

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	1
		ILLINOIS	CONTRACT NO. 60F65	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**
FAI-94 (BISHOP FORD EXPRESSWAY)
AT COTTAGE GROVE AVENUE
SECTION 1314B-1
PROJECT: ACIM-094-3(419)065
BRIDGE REPLACEMENT
COOK COUNTY

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

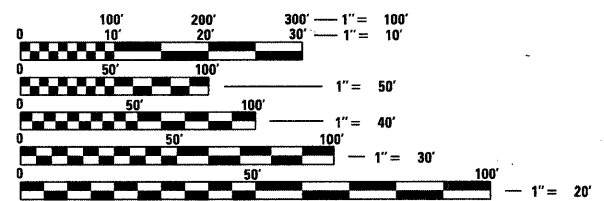
F.A.U. 2917 COTTAGE GROVE AVENUE EXISTING ADT: 11,900 (2008) DESIGN ADT: 15,000 (2030) SPEED LIMIT: 35 MPH	F.A.I. 94 BISHOP FORD EXPRESSWAY EXISTING ADT: 147,600 (2010) DESIGN ADT: 186,000 (2030) SPEED LIMIT: 55 MPH DESIGN DESIGNATION: INTERSTATE
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DESIGN DESIGNATION
COTTAGE GROVE AVENUE
1827(31) Minor Arterial (Urban) 2.58 (PCC-20)

PROJECT LOCATED IN THE CITY OF CHICAGO
IN COOK COUNTY

PROJECT DESCRIPTION:
PROJECT INCLUDES REMOVAL AND REPLACEMENT OF SUPERSTRUCTURE AND SUBSTRUCTURE OF EXISTING BRIDGE EXCEPT FOR THE SOUTH ABUTMENT PILES AND PILE CAP WHICH WILL BE REUSED; COTTAGE GROVE AVENUE BRIDGE OVER FAI 94 IN CITY OF CHICAGO, COOK COUNTY. PROJECT INCLUDES THE REMOVAL AND REPLACEMENT OF THE SOUTHEAST RETAINING WALL, BRIDGE APPROACH PAVEMENTS, LIGHTING AND FENCING ON THE BRIDGE WILL BE REMOVED AND REPLACED WITH NEW. PARAPET WALL ON NORTHEAST RETAINING WALL WILL BE REMOVED AND REPLACED WITH NEW FENCE INSTALLED ON TOP.

INCLUDES DRAINAGE IMPROVEMENTS AND NEW UNDERPASS LIGHTING ON FAI 94.

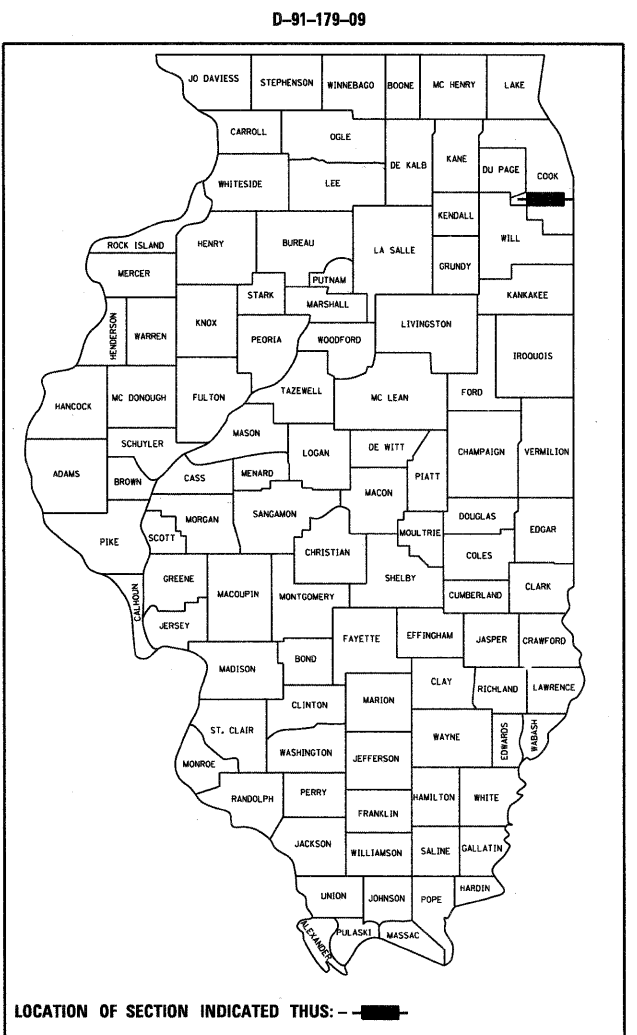


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

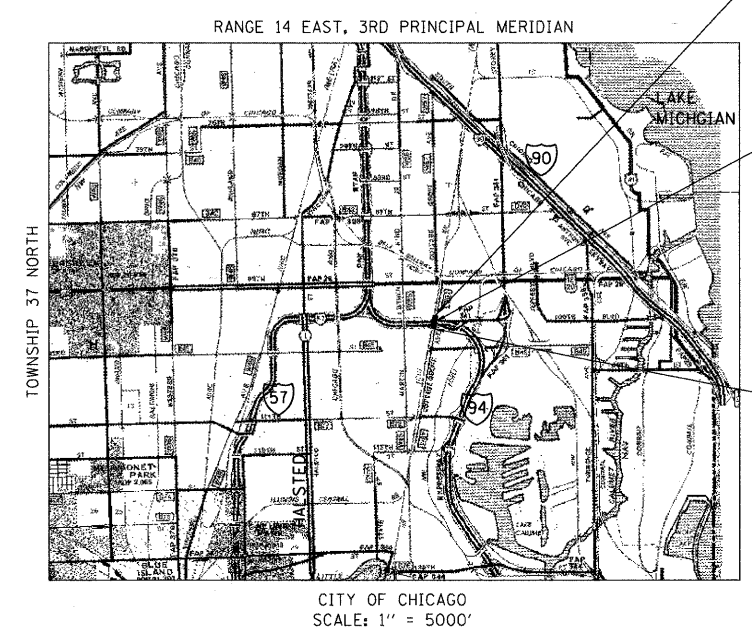
FOR UTILITY INFORMATION CONTACT
C.U.A.N.
CHICAGO UTILITY ALERT NETWORK
312-744-7000

PROJECT MANAGER: HELEN PAZON (847)705-4523

CONTRACT NO. 60F65



LOCATION OF SECTION INDICATED THUS: [Symbol]



JOHN F. MATTHEWS
6066830
LICENSED PROFESSIONAL ENGINEER
OF ILLINOIS
Expires 11-30-2011

THELMA R. PELLETIER
02-04086
REGISTERED PROFESSIONAL ENGINEER
OF ILLINOIS
Expires 11-30-2011

THOMAS J. CHATTERJEE
02-04086
REGISTERED PROFESSIONAL ENGINEER
OF ILLINOIS
Expires 11-30-2011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED JUNE 28 20 10

Diana M. O'Keefe DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

August 13 20 10
Scott E. Stett P.E. /s/ Acting ENGINEER OF DESIGN AND ENVIRONMENT

August 13 20 10
Christine M. Reed /s/ DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

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PROJECT MANAGER: HELEN PAZON (847)705-4523

GROSS LENGTH = 239 FT. = 0.045 MILE
NET LENGTH = 239 FT. = 0.045 MILE

Pijush K. Chatterjee 6/21/2010
Expires: 11-30-2010

INDEX OF SHEETS

SHEET NUMBER

DESCRIPTION

1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES
3 - 7	SUMMARY OF QUANTITIES
8 - 9	EXISTING AND PROPOSED TYPICAL SECTIONS
10	ALIGNMENT, TIES AND BENCHMARKS
11 - 12	ROADWAY PLAN AND PROFILE
13 - 17	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
18	EROSION & SEDIMENT CONTROL AND LANDSCAPING PLAN
19	SUE INVESTIGATION OF UNDERGROUND UTILITIES
20	DRAINAGE AND UTILITY PLAN COTTAGE GROVE AVENUE
21	DRAINAGE PLAN AND PROFILE I-94 BISHOP FORD FREEWAY
22 - 23	PAVEMENT MARKING AND SIGNAGE PLANS
24	ROADWAY DETAILS
25	DRAINAGE CONSTRUCTION DETAILS
26 - 36	LIGHTING PLANS
37 - 88	STRUCTURE PLANS
89	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER (BD-7)
90	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-8)
91	CITY OF CHICAGO DRAINAGE DETAILS (BD-9)
92	CITY OF CHICAGO DETAILS FOR PCC DRIVEWAY, ALLEY RETURN AND SIDEWALK (BD-17)
93	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
94	CITY OF CHICAGO CATCH BASIN, INLET AND MANHOLE DETAILS (BD-47)
95	MISCELLANEOUS ELECTRICAL DETAILS, SHEET A (BE-702)
96	MISCELLANEOUS ELECTRICAL DETAILS, SHEET B (BE-703)
97	SUSPENDED MOUNT UNDERPASS LUMINAIRE INSTALLATION DETAILS (BE-900)
98	FREEWAY ENTRANCE AND EXIST RAMP CLOSURE DETAILS (TC-8)
99	TRAFFIC CONTROL DETAILS FOR FREEWAY, SINGLE & MULTI-LANE WEAVE (TC-9)
100	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)
101 - 102	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS (TC-12a&b)
103	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
104	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)
105	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES, PARTIAL RAMP CLOSURES (TC-17)
106	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS (TC-18)
107	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS (TC-21)
108	TEMPORARY INFORMATION SIGNING (TC-22)
109 - 110	CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS (TC-24a&b)

LIST OF STATE STANDARDS

STANDARD NUMBER

DESCRIPTION


000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
353001-04	PCC BASE COURSE WITH BITUMINOUS CONCRETE BINDER AND SURFACE COURSES
420001-07	PAVEMENT JOINTS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
483001-04	PCC SHOULDER
515001-03	NAME PLATE FOR BRIDGES
602001-01	CATCH BASIN TYPE A
604001-03	FRAME AND LID TYPE I
606001-04	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
630301-05	SHOULDER WIDENING FOR TYPE I (SPECIAL) GUARDRAIL TERMINALS
631031-08	TRAFFIC BARRIER TERMINAL, TYPE 6
664001-02	CHAIN LINK FENCE
701101-02	OFF-ROAD OPERATIONS, MULTILANE, LESS THAN 4.5 m (15') AWAY, FOR SPEEDS > 45 MPH
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 4.5 m (15') AWAY, FOR SPEEDS > 45 MPH
701321-10	LANE CLOSURE, 2L, 2W BRIDGE REPAIR WITH BARRIER
701400-04	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-05	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-06	LANE CLOSURE, MULTI-LANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS >= 45 MPH
701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIUM
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE, MULTILANE, 1W OR 2W, CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
642001-01	SHOULDER RUMBLE STRIPS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL CHICAGO UTILITY ALERT NETWORK (CUAN) AT 312 744 7000 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- 10 FT (3 M) TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS 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, THE CITY OF CHICAGO, METRA AND ILLINOIS CENTRAL RAILROAD.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE, OR STORE EQUIPMENT/MATERIALS ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- ALL ELEVATIONS REFER TO NAVD88 DATUM.
- SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 REGARDING PROTECTION OF RAILROAD TRAFFIC, PROPERTY AND RAILROAD FLAGGERS. THE NAME AND TELEPHONE NUMBER OF ILLINOIS CENTRAL RAILROAD (I.C.R.R.) CONTACT IS ROB GLASS AT 708-332-6673.
- THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.
- THE CONTRACTOR SHALL UTILIZE EXTREME CAUTION WHEN DIGGING ADJACENT TO EXISTING UTILITIES AND FACILITIES. UTILITY LOCATION INFORMATION SHOWN ON PLANS NEEDS TO BE FIELD VERIFIED PRIOR TO EXCAVATION OR CONSTRUCTION OF THE PROPOSED STRUCTURE.
- DURING CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE PROTECTIVE SHIELDING TO PROTECT USERS OF THE PUBLIC WAYS FROM ANY FALLING DEBRIS.
- TEMPORARY CONCRETE BARRIER: THE BARRIER UNIT AT EACH END OF THE INSTALLATION SHALL BE SECURED TO THE PAVEMENT OR SHOULDER USING ALL SIX ANCHORING PINS FOR "F" SHAPE ~~OR ALL SIX DOWEL BARS FOR NEW JERSEY SHAPE.~~ THE BARRIER ENDS ARE TO BE PROTECTED WITH TEMPORARY IMPACT ATTENUATORS.
- THE CONTRACTOR SHALL TAKE CARE TO MAINTAIN SEWER FLOW AT ALL TIMES.
- BEFORE ORDERING STORM SEWERS, CATCH BASINS, PIPE CULVERTS, PIPE DRAINS, AND MANHOLES, THE CONTRACTOR SHALL CONTACT THE ENGINEER AS TO THE EXACT LENGTH AND QUANTITY REQUIRED.
- WHEN PERFORMING WORK FOR DRAINAGE STRUCTURE ADJUSTMENT (SPECIAL), PLATING OF STRUCTURES WILL NOT BE PERMITTED. FEATHERED ASPHALT TO BE PROVIDED AROUND STRUCTURES. COST CONSIDERED INCLUDES IN THE COST OF THE STRUCTURE ADJUSTMENT.
- THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.1 gal/yd² (0.5 L/m²).
- ADA RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION: APPENDIX B: REQUIREMENTS FOR OPENINGS, CONSTRUCTION AND REPAIR IN THE PUBLIC WAY - ADA STANDARDS. SEE SPECIAL PROVISIONS.
- THE CONTRACTOR SHALL MEASURE THE MINIMUM VERTICAL CLEARANCE BETWEEN THE BOTTOM OF BEAM AND PAVEMENT SURFACE AT THE LOCATION SHOWN ON THE "GENERAL PLAN" ON SHEET NO. S1. THIS SHALL BE DONE PRIOR TO THE REMOVAL OF THE DECK. THE COST OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "CONSTRUCTION LAYOUT." THE CONTRACTOR SHALL PROVIDE THE RESIDENT ENGINEER WITH THE MEASUREMENT.
- THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 AT A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

CITY OF CHICAGO NOTES

- ALL CATCH BASINS IN THE CITY OF CHICAGO MUST MEET THE DEPARTMENT OF WATER MANAGEMENT (W.M.) STANDARDS.
- PERMITS FROM THE DEPARTMENT OF WATER MANAGEMENT (W.M.) ARE REQUIRED FOR ALL UNDERGROUND STORM, SANITARY OR COMBINED SEWER SYSTEM CONSTRUCTION; AND FOR ALL WORK INVOLVING ADJUSTMENT OF SEWER STRUCTURES. THE DEPARTMENT OF W.M. PERMIT MUST BE OBTAINED BY A LICENSED SEWER DRAIN LAYER PRIOR TO START OF CONSTRUCTION. THE LICENSED SEWER CONTRACTOR/SUBCONTRACTOR MUST SUBMIT TWO SETS OF PLANS APPROVED BY THE DEPARTMENT OF W.M. FOR THE ISSUE OF SEWER PERMIT TO SUITE 410, 333 SOUTH STATE STREET, CHICAGO, IL 60604-3971. INSPECTION WILL BE PROVIDED BY THE DEPARTMENT OF W.M.
- 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 WATER MANAGEMENT AT (312) 747-8117 OR (312) 747-7893. THE CONTRACTOR MUST, AT HIS/HER COST REPLACE THE AFFECTED SEWERS, DRAIN CONNECTIONS, SEWER STRUCTURES AND/OR BENCH MONUMENTS AS NECESSARY. THE SEWER FLOWS MUST BE MAINTAINED AT ALL TIMES.
- BENCH MONUMENT LOCATIONS WITHIN THE LIMITS OF THE IMPROVEMENT CAN BE OBTAINED FROM THE DEPARTMENT OF SEWERS AT 410, 333 SOUTH STATE STREET, CHICAGO, IL 60604-3971.
- 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 BE REPLACED WITH NEW DEPARTMENT OF W.M. STANDARD FRAMES AND GRATES OR LIDS. THE FRAMES AND LIDS OF SEWER STRUCTURES TO BE ABANDONED, REMOVED OR FILLED MUST BE SALVAGED AND THE SEWER UNIT OF THE DEPARTMENT OF W.M. NOTIFIED FOR PICK-UP.
- PERFORATED LIDS SHALL BE PLACED ON ALL MANHOLES AND CATCH BASINS.
- CITY OF CHICAGO WATER VALVE VAULTS AND SEWER STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION WITHOUT WRITTEN PERMISSION FROM THE CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT AND/OR DEPARTMENT OF SEWERS.
- BACKFILL MATERIAL UNDER SIDEWALKS SHALL BE FA-2 AND SHALL BE INCLUDED IN THE COST OF THE PCC SIDEWALK.
- CURB AND GUTTER CONSTRUCTION SHALL PROVIDE A MINIMUM CURB HEIGHT OF 75MM (3").
- THE CONTRACTOR IS RESPONSIBLE FOR THE ADEQUATE PROTECTION OF THE EXISTING SEWERS, DRAIN CONNECTIONS, SEWER STRUCTURES AND BENCH MONUMENTS DURING CONSTRUCTION OF NEW UTILITIES AND/OR ADJUSTMENTS TO EXISTING UTILITIES AND THE USE OF HEAVY EQUIPMENT WITHIN THE LIMITS OF THE PROJECT.
- MANHOLES, CATCH BASINS AND INLETS MUST BE PROTECTED FROM ENTRY OF ASPHALT/DEBRIS INTO THE SEWER SYSTEM DURING CONSTRUCTION. THE CONTRACTOR SHALL MARK LOCATIONS OF ALL SEWER STRUCTURES ON THE SIDEWALK BEFORE STARTING PAVEMENT REMOVAL/REPLACEMENT. ADJUSTMENT OF FRAMES AND LIDS OF SEWER STRUCTURES MUST BE COMPLETED PRIOR TO STREET RESURFACING.
- THE MINUTES OF THE PRE-CONSTRUCTION MEETING SHOULD STATE THAT A LIST OF "DEPARTMENT OF W.M. REQUIREMENTS FOR EXISTING FACILITIES PROTECTION" WAS PROVIDED TO THE RESIDENT ENGINEER AND THE CONTRACTOR FOR COMPLIANCE.
- 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 FLOWS MUST BE MAINTAINED AT ALL TIMES.
- EXISTING CATCH BASIN LATERALS TO BE REUSED MUST BE RODDED AND FLUSHED IN THE PRESENCE OF THE SEWER UNIT OF THE DEPARTMENT OF W.M. INSPECTOR. A NEW CONNECTION TO THE MAIN SEWER IS REQUIRED, IF THE EXISTING CATCH BASIN LATERAL IS NOT APPROVED BY THE SEWER INSPECTOR.
- AS-BUILT PLANS MUST BE SUBMITTED SOON AFTER WORK COMPLETION. FINAL PAYMENT SHALL NOT BE MADE TO THE CONTRACTOR UNTIL THE DEPARTMENT OF SEWERS ACKNOWLEDGES RECEIPT OF AS-BUILT PLANS.

FILE NAME = ...NDI-60F65-sh1002-1index.dgn	DESIGNED - ITY	REVISED -	 <p>900 WEST FULTON STREET CHICAGO, ILLINOIS 60607-1299</p> <p>TEL. 312 454 9100 FAX 312 559 1217 WEB www.sepstein.com</p>	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>			<p align="center">INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES</p>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT TIME = 12:41:39 PM	DRAWN - ITY	REVISED -					94	1314B-1	COOK	110	2			
PLOT DATE = 7/16/2010	CHECKED - TRP	REVISED -		SCALE: N.T.S.			SHEET NO. 1 OF 1 SHEETS			STA. TO STA.		CONTRACT NO. 60F65		
													ILLINOIS FED. AID PROJECT	


CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				ROADWAY	BRIDGE	RETAINING WALL	HWY LIGHTING
				1000 - 2A URBAN	X271 - 2A URBAN	Y007 URBAN	Y030-1E URBAN
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	110	110			
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	16	16			
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	20	20			
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	3	3			
20200100	EARTH EXCAVATION	CU YD	200	200			
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	590		590		
20800150	TRENCH BACKFILL	CU YD	529	529			
X2080250	TRENCH BACKFILL, SPECIAL	CU YD	270	270			
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	4,943	4,943			
25000210	SEEDING, CLASS 2A	ACRE	0.9	0.9			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	81	81			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	81	81			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	81	81			
25200110	SODDING, SALT TOLERANT	SQ YD	1,054	1,054			
25200200	SUPPLEMENTAL WATERING	UNIT	48	48			
28000400	PERIMETER EROSION BARRIER	FOOT	464	464			
28000510	INLET FILTERS	EACH	23	23			
28100105	STONE RIPRAP, CLASS A3	SQ YD	20	20			
28200200	FILTER FABRIC	SQ YD	20	20			
31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	397	397			
35300400	PORTLAND CEMENT CONCRETE BASE COURSE 9"	SQ YD	345	345			
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	131	131			
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	39	39			
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	79	79			
42001300	PROTECTIVE COAT	SQ YD	662	662			
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	70	70			
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	20	20			
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	790	790			
Z0007430	TEMPORARY SIDEWALK	SQ FT	3,092	3,092			
42400800	DETECTABLE WARNINGS	SQ FT	14	14			
44000100	PAVEMENT REMOVAL	SQ YD	188	188			
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	13	13			

• DENOTES SPECIAL PROVISION

Rev.

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				ROADWAY	BRIDGE	RETAINING WALL	HWY LIGHTING
				1000 - 2A URBAN	X271 - 2A URBAN	Y007 URBAN	Y030-1E URBAN
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	375	375			
44000600	SIDEWALK REMOVAL	SQ FT	1,171	1,171			
Z0004552	APPROACH SLAB REMOVAL	SQ YD	532	532			
X4401980	CONCRETE BARRIER REMOVAL	FOOT	381	381			
44004250	PAVED SHOULDER REMOVAL	SQ YD	788	788			
48300400	PORTLAND CEMENT CONCRETE SHOULDERS 9"	SQ YD	788	788			
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1		
50157300	PROTECTIVE SHIELD	SQ YD	1,464		1,464		
50200100	STRUCTURE EXCAVATION	CU YD	3,397		3,397		
50300225	CONCRETE STRUCTURES	CU YD	1,084		1084		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	665		665		
50300260	BRIDGE DECK GROOVING	SQ YD	1,402		1,402		
50300300	PROTECTIVE COAT	SQ YD	1,972		1,972		
50500305	ERECTING STRUCTURAL STEEL	L SUM	1		1		
50500505	STUD SHEAR CONNECTORS	EACH	7,320		7,320		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	279,100		279,100		
50800515	BAR SPLICERS	EACH	1,240		1,240		
50901730	BRIDGE FENCE RAILING	FOOT	427		427		
51500100	NAME PLATES	EACH	1		1		
52000110	PREFORMED JOINT STRIP SEAL	FOOT	149		149		
52100210	ERECTING ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	20		20		
52100530	ANCHOR BOLTS, 1 1/4"	EACH	80		80		
550A0330	STORM SEWERS, CLASS A, TYPE 2 10"	FOOT	37	37			
550A0680	STORM SEWERS, CLASS A, TYPE 3 18"	FOOT	176	176			
550A0700	STORM SEWERS, CLASS A, TYPE 3 21"	FOOT	76	76			
55100700	STORM SEWER REMOVAL 15"	FOOT	176	176			
55100900	STORM SEWER REMOVAL 18"	FOOT	76	76			
56000300	CAST IRON SOIL PIPE 8"	FOOT	132	132			
58700300	CONCRETE SEALER	SQ FT	1,406		1,406		
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	429			429	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	236			236	
60107700	PIPE UNDERDRAINS 6"	FOOT	383	383			

• DENOTES SPECIAL PROVISION


FILE NAME = ...ND1-60F65-eh1004-S002.dgn	DESIGNED - ITY	REVISED -	 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL. 312 454 9100 FAX 312 599 1217 WEB www.sepstein.com	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT TIME = 10:34:22 AM	DRAWN - ITY	REVISED -						94	1314B-1	COOK	110	4
PLOT DATE = 7/19/2010	CHECKED - TRP	REVISED -			SCALE: N/A			SHEET NO. 2 OF 5 SHEETS	STA.	TO STA.	CONTRACT NO. 60F65	
DATE - 07/19/2010	REVISIED -	REVISED -	ILLINOIS FED. AID PROJECT									

Rev.

URBAN
90% FED.
10% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				ROADWAY 1000 - 2A URBAN	BRIDGE X271 - 2A URBAN	RETAINING WALL Y007 URBAN	HWY LIGHTING Y030-1E URBAN
60200105	CATCH BASINS, TYPE A, 4' -DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	4	4			
• 60202505	CATCH BASINS, TYPE A, 4' -DIAMETER, TYPE 1 FRAME, OPEN LID (CITY OF CHICAGO)	EACH	4	4			
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	2	2			
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	2	2			
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	141	141			
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	65	65			
** 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2			
** • 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2			
• 63700159	CONCRETE BARRIER, SINGLE FACE, 32 INCH HEIGHT (SPECIAL)	FOOT	47	47			
63700175	CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT	FOOT	212	212			
• 63700279	CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)	FOOT	75	75			
63700805	CONCRETE BARRIER TRANSITION	FOOT	50	50			
64200105	SHOULDER RUMBLE STRIPS	FOOT	1,077	1,077			
• 66400560	CHAIN LINK FENCE, 6' (SPECIAL)	FOOT	125	125			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12			
67100100	MOBILIZATION	L SUM	1	1			
• 70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1			
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	12	12			
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	586	586			
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	14,819	14,819			
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	2,520	2,520			
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	1,170	1,170			
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	50	50			
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	6,333	6,333			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,570	1,570			
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2,582	2,582			
72000200	SIGN PANEL - TYPE 2	SO FT	18	18			
• 72400900	REMOVE SIGN PANEL	EACH	1	1			
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	8	8			
73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	1	1			
** 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2,339	2,339			
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	112	112			
78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	409	409			
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	36	36			

• DENOTES SPECIAL PROVISION
** SPECIALTY ITEMS

FILE NAME = ... \D1-60F65-sh1205-S003.dgn	DESIGNED - ITY	REVISED -	 800 WEST FLATON STREET CHICAGO, ILLINOIS 60611-1200 TEL 312 454 9100 FAX 312 558 1217 WEB www.sepstein.com	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT TIME = 10:34:54 AM	DRAWN - ITY	REVISED -						94	1314B-1	COOK	110	5
PLOT DATE = 7/19/2010	CHECKED - TRP	REVISED -			SCALE: N/A	SHEET NO. 3 OF 5 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		CONTRACT NO. 60F65	

Rev-

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				ROADWAY	BRIDGE	RETAINING WALL	HWY LIGHTING	
				1000 - 2A URBAN	X271 - 2A URBAN	Y007 URBAN	Y030-1E URBAN	
**	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	53	53			
**	78003120	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"	FOOT	1,150	1,150			
**	78008310	POLYUREA PAVEMENT MARKING TYPE II - LINE 4"	FOOT	1,641	1,641			
**	78008350	POLYUREA PAVEMENT MARKING TYPE II - LINE 12"	FOOT	27	27			
**	78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	192	192			
**	78300100	PAVEMENT MARKING REMOVAL	SO FT	3,269	3,269			
**	81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	215				215
**	81012700	CONDUIT IN TRENCH, 2 1/2" DIA., PVC	FOOT	680				680
**	81012900	CONDUIT IN TRENCH, 3 1/2" DIA., PVC	FOOT	595				595
**	81100320	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	1,330				1,330
**	81100905	CONDUIT ATTACHED TO STRUCTURE, 3 1/2" DIA., PVC COATED GALVANIZED STEEL	FOOT	750				750
**	81100705	CONDUIT ATTACHED TO STRUCTURE, 2 1/2" DIA., PVC COATED GALVANIZED STEEL	FOOT	40				40
**	81200120	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	590				590
**	81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	24				24
**	81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	10				10
**	81300730	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 16" X 14" X 6"	EACH	2				2
**	81300945	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 24" X 24" X 8"	EACH	2				2
**	81603210	UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (EPR-TYPE RHW), 1 1/4" DIA. POLYETHYLENE	FOOT	800				800
**	81700110	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 1/C NO. 10	FOOT	4,230				4,230
**	81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	680				680
**	81900205	TRENCH AND BACKFILL FOR ELECTRICAL WORK (SPECIAL)	FOOT	365				365
**	84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	30				30
•	Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	220		220		
•	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
•	Z0018800	DRAINAGE SYSTEM	L SUM	1		1		
•	Z0018900	DRILL AND GROUT DOWEL BARS	EACH	389	389			
•	Z0022800	FENCE REMOVAL	FOOT	125	125			
•	Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	4			
•	Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	6	6			
•	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1			
•	Z0076600	TRAINEES	HOUR	2,000	2,000			
•	Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	103	103			
•	X0322494	CURB CUT	FOOT	10	10			
**	X0322689	POLE, STEEL, ANCHOR BASE, 10" DIA., 7-GAUGE, 34' -6"	EACH	2				2

** Specialty Items
• DENOTES SPECIAL PROVISION
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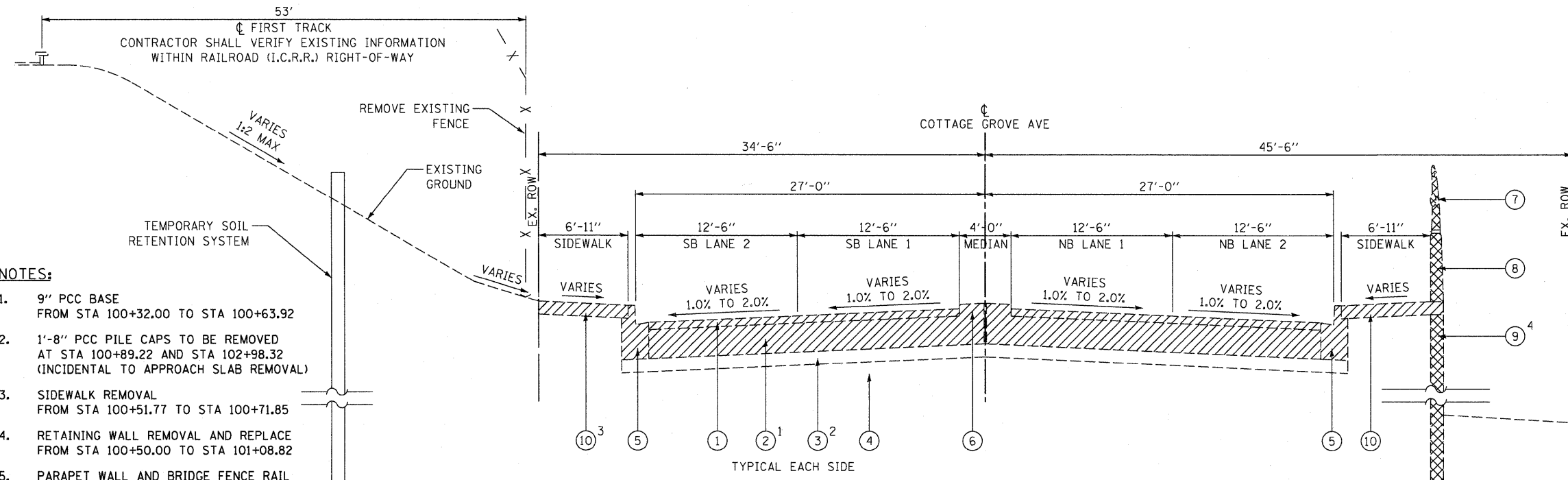
URBAN
90% FED.
10% STATE

URBAN
90% FED.
10% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				ROADWAY	BRIDGE	RETAINING WALL	HWY LIGHTING
				1000 - 2A URBAN	X271 - 2A URBAN	Y007 URBAN	Y030-1E URBAN
** Z0033030	MAST ARM, STEEL, STREET LIGHTING, 12 FT.	EACH	6				6
** X0322700	FUSE, IN-LINE, 10 AMP	EACH	12				12
** X0322725	RACK, SECONDARY-AERIAL, 2-WIRE OR 3- WIRE	EACH	1				1
** 81700225	ELECTRIC CABLE IN CONDUIT, ^{(600V (EPR-TYPE RHW))} 2-1/C NO. 6	FOOT	960				960
** Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	10	10			
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	2		2		
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	7,721	3,751	3,970		
X0324198	REMOVAL OF ASBESTOS CEMENT CONDUIT	FOOT	3,240				3,240
** X0324901	REMOVE EXISTING STREET LIGHTING FOUNDATION	EACH	2				2
* X0325201	SHOULDER RUMBLE STRIP REMOVAL	SQ YD	1,077	1,077			
** Z0026346	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1			
* X7030104	WET ^(PAVEMENT MARKING) TEMPORARY TAPE, TYPE III, 4 INCH	FOOT	14,819	14,819			
* X7030124	WET ^(PAVEMENT MARKING) TEMPORARY TAPE, TYPE III, 24 INCH	FOOT	50	50			
* X7030105	WET ^(PAVEMENT MARKING) TEMPORARY TAPE, TYPE III, 5 INCH	FOOT	2,520	2,520			
* X7030108	WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III, 6 INCH	FOOT	1,170	1,170			
** X0326323	UNDERPASS LUMINAIRE, 70 WATT, HIGH PRESSURE SODIUM VAPOR, STAINLESS STEEL HOUSING	EACH	28				28
** X0326327	POLE, STEEL, ANCHOR BASE, 8-1/2" DIAMETER, 7-GAUGE, 32'-6"	EACH	4				4
** X0326361	CONCRETE FOUNDATION, 24" DIAMETER, 1 1/4" ANCHOR RODS, 15" BOLT CIRCLE, 7 FOOT	EACH	2				2
** X0329888	REMOVE EXISTING STREET LIGHTING EQUIPMENT	L SUM	1				1
* X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1			
** X8210305	PROTECTION AND MAINTENANCE OF EXISTING UNDERPASS LIGHTING	L SUM	1				1
** X8210456	LUMINAIRE, STREET LIGHTING, ^(HIGH PRESSURE SODIUM) VAPOR, 400 WATT, 240 VOLT, ARTERIAL, SEMI-CUTOFF	EACH	6				6
** X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	1,150	1,150			
** X0327035	WIRE AERIAL 1/C NO. 6	FOOT	220				220

** Specialty Items

Rev.



EXISTING TYPICAL SECTION

STA. 100+32.00 TO STA. 101+09.22
 STA 102+78.33 TO STA 103+24.59
 (BRIDGE OMISSION STA. 101+09.22 TO STA. 102+78.33)

NOTES:

- 9" PCC BASE FROM STA 100+32.00 TO STA 100+63.92
- 1'-8" PCC PILE CAPS TO BE REMOVED AT STA 100+89.22 AND STA 102+98.32 (INCIDENTAL TO APPROACH SLAB REMOVAL)
- SIDEWALK REMOVAL FROM STA 100+51.77 TO STA 100+71.85
- RETAINING WALL REMOVAL AND REPLACE FROM STA 100+50.00 TO STA 101+08.82
- PARAPET WALL AND BRIDGE FENCE RAIL STARTS AT STA 100+50.00
- PROPOSED SIDEWALK STARTS AT STA 100+51.77
- TEMPORARY SIDEWALK (HMA) DURING STAGE I CONSTRUCTION. USE 2" HMA SURFACE COURSE, MIX "C", IL-9.5mm, N50. SEE STAGING PLANS FOR LIMITS.

EXISTING LEGEND:

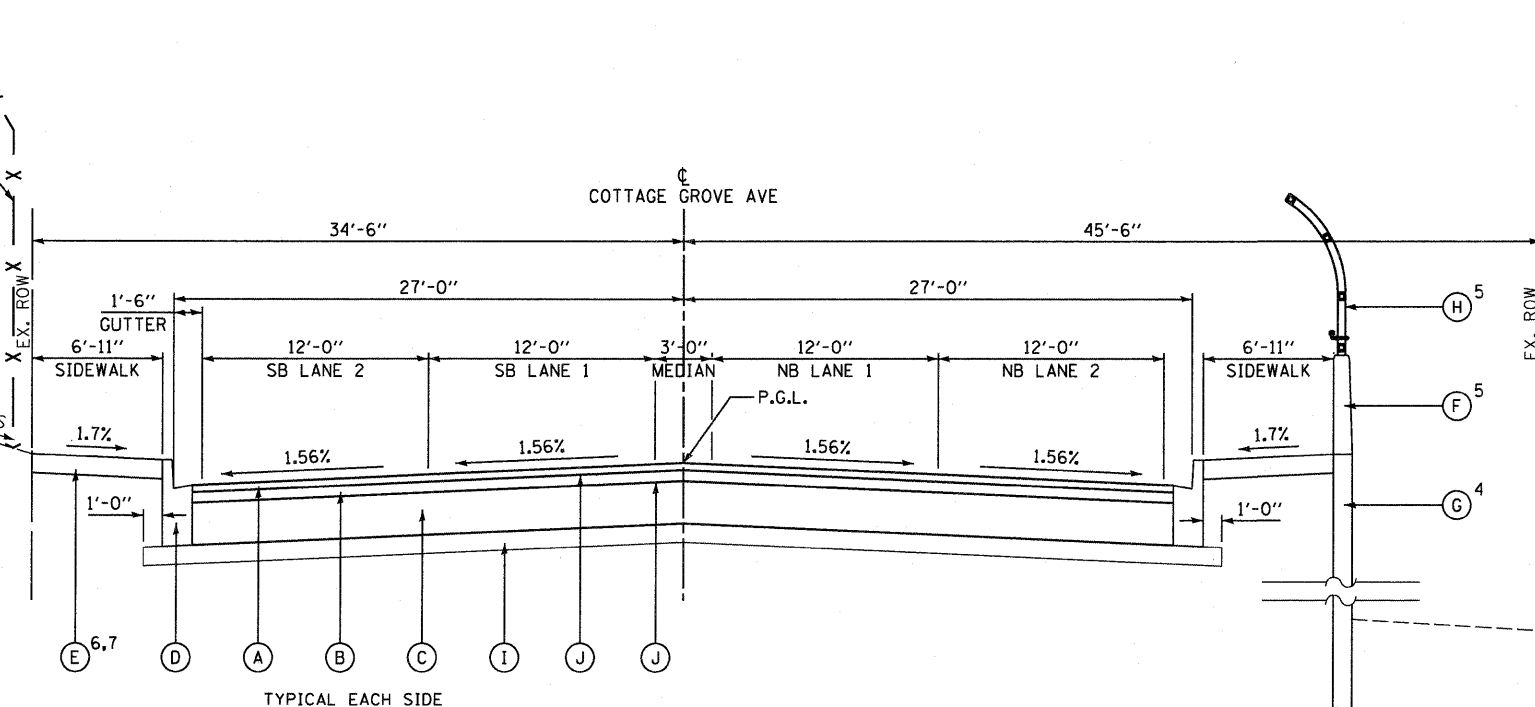
- ① 2 1/4" ASPHALT SURFACE
- ② 7" PCC APPROACH SLAB PAVEMENT
- ③ VARIABLE SUBBASE GRANULAR MATERIAL
- ④ SUBGRADE
- ⑤ TYPE B CURB AND GUTTER
- ⑥ CONCRETE MEDIAN (REMOVAL INCIDENTAL TO PAVEMENT & APPROACH SLAB REMOVAL)
- ⑦ ALUMINUM RAIL
- ⑧ CONCRETE PARAPET WALL
- ⑨ CONCRETE RETAINING WALL
- ⑩ CONCRETE SIDEWALK
- ▨ ROADWAY REMOVAL ITEM (SEE ROADWAY PLANS)
- ▩ STRUCTURE REMOVAL ITEM (SEE STRUCTURE PLANS)

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURES IS 112 LBS/SY/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

HMA MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	THICKNESS	AIR VOIDS
TEMPORARY SIDEWALK		
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm)	2"	4% @ 50 Gyr.
ROADWAY SURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm)	1 1/2"	4% @ 70 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	2 1/2"	4% @ 70 Gyr.
SHOULDER SURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm)	1 1/2"	4% @ 70 Gyr.

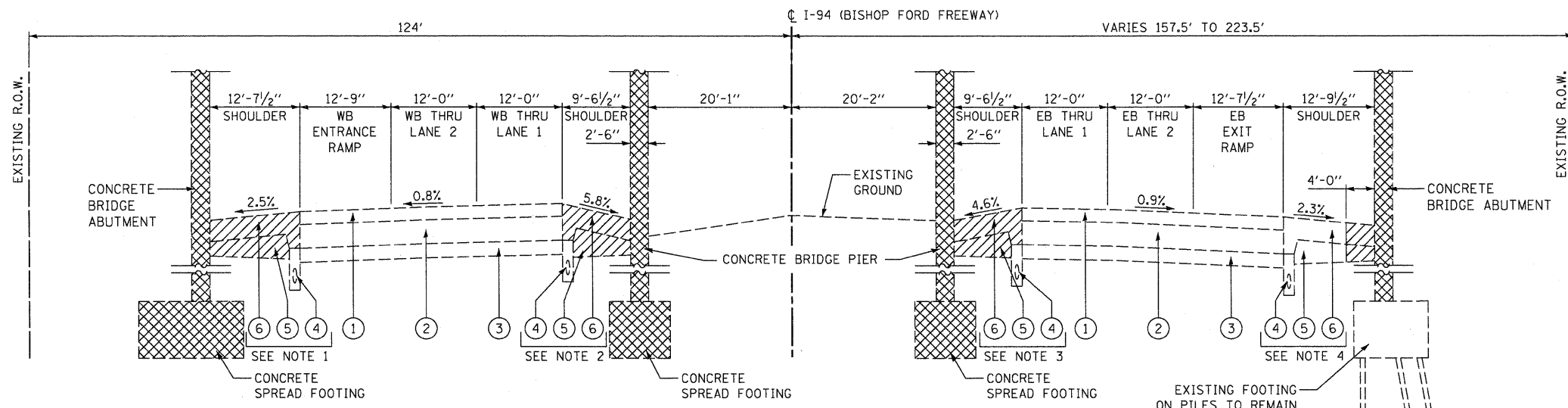


PROPOSED TYPICAL SECTION

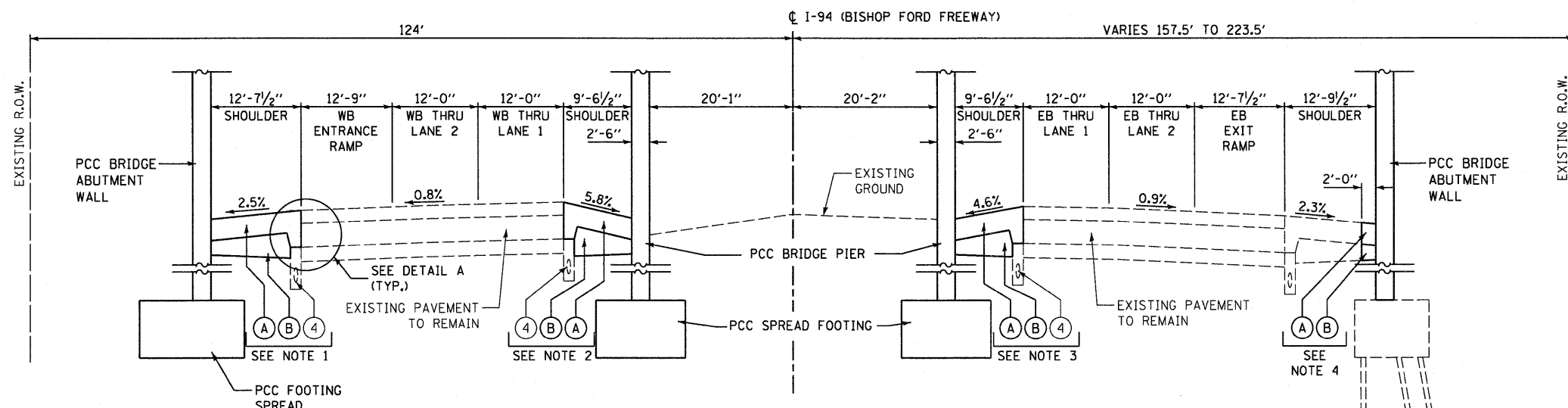
STA. 100+32.00 TO STA. 100+77.17
 STA 103+10.61 TO STA 103+24.59
 (BRIDGE OMISSION STA. 100+77.17 TO STA. 103+10.61)

PROPOSED LEGEND:

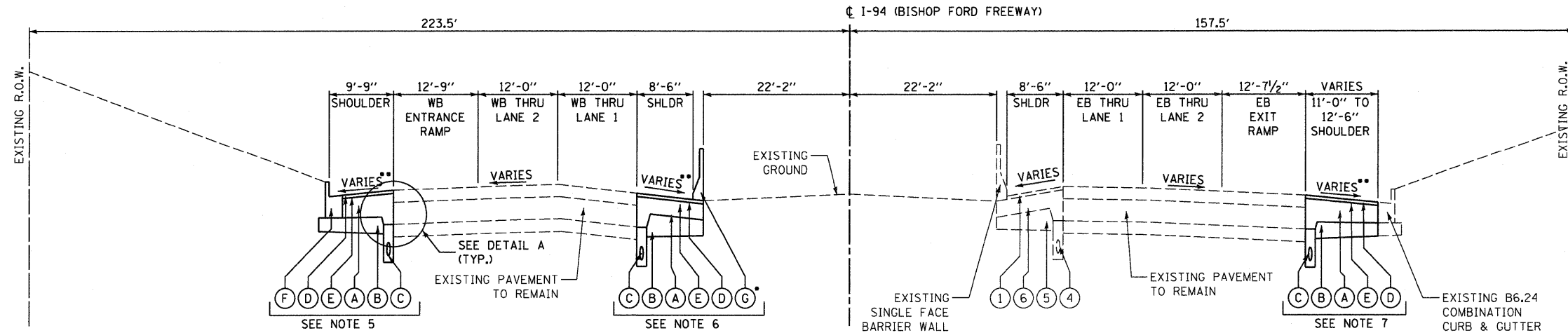
- Ⓐ 1-1/2" HMA SURFACE COURSE, MIX "D", N70 (IL-9.5)
- Ⓑ 2-1/2" HMA BINDER COURSE, IL-19.0, N70
- Ⓒ 9" PCC BASE COURSE
- Ⓓ COMBINATION CURB AND GUTTER, TYPE B6.12
- Ⓔ 5" PCC SIDEWALK
- Ⓕ PCC PARAPET WALL
- Ⓖ PCC RETAINING WALL
- Ⓗ BRIDGE FENCE RAIL
- Ⓘ SUBBASE GRANULAR MATERIAL, TYPE B, 4"
- Ⓝ BITUMINOUS MATERIAL PRIME COAT



EXISTING I-94 TYPICAL SECTION
AT COTTAGE GROVE AVENUE



PROPOSED I-94 TYPICAL SECTION
AT COTTAGE GROVE AVENUE



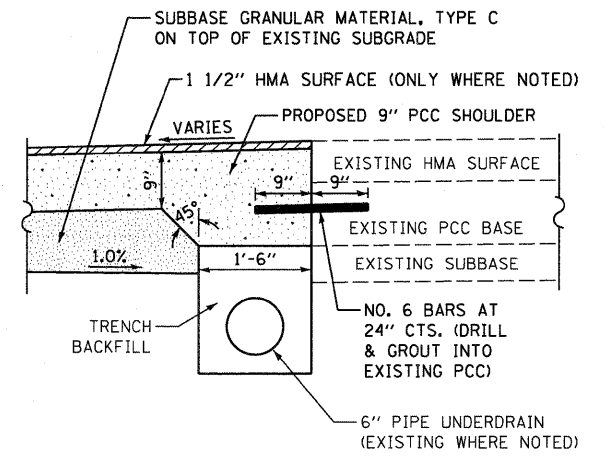
- BEGIN AT STA 499+67.08
- MATCH SURROUNDING EXISTING SHOULDER PAVEMENT

PROPOSED I-94 TYPICAL SECTION
WEST OF I.C.R.R. UNDERPASS

- EXISTING LEGEND:**
- ① ASPHALT SURFACE
 - ② 10" CONCRETE BASE
 - ③ 6" SUBBASE GRANULAR MATERIAL
 - ④ 6" PIPE UNDERDRAIN
 - ⑤ STABILIZED SUBBASE
 - ⑥ 9" CONCRETE SHOULDER
- ROADWAY REMOVAL ITEM
 STRUCTURE REMOVAL ITEM (SEE STRUCTURE PLANS)

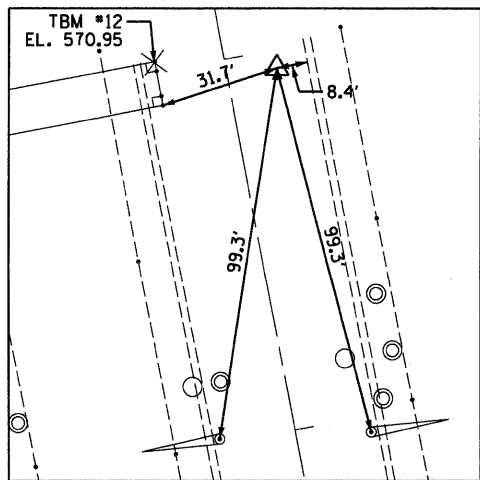
- NOTES:**
- FROM STA 504+68.25 TO STA 505+64.84
 - FROM STA 504+54.53 TO STA 505+53.03
 - FROM STA 504+46.31 TO STA 505+58.71
 - FROM STA 504+46.77 TO STA 505+30.38
 - FROM STA 501+58.95 TO STA 502+03.82
 - FROM STA 488+98.40 TO STA 501+70.27
 - FROM STA 501+63.45 TO STA 501+99.14
 - SEE SHEET 8 FOR SHOULDER SURFACE HMA MIXTURE REQUIREMENTS
 - CONTRACTOR SHALL MAINTAIN PIPE UNDERDRAIN SYSTEM DURING CONSTRUCTION

- PROPOSED LEGEND:**
- (A) PCC SHOULDER, 9"
 - (B) 4" MINIMUM SUBBASE GRANULAR MATERIAL, TYPE C, ON TOP OF EXISTING SUBGRADE
 - (C) 6" PIPE UNDERDRAIN
 - (D) 1 1/2" HMA SURFACE COURSE, MIX "D", N70 (IL-9.5 mm)
 - (E) BITUMINOUS MATERIAL PRIME COAT
 - (F) COMBINATION CURB AND GUTTER, TYPE B6.24
 - (G) SINGLE FACE BARRIER WALL (32")

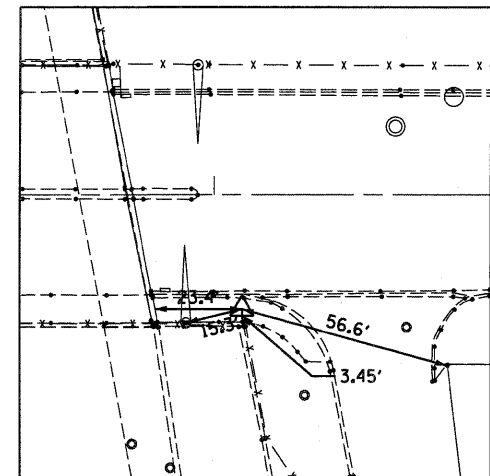


DETAIL A

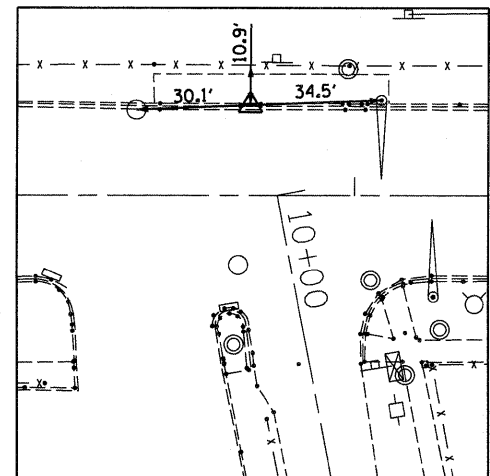
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PLOT TIME = 9:25:39 AM	DRAWN - ITY	REVISED -			SCALE: N.T.S.	SHEET NO. 2 OF 2 SHEETS	STA. N/A	TO STA. N/A	ILLINOIS FED. AID PROJECT			
PLOT DATE = 7/19/2010	CHECKED - TRP	REVISED -			CONTRACT NO. 60F65							
DATE - 07/19/2010	DATE -	REVISED -										



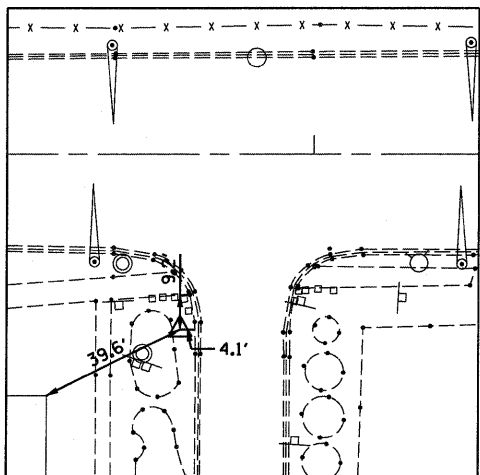
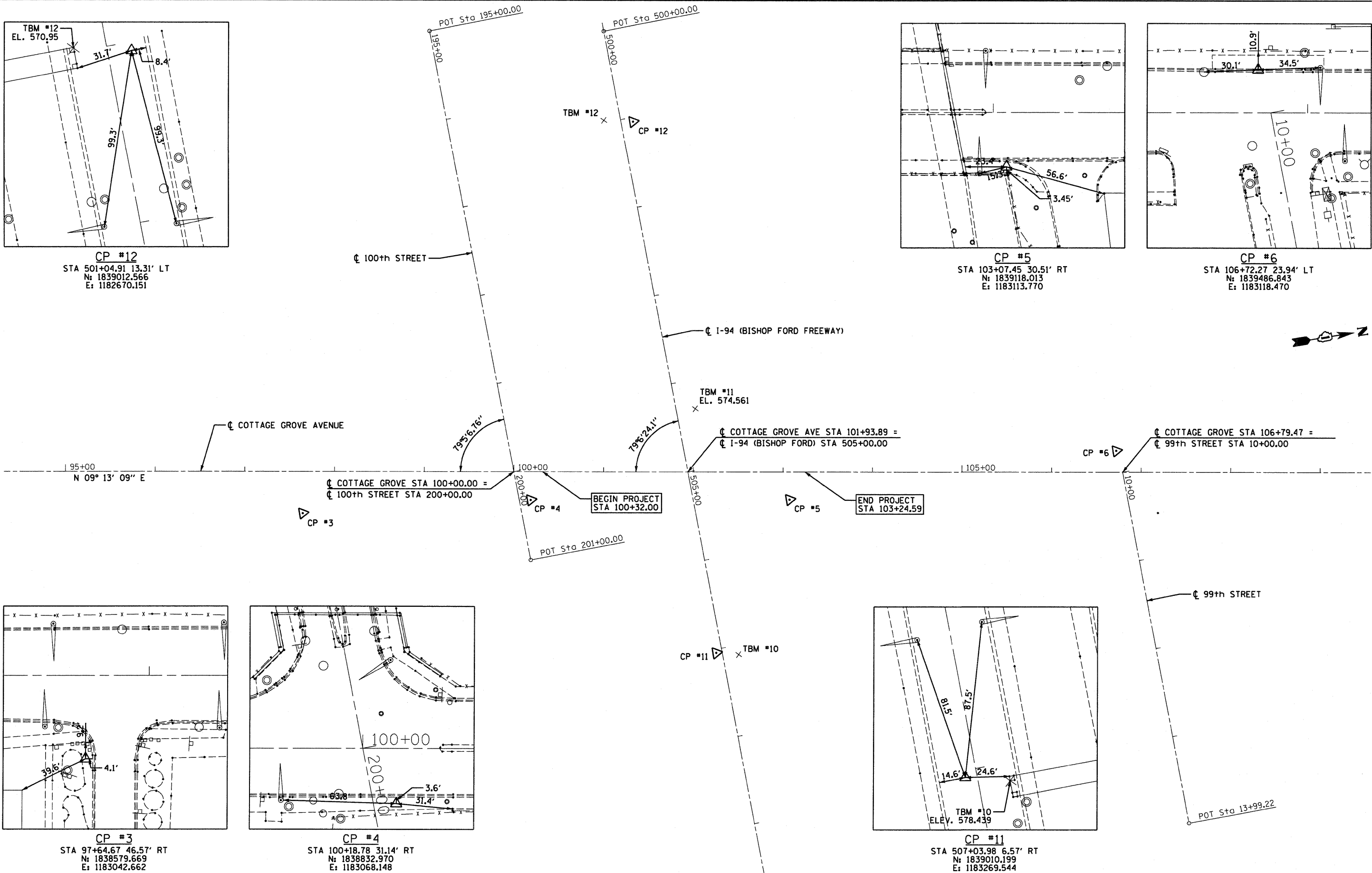
CP #12
 STA 501+04.91 13.31' LT
 N: 1839012.566
 E: 1182670.151



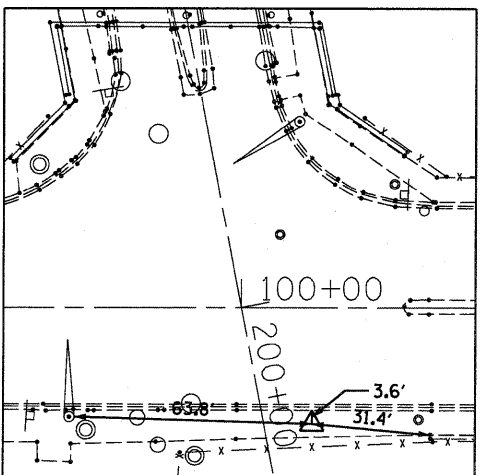
CP #5
 STA 103+07.45 30.51' RT
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 E: 1183113.770



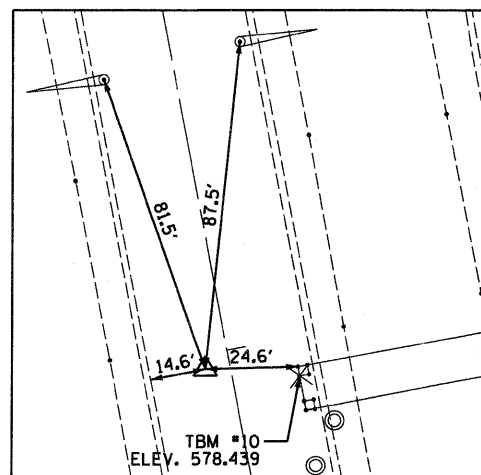
CP #6
 STA 106+72.27 23.94' LT
 N: 1839486.843
 E: 1183118.470



CP #3
 STA 97+64.67 46.57' RT
 N: 1838579.669
 E: 1183042.662



CP #4
 STA 100+18.78 31.14' RT
 N: 1838832.970
 E: 1183068.148



CP #11
 STA 507+03.98 6.57' RT
 N: 1839010.199
 E: 1183269.544

FILE NAME =	DESIGNED - ITY	REVISED -
...D1-60F65-sh1010-ATB.dgn	DRAWN - ITY	REVISED -
PLOT TIME = 12:41:57 PM	CHECKED - TRP	REVISED -
PLOT DATE = 7/16/2010	DATE - 07/19/2010	REVISED -

SEPSTEIN
 800 WEST FULLTON STREET
 CHICAGO, ILLINOIS 60611-2298
 TEL: 312.456.9100
 FAX: 312.456.1217
 WEB: www.sepsteinglobal.com

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES AND BENCHMARKS
 SCALE: 1" = 50'
 SHEET NO. 1 OF 1 SHEETS
 STA. 100+32.00 TO STA. 103+24.59

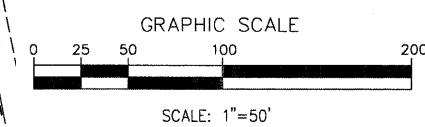
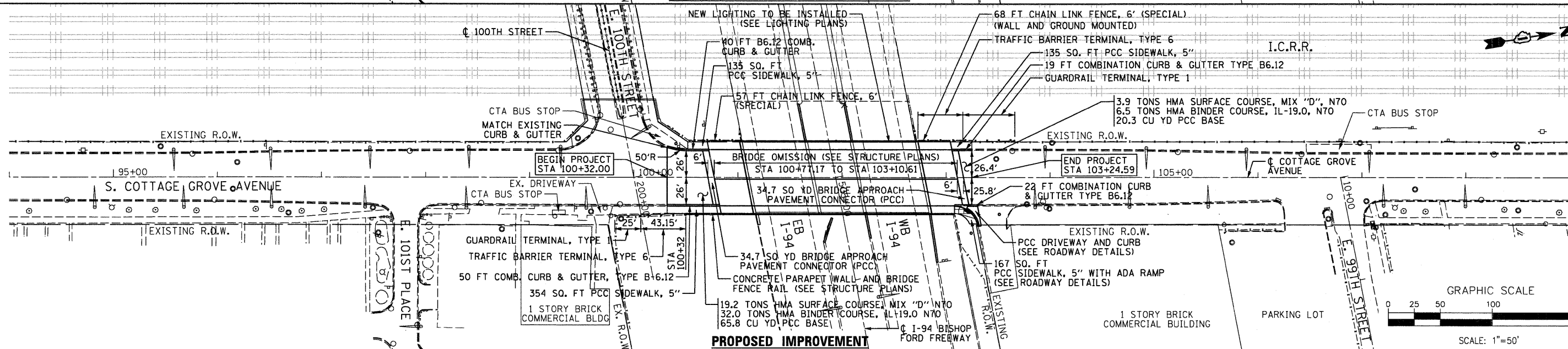
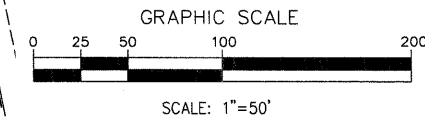
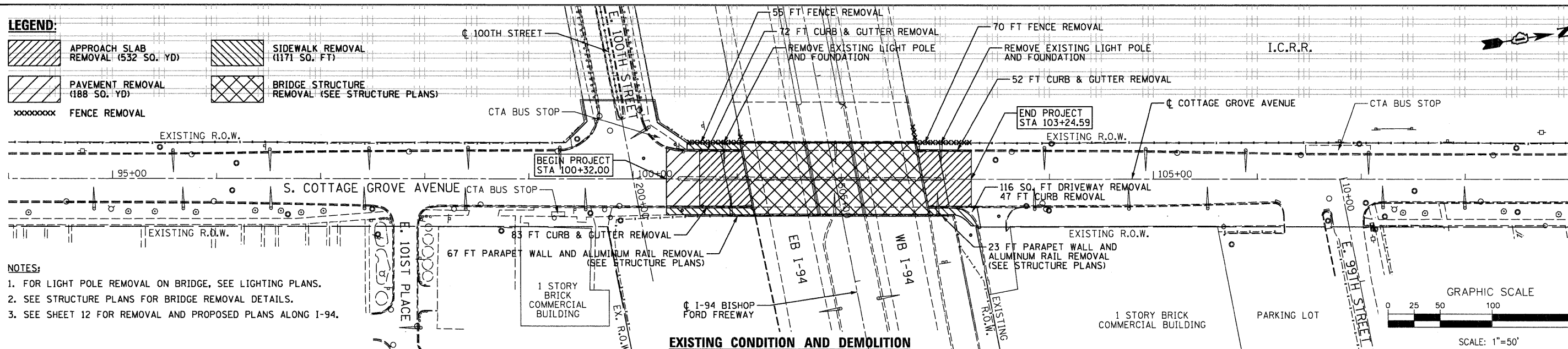
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	10
CONTRACT NO. 60F65				
ILLINOIS FED. AID PROJECT				

LEGEND:

- APPROACH SLAB REMOVAL (532 SQ. YD)
- SIDEWALK REMOVAL (1171 SQ. FT)
- PAVEMENT REMOVAL (188 SQ. YD)
- BRIDGE STRUCTURE REMOVAL (SEE STRUCTURE PLANS)
- FENCE REMOVAL

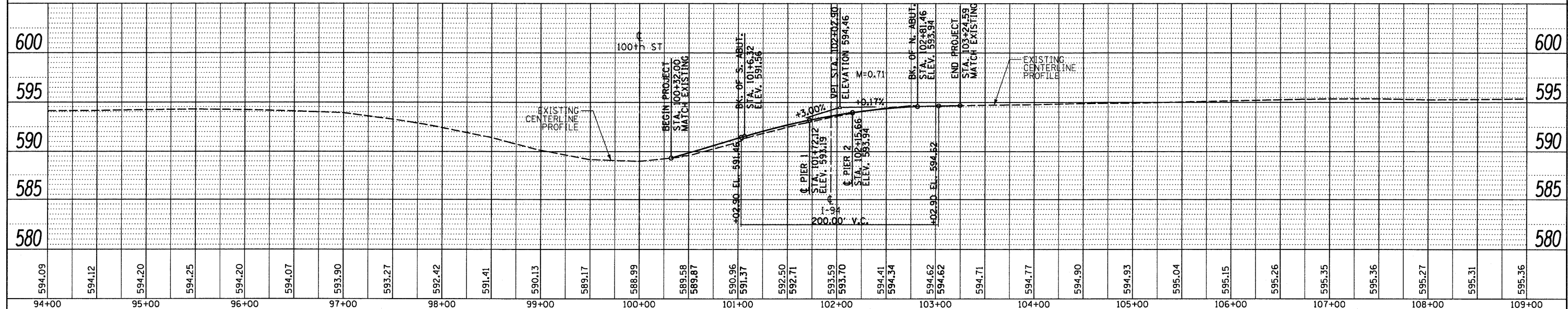
NOTES:

1. FOR LIGHT POLE REMOVAL ON BRIDGE, SEE LIGHTING PLANS.
2. SEE STRUCTURE PLANS FOR BRIDGE REMOVAL DETAILS.
3. SEE SHEET 12 FOR REMOVAL AND PROPOSED PLANS ALONG I-94.

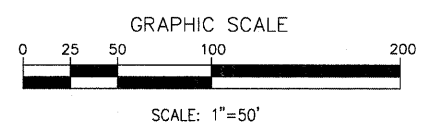
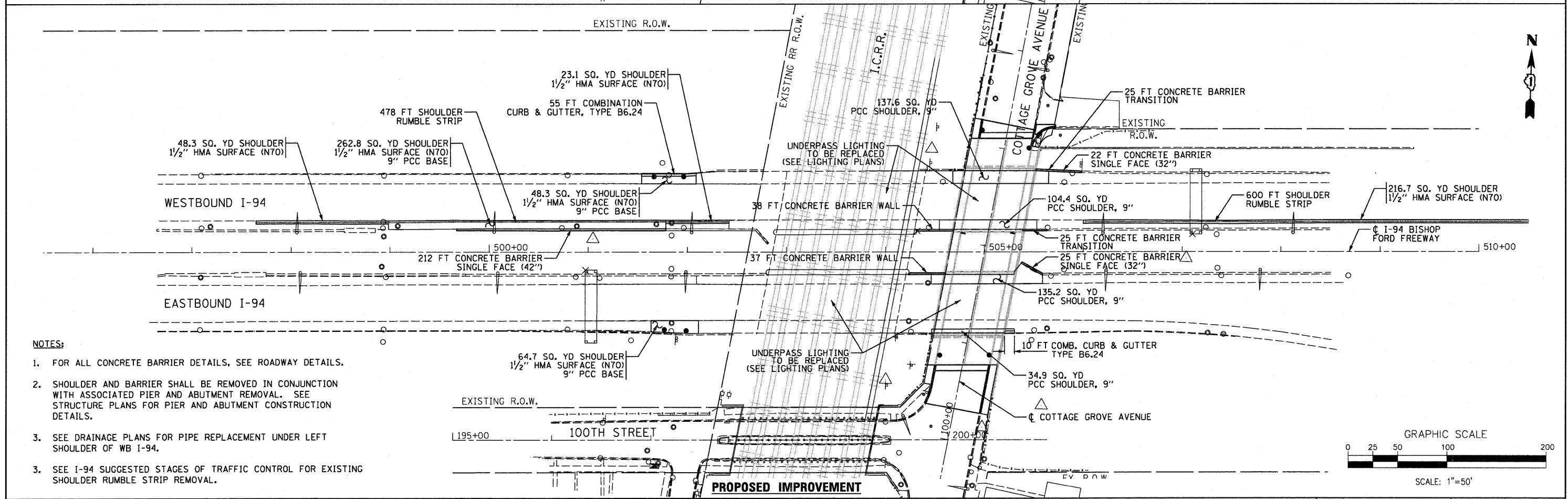
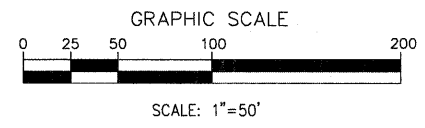
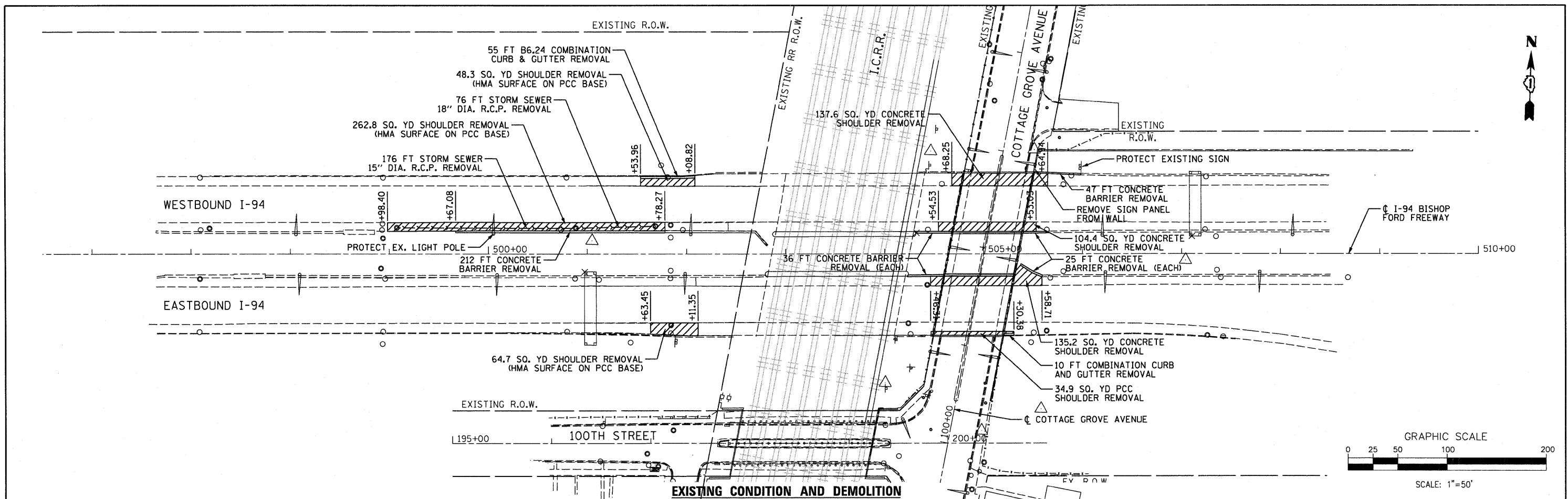


PLAN	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	REVISIONS CHECKED	
	REL. OF WAY CHECKED	
	ROAD FILE NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	REVISIONS CHECKED	
	STRUCTURE NOTATIONS CHKD	



FILE NAME =	DESIGNED - ITY	REVISED -	<p>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p>600 WEST FULTON STREET CHICAGO, ILLINOIS 60607-1099 TEL 312 454 8100 FAX 312 588 1217 WEB www.spstein.com</p>	ROADWAY PLAN AND PROFILE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\01-60F65-shr811-plnprf1.dgn	DRAWN - ITY	REVISED -		SCALE: 1" = 50'	94	1314B-1	COOK	110	11
PLOT TIME = 12:48:38 PM	CHECKED - TRP	REVISED -		SHEET NO. 1 OF 2 SHEETS	STA. 100+32.00 TO STA. 103+24.59		CONTRACT NO. 60F65		
PLOT DATE = 7/19/2018	DATE - 07/19/2010	REVISED -				ILLINOIS FED. AID PROJECT			



- NOTES:**
- FOR ALL CONCRETE BARRIER DETAILS, SEE ROADWAY DETAILS.
 - SHOULDER AND BARRIER SHALL BE REMOVED IN CONJUNCTION WITH ASSOCIATED PIER AND ABUTMENT REMOVAL. SEE STRUCTURE PLANS FOR PIER AND ABUTMENT CONSTRUCTION DETAILS.
 - SEE DRAINAGE PLANS FOR PIPE REPLACEMENT UNDER LEFT SHOULDER OF WB I-94.
 - SEE I-94 SUGGESTED STAGES OF TRAFFIC CONTROL FOR EXISTING SHOULDER RUMBLE STRIP REMOVAL.

FILE NAME = ...\\D1-60F65-ah1012-plnprf2.dgn	DESIGNED - ITY DRAWN - ITY	REVISED - REVISED -	 600 WEST FULLTON STREET CHICAGO, ILLINOIS 60691-1259 TEL: 312 454 9100 FAX: 312 559 1217 WEB: www.sepsteincivil.com	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		ROADWAY PLAN I-94 BISHOP FORD FREEWAY		F.A.I. RTE. = 94	SECTION = 1314B-1	COUNTY = COOK	TOTAL SHEETS = 110	SHEET NO. = 12
PLOT TIME = 7:40:08 PM	CHECKED - TRP	REVISED -				SCALE: 1" = 50'	SHEET NO. 2 OF 2 SHEETS	STA. 500+00.00 TO STA. 510+00.00	CONTRACT NO. 60F65			
PLOT DATE = 8/9/2010	DATE = 07/19/2010	REVISED -						ILLINOIS FED. AID PROJECT				

SUGGESTED CONSTRUCTION STAGING TRAFFIC CONTROL

THE FOLLOWING SEQUENCE OF TRAFFIC CONTROL IS SUGGESTED. VARIATIONS MAY BE MADE, WITH THE APPROVAL OF THE ENGINEER, IF THE PREVAILING SITE CONDITIONS AT THE TIME OF CONSTRUCTION ALLOW.

NOTES

FOR EACH STAGE OF CONSTRUCTION PROVIDE TRAFFIC CONTROL AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS, COORDINATE INSTALLATION OF TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES WITH THE EXISTING TRAFFIC PATTERNS AT THE ENDS OF THE PROJECT.

STAGE I

PLACE TCB TO CLOSE NORTHBOUND LANES OF COTTAGE GROVE AVENUE AS SHOWN ON PLANS. REDIRECT TRAFFIC TO USE SOUTHBOUND LANES FOR TWO-WAY TRAFFIC. REMOVE EAST HALF OF EXISTING SUBSTRUCTURE AND BRIDGE DECK. CONSTRUCT PROPOSED SUBSTRUCTURE AND BRIDGE DECK.

STAGE 1A: PLACE TCB TO CLOSE INSIDE SHOULDERS OF WESTBOUND AND EASTBOUND I-94 AS SHOWN ON PLANS. WB LANES SHIFTED TO THE NORTH; EB LANES SHIFTED TO THE SOUTH. NARROW SHIFTED LANES TO 11' EACH. REMOVE INSIDE SHOULDER PAVEMENT AND ADJACENT MEDIAN CONCRETE BARRIERS TO ALLOW FOR PIER CONSTRUCTION. REMOVE AND REPLACE STORM SEWERS ALONG LEFT SHOULDER OF WB I-94. CONSTRUCT NEW SHOULDERS AND MEDIAN CONCRETE BARRIERS ONCE PIERS AND STORM SEWERS ARE COMPLETED.

STAGE 1B: PLACE TCB TO CLOSE OUTSIDE SHOULDERS OF WESTBOUND AND EASTBOUND I-94 AS SHOWN ON PLANS. WB LANES SHIFTED TO THE SOUTH; EB LANES SHIFTED TO THE NORTH. NARROW SHIFTED LANES TO 11' EACH. REMOVE OUTSIDE SHOULDER PAVEMENT TO ALLOW FOR ABUTMENT CONSTRUCTION. CONSTRUCT NEW CATCH BASINS AND STORM SEWERS ALONG RIGHT SHOULDERS OF I-94. CONSTRUCT NEW SHOULDERS AFTER ABUTMENTS, CATCH BASINS AND STORM SEWERS ARE COMPLETED.

STAGE II

PLACE TCB TO CLOSE SOUTHBOUND LANES OF COTTAGE GROVE AVENUE AS SHOWN ON PLANS. REDIRECT TRAFFIC TO USE NORTHBOUND LANES FOR TWO-WAY TRAFFIC. REMOVE WEST HALF OF EXISTING BRIDGE DECK AND STRUCTURE. CONSTRUCT PROPOSED BRIDGE DECK AND STRUCTURE. OFF-PEAK RIGHT LANE CLOSURE ON EB & WB I-94 AS NEEDED.


STAGE 2A: MAINTAIN STAGE 1B TRAFFIC CONTROL. CLOSE OUTSIDE SHOULDERS. WB LANES SHIFTED TO THE SOUTH; EB LANES SHIFTED TO THE NORTH. KEEP LANES AT 11' WIDE (EACH). CONSTRUCT NEW SHOULDERS AFTER ABUTMENTS, CATCH BASINS AND STORM SEWERS ARE COMPLETED.

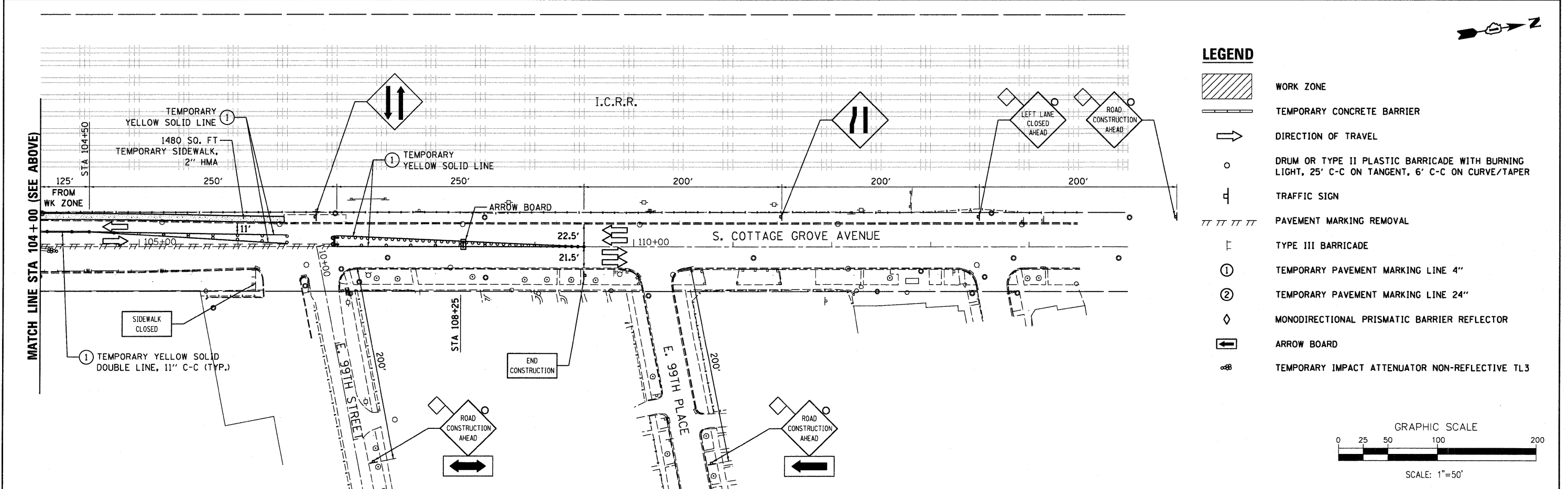
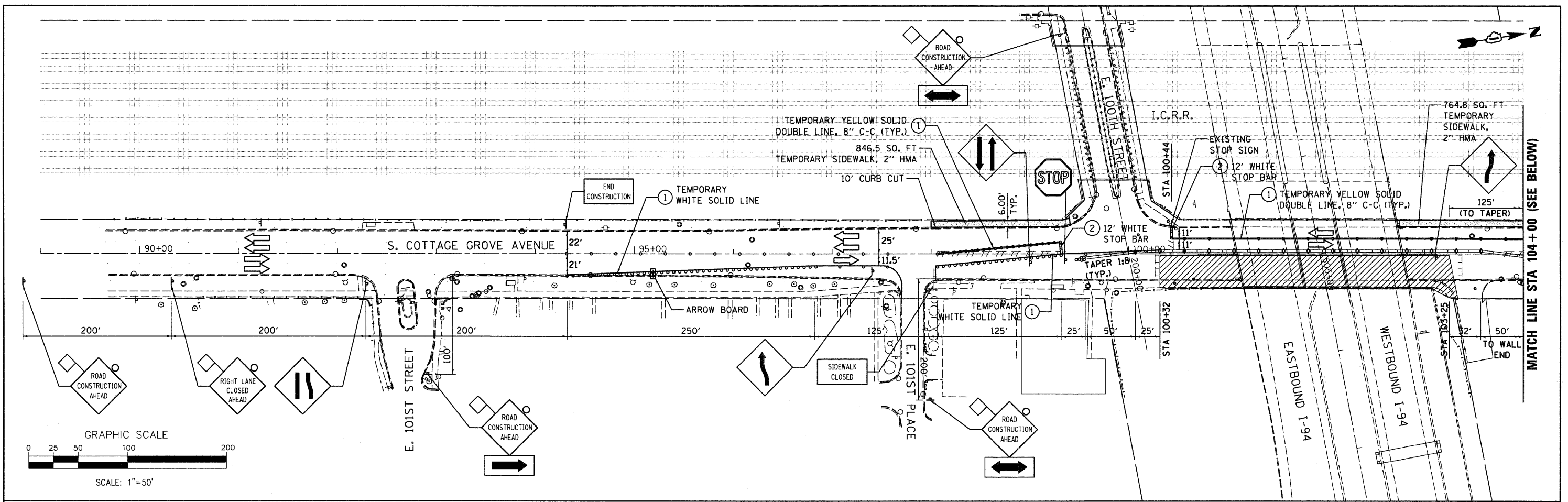
STAGE 2B: SAME AS STAGE 1A TRAFFIC CONTROL. CLOSE INSIDE SHOULDERS. WB LANES SHIFTED TO THE NORTH; EB LANES SHIFTED TO THE SOUTH. SHIFTED LANES TO BE 11' WIDE (EACH). CONSTRUCT NEW SHOULDERS AND MEDIAN CONCRETE BARRIERS ONCE PIERS AND STORM SEWERS ARE COMPLETED.

SUGGESTED CONSTRUCTION STAGING TRAFFIC CONTROL NOTES

1. THE CONTRACTOR SHALL MAINTAIN SATISFACTORY INGRESS AND EGRESS TO ADJACENT PROPERTIES THROUGHOUT THE DURATION OF THE WORK.
2. THE CONTRACTOR SHALL USE PAVEMENT MARKING TAPE, TYPE III FOR TEMPORARY LANE MARKING ON ALL PERMANENT PAVEMENT.
3. TEMPORARY PAVEMENT MARKING SHALL BE USED ON SURFACES TO BE REMOVED OR OVERLAID.
4. 4 INCH SOLID WHITE LINES SHALL BE USED TO DELINEATE THE OUTSIDE EDGES OF THE PAVEMENT.
5. 4 INCH SOLID YELLOW LINES SHALL BE USED TO DELINEATE THE INSIDE EDGES OF THE PAVEMENT.
6. DOUBLE 4 INCH SOLID YELLOW LINES SHALL BE USED TO SEPARATE OPPOSITE LANES OF TRAFFIC.
7. EXISTING TRAFFIC CONTROL SIGNS AND MESSAGES SHALL BE TEMPORARY COVERED, MODIFIED OR REMOVED AS DIRECTED BY THE ENGINEER.
8. A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON COTTAGE GROVE AVENUE WILL BE MAINTAINED AT ALL TIMES.
9. ALL OF THE TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE TRAFFIC CONTROL PLANS OR THE LATEST EDITION OF THE "ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" AND SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED.
10. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS DIRECTED BY THE ENGINEER.
11. ALL EXISTING PAVEMENT MARKINGS THAT ARE IN CONFLICT WITH THE TEMPORARY PAVEMENT MARKINGS FOR TRAFFIC CONTROL AND PROTECTION PLANS SHALL BE REMOVED. THIS WORK SHALL BE PAID FOR AS WORK ZONE PAVEMENT REMOVAL.
12. TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS SHALL BE PLACED AS INDICATED IN THE PLANS. THIS WORK SHALL BE IN ACCORDANCE WITH SECTION 705 OF THE STANDARD SPECIFICATIONS. TEMPORARY CONCRETE BARRIER SHALL BE PLACED WHERE THE TRAVEL LANE IS ADJACENT TO A DROP OF 3 FEET OR GREATER AND AT OTHER LOCATIONS AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE IN ACCORDANCE WITH SECTION 704 OF THE STANDARD SPECIFICATIONS.
13. ARROW BOARDS SHALL HAVE SOLAR POWER CAPABILITY.
14. THE CONTRACTOR SHALL PROVIDE ADVANCE NOTICE CONSTRUCTION SIGNING, SIGNS SHALL BE ERECTED ONE WEEK IN ADVANCE OF THE START OF CONSTRUCTION. SIGNS SHALL BE REMOVED OR COVERED WHEN PROTECTION IS NOT REQUIRED AND RESTORED AS APPROPRIATE.
15. CONSTRUCTION WORK WILL NOT COMMENCE UNTIL ALL SIGNS AND PAVEMENT MARKINGS IN CONFLICT WITH THE STAGED CONSTRUCTION HAVE BEEN REMOVED AND ALL TEMPORARY SIGNS, PAVEMENT MARKINGS AND BARRICADES ARE IN PLACE AND APPROVED BY THE ENGINEER.
16. THE CONTRACTOR SHALL PROVIDE ALL BARRIERS, SIGNS, SUPPORTS, PAVEMENT MARKING MATERIALS AND LABOR NECESSARY FOR THE MAINTENANCE OF TRAFFIC UNLESS NOTED OTHERWISE IN THE SPECIAL PROVISIONS.
17. IMMEDIATELY AFTER THE COMPLETION OF THE WORK, THE CONTRACTOR SHALL RESTORE ALL PERMANENT PAVEMENT MARKINGS, SIGNS AND OTHER TRAFFIC CONTROL DEVICES THAT WERE COVERED, REMOVED, MODIFIED, DAMAGED OR OTHERWISE AFFECTED BY THE CONSTRUCTION.
18. TRAFFIC CONTROL AND PROTECTION WORK ON COTTAGE GROVE AVENUE SHALL BE DONE AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH THE FOLLOWING I.D.O.T. TRAFFIC CONTROL STANDARDS 701321, 701606, 701701, 701801 AND AS DIRECTED BY THE ENGINEER. THESE STANDARDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL) AS A LUMP SUM PAY ITEM.

19. TRAFFIC CONTROL AND PROTECTION WORK ON I-94 SHALL CONSIST OF SHOULDER CLOSURES (AS SHOWN ON THE PLANS) AND OFF-PEAK RIGHT-LANE CLOSURE TO ALLOW WORK AT ABUTMENTS, IN ACCORDANCE WITH THE FOLLOWING I.D.O.T. TRAFFIC CONTROL STANDARDS 701400, 701401, 701402, AND AS DIRECTED BY THE ENGINEER. THESE STANDARDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL) AS A LUMP SUM PAY ITEM.
20. TRAFFIC CONTROL DEVICES AND TEMPORARY CONCRETE BARRIER WALL SHALL BE IN ACCORDANCE WITH I.D.O.T. TRAFFIC CONTROL STANDARD 701901 AND 704001.
21. PROTECTIVE SHIELD SHALL BE INSTALLED TO PROTECT THE PUBLIC FROM ANY FALLING DEBRIS.

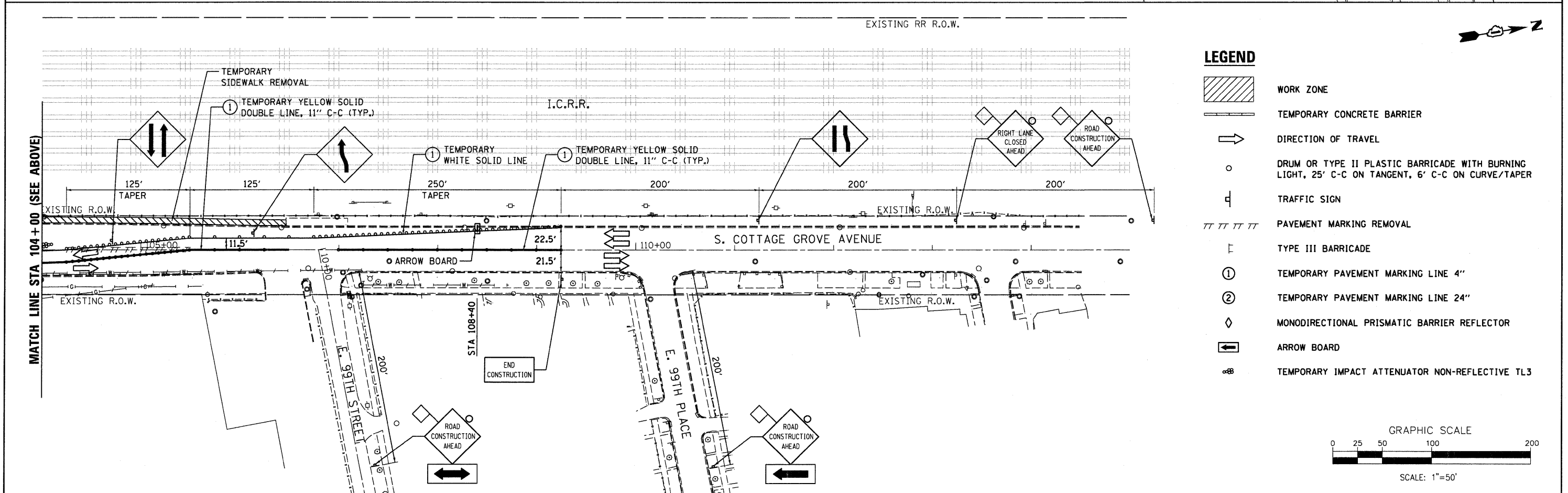
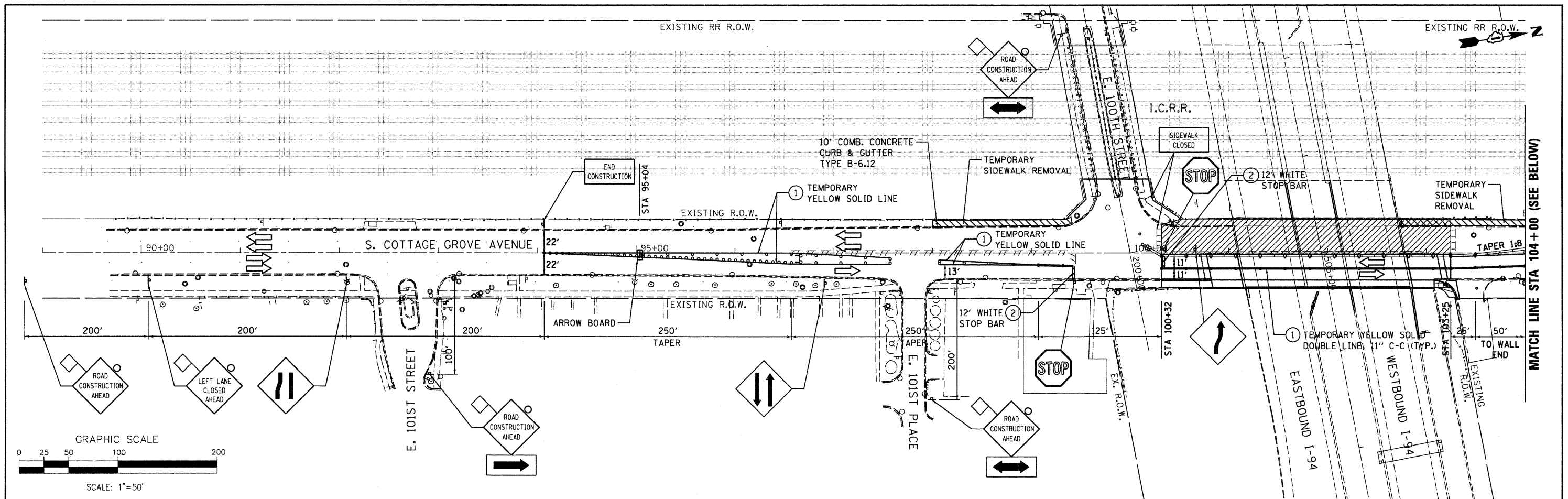
FILE NAME =	DESIGNED - ITY	REVISED -	 600 WEST FULTON STREET CHICAGO, ILLINOIS 60611-1299 TEL 312 456 9100 FAX 312 559 1217 WWW.WWWW.SEPSTEIN.COM	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL NOTES AND SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...D01-60F65-sh1013-staging1.dgn	DRAWN - ITY	REVISED -							94	1314B-1	COOK	110	13
PLOT TIME = 12:42:07 PM	CHECKED - TRP	REVISED -				SCALE: N/A SHEET NO. 1 OF 5 SHEETS STA. TO STA.					CONTRACT NO. 60F65		
PLOT DATE = 7/16/2010	DATE - 07/19/2010	REVISED -											ILLINOIS FED. AID PROJECT



LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL
- DRUM OR TYPE II PLASTIC BARRICADE WITH BURNING LIGHT, 25' C-C ON TANGENT, 6' C-C ON CURVE/TAPER
- TRAFFIC SIGN
- PAVEMENT MARKING REMOVAL
- TYPE III BARRICADE
- TEMPORARY PAVEMENT MARKING LINE 4"
- TEMPORARY PAVEMENT MARKING LINE 24"
- MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR
- ARROW BOARD
- TEMPORARY IMPACT ATTENUATOR NON-REFLECTIVE TL3

FILE NAME = ...\\D1-60F65-shd014-staging2.dgn	DESIGNED - ITY	REVISED -	<p>800 WEST FULTON STREET CHICAGO, ILLINOIS 60611-1228</p> <p>TEL: 312 464 8100 FAX: 312 588 1217 WEB: www.sepsteinglobal.com</p>	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL COTTAGE GROVE AVE STAGE 1</p>	F.A.I. RTE. = 94	SECTION = 1314B-1	COUNTY = COOK	TOTAL SHEETS = 110	SHEET NO. = 14		
PLOT TIME = 12/4/2010 PM	DRAWN - ITY	REVISED -				SCALE: 1" = 50'	SHEET NO. 2 OF 5 SHEETS	STA. 90+00.00 TO STA. 114+00.00	CONTRACT NO. 60F65			
PLOT DATE = 7/16/2010	CHECKED - TRP	REVISED -				ILLINOIS FED. AID PROJECT						
DATE = 07/19/2010	DATE = 07/19/2010	REVISED -										

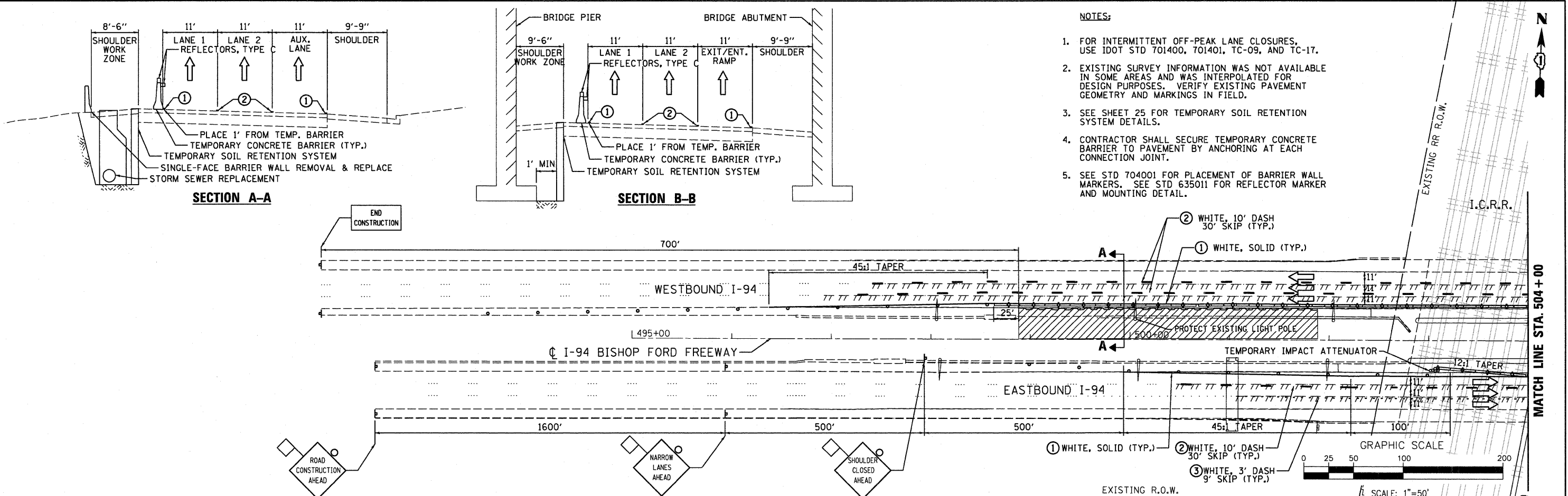


- LEGEND**
- WORK ZONE
 - TEMPORARY CONCRETE BARRIER
 - DIRECTION OF TRAVEL
 - DRUM OR TYPE II PLASTIC BARRICADE WITH BURNING LIGHT, 25' C-C ON TANGENT, 6' C-C ON CURVE/TAPER
 - TRAFFIC SIGN
 - PAVEMENT MARKING REMOVAL
 - TYPE III BARRICADE
 - TEMPORARY PAVEMENT MARKING LINE 4"
 - TEMPORARY PAVEMENT MARKING LINE 24"
 - MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR
 - ARROW BOARD
 - TEMPORARY IMPACT ATTENUATOR NON-REFLECTIVE TL3

FILE NAME =	DESIGNED - ITY	REVISED -	 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...NDI-60F65-sh015-staging3.dgn	DRAWN - ITY	REVISED -		COTTAGE GROVE AVE STAGE 2		94	1314B-1	COOK	110	15	
PLOT TIME = 12:42:14 PM	CHECKED - TRP	REVISED -		SCALE: 1" = 50'		SHEET NO. 3 OF 5 SHEETS		STA. 89+00.00 TO STA. 115+00.00		CONTRACT NO. 60F65	
PLOT DATE = 7/15/2010	DATE - 07/19/2010	REVISED -		ILLINOIS FED. AID PROJECT							

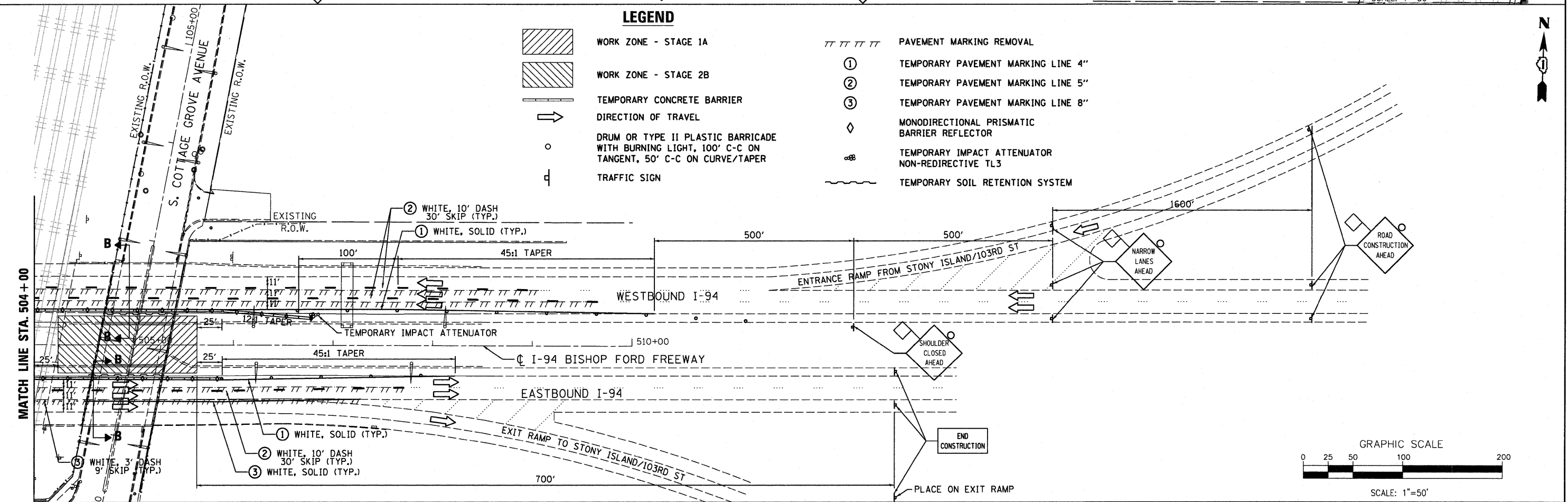
NOTES:

- FOR INTERMITTENT OFF-PEAK LANE CLOSURES, USE IDOT STD 701400, 701401, TC-09, AND TC-17.
- EXISTING SURVEY INFORMATION WAS NOT AVAILABLE IN SOME AREAS AND WAS INTERPOLATED FOR DESIGN PURPOSES. VERIFY EXISTING PAVEMENT GEOMETRY AND MARKINGS IN FIELD.
- SEE SHEET 25 FOR TEMPORARY SOIL RETENTION SYSTEM DETAILS.
- CONTRACTOR SHALL SECURE TEMPORARY CONCRETE BARRIER TO PAVEMENT BY ANCHORING AT EACH CONNECTION JOINT.
- SEE STD 704001 FOR PLACEMENT OF BARRIER WALL MARKERS. SEE STD 635011 FOR REFLECTOR MARKER AND MOUNTING DETAIL.

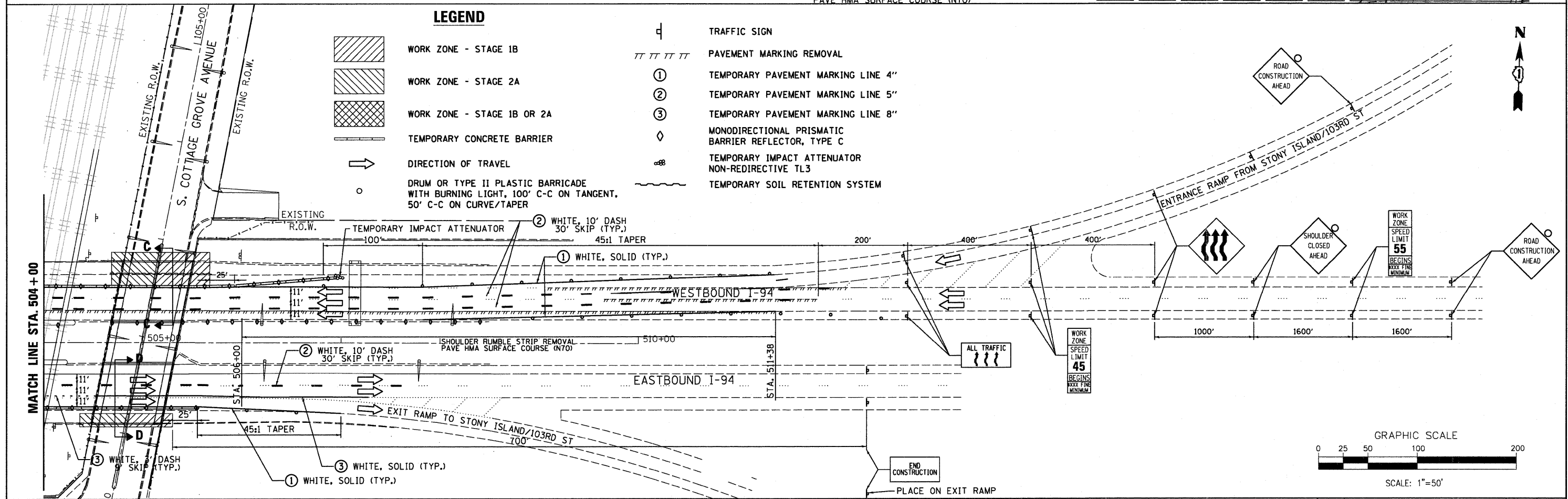
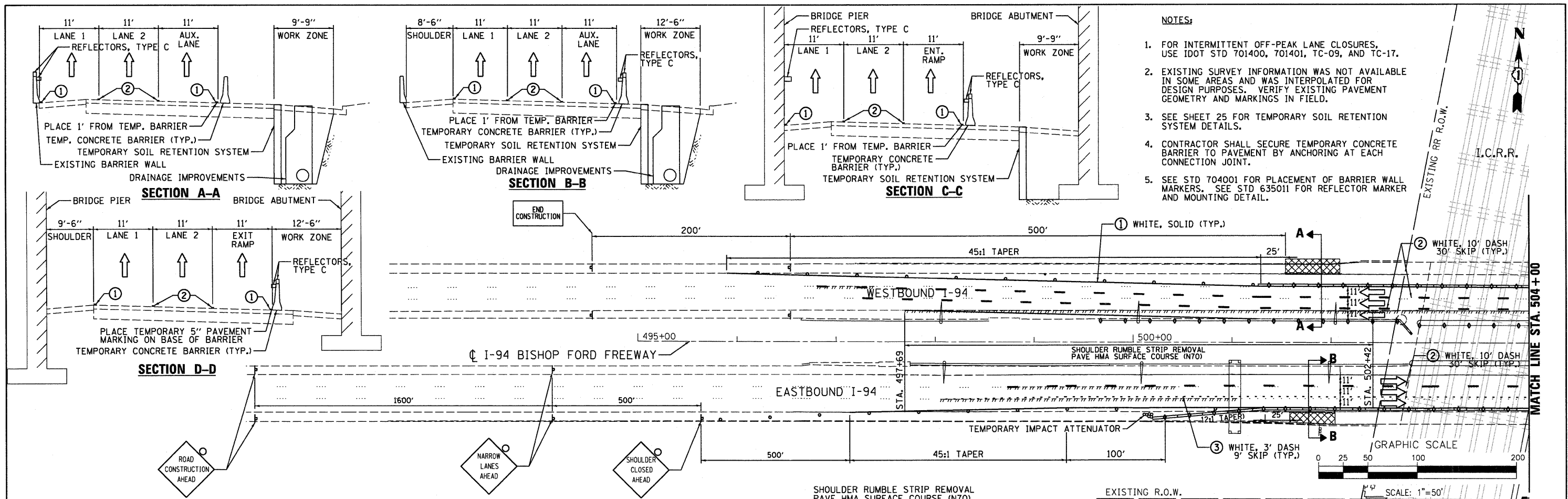


LEGEND

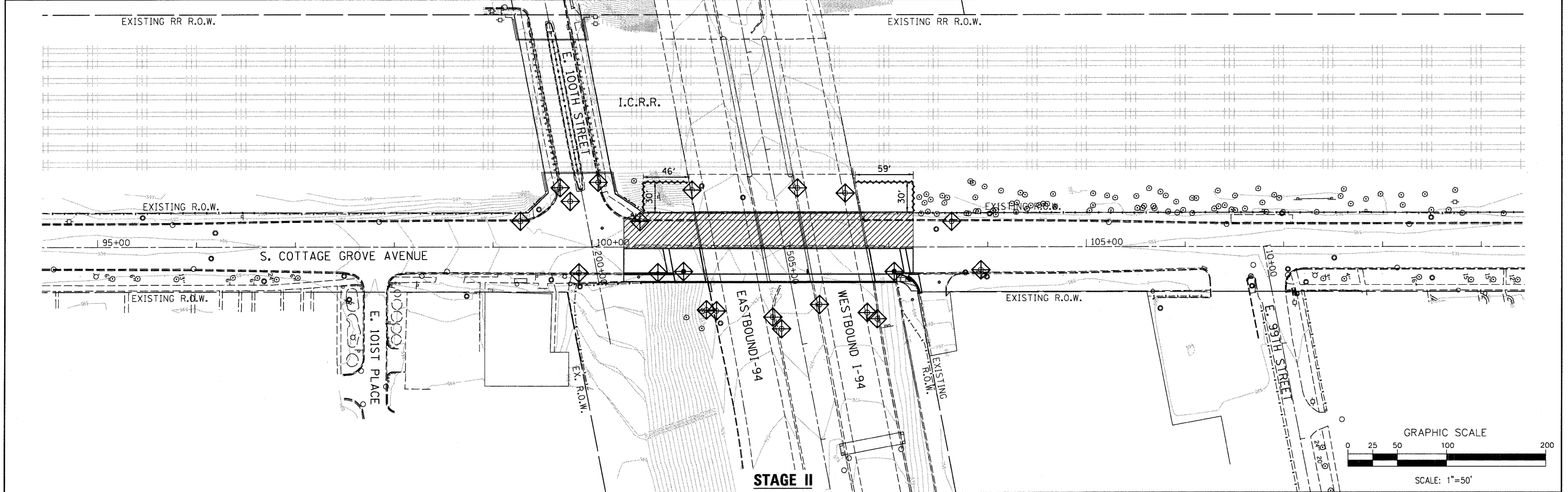
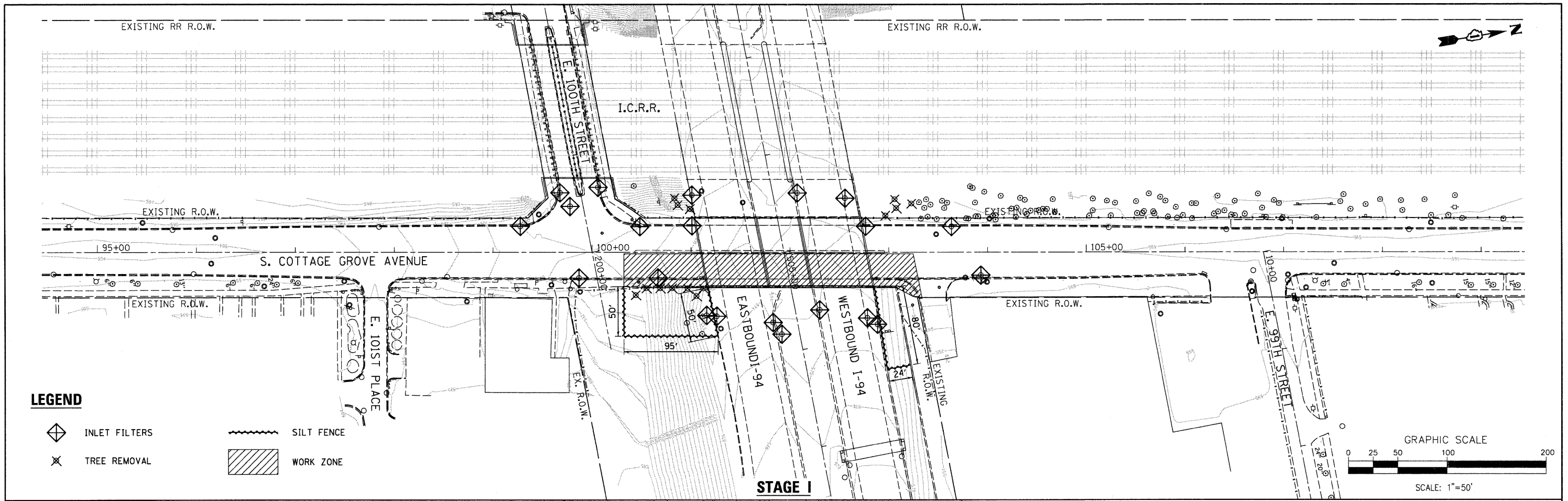
- WORK ZONE - STAGE 1A
- WORK ZONE - STAGE 2B
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL
- DRUM OR TYPE II PLASTIC BARRICADE WITH BURNING LIGHT, 100' C-C ON TANGENT, 50' C-C ON CURVE/TAPER
- TRAFFIC SIGN
- PAVEMENT MARKING REMOVAL
- TEMPORARY PAVEMENT MARKING LINE 4"
- TEMPORARY PAVEMENT MARKING LINE 5"
- TEMPORARY PAVEMENT MARKING LINE 8"
- MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR
- TEMPORARY IMPACT ATTENUATOR NON-REDIRECTIVE TL3
- TEMPORARY SOIL RETENTION SYSTEM



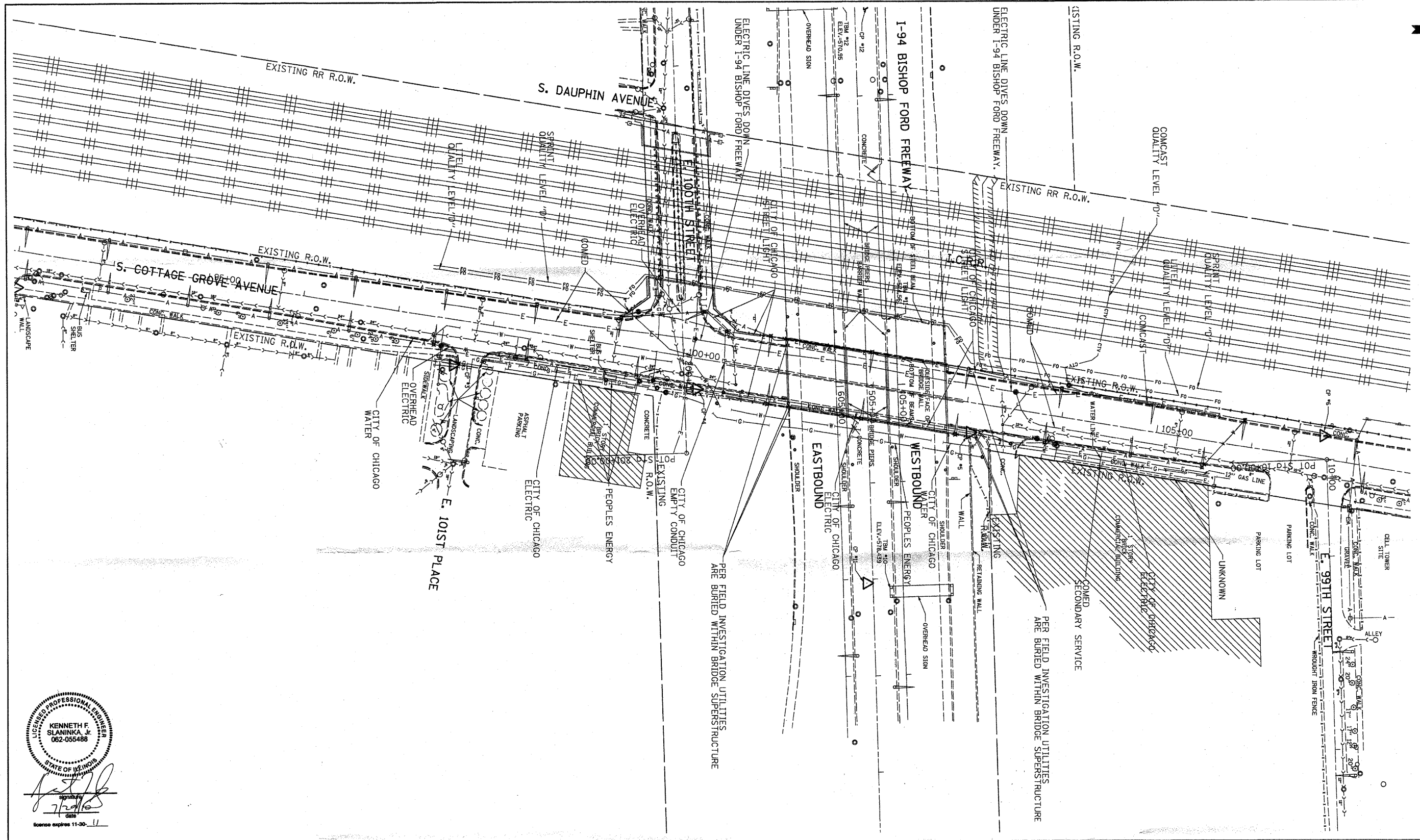
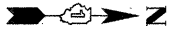
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PLOT TIME = 7:41:01 PM	DRAWN - SK	REVISED -		SCALE: 1" = 50'	SHEET NO. 4 OF 5 SHEETS	STA. 495+00.00 TO STA. 510+00.00	CONTRACT NO. 60F65				
PLOT DATE = 8/9/2010	CHECKED - TRP	REVISED -		ILLINOIS FED. AID PROJECT							
	DATE - 07/19/2010	REVISED -									



FILE NAME = ...N01-60F65-sh1817-staging5.dgn	DESIGNED - IY DRAWN - SK	REVISED - REVISED - REVISED - REVISED -	 800 WEST PULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.sepsteinglobal.com	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGES OF CONSTRUCTION & I-94 INSIDE SHOULDER CLOSURE - STAGES 1B & 2A		F.A.I. RTE. = 94	SECTION = 1314B-1	COUNTY = COOK	TOTAL SHEETS = 110	SHEET NO. = 17
PLOT TIME = 7:41:51 PM PLOT DATE = 8/9/2010	CHECKED - TRP DATE = 07/19/2010				SCALE: 1" = 50'	SHEET NO. 5 OF 5 SHEETS	STA. 495+00.00 TO STA. 510+00.00	CONTRACT NO. 60F65		ILLINOIS FED. AID PROJECT	



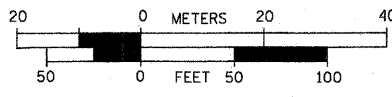
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PLOT TIME = 12:42:25 PM	DRAWN - AP	REVISED -				94	13148-1	COOK	110	18
PLOT DATE = 7/16/2010	CHECKED - TRP	REVISED -				CONTRACT NO. 60F65				
	DATE - 07/19/2010	REVISED -				ILLINOIS FED. AID PROJECT				
SCALE: 1" = 50'						SHEET NO. 1 OF 1 SHEETS		STA. 95+00.00 TO STA. 109+00.00		



KENNETH F. SLANINKA, Jr.
 082-055488
 STATE OF ILLINOIS
 PROFESSIONAL ENGINEER
 License expires 11-30-11

---	UNKNOWN
-CTV	CABLE TV
-T	TELEPHONE
-G	GAS
-E	ELECTRIC
-W	WATER
-FO	FIBER OPTIC
-A	AERIAL UTILITY
+	TBE TEST HOLE

Utilities shown in color on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's Quality Level "B" SUE field investigation was finished on 7/23/10. Changes to utilities after 7/23/10 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.



ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.

- Utility Quality Level "A" : Test Hole
- Utility Quality Level "B" : Designating
- Utility Quality Level "C" : Research with Survey
- Utility Quality Level "D" : Records Research



Checked By: _____
 Date: _____
 TBE Job No. IL09510405
 SUE Plan Page: 1 of 1

DESIGNED	EG	REVISED	
DRAWN	KLC	REVISED	
CHECKED		REVISED	
DATE	6/07/10	REVISED	

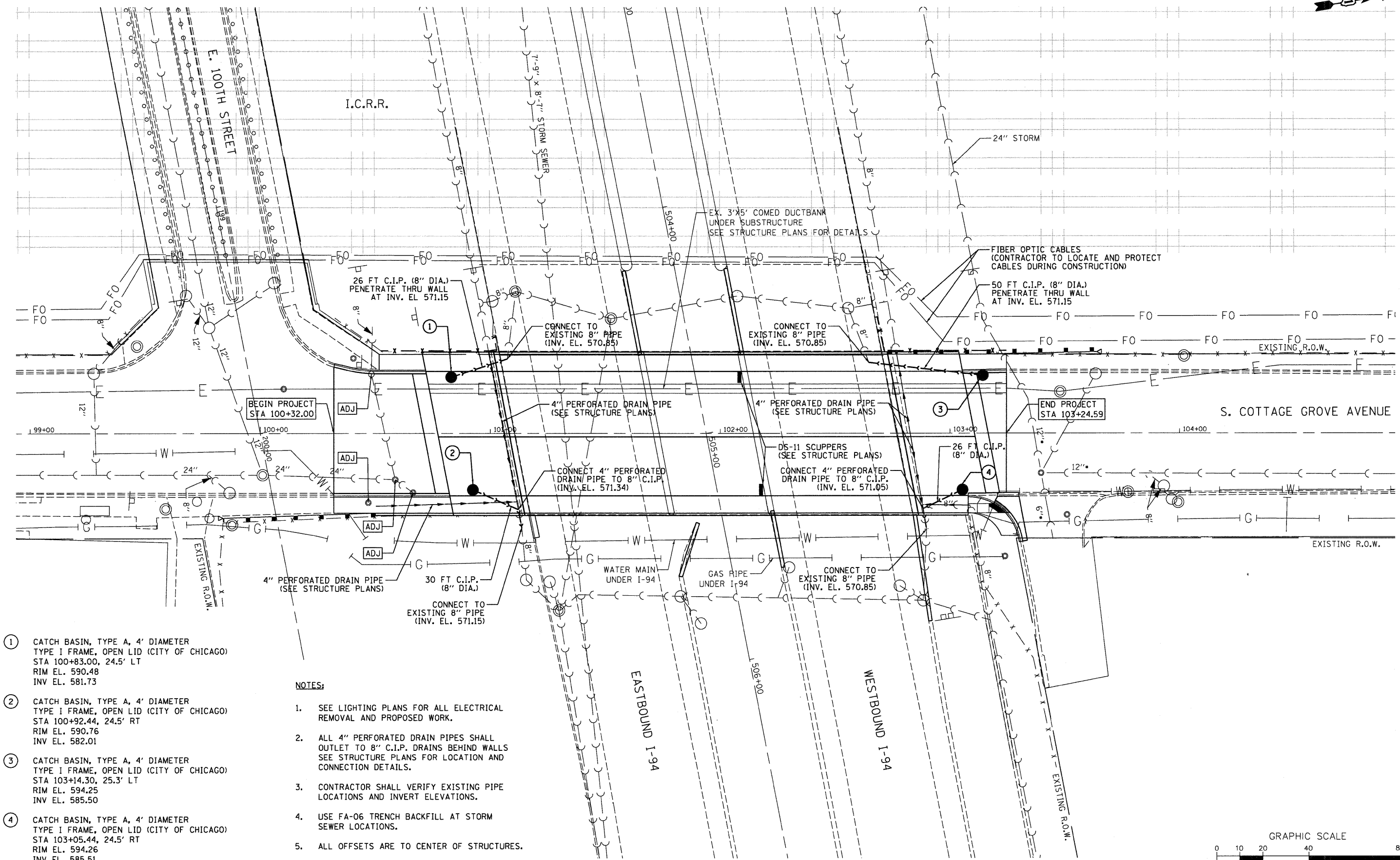
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**I-94 (Bishop Ford Freeway) at
Cottage Grove Avenue in Chicago**

SCALE: SHEET NO.

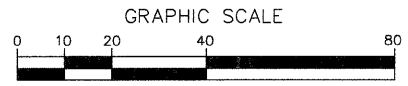
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	13148-1	COOK	110	19
FED. ROAD DIST. NO.		ILLINOIS		

Contract No. 60F65



- ① CATCH BASIN, TYPE A, 4' DIAMETER
TYPE I FRAME, OPEN LID (CITY OF CHICAGO)
STA 100+83.00, 24.5' LT
RIM EL. 590.48
INV EL. 581.73
- ② CATCH BASIN, TYPE A, 4' DIAMETER
TYPE I FRAME, OPEN LID (CITY OF CHICAGO)
STA 100+92.44, 24.5' RT
RIM EL. 590.76
INV EL. 582.01
- ③ CATCH BASIN, TYPE A, 4' DIAMETER
TYPE I FRAME, OPEN LID (CITY OF CHICAGO)
STA 103+14.30, 25.3' LT
RIM EL. 594.25
INV EL. 585.50
- ④ CATCH BASIN, TYPE A, 4' DIAMETER
TYPE I FRAME, OPEN LID (CITY OF CHICAGO)
STA 103+05.44, 24.5' RT
RIM EL. 594.26
INV EL. 585.51

- NOTES:**
1. SEE LIGHTING PLANS FOR ALL ELECTRICAL REMOVAL AND PROPOSED WORK.
 2. ALL 4" PERFORATED DRAIN PIPES SHALL OUTLET TO 8" C.I.P. DRAINS BEHIND WALLS SEE STRUCTURE PLANS FOR LOCATION AND CONNECTION DETAILS.
 3. CONTRACTOR SHALL VERIFY EXISTING PIPE LOCATIONS AND INVERT ELEVATIONS.
 4. USE FA-06 TRENCH BACKFILL AT STORM SEWER LOCATIONS.
 5. ALL OFFSETS ARE TO CENTER OF STRUCTURES.



FILE NAME =	DESIGNED - IY	REVISED -
...ND1-60F65-sh1020-drn1.dgn	DRAWN - IY	REVISED -
PLOT TIME = 12:42:28 PM	CHECKED - TRP	REVISED -
PLOT DATE = 7/16/2010	DATE - 07/19/2010	REVISED -

SEPSTEIN

600 WEST FLATION STREET
CHICAGO, ILLINOIS
60661-1208

TEL. 312 454 9100
FAX 312 589 1217
WEB www.sepstein.com

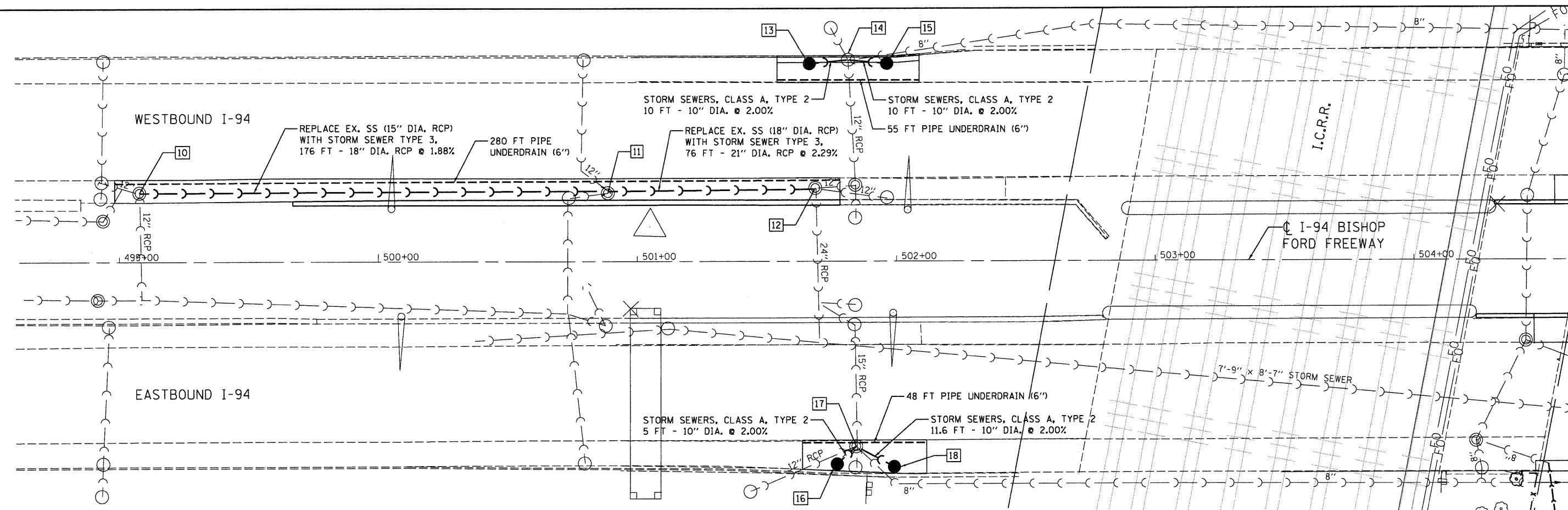
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRAINAGE AND UTILITY PLAN COTTAGE GROVE AVENUE	
SCALE: 1" = 20'	SHEET NO. 1 OF 2 SHEETS
STA. 94+00.00 TO STA. 109+00.00	

F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 20
CONTRACT NO. 60F65				
ILLINOIS FED. AID PROJECT				

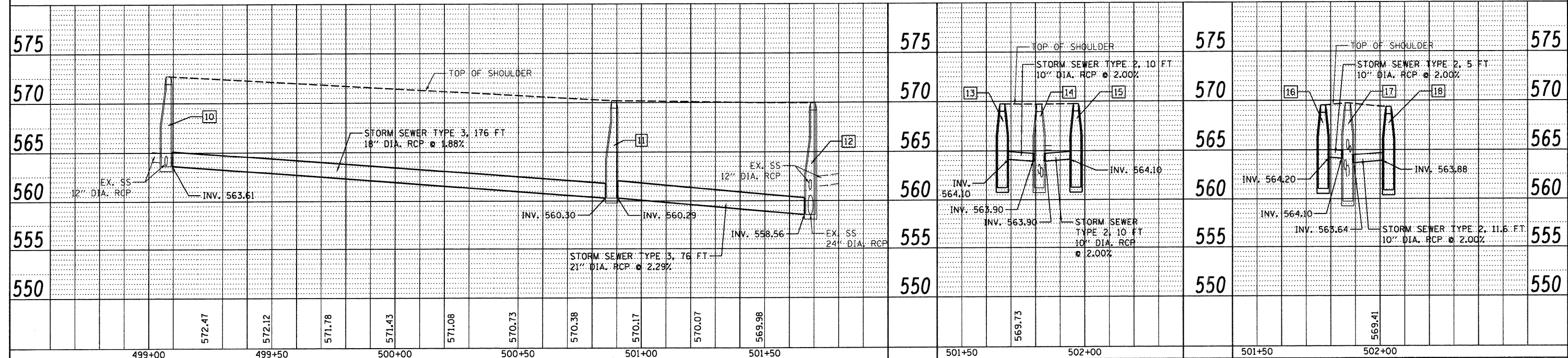
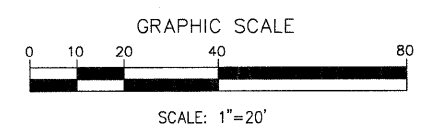
DATE _____ BY _____
 SURVEYED _____
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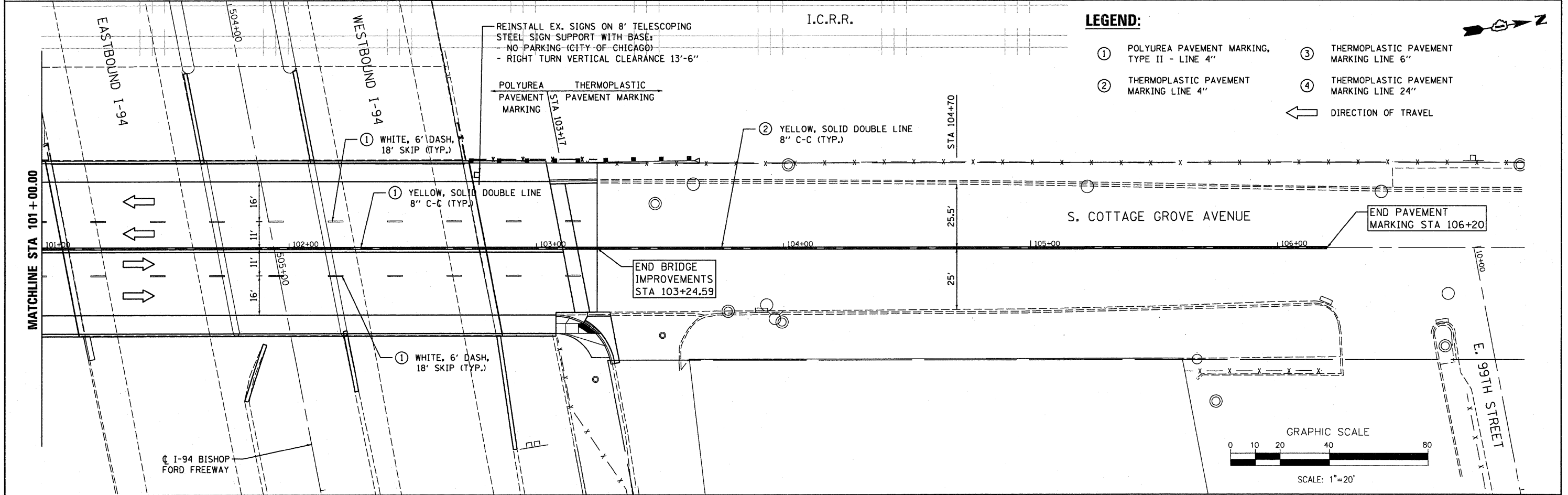
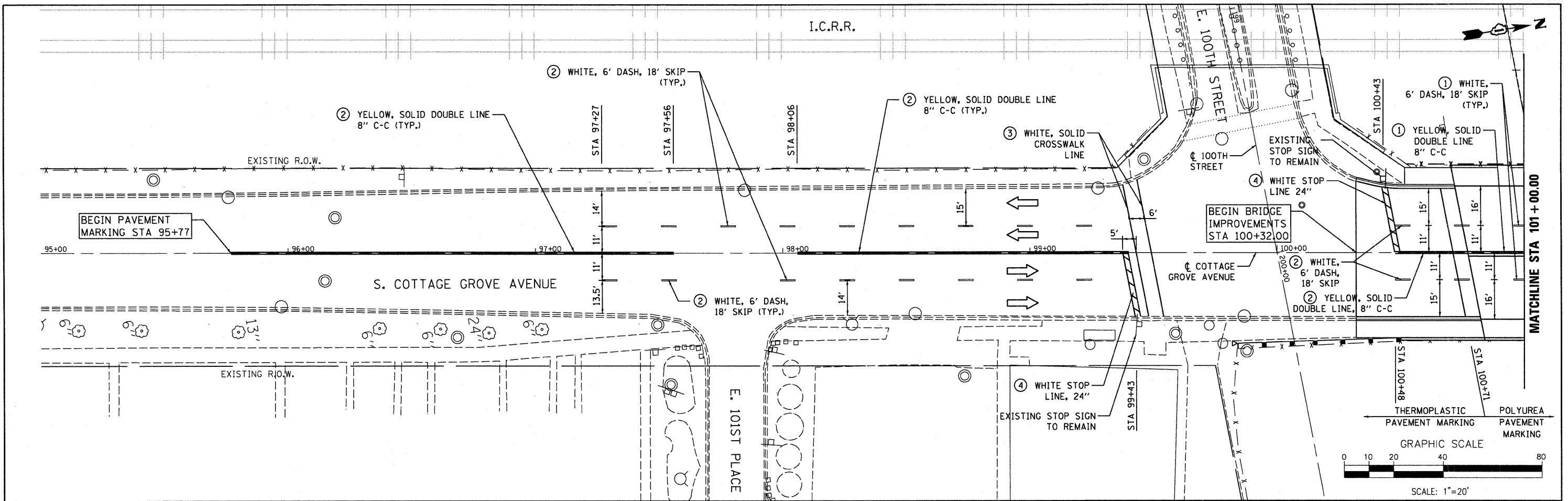
DATE _____ BY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 CHECKED _____
 NO. _____
 CAD FILE NAME _____



- 10** EX. MH TO REMAIN
 STA 499+08.00, 26.4' LT
 (CENTER OF FRAME & LID)
 RIM ELEV = 572.71
 E INV = 563.61
- 11** EX. MH TO REMAIN
 STA 500+88.71, 26.2' LT
 (CENTER OF FRAME & LID)
 RIM ELEV = 570.19
 W INV = 560.30
 E INV = 560.29
- 12** EX. MH TO REMAIN
 STA 501+68.77, 28.1' LT
 (CENTER OF FRAME & LID)
 RIM ELEV = 569.96
 W INV = 558.56
- 13** PR. CATCH BASINS, TYPE A,
 4'-DIA, TYPE 1 FRAME, OPEN LID
 STA 501+66.46, 76.2' LT
 (CENTER OF FRAME & LID)
 RIM ELEV = 569.75
 E INV = 564.10
- 14** EX. MH TO REMAIN
 STA 501+81.39, 77.6' LT
 (CENTER OF FRAME & LID)
 RIM ELEV = 569.56
 W INV = 563.90
 E INV = 564.10
- 15** PR. CATCH BASINS, TYPE A,
 4'-DIA, TYPE 1 FRAME, OPEN LID
 STA 501+96.32, 76.2' LT
 (CENTER OF FRAME & LID)
 RIM ELEV = 569.76
 W INV = 564.10
- 16** PR. CATCH BASINS, TYPE A,
 4'-DIA, TYPE 1 FRAME, OPEN LID
 STA 501+76.86, 78.3' RT
 (CENTER OF FRAME & LID)
 RIM ELEV = 569.54
 W INV = 564.20
- 17** EX. MH TO REMAIN
 STA 501+84.16, 71.5' RT
 (CENTER OF FRAME & LID)
 RIM ELEV = 569.76
 W INV = 564.10
 E INV = 563.64
- 18** PR. CATCH BASINS, TYPE A,
 4'-DIA, TYPE 1 FRAME, OPEN LID
 STA 501+98.85, 79.3' RT
 (CENTER OF FRAME & LID)
 RIM ELEV = 569.38
 W INV = 563.88

- NOTES:**
- CONTRACTOR SHALL VERIFY LOCATION AND CHECK FIELD CONDITIONS OF EXISTING DRAINAGE STRUCTURES PRIOR TO CONSTRUCTION.
 - CONTRACTOR SHALL COORDINATE DRAINAGE IMPROVEMENTS WITH TRAFFIC CONTROL AT BRIDGE CONSTRUCTION.
 - USE TRENCH BACKFILL AT NEW SEWER LOCATIONS.



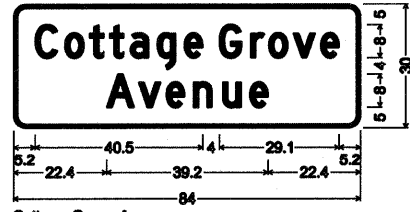
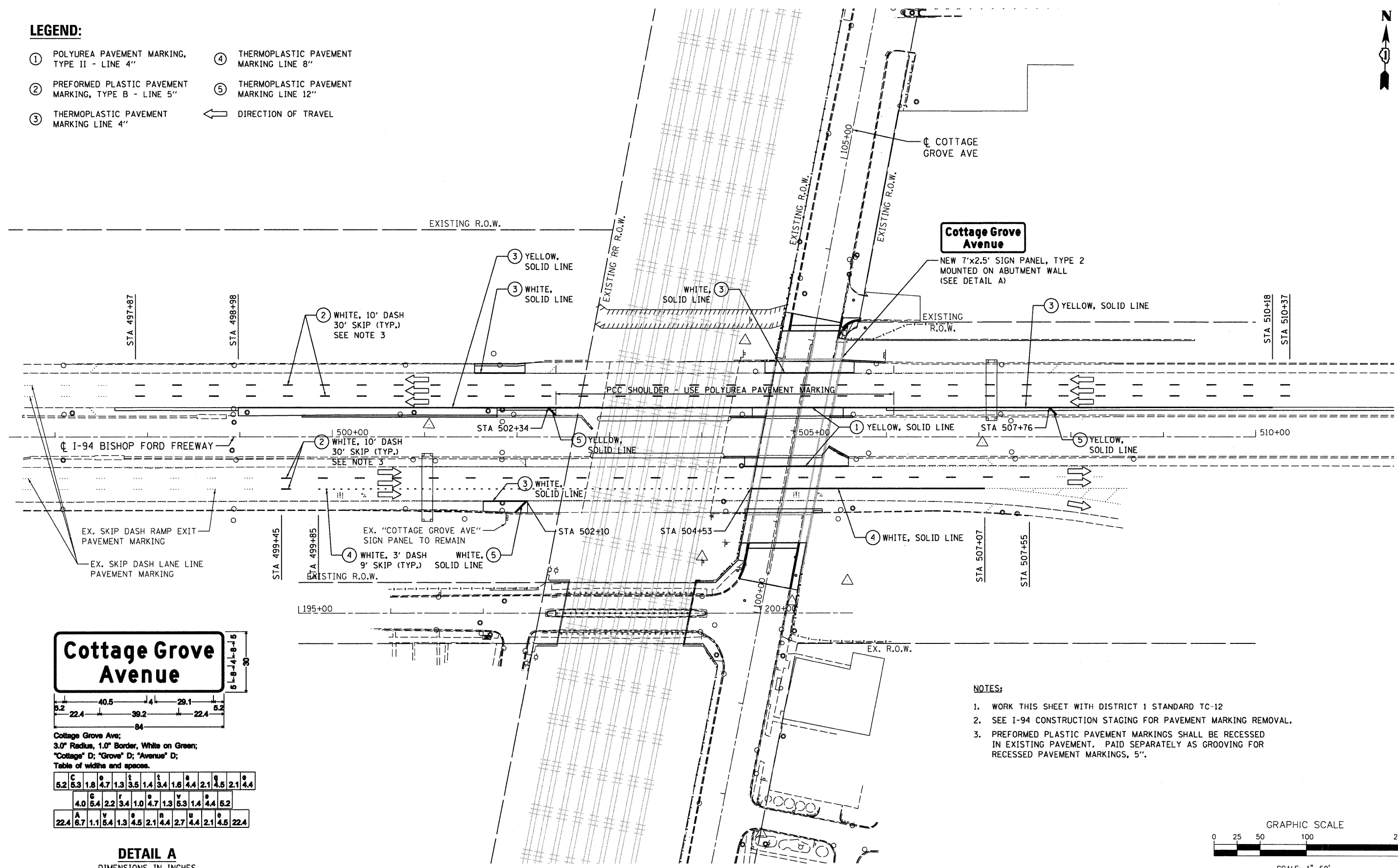


FILE NAME = ... \D1-60F65-ah1822-pmk-sign1.dgn	DESIGNED - IY	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND SIGNAGE PLAN	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT TIME = 7:42:23 PM	DRAWN - IY	REVISED -				94	1314B-1	COOK	110	22
PLOT DATE = 8/9/2010	CHECKED - TRP	REVISED -				CONTRACT NO. 60F65				
DATE - 07/19/2010	REVISED -	REVISED -				ILLINOIS FED. AID PROJECT				



LEGEND:

- ① POLYUREA PAVEMENT MARKING, TYPE II - LINE 4"
- ② PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
- ③ THERMOPLASTIC PAVEMENT MARKING LINE 4"
- ④ THERMOPLASTIC PAVEMENT MARKING LINE 8"
- ⑤ THERMOPLASTIC PAVEMENT MARKING LINE 12"
- ← DIRECTION OF TRAVEL



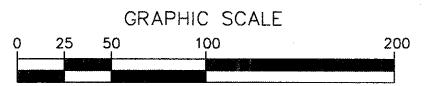
Cottage Grove Ave;
 3.0" Radius, 1.0" Border, White on Green;
 "Cottage" D; "Grove" D; "Avenue" D;
 Table of widths and spaces.

C	o	t	t	a	g	r	o	v	e	A	v	e	D
5.2	5.3	1.8	4.7	1.3	3.5	1.4	3.4	1.6	4.4	2.1	4.5	2.1	4.4
C	o	t	t	a	g	r	o	v	e	A	v	e	D
4.0	5.4	2.2	3.4	1.0	4.7	1.3	5.3	1.4	4.4	5.2			
A	v	e	n	u	e	D							
22.4	6.7	1.1	5.4	1.3	4.5	2.1	4.4	2.7	4.4	2.1	4.5	2.2	

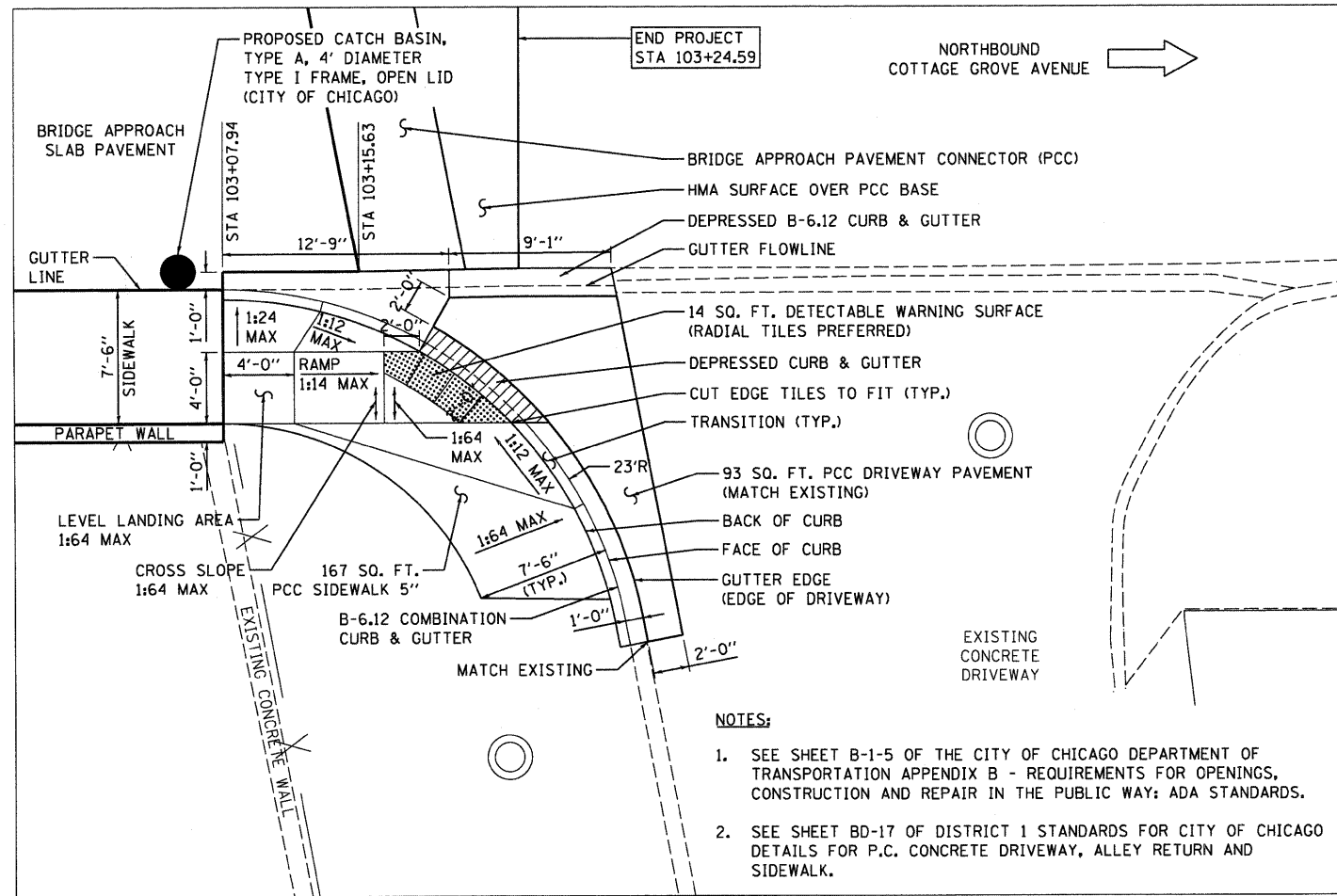
DETAIL A
 DIMENSIONS IN INCHES

NOTES:

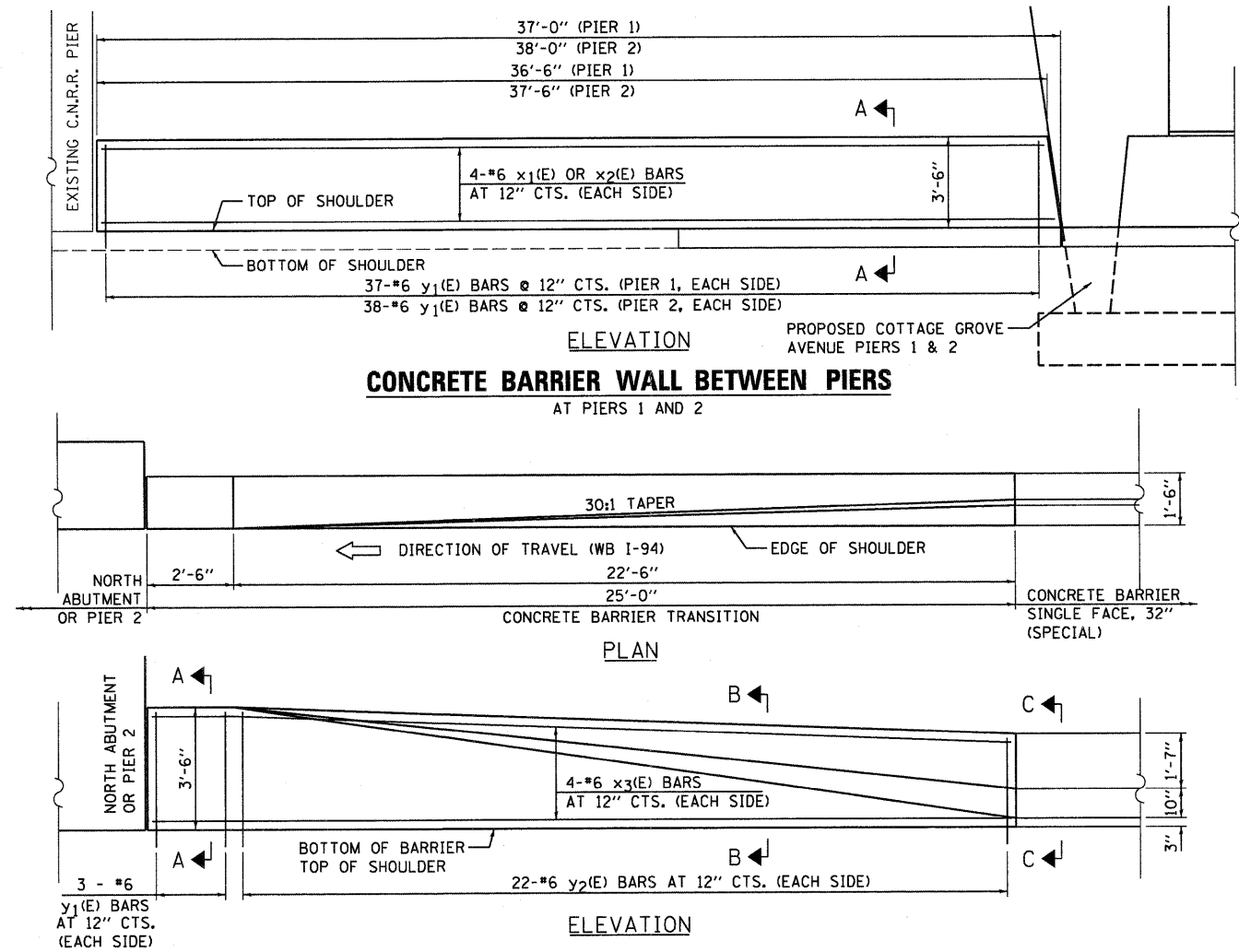
1. WORK THIS SHEET WITH DISTRICT 1 STANDARD TC-12
2. SEE I-94 CONSTRUCTION STAGING FOR PAVEMENT MARKING REMOVAL.
3. PREFORMED PLASTIC PAVEMENT MARKINGS SHALL BE RECESSED IN EXISTING PAVEMENT. PAID SEPARATELY AS GROOVING FOR RECESSED PAVEMENT MARKINGS, 5".



SCALE: 1"=50'

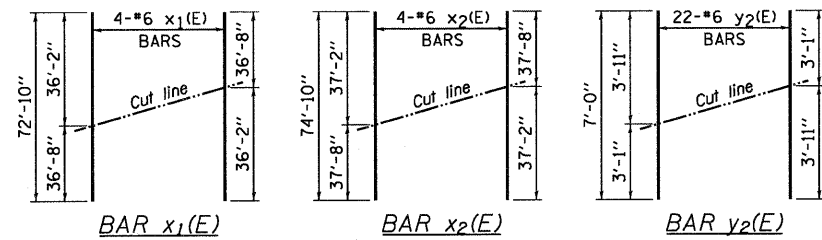


ADA RAMP AND DRIVEWAY DETAIL



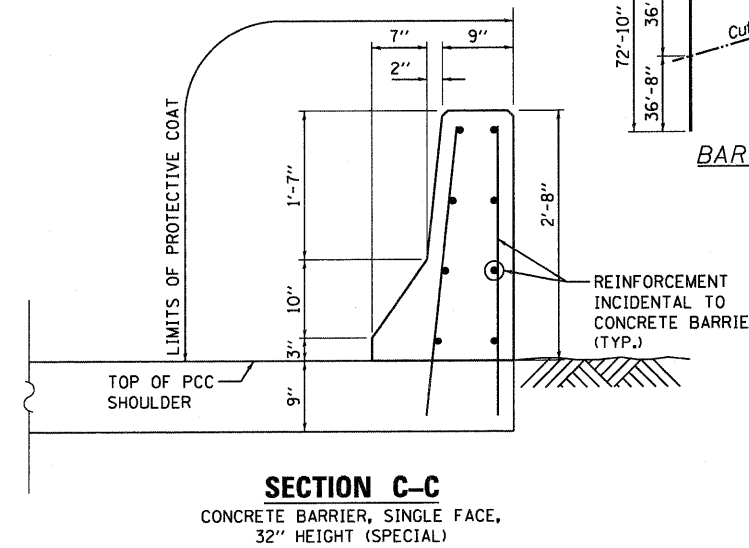
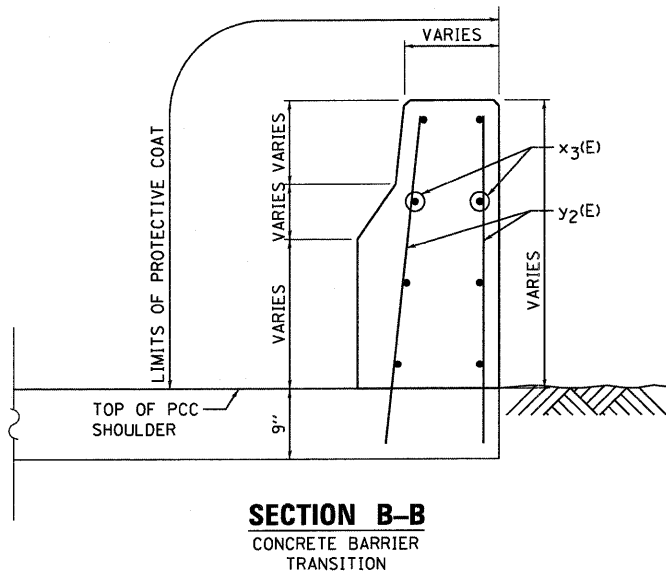
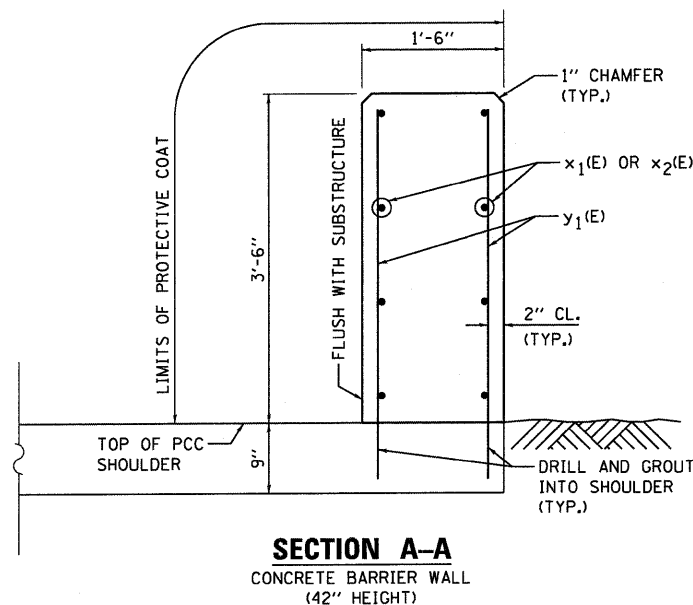
CONCRETE BARRIER TRANSITION
MIRROR DETAIL FOR WB I-94 APPROACH TO PIER 2

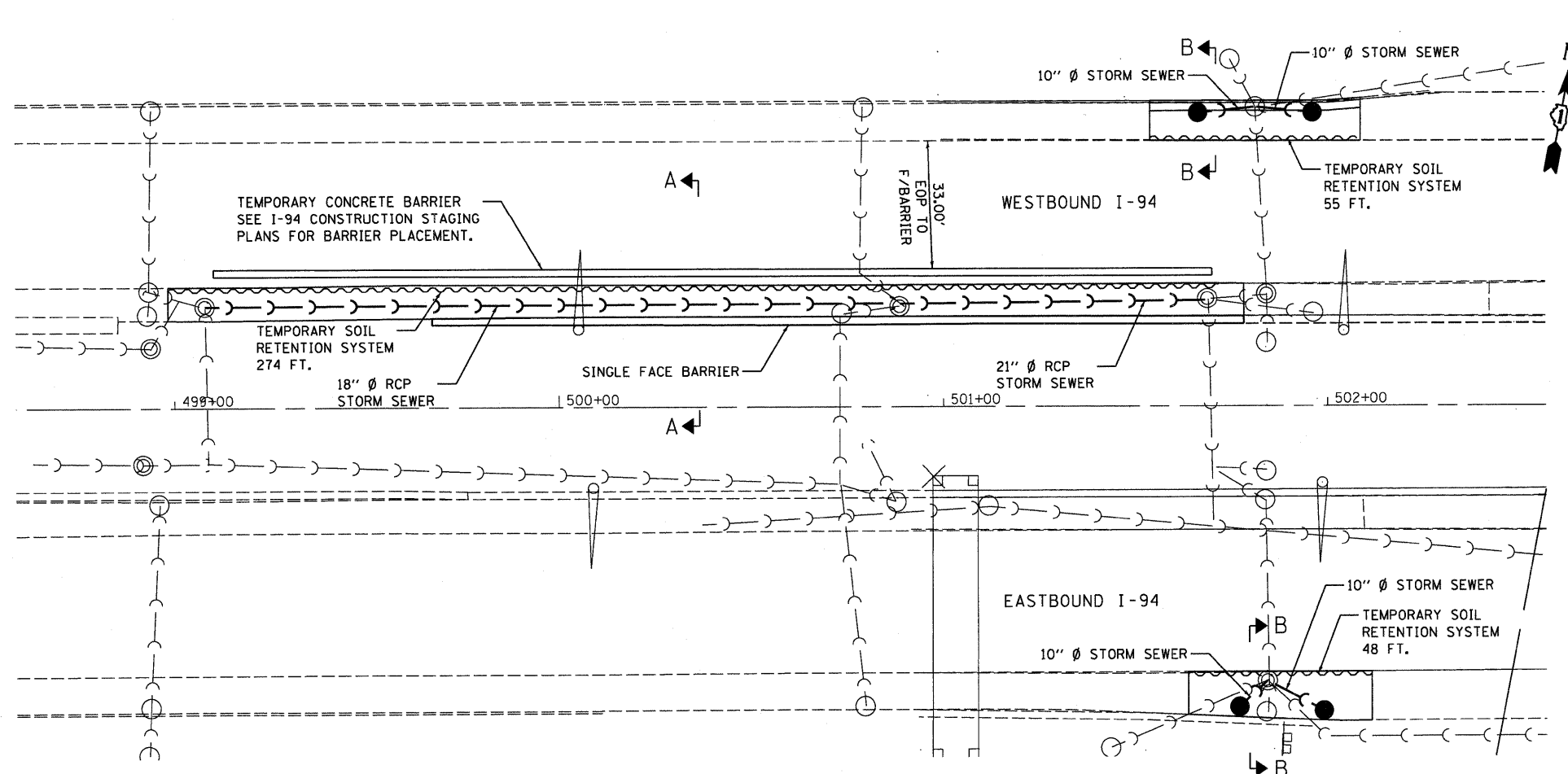
FIELD CUTTING DIAGRAMS
ORDER BARS FULL LENGTH. CUT AS SHOWN AND USE REMAINDER OF BARS IN OPPOSITE FACE.



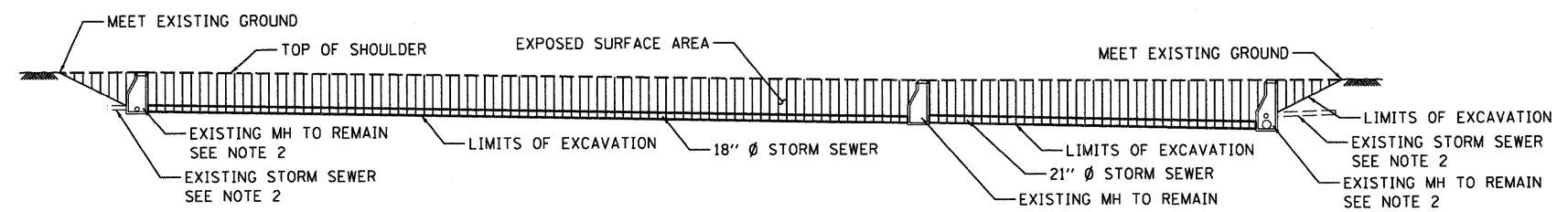
BILL OF MATERIAL

BAR	No.	Size	Length	Shape
x ₁ (E)	4	#6	72'-10"	—
x ₂ (E)	4	#6	74'-10"	—
x ₃ (E)	8	#6	24'-8"	—
y ₁ (E)	156	#6	3'-11"	—
y ₂ (E)	22	#6	7'-0"	—
Item		Unit	Quantity	
Reinforcement Bars, Epoxy Coated		Lbs.	2,333	
Concrete Structures		Cu. Yd.	18.4	
Protective Coat		Sq. Yd.	53.8	

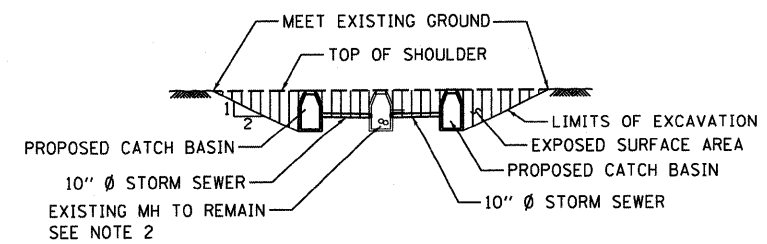




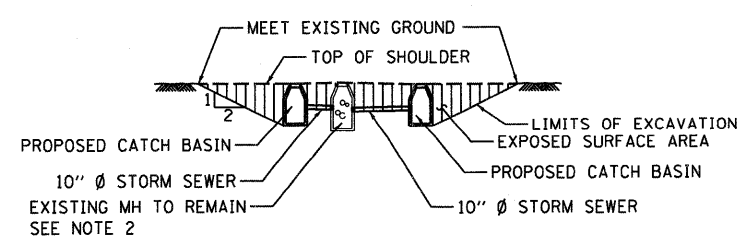
**TEMPORARY SOIL RETENTION SYSTEM
PLAN VIEW**



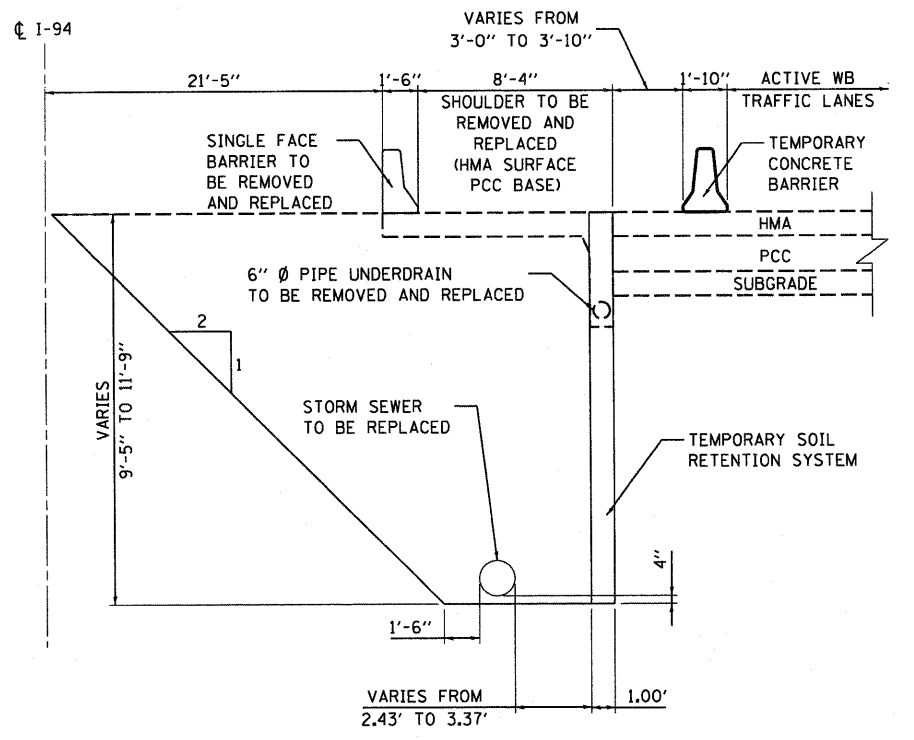
**TEMPORARY SOIL RETENTION SYSTEM
ELEVATION VIEW AT SOUTH SHOULDER OF WESTBOUND LANES**



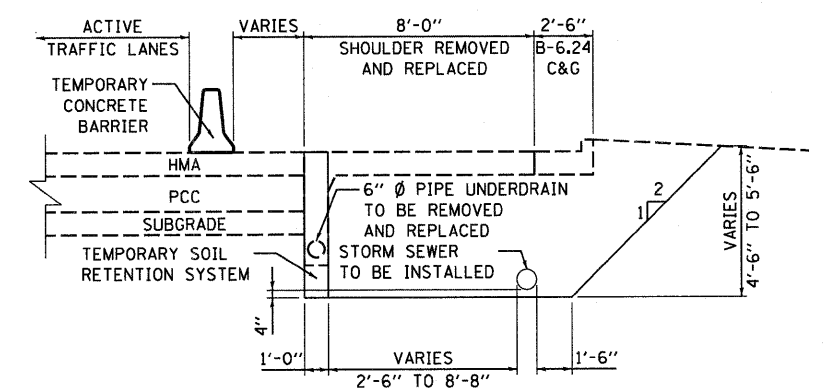
**TEMPORARY SOIL RETENTION SYSTEM
ELEVATION VIEW AT NORTH SHOULDER OF WESTBOUND LANES**



**TEMPORARY SOIL RETENTION SYSTEM
ELEVATION VIEW AT SOUTH SHOULDER OF EASTBOUND LANES**



SECTION A-A



SECTION B-B

NOTES:

1. THE CONTRACTOR SHALL SUBMIT A TEMPORARY SOIL RETENTION SYSTEM DESIGN INCLUDING PLAN DETAILS AND CALCULATIONS FOR REVIEW AND ACCEPTANCE BY THE ENGINEER.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND PROTECT ALL EXISTING UTILITIES DURING CONSTRUCTION.
3. SEE STD 704001 FOR TEMPORARY CONCRETE BARRIER DETAILS.
4. SEE SHEET 24 FOR SINGLE FACE BARRIER DETAILS.
5. SEE SUGGESTED STAGES OF CONSTRUCTION FOR MAINTENANCE OF TRAFFIC ON I-94.

BILL OF MATERIAL

Item	Unit	Quantity
Temporary Soil Retention System	Sq. Ft.	3,751

FILE NAME = ... \01-60F65-sh025-details2.dgn	DESIGNED - ITY	REVISED -
PLDT TIME = 12:42:45 PM	DRAWN - ITY	REVISED -
PLDT DATE = 7/16/2010	CHECKED - TRP	REVISED -
	DATE - 07/19/2010	REVISED -

SEPSTEIN
 600 WEST FULTON STREET
 CHICAGO, ILLINOIS 60661-1250
 TEL. 312.454.9100
 FAX 312.859.1217
 WEB www.sepstein.com

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRAINAGE CONSTRUCTION DETAILS
 SCALE: N/A SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	25
			CONTRACT NO. 60F65	
ILLINOIS FED. AID PROJECT				

COTTAGE GROVE AVENUE ELECTRICAL AND LIGHTING - SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	TOTAL QTY
DEMOLITION		
REMOVAL OF POLE FOUNDATION	EACH	2
REMOVE EXISTING STREET LIGHTING EQUIPMENT INCLUDES THE FOLLOWING:	L SUM	1
A. REMOVE EXISTING LIGHT POLES, MAST ARM, AND LUMINAIRE	EACH	6
C. AERIAL CABLE REMOVAL	FOOT	450
D. REMOVE CABLE IN CONDUIT	FOOT	857
MAINTENANCE		
MAINTENANCE OF LIGHTING SYSTEM INCLUDES THE FOLLOWING:	CAL MO	10
A. TEMPORARY AERIAL CABLE INSTALLATION AND REMOVAL, 2/C # 6 AWG, 600V	FOOT	540
B. MAINTENANCE AND OPERATION OF EXISTING BRIDGE POLE LIGHTING	EA	6
C. EXISTING ROADWAY LIGHTING, SOUTH AND NORTH SIDE OF THE BRIDGE	LS	1
PROPOSED		
TRENCH AND BACKFILL FOR ELECTRICAL WORK (SPECIAL)	FOOT	365
RACK, SECONDARY AERIAL, 2-WIRE OR 3-WIRE	EACH	1
CONCRETE FOUNDATION, 24" DIAMETER, 1 1/4" ANCHOR RODS, 15" BOLT CIRCLE, 7 FOOT	EACH	2
POLE, STEEL, ANCHOR BASE, 10" DIA., 7-GAUGE, 34'-6"	EACH	2
POLE, STEEL, ANCHOR BASE, 8-1/2" DIAMETER, 7-GAUGE, 32'-6"	EACH	4
LUMINAIRE, STREET LIGHTING, HIGH PRESSURE SODIUM VAPOR, 400 WATT, 240 VOLT	EACH	6
MAST ARM, STEEL, STREET LIGHTING, 12 FT.	EACH	6
FUSE, IN-LINE, 10 AMP	EACH	12
ELECTRIC CABLE IN CONDUIT, 2/C NO. 6	FOOT	959
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	590
WIRE, AERIAL, 1/C # 6	FOOT	220
CONDUIT IN TRENCH, 2" GALVANIZED STEEL	FOOT	215
CONDUIT IN TRENCH, 3 1/2" DIA., PVC	FOOT	595
CONDUIT ATTACHED TO STRUCTURE, 3 1/2" DIA., PVC COATED GALVANIZED STEEL	FOOT	750

I-94 UNDERPASS ELECTRICAL AND LIGHTING - SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	TOTAL QTY
DEMOLITION		
REMOVAL OF LIGHTING UNIT, NO SALVAGE 84200600 INCLUDES THE FOLLOWING:	EACH	30
B. REMOVE 1" RGS CONDUIT ATTACHED TO STRUCTURE	FOOT	1,799
C. REMOVE UNDERGROUND 1" RGS CONDUIT IN TRENCH	FOOT	170
D. REMOVE CONDUIT IN TRENCH, 2 1/2" DIA., PVC CONDUIT	FOOT	180
E. REMOVE EXPOSED CONDUIT, 2 1/2" DIA., RGS CONDUIT	FOOT	20
F. UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (EPR-TYPE RHW), 1 1/4" DIA. POLYETHYLENE	FOOT	180
MAINTENANCE		
PROTECTION AND MAINTENANCE OF EXISTING UNDERPASS LIGHTING INCLUDES THE FOLLOWING:	L SUM	1
A. TEMPORARY AERIAL CABLE INSTALLATION AND REMOVAL, 1C-#10 AWG, 600V	FOOT	735
B. MAINTENANCE AND OPERATION OF EXISTING UNDERPASS LUMINAIRES	EA	28
C. EXISTING POLE LIGHT	EA	2
PROPOSED		
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	680
UNDERPASS LUMINAIRE, 70 WATT, HIGH PRESSURE SODIUM VAPOR	EACH	28
STAINLESS STEEL HOUSING CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED	FOOT	1,330
GALVANIZED STEEL		
ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 1/C NO. 10	FOOT	4,230
UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (EPR-TYPE RHW), 1 1/4" DIA. POLYETHYLENE	FOOT	800
CONDUIT IN TRENCH, 2 1/2" DIA., PVC CONDUIT	FOOT	680
CONDUIT ATTACHED TO STRUCTURE, 2 1/2" DIA., PVC COATED GALVANIZED STEEL	FOOT	40
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	24
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	10
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 16" X 14" X 6"	EACH	2
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 24" X 24" X 8"	EACH	2

GENERAL NOTES:

- ELECTRICAL MATERIAL INSTALLATION OVER THE COTTAGE GROVE ROAD SHALL COMPLY WITH THE CITY OF CHICAGO STANDARDS AND WORK OVER I-94 FREEWAY AND UNDER BRIDGE SHALL COMPLY WITH THE IDOT DESIGN STANDARDS.
- ALL PRODUCTS CATALOG CUTS AND MATERIAL SPECIFICATIONS SHALL BE REVIEWED AND APPROVED BY BOTH THE CITY OF CHICAGO AND IDOT PRIOR TO THE PURCHASE OF THE ELECTRICAL MATERIAL.
- REMOVED PRODUCTS AND MATERIAL IS THE PROPERTY OF THE CITY OF CHICAGO AND OR IDOT AND SHALL BE DISPOSED OFF AS DIRECTED BY THE OWNER.

ELECTRICAL WORK:

- THE PROJECT SCOPE IS TO REMOVE AND REPLACE ROADWAY LIGHTING FIXTURES POLES AND ASSOCIATED ELECTRICAL SYSTEM WIRING CROSSING OVER THE S. COTTAGE GROVE AVENUE BRIDGE STRUCTURE AND REPLACE UNDERPASS LIGHTING UNDER S. COTTAGE GROVE AVENUE AND I.C.R.R. BRIDGE STRUCTURE.
- CONSTRUCTION SHALL BE COORDINATED WITH THE PHASING PLAN AND STAGING SEQUENCE WITH OTHER DISCIPLINES.
- CONTRACTOR SHALL VISIT THE SITE AND VERIFY EXISTING FIELD CONDITION INCLUDING, BUT NOT LIMITED TO COMMONWEALTH EDITION POWER LINES, CITY ELECTRIC SERVICES AND STREET LIGHTING BRANCH CIRCUITS PRIOR TO BID AND NOTIFY PROJECT ENGINEER FOR ANY DISCREPANCY OF THE EXISTING CONDITION AS NOTED ON THE DRAWINGS.
- DEMOLITION OF WORK SHALL NOT INTERRUPT ANY EXISTING CITY ELECTRICAL SERVICES AND STREET LIGHTING CIRCUITS CROSSING OVER THE BRIDGE.
- CONTRACTOR SHALL PROVIDE TEMPORARY LIGHTING AND/OR TEMPORARY CIRCUIT WIRING TO MAINTAIN THE FUNCTIONALITY OF EXISTING ELECTRICAL SYSTEMS.
- ALL EXISTING AND TEMPORARY ROADWAY LIGHTING SHALL REMAIN FAULT FREE AND OPERATIONAL.

PRELIMINARY STAGE:

- NO WORK SHALL BE DONE UNTIL AFTER THE PRECONSTRUCTION INSPECTION OF ROADWAY LIGHTING, UNDERPASS LIGHTING, AND ELECTRICAL SERVICE UTILITIES.
- FORMAL TRANSFER OF MAINTENANCE SHALL BE COMPLETED BEFORE BEGINNING OF CONSTRUCTION.

STAGE I:

- COORDINATE WITH CITY OF CHICAGO, OEC, AND IDOT REPRESENTATIVE(S) TO REROUTE EXISTING ELECTRICAL WIRING EMBEDDED IN CONCRETE ENCASED CONDUITS AND/OR EXPOSED STRUCTURE.
- PROVIDE TEMPORARY POWER WIRING TO MAINTAINING FUNCTIONALITY EXISTING LIGHTING SYSTEM AT NO ADDITIONAL COST TO THE CONTRACT.
- ELECTRICAL WORK SHALL BE PERFORMED ON THE BRIDGE, EAST SIDE OF THE S. COTTAGE GROVE AVENUE. REMOVE AND REPLACE EXISTING BRIDGE LIGHTS, AND UNDERPASS LIGHTS, AND ASSOCIATED WIRING.
- ELECTRICAL SYSTEM SHALL REMAIN FUNCTIONAL AT BOTH THE NORTH AND SOUTH OF THE BRIDGE STRUCTURE, SOUTHBOUND LANES OF THE S. COTTAGE GROVE AVENUE, AND I-94 FREEWAY.
- REMOVE AND REPLACE UNDERPASS LIGHTS UNDER I.C.R.R. AND S. COTTAGE GROVE BRIDGE CROSSING OVER I-94 WESTBOUND AND EASTBOUND ROADWAY.

STAGE II:

- COORDINATE WITH CITY OF CHICAGO, OEC, AND IDOT REPRESENTATIVE(S) TO REROUTE EXISTING ELECTRICAL WIRING EMBEDDED IN CONCRETE ENCASED CONDUITS AND/OR EXPOSED STRUCTURE.
- PROVIDE TEMPORARY POWER WIRING TO MAINTAINING FUNCTIONALITY EXISTING LIGHTING SYSTEM AT NO ADDITIONAL COST TO THE CONTRACT.
- ELECTRICAL WORK SHALL BE PERFORMED ON THE BRIDGE, EAST SIDE OF THE S. COTTAGE GROVE AVENUE. REMOVE AND REPLACE EXISTING BRIDGE LIGHTS, AND UNDERPASS LIGHTS, AND ASSOCIATED WIRING.
- ELECTRICAL SYSTEM SHALL REMAIN FUNCTIONAL AT BOTH THE NORTH AND SOUTH END OF THE BRIDGE, NORTHBOUND LANES OF THE S. COTTAGE GROVE AVENUE, AND I-94 FREEWAY.
- REMOVE AND REPLACE UNDERPASS LIGHTS UNDER I.C.R.R. AND S. COTTAGE GROVE BRIDGE CROSSING OVER I-94 WESTBOUND AND EASTBOUND ROADWAY.

LEGEND - IDOT STANDARDS:

- E— EXISTING UNDERGROUND UNIT DUCT, CONDUIT AND WIRING TO BE REMOVED
- E— EXISTING UNDERGROUND UNIT DUCT, CONDUIT AND WIRING TO REMAIN
- — — — PROPOSED UNDERGROUND STREET LIGHTING CONDUIT AND WIRING
- E— EXISTING CONDUIT AND WIRING - SURFACE TYPE TO BE REMOVED
- E— EXISTING CONDUIT AND WIRING - SURFACE TYPE INSTALLATION TO REMAIN
- — — — PROPOSED CONDUIT AND WIRING - SURFACE TYPE INSTALLATION
- AC— TEMPORARY CONDUIT AND WIRING - SURFACE TYPE INSTALLATION
- ⊙ EXISTING STREET LIGHTING POLE AND FIXTURE TO REMAIN FUNCTIONAL
- ⊙ OR ⊙ EXISTING UNDERPASS LUMINAIRE, TO BE REMOVED
- ⊙ PROPOSED UNDERPASS LUMINAIRE, DECK MOUNT, 70 WATT, HIGH PRESSURE SODIUM
- ⊙ E EXISTING UNDERPASS LUMINAIRE, WALL MOUNT, 55 WATT, LOW PRESSURE SODIUM
- ⊙ PROPOSED UNDERPASS LUMINAIRE, WALL MOUNT, 70 WATT, HIGH PRESSURE SODIUM
- ⊙ A EXISTING/PROPOSED JUNCTION BOX, ATTACHED TO STRUCTURE, 16"x 14"x 6"
- ⊙ B EXISTING/PROPOSED JUNCTION BOX, ATTACHED TO STRUCTURE, 12"x 10"x 6"
- ⊙ C EXISTING/PROPOSED JUNCTION BOX, ATTACHED TO STRUCTURE, 6"x 6"x 4"
- ⊙ D EXISTING/PROPOSED JUNCTION BOX, ATTACHED TO STRUCTURE, 24"x 24"x 8"
- ⊗ EXISTING STREET LIGHTING CONTROLLER
- CONDUIT TURN UP
- CONDUIT TURN DOWN

CITY OF CHICAGO STANDARDS:

- — — — EXISTING COMMONWEALTH ELECTRIC POWER LINE TO REMAIN
- E— EXISTING CITY ELECTRICAL SERVICE CONDUIT AND WIRING TO BE REMOVED
- E— EXISTING CITY ELECTRICAL SERVICE CONDUIT AND WIRING TO REMAIN
- E— PROPOSED CITY ELECTRICAL SERVICE CONDUIT AND WIRING
- 2W— EXISTING WIRE, STREET LIGHTING, 2 1/C-#6, HDNS. AERIAL TO BE REMOVED
- 2W— EXISTING WIRE, STREET LIGHTING, 2 1/C-#6, HDNS. AERIAL TO REMAIN
- 2W— PROPOSED WIRE, STREET LIGHTING, 2 1/C-#6, HDNS. AERIAL
- 2W(TE)— TEMPORARY PROPOSED WIRE, STREET LIGHTING, 2 1/C-#6, HDNS. AERIAL
- (TE)— TEMPORARY PROPOSED CITY ELECTRIC SERVICE WIRE
- 2NC— EXISTING CABLE, STREET LIGHTING, 2 1/C-#6, 600V RINS IN CONDUIT TO BE REMOVED
- 2NC— EXISTING CABLE, STREET LIGHTING, 2 1/C-#6, 600V RINS IN CONDUIT REMAIN
- 2NC— PROPOSED CABLE, STREET LIGHTING, 2 1/C-#6, 600V RINS IN CONDUIT
- ⊗ EXISTING MAST ARM, AND LIGHT FIXTURE
- ⊗ REM EXISTING MAST ARM, AND LIGHT FIXTURE TO BE REMOVED
- ⊗ PROPOSED 12' MAST ARM, AND 400 WATT, 240V HIGH PRESSURE SODIUM LUMINAIRE
- ⊗ EXISTING POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6", 3 GA. WITH STEEL BAL. HSG. BASE AND FND. WITH 10" D. B.C. AND 1" ANCHOR RODS DWG. #719
- ⊗ REM EXISTING POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6", 3 GA. WITH STEEL BAL. HSG. BASE AND FND. WITH 10" D. B.C. AND 1" ANCHOR RODS DWG. #719 TO BE REMOVED
- ⊗ PROPOSED POLE, CITY STEEL, ANCHOR BASE, 32'-6", 7 GA., AND FND. WITH 1 1/2" B.C. AND 1" ANCHOR RODS DWG. #753
- ⊗ PROPOSED POLE, CITY STEEL, ANCHOR BASE, 34'-6", 7 GA. 10" DIA. AND 15" B.C. 24"x 7" FND. WITH 1 1/4" ANCHOR RODS DWG. #818
- ⊗ PROPOSED HANDHOLE
- ⊗ EXISTING STREET LIGHTING CONTROLLER
- ⊗ EXISTING ELECTRICAL MANHOLE TO REMAIN

FILE NAME =	DESIGNED - PD	REVISED -
...\\DI-60F65-sh1026-1\light1.dgn	DRAWN - AP	REVISED -
PLOT TIME = 4:49:43 PM	CHECKED - PD/JM/RD	REVISED -
PLOT DATE = 8/9/2010	DATE - 07/19/2010	REVISED -

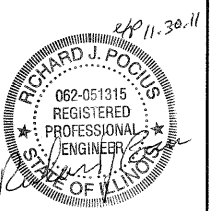


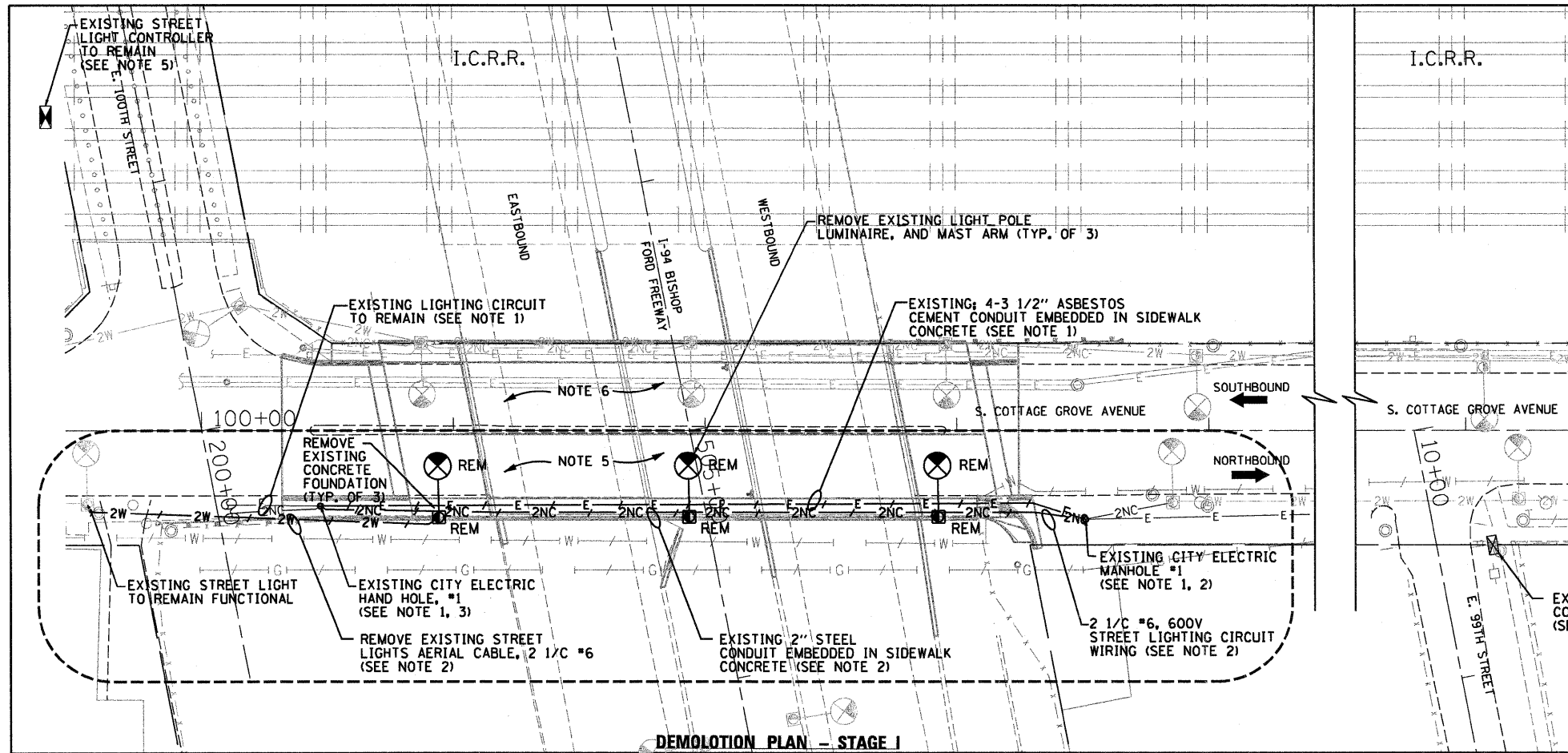
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELECTRICAL LEGEND AND
GENERAL NOTES

SCALE: SHEET NO. 1 OF 11 SHEETS STA. TO STA.

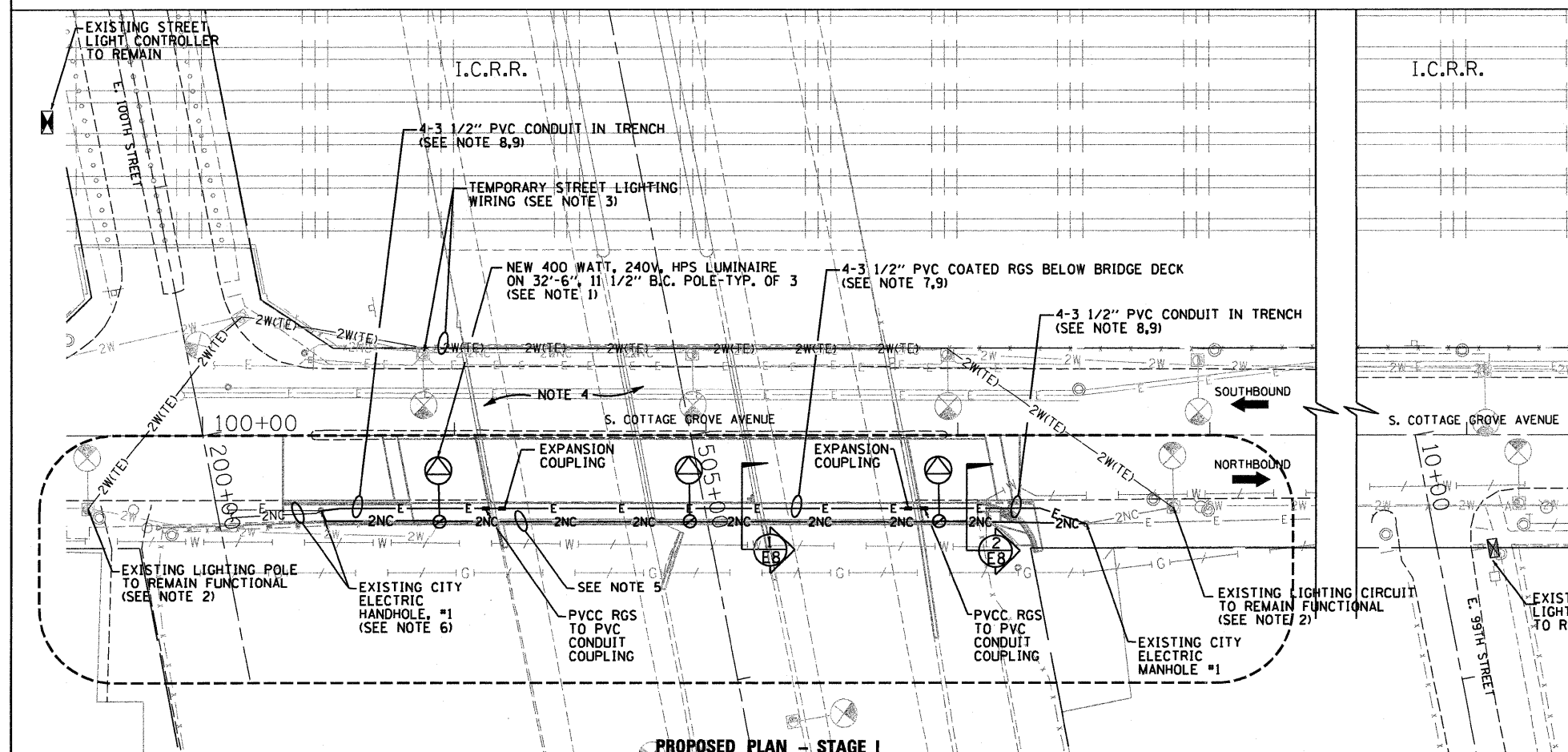
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	26
CONTRACT NO. 60F65			ILLINOIS FED. AID PROJECT	





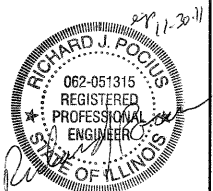
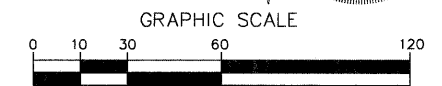
DEMOLITION PLAN NOTES:

- EXISTING CITY ELECTRICAL SERVICES SHALL REMAIN FUNCTIONAL. COORDINATE WITH THE BOE, CITY OF CHICAGO TO MAINTAIN SERVICES.
- CONTRACTOR SHALL FIELD VERIFY EXISTING LIGHTING CIRCUIT WIRING PRIOR TO REMOVAL AND PROVIDE TEMPORARY STREET LIGHTING CIRCUIT WIRING, 2 1/2" #6, 600 VOLTS TO MAINTAIN CIRCUIT CONTINUITY OF OTHER LIGHTING CIRCUIT. WIRING REMOVAL AND PROVIDING TEMPORARY WIRING INCLUDED IN PRICE OF MAINTAINING EXISTING LIGHTING SYSTEM.
- EXISTING HANDHOLE TO REMAIN. COORDINATE WITH OTHER TRADES TO RE-ADJUST THE COLLAR AND FRAME COVER LID TO ALIGN WITH THE NEW SIDEWALK SURFACE.
- FIELD VERIFY OPERATION OF EXISTING CIRCUIT CONTROLLER. IDENTIFY ALL AFFECTING BRIDGE LIGHTING CIRCUITS. MINIMIZE POWER INTERRUPTION WHERE POSSIBLE, PRIOR TO REQUIRED POWER INTERRUPTION, OBTAIN CITY APPROVAL AND SCHEDULE POWER INTERRUPTION WITH THE BUREAU OF ELECTRIC. REFER TO SHEET E4 FOR EXISTING CIRCUIT INFORMATION.
- REFER TO SHEET E5 FOR REMOVAL OF UNDERPASS BRIDGE LIGHTING.
- EXISTING STREET LIGHTING AND CITY ELECTRICAL SERVICES SHALL REMAIN FUNCTIONAL.

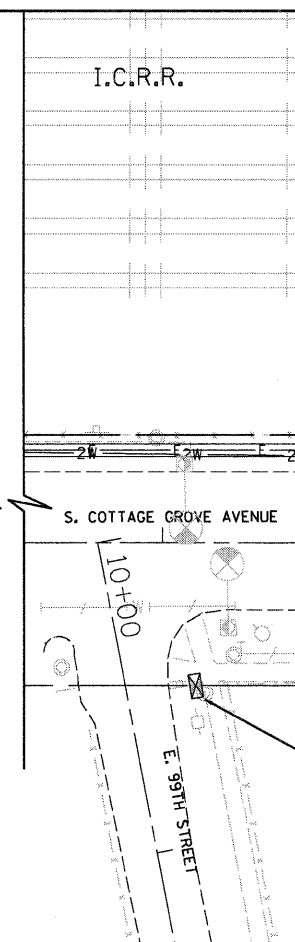
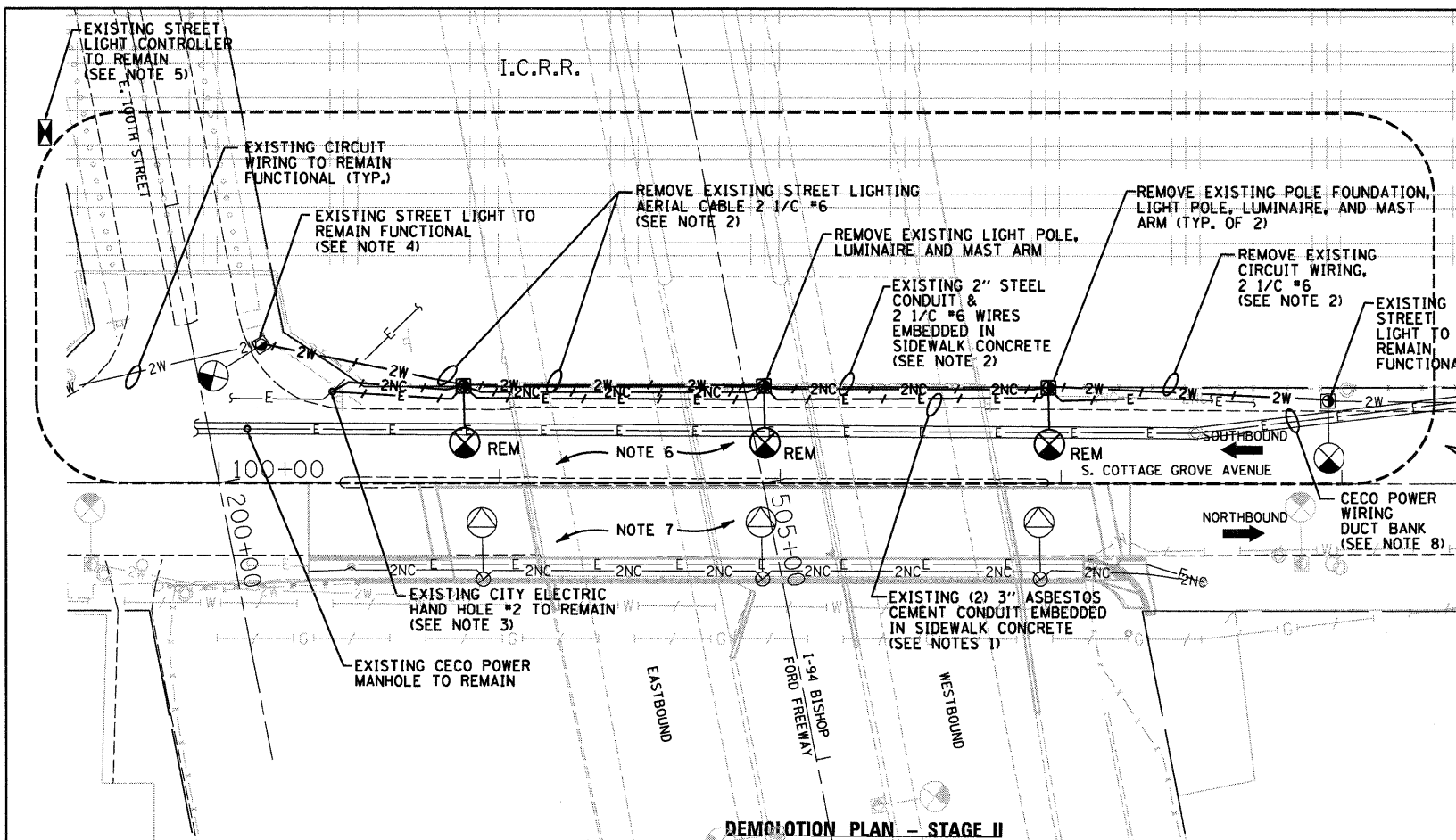


PROPOSED PLAN NOTES:

- FURNISH AND INSTALL NEW POLE OVER THE BRIDGE PARAPET. COORDINATE WITH THE STRUCTURAL INSTALLATION DETAILS. NEW POLE SHALL BE PAINTED BLACK AS PER CITY STANDARDS.
- EXISTING LIGHTING CIRCUIT WIRING SHALL BE SPLICED AND EXTEND TEMPORARY WIRING BETWEEN THE POLES TO MAINTAIN THE LIGHTING CIRCUIT FUNCTIONALITY.
- PROVIDE TEMPORARY AERIAL WIRING AND EXTEND EXISTING LIGHTING CIRCUIT TO SOUTH SIDE OF THE BRIDGE. USE EXISTING LIGHT POLES TO SUPPORT THE CABLE. REMOVE TEMPORARY WIRING UPON COMPLETION OF NEW WORK.
- EXISTING STREET LIGHTING SHALL REMAIN FUNCTIONAL.
- 2" RGS CONDUIT EMBEDDED IN BRIDGE PARAPET STRUCTURE. REFER TO SHEET E8 FOR CONDUIT AND POLE BASE DETAILS.
- PROTECT FUNCTIONALITY OF EXISTING STREET LIGHTING CIRCUIT. SPLICE EXISTING CABLES TO FACILITATE REMOVAL AND REINSTALLATION OF NEW LIGHTING CIRCUIT WIRING.
- EXPOSED CONDUIT(S) TO BE SUPPORTED USING CHANNELS AND RODS BELOW THE BRIDGE STRUCTURE. REFER TO SHEET E8 FOR CONDUIT INSTALLATION DETAILS.
- CONDUIT BEYOND THE ABUTMENT STRUCTURE TO MANHOLE/HANDHOLE TO BE INSTALLED IN TRENCH, PROVIDE COUPLING FOR CONDUIT TRANSITION FROM PVC COATED RGS TO PVC AND TERMINATE CONDUIT IN EXISTING MANHOLE/HANDHOLE.
- CITY ELECTRIC SERVICE WIRING IS TO BE INSTALLED BY OTHERS.



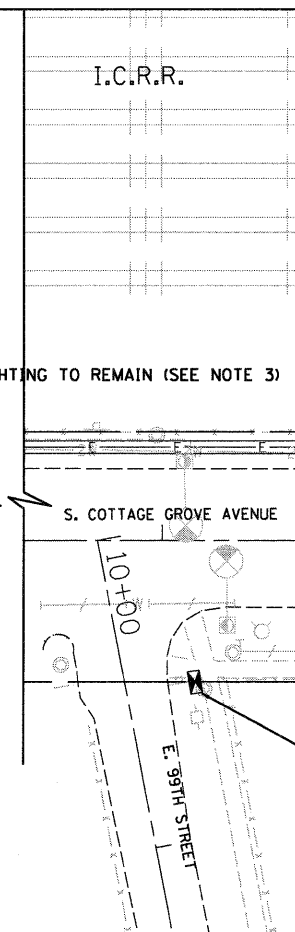
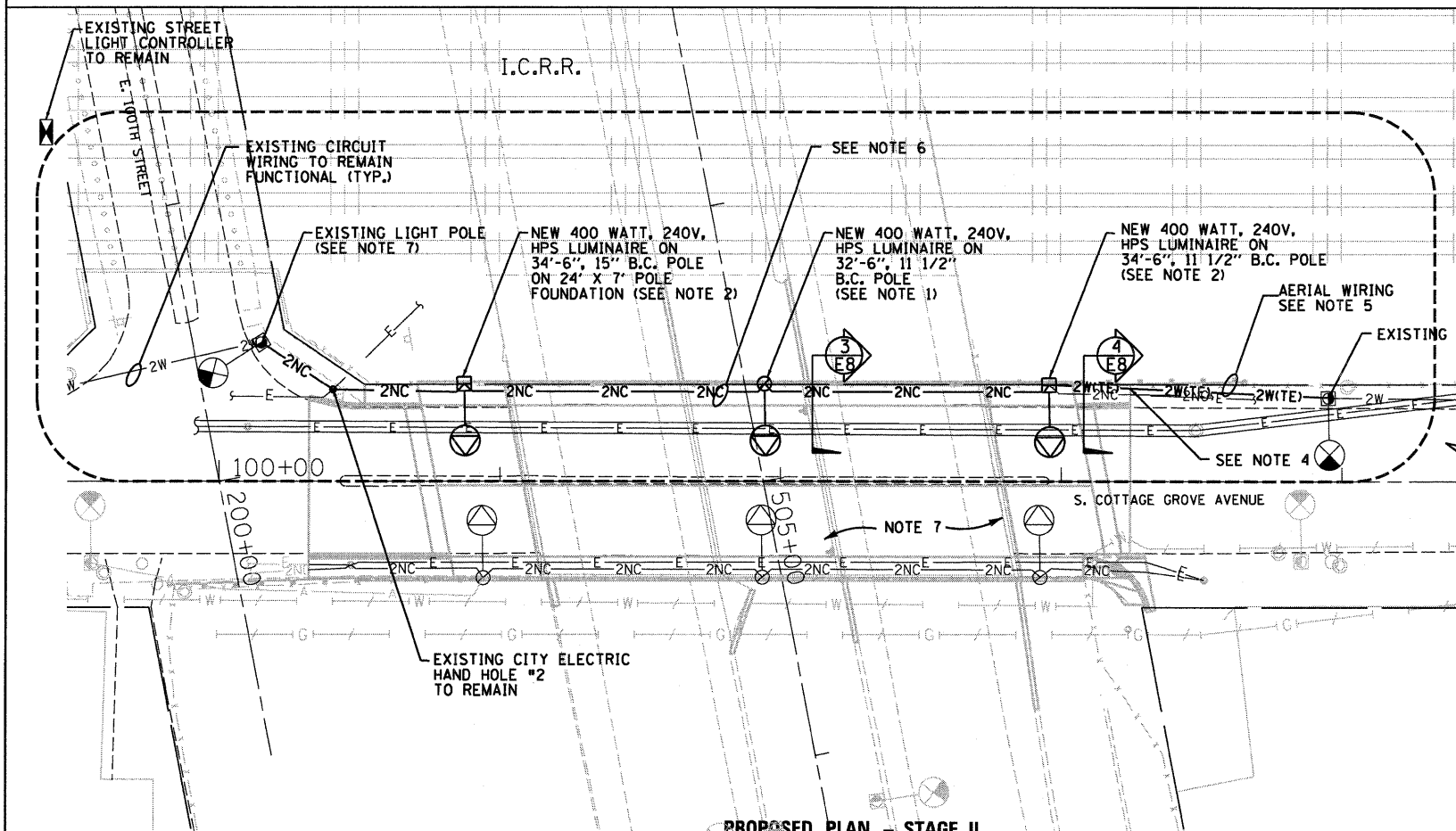
FILE NAME = ...\\01-60F65-sh1027-light2.dgn	DESIGNED - PD	REVISED -	 600 WEST FULTON STREET CHICAGO, ILLINOIS 60611-1220 TEL: 312 454 9100 FAX: 312 588 1217 WEB: www.sepstein.com	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		ELECTRICAL DEMOLITION AND PROPOSED PLAN COTTAGE GROVE AVENUE		F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 27	
PLOT TIME = 3:34:18 PM	CHECKED - PD/JM/RP	REVISED -						SCALE: 1" = 30'	SHEET NO. 2 OF 11 SHEETS	STA. 100+00.00 TO STA. 105+00.00	ILLINOIS FED. AID PROJECT		
PLOT DATE = 8/9/2010	DATE = 07/19/2010	REVISED -											
CONTRACT NO. 60F65													



DEMOLITION PLAN NOTES:

1. EXISTING CITY ELECTRICAL SERVICES SHALL REMAIN FUNCTIONAL. COORDINATE WITH THE BOE, CITY OF CHICAGO TO MAINTAIN SERVICES.
2. CONTRACTOR SHALL FIELD VERIFY EXISTING LIGHTING CIRCUIT WIRING PRIOR TO REMOVAL AND PROVIDE TEMPORARY STREET LIGHTING CIRCUIT WIRING, 2 1/2" # 6, 600 VOLTS TO MAINTAIN CIRCUIT CONTINUITY OF OTHER LIGHTING CIRCUIT. WIRING REMOVAL AND PROVIDING TEMPORARY WIRING INCLUDED IN PRICE OF MAINTAINING EXISTING LIGHTING SYSTEM.
3. MAINTAIN CIRCUIT CONTINUITY OF EXISTING STREET LIGHTING CIRCUIT WIRING.
4. PROVIDE TEMPORARY WIRING CONNECTIONS REQUIRED TO MAINTAIN THE OPERATION OF EXISTING STREET LIGHTING FROM THE NEAREST AVAILABLE POWER SOURCE.
5. FIELD VERIFY OPERATION OF EXISTING CIRCUIT CONTROLLER. IDENTIFY ALL AFFECTING BRIDGE LIGHTING CIRCUITS. MINIMIZE POWER INTERRUPTION WHERE POSSIBLE. PRIOR TO REQUIRED POWER INTERRUPTION, OBTAIN CITY APPROVAL AND SCHEDULE POWER INTERRUPTION WITH THE BUREAU OF ELECTRIC. REFER TO SHEET E4 FOR EXISTING CIRCUIT INFORMATION.
6. REFER TO SHEET E6 FOR REMOVAL OF UNDERPASS BRIDGE LIGHTING.
7. EXISTING STREET LIGHTING SHALL REMAIN FUNCTIONAL.

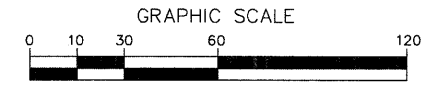
DEMOLITION PLAN - STAGE II



PROPOSED PLAN NOTES:

1. FURNISH AND INSTALL NEW POLE OVER THE BRIDGE PARAPET. COORDINATE WITH THE STRUCTURAL INSTALLATION DETAILS. NEW POLE SHALL BE PAINTED BLACK AS PER CITY STANDARDS.
2. INSTALL NEW POLE ON A CONCRETE FOUNDATION. NEW POLE SHALL BE PAINTED BLACK AS PER CITY STANDARDS.
3. EXISTING LIGHTING POLE SHALL REMAIN FUNCTIONAL. SPLICE EXISTING AERIAL WIRING AND EXTEND WIRING TO MAINTAIN CIRCUIT CONTINUITY TO STREET LIGHTS OPERATION.
4. FIELD VERIFY EXISTING LIGHTING CONDUIT AND WIRING. REMOVE ABANDON WIRING AND PROVIDE NEW (2) 1-C #6 AWG FOR NEW LIGHT POLE CIRCUIT WIRING AND REMOVE AERIAL WIRING.
5. PROVIDE TEMPORARY AERIAL WIRING AND EXTEND EXISTING LIGHTING CIRCUIT TO SOUTH SIDE OF THE BRIDGE. USE EXISTING LIGHT POLES TO SUPPORT THE CABLE. REMOVE TEMPORARY WIRING UPON COMPLETION OF NEW WORK.
6. 2" RGS CONDUIT EMBEDDED IN BRIDGE PARAPET STRUCTURE. REFER TO SHEET E8 FOR CONDUIT AND POLE BASE DETAILS.
7. EXISTING STREET LIGHTING SHALL REMAIN FUNCTIONAL.

PROPOSED PLAN - STAGE II



FILE NAME = ...D1-60F65-sh028-1:ght3.dgn
 PLOT TIME = 8:35:50 AM
 PLOT DATE = 7/19/2010

DESIGNED - PD
 DRAWN - AP
 CHECKED - PD/JM
 DATE - 07/19/2010

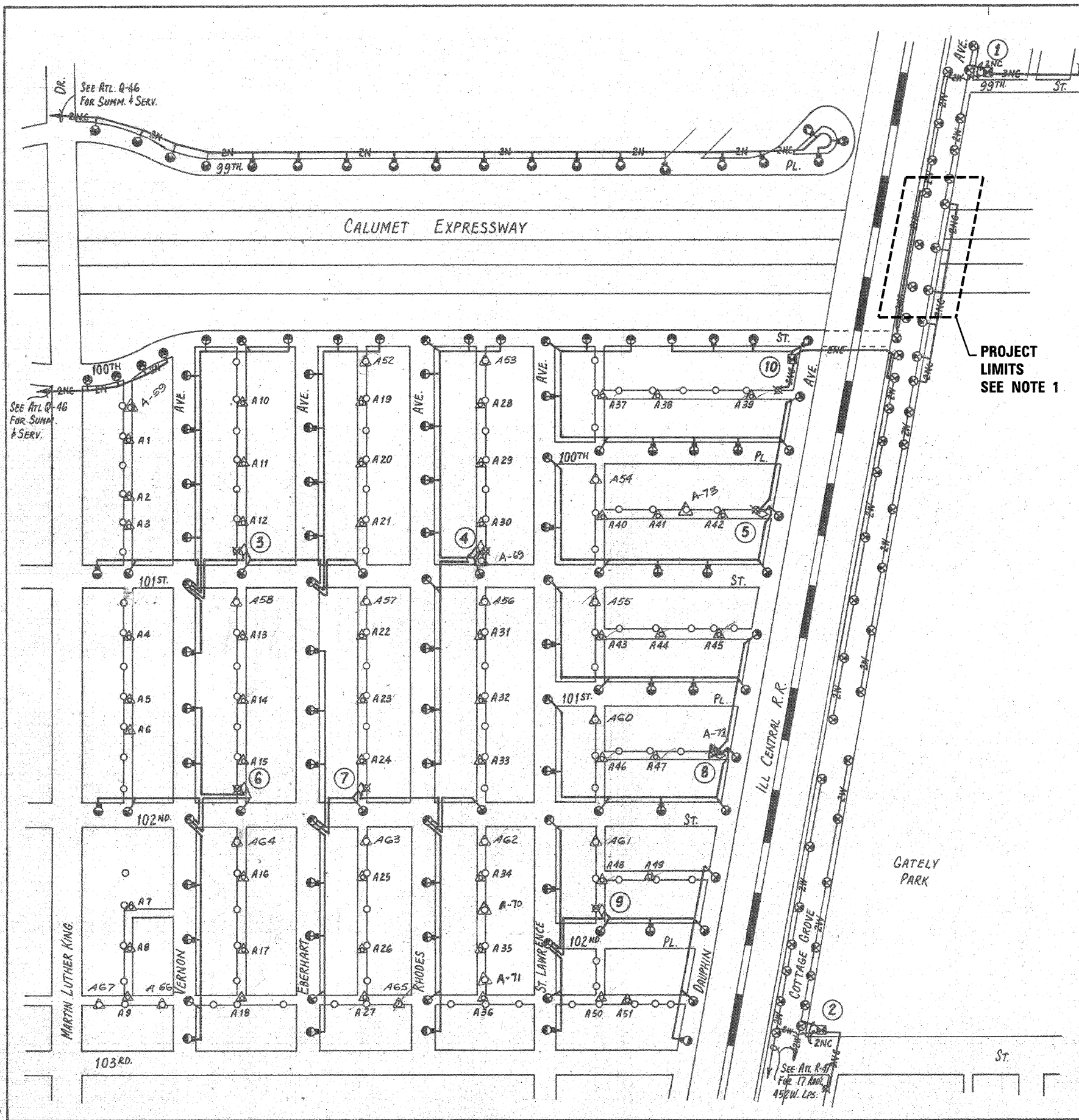
SEPSTEIN
 805 WEST FULTON STREET
 CHICAGO, ILLINOIS 60611-1229
 TEL 312.454.9100
 FAX 312.589.1217
 WEB www.sepstein.com

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELECTRICAL DEMOLITION AND PROPOSED PLAN
COTTAGE GROVE AVENUE
 SCALE: 1" = 30' SHEET NO. 3 OF 11 SHEETS STA. 100+00.00 TO STA. 105+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	28
CONTRACT NO. 60F65				E3

ILLINOIS FED. AID PROJECT



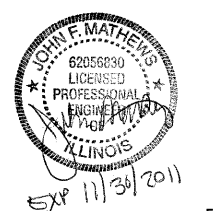
SUMMARY				CODE	
GRP. NO.	HIGH PRESS. SOD. VAPOR LP	ALLEY LPS.			
1	195	170	341	295	240V
2					240V
3					120V
4					120V
5					120V
6					120V
7					120V
8					120V
9					120V
10	4		9		
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
TOTAL	4	98	65	73	

- 105 W.H.P.S.V. 240V.
 - 105 W.H.P.S.V. 240V.
 - 170 W.H.P.S.V. 120V
 - 170 W.H.P.S.V. 120V
 - 295 W.11,000 L.M.V. W.B.L.B.
 - 341 W.L.P. H.P.S.V. 240V.
- ⊠ PEDESTAL MTD. CONTROLLER
 - ◇ RESIDENTIAL CONTROLLER
 - EDISON WOOD POLE
 - ⊗ EDISON SERVICE POLE
 - △ 295 W.H.P.S.V. LUM.
 - PHOTO-ELECTRIC CELL

NOTE:
 1. THIS EXISTING LIGHTING PLAN ISSUED FOR REFERENCE ONLY. CONTRACTOR SHALL MODIFY AS BUILT DRAWING(S) UPON COMPLETION OF THE CONSTRUCTION FOR CITY APPROVAL AND RECORD.

F	5-16-03	CONVERT 73 ALLEY TO 295 WATT 4-18-99
E	5-7-90	GRASS 1,2, & 10 CONV. TO PE
D	4-1-91	ADDED 16 105 W. Lps.
C	6-22-82	ADDED (91) 105 W. H.P.S.V. ALLEY LIGHTS CONTRACT 53135 AMT.
B	1-17-77	1617004 REMOVE (65) 452W LPS & INSTALL (65) 341W LPS. H.P.S.V. IN GROUPS 1,2, & 10 P.C.
A	11-4-74	418004 REPLACE 98 - 215W LP TO 170W H.P.S.V. LP & 4 - 215W. TO 195W. H.P.S.V. 240V
	6-13-72	REDRAWN L. RUDY
REV.	DATE	W. O. TEXT OF REVISION

CITY OF CHICAGO
 DEPARTMENT OF STREETS & SANITATION
 DIVISION OF ELECTRICAL ENGINEERING
EDISON SERVICE
ATLAS NO. R-46



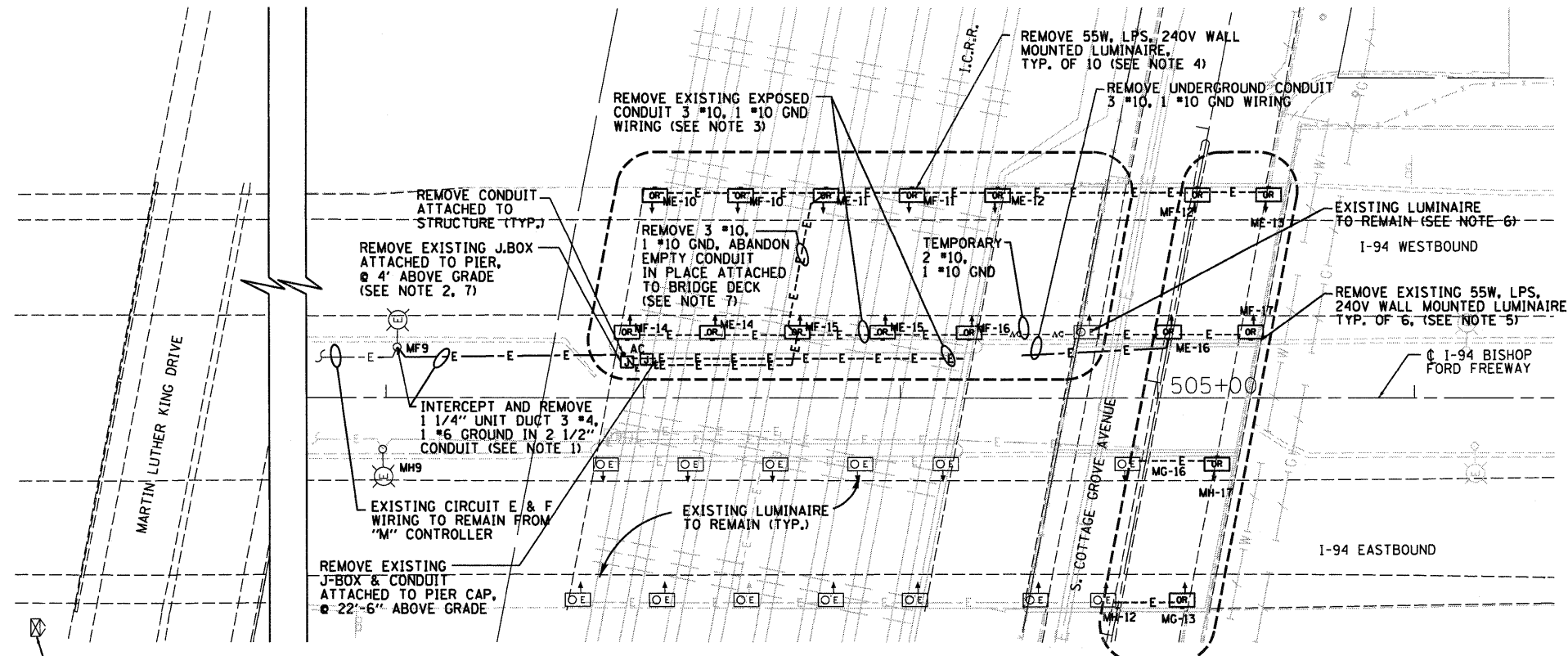
FILE NAME = PD	DESIGNED -	REVISED -
... \DI-60F65-sh029-light4.dgn	DRAWN - AP	REVISED -
PLOT TIME = 8:36:06 AM	CHECKED - PD/JM	REVISED -
PLOT DATE = 7/19/2010	DATE - 07/19/2010	REVISED -

SEPSTEIN
 630 WEST FULLON STREET
 CHICAGO, ILLINOIS 60611-2299
 TEL. 312.454.9100
 FAX 312.559.1217
 WEB www.sepstein.com

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING LIGHTING PLAN		COTTAGE GROVE AVENUE	
SCALE:	SHEET NO. 4 OF 11 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	29
				CONTRACT NO. 60F65
ILLINOIS FED. AID PROJECT				



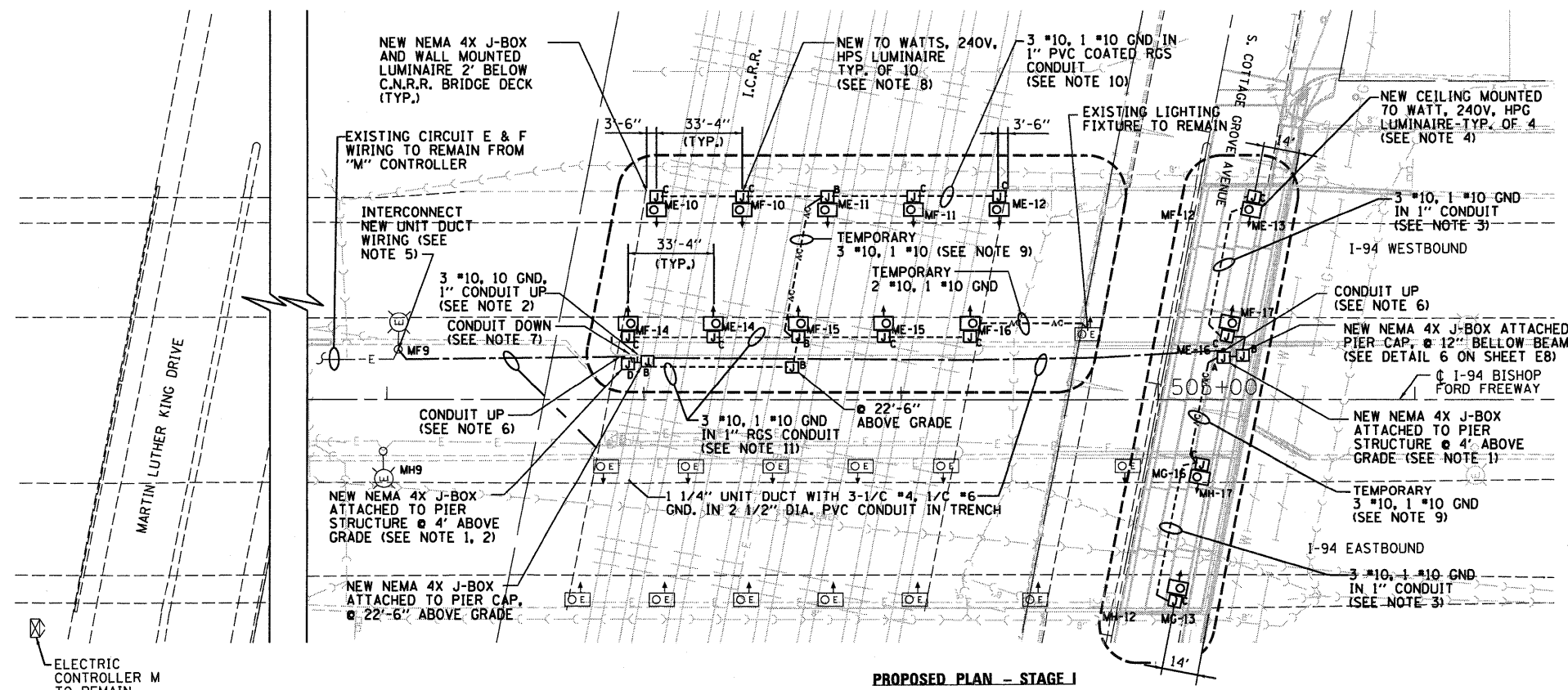
DEMOLITION PLAN - STAGE I

DEMOLITION PLAN NOTES:

1. PRIOR TO REMOVAL OF EXISTING WIRING, INSTALL NEW UNIT DUCT IN CONDUIT TO MINIMIZE THE POWER OUTAGE. PROVIDE TEMPORARY CIRCUIT CONNECTIONS FROM AVAILABLE CIRCUIT(S) FROM EXISTING POLE.
2. EXISTING UNDERGROUND CONDUIT, UNIT DUCT, WIRING AND ASSOCIATED JUNCTION BOX(S), FUSE(S), AND FUSE HOLDER(S) SHALL BE REMOVED.
3. REMOVE EXISTING CONDUIT(S) ATTACHED TO THE PIER STRUCTURE AT ABOUT 8'-6" ABOVE GRADE ON TOP OF THE CRASHWALL AND 23' ABOVE GRADE OVER THE PIER CAP OF BRIDGE STRUCTURE.
4. EXISTING LOW PRESSURE SODIUM (LPS) LIGHT FIXTURE(S), WALL MOUNTED AT ABOUT 23' ABOVE THE GRADE UNDER I.C.R.R. BRIDGE DECK SHALL BE REMOVED.
5. EXISTING LOW PRESSURE SODIUM (LPS) LIGHT FIXTURE(S), WALL MOUNTED AT ABOUT 16' ABOVE THE GRADE UNDER COTTAGE GROVE BRIDGE DECK SHALL BE REMOVED.
6. EXISTING LUMINAIRE TO REMAIN. INTERCEPT EXISTING CIRCUIT AND PROVIDE TEMPORARY CIRCUIT WIRING AS INDICATED IN PROPOSED PLAN.
7. EXISTING CIRCUIT WIRING SHALL BE MAINTAINED TILL PROPOSED WIRING INSTALLED IN STAGING PLAN(S).

GENERAL NOTES:

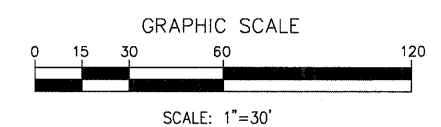
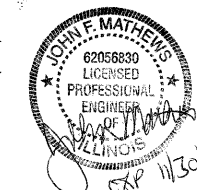
- A. TEST EXISTING CIRCUIT FOR OPERATION PRIOR TO ENERGIZE LIGHTING CIRCUIT FROM EXISTING CONTROLLER "M".
- B. MAINTAIN BRANCH CIRCUIT PROTECTION AND FUNCTIONALITY OF THE LIGHTING CIRCUITS BEFORE AND AFTER THE CONSTRUCTION.
- C. ALL EXISTING LUMINAIRE UNDER THE RAILROAD BRIDGE SHALL REMAIN IN SERVICE UNTIL PROPOSED LUMINAIRE(S) ARE OPERATIONAL.
- D. INDICATED UNDERPASS LUMINAIRE BELOW THE BRIDGE STRUCTURE OF THE COTTAGE GROVE ROAD AND I.C.R.R. SHALL BE REMOVED IN STAGES OF CONSTRUCTION, MAINTAIN CIRCUIT CONTINUITY FOR THE FIXTURES TO REMAIN OPERATIONAL DURING AND AFTER CONSTRUCTION.
- E. ALL J-BOXES SHALL BE NEMA 4X, STAINLESS STEEL AND EXPOSED CONDUIT(S) SHALL BE PVC COATED RIGID STEEL CONDUIT. J-BOX SHALL INCLUDE FUSES AND FUSE HOLDERS AS INDICATED.
- F. TEMPORARY AERIAL CABLE SHALL BE INCLUDED IN PAY ITEM FOR PROTECTION AND MAINTENANCE OF UNDERPASS LIGHTING.



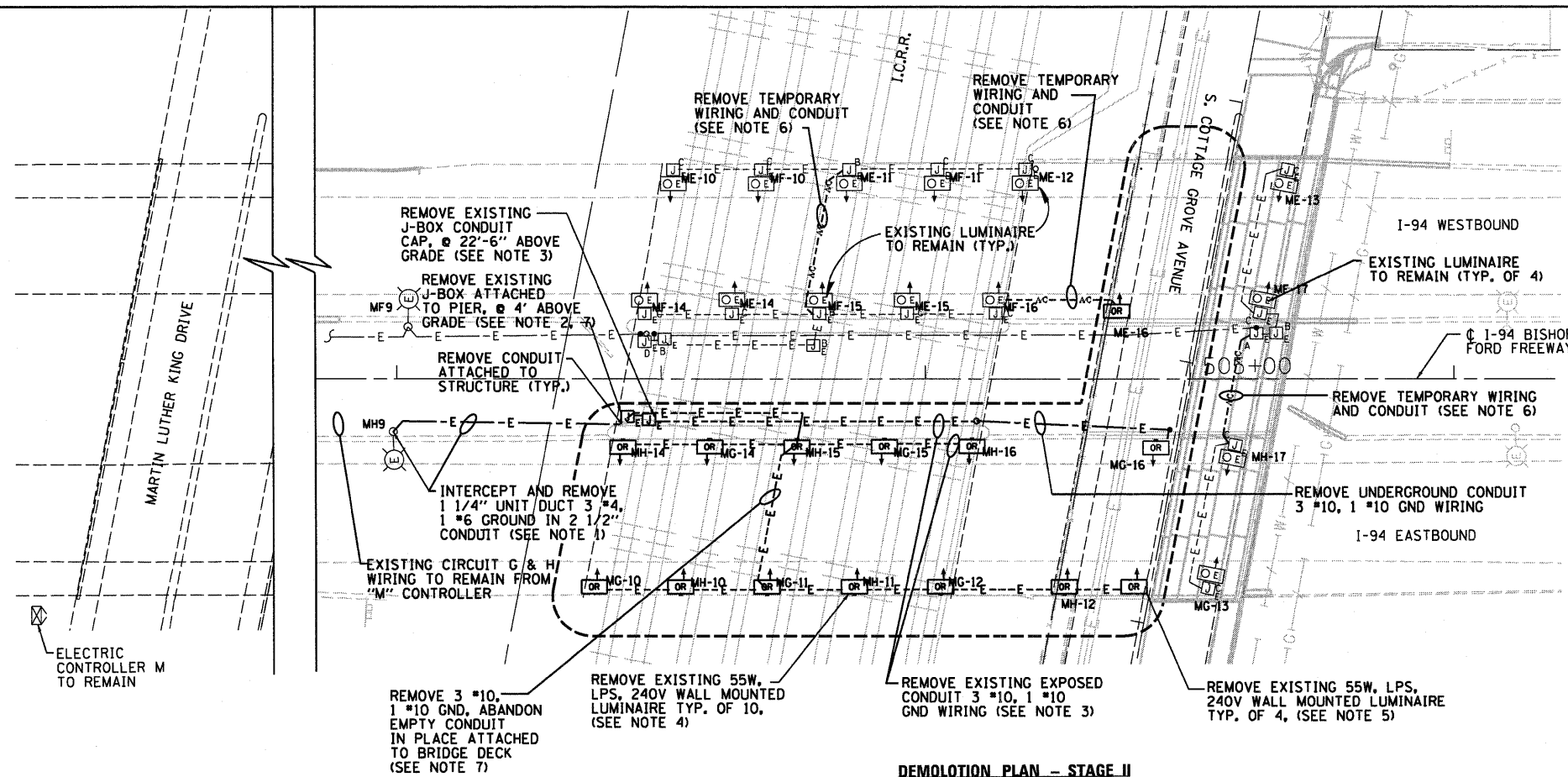
PROPOSED PLAN - STAGE I

PROPOSED PLAN NOTES:

1. INCOMING UNIT DUCT WIRING 3 1/2" x 4, 1/2" x 6 TO BE SPliced AND TAP 3 #10, 1 #10 GND FOR LIGHTING CIRCUIT. PROVIDE TWO POLE, 30AMP FUSE HOLDERS FOR PHASE CONDUCTOR E & F. EXTEND LIGHTING CIRCUIT WIRING TO LIGHTING UNIT(S). FUSES AND FUSE HOLDERS SHALL BE INCLUDED IN PAY ITEMS FOR JUNCTION BOXES.
2. EXTEND LIGHTING CIRCUIT WIRING FOR NEW UNDERPASS BRIDGE LIGHTING.
3. EXPOSED CONDUIT SHALL BE ATTACHED TO BEAM STRUCTURE UNDER THE BRIDGE DECK. 4. CEILING MOUNTED FIXTURE(S) SHALL BE CENTERED BETWEEN THE BEAMS AND MOUNTED 2" FROM THE EDGE OF THE PAVEMENT. REFER TO IDOT STANDARDS, BE-900 FOR J-BOX AND LIGHT FIXTURE INSTALLATION DETAILS. INSTALLATION DETAILS.
5. REFER TO IDOT STANDARD DETAIL BE 702 FOR CIRCUIT CONNECTION DETAILS FOR UNIT DUCT WIRING. DISCONNECTION AND RECONNECTION SHALL BE INCLUDED IN PAY ITEMS WITH UNIT DUCT.
6. EXTEND 1 1/4" UNIT DUCT WITH 3-1/2" x 4, 1 #6 GND IN A 2 1/2" PVC COATED CONDUIT FROM FINISHED GRADE LEVEL TO JUNCTION BOX.
7. EXTEND 1 1/2" UNIT DUCT WITH 3-1/2" x 4, 1 #6 GND IN A 2 1/2" PVC COATED CONDUIT FROM JUNCTION BOX TO FINISHED GRADE LEVEL.
8. NEW WALL MOUNTED FIXTURES SHALL BE INSTALLED @ 22'-6" ABOVE GRADE AND J-BOX @ 12" ABOVE THE FIXTURE. MAKE FINAL CONNECTIONS TO EACH LIGHT FIXTURE USING 2 #10, 1 #10 GROUND IN 1" PVC COATED CONDUIT. REFER TO SHEET E-7 FOR CIRCUIT WIRING, SINGLE LINE DETAILS.
9. TEMPORARY AERIAL CABLE SHALL BE SUPPORTED OF THE BEAM STRUCTURE.
10. EXPOSED CONDUIT AND J-BOX SHALL BE INSTALLED ON ABUTMENT WALL STRUCTURE, 6" FROM THE TOP OF THE LUMINAIRE. PROVIDE CONDUIT SUPPORTS @ 5' O.C.
11. EXPOSED CONDUIT SHALL BE INSTALLED ON PIER STRUCTURE. PROVIDE CONDUIT SUPPORTS @ 5' O.C.



FILE NAME = ... \DI-68F65-sh1030-11gh15.dgn	DESIGNED - PD	REVISED -	<p>300 WEST FULLERTON STREET CHICAGO, ILLINOIS 60611-1256 TEL: 312.454.9100 FAX: 312.559.1217 WWW.SEPSTEIN.COM</p>	<p>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p>ELECTRICAL LIGHTING STAGING PLAN 1-94 BISHOP FORD FREEWAY</p>	F.A.I. RTE. = 94	SECTION = 1314B-1	COUNTY = COOK	TOTAL SHEETS = 110	SHEET NO. = 30		
PLOT TIME = 8:36:33 AM	DRAWN - AP/DRN	REVISED -				SCALE: 1" = 30'	SHEET NO. 5 OF 11 SHEETS	STA. 502+24.35 TO STA. 506+54.26	CONTRACT NO. 60F65		ILLINOIS FED. AID PROJECT	
PLOT DATE = 7/19/2010	CHECKED - PD/JM	REVISED -										
	DATE = 07/19/2010	REVISED -										

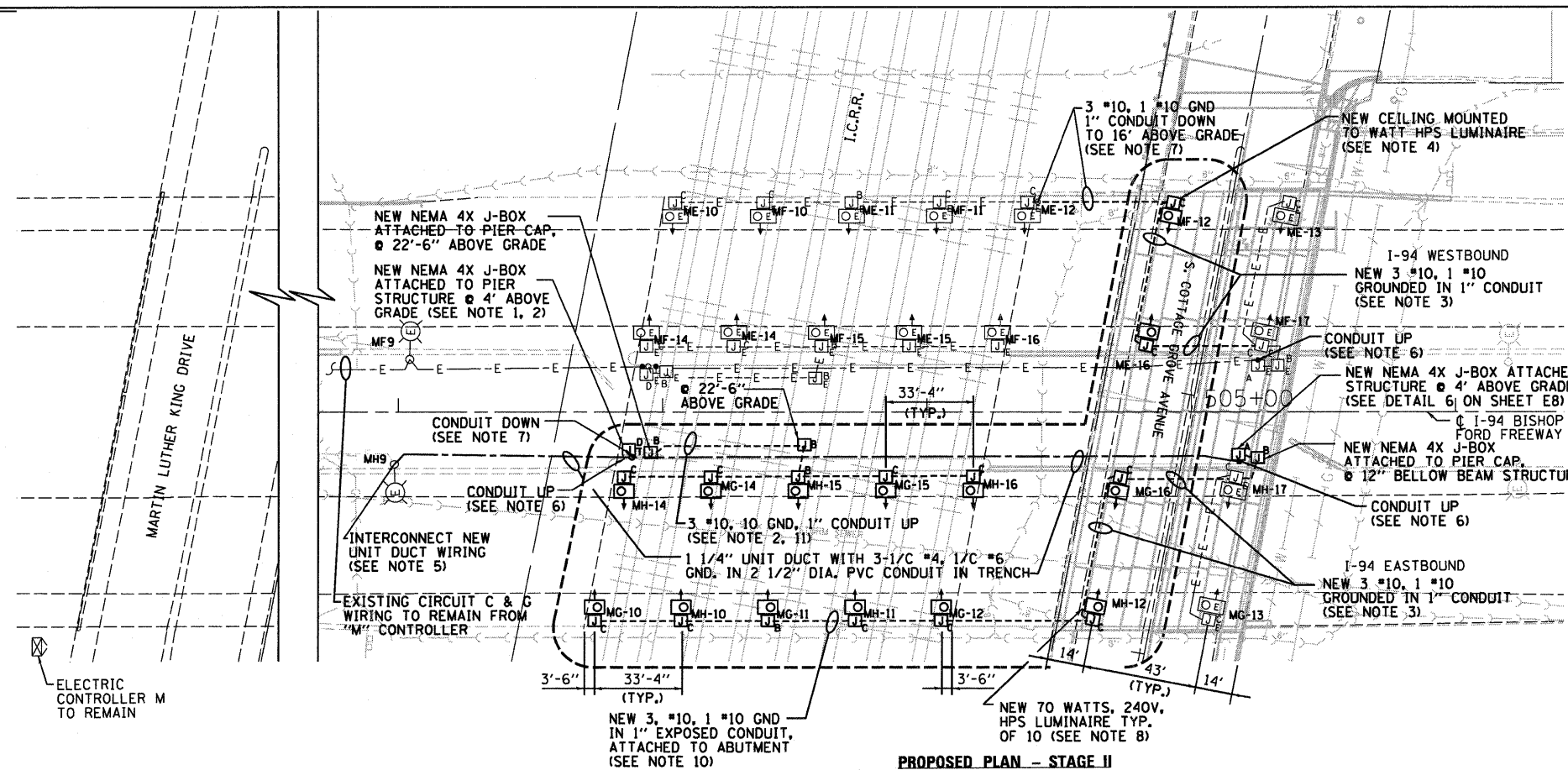


DEMOLITION PLAN NOTES:

1. PRIOR TO REMOVAL OF EXISTING WIRING, INSTALLS NEW UNIT DUCT IN CONDUIT TO MINIMIZE THE POWER OUTAGE. PROVIDE TEMPORARY CIRCUIT CONNECTIONS FROM AVAILABLE CIRCUIT(S) FROM THIS LOCATION.
2. EXISTING UNDERGROUND CONDUIT, UNIT DUCT, WIRING AND ASSOCIATED JUNCTION BOX(S), FUSE(S), AND FUSE HOLDER(S) SHALL BE REMOVED.
3. REMOVE EXISTING CONDUIT(S) ATTACHED TO THE PIER STRUCTURE AT ABOUT 8'-6" ABOVE GRADE ON TOP OF THE CRASHWALL AND 23' ABOVE GRADE ON SURFACE AND OVER THE PIER CAP OF BRIDGE STRUCTURE.
4. EXISTING LOW PRESSURE SODIUM (LPS) LIGHT FIXTURE(S), WALL MOUNTED AT ABOUT 23' ABOVE THE GRADE UNDER I.N.R.R. BRIDGE DECK SHALL BE REMOVED.
5. EXISTING LOW PRESSURE SODIUM (LPS) LIGHT FIXTURE(S), WALL MOUNTED AT ABOUT 16' ABOVE THE GRADE UNDER COTTAGE GROVE. BRIDGE DECK SHALL BE REMOVED.
6. EXISTING TEMPORARY AERIAL WIRING SHALL BE REMOVED UPON COMPLETION OF PROPOSED WORK IN PROPOSED PLAN.
7. EXISTING CIRCUIT WIRING SHALL BE MAINTAINED TILL PROPOSED WIRING INSTALLED IN AS INDICATED IN STAGING PLAN(S).

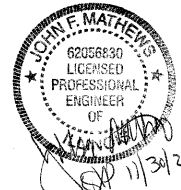
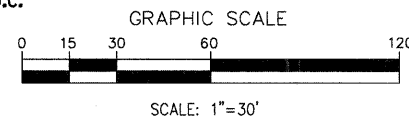
SEE SHEET E5 FOR GENERAL NOTES.

DEMOLITION PLAN - STAGE II



PROPOSED PLAN NOTES:

1. INCOMING UNIT DUCT WIRING 3 1/2 #4, 1/2 #6 TO BE SPLICED AND TAP 3 #10, 1 #10 GND FOR LIGHTING CIRCUIT. PROVIDE TWO POLE, 30AMP FUSE HOLDERS FOR PHASE CONDUCTOR E & F. EXTEND LIGHTING CIRCUIT WIRING TO LIGHTING UNIT(S). FUSES AND FUSE HOLDERS SHALL BE INCLUDED IN PAY ITEMS FOR JUNCTION BOXES.
2. EXTEND LIGHTING CIRCUIT WIRING FOR NEW UNDERPASS BRIDGE LIGHTING.
3. EXPOSED CONDUIT SHALL BE ATTACHED TO BEAM STRUCTURE UNDER THE BRIDGE DECK.
4. CEILING MOUNTED FIXTURE(S) SHALL BE CENTERED BETWEEN THE BEAMS AND MOUNTED 2' FROM THE EDGE OF THE PAVEMENT. REFER TO IDOT STANDARDS, BE-900 FOR J-BOX AND LIGHT FIXTURE INSTALLATION DETAILS. INSTALLATION DETAILS.
5. REFER TO IDOT STANDARD DETAIL BE 702 FOR CIRCUIT CONNECTION DETAILS FOR UNIT DUCT WIRING, DISCONNECTION AND RECONNECTION SHALL BE INCLUDED IN PAY ITEMS WITH UNIT DUCT.
6. EXTEND 1 1/4" UNIT DUCT WITH 3-1/2 #4, 1 #6 GND IN A 2 1/2" PVC COATED CONDUIT FROM FINISHED GRADE LEVEL TO JUNCTION BOX.
7. EXTEND 1 1/4" UNIT DUCT WITH 3-1/2 #4, 1 #6 GND IN A 2 1/2" PVC COATED CONDUIT FROM JUNCTION BOX TO FINISHED GRADE LEVEL.
8. PROVIDE UNIT DUCT WITH 3-1/2 #4, 1 #6 GROUND.
9. NEW WALL MOUNTED FIXTURES SHALL BE INSTALLED @ 22'-6" ABOVE GRADE AND J-BOX @ 12" ABOVE THE FIXTURE. MAKE FINAL CONNECTIONS TO EACH LIGHT FIXTURE USING 2 #10, 1 #10 GROUND IN 1" PVC COATED CONDUIT. REFER TO SHEET E-7 FOR CIRCUIT WIRING, SINGLE LINE DETAILS.
10. TEMPORARY AERIAL CABLE SHALL BE SUPPORTED OF THE BEAM STRUCTURE.
11. EXPOSED CONDUIT AND J-BOX SHALL BE INSTALLED ON ABUTMENT WALL STRUCTURE, 6" FROM THE TOP OF THE LUMINAIRE. PROVIDE CONDUIT SUPPORTS @ 5' O.C.
12. EXPOSED CONDUIT SHALL BE INSTALLED ON PIER STRUCTURE. PROVIDE CONDUIT SUPPORTS @ 5' O.C.



PROPOSED PLAN - STAGE II

FILE NAME =	DESIGNED - PD	REVISED -
...\\DI-60F65-sh1031-light6.dgn	DRAWN - AP/DRN	REVISED -
PLOT TIME = 8:41:17 AM	CHECKED - PD/JM	REVISED -
PLOT DATE = 7/19/2010	DATE - 07/19/2010	REVISED -

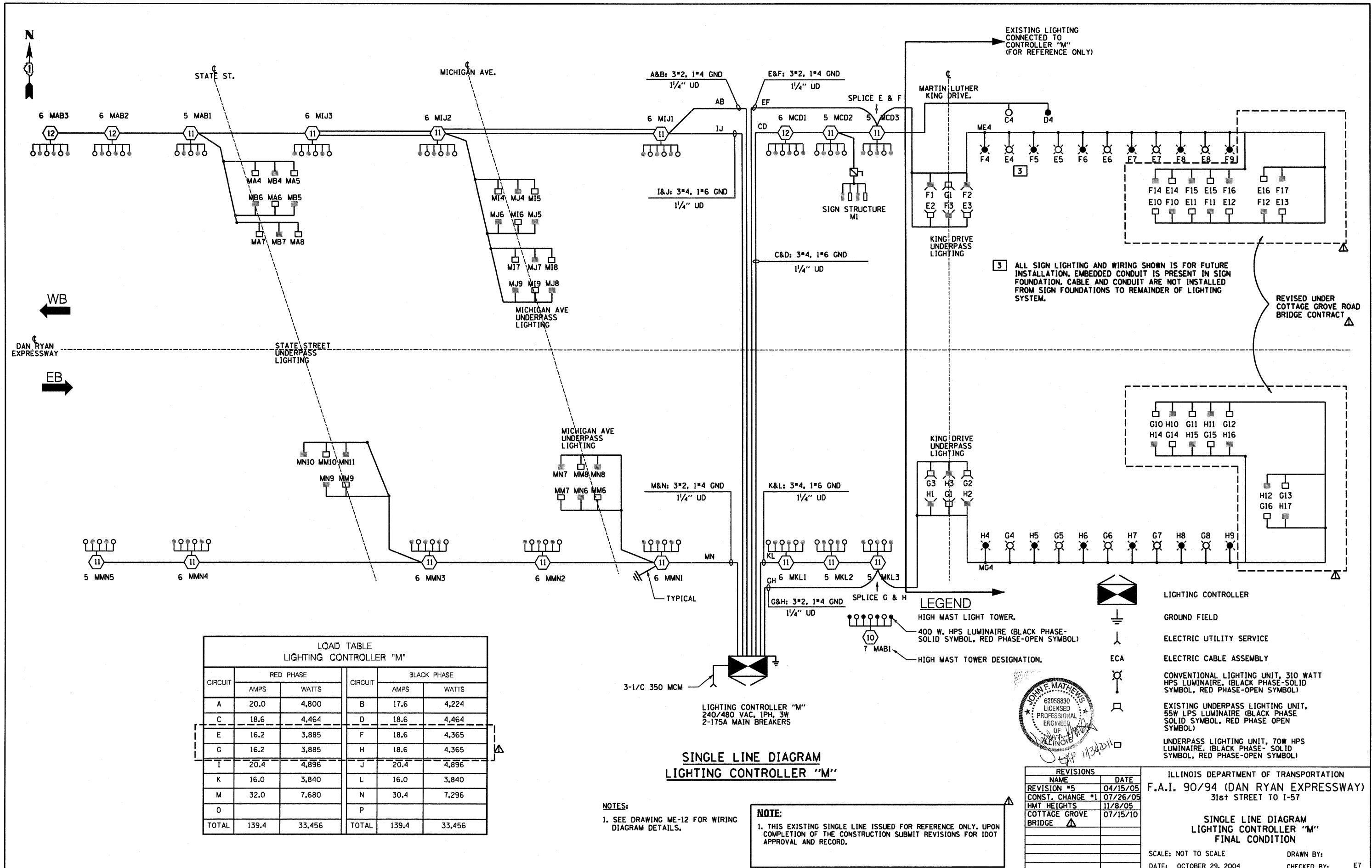
DESIGNED - PD	REVISED -
DRAWN - AP/DRN	REVISED -
CHECKED - PD/JM	REVISED -
DATE - 07/19/2010	REVISED -

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 CHICAGO, ILLINOIS 60611-1259
 TEL 312 456 9100
 FAX 312 589 1217
 WEB www.sepstein.com

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELECTRICAL LIGHTING STAGING PLAN
I-94 BISHOP FORD FREEWAY
 SCALE: 1" = 30'
 SHEET NO. 6 OF 11 SHEETS
 STA. 502+24.35 TO STA. 506+54.26

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	31
				CONTRACT NO. 60F65
[ILLINOIS] FED. AID PROJECT				

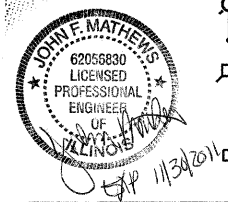


**LOAD TABLE
LIGHTING CONTROLLER "M"**

CIRCUIT	RED PHASE		BLACK PHASE		
	AMPS	WATTS	AMPS	WATTS	
A	20.0	4,800	B	17.6	4,224
C	18.6	4,464	D	18.6	4,464
E	16.2	3,885	F	18.6	4,365
G	16.2	3,885	H	18.6	4,365
I	20.4	4,896	J	20.4	4,896
K	16.0	3,840	L	16.0	3,840
M	32.0	7,680	N	30.4	7,296
O			P		
TOTAL	139.4	33,456	TOTAL	139.4	33,456

NOTES:
1. SEE DRAWING ME-12 FOR WIRING DIAGRAM DETAILS.

NOTE:
1. THIS EXISTING SINGLE LINE ISSUED FOR REFERENCE ONLY. UPON COMPLETION OF THE CONSTRUCTION SUBMIT REVISIONS FOR IDOT APPROVAL AND RECORD.



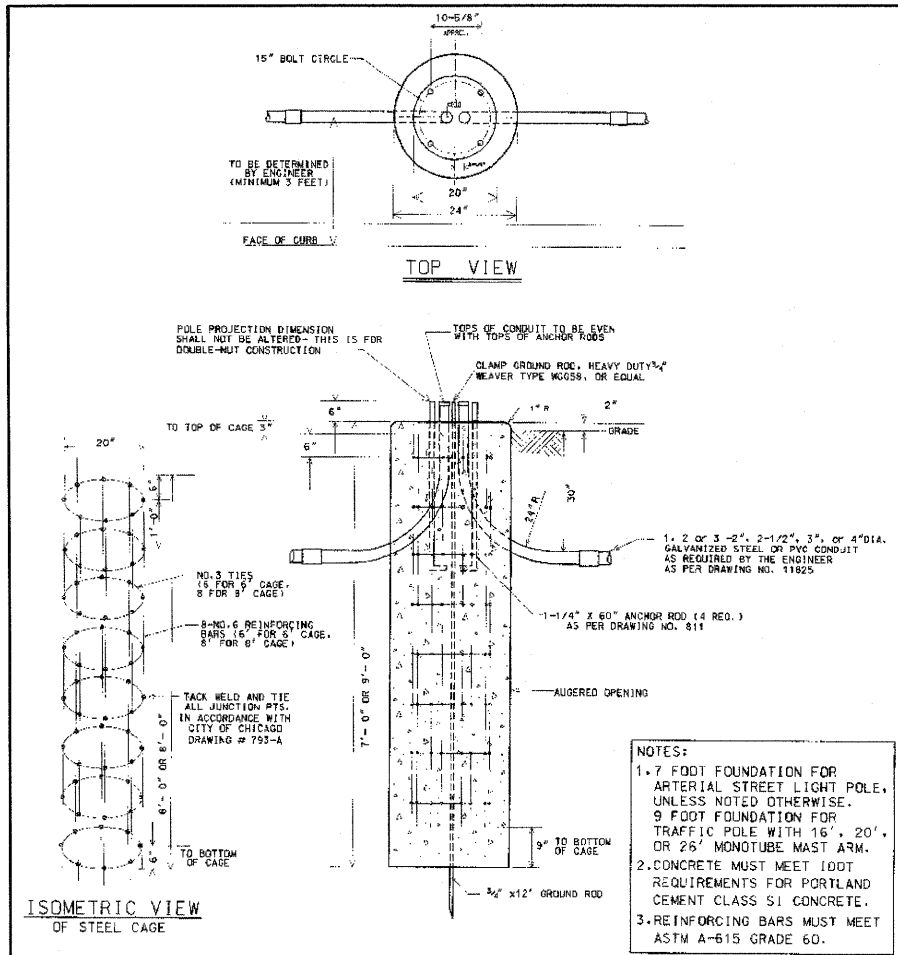
REVISIONS

REVISION #	NAME	DATE
5		04/15/05
1	CONST. CHANGE #1	07/26/05
	HMT HEIGHTS	11/8/05
	COTTAGE GROVE BRIDGE	07/15/10

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
31st STREET TO I-57

**SINGLE LINE DIAGRAM
LIGHTING CONTROLLER "M"
FINAL CONDITION**

SCALE: NOT TO SCALE
DATE: OCTOBER 29, 2004
DRAWN BY: E7
CHECKED BY:

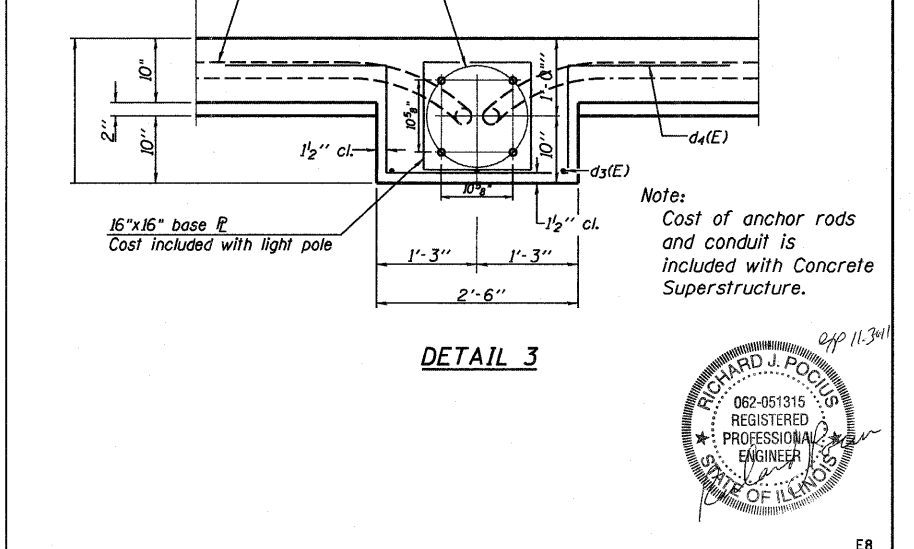
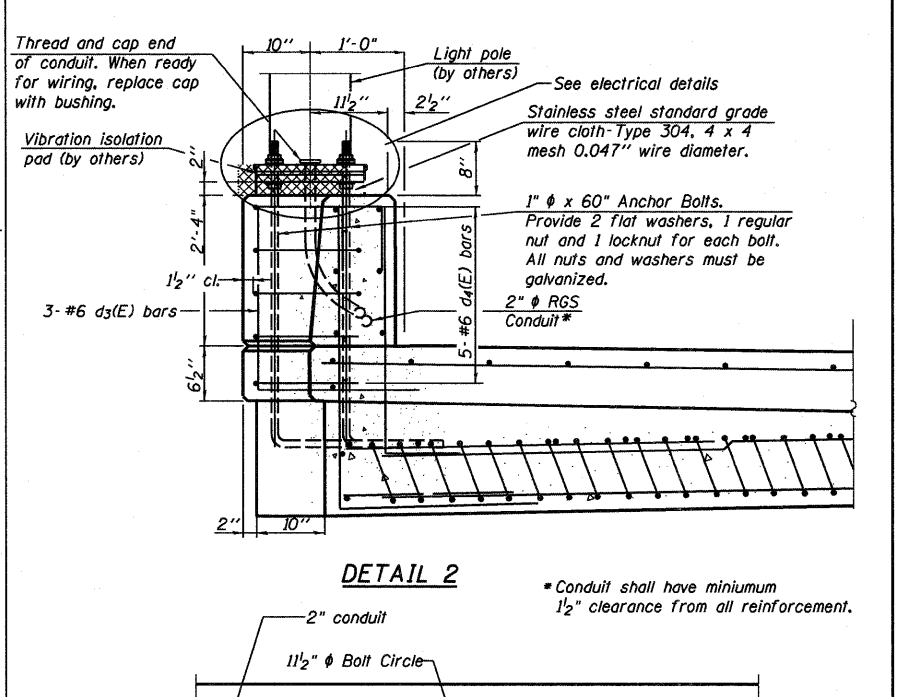
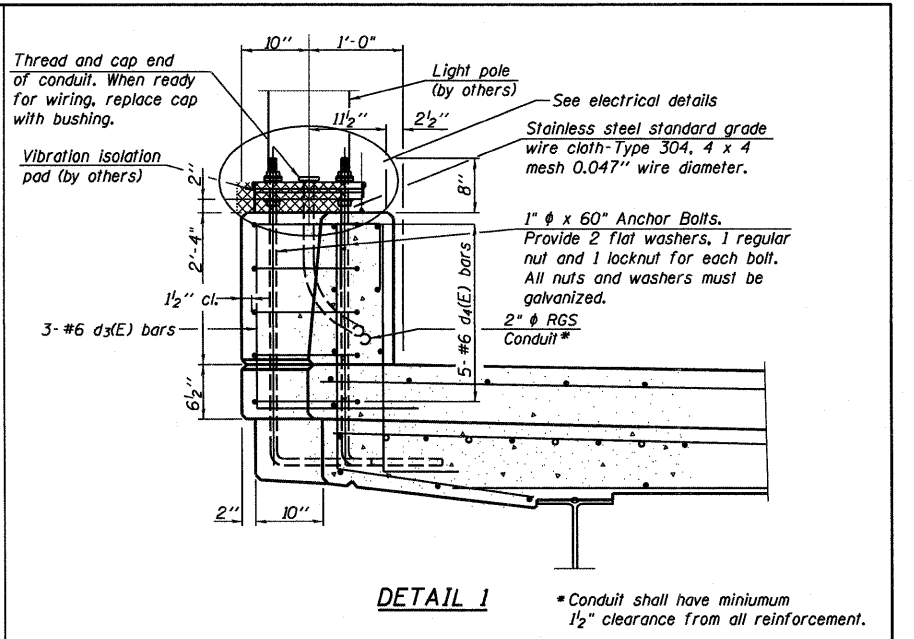
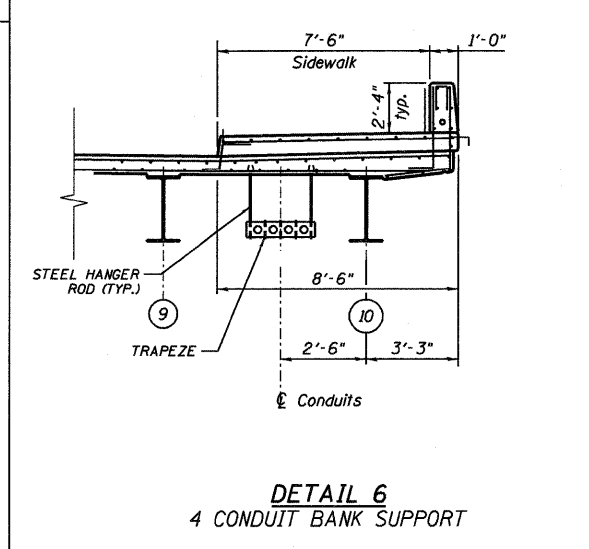
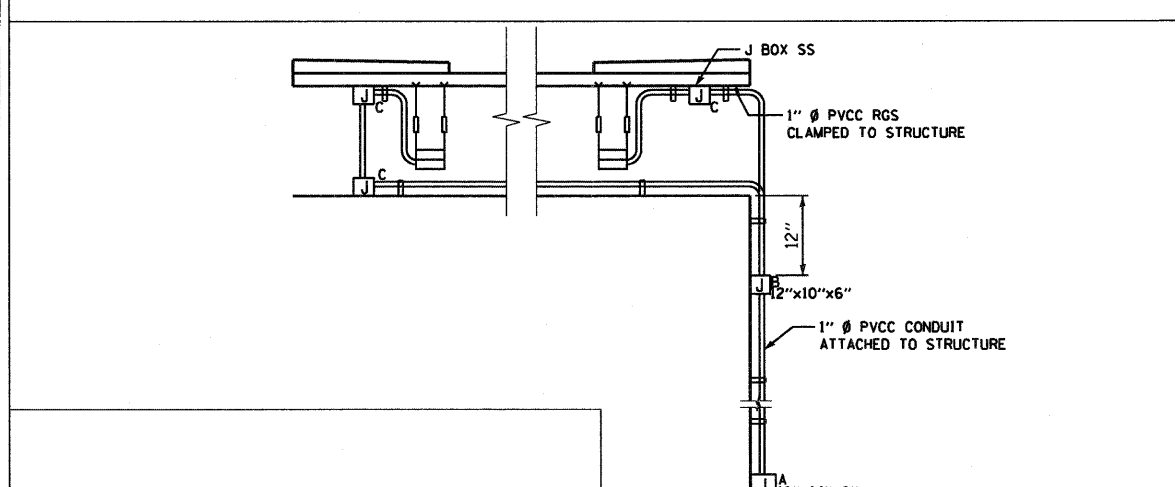
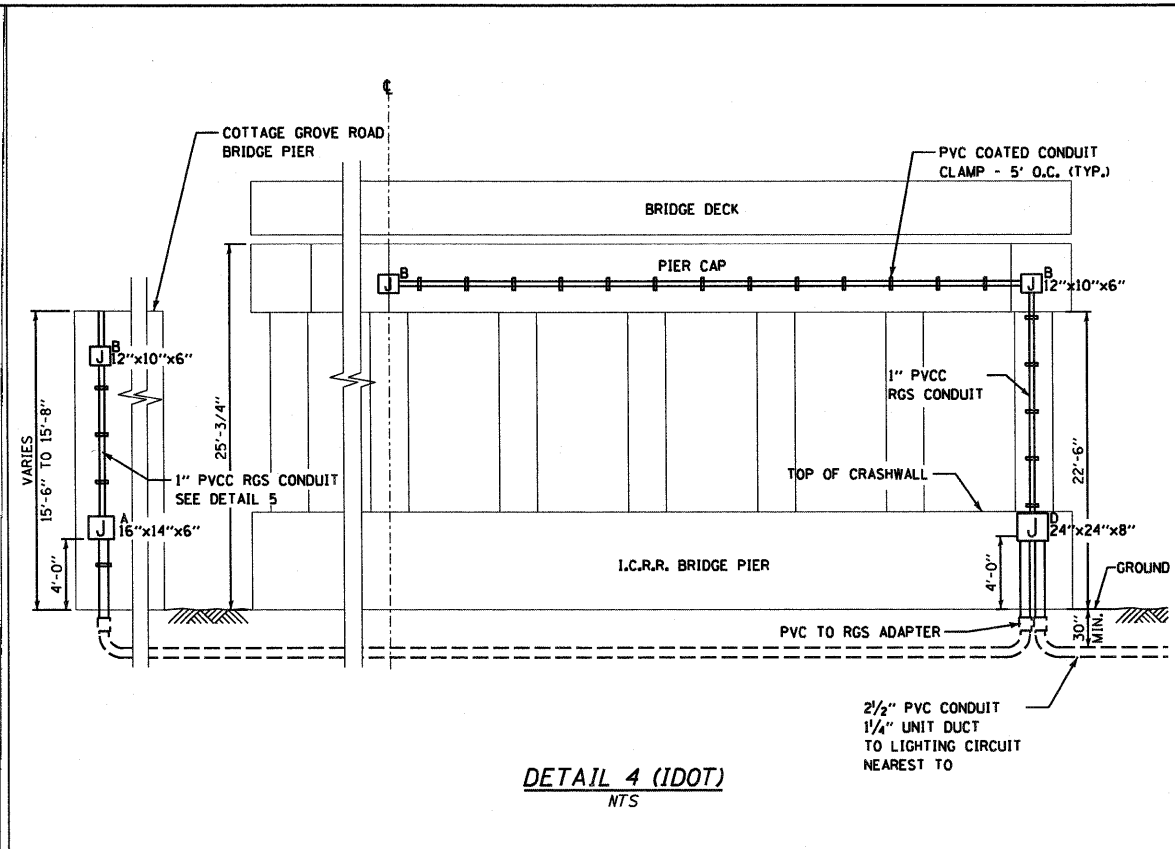
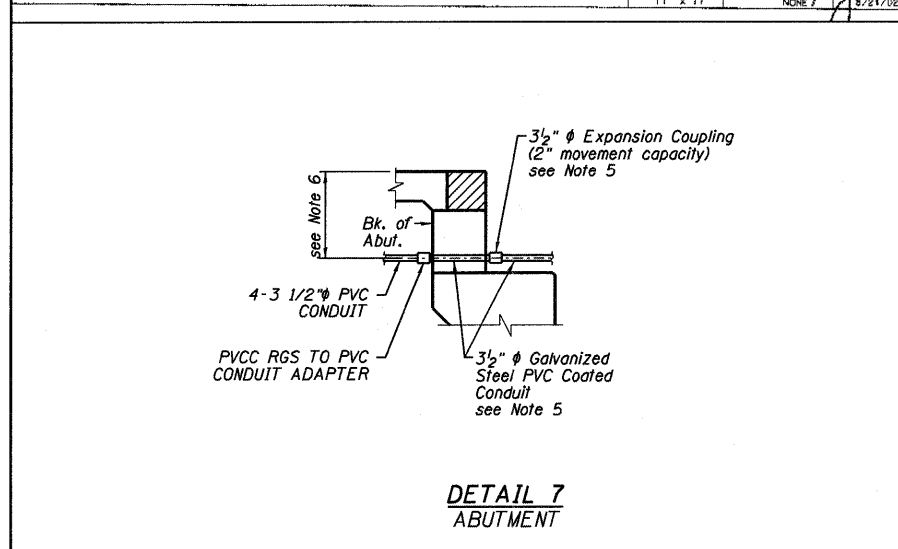


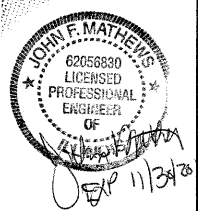
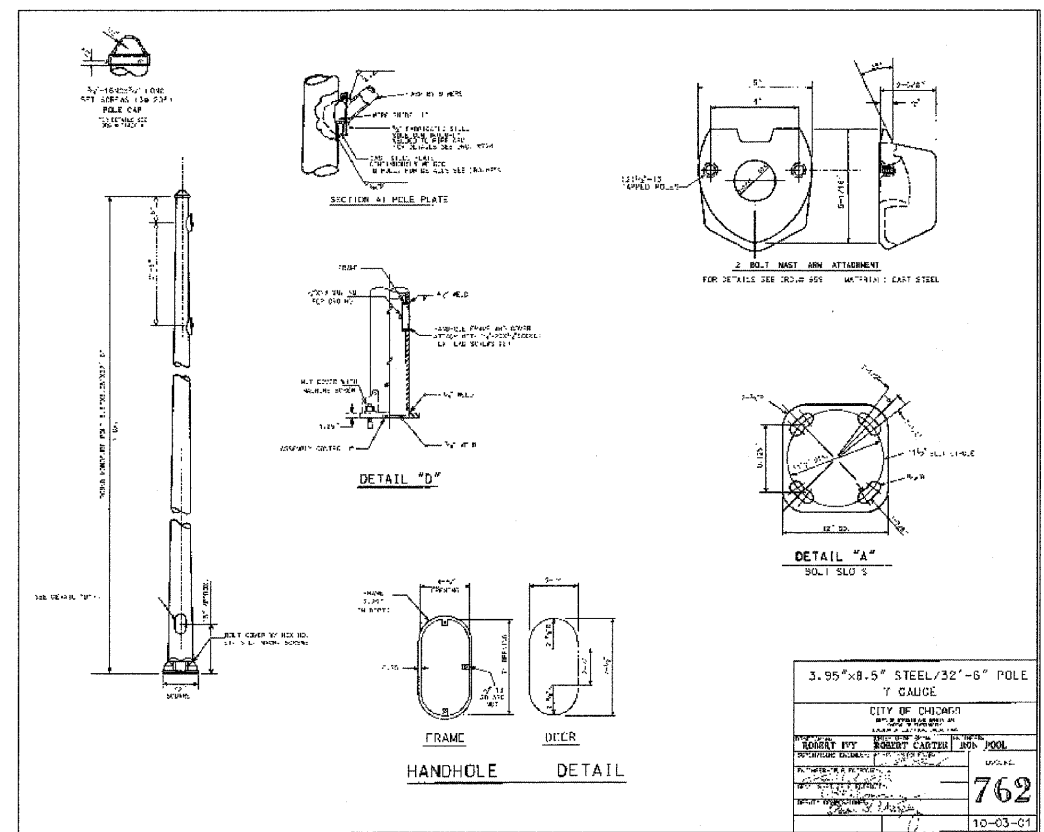
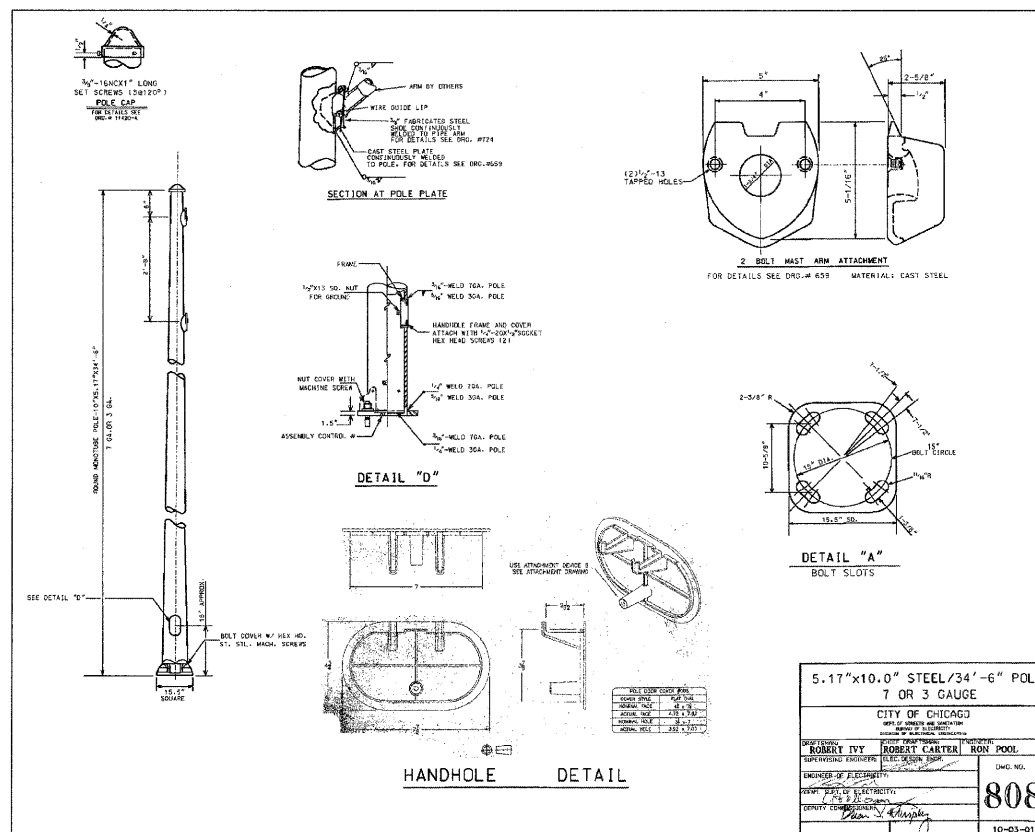
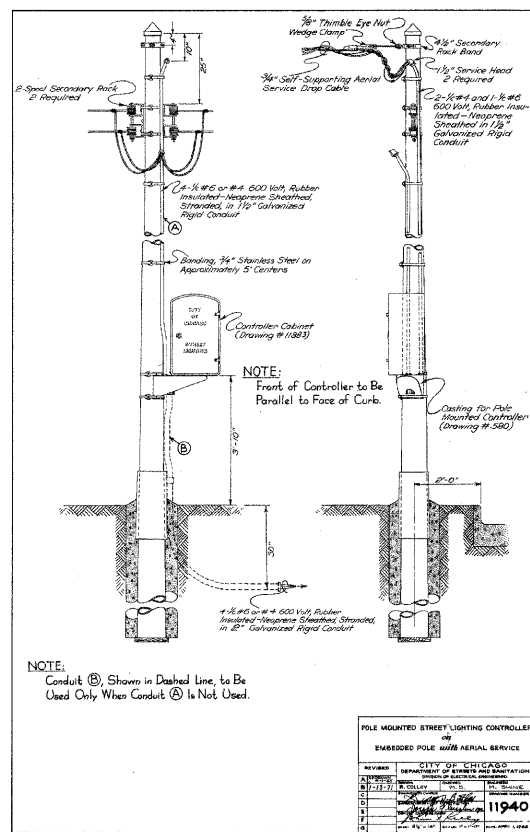
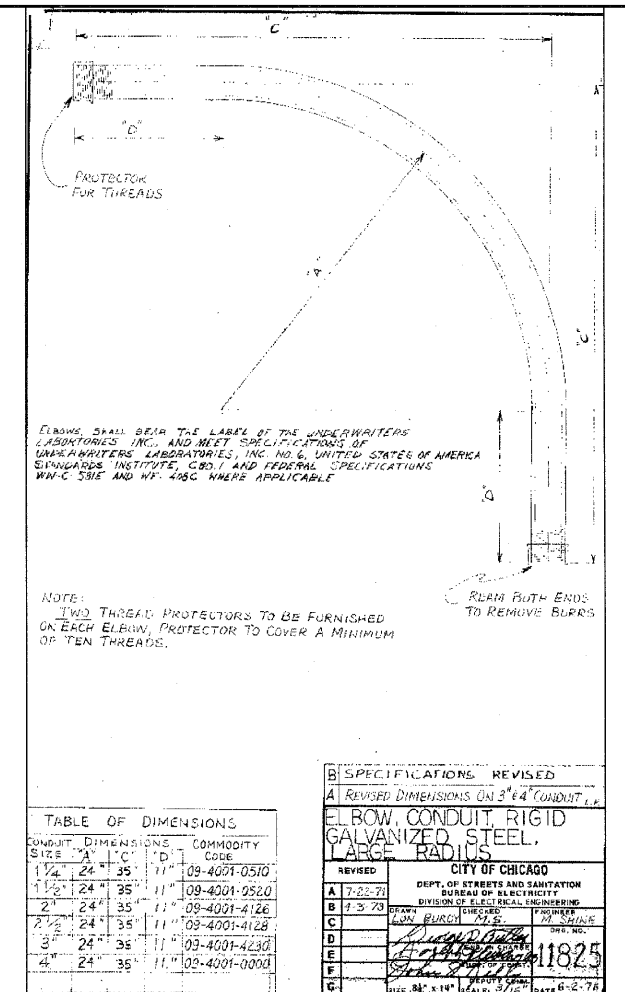
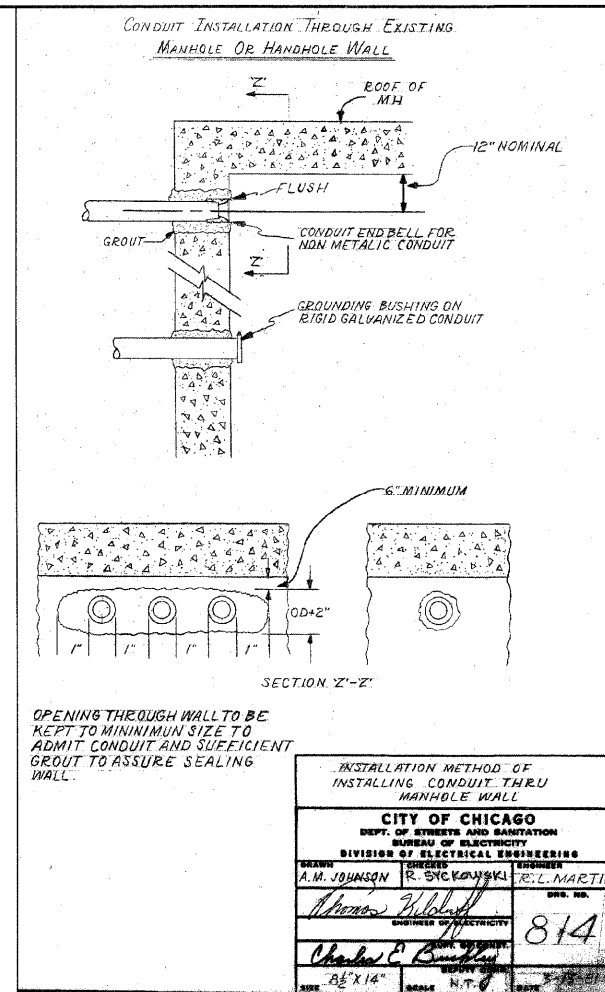
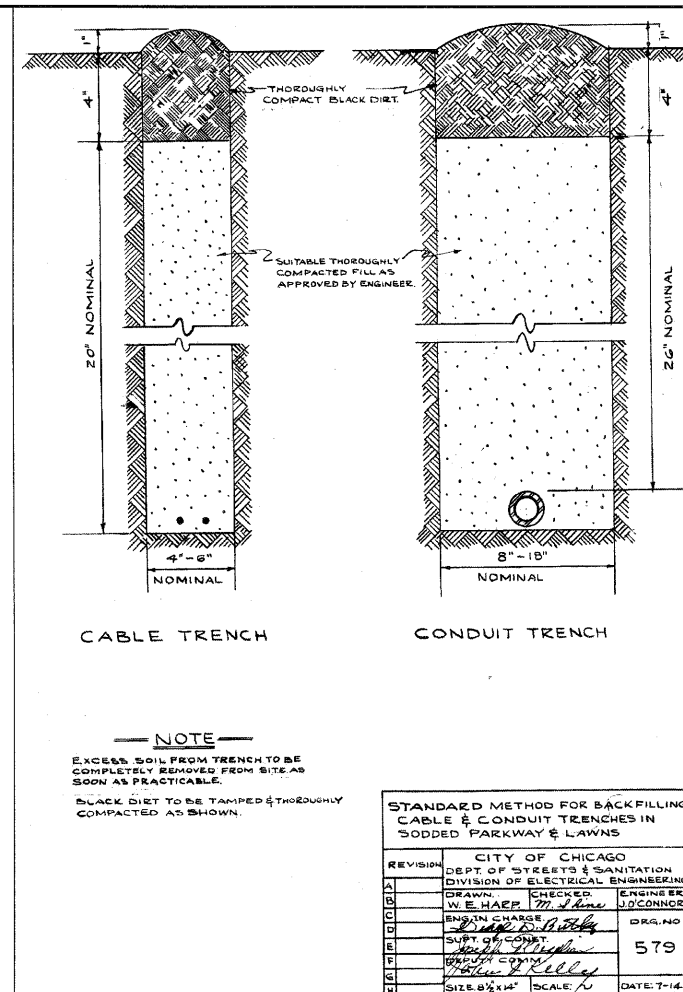
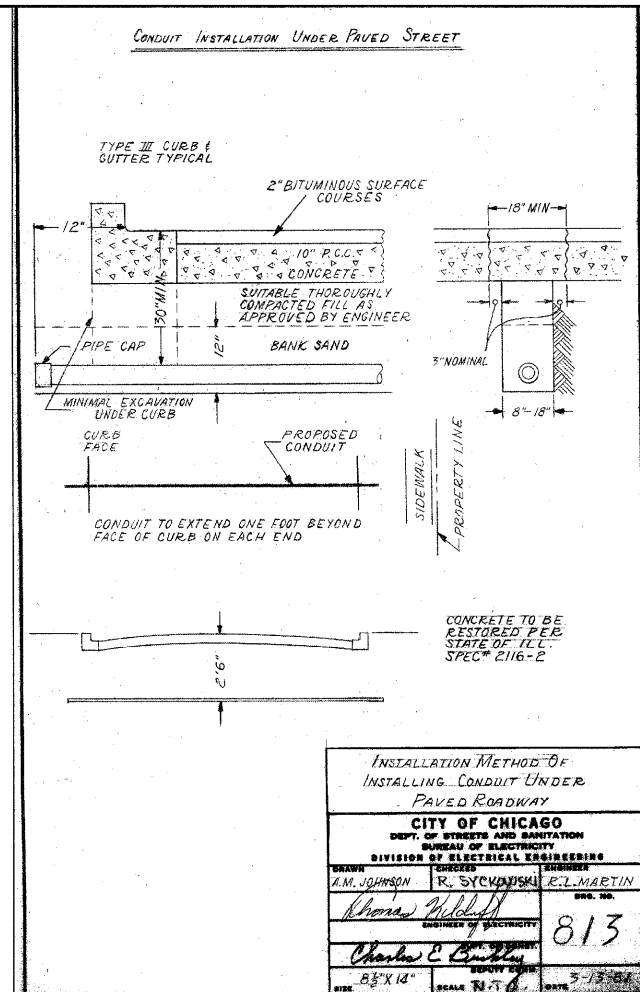
NOTES:

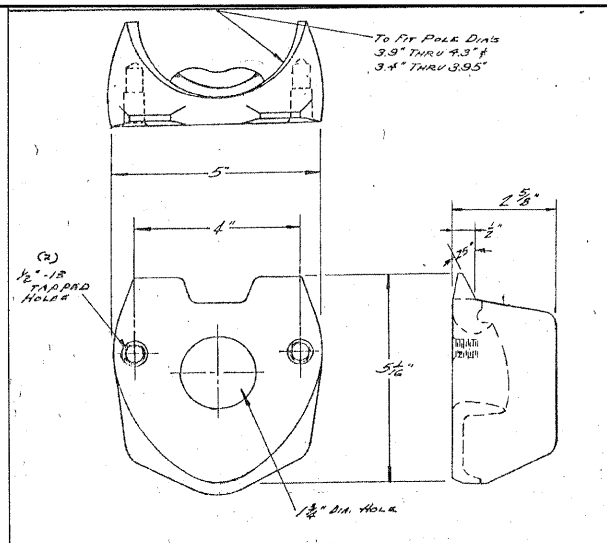
- 1.7 FOOT FOUNDATION FOR ARTERIAL STREET LIGHT POLE, UNLESS NOTED OTHERWISE.
- 9 FOOT FOUNDATION FOR TRAFFIC POLE WITH 16", 20", OR 26" MONOTUBE MAST ARM.
- CONCRETE MUST MEET IDOT REQUIREMENTS FOR PORTLAND CEMENT CLASS S1 CONCRETE.
- REINFORCING BARS MUST MEET ASTM A-615 GRADE 60.

CODE	COMMODITY	SIZE	QUANTITY
05-3267-2940	REDI-MIX CONCRETE	CU. YD.	0.82 OR 1.05
09-4001	ELBOW, LARGE RADIUS	2" x 2-1/2" x 3/4"	VARIABLE
31-8180-2200	ANCHOR ROD	1-1/4" x 60"	4
05-5054-6910	RE-BAR CAGE	20" x 6" (10" x 6")	1
09-7795-3200	GROUND ROD	3/4" x 12'-0"	1
09-2636-3240	GROUND ROD CLAMP	3/4"	1
09-2092	GROUND BUSHING	2" x 2-1/2" x 3" OR 4"	VARIABLE

8/21/02	SUPERCEDES DWS #816 DRAWN 4/21/81	REVISION
DATE		
FOUNDATION FOR 34'-6" ARTERIAL STREET LIGHT OR TRAFFIC SIGNAL POLE - 3 OR 7 GAUGE WITH 15" BOLT CIRCLE		
CITY OF CHICAGO		
DEPT. OF STREETS AND SANITATION		
MUNICIPAL ENGINEERING		
DIVISION OF ELECTRICAL ENGINEERING		
DRAWN BY	DATE	DRAWING NO.
B. GARNSEY	8/21/02	818
CHECKED BY	SCALE	
J. CARTER	NONE	
DESIGNED BY		
B. GARNSEY		
DATE		
8/21/02		







MATERIAL: CAST STEEL

A J.O.C. MATERIAL NOTE ADDED.

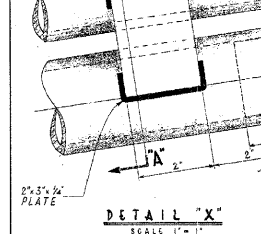
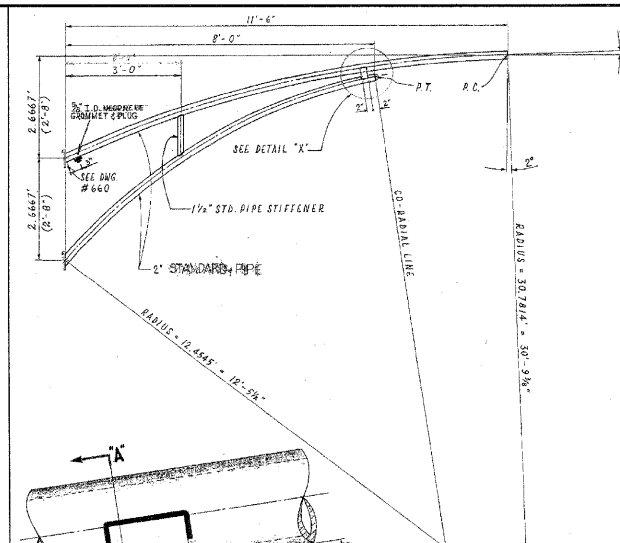
2-BOLT MAST ARM ATTACHMENT POLE PLATE DETAILS

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

REVISED	DATE	BY	CHKD.
A	5-27-76	J. W. WILFELDT	J. W. WILFELDT
B		A. J. BULLOCK	A. J. BULLOCK
C		J. W. WILFELDT	J. W. WILFELDT
D		J. W. WILFELDT	J. W. WILFELDT

659

DATE 10-25-68

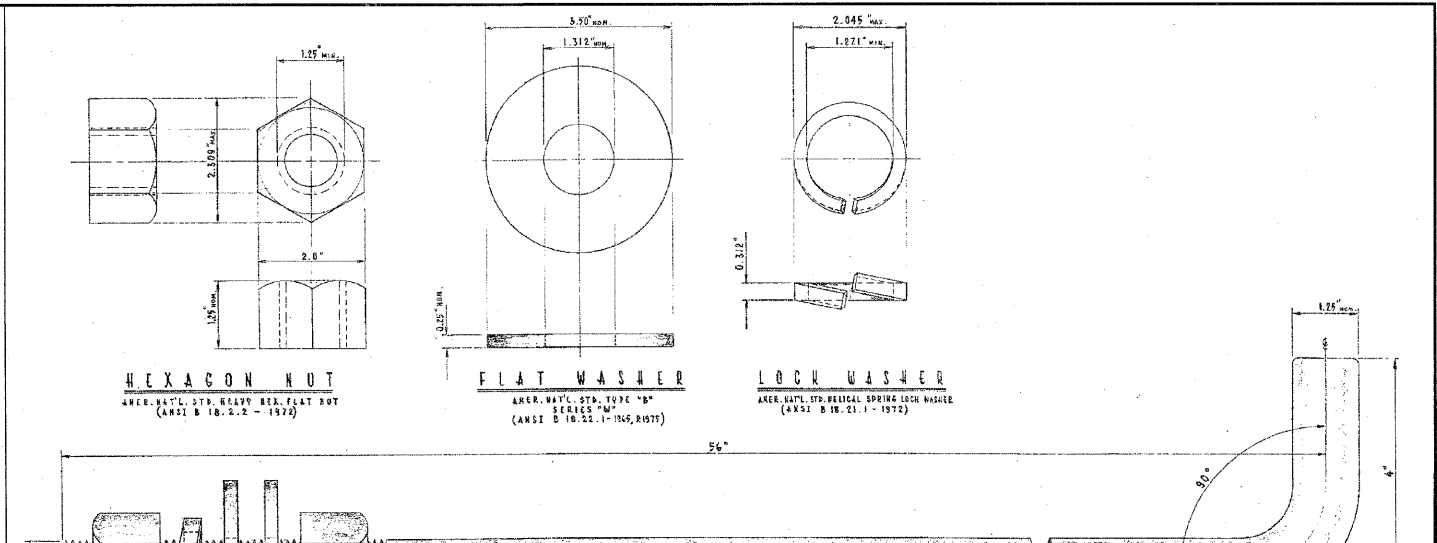


12' MAST ARM FOR 2-BOLT ATTACHMENT

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

REVISED	DATE	BY	CHKD.
A		J. W. WILFELDT	J. W. WILFELDT
B		A. J. BULLOCK	A. J. BULLOCK
C		J. W. WILFELDT	J. W. WILFELDT
D		J. W. WILFELDT	J. W. WILFELDT

839



HEXAGON NUT
AMER. NAT'L. STD. HEAVY HEX. FLAT NUT
(ANSI B 18.2.2 - 1972)

FLAT WASHER
AMER. NAT'L. STD. TYPE "B" SERIES "M"
(ANSI B 18.2.1 - 1965, R1972)

LOCK WASHER
AMER. NAT'L. STD. HELICAL SPRING LOCK WASHER
(ANSI B 18.21.1 - 1972)

MATERIAL:
ASTM A409, CLASS 2-2 ADDED STEEL, 55,000 LBS. MINIMUM YIELD.

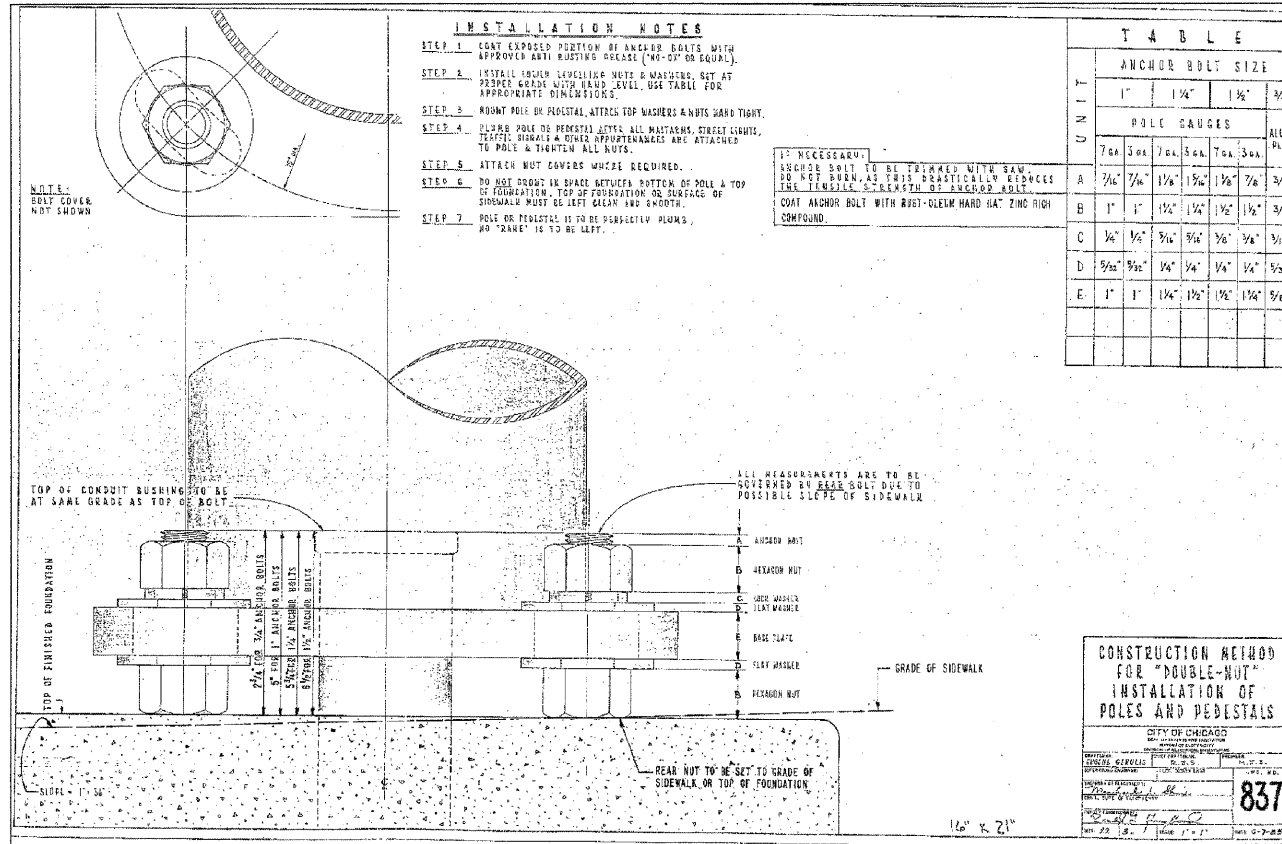
HARDWARE:
TO BE FURNISHED & ATTACHED IN PLACE ON ROD FOR SHIPPING.
2 HEX. NUTS, HEAVY, GALV. 1/2" SERIES "M", 1 1/2"
1 WASHER, LOCK, STEEL, GALV., HELICAL SPRING, REGULAR, 1 1/2"
BOLT & NUTS SHALL HAVE AN AMERICAN STANDARD CLASS 2 OR 3 FIT.
(NUT IS TAPPED OVERSIDE BY 1/16")

1 1/2 x 60" STEEL ANCHOR ROD
COMMODITY CODE 57-8180-0236

CITY OF CHICAGO
DEPT. OF STREETS AND SANITATION
BUREAU OF ELECTRICITY

REVISED	DATE	BY	CHKD.
A		J. W. WILFELDT	J. W. WILFELDT
B		A. J. BULLOCK	A. J. BULLOCK
C		J. W. WILFELDT	J. W. WILFELDT
D		J. W. WILFELDT	J. W. WILFELDT

811



- INSTALLATION NOTES**
- COAT EXPOSED PORTION OF ANCHOR BOLTS WITH APPROVED ANTI RUSTING PRELSE ("NO-OX" OR EQUAL).
 - INSTALL ANCHOR BOLTS WITH WASHERS SET AT PERPENDICULAR TO SIDEWALK SURFACE. USE TABLE FOR APPROPRIATE DIMENSIONS.
 - REMOVE POLYESTER AT TOP WASHERS AND NUTS TIGHT.
 - REMOVE POLYESTER AT ALL POINTS, STREET LIGHTS, TRAFFIC SIGNALS & OTHER APPURTENANCES ARE ATTACHED TO POLE & TIGHTEN ALL NUTS.
 - ATTACH NUT COVERS WHERE REQUIRED.
 - DO NOT REMOVE SPACES BETWEEN BOTTOM OF MOUNT TO TOP OF FOUNDATION. TOP OF FOUNDATION OR SURFACE OF SIDEWALK MUST BE LEFT CLEAN AND SMOOTH.
 - POLE OR PEDESTAL IS TO BE SUBSTITUTED PLUMB, NO "BANK" IS TO BE LEFT.

TABLE

ANCHOR BOLT SIZE

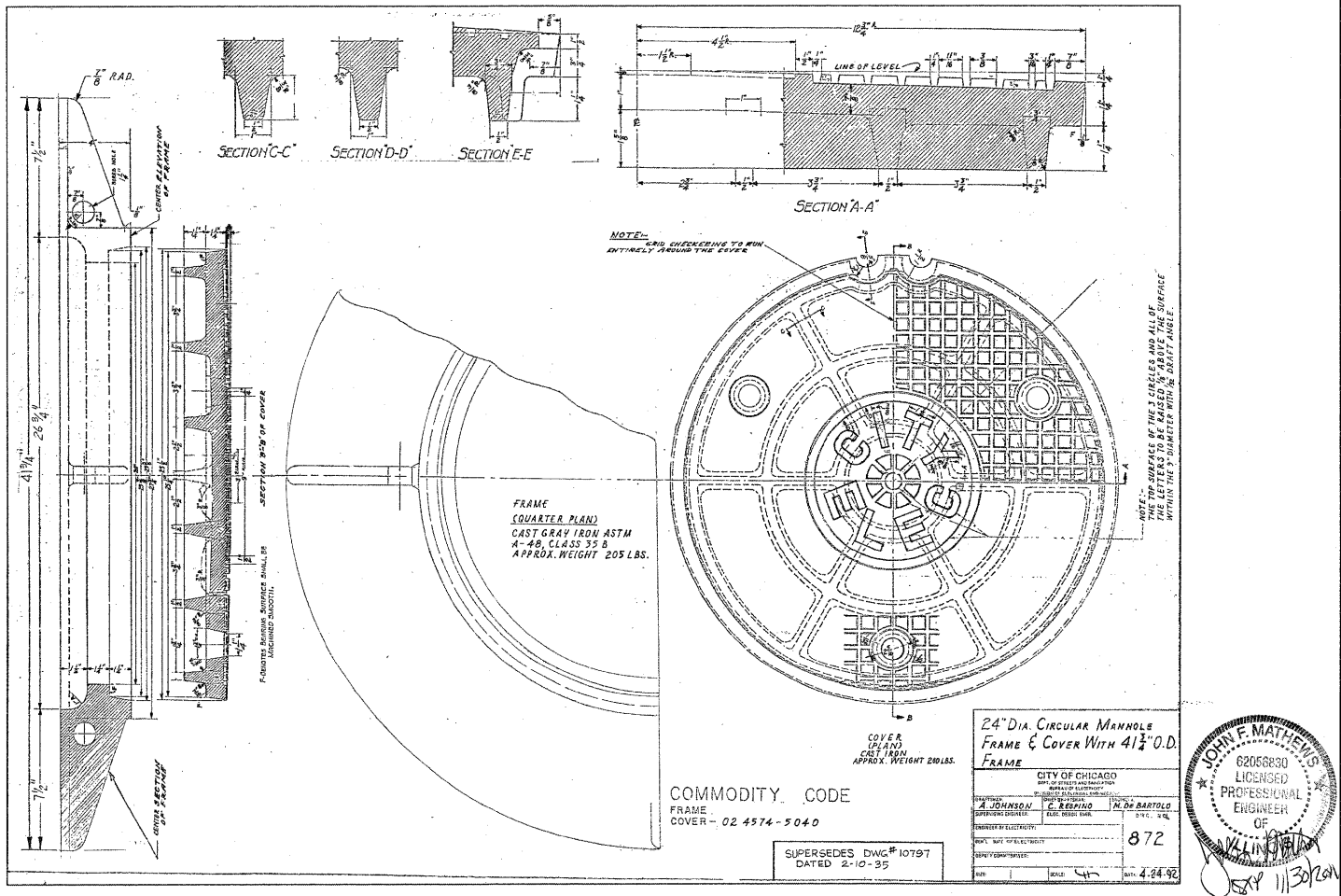
UNIT	1"	1 1/4"	1 1/2"	1 3/4"	2"
POLE GAUGES	7/16"	3/4"	7/8"	1"	1 1/8"
ALIGN. PLS.	7/16"	3/4"	7/8"	1"	1 1/8"
A	7/16"	3/4"	7/8"	1"	1 1/8"
B	1"	1 1/4"	1 1/2"	1 3/4"	2"
C	1 1/4"	1 1/2"	1 3/4"	2"	2 1/4"
D	1 1/2"	1 3/4"	2"	2 1/4"	2 3/4"
E	1 3/4"	2"	2 1/4"	2 3/4"	3"

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

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

REVISED	DATE	BY	CHKD.
A		J. W. WILFELDT	J. W. WILFELDT
B		A. J. BULLOCK	A. J. BULLOCK
C		J. W. WILFELDT	J. W. WILFELDT
D		J. W. WILFELDT	J. W. WILFELDT

837



24" DIA. CIRCULAR MANHOLE FRAME & COVER WITH 4 1/2" O.D. FRAME

CITY OF CHICAGO
DEPT. OF STREETS AND SANITATION
BUREAU OF ELECTRICITY

REVISED	DATE	BY	CHKD.
A		J. W. WILFELDT	J. W. WILFELDT
B		A. J. BULLOCK	A. J. BULLOCK
C		J. W. WILFELDT	J. W. WILFELDT
D		J. W. WILFELDT	J. W. WILFELDT

872

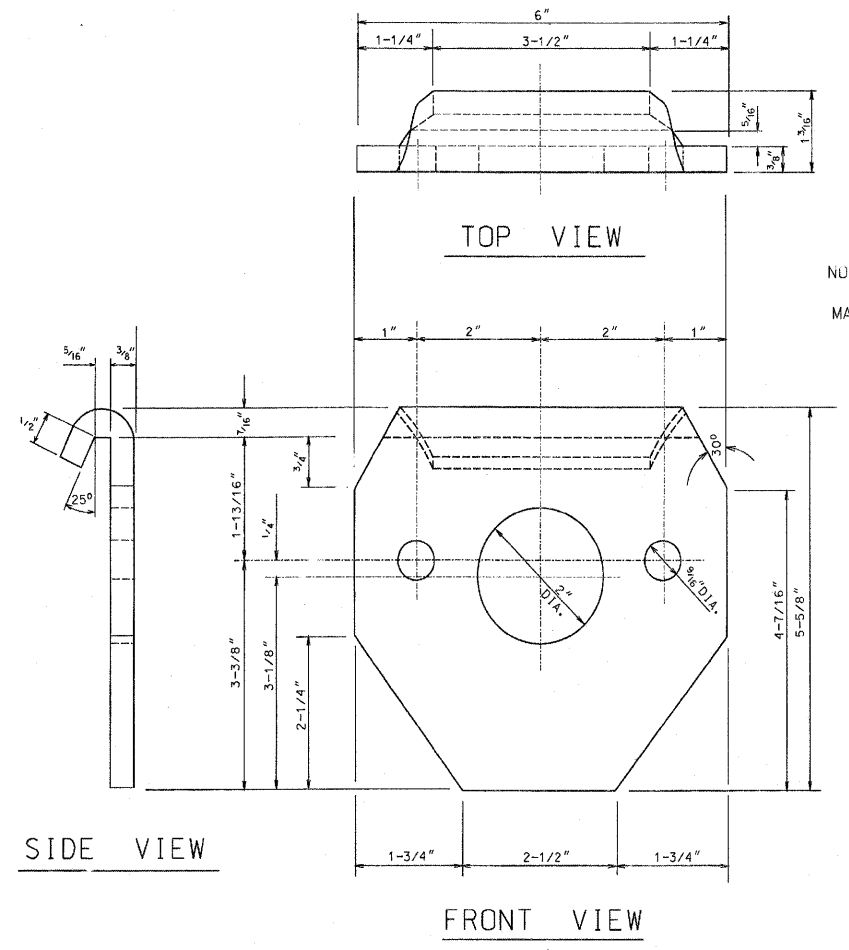
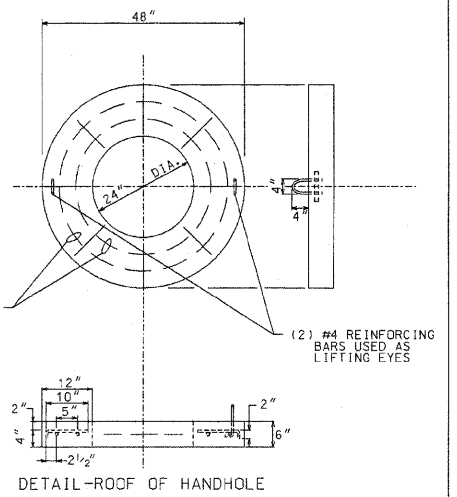
DATE 4-24-92

COMPLETE COMMODITY CODE NO. 05-6610-5310M			
CODE NO.	MATERIALS	SIZE	QUAN.
(1) 05-6610-5312	PRE-CAST HANDHOLE	36" X 36"	
(2) 05-6610-5312	PRE-CAST ROOF	SEE DETAIL	1
05-9075-5470	STONE 3/4" CRUSHED SCREENINGS	BAG	5
05-1452-9720	BRICK		24
02-4299-5524	FRAME, MANHOLE	24"	1
02-4574-5624	COVER, MANHOLE	24"	1
09-7796-9312	GROUND ROD	3/4" X 12'	1
09-2636-3240	GROUND CLAMP		1
(3) 05-5082-5330	SOND TUBE	36"	1
(3) 05-5082-5342	SOND TUBE	48"	1
(3) 05-3267-2940	CONC. REDI-MIX	CU. YD.	3/4
(3) 20-5472-9630	REINFORCING BAR	#3 (3/8")	20'
(3) 20-5472-9630	REINFORCING BAR	#3 (3/8")	8'
(3) 20-5472-9640	REINFORCING BAR	#4 (1/2")	4'
(3) 57-0770-0000	(MESH 6" X 6")	36" X 11'	1

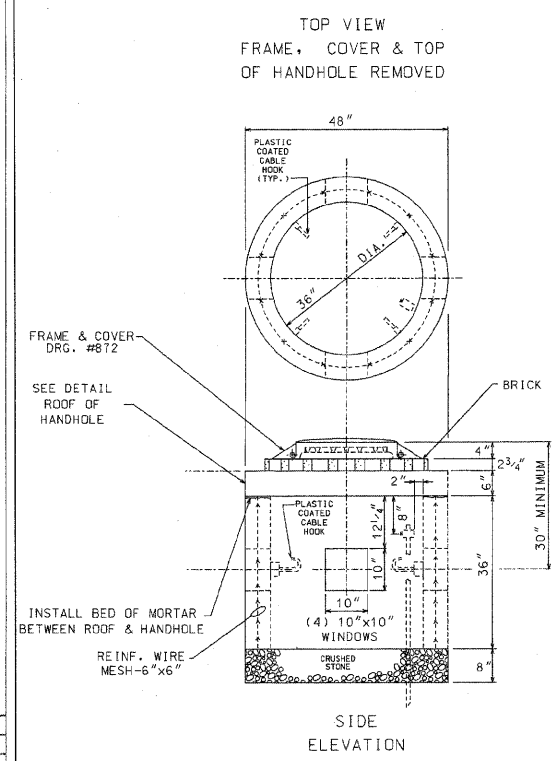
- (1) PRE-CAST HANDHOLE SHALL INCLUDE CABLE HOOKS AND CONDUIT KNOCK-OUTS.
- (2) PRE-CAST ROOF SHALL INCLUDE LIFTING EYES.
- (3) THESE ITEMS ARE FOR POURED-IN-PLACE HANDHOLES ONLY.

CONSTRUCTION NOTES:

- 1 - 8" BED OF STONE FOR DRAINAGE.
- 2 - ALL METALLIC CONDUIT(S) ENTERING HANDHOLE SHALL EXTEND MIN. 1" & MAX. OF 3" INSIDE INNER WALL & BE EQUIPPED WITH AN APPROVED TYPE THREADED GROUNDING BUSHING.

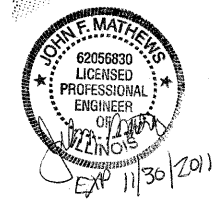


NOTE: REMOVE ALL SHARP EDGES
MATERIAL: HOT ROLLED STEEL
ASTM A-36



03-01-02	REDRAWN
TWO BOLT MAST ARM ATTACHMENT (BRACKET DETAILS)	
CITY OF CHICAGO DEPT. OF STREET & SANITATION DIVISION OF ELECTRICAL ENGINEERING	
DESIGNED BY: ROBERT IVY	ENGINEER: RON POOL
SUPERVISING ENGINEER: ROBERT CARTER	DWG. NO. 724
ENGINEER OF ELECTRICITY: [Signature]	DATE: 03-01-73
DEPT. SUPV. OF ELECTRICITY: [Signature]	SCALE: NONE
DESIGNER: [Signature]	

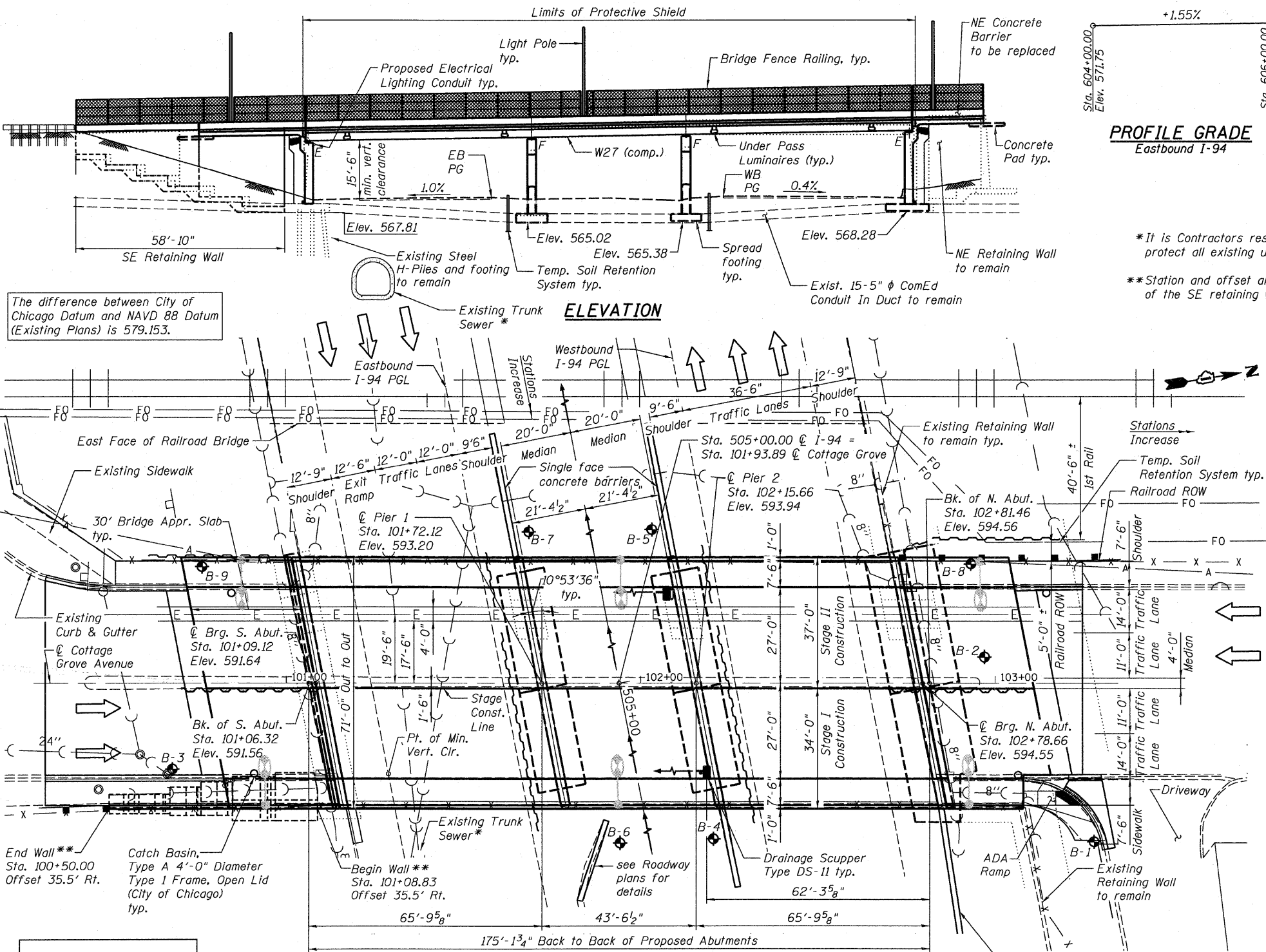
DATE	REVISION
03-29-09	ADDED LIFTING EYES FOR CONCRETE HANDHOLE
03-29-09	REVISION (CAD.)
36" DIA. HEAVY DUTY CONCRETE HANDHOLE WITH 24" FRAME & COVER	
CITY OF CHICAGO DEPT. OF STREET & SANITATION DIVISION OF ELECTRICAL ENGINEERING	
DESIGNED BY: M. PATTON	ENGINEER: M. DEMARCO
SUPERVISING ENGINEER: S. CARTER	DWG. NO. 866
ENGINEER OF ELECTRICITY: [Signature]	DATE: 1-12-96
DEPT. SUPV. OF ELECTRICITY: [Signature]	
DESIGNER: [Signature]	



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BM-#10: Chiseled square located on the southeast corner of southwest leg of concrete overhead sign footing at 17.68 ft Left from C/L I-94 Sta. 507+10.85, Elev. 578.44.

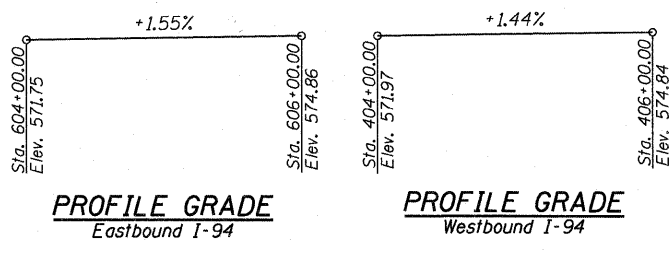
Existing Structure: S.N. 016-2119 Built in 1960 as part of FAI-94 Section 066-1314-CF at Sta. 101+93.89. Existing structure consists of a three simple span 36"x33" PPC deck beams with a bituminous overlay supported on two closed abutments and two solid stem piers. Except for South Abutment that is supported on steel HP piles, the substructure units are founded on spread footing. Sidewalks, metal handrails, chain link fences and lighting are provided on each side of the bridge. Structure is 171'-10" long Back to Back of abutments and Out-to-Out deck width is 71'-0". Structure to be removed and replaced except the existing piles supported South Abutment will be retained to support the proposed South Abutment. Existing SE Retaining Wall to be removed and replaced. Traffic to be maintained utilizing stage construction.



PLAN

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

8/9/2010 3:13:49 PM P:\Projects\2000002925 - IDOT P1B - 152\CADD\Sheets\Bridge Phase 2011\1243-001-GPE.dgn



*It is Contractors responsibility to locate and protect all existing utilities during construction.
**Station and offset are given to the front face of the SE retaining wall.

LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

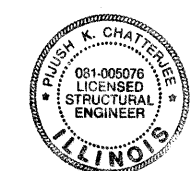
DESIGN SPECIFICATIONS
2007 AASHTO LRFD Bridge Design Specifications with 2008 and 2009 Interims

DESIGN STRESSES
FIELD UNITS

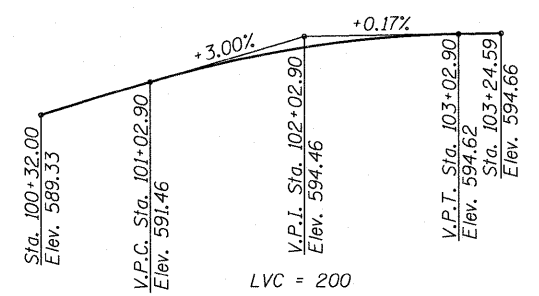
- f'c = 3,500 psi
- fy = 60,000 psi (Reinforcement)
- fy = 50,000 psi (M270 Grade 50)
- fy = 36,000 psi (M270 Grade 36)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.063g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.112g
Soil Site Class = C



Pijush K. Chatterjee 8/09/2010
Expires: 11/30/2010



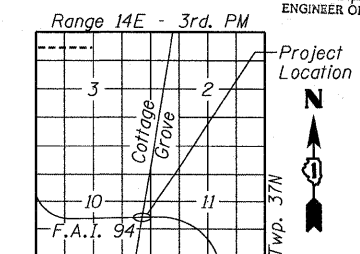
PROFILE GRADE Cottage Grove

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Robert E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

NAME PLATE

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
FAI 94 AT COTTAGE GROVE AVENUE
FAI 94 SECTION 1314B-1
COOK COUNTY
STATION 505+00.00
STRUCTURE NO. 016-2119

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S1	F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 37
	S52 SHEETS	CONTRACT NO. 60F65			ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8" ϕ , holes 5/8" ϕ , unless otherwise noted.

Calculated weight of Structural Steel:
AASHTO M270 Grade 50 = 274,030 lbs.
AASHTO M270 Grade 36 = 14,630 lbs.

No field welding is permitted except as specified in the contract documents.

The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4. See Special Provision for "Cleaning and Painting New Metal Structures".

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the seat areas of the abutments and piers.

Slipforming of the parapets is not allowed.

TOTAL BILL OF MATERIAL

ITEMS	UNITS	SUPERSTRUCTURE	SUBSTRUCTURE	TOTAL
POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD		590	590
REMOVAL OF EXISTING STRUCTURES	EACH			1
PROTECTIVE SHIELD	SQ YD			1,464
STRUCTURE EXCAVATION	CU YD		3,397	3,397
CONCRETE STRUCTURES	CU YD		1,084.2	1,084.2
CONCRETE SUPERSTRUCTURE	CU YD	664.7		664.7
BRIDGE DECK GROOVING	SQ YD	1,402		1,402
PROTECTIVE COAT	SQ YD	1,972		1,972
ERECTING STRUCTURAL STEEL	L SUM	1		1
STUD SHEAR CONNECTORS	EACH	7,320		7,320
REINFORCEMENT BARS, EPOXY COATED	POUND	145,290	133,810	279,100
BAR SPLICERS	EACH	769	471	1,240
BRIDGE FENCE RAILING	FOOT	427		427
NAME PLATES	EACH			1
PREFORMED JOINT STRIP SEAL	FOOT	149		149
ERECTING ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	20		20
ANCHOR BOLTS, 1 1/4"	EACH	80		80
CONCRETE SEALER	SQ FT		1,406	1,406
GEOCOMPOSITE WALL DRAIN	SQ YD		429	429
PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT		236	236
TEMPORARY SOIL RETENTION SYSTEM	SQ FT		3,970	3,970
DRAINAGE SCUPPERS, DS-II	EACH	2		2
ASBESTOS BEARING PAD REMOVAL	EACH			220
DRAINAGE SYSTEM	L SUM			1


FURNISHING STRUCTURAL STEEL is paid for under separate contract

INDEX OF BRIDGE DRAWINGS

- S1 General Plan and Elevation
- S2 General Notes, Index of Drawings and Total Bill of Materials
- S3 Stage Construction Details
- S4 Substructure Layout and Details
- S5 Temporary Soil Retention System
- S6 Top of Slab Elevations I
- S7 Top of Slab Elevations II
- S8 Top of Slab Elevations III
- S9 Top of Slab Elevations IV
- S10 Top of South Approach Slab Elevations
- S11 Top of North Approach Slab Elevations
- S12 Superstructure Plan and Cross Section
- S13 Superstructure Details 1
- S14 Superstructure Details 2
- S15 South Approach Slab
- S16 South Approach Slab Details
- S17 North Approach Slab
- S18 North Approach Slab Details
- S19 Approach Slab Details
- S20 Framing Plan
- S21 Diaphragm Details
- S22 Beam Details
- S23 Bearing Details
- S24 Preformed Joint Strip Details
- S25 Bridge Fence Railing Parapet Mounted
- S26 Cantilever Forming Brackets for Superstructures With W27 Beams and Smaller
- S27 South Abutment
- S28 South Abutment Details 1
- S29 South Abutment Details 2
- S30 SE Retaining Wall
- S31 SE Retaining Wall Details 1
- S32 SE Retaining Wall Details 2
- S33 North Abutment
- S34 North Abutment Stage II Footing Details
- S35 North Abutment Details 1
- S36 North Abutment Details 2
- S37 NE Retaining Wall modification
- S38 Pier 1
- S39 Pier 1 Details
- S40 Pier 2
- S41 Pier 2 Details
- S42 Pier Stage II Footing Details
- S43 Bridge Drainage Plan and Details
- S44 Drainage Scupper DS-II
- S45 Bar Splicer Details
- S46 Temporary Concrete Barrier
- S47 Soil Boring Log 1
- S48 Soil Boring Log 2
- S49 Soil Boring Log 3
- S50 Soil Boring Log 4
- S51 Soil Boring Log 5
- S52 Soil Boring Log 6

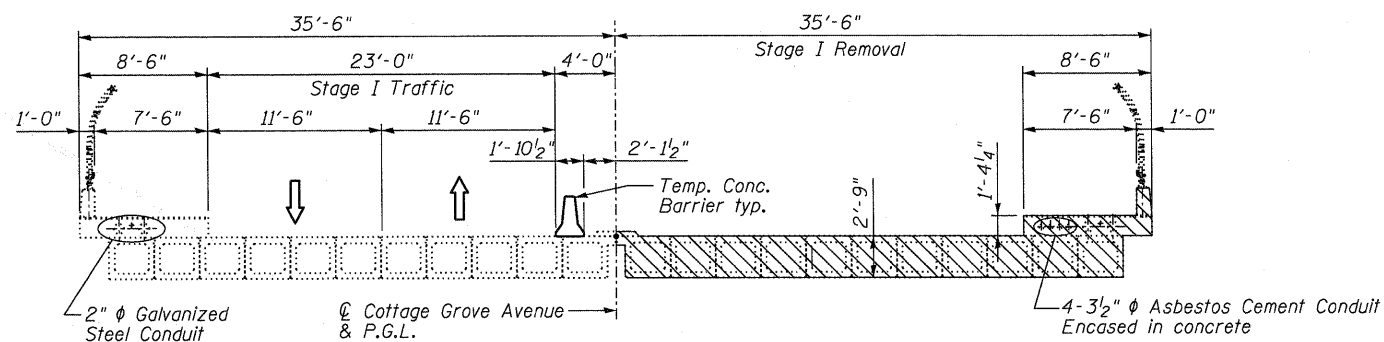
**GENERAL NOTES, INDEX OF DRAWINGS
AND TOTAL BILL OF MATERIALS
STRUCTURE NO. 016-2119**

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

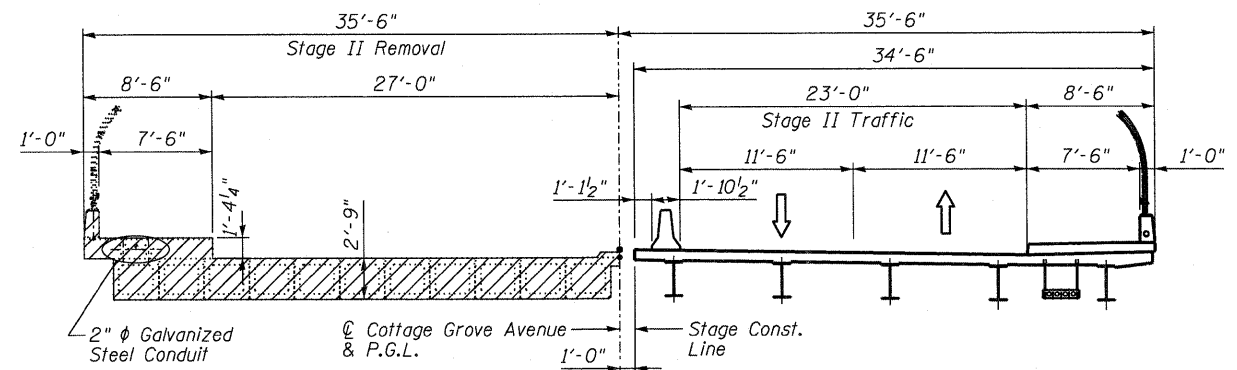
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		S52 SHEETS	94	1314B-1	COOK	110	38
CONTRACT NO. 60F65						ILLINOIS FED. AID PROJECT	

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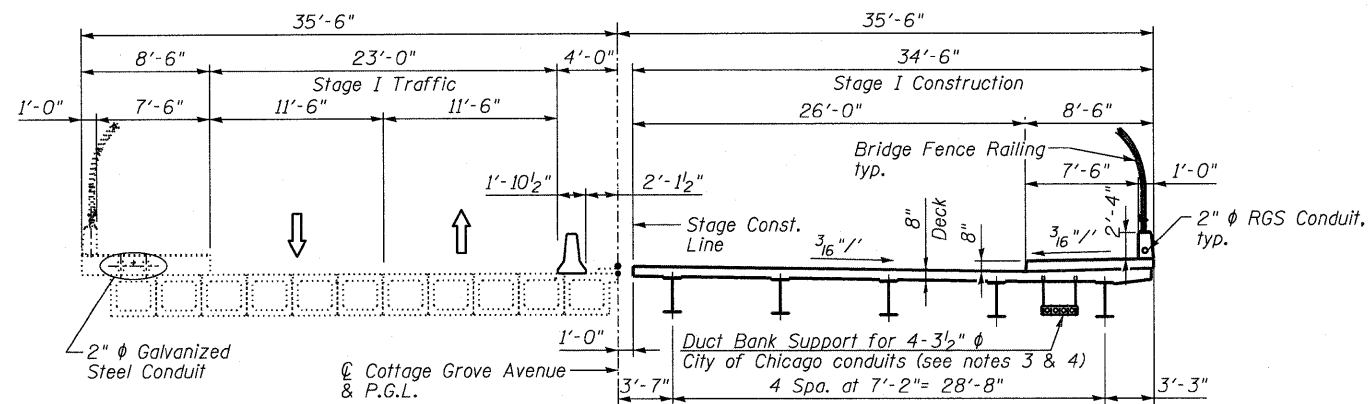
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



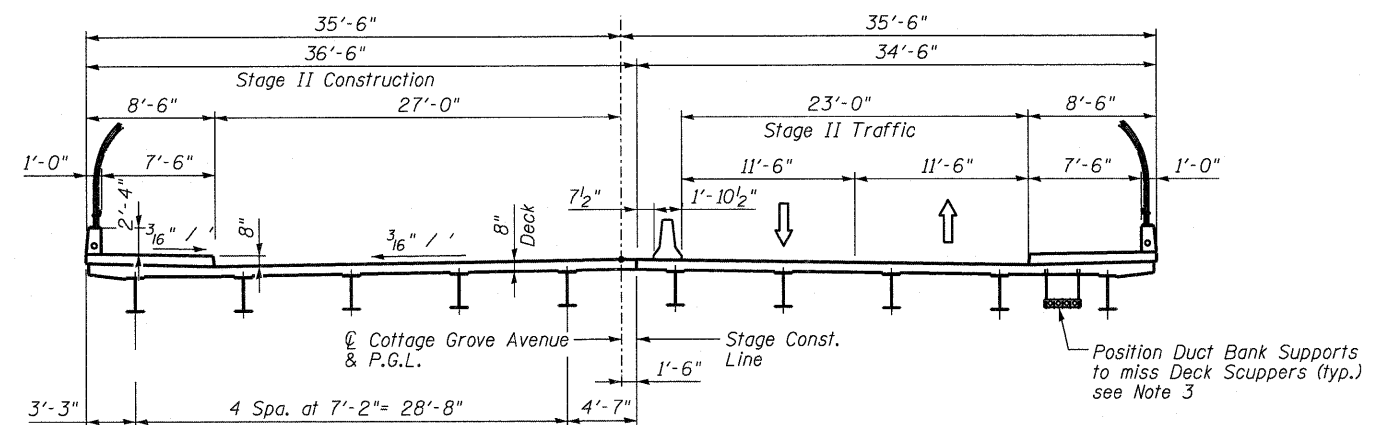
STAGE I DEMOLITION
(Looking North)



STAGE II DEMOLITION
(Looking North)



STAGE I CONSTRUCTION
(Looking North)



STAGE II CONSTRUCTION
(Looking North)

Notes:

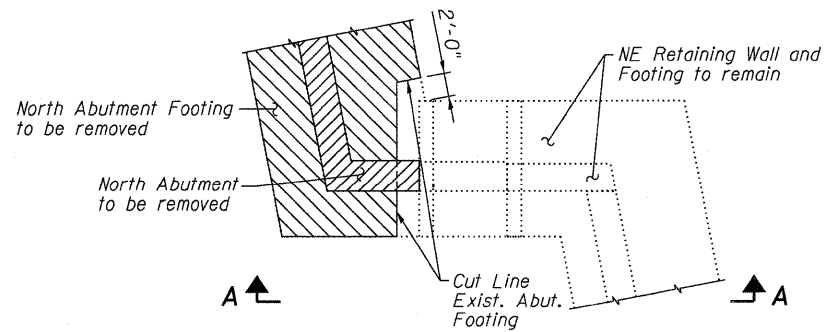
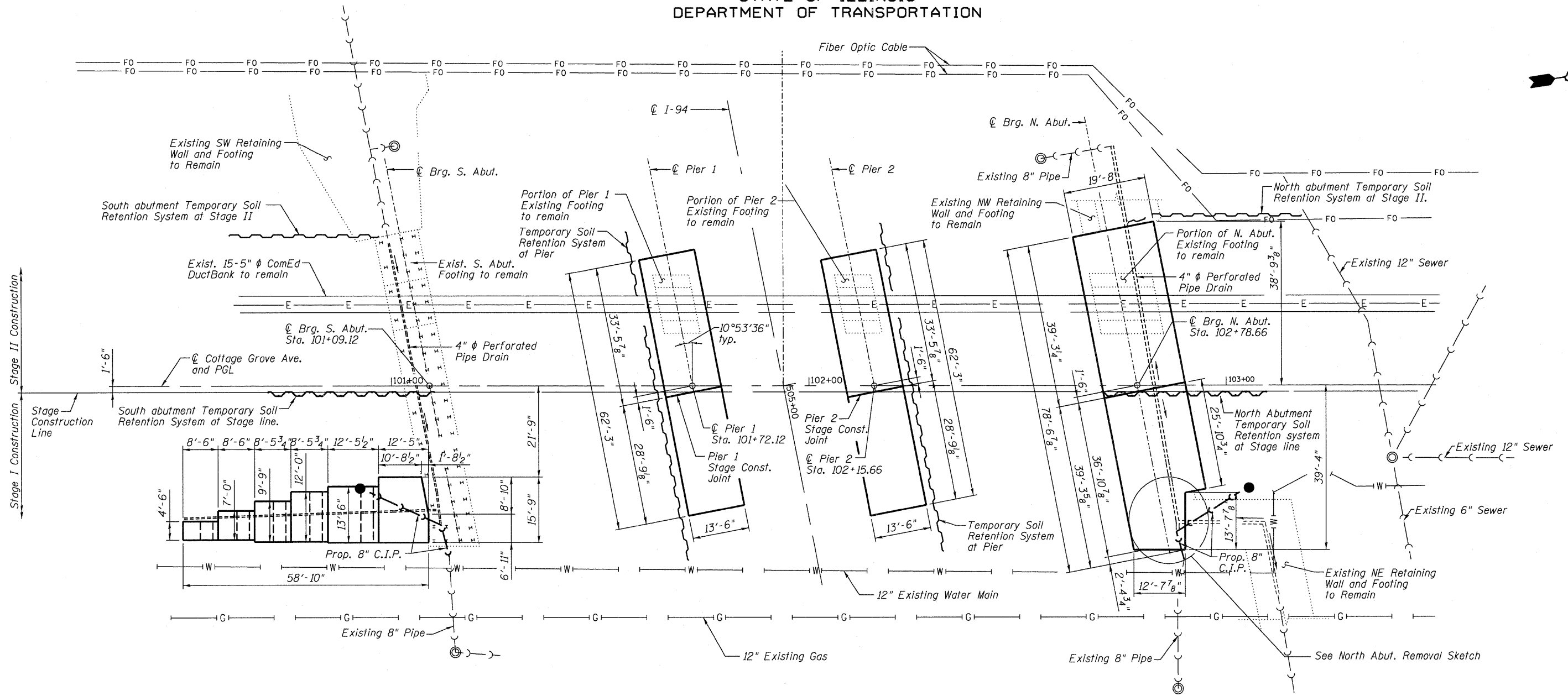
1. See sheet S46 for Temp. Concrete Barrier.
2. See Roadway plans for Temporary Concrete Barrier quantities.
3. For Duct Bank Supports details see sheet S13.
4. For City of Chicago conduits details see Electrical Plans sheets E2 and E5.

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

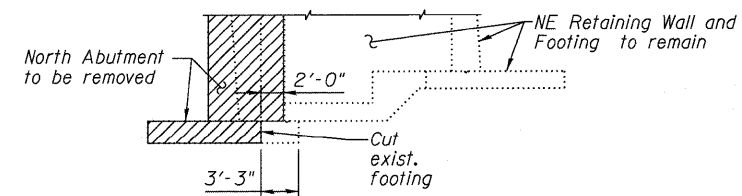
STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 016-2119

	SHEET NO. S3	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	S52 SHEETS	94	1314B-1	COOK	110	39
				CONTRACT NO. 60F65		
ILLINOIS FED. AID PROJECT						

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



NORTH ABUTMENT REMOVAL SKETCH



SECTION A-A

Notes:

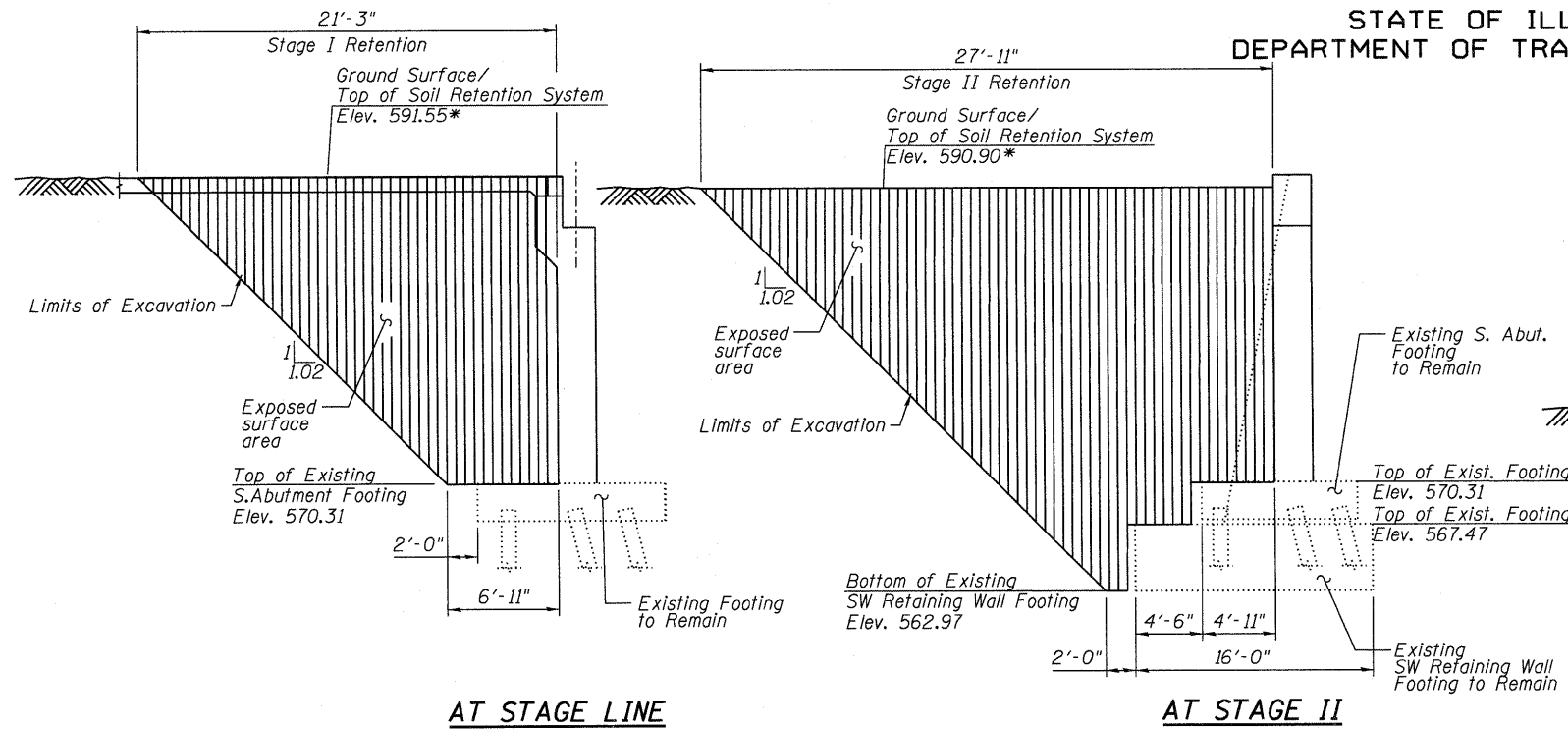
1. For Temporary Soil Retention Systems details see sheet S5.
2. For SE Retaining Wall Footing and details, see sheets S30 thru S32.
3. For Pier 1 Footing and details, see sheets S38 and S39.
4. For Pier 2 Footing and details, see sheets S40 and S41.
5. For North Abutment Footing and details, see sheets S33 thru S36.

**SUBSTRUCTURE LAYOUT
AND DETAILS
STRUCTURE NO. 016-2119**

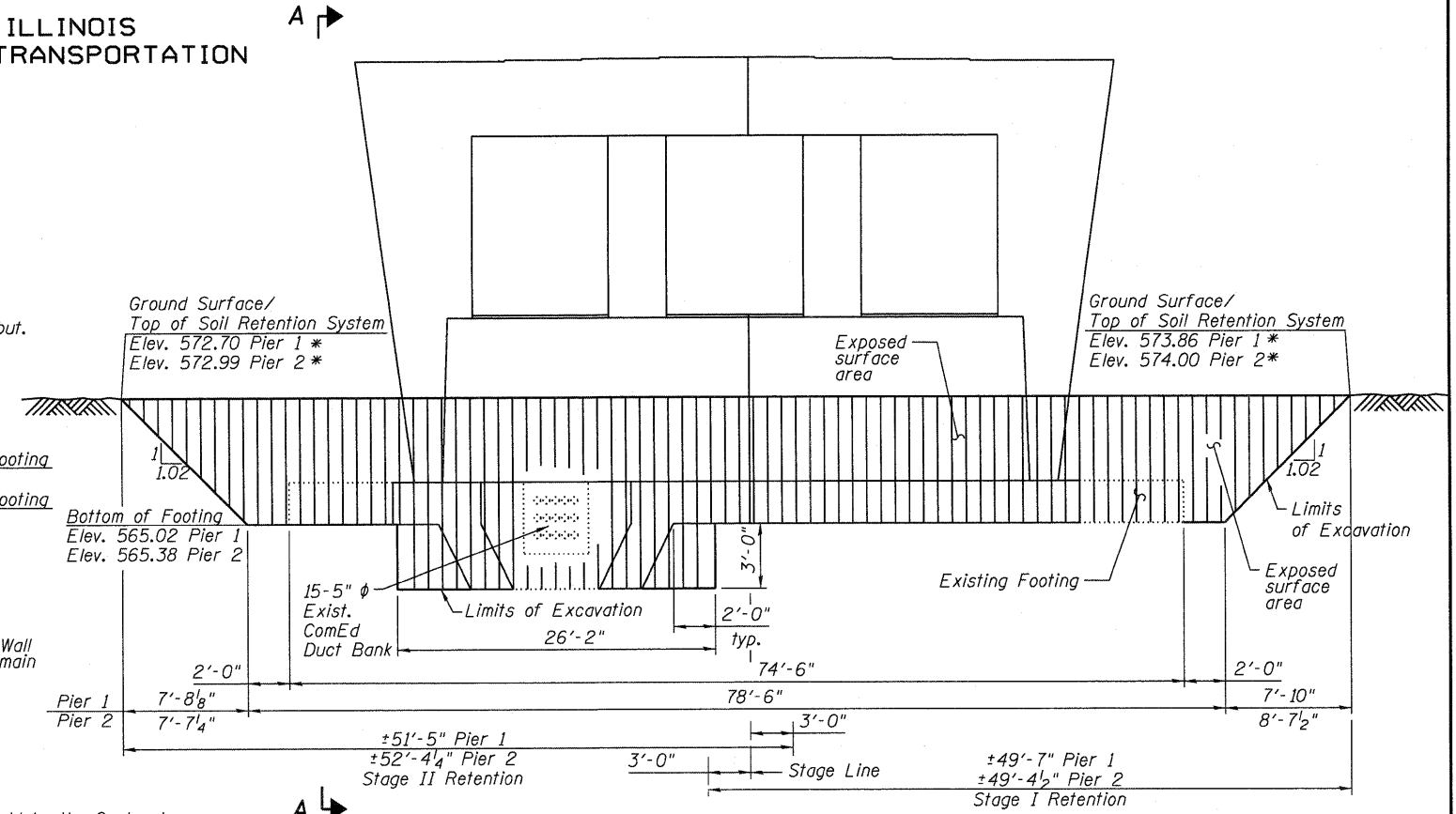
DESIGNED EV
CHECKED PC
DRAWN JCP
CHECKED JPO

	SHEET NO. S4	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	S52 SHEETS	94	1314B-1	COOK	110	40
600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259			TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com		CONTRACT NO. 60F65 ILLINOIS FED. AID PROJECT	

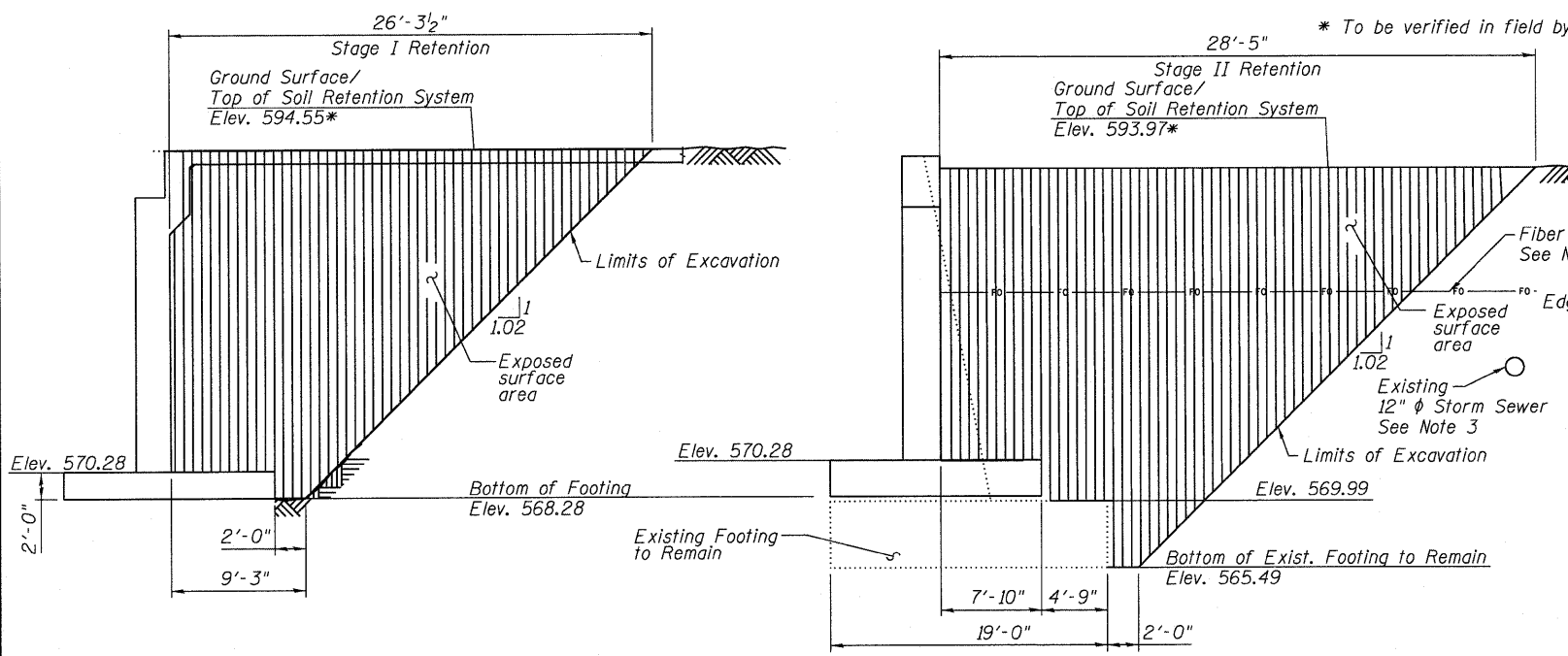
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



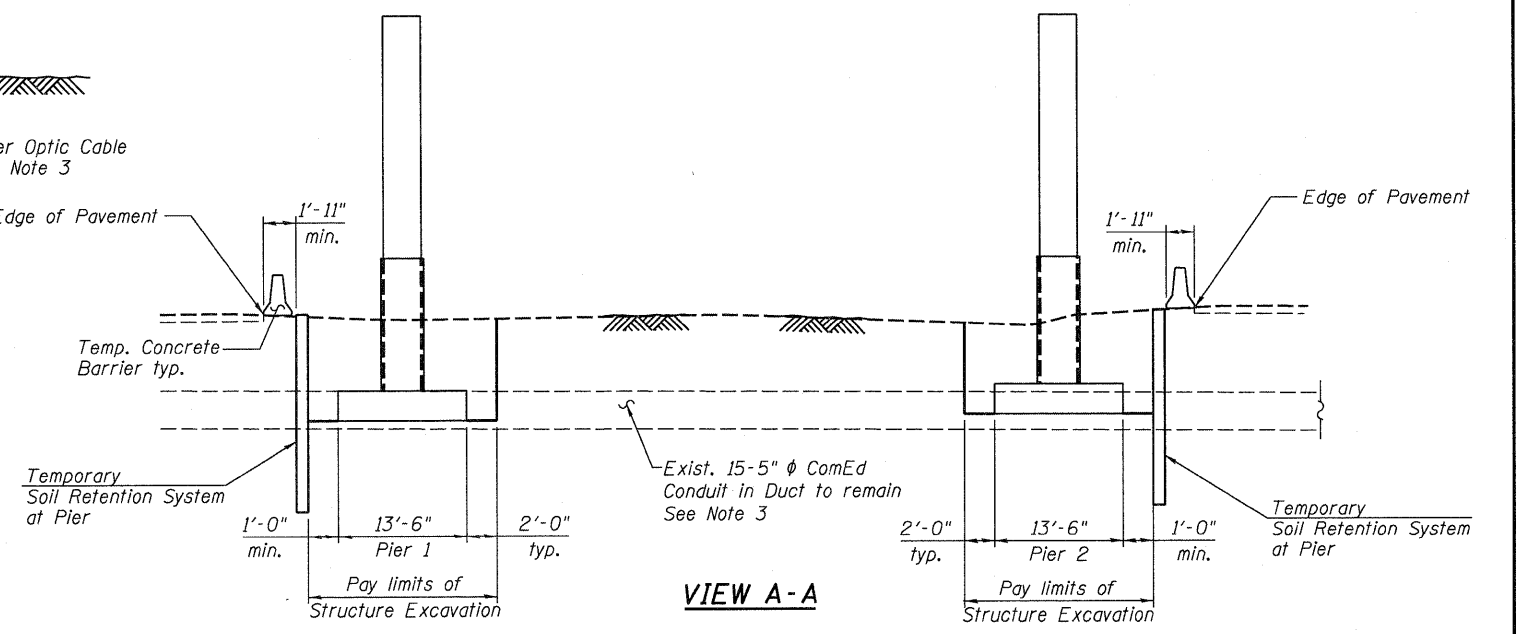
AT STAGE LINE
AT STAGE II
TEMPORARY SOIL RETENTION SYSTEM AT SOUTH ABUTMENT



TEMPORARY SOIL RETENTION SYSTEM AT PIERS



AT STAGE LINE
AT STAGE II
TEMPORARY SOIL RETENTION SYSTEM AT NORTH ABUTMENT



VIEW A-A

- Notes:
1. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
 2. For a plan view of the temporary soil retention systems see sheet S4.
 3. It is Contractor's responsibility to locate and protect all existing utilities during construction.
 4. See sheet S46 for Temporary Concrete Barrier.
 5. See Roadway plans for Temporary Concrete Barrier quantities.

BILL OF MATERIAL

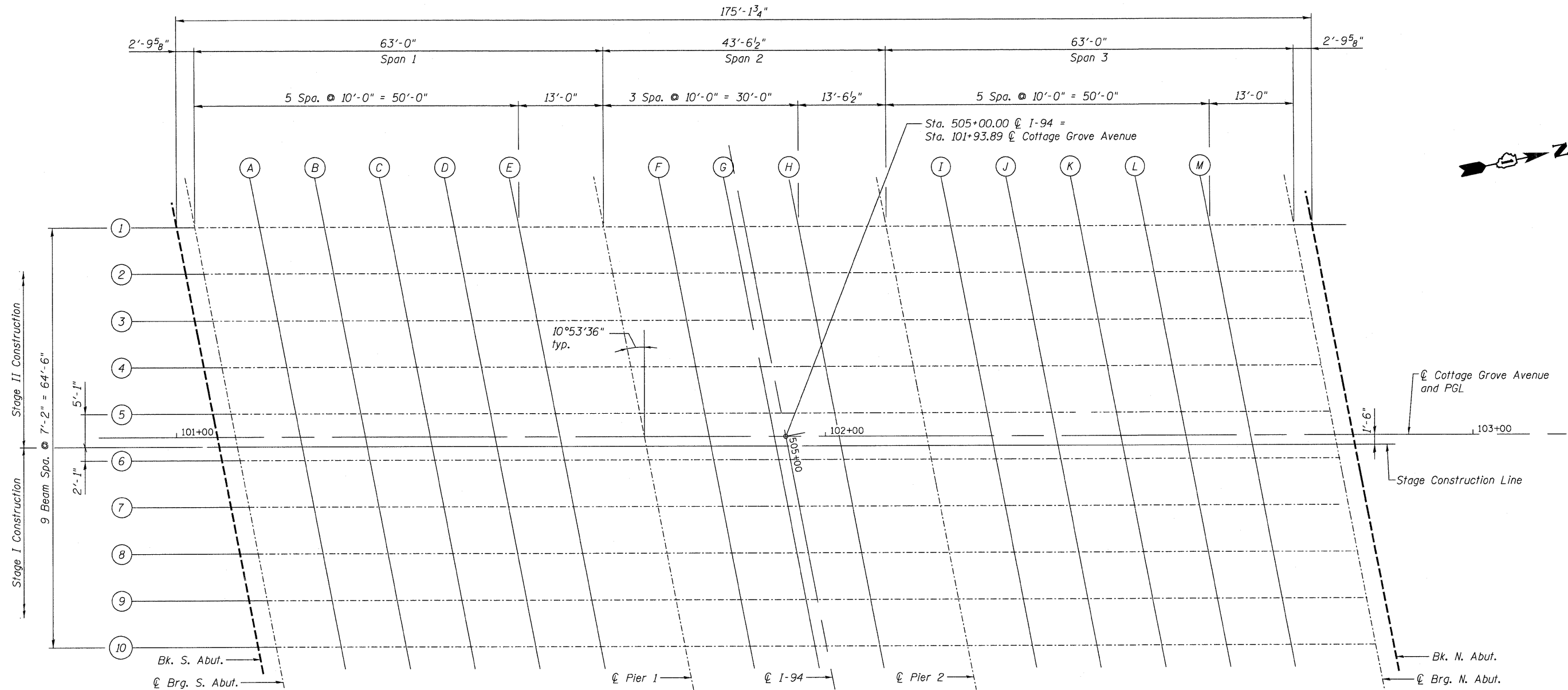
ITEM	UNIT	QUANTITY
Temporary Soil Retention System	Sq. Ft.	3,970

**TEMPORARY SOIL
RETENTION SYSTEM
STRUCTURE NO. 016-2119**

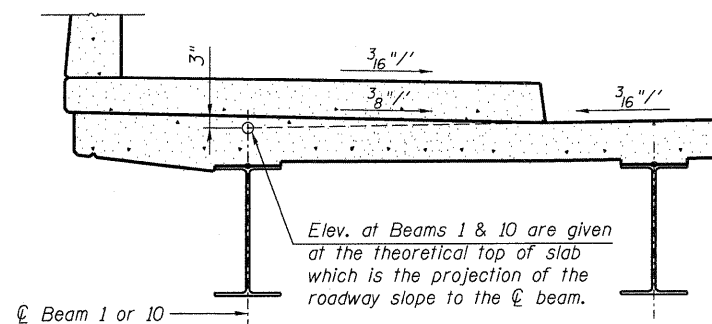
DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S5	F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 41
	S52 SHEETS	CONTRACT NO. 60F65			ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
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- Notes:
1. Work this sheet with sheets S7 thru S9.
 2. For top of slab elevations at South Approach, see sheet S10.
 3. For top of slab elevations at North Approach, see sheet S11.



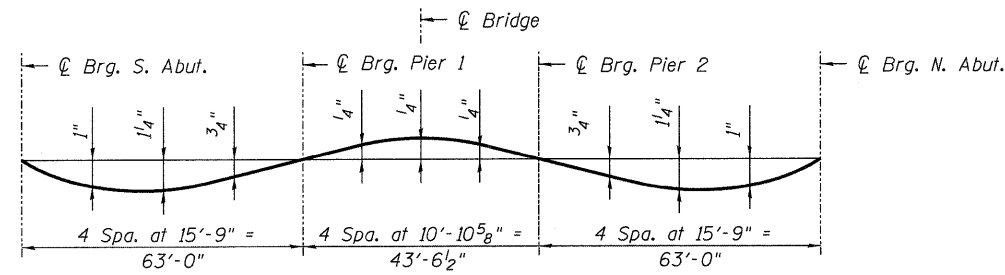
PROJECTION UNDER SIDEWALK DETAIL

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

TOP OF SLAB ELEVATIONS I
STRUCTURE NO. 016-2119

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S6 S52 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		94	1314B-1	COOK	110	42
CONTRACT NO. 60F65						ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

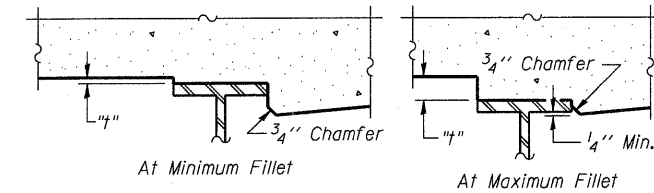


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete deck, fillet, parapets and sidewalks)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on sheets S8 and S9.



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

FILLET HEIGHTS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK S. ABUT.	101+00.11	32.25	590.87	590.87
CL BRG. S. ABUT.	101+02.91	32.25	590.96	590.96
A	101+12.91	32.25	591.25	591.30
B	101+22.91	32.25	591.53	591.61
C	101+32.91	32.25	591.79	591.90
D	101+42.91	32.25	592.04	592.13
E	101+52.91	32.25	592.28	592.33
CL BRG. PIER 1	101+65.91	32.25	592.57	592.57
F	101+75.91	32.25	592.77	592.75
G	101+85.91	32.25	592.96	592.94
H	101+95.91	32.25	593.13	593.11
CL BRG. PIER 2	102+09.45	32.25	593.35	593.35
I	102+19.45	32.25	593.49	593.53
J	102+29.45	32.25	593.62	593.69
K	102+39.45	32.25	593.73	593.83
L	102+49.45	32.25	593.83	593.92
M	102+59.45	32.25	593.92	593.98
CL BRG. N. ABUT.	102+72.45	32.25	594.01	594.01
BK N. ABUT.	102+75.25	32.25	594.03	594.03

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK S. ABUT.	101+01.49	25.08	591.03	591.03
CL BRG. S. ABUT.	101+04.29	25.08	591.11	591.11
A	101+14.29	25.08	591.40	591.45
B	101+24.29	25.08	591.68	591.76
C	101+34.29	25.08	591.94	592.04
D	101+44.29	25.08	592.19	592.27
E	101+54.29	25.08	592.42	592.48
CL BRG. PIER 1	101+67.29	25.08	592.71	592.71
F	101+77.29	25.08	592.91	592.89
G	101+87.29	25.08	593.10	593.07
H	101+97.29	25.08	593.27	593.25
CL BRG. PIER 2	102+10.83	25.08	593.48	593.48
I	102+20.83	25.08	593.62	593.66
J	102+30.83	25.08	593.75	593.82
K	102+40.83	25.08	593.86	593.96
L	102+50.83	25.08	593.96	594.05
M	102+60.83	25.08	594.04	594.11
CL BRG. N. ABUT.	102+73.83	25.08	594.13	594.13
BK N. ABUT.	102+76.63	25.08	594.14	594.14

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK S. ABUT.	101+02.87	17.92	591.18	591.18
CL BRG. S. ABUT.	101+05.67	17.92	591.26	591.26
A	101+15.67	17.92	591.55	591.60
B	101+25.67	17.92	591.83	591.91
C	101+35.67	17.92	592.09	592.19
D	101+45.67	17.92	592.33	592.42
E	101+55.67	17.92	592.57	592.62
CL BRG. PIER 1	101+68.67	17.92	592.85	592.85
F	101+78.67	17.92	593.05	593.03
G	101+88.67	17.92	593.23	593.21
H	101+98.67	17.92	593.40	593.38
CL BRG. PIER 2	102+12.21	17.92	593.61	593.61
I	102+22.21	17.92	593.75	593.79
J	102+32.21	17.92	593.88	593.95
K	102+42.21	17.92	593.99	594.09
L	102+52.21	17.92	594.08	594.17
M	102+62.21	17.92	594.16	594.23
CL BRG. N. ABUT.	102+75.21	17.92	594.25	594.25
BK N. ABUT.	102+78.01	17.92	594.26	594.26

Notes:

1. Work this sheet with sheets S6, S8 and S9.
2. For top of slab elevations at South Approach, see sheet S10.
3. For top of slab elevations at North Approach, see sheet S11.

**TOP OF SLAB ELEVATIONS II
STRUCTURE NO. 016-2119**

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S7 S52 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		94	1314B-1	COOK	110	43
				CONTRACT NO. 60F65		
				ILLINOIS FED. AID PROJECT		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK S. ABUT.	101+04.25	10.75	591.33	591.33
CL BRG. S. ABUT.	101+07.05	10.75	591.42	591.42
A	101+17.05	10.75	591.70	591.75
B	101+27.05	10.75	591.98	592.05
C	101+37.05	10.75	592.23	592.33
D	101+47.05	10.75	592.48	592.55
E	101+57.05	10.75	592.71	592.76
CL BRG. PIER 1	101+70.05	10.75	592.99	592.99
F	101+80.05	10.75	593.19	593.17
G	101+90.05	10.75	593.37	593.35
H	102+00.05	10.75	593.54	593.52
CL BRG. PIER 2	102+13.59	10.75	593.75	593.75
I	102+23.59	10.75	593.88	593.92
J	102+33.59	10.75	594.00	594.07
K	102+43.59	10.75	594.11	594.20
L	102+53.59	10.75	594.21	594.29
M	102+63.59	10.75	594.29	594.35
CL BRG. N. ABUT.	102+76.59	10.75	594.37	594.37
BK N. ABUT.	102+79.39	10.75	594.38	594.38

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK S. ABUT.	101+05.63	3.58	591.49	591.49
CL BRG. S. ABUT.	101+08.43	3.58	591.57	591.57
A	101+18.43	3.58	591.85	591.90
B	101+28.43	3.58	592.12	592.20
C	101+38.43	3.58	592.38	592.47
D	101+48.43	3.58	592.62	592.70
E	101+58.43	3.58	592.85	592.90
CL BRG. PIER 1	101+71.43	3.58	593.13	593.13
F	101+81.43	3.58	593.32	593.31
G	101+91.43	3.58	593.51	593.48
H	102+01.43	3.58	593.67	593.65
CL BRG. PIER 2	102+14.97	3.58	593.88	593.88
I	102+24.97	3.58	594.01	594.05
J	102+34.97	3.58	594.13	594.20
K	102+44.97	3.58	594.24	594.33
L	102+54.97	3.58	594.33	594.41
M	102+64.97	3.58	594.41	594.47
CL BRG. N. ABUT.	102+77.97	3.58	594.49	594.49
BK N. ABUT.	102+80.77	3.58	594.50	594.50

CL ROADWAY, PG AND CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK S. ABUT.	101+06.32	0.00	591.56	591.56
CL BRG. S. ABUT.	101+09.12	0.00	591.64	591.64
A	101+19.12	0.00	591.93	591.97
B	101+29.12	0.00	592.20	592.28
C	101+39.12	0.00	592.45	592.55
D	101+49.12	0.00	592.70	592.77
E	101+59.12	0.00	592.92	592.97
CL BRG. PIER 1	101+72.12	0.00	593.20	593.20
F	101+82.12	0.00	593.39	593.38
G	101+92.12	0.00	593.57	593.55
H	102+02.12	0.00	593.74	593.72
CL BRG. PIER 2	102+15.66	0.00	593.94	593.94
I	102+25.66	0.00	594.08	594.11
J	102+35.66	0.00	594.20	594.26
K	102+45.66	0.00	594.30	594.39
L	102+55.66	0.00	594.39	594.47
M	102+65.66	0.00	594.47	594.53
CL BRG. N. ABUT.	102+78.66	0.00	594.55	594.55
BK N. ABUT.	102+81.46	0.00	594.56	594.56

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK S. ABUT.	101+06.61	1.50	591.55	591.55
CL BRG. S. ABUT.	101+09.41	1.50	591.63	591.63
A	101+19.41	1.50	591.91	591.96
B	101+29.41	1.50	592.18	592.26
C	101+39.41	1.50	592.44	592.53
D	101+49.41	1.50	592.68	592.75
E	101+59.41	1.50	592.91	592.95
CL BRG. PIER 1	101+72.41	1.50	593.18	593.18
F	101+82.41	1.50	593.37	593.36
G	101+92.41	1.50	593.55	593.53
H	102+02.41	1.50	593.72	593.70
CL BRG. PIER 2	102+15.95	1.50	593.92	593.92
I	102+25.95	1.50	594.06	594.09
J	102+35.95	1.50	594.18	594.24
K	102+45.95	1.50	594.28	594.37
L	102+55.95	1.50	594.37	594.45
M	102+65.95	1.50	594.45	594.51
CL BRG. N. ABUT.	102+78.95	1.50	594.53	594.53
BK N. ABUT.	102+81.75	1.50	594.54	594.54

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK S. ABUT.	101+07.01	3.58	591.53	591.53
CL BRG. S. ABUT.	101+09.81	3.58	591.61	591.61
A	101+19.81	3.58	591.89	591.94
B	101+29.81	3.58	592.16	592.24
C	101+39.81	3.58	592.41	592.51
D	101+49.81	3.58	592.66	592.73
E	101+59.81	3.58	592.88	592.93
CL BRG. PIER 1	101+72.81	3.58	593.16	593.16
F	101+82.81	3.58	593.35	593.33
G	101+92.81	3.58	593.53	593.51
H	102+02.81	3.58	593.70	593.68
CL BRG. PIER 2	102+16.35	3.58	593.90	593.90
I	102+26.35	3.58	594.03	594.07
J	102+36.35	3.58	594.15	594.22
K	102+46.35	3.58	594.25	594.34
L	102+56.35	3.58	594.34	594.42
M	102+66.35	3.58	594.42	594.48
CL BRG. N. ABUT.	102+79.35	3.58	594.49	594.49
BK N. ABUT.	102+82.15	3.58	594.51	594.51

BEAM 7


Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK S. ABUT.	101+08.39	10.75	591.45	591.45
CL BRG. S. ABUT.	101+11.19	10.75	591.54	591.54
A	101+21.19	10.75	591.82	591.86
B	101+31.19	10.75	592.08	592.16
C	101+41.19	10.75	592.34	592.43
D	101+51.19	10.75	592.58	592.65
E	101+61.19	10.75	592.80	592.85
CL BRG. PIER 1	101+74.19	10.75	593.07	593.07
F	101+84.19	10.75	593.26	593.25
G	101+94.19	10.75	593.44	593.42
H	102+04.19	10.75	593.60	593.59
CL BRG. PIER 2	102+17.73	10.75	593.80	593.80
I	102+27.73	10.75	593.93	593.97
J	102+37.73	10.75	594.05	594.12
K	102+47.73	10.75	594.15	594.24
L	102+57.73	10.75	594.24	594.32
M	102+67.73	10.75	594.31	594.37
CL BRG. N. ABUT.	102+80.73	10.75	594.39	594.39
BK N. ABUT.	102+83.53	10.75	594.40	594.40

Notes:

1. Work this sheet with sheets S6, S7 and S9.
2. For top of slab elevations at South Approach, see sheet S10.
3. For top of slab elevations at North Approach, see sheet S11.

**TOP OF SLAB ELEVATIONS III
STRUCTURE NO. 016-2119**

DESIGNED EV
CHECKED PC
DRAWN JCP
CHECKED JPO

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S8	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	S52 SHEETS	94	1314B-1	COOK	110	44
CONTRACT NO. 60F65						
ILLINOIS FED. AID PROJECT						

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK S. ABUT.	101+09.77	17.92	591.38	591.38
CL BRG. S. ABUT.	101+12.57	17.92	591.46	591.46
A	101+22.57	17.92	591.74	591.79
B	101+32.57	17.92	592.01	592.09
C	101+42.57	17.92	592.26	592.36
D	101+52.57	17.92	592.50	592.58
E	101+62.57	17.92	592.72	592.77
CL BRG. PIER 1	101+75.57	17.92	592.99	592.99
F	101+85.57	17.92	593.18	593.16
G	101+95.57	17.92	593.35	593.33
H	102+05.57	17.92	593.51	593.49
CL BRG. PIER 2	102+19.11	17.92	593.71	593.71
I	102+29.11	17.92	593.84	593.88
J	102+39.11	17.92	593.95	594.03
K	102+49.11	17.92	594.05	594.15
L	102+59.11	17.92	594.14	594.23
M	102+69.11	17.92	594.21	594.28
CL BRG. N. ABUT.	102+82.11	17.92	594.28	594.28
BK N. ABUT.	102+84.91	17.92	594.30	594.30

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK S. ABUT.	101+11.15	25.08	591.31	591.31
CL BRG. S. ABUT.	101+13.95	25.08	591.39	591.39
A	101+23.95	25.08	591.67	591.72
B	101+33.95	25.08	591.93	592.02
C	101+43.95	25.08	592.18	592.28
D	101+53.95	25.08	592.42	592.50
E	101+63.95	25.08	592.64	592.69
CL BRG. PIER 1	101+76.95	25.08	592.90	592.90
F	101+86.95	25.08	593.09	593.07
G	101+96.95	25.08	593.26	593.24
H	102+06.95	25.08	593.42	593.40
CL BRG. PIER 2	102+20.49	25.08	593.62	593.62
I	102+30.49	25.08	593.74	593.78
J	102+40.49	25.08	593.86	593.93
K	102+50.49	25.08	593.95	594.06
L	102+60.49	25.08	594.04	594.13
M	102+70.49	25.08	594.11	594.17
CL BRG. N. ABUT.	102+83.49	25.08	594.18	594.18
BK N. ABUT.	102+86.29	25.08	594.19	594.19

BEAM 10


Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK S. ABUT.	101+12.53	32.25	591.24	591.24
CL BRG. S. ABUT.	101+15.33	32.25	591.32	591.32
A	101+25.33	32.25	591.59	591.64
B	101+35.33	32.25	591.85	591.94
C	101+45.33	32.25	592.10	592.20
D	101+55.33	32.25	592.33	592.42
E	101+65.33	32.25	592.55	592.61
CL BRG. PIER 1	101+78.33	32.25	592.82	592.82
F	101+88.33	32.25	593.00	592.99
G	101+98.33	32.25	593.17	593.15
H	102+08.33	32.25	593.33	593.31
CL BRG. PIER 2	102+21.87	32.25	593.52	593.52
I	102+31.87	32.25	593.65	593.69
J	102+41.87	32.25	593.76	593.83
K	102+51.87	32.25	593.86	593.96
L	102+61.87	32.25	593.94	594.03
M	102+71.87	32.25	594.01	594.07
CL BRG. N. ABUT.	102+84.87	32.25	594.07	594.07
BK N. ABUT.	102+87.67	32.25	594.08	594.08

Notes:

1. Work this sheet with sheets S6 thru S8.
2. For top of slab elevations at South Approach, see sheet S10.
3. For top of slab elevations at North Approach, see sheet S11.

**TOP OF SLAB ELEVATIONS IV
STRUCTURE NO. 016-2119**

DESIGNED <i>EV</i>
CHECKED <i>PC</i>
DRAWN <i>JCP</i>
CHECKED <i>JPO</i>

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259	TEL 312 454 9100 FAX 312 559 1217 WEB www.spsteinglobal.com	SHEET NO. S9	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		S52 SHEETS	94	1314B-1	COOK	110	45
CONTRACT NO. 60F65						ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	100+70.00	-35.50	589.92
A1	100+80.00	-35.50	590.22
A2	100+90.00	-35.50	590.52
N. End South Appr. Slab	101+00.00	-35.50	590.82

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	100+71.63	-27.00	590.10
A1	100+81.63	-27.00	590.40
A2	100+91.63	-27.00	590.70
N. End South Appr. Slab	101+01.63	-27.00	591.00

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	100+77.12	1.50	590.66
A1	100+87.12	1.50	590.96
A2	100+97.12	1.50	591.26
N. End South Appr. Slab	101+07.12	1.50	591.56

☉ ROADWAY, PROFILE GRADE LINE

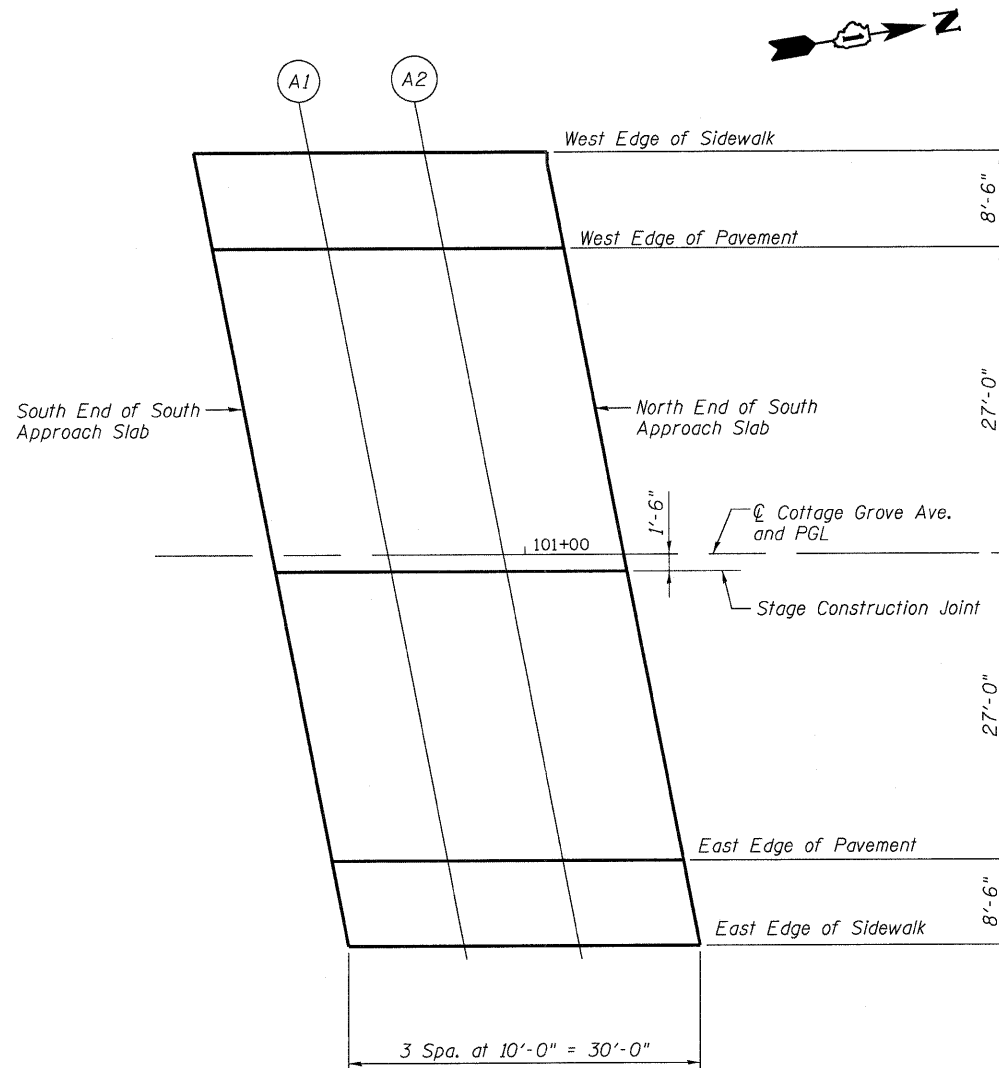
Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	100+76.83	0.00	590.68
A1	100+86.83	0.00	590.98
A2	100+96.83	0.00	591.28
N. End South Appr. Slab	101+06.83	0.00	591.58

EAST EDGE OF PAVEMENT

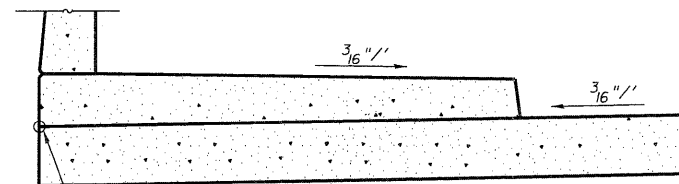
Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	100+82.03	27.00	590.41
A1	100+92.03	27.00	590.71
A2	101+02.03	27.00	591.01
N. End South Appr. Slab	101+12.03	27.00	591.31

EAST EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Slab	100+83.66	35.50	590.33
A1	100+93.66	35.50	590.63
A2	101+03.66	35.50	590.93
N. End South Appr. Slab	101+13.66	35.50	591.22



PLAN



El. at Edge of Sidewalks are given at the theoretical top of Appr. slab which is the projection of the roadway slope to the Edge of sidewalk

PROJECTION UNDER SIDEWALK DETAIL

TOP OF SOUTH APPROACH
SLAB ELEVATIONS
STRUCTURE NO. 016-2119

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259	TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S10	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		S52 SHEETS	94	1314B-1	COOK	110	46
						CONTRACT NO. 60F65	
ILLINOIS FED. AID PROJECT							

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST EDGE OF SIDEWALK

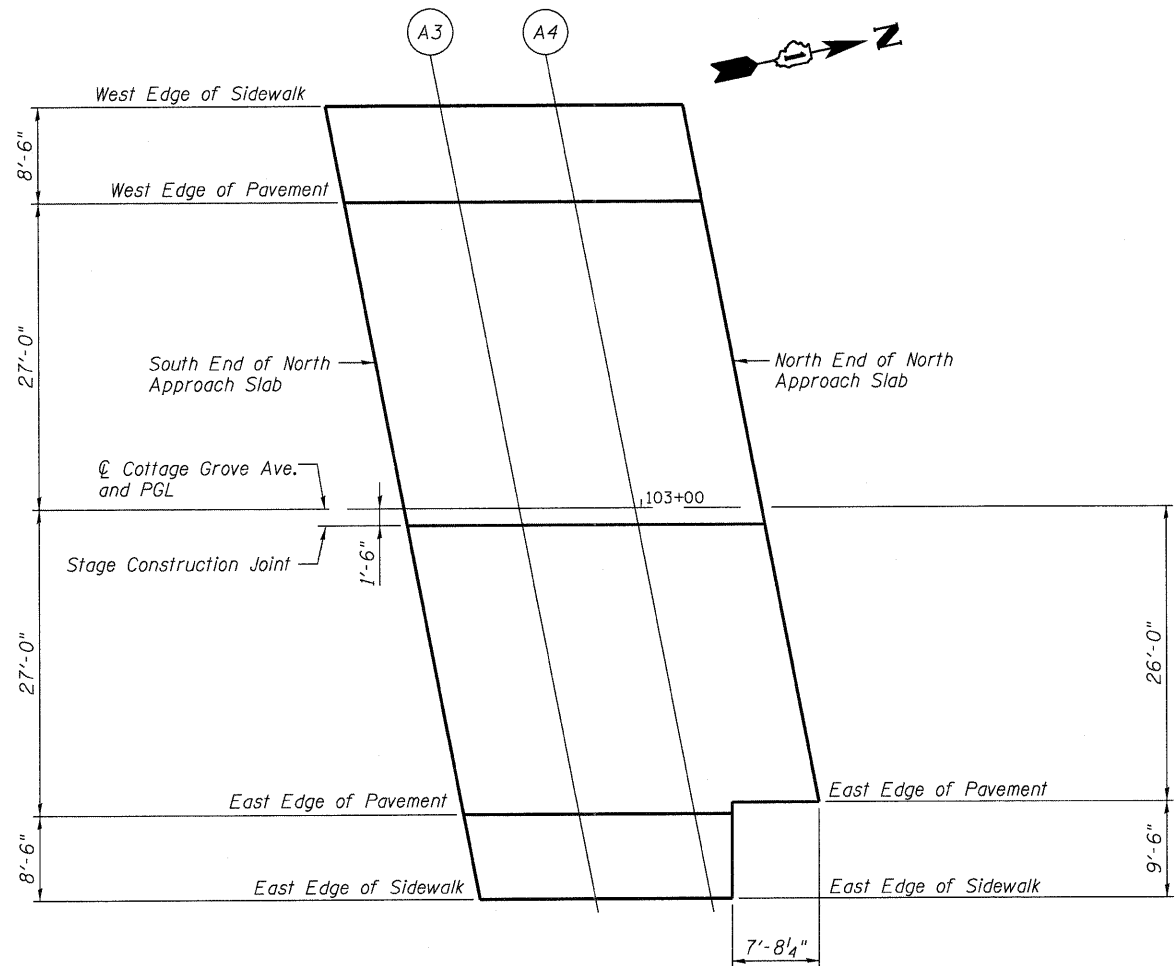
Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Slab	102+74.12	-35.50	593.97
A3	102+84.12	-35.50	594.02
A4	102+94.12	-35.50	594.05
N. End North Appr. Slab	103+04.12	-35.50	594.08

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Slab	102+75.76	-27.00	594.11
A3	102+85.76	-27.00	594.16
A4	102+95.76	-27.00	594.19
N. End North Appr. Slab	103+05.76	-27.00	594.21

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Slab	102+81.24	1.50	594.54
A3	102+91.24	1.50	594.58
A4	103+01.24	1.50	594.60
N. End North Appr. Slab	103+11.24	1.50	594.62



PLAN

☉ ROADWAY, PROFILE GRADE LINE

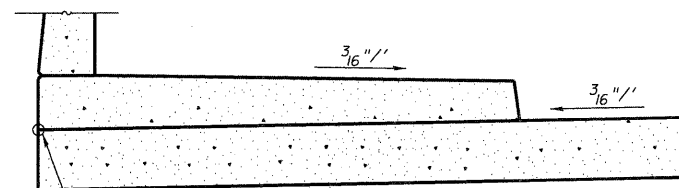
Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Slab	102+80.95	0.00	594.56
A3	102+90.95	0.00	594.60
A4	103+00.95	0.00	594.63
N. End North Appr. Slab	103+10.95	0.00	594.64

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Slab	102+86.15	27.00	594.16
A3	102+96.15	27.00	594.19
A4	103+06.15	27.00	594.21
N. End North Appr. Slab	103+16.15	26.00	594.23

EAST EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Slab	102+87.78	35.50	594.03
A3	102+97.78	35.50	594.06
A4	103+07.78	35.50	594.08
N. End North Appr. Slab	103+10.10	34.50	594.09



EI. at Edge of Sidewalks are given at the theoretical top of Appr. slab which is the projection of the roadway slope to the Edge of sidewalk

PROJECTION UNDER SIDEWALK DETAIL

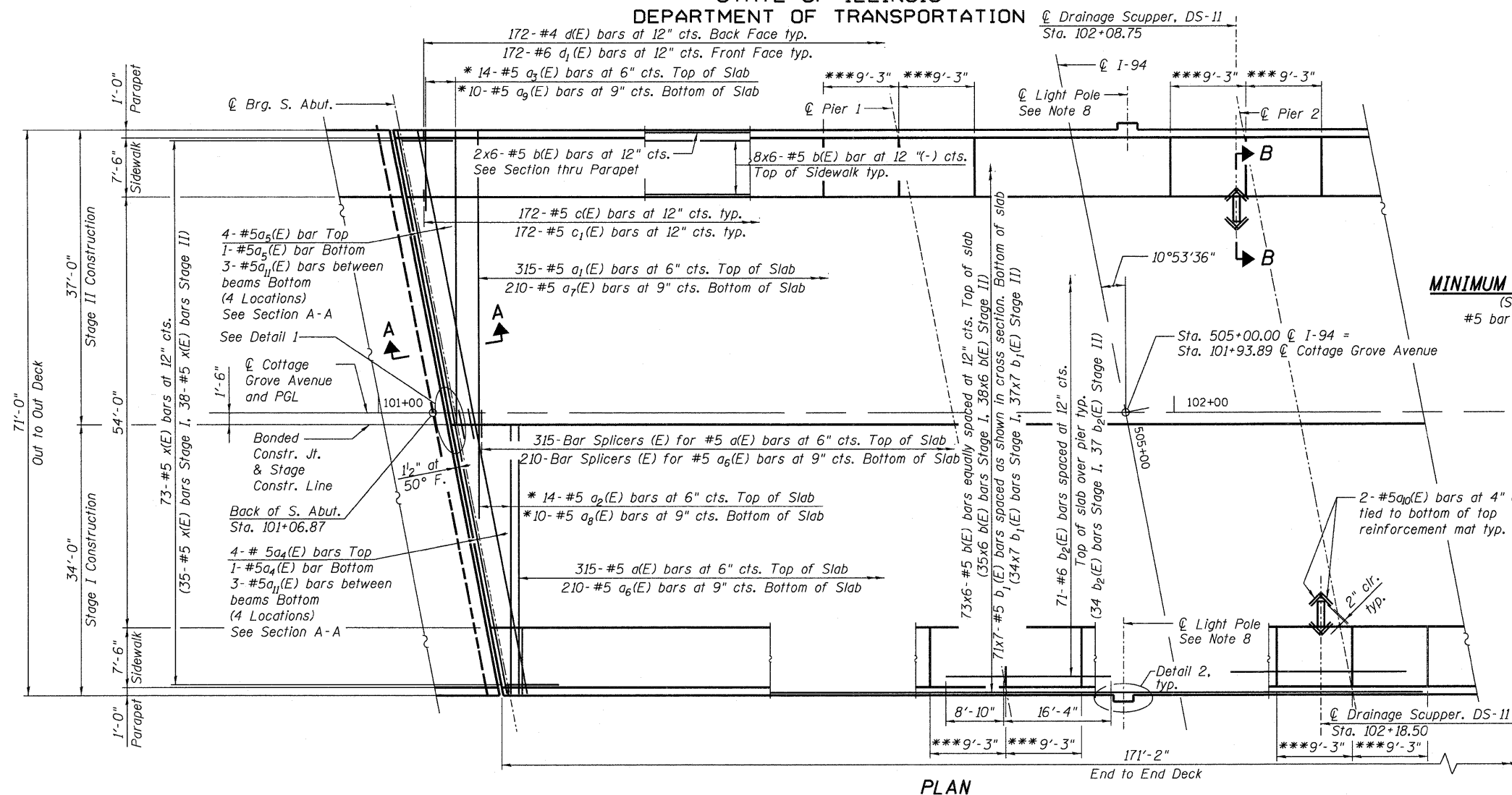
TOP OF NORTH APPROACH
SLAB ELEVATIONS
STRUCTURE NO. 016-2119

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S11	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	S52 SHEETS	94	1314B-1	COOK	110	47
				CONTRACT NO. 60F65		
ILLINOIS FED. AID PROJECT						

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

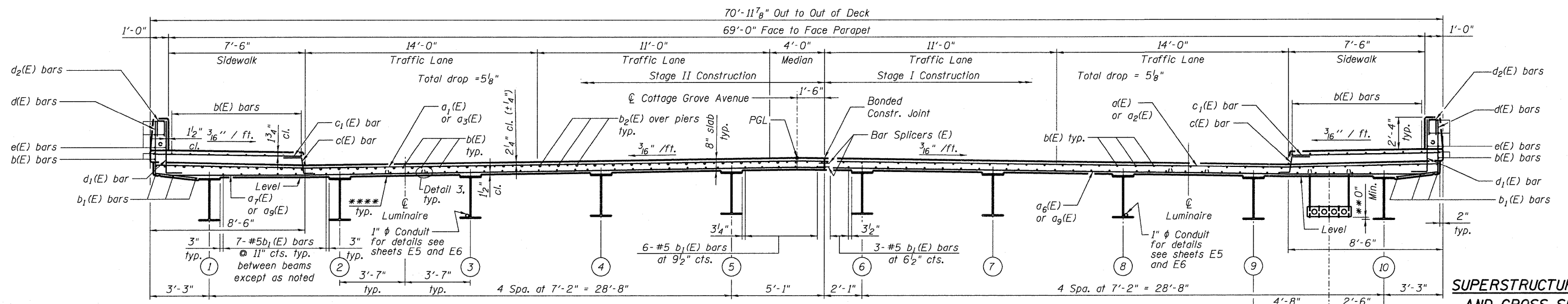


* Order a2(E), a3(E), a6(E) & a9(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.
*** 1/4"x3/4" Formed Joint with concrete sealer (full width along joint - backer rod not required). Cost included with Concrete Superstructure see sheet S14 for details

MINIMUM BAR LAP
(Slab)
#5 bar = 3'-3"

- Notes:
1. For section thru sidewalk, parapet elevation, Section B-B, bar bending diagrams, and Bill of Material, see sheet S14.
 2. For Section A-A, Details 1 thru 3 and Conduit Bank Support Detail, see sheet S13.
 3. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 4. Cut longitudinal reinforcement to clear drainage scuppers.
 5. For Bar Splicer (E) details, see sheet S45.
 6. For preformed joint strip detail, see sheet S24.
 7. For drainage plan and detail, see sheet S43.
 8. For light pole locations, see sheet S14.
 9. Contractor to confirm location of conduits not in conflict with deck drainage and adjust location if needed.

PLAN



NEAR PIER

NEAR MIDSPAN

CROSS SECTION

(Looking North)
Bridge Fence Railing Not Shown for clarity

**SUPERSTRUCTURE PLAN AND CROSS SECTION
STRUCTURE NO. 016-2119**

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

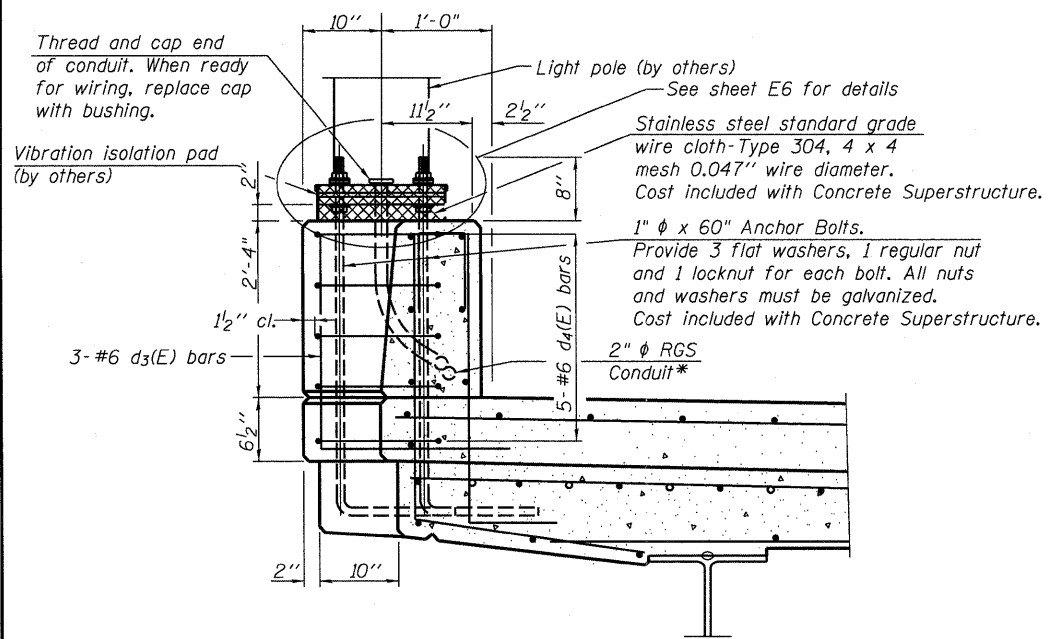
** Conduit bank and supports shall be above low steel of adjacent girders. Contractor shall survey all diaphragms between girder lines 9 and 10 prior ordering material for conduit support to ensure that conduit banks and their support system fit within space shown. Modification to conduit bank configuration is included with the pay item for the conduits.
*** Single coil, flared loop inserts cast in deck for 1/2" stud bolts, typ. For number and location, see sheets E5 and E6. Cost included with Concrete Superstructure. See Detail 3 sheet S13 for details.

SEPSTEIN
600 WEST FULTON STREET
CHICAGO, ILLINOIS
60661-1259
TEL 312 454 9100
FAX 312 559 1217
WEB www.sepsteinglobal.com

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	48
SHEET NO. S12		CONTRACT NO. 60F65		
S52 SHEETS		ILLINOIS FED. AID PROJECT		

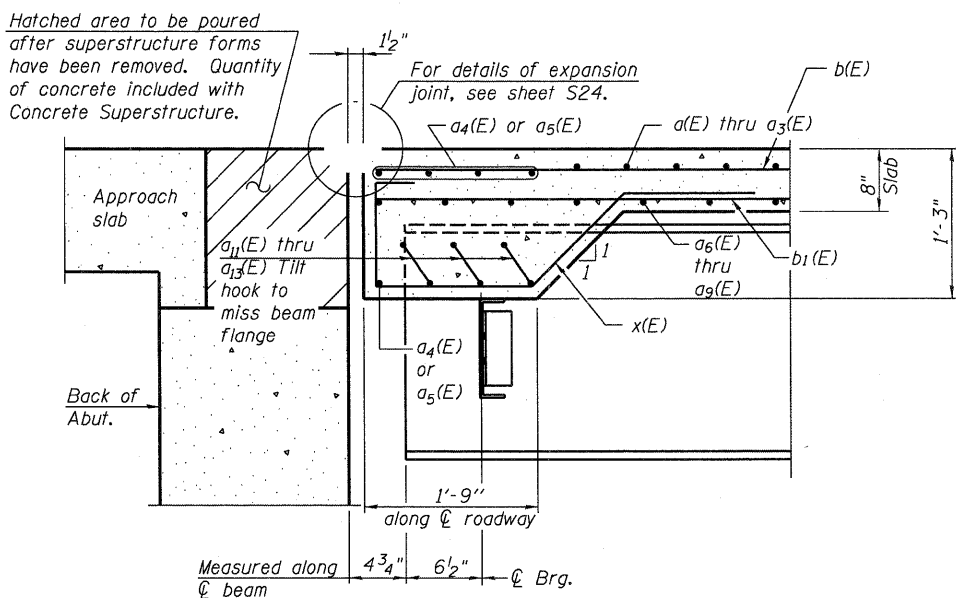
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

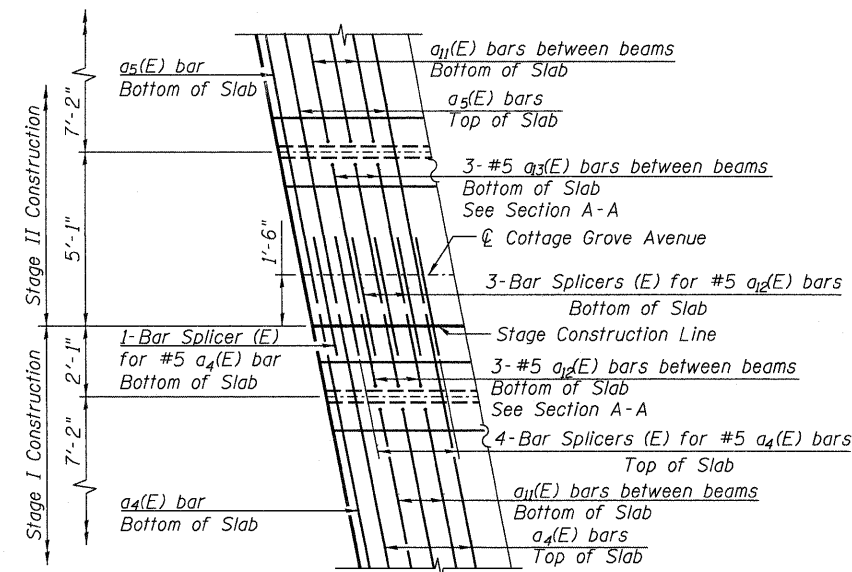


SECTION C-C

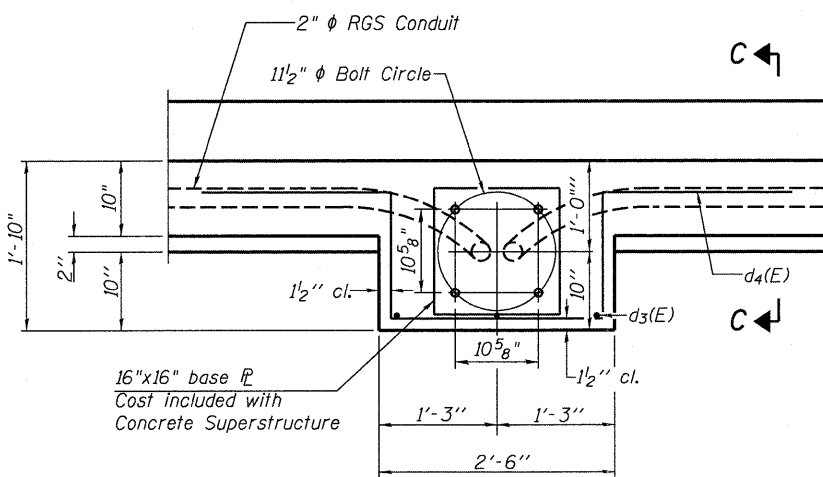
* Conduit shall have minimum 1/2" clearance from all reinforcement.



SECTION A-A

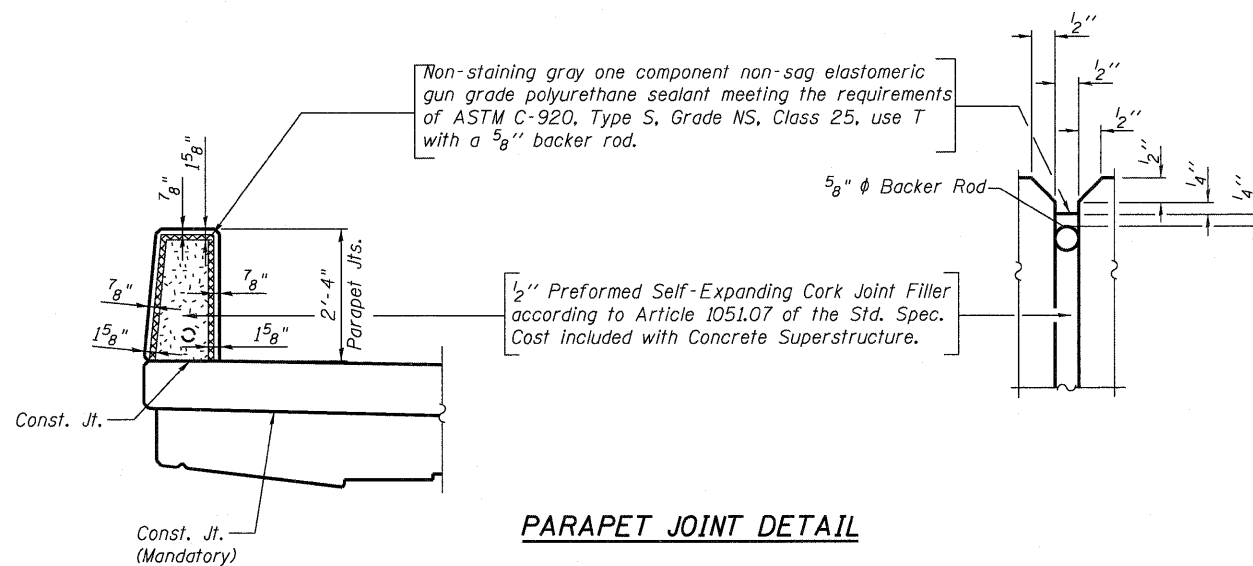


DETAIL 1
(at Expansion Joint)
Typical Slab Reinforcement
not shown for clarity



DETAIL 2

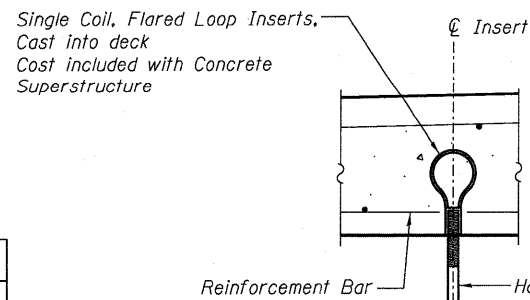
Note:
2 locations
Cost of anchor rods and conduit is included with Concrete Superstructure.



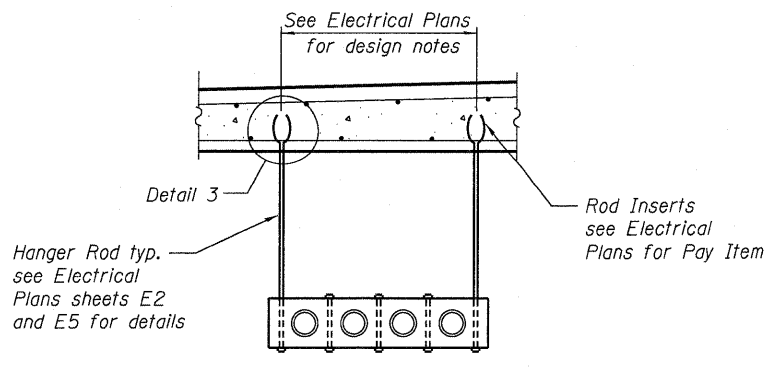
PARAPET JOINT DETAIL

Notes:

1. For location of Details 1 thru 3 and Conduit Bank Support Detail, see sheet S12.
2. For location of Parapet Joint Detail, see sheet S14.
3. For Bar Splicer (E) details, see sheet S45.
4. For bar bending diagrams and Bill of Materials, see sheet S14.
5. For electrical conduit plan location, see sheets E2 and E3.
6. For electrical conduit details, see sheet E8.
7. For electrical conduit quantities, see sheet E1.
8. For light pole details, see sheets E8 and E9.



DETAIL 3



4 CONDUIT BANK SUPPORT DETAIL
see Electrical Plans for design note and payment

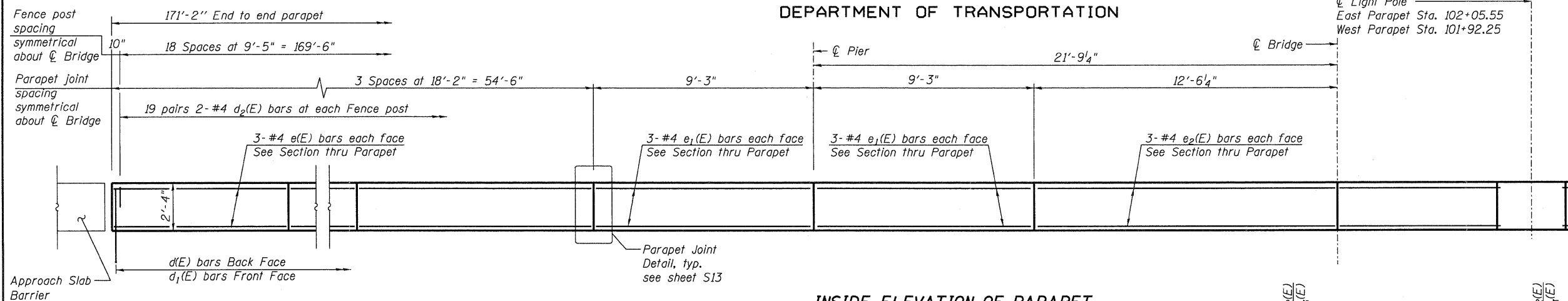
DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

SUPERSTRUCTURE DETAILS 1
STRUCTURE NO. 016-2119

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S13	F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 49
	S52 SHEETS	CONTRACT NO. 60F65		ILLINOIS FED. AID PROJECT		

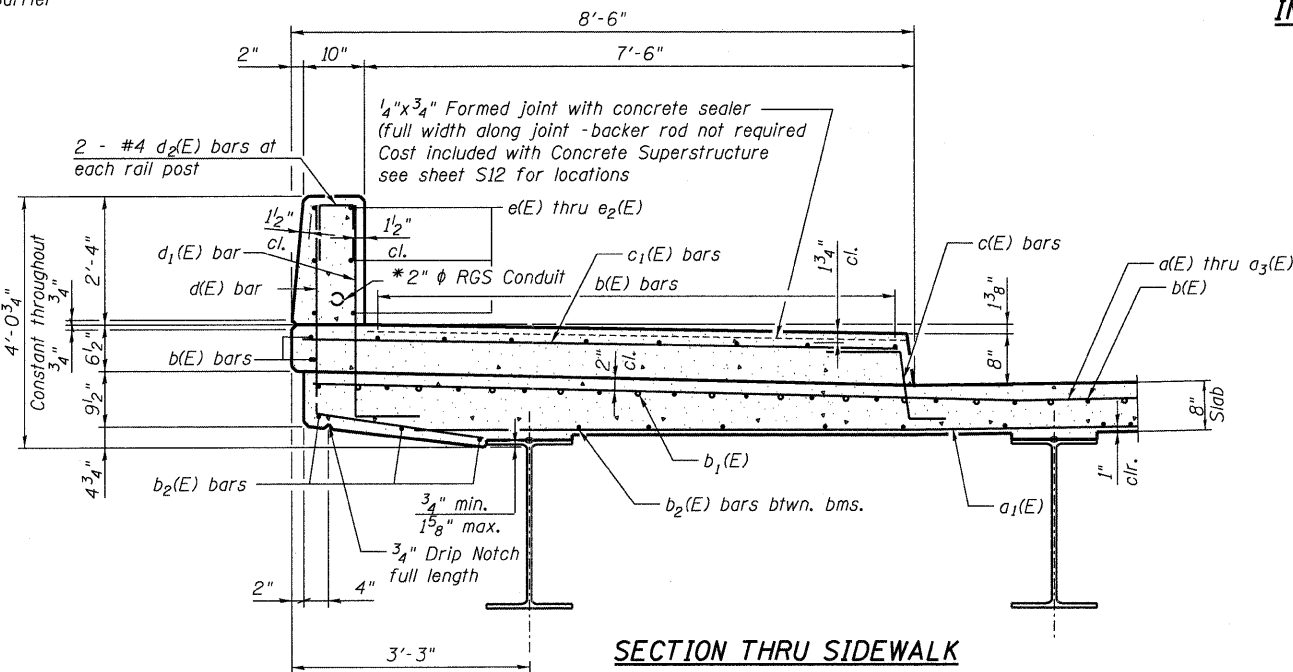
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Light Pole
East Parapet Sta. 102+05.55
West Parapet Sta. 101+92.25



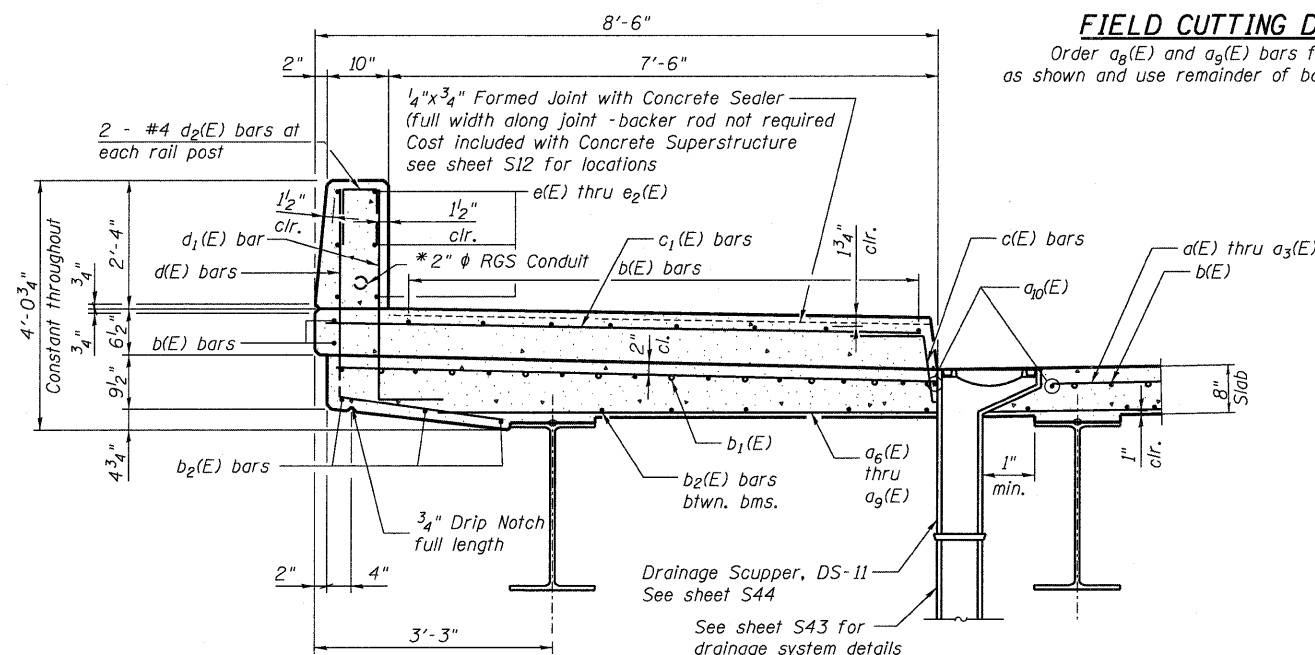
INSIDE ELEVATION OF PARAPET

West Parapet Looking West Shown,
East Parapet Looking East is Similar
Dimensions along Front Face of Parapet

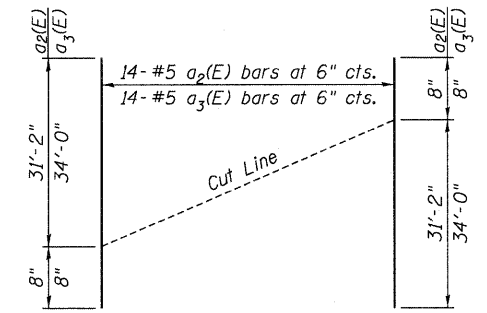


SECTION THRU SIDEWALK

*Conduit shall have minimum
1/2" clearance from all reinforcement.



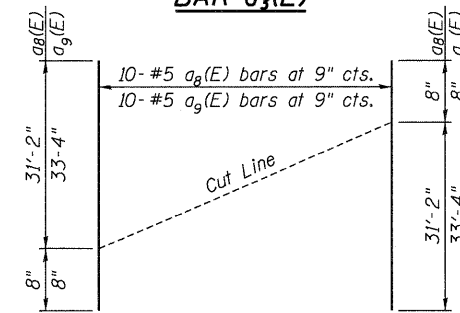
SECTION B-B



BAR d3(E)

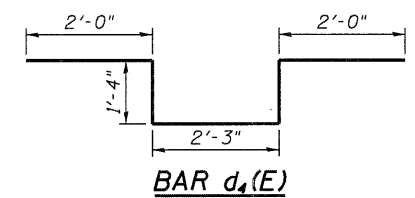
FIELD CUTTING DIAGRAM

Order a2(E) and a3(E) bars full length. Cut
as shown and use remainder of bars in opposite face.



FIELD CUTTING DIAGRAM

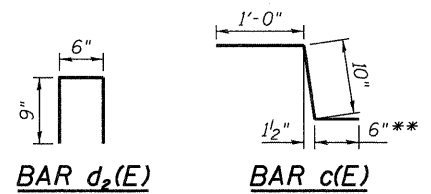
Order a8(E) and a9(E) bars full length. Cut
as shown and use remainder of bars in opposite face.



BAR d2(E)

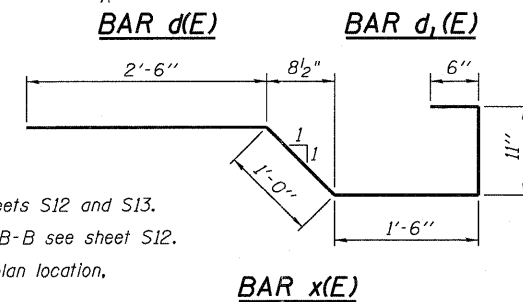
BAR d(E)

BAR d1(E)



BAR c(E)

**In lieu of bottom leg, c(E) bars may be cored
and set according to Article 509.06 of Standard
Specifications. Cored holes shall be roughened
or scored per manufacturer's recommendations.
Maximum depth of cored shall not exceed 6".



BAR x(E)

BARS a12(E) and a13(E)

BAR a11(E)

SUPERSTRUCTURE DETAILS 2
STRUCTURE NO. 016-2119

Bar	No.	Size	Length	Shape
a(E)	315	#5	33' - 8"	—
a1(E)	315	#5	36' - 9"	—
a2(E)	14	#5	31' - 10"	—
a3(E)	14	#5	34' - 8"	—
a4(E)	10	#5	34' - 9"	—
a5(E)	10	#5	36' - 11"	—
a6(E)	210	#5	33' - 7"	—
a7(E)	210	#5	36' - 8"	—
a8(E)	10	#5	31' - 10"	—
a9(E)	10	#5	34' - 0"	—
a10(E)	16	#5	2' - 0"	—
a11(E)	48	#5	8' - 0"	—
a12(E)	6	#5	2' - 4"	—
a13(E)	6	#5	5' - 4"	—
b(E)	558	#5	31' - 3"	—
b1(E)	497	#5	27' - 3"	—
b2(E)	142	#6	25' - 2"	—
c(E)	344	#5	2' - 4"	—
c1(E)	344	#5	8' - 3"	—
d(E)	344	#4	5' - 8"	—
d1(E)	344	#6	4' - 3"	—
d2(E)	76	#4	2' - 0"	—
d3(E)	6	#6	4' - 9"	—
d4(E)	10	#6	8' - 11"	—
e(E)	72	#4	17' - 10"	—
e1(E)	48	#4	8' - 11"	—
e2(E)	24	#4	12' - 3"	—
x(E)	146	#5	6' - 5"	—
Concrete Superstructure	Cu. Yds.	424.8		
Bridge Deck Grooving	Sq. Yds.	1,043		
Protective Coat	Sq. Yds.	1,475		
Reinforcement Bars, Epoxy Coated	Pound	88,980		
Bar Splicers (E)	Each	541		

- Notes:
1. Work this sheet with sheets S12 and S13.
 2. For location of Section B-B see sheet S12.
 3. For electrical conduits plan location, see sheets E2 and E3.
 4. For electrical conduits details, see sheet E8.
 5. For Bridge Fence Railing details see sheet S25.

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

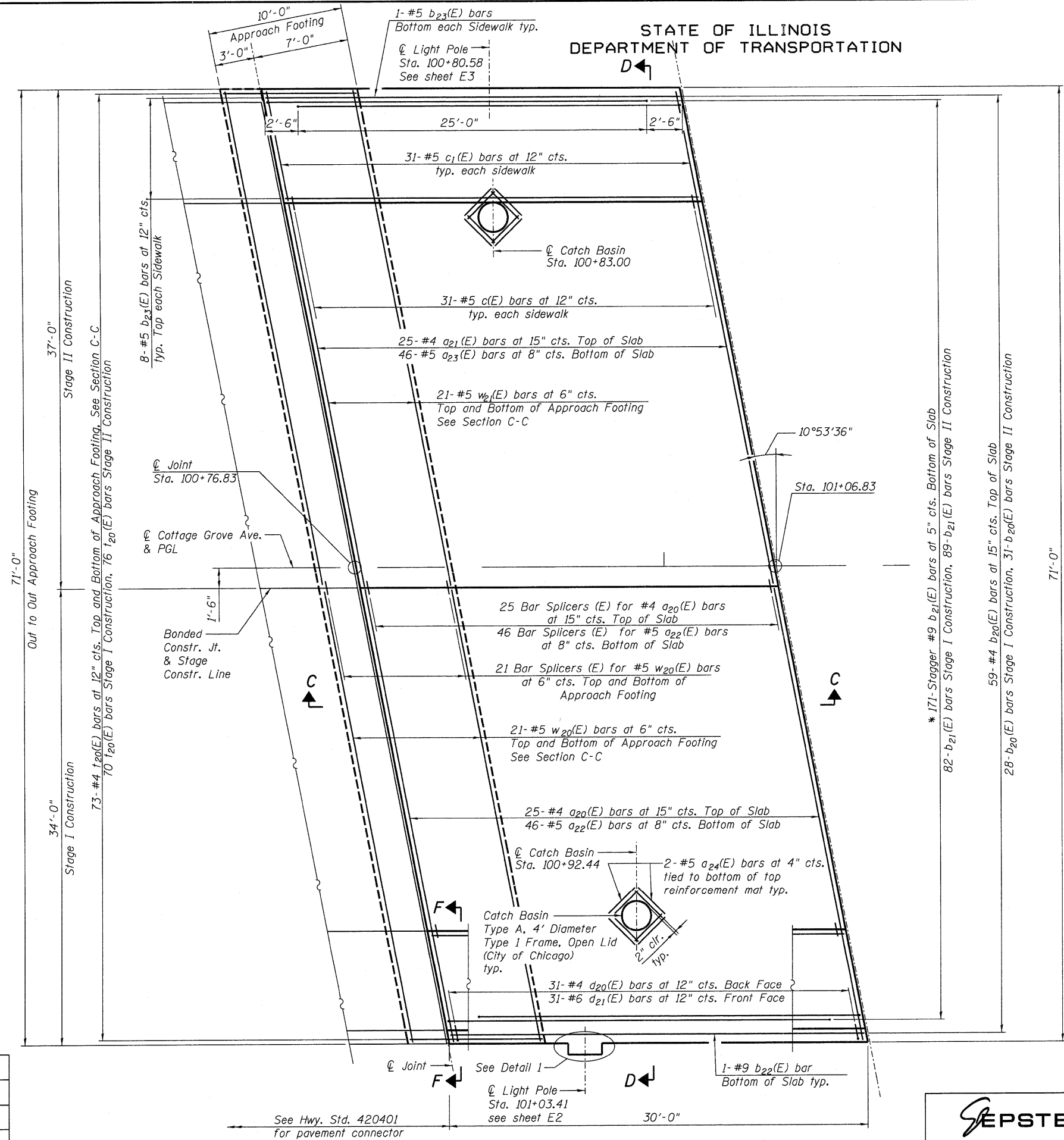
SEPSTEIN
600 WEST FULTON STREET
CHICAGO, ILLINOIS
60661-1259
TEL 312 454 9100
FAX 312 559 1217
WEB www.sepsteinglobal.com

SHEET NO. S14
S52 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	50
CONTRACT NO. 60F65				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

D



* Tilt #9 b₂₁(E) bars as required to maintain clearance.

Notes:

1. Work this sheet with sheets S16 and S19.
2. See sheet S16 for Sections C-C & D-D.
3. For Detail 1 and View F-F see sheet S19.
4. For Parapet Elevation and Bill of Material, see sheet S16.
5. For Bar Splicer (E) details see sheet S45.
6. For Catch Basin details, see sheet BD47.
7. a₂₀(E) thru a₂₃(E) bar spacings measured along \hat{C} Rdwy.

**SOUTH APPROACH SLAB
STRUCTURE NO. 016-2119**

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

See Hwy. Std. 420401
for pavement connector

PLAN

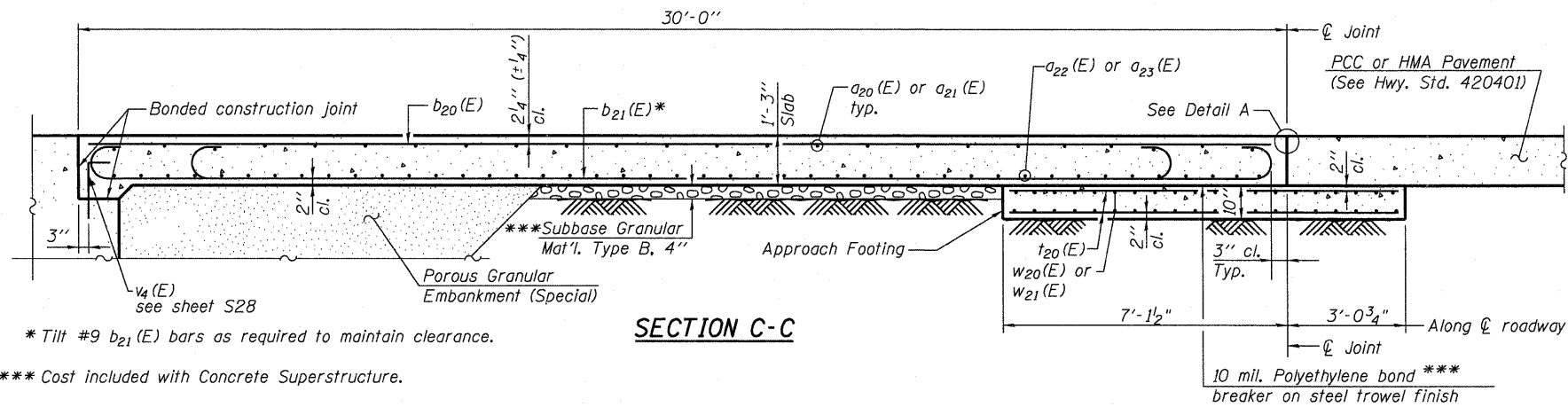
EPSTEIN
600 WEST FULTON STREET
CHICAGO, ILLINOIS
60661-1259

TEL 312 454 9100
FAX 312 559 1217
WEB www.epsteinglobal.com

SHEET NO. S15 S52 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94	1314B-1	COOK	110	51
CONTRACT NO. 60F65					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

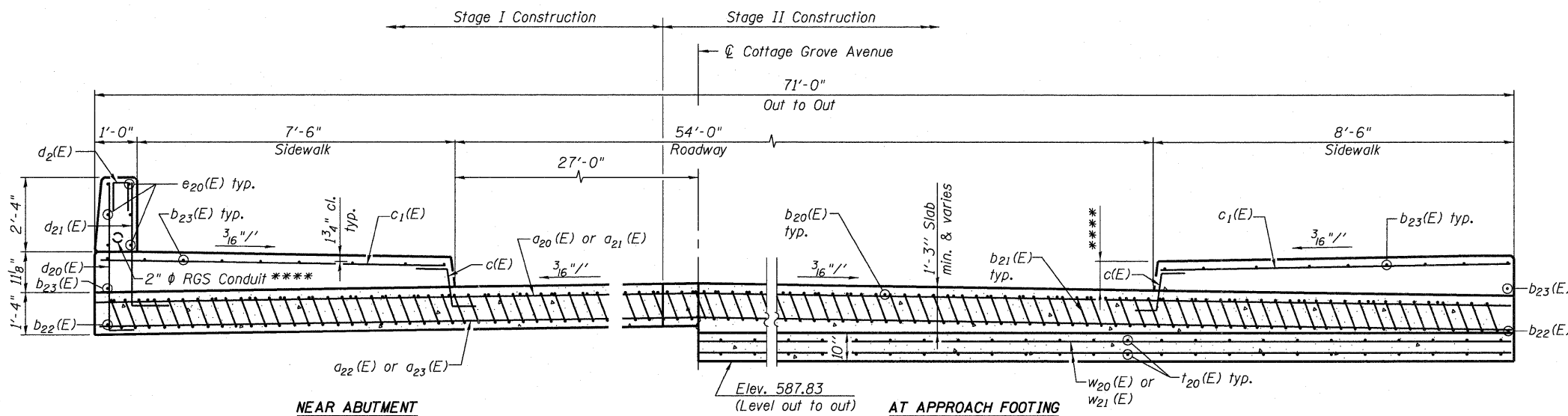
SOUTH APPROACH
BILL OF MATERIAL



SECTION C-C

* Tilt #9 b₂₁(E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.

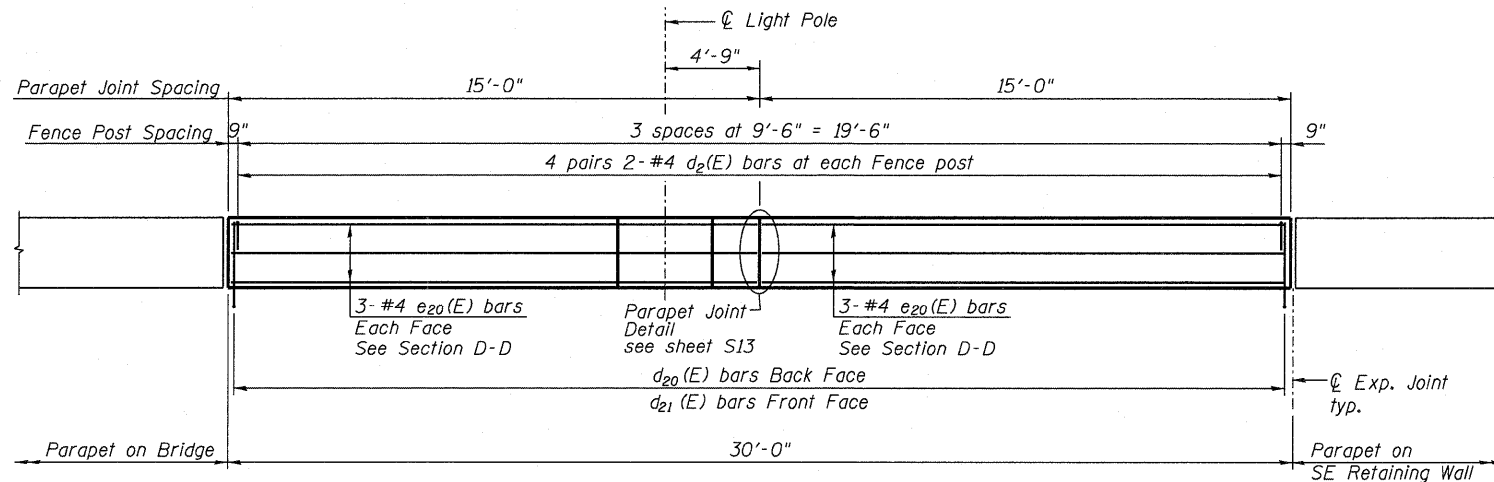


SECTION D-D

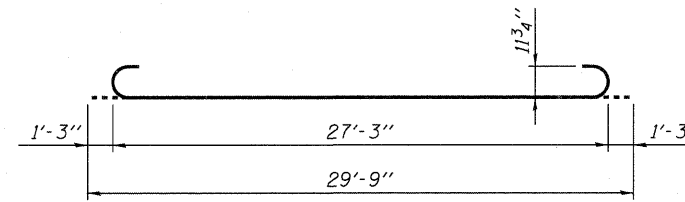
(See Plan for dimensions not shown)

**** Varies from 8" at Bridge
to 6" at End of Approach Slabs

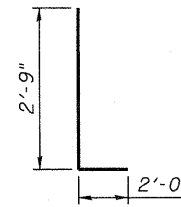
**** Conduit shall have minimum
1/2" clearance from all reinforcement.



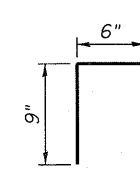
PARAPET ELEVATION
(Front Face of SE Parapet Shown)



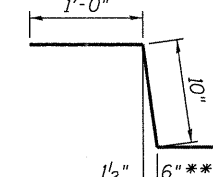
BAR b₂₁(E)



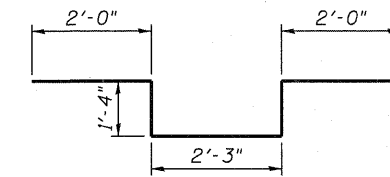
BAR d₃(E)



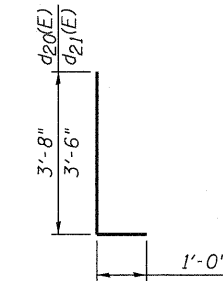
BAR d₂(E)



BAR c(E)



BAR d₄(E)



BARS d₂₀(E) AND d₂₁(E)

Bar	No.	Size	Length	Shape
a ₂₀ (E)	25	#4	34' - 2"	—
a ₂₁ (E)	25	#4	37' - 3"	—
a ₂₂ (E)	46	#5	34' - 2"	—
a ₂₃ (E)	46	#5	37' - 3"	—
a ₂₄ (E)	16	#5	2' - 10"	—
b ₂₀ (E)	59	#4	29' - 8"	—
b ₂₁ (E)	171	#9	29' - 9"	—
b ₂₂ (E)	2	#9	29' - 8"	—
b ₂₃ (E)	18	#5	29' - 8"	—
c(E)	62	#5	2' - 4"	—
c ₁ (E)	62	#5	8' - 3"	—
d ₂ (E)	8	#4	2' - 0"	—
d ₃ (E)	3	#6	4' - 9"	—
d ₄ (E)	5	#6	8' - 11"	—
d ₂₀ (E)	31	#4	4' - 8"	—
d ₂₁ (E)	31	#6	4' - 6"	—
e ₂₀ (E)	12	#4	14' - 8"	—
t ₂₀ (E)	146	#4	9' - 9"	—
w ₂₀ (E)	42	#5	34' - 2"	—
w ₂₁ (E)	42	#5	37' - 3"	—
Concrete Structures			Cu. Yd.	22.2
Concrete Superstructure			Cu. Yd.	115.0
Bridge Deck Grooving			Sq. Yd.	180
Protective Coat			Sq. Yd.	249
Reinforcement Bars, Epoxy Coated			Pound	29,190
Bar Splicers (E)			Each	113

** In lieu of bottom leg, c(E) bars may be cored and set according to Article 509.06 of Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored shall not exceed 6".

Notes:

1. For Detail A, see sheet S19.
2. Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
3. Approach footing concrete shall be paid for as Concrete Structures.
4. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
5. The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
6. For Bar Splicer (E) details, see sheet S45.
7. Cost of excavation for approach footing included with Concrete Structures.
8. For Porous Granular Embankment (Special) and drainage treatment details, see sheet S28.
9. For Bridge Fence Railing, see sheet S25.

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

SOUTH APPROACH
SLAB DETAILS
STRUCTURE NO. 016-2119

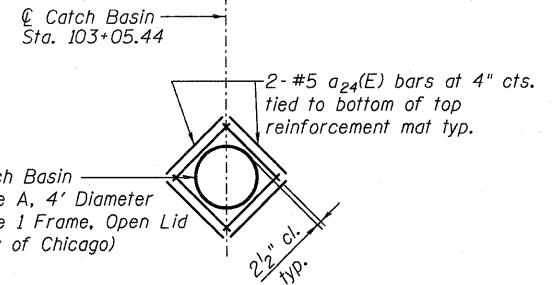
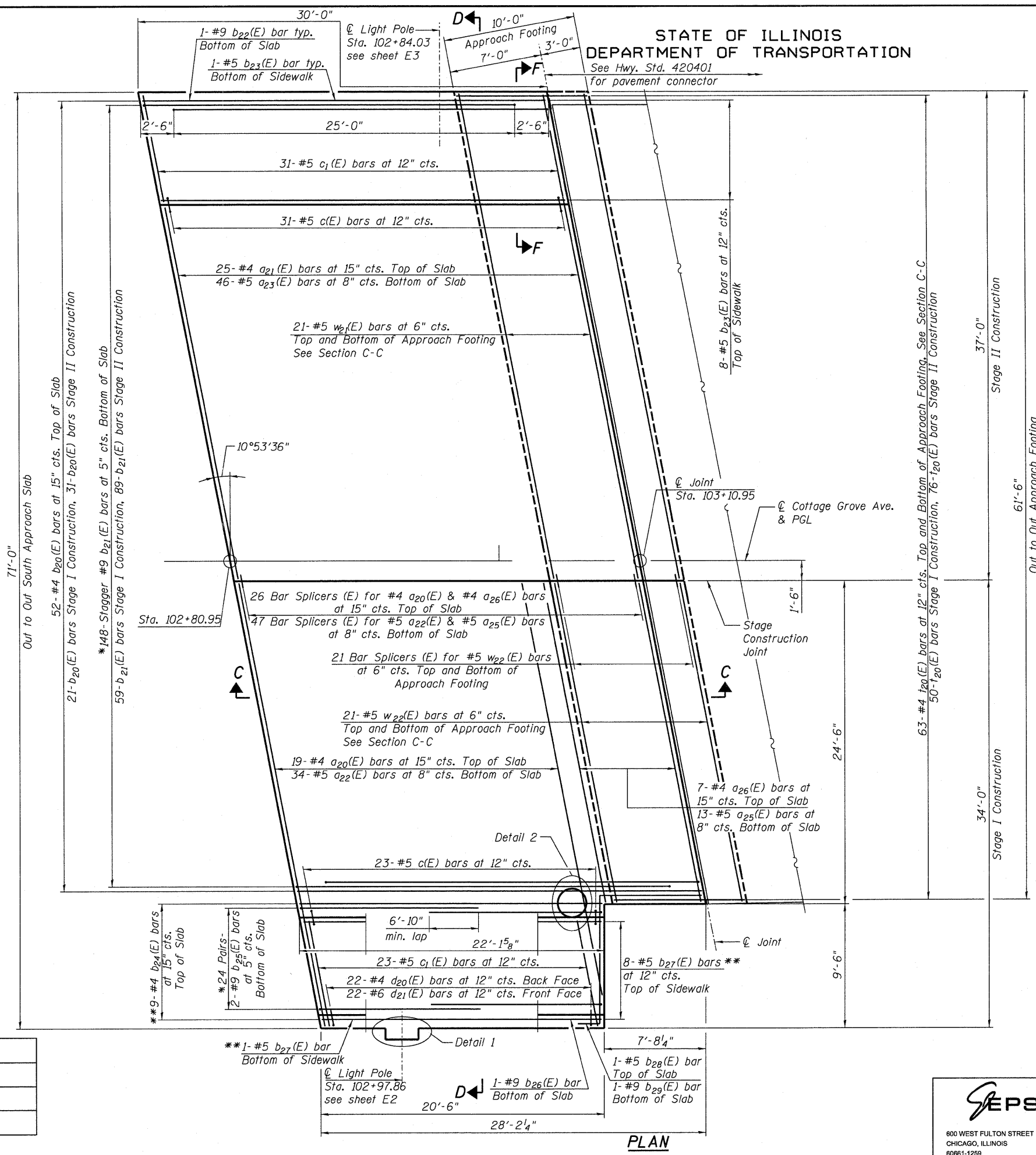
	SHEET NO. S16 S52 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		94	1314B-1	COOK	110	52
CONTRACT NO. 60F65						ILLINOIS FED. AID PROJECT

600 WEST FULTON STREET
CHICAGO, ILLINOIS
60661-1259

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WEB www.epsteinglobal.com

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

See Hwy. Std. 420401
for pavement connector



DETAIL 2

* Tilt b21(E) and b25(E) bars as required to maintain clearance.
** Cut in field as required

- Notes:
1. Work this sheet with sheets S18 and S19.
 2. See sheet S18 for Sections C-C & D-D.
 3. For Detail 1 and View F-F, see sheet S19.
 4. For Parapet Elevation and Bill of Material, see sheet S18.
 5. For Bar Splicer (E) details, see sheet S45.
 6. a20(E) thru a25(E) bar spacings measured along \hat{C} Rdwy.

**NORTH APPROACH SLAB
STRUCTURE NO. 016-2119**

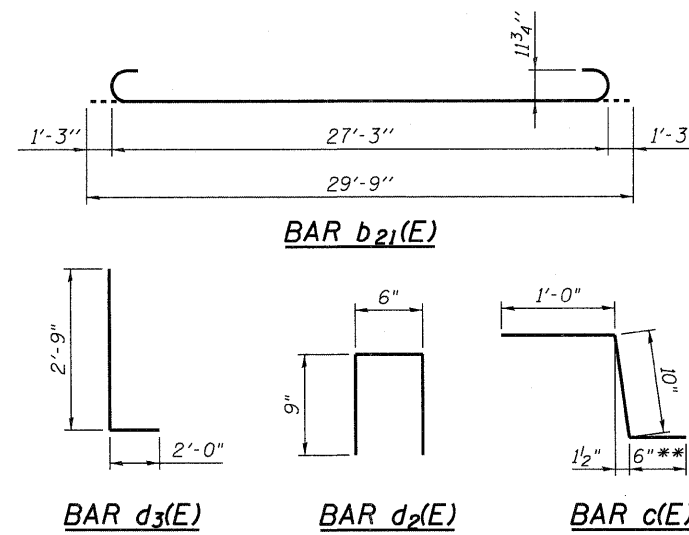
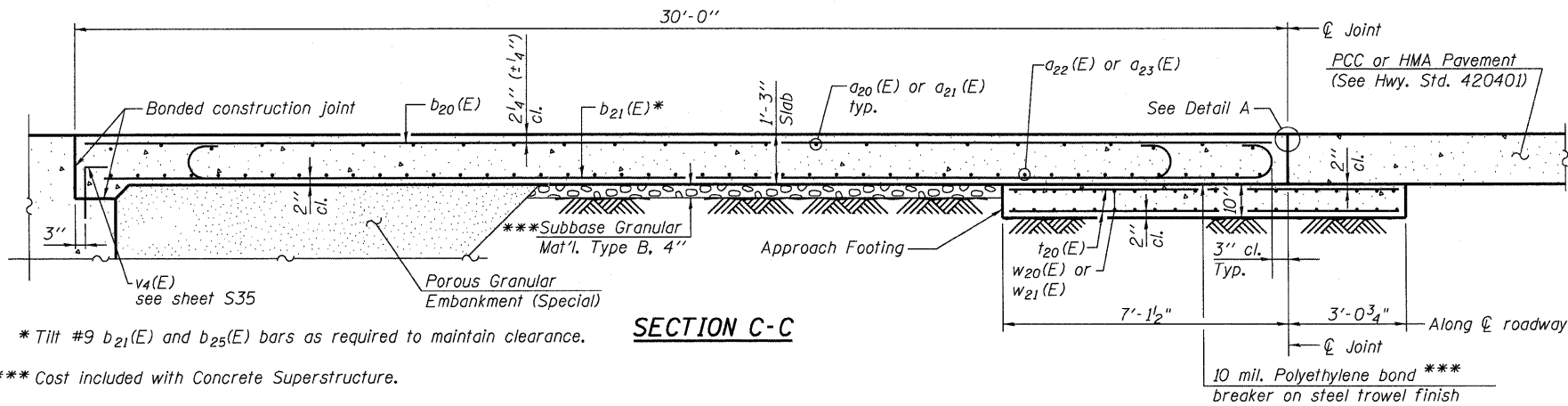
DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

	SHEET NO. S17 S52 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		94	1314B-1	COOK	110	53
				CONTRACT NO. 60F65		
ILLINOIS FED. AID PROJECT						

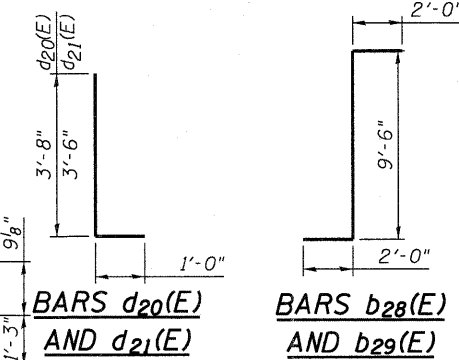
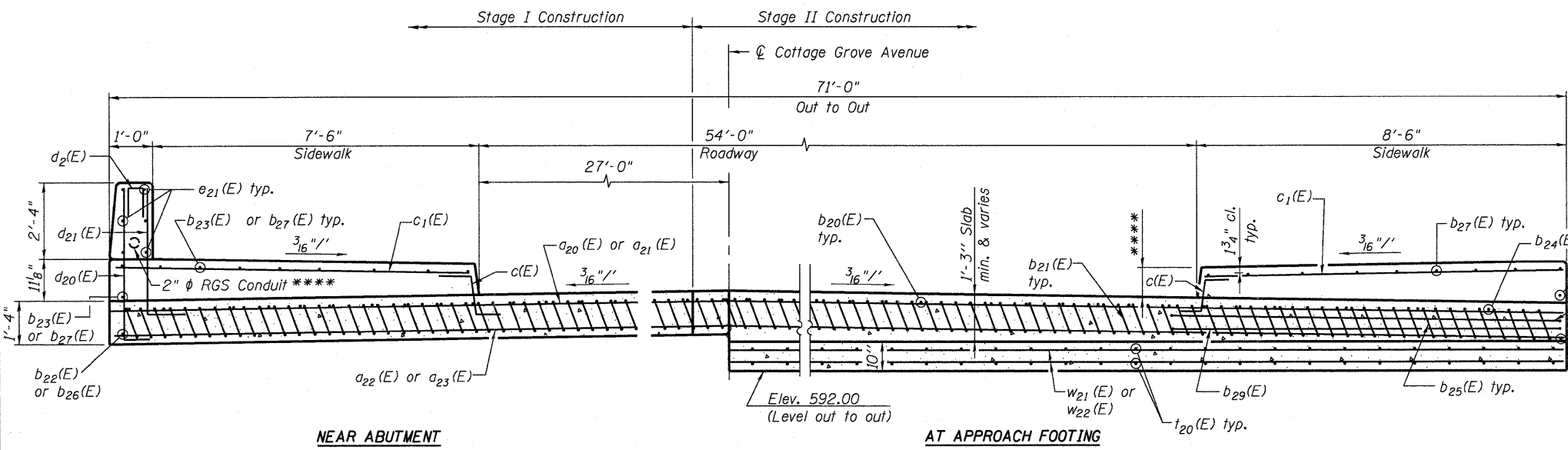
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**NORTH APPROACH
BILL OF MATERIAL**

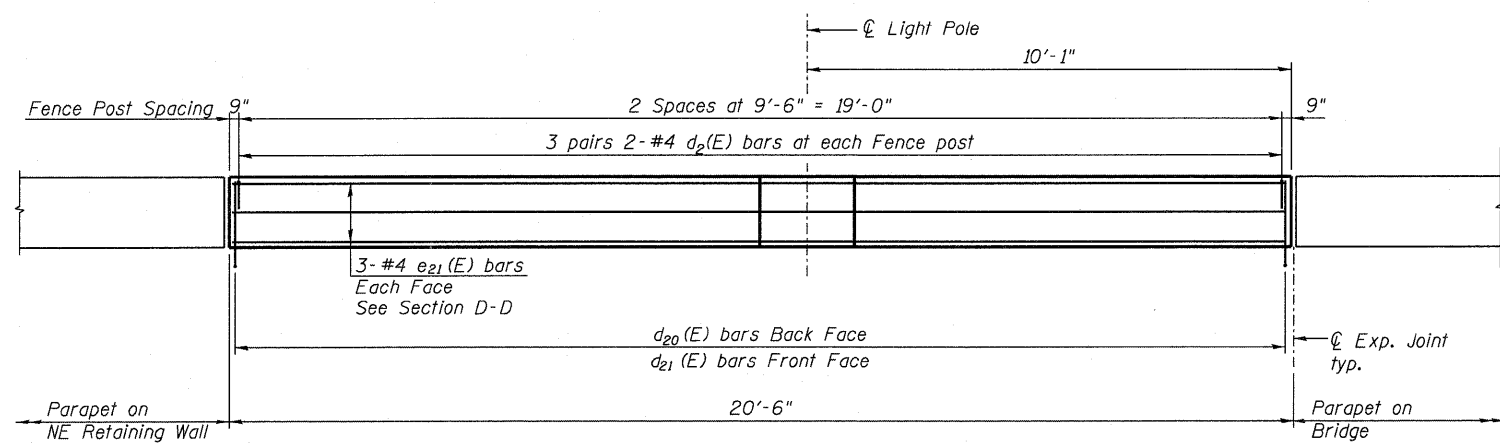


**In lieu of bottom leg, $c(E)$ bars may be cored and set according to Article 509.06 of Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored shall not exceed 6".



Bar	No.	Size	Length	Shape
$a_{20}(E)$	19	#4	34' - 2"	—
$a_{21}(E)$	25	#4	37' - 3"	—
$a_{22}(E)$	34	#5	34' - 2"	—
$a_{23}(E)$	46	#5	37' - 3"	—
$a_{24}(E)$	8	#5	2' - 10"	—
$a_{25}(E)$	13	#5	24' - 6"	—
$a_{26}(E)$	7	#4	24' - 6"	—
$b_{20}(E)$	52	#4	29' - 8"	—
$b_{21}(E)$	148	#9	29' - 9"	—
$b_{22}(E)$	1	#9	29' - 8"	—
$b_{23}(E)$	9	#5	29' - 8"	—
$b_{24}(E)$	9	#4	21' - 10"	—
$b_{25}(E)$	48	#9	15' - 9"	—
$b_{26}(E)$	1	#9	20' - 2"	—
$b_{27}(E)$	9	#5	21' - 10"	—
$b_{28}(E)$	1	#5	13' - 6"	—
$b_{29}(E)$	1	#9	13' - 6"	—
$c(E)$	54	#5	2' - 4"	—
$c_1(E)$	54	#5	8' - 3"	—
$d_2(E)$	6	#4	2' - 0"	—
$d_3(E)$	3	#6	4' - 9"	—
$d_4(E)$	5	#6	8' - 11"	—
$d_{20}(E)$	22	#4	4' - 8"	—
$d_{21}(E)$	22	#6	4' - 6"	—
$e_{21}(E)$	6	#4	20' - 2"	—
$i_{20}(E)$	126	#4	9' - 9"	—
$w_{21}(E)$	21	#5	37' - 3"	—
$w_{22}(E)$	21	#5	24' - 7"	—
Concrete Structures		Cu. Yd.	19.3	
Concrete Superstructure		Cu. Yd.	109.0	
Bridge Deck Grooving		Sq. Yd.	179	
Protective Coat		Sq. Yd.	236	
Reinforcement Bars, Epoxy Coated		Pound	27,120	
Bar Splicers (E)		Each	115	

**** Conduit shall have minimum 1/2" clearance from all reinforcement.



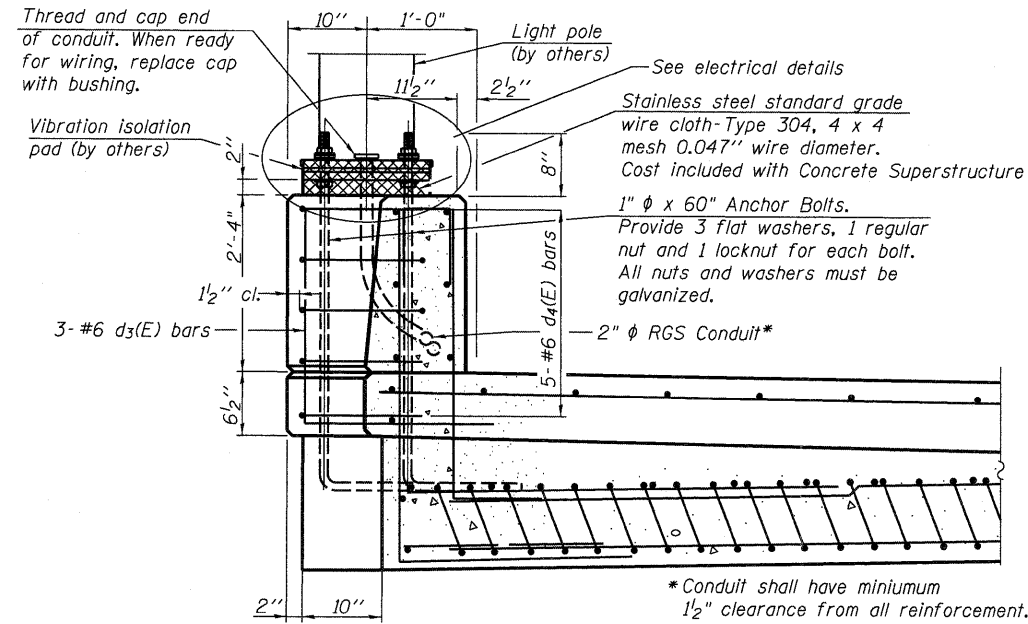
- Notes:
- For Detail A, see sheet S19.
 - Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 - Approach footing concrete shall be paid for as Concrete Structures.
 - Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 - The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 - For Bar Splicer (E) details, see sheet S45.
 - Cost of excavation for approach footing included with Concrete Structures.
 - For Porous Granular Embankment (Special) and drainage treatment details, see sheet S35.
 - For Bridge Fence Railing, see sheet S25.

**NORTH APPROACH
SLAB DETAILS
STRUCTURE NO. 016-2119**

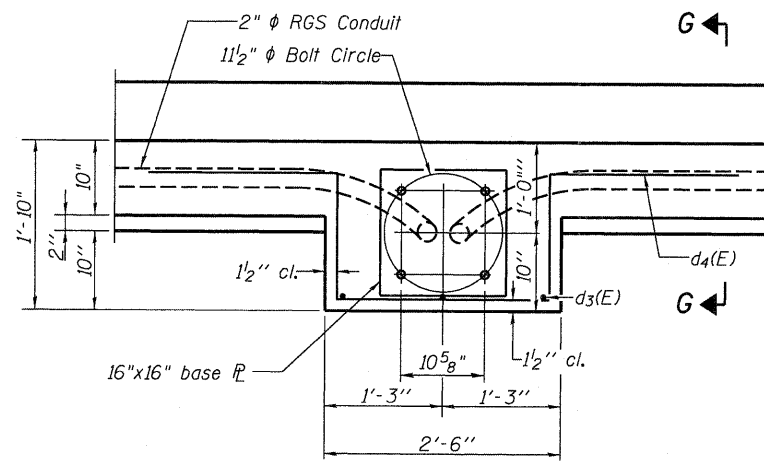
DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.stepsteinglobal.com	SHEET NO. S18	F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 54
	S52 SHEETS	CONTRACT NO. 60F65		ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

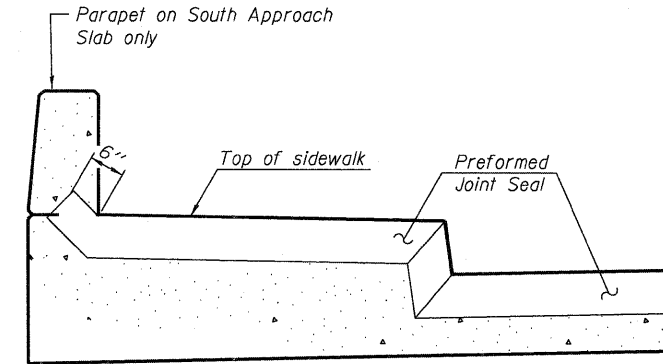


SECTION G-G

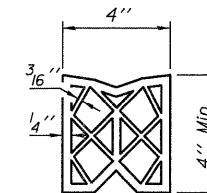


DETAIL 1

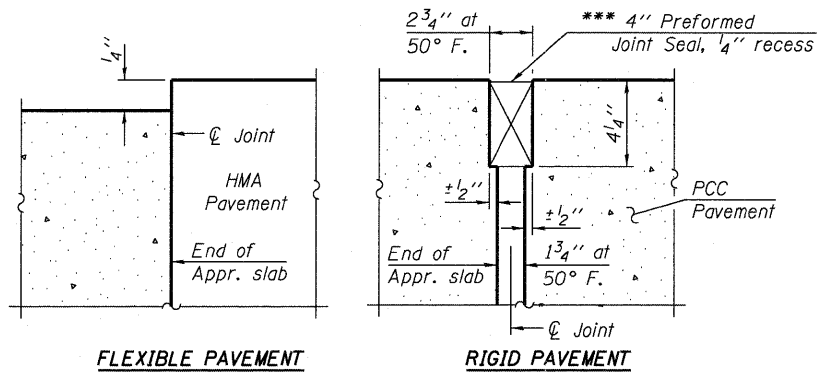
Note:
Cost of anchor rods and conduit is included with Concrete Superstructure.



VIEW F-F
Angle Preformed Joint Seal at 45°



PREFORMED JOINT SEAL



DETAIL A

*** Cost included with Concrete Superstructure.

Notes:

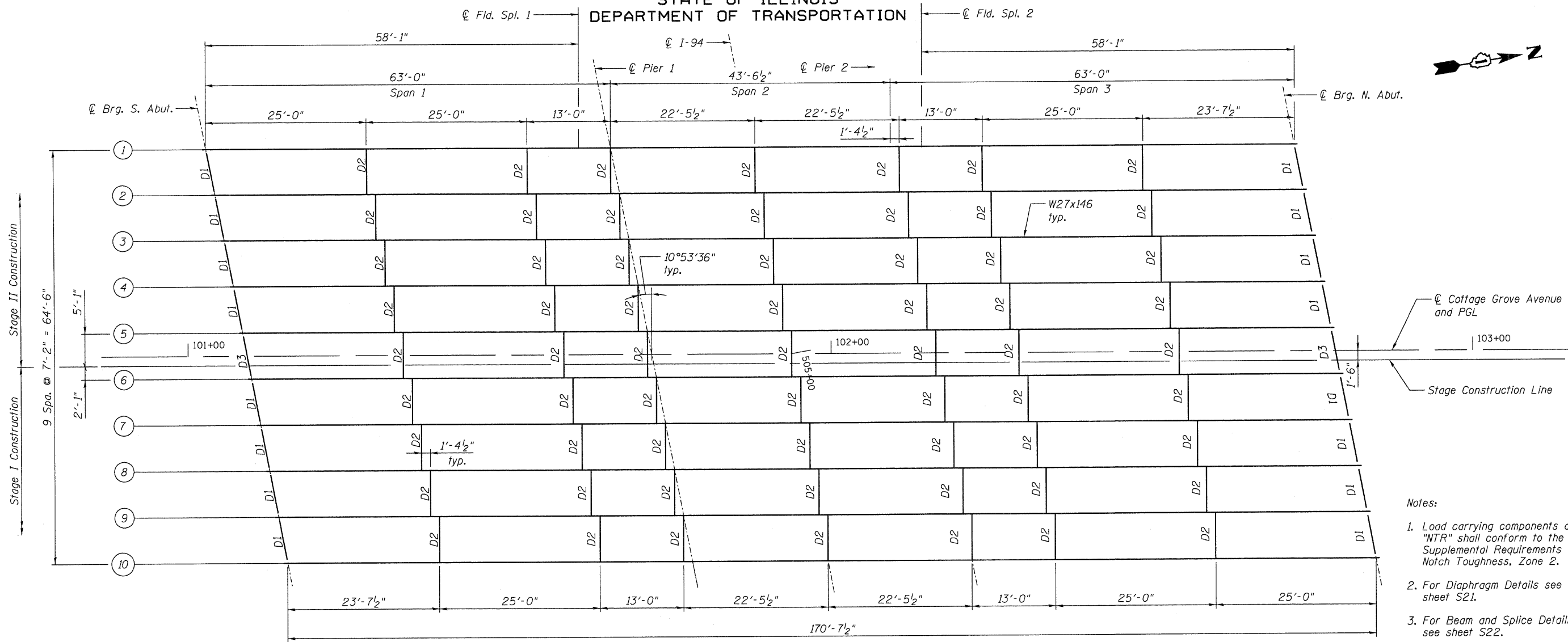
1. Work this sheet with sheets S15 thru S18.
2. For location of Detail 1 and View F-F see sheets S15 and S17.
3. For location of Detail A see sheets S16 and S18.
4. For electrical conduits plan location, see sheets E2 and E3.
5. For electrical conduits details, see sheet E8.

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

APPROACH SLAB DETAILS
STRUCTURE NO. 016-2119

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1258 TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S19 S52 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		94	1314B-1	COOK	110	55
CONTRACT NO. 60F65						ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



- Notes:
1. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
 2. For Diaphragm Details see sheet S21.
 3. For Beam and Splice Details see sheet S22.

FRAMING PLAN

	Abut.	Pier
R _{DC1} (k)	24.4	53.9
R _{DC2} (k)	14.4	29.3
R _{DW} (k)	7.5	15.2
R _{IM} (k)	79.3	126.7
R _{Total} (k)	125.6	225.1

	0.4 Span 1 or 0.6 Span 3	Pier 1 or Pier 2	0.5 Span 2
I _s (in ⁴)	5630	5630	5630
I _c (n) (in ⁴)	15,544	15,544	15544
I _c (3n) (in ⁴)	11,284	-	11284.2
S _s (in ³)	411	411	411
S _c (n) (in ³)	9,197.7	-	-
S _c (3n) (in ³)	1,685.1	-	-
Z (in ³)	457.33	457.33	457.33
DC1 (k/')	0.926	0.926	0.926
M _{DC1} (k)	322.2	297	77.6
DC2 (k/')	0.516	0.516	0.516
M _{DC2} (k)	199	117.6	5.1
DW (k/')	0.27	0.27	0.27
M _{DW} (k)	104	61.4	2.6
M _{IM} (k)	792.4	341.8	346.2
M _u (Strength I) (k)	2,194.4	1,208.7	519.2
* φ _r M _n , φ _r M _{nc} (k)	2,919.1	-	-
f _s DC1 (ksi)	9.41	8.67	2.27
f _s DC2 (ksi)	1.42	3.43	0.15
f _s DW (ksi)	0.74	1.79	0.08
f _s 1.3(φ _r M _{nc}) (ksi)	20.76	13.08	13.25
f _s (Service II) (ksi)	36.58	27.11	11.19
** f _s (Total)(Strength I) (ksi)	-	-	-
V _r (k)	23.8	-	12.4

* Compact sections
** Non-Compact and slender sections

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
I_c(n), S_c(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads (in⁴ and in³).
I_c(3n), S_c(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in⁴ and in³).
Z: Plastic Section Modulus of the steel section in non-composite areas. Omit line in Moment Table if not used in design calculations (in³).
DC1: Un-factored non-composite dead load (kips/ft.).
M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
M_{IM} + I_M: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
M_u (Strength I): Factored design moment (kip-ft.).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{IM} + I_M
φ_rM_n: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
φ_rM_{nc}: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).
f_s (Service II): Sum of stresses as computed from the moments below (ksi).
M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_{IM} + I_M
f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{IM} + I_M
V_r: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

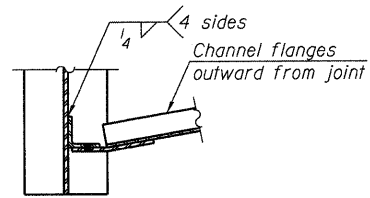
FRAMING PLAN
STRUCTURE NO. 016-2119

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

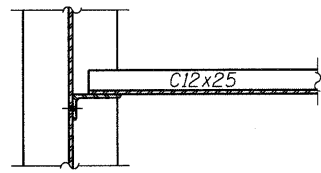
 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259	TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S20	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		S52 SHEETS	94	1314B-1	COOK	110	56
CONTRACT NO. 60F65						ILLINOIS FED. AID PROJECT	

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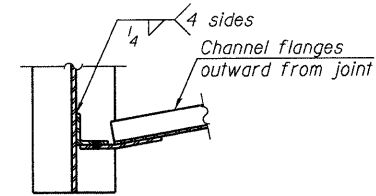
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



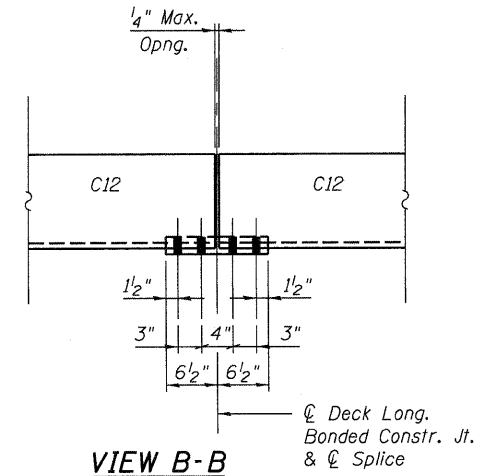
SECTION A-A



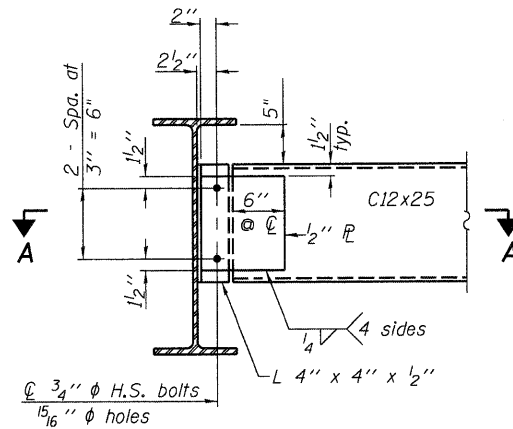
SECTION B-B



SECTION C-C



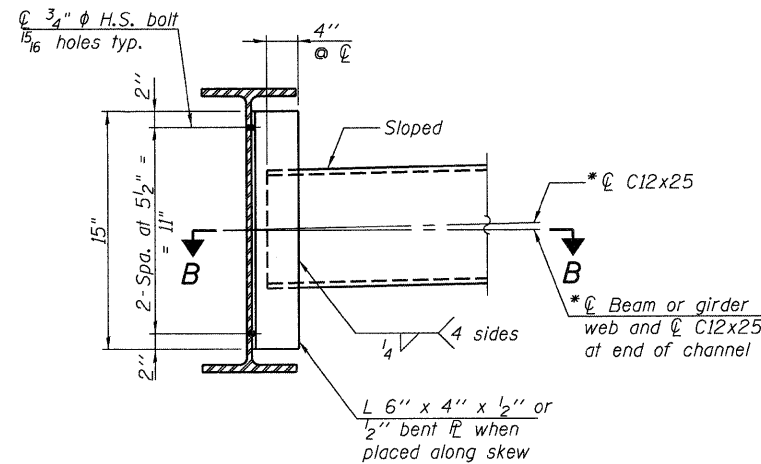
VIEW B-B



END DIAPHRAGM D1

16 Required

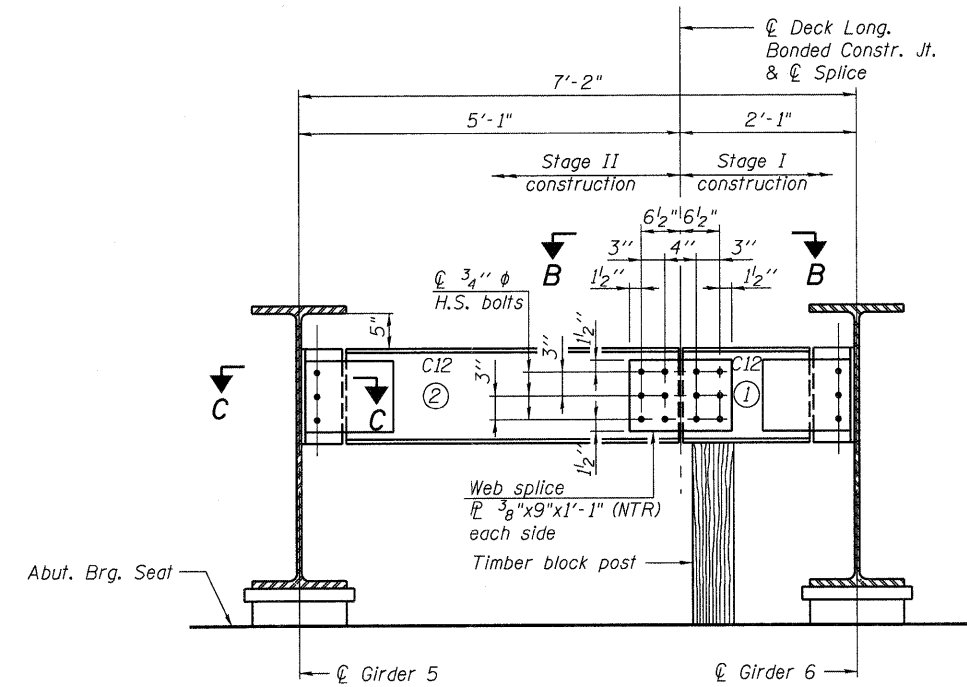
Note:
Two hardened washers required for each set of oversized holes.



DIAPHRAGM D2

63 Required

* Alternate channel C12x30 is permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.



END DIAPHRAGM D3

2 Required
(Looking North at N. Abut.,
S. Abut. Similar)

END DIAPHRAGM STAGE
CONSTRUCTION SEQUENCE

- 1.) Order diaphragm D3 in two sections.
- 2.) Attach section ① of diaphragm to girder 6 during Stage I Construction.
- 3.) Place timber block posts between section ① of diaphragm and abutment bearing seat.
- 4.) Attach section ② of diaphragm to both girder 5 and section ① of diaphragm during Stage II Construction with splice plates.
- 5.) Remove timber block posts.

Notes:

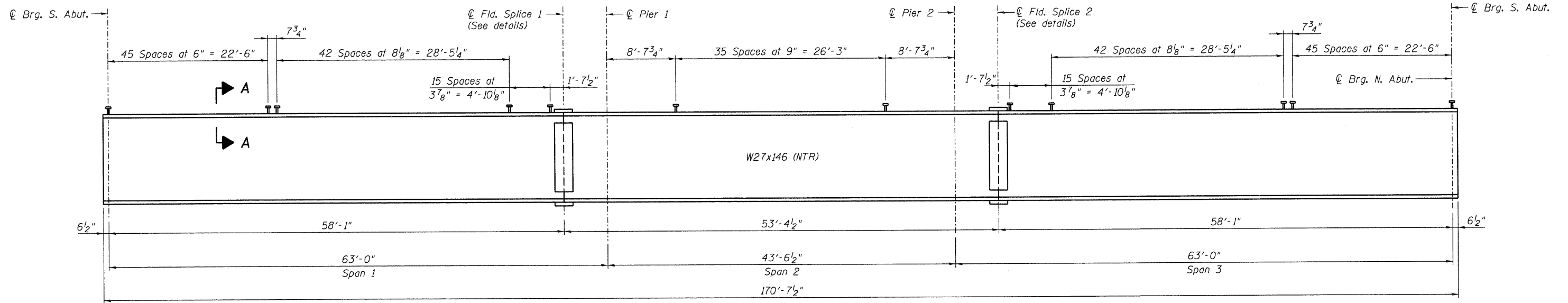
1. See Sheet S20 for diaphragm locations.
2. H.S. bolts for diaphragms shall be AASHTO M164/ASTM A325 H.S. bolts Type 1, mechanically galvanized bolts. Bolts 3/4 in. ϕ , holes 15/16 in. ϕ , unless otherwise noted
3. Two hardened washers required for each set of oversized holes..
4. All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

DIAPHRAGM DETAILS
STRUCTURE NO. 016-2119

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S21	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	S52 SHEETS	94	1314B-1	COOK	110	57
				CONTRACT NO. 60F65		
ILLINOIS FED. AID PROJECT						

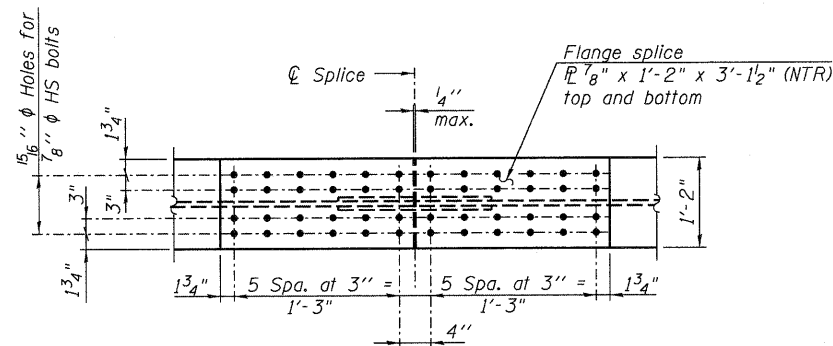
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



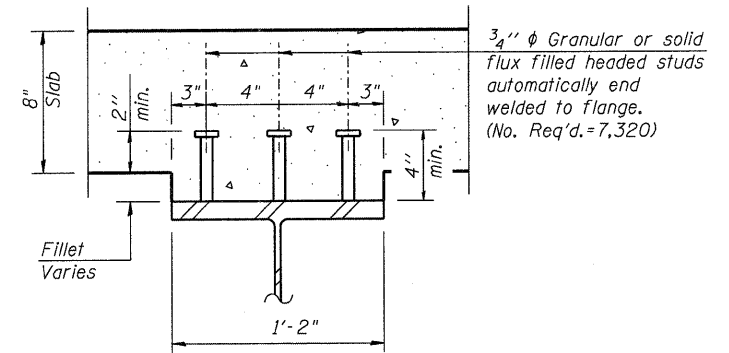
TYPICAL BEAM ELEVATION

TOP OF BEAM ELEVATIONS
(For Fabrication only)

	℄ Brg. S. Abut.	℄ Splice 1	℄ Brg. Pier 1	℄ Brg. Pier 2	℄ Splice 1	℄ Brg. N. Abut.
Beam 1	590.31	591.76	591.85	592.63	592.73	593.36
Beam 2	590.38	591.82	591.91	592.68	592.78	593.40
Beam 3	590.53	591.96	592.05	592.82	592.91	593.52
Beam 4	590.69	592.10	592.19	592.95	593.04	593.64
Beam 5	590.84	592.24	592.33	593.08	593.17	593.76
Beam 6	590.88	592.27	592.36	593.10	593.19	593.77
Beam 7	590.81	592.18	592.27	593.00	593.09	593.66
Beam 8	590.73	592.10	592.19	592.91	593.00	593.55
Beam 9	590.66	592.02	592.10	592.82	592.91	593.45
Beam 10	590.67	592.02	592.10	592.81	592.89	593.43



VIEW B-B



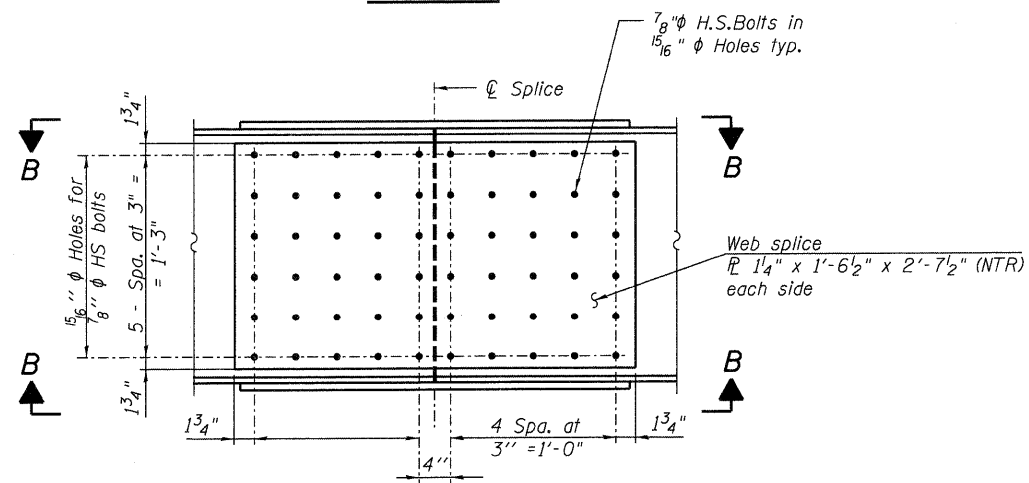
SECTION A-A

Notes:

- Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
- AASHTO M270 Grade 50 steel shall be used for all wide flange beams and splice plates.

BILL OF MATERIALS

Item	Unit	Total
Erecting Structural Steel	L. Sum	1
Stud Shear Connectors	Each	7,320



TYPICAL SPLICE ELEVATION

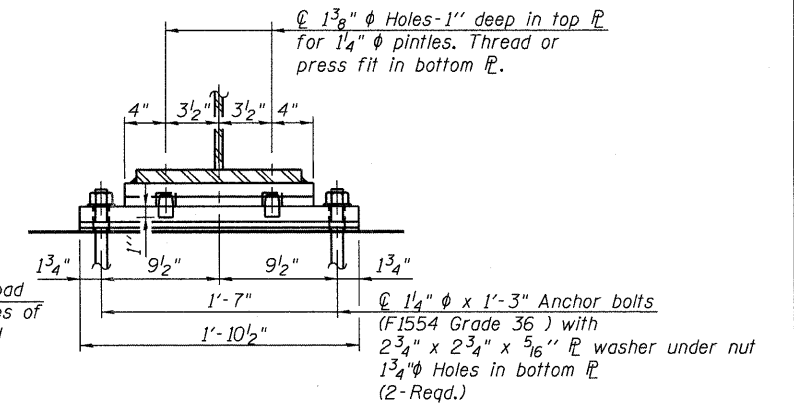
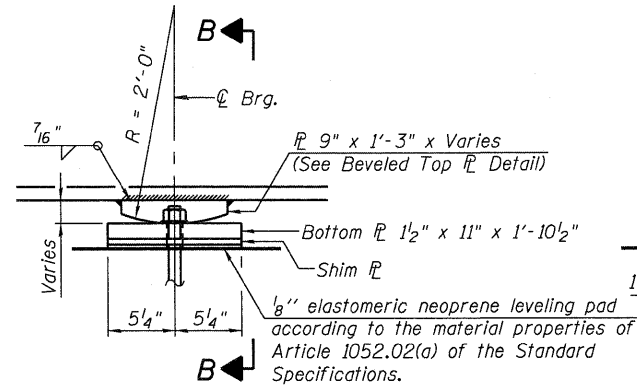
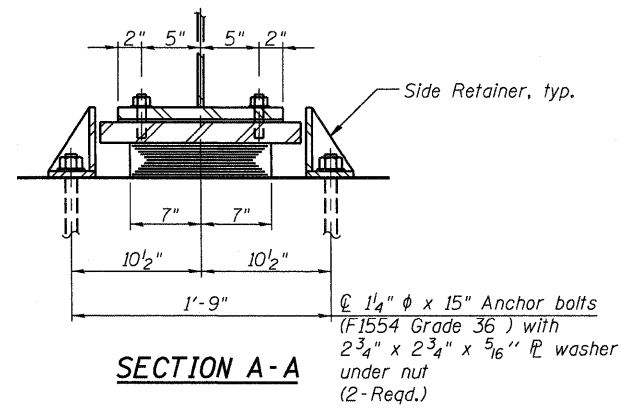
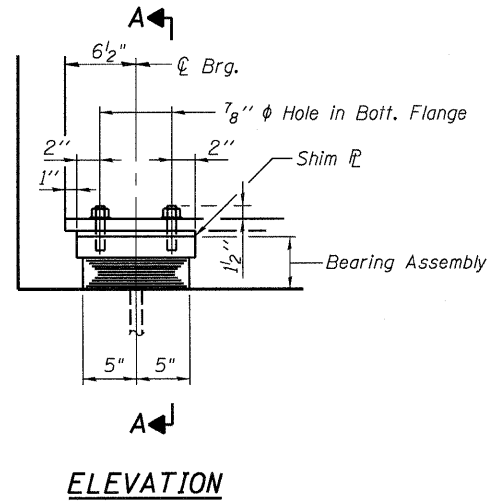
SPLICE DETAIL
(20 Required)

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

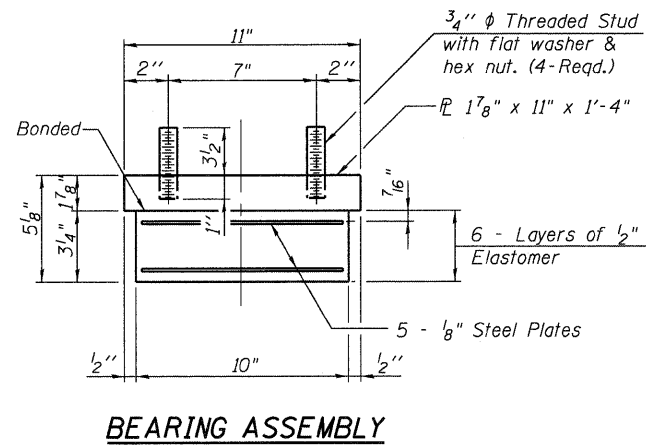
BEAM DETAILS
STRUCTURE NO. 016-2119

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.spsteinglobal.com	SHEET NO. S22 S52 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		94	1314B-1	COOK	110	58
					CONTRACT NO. 60F65	
ILLINOIS FED. AID PROJECT						

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



TYPE I ELASTOMERIC EXP. BRG.
(at Abutments)

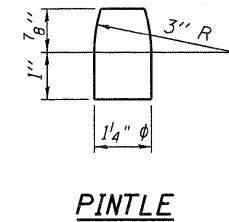


Note:
Shim plates shall not be placed under Bearing Assembly.

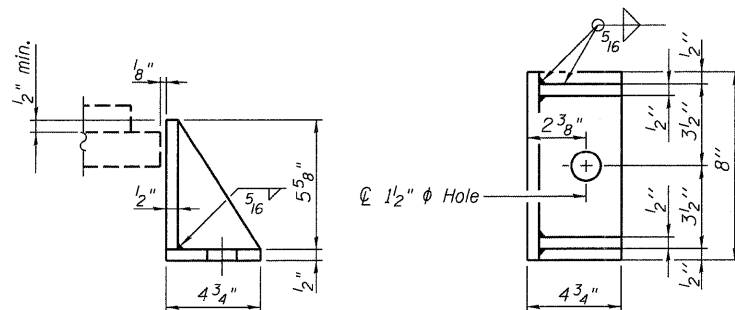
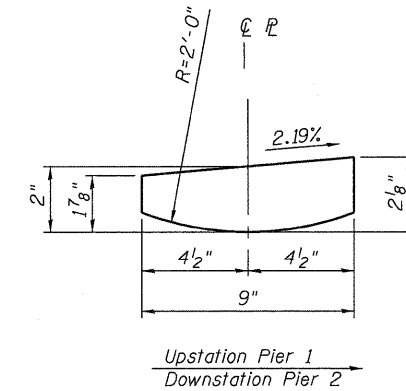
Notes:

- 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.
- Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
- Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
- Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- Cost of installation of side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Erecting Elastomeric Bearing Assembly, Type I.
- The structural steel plates and side retainers of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
- Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

FIXED BEARING
(at Piers)



BEVELED TOP PLATE DETAIL



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

BILL OF MATERIAL

Item	Unit	Total
Erecting Elastomeric Bearing Assembly, Type I	Each	20
Anchor Bolts, 1 1/4"	Each	80

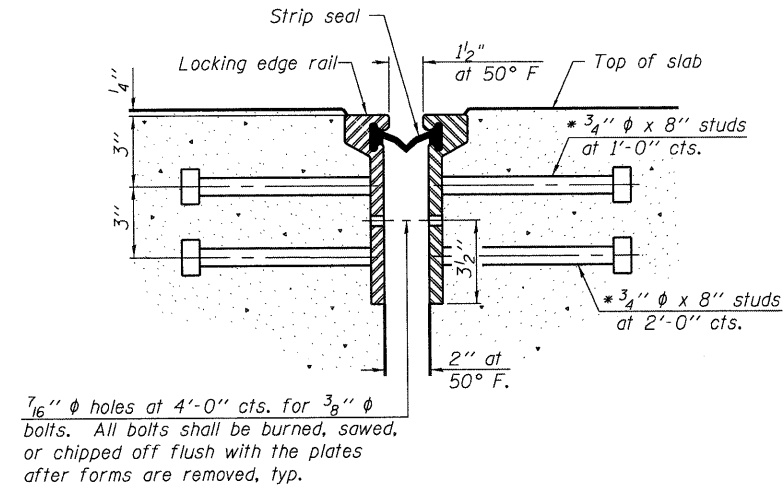
BEARING DETAILS
STRUCTURE NO. 016-2119

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

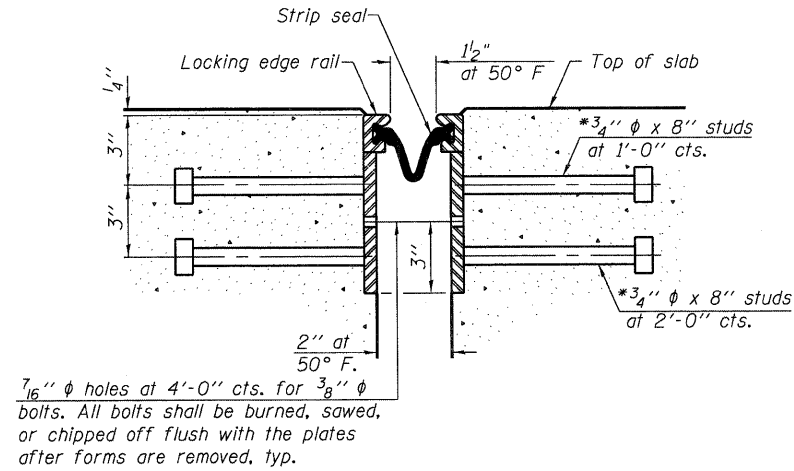
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	S52 SHEETS	CONTRACT NO. 60F65		ILLINOIS FED. AID PROJECT		

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

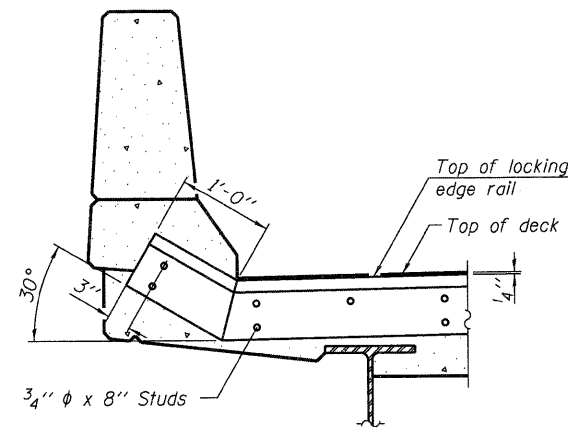
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



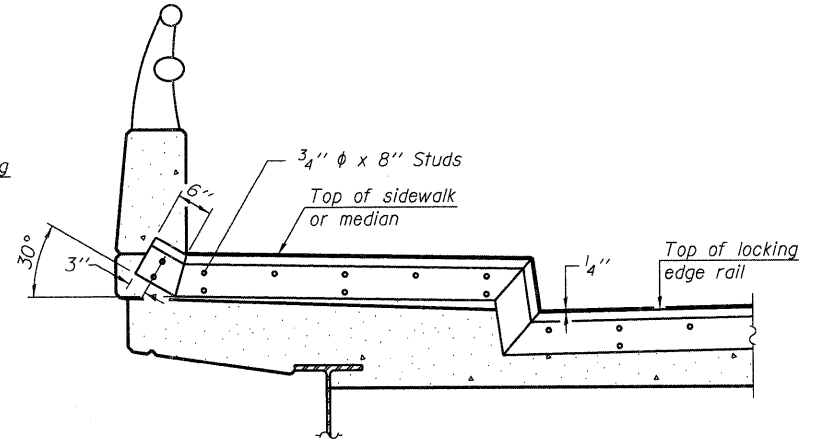
SECTION THRU
ROLLED RAIL JOINT



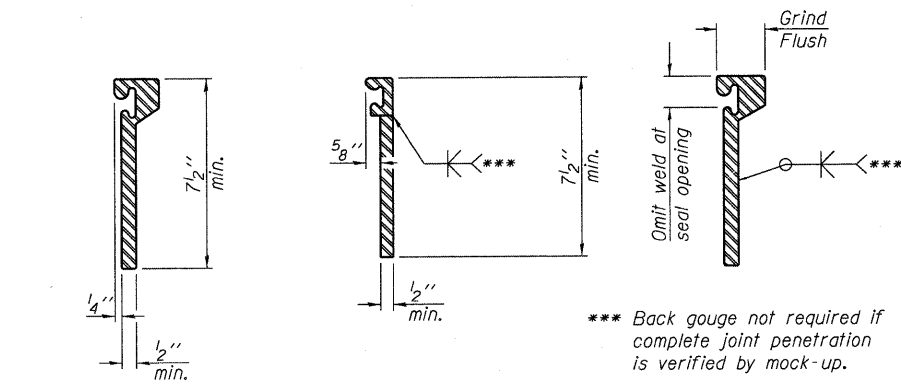
SECTION THRU
WELDED RAIL JOINT



AT PARAPET
See Section A-A for end treatment of skews > 30°.



AT SIDEWALK OR MEDIAN
Shorter plates with a single row of studs at 12 inch center-to-center may be necessary on medians which are shallower than 9 inch. See manufacturer's recommendation.



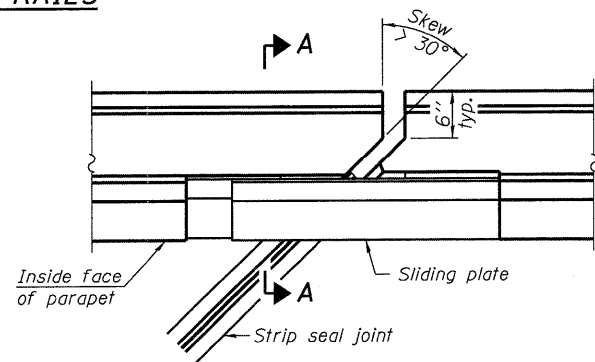
ROLLED
EXTRUDED RAIL WELDED RAIL

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

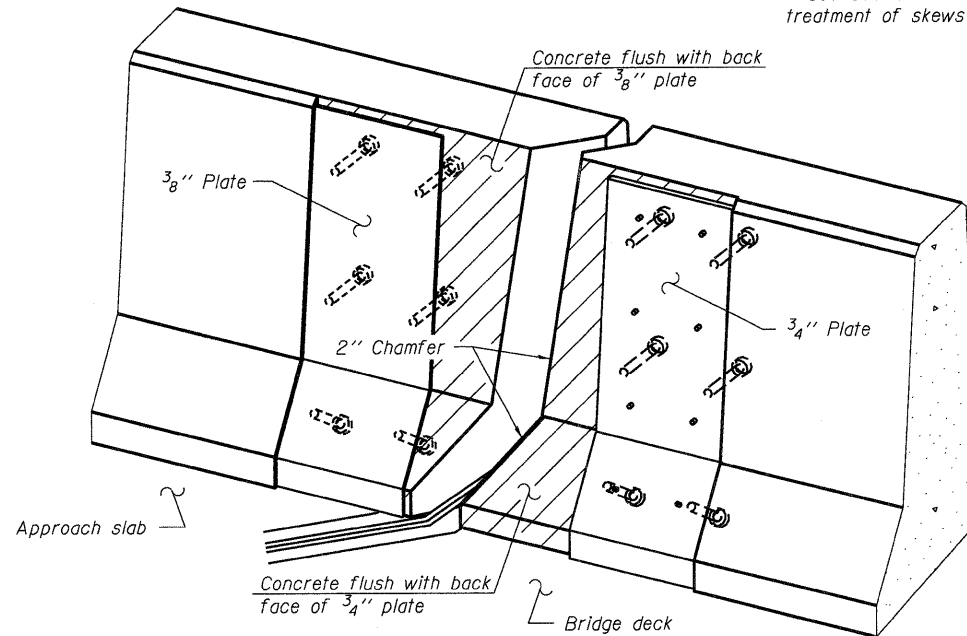
LOCKING EDGE
RAIL SPLICE

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

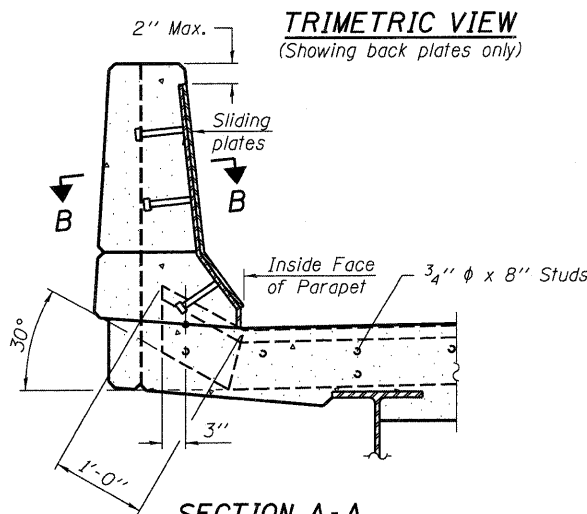
LOCKING EDGE RAILS



PLAN

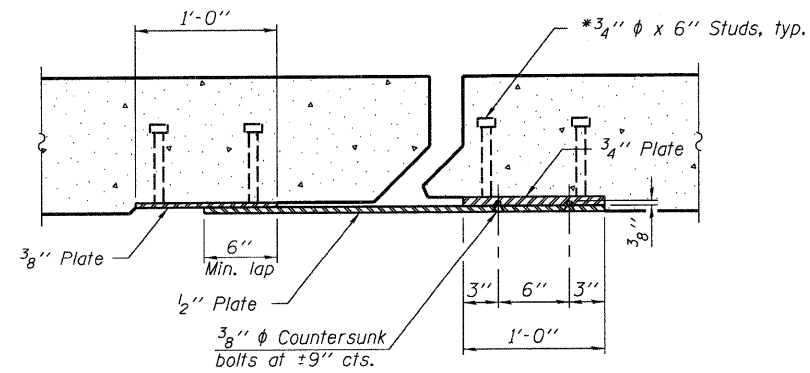


TRIMETRIC VIEW
(Showing back plates only)



SECTION A-A

POINT BLOCK DETAILS
(for skews > 30°)



SECTION B-B

TYPICAL END TREATMENTS

Notes:

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	149

PREFORMED JOINT
STRIP DETAILS
STRUCTURE NO. 016-2119

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

EJ-SSJ

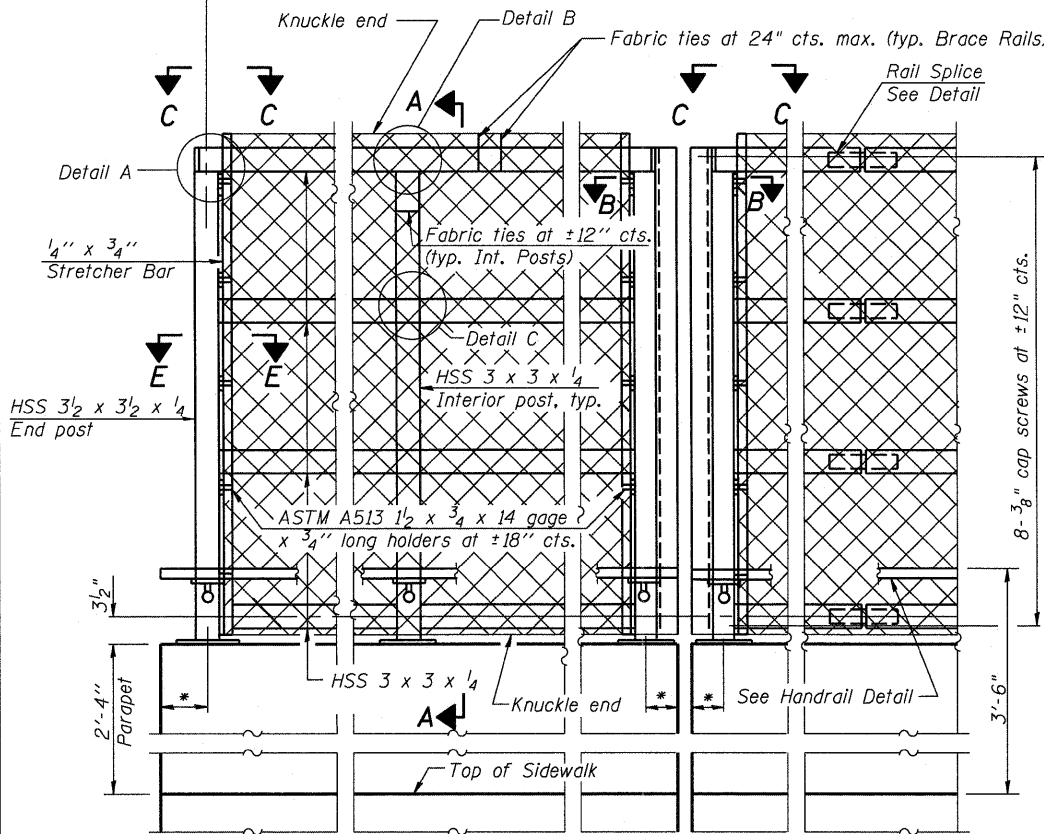
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 600 WEST FULTON STREET CHICAGO, ILLINOIS 60681-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S24	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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					CONTRACT NO. 60F65	
ILLINOIS FED. AID PROJECT						

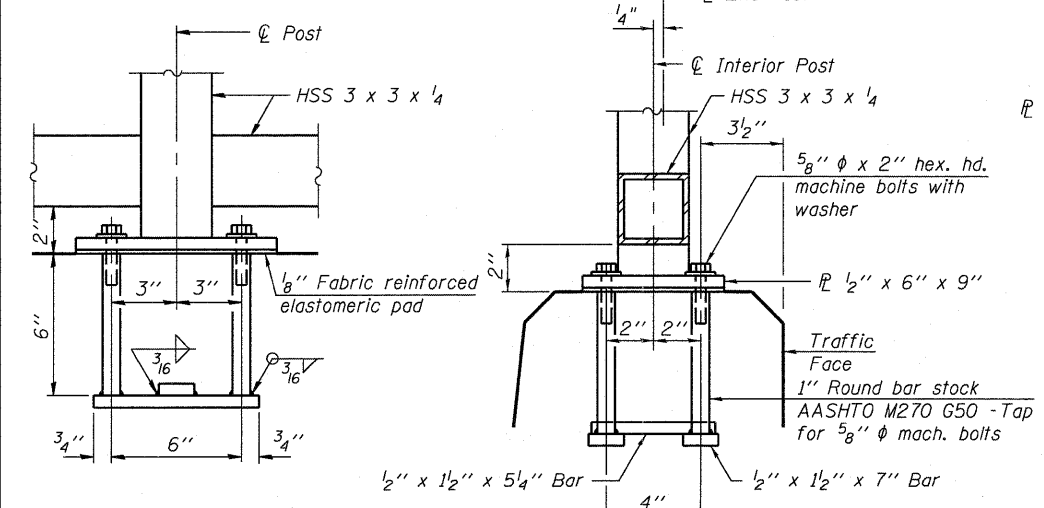
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

See Plans for post spacing



ELEVATION
(Inside Face)



ANCHOR BOLT DETAILS

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

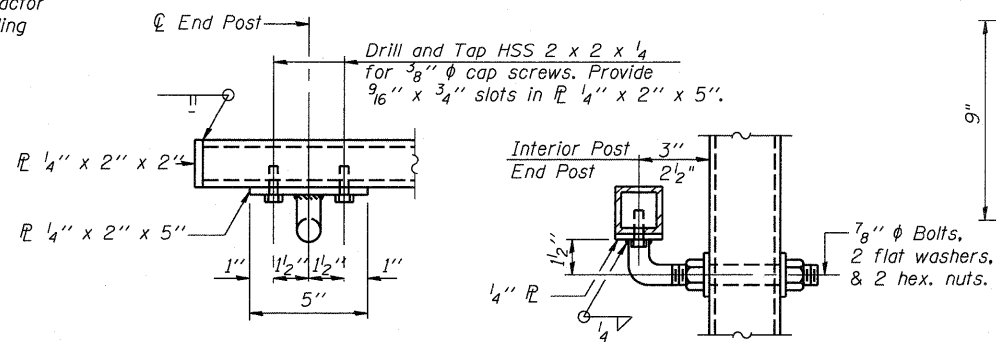
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CHECKED	PC
DRAWN	JCP
CHECKED	JPO

R-32

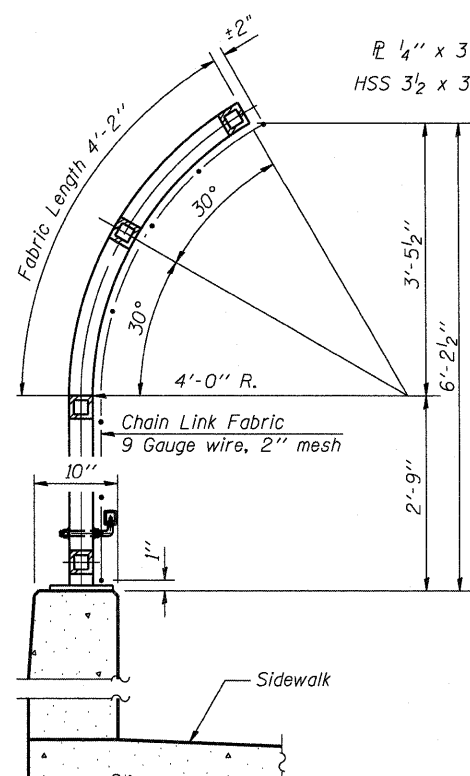
11-1-09

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

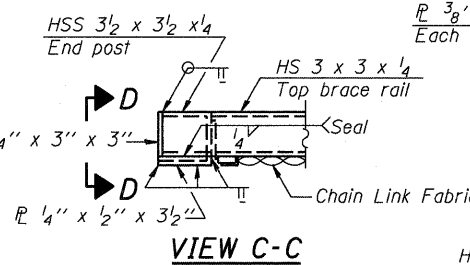
HANDRAIL DETAIL



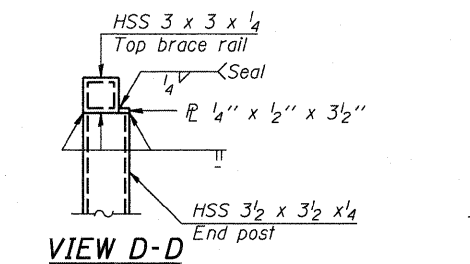
SECTION A-A



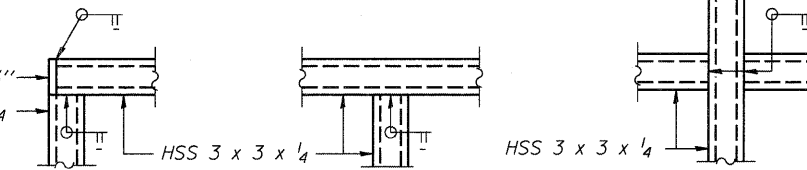
VIEW C-C



VIEW D-D



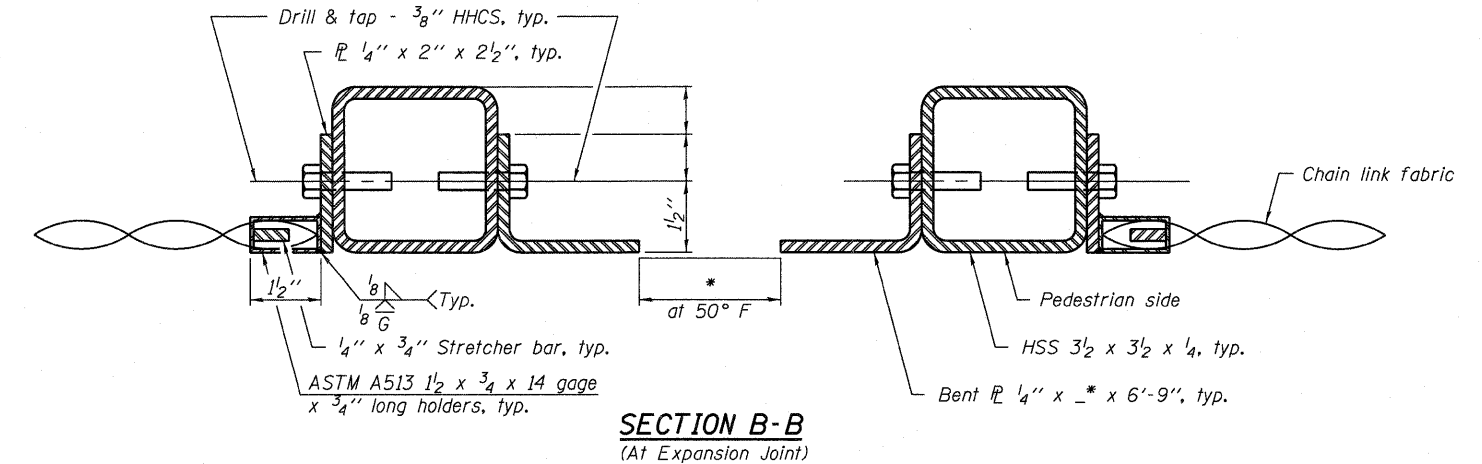
DETAIL A



DETAIL B

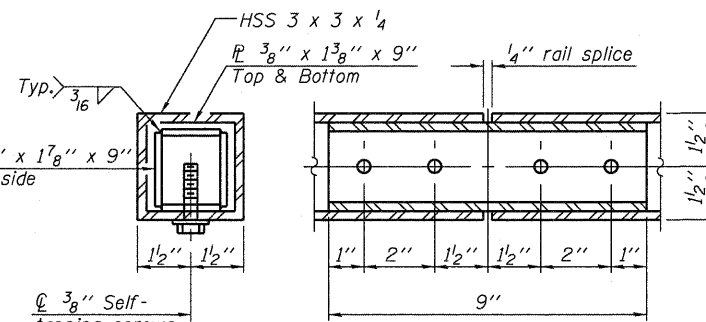
DETAIL C

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

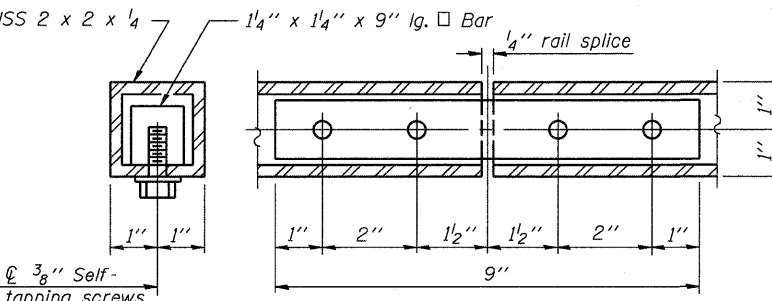


SECTION B-B
(At Expansion Joint)

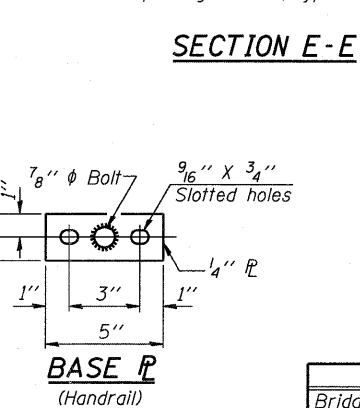
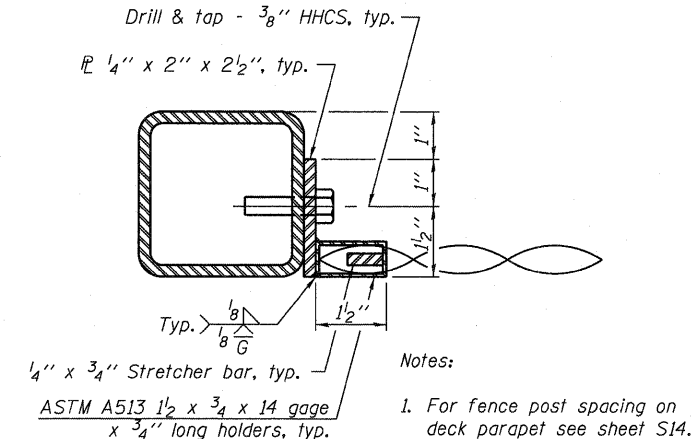
RAIL SPLICE



HANDRAIL SPLICE



SECTION E-E



BASE P
(Handrail)

- Notes:
1. For fence post spacing on deck parapet see sheet S14.
 2. For fence post spacing on South Approach Slab parapet see sheet S16.
 3. For fence post spacing on North Approach Slab parapet see sheet S18.
 4. For fence post spacing on SE Retaining Wall parapet see sheet S31.

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing	Foot	427

**BRIDGE FENCE RAILING
PARAPET MOUNTED
STRUCTURE NO. 016-2119**

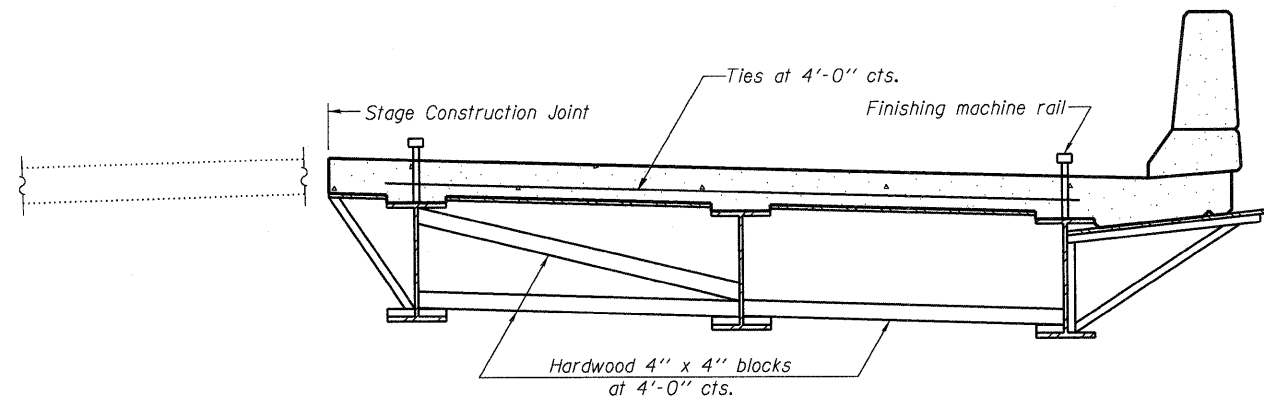
STEPSTEIN
600 WEST FULTON STREET
CHICAGO, ILLINOIS
60661-1259
TEL 312 454 9100
FAX 312 559 1217
WEB www.stepsteinglobal.com

SHEET NO. S25
S52 SHEETS

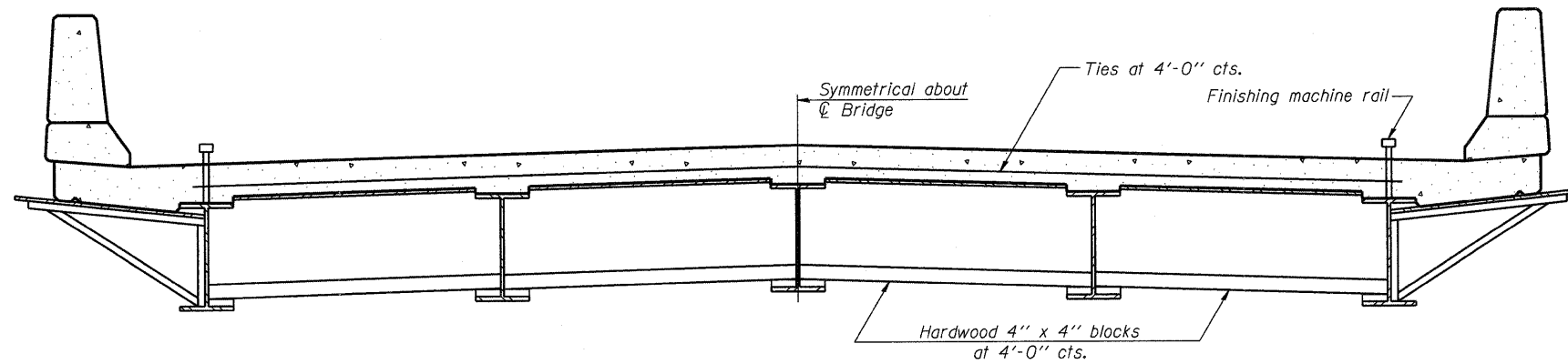
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	61
CONTRACT NO. 60F65				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.
The finishing machine rails shall be placed on the top flange of the exterior beams.
The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.
For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



**FORM BRACES FOR
STAGE CONSTRUCTION**



**FORM BRACES FOR
STANDARD CONSTRUCTION**

**CANTILEVER FORMING BRACKETS FOR
SUPERSTRUCTURES WITH W27 BEAMS AND SMALLER
STRUCTURE NO. 016-2119**

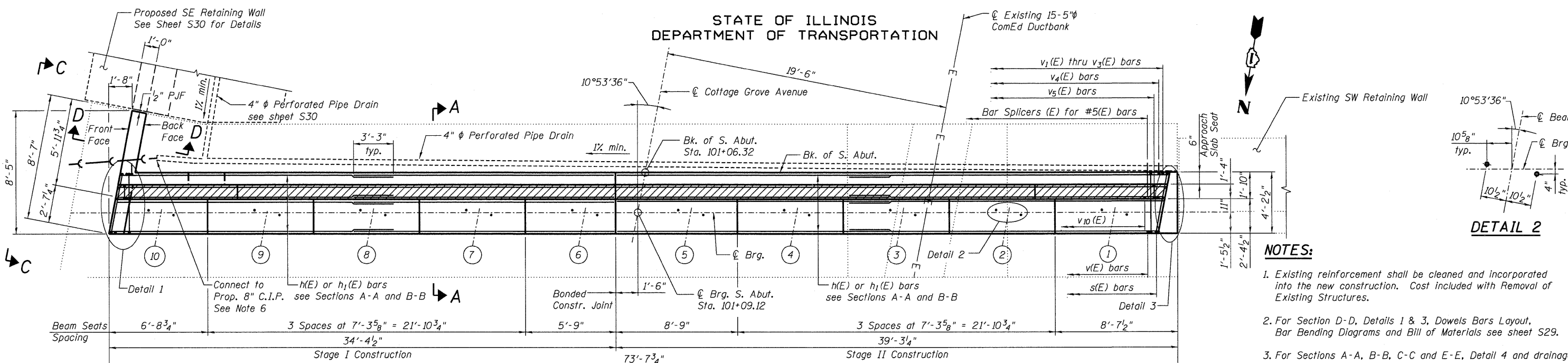
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CHECKED	PC
DRAWN	JCP
CHECKED	JPO

SB-1

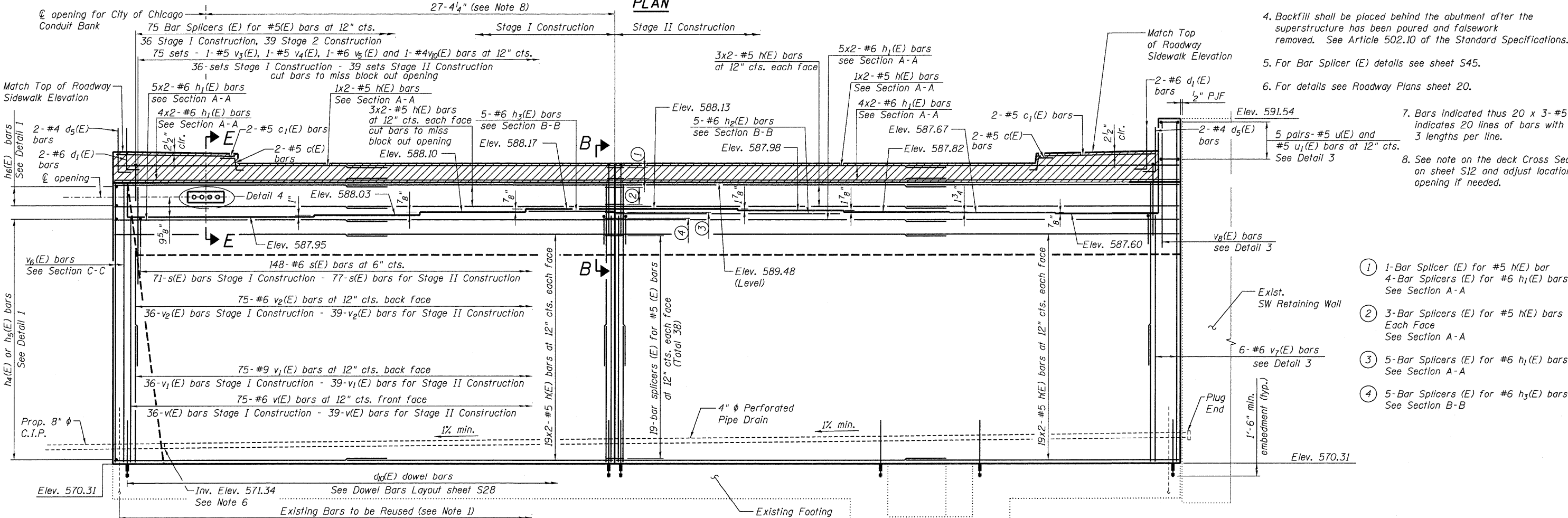
7-1-10

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 569 1217 WEB www.epsteinglobal.com	SHEET NO. S26 S52 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		94	1314B-1	COOK	110	62
CONTRACT NO. 60F65					ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN



ELEVATION

(Looking South at South Abutment)

DETAIL 2

- NOTES:**
- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Removal of Existing Structures.
 - For Section D-D, Details 1 & 3, Dowels Bars Layout, Bar Bending Diagrams and Bill of Materials see sheet S29.
 - For Sections A-A, B-B, C-C and E-E, Detail 4 and drainage details, see sheet S28.
 - Backfill shall be placed behind the abutment after the superstructure has been poured and falsework removed. See Article 502.10 of the Standard Specifications.
 - For Bar Splicer (E) details see sheet S45.
 - For details see Roadway Plans sheet 20.
 - Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 - See note on the deck Cross Section on sheet S12 and adjust location of opening if needed.

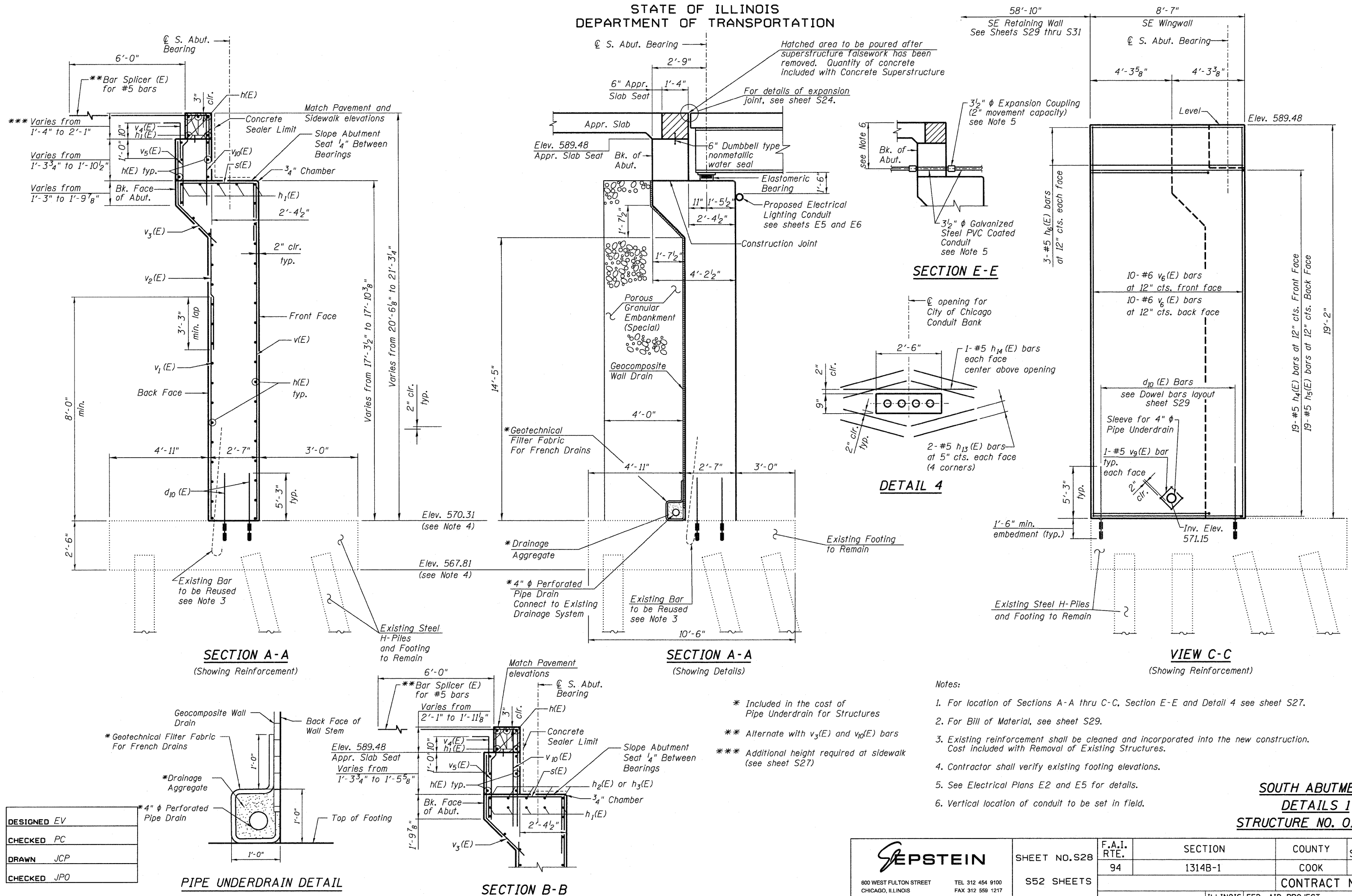
**SOUTH ABUTMENT
STRUCTURE NO. 016-2119**

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S27	F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 63
	S52 SHEETS	CONTRACT NO. 60F65		ILLINOIS FED. AID PROJECT		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Notes:

1. For location of Sections A-A thru C-C, Section E-E and Detail 4 see sheet S27.
2. For Bill of Material, see sheet S29.
3. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Removal of Existing Structures.
4. Contractor shall verify existing footing elevations.
5. See Electrical Plans E2 and E5 for details.
6. Vertical location of conduit to be set in field.

**SOUTH ABUTMENT
DETAILS 1
STRUCTURE NO. 016-2119**

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

SEPSTEIN

600 WEST FULTON STREET
CHICAGO, ILLINOIS
60661-1259

TEL 312 454 9100
FAX 312 558 1217
WEB www.epsteinglobal.com

SHEET NO. S28
S52 SHEETS

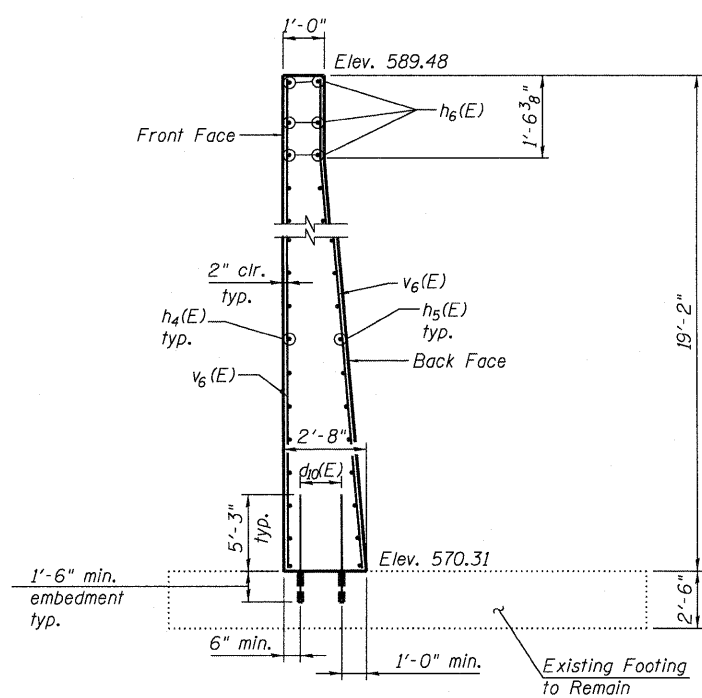
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	64
CONTRACT NO. 60F65				
ILLINOIS FED. AID PROJECT				

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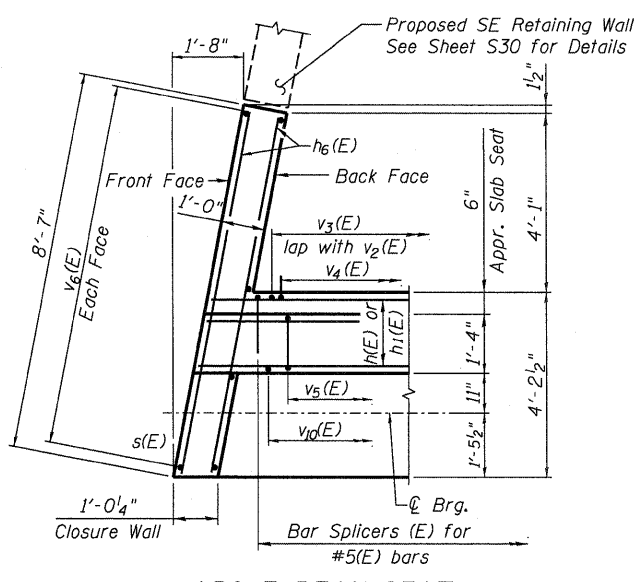
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BILL OF MATERIAL

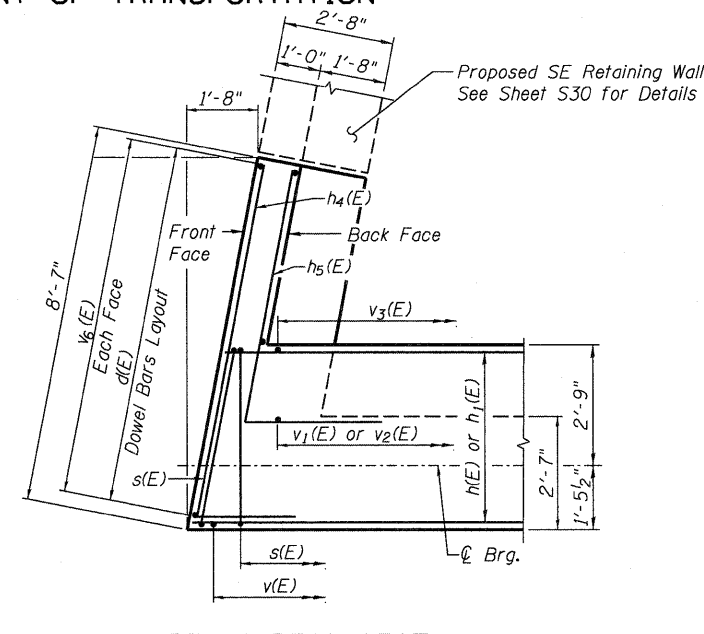
Bar	No.	Size	Length	Shape
c(E)	4	#5	2' - 4"	
c1(E)	4	#5	8' - 2"	
d1(E)	4	#6	4' - 3"	
d5(E)	4	#4	4' - 3"	
d10(E)	160	#9	6' - 9"	
h(E)	180	#5	21' - 1"	
h1(E)	36	#6	20' - 8"	
h2(E)	5	#6	15' - 9"	
h3(E)	5	#6	5' - 6"	
h4(E)	19	#5	9' - 8"	
h5(E)	19	#5	6' - 8"	
h6(E)	6	#5	8' - 3"	
h13(E)	16	#5	3' - 0"	
h14(E)	2	#5	5' - 0"	
s(E)	148	#6	10' - 9"	
u(E)	5	#5	5' - 2"	
u1(E)	5	#5	4' - 8"	
v(E)	75	#6	16' - 11"	
v1(E)	75	#9	8' - 0"	
v2(E)	75	#6	9' - 8"	
v3(E)	75	#5	5' - 1"	
v4(E)	75	#5	2' - 11"	
v5(E)	75	#6	4' - 7"	
v6(E)	20	#6	18' - 10"	
v7(E)	6	#6	20' - 10"	
v8(E)	3	#5	6' - 10"	
v9(E)	8	#5	1' - 0"	
v10(E)	75	#4	5' - 3"	
Porous Granular Embankment, Special			Cu. Yd.	218
Structure Excavation			Cu. Yd.	713
Concrete Structures			Cu. Yd.	148.7
Concrete Superstructure			Cu. Yd.	6.8
Reinforcement Bars, Epoxy Coated			Pound	19,090
Bar Splicers (E)			Each	134
Concrete Sealer			Sq. Ft.	525
Geocomposite Wall Drain			Sq. Yd.	156
Pipe underdrain for structures, 4" dia.			Foot	82



SECTION D-D

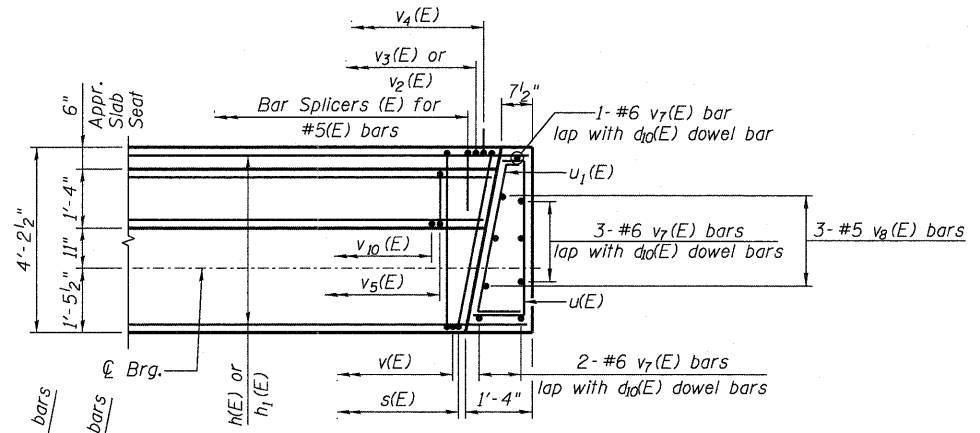


ABOVE BEAM SEAT



BELOW BEAM SEAT

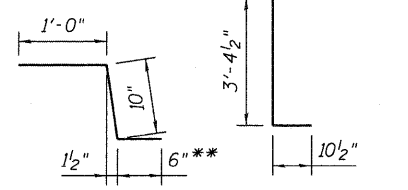
DETAIL 1



DETAIL 3

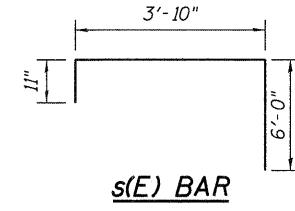
* Drill and Grout Dowel Bars should comply with requirements of Section 584 of Standard Specification. Cost included with Reinforcement Bars, Epoxy Coated.

** In lieu of bottom leg, c(E) bars may be cored and set according to Article 509.06 of Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored shall not exceed 6".



BAR c(E)

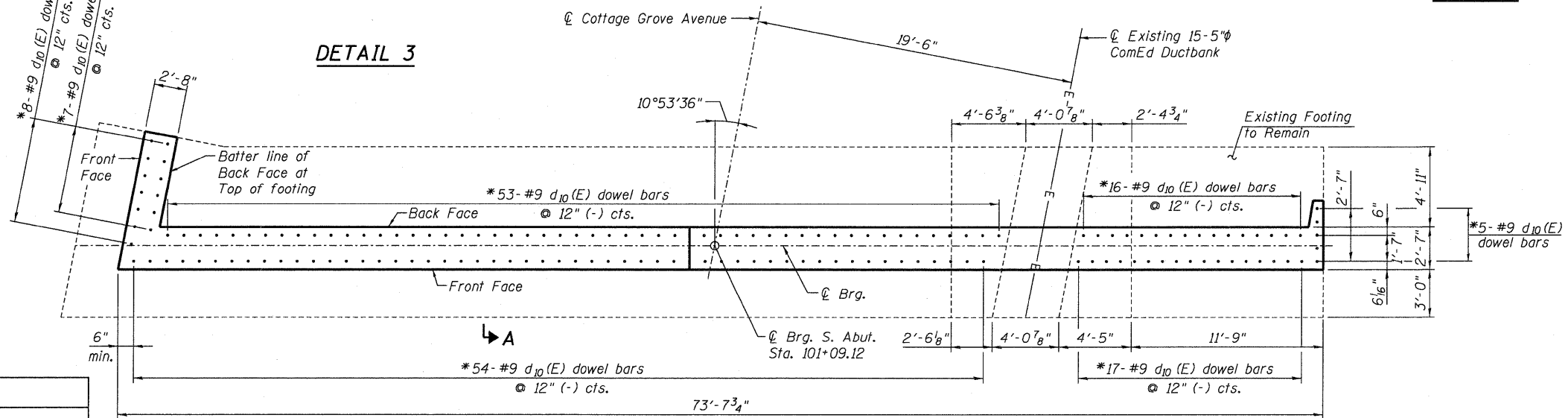
BARS d1(E) and d5(E)



s(E) BAR

v5(E) BAR

u1(E) BAR



DOWEL BARS LAYOUT

Notes:

1. For locations of Section D-D and Details 1 and 3, see sheet S27.

SOUTH ABUTMENT
DETAILS 2
STRUCTURE NO. 016-2119

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

EPSTEIN
600 WEST FULTON STREET
CHICAGO, ILLINOIS
60661-1259

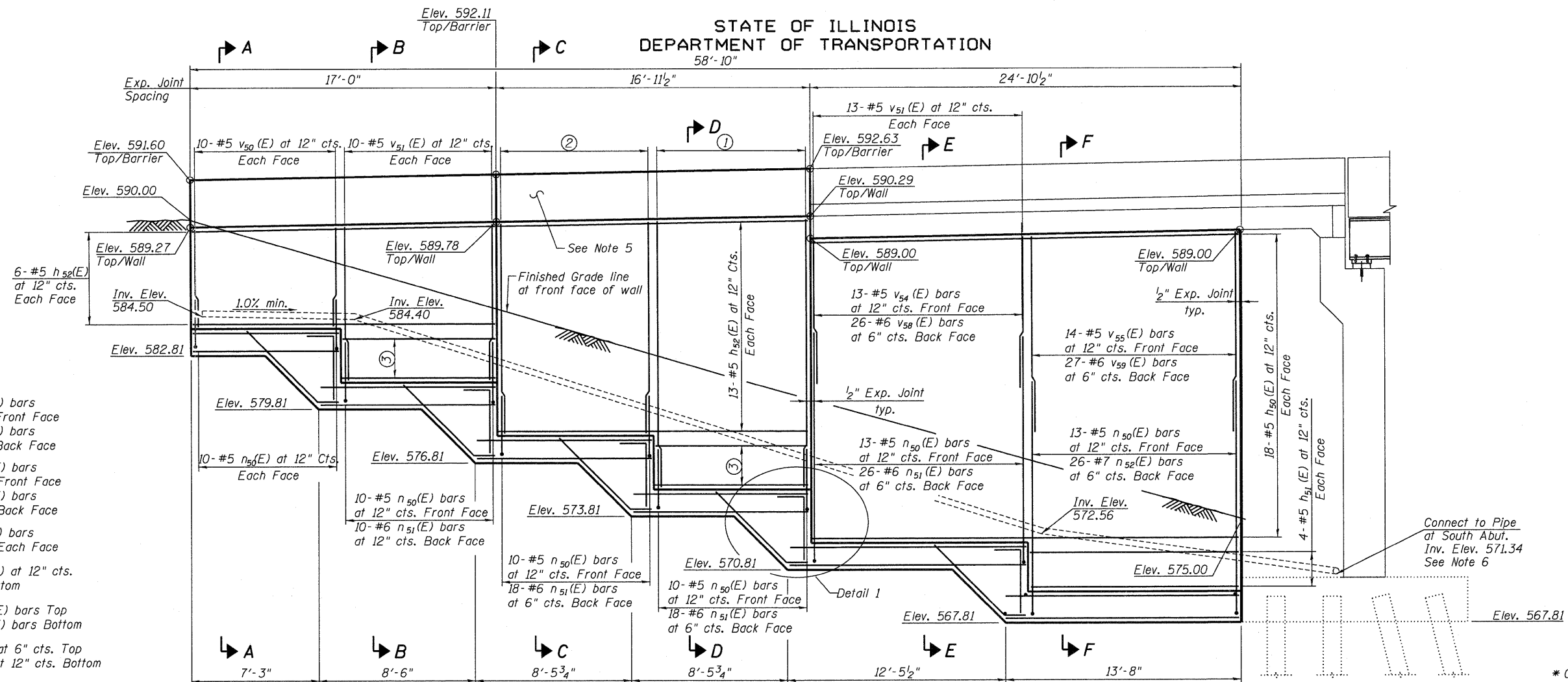
TEL 312 454 9100
FAX 312 559 1217
WEB www.epsteinglobal.com

SHEET NO. S29
S52 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	65
CONTRACT NO. 60F65				
ILLINOIS FED. AID PROJECT				

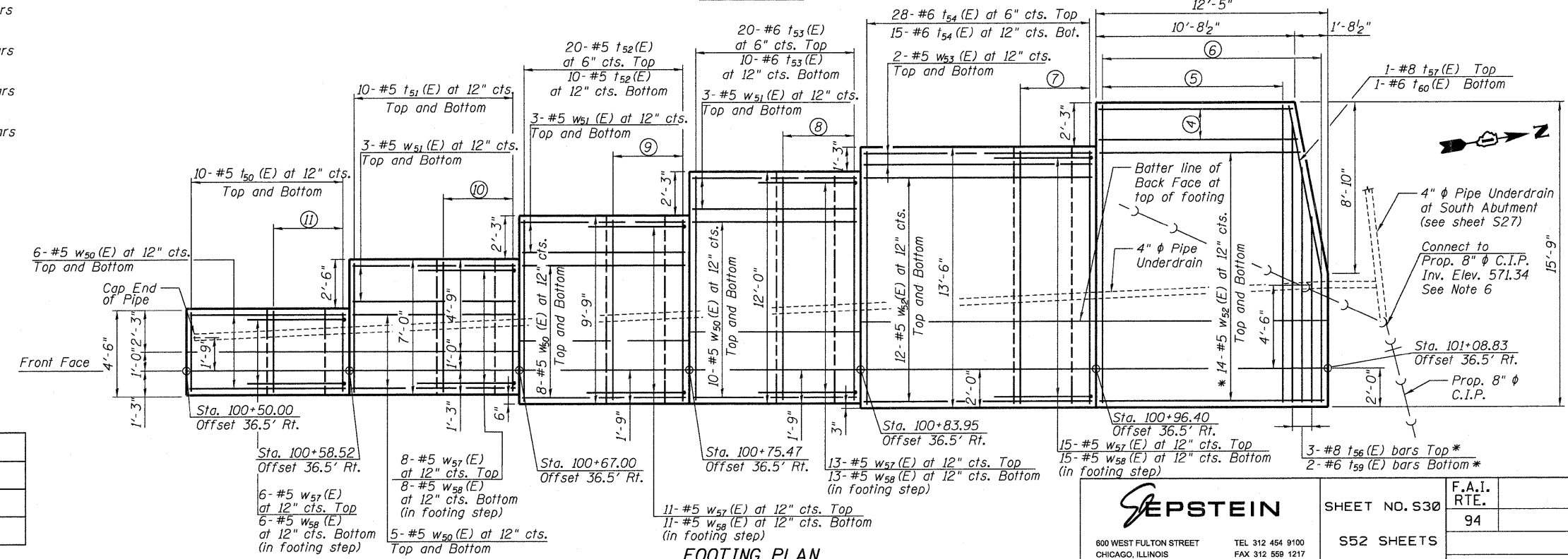
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
58'-10"



- ① 10-#5 v₅₃(E) bars at 12" cts. Front Face
10-#6 v₅₇(E) bars at 12" cts. Back Face
- ② 10-#5 v₅₂(E) bars at 12" cts. Front Face
10-#6 v₅₆(E) bars at 12" cts. Back Face
- ③ 4-#5 h₅₃(E) bars at 12" cts. Each Face
- ④ *3-#5 w₅₄(E) at 12" cts. Top and Bottom
- ⑤ 23-#8 t₅₅(E) bars Top
12-#6 t₅₈(E) bars Bottom
- ⑥ 25 Spaces at 6" cts. Top
13 Spaces at 12" cts. Bottom
- ⑦ 5-#6 t₅₄(E) bars See Detail 1
- ⑧ 5-#6 t₅₃(E) bars See Detail 1
- ⑨ 5-#5 t₅₂(E) bars See Detail 1
- ⑩ 5-#5 t₅₁(E) bars See Detail 1
- ⑪ 5-#5 t₅₀(E) bars See Detail 1

ELEVATION



FOOTING PLAN

- Notes:
1. For Sections A-A thru F-F, Detail 1 and Bill of Materials, see sheet S32.
 2. For Section thru Retaining wall and Expansion Joint detail see sheet S31.
 3. Station and offset shown at the front face of retaining wall.
 4. For Pipe Underdrain at South Abutment see Sheet S27.
 5. For Parapet Elevation and details see sheet S31.
 6. For details see Roadway Plans sheet 20.

SE RETAINING WALL
STRUCTURE NO. 016-2119

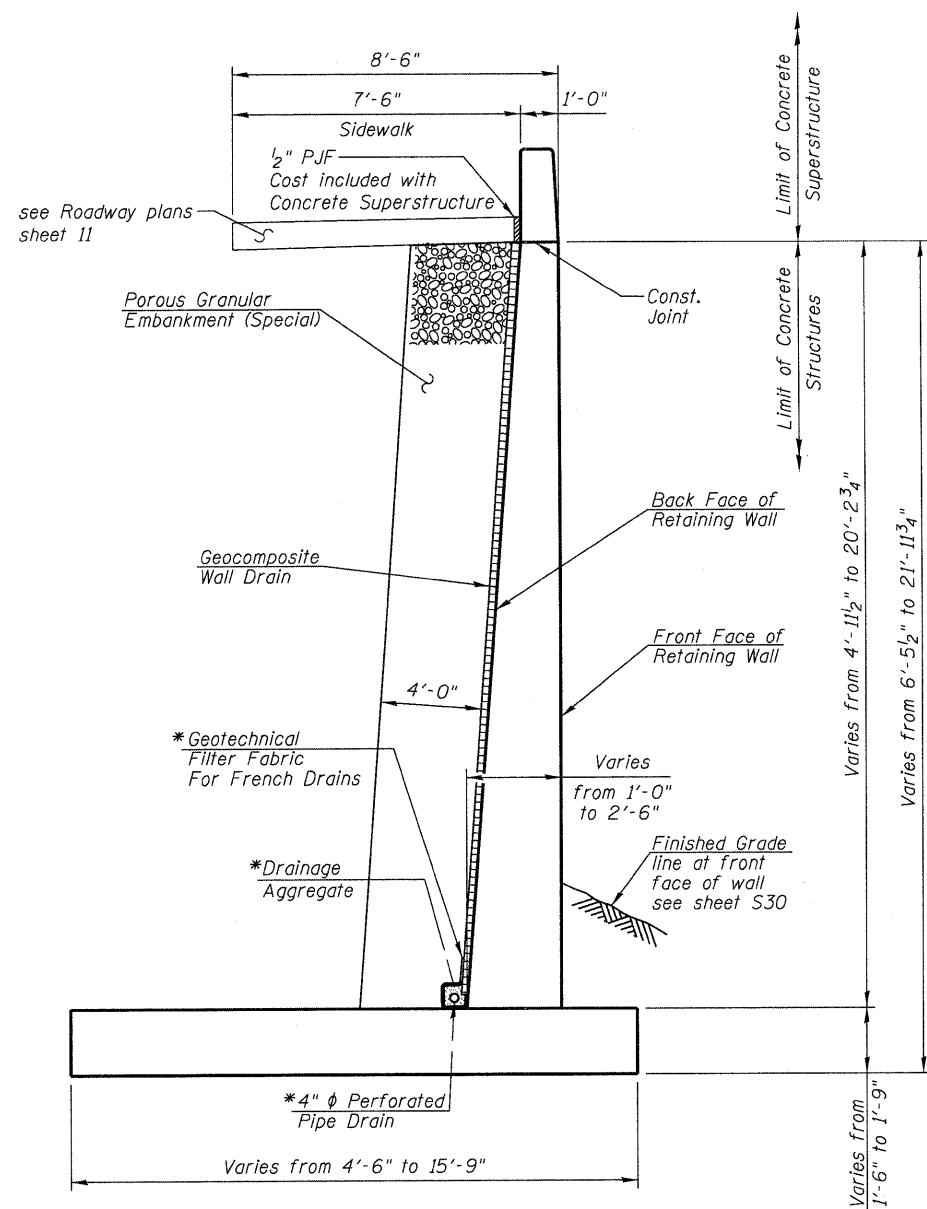
DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

STEPSTEIN
600 WEST FULTON STREET
CHICAGO, ILLINOIS
60661-1259
TEL 312 454 9100
FAX 312 559 1217
WEB www.apsteinglobal.com

SHEET NO. S30	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S52 SHEETS	1314B-1	COOK	110	66
CONTRACT NO. 60F65				
ILLINOIS FED. AID PROJECT				

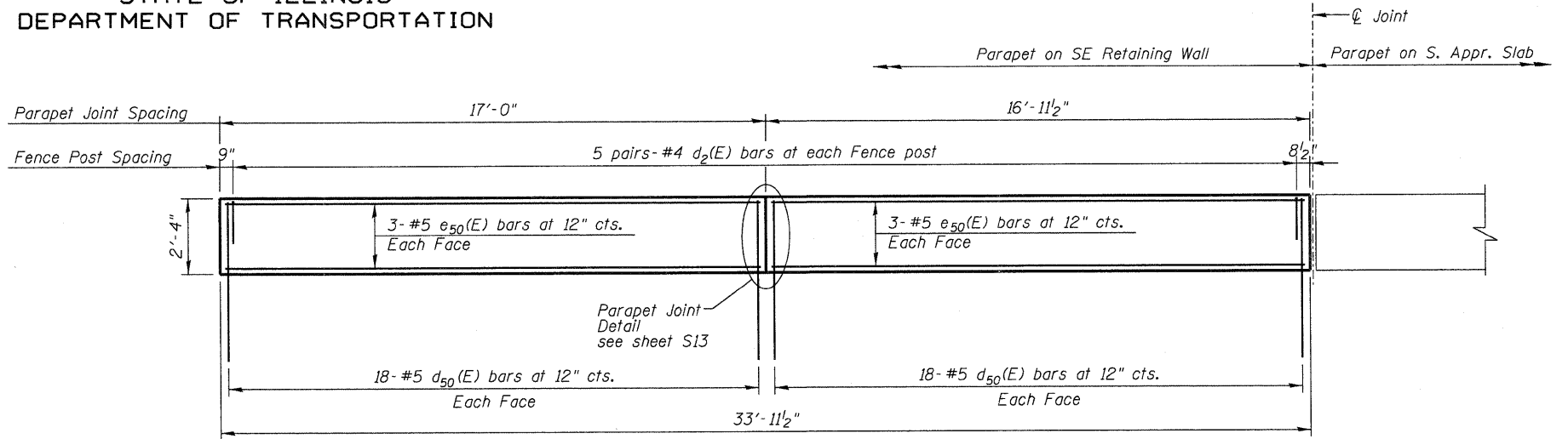
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION THRU RETAINING WALL

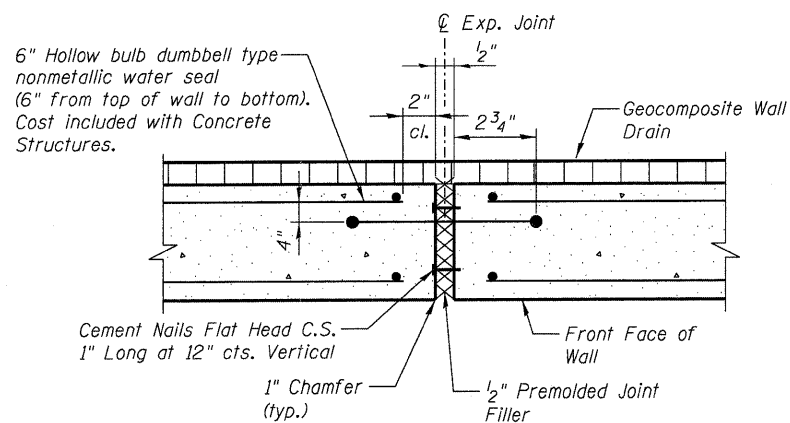
(Parapet and Sidewalk not shown see sheet S32 for details)



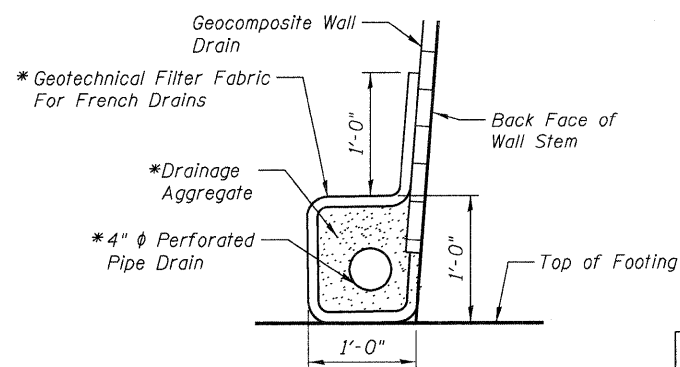
PARAPET ELEVATION

Looking West

* Included in the cost of Pipe Underdrain for Structures.



EXPANSION JOINT



PIPE UNDERDRAIN DETAIL

Notes:

1. Work this sheet with sheets S30 and S32.
2. For location of Expansion joint see sheet S30.
3. For Bill of Material see sheet S32.

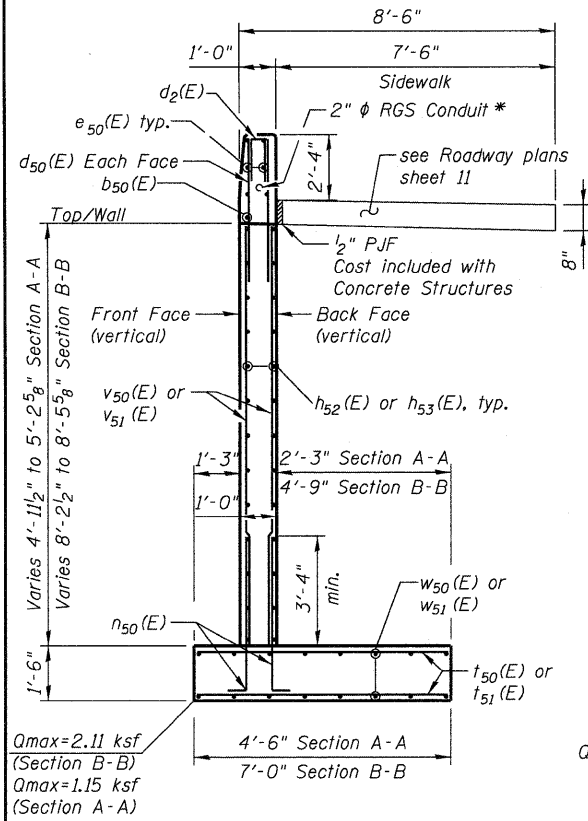
DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

**SE RETAINING WALL
DETAILS 1
STRUCTURE NO. 016-2119**

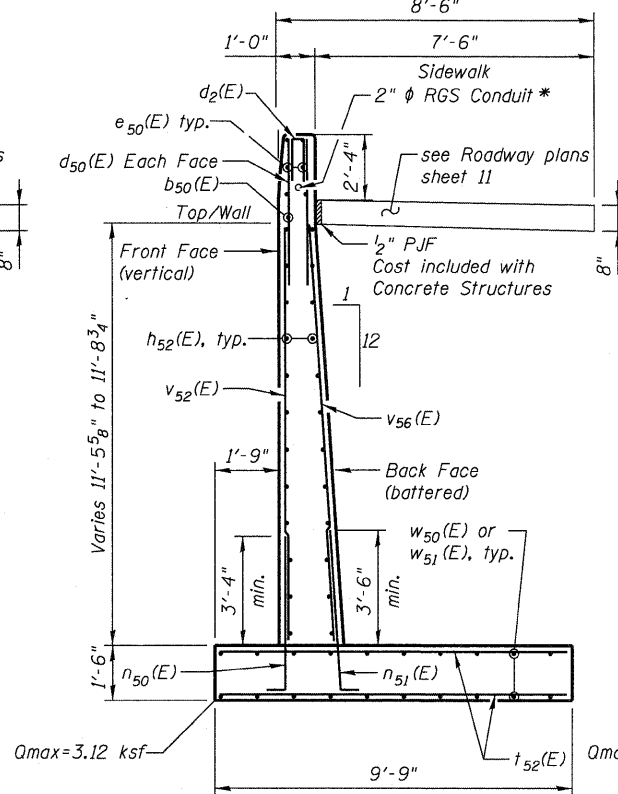
 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S31	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	S52 SHEETS	94	1314B-1	COOK	110	67
					CONTRACT NO. 60F65	
ILLINOIS FED. AID PROJECT						

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

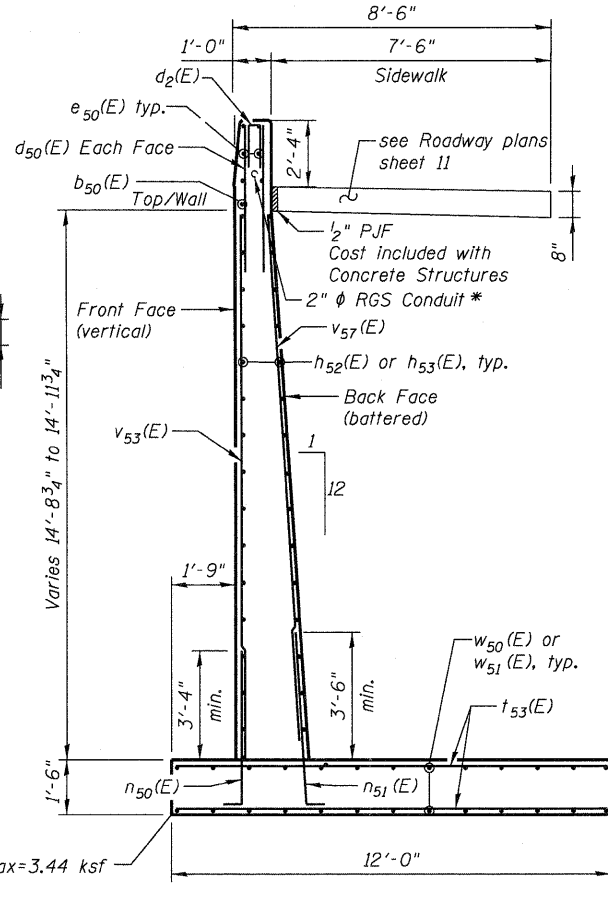
* Conduit shall have minimum
1/2" clearance from all reinforcement.



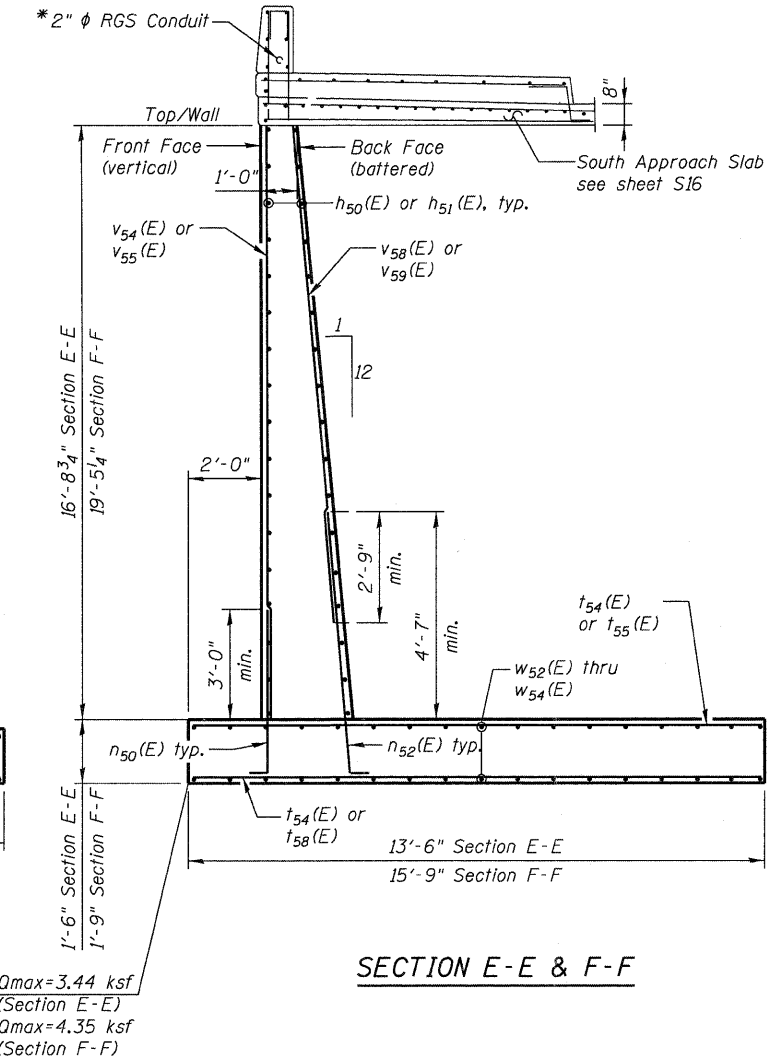
SECTION A-A & B-B



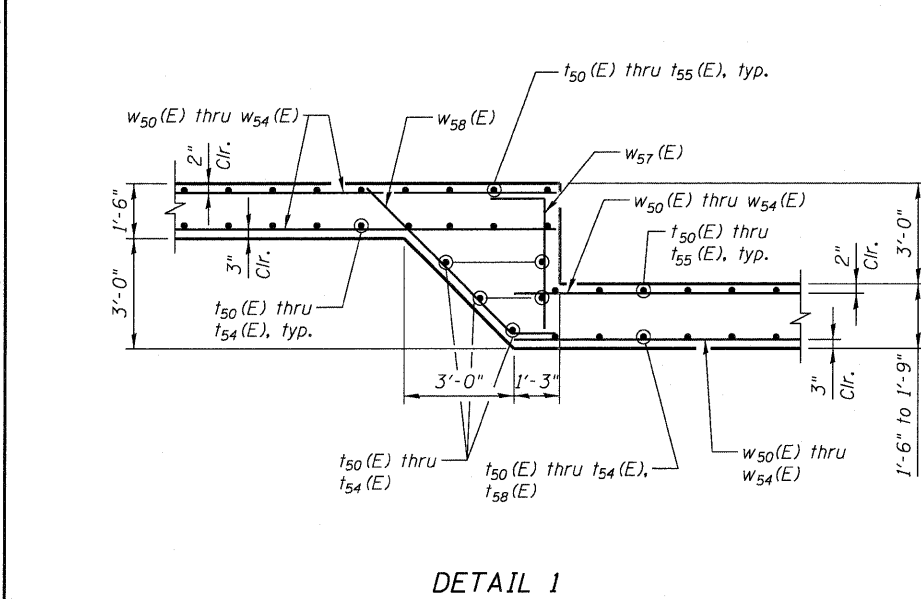
SECTION C-C



SECTION D-D



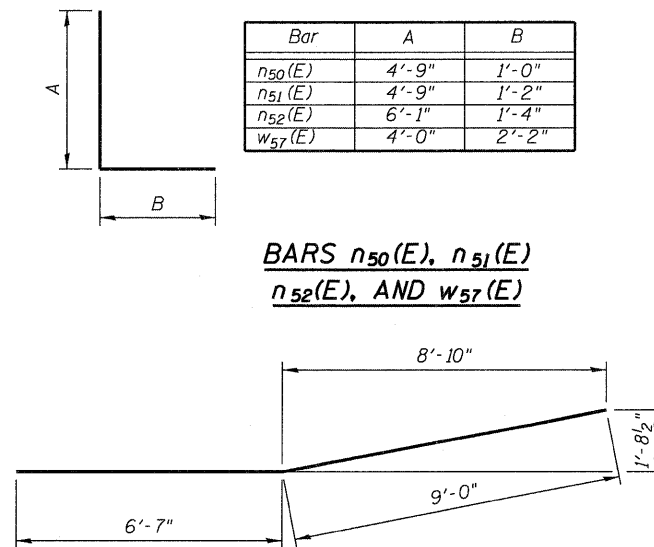
SECTION E-E & F-F



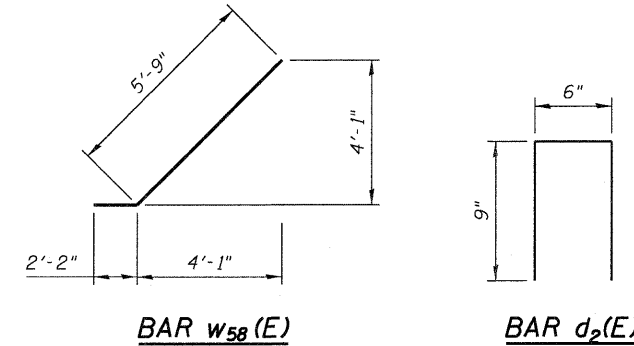
DETAIL 1

Bar	A	B
n50(E)	4'-9"	1'-0"
n51(E)	4'-9"	1'-2"
n52(E)	6'-1"	1'-4"
w57(E)	4'-0"	2'-2"

BARS n50(E), n51(E)
n52(E), AND w57(E)



BARS t57(E) and t60(E)



BAR w58(E)

BAR d2(E)

Notes:

1. For location of sections A-A thru F-F and Detail 1 see sheet S30.
2. For parapet elevation and details see sheet S31.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d2(E)	10	# 4	2' - 0"	□
d50(E)	72	# 5	4' - 8"	—
e50(E)	12	# 5	16' - 7"	—
h50(E)	36	# 5	24' - 7"	—
h51(E)	8	# 5	12' - 1"	—
h52(E)	38	# 5	16' - 7"	—
h53(E)	16	# 5	8' - 1"	—
n50(E)	76	# 5	5' - 9"	└
n51(E)	72	# 6	5' - 11"	└
n52(E)	26	# 7	7' - 5"	└
t50(E)	25	# 5	4' - 2"	—
t51(E)	25	# 5	6' - 8"	—
t52(E)	35	# 5	9' - 5"	—
t53(E)	35	# 6	11' - 8"	—
t54(E)	48	# 6	13' - 2"	—
t55(E)	23	# 8	15' - 5"	—
t56(E)	3	# 8	14' - 5"	—
t57(E)	1	# 8	15' - 7"	—
t58(E)	12	# 6	15' - 5"	—
t59(E)	2	# 6	12' - 1"	—
t60(E)	1	# 6	15' - 7"	—
v50(E)	20	# 5	4' - 8"	—
v51(E)	20	# 5	7' - 11"	—
v52(E)	10	# 5	11' - 2"	—
v53(E)	10	# 5	14' - 6"	—
v54(E)	13	# 5	16' - 5"	—
v55(E)	14	# 5	19' - 3"	—
v56(E)	10	# 6	11' - 2"	—
v57(E)	10	# 6	14' - 6"	—
v58(E)	27	# 6	16' - 5"	—
v59(E)	27	# 6	19' - 3"	—
w50(E)	58	# 5	8' - 2"	—
w51(E)	18	# 5	6' - 11"	—
w52(E)	52	# 5	13' - 4"	—
w53(E)	4	# 5	11' - 10"	—
w54(E)	6	# 5	10' - 3"	—
w57(E)	53	# 5	6' - 2"	└
w58(E)	53	# 5	7' - 11"	└
Porous Granular Embankment, Special		Cu. Yds.	120	
Structure Excavation		Cu. Yds.	335	
Concrete Structures		Cu. Yds.	98.5	
Concrete Superstructure		Cu. Yds.	2.7	
Protective Coat		Sq. Yds.	12	
Reinforcement Bars, Epoxy Coated		Pound	12,620	
Geocomposite Wall Drain		Sq. Yd.	87	
Pipe underdrain for structures, 4" dia.		Foot	70	

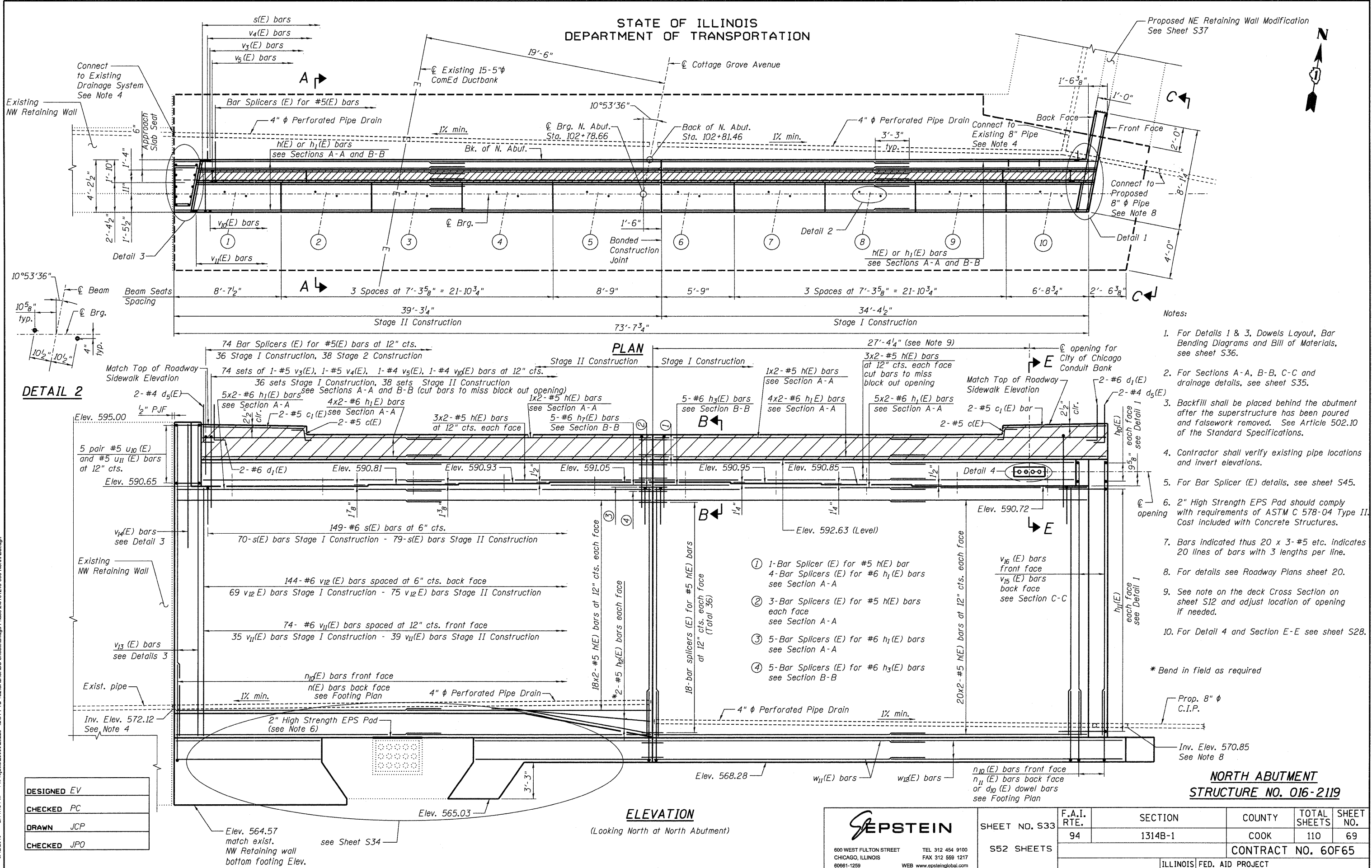
SE RETAINING WALL
DETAILS 2
STRUCTURE NO. 016-2119

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

SEPSTEIN 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259	TEL 312 454 9100 FAX 312 559 1217 WEB www.sepsteinglobal.com	SHEET NO. S32	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		S52 SHEETS	94	1314B-1	COOK	110	68
CONTRACT NO. 60F65						ILLINOIS FED. AID PROJECT	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



- Notes:
1. For Details 1 & 3, Dowels Layout, Bar Bending Diagrams and Bill of Materials, see sheet S36.
 2. For Sections A-A, B-B, C-C and drainage details, see sheet S35.
 3. Backfill shall be placed behind the abutment after the superstructure has been poured and falsework removed. See Article 502.10 of the Standard Specifications.
 4. Contractor shall verify existing pipe locations and invert elevations.
 5. For Bar Splicer (E) details, see sheet S45.
 6. 2" High Strength EPS Pad should comply with requirements of ASTM C 578-04 Type II. Cost included with Concrete Structures.
 7. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 8. For details see Roadway Plans sheet 20.
 9. See note on the deck Cross Section on sheet S12 and adjust location of opening if needed.
 10. For Detail 4 and Section E-E see sheet S28.
- * Bend in field as required

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

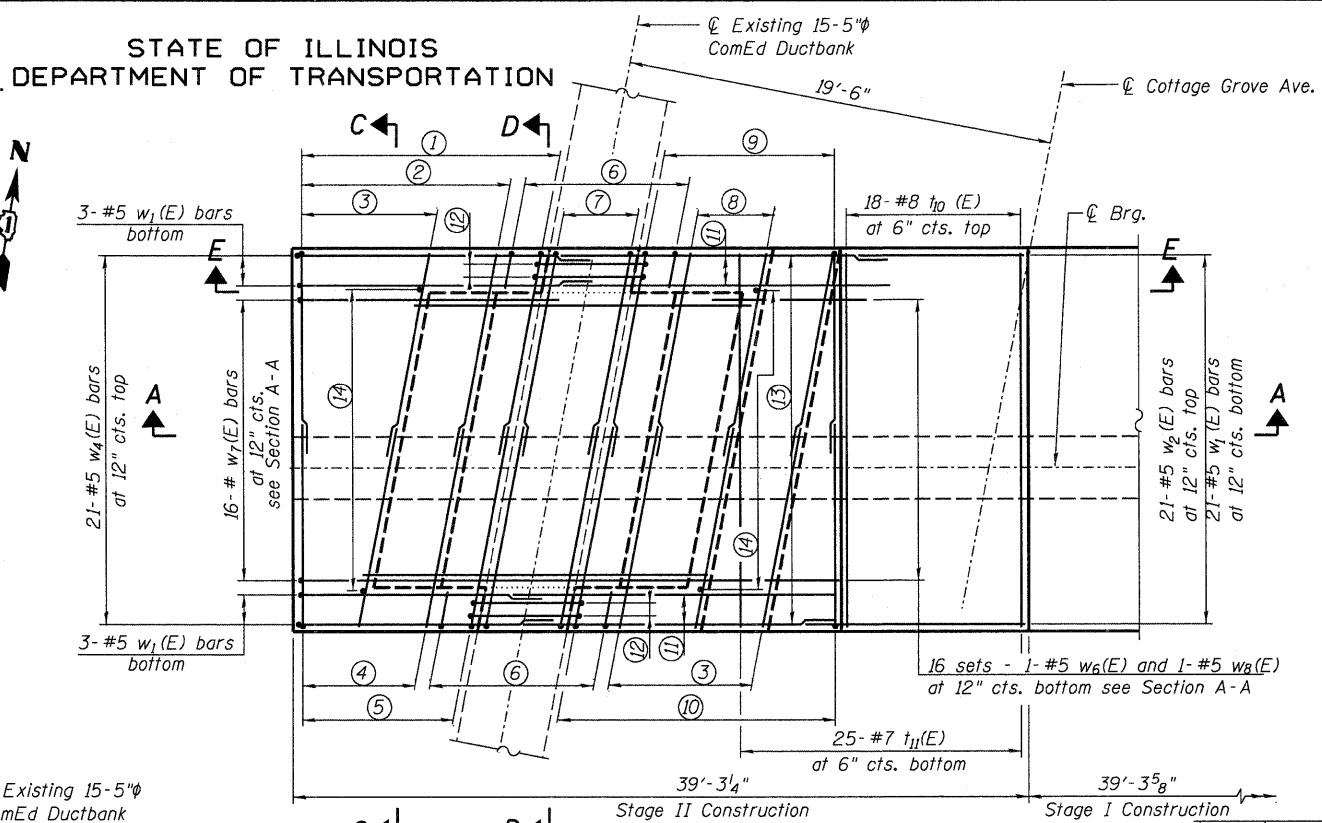
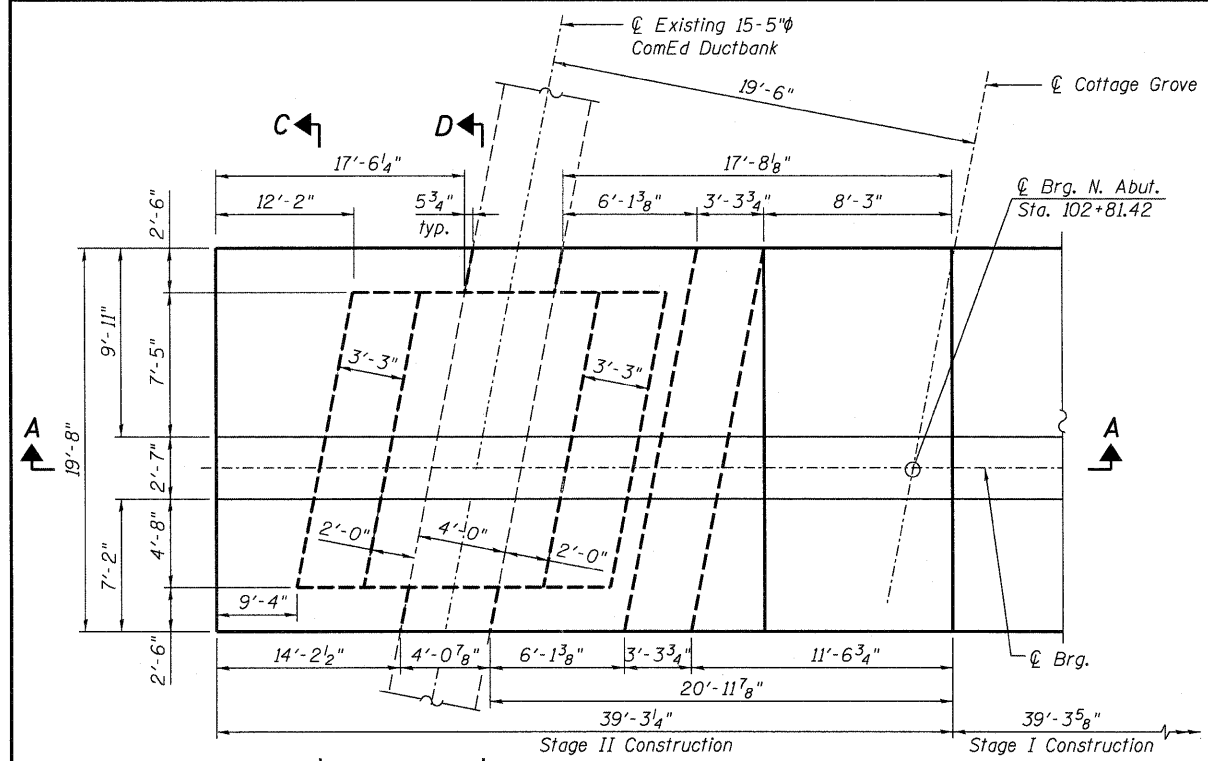
ELEVATION
(Looking North at North Abutment)

**NORTH ABUTMENT
STRUCTURE NO. 016-2119**

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S33	F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 69
	S52 SHEETS	CONTRACT NO. 60F65				
ILLINOIS FED. AID PROJECT						

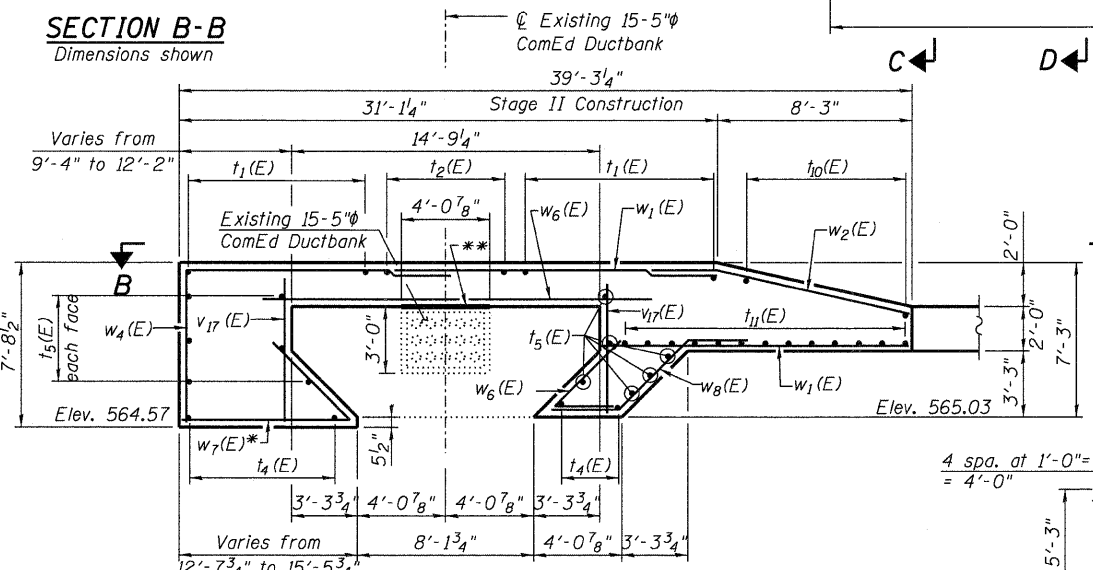
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



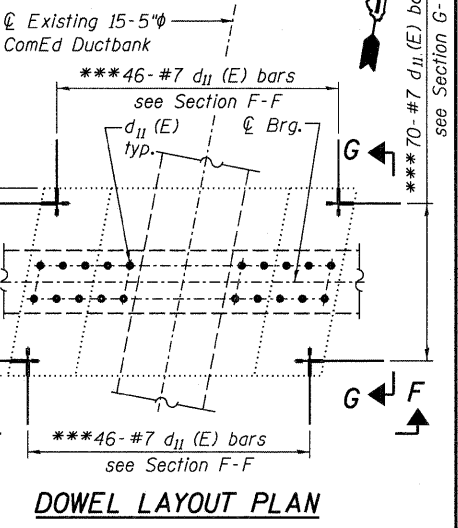
- ① 36-#8 t1(E) at 6" cts. top
- ② 32-#7 t4(E) at 6" cts. bottom
- ③ 6x2-#6 t5(E) see Section A-A
- ④ 2x6-#7 t4(E) at 6" cts. bottom
- ⑤ 30-#8 t1(E) at 6" cts. top
- ⑥ 17-#7 t3(E) at 6" cts. bottom
- ⑦ 9x2-#8 t2(E) at 6" cts. top
- ⑧ 9x2-#7 t4(E) at 6" cts. bottom
- ⑨ 20-#8 t1(E) at 6" cts. top
- ⑩ 27-#8 t1(E) at 6" cts. top
- ⑪ 3 sets 1-#5 w3(E) and 1-#5 w8(E) bars at 12" cts. bottom
- ⑫ 3 pairs 2-#5 w5(E) bars see Section E-E
- ⑬ 21-#5 w1(E) bars at 12" cts. top
- ⑭ 16-#5 w7(E) bars at 12" cts. see Section A-A

SECTION B-B
Dimensions shown

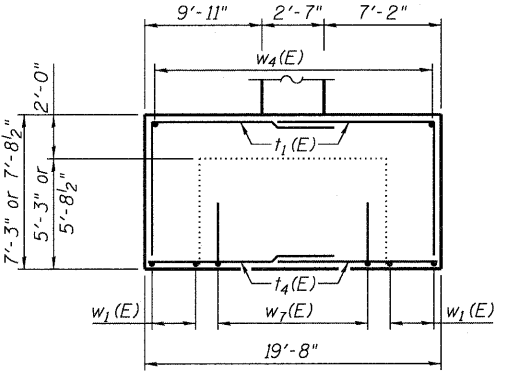


SECTION B-B
Reinforcement shown

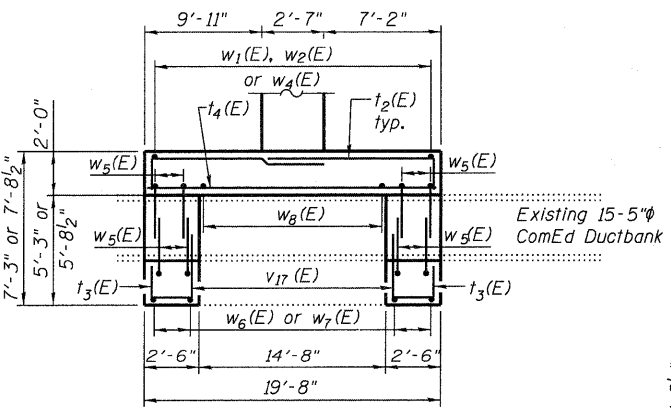
* Cut in field as required
** 2" High Strength EPS Pad (see Note 3)
*** Drill and Grout Dowel Bars should comply with requirements of Section 584 of Standard Specification. Cost included with Reinforcement Bars, Epoxy Coated.



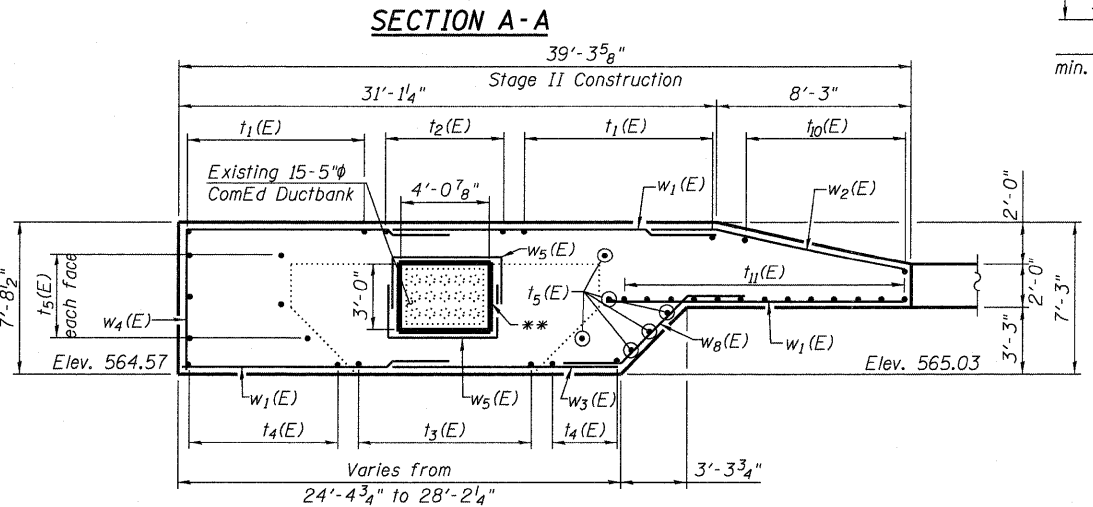
DOWEL LAYOUT PLAN



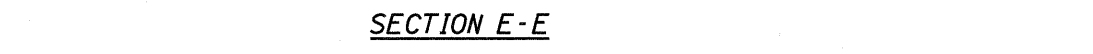
SECTION C-C



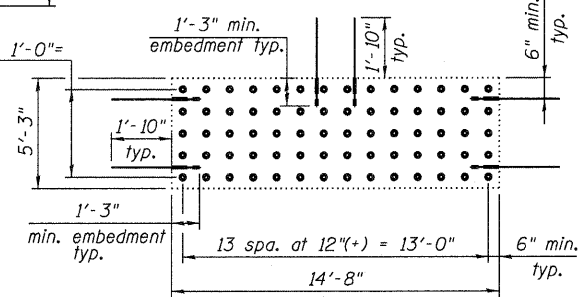
SECTION D-D



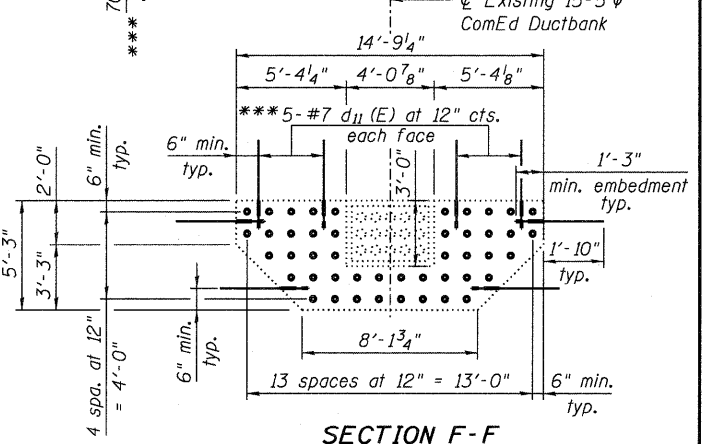
SECTION A-A



SECTION E-E



SECTION G-G



SECTION F-F

- Notes:
1. Work this sheet with sheet S33.
 2. For Bill of Material, see sheet S36.
 3. 2" High Strength EPS Pad should comply with requirements of ASTM C 578-04 Type II. Cost included with Concrete Structures.
 4. Bars indicated thus 2 x 3-#5 etc. indicates 2 lines of bars with 3 lengths per line.

**NORTH ABUTMENT STAGE II
FOOTING DETAILS
STRUCTURE NO. 016-2119**

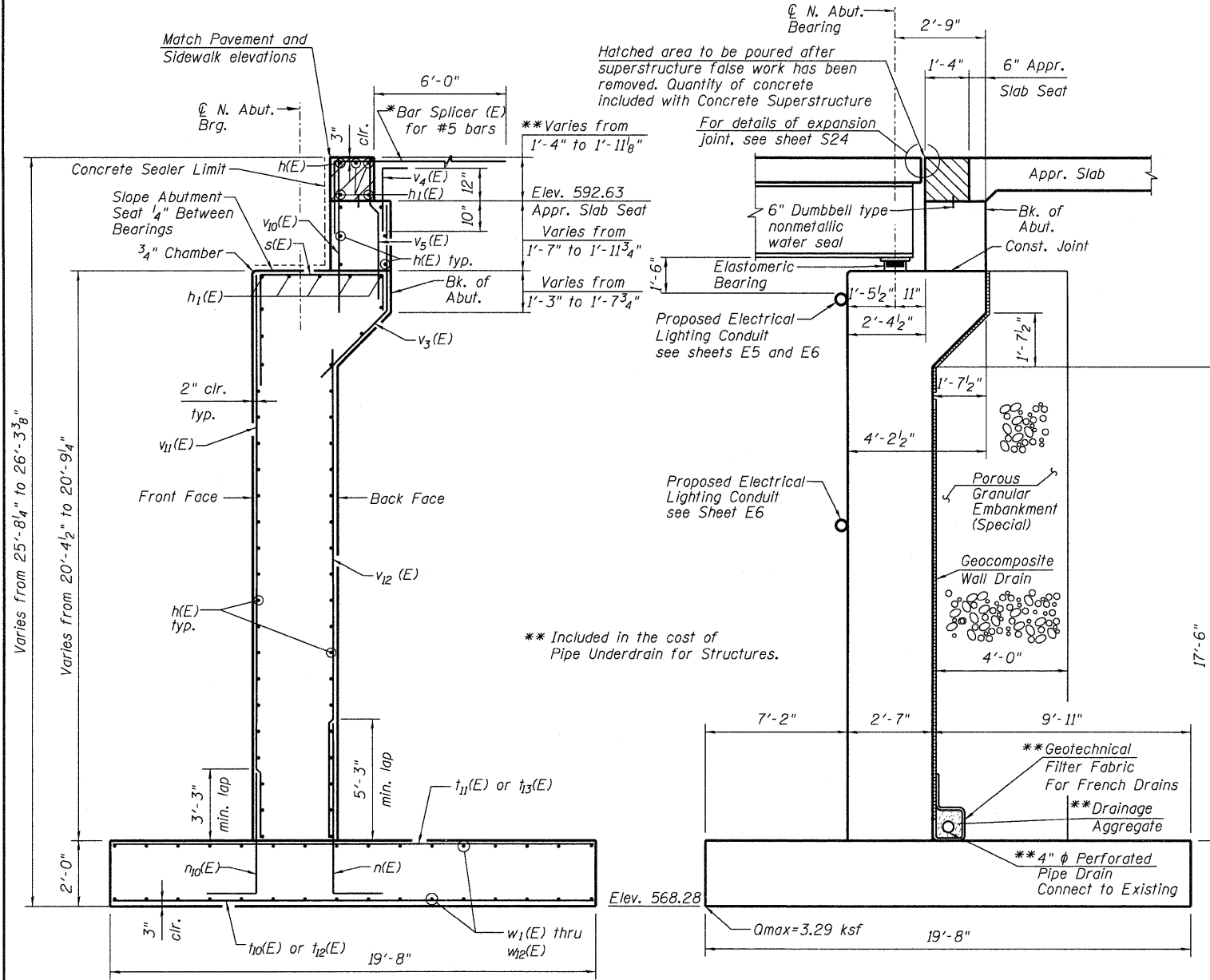
DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

SEPSTEIN
600 WEST FULTON STREET
CHICAGO, ILLINOIS
60661-1269
TEL 312 454 9100
FAX 312 559 1217
WEB www.epsteinglobal.com

SHEET NO. S34	F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 70
S52 SHEETS	CONTRACT NO. 60F65		ILLINOIS FED. AID PROJECT		

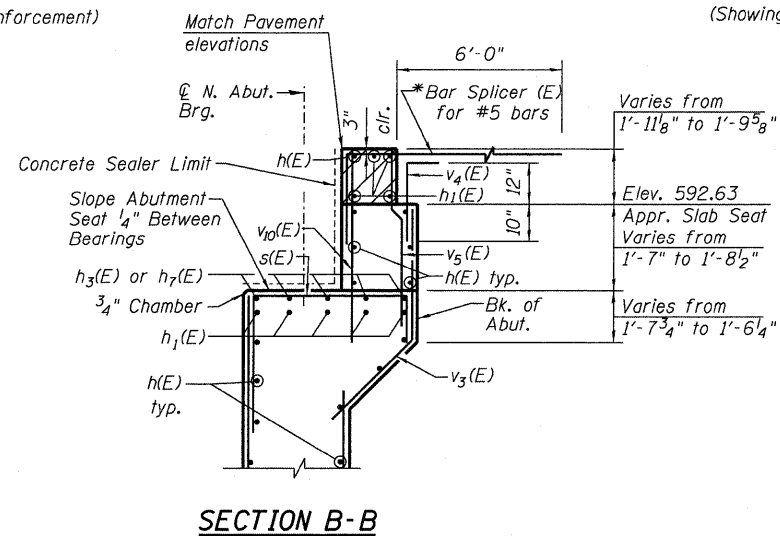
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

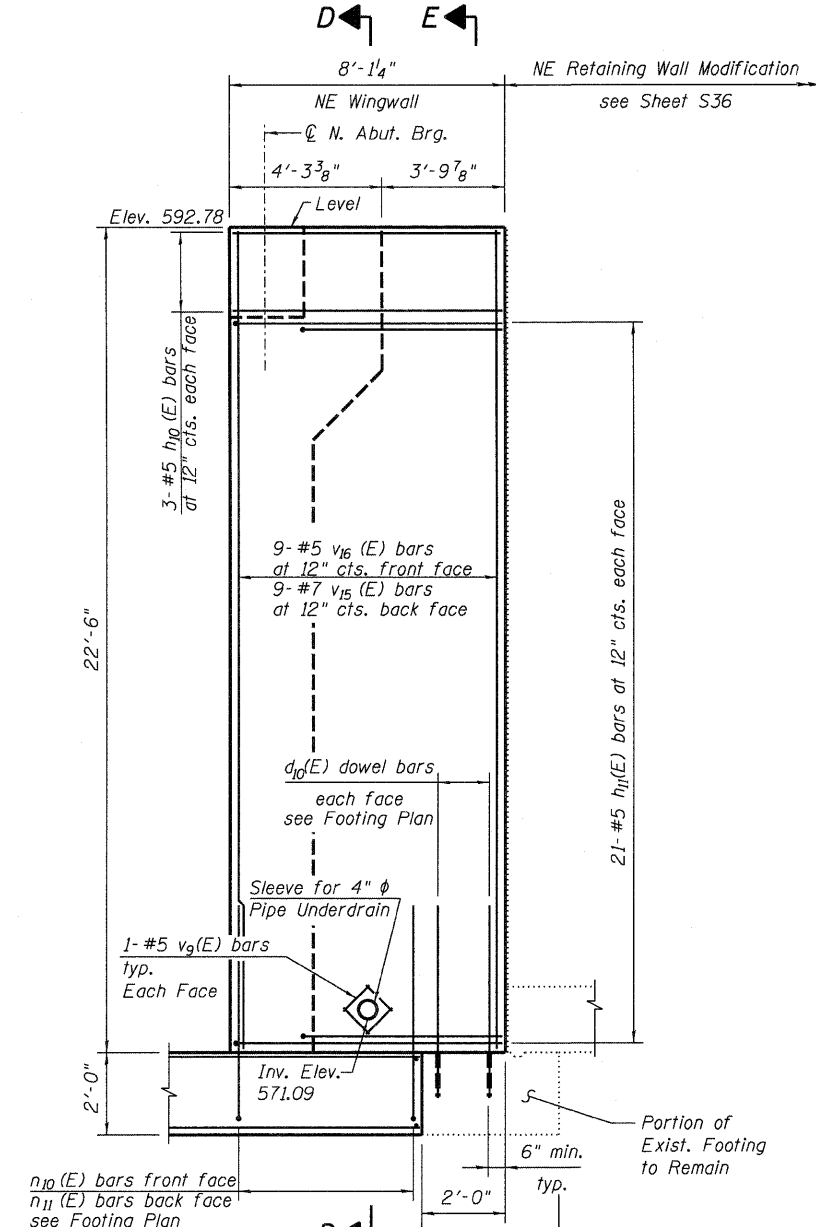


SECTION A-A
(Showing Reinforcement)

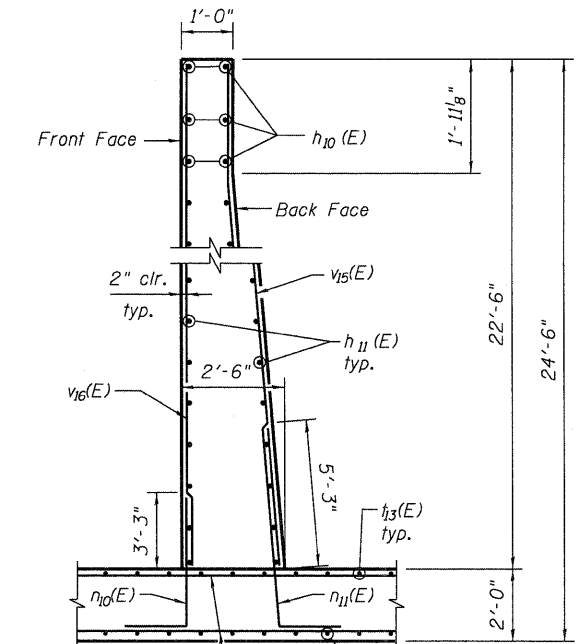
SECTION A-A
(Showing Details)



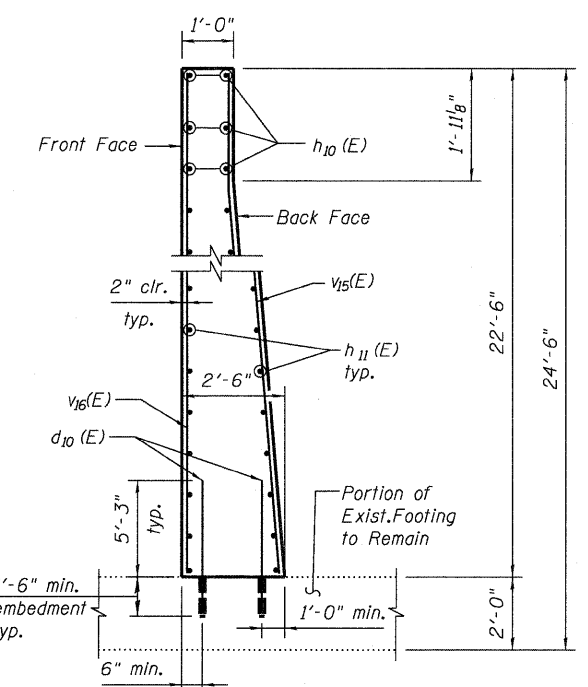
SECTION B-B



SECTION C-C



SECTION D-D



SECTION E-E

- Notes:
1. Alternate with $v_3(E)$ and $v_{10}(E)$ bars
 2. Additional height required at sidewalk (see sheet S33)
 3. For location of Sections A-A thru C-C, see sheet S33.
 4. For Bill of Material, see sheet S36.
 5. For section thru wingwall, see section thru retaining wall on sheet S31.
 6. For Pipe Underdrain for Structures Detail see sheet S28.

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

SEPSTEIN
600 WEST FULTON STREET
CHICAGO, ILLINOIS
60661-1259
TEL 312 454 9100
FAX 312 559 1217
WEB www.epsteinglobal.com

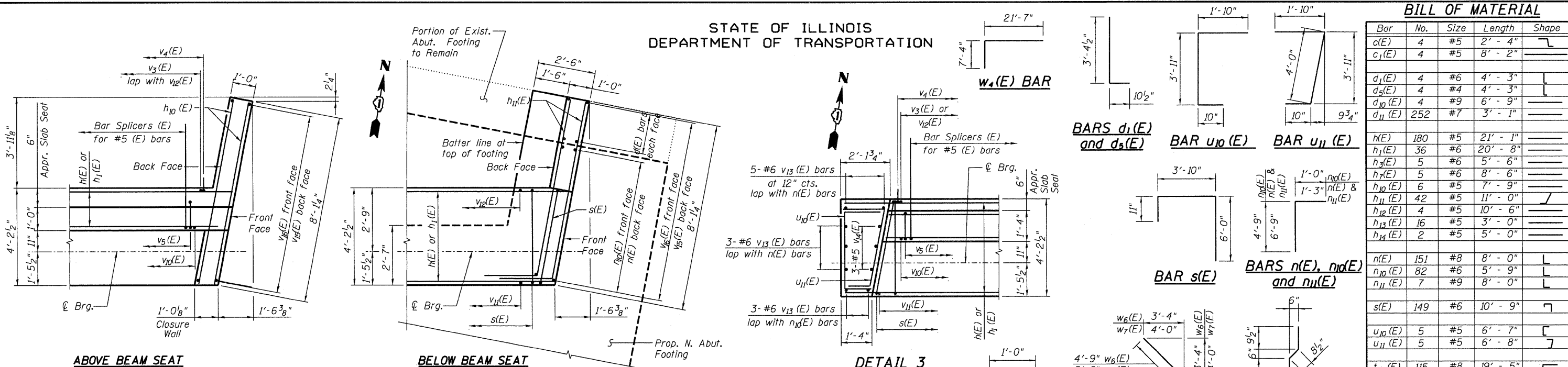
SHEET NO. S35
S52 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	71
CONTRACT NO. 60F65				
ILLINOIS FED. AID PROJECT				

**NORTH ABUTMENT
DETAILS 1
STRUCTURE NO. 016-2119**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

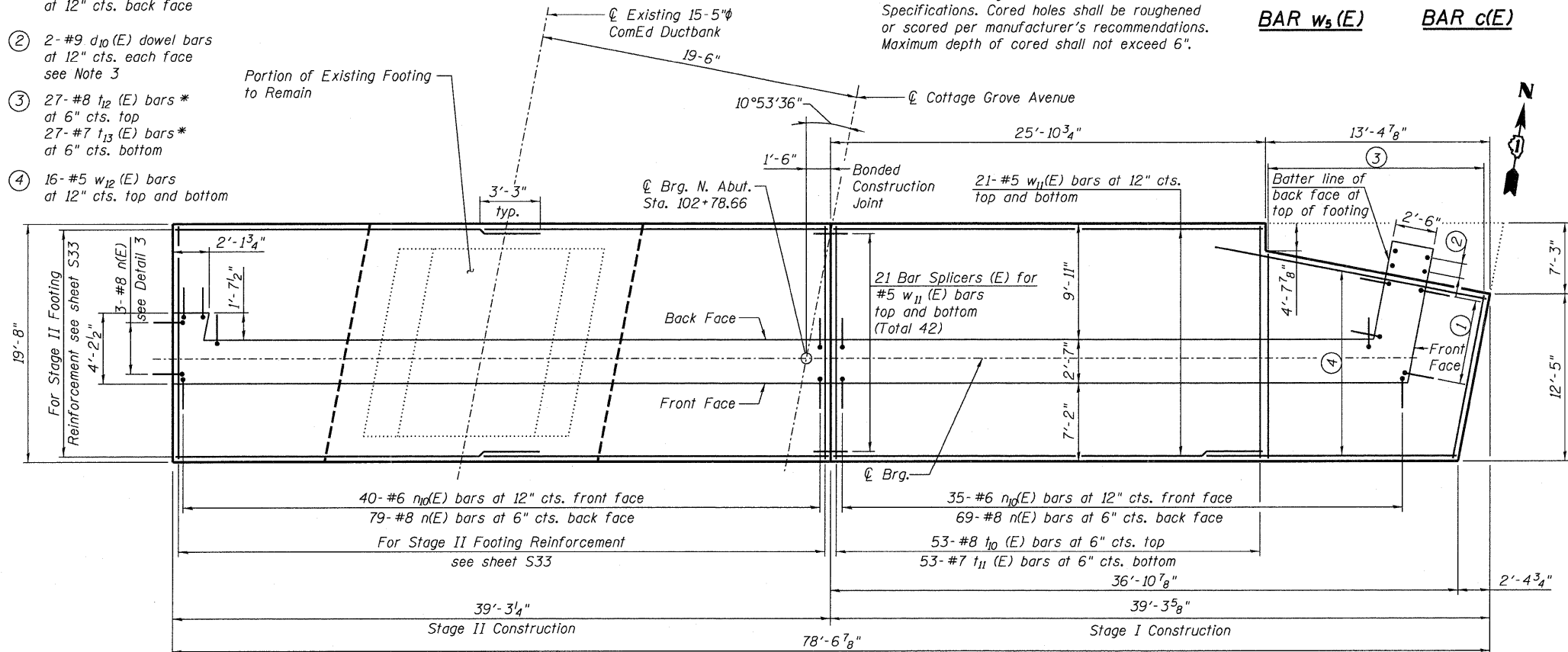


BILL OF MATERIAL

Bar	No.	Size	Length	Shape
c(E)	4	#5	2' - 4"	
c ₁ (E)	4	#5	8' - 2"	
d ₁ (E)	4	#6	4' - 3"	
d ₅ (E)	4	#4	4' - 3"	
d ₁₀ (E)	4	#9	6' - 9"	
d ₁₁ (E)	252	#7	3' - 1"	
h(E)	180	#5	21' - 1"	
h ₁ (E)	36	#6	20' - 8"	
h ₃ (E)	5	#6	5' - 6"	
h ₇ (E)	5	#6	8' - 6"	
h ₁₀ (E)	6	#5	7' - 9"	
h ₁₁ (E)	42	#5	11' - 0"	
h ₁₂ (E)	4	#5	10' - 6"	
h ₁₃ (E)	16	#5	3' - 0"	
h ₁₄ (E)	2	#5	5' - 0"	
n(E)	151	#8	8' - 0"	
n ₁₀ (E)	82	#6	5' - 9"	
n ₁₁ (E)	7	#9	8' - 0"	
s(E)	149	#6	10' - 9"	
u ₁₀ (E)	5	#5	6' - 7"	
u ₁₁ (E)	5	#5	6' - 8"	
t ₁ (E)	115	#8	19' - 5"	
t ₂ (E)	18	#8	14' - 2"	
t ₃ (E)	34	#7	5' - 1"	
t ₄ (E)	76	#7	11' - 11"	
t ₅ (E)	24	#6	11' - 7"	
t ₁₀ (E)	132	#8	19' - 4"	
t ₁₁ (E)	132	#7	19' - 4"	
t ₁₂ (E)	27	#8	14' - 8"	
t ₁₃ (E)	27	#7	14' - 8"	
v ₃ (E)	74	#5	5' - 1"	
v ₄ (E)	74	#5	2' - 11"	
v ₅ (E)	74	#4	4' - 7"	
v ₉ (E)	8	#5	1' - 0"	
v ₁₀ (E)	74	#4	5' - 3"	
v ₁₁ (E)	74	#6	20' - 1"	
v ₁₂ (E)	144	#6	18' - 6"	
v ₁₃ (E)	11	#6	24' - 9"	
v ₁₄ (E)	3	#5	6' - 2"	
v ₁₅ (E)	9	#7	22' - 4"	
v ₁₆ (E)	9	#5	22' - 4"	
v ₁₇ (E)	32	#5	7' - 0"	
w ₁ (E)	48	#5	12' - 0"	
w ₂ (E)	21	#5	10' - 3"	
w ₃ (E)	6	#5	18' - 9"	
w ₄ (E)	21	#5	28' - 11"	
w ₅ (E)	12	#5	9' - 8"	
w ₆ (E)	16	#5	8' - 5"	
w ₇ (E)	16	#5	18' - 0"	
w ₈ (E)	22	#5	10' - 2"	
w ₁₁ (E)	42	#5	25' - 7"	
w ₁₂ (E)	32	#5	16' - 7"	
Porous Granular Embankment, Special		Cu. Yd.	252	
Structure Excavation		Cu. Yd.	1,420	
Concrete Structures		Cu. Yd.	367.5	
Concrete Superstructure		Cu. Yd.	6.4	
Reinforcement Bars, Epoxy Coated		Pound	50,010	
Bar Splicers (E)		Each	173	
Concrete Sealer		Sq. Ft.	523	
Geocomposite Wall Drain		Sq. Yd.	186	
Pipe underdrain for structures, 4" dia.		Foot	84	

- 7-#6 n₁₀(E) bars at 12" cts. front face
7-#9 n₁₁(E) bars at 12" cts. back face
- 2-#9 d₁₀(E) dowel bars at 12" cts. each face see Note 3
- 27-#8 t₁₂(E) bars * at 6" cts. top
27-#7 t₁₃(E) bars * at 6" cts. bottom
- 16-#5 w₁₂(E) bars at 12" cts. top and bottom

* Cut in field as required
** Bend in field as required
*** In lieu of bottom leg, c(E) bars may be cored and set according to Article 509.06 of Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored shall not exceed 6".



FOOTING PLAN

- Notes:
- Work this sheet with sheets S33 thru S35.
 - For location of Details 1 and 3 see sheet S33.
 - Drill and Grout Dowel Bars should comply with requirements of Section 584 of Standard Specification. Cost included with Reinforcement Bars, Epoxy Coated.

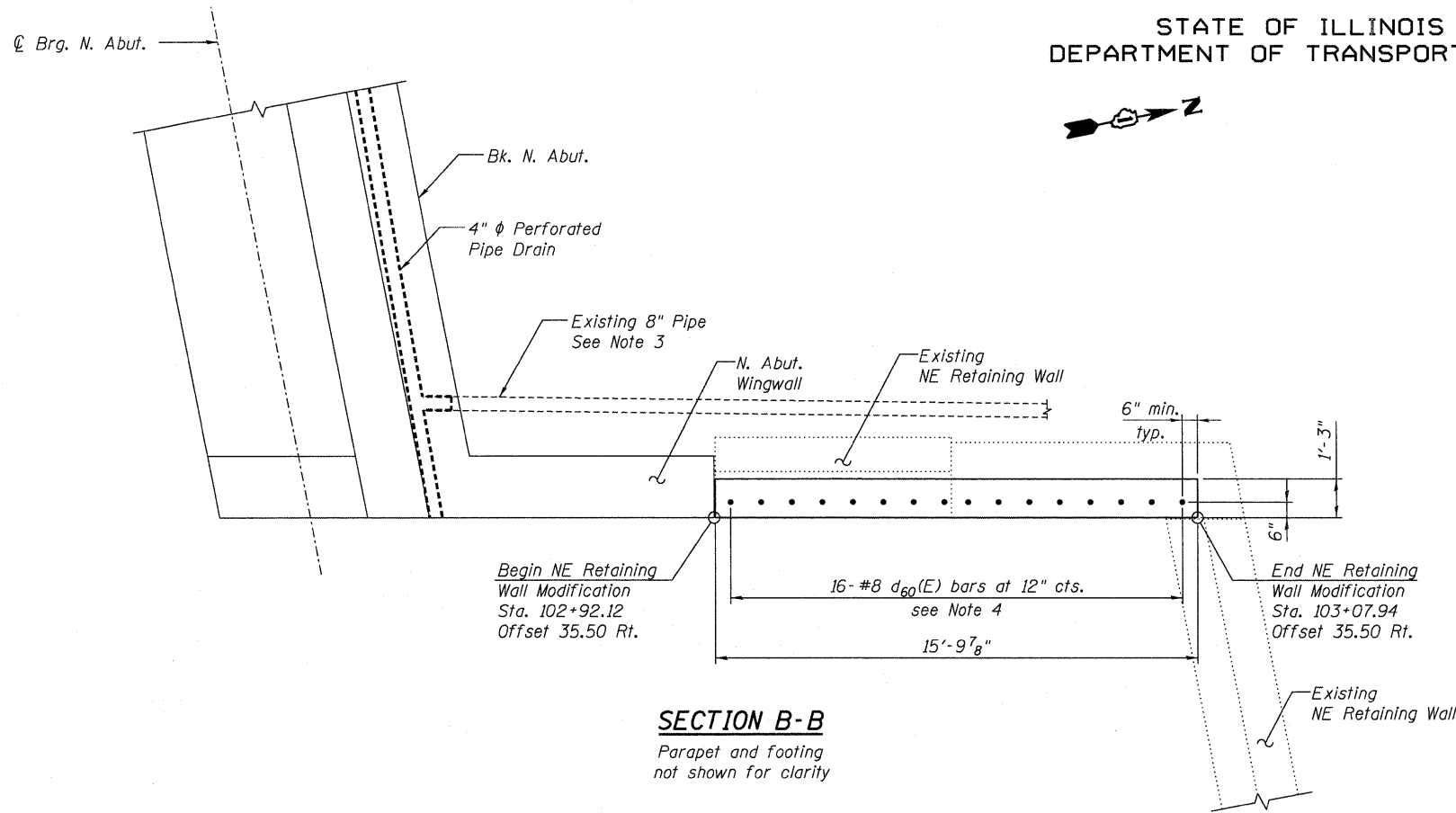
DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

SEPSTEIN
600 WEST FULTON STREET
CHICAGO, ILLINOIS 60661-1259
TEL 312 454 9100
FAX 312 559 1217
WEB www.sepsteinglobal.com

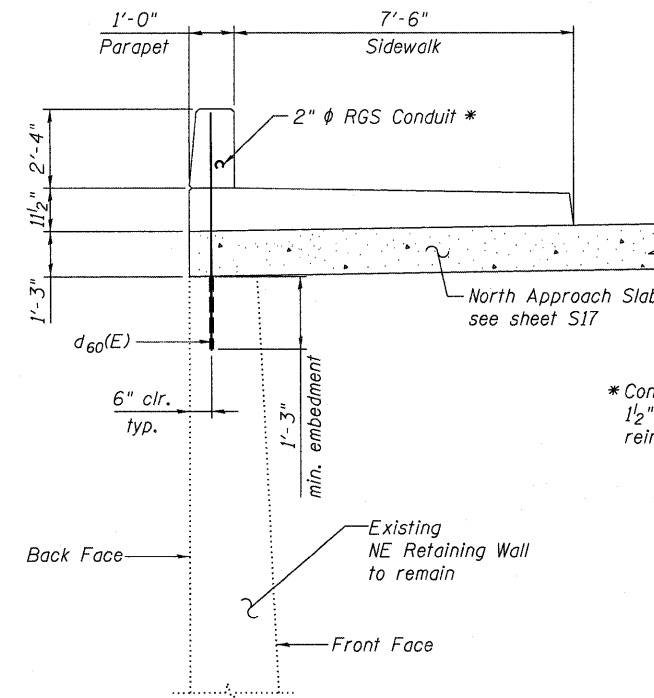
SHEET NO. S36	F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 72
S52 SHEETS	CONTRACT NO. 60F65		ILLINOIS FED. AID PROJECT		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION B-B
Parapet and footing
not shown for clarity



SECTION A-A

* Conduit shall have minimum 1/2" clearance from all reinforcement.

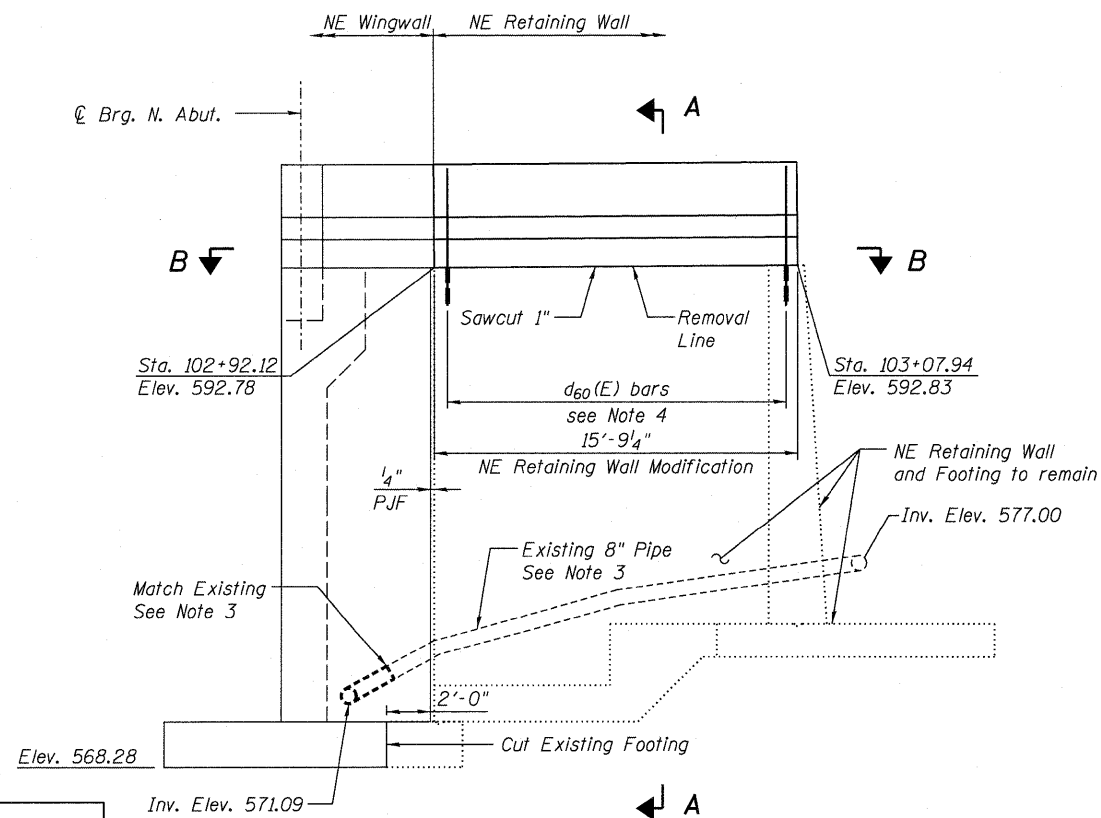
Notes:

1. For North Approach Slab details see sheet S17.
2. For North Abutment details see sheets S33.
3. Contractor shall verify existing pipe locations and invert elevations.
4. Drill and Grout Dowel Bars should comply with requirements of Section 584 of Standard Specification. Cost included with Reinforcement Bars, Epoxy Coated.

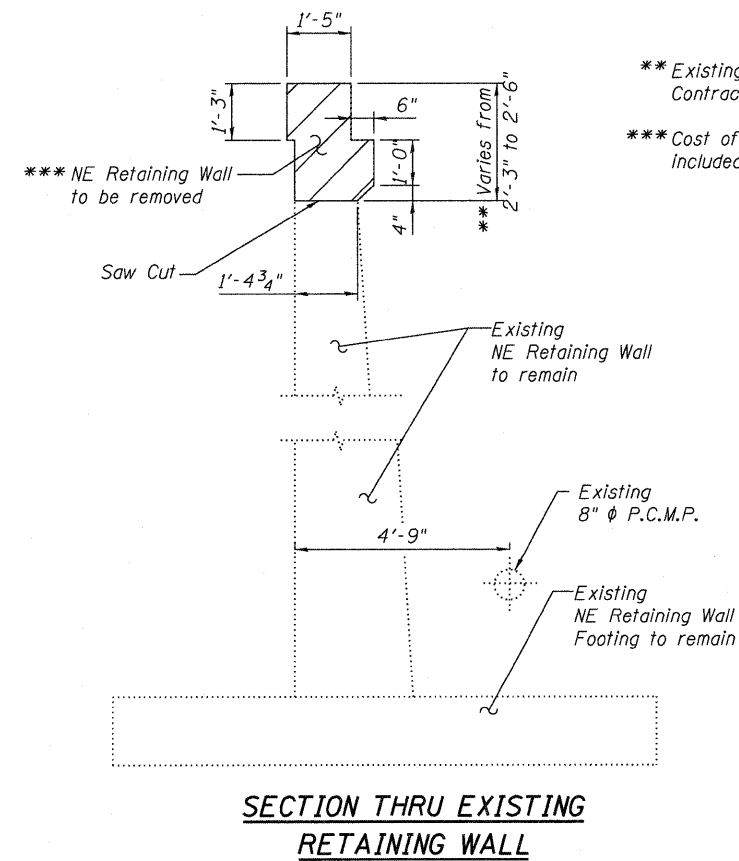
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d ₆₀ (E)	16	#8	5' - 6"	—
Reinforcement Bars, Epoxy Coated			Pound	240

**NE RETAINING WALL
MODIFICATION
STRUCTURE NO. 016-2119**



ELEVATION
Looking West



**SECTION THRU EXISTING
RETAINING WALL**

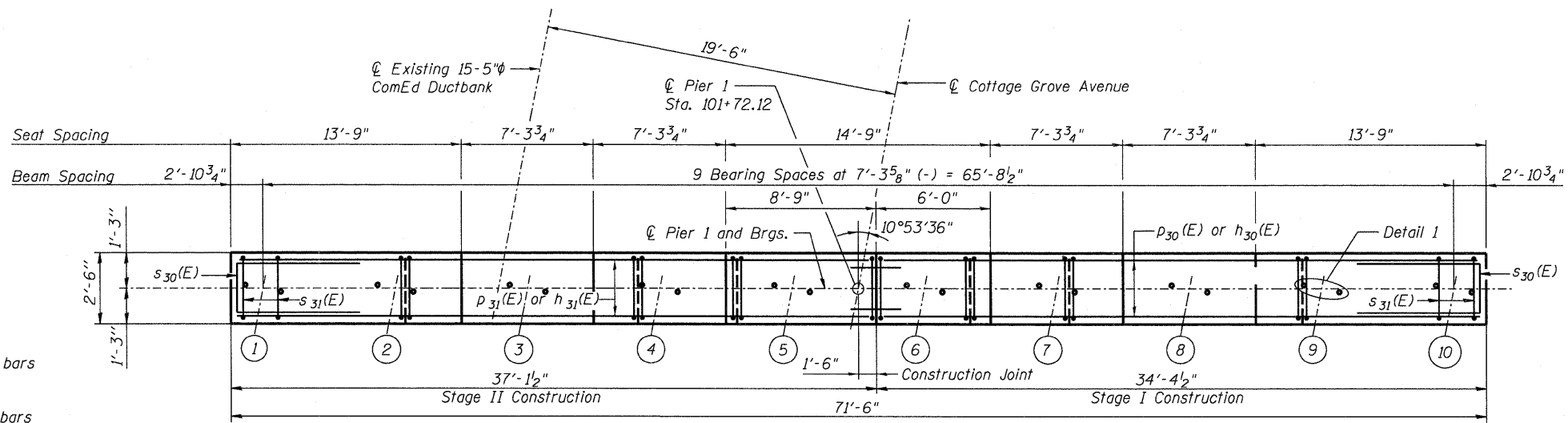
** Existing elevations taken from existing plans. Contractor to verify in the field.

*** Cost of NE Retaining Wall removal included with Removal of Existing Structures.

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

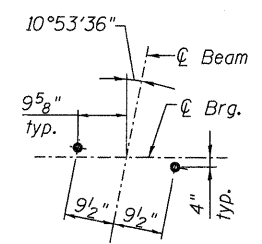
 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259	SHEET NO. S37 S52 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		94	1314B-1	COOK	110	73
				CONTRACT NO. 60F65		
ILLINOIS FED. AID PROJECT						

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

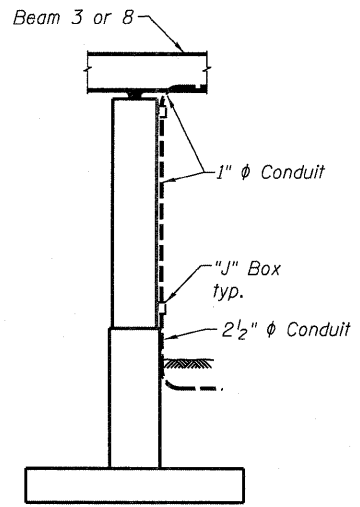


- ① 28- #5 $s_{36}(E)$ bars at 12" cts.
- ② 12- #8 $n_{32}(E)$ bars See Footing Plan
- ③ 14- #5 $v_{32}(E)$ bars at 12" cts. Each Face
- ④ 15- #5 $n_{30}(E)$ bars at 12" cts.
- ⑤ 6- #8 $n_{31}(E)$ bars See Footing Plan
- ⑥ 10- #5 $s_{32}(E)$ bars at 12" cts.
- ⑦ 18- #8 $n_{31}(E)$ bars See Footing Plan
- ⑧ 12- #5 $s_{32}(E)$ bars at 12" cts.

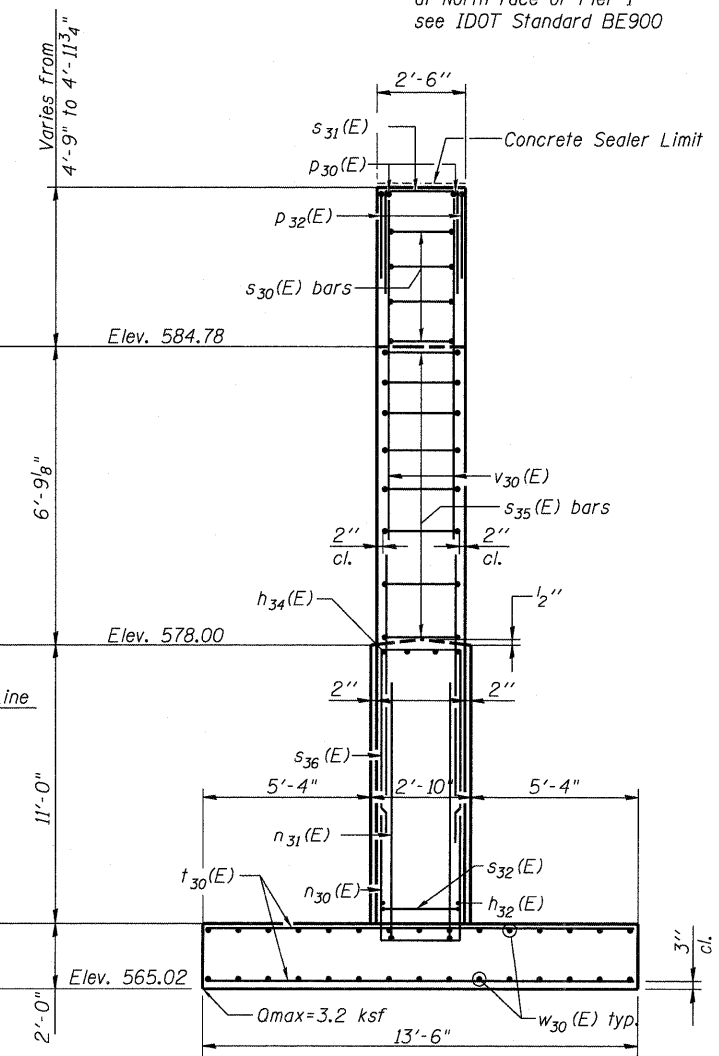
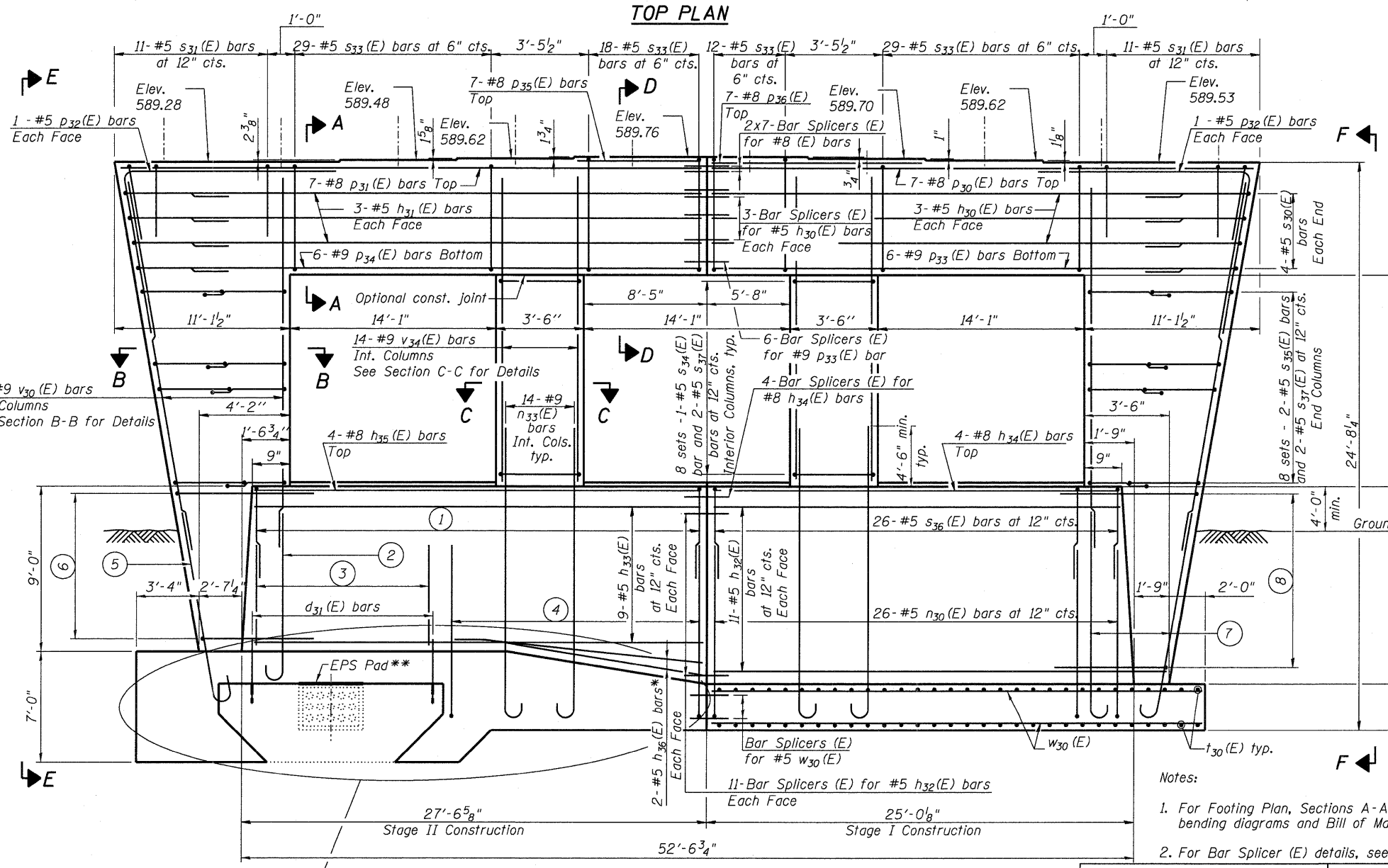
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.



DETAIL 1



CONDUIT LOCATION
(Looking West)
Place Conduits and "J" boxes at North face of Pier 1 see IDOT Standard BE900



VIEW F-F
PIER 1
STRUCTURE NO. 016-2119

- Notes:
- For Footing Plan, Sections A-A thru D-D, View E-E, bar bending diagrams and Bill of Materials, see sheet S41.
 - For Bar Splicer (E) details, see sheet S39.

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

See Pier Stage II Footing Details Sheet S42

ELEVATION
(Looking North)

*Bend in the field as required.
** 2" High Strength EPS Pad (see sheet S42 for details)

STEPSTEIN
600 WEST FULTON STREET
CHICAGO, ILLINOIS
60661-1259
TEL 312 454 9100
FAX 312 559 1217
WEB www.epsteinglobal.com

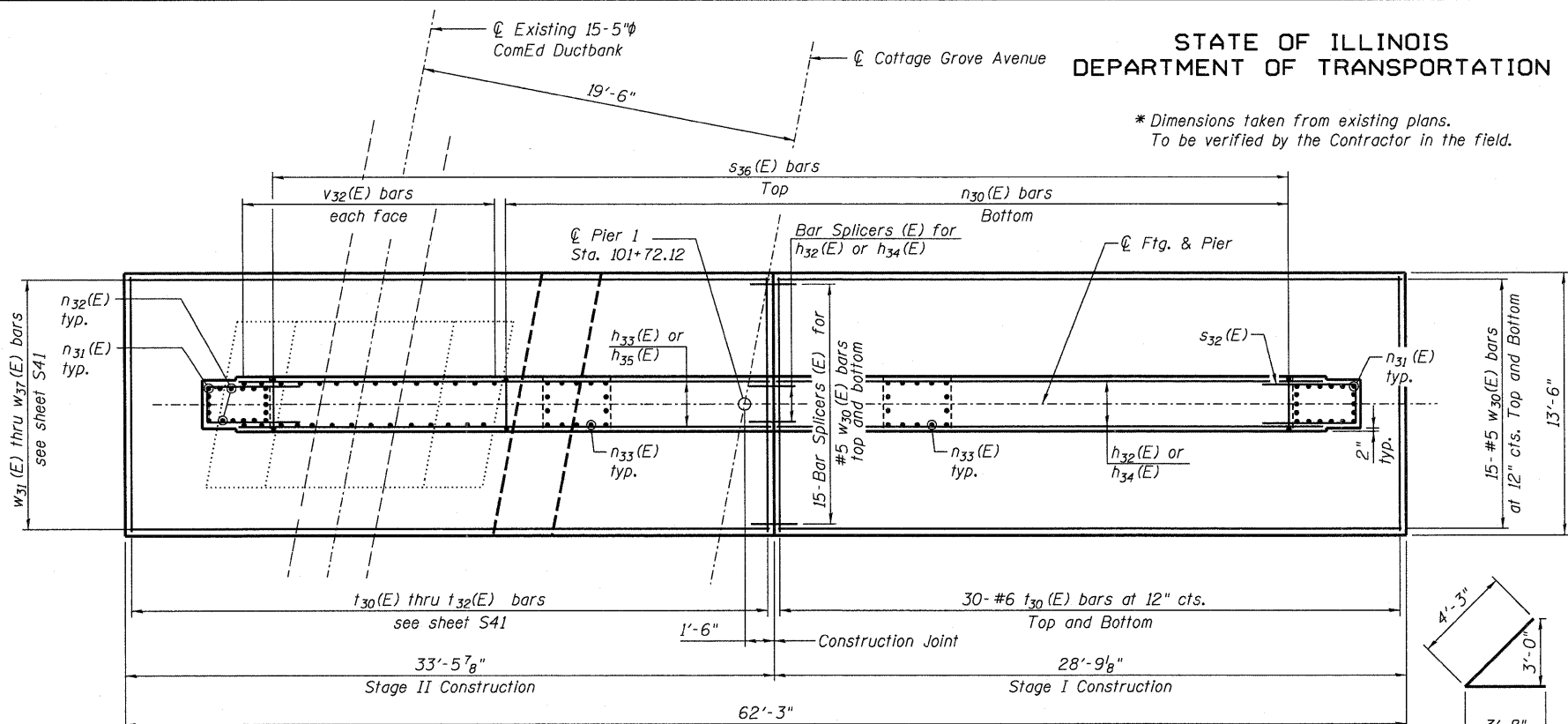
SHEET NO. S38
S52 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	74
CONTRACT NO. 60F65				
ILLINOIS FED. AID PROJECT				

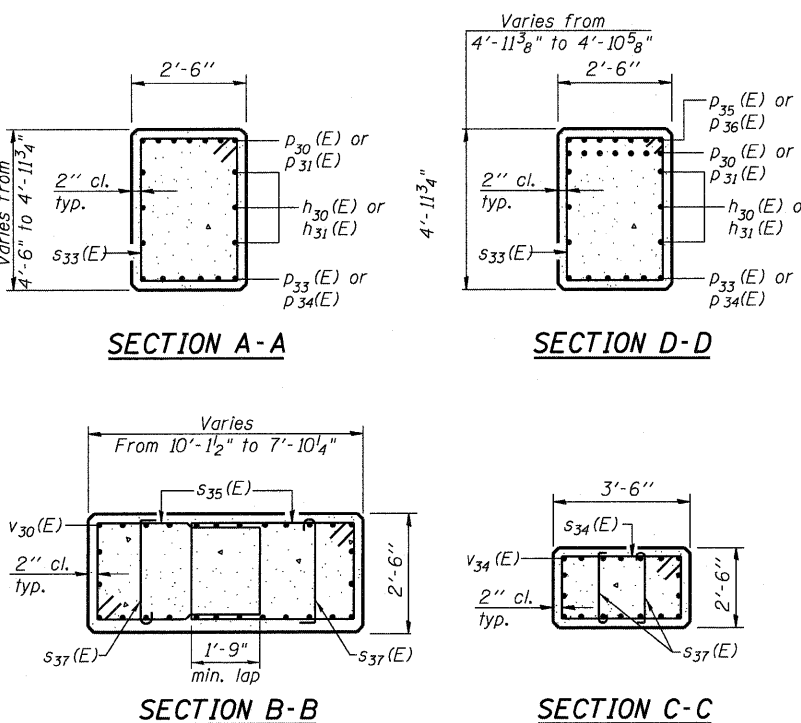
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* Dimensions taken from existing plans.
To be verified by the Contractor in the field.



FOOTING PLAN

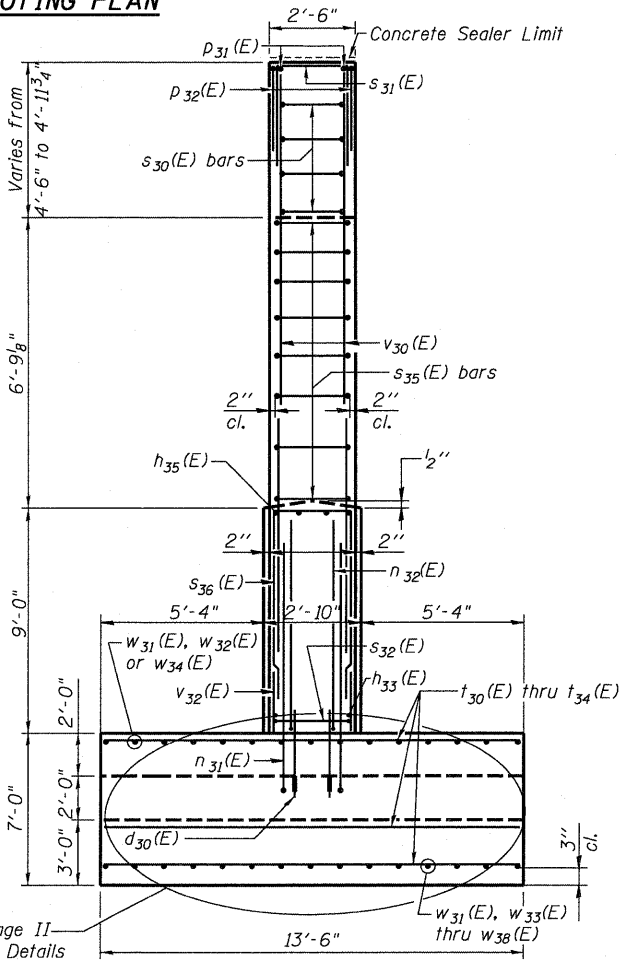


SECTION A-A

SECTION D-D

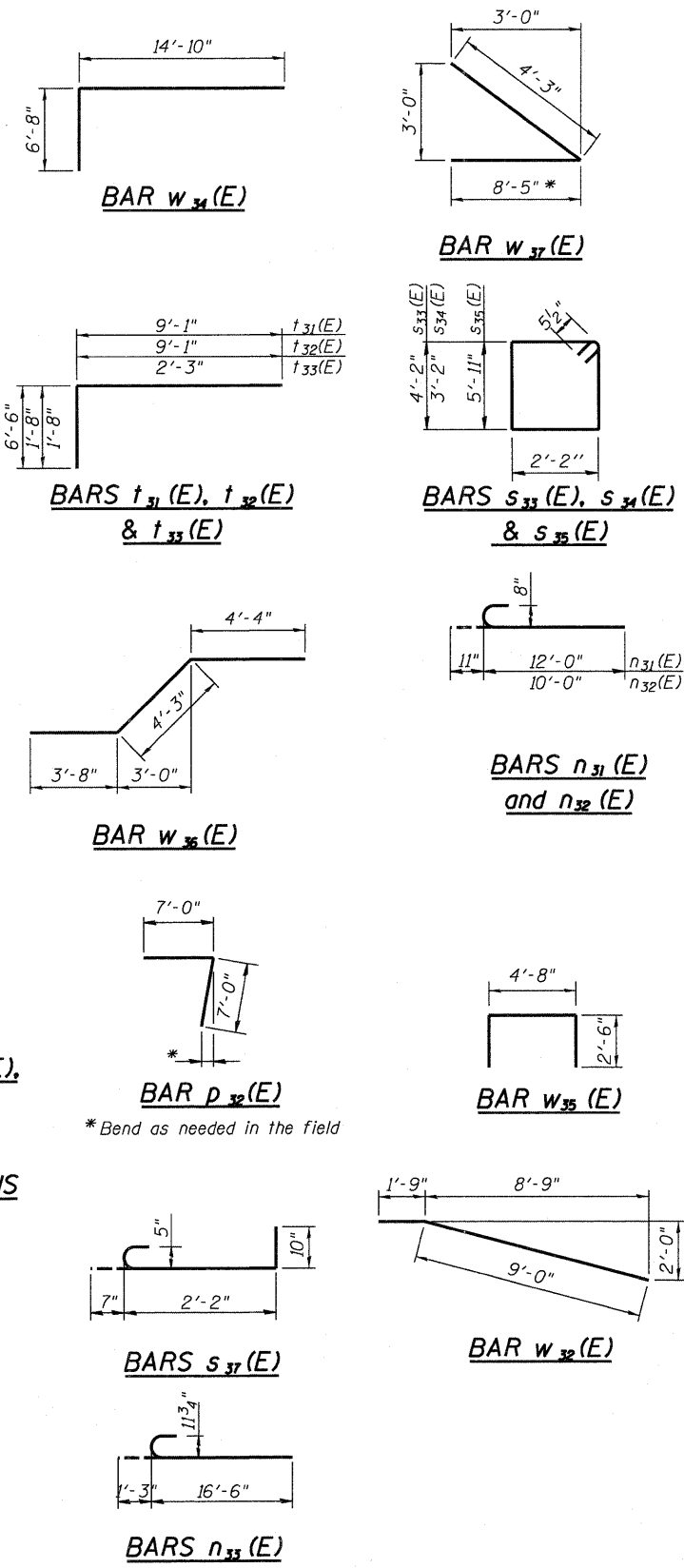
SECTION B-B

SECTION C-C



VIEW E-E

See Stage II Footing Details Sheet S42



BARS s₃₀(E), s₃₁(E), s₃₂(E), s₃₅(E) & n₃₀(E)

A & B DIMENSIONS

Bar	A	B
s ₃₀ (E)	2'-2"	3'-6"
s ₃₁ (E)	2'-2"	3'-2"
s ₃₂ (E)	2'-2"	7'-6"
s ₃₅ (E)	2'-6"	2'-2"
n ₃₀ (E)	2'-6"	12'-0"

Notes:

1. For location of Sections A-A thru D-D and View E-E, see sheet S38.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d ₃₀ (E)	172	#7	3' - 6"	
d ₃₁ (E)	20	#7	8' - 3"	
h ₃₀ (E)	6	#5	32' - 11"	
h ₃₁ (E)	6	#5	35' - 8"	
h ₃₂ (E)	22	#5	23' - 8"	
h ₃₃ (E)	18	#5	26' - 5"	
h ₃₄ (E)	4	#8	23' - 8"	
h ₃₅ (E)	4	#8	26' - 5"	
h ₃₆ (E)	4	#5	11' - 0"	
n ₃₀ (E)	41	#5	26' - 6"	
n ₃₁ (E)	24	#8	12' - 11"	
n ₃₂ (E)	12	#8	10' - 11"	
n ₃₃ (E)	28	#9	17' - 9"	
p ₃₀ (E)	7	#8	34' - 1"	
p ₃₁ (E)	7	#8	36' - 10"	
p ₃₂ (E)	4	#5	14' - 0"	
p ₃₃ (E)	6	#9	32' - 7"	
p ₃₄ (E)	6	#9	35' - 3"	
p ₃₅ (E)	7	#8	8' - 6"	
p ₃₆ (E)	7	#8	12' - 11"	
s ₃₀ (E)	8	#5	9' - 2"	
s ₃₁ (E)	22	#5	8' - 6"	
s ₃₂ (E)	22	#5	17' - 2"	
s ₃₃ (E)	88	#5	13' - 7"	
s ₃₄ (E)	16	#5	11' - 7"	
s ₃₅ (E)	32	#5	17' - 1"	
s ₃₆ (E)	54	#5	6' - 10"	
s ₃₇ (E)	64	#5	3' - 7"	
t ₃₀ (E)	95	#6	13' - 2"	
t ₃₁ (E)	45	#6	15' - 7"	
t ₃₂ (E)	10	#6	10' - 9"	
t ₃₃ (E)	18	#6	3' - 11"	
t ₃₄ (E)	62	#6	9' - 1"	
v ₃₀ (E)	56	#9	20' - 6"	
v ₃₂ (E)	28	#5	10' - 4"	
v ₃₃ (E)	30	#5	6' - 0"	
v ₃₄ (E)	28	#9	10' - 11"	
w ₃₀ (E)	30	#5	28' - 5"	
w ₃₁ (E)	30	#5	11' - 5"	
w ₃₂ (E)	15	#5	10' - 9"	
w ₃₃ (E)	6	#5	11' - 10"	
w ₃₄ (E)	15	#5	21' - 6"	
w ₃₅ (E)	12	#5	9' - 8"	
w ₃₆ (E)	15	#5	12' - 3"	
w ₃₇ (E)	9	#5	12' - 8"	
w ₃₈ (E)	9	#5	7' - 11"	
Structure Excavation	Cu. Yd.		468	
Concrete Structures	Cu. Yd.		213.8	
Reinforcement Bars, Epoxy Coated	Pound		25,900	
Bar Splicers (E)	Each		82	
Concrete Sealer	Sq. Ft.		179	

PIER 1 DETAILS
STRUCTURE NO. 016-2119

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

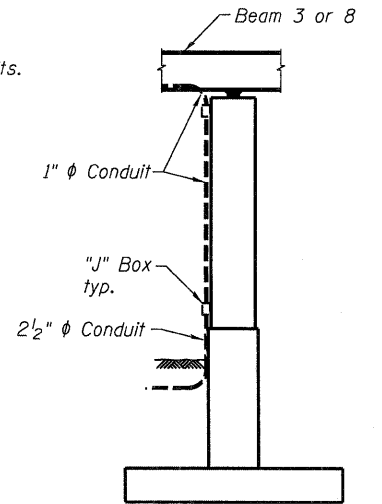
SEPSTEIN
600 WEST FULTON STREET
CHICAGO, ILLINOIS
60661-1259
TEL 312 454 9100
FAX 312 559 1217
WEB www.sepsteinglobal.com

SHEET NO. S39 S52 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94	1314B-1	COOK	110	75
			CONTRACT NO. 60F65		
ILLINOIS FED. AID PROJECT					

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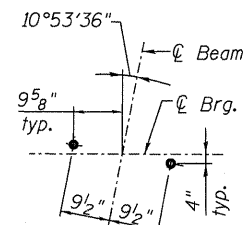
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.



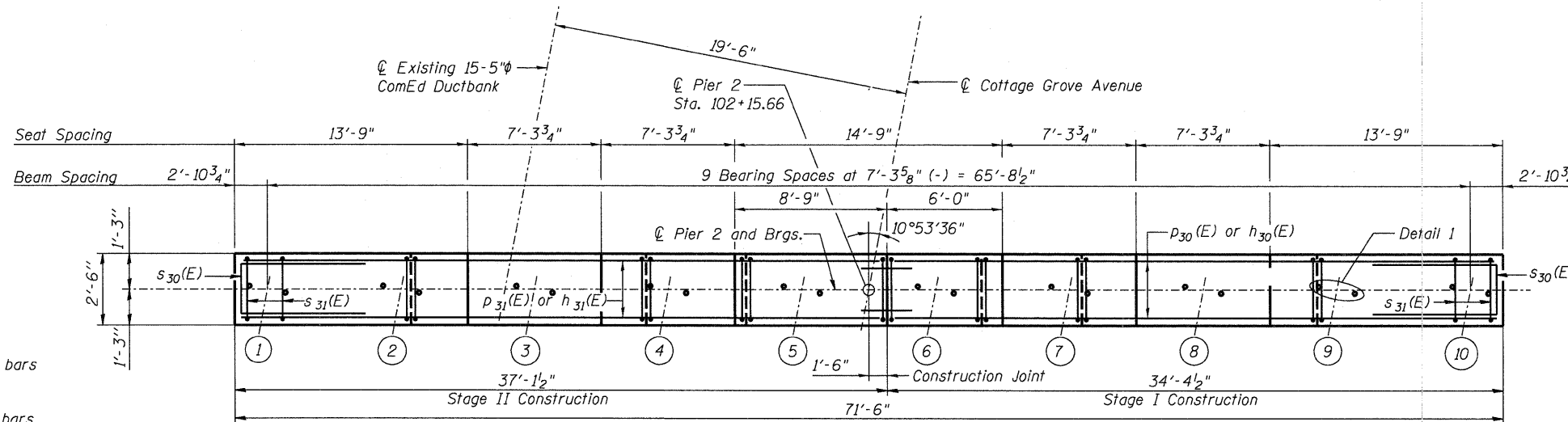
CONDUIT LOCATION

(Looking West)
Place Conduits and "J" boxes
at South face of Pier 2
see IDOT Standard BE900

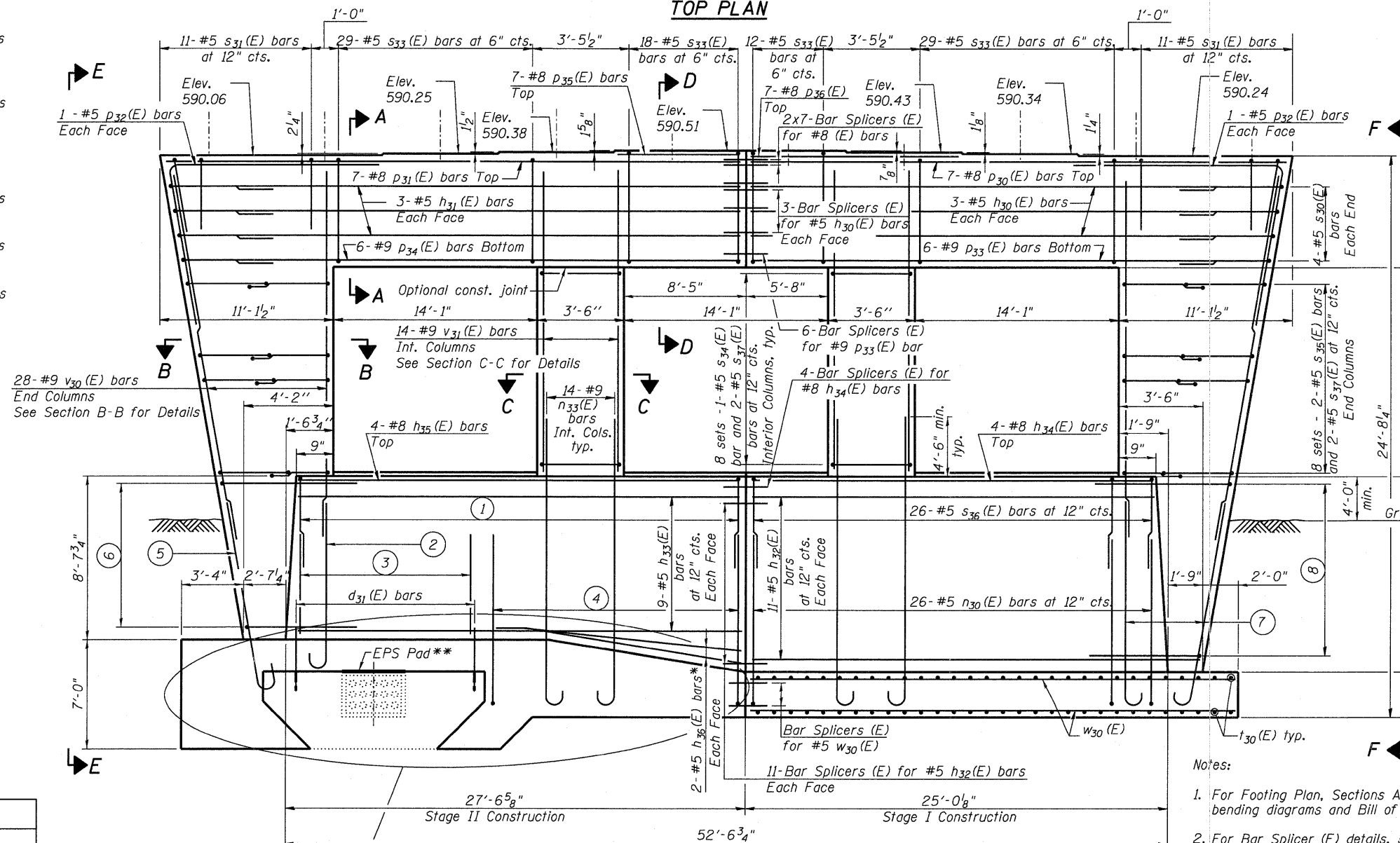


DETAIL 1

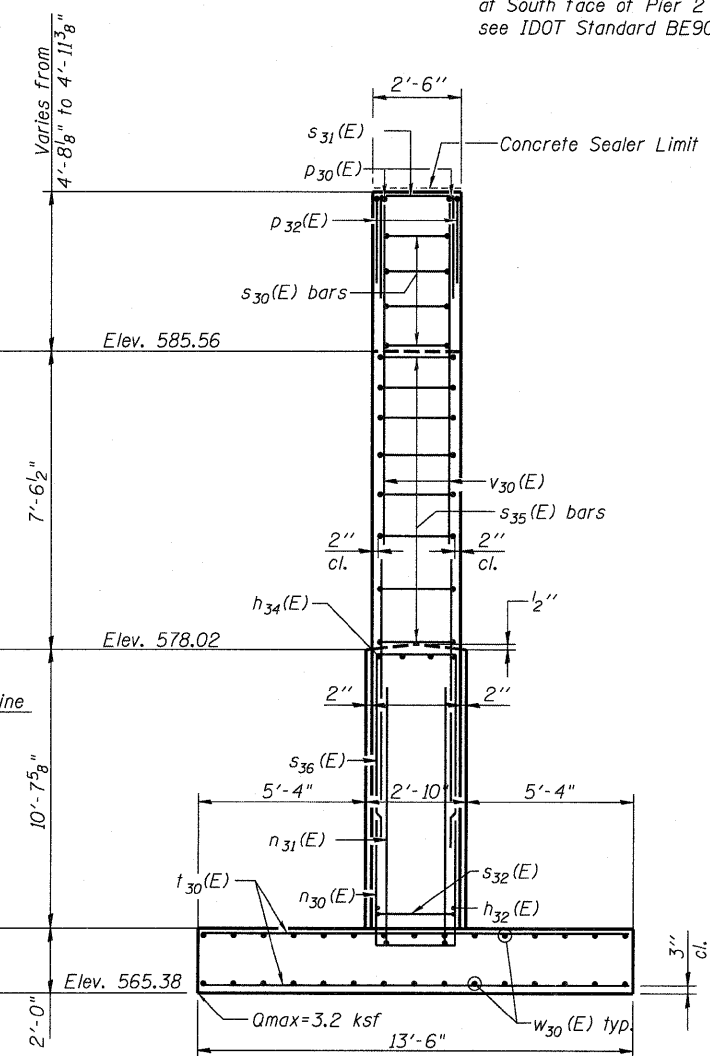
- 1 28-#5 s₃₆(E) bars at 12" cts.
- 2 12-#8 n₃₂(E) bars See Footing Plan
- 3 14-#5 v₃₂(E) bars at 12" cts. Each Face
- 4 15-#5 n₃₀(E) bars at 12" cts.
- 5 6-#8 n₃₁(E) bars See Footing Plan
- 6 10-#5 s₃₂(E) bars at 12" cts.
- 7 18-#8 n₃₁(E) bars See Footing Plan
- 8 12-#5 s₃₂(E) bars at 12" cts.



TOP PLAN



ELEVATION
(Looking North)



VIEW F-F

**PIER 2
STRUCTURE NO. 016-2119**

- Notes:
- For Footing Plan, Sections A-A thru D-D, View E-E, bar bending diagrams and Bill of Materials, see sheet S41.
 - For Bar Splicer (E) details, see sheet S45.

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

See Pier Stage II Footing Details Sheet S42

* Bend in the field as required.
** 2" High Strength EPS Pad (see sheet S42 for details)

EPSTEIN

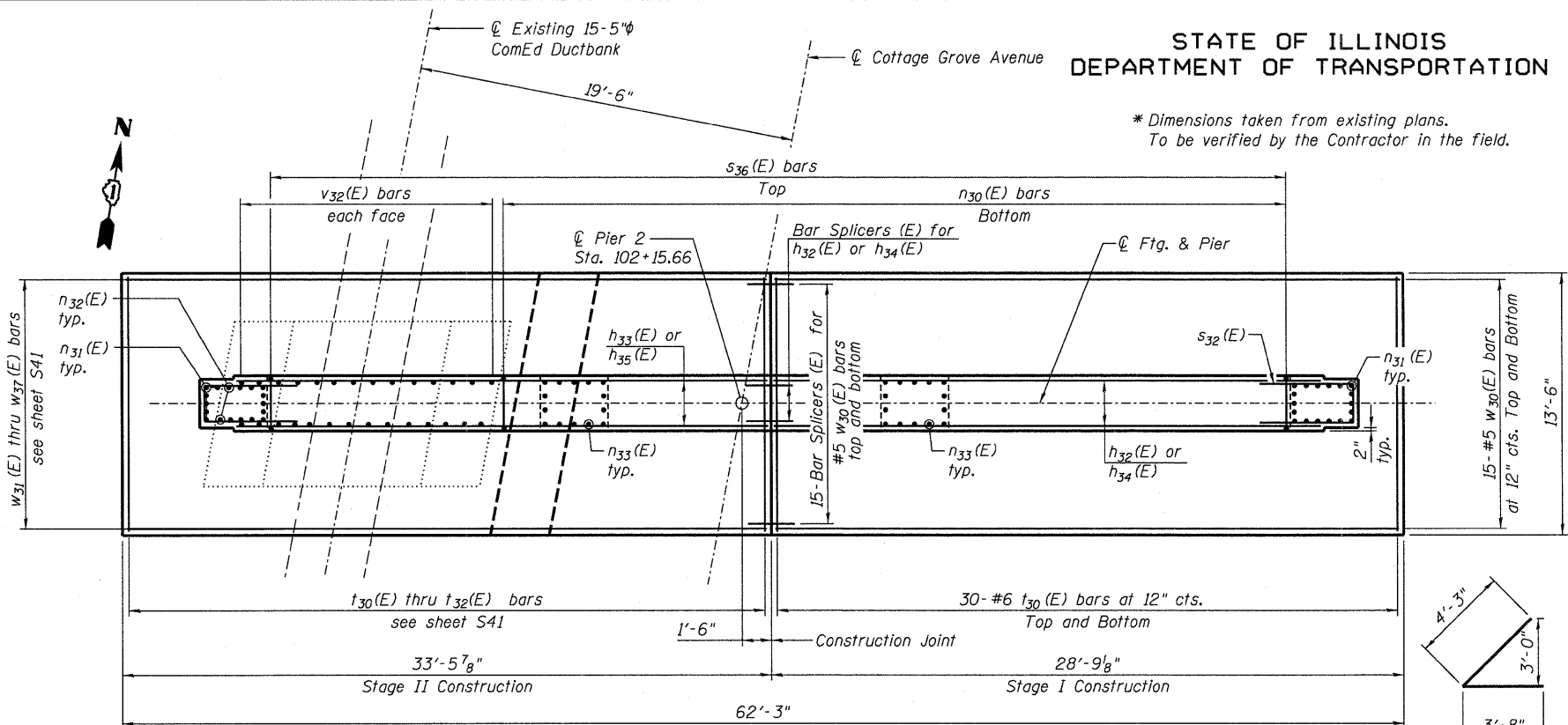
600 WEST FULTON STREET
CHICAGO, ILLINOIS 60661-1259
TEL 312 454 9100
FAX 312 559 1217
WEB www.epsteinglobal.com

SHEET NO. S40
S52 SHEETS

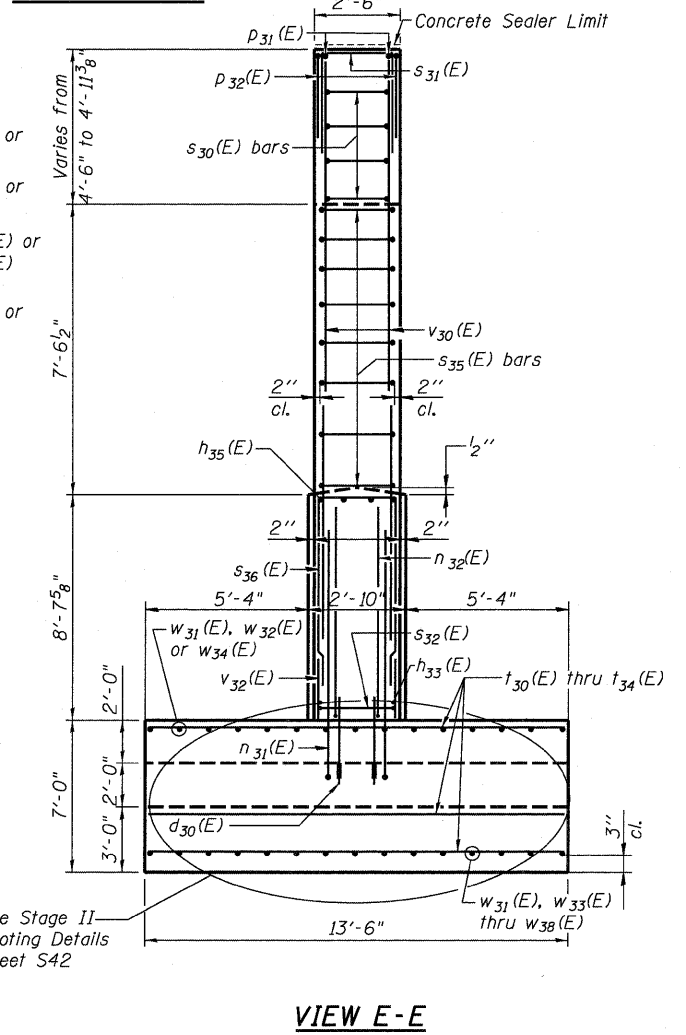
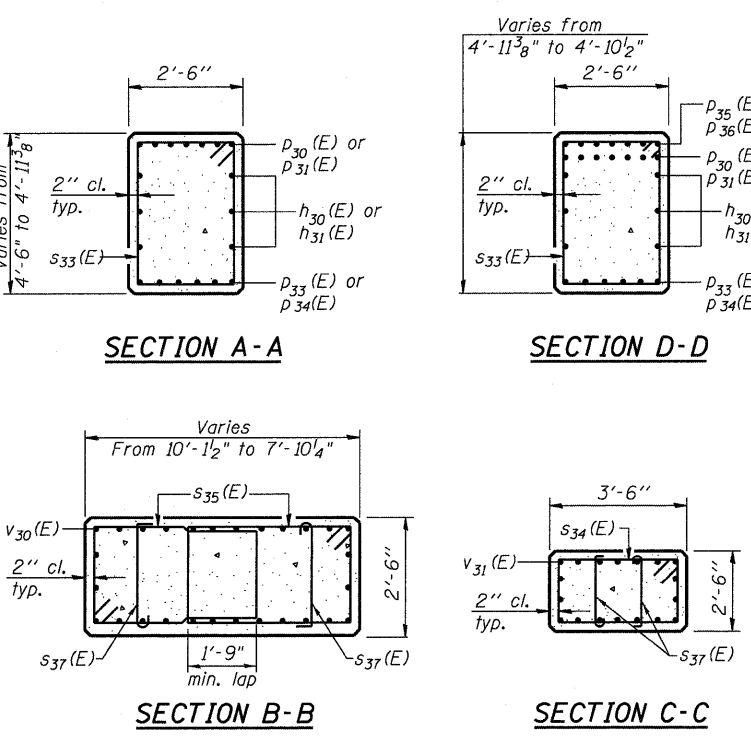
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	76
CONTRACT NO. 60F65				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

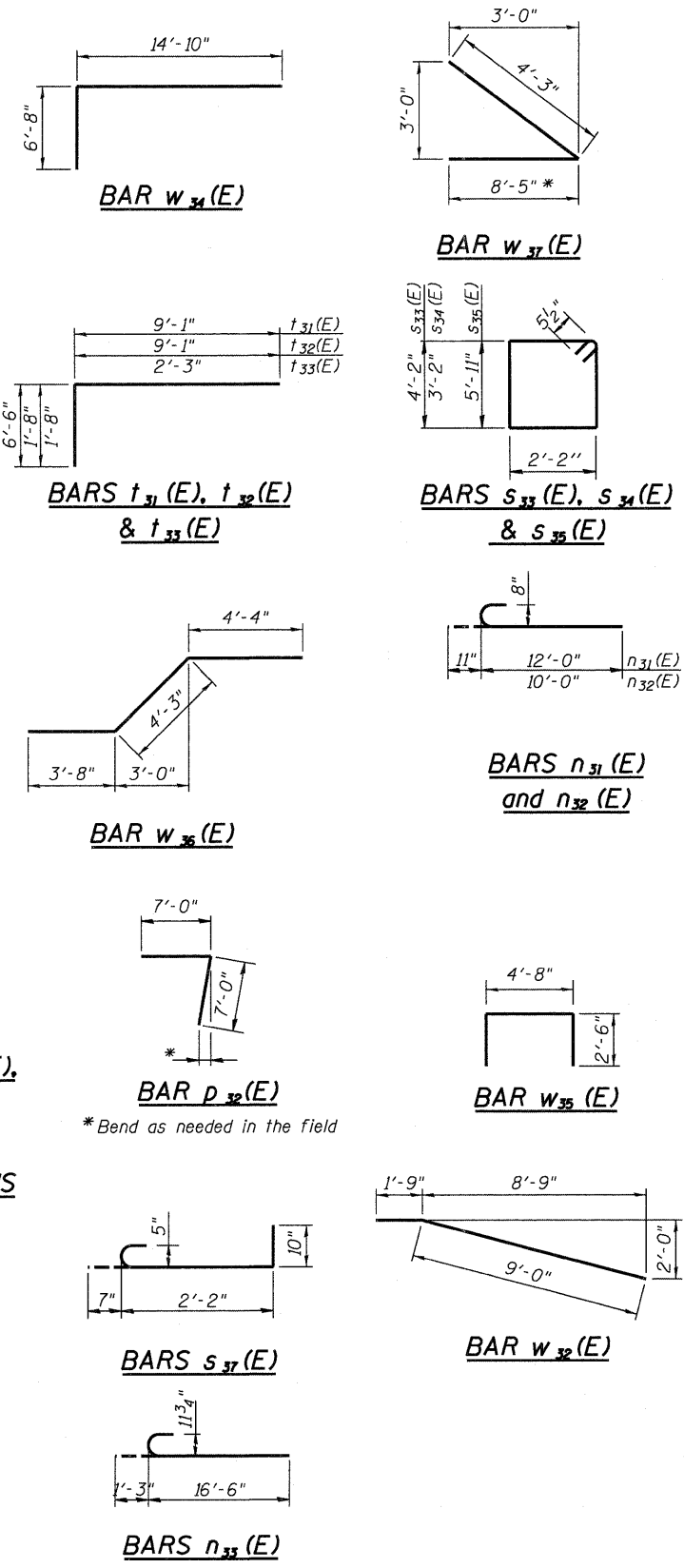
* Dimensions taken from existing plans.
To be verified by the Contractor in the field.



FOOTING PLAN



VIEW E-E



BARS s30(E), s31(E), s32(E), s35(E) & n30(E)

A & B DIMENSIONS

Bar	A	B
s30(E)	2'-2"	3'-6"
s31(E)	2'-2"	3'-2"
s32(E)	2'-2"	7'-6"
s35(E)	2'-6"	2'-2"
n30(E)	2'-6"	12'-0"

Notes:

1. For location of Sections A-A thru D-D and View E-E, see sheet S40.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d30(E)	172	#7	3' - 6"	
d31(E)	20	#7	8' - 3"	
h30(E)	6	#5	32' - 11"	
h31(E)	6	#5	35' - 8"	
h32(E)	22	#5	23' - 8"	
h33(E)	18	#5	26' - 5"	
h34(E)	4	#8	23' - 8"	
h35(E)	4	#8	26' - 5"	
h36(E)	4	#5	11' - 0"	
n30(E)	41	#5	26' - 6"	
n31(E)	24	#8	12' - 11"	
n32(E)	12	#8	10' - 11"	
n33(E)	28	#9	17' - 9"	
p30(E)	7	#8	34' - 1"	
p31(E)	7	#8	36' - 10"	
p32(E)	4	#5	14' - 0"	
p33(E)	6	#9	32' - 7"	
p34(E)	6	#9	35' - 3"	
p35(E)	7	#8	8' - 6"	
p36(E)	7	#8	12' - 11"	
s30(E)	8	#5	9' - 2"	
s31(E)	22	#5	8' - 6"	
s32(E)	22	#5	17' - 2"	
s33(E)	88	#5	13' - 7"	
s34(E)	16	#5	11' - 7"	
s35(E)	32	#5	17' - 1"	
s36(E)	54	#5	6' - 10"	
s37(E)	64	#5	3' - 7"	
t30(E)	95	#6	13' - 2"	
t31(E)	45	#6	15' - 7"	
t32(E)	10	#6	10' - 9"	
t33(E)	18	#6	3' - 11"	
t34(E)	62	#6	9' - 1"	
v30(E)	56	#9	20' - 6"	
v31(E)	28	#9	11' - 6"	
v32(E)	28	#5	10' - 4"	
v33(E)	30	#5	6' - 0"	
w30(E)	30	#5	28' - 5"	
w31(E)	30	#5	11' - 5"	
w32(E)	15	#5	10' - 9"	
w33(E)	6	#5	11' - 10"	
w34(E)	15	#5	21' - 6"	
w35(E)	12	#5	9' - 8"	
w36(E)	15	#5	12' - 3"	
w37(E)	9	#5	12' - 8"	
w38(E)	9	#5	7' - 11"	
Structure Excavation		Cu. Yd.	461	
Concrete Structures		Cu. Yd.	214.2	
Reinforcement Bars, Epoxy Coated		Pound	25,950	
Bar Splicers (E)		Each	82	
Concrete Sealer		Sq. Ft.	179	

PIER 2 DETAILS
STRUCTURE NO. 016-2119

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

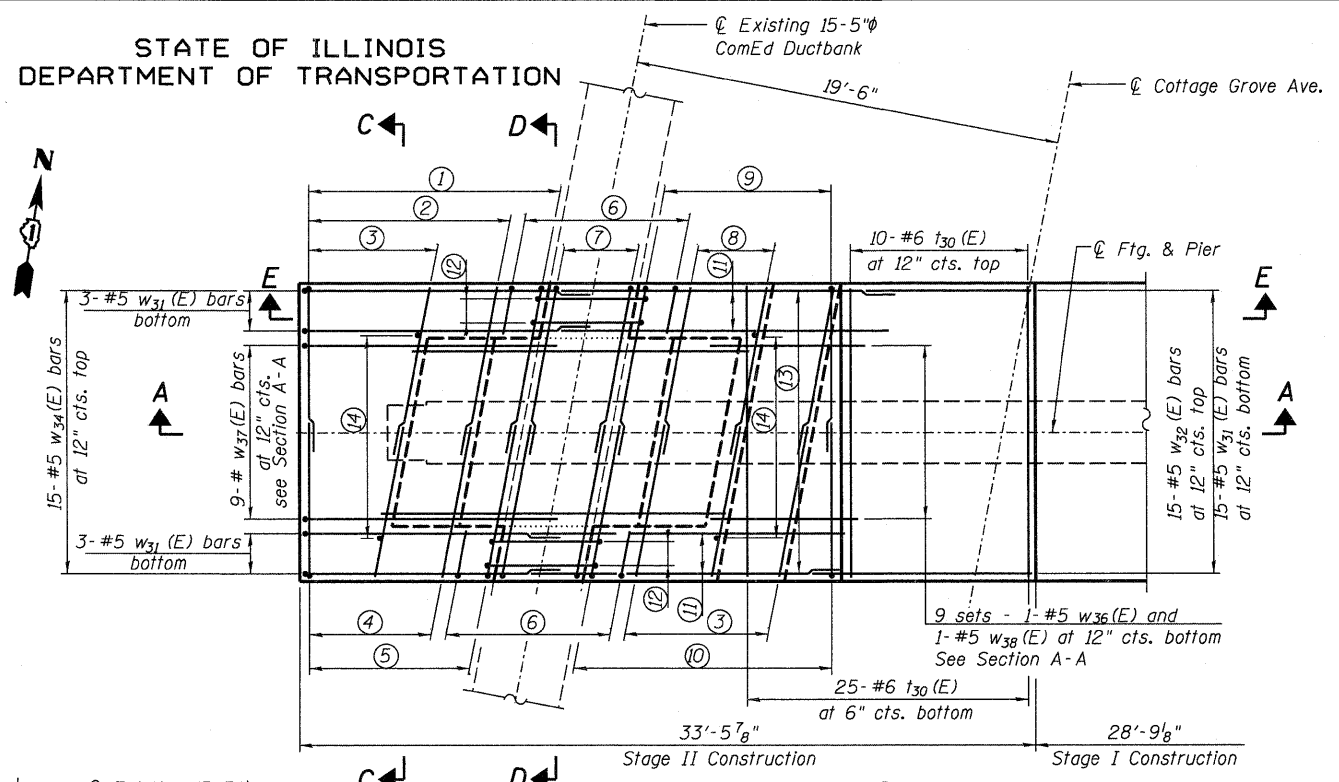
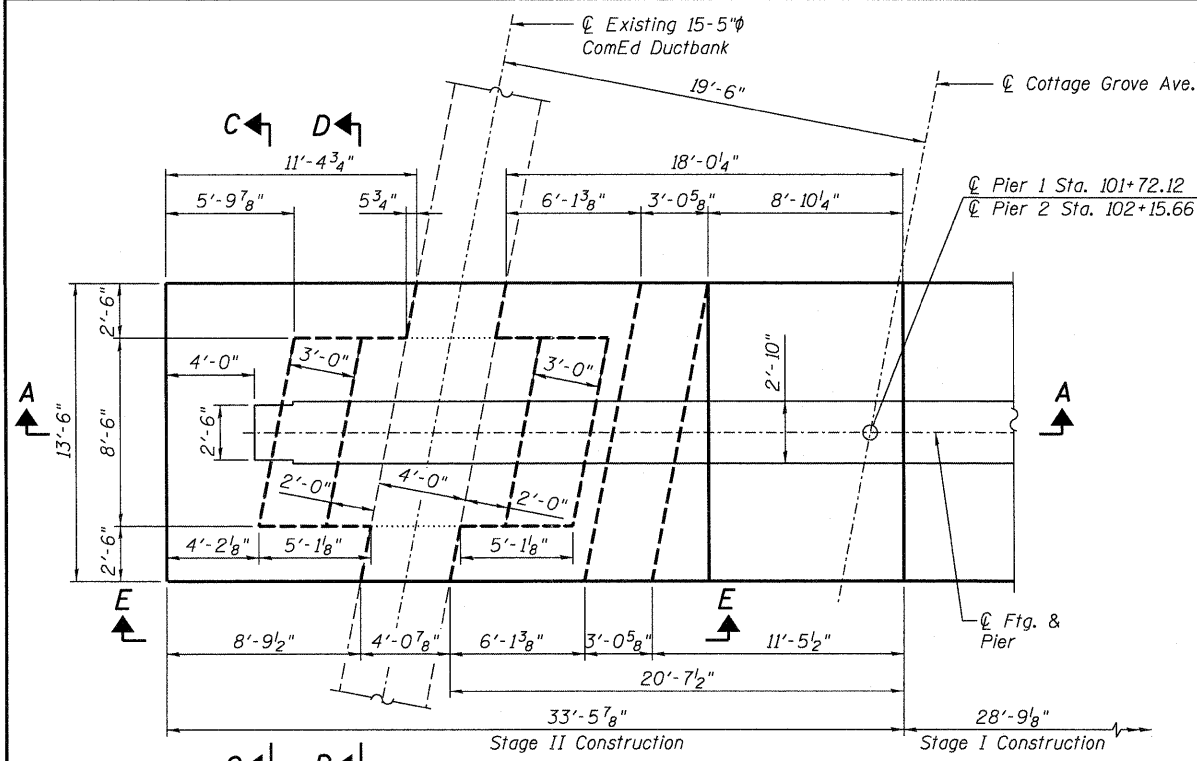
STEPSTEIN
600 WEST FULTON STREET
CHICAGO, ILLINOIS
60661-1259
TEL 312 454 9100
FAX 312 559 1217
WEB www.stepsteinglobal.com

SHEET NO. S41
S52 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	77
CONTRACT NO. 60F65			ILLINOIS FED. AID PROJECT	

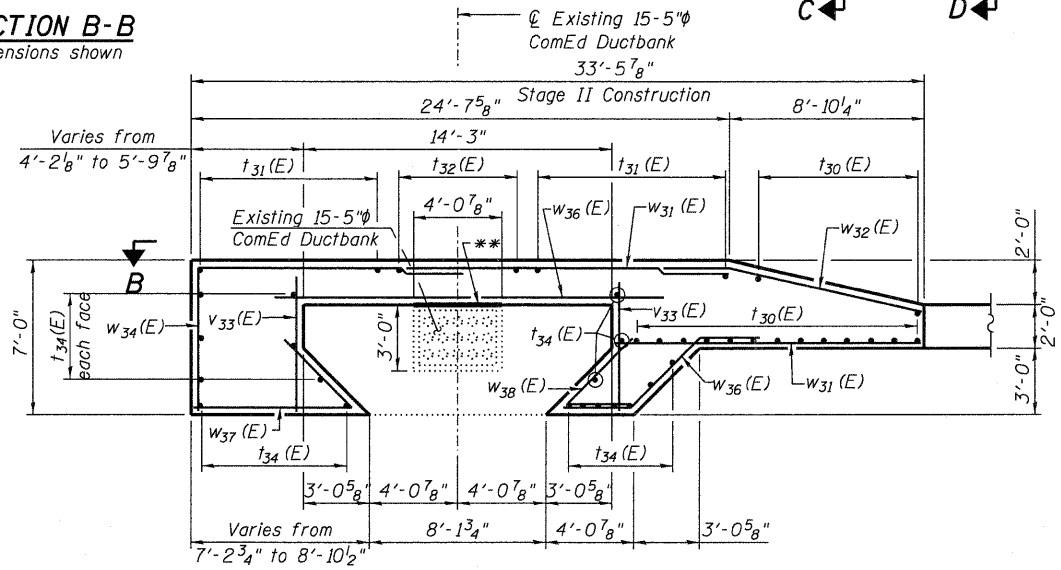
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



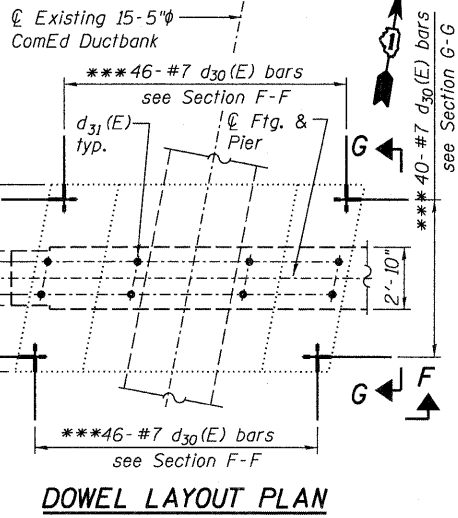
- ① 12-#6 t₃₁(E) at 12" cts. top
- ② 10-#6 t₃₄(E) at 12" cts. bottom see Section A-A
- ③ 6x2-#6 t₃₄(E) see Section A-A
- ④ 8-#6 t₃₄(E) at 12" cts. bottom
- ⑤ 10-#6 t₃₁(E) at 12" cts. top
- ⑥ 9-#6 t₃₃(E) at 12" cts. bottom
- ⑦ 5x2-#6 t₃₂(E) at 12" cts. top
- ⑧ 5x2-#6 t₃₄(E) at 12" cts. bottom
- ⑨ 10-#6 t₃₄(E) at 12" cts. bottom
- ⑩ 13-#6 t₃₁(E) at 12" cts. top
- ⑪ 3 sets 1-#5 w₃₃(E) and 1-#5 w₃₆(E) bars at 12" cts. bottom
- ⑫ 3 pairs 2-#5 w₃₅(E) bars see Section E-E
- ⑬ 15-#5 w₃₁(E) bars at 12" cts. top
- ⑭ 15-#5 v₃₃(E) bars at 12" cts. see Section A-A

SECTION B-B
Dimensions shown



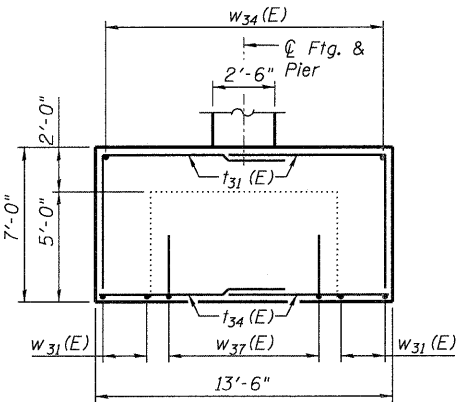
SECTION B-B
Reinforcement shown

- * Cut in field as required
- ** 2" High Strength EPS Pad (see Note 3)
- *** Drill and Grout Dowel Bars should comply with requirements of Section 584 of Standard Specification. Cost included with Reinforcement Bars, Epoxy Coated.

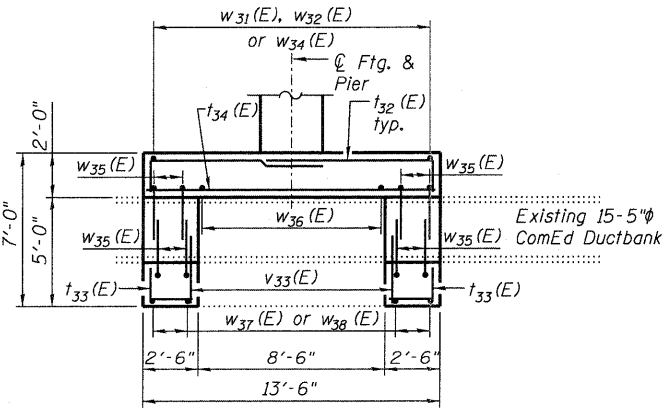


DOWEL LAYOUT PLAN

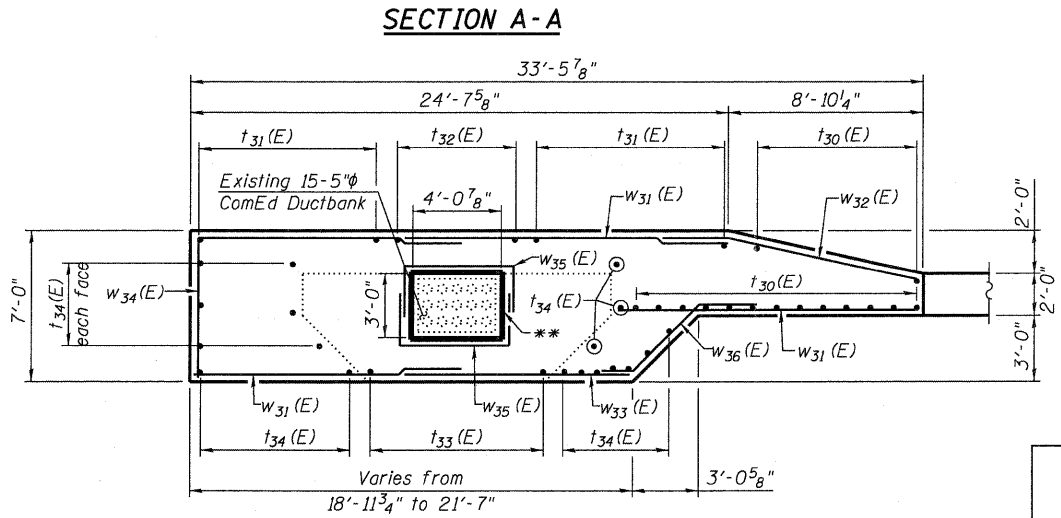
SECTION C-C



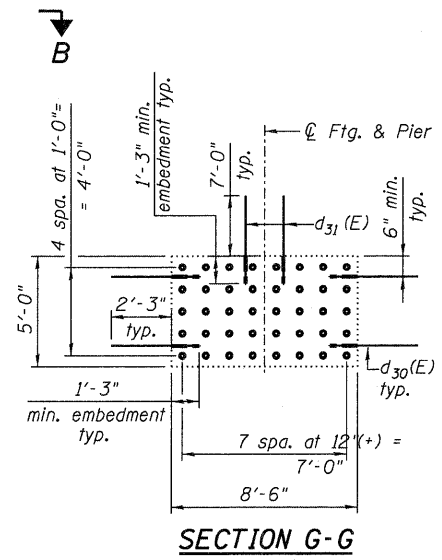
SECTION D-D



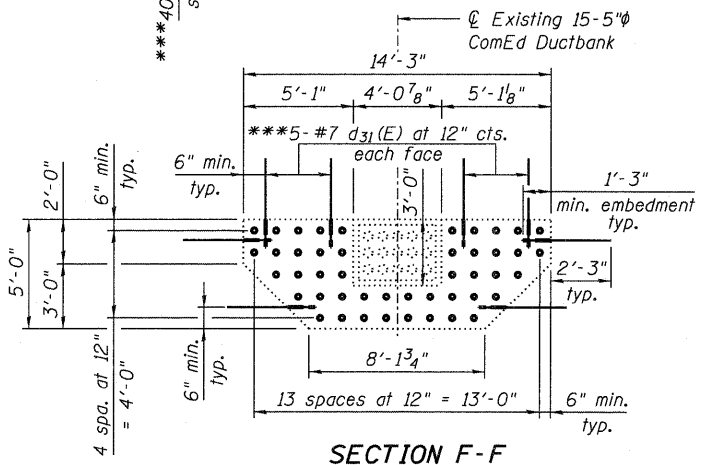
SECTION A-A



SECTION E-E



SECTION G-G



SECTION F-F

- Notes:
1. Work this sheet with sheets S38 thru S41.
 2. For Bill of Material, see sheets S39 and S41.
 3. 2" High Strength EPS Pad should comply with requirements of ASTM C 578-04 Type II. Cost included with Concrete Structures.

**PIER STAGE II
FOOTING DETAILS
STRUCTURE NO. 016-2119**

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

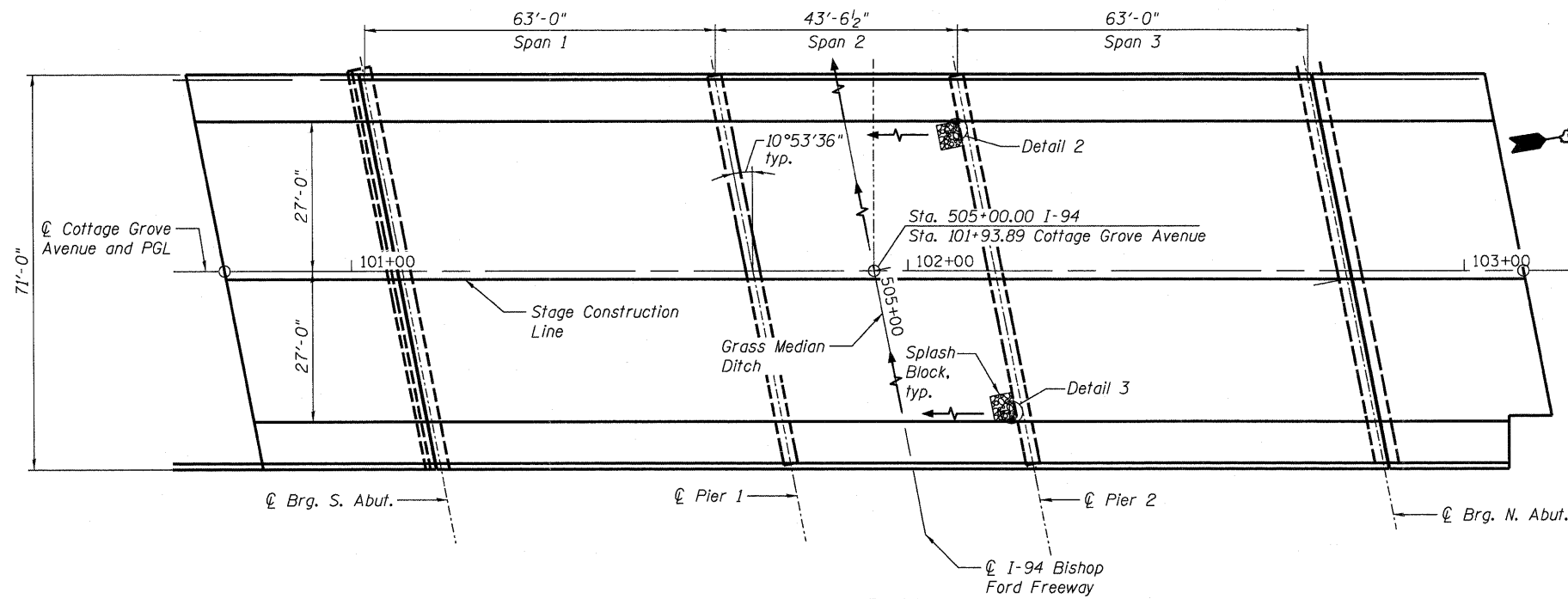
SEPSTEIN
600 WEST FULTON STREET
CHICAGO, ILLINOIS
60661-1259
TEL 312 454 9100
FAX 312 559 1217
WEB www.epsteinglobal.com

SHEET NO. S42
S52 SHEETS

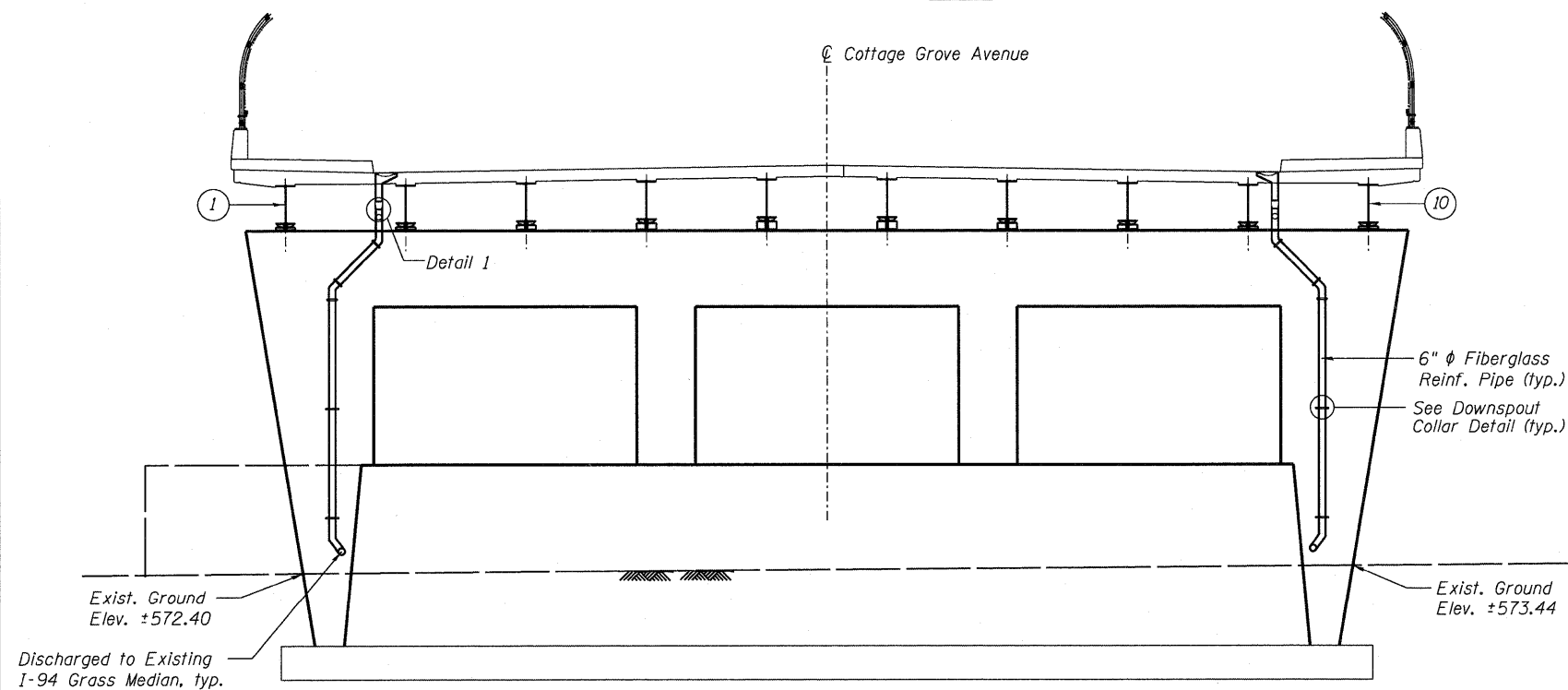
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	78
CONTRACT NO. 60F65				
ILLINOIS FED. AID PROJECT				

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN



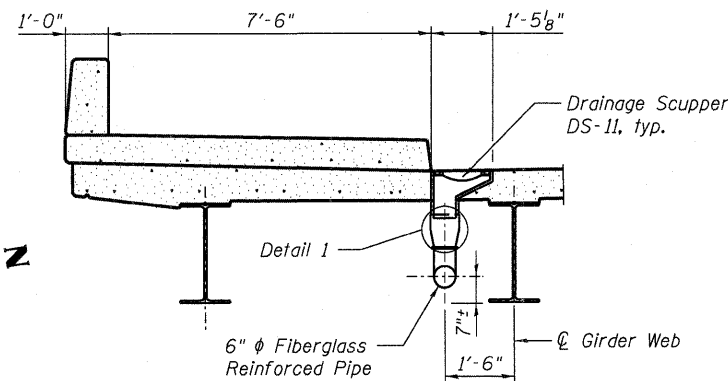
ELEVATION AT PIER 2 FACE
Looking North

BILL OF MATERIALS

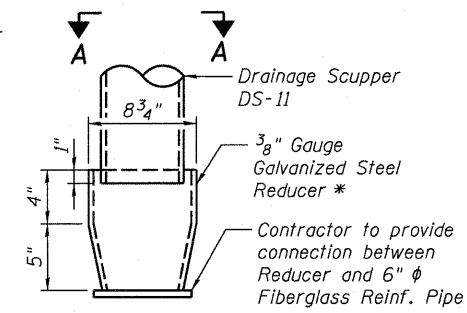
Item	Unit	Total
Drainage System	L. Sum	1

Notes:

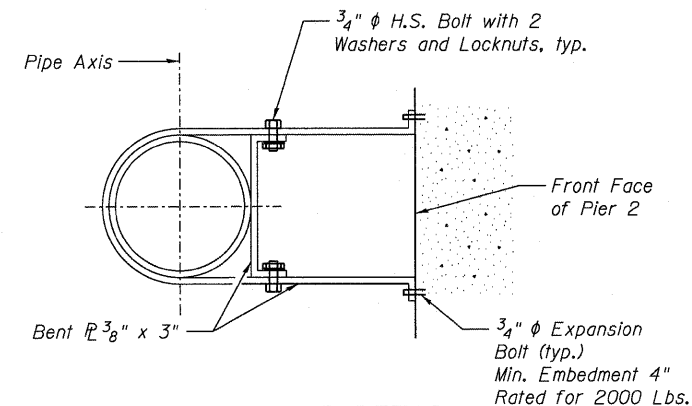
- Scuppers shall be located clear of all diaphragms.
- For drainage scupper details see sheet S44.
- Cost of fiberglass reinforced pipes with all supports, fittings, connections, cleanouts, downspouts and cost of splash blocks to be included with Drainage System.
- Color of Fiberglass pipe shall be green.



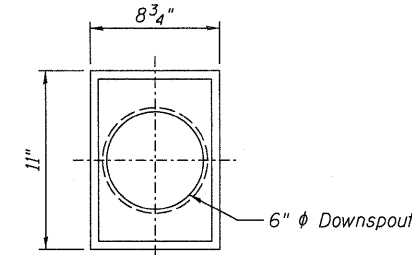
SECTION AT SCUPPER



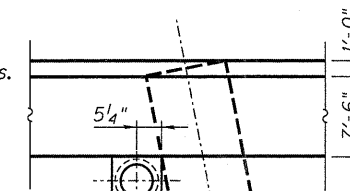
DETAIL 1



DOWNSPOUT COLLAR DETAIL
Paint color to match pipe (see Note 4)



SECTION A-A



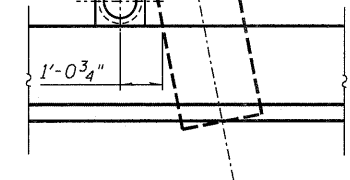
DETAIL 2

Drainage Scupper DS-II
Sta. 102+08.75
26.6' LT

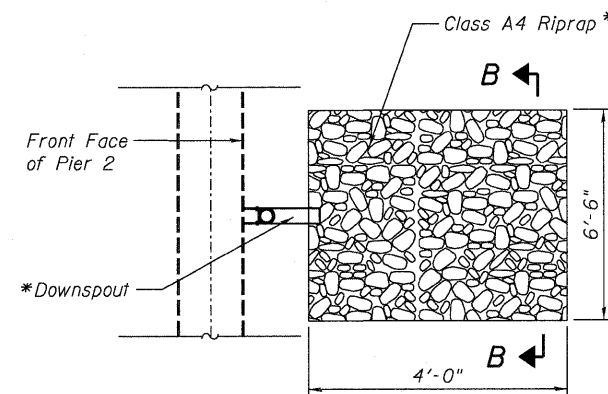
Front Face of Pier 2

Drainage Scupper DS-II
Sta. 102+18.50
26.6' RT

Front Face of Pier 2

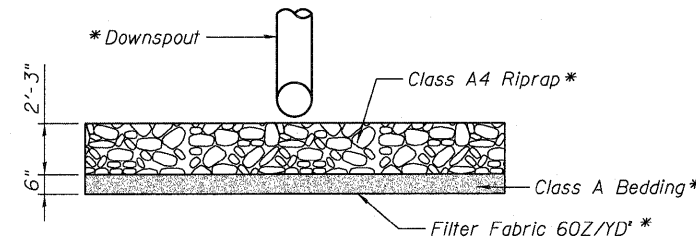


DETAIL 3



SPLASH BLOCK

* Cost included with Drainage System



SECTION B-B

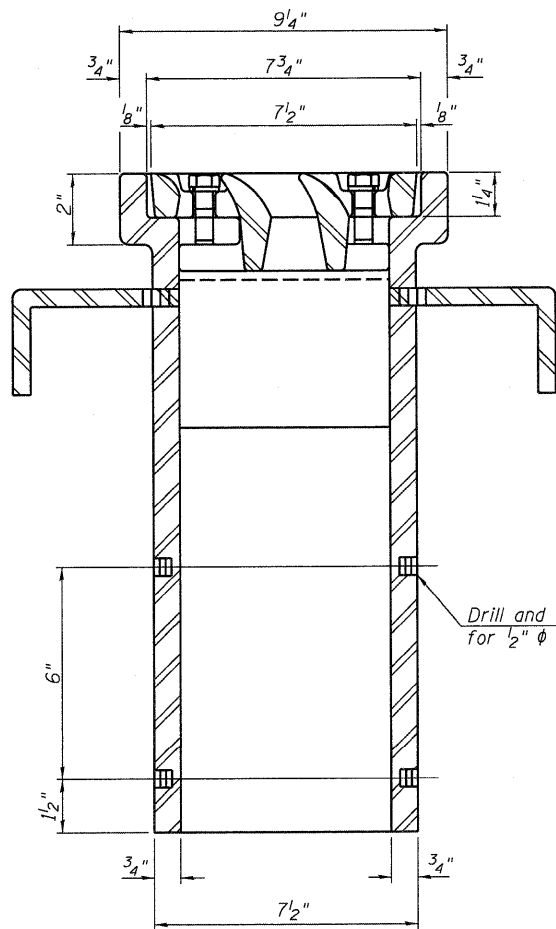
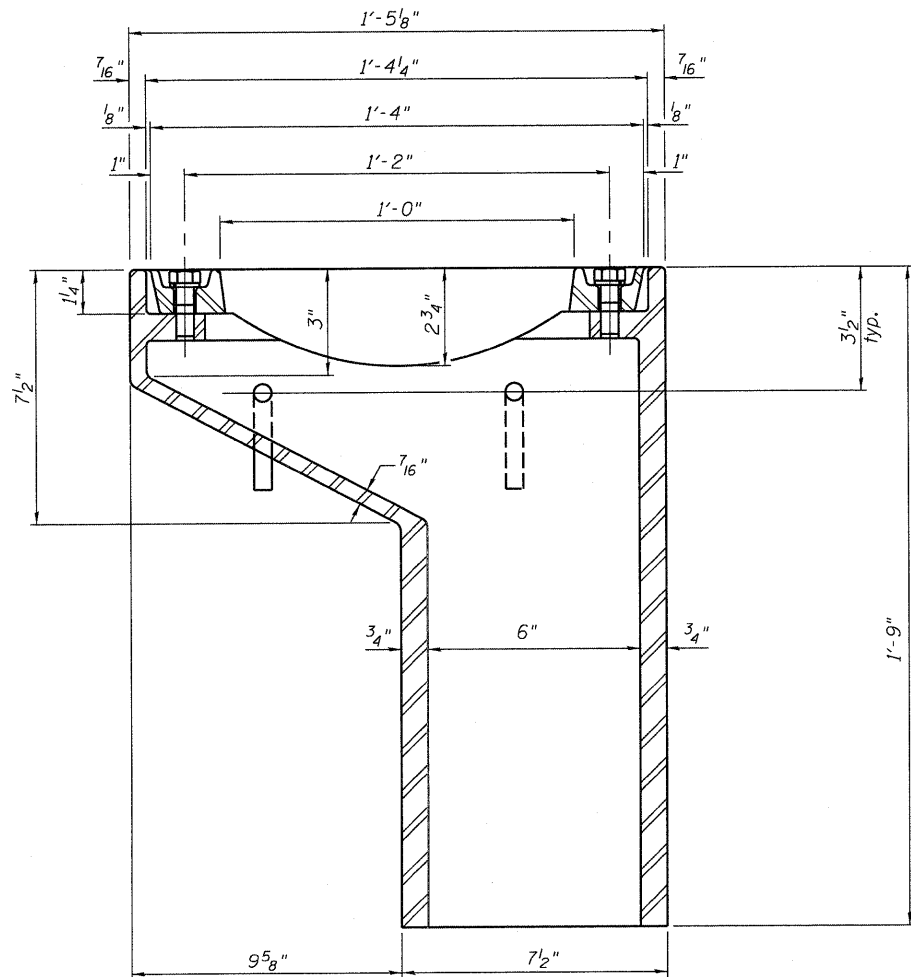
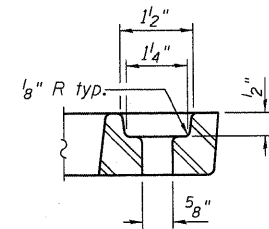
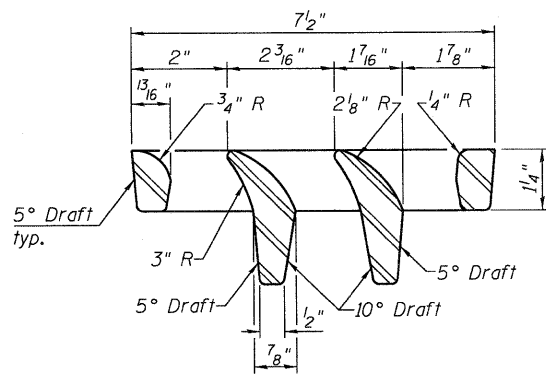
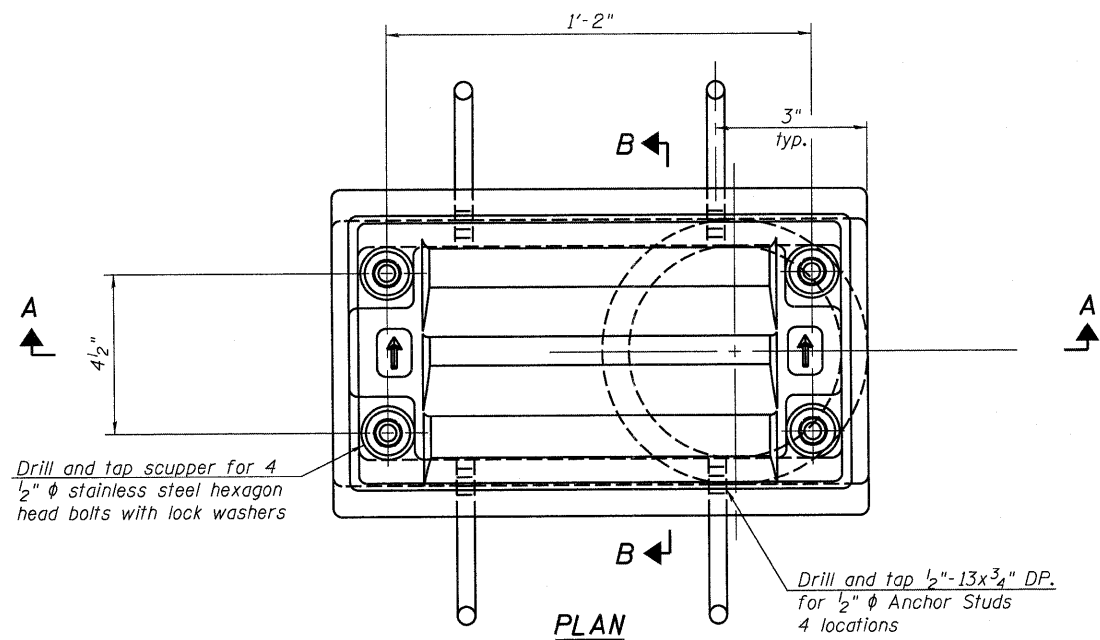
BRIDGE DRAINAGE PLAN
AND DETAILS
STRUCTURE NO. 016-2119

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.spsteinglobal.com	SHEET NO. S43 S52 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		94	1314B-1	COOK	110	79
ILLINOIS FED. AID PROJECT						CONTRACT NO. 60F65

8/9/2010 7:33:45 PM P:\Projects\2010\016-2119-016-Bridge\Drawings\Plan_Details.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Drill and tap 1/2"-13x1/2" DP. for 1/2" φ bolts. (4 locations)

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.

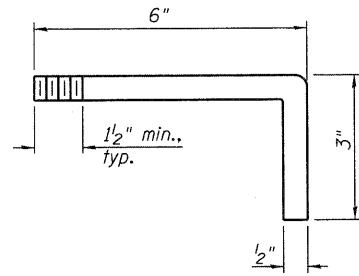
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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.

Fiberglass pipe 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.



See sheet S43 of S52 for scupper location relative to parapet.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	2

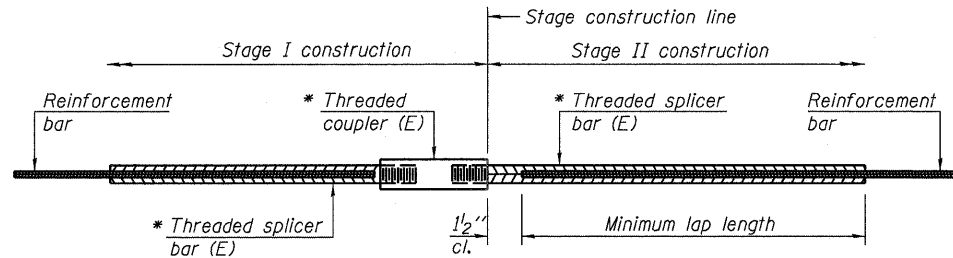
**DRAINAGE SCUPPER DS-11
STRUCTURE NO. 016-2119**

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

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	S52 SHEETS	94	1314B-1	COOK	110	80
					CONTRACT NO. 60F65	
ILLINOIS FED. AID PROJECT						

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

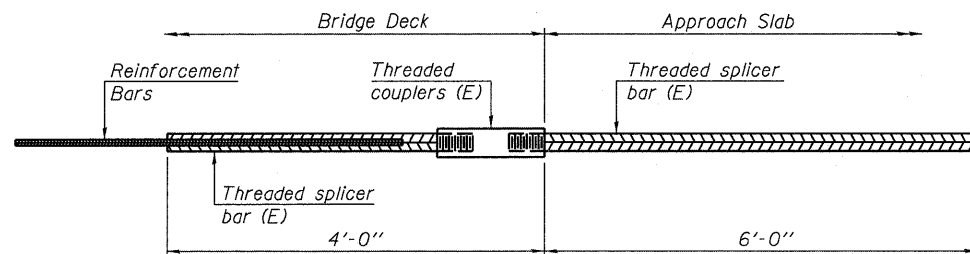
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

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

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

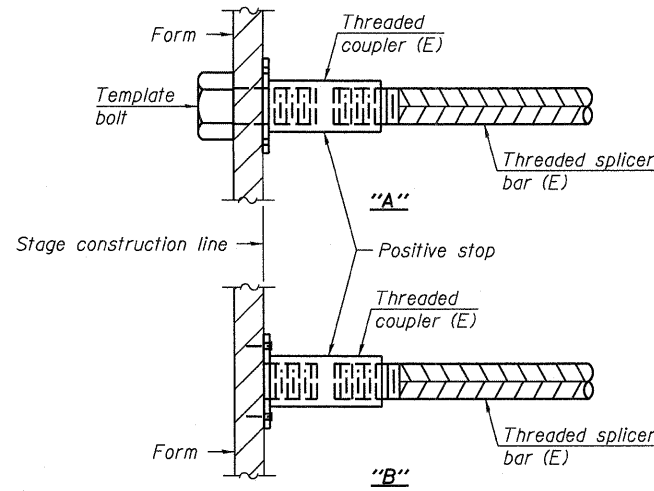
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Top of Slab	#5	323	4
Bottom of Slab	#5	218	3
Top of S. Appr. Slab	#4	25	4
Bottom of S. Appr. Slab	#5	46	3
S. Appr. Slab Footing	#5	42	3
Top of N. Appr. Slab	#4	26	4
Bottom of N. Appr. Slab	#5	47	3
N. Appr. Slab Footing	#5	42	3
S. Abut.	#5	45	3
S. Abut.	#6	14	4
N. Abut.	#5	85	3
N. Abut.	#6	14	4
Pier 1	#9	6	3
Pier 1	#8	18	4
Pier 1	#5	58	3
Pier 2	#9	6	3
Pier 2	#8	18	4
Pier 2	#5	58	3



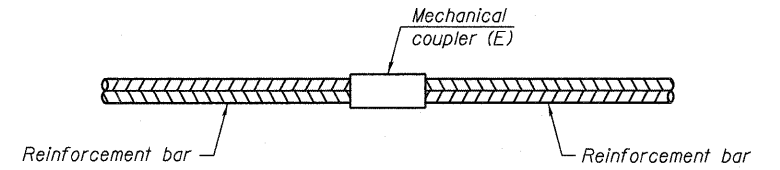
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



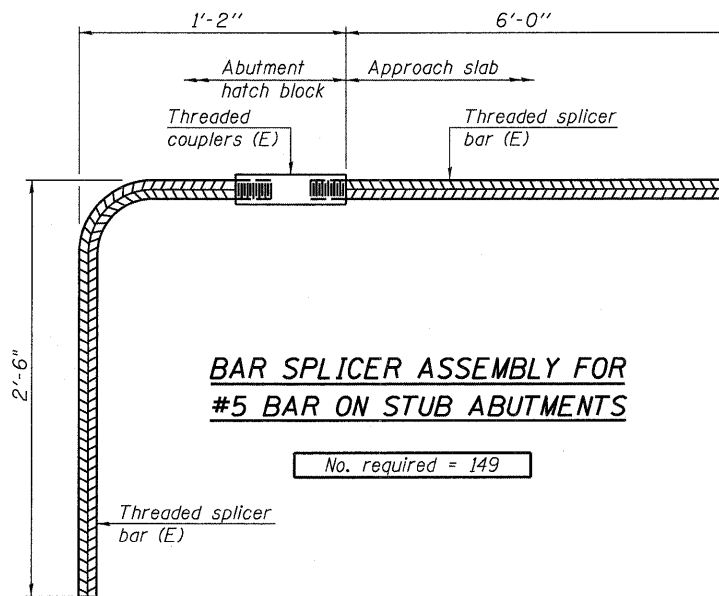
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 149

NOTES

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

**BAR SPLICER DETAILS
STRUCTURE NO. 016-2119**

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

BSD-1

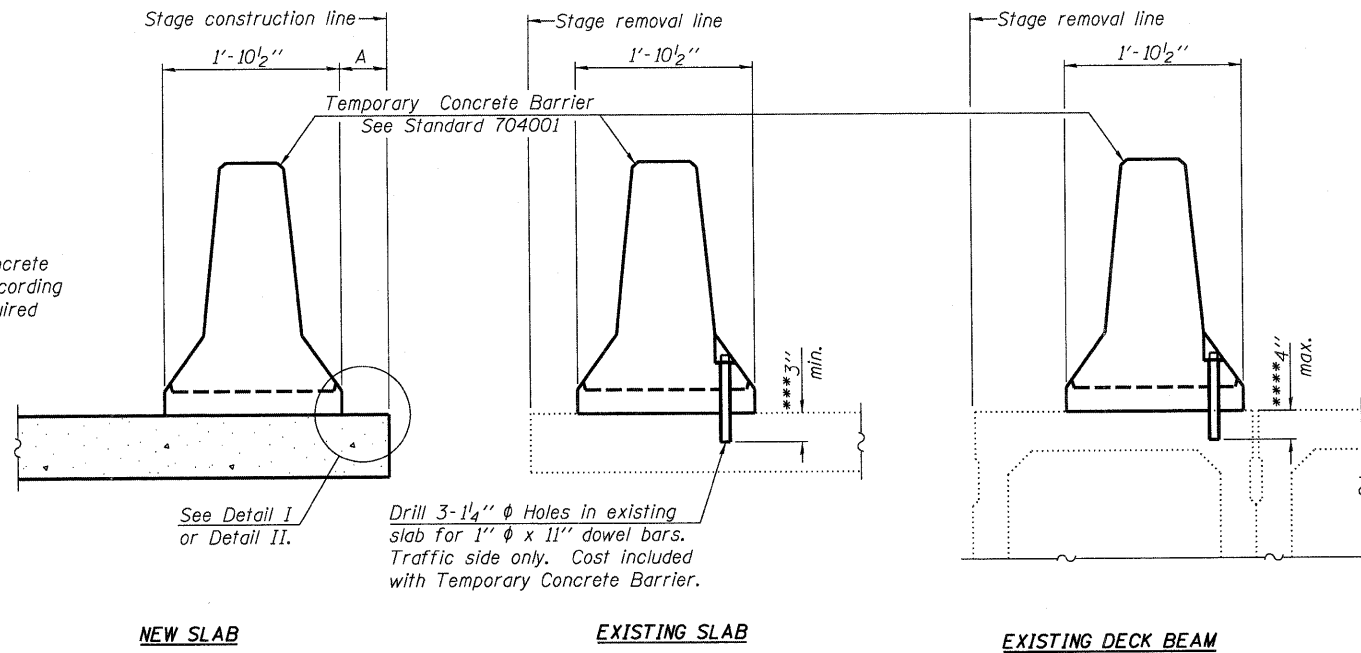
11-1-09

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S45	F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 81
	S52 SHEETS	CONTRACT NO. 60F65		ILLINOIS FED. AID PROJECT		

8/9/2010 7:55:47 PM P:\Projects\20090002225 - IDOT P1B 152\CAD\CADD Sheets\Bridge Phase 210161619-045-SplicerDetails.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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".



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.

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{P} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

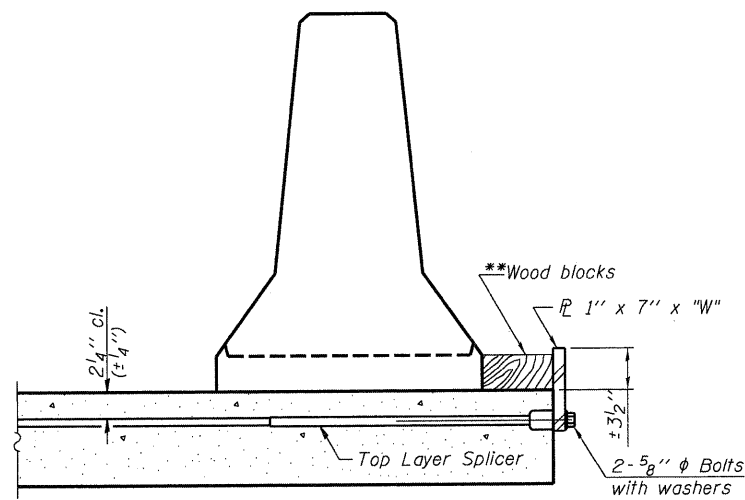
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{P} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

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.

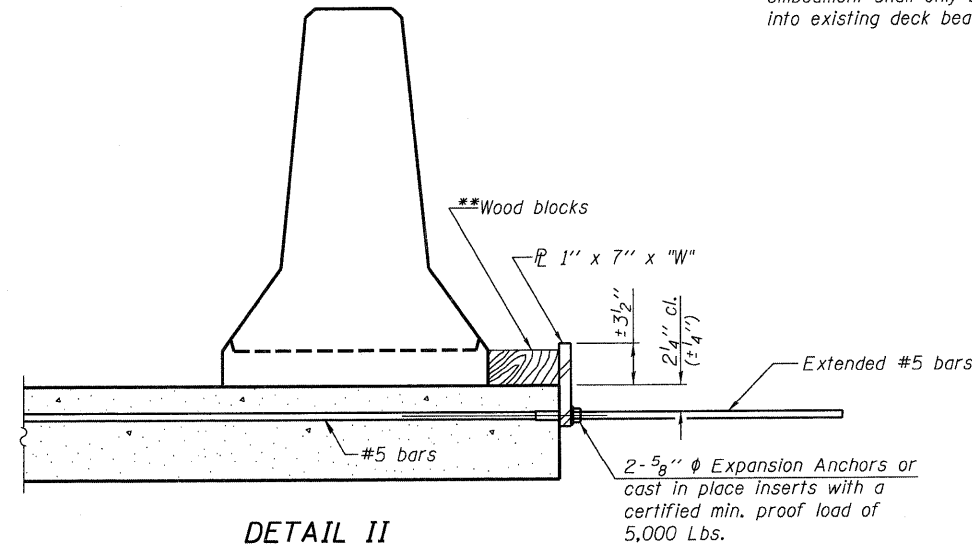
SECTIONS THRU SLAB OR DECK BEAM

*** 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.

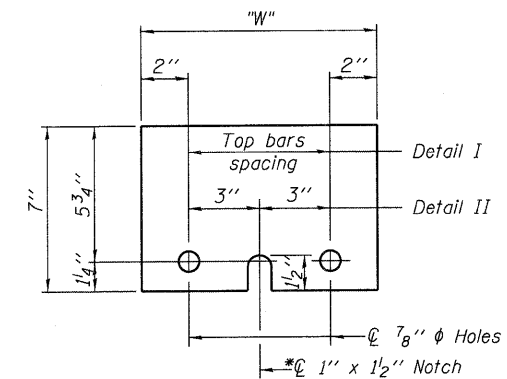
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



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

* Required only with Detail II

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

"W" = Top bars spacing + 4"

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

R-27

7-1-10

**TEMPORARY
CONCRETE BARRIER
STRUCTURE NO. 016-2119**

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S46	F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 82
	S52 SHEETS	CONTRACT NO. 60F65			ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SOIL BORING LOG

Page 1 of 2

Date 3/26/10

ROUTE FAU 2917 DESCRIPTION Cottage Grove Over I-94 (Bishop Ford Freeway) LOGGED BY RJC

SECTION 066-1314-CF LOCATION North Abutment (East Side), SEC. 10, TWP. 37N, RNG. 14E, 3rd PM

Latitude N41° 42' 49.9", Longitude W87° 36' 17.89"

COUNTY Cook DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 016-2119 (Existing) Station 505+00.00

BORING NO. B-1 Station 103+23.90 (Cottage Grove) Offset 32.00ft RT Ground Surface Elev. 594.40 ft

Description	Depth (ft)	Blow Count (6")	UCS (tsf)	Moist (%)	Soil Properties			
					Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	Penetration (ft)
Black and Brown, Dry SANDY CLAY (fill) with organics, trace gravel	583.15	5						
Gray and Brown, Dry SAND and gravel (fill), with clay	572.20	3	12					
Very Stiff Gray, Dry SILT	570.00	4						
Hard to Very Stiff Gray, Dry SILTY CLAY LOAM, trace gravel	588.40	3	6					
Brown, Dry SAND (fill), trace gravel		2	6					
1" Lens of SILT at 27.5'		3						
Very Stiff to Hard Gray, Dry SILTY CLAY LOAM, trace gravel		2	6					
Stiff Gray and Brown, Moist SILTY CLAY LOAM, trace gravel	577.90	2	1.9	22				
Obstruction encountered at 19.5'. Relocated boring 10' north and blind drilled to 18.5'	575.90	3						
6" Layer of Gray, Dry, SILT at 38.5'	555.90	8						
	555.40	12	5.7	11				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 2

Date 3/26/10

ROUTE FAU 2917 DESCRIPTION Cottage Grove Over I-94 (Bishop Ford Freeway) LOGGED BY RJC

SECTION 066-1314-CF LOCATION North Abutment (East Side), SEC. 10, TWP. 37N, RNG. 14E, 3rd PM

Latitude N41° 42' 49.9", Longitude W87° 36' 17.89"

COUNTY Cook DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 016-2119 (Existing) Station 505+00.00

BORING NO. B-1 Station 103+23.90 (Cottage Grove) Offset 32.00ft RT Ground Surface Elev. 594.40 ft

Description	Depth (ft)	Blow Count (6")	UCS (tsf)	Moist (%)	Soil Properties			
					Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	Penetration (ft)
Hard Gray, Dry SILTY CLAY LOAM, trace gravel (continued)								
Very Hard Gray, Dry SILT	550.00	18	7.6	12				
Hard Gray, Dry SILT, trace gravel		4						
Very Hard Gray, Dry SILTY CLAY LOAM, trace gravel	545.90	9	9.2	11				
Wet at 69.5' End of Boring	524.40	38	8.0	11				
Very Hard Gray, Dry SILT	540.90	7						
Very Hard Gray, Dry SILTY CLAY LOAM, trace gravel	535.90	15	8.9	10				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Page 1 of 2

Date 3/29/10

ROUTE FAU 2917 DESCRIPTION Cottage Grove Over I-94 (Bishop Ford Freeway) LOGGED BY RJC

SECTION 066-1314-CF LOCATION North Abutment (Center), SEC. 10, TWP. 37N, RNG. 14E, 3rd PM

Latitude N41° 42' 49.57", Longitude W87° 36' 18.22"

COUNTY Cook DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 016-2119 (Existing) Station 505+00.00

BORING NO. B-2 Station 103+18.80 (Cottage Grove) Offset Ground Surface Elev. 594.70 ft

Description	Depth (ft)	Blow Count (6")	UCS (tsf)	Moist (%)	Soil Properties			
					Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	Penetration (ft)
5" Asphalt Pavement, 6" Aggregate Base Drilled through concrete obstruction at 11"	583.78	17						
Brown and Gray, Dry Clay, sand, gravel, cinders, organics (fill)		3						
Very Stiff Brown and Gray, Dry SILTY CLAY LOAM, trace gravel	581.20	3						
LL=28, PL=17, PI=11		4	3.9	19				
Very Stiff Brown, Moist SILTY CLAY LOAM, trace gravel	588.70	3	3.4	20				
3" Lens of Gray, Wet, SILT at 26'		2						
Very Stiff to Hard Gray, Dry to Moist SILTY CLAY LOAM, trace gravel	585.20	3	2.1	19				
Very Stiff to Hard Gray, Dry to Moist SILTY CLAY LOAM, trace gravel		2						
		3	3.4	18				
		4	B					
		3	3.5	19				
		4	B					
		3	3.2	18				
		5	B					
		6	B					
		2						
		4	4.2	20				
		7	B					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

**SOIL BORING LOG 1
STRUCTURE NO. 016-2119**

DESIGNED <i>EV</i>
CHECKED <i>PC</i>
DRAWN <i>JCP</i>
CHECKED <i>JPO</i>

SHEET NO. S47 S52 SHEETS	F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 83
	CONTRACT NO. 60F65			ILLINOIS FED. AID PROJECT	

SEPSTEIN
600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SOIL BORING LOG

Page 2 of 2

Date 3/29/10

ROUTE FAU 2917 DESCRIPTION Cottage Grove Over I-94 (Bishop Ford Freeway) LOGGED BY RJC

SECTION 066-1314-CF LOCATION North Abutment (Center), SEC. 10, TWP. 37N, RNG. 14E, 3rd PM

Latitude N41° 42' 49.57", Longitude W87° 36' 18.22"

COUNTY Cook DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 016-2119 (Existing)
Station 505+00.00

BORING NO. B-2
Station 103+18.80 (Cottage Grove)
Offset 22.50ft RT
Ground Surface Elev. 594.70 ft

DEPTH (ft)	BULGE (in)	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BULGE (in)	UCS (tsf)	MOIST (%)
0				Surface Water Elev. None ft	0			
0				Stream Bed Elev. None ft	0			
0				Groundwater Elev.: First Encounter None ft	0			
0				Upon Completion None ft	0			
0				After Hrs. None ft	0			
0				Very Hard Gray, Dry SILTY CLAY LOAM, trace gravel (continued)	0			
10	6.0	21		Very Hard Gray, Dry SILT	10	6.0	21	
13	7.8	13		6" Layer of Gray, Dry, SILTY CLAY LOAM, trace gravel at 49'	13	7.8	13	
27	13.0	10		Very Hard Gray, Dry SILTY CLAY LOAM, trace gravel	27	13.0	10	
32	13.0	10			32	13.0	10	
38				End of Boring	38			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Page 1 of 2

Date 3/30/10

ROUTE FAU 2917 DESCRIPTION Cottage Grove Over I-94 (Bishop Ford Freeway) LOGGED BY RJC

SECTION 066-1314-CF LOCATION South Pier (West Side), SEC. 10, TWP. 37N, RNG. 14E, 3rd PM

Latitude N41° 42' 47.09", Longitude W87° 36' 18.58"

COUNTY Cook DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 016-2119 (Existing)
Station 505+00.00

BORING NO. B-3
Station 100+53.90 (Cottage Grove)
Offset 22.50ft RT
Ground Surface Elev. 589.30 ft

DEPTH (ft)	BULGE (in)	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BULGE (in)	UCS (tsf)	MOIST (%)
0				Surface Water Elev. None ft	0			
0				Stream Bed Elev. None ft	0			
0				Groundwater Elev.: First Encounter 525.3 ft	0			
0				Upon Completion None ft	0			
0				After Hrs. None ft	0			
6				5" Asphalt Pavement, 9" Concrete Pavement, 6" Aggregate Base	6			
7				Very Stiff to Hard Gray, Dry SILTY CLAY LOAM, trace gravel (continued)	7			
8	4.5	12			8	4.5	12	
11				LL=23, PL=16, PI=7	11			
13	4.0	11		Very Stiff Brown and Gray, Dry SILTY CLAY LOAM, trace gravel	13	4.0	11	
17					17			
19	5.0	19		Hard to Very Stiff Gray, Dry to Moist SILTY CLAY LOAM, trace gravel	19	5.0	19	
21					21			
20	3.9	20		Gray, Dry SAND, trace gravel	20	3.9	20	
24				Hard Gray, Dry SILT	24			
25					25			
12				Hard Gray, Dry SILT	12			
12				Very Stiff to Hard Gray, Dry SILTY CLAY LOAM, trace gravel	12			
12				6" Layer of Gray, Dry, SILT at 18.5'	12			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 2

Date 3/30/10

ROUTE FAU 2917 DESCRIPTION Cottage Grove Over I-94 (Bishop Ford Freeway) LOGGED BY RJC

SECTION 066-1314-CF LOCATION South Pier (West Side), SEC. 10, TWP. 37N, RNG. 14E, 3rd PM

Latitude N41° 42' 47.09", Longitude W87° 36' 18.58"

COUNTY Cook DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 016-2119 (Existing)
Station 505+00.00

BORING NO. B-3
Station 100+53.90 (Cottage Grove)
Offset 22.50ft RT
Ground Surface Elev. 589.30 ft

DEPTH (ft)	BULGE (in)	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BULGE (in)	UCS (tsf)	MOIST (%)
0				Surface Water Elev. None ft	0			
0				Stream Bed Elev. None ft	0			
0				Groundwater Elev.: First Encounter 525.3 ft	0			
0				Upon Completion None ft	0			
0				After Hrs. None ft	0			
11				Very Hard Gray, Dry to Moist SILTY CLAY LOAM, trace gravel (continued)	11			
13	8.5	10			13	8.5	10	
13				Extremely Dense Gray, Wet SAND and gravel	13			
14				End of Boring	14			
14					14			
14				Hard Gray, Dry SILT	14			
14					14			
14				Very Hard Gray, Dry to Moist SILTY CLAY LOAM, trace gravel	14			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

SOIL BORING LOG 2
STRUCTURE NO. 016-2119

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60661-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.epsteinglobal.com	SHEET NO. S48	F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 84
	S52 SHEETS	CONTRACT NO. 60F65			ILLINOIS FED. AID PROJECT	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SOIL BORING LOG

Page 2 of 2

Date 3/24/10

ROUTE FAU 2917 DESCRIPTION Cottage Grove Over I-94 (Bishop Ford Freeway) LOGGED BY RJC

SECTION 066-1314-CF LOCATION North Pier (West Side), SEC. 10, TWP. 37N, RNG. 14E, 3rd PM

COUNTY Cook DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 016-2119 (Existing)
Station 505+00.00

BORING NO. B-5
Station 504+54.70 (I-94)
Offset 11.30ft LT
Ground Surface Elev. 572.20 ft

Surface Water Elev. None ft
Stream Bed Elev. None ft

Groundwater Elev.:
First Encounter None ft
Upon Completion None ft
After Hrs. None ft

DEPTH (ft)	BLOW COUNT (/6")	UCS (tsf)	MOIST (%)	DESCRIPTION
0				Hard to Very Hard Gray, Dry SILTY CLAY LOAM, trace gravel (continued)
10	42	13.0	9	
43	58/1*	P		
50				Extremely Dense Gray, Dry GRAVEL and sand
50	100/3		5	
50				End of Boring

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Page 1 of 2

Date 3/25/10

ROUTE FAU 2917 DESCRIPTION Cottage Grove Over I-94 (Bishop Ford Freeway) LOGGED BY RJC

SECTION 066-1314-CF LOCATION South Pier (East Side), SEC. 10, TWP. 37N, RNG. 14E, 3rd PM

COUNTY Cook DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 016-2119 (Existing)
Station 505+00.00

BORING NO. B-6
Station 505+40.50 (I-94)
Offset 3.00ft FT
Ground Surface Elev. 573.80 ft

Surface Water Elev. None ft
Stream Bed Elev. None ft

Groundwater Elev.:
First Encounter None ft
Upon Completion None ft
After Hrs. None ft

DEPTH (ft)	BLOW COUNT (/6")	UCS (tsf)	MOIST (%)	DESCRIPTION
0				Dark Brown, Dry SILTY CLAY LOAM
7				
10	5.0	20		
11	P			
6				
10	3.2	11		
13	S			
7				Very Stiff to Hard Gray, Dry SILTY CLAY LOAM, trace gravel
12	5.3	11		
15	S			
7				Lens of SAND at 4.8' - medium grain
10	6.0	13		
13	S			
11	7.1	12		
16	S			
6				
12	7.6	12		
13	S			
6				
17	7.8	15		
20	S			
8				
16	4.0	20		
20	P			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 2

Date 3/25/10

ROUTE FAU 2917 DESCRIPTION Cottage Grove Over I-94 (Bishop Ford Freeway) LOGGED BY RJC

SECTION 066-1314-CF LOCATION South Pier (East Side), SEC. 10, TWP. 37N, RNG. 14E, 3rd PM

COUNTY Cook DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 016-2119 (Existing)
Station 505+00.00

BORING NO. B-6
Station 505+40.50 (I-94)
Offset 3.00ft RT
Ground Surface Elev. 573.80 ft

Surface Water Elev. None ft
Stream Bed Elev. None ft

Groundwater Elev.:
First Encounter None ft
Upon Completion None ft
After Hrs. None ft

DEPTH (ft)	BLOW COUNT (/6")	UCS (tsf)	MOIST (%)	DESCRIPTION
0				Very Hard Gray, Dry SILT (continued)
9				
19	4.5	17		
22	P			
11				
18	7.0	20		
19	S			
10				
14	14.7	12		
28	S			
46				Refusal at 47', possible bedrock
526.80	100/1*			End of Boring

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

DESIGNED EV
CHECKED PC
DRAWN JCP
CHECKED JPO

SOIL BORING LOG 4
STRUCTURE NO. 016-2119

 600 WEST FULTON STREET CHICAGO, ILLINOIS 60681-1259 TEL 312 454 9100 FAX 312 559 1217 WEB www.stepsteinglobal.com	SHEET NO. S50	F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 86
	S52 SHEETS	CONTRACT NO. 60F65		ILLINOIS FED. AID PROJECT		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SOIL BORING LOG

Page 2 of 2

Date 4/8/10

ROUTE FAU 2917 DESCRIPTION Cottage Grove Over I-94 (Bishop Ford Freeway) LOGGED BY RJC

SECTION 066-1314-CF LOCATION North Abutment (West Side), SEC. 10, TWP. 37N, RNG. 14E, 3rd PM, Latitude N41° 42' 49.72", Longitude W87° 36' 18.58"

COUNTY Cook DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 016-2119 (Existing)
Station 505+00.00
BORING NO. B-8
Station 103+14.40 (Cottage Grove)
Offset 25.50ft LT
Ground Surface Elev. 594.10 ft

DEPTH (ft)	BLOW COUNT (blows/ft)	UNIFIED SOIL CLASSIFICATION	MOISTURE (%)	SPT (blows)	CORRECTION (%)	Surface Water Elev.		Stream Bed Elev.		Groundwater Elev.:	
						None	ft	None	ft	None	ft
0						None		None		None	
5	5	Gray, Dry SILT (continued)									
8	8	Very Hard Gray, Dry SILTY CLAY LOAM, trace gravel	9.4	13							
10	10										
15	15	4" Gray SILT lens at 49'	8.1	12							
18	18										
30	30		9.8	11							
40	40										
53.5	53.5	Hard Gray, Dry SILT	5.0	18							
54	54										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Page 1 of 2

Date 4/9/10

ROUTE FAU 2917 DESCRIPTION Cottage Grove Over I-94 (Bishop Ford Freeway) LOGGED BY RJC

SECTION 066-1314-CF LOCATION South Abutment (West Side), SEC. 10, TWP. 37N, RNG. 14E, 3rd PM, Latitude N41° 42' 47.30", Longitude W87° 36' 19.04"

COUNTY Cook DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 016-2119 (Existing)
Station 505+00.00
BORING NO. B-9
Station 100+80.50 (Cottage Grove)
Offset 30.90ft LT
Ground Surface Elev. 590.70 ft

DEPTH (ft)	BLOW COUNT (blows/ft)	UNIFIED SOIL CLASSIFICATION	MOISTURE (%)	SPT (blows)	CORRECTION (%)	Surface Water Elev.		Stream Bed Elev.		Groundwater Elev.:	
						None	ft	None	ft	None	ft
0						None		None		None	
4	4	5" Concrete Sidewalk, 6" Aggregate Base									
3	3	Brown, Moist SAND (fill), trace gravel, clay		4							
4	4										
5	5										
5	5			4							
4	4										
2	2										
3	3			7							
3	3										
4	4	Dry Unit Weight=118.0 pcf		4.1	16						
2	2	Very Stiff to Very Hard Gray, Dry SILTY CLAY LOAM, trace gravel									
3	3										
5	5										
4	4		3.5	21							
6	6										
5	5	Dry Unit Weight=110.5 pcf									
4	4		4.7	21							
7	7										
6	6										
6	6	6" Gray SILT lens at 16.5'	4.7	22							
6	6										
3	3	Dry Unit Weight=126.1 pcf									
5	5		5.8	13							
7	7										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 2

Date 4/9/10

ROUTE FAU 2917 DESCRIPTION Cottage Grove Over I-94 (Bishop Ford Freeway) LOGGED BY RJC

SECTION 066-1314-CF LOCATION South Abutment (West Side), SEC. 10, TWP. 37N, RNG. 14E, 3rd PM, Latitude N41° 42' 47.30", Longitude W87° 36' 19.04"

COUNTY Cook DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 016-2119 (Existing)
Station 505+00.00
BORING NO. B-9
Station 100+80.50 (Cottage Grove)
Offset 30.90ft LT
Ground Surface Elev. 590.70 ft

DEPTH (ft)	BLOW COUNT (blows/ft)	UNIFIED SOIL CLASSIFICATION	MOISTURE (%)	SPT (blows)	CORRECTION (%)	Surface Water Elev.		Stream Bed Elev.		Groundwater Elev.:	
						None	ft	None	ft	None	ft
0						None		None		None	
10	10	Very Stiff to Very Hard Gray, Dry SILTY CLAY LOAM, trace gravel (continued)									
11	11										
13	13										
9	9			13							
11	11										
13	13		10.0	11							
19	19										
8	8										
11	11		11.3	12							
21	21										
58	58										
10	10		14.0	12							
10	10										
10	10		11.5	11							
25	25										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

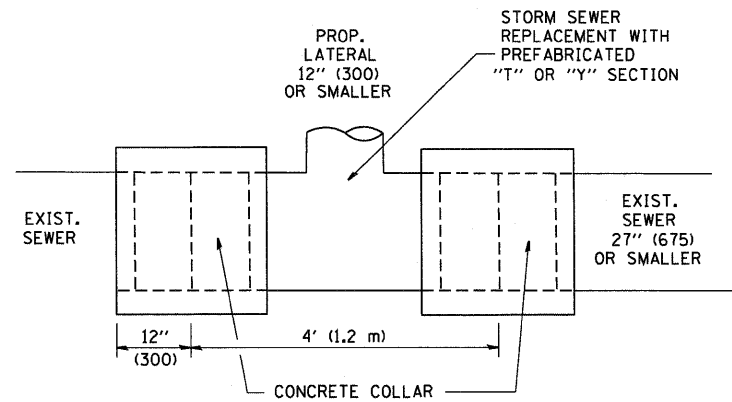
DESIGNED	EV
CHECKED	PC
DRAWN	JCP
CHECKED	JPO

SOIL BORING LOG 6
STRUCTURE NO. 016-2119

SHEET NO. S52 S52 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94	1314B-1	COOK	110	88
CONTRACT NO. 60F65			ILLINOIS FED. AID PROJECT		

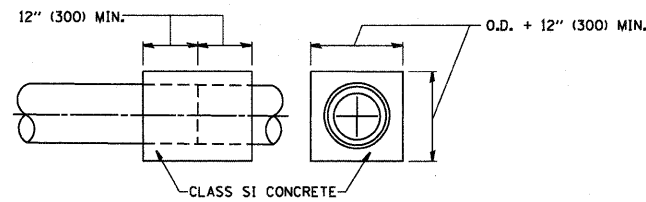
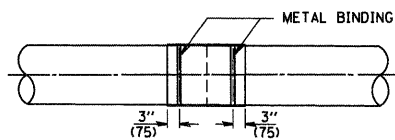
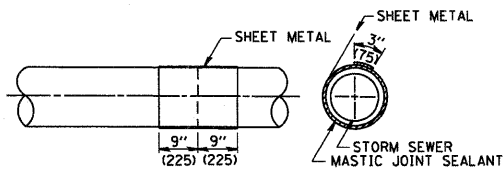
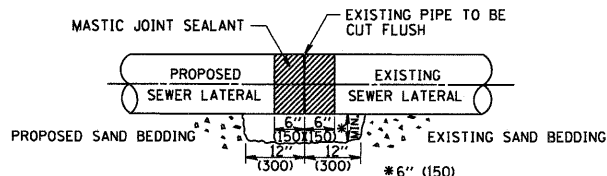
SEPSTEIN
600 WEST FULTON STREET
CHICAGO, ILLINOIS
60661-1259
TEL 312 454 9100
FAX 312 559 1217
WEB www.epsteinglobal.com

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DETAIL "A"

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

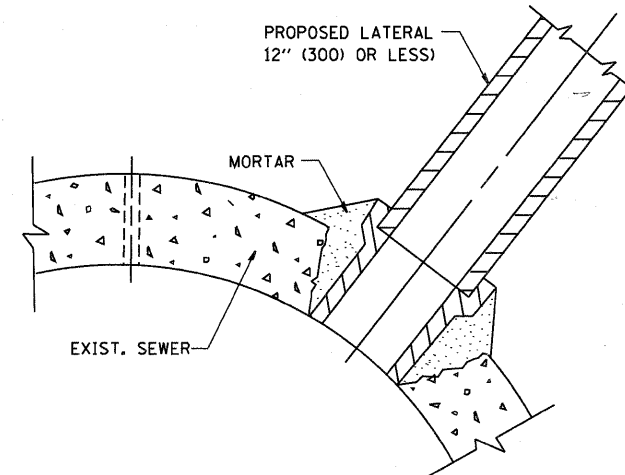


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

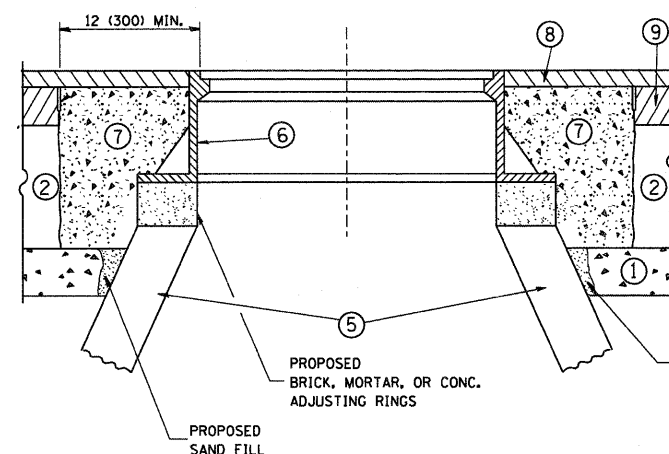
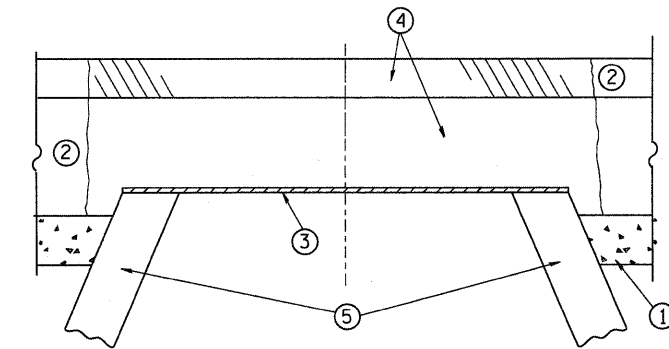
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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	PLOT SCALE = 60.000 "/ IN.	CHECKED -	REVISED - R. SHAH 10-25-94
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	89
BD500-01 (BD-7)			CONTRACT NO. 60F65	
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

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.

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

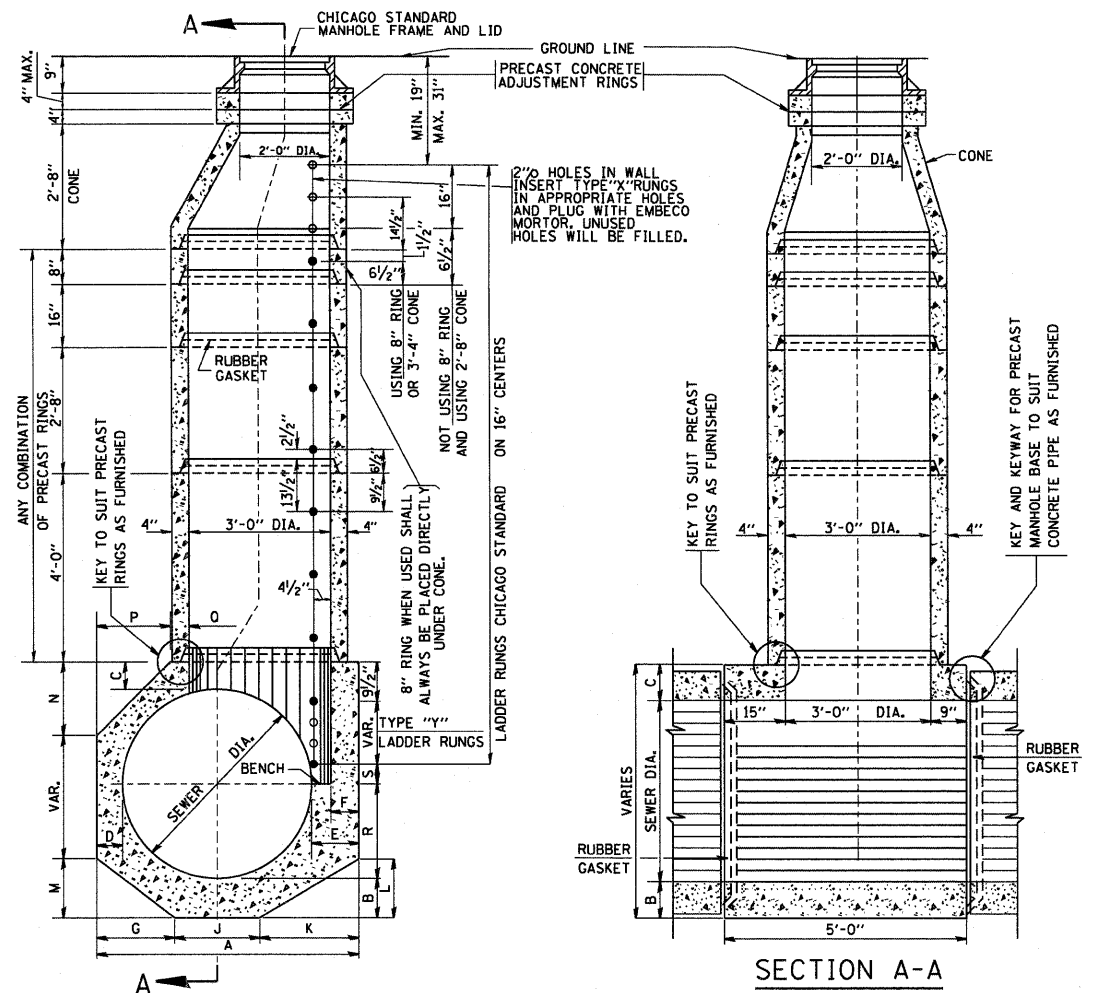
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

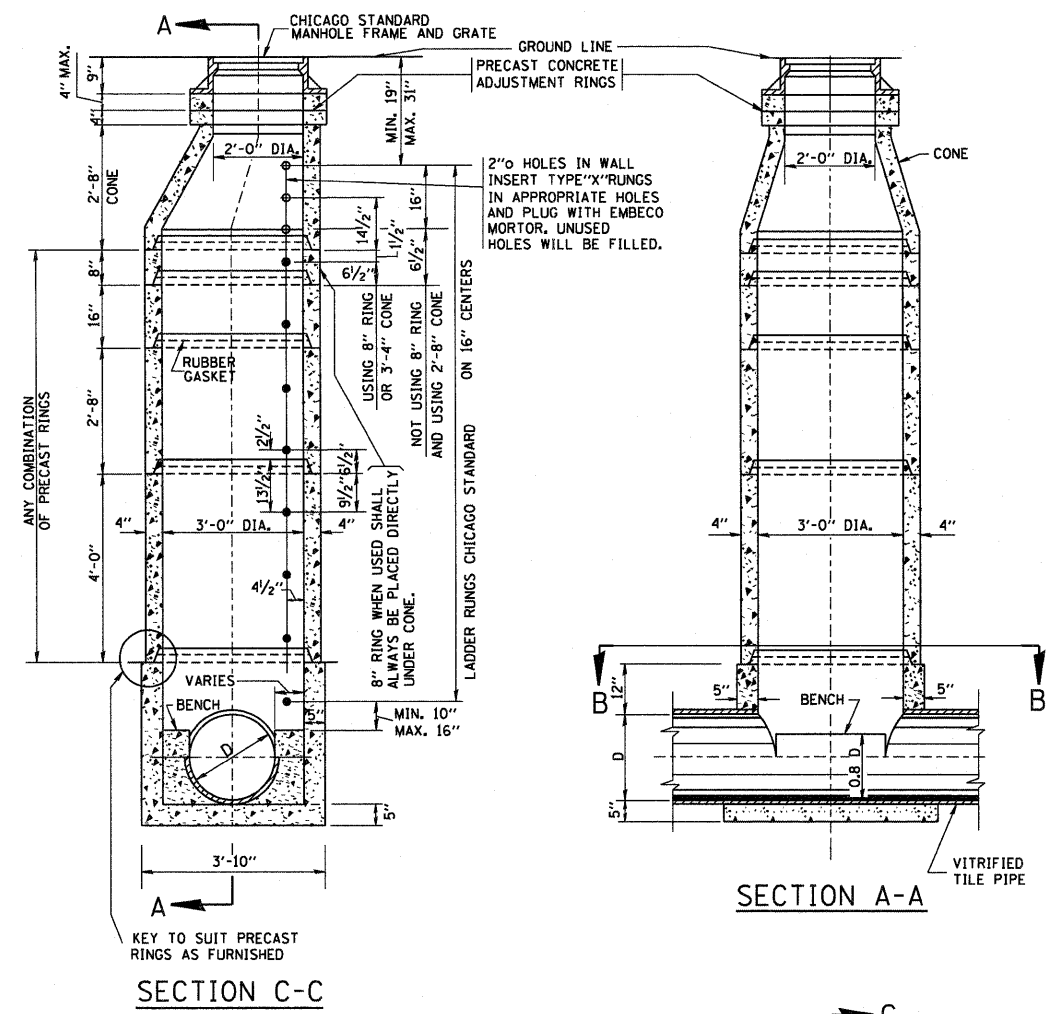
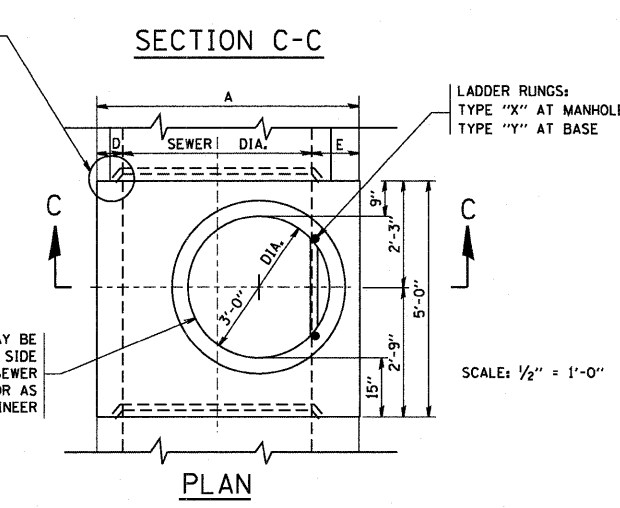
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

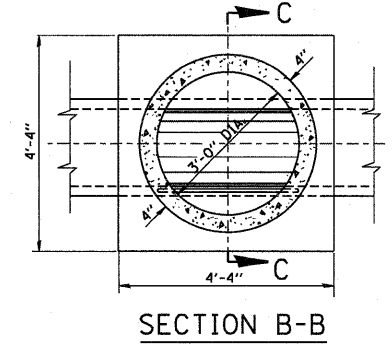
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		DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD600-03 (BD-8)		CONTRACT NO. 60F65
		PLOT SCALE = 50.0000' / 1" IN.	REVISOR - R. WIEDEMAN 05-14-04		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						
		PLOT DATE = 1/4/2008	DATE - 10-25-94		REVISED - R. BORO 01-01-07						



TYPE "A" MANHOLE
FOR SEWERS
24" TO 120" DIAMETER
PRECAST BASES AND RINGS



TYPE "A" MANHOLE
FOR SEWERS
21" DIAMETER AND SMALLER
PRECAST BASES AND RINGS



SCALE: 1/2" = 1'-0"

SEWER DIA.	PART OF ITEM	DIMENSIONS OF PRECAST MANHOLE BASE														NO. "Y" RINGS		
		A	B	C	D	E	F	G	J	K	L	M	N	P	O		R	
120"	---	12"-4 1/2"	12"	12"	12"	16 1/2"	12"	4'-0"	4'-0"	4'-4 1/2"	2'-7 1/2"	2'-5"	3'-7"	3'-7"	4'-8 1/2"	2'-0"	2 1/2"	7
108"	---	11"-4 1/2"	12"	12"	12"	16 1/2"	12"	3'-8"	3'-8"	4'-0 1/2"	2'-5"	2'-2"	3'-4"	3'-4"	4'-0 1/2"	2'-0"	6 1/2"	6
102"	---	10"-10 1/2"	12"	12"	12"	16 1/2"	12"	3'-6"	3'-6"	3'-10 1/2"	2'-4"	2'-1"	3'-2"	3'-2"	3'-8 1/2"	2'-0"	16 1/2"	5
96"	10-A	10"-2 1/2"	11"	11"	11"	15 1/2"	11"	3'-3"	3'-3"	3'-8 1/2"	2'-3"	2'-11"	2'-11"	3'-4 1/2"	2'-0"	9 1/2"	5	
90"	10-B	9'-8 1/2"	11"	11"	11"	15 1/2"	11"	3'-1"	3'-1"	3'-6 1/2"	2'-1 1/2"	22"	2'-10"	2'-10"	2'-11 1/2"	2'-0"	3 1/2"	5
84"	10-C	9'-0 1/2"	10"	10"	10"	14 1/2"	10"	2'-11"	2'-11"	3'-2 1/2"	23"	21"	2'-7"	2'-7"	2'-7 1/2"	2'-0"	12 1/2"	4
78"	10-D	8'-6 1/2"	10"	10"	10"	14 1/2"	10"	2'-9"	2'-9"	3'-0 1/2"	22"	20"	2'-6"	2'-6"	2'-2 1/2"	2'-0"	6 1/2"	4
72"	10	7'-10 1/2"	9"	9"	9"	13 1/2"	9"	2'-6"	2'-6"	2'-10 1/2"	21"	18"	2'-3"	2'-3"	22 1/2"	2'-0"	15 1/2"	3
66"	11	7'-4 1/2"	9"	9"	9"	13 1/2"	9"	2'-4"	2'-4"	2'-8 1/2"	19 1/2"	17"	2'-1"	2'-1"	18 1/2"	2'-0"	9 1/2"	3
60"	12	6'-8 1/2"	8"	8"	8"	12 1/2"	8"	2'-1 1/2"	2'-1"	2'-6"	18"	15"	23"	23"	13 1/2"	2'-0"	2 1/2"	3
54"	13	6'-2 1/2"	8"	8"	8"	12 1/2"	8"	23 1/2"	23"	2'-4"	17"	14"	21"	21"	9 1/2"	2'-0"	12 1/2"	2
48"	14	5'-6 1/2"	7"	7"	7"	11 1/2"	7"	20 1/2"	21"	2'-1"	15"	12 1/2"	18 1/2"	18 1/2"	5"	2'-0"	5 1/2"	2
42"	15	5'-0 1/2"	7"	7"	7"	11 1/2"	7"	18 1/2"	19"	23"	14"	11"	---	---	17 1/2"	21"	2 1/2"	2
36"	16	4'-4 1/2"	6"	6"	6"	10 1/2"	6"	16"	16"	20 1/2"	12 1/2"	9 1/2"	---	---	10 1/2"	18"	14 1/2"	1
30"	17	4'-0"	6"	6"	6"	12"	6"	14"	14"	20"	12"	8 1/2"	---	---	6"	15"	11 1/2"	1
24"	18	4'-0"	6"	6"	12"	12"	6"	16"	16"	16"	9 1/2"	9 1/2"	---	---	6"	12"	8 1/2"	1

FOR STATE CONTRACT
ALL DIMENSIONS SHOULD
BE PREPARED IN METRIC
UNITS. SOFT CONVERSION
METHOD SHOULD BE USED.

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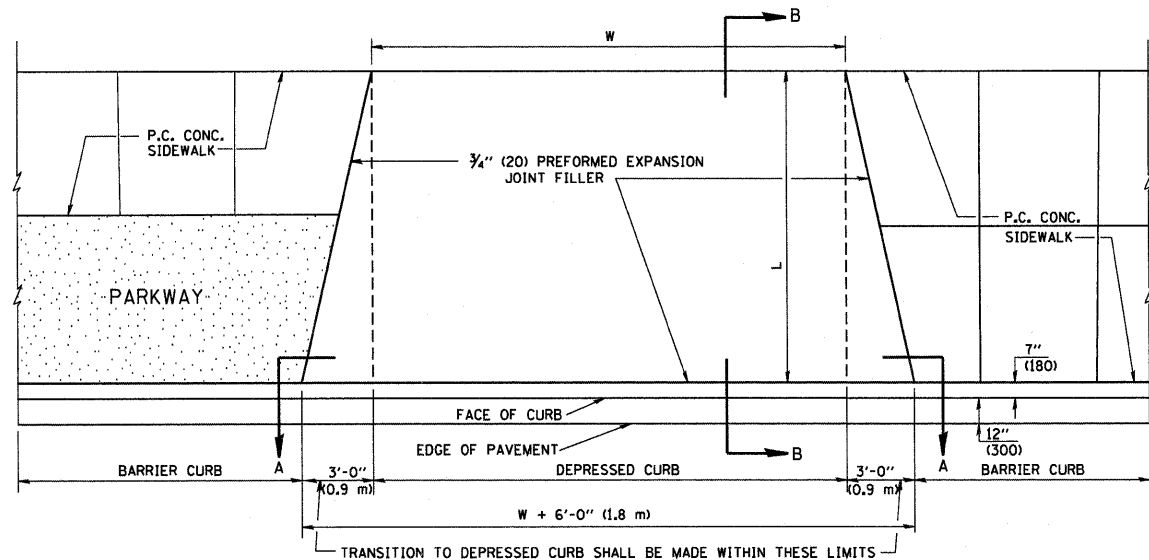
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REVISED - 09-22-90
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REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DRAINAGE DETAILS
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

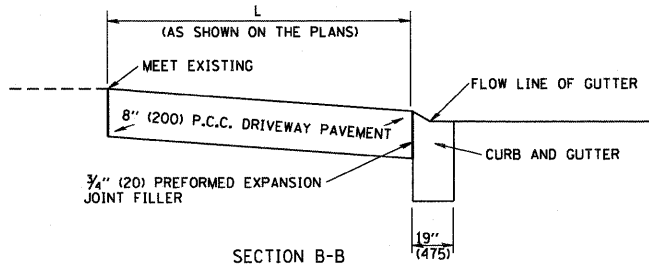
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BD600-12 (BD-9)		CONTRACT NO. 60F65		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



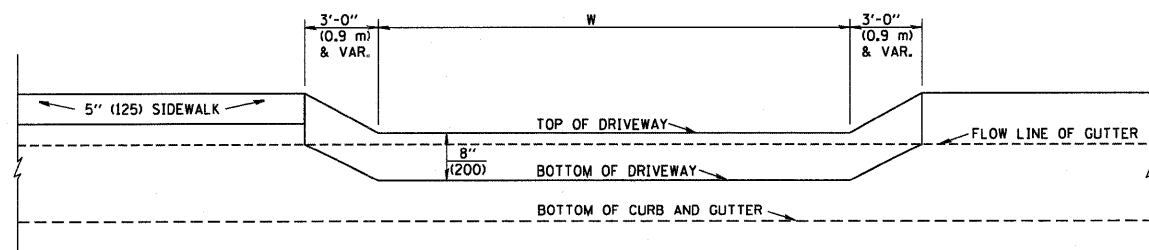
PLAN VIEW

NOTES:

1. EXPANSION JOINTS SHALL BE CONSTRUCTED AS SHOWN ON THE DETAILS FOR P.C.C. SIDEWALK.
2. THE CURB BETWEEN ADJACENT DRIVEWAYS SHALL BE FULL HEIGHT FOR A DISTANCE OF AT LEAST FOUR FEET (1.2 METERS)
3. P.C. CONCRETE DRIVEWAYS SHALL BE CONSTRUCTED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
4. 3/4" (20) PREFORMED EXPANSION JOINTS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO P.C.C. DRIVEWAY PAVEMENT 8" (200).
5. COMBINATION CONC. CURB AND GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE TRANSITION CURB AND GUTTER.

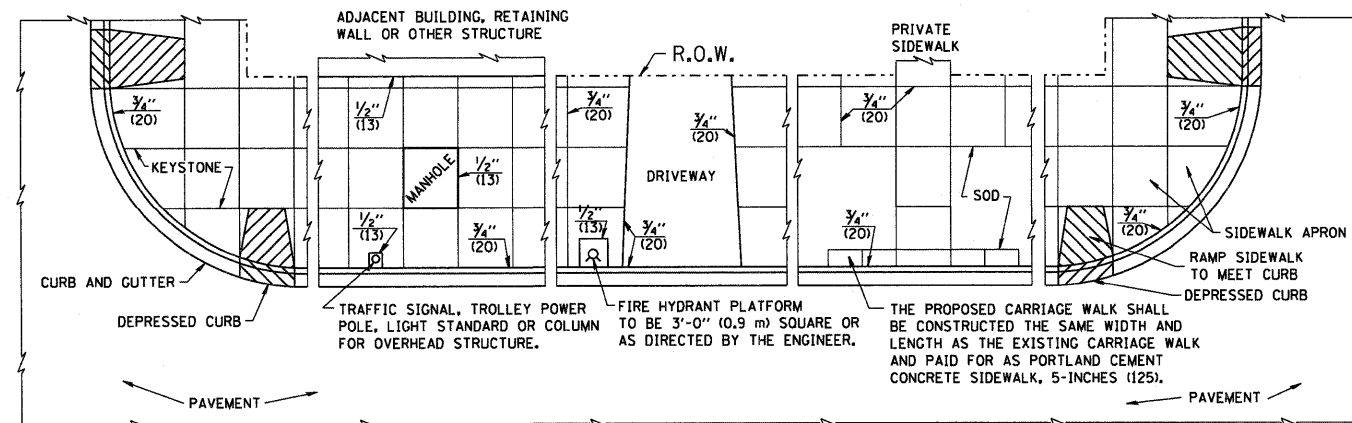


SECTION B-B



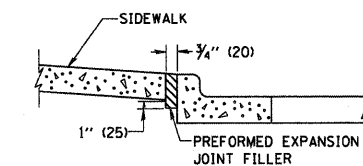
SECTION A-A

P.C.C. DRIVEWAY PAVEMENT DETAIL



NOTES:

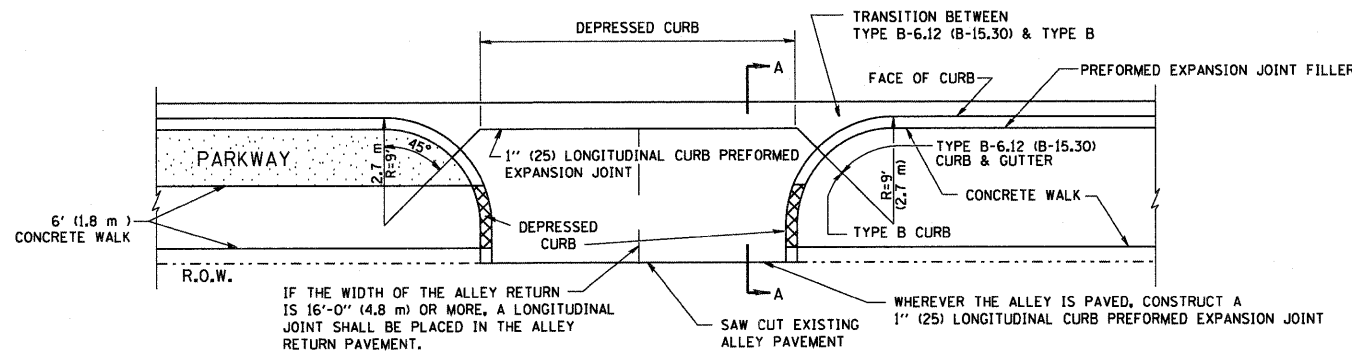
1. ONE-HALF INCH THICK EXPANSION JOINTS SHALL BE PLACED BETWEEN THE SIDEWALK AND ALL STRUCTURES SUCH AS LIGHT STANDARDS, TRAFFIC LIGHT STANDARDS, MANHOLES, WHICH EXTEND THROUGH THE SIDEWALK.
2. 3/4" (20) THICK EXPANSION JOINTS SHALL BE PLACED AT INTERVALS OF NOT MORE THAN 100 FEET (30 METERS) IN THE SIDEWALK. WHERE THE SIDEWALK IS CONSTRUCTED ADJACENT TO PAVEMENT OR CURB HAVING EXPANSION JOINTS, THE EXPANSION JOINTS IN THE SIDEWALK SHALL BE PLACED OPPOSITE THE EXISTING EXPANSION JOINTS AS NEARLY AS PRACTICABLE. EXPANSION JOINTS SHALL ALSO BE PLACED WHERE THE SIDEWALK ABUTS EXISTING SIDEWALKS, BETWEEN DRIVEWAY PAVEMENT AND SIDEWALK, AND BETWEEN SIDEWALK AND CURBS WHERE THE SIDEWALK ABUTS A CURB.



SLOPE FOR SIDEWALK
1" (25) IN 3'-0" (0.9 m) IN CHICAGO

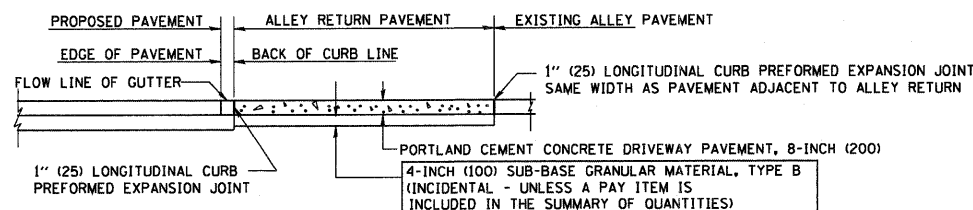
PORTLAND CEMENT CONCRETE SIDEWALK DETAILS

NOTES: NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE GUTTER FLARE



IF THE WIDTH OF THE ALLEY RETURN IS 16'-0" (4.8 m) OR MORE, A LONGITUDINAL JOINT SHALL BE PLACED IN THE ALLEY RETURN PAVEMENT.

WHEREVER THE ALLEY IS PAVED, CONSTRUCT A 1" (25) LONGITUDINAL CURB PREFORMED EXPANSION JOINT



SECTION A-A

ALLEY RETURN DETAIL

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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DESIGNED - M. DE YONG
DRAWN -
CHECKED -
DATE - 06-13-90

REVISED -
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REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	92
BD400-03 (BD-17)			CONTRACT NO. 60F65	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

BASIS OF PAYMENT:
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

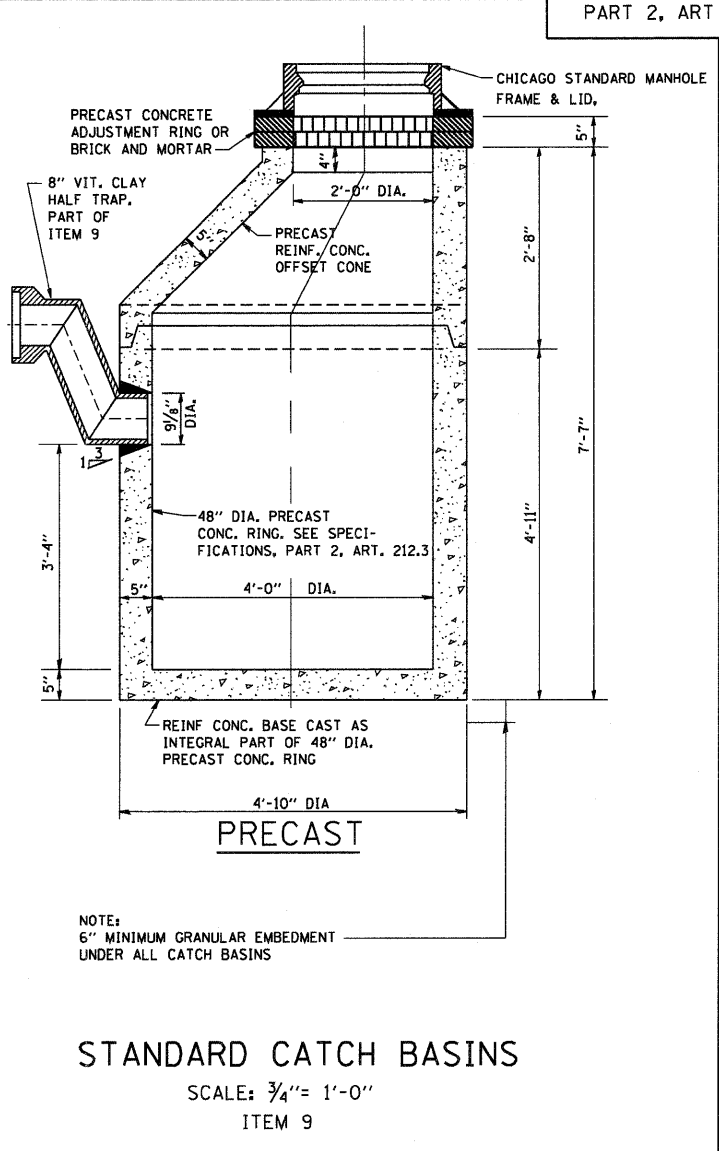
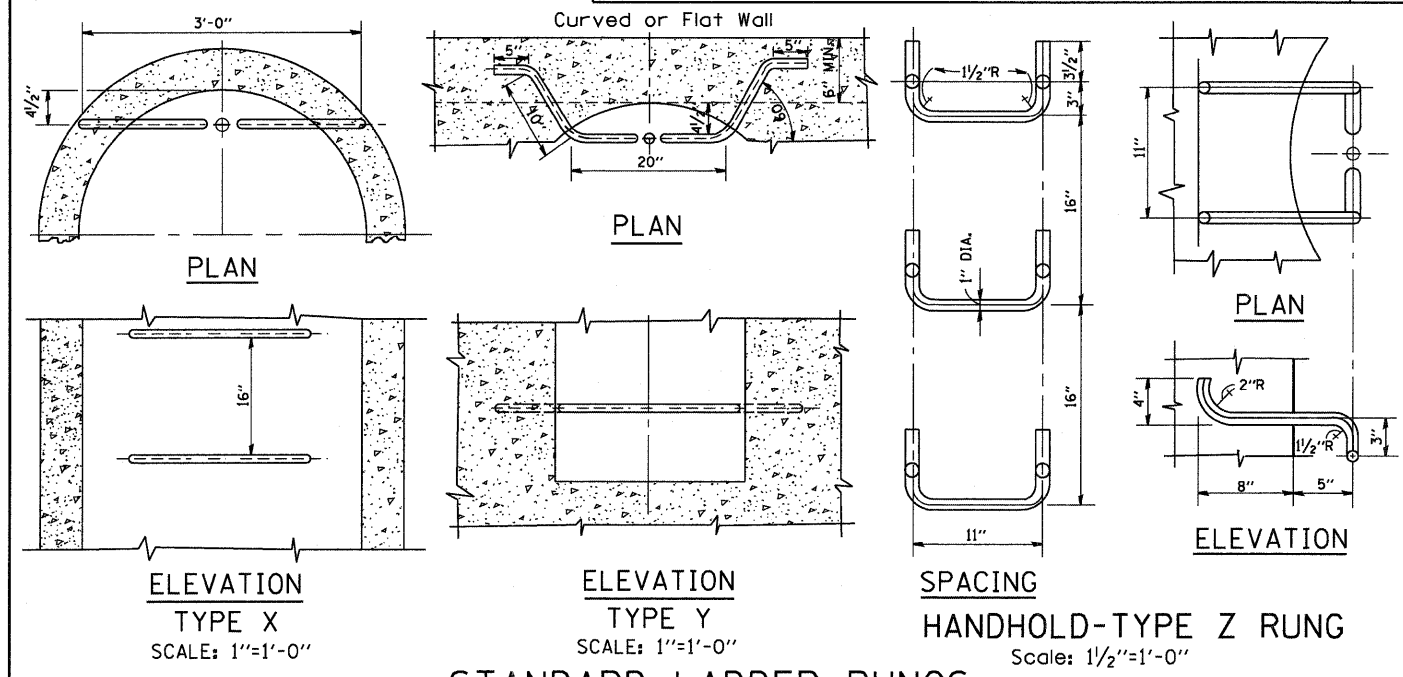
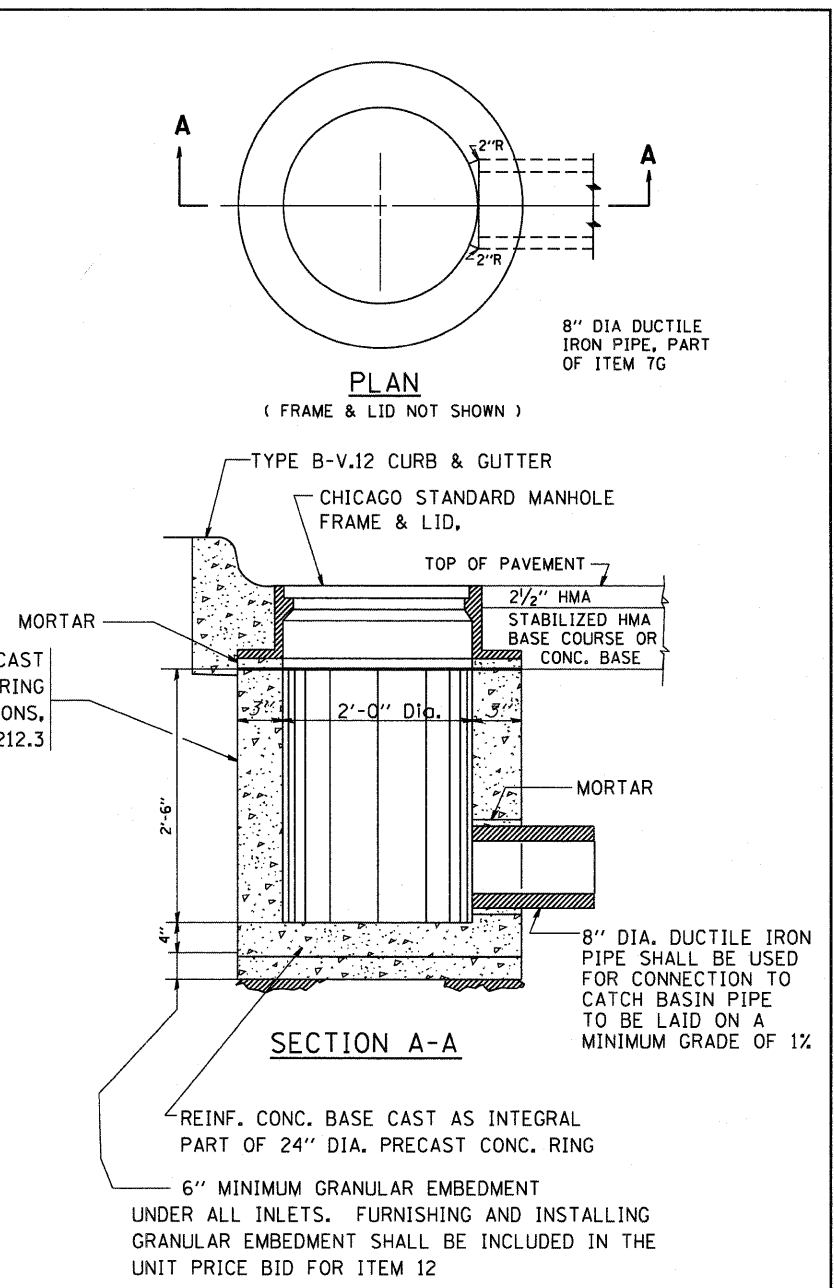
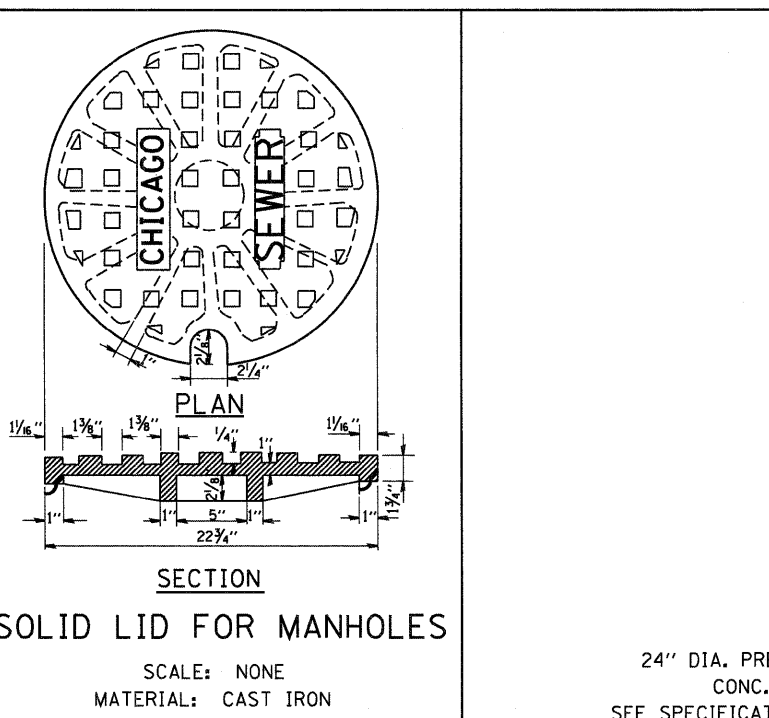
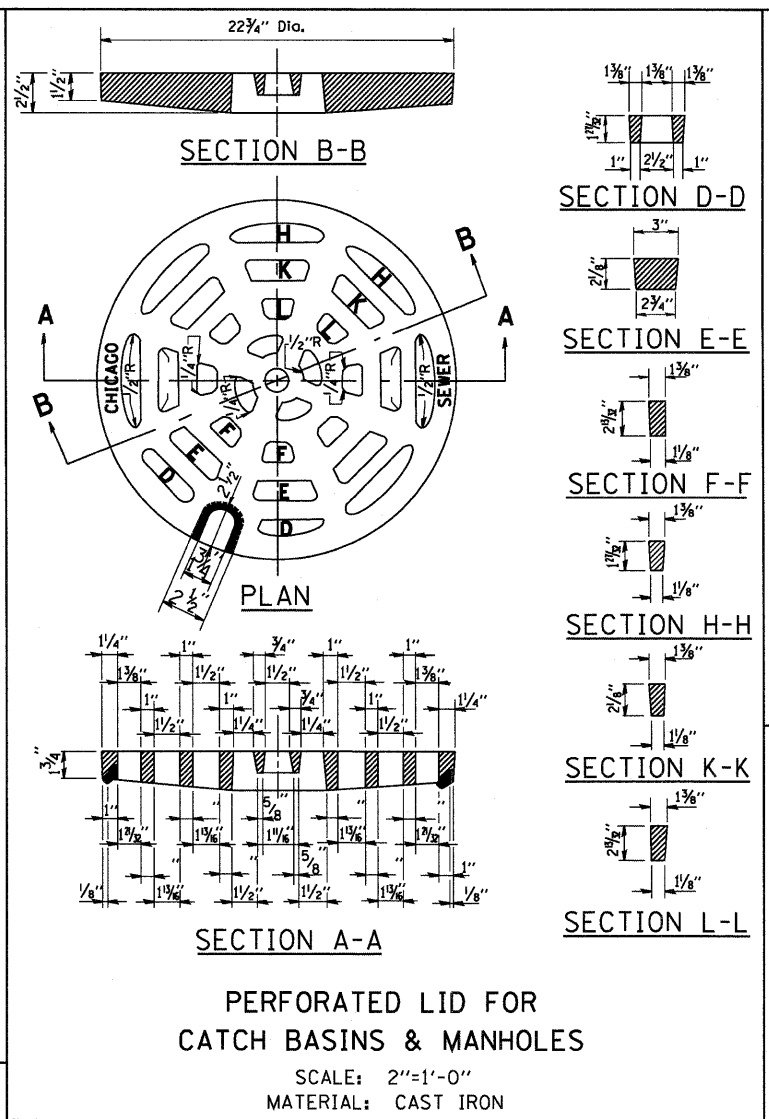
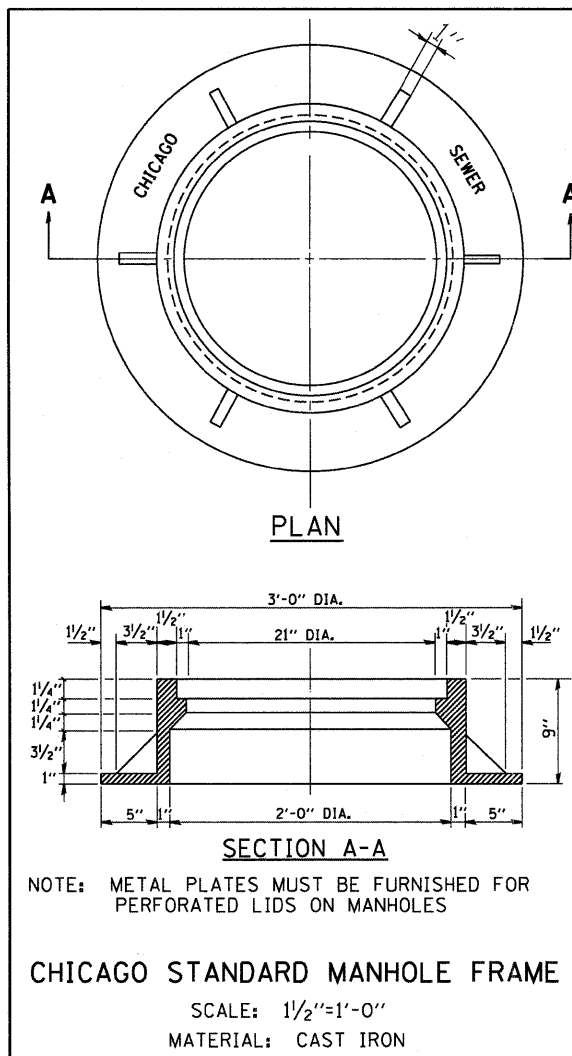
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PLOT DATE = 12/15/2009		DATE - 03-11-94	REVISED - R. BORO 12-15-09

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	93
BD600-06 (BD-24)			CONTRACT NO. 60F65	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



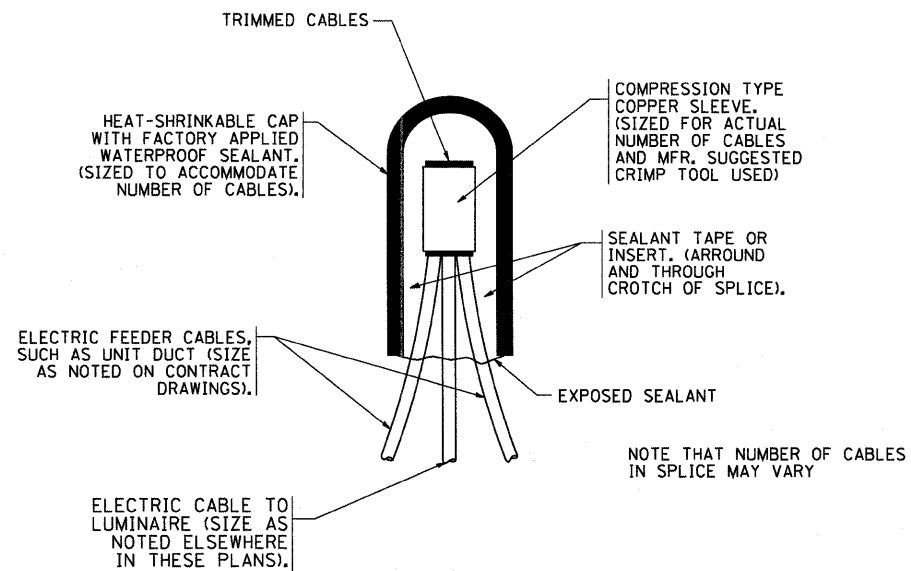
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		CHECKED -	REVISED -
		DATE - 01-25-01	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CITY OF CHICAGO
CATCH BASIN, INLET AND MANHOLE DETAILS**

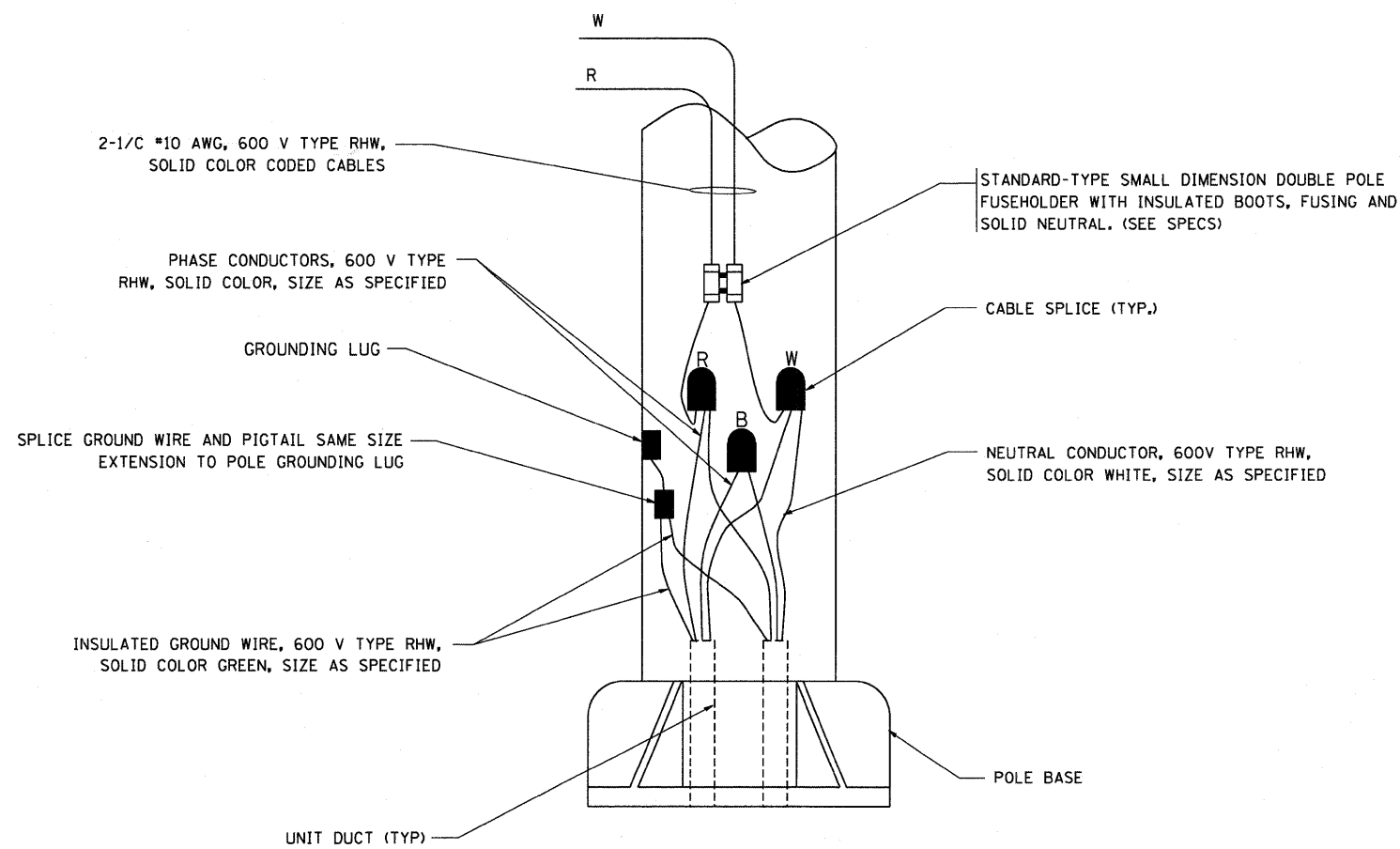
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F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 94
BD600-13 (BD47)			CONTRACT NO. 60F65	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



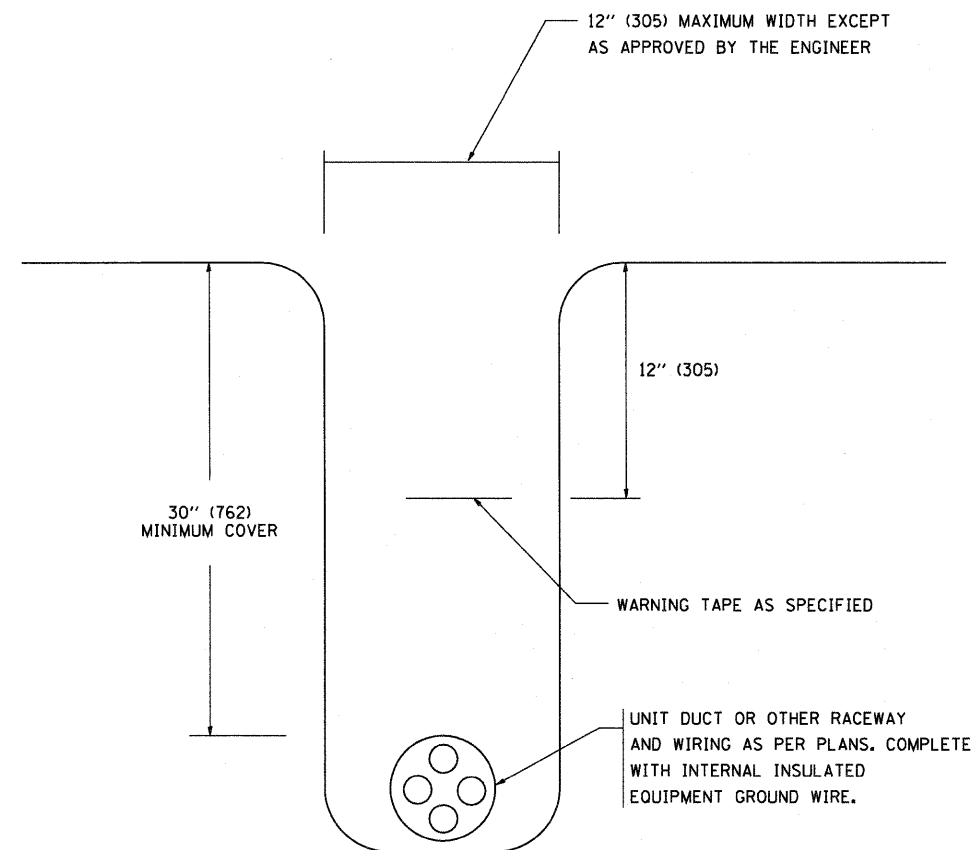
TYPICAL SPLICE DETAIL

N.T.S.



POLE WIRING DETAIL

N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

N.T.S.

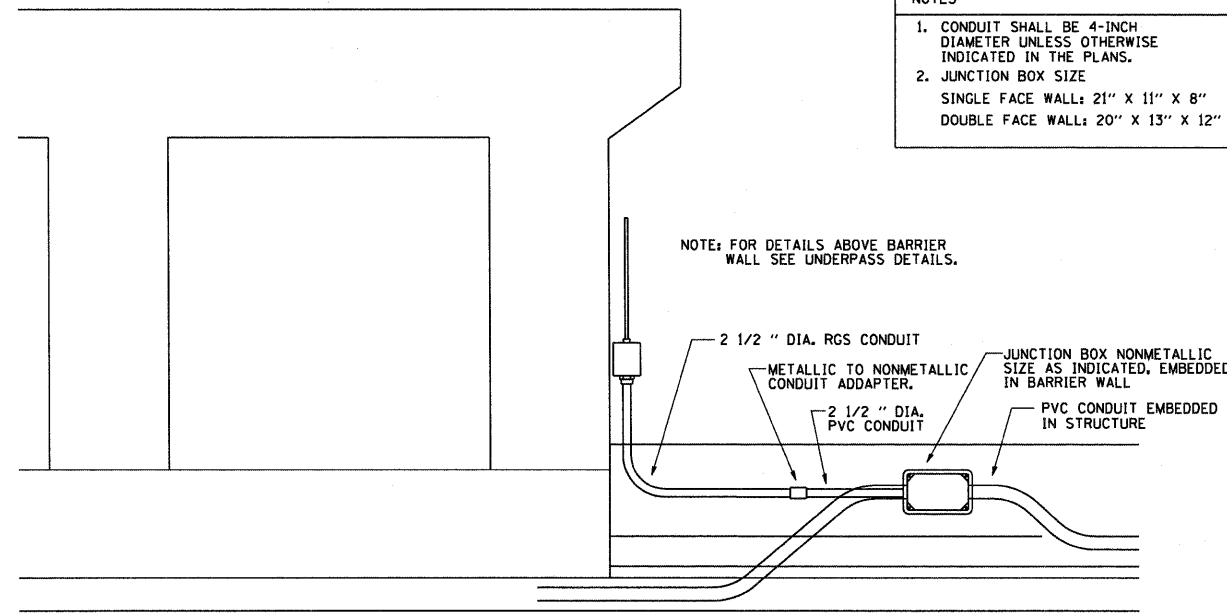
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DESIGNED -	REVISD - 08-08-03
DRAWN -	REVISD -
PLOT SCALE = 50.000' / IN.	CHECKED -
PLOT DATE = 1/4/2008	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MISC. ELECTRICAL DETAILS SHEET A			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

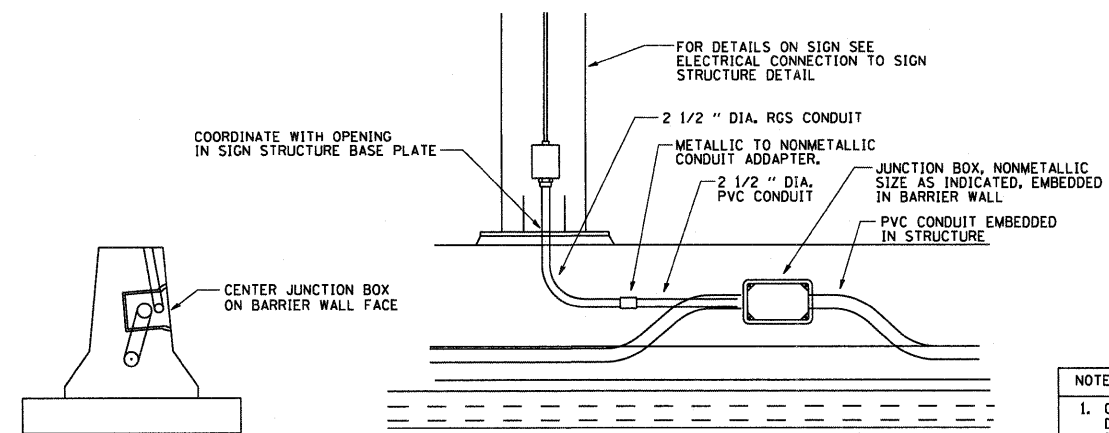
F.A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	95
BE-702			CONTRACT NO. 60F65	
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				



ED - BWD
ELECTRIC CONNECTION TO UNDERPASS LIGHTING

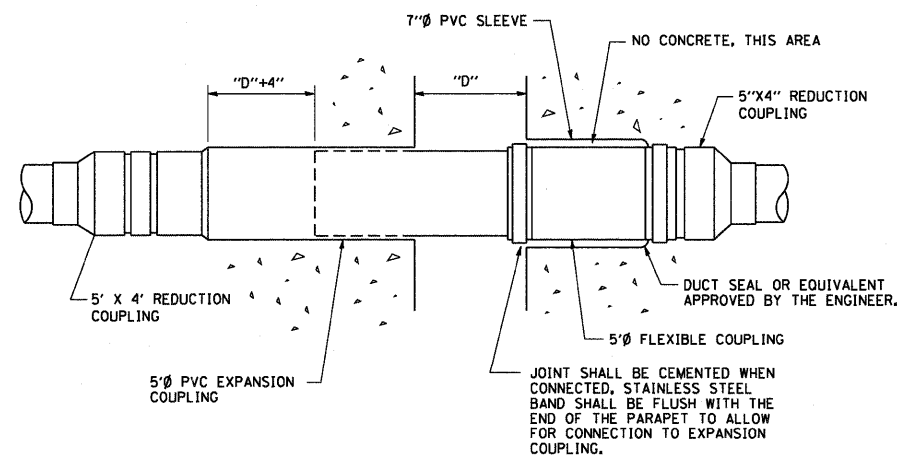
- NOTES
1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
 2. JUNCTION BOX SIZE
SINGLE FACE WALL: 21" X 11" X 8"
DOUBLE FACE WALL: 20" X 13" X 12"

NOTE: FOR DETAILS ABOVE BARRIER WALL SEE UNDERPASS DETAILS.

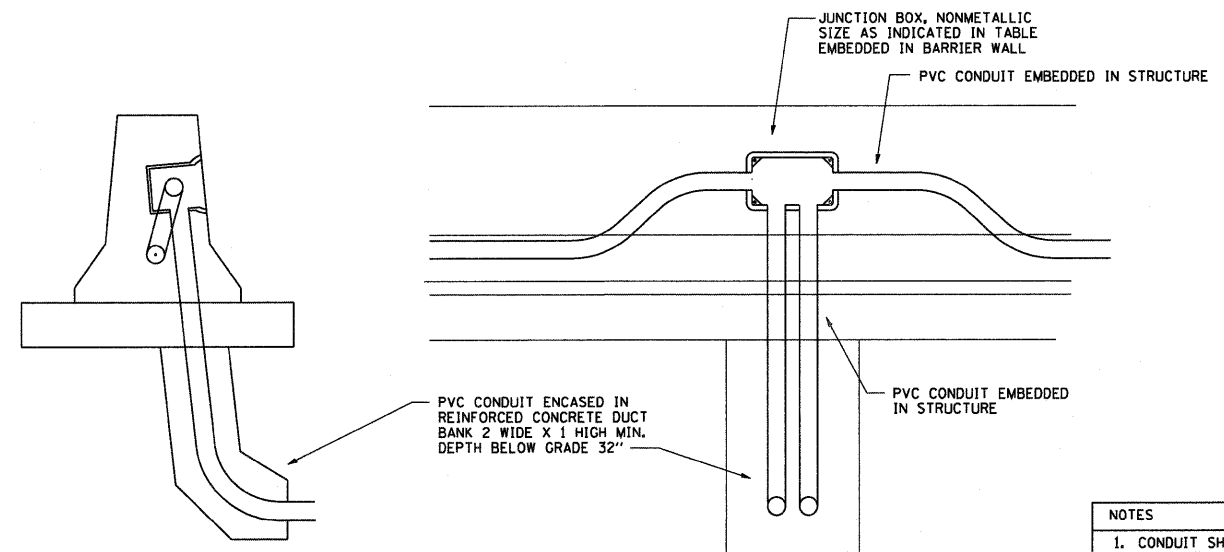


ED - SGN
JUNCTION BOX EMBEDDED IN BARRIER WALL FOR SIGN LIGHTING

- NOTES
1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
 2. JUNCTION BOX SIZE
SINGLE FACE WALL: 21" X 11" X 8"
DOUBLE FACE WALL: 20" X 13" X 12"



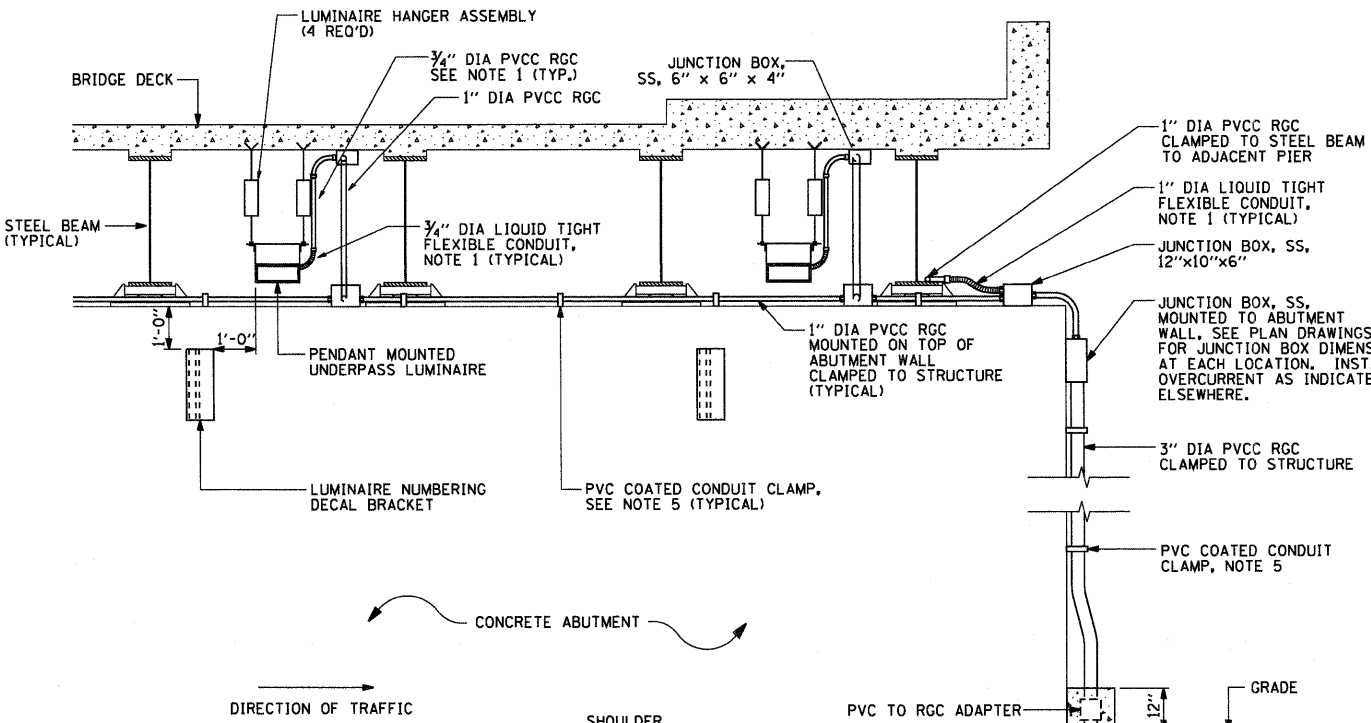
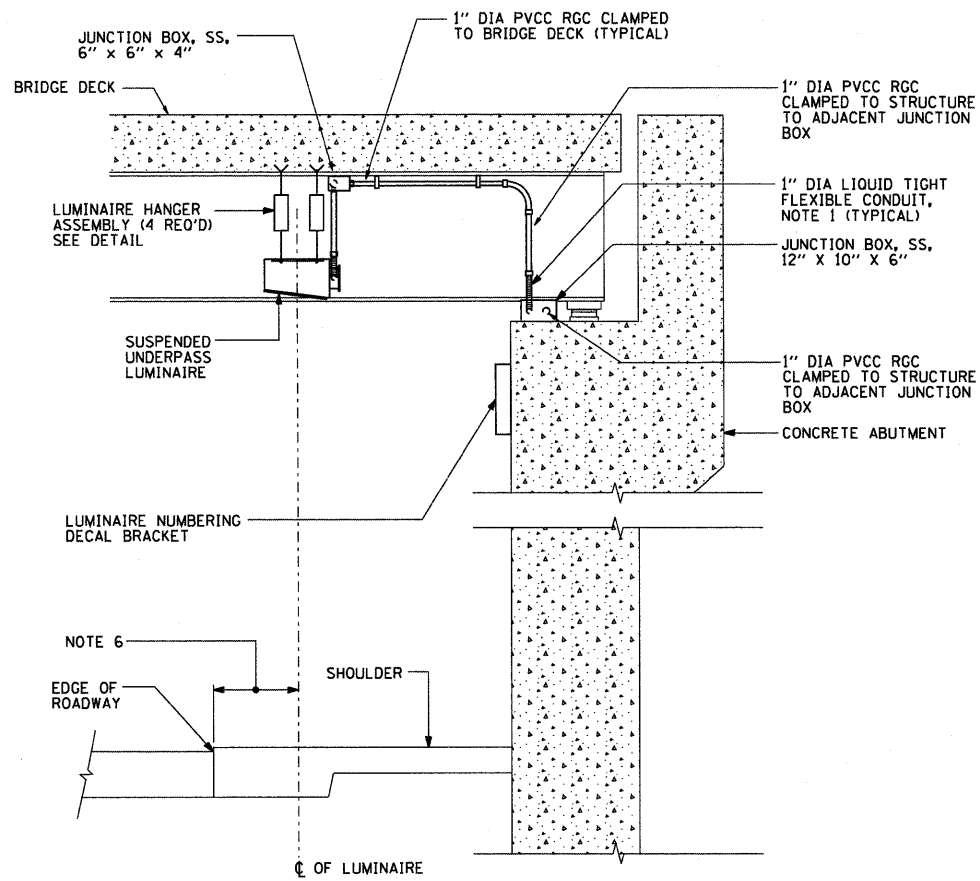
INSTALLATION OF CONDUIT
IN BRIDGE PARAPET EXPANSION JOINT
(N.T.S.)



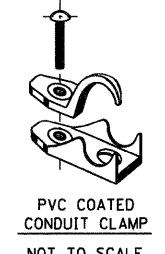
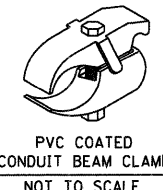
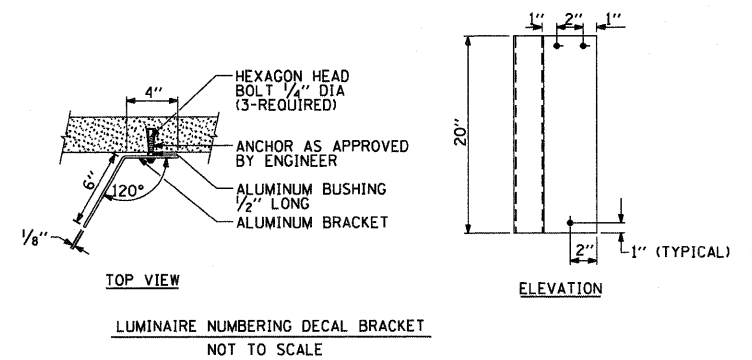
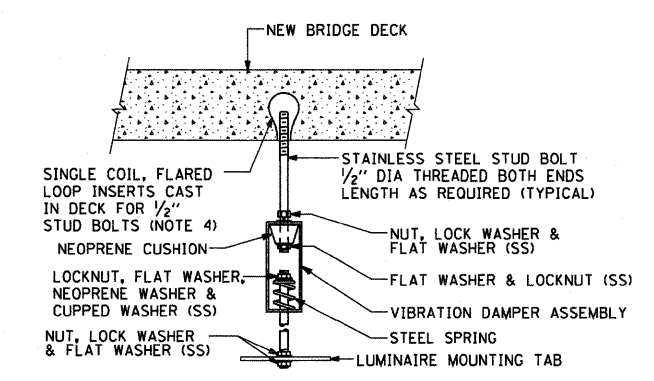
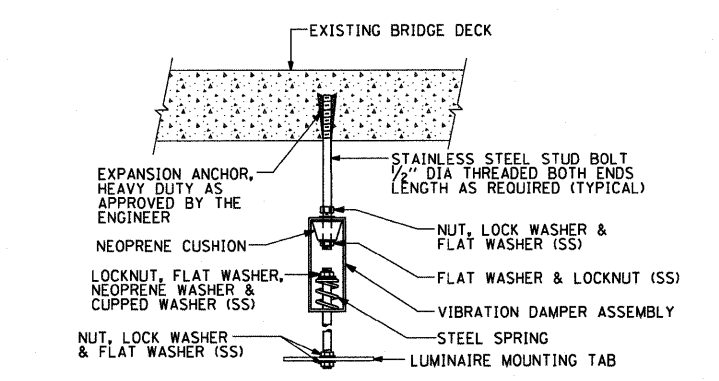
ED - BW
JUNCTION BOX EMBEDDED IN BARRIER WALL

- NOTES
1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
 2. JUNCTION BOX SIZE
SINGLE FACE WALL: 21" X 11" X 8"
DOUBLE FACE WALL: 20" X 13" X 12"

FILE NAME = be783.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MISCELLANEOUS ELECTRICAL DETAILS, SHEET B		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000' / IN.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	94	1314B-1	COOK	110
PLOT DATE = 2/5/2009	CHECKED -	DATE - 01-20-2009	REVISED -				BE-703		CONTRACT NO. 60F65		
							FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- NOTES:**
- LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL FOR EACH INSTANCE AS SHOWN. PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM EXCEPT THAT 3/4" DIA. CONDUIT AND 1/4" DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE COST OF UNDERPASS LUMINAIRE INSTALLATION.
 - SEE UNDERPASS LIGHTING PLANS FOR INSTALLATION LOCATION OF UNDERPASS LIGHTING LUMINAIRES.
 - THE CONTRACTOR SHALL USE APPROVED SINGLE COIL FLARED LOOP INSERTS WHEN SUSPENDED MOUNTING AN UNDERPASS LUMINAIRE TO A NEW BRIDGE DECK. THE FLARED LOOP INSERTS MUST BE CAST INTO THE CONCRETE DECK. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND COORDINATING THE INSERT LOCATIONS FOR MOUNTING THE UNDERPASS LIGHTING SYSTEM AS SHOWN ON THE PLANS WITH THE BRIDGE DECK CONTRACTOR. SEE DETAIL.
 - THE UNDERPASS LUMINAIRE HANGER ASSEMBLY COMPLETE WITH HEAVY DUTY ANCHORS/INSERTS AND ALL APPLICABLE HARDWARE SHALL BE INCLUDED IN THE COST OF THE UNDERPASS LUMINAIRE PAY ITEM.
 - SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE "CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED" PAY ITEM.
 - ALL UNDERPASS LUMINAIRES MUST BE CENTERED IN THE BEAM SPACE AS INDICATED ON THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGR. LUMINAIRE SETBACK SHALL BE AS INDICATED IN PLANS FOR EACH SPECIFIC UNDERPASS.
 - THE CONCRETE ENCASED CONDUIT TRANSITION SHALL BE INCLUDED IN THE COST OF THE GALVANIZED RIGID STEEL CONDUIT PAY ITEMS.
 - ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.



EXISTING BRIDGE DECK INSTALLATION

NEW BRIDGE DECK INSTALLATION

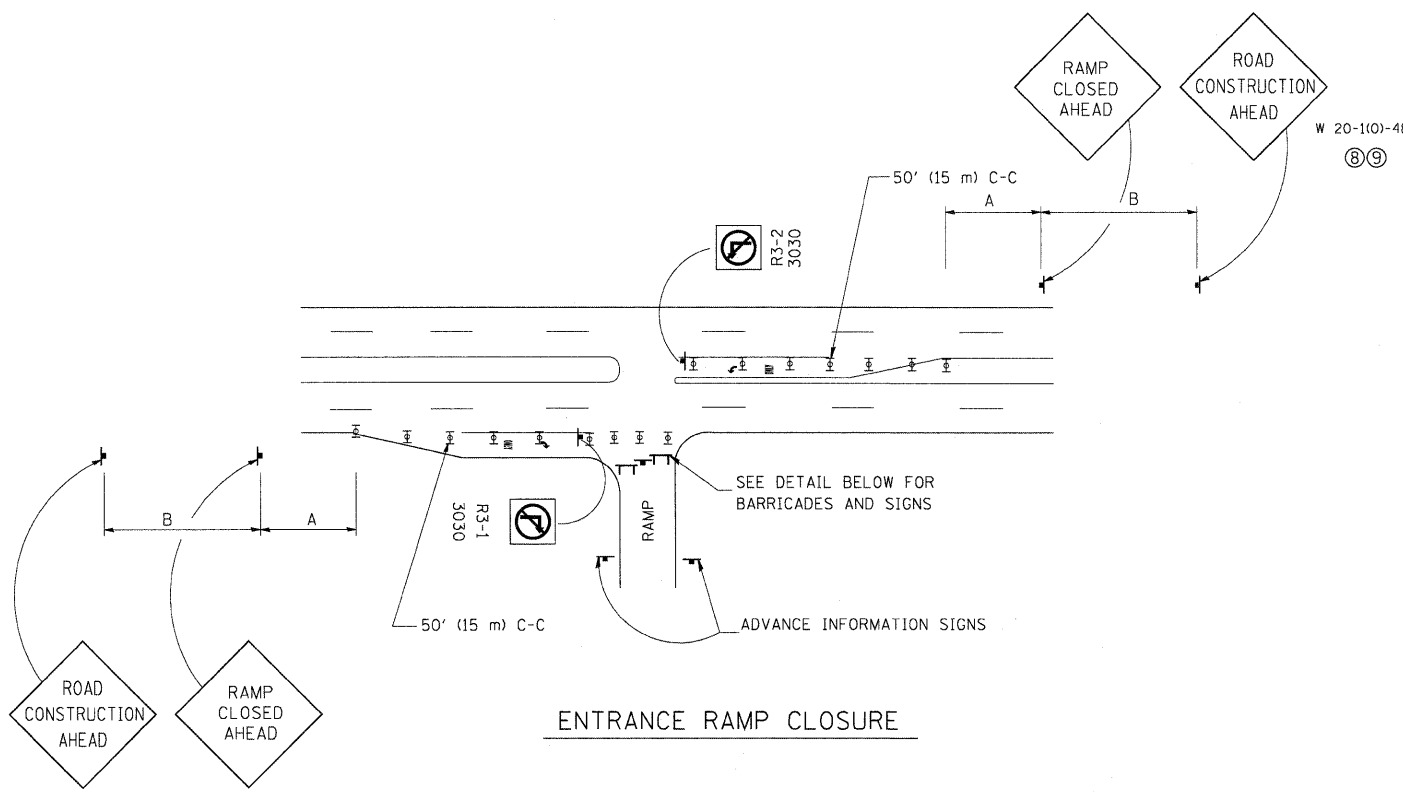
TYPICAL LUMINAIRE HANGER ASSEMBLY DETAILS

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		DRAWN -	REVISED -
	PLOT SCALE = 60,000 / 1 IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUSPENDED MOUNT UNDERPASS LUMINAIRE INSTALLATION DETAILS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	

F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 97
BE-900		CONTRACT NO. 60F65		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



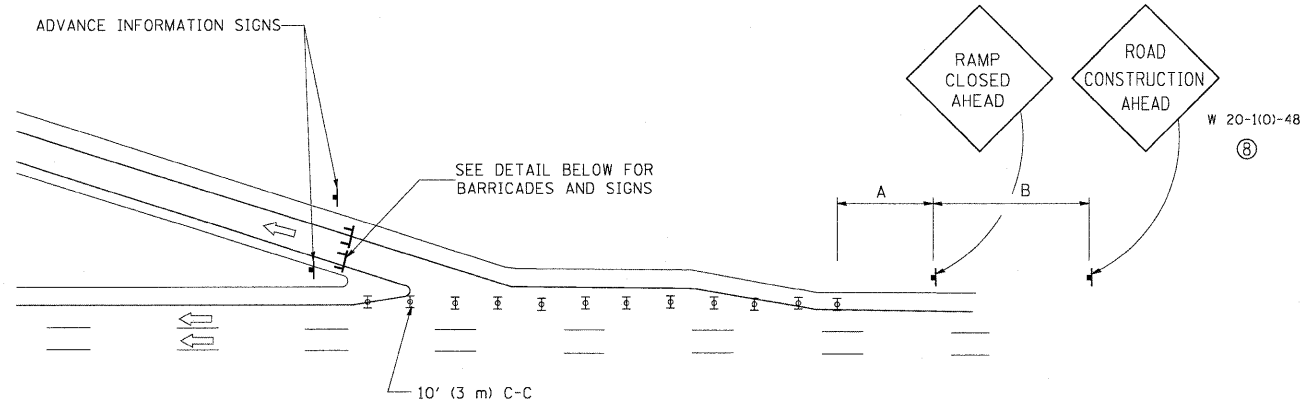
ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY ≤24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL >45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	150' (45 m)	150' (45 m)

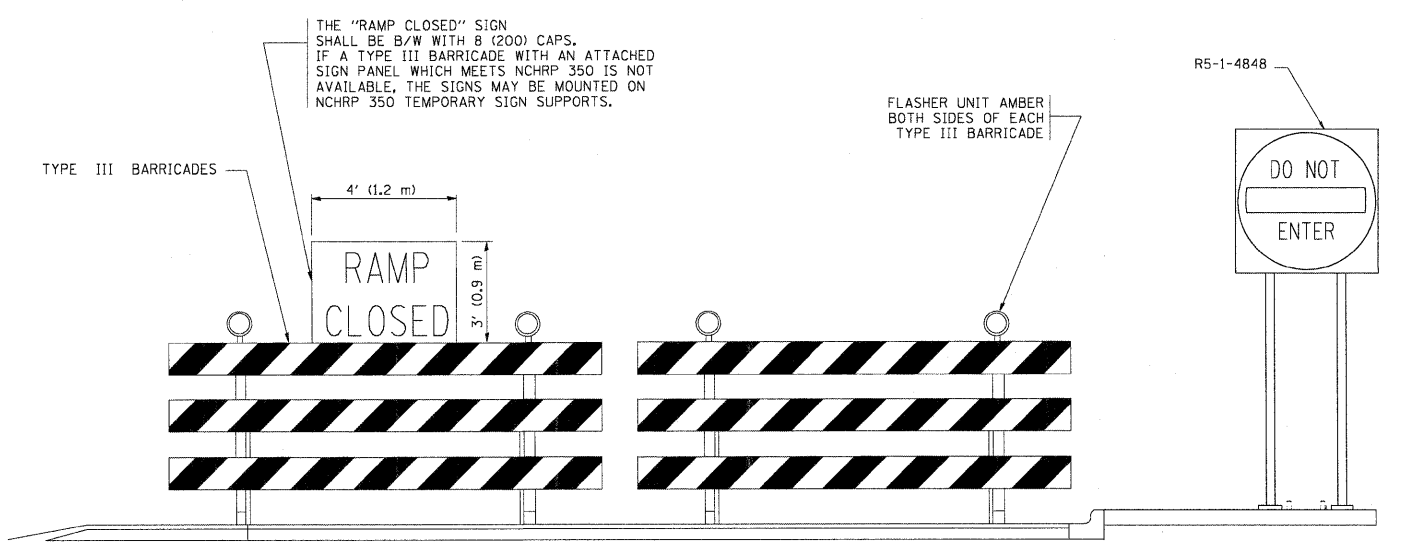
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.

W 20-110-48
⑧⑨

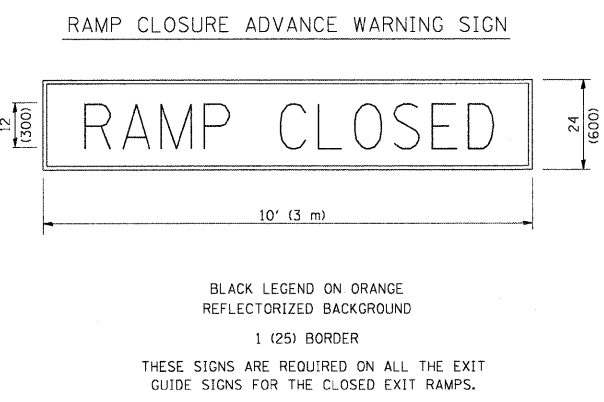


EXIT RAMP CLOSURE

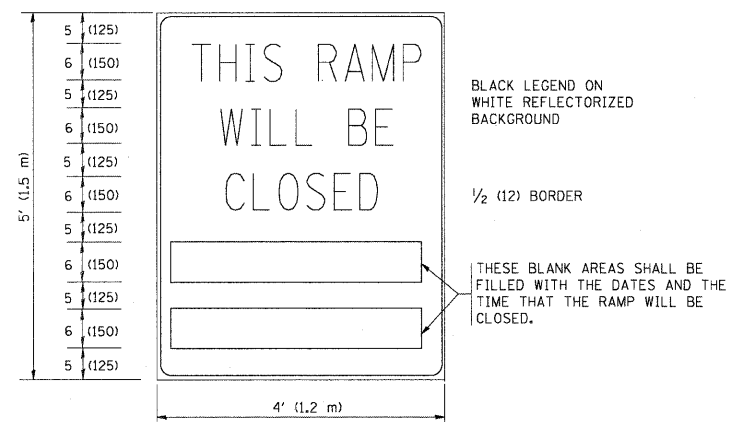
- SYMBOLS**
- ⊥ TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
 - ⊥ TYPE III BARRICADE WITH FLASHING LIGHT



DETAIL FOR REQUIRED BARRICADES & SIGNS



RAMP CLOSURE ADVANCE INFORMATION SIGN



THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

GENERAL NOTES:

- ① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- ② STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
- ③ A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES.
- ④ ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED.
- ⑤ THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- ⑥ AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- ⑦ THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED TWENTY-FOUR (24) HOURS IN LENGTH.
- ⑧ ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ⑨ ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED ON CLOSURES LESS THAN 24 HOURS IN DURATION.

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

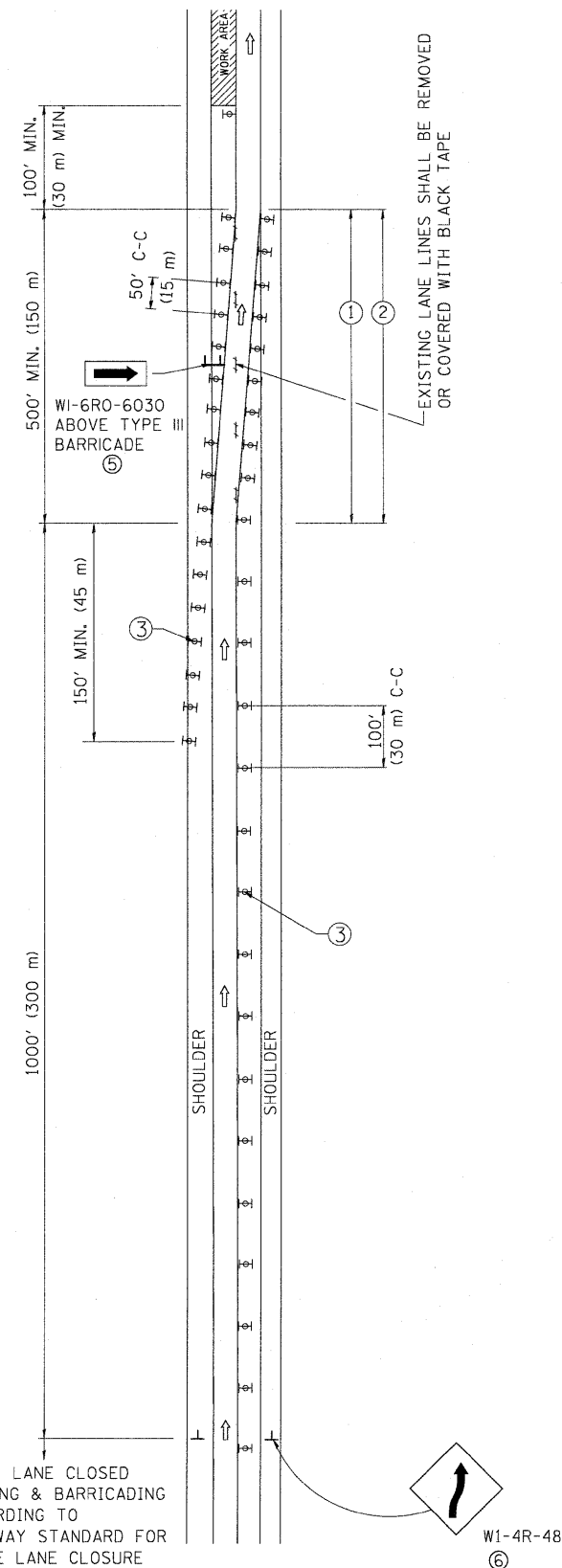
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	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - SPB 01-07
	PLOT DATE = 1/26/2010	DATE - 02-83	REVISED - SPB 12-09

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

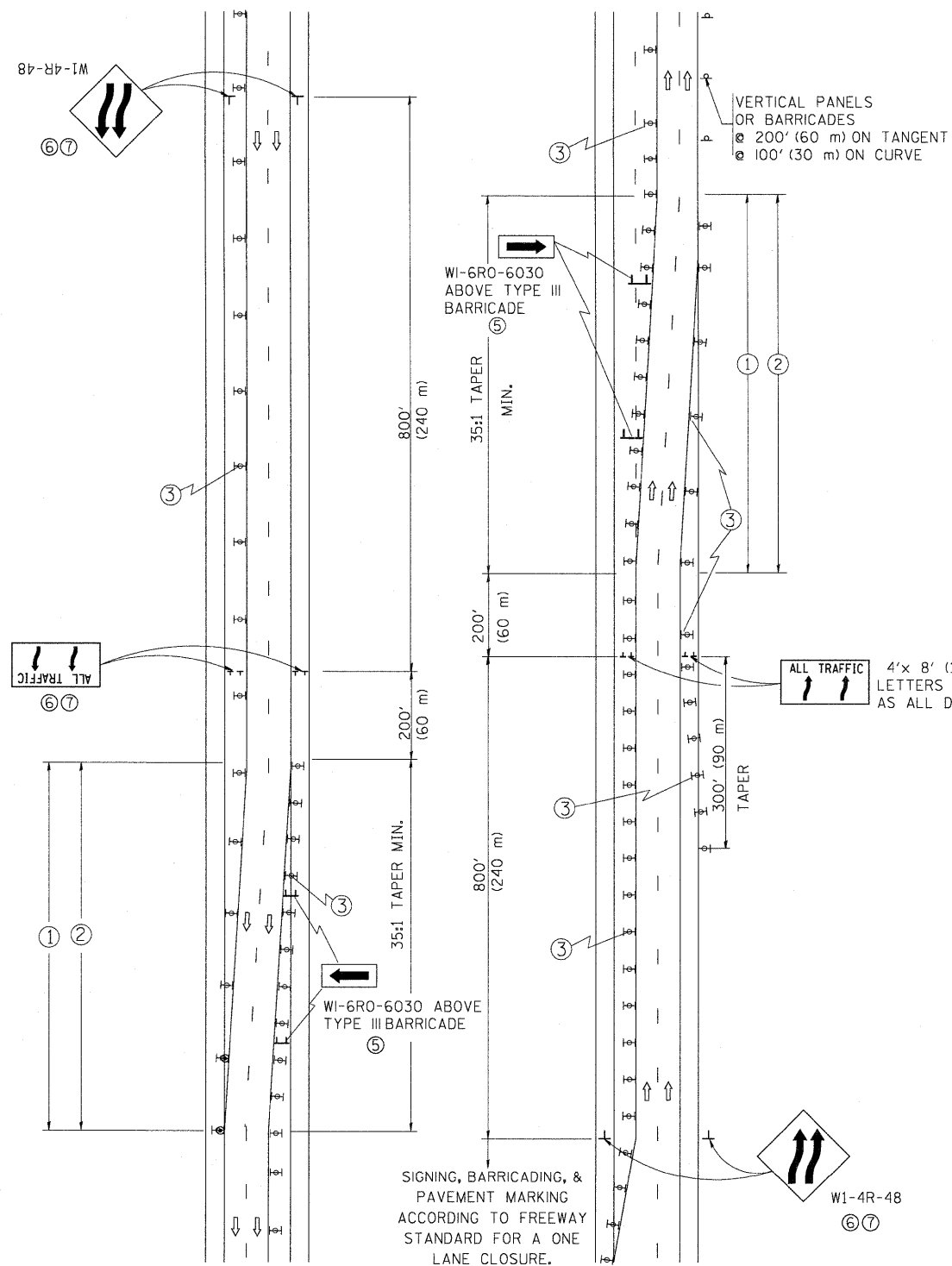
FREWAY ENTRANCE AND EXIST RAMP CLOSURE DETAILS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	

F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 98
TC-08		CONTRACT NO. 60F65		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES 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 WEAVES LANE LINES SHALL BE 5 INCH, 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. TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. 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.
- WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

SYMBOLS

- DIRECTION OF TRAFFIC
 - WORK AREA
 - SIGN ON PORTABLE OR PERMANENT SUPPORT
 - TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- W1-4R-48
- W24-1-48

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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USER NAME = lego
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 PLOT DATE = 1/26/2010

DESIGNED - DWS
 DRAWN -
 CHECKED -
 DATE - 02-87

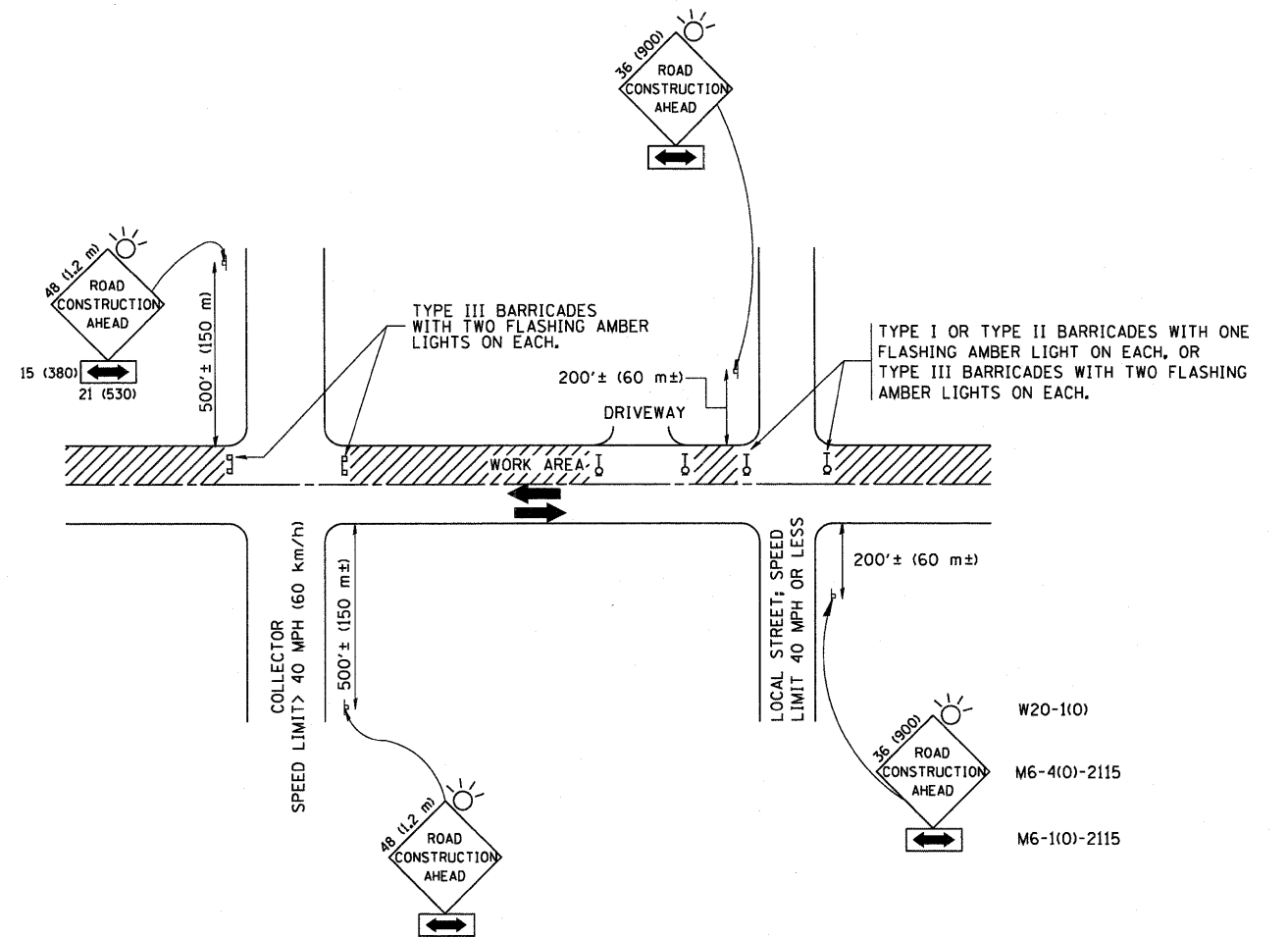
REVISED - JAF 01-03
 REVISED - JAF 02-06
 REVISED - SPB 01-07
 REVISED - SPB 12-09

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR
 FREEWAY SINGLE & MULTI-LANE WEAVE

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	99
TC-09			CONTRACT NO. 60F65	
FED. ROAD DIST. NO. 1 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

1. 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.

2. 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.

3. 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.

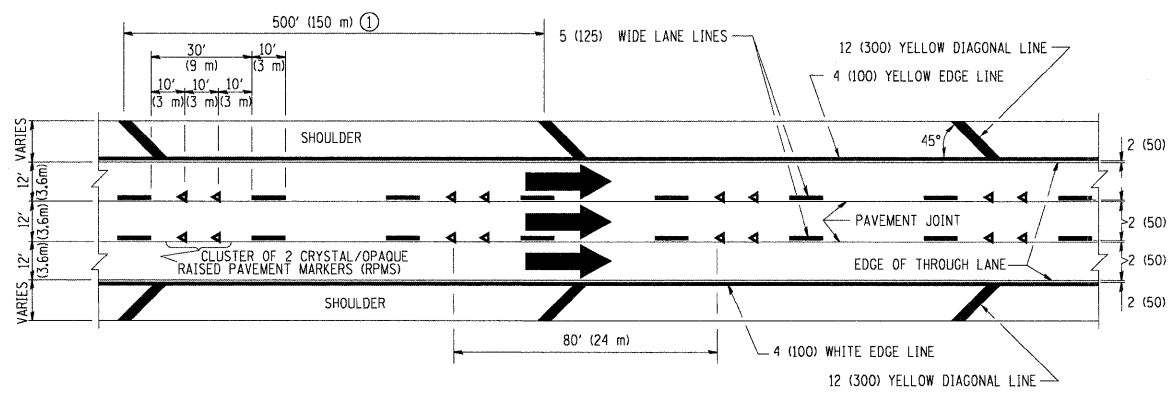
All dimensions are in millimeters (inches) unless otherwise shown.

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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 // IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

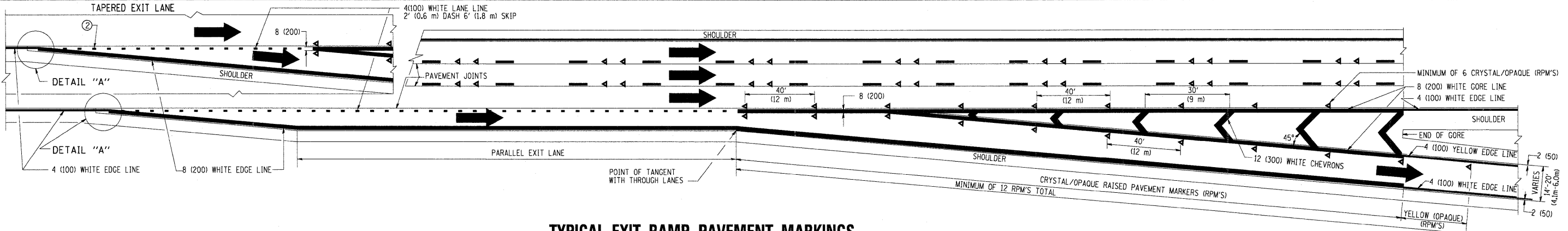
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	100
TC-10			CONTRACT NO. 60F65	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

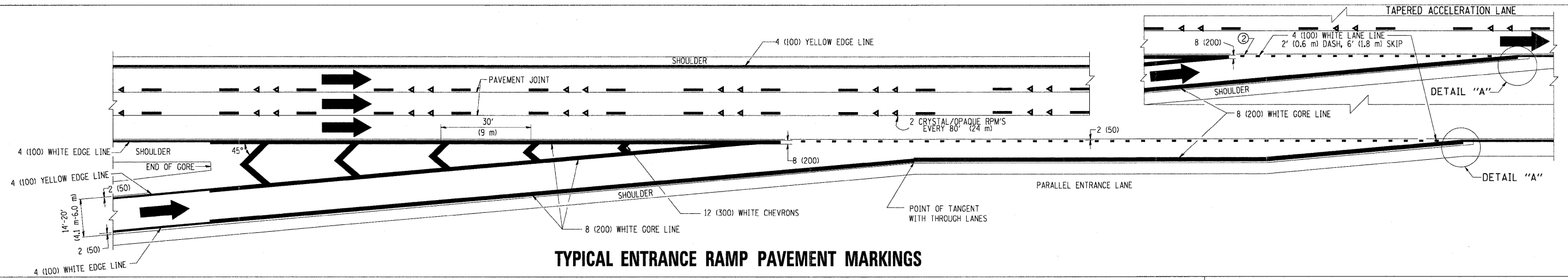


TYPICAL EDGE LINES & LANE LINES

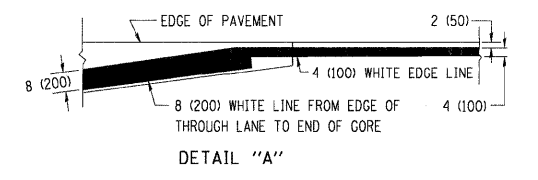
- PAVEMENT MARKING MATERIALS**
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
 2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE SHALL BE USED FOR ALL LANE LINES ON BITUMINOUS PAVEMENT.
 3. POLYUREA PAVEMENT MARKING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



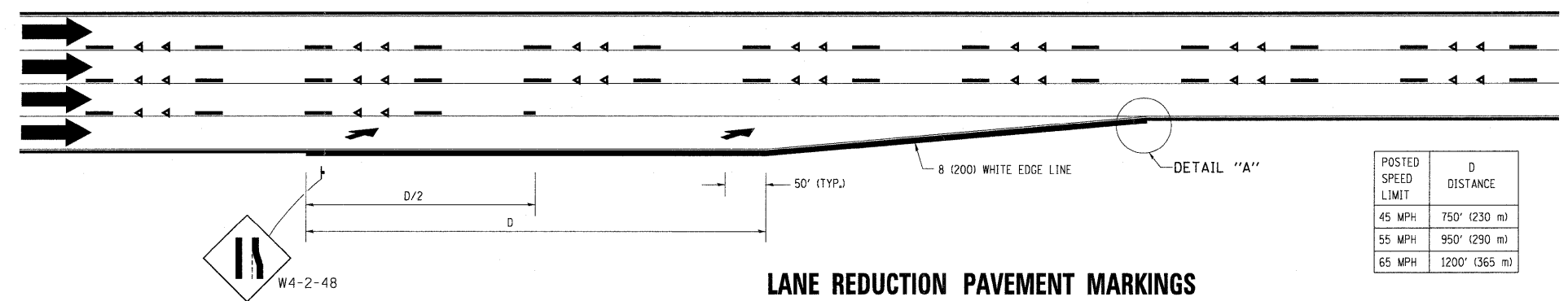
TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS

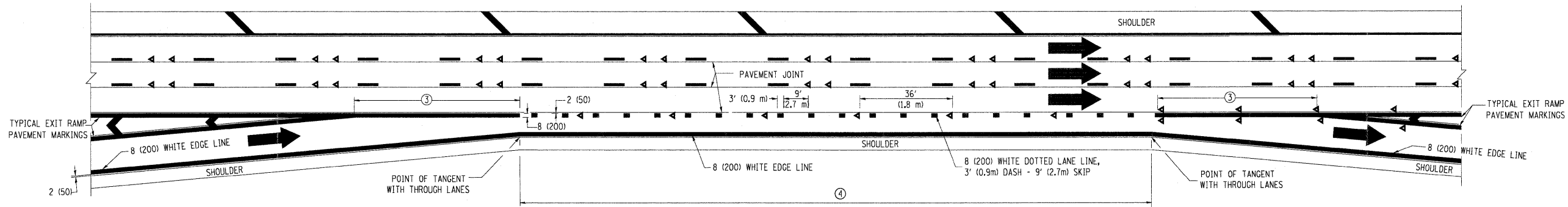


- NOTES:**
- ① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
 - ② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

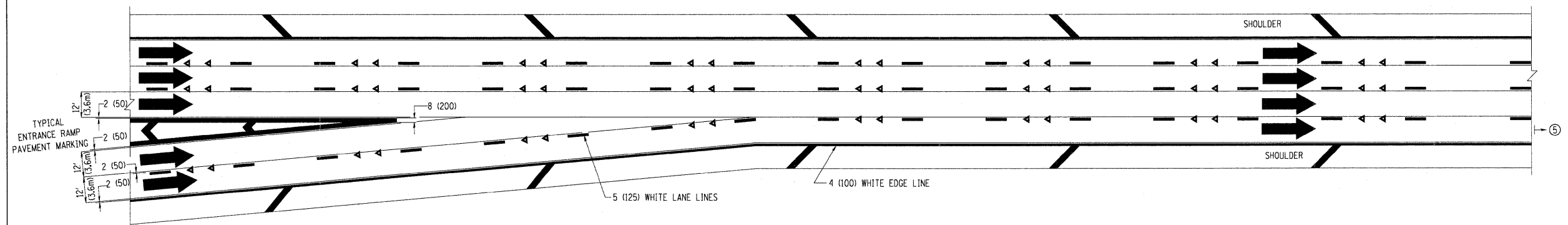


LANE REDUCTION PAVEMENT MARKINGS

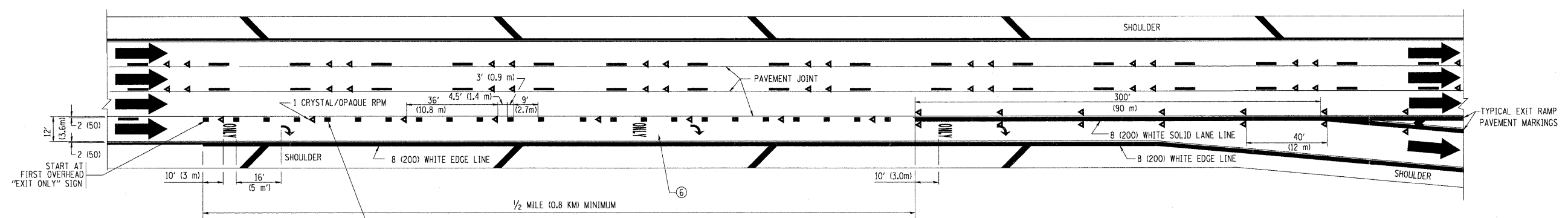
POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)



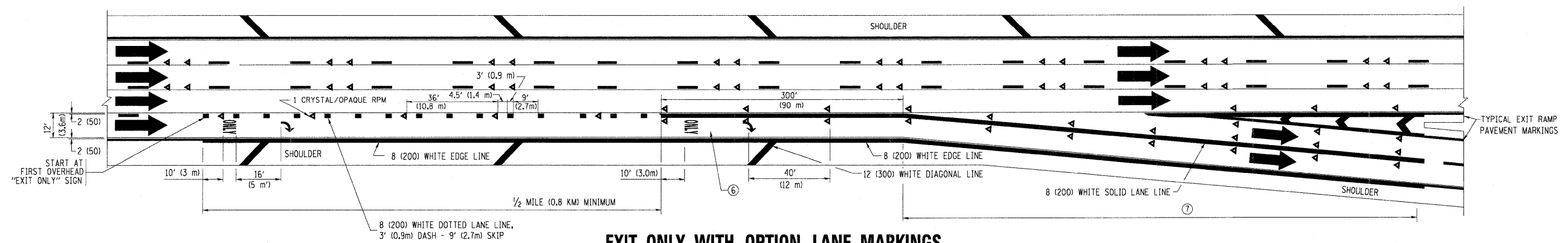
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



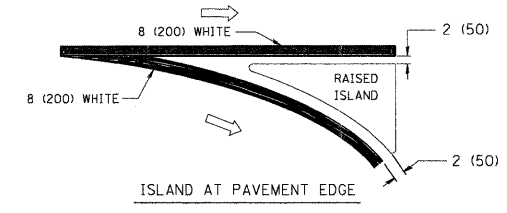
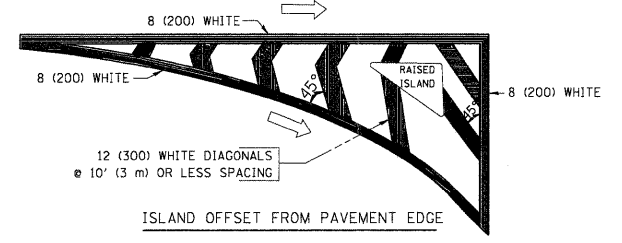
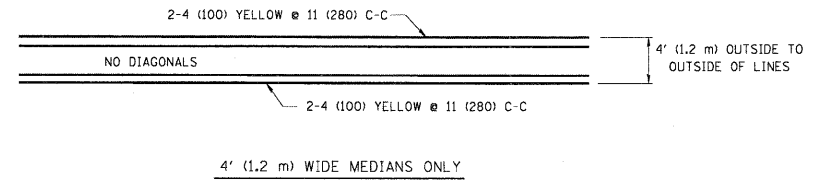
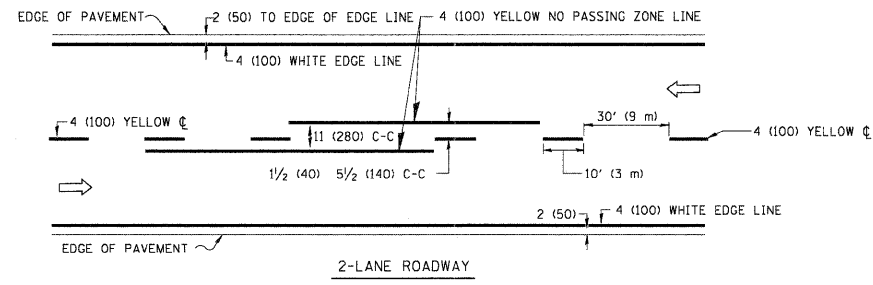
EXIT ONLY LANE MARKINGS



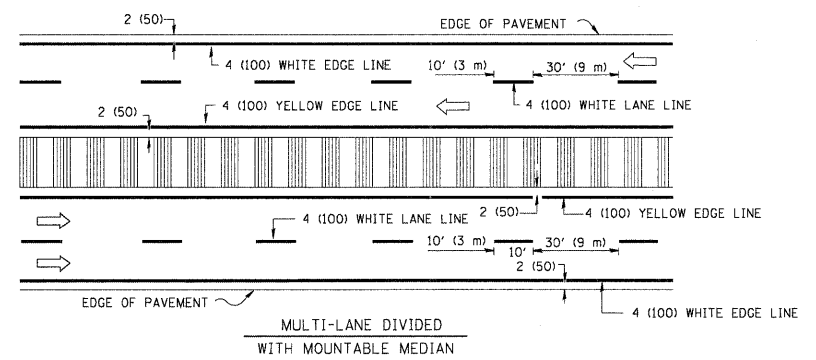
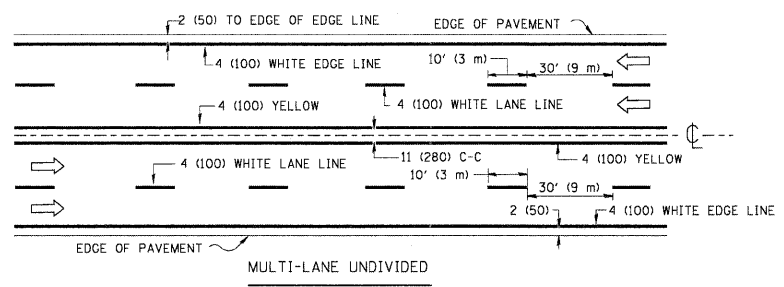
EXIT ONLY WITH OPTION LANE MARKINGS

- NOTES**
- ③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
 - ④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
 - ⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
 - ⑥ ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
 - ⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

FILE NAME =	USER NAME = lsgs	DESIGNED - D.W.S.	REVISED - D.W.S. 07-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS			F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 102
ca:\pw_work\PWIDOT\LEISA\0106315\tcl2.dwg		DRAWN -	REVISED - J.A.F. 02-06		SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	TC-12		CONTRACT NO. 60F65		
	PLOT SCALE = 50.000 / IN.	CHECKED -	REVISED - S.P.B. 01-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
	PLOT DATE = 1/22/2010	DATE - 01-90	REVISED - S.P.B. 01-10									

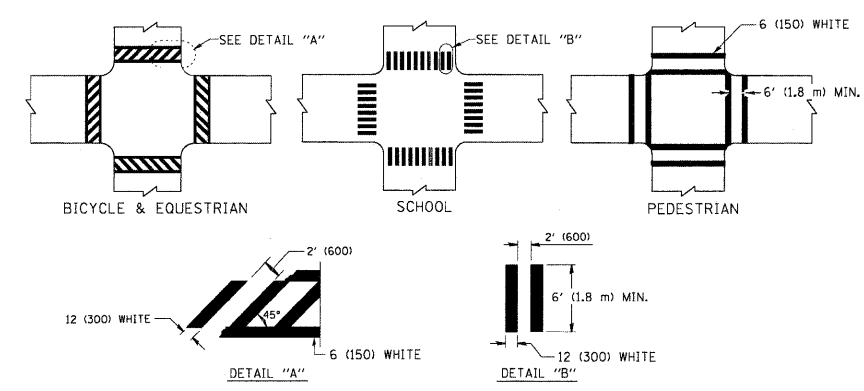


TYPICAL ISLAND MARKING

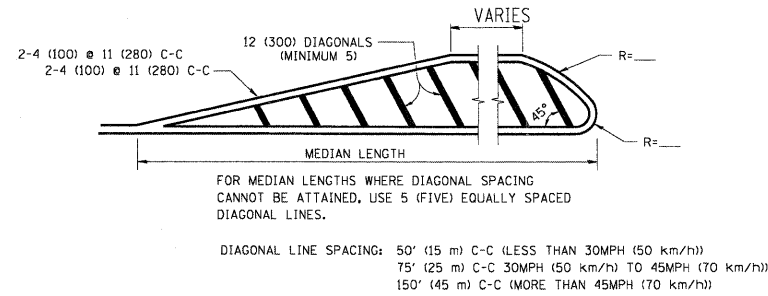


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

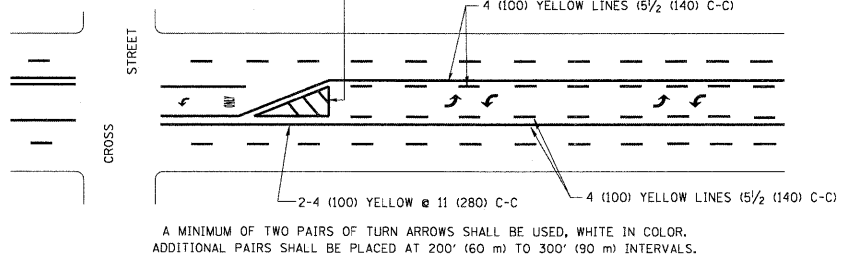
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

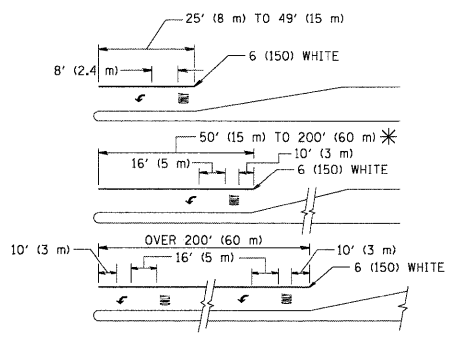


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 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 LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 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 m) 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' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE 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° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) 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° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) 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: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 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 78001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

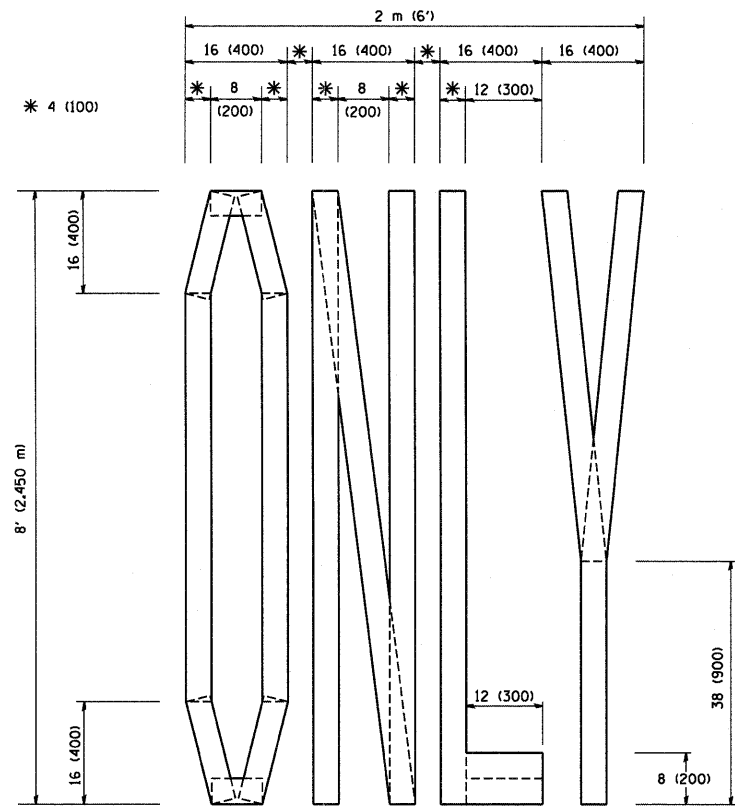
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

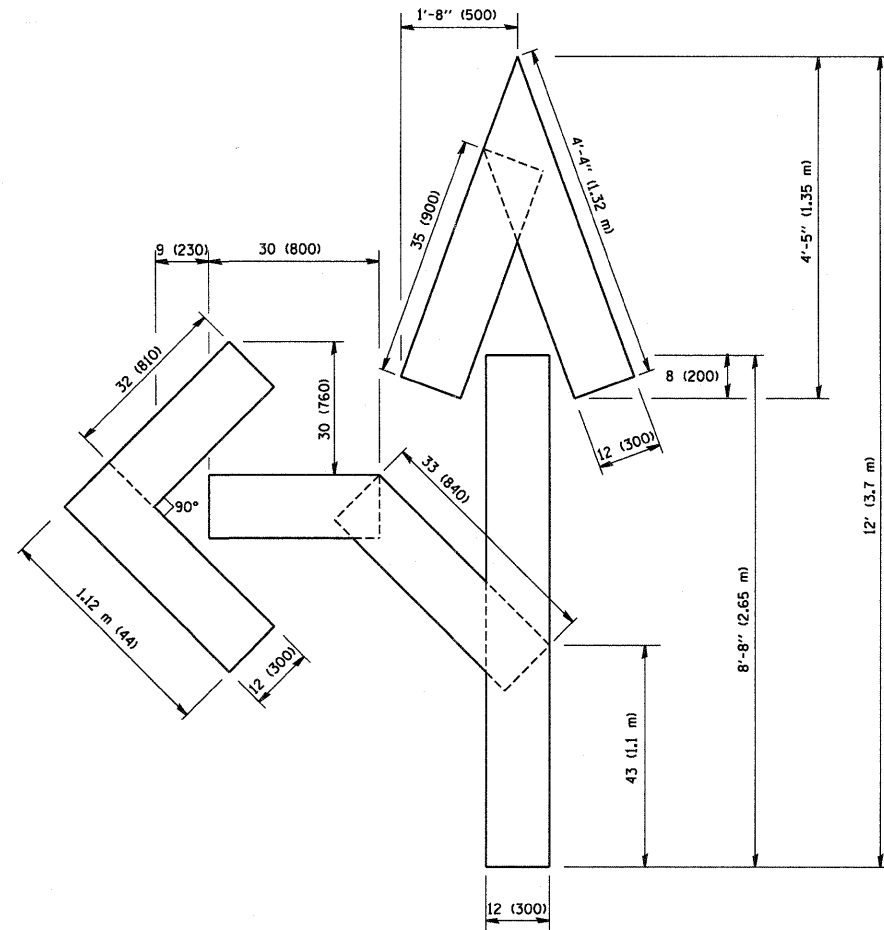
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PLOT SCALE = 5/8"=1' / IN.		CHECKED -	REVISED -
PLOT DATE = 9/9/2009		DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

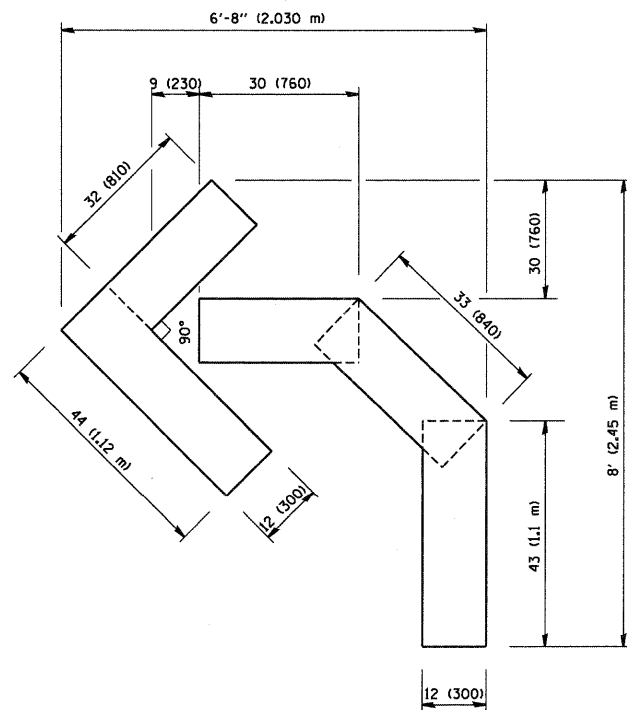
DISTRICT ONE		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		94	1314B-1	COOK	110	103
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	
		TC-13		CONTRACT NO. 60F65		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT						



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.

FILE NAME = W:\diststd\22x34\tcl6.dgn	USER NAME = geglienobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

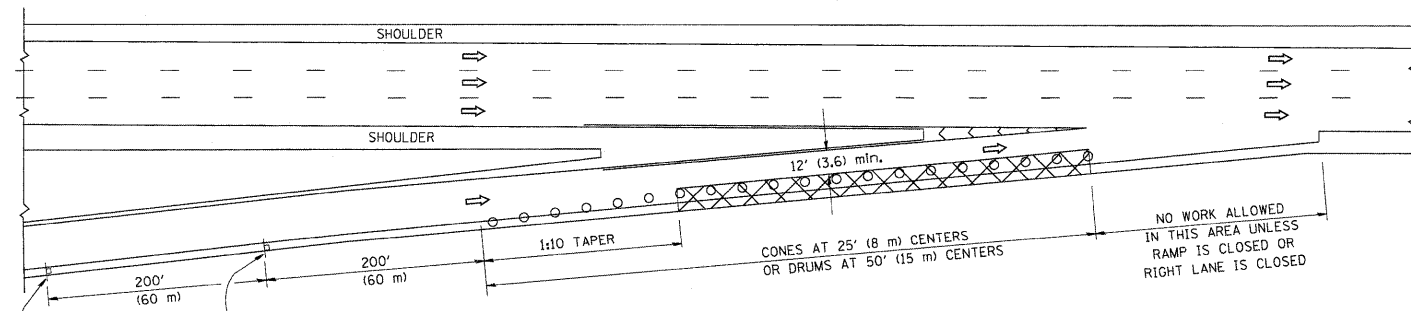
PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

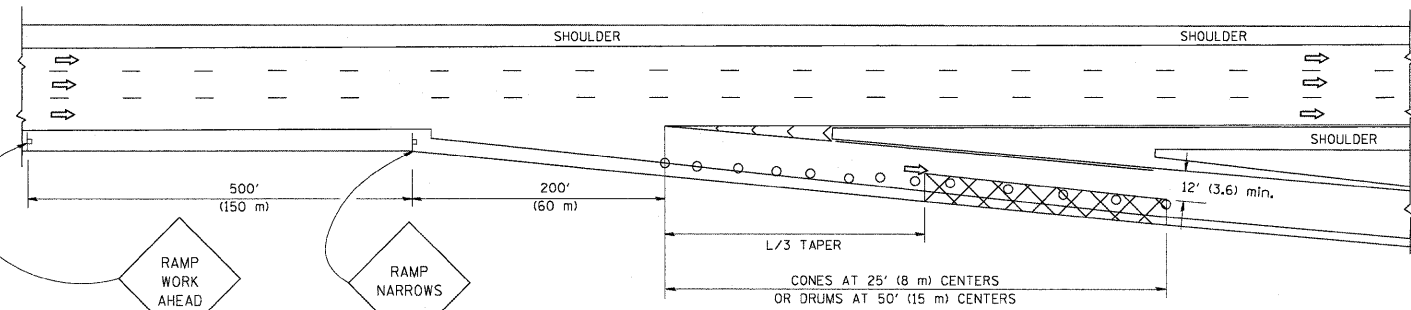
F.A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	104
TC-16			CONTRACT NO. 60F65	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PARTIAL RAMP CLOSURE DETAILS

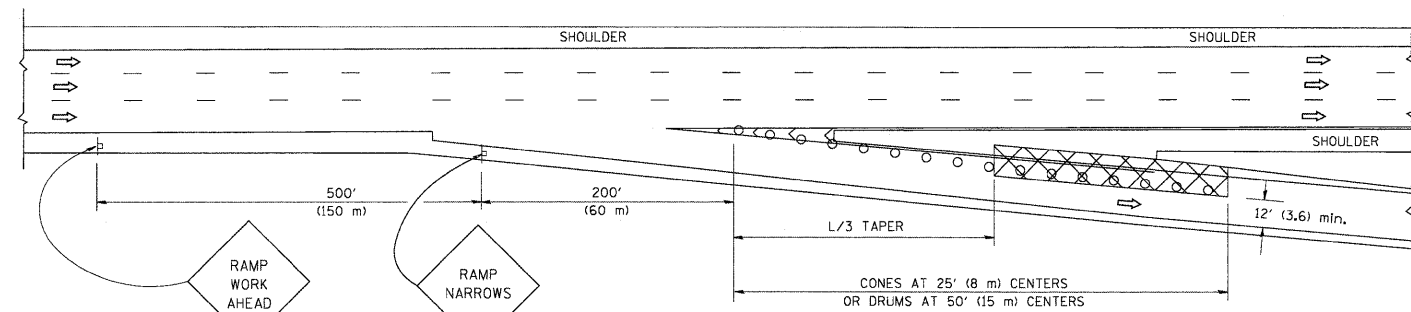
SHOULDER CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

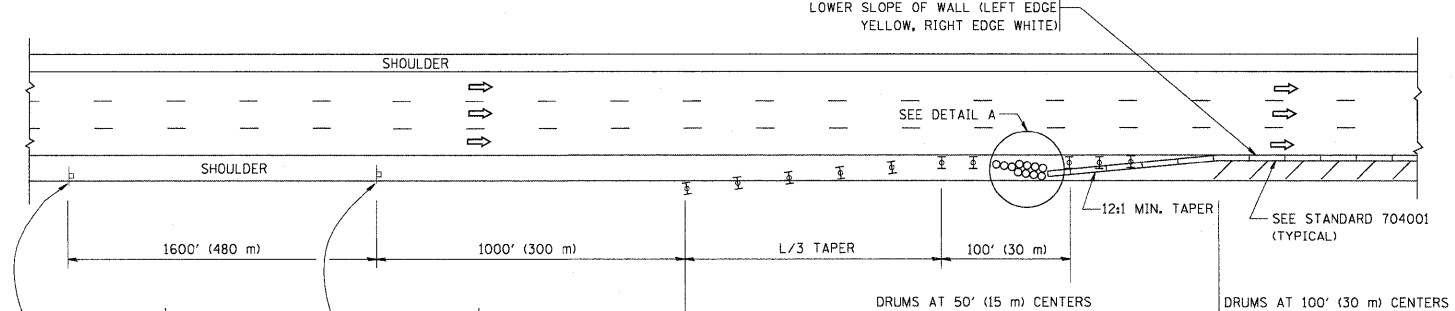
SYMBOLS

- ACTIVE 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

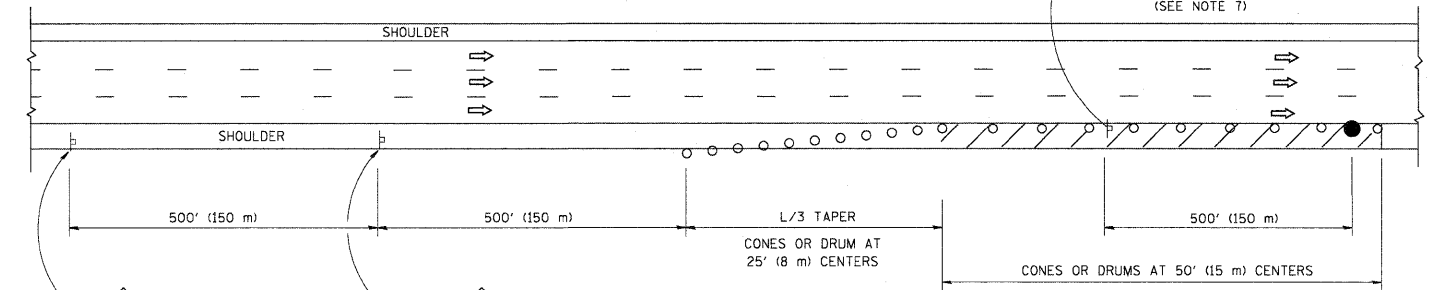
GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

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

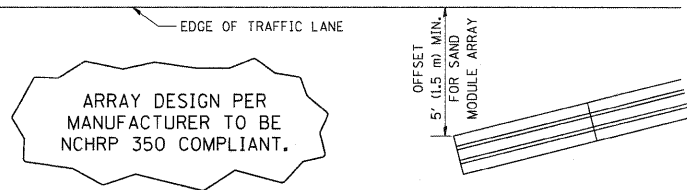


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:
 1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCR OACH 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)

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

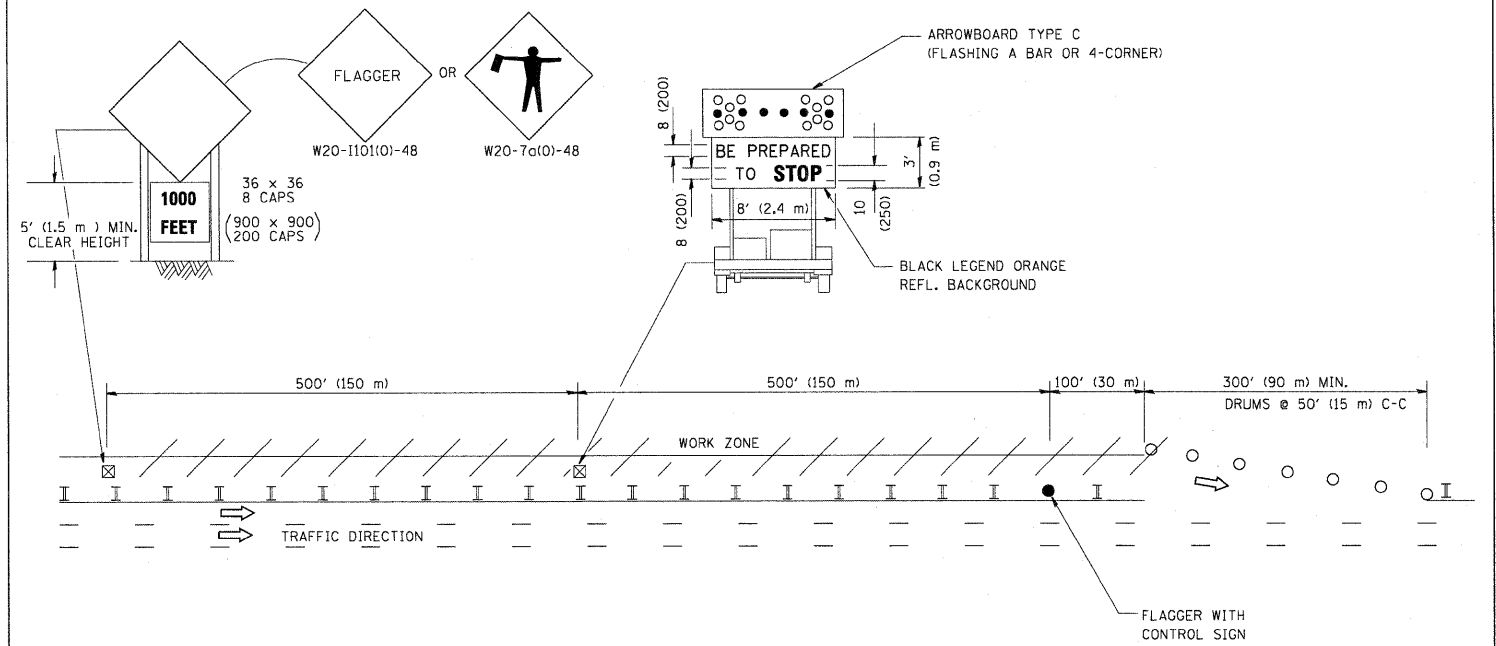
FILE NAME = W:\dststd\22x34\sc17.dgn	USER NAME = leyo	DESIGNED -	REVISED - 04-03
		DRAWN - D.W.S.	REVISED - J.A.F. 12-06
		CHECKED -	REVISED - S.P.B. 01-07
		DATE - 11-96	REVISED - S.P.B. 12-09

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

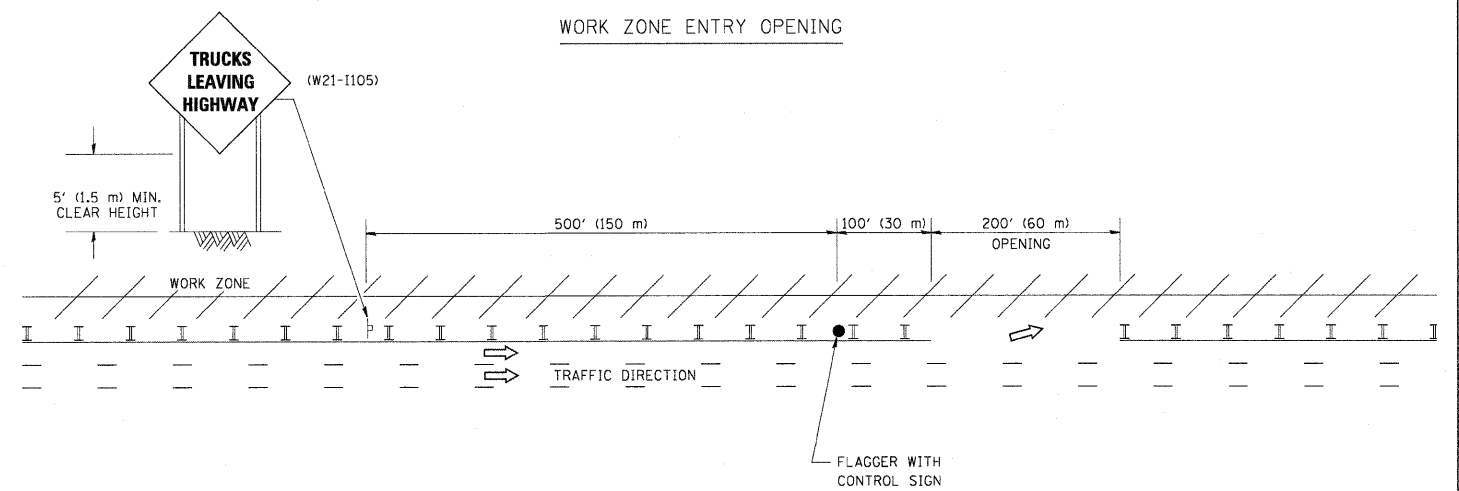
TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES		F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 105
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	TC-17		CONTRACT NO. 60F65	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\diststd\22x34\to18.dgn	USER NAME = leuso	DESIGNED -	REVISED - J.A.F. 04-03
		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE = 1/26/2010	DATE -	REVISED - S.P.B. 12-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS
AT WORK ZONE OPENINGS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	106
TC-18			CONTRACT NO. 60F65	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ROUTE MARKERS

FOR U.S. ROUTES
M1-40-2424

FOR ILLINOIS ROUTES
M1-50-2424

R.R. UNMARKED ROUTES
SPECIAL 24" x 18" VARIABLE
4" BLACK LETTERS ON WHITE
REFLECTIVE BACKGROUND

ARROWS SIGNS

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-1-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

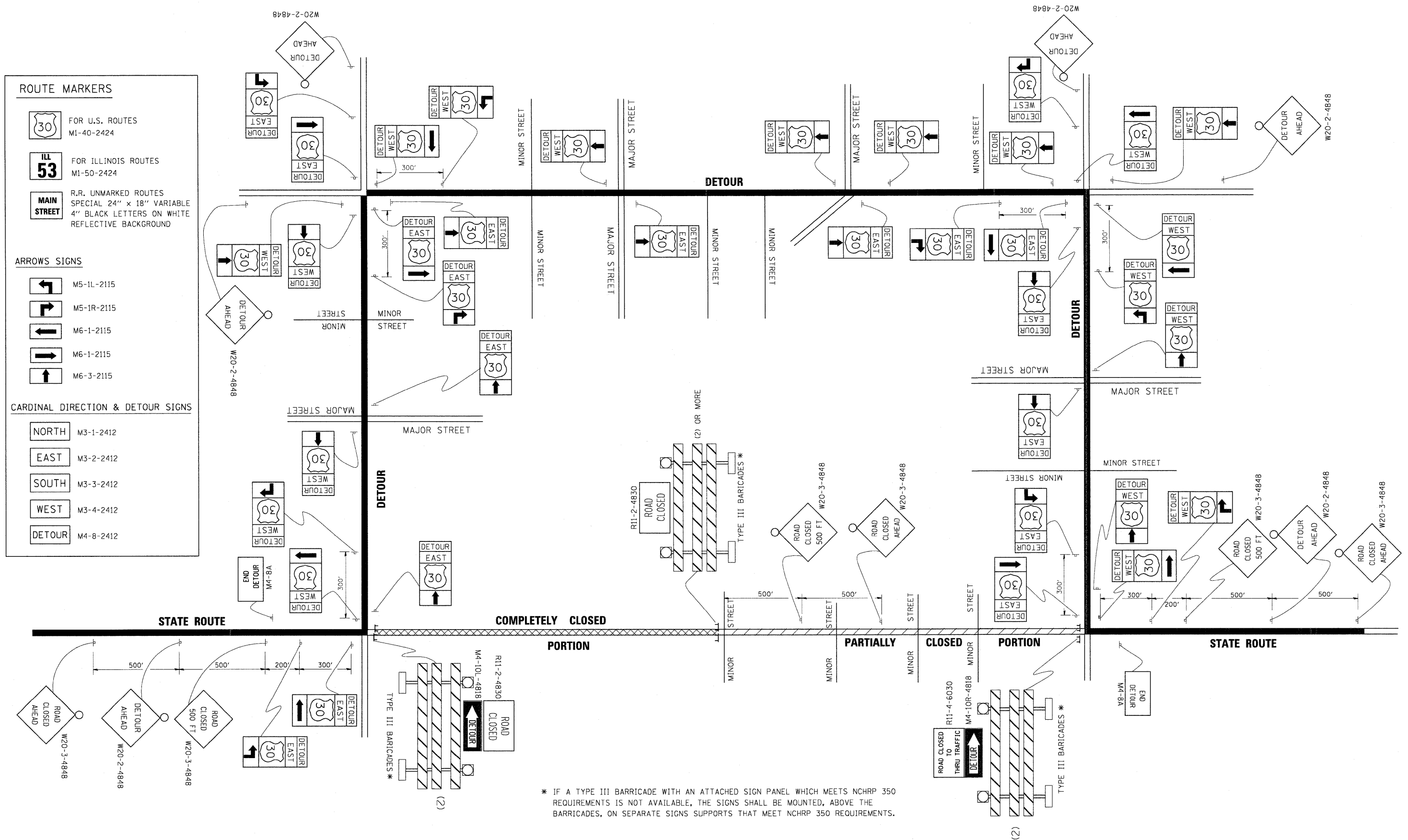
NORTH M3-1-2412

EAST M3-2-2412

SOUTH M3-3-2412

WEST M3-4-2412

DETOUR M4-8-2412



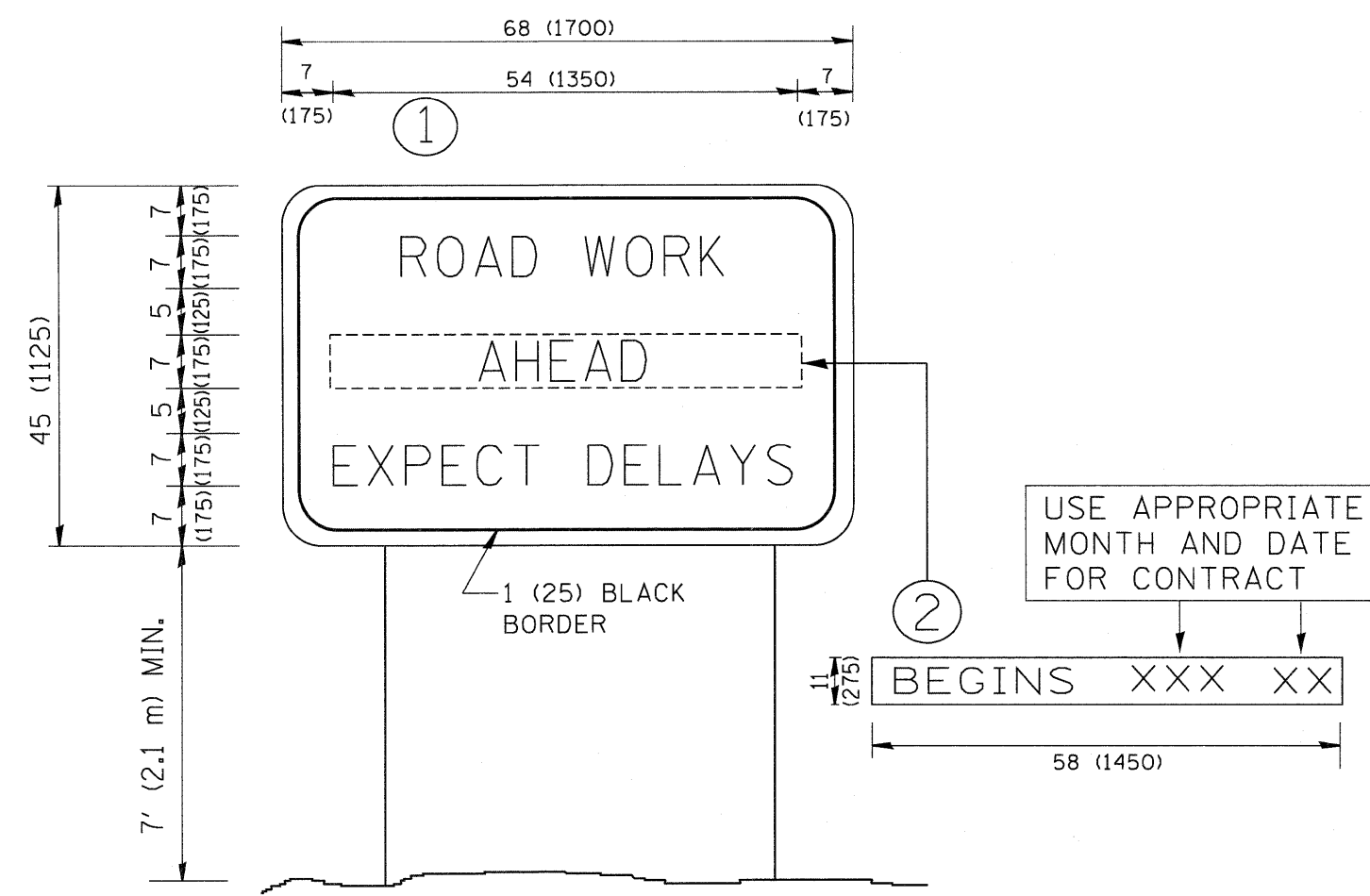
* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED - 10-18-02
c:\pwork\pwork\DRIVAKOSGN\d0108315\td21.dgn		DRAWN -	REVISED - R. BORO 09-14-09
	PLOT SCALE = 49.9999' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/14/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETOUR SIGNING FOR CLOSING STATE HIGHWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	

F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 107
TC-21		CONTRACT NO. 60F65		
FED. ROAD DIST. NO. 1 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.

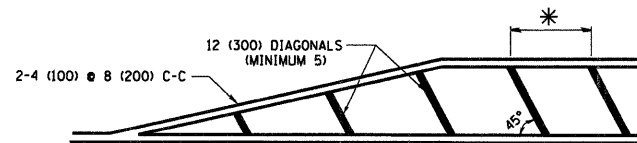
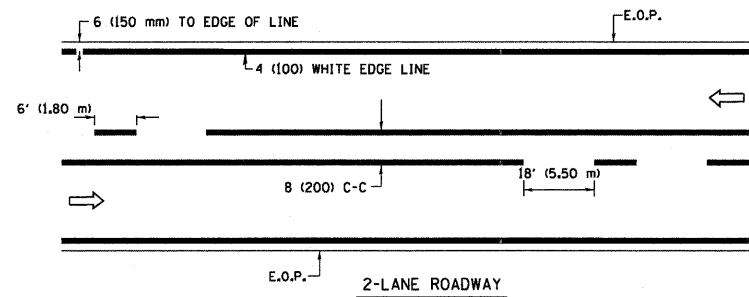
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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	PLOT SCALE = 50.000 ' / IN. PLOT DATE = 1/4/2008	CHECKED - DATE -	REVISED - T. RAMMACHER 02-02-99 REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

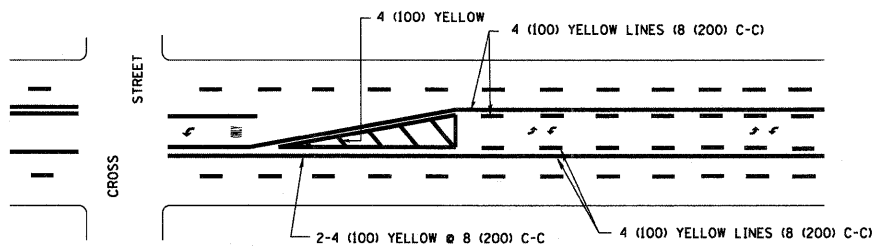
ARTERIAL ROAD INFORMATION SIGN	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE. 94	SECTION 1314B-1	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 108
TC-22			CONTRACT NO. 60F65	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

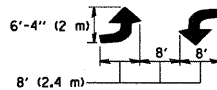


* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 * DIAGONAL LINE SPACING: 20' (6.1 m) C-C

PAINTED MEDIANS

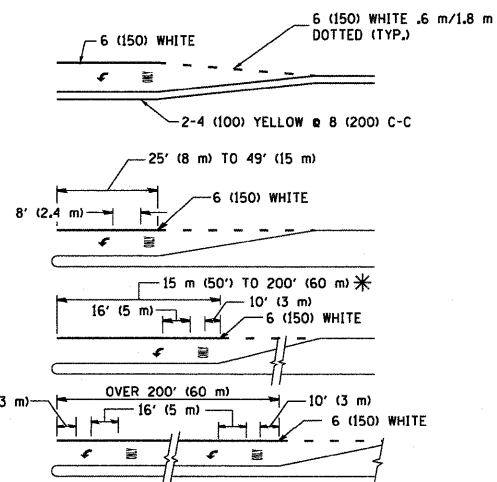


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

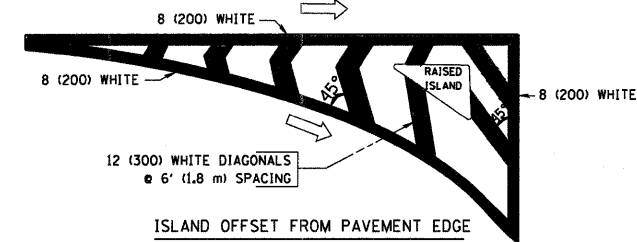


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.8 SQ. FT. (1.47 m²) ONLY AREA = 22.9 SQ. FT. (2.13 m²)

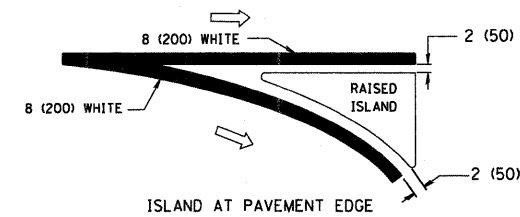
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

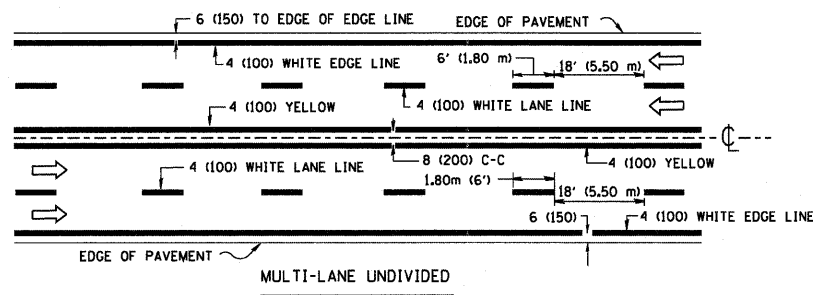


ISLAND OFFSET FROM PAVEMENT EDGE

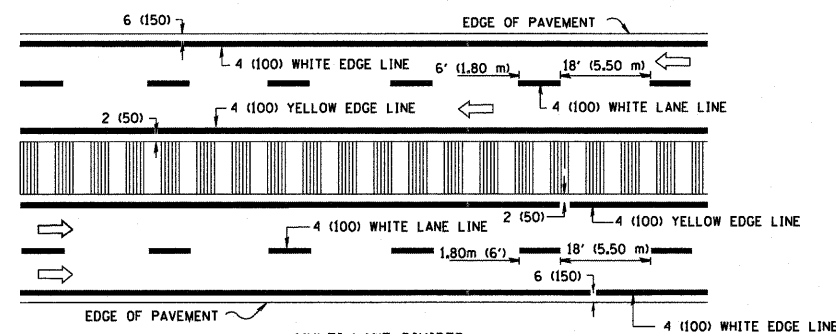


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



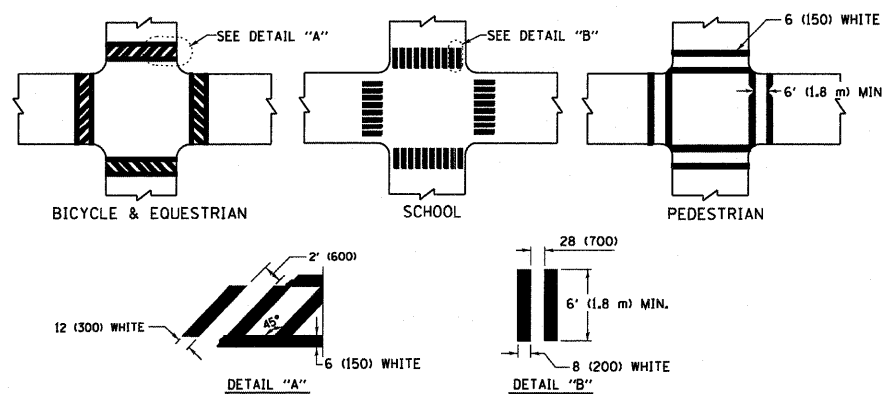
MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK 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 8' (2.4 m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	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 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' (600) 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 "RR"=3.6 SQ. FT. (0.33m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)

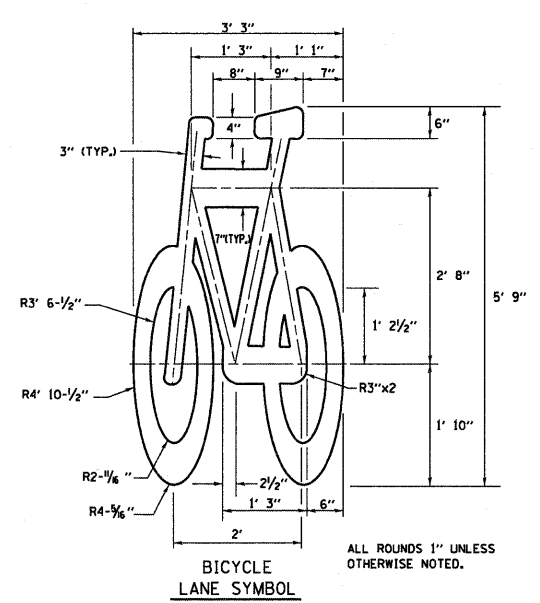
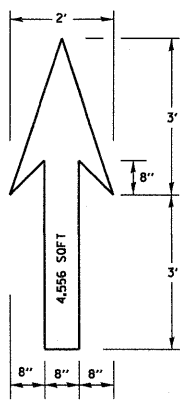
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

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

FILE NAME = W:\diststd\22x34\to24.dgn	USER NAME = geglennob	DESIGNED -	REVISED - T. RAMMACHER [2-07-00]
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

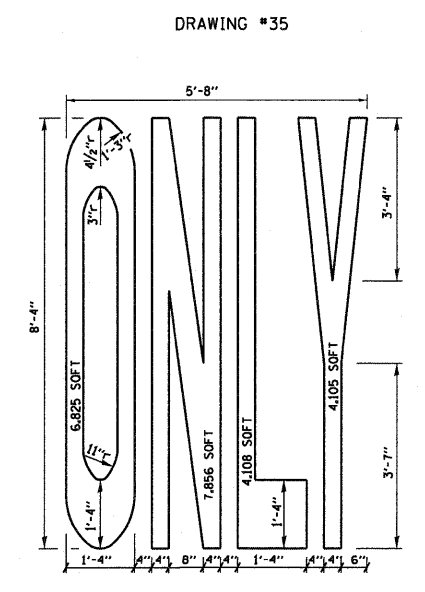
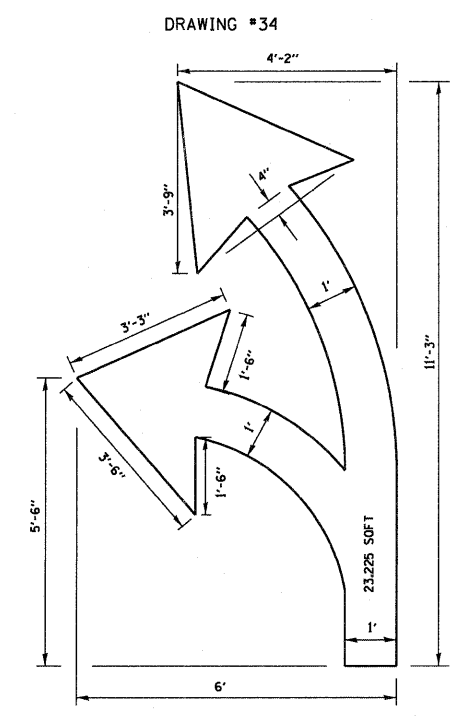
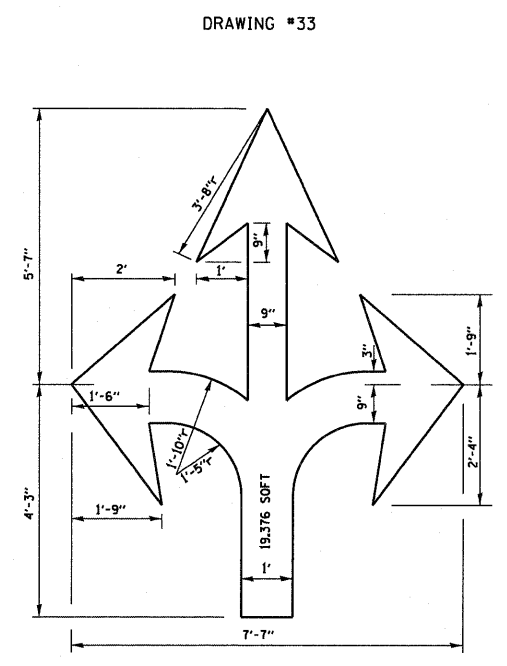
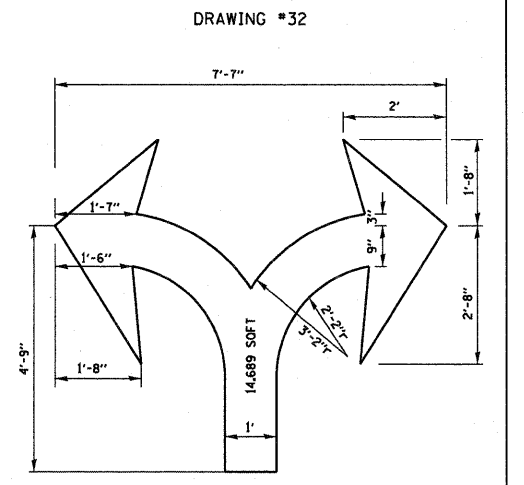
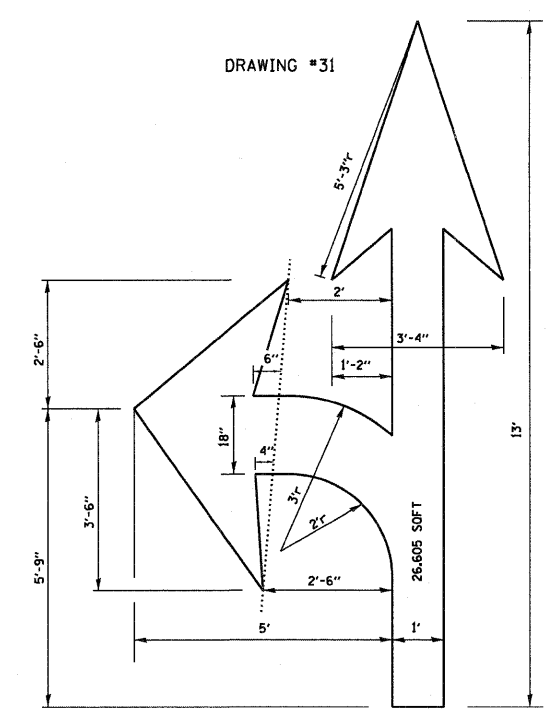
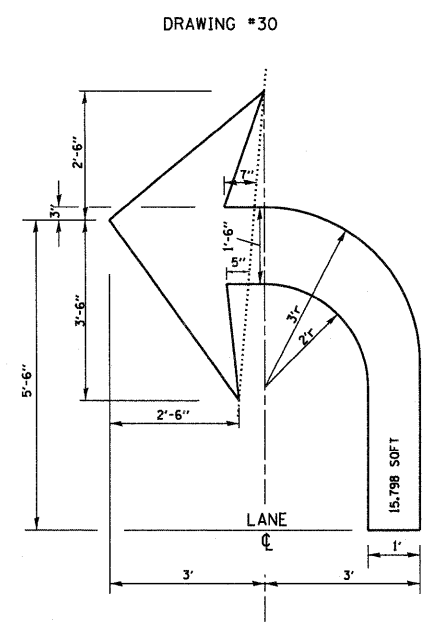
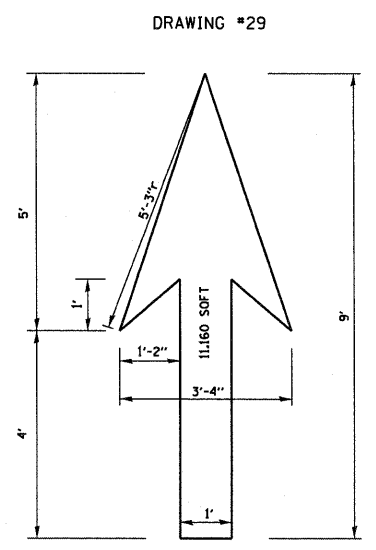
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO		F.A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		94	1314B-1	COOK	110	109
SCALE: NONE		SHEET NO. 1 OF 2 SHEETS		STA. TO STA.	TC-24 CONTRACT NO. 60F65	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT						



NOTE:
 1.) 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.
 2.) THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG 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

FILE NAME = M:\diststd\22x34\tc24.dgn	USER NAME = geglionbt	DESIGNED -	REVISED - T. RAMMACHER 12-07-00
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO	
TYPICAL PAVEMENT MARKINGS	
SCALE: NONE	SHEET NO. 2 OF 2 SHEETS
STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1314B-1	COOK	110	110
TC-24		CONTRACT NO. 60F65		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				