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|-------------|---------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 57 | 2122-B | COOK | 75 | 1 |

75-2+4=77

D-91-266-97

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

FAI 57 (I-57)
AT
103RD STREET
SECTION: 2122-B
DECK REPLACEMENT

PROJECT: ESP-057-7(278)358
COOK COUNTY
C-91-266-97

FOR INDEX OF SHEETS, SEE SHEET NO. 2

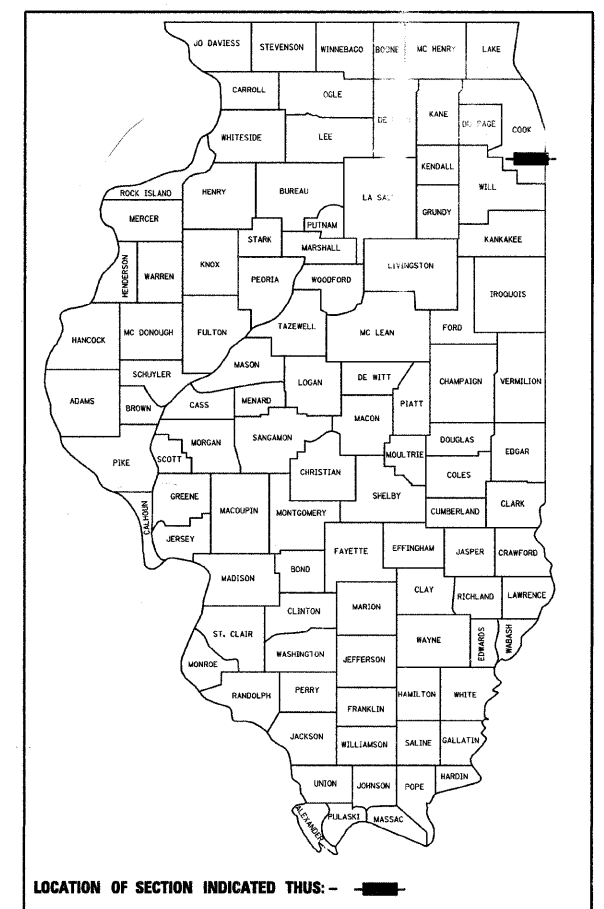
PROJECT LOCATED IN:
CITY OF CHICAGO

TRAFFIC DATA:

| | | |
|---------------|------------------------|-------------------------|
| ADT: | <u>103RD STREET</u> | <u>I-57</u> |
| | 12,400 VEHICLES (2005) | 127,300 VEHICLES (2007) |
| | 16,616 VEHICLES (2022) | |
| POSTED SPEED: | <u>103RD STREET</u> | <u>I-57</u> |
| | 30 MPH (50 KPH) | 55 MPH (90 KPH) |

DESIGN DESIGNATION

5,317 (03) MINOR ARTERIAL (RS-10)



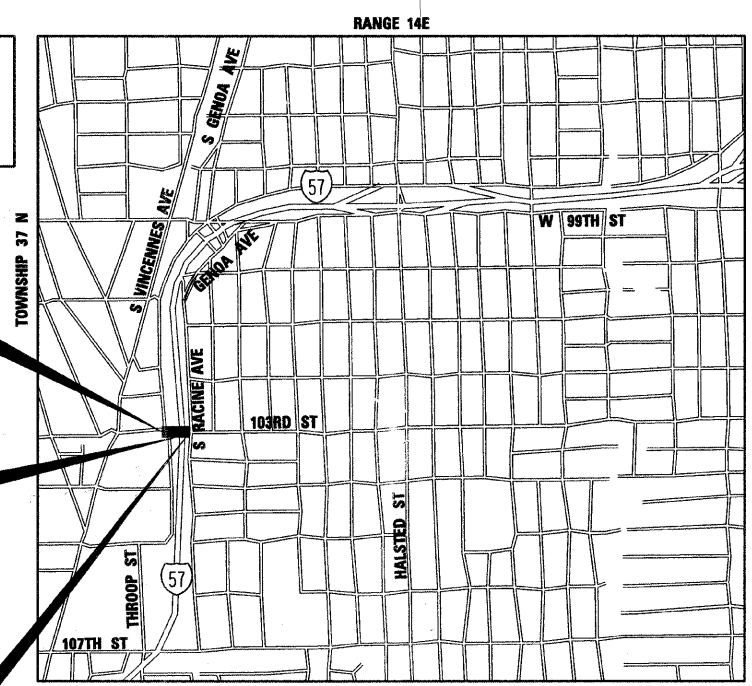
LOCATION OF SECTION INDICATED THIS: -

THIS PROJECT CONSIST OF
PAVEMENT MILLING AND RESURFACING,
BRIDGE DECK REMOVAL AND REPLACEMENT,
CONCRETE CURB AND GUTTER, AND
PORTLAND CEMENT CONCRETE SIDEWALK

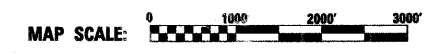
103RD STREET
PROJECT BEGINS
STA 3+45.00

STRUCTURE NUMBER 016-2127
103RD ST OVER FAI 57
LENGTH = 171'-1"
DECK REMOVAL & REPLACEMENT
3 SPAN CONTINUOUS ROLLED
STEEL BEAM BRIDGE

103RD STREET
PROJECT ENDS
STA 7+51.00



LOCATION MAP



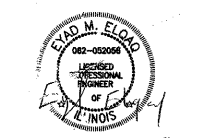
GROSS AND NET LENGTH OF PROJECT: 103RD STREET = 406.0 FT (0.08 MILES)



EXPIRATION DATE: 11-30-09
DATE: 11/07/09
SHEETS 1-18, 26, 59-75



EXPIRATION DATE: 11-30-10
DATE: 1/07/09
SHEETS 27-58



EXPIRATION DATE: 11-30-2009
DATE: 11/10/09
SHEETS 19-25

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED: JANUARY 9, 20 09

Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, I.D.

March 13, 20 09
Charles G. Dracoll
ENGINEER OF DESIGN AND ENVIRONMENT

March 13, 20 09
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**



DISTRICT PROJECT MANAGER: BRIAN KUTTAB (847-705-4431)

1/7, 2009 0103ccr01.dgn

C.U.A.N.
CHICAGO UTILITY AREA NETWORK
1-312-744-7000

CONTRACT NO. 60366

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 57 | 2122-3 | COOK | 75 | 2 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

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- 2 INDEX OF SHEETS, HIGHWAY STANDARDS, AND COMMITMENTS
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- 7 TYPICAL SECTIONS
- 8-9A SCHEDULE OF QUANTITIES
- 10 ALIGNMENT, TIES, AND BENCHMARKS
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- 12-14 SUGGESTED MAINTENANCE OF TRAFFIC
- 15 DRAINAGE AND UTILITIES
- 16 SIGNING / PAVEMENT MARKINGS PLANS
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- 19-25 ELECTRICAL PLANS (SHEET 24 NOT USED)*
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- 70 TC-17 TRAFFIC CONTROL FOR SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
- 71 TC-22 ARTERIAL ROAD INFORMATION SIGN
- TC-24a &
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HIGHWAY STANDARDS

LIST OF STATE STANDARDS

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-04 TEMPORARY EROSION CONTROL
- 420001-07 PAVEMENT JOINTS
- 420401-07 BRIDGE APPROACH PAVEMENT
- 424001-05 CURB RAMPS FOR SIDEWALK
- 442201-03 CLASS C AND D PATCHES
- 515001-03 NAME PLATE FOR BRIDGES
- 606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 642001-01 SHOULDER RUMBLE STRIPS
- 664001-02 CHAIN LINK FENCE
- 701400-03 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701401-05 LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701406-05 LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
- 701411-05 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS >=45MPH
- 701446-01 TWO LANE CLOSURE FREEWAY/EXPRESSWAY
- 701606-06 URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701701-06 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-04 LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
- 701901-01 TRAFFIC CONTROL DEVICES
- 704001-05 TEMPORARY CONCRETE BARRIER
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-02 SIGN PANEL ERECTION DETAILS

COMMITMENTS:

MAINTAIN TWO-WAY TRAFFIC FOR THE CHICAGO TRANSIT AUTHORITY (CTA) THROUGHOUT CONSTRUCTION.

1/15/2009 02-103cgn01.dgn



| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**INDEX OF SHEETS,
HIGHWAY STANDARDS, AND COMMITMENTS**

SCALE: NONE
DATE: 1/15/2009

DRAWN BY: T.W.K.
CHECKED BY: A.A.C.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 3 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

CITY OF CHICAGO GENERAL NOTES

- THE UTILITY COMPANY/GOVERNMENT AGENCY AND IT'S CONTRACTORS ARE RESPONSIBLE FOR THE ADEQUATE PROTECTION OF THE EXISTING SEWERS, DRAIN CONNECTIONS, SEWER STRUCTURES AND BENCH MONUMENTS DURING CONSTRUCTION OF NEW UTILITIES AND/OR ADJUSTMENT TO EXISTING UTILITIES AND THE USE OF HEAVY EQUIPMENT WITHIN THE LIMITS OF THE PROJECT.
- ALL CATCH BASINS IN THE CITY OF CHICAGO MUST MEET THE DEPARTMENT OF SEWERS' STANDARDS.
- IN CASE OF DAMAGE TO CITY OF CHICAGO SEWERS, PRIVATE AND PUBLIC DRAINS, SEWER STRUCTURES AND/OR BENCH MONUMENTS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE DEPARTMENT OF SEWERS AT (312) 747-7892 OR (312) 747-7893.
- CLOSED LIDS SHALL BE PLACED ON ALL MANHOLES EXCEPT AT INTERSECTIONS. PERFORATED LIDS SHALL BE PLACED ON ALL CATCH BASINS.
- BENCH MONUMENT LOCATIONS WITHIN THE LIMITS OF THE IMPROVEMENT CAN BE OBTAINED FROM THE DEPARTMENT OF SEWERS AT SUITE 410, 333 SOUTH STATE STREET, CHICAGO, IL 60604-3971. THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF REPLACING ANY BENCH MONUMENT DAMAGED OR DESTROYED DURING CONSTRUCTION.
- IN LOCATIONS WHERE THE MAIN SEWER IS NOT BEING REPLACED AND THE EXISTING DRAINAGE FACILITIES ARE DISTURBED OR DAMAGED DURING CONSTRUCTION BY THE CONTRACTOR, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO RESTORE AND REPLACE THE DAMAGED FACILITIES AT HIS/HER EXPENSE TO THE SATISFACTION OF THE DEPARTMENT OF SEWERS. THE SEWER FLAWS MUST BE MAINTAINED AT ALL TIMES.
- SIDEWALK ACCESSIBILITY RAMPS SHALL NOT BE CONSTRUCTED DIRECTLY OVER EXISTING OR PROPOSED DRAINAGE STRUCTURES.
- ALL BROKEN, CRACKED, WORN OR OTHERWISE DAMAGED OR BICYCLE UNSAFE FRAMES AND GRATES OR LIDS ON SEWER STRUCTURES SHALL BE REPLACED WITH NEW DEPARTMENT OF SEWERS' STANDARD FRAMES AND GRATES OR LIDS. OLD FRAMES AND GRATES OR LIDS SHALL BE DELIVERED TO THE DEPARTMENT OF SEWERS AT 39TH STREET AND ASHLAND AVENUE.
- CITY OF CHICAGO WATER VALVE VAULTS AND SEWER STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION WITHOUT WRITTEN PERMISSION FROM THE CITY OF CHICAGO DEPARTMENT OF WATER AND/OR DEPARTMENT OF SEWERS.
- CURB AND GUTTER CONSTRUCTION SHALL PROVIDE A MINIMUM CURB HEIGHT OF 3".
- BACKFILL MATERIAL UNDER SIDEWALKS SHALL BE FA-2.
- PAVEMENT REPLACEMENT AROUND FRAMES AND GRATES OR LIDS WHERE DRAINAGE WATER MAIN OR ELECTRICAL STRUCTURES ARE ADJUSTED OR RECONSTRUCTED, SHALL BE WITH CLASS SI CONCRETE.
- THE CONTRACTOR SHALL COMPLY WITH THE CITY OF CHICAGO'S DEPARTMENT OF SEWERS' "REQUIREMENTS FOR EXISTING FACILITIES PROTECTION" (REVISED MAY 14, 1998) AS INCLUDED IN THE PRE-CONSTRUCTION MEETING MINUTES. ALL COST ASSOCIATED WITH OBTAINING PERMITS, BACKGROUND INFORMATION, AND REQUIREMENTS AND SUBMITTING AS-BUILT DRAWINGS SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
- THE CONTRACTOR MUST OBTAIN A PERMIT TO REMOVE, PLANT, TRIM, SPRAY OR IN ANY WAY AFFECT THE GENERAL HEALTH STRUCTURE OF THE TREES IN THE PUBLIC WAY. THIS INCLUDES THE DISTURBANCE OR REMOVAL OF ROOT SYSTEMS OF EXISTING TREES IN THE PROJECT AREA. PERMITS FOR ALL TREE RELATED ACTIVITIES WILL BE ISSUED TO INSURE TREE COMPANIES BY THE BUREAU OF FORESTRY. CONTACT STEVE BYLINA AT 312-747-2021.

CITY OF CHICAGO GENERAL NOTES (CONT'D)

- THE RESIDENT ENGINEER AND THE CONTRACTOR SHALL FIELD VERIFY THE CITY'S EXISTING SEWER FACILITIES INCLUDING PUBLIC AND PRIVATE DRAIN CONNECTIONS IN THE LIMITS OF THE PROJECT FOR ANY CONFLICTS DUE TO THE PROPOSED IMPROVEMENTS. ANY CONFLICT SHOULD BE RESOLVED WITH THE DEPARTMENT OF WATER MANAGEMENT PRIOR TO THE START OF CONSTRUCTION.
- THERE ARE NUMEROUS MANHOLES, CATCH BASINS AND INLETS WHICH MUST BE PROTECTED FROM ENTRY OF ASPHALT/DEBRIS INTO THE SEWER SYSTEM DURING CONSTRUCTION. THE CONTRACTOR MUST MARK LOCATIONS OF ALL SEWER STRUCTURES ON THE SIDEWALK BEFORE STARTING PAVEMENT REMOVAL/REPLACEMENT. ALL NECESSARY ADJUSTMENTS TO SEWER FACILITIES, INCLUDING VERTICAL ADJUSTMENT OF FRAMES AND LIDS, MUST BE PERFORMED PRIOR TO STREET RESURFACING. A PERMIT FROM THE DEPARTMENT OF WATER MANAGEMENT SHOULD BE OBTAINED IN ADVANCE FOR ANY UNDERGROUND SEWER WORK INCLUDING ADJUSTMENT OF STRUCTURES, REMOVAL OR REPLACEMENT OF FRAMES AND LIDS, TELEVISION SURVEYS, CLEANING, LINING AND INSPECTIONS BY A LICENSED SEWER CONTRACTOR AT 333 S STATE STREET, SUITE 410, CHICAGO, ILLINOIS 60604.
- THE CONTRACTOR SHALL VERIFY ALL EXISTING ORDINANCE GRADES AND ANY CITY OF CHICAGO BENCH MONUMENTS WHICH FALL WITHIN THE LIMITS FOR THIS PROJECT. IF THE BENCH MONUMENT IS DAMAGED OR NOT FOUND WITHIN THE LIMITS OF THIS PROJECT, CONTACT THE SEWER SECTION AT (312) 747-8117. ANY CURB ELEVATIONS NOT MEETING THE EXISTING ORDINANCE GRADES SHALL BE SUBMITTED TO THE CITY COUNCIL FOR REVISION WITH SEWER SECTION NOTIFICATION.

18. EXTREME CAUTION IS TO BE TAKEN TO ENSURE THAT NO FACILITY OWNED AND MAINTAINED BY THE CITY OF CHICAGO IS DAMAGED DURING CONSTRUCTION. IF ANY DAMAGE OCCURS TO ANY FACILITIES, THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR THE COST OF REPAIR OR REPLACEMENT OF THE DAMAGED FACILITY.

IDOT GENERAL NOTES

- ANY EARTH EXCAVATION NECESSARY FOR REMOVAL OF THE MEDIANS SHALL BE INCLUDED IN THE COST OF MEDIAN REMOVAL.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL CUAN (CHICAGO UTILITY ALERT NETWORK), (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).
- 10' TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB & GUTTERS AND MEDIAN IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CHICAGO.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP YARD OR FIELD OFFICE ON STATE OR CITY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
- PEOPLES GAS WILL MAINTAIN ALL GAS FACILITIES DURING CONSTRUCTION. HAND EXCAVATION IS REQUESTED NEAR THESE FACILITIES TO AVOID DAMAGE. CALL MR. STAN JONES OF PEOPLES ENERGY AT (773) 962-4841 AND C.U.A.N. AT (312) 744-7000 AT LEAST 48 HOURS PRIOR TO CONSTRUCTION. PEOPLES GAS WILL MARK LOCATION OF ALL GAS FACILITIES IN ADVANCE OF CONSTRUCTION. IN THE EVENT OF AN EMERGENCY, CALL (312) 240-7001.
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- IT SHALL BE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT NO GAP REMAINS BETWEEN PROPOSED FENCING AND BRIDGE OR WHERE PROPOSED FENCING TERMINATES AND EXISTING FENCE REMAINS IN PLACE.

IDOT GENERAL NOTES (CONT'D)

- ANY DISTURBANCE OR REMOVAL OF MATERIAL, INCLUDING STABILIZED SURFACES, ASSOCIATED WITH THE INSTALLATION OF SEWERS CONNECTING TO DOWNSPOUTS SHALL BE RESTORED AND/OR REPLACED IN KIND TO THE SATISFACTION OF THE ENGINEER. THE COST OF RESTORATION SHALL BE CONSIDERED INCLUDED IN THE COST OF THE SEWER PIPE INSTALLATION.
- EXISTING SIGNS REMOVED DURING CONSTRUCTION AS PER ARTICLE 107.25, SHALL BE RE-ERECTED UPON COMPLETION OF CONSTRUCTION SUCH THAT THE SIGNS ARE VISIBLE TO THE TRAVELING PUBLIC. THE LOCATIONS OF THE RE-ERECTION OF THE EXISTING SIGNS ARE TO BE DETERMINED BY THE ENGINEER. THE COST OF ALL MATERIAL, EQUIPMENT AND LABOR NECESSARY TO PERFORM THIS WORK ARE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- CONSTRUCTION LAYOUT SHALL INCLUDE SURVEYING AND DETERMINING THE MINIMUM VERTICAL CLEARANCE OF THE 103RD STREET BRIDGE OVER THE NORTHBOUND AND SOUTHBOUND LANES OF I-57.
- THIS PROJECT HAS BEEN SIGNED OFF IN-HOUSE FOR SPECIAL WASTE. IF THE PROPOSED SCOPE OF WORK CHANGES OR IF ADDITIONAL ROW/TEMPORARY EASEMENTS ARE REQUIRED, CONTACT THE ENVIRONMENTAL STUDIES UNIT AT (847) 705-4101 TO DISCUSS POTENTIAL IMPACTS.
- THE CONTRACTOR SHALL MAINTAIN ACCESS CONTROL AT ALL TIMES DURING CONSTRUCTION. TEMPORARY FENCE IS BEING PROVIDED TO MAINTAIN ACCESS CONTROL.
- THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE CITY OF CHICAGO. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.
- TEMPORARY FENCE SHALL BE ERECTED ALONG THE DRIP LINE OF EXISTING TREES TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION. AFTER TREES ARE SAFELY FENCED NOTHING IS TO BE STORED, DRIVEN OR DISTURBED INSIDE THE FENCE. REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
- THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. HAND EXCAVATION SHALL BE PERFORMED IF MAJOR ROOTS ARE PRESENT. MAJOR ROOTS OF A TREE THAT ARE TO REMAIN IN PLACE EXTENDING INTO THE EXCAVATION AREAS AT AN ELEVATION THAT WOULD INTERFERE WITH ANY PORTION OF THE PLANNED CONSTRUCTION SHALL BE SEVERED AT A POINT IMMEDIATELY OUTSIDE OF THE EXCAVATION AREA IN A MANNER THAT WILL CAUSE THE LEAST AMOUNT OF SYSTEMIC DAMAGE TO THE REMAINING TREE STRUCTURE. THE EXPENSE OF ANY REQUIRED HAND EXCAVATION DESCRIBED ABOVE, SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT LINE ITEM BEING REMOVED OR INSTALLED AT THAT LOCATION.
- TREE ROOT PRUNING IS TO BE USED ON EXISTING TREES TO PREVENT THE RIPPING UP OF ROOTS WHEN TRENCHING OR EXCAVATION IS WITHIN THE ROOT ZONE OF ADJACENT TREES TO REMAIN. SUPPLEMENTAL WATERING OF TREES SHOULD BEGIN IMMEDIATELY AFTER ROOT PRUNING OF THE TREES HAS OCCURRED. SUPPLEMENTAL WATERING SHALL BE CONSIDERED INCLUDED IN THE COST OF TREE ROOT PRUNING.
- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.

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ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: NONE
DATE: 1/15/2009

DRAWN BY: T.W.K.
CHECKED BY: A.A.C.

| | | | | |
|---------------------|---------|----------|------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 57 | 2122-B | COOK | 75 | 4 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |

PROJECT LOCATION: FAI 57 (DAN RYAN EXPRESSWAY) AT 103RD STREET
SUMMARY OF QUANTITIES

| CODE NUMBER | ITEM | UNIT | URBAN | | | |
|-------------|--|-------|------------------------------------|--------------------|-------------------|---------------------|
| | | | TOTAL QUANTITY <i>100% FED.</i> | ROADWAY 1000-2A | BRIDGE X271-2A | LIGHTING Y030-1E |
| 20100110 | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | UNIT | 17 | 17 | | |
| 20101000 | TEMPORARY FENCE | FOOT | 280 | 280 | | |
| 20101200 | TREE ROOT PRUNING | EACH | 5 | 5 | | |
| 20101300 | TREE PRUNING (1 TO 10 INCH DIAMETER) | EACH | 3 | 3 | | |
| 20101350 | TREE PRUNING (OVER 10 INCH DIAMETER) | EACH | 3 | 3 | | |
| 20200100 | EARTH EXCAVATION | CU YD | 92 | 92 | | |
| 21101615 | TOPSOIL FURNISH AND PLACE, 4" | SQ YD | 1,144 | 1,144 | | |
| *25000210 | SEEDING, CLASS 2A | ACRE | 0.25 | 0.25 | | |
| *25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 22 | 22 | | |
| *25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 22 | 22 | | |
| *25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 22 | 22 | | |
| *25100630 | EROSION CONTROL BLANKET | SQ YD | 1,144 | 1,144 | | |
| *28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 24 | 24 | | |
| *28000400 | PERIMETER EROSION BARRIER | FOOT | 96 | 96 | | |
| 28000510 | INLET FILTERS | EACH | 4 | 4 | | |
| 31101200 | SUB-BASE GRANULAR MATERIAL, TYPE B 4" | SQ YD | 120 | 120 | | |
| 40600200 | BITUMINOUS MATERIALS (PRIME COAT) | TON | 0.6 | 0.6 | | |
| 40600300 | AGGREGATE (PRIME COAT) | TON | 2.7 | 2.7 | | |
| 40600635 | LEVELING BINDER (MACHINE METHOD), N70 | TON | 73 | 73 | | |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SQ YD | 96 | 96 | | |
| 40601005 | HOT-MIX ASPHALT REPLACEMENT OVER PATCHES | TON | 9 | 9 | | |
| 40603340 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 | TON | 110 | 110 | | |
| 42001300 | PROTECTIVE COAT | SQ YD | 290 | 290 | | |
| 42001420 | BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) | SQ YD | 64 | 64 | | |
| 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SQ FT | 1,397 | 1,397 | | |
| 42400800 | DETECTABLE WARNINGS | SQ FT | 182 | 182 | | |
| 44000100 | PAVEMENT REMOVAL | SQ YD | 143 | 143 | | |
| 44000155 | HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" | SQ YD | 1301 | 1301 | | |
| 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 306 | 306 | | |
| 44000600 | SIDEWALK REMOVAL | SQ FT | 363 | 363 | | |
| 44000700 | APPROACH SLAB REMOVAL | SQ YD | 214 | 214 | | |
| 44002216 | HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4" | SQ YD | 40 | 40 | | |
| 44003100 | MEDIAN REMOVAL | SQ FT | 216 | 216 | | |

• SPECIALTY ITEM

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
SHEET 1 OF 4

SCALE: NONE
 DATE: 1/15/2009

DRAWN BY: R.T.T.
 CHECKED BY: A.A.C.



1/15/2009 06:10:33esq01.dgn

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|---------------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 5 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

PROJECT LOCATION: FAI 57 (DAN RYAN EXPRESSWAY) AT 103RD STREET
SUMMARY OF QUANTITIES

| CODE NUMBER | ITEM | UNIT | URBAN | | | |
|-------------|---|--------|------------------------------------|--------------------|-------------------|---------------------|
| | | | TOTAL QUANTITY <i>100% FED.</i> | ROADWAY 1000-2A | BRIDGE X271-2A | LIGHTING Y030-1E |
| 44201349 | CLASS C PATCHES, TYPE I, 10 INCH | SQ YD | 20 | 20 | | |
| 44201353 | CLASS C PATCHES, TYPE II, 10 INCH | SQ YD | 20 | 20 | | |
| 44300200 | STRIP REFLECTIVE CRACK CONTROL TREATMENT | FOOT | 504 | 504 | | |
| 50102400 | CONCRETE REMOVAL | CU YD | 68 | | 68 | |
| 50104720 | REMOVAL OF EXISTING CONCRETE DECK | EACH | 1 | | 1 | |
| 50157300 | PROTECTIVE SHIELD | SQ YD | 936 | | 936 | |
| 50200100 | STRUCTURE EXCAVATION | CU YD | 44 | | 44 | |
| 50300225 | CONCRETE STRUCTURES | CU YD | 64 | | 64 | |
| 50300255 | CONCRETE SUPERSTRUCTURE | CU YD | 588 | | 588 | |
| 50300260 | BRIDGE DECK GROOVING | SQ YD | 1,225 | | 1,225 | |
| 50300300 | PROTECTIVE COAT | SQ YD | 1,754 | | 1,754 | |
| 50500405 | FURNISHING AND ERECTING STRUCTURAL STEEL | POUND | 6,980 | | 6,980 | |
| 50500505 | STUD SHEAR CONNECTORS | EACH | 5,400 | | 5,400 | |
| 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 120,300 | | 120,300 | |
| 50800515 | BAR SPLICERS | EACH | 811 | | 811 | |
| 50901730 | BRIDGE FENCE RAILING | FOOT | 532 | | 532 | |
| 51205200 | TEMPORARY SHEET PILING | SQ FT | 232 | | 232 | |
| 51500100 | NAME PLATES | EACH | 2 | | 2 | |
| 52000110 | PREFORMED JOINT STRIP SEAL | FOOT | 135 | | 135 | |
| 52100010 | ELASTOMERIC BEARING ASSEMBLY, TYPE I | EACH | 24 | | 24 | |
| 52100520 | ANCHOR BOLTS, 1" | EACH | 48 | | 48 | |
| 550A0050 | STORM SEWERS, CLASS A, TYPE 1 12" | FOOT | 81 | 81 | | |
| NP 55039700 | STORM SEWERS TO BE CLEANED | FOOT | 295 | 295 | | |
| 56109210 | WATER VALVES TO BE ADJUSTED | EACH | 1 | 1 | | |
| 56400100 | FIRE HYDRANTS TO BE MOVED | EACH | 1 | 1 | | |
| 58700300 | CONCRETE SEALER | SQ FT | 1020 | | 1020 | |
| 59000200 | EPOXY CRACK INJECTION | FOOT | 137 | | 137 | |
| 60250200 | CATCH BASINS TO BE ADJUSTED | EACH | 7 | 7 | | |
| 60255500 | MANHOLES TO BE ADJUSTED | EACH | 14 | 14 | | |
| 60604200 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL) | FOOT | 306 | 306 | | |
| 66400105 | CHAIN LINK FENCE, 4' | FOOT | 40 | 40 | | |
| 66410300 | CHAIN LINK FENCE REMOVAL | FOOT | 40 | 40 | | |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 8 | 8 | | |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 | | |
| 70101800 | TRAFFIC CONTROL AND PROTECTICN, (SPECIAL) | L SUM | 1 | 1 | | |

• SPECIALTY ITEM

NP= NON-PARTICIPATING



| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
SHEET 2 OF 4

SCALE: NONE
 DATE: 1/15/2009

DRAWN BY: R.T.T.
 CHECKED BY: A.A.C.

1/15/2009 06-103tesq01.dgn

| | | | | |
|---------------------|---------|----------|------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 57 | 2122-B | COOK | 75 | 6 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |

PROJECT LOCATION: FAI 57 (DAN RYAN EXPRESSWAY) AT 103RD STREET
SUMMARY OF QUANTITIES

| CODE NUMBER | ITEM | UNIT | URBAN | | | |
|--------------|---|--------|------------------------------------|--------------------|-------------------|---------------------|
| | | | TOTAL QUANTITY <i>100% FED.</i> | ROADWAY I000-2A | BRIDGE X271-2A | LIGHTING Y030-1E |
| 70102550 | TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR | EACH | 1 | 1 | | |
| 70103815 | TRAFFIC CONTROL SURVEILLANCE | CAL DA | 210 | 210 | | |
| 70300100 | SHORT-TERM PAVEMENT MARKING | FOOT | 2,878 | 2,878 | | |
| 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 508 | 508 | | |
| 70300510 | PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS | SQ FT | 109 | 109 | | |
| 70300520 | PAVEMENT MARKING TAPE, TYPE III 4" | FOOT | 9592 | 9592 | | |
| 70300540 | PAVEMENT MARKING TAPE, TYPE III 6" | FOOT | 836 | 836 | | |
| 70300560 | PAVEMENT MARKING TAPE, TYPE III 12" | FOOT | 675 | 675 | | |
| 70300570 | PAVEMENT MARKING TAPE, TYPE III 24" | FOOT | 81 | 81 | | |
| 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | SQ FT | 434 | 434 | | |
| 70400100 | TEMPORARY CONCRETE BARRIER | FOOT | 604 | 604 | | |
| 70400200 | RELOCATE TEMPORARY CONCRETE BARRIER | FOOT | 220 | 220 | | |
| * 72000100 | SIGN PANEL - TYPE 1 | SQ FT | 30 | 30 | | |
| * 73303000 | OVERHEAD SIGN STRUCTURE - SPAN, MONOTUBE | FOOT | 67 | 67 | | |
| * 78005100 | EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 109 | 109 | | |
| * 78005110 | EPOXY PAVEMENT MARKING - LINE 4" | FOOT | 4,179 | 4,179 | | |
| * 78005130 | EPOXY PAVEMENT MARKING - LINE 6" | FOOT | 836 | 836 | | |
| * 78005150 | EPOXY PAVEMENT MARKING - LINE 12" | FOOT | 545 | 545 | | |
| * 78005180 | EPOXY PAVEMENT MARKING - LINE 24" | FOOT | 81 | 81 | | |
| * 78200100 | MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR | EACH | 26 | 26 | | |
| 78300100 | PAVEMENT MARKING REMOVAL | SQ FT | 108 | 108 | | |
| * 81012600 | CONDUIT IN TRENCH, 2" DIA., PVC | FOOT | 40 | | | 40 |
| * 81012800 | CONDUIT IN TRENCH, 3" DIA., PVC | FOOT | 50 | | | 50 |
| * 81012900 | CONDUIT IN TRENCH, 3 1/2" DIA., PVC | FOOT | 65 | | | 65 |
| * 81100320 | CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL | FOOT | 240 | | | 240 |
| ? * 81100705 | CONDUIT ATTACHED TO STRUCTURE, 2 1/2" DIA., GALVANIZED STEEL (PVC COATED) | FOOT | 156 | | | 156 |
| ? * 81100905 | CONDUIT ATTACHED TO STRUCTURE, 3 1/2" DIA., GALVANIZED STEEL (PVC COATED) | FOOT | 2554 | | | 2554 |
| ? * 81200230 | CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC | FOOT | 395 | | | 395 |
| ? * 81200250 | CONDUIT EMBEDDED IN STRUCTURE, 3" DIA., PVC | FOOT | 20 | | | 20 |
| * 81300220 | JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4" | EACH | 8 | | | 8 |
| * 81300530 | JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6" | EACH | 4 | | | 4 |
| * 81300730 | JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 16" X 14" X 6" | EACH | 4 | | | 4 |
| * 81603210 | UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (EPR-TYPE RHW), 1 1/4" DIA. POLYETHYLENE | FOOT | 296 | | | 296 |
| * 81700110 | ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 1/C NO. 10 | FOOT | 1,472 | | | 1,472 |

SPECIALTY ITEM

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
SHEET 3 OF 4

SCALE: NONE
 DATE: 1/15/2009
 DRAWN BY: R.T.T.
 CHECKED BY: A.A.C.



1/15/2009 06-103csq01.dgn

PROJECT LOCATION: FAI 57 (DAN RYAN EXPRESSWAY) AT 103RD STREET

SUMMARY OF QUANTITIES

| | | | | |
|---------------------|----------|------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 57 | 2122-B | COOK | 75 | 6a |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

| CODE NUMBER | ITEM | UNIT | URBAN | | |
|-------------|---|--------|------------------------------------|--------------------|-------------------|
| | | | TOTAL QUANTITY <i>100% FED.</i> | ROADWAY 1000-2A | BRIDGE X271-2A |
| *B1700120 | ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 1/C NO. 6 | FOOT | 184 | | 184 |
| *B1700125 | ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 1/C NO. 4 | FOOT | 552 | | 552 |
| *B1800300 | AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE | FOOT | 300 | | 300 |
| *B1900200 | TRENCH AND BACKFILL FOR ELECTRICAL WORK | FOOT | 440 | | 440 |
| *B4200500 | REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE | EACH | 8 | | 8 |
| *B4200600 | REMOVAL OF EXISTING LIGHTING UNIT, NO SALVAGE | EACH | 12 | | 12 |
| *B4200700 | LIGHTING FOUNDATION REMOVAL | EACH | 4 | | 4 |
| *B7900100 | DRILL EXISTING FOUNDATION | EACH | 4 | | 4 |
| *B7900200 | DRILL EXISTING HANDHOLE | EACH | 4 | | 4 |
| *E20200G1 | VINE-PARTHENOCISSUS QUINQUEFOLIA (VIRGINIA CREEPER), 1-GALLON POT | EACH | 60 | 60 | |
| X0301766 | DRILL AND GROUT #6 TIE BARS | EACH | 154 | 154 | |
| X0322256 | TEMPORARY INFORMATION SIGNING | SQ FT | 64 | 64 | |
| *X0322453 | WEED CONTROL, PRE-EMERGENT | POUND | 30 | 30 | |
| *X0323574 | MAINTENANCE OF LIGHTING SYSTEM | CAL MO | 6 | | 6 |
| X0323830 | DRAINAGE SCUPPERS, DS-11 | EACH | 4 | | 4 |
| X0323859 | DOWNSPOUT CONNECTION | EACH | 4 | 4 | |
| *X0324198 | REMOVAL OF ASBESTOS CEMENT CONDUIT | FOOT | 1,500 | 1,500 | |
| *X0324302 | REMOVAL OF TEMPORARY LIGHTING FIXTURE, SALVAGE | EACH | 12 | | 12 |
| X0325303 | STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES) | SQ FT | 98 | | 98 |
| X0325305 | STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES) | SQ FT | 894 | | 894 |
| *X0329867 | INSTALL LIGHT POLE MAST ARM & LUMINAIRE (MATERIAL PROVIDED BY THE CITY OF CHICAGO) | EACH | 8 | | 8 |
| X7011015 | TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) | L SUM | 1 | 1 | |
| MP X0005656 | INLET FILTER CLEANING | EACH | 8 | 8 | |
| Z0011400 | COLD MILLING EXISTING MEDIAN | SQ YD | 102 | 102 | |
| Z0013798 | CONSTRUCTION LAYOUT | L SUM | 1 | 1 | |
| Z0017202 | DOWEL BARS 1 1/2" | EACH | 32 | 32 | |
| MP Z0018500 | DRAINAGE STRUCTURES TO BE CLEANED | EACH | 4 | 4 | |
| Z0018800 | DRAINAGE SYSTEM | L SUM | 1 | | 1 |
| Z0030255 | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2 | EACH | 2 | 2 | |
| Z0030260 | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 | EACH | 1 | 1 | |
| Z0030320 | IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 2 | EACH | 2 | 2 | |
| Z0031301 | JACKING AND CRIBBING, LOCATION NO. 1 | L SUM | 1 | | 1 |
| Z0031302 | JACKING AND CRIBBING, LOCATION NO. 2 | L SUM | 1 | | 1 |
| Z0073200 | TEMPORARY SHORING AND CRIBBING | EACH | 3 | | 3 |
| *X0326323 | UNDERPASS LUMINAIRE, 70WATT, ^{HIGH PRESSURE SODIUM} VAPOR, STAINLESS STEEL HOUSING | EACH | 20 | | 20 |
| *X0326328 | ^{LIGHTING} STREET CABLE, 1/C NO. 6, CITY OF CHICAGO STANDARD | FOOT | 1104 | | 1104 |
| *X0326329 | ^{LIGHTING} STREET CABLE, 1/C NO. 8, CITY OF CHICAGO STANDARD | FOOT | 552 | | 552 |
| *A2005036 | TREE, GYMNOCLADUS DIOICUS EXPRESSO (EXPRESSO KENTUCKY COFFEETREE), 1-3/4" CALIPER, BALLED AND BURLAPPED | EACH | 7 | 7 | |
| ⊙ Z0076600 | TRAINERS | HR | 1000 | 1000 | |

SPECIALTY ITEM

Y080

MP- NON-PARTICIPATING

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SHEET 4 OF 4

SCALE: NONE

DATE: 1/15/2009

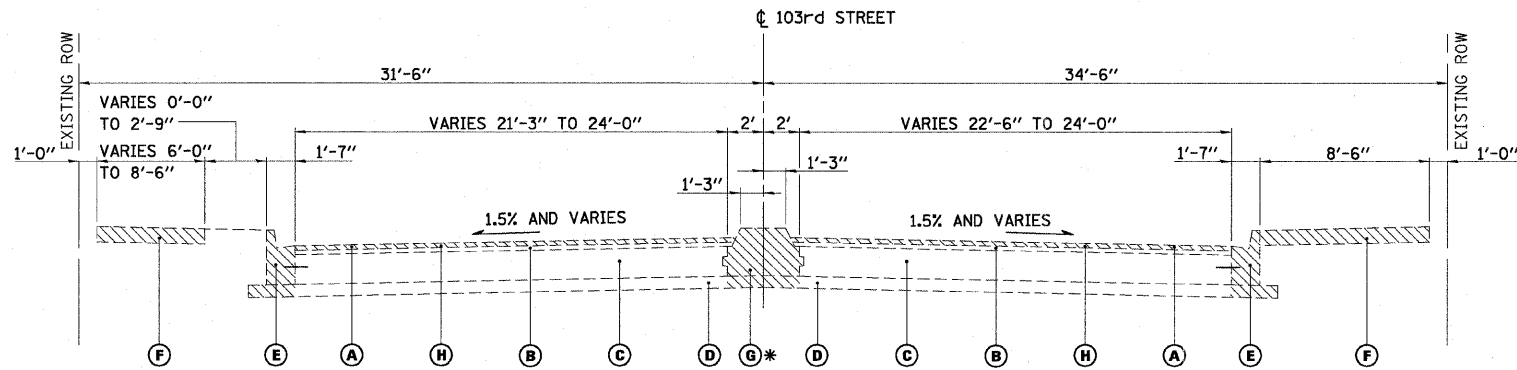
DRAWN BY: R.T.T.

CHECKED BY: A.A.C.



1/15/2009 06:10:30seq01.dgn

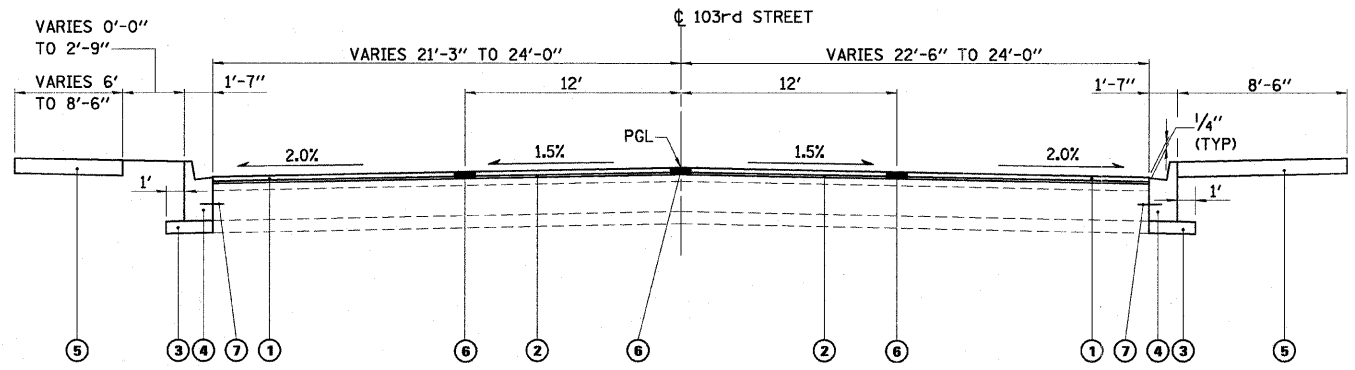
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 7 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



EXISTING

STA 3+45.00 TO STA 7+51.00
BRIDGE LIMITS - STA 4+61.86 TO STA 6+32.94

* PCC MEDIAN REMOVAL
STA 4+36.82 TO STA 6+60.67



PROPOSED

STA 3+45.00 TO STA 4+61.86 &
STA 6+32.94 TO STA 7+51.00

| DESCRIPTION | MIX TYPE | AC TYPE | AIR VOIDS % |
|---------------------------------------|-----------|-----------|-------------|
| HOT-MIX SURFACE COURSE, MIX "D", N70 | IL 9.5 mm | PG 64-22 | 4% @ 70 GYR |
| LEVELING BINDER (MACHINE METHOD), N70 | IL 9.5 mm | PG 64-22* | 4% @ 70 GYR |
| HMA REPLACEMENT OVER PATCHES | IL 19 mm | PG 64-22* | 4% @ 70 GYR |

THE UNIT WEIGHT USED TO CALCULATE HOT-MIX ASPHALT MIXTURES IS 112 LB/SQ YD/IN THICKNESS.

* WHEN RAP EXCEEDS 20%, THE ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

EXISTING

- (A) HOT-MIX ASPHALT CONCRETE SURFACE COURSE
- (B) HOT-MIX ASPHALT CONCRETE BINDER COURSE
- (C) PORTLAND CEMENT CONCRETE BASE COURSE
- (D) SUB-BASE GRANULAR MATERIAL
- (E) COMBINATION CONCRETE CURB AND GUTTER, TYPE 3
- (F) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (G) PORTLAND CEMENT CONCRETE MEDIAN REMOVAL
- (H) HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"

PROPOSED

- (1) HOT MIX ASPHALT SURFACE COURSE, MIXTURE D, N70, 1/2"
- (2) LEVELING BINDER (MACHINE METHOD), N70, 3/4" (MIN)
- (3) SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- (4) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL) (VARIABLE HEIGHT 3" TO 9")
- (5) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (6) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (7) #6 DEFORMED EPOXY COATED TIE BARS @ 24" CENTERS, 24" LONG, DRILLED AND GROUTED IN PLACE, PAID FOR PER EACH AS DRILL AND GROUT #6 TIE BARS

NOTES:

1. STRIP REFLECTIVE CRACK CONTROL SHALL BE PLACED AT ALL LANE JOINTS AND WIDENING JOINTS AS DIRECTED BY THE ENGINEER.
2. HOT-MIX ASPHALT SURFACE REMOVAL WILL VARY FROM 3/4" TO 2 1/4" FOR CROWN CORRECTION AND WILL BE PAID FOR PER SQUARE YARD AS HOT-MIX ASPHALT SURFACE REMOVAL, 1/2".
3. EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE 3 SHALL BE REPLACED WITH COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL) AS DIRECTED BY THE ENGINEER.
4. DOWEL BARS, 18" LONG, SHALL BE INSTALLED IN ACCORDANCE WITH HIGHWAY STANDARD 606001 OR AS DIRECTED BY THE ENGINEER AND PAID FOR PER EACH AS DOWEL BARS, 1/2". DOWEL BARS, WHEN DRILLED, SHALL BE GROUTED IN PLACE. DRILLING AND GROUTING SHALL BE INCLUDED IN THE COST OF THE ITEM INSTALLED.

LEGEND:



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ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTION
103RD STREET**

SCALE: NONE

DATE: 15-JAN-2009

DRAWN BY: D.K.J.

CHECKED BY: J.T.G.



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|----------|------------------|-----------|
| 57 | 2122-B | COOK | 75 | 8 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |

Tree Removal (6 to 15 Units Diameter), Unit

| STA | OFFSET | DIA (IN) |
|----------------|----------|-----------------|
| 6+71.35 | 43.90 LT | 6 |
| 6+59.89 | 40.37 LT | 11 |
| TOTAL = | | 17 UNITS |

Earth Excavation (Cy Yd)

| BEGIN STA | END STA | WIDTH | THICKNESS | VOLUME |
|----------------|---------|-------|-----------|-----------------|
| 4+33.82 | 4+39.82 | 48 FT | 1.25 FT | 13.3 CU YD |
| 4+39.82 | 4+61.82 | 48 FT | 0.75 FT | 29.3 CU YD |
| 6+32.98 | 6+59.98 | 48 FT | 0.75 FT | 36.0 CU YD |
| 6+59.98 | 6+65.98 | 48 FT | 1.25 FT | 13.3 CU YD |
| TOTAL = | | | | 92 CU YD |

Topsoil, Furnish and Place, 4" (Sq Yd)

| LEFT OF 103RD ST ON I-57 | | |
|---------------------------|---------|-----------------------|
| BEGIN STA | END STA | |
| 4+04.10 | 4+66.26 | 1061.7 SQ FT |
| 5+24.73 | 5+70.47 | 3310.5 SQ FT |
| 6+29.30 | 6+84.10 | 1696.7 SQ FT |
| RIGHT OF 103RD ST ON I-57 | | |
| BEGIN STA | END STA | |
| 4+14.00 | 4+66.05 | 783.5 SQ FT |
| 5+25.00 | 5+70.62 | 2245.4 SQ FT |
| 6+29.57 | 6+84.66 | 1198.7 SQ FT |
| | | <u>10,296.5 SQ FT</u> |
| | | 1,144 SQ YD |
| TOTAL = | | 1,144 SQ YD |

PCC Sidewalk, 5 inch (Sq Ft)

| Location | Area (Sq Ft) |
|---|--------------------|
| 103rd St STA 4+15.46 to STA 4+60.14 (Right) | 306 |
| 103rd St STA 4+04.40 to STA 4+60.14 (Left) | 376 |
| 103rd St STA 6+31.31 to STA 6+84.47 (Right) | 357 |
| 103rd St STA 6+31.31 to STA 6+83.80 (Left) | 358 |
| TOTAL = | 1,397 SQ FT |

Pavement Removal (Sq Yd)

| | Area |
|---------------------------|-------------------|
| Elizabeth St Intersection | 610 SQ FT |
| Racine Ave Intersection | 675 SQ FT |
| | <u>1285 SQ FT</u> |
| | 143 SQ YD |
| TOTAL = | 143 SQ YD |

Seeding, Class 2A (ACRE)

| LEFT OF 103RD ST ON I-57 | | |
|---------------------------|---------|-----------------------|
| BEGIN STA | END STA | |
| 4+04.10 | 4+66.26 | 1061.7 SQ FT |
| 5+24.73 | 5+70.47 | 3310.5 SQ FT |
| 6+29.30 | 6+84.10 | 1696.7 SQ FT |
| RIGHT OF 103RD ST ON I-57 | | |
| BEGIN STA | END STA | |
| 4+14.00 | 4+66.05 | 783.5 SQ FT |
| 5+25.00 | 5+70.62 | 2245.4 SQ FT |
| 6+29.57 | 6+84.66 | 1198.7 SQ FT |
| | | <u>10,296.5 SQ FT</u> |
| | | 0.24 ACRE |
| TOTAL = | | 0.24 ACRE |

Nitrogen Fertilizer Nutrient (LB)

Application Rate = 90 LB/Acre

| LEFT OF 103RD ST ON I-57 | | |
|------------------------------------|---------|-----------------------|
| BEGIN STA | END STA | |
| 4+04.10 | 4+66.26 | 1061.7 SQ FT |
| 5+24.73 | 5+70.47 | 3310.5 SQ FT |
| 6+29.30 | 6+84.10 | 1696.7 SQ FT |
| RIGHT OF 103RD ST ON I-57 | | |
| BEGIN STA | END STA | |
| 4+14.00 | 4+66.05 | 783.5 SQ FT |
| 5+25.00 | 5+70.62 | 2245.4 SQ FT |
| 6+29.57 | 6+84.66 | 1198.7 SQ FT |
| | | <u>10,296.5 SQ FT</u> |
| | | 0.24 ACRE |
| Total = 0.24 ACRE * 90 LB = 22 LBS | | |
| TOTAL = | | 22 LBS |

Phosphorus Fertilizer Nutrient (LB)

Application Rate = 90 LB/Acre

| LEFT OF 103RD ST ON I-57 | | |
|------------------------------------|---------|-----------------------|
| BEGIN STA | END STA | |
| 4+04.10 | 4+66.26 | 1061.7 SQ FT |
| 5+24.73 | 5+70.47 | 3310.5 SQ FT |
| 6+29.30 | 6+84.10 | 1696.7 SQ FT |
| RIGHT OF 103RD ST ON I-57 | | |
| BEGIN STA | END STA | |
| 4+14.00 | 4+66.05 | 783.5 SQ FT |
| 5+25.00 | 5+70.62 | 2245.4 SQ FT |
| 6+29.57 | 6+84.66 | 1198.7 SQ FT |
| | | <u>10,296.5 SQ FT</u> |
| | | 0.24 ACRE |
| Total = 0.24 ACRE * 90 LB = 22 LBS | | |
| TOTAL = | | 22 LBS |

Potassium Fertilizer Nutrient (LB)

Application Rate = 90 LB/Acre

| LEFT OF 103RD ST ON I-57 | | |
|------------------------------------|---------|-----------------------|
| BEGIN STA | END STA | |
| 4+04.10 | 4+66.26 | 1061.7 SQ FT |
| 5+24.73 | 5+70.47 | 3310.5 SQ FT |
| 6+29.30 | 6+84.10 | 1696.7 SQ FT |
| RIGHT OF 103RD ST ON I-57 | | |
| BEGIN STA | END STA | |
| 4+14.00 | 4+66.05 | 783.5 SQ FT |
| 5+25.00 | 5+70.62 | 2245.4 SQ FT |
| 6+29.57 | 6+84.66 | 1198.7 SQ FT |
| | | <u>10,296.5 SQ FT</u> |
| | | 0.24 ACRE |
| Total = 0.24 ACRE * 90 LB = 22 LBS | | |
| TOTAL = | | 22 LBS |

Erosion Control Blanket (SQ YD)

| LEFT OF 103RD ST ON I-57 | | |
|---------------------------|---------|-----------------------|
| BEGIN STA | END STA | |
| 4+04.10 | 4+66.26 | 1061.7 SQ FT |
| 5+24.73 | 5+70.47 | 3310.5 SQ FT |
| 6+29.30 | 6+84.10 | 1696.7 SQ FT |
| RIGHT OF 103RD ST ON I-57 | | |
| BEGIN STA | END STA | |
| 4+14.00 | 4+66.05 | 783.5 SQ FT |
| 5+25.00 | 5+70.62 | 2245.4 SQ FT |
| 6+29.57 | 6+84.66 | 1198.7 SQ FT |
| | | <u>10,296.5 SQ FT</u> |
| | | 1,144 SQ YD |
| TOTAL = | | 1,144 SQ YD |

Temporary Erosion Control Seedings (LB)

Application Rate = 100 LB/Acre

| LEFT OF 103RD ST ON I-57 | | |
|-------------------------------------|---------|-----------------------|
| BEGIN STA | END STA | |
| 4+04.10 | 4+66.26 | 1061.7 SQ FT |
| 5+24.73 | 5+70.47 | 3310.5 SQ FT |
| 6+29.30 | 6+84.10 | 1696.7 SQ FT |
| RIGHT OF 103RD ST ON I-57 | | |
| BEGIN STA | END STA | |
| 4+14.00 | 4+66.05 | 783.5 SQ FT |
| 5+25.00 | 5+70.62 | 2245.4 SQ FT |
| 6+29.57 | 6+84.66 | 1198.7 SQ FT |
| | | <u>10,296.5 SQ FT</u> |
| | | 0.24 ACRE |
| Total = 0.24 ACRE * 100 LB = 24 LBS | | |
| TOTAL = | | 24 LBS |

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| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
SHEET 1 OF 3

SCALE: NONE
DATE: 15-JAN-2009

DRAWN BY: D.K.J.
CHECKED BY: A.A.C.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|----------|------------------|-----------|
| 57 | 2122-B | COOK | 75 | 9 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |

Hot Mix Asphalt Surface Removal 1 1/2" (Sq Yd)

| Location: | SQ FT | SQ YD |
|------------------------|-------------|--------------|
| Elizabeth Intersection | 5421.00 | 602.3 |
| Racine Intersection | 6285.00 | 698.3 |
| TOTAL = | 1301 | SQ YD |

Combination Curb and Gutter Removal (Ft)

| Location | Length (FT) |
|----------------------|---------------|
| Elizabeth, NE Corner | 77.5 |
| Elizabeth, SE Corner | 63.0 |
| Racine, NW Corner | 84.5 |
| Racine, SW Corner | 81.4 |
| TOTAL = | 306 FT |

Sidewalk Removal (Sq Ft)

| Location | Area (Sq Ft) |
|---|------------------|
| 103rd St STA 4+15.46 to STA 4+28.98 (Right) | 95 |
| 103rd St STA 4+04.40 to STA 4+11.00 (Left) | 40 |
| 103rd St STA 6+65.82 to STA 6+84.47 (Right) | 117 |
| 103rd St STA 6+65.82 to STA 6+83.80 (Left) | 111 |
| TOTAL = | 363 SQ FT |

Median Removal (Sq Ft)

| BEGIN STA | END STA | WIDTH | AREA |
|----------------|------------|--------------|-------------|
| 4+36.70 | 4+62.30 | 4 FT | 102.4 SQ FT |
| 6+32.45 | 6+60.75 | 4 FT | 113.2 SQ FT |
| TOTAL = | 216 | SQ FT | |

STORM SEWERS, CLASS A, TYPE 1 12", FOOT

| Location | LENGTH (FOOT) |
|---|---------------|
| 103rd St STA 5+39.47, 25.57 RT to STA 5+45.27, 75.43 RT | 55 |
| 103rd St STA 6+26.86, 23.70 RT to STA 6+28.12, 50.33 RT | 26 |
| TOTAL = | 81 FT |

Water Valve To Be Adjusted (Each)

| STA | OFFSET |
|----------------|---------------|
| 6+91.81 | 22.72 LT |
| TOTAL = | 1 EACH |

Fire Hydrants to be Moved (Each)

| STA | OFFSET |
|----------------|---------------|
| 6+82.05 | 42.6' LT |
| TOTAL = | 1 EACH |

Catch Basins To Be Adjusted (Each)

| STA | OFFSET |
|---------|----------|
| 3+71.53 | 14.46 LT |
| 4+31.65 | 23.37 LT |
| 4+32.44 | 24.42 RT |
| 3+45.28 | 22.72 RT |
| 6+85.62 | 46.79 LT |
| 6+68.47 | 23.90 LT |
| 6+73.98 | 24.04 RT |

TOTAL = 7 EACH

Manholes To Be Adjusted (Each)

| STA | OFFSET |
|---------|-----------|
| 3+72.71 | 24.21' LT |
| 3+54.71 | 9.8' RT |
| 3+61.89 | 15.21' RT |
| 3+92.23 | 0.45' LT |
| 3+96.43 | 37.79' RT |
| 6+82.52 | 53.84' LT |
| 6+81.41 | 50.64' LT |
| 6+82.45 | 37.52' LT |
| 6+92.51 | 42.84' LT |
| 6+91.73 | 37.57' LT |
| 7+10.02 | 0.94' LT |
| 6+81.89 | 47.5' RT |
| 6+90.80 | 35.28' RT |
| 7+28.49 | 14.83' RT |

TOTAL = 14 EACH

Combination C&G, Type B6.12 (Special) (Foot)

| LOCATION | LENGTH (FT) |
|---|-----------------|
| SE ELIZABETH ST & 103RD ST INTERSECTION | 77.5 |
| NE ELIZABETH ST & 103RD ST INTERSECTION | 63.0 |
| SW RACINE AVE & 103RD ST INTERSECTION | 84.5 |
| NW RACINE AVE & 103RD ST INTERSECTION | 81.4 |
| TOTAL = | 306 FOOT |

Chain Link Fence, 4' (Foot)

| LOCATION | LENGTH (FT) |
|---|-------------|
| SE ELIZABETH ST & 103RD ST INTERSECTION | 10 |
| NE ELIZABETH ST & 103RD ST INTERSECTION | 10 |
| SW RACINE AVE & 103RD ST INTERSECTION | 10 |
| NW RACINE AVE & 103RD ST INTERSECTION | 10 |

TOTAL = 40 FOOT

Chain Link Fence Removal (Foot)

| LOCATION | LENGTH (FT) |
|---|-------------|
| SE ELIZABETH ST & 103RD ST INTERSECTION | 10 |
| NE ELIZABETH ST & 103RD ST INTERSECTION | 10 |
| SW RACINE AVE & 103RD ST INTERSECTION | 10 |
| NW RACINE AVE & 103RD ST INTERSECTION | 10 |

TOTAL = 40 FOOT

Temporary Pavement Marking - Line 4" (Ft)

| Stage I | Begin STA | End STA | Type | Length (ft) |
|----------------|-----------|------------|------------|-------------|
| | 4+21.09 | 6+75.06 | Dbl Yellow | 507.94 |
| TOTAL = | | 508 | FT | |

Pavement Marking Tape, Type III - Line 4" (Ft)

| Stage I | Begin STA | End STA | Type | Length (ft) |
|---------|-----------|------------|------------|-------------|
| | -0+72.26 | 3+56.80 | Dbl Yellow | 858.12 |
| | -0+72.26 | 3+15.49 | Dbl Yellow | 775.5 |
| | 1+83.00 | 3+56.36 | White | 173.36 |
| | | 3+56.36 LT | White | 18 |
| | 7+40.00 | 12+06.14 | Dbl Yellow | 932.28 |
| | | 7+41.06 LT | White | 24 |
| | 7+41.06 | 10+02.84 | White | 261.78 |
| | 7+44.48 | 10+49.29 | White | 304.81 |

| Stage II | Begin STA | End STA | Type | Length (ft) |
|----------|-----------|-------------|------------|-------------|
| | -0+72.26 | 3+55.82 | Dbl Yellow | 856.16 |
| | 0+30.59 | 3+55.82 | White | 325.23 |
| | | 3+55.82 RT | White | 21 |
| | 0+30.59 | 0+35.82 | White | 18 |
| | | 0+30.59 LT | White | 8 |
| | 4+20.59 | 6+74.81 | Dbl Yellow | 508.44 |
| | 7+41.32 | 12+06.53 | Dbl Yellow | 24 |
| | 8+25.76 | 10+15.00 | White | 189.24 |
| | 10+50.00 | 11+53.26 | White | 103.26 |
| | | 11+53.26 LT | White | 11 |

Prior to Permanent Markings

| Begin STA | End STA | Type | Length (ft) |
|-------------|-------------|------------|-------------|
| -0+72.26 | 3+58.30 | Dbl Yellow | 861.12 |
| | 2+54.80 LT | White | 9.0 |
| 2+54.80 LT | 3+58.30 LT | White | 103.5 |
| | -0+72.26 RT | White | 12.0 |
| -0+72.26 RT | 3+58.30 RT | White | 430.56 |
| 4+38.10 | 6+35.10 | Dbl Yellow | 394 |
| | 7+04.70 | Dbl Yellow | 25 |
| 7+04.70 RT | 9+69.50 RT | Dbl Yellow | 529.6 |
| 7+04.70 LT | 9+69.50 LT | Dbl Yellow | 529.6 |
| 6+96.50 | 12+28.85 | Dbl Yellow | 1064.7 |
| 8+12.90 LT | 10+17.80 LT | White | 204.9 |
| | 10+17.80 LT | White | 15 |

TOTAL = 9,592 FT

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ILLINOIS DEPARTMENT OF TRANSPORTATION

**SCHEDULE OF QUANTITIES
SHEET 2 OF 3**

SCALE: NONE

DATE: 15-JAN-2009

DRAWN BY: D.K.J.

CHECKED BY: A.A.C.

Pavement Marking Tape, Type III - Line 12" (Ft)

| Stage I | | | | |
|-----------------------------|-------------|--------------|------------|-----------|
| Begin STA | End STA | Type | Length | |
| -0+72.26 | 3+56.80 | Median Diag. | 130 | |
| Prior to Permanent Markings | | | | |
| Begin STA | End STA | Type | Length | |
| -0+72.26 RT | 3+58.30 RT | Shldr Diag. | 335 | |
| 7+04.70 RT | 9+69.50 RT | Median Diag. | 145 | |
| 8+12.90 LT | 10+17.80 LT | Shldr Diag. | 65 | |
| TOTAL = | | | 675 | FT |

Temporary Concrete Barrier (Ft)

Station 4+12.03 to Station 6+75.49
 Length = 220 ft
 Shoulder of I-57
 Length = 340 ft
TOTAL = 604 FT

Pavement Marking Tape, Type III - L & S (Sq Ft)

| Description | Area (sq ft) | Quantity | Total Area (sq ft) |
|-----------------|--------------|----------|--------------------|
| Direction Arrow | 15.20 | 3.00 | 45.60 |
| ONLY | 21.10 | 3.00 | 63.30 |
| TOTAL = | | | 109 SQ FT |

Epoxy Pavement Marking - Line 4" (Ft)

| Begin STA | End STA | Type | Length (ft) |
|----------------|-------------|------------|-----------------|
| -0+72.26 | 3+58.30 | Dbl Yellow | 861.12 |
| | 2+54.80 LT | White | 9.0 |
| 2+54.80 LT | 3+58.30 LT | White | 103.5 |
| | -0+72.26 RT | White | 12.0 |
| -0+72.26 RT | 3+58.30 RT | White | 430.56 |
| 4+38.10 | 6+35.10 | Dbl Yellow | 394 |
| | 7+04.70 | Dbl Yellow | 25 |
| 7+04.70 RT | 9+69.50 RT | Dbl Yellow | 529.6 |
| 7+04.70 LT | 9+69.50 LT | Dbl Yellow | 529.6 |
| 6+96.50 | 12+28.85 | Dbl Yellow | 1064.7 |
| 8+12.90 LT | 10+17.80 LT | White | 204.9 |
| | 10+17.80 LT | White | 15 |
| TOTAL = | | | 4,179 FT |

**Pavement Marking Tape, Type III - Line 6" (Ft)
 Epoxy Pavement Marking - Line 6" (Ft)**

| Intersection | Location | Length | |
|-----------------|----------|--------|---------------------|
| 103rd/Elizabeth | North | 75 | Crosswalk |
| 103rd/Elizabeth | West | 100 | Crosswalk |
| 103rd/Elizabeth | South | 70 | Crosswalk |
| 103rd/Racine | North | 85 | Crosswalk |
| 103rd/Racine | East | 100 | Crosswalk |
| 103rd/Racine | South | 85 | Crosswalk |
| 4+38.10 | 6+35.10 | 197 | Turn Lane Line (LT) |
| 4+38.10 | 5+35.10 | 24 | Skip Dash |
| 5+35.10 | 6+35.10 | 100 | Turn Lane Line (RT) |
| TOTAL = | | | 836 FT |

Epoxy Pavement Marking - Line 12" (Ft)

| Begin STA | End STA | Type | Length |
|----------------|-------------|--------------|---------------|
| -0+72.26 RT | 3+58.30 RT | Shldr Diag. | 335 |
| 7+04.70 RT | 9+69.50 RT | Median Diag. | 145 |
| 8+12.90 LT | 10+17.80 LT | Shldr Diag. | 65 |
| TOTAL = | | | 545 FT |

**Pavement Marking Tape, Type III - Line 24" (Ft)
 Epoxy Pavement Marking - Line 24" (Ft)**

| Location | Length |
|---------------------------------|--------|
| Elizabeth St. South of 103rd St | 15 |
| Elizabeth St. North of 103rd St | 31 |
| Racine Ave. South of 103rd St | 35 |
| TOTAL = 81 FT | |

Pavement Marking Removal (Sf)

| Location | Item | Length |
|-------------------------|------------------|------------------|
| 103rd St West of Bridge | 4" skip dash | 34.67 |
| 103rd St East of Bridge | 4" skip dash | 39.82 |
| Bridge | 4" skip dash (2) | 33.33 |
| TOTAL = | | 108 SQ FT |

COLD MILLING EXISTING MEDIAN (SQ YD)

| Length (Ft) | Width (Ft) | Area |
|----------------|------------|------------------|
| 230 | 4 | 920 SQ YD |
| | | 102 SQ YD |
| TOTAL = | | 102 SQ YD |

DOWNSPOUT CONNECTION, EACH

| LOCATION |
|--------------------------------|
| 103rd St STA 5+26.12, 22.55 LT |
| 103rd St STA 6+26.86, 22.55 LT |
| 103rd St STA 5+26.12, 23.70 RT |
| 103rd St STA 6+26.86, 23.70 RT |
| TOTAL = 4 EACH |

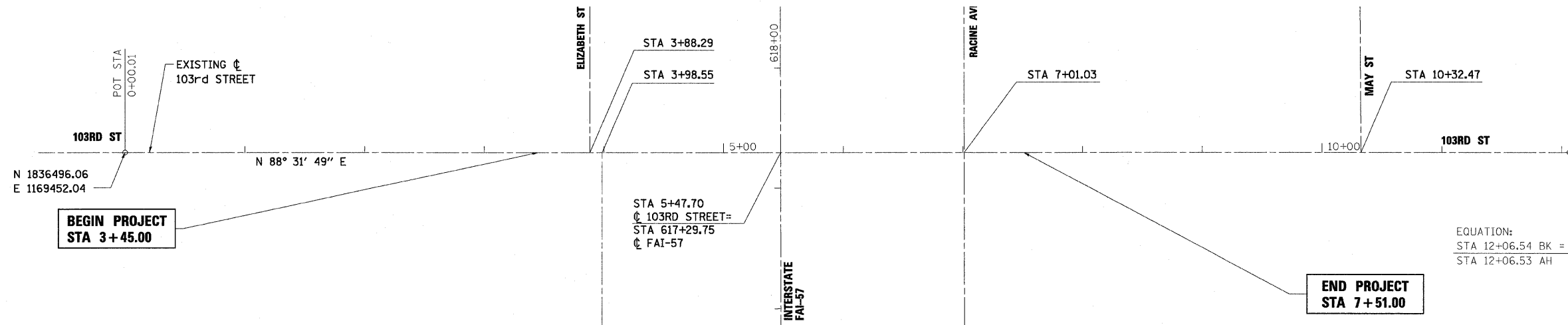
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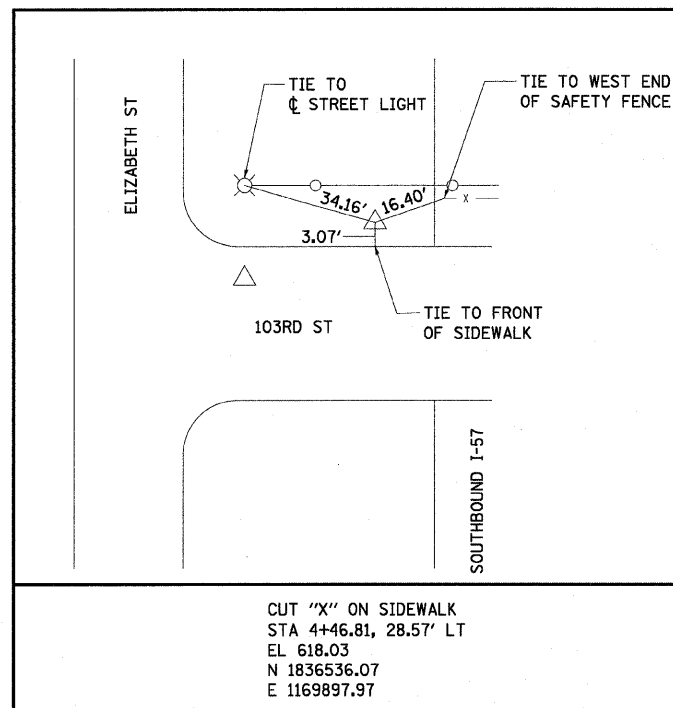
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ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF QUANTITIES
SHEET 3 OF 3
 SCALE: NONE
 DATE: 15-JAN-2009
 DRAWN BY: D.K.J.
 CHECKED BY: A.A.C.

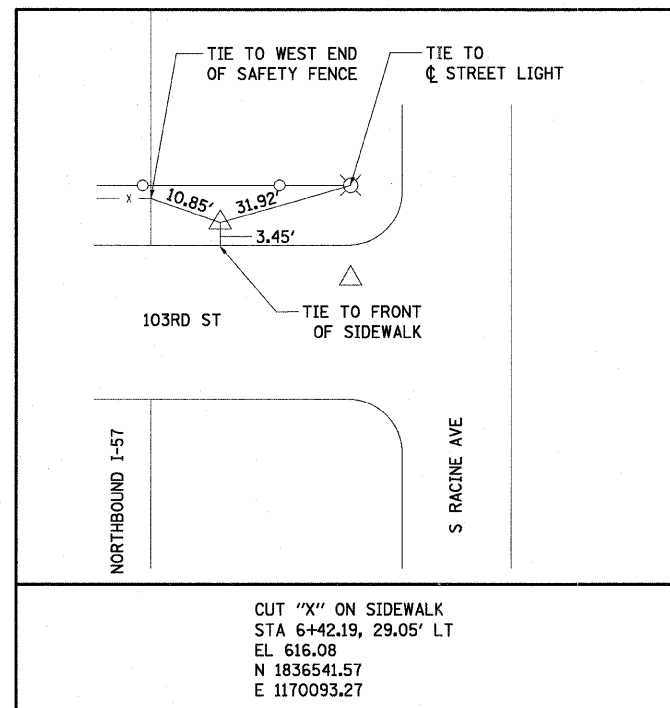
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 10 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



EQUATION:
 STA 12+06.54 BK =
 STA 12+06.53 AH



CUT "X" ON SIDEWALK
 STA 4+46.81, 28.57' LT
 EL 618.03
 N 1836536.07
 E 1169897.97



CUT "X" ON SIDEWALK
 STA 6+42.19, 29.05' LT
 EL 616.08
 N 1836541.57
 E 1170093.27

BENCHMARKS

SOUTH WEST BOLT ON FIRE HYDRANT
 AT NORTHWEST CORNER OF
 RACINE AVENUE AND 103RD STREET
 ELEVATION = 622.72

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**ALIGNMENT, TIES, AND BENCHMARKS
 103RD STREET**

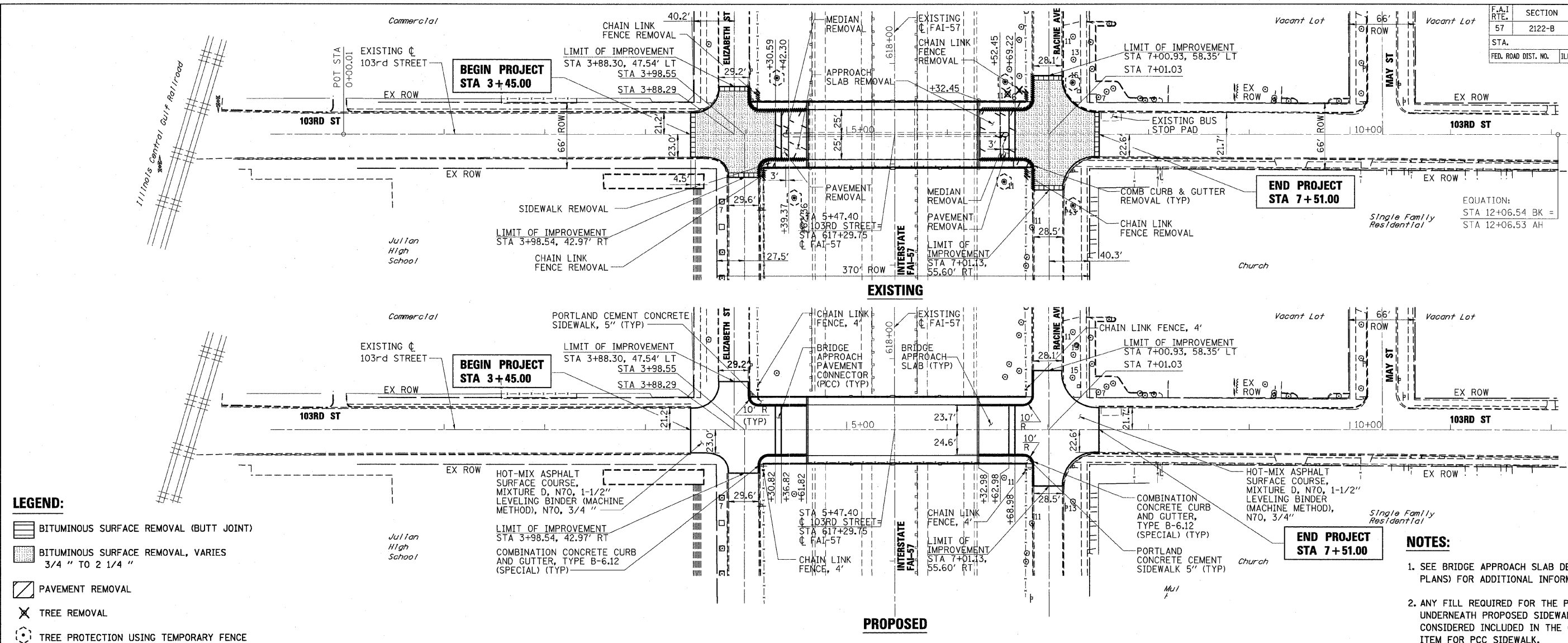
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 DATE: 15-JAN-2009

DRAWN BY: T.W.K.
 CHECKED BY: A.A.C.

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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 57 | 2122-B | COOK | 75 | 11 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

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| PROFILE | DATE |
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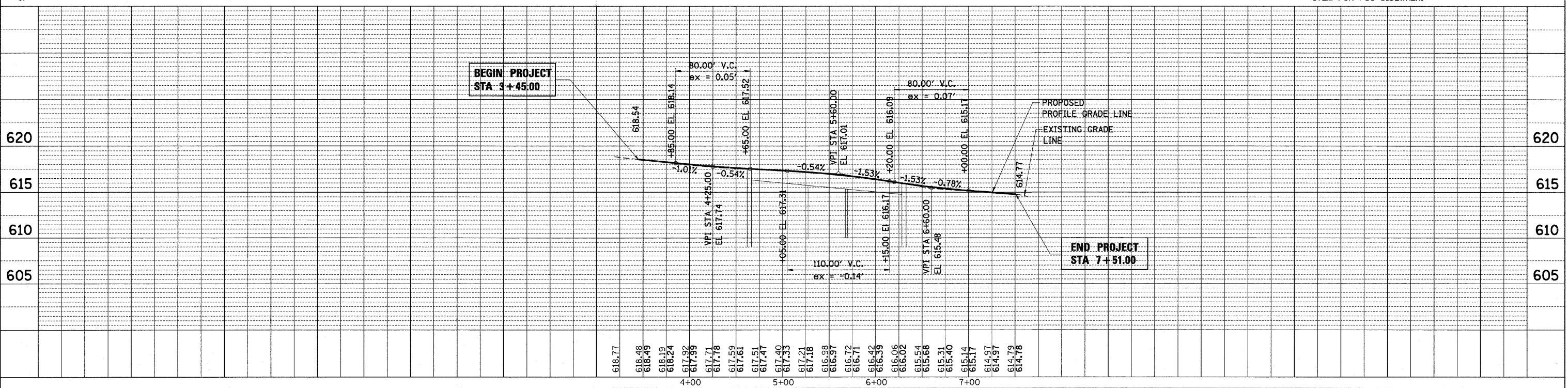


LEGEND:

- BITUMINOUS SURFACE REMOVAL (BUTT JOINT)
- BITUMINOUS SURFACE REMOVAL, VARIES 3/4" TO 2 1/4"
- PAVEMENT REMOVAL
- TREE REMOVAL
- TREE PROTECTION USING TEMPORARY FENCE

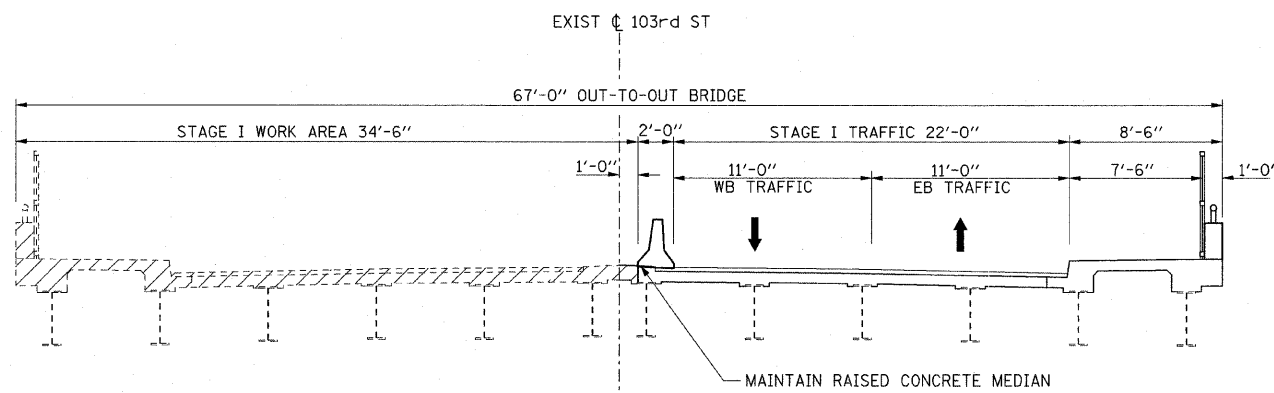
NOTES:

1. SEE BRIDGE APPROACH SLAB DETAILS (IN STRUCTURAL PLANS) FOR ADDITIONAL INFORMATION.
2. ANY FILL REQUIRED FOR THE PREPARED SUBGRADE UNDERNEATH PROPOSED SIDEWALK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PAY ITEM FOR PCC SIDEWALK.

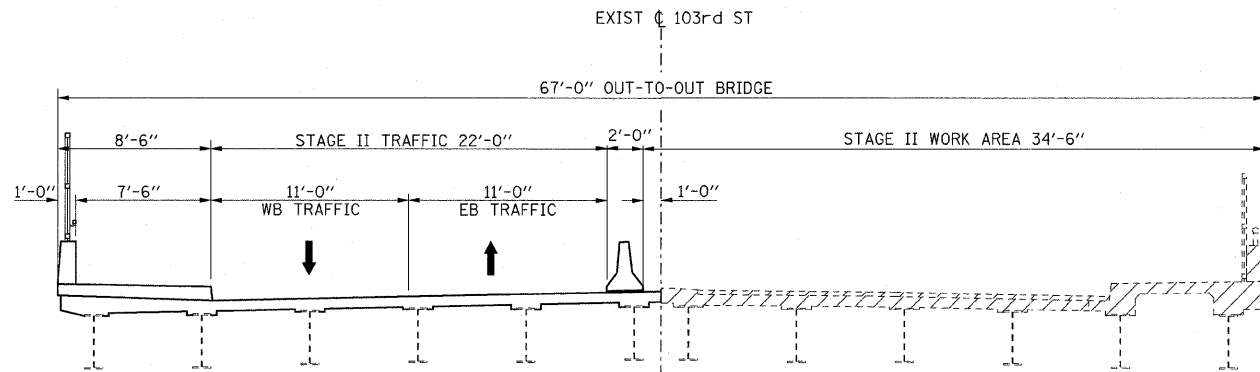


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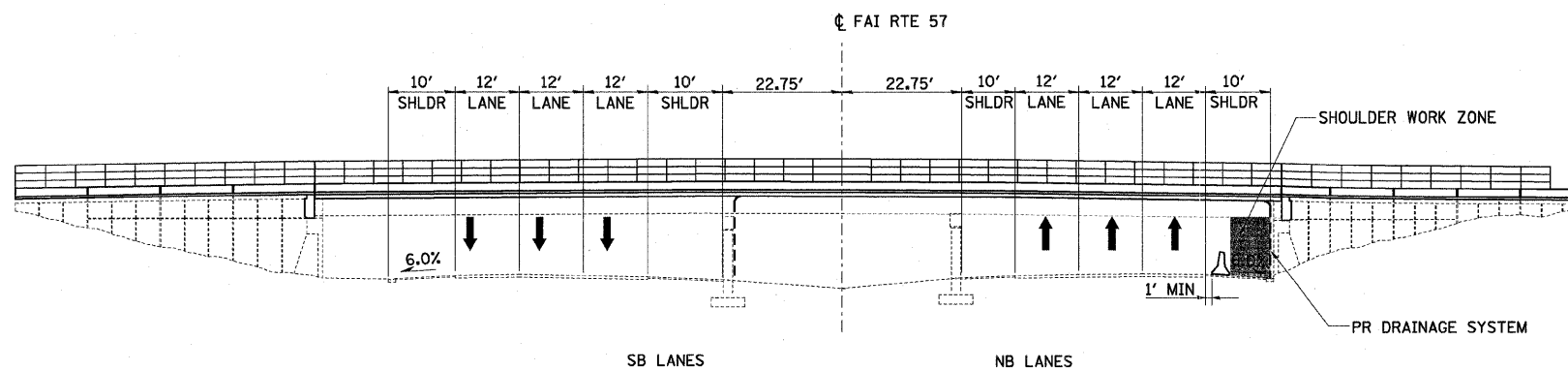
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 12 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



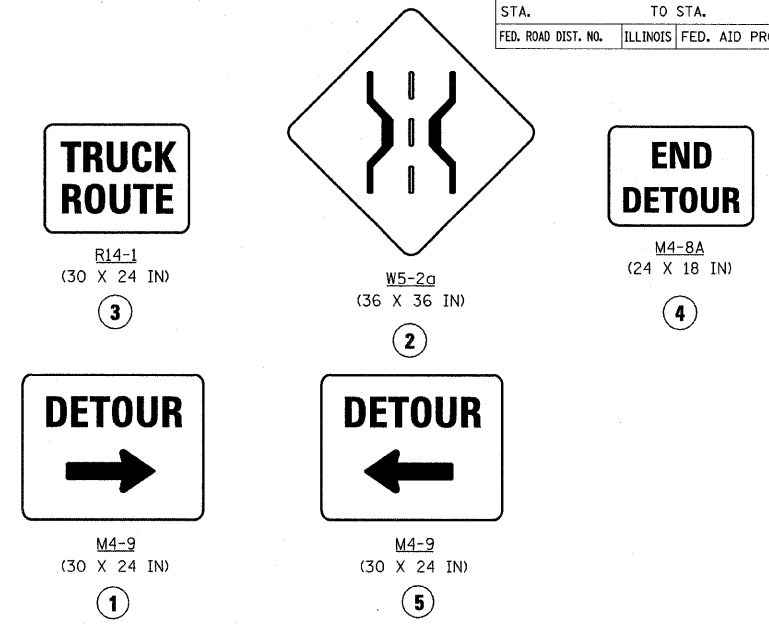
STAGE I
(LOOKING EAST)



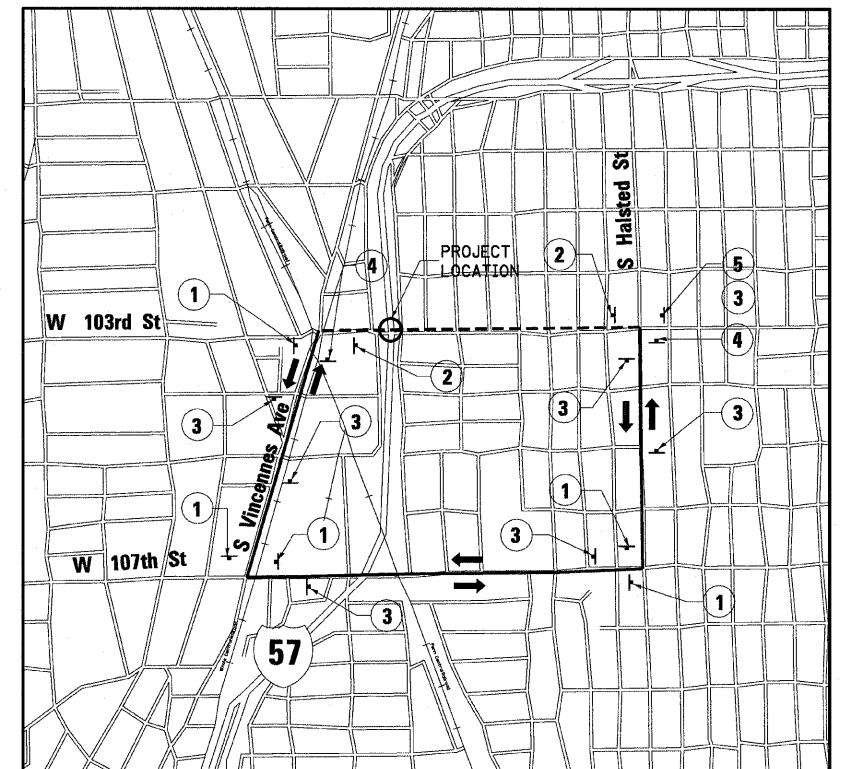
STAGE II
(LOOKING EAST)



I-57 TYPICAL SECTION
STAGES I AND II



TEMPORARY SIGN ASSEMBLY DETAILS
FOR OVERSIZE TRUCK DETOUR



OVERSIZE TRUCK DETOUR ROUTE
NO SCALE

NOTE:

THE OVERSIZE TRUCK DETOUR SHALL BE PAID FOR AS "TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR" IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

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ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE CONSTRUCTION
TYPICAL SECTIONS & DETOUR PLAN
103rd STREET
OVER FAI 57

SCALE: NONE

DATE: 15-JAN-2009

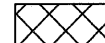




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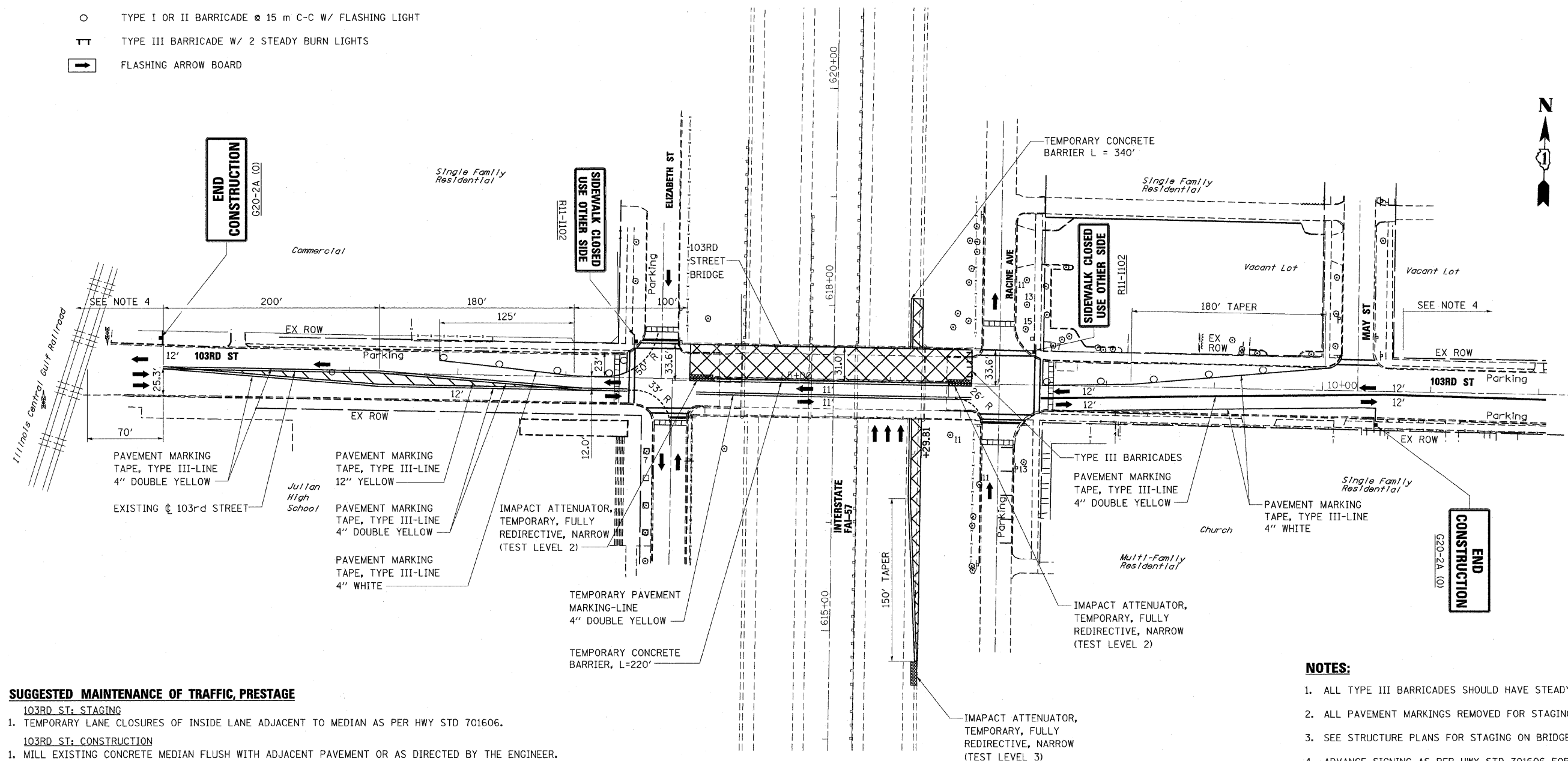
CHECKED BY: A.A.C.

Stanley Consultants INC.
650 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
www.stanleygroup.com
Illinois Firm Registration No. 04-00533
ITB 693-9624

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 13 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

LEGEND:

-  WORKING AREA
-  TRAFFIC DIRECTION
-  TYPE I OR II BARRICADE @ 15 m C-C W/ FLASHING LIGHT
-  TYPE III BARRICADE W/ 2 STEADY BURN LIGHTS
-  FLASHING ARROW BOARD



SUGGESTED MAINTENANCE OF TRAFFIC, PRESTAGE

- 103RD ST: STAGING**
- TEMPORARY LANE CLOSURES OF INSIDE LANE ADJACENT TO MEDIAN AS PER HWY STD 701606.
- 103RD ST: CONSTRUCTION**
- MILL EXISTING CONCRETE MEDIAN FLUSH WITH ADJACENT PAVEMENT OR AS DIRECTED BY THE ENGINEER.

SUGGESTED MAINTENANCE OF TRAFFIC, STAGE I

- INTERSTATE 57: STAGING**
- INTERSTATE 57 SHOULDER/LANE CLOSURES WILL ONLY BE PERMITTED DURING OFF-PEAK HOURS. SEE SPECIAL PROVISION "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC" FOR DAYS AND TIMES.
- 103RD ST: STAGING**
- SHIFT 103RD STREET TRAFFIC TO THE NORTH AS SHOWN.
- 103RD ST: CONSTRUCTION**
- REMOVE EXISTING ASBESTOS PIPING UTILIZING OVERNIGHT LANE CLOSURES.
 - INSPECT PROTECTIVE SHIELD AND INSTALL PROTECTIVE SHIELD AS NEEDED AND DISCONNECT CENTER CROSS FRAMES UTILIZING OVERNIGHT LANE CLOSURES. REFER TO STRUCTURE PLANS FOR MORE DETAIL.
 - DEMOLISH DECK IN WORK ZONE DURING NORMAL HOURS USING THE PROTECTIVE SHIELD.
 - ATTACH DRAINAGE SCUPPERS AND DOWNSPOUTS TO EXISTING DRAINAGE STRUCTURES.
 - COMPLETE ROADWAY PAVING IN WORK ZONE.

NOTES:

- ALL TYPE III BARRICADES SHOULD HAVE STEADY BURN LIGHTS.
- ALL PAVEMENT MARKINGS REMOVED FOR STAGING SHALL BE REPLACED.
- SEE STRUCTURE PLANS FOR STAGING ON BRIDGES.
- ADVANCE SIGNING AS PER HWY STD 701606 FOR 103RD STREET.
- SIDEWALK CLOSURE AS PER HWY STD 701801 FOR 103RD STREET.
- SHOULDER CLOSURE AS PER TC-17 AND HWY STD 701400. USE HWY STDS 701401, AND 701406 FOR TEMPORARY ONE-LANE CLOSURES ON I-57.

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE CONSTRUCTION PLAN
STAGE I
103rd STREET
OVER I-57








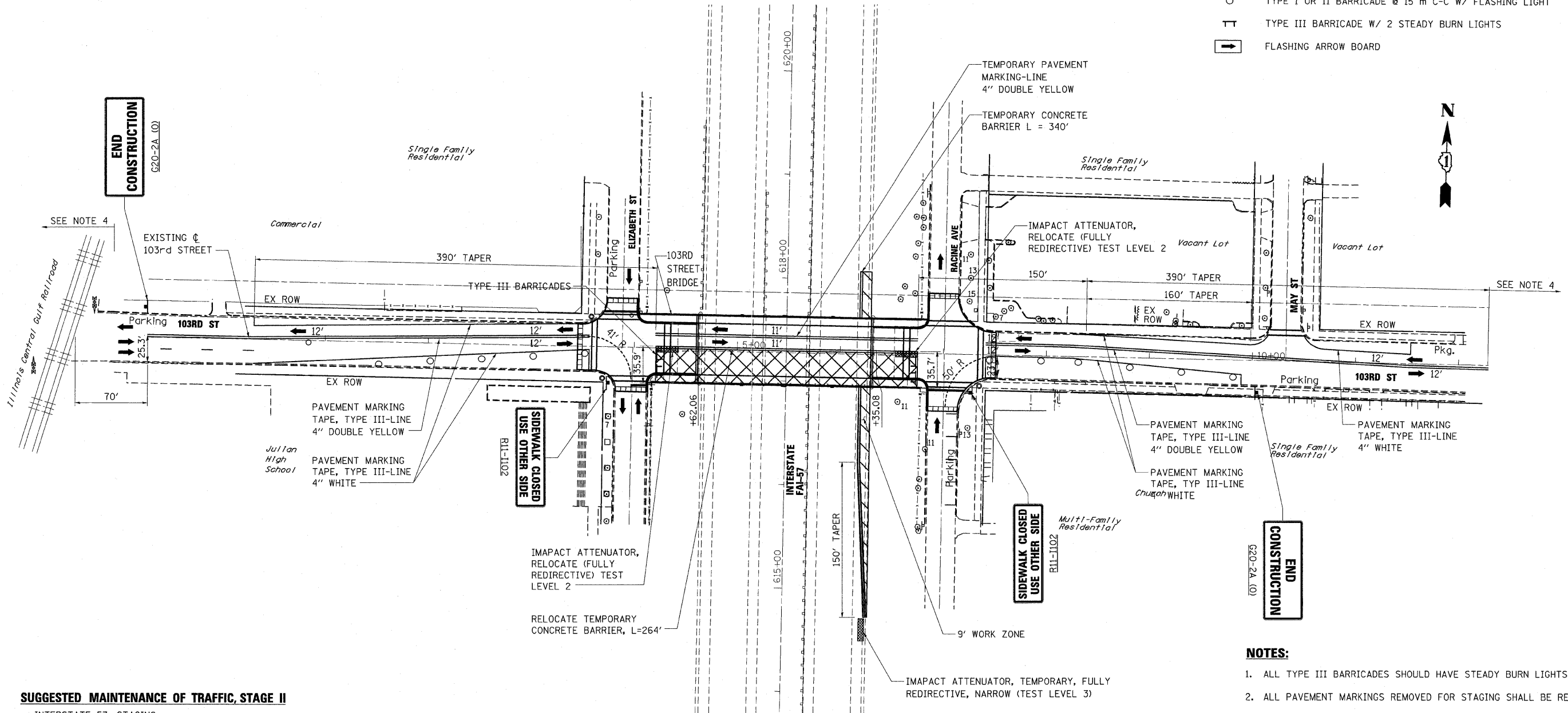
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 DRAWN BY: D.K.J.
 CHECKED BY: A.A.C.

15-JAN-2009 S:\s\13-103cm\11.dgn

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 14 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

LEGEND:

-  WORKING AREA
-  TRAFFIC DIRECTION
-  TYPE I OR II BARRICADE @ 15 m C-C W/ FLASHING LIGHT
-  TYPE III BARRICADE W/ 2 STEADY BURN LIGHTS
-  FLASHING ARROW BOARD



SUGGESTED MAINTENANCE OF TRAFFIC, STAGE II

- INTERSTATE 57: STAGING**
- INTERSTATE 57 SHOULDER/LANE CLOSURES WILL ONLY BE PERMITTED DURING OFF-PEAK HOURS. SEE SPECIAL PROVISION "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC" FOR DAYS AND TIMES.
- 103RD ST: STAGING**
- SHIFT 103 RD STREET TRAFFIC TO THE NORTH AS SHOWN.
- 103RD ST: CONSTRUCTION**
- INSPECT PROTECTIVE SHIELD AND INSTALL PROTECTIVE SHIELD AS NEEDED AND DISCONNECT CENTER LANE CLOSURES. REFER TO STRUCTURE CROSS FRAMES UTILIZING OVERNIGHT PLANS FOR ADDITIONAL DETAIL.
 - DEMOLISH DECK IN WORK ZONE DURING NORMAL HOURS USING THE PROTECTIVE SHIELD.
 - ATTACH DRAINAGE SCUPPERS AND DOWNSPOUTS TO EXISTING DRAINAGE STRUCTURES.
 - COMPLETE ROADWAY PAVING IN WORK ZONE.

NOTES:

- ALL TYPE III BARRICADES SHOULD HAVE STEADY BURN LIGHTS.
- ALL PAVEMENT MARKINGS REMOVED FOR STAGING SHALL BE REPLACED.
- SEE STRUCTURE PLANS FOR STAGING ON BRIDGES.
- ADVANCE SIGNING AS PER HWY STD 701606 FOR 103RD STREET.
- SIDEWALK CLOSURE AS PER HWY STD 701801 FOR 103RD STREET.
- SHOULDER CLOSURE AS PER TC-17 AND HWY STD 701400. USE HWY STDS 701401, AND 701406 FOR TEMPORARY ONE-LANE CLOSURES ON I-57.

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**STAGE CONSTRUCTION PLAN
STAGE II
103rd STREET
OVER FAI 57**

SCALE: 1" = 50'

DATE: 15-JAN-2009

DRAWN BY: E.D.

CHECKED BY: A.A.C.



Stanley Consultants INC.
250 West Higgins Road, Suite 730, Chicago, Illinois 60639-2801
 www.stanleycorp.com
 Illinois Professional Registration No. 04-006533
 (773) 693-3624

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|---------------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 15 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

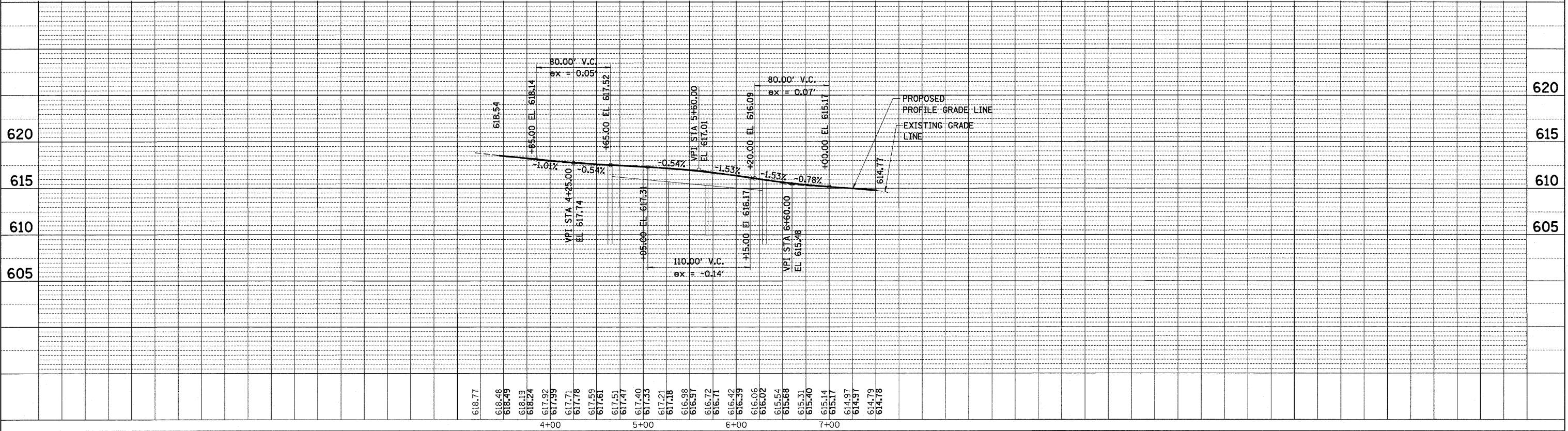
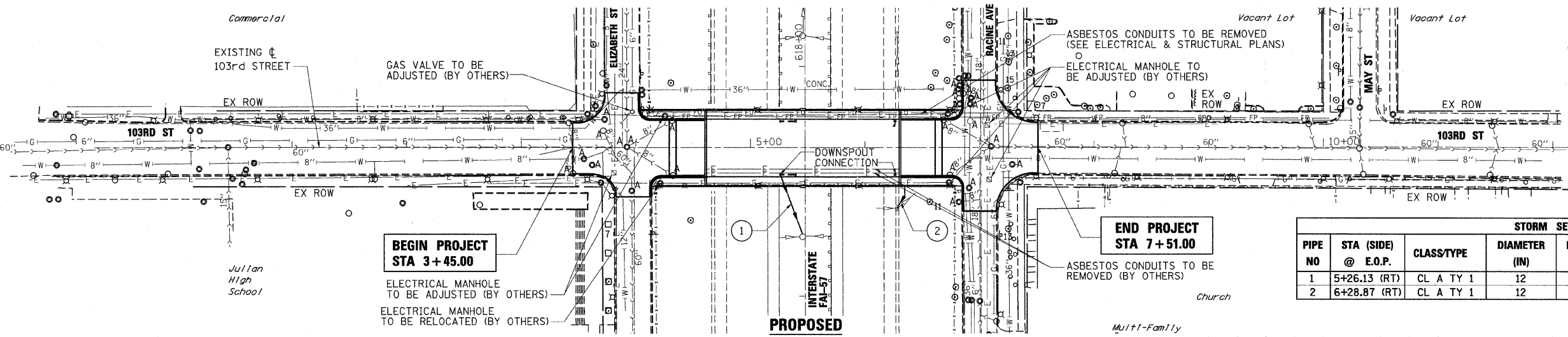
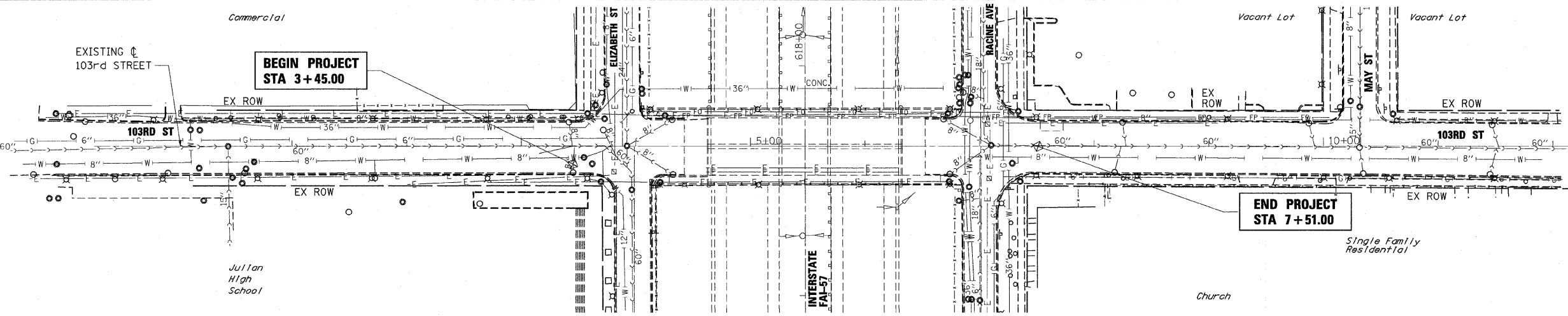
NOTES:

1. PLATING OF STRUCTURES NOT ALLOWED. STRUCTURES ARE TO REMAIN OPEN AT ALL TIMES. ASPHALT SHALL BE FEATHERED AND SHALL BE INCLUDED IN COST OF RESURFACING.

CATCH BASINS TO BE ADJUSTED (EACH)

| STA | OFFSET |
|----------------|---------------|
| 3+71.53 | 14.46 LT |
| 4+31.65 | 23.37 LT |
| 4+32.44 | 24.42 RT |
| 3+45.28 | 22.72 RT |
| 6+85.62 | 46.79 LT |
| 6+68.47 | 23.90 LT |
| 6+73.98 | 24.04 RT |
| TOTAL = | 9 EACH |

| PIPE NO | STA (SIDE) @ E.O.P. | CLASS/TYPE | DIAMETER (IN) | LENGTH (FT) | SLOPE | I-57 STRUCTURE | | |
|---------|---------------------|------------|---------------|-------------|-------|------------------|--------|--------|
| | | | | | | DOWNSPOUT INVERT | RIM | INVERT |
| 1 | 5+26.13 (RT) | CL A TY 1 | 12 | 55 | 1% | 590.21 | 594.26 | 589.66 |
| 2 | 6+28.87 (RT) | CL A TY 1 | 12 | 26 | 1% | 592.88 | 596.72 | 592.62 |

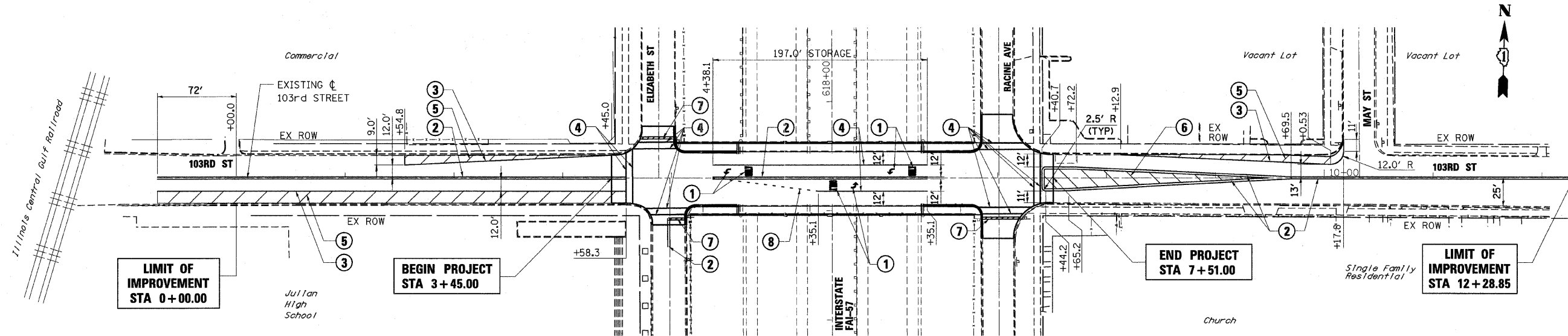


PLAN SURVEYED BY DATE
 NOTE BOOK NO. CHECKED
 ALIGNMENT CHECKED
 PLATTING CHECKED
 PLOTTING CHECKED

PROFILE SURVEYED BY DATE
 GRADES CHECKED
 STRUKTURE NOTATIONS CHECKED

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 15-JAN-2009

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|----------|------------------|-----------|
| 57 | 2122-B | COOK | 75 | 16 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |

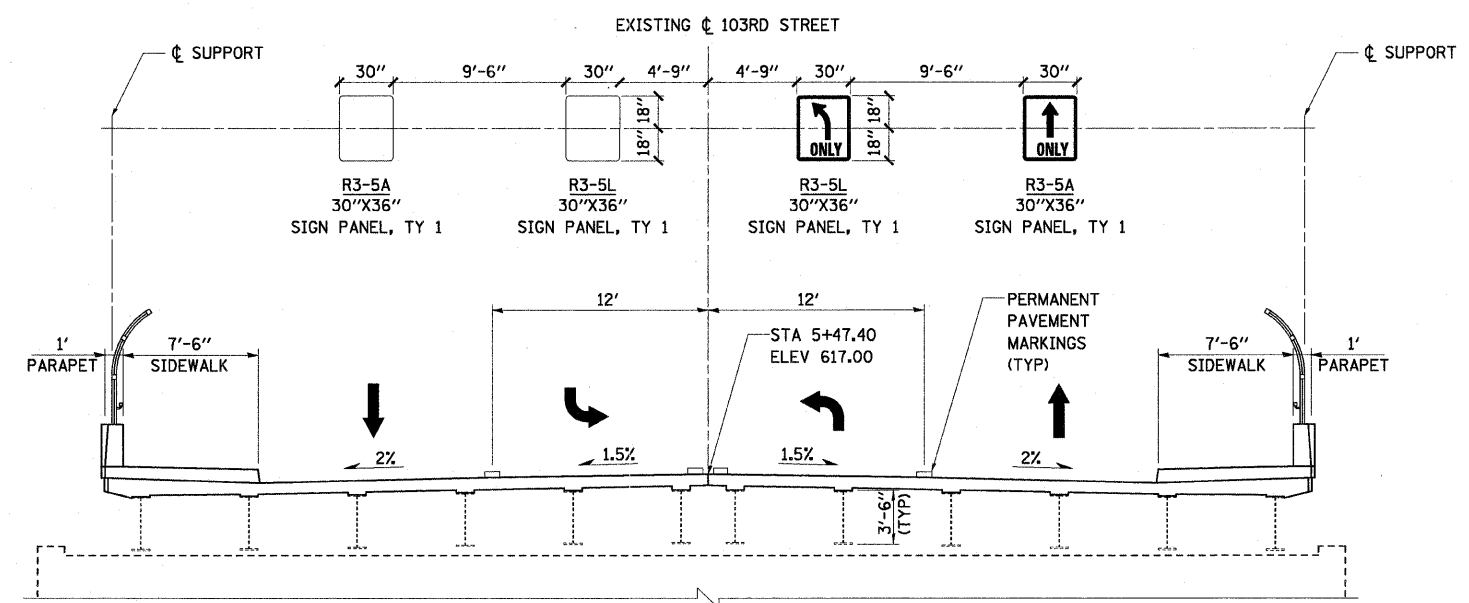


LEGEND:

- ① EPOXY PAVEMENT MARKING- LETTERS AND SYMBOLS
- ② EPOXY PAVEMENT MARKING- LINE 4", DOUBLE YELLOW
- ③ EPOXY PAVEMENT MARKING- LINE 4", WHITE
- ④ EPOXY PAVEMENT MARKING- LINE 6", WHITE
- ⑤ EPOXY PAVEMENT MARKING- LINE 12", WHITE
- ⑥ EPOXY PAVEMENT MARKING- LINE 12", YELLOW
- ⑦ EPOXY PAVEMENT MARKING- LINE 24", WHITE
- ⑧ EPOXY PAVEMENT MARKING- 2' DASH-6" SKIP 6", WHITE

NOTES:

1. SEE DISTRICT ONE STANDARD 'CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS' FOR ADDITIONAL INFORMATION.
2. SEE MONOTUBE SIGN STRUCTURE DETAIL FOR MORE INFORMATION.
3. SIGN SHEETING SHALL BE TYPE ZZ HIGH INTENSITY.

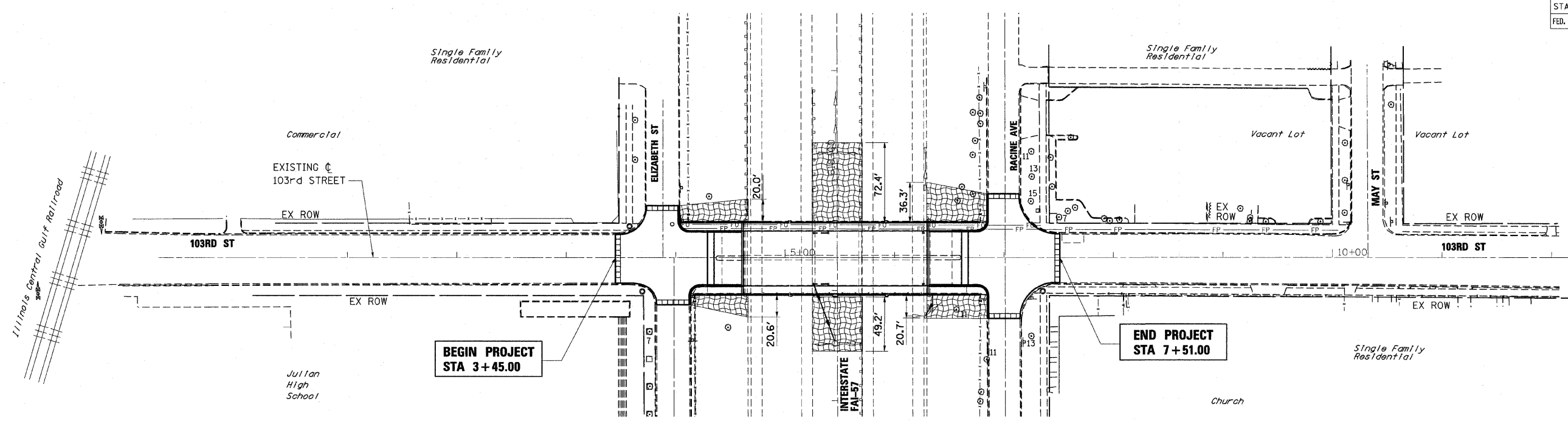


OVERHEAD SIGN STRUCTURE - SPAN, MONOTUBE

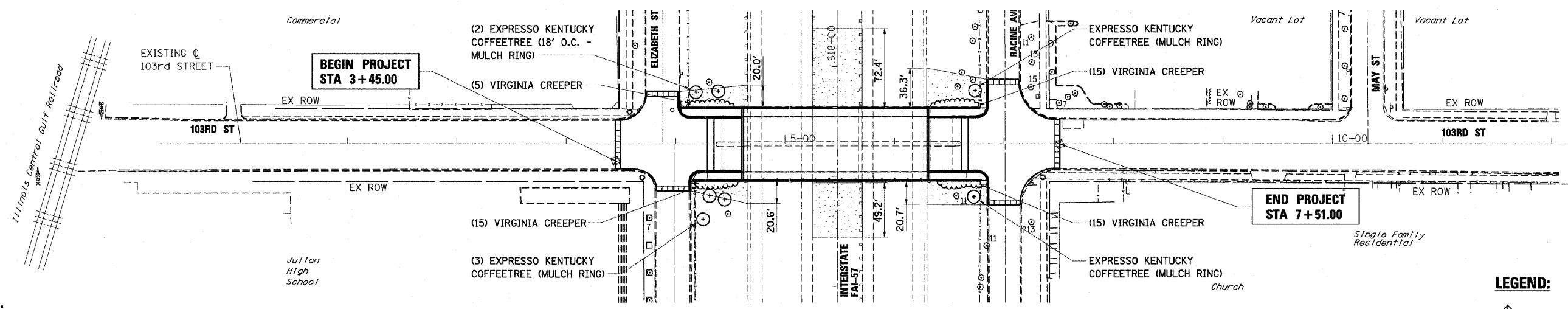
STA 5+47.40
(LOOKING EASTERLY AND WESTERLY)

| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION |
|-----------|------|---|
| NAME | DATE | |
| | | SIGNING AND PAVEMENT MARKING PLAN 103RD STREET SCALE: 1"=50' DATE: 15-JAN-2009 DRAWN BY: T.W.K. CHECKED BY: A.A.C. |
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|---------------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 17 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



EROSION CONTROL



LANDSCAPING

NOTE:

- SEE MISCELLANEOUS DETAILS FOR INLET FILTER DETAIL.
- INSTALL VIRGINIA CREEPER 2' ON CENTER ALONG BASE OF BRIDGE ABUTMENT/MULCH BED.
- EROSION CONTROL MEASURES ARE A HIGH PRIORITY ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY MANNER. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES THAT MAY POTENTIALLY CREATE ERODIBLE CONDITIONS.
- THE EROSION CONTROL MEASURES SHOWN ARE A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS MAY BE REQUIRED PENDING A JOBSITE INSPECTION BETWEEN THE CONTRACTOR AND ENGINEER
- THE CONTRACTOR SHALL IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURES PRIOR TO STRIPPING EXISTING VEGETATION.
- NO SLOPE SHALL BE LEFT UNDISTURBED FOR MORE THAN 14 DAYS WITHOUT THE PLACEMENT OF TEMPORARY OR PERMANENT SEEDING.

LEGEND:

- DRAINAGE STRUCTURE INLET FILTER
- TEMPORARY EROSION CONTROL SEEDING
- PERIMETER EROSION BARRIER
- SEEDING, CLASS 2A WITH EROSION CONTROL BLANKET

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL / LANDSCAPING PLANS

SCALE: 1"=50'

DATE: 15-JAN-2009

DRAWN BY: T.W.K.

CHECKED BY: A.A.C.

S:\stn\17-103cer\01.dgn 15-JAN-2009

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|---------------------|----------|------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 57 | 2122-B | COOK | 75 | 19 |
| STA. - | | TO STA. - | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT NO. 60366 | | | | |

ELECTRICAL NOTES

PART 1: GENERAL

A. DESCRIPTION

PROVIDE ALL REQUIREMENTS AND CRITERIA FOR SAFETY AND RELIABILITY TO FURNISH AND INSTALL COMPLETE OPERATING ELECTRICAL SYSTEM, INCLUDING MATERIALS, LABOR, NECESSARY EQUIPMENT AS HEREIN SPECIFIED. COMPLY WITH IDOT, NATIONAL ELECTRICAL CODE, AND ALL APPLICABLE CODES AND STANDARDS.







B. ELECTRICAL WORK

- CONTRACTOR SHALL FURNISH AND INSTALL COMPLETE ELECTRICAL/SITE LIGHTING SYSTEM WITH ALL LUMINARIES, FOUNDATION, JUNCTION BOXES, TEMPORARY LIGHTING, CONDUITS, HANGERS, SUPPORTS, DEVICES, WIRING, ETC., REQUIRED FOR A COMPLETE AND OPERATIONAL INSTALLATION.
- THE WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE RULES AND REGULATIONS SET FORTH IN THE LOCAL GOVERNING CODE. THE WORK SHALL ALSO MEET THE LAWS AND ORDINANCE REQUIRED BY THOSE AGENCIES HAVING JURISDICTION.
- CONTRACTOR SHALL VISIT THE SITE AND MAKE HIMSELF THOROUGHLY FAMILIAR WITH EXISTING CONDITIONS. PRIOR TO SUBMITTING THE PROPOSAL, INCLUDE ANY RELOCATION AND/OR ALTERNATIONS TO THE NEW ELECTRICAL SYSTEM, COMPONENTS OR EQUIPMENT REQUIRED TO ACCOMMODATE THE NEW CONSTRUCTION.
- CONTRACTOR SHALL OBTAIN ALL PERMITS REQUIRED TO PERFORM HIS WORK. PREPARE AND SUBMIT TO THE AUTHORITIES ANY AND ALL DATA, DRAWING AND DETAILS REQUIRED FOR APPROVAL BEFORE COMMENCING THE INSTALLATION.
- CONTRACTOR SHALL COORDINATE WORK WITH ALL TRADES AND AVOID CONFLICTS AND DELAYS.
- NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BETWEEN THE EXISTING CONDITIONS AND THE NEW WORK. LACK OF NOTIFICATION SHALL INDICATE THAT NO DISCREPANCIES OR CONFLICTS EXISTS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE INCURRED BY HIM IN ANY AREA OF THE PROJECT SUCH AS PAVEMENT, DRIVEWAYS, AND SIDEWALKS AND SHALL RESTORE THEM TO THEIR ORIGINAL CONDITION AS DIRECTED BY THE ENGINEER. LANDSCAPED AREAS SHALL BE RESTORED AND DAMAGED PLANT MATERIALS REPLACED TO THE SATISFACTION OF THE ENGINEER.
- MAINTENANCE OF EXISTING LIGHTING SYSTEM PAY ITEM SHALL INCLUDE PROTECTION AND MAINTENANCE OF THE EXISTING UNDERPASS LIGHTING.
- REFER TO STRUCTURAL PLANS FOR DETAILS ON ATTACHING NEW LIGHTING POLES. COORDINATE CONDUIT PENETRATION AND PROVIDE ALL ASSOCIATED ACCESSORIES FOR COMPLETE FUNCTIONAL INSTALLATION.

C. SEQUENCE OF OPERATION

IN ORDER TO MAINTAIN LIGHTING AT THE BRIDGE AT ALL TIME, THE CONTRACTOR SHALL FOLLOW THE SEQUENCE OF OPERATION:
 INSTALL ALL WIRING AND JUNCTION BOXES TO TEMPORARY FIXTURES LOCATION.
 REMOVE EXISTING UNDERPASS FIXTURES.
 INSTALL NEW UNDERPASS LIGHTING
 REMOVE TEMPORARY LIGHTING AND WIRING
 TEST THE SYSTEM.

LEGEND

- RIGID GALVANIZED STEEL CONDUIT, PVC COATED
- UNIT DUCT, 3'-0" BELOW GRADE
- A/C --- TEMPORARY AERIAL CABLE
3-1/C NO. 2, ALUMINUM,
WITH MESSENGER WIRE
-  EXISTING UNDERPASS LUMINAIRE
TO BE REMOVED
-  TEMPORARY UNDERPASS LUMINAIRE, 70W HPS,
WALL MOUNTED
-  UNDERPASS LIGHTING LUMINAIRE, 70W HPS,
CIRCUIT NUMBER AS NOTED
-  JUNCTION BOX ATTACHED TO STRUCTURE
-  EXISTING LIGHTING UNIT AND POLE TO REMAIN
-  BG6
LIGHTING UNIT NUMBER
CIRCUIT NAME
LIGHTING CONTROLLER NAME

| SCHEDULE OF QUANTITIES | | | |
|--|--------|----------------|--|
| FULL DESCRIPTION | UNIT | TOTAL QUANTITY | |
| CONDUIT IN TRENCH, 2" DIA., PVC | FOOT | 40 | |
| CONDUIT IN TRENCH, 3" DIA., PVC | FOOT | 50 | |
| CONDUIT IN TRENCH, 3 1/2" DIA., PVC | FOOT | 65 | |
| 1" DIA., PVC COATED, GALVANIZED STEEL, CONDUIT ATTACHED TO STRUCTURE | FOOT | 240 | |
| CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC | FOOT | 395 | |
| CONDUIT EMBEDDED IN STRUCTURE, 3" DIA., PVC | FOOT | 20 | |
| JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4" | EACH | 8 | |
| JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6" | EACH | 4 | |
| JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 16" X 14" X 6" | EACH | 4 | |
| UNIT DUCT, 600V, 3-1/C NO.4 AND 1/C NO. 6 GROUND (EPR-TYPE RHW), 1 1/4" DIA., POLYETHYLENE | FOOT | 296 | |
| ELECTRIC CABLE IN CONDUIT, 600V(EPR-TYPE RHW) 1/C NO. 10 | FOOT | 1472 | |
| ELECTRIC CABLE IN CONDUIT, 600V(EPR-TYPE RHW) 1/C NO. 6 | FOOT | 184 | |
| ELECTRIC CABLE IN CONDUIT, 600V(EPR-TYPE RHW) 1/C NO. 4 | FOOT | 552 | |
| AERIAL CABLE 3-1/C NO. 2 WITH MESSENGER WIRE | FOOT | 300 | |
| TRENCH AND BACKFILL FOR ELECTRICAL WORK | FOOT | 440 | |
| REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE | EACH | 8 | |
| REMOVAL OF EXISTING LIGHTING UNIT, NO SALVAGE | EACH | 12 | |
| LIGHTING FOUNDATION REMOVAL | EACH | 4 | |
| DRILL EXISTING FOUNDATION | EACH | 4 | |
| DRILL EXISTING HANDHOLE | EACH | 4 | |
| MAINTENANCE OF LIGHTING SYSTEM | CAL MO | 6 | |
| REMOVAL OF TEMPORARY LIGHTING FIXTURE, SALVAGE | EACH | 12 | |
| INSTALL LIGHT POLE, MAST ARM & LUMINAIRE (MATERIAL PROVIDED BY CITY OF CHICAGO) | EACH | 8 | |
| CONDUIT ATTACHED TO STRUCTURE, 2 1/2" DIA., GALVANIZED STEEL, PVC COATED | FOOT | 156 | |
| CONDUIT ATTACHED TO STRUCTURE, 3 1/2" DIA., GALVANIZED STEEL, PVC COATED | FOOT | 2554 | |
| UNDERPASS LUMINAIRE, 70WATT, HPS VAPOR, STAINLESS STEEL HOUSING | EACH | 20 | |
| STREET LIGHT CABLE, 1/C NO. 6, CITY OF CHICAGO STANDARD | FOOT | 1104 | |
| STREET LIGHT CABLE, 1/C NO. 8, CITY OF CHICAGO STANDARD | FOOT | 552 | |

LICENSE NO.
 LICENSE EXPIRES
 ELECTRICAL PLANS
 SHEETS: -



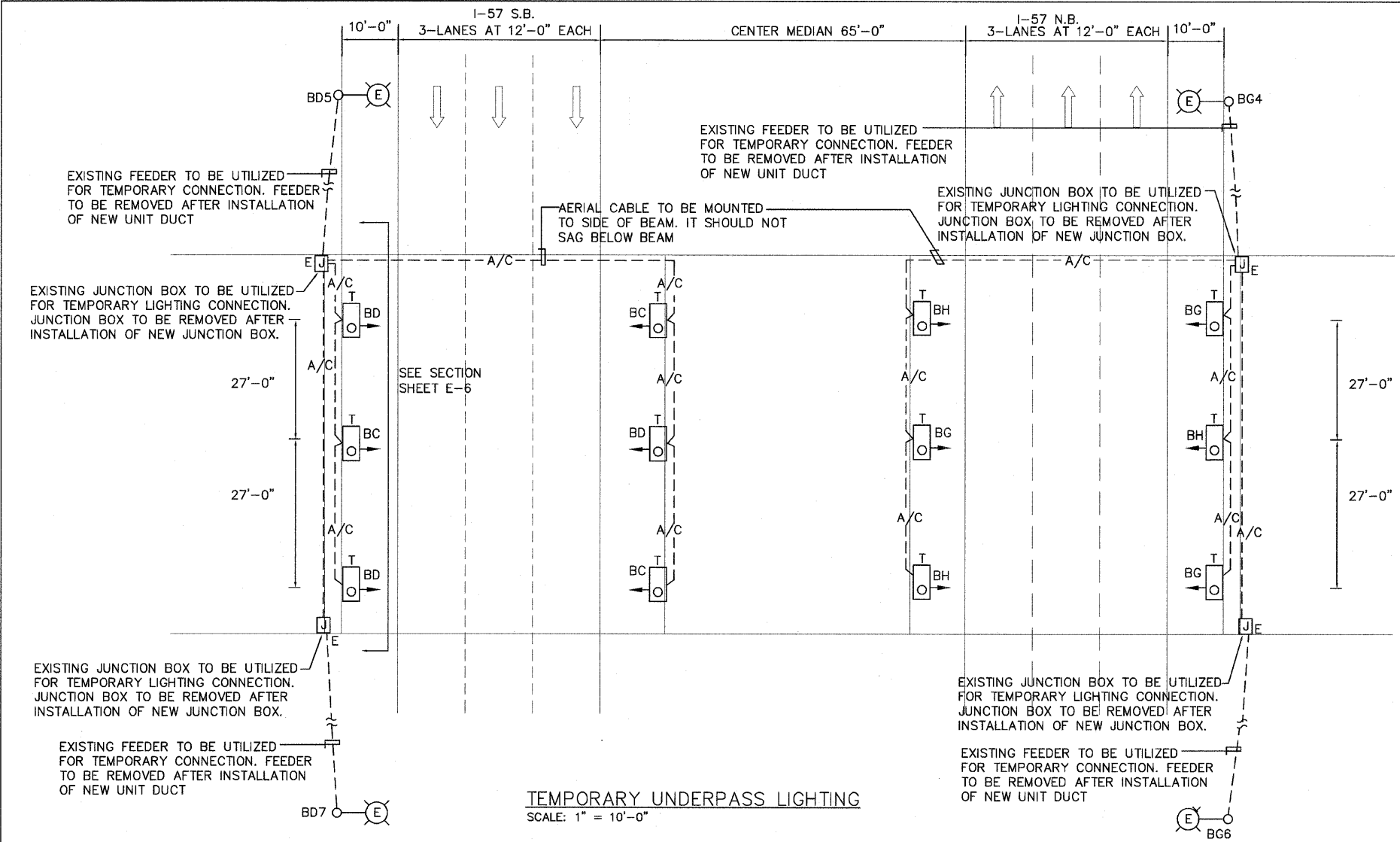
300 W. ADAMS ST.
 SUITE 420
 CHICAGO, IL 60609
 TEL: 312-557-1940
 FAX: 312-557-1945
 Web Site: www.angif.com

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 103RD STREET
 BRIDGE OVER FAI 57 (DAN RYAN)
 GENERAL NOTES AND QUANTITIES

DATE 01-16-08
 DRAWN BY EHE
 CHECKED BY EE

| | | | | |
|---------------------|---------|------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 57 | 2122-B | COOK | 75 | 20 |
| STA. -- TO STA. -- | | FED. AID PROJECT | | |
| FED. ROAD DIST. NO. | | ILLINOIS | | |
| CONTRACT NO. 60366 | | | | |

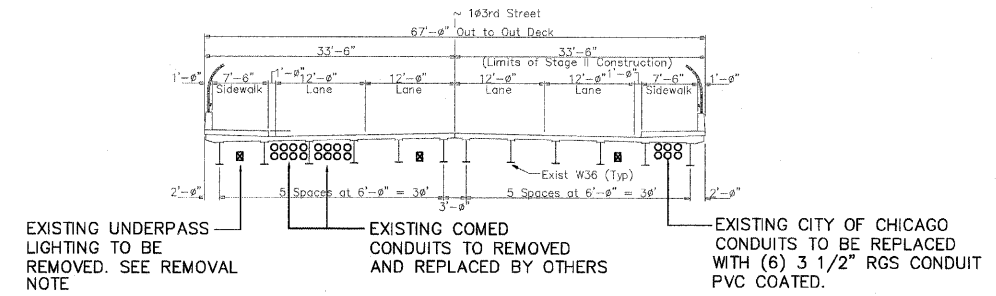


TEMPORARY UNDERPASS LIGHTING
SCALE: 1" = 10'-0"

LEGEND

- A/C --- TEMPORARY AERIAL CABLE 3-1/2" NO. 2, ALUMINUM, WITH MESSENGER WIRE
- [O] E R EXISTING UNDERPASS LUMINAIRE TO BE REMOVED
- [O] T TEMPORARY UNDERPASS LUMINAIRE, 70W HPS, WALL MOUNTED 15'-0" FROM GRADE
- [E] O EXISTING LIGHTING UNIT AND POLE TO REMAIN, CIRCUIT NUMBER AS NOTED.
- [J] E JUNCTION BOX ATTACHED TO STRUCTURE

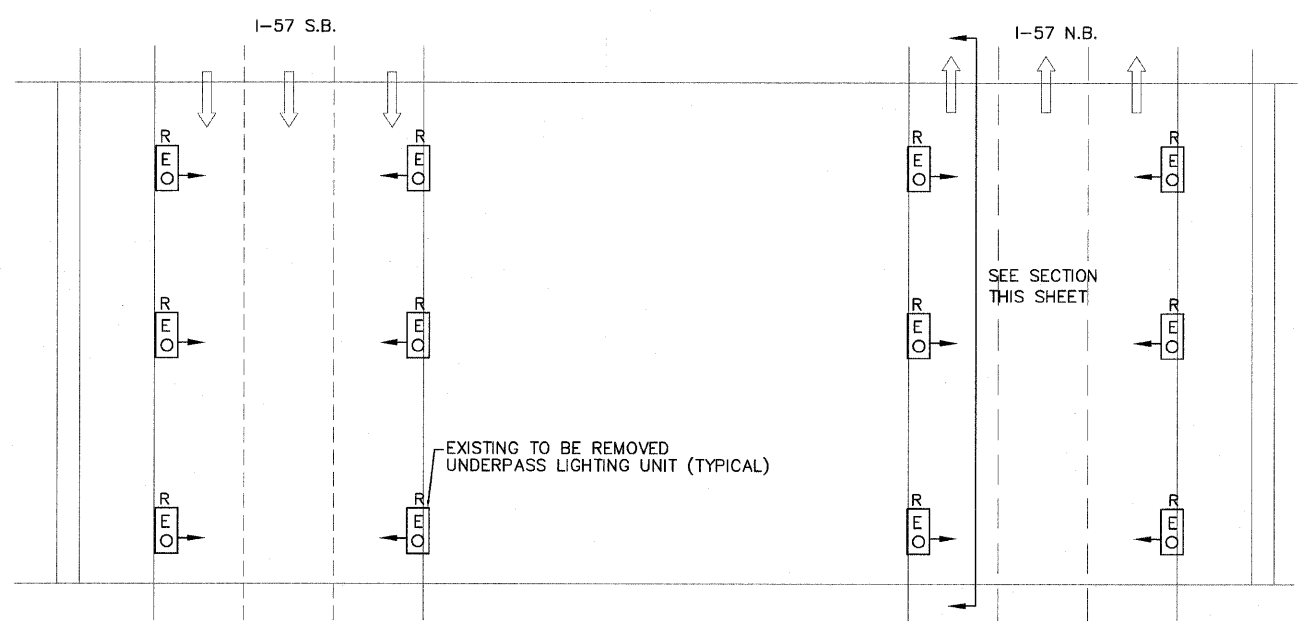
BG6
 LIGHTING UNIT NUMBER
 CIRCUIT NAME
 LIGHTING CONTROLLER NAME



REMOVAL LIGHTING SECTION
SCALE: 1" = 10'-0" (LOOKING WEST)

SEQUENCE OF TEMPORARY AND REMOVAL NOTES:

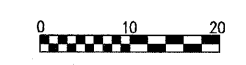
1. INSTALL TEMPORARY LIGHTING LUMINAIRES WITH ALL ASSOCIATED AERIAL CABLES AND SUPPORT AS REQUIRED FOR OPERATION. ENSURE FULL FUNCTIONAL OPERATION.
2. REMOVE EXISTING UNDERPASS LIGHTING UNITS INCLUDING ALL ASSOCIATED CONDUITS, WIRING, JUNCTION BOXES AND ALL ASSOCIATED EQUIPMENT PART OF REMOVAL WORK.
3. INSTALL NEW UNDERPASS LIGHTING AS INDICATED ON SHEET E-3.
4. REMOVE TEMPORARY UNDERPASS LIGHTING AND ALL ASSOCIATED WIRING, JUNCTION BOXES, ETC. PART OF THE TEMPORARY LIGHTING WORK.
5. COMPONENTS OTHER THAN 70W HPS TEMPORARY UNDERPASS LUMINAIRES COMPRISING THE TEMPORARY LIGHTING SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE LIMITS OF THE PROJECT. THE CONTRACTOR SHALL PACK THE 70W HPS UNDERPASS LUMINAIRES INTO ORIGINAL BOXES AND RETURN THEM TO THE STATE STOCK.



REMOVAL OF EXISTING UNDERPASS LIGHTING PLAN
SCALE: 1" = 10'-0"

Advance
Consulting Group International

300 W. ADAMS ST.
SUITE 400
CHICAGO, IL 60606
TEL: 312-357-1940
FAX: 312-357-1945
Web Site: www.angrid.com



| REVISIONS | |
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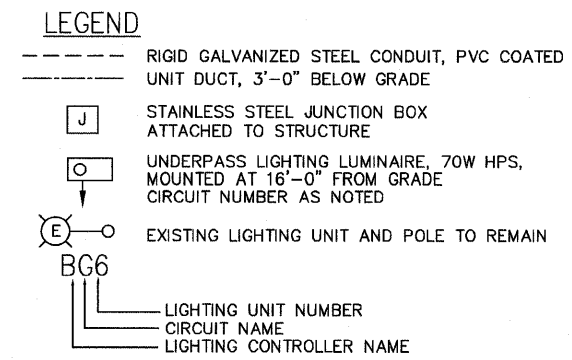
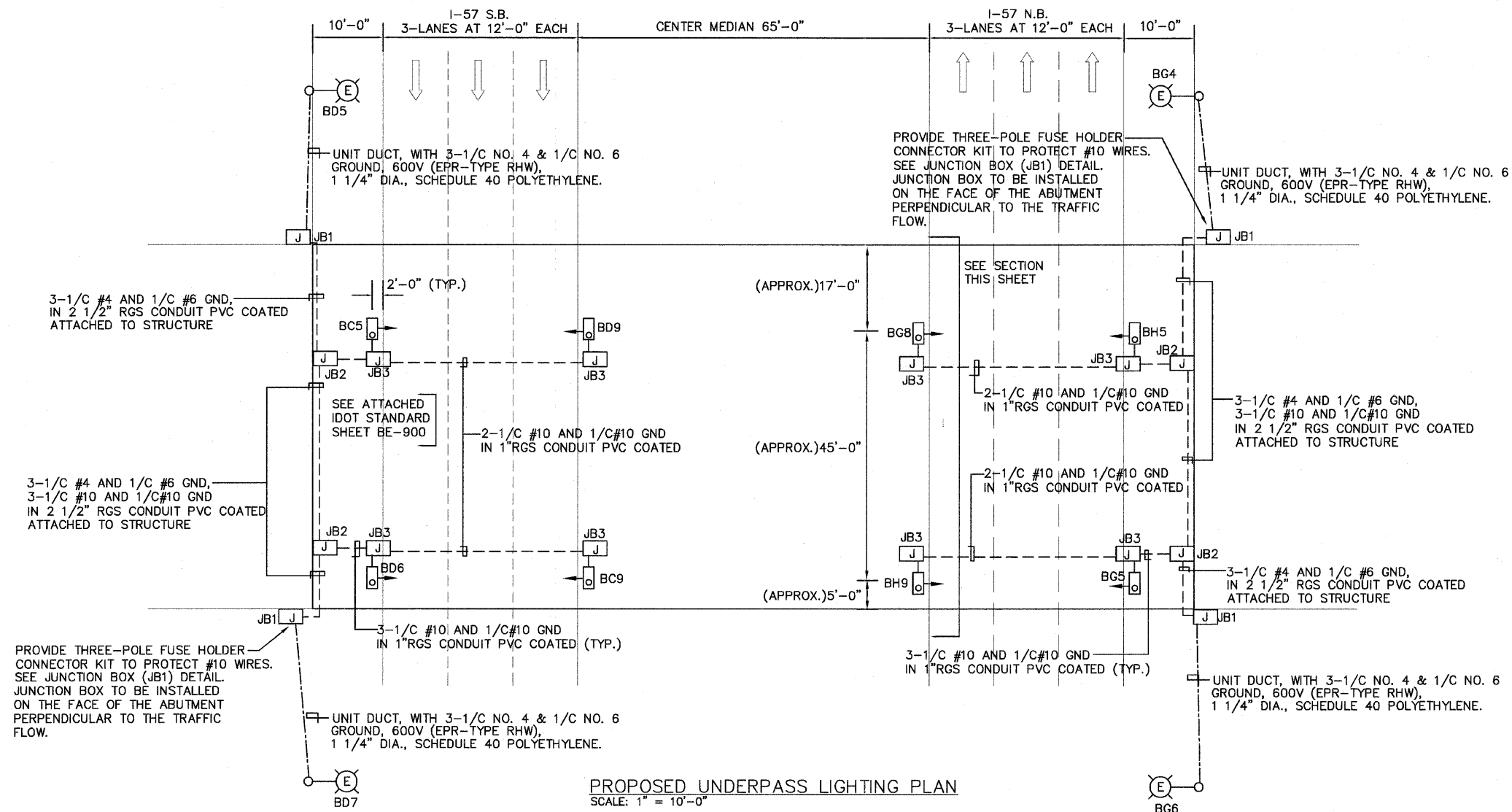
ILLINOIS DEPARTMENT OF TRANSPORTATION

103RD STREET
BRIDGE OVER FAI 57 (DAN RYAN)
UNDERPASS TEMPORARY AND REMOVAL LIGHTING PLAN

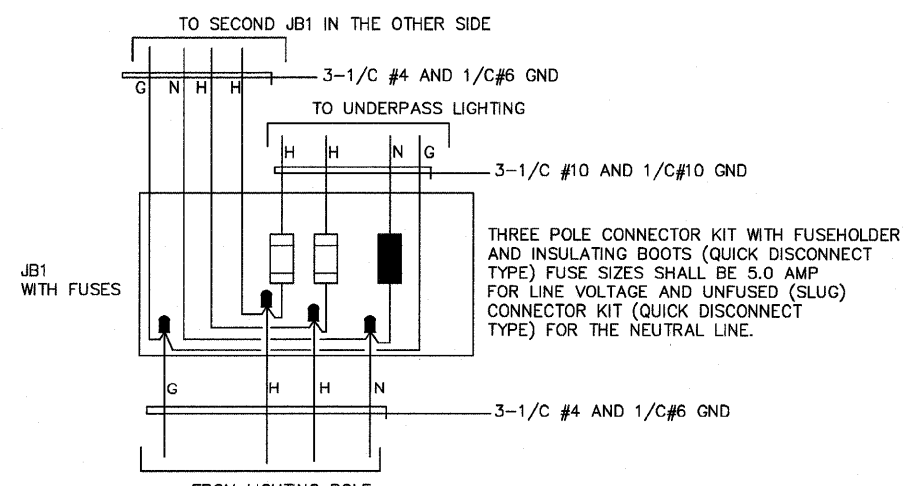
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CHECKED BY EE

DATE 01-16-08

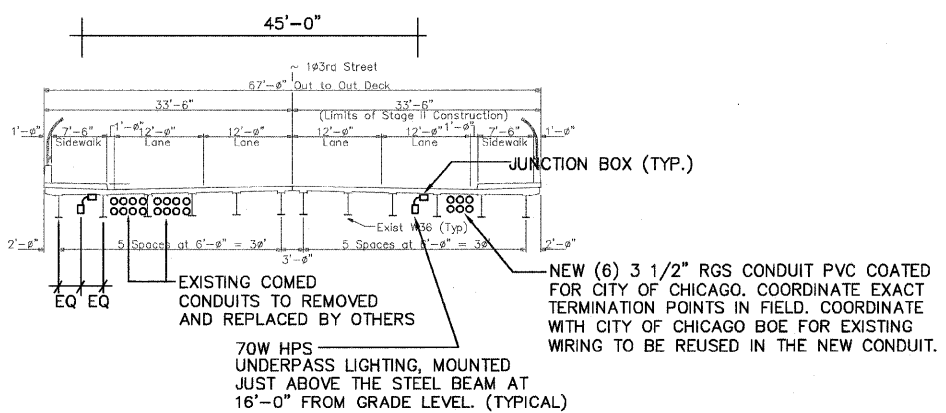
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 57 | 2122-B | COOK | 75 | 21 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT NO. 60366 | | | | |



PROPOSED UNDERPASS LIGHTING PLAN
SCALE: 1" = 10'-0"



PROPOSED JUNCTION BOX (JB1) WITH FUSES
SCALE: N.T.S.

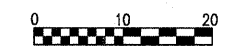


PROPOSED LIGHTING SECTION
SCALE: 1" = 10'-0" (LOOKING WEST)

| JUNCTION BOX SCHEDULE | | | |
|-----------------------|-------------|-----------------|----------|
| NO. | SIZE | DESCRIPTION | QUANTITY |
| JB1 | 16 X 14 X 6 | SS JUNCTION BOX | 4 |
| JB2 | 12 X 10 X 6 | SS JUNCTION BOX | 4 |
| JB3 | 6 X 6 X 4 | SS JUNCTION BOX | 8 |

Advance
Consulting Group International

330 W. ADAMS ST.
SUITE 409
CHICAGO, IL 60606
TEL: 312-487-1940
FAX: 312-357-1945
Web Site: www.aggint.com



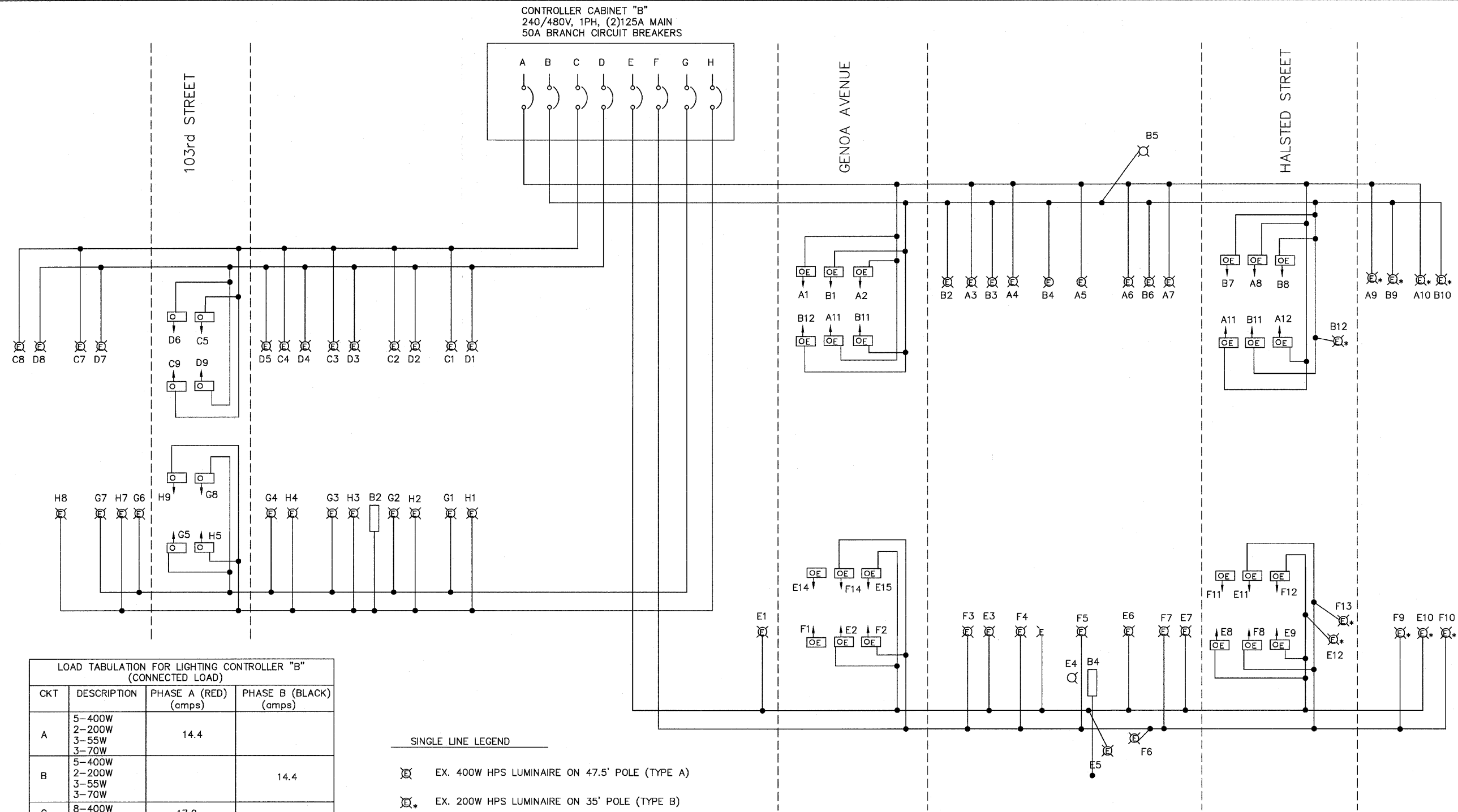
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

103RD STREET
BRIDGE OVER FAI 57 (DAN RYAN)
PROPOSED UNDERPASS
LIGHTING PLAN

DRAWN BY EHE
CHECKED BY EE

DATE 01-16-08



LOAD TABULATION FOR LIGHTING CONTROLLER "B"
(CONNECTED LOAD)

| CKT | DESCRIPTION | PHASE A (RED) (amps) | PHASE B (BLACK) (amps) |
|--------|---|-------------------------|---------------------------|
| A | 5-400W 2-200W 3-55W 3-70W | 14.4 | |
| B | 5-400W 2-200W 3-55W 3-70W | | 14.4 |
| C | 8-400W 2-70W | 17.2 | |
| D | 8-400W 2-70W | | 17.2 |
| E | 6-400W 2-200W 3-55W 4-85W 3-70W | 18.4 | |
| F | 5-400W 3-200W 3-55W 2-85W 3-70W | | 16.4 |
| G | 7-400W 2-70W 2-85W | 16.2 | |
| H | 7-400W 2-70W 2-85W | | 18.2 |
| TOTALS | | 66.2 | 66.2 |

- SINGLE LINE LEGEND
- EX. 400W HPS LUMINAIRE ON 47.5' POLE (TYPE A)
 - EX. 200W HPS LUMINAIRE ON 35' POLE (TYPE B)
 - EX. 55W LPS UNDERPASS LUMINAIRE
 - NEW 70W HPS UNDERPASS LUMINAIRE
 - FUSED DISCONNECT
 - CIRCUIT BREAKER
 - CONNECTION
 - LIGHTED SIGN STRUCTURE--
B2 = 2 FIXTURES (4 - 85W FLUORESCENT)
B4 = 3 FIXTURES (6 - 85W FLUORESCENT)

LIGHTING CABINET "B" SINGLE LINE DIAGRAM
N.T.S.

Advance
Consulting Group International

300 W. ADAMS ST.
SUITE 420
CHICAGO, IL 60606

TEL: 312-357-1940
FAX: 312-357-1945
Web Site: www.angrid.com

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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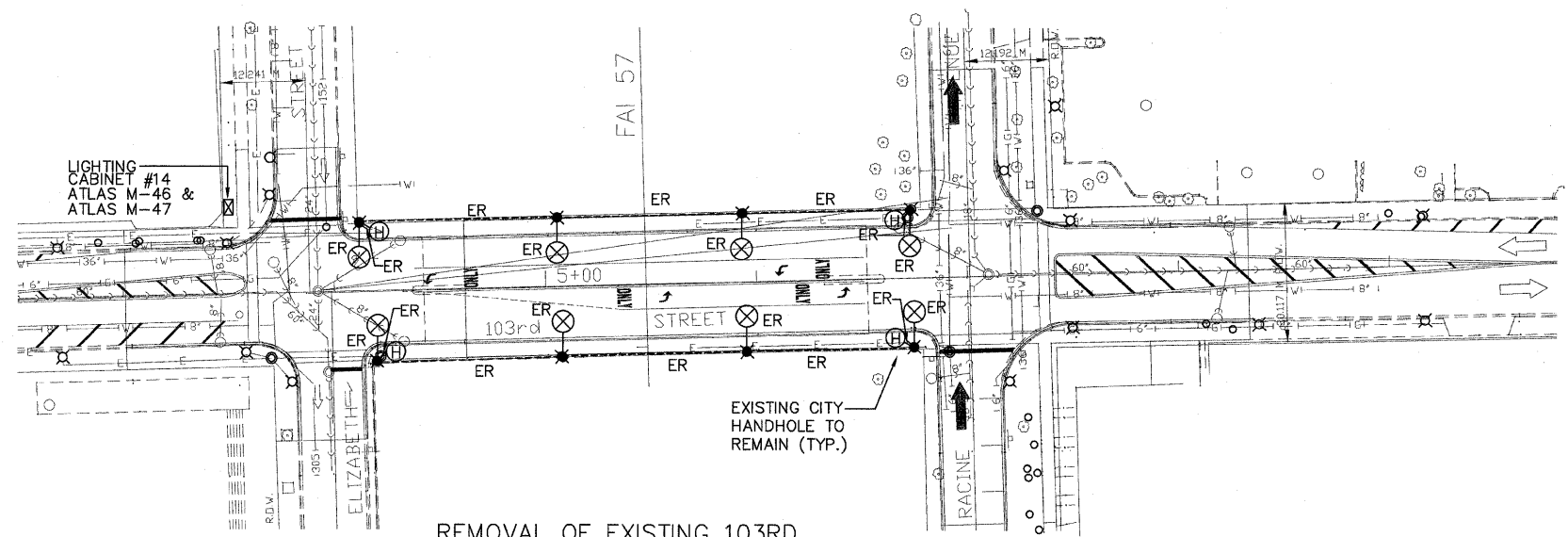
ILLINOIS DEPARTMENT OF TRANSPORTATION

103RD STREET
BRIDGE OVER FAI 57 (DAN RYAN)
ELECTRICAL DETAILS

DATE 01-16-08

DRAWN BY EHE
CHECKED BY EE

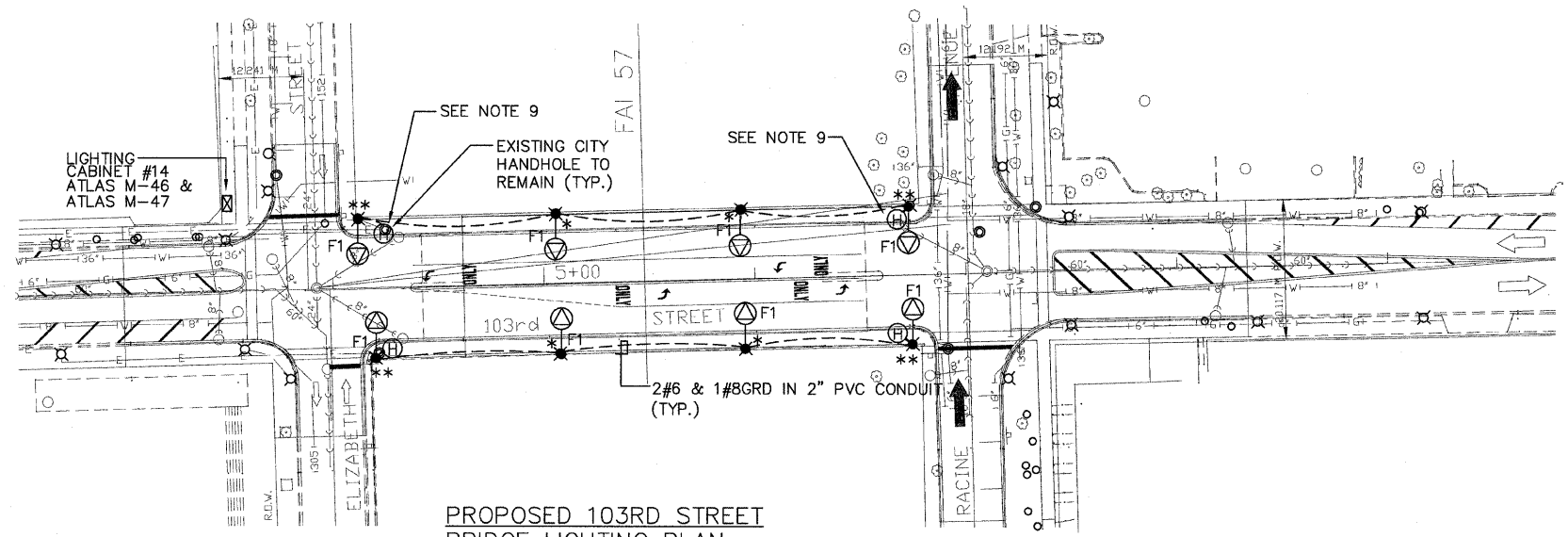
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|---------------------|----------|------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 57 | 2122-B | COOK | 75 | 23 |
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| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT NO. 60366 | | | | |



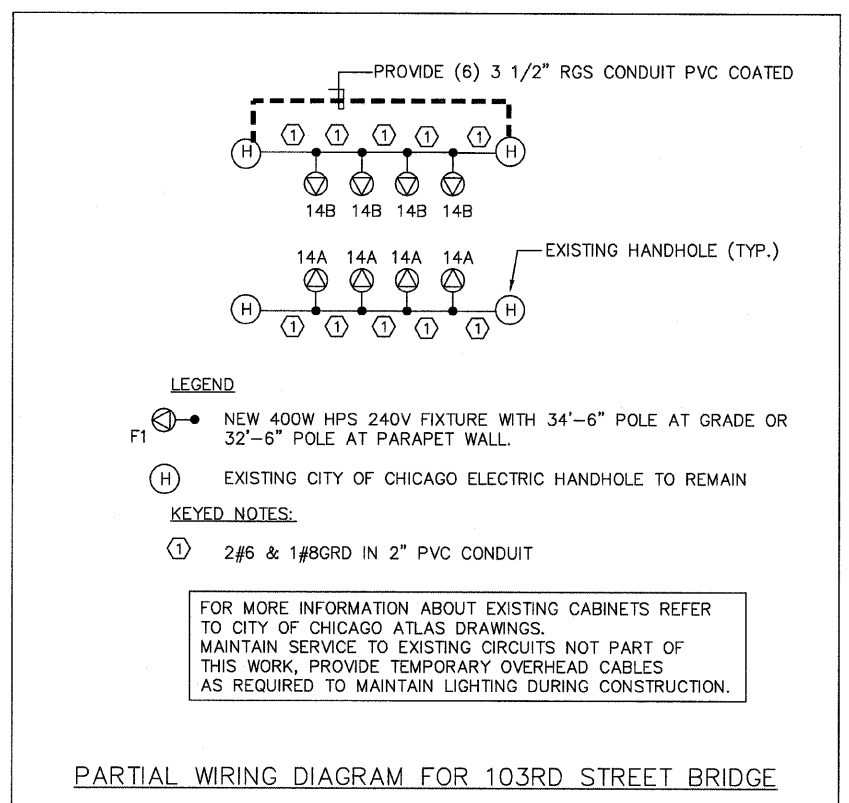
REMOVAL OF EXISTING 103RD STREET BRIDGE LIGHTING PLAN
SCALE: 1" = 40'-0"

REMOVAL NOTES:

1. CONTRACTOR SHALL REMOVE EXISTING CITY STREET LIGHTING, INCLUDING ALL ASSOCIATED WIRING, CONDUITS, FOUNDATION, ETC. TO ALLOW FOR THE NEW CONSTRUCTION.
2. CONTRACTOR SHALL COORDINATE REMOVAL WORK WITH CITY OF CHICAGO BUREAU OF ELECTRICITY. ALL LUMINAIRES, ARMS AND POLES SHALL BE RETURNED TO THE BUREAU.



PROPOSED 103RD STREET BRIDGE LIGHTING PLAN
SCALE: 1" = 40'-0"



LEGEND

- F1 (●) NEW 400W HPS 240V FIXTURE WITH 34'-6" POLE AT GRADE OR 32'-6" POLE AT PARAPET WALL.
- (H) EXISTING CITY OF CHICAGO ELECTRIC HANDHOLE TO REMAIN
- (1) 2#6 & 1#8GRD IN 2" PVC CONDUIT

FOR MORE INFORMATION ABOUT EXISTING CABINETS REFER TO CITY OF CHICAGO ATLAS DRAWINGS. MAINTAIN SERVICE TO EXISTING CIRCUITS NOT PART OF THIS WORK, PROVIDE TEMPORARY OVERHEAD CABLES AS REQUIRED TO MAINTAIN LIGHTING DURING CONSTRUCTION.

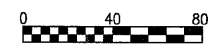
PARTIAL WIRING DIAGRAM FOR 103RD STREET BRIDGE

PROPOSED NOTES:

1. COORDINATE EXACT ROUTING OF CONDUITS WITH OTHER TRADES TO AVOID ANY CONFLICT.
2. ALL UNDERGROUND CONDUITS SHALL BE ROUTED 36" BELOW GRADE.
3. "*" INDICATE POLE MOUNTED ON PARAPET WALL, REFER TO BRIDGE DETAIL FOR FOUNDATION MOUNTED AT BRIDGE PARAPET.
4. NEW POLES, ARMS, AND FIXTURES WILL BE PROVIDED BY THE CITY OF CHICAGO BUREAU OF ELECTRICITY, AND INSTALLED BY THE CONTRACTOR, COORDINATE EXACT REQUIREMENT WITH BOE FOR PICKUP AND COMPLETE FUNCTIONAL INSTALLATION.
5. PROVIDE TEMPORARY OVERHEAD CABLES TO MAINTAIN SERVICE FOR OTHER POLES NOT AFFECTED BY THIS WORK.
6. NEW LIGHT POLE FOUNDATION SHALL BE LOCATED 3'-0" FROM CURBLINE OR LOCATED AT CENTER BETWEEN CURBLINE AND SIDEWALK.
7. REINSTALL SIGNS AFTER INSTALLATION OF NEW LIGHT POLES AT BOTH BRIDGES.
8. "*" INDICATE POLE MOUNTED ON WING WALL, REFER TO BRIDGE DETAIL FOR FOUNDATION MOUNTED AT BRIDGE WING WALL. TWO CONDUITS SHOULD STUB OUT OF THE FOUNDATION: (1) FOR A 2" PVC CONDUIT AND (1) FOR A 3" PVC CONDUIT. REFER TO BRIDGE DRAWINGS FOR EXACT ROUTING.
9. PROVIDE (6) 3 1/2" RGS CONDUIT PVC COATED BETWEEN HANDHOLES AS SHOWN. THIS WORK SHALL INCLUDE ALL NECESSARY EXCAVATION, BACKFILLING, MOUNTING, SUPPORT, ATTACHING, AND ALL LABOR AND MATERIALS ASSOCIATED WITH CONNECTING THE NEW CONDUITS BETWEEN THE TWO HANDHOLES. CONTRACTOR SHALL ADJUST HANDHOLES TO ALLOW FOR REMOVAL AND INSTALLATION OF NEW CONDUITS.

Advance
Consulting Group International

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SUITE 400
CHICAGO, IL 60606
TEL: 312-307-1800
FAX: 312-357-1845
Web Site: www.acgfi.com



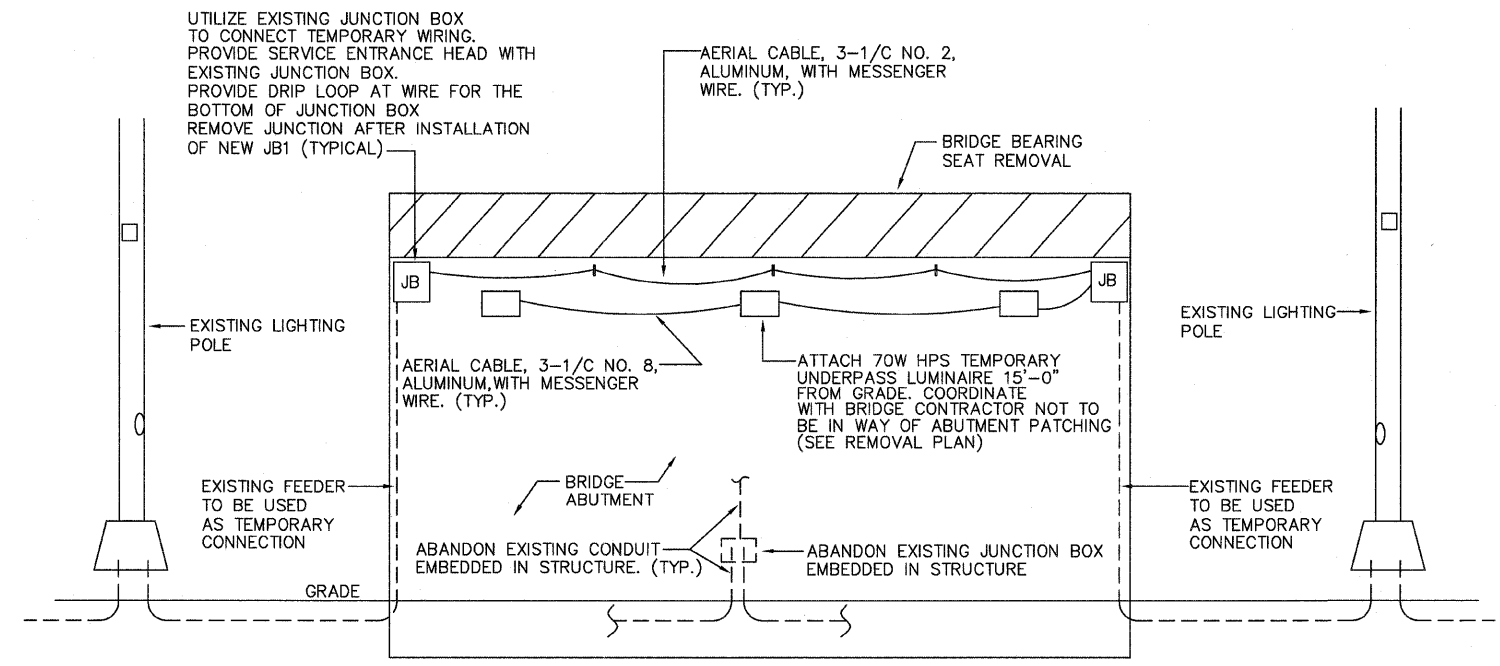
| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

103RD STREET LIGHTING
(CITY OF CHICAGO)

DATE 01-16-08

DRAWN BY EHE
CHECKED BY EE



TEMPORARY LIGHTING SECTION
FOR UNDERPASS LIGHTING
N.T.S.

Advance
Consulting Group International

300 W. ADAMS ST.
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CHICAGO, IL 60606
TEL: 312-351-1940
FAX: 312-351-1945
Web Site: www.angit.com

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

103RD STREET
BRIDGE OVER FAI 57 (DAN RYAN)
ELECTRICAL DETAILS

DRAWN BY: EHE
CHECKED BY: EE

DATE 01-16-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|-----------------------|----------|------------------|----------|-----------|-------------------------|
| ROUTE NO. | SECTION | COUNTY | ZIP CODE | SHEET NO. | SHEET NO. 1 2 SHEETS |
| F.A.I. 57 | ★ | COOK | 75 27 | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | | |

Contract 60366
★ 2122B

GENERAL NOTES

DESIGN: Current (at time of letting) AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals.

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Recurring Special Provisions. ("Standard Specifications") All references to "Mast Arm Assembly and Pole" are applicable, unless otherwise noted.

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 Structural Welding Code and the Standard Specifications.

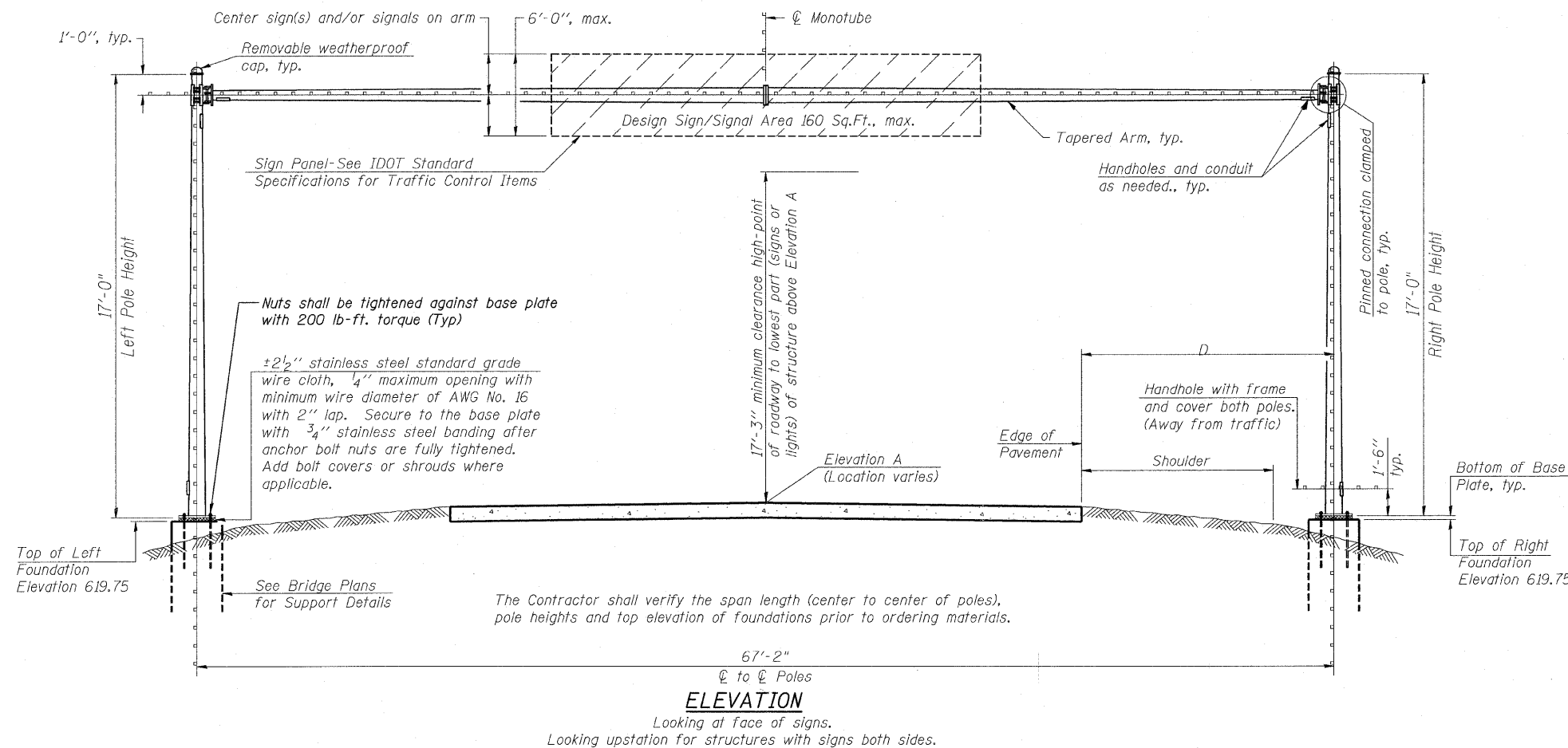
ANCHOR RODS: Shall meet Charpy V-notch (CVN) energy of 15 lb-ft at 40° F. No welding shall be permitted on rods.

FASTENERS: All connection bolts shall be High Strength Bolts M164, Galvanize M232 (A153), Type 3, or stainless steel heavy hex conforming to ASTM A193, Grade B8 or B8M, Class 1. U-bolts shall be produced from ASTM A276 Type 304, 304L, 316 or 316L, Condition A, cold finished, or an equivalent material acceptable to the Engineer. Nuts for stainless steel bolts shall be stainless steel conforming to ASTM A194, Grade 8 (AISI Type 304) or Grade 8F (AISI Type 303). All nuts shall be "locknuts" with nylon or steel inserts and semifinished hexagonal heads equivalent to the finished heavy hex series of the American National Standard. Washers for stainless steel bolts shall be stainless steel conforming to ASTM A240, Type 302 or 304.

REINFORCEMENT BARS: Reinforcement Bars designated (E) shall be epoxy coated in accordance with the Standard Specifications.

CAMBER: Minimum AASHTO camber = $L / 1000$ + dead load camber.

FOUNDATIONS: See Structure Plans for foundation support and payment of anchor rods.



SIGN STRUCTURE DATA TABLE

| Structure Number | Station | ϕ to ϕ Poles | Elevation A | Dimension D | Actual Sign/Signal Area | Left Foundation | | | | | Right Foundation | | | | | Class SI Concrete (Cu. Yds.) |
|------------------|---------|------------------------|-------------|-------------|-------------------------|-----------------|--------------|-----|-----|-----|------------------|--------------|-----|-----|-----|------------------------------|
| | | | | | | Elevation Top | Elev. Bottom | A | B | F | Elevation Top | Elev. Bottom | A | B | F | |
| IM016L000R000.0 | 5+47.40 | 67'-2" | 617.00 | 8'-7" | 30 sf | 619.75 | --- | --- | --- | --- | 619.75 | --- | --- | --- | --- | --- |
| | | | | | | | | | | | | | | | | |
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| NUMBER | REVISION | DATE |
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BILL OF MATERIAL

| ITEM | UNIT | TOTAL |
|--|------|-------|
| OVERHEAD SIGN STRUCTURE SPAN, MONOTUBE | Foot | 67 |

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Illinois Firm Registration No. 184-00633

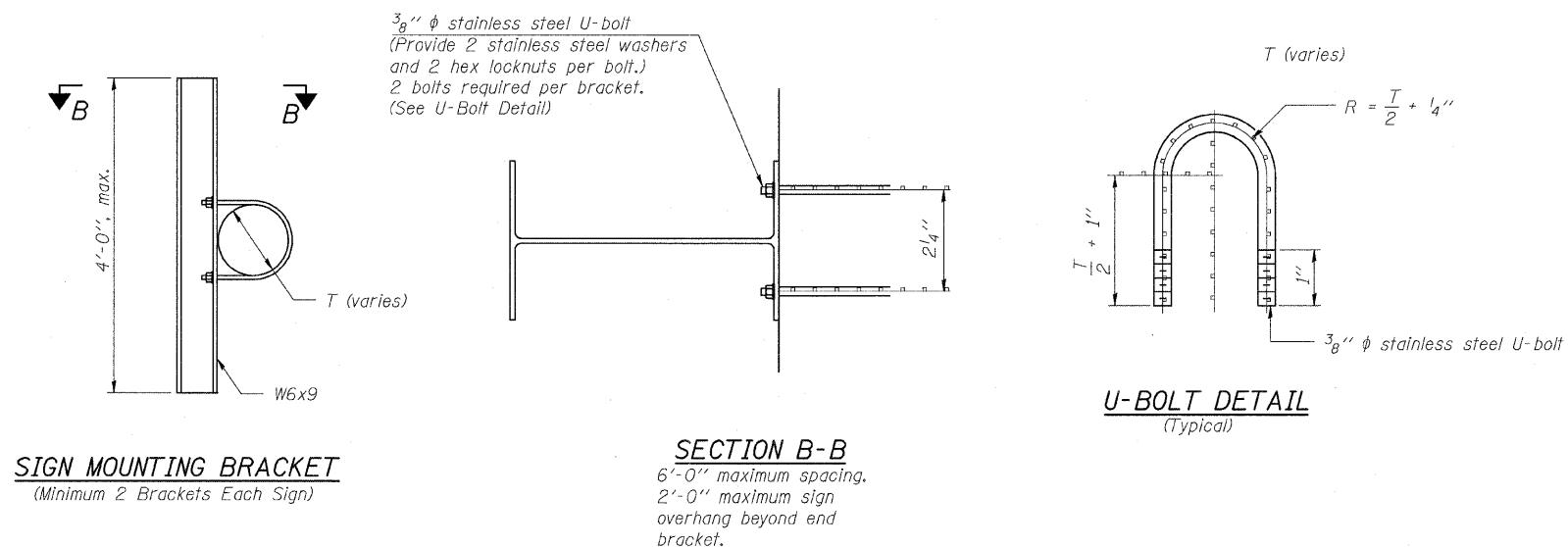
850 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
www.stanleygroup.com

MONOTUBE SIGN STRUCTURE
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|-----------------------|----------|------------------|--------------|-----------|-------------------------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | SHEET NO. 2 2 SHEETS |
| F.A.I. 57 | ★ | COOK | 75 | 28 | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | | |

Contract 60366
★ 2122B



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|----------|--------------|
| DESIGNED | --- |
| CHECKED | --- |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Illinois Firm Registration No. 184-00633



Stanley Consultants Inc.
850 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
www.stanleygroup.com

MONOTUBE SIGN STRUCTURE AND SIGN BRACKETS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40

Bench Mark: KAM #5 Chiseled "X" on the north sidewalk, north of the east approach slab of the 103rd Street Bridge. Elevation 616.078.
 Existing Structure: S.N. 016-2127, Built as F.A.I. Route 57, Section 068-2122-B at Station 617+95.79 in 1963.
 Bituminous Wearing Surface was added at an unknown Date.
 A 7'-10 1/2" Chain Link Fence Inside each Handrail and Under Deck Lighting Were Added at Unknown Dates.
 Superstructure: 3 Span Continuous Rolled Steel Beams and Reinforced Slabs, Non Composite in all Spans.
 Substructure: Closed Abutments and Column Piers on Spread Footings.
 Length = 171'-1" (Back to Back Abutments), Width = 67'-0" (Out to Out Deck).
 Contractor to remove the existing deck and replace with new composite deck.
 Traffic is to be Maintained During the Rehabilitation Utilizing Stage Construction.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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|-----------------------|----------|------------------|------|-------|--------------------------|
| ROUTE NO. | SECTION | COUNTY | FEET | SHEET | SHEET NO. / 32 SHEETS |
| F.A.I. 57 | * | COOK | 75 | 29 | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | | |

Contract 60366
 ★ 2122B

STATION 5+47.40
 REBUILT BY
 STATE OF ILLINOIS
 F.A.I. RT. 57 SECTION 068-2122-B
 LOADING HS 20
 STR. NO. 016-2127
NAME PLATES
 See Std. 515001

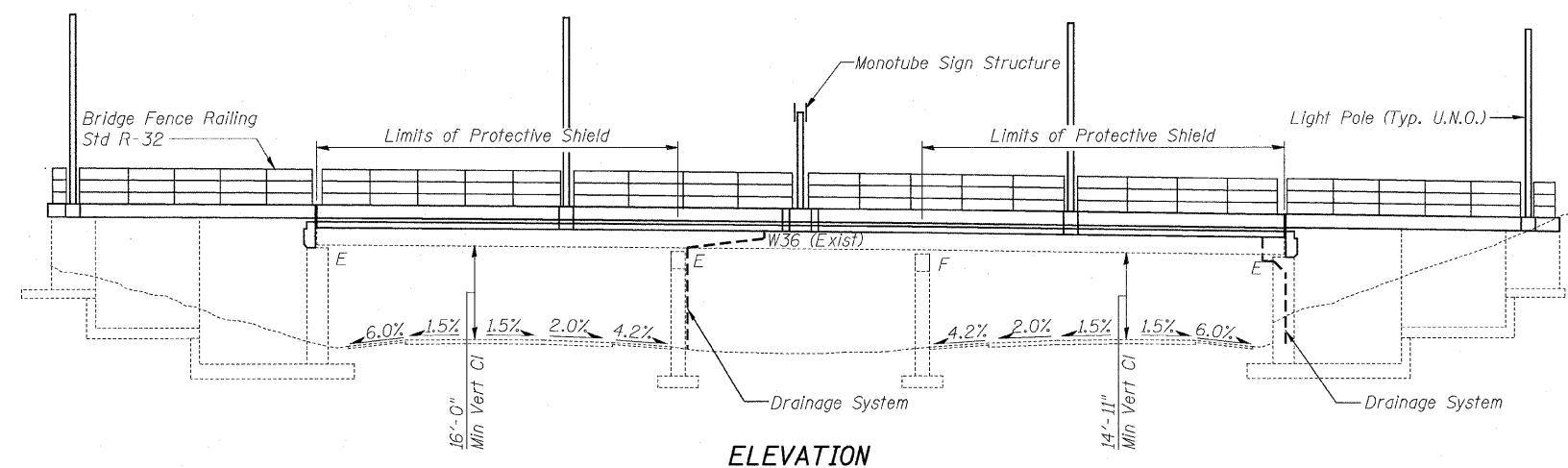
DESIGN SPECIFICATIONS
 AASHTO 2002 Standard Specifications for Highway Bridges

LOADING HS20-44
 Allow 50#/sq ft for future wearing surface.

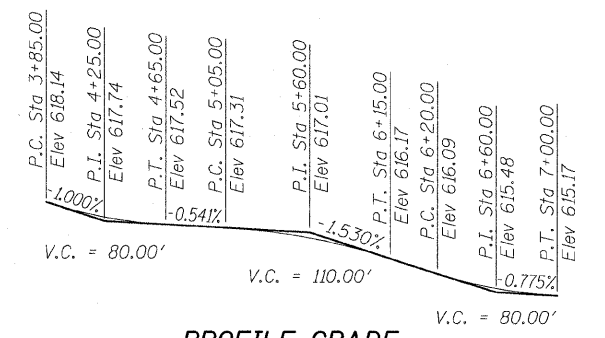
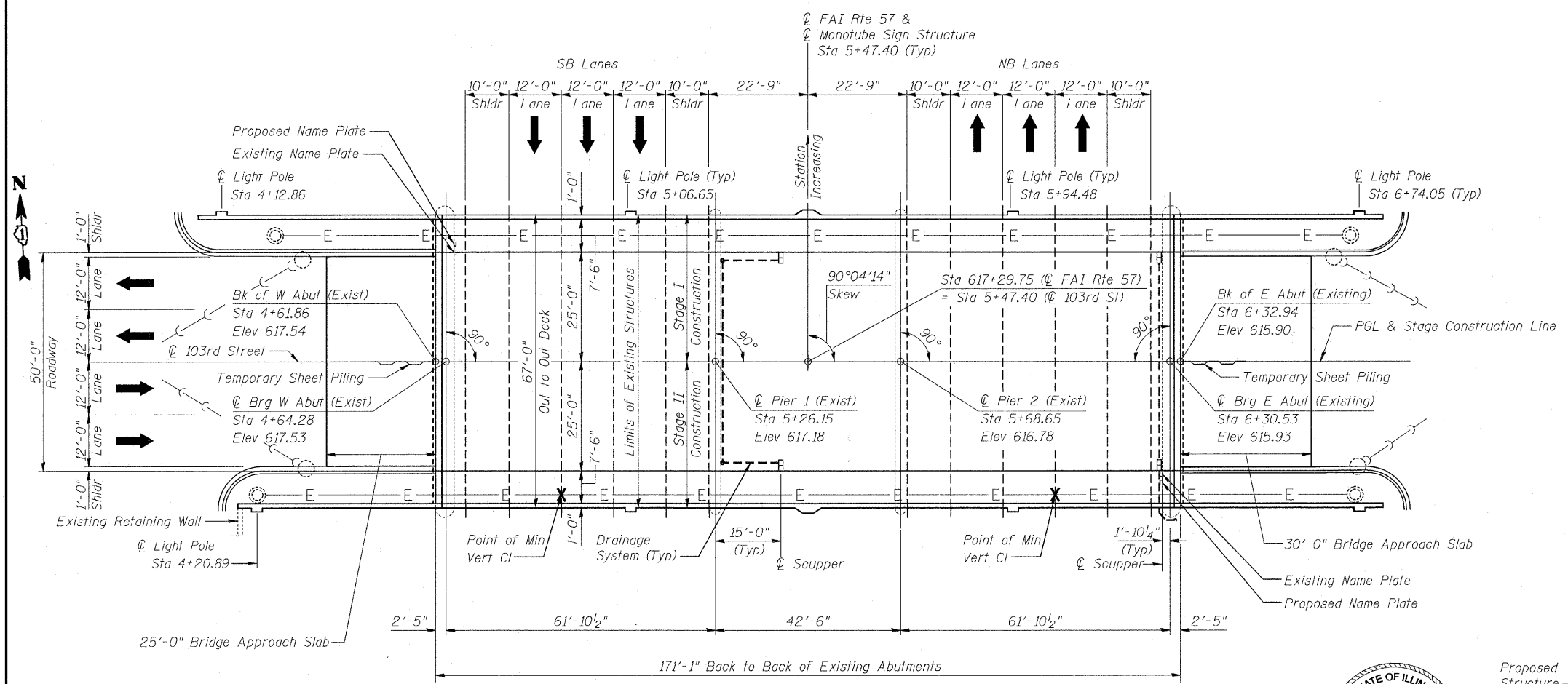
DESIGN STRESSES
 New Construction (Field Units)
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (Structural Steel) (M270 Grade 36)
 Existing Construction (Field Units)
 $f'_c = 1400$ psi (Without Earth Pressure)
 $f'_c = 800$ psi (With Earth Pressure)
 $f_s = 20,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (Structural Steel)

SEISMIC DATA
 Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.04
 Site Coefficient (S) = 1.0

Notes:
 UNO = Unless Noted Otherwise

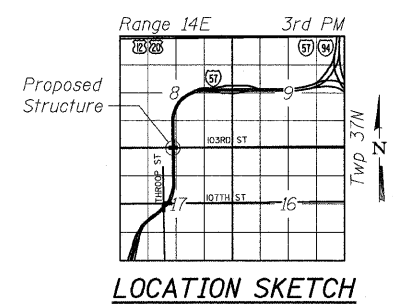


The Name Plates shall be attached to both abutments adjacent to the existing name plates according to Section 515 of the Standard Specifications except that the Name Plate shall be surface mounted using vandal-proof screws.



| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | KFA |
| DRAWN | RD |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY
 Robert E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES



Illinois Firm Registration No. 184-00533

Stanley Consultants Inc.
 8501 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
 www.stanleygroup.com

GENERAL PLAN
 103RD STREET OVER
 FAI 57 (DAN RYAN-WEST LEG)
 FAI RTE 57 SECTION 2122B
 COOK COUNTY
 STA 5+47.40
 STRUCTURE NO 016-2127

Q:\15959\02-103\sh1\sb-00201.dwg 15-JAN-2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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|-----------------------|----------|-------------------|--------------|-----------|-------------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | SHEET NO. 2 |
| F.A.I. 57 | ★ | COOK | 75 | 30 | 32 SHEETS |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT- | | | |

Contract 60366
★2122B

INDEX OF DRAWINGS

| | |
|-----------|---|
| Sheet No. | Title |
| 1 | General Plan and Elevation |
| 2 | General Notes & Total Bill of Material |
| 3 | Stage Construction and Removal |
| 4 | Top of Deck Slab Elevations |
| 5 | Top of Deck Slab Elevations |
| 6 | Top of Deck Slab Elevations |
| 7 | Top of West Approach Slab Elevations |
| 8 | Top of East Approach Slab Elevations |
| 9 | Deck Plan & Cross Section |
| 10 | Superstructure Details |
| 11 | Superstructure Details |
| 12 | Superstructure Details |
| 13 | Bridge Approach Slab Details |
| 14 | Bridge Approach Slab Details |
| 15 | Bridge Fence Railing Parapet Mounted |
| 16 | Preformed Joint Strip Seal |
| 17 | Framing Plan and Design Data Table |
| 18 | Existing Steel Beam Alterations |
| 19 | Bearings |
| 20 | West Abutment Removal and Repairs |
| 21 | West Abutment Alterations |
| 22 | West Abutment Wingwall Alterations |
| 23 | West Abutment Details |
| 24 | East Abutment Removal and Repairs |
| 25 | East Abutment Alterations |
| 26 | East Abutment Wingwall Alterations |
| 27 | East Abutment Details |
| 28 | Pier 1 Repairs |
| 29 | Pier 2 Repairs |
| 30 | Drainage Scupper DS-11 |
| 31 | Bar Splicer Assembly Details |
| 32 | Temporary Concrete Barrier for Stage Construction |

GENERAL NOTES

- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{3}{4}$ in. ϕ , holes $\frac{5}{16}$ in. ϕ , unless otherwise noted.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions
- Reinforcement bars designated (E) shall be epoxy coated.
- Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by an individual acceptable to the Engineer. Any cracks that cannot be removed by grinding $\frac{1}{4}$ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
- Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.
- Concrete Sealer shall be applied to new concrete surfaces at the front face of new backwalls and bearing seats extensions.
- Cleaning and field painting of existing structural steel shall be done under a separate painting contract.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- Existing structural steel shall only be cleaned and painted as required by the special provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".
- All new structural steel shall be shop painted with an organic zinc rich primer per Article 1008.02 in the Standard Specifications.
- The Contractor shall resurvey the I-57 vertical clearance over each lane and shoulder following the deck replacement. This work will not be paid for separately, but shall be included with the contract lump sum price for "Construction Layout".
- Existing protective shield shall be salvaged by the contractor and delivered to the IDOT, District Bridge Maintenance Yard located at 1101 Blesterfield Road, Elk Grove Village, Illinois, 60007. Telephone number: (847) 956-1444 (48 hours advance notice required). This work shall include removing, transporting and unloading the protective shield at the above yard which cost shall be considered included in the cost of bridge deck removal.
- Slipforming of the parapets is not allowed.

TOTAL BILL OF MATERIAL

| ITEM | UNIT | SUPER | SUB | TOTAL |
|--|-------|---------|--------|---------|
| Concrete Removal | Cu Yd | | 68 | 68 |
| Removal of Existing Concrete Deck | Each | 1 | | 1 |
| Protective Shield | Sq Yd | 936 | | 936 |
| Structure Excavation | Cu Yd | | 44 | 44 |
| Concrete Structures | Cu Yd | | 64 | 64 |
| Concrete Superstructure | Cu Yd | 588 | | 588 |
| Bridge Deck Grooving | Sq Yd | 1225 | | 1225 |
| Protective Coat | Sq Yd | 1754 | | 1754 |
| Furnishing and Erecting Structural Steel | Pound | 3290 | 3690 | 6980 |
| Stud Shear Connectors | Each | 5400 | | 5400 |
| Reinforcement Bars, Epoxy Coated | Pound | 106,760 | 13,540 | 120,300 |
| Bar Splicers | Each | 701 | 110 | 811 |
| Bridge Fence Railing | Ft | 532 | | 532 |
| Temporary Sheet Piling | Sq Ft | | 232 | 232 |
| Name Plates | Each | | 2 | 2 |
| Preformed Joint Strip Seal | Ft | 135 | | 135 |
| Elastomeric Bearing Assembly, Type I | Each | | 24 | 24 |
| Anchor Bolts, 1" | Each | | 48 | 48 |
| Concrete Sealer | Sq Ft | | 1020 | 1020 |
| Epoxy Crack Injection | Ft | | 137 | 137 |
| Drainage Scuppers, DS-11 | Each | 4 | | 4 |
| Structural Repair of Concrete (Depth Greater Than 5 inches) | Sq Ft | | 98 | 98 |
| Structural Repair of Concrete (Depth Equal to or Less Than 5 inches) | Sq Ft | | 894 | 894 |
| Drainage System | L Sum | 1 | | 1 |
| Jacking and Cribbing, Location 1 | Each | | 1 | 1 |
| Jacking and Cribbing, Location 2 | Each | | 1 | 1 |
| Temporary Shoring and Cribbing | Each | | 3 | 3 |

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Illinois Firm Registration No. 04-00533



Stanley Consultants Inc.
850 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
www.stanleygroup.com

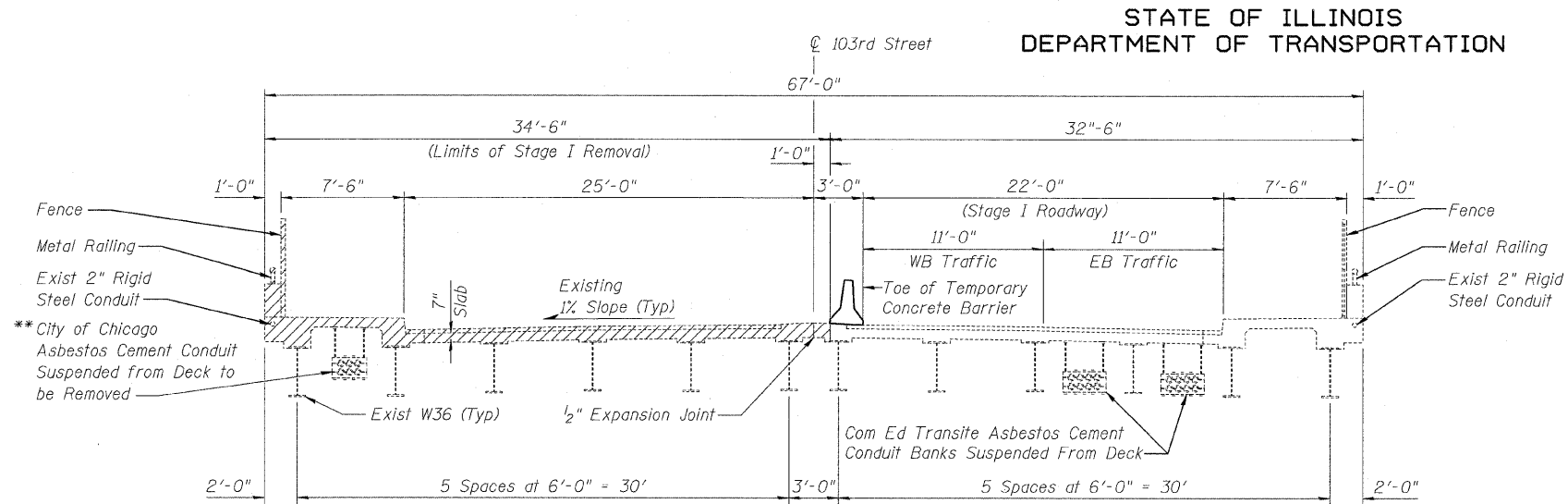
GENERAL NOTES AND TOTAL BILL OF MATERIAL
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | |
|-----------------------|----------|-------------------|--------------|-----------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| F.A.I. 57 | ★ | COOK | 75 | 31 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT- | | |

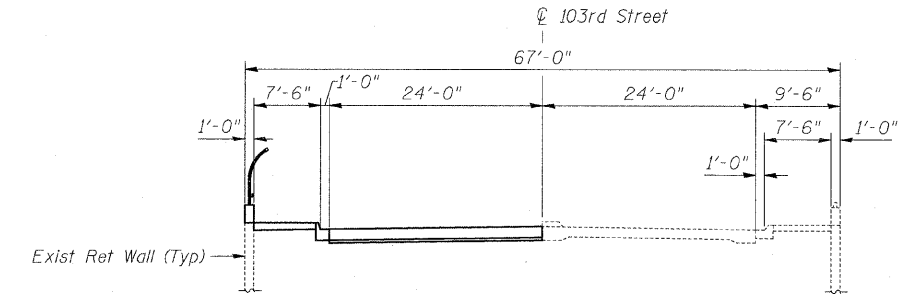
SHEET NO. 3
32 SHEETS

Contract 60366
★ 2122B



STAGE I REMOVAL

(Looking East)

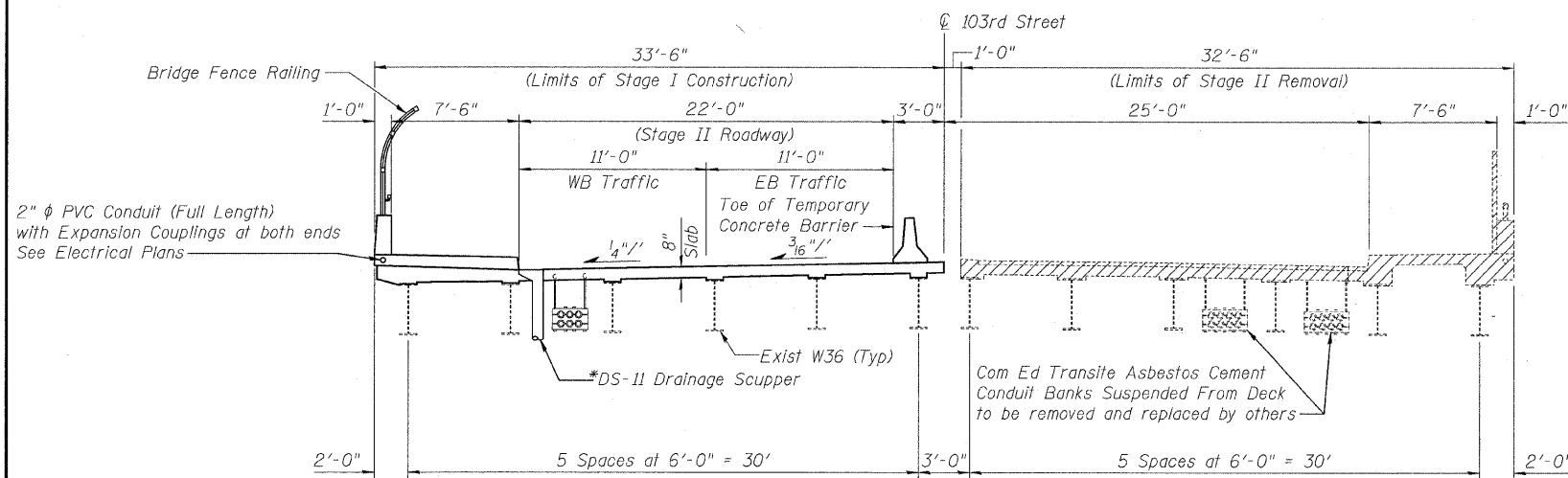


SECTION THRU BRIDGE APPROACH PAVEMENT

Notes:

- See Sheet 32 of 32 for Details of Temporary Concrete Barrier.
- See Roadway Plans for quantity of Temporary Concrete Barrier.
- Cost of removal of existing rigid steel conduit encased in the bridge deck vaulted sidewalk, deck fence and metal railing mounted on the bridge and wingwall parapets are included with Removal of Existing Concrete Deck.
- See Electrical Plans for removal of existing light poles.

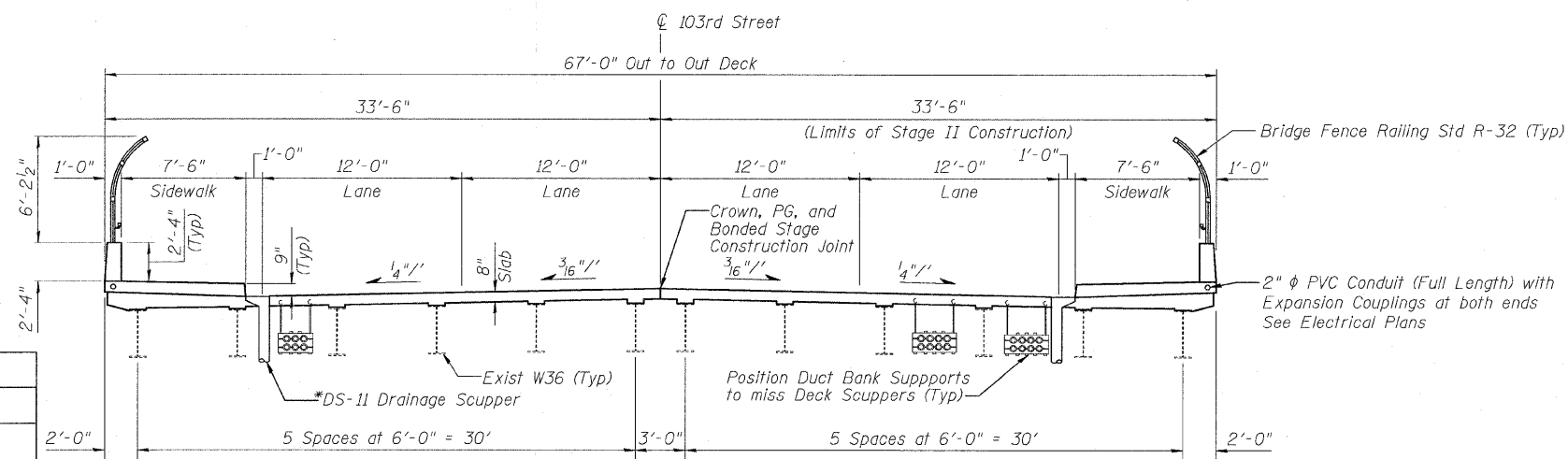
** The existing City of Chicago conduits shall be temporarily supported in place during construction to the satisfaction of the Engineer and City of Chicago until such time that they may be removed. See Electrical Plans for pay items specifying the removal of asbestos cement conduit and replacement with rigid galvanized steel conduit.



STAGE I CONSTRUCTION & STAGE II REMOVAL

(Looking East)

*Attach Drainage Scuppers to I-57 closed drainage system



STAGE II CONSTRUCTION

(Looking East)

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RD |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

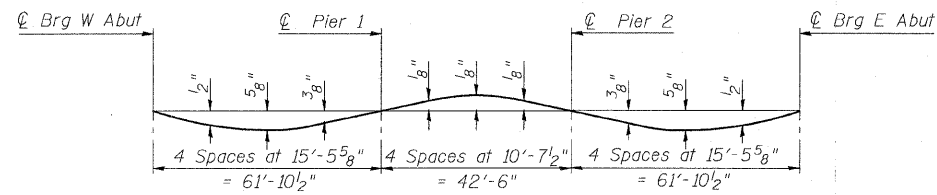
Illinois Firm Registration No. 184-00533

8501 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
www.stanleygroup.com

STAGE CONSTRUCTION AND REMOVAL
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

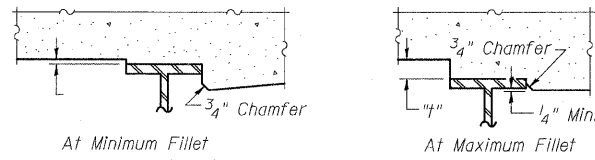
| | | | | |
|-----------------------|---------|----------|-------------------|-----------|
| ROUTE NO. | SECTION | COUNTY | SHEET | SHEET NO. |
| F.A.I. 57 | ★ | COOK | 75 32 | 32 SHEETS |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT- | |
| Contract 60366 | | | | |
| ★ 2122B | | | | |



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of deck, sidewalks and parapets.)

Notes:

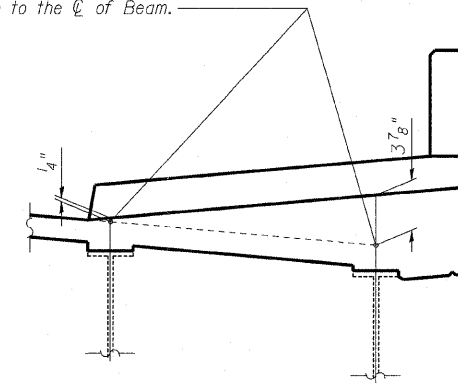
The above deflections are not to be used in the field if the engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" as shown in the tables on Sheets 4 through 6 of 32.



FILLET HEIGHTS

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on the plan. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown in the tables on Sheets 4 through 6 of 32, minus the 8" deck thickness, equals the fillet heights "t" above top flange of beams.

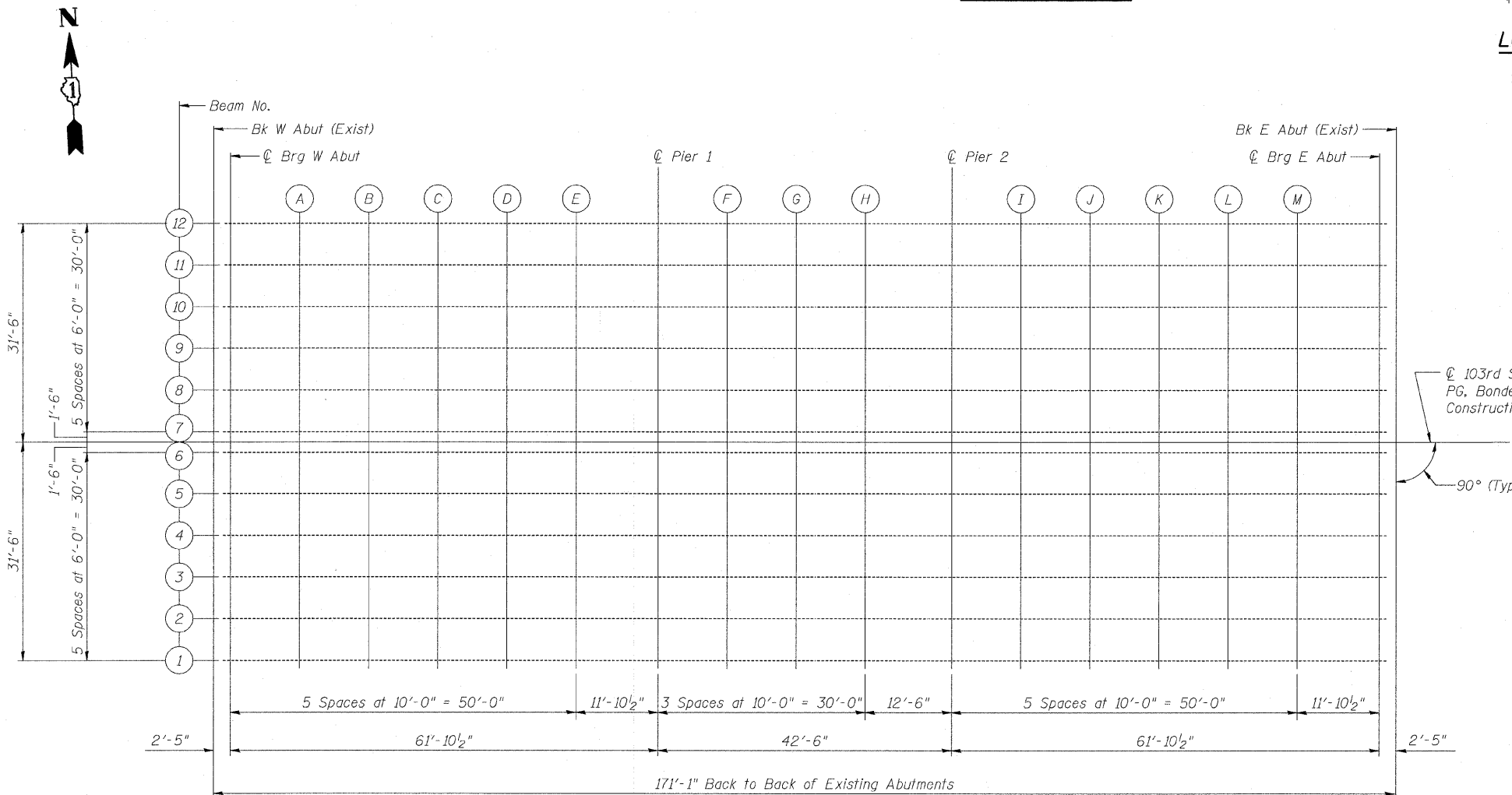
Elevations at Beams 1, 2, 11 and 12 Are Given at the Theoretical Top of Slab, Which is the Projection of the Roadway Slab Template to the ϕ of Beam.



LOCATION OF ELEVATIONS AT BEAMS 1, 2, 11 & 12

BEAM 1

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|----------|--------|------------------------------|--|
| Bk W Abut (Exist) | 4+61.858 | 31.500 | 616.947 | 616.947 |
| ϕ Brg W Abut | 4+64.275 | 31.500 | 616.934 | 616.934 |
| A | 4+74.275 | 31.500 | 616.876 | 616.904 |
| B | 4+84.275 | 31.500 | 616.822 | 616.869 |
| C | 4+94.275 | 31.500 | 616.768 | 616.820 |
| D | 5+04.275 | 31.500 | 616.714 | 616.757 |
| E | 5+14.275 | 31.500 | 616.662 | 616.686 |
| ϕ Pier 1 | 5+26.150 | 31.500 | 616.582 | 616.582 |
| F | 5+36.150 | 31.500 | 616.504 | 616.495 |
| G | 5+46.150 | 31.500 | 616.418 | 616.406 |
| H | 5+56.150 | 31.500 | 616.322 | 616.311 |
| ϕ Pier 2 | 5+68.650 | 31.500 | 616.190 | 616.190 |
| I | 5+78.650 | 31.500 | 616.074 | 616.094 |
| J | 5+88.650 | 31.500 | 615.949 | 615.989 |
| K | 5+98.650 | 31.500 | 615.815 | 615.867 |
| L | 6+08.650 | 31.500 | 615.673 | 615.722 |
| M | 6+18.650 | 31.500 | 615.520 | 615.552 |
| ϕ Brg E Abut | 6+30.525 | 31.500 | 615.340 | 615.340 |
| Bk E Abut (Exist) | 6+32.942 | 31.500 | 615.306 | 615.306 |



PLAN

ϕ 103rd Street, PG, Bonded Stage Construction Joint
90° (Typ)

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Illinois Firm Registration No: 04-00533

Stanley Consultants Inc.
 850 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
 www.stanleygrp.com

TOP OF DECK SLAB ELEVATIONS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

C:\J560\02-103\sh\sb\00204.dgn 15-JAN-2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | |
|-----------------------|----------|-------------------|--------------|-----------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| F.A.I. 57 | ★ | COOK | 75 | 33 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT- | | |

Contract 60366
★ 2122B

SHEET NO. 5
32 SHEETS

BEAM 2

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|----------|--------|------------------------------|--|
| Bk W Abut (Exist) | 4+61.858 | 25.500 | 617.072 | 617.072 |
| ☉ Brg W Abut | 4+64.275 | 25.500 | 617.059 | 617.059 |
| A | 4+74.275 | 25.500 | 617.001 | 617.029 |
| B | 4+84.275 | 25.500 | 616.947 | 616.994 |
| C | 4+94.275 | 25.500 | 616.893 | 616.945 |
| D | 5+04.275 | 25.500 | 616.839 | 616.882 |
| E | 5+14.275 | 25.500 | 616.787 | 616.811 |
| ☉ Pier 1 | 5+26.150 | 25.500 | 616.707 | 616.707 |
| F | 5+36.150 | 25.500 | 616.629 | 616.620 |
| G | 5+46.150 | 25.500 | 616.543 | 616.531 |
| H | 5+56.150 | 25.500 | 616.447 | 616.436 |
| ☉ Pier 2 | 5+68.650 | 25.500 | 616.315 | 616.315 |
| I | 5+78.650 | 25.500 | 616.199 | 616.219 |
| J | 5+88.650 | 25.500 | 616.074 | 616.114 |
| K | 5+98.650 | 25.500 | 615.940 | 615.992 |
| L | 6+08.650 | 25.500 | 615.798 | 615.847 |
| M | 6+18.650 | 25.500 | 615.645 | 615.677 |
| ☉ Brg E Abut | 6+30.525 | 25.500 | 615.465 | 615.465 |
| Bk E Abut (Exist) | 6+32.942 | 25.500 | 615.431 | 615.431 |

BEAM 3

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|----------|--------|------------------------------|--|
| Bk W Abut (Exist) | 4+61.858 | 19.500 | 617.197 | 617.197 |
| ☉ Brg W Abut | 4+64.275 | 19.500 | 617.184 | 617.184 |
| A | 4+74.275 | 19.500 | 617.126 | 617.154 |
| B | 4+84.275 | 19.500 | 617.072 | 617.119 |
| C | 4+94.275 | 19.500 | 617.018 | 617.070 |
| D | 5+04.275 | 19.500 | 616.964 | 617.007 |
| E | 5+14.275 | 19.500 | 616.912 | 616.936 |
| ☉ Pier 1 | 5+26.150 | 19.500 | 616.832 | 616.832 |
| F | 5+36.150 | 19.500 | 616.754 | 616.745 |
| G | 5+46.150 | 19.500 | 616.668 | 616.656 |
| H | 5+56.150 | 19.500 | 616.572 | 616.561 |
| ☉ Pier 2 | 5+68.650 | 19.500 | 616.440 | 616.440 |
| I | 5+78.650 | 19.500 | 616.324 | 616.344 |
| J | 5+88.650 | 19.500 | 616.199 | 616.239 |
| K | 5+98.650 | 19.500 | 616.065 | 616.117 |
| L | 6+08.650 | 19.500 | 615.923 | 615.972 |
| M | 6+18.650 | 19.500 | 615.770 | 615.802 |
| ☉ Brg E Abut | 6+30.525 | 19.500 | 615.590 | 615.590 |
| Bk E Abut (Exist) | 6+32.942 | 19.500 | 615.556 | 615.556 |

BEAM 4

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|----------|--------|------------------------------|--|
| Bk W Abut (Exist) | 4+61.858 | 13.500 | 617.322 | 617.322 |
| ☉ Brg W Abut | 4+64.275 | 13.500 | 617.309 | 617.309 |
| A | 4+74.275 | 13.500 | 617.251 | 617.279 |
| B | 4+84.275 | 13.500 | 617.197 | 617.244 |
| C | 4+94.275 | 13.500 | 617.143 | 617.195 |
| D | 5+04.275 | 13.500 | 617.089 | 617.132 |
| E | 5+14.275 | 13.500 | 617.037 | 617.061 |
| ☉ Pier 1 | 5+26.150 | 13.500 | 616.957 | 616.957 |
| F | 5+36.150 | 13.500 | 616.879 | 616.870 |
| G | 5+46.150 | 13.500 | 616.793 | 616.781 |
| H | 5+56.150 | 13.500 | 616.697 | 616.686 |
| ☉ Pier 2 | 5+68.650 | 13.500 | 616.565 | 616.565 |
| I | 5+78.650 | 13.500 | 616.449 | 616.469 |
| J | 5+88.650 | 13.500 | 616.324 | 616.364 |
| K | 5+98.650 | 13.500 | 616.190 | 616.242 |
| L | 6+08.650 | 13.500 | 616.048 | 616.097 |
| M | 6+18.650 | 13.500 | 615.895 | 615.927 |
| ☉ Brg E Abut | 6+30.525 | 13.500 | 615.715 | 615.715 |
| Bk E Abut (Exist) | 6+32.942 | 13.500 | 615.681 | 615.681 |

BEAM 5

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|----------|--------|------------------------------|--|
| Bk W Abut (Exist) | 4+61.858 | 7.500 | 617.424 | 617.424 |
| ☉ Brg W Abut | 4+64.275 | 7.500 | 617.410 | 617.410 |
| A | 4+74.275 | 7.500 | 617.353 | 617.381 |
| B | 4+84.275 | 7.500 | 617.299 | 617.346 |
| C | 4+94.275 | 7.500 | 617.245 | 617.297 |
| D | 5+04.275 | 7.500 | 617.190 | 617.233 |
| E | 5+14.275 | 7.500 | 617.139 | 617.163 |
| ☉ Pier 1 | 5+26.150 | 7.500 | 617.058 | 617.058 |
| F | 5+36.150 | 7.500 | 616.981 | 616.972 |
| G | 5+46.150 | 7.500 | 616.894 | 616.882 |
| H | 5+56.150 | 7.500 | 616.799 | 616.788 |
| ☉ Pier 2 | 5+68.650 | 7.500 | 616.666 | 616.666 |
| I | 5+78.650 | 7.500 | 616.551 | 616.571 |
| J | 5+88.650 | 7.500 | 616.426 | 616.466 |
| K | 5+98.650 | 7.500 | 616.292 | 616.344 |
| L | 6+08.650 | 7.500 | 616.149 | 616.198 |
| M | 6+18.650 | 7.500 | 615.997 | 616.029 |
| ☉ Brg E Abut | 6+30.525 | 7.500 | 615.817 | 615.817 |
| Bk E Abut (Exist) | 6+32.942 | 7.500 | 615.783 | 615.783 |

BEAM 6

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|----------|--------|------------------------------|--|
| Bk W Abut (Exist) | 4+61.858 | 1.500 | 617.518 | 617.518 |
| ☉ Brg W Abut | 4+64.275 | 1.500 | 617.504 | 617.504 |
| A | 4+74.275 | 1.500 | 617.446 | 617.474 |
| B | 4+84.275 | 1.500 | 617.392 | 617.439 |
| C | 4+94.275 | 1.500 | 617.338 | 617.390 |
| D | 5+04.275 | 1.500 | 617.284 | 617.327 |
| E | 5+14.275 | 1.500 | 617.233 | 617.257 |
| ☉ Pier 1 | 5+26.150 | 1.500 | 617.152 | 617.152 |
| F | 5+36.150 | 1.500 | 617.074 | 617.065 |
| G | 5+46.150 | 1.500 | 616.988 | 616.976 |
| H | 5+56.150 | 1.500 | 616.892 | 616.881 |
| ☉ Pier 2 | 5+68.650 | 1.500 | 616.760 | 616.760 |
| I | 5+78.650 | 1.500 | 616.644 | 616.664 |
| J | 5+88.650 | 1.500 | 616.520 | 616.560 |
| K | 5+98.650 | 1.500 | 616.386 | 616.438 |
| L | 6+08.650 | 1.500 | 616.243 | 616.292 |
| M | 6+18.650 | 1.500 | 616.091 | 616.123 |
| ☉ Brg E Abut | 6+30.525 | 1.500 | 615.911 | 615.911 |
| Bk E Abut (Exist) | 6+32.942 | 1.500 | 615.876 | 615.876 |

☉, PGL & BONDED STAGE CONSTRUCTION JOINT

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|----------|--------|------------------------------|--|
| Bk W Abut (Exist) | 4+61.858 | 0.000 | 617.541 | 617.541 |
| ☉ Brg W Abut | 4+64.275 | 0.000 | 617.528 | 617.528 |
| A | 4+74.275 | 0.000 | 617.470 | 617.498 |
| B | 4+84.275 | 0.000 | 617.416 | 617.463 |
| C | 4+94.275 | 0.000 | 617.362 | 617.414 |
| D | 5+04.275 | 0.000 | 617.308 | 617.351 |
| E | 5+14.275 | 0.000 | 617.256 | 617.280 |
| ☉ Pier 1 | 5+26.150 | 0.000 | 617.176 | 617.176 |
| F | 5+36.150 | 0.000 | 617.098 | 617.089 |
| G | 5+46.150 | 0.000 | 617.011 | 616.999 |
| H | 5+56.150 | 0.000 | 616.916 | 616.905 |
| ☉ Pier 2 | 5+68.650 | 0.000 | 616.784 | 616.784 |
| I | 5+78.650 | 0.000 | 616.668 | 616.688 |
| J | 5+88.650 | 0.000 | 616.543 | 616.583 |
| K | 5+98.650 | 0.000 | 616.409 | 616.461 |
| L | 6+08.650 | 0.000 | 616.266 | 616.315 |
| M | 6+18.650 | 0.000 | 616.114 | 616.146 |
| ☉ Brg E Abut | 6+30.525 | 0.000 | 615.934 | 615.934 |
| Bk E Abut (Exist) | 6+32.942 | 0.000 | 615.900 | 615.900 |

Notes:

For Plan see Sheet 4 of 32.

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Illinois Firm Registration No. 04-00533



Stanley Consultants Inc.

8501 West Higgins Road, Suite T30, Chicago, Illinois 60631-2801
www.stanleygroup.com

TOP OF DECK SLAB ELEVATIONS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|--------------------------|---------|----------|-------------------|-----------|--------------------------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | SHEET NO. 6 32 SHEETS |
| F.A.I. 57 | ★ | COOK | 75 | 34 | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT- | | |
| Contract 60366 ★2122B | | | | | |

BEAM 7

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|----------|--------|------------------------------|--|
| Bk W Abut (Exist) | 4+61.858 | -1.500 | 617.518 | 617.518 |
| ☉ Brg W Abut | 4+64.275 | -1.500 | 617.504 | 617.504 |
| A | 4+74.275 | -1.500 | 617.446 | 617.474 |
| B | 4+84.275 | -1.500 | 617.392 | 617.439 |
| C | 4+94.275 | -1.500 | 617.338 | 617.390 |
| D | 5+04.275 | -1.500 | 617.284 | 617.327 |
| E | 5+14.275 | -1.500 | 617.233 | 617.257 |
| ☉ Pier 1 | 5+26.150 | -1.500 | 617.152 | 617.152 |
| F | 5+36.150 | -1.500 | 617.074 | 617.065 |
| G | 5+46.150 | -1.500 | 616.988 | 616.976 |
| H | 5+56.150 | -1.500 | 616.892 | 616.881 |
| ☉ Pier 2 | 5+68.650 | -1.500 | 616.760 | 616.760 |
| I | 5+78.650 | -1.500 | 616.644 | 616.664 |
| J | 5+88.650 | -1.500 | 616.520 | 616.560 |
| K | 5+98.650 | -1.500 | 616.386 | 616.438 |
| L | 6+08.650 | -1.500 | 616.243 | 616.292 |
| M | 6+18.650 | -1.500 | 616.091 | 616.123 |
| ☉ Brg E Abut | 6+30.525 | -1.500 | 615.911 | 615.911 |
| Bk E Abut (Exist) | 6+32.942 | -1.500 | 615.876 | 615.876 |

BEAM 8

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|----------|--------|------------------------------|--|
| Bk W Abut (Exist) | 4+61.858 | -7.500 | 617.424 | 617.424 |
| ☉ Brg W Abut | 4+64.275 | -7.500 | 617.410 | 617.410 |
| A | 4+74.275 | -7.500 | 617.353 | 617.381 |
| B | 4+84.275 | -7.500 | 617.299 | 617.346 |
| C | 4+94.275 | -7.500 | 617.245 | 617.297 |
| D | 5+04.275 | -7.500 | 617.190 | 617.233 |
| E | 5+14.275 | -7.500 | 617.139 | 617.163 |
| ☉ Pier 1 | 5+26.150 | -7.500 | 617.058 | 617.058 |
| F | 5+36.150 | -7.500 | 616.981 | 616.972 |
| G | 5+46.150 | -7.500 | 616.894 | 616.882 |
| H | 5+56.150 | -7.500 | 616.799 | 616.788 |
| ☉ Pier 2 | 5+68.650 | -7.500 | 616.666 | 616.666 |
| I | 5+78.650 | -7.500 | 616.551 | 616.571 |
| J | 5+88.650 | -7.500 | 616.426 | 616.466 |
| K | 5+98.650 | -7.500 | 616.292 | 616.344 |
| L | 6+08.650 | -7.500 | 616.149 | 616.198 |
| M | 6+18.650 | -7.500 | 615.997 | 616.029 |
| ☉ Brg E Abut | 6+30.525 | -7.500 | 615.817 | 615.817 |
| Bk E Abut (Exist) | 6+32.942 | -7.500 | 615.783 | 615.783 |

BEAM 9

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|----------|---------|------------------------------|--|
| Bk W Abut (Exist) | 4+61.858 | -13.500 | 617.322 | 617.322 |
| ☉ Brg W Abut | 4+64.275 | -13.500 | 617.309 | 617.309 |
| A | 4+74.275 | -13.500 | 617.251 | 617.279 |
| B | 4+84.275 | -13.500 | 617.197 | 617.244 |
| C | 4+94.275 | -13.500 | 617.143 | 617.195 |
| D | 5+04.275 | -13.500 | 617.089 | 617.132 |
| E | 5+14.275 | -13.500 | 617.037 | 617.061 |
| ☉ Pier 1 | 5+26.150 | -13.500 | 616.957 | 616.957 |
| F | 5+36.150 | -13.500 | 616.879 | 616.870 |
| G | 5+46.150 | -13.500 | 616.793 | 616.781 |
| H | 5+56.150 | -13.500 | 616.697 | 616.686 |
| ☉ Pier 2 | 5+68.650 | -13.500 | 616.565 | 616.565 |
| I | 5+78.650 | -13.500 | 616.449 | 616.469 |
| J | 5+88.650 | -13.500 | 616.324 | 616.364 |
| K | 5+98.650 | -13.500 | 616.190 | 616.242 |
| L | 6+08.650 | -13.500 | 616.048 | 616.097 |
| M | 6+18.650 | -13.500 | 615.895 | 615.927 |
| ☉ Brg E Abut | 6+30.525 | -13.500 | 615.715 | 615.715 |
| Bk E Abut (Exist) | 6+32.942 | -13.500 | 615.681 | 615.681 |

BEAM 10

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|----------|---------|------------------------------|--|
| Bk W Abut (Exist) | 4+61.858 | -19.500 | 617.197 | 617.197 |
| ☉ Brg W Abut | 4+64.275 | -19.500 | 617.184 | 617.184 |
| A | 4+74.275 | -19.500 | 617.126 | 617.154 |
| B | 4+84.275 | -19.500 | 617.072 | 617.119 |
| C | 4+94.275 | -19.500 | 617.018 | 617.070 |
| D | 5+04.275 | -19.500 | 616.964 | 617.007 |
| E | 5+14.275 | -19.500 | 616.912 | 616.936 |
| ☉ Pier 1 | 5+26.150 | -19.500 | 616.832 | 616.832 |
| F | 5+36.150 | -19.500 | 616.754 | 616.745 |
| G | 5+46.150 | -19.500 | 616.668 | 616.656 |
| H | 5+56.150 | -19.500 | 616.572 | 616.561 |
| ☉ Pier 2 | 5+68.650 | -19.500 | 616.440 | 616.440 |
| I | 5+78.650 | -19.500 | 616.324 | 616.344 |
| J | 5+88.650 | -19.500 | 616.199 | 616.239 |
| K | 5+98.650 | -19.500 | 616.065 | 616.117 |
| L | 6+08.650 | -19.500 | 615.923 | 615.972 |
| M | 6+18.650 | -19.500 | 615.770 | 615.802 |
| ☉ Brg E Abut | 6+30.525 | -19.500 | 615.590 | 615.590 |
| Bk E Abut (Exist) | 6+32.942 | -19.500 | 615.556 | 615.556 |

BEAM 11

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|----------|---------|------------------------------|--|
| Bk W Abut (Exist) | 4+61.858 | -25.500 | 617.072 | 617.072 |
| ☉ Brg W Abut | 4+64.275 | -25.500 | 617.059 | 617.059 |
| A | 4+74.275 | -25.500 | 617.001 | 617.029 |
| B | 4+84.275 | -25.500 | 616.947 | 616.994 |
| C | 4+94.275 | -25.500 | 616.893 | 616.945 |
| D | 5+04.275 | -25.500 | 616.839 | 616.882 |
| E | 5+14.275 | -25.500 | 616.787 | 616.811 |
| ☉ Pier 1 | 5+26.150 | -25.500 | 616.707 | 616.707 |
| F | 5+36.150 | -25.500 | 616.629 | 616.620 |
| G | 5+46.150 | -25.500 | 616.543 | 616.531 |
| H | 5+56.150 | -25.500 | 616.447 | 616.436 |
| ☉ Pier 2 | 5+68.650 | -25.500 | 616.315 | 616.315 |
| I | 5+78.650 | -25.500 | 616.199 | 616.219 |
| J | 5+88.650 | -25.500 | 616.074 | 616.114 |
| K | 5+98.650 | -25.500 | 615.940 | 615.992 |
| L | 6+08.650 | -25.500 | 615.798 | 615.847 |
| M | 6+18.650 | -25.500 | 615.645 | 615.677 |
| ☉ Brg E Abut | 6+30.525 | -25.500 | 615.465 | 615.465 |
| Bk E Abut (Exist) | 6+32.942 | -25.500 | 615.431 | 615.431 |

BEAM 12

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|----------|---------|------------------------------|--|
| Bk W Abut (Exist) | 4+61.858 | -31.500 | 616.947 | 616.947 |
| ☉ Brg W Abut | 4+64.275 | -31.500 | 616.934 | 616.934 |
| A | 4+74.275 | -31.500 | 616.876 | 616.904 |
| B | 4+84.275 | -31.500 | 616.822 | 616.869 |
| C | 4+94.275 | -31.500 | 616.768 | 616.820 |
| D | 5+04.275 | -31.500 | 616.714 | 616.757 |
| E | 5+14.275 | -31.500 | 616.662 | 616.686 |
| ☉ Pier 1 | 5+26.150 | -31.500 | 616.582 | 616.582 |
| F | 5+36.150 | -31.500 | 616.504 | 616.495 |
| G | 5+46.150 | -31.500 | 616.418 | 616.406 |
| H | 5+56.150 | -31.500 | 616.322 | 616.311 |
| ☉ Pier 2 | 5+68.650 | -31.500 | 616.190 | 616.190 |
| I | 5+78.650 | -31.500 | 616.074 | 616.094 |
| J | 5+88.650 | -31.500 | 615.949 | 615.989 |
| K | 5+98.650 | -31.500 | 615.815 | 615.867 |
| L | 6+08.650 | -31.500 | 615.673 | 615.722 |
| M | 6+18.650 | -31.500 | 615.520 | 615.552 |
| ☉ Brg E Abut | 6+30.525 | -31.500 | 615.340 | 615.340 |
| Bk E Abut (Exist) | 6+32.942 | -31.500 | 615.306 | 615.306 |

Notes:
For Plan see Sheet 4 of 32.

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Illinois Firm Registration No: 04-00533



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**TOP OF DECK SLAB ELEVATIONS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127**

G:\59501\02-103\sh\sb\00206.dgn 15-JUN-2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|-----------------------|---------|----------|------------------|-----------|--------------------------|
| ROUTE NO. | SECTION | COUNTY | STATE SHEETS | SHEET NO. | SHEET NO. 7 32 SHEETS |
| F.A.I. 57 | ★ | COOK | 75 | 35 | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT | | |

Contract 60366
★ 2122B

NORTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|-------------------|--------------|---------|------------------------------|
| Bk W Appr Pvmt | Sta 4+36.817 | -24.000 | 617.261 |
| A | Sta 4+46.817 | -24.000 | 617.194 |
| B | Sta 4+56.817 | -24.000 | 617.132 |
| Bk W Closure Pour | Sta 4+61.817 | -24.000 | 617.104 |

NORTH LANE LINE

| Location | Station | Offset | Theoretical Grade Elevations |
|-------------------|--------------|---------|------------------------------|
| Bk W Appr Pvmt | Sta 4+36.817 | -12.000 | 617.511 |
| A | Sta 4+46.817 | -12.000 | 617.444 |
| B | Sta 4+56.817 | -12.000 | 617.382 |
| Bk W Closure Pour | Sta 4+61.817 | -12.000 | 617.354 |

☉ 103rd STREET & PG

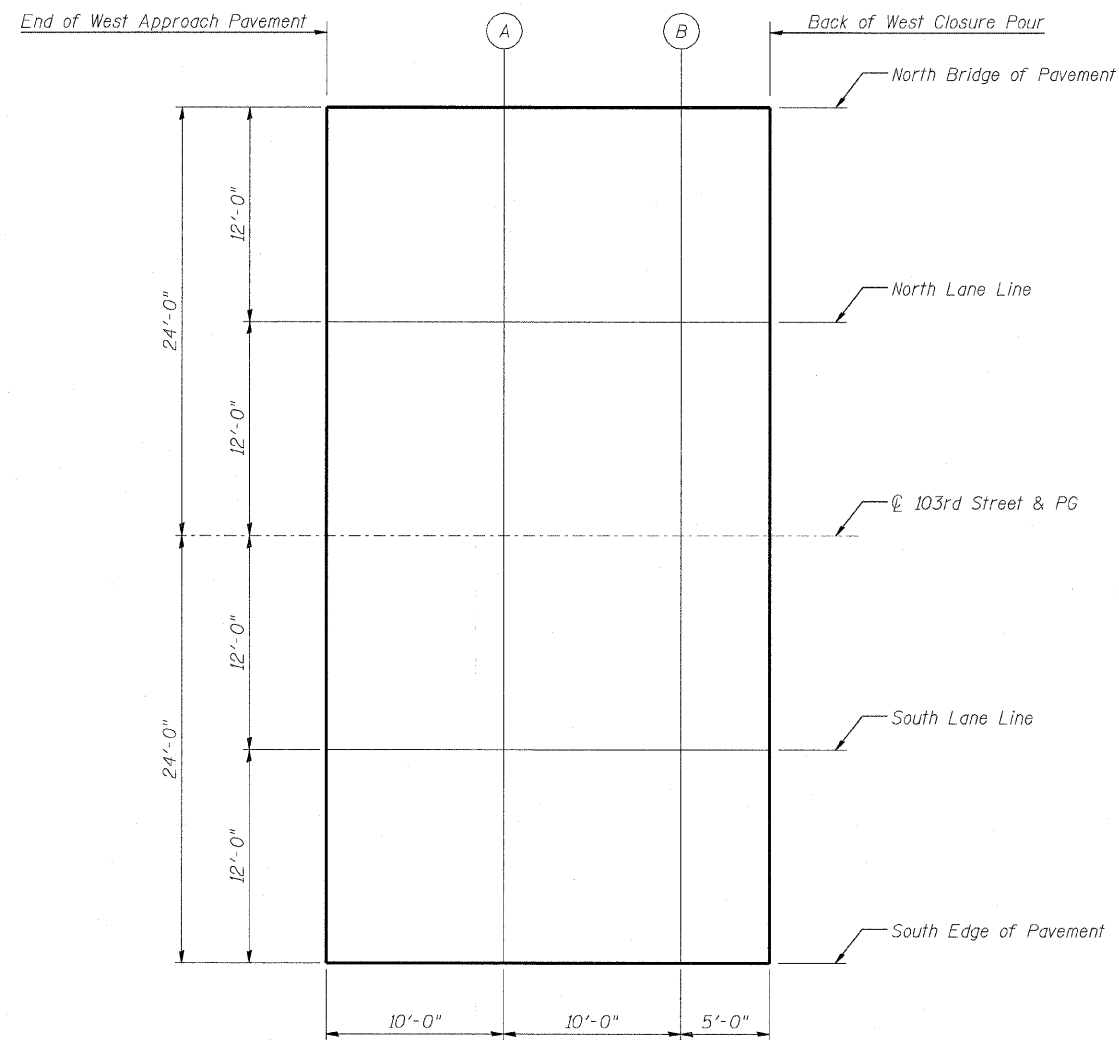
| Location | Station | Offset | Theoretical Grade Elevations |
|-------------------|--------------|--------|------------------------------|
| Bk W Appr Pvmt | Sta 4+36.817 | 0.000 | 617.699 |
| A | Sta 4+46.817 | 0.000 | 617.632 |
| B | Sta 4+56.817 | 0.000 | 617.570 |
| Bk W Closure Pour | Sta 4+61.817 | 0.000 | 617.541 |

SOUTH LANE LINE

| Location | Station | Offset | Theoretical Grade Elevations |
|-------------------|--------------|--------|------------------------------|
| Bk W Appr Pvmt | Sta 4+36.817 | 12.000 | 617.511 |
| A | Sta 4+46.817 | 12.000 | 617.444 |
| B | Sta 4+56.817 | 12.000 | 617.382 |
| Bk W Closure Pour | Sta 4+61.817 | 12.000 | 617.354 |

SOUTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|-------------------|--------------|--------|------------------------------|
| Bk W Appr Pvmt | Sta 4+36.817 | 24.000 | 617.261 |
| A | Sta 4+46.817 | 24.000 | 617.194 |
| B | Sta 4+56.817 | 24.000 | 617.132 |
| Bk W Closure Pour | Sta 4+61.817 | 24.000 | 617.104 |



PLAN

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

E-AS 10-1-08

Illinois Firm Registration No. 084-00533



TOP OF WEST APPROACH SLAB ELEVATIONS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | |
|-----------------------|----------|------------------|--------------|-----------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| F.A.I. 57 | ★ | COOK | 75 | 36 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | |

Contract 60366
★ 2122B

SHEET NO. 8
32 SHEETS

NORTH EDGE OF PAVEMENT

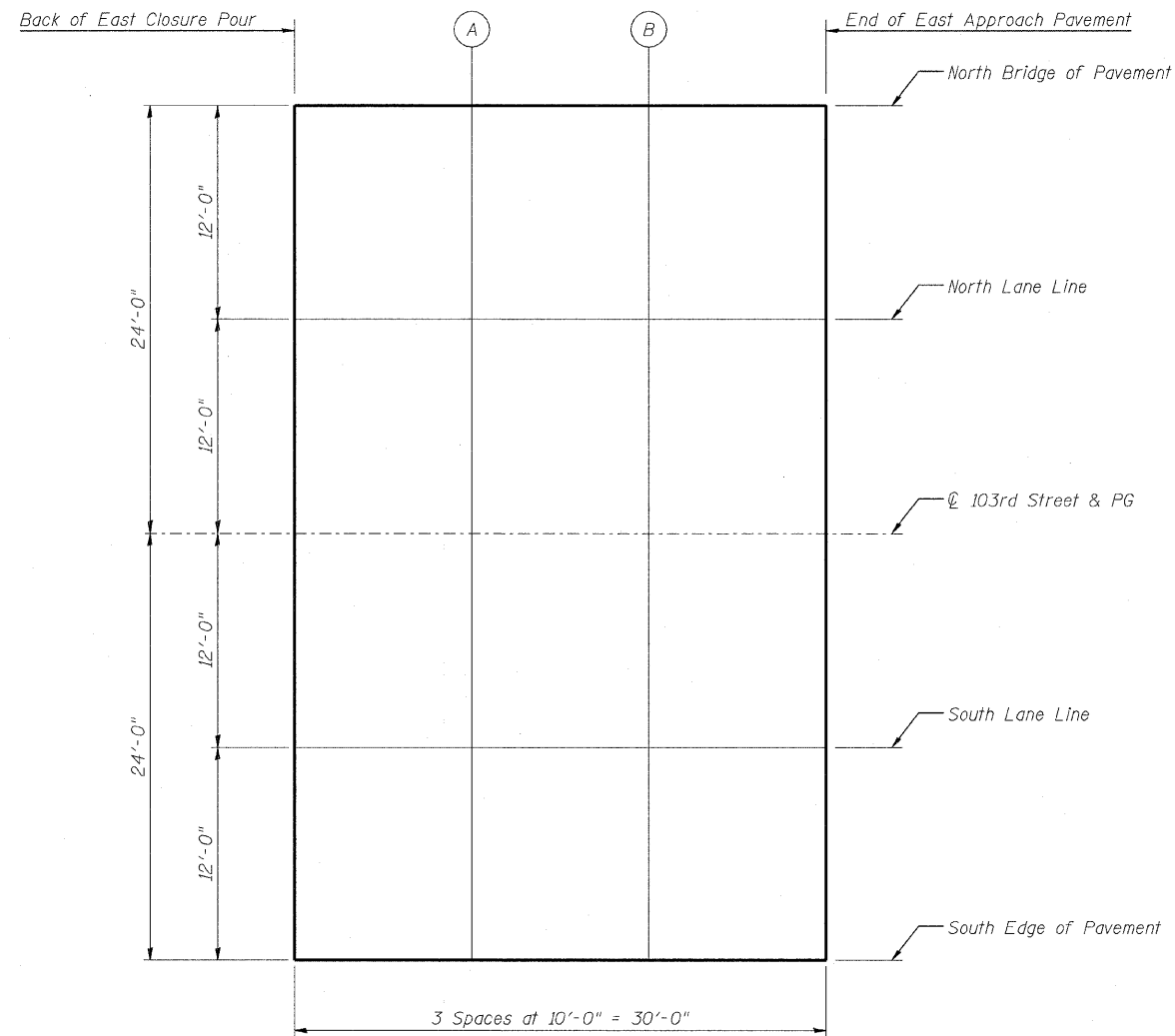
| Location | Station | Offset | Theoretical Grade Elevations |
|-------------------|--------------|---------|------------------------------|
| Bk E Closure Pour | Sta 6+32.983 | -24.000 | 615.462 |
| A | Sta 6+42.983 | -24.000 | 615.326 |
| B | Sta 6+52.983 | -24.000 | 615.199 |
| Bk E Appr Pvmt | Sta 6+62.983 | -24.000 | 615.082 |

NORTH LANE LINE

| Location | Station | Offset | Theoretical Grade Elevations |
|-------------------|--------------|---------|------------------------------|
| Bk E Closure Pour | Sta 6+32.983 | -12.000 | 615.712 |
| A | Sta 6+42.983 | -12.000 | 615.576 |
| B | Sta 6+52.983 | -12.000 | 615.449 |
| Bk E Appr Pvmt | Sta 6+62.983 | -12.000 | 615.332 |

☉ 103rd STREET & PG

| Location | Station | Offset | Theoretical Grade Elevations |
|-------------------|--------------|--------|------------------------------|
| Bk E Closure Pour | Sta 6+32.983 | 0.000 | 615.899 |
| A | Sta 6+42.983 | 0.000 | 615.763 |
| B | Sta 6+52.983 | 0.000 | 615.637 |
| Bk E Appr Pvmt | Sta 6+62.983 | 0.000 | 615.520 |



PLAN

SOUTH LANE LINE

| Location | Station | Offset | Theoretical Grade Elevations |
|-------------------|--------------|--------|------------------------------|
| Bk E Closure Pour | Sta 6+32.983 | 12.000 | 615.712 |
| A | Sta 6+42.983 | 12.000 | 615.576 |
| B | Sta 6+52.983 | 12.000 | 615.449 |
| Bk E Appr Pvmt | Sta 6+62.983 | 12.000 | 615.332 |

SOUTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|-------------------|--------------|--------|------------------------------|
| Bk E Closure Pour | Sta 6+32.983 | 24.000 | 615.462 |
| A | Sta 6+42.983 | 24.000 | 615.326 |
| B | Sta 6+52.983 | 24.000 | 615.199 |
| Bk E Appr Pvmt | Sta 6+62.983 | 24.000 | 615.082 |

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

E-AS 10-1-08

Illinois Firm Registration No. 184-00533

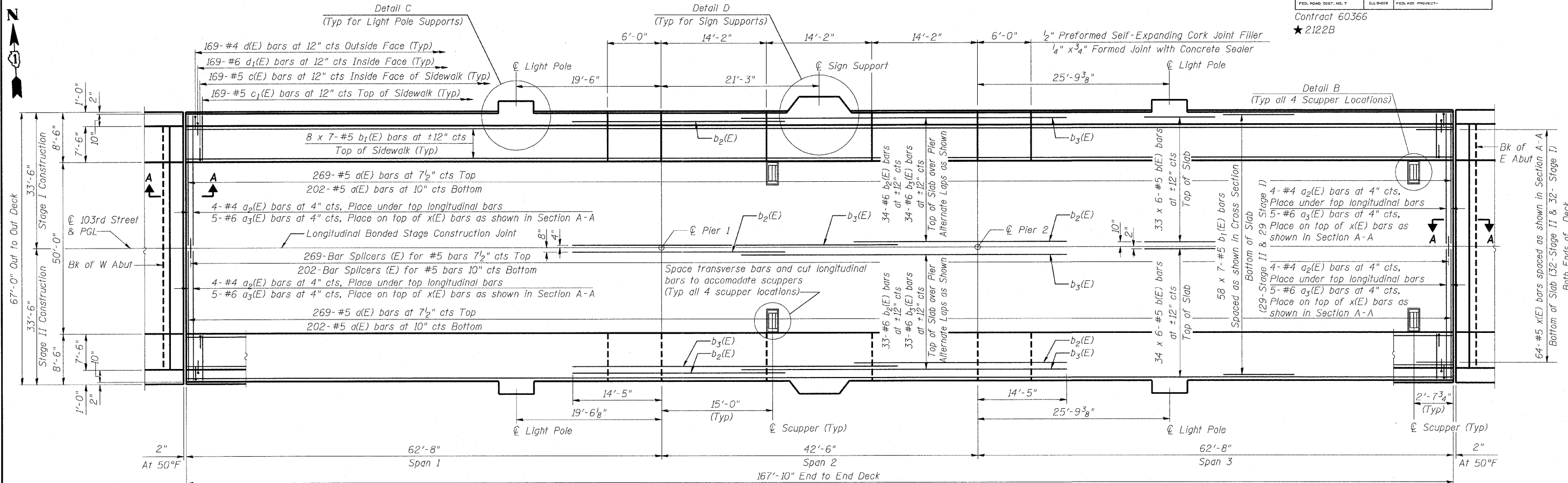


TOP OF EAST APPROACH SLAB ELEVATIONS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

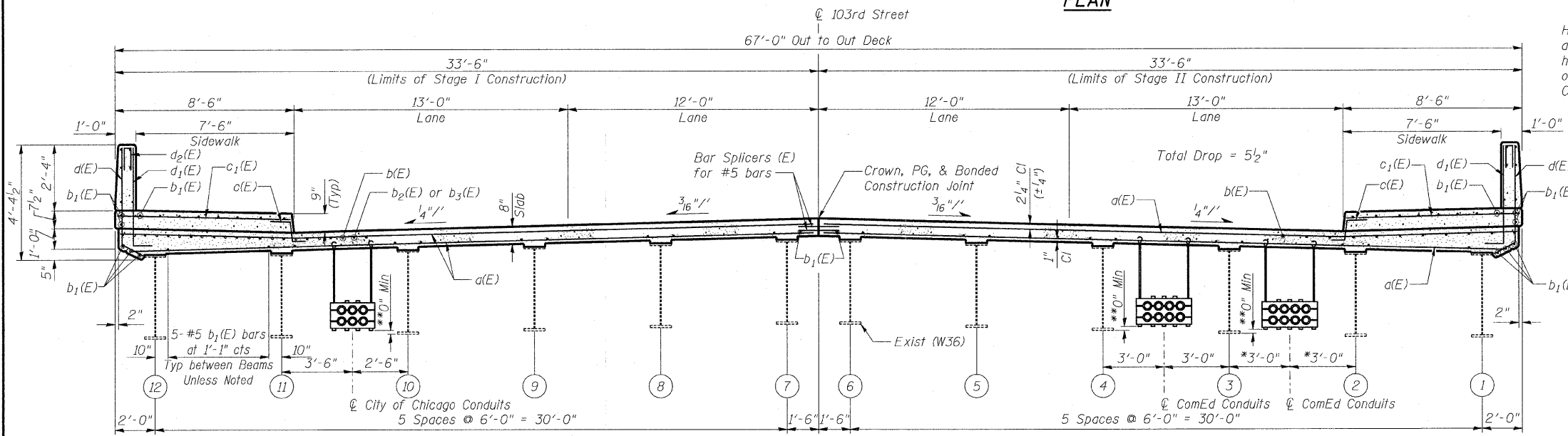
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|-----------------------|----------|-------------------|-----------|-------|-------------|
| ROUTE NO. | SECTION | COUNTY | SHEET NO. | SHEET | SHEET NO. 9 |
| F.A.I. 57 | ★ | COOK | 75 | 37 | 32 SHEETS |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT- | | | |

Contract 60366
★ 2122B



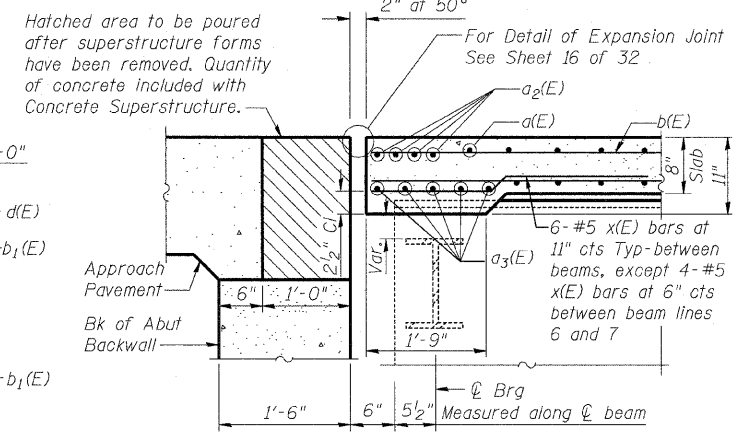
PLAN



NEAR PIER

CROSS SECTION
(Looking East)

NEAR MIDSPAN OF SPANS 1 & 3



SECTION A-A

Minimum Bar Lap
#4 bar = 1'-8"
#5 bar = 2'-2"
#6 bar = 2'-7"

Illinois Firm Registration No. 04-00533

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| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | ERM |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Notes:
Bars indicated thus 33 x 3-#6 etc. indicates 33 lines of bars with 3 lengths per line.
See Sheet 10 OF 32 for Parapet Reinforcement.
See Sheet 11 OF 32 for Detail B.
See Sheet 12 of 32 for Bill of Material and Details C and D.

*Contractor to confirm location of conduits not in conflict with deck drainage system and adjust location if needed.
**Conduit bank and supports shall be above low steel of adjacent girders. Contractor shall survey all diaphragms between girder lines 10 and 11 prior to ordering material for conduit supports to ensure that conduit banks and their support system fit within space shown. Modification to conduit bank configuration is included with the pay item for the conduits.

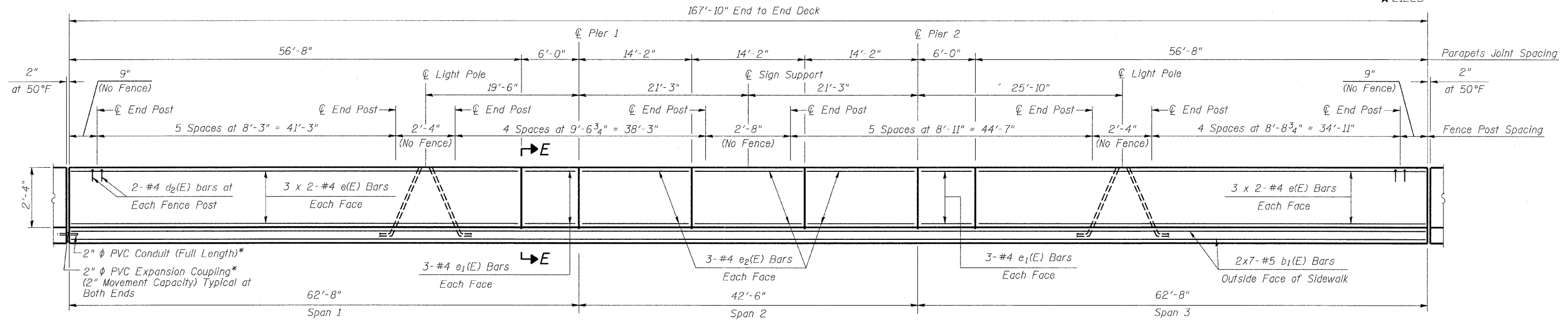
DECK PLAN & CROSS SECTION
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

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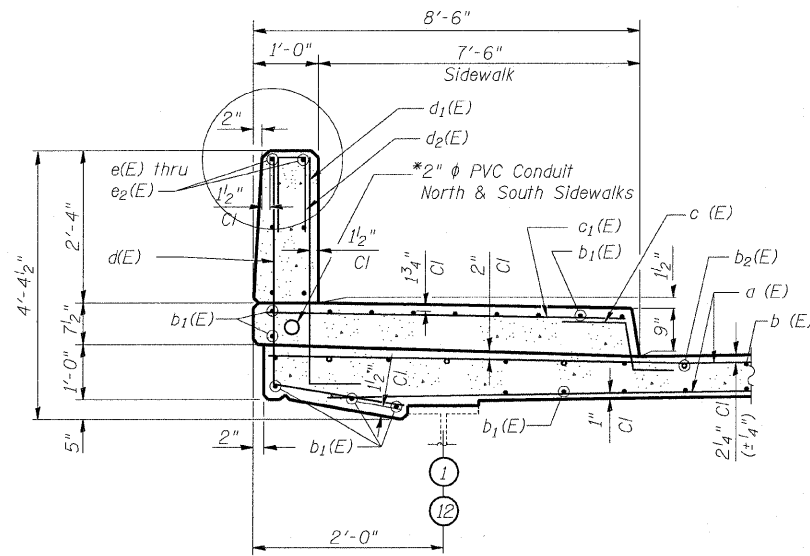
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|-----------------------|----------|-------------------|--------------|-----------|--------------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | SHEET NO. 10 |
| F.A.I. 57 | ★ | COOK | 75 | 38 | 32 SHEETS |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT- | | | |

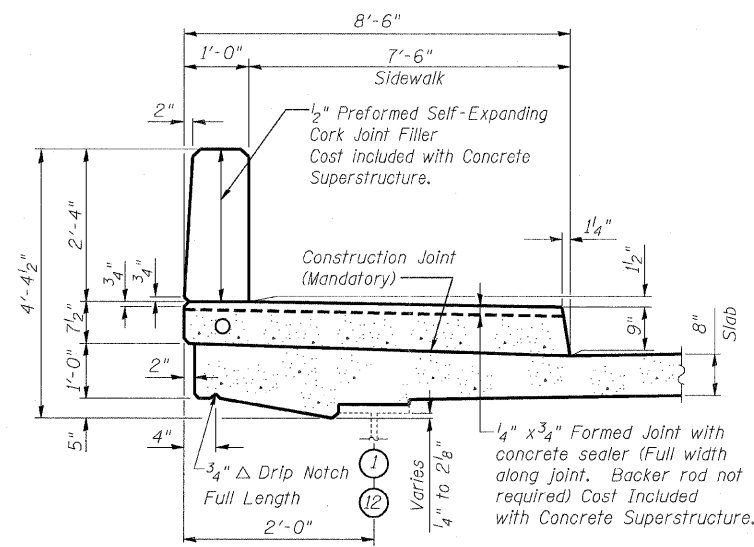
Contract 60366
★ 2122B



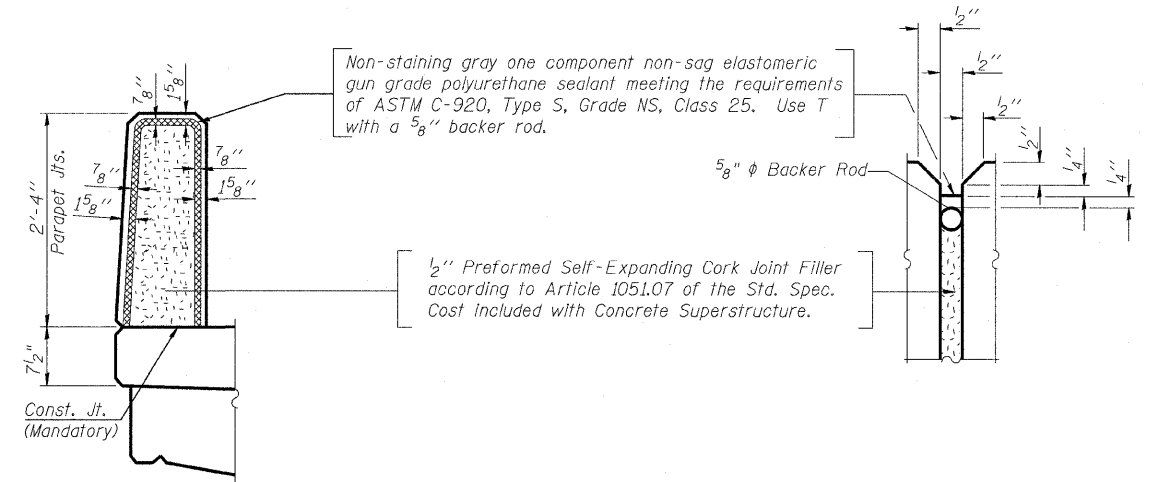
INSIDE ELEVATION OF NORTH AND OUTSIDE OF SOUTH PARAPET AND SIDEWALK
Dimensions are measured along the Inside Face of Parapet



SECTION THRU PARAPET & SIDEWALK



SECTION E-E PARAPET JOINT DETAIL



PARAPET JOINT DETAILS

Notes:

Bars indicated thus 3 x 2-#4 etc. indicates 3 lines of #4 bars with 2 lengths per line

See Sheet 9 of 32 for Deck Plan and Cross Section

See Sheet 12 of 32 for Bill of Material

*For Pay Items See Electrical Plans

Min Lap

#4 = 1'-8"

#5 = 2'-2"

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | ERM |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Illinois Firm Registration No. 04-00533

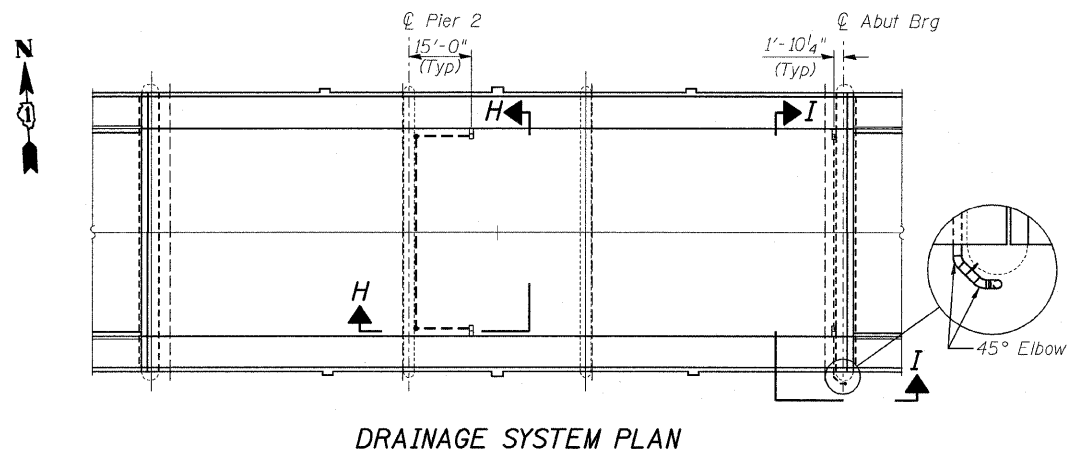
Stanley Consultants Inc.

850 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
www.stanleygroup.com

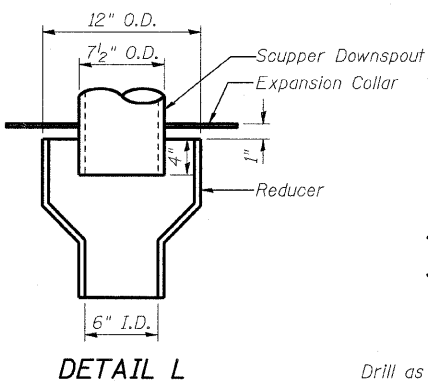
SUPERSTRUCTURE DETAILS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

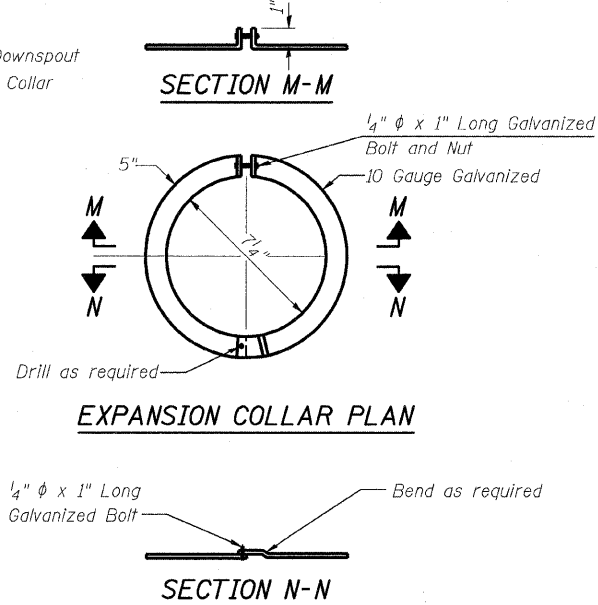
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|----------------|---------|--------|-------|-------|--------------|
| ROUTE NO. | SECTION | COUNTY | SHEET | SHEET | SHEET NO. 11 |
| F.A.I. 57 | ★ | COOK | 75 | 39 | 32 SHEETS |
| Contract 60366 | | | | | |
| ★ 2122B | | | | | |



DRAINAGE SYSTEM PLAN

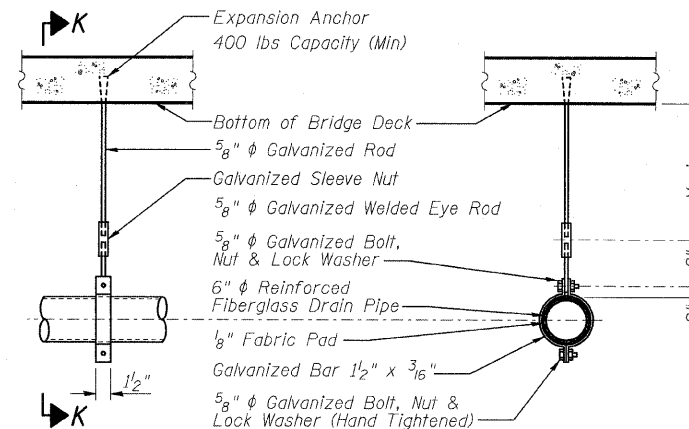


DETAIL L



EXPANSION COLLAR PLAN

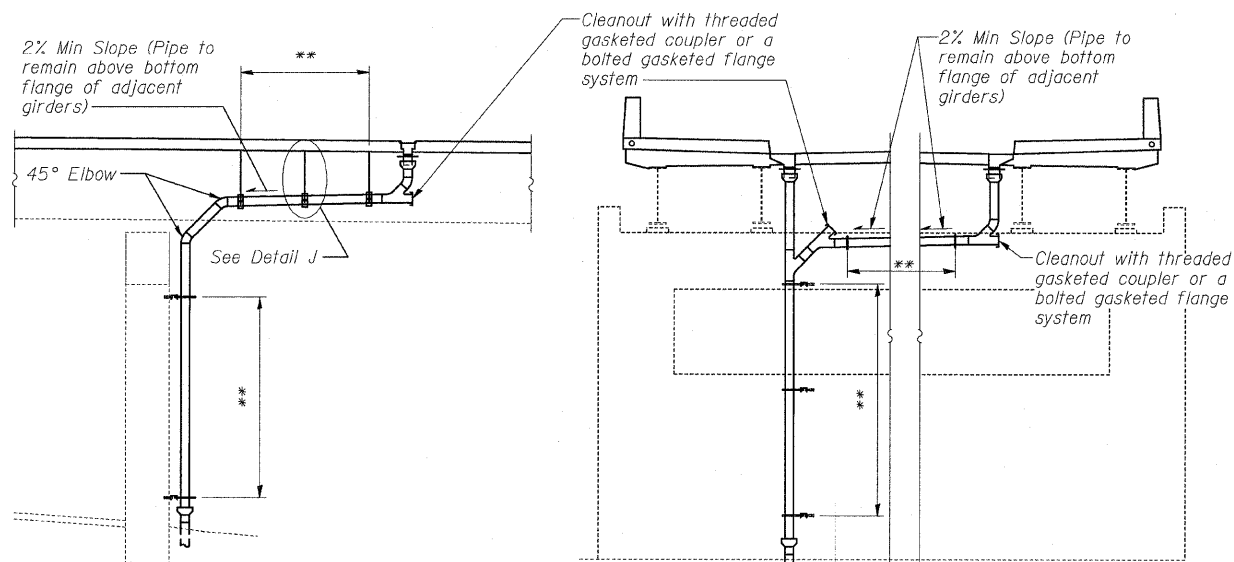
SECTION N-N



ELEVATION

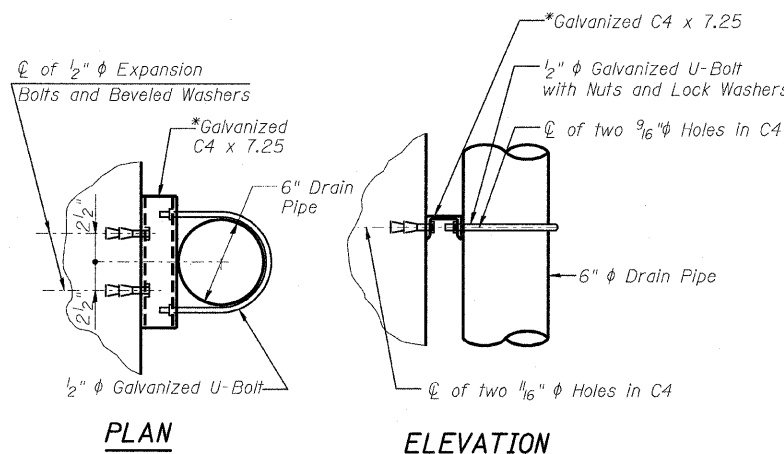
SECTION K-K

PIPE SUPPORT DETAIL AT BRIDGE DECK
DETAIL J



SECTION H-H

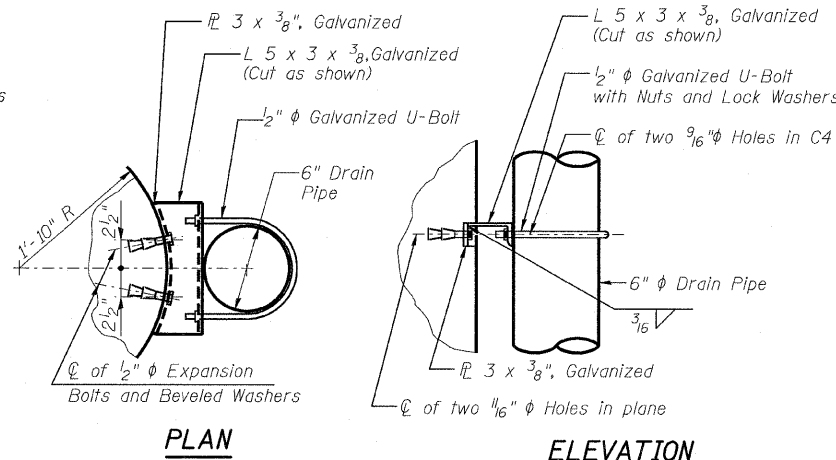
SECTION I-I



PLAN

ELEVATION

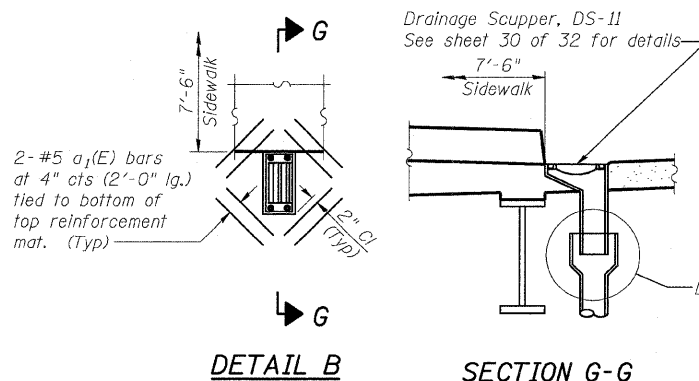
PIPE SUPPORT DETAIL
ON FLAT SURFACE



PLAN

ELEVATION

PIPE SUPPORT DETAIL
ON CURVED SURFACE



DETAIL B

SECTION G-G

Notes:

See Special Provisions for Drainage System installation and material.

See Sheet 9 of 32 for locations of Detail B.

*Larger channel sections may be used if required for drain pipe to clear miscellaneous attachments to substructure units as approved by the engineer.

*** See Roadway Drainage and Utilities Sheets for connection of drainage system to existing I-57 catch basin structures.

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | ERM |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Illinois Firm Registration No: 04-00533

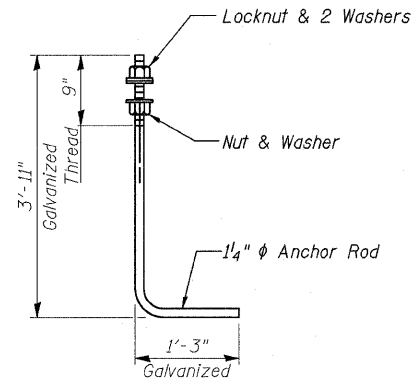
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8501 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
www.stanleygroup.com

SUPERSTRUCTURE DETAILS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

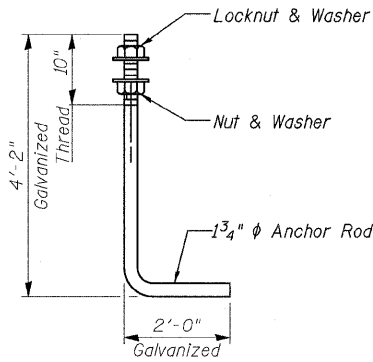
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|-----------------------|----------|-------------------|--------------|-----------|---------------------------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | SHEET NO. 12 32 SHEETS |
| F.A.I. 57 | ★ | COOK | 75 | 40 | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT- | | | |

Contract 60366
★ 2122B



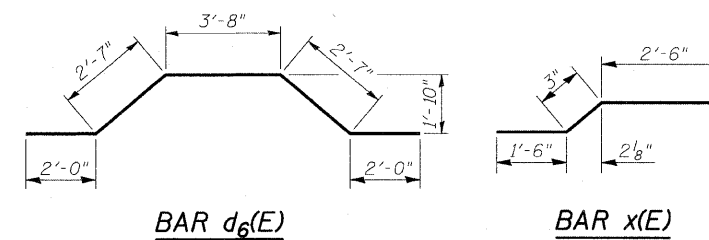
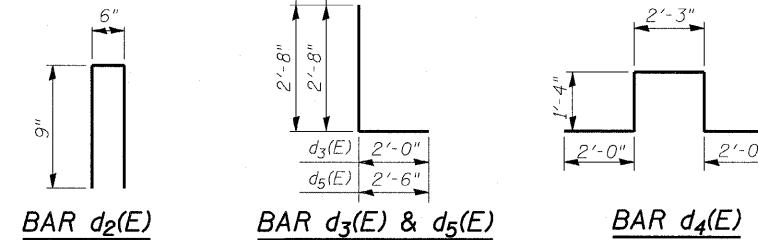
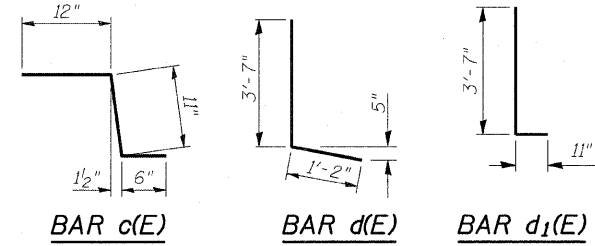
LIGHT POLE ANCHOR ROD DETAIL

(ASTM F 1554 Grade 105)
Cost of Anchor Bolt is included with Concrete Superstructure



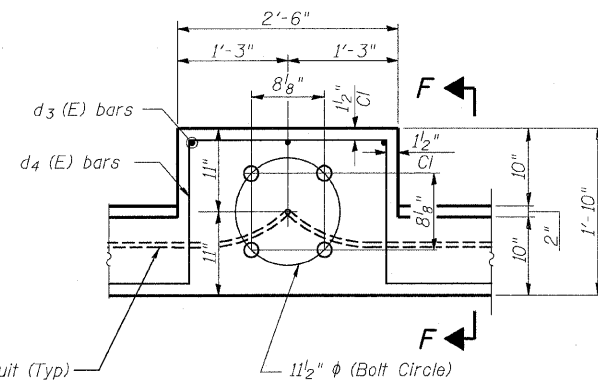
SIGN STRUCTURE ANCHOR ROD DETAIL

(ASTM F 1554 Grade 55)
Cost of Anchor Bolt is included with Concrete Superstructure
Anchor Rod shall meet Charpy V-Notch (CVN) energy of 15 lb-ft at 40°F. No welding shall be permitted on rods.



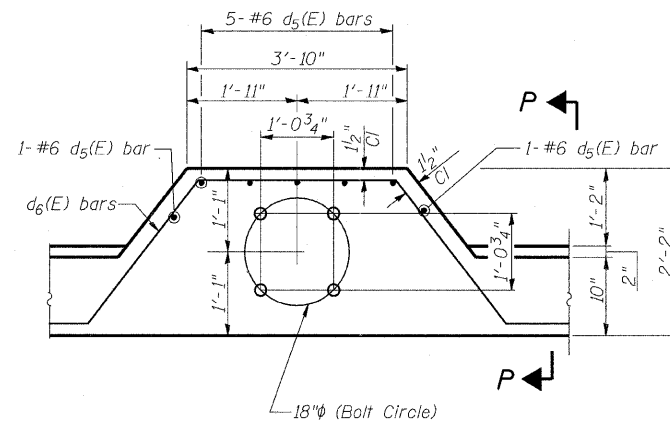
BILL OF MATERIAL

| Bar | No. | Size | Length (ft) | Shape |
|----------------------------------|-----|-------|-------------|-------|
| a(E) | 942 | #5 | 33'-0" | — |
| a1(E) | 32 | #5 | 2'-0" | — |
| a2(E) | 16 | #4 | 33'-0" | — |
| a3(E) | 20 | #6 | 33'-0" | — |
| b(E) | 402 | #5 | 29'-9" | — |
| b1(E) | 546 | #5 | 25'-10" | — |
| b2(E) | 67 | #6 | 33'-0" | — |
| b3(E) | 67 | #6 | 41'-0" | — |
| c(E) | 338 | #5 | 2'-5" | — |
| c1(E) | 338 | #5 | 8'-1" | — |
| d(E) | 338 | #4 | 4'-9" | — |
| d1(E) | 338 | #6 | 4'-6" | — |
| d2(E) | 88 | #4 | 2'-0" | — |
| d3(E) | 12 | #6 | 4'-8" | — |
| d4(E) | 20 | #6 | 8'-11" | — |
| d5(E) | 14 | #6 | 5'-2" | — |
| d6(E) | 10 | #6 | 12'-10" | — |
| e(E) | 48 | #4 | 29'-1" | — |
| e1(E) | 24 | #4 | 5'-8" | — |
| e2(E) | 36 | #4 | 13'-10" | — |
| x(E) | 128 | #5 | 4'-3" | — |
| Protective Shield | | Sq Yd | 936 | |
| Concrete Superstructure | | Cu Yd | 431.1 | |
| Bridge Deck Grooving | | Sq Yd | 932 | |
| Protective Coat | | Sq Yd | 1365 | |
| Reinforcement Bars, Epoxy Coated | | Lb | 78,220 | |
| Bar Splacers | | Each | 471 | |
| Drainage System | | L Sum | 1 | |

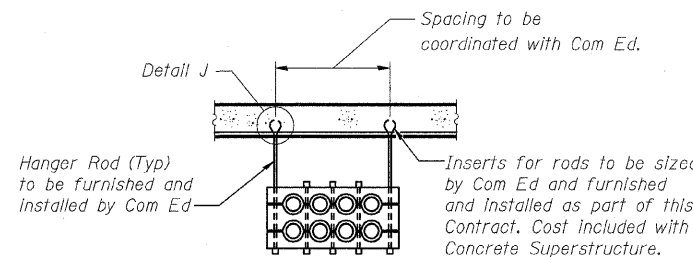


LIGHT POLE MOUNTED ON CONCRETE PARAPET PLAN DETAIL C

**2" φ PVC Conduit (Typ)



SIGN STRUCTURE MOUNTED ON CONCRETE PARAPET PLAN DETAIL D



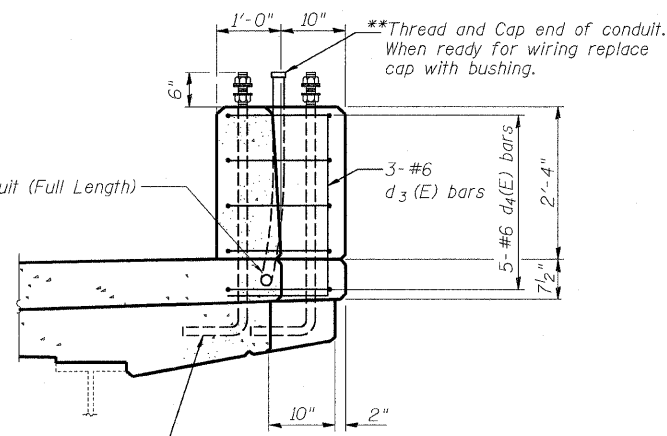
8 CONDUIT BANK SUPPORT DETAIL

Max Longitudinal Spacing to be coordinated with Com Ed

Notes:
See Sheet 9 of 32 for Deck Plan and Cross Sections.

* See Sheet 17 of 32 for Monotube Support Diaphragm Locations. See Sheet 18 of 32 for Monotube Support Diaphragm Details.

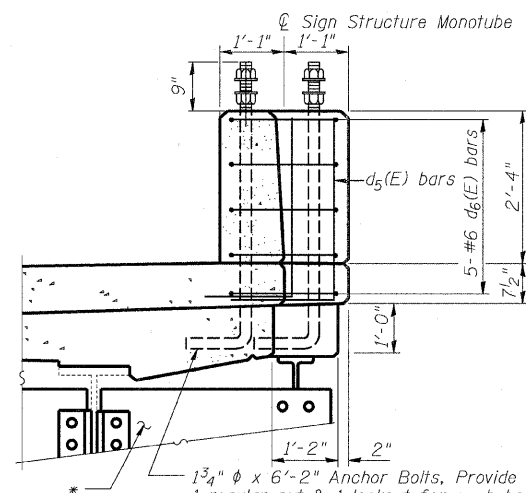
** For Pay Item see Electrical Plans



SECTION F-F

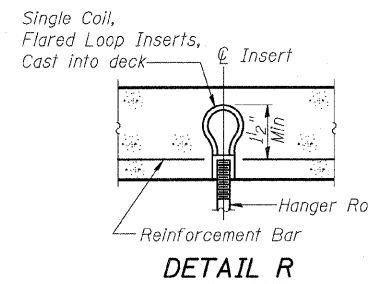
**2" φ PVC Conduit (Full Length)

1/4" φ x 5'-2" Anchor Bolts, Provide 3 flat washers, 1 regular nut & 1 locknut for each bolt. All nuts & washers shall be galvanized. See Light Pole Anchor Rod Detail.



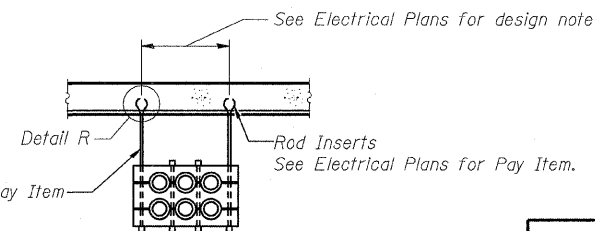
SECTION P-P

1 3/4" φ x 6'-2" Anchor Bolts, Provide 2 flat washers, 1 regular nut & 1 locknut for each bolt. All bolts, nuts & washers shall be galvanized. Galvanized per AASHTO M232. See Sign Structure Anchor Rod Detail.



DETAIL R

Hanger Rod (Typ)
See Electrical Plans for Pay Item



6 CONDUIT BANK SUPPORT DETAIL

See Electrical Plans for Design Note and Payment

Illinois Firm Registration No. 184-00533

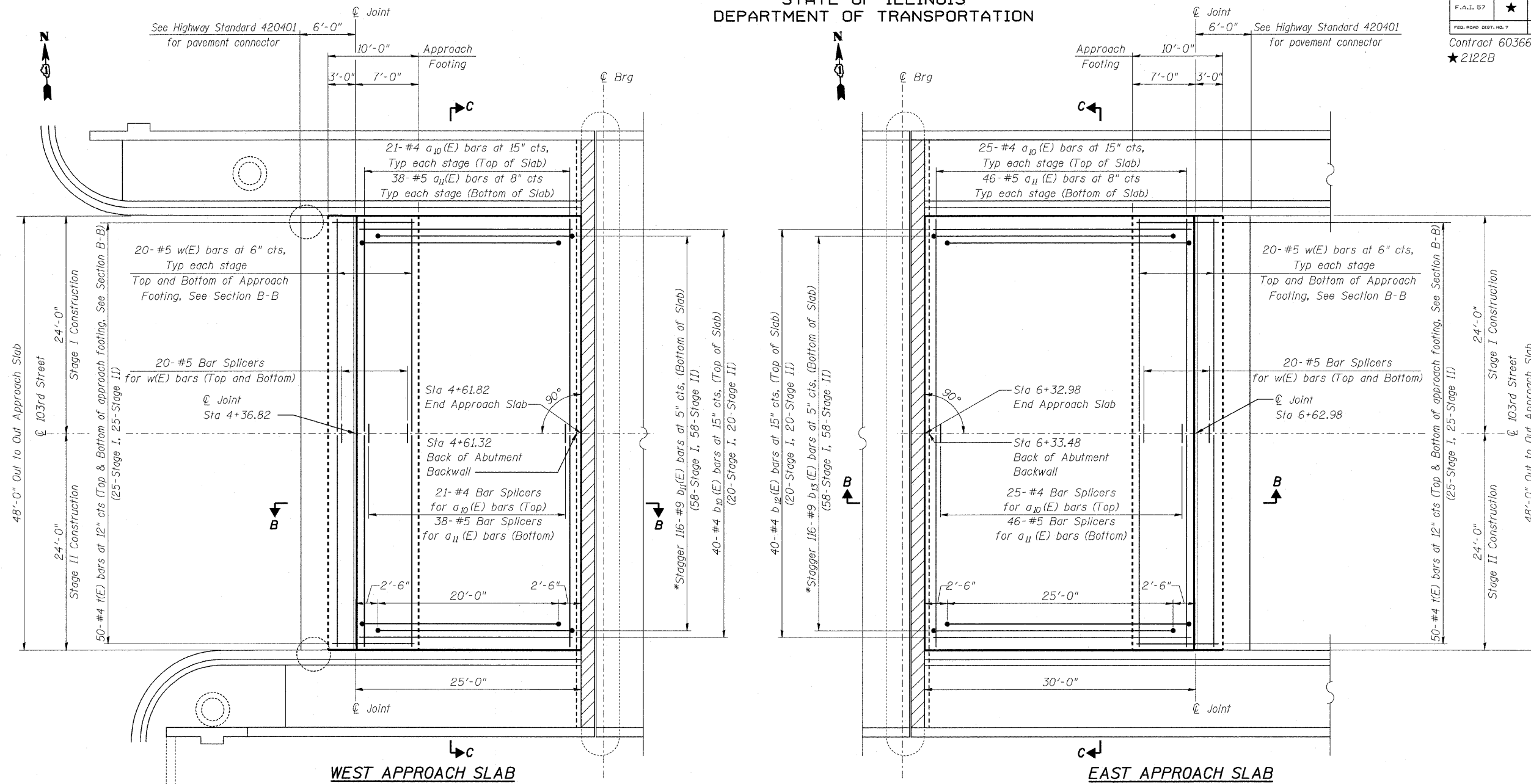
Stanley Consultants INC.
8501 East Higgins Road, Suite T30, Chicago, Illinois 60631-2810
www.stanleygroup.com

SUPERSTRUCTURE DETAILS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

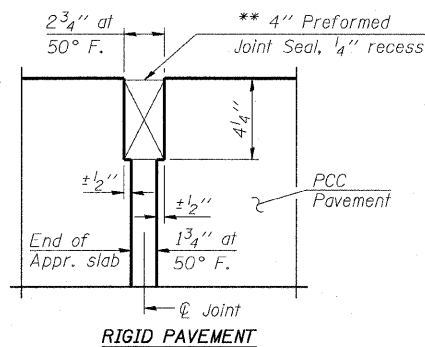
| | | | | |
|--|---------|--------|--------------|-----------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| FAI 57 | ★ | COOK | 75 | 40A |
| FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT- | | | | |
| Contract 60366 | | | | |
| ★ 2122B | | | | |

SHEET NO. 13
32 SHEETS



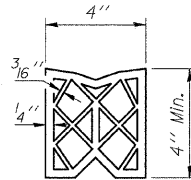
PLAN

*Tilt #9 b₁₂(E) and b₁₃(E) bars as required to maintain clearance



DETAIL A

** Cost included with Concrete Superstructure



PREFORMED JOINT SEAL

NOTE:

For Sections B-B and C-C see sheet 14 of 32.

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Illinois Firm Registration No. 04-00533

Stanley Consultants Inc.
850 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
www.stanleygroup.com

BRIDGE APPROACH SLAB DETAILS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

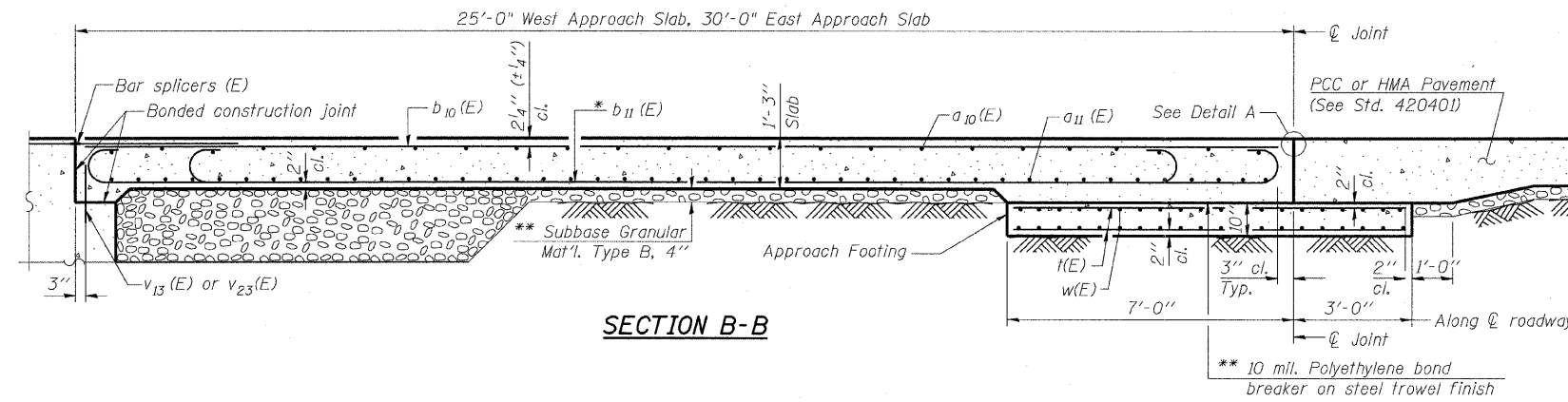
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15-JAN-2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

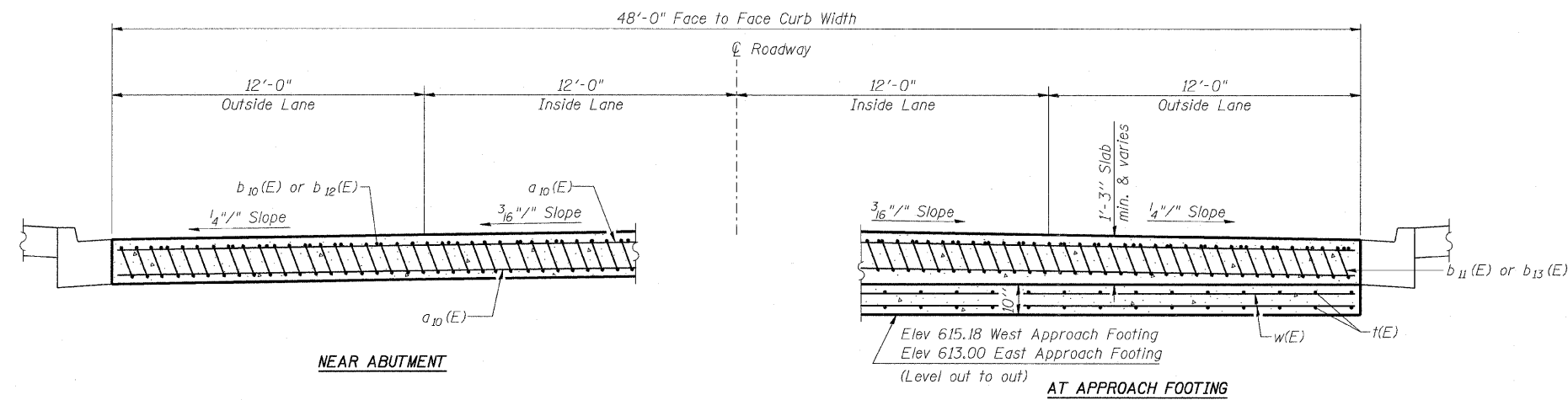
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|---------------------------|----------|-------------------|--------------|-----------|---------------------------|
| ROUTE NO. | SECTION | COUNTY | STATE SHEETS | SHEET NO. | SHEET NO. 14 32 SHEETS |
| F.A.I. 57 | ★ | COOK | 75 | 40B | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT- | | | |
| Contract 60366 ★ 2122B | | | | | |

Notes:

See sheet 13 of 32 for Detail A and View B-B.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For $v_{13}(E)$ and $v_{14}(E)$ bars details, see sheets 21, 23, 25, and 27 of 32.
The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
For bar splicer details, see sheet 31 of 32.
Cost of excavation for approach footing included with Concrete Structures.



SECTION B-B



NEAR ABUTMENT

SECTION C-C

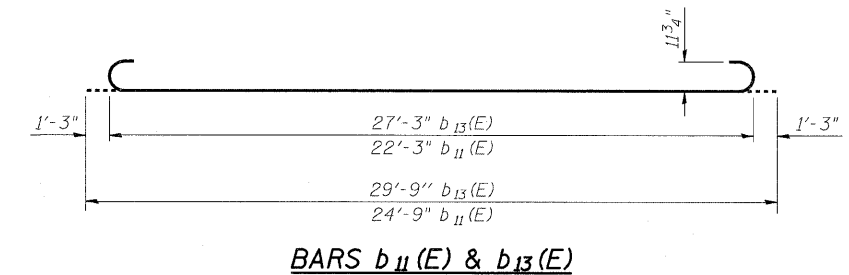
(See Plan for dimensions not shown)

* Tilt #9 $b_{11}(E)$ and $b_{13}(E)$ bars as required to maintain clearance.

** Cost included with Concrete Superstructure.

TWO APPROACHES
BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|-------------------------------------|-----|---------|--------|-------|
| $a_{10}(E)$ | 92 | #4 | 23'-8" | — |
| $a_{11}(E)$ | 168 | #5 | 23'-8" | — |
| $b_{10}(E)$ | 40 | #4 | 24'-7" | — |
| $b_{11}(E)$ | 116 | #9 | 24'-9" | U |
| $b_{12}(E)$ | 40 | #4 | 29'-7" | — |
| $b_{13}(E)$ | 116 | #4 | 29'-9" | U |
| $t(E)$ | 200 | #4 | 9'-8" | — |
| $w(E)$ | 160 | #5 | 23'-8" | — |
| Concrete Structures | | Cu. Yd. | 30.0 | |
| Concrete Superstructure | | Cu. Yd. | 128.0 | |
| Bridge Deck Grooving | | Sq Yd | 293.0 | |
| Protective Coat | | Sq Yd | 293.0 | |
| Reinforcement Bars, Epoxy Coated | | Pound | 33,780 | |
| Bar Splicers | | Each | 210 | |



BARS $b_{11}(E)$ & $b_{13}(E)$

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Illinois Firm Registration No. 04-00533

850 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
www.stanleygroup.com

BRIDGE APPROACH PAVEMENT DETAILS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

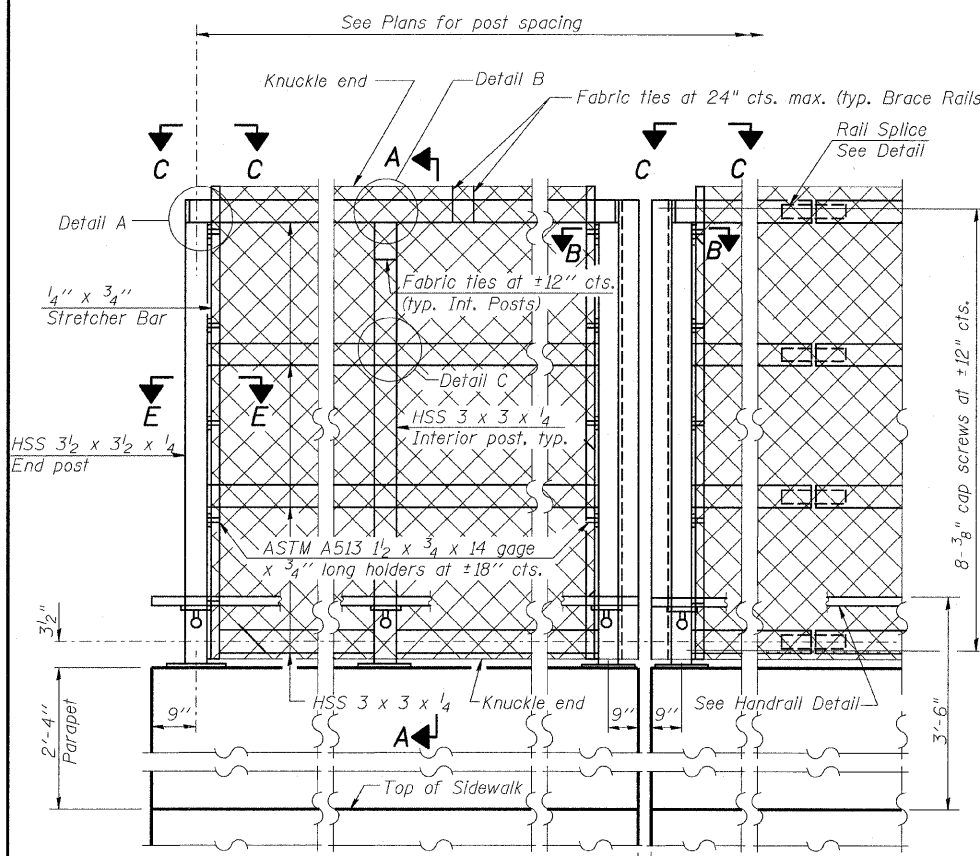
0:\ES\02\03\sh\t\sb-00214.dgn 15-JAN-2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

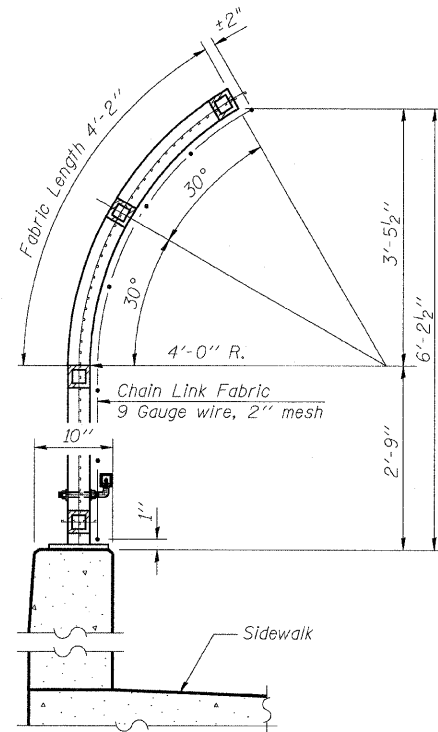
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|-----------------------|---------|----------|-------------------|-----------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| F.A.I. 57 | ★ | COOK | 75 | 41 |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT- | |

Contract 60366
★ 2122B

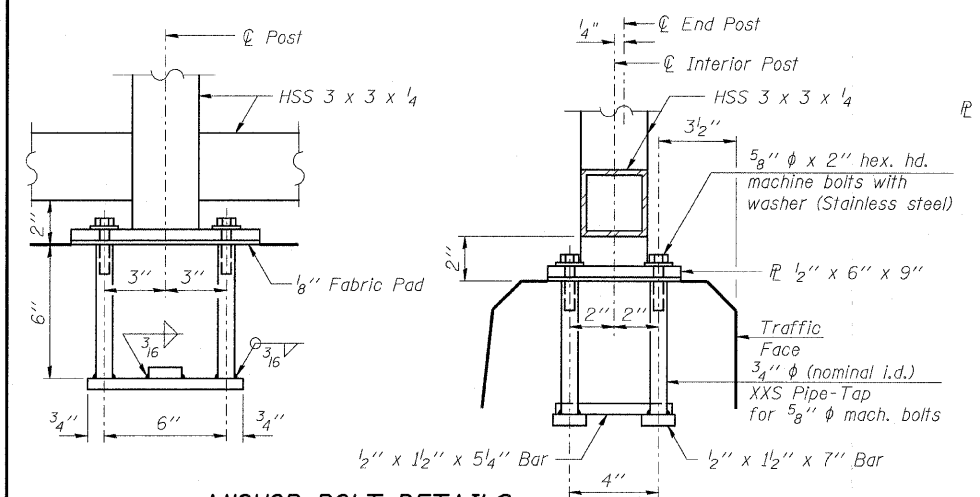
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



ELEVATION
(Inside Face)

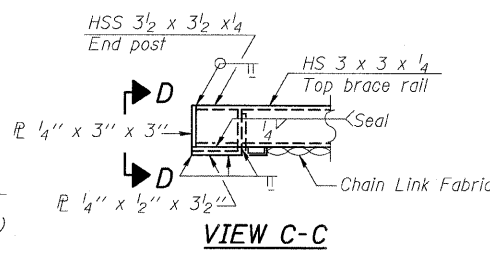


SECTION A-A

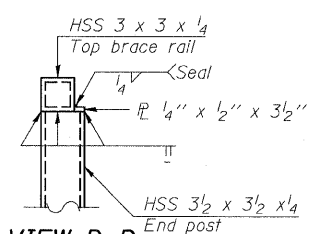


ANCHOR BOLT DETAILS

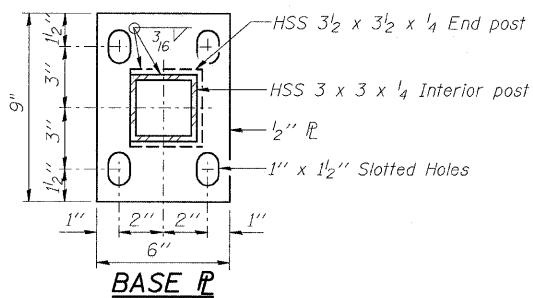
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting $\frac{5}{8}$ " ϕ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



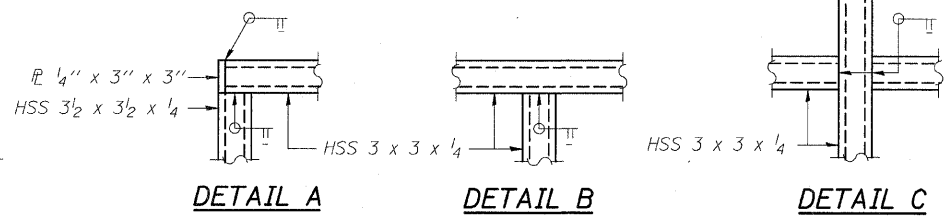
VIEW C-C



VIEW D-D



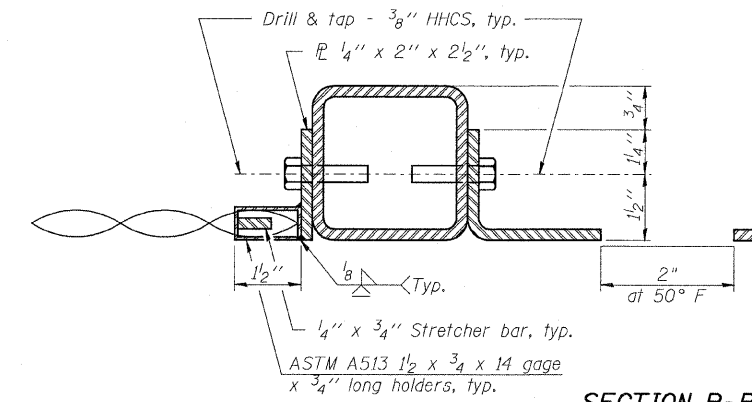
BASE PLATE



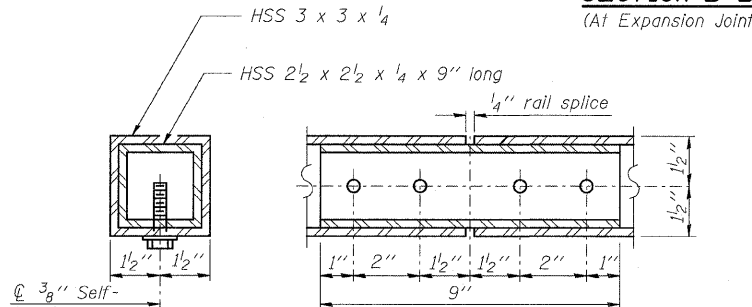
DETAIL A

DETAIL B

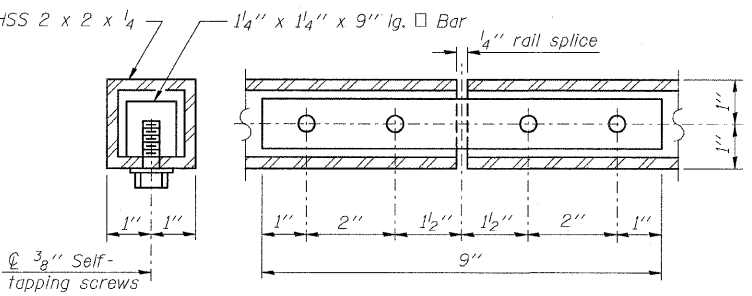
DETAIL C



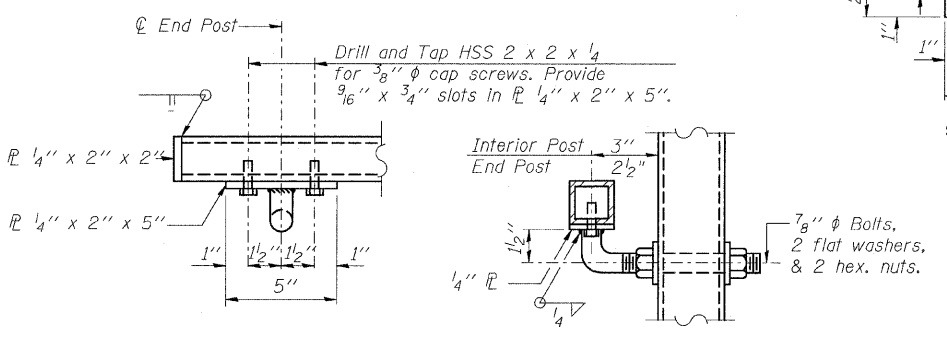
SECTION B-B
(At Expansion Joint)



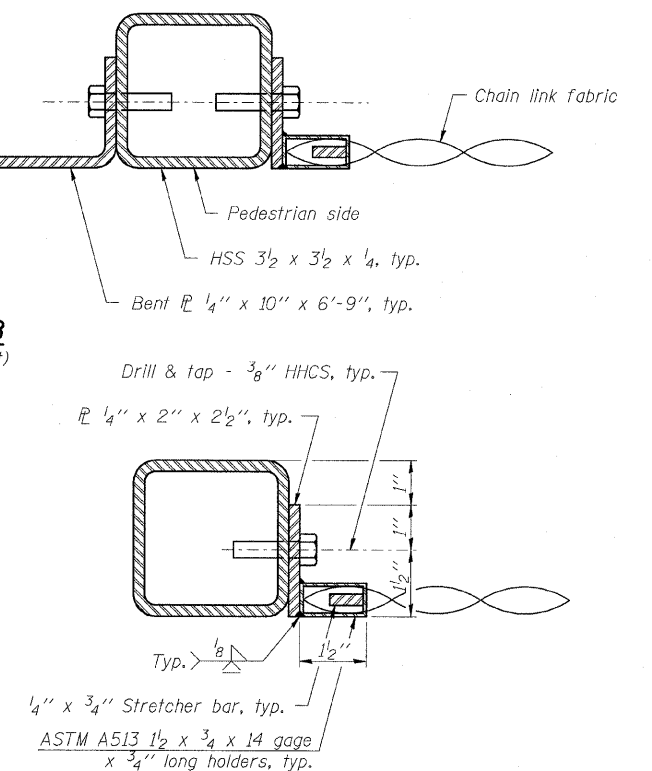
RAIL SPLICE



HANDRAIL SPLICE



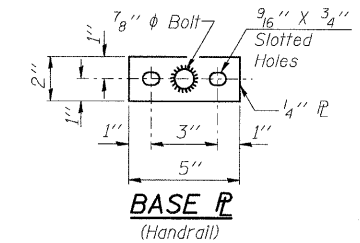
HANDRAIL DETAIL



SECTION E-E

BILL OF MATERIAL

| Item | Unit | Quantity |
|----------------------|------|----------|
| Bridge Fence Railing | Foot | 532 |



BASE PLATE (Handrail)

Illinois Firm Registration No.: 84-00533

8501 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
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BRIDGE FENCE RAILING PARAPET MOUNTED
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | ERM |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

R-32 10-1-08

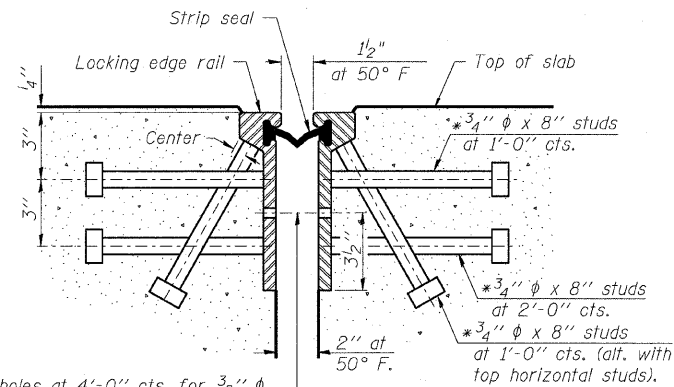
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* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

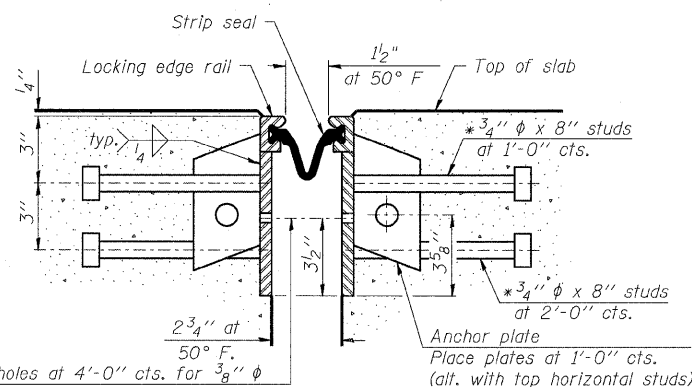
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|-----------------------|----------|-------------------|--------------|-----------|---------------------------|
| ROUTE NO. | SECTION | COUNTY | STATE SHEETS | SHEET NO. | SHEET NO. 16 32 SHEETS |
| F.A.I. 57 | ★ | COOK | 75 | 42 | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT- | | | |

Contract 60366
★2122B



7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU
ROLLED RAIL JOINT



7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU
WELDED RAIL JOINT

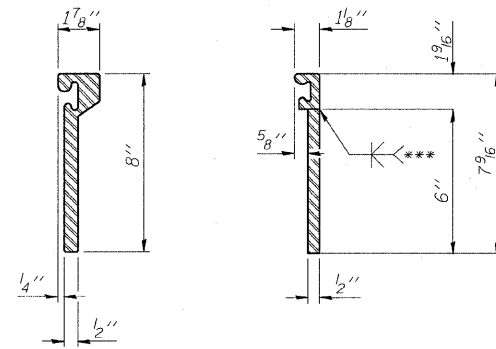
Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

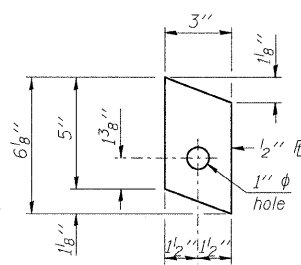


ROLLED (EXTRUDED) RAIL WELDED RAIL

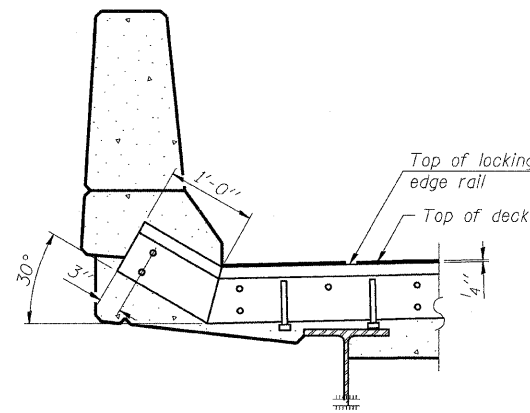
*** Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAIL SPLICE

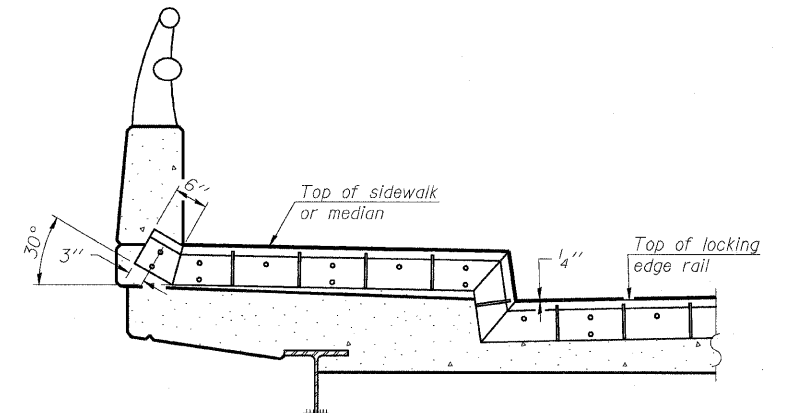
The inside of the locking edge rail groove shall be free of weld residue.



ANCHOR PLATE
(for welded rail)



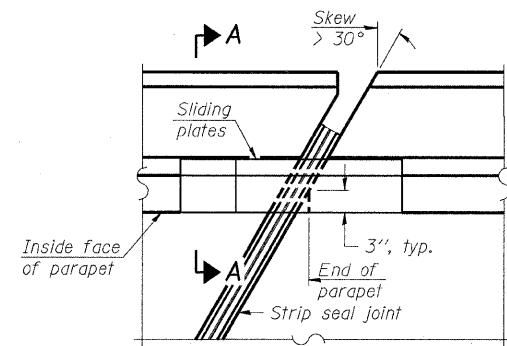
AT PARAPET



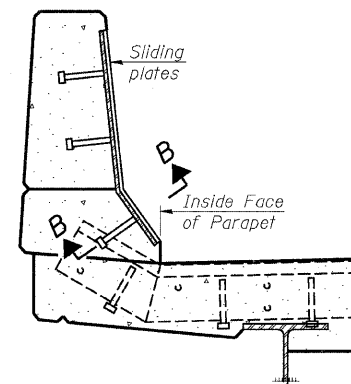
AT SIDEWALK OR MEDIAN

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

LOCKING EDGE RAILS

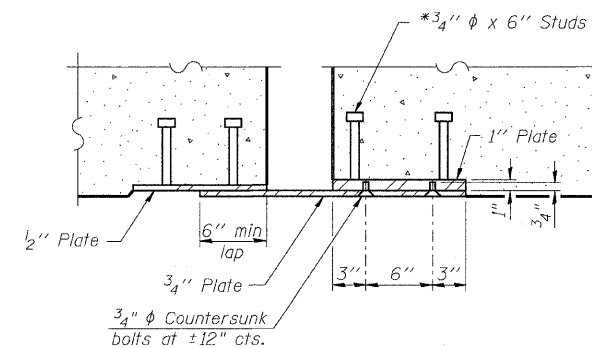


PLAN



SECTION A-A

POINT BLOCK DETAILS
(for skews > 30°)



SECTION B-B

TYPICAL END TREATMENTS

BILL OF MATERIAL

| Item | Unit | Total |
|----------------------------|------|-------|
| Preformed Joint Strip Seal | Foot | 135 |

Illinois Firm Registration No. 184-00533

850 West Higgins Road, Suite 730, Chicago, Illinois 60631-2810
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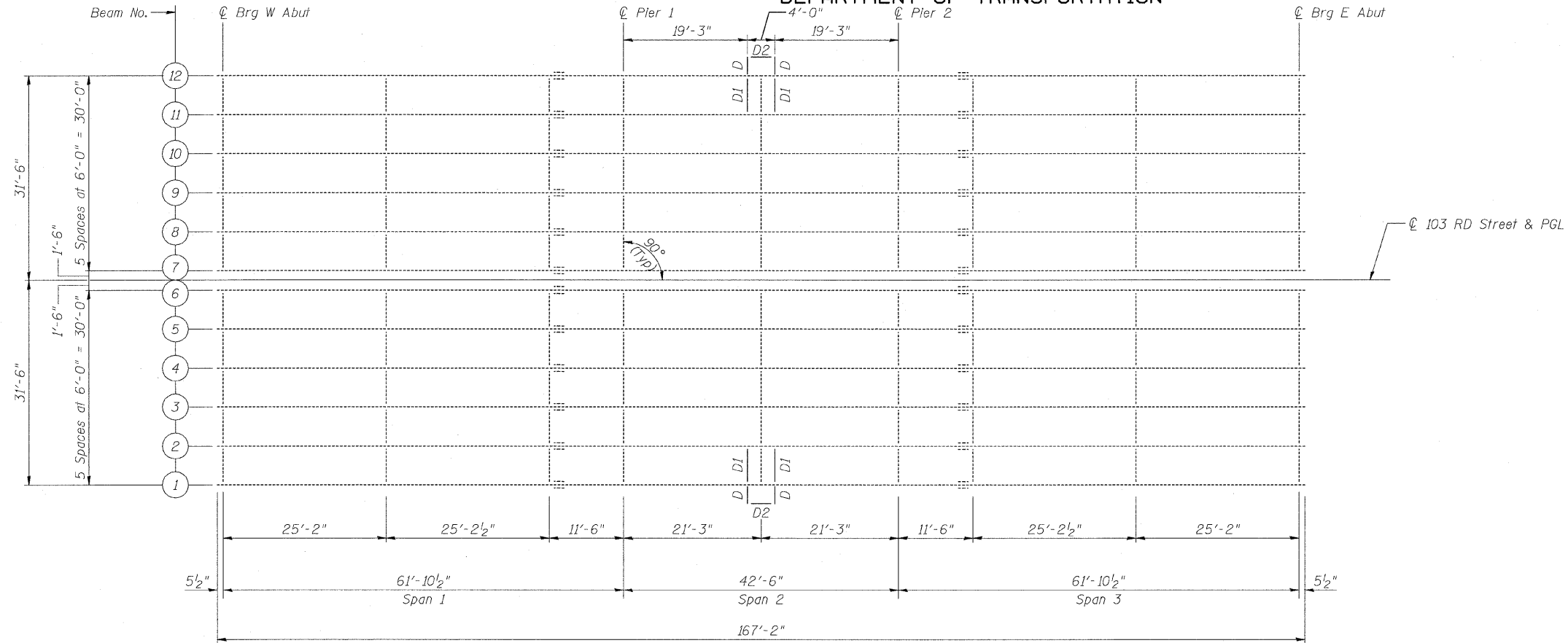
PREFORMED JOINT STRIP SEAL
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

EJ-SSJ 10-1-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|---------------------------|---------|----------|------------------|-----------|---------------------------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | SHEET NO. 17 32 SHEETS |
| F.A.I. 57 | ★ | COOK | 75 | 43 | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT | | |
| Contract 60366 ★ 2122B | | | | | |



PLAN

| | 0.4 Sp. 1 & 0.6 Sp. 3 | Piers | 0.5 Sp. 2 |
|--|--------------------------|-------|-----------|
| I_s (in ⁴) | 9040 | 9040 | 9040 |
| I_c (in ⁴) | 21949 | | |
| I_c (3n) (in ⁴) | 16070 | | |
| S_s (in ³) | 504 | 504 | 504 |
| S_c (in ³) | 710 | | |
| S_c (3n) (in ³) | 641 | | |
| Z (in ³) | | | |
| \bar{D} (k/ft.) | 0.87 | 1.43 | 1.43 |
| $M\bar{D}$ (k) | 273 | 409 | 77 |
| $s\bar{D}$ (k/ft.) | 0.56 | | |
| $M_s\bar{D}$ (k) | 194 | | |
| $M\bar{L}$ (k) | 384 | 187 | 87 |
| M (Imp) (k) | 103 | 41 | 26 |
| $^5_3[M\bar{L} + M(\text{Imp})]$ (k) | 812 | 380 | 188 |
| M_a (k) | 1663 | 1026 | 345 |
| M_u (k) | 2130 | | |
| $f_s\bar{D}$ non-comp (k.s.i.) | 6.5 | 9.7 | 1.8 |
| $f_s\bar{D}$ (comp) (k.s.i.) | 3.6 | | |
| $f_s^5_3(\bar{L} + \text{Imp})$ (k.s.i.) | 13.7 | 9.0 | 4.5 |
| f_s (Overload) (k.s.i.) | 23.8 | 18.7 | 6.3 |
| f_s (Total) (k.s.i.) | | 24.3 | 8.2 |
| VR (k) | 50.5 | | |

Notes for Interior Girder Moment Table:

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total & Overload).

I_c and S_c are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.

I_c and S_c are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (see AASHTO 10.38)

VR is the maximum Live Load + Impact shear range in span.

M_a (Applied Moment) = $1.3[M\bar{D} + M_s\bar{D} + ^5_3(M\bar{L} + M(\text{Imp}))]$.

The Plastic Moment capacity (M_u) is computed according to AASHTO 10.48.1 and 10.50.1.1.

f_s (Overload) is the sum of the stresses due to $M\bar{D} + M_s\bar{D} + ^5_3(M\bar{L} + M(\text{Imp}))$.

f_s (Total) (Non-compact section) is the sum of the stresses due to $1.3[M\bar{D} + M_s\bar{D} + ^5_3(M\bar{L} + M(\text{Imp}))]$.

Notes:

See Sheet 18 of 32 for new Monotube Support Diaphragms.

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

| | Abutments | Piers |
|-----------------|-----------|-------|
| $R\bar{D}$ (k) | 35.8 | 80.2 |
| $R\bar{L}$ (k) | 36.2 | 41.5 |
| Imp. (k) | 9.7 | 9.0 |
| R (Total) (k) | 81.7 | 130.7 |



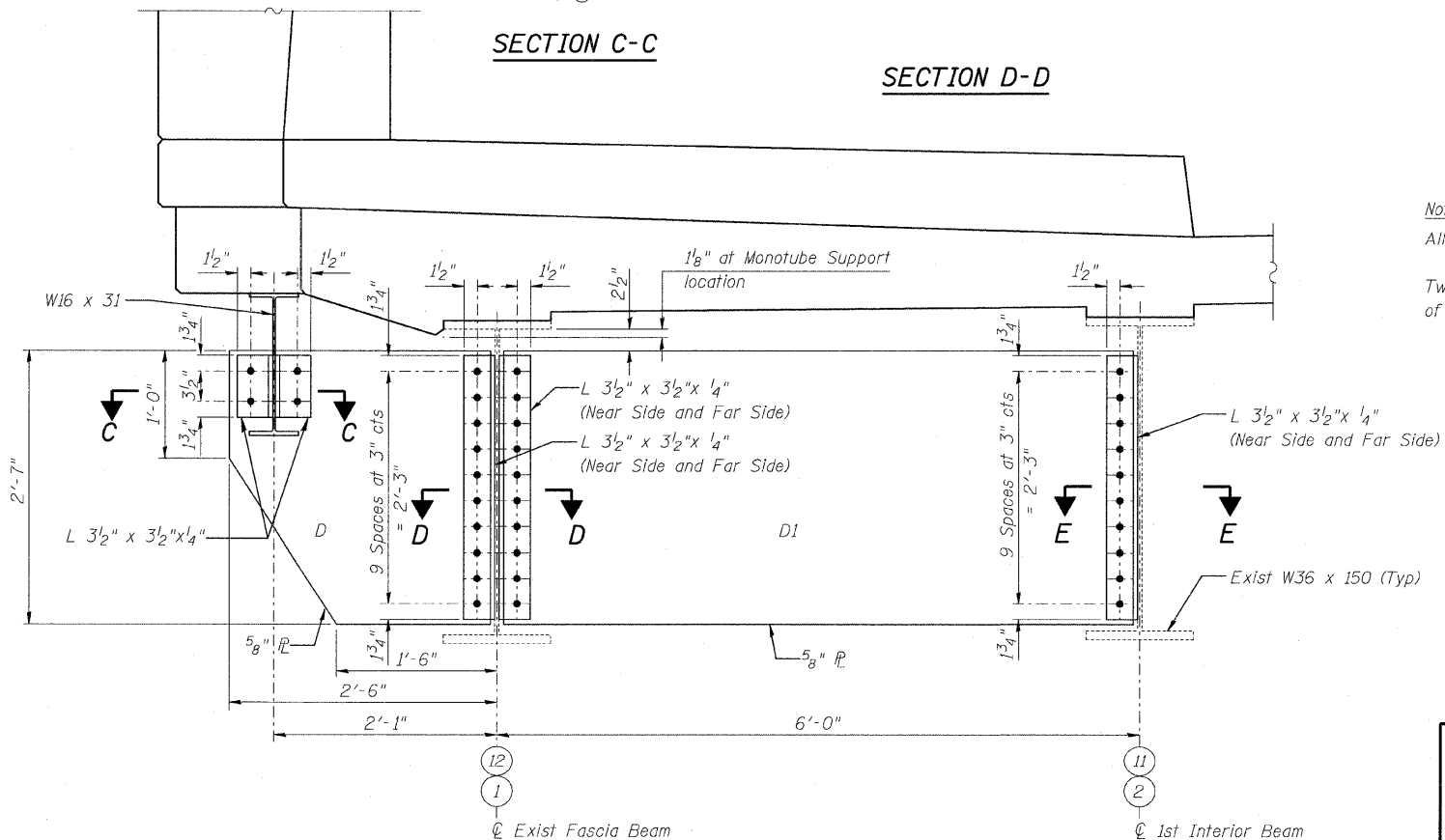
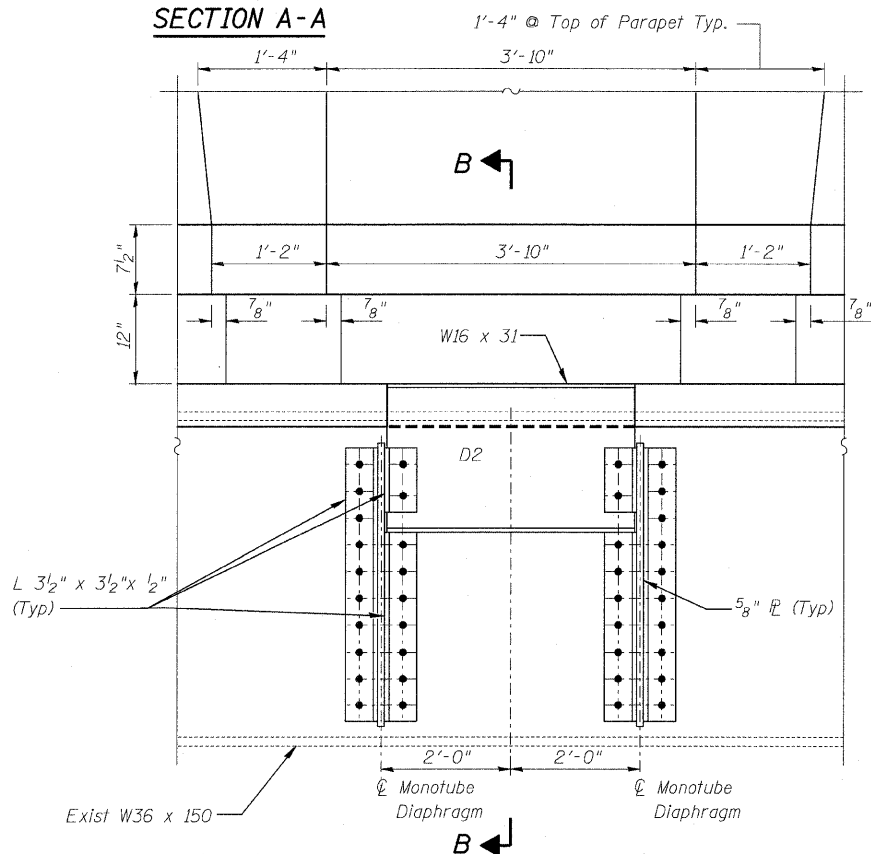
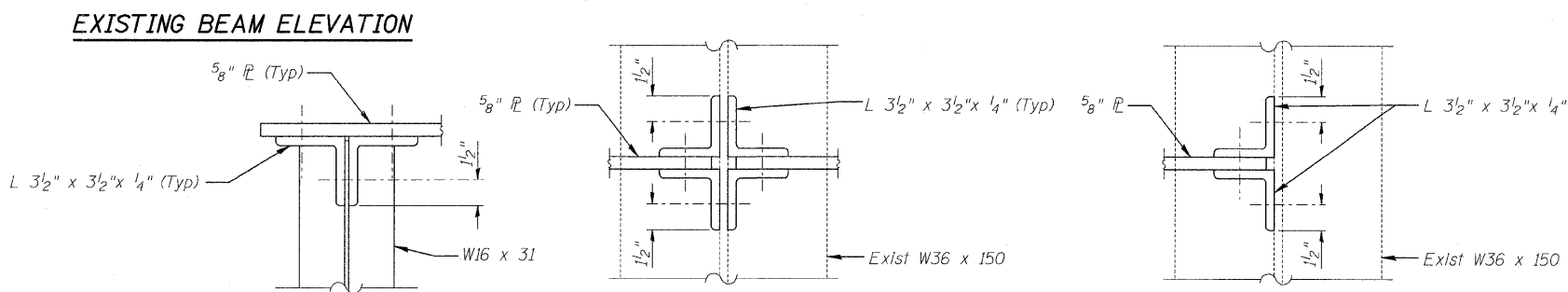
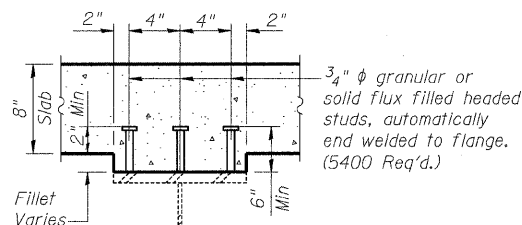
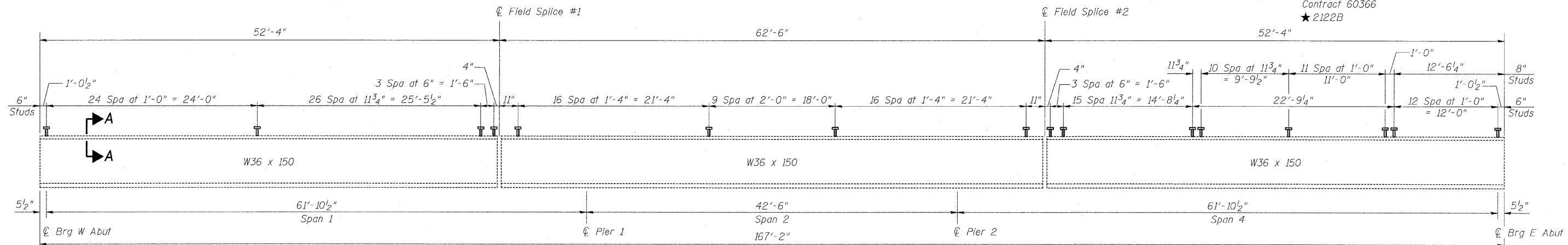
FRAMING PLAN AND DESIGN DATA
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | |
|-----------------------|---------|----------|-------------------|-----------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| F.A.I. 57 | ★ | COOK | 75 | 44 |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT- | |

Contract 60366
★ 2122B

SHEET NO. 18
32 SHEETS



Notes:
All bolts shall be 3/4" φ H.S. bolts in 15/16" φ holes.
Two hardened washers required for each set of oversized holes.

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RD |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Illinois Firm Registration No. 04-00533

Stanley Consultants Inc.

8501 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801

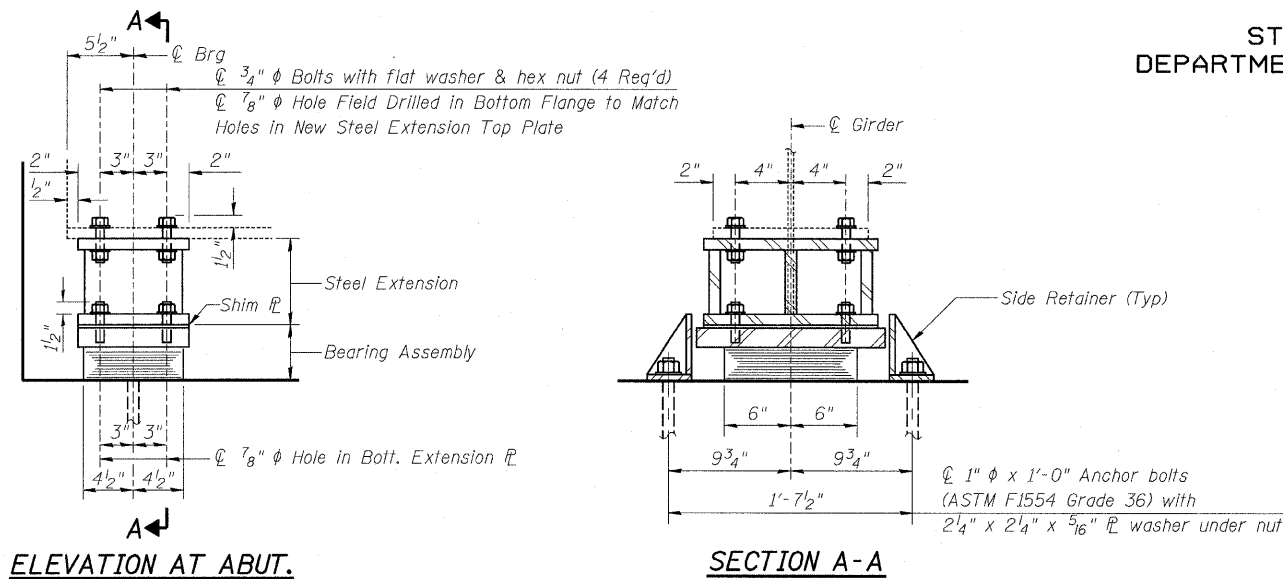
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EXISTING STEEL BEAM ALTERATIONS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

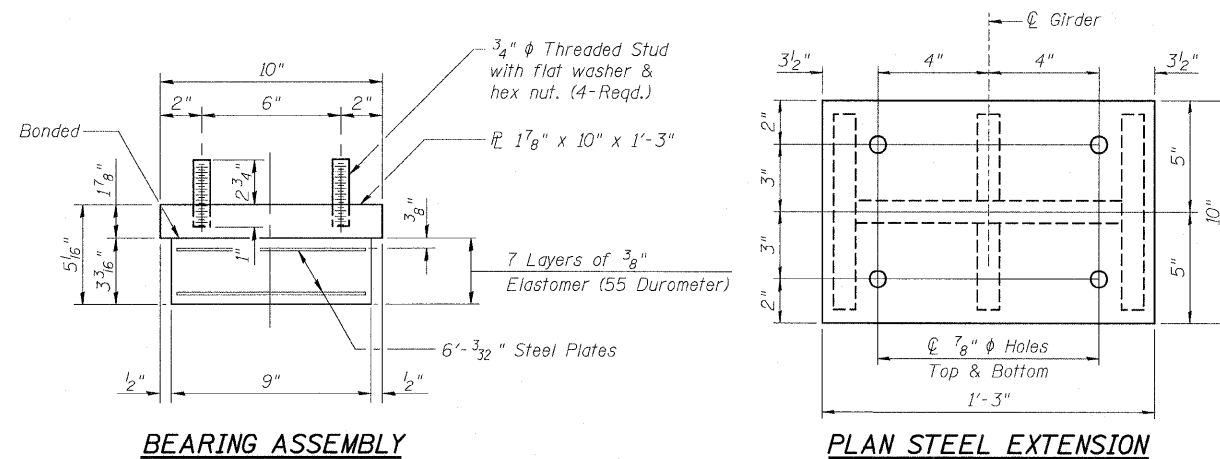
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

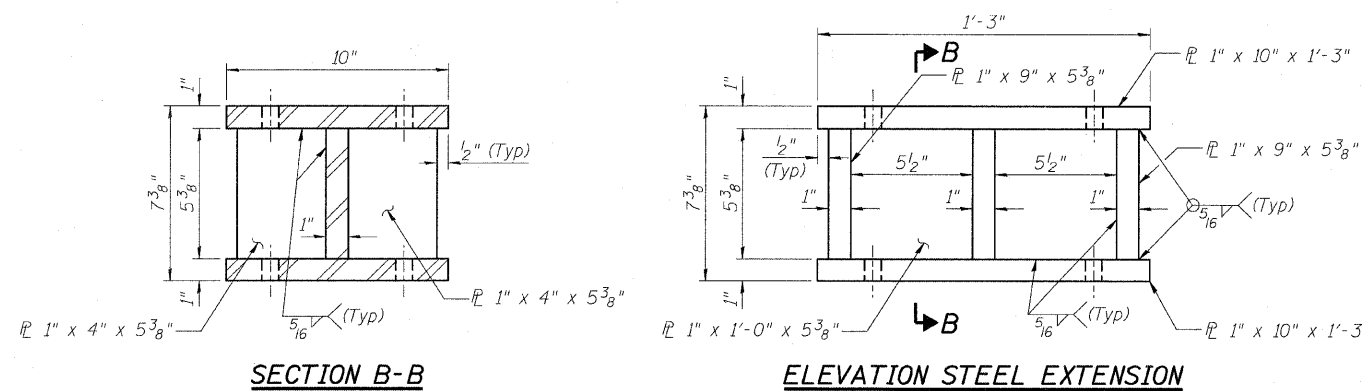
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|---------------------------|---------|----------|------------------|-----------|---------------------------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | SHEET NO. 19 32 SHEETS |
| F.A.I. 57 | ★ | COOK | 75 | 45 | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT | | |
| Contract 60366 ★ 2122B | | | | | |



TYPE I ELASTOMERIC EXP. BRG.



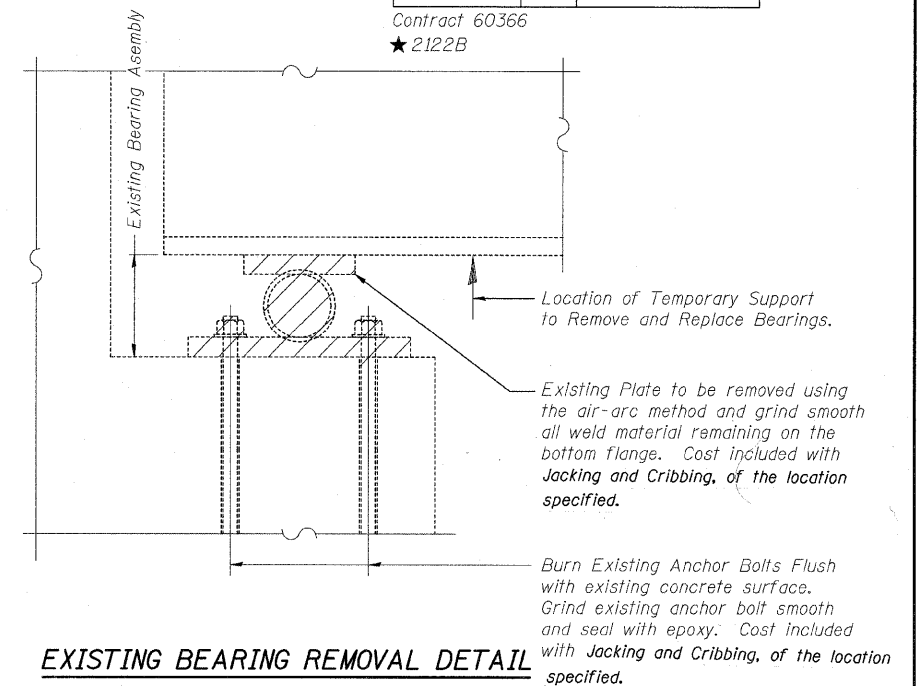
Note:
Shim plates shall not be placed under Bearing Assembly.



| | |
|----------|--------------|
| DESIGNED | KFA |
| CHECKED | NDR |
| DRAWN | RD |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Notes:
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
 Steel Extensions shall be included in the cost of Furnishing and Erecting Structural Steel.
 The structural steel plates of the Bearing Assembly and Steel Extension shall conform to the requirements of AASHTO M270 Grade 36.

Two 1/8 inch adjusting shims shall be provided for each bearing and placed as shown on bearing details.

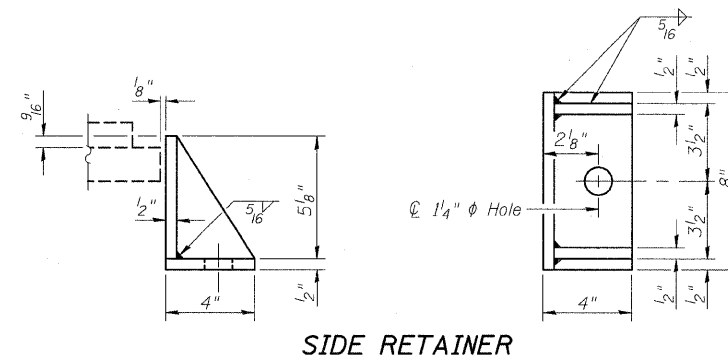


JACKING AND CRIBBING PROCEDURE

- Jacking and Cribbing shall be done after existing deck removal.
- The Contractor shall submit for approval by the Engineer, plans for lifting existing beams and installing new bearings prior to commencing any related work. This work shall be done for each stage after existing concrete deck is removed and prior to pouring of the new concrete deck. The maximum dead load reaction per beam (weight of steel only) at the East and West Abutments is 6 Kips. Minimum jacking capacity is 9 Kips per beam for the East and West Abutments. Cost included with Jacking and Cribbing, Location 1 for the West Abutment and Jacking and Cribbing, Location 2 for the East Abutment.
- There shall be at least one jack per bearing and the jack shall be placed close to the bearing. Differential jacking height of the steel shall not exceed 1/8 inch transversely between adjacent beams or 1/4 inch longitudinally between adjacent supports and shall be blocked in position until after the completion of the concrete reconstruction and installation of new bearings.
- The new bearings shall be in place and the jacks shall be lowered before the new concrete deck is poured.

BILL OF MATERIAL

| Item | Unit | Total |
|-------------------------------------|------|-------|
| Elastomeric Bearing Assembly Type I | Each | 24 |
| Anchor Bolts, 1" | Each | 48 |
| Jacking and Cribbing, Location 1 | Each | 1 |
| Jacking and Cribbing, Location 2 | Each | 1 |



Illinois Firm Registration No. 184-00533

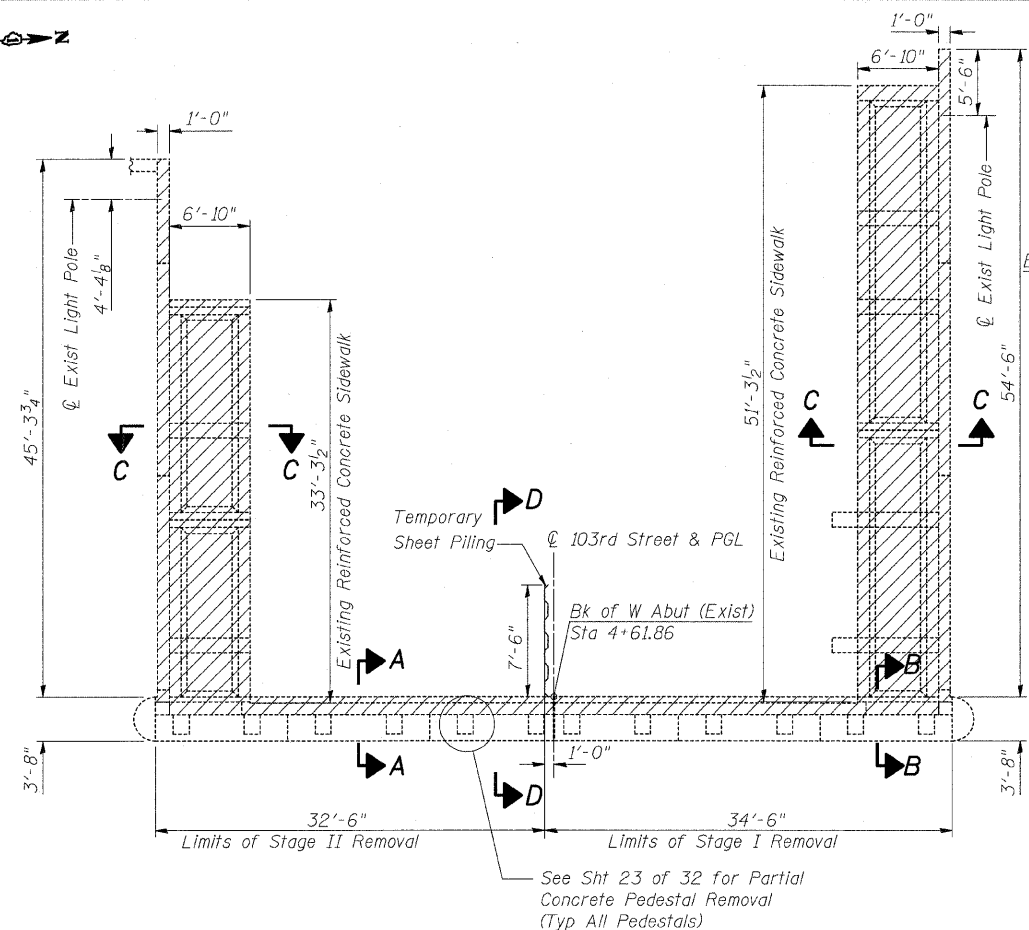
Stanley Consultants INC.
 8501 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
 www.stanleygroup.com

BEARINGS
 103RD STREET OVER
 FAI 57 (DAN RYAN-WEST LEG)
 FAI RTE 57 SECTION 2122B
 COOK COUNTY
 STA 5+47.40
 STRUCTURE NO 016-2127

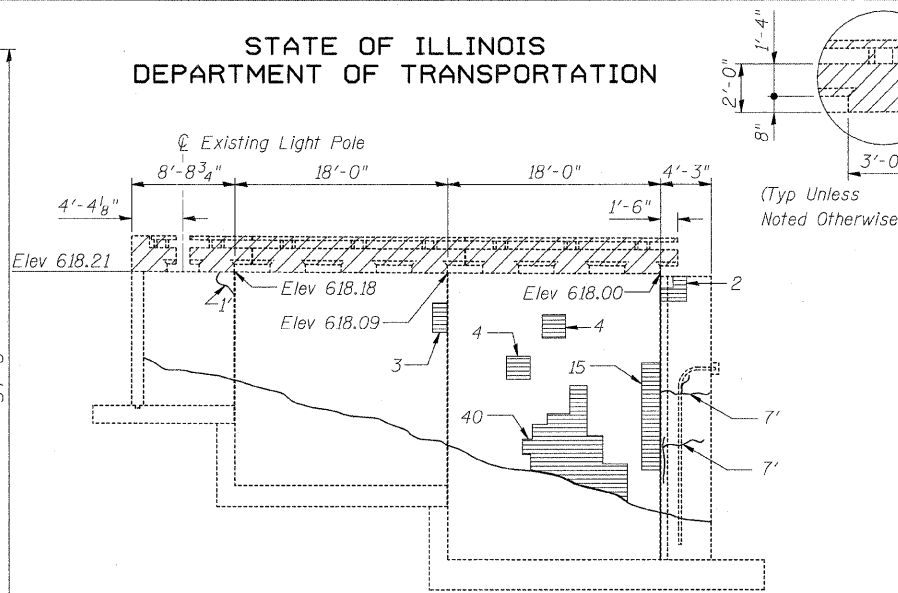
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|-----------------------|----------|------------------|--------|-----------|--------------|
| ROUTE NO. | SECTION | COUNTY | SHEETS | SHEET NO. | SHEET NO. 20 |
| F.A.I. 57 | ★ | COOK | 75 | 46 | 32 SHEETS |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | | |

Contract 60366
★ 2122B

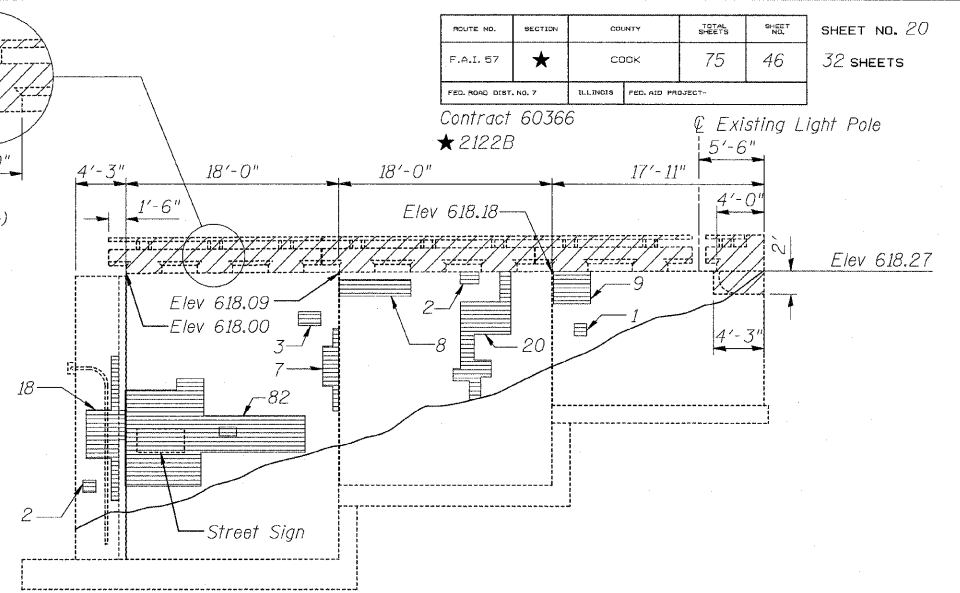


PLAN



SOUTH WINGWALL ELEVATION

(Looking North)



NORTH WINGWALL ELEVATION

(Looking South)

Notes:

- Existing vertical and horizontal reinforcement bars projecting from the abutment and wingwalls are to remain in place. Existing reinforcement shall be sandblasted clean, straightened and incorporated into the new construction. Cost included with Concrete Removal.
- Repair of the existing abutment shall include but not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer at the time of construction.
- If removal and remounting of the existing nameplate is required to facilitate concrete repair, payment will not be made separately, but shall be included with the payment for Structural Repair of Concrete.

Legend

- Indicates Limits of Concrete Removal
- Indicates Limits of Structural Repair of Concrete
- Indicates Length of Epoxy Crack Injection

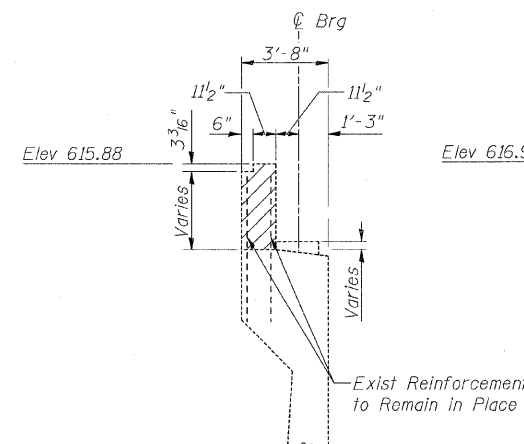
BILL OF MATERIAL

| ITEM | UNIT | QUANTITY |
|--|-------|----------|
| Concrete Removal | Cu Yd | 36 |
| Temporary Sheet Piling | Sq Ft | 116 |
| Epoxy Crack Injection | Foot | 24 |
| Structural Repair of Concrete (Depth Greater than 5") | Sq Ft | 47 |
| Structural Repair of Concrete (Depth Equal to or Less than 5") | Sq Ft | 428 |

Illinois Firm Registration No. 04-00533

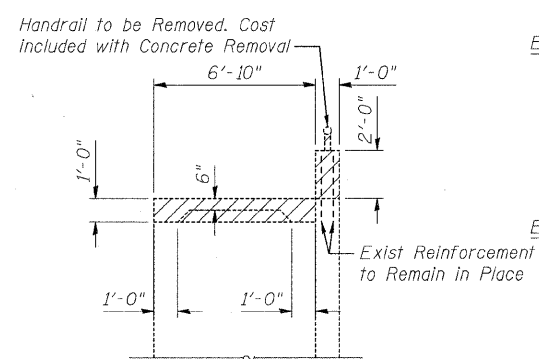
Stanley Consultants INC.
850 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
www.stanleygroup.com

WEST ABUTMENT REMOVAL & REPAIRS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

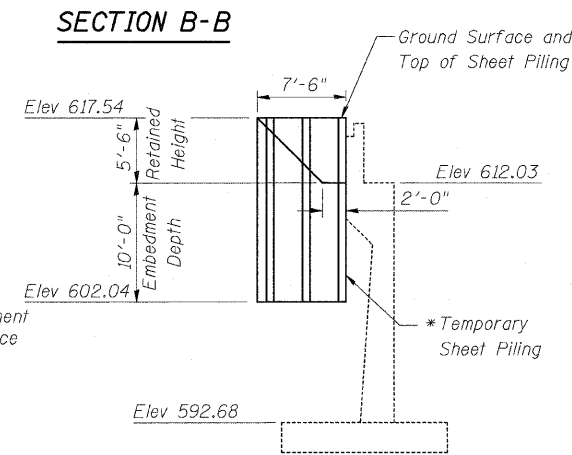


SECTION A-A

SECTION B-B



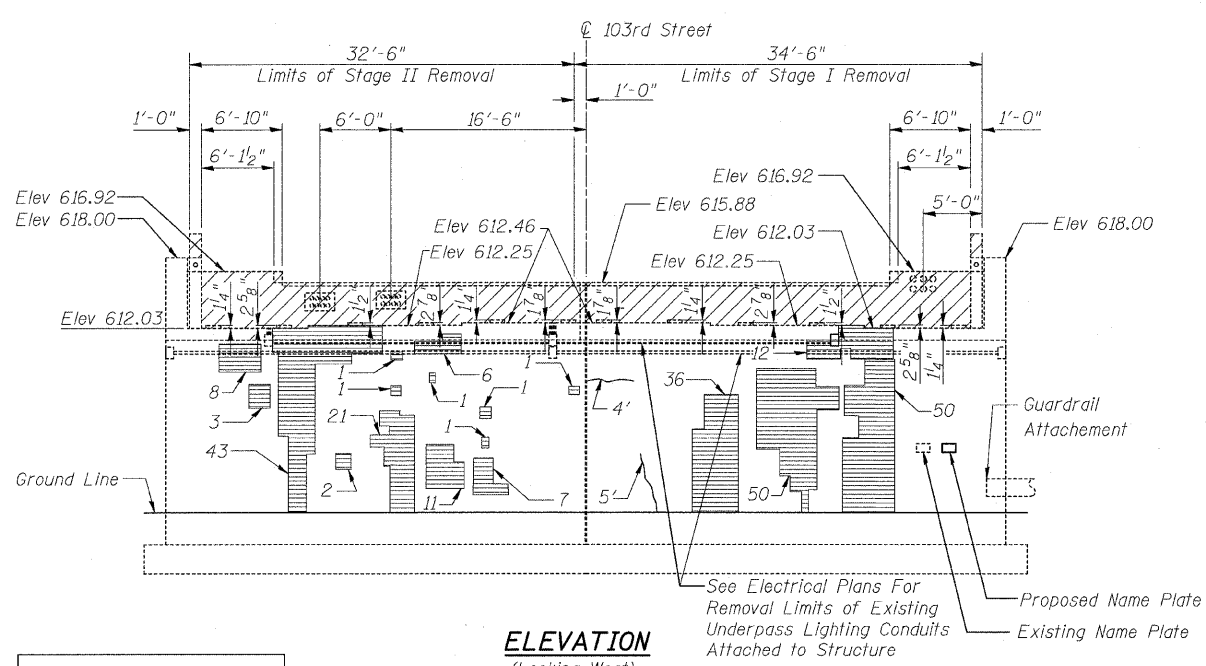
SECTION C-C



SECTION D-D

* Minimum required section modulus is 4.1 in³/ft.

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.



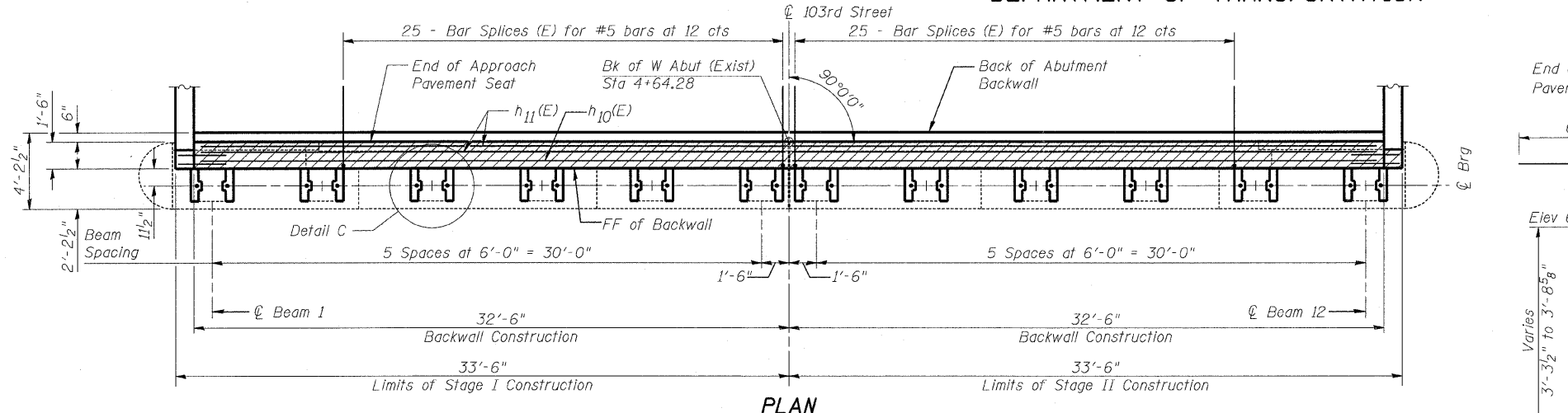
ELEVATION
(Looking West)

| | |
|----------|--------------|
| DESIGNED | AAA |
| CHECKED | DSE |
| DRAWN | RD |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

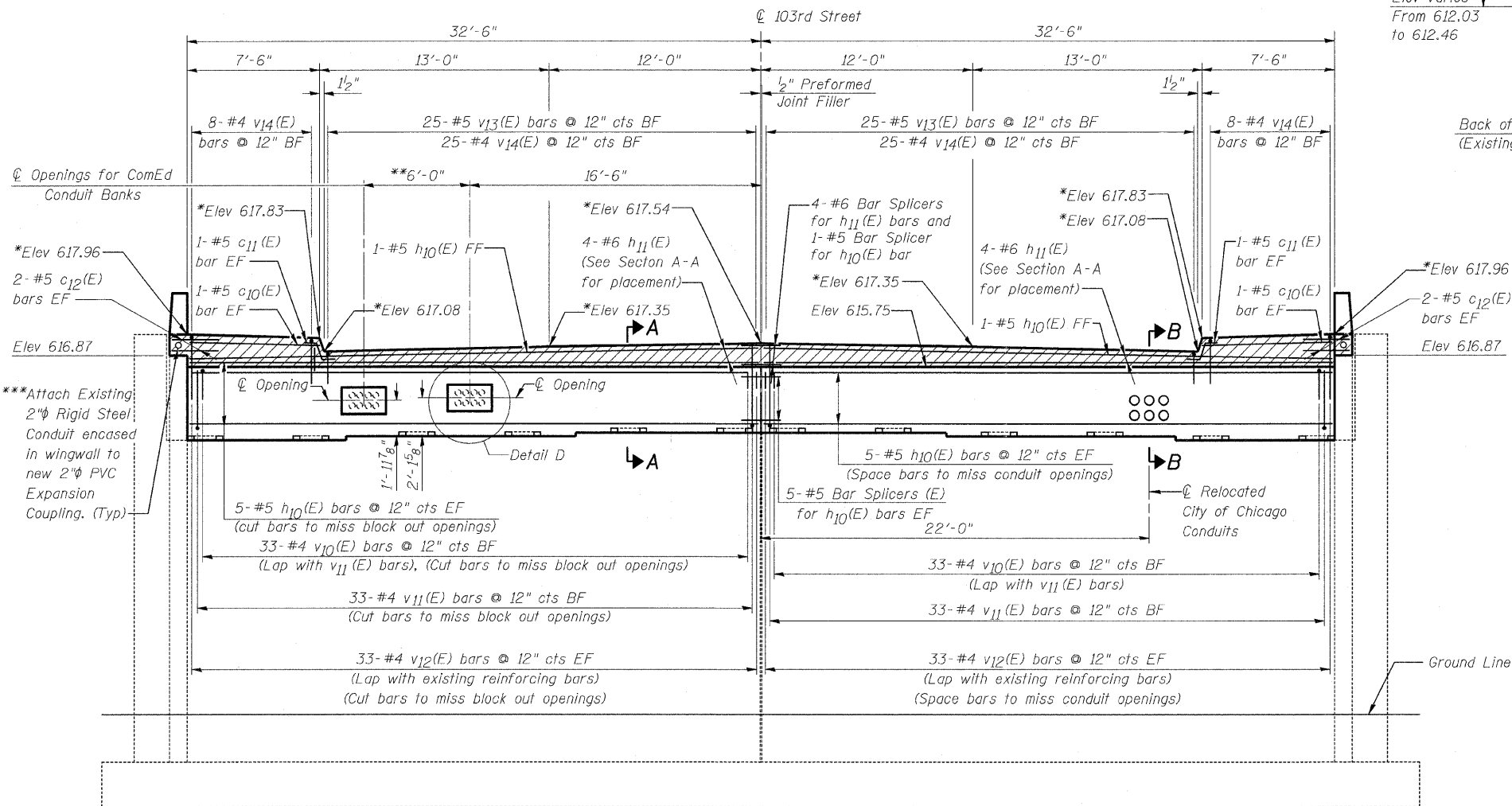
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|---------------------------|---------|----------|------------------|-----------|---------------------------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | SHEET NO. 21 32 SHEETS |
| F.A.I. 57 | ★ | COOK | 75 | 47 | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT | | |
| Contract 60366 ★ 2122B | | | | | |

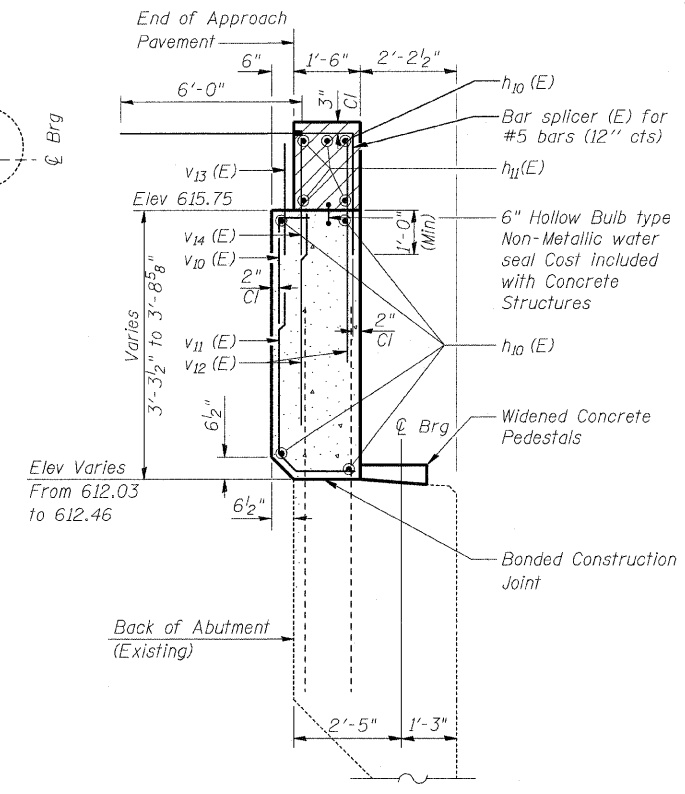


PLAN



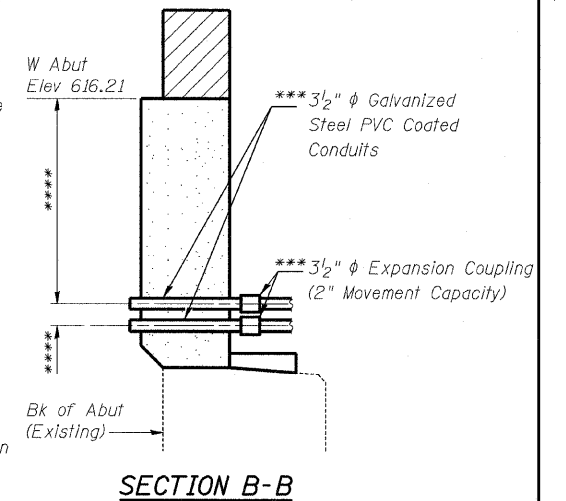
ELEVATION
(Looking West)

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |



SECTION A-A

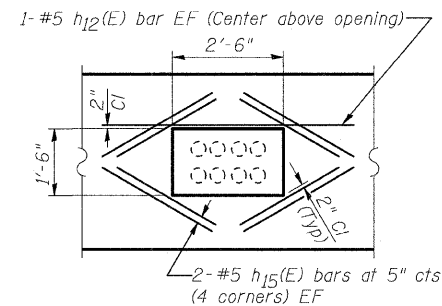
Existing Reinforcement Bars
Extending into Abutment Backwall
to remain in place



SECTION B-B

Notes:

1. Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.
 2. For Detail C, See Sht 23 of 32.
 3. Apply Concrete Sealer to front face of backwall, top of existing beam seat and top and sides of widened concrete pedestals.
- * Elevations are taken at Back of Abutment (Existing).
- ** See note on the deck cross-section on Sht 9 to 32 and adjust location of opening if needed.
- *** See Electrical Plans for Payment.
- **** Vertical location of conduit to be set in field.



WALL REINFORCEMENT
AROUND BLOCKOUT
DETAIL D

(Typical at Both Backwall Blockouts)

EF = Each Face
FF = Front Face
BF = Back Face

Min Bar Lap
#4 = 1'-4"
#5 = 1'-8"
#6 = 2'-0"

Illinois Fire Registration No. 04-00533

850 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
www.stanleygroup.com

WEST ABUTMENT ALTERATIONS
103RD STREET OVER
FAI RTE 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

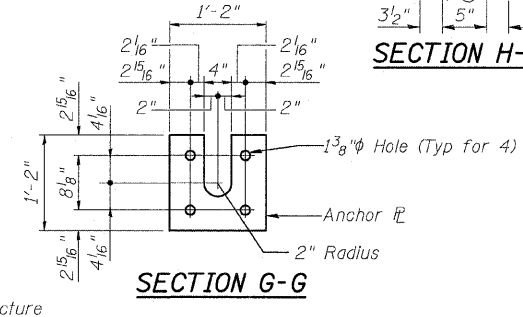
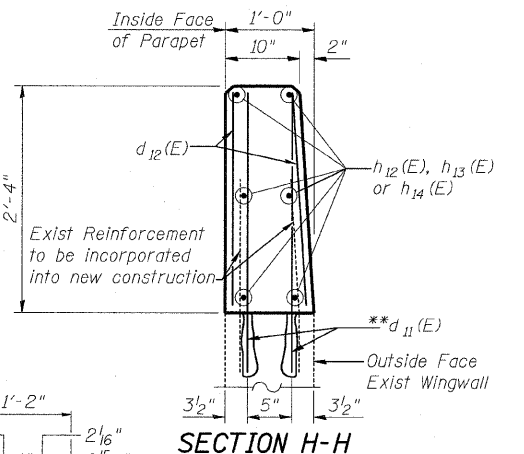
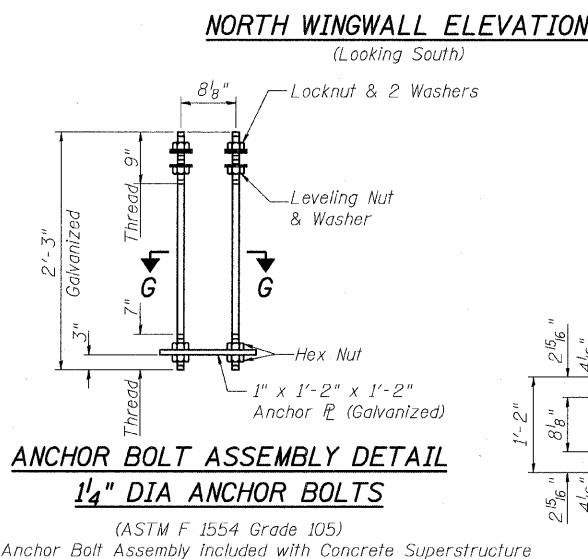
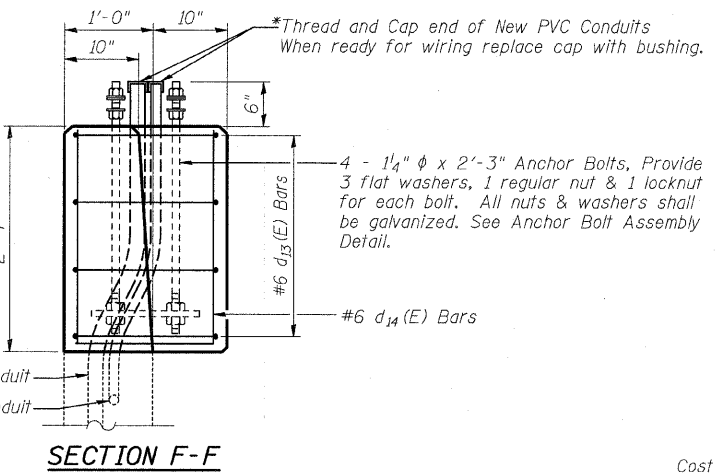
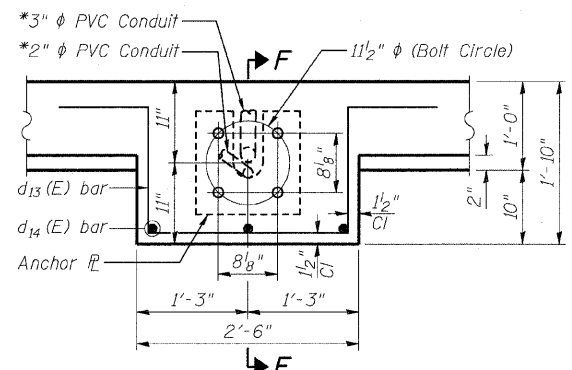
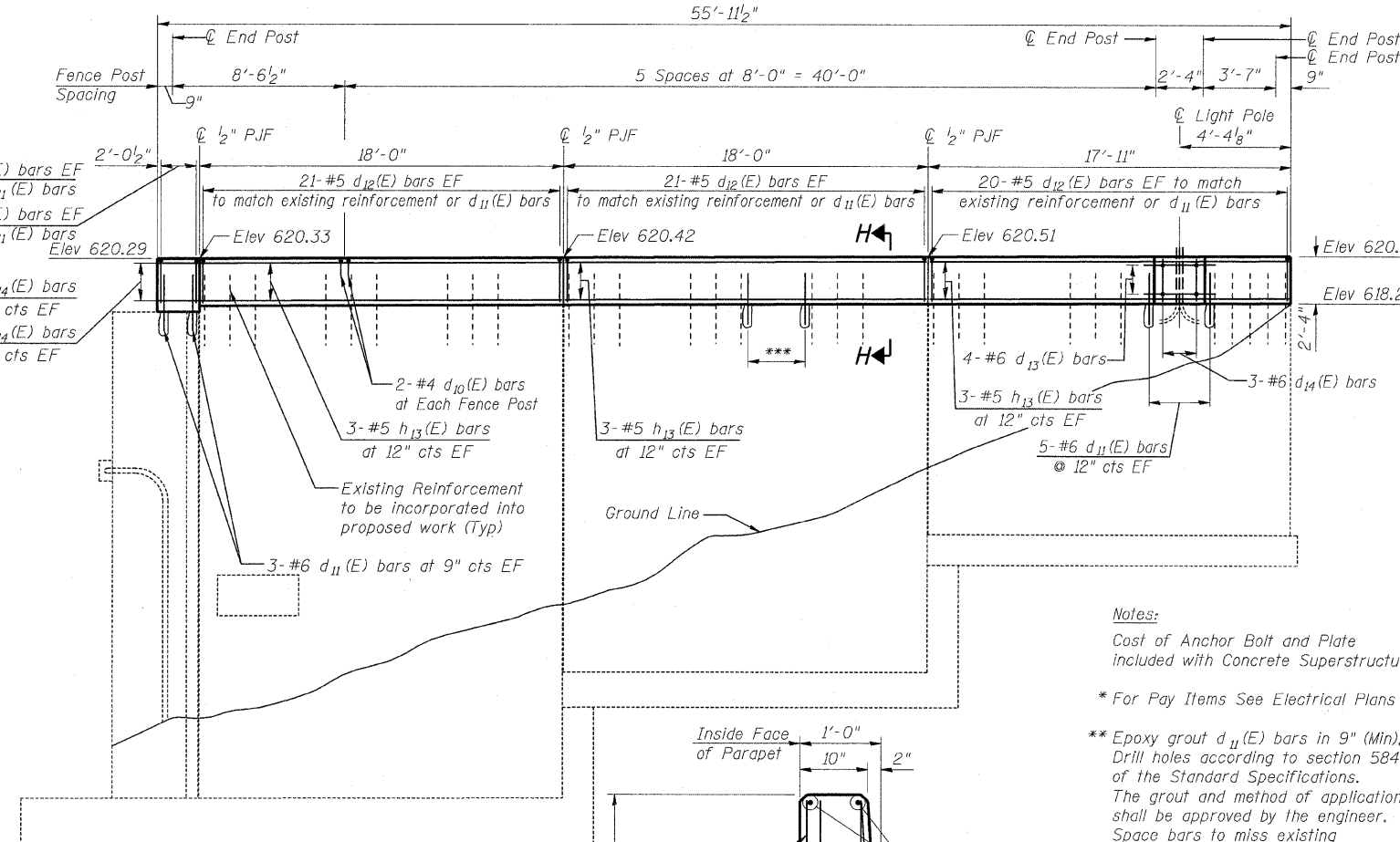
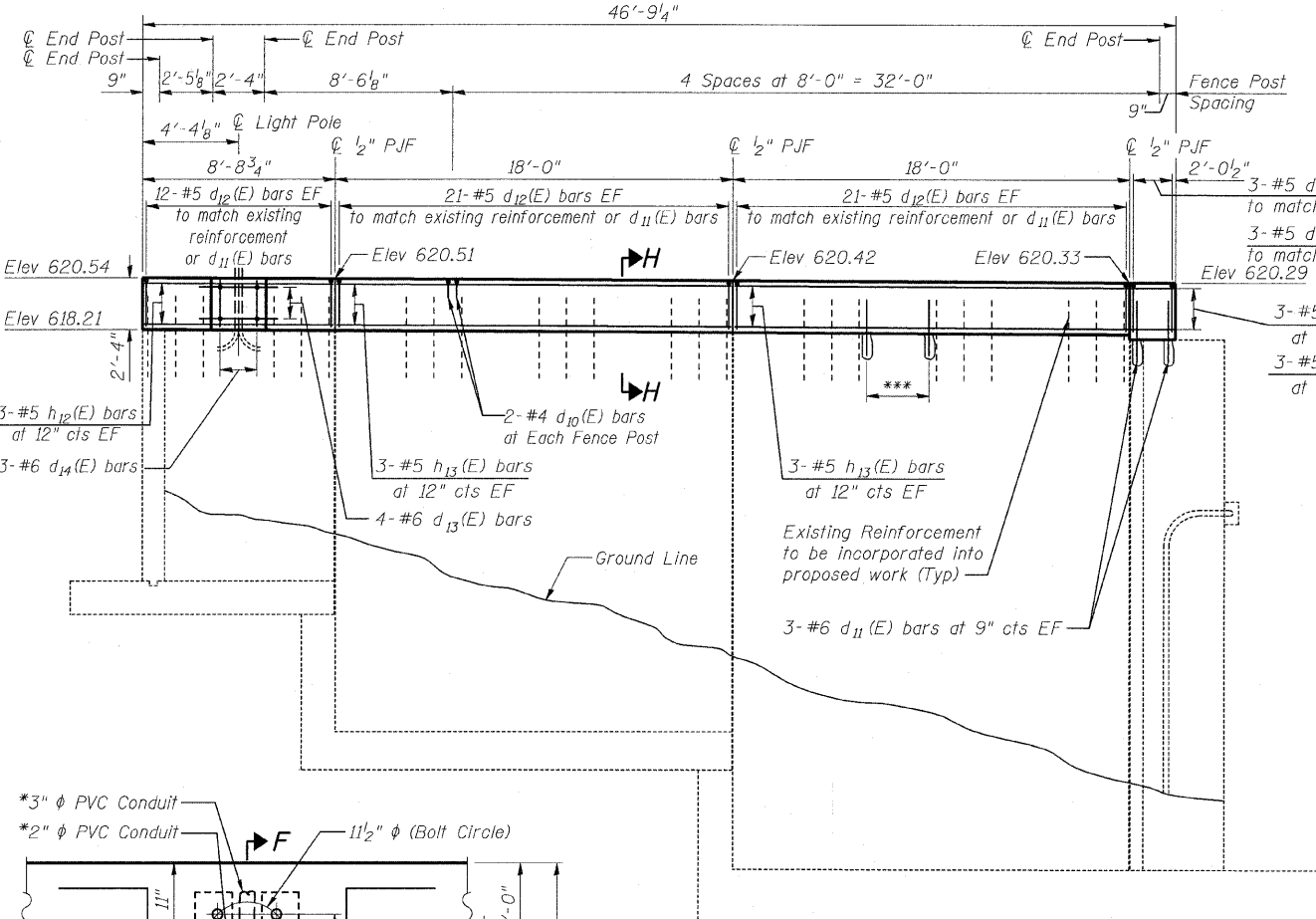
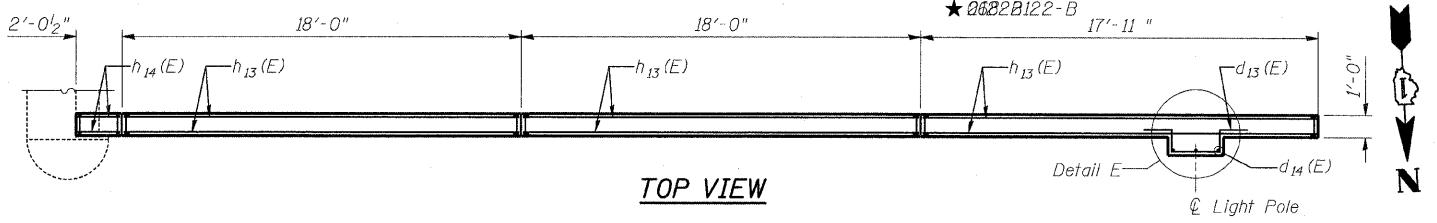
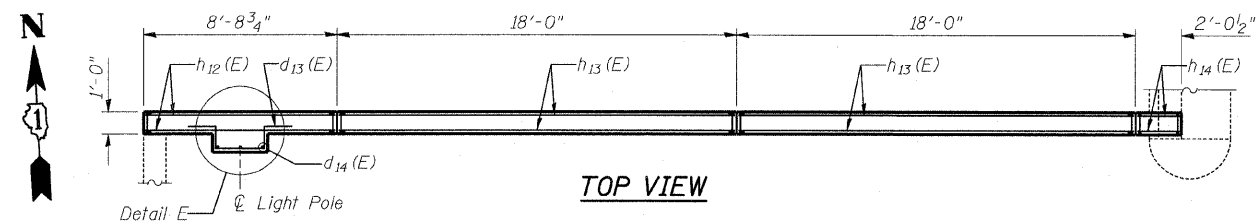
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | |
|-----------------------|---------|----------|-------------------|-----------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| F.A.I. 57 | ★ | COOK | 75 | 48 |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT- | |

SHEET NO. 22
32 SHEETS

Contract 60366
★ 0622B12-B



Notes:
Cost of Anchor Bolt and Plate included with Concrete Superstructure.
* For Pay Items See Electrical Plans
** Epoxy grout d₁₁(E) bars in 9" (Min). Drill holes according to section 584 of the Standard Specifications. The grout and method of application shall be approved by the engineer. Space bars to miss existing reinforcement. Cost of hole drilling and epoxy grouting is included with "Reinforcement Bars, Epoxy coated".
*** 4-#6 d₁₁(E) bars at 12" cts EF Typical between existing sets of rebar unless noted otherwise.

Illinois Firm Registration No. 04-00533
Stanley Consultants Inc.
6501 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
www.stanleygroup.com

WEST ABUTMENT WINGWALL ALTERATIONS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

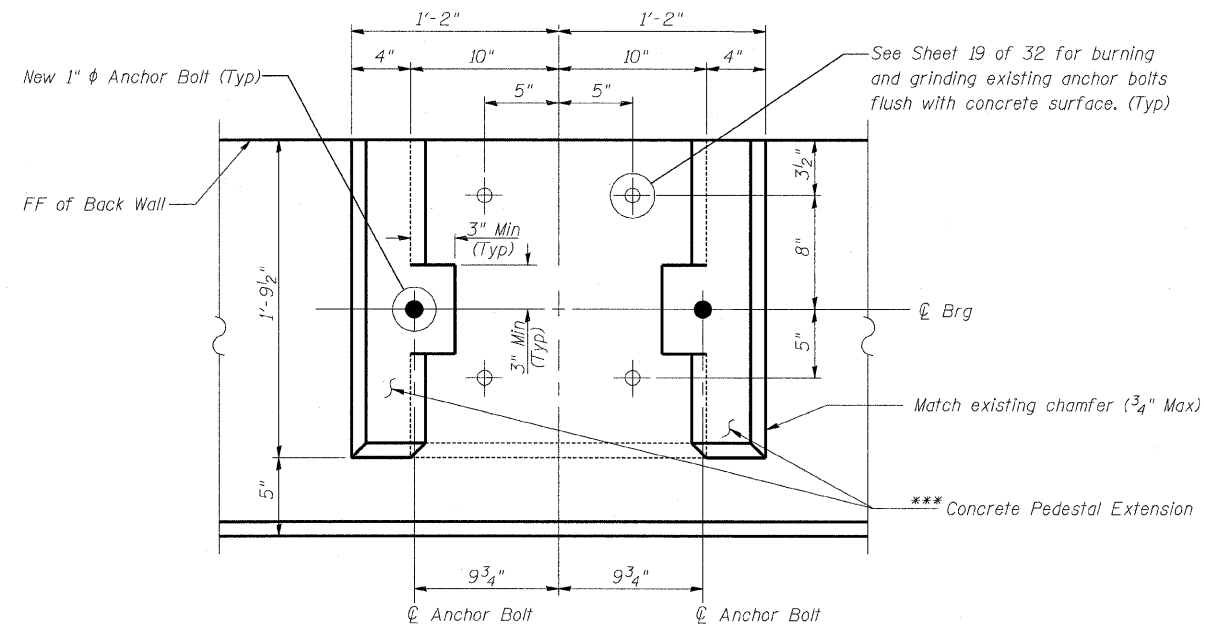
Existing 3" Rigid Steel Conduit
Existing 2" Rigid Steel Conduit

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15-JAN-2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

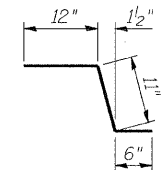
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|-----------|---------|--------|--------------|-----------|---------------------------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | SHEET NO. 23 32 SHEETS |
| F.A.I. 57 | ★ | COOK | 75 | 49 | |

Contract 60366
★ 2122B

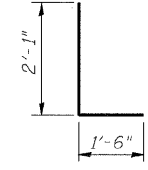


ANCHOR BOLT LAYOUT DETAIL C

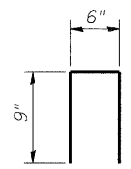
*** Remove existing bearing seat pedestal within 3" minimum around new anchor bolt location down to top of existing beam seat. Clean surface below concrete pedestal extension of debris, calcification deposits and any other foreign (non-concrete) material. Construct pedestal extension to locations shown level with existing concrete pedestal. If resulting surface is uneven, grind smooth. Cost included with Concrete Structures.



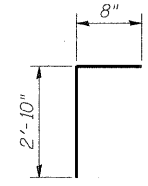
BAR c₁₁ (E)



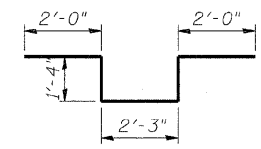
BAR d₁₄ (E)



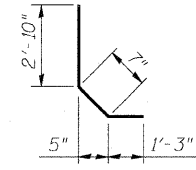
BAR d₁₀ (E)



BAR v₁₀ (E)



BARS d₁₃ (E)



BAR v₁₁ (E)

BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|----------------------------------|-------|------|--------|-------|
| c ₁₀ (E) | 4 | #5 | 7'-2" | — |
| c ₁₁ (E) | 4 | #5 | 2'-5" | — |
| c ₁₂ (E) | 8 | #5 | 3'-0" | — |
| d ₁₀ (E) | 34 | #4 | 2'-0" | — |
| d ₁₁ (E) | 134 | #6 | 2'-11" | — |
| d ₁₂ (E) | 244 | #5 | 2'-1" | — |
| d ₁₃ (E) | 8 | #6 | 8'-11" | — |
| d ₁₄ (E) | 6 | #6 | 3'-7" | — |
| h ₁₀ (E) | 22 | #5 | 32'-2" | — |
| h ₁₁ (E) | 8 | #6 | 32'-2" | — |
| h ₁₂ (E) | 6 | #5 | 8'-4" | — |
| h ₁₃ (E) | 30 | #5 | 17'-8" | — |
| h ₁₄ (E) | 12 | #5 | 1'-8" | — |
| h ₁₅ (E) | 32 | #5 | 2'-6" | — |
| v ₁₀ (E) | 66 | #4 | 3'-6" | — |
| v ₁₁ (E) | 66 | #4 | 4'-8" | — |
| v ₁₂ (E) | 132 | #4 | 3'-5" | — |
| v ₁₃ (E) | 50 | #5 | 3'-10" | — |
| v ₁₄ (E) | 66 | #4 | 3'-4" | — |
| Structure Excavation | Cu Yd | | 22.0 | |
| Concrete Structures | Cu Yd | | 17.0 | |
| Concrete Superstructure | Cu Yd | | 14.7 | |
| Protective Coat | Sq Yd | | 49 | |
| Reinforcement Bars, Epoxy Coated | Pound | | 4210 | |
| Bar Splicers | Each | | 65 | |
| Concrete Sealer | Sq Ft | | 509 | |

Notes:

- For location of Detail C, see Sheet 21 of 32.
- For details of Bar Splicers, see Sheet 31 of 32.

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Illinois Firm Registration No. B4-00533

Stanley Consultants Inc.
850 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
www.stanleygroup.com

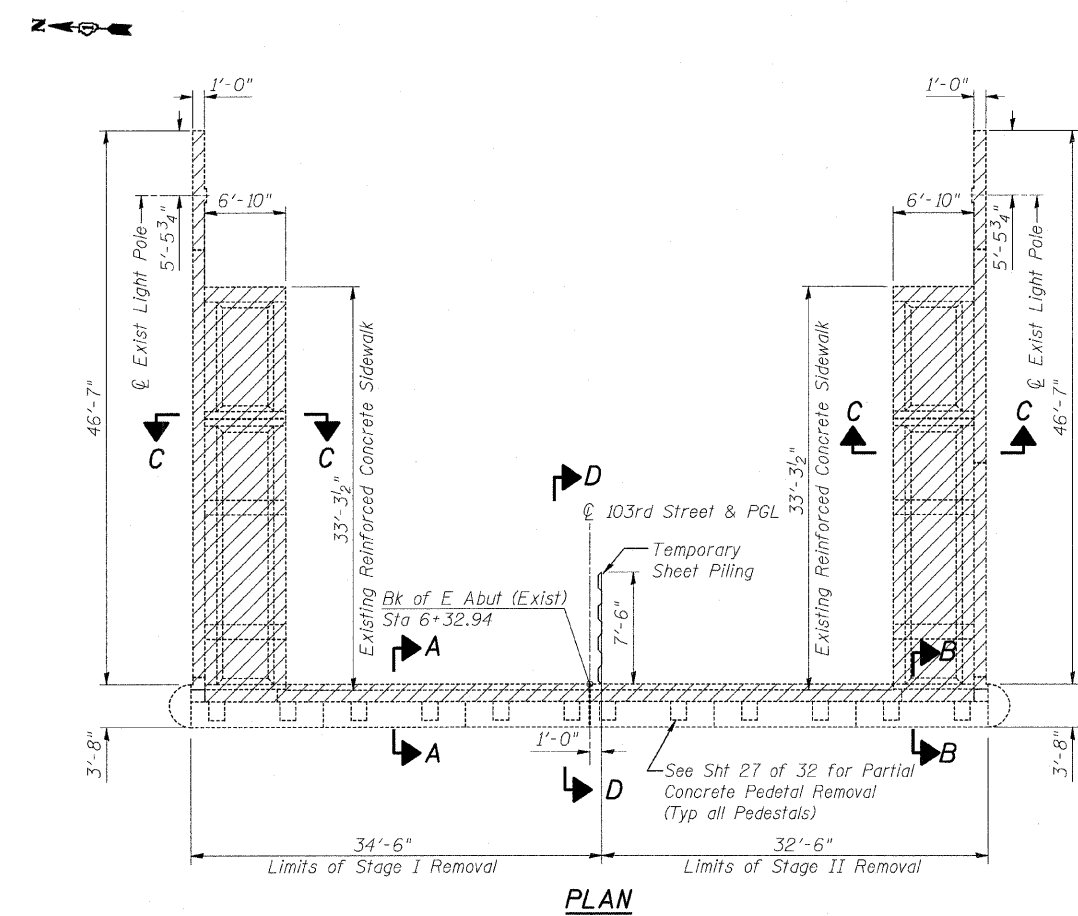
WEST ABUTMENT DETAILS
103RD STREET OVER
FAI RTE 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

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15 JAN 2009

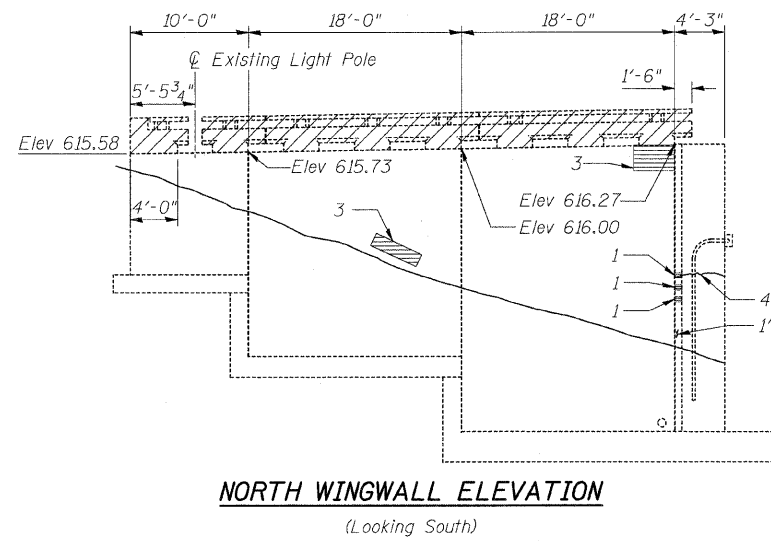
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|-----------------------|----------|-------------------|--------------|-----------|--------------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | SHEET NO. 24 |
| F.A.I. 57 | ★ | COOK | 75 | 50 | 32 SHEETS |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT- | | | |

Contract 60366
★ 2122B

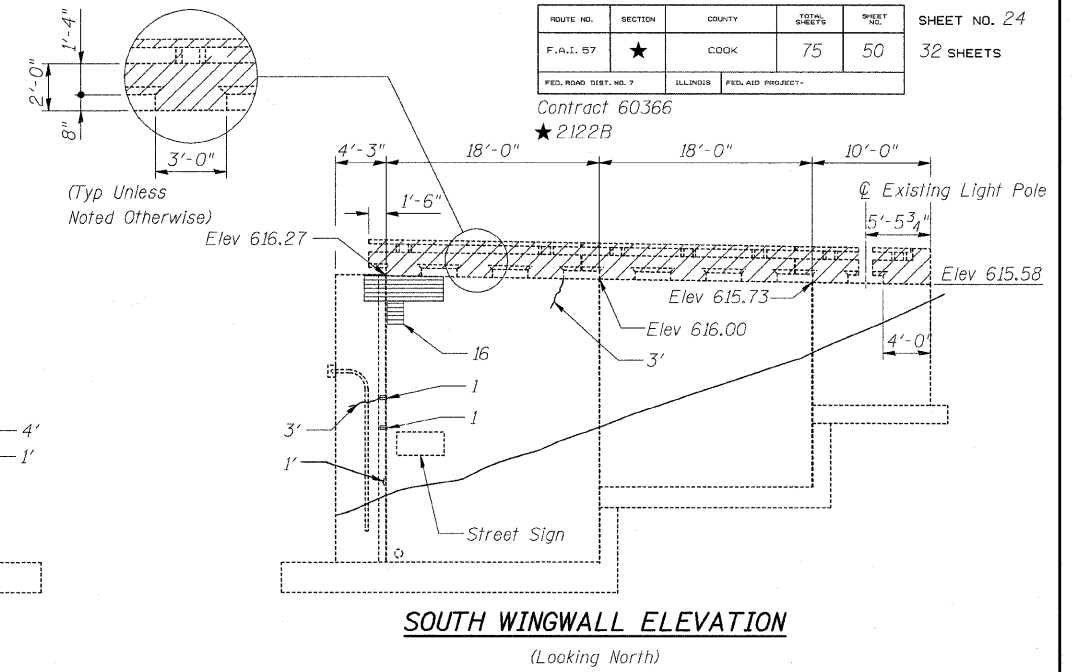


PLAN



NORTH WINGWALL ELEVATION

(Looking South)



SOUTH WINGWALL ELEVATION

(Looking North)

Notes:

- Existing vertical and horizontal reinforcement bars projecting from the abutment and wingwalls are to remain in place. Existing reinforcement shall be sandblasted clean, straightened and incorporated into the new construction. Cost included with Concrete Removal.
- Repair of the existing abutment shall include but not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer at the time of construction.
- If removal and remounting of the existing nameplate is required to facilitate concrete repair, payment will not be made separately, but shall be included with the payment for Structural Repair of Concrete.

Legend

- Indicates Limits of Concrete Removal
- Indicates Limits of Structural Repair of Concrete
- Indicates Length of Epoxy Crack Injection

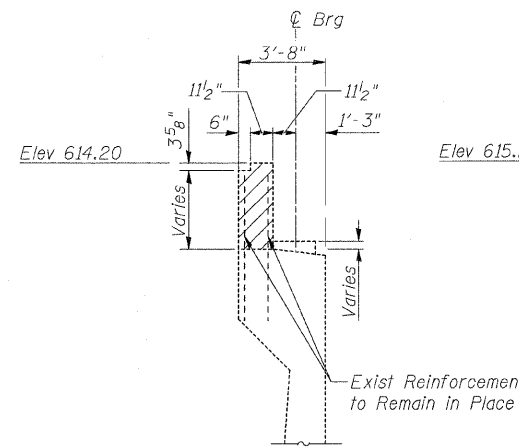
BILL OF MATERIAL

| ITEM | UNIT | QUANTITY |
|--|-------|----------|
| Concrete Removal | Cu Yd | 32 |
| Temporary Sheet Piling | Sq Ft | 116 |
| Epoxy Crack Injection | Foot | 22 |
| Structural Repair of Concrete (Depth Greater than 5") | Sq Ft | 22 |
| Structural Repair of Concrete (Depth Equal to or Less than 5") | Sq Ft | 201 |

Illinois Firm Registration No. 84-00533

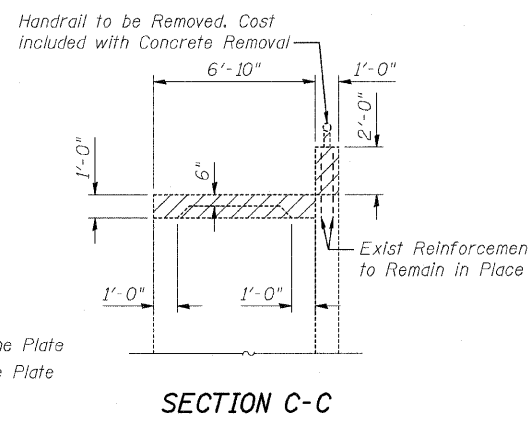
Stanley Consultants INC.
850 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
www.stanleygrp.com

EAST ABUTMENT REMOVAL & REPAIRS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

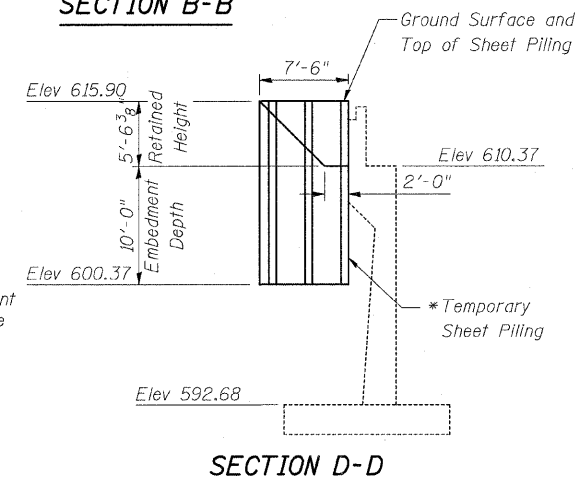


SECTION A-A

SECTION B-B



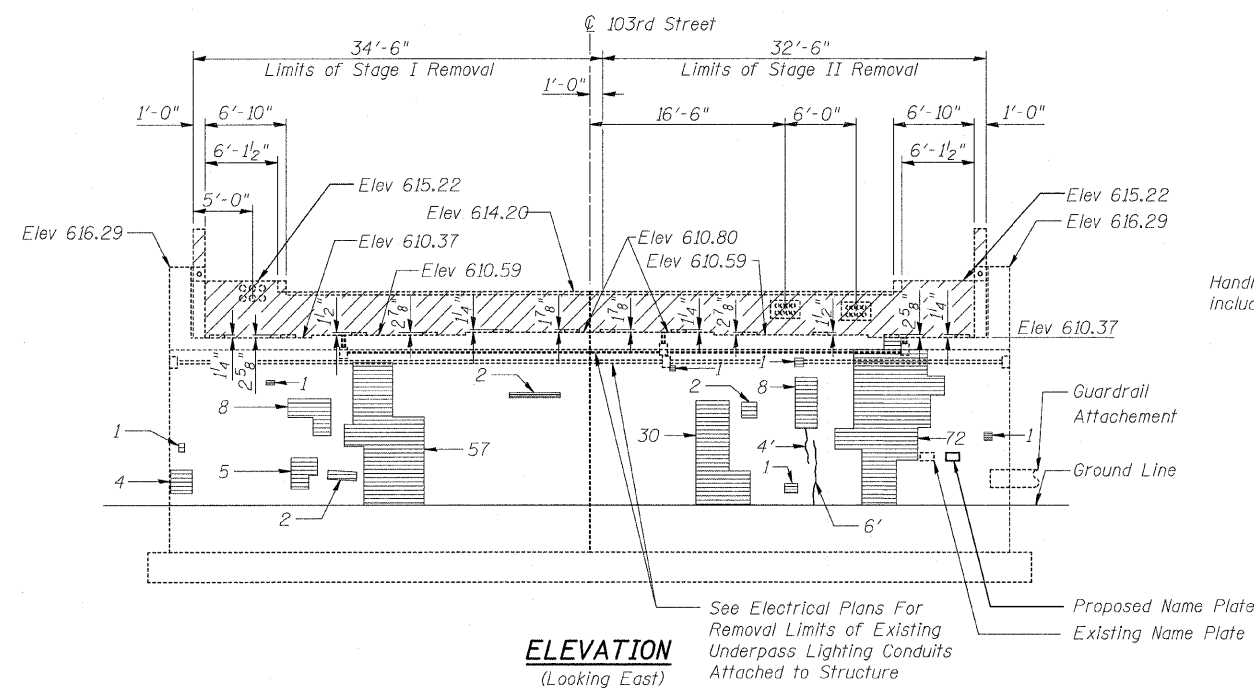
SECTION C-C



SECTION D-D

* Minimum required section modulus is 4.1 in³/ft.

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.



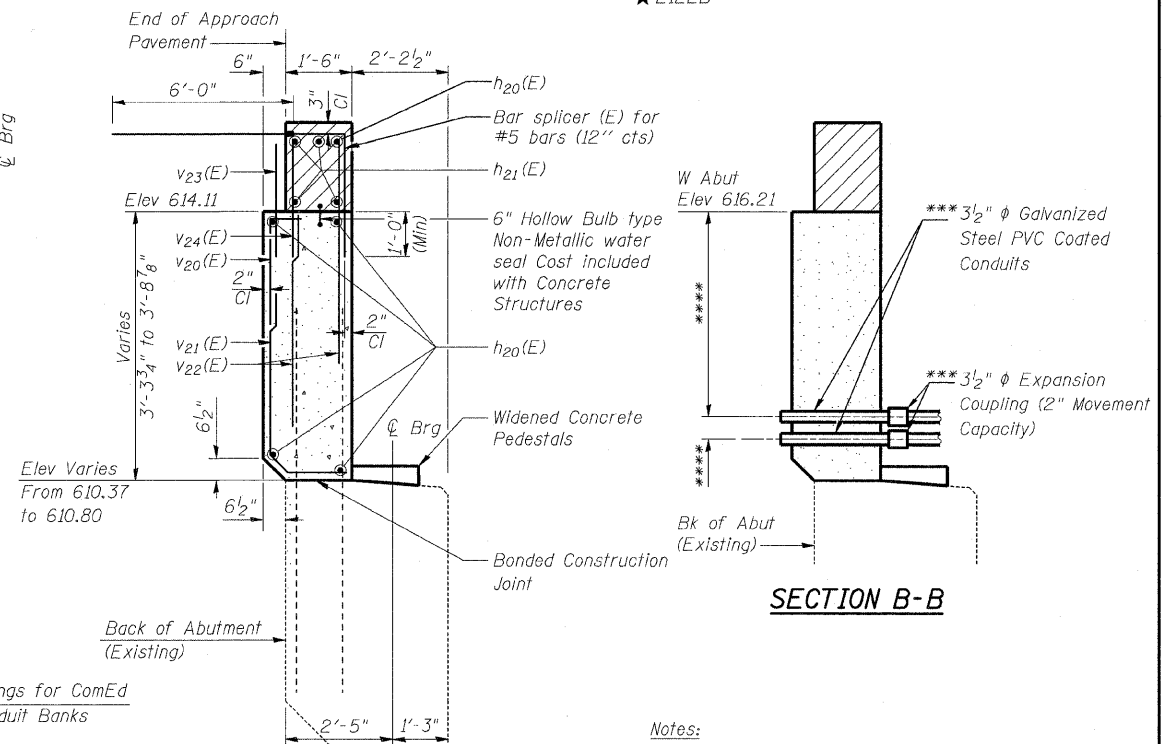
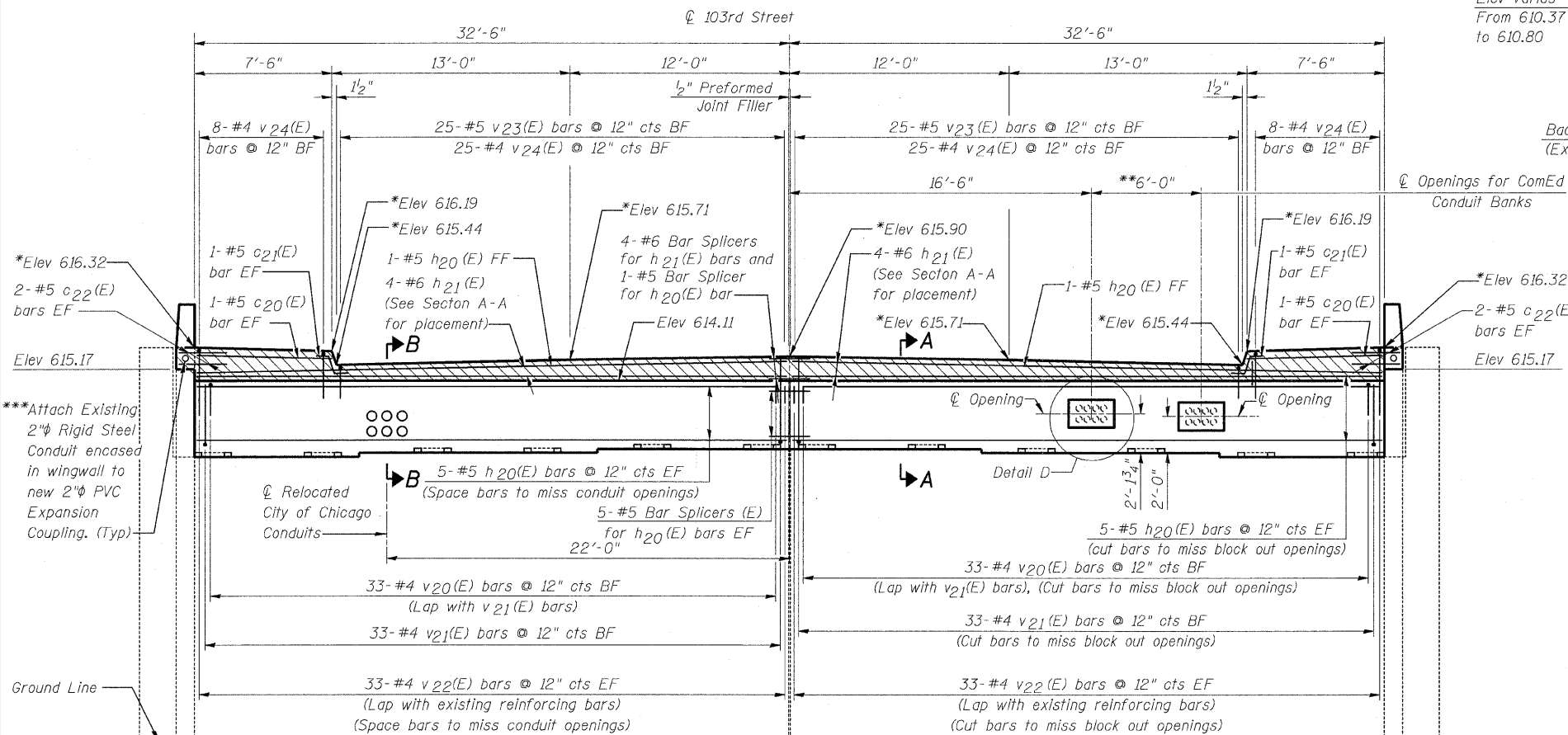
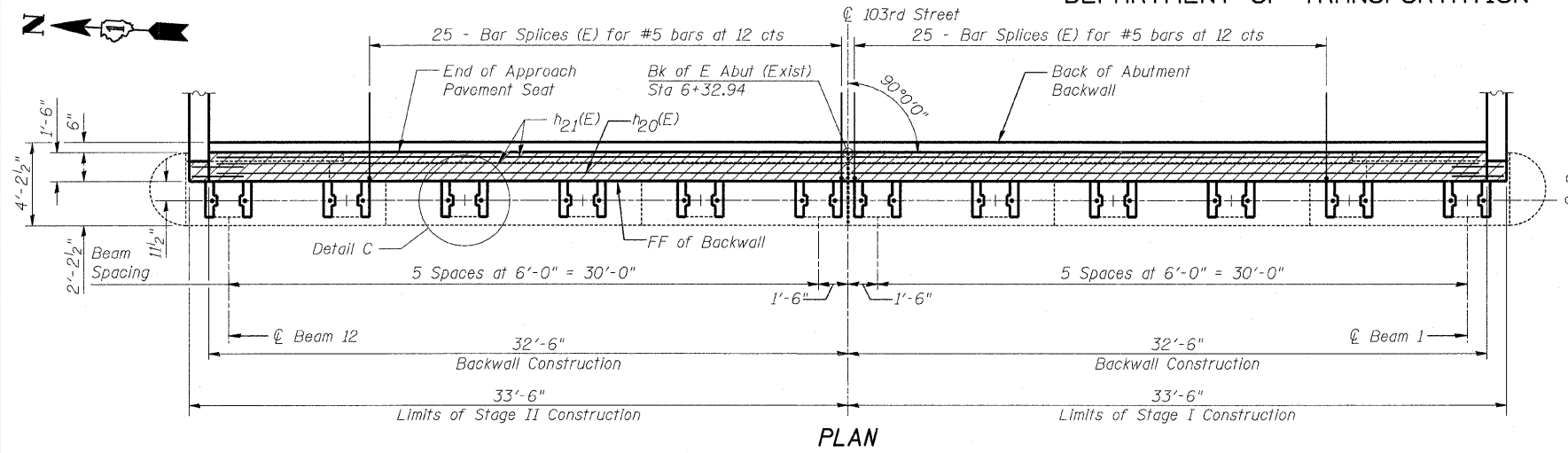
ELEVATION

(Looking East)

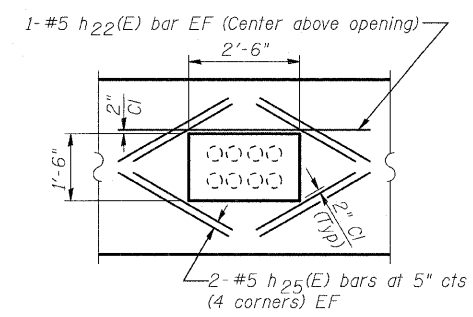
| | |
|----------|--------------|
| DESIGNED | AAA |
| CHECKED | DSE |
| DRAWN | RD |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|---------------------------|---------|----------|------------------|-----------|---------------------------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | SHEET NO. 25 32 SHEETS |
| F.A.I. 57 | ★ | COOK | 75 | 51 | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT | | |
| Contract 60366 ★ 2122B | | | | | |



- Notes:**
- Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.
 - For Detail C, See Sht 27 of 32.
 - Apply Concrete Sealer to front face of backwall, top of existing beam seat and top and sides of widened concrete pedestals.
- * Elevations are taken at Back of Abutment (Existing).
- ** See note on the deck cross-section on Sht 9 to 32 and adjust location of opening if needed.
- *** See Electrical Plans for Payment.
- **** Vertical location of conduit to be set in field.



EF = Each Face
FF = Front Face
BF = Back Face

Min Bar Lap
#4 = 1'-4"
#5 = 1'-8"
#6 = 2'-0"

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Illinois Fire Registration No. 84-00533

Stanley Consultants Inc.
850 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
www.stanleygroup.com

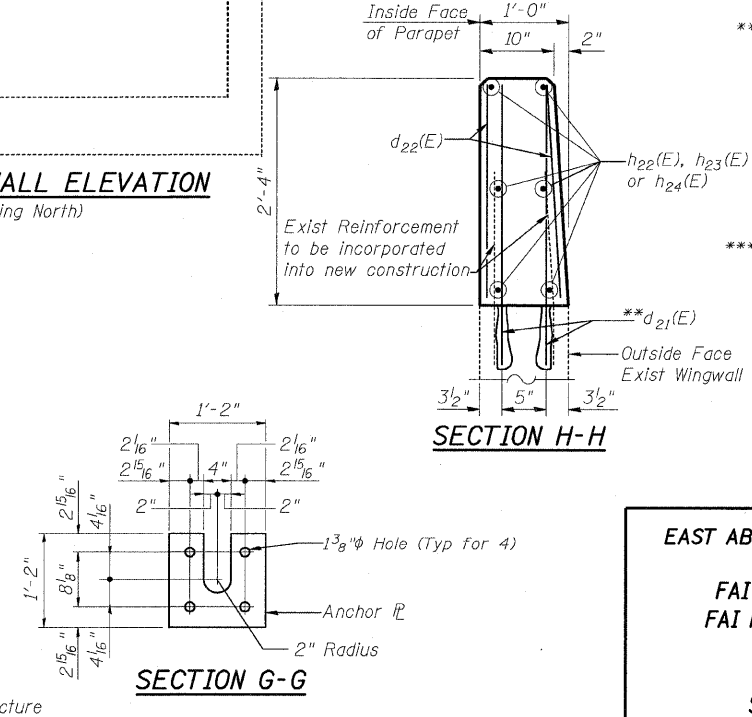
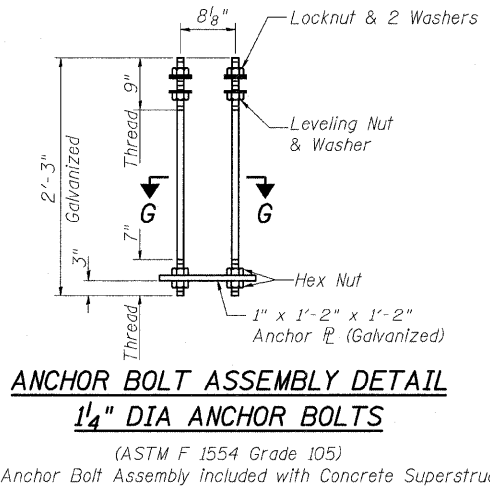
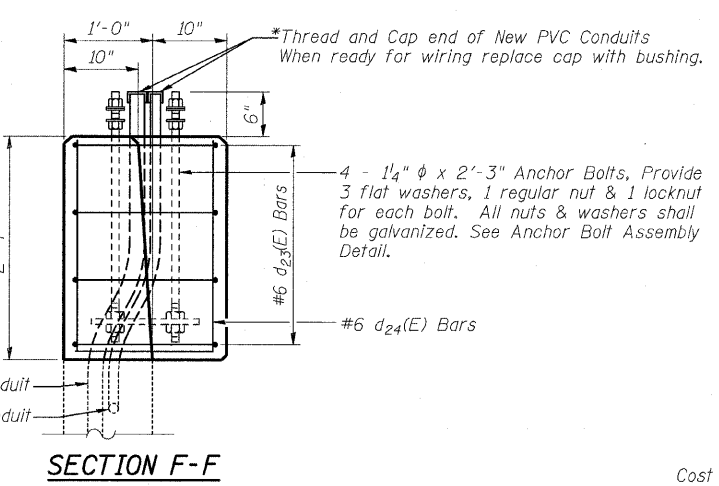
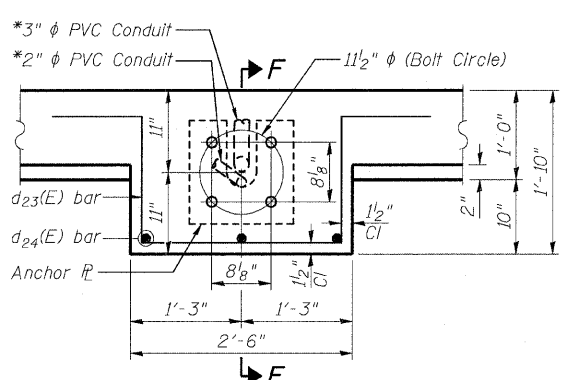
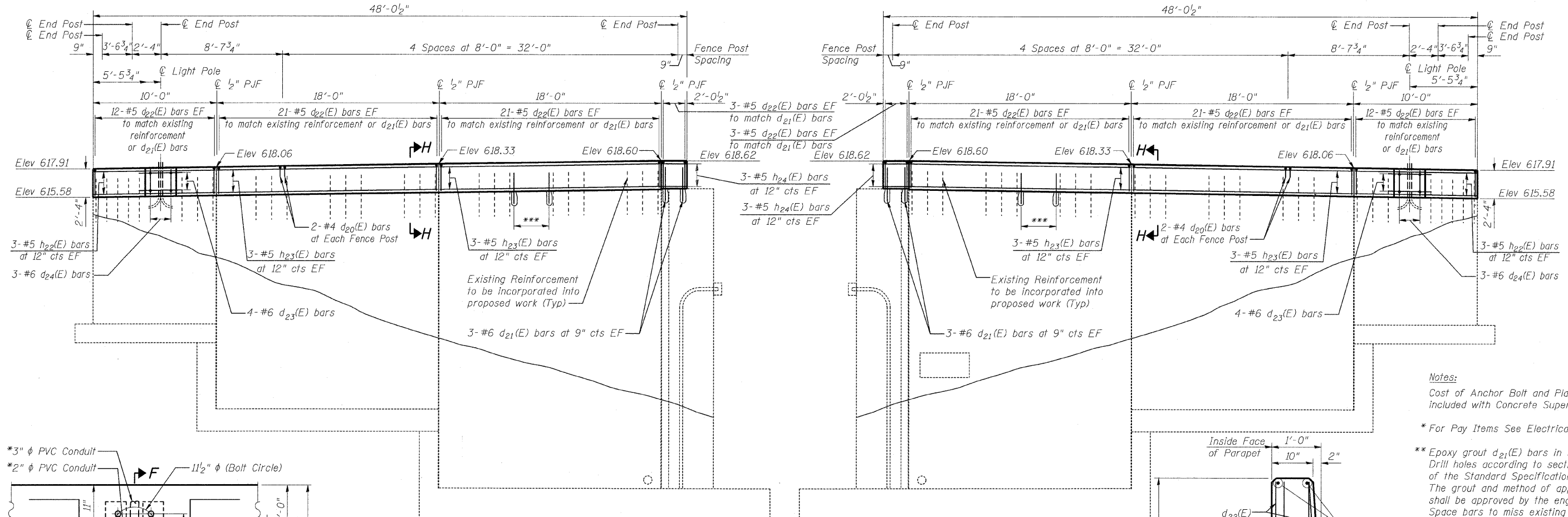
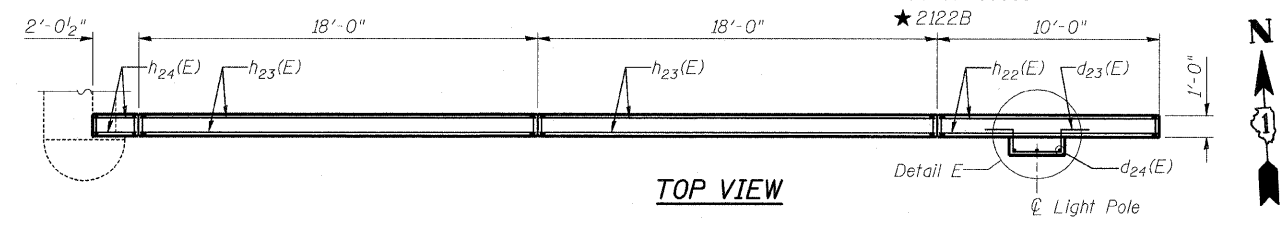
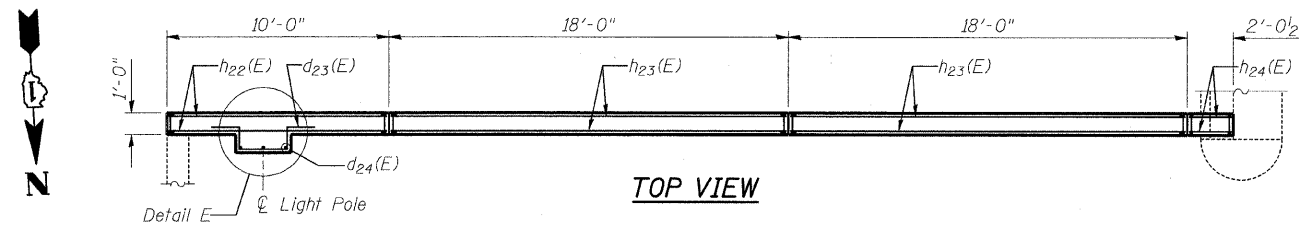
**EAST ABUTMENT ALTERATIONS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127**

9:\5555\02-103\sh1\sb00225.dgn 05-JAN-2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|-----------------------|---------|--------|------|-------|---------------------------|
| ROUTE NO. | SECTION | COUNTY | STA. | SHEET | SHEET NO. 26 32 SHEETS |
| F.A.I. 57 | ★ | COOK | 75 | 52 | |
| FED. ROAD DIST. NO. 7 | | | | | |

Contract 60366
★ 2122B



Notes:
Cost of Anchor Bolt and Plate included with Concrete Superstructure.
* For Pay Items See Electrical Plans
** Epoxy grout d₂₁(E) bars in 9" (Min). Drill holes according to section 584 of the Standard Specifications. The grout and method of application shall be approved by the engineer. Space bars to miss existing reinforcement. Cost of hole drilling and epoxy grouting is included with "Reinforcement Bars, Epoxy coated".
*** 4-#6 d₂₁(E) bars at 12" cts EF Typical between existing sets of rebar unless noted otherwise.

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Existing 3" φ Rigid Steel Conduit
Existing 2" φ Rigid Steel Conduit

Illinois Firm Registration No. 04-00533
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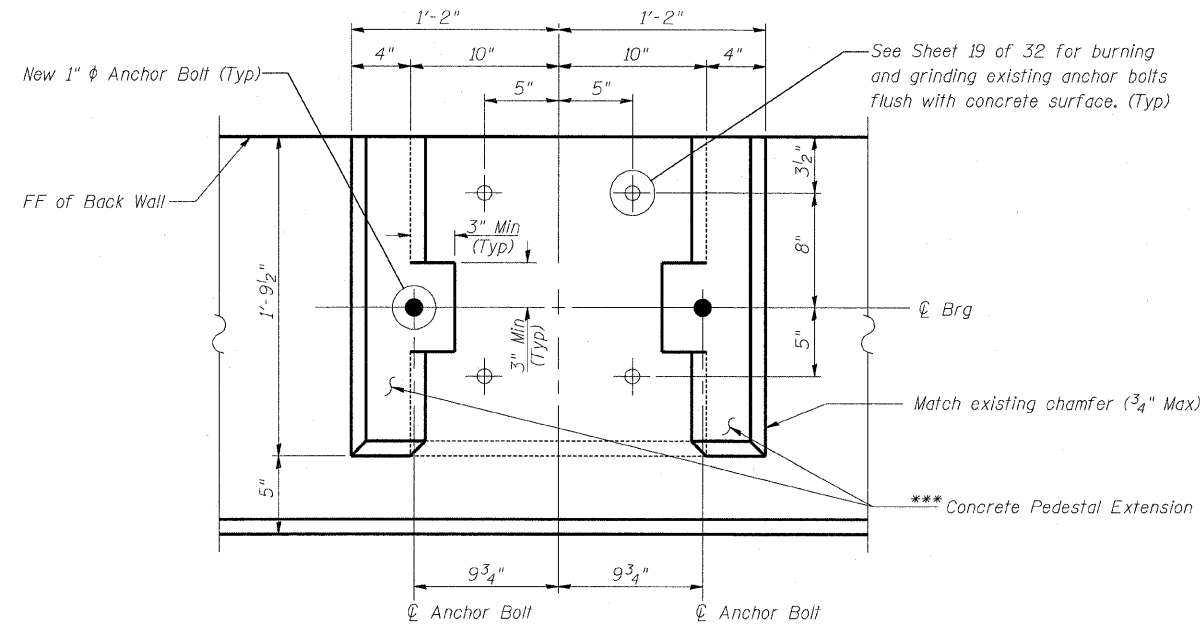
EAST ABUTMENT WINGWALL ALTERATIONS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

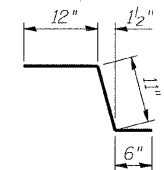
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| ROUTE NO. | SECTION | COUNTY | STA. SHEETS | SHEET NO. | SHEET NO. 27 32 SHEETS |
| F.A.I. 57 | ★ | COOK | 75 53 | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT- | | |

Contract 60366
★ 2122B

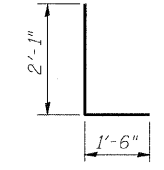


ANCHOR BOLT LAYOUT DETAIL C

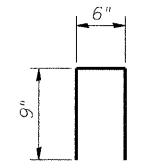
*** Remove existing bearing seat pedestal within 3" minimum around new anchor bolt location down to top of existing beam seat. Clean surface below concrete pedestal extension of debris, calcification deposits and any other foreign (non-concrete) material. Construct pedestal extension to locations shown level with existing concrete pedestal. If resulting surface is uneven, grind smooth. Cost included with Concrete Structures.



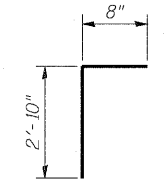
BAR c21(E)



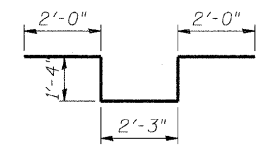
BAR d24(E)



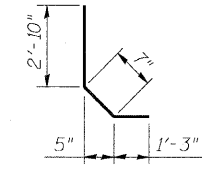
BAR d20(E)



BAR v20(E)



BARS d23(E)



BAR v21(E)

BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|-------|--------|-------|
| c20(E) | 4 | #5 | 7'-2" | — |
| c21(E) | 4 | #5 | 2'-5" | — |
| c22(E) | 8 | #5 | 3'-0" | — |
| d20(E) | 32 | #4 | 2'-0" | □ |
| d21(E) | 124 | #6 | 2'-11" | — |
| d22(E) | 228 | #5 | 2'-1" | — |
| d23(E) | 8 | #6 | 8'-11" | — |
| d24(E) | 6 | #6 | 3'-7" | — |
| h20(E) | 22 | #5 | 32'-2" | — |
| h21(E) | 8 | #6 | 32'-2" | — |
| h22(E) | 12 | #5 | 9'-8" | — |
| h23(E) | 24 | #5 | 17'-8" | — |
| h24(E) | 12 | #5 | 1'-8" | — |
| h25(E) | 32 | #5 | 2'-6" | — |
| v20(E) | 66 | #4 | 3'-6" | — |
| v21(E) | 66 | #4 | 4'-8" | — |
| v22(E) | 132 | #4 | 3'-5" | — |
| v23(E) | 50 | #5 | 3'-10" | — |
| v24(E) | 66 | #4 | 3'-4" | — |
| Structure Excavation | | Cu Yd | 22.0 | |
| Concrete Structures | | Cu Yd | 17.0 | |
| Concrete Superstructure | | Cu Yd | 14.2 | |
| Protective Coat | | Sq Yd | 47 | |
| Reinforcement Bars, Epoxy Coated | | Pound | 4090 | |
| Bar Splicers | | Each | 65 | |
| Concrete Sealer | | Sq Ft | 511 | |

Notes:

- For location of Detail C, see Sheet 25 of 32.
- For details of Bar Splicers, see Sheet 31 of 32.

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Illinois Firm Registration No: 084-008533

8501 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
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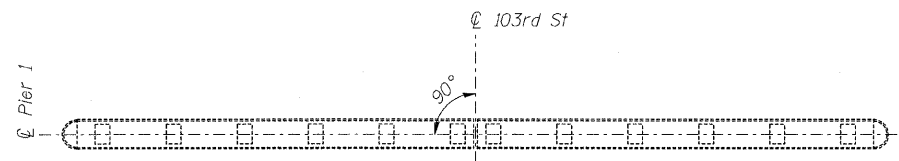
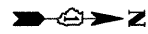
EAST ABUTMENT DETAILS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

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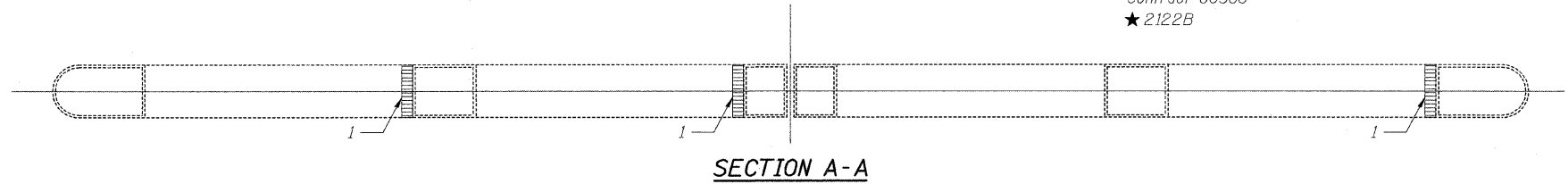
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|-----------------------|----------|-------------------|--------------|-----------|--------------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | SHEET NO. 28 |
| F.A.I. 57 | ★ | COOK | 75 | 54 | 32 SHEETS |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT- | | | |

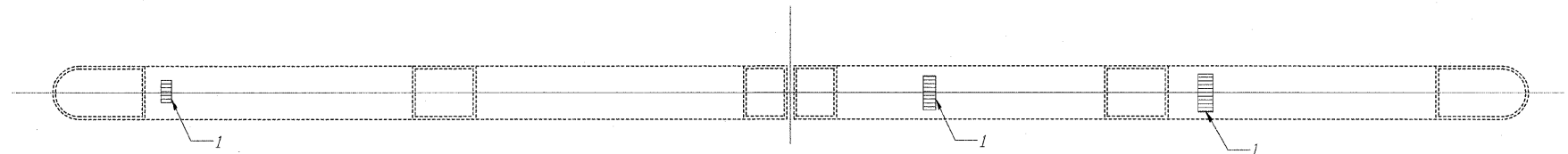
Contract 60366
★ 2122B



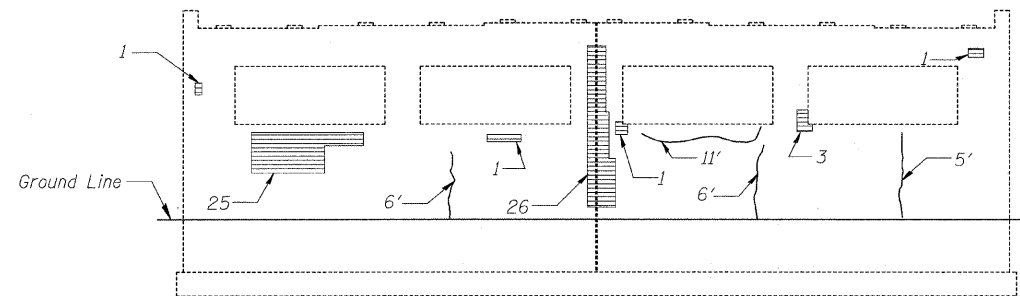
TOP VIEW



SECTION A-A

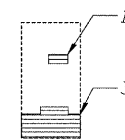


SECTION B-B

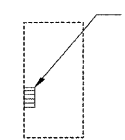


EAST ELEVATION

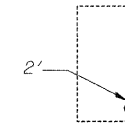
(Looking West)



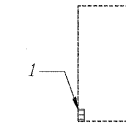
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

Notes:

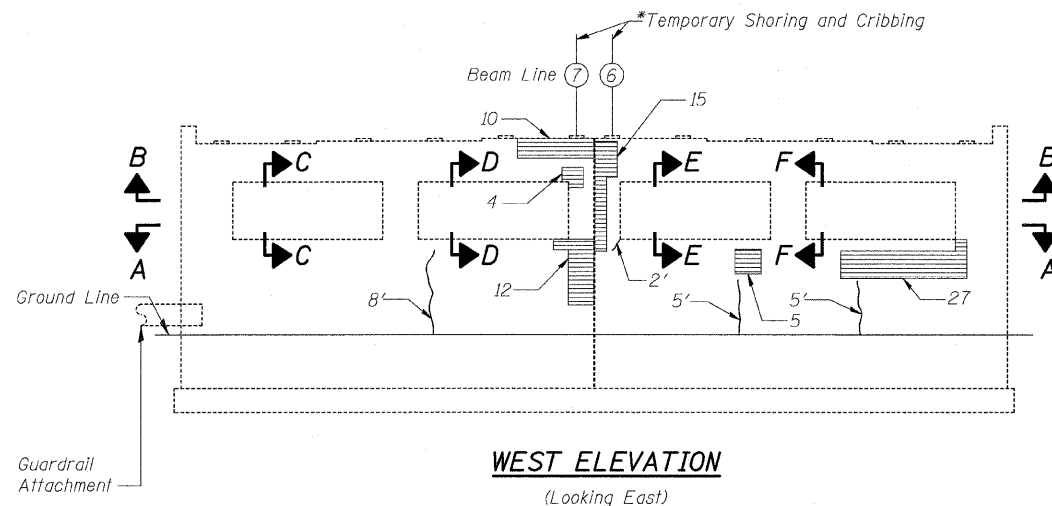
1. Repair of the existing Pier shall include but not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer at the time of construction.
 2. All Areas are in Square Feet.
 3. All Crack Lengths are in Feet.
- * Temporary Shoring and Cribbing is anticipated at Beam Lines 6 and 7 as shown to support beams during substructure repairs.

Legend

- ▨ Indicates Limits of Structural Repair of Concrete
- 2' Indicates Length of Epoxy Crack Injection

BILL OF MATERIAL

| ITEM | UNIT | QUANTITY |
|--|-------|----------|
| Epoxy Crack Injection | Foot | 50 |
| Structural Repair of Concrete (Depth Greater than 5") | Sq Ft | 14 |
| Structural Repair of Concrete (Depth Equal to or Less than 5") | Sq Ft | 129 |
| Temporary Shoring and Cribbing | Each | 2 |



WEST ELEVATION

(Looking East)

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RD |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

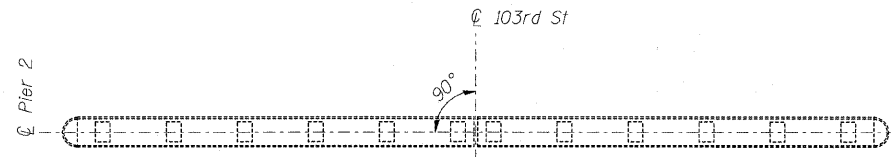
Illinois Firm Registration No. 04-00533

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www.stanleygroup.com

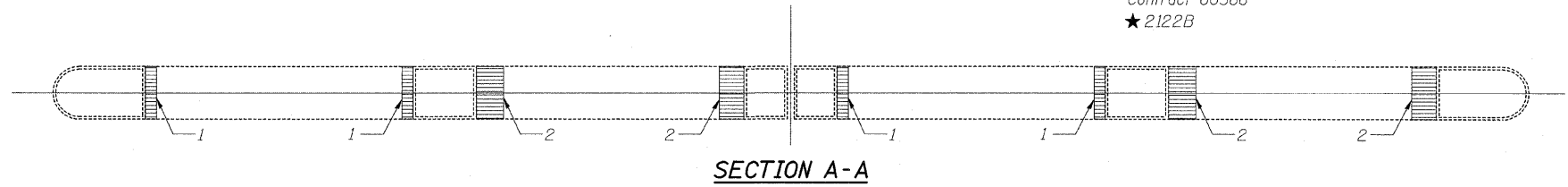
PIER 1 REPAIRS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

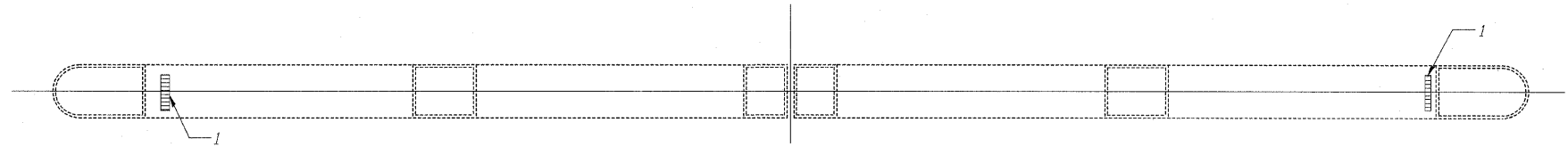
| | | | | | |
|---------------------------|---------|----------|-------------------|-----------|--------------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | SHEET NO. 29 |
| F.A.I. 57 | ★ | COOK | 75 | 55 | 32 SHEETS |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT- | | |
| Contract 60366 ★ 2122B | | | | | |



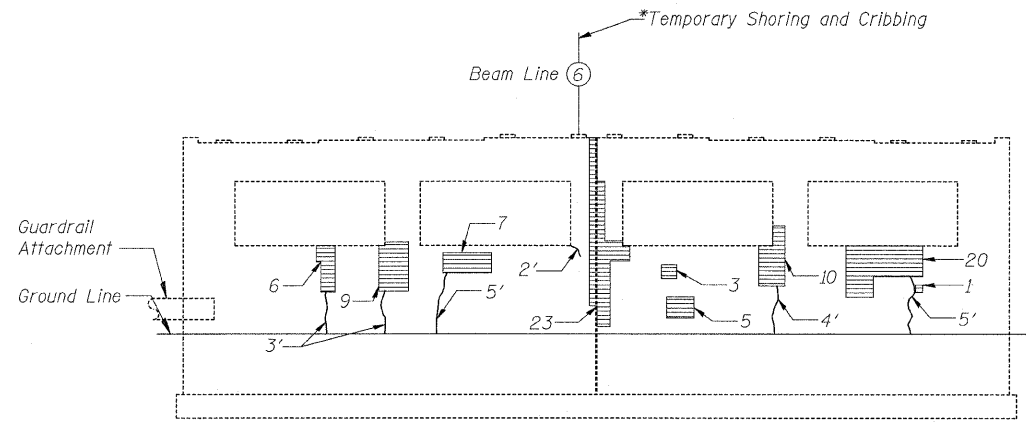
TOP VIEW



SECTION A-A

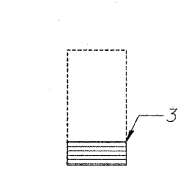


SECTION B-B

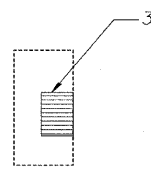


EAST ELEVATION

(Looking West)



SECTION C-C



SECTION D-D

Notes:

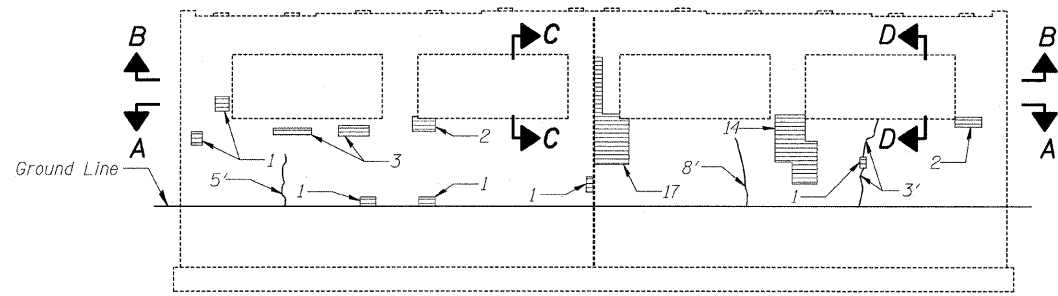
1. Repair of the existing Pier shall include but not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer at the time of construction.
 2. All Areas are in Square Feet.
 3. All Crack Lengths are in Feet.
- * Temporary Shoring and Cribbing is anticipated at Beam Line 6 as shown to support beams during substructure repairs.

Legend

- Indicates Limits of Structural Repair of Concrete
- Indicates Length of Epoxy Crack Injection

BILL OF MATERIAL

| ITEM | UNIT | QUANTITY |
|--|-------|----------|
| Epoxy Crack Injection | Foot | 41 |
| Structural Repair of Concrete (Depth Greater than 5") | Sq Ft | 15 |
| Structural Repair of Concrete (Depth Equal to or Less than 5") | Sq Ft | 136 |
| Temporary Shoring and Cribbing | Each | 1 |



WEST ELEVATION

(Looking East)

| | |
|----------|--------------|
| DESIGNED | NDR |
| CHECKED | DSE |
| DRAWN | RD |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

Illinois Firm Registration No. 04-00533

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PIER 2 REPAIRS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

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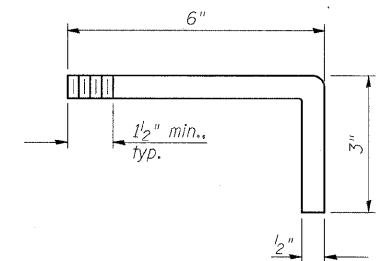
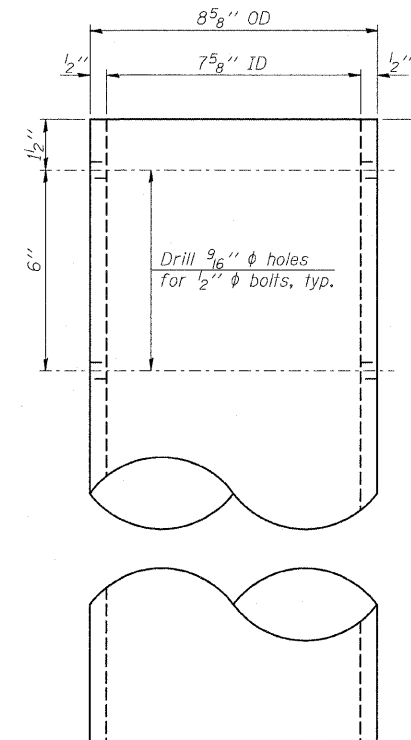
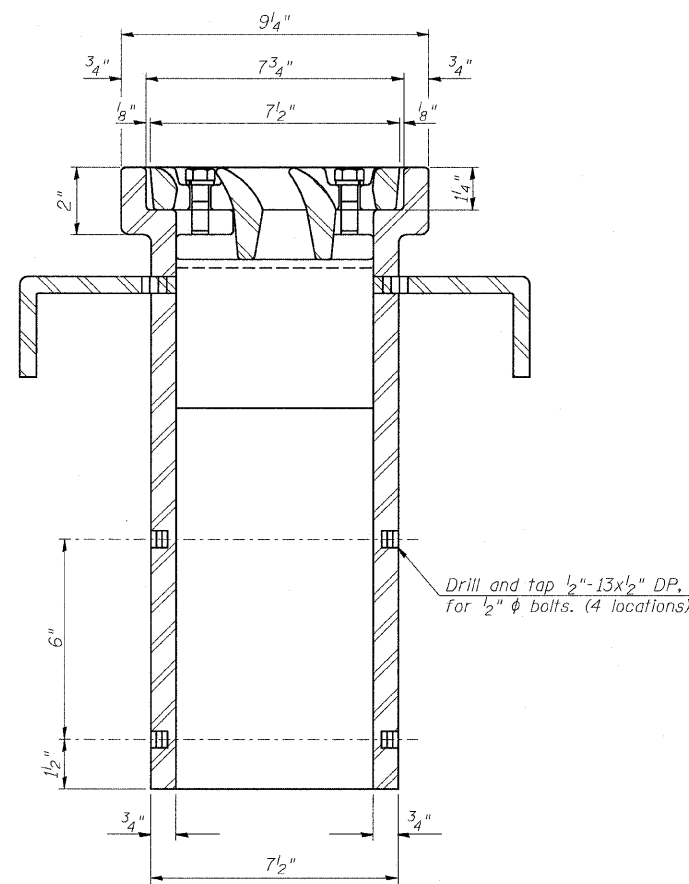
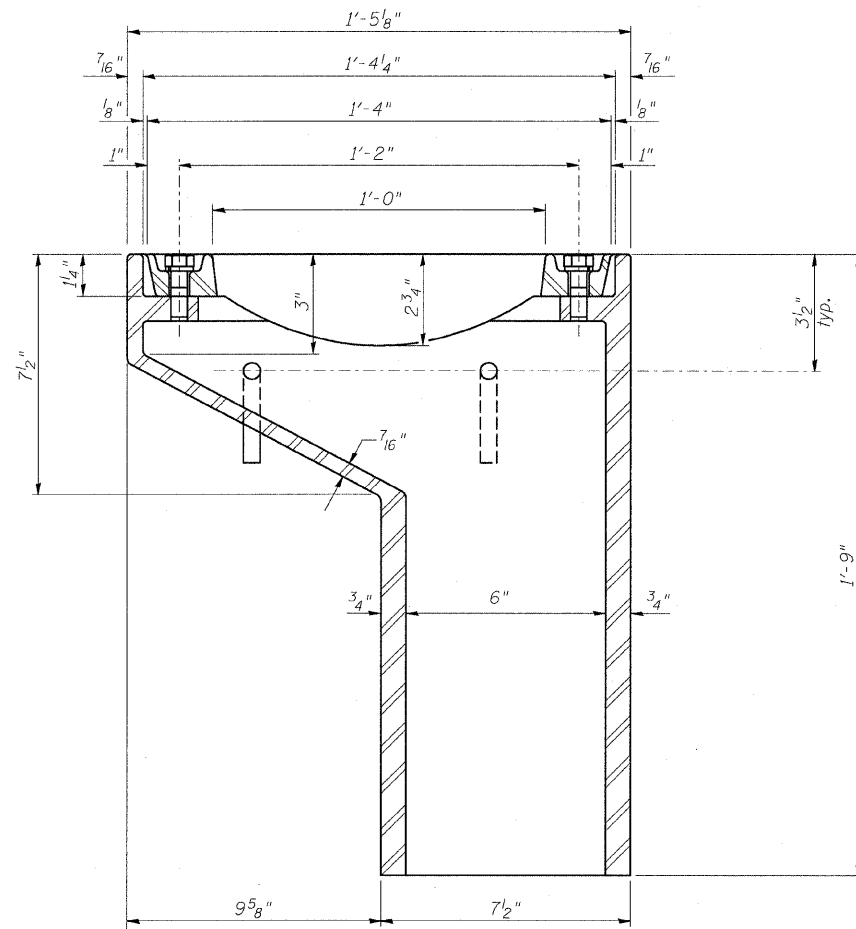
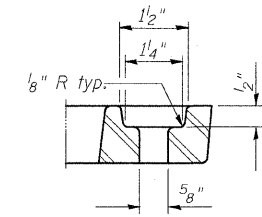
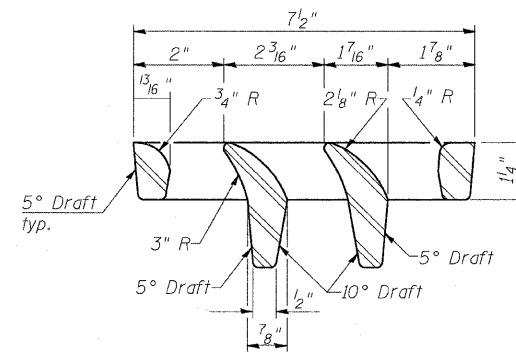
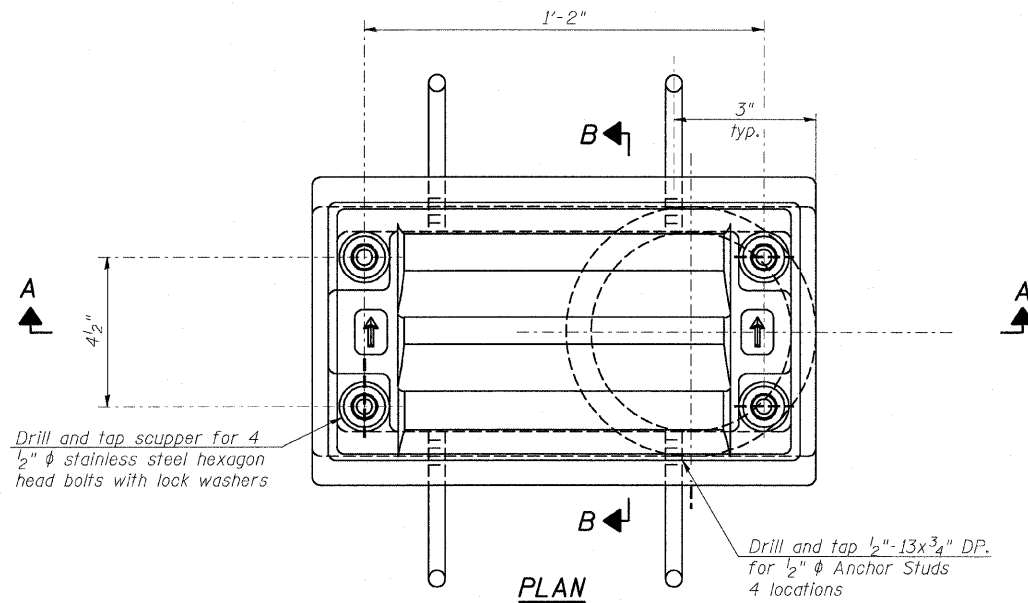
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|-----------------------|---------|----------|-------------------|-----------|---------------------------|
| ROUTE NO. | SECTION | COUNTY | SHEET NO. | SHEET NO. | SHEET NO. 30 32 SHEETS |
| F.A.I. 57 | ★ | COOK | 75 | 56 | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT- | | |

Contract 60366
★ 2122B

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.
Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



BILL OF MATERIAL

| ITEM | UNIT | QUANTITY |
|-------------------------|------|----------|
| Drainage Scupper, DS-11 | Each | 4 |

| | |
|----------|--------------|
| DESIGNED | --- |
| CHECKED | NDR |
| DRAWN | RTT |
| CHECKED | NDR |
| DATE | JAN 16, 2009 |

DS-11 10-1-08

Illinois Firm Registration No: 04-00533

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www.stanleygroup.com

DRAINAGE SCUPPER DS-11
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

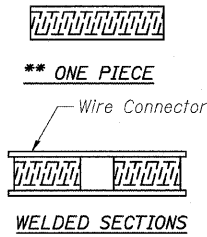
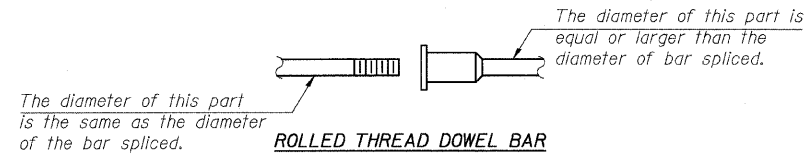
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|-----------------------|----------|-------------------|--------------|-----------|---------------------------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | SHEET NO. 31 32 SHEETS |
| F.A.I. 57 | ★ | COOK | 75 | 57 | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT- | | | |

Contract 60366
★ 2122B

NOTES

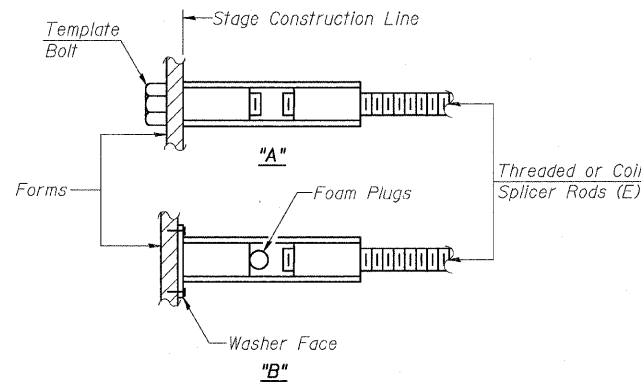
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
All reinforcement bars shall be lapped and tied to the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

- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
 - ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_t$
(Tension in kips)
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete



BAR SPLICER ASSEMBLY ALTERNATIVES

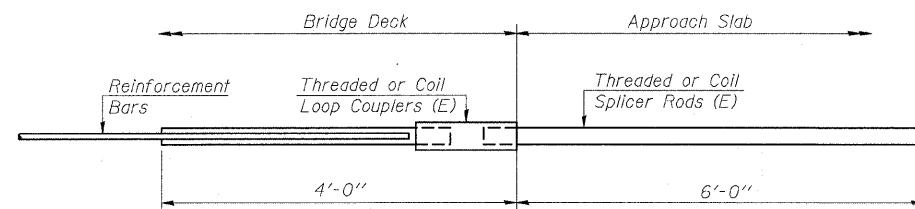
**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



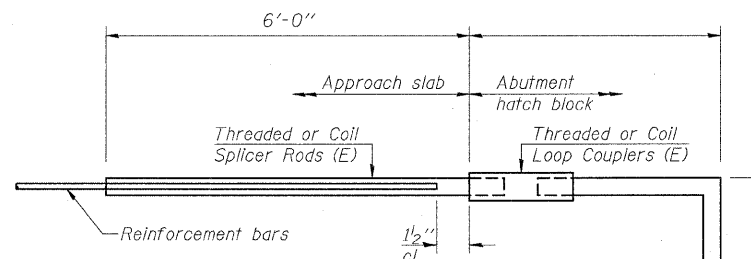
INSTALLATION AND SETTING METHODS

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

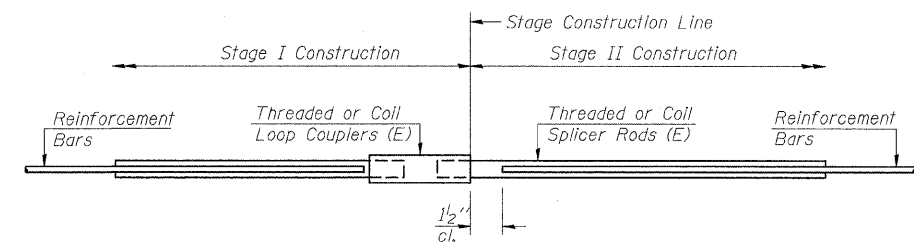
| BAR SPLICER ASSEMBLIES | | | |
|------------------------|---------------------------------|------------------------------|---------------------------------------|
| Bar Size to be Spliced | Splicer Rod or Dowel Bar Length | Strength Requirements | |
| | | Min. Capacity kips - tension | Min. Pull-Out Strength kips - tension |
| #4 | 1'-8" | 14.7 | 7.9 |
| #5 | 2'-2" | 23.0 | 12.3 |
| #6 | 2'-7" | 33.1 | 17.4 |
| #7 | 3'-5" | 45.1 | 23.8 |
| #8 | 4'-6" | 58.9 | 31.3 |
| #9 | 5'-9" | 75.0 | 39.6 |
| #10 | 7'-3" | 95.0 | 50.3 |
| #11 | 9'-0" | 117.4 | 61.8 |



FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS



FOR STUB ABUTMENTS



STANDARD

| Bar Size | No. Assemblies Required | Location |
|----------|-------------------------|---------------|
| #5 | 471 | Deck |
| #5 | 11 | W Abut |
| #6 | 4 | W Abut |
| #5 | 11 | E Abut |
| #6 | 4 | E Abut |
| #4 | 46 | Approach Slab |
| #5 | 84 | Approach Slab |
| #5 | 80 | Approach Ftg |

| | |
|----------|--------------|
| DESIGNED | --- |
| CHECKED | DSE |
| DRAWN | RTT |
| CHECKED | DSE |
| DATE | JAN 16, 2009 |

| | |
|--------------------------|---------------------|
| Bar Splicer for #5 bar | |
| Min. Capacity = | 23.0 kips - tension |
| Min. Pull-out Strength = | 12.3 kips - tension |
| No. Required = | |

| | |
|--------------------------|---------------------|
| Bar Splicer for #5 bar | |
| Min. Capacity = | 23.0 kips - tension |
| Min. Pull-out Strength = | 12.3 kips - tension |
| No. Required = | 100 |

BSD-1 10-1-08

Illinois Firm Registration No. 04-00533

850 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
www.stanleygroup.com

BAR SPLICER ASSEMBLY DETAILS
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

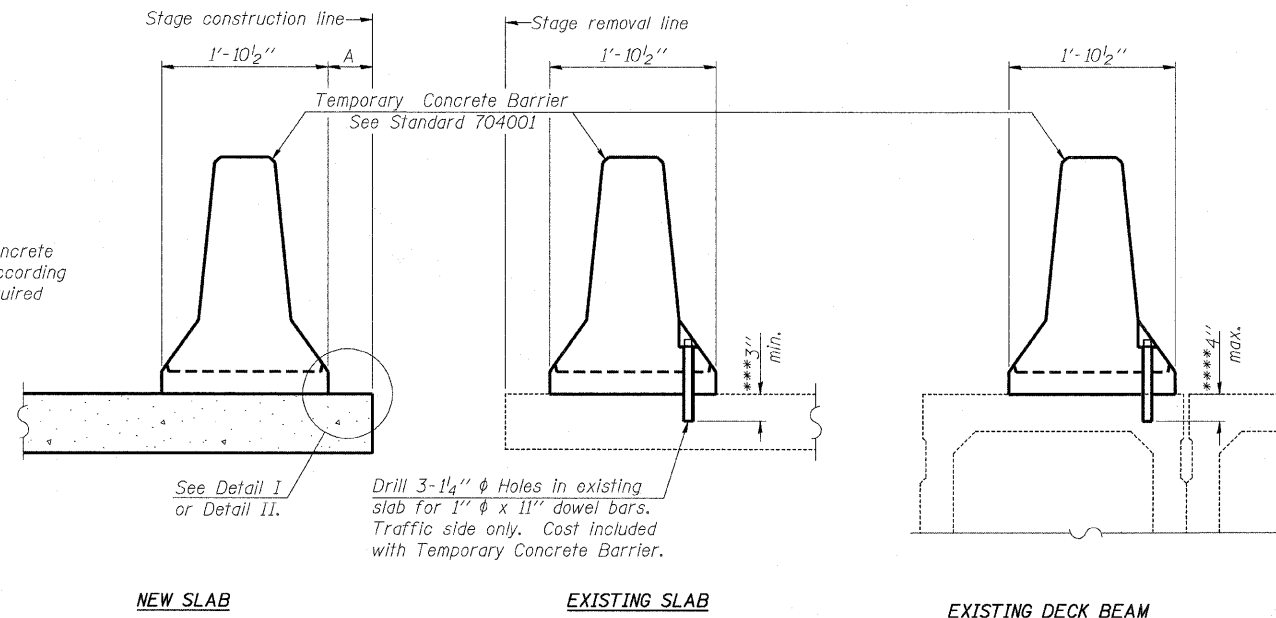
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|-----------------------|---------|----------|-------------------|-----------|---------------------------|
| ROUTE NO. | SECTION | COUNTY | STA. SHEETS | SHEET NO. | SHEET NO. 32 32 SHEETS |
| F.A.I. 57 | ★ | COOK | 75 | 58 | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT- | | |

Contract 60366
★ 2122B

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



NEW SLAB

EXISTING SLAB

EXISTING DECK BEAM

Drill 3-1/4" ϕ Holes in existing slab for 1" ϕ x 11" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier.

See Detail I or Detail II.

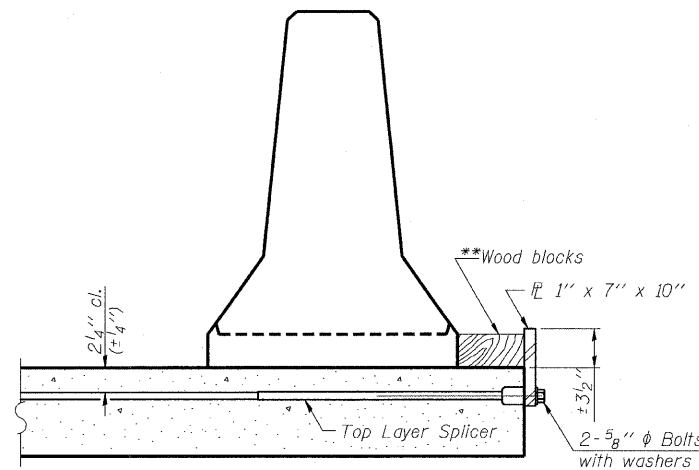
NOTES

- Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.
- Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

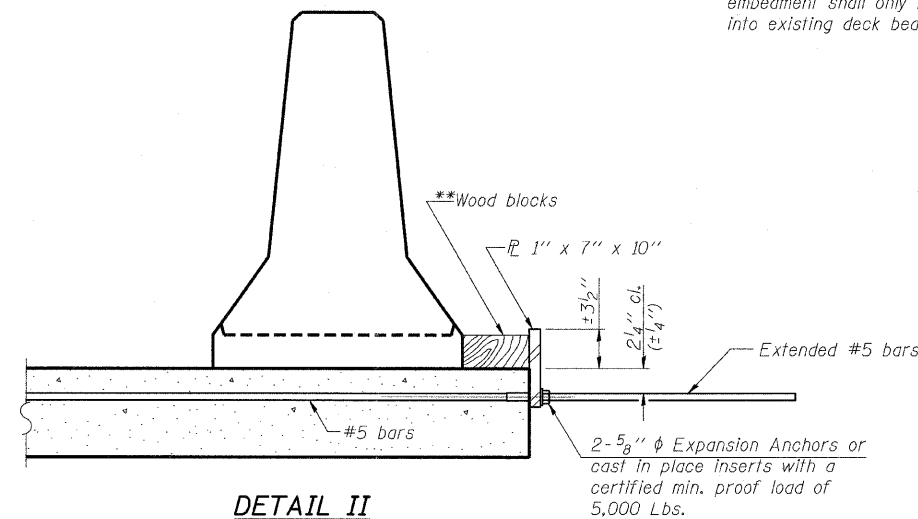
SECTIONS THRU SLAB OR DECK BEAM

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

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

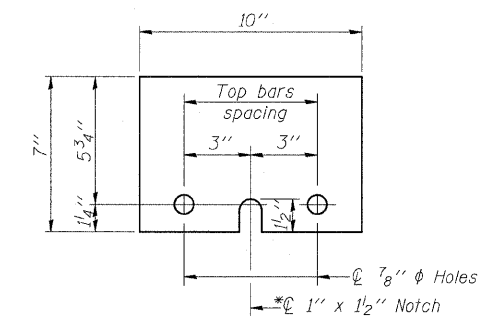


DETAIL I



DETAIL II

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



STEEL RETAINER \bar{L} 1" x 7" x 10"

* Required only with Detail II

| | |
|----------|--------------|
| DESIGNED | |
| CHECKED | |
| DRAWN | |
| CHECKED | |
| DATE | JAN 16, 2009 |

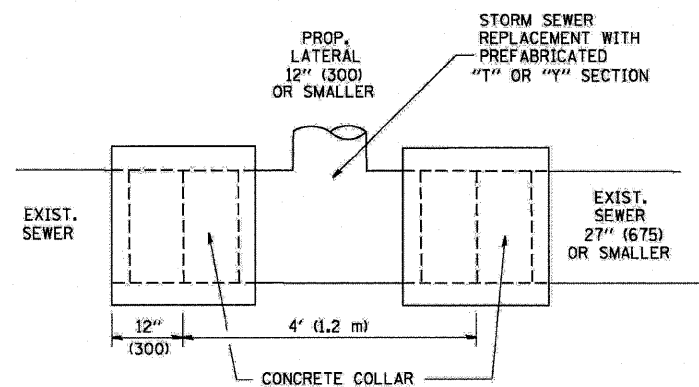
R-27 10-1-08

Illinois Firm Registration No. 04-00533

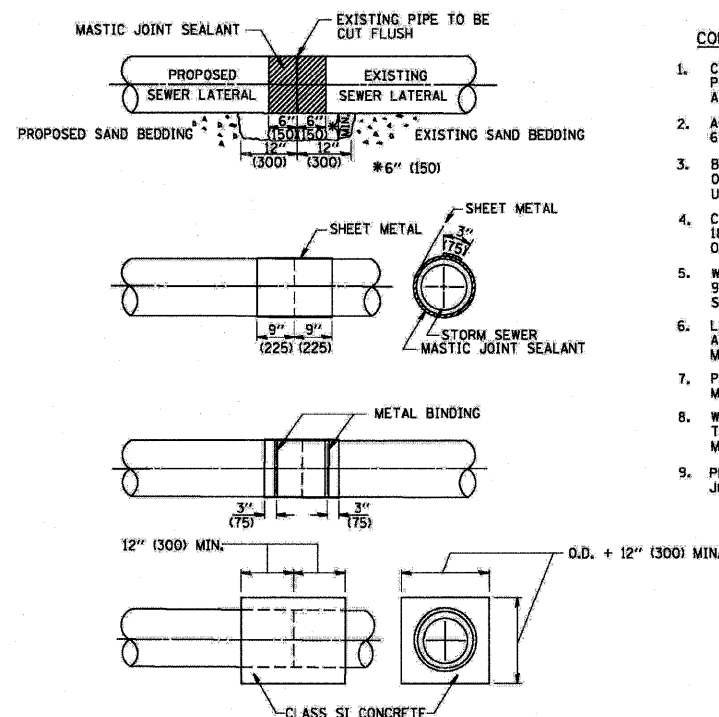
850 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
www.stanleygroup.com

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
103RD STREET OVER
FAI 57 (DAN RYAN-WEST LEG)
FAI RTE 57 SECTION 2122B
COOK COUNTY
STA 5+47.40
STRUCTURE NO 016-2127

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 59 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



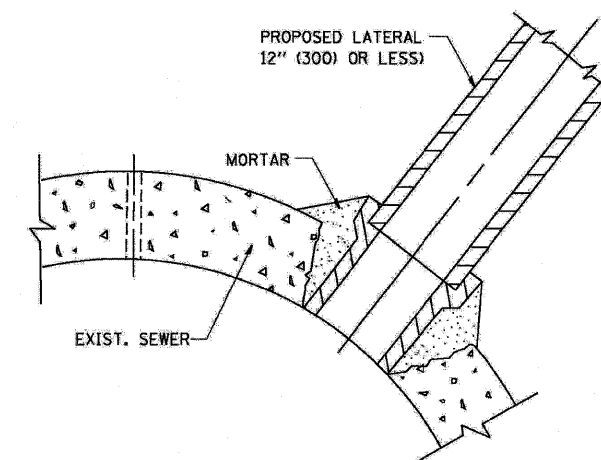
DETAIL "A"
LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER



DETAIL "B"
CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

- CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
- APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
- BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
- CUT A PIECE OF SHEET METAL GAGE NO. 19 L1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
- WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
- LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
- PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
- WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
- 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

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "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.

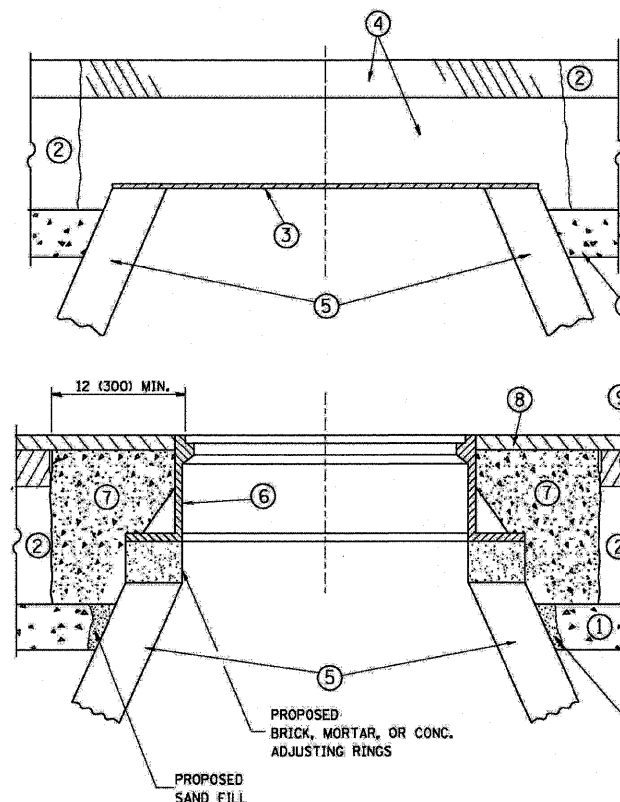
| REVISIONS | |
|------------|----------|
| NAME | DATE |
| M. DE YONG | 07/25/90 |
| M. DE YONG | 02/05/92 |
| M. DE YONG | 05/08/92 |
| R. SHAH | 09/09/94 |
| R. SHAH | 10/25/94 |
| R. SHAH | 06/12/96 |
| | |
| | |
| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER

SCALE: VERT. NONE
HORIZ.

DRAWN BY
CHECKED BY

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|---------|---------------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 60 |
| STA. | | TO STA. | | |
| 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 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 SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

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 SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

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.

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: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

| REVISIONS | |
|-------------|----------|
| NAME | DATE |
| R. SHAH | 10/25/94 |
| R. SHAH | 01/30/95 |
| R. SHAH | 03/10/95 |
| A. ABBAS | 03/21/97 |
| R. WIEDEMAN | 05/14/04 |
| R. BORO | 01/01/07 |
| | |
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| | |
| | |

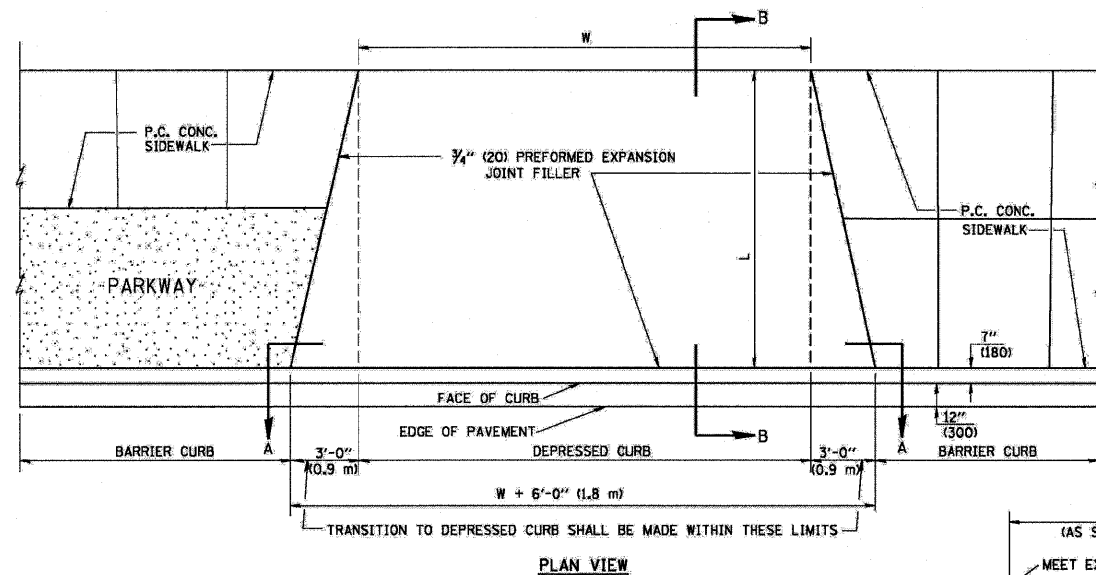
ILLINOIS DEPARTMENT OF TRANSPORTATION
**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT
WITH MILLING**

SCALE: VERT. NONE
HORIZ.

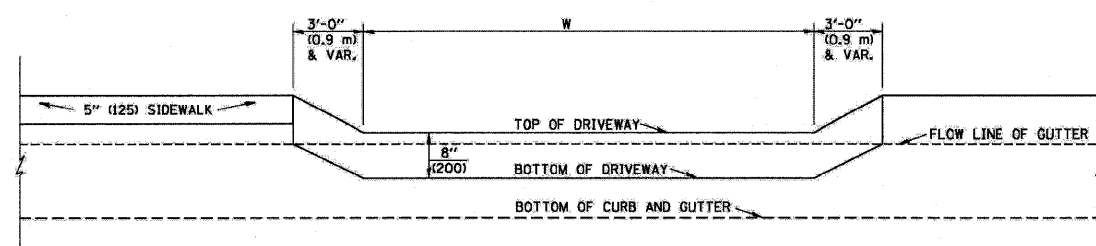
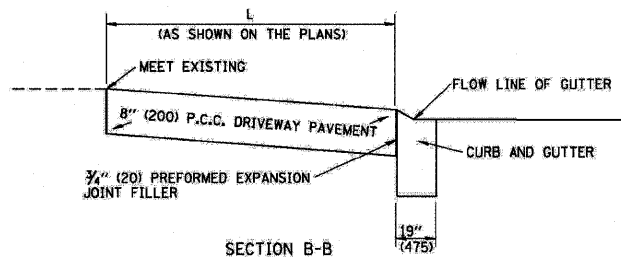
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CHECKED BY

BD600-03 (BD-8)

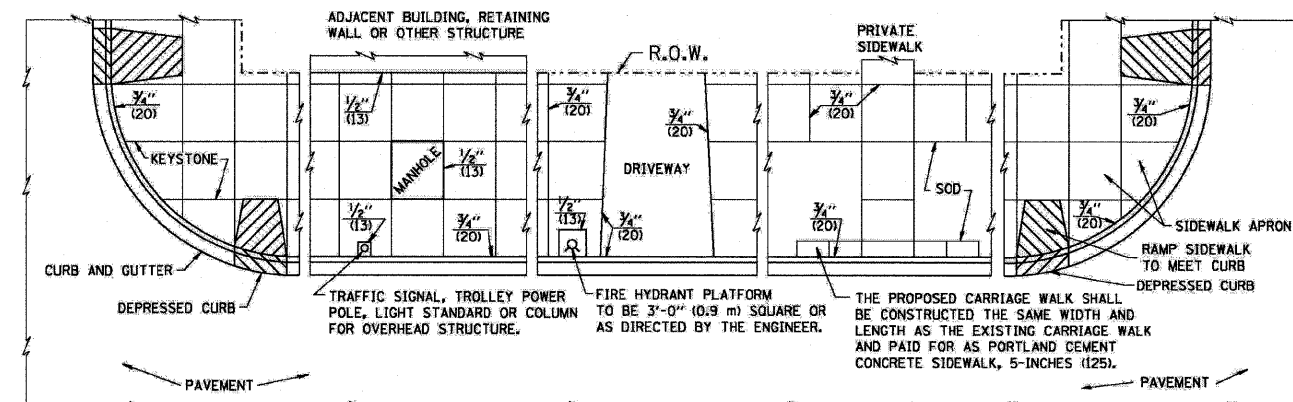
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 61 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



- 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.

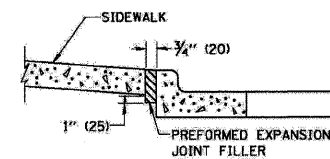


P.C.C. DRIVEWAY PAVEMENT DETAIL



NOTES:

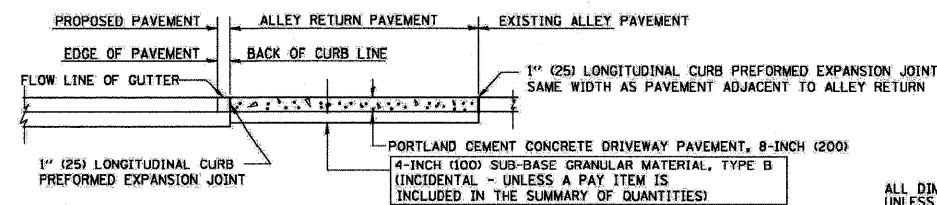
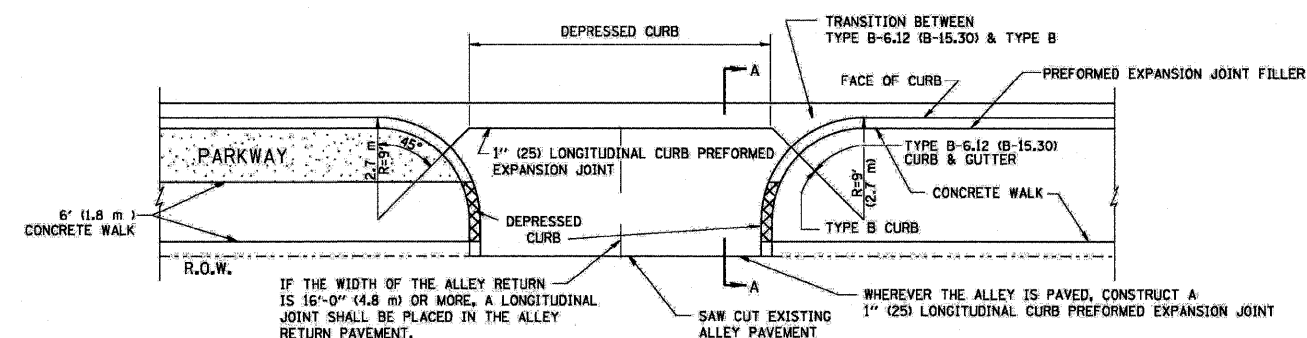
1. ONE-HALF INCH THICK EXPANSION JOINTS SHALL BE PLACED BETWEEN THE SIDEWALK AND ALL STRUCTURES SUCH AS LIGHT STANDARDS, TRAFFIC LIGHT STANDARDS, MANHOLES, WHICH EXTEND THROUGH THE SIDEWALK.
2. 3/4" (20) THICK EXPANSION JOINTS SHALL BE PLACED AT INTERVALS OF NOT MORE THAN 100 FEET (30 METERS) IN THE 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

| REVISIONS | |
|------------|----------|
| NAME | DATE |
| M. DE YONG | 06/13/90 |
| | |
| | |
| | |
| | |
| | |

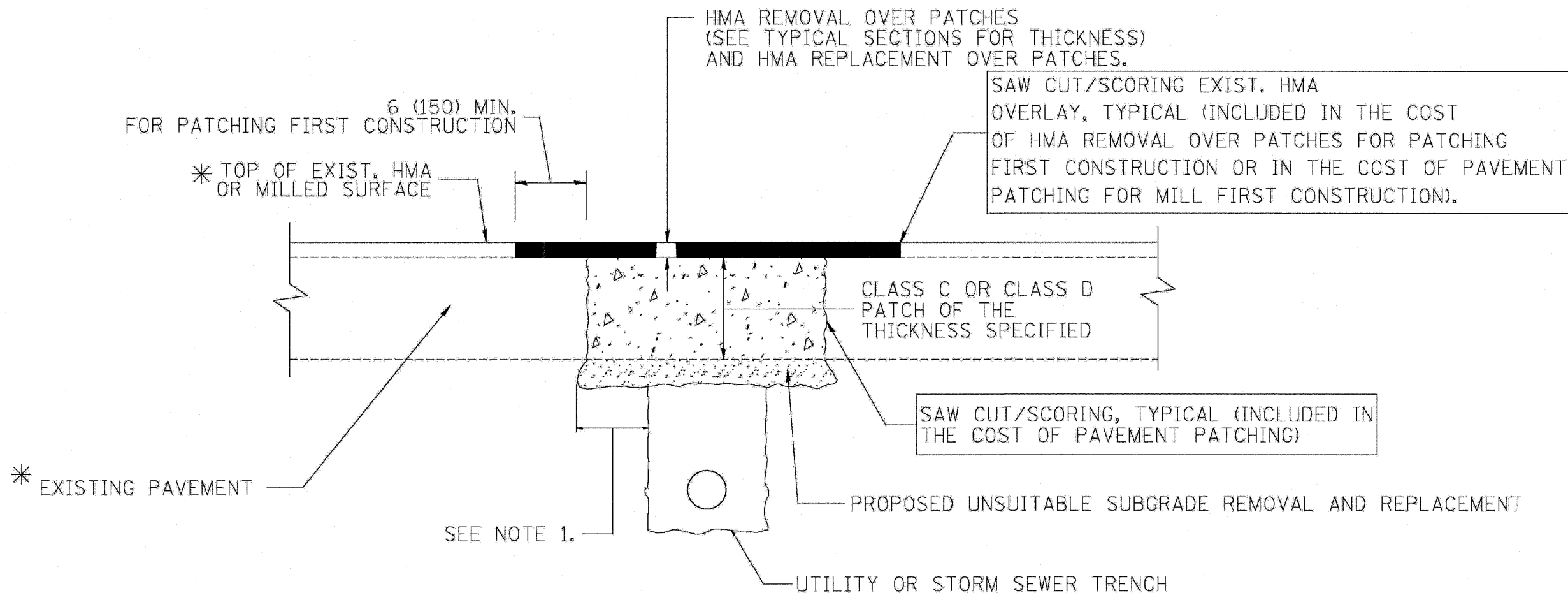
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION
CITY OF CHICAGO
DETAILS FOR P.C. CONCRETE DRIVEWAY, ALLEY RETURN AND SIDEWALK

SCALE: VERT. NONE
HORIZ.

DRAWN BY
CHECKED BY

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|---------|---------------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 62 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |



* 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.

| REVISIONS | |
|-----------|----------|
| NAME | DATE |
| R. SHAH | 01/14/95 |
| R. SHAH | 03/23/95 |
| R. SHAH | 04/24/95 |
| A. HOUSEH | 03/15/96 |
| A. ABBAS | 03/21/97 |
| A. ABBAS | 01/20/98 |
| ART ABBAS | 04/27/98 |
| R. BORO | 01/01/07 |
| R. BORO | 09/04/07 |
| K. ENG | 10/27/08 |

ILLINOIS DEPARTMENT OF TRANSPORTATION

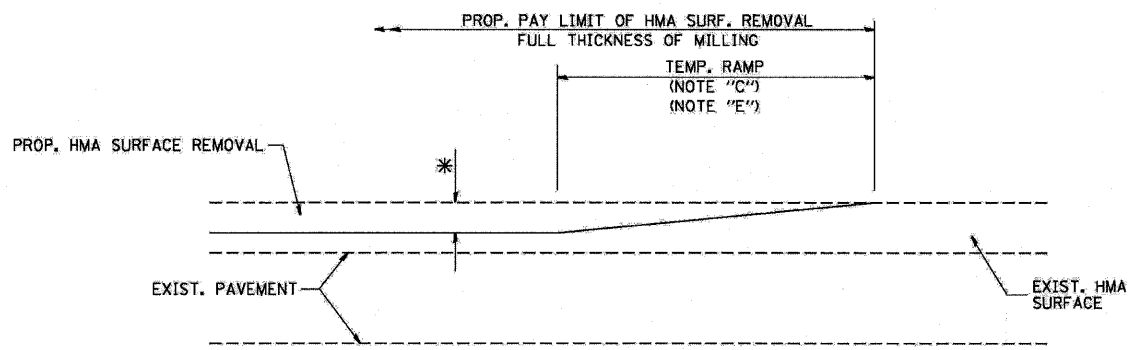
PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: VERT. NONE
HORIZ.

DRAWN BY
CHECKED BY

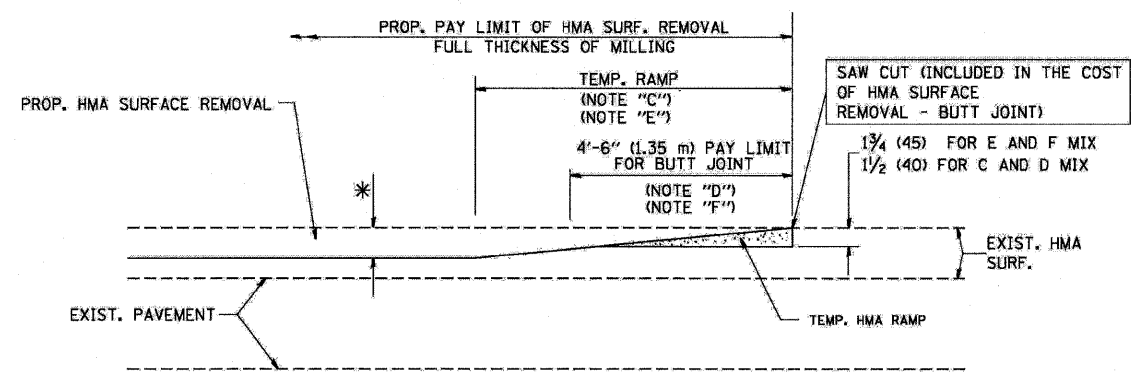
BD400-04 (BD-22)

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|---------|---------------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 63 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

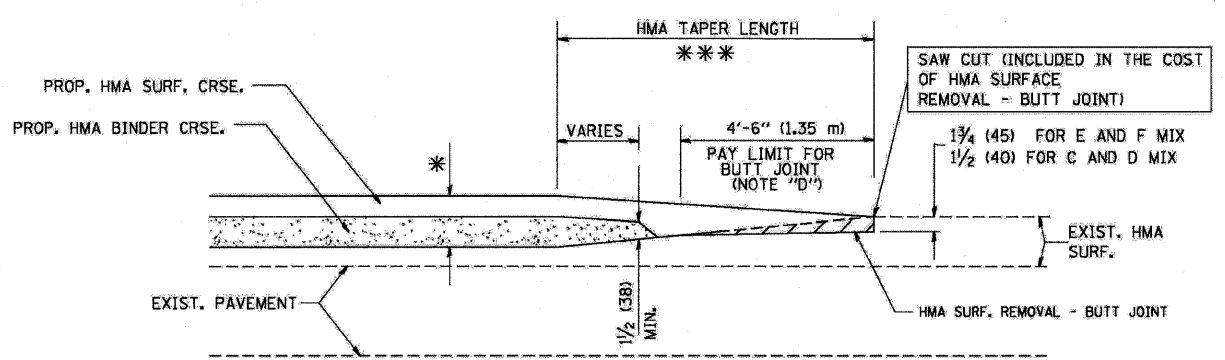
OPTION 1



HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

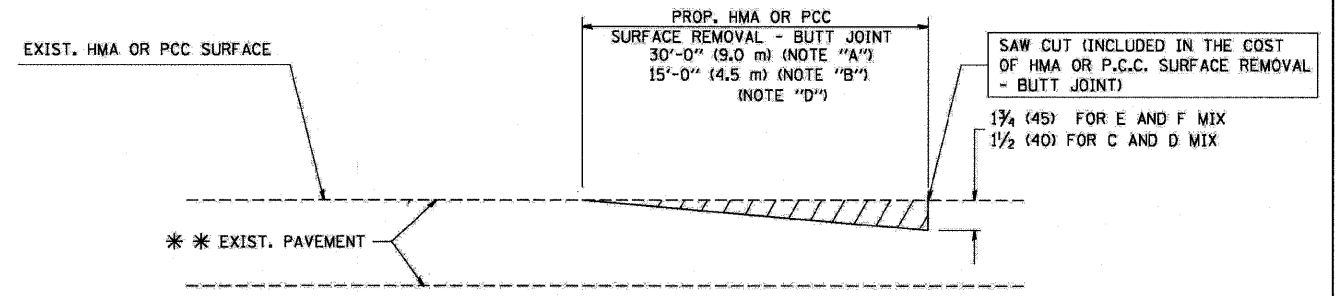
OPTION 2

TYPICAL TEMPORARY RAMP

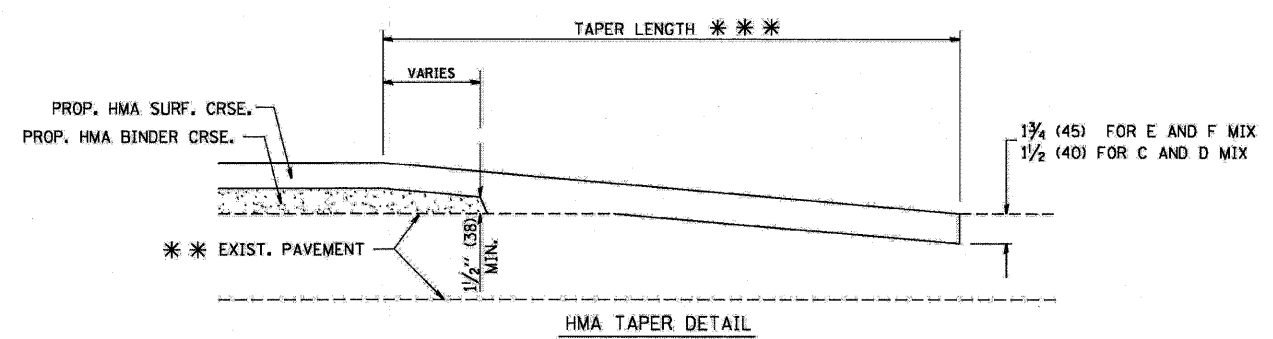


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

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")

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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".

| REVISIONS | |
|------------|----------|
| NAME | DATE |
| M. DE YONG | 6-13-90 |
| M. DE YONG | 7-3-90 |
| M. DE YONG | 3-27-92 |
| R. SHAH | 09/09/94 |
| R. SHAH | 10/25/94 |
| A. ABBAS | 03/21/97 |
| M. GOMEZ | 04/06/01 |
| R. BORO | 01/01/07 |

ILLINOIS DEPARTMENT OF TRANSPORTATION

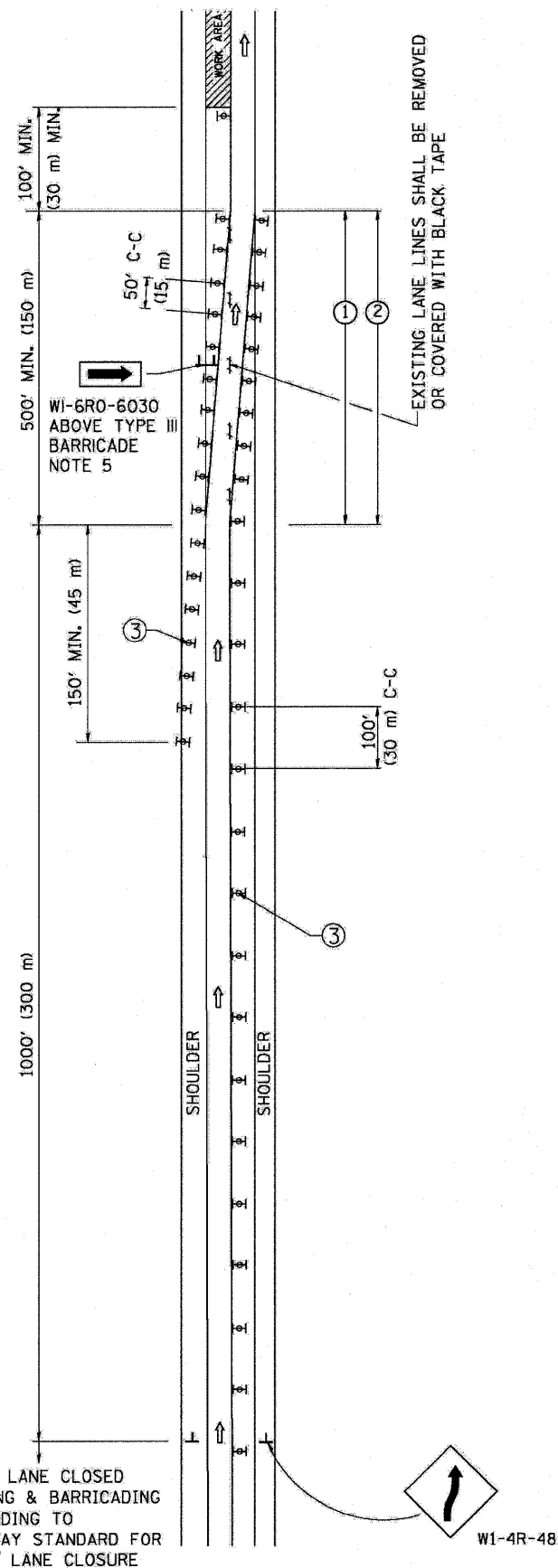
BUTT JOINT AND HMA TAPER DETAILS

SCALE: VERT. NONE
HORIZ.

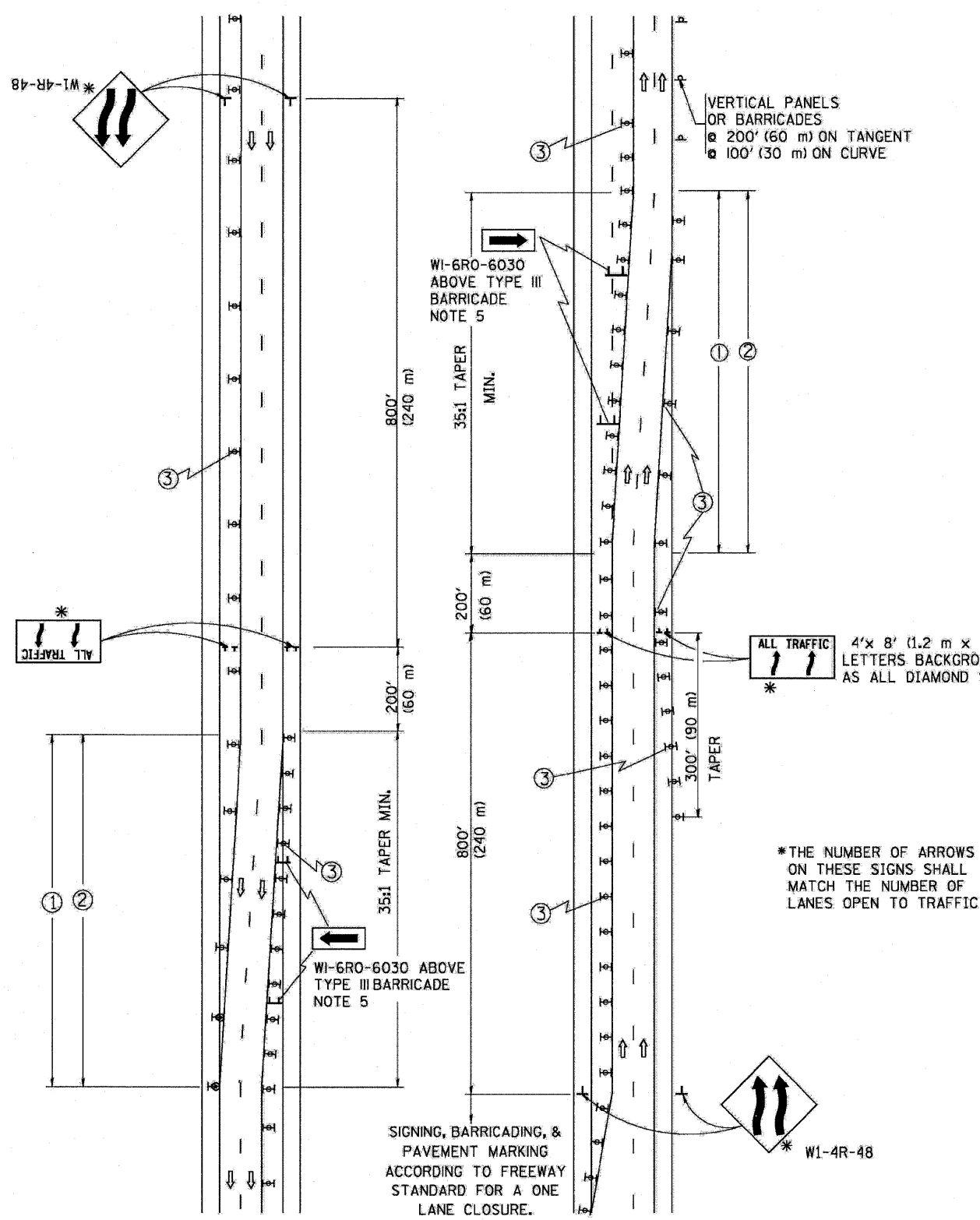
DRAWN BY
CHECKED BY

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|---------------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 64 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED OR COVERED WITH BLACK TAPE. PAVEMENT MARKING REMOVAL OR BLACK TAPE SHALL NOT BE REQUIRED FOR LANE CLOSURES UNDER 24 HOURS IN DURATION.
- CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVE LANE LINES SHALL BE 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS DIRECTLY IN FRONT OF THE BARRICADE.
- IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.

SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

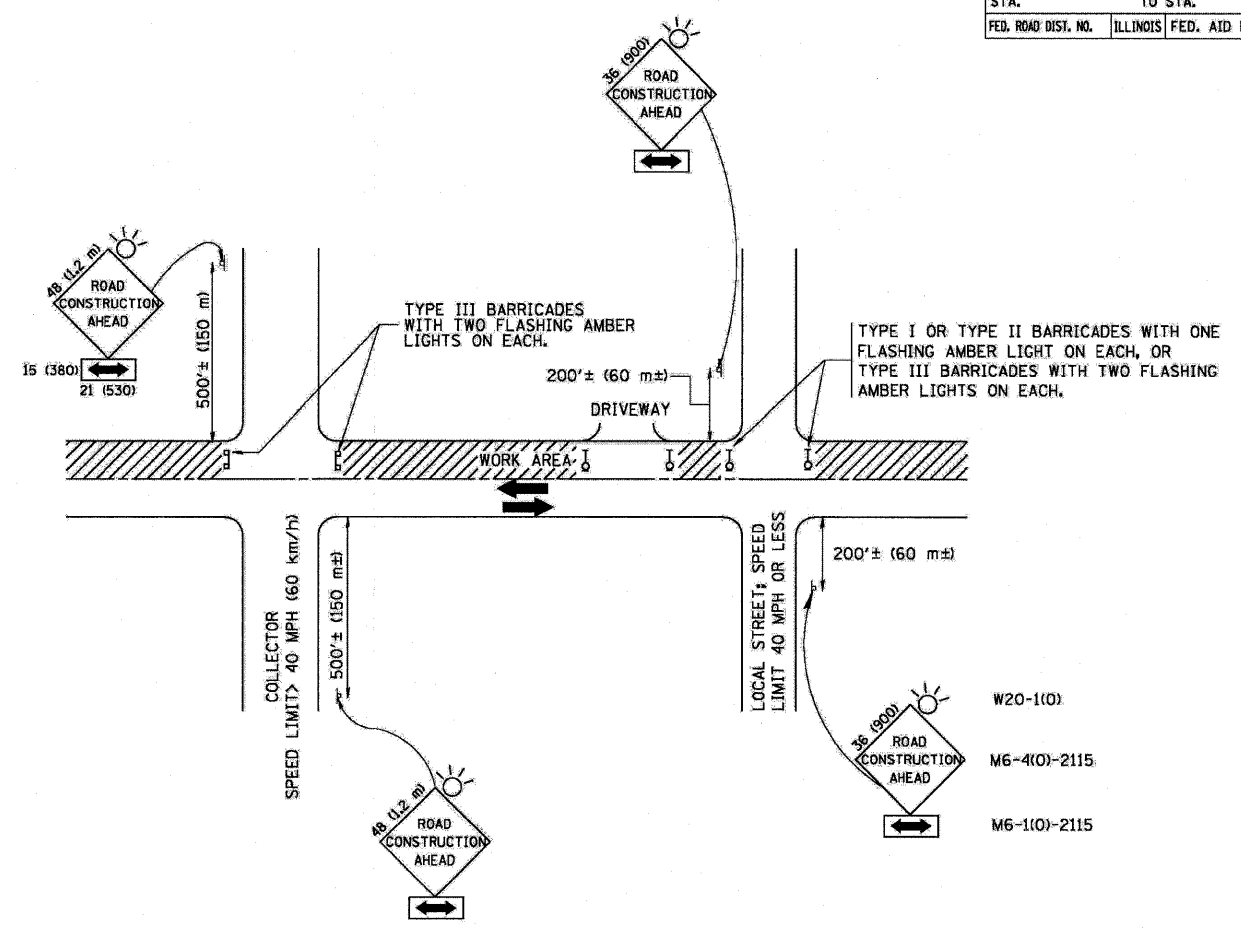
| REVISIONS | |
|-----------|----------|
| NAME | DATE |
| DWS | 2/87 |
| DWS | 1/90 |
| DWS | 12/27/94 |
| DWS | 11/96 |
| JAF | 4/03 |
| JAF | 2/06 |
| SPB | 1/07 |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC CONTROL DETAILS
 FOR FREEWAY
 SINGLE & MULTI-LANE WEAVE

SCALE: NONE

DRAWN BY R.H.
 CHECKED BY
 TC-9

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 65 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS**
- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:**
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.**
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.**

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

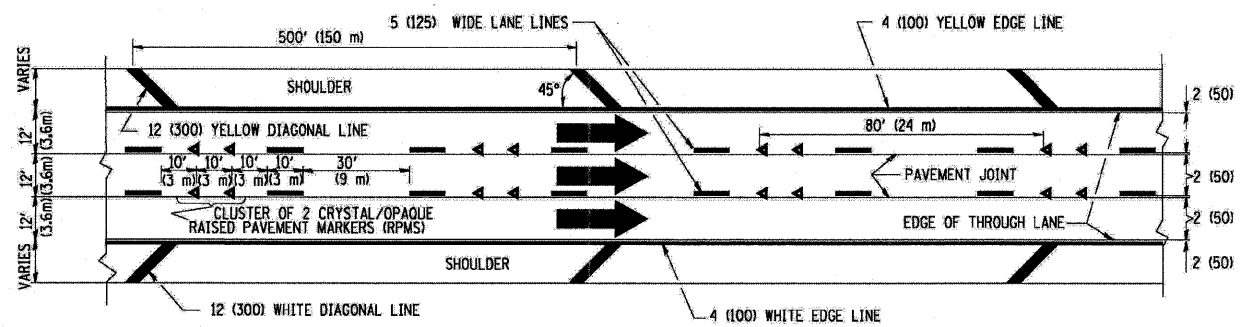
| REVISIONS | | |
|--------------|----------|--|
| NAME | DATE | |
| LHA | 6/89 | |
| T. RAMMACHER | 09/08/94 | |
| J. OBERLE | 10/18/95 | |
| A. HOUSEH | 03/06/96 | |
| A. HOUSEH | 10/15/96 | |
| T. RAMMACHER | 01/06/00 | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC CONTROL AND PROTECTION
 FOR
 SIDE ROADS, INTERSECTIONS, AND
 DRIVEWAYS

SCALE: NONE
 DRAWN BY
 CHECKED BY
 TC-10

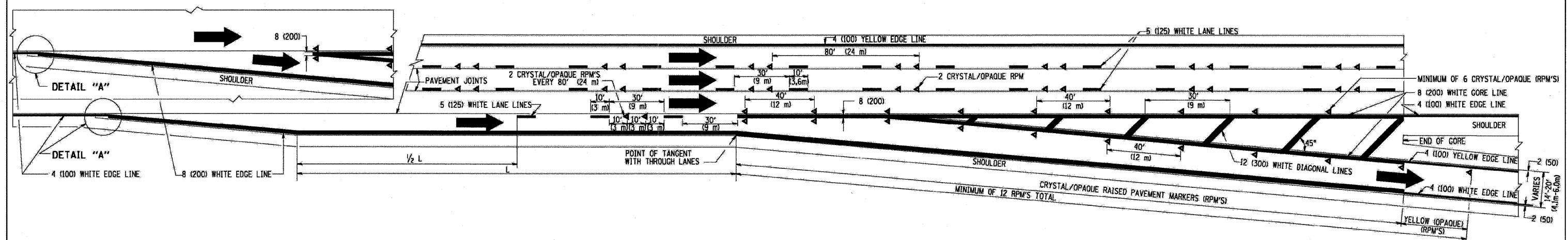
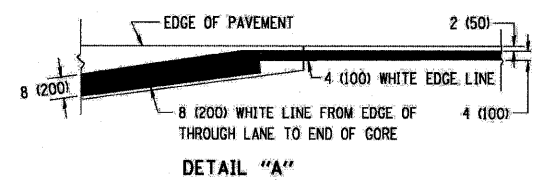
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|---------------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 66 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH
 THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH

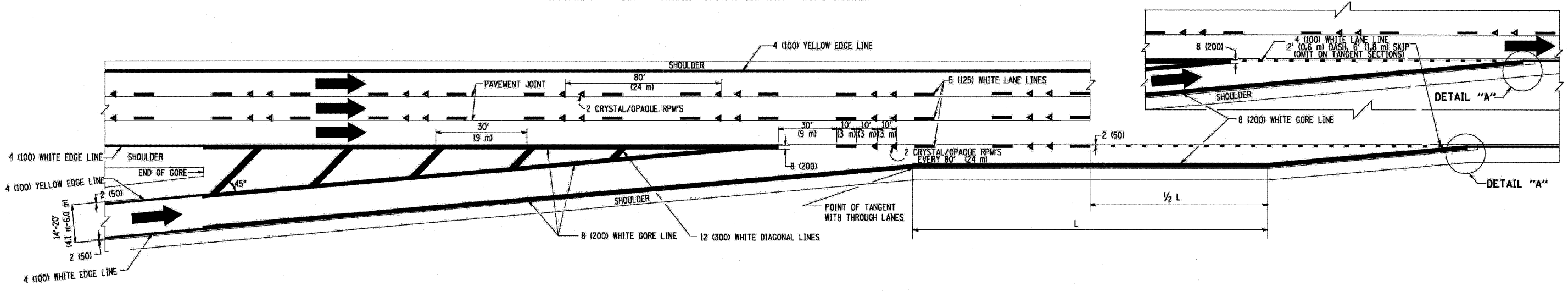


TYPICAL EDGE LINES & LANE LINES

- NOTES:
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
 2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE SHALL BE USED FOR ALL LANE LINES ON BITUMINOUS PAVEMENT
 3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS ON PCC



TYPICAL EXIT RAMP PAVEMENT MARKINGS



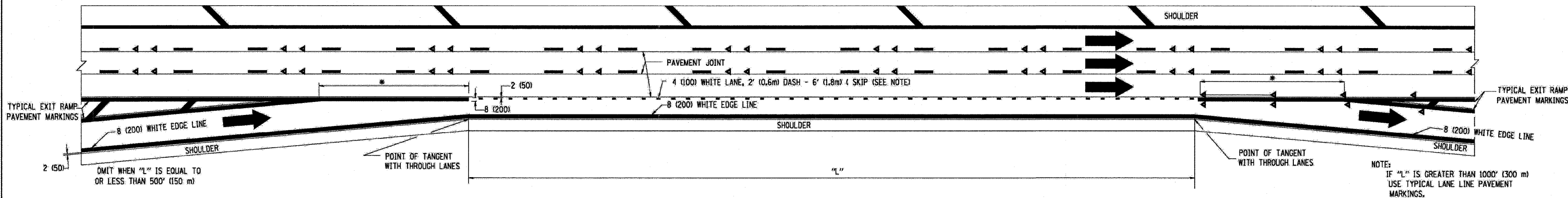
TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| DWS | 1/90 |
| DWS | 5/91 |
| AH | 3/96 |
| DWS | 7/96 |
| JAF | 2/06 |
| SPB | 1/07 |

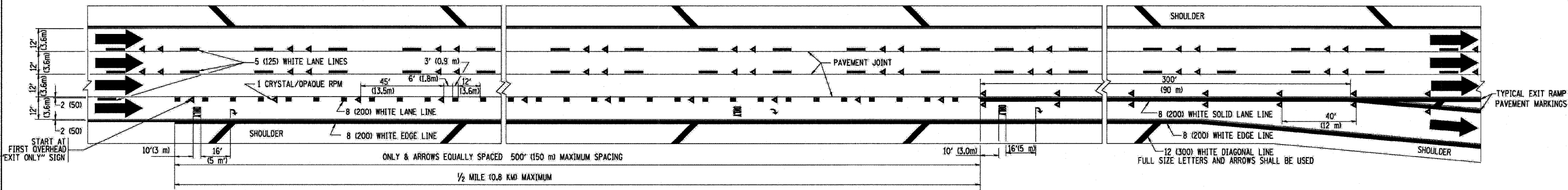
ILLINOIS DEPARTMENT OF TRANSPORTATION
MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS
 SCALE: NONE
 DRAWN BY C.A.D.J.
 CHECKED BY
 TC12 SHEET 1 OF 2

PLT DATE = 3/6/2007
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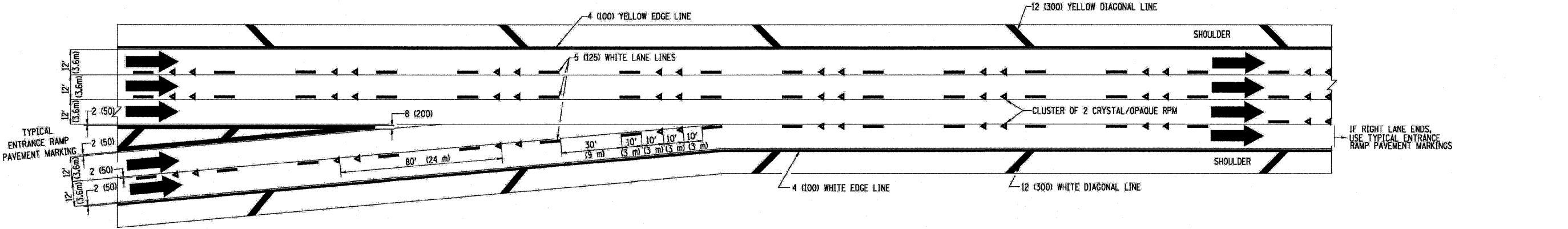
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 67 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



TYPICAL ENTRANCE/EXIT RAMP COMBINATION PAVEMENT MARKINGS



TYPICAL EXIT ONLY LANE PAVEMENT MARKINGS



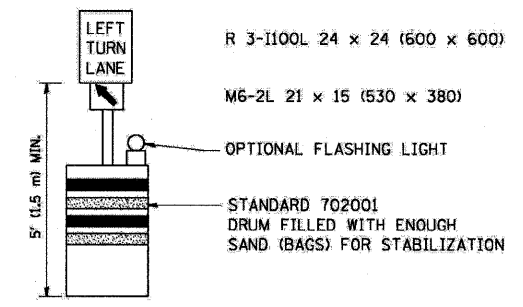
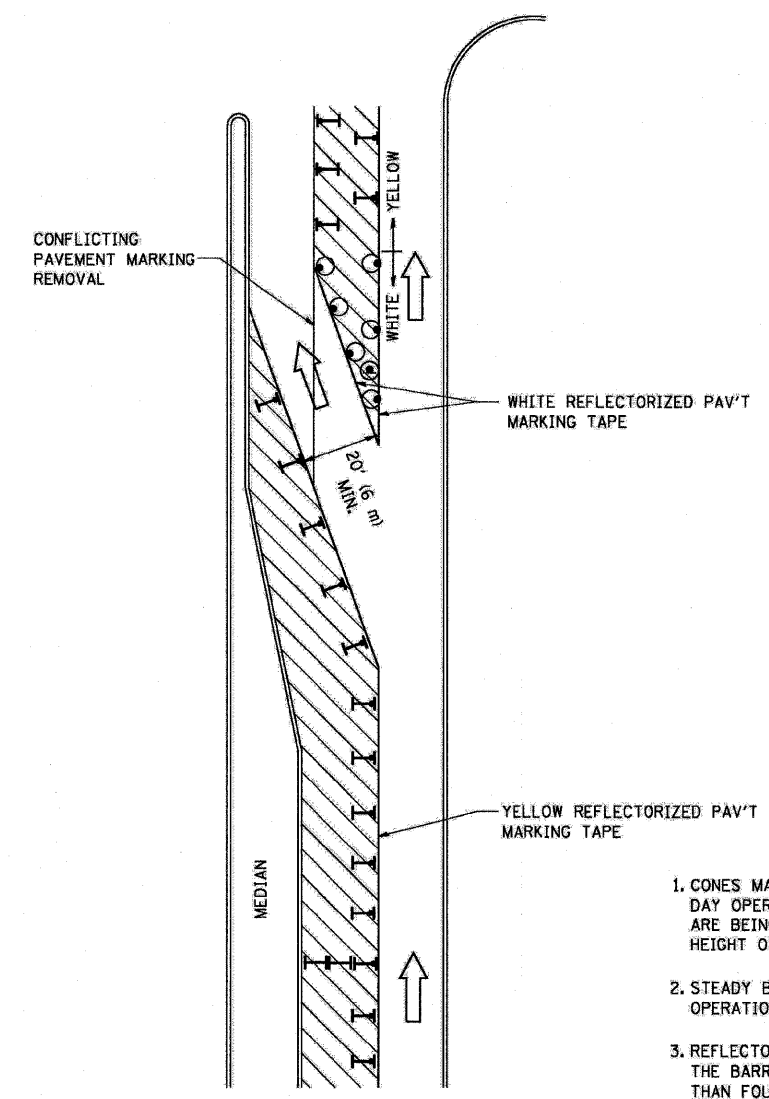
TYPICAL TWO LANE ENTRANCE RAMP PAVEMENT MARKINGS

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 USER NAME = dws

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| DWS | 1/90 |
| DWS | 5/91 |
| SPB | 1/07 |
| | |
| | |
| | |
| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
**MULTI-LANE FREEWAY
 PAVEMENT MARKING
 DETAILS**
 SCALE: NONE
 DRAWN BY C.A.D.D.
 CHECKED BY
 TC12 SHEET 2 OF 2

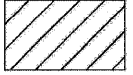
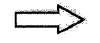




| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 68 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

LEGEND

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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

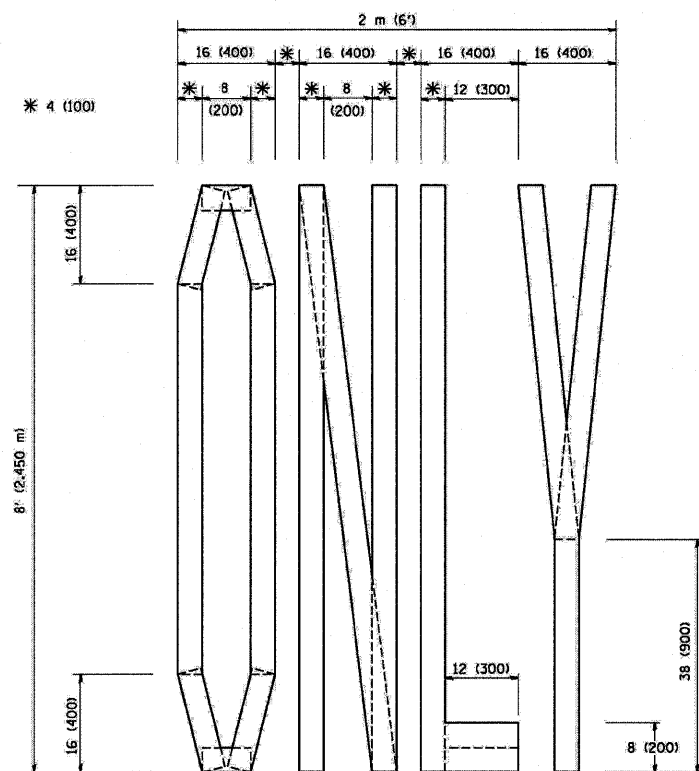
| REVISIONS | |
|--------------|----------|
| NAME | DATE |
| T. RAMMACHER | 09/08/94 |
| A. HOUSEH | 11/07/95 |
| A. HOUSEH | 10/12/96 |
| T. RAMMACHER | 01/06/00 |
| | |
| | |
| | |
| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL AND PROTECTION
 AT TURN BAYS
 (TO REMAIN OPEN TO TRAFFIC)**

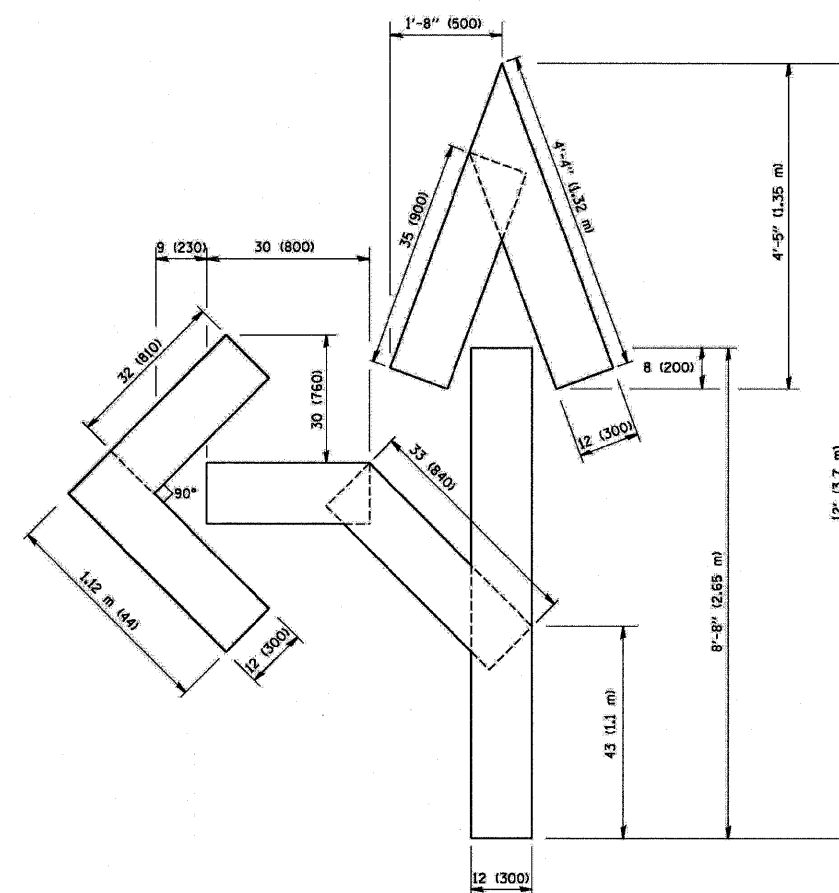
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 DRAWN BY
 CHECKED BY LHA

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 USER NAME = buser

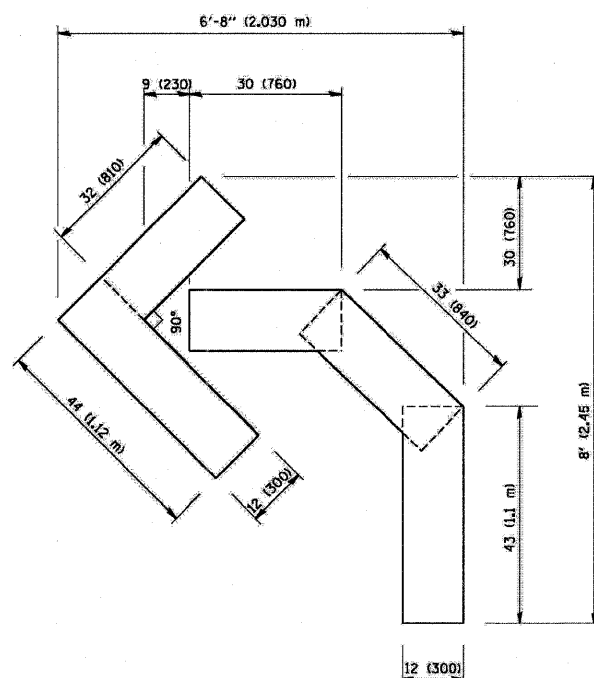
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|---------------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 69 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

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

| REVISIONS | |
|--------------|----------|
| NAME | DATE |
| T. RAMMACHER | 09/18/94 |
| J. OBERLE | 06/01/96 |
| T. RAMMACHER | 06/05/96 |
| T. RAMMACHER | 11/04/97 |
| T. RAMMACHER | 03/02/98 |
| E. GOMEZ | 08/28/00 |
| | |
| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING
 LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

SCALE: NONE

DRAWN BY CADD

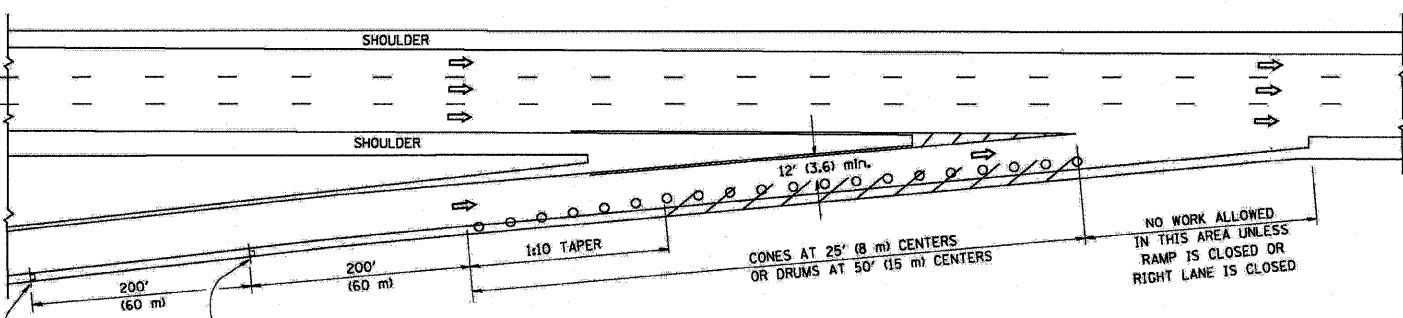
CHECKED BY

TC-16

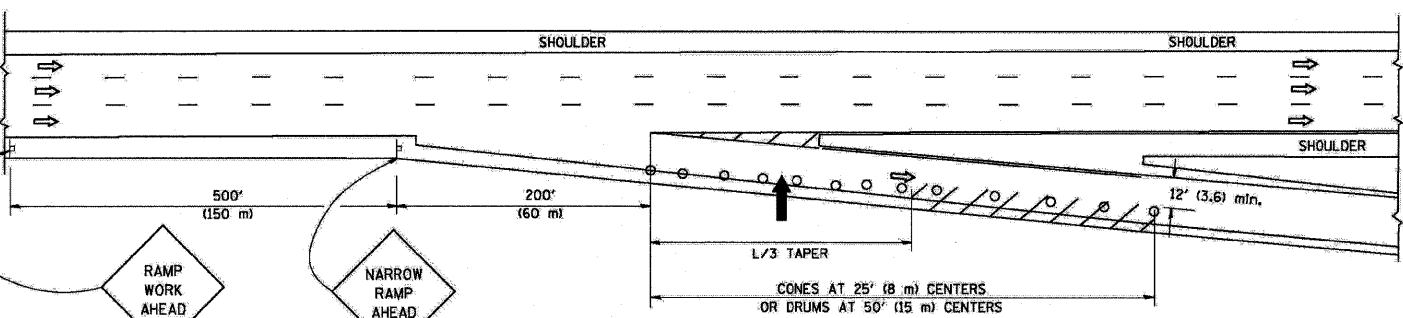
PARTIAL RAMP CLOSURE DETAILS

SHOULDER CLOSURE DETAILS

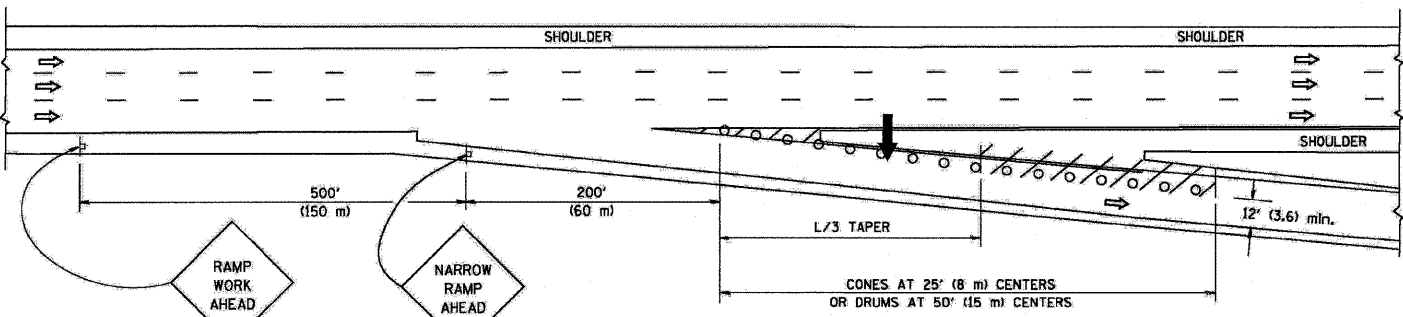
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|---------------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 70 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



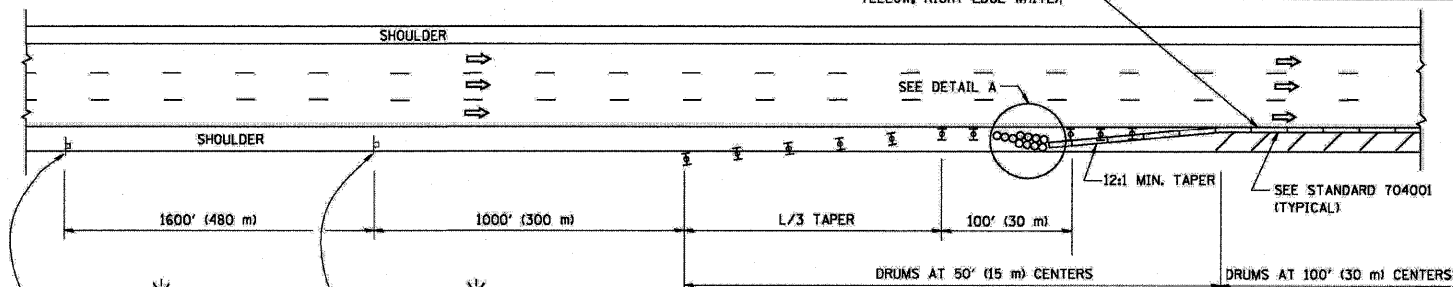
TYPICAL EXIT RAMP

SYMBOLS

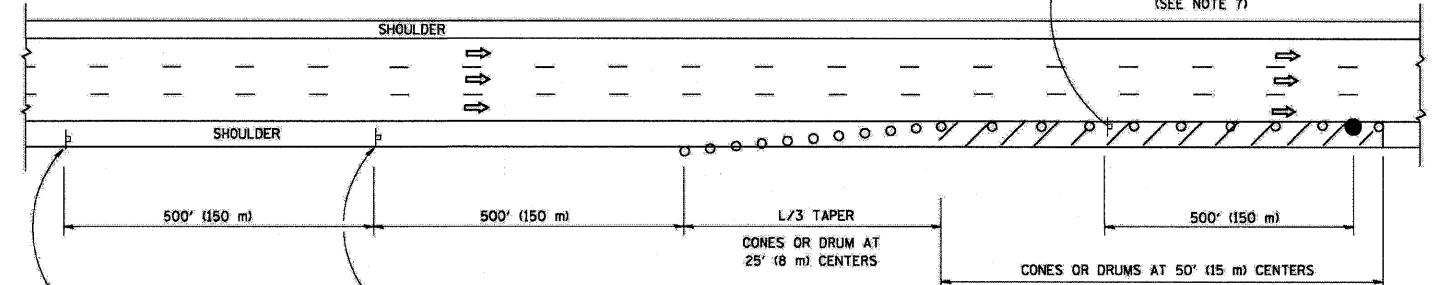
- ARROWBOARD
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

- THE "L" DISTANCE EQUALS:
 SPEED LIMIT FORMULAS
 45 mph (80 km/h) METRIC ENGLISH
 OR GREATER: L=0.65(W/S) L=(W/S)
 W = WIDTH OF OFFSET IN FEET (METERS)
 S = NORMAL POSTED SPEED MPH (KM/H)
- PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

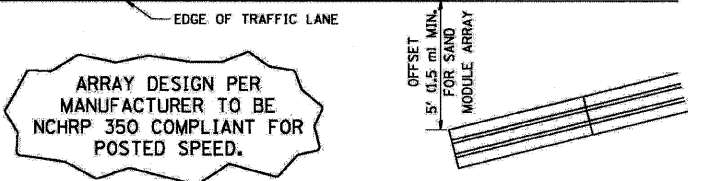


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:
 1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCRDACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.



DETAIL "A"
 IMPACT ATTENUATOR, TEMPORARY
 (SEE NOTE 5)

- THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE "TRAFFIC BARRIER TERMINAL, TYPE III, TEMPORARY" DEVICE TO MEET NCHRP350 FOR POSTED SPEED.
- AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
- THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - THE WORK AVTIVITY REQUIRES FREQUENT ENCRDACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.

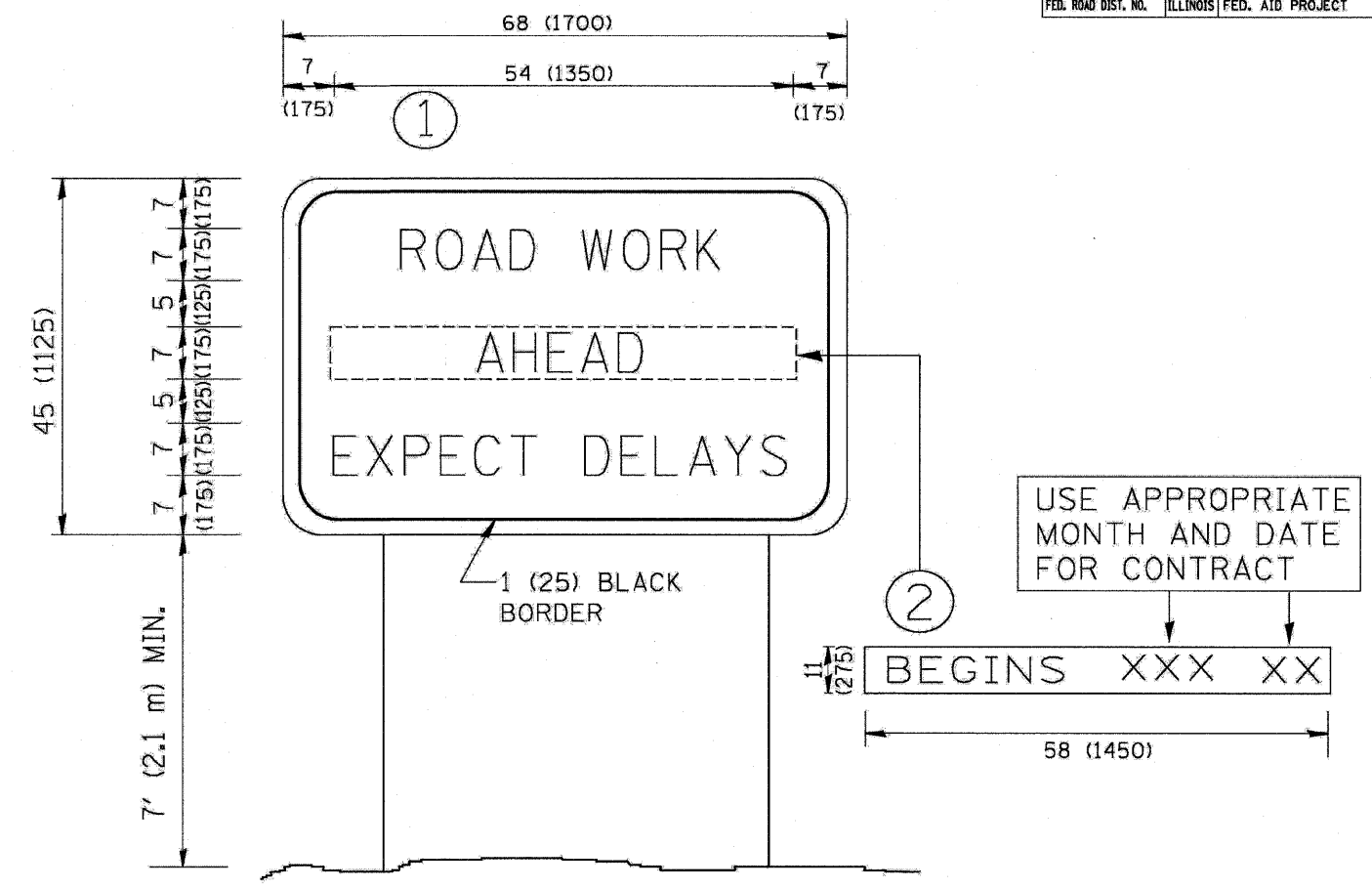
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

| REVISIONS | |
|-----------|-------|
| NAME | DATE |
| DWS | 11/96 |
| JAF | 12/02 |
| NCHRP 350 | 04/03 |
| JAF | 2/06 |
| SPB | 1/07 |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC CONTROL DETAILS
 FOR FREEWAY
 SHOULDER CLOSURES
 PARTIAL RAMP CLOSURES
 DESIGNED BY: DWS

SCALE: NONE
 DRAWN BY
 CHECKED BY
 TC-17

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|----------|------------------|-----------|
| 57 | 2122-B | COOK | 75 | 71 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

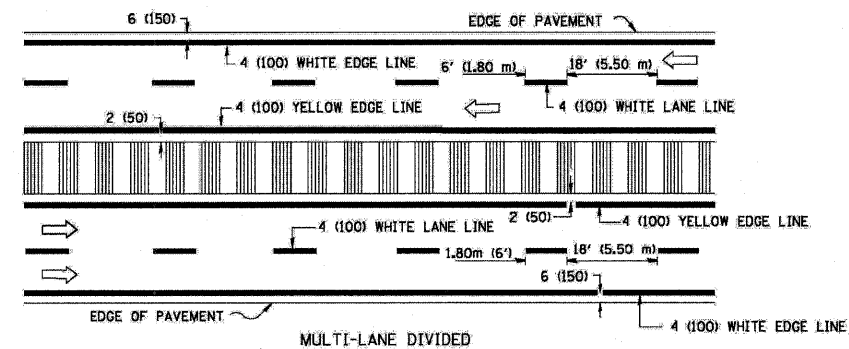
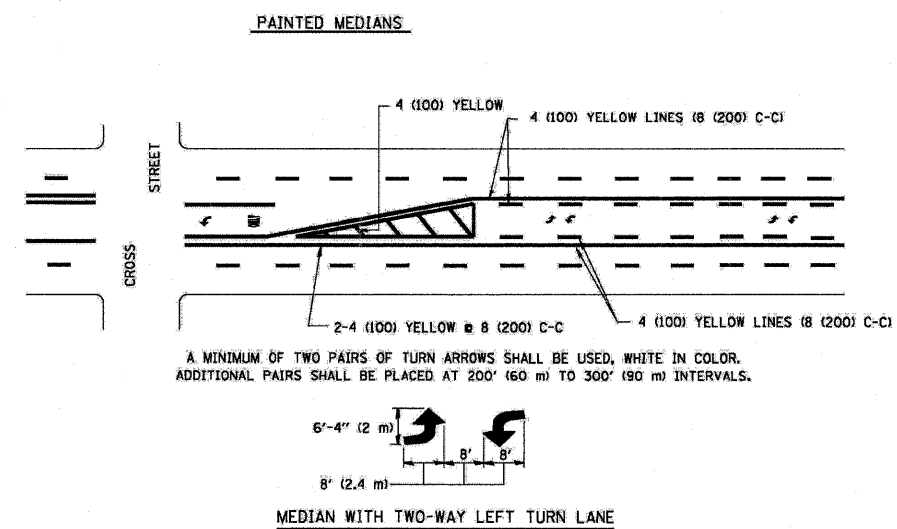
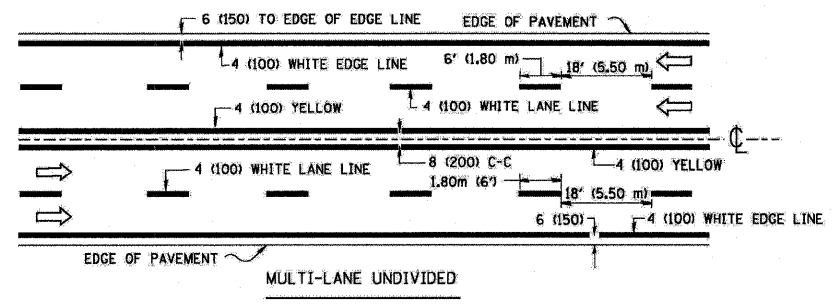
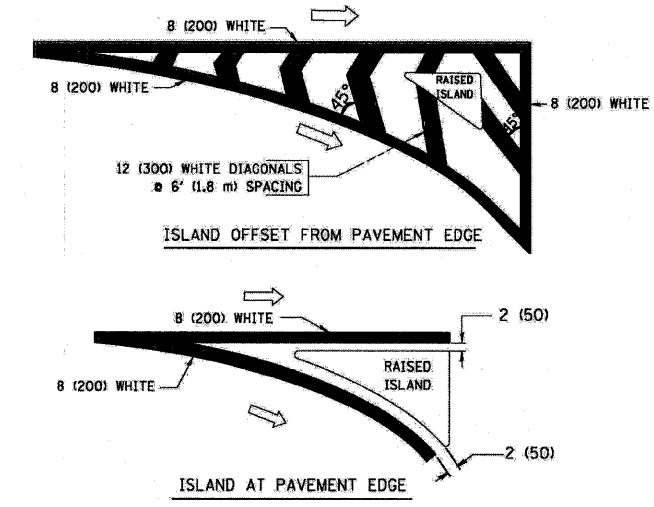
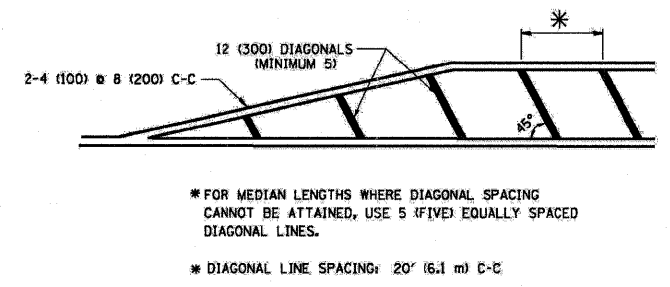
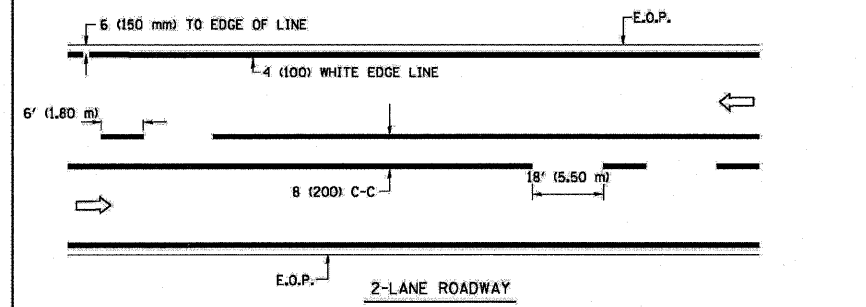
| REVISIONS | |
|--------------|----------|
| NAME | DATE |
| R. MIRS | 9-15-97 |
| R. MIRS | 12-11-97 |
| T. RAMMACHER | 2-2-99 |
| C. JUCIUS | 1-31-07 |
| | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
**ARTERIAL ROAD
 INFORMATION SIGN**

SCALE: NONE

DRAWN BY DESIGN
 CHECKED BY
 TC22

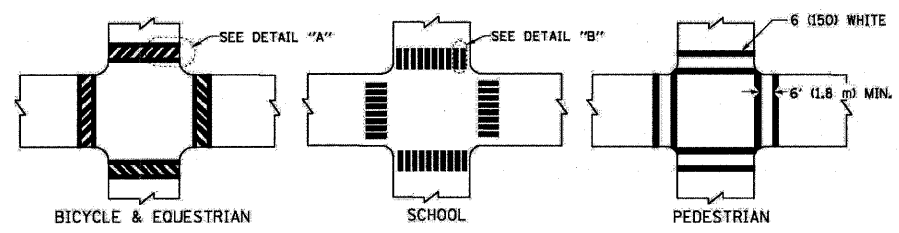
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|---------------------------|--------------|-----------|
| 57 | 2122-B | COOK | 75 | 72 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



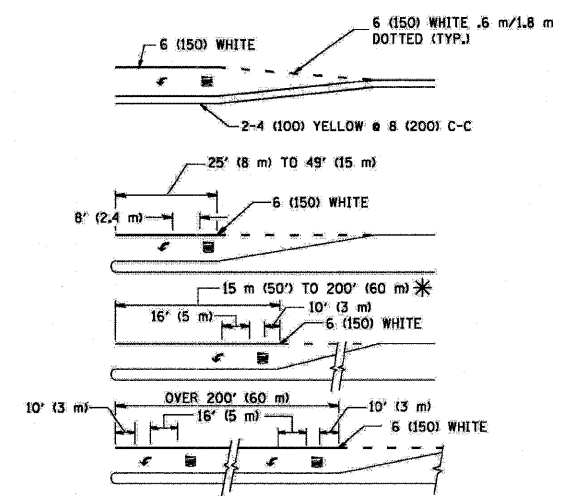
TYPICAL PAINTED MEDIAN MARKING

| TYPE OF MARKING | WIDTH OF LINE | PATTERN | COLOR | SPACING / REMARKS |
|---|--|-------------------------|---|--|
| CENTERLINE ON 2 LANE PAVEMENT | 4 (100) | SKIP-DASH | YELLOW | 6' (1.80 m) LINE WITH 18' (5.50 m) SPACE |
| CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT | 2 @ 4 (100) | SOLID | YELLOW | 8 (200) C-C |
| NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS | 4 (100) 2 @ 4 (100) | SOLID SOLID | YELLOW YELLOW | 8 (200) C-C |
| LANE LINES | 4 (100) 5 (125) ON FREEWAYS | SKIP-DASH SKIP-DASH | WHITE WHITE | 6' (1.80 m) LINE WITH 18' (5.50 m) SPACE |
| DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS) | SAME AS LINE BEING EXTENDED | SKIP-DASH | SAME AS LINE BEING EXTENDED | 2' (600) LINE WITH 6' (1.8) SPACE |
| EDGE LINES | 4 (100) | SOLID | YELLOW-LEFT WHITE-RIGHT | OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB |
| TURN LANE MARKINGS | 6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4 m)) | SOLID | WHITE | SEE TYPICAL TURN LANE MARKING DETAIL |
| TWO WAY LEFT TURN MARKING | 2 @ 4 (100) EACH DIRECTION | SKIP-DASH AND SOLID | YELLOW | 6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE |
| | 8' (2.4 m) LEFT ARROW | IN PAIRS | WHITE | SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL |
| CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL) | 2 @ 6 (150) 12 (300) @ 45° 8 (200) @ 90° | SOLID SOLID SOLID | WHITE WHITE WHITE | NOT LESS THAN 6' (1.8 m) APART 2'-4" (700) APART SEE TYPICAL CROSSWALK MARKING DETAILS. |
| STOP LINES | 24 (600) | SOLID | WHITE | PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE |
| PAINTED MEDIANS | 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° | SOLID | YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC | 8 (200) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. |
| GORE MARKING AND CHANNELIZING LINES | 8 (200) WITH 12 (300) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS: 20' (6.1 m) (LESS THAN 30 MPH (50 km/h)) |
| RAILROAD CROSSING | 24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²) |

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.8 SQ. FT. (1.47 m²) ONLY AREA = 22.9 SQ. FT. (2.13 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL TURN LANE MARKING

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

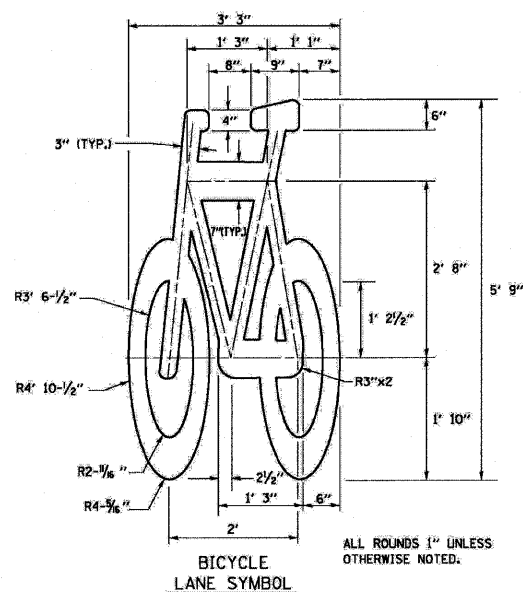
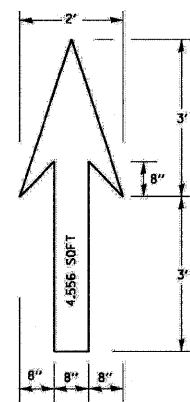
| REVISIONS | |
|--------------|----------|
| NAME | DATE |
| T. RAMMACHER | 12/07/00 |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SCALE: NONE

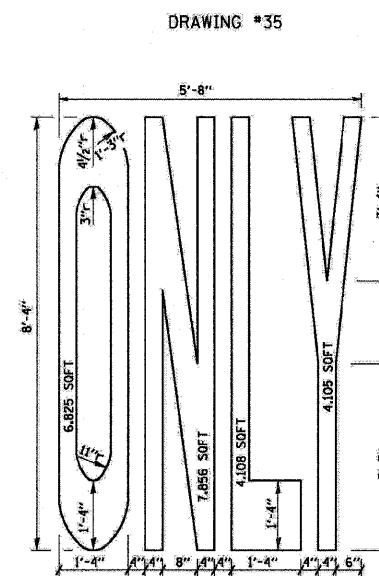
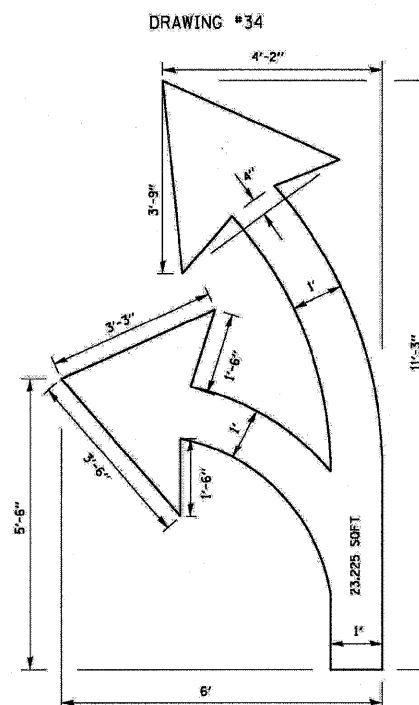
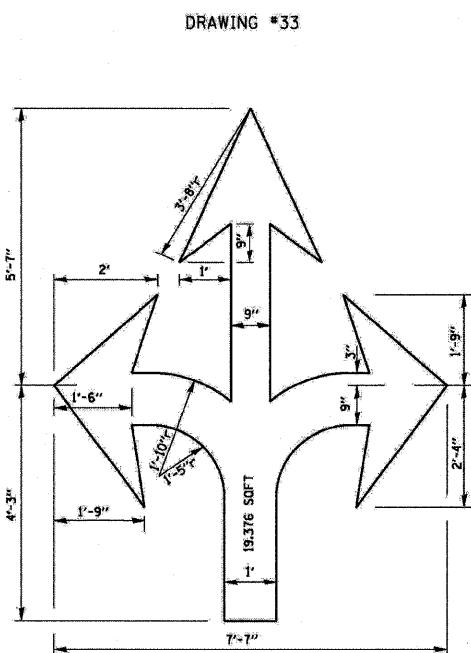
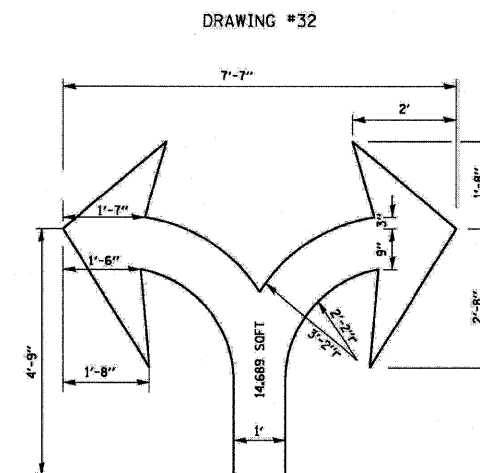
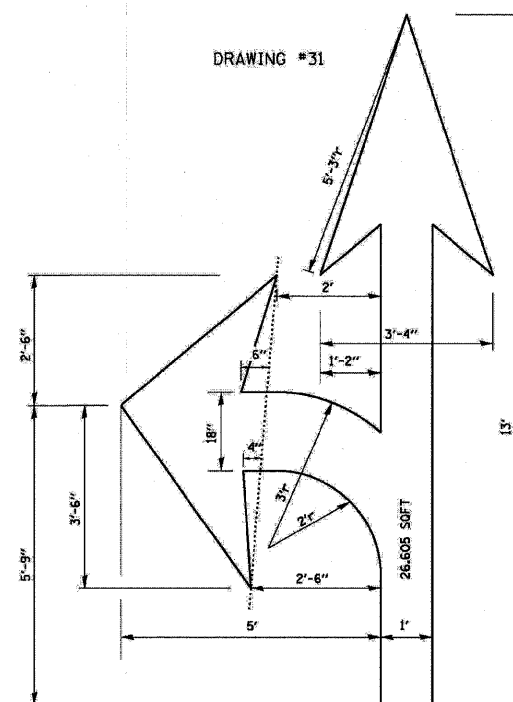
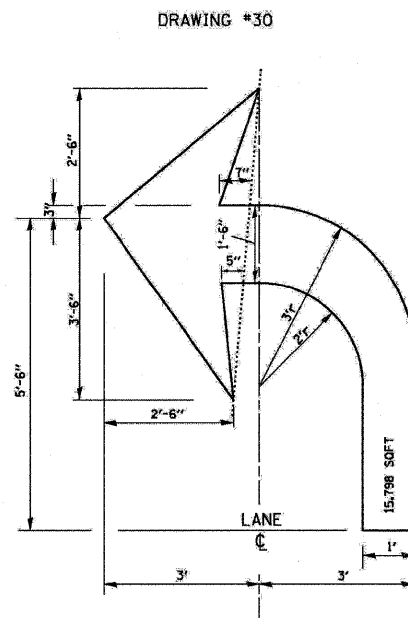
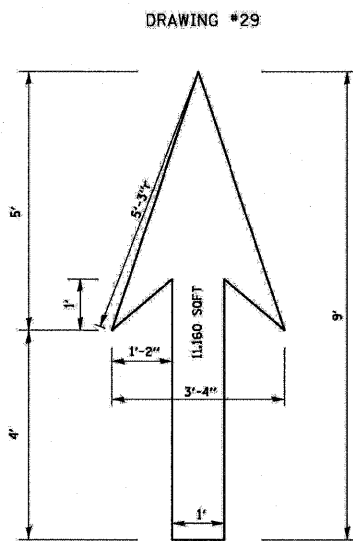
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CHECKED BY
TC-24

| F.A.1 RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|---------------------------|-----------------|--------------|
| 57 | 2122-B | COOK | 75 | 73 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



- NOTE:**
- FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC WITH A MINIMUM THICKNESS OF 90 MILS, MINIMUM SKID RESISTANCE VALUE OF 60 BPN, & A MINIMUM INDEX OF REFRACTION OF 1.50.
 - THE RESIDENT ENGINEER SHALL CONTACT MR. BEN COMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE LANE SYMBOLS.

TYPICAL BIKE LANE SYMBOLS
DRAWING #28



NOTE:
ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS

PLOT DATE = 3/7/2007
FILE NAME = K:\chicago\2007\28.dgn
USER NAME = T. RAMMACHER

| REVISIONS | |
|--------------|----------|
| NAME | DATE |
| T. RAMMACHER | 12/07/00 |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
CITY OF CHICAGO
TYPICAL PAVEMENT
MARKINGS

SCALE: NONE

DRAWN BY
CHECKED BY
TC-24

FINAL SURVEY BY DATE
 SURVEYED SURVEYOR'S NAME
 NOTE BOOK NO. TEMPLATE NO.
 AREAS CHECKED

ORIGINAL SURVEY BY DATE
 SURVEYED SURVEYOR'S NAME
 NOTE BOOK NO. TEMPLATE NO.
 AREAS CHECKED

| | | | | |
|---------------------|------------|------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 57 | 068-2122-B | COOK | 75 | 74 |
| STA. 3+50.00 | | TO STA. 6+50.00 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

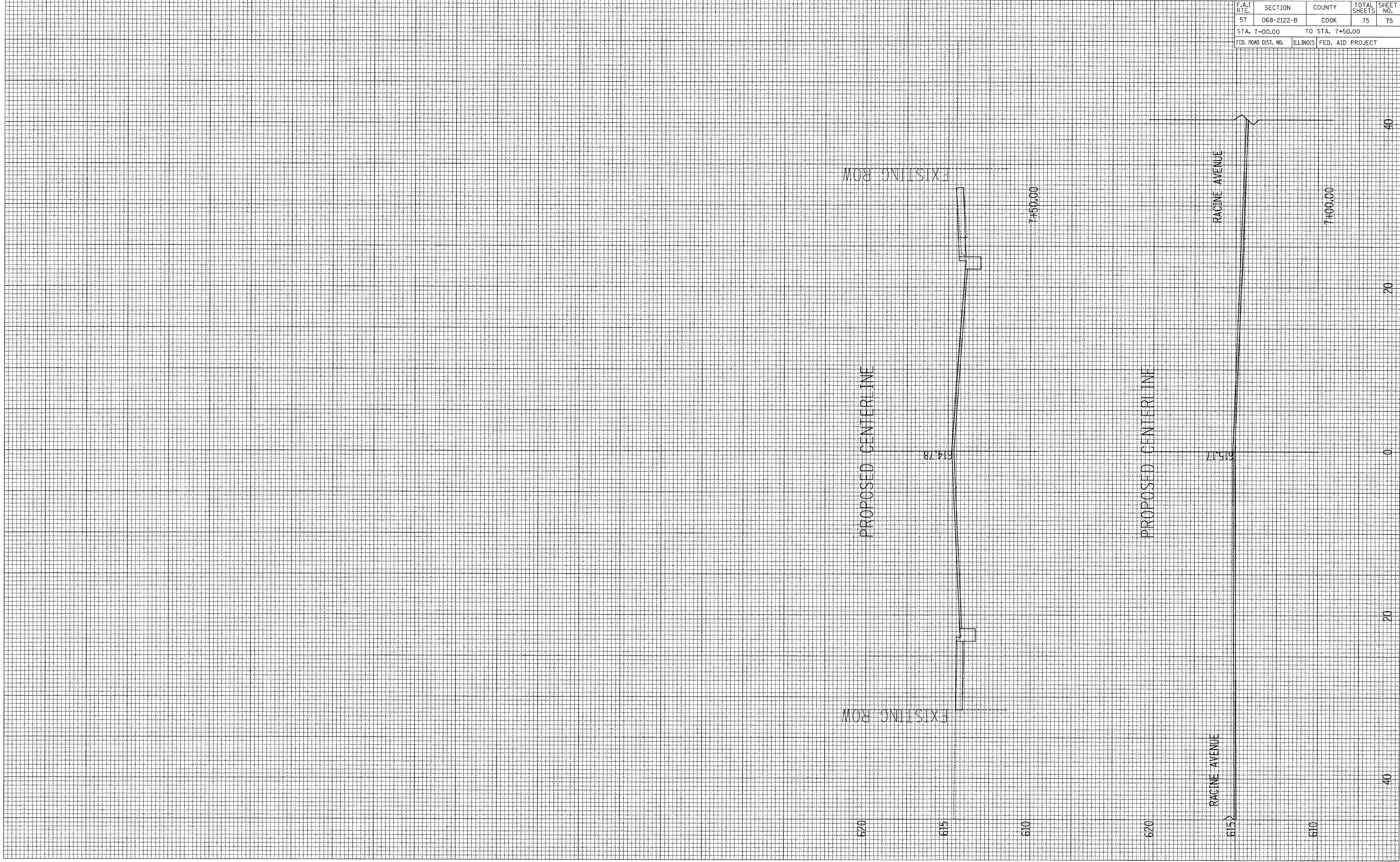


103rd STREET CROSS SECTIONS

FINAL SURVEY
 SURVEYED BY _____
 DATE _____
 NOTE BOOK NO. _____
 TEMPLATE AREAS CHECKED _____
 AREAS CHECKED _____

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

| | | | | |
|---------------------|------------|------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 57 | 068-2122-B | COOK | 75 | 75 |
| STA. 7+00.00 | | TO STA. 7+50.00 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



103rd STREET CROSS SECTIONS