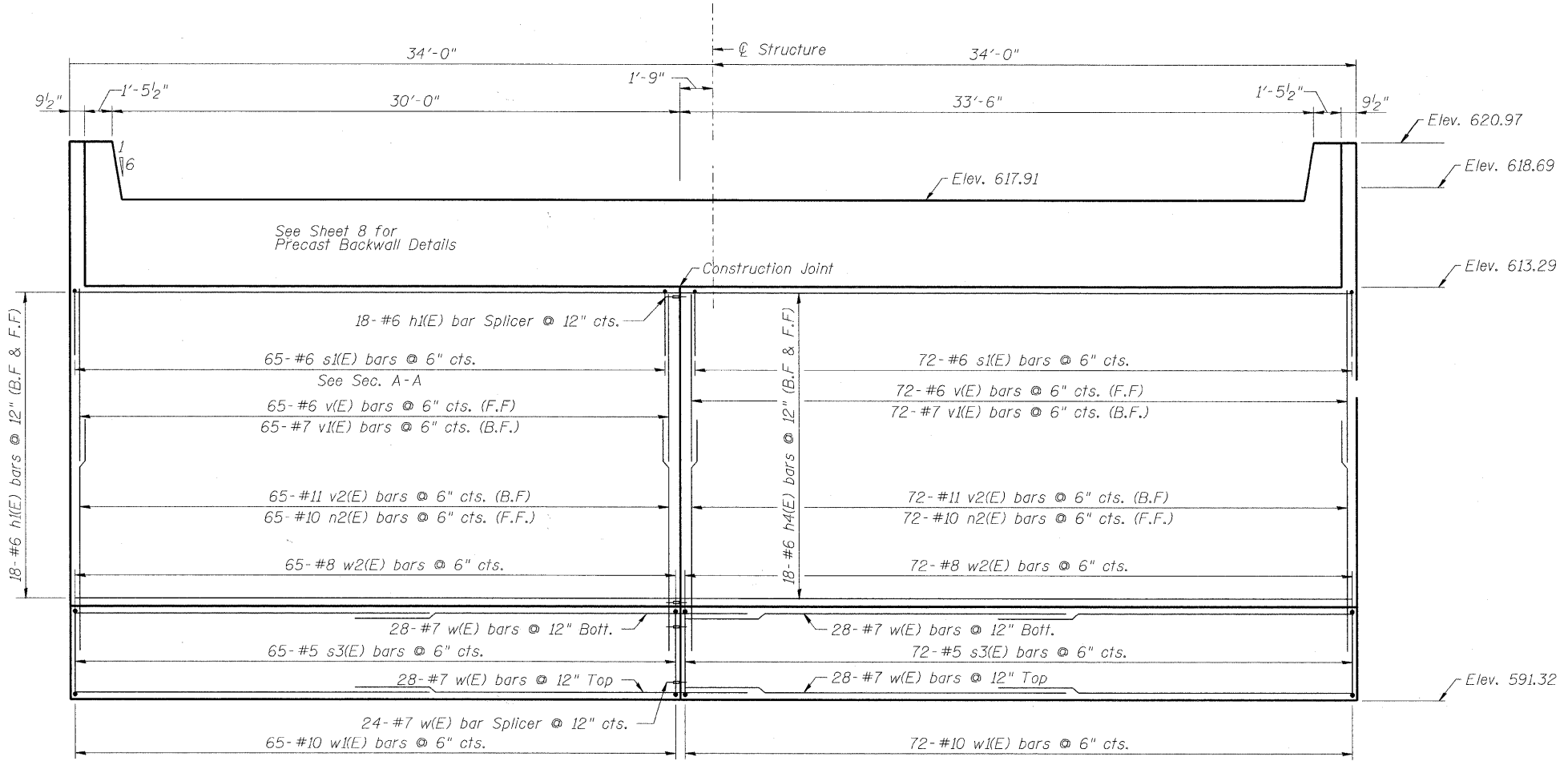
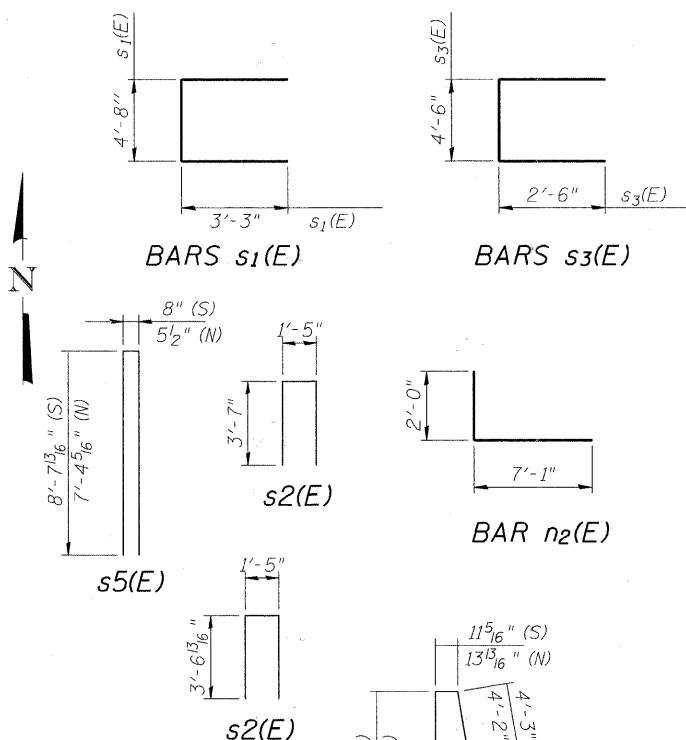


TOP PLAN



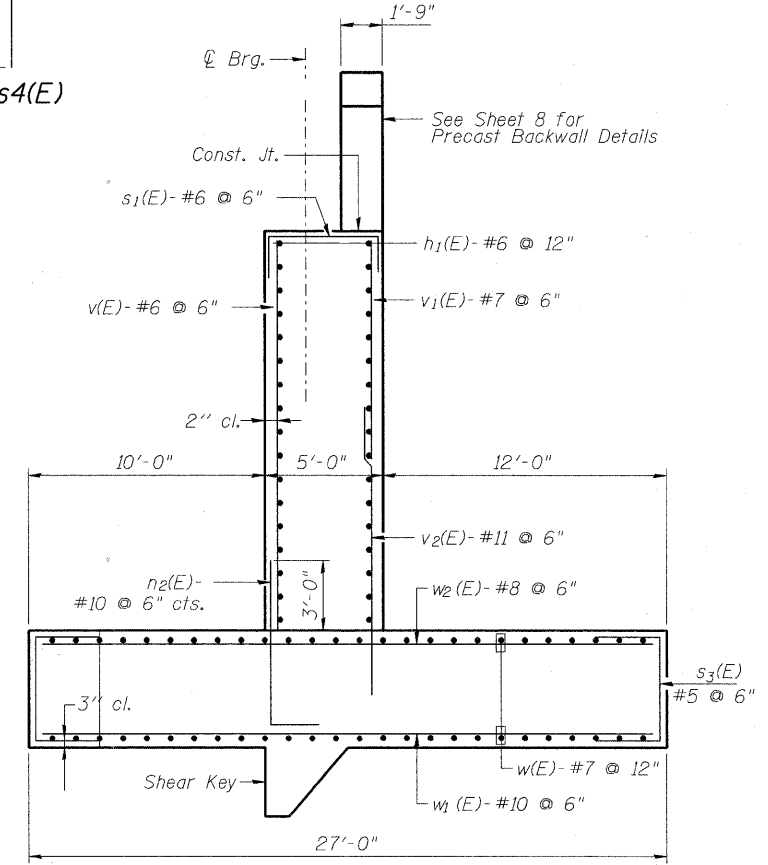
NORTH ABUTMENT ELEVATION



ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	144	#6	20'-9"	—
h2(E)	72	#5	13'-4"	—
h3(E)	36	#5	4'-8"	—
v(E)	137	#6	19'-6"	—
v1(E)	137	#7	6'-6"	—
v2(E)	137	#11	12'-6"	—
s1(E)	137	#6	11'-2"	—
s2(E)	192	#5	5'-0"	—
s3(E)	137	#8	9'-6"	—
s4(E)	4	#5	12'-6"	—
s5(E)	8	#5	15'-2"	—
n2(E)	137	#10	9'-1"	—
w(E)	224	#7	20'-9"	—
w1(E)	137	#10	26'-6"	—
w2(E)	137	#8	26'-6"	—
Structure Excavation			Cu. Yd.	708
Concrete Structures			Cu. Yd.	592
Reinforcement Bars, Epoxy Coated			Pound	64,768

For details of Bar Splicers, see sheet 9 of xx



SECTION A-A

FILE NAME = P:\60158977\0600_CAD\001_Drawing\Sheets\Structure\016-7721_IDOT.shd07_N-Abutment-Details.dgn



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	DATE - 11/23/2010	REVISED -

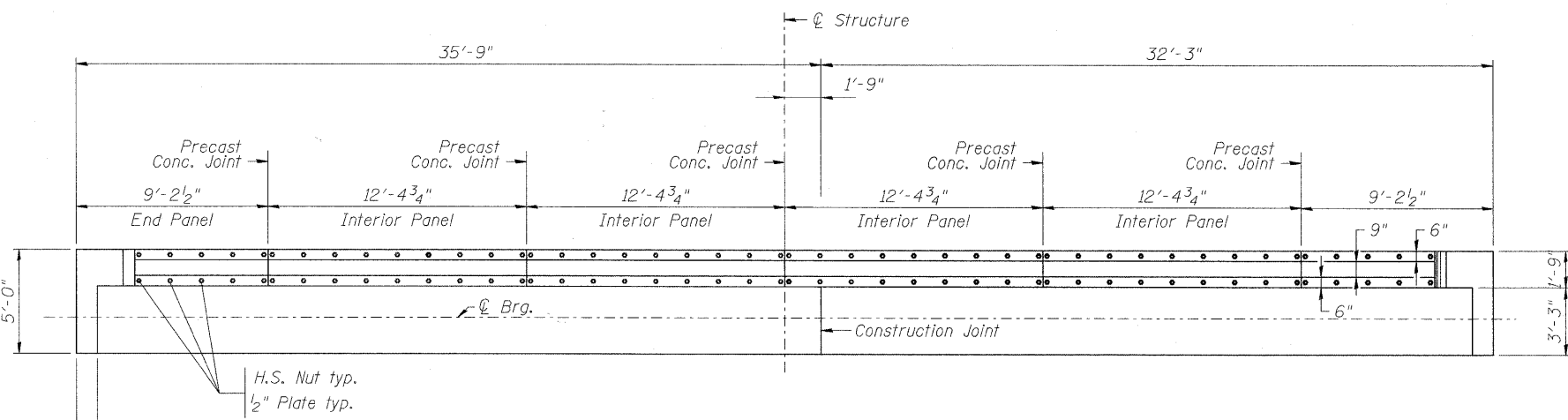
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT REINFORCEMENT
STRUCTURE NO. 016-7721

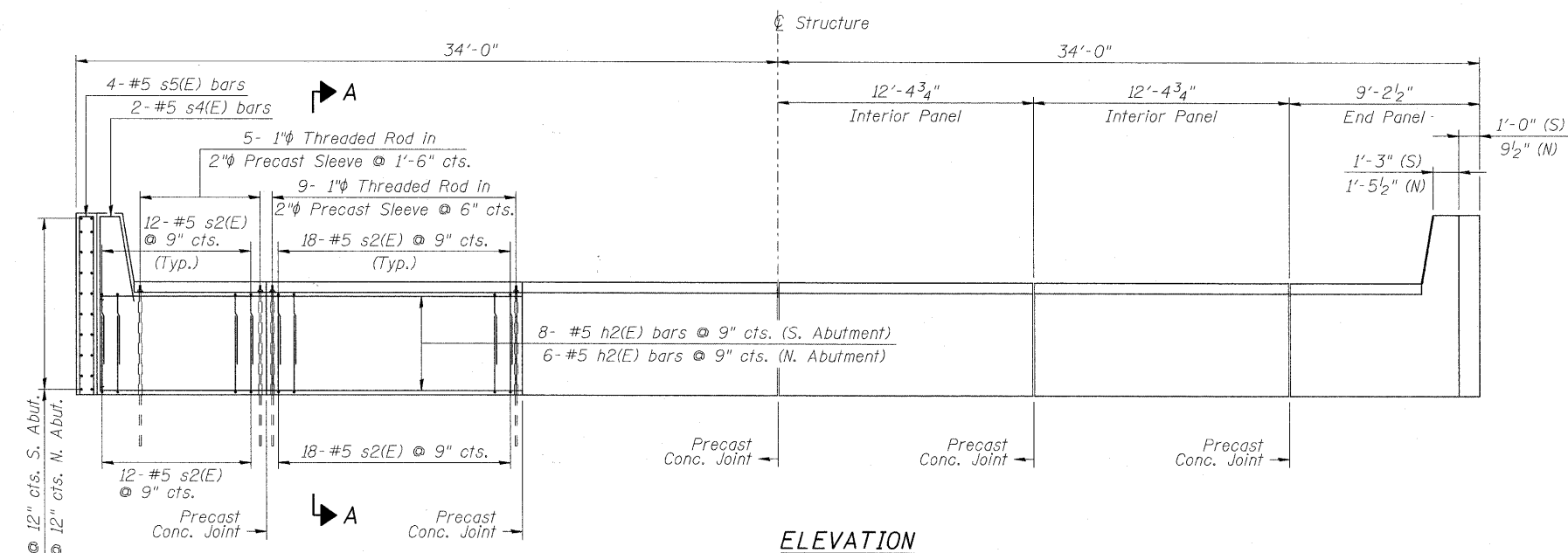
SCALE: NONE SHEET NO. 7 OF 61 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	101
CONTRACT NO. 63556				

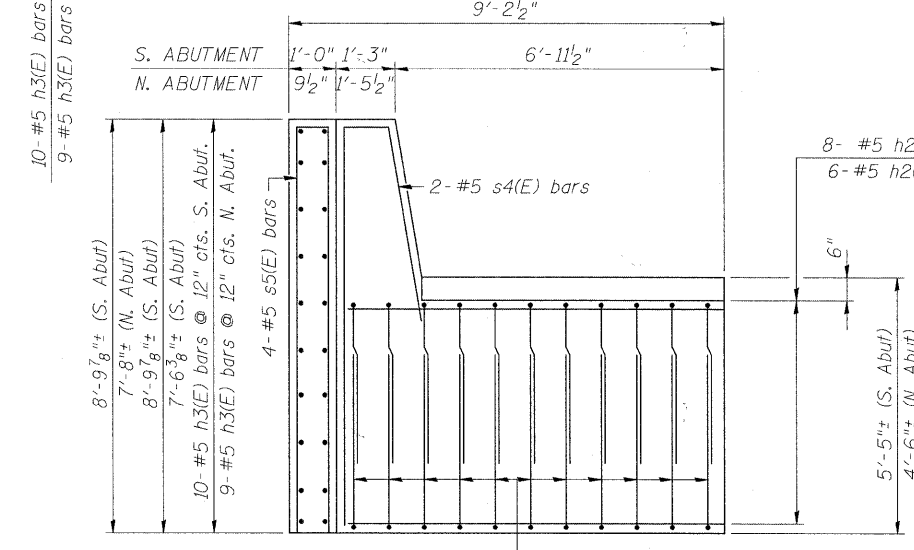
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-9003(709)



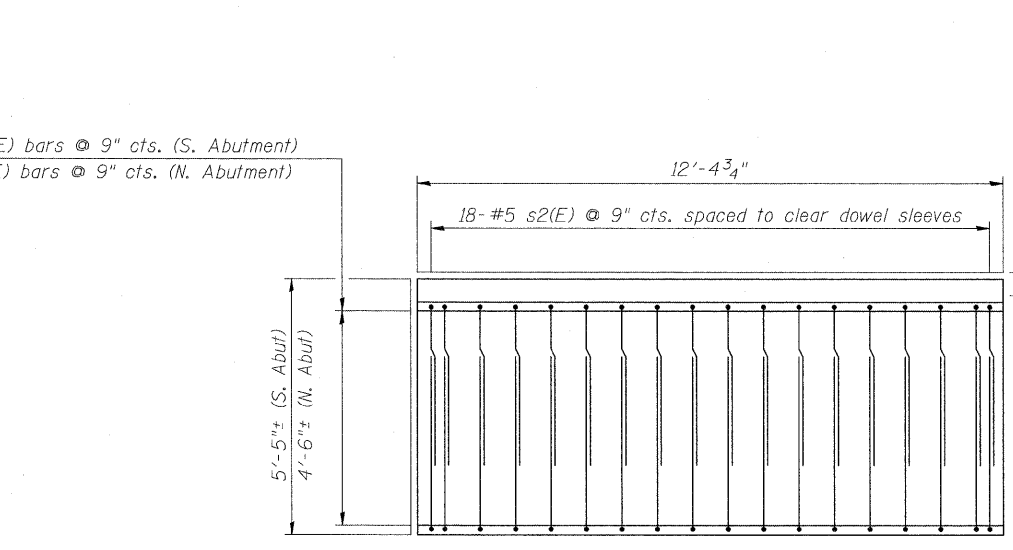
TOP PLAN



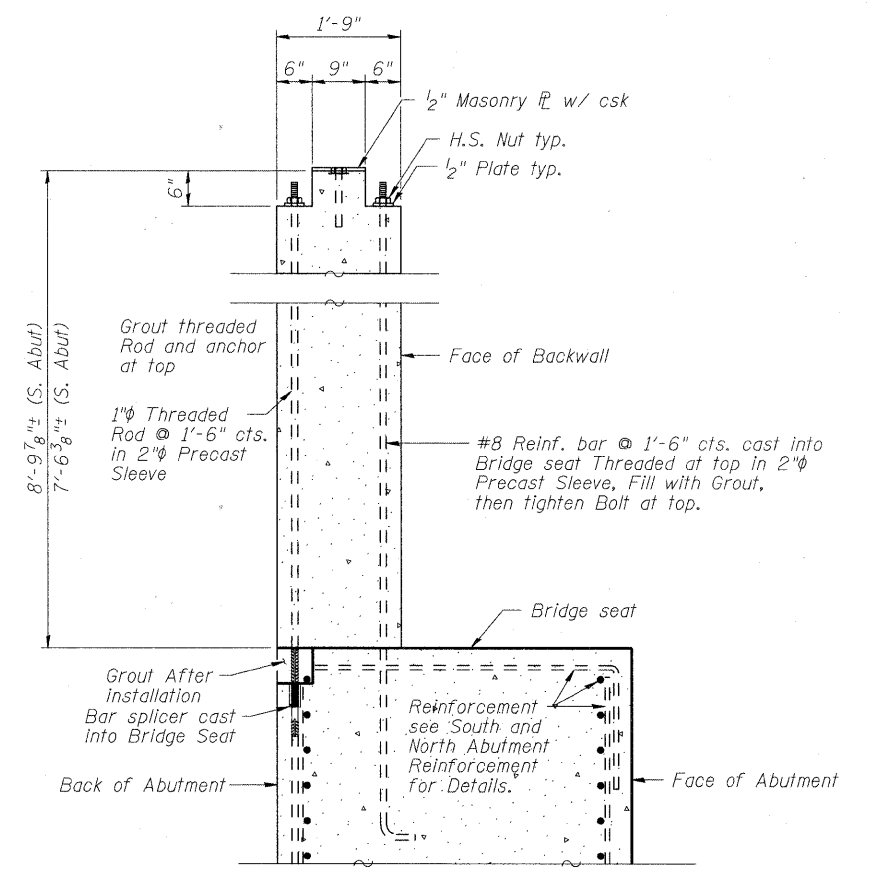
ELEVATION



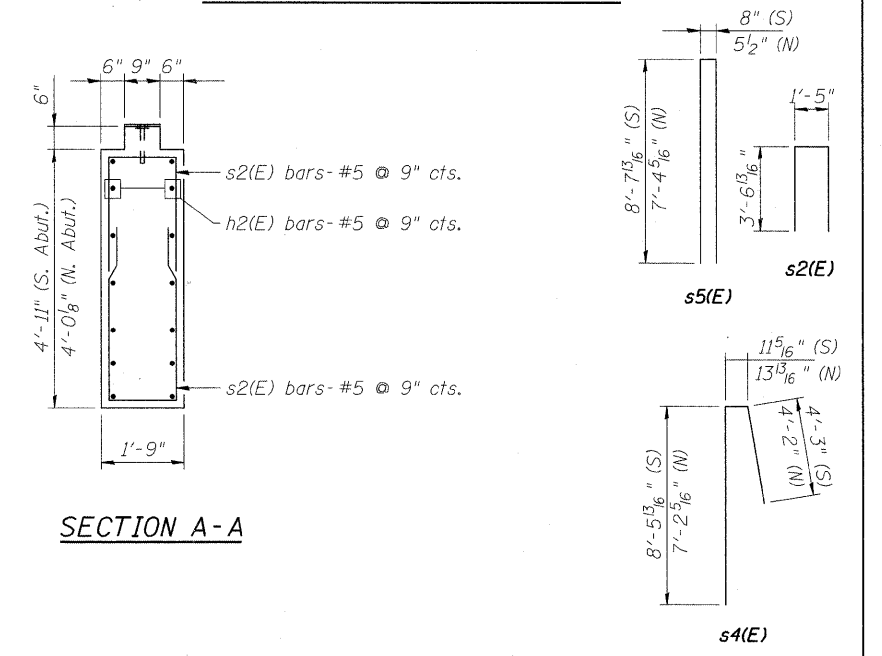
PRECAST BACKWALL END PANEL



PRECAST BACKWALL INTERIOR PANEL



PRECAST BACKWALL SECTION



SECTION A-A



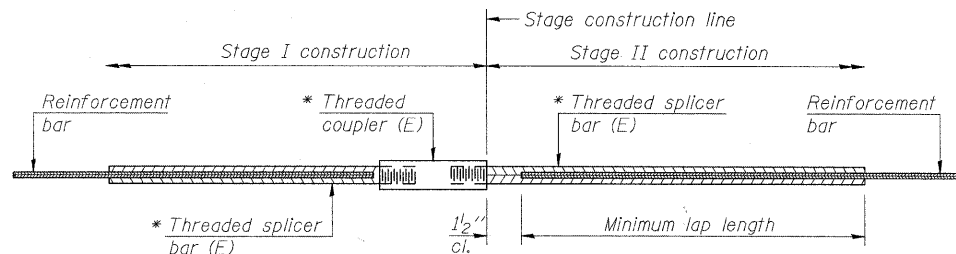
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PLOT DATE = 1/21/2011	CHECKED - DD	REVISD -
	DATE - 11/23/2010	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BACKWALL DETAILS
STRUCTURE NO. 016-7721
SCALE: NONE
SHEET NO. 8 OF 61 SHEETS
STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-6S	COOK	209	102
CONTRACT NO. 63556				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-9003(709)				

FILE NAME = P:\60159577\0202_CAD\001_Drawing\Sheet\Structure\016-7721\1001_sht108.Precast_Backwall-Details.dgn



STANDARD BAR SPLICER ASSEMBLY

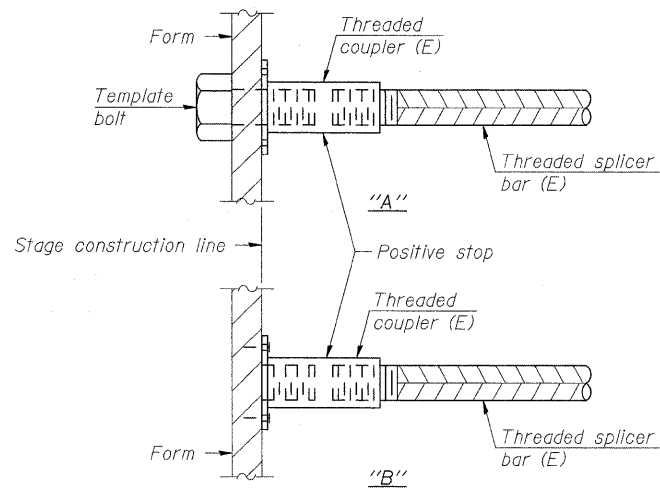
Bar size to be spliced	Minimum Lap Lengths				
	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

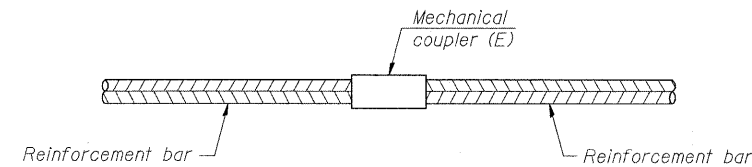
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



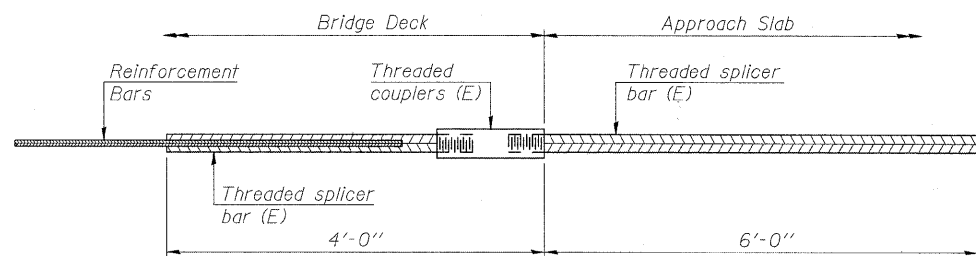
INSTALLATION AND SETTING METHODS

"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.



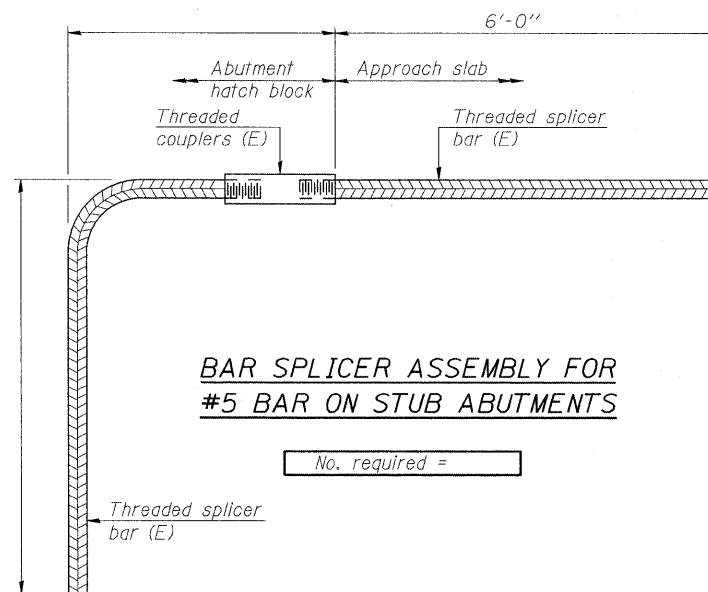
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

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.

BSD-1 7-1-10



USER NAME = dabezi02	DESIGNED - BMR	REVISED -
PLOT SCALE = 8:1 1/2" / IN.	DRAWN - COM	REVISED -
PLOT DATE = 1/21/2011	CHECKED - DD	REVISED -
DATE - 11/23/2010	REVISED -	

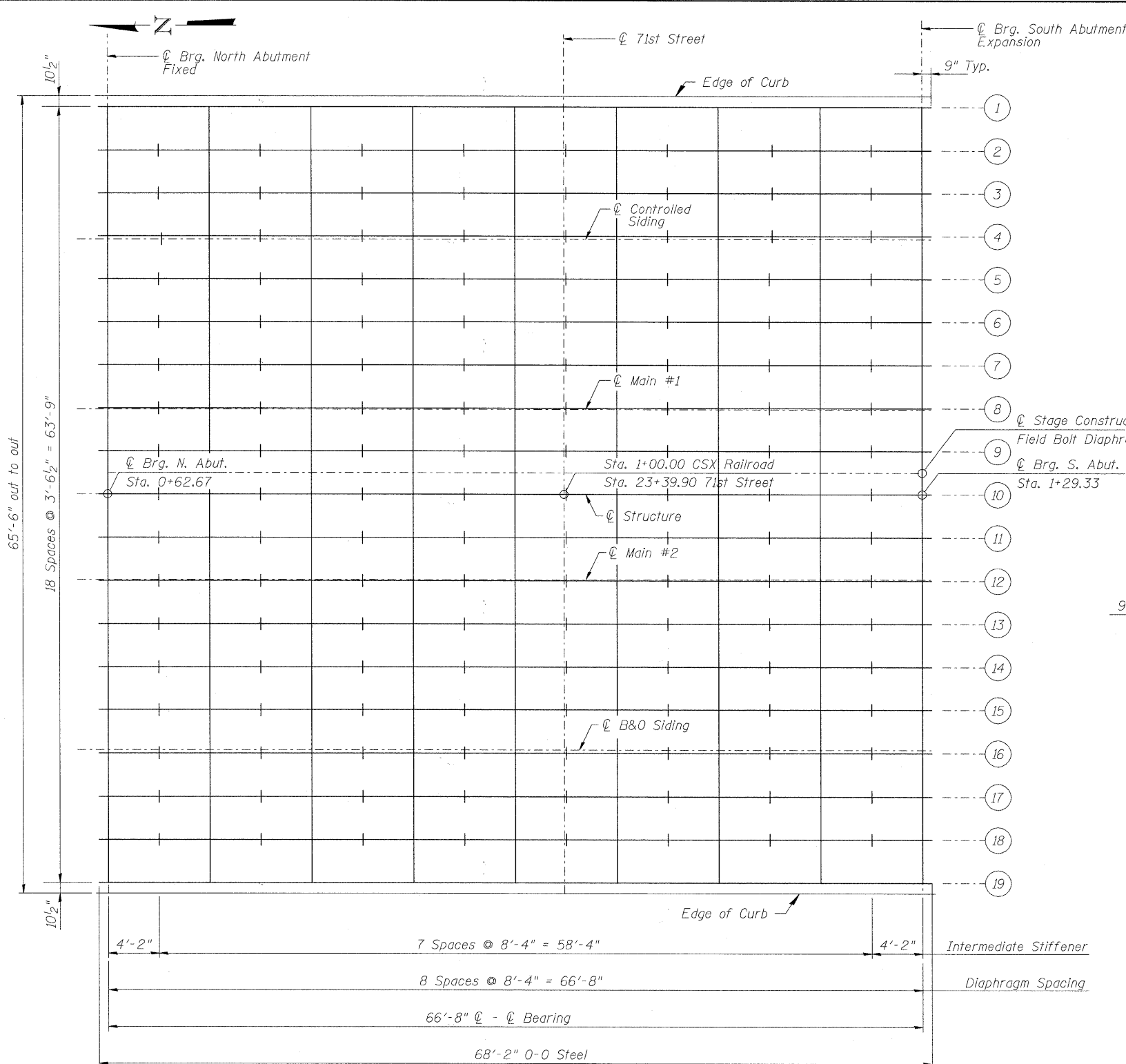
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY DETAIL
STRUCTURE NO. 016-7721**

SCALE: NONE SHEET NO. 9 OF 61 SHEETS STA. TO STA.

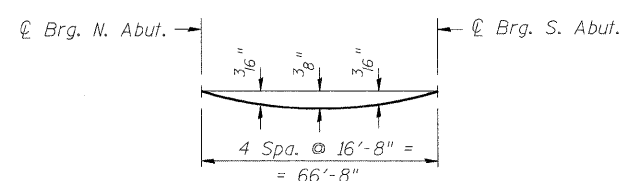
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	103
CONTRACT NO. 63556				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-9003(709)				

FILE NAME = P:\60156877\000_CAD\001_Drawings\Sheets\Structural\016-7721_ID01_sht09_Bor_Splicer_Assembly_Detail.dgn



FRAMING PLAN

Note: Contractor to bolt diaphragms in shop, except where erection requires field bolted diaphragm.

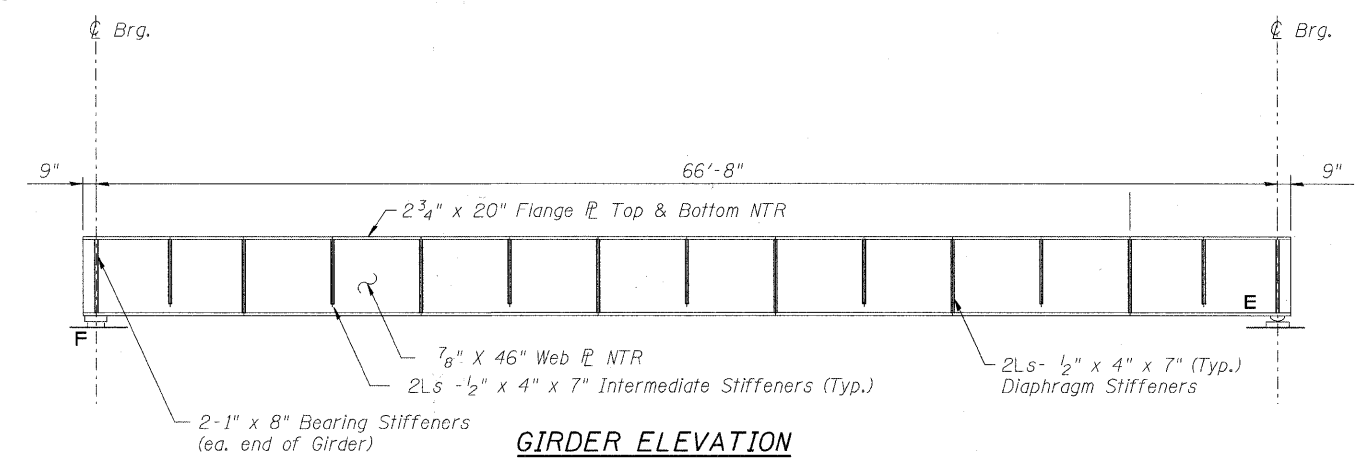


DEAD LOAD DEFLECTION DIAGRAM

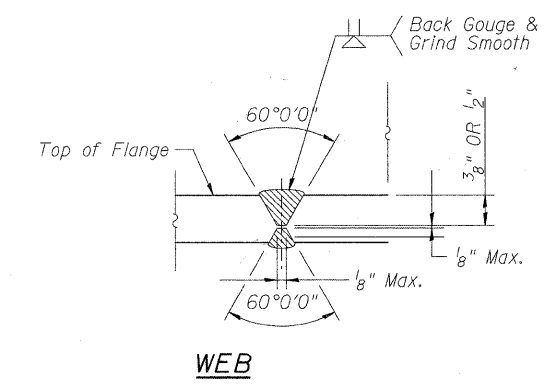
DESIGN DATA PER GIRDER

MOMENT		SHEAR		BEARING ON CONCRETE	
DESCRIPTION		DESCRIPTION		DESCRIPTION	
DEAD LOAD	1,003 (k)	DEAD LOAD	60 Kips	TOTAL REACTION	268 Kips
LIVE LOAD	2,095 (k)	LIVE LOAD	142 Kips	BRG. AREA FURNISHED	300 in ²
IMPACT	974 (k)	IMPACT	66 Kips	AVERAGE BRG. PRESSURE	893 psi
TOTAL	4,072 (k)	TOTAL	268 Kips		
SECTION		WEB SHEAR	7.8 Kips		
WEB	7/8" x 46"	END STIFFENER COLUMN AREA REQUIRED	11.2 in ²		
FLANGE	2 3/4" x 20"	SECTION	2-1" x 8"		
I FURNISHED GROSS	71,440 (in ⁴)	END STIFFENER COLUMN AREA FURNISHED	265 in ²		
ALLOWABLE MAX. TENSILE STRESS IN FLANGE	27.5 (ksi)				
ACTUAL MAX. TENSILE STRESS IN FLANGE	20.5 (ksi)				
ALLOWABLE LL DEFLECTION	1.25 (in.)				
ACTUAL LL DEFLECTION	1.18 (in.)				

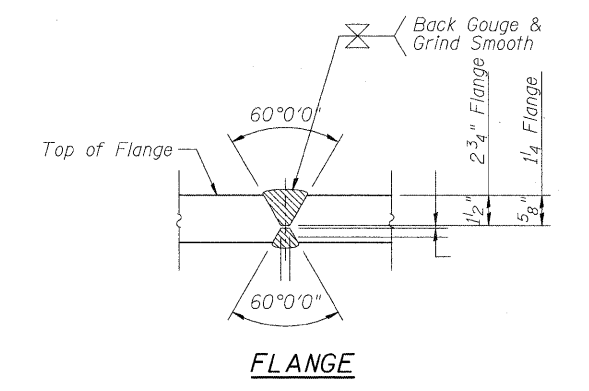
NTR = Notch Toughness Requirements



GIRDER ELEVATION



WEB



FLANGE

OPTIONAL BUTT SPLICE

Note: Use Prequalified Butt welds, Typ. Engineer to approve Butt Splices prior to installation.

FILE NAME = P:\60155971\002_CAD\01_Drawing\Sheet\Structure\016-7721\001.dwg



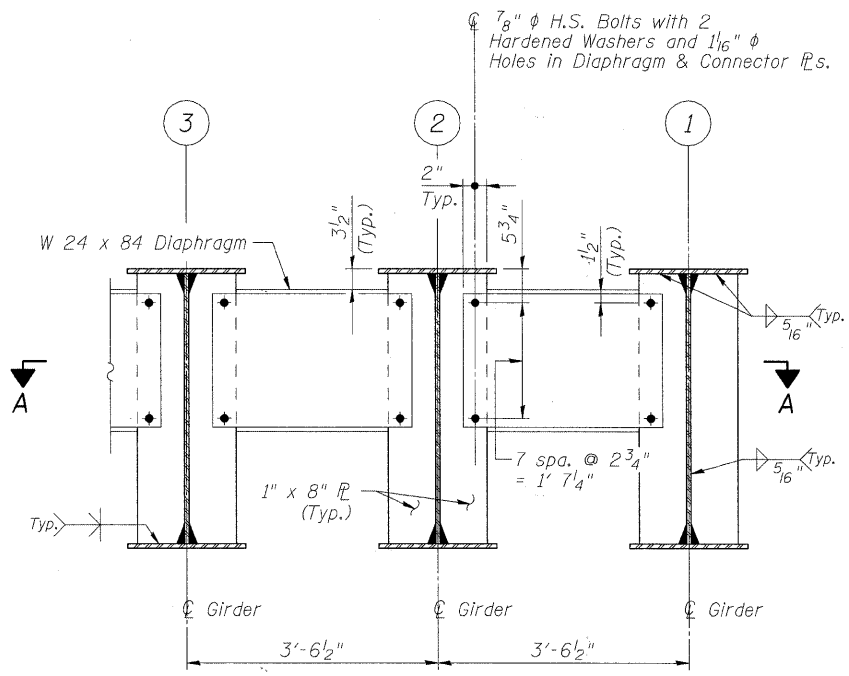
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	DATE - 11/23/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

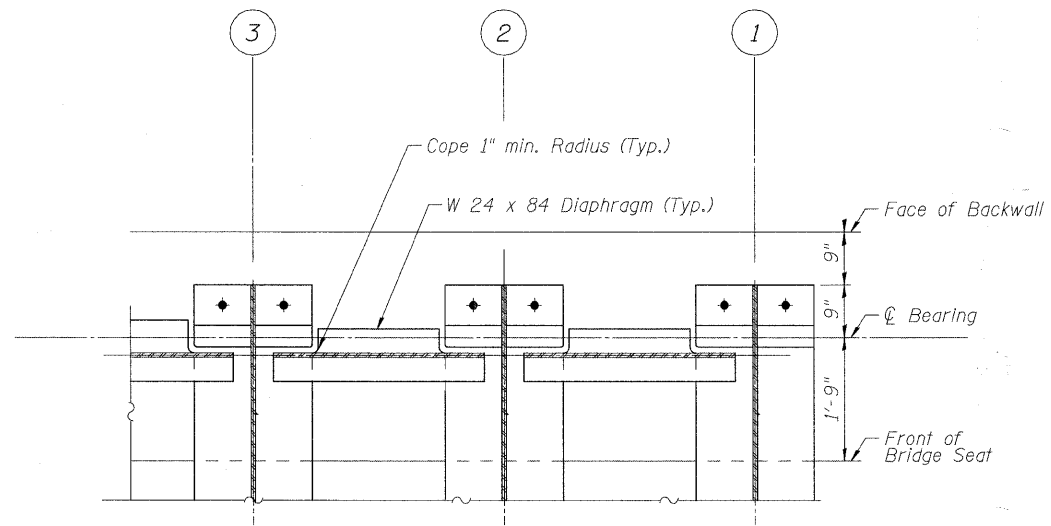
**FRAMING PLAN
STRUCTURE NO. 016-7721**

SCALE: NONE SHEET NO. 10 OF 61 SHEETS STA. TO STA.

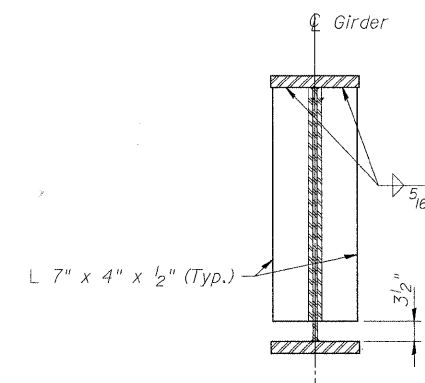
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	104
FED. ROAD DIST. NO. 1				CONTRACT NO. 63556
ILLINOIS FED. AID PROJECT CRE-9003(709)				



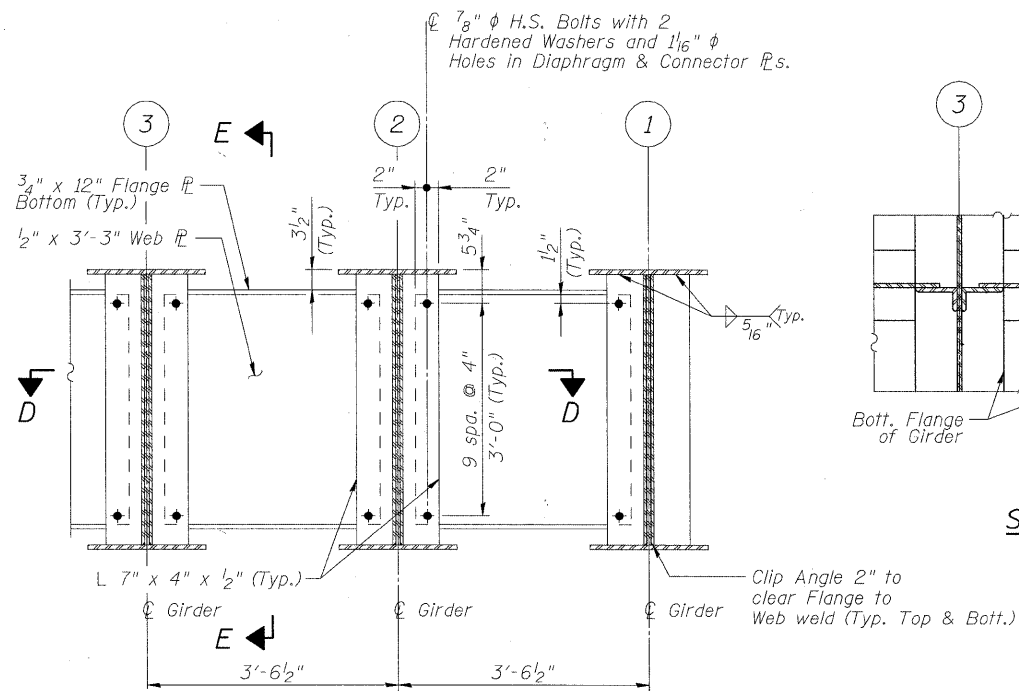
SECTION AT BEARING STIFFENERS



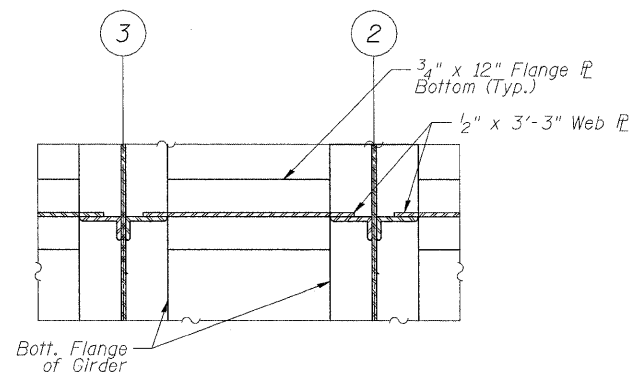
SECTION "A-A"



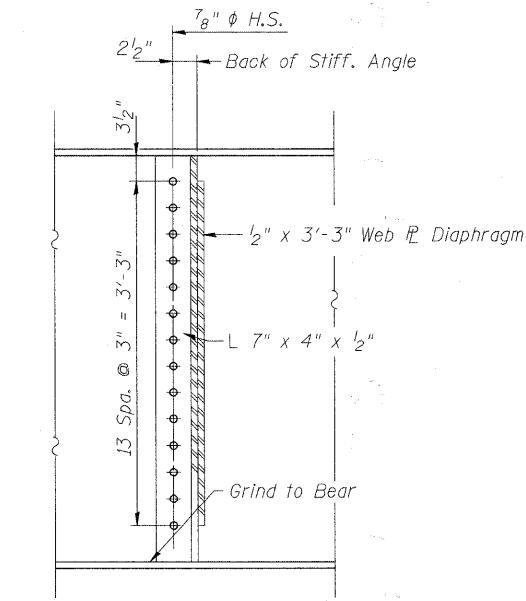
SECTION AT INTERMEDIATE ANGLE STIFFENERS (TYP.)



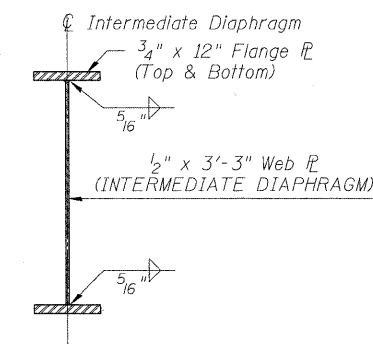
SECTION AT INTERMEDIATE DIAPHRAGMS



SECTION "D-D"



SECTION "E-E"
Typical Stiffener to Girder Connection



INTERMEDIATE DIAPHRAGM SECTION

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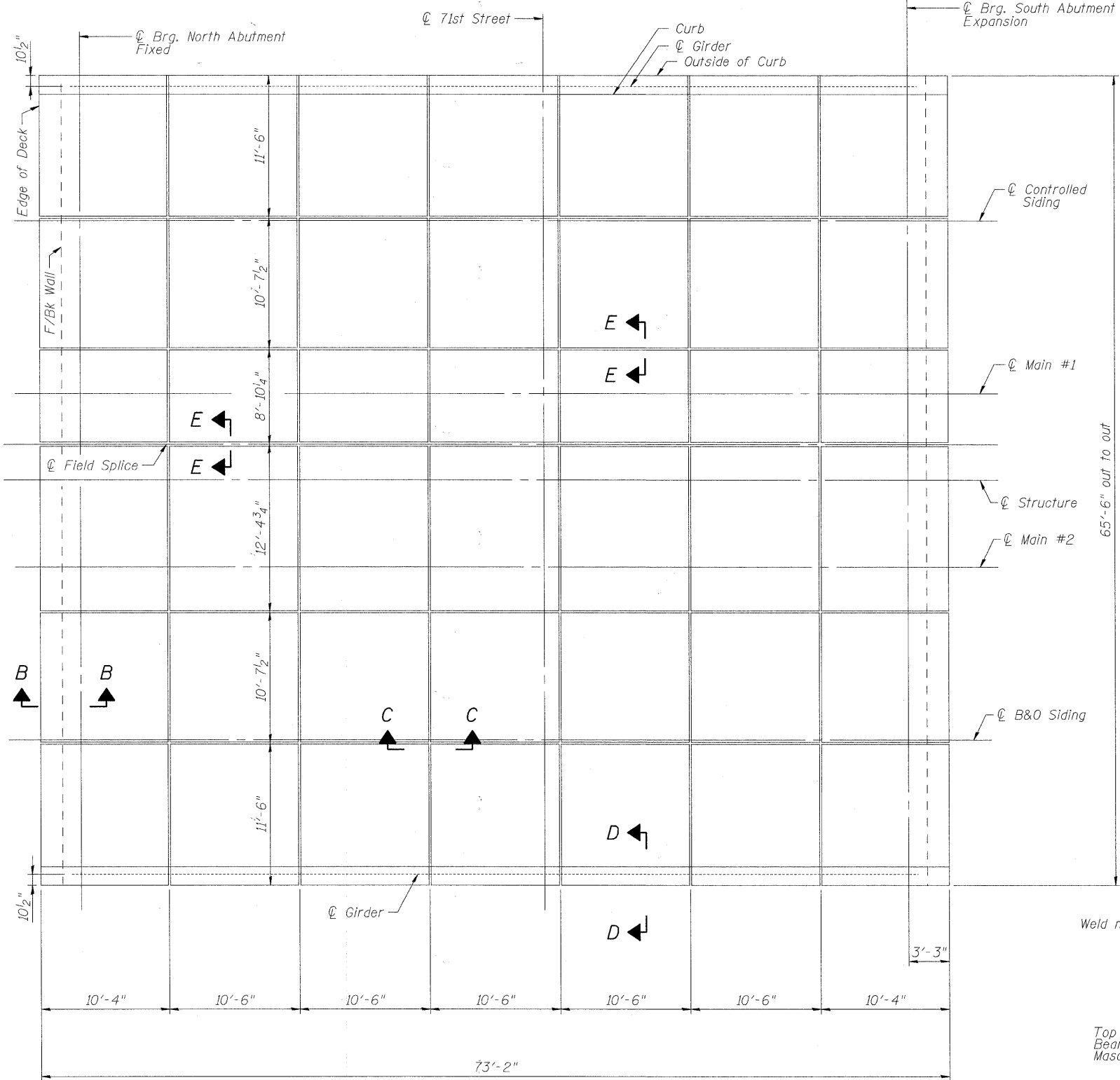
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	DATE - 11/23/2010	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 016-7721**

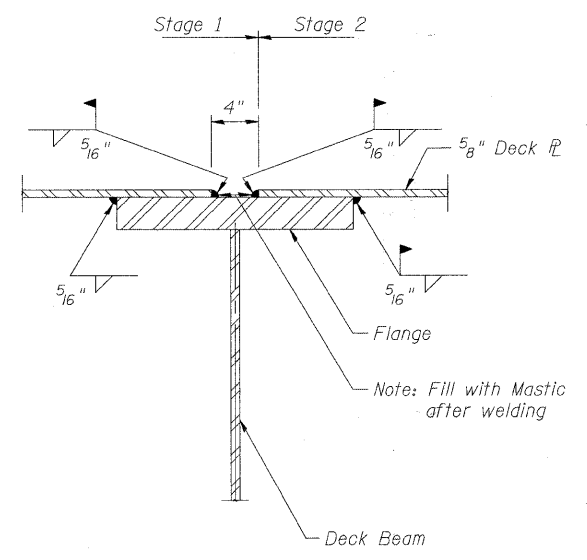
SCALE: NONE SHEET NO. 11 OF 61 SHEETS STA. TO STA.

F.A.U. RTE. 1537	SECTION 06-00050-00-6S	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 105
CONTRACT NO. 63556				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-9003(709)				

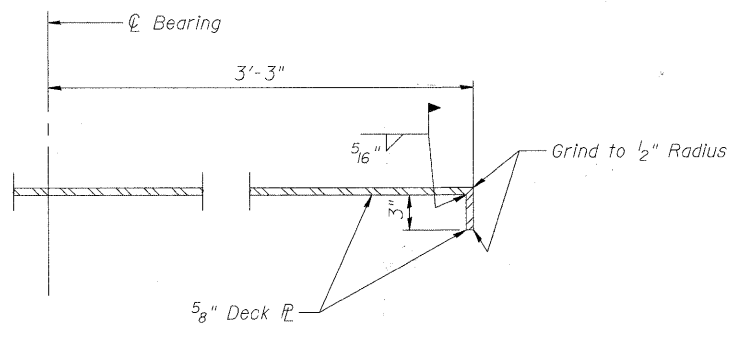


FLOOR PLATE PLAN

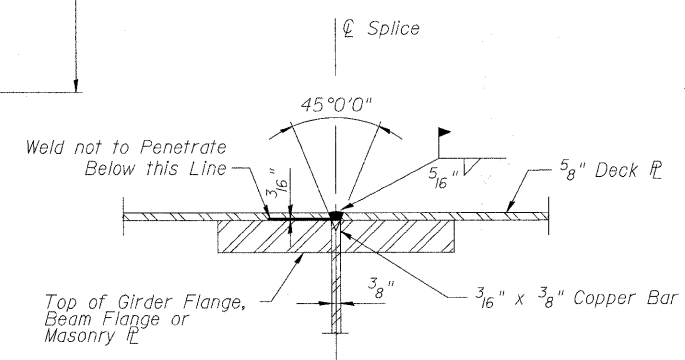
Notes: Deck Plate Splices not allowed over Backwall.
Plate Splice locations are suggested. Contractor may respace joints. Submit plan to Engineer for approval prior to fabrication.



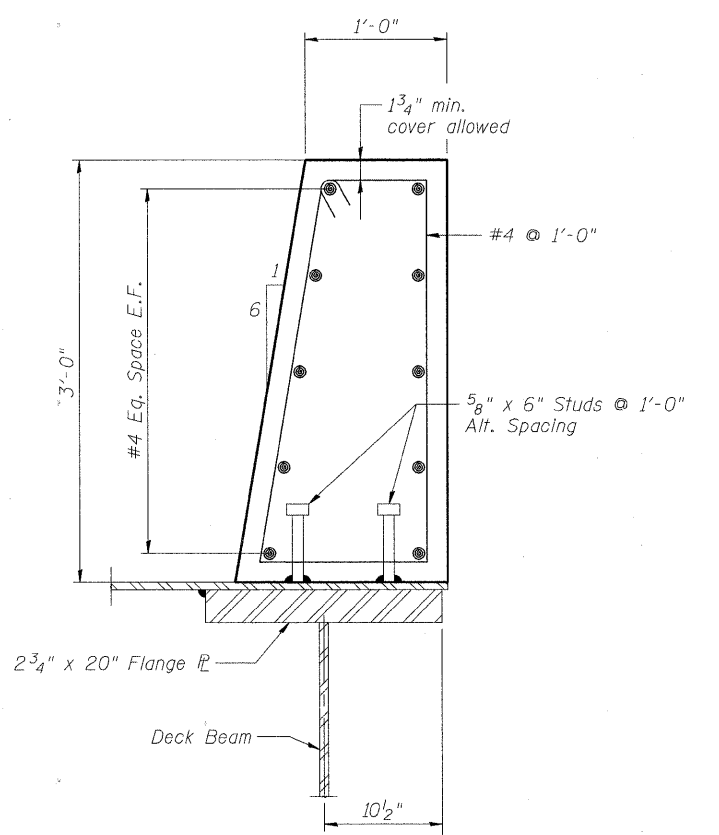
SECTION A-A
(At Field Splice)



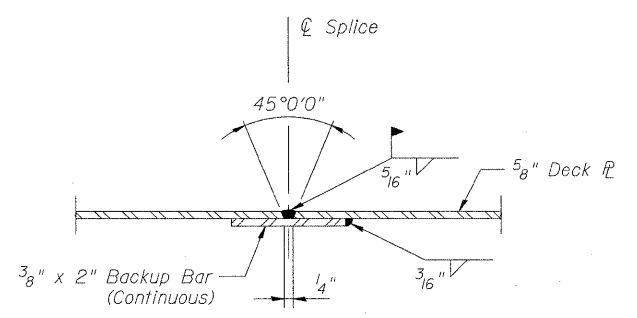
SECTION B-B



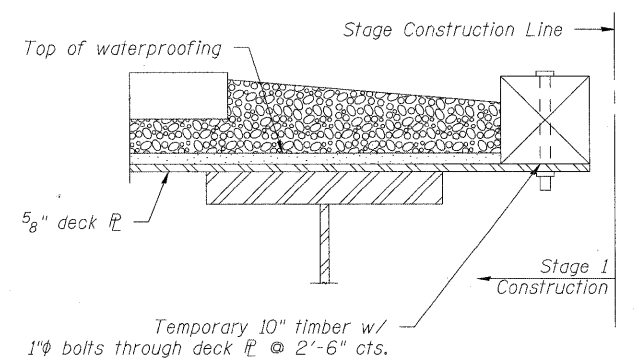
SECTION C-C



SECTION D-D



SECTION E-E



TEMP. BALLAST STOP

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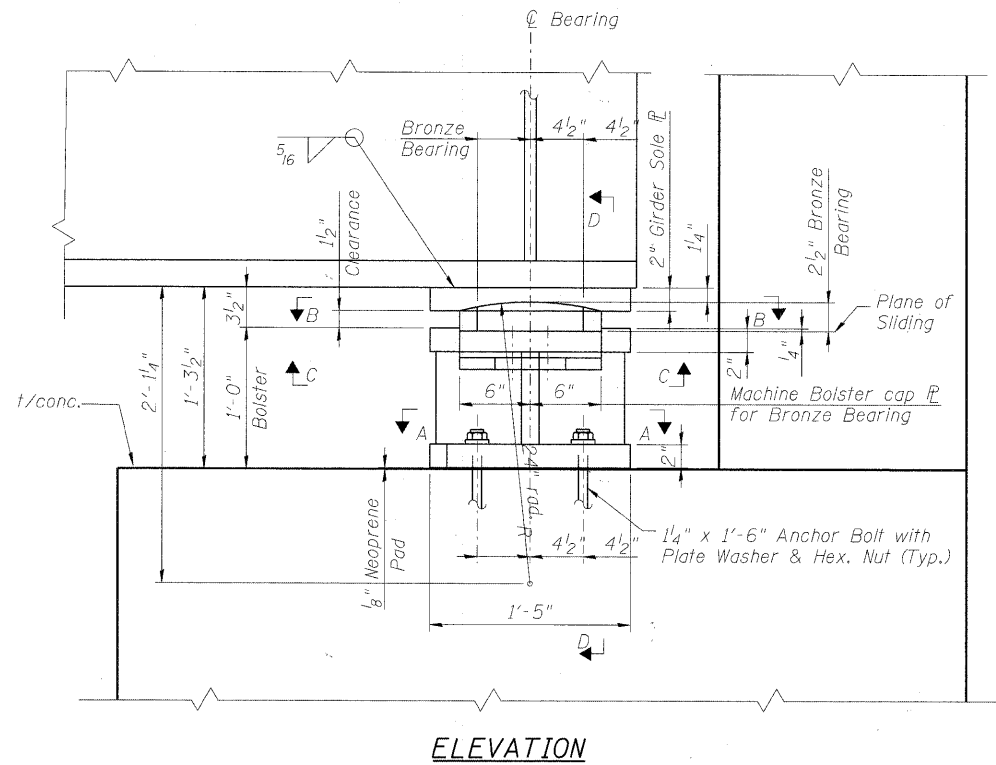
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	DATE - 11/23/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

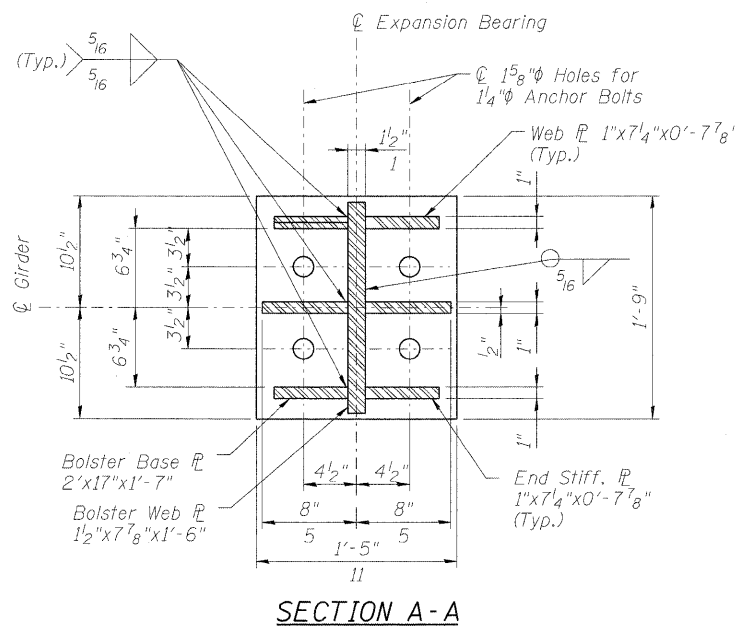
DECK LAYOUT AND DETAILS
STRUCTURE NO. 016-7721

SCALE: NONE SHEET NO. 12 OF 61 SHEETS STA. TO STA.

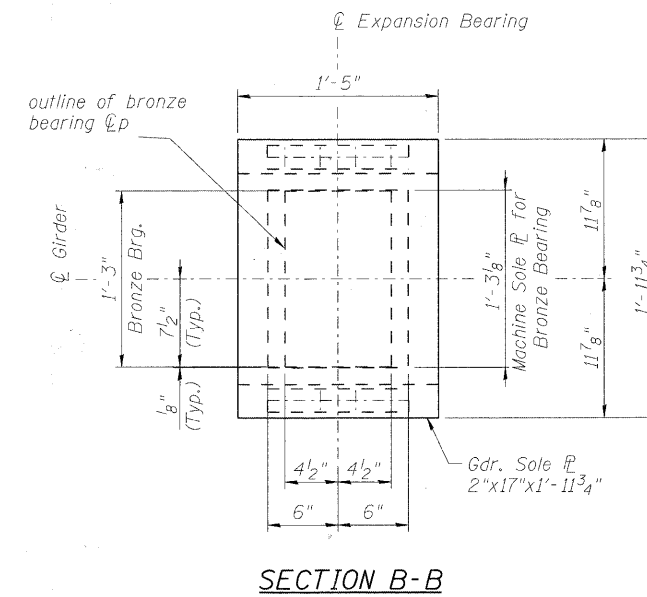
F.A.U. RTE. 1537	SECTION 06-00050-00-G5	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 106
FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT CRE-9003(709)	



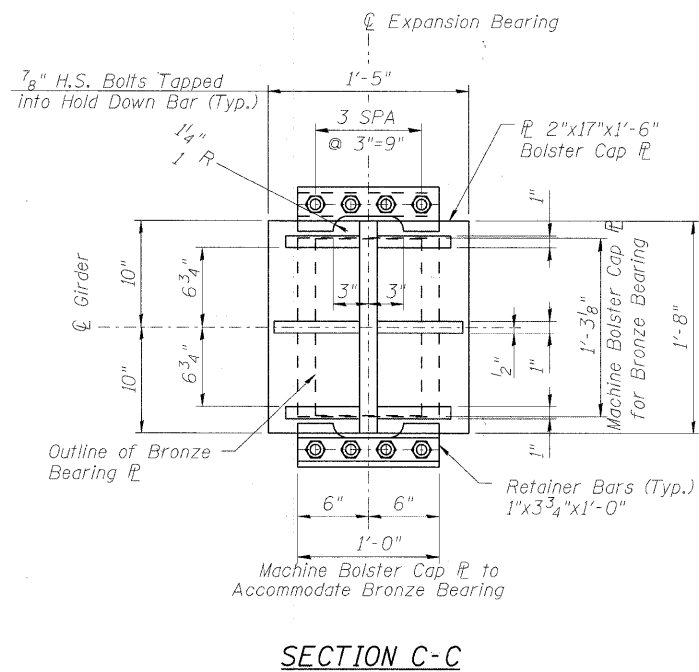
ELEVATION



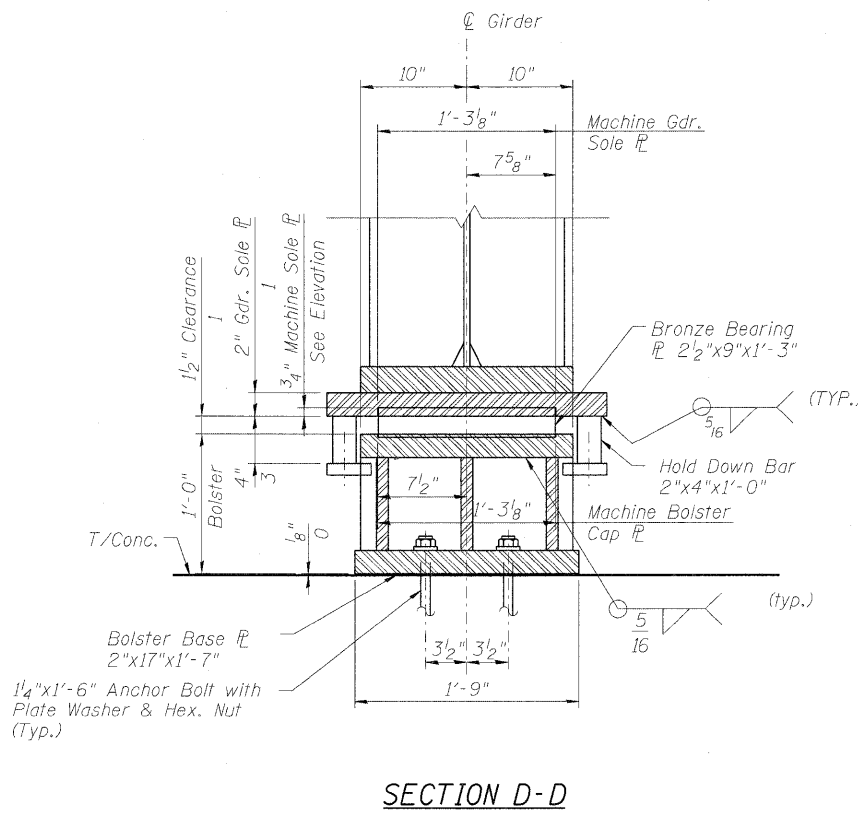
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

NOTES:

1. Neoprene Pad shall conform to Standard Specifications Section 1052.02. cost of Neoprene Pads shall be incidental to "Furnishing and Erecting Structural Steel."
2. Bronze Plates shall be self-lubricating cast bronze and shall conform to Standard Specification Section 1006.21. Bronze Plates shall be measured for payment and included in the item "Furnishing and Erecting Structural Steel." Lubricate top and bottom surfaces during installation.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel	lbs.	

FILE NAME = P:\60155677\0202_C00\001_Drawing\Sheets\Structural\016-7721_1001_smt13_Bearing-Exp.dgn



USER NAME = dabecid
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 PLOT DATE = 1/6/2011

DESIGNED - XXX
 DRAWN - XXX
 CHECKED - XXX
 DATE - 11/23/2010

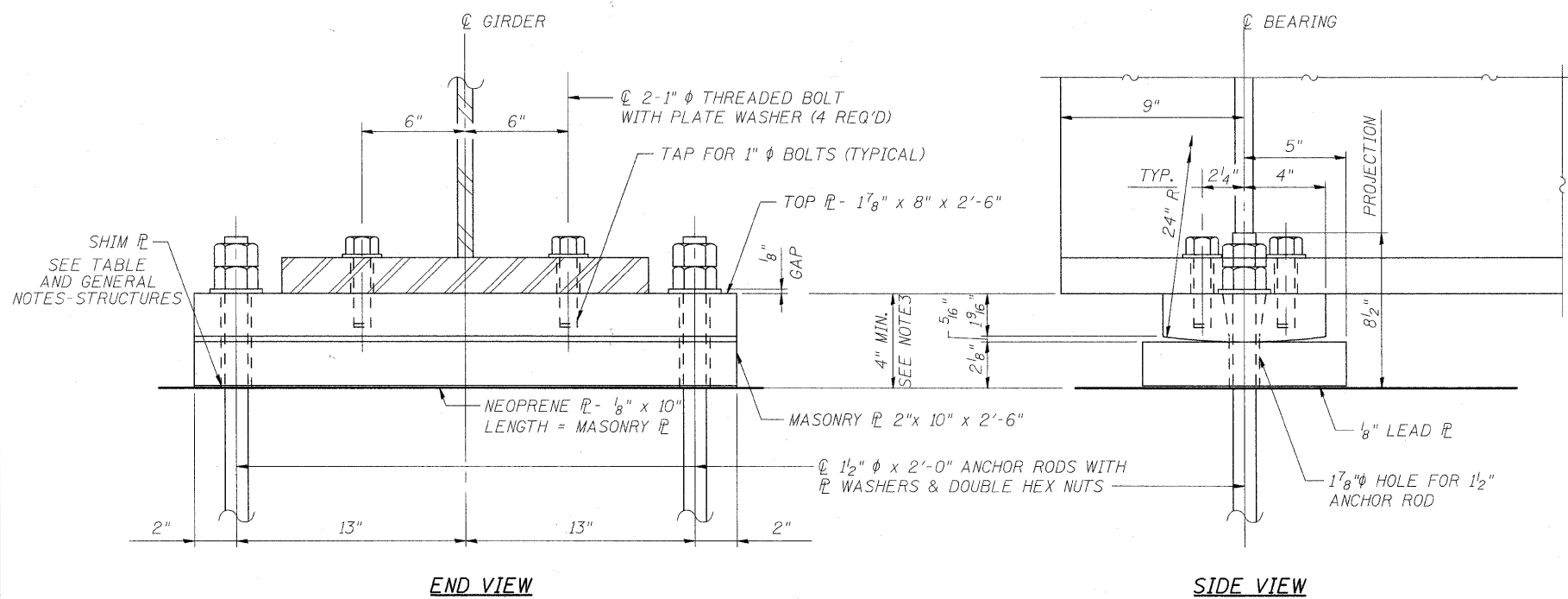
REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXPANSION BEARING DETAILS
 STRUCTURE NO. 016-7721

SCALE: NONE SHEET NO. 13 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	107
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-90031091			CONTRACT NO. 63556	



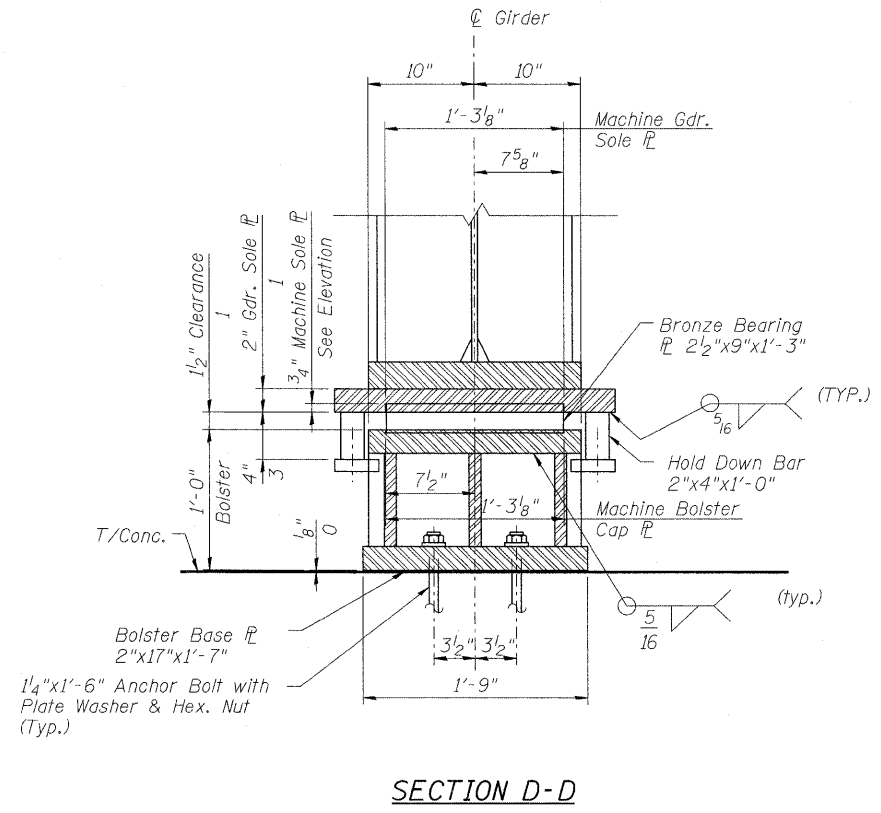
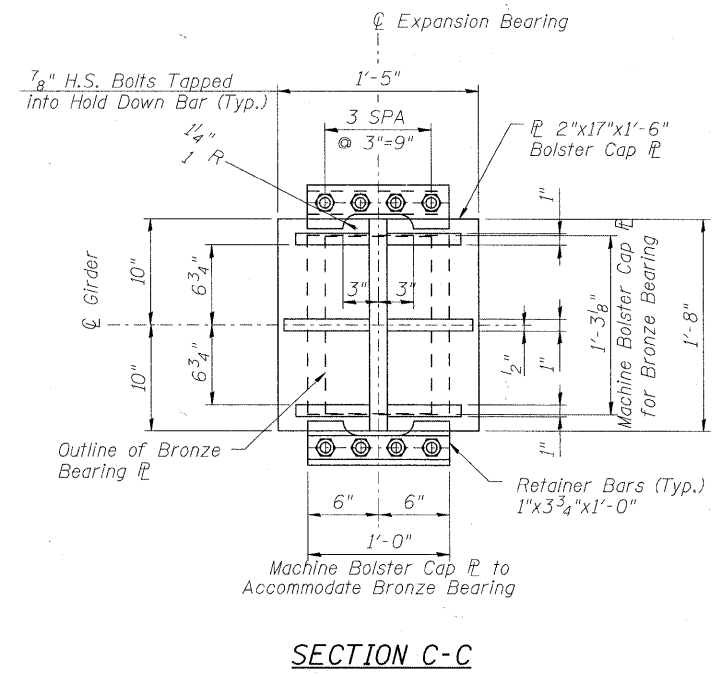
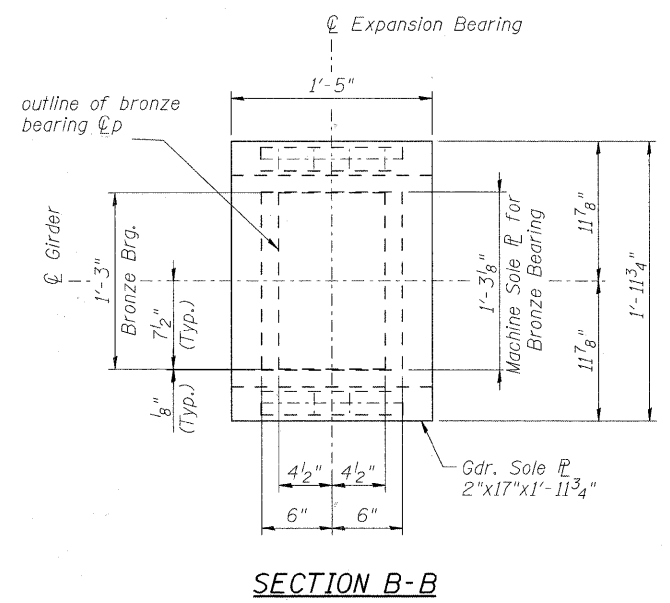
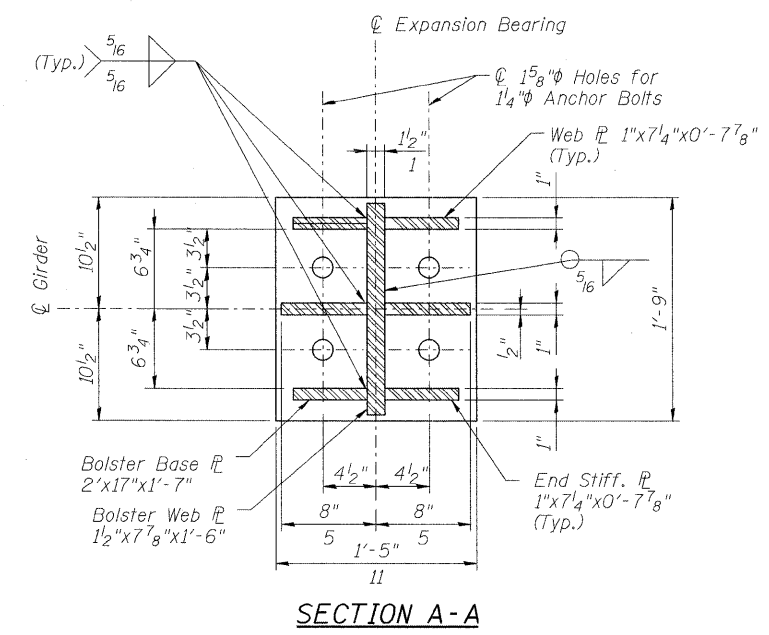
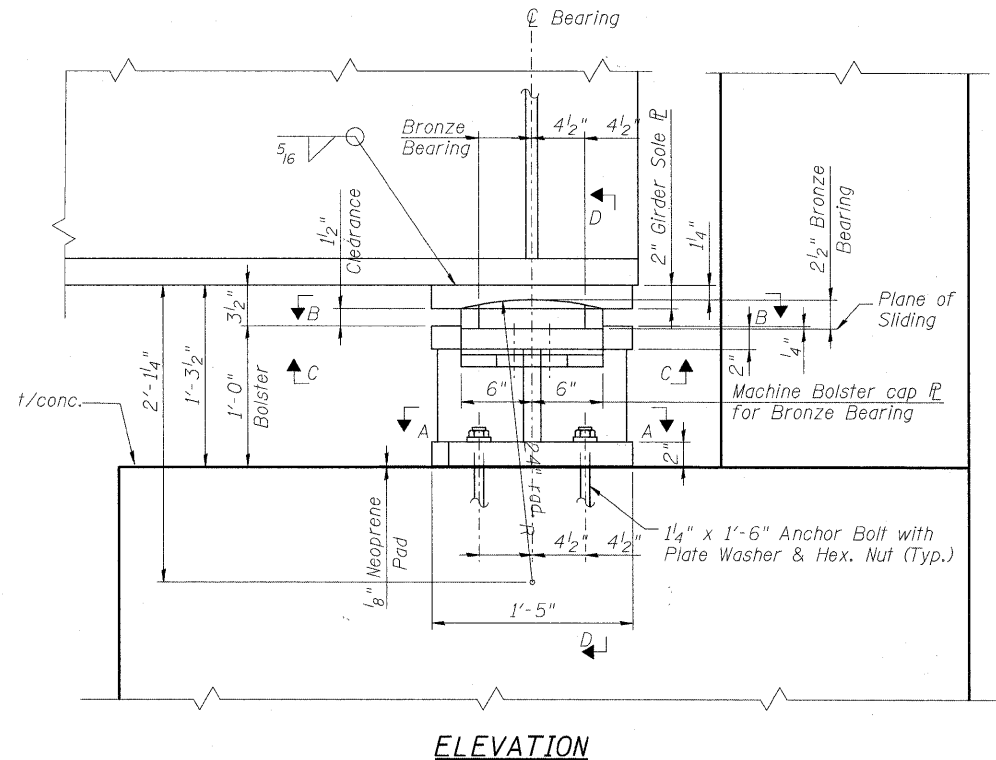
FIXED BEARING DETAILS - NORTH ABUTMENT
(INCLUDED IN FURNISHING AND ERECT STRUCTURAL STEEL)

TABLE
FOR REQUIRED SHIM
BOTH ABUTMENTS

GIRDER	SHIM THICKNESS

NOTE :
REQUIRED SHIM PLATES SHALL BE A SINGLE PLATE, NOT MULTI LAYERED, INCLUDED IN "FURNISH AND ERECT STRUCTURAL STEEL."

FILE NAME = P:\60155877\002_CAD\001_Drawing\Shims\Structure1\016-7721_ID01_sh14_Bearing_Fixed.dgn



- NOTES:**
1. Neoprene Pad shall conform to Standard Specifications Section 1052.02. cost of Neoprene Pads shall be incidental to "Furnishing and Erecting Structural Steel."
 2. Bronze Plates shall be self-lubricating cast bronze and shall conform to Standard Specification Section 1006.21. Bronze Plates shall be measured for payment and included in the item "Furnishing and Erecting Structural Steel." Lubricate top and bottom surfaces during installation.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel	lbs.	

FILE NAME = PA\60156577\000_CAD\001_Drawing\Sheet\Structural\016-7721_ID01_ah115_Bearing_Exp.dgn



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	DATE - 11/23/2010	REVISED -

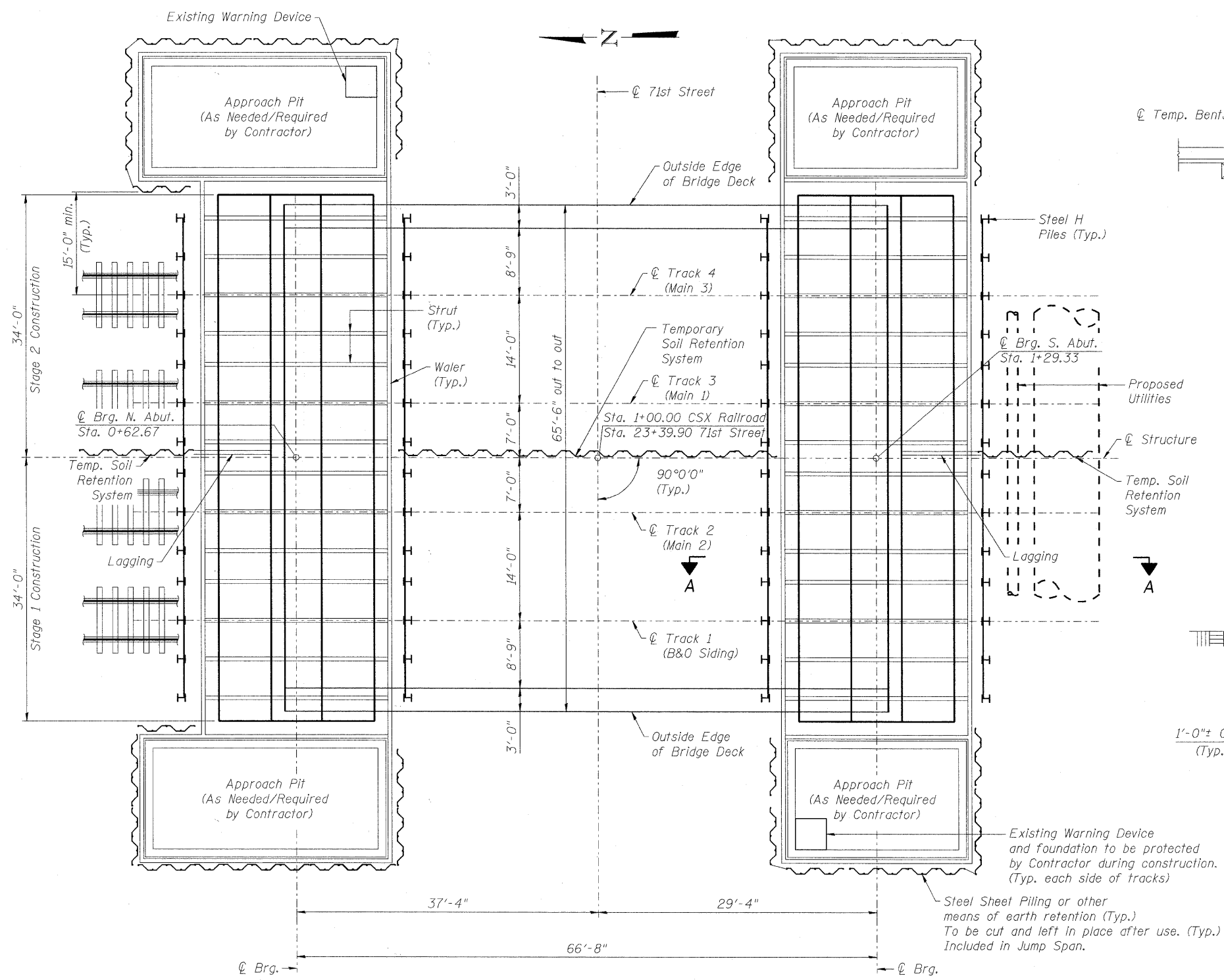
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXPANSION BEARING DETAILS-SOUTH ABUTMENT
STRUCTURE NO. 016-7721**

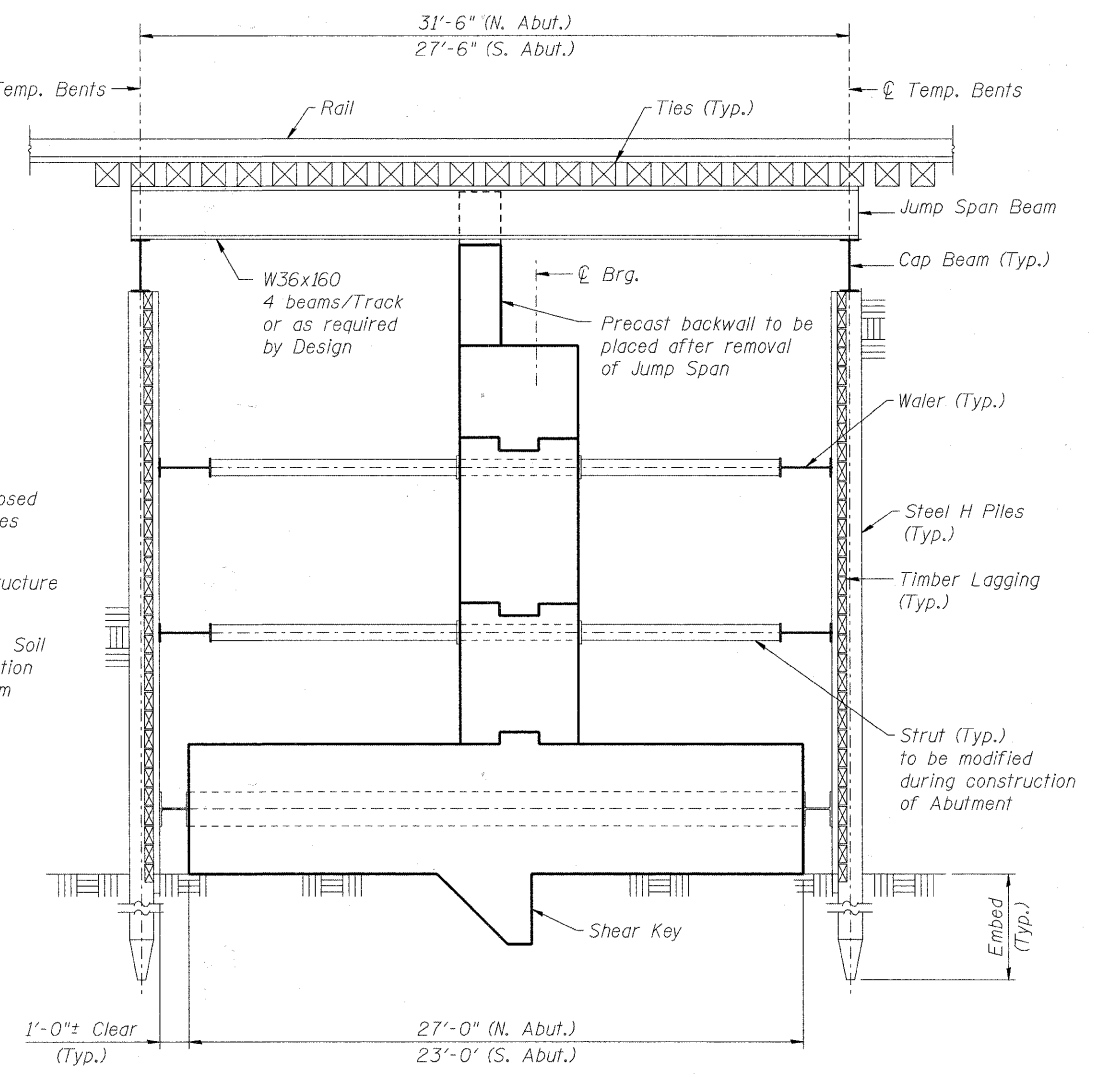
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CONTRACT NO. 63556				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-9003(709)				

SCALE: NONE SHEET NO. 15 OF 61 SHEETS STA. TO STA.

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PLAN
(Jump span and cap beam not shown for clarity)
N.T.S.



SECTION A-A
N.T.S.

NOTES

1. The Contractor must coordinate with the railroad authority to work around the train schedule to minimize the impact on train operations.
2. The Contractor may install the steel H Piles and earth retention system between normal train operations. The Contractor must stop work and clear the active tracks by at least 10 feet from center line of tracks prior to train passing.
3. The Contractor will be given 48 hours maximum for the interruption of train operations in each phase of construction (2 windows of 24 hrs. each) for removing tracks, installing bridge and restoring train operation. The Contractor shall preassemble the superstructure near the bridge site and install the superstructure to its final position to expedite construction.
4. Only Conceptual Layout is shown for the Jump span. The final design and details for the jump spans and sheet piling to be performed by the Contractor.
5. For Suggested Construction Sequence, see next sheet.
6. Approach pit or other access structure included in Jump Span Unit.



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	DATE - 11/23/2010	REVISIONS

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY STAGING I
STRUCTURE NO. 016-7721**

F.A.U. RTE. 1537	SECTION 06-00050-00-6S	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 110
SCALE: SHEET NO. 16 OF 61 SHEETS STA. TO STA.			CONTRACT NO. 63556	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-9003709				

SUGGESTED CONSTRUCTION SEQUENCE

1. Install all steel H piles (Phase 1 and Phase 2) and approach pit (as needed) for jump span at both abutments (between trains with flagmen).
2. Install H piles for temporary soil retention between Tracks 2 and 3. This work could be performed during available track shutdown or during installation of steel H piles for jump spans.

PHASE 1 CONSTRUCTION SEQUENCE - JUMP SPAN INSTALLATION*

1. Remove Tracks 1 and 2 (track shutdown).
2. Install timber lagging for jump span Phase 1.
3. Excavate to bottom of jump span cap beam.
4. Install structural steel for jump span including cap beam and jump span beam.
5. Install lagging between tracks 2 and 3.
6. Install Tracks 1 and 2 assembly and make connections (track operations resume).

PHASE 2 CONSTRUCTION SEQUENCE - JUMP SPAN INSTALLATION*

1. Remove Tracks 3 and 4 (track shutdown).
2. Install timber lagging for jump span Phase 2.
3. Excavate to bottom of jump span cap beam.
4. Install structural steel for jump span including cap beam and jump span beam.
5. Install Tracks 3 and 4 assembly and make connections (track operations resume).

PHASE 3 CONSTRUCTION SEQUENCE - BRIDGE INSTALLATION (STAGE 1)

1. Within both jump spans excavate to bottom of abutment footing and install walers and struts (track operations not affected).
2. Construct abutment footings/walls modifying the struts (track operations not affected).
3. Remove Tracks 1 and 2 and portion of jump span structural steel (track shutdown).
4. Excavate to bearing elevation along entire length of bridge (1/2 width, excluding jump spans).
5. Install portion of abutment backwalls, bearings, superstructure and ballast (1/2 width).
6. Install lagging between back of abutment and edge of jump span and place backfill behind abutments.
7. Install Tracks 1 and 2 assembly and make connections (track operations resume).

PHASE 4 CONSTRUCTION SEQUENCE - BRIDGE INSTALLATION (STAGE 2)

1. Remove Tracks 3 and 4 and portion of jump span structural steel (track shutdown).
2. Excavate to bearing elevation along entire length of bridge (1/2 width, excluding jump spans).
3. Install remaining portion of abutment backwalls, bearings, superstructure and ballast.
4. Place backfill behind abutments.
5. Install Tracks 3 and 4 assembly and make connections (track operations resume).
6. Excavate below the bridge superstructure for roadway construction removing longitudinal sheeting in segments by burning (track operations not affected).
7. Remove struts, cut off and bury steel H piles in front of abutments (track operations not affected).
8. Install roadway pavement and sidewalk (track operations not affected).

FIBER OPTIC RELOCATION SEQUENCE

NOTES:
THE PROCEDURES SHOWN IN THE PLANS ARE A SUGGESTED METHOD FOR CONSTRUCTION SEQUENCE OF THE FIBER OPTIC LINE RELOCATIONS. THE CONTRACTOR, AT HIS OR HER OPTION, MAY SUBMIT AN ALTERNATE PLAN FOR APPROVAL BY THE ENGINEER AND THE INVOLVED FIBER OPTIC COMPANY(S).

SEE THE SPECIAL PROVISIONS FOR CONTACT INFORMATION.

1. PRIOR TO BEGINNING WORK IN THE CSXT ROW, EXPOSE AND FIELD LOCATE THE EXISTING LINES. (WORK TO BE PERFORMED BY OTHERS)
 2. ADJUST PROPOSED PILE LAYOUT AS-NEEDED TO AVOID THE EXISTING LINES SUBJECT TO THE APPROVAL OF THE ENGINEER.
 3. LEAVE A KNOCK-OUT POINT IN SHEETING FOR EXISTING CROSSING. SUPPORT AND PROTECT THE LINES DURING EXCAVATION WORK FOR THE ABUTMENTS.
 4. PLACE A SLEEVE IN THE PROPOSED ABUTMENT WALL TO MAINTAIN THE EXISTING LINE IN PLACE. (IF NEEDED BASED ON THE EXISTING FIELD LOCATIONS)
 5. INCLUDE A SLEEVE IN THE PRECAST BACKWALL FOR THE PROPOSED LOCATION OF THE FIBER OPTIC LINES.
 6. PLACE THE BRIDGE SUPERSTRUCTURE. SUPPORT AND PROTECT THE EXISTING LINE IN PLACE DURING EXCAVATION OF THE ROADWAY. LINE MAY BE TEMPORARILY SUPPORTED FROM THE BRIDGE SUPERSTRUCTURE.
 7. ATTACH THE CONDUIT TO THE BRIDGE SUPERSTRUCTURE AND EXTEND PAST THE PRECAST BACKWALL AS SHOWN ON THE PLANS.
- WORK TO BE PERFORMED BY THE FIBER OPTIC OWNER/OPERATOR
8. INSTALL A HANDHOLE NORTH AND SOUTH OF THE PROPOSED BRIDGE.
 9. RUN NEW CABLE BETWEEN THE HANDHOLES THROUGH THE NEW CONDUIT ATTACHED TO THE BRIDGE STRUCTURE. METHODS MAY INCLUDE, BUT ARE NOT LIMITED TO, DIRECTION BORE AND OPEN CUT.
 10. CREATE A SPLICE POINT AT THE NEW HANDHOLES AND CUT OVER TO THE NEWLINE.
 11. REMOVE EXISTING CABLE AND CONDUIT.

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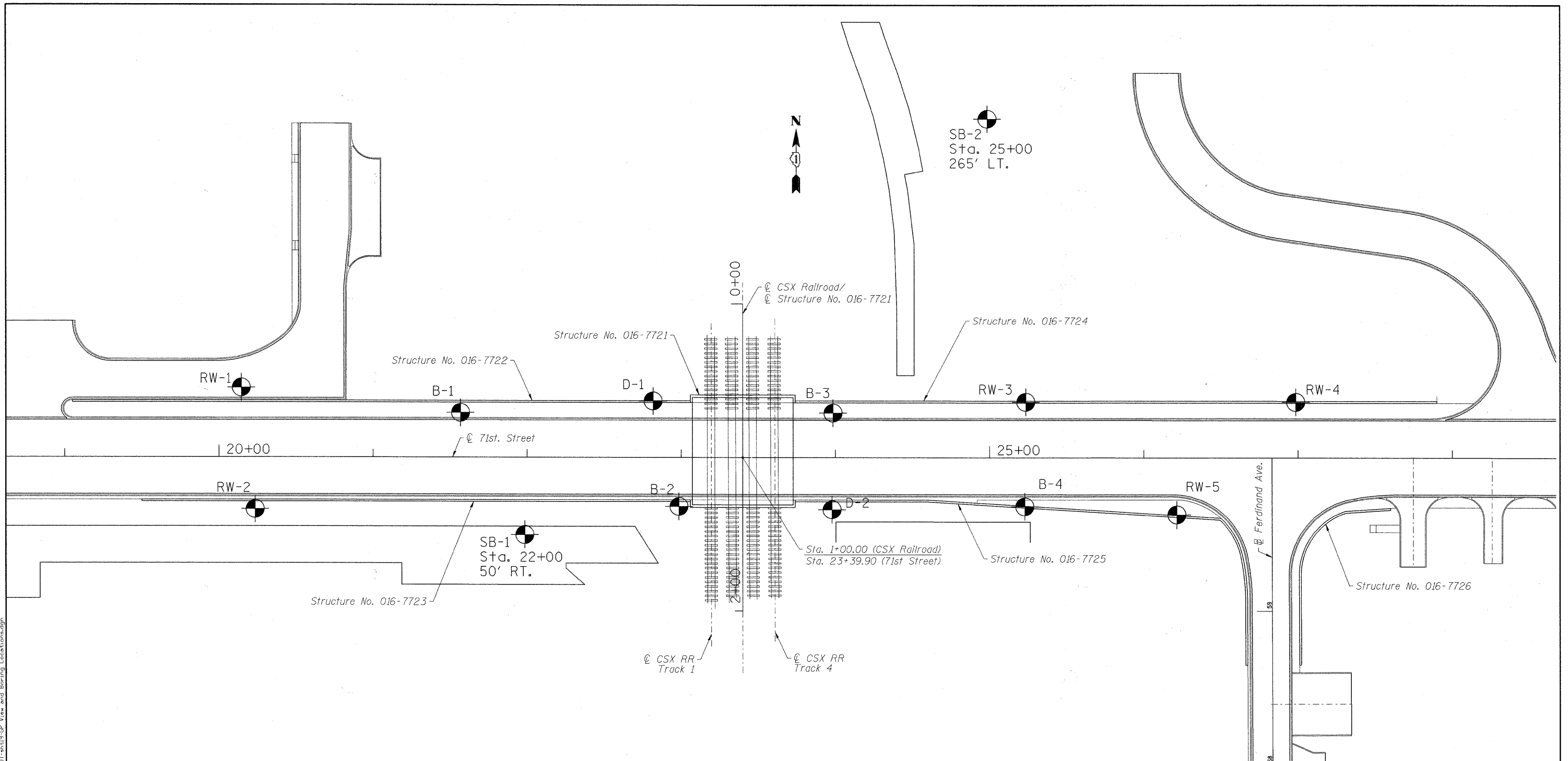


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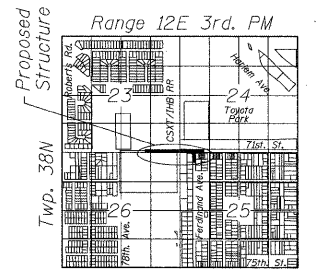
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TEMPORARY STAGING II
STRUCTURE NO. 016-7721

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	111
CONTRACT NO. 63556				
SCALE:	SHEET NO. 17 OF 61 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-90031099



PLAN



LOCATION SKETCH

FILE NAME = P:\0155877\016-CAD\016-Drawings\Sheets\Structural\016-7722.D01-ah19-GP View and Boring Locations.dgn



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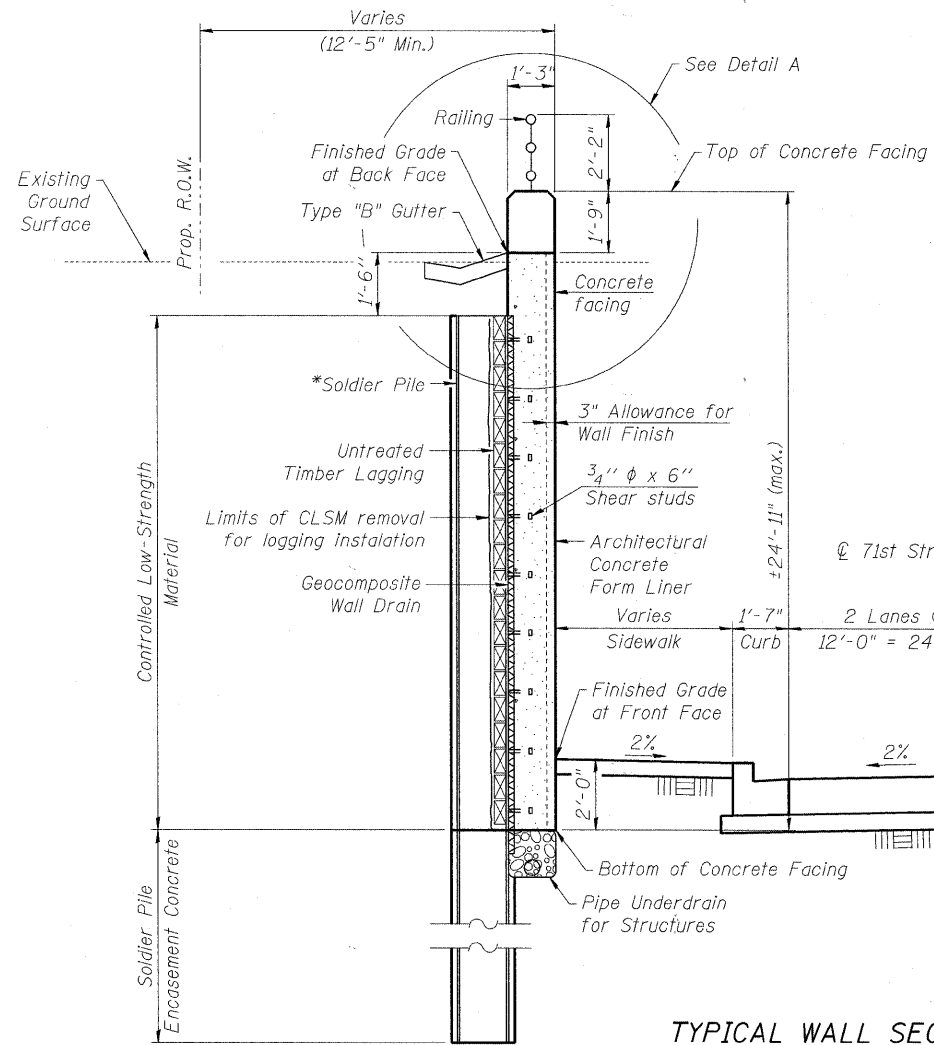
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DATE - 10/11/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN VIEW - RETAINING WALLS
BORING LOCATIONS**

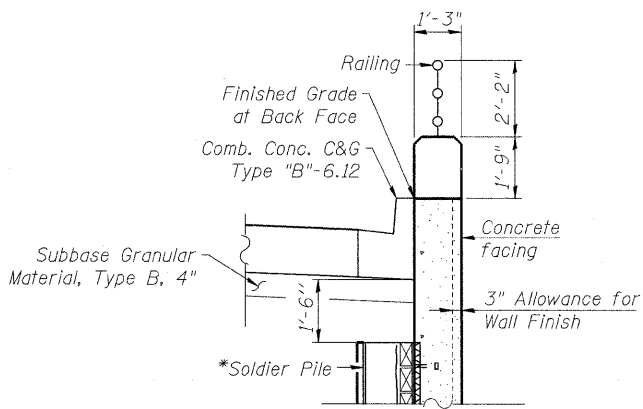
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F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 113
CONTRACT NO. 63556				ILLINOIS FED. AID PROJECT



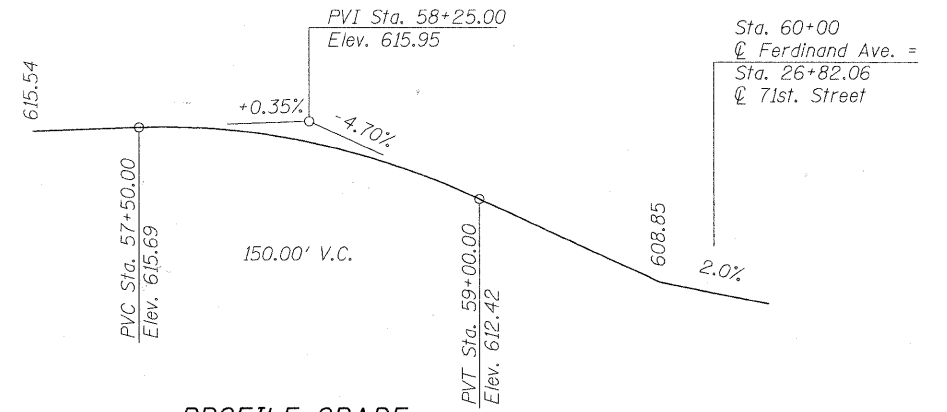
TYPICAL WALL SECTION

*See Soldier Pile Plan & Elevation Sheets for pile size, spacing, length and top and bottom elevations.



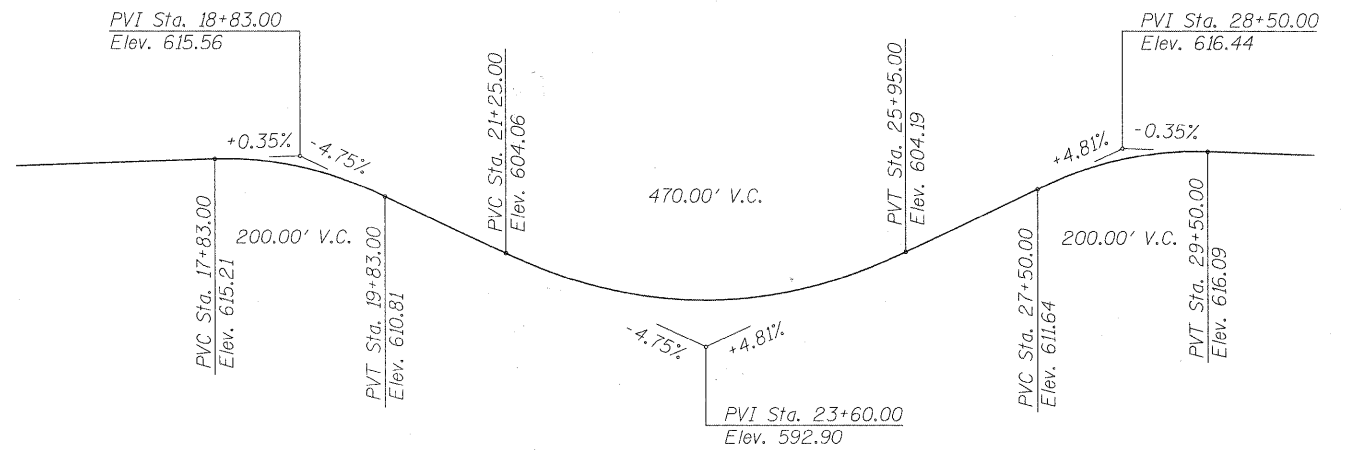
DETAIL A

Wall Section by PepsiCo Driveway
 Str. No. 016-7722 (Sta. 19+05 to Sta. 20+83)



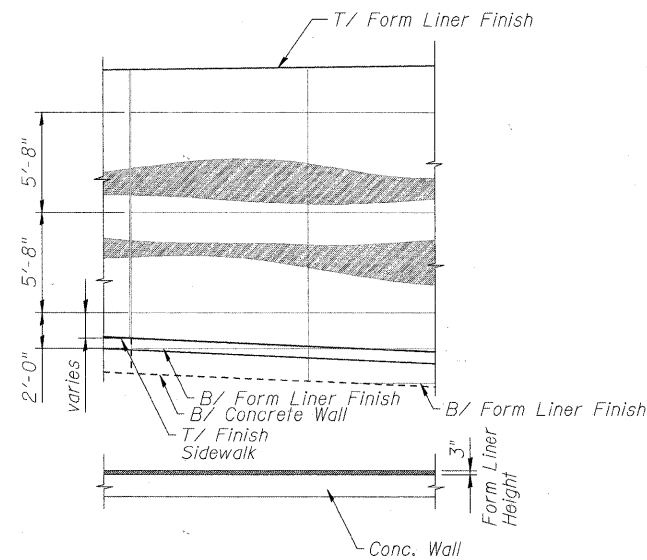
PROFILE GRADE

(along proposed Ferdinand Ave.)



PROFILE GRADE

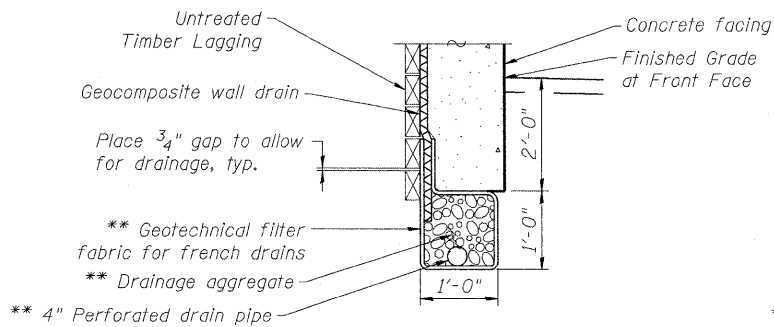
(along proposed 71st. Street)



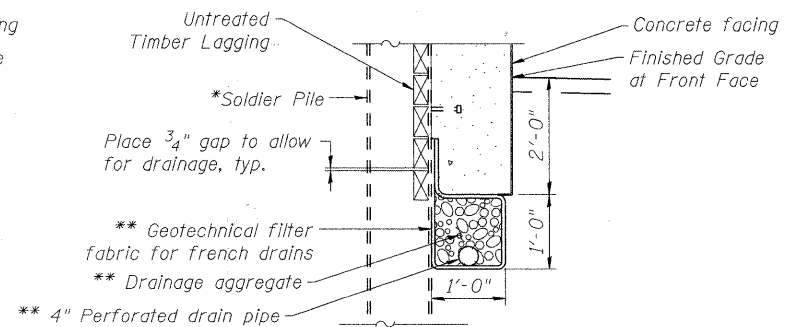
TYPICAL DETAIL FOR FORM LINER

NOTE:

The Contractor is responsible for the design and performance of the lagging using no less than a 3 in. normal rough-sawn thickness and timber with a minimum allowable bending stress of 1000 psi.



BETWEEN SOLDIER PILES



AT SOLDIER PILES

UNDERDRAIN DETAIL FOR SOLDIER PILE WALLS

** Included in the cost of Pipe Underdrains for Structures.

Note: See Sheet No. 52 of 61 for Railing Details.

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**STATE OF ILLINOIS
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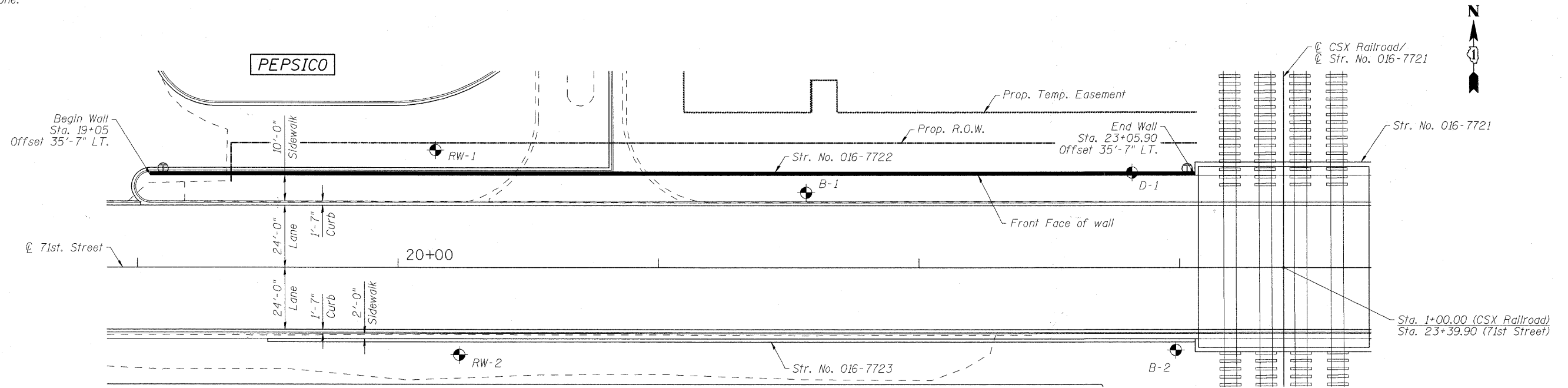
TYPICAL WALL SECTION

F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 114
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				

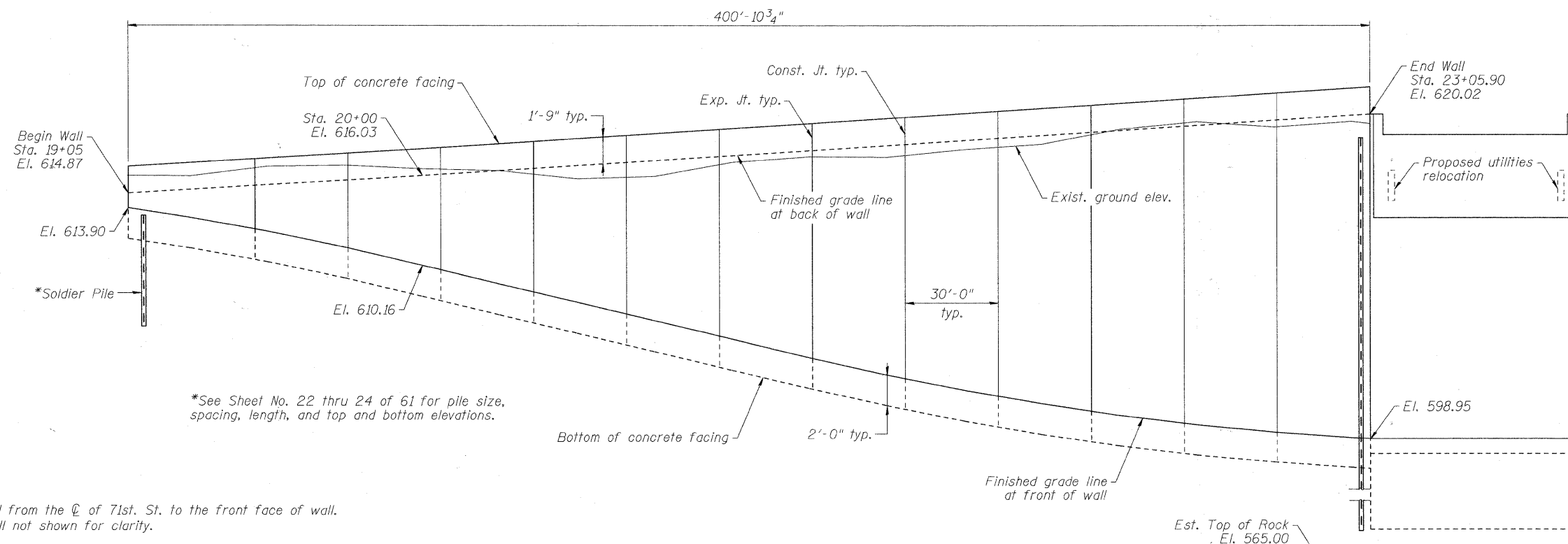
SCALE: SHEET NO. 20 OF 61 SHEETS STA. TO STA.

Bench Mark: BVW249 Square cut on N. conc. base of RR signal mast arm base on S. row of 71st Street 1/2 mile West of Harlem Avenue. Elev. 620.57

Existing Structure: None.



PLAN



ELEVATION
(Looking @ front face of wall)

NOTES:

1. Offsets are measured from the ϕ of 71st St. to the front face of wall.
2. Railing on top of wall not shown for clarity.

*See Sheet No. 22 thru 24 of 61 for pile size, spacing, length, and top and bottom elevations.



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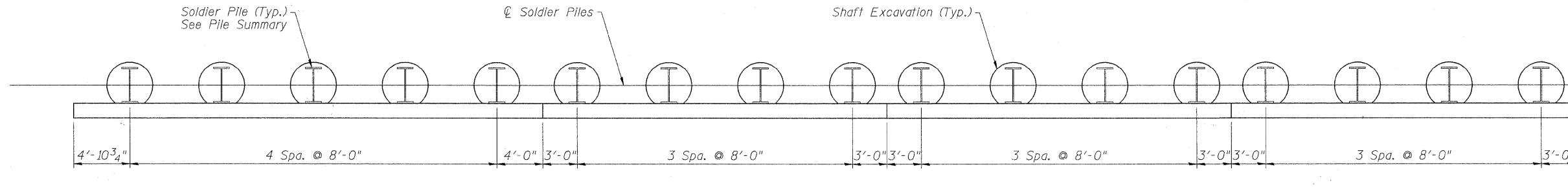
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 016-7722

SCALE: SHEET NO. 21 OF 61 SHEETS STA. TO STA.

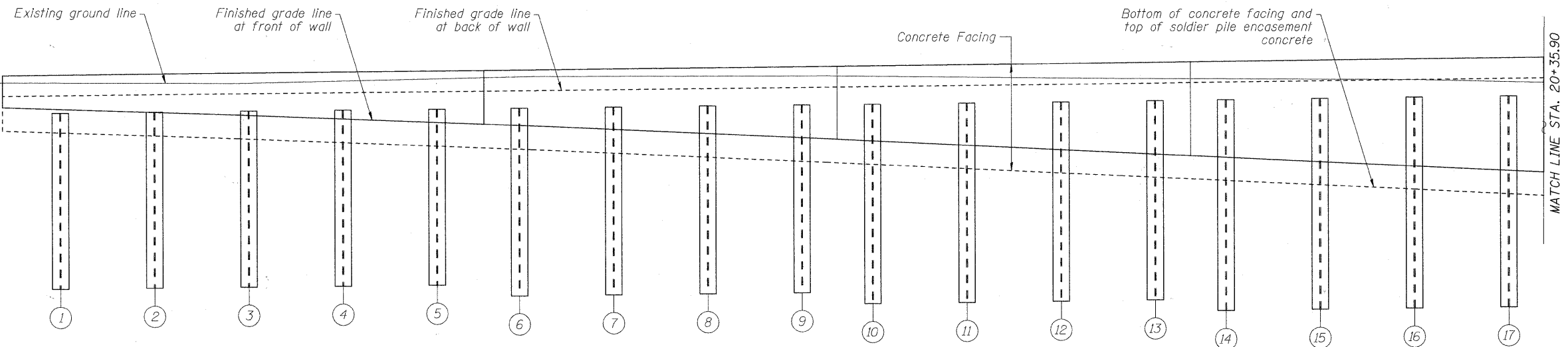
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CONTRACT NO. 63556				
[ILLINOIS] FED. AID PROJECT				

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PLAN

(All dimensions are measured along front face of wall)



ELEVATION

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
1	W21x101	15.00	597.00	612.00	7	W21x101	16.00	596.72	612.72	13	W21x101	17.00	596.38	613.38
2	W21x101	15.00	597.12	612.12	8	W21x101	16.00	596.85	612.85	14	W21x101	18.00	595.38	613.38
3	W21x101	15.00	597.25	612.25	9	W21x101	16.00	596.97	612.97	15	W21x101	18.00	595.37	613.37
4	W21x101	15.00	597.37	612.37	10	W21x101	17.00	596.06	613.06	16	W21x101	18.00	595.36	613.36
5	W21x101	15.00	597.49	612.49	11	W21x101	17.00	596.19	613.19	17	W21x101	18.00	595.35	613.35
6	W21x101	16.00	596.60	612.60	12	W21x101	17.00	596.31	613.31					

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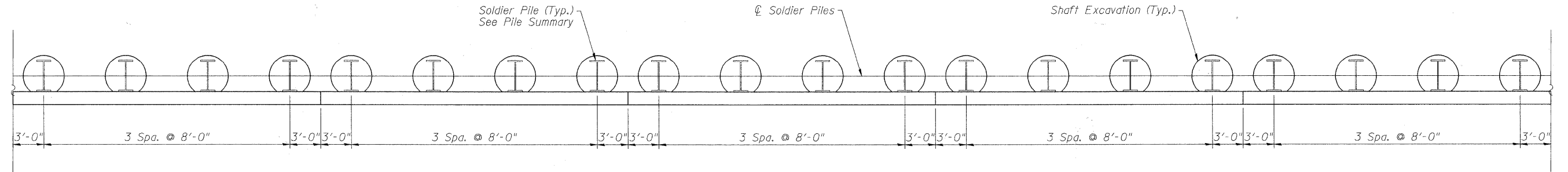
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**STATE OF ILLINOIS
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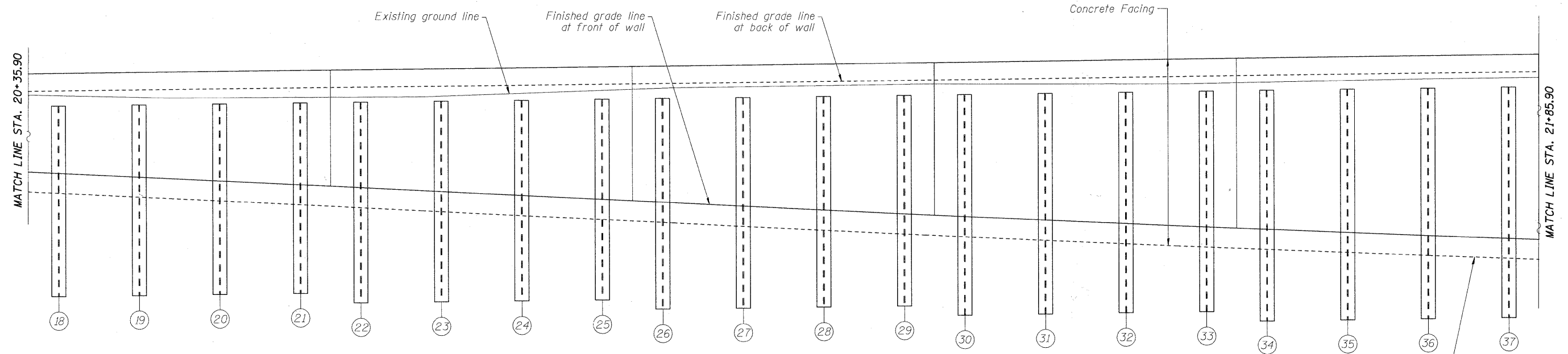
**SOLDIER PILE PLAN & ELEVATION I
STRUCTURE NO. 016-7722**

SCALE: SHEET NO. 22 OF 61 SHEETS STA. 19+05 TO STA. 20+35.90

F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 116
CONTRACT NO. 63556				ILLINOIS FED. AID PROJECT



PLAN
(All dimensions are measured along front face of wall)



ELEVATION

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
18	W21x147	22.00	591.35	613.35	25	W33x201	26.00	589.48	615.48	32	W36x282	37.00	579.42	616.42
19	W21x147	22.00	591.34	613.34	26	W33x201	32.00	583.78	615.78	33	W36x282	37.00	579.53	616.53
20	W21x147	22.00	591.59	613.59	27	W33x201	32.00	583.92	615.92	34	W36x282	41.00	575.61	616.61
21	W21x147	22.00	591.99	613.99	28	W33x201	32.00	584.03	616.03	35	W36x282	41.00	575.71	616.71
22	W33x201	26.00	588.28	614.28	29	W33x201	32.00	584.13	616.13	36	W36x282	41.00	575.82	616.82
23	W33x201	26.00	588.68	614.68	30	W36x282	37.00	579.21	616.21	37	W36x282	41.00	575.92	616.92
24	W33x201	26.00	589.08	615.08	31	W36x282	37.00	579.32	616.32					

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

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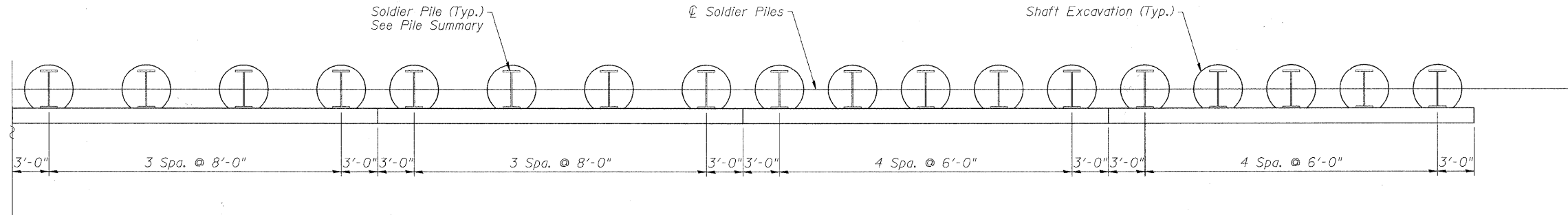
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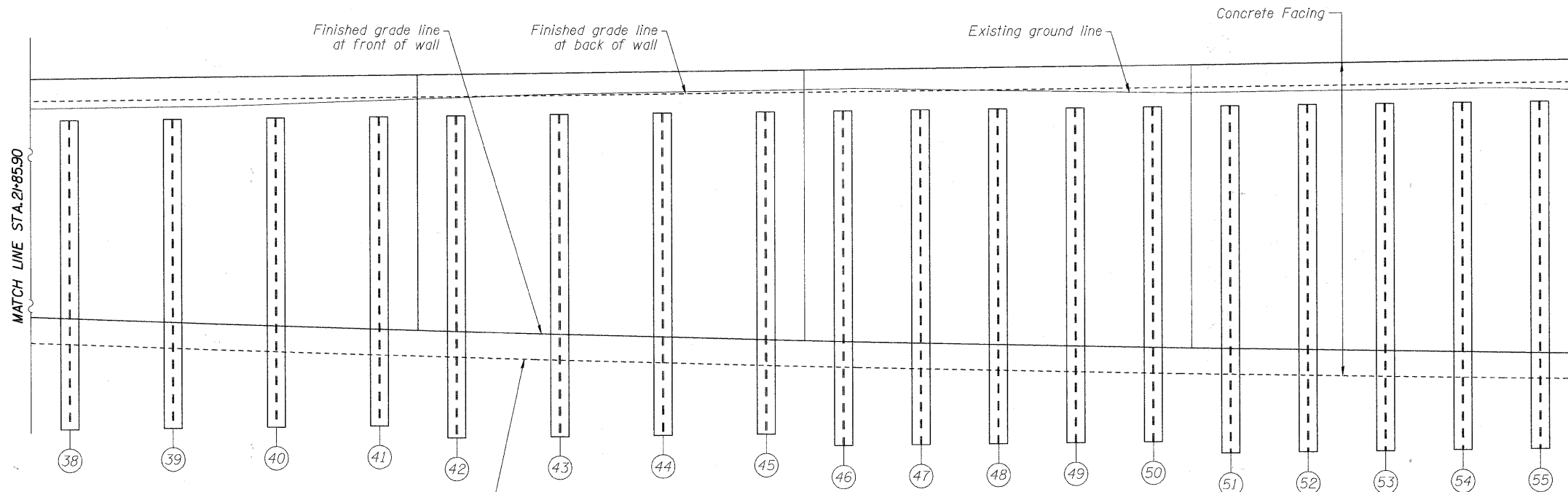
**SOLDIER PILE PLAN & ELEVATION II
 STRUCTURE NO. 016-7722**

SCALE: SHEET NO. 23 OF 61 SHEETS STA. 20+35.90 TO STA. 21+85.90

F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 117
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	



PLAN
(All dimensions are measured along front face of wall)



ELEVATION

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
38	W36x302	45.00	572.00	617.00	44	W36x302	47.00	570.60	617.60	50	W36x302	50.00	568.09	618.09
39	W36x302	45.00	572.10	617.10	45	W36x302	47.00	570.70	617.70	51	W36x302	53.00	565.17	618.17
40	W36x302	45.00	572.21	617.21	46	W36x302	50.00	567.78	617.78	52	W36x302	53.00	565.25	618.25
41	W36x302	45.00	572.31	617.31	47	W36x302	50.00	567.86	617.86	53	W36x302	53.00	565.32	618.32
42	W36x302	47.00	570.39	617.39	48	W36x302	50.00	567.93	617.93	54	W36x302	53.00	565.40	618.40
43	W36x302	47.00	570.49	617.49	49	W36x302	50.00	568.01	618.01	55	W36x302	53.00	565.48	618.48

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

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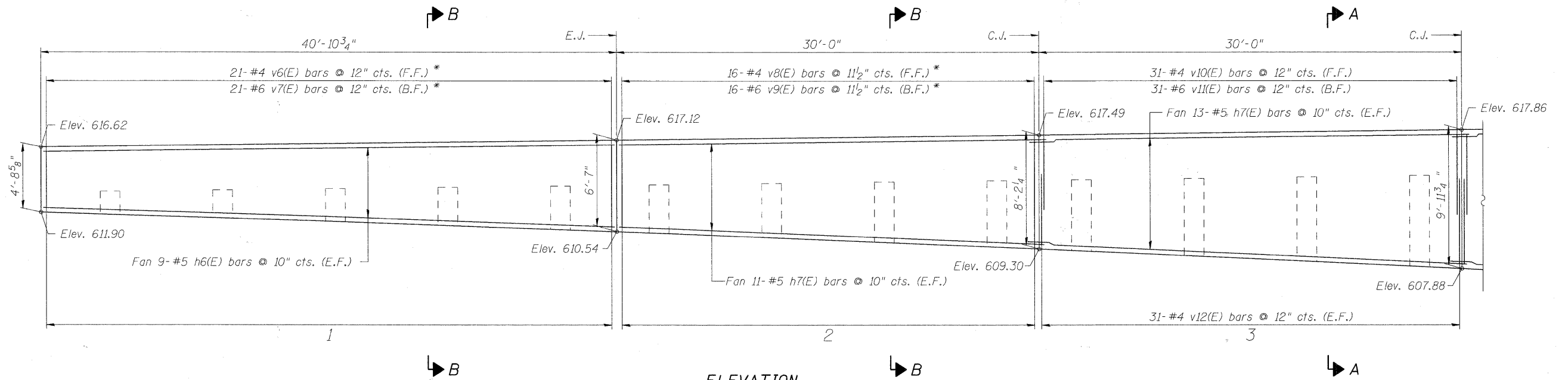


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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOLDIER PILE PLAN & ELEVATION III
STRUCTURE NO. 016-7722**

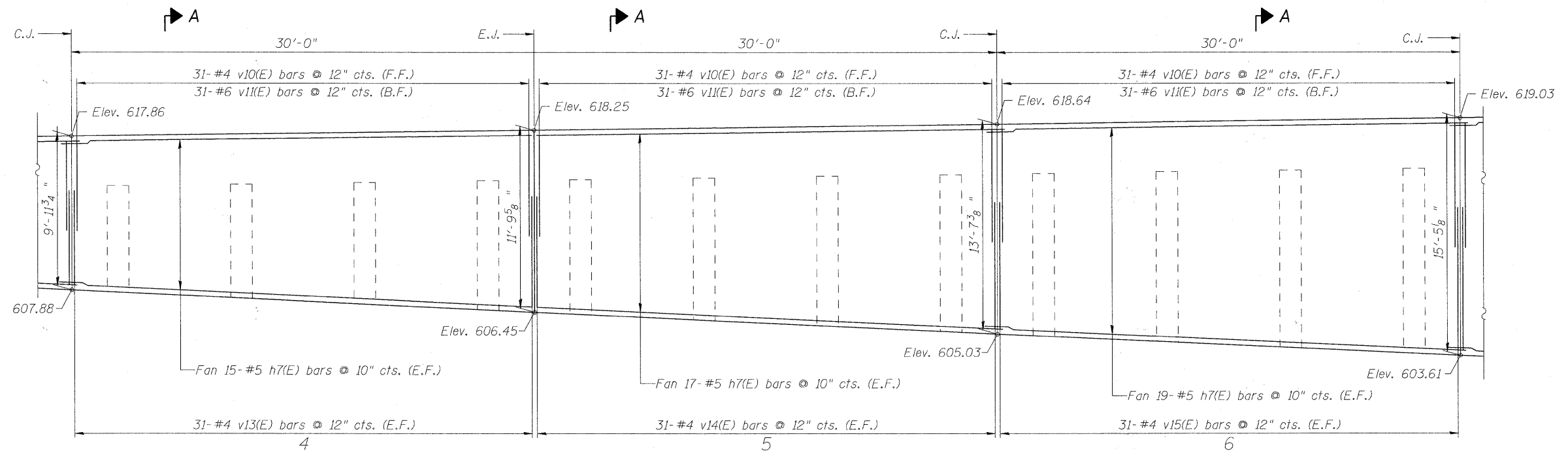
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SCALE: SHEET NO. 24 OF 61 SHEETS STA. 21+85.90 TO STA. 23+05.90				CONTRACT NO. 63556
ILLINOIS FED. AID PROJECT				



ELEVATION
Concrete Facing Panels 1-3

* See Field Cutting Diagram on Sheet 27 of 61.

MIN. BAR LAPS
#4 bars - 2'-0"
#5 bars - 2'-6"
#6 bars - 3'-0"



ELEVATION
Concrete Facing Panels 4-6

NOTES
For Sections See Sheet 51 of 61.
E.J. = Expansion Joint
C.J. = Construction Joint
B.F. = Back Face
F.F. = Front Face
E.F. = Each Face

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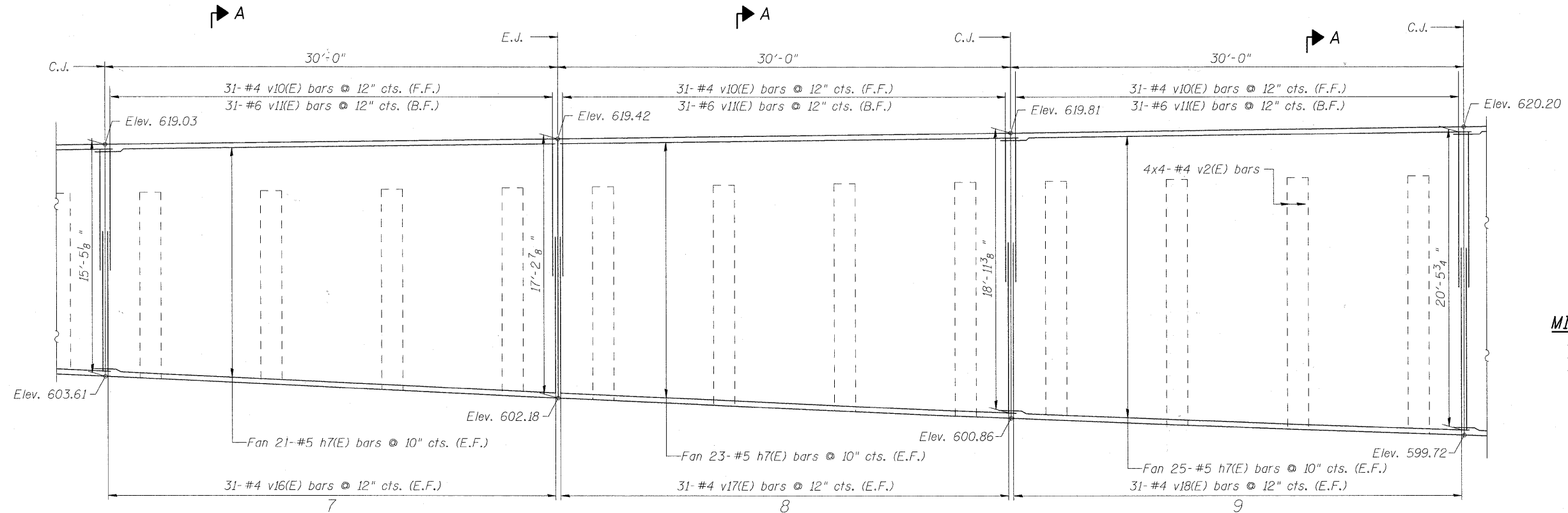


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE FACING
STRUCTURE NO. 016-7722
SCALE: SHEET NO. 25 OF 61 SHEETS STA. TO STA.

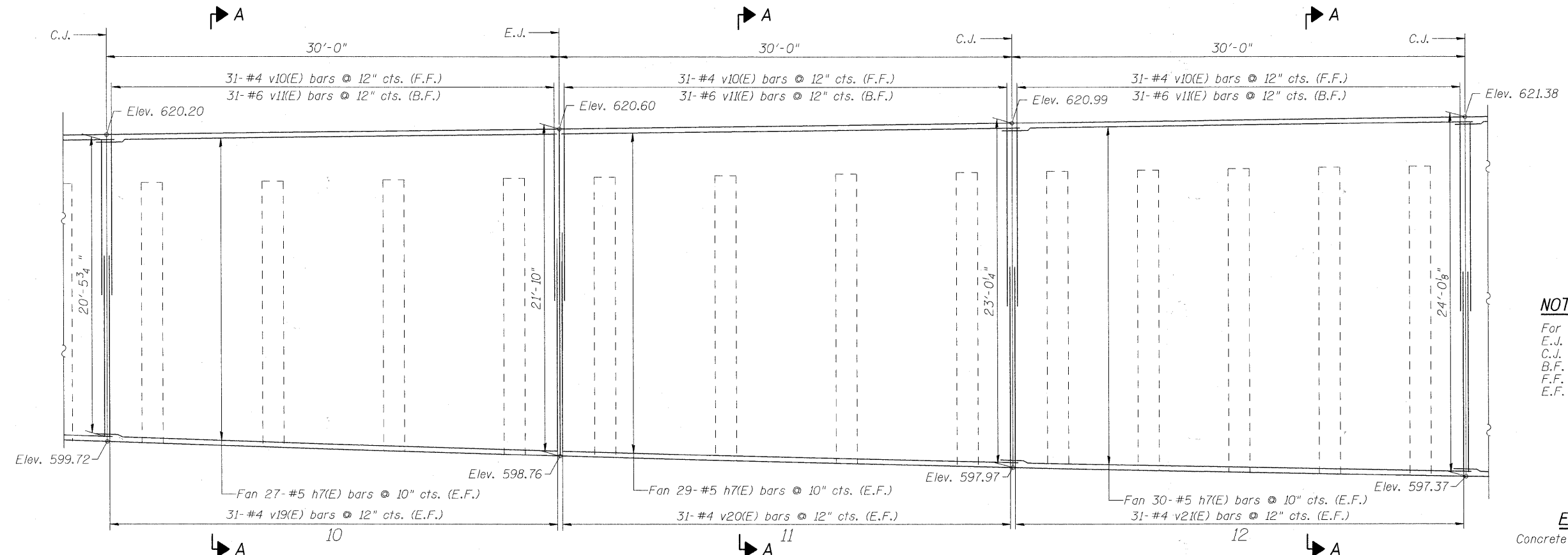
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CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	



MIN. BAR LAPS

- #4 bars - 2'-0"
- #5 bars - 2'-6"
- #6 bars - 3'-0"

ELEVATION
Concrete Facing Panels 7-9



- NOTES**
- For Sections See Sheet 51 of 61.
 - E.J. = Expansion Joint
 - C.J. = Construction Joint
 - B.F. = Back Face
 - F.F. = Front Face
 - E.F. = Each Face

ELEVATION
Concrete Facing Panels 10-12

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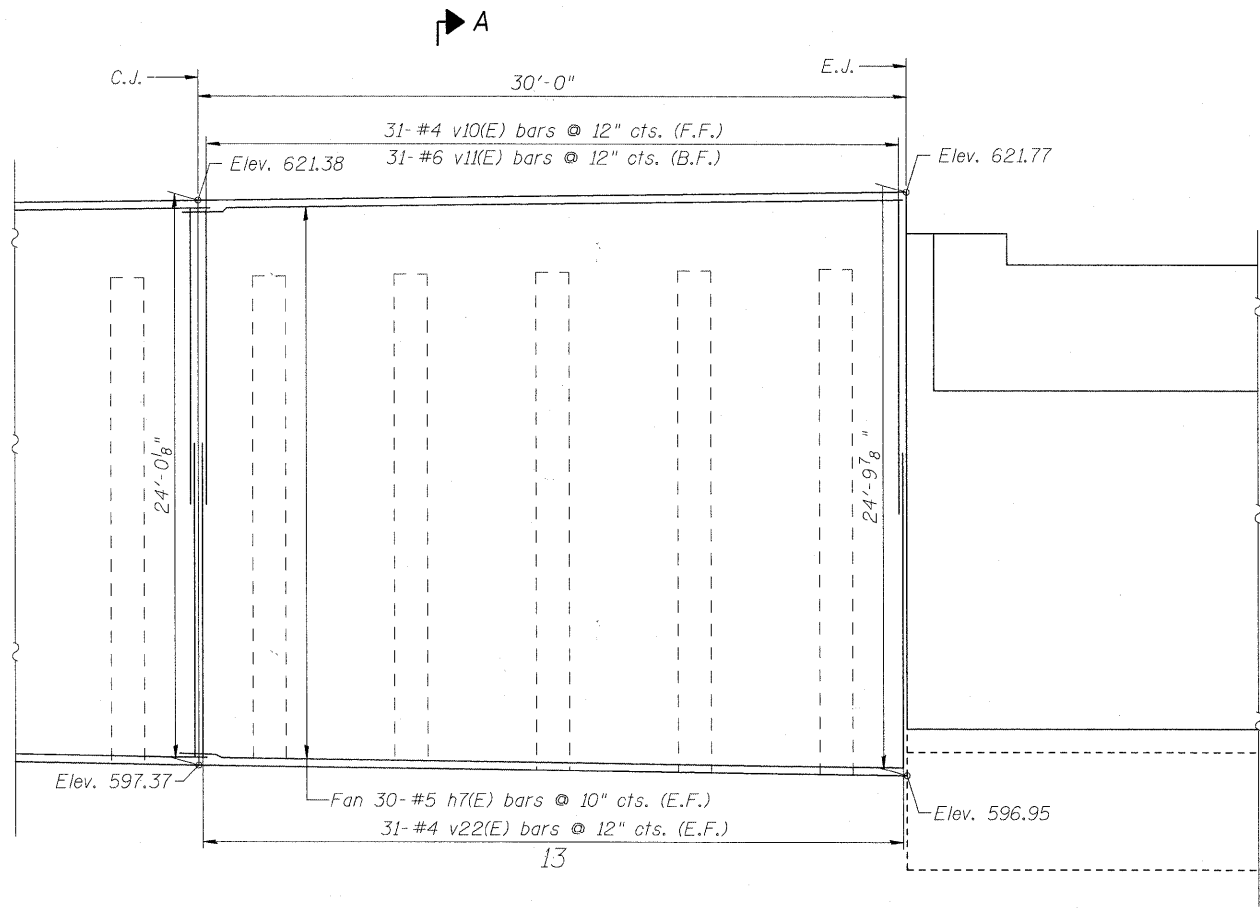
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	DATE - 11/20/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE FACING
STRUCTURE NO. 016-7722

SCALE: SHEET NO. 26 OF 61 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	120
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				



ELEVATION

Concrete Facing Panel 13

MIN. BAR LAPS

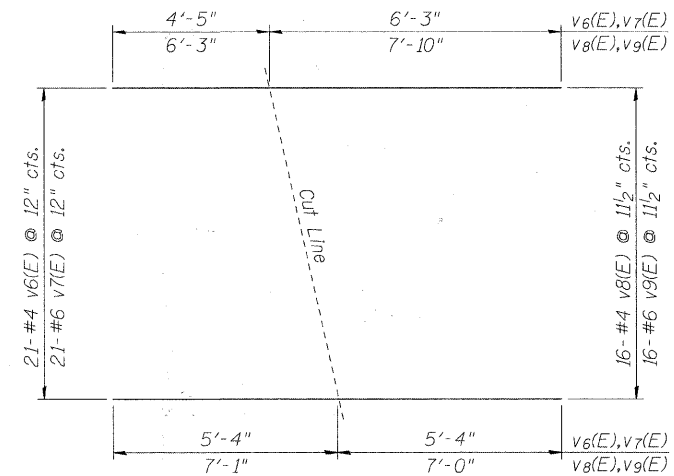
- #4 bars - 2'-0"
- #5 bars - 2'-6"
- #6 bars - 3'-0"

NOTES

For Sections See Sheet 51 of 61.
 E.J. = Expansion Joint
 C.J. = Construction Joint
 B.F. = Back Face
 F.F. = Front Face
 E.F. = Each Face

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h6(E)	18	#5	40'-7"	————
hr(E)	520	#5	31'-7"	————
v6(E)	21	#4	10'-8"	————
v7(E)	21	#6	10'-8"	————
v8(E)	16	#4	14'-1"	————
v9(E)	16	#6	14'-1"	————
v10(E)	341	#4	6'-10"	————
v11(E)	341	#6	7'-10"	————
v12(E)	62	#4	4'-10"	————
v13(E)	62	#4	6'-8"	————
v14(E)	62	#4	8'-6"	————
v15(E)	62	#4	10'-3"	————
v16(E)	62	#4	12'-1"	————
v17(E)	62	#4	13'-10"	————
v18(E)	62	#4	15'-4"	————
v19(E)	62	#4	16'-8"	————
v20(E)	62	#4	17'-10"	————
v21(E)	62	#4	18'-10"	————
v22(E)	62	#4	19'-8"	————
Concrete Structures	Cu. Yd.	289		
Reinforcement Bars, Epoxy Coated	Pound	30,420		



FIELD CUTTING DIAGRAM

Order v6(E), v7(E), v8(E) and v9(E) full length.
 Cut as shown and use remainder of bars at the opposite end.

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	DATE - 11/20/2010	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

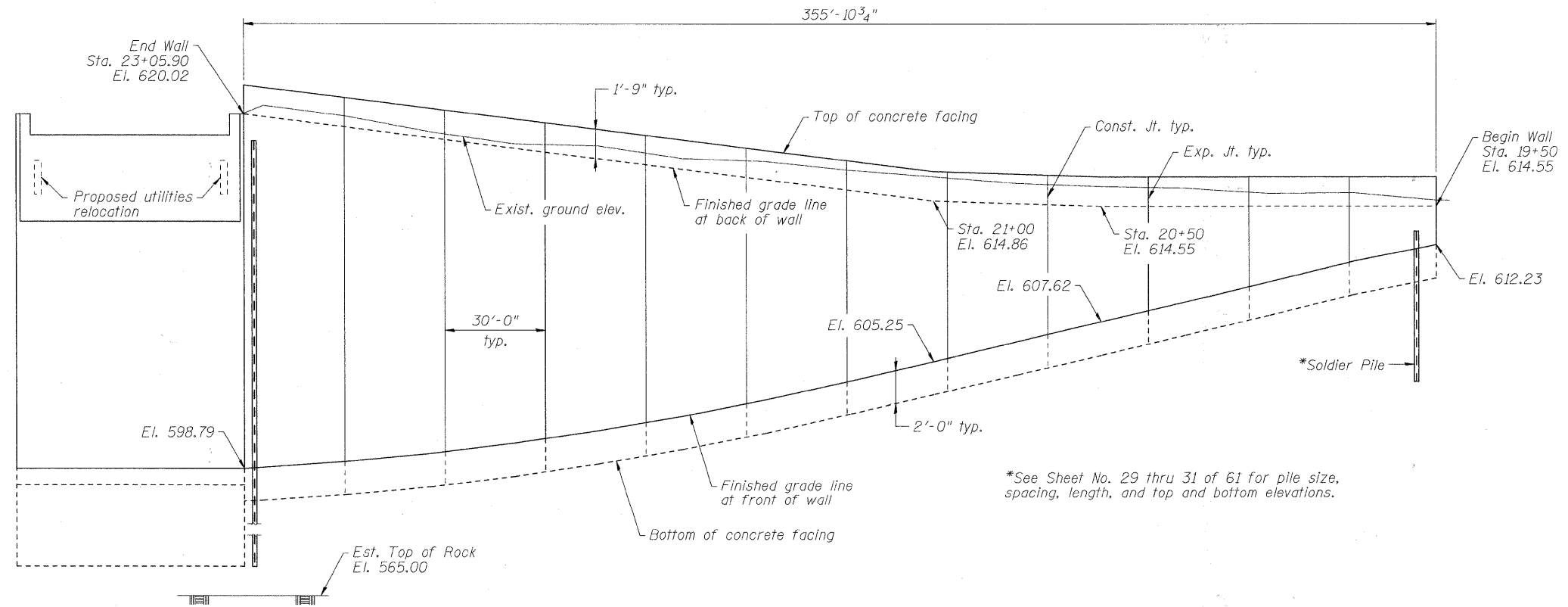
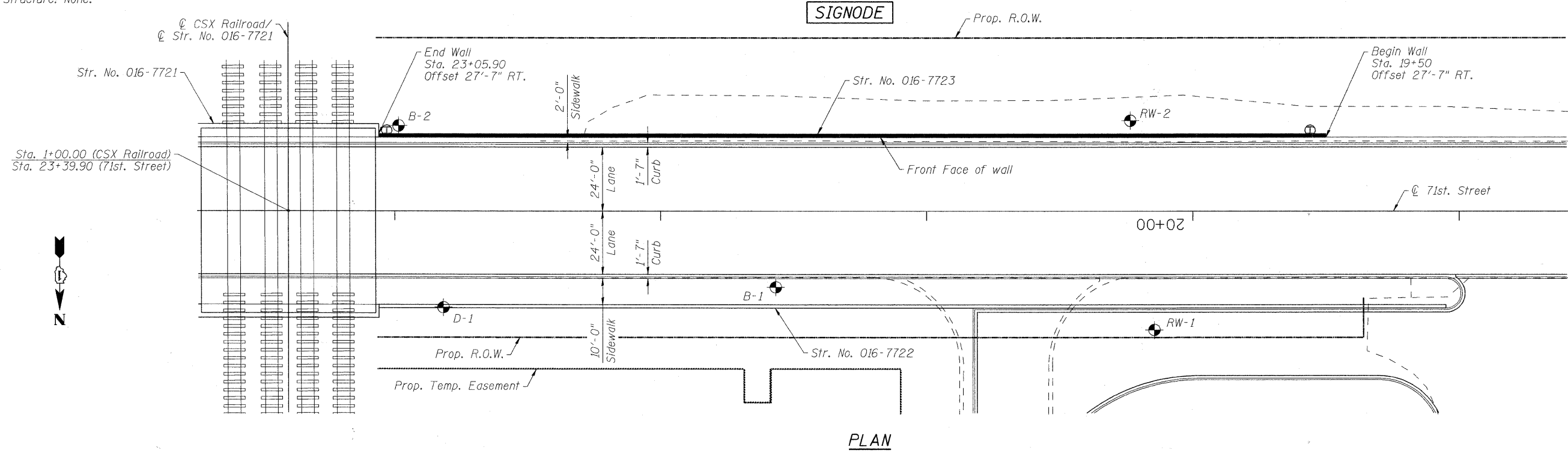
**CONCRETE FACING
 STRUCTURE NO. 016-7722**

SCALE: SHEET NO. 27 OF 61 SHEETS STA. TO STA.

F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 121
CONTRACT NO. 63556				ILLINOIS FED. AID PROJECT

Bench Mark: BVW249 Square cut on N. conc. base of RR signal mast arm base on S. row of 71st Street 1/2 mile West of Harlem Avenue. Elev. 620.57

Existing Structure: None.



*See Sheet No. 29 thru 31 of 61 for pile size, spacing, length, and top and bottom elevations.

NOTES:

1. Offsets are measured from the \odot of 71st St. to the front face of wall.
2. Railing on top of wall not shown for clarity.

ELEVATION
(Looking \odot front face of wall)

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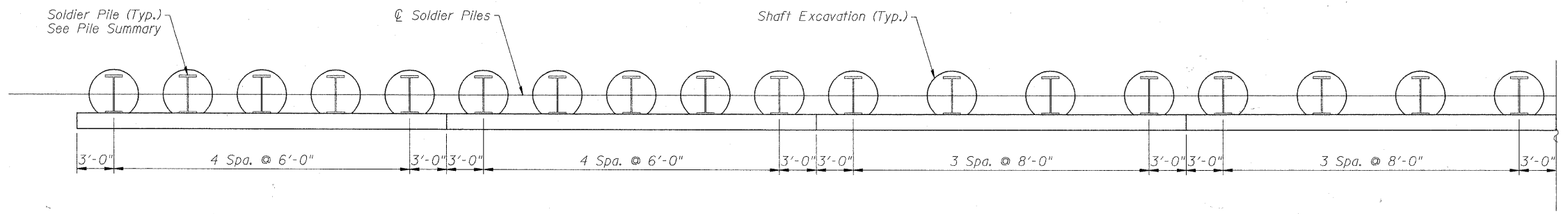
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DATE - 10/11/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

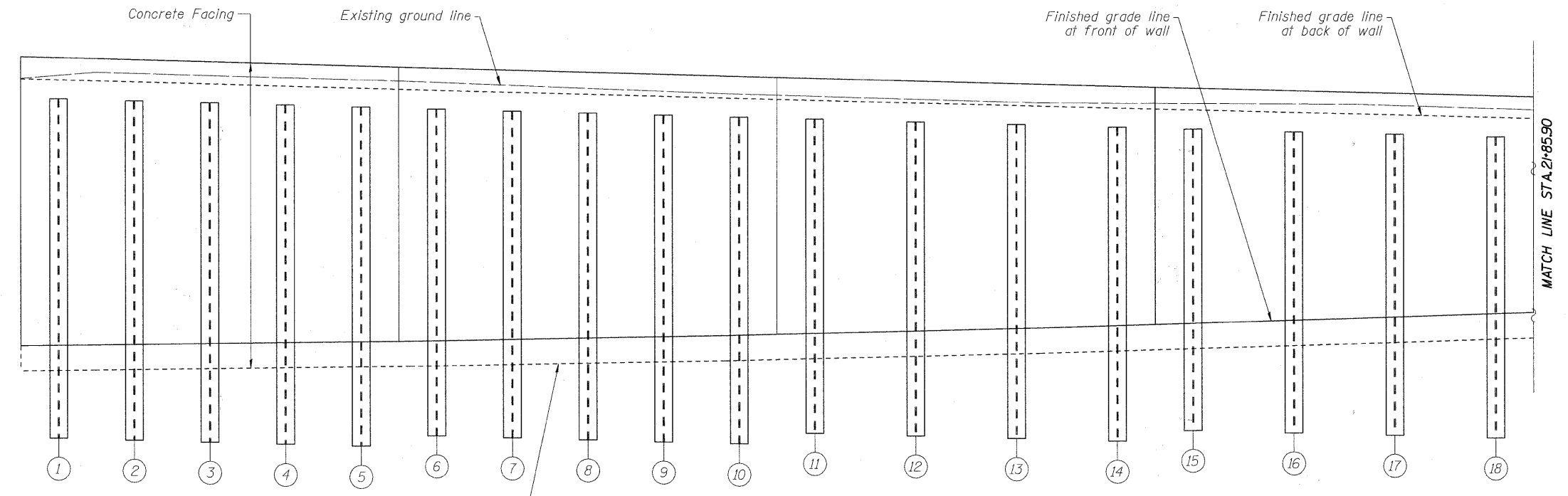
GENERAL PLAN & ELEVATION
STRUCTURE NO. 016-7723

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	122
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

SCALE: SHEET NO. 28 OF 61 SHEETS STA. TO STA.



PLAN
(All dimensions are measured along front face of wall)



ELEVATION

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
1	W36x302	53.00	565.45	618.45	7	W36x302	50.00	567.55	617.55	13	W36x302	47.00	569.55	616.55
2	W36x302	53.00	565.30	618.30	8	W36x302	50.00	567.40	617.40	14	W36x302	47.00	569.35	616.35
3	W36x302	53.00	565.15	618.15	9	W36x302	50.00	567.25	617.25	15	W36x302	45.00	571.20	616.20
4	W36x302	53.00	565.00	618.00	10	W36x302	50.00	567.10	617.10	16	W36x302	45.00	571.00	616.00
5	W36x302	53.00	564.85	617.85	11	W36x302	47.00	569.95	616.95	17	W36x302	45.00	570.79	615.79
6	W36x302	50.00	567.70	617.70	12	W36x302	47.00	569.75	616.75	18	W36x302	45.00	570.59	615.59

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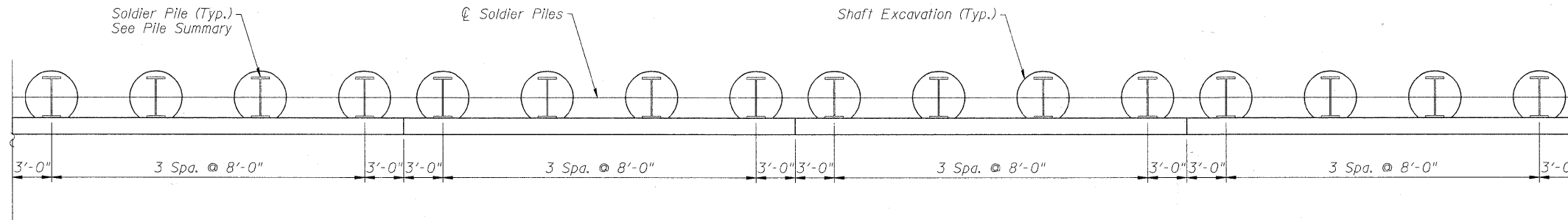
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	DATE - 11/22/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOLDIER PILE PLAN & ELEVATION I
STRUCTURE NO. 016-7723**

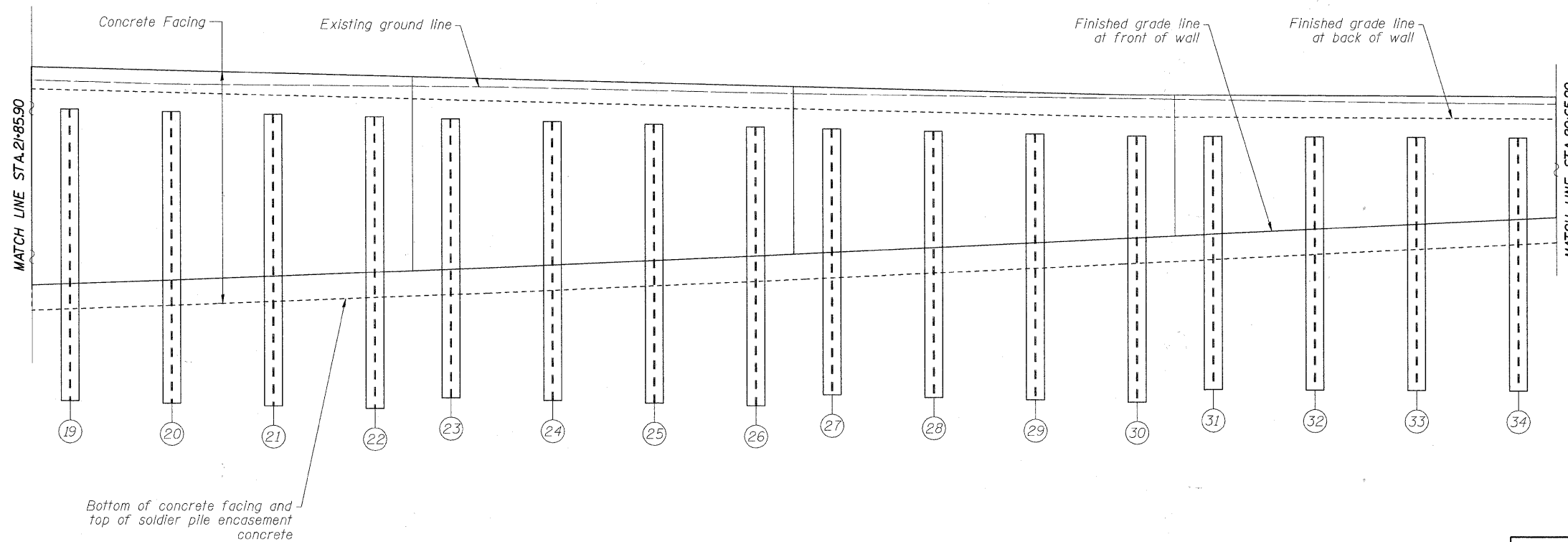
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	123
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				



PLAN

(All dimensions are measured along front face of wall)



ELEVATION

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
19	W36x282	41.00	574.44	615.44	24	W36x282	37.00	577.49	614.49	29	W33x201	32.00	581.54	613.54
20	W36x282	41.00	574.24	615.24	25	W36x282	37.00	577.29	614.29	30	W33x201	32.00	581.35	613.35
21	W36x282	41.00	574.04	615.04	26	W36x282	37.00	577.09	614.09	31	W33x201	26.00	587.32	613.32
22	W36x282	41.00	573.84	614.84	27	W33x201	32.00	581.94	613.94	32	W33x201	26.00	587.27	613.27
23	W36x282	37.00	577.69	614.69	28	W33x201	32.00	581.74	613.74	33	W33x201	26.00	587.22	613.22
										34	W33x201	26.00	587.17	613.17

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

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 DATE - 11/22/2010

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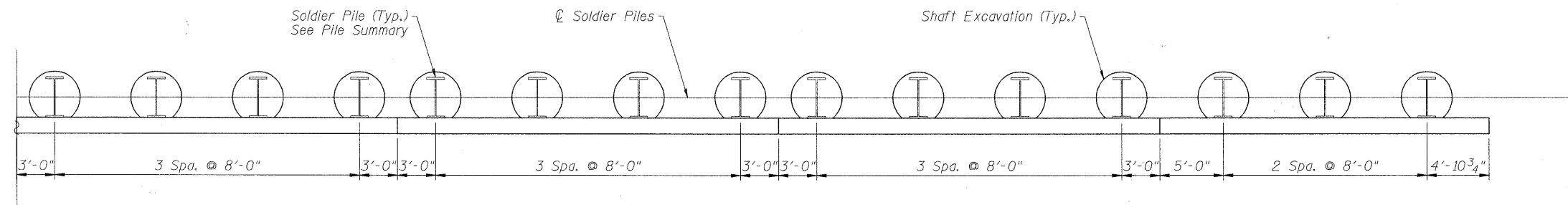
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SOLDIER PILE PLAN & ELEVATION II
 STRUCTURE NO. 016-7723**

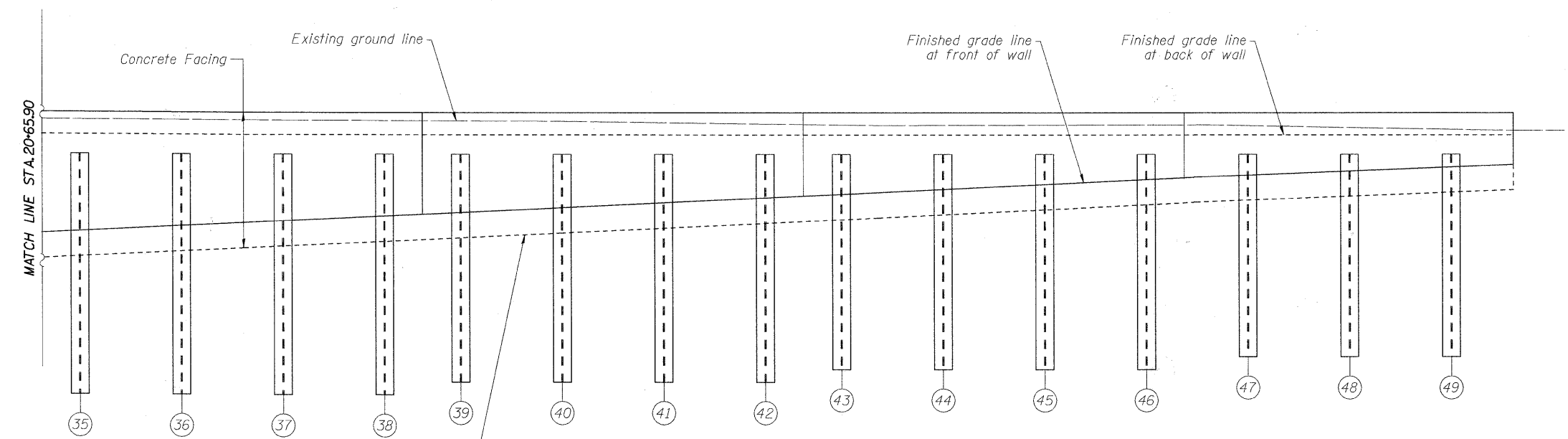
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	124

CONTRACT NO. 63556
 ILLINOIS FED. AID PROJECT



PLAN
(All dimensions are measured along front face of wall)



ELEVATION

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
35	W21x147	22.00	591.13	613.13	40	W21x101	15.00	598.05	613.05	45	W21x101	15.00	598.05	613.05
36	W21x147	22.00	591.08	613.08	41	W21x101	15.00	598.05	613.05	46	W21x101	15.00	598.05	613.05
37	W21x147	22.00	591.05	613.05	42	W21x101	15.00	598.05	613.05	47	W21x101	15.00	598.05	613.05
38	W21x147	22.00	591.05	613.05	43	W21x101	15.00	598.05	613.05	48	W21x101	15.00	598.05	613.05
39	W21x101	15.00	598.05	613.05	44	W21x101	15.00	598.05	613.05	49	W21x101	15.00	598.05	613.05

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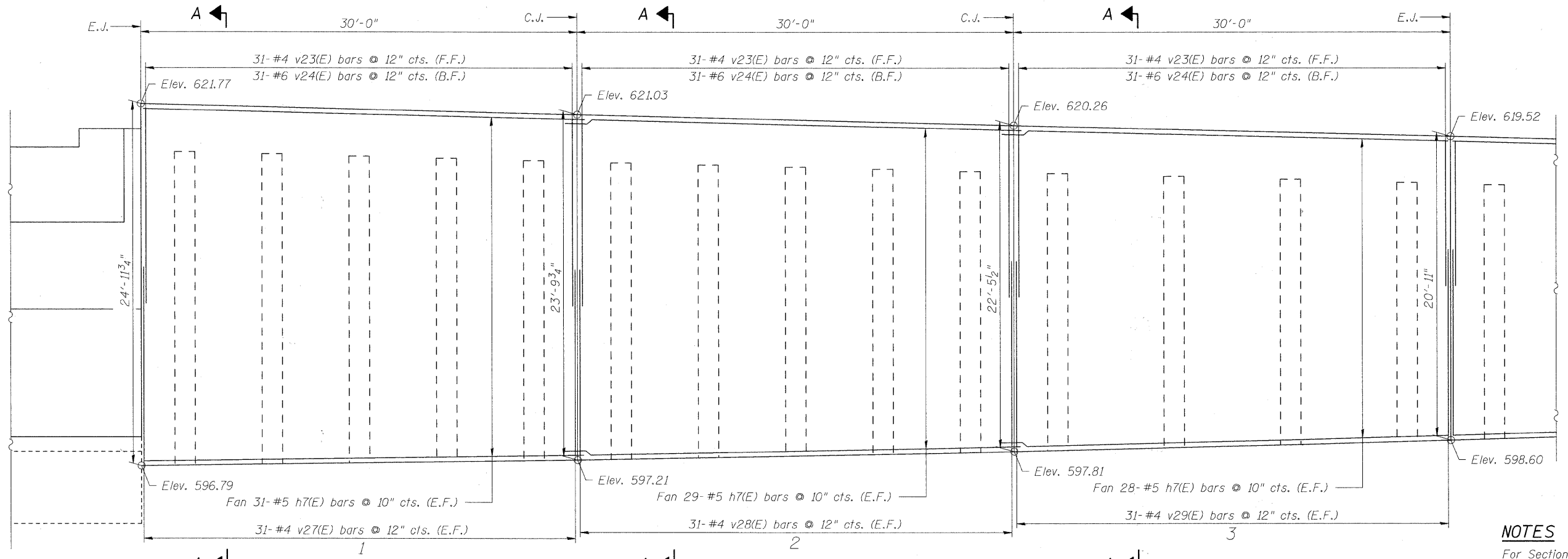
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DATE = 11/22/2010	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOLDIER PILE PLAN & ELEVATION III
STRUCTURE NO. 016-7723**

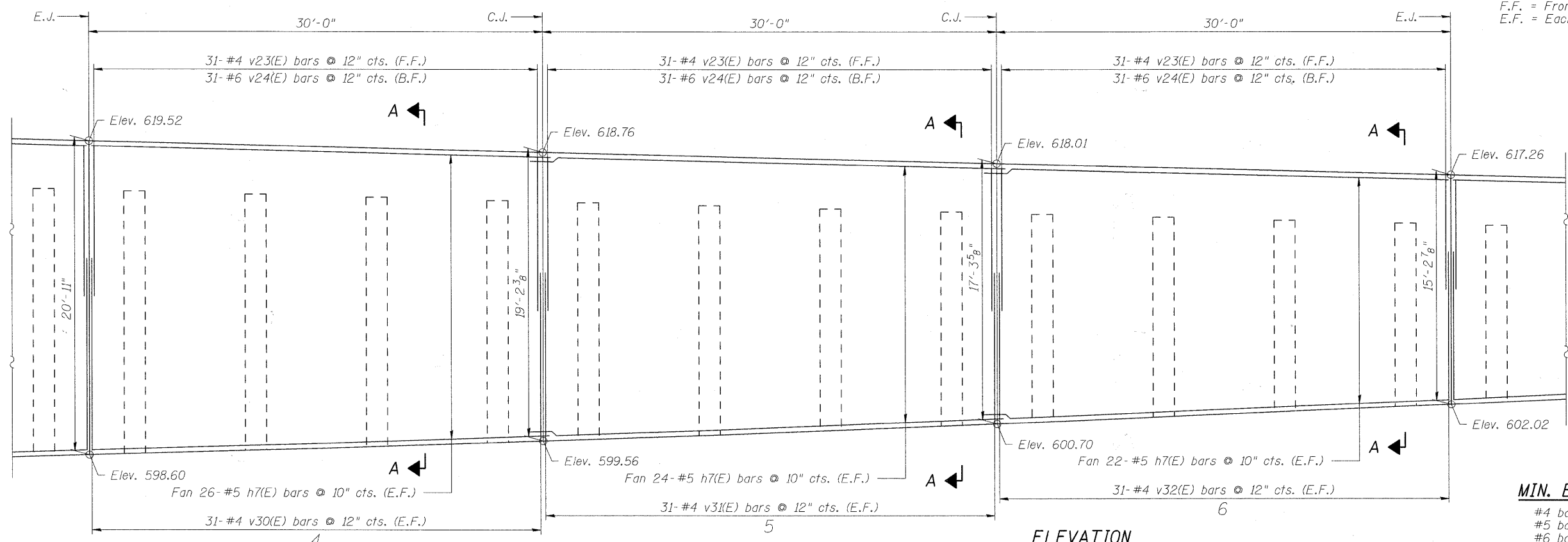
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1537	06-00050-00-GS	COOK	209	125
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. 31 OF 61 SHEETS STA. 19+50.00 TO STA. 20+65.90



ELEVATION
Concrete Facing Panels 1-3

NOTES
For Sections See Sheet 51 of 61.
E.J. = Expansion Joint
C.J. = Construction Joint
B.F. = Back Face
F.F. = Front Face
E.F. = Each Face



ELEVATION
Concrete Facing Panels 4-6

MIN. BAR LAPS
#4 bars - 2'-0"
#5 bars - 2'-6"
#6 bars - 3'-0"

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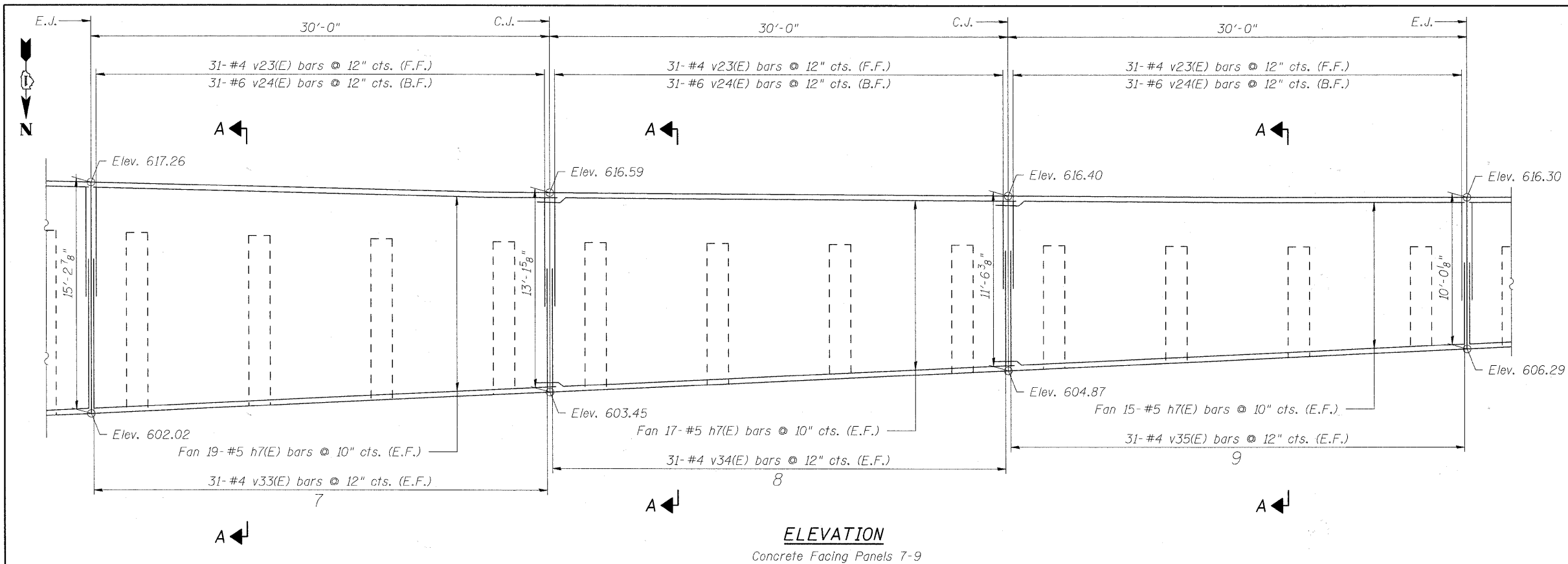


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	DATE - 11/22/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE FACING
STRUCTURE NO. 016-7723
SCALE: SHEET NO. 32 OF 61 SHEETS STA. TO STA.

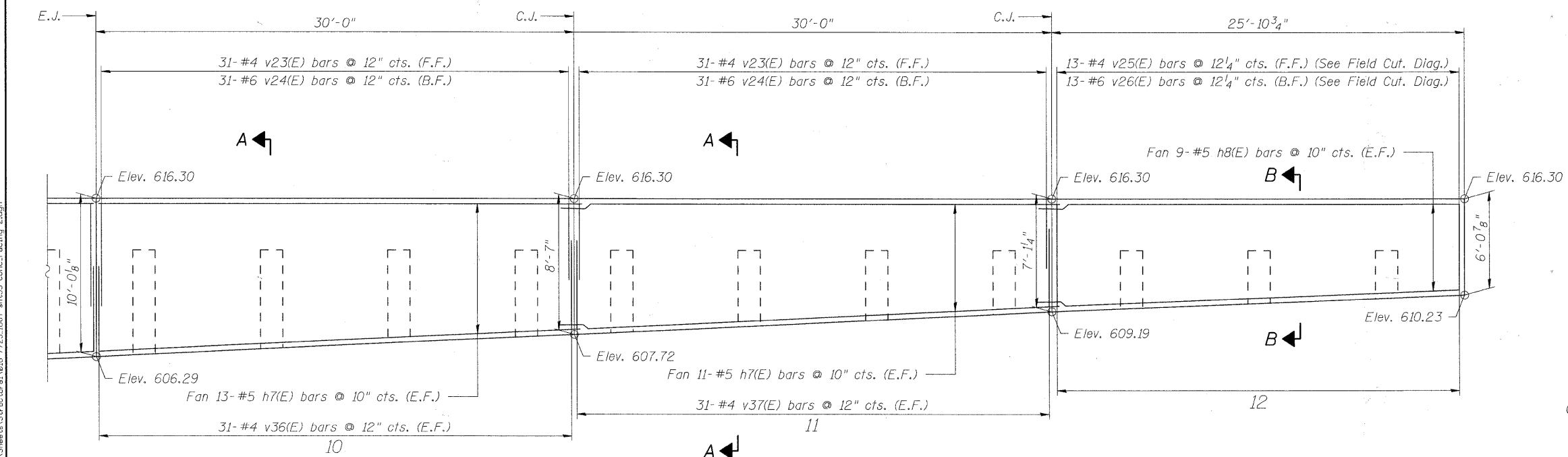
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1537	06-00050-00-GS	COOK	209	126
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				



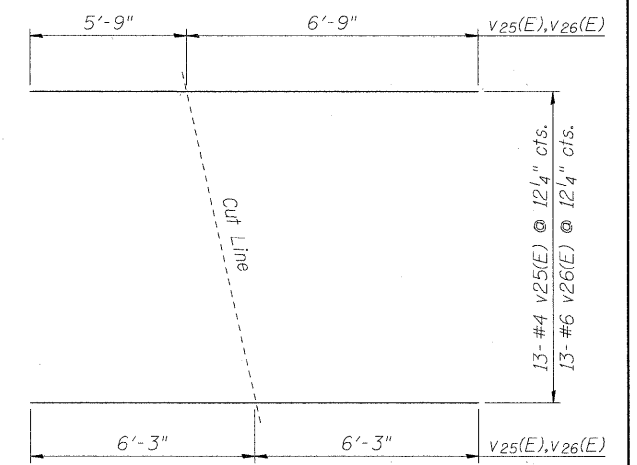
ELEVATION
Concrete Facing Panels 7-9

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h7(E)	470	#5	31'-7"	————
h8(E)	18	#5	27'-5"	————
v23(E)	341	#4	5'-9"	————
v24(E)	341	#6	6'-9"	————
v25(E)	13	#4	12'-6"	————
v26(E)	13	#6	12'-6"	————
v27(E)	62	#4	4'-6"	————
v28(E)	62	#4	5'-11"	————
v29(E)	62	#4	7'-5"	————
v30(E)	62	#4	9'-1"	————
v31(E)	62	#4	11'-2"	————
v32(E)	62	#4	13'-4"	————
v33(E)	62	#4	15'-2"	————
v34(E)	62	#4	16'-10"	————
v35(E)	62	#4	18'-5"	————
v36(E)	62	#4	19'-9"	————
v37(E)	62	#4	20'-11"	————
Concrete Structures			Cu. Yd.	256
Reinforcement Bars, Epoxy Coated			Pound	27,020



ELEVATION
Concrete Facing Panels 10-12



FIELD CUTTING DIAGRAM
Order v25(E), and v26(E) full length.
Cut as shown and use remainder of bars at the opposite end.

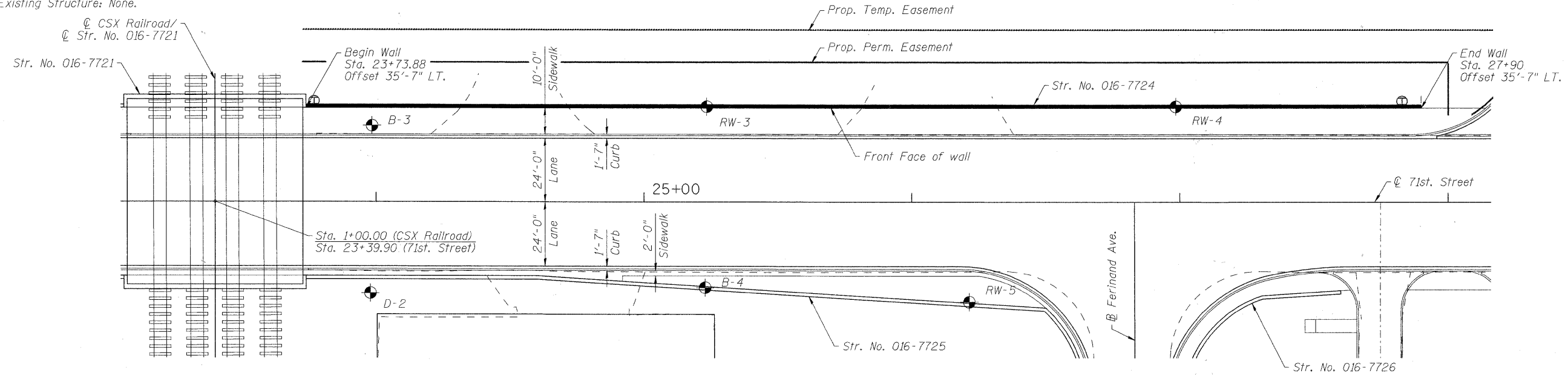
MIN. BAR LAPS
#4 bars - 2'-0"
#5 bars - 2'-6"
#6 bars - 3'-0"

NOTES
For Sections See Sheet 51 of 61.
E.J. = Expansion Joint
C.J. = Construction Joint
B.F. = Back Face
F.F. = Front Face
E.F. = Each Face

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Bench Mark: BVW249 Square cut on N. conc. base of RR signal mast arm base on S. row of 71st Street 1/2 mile West of Harlem Avenue. Elev. 620.57

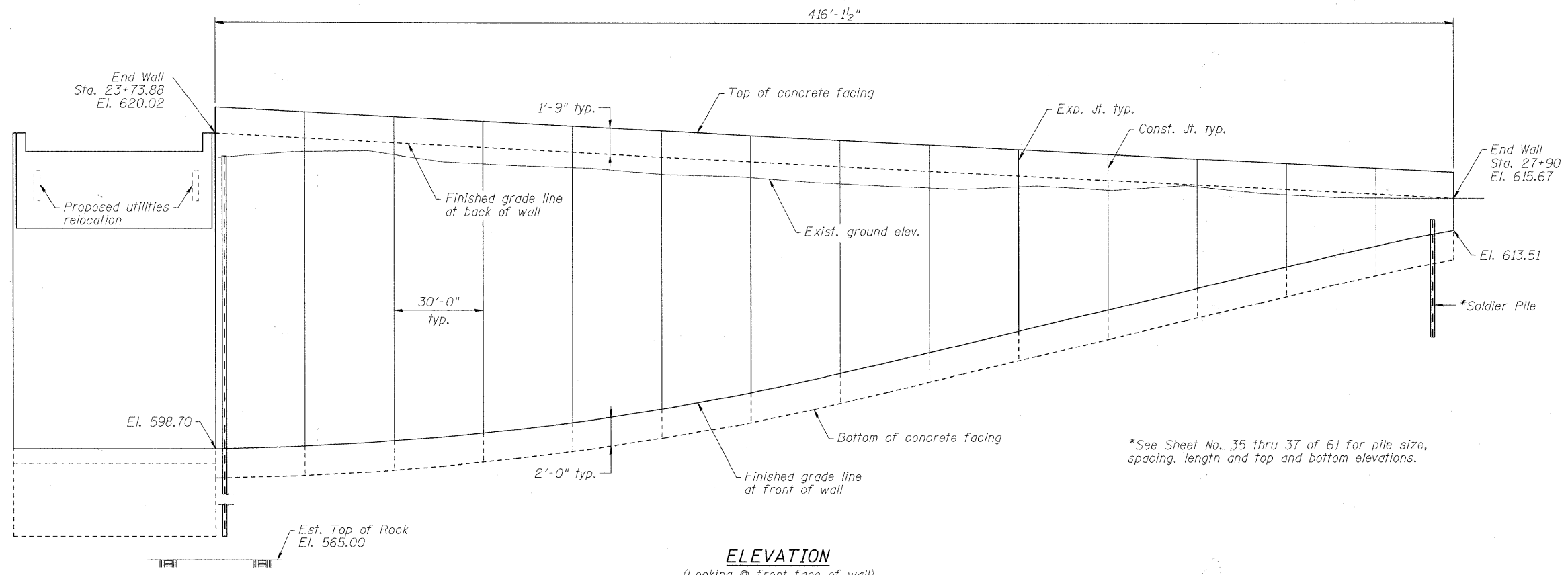
Existing Structure: None.



PLAN

NOTES:

- Offsets are measured from the \varnothing of 71st. St. to the front face of wall.
- Railing on top of wall not shown for clarity.

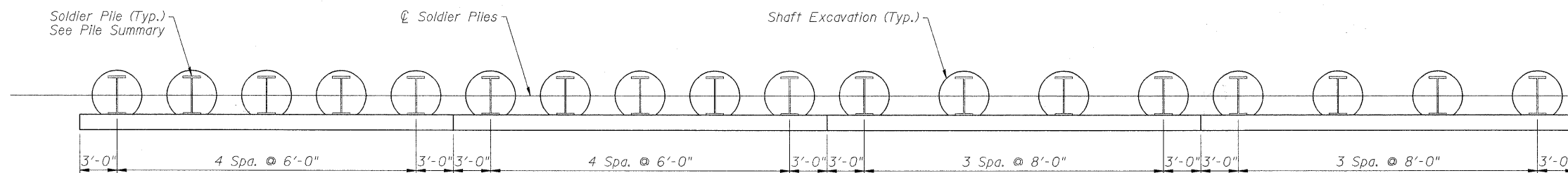


ELEVATION
(Looking @ front face of wall)

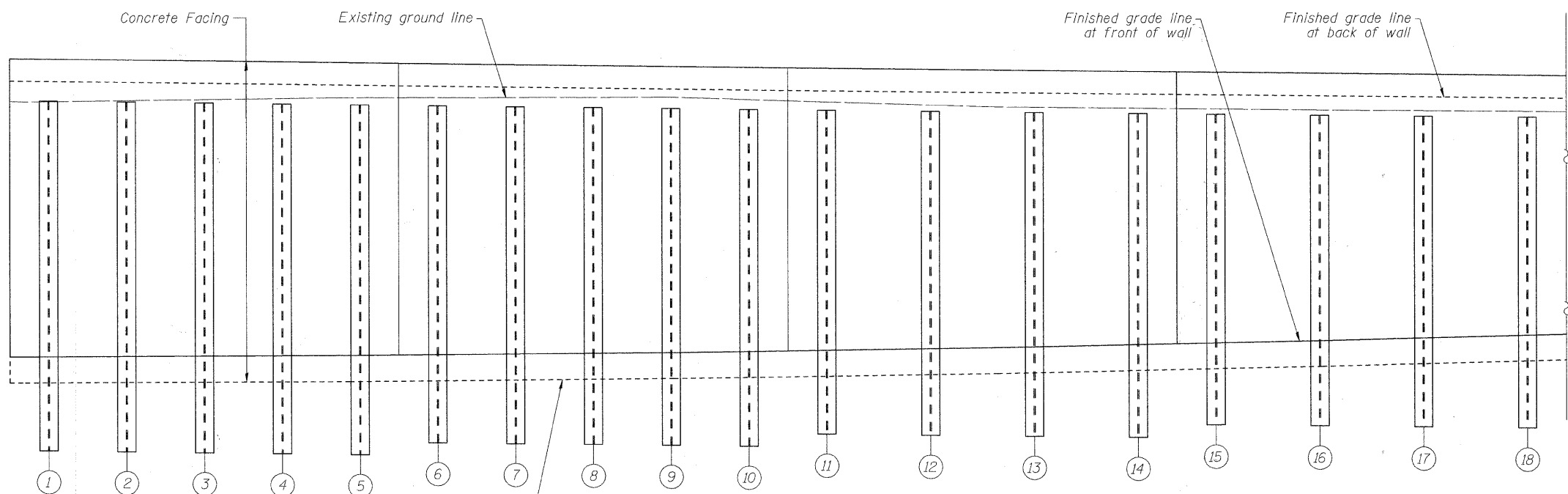
*See Sheet No. 35 thru 37 of 61 for pile size, spacing, length and top and bottom elevations.

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	PLOT DATE = 1/21/2011	CHECKED - EJO	REVISED -		DATE - 10/11/2010	ILLINOIS FED. AID PROJECT						



PLAN
(All dimensions are measured along front face of wall)



ELEVATION

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
1	W36x302	53.00	565.49	618.49	7	W36x302	50.00	568.11	618.11	13	W36x302	47.00	570.69	617.69
2	W36x302	53.00	565.43	618.43	8	W36x302	50.00	568.05	618.05	14	W36x302	47.00	570.61	617.61
3	W36x302	53.00	565.37	618.37	9	W36x302	50.00	567.99	617.99	15	W36x302	45.00	572.54	617.54
4	W36x302	53.00	565.30	618.30	10	W36x302	50.00	567.92	617.92	16	W36x302	45.00	572.46	617.46
5	W36x302	53.00	565.24	618.24	11	W36x302	47.00	570.86	617.86	17	W36x302	45.00	572.38	617.38
6	W36x302	50.00	568.18	618.18	12	W36x302	47.00	570.77	617.77	18	W36x302	45.00	572.29	617.29

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 CHECKED - EJO
 DATE - 11/22/2010

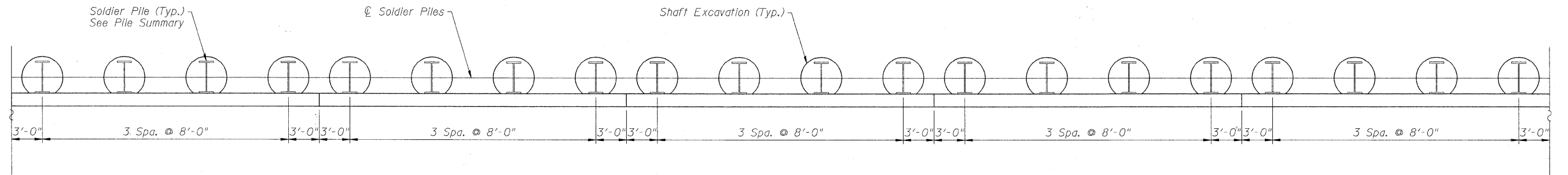
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

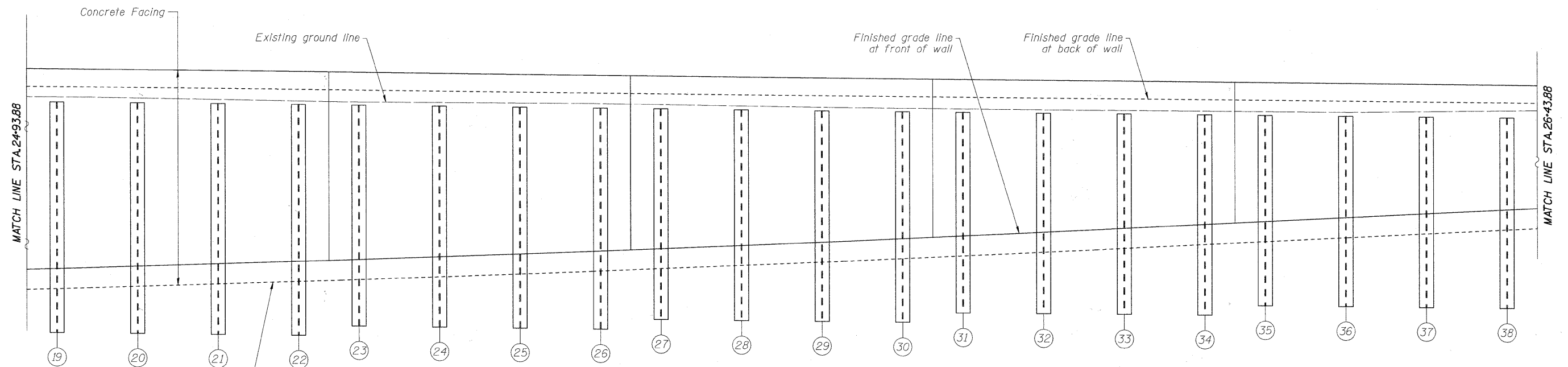
**SOLDIER PILE PLAN & ELEVATION I
 STRUCTURE NO. 016-7724**

SCALE: SHEET NO. 35 OF 61 SHEETS STA. 23+73.88 TO STA. 24+93.88

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	129
CONTRACT NO. 63556				ILLINOIS FED. AID PROJECT



PLAN
(All dimensions are measured along front face of wall)



ELEVATION

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
19	W36x282	41.00	576.23	617.23	26	W36x282	37.00	579.67	616.67	33	W33x201	26.00	590.12	616.12
20	W36x282	41.00	576.15	617.15	27	W33x201	32.00	584.61	616.61	34	W33x201	26.00	590.04	616.04
21	W36x282	41.00	576.06	617.06	28	W33x201	32.00	584.52	616.52	35	W21x147	22.00	593.97	615.97
22	W36x282	41.00	575.98	616.98	29	W33x201	32.00	584.44	616.44	36	W21x147	22.00	593.89	615.89
23	W36x282	37.00	579.92	616.92	30	W33x201	32.00	584.35	616.35	37	W21x147	22.00	593.81	615.81
24	W36x282	37.00	579.84	616.84	31	W33x201	26.00	590.29	616.29	38	W21x147	22.00	593.72	615.72
25	W36x282	37.00	579.75	616.75	32	W33x201	26.00	590.20	616.20					

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

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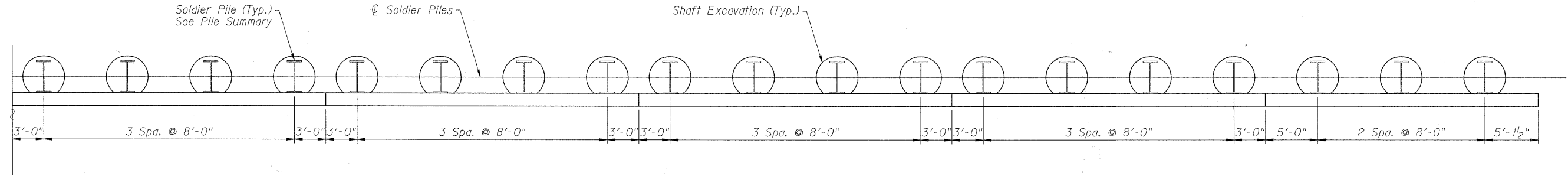
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 DEPARTMENT OF TRANSPORTATION**

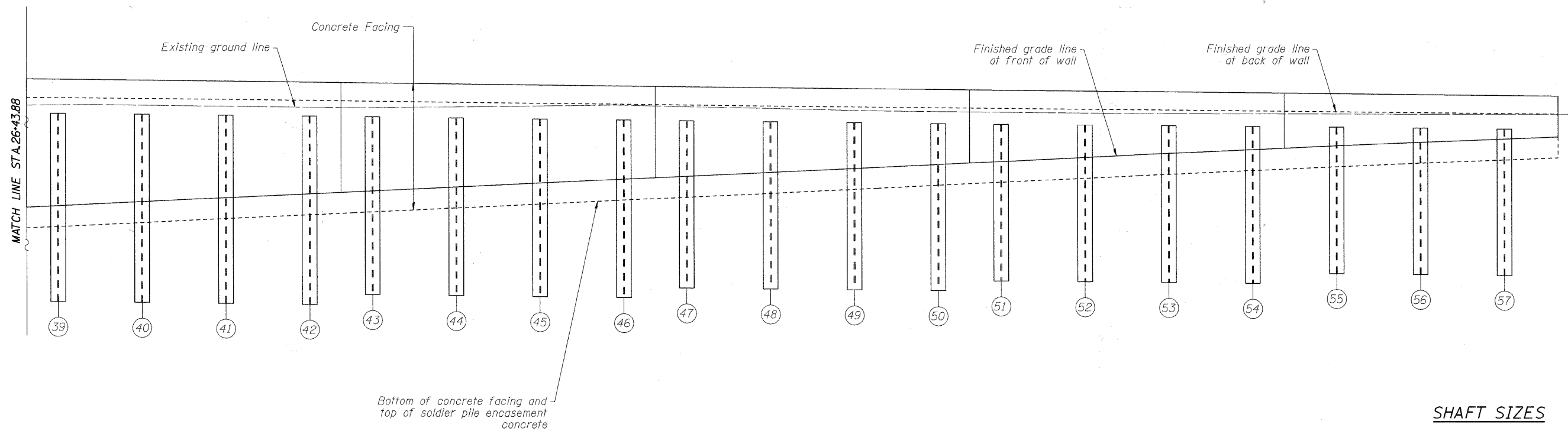
**SOLDIER PILE PLAN & ELEVATION II
 STRUCTURE NO. 016-7724**

SCALE: SHEET NO. 36 OF 61 SHEETS STA. 24+93.88 TO STA. 26+43.88

F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 130
CONTRACT NO. 63556				ILLINOIS FED. AID PROJECT



PLAN
(All dimensions are measured along front face of wall)



ELEVATION

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
39	W21x101	19.00	596.66	615.66	46	W21x101	18.00	597.10	615.10	52	W21x101	15.00	599.63	614.63
40	W21x101	19.00	596.58	615.58	47	W21x101	17.00	598.04	615.04	53	W21x101	15.00	599.55	614.55
41	W21x101	19.00	596.49	615.49	48	W21x101	17.00	597.95	614.95	54	W21x101	15.00	599.47	614.47
42	W21x101	19.00	596.41	615.41	49	W21x101	17.00	597.87	614.87	55	W21x101	15.00	599.38	614.38
43	W21x101	18.00	597.35	615.35	50	W21x101	17.00	597.78	614.78	56	W21x101	15.00	599.30	614.30
44	W21x101	18.00	597.27	615.27	51	W21x101	15.00	599.72	614.72	57	W21x101	15.00	599.22	614.22
45	W21x101	18.00	597.18	615.18										

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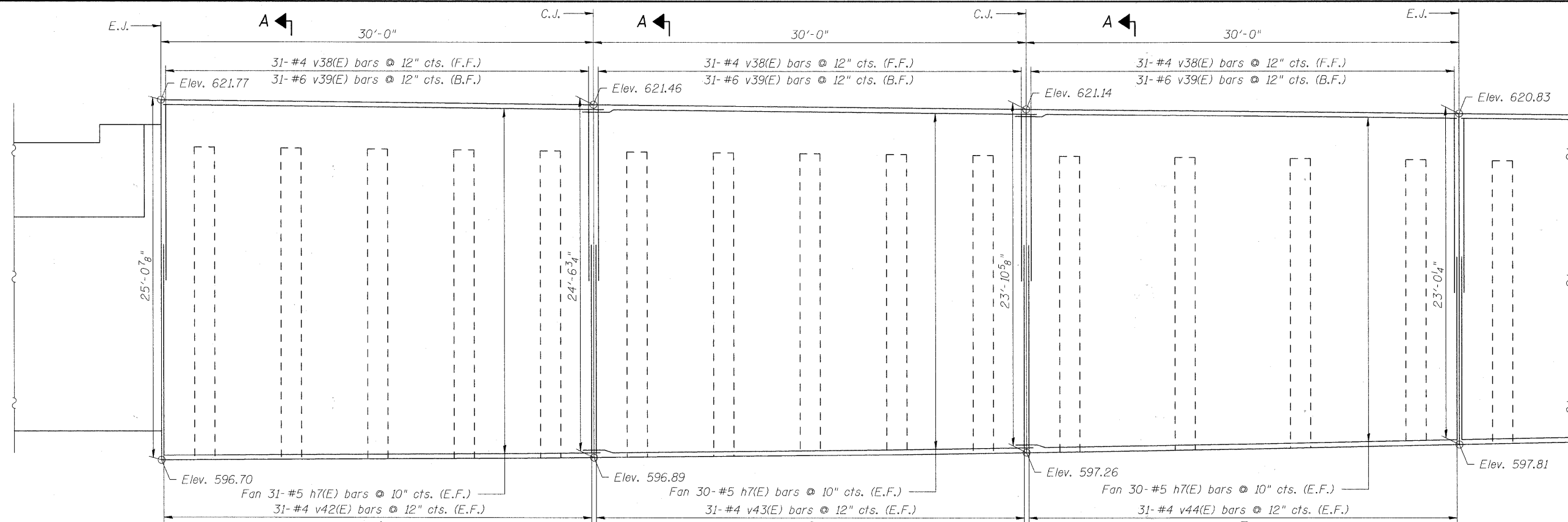


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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

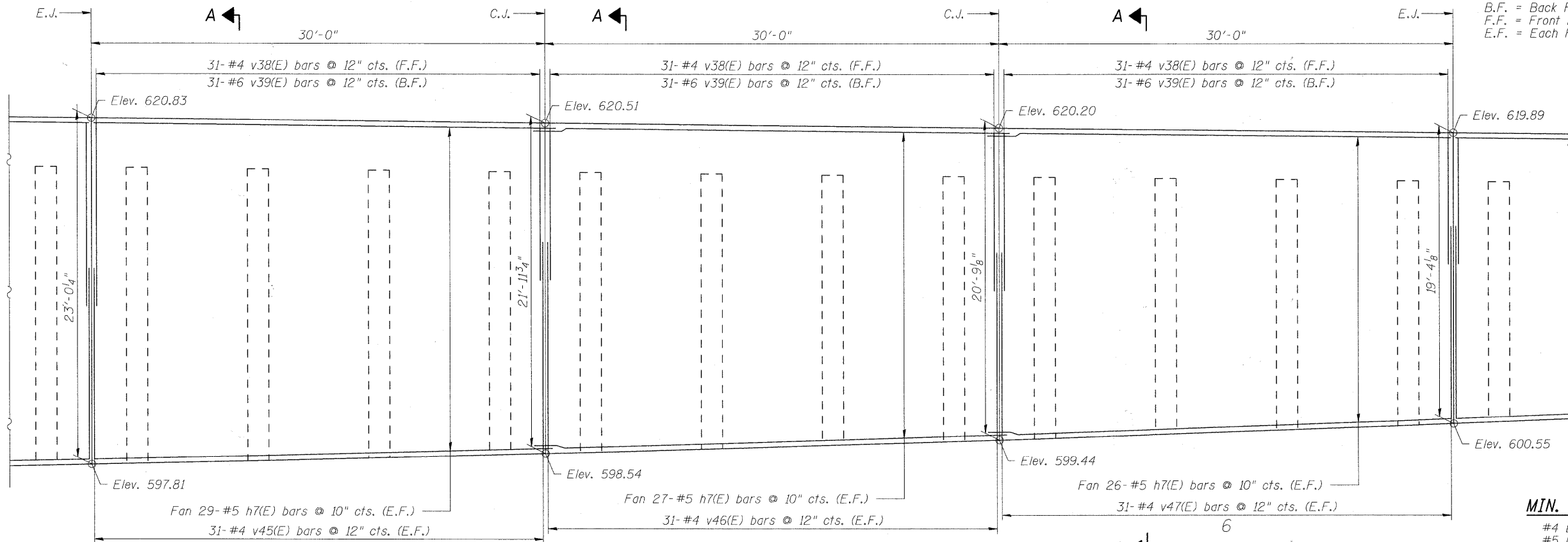
**SOLDIER PILE PLAN & ELEVATION III
STRUCTURE NO. 016-7724**

F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 131
SCALE:				CONTRACT NO. 63556
SHEET NO. 37 OF 61 SHEETS		STA. 26+43.88 TO STA. 27+90.00		
ILLINOIS FED. AID PROJECT				



ELEVATION
Concrete Facing Panels 1-3

NOTES
For Sections See Sheet 51 of 61.
E.J. = Expansion Joint
C.J. = Construction Joint
B.F. = Back Face
F.F. = Front Face
E.F. = Each Face



ELEVATION
Concrete Facing Panels 4-6

MIN. BAR LAPS
#4 bars - 2'-0"
#5 bars - 2'-6"
#6 bars - 3'-0"

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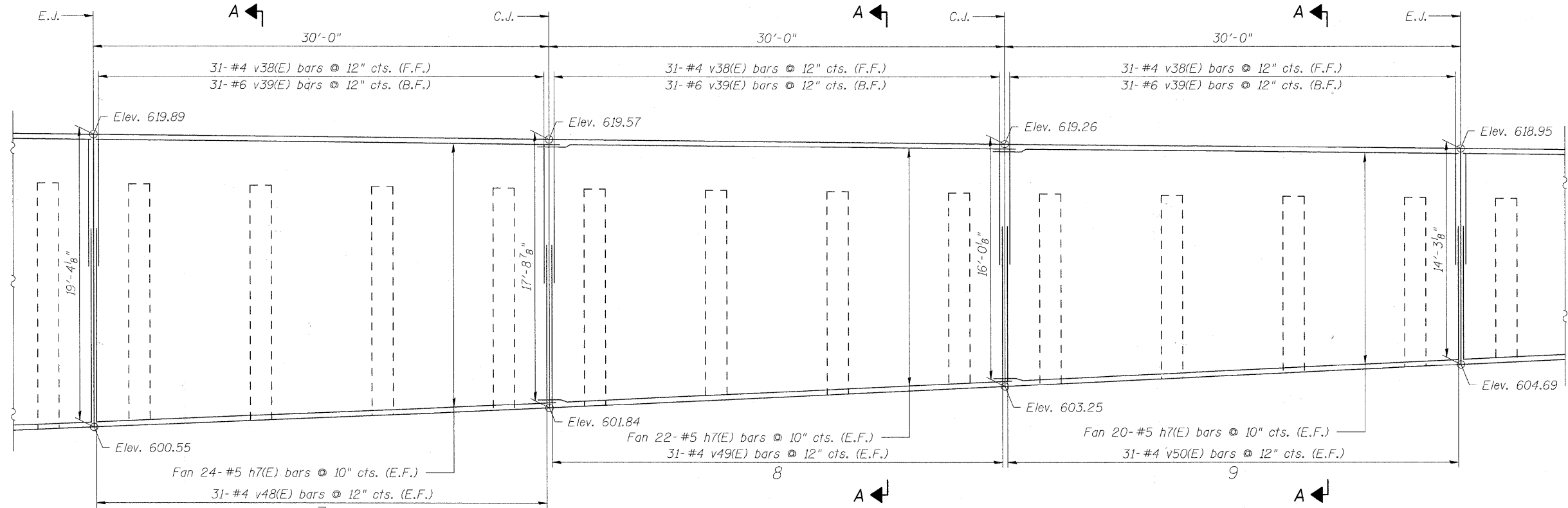
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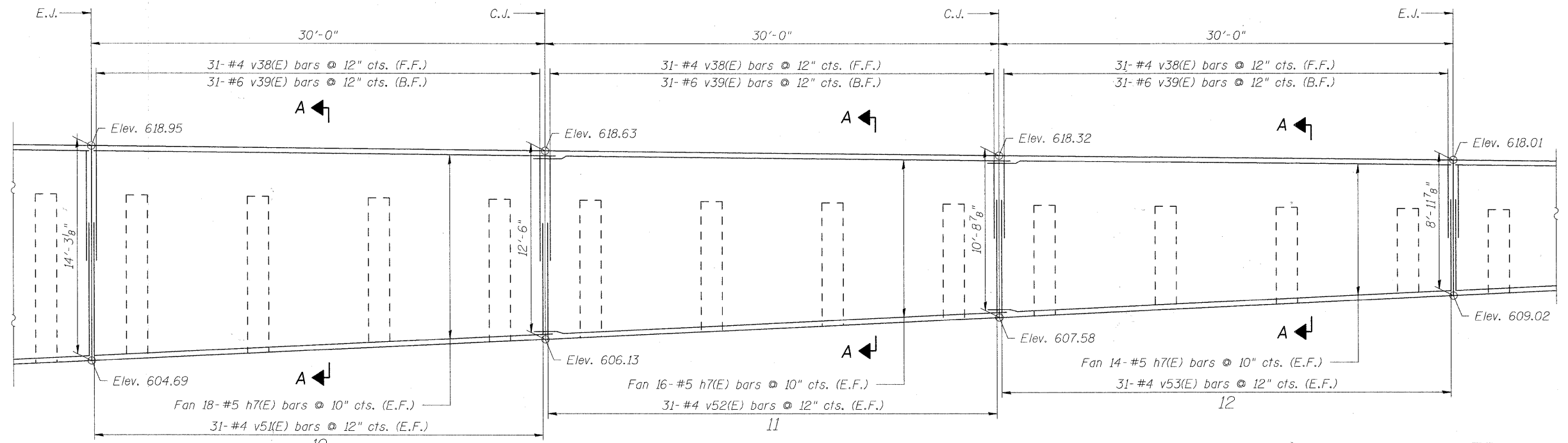
CONCRETE FACING
STRUCTURE NO. 016-7724

F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 132
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

SCALE: SHEET NO. 38 OF 61 SHEETS STA. TO STA.



ELEVATION
Concrete Facing Panels 7-9



ELEVATION
Concrete Facing Panels 10-12

MIN. BAR LAPS

- #4 bars - 2'-0"
- #5 bars - 2'-6"
- #6 bars - 3'-0"

NOTES

For Sections See Sheet 51 of 61.
 E.J. = Expansion Joint
 C.J. = Construction Joint
 B.F. = Back Face
 F.F. = Front Face
 E.F. = Each Face

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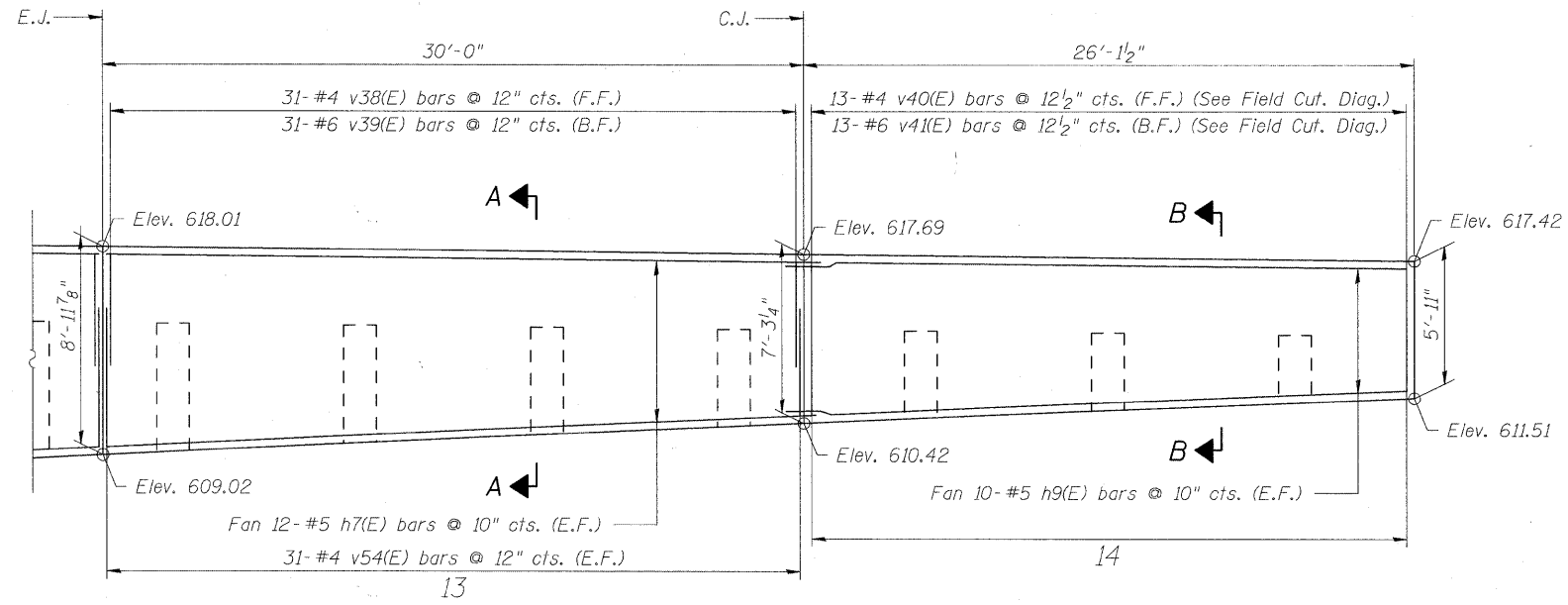
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE FACING
STRUCTURE NO. 016-7724

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	133
CONTRACT NO. 63556				

SCALE: SHEET NO. 39 OF 41 SHEETS STA. TO STA.

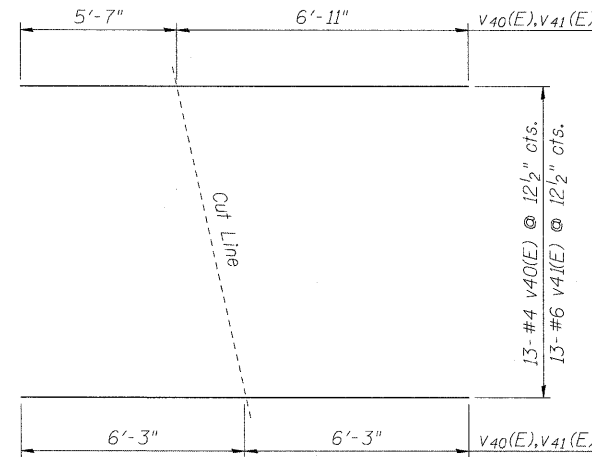
ILLINOIS FED. AID PROJECT



ELEVATION
Concrete Facing Panels 13-14

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h7(E)	598	#5	31'-7"	
h9(E)	20	#5	26'-9"	
v38(E)	403	#4	5'-11"	
v39(E)	403	#6	6'-11"	
v40(E)	13	#4	12'-6"	
v41(E)	13	#6	12'-6"	
v42(E)	62	#4	4'-9"	
v43(E)	62	#4	6'-6"	
v44(E)	62	#4	8'-3"	
v45(E)	62	#4	10'-0"	
v46(E)	62	#4	11'-9"	
v47(E)	62	#4	13'-6"	
v48(E)	62	#4	15'-1"	
v49(E)	62	#4	16'-6"	
v50(E)	62	#4	17'-9"	
v51(E)	62	#4	18'-9"	
v52(E)	62	#4	19'-8"	
v53(E)	62	#4	20'-4"	
v54(E)	62	#4	20'-10"	
Concrete Structures			Cu. Yd.	328
Reinforcement Bars, Epoxy Coated			Pound	34,000



FIELD CUTTING DIAGRAM

Order v40(E), and v41(E) full length.
Cut as shown and use remainder of bars at the opposite end.

MIN. BAR LAPS

- #4 bars - 2'-0"
- #5 bars - 2'-6"
- #6 bars - 3'-0"

NOTES

For Sections See Sheet 51 of 61.
E.J. = Expansion Joint
C.J. = Construction Joint
B.F. = Back Face
F.F. = Front Face
E.F. = Each Face

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

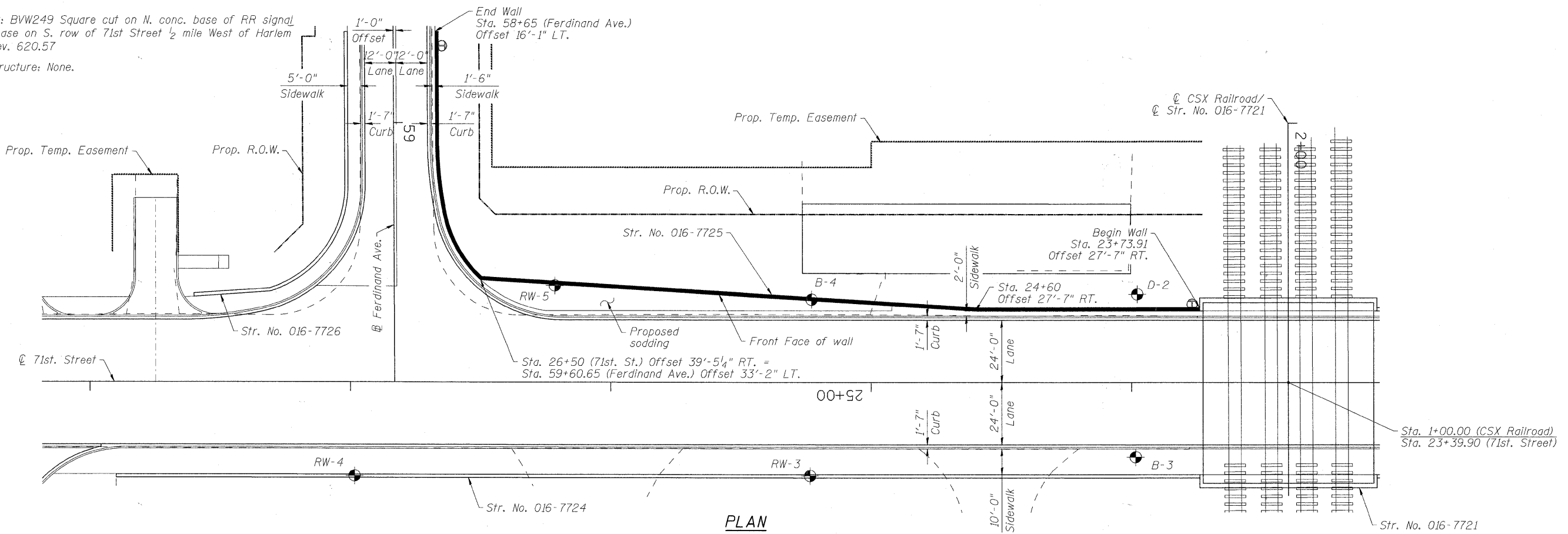
**CONCRETE FACING
STRUCTURE NO. 016-7724**

SCALE: SHEET NO. 40 OF 61 SHEETS STA. TO STA.

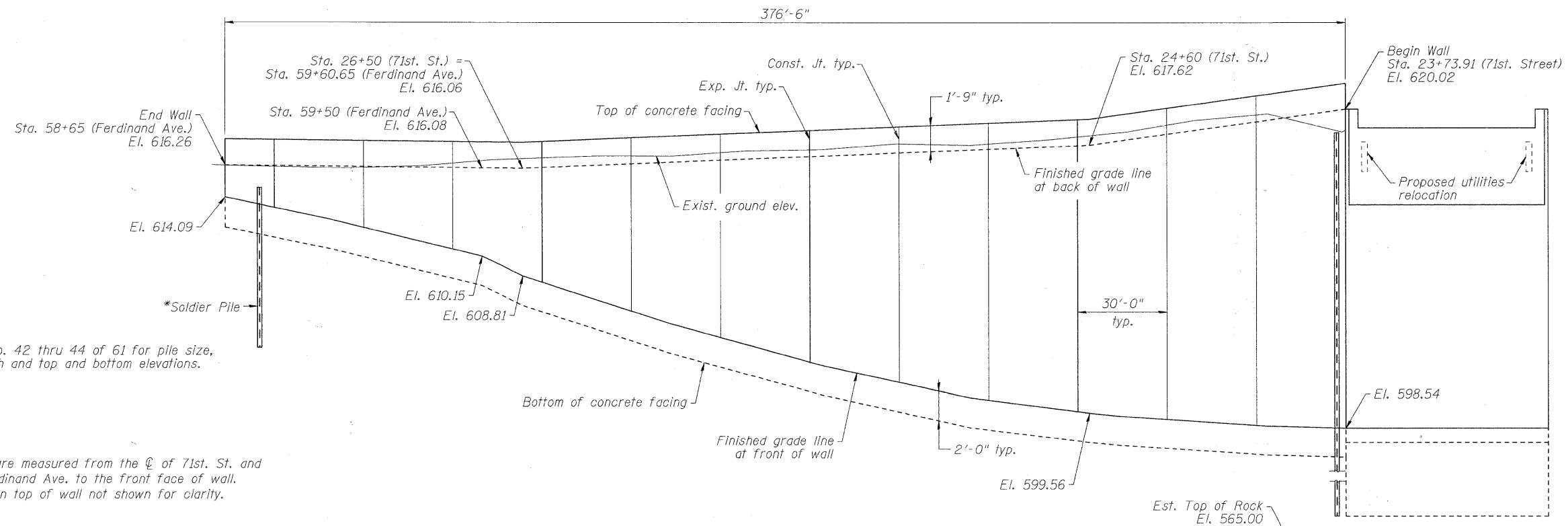
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CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

Bench Mark: BVW249 Square cut on N. conc. base of RR signal mast arm base on S. row of 71st Street 1/2 mile West of Harlem Avenue. Elev. 620.57

Existing Structure: None.



PLAN



ELEVATION
(Unfolded elevation view)
(Looking @ front face of wall)

*See Sheet No. 42 thru 44 of 61 for pile size, spacing, length and top and bottom elevations.

NOTES:

1. Offsets are measured from the \odot of 71st St. and \oplus of Ferdinand Ave. to the front face of wall.
2. Railing on top of wall not shown for clarity.

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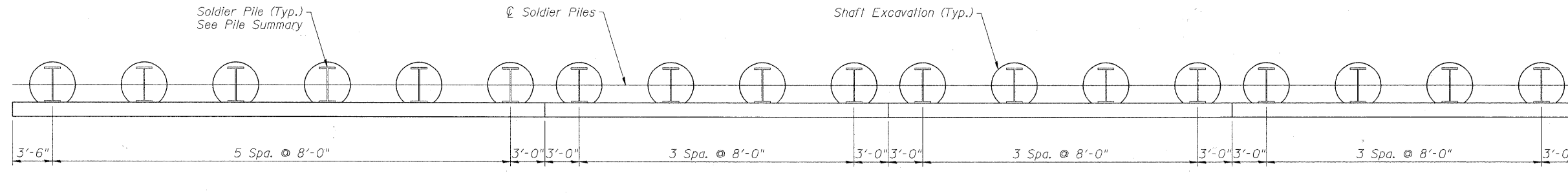
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION
STRUCTURE NO. 016-7725**

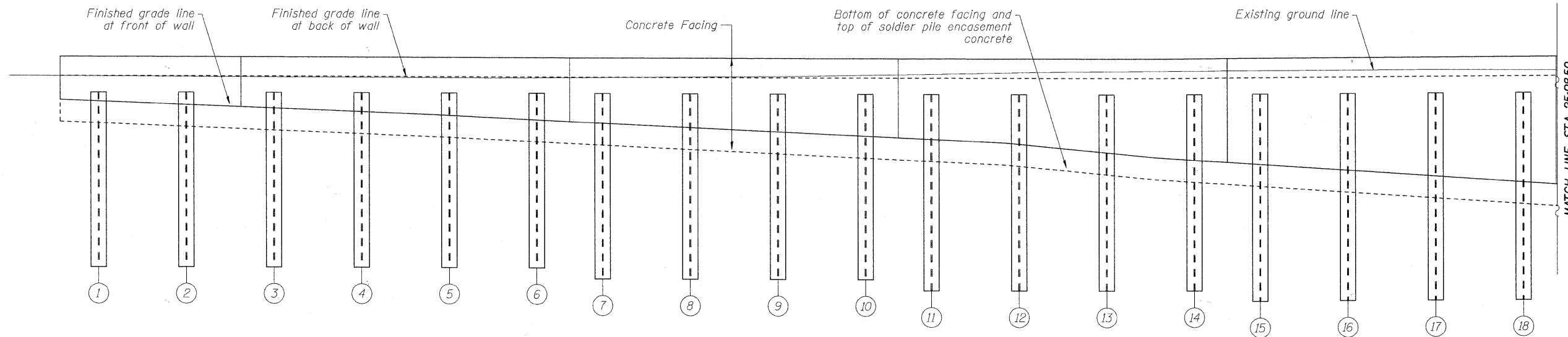
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F.A.U. RTE. 1537	SECTION 06-00050-00-G5	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 135
CONTRACT NO. 63556				ILLINOIS FED. AID PROJECT



PLAN

(All dimensions are measured along front face of wall)



ELEVATION

(Unfolded Elevation View)

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
1	W21x101	15.00	599.76	614.76	7	W21x101	17.00	597.66	614.66	13	W21x101	18.00	596.57	614.57
2	W21x101	15.00	599.74	614.74	8	W21x101	17.00	597.65	614.65	14	W21x101	18.00	596.58	614.58
3	W21x101	16.00	598.73	614.73	9	W21x101	17.00	597.63	614.63	15	W21x147	22.00	592.63	614.63
4	W21x101	16.00	598.71	614.71	10	W21x101	17.00	597.61	614.61	16	W21x147	22.00	592.70	614.70
5	W21x101	16.00	598.69	614.69	11	W21x101	18.00	596.60	614.60	17	W21x147	22.00	592.77	614.77
6	W21x101	16.00	598.67	614.67	12	W21x101	18.00	596.59	614.59	18	W21x147	22.00	592.83	614.83

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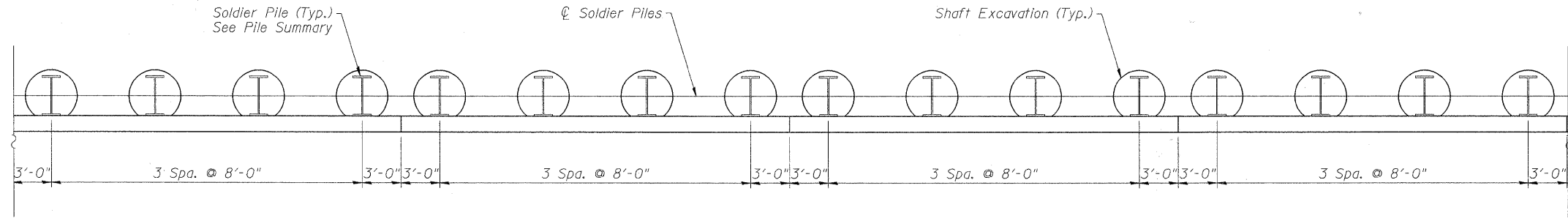
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOLDIER PILE PLAN & ELEVATION I
STRUCTURE NO. 016-7725**

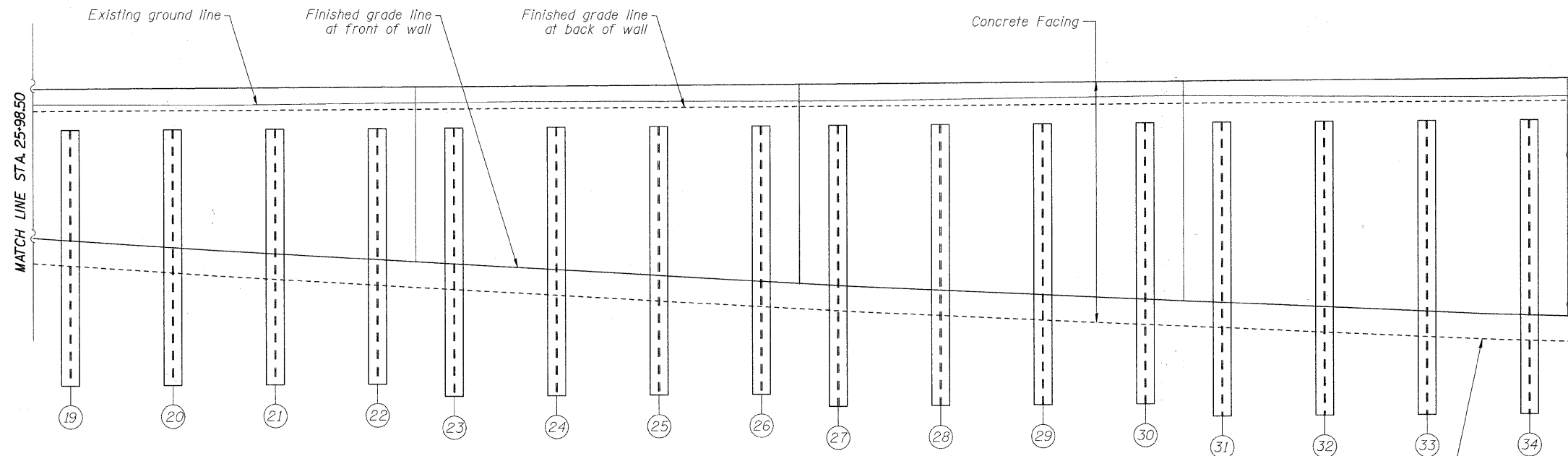
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1537	06-00050-00-GS	COOK	209	136
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				



PLAN

(All dimensions are measured along front face of wall)



ELEVATION

(Unfolded Elevation View)

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
19	W33x201	26.00	588.88	614.88	25	W33x201	32.00	583.26	615.26	30	W36x282	37.00	578.57	615.57
20	W33x201	26.00	588.95	614.95	26	W33x201	32.00	583.32	615.32	31	W36x282	41.00	574.62	615.62
21	W33x201	26.00	589.01	615.01	27	W36x282	37.00	578.37	615.37	32	W36x282	41.00	574.68	615.68
22	W33x201	26.00	589.08	615.08	28	W36x282	37.00	578.44	615.44	33	W36x282	41.00	574.75	615.75
23	W33x201	32.00	583.13	615.13	29	W36x282	37.00	578.50	615.50	34	W36x282	41.00	574.83	615.83
24	W33x201	32.00	583.19	615.19										

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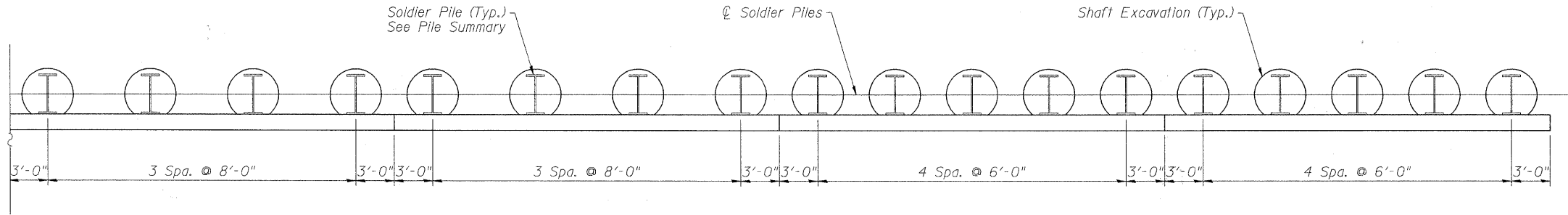
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOLDIER PILE PLAN & ELEVATION II
STRUCTURE NO. 016-7725**

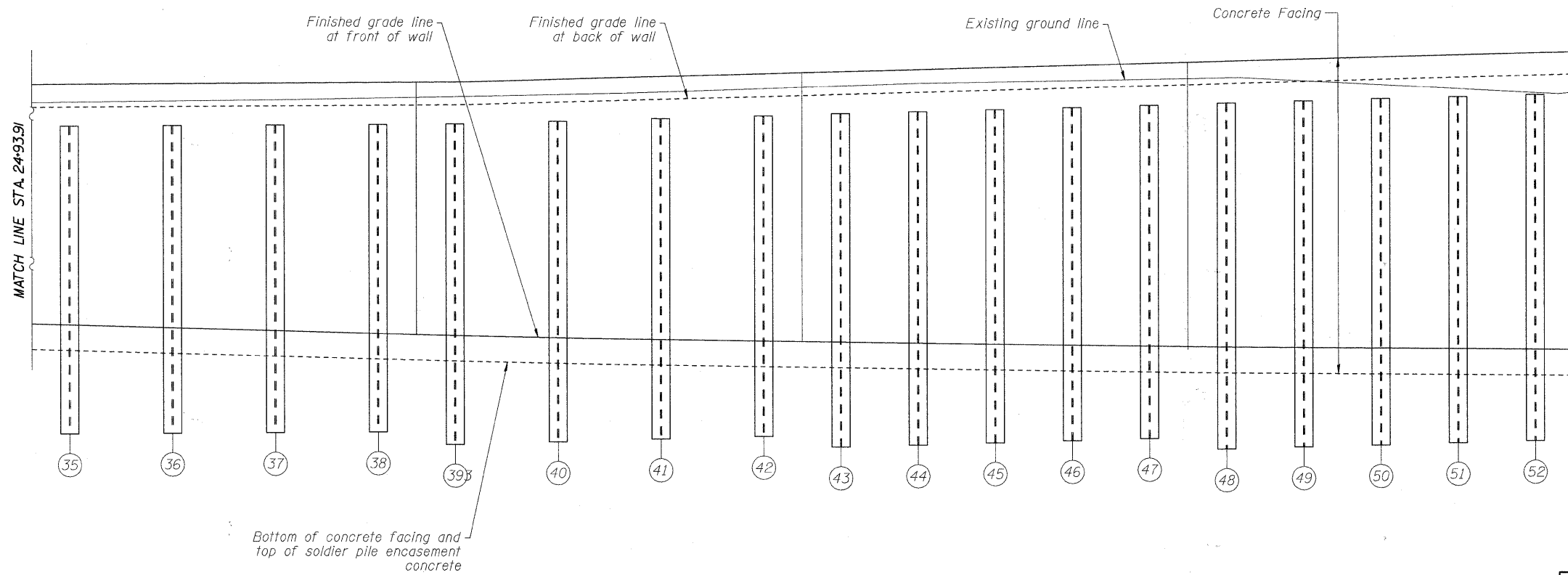
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F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 137
CONTRACT NO. 63556				ILLINOIS FED. AID PROJECT



PLAN

(All dimensions are measured along front face of wall)



ELEVATION

(Unfolded Elevation View)

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
35	W36x302	45.00	570.90	615.90	41	W36x302	47.00	569.54	616.54	47	W36x302	50.00	567.60	617.60
36	W36x302	45.00	571.00	616.00	42	W36x302	47.00	569.76	616.76	48	W36x302	53.00	564.76	617.76
37	W36x302	45.00	571.10	616.10	43	W36x302	50.00	566.93	616.93	49	W36x302	53.00	564.93	617.93
38	W36x302	45.00	571.19	616.19	44	W36x302	50.00	567.10	617.10	50	W36x302	53.00	565.10	618.10
39	W36x302	47.00	569.27	616.27	45	W36x302	50.00	567.26	617.26	51	W36x302	53.00	565.26	618.26
40	W36x302	47.00	569.36	616.36	46	W36x302	50.00	567.43	617.43	52	W36x302	53.00	565.43	618.43

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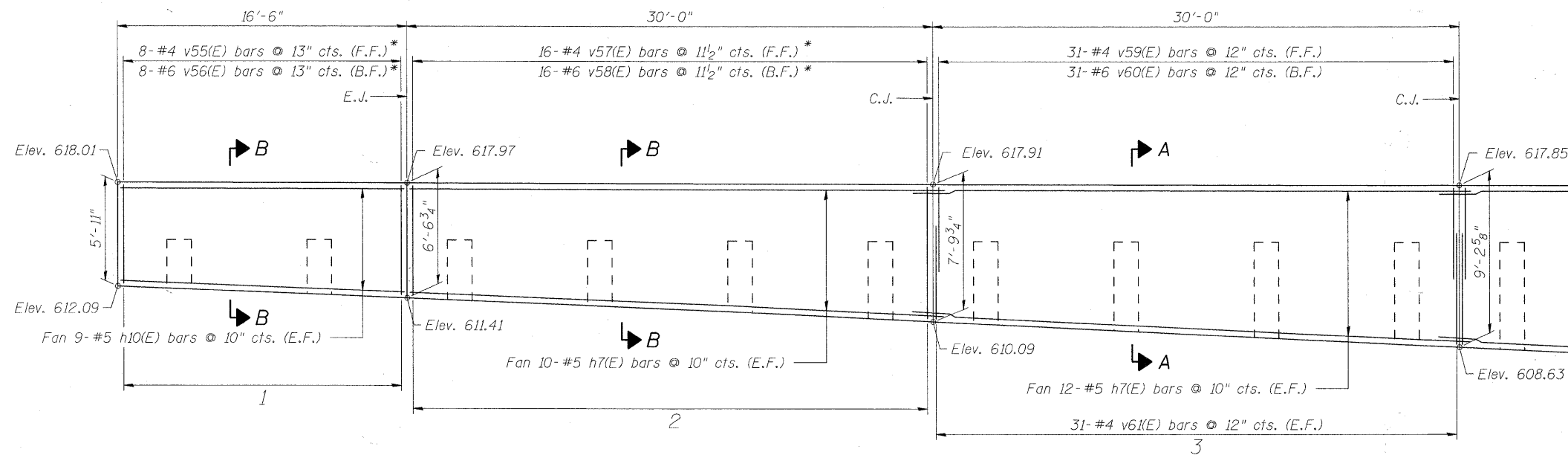
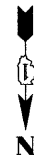
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SOLDIER PILE PLAN & ELEVATION III
 STRUCTURE NO. 016-7725**

SCALE: SHEET NO. 44 OF 61 SHEETS STA. 24+93.91 TO STA. 23+73.91

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	138
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				



* See Field Cutting Diagram on Sheet 47 of 61.

ELEVATION

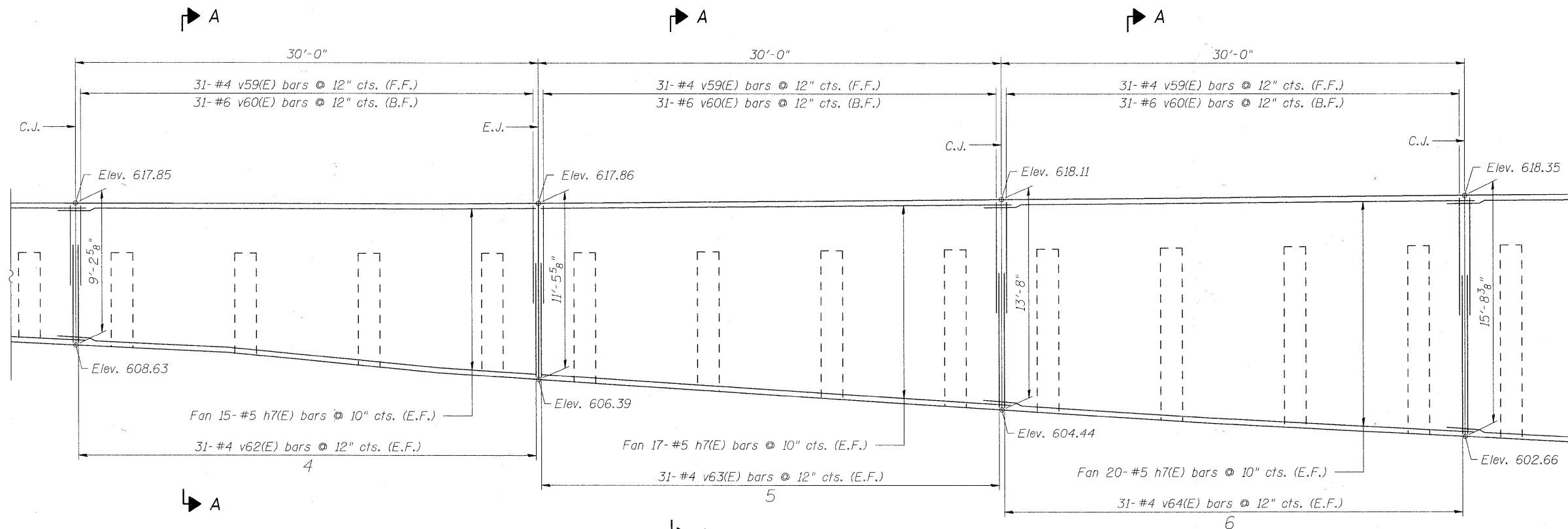
Concrete Facing Panels 1-3
(Unfolded Elevation View)

MIN. BAR LAPS

- #4 bars - 2'-0"
- #5 bars - 2'-6"
- #6 bars - 3'-0"

NOTES

For Sections See Sheet 51 of 61.
 E.J. = Expansion Joint
 C.J. = Construction Joint
 B.F. = Back Face
 F.F. = Front Face
 E.F. = Each Face



ELEVATION

Concrete Facing Panels 4-7
(Unfolded Elevation View)



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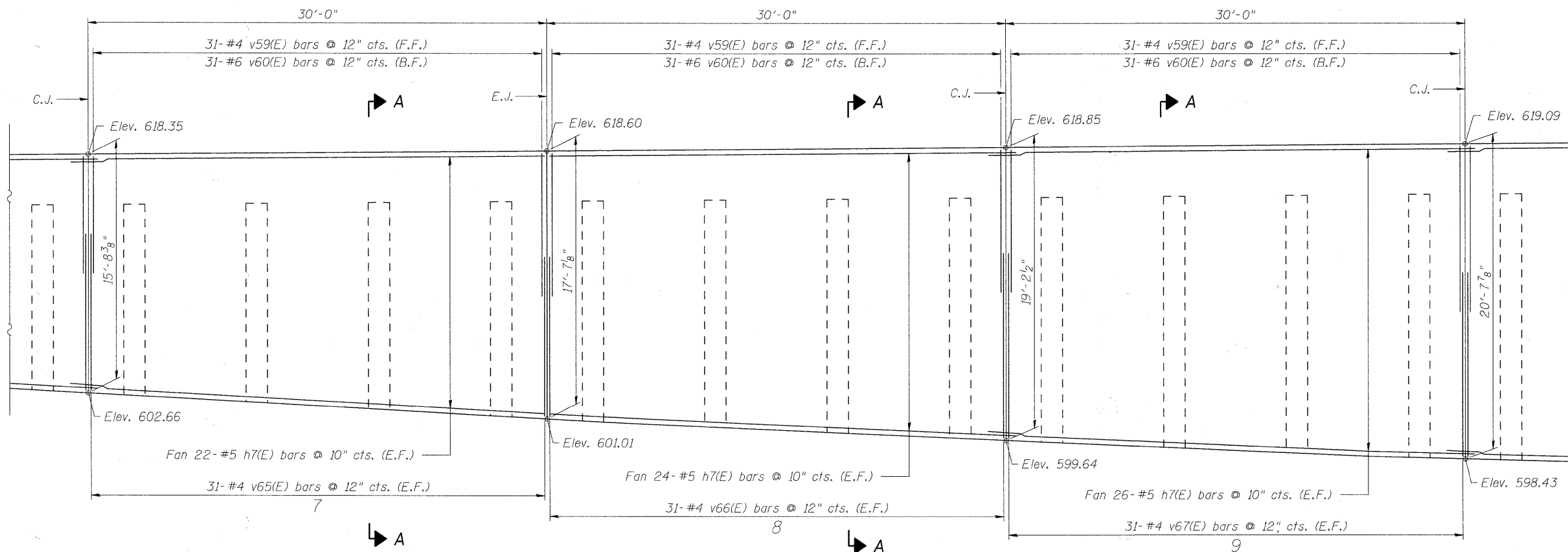
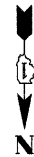
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOLDIER PILE PLAN & ELEVATION I
STRUCTURE NO. 016-7725

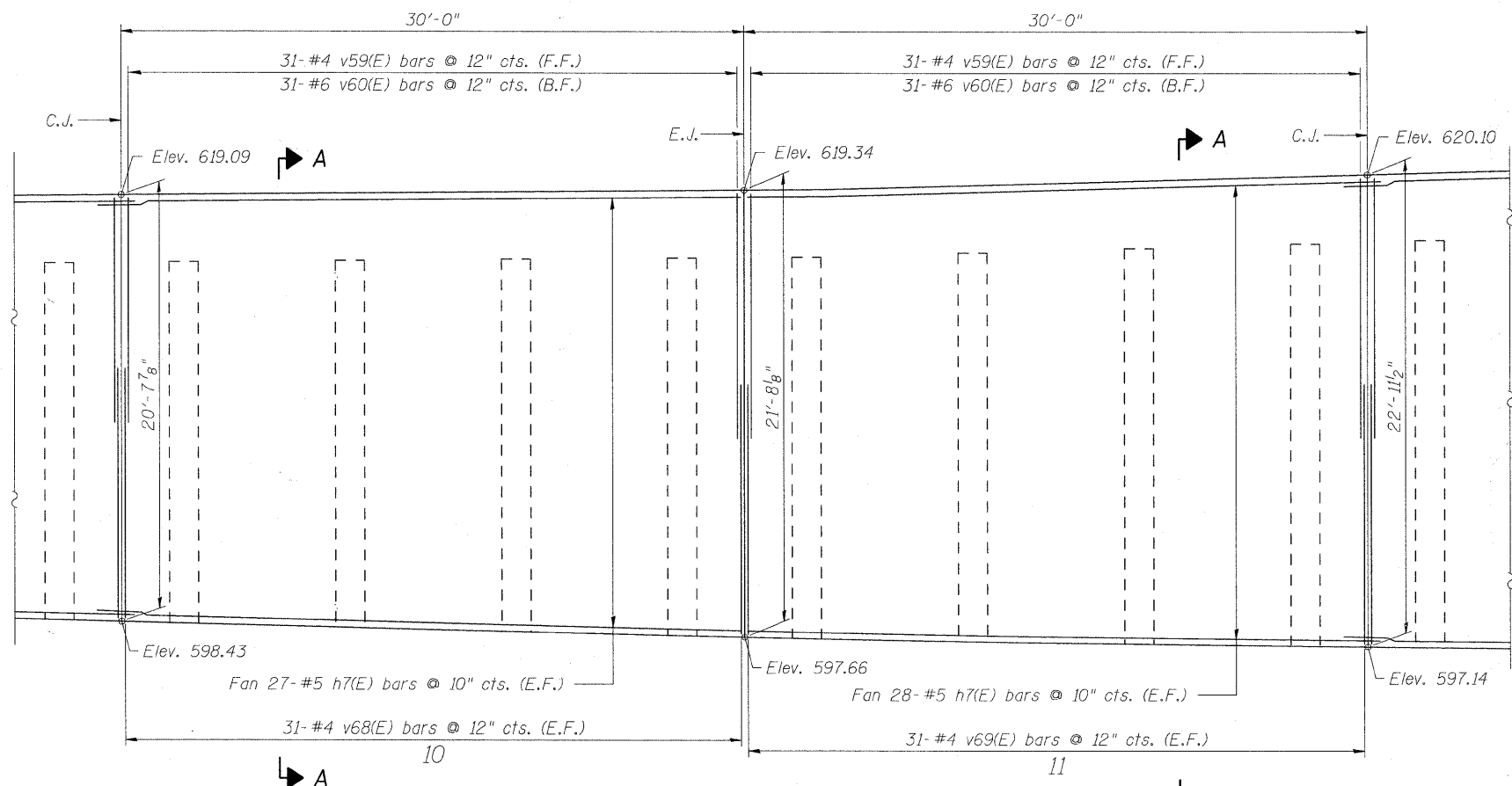
F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 139
CONTRACT NO. 63556				ILLINOIS FED. AID PROJECT

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SCALE: SHEET NO. 45 OF 61 SHEETS STA. TO STA.



ELEVATION
Concrete Facing Panels 7-9
(Unfolded Elevation View)



ELEVATION
Concrete Facing Panels 10-11
(Unfolded Elevation View)

MIN. BAR LAPS

- #4 bars - 2'-0"
- #5 bars - 2'-6"
- #6 bars - 3'-0"

NOTES

For Sections See Sheet 51 of 61.
E.J. = Expansion Joint
C.J. = Construction Joint
B.F. = Back Face
F.F. = Front Face
E.F. = Each Face

FILE NAME = P:\60158877\0200_LAD\001_Drawing\Sheets\Structural\016-7725_I00T-sh46-Conc-Facing 2.dgn



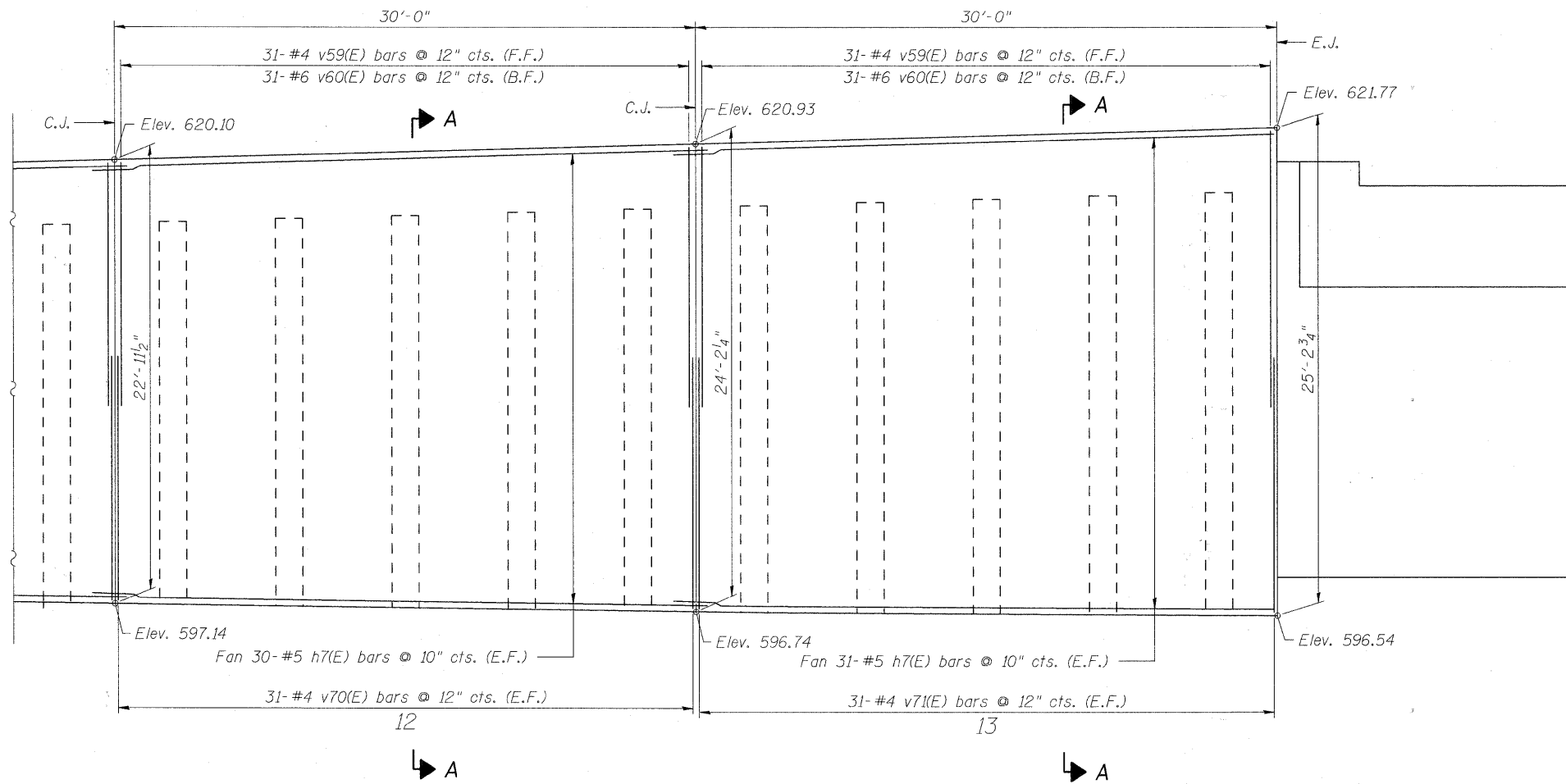
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PLOT DATE = 1/21/2011	CHECKED - EJO	REVISED -
	DATE - 11/22/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOLDIER PILE PLAN & ELEVATION I
STRUCTURE NO. 016-7725

SCALE: SHEET NO. 46 OF 61 SHEETS STA. TO STA.

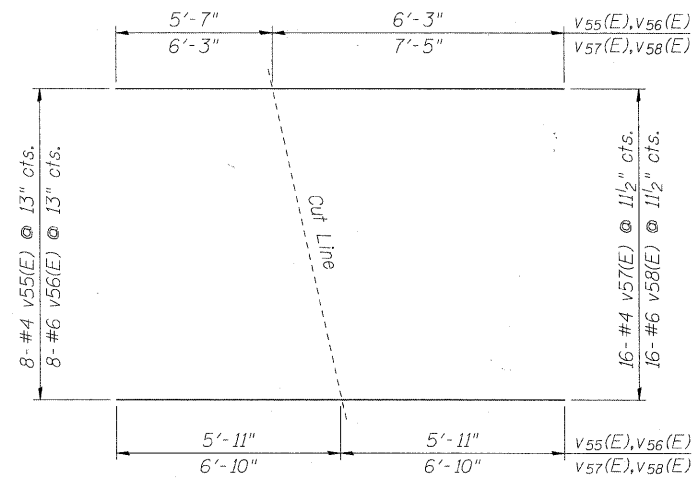
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	140
				CONTRACT NO. 63556
ILLINOIS FED. AID PROJECT				



ELEVATION
Concrete Facing Panels 12-13
(Unfolded Elevation View)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h7(E)	524	#5	31'-7"	—
h7a(E)	18	#5	16'-2"	—
v55(E)	8	#4	11'-10"	—
v56(E)	8	#6	11'-10"	—
v57(E)	16	#4	13'-8"	—
v58(E)	16	#6	13'-8"	—
v59(E)	341	#4	6'-6"	—
v60(E)	341	#6	7'-6"	—
v61(E)	62	#4	4'-5"	—
v62(E)	62	#4	6'-8"	—
v63(E)	62	#4	8'-10"	—
v64(E)	62	#4	10'-10"	—
v65(E)	62	#4	12'-9"	—
v66(E)	62	#4	14'-5"	—
v67(E)	62	#4	15'-10"	—
v68(E)	62	#4	16'-10"	—
v69(E)	62	#4	18'-2"	—
v70(E)	62	#4	19'-4"	—
v71(E)	62	#4	20'-5"	—
Concrete Structures	Cu. Yd.	283		
Reinforcement Bars, Epoxy Coated	Pound	27,590		



FIELD CUTTING DIAGRAM

Order v55(E), v56(E), v57(E) and v58(E) full length.
Cut as shown and use remainder of bars at the opposite end.

MIN. BAR LAPS

- #4 bars - 2'-0"
- #5 bars - 2'-6"
- #6 bars - 3'-0"

NOTES

For Sections See Sheet 51 of 61.
E.J. = Expansion Joint
C.J. = Construction Joint
B.F. = Back Face
F.F. = Front Face
E.F. = Each Face

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	DATE - 11/22/2010	REVISED -

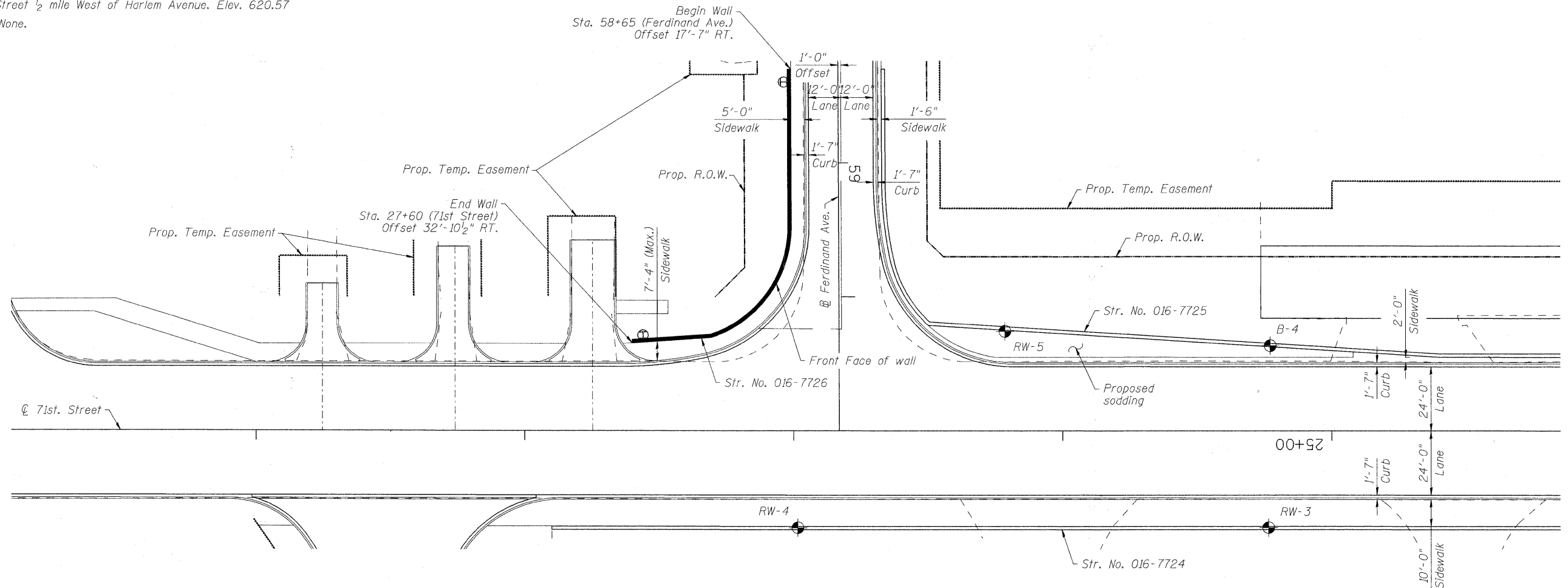
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOLDIER PILE PLAN & ELEVATION I
STRUCTURE NO. 016-7725**

SCALE: SHEET NO. 47 OF 61 SHEETS STA. TO STA.

F.A.J. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 141
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

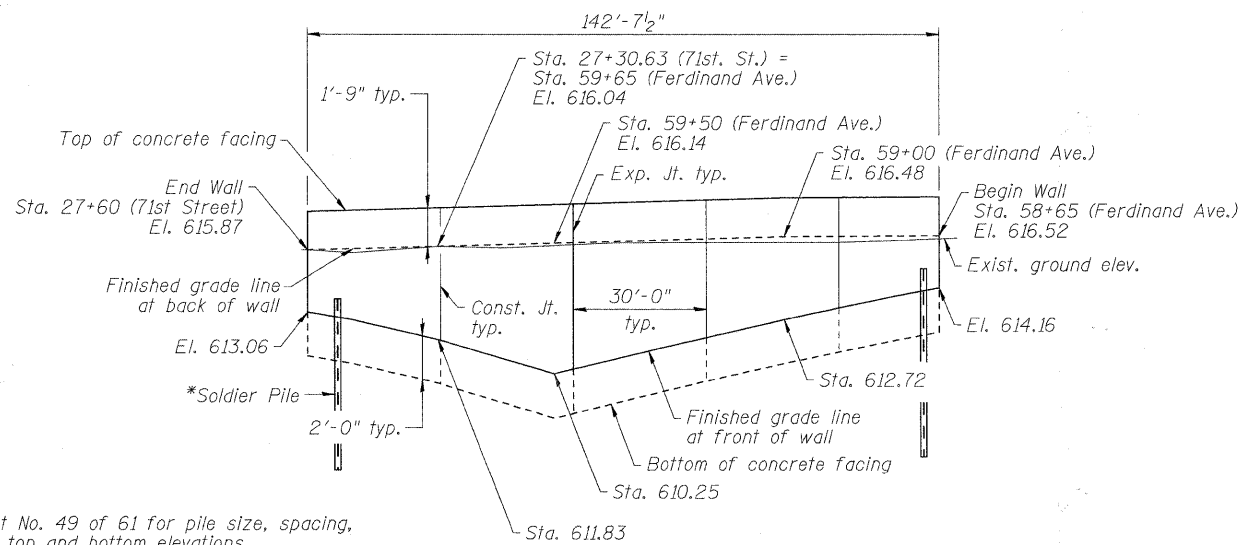
Bench Mark: BW249 Square cut on N. conc. base of RR signal mast arm base on S. row of 71st Street 1/2 mile West of Harlem Avenue. Elev. 620.57
Existing Structure: None.



PLAN

NOTES:

- Offsets are measured from the \odot of 71st St. and \oplus of Ferdinand Ave. to the front face of wall.
- Railing on top of wall shown for clarity.



*See Sheet No. 49 of 61 for pile size, spacing, length and top and bottom elevations.

ELEVATION

(Unfolded elevation view)
(Looking @ front face of wall)

FILE NAME = P:\60155877\000_CAD\001_Drawing\Sheets\Structural\016-7726_1001.dwg



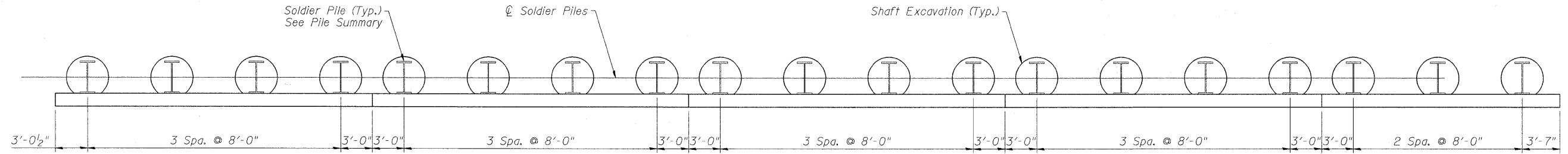
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	DATE - 10/11/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION
STRUCTURAL NO. 016-7726**

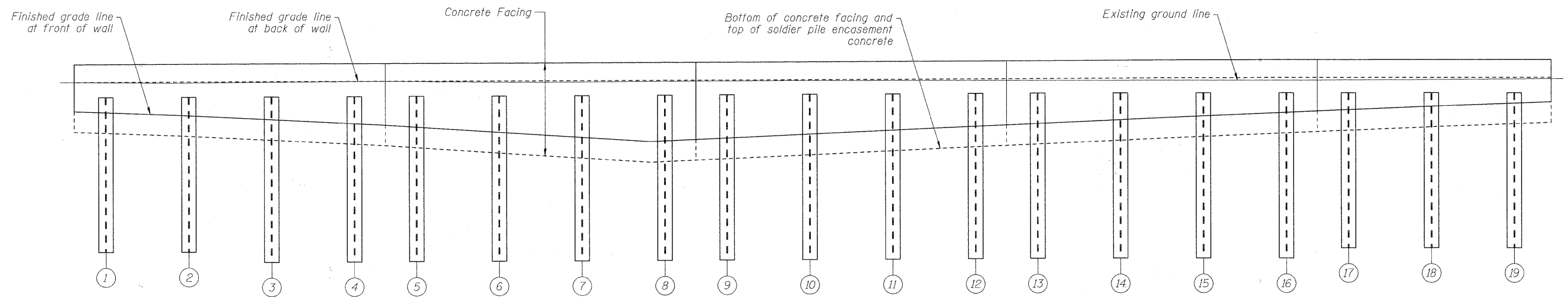
SCALE: SHEET NO. 48 OF 61 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	142
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	



PLAN

(All dimensions are measured along front face of wall)



ELEVATION

(Unfolded Elevation View)

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
1	W21x101	15.00	599.39	614.39	7	W21x101	17.00	597.55	614.55	13	W21x101	16.00	598.86	614.86
2	W21x101	15.00	599.44	614.44	8	W21x101	17.00	597.61	614.61	14	W21x101	16.00	598.91	614.91
3	W21x101	16.00	598.48	614.48	9	W21x101	17.00	597.66	614.66	15	W21x101	15.00	599.96	614.96
4	W21x101	16.00	598.52	614.52	10	W21x101	16.00	598.70	614.70	16	W21x101	15.00	599.99	614.99
5	W21x101	17.00	597.46	614.46	11	W21x101	16.00	598.76	614.76	17	W21x101	15.00	600.00	615.00
6	W21x101	17.00	597.50	614.50	12	W21x101	16.00	598.81	614.81	18	W21x101	15.00	600.00	615.00
										19	W21x101	15.00	600.01	615.01

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

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 DRAWN - DD
 CHECKED - EJO
 DATE - 11/22/2010

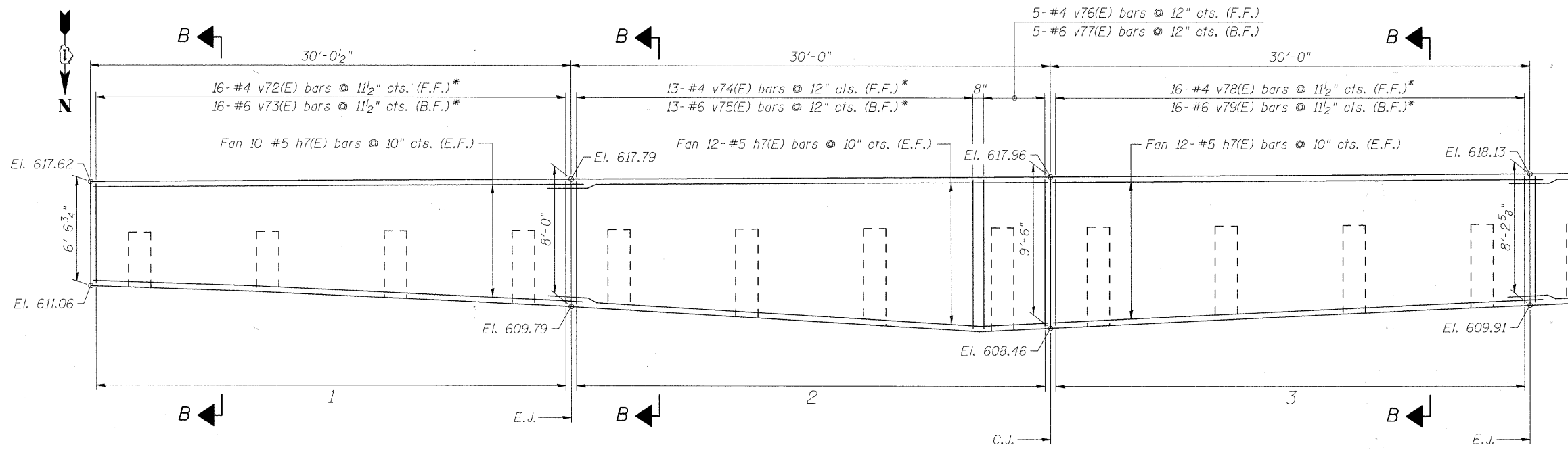
REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SOLDIER PILE PLAN & ELEVATION
 STRUCTURE NO. 016-7726**

SCALE: SHEET NO. 49 OF 61 SHEETS STA. 27+60.00 TO STA. 58+65.00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	143
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

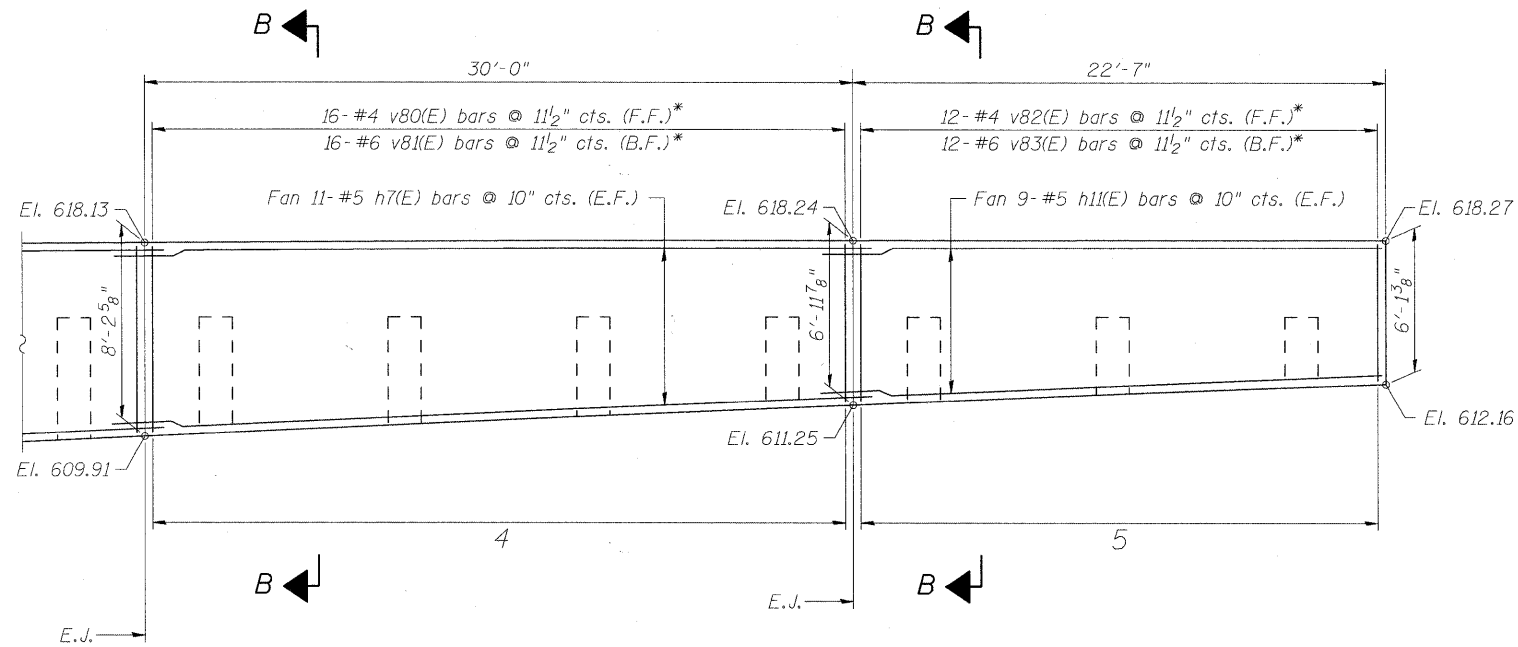


ELEVATION
Concrete Facing Panels 1-3
(Unfolded Elevation View)

* See Field Cutting Diagram

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h7(E)	90	#5	31'-7"	---
h11(E)	18	#5	24'-2"	---
v72(E)	16	#4	13'-10"	---
v73(E)	16	#6	13'-10"	---
v74(E)	13	#4	17'-0"	---
v75(E)	13	#6	17'-0"	---
v76(E)	5	#4	9'-3"	---
v77(E)	5	#6	9'-3"	---
v78(E)	16	#4	17'-0"	---
v79(E)	16	#6	17'-0"	---
v80(E)	16	#4	14'-6"	---
v81(E)	16	#6	14'-6"	---
v82(E)	12	#4	12'-4"	---
v83(E)	12	#6	12'-4"	---
Concrete Structures		Cu. Yd.	53	
Reinforcement Bars, Epoxy Coated		Pound	5,900	



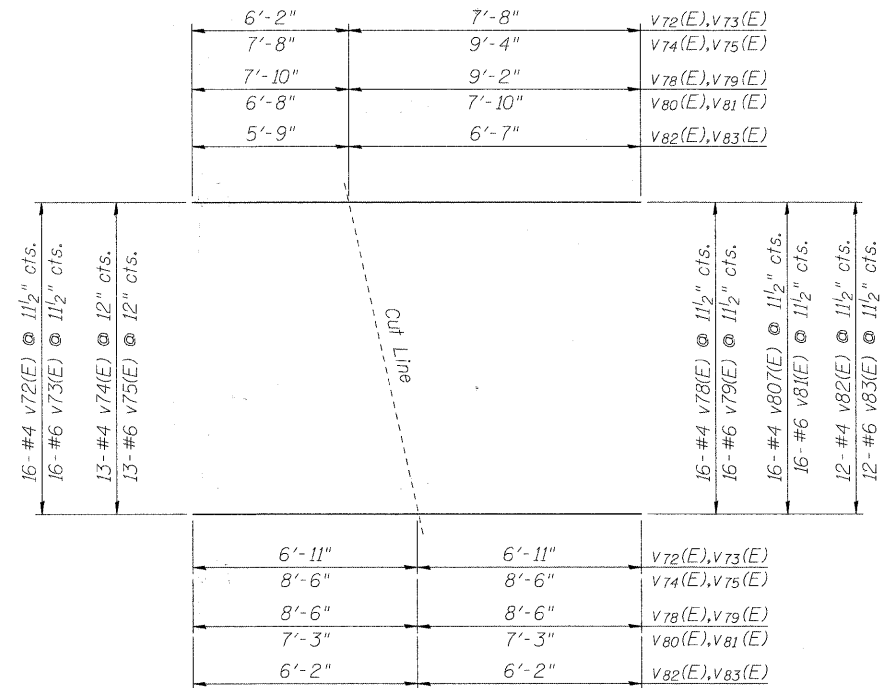
ELEVATION
Concrete Facing Panels 4-5
(Unfolded Elevation View)

MIN. BAR LAPS

- #4 bars - 2'-0"
- #5 bars - 2'-6"
- #6 bars - 3'-0"

NOTES

For Sections See Sheet 51 of 61.
E.J. = Expansion Joint
C.J. = Construction Joint
B.F. = Back Face
F.F. = Front Face
E.F. = Each Face



FIELD CUTTING DIAGRAM

Order v72(E), v73(E), v74(E), v75(E), v78(E), v79(E), v80(E), v81(E), v82(E) and v83(E) full length. Cut as shown and use remainder of bars at the opposite end.

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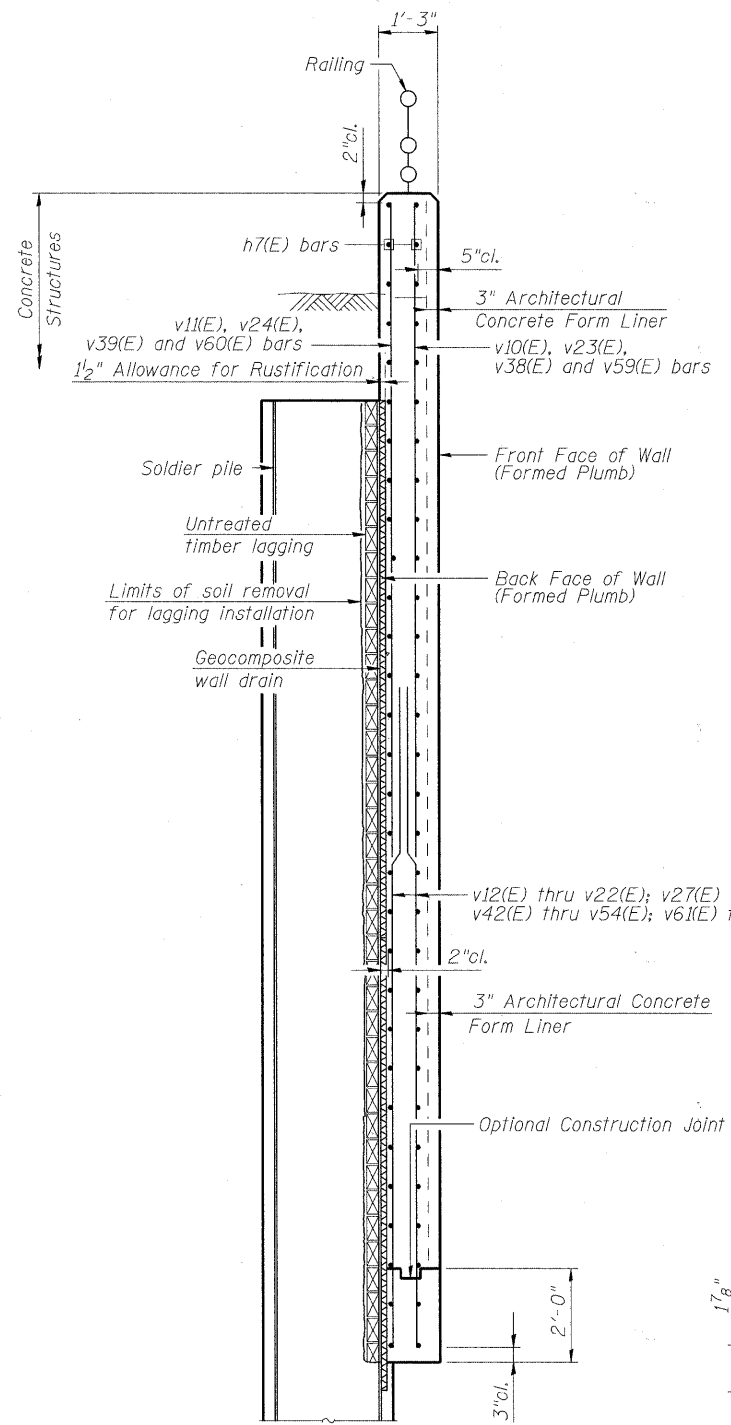
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	DATE - 11/22/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

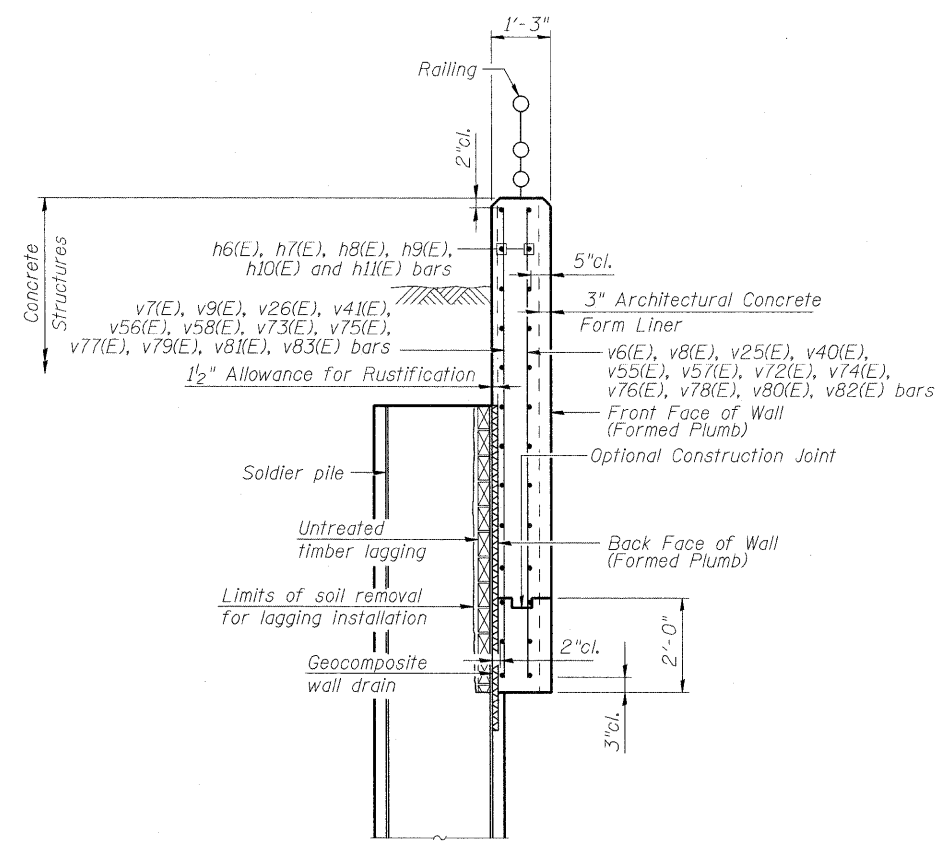
**CONCRETE FACING
STRUCTURE NO. 016-7726**

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-05	COOK	209	144
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

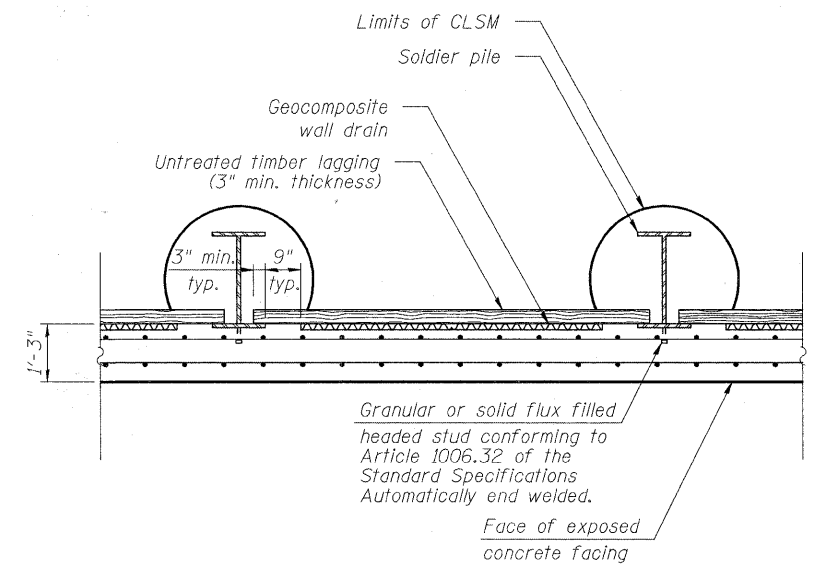
SCALE: SHEET NO. 50 OF 61 SHEETS STA. TO STA.



SECTION OF A-A

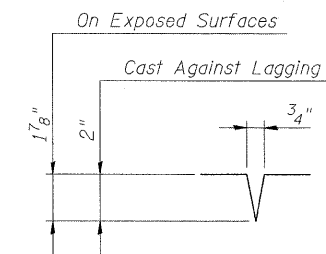


SECTION OF B-B

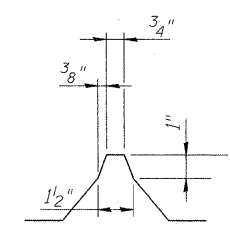


SECTION THRU DRILLED SOLDIER PILE WALL

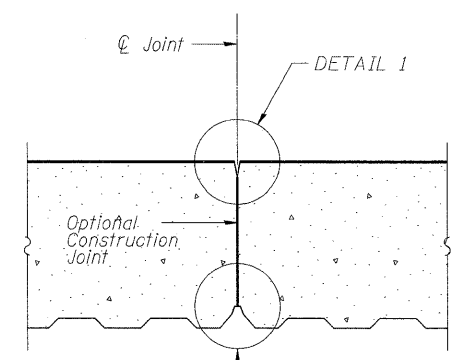
Note: See Sheet No. 52 of 61 for Railing Details.



DETAIL 1
(Smooth Surface)

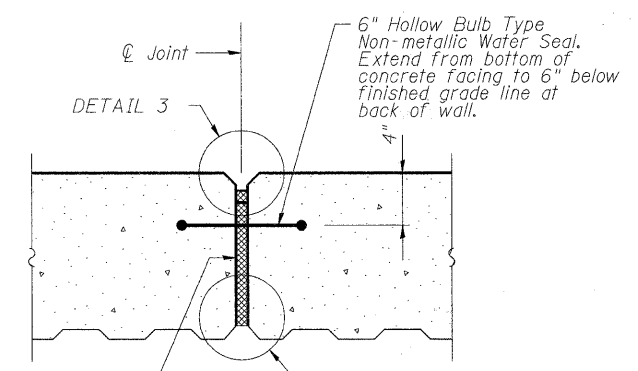


DETAIL 2
(Restricted Surface)



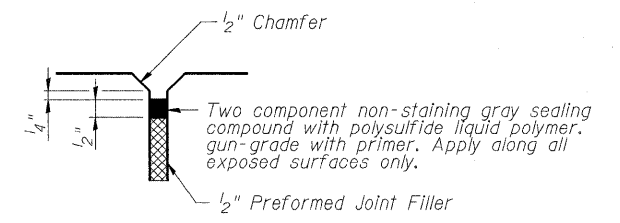
CONSTRUCTION JOINT DETAIL

Notes: Reinforcement not shown. Cost of joint treatment shall be included with pay items Concrete Structure.

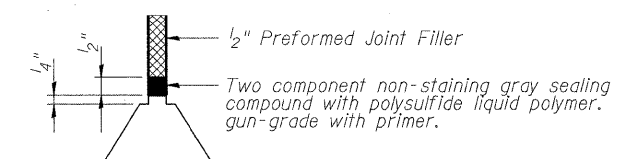


EXPANSION JOINT DETAIL

Notes: Reinforcement not shown. Cost of joint treatment shall be included with pay items Concrete Structure.



DETAIL 3
(Smooth Surface)



DETAIL 4
(Restricted Surface)



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PLOT SCALE = 8:1 @ 0.0000 1/4" = 1"	DRAWN - DD	REVISED -
PLOT DATE = 1/21/2011	CHECKED - EJO	REVISED -
	DATE - 10/11/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

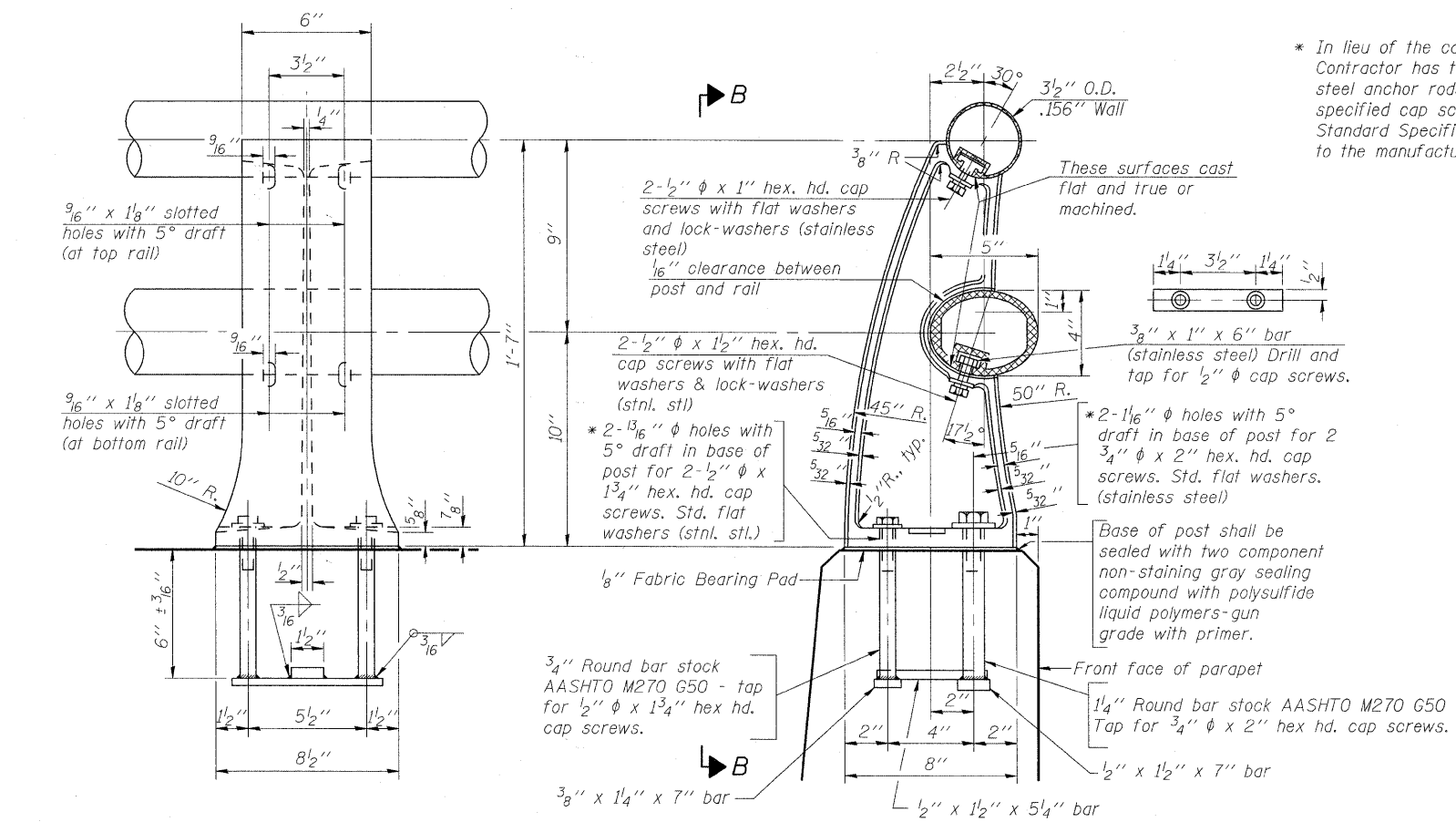
TYPICAL CONCRETE FACING

SCALE: SHEET NO. 51 OF 61 SHEETS STA. TO STA.

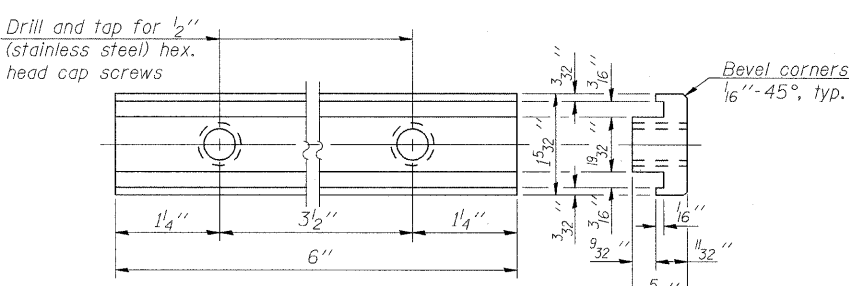
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CONTRACT NO. 63556				
[ILLINOIS] FED. AID PROJECT				

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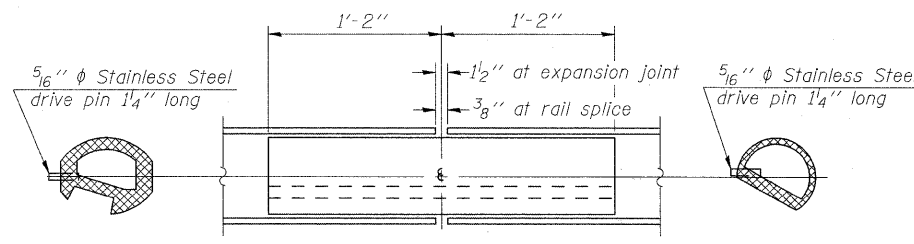
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VIEW B-B
RAIL POST DETAILS

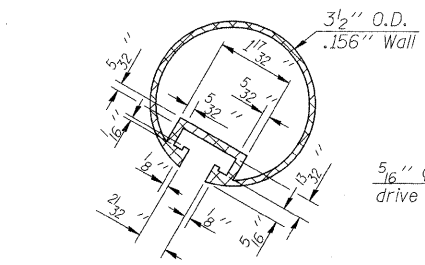


RAIL POST CLAMP BAR
For Top Rail

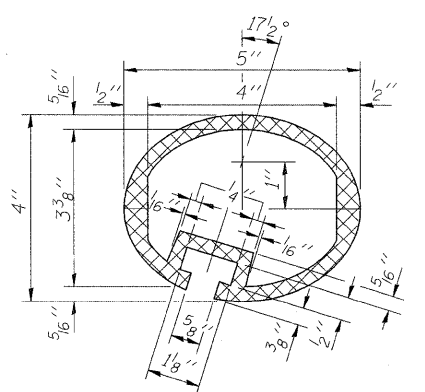


RAIL SPLICE

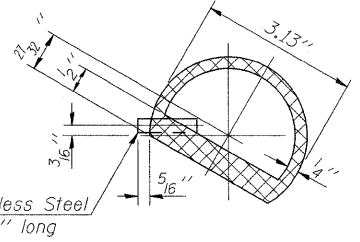
SECTION A-A



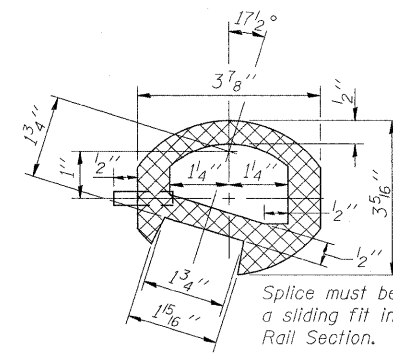
SECTION THRU TOP RAIL



SEC. THRU ELLIPTICAL RAIL SECTION

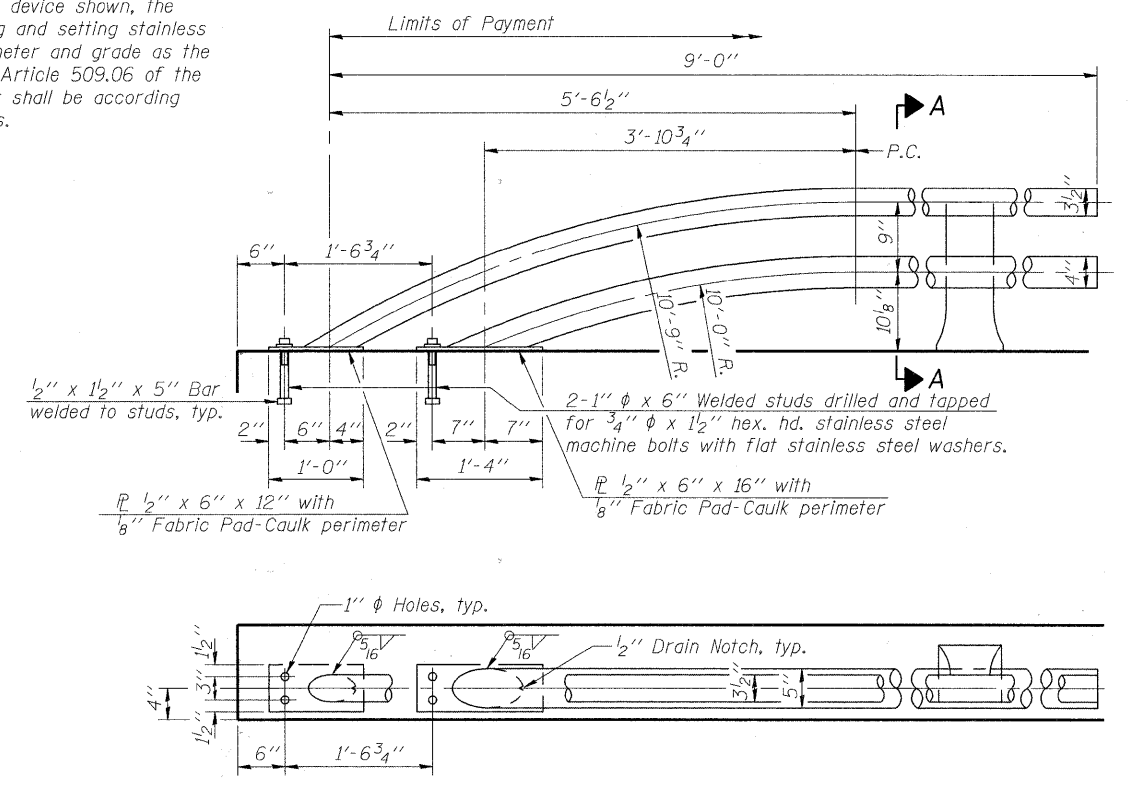


SECTION THRU SPLICE
For Top Rail

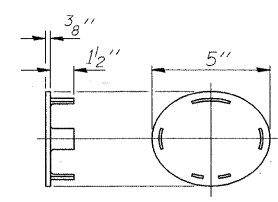


SEC. THRU SPLICE

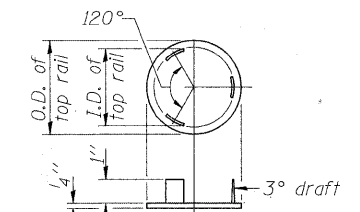
* In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



RAIL TERMINAL SECTION

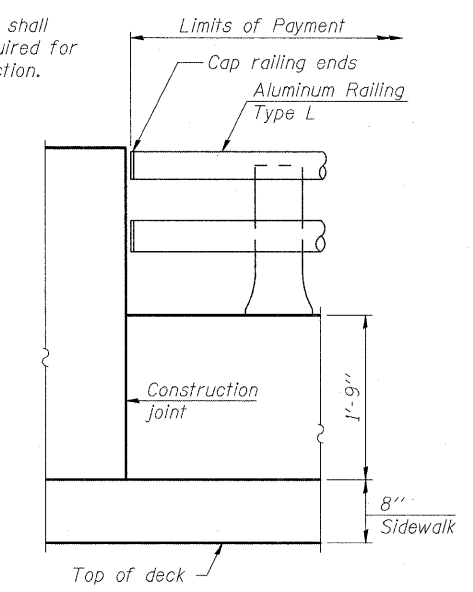


CAST END CAP
For bottom rail
DRIVE FIT TYPE



CAST END CAP
For top rail

Note:
The end rail post shall be set back as required for the terminal rail section.



RAIL END TREATMENT FOR TYPE 5 AND 6 TERMINAL

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	1,700

Notes:
All Posts shall be normal to parapet.
All joints in rail shall be spliced per detail.
All exposed rail ends shall be capped per detail.
Provide 1-1/8\"/>



USER NAME = dabezicd	DESIGNED - DD	REVISED -
PLOT SCALE = 01.0000 1\"/>		
PLOT DATE = 1/21/2011	CHECKED - EJO	REVISED -
DATE - 01/20/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

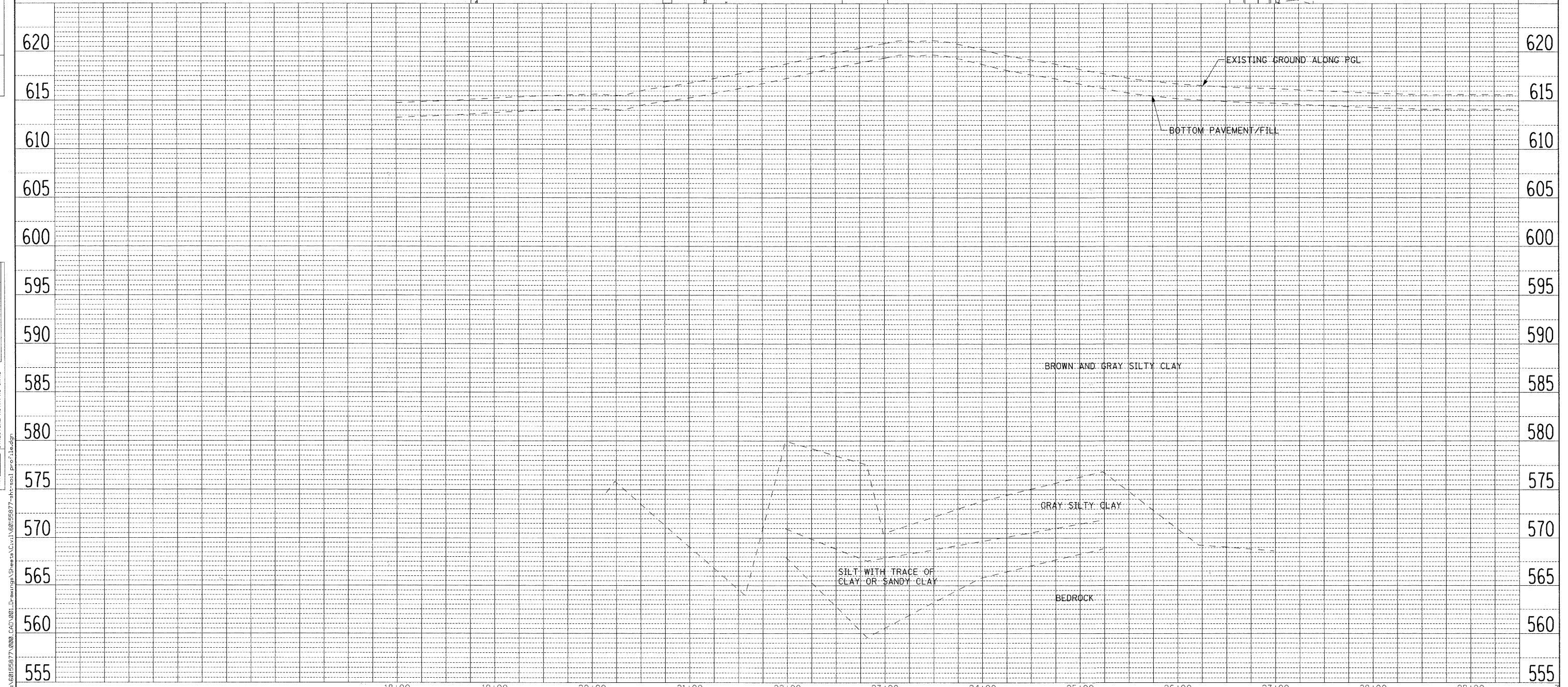
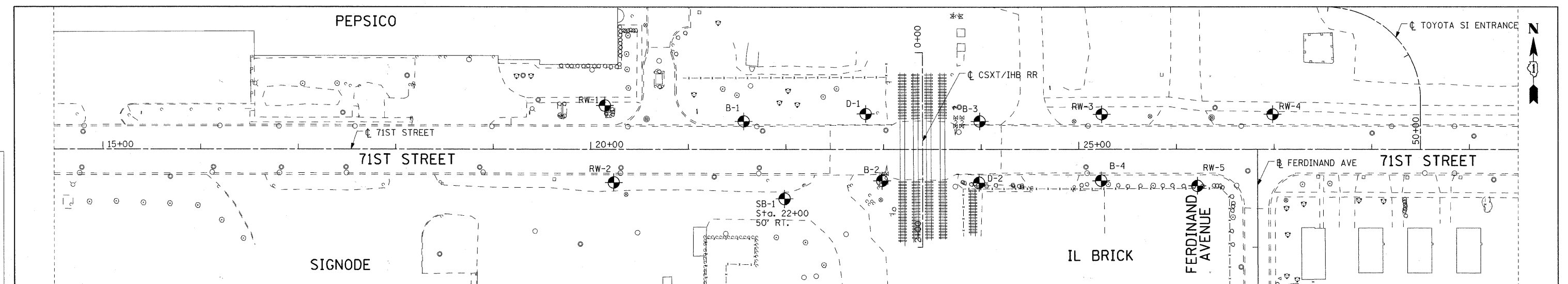
ALUMINUM RAILING, TYPE L DETAIL

SCALE: SHEET NO. 52 OF 61 SHEETS STA. TO STA.

F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 146
			CONTRACT NO. 63556	
[ILLINOIS] FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLANNED	
	NOTED	
	BY	
	NO.	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLANNED	
	NOTED	
	BY	
	NO.	
	FILE NAME	



	USER NAME = merrj	DESIGNED - NJH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORINGS PLAN AND PROFILE 71ST STREET		F.A.U. RTE. 1537	SECTION 06-00050-00-G5	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 147	
	PLOT SCALE = 50.000' / IN.	DRAWN - NJH	REVISED -		SCALE: H=50'+V=5'	SHEET NO. 1 OF 1 SHEETS	STA 14+50.00 TO STA 29+50.00	CONTRACT NO. 63556		ILLINOIS FED. AID PROJECT CRE-90037091		
	PLOT DATE = 1/21/2011	CHECKED - TJW	REVISED -									
		DATE - JANUARY 24, 2010	REVISED -									

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Illinois Department of Transportation
Division of Highways
Applied Geotechnics

SOIL BORING LOG Page 1 of 2 Date 5/5/06

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY ND

SECTION COUNTY Cook DRILLING METHOD ss HAMMER TYPE

STRUCT. NO. Station	D E P T H S	B L O W S	U C S	M O D E	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter Upon Completion After Hrs.	D E P T H S	B L O W S	U C S	M O D E
Topsoil											
615.17											
SILTY CLAY, fr. sand & gravel, roots, brown & gray, stiff	2										
	3	1.5									
	4	P									
	4										
611.50	5	2.3									
SILTY CLAY, fr. sand & gravel, brown & gray, hard	6	B									
	5										
	6										
	11										
	6										
603.00	10	4.7									
SILTY CLAY, fr. sand & gravel, gray, hard to very hard	11	S									
	8	4.6									
	10	S									
	5										
	8	4.3									
	11	S									

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, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Applied Geotechnics

SOIL BORING LOG Page 2 of 2 Date 5/5/06

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY ND

SECTION COUNTY Cook DRILLING METHOD ss HAMMER TYPE

STRUCT. NO. Station	D E P T H S	B L O W S	U C S	M O D E	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter Upon Completion After Hrs.	D E P T H S	B L O W S	U C S	M O D E
SILTY CLAY, fr. sand & gravel, gray, hard to very hard (continued)											
	12										
	17	5.4									
	20	S									
	78	5.7									
	38	S									
588.00											
SILTY & VERY FINE SAND, gray, wet	4										
	7										
586.50											
SILTY CLAY, some gravel, hard	68										
Auger Refusal at 52.25 feet.											
End of Boring											
583.75											

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, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Applied Geotechnics

SOIL BORING LOG Page 1 of 2 Date 5/5/06

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY ND

SECTION COUNTY Cook DRILLING METHOD ss HAMMER TYPE

STRUCT. NO. Station	D E P T H S	B L O W S	U C S	M O D E	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter Upon Completion After Hrs.	D E P T H S	B L O W S	U C S	M O D E
FILL, silty clayey sand & crushed stone, light gray, moist, med. dense											
	18										
	100	8.0									
	9										
	7	18.0									
614.00											
FILL, silty clay, some sand, fr. gravel, med. stiff	3										
	2	1.1									
	5	B									
611.00											
SILTY CLAY, fr. sand & gravel, brown & gray, stiff	3										
	3	1.7									
	3	B									
605.00											
SILTY CLAY, fr. sand & gravel, gray, one large stone at 14 feet, hard to very hard	6										
	7	4.7									
	10	S									
	8										
	12	4.9									
	16	S									

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, from 137 (Rev. 8-99)

FILE NAME = P:\60156977\0202_CAD\001_Drawings\Sheets\Structural\015-7726.IDOT-sht54_Boring Log.dwg

Illinois Department of Transportation
Division of Highways Applied Geotechnics

SOIL BORING LOG Page 2 of 2
Date 5/5/06

ROUTE FAU 1537 DESCRIPTION _____ LOGGED BY ND
SECTION _____ LOCATION _____ SEC. TWP. RNG.
COUNTY Cook DRILLING METHOD ss HAMMER TYPE _____

STRUCT. NO. _____
Station _____
BORING NO. B-2
Station _____
Offset _____
Ground Surface Elev. 619.00 ft (ft) (/6") (tsf) (%)

DEPTH (ft)	BL	UC	MO	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter (ft)	Upon Completion (ft)	After (Hrs.)
578.00									
15									
26	6.4	9.0							
36	S								
5									
8	7.2	11.0							
36	S								
589.00									
586.33									

SILT CLAY, fr. sand & gravel, gray, hard to very hard (continued)
SILTY CLAY, fr. sand & gravel, gray, very hard

SILT, SAND & GRAVEL, dense, Auger Refusal at 52.67 feet

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, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways Applied Geotechnics

SOIL BORING LOG Page 1 of 2
Date 5/5/06

ROUTE FAU 1537 DESCRIPTION _____ LOGGED BY ND
SECTION _____ LOCATION _____ SEC. TWP. RNG.
COUNTY Cook DRILLING METHOD ss HAMMER TYPE _____

STRUCT. NO. _____
Station _____
BORING NO. B-3
Station _____
Offset _____
Ground Surface Elev. 619.00 ft (ft) (/6") (tsf) (%)

DEPTH (ft)	BL	UC	MO	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter (ft)	Upon Completion (ft)	After (Hrs.)
618.17									
5									
9		13.0							
11									
5									
7	4.2	29.0							
7	S								
614.25									
4									
6	4.1	21.0							
6	S								
3									
5	4.8	21.0							
7	S								
10									
587.00									
606.00									
5									
9	4.8	15.0							
17	S								
10									
581.00									
8									
11									
16									
20									

SILT CLAY, fr. sand & gravel, gray, hard (continued)
SILTY CLAY, fr. sand & gravel, brown-gray, hard
SILTY CLAY, fr. sand & gravel, gray, very hard
CLAYEY SILT, some stone, fr. sand, gray, very hard

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, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways Applied Geotechnics

SOIL BORING LOG Page 2 of 2
Date 5/5/06

ROUTE FAU 1537 DESCRIPTION _____ LOGGED BY ND
SECTION _____ LOCATION _____ SEC. TWP. RNG.
COUNTY Cook DRILLING METHOD ss HAMMER TYPE _____

STRUCT. NO. _____
Station _____
BORING NO. B-3
Station _____
Offset _____
Ground Surface Elev. 619.00 ft (ft) (/6") (tsf) (%)

DEPTH (ft)	BL	UC	MO	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter (ft)	Upon Completion (ft)	After (Hrs.)
573.00									
14									
22	6.9	9.0							
27	S								
573.00									
11									
15	6.6	10.0							
14	S								
587.17									
12									
15	7.1	13.0							
30	S								
581.00									
12									
17	8.4	13.0							
22	S								
28									

SILT CLAY, fr. sand & gravel, gray, very hard
CLAYEY SILT, some stone, fr. sand, gray, very hard

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, from 137 (Rev. 8-99)

FILE NAME = F:\60156877\000_CAD\001_Drawing\Sheets\Structure\1\016-7726.IDDT-sh485_Boring_Logs.dgn

Illinois Department of Transportation
Division of Highways
Applied Geotechnics

SOIL BORING LOG Page 1 of 2 Date 5/5/06

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY ND

SECTION COUNTY Cook DRILLING METHOD ss HAMMER TYPE

STRUCT. NO.	Station	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.
BORING NO.	B-4	ft	(ft)	(ft)	(ft)	(ft)	(ft)	(%)
FILL, silty clay, fr. sand, some gravel, fr. roots & topsoil, dk. gray, very stiff								
	5							
	7							
	7							
	616.00							
SILTY CLAY, fr. sand & gravel, brown & gray, very stiff								
	3							
	4							
	5							
	613.50							
SILTY CLAY, fr. sand & gravel, brown & gray, hard								
	5							
	8							
	11							
	8							
	11							
	13							
	586.00							
SILTY CLAY, fr. sand & gravel, gray, hard								
	5							
	8							
	11							
	581.00							
SILTY CLAY, fr. sand & gravel, some stone, gray, very hard								
	10							
	8							
	13							
	588.50							
Auger Refusal at 50.5 feet.								

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, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Applied Geotechnics

SOIL BORING LOG Page 2 of 2 Date 5/5/06

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY ND

SECTION COUNTY Cook DRILLING METHOD ss HAMMER TYPE

STRUCT. NO.	Station	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.
BORING NO.	B-4	ft	(ft)	(ft)	(ft)	(ft)	(ft)	(%)
SILTY CLAY, fr. sand & gravel, some stone, gray, very hard								
	7							
	40							
	19							
	58.50							
Auger Refusal at 50.5 feet. (continued)								
	7							
	40							
	19							
	58.50							
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, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Applied Geotechnics

SOIL BORING LOG Page 1 of 2 Date 6/17/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY FM

SECTION COUNTY Cook DRILLING METHOD ss HAMMER TYPE

STRUCT. NO.	Station	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.
BORING NO.	D-01	ft	(ft)	(ft)	(ft)	(ft)	(ft)	(%)
0.5" asphalt over 10" concrete								
	619.21							
Fill, crushed limestone, light gray, moist, medium dense								
	5							
	11							
	10							
	617.61							
Silty clay, trace sand & stone, dark gray, very stiff								
	5							
	6							
	6							
	615.11							
Silty clay, trace gravel & sand, brown & gray, very stiff to stiff								
	2							
	2							
	3							
	615.11							
Sandy clay, trace gravel, gray, dense								
	12							
	16							
	20							
	595.11							
Clay, trace sand & gravel, gray, very hard								
	13							
	19							
	24							
	609.11							
Clay, trace gravel & shale with sand lens, gray & brown, hard								
	3							
	6							
	5							
	4							
	7							
	11							
	605.11							
Clay, trace gravel & shale, gray, hard								
	8							
	12							
	14							
	582.11							
Silty clay, trace stone, gray, hard								
	7							
	12							
	16							
	20							

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, from 137 (Rev. 8-99)

FILE NAME = P:\G0155877\082.CAD\081.Drawings\Sheets\Structural\015-7726.DDT-11156-Boring_Log.dgn



USER NAME = dabezied
PLOT SCALE = 8 1/4" / IN.
PLOT DATE = 1/21/2011

DESIGNED - DD
DRAWN - DD
CHECKED - EJO
DATE - 01/10/2011

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

SCALE: SHEET NO. 56 OF 61 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	150
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

Illinois Department of Transportation SOIL BORING LOG Page 2 of 2 Date 6/17/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY FM

SECTION COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO.	D	B	U	M	Surface Water Elev.	D	B	U	M
Station	E	L	C	O	ft	E	L	C	O
	P	O	S	I	ft	P	O	S	I
	T	W	S	S	ft	T	W	S	S
BORING NO.	H	S	Qu	T	Groundwater Elev.:	H	S	Qu	T
Station	S	Qu	T		First Encounter	S	Qu	T	
Offset					Upon Completion				
Ground Surface Elev.	(ft)	(/6")	(tsf)	(%)	After Dry Hrs.	(ft)	(/6")	(tsf)	(%)
Silly clay, trace stone, gray, hard (continued)									
577.11						559.11			
Clay loam, trace stone, gray, hard	21								
	26	5.8	11.5						
	25								
572.11									
Sandy clay & stone, gray, very dense	19								
	32		10.9						
	50								
567.11									
Crushed limestone, gray, wet, very dense	36								
	50		8.0						
564.11									
Rock core - Dolomitic limestone, fresh, hard, light gray, top broken, lower solid									

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, from 137 (Rev. 8-99)

Illinois Department of Transportation SOIL BORING LOG Page 1 of 2 Date 6/15/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY FM

SECTION COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO.	D	B	U	M	Surface Water Elev.	D	B	U	M
Station	E	L	C	O	ft	E	L	C	O
	P	O	S	I	ft	P	O	S	I
	T	W	S	S	ft	T	W	S	S
BORING NO.	H	S	Qu	T	Groundwater Elev.:	H	S	Qu	T
Station	S	Qu	T		First Encounter	S	Qu	T	
Offset					Upon Completion				
Ground Surface Elev.	(ft)	(/6")	(tsf)	(%)	After Dry Hrs.	(ft)	(/6")	(tsf)	(%)
7" concrete over 12" crushed stone									
617.71			24.1						
Stone & silty clay, brown, moist, medium dense	7								
	8								
615.81									
Silty clay, trace gravel, brown, stiff	3								
	4	1.3	20.0						
	5								
614.31									
Silty clay, trace gravel, brown & gray, very stiff	2								
	4	2.2	21.9						
	5								
611.31									
Silty clay, trace sand & gravel, brown & gray, hard	4								
	5	4.7	20.0						
	10								
608.31									
Clay, trace gravel, gray, very stiff	3								
	6	3.2	16.8						
	9								
606.31									
Clay, trace gravel, gray, hard	7								
	9	4.8	13.9						
	12								
581.31									
Silty clay, some gravel & silt, gray, hard	7								
	9	6.0	16.9						
	12								
	7								
	9	3.6	17.2						
	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, from 137 (Rev. 8-99)

Illinois Department of Transportation SOIL BORING LOG Page 2 of 2 Date 6/15/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY FM

SECTION COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO.	D	B	U	M	Surface Water Elev.	D	B	U	M
Station	E	L	C	O	ft	E	L	C	O
	P	O	S	I	ft	P	O	S	I
	T	W	S	S	ft	T	W	S	S
BORING NO.	H	S	Qu	T	Groundwater Elev.:	H	S	Qu	T
Station	S	Qu	T		First Encounter	S	Qu	T	
Offset					Upon Completion				
Ground Surface Elev.	(ft)	(/6")	(tsf)	(%)	After Dry Hrs.	(ft)	(/6")	(tsf)	(%)
Silty clay, some gravel & silt, gray, hard (continued)									
573.31									
Fractured limestone & clayey silt, gray, wet, very dense	22								
	50	2.8	10.5						
	50								
570.31									
Rock core - Dolomitic limestone, solid, fresh, hard, light gray, recovery: R02	12								
	19								
566.31									
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, from 137 (Rev. 8-99)

FILE NAME = P:\60158877\002_CAD\001_Drawing\Sheets\Structural\016-7726-1001-sh-57-Boring_Logs.dgn



USER NAME = dabezid
PLOT SCALE = 1/4" = 1'-0"
PLOT DATE = 1/21/2011

DESIGNED - DD
DRAWN - DD
CHECKED - EJO
DATE - 01/10/2011

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

SCALE: SHEET NO. 57 OF 61 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	151
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				

Illinois Department of Transportation
Division of Highways
Applied Geotechnics

SOIL BORING LOG Page 1 of 1 Date 6/16/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RING. LOGGED BY FM

COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO.	Station	Depth (ft)	Bulge (ft)	Shear (tsf)	Penetrometer (blows)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter (ft)	Upon Completion (ft)	After Dry Hrs. (ft)
		613.23									
		7									
		6									
		611.23									
		2									
		4	2.1	26.3							
		609.23									
		5									
		3									
		4	4.8	20.0							
		7									
		588.23									
		5									
		9	4.5	18.4							
		12									
		603.23									
		5									
		8	4.2	17.7							
		13									
		4									
		6	3.5	17.1							
		9									
		3									
		6	4.7	17.6							
		10									
		3									
		6	3.2	14.2							
		11									

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, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Applied Geotechnics

SOIL BORING LOG Page 1 of 1 Date 6/14/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RING. LOGGED BY FM

COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO.	Station	Depth (ft)	Bulge (ft)	Shear (tsf)	Penetrometer (blows)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter (ft)	Upon Completion (ft)	After Dry Hrs. (ft)
		614.41									
		3									
		5	3.0	20.7							
		7									
		3									
		5	2.7	19.0							
		7									
		610.41									
		3									
		5	2.2	22.7							
		7									
		607.41									
		9									
		11	1.8	16.0							
		15									
		604.41									
		9									
		13	0.6	25.3							
		21									
		602.41									
		3									
		5	4.0	17.8							
		8									
		4									
		5	3.3	18.3							
		7									
		3									
		7	5.3	15.8							
		8									

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, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Applied Geotechnics

SOIL BORING LOG Page 1 of 2 Date 6/18/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RING. LOGGED BY FM

COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO.	Station	Depth (ft)	Bulge (ft)	Shear (tsf)	Penetrometer (blows)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter (ft)	Upon Completion (ft)	After Dry Hrs. (ft)
		617.36									
		7									
		5									
		3									
		615.86									
		3									
		4									
		7	1.9	13.5							
		11									
		613.36									
		5	3.0	19.2							
		7									
		9	6.6	17.9							
		11									
		18									
		5									
		8	4.7	14.0							
		11									
		10									
		607.36									
		3									
		5	4.3	19.6							
		7									
		3									
		7	4.6	16.8							
		10									
		3									
		4	4.5	17.3							
		9									
		5									
		7	3.7	17.5							
		9									

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, from 137 (Rev. 8-99)

FILE NAME = P:\60156677\020_CAD\01.Drawings\Sheets\Structural\016-7726-1001-sh188-Boring_Logs.dgn



USER NAME = dabezoid
PLOT SCALE = 0.1" = 1' / IN.
PLOT DATE = 1/21/2011

DESIGNED - DD
DRAWN - DD
CHECKED - EJO
DATE - 01/10/2011

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

SCALE: SHEET NO. 58 OF 61 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	152
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

Illinois Department of Transportation
Division of Highway Applied Geotechnics

SOIL BORING LOG Page 2 of 2 Date 6/18/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RING. LOGGED BY FM

COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO. _____ Station _____

BORING NO. RW-03 Station _____

Ground Surface Elev. 618.36 ft (ft) (/6") (tsf) (%)

Surface Water Elev. _____ ft

Stream Bed Elev. _____ ft

Groundwater Elev.: _____ ft

First Encounter _____ ft

Upon Completion _____ ft

After Dry Hrs. _____

DEPTH (ft)	B	U	M	SOIL DESCRIPTION	TSF	Q _u	Q _u (%)
0				Sandy clay, trace gravel, gray, sand seam at 38.5', very stiff (continued)			
11				Clay, trace sand & gravel, gray, hard			
16	8.1	14.1					
25							
36				Crushed limestone, some silt, gray, wet, very dense			
43		9.0					
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, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highway Applied Geotechnics

SOIL BORING LOG Page 1 of 1 Date 6/18/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RING. LOGGED BY FM

COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO. _____ Station _____

BORING NO. RW-04 Station _____

Ground Surface Elev. 618.20 ft (ft) (/6") (tsf) (%)

Surface Water Elev. _____ ft

Stream Bed Elev. _____ ft

Groundwater Elev.: _____ ft

First Encounter _____ ft

Upon Completion _____ ft

After Dry Hrs. _____

DEPTH (ft)	B	U	M	SOIL DESCRIPTION	TSF	Q _u	Q _u (%)
0				10" concrete over crushed stone			
3				Clay, trace gravel, shale & sand, gray, very stiff to hard (continued)			
4	1.5	21.8		Silty clay, trace gravel & sand, brown & gray, stiff			
4				Clay loam, gray, very stiff to hard			
5				Silty clay, trace sand & gravel, brown & gray, 2" sand seam at 8.7', very stiff to hard			
3	4.2	22.7					
4							
5				Clay, trace sand & gravel, gray, hard			
7	3.4	19.1					
10							
5							
7	3.4	16.6					
11							
3				Clay, trace gravel, shale & sand, gray, very stiff to hard			
5	2.5	15.7					
7				Silty clay, trace gravel, gray, hard			
2							
4	3.3	17.6					
7							
3				Silt, trace clay, gray, dry			
4	4.2	17.7					
8							
5							
6	4.2	18.6					
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, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highway Applied Geotechnics

SOIL BORING LOG Page 1 of 2 Date 6/18/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RING. LOGGED BY FM

COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO. _____ Station _____

BORING NO. RW-05 Station _____

Ground Surface Elev. 618.81 ft (ft) (/6") (tsf) (%)

Surface Water Elev. _____ ft

Stream Bed Elev. _____ ft

Groundwater Elev.: _____ ft

First Encounter _____ ft

Upon Completion _____ ft

After Dry Hrs. _____

DEPTH (ft)	B	U	M	SOIL DESCRIPTION	TSF	Q _u	Q _u (%)
0				Crushed stone			
1				Clay, trace silt & gravel, gray, very stiff (continued)			
3	2.7	21.3		Silty clay, trace gravel, brown & gray, very stiff			
4							
2				Clay, some silt, trace gravel, gray, hard			
3	2.5	25.5					
4							
2							
3				Fine to coarse sand and fine gravel, some clay, brown & gray, moist, loose to medium dense			
3		23.2					
3							
3	4.0	16.5					
5							
6							
3				Clay, trace silt & gravel, gray, very stiff			
4	2.4	13.0					
5							
3							
7	3.4	15.5					
7							
3							
6	3.6	17.9					
10							
3							
6	3.9	17.6					
9							

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, from 137 (Rev. 8-99)

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PLOT SCALE = 0.1" / 1' IN.
PLOT DATE = 1/21/2011

DESIGNED - DD
DRAWN - DD
CHECKED - EJO
DATE - 01/10/2011

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

SCALE: SHEET NO. 59 OF 61 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-65	COOK	209	153
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

Illinois Department of Transportation
Division of Highways
Applied Geoscience

SOIL BORING LOG Page 2 of 2
Date 6/8/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY FM

SECTION COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO. Station
BORING NO. RW-05
Station
Ground Surface Elev. 618.81 ft (ft) (/6") (tsf) (%)

DEPTH (ft)	B	U	M	SOIL DESCRIPTION	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter (ft)	Upon Completion (ft)	After (Day Hrs.)
0				Clay, some silt, trace gravel, gray, hard (continued)						
576.81				Clay, some stone, silt & sand, gray, hard						
13										
19	4.8	11.3								
24										
19										
50			11.4							
588.81				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, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Applied Geoscience

SOIL BORING LOG Page 1 of 2
Date 6/7/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY FM

SECTION COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO. Station
BORING NO. SB-01
Station
Ground Surface Elev. 616.52 ft (ft) (/6") (tsf) (%)

DEPTH (ft)	B	U	M	SOIL DESCRIPTION	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter (ft)	Upon Completion (ft)	After (Day Hrs.)
0				Topsoil, silty clay, dark brown						
615.52				Possible fill, clay, trace silt & gravel, brown & gray, very stiff						
613.52				Clay, some silt, trace gravel, brown clay, very stiff						
611.52				Clay, trace silt & gravel, brown & gray, hard to very stiff						
588.52				Clay, some stone, trace shale, gray, hard						
585.52				Clay, trace silt, gravel & shale, gray, hard						
579.52				Coarse sand, gray, wet, medium, dense						

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, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Applied Geoscience

SOIL BORING LOG Page 2 of 2
Date 6/7/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY FM

SECTION COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO. Station
BORING NO. SB-01
Station
Ground Surface Elev. 618.52 ft (ft) (/6") (tsf) (%)

DEPTH (ft)	B	U	M	SOIL DESCRIPTION	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter (ft)	Upon Completion (ft)	After (Day Hrs.)
0				Coarse sand, gray, wet, medium, dense (continued)						
574.52				Coarse sand, gravel & sand, gray, wet, dense						
570.52				Fraactured limestone, some gravel & sand, gray, wet, very dense						
568.52										
50			8.3	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, from 137 (Rev. 8-99)

FILE NAME = P:\6015877\000_LAD\001_Drawings\Sheets\Structural\016-7726-1001-sh-60-Boring_Log.dgn

AECOM	USER NAME = dabezicd	DESIGNED - DD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS		F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 154
	PLOT SCALE = 0.1" = 1' / IN.	DRAWN - DD	REVISED -				SCALE:	SHEET NO. 60 OF 61 SHEETS	STA. TO STA.	CONTRACT NO. 63556	
	PLOT DATE = 1/21/2011	CHECKED - EJO	REVISED -								
		DATE - 01/10/2011	REVISED -								

Illinois Department of Transportation
Division of Highways
Applied Geotechnics

SOIL BORING LOG

Page 1 of 2
Date 6/7/10

ROUTE FAU 1537 DESCRIPTION _____ LOGGED BY FM

SECTION _____ LOCATION _____ SEC. _____ TWP. _____ RNG. _____

COUNTY Cook DRILLING METHOD SS HAMMER TYPE _____

STRUCT. NO. _____
Station _____

BORING NO. SB-02
Station _____

Ground Surface Elev. 619.73 ft (ft) (/6") (tsf) (%)

Surface Water Elev. _____ ft

Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 584.7 ft ∇
Upon Completion 578.7 ft ∇
After _____ Hrs.

DEPTH (ft)	DIAMETER (in)	SOIL DESCRIPTION	UNIT WEIGHT (pcf)	WATER CONTENT (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)	STANDARD PENETRATION TEST (blows)
0		Topsoil, silty clay, dark brown					
2		Clay, silt, trace gravel, gray, hard					
3							
3							
2		Clay, some silt & gravel, brown gray, very stiff					
2							
2							
2		Clay, trace silt & gravel, brown, gray, very stiff					
3							
3							
5		Clay, some silt & gravel, brown, gray, very stiff					
6							
8							
8		Clay, some silt, trace gravel, gray, hard					
10							
10							
7		Clay, some stone & silt, gray, hard					
9							
9							
6		Clay, some stone & silt, gray, hard					
9							
9							
5		Clay, some stone & silt, gray, hard					
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, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Applied Geotechnics

SOIL BORING LOG

Page 2 of 2
Date 6/7/10

ROUTE FAU 1537 DESCRIPTION _____ LOGGED BY FM

SECTION _____ LOCATION _____ SEC. _____ TWP. _____ RNG. _____

COUNTY Cook DRILLING METHOD SS HAMMER TYPE _____

STRUCT. NO. _____
Station _____

BORING NO. SB-02
Station _____

Ground Surface Elev. 619.73 ft (ft) (/6") (tsf) (%)

Surface Water Elev. _____ ft

Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 584.7 ft ∇
Upon Completion 578.7 ft ∇
After _____ Hrs.

DEPTH (ft)	DIAMETER (in)	SOIL DESCRIPTION	UNIT WEIGHT (pcf)	WATER CONTENT (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)	STANDARD PENETRATION TEST (blows)
3		Clay, silt, trace gravel, gray, hard (continued)					
6							
11		Silt, some stone & clay, gray, wel. dense					
13							
13							
19		End of Boring					
23							
23							
7		Clay, some stone & silt, gray, hard					
9							
9							
10		Clay, some stone & silt, gray, hard					
13							
16							
14		Clay, some stone & silt, gray, hard					
16							
16							
23		Clay, some stone & silt, gray, hard					
38							
41							

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, from 137 (Rev. 8-99)

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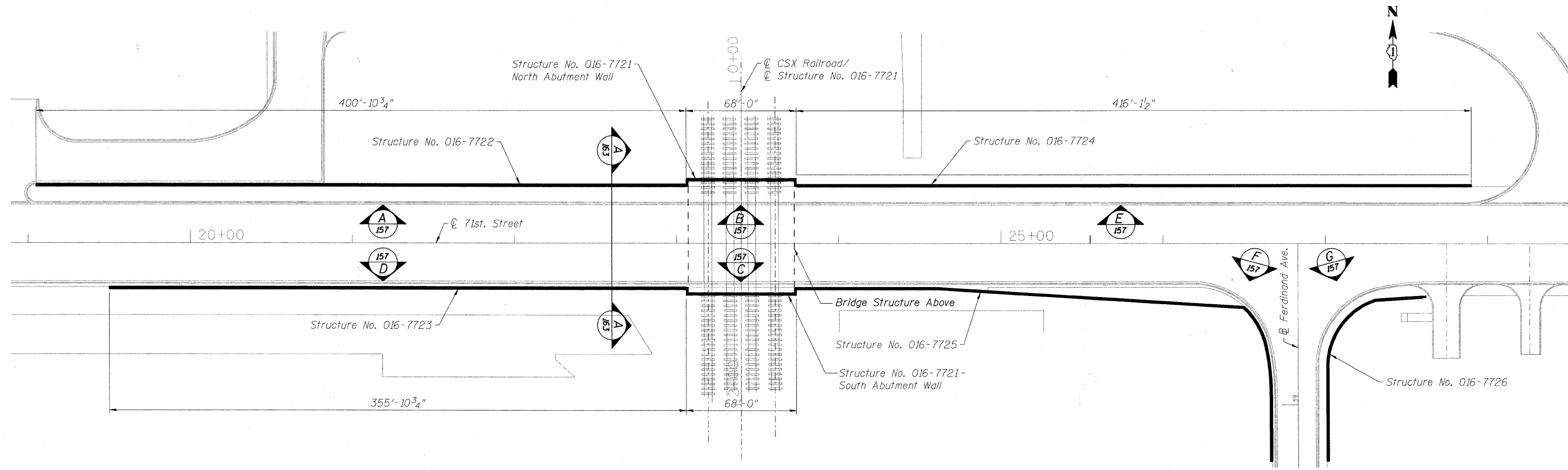
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PLOT DATE = 1/21/2011	CHECKED - EJO	REVISED -
	DATE - 01/10/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS

SCALE: _____ SHEET NO. 61 OF 61 SHEETS STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	155
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				

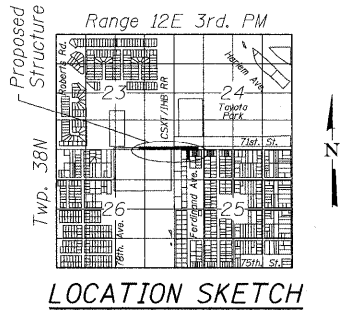
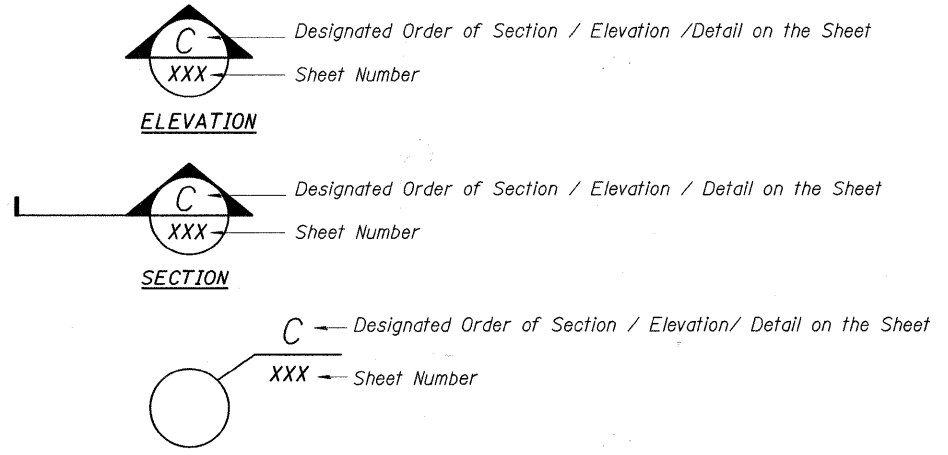


OVERALL PLAN

GENERAL NOTES:

1. Contractor shall coordinate work with other trades on the job site.
2. See Structural and Civil Drawings for dimensions and placement of cast in place concrete.
3. Architectural Drawings show relationship and layout of form liners and the intend for final appearance. Contractor and form liner manufacturer shall be responsible for design of formwork and back-up of form liner for structural stability and sufficiency.
4. Lines and levels of formwork and form liner patterns to be within allowable manufacturer's tolerances.
5. CAD files of 2D pattern line drawings will be provided to form liner manufacturer for producing the master mold.

TYPICAL DRAWING NOTATIONS - SYMBOLS



LOCATION SKETCH

FILE NAME = P:\S8159577\000_CAD\001_Drawings_Sheets\Architectural\A-116_ArchPlan-Overall.dgn



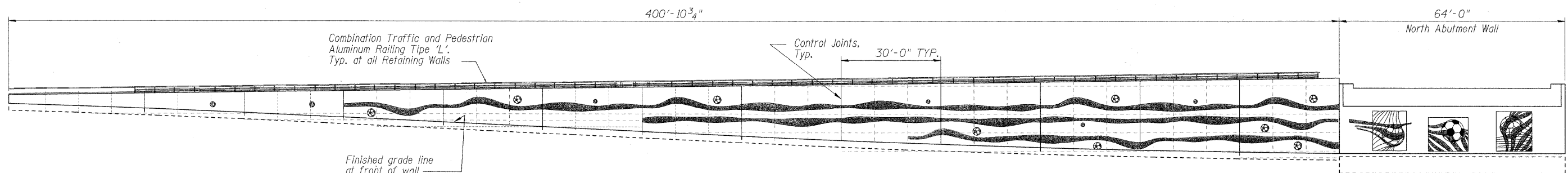
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

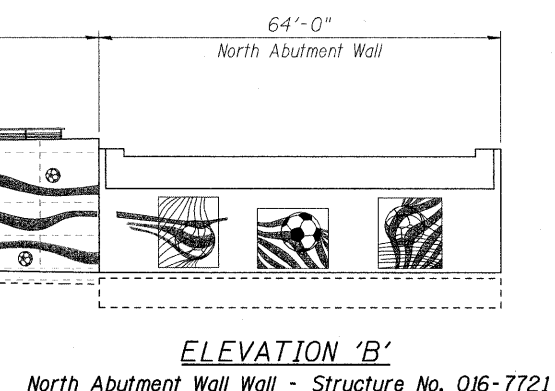
**ARCHITECTURAL PLAN - OVERALL
GENERAL NOTES AND SYMBOLS**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	156
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				

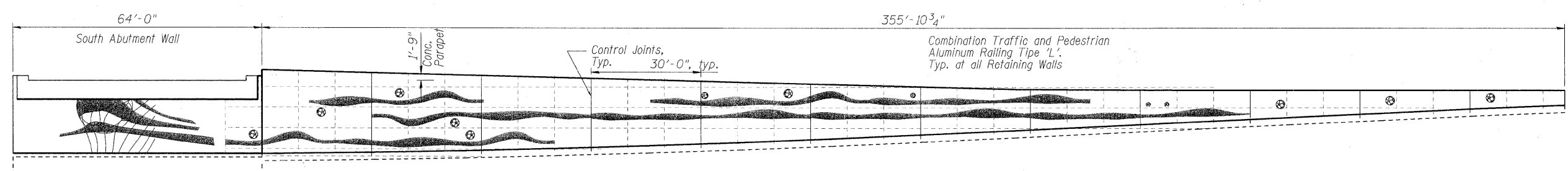
SCALE: SHEET NO. 1 OF 32 SHEETS STA. TO STA.



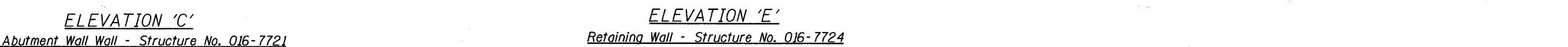
ELEVATION 'A'
Retaining Wall - Structure No. 016-7722



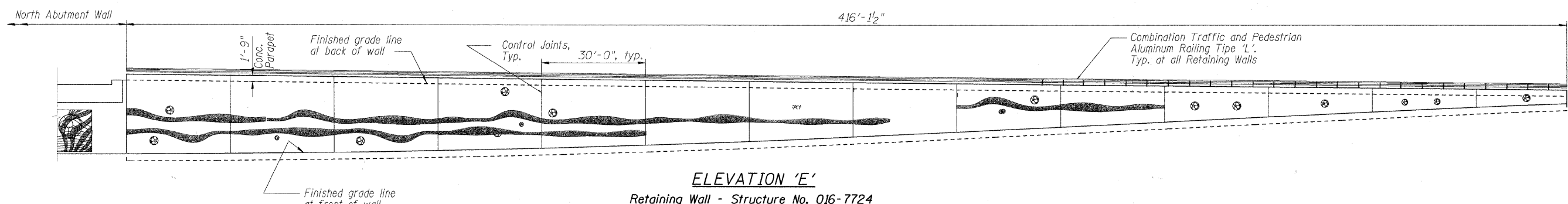
ELEVATION 'B'
North Abutment Wall - Structure No. 016-7721



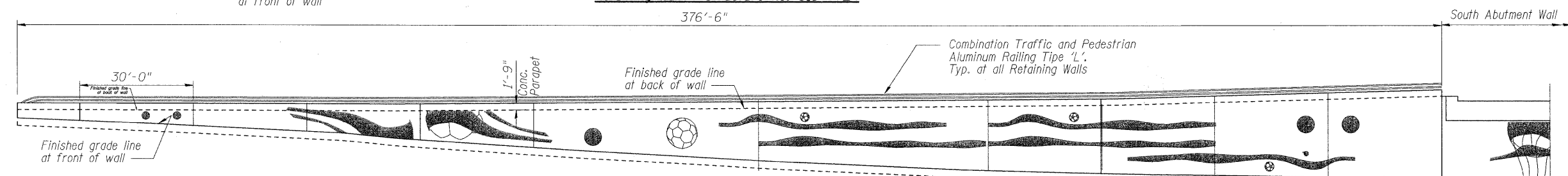
ELEVATION 'C'
South Abutment Wall - Structure No. 016-7721



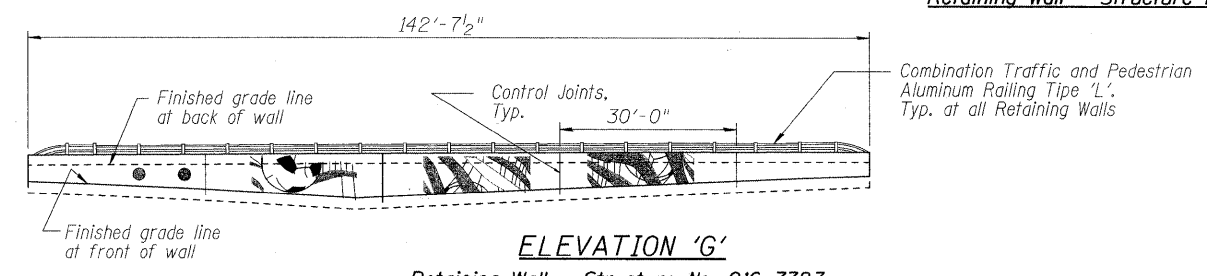
ELEVATION 'E'
Retaining Wall - Structure No. 016-7724



ELEVATION 'E'
Retaining Wall - Structure No. 016-7724



ELEVATION 'F'
Retaining Wall - Structure No. 016-7723



ELEVATION 'G'
Retaining Wall - Structure No. 016-7723

NOTE:
All dimensions are measured along front face of wall.

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DRAWN - DD
CHECKED - EJO
DATE - 10/11/2010

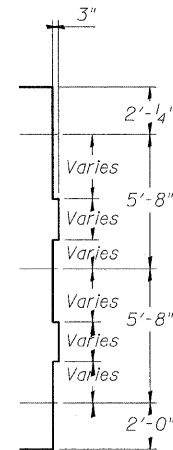
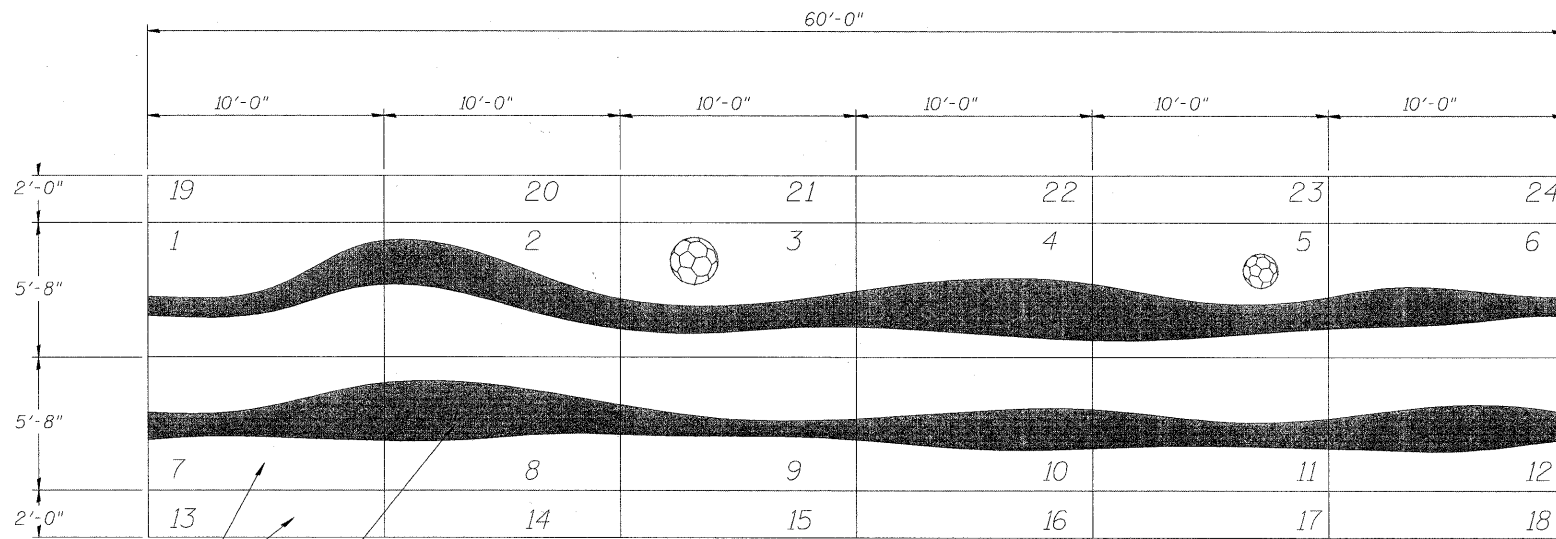
REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARCHITECTURAL TREATMENT - FORM LINERS
RETAINING AND ABUTMENT WALLS - ELEVATIONS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	157
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

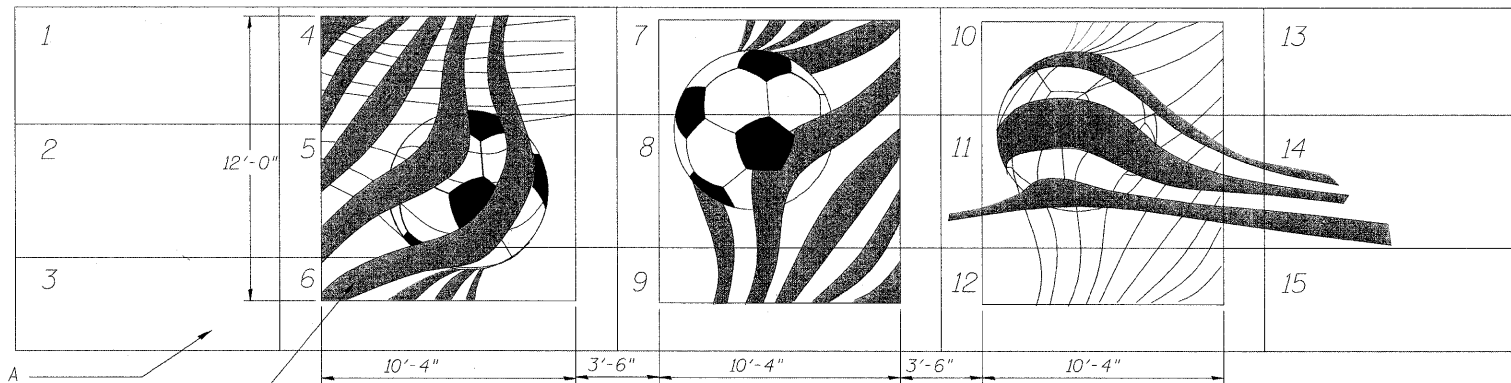
SCALE: SHEET NO. 3 OF 20 SHEETS STA. TO STA.



Finish A
Texture: Smooth
(Standard Manufacturer's Texture)
Color: Gray

Finish B
Texture: Light Sandblasting
Color: Charcoal

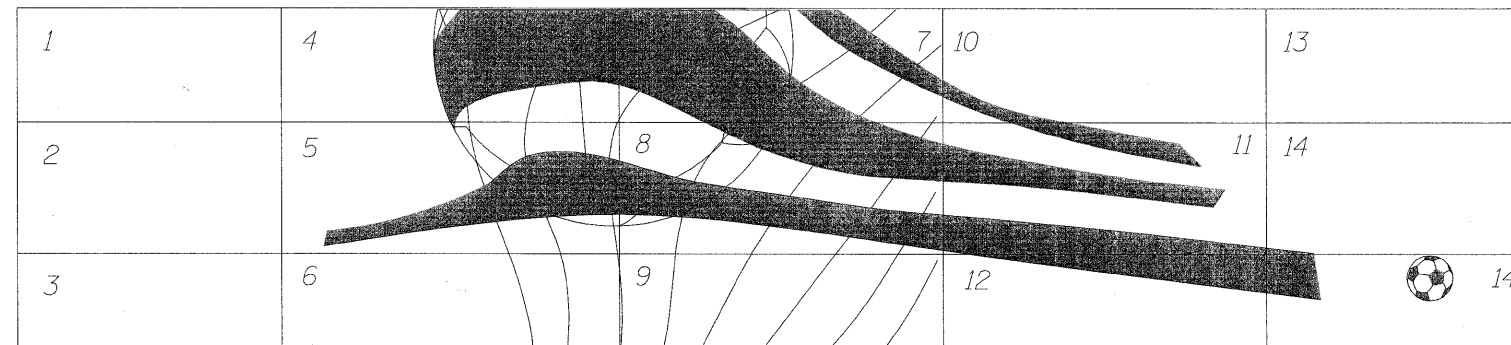
FORM LINERS MASTER SET FOR RETAINING CONCRETE WALL STRUCTURES



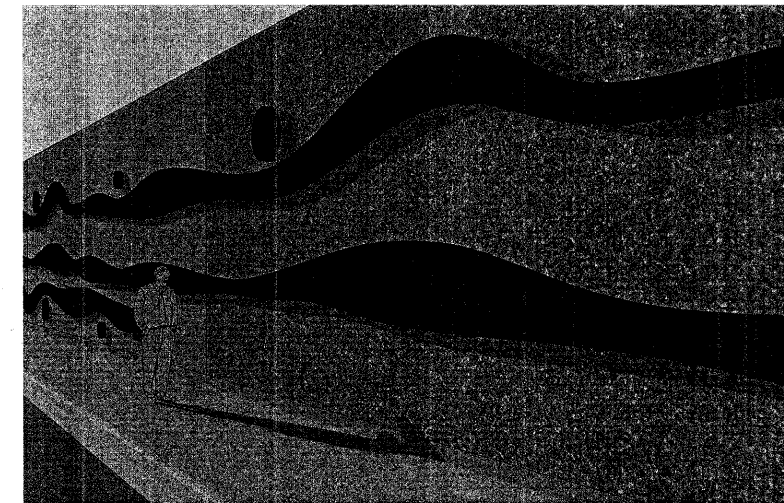
Finish A
Texture: Smooth
(Standard Manufacturer's Texture)
Color: Gray

Finish B
Texture: Light Sandblasting
Color: Charcoal

FORM LINERS MASTER SET FOR NORTH ABUTMENT WALL

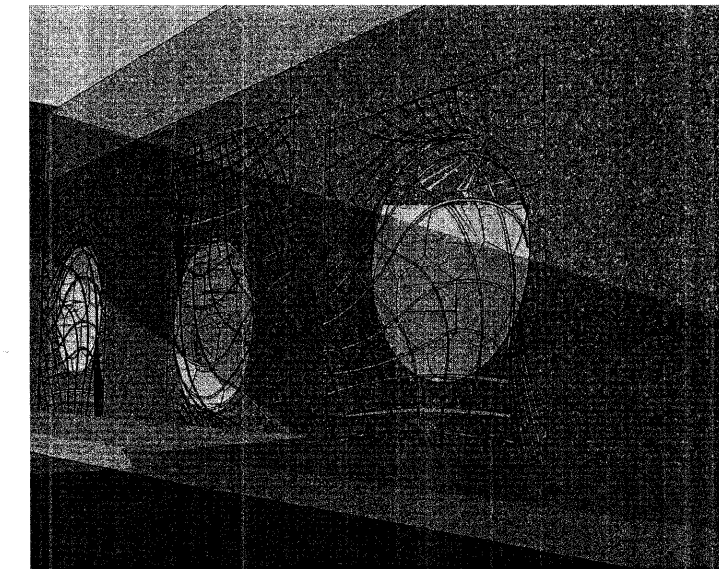


FORM LINERS MASTER SET FOR SOUTH ABUTMENT WALL



**FORM LINERS AT CONCRETE WALL STRUCTURES
PERSPECTIVE VIEW**

- NOTES:
1. Formliners to be fabricated from fiberglass or elastomeric urethane creating modular master mold suitable for multi-use form liner.
 2. Relief depth to be one, two and three inches.
 3. Manufacture: Creative Form Liners Inc., 3411 Windom Road Brentwood, Maryland 20722, www.creativeformliners.com, or Scott System Inc., 10777 E. 45th Ave. ; Denver, CO 80239; www.scottsystem.com
 4. Color effect to be achieved by staining the concrete.



**FORM LINERS AT ABUTMENT WALL
PERSPECTIVE VIEW**

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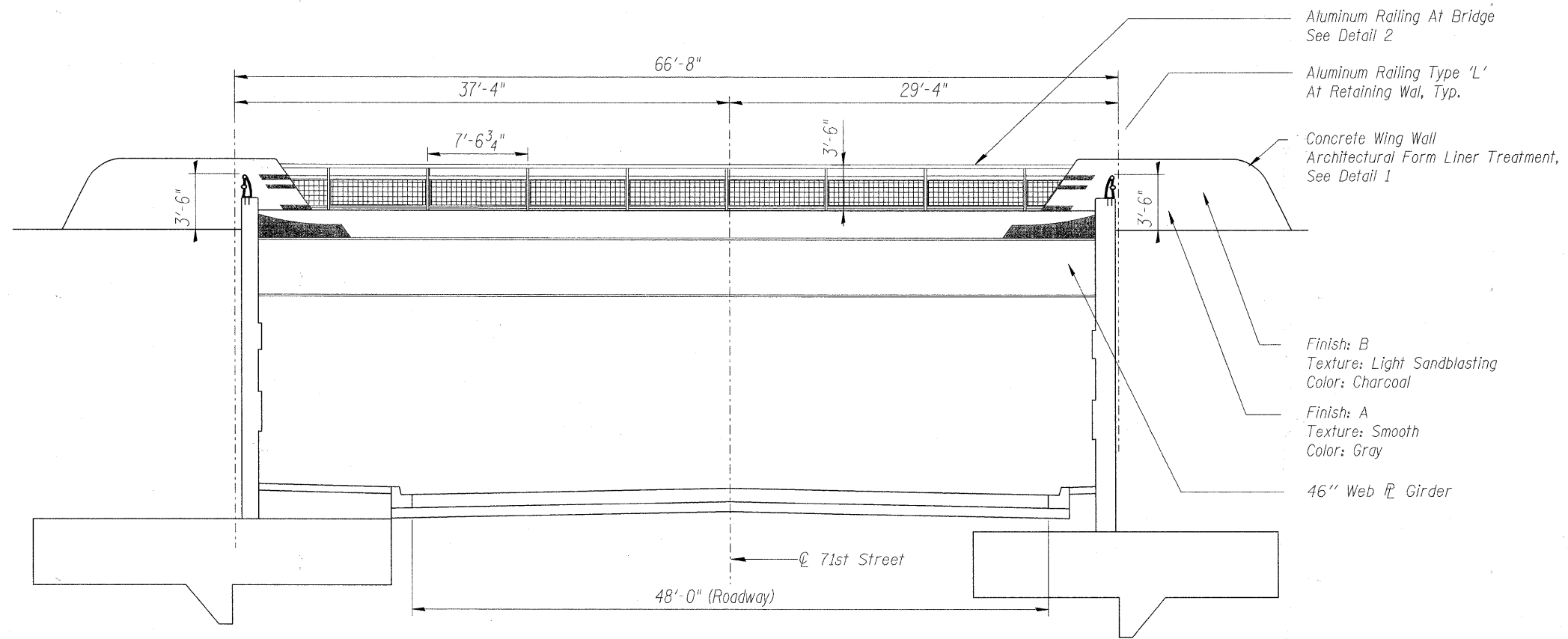
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

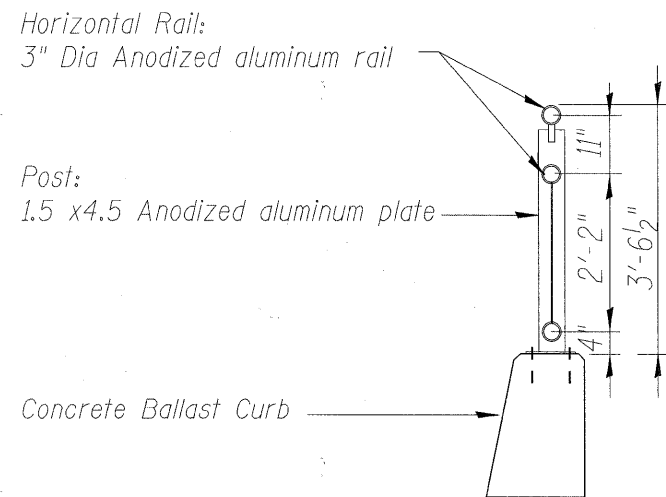
**ARCHITECTURAL TREATMENT
FORM LINERS - DETAILS**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	158
CONTRACT NO. 63556				
[ILLINOIS] FED. AID PROJECT				

SCALE: SHEET NO. 3 OF 20 SHEETS STA. TO STA.



SECTION A



DETAIL 2
Bridge Railing

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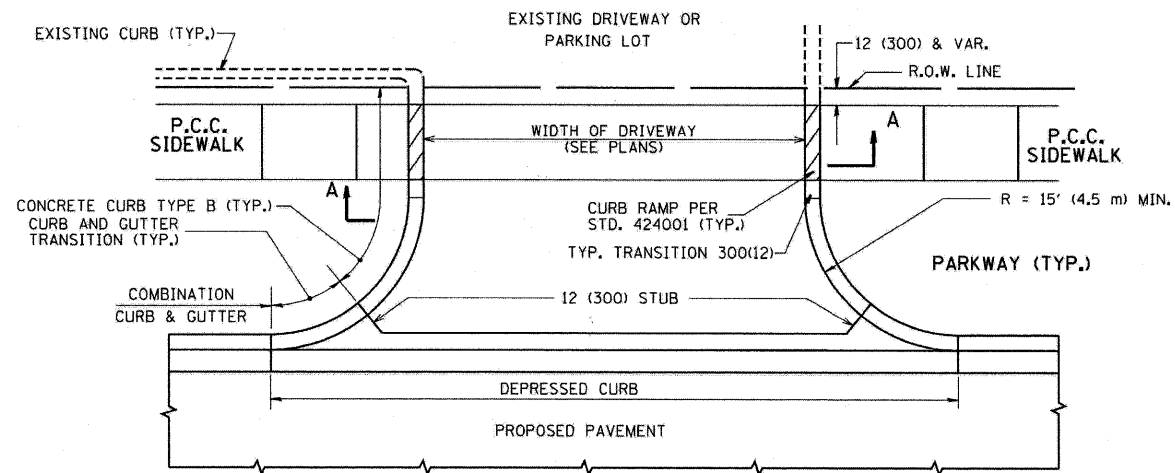
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	DATE - 10/11/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

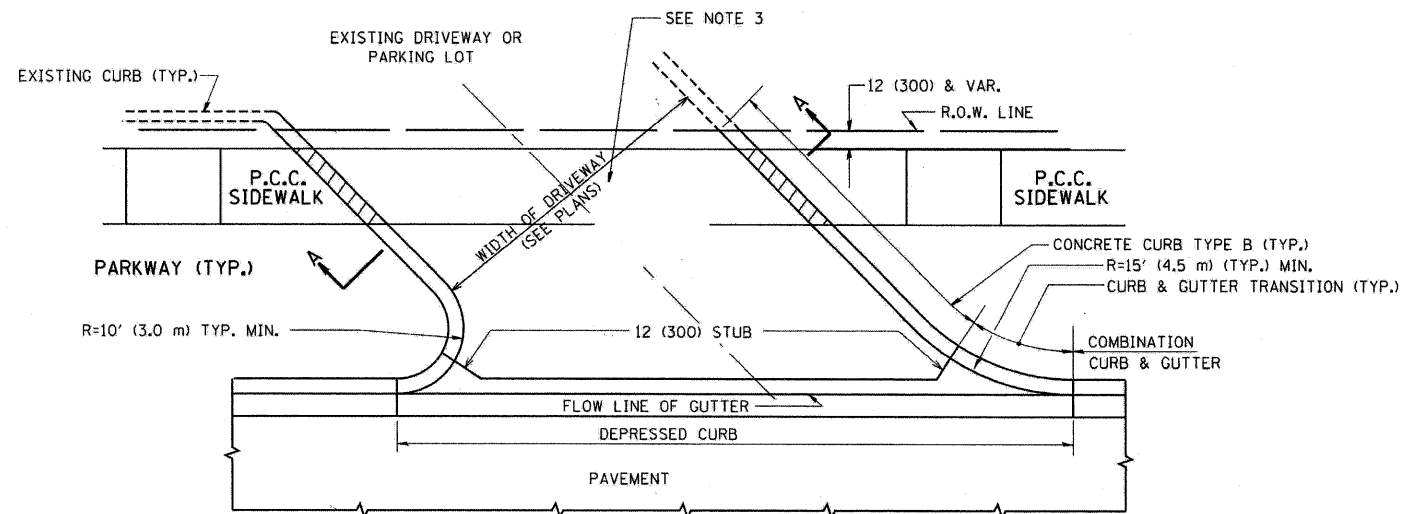
ARCHITECTURAL TREATMENT-BRIDGE ELEVATION
FORM LINERS and RAILING DETAILS

SCALE: SHEET NO. 3 OF 20 SHEETS STA. TO STA.

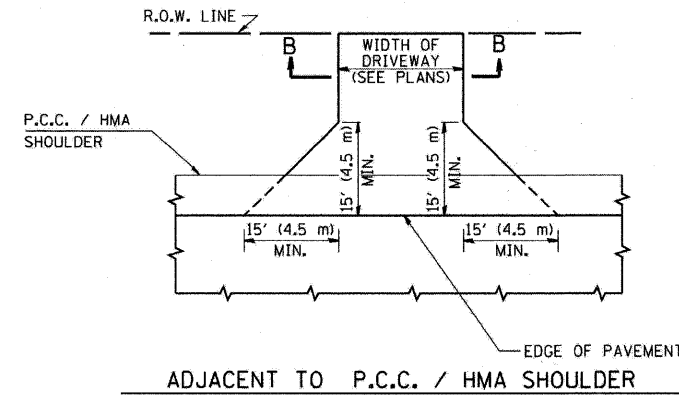
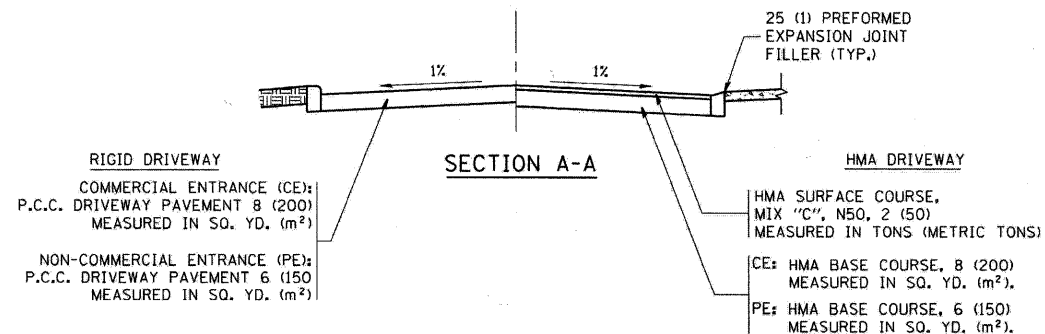
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CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	



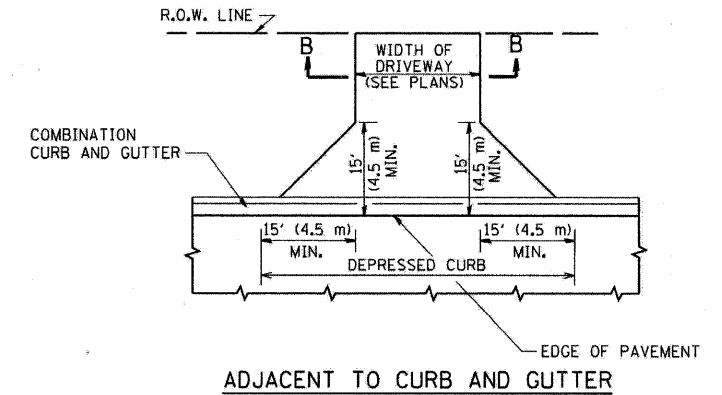
WITH CONCRETE CURB, TYPE B



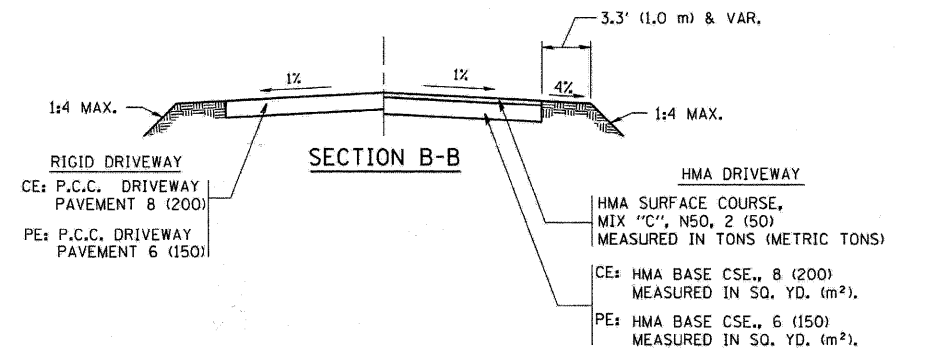
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE, MIX "C", N50, 2 (50) MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SQ. YD. (m²)

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

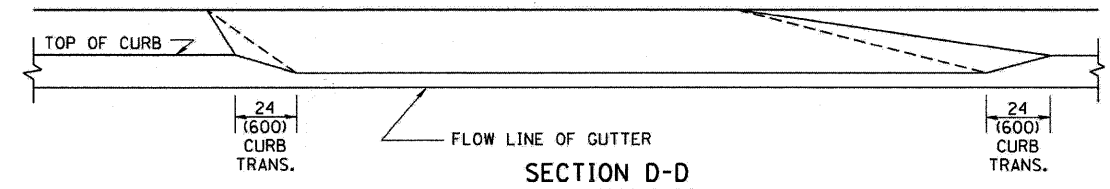
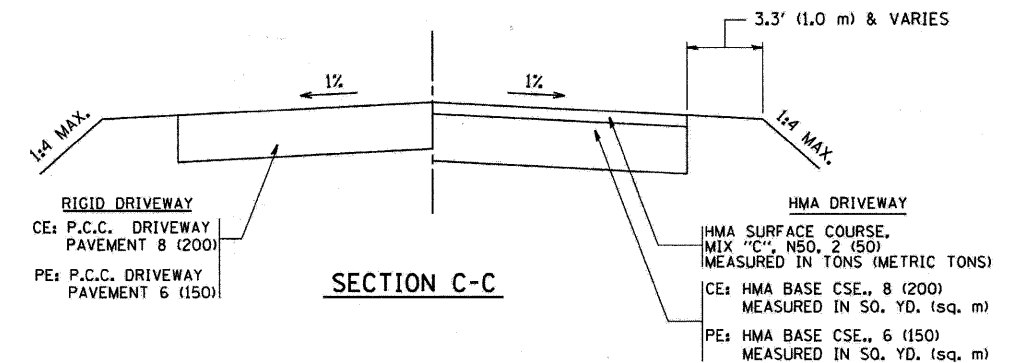
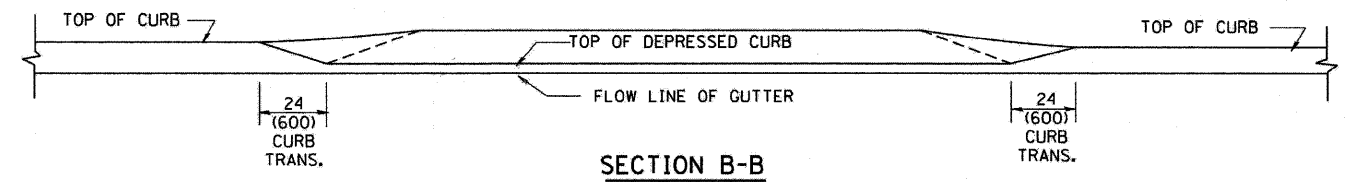
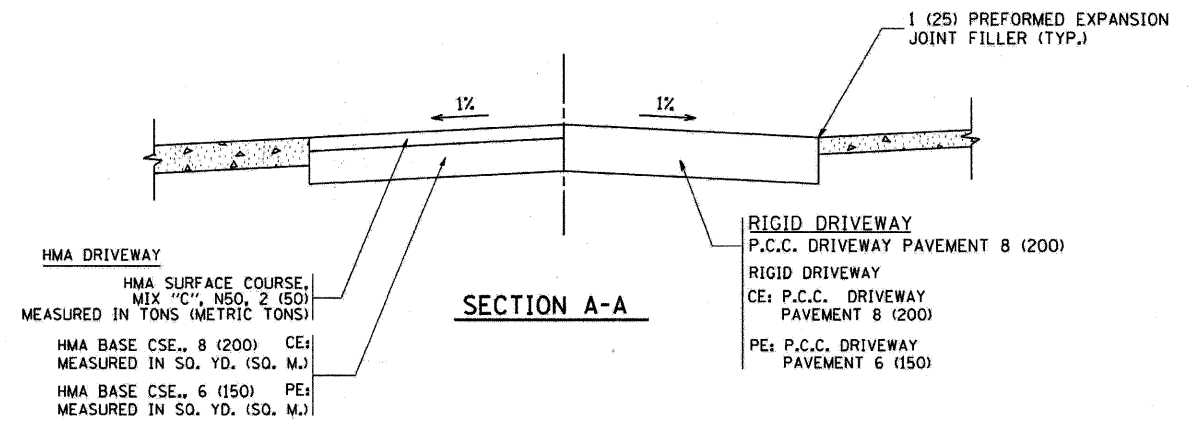
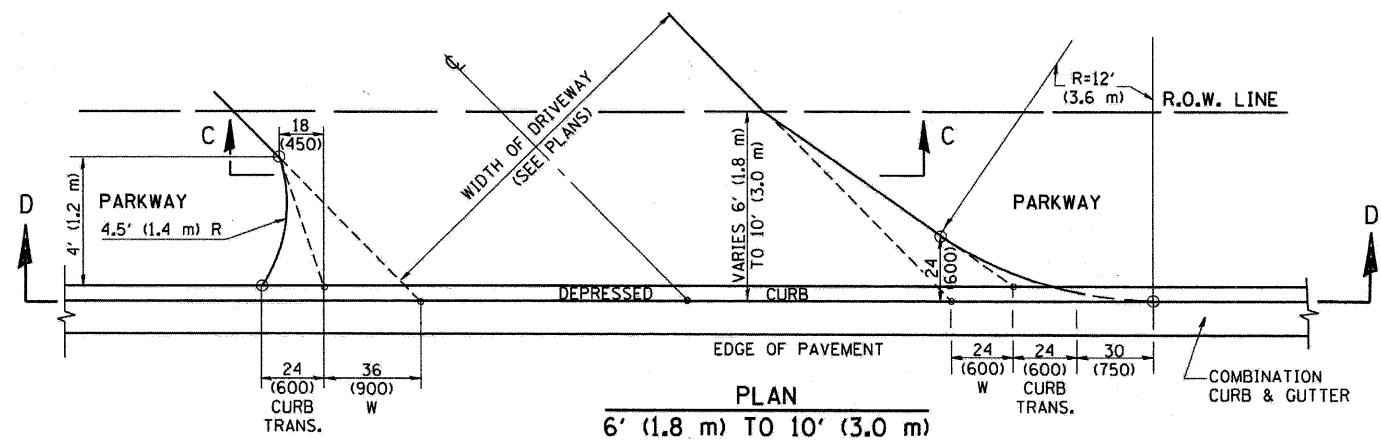
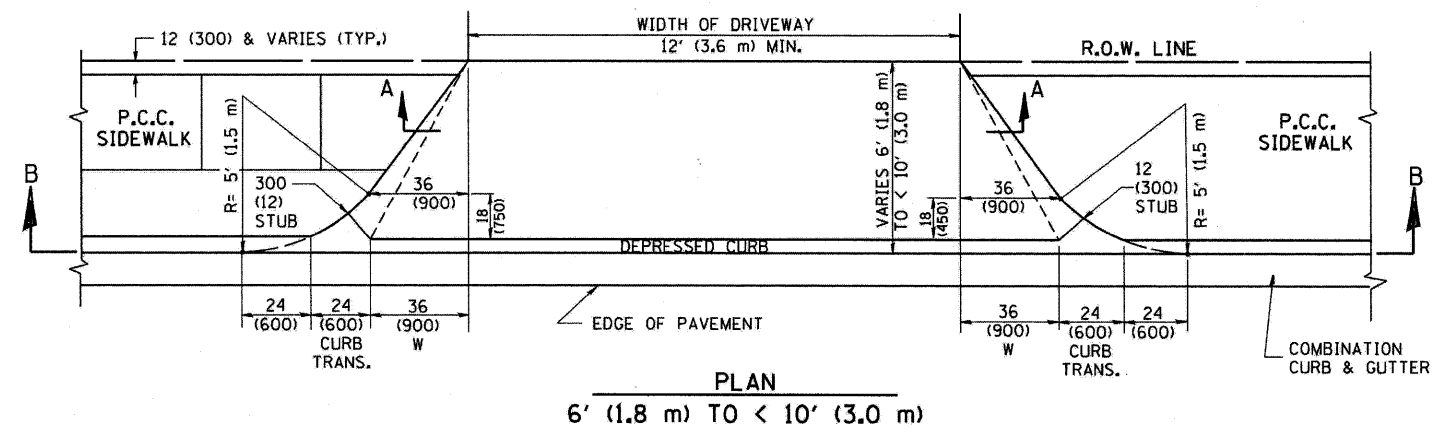
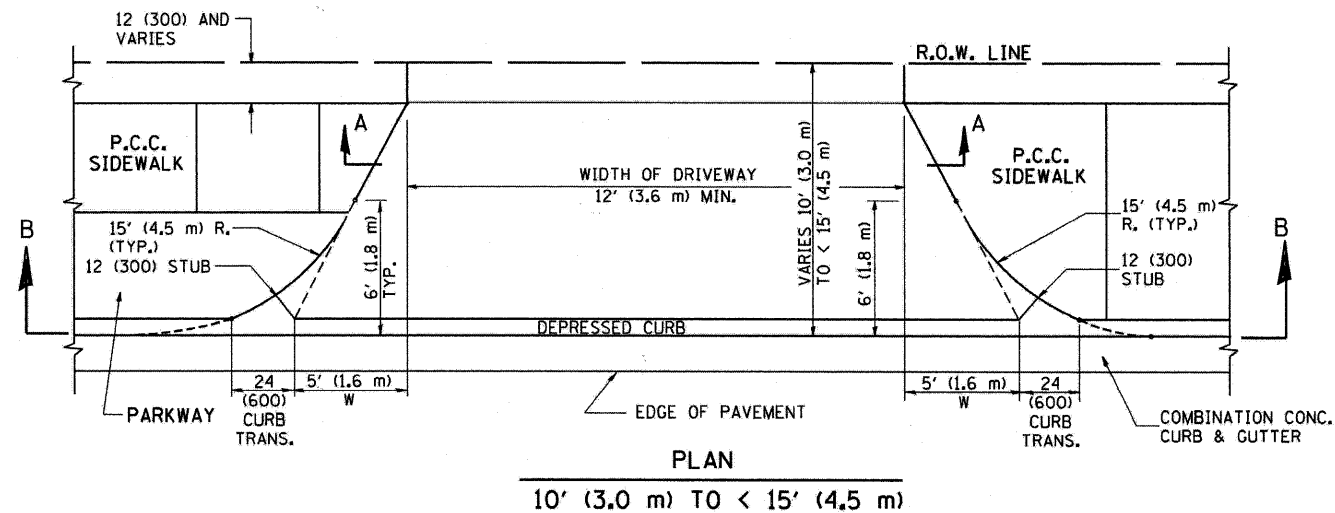
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

FILE NAME = c:\projects\dststd22x34\bd01.dgn	USER NAME = bevardl	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)			F.A. RTE. = 1537	SECTION = 06-00050-00-GS	COUNTY = COOK	TOTAL SHEETS = 209	SHEET NO. = 165
	PLOT SCALE = 49,9999' / IN.	DRAWN -	REVISED - P. LOFLUER 04-15-03		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD0156-07 (BD-01) CONTRACT NO. 63556				
	PLOT DATE = 6/12/2008	CHECKED -	REVISED - R. BORO 01-01-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE = 11-04-95	REVISED - R. BORO 06-11-08									



GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

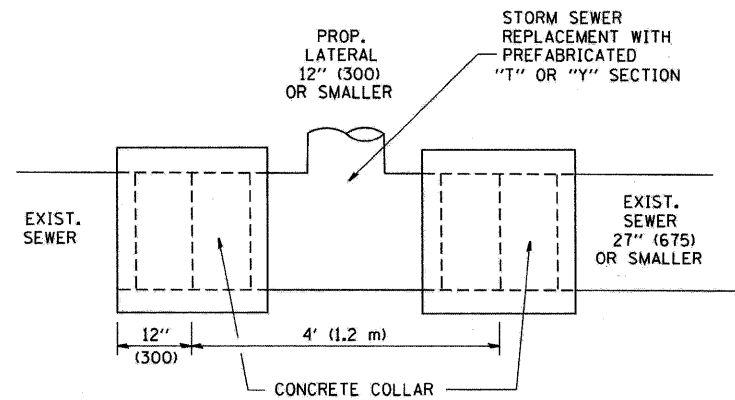
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

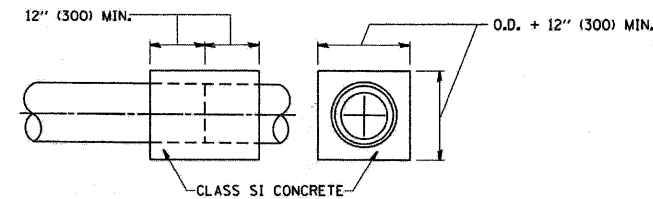
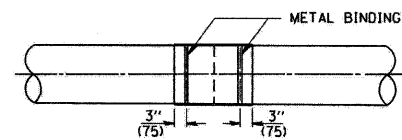
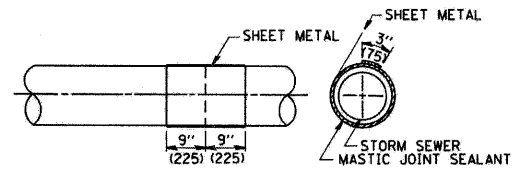
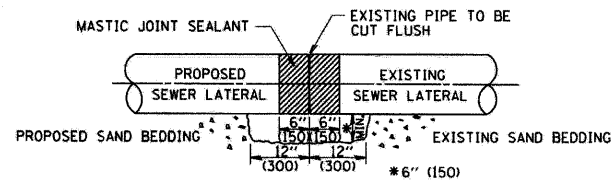
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

FILE NAME = W:\datastd\22-34\bd02.dgn	USER NAME = geglianobt	DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS			F.A. -	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - M. GOMEZ 04-06-01		DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)			1537	06-00050-00-GS	COOK	209	166
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - P. LOFLEUR 04-15-03		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD400-02 (BD-02) CONTRACT NO. 63556				
		DATE - 11-06-95	REVISED - R. BORO 01-01-07					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DETAIL "A"

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

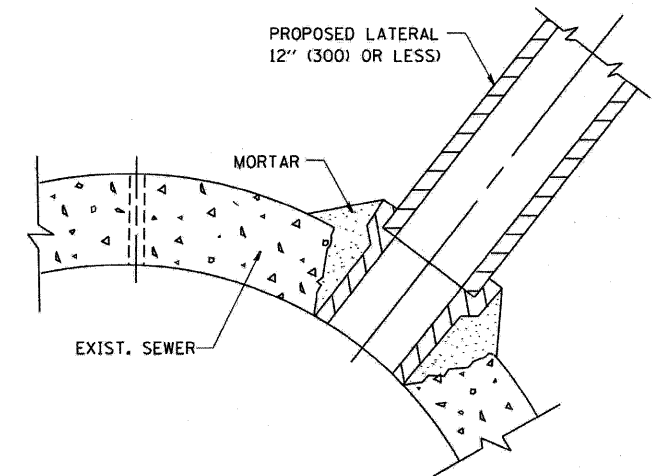


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

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

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

GENERAL

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

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

BASIS OF PAYMENT

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

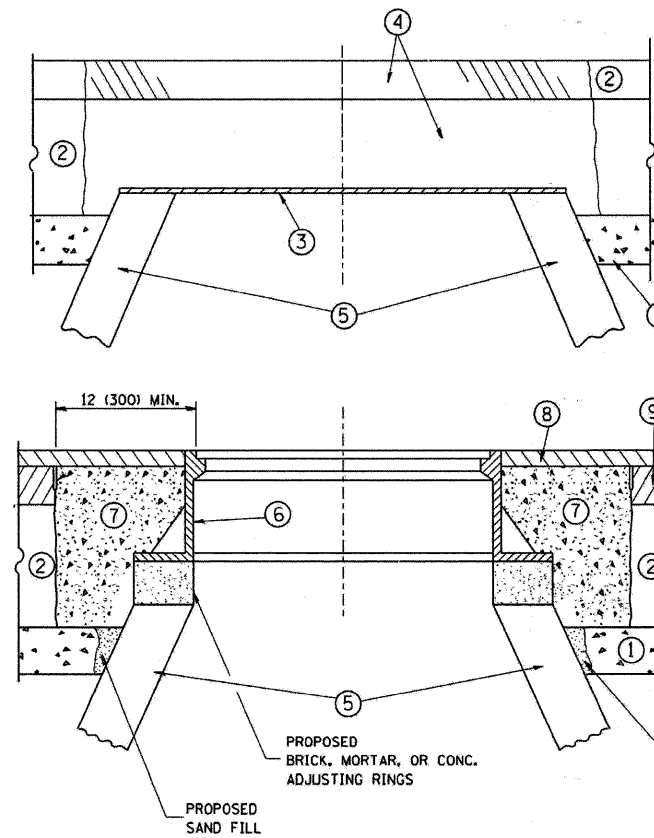
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

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

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

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

FILE NAME = W:\diststd\22x34\bd07.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			F.A. - RTE. -	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. SHAH 09-09-94		1537	06-00050-00-GS	COOK	209	167			
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - R. SHAH 10-25-94		BD500-01 (BD-7)			CONTRACT NO. 63556				
		DATE - 07-25-90	REVISED - R. SHAH 06-12-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



CONSTRUCTION PROCEDURES

- STAGE 1 (BEFORE PAVEMENT MILLING)**
- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 - B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
 - C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
 - D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.
- STAGE 2 (AFTER PAVEMENT MILLING)**
- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ⑥ FRAME AND LID (SEE NOTES)
- ② EXISTING PAVEMENT
- ⑦ CLASS SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ③ 36 (900) DIAMETER METAL PLATE
- ⑧ PROPOSED HMA SURFACE COURSE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑨ PROPOSED HMA BINDER COURSE
- ⑤ EXISTING STRUCTURE

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

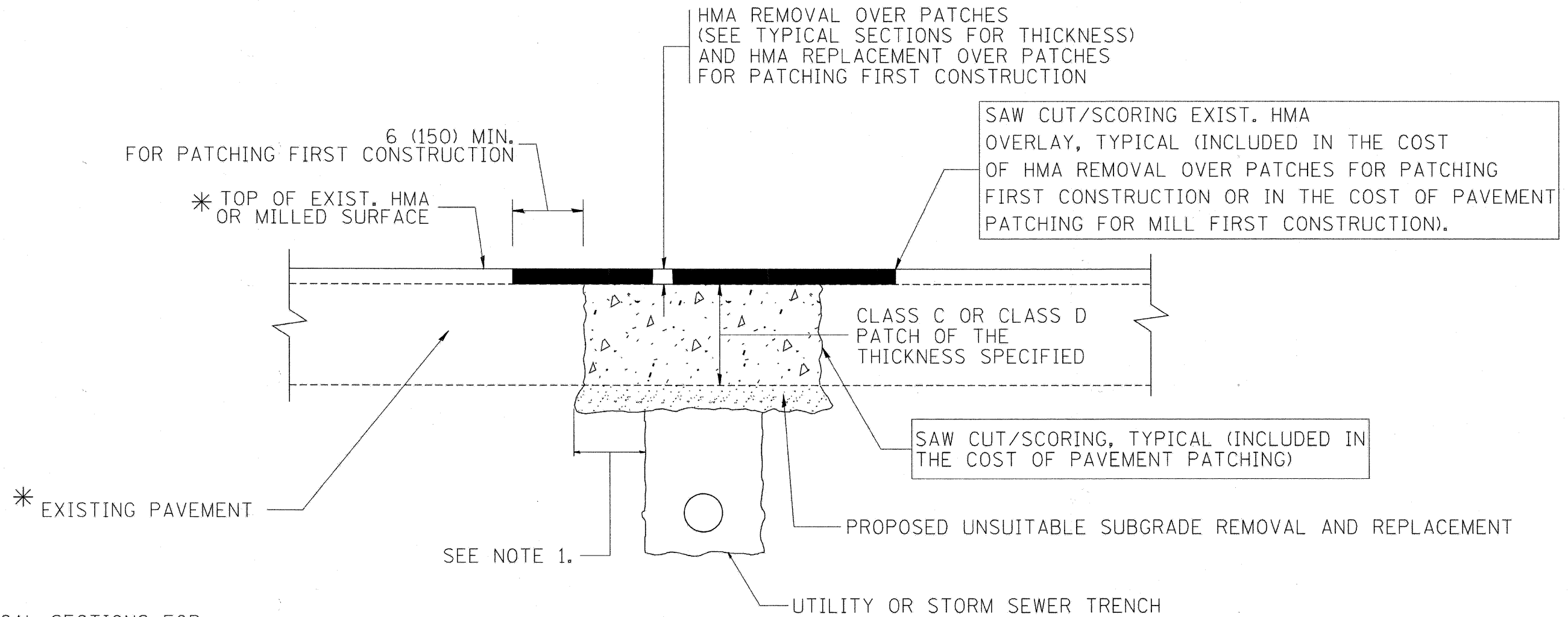
THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL" NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\diststd\22x34\bd08.dgn	USER NAME = gaglianob	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			F.A. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 168
		DRAWN -	REVISED - A. ABBAS 03-21-97					BD600-03 (BD-8)		CONTRACT NO. 63556		
		CHECKED -	REVISED - R. WIEDEMAN 05-14-04					FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				
		DATE - 10-25-94	REVISED - R. BORO 01-01-07					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS		STA. TO STA.	



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A. - RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07		1537	06-00050-00-GS	COOK	209	169			
		PLOT SCALE = 50.000' / IN.	REVISED - R. BORO 09-04-07		BD400-04 (BD-22)			CONTRACT NO. 63556				
		PLOT DATE = 10/27/2008	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	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)

1/4" (5) **

18" (450) MAX.

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).

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.)

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.

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).

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".

* 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.

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.

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.

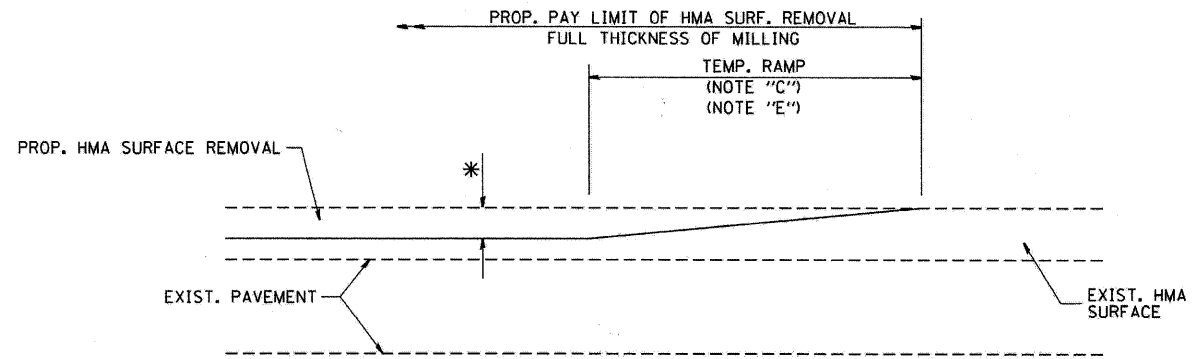
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

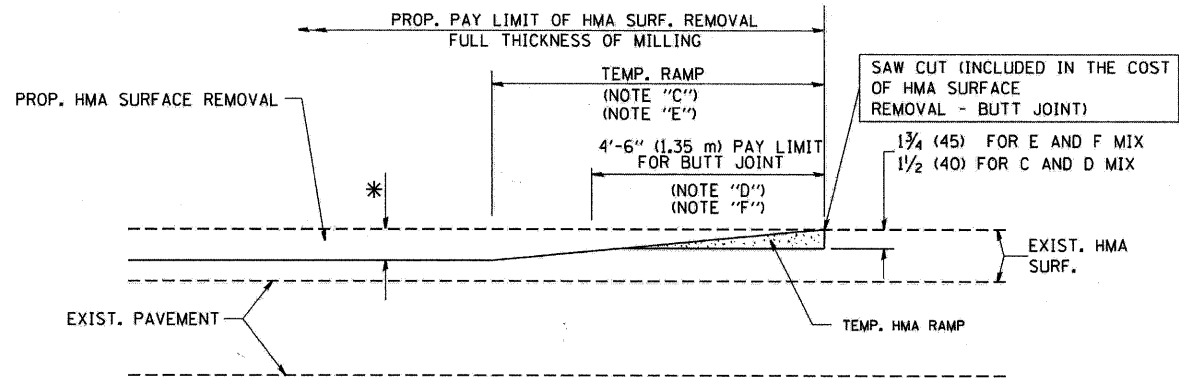
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = drvakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pvidot\drvakosgn\d0108315\bd24.dgn	DRAWN -	REVISOR - A. ABBAS 03-21-97	REVISOR - M. GOMEZ 01-22-01		1537	06-00050-00-GS	COOK	209	170			
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISOR - R. BORO 12-15-09			BD600-06 (BD-24)				CONTRACT NO. 63556			
PLOT DATE = 12/15/2009	DATE - 03-11-94				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



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

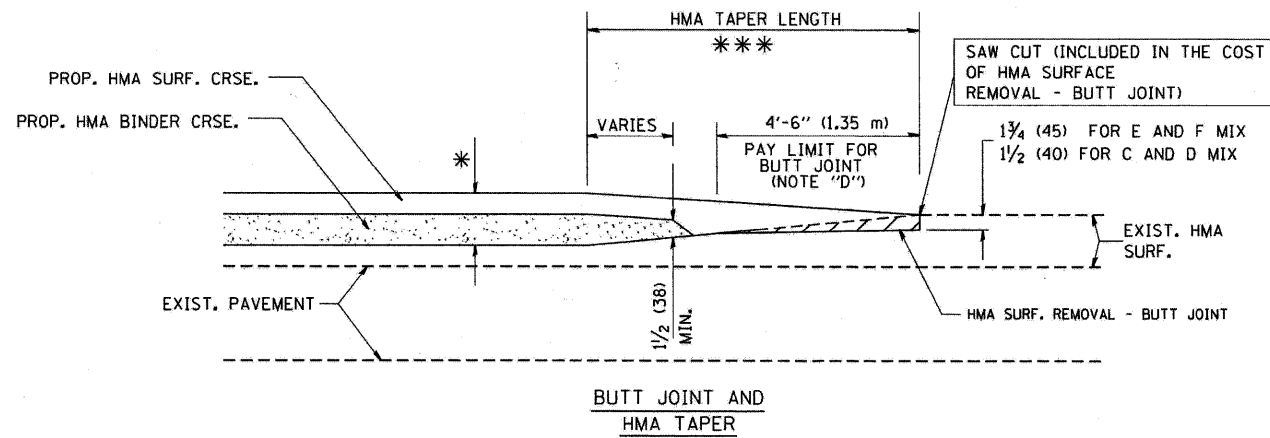
OPTION 1



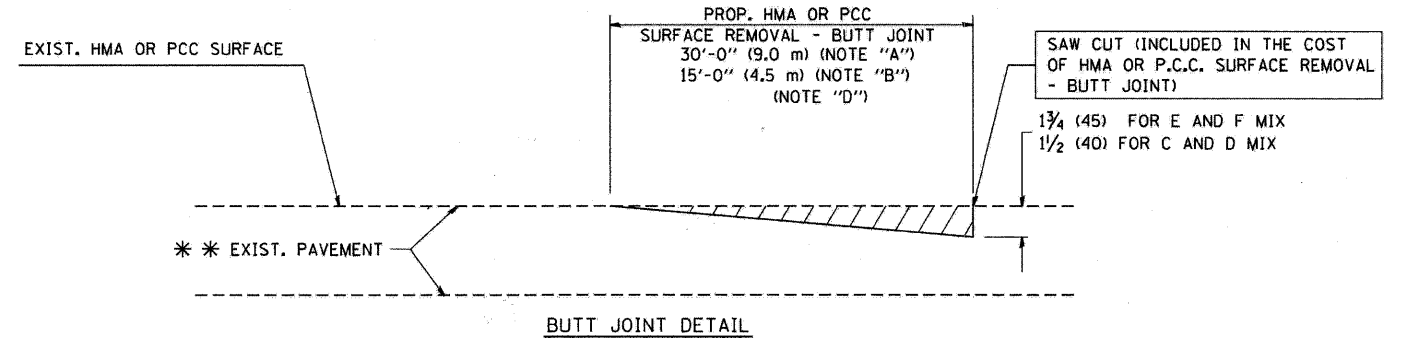
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

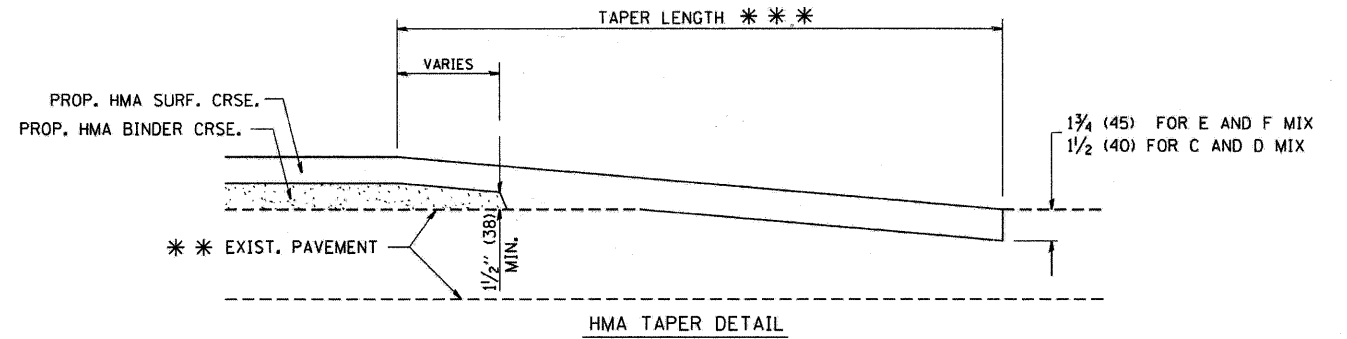
TYPICAL TEMPORARY RAMP



**TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING**



BUTT JOINT DETAIL



HMA TAPER DETAIL

**TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY**

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

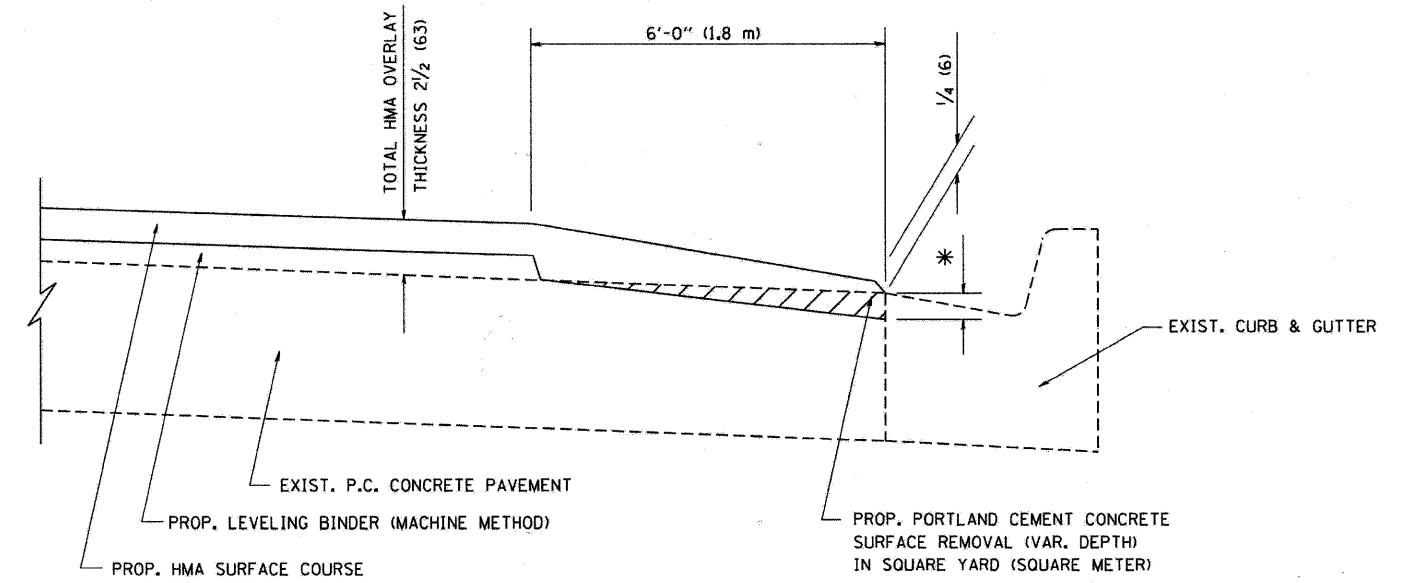
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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	171
BD400-05 BD32		CONTRACT NO. 63556		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



HMA TAPER AT
EDGE OF P.C.C. PAVEMENT

HMA SURFACE MIX	THICKNESS	LEVELING BINDER THICKNESS	* MILLING AT GUTTER FLAG
C OR D	1 1/2 (38)	1 (25)	1/4 (33)
F	1 3/4 (44)	3/4 (19)	1/2 (38)

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

FILE NAME = W:\diststd\22x34\bd33.dgn	USER NAME = geglienobt	DESIGNED - R. SHAH	REVISED - R. SHAH 10-25-94
		DRAWN - JIS	REVISED - A. ABBAS 05-05-99
	PLOT SCALE = 50.0000' / IN.	CHECKED - A. ABBAS	REVISED - E. GOMEZ 12-21-00
	PLOT DATE = 1/4/2008	DATE - 09-10-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HMA TAPER AT
EDGE OF P.C.C. PAVEMENT

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

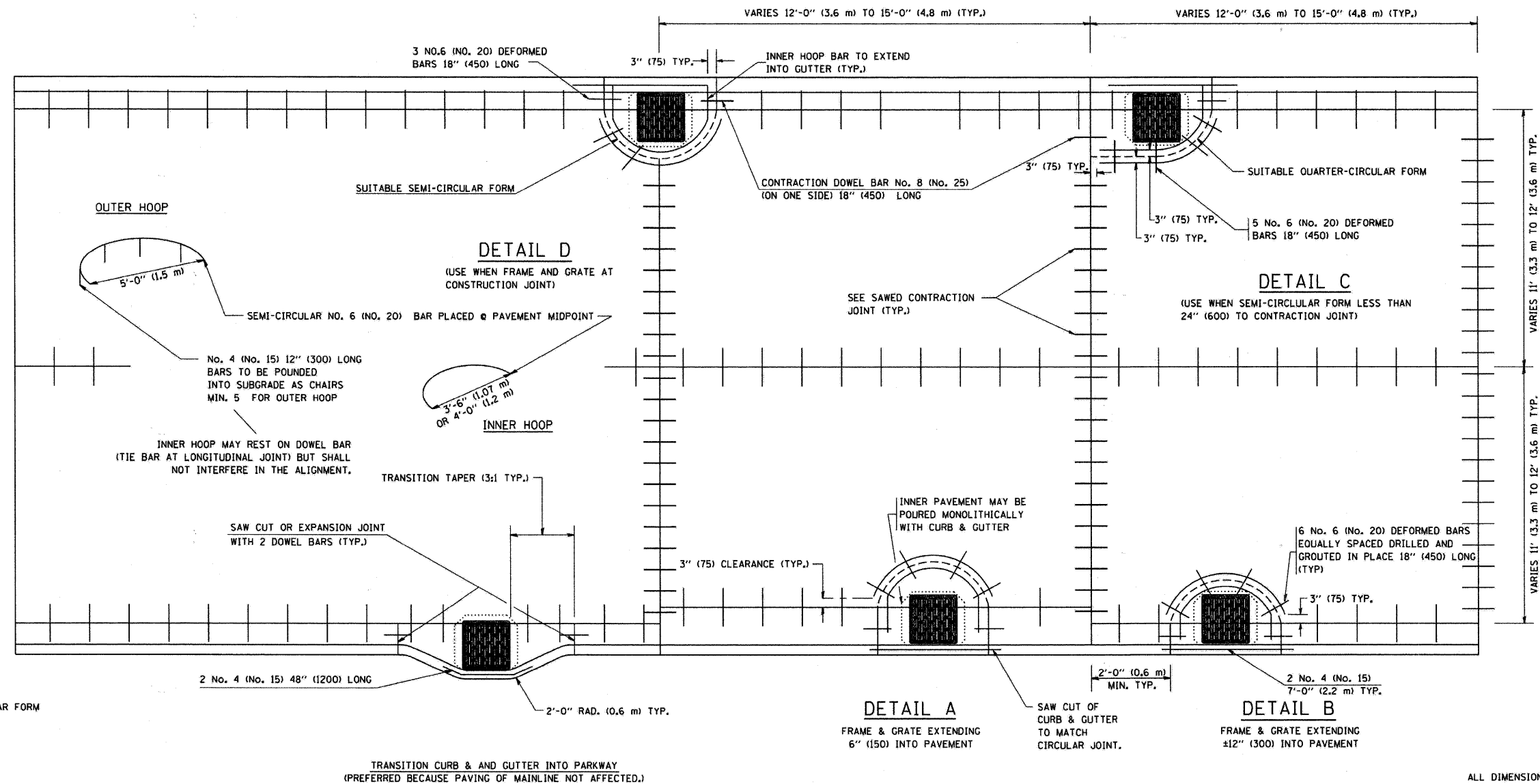
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	172
BD400-06 (BD33)		CONTRACT NO. 63556		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FRAME EXTENSION INTO PAVEMENT	INNER HOOP REINFORCEMENT DIAMETER	SEMI CIRCULAR FORM DIAMETER	OUTER HOOP REINFORCEMENT DIAMETER
UP TO 8" (200)	3'-6" (1.1 m)	4'-0" (1.2 m)	5'-0" (1.5 m)
> 8" (200) TO 14" (360)	4'-0" (1.2 m)	4'-6" (1.4 m)	5'-0" (1.5 m)

DESIGNER NOTE:
THIS DETAIL IS TO BE USED
WHEN THE GUTTER FLAG IS
LESS THAN 24"

NOTES:

- THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.
- TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT, EDGE OF CIRCULAR JOINT SHALL BE MINIMUM 12" (300) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
- SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS.
- ALL REINFORCED BARS SHALL BE EPOXY COATED.
- DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 2" (50) CLEARANCE.
- WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON SHRINK GROUT.
- HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION.
- CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED.
- CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT.



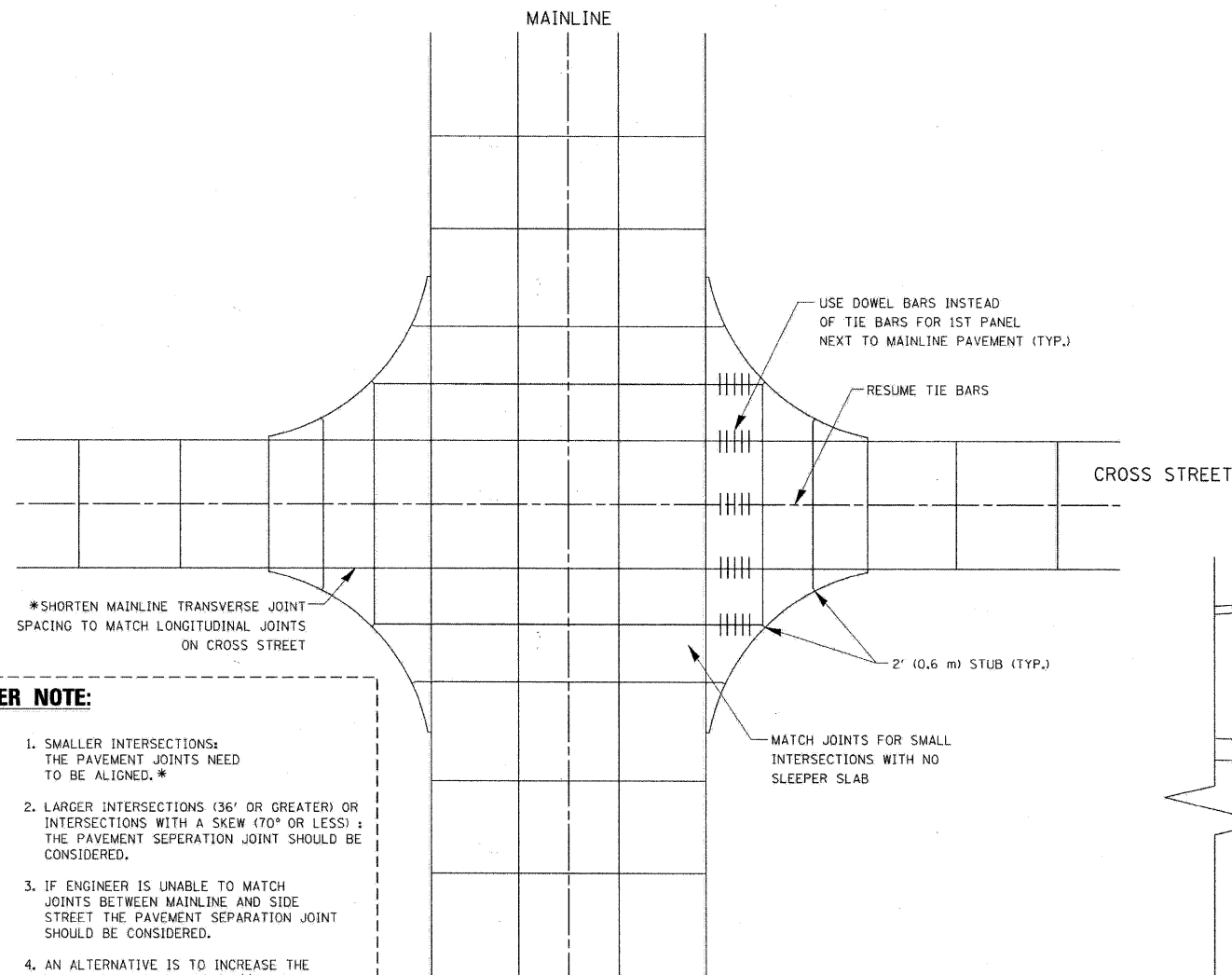
LEGEND:

- CASTING
- SUITABLE SEMI-CIRCULAR FORM

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

FILE NAME = W:\diststd\22x34\bd48.dgn	USER NAME = gagliano	DESIGNED - A. ABBAS	REVISED - T. MATOUSEK 08-28-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER			F.A. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 173
	PLOT SCALE = 50.0000' / IN.	DRAWN - TOM MATOUSEK	REVISED - T. MATOUSEK 10-02-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD-48		CONTRACT NO. 63556		
	PLOT DATE = 1/4/2008	CHECKED - A. ABBAS	REVISED - T. MATOUSEK 04-25-02									
		DATE - 01-04-99	REVISED - P. LAFLEUR 08-27-02		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

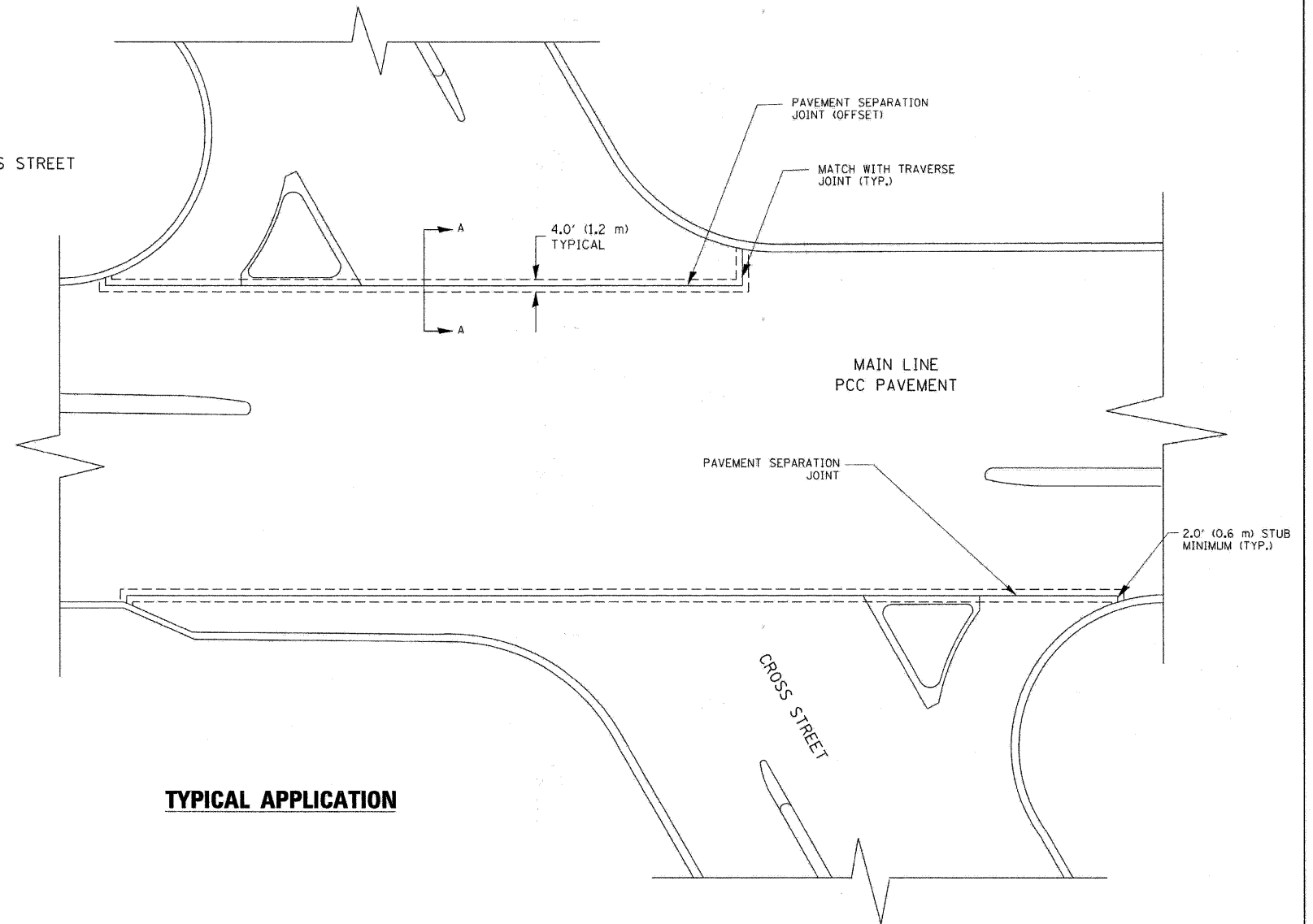
**THE USE OF
CROSS STREET PAVEMENT SEPARATION JOINTS
FOR SKEWED OR LARGE INTERSECTIONS
WHERE JOINTS MAY NOT MATCH**



DESIGNER NOTE:

1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED.*
2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPERATION JOINT SHOULD BE CONSIDERED.
3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPERATION JOINT SHOULD BE CONSIDERED.
4. AN ALTERNATIVE IS TO INCREASE THE PAVEMENT THICKNESSES BY 1/2" (13 mm) FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION.
5. FOR LARGE INTERSECTIONS (6 LANES OR MORE) WHERE JOINTS CAN BE MATCHED, USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPERATION JOINTS USED.

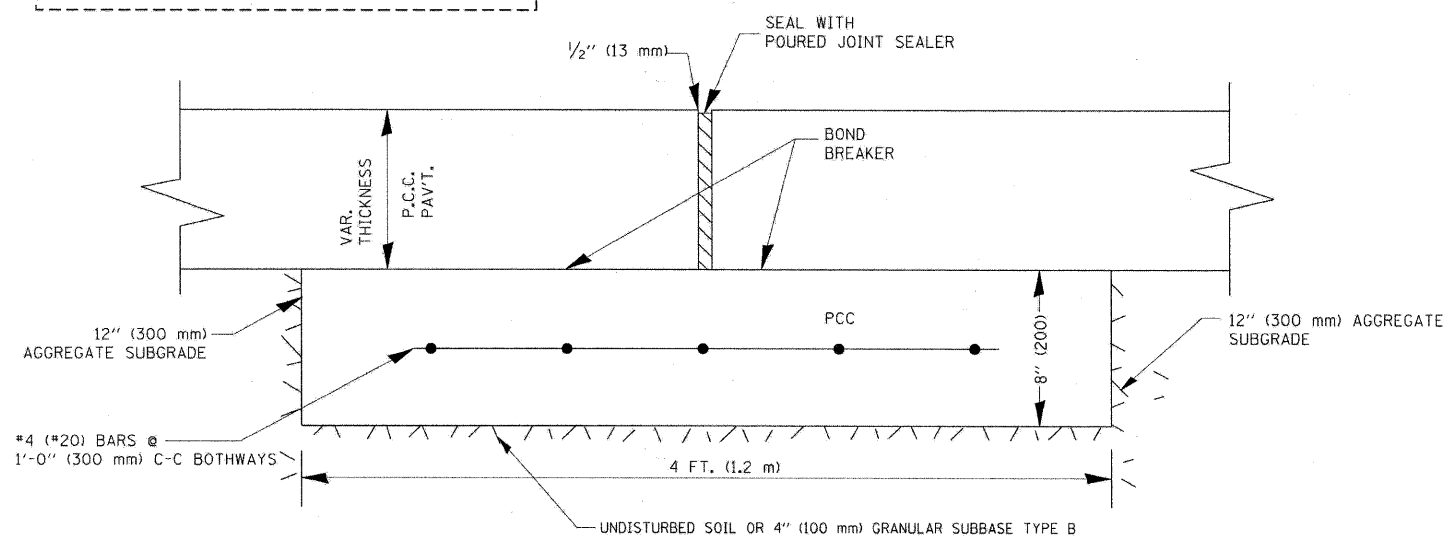
PLAN



TYPICAL APPLICATION

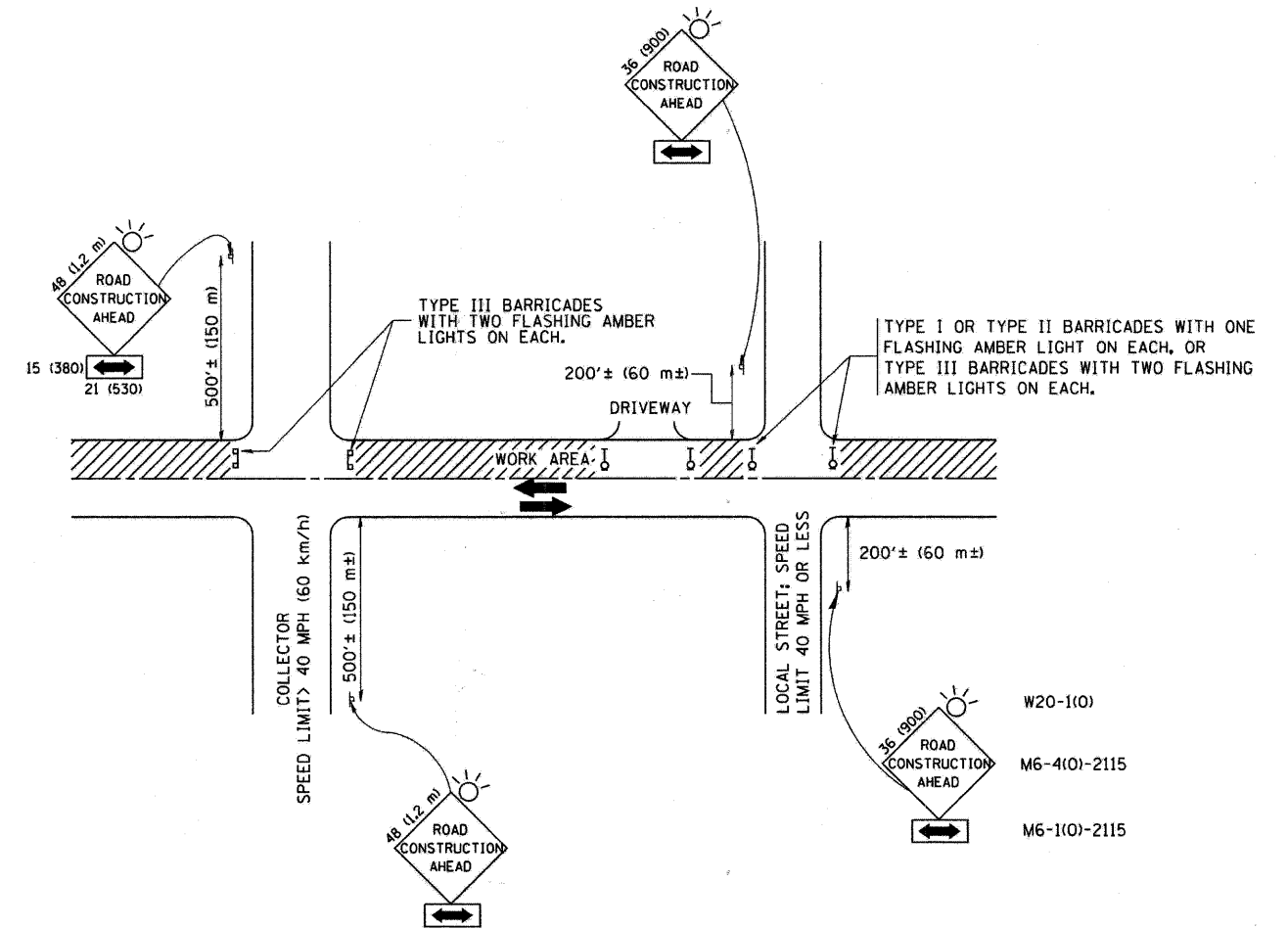
NOTE:

1. JOINT FILLER SHALL CONSIST OF A SHEET OF 1/2" (13 mm) BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.
2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.
5. PAVEMENT SEPARATION JOINT IS TO BE PAID FOR AS "SLEEPER SLAB" AND IS TO BE MEASURED IN PLACE BY THE LINEAL FOOT.
6. BOND BREAKER AND 1/2" (13 mm) JOINT AND FILLER SHALL BE INCIDENTAL TO THE PAY ITEM "SLEEPER SLAB".



PROPOSED SECTION A-A

FILE NAME = bd52.dgn	USER NAME = goglionobt	DESIGNED -	REVISED - CADD 06-18-10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF PAVEMENT SEPARATION JOINT FOR JOINTED PCC PAVEMENTS AT INTERSECTIONS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	1537	06-00050-00-GS	COOK	209
PLOT DATE = 6/18/2010	DATE -	REVISED -	REVISED -					BD52		CONTRACT NO. 63556		
								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.

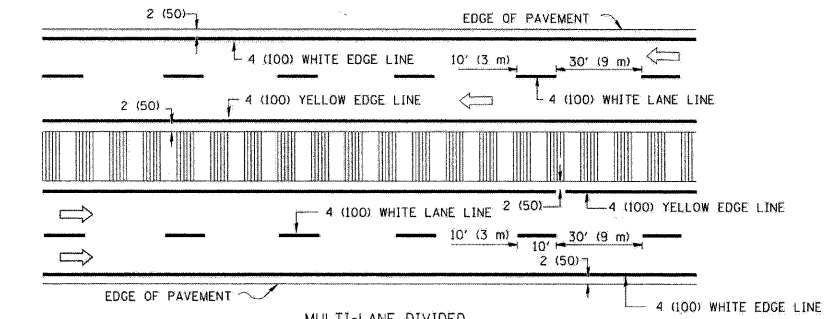
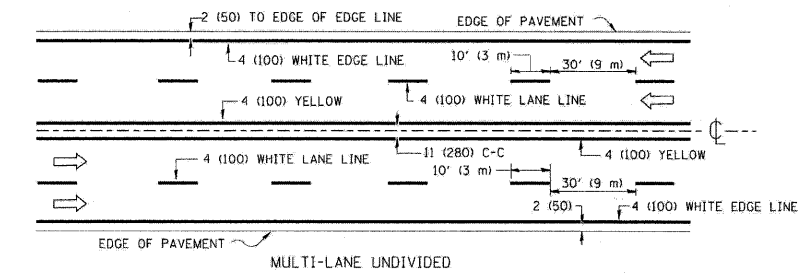
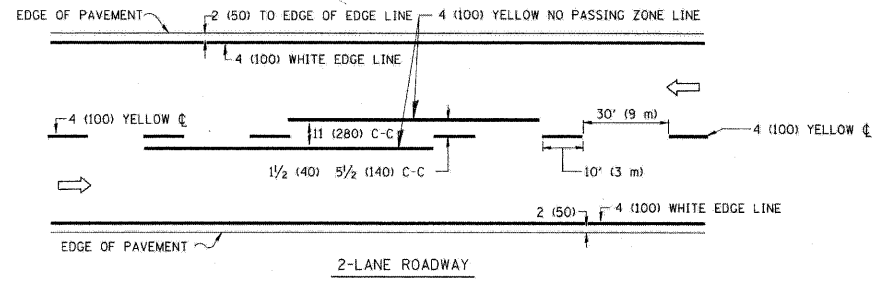
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2000	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

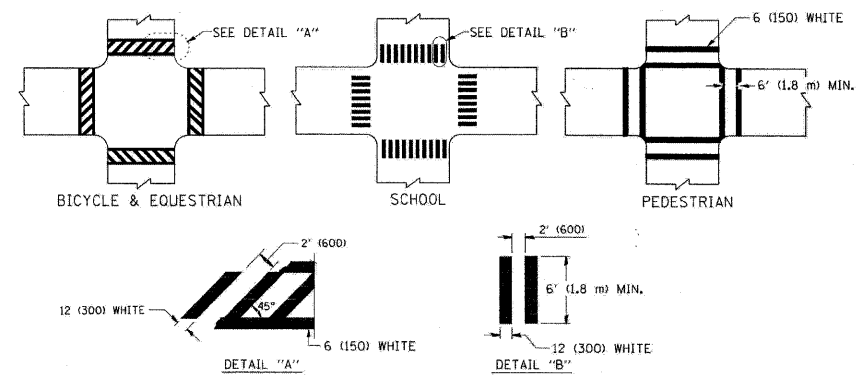
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

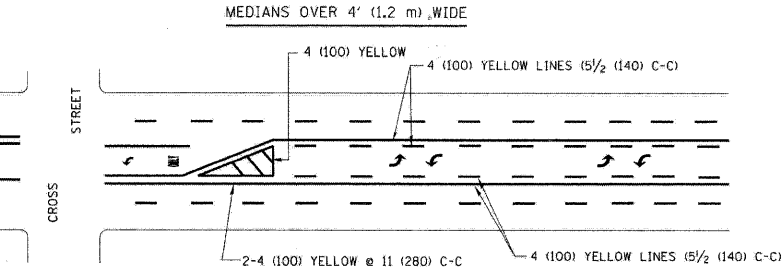
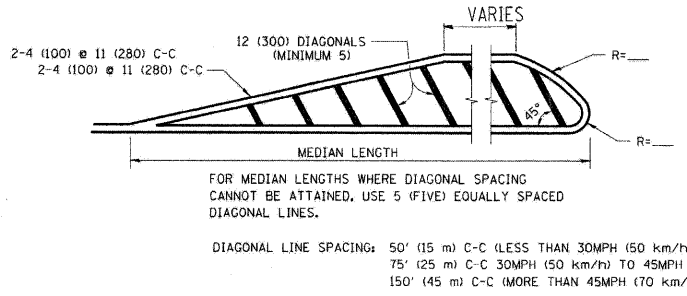
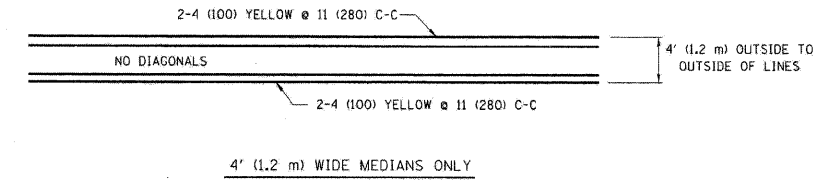
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TC-10			CONTRACT NO. 63556	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



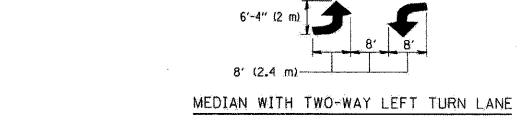
TYPICAL LANE AND EDGE LINE MARKING



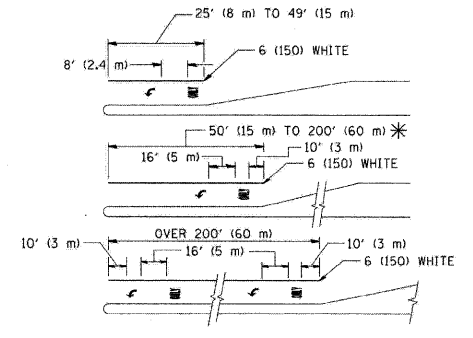
TYPICAL CROSSWALK MARKING



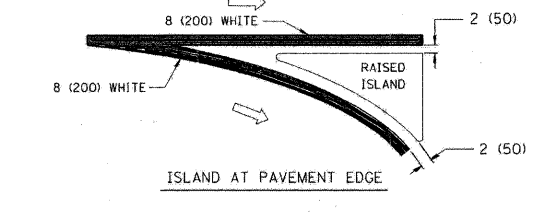
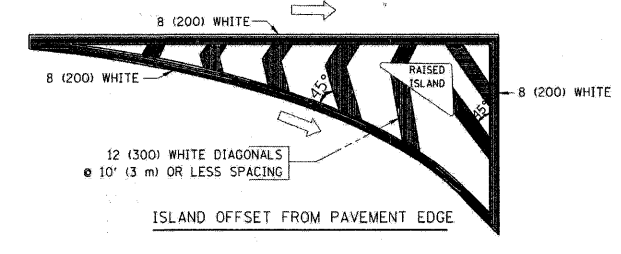
TYPICAL PAINTED MEDIAN MARKING



TYPICAL PAINTED MEDIAN MARKING



TYPICAL TURN LANE MARKING



TYPICAL ISLAND 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 780001 AREA OF: "R"=3.6 SQ. FT. (10.33 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.

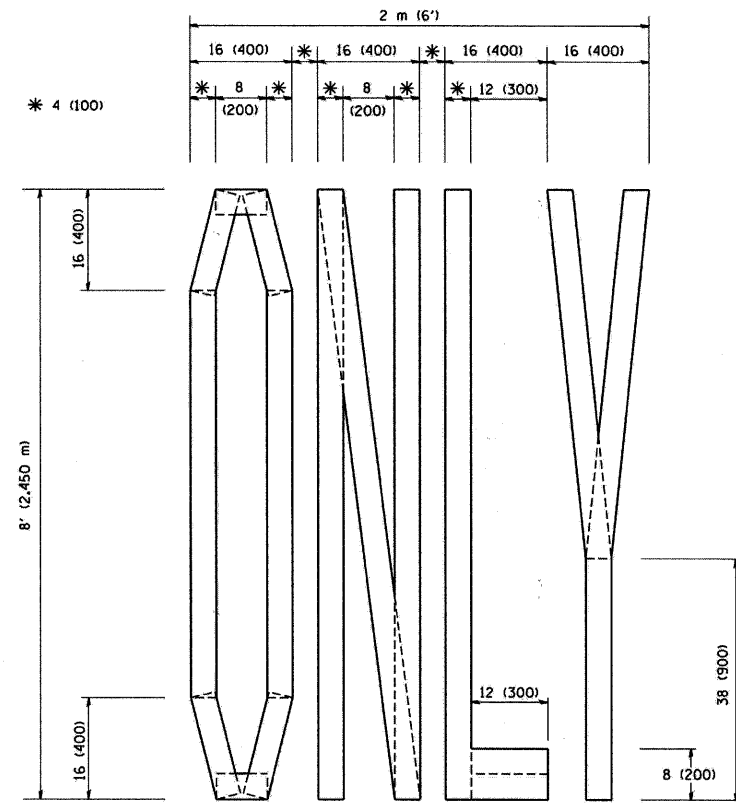
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = drvskosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
c:\pwork\pwork\drvskosgn\d0108315\ta	3.dgn	DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 3/8" = 1' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

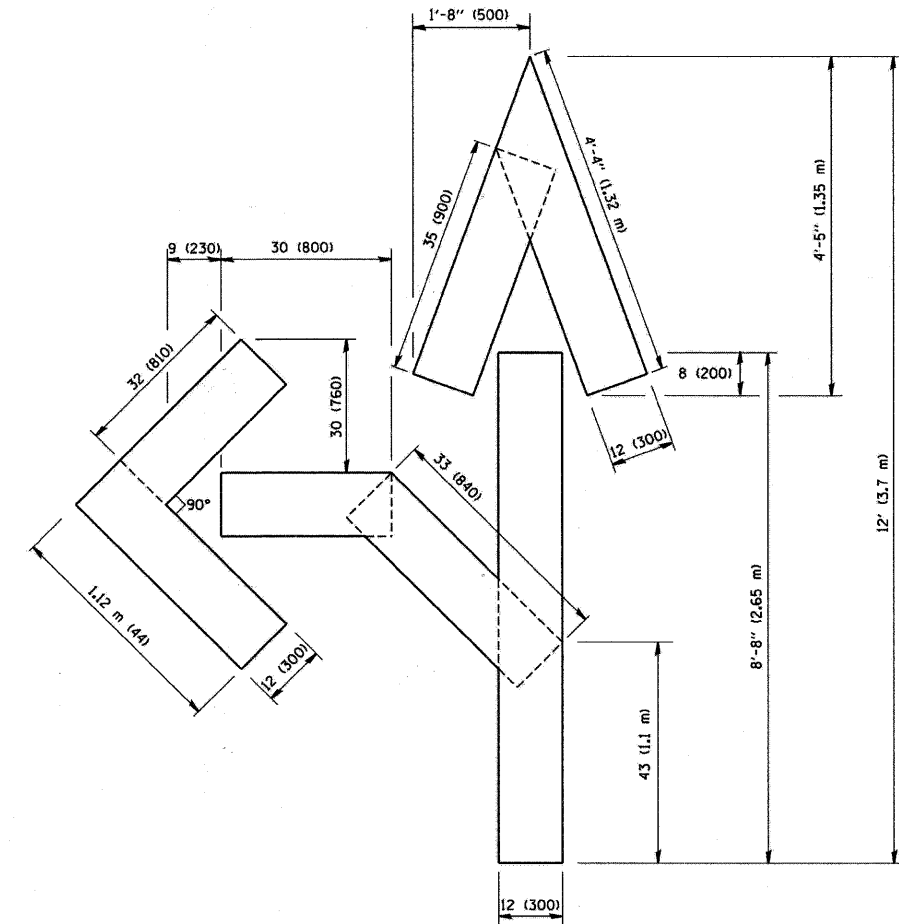
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE	
TYPICAL PAVEMENT MARKINGS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

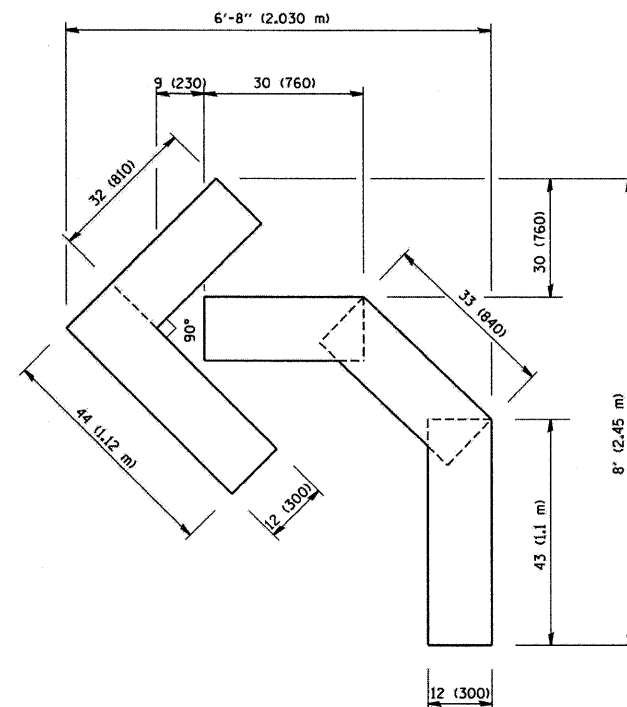
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	176
TC-13			CONTRACT NO. 63556	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				



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:\dststd\22x34\tbl6.dgn	USER NAME = geglianobt	DESIGNED - DRAWN -	REVISED -T. RAMMACHER 06-05-96 REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2000	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

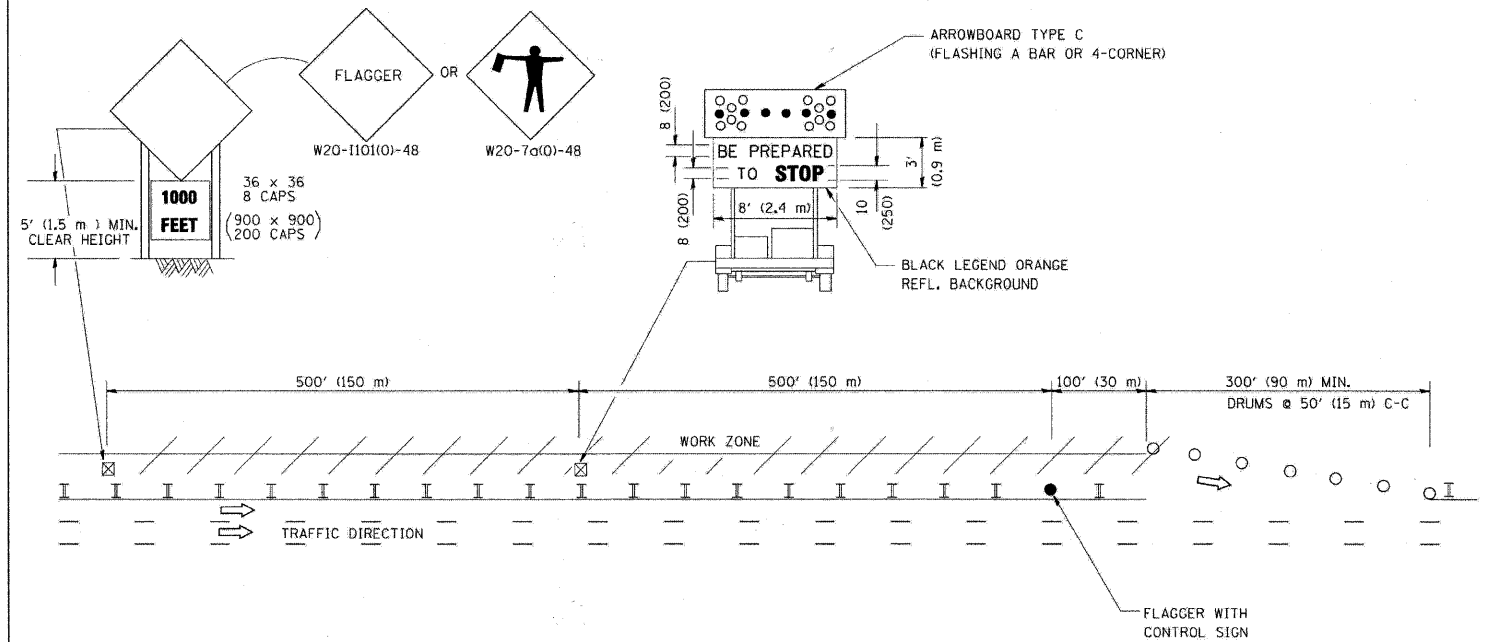
PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

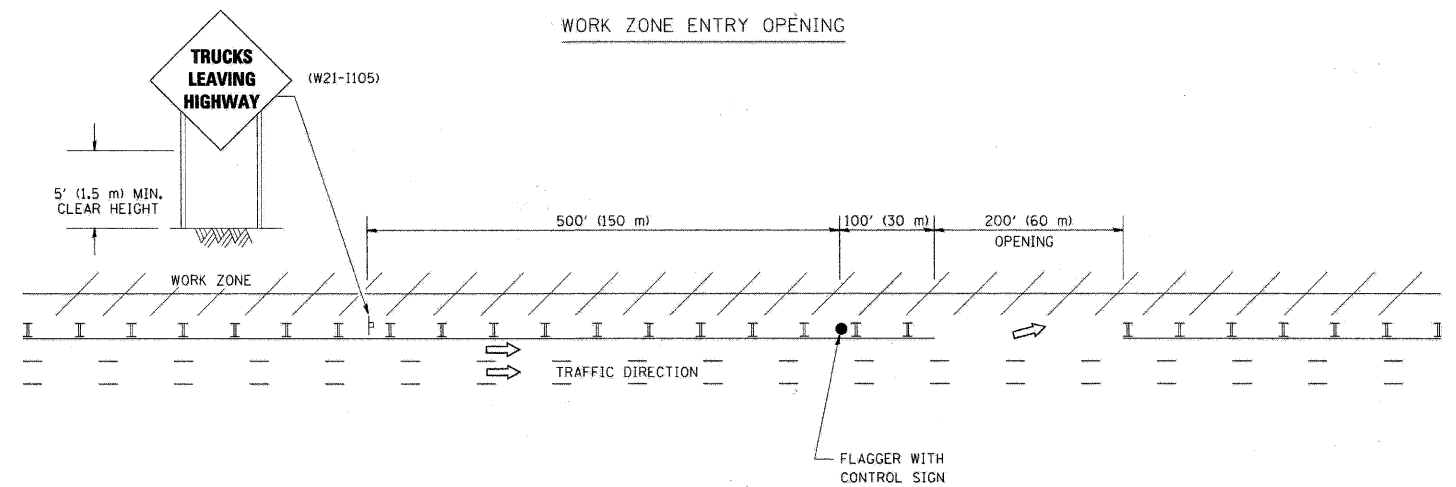
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1537	06-00050-00-GS	COOK	209	177
TC-16			CONTRACT NO. 63556	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

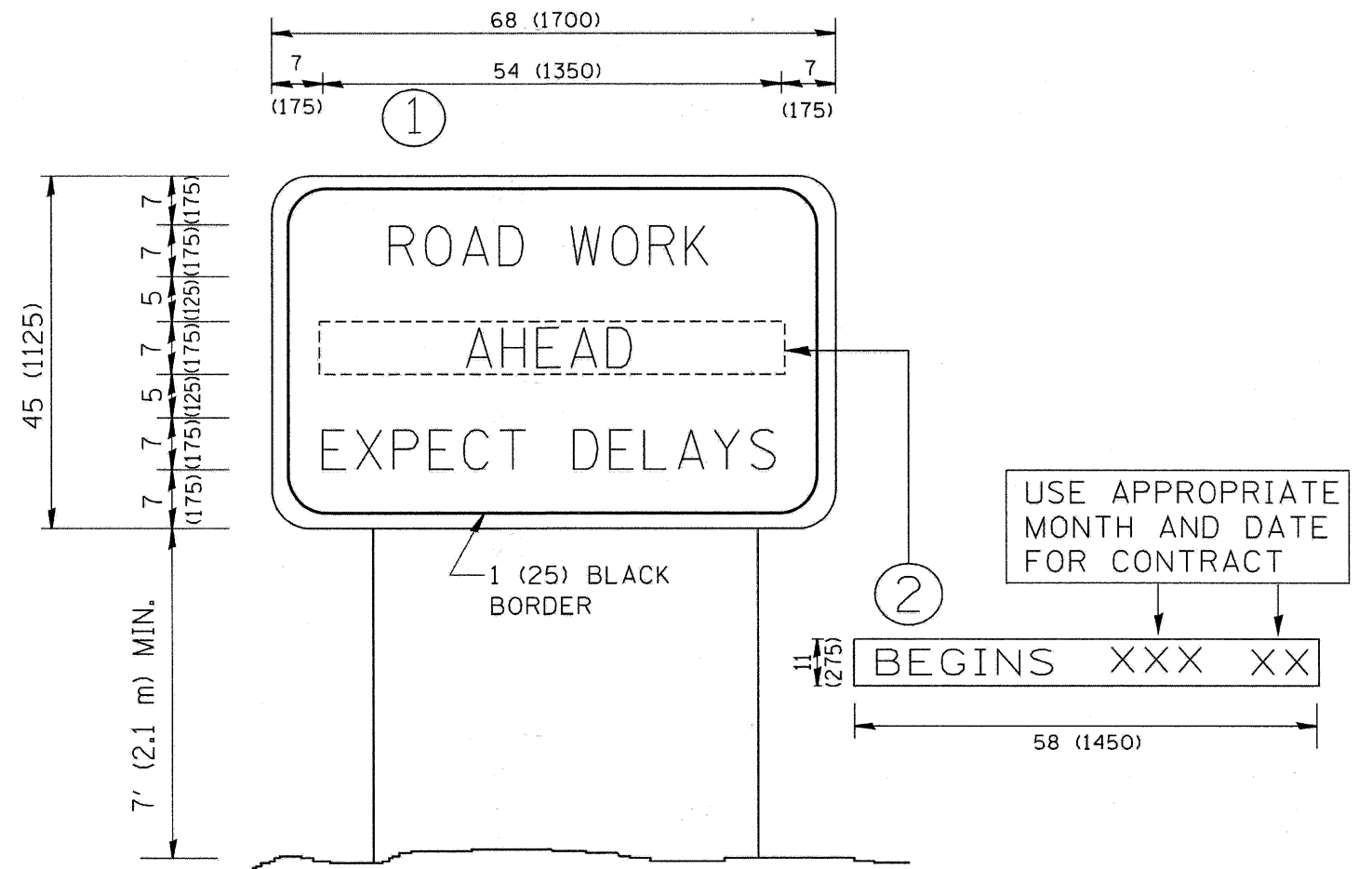
FILE NAME = W:\dststd\22x34\1c18.dgn	USER NAME = lejan	DESIGNED -	REVISED - J.A.F. 04-03
		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE = 1/26/2010	DATE -	REVISED - S.P.B. 12-09

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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	178
TC-18			CONTRACT NO. 63556	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

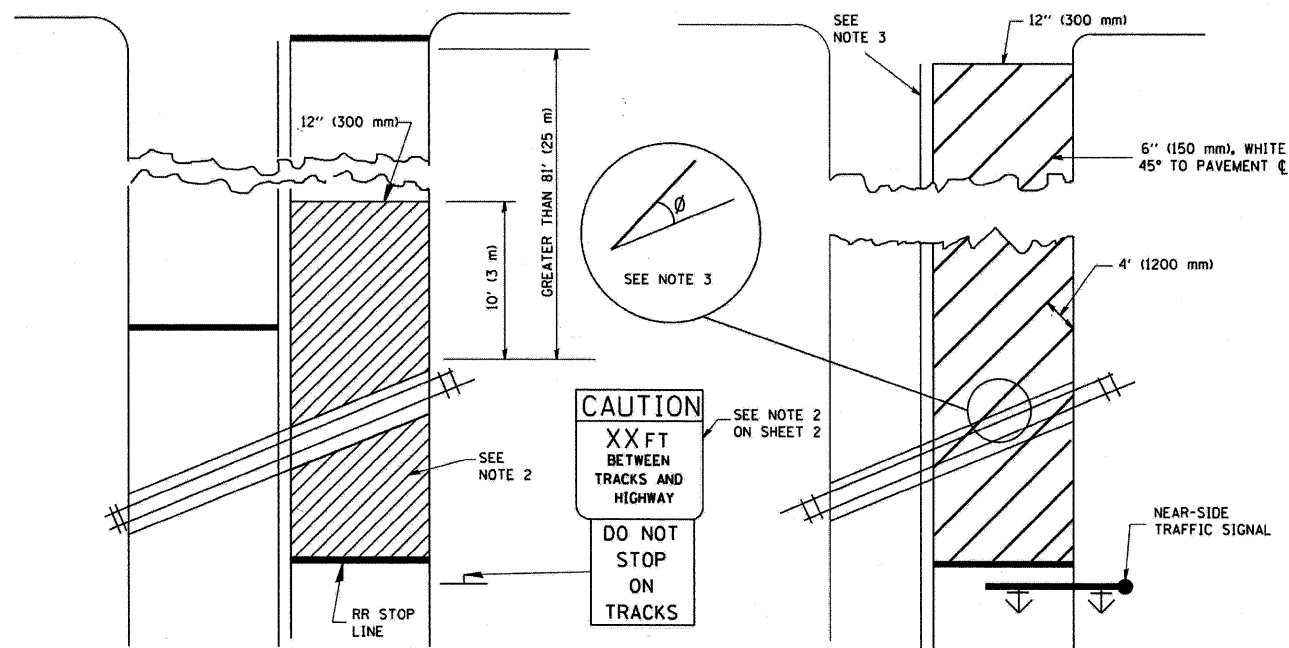
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
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.

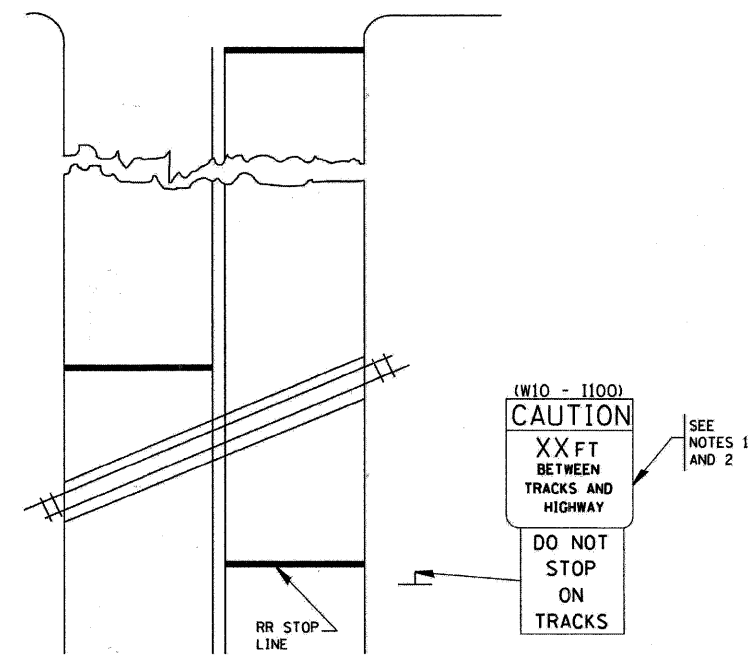
FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gegljanobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
		DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	1537	06-00050-00-GS	COOK	209	179
		PLOT SCALE = 50.000' / IN.	CHECKED -		REVISED - T. RAMMACHER 02-02-99				TC-22		CONTRACT NO. 63556				
		PLOT DATE = 1/4/2008	DATE -		REVISED - C. JUCIUS 01-31-07	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									

WITH INTERSECTION TRAFFIC SIGNALS

WITH NEAR-SIDE TRAFFIC SIGNALS



WITH NONSIGNALIZED INTERSECTION
81' (25 m) OR LESS TO CLOSEST RAIL



NOTES:

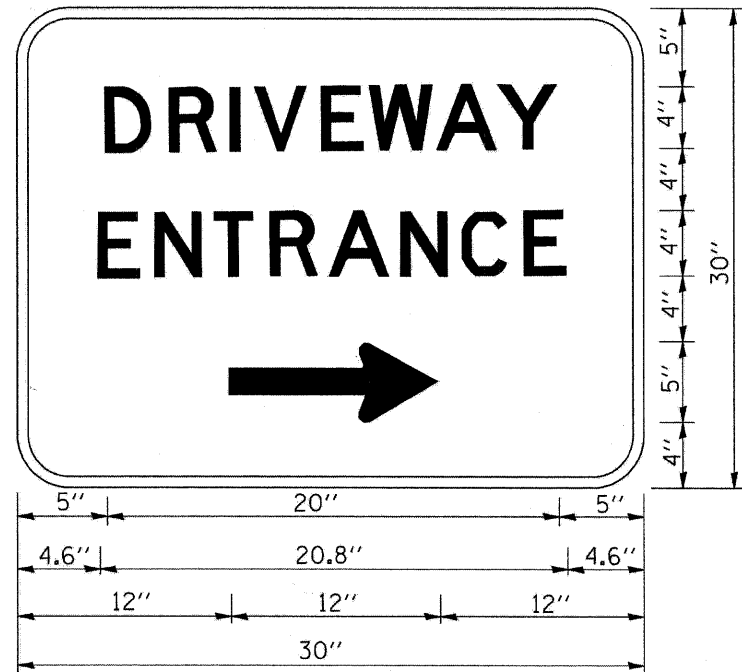
1. PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
2. WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED, THE PAVEMENT MARKINGS EXTENDS TO THE INTERSECTION.
3. WHERE THE ANGLE BETWEEN THE DIAGONAL STRIPES AND THE TRACK (φ) WOULD BE LESS THAN APPROXIMATELY 20°, THE STRIPES SHOULD BE SLOPED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.

NOTE 1

1. DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET (1.8 m) FROM THE RAIL CLOSEST TO THE INTERSECTION TO THE STOP LINE OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET (1.5 m). WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE THE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
2. THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6-FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION.

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

FILE NAME = W:\diststd\22x34\tc23.dgn	USER NAME = geglianobt	DESIGNED -	REVISED - 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS			F.A. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 180
	PLOT SCALE = 50,000' / IN.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-23		CONTRACT NO. 63556	
	PLOT DATE = 1/4/2008	DATE -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

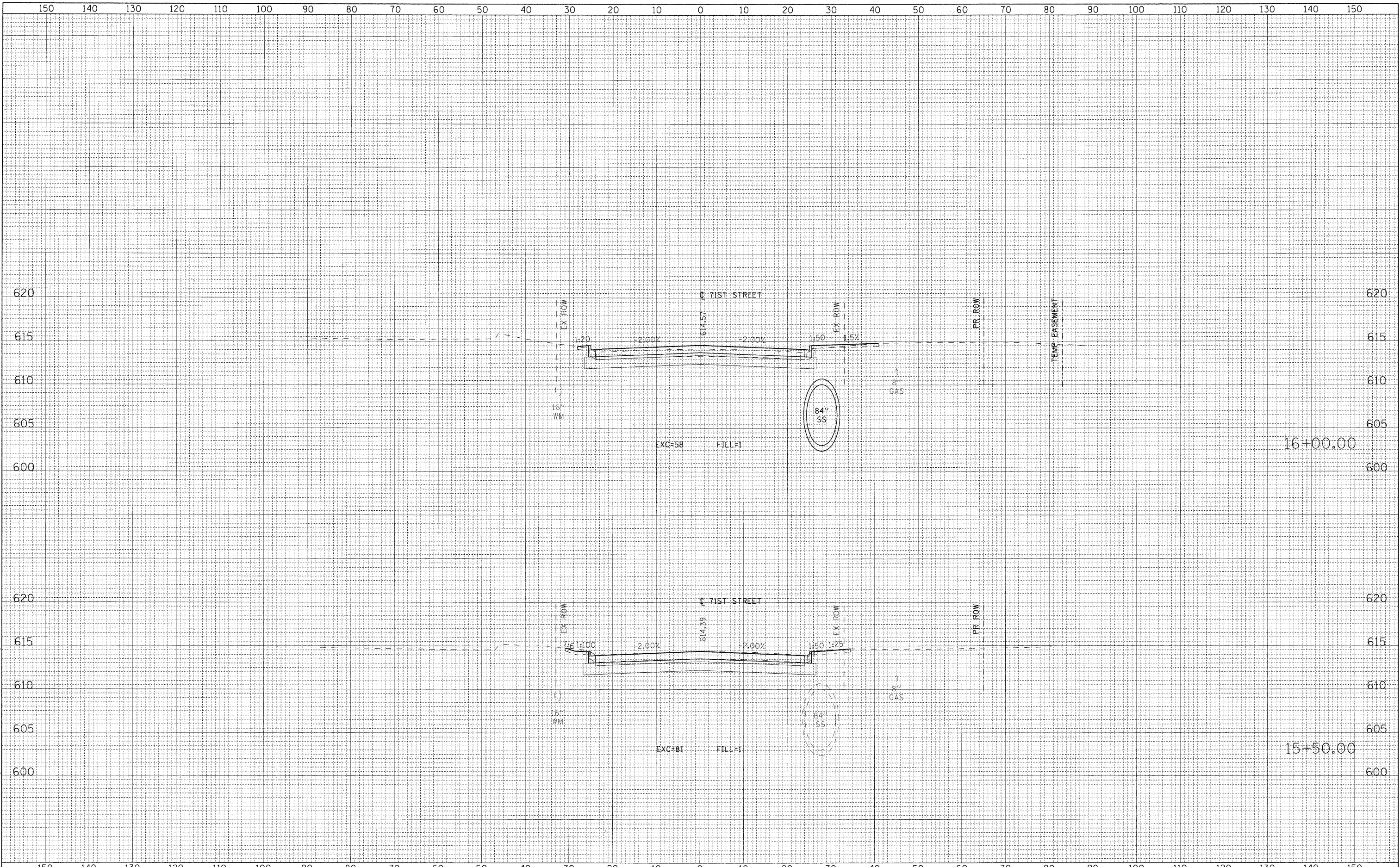
1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE
 PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN)
 SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY
 AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE
 FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

FILE NAME = W:\diststd\22x34\tc26.dgn	USER NAME = geglanoht	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		1537	06-00050-00-GS	COOK	209	181				
		CHECKED -	REVISED -		TC-26				CONTRACT NO. 63556				
		DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FINISH	SURVEYED	DATE
NO.	PLOTTED	
	TEMPLATE	
	AREAS	
	CHECKED	

ORIGINAL	BY	DATE
SURVEY		
NO.		

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USER NAME = hclmann	DESIGNED - NJH	REVISD -
PLOT SCALE = 10,000' / IN.	DRAWN - NJH	REVISD -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISD -
	DATE - DECEMBER 12, 2010	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

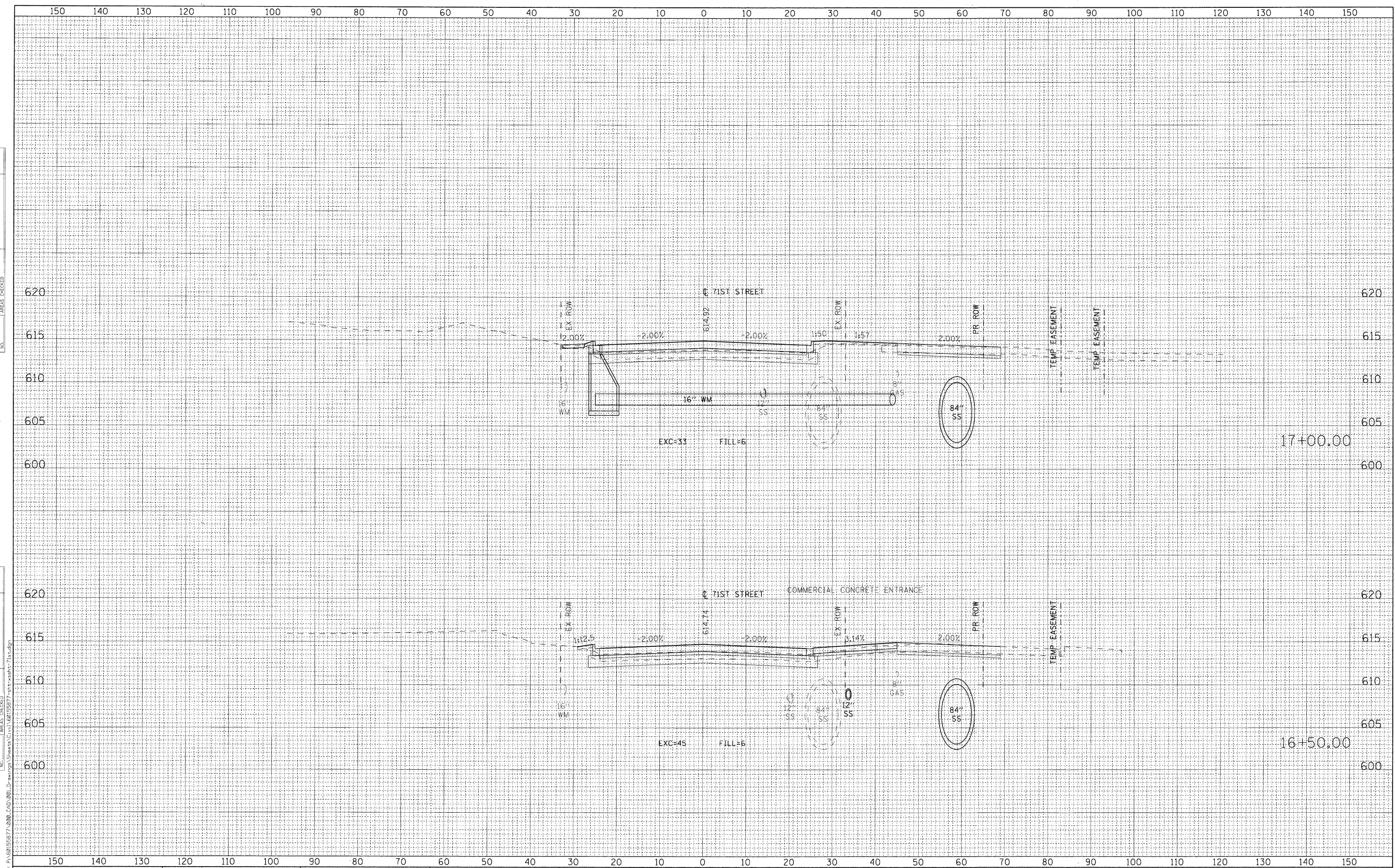
CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 1 OF 20 SHEETS STA. 15+50.00 TO STA. 16+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	182
CONTRACT NO. 63556			[ILLINOIS] FED. AID PROJECT	

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

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



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USER NAME = holmann	DESIGNED - NJH	REVISED -
PLOT SCALE = 10.000' / IN.	DRAWN - NJH	REVISED -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

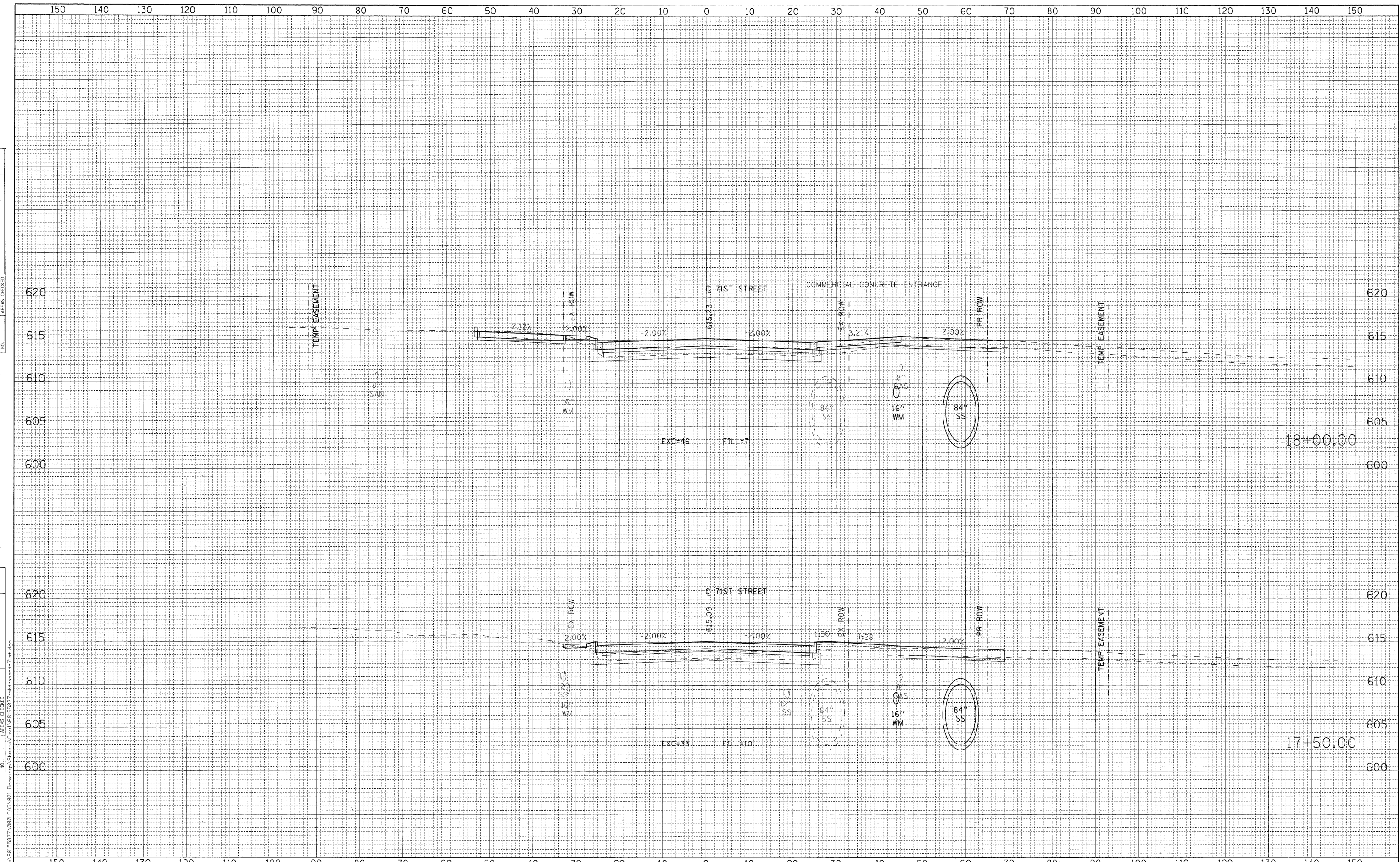
CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 2 OF 20 SHEETS STA. 16+50.00 TO STA. 17+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	183
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				

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

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



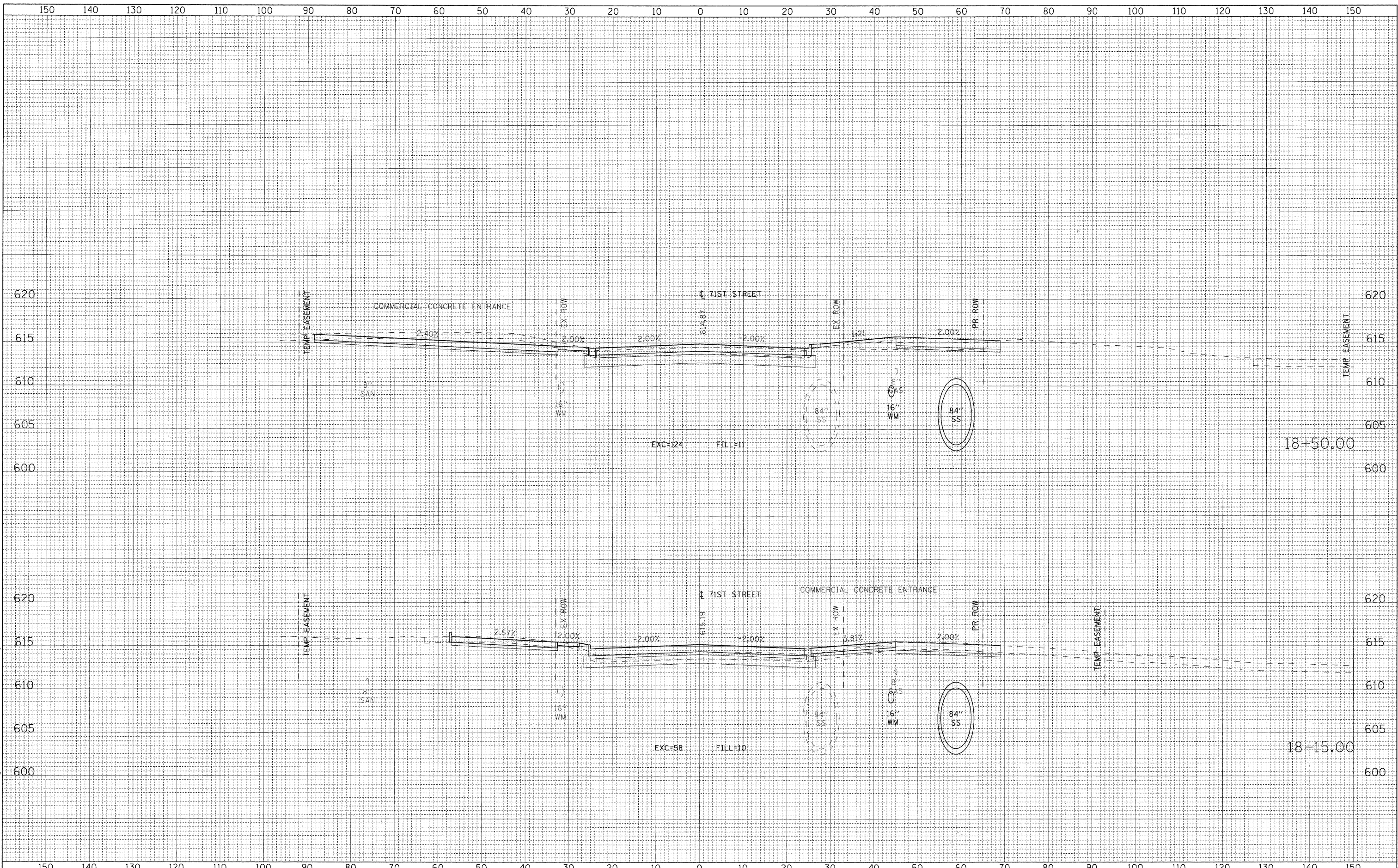
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	PLLOT SCALE = 10.000 "/ IN.	DRAWN - NJH	REVISIED -		SHEET NO. 3 OF 20 SHEETS STA. 17+50.00 TO STA. 18+00.00	CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT				
	PLLOT DATE = 1/6/2011	CHECKED - TJW	REVISIED -										
		DATE - DECEMBER 12, 2010	REVISIED -										

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FINAL	SURVEYED	DATE
NO.	PLOTTED	BY
	TEMPLATE	
	AREAS	
	CHECKED	

ORIGINAL	SURVEYED	DATE
NO.	PLOTTED	BY
	TEMPLATE	
	AREAS	
	CHECKED	

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PLOT SCALE = 10.000' / IN.	DRAWN - NJH	REVISD -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISD -
	DATE - DECEMBER 12, 2010	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

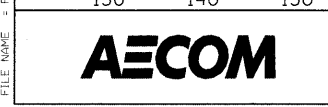
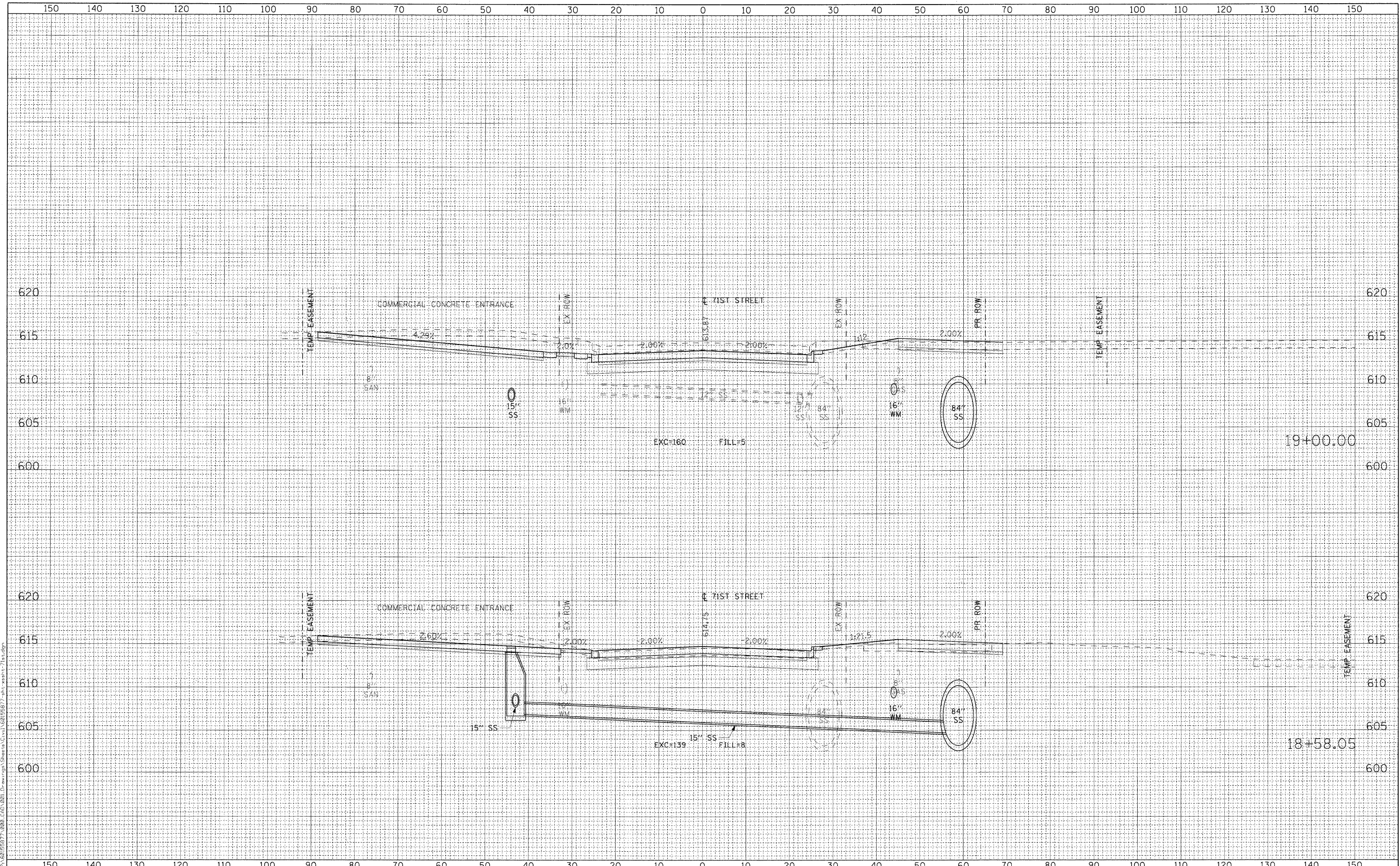
CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 4 OF 20 SHEETS STA. 18+15.00 TO STA. 18+50.00

F.A.U. RTE. 1537	SECTION 06-00050-00-GA	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 185
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS CHECKED		
NO.		



USER NAME = holmann	DESIGNED - NJH	REVISED -
PLOT SCALE = 10,000' / IN.	DRAWN - NJH	REVISED -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

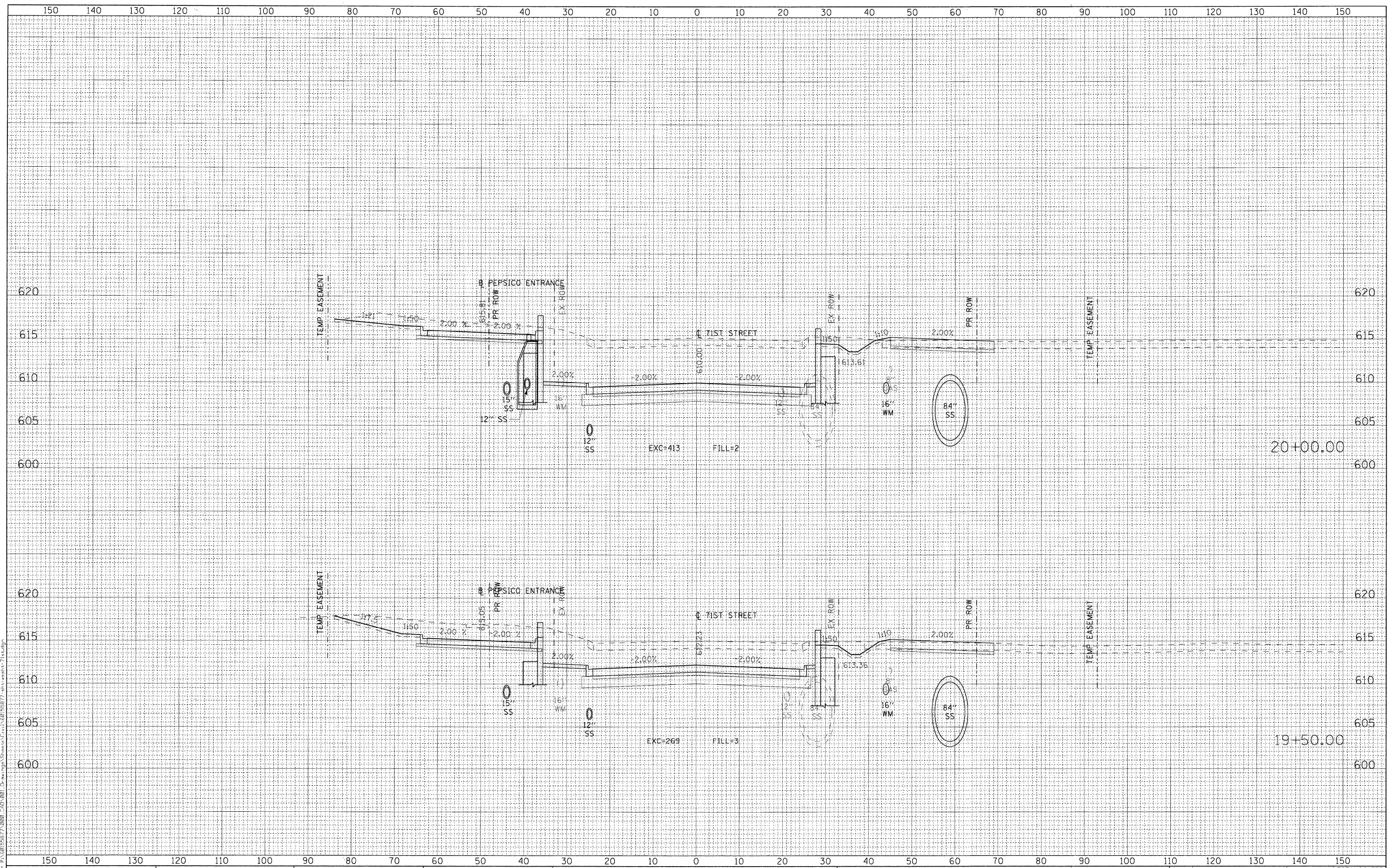
CROSS SECTIONS - 71ST STREET	
H: 1"=10', V: 1"=5'	SHEET NO. 5 OF 20 SHEETS
STA. 18+58.05	TO STA. 19+00.00

F.A.U. RTE. 1537	SECTION 06-00050-00-CA	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 186
CONTRACT NO. 63556				ILLINOIS FED. AID PROJECT

FILE NAME: P:\6015697A\008 CAD\2011 Drawings\Sheet\06\055877 sub\sheet\71st.dwg

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

ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		



USER NAME = halmann	DESIGNED - NJH	REVISED -
PLOT SCALE = 10.000' / IN.	DRAWN - NJH	REVISED -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

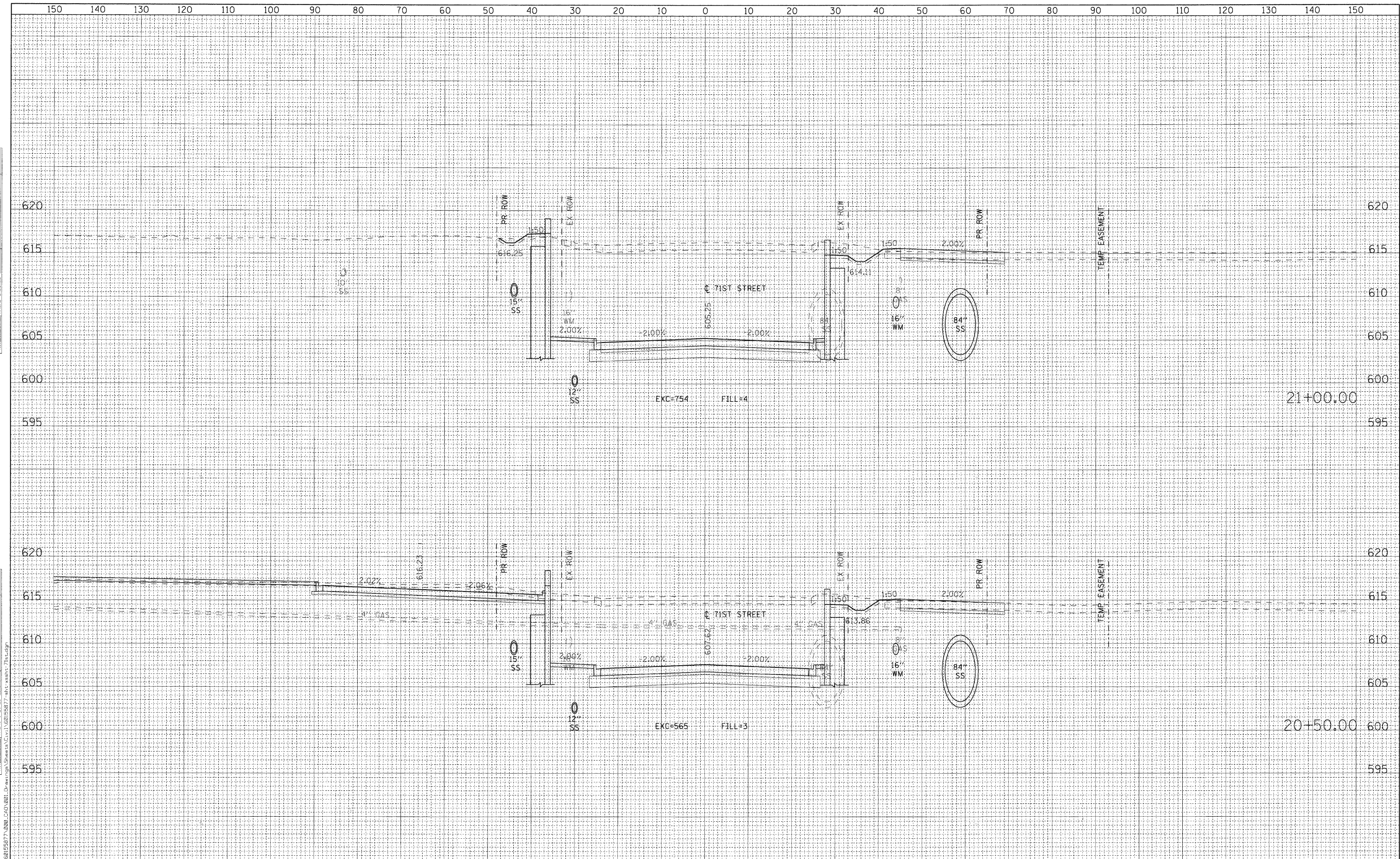
CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 6 OF 20 SHEETS STA. 19+50.00 TO STA. 20+00.00

F.A.U. RTE. 1537	SECTION 06-00050-00-GA	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 187
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				

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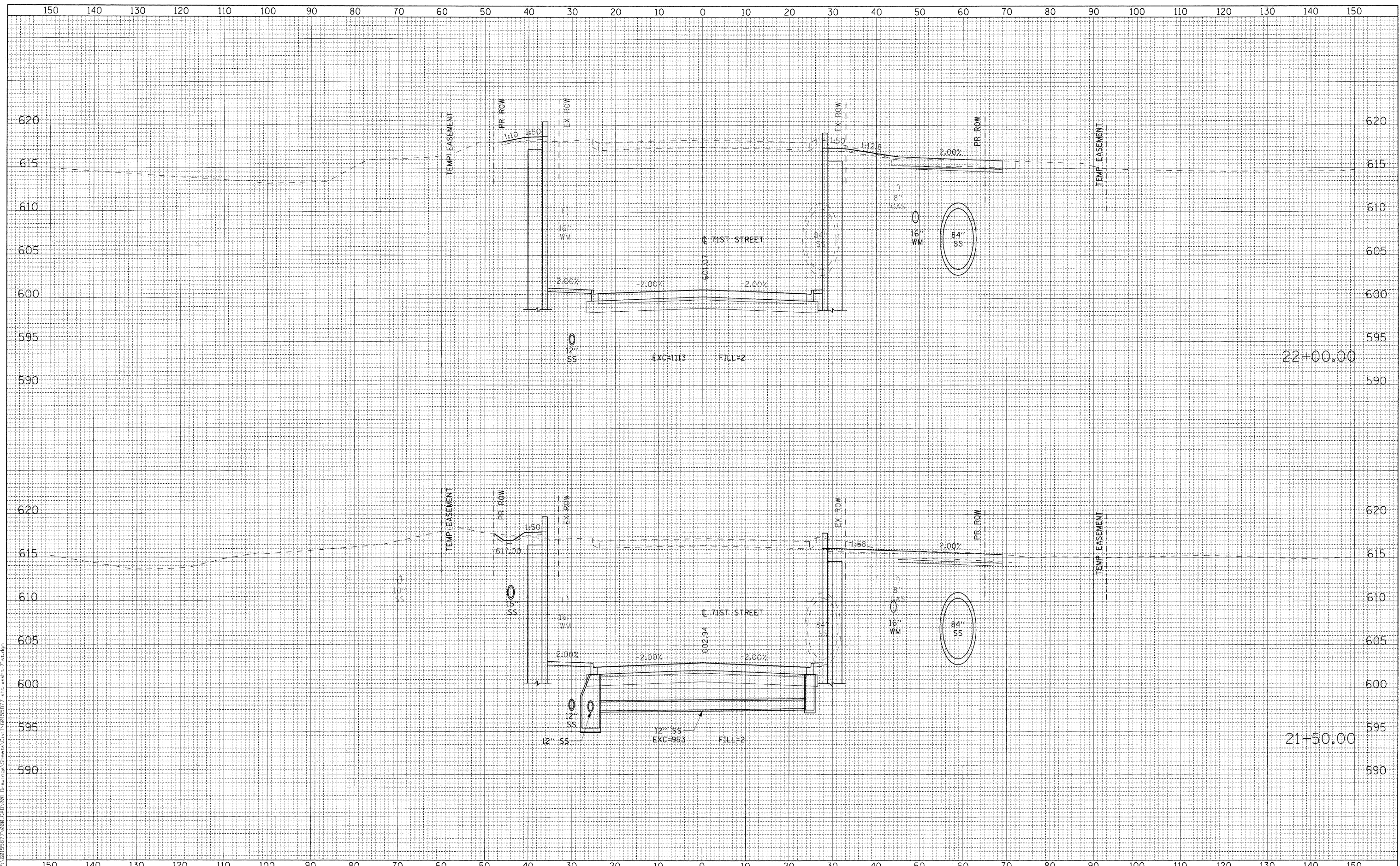
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NOTE BOOK NO.	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		



	USER NAME = holmann	DESIGNED - NJH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - 71ST STREET		F.A.U. RTE. 1537	SECTION 06-00050-00-GA	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 188
	PLLOT SCALE = 10.000' / 1" PLOT DATE = 1/6/2011	DRAWN - NJH CHECKED - TJW DATE - DECEMBER 12, 2010	REVISED - REVISED - REVISED - REVISED -		H _v 1"=10', V _v 1"=5' SHEET NO. 7 OF 20 SHEETS STA. 20+50.00 TO STA. 21+00.00	CONTRACT NO. 63556 ILLINOIS FED. AID PROJECT					

DATE	
BY	
FINISHED	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL	
SURVEY	
NOTE BOOK	
AREAS CHECKED	
NO.	



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USER NAME = halimann	DESIGNED - NJH	REVISED -
PLOT SCALE = 10.000' / IN.	DRAWN - NJH	REVISED -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

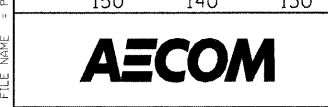
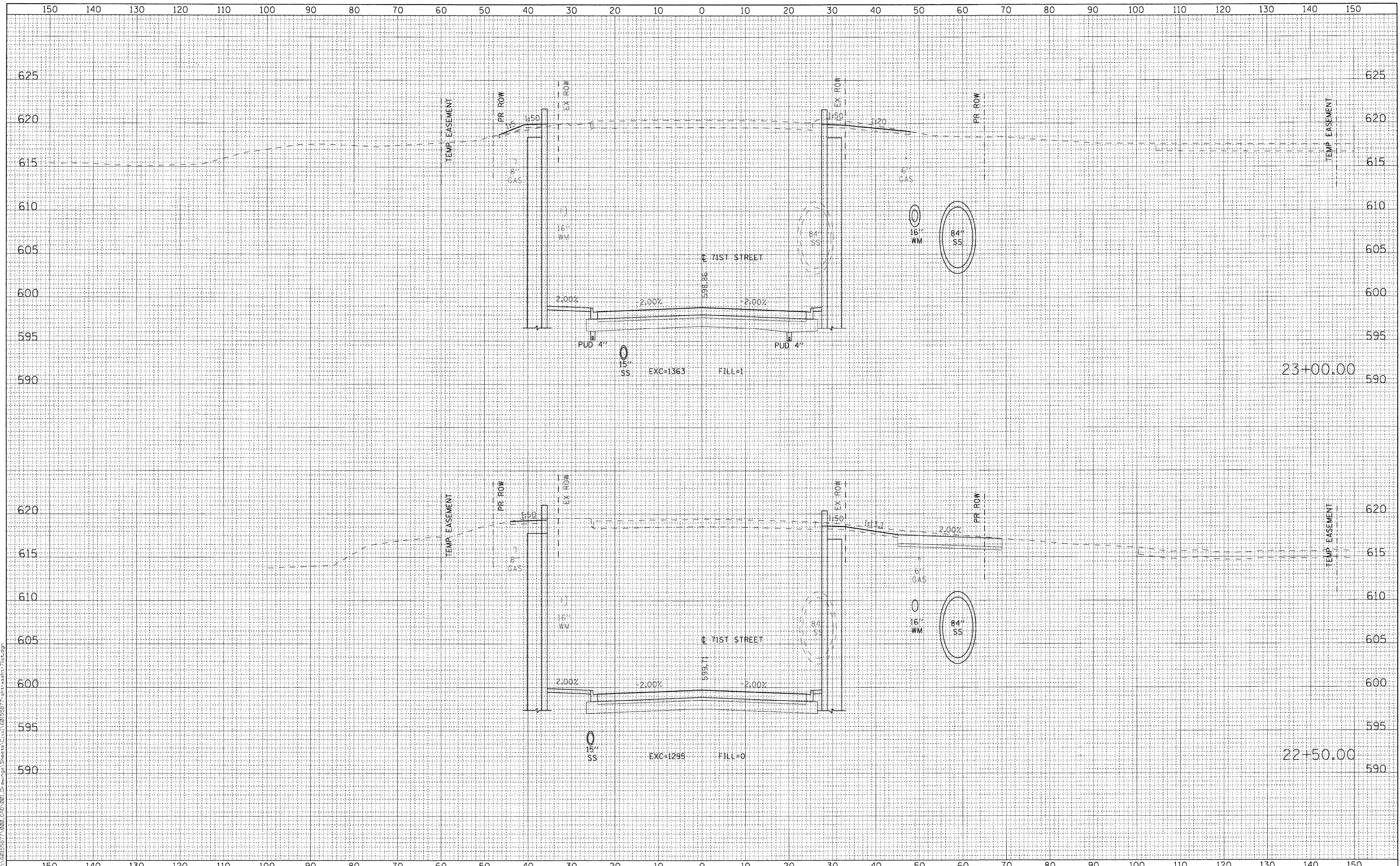
CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 8 OF 20 SHEETS STA. 21+50.00 TO STA. 22+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	189
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

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

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



USER NAME = halmann	DESIGNED - NJH	REVISED -
PLOT SCALE = 10.000' / IN.	DRAWN - NJH	REVISED -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - 71ST STREET	
H: 1"=10', V: 1"=5'	SHEET NO. 9 OF 20 SHEETS
STA. 22+50.00	TO STA. 23+00.00

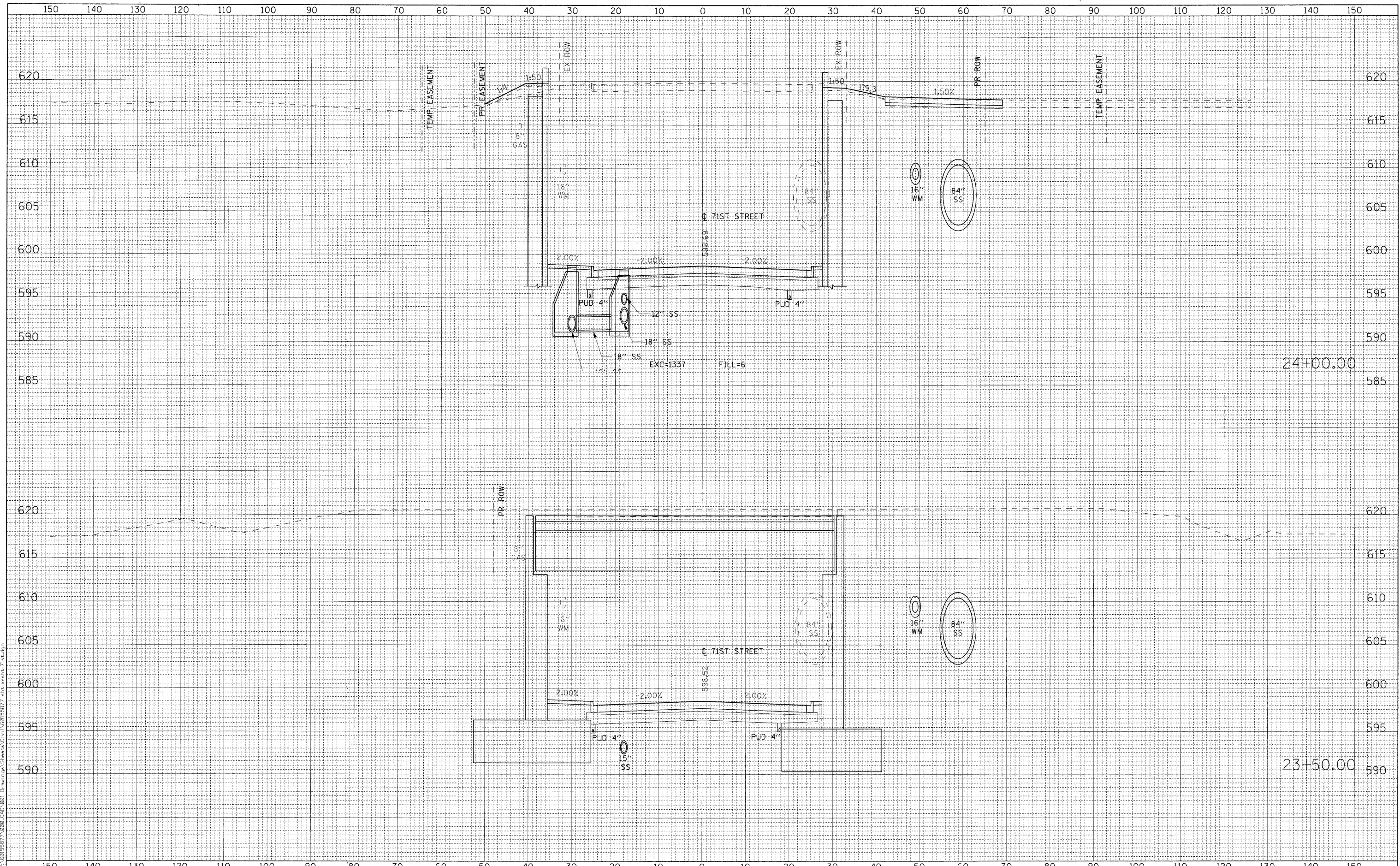
F.A.U. RTE. 1537	SECTION 06-00050-00-GA	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 190
CONTRACT NO. 63556				
[ILLINOIS] FED. AID PROJECT				

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DATE	
BY	
FINAL SURVEY NO.	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY NO.	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	

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USER NAME	hollmann	DESIGNED	- NJH	REVISED	-
PLOT SCALE	1/8" = 1' IN.	DRAWN	- NJH	REVISED	-
PLOT DATE	1/6/2011	CHECKED	- TJW	REVISED	-
DATE	DECEMBER 12, 2010	DATE	REVISED	-	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 71ST STREET

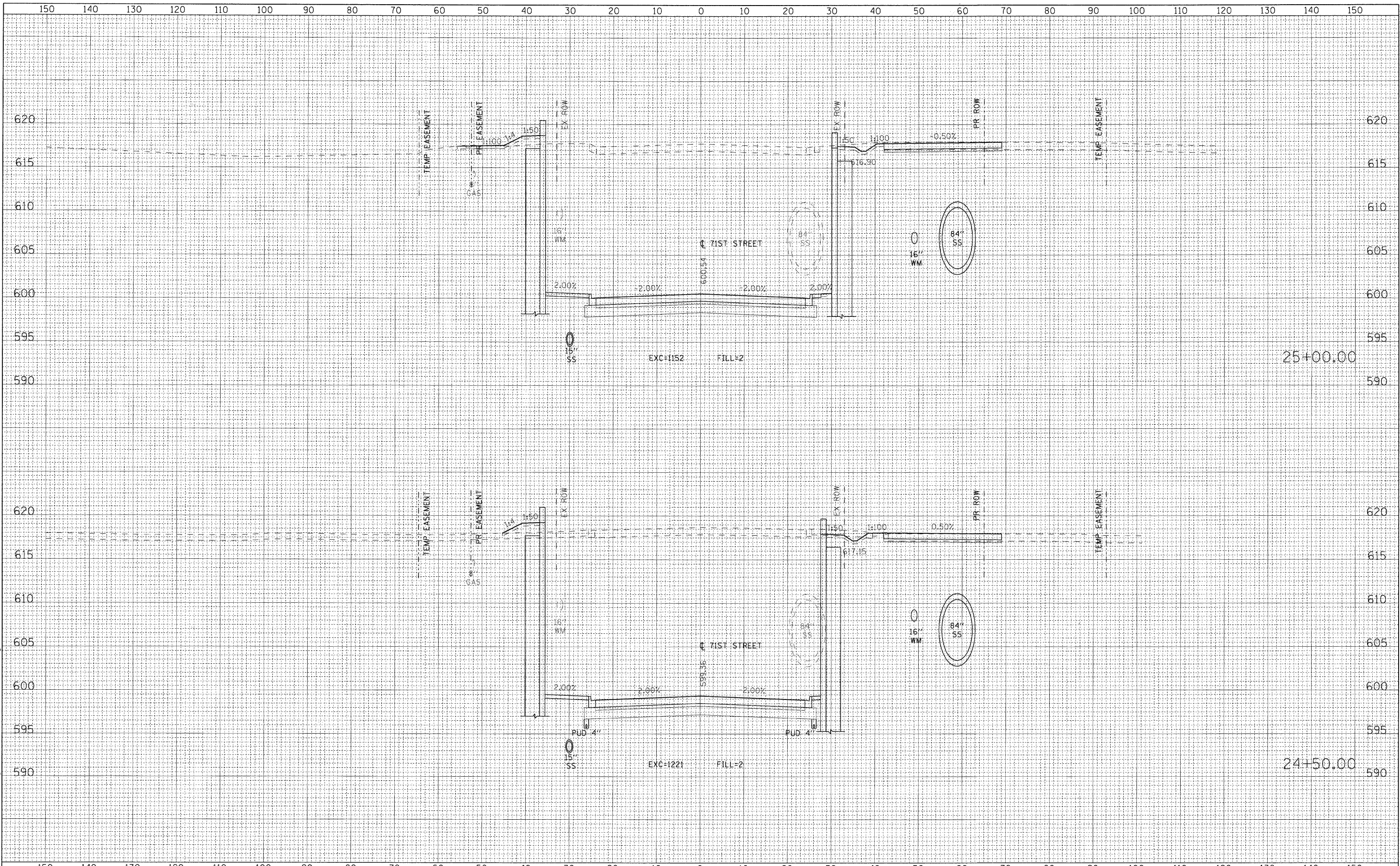
H: 1"=10', V: 1"=5' SHEET NO. 10 OF 20 SHEETS STA. 23+50.00 TO STA. 24+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	191
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.		DATE	
SURVEY		BY	
PLOTTED			
TEMPLATE			
AREAS CHECKED			

ORIGINAL SURVEY NO.		DATE	
SURVEY		BY	
PLOTTED			
TEMPLATE			
AREAS CHECKED			

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USER NAME = holmann
 PLOT SCALE = 10.000' / IN.
 PLOT DATE = 1/6/2011

DESIGNED - NJH
 DRAWN - NJH
 CHECKED - TJW
 DATE - DECEMBER 12, 2010

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 11 OF 20 SHEETS STA. 24+50.00 TO STA. 25+00.00

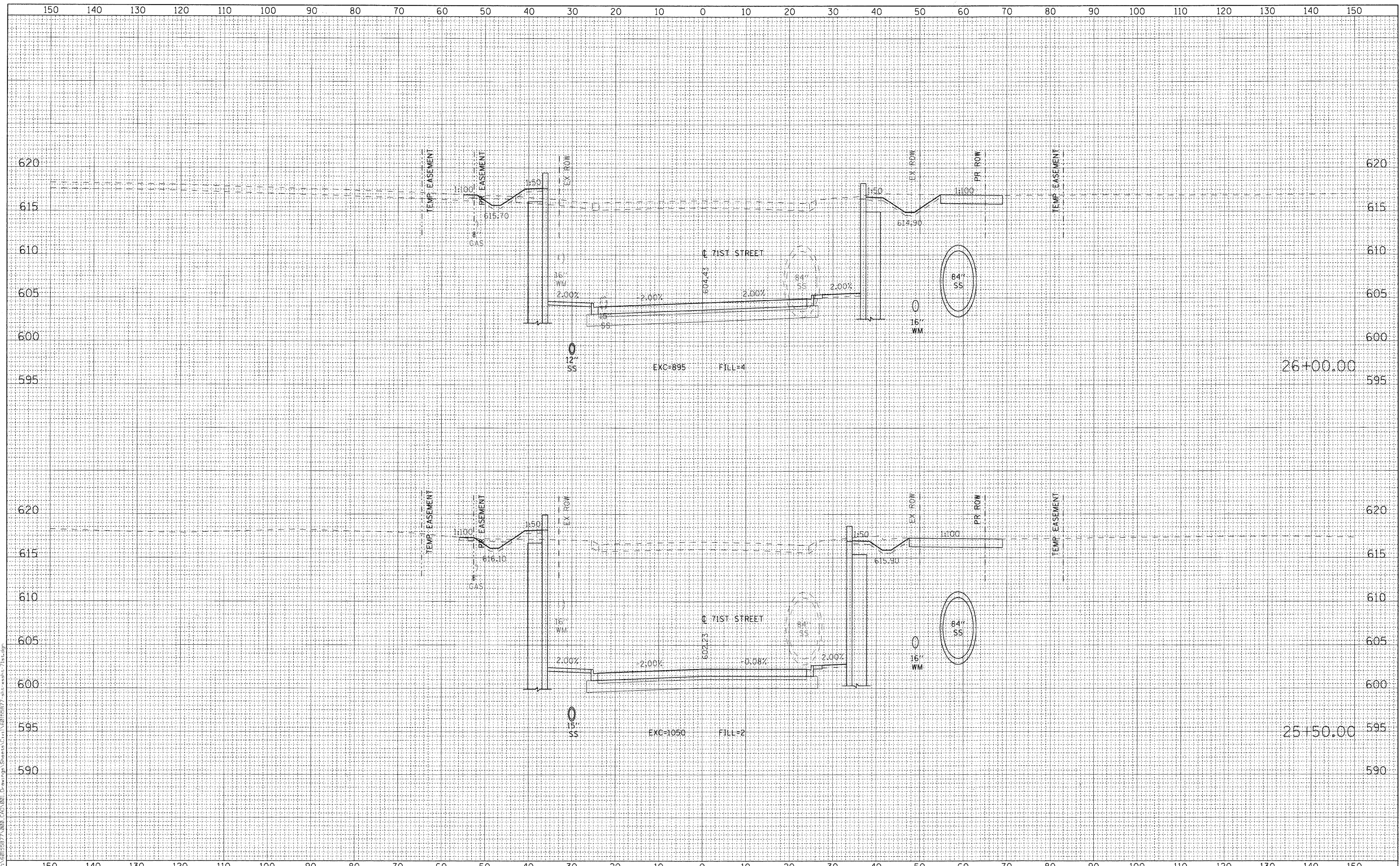
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-CA	COOK	209	192
CONTRACT NO. 63556				

ILLINOIS FED. AID PROJECT

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

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

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USER NAME = holmann	DESIGNED - NJH	REVISED -
PLOT SCALE = 10.000' / IN.	DRAWN - NJH	REVISED -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISED -
DATE - DECEMBER 12, 2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

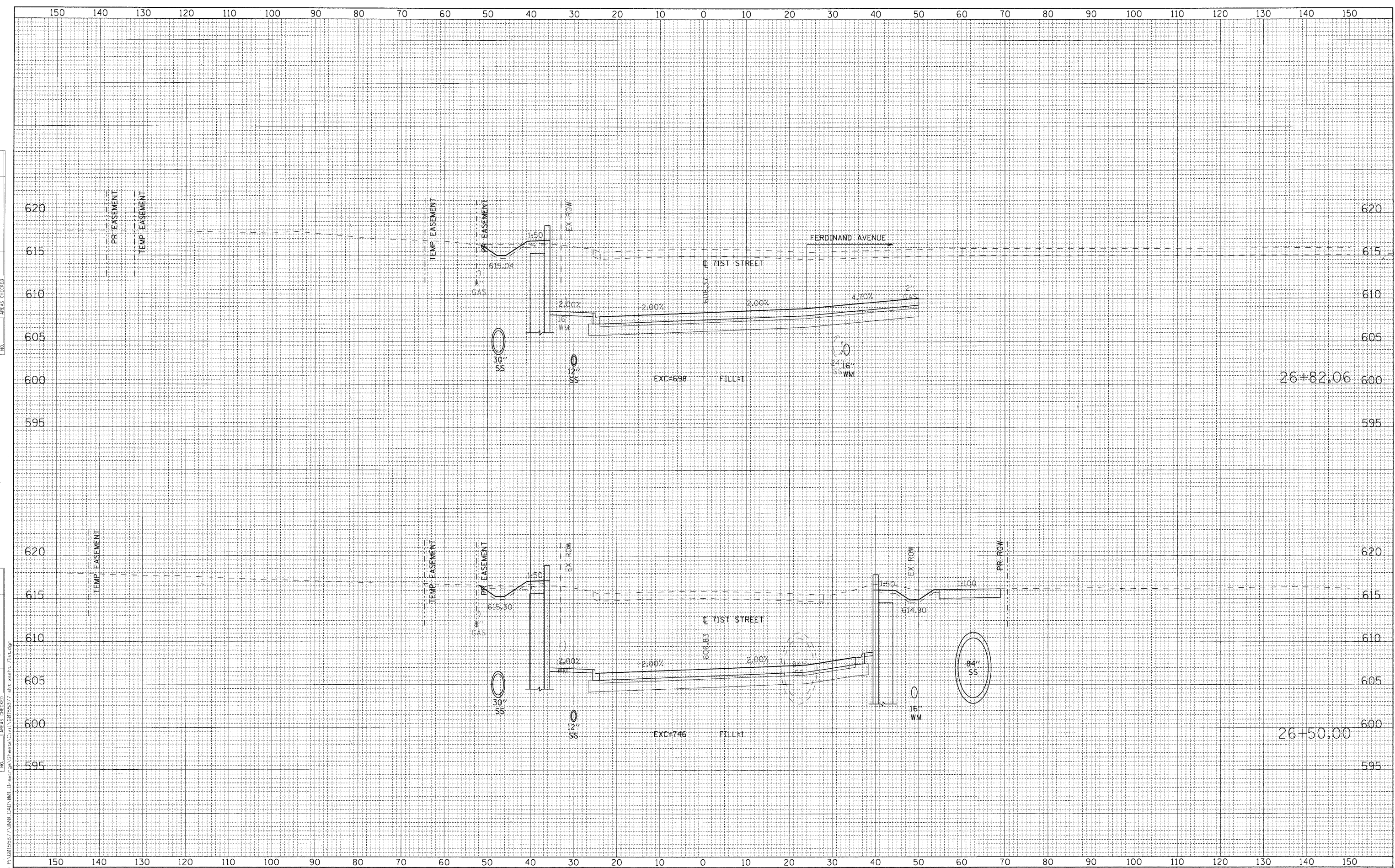
CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 12 OF 20 SHEETS STA. 25+50.00 TO STA. 26+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-CA	COOK	209	193
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

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

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



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USER NAME = holmann
 PLOT SCALE = 1/8" = 1' IN.
 PLOT DATE = 1/6/2011

DESIGNED - NJH
 DRAWN - NJH
 CHECKED - TJW
 DATE - DECEMBER 12, 2010

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 13 OF 20 SHEETS STA. 26+50.00 TO STA. 26+82.06

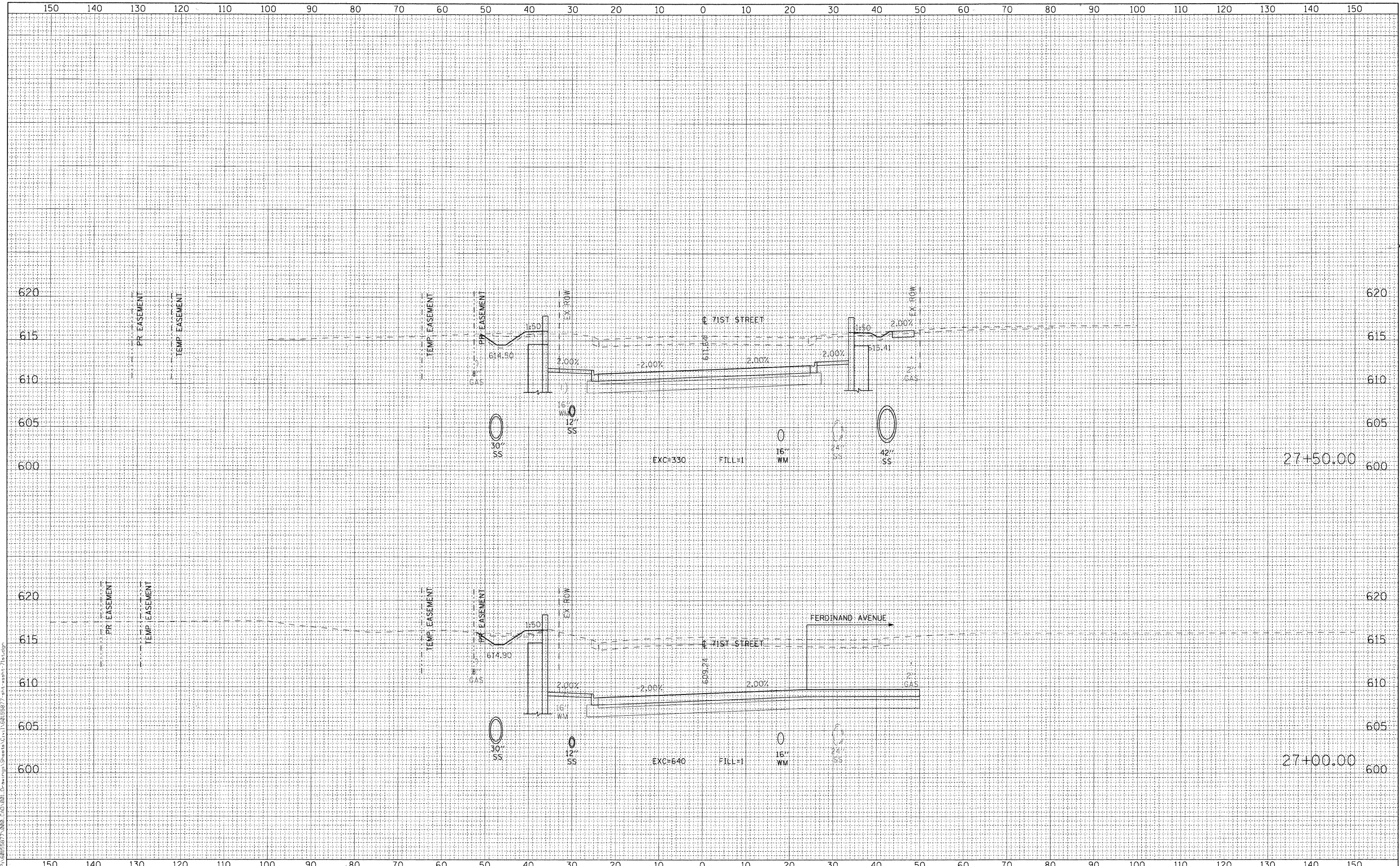
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	194
CONTRACT NO. 63556				

ILLINOIS FED. AID PROJECT

FINAL SURVEY	SUPERVISED	DATE
NOTE BOOK	PLOTTED	
NO.	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	

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

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USER NAME	= holmann	DESIGNED	- NJH	REVISED	-
PLOT SCALE	= 10,000 / IN.	DRAWN	- NJH	REVISED	-
PLOT DATE	= 1/6/2011	CHECKED	- TJW	REVISED	-
DATE	= DECEMBER 12, 2010	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

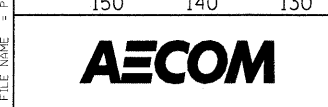
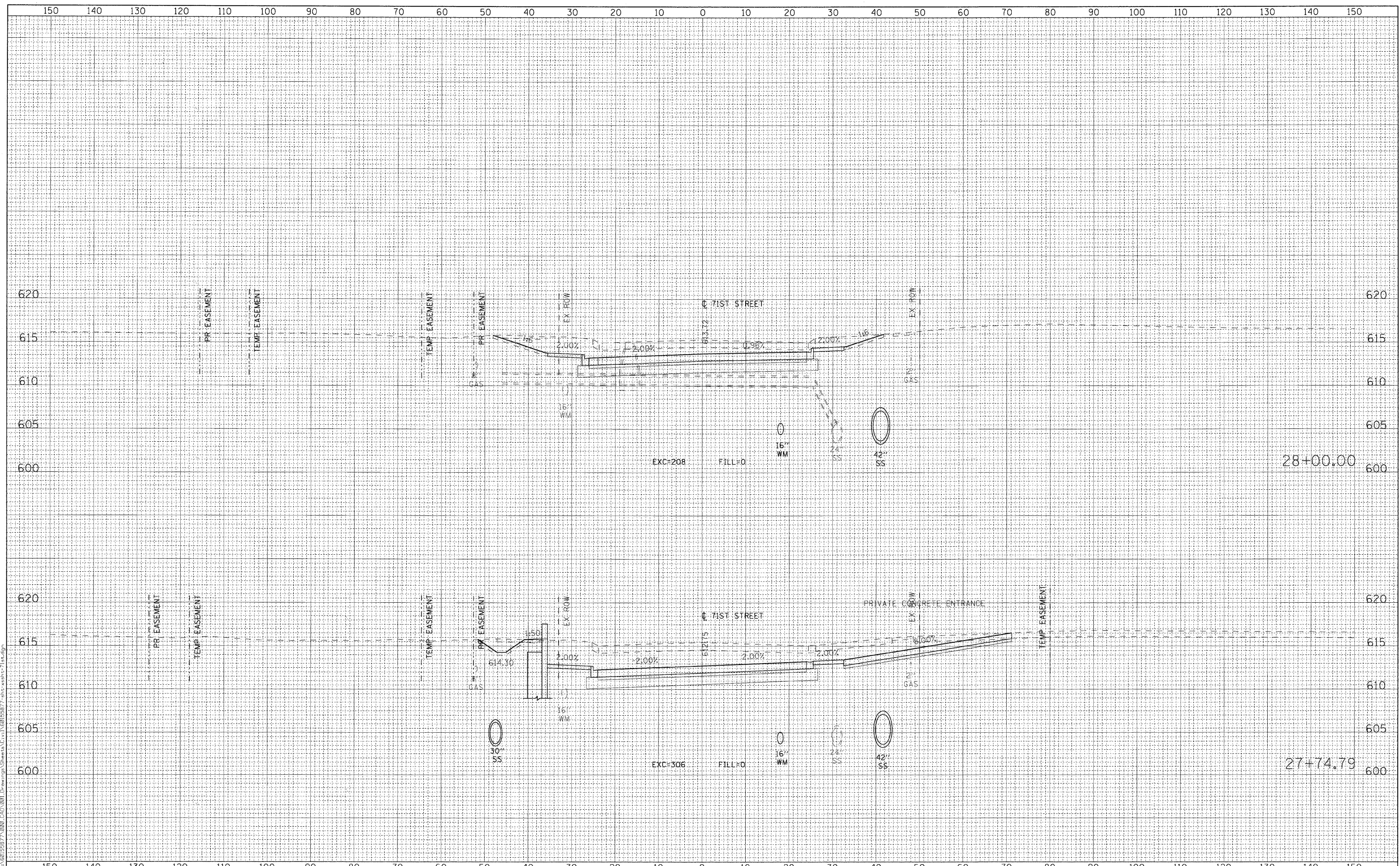
CROSS SECTIONS - 71ST STREET

1"=10', V: 1"=5' SHEET NO. 14 OF 20 SHEETS STA. 27+00.00 TO STA. 27+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-CA	COOK	209	195
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

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

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



USER NAME = hslimann	DESIGNED - NJH	REVISED -
PLOT SCALE = 10.000' / IN.	DRAWN - NJH	REVISED -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

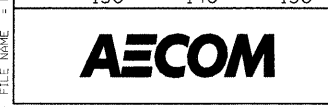
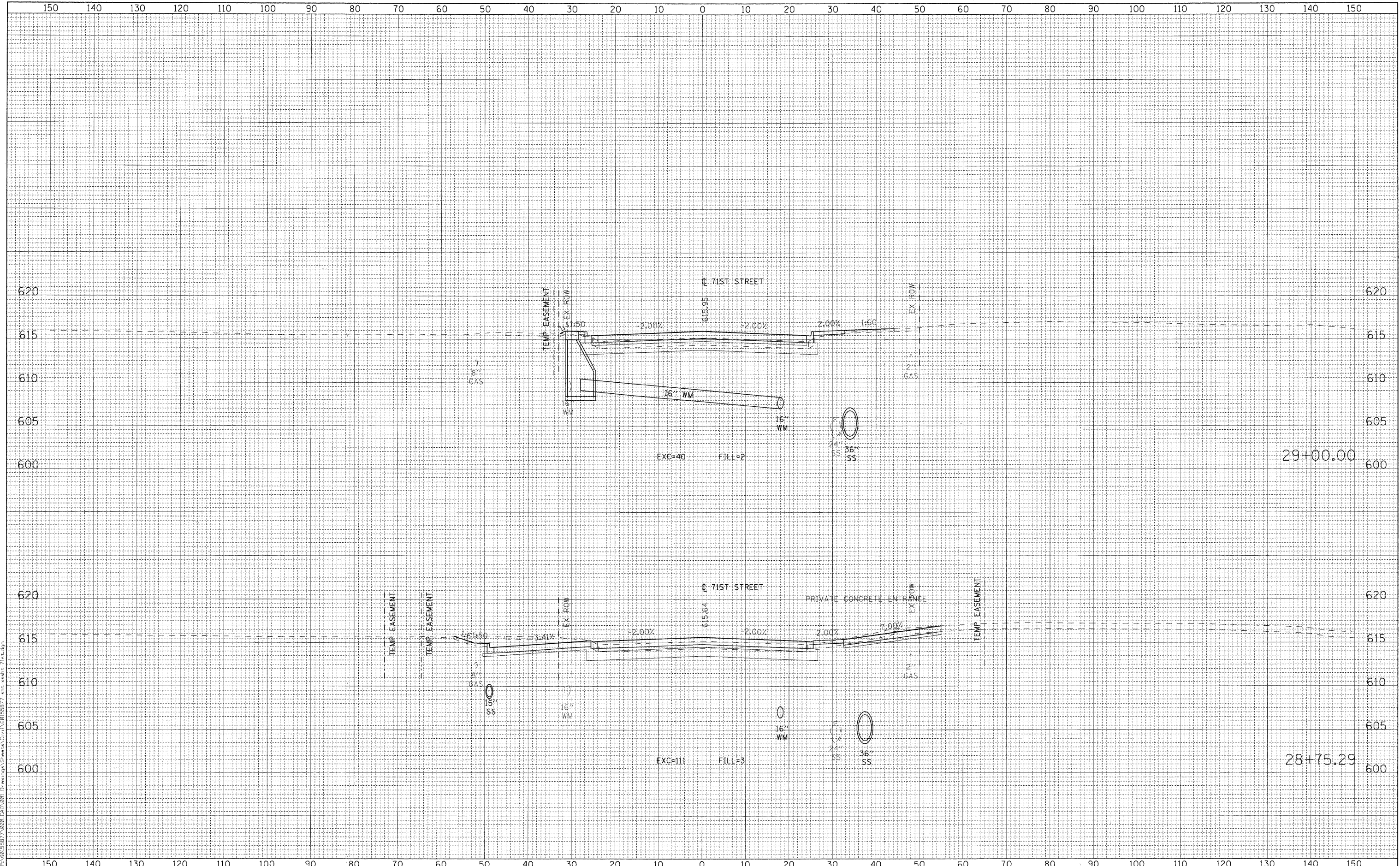
CROSS SECTIONS - 71ST STREET	
H _v 1"=10', V _v 1"=5'	SHEET NO. 15 OF 20 SHEETS
STA. 27+74.79	TO STA. 28+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	196
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				

FILE NAME = P:\6015687\000 CAD\001 Drawings\Sheets\Civil\60156877-dts-ss-st-71st.dgn

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	

BY	DATE
ORIGINAL SURVEY	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	



USER NAME = holmann	DESIGNED - NJH	REVISED -
PLOT SCALE = 1/8" = 1' IN.	DRAWN - NJH	REVISED -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISED -
DATE - DECEMBER 12, 2010	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - 71ST STREET	
H: 1"=10', V: 1"=5'	SHEET NO. 17 OF 20 SHEETS
STA. 28+75.29	TO STA. 29+00.00

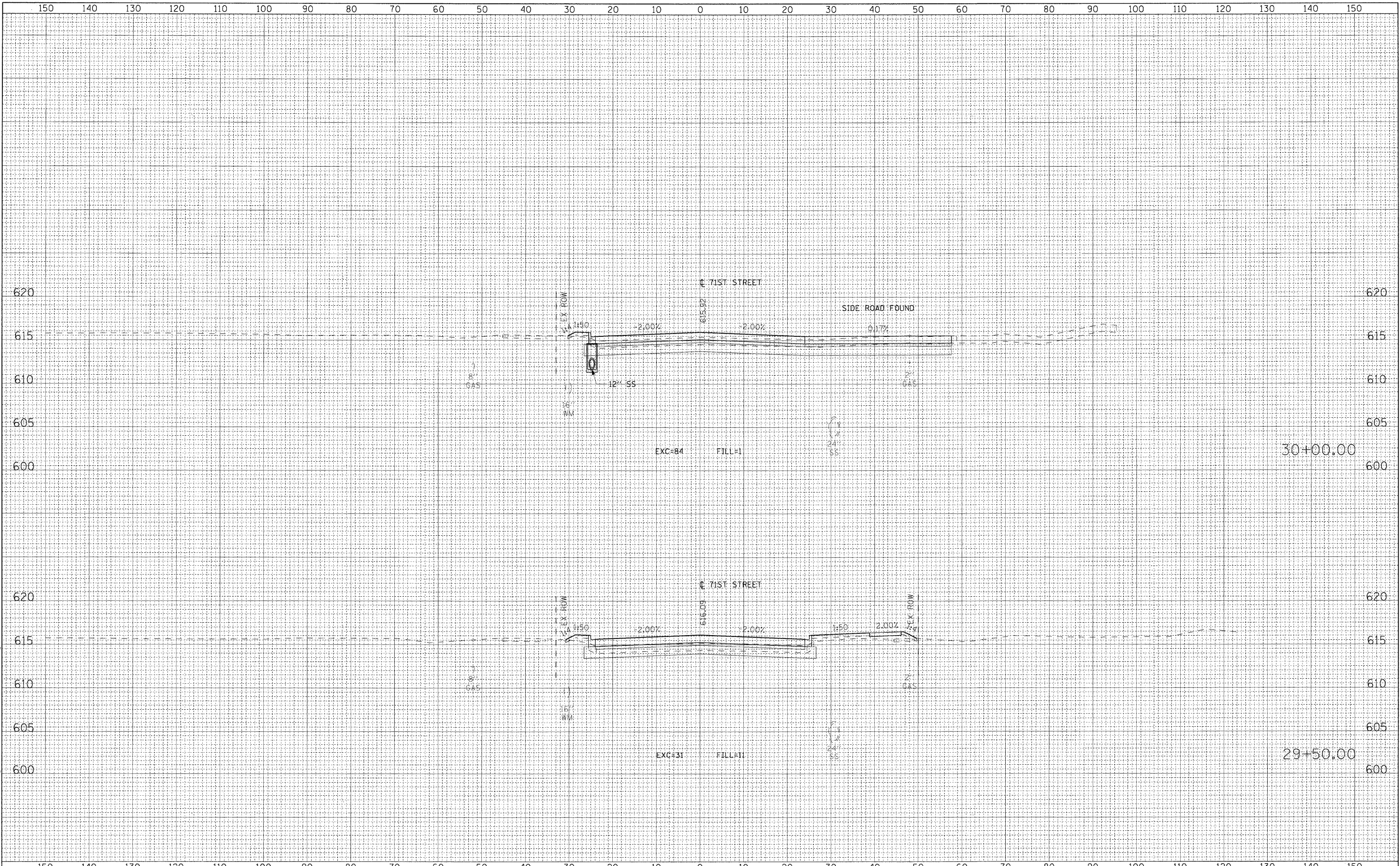
F.A.U. RTE. 1537	SECTION 06-00050-00-GA	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 198
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				

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

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

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USER NAME = haimann	DESIGNED - NJH	REVISIED -
PLOT SCALE = 10.000' / IN.	DRAWN - NJH	REVISIED -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISIED -
	DATE - DECEMBER 12, 2010	REVISIED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

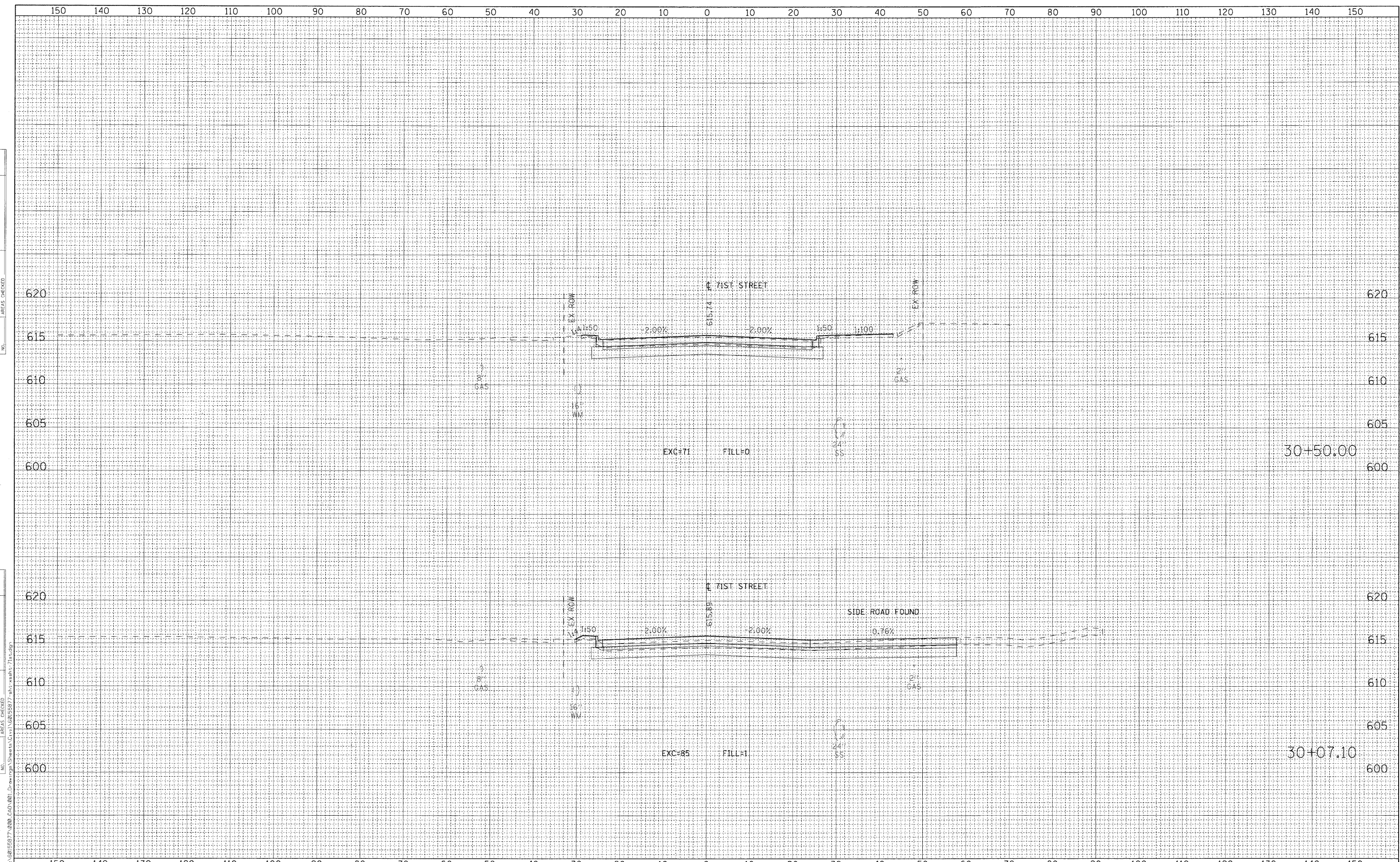
CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 18 OF 20 SHEETS STA. 29+50.00 TO STA. 30+00.00

F.A.U. RTE. 1537	SECTION 06-00050-00-GA	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 199
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVISED	DATE
NOTE BOOK	PLOTTED	
AREAS CHECKED	TEMPLATE	
	AREAS	
	CHECKED	

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



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USER NAME = holmann	DESIGNED - NJH	REVISD -
PLOT SCALE = 10.000' / IN.	DRAWN - NJH	REVISD -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISD -
	DATE - DECEMBER 12, 2010	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 71ST STREET

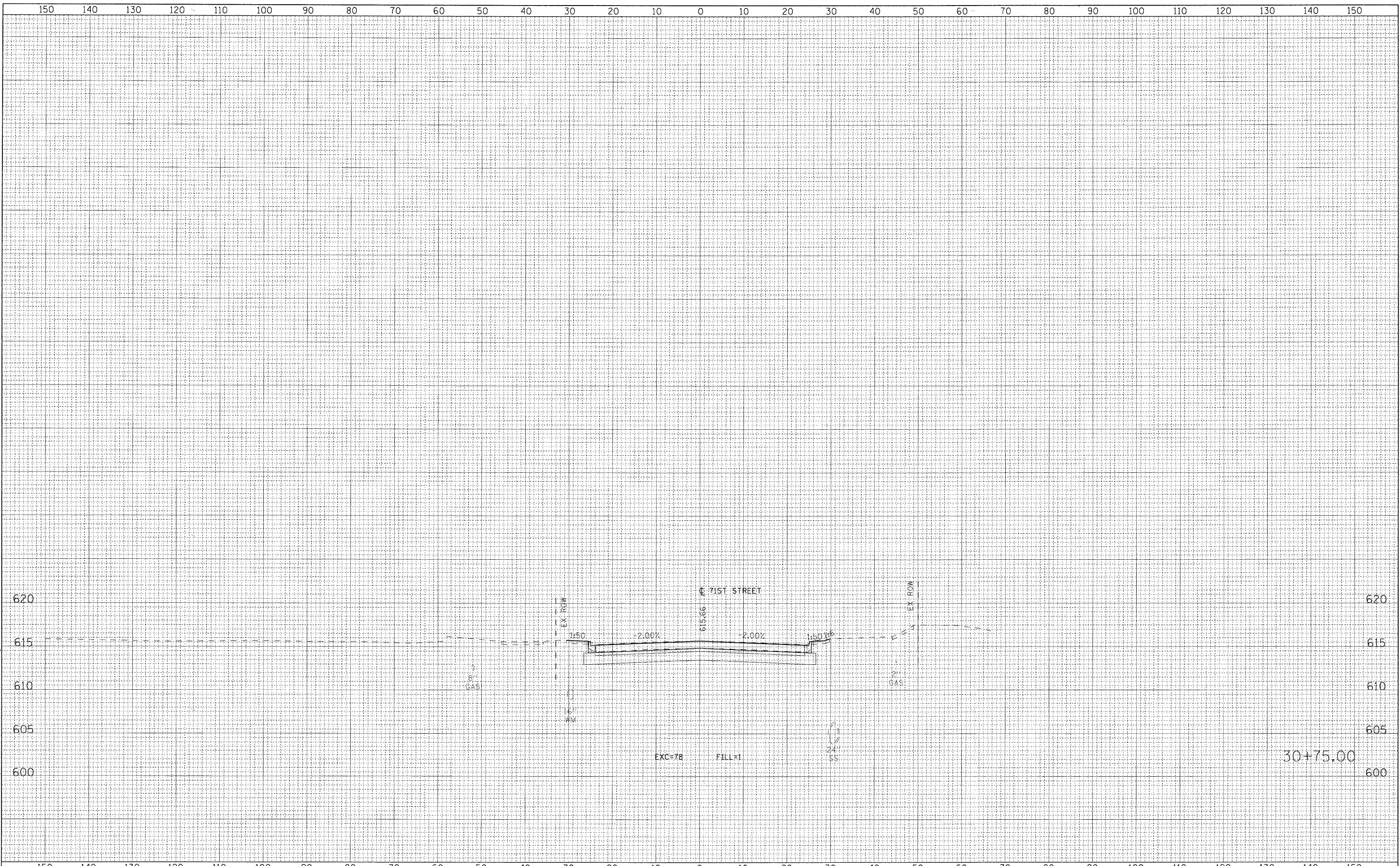
H: 1"=10', V: 1"=5' SHEET NO. 19 OF 20 SHEETS STA. 30+07.10 TO STA. 30+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	200
				CONTRACT NO. 63556
ILLINOIS FED. AID PROJECT				

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

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

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USER NAME = halimann	DESIGNED - NJH	REVISED -
PLOT SCALE = 10.000' / IN.	DRAWN - NJH	REVISED -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - 71ST STREET

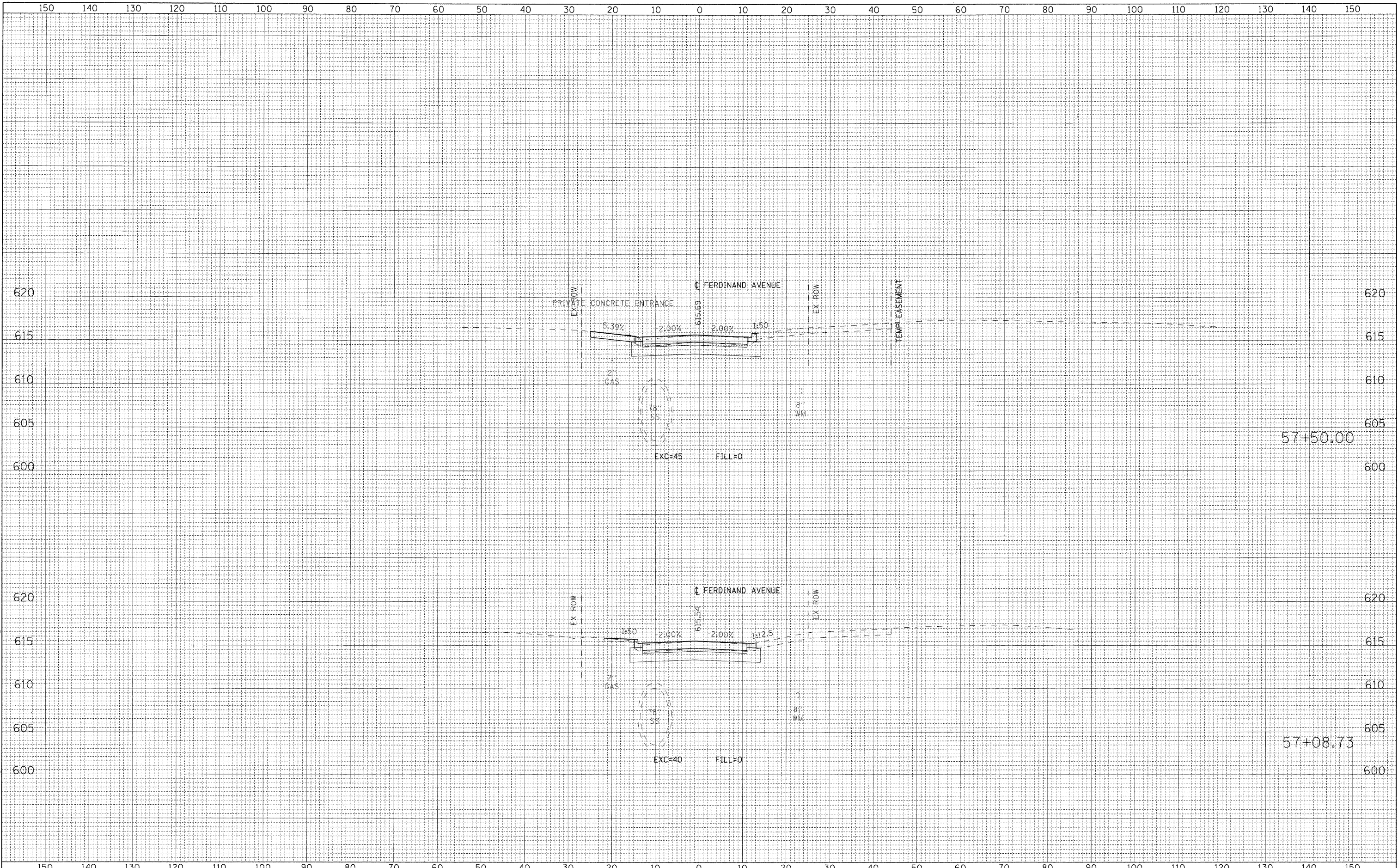
H: 1"=10', V: 1"=5' SHEET NO. 20 OF 20 SHEETS STA. 30+75.00 TO STA. 30+75.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	201
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

FILE NAME: s:\0618567\0206\0206.dwg



USER NAME = holmann	DESIGNED - NJH	REVISED -
PLOT SCALE = 10.000' / IN.	DRAWN - NJH	REVISED -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

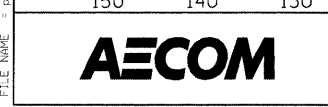
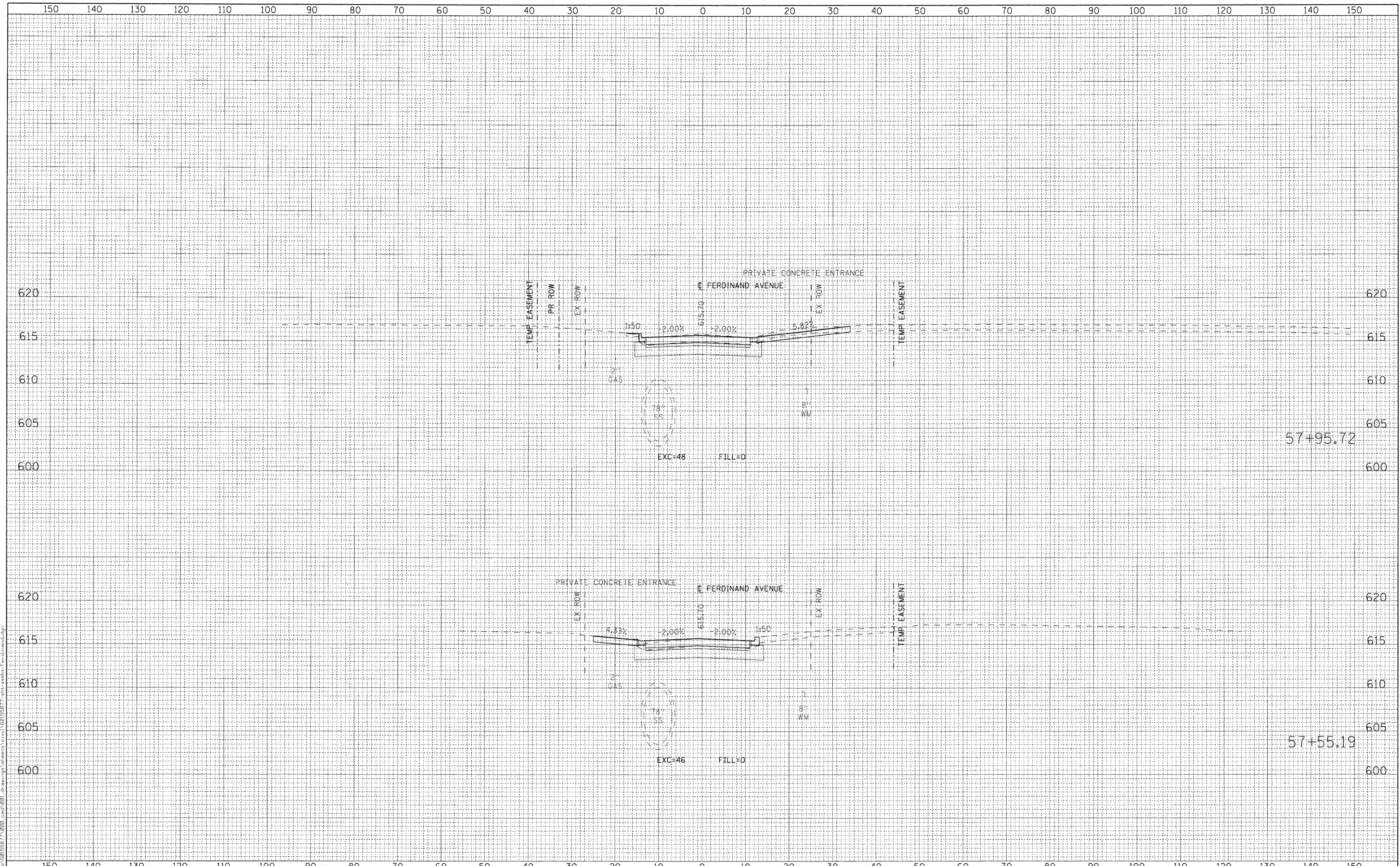
CROSS SECTIONS - FERDINAND AVENUE

H: 1"=10', V: 1"=5' SHEET NO. 1 OF 5 SHEETS STA. 57+08.73 TO STA. 57+50.00

F.A.U. RTE. 1537	SECTION 06-00050-00-GA	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 202
			CONTRACT NO. 63556	
[ILLINOIS] FED. AID PROJECT				

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

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



USER NAME = holmann	DESIGNED - NJH	REVISED -
PLOT SCALE = 10.000' / IN.	DRAWN - NJH	REVISED -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - FERDINAND AVENUE

H: 1"=10', V: 1"=5'

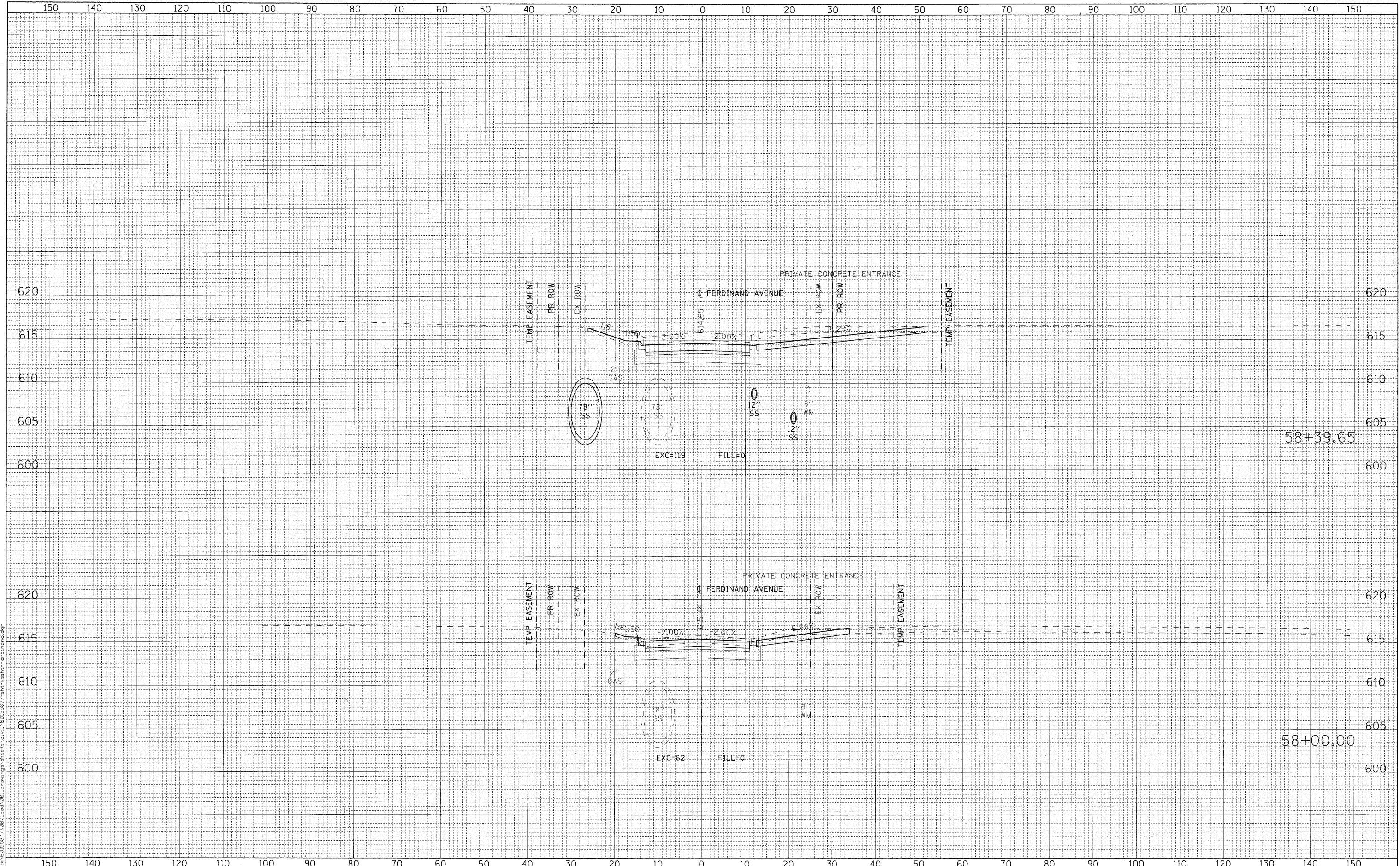
SHEET NO. 2 OF 5 SHEETS STA. 57+55.19 TO STA. 57+95.72

F.A.U. RTE. 1537	SECTION 06-00050-00-GA	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 203
				CONTRACT NO. 63556
ILLINOIS FED. AID PROJECT				

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

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



USER NAME = holmann	DESIGNED - NJH	REVISED -
PLOT SCALE = 1/8\"/>		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - FERDINAND AVENUE

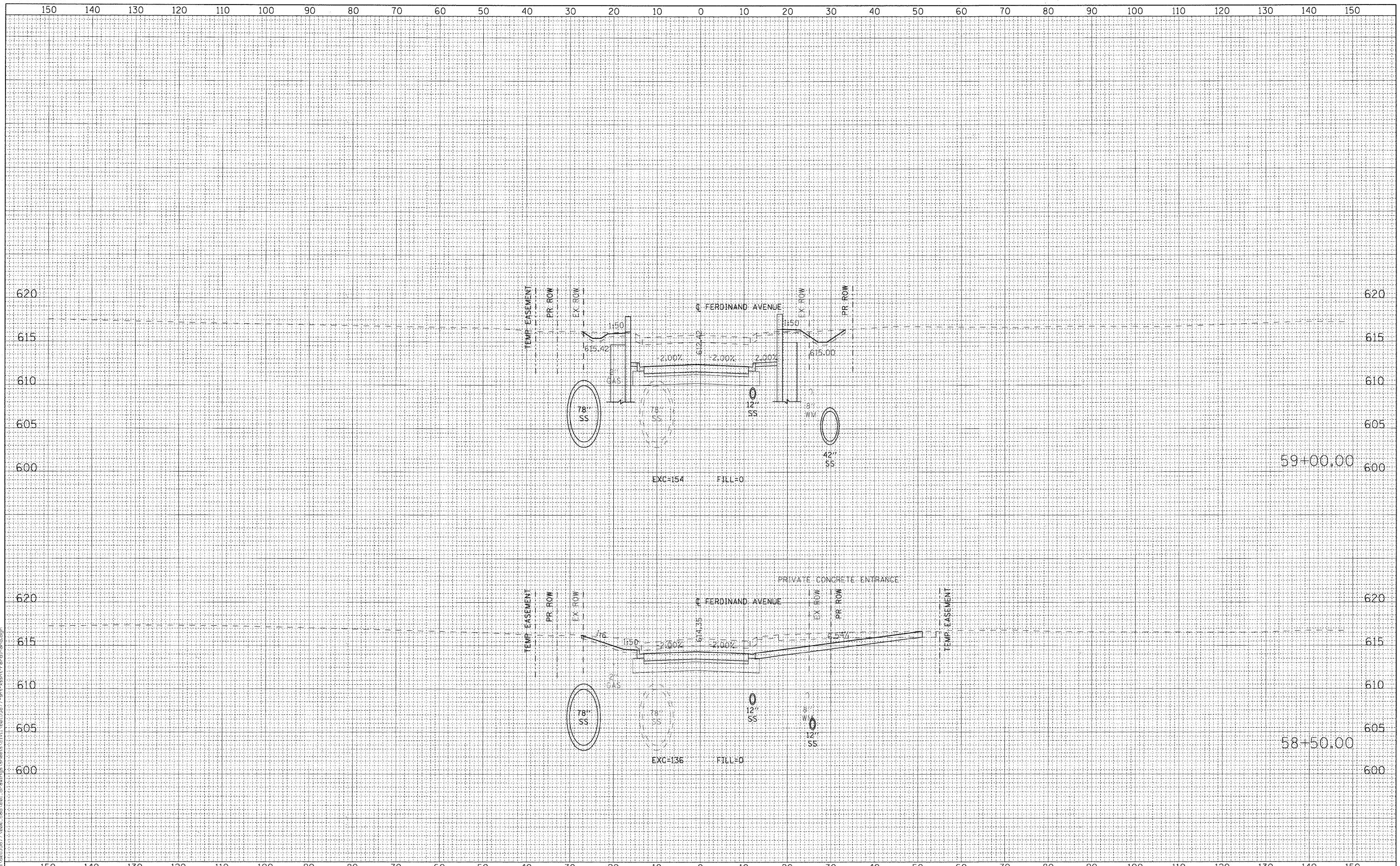
H: 1"=10', V: 1"=5' SHEET NO. 3 OF 5 SHEETS STA. 58+00.00 TO STA. 58+39.65

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	204
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				

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

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



USER NAME = holmann	DESIGNED - NJH	REVISED -
PLOT SCALE = 10.000' / IN.	DRAWN - NJH	REVISED -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - FERDINAND AVENUE

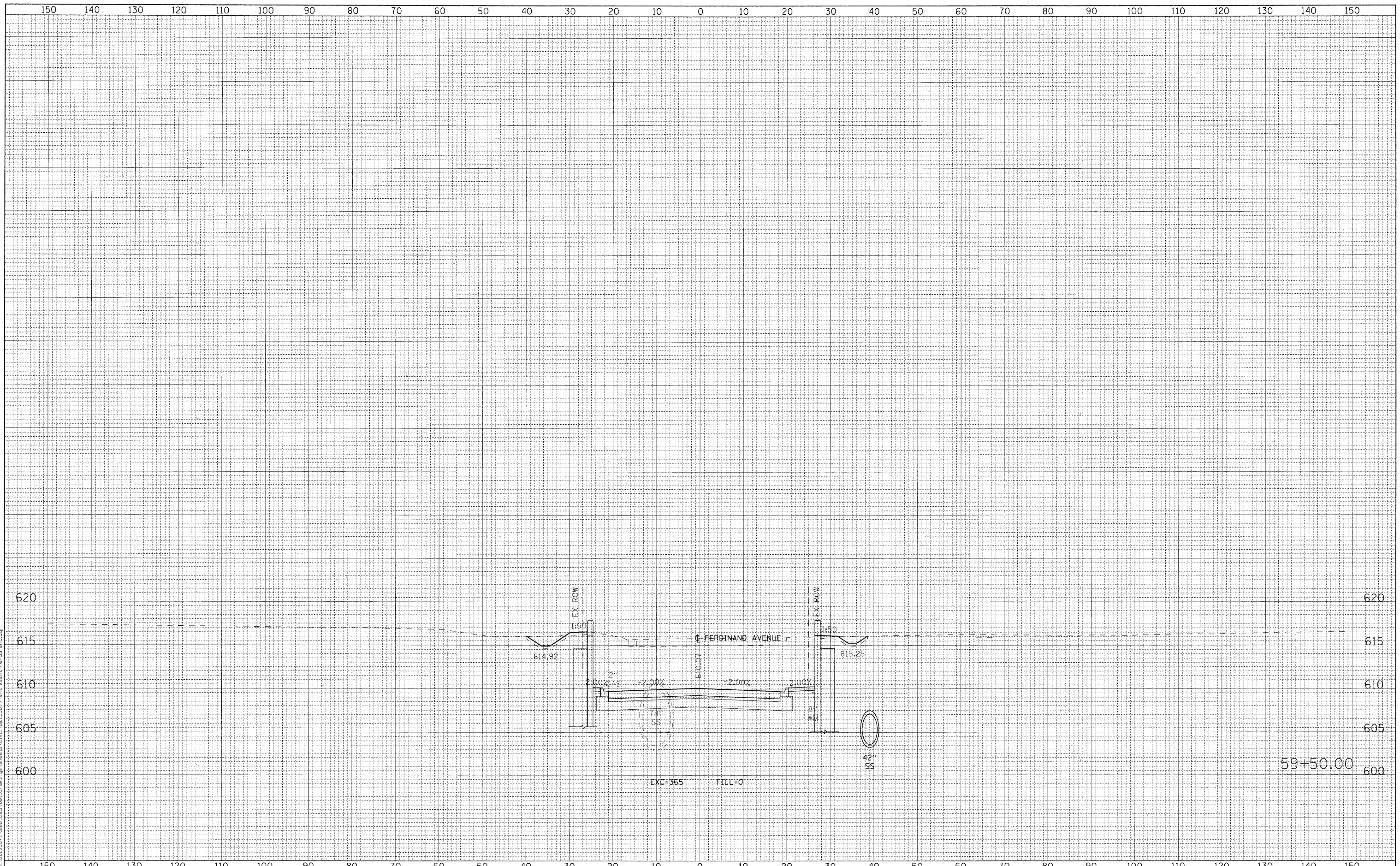
H: 1"=10', V: 1"=5' SHEET NO. 4 OF 5 SHEETS STA. 58+50.00 TO STA. 59+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-CA	COOK	209	205
				CONTRACT NO. 63556
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	
	AREA CHECKED	

ORIGINAL SURVEY NO.	SURVEYED	DATE
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	AREA CHECKED	

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USER NAME = holmann	DESIGNED - NUH	REVISED -
PLOT SCALE = 10.000' / IN.	DRAWN - NUH	REVISED -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

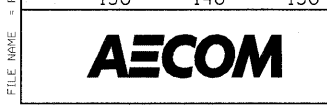
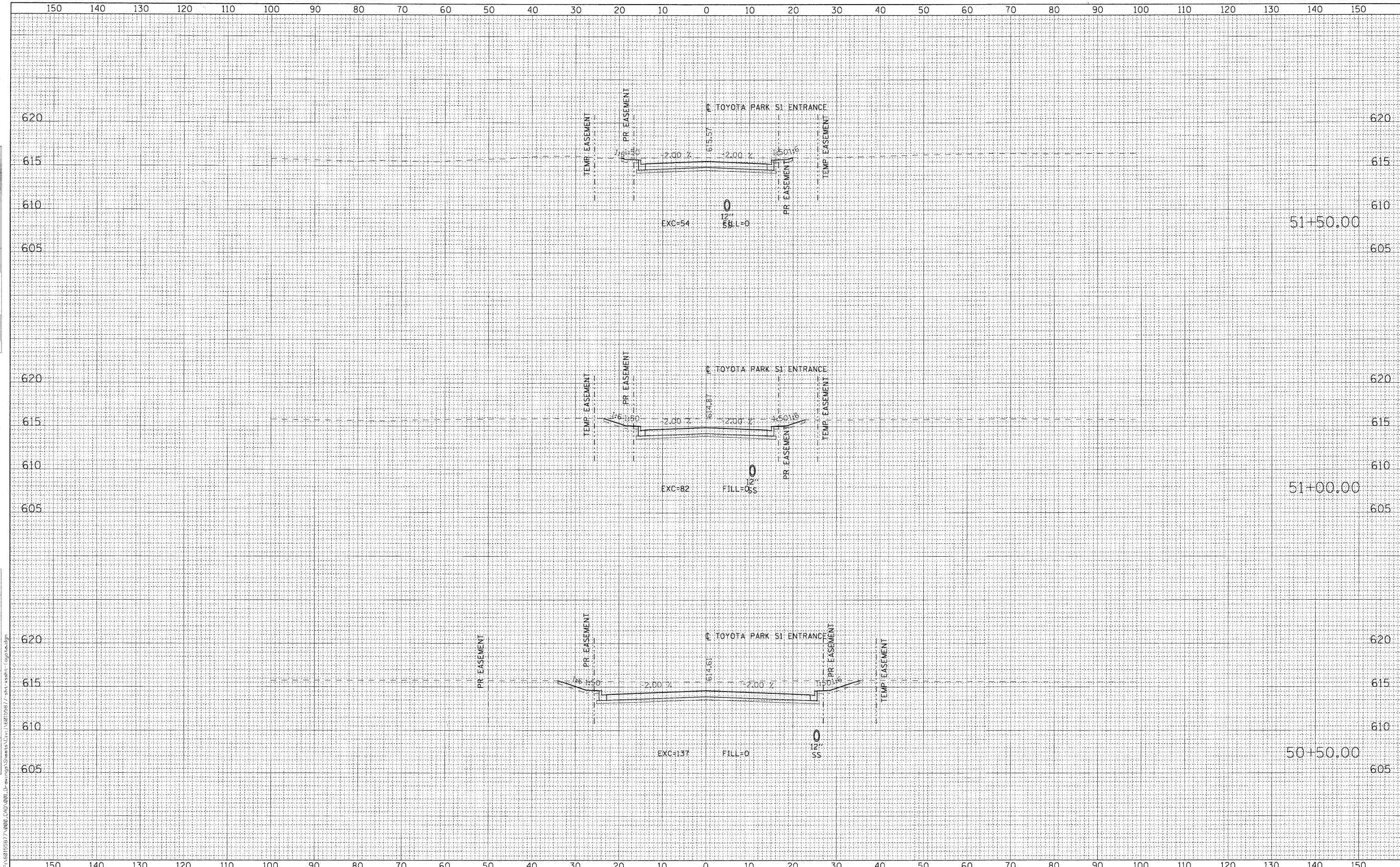
CROSS SECTIONS - FERDINAND AVENUE

H: 1"=10', V: 1"=5' SHEET NO. 5 OF 5 SHEETS STA. 59+50.00 TO STA. 59+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	206
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

DATE	
BY	
FINAL SURVEY	
REVISIONS	
NOTE BOOK	
NO.	
SURVEYED	
PLANNED	
AREAS	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
REVISIONS	
NOTE BOOK	
NO.	
SURVEYED	
PLANNED	
AREAS	
AREAS CHECKED	



USER NAME = holmann	DESIGNED - NJH	REVISED -
PLOT SCALE = 1/8" = 1' IN.	DRAWN - NJH	REVISED -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

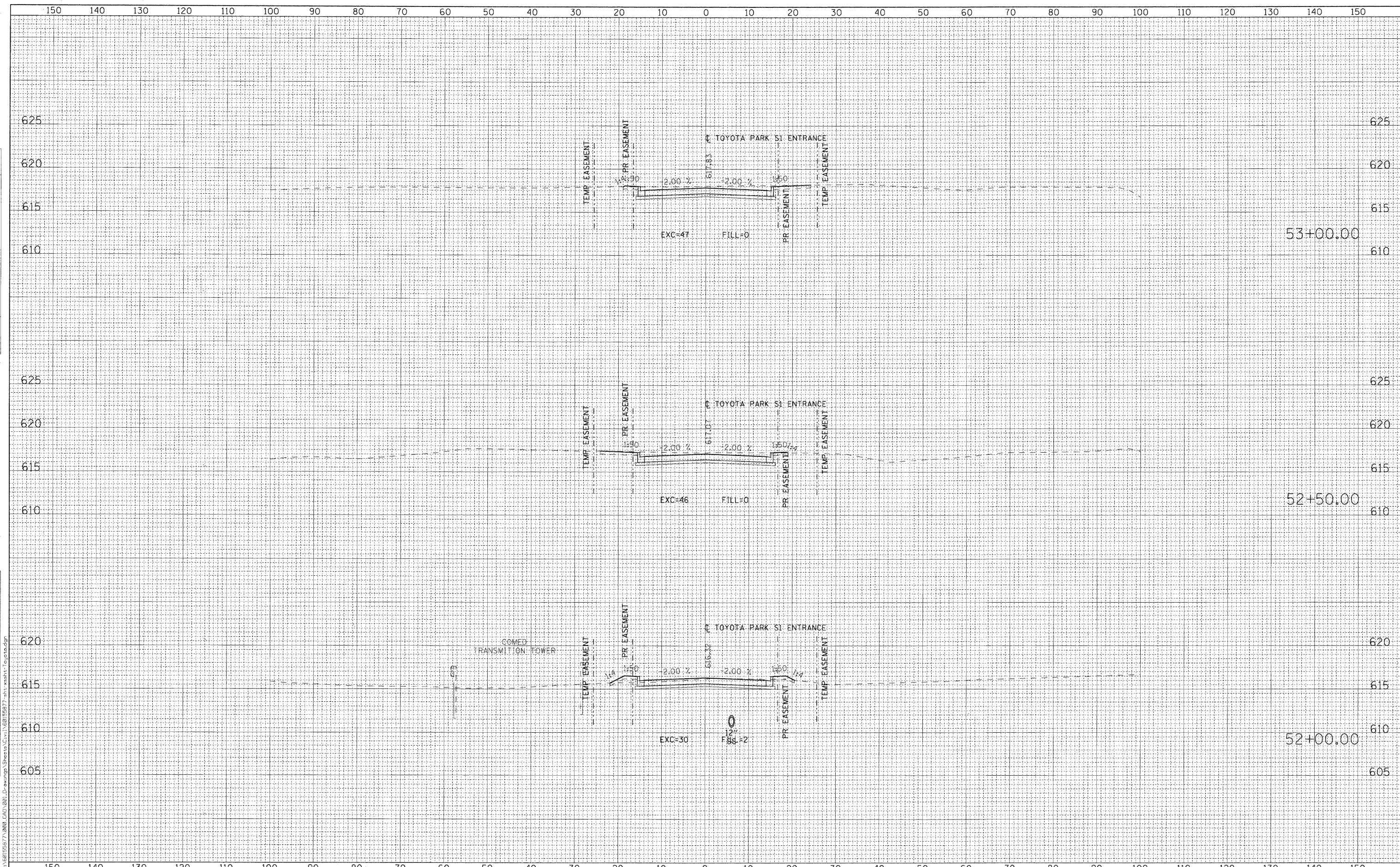
CROSS SECTIONS - TOYOTA PARK S1 ENTRANCE

H: 1"=10', V: 1"=5' SHEET NO. 1 OF 3 SHEETS STA. 50+50.00 TO STA. 51+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	207
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

DATE	
BY	
SURVEYED	
NOTED	
TEMPERATURE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
NOTED	
TEMPERATURE	
AREAS	
CHECKED	
NO.	



USER NAME = holmann	DESIGNED - NJH	REVISED -
PLOT SCALE = 10,000' / IN.	DRAWN - NJH	REVISED -
PLOT DATE = 1/6/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - TOYOTA PARK S1 ENTRANCE

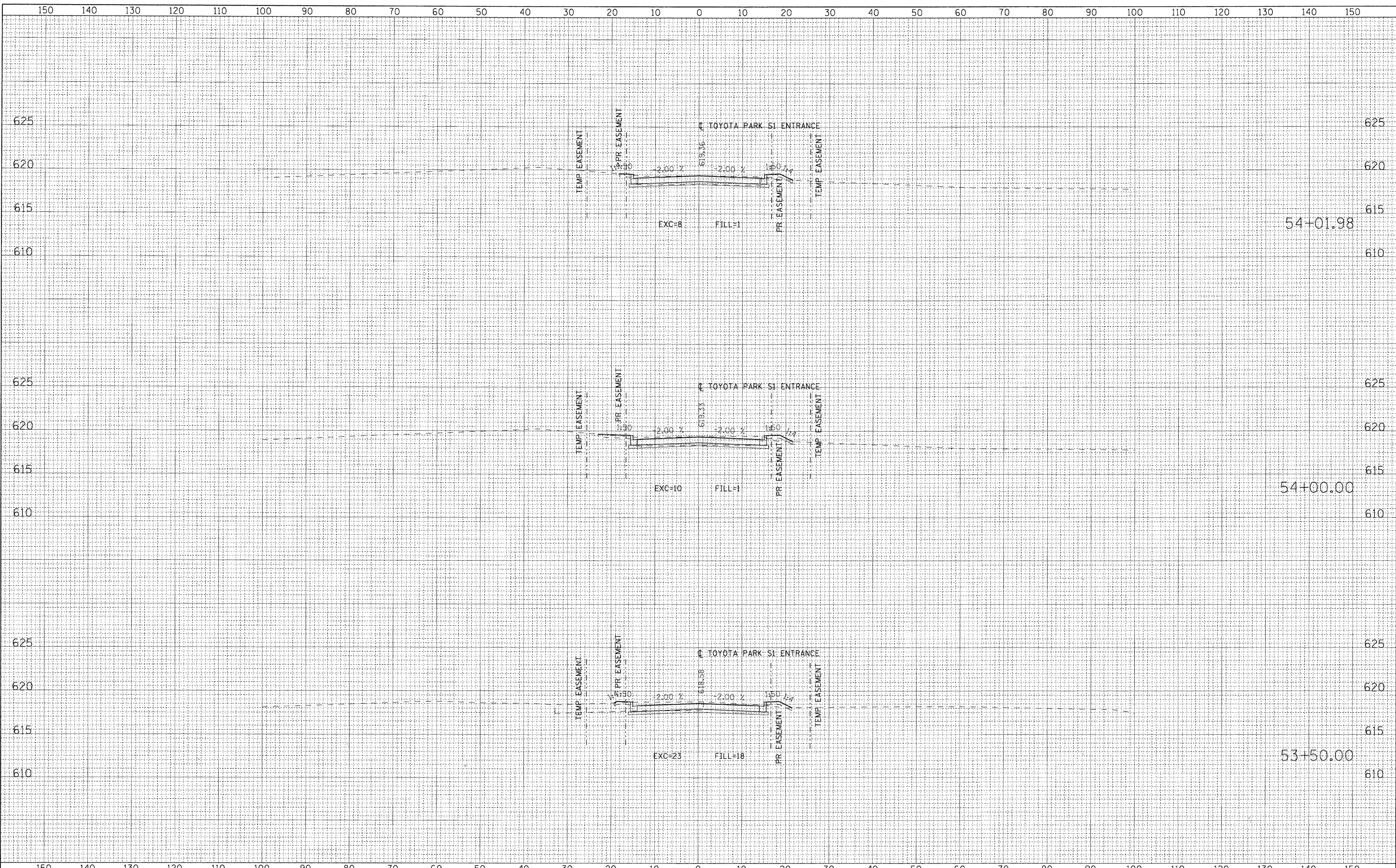
H: 1"=10', V: 1"=5' | SHEET NO. 2 OF 3 SHEETS | STA. 52+00.00 TO STA. 53+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	208
				CONTRACT NO. 63556
ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINAL SURVEY	
SUBMITTED	
NOTED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
SUBMITTED	
NOTED	
PLOTTED	
TEMPLATE	
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USER NAME =	halmann	DESIGNED -	NJH	REVISED -	
PLOT SCALE =	10.000' / IN.	DRAWN -	NJH	REVISED -	
PLOT DATE =	1/6/2011	CHECKED -	TJW	REVISED -	
		DATE -	DECEMBER 12, 2010	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - TOYOTA PARK S1 ENTRANCE

H: 1"=10', V: 1"=5' SHEET NO. 3 OF 3 SHEETS STA. 53+50.00 TO STA. 54+01.98

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	209
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	