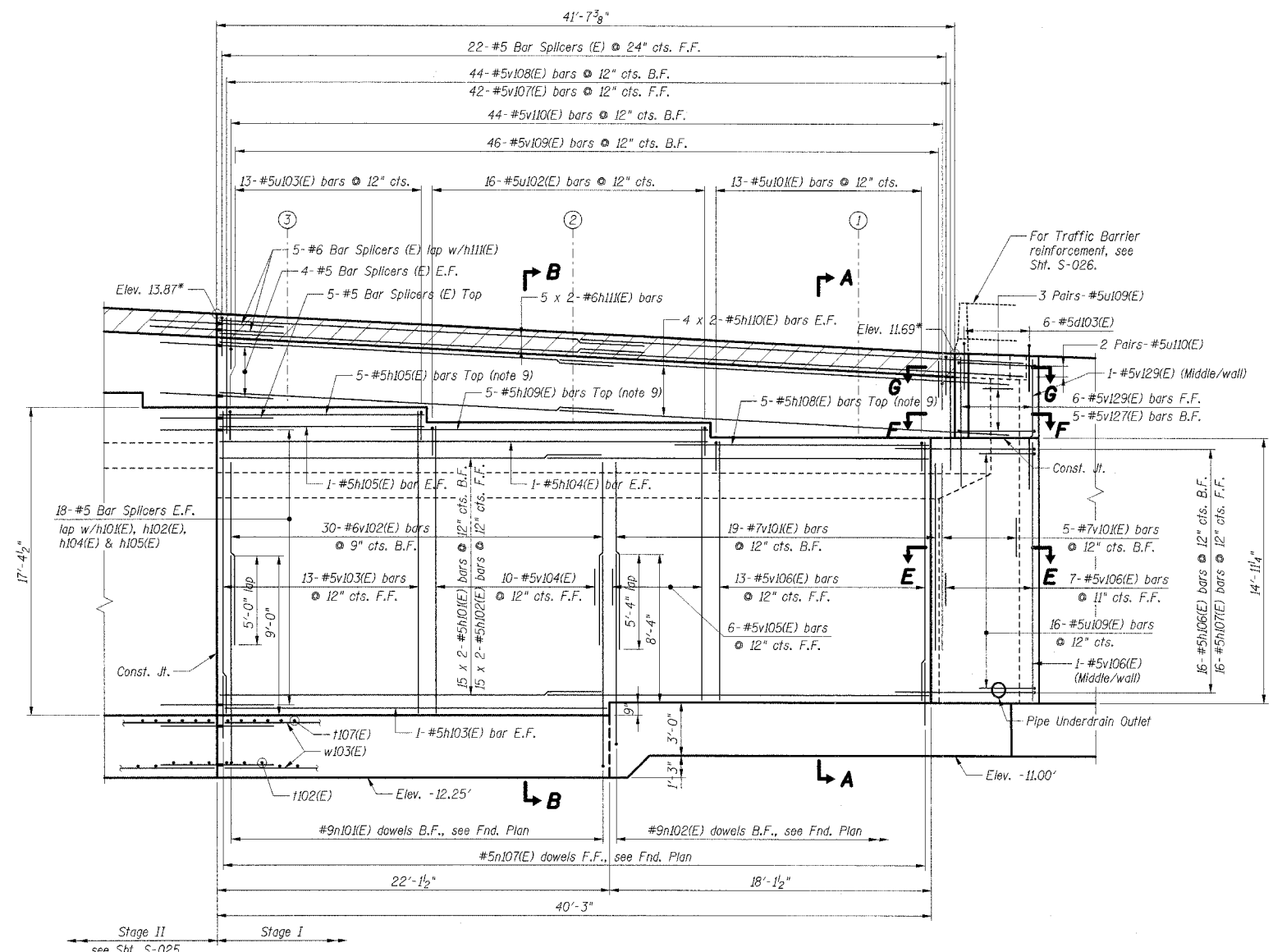


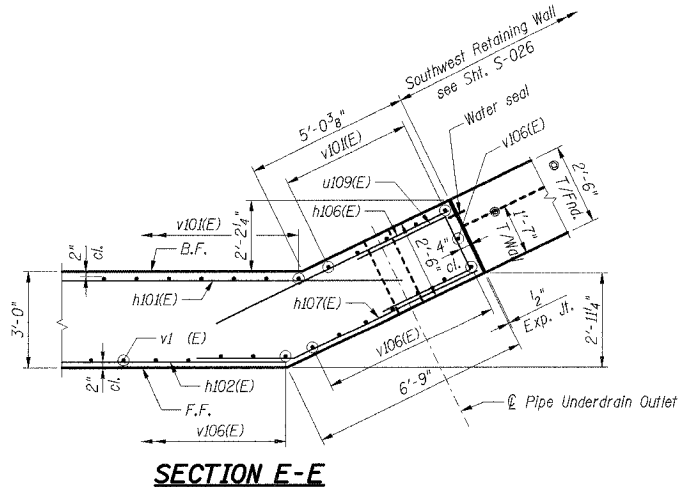
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57	*	COOK	916	601
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 62304		
		*(1516.1, 1717, & 1818) R-4		



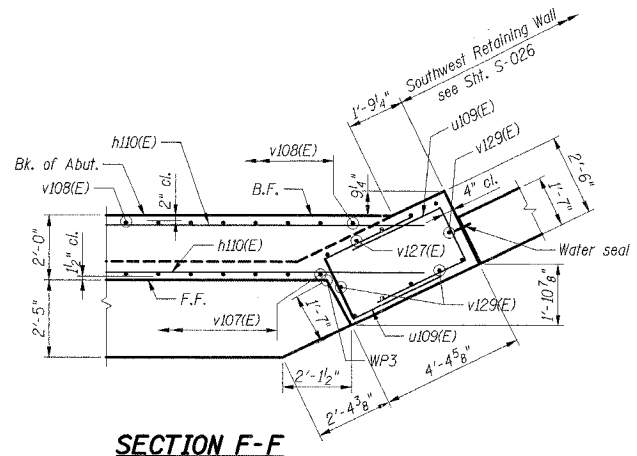
Bar	Min. Vert. Lap	Min. Hor. Lap
#5	2'-2"	3'-0"
#6	2'-7"	3'-7"
#7	3'-5"	-
#8	4'-6"	4'-6"
#9	5'-9"	-

ELEVATION - SOUTH ABUTMENT WALL I

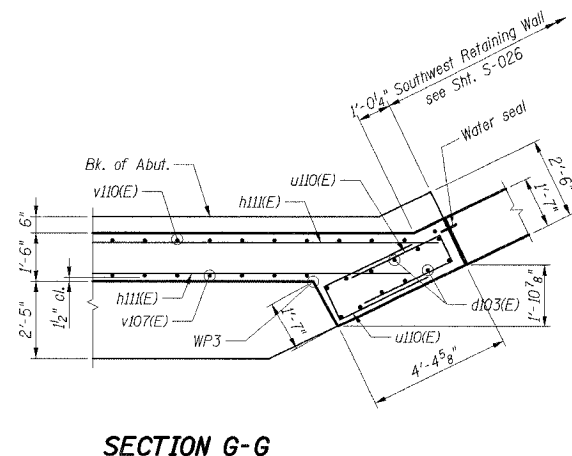
- Notes:**
- Reinforcement bars designated (E) shall be epoxy coated.
 - Bars indicates thus 4 x 2-#5 etc. indicates 4 lines of bars with 2 lengths per line.
 - Work this sheet with Shts. S-021 thru S-029.
 - For Work Points, see Sht. S-021.
 - For Sections A-A & B-B, see Sht. S-028.
 - For Bar List & Bill of Material, see Sht. S-029.
 - For typical wall details, see Sht. S-040.
 - B.F. denotes Back Face.
 - F.F. denotes Front Face.
 - Space reinforcement to miss anchor bolts.



SECTION E-E



SECTION F-F



SECTION G-G

SHT. S-024

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 57 (INTERSTATE 57)
 I-57 NB OVER WB CONNECTOR
 SN 016-0072 OLD, SN 016-2852 NEW
 STA. 238+73.54
 COOK COUNTY, SECTION (1516.1, 1717, & 1818) R-4

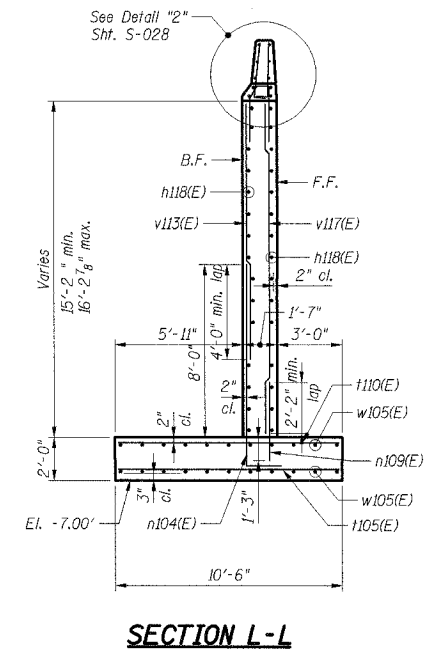
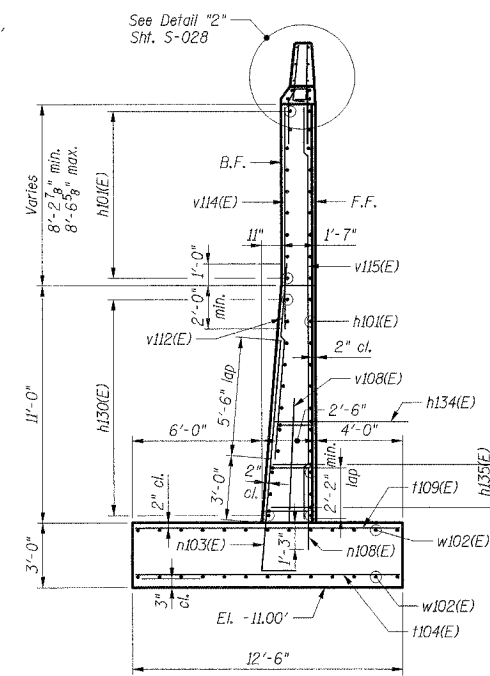
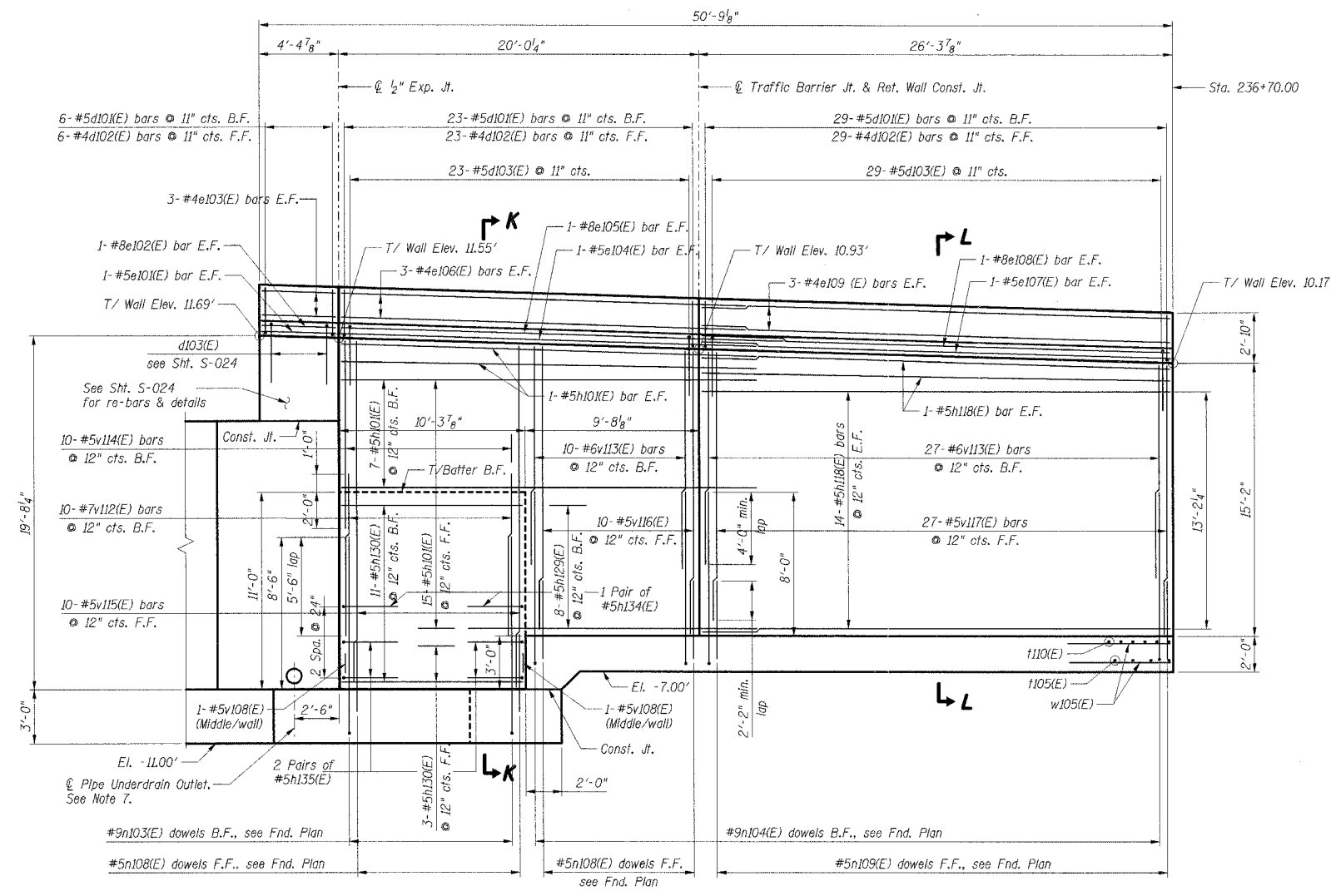
SOUTH ABUTMENT WALL I

DATE: 03/07/06
 DRAWN BY: HBJ
 CHECKED BY: TCU

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 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 205 N. MICHIGAN AVE., CHICAGO, IL 60601
 TELEPHONE: 312.616.0000

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	COOK	916	603
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62304				
*1516.1, 1717, & 1818) R-4				



SOUTHWEST RETAINING WALL ELEVATION
(STAGE I)

Bar	Min. Vert. Lap	Min. Hor. Lap
#5	2'-2"	3'-0"
#6	2'-7"	3'-7"
#7	3'-5"	-
#8	4'-6"	4'-6"
#9	5'-9"	-

- Notes:**
- Reinforcement bars designated (E) shall be epoxy coated.
 - Bars indicated thus 5 x 2-#5 etc. indicates 5 lines of bars with 2 lengths per line.
 - Work this sheet with Shis. S-021 to S-029.
 - For Bar List & Bill of Material, see Shit. S-029.
 - For typical wall details, see Shit. S-040.
 - B.F. denotes Back Face.
 - F.F. denotes Front Face.
 - Tie pipe underdrain outlet to Structure number 5816 (see Drainage Plans). For typical underdrain details, see Shit. S-040.

SHT. S-026

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 57 (INTERSTATE 57)
I-57 NB OVER WB CONNECTOR
SN 016-0072 OLD. SN 016-2852 NEW
STA. 238+73.54
COOK COUNTY, SECTION (1516.1, 1717, & 1818) R-4

SOUTHWEST RETAINING WALL

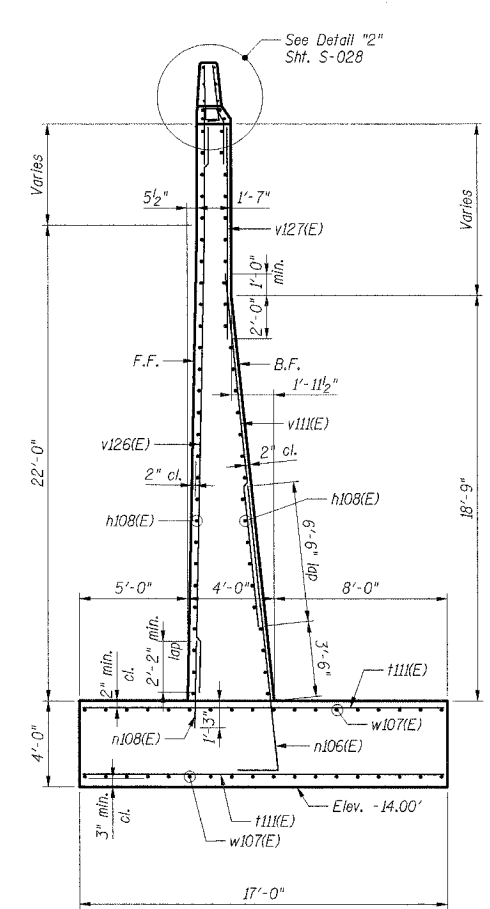
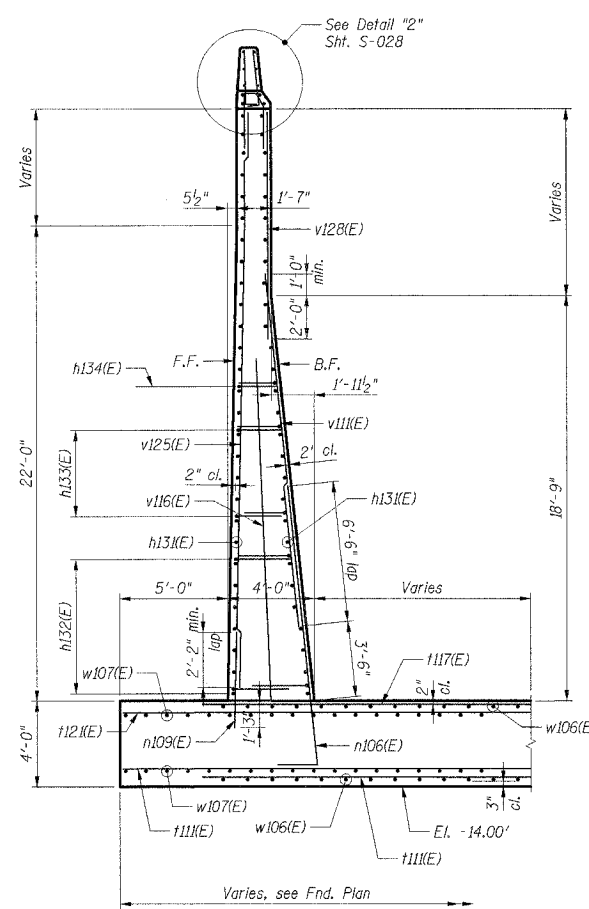
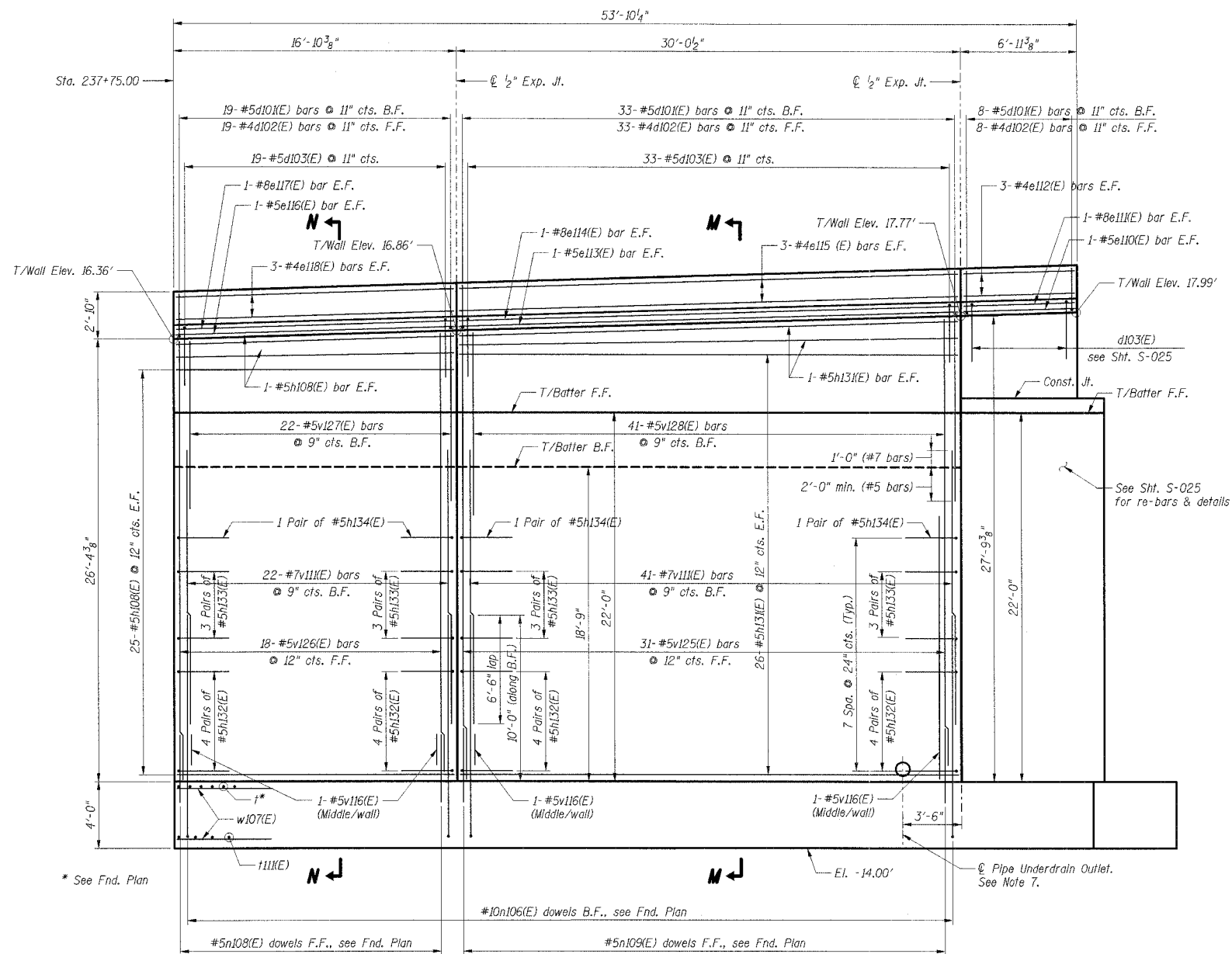
DRAWN BY: HBJ
CHECKED BY: TCU

DATE: 03/07/06

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ENGINEERS ARCHITECTS PLANNERS
205 N. MICHIGAN AVE., CHICAGO, IL 60601
TELEPHONE 312.641.0000

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SOUTHEAST RETAINING WALL ELEVATION
(STAGE II)

Bar	Lap Lengths	
	Min. Vert. Lap	Min. Hor. Lap
#5	2'-2"	3'-0"
#6	2'-7"	3'-7"
#7	3'-5"	-
#8	4'-6"	4'-6"
#9	5'-9"	-

- Notes:**
- Reinforcement bars designated (E) shall be epoxy coated.
 - Bars indicates thus 5 x 2-#5 etc. indicates 5 lines of bars with 2 lengths per line.
 - Work this sheet with Shts. S-021 to S-029.
 - For Bar List & Bill of Material, see Sht. S-029.
 - For typical wall details, see Sht. S-040.
 - B.F. denotes Back Face.
 - F.F. denotes Front Face.
 - Tie pipe underdrain outlet to existing structure @ 336+00. 38' LT Prop WB Connector (see Drainage Plans). For typical underdrain details, see Sht. S-040.

SHT. S-027

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 57 (INTERSTATE 57)
I-57 NB OVER WB CONNECTOR
SN 016-0072 OLD, SN 016-2852 NEW
STA. 238+73.54
COOK COUNTY, SECTION (1516.1, 1717, & 1818) R-4

SOUTHEAST RETAINING WALL

DRAWN BY: HBJ
CHECKED BY: TCU

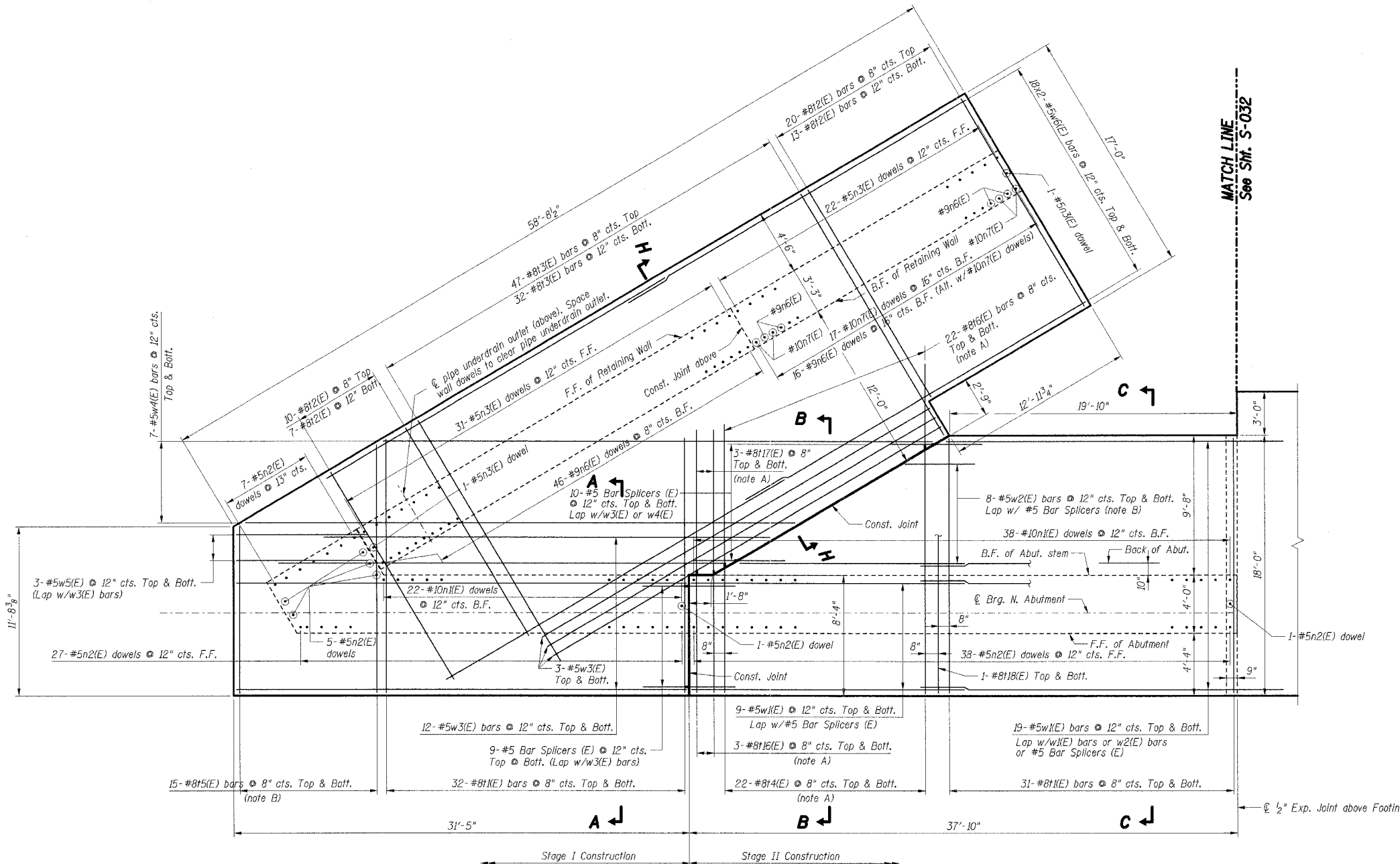
DATE: 03/07/06

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ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE., CHICAGO, IL 60601
TELEPHONE: 312.467.0000

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57		COOK	916	608
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62304				
*(1516.1, 1717, & 1818) R-4				



Re-bar Notes:

- For variable length Bar Splicers, see Sht. S-043. Use half of cut bars in bottom of footing and remainder in top of footing.
- Cut bars according to Cutting Diagram, Sht. S-039. Use half of bars in Butt. of Footing & remainder in Top of Footing.

Notes:

- For Footing layout, see Sht. S-005.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bars indicated thus 4 x 2-#5 etc. indicates 4 lines of bars with 2 lengths per line.
- B.F. denotes Back Face, F.F. denotes Front Face.
- For Section A-A, see Sht. S-033, for Sections B-B and C-C, see Sht. S-038.
- For Bar List & Bill of Material, see Sht. S-039.
- Work this sheet with Shts. S-030, S-032 & S-043.
- For typical wall details, see Sht. S-040.
- Maximum applied bearing pressure: 4.7 ksf @ Elev. -12.00.
- For buried utilities, coordinate with Drainage and Utility plans in this Contract and in IDOT Contract No. 62593.

FOUNDATION PLAN I - NORTH ABUTMENT

SHT. S-031

REVISIONS	
NAME	DATE

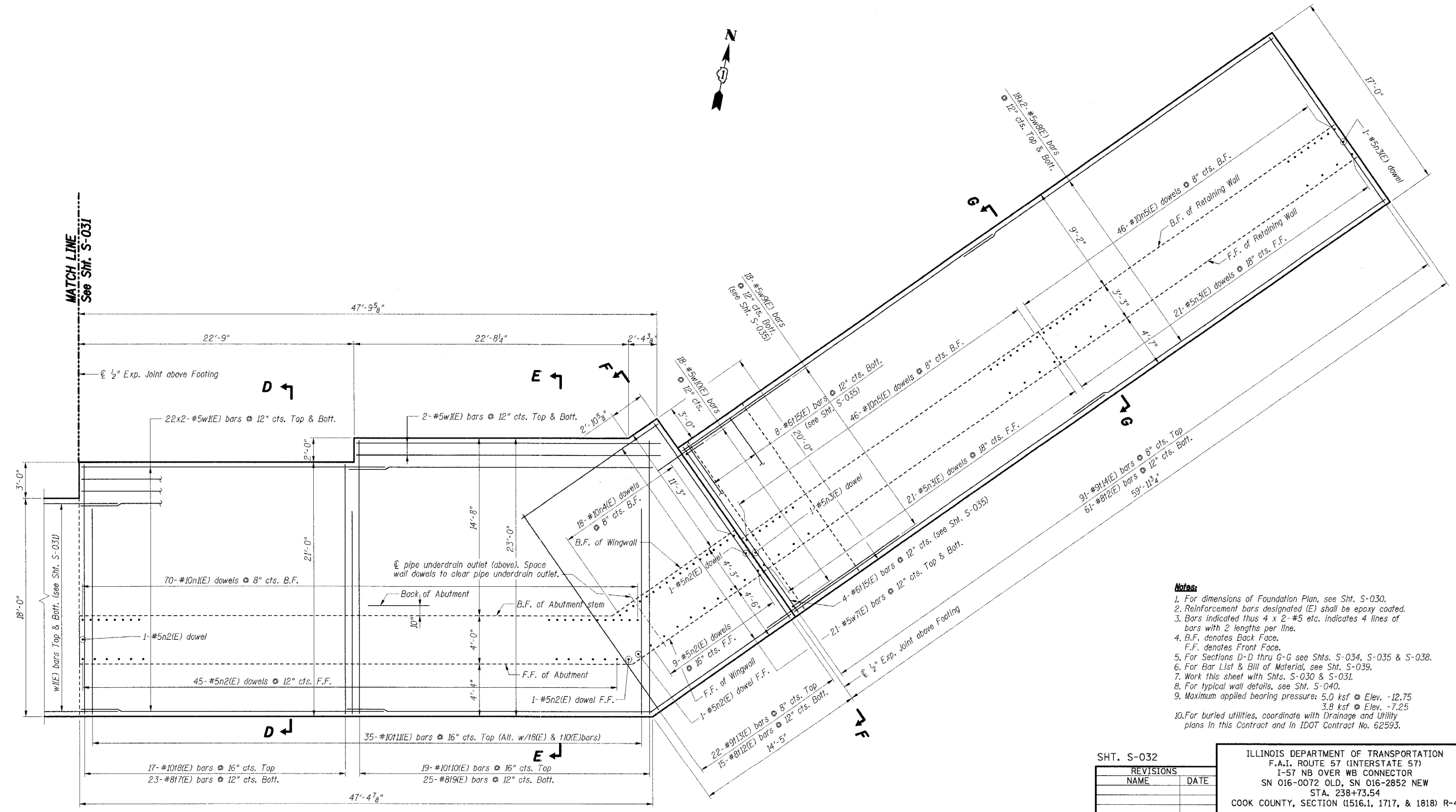
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 57 (INTERSTATE 57)
 I-57 NB OVER WB CONNECTOR
 SN 016-0072 OLD, SN 016-2852 NEW
 STA. 238+73.54
 COOK COUNTY, SECTION (1516.1, 1717, & 1818) R-4
 NORTH ABUTMENT
 FOUNDATION PLAN I

DATE: 03/07/06
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 CHECKED BY: TCU

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 202 N. MICHIGAN AVE., CHICAGO, IL 60601
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F.A.I. R.F.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	COOK	916	609
STA.	TO STA.			
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62304				
*1516.1, 1717, & 1818 R-4				



- Notes:**
1. For dimensions of Foundation Plan, see Sht. S-030.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. Bars indicated thus 4 x 2-#5 etc. indicates 4 lines of bars with 2 lengths per line.
 4. B.F. denotes Back Face.
F.F. denotes Front Face.
 5. For Sections D-D thru G-G see Shts. S-034, S-035 & S-038.
 6. For Bar List & Bill of Material, see Sht. S-039.
 7. Work this sheet with Shts. S-030 & S-031.
 8. For typical wall details, see Sht. S-040.
 9. Maximum applied bearing pressure: 5.0 ksf @ Elev. -12.75
3.8 ksf @ Elev. -7.25
 10. For buried utilities, coordinate with Drainage and Utility plans in this contract and in IDOT Contract No. 62593.

SHT. S-032

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 57 (INTERSTATE 57)
 I-57 NB OVER WB CONNECTOR
 SN 016-0072 OLD, SN 016-2852 NEW
 STA. 238+73.54
 COOK COUNTY, SECTION (1516.1, 1717, & 1818) R-4
 NORTH ABUTMENT
 FOUNDATION PLAN II

DATE: 03/07/06

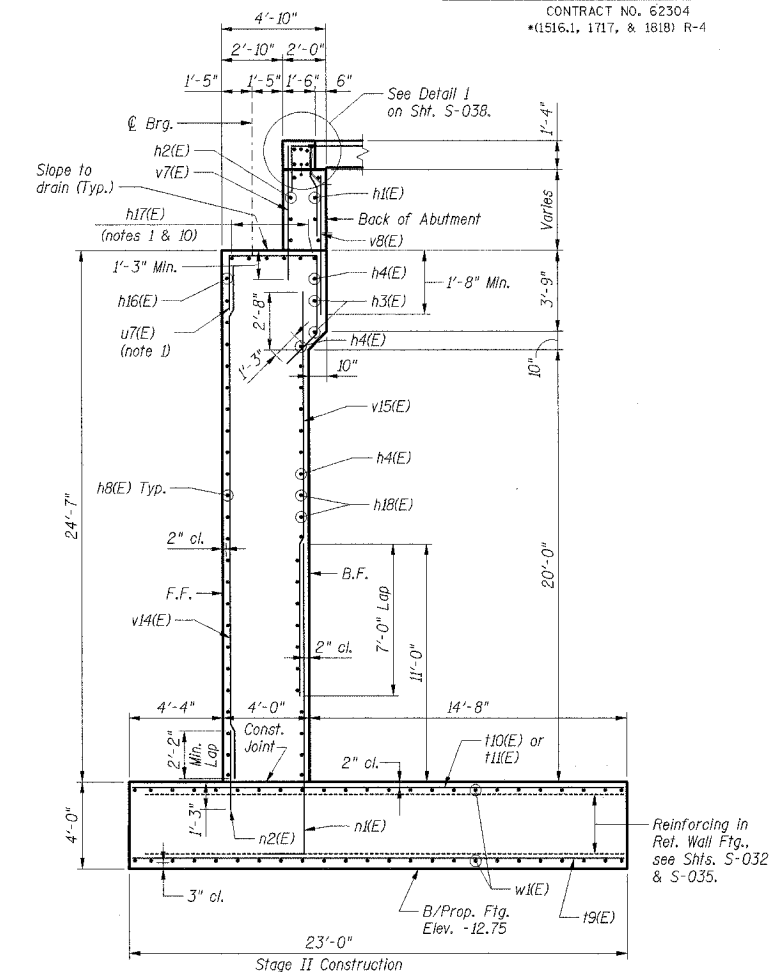
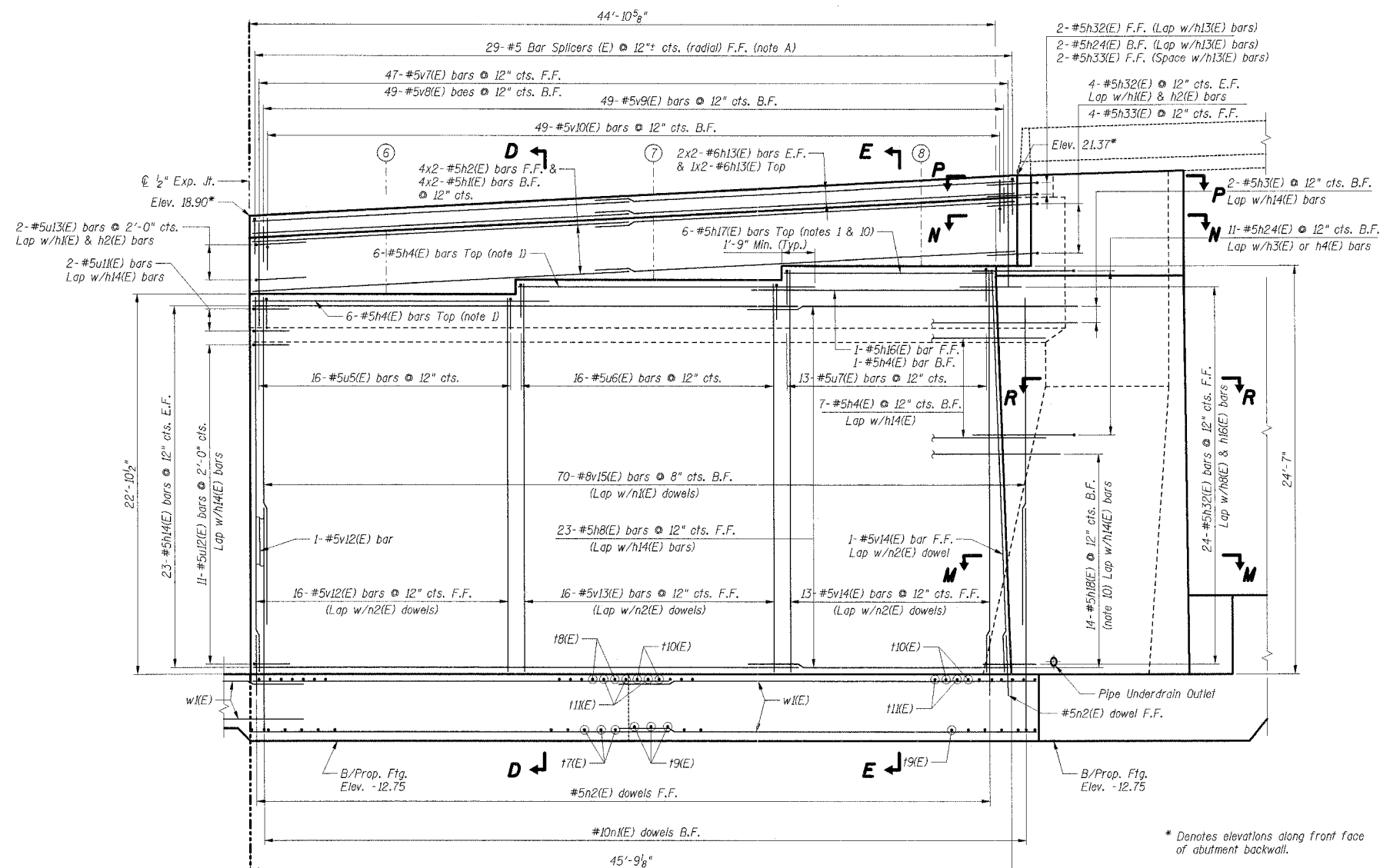
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 CHECKED BY: TCU

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 TELEPHONE 312.616.0000

FOUNDATION PLAN II - NORTH ABUTMENT

\\X:\X00077.DGN, \\SBL00YR1.DGN, \\LBR00R1.DGN, \\LBR00R2.DGN, \\LBR00R3.DGN, \\LBR00R4.DGN, \\LBR00R5.DGN, \\LBR00R6.DGN, \\LBR00R7.DGN, \\LBR00R8.DGN, \\LBR00R9.DGN, \\LBR00R10.DGN, \\LBR00R11.DGN, \\LBR00R12.DGN, \\LBR00R13.DGN, \\LBR00R14.DGN, \\LBR00R15.DGN, \\LBR00R16.DGN, \\LBR00R17.DGN, \\LBR00R18.DGN, \\LBR00R19.DGN, \\LBR00R20.DGN, \\LBR00R21.DGN, \\LBR00R22.DGN, \\LBR00R23.DGN, \\LBR00R24.DGN, \\LBR00R25.DGN, \\LBR00R26.DGN, \\LBR00R27.DGN, \\LBR00R28.DGN, \\LBR00R29.DGN, \\LBR00R30.DGN, \\LBR00R31.DGN, \\LBR00R32.DGN, \\LBR00R33.DGN, \\LBR00R34.DGN, \\LBR00R35.DGN, \\LBR00R36.DGN, \\LBR00R37.DGN, \\LBR00R38.DGN, \\LBR00R39.DGN, \\LBR00R40.DGN, \\LBR00R41.DGN, \\LBR00R42.DGN, \\LBR00R43.DGN, \\LBR00R44.DGN, \\LBR00R45.DGN, \\LBR00R46.DGN, \\LBR00R47.DGN, \\LBR00R48.DGN, \\LBR00R49.DGN, \\LBR00R50.DGN, \\LBR00R51.DGN, \\LBR00R52.DGN, \\LBR00R53.DGN, \\LBR00R54.DGN, \\LBR00R55.DGN, \\LBR00R56.DGN, \\LBR00R57.DGN, \\LBR00R58.DGN, \\LBR00R59.DGN, \\LBR00R60.DGN, \\LBR00R61.DGN, \\LBR00R62.DGN, \\LBR00R63.DGN, \\LBR00R64.DGN, \\LBR00R65.DGN, \\LBR00R66.DGN, \\LBR00R67.DGN, \\LBR00R68.DGN, \\LBR00R69.DGN, \\LBR00R70.DGN, \\LBR00R71.DGN, \\LBR00R72.DGN, \\LBR00R73.DGN, \\LBR00R74.DGN, \\LBR00R75.DGN, \\LBR00R76.DGN, \\LBR00R77.DGN, \\LBR00R78.DGN, \\LBR00R79.DGN, \\LBR00R80.DGN, \\LBR00R81.DGN, \\LBR00R82.DGN, \\LBR00R83.DGN, \\LBR00R84.DGN, \\LBR00R85.DGN, \\LBR00R86.DGN, \\LBR00R87.DGN, \\LBR00R88.DGN, \\LBR00R89.DGN, \\LBR00R90.DGN, \\LBR00R91.DGN, \\LBR00R92.DGN, \\LBR00R93.DGN, \\LBR00R94.DGN, \\LBR00R95.DGN, \\LBR00R96.DGN, \\LBR00R97.DGN, \\LBR00R98.DGN, \\LBR00R99.DGN, \\LBR00R100.DGN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	COOK	916	611
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62304				
*(1516.1, 1717, & 1818) R-4				



ELEVATION - NORTH ABUTMENT WALL II

SECTION E-E

Bar	Min. Vert. Lap	Min. Hor. Lap
#5	2'-2"	3'-0"
#6	2'-7"	3'-7"
#7	3'-5"	-
#8	4'-6"	4'-6"
#9	5'-9"	-

Note A: Adjust spacing and orientation of Bar Splicers as required to match Approach Pavement Reinforcement. See Roadway Plans.

- Notes:**
1. Space reinforcement to miss anchor bolts.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. Bars indicated thus 4 x 2-#5 etc. indicates 4 lines of bars with 2 lengths per line.
 4. F.F. denotes Front Face, B.F. denotes Back Face, E.F. denotes Each Face.
 5. For Section D-D, see Sht. S-038, for Sections M-M thru R-R, see Sht. S-037.
 6. For Bar List & Bill of Material, see Sht. S-039.
 7. Work this sheet with Shts. S-030 & S-033.
 8. For Abutment End View and Wingwall Elevation, see Sht. S-035.
 9. For additional reinforcement, see Sht. S-037.
 10. Cut bars according to Cutting Diagram, Sht. S-039.
 11. For typical wall details, see Sht. S-040.

* Denotes elevations along front face of abutment backwall.

SHT. S-034

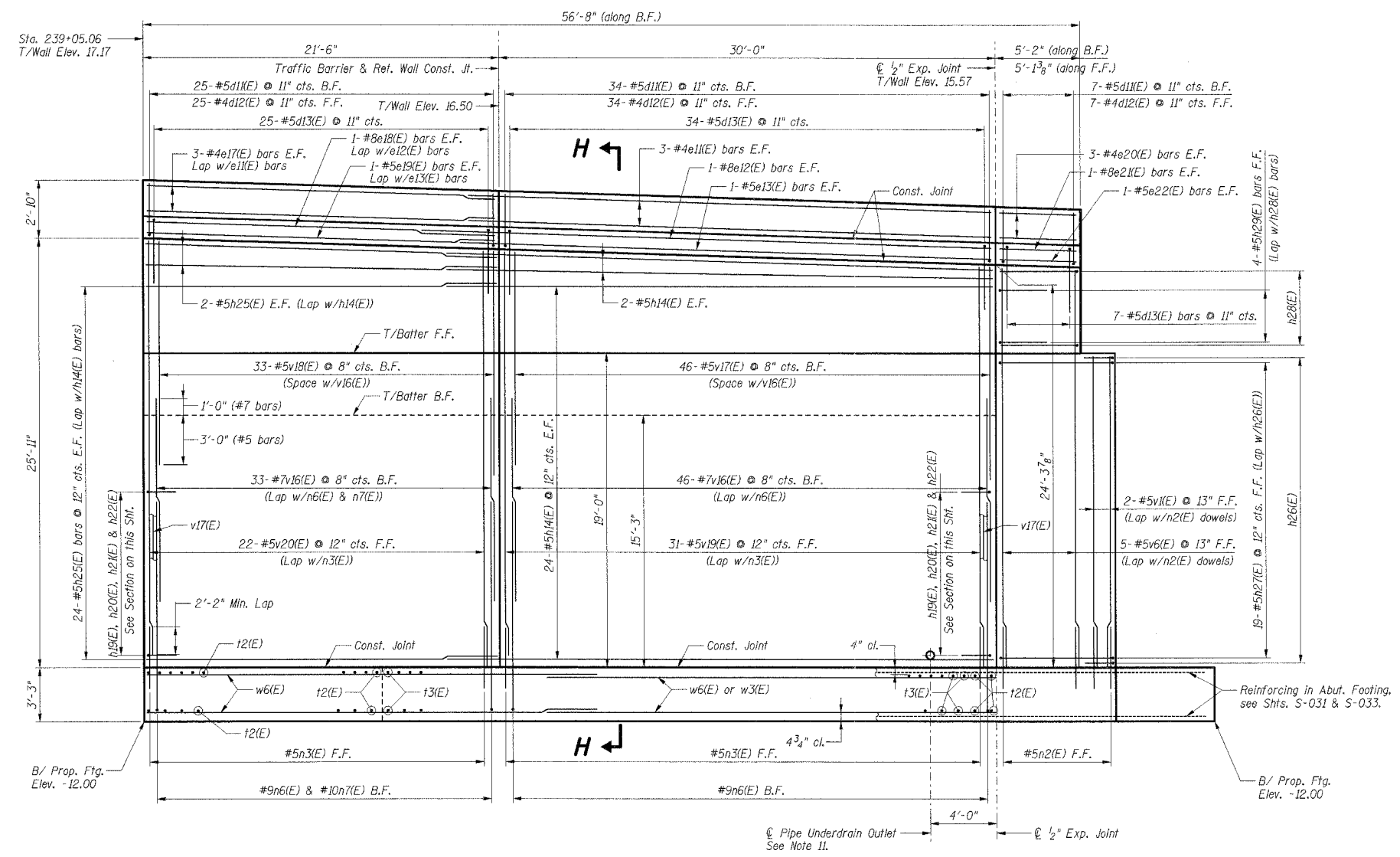
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 57 (INTERSTATE 57)
 I-57 NB OVER WB CONNECTOR
 SN 016-0072 OLD, SN 016-2852 NEW
 STA. 238+73.54
 COOK COUNTY, SECTION (1516.1, 1717, & 1818) R-4
 NORTH ABUTMENT WALL II

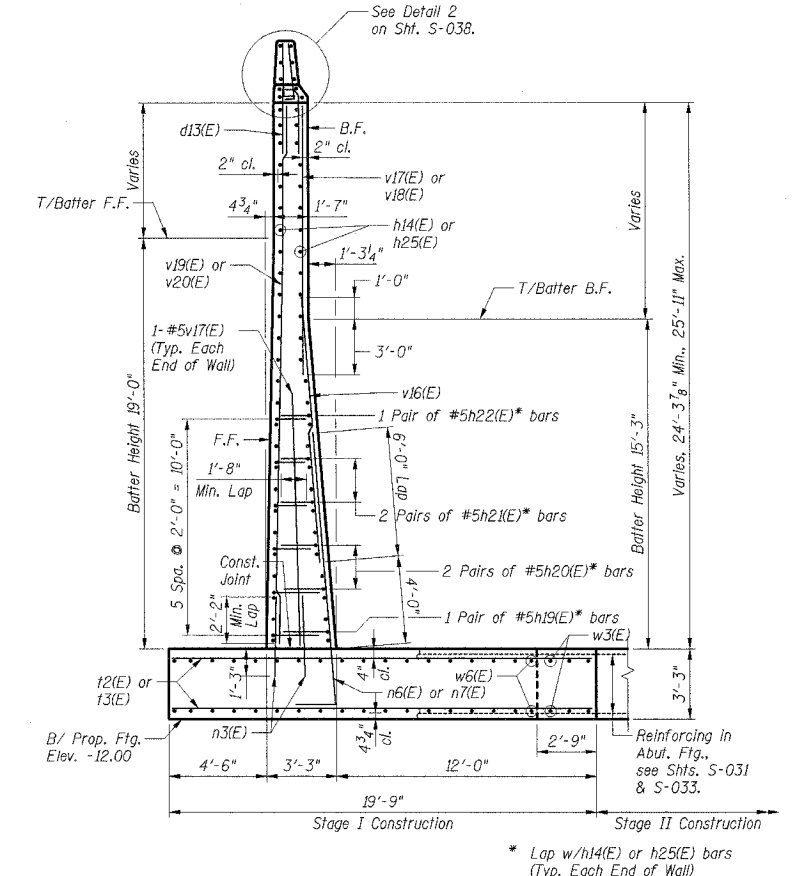
DATE: 03/07/06
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 CHECKED BY: TCU

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 208 N. MICHIGAN AVE., CHICAGO, IL 60601
 TELEPHONE: 312.461.0000

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ELEVATION - NORTHWEST RETAINING WALL
(Looking Southeast)



SECTION H-H

Bar	Min. Vert. Lap	Min. Hor. Lap
#4	-	1'-8"
#5	2'-2"	2'-2" or 3'-0"
#6	2'-7"	-
#7	3'-5"	-
#8	4'-6"	4'-6"
#9	5'-9"	-

* 2'-2" @ Traffic Barrier
3'-0" @ Ref. Wall

Notes:

- Work this sht. with Shts. S-030, S-031, S-033 and S-037 thru S-039.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bars indicated thus 3x5-#4 etc. indicates 3 lines of bars with 5 lengths per line.
- All dimensions shown are along back face of wall at the toe of Traffic barrier.
- F.F. Indicates Front Face, B.F. Indicates Back Face, E.F. Indicates Each Face.
- For Removal details, see Sht. S-004.
- For Bar List & Bill of Material, see Sht. S-039.
- For typical wall details, see Sht. S-040.
- For Detail 2, see Sht. S-038.
- For additional reinforcement, see Sht. S-037.
- The pipe underdrain to structure number 582 (see Drainage Plans). For typical underdrain details, see Sht. S-040.

SHT. S-036

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 57 (INTERSTATE 57)
I-57 NB OVER WB CONNECTOR
SN 016-0072 OLD, SN 016-2852 NEW
STA. 238+73.54
COOK COUNTY, SECTION (1516.1, 1717, & 1818) R-4
NORTHWEST RETAINING WALL

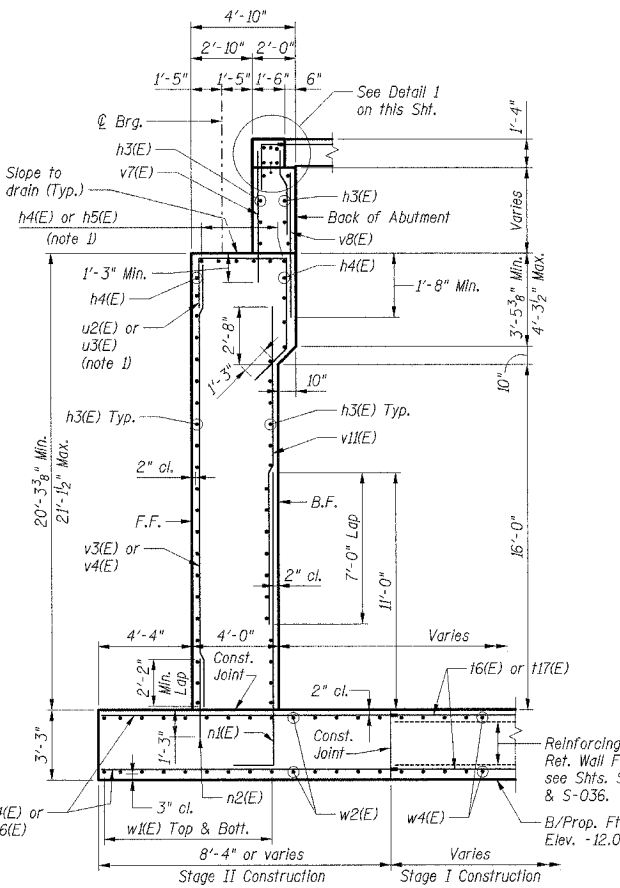
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CHECKED BY: TCU

TENG
TENG & ASSOCIATES, INC.
ENGINEERS-ARCHITECTS-PLANNERS
205 N. MICHIGAN AVE., CHICAGO, IL 60601
TELEPHONE: 312.616.0000

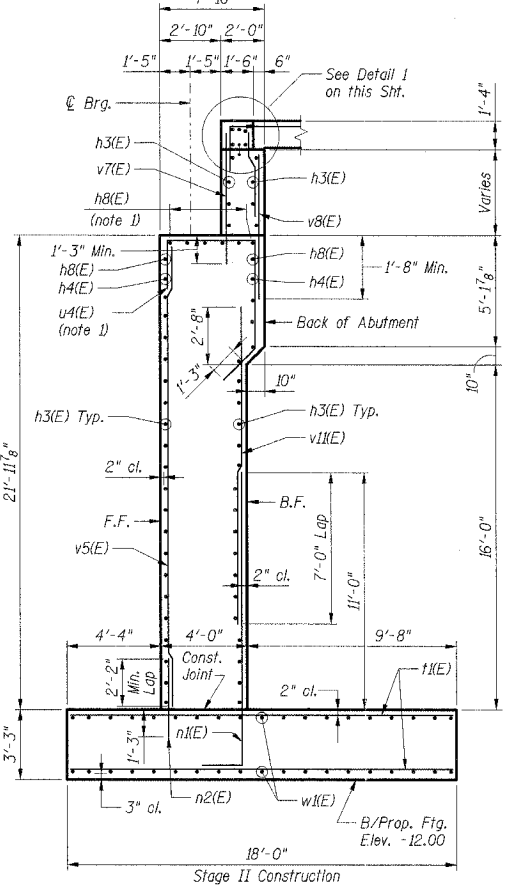
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	COOK	916	615
STA.	TO STA.			
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT	
CONTRACT NO. 62304 *(1516.1, 1717, & 1818) R-4				

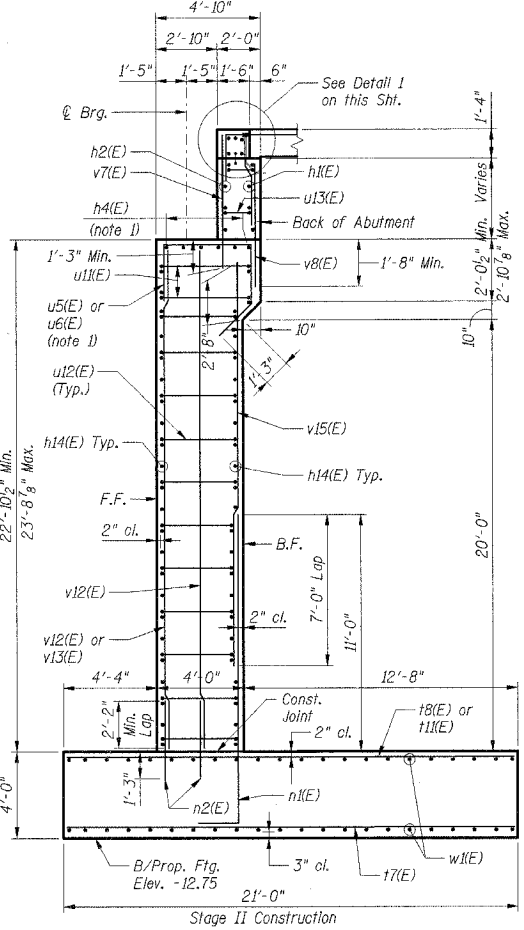
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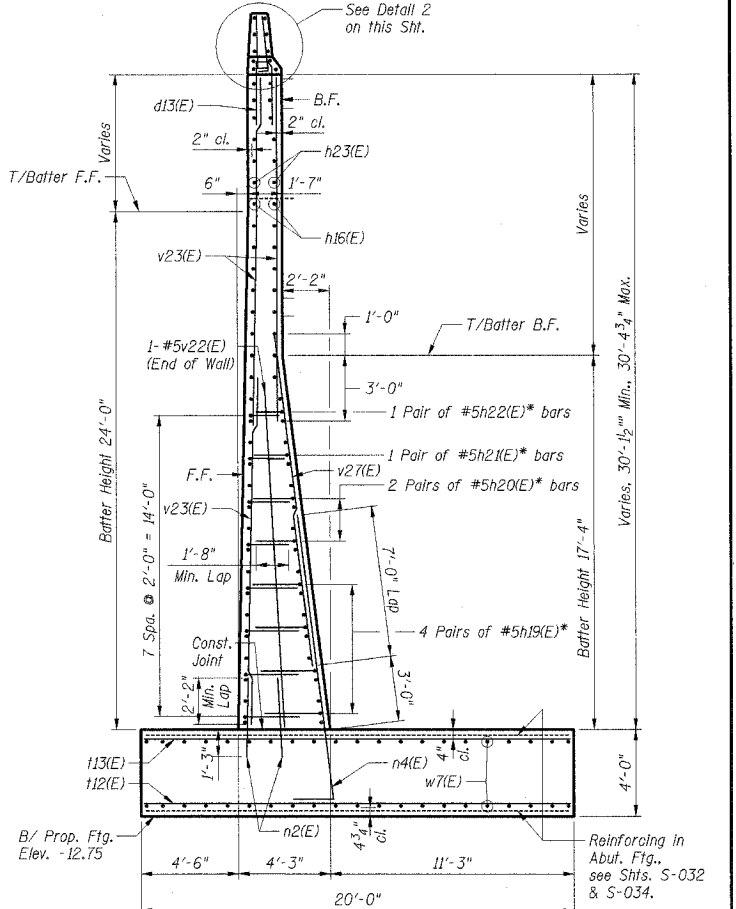
SECTION B-B



SECTION C-C



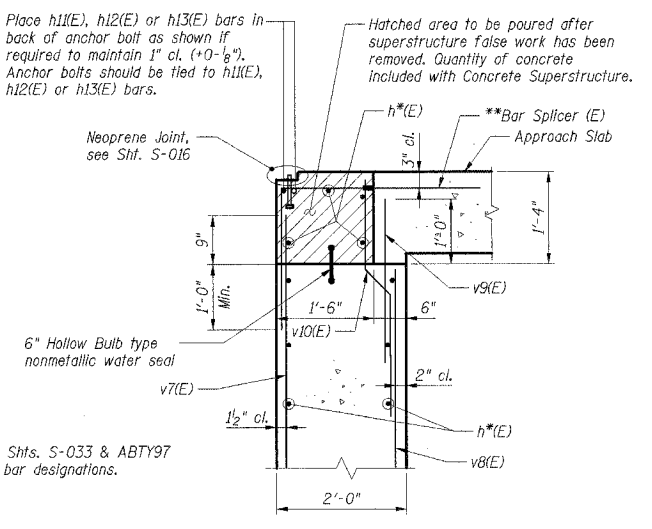
SECTION D-D



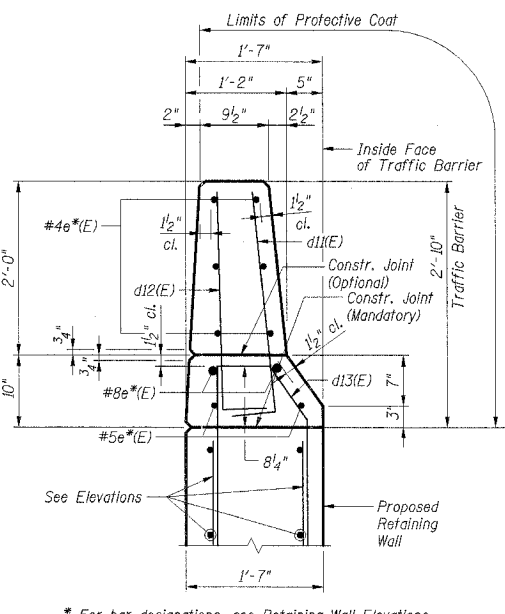
SECTION F-F

* Lap w/h16(E) bars (End of Wall)

- Notes:**
1. Space reinforcement to miss anchor bolts.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. F.F. denotes Front Face, B.F. denotes Back Face.
 4. For Bar List & Bill of Material, see Sht. S-039.
 5. Work this sheet with Shts. S-030 to S-039.
 6. For additional reinforcement, see Sht. S-037.
 7. For typical wall details, see Sht. S-040.



DETAIL 1



DETAIL 2

* For bar designations, see Retaining Wall Elevations

SHT. S-038

REVISIONS	
NAME	DATE

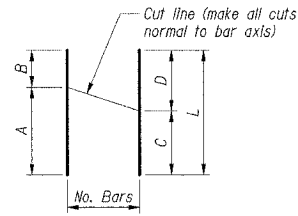
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 57 (INTERSTATE 57)
 I-57 NB OVER WB CONNECTOR
 SN 016-0072 OLD, SN 016-2852 NEW
 STA. 238+73.54
 COOK COUNTY, SECTION (1516.1, 1717, & 1818) R-4
 NORTH ABUTMENT DETAILS II

DRAWN BY: FD
 CHECKED BY: TCU

DATE: 03/07/06

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS ARCHITECTS PLANNERS
 205 N. MICHIGAN AVE., CHICAGO, IL 60601
 TELEPHONE 312.467.8200

BAR CUTTING DIAGRAM

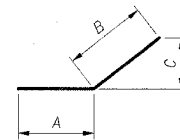


Bar	A	B	C	D	L	N bars
h17(E)	12'-9"	18'-8"	15'-1 1/2"	16'-3 1/2"	31'-5"	3
h18(E)	18'-6"	15'-8"	15'-8"	18'-6"	34'-2"	7
h15(E)	11'-6"	17'-0"	17'-0"	11'-6"	28'-6"	15
w2(E)	16'-6"	4'-6"	4'-6"	16'-6"	21'-0"	8

Bars h17(E), h18(E), h15(E) & w2(E)

Bar	A	B
d11(E)	0'-6"	2'-6"
d12(E)	0'-6"	2'-6"
h19(E)	2'-9"	3'-0"
h20(E)	2'-2"	3'-0"
h21(E)	1'-11"	3'-0"
h22(E)	1'-9"	3'-0"
h30(E)	0'-10"	3'-2"
h33(E)	2'-11"	2'-11"
n1(E)	1'-10"	14'-0"
w10(E)	2'-3"	5'-6"

Bars d11(E), d12(E), h19(E) thru h22(E), h30(E), h33(E), n1(E), w10(E)



Bar	A	B	C
h24(E)	6'-0"	3'-0"	1'-8 1/2"
h26(E)	3'-5"	3'-5"	2'-11"
h32(E)	4'-0"	4'-0"	2'-3 1/2"
v28(E)	4'-2"	2'-5"	1'-8"

Bars h24(E), h26(E), h32(E) & v28(E)

Bar	A
u8(E)	4'-0"
u9(E)	3'-3"
u10(E)	2'-8"
u11(E)	4'-5"
u12(E)	3'-7"
u13(E)	1'-7"

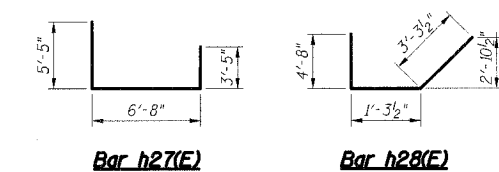
Bars u8(E) thru u13(E)

Bar	A	B	C
n4(E)	13'-7"	1'-10"	2 7/8"
n5(E)	12'-6"	1'-10"	1 5/8"
n6(E)	13'-0"	1'-7"	1 5/8"
n7(E)	13'-0"	1'-10"	1 5/8"

Bars n4(E), n5(E), n6(E) & n7(E)

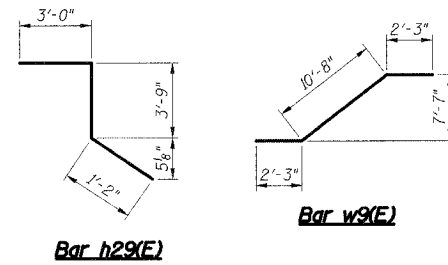
Bar	A
u1(E)	2'-4"
u2(E)	3'-2"
u3(E)	4'-0"
u4(E)	4'-11"
u5(E)	1'-9"
u6(E)	2'-8"
u7(E)	3'-6"

Bars u1(E) thru u7(E)



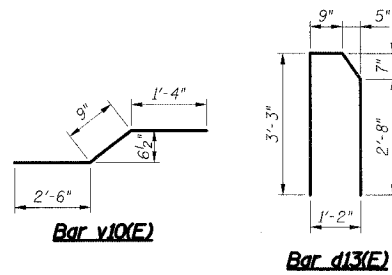
Bar h27(E)

Bar h28(E)



Bar h29(E)

Bar w9(E)



Bar v10(E)

Bar d13(E)

NORTH ABUTMENT BAR LIST

Bar	No.		Size	Length	Shape
	Stage I	Stage II			
d11(E)	66	80	#5	3'-0"	—
d12(E)	66	80	#4	3'-0"	—
d13(E)	66	80	#5	7'-5"	—
e11(E)	6	6	#4	31'-9"	—
e12(E)	2	2	#8	34'-7"	—
e13(E)	2	2	#5	32'-3"	—
e14(E)		6	#4	11'-0"	—
e15(E)		2	#8	11'-0"	—
e16(E)		2	#5	11'-0"	—
e17(E)	6		#4	21'-2"	—
e18(E)	2		#8	21'-2"	—
e19(E)	2		#5	21'-2"	—
e20(E)	6		#4	4'-9"	—
e21(E)	2		#8	4'-9"	—
e22(E)	2		#5	4'-9"	—
e23(E)		6	#4	29'-8"	—
e24(E)		2	#8	29'-8"	—
e25(E)		2	#5	29'-8"	—
h1(E)	36	8	#5	26'-9"	—
h2(E)	10	8	#5	25'-11"	—
h3(E)		98	#5	20'-7"	—
h4(E)		30	#5	17'-7"	—
h5(E)	6	6	#5	8'-4"	—
h6(E)	6		#5	13'-4"	—
h7(E)	8		#5	9'-10"	—
h8(E)		31	#5	15'-8"	—
h9(E)	2		#6	23'-8"	—
h10(E)	1		#6	24'-7"	—
h11(E)	2		#6	25'-7"	—
h12(E)		10	#6	20'-7"	—
h13(E)		10	#6	25'-7"	—
h14(E)	52	100	#5	33'-1"	—
h15(E)		54	#5	29'-8"	—
h16(E)		51	#5	13'-0"	—
h17(E)		3	#5	31'-5"	—
h18(E)		7	#5	34'-2"	—
h19(E)	4	12	#5	5'-9"	—
h20(E)	8	12	#5	5'-2"	—
h21(E)	8	10	#5	4'-11"	—
h22(E)	4	6	#5	4'-9"	—
h23(E)		12	#5	11'-0"	—
h24(E)		13	#5	9'-0"	—
h25(E)	52		#5	21'-2"	—
h26(E)	19		#5	6'-10"	—
h27(E)	19		#5	15'-6"	—
h28(E)	6		#5	9'-3"	—
h29(E)	4		#5	7'-11"	—
h30(E)	2		#5	4'-0"	—
h31(E)	2		#5	4'-10"	—
h32(E)		34	#5	8'-0"	—
h33(E)		6	#5	5'-10"	—
n1(E)	22	108	#10	15'-10"	—
n2(E)	40	97	#5	3'-6"	—
n3(E)	55	44	#5	4'-4"	—
n4(E)		18	#10	15'-5"	—
n5(E)		92	#10	14'-4"	—
n6(E)	62		#9	14'-7"	—
n7(E)	17		#10	14'-10"	—
h1(E)	64	62	#8	17'-8"	—
h2(E)	50	61	#8	16'-8"	—
h3(E)	79		#8	19'-5"	—
h4(E)	15		#8	28'-6"	—
h5(E)		23	#8	20'-8"	—
h6(E)		17	#10	20'-8"	—
h7(E)		25	#8	22'-8"	—
h8(E)		19	#10	22'-8"	—
h9(E)		35	#10	17'-0"	—
h10(E)		15	#8	19'-8"	—
h11(E)		22	#9	19'-8"	—
h12(E)		91	#9	16'-8"	—
h13(E)		12	#6	16'-8"	—

NORTH ABUTMENT BAR LIST (continued)

Bar	No.		Size	Length	Shape
	Stage I	Stage II			
h18(E)		2	#8	17'-1"	—
u1(E)	12		#5	11'-6"	—
u2(E)	10		#5	12'-4"	—
u3(E)		16	#5	13'-2"	—
u4(E)		16	#5	14'-1"	—
u5(E)		16	#5	10'-11"	—
u6(E)		16	#5	11'-10"	—
u7(E)		13	#5	12'-8"	—
u8(E)	1	1	#5	10'-0"	—
u9(E)		1	#5	9'-3"	—
u10(E)	1	1	#5	8'-8"	—
u11(E)	6	5	#5	10'-5"	—
u12(E)	9	20	#5	9'-7"	—
u13(E)	2	4	#5	7'-7"	—
v1(E)		10	#5	18'-10"	—
v2(E)		12	#5	19'-3"	—
v3(E)		11	#5	20'-1"	—
v4(E)		16	#5	20'-11"	—
v5(E)		17	#5	21'-10"	—
v6(E)	8		#5	24'-0"	—
v7(E)	30	85	#5	6'-6"	—
v8(E)	22	87	#5	5'-9"	—
v9(E)	22	87	#5	2'-6"	—
v10(E)	22	87	#5	4'-7"	—
v11(E)	22	38	#8	14'-8"	—
v12(E)		17	#5	22'-8"	—
v13(E)		16	#5	23'-7"	—
v14(E)		15	#5	24'-5"	—
v15(E)		70	#8	19'-8"	—
v16(E)	79		#7	12'-3"	—
v17(E)	48	2	#5	12'-10"	—
v18(E)	33		#5	13'-6"	—
v19(E)	31		#5	24'-2"	—
v20(E)	22		#5	25'-1"	—
v21(E)		46	#5	14'-4"	—
v22(E)		47	#5	15'-2"	—
v23(E)		35	#5	16'-3"	—
v24(E)		21	#5	26'-0"	—
v25(E)		21	#5	26'-8"	—
v26(E)		92	#8	13'-4"	—
v27(E)		17	#8	15'-5"	—
v28(E)		3	#5	6'-7"	—
w1(E)		148	#5	25'-0"	—
w2(E)		8	#5	21'-0"	—
w3(E)	30		#5	31'-1"	—
w4(E)	14		#5	38'-2"	—
w5(E)	6		#5	9'-1"	—
w6(E)	72		#5	27'-3"	—
w7(E)		42	#5	15'-5"	—
w8(E)		72	#5	31'-5"	—
w9(E)		18	#5	15'-2"	—
w10(E)		18	#5	7'-9"	—

Notes:

- Reinforcement bars designated (E) shall be epoxy coated.
- For Retaining Wall Elevations and Sections, see Shts. S-035 & S-036.
- For Abutment Wall Elevations, Sections and Details see Shts. S-033, S-034, S-037 & S-038.
- For bars 14(E), 16(E), 116(E) & 117(E), see Sht. S-043.

BILL OF MATERIAL

Item	Unit	Stage I	Stage II	Total
Concrete Structures	Cu yd	353	862	1215
Reinforcement Bars, Epoxy Coated	lb	34,120	75,140	109,260
Protective Coat	Sq yd			458
Bridge Seat Sealer	Sq ft			335
Structure Excavation	Cu yd			2486
Geocomposite Wall Drain	Sq yd			634
Porous Granular Embankment (Special)	Cu yd			849
Pipe Underdrains For Structures 6"	Ft			307
Sub-base Granular Material, Type C 6"	Sq yd			467

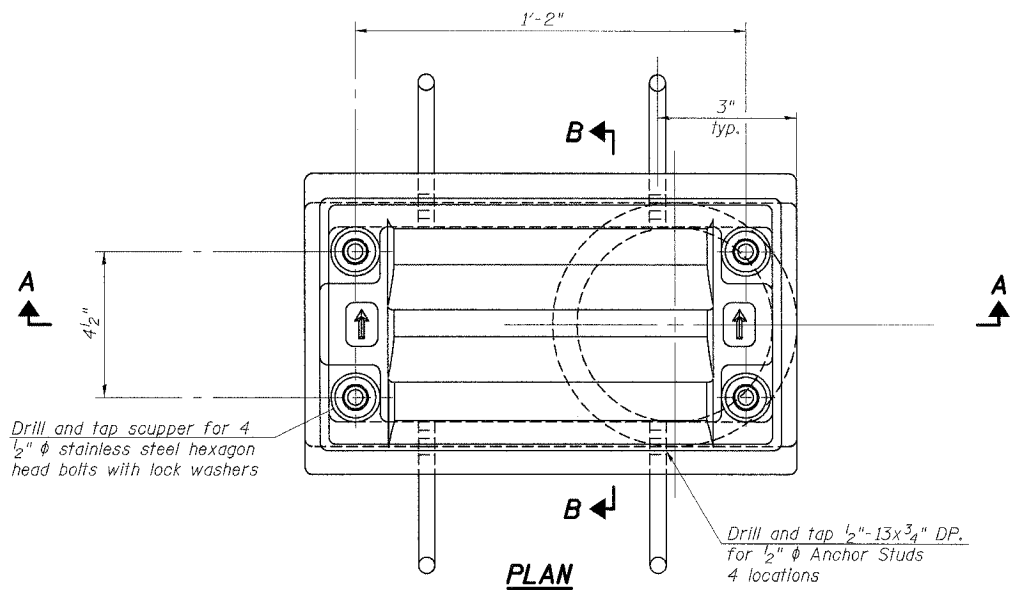
SHT. S-039

REVISIONS	
NAME	DATE

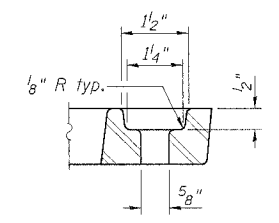
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 57 (INTERSTATE 57)
 I-57 NB OVER WB CONNECTOR
 SN 016-0072 OLD, SN 016-2852 NEW
 STA. 238+73.54
 COOK COUNTY, SECTION (1516.1, 1717, & 1818) R-4
 NORTH ABUTMENT DETAILS III
 & BILL OF MATERIAL

DATE: 03/07/06
 DRAWN BY: FD
 CHECKED BY: TCU
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 205 N. MICHIGAN AVE., CHICAGO, IL 60601
 TELEPHONE 312.616.0000

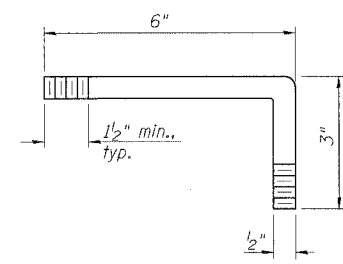
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	COOK	916	618
STA.	TO STA.			
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62304				
*(1516.1, 1717, & 1818) R-4				



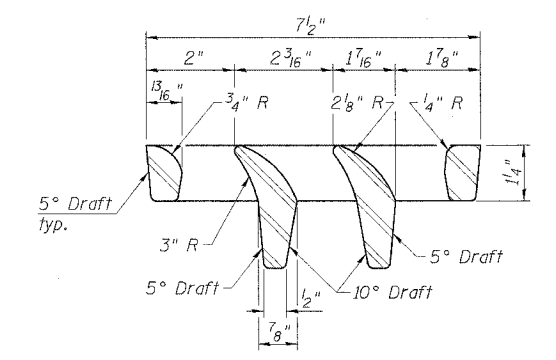
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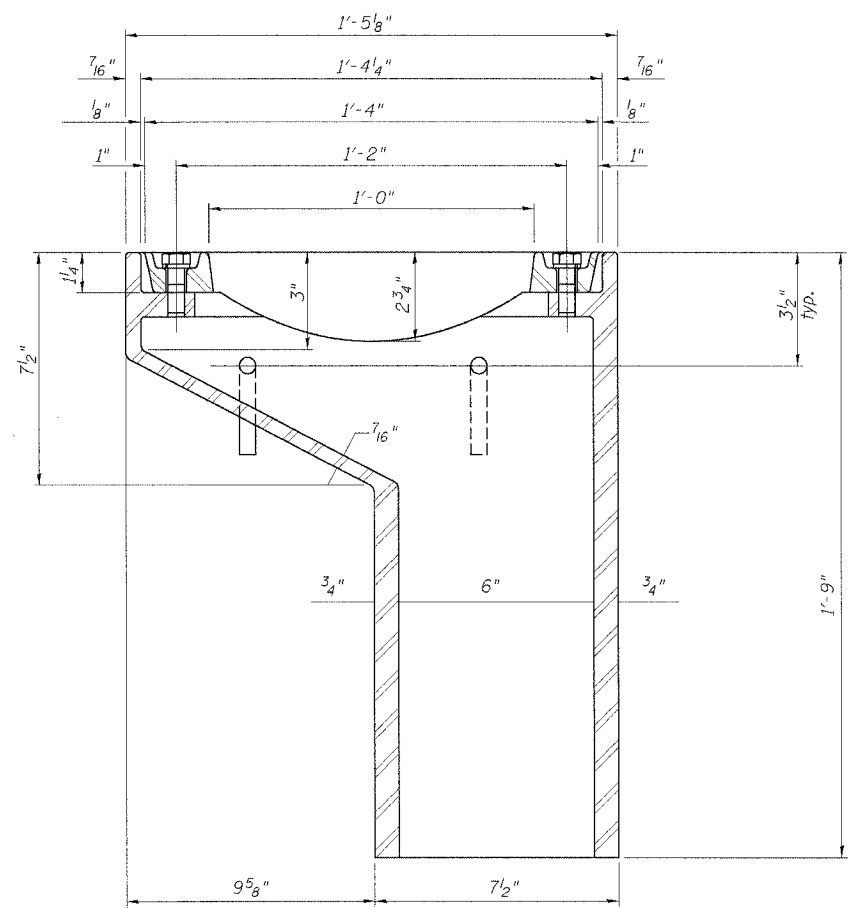
BOLT HOLE DETAIL



ANCHOR STUD DETAIL

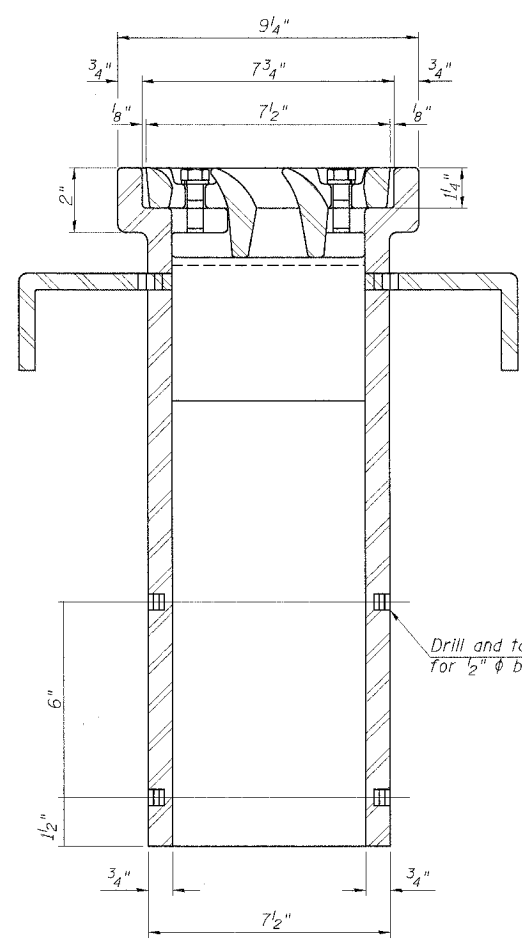


VANE GRATE DETAIL



SECTION A-A

See sheet of for scupper location relative to parapet.



SECTION B-B

Notes: All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
 Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
 The grate, frame and downspout shall be galvanized according to AASHTO M 111 and ASTM A 385. Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.
 As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	1

SHT. S-041

REVISIONS	
NAME	DATE

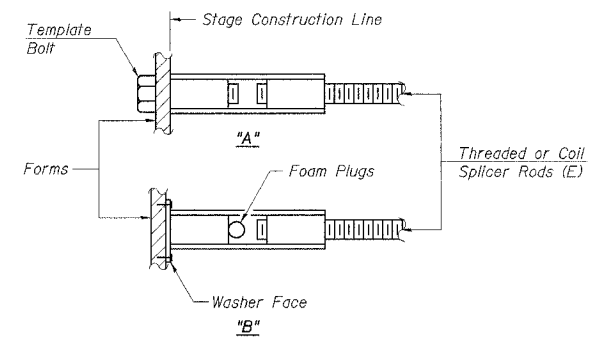
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 57 (INTERSTATE 57)
 I-57 NB OVER WB CONNECTOR
 SN 016-0072 OLD, SN 016-2852 NEW
 STA. 238+73.54
 COOK COUNTY, SECTION (1516.1, 1717, & 1818) R-4
 SCUPPER DETAILS

DATE: 03/07/06

DRAWN BY: HJ
 CHECKED BY: RDS

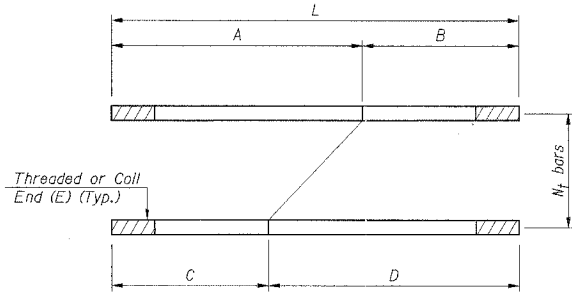
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS ARCHITECTS PLANNERS
 205 N. MICHIGAN AVE., CHICAGO, IL 60601
 TELEPHONE 326.1000

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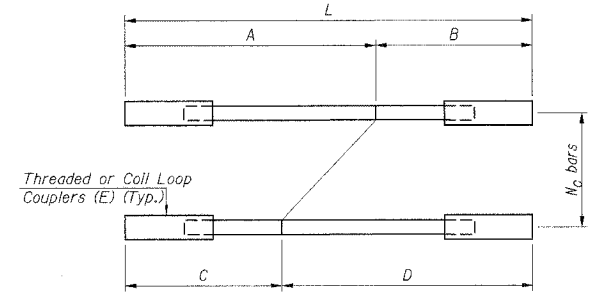
INSTALLATION AND SETTING METHODS

"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.



VARIABLE LENGTH THREADED TAIL ASSEMBLIES
 For use in Stage II Construction

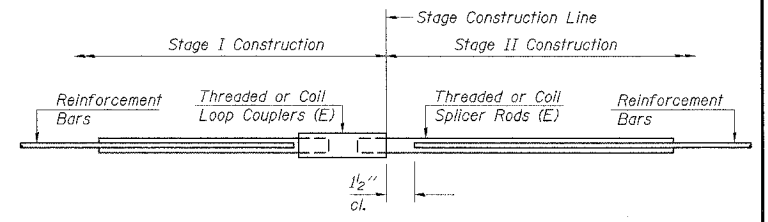
Location	Bar Mark	Size	A	B	C	D	L	N _b
S. Abut	113(E)	#8	11'-4"	1'-2"	6'-0"	6'-6"	12'-6"	11
S. Abut	114(E)	#9	11'-7 1/2"	1'-1 1/2"	6'-6 1/2"	6'-6 1/2"	12'-9"	15
N. Abut	14(E)	#8	8'-10"	17'-1"	17'-1"	8'-10"	25'-11"	22
N. Abut	116(E)	#8	8'-4"	8'-4"	8'-4"	8'-4"	16'-8"	3



VARIABLE LENGTH COUPLER TAIL ASSEMBLIES
 For use in Stage I Construction

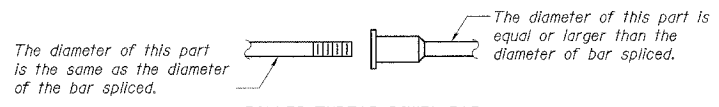
Location	Bar Mark	Size	A	B	C	D	L	N _c
S. Abut	1102(E)	#8	15'-5"	5'-3"	10'-1"	10'-7"	20'-8"	11
S. Abut	1107(E)	#9	15'-6"	5'-0"	10'-1"	10'-5"	20'-6"	15
N. Abut	16(E)	#8	10'-7"	5'-7"	5'-7"	10'-7"	16'-2"	22
N. Abut	117(E)	#8	10'-2"	10'-2"	10'-2"	10'-2"	20'-4"	3

* The total number of variable length bar splicer assemblies required shall be N_c + N_t, paid for as BAR SPLICERS



STANDARD LENGTH ASSEMBLIES

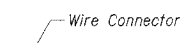
Bar Size	South Abutment	North Abutment	Superstructure
#5	83	92	447
#6	5	5	
#7			
#8			
#9			



ROLLED THREAD DOWEL BAR



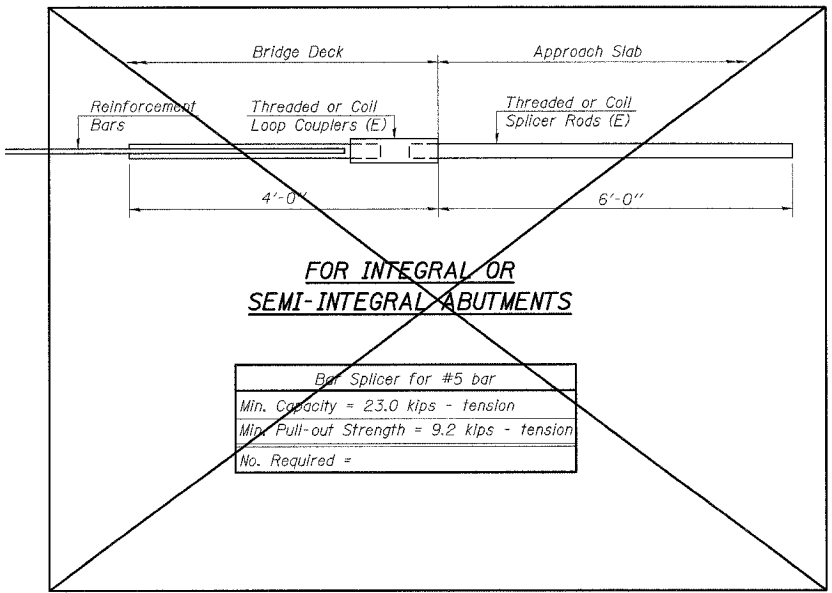
** ONE PIECE



WELDED SECTIONS

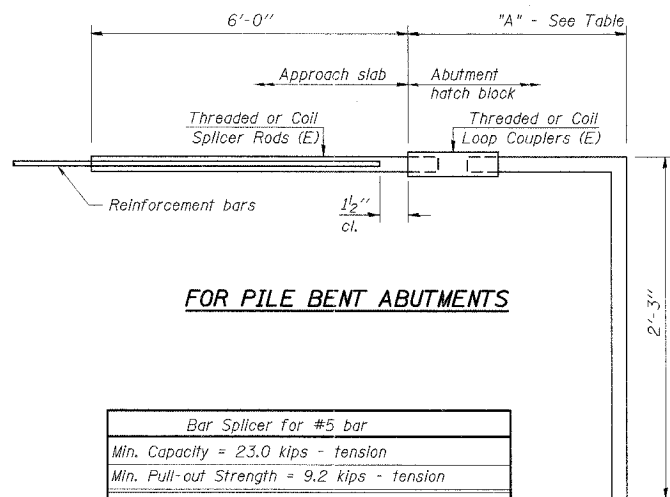
BAR SPLICER ASSEMBLY ALTERNATIVES

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



FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar		
Min. Capacity =	23.0 kips - tension	
Min. Pull-out Strength =	9.2 kips - tension	
No. Required =		



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar		
Min. Capacity =	23.0 kips - tension	
Min. Pull-out Strength =	9.2 kips - tension	
Location	No. Req'd	"A" Dim.
South Abutment, Stage I	22	3'-2"
South Abutment, Stage II	38	2'-11"
North Abutment, Stage I	15	2'-9"
North Abutment, Stage II	50	2'-5"

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:
 ① Minimum Capacity (Tension in kips) = 1.25 x f_y x A₁
 ② Minimum *Pull-out Strength (Tension in kips) = 1.25 x f_{s,allow} x A₁
 Where f_y = Yield strength of lapped reinforcement bars in ksi.
 f_{s,allow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A₁ = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete
 Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

Bar Size to be Spliced	Splicer Rod or Dowel Bar Standard Lengths	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

SHT. S-043

REVISIONS	
NAME	DATE

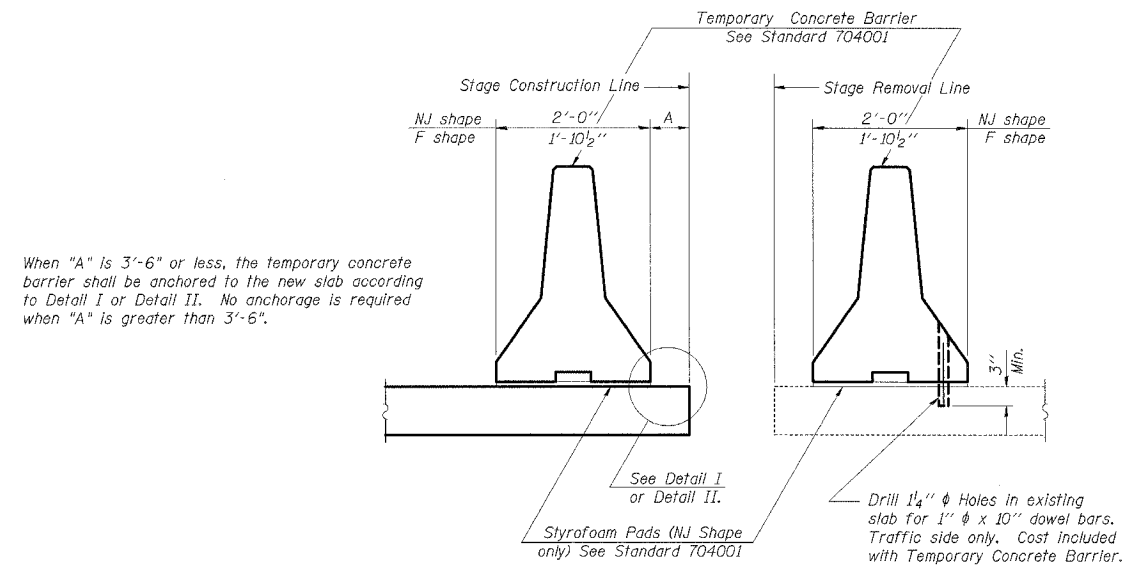
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 57 (INTERSTATE 57)
 I-57 NB OVER WB CONNECTOR
 SN 016-0072 OLD, SN 016-2852 NEW
 STA. 238+73.54
 COOK COUNTY, SECTION (1516.1, 1717, & 1818) R-4
BAR SPLICER DETAILS

DRAWN BY: VV
 CHECKED BY: RDS
 DATE: 03/07/06

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS ARCHITECTS PLANNERS
 205 N. MICHIGAN AVE., CHICAGO, IL 60601
 TELEPHONE: 312.464.6000

IJDETC
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	COOK	916	621
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62304				
•(1516.1, 1717, & 1818) R-4				



NEW SLAB **EXISTING SLAB**

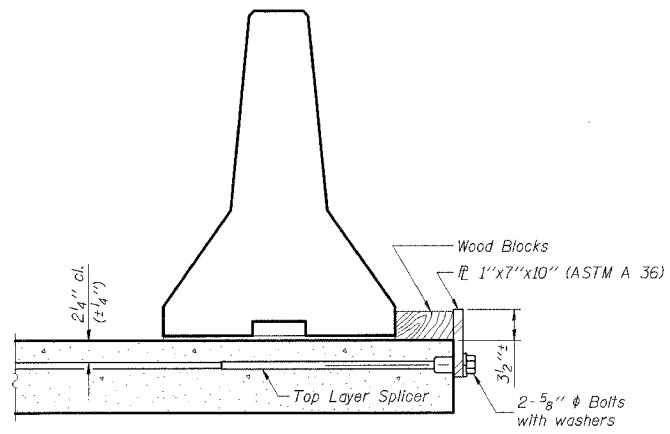
SECTIONS THRU SLAB

NOTES

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

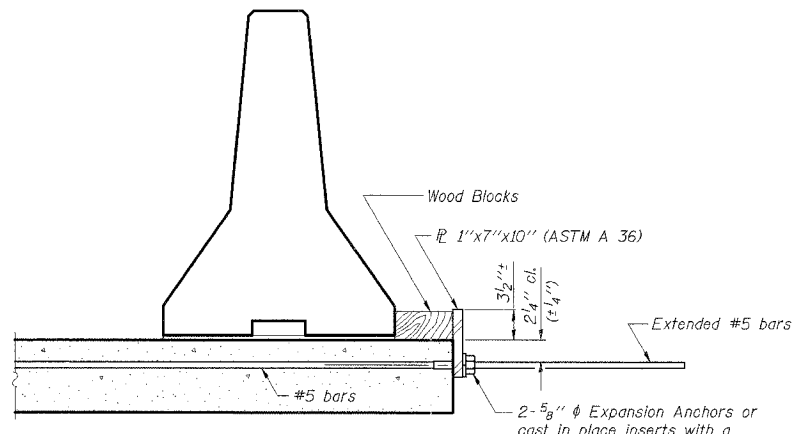
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{L} to the concrete slab with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.



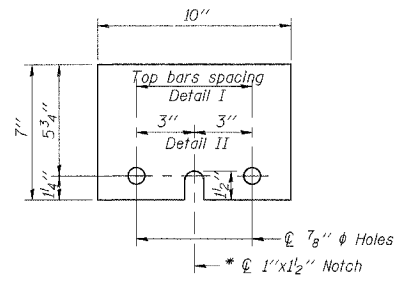
DETAIL I

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



P 1'x7'x10"

* Required only with Detail II

SHT. S-044

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 57 (INTERSTATE 57)
I-57 NB OVER WB CONNECTOR
SN 016-0072 OLD, SN 016-2852 NEW
STA. 238+73.54
COOK COUNTY, SECTION (1516.1, 1717, & 1818) R-4
TEMPORARY CONCRETE BARRIER

DATE: 03/07/06

DRAWN BY: HJ
CHECKED BY: RDS

TENG
TENG & ASSOCIATES, INC.
ENGINEERS ARCHITECTS PLANNERS
305 N. MICHIGAN AVE., CHICAGO, IL 60601
TELEPHONE: 312.461.0000

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 3-01-2006 15:48:37

Boring No. 1, Page 1 of 2

SOIL BORING LOG									
OBEN & ASSOCIATES, INC. CONSULTING ENGINEERS 205 N. MICHIGAN AVE., CHICAGO, ILL. 60601 PHONE: 312.484.3000 FAX: 312.484.3000					DATE: 1-21-2004 LOGGED BY: RH OBA JOB NO. 03365				
ROUTE Interstate 57 DESCRIPTION I-57 northbound over I-94 westbound ramp bridge improvements									
SECTION I-80 to I-94 LOCATION northbound entrance ramp to I-94 at I-57 termination									
COUNTY Cook DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic									
STRUCT. NO. 018-0072 SURFACE WATER ELEV. N/A									
STATION 238+00 STREAM BED ELEV. N/A									
BORING NO. S-1 GROUNDWATER ELEVATION									
STATION 238+77 FIRST ENCOUNTER -14.000									
OFFSET 40' Left UPON COMPLETION -106.000									
GROUND SURFACE ELEV. -94.000									
CLAY LDM trace gravel & brick - dark gray (A-6)									
4	2.78	18	CLAY-gray very stiff to hard (A-6)		4	2.78	18		
8	3.18	19			8	3.18	19		
12	3.58	19	CLAY-gray stiff (A-6)		12	3.58	19		
16	3.98	21			16	3.98	21		
20	4.38	23			20	4.38	23		
24	4.78	25			24	4.78	25		
28	5.18	27			28	5.18	27		
32	5.58	29			32	5.58	29		
36	5.98	31	CLAY-gray very stiff to hard (A-6)		36	5.98	31		
40	6.38	33			40	6.38	33		
44	6.78	35			44	6.78	35		
48	7.18	37			48	7.18	37		
52	7.58	39			52	7.58	39		

Boring No. 1, Page 2 of 2

SOIL BORING LOG									
OBEN & ASSOCIATES, INC. CONSULTING ENGINEERS 205 N. MICHIGAN AVE., CHICAGO, ILL. 60601 PHONE: 312.484.3000 FAX: 312.484.3000					DATE: 1-21-2004 LOGGED BY: RH OBA JOB NO. 03365				
ROUTE Interstate 57 DESCRIPTION I-57 northbound over I-94 westbound ramp bridge improvements									
SECTION I-80 to I-94 LOCATION northbound entrance ramp to I-94 at I-57 termination									
COUNTY Cook DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic									
STRUCT. NO. 018-0072 SURFACE WATER ELEV. N/A									
STATION 238+00 STREAM BED ELEV. N/A									
BORING NO. S-1 GROUNDWATER ELEVATION									
STATION 238+77 FIRST ENCOUNTER -14.000									
OFFSET 40' Left UPON COMPLETION -106.000									
GROUND SURFACE ELEV. -94.000									
CLAY-gray very stiff to hard (A-6)									
12	3.18	15	CLAY-gray very stiff to hard (A-6)		12	3.18	15		
16	3.58	17			16	3.58	17		
20	3.98	19	FRACTURED STONE with clay-gray very dense (A-2)		20	3.98	19		
24	4.38	21	Dillers Observation: Apparent Bedrock		24	4.38	21		
28	4.78	23			28	4.78	23		
32	5.18	25			32	5.18	25		
36	5.58	27			36	5.58	27		
40	5.98	29			40	5.98	29		
44	6.38	31			44	6.38	31		
48	6.78	33			48	6.78	33		
52	7.18	35			52	7.18	35		

Boring No. 2, Page 1 of 1

SOIL BORING LOG									
OBEN & ASSOCIATES, INC. CONSULTING ENGINEERS 205 N. MICHIGAN AVE., CHICAGO, ILL. 60601 PHONE: 312.484.3000 FAX: 312.484.3000					DATE: 2/18/04 LOGGED BY: RH OBA JOB NO. 03365				
ROUTE Interstate 57 DESCRIPTION I-57 northbound over I-94 westbound ramp bridge improvements									
SECTION I-80 to I-94 LOCATION northbound entrance ramp to I-94 at I-57 termination									
COUNTY Cook DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic									
STRUCT. NO. 018-0072 SURFACE WATER ELEV. N/A									
STATION 238+00 STREAM BED ELEV. N/A									
BORING NO. S-2 GROUNDWATER ELEVATION									
STATION 237+52 FIRST ENCOUNTER N/A									
OFFSET 47' Left UPON COMPLETION N/A									
GROUND SURFACE ELEV. -94.000									
10.0' CONCRETE, 8.0' CRUSHED STONE									
20	3.78	12	CLAY-gray hard (A-6)		20	3.78	12		
24	4.18	14			24	4.18	14		
28	4.58	16	CLAY-gray very stiff (A-6)		28	4.58	16		
32	4.98	18			32	4.98	18		
36	5.38	20			36	5.38	20		
40	5.78	22			40	5.78	22		
44	6.18	24			44	6.18	24		
48	6.58	26			48	6.58	26		
52	6.98	28			52	6.98	28		
56	7.38	30			56	7.38	30		
60	7.78	32	CLAY-gray hard (A-6)		60	7.78	32		
64	8.18	34	RUN 1		64	8.18	34		
68	8.58	36	Run 1 (-35.0' to -35.4') Slurion System Niogaran Series Dolomite		68	8.58	36		
72	8.98	38	Varved light gray to gray with horizontal to wavy bedding. Fine grained, highly fractured to -30.7'. Horizontal fractures @ -31.5', -32.0', -32.4', -32.9', -34.5' & -35.0'. Recovery=100.0% RQD=87.0%		72	8.98	38		
76	9.38	40	Run 2 (-35.4' to -40.4') Slurion System Niogaran Series Dolomite		76	9.38	40		
80	9.78	42	Varved light gray with horizontal bedding. Fine grained, horizontal fractures @ -35.9', -36.7', -38.2', -39.2', -39.3' & -39.4'. Recovery=100.0% RQD=96.0%		80	9.78	42		
84	10.18	44	End of Boring @ -40.4'		84	10.18	44		
88	10.58	46	Hollow Stem Augers to -10.0'		88	10.58	46		
92	10.98	48	Rotary Drilling to Completion		92	10.98	48		
96	11.38	50	CME Automatic Hammer		96	11.38	50		

Boring No. 3, Page 1 of 1

SOIL BORING LOG									
OBEN & ASSOCIATES, INC. CONSULTING ENGINEERS 205 N. MICHIGAN AVE., CHICAGO, ILL. 60601 PHONE: 312.484.3000 FAX: 312.484.3000					DATE: 12-26-2003 LOGGED BY: RH OBA JOB NO. 03365				
ROUTE Interstate 57 DESCRIPTION I-57 northbound over I-94 westbound ramp bridge improvements									
SECTION I-80 to I-94 LOCATION northbound entrance ramp to I-94 at I-57 termination									
COUNTY Cook DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic									
STRUCT. NO. 018-0072 SURFACE WATER ELEV. N/A									
STATION 238+00 STREAM BED ELEV. N/A									
BORING NO. S-3 GROUNDWATER ELEVATION									
STATION 238+60 FIRST ENCOUNTER N/A									
OFFSET 39' Left UPON COMPLETION N/A									
GROUND SURFACE ELEV. -94.000									
TOPSOIL-block (A-7) Fill									
12	4.58	13	CLAY-gray very stiff to hard (A-6)		12	4.58	13		
16	4.98	15			16	4.98	15		
20	5.38	17			20	5.38	17		
24	5.78	19	CLAY-gray very stiff to hard (A-6)		24	5.78	19		
28	6.18	21			28	6.18	21		
32	6.58	23			32	6.58	23		
36	6.98	25			36	6.98	25		
40	7.38	27	CLAY-gray very stiff to hard (A-6)		40	7.38	27		
44	7.78	29	RUN 1		44	7.78	29		
48	8.18	31	Run 1 (-30.0' to -35.0') Slurion System Niogaran Series Dolomite		48	8.18	31		
52	8.58	33	Gray & fine grained with horizontal to wavy bedding, 1.0" gravel & clay seam @ -30.25'. Horizontal fractures @ -32.0', -32.7', -32.8' & -34.0'. Recovery=100.0% RQD=83.3%		52	8.58	33		
56	8.98	35	Run 2 (-35.0' to -40.0') Slurion System Niogaran Series Dolomite		56	8.98	35		
60	9.38	37	Gray & fine grained with horizontal to wavy bedding. Horizontal fractures @ -36.2', -36.5', -37.2' & -39.1'.		60	9.38	37		
64	9.78	39	End of Boring @ -40.0'		64	9.78	39		
68	10.18	41	Hollow Stem Augers to -10.0'		68	10.18	41		
72	10.58	43	Rotary Drilling to Completion		72	10.58	43		
76	10.98	45	CME Automatic Hammer		76	10.98	45		

Boring No. 4, Page 1 of 2

SOIL BORING LOG									
OBEN & ASSOCIATES, INC. CONSULTING ENGINEERS 205 N. MICHIGAN AVE., CHICAGO, ILL. 60601 PHONE: 312.484.3000 FAX: 312.484.3000					DATE: 2/10/04 LOGGED BY: RH OBA JOB NO. 03365				
ROUTE Interstate 57 DESCRIPTION I-57 northbound over I-94 westbound ramp bridge improvements									
SECTION I-80 to I-94 LOCATION northbound entrance ramp to I-94 at I-57 termination									
COUNTY Cook DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic									
STRUCT. NO. 018-0072 SURFACE WATER ELEV. N/A									
STATION 238+00 STREAM BED ELEV. N/A									
BORING NO. S-4 GROUNDWATER ELEVATION									
STATION 238+43 FIRST ENCOUNTER -17.000									
OFFSET 19' Left UPON COMPLETION N/A									
GROUND SURFACE ELEV. -94.000									
2.5' ASPHALT, 14.5' CONCRETE									
1	0	1	SILTY LOAM-brown-very loose to medium dense (A-4) Apparent Fill		1	0	1		
5	4	5			5	4	5		
9	8	9			9	8	9		
13	12	13			13	12	13		
17	16	17			17	16	17		
21	20	21			21	20	21		
25	24	25	CLAY-gray very stiff to hard (A-6)		25	24	25		
29	28	29			29	28	29		
33	32	33			33	32	33		
37	36	37			37	36	37		
41	40	41			41	40	41		
45	44	45			45	44	45		
49	48	49			49	48	49		
53	52	53	CLAY-gray very stiff to hard (A-6)		53	52	53		
57	56	57			57	56	57		
61	60	61			61	60	61		
65	64	65			65	64	65		
69	68	69			69	68	69		
73	72	73			73	72	73		
77	76	77			77	76	77		
81	80	81	SILTY LOAM-brown-very loose to medium dense (A-4) Apparent Fill		81	80	81		
85	84	85			85	84	85		
89	88	89			89	88	89		
93	92	93			93	92	93		
97	96	97			97	96	97		
101	100	101			101	100	101		

Boring No. 4, Page 2 of 2

SOIL BORING LOG									
OBEN & ASSOCIATES, INC. CONSULTING ENGINEERS 205 N. MICHIGAN AVE., CHICAGO, ILL. 60601 PHONE: 312.484.3000 FAX: 312.484.3000					DATE: 2/10/04 LOGGED BY: RH OBA JOB NO. 03365				
ROUTE Interstate 57 DESCRIPTION I-57 northbound over I-94 westbound ramp bridge improvements									
SECTION I-80 to I-94 LOCATION northbound entrance ramp to I-94 at I-57 termination									
COUNTY Cook DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic									
STRUCT. NO. 018-0072 SURFACE WATER ELEV. N/A									
STATION 238+00 STREAM BED ELEV. N/A									
BORING NO. S-4 GROUNDWATER ELEVATION									
STATION 238+43 FIRST ENCOUNTER -17.000									
OFFSET 19' Left UPON COMPLETION N/A									
GROUND SURFACE ELEV. -94.000									
CLAY-gray very stiff to hard (A-6)									
12	11.28	14	RUN 2		12	11.28	14		
16	11.68	16	Run 2 (-60.0' to -65.0') Slurion System Niogaran Series Dolomite		16	11.68	16		
20	12.08	18	Light gray with horizontal bedding. Horizontal fractures @ -65.7', -66.4', -66.5', -66.8' & -67.4'. Fracture @ -67.5'. Horizontal fractures @ -67.7', -67.8', -68.3', -68.4', -69.3', -69.4' & -69.5'. RECOVERY=100.0% RQD=79.2%		20	12.08	18		
24	12.48	20	End of Boring @ -65.0'		24	12.48	20		
28	12.88	22	Hollow Stem Augers to -25.0'		28	12.88	22		
32	13.28	24	Rotary Drilling to Completion		32	13.28	24		
36	13.68	26	CME Automatic Hammer		36	13.68	26		
40	14.08	28			40	14.08	28		
44	14.48	30			44	14.48	30		
48	14.88	32			48	14.88	32		
52	15.28	34			52	15.28	34		
56	15.68	36			56	15.68	36		
60	16.08	38	RUN 1</						

Boring No. 5, Page 1 of 2

SOIL BORING LOG		DATE 1-16-2004	
LOGGED BY RH		OBA JOB No. 03365	
ROUTE Interstate 57 DESCRIPTION I-57 northbound over I-94 westbound ramp bridge improvements.			
SECTION I-80 to I-94 LOCATION Northbound entrance ramp to I-94 at I-57 termination.			
COUNTY Cook DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic			
STRUCT. NO. 018-0072 SURFACE WATER ELEV. 0.0			
STATION 238-00 STREAM BED ELEV. 0.0			
BORING NO. S-5 GROUNDWATER ELEVATION			
STATION 240-17 FIRST ENCOUNTER 0.0			
OFFSET 39.1 ft UPON COMPLETION 0.0			
GROUND SURFACE ELEV. 201.000			
CLAY LOAM-cork gray (F8)			
CLAY to CLAY LOAM-brown & gray-hard (A-6) Fill			
CLAY-brown & gray-stiff to very stiff (A-6)			
CLAY-gray-stiff (A-6)			

Boring No. 6, Page 1 of 2

SOIL BORING LOG		DATE 12-29-2003	
LOGGED BY RH		OBA JOB No. 03365	
ROUTE Interstate 57 DESCRIPTION I-57 northbound over I-94 westbound ramp bridge improvements.			
SECTION I-80 to I-94 LOCATION Northbound entrance ramp to I-94 at I-57 termination.			
COUNTY Cook DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic			
STRUCT. NO. 018-0072 SURFACE WATER ELEV. 0.0			
STATION 238-00 STREAM BED ELEV. 0.0			
BORING NO. S-6 GROUNDWATER ELEVATION			
STATION 236-78 FIRST ENCOUNTER 0.0			
OFFSET 9.0 Right UPON COMPLETION 0.0			
GROUND SURFACE ELEV. 214.000			
TOPSOIL-block (A-7) Fill			
CLAY to CLAY LOAM-brown & gray-very stiff to hard (A-6) Fill			
CLAY-gray-stiff to very stiff (A-6)			
CLAY-gray-medium stiff to stiff (A-6)			
SILTY CLAY LOAM-gray-dense (A-4)(A-5)			
CLAY-gray-hard (A-6)			
CLAY-gray-stiff to very stiff (A-6)			

Boring No. 7, Page 1 of 1

SOIL BORING LOG		DATE 2-2-2004	
LOGGED BY RH		OBA JOB No. 03365	
ROUTE Interstate 57 DESCRIPTION I-57 northbound over I-94 westbound ramp bridge improvements.			
SECTION I-80 to I-94 LOCATION Northbound entrance ramp to I-94 at I-57 termination.			
COUNTY Cook DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic			
STRUCT. NO. 018-0072 SURFACE WATER ELEV. 0.0			
STATION 238-00 STREAM BED ELEV. 0.0			
BORING NO. S-7 GROUNDWATER ELEVATION			
STATION 237-44 FIRST ENCOUNTER 0.0			
OFFSET 9.0 Right UPON COMPLETION 0.0			
GROUND SURFACE ELEV. 210.000			
CLAY-gray-very stiff to hard (A-6)			
Run 1 (-41.0' to -46.0')			
Run 2 (-46.0' to -51.0')			
End of Boring @ -51.0'			

Boring No. 5, Page 2 of 2

SOIL BORING LOG		DATE 1-16-2004	
LOGGED BY RH		OBA JOB No. 03365	
ROUTE Interstate 57 DESCRIPTION I-57 northbound over I-94 westbound ramp bridge improvements.			
SECTION I-80 to I-94 LOCATION Northbound entrance ramp to I-94 at I-57 termination.			
COUNTY Cook DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic			
STRUCT. NO. 018-0072 SURFACE WATER ELEV. 0.0			
STATION 238-00 STREAM BED ELEV. 0.0			
BORING NO. S-5 GROUNDWATER ELEVATION			
STATION 240-17 FIRST ENCOUNTER 0.0			
OFFSET 39.1 ft UPON COMPLETION 0.0			
GROUND SURFACE ELEV. 201.000			
CLAY-gray-very stiff to hard (A-6)			
CLAY-gray-medium stiff (A-6)			
Run 1 (-49.0' to -54.0')			
Run 2 (-54.0' to -59.0')			
End of Boring @ -58.0'			

Boring No. 6, Page 2 of 2

SOIL BORING LOG		DATE 12-29-2003	
LOGGED BY RH		OBA JOB No. 03365	
ROUTE Interstate 57 DESCRIPTION I-57 northbound over I-94 westbound ramp bridge improvements.			
SECTION I-80 to I-94 LOCATION Northbound entrance ramp to I-94 at I-57 termination.			
COUNTY Cook DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic			
STRUCT. NO. 018-0072 SURFACE WATER ELEV. 0.0			
STATION 238-00 STREAM BED ELEV. 0.0			
BORING NO. S-6 GROUNDWATER ELEVATION			
STATION 236-78 FIRST ENCOUNTER 0.0			
OFFSET 9.0 Right UPON COMPLETION 0.0			
GROUND SURFACE ELEV. 214.000			
CLAY-gray-very stiff to hard (A-6)			
CLAY-gray-medium stiff (A-6)			
Run 1 (-49.0' to -54.0')			
Run 2 (-54.0' to -59.0')			
End of Boring @ -59.0'			

Boring No. 8, Page 1 of 1

SOIL BORING LOG		DATE 1-21-2004	
LOGGED BY RH		OBA JOB No. 03365	
ROUTE Interstate 57 DESCRIPTION I-57 northbound over I-94 westbound ramp bridge improvements.			
SECTION I-80 to I-94 LOCATION Northbound entrance ramp to I-94 at I-57 termination.			
COUNTY Cook DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic			
STRUCT. NO. 018-0072 SURFACE WATER ELEV. 0.0			
STATION 238-00 STREAM BED ELEV. 0.0			
BORING NO. S-8 GROUNDWATER ELEVATION			
STATION 238-21 FIRST ENCOUNTER 0.0			
OFFSET 7.0 Right UPON COMPLETION 0.0			
GROUND SURFACE ELEV. 212.000			
TOPSOIL with Gravel-block (F8)			
SAND-brown-loose (A-3) Fill			
CLAY-gray-very stiff to hard (A-6)			
CLAY-gray-very stiff to hard (A-6)			
Run 1 (-29.0' to -34.0')			
Run 2 (-34.0' to -39.0')			
End of Boring @ -39.0'			

SHT. S-046	
REVISIONS	DATE
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 57 (INTERSTATE 57)
 I-57 NB OVER WB CONNECTOR
 SN 016-0072 OLD, SN 016-2852 NEW
 STA. 238+73.54
 COOK COUNTY, SECTION (1516.1, 1717, & 1818) R-4
 SOIL BORINGS II

DATE: 03/07/06

DRAWN BY: VV
 CHECKED BY: RDS

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 308 N. MICHIGAN AVE., CHICAGO, IL 60601
 TELEPHONE: 312.467.0000

I:\FS-000\FR\LOCAL\DOCUMENT\031060\STRUCT\CGN\BOL_000\FW.DGN
 3-01-2006 15:58:34
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 3-01-2006 15:58:34

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57		COOK	916	624
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 62304 *(1516.1, 1717, & 1818) R-4		

Boring No. 9, Page 1 of 1

SOIL BORING LOG

PAGE 1 of 1
DATE 1-28-2004
LOGGED BY BH
OBA JOB No. 03365

ROUTE Interstate 57 DESCRIPTION I-57 northbound over I-94 westbound ramp bridge improvements.
SECTION I-80 to I-94 LOCATION Northbound entrance ramp to I-94 at I-57 termination.
COUNTY Cook DRILLING METHOD 3.25" Hollow Stem Auger, HAMMER TYPE CME Automatic

STRUCT. NO. 016-0072
Station: 238+00
BORING NO. S-9
Station: 238+55
Offset: 19.0' Right
Ground Surface Elev. 211.00

DEPTH (ft)	SOIL TYPE	MOISTURE (%)	UNIT WEIGHT (pcf)	LOGGED BY
0	Surface Water Elev. 209			
0	Stream Bed Elev. 209			
0	Groundwater Elevation			
0	First Encounter			
0	Upon Completion			
0	After			
1	CLAY-gray-very stiff to hard (A-6)			
2				
3				
4				
5				
6				
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30				

Run 1 (-29.0' to -34.0')
Silurian System Niagara Series Dolomite
Mottled light gray to gray with horizontal to wavy bedding, fine grained & varved.
Horizontal fractures @ -29.0', -29.8', -30.0', -30.3', -31.0' & -31.2'.
Recovery-100.0%
ROD-89.2'

Run 2 (-34.0' to -39.0')
Silurian System Niagara Series Dolomite
Gray with horizontal bedding, fine grained. Horizontal fractures @ -35.2', -36.4' & -38.7'.
Recovery-100.0%
ROD-95.8'

End of Boring @ -39.0'
Hollow Stem Augers to 10.0'
Rotary Drilling to Completion
CME Automatic Hammer

Boring No. 11, Page 1 of 2

SOIL BORING LOG

PAGE 1 of 2
DATE 1-19-2004
LOGGED BY BH
OBA JOB No. 03365

ROUTE Interstate 57 DESCRIPTION I-57 northbound over I-94 westbound ramp bridge improvements.
SECTION I-80 to I-94 LOCATION Northbound entrance ramp to I-94 at I-57 termination.
COUNTY Cook DRILLING METHOD 3.25" Hollow Stem Auger, HAMMER TYPE CME Automatic

STRUCT. NO. 016-0072
Station: 238+00
BORING NO. S-11
Station: 240+83
Offset: 18.0' Right
Ground Surface Elev. 209.00

DEPTH (ft)	SOIL TYPE	MOISTURE (%)	UNIT WEIGHT (pcf)	LOGGED BY
0	Surface Water Elev. 209			
0	Stream Bed Elev. 209			
0	Groundwater Elevation			
0	First Encounter			
0	Upon Completion			
0	After			
1	CLAY-gray-stiff (A-6)			
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CLAY-gray-stiff (A-6)

CLAY-brown & gray-stiff to very stiff (A-6)

CLAY-gray-stiff (A-6)

Boring No. 10, Page 1 of 1

SOIL BORING LOG

PAGE 1 of 1
DATE 2-19-2004
LOGGED BY BH
OBA JOB No. 03365

ROUTE Interstate 57 DESCRIPTION I-57 northbound over I-94 westbound ramp bridge improvements.
SECTION I-80 to I-94 LOCATION Northbound entrance ramp to I-94 at I-57 termination.
COUNTY Cook DRILLING METHOD 3.25" Hollow Stem Auger, HAMMER TYPE CME Automatic

STRUCT. NO. 016-0072
Station: 238+00
BORING NO. S-10
Station: 240+88
Offset: 18.0' Right
Ground Surface Elev. 205.00

DEPTH (ft)	SOIL TYPE	MOISTURE (%)	UNIT WEIGHT (pcf)	LOGGED BY
0	Surface Water Elev. 205			
0	Stream Bed Elev. 205			
0	Groundwater Elevation			
0	First Encounter			
0	Upon Completion			
0	After			
1	SAND-brown-lose to medium dense (A-3) FR			
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SAND-brown-lose to medium dense (A-3) FR

CLAY-brown & gray-stiff (A-6) FR

SAND-brown-medium dense to dense (A-3) FR

SAND-brown-lose to medium dense (A-3) FR

Boring No. 11, Page 2 of 2

SOIL BORING LOG

PAGE 2 of 2
DATE 1-19-2004
LOGGED BY BH
OBA JOB No. 03365

ROUTE Interstate 57 DESCRIPTION I-57 northbound over I-94 westbound ramp bridge improvements.
SECTION I-80 to I-94 LOCATION Northbound entrance ramp to I-94 at I-57 termination.
COUNTY Cook DRILLING METHOD 3.25" Hollow Stem Auger, HAMMER TYPE CME Automatic

STRUCT. NO. 016-0072
Station: 238+00
BORING NO. S-11
Station: 240+83
Offset: 18.0' Right
Ground Surface Elev. 209.00

DEPTH (ft)	SOIL TYPE	MOISTURE (%)	UNIT WEIGHT (pcf)	LOGGED BY
0	Surface Water Elev. 209			
0	Stream Bed Elev. 209			
0	Groundwater Elevation			
0	First Encounter			
0	Upon Completion			
0	After			
1	CLAY-gray-very stiff to hard (A-6)			
2				
3				
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CLAY LOAM with Fractured Rock-gray-very dense (A-6)

Drillers Observation: Apparent Bedrock
End of Boring @ -60.0'
Hollow Stem Augers
CME Automatic Hammer

SHT. S-047

REVISIONS	
NAME	DATE

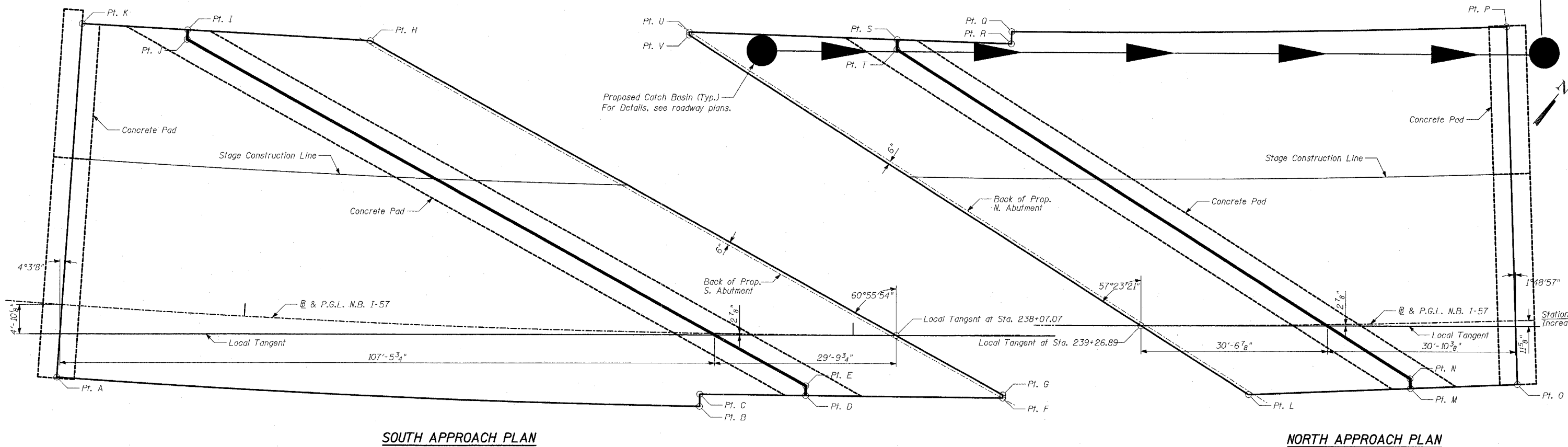
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 57 (INTERSTATE 57)
I-57 NB OVER WB CONNECTOR
SN 016-0072 OLD, SN 016-2852 NEW
STA. 238+73.54
COOK COUNTY, SECTION (1516.1, 1717, & 1818) R-4
SOIL BORINGS III

DATE: 03/07/06

DRAWN BY: VV
CHECKED BY: RDS

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
802 N. MICHIGAN AVE., CHICAGO, IL 60610
TEL: 312.329.1000

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SOUTH APPROACH PLAN

NORTH APPROACH PLAN

WORKING POINTS
(South Approach Pavement)

Point	Distance along Local Tangent at Sta. 238+07.07	Offset from Local Tangent at Sta. 238+07.07
A	137'-9 ⁵ / ₈ "	7'-1 ¹ / ₂ " Rt.
B	32'-3"	11'-8 ³ / ₈ " Rt.
C	32'-2 ³ / ₄ "	9'-8 ³ / ₄ " Rt.
D*	14'-10"	9'-10 ⁷ / ₈ " Rt.
E*	14'-9 ⁷ / ₈ "	8'-4" Rt.
F	-17'-5 ¹ / ₈ "	10'-2 ⁵ / ₈ " Rt.
G	-17'-5 ⁷ / ₈ "	9'-8 ⁵ / ₈ " Rt.
H	86'-4 ⁵ / ₈ "	48'-0 ¹ / ₄ " Lt.
I*	116'-4 ⁵ / ₈ "	49'-8 ⁷ / ₈ " Lt.
J*	116'-5 ⁵ / ₈ "	48'-2" Lt.
K	133'-8 ³ / ₈ "	50'-8 ³ / ₄ " Lt.

WORKING POINTS
(North Approach Pavement)

Point	Distance along Local Tangent at Sta. 239+26.89	Offset from Local Tangent at Sta. 239+26.89
L	17'-7 ⁷ / ₈ "	11'-3 ¹ / ₂ " Rt.
M*	44'-2 ⁵ / ₈ "	10'-3" Rt.
N*	44'-1 ⁷ / ₈ "	8'-8 ¹ / ₄ " Rt.
O	61'-8 ¹ / ₈ "	9'-6 ⁵ / ₈ " Rt.
P	59'-10 ⁵ / ₈ "	48'-11 ³ / ₈ " Lt.
Q	-21'-2 ¹ / ₈ "	48'-1 ³ / ₈ " Lt.
R	-21'-3 ³ / ₄ "	46'-1 ¹ / ₂ " Lt.
S*	-40'-0 ³ / ₈ "	46'-9 ¹ / ₄ " Lt.
T*	-40'-1"	45'-2 ¹ / ₂ " Lt.
U	-74'-1 ⁷ / ₈ "	47'-11 ¹ / ₂ " Lt.
V	-74'-2"	47'-5 ¹ / ₂ " Lt.

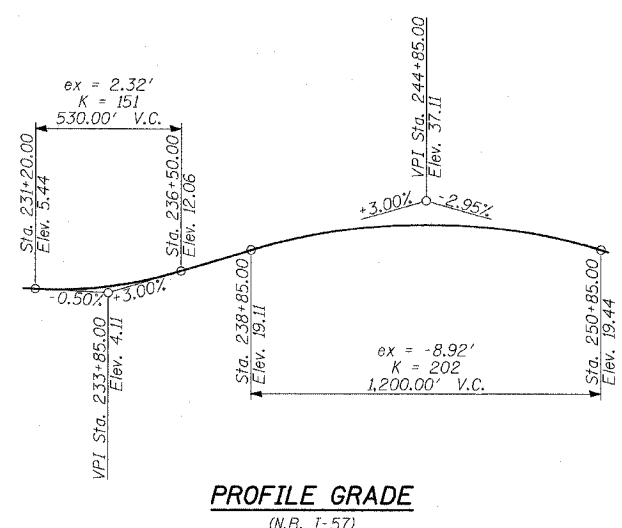
* @ of 4" Preformed Joint Seal

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bridge Approach Pavement (Special)	SQ YD	391
Protective Coat	SQ YD	1,389
Bar Splicers	EACH	169
Bridge Approach Pavement Connector (PCC), Special	SQ YD	849

GENERAL NOTES:

- Construction of Bridge Approach Pavement (Special) and Bridge Approach Pavement Connector (PCC), Special shall conform to Sections 420, 1000 and 1100 of IDOT Standard Specifications for Road and Bridge Construction.
- This work will be paid for at the contract unit price per Square Yards for Bridge Approach Pavement (Special) or per Square Yards for Bridge Approach Pavement Connector (PCC), Special.
- The unit bid price shall include tie bars, preformed joint seal, polyethylene bond breaker, granular sub-base, concrete structures, reinforcement bars (epoxy coated), protective coat, concrete pads (including reinforcement and excavation) and all other items necessary to complete this item of work.



Signed *Phillip D. Frey*
 Phillip D. Frey, I.S.E., Ill. Lic. No. 081-004826
 CHICAGO, ILLINOIS
 Expires 11-30-2006.
 Date 3/7/06
 For drawings 1 thru 8 of 8

REVISIONS	
NAME	DATE

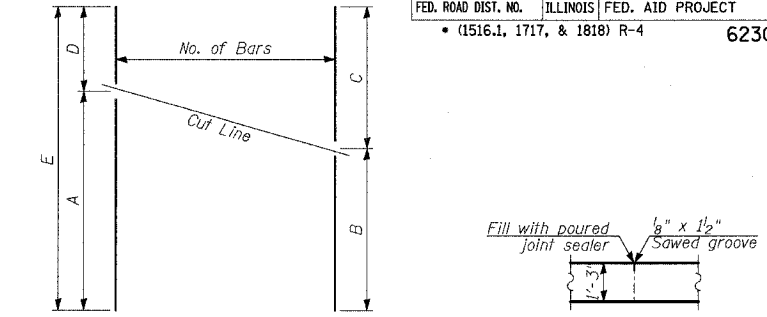
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 BRIDGE APPROACH PAVEMENT (SPECIAL)
 GENERAL PLAN AND GENERAL NOTES

S.N. _____ DESIGNED BY: MAF
 SCALE: _____ DRAWN BY: MAF
 DATE: MARCH 7, 2006 CHECKED BY: MI

TYLIN INTERNATIONAL

BAR TABLE SCHEDULE

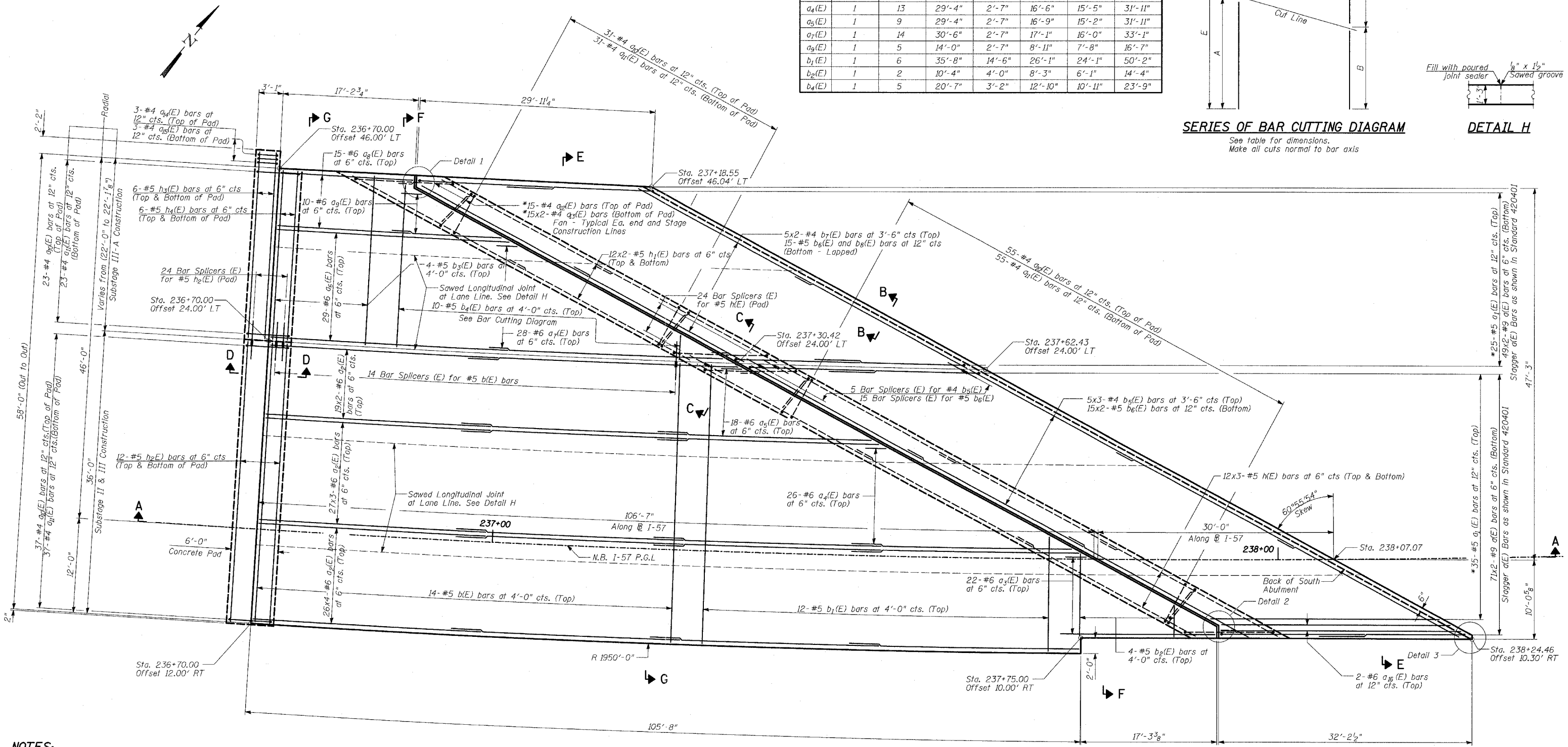
Bar	No. of Sets Req'd	No. of Bars Per Set	A	D	B	C	E
a ₃ (E)	1	11	19'-10"	2'-7"	11'-7"	10'-10"	22'-5"
a ₄ (E)	1	13	29'-4"	2'-7"	16'-6"	15'-5"	31'-11"
a ₅ (E)	1	9	29'-4"	2'-7"	16'-9"	15'-2"	31'-11"
a ₇ (E)	1	14	30'-6"	2'-7"	17'-1"	16'-0"	33'-1"
a ₉ (E)	1	5	14'-0"	2'-7"	8'-11"	7'-8"	16'-7"
b ₁ (E)	1	6	35'-8"	14'-6"	26'-1"	24'-1"	50'-2"
b ₂ (E)	1	2	10'-4"	4'-0"	8'-3"	6'-1"	14'-4"
b ₄ (E)	1	5	20'-7"	3'-2"	12'-10"	10'-11"	23'-9"



SERIES OF BAR CUTTING DIAGRAM

See table for dimensions.
Make all cuts normal to bar axis

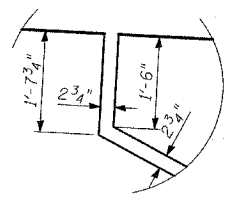
DETAIL H



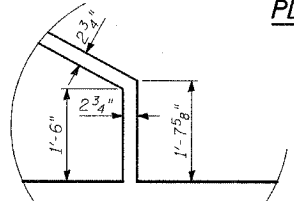
NOTES:
1. Bars indicated thus 26x4-#6 etc. indicates 26 lines of bars with 4 lengths per line.

MINIMUM LAPS

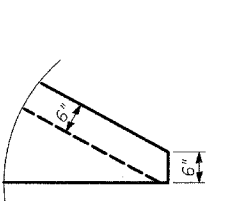
Bar Size	Min. Lap
#4	1'-8"
#5	2'-2"
#6	2'-7"
#8	4'-6"
#9	5'-9"



DETAIL 1



DETAIL 2



DETAIL 3

PLAN

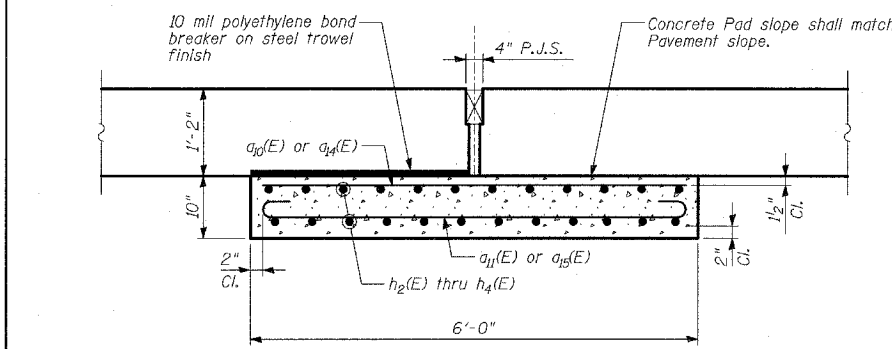
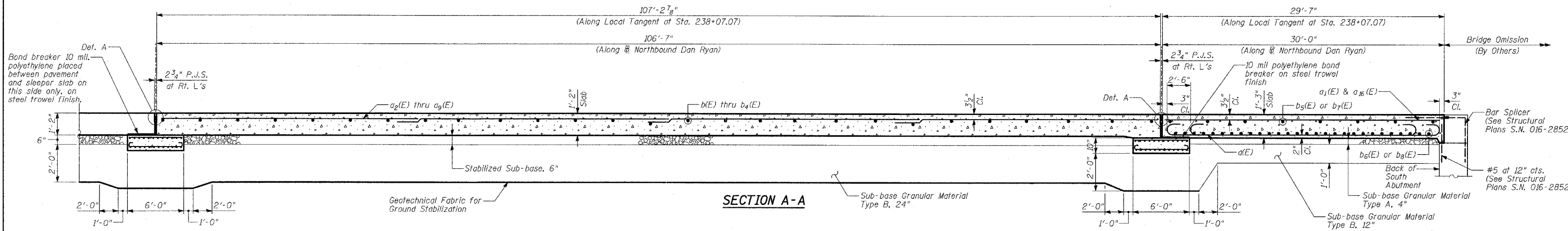
TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

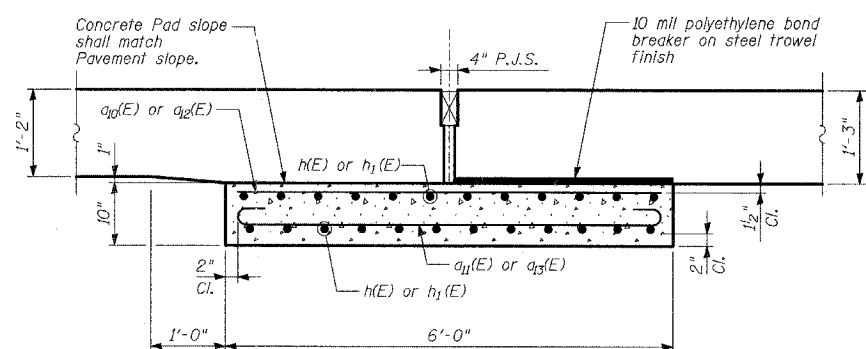
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
BRIDGE APPROACH PAVEMENT (SPECIAL)
SOUTH

S.N.
SCALE: NTS
DATE: MARCH 7, 2006

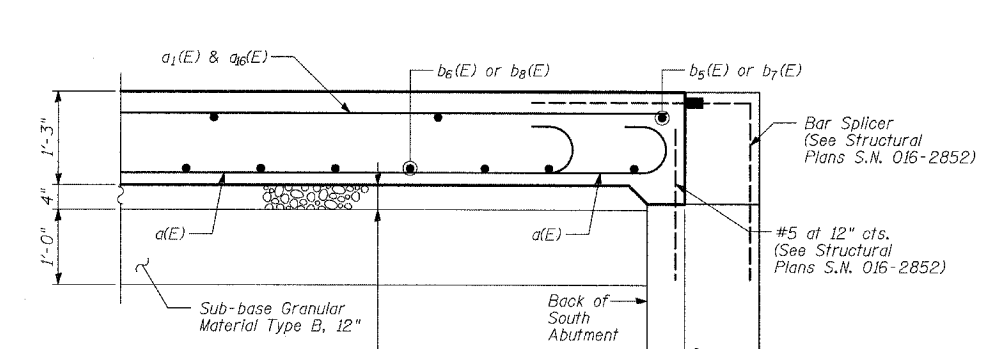
DESIGNED BY: MAF
DRAWN BY: MAF
CHECKED BY: MI



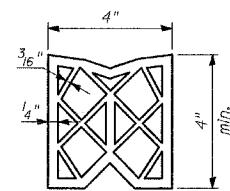
SECTION D-D



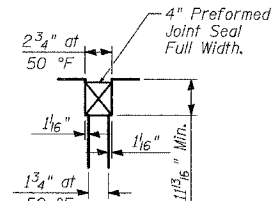
SECTION C-C



SECTION B-B
(At Rt. Angle)



PREFORMED JOINT SEAL



DETAIL A

DESIGN STRESSES

$f_y = 60,000 \text{ psi}$
 $f'_c = 3,500 \text{ psi}$
 $n = 8.5$

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
BRIDGE APPROACH PAVEMENT (SPECIAL)
SOUTH - DETAIL 1

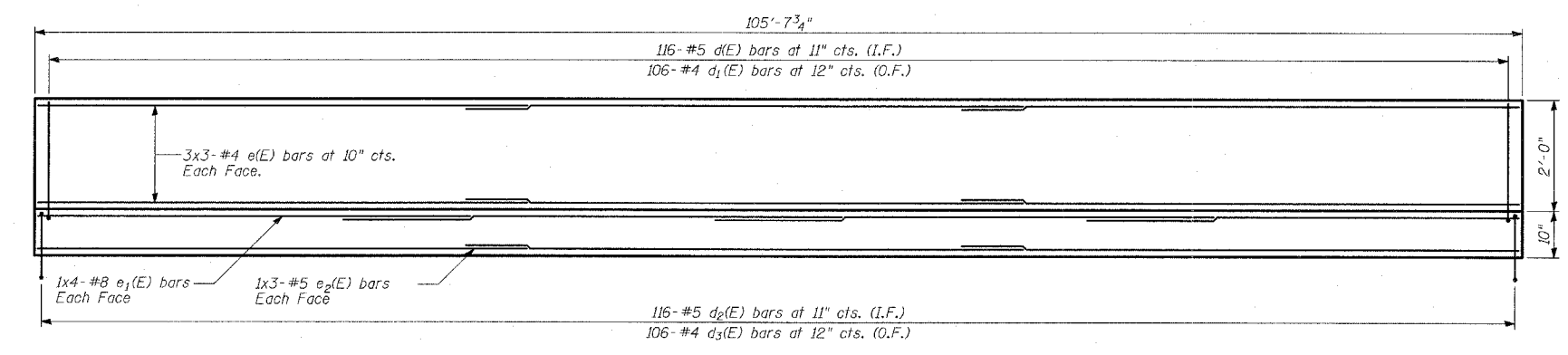
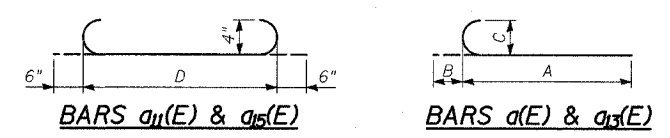
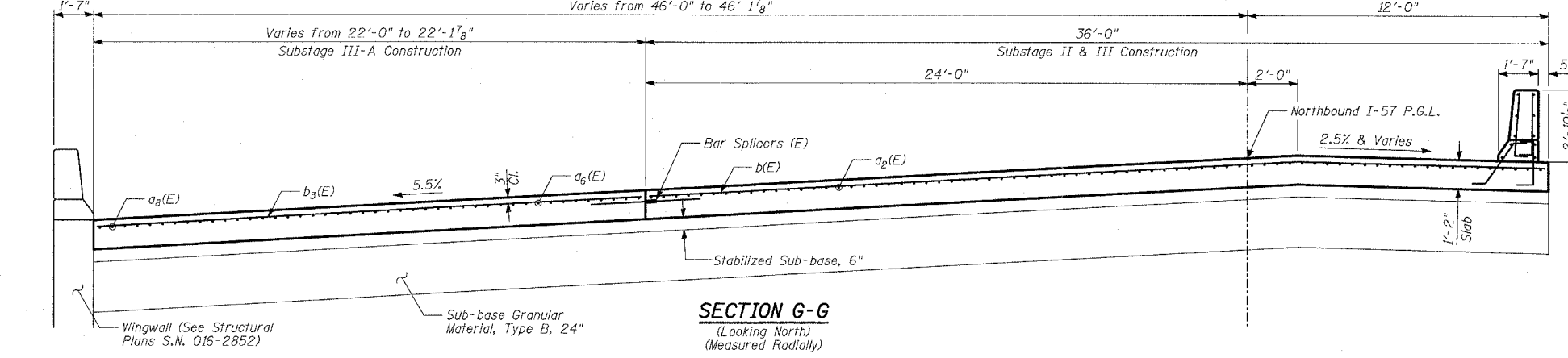
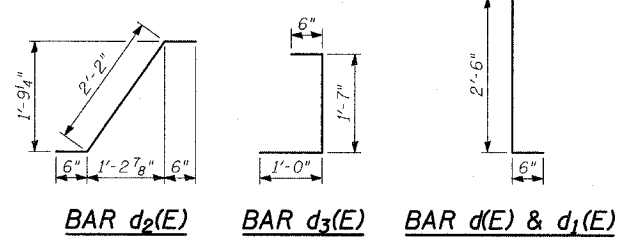
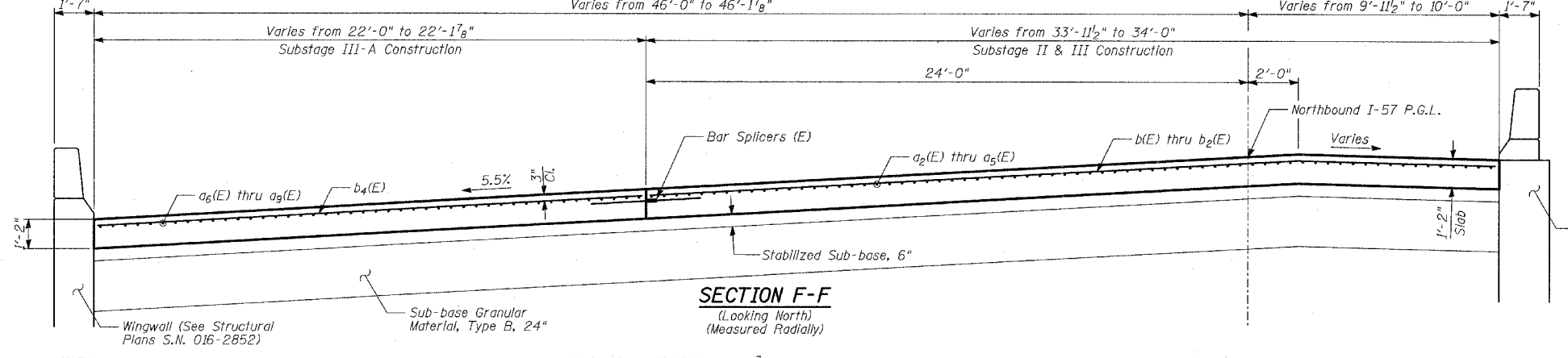
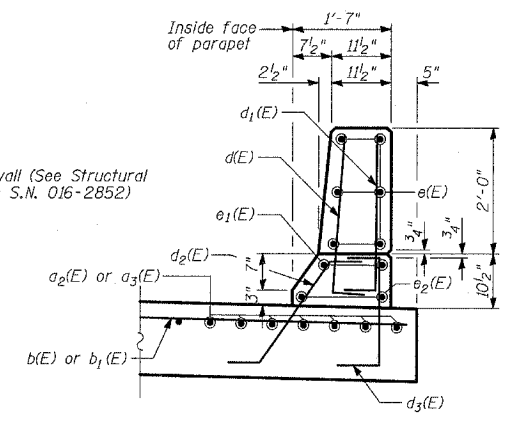
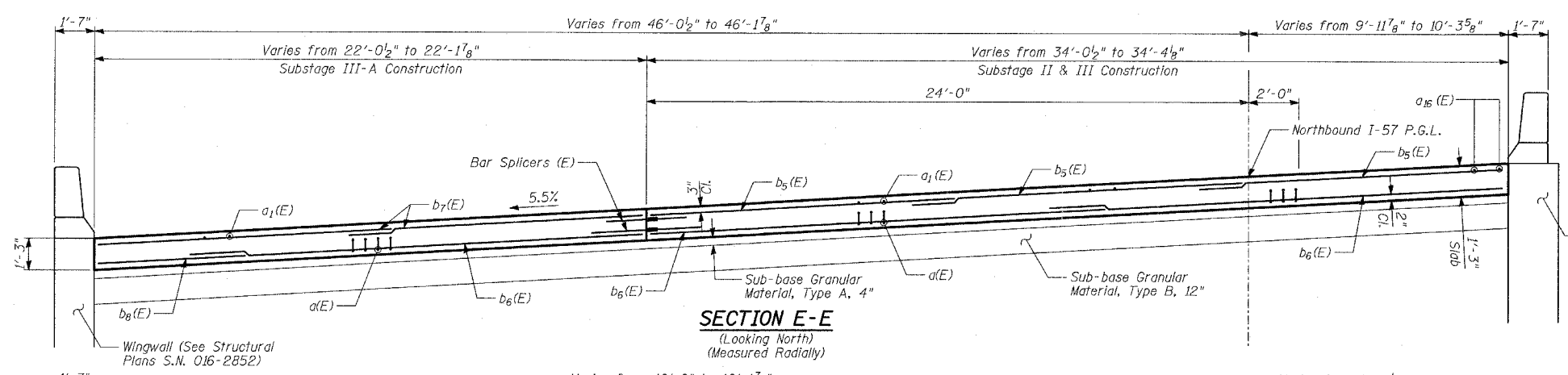
S.N. DESIGNED BY: MAF
SCALE: NTS DRAWN BY: MAF
DATE: MARCH 7, 2006 CHECKED BY: MI

TYLIN INTERNATIONAL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	240	#9	18'-9"	—
a ₁ (E)	60	#5	29'-9"	—
a ₂ (E)	223	#6	29'-4"	—
a ₃ (E)	11	#6	22'-5"	—
a ₄ (E)	13	#6	31'-11"	—
a ₅ (E)	9	#6	31'-11"	—
a ₆ (E)	29	#6	30'-6"	—
a ₇ (E)	14	#6	33'-1"	—
a ₈ (E)	15	#6	17'-2"	—
a ₉ (E)	5	#6	16'-7"	—
a ₁₀ (E)	146	#4	5'-8"	—
a ₁₁ (E)	146	#4	6'-8"	—
a ₁₂ (E)	60	#4	13'-2"	—
a ₁₃ (E)	120	#4	7'-11"	—
a ₁₄ (E)	3	#4	2'-9"	—
a ₁₅ (E)	3	#4	3'-9"	—
a ₁₆ (E)	2	#6	30'-1"	—
b(E)	14	#5	35'-8"	—
b ₁ (E)	6	#5	50'-2"	—
b ₂ (E)	2	#5	14'-4"	—
b ₃ (E)	4	#5	21'-8"	—
b ₄ (E)	5	#5	23'-9"	—
b ₅ (E)	15	#4	25'-3"	—
b ₆ (E)	45	#5	37'-3"	—
b ₇ (E)	10	#4	25'-9"	—
b ₈ (E)	15	#5	13'-11"	—
d(E)	116	#5	3'-0"	—
d ₁ (E)	106	#4	3'-0"	—
d ₂ (E)	116	#5	3'-2"	—
d ₃ (E)	106	#4	3'-1"	—
e(E)	18	#4	36'-3"	—
e ₁ (E)	8	#8	29'-9"	—
e ₂ (E)	6	#5	36'-7"	—
h(E)	72	#5	25'-10"	—
h ₁ (E)	48	#5	25'-11"	—
h ₂ (E)	24	#5	35'-10"	—
h ₃ (E)	12	#5	23'-10"	—
h ₄ (E)	12	#5	21'-8"	—
Reinforcement Bars, Epoxy Coated		POUND	44,070	
Bridge Approach Pavement, Special		SQ YD	194	
Bridge Approach Pavement Connector, Special		SQ YD	465	
Bar Splicers		EACH	82	
Protective Coat		SQ YD	744	

Reinforcement bars designated (E) shall be epoxy coated.



***INSIDE ELEVATION OF EAST PARAPET**

TYLIN INTERNATIONAL

* Parapet dimensions are measured at the inside face of parapet

NOTES:
1. O.F. - denotes Outside Face
2. I.F. - denotes Inside Face

REVISIONS	
NAME	DATE

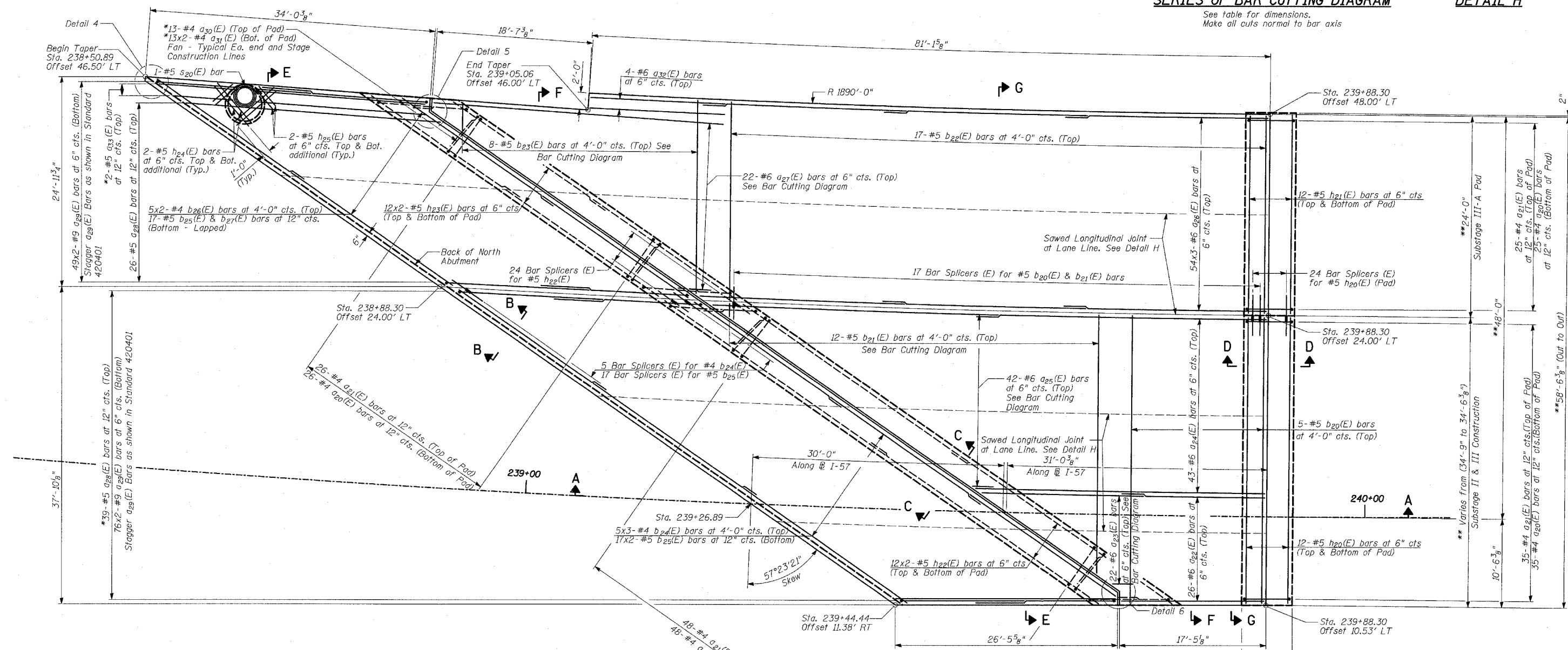
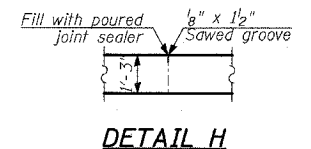
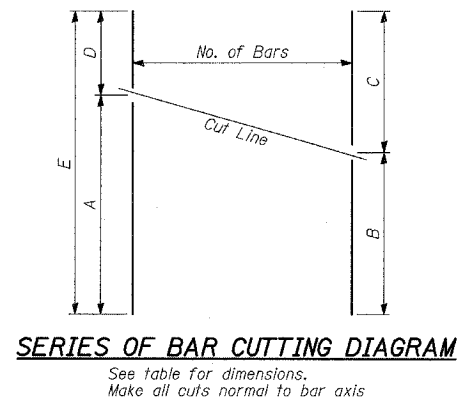
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
BRIDGE APPROACH PAVEMENT (SPECIAL)
SOUTH - DETAIL 2

S.N.
SCALE: NTS
DATE: MARCH 7, 2006

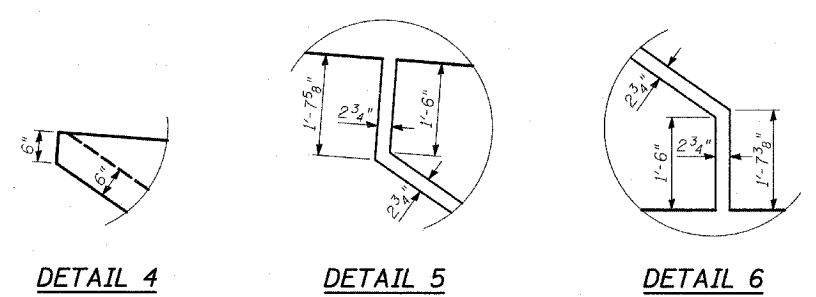
DESIGNED BY: MAF
DRAWN BY: MAF
CHECKED BY: MI

BAR TABLE SCHEDULE

Bar	No. of Sets Req'd	No. of Bars Per Set	A	D	B	C	E
a ₂₃ (E)	1	11	19'-4"	2'-7"	11'-4"	10'-7"	21'-11"
a ₂₅ (E)	1	21	34'-10"	2'-7"	19'-1"	18'-4"	37'-5"
a ₂₇ (E)	1	11	34'-7"	2'-7"	19'-4"	17'-10"	37'-2"
b ₂₁ (E)	1	6	30'-9"	1'-7"	17'-6"	14'-10"	32'-4"
b ₂₃ (E)	1	4	23'-0"	3'-4"	14'-7"	11'-9"	26'-4"



NOTES:
 1. Bars indicated thus 5x2-#4 etc. indicates 5 lines of bars with 2 lengths per line.



PLAN

MINIMUM LAPS

Bar Size	Min. Lap
#4	1'-8"
#5	2'-2"
#6	2'-7"
#8	4'-6"
#9	5'-9"

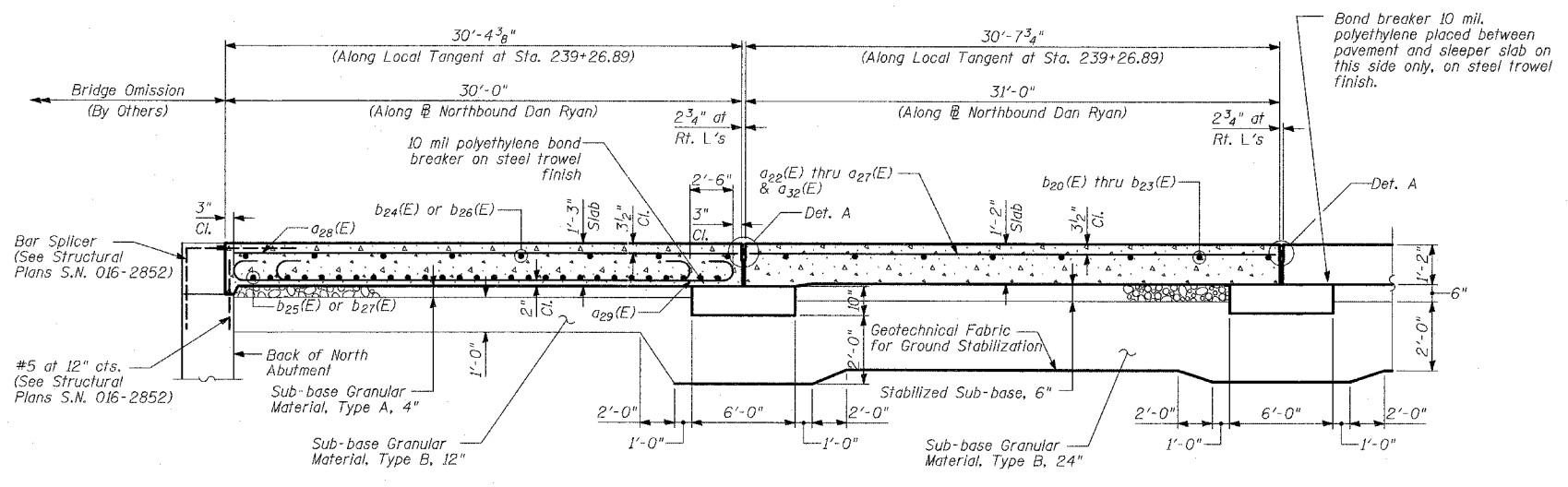
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 BRIDGE APPROACH PAVEMENT (SPECIAL) NORTH

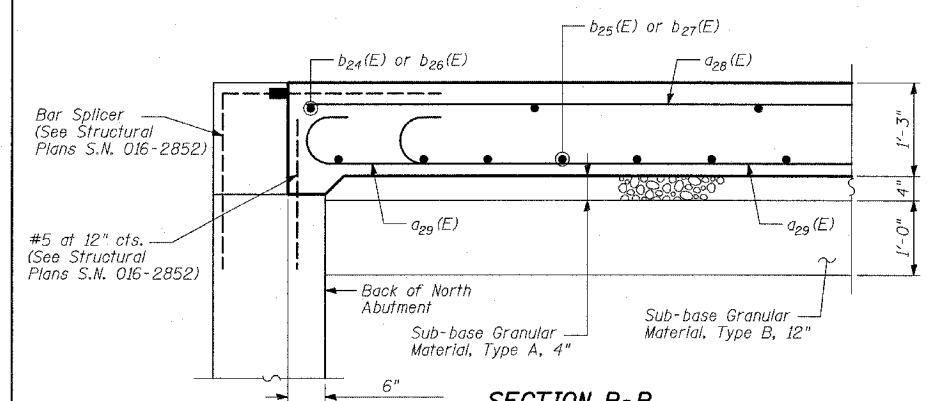
S.N.
 SCALE: NTS
 DATE: MARCH 7, 2006

DESIGNED BY: MAF
 DRAWN BY: MAF
 CHECKED BY: MI

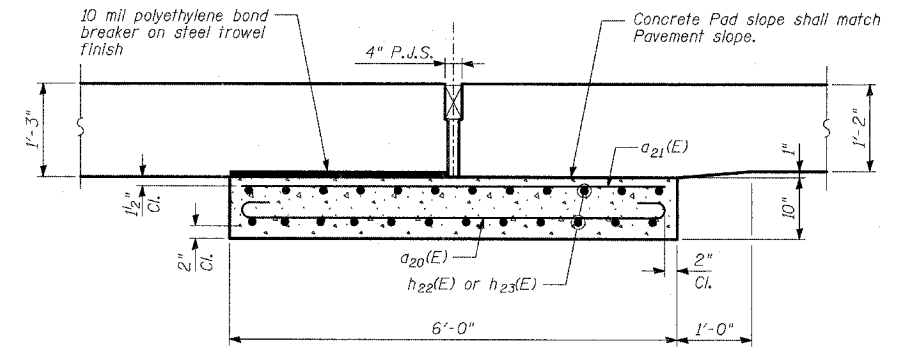
TYLIN INTERNATIONAL



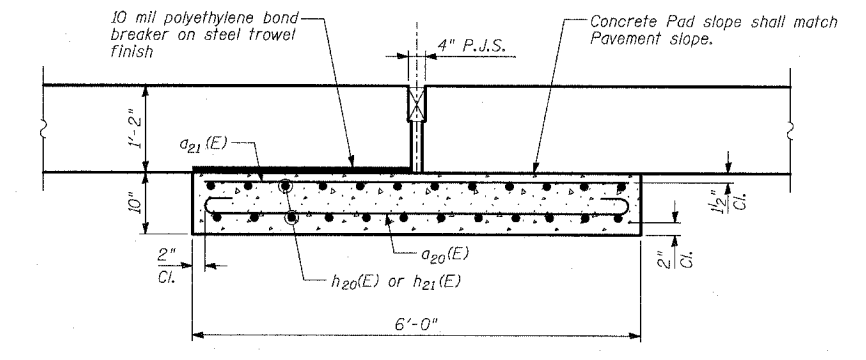
SECTION A-A



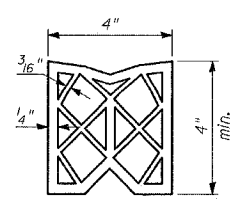
SECTION B-B
(At Rt. Angle)



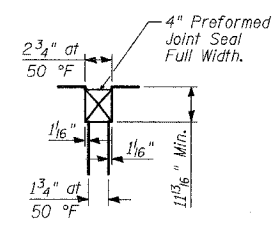
SECTION C-C



SECTION D-D



PREFORMED JOINT SEAL



DETAIL A

DESIGN STRESSES
 $f_y = 60,000 \text{ psi}$
 $f'_c = 3,500 \text{ psi}$
 $n = 8.5$

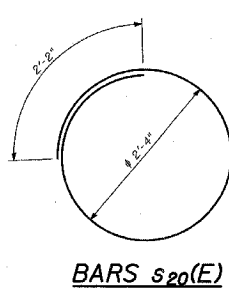
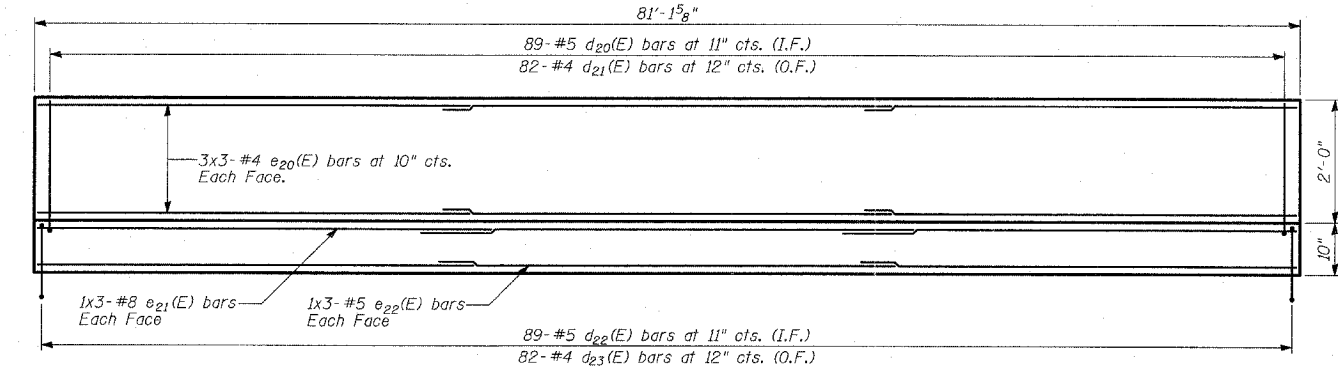
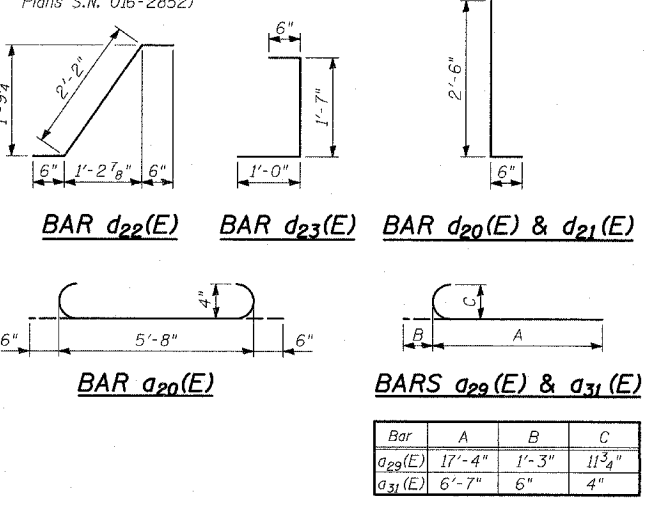
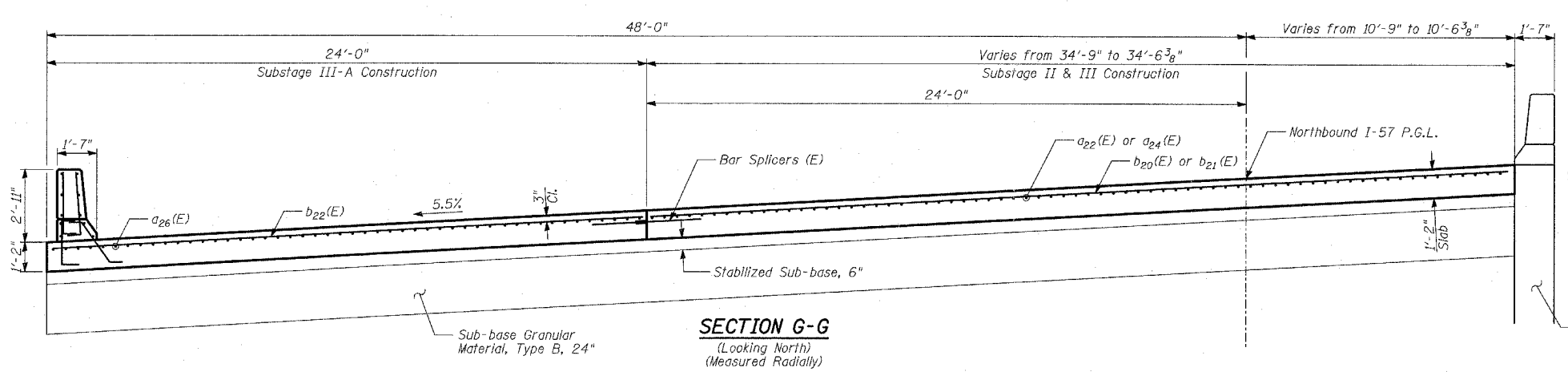
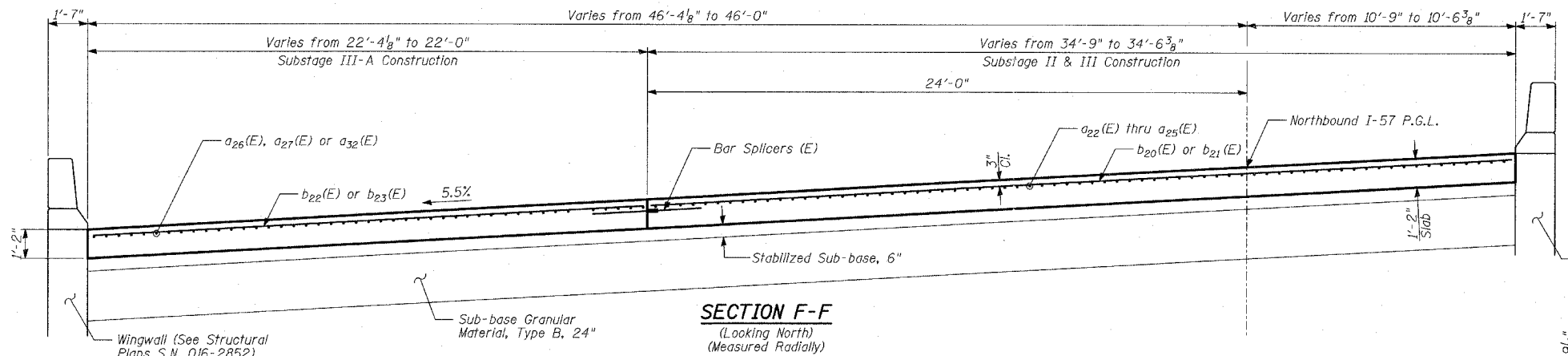
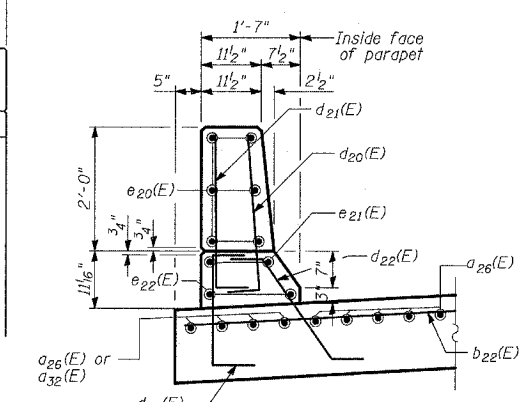
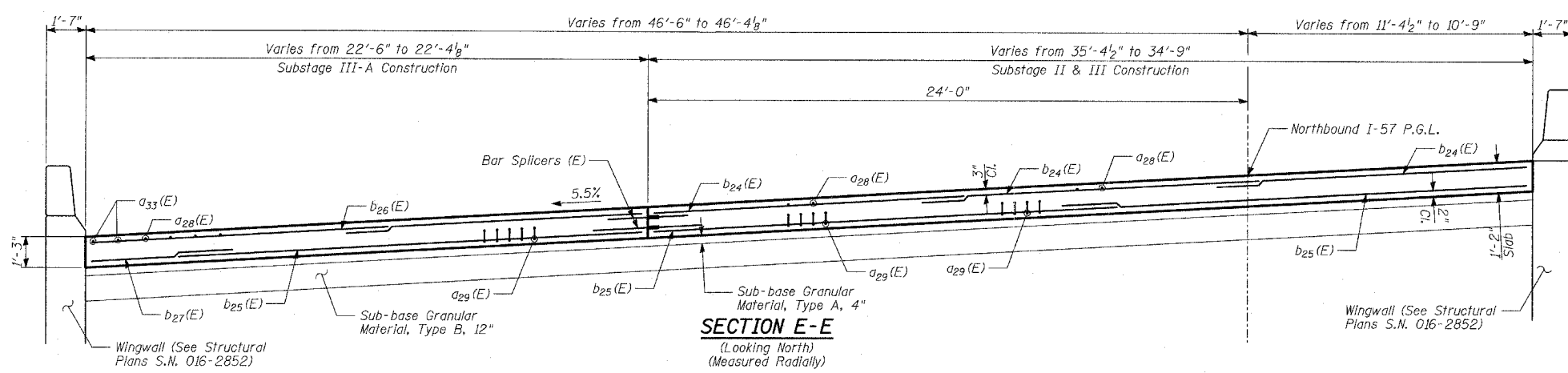
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
BRIDGE APPROACH PAVEMENT (SPECIAL)
 NORTH - DETAIL 1

S.N. DESIGNED BY: MAF
 SCALE: NTS DRAWN BY: MAF
 DATE: MARCH 7, 2006 CHECKED BY: MI

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a ₂₀ (E)	134	#4	6'-8"	U
a ₂₁ (E)	134	#4	5'-8"	U
a ₂₂ (E)	26	#6	17'-1"	U
a ₂₃ (E)	11	#6	21'-11"	U
a ₂₄ (E)	43	#6	34'-10"	U
a ₂₅ (E)	21	#6	37'-5"	U
a ₂₆ (E)	162	#6	24'-2"	U
a ₂₇ (E)	11	#6	37'-2"	U
a ₂₈ (E)	65	#5	31'-5"	U
a ₂₉ (E)	250	#9	18'-7"	U
a ₃₀ (E)	52	#4	11'-1"	U
a ₃₁ (E)	104	#4	6'-11"	U
a ₃₂ (E)	4	#6	16'-0"	U
a ₃₃ (E)	2	#5	33'-6"	U
b ₂₀ (E)	5	#5	34'-2"	U
b ₂₁ (E)	6	#5	32'-4"	U
b ₂₂ (E)	17	#5	23'-8"	U
b ₂₃ (E)	4	#5	26'-4"	U
b ₂₄ (E)	15	#4	23'-0"	U
b ₂₅ (E)	51	#5	33'-11"	U
b ₂₆ (E)	10	#4	22'-2"	U
b ₂₇ (E)	17	#5	10'-11"	U
d ₂₀ (E)	89	#5	3'-0"	U
d ₂₁ (E)	82	#4	3'-0"	U
d ₂₂ (E)	89	#5	3'-2"	U
d ₂₃ (E)	82	#4	3'-1"	U
e ₂₀ (E)	18	#4	28'-1"	U
e ₂₁ (E)	6	#8	29'-11"	U
e ₂₂ (E)	6	#5	28'-5"	U
h ₂₀ (E)	24	#5	34'-2"	U
h ₂₁ (E)	24	#5	23'-10"	U
h ₂₂ (E)	48	#5	32'-8"	U
h ₂₃ (E)	48	#5	22'-1"	U
h ₂₄ (E)	8	#5	6'-3"	U
h ₂₅ (E)	8	#5	3'-0"	U
s ₂₀ (E)	1	#5	9'-6"	U
Reinforcement Bars, Epoxy Coated	POUND	40,490		
Bridge Approach Pavement, Special	SQ YD	197		
Bridge Approach Pavement Connector, Special	SQ YD	384		
Bar Splicers	EACH	87		
Protective Coat	SQ YD	645		



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***INSIDE ELEVATION OF WEST PARAPET**

* Parapet dimensions are measured at the inside face of parapet

NOTES:
 1. O.F. - denotes Outside Face
 2. I.F. - denotes Inside Face

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
BRIDGE APPROACH PAVEMENT (SPECIAL)
NORTH - DETAIL 2

S.N. DESIGNED BY: MAF
 SCALE: NTS DRAWN BY: MAF
 DATE: MARCH 7, 2006 CHECKED BY: MI

NOTES

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

- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
- ② Minimum *Pull-out Strength = $1.25 \times f_{s_{allow}} \times A_t$
(Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

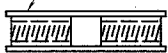
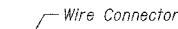
Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

The diameter of this part is the same as the diameter of the bar spliced.

ROLLED THREAD DOWEL BAR



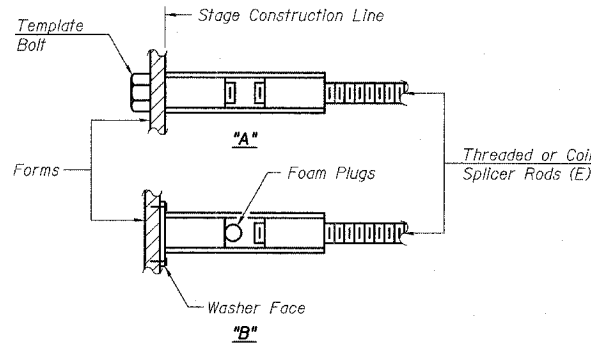
**** ONE PIECE**



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

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

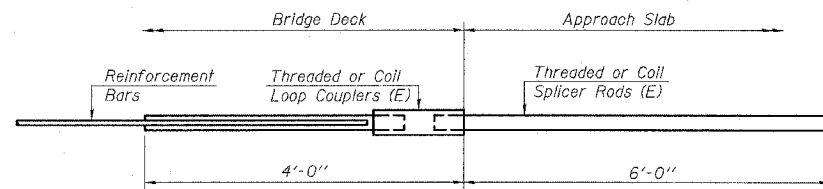


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

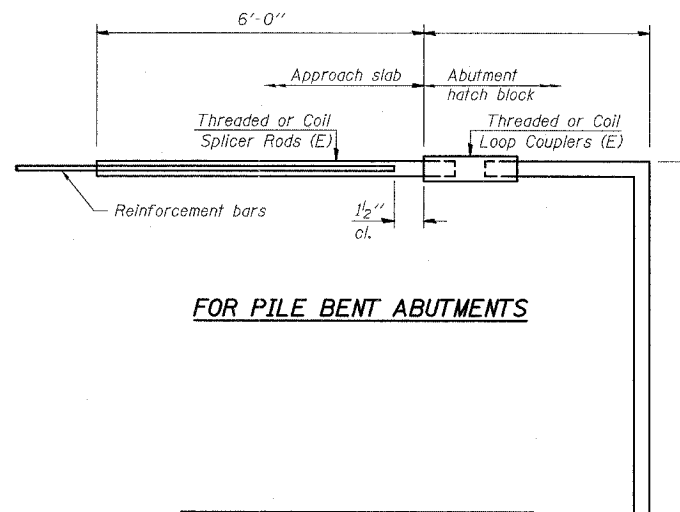
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



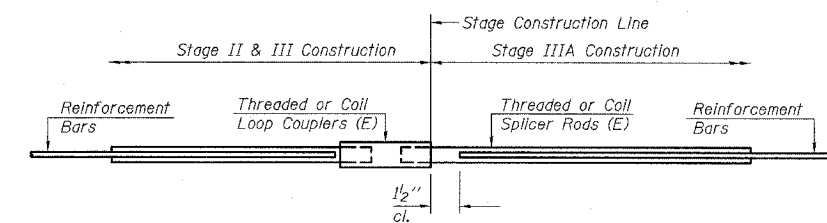
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location
#4	5	S. Appr. Pavement
#5	77	S. Appr. Pavement
#4	5	N. Appr. Pavement
#5	82	N. Appr. Pavement

BSD-1 9-01-03

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)

BAR SPLICER ASSEMBLY DETAILS

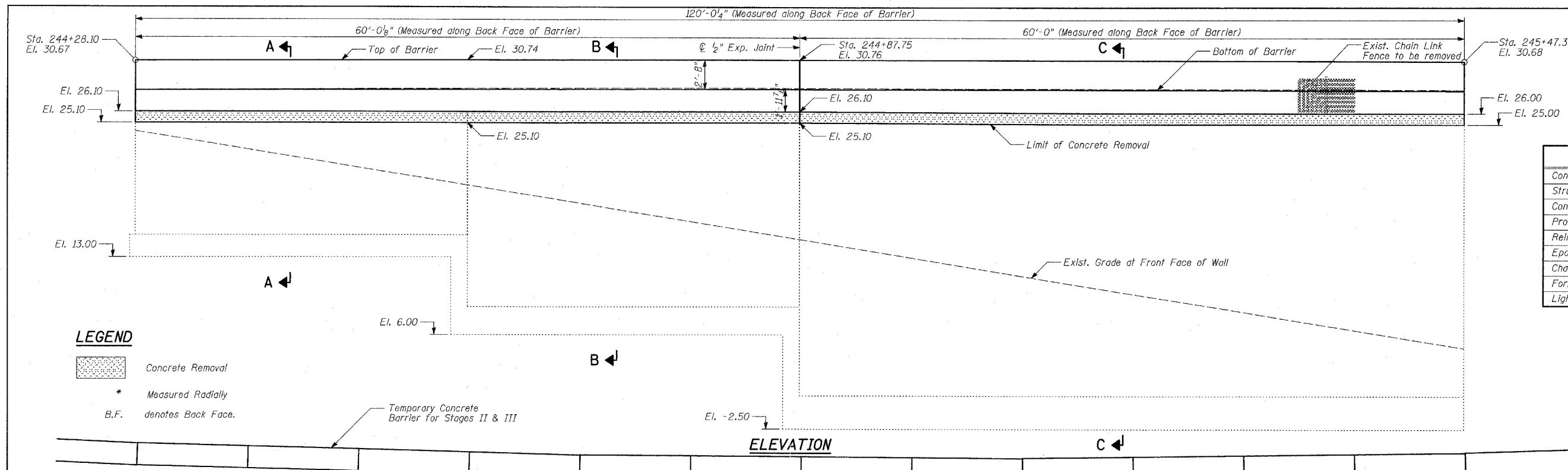
S.N. DESIGNED BY: MAF
 SCALE: DRAWN BY: MAF
 DATE: MARCH 7, 2006 CHECKED BY: MI

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	633

STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)
 STA. 1990+48 (NB FORD)
 ILLINOIS FED. AID PROJECT
 (1516.1, 1717, & 1818) R-4 62304

TOTAL BILL OF MATERIAL

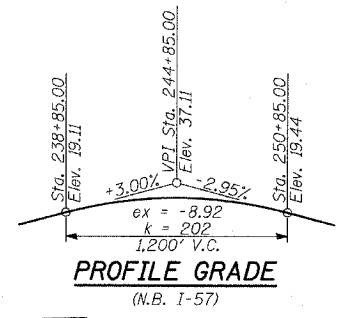
ITEM	UNIT	TOTAL
Concrete Removal	CU YD	5
Structure Excavation	CU YD	821
Concrete Structures	CU YD	85
Protective Coat	SQ YD	241
Reinforcement Bars, Epoxy Coated	FOUND	16,800
Epoxy Crack Sealing	FOOT	100
Chain Link Fence Removal	FOOT	120
Formed Concrete Repair (Depth < 5")	SQ FT	10
Lightweight Cellular Concrete Fill	CU YD	987



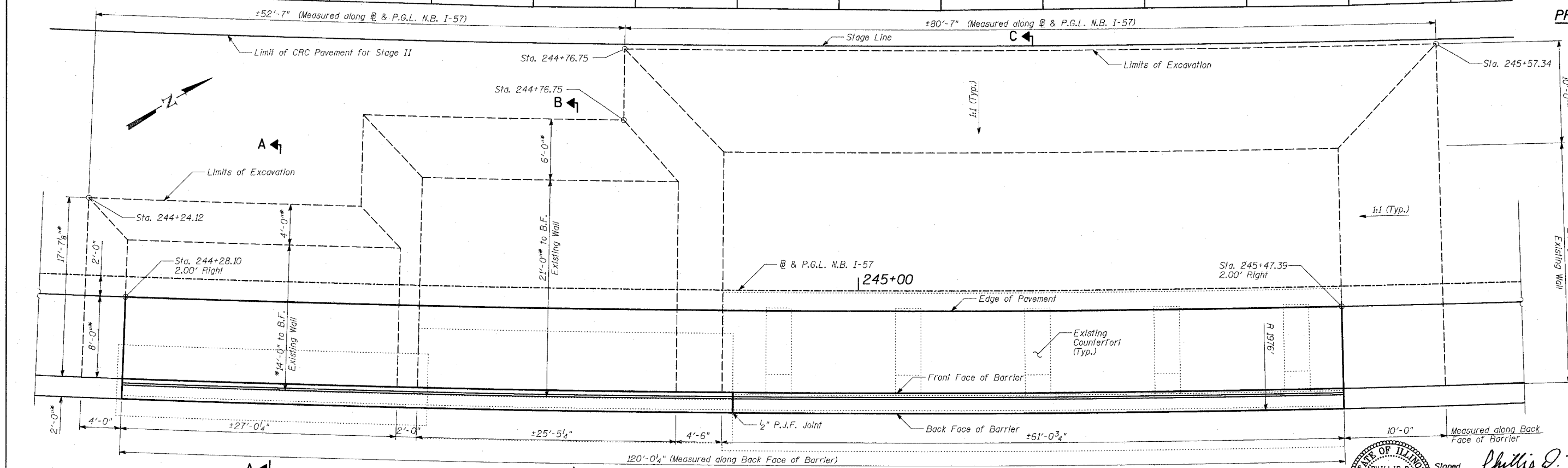
LEGEND

- Concrete Removal
- Measured Radially
- B.F. denotes Back Face.
- Temporary Concrete Barrier for Stages II & III

ELEVATION



PROFILE GRADE
(N.B. I-57)



PLAN

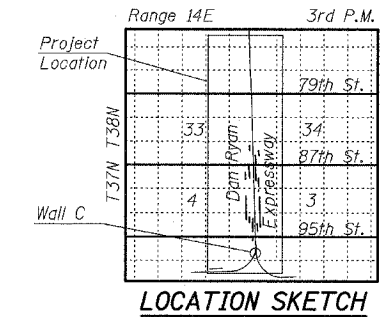
GENERAL NOTES:

- Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
- Protective Coat shall be applied to exposed surfaces of the concrete facing. See Section on D-D Sheet 3 of 4.
- Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Existing utilities in conflict with retaining wall reconstruction shall be abandoned or relocated according to directions given on the roadway plans.
- All elevations shown are based on the Chicago City Datum of 0.00, which is 579.19 feet above mean tide New York. (NAVD 88)
- It is the Contractor's responsibility to locate the existing Counterforts. Any repairs due to the damage of the Counterforts during excavation shall be the Contractor's responsibility.

- Place Lightweight Cellular Concrete Fill in lifts not exceeding 2 feet. The material shall be placed to prevent segregation.
- The finished surface of the Lightweight Cellular Concrete Fill shall be primed with an bituminous primer. Cost included with "Lightweight Cellular Concrete Fill".
- Coordinate staging with civil plans.

DESIGN SPECIFICATION
 AASHTO 2002 Standard Specifications for Highway Bridges

DESIGN STRESSES
FIELD UNITS
 $f'_c = 3,500 \text{ psi}$
 $f_y = 60,000 \text{ psi (Reinforcement)}$



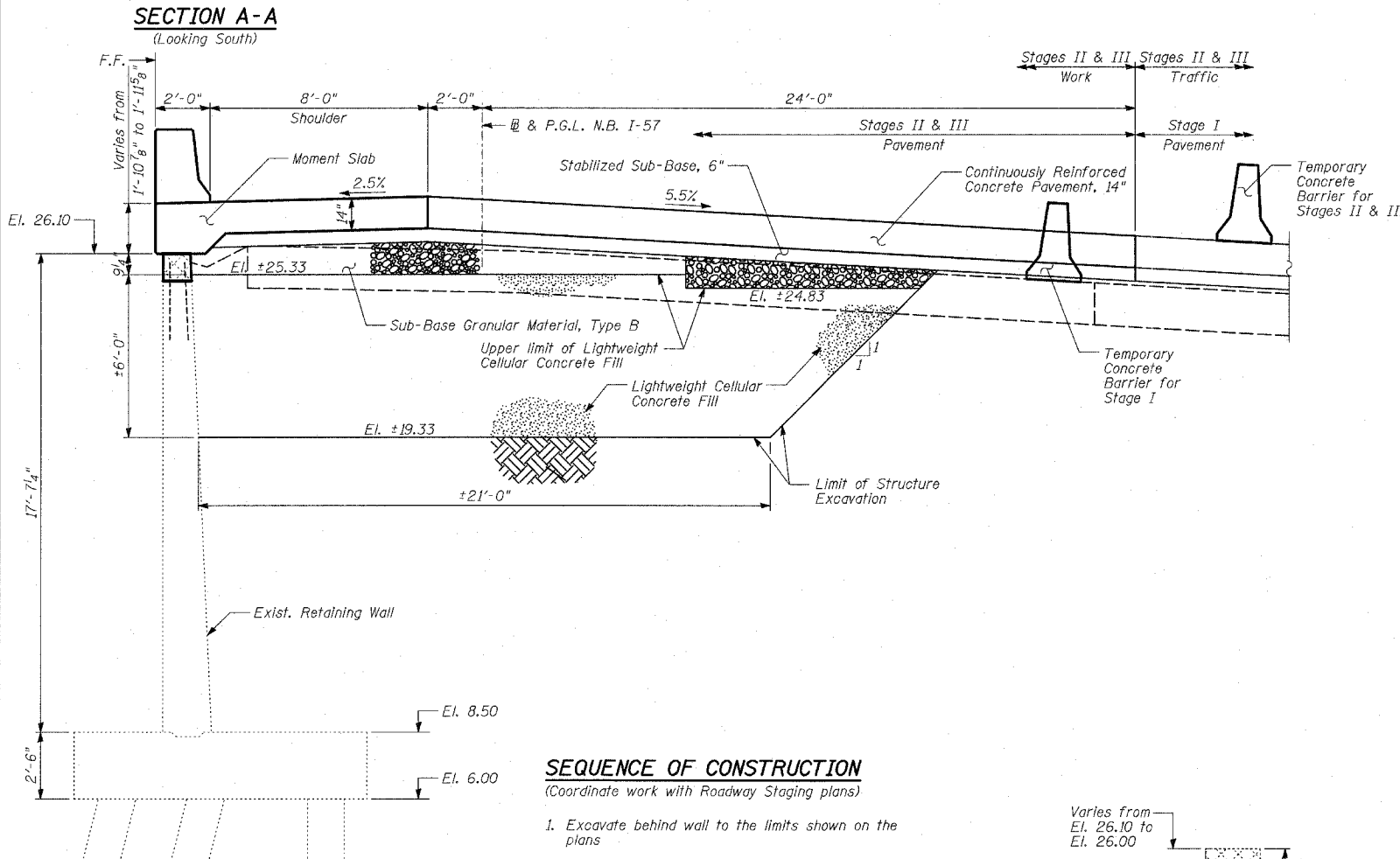
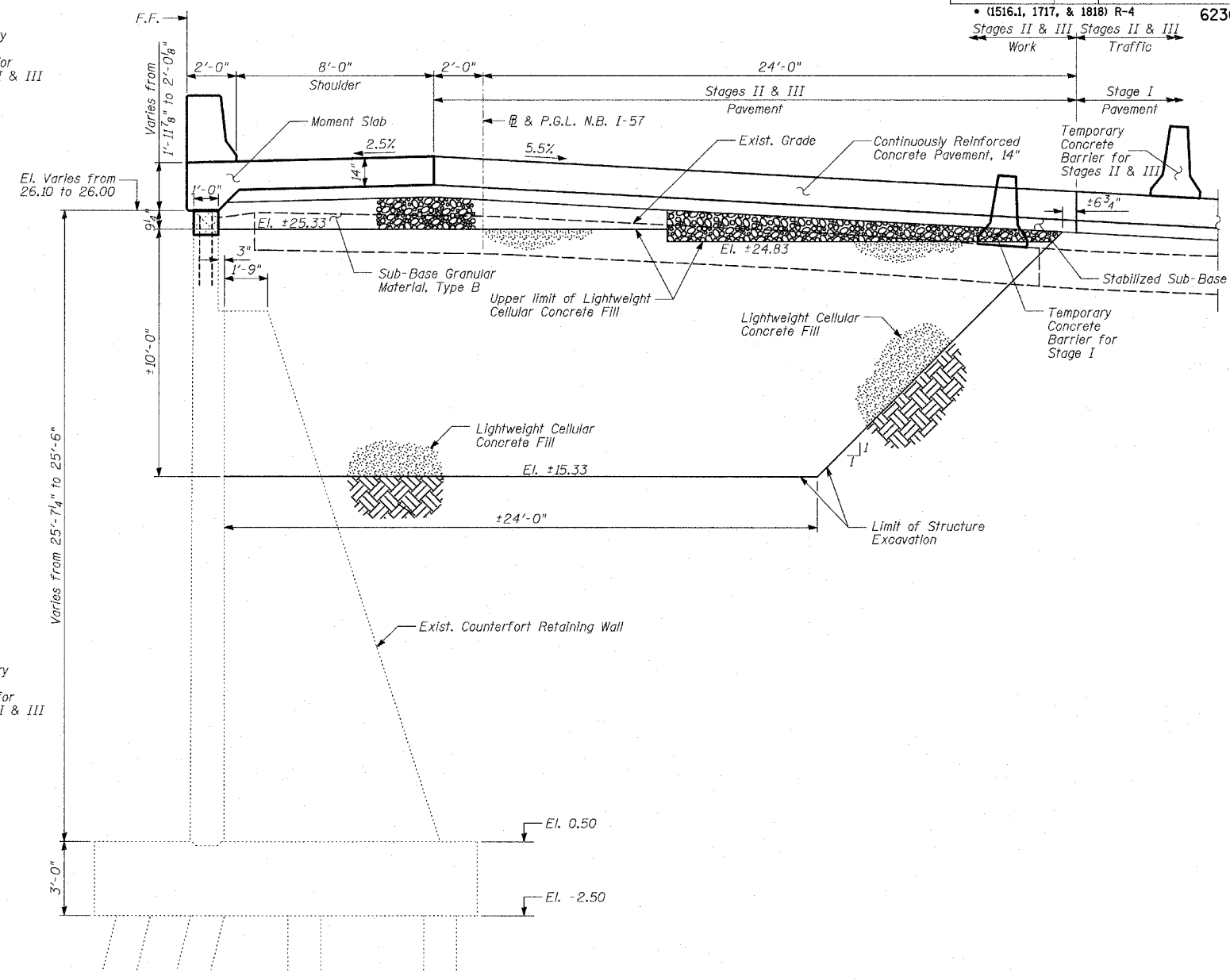
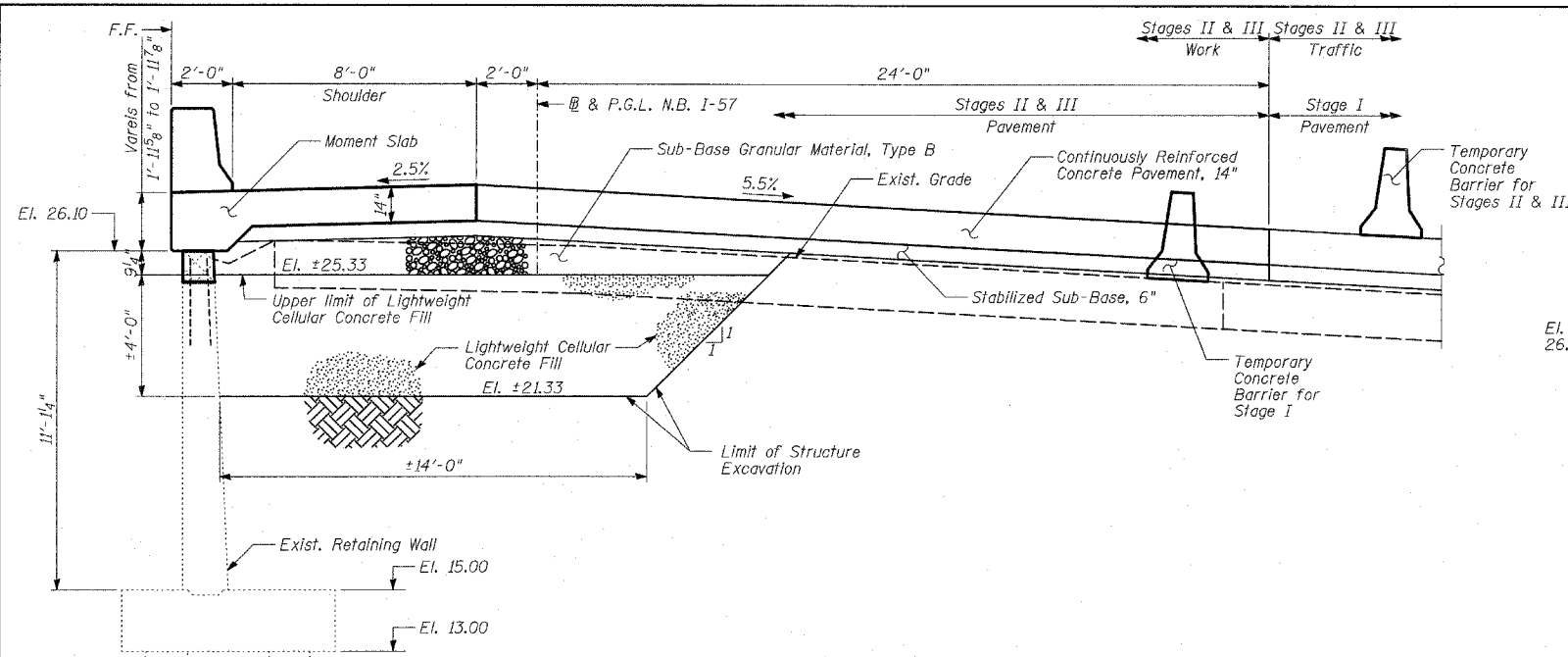
PHILLIP D. FREY
 CHICAGO, ILLINOIS
 PROFESSIONAL ENGINEER
 No. 081-004826
 Expires 11-30-2006

Signed *Phillip D. Frey*
 Phillip D. Frey, P.E., Ill. Lic. No. 081-004826
 Date 3/7/06
 For drawings 1 thru 4 of 4

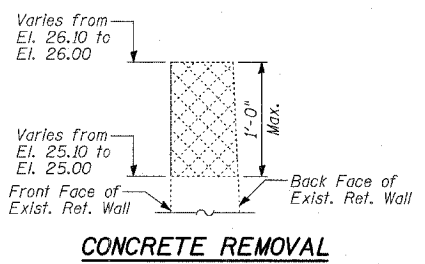
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
WALL C MODIFICATIONS
GENERAL PLAN AND ELEVATION
STA. 244+28.10 TO STA. 245+47.39
 S.N. DESIGNED BY: TD, DJR
 SCALE: DRAWN BY: DJR
 DATE: MARCH 7, 2006 CHECKED BY: MI

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- SEQUENCE OF CONSTRUCTION**
(Coordinate work with Roadway Staging plans)
- Excavate behind wall to the limits shown on the plans
 - Remove and reconstruct top of existing Retaining Wall.
 - Backfill with approved Lightweight Cellular Concrete Fill in lifts not exceeding two (2) feet.
 - Place Sub-Base Granular Material, Type B, Stabilized Sub-Base and construct Moment Slab and Parapet.
 - Construct Pavement.



BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	CU YD	5
Structure Excavation	CU YD	821
Lightweight Cellular Concrete Fill	CU YD	987

- NOTES:**
- Lightweight Cellular Concrete Fill shall be placed in layers not exceeding 2 feet in thickness.

LEGEND

- Concrete Removal
- F.F. denotes Front Face of Wall.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)

WALL C MODIFICATIONS SECTIONS AND DETAILS

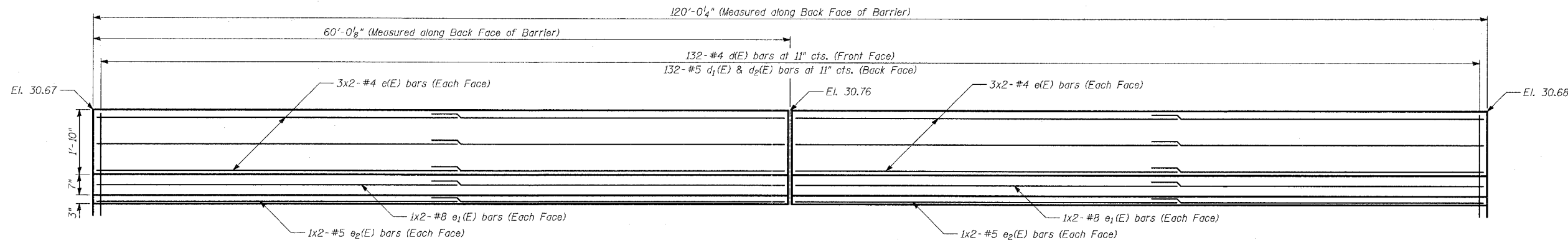
S.N. DESIGNED BY: TD, DJR
SCALE: DRAWN BY: DJR
DATE: MARCH 7, 2006 CHECKED BY: MI

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94		COOK	916	635
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4 62304				

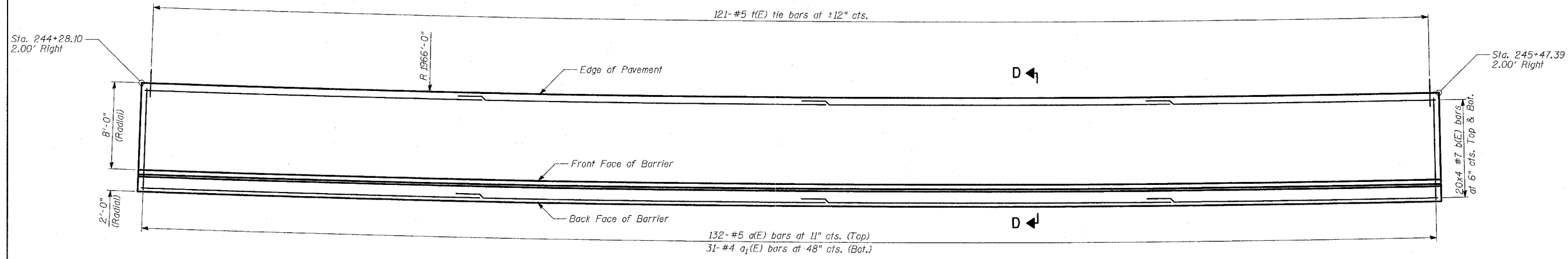
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	132	#5	11'-4"	┌
a ₁ (E)	31	#4	9'-8"	┌
b(E)	160	#7	32'-6"	┌
b ₁ (E)	8	#5	31'-7"	┌
d(E)	132	#4	8'-8"	└
d ₁ (E)	132	#5	5'-4"	└
d ₂ (E)	132	#5	4'-4"	└
e(E)	24	#4	30'-8"	┌
e ₁ (E)	8	#8	32'-1"	┌
e ₂ (E)	8	#5	30'-11"	┌
s(E)	121	#5	2'-4"	└
t(E)	121	#5	2'-6"	└
Reinforcement Bars, Epoxy Coated			POUND	16,800
Concrete Structures			CU YD	85
Protective Coat			SQ YD	241

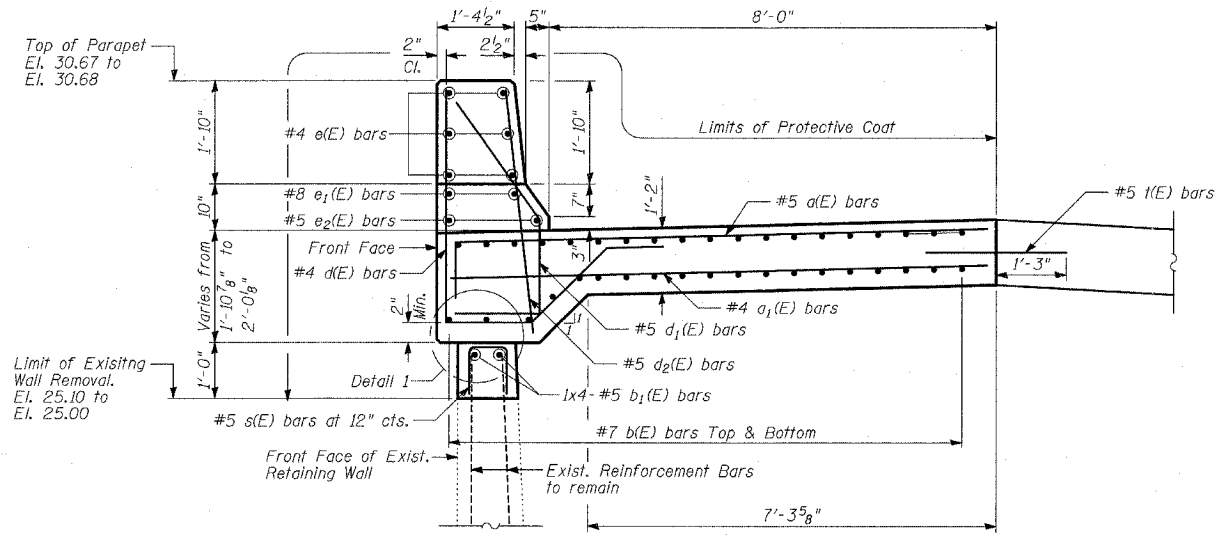
Reinforcement bars designated (E) shall be epoxy coated.



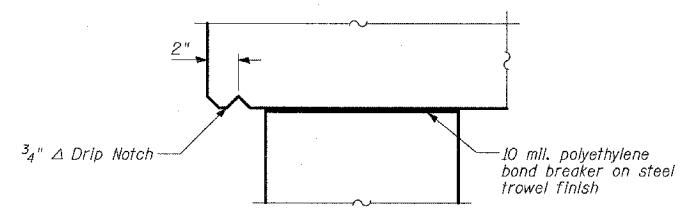
INSIDE ELEVATION OF PARAPET



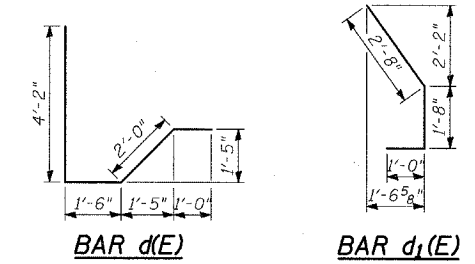
PLAN



SECTION D-D

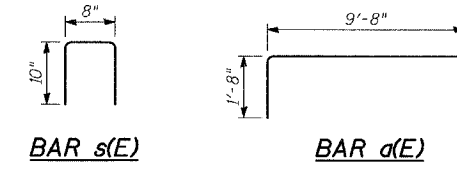


DETAIL 1



BAR d(E)

BAR d₁(E)



BAR s(E)

BAR d(E)

NOTES:

- Any reinforcement bars that are damaged during concrete removal operations of the retaining wall shall be repaired or replaced using approved bar splicer or anchorage system. Cost included with "Concrete Removal".
- Sand blast clean existing reinforcing bars to be incorporated into new construction. After cleaning, bars shall be evaluated to determine if additional reinforcing bars are required. Damaged or cut bars, or bars that have lost 25% or more of their original cross sectional area shall be supplemented by new in-kind reinforcement bars, to the approval of the Engineer. Cost included with "Concrete Removal".
- Bars indicated thus 3x2-#4 etc. indicates 3 lines of bars with 2 lengths per line.
- All exposed concrete edges shall be chamfered 3/4" except as noted.

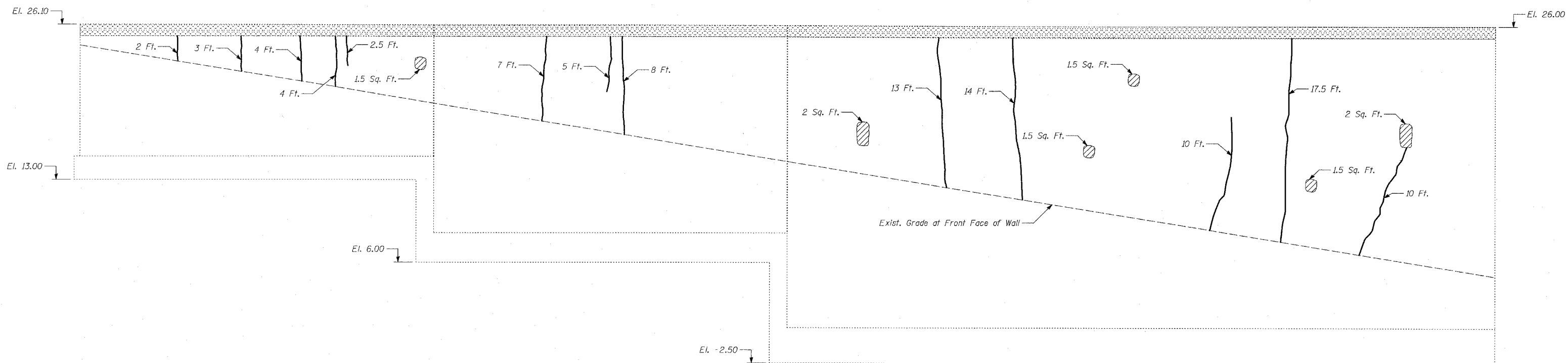
LAP SPLICES

Bar	Lap
#4	1'-8"
#5	2'-2"
#7	3'-5"
#8	4'-6"

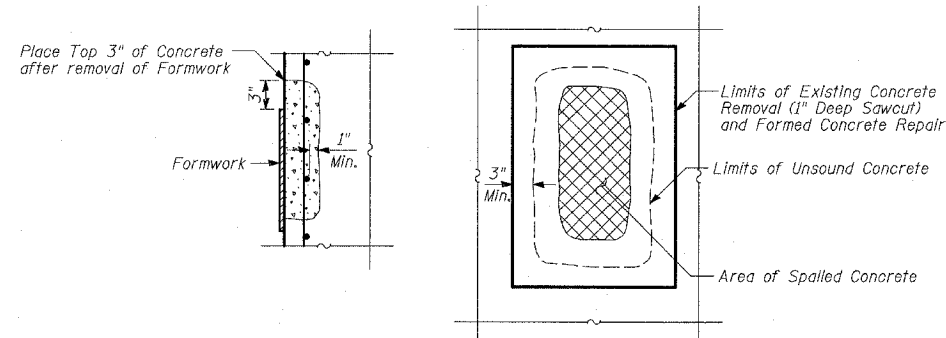
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
WALL C MODIFICATIONS
DETAILS AND BILL OF MATERIAL
STA. 244+28.10 TO STA. 245+47.39
 S.N. DESIGNED BY: TD, DJR
 SCALE: DRAWN BY: DJR
 DATE: MARCH 7, 2006 CHECKED BY: MI

TYLIN INTERNATIONAL



ELEVATION



FORMED CONCRETE REPAIR

LEGEND

- Indicates Cracks (In feet)
- Formed Concrete Repair
- Concrete Removal

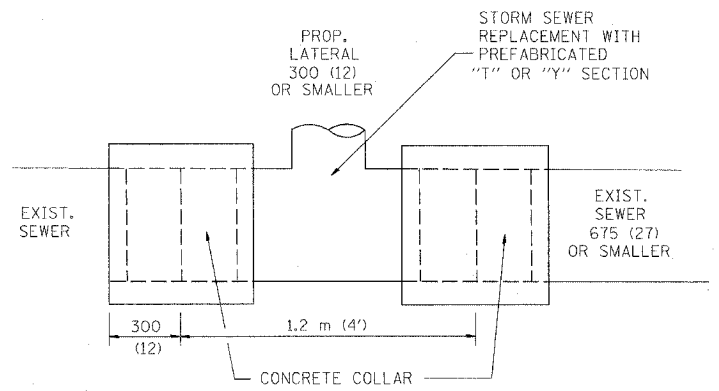
BILL OF MATERIAL

ITEM	UNIT	TOTAL
Epoxy Crack Sealing	FOOT	100
Formed Concrete Repair (Depth < 5")	SQ FT	10

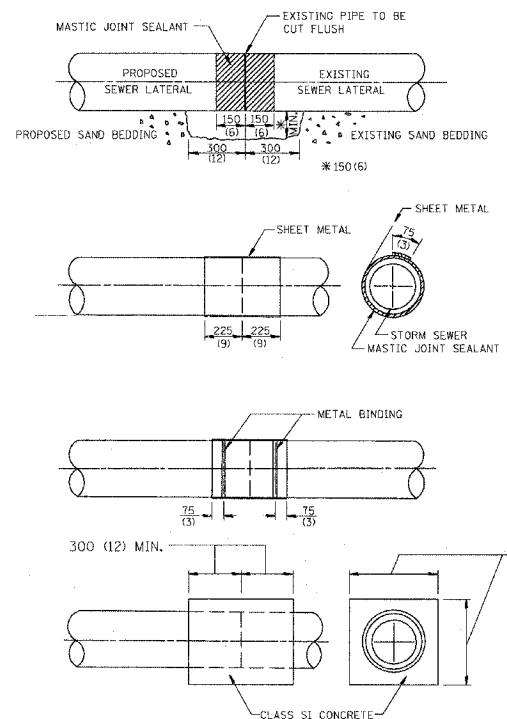
TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
WALL C MODIFICATIONS
EXISTING RETAINING WALL REPAIRS
 S.N. DESIGNED BY: DJR
 SCALE: DRAWN BY: DJR
 DATE: MARCH 7, 2006 CHECKED BY: MI



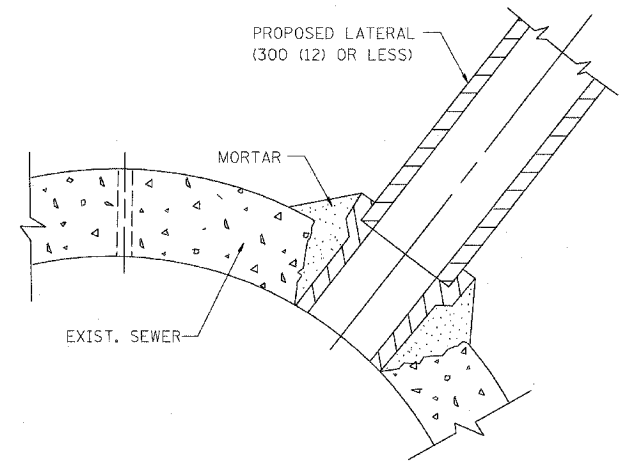
DETAIL "A"
LATERAL CONNECTION TO EXISTING SEWER
OF 675 (27) OR SMALLER



DETAIL "B"
CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



DETAIL "C"
PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 750 (30) 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 675 (27) OR SMALLER SEE DETAIL "A" AND "B".
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 750 (30) 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 MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

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

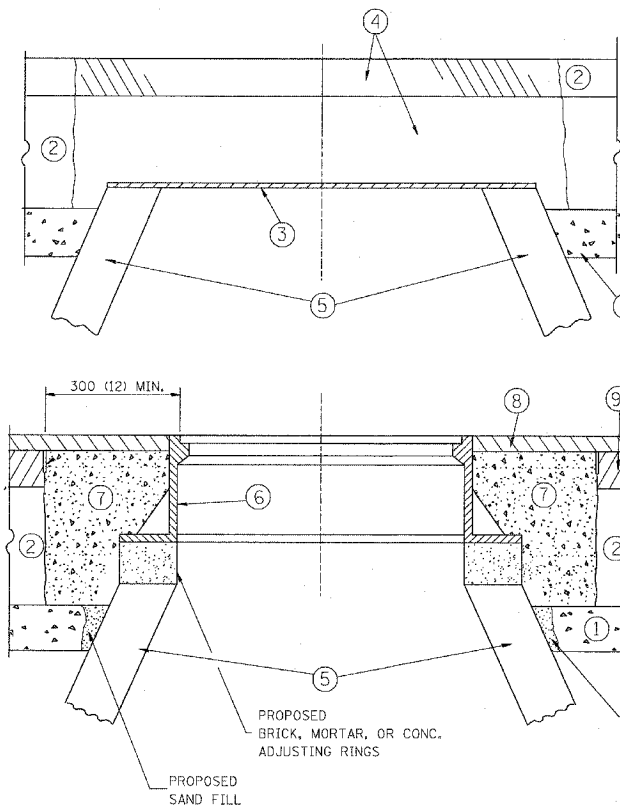
REVISIONS	
NAME	DATE
M. DE YONG	07/25/90
M. DE YONG	02/05/92
M. DE YONG	05/08/92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	06/12/96

SCALE: NONE
DATE: 10/18/2002

DRAWN BY CADD
CHECKED BY

BD500-01 (BD-7)
REVISION DATE: 06/12/96

F.A. SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			916	638
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 300 (12) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 900 (36) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 40 (1 1/2) THICK BITUMINOUS MATERIAL APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE BITUMINOUS MATERIAL 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 BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

LEGEND

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT: FRAMES AND LIDS TO BE ADJUSTED, SPECIAL EACH

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION

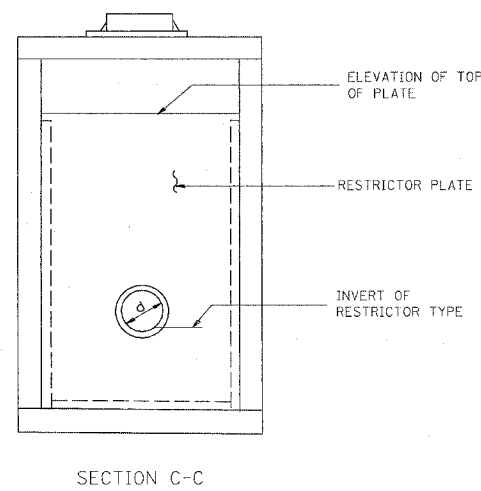
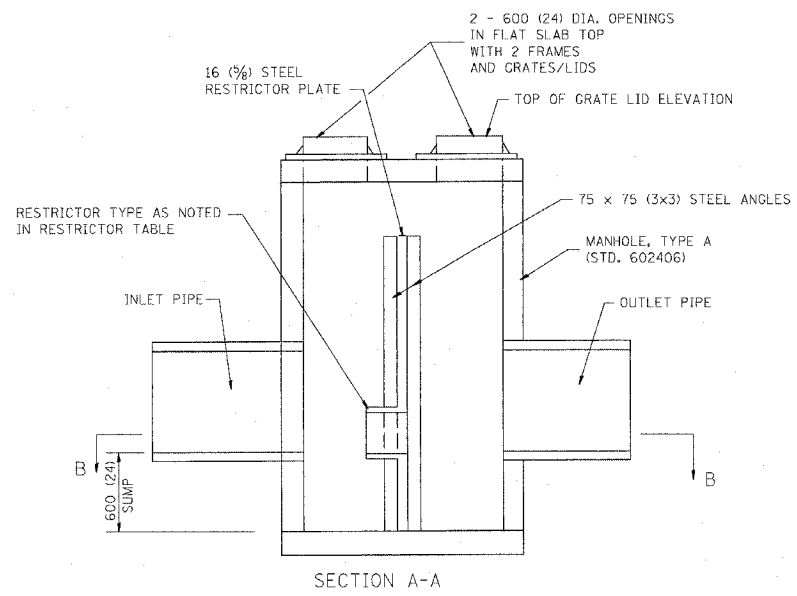
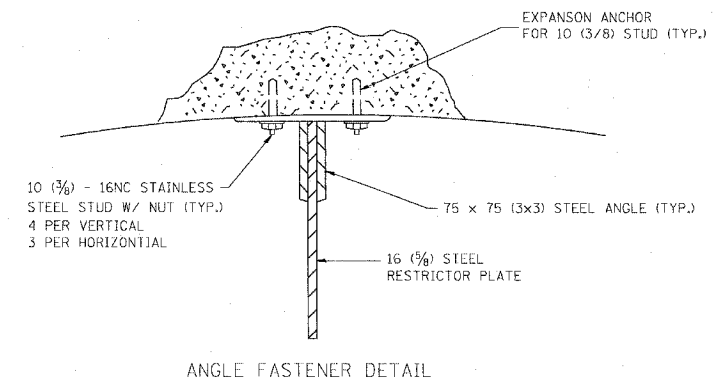
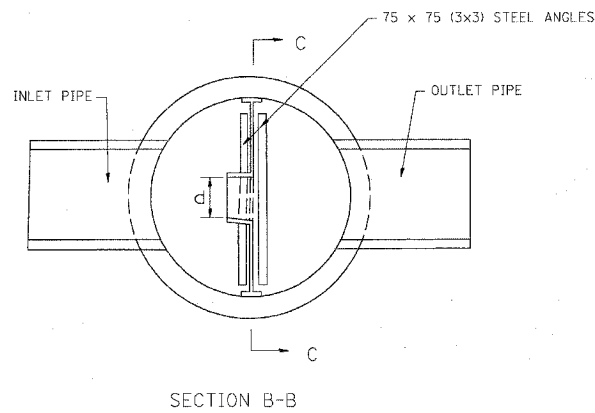
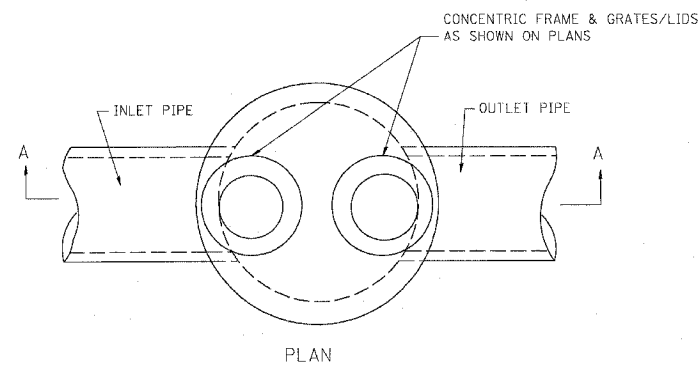
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

SCALE: NONE
DATE: 05/17/2004

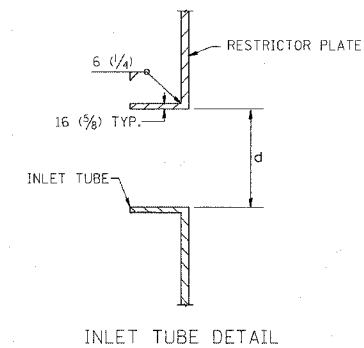
DRAWN BY
CHECKED BY

BD600-03 (BD-8)
REVISION DATE: 05/17/04

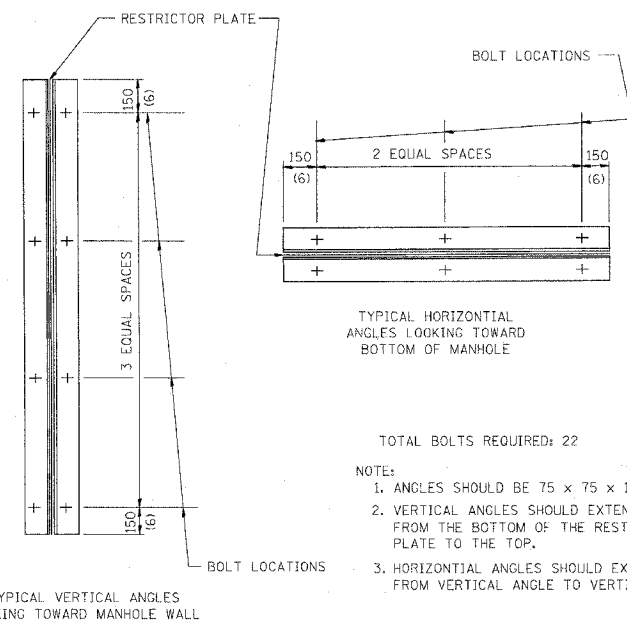


NOTES:

1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
3. BASIS OF PAYMENT: "MANHOLES, TYPE A, 1.8m (6FT.) DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" EACH



STATION	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER mm (in.) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
227 233+41.77	6'	TIF CL	2	15"	-8.18	-2.18
223 408+76.91	6'	TIF CL	2	12"	-4.40	1.60
127 249+61.25	6'	TIF CL	2	15"	4.66	10.66
134 2040+22.06	6'	TIF CL	2	36"	-11.38	-5.38
473 2003+27.99	6'	TIF CL	2	15"	-8.70	-2.70



- TOTAL BOLTS REQUIRED: 22
- NOTE:
1. ANGLES SHOULD BE 75 x 75 x 10 (3x3x3/8)
 2. VERTICAL ANGLES SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
 3. HORIZONTAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: 1/2 TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-1/2 DIA.	LENGTH: 2-1/2 DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

MANHOLE WITH RESTRICTOR PLATE

REVISIONS		
NAME	DATE	
R. SHAH	09/09/94	
R. SHAH	10/25/94	
F. GOMEZ	08/28/00	
M. GOMEZ	01/08/01	

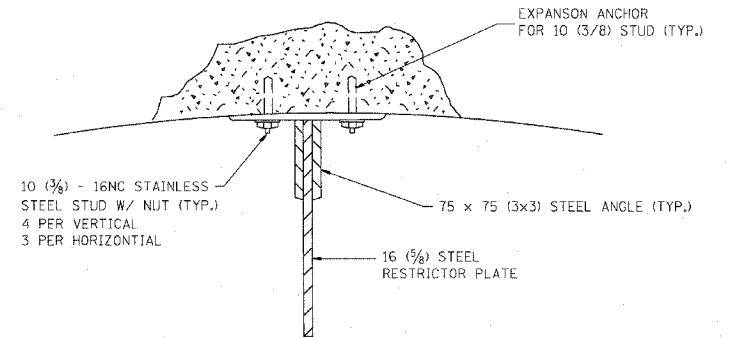
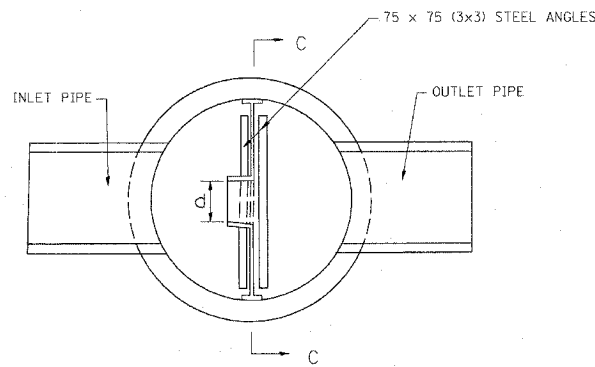
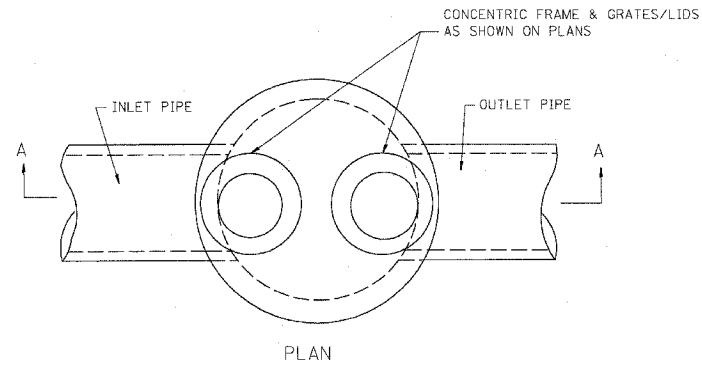
SCALE: NONE
DATE 10/18/2002

DRAWN BY
CHECKED BY

BD600-04 (BD-12)

REVISION DATE: 01/08/01

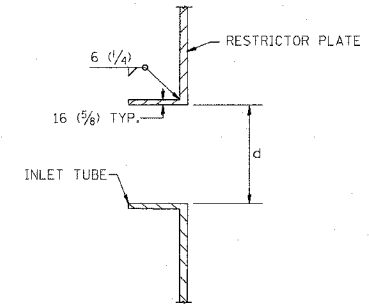
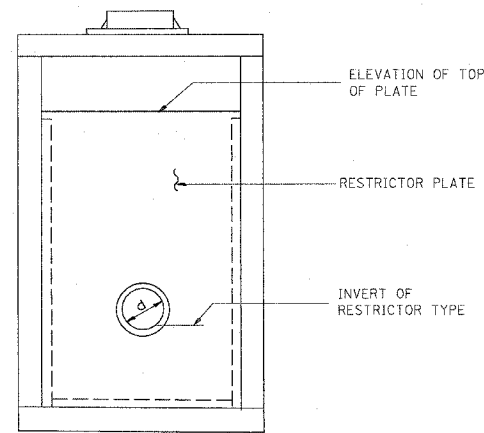
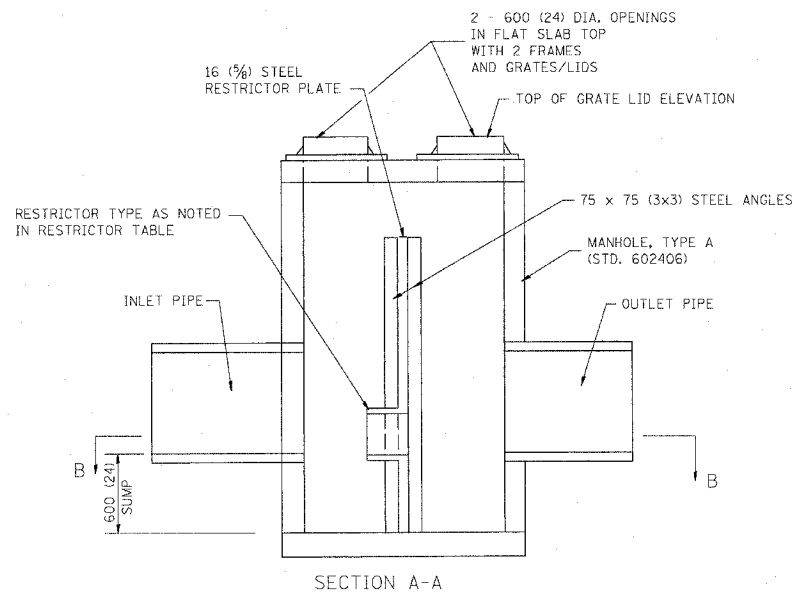
62304



ANGLE FASTENER DETAIL

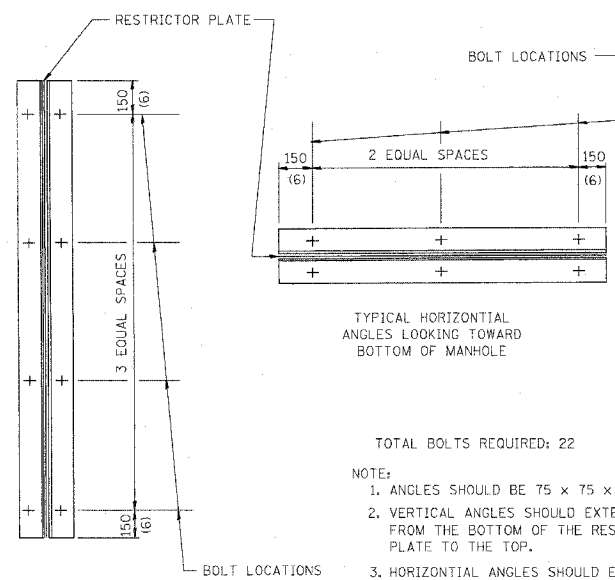
NOTES:

1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
3. BASIS OF PAYMENT: "MANHOLES, TYPE A, 1.8m (6FT.) DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" EACH



INLET TUBE DETAIL

STATION	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER mm (In.) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
493 2017+17.21	6'	TIF CL	2	24"	-8.18	-2.33
496 2017+44.82	6'	TIF CL	2	15"	-8.33	-2.82
501 2021+06.35	6'	TIF CL	2	30"	-18.54	-12.54
542 2036+24.12	6'	TIF CL	2	12"	-6.53	-1.10
551 329+76.99	6'	TIF CL	2	21"	-26.43	-20.43
582 238+38.68	6'	TIF CL	2	15"	-16.22	-10.22



STEEL ANGLE BOLTING DETAILS

TOTAL BOLTS REQUIRED: 22

- NOTE:
1. ANGLES SHOULD BE 75 x 75 x 10 (3x3x3/8)
 2. VERTICAL ANGLES SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
 3. HORIZONTAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: 1/2 TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-1/2 DIA.	LENGTH: 2-1/2 DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

MANHOLE WITH RESTRICTOR PLATE

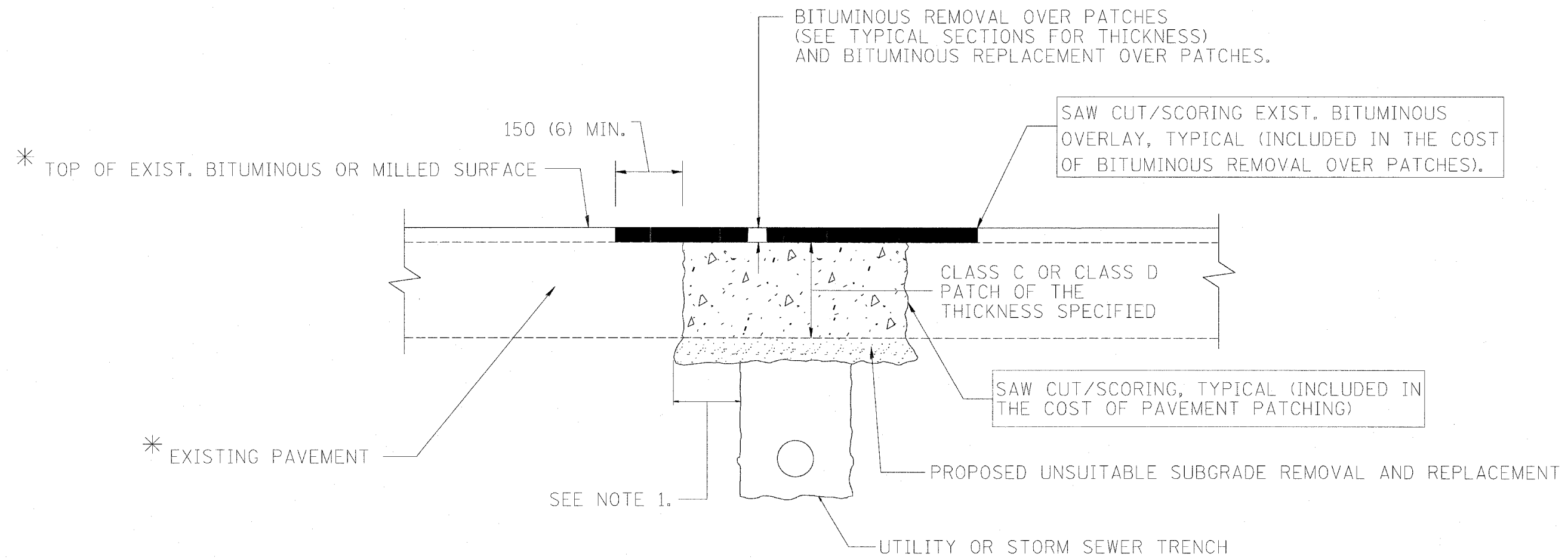
REVISIONS	
NAME	DATE
R. SHAH	09/09/94
R. SHAH	10/25/94
E. GOMEZ	08/28/00
M. GOMEZ	01/08/01

SCALE: NONE
DATE 10/18/2002

DRAWN BY
CHECKED BY
BD600-04 (BD-12)

SHEET 2 OF 2

REVISION DATE: 01/08/01



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION

1. REMOVE THE EXISTING BITUMINOUS MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE FULL DEPTH PATCHES
3. REPLACE BITUMINOUS MATERIAL OVER THE AREA TO BE PATCHED.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

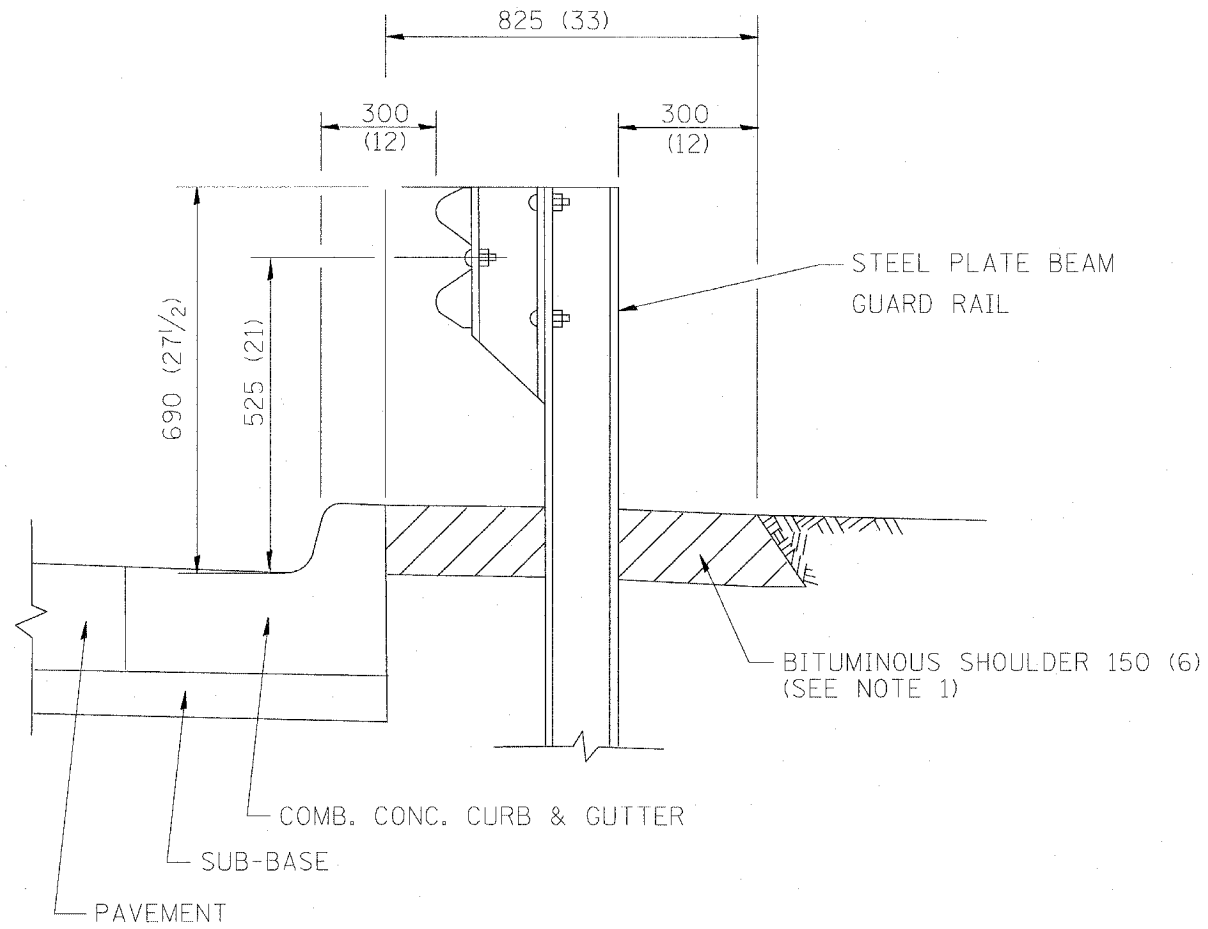
PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT

REVISIONS		REVISIONS	
NAME	DATE	NAME	DATE
R. SHAH	10/25/94	ART ABBAS	04/27/98
R. SHAH	01/14/95		
R. SHAH	03/23/95		
R. SHAH	04/24/95		
A. HOUSEH	03/15/96		
A. ABBAS	03/21/97		
A. ABBAS	01/20/98		

SCALE: NONE
DATE 10/18/2002

DRAWN BY
CHECKED BY
BD400-04 (BD-22)
REVISION DATE: 04/27/98

F. A. RTG.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			916	642
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

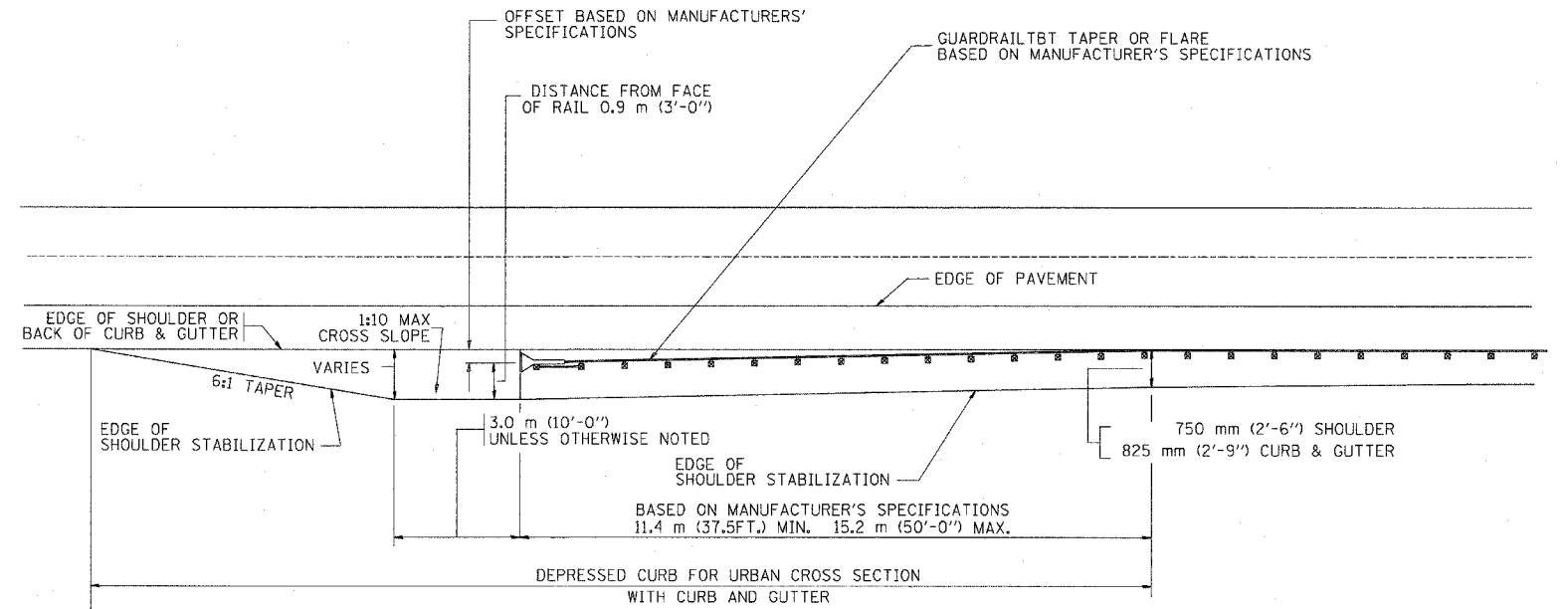


- NOTES: 1. THE BITUMINOUS SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL
2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

BASIS OF PAYMENT: BITUMINOUS SHOULDER 150 (6) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER m² (sq. yd.) AS "BITUMINOUS SHOULDER 150 (6)."

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER
[FOR ROADWAY SPEED 60 kmh (35 MPH) TO 70 kmh (45 MPH)]



STABILIZATION AT TBT TY. 1 SPL.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER
STABILIZATION AT TBT TY 1 SPL.

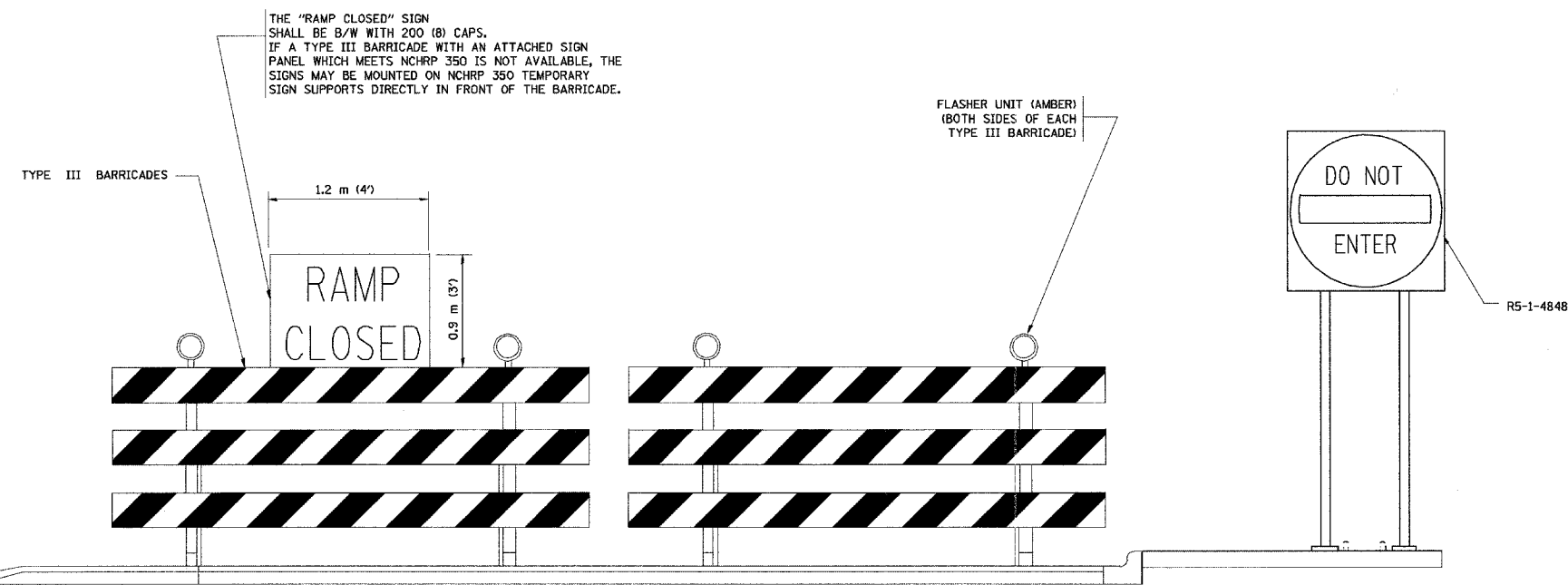
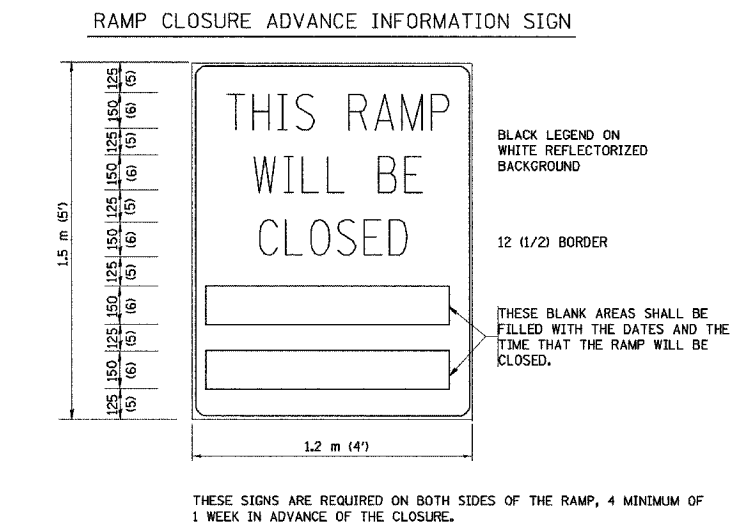
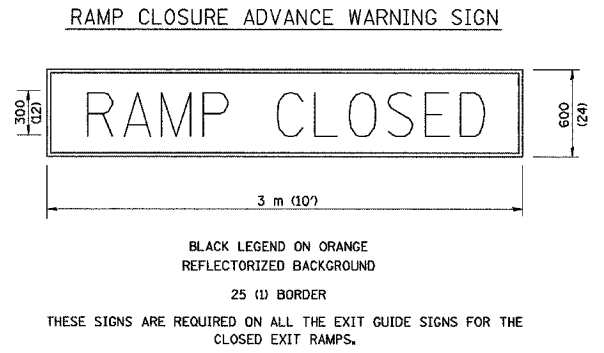
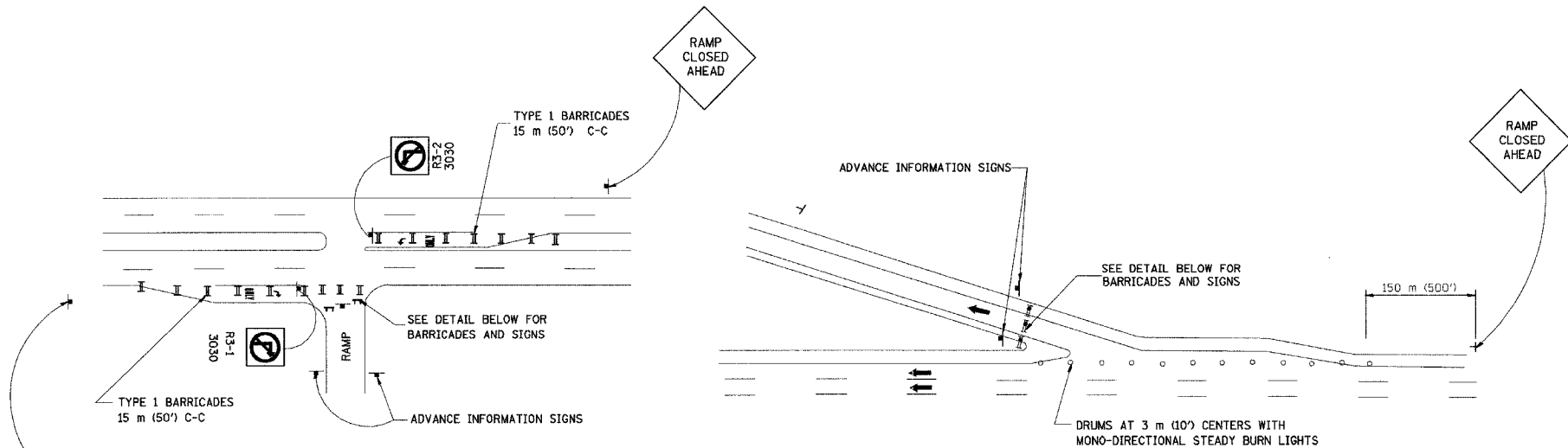
REVISIONS	
NAME	DATE
M. DE YONG	09-22-90
M. DE YONG	07-14-92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	02/23/95
A. ABBAS	03/21/97
E. GOMEZ	08/28/00

SCALE: NONE
DATE 10/18/2002

DRAWN BY Jjs
CHECKED BY

BD600-10 (BD 34)
REVISION DATE: 08/28/00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			916	613
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



- GENERAL NOTES:**
- CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 700 (28) HIGH.
 - STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
 - A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES.
 - FOR DAYTIME RAMP CLOSURES, LASTING 6 HOURS OR LESS, THE CONTRACTOR MAY ELIMINATE THE ADVANCE WARNING SIGNS ON THE EXIT GUIDE SIGNS.
 - ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED.
 - THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE CONSIDERED INCIDENTAL TO TRAFFIC CONTROL AND PROTECTION.
 - AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.

- NOTES:**
- CONES MAY BE SUBSTITUTED FOR TYPE I AND TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28" IN HEIGHT.
 - STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
 - THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS.
 - ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED TWENTY FOUR (24) HOURS IN LENGTH.

REVISIONS

NAME	DATE
DWS	2-83
DWS	1/90
DWS	9/94
DWS	12/94
DWS/JAF	12/02
Revise devices to meet NCHRP 350	4/03

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

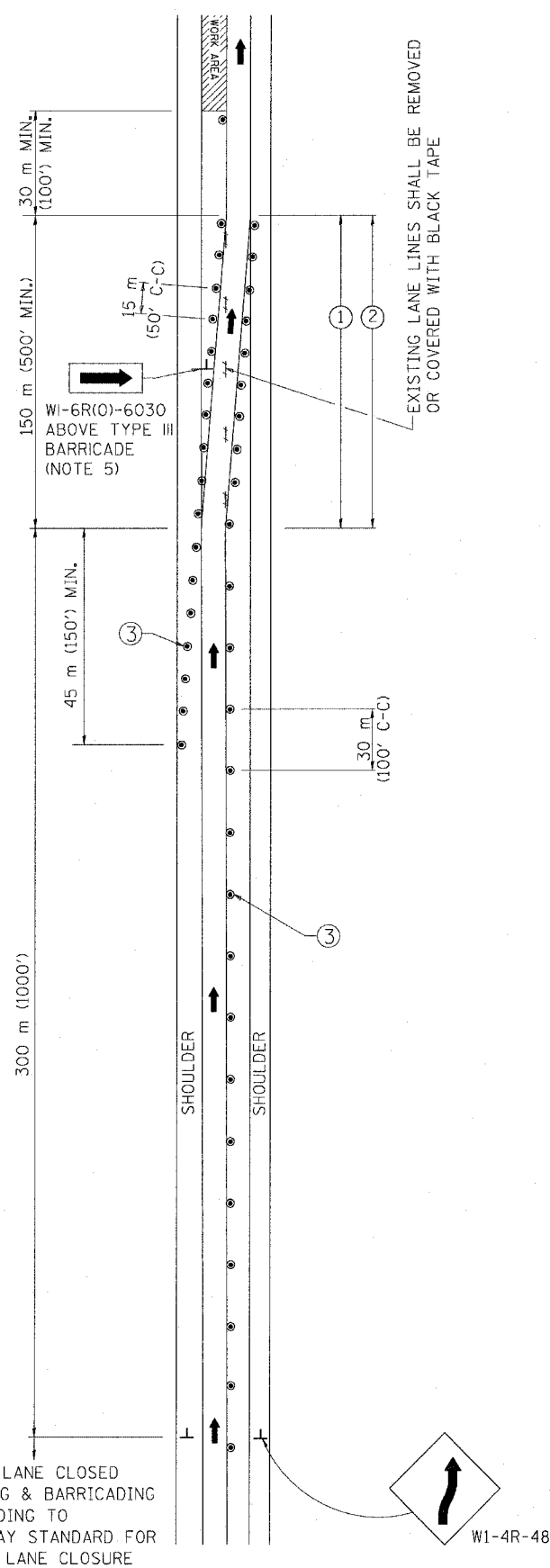
ILLINOIS DEPARTMENT OF TRANSPORTATION

FREWAY ENTRANCE AND EXIT RAMP CLOSURE DETAILS

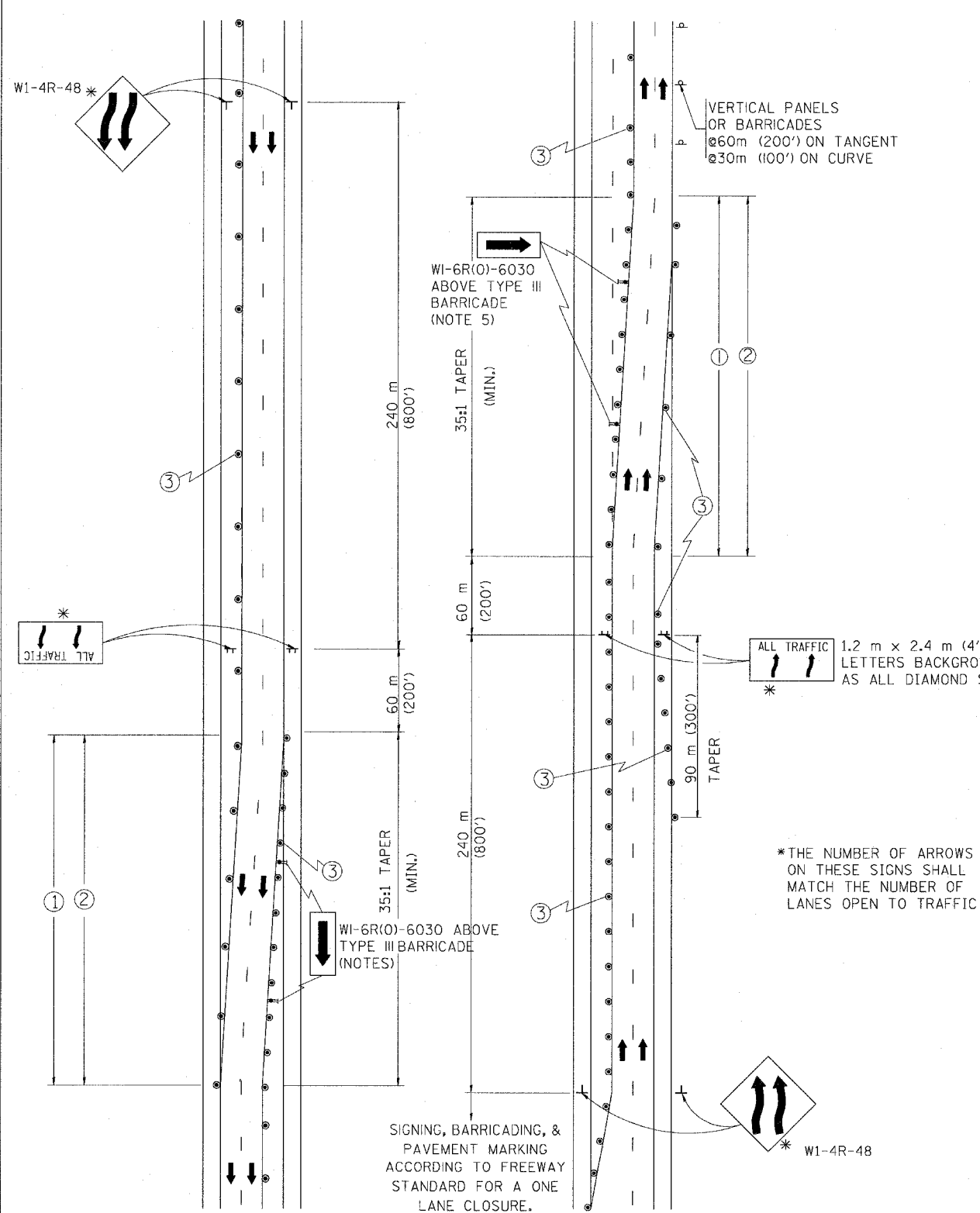
SCALE: NONE
DATE: 05/06/2003

DRAWN BY: TC-8
CHECKED BY: TC-8
REVISION DATE: 04/03/03

SINGLE LANE WEAVE



MULTI-LANE WEAVE



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			916	644
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

GENERAL NOTES

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

SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

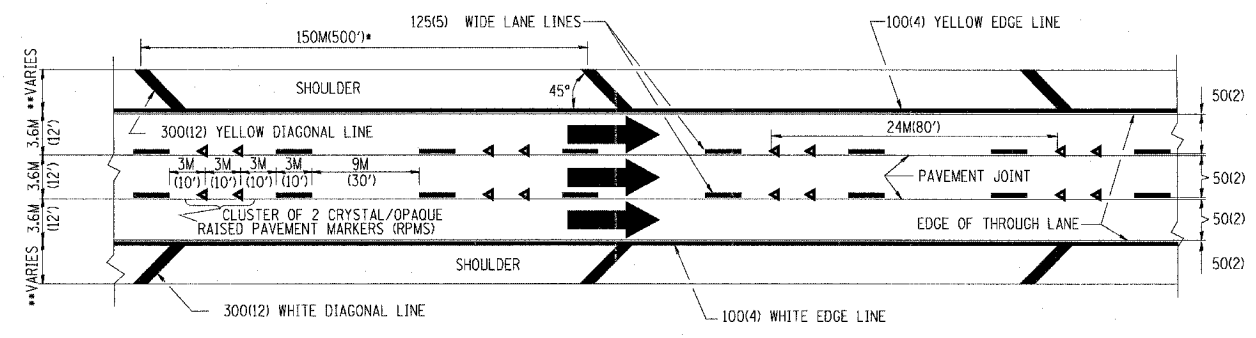
ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL DETAILS
 FOR FREEWAY
 SINGLE & MULTI-LANE WEAVE

REVISIONS	
NAME	DATE
DWS	2/87
DWS	1/90
DWS	12/27/94
DWS	11/96
JAF	4/03

SCALE: NONE
 DATE: 05/12/2003
 DRAWN BY R.H.
 CHECKED BY TC-9

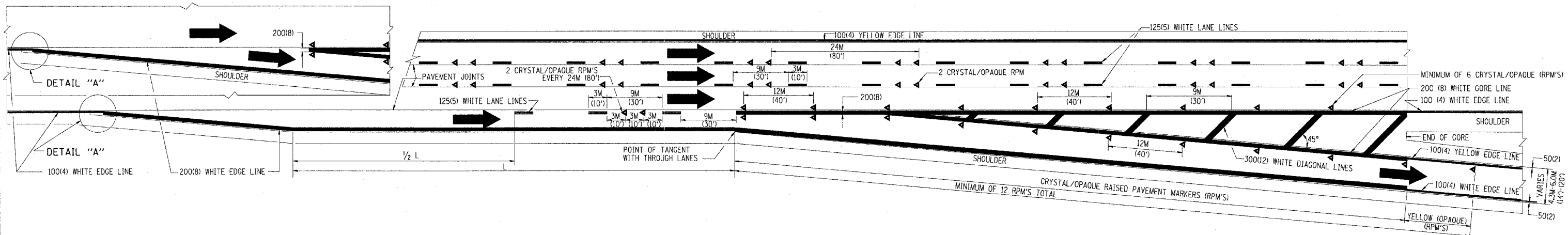
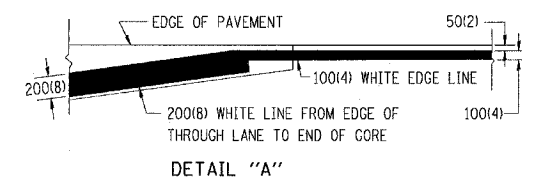
F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			916	645
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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

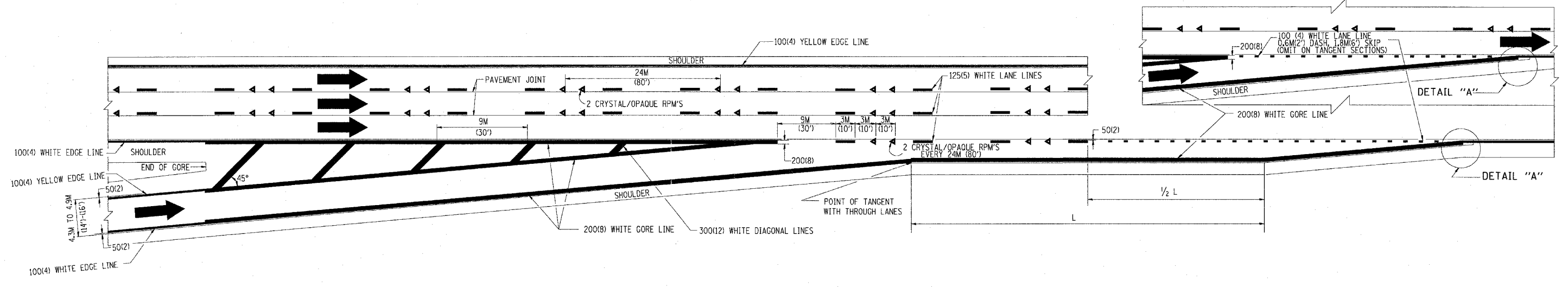


TYPICAL EDGE LINES & LANE LINES

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



TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS

REVISIONS	
NAME	DATE
DWS	1/90
DWS	5/91
AH	3/96
DWS	7/96

ILLINOIS DEPARTMENT OF TRANSPORTATION

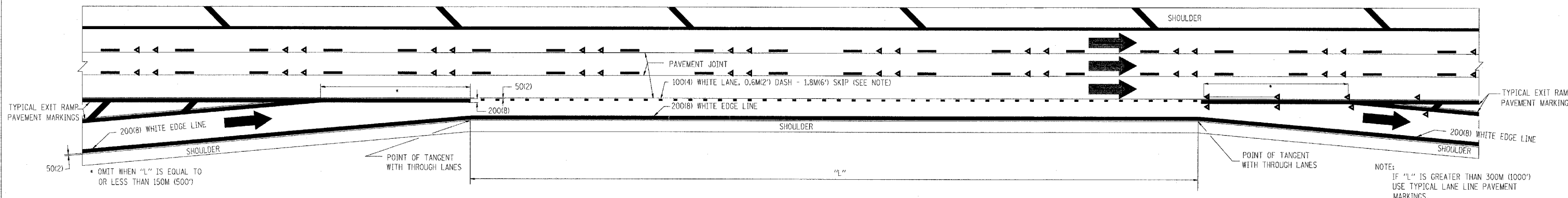
MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS

SCALE: NONE
DATE: 10/18/2002

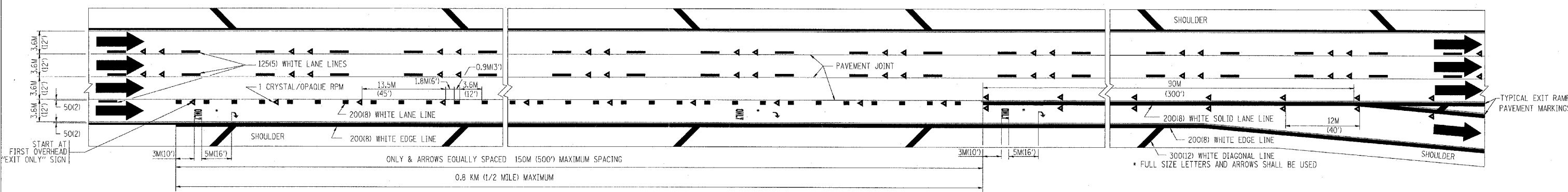
DRAWN BY C.A.D.D.
CHECKED BY
TC12 SHEET 1 OF 2
REVISION DATE: 01/01/96

DATE-TIME
DCM-SPEC
VI-TIC12

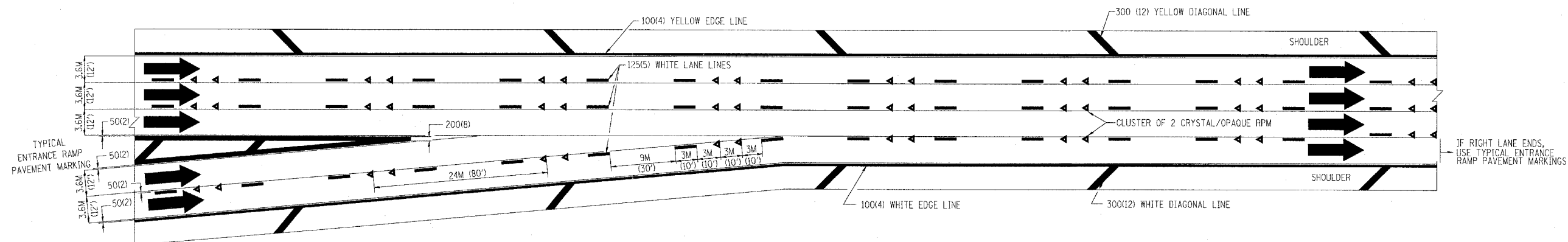
F. A. REG.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			916	696
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT



TYPICAL ENTRANCE/EXIT RAMP COMBINATION PAVEMENT MARKINGS



TYPICAL EXIT ONLY LANE PAVEMENT MARKINGS



TYPICAL TWO LANE ENTRANCE RAMP PAVEMENT MARKINGS

REVISIONS	
NAME	DATE
DWS	1/90
DWS	5/91

ILLINOIS DEPARTMENT OF TRANSPORTATION

**MULTI-LANE FREEWAY
PAVEMENT MARKING
DETAILS**

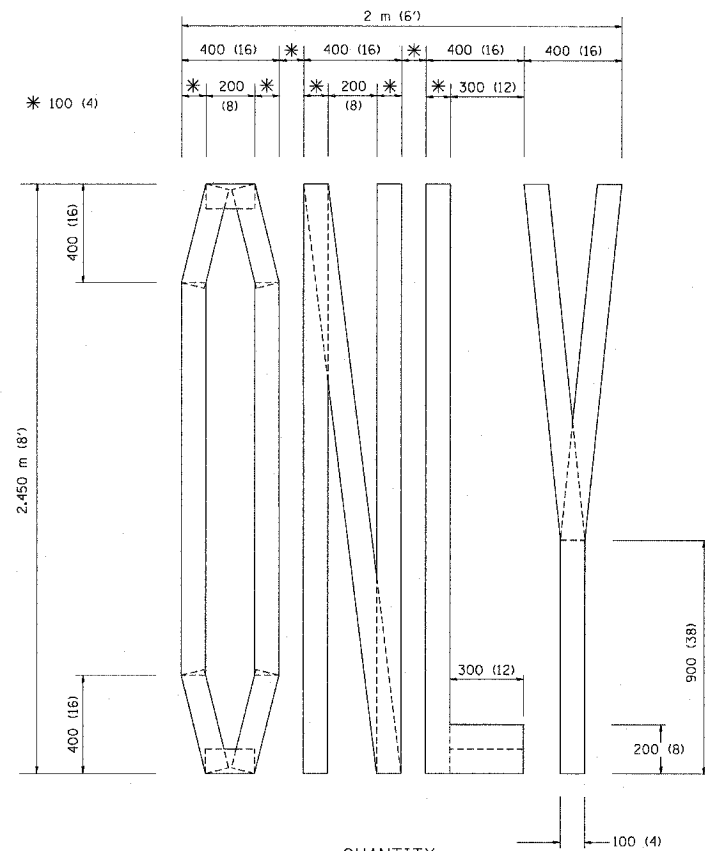
SCALE: NONE
DATE: 10/18/2002

DRAWN BY C.A.D.D.
CHECKED BY

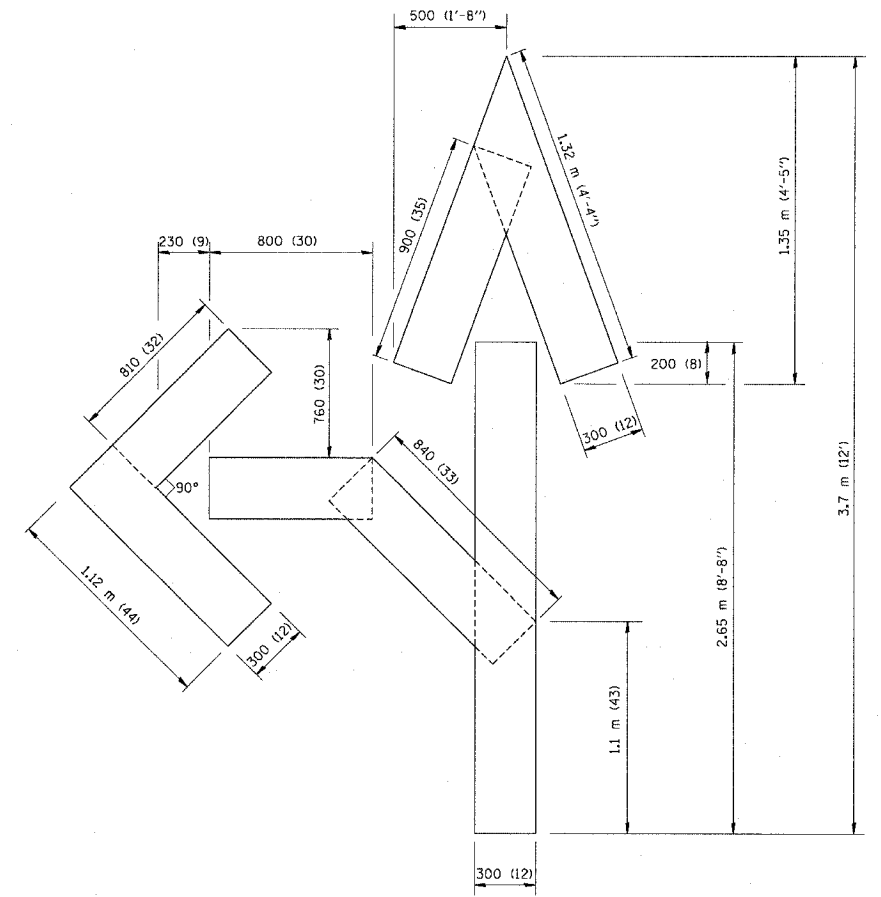
TC12 SHEET 2 OF 2
REVISION DATE: 01/01/96

DATE-TIME
DGN-SPEC
VTC12

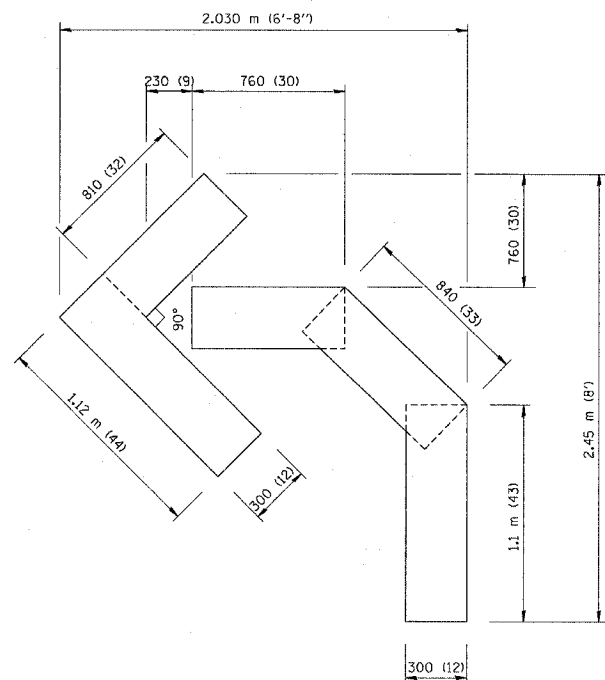
F. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			916	647
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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



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



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING
 LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

SCALE: NONE
 DATE 10/18/2002

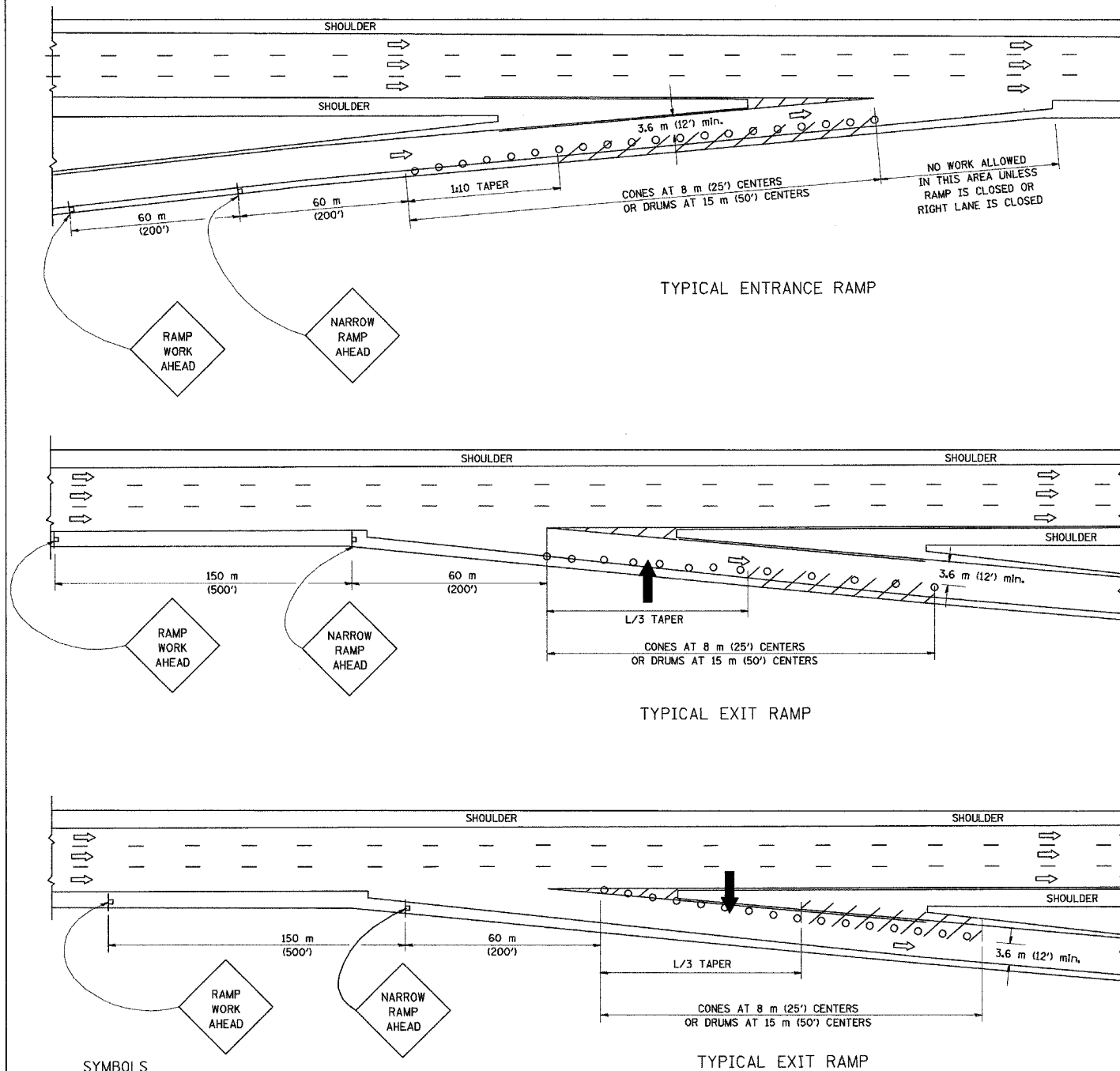
DRAWN BY CADD

CHECKED BY

TC-16

REVISION DATE: 08/28/00

PARTIAL RAMP CLOSURE DETAILS



SYMBOLS

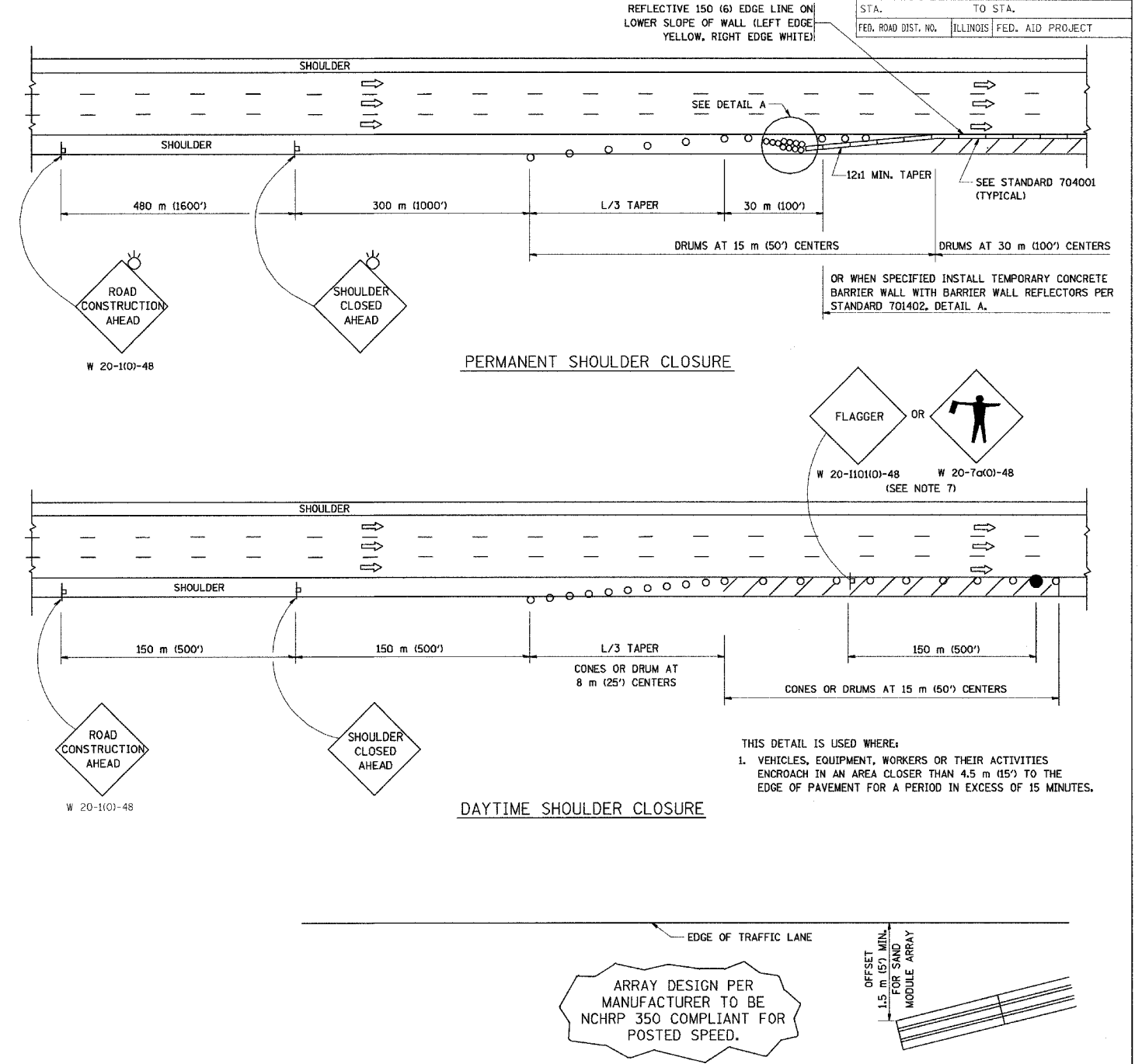
- ARROWBOARD
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- CONES - 700 (28) IN HEIGHT

GENERAL NOTES

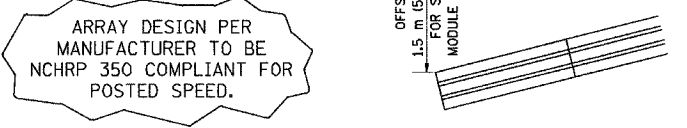
1. THE "L" DISTANCE EQUALS:

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

SHOULDER CLOSURE DETAILS



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			916	648
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

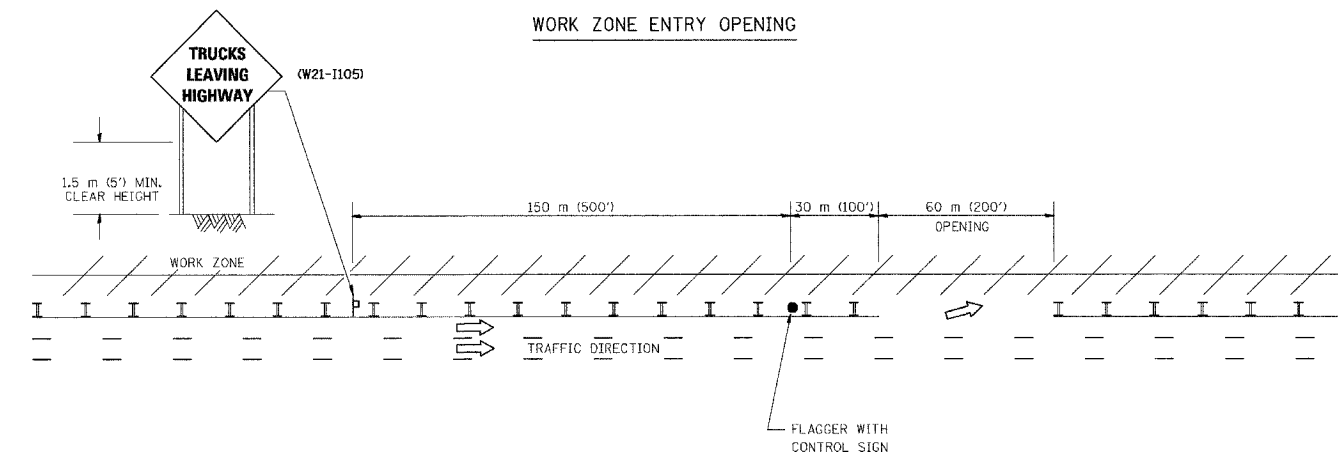
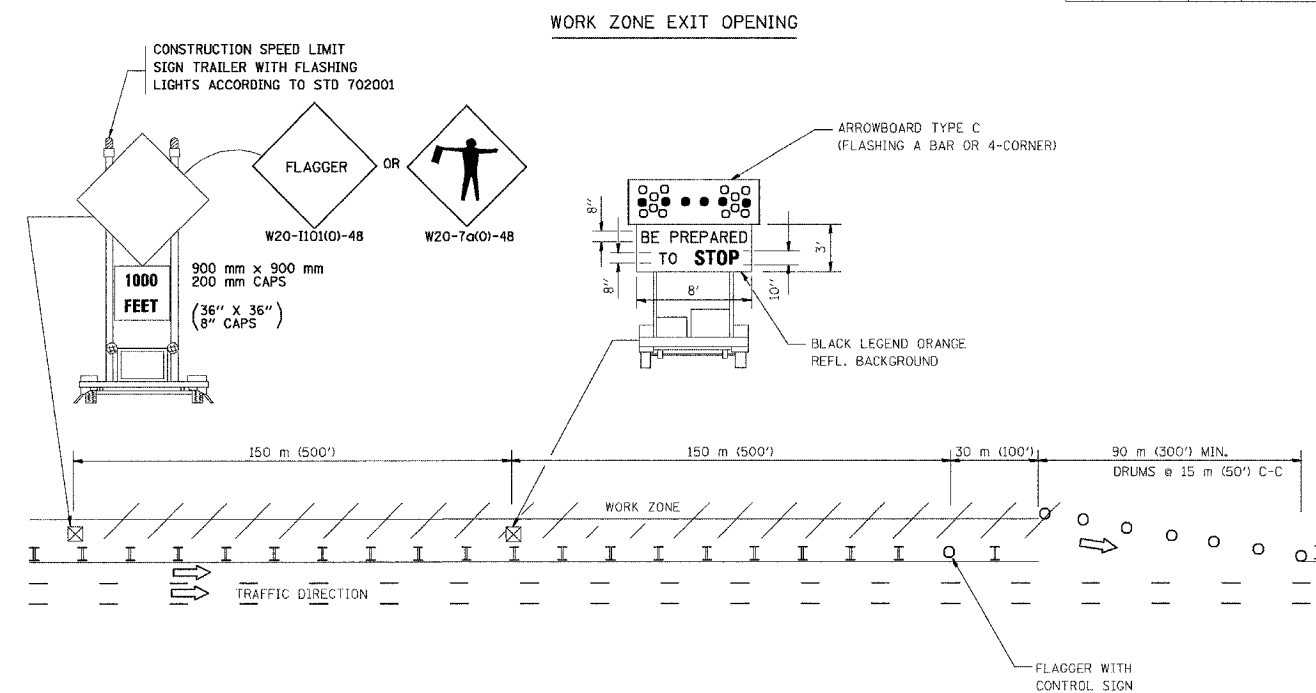
TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES PARTIAL RAMP CLOSURES

REVISIONS	
NAME	DATE
DWS	11/96
JAF	12/02
NCHRP 350	04/03

SCALE: NONE
DATE: 05/06/2003
DRAWN BY: DWS
DESIGNED BY: DWS
CHECKED BY:
TC-17

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			916	549
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS



NOTES:

1. The Arrowboard, the Flagger Ahead trailer mounted 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.
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 MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

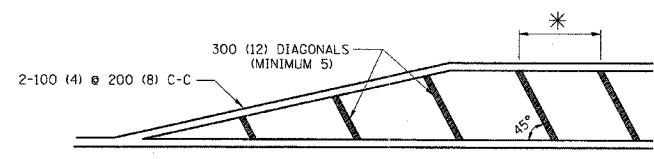
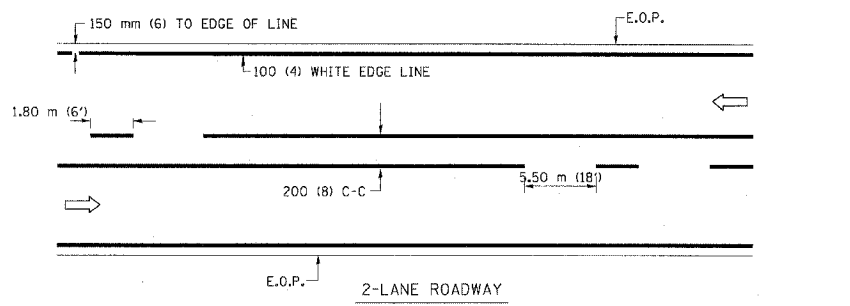
ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

REVISIONS	
NAME	DATE
DWS	8/98
JAF	4/03

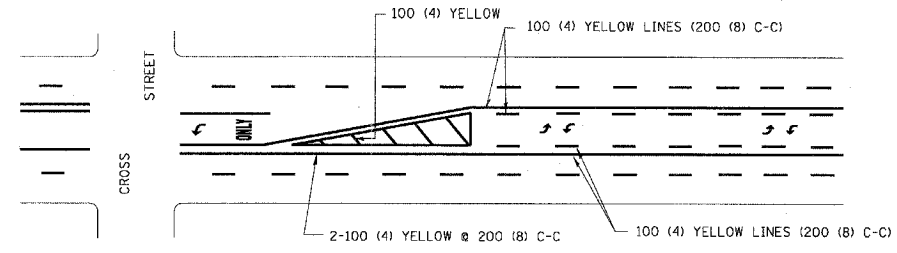
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CHECKED BY TC-18

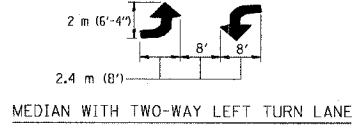


* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 * DIAGONAL LINE SPACING: 6.1 m (20') C-C

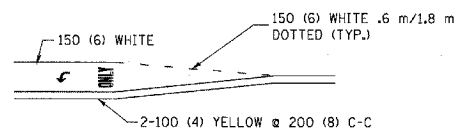
PAINTED MEDIANS



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



TYPICAL PAINTED MEDIAN MARKING

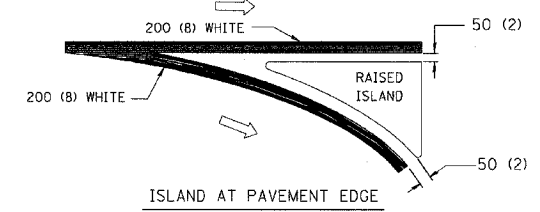
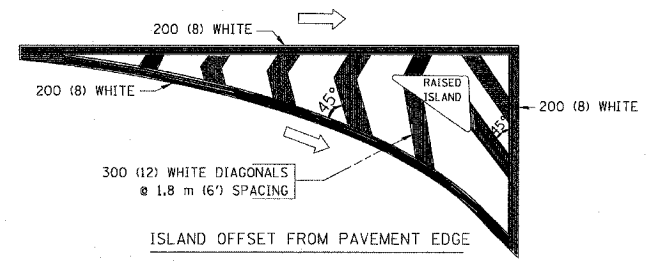


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
 AREA = 1.47 m² (15.8 SQ. FT.) ONLY AREA = 2.13 m² (22.9 SQ. FT.)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

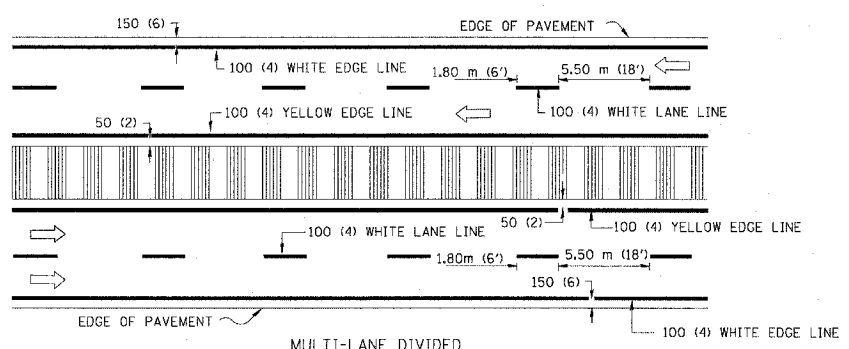
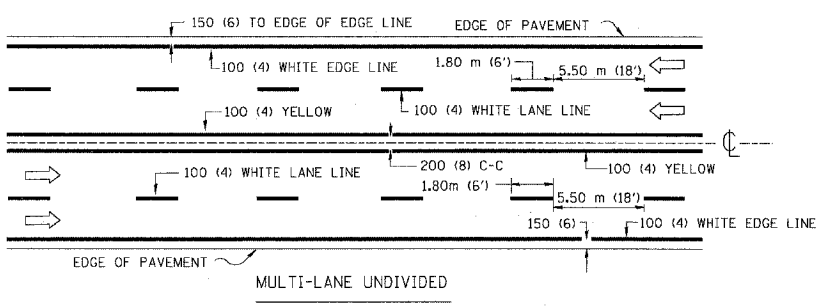
TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

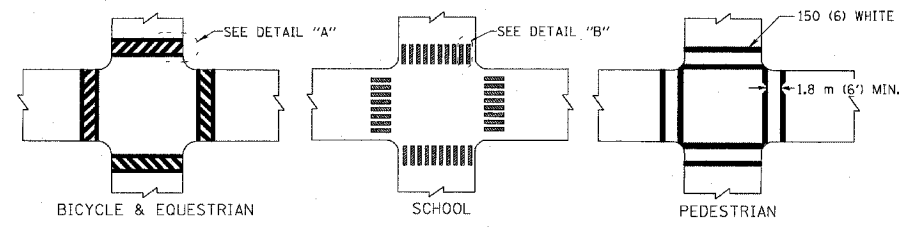
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	1.80 m (6') LINE WITH 5.50 m (18') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	200 (8) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100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

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



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

TYPICAL LANE AND EDGE LINE MARKING



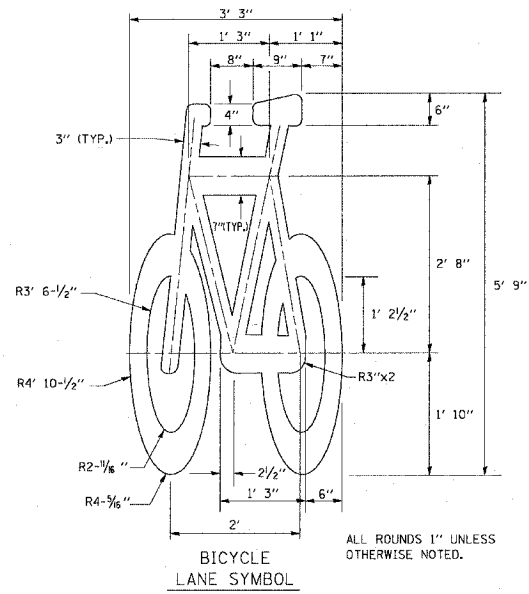
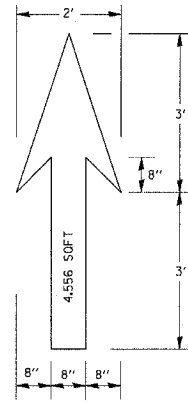
TYPICAL CROSSWALK MARKING

All dimensions are in millimeters (inches) unless otherwise shown. 1 OF 2

ILLINOIS DEPARTMENT OF TRANSPORTATION
 CITY OF CHICAGO
 TYPICAL PAVEMENT MARKINGS

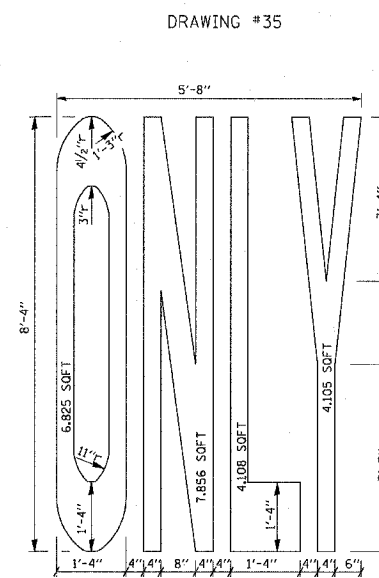
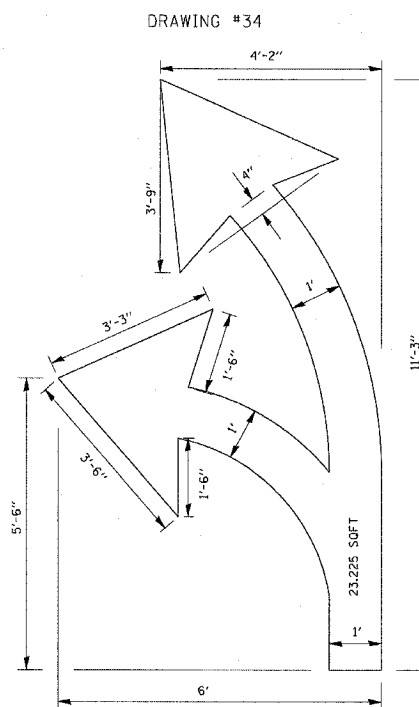
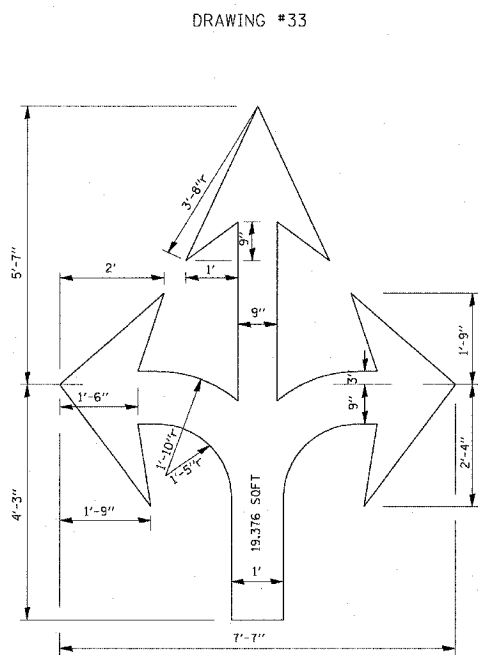
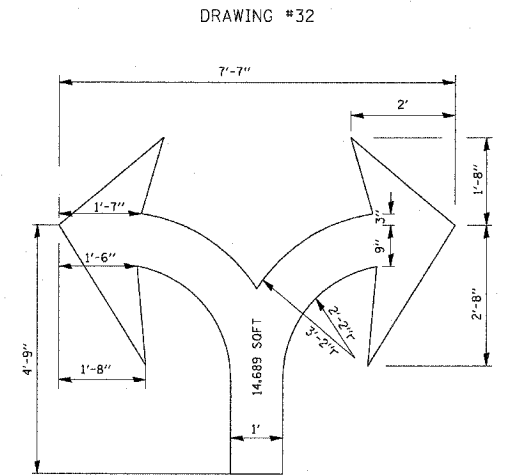
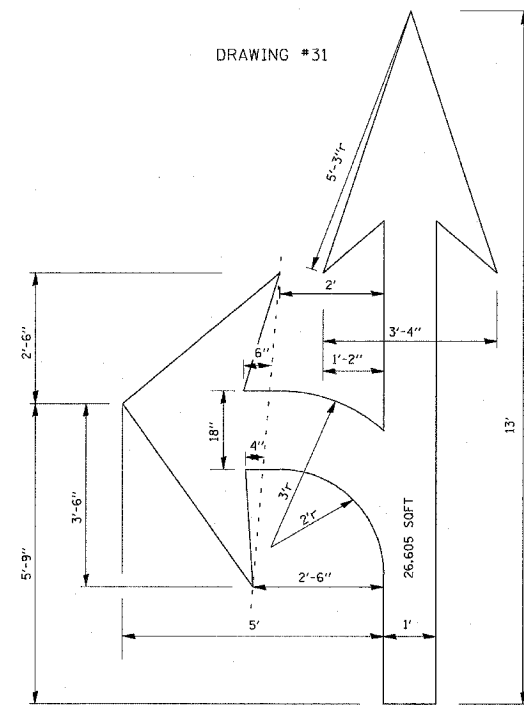
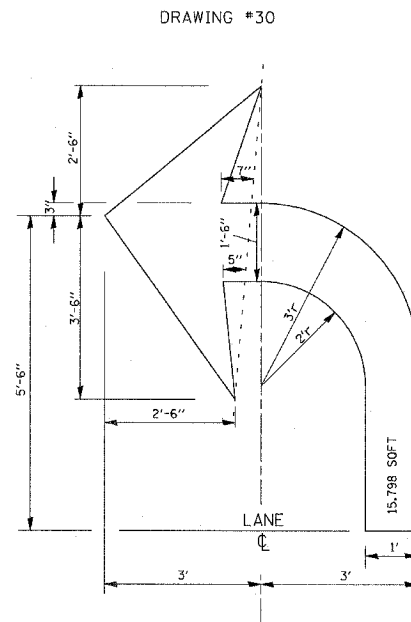
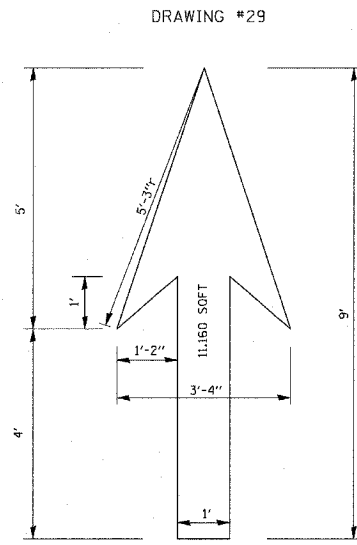
REVISIONS	
NAME	DATE
T. RAMMACHER	12/07/00

SCALE: NONE
 DATE: 10/18/2002
 DRAWN BY: CADD
 CHECKED BY:
 TC-24



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

TYPICAL BIKE LANE SYMBOLS
DRAWING #28



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

REVISIONS	
NAME	DATE
T. RAMMACHER	12/07/00

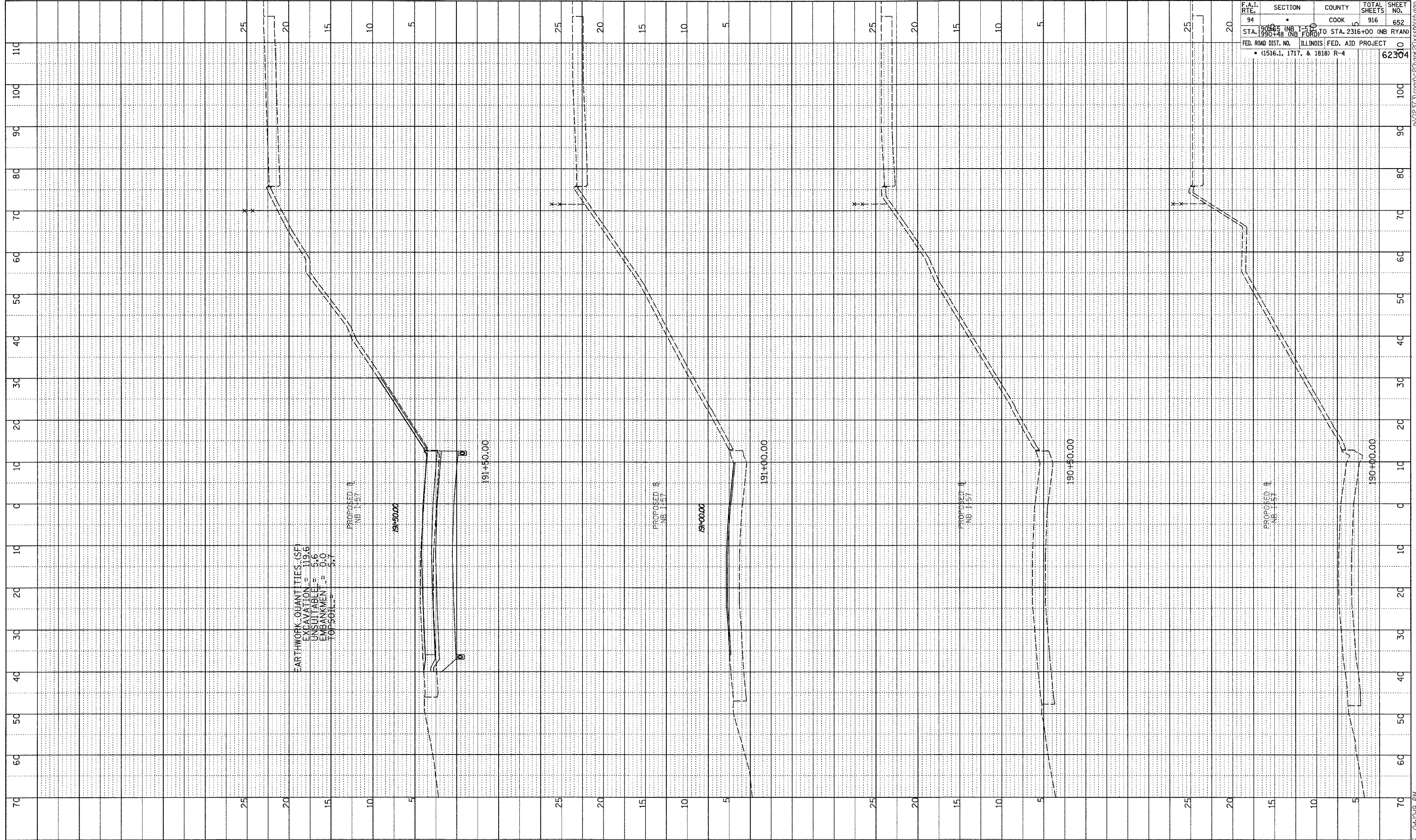
ILLINOIS DEPARTMENT OF TRANSPORTATION
 CITY OF CHICAGO
 TYPICAL PAVEMENT
 MARKINGS.

SCALE: NONE
 DATE 03/09/2004

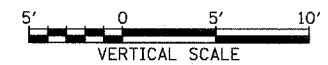
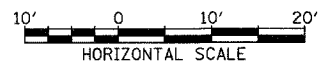
DRAWN BY
 CHECKED BY
 TC-24

PROFILE SURVEYED _____
 GRADES CHECKED _____
 NOTE BOOK _____
 NO. _____
 DATE _____
 BY _____
 SURVEYOR'S LICENSE NO. _____
 STATE OF ILLINOIS CHDHD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+00 (NB I-55) TO STA. 2316+00 (NB RYAN)	COOK	916	652
ILLINOIS FED. AID PROJECT (1516.1, 1717, & 1818) R-4				
				62304



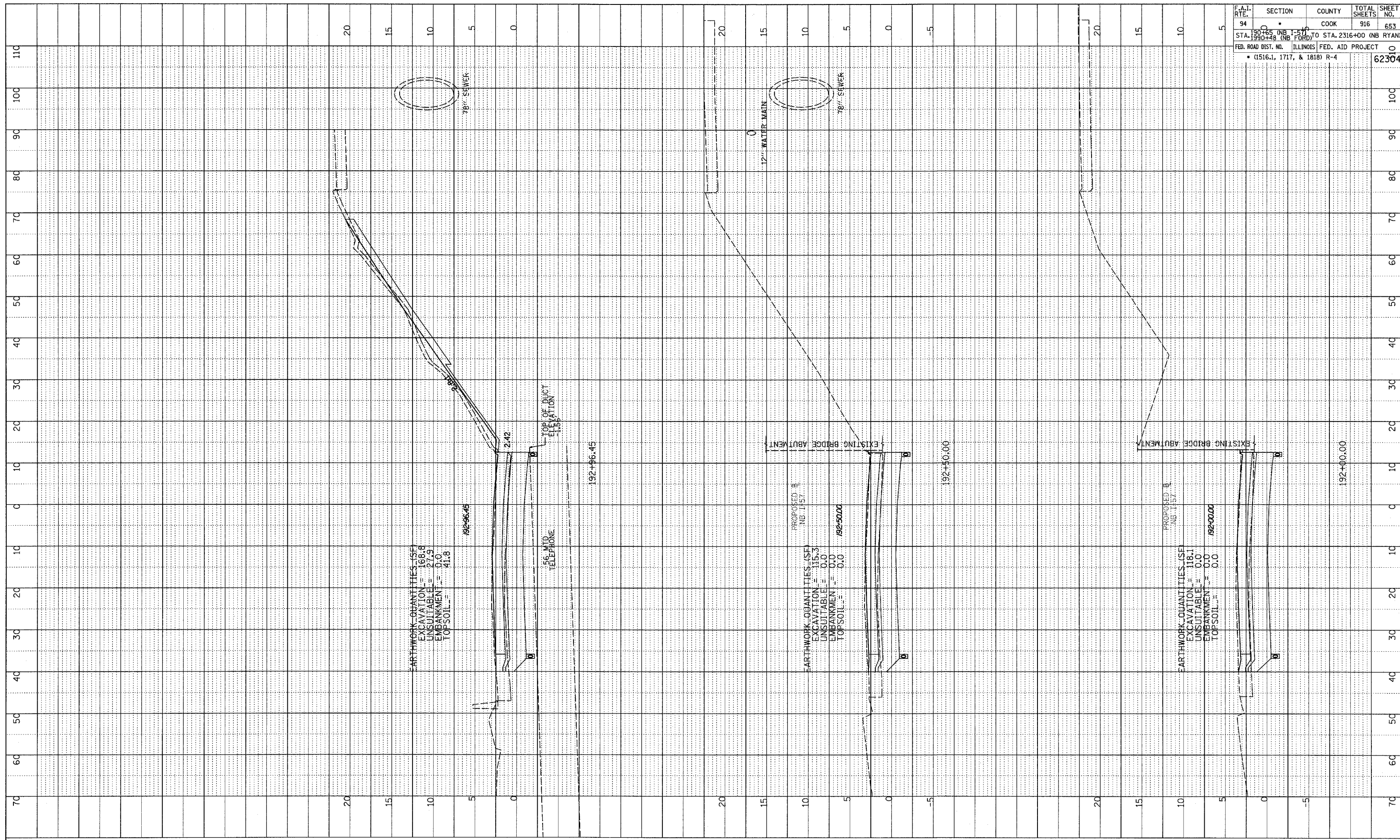
TYLIN INTERNATIONAL



NORTHBOUND I-57
 STA. 190+00 TO STA. 191+50

03/03/2006 04:04:49 PM

PROFILE SURVEYED BY: _____ DATE: _____
 GRADES CHECKED BY: _____
 NOTE BOOK NO. _____
 FIELD NOTES NO. _____
 SURVEY STATUS CHRG. NO. _____



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+00 (NB I-57) TO STA. 2316+00 (NB RYAN)	COOK	916	653
STA. 190+00 (NB I-57) TO STA. 2316+00 (NB RYAN) FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT (1516.1, 1717, & 1818) R-4				
				62304

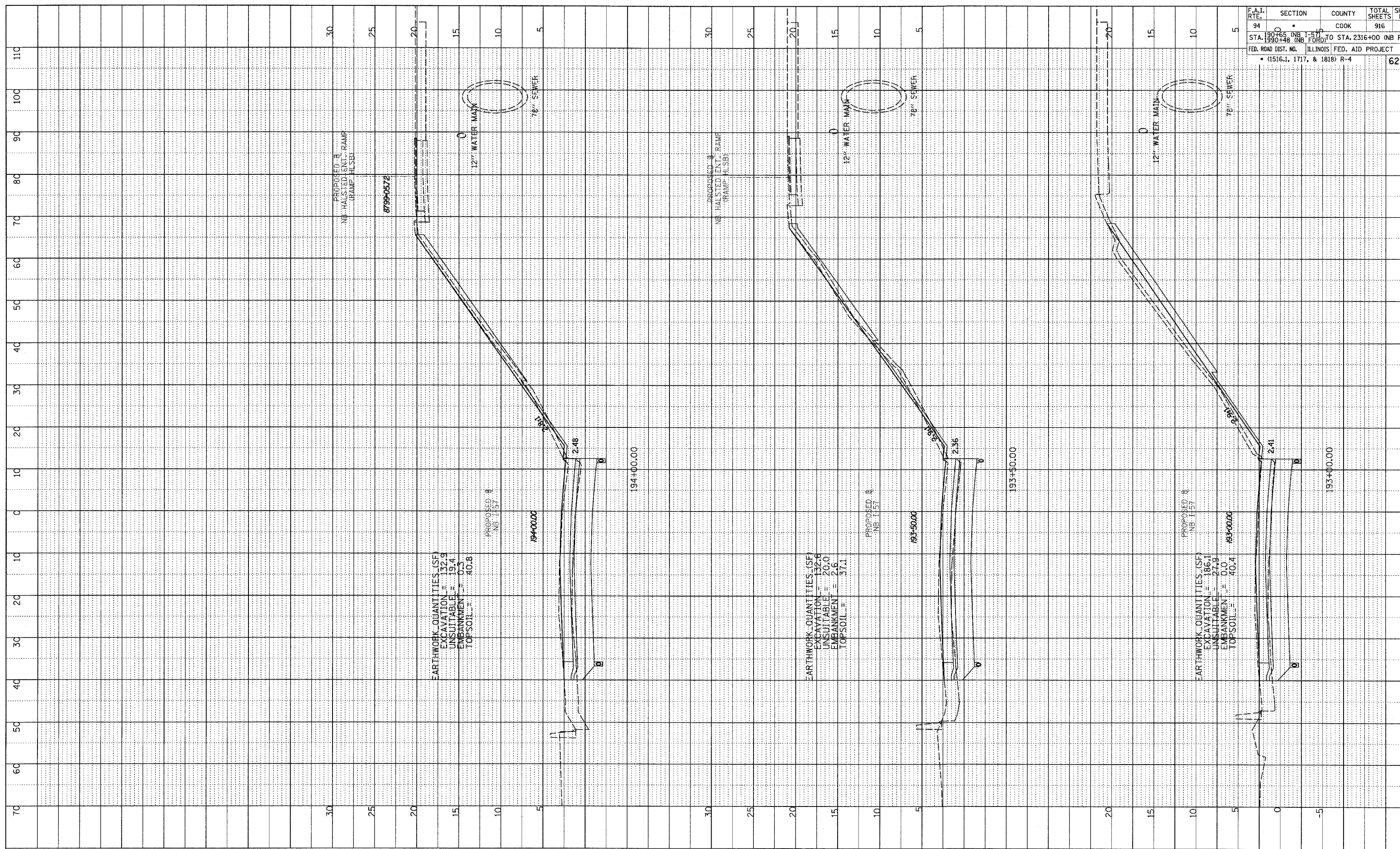
TYLIN INTERNATIONAL



NORTHBOUND I-57
 STA. 192+00 TO STA. 192+96.45

03/03/2006 04:09 PM

PROFILE SURVEYED
 NOTE BOOK GRADES CHECKED
 NO. DATE
 STRUCTURE NOTATIONS BRG



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	0	COOK	916	654
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				
				62304

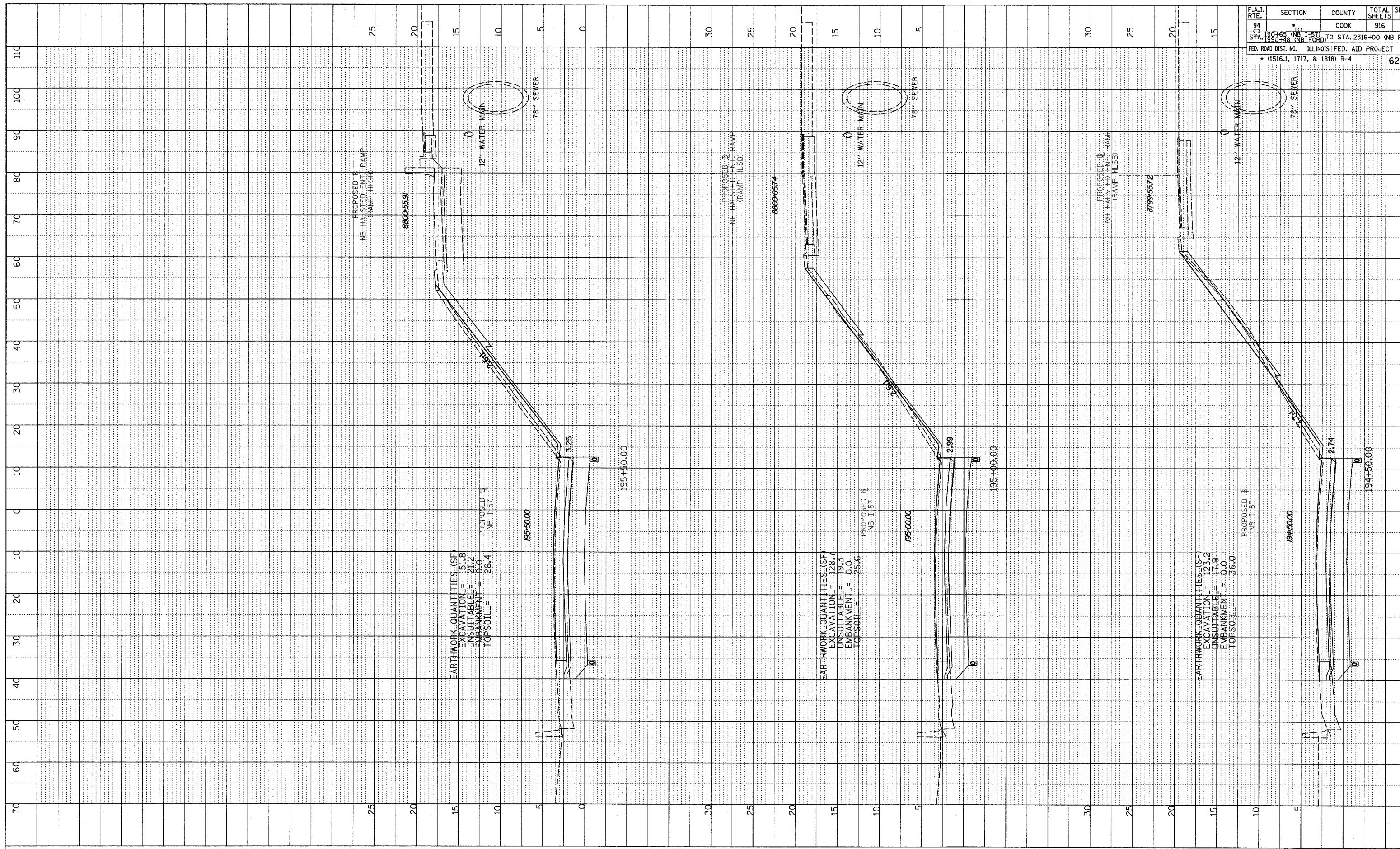
TYLIN INTERNATIONAL



NORTHBOUND I-57
 STA. 193+00 TO STA. 194+00

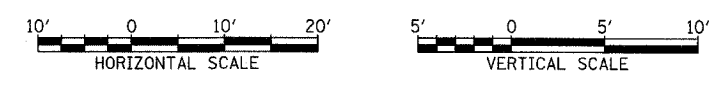
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PROFILE SHEET
 DATE: _____ BY: _____
 NOTE BOOK NO. _____
 GRADES CHECKED _____
 PLAN CHECKED _____
 STRUCTURE NOTATIONS CHECKED _____



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	150+65 (NB I-57) TO STA. 2316+00 (NB RYAN)	COOK	916	655
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				

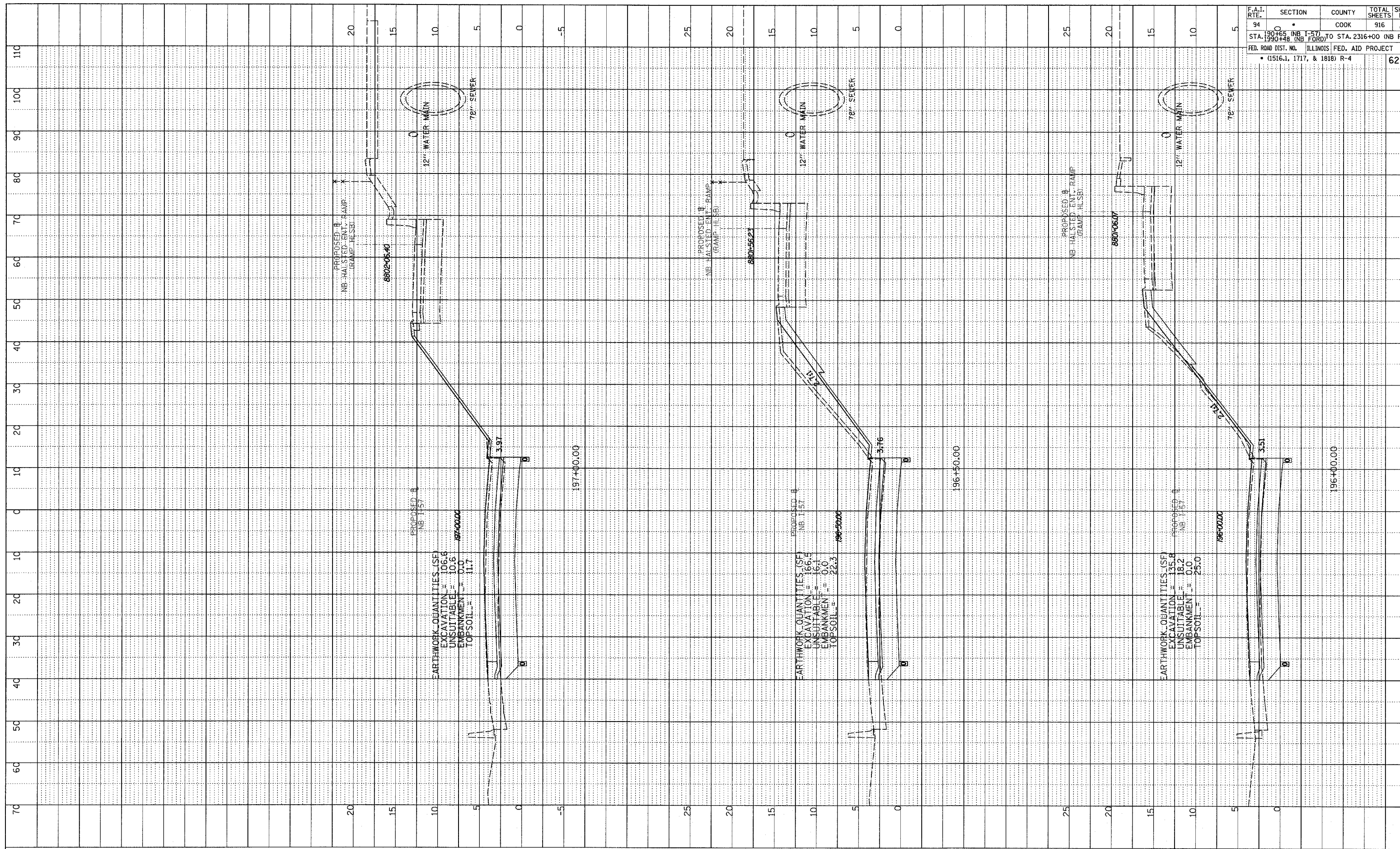
TYLIN INTERNATIONAL



NORTHBOUND I-57
 STA. 194+50 TO STA. 195+50

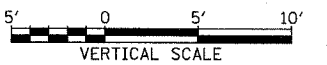
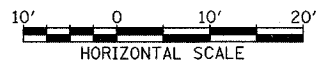
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PROFILE SUBMITTED BY: _____ DATE: _____
 GRADES CHECKED BY: _____
 NOTE BOOK NO. _____
 SURVEY NOTES STATUS: CHND



F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	0	COOK	916	656
STA. 196+00 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT • (1516.1, 1717, & 1818) R-4				
				62304

TYLIN INTERNATIONAL

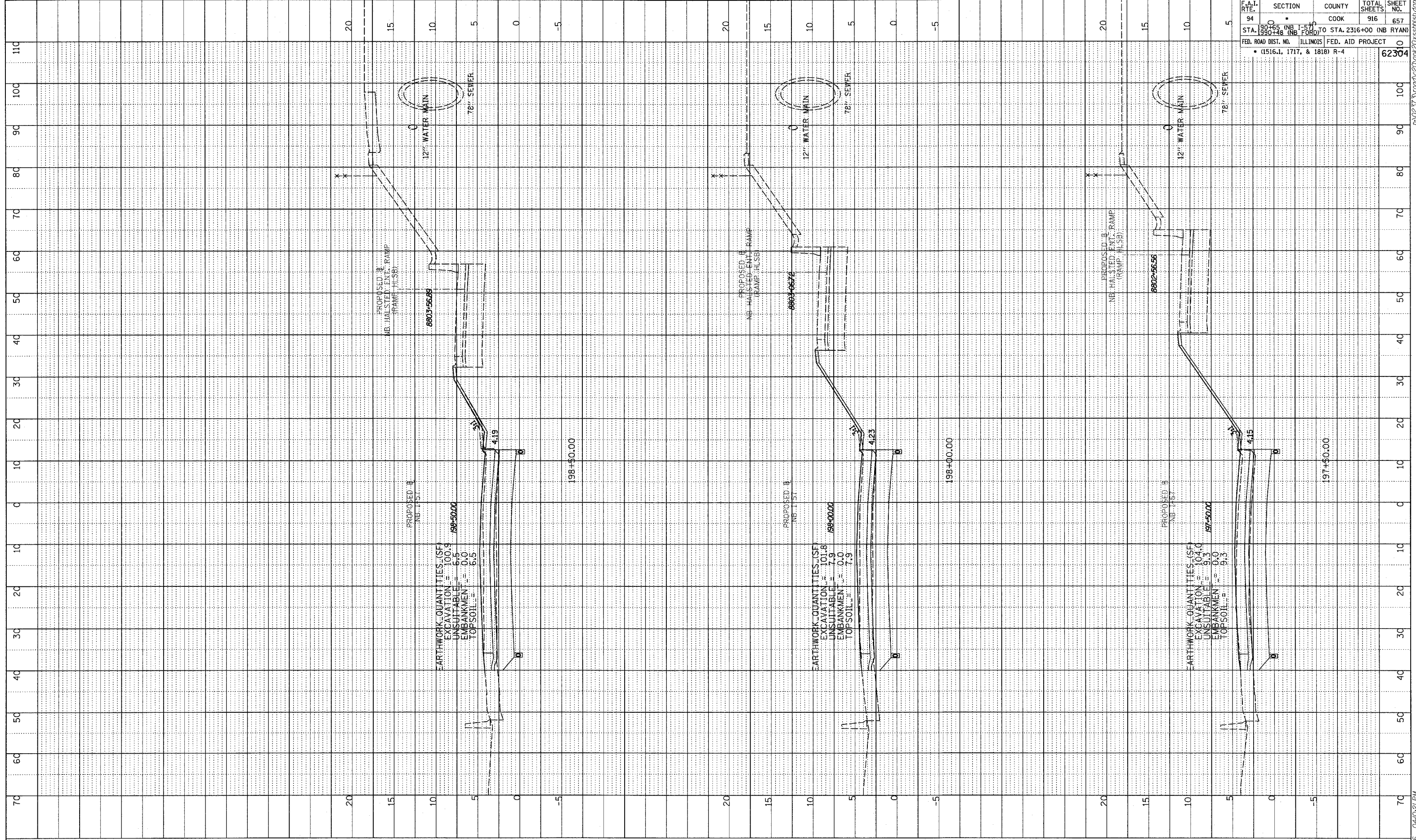


NORTHBOUND I-57
 STA. 196+00 TO STA. 197+00

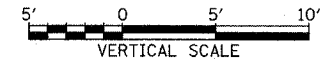
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PROFILE SURVEYED: _____ DATE: _____
 GRADES CHECKED: _____ BY: _____
 NO. _____
 NOTE BOOK _____
 STAKE NUMBERS NOTATED: EHYD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	100	COOK	916	657
STA. 197+65 (NB I-57) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				
				62304



TYLIN INTERNATIONAL

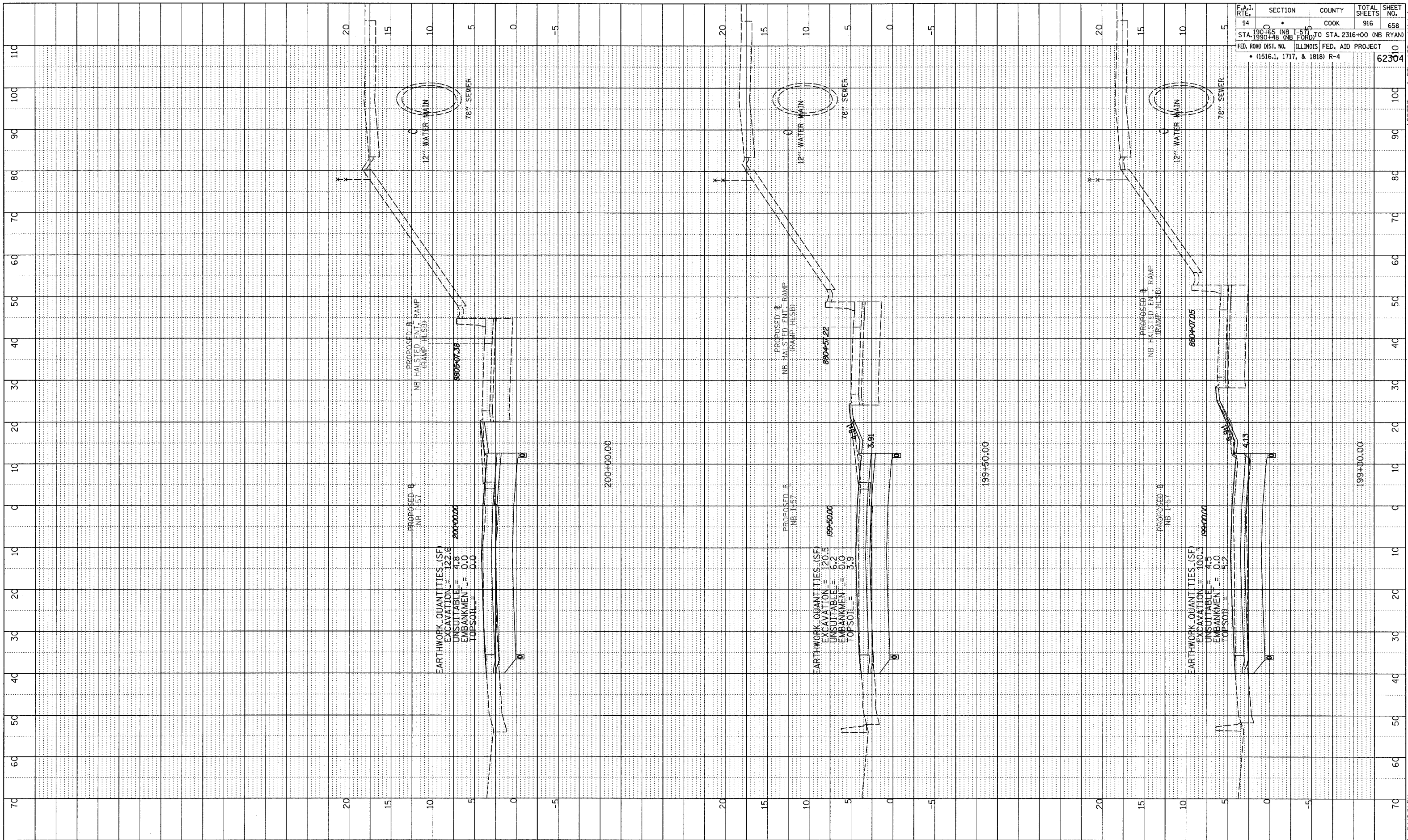


NORTHBOUND I-57
STA. 197+50 TO STA. 198+50

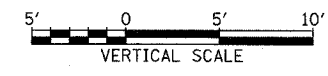
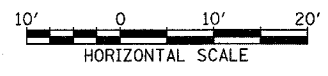
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PROFILE SUBMITTED BY _____ DATE _____
 PLOTTED BY _____
 NOTE BOOK GRADES CHECKED _____
 NO. _____ STRUCTURE NOTATIONS CHFD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+00	COOK	916	658
STA. 190+00 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 199+00 (NB FORD) TO STA. 2316+00 (NB RYAN) FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT • (1516.1, 1717, & 1818) R-4				
				62304



TYLIN INTERNATIONAL

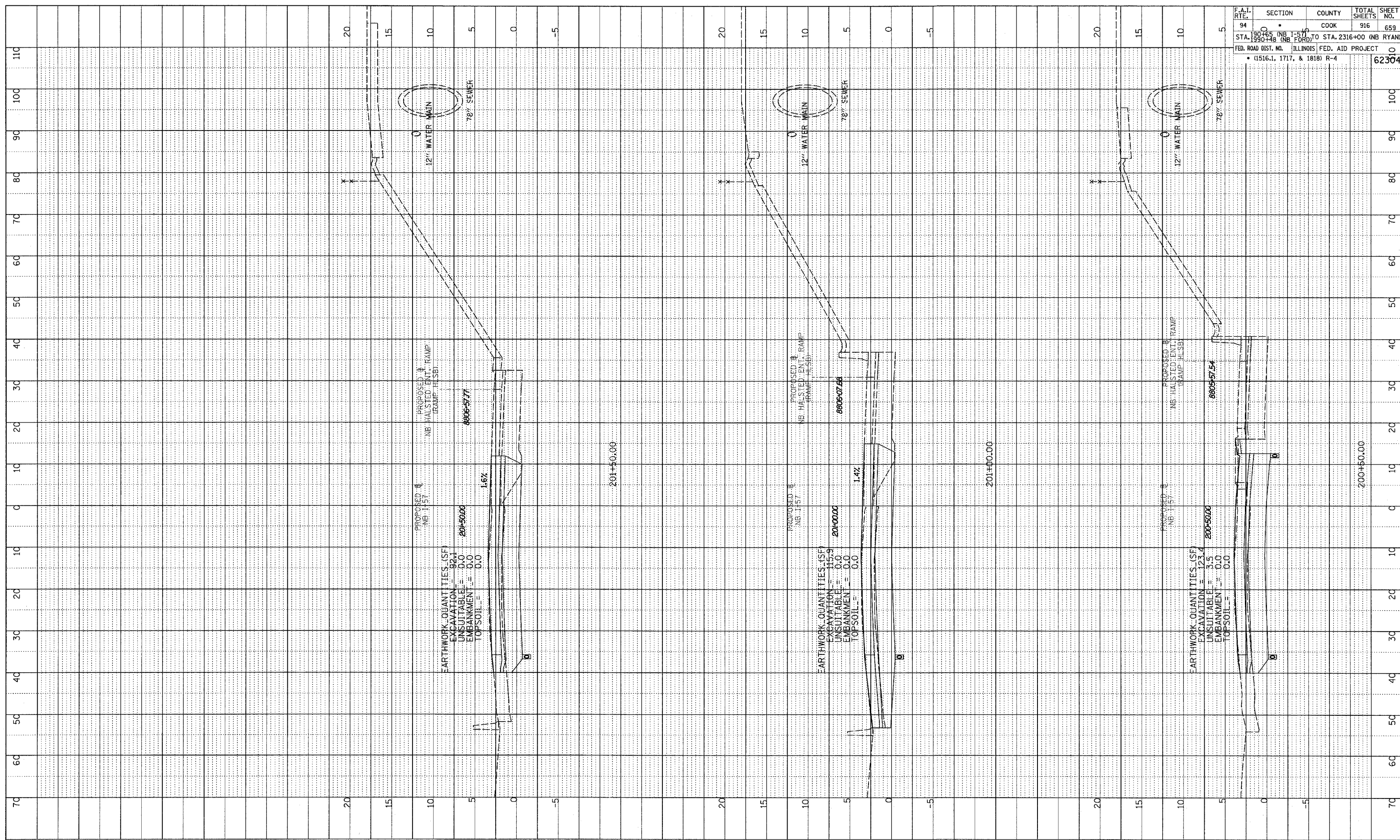


NORTHBOUND I-57
 STA. 199+00 TO STA. 200+00

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PROFILE SURVEYED
 GRADES CHECKED
 NOTE BOOK
 NO.

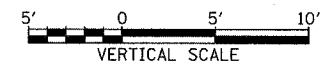
BY
 DATE



PROPOSED NB I-57
 NB HALSTED ENT. RAMP
 (RAMP HLSB)
 8806+57.77
 EARTHWORK QUANTITIES (SF)
 EXCAVATION = 32.4
 UNSUITABLE = 0.0
 EMBANKMENT = 0.0
 TOPSOIL = 0.0
 200+50.00
 1.6%
 201+50.00

PROPOSED NB I-57
 NB HALSTED ENT. RAMP
 (RAMP HLSB)
 8806+07.66
 EARTHWORK QUANTITIES (SF)
 EXCAVATION = 15.9
 UNSUITABLE = 0.0
 EMBANKMENT = 0.0
 TOPSOIL = 0.0
 200+00.00
 1.4%
 201+00.00

PROPOSED NB I-57
 NB HALSTED ENT. RAMP
 (RAMP HLSB)
 8806+57.54
 EARTHWORK QUANTITIES (SF)
 EXCAVATION = 123.4
 UNSUITABLE = 3.5
 EMBANKMENT = 0.0
 TOPSOIL = 0.0
 200+50.00
 1.4%
 201+50.00



TYLIN INTERNATIONAL

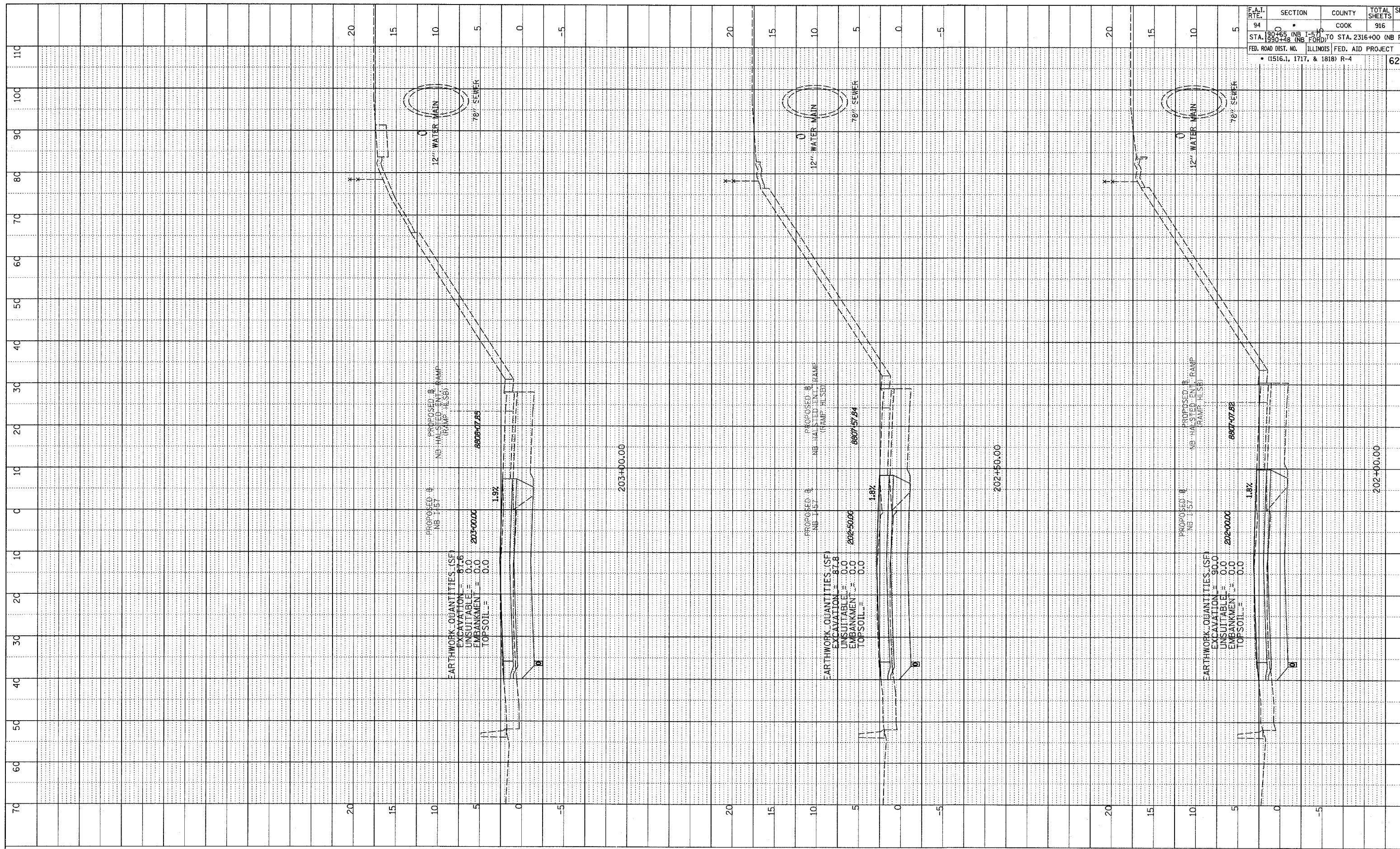
NORTHBOUND I-57
 STA. 200+50 TO STA. 201+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	0	COOK	916	659
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1950+48 (NB FORD)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT • (1516.1, 1717, & 1818) R-4				

62304

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PROFILE SURVEYED	BY	DATE
GRADES CHECKED		
PLAN NOTED		
PICTURE NOTATION CHD		
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	0	COOK	916	660
STA. 190+65 (NB I-55) TO STA. 2316+00 (NB RYAN)		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO. (1516.1, 1717, & 1818) R-4		62304		

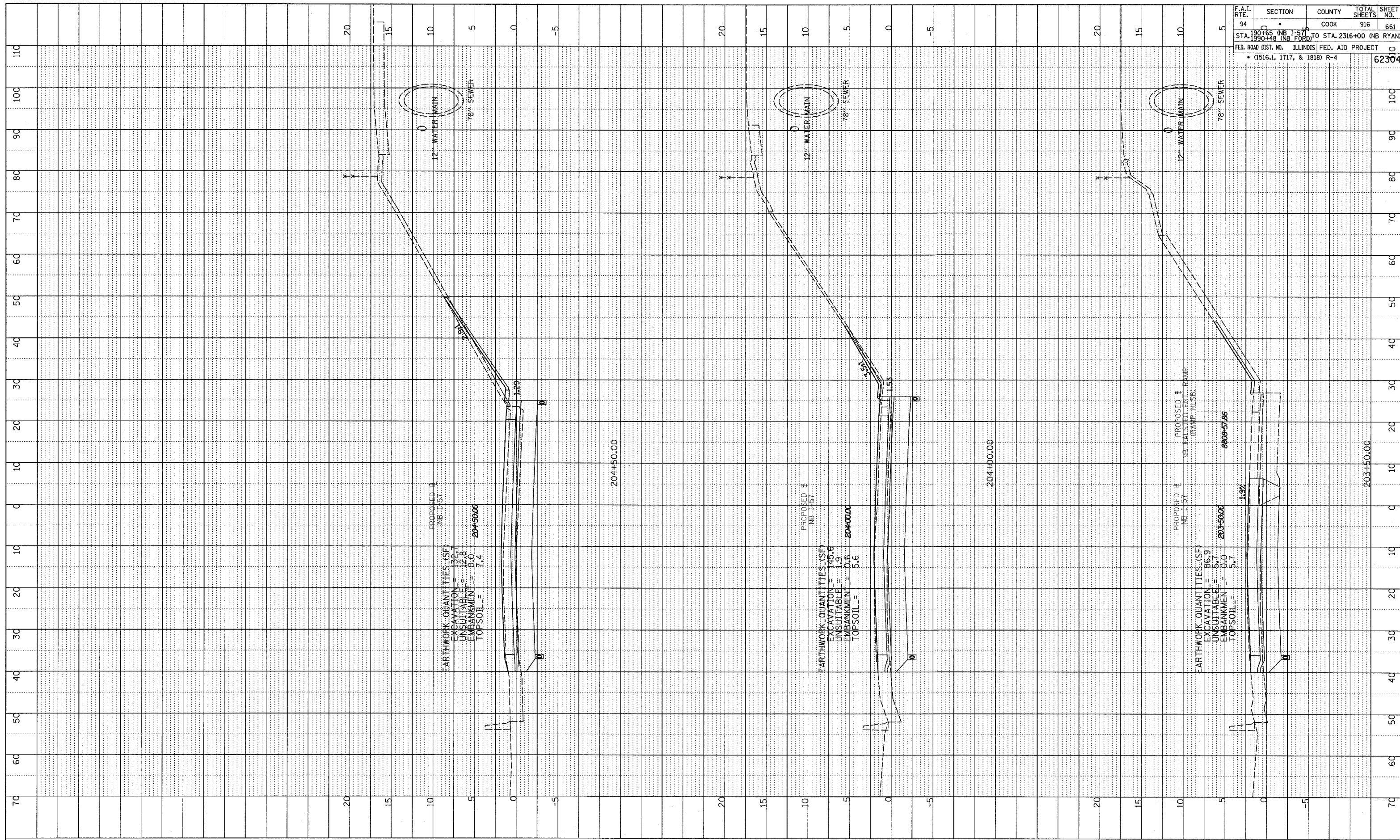
TYLIN INTERNATIONAL



NORTHBOUND I-57
STA. 202+00 TO STA. 203+00

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PROFILE SURVEYED _____ DATE _____
 GRADES CHECKED _____
 NOTE BOOK NO. _____
 SURVEYOR'S NOTATIONS C-170



PROPOSED # NB 1.57
 EARTHWORK QUANTITIES (SF)
 EXCAVATION = 13.7
 UNSUITABLE = 12.8
 EMBANKMENT = 0.0
 TOPSOIL = 7.4
 204+50.00

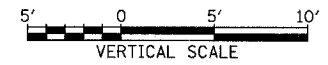
PROPOSED # NB 1.57
 EARTHWORK QUANTITIES (SF)
 EXCAVATION = 145.6
 UNSUITABLE = 1.9
 EMBANKMENT = 0.6
 TOPSOIL = 5.6
 204+00.00

PROPOSED # NB 1.57
 EARTHWORK QUANTITIES (SF)
 EXCAVATION = 86.9
 UNSUITABLE = 5.7
 EMBANKMENT = 0.0
 TOPSOIL = 5.7
 203+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+00 (NB I-57) TO STA. 2316+00 (NB RYAN)	COOK	916	661
STA. 1990+00 (NB I-57) TO STA. 2316+00 (NB RYAN) FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT • (1516.1, 1717, & 1818) R-4				

62304

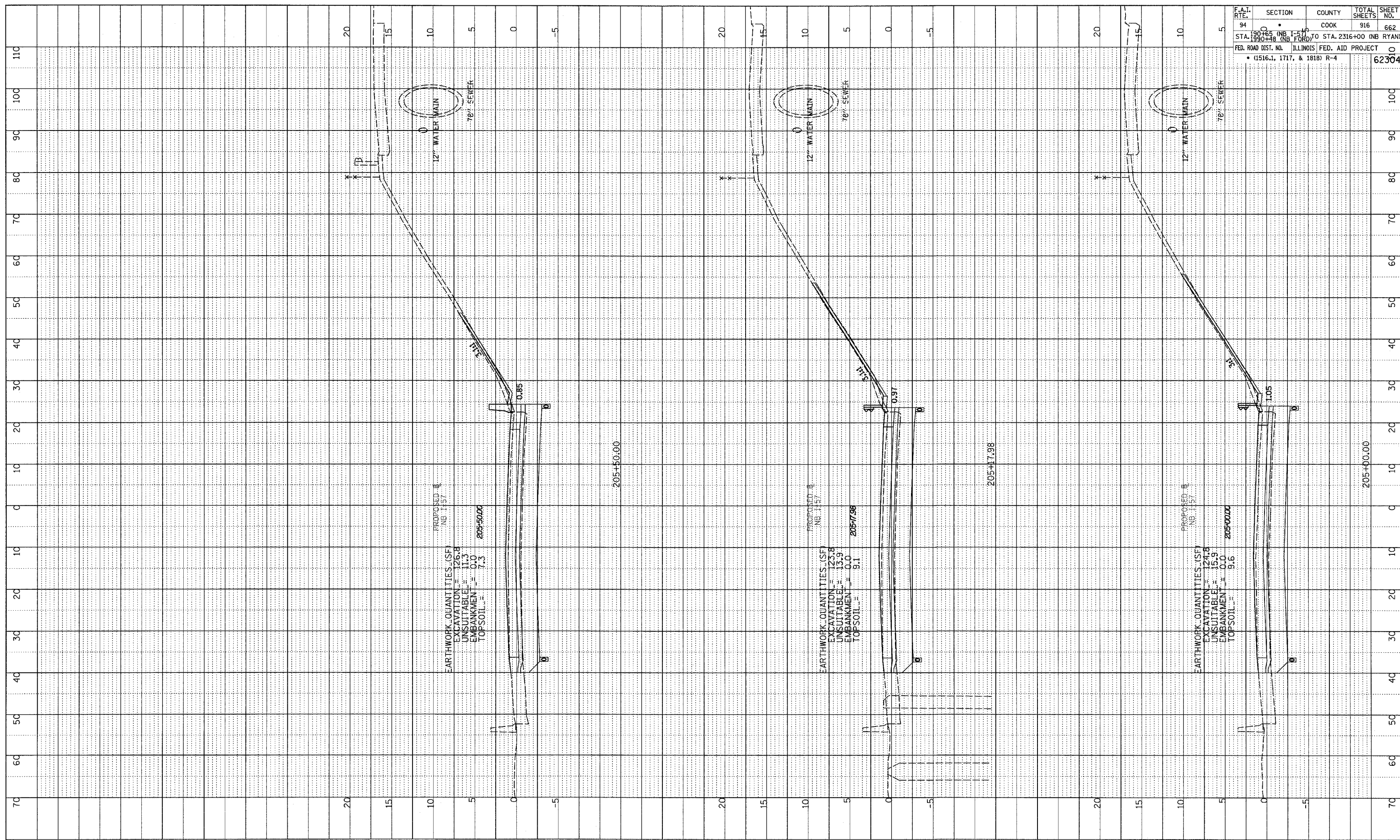
TYLIN INTERNATIONAL



NORTHBOUND I-57
STA. 203+50 TO STA. 204+50

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BY	
SURVEYED	
GRADES CHECKED	
NOTE BOOK	
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NOTATION	
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F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+00	COOK	916	662
STA. 190+00 (NB I-57) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				
				62304

TYLIN INTERNATIONAL

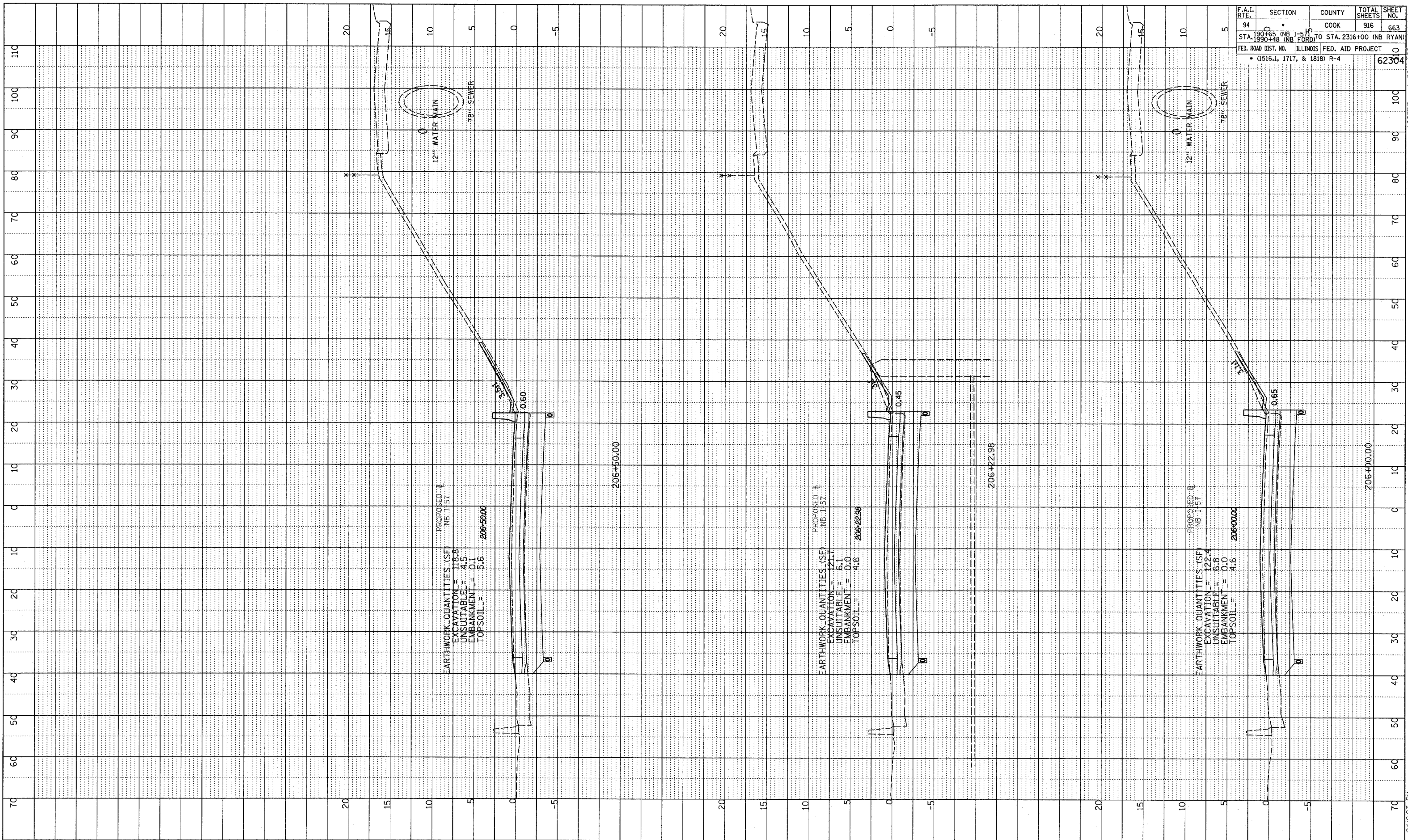


NORTHBOUND I-57
STA. 205+00 TO STA. 205+50

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 PLOTTED _____
 NOTE BOOK _____
 NO. _____
 STRUCTURE NOTATION: _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	0	COOK	916	663
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO. (1516.1, 1717, & 1818) R-4		62304		

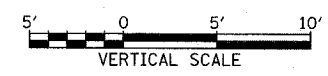
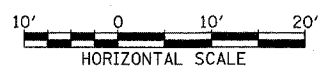


PROPOSED # NB 157
 EARTHWORK QUANTITIES (SF)
 EXCAVATION = 118.8
 UNSUITABLE = 4.5
 EMBANKMENT = 0.1
 TOPSOIL = 5.6
 206+50.00

PROPOSED # NB 157
 EARTHWORK QUANTITIES (SF)
 EXCAVATION = 121.7
 UNSUITABLE = 6.1
 EMBANKMENT = 0.0
 TOPSOIL = 4.6
 206+23.98

PROPOSED # NB 157
 EARTHWORK QUANTITIES (SF)
 EXCAVATION = 122.4
 UNSUITABLE = 6.8
 EMBANKMENT = 0.0
 TOPSOIL = 4.6
 206+00.00

TYLIN INTERNATIONAL

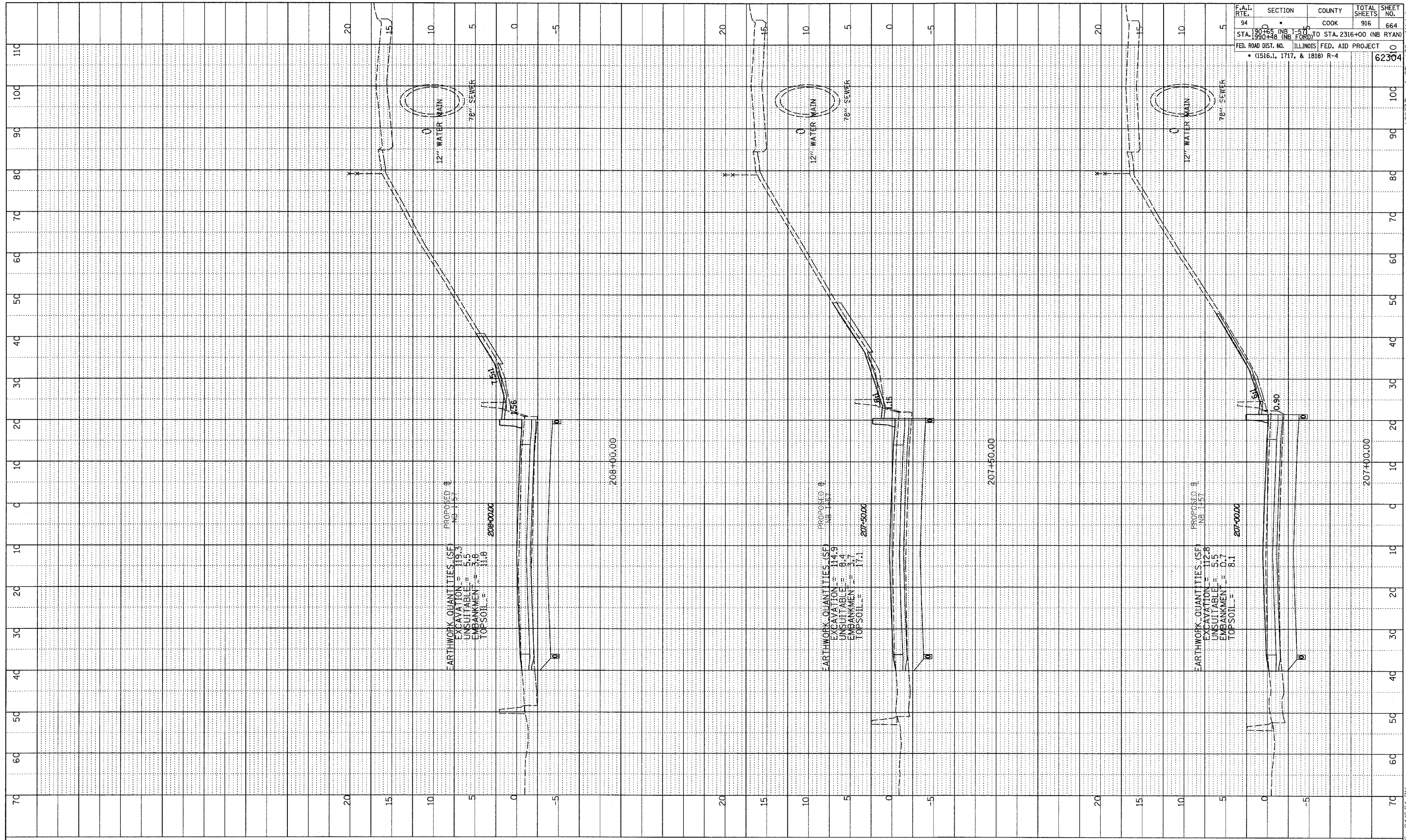


NORTHBOUND I-57
 STA. 206+00 TO STA. 206+50

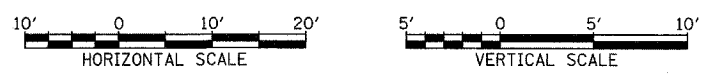
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PROFILE SURVEYED
 PLOTTED
 NOTE BOOK
 NO. _____
 STRUCTURE NOTATION CHFD
 BY _____ DATE _____
 CHECKED _____
 STRUCTURE NOTATION CHFD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	180+00 TO STA. 2316+00 (NB RYAN)	COOK	916	664
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				



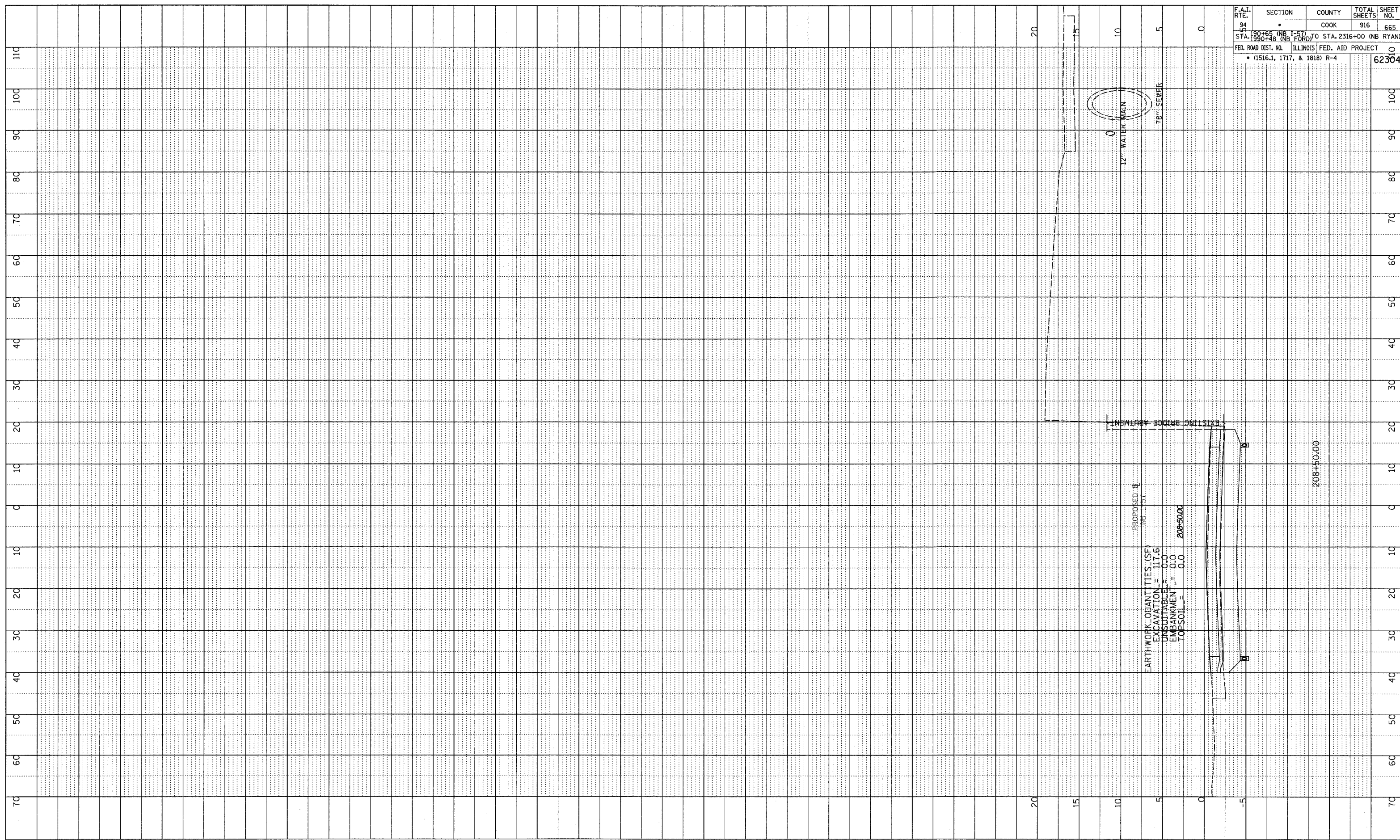
TYLIN INTERNATIONAL



NORTHBOUND I-57
STA. 207+00 TO STA. 208+00

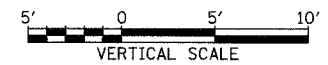
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GRADES CHECKED	
NOTE BOOK	
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STRUCTURE	
NOTATION	
CHFD	



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94		COOK	916	665
STA. 1990+00 (NB I-57) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				
				62304

TYLIN INTERNATIONAL

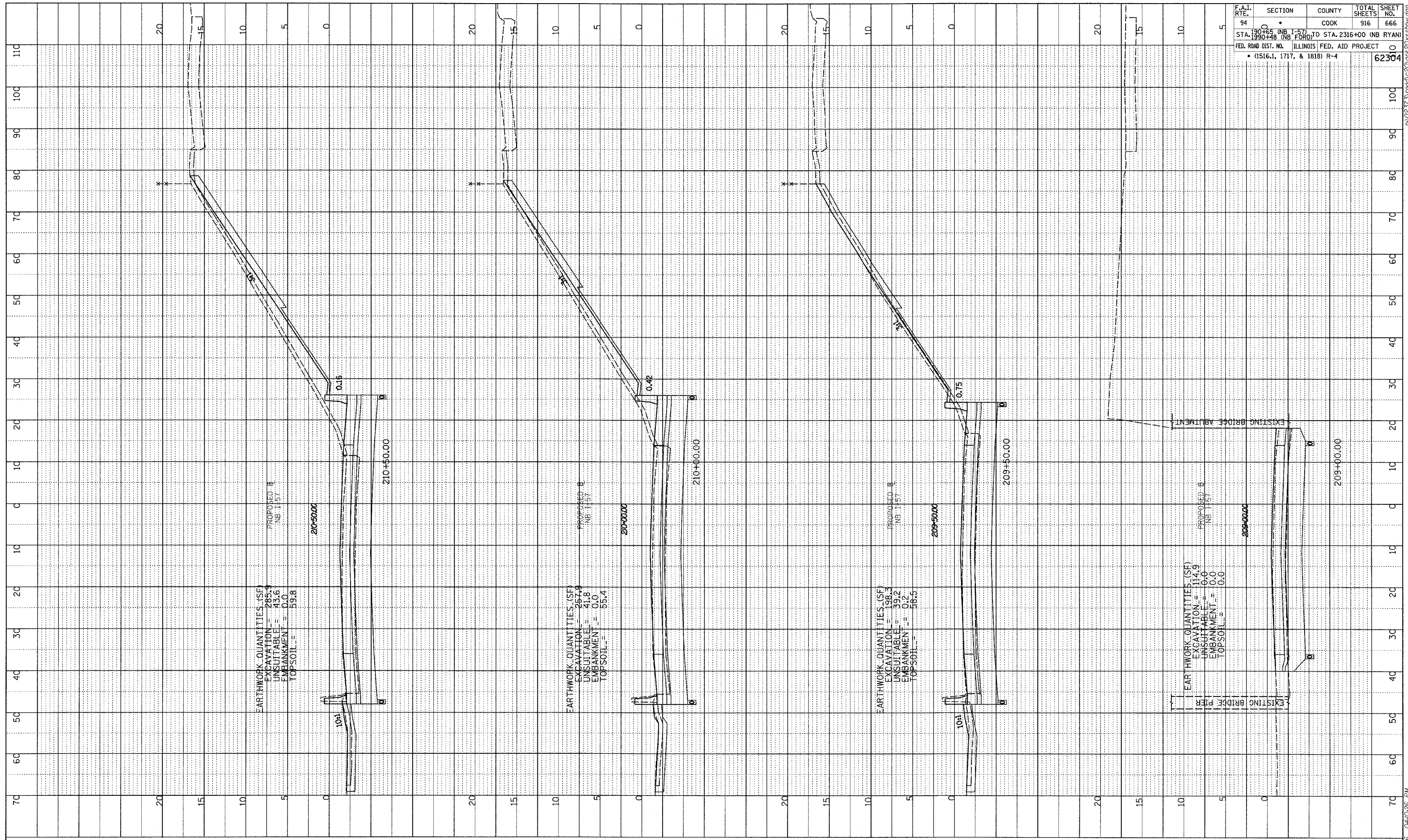


NORTHBOUND I-57
STA. 208+50 TO STA. 208+50

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 NO. _____ PROJECT NO. IRTATIS CHFD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	666
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				
				62304



TYLIN INTERNATIONAL

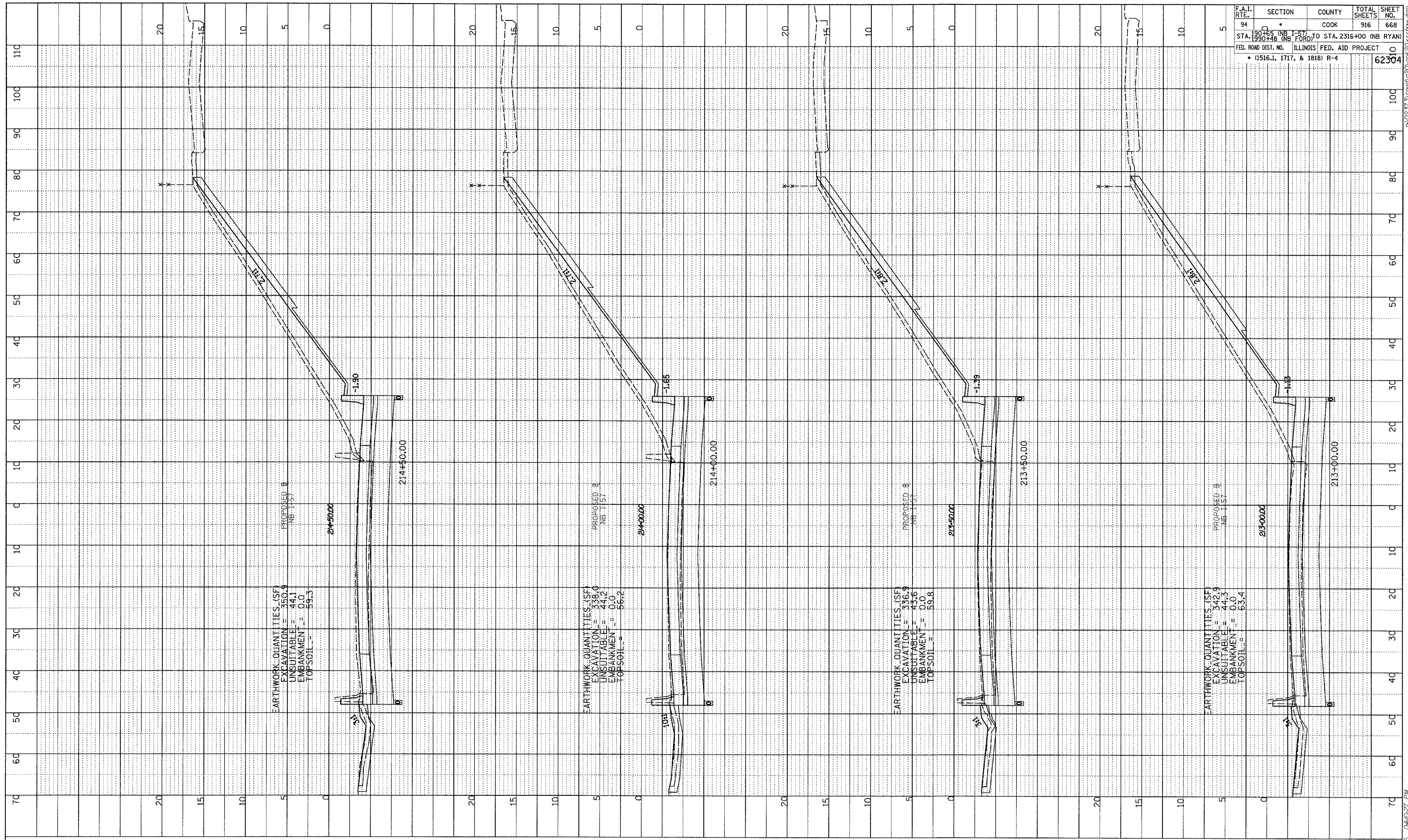


NORTHBOUND I-57
 STA. 209+00 TO STA. 210+50

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PROFILE SUBMITTED BY _____ DATE _____
 NOTE BOOK GRADES CHECKED _____
 NO. _____ PLS. USE NOTATION CHNO

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	0	COOK	916	668
STA. 190+00 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 190+00 (NB FORD) TO STA. 2316+00 (NB RYAN) FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT • (1516.1, 1717, & 1818) R-4				
				62304



TYLIN INTERNATIONAL

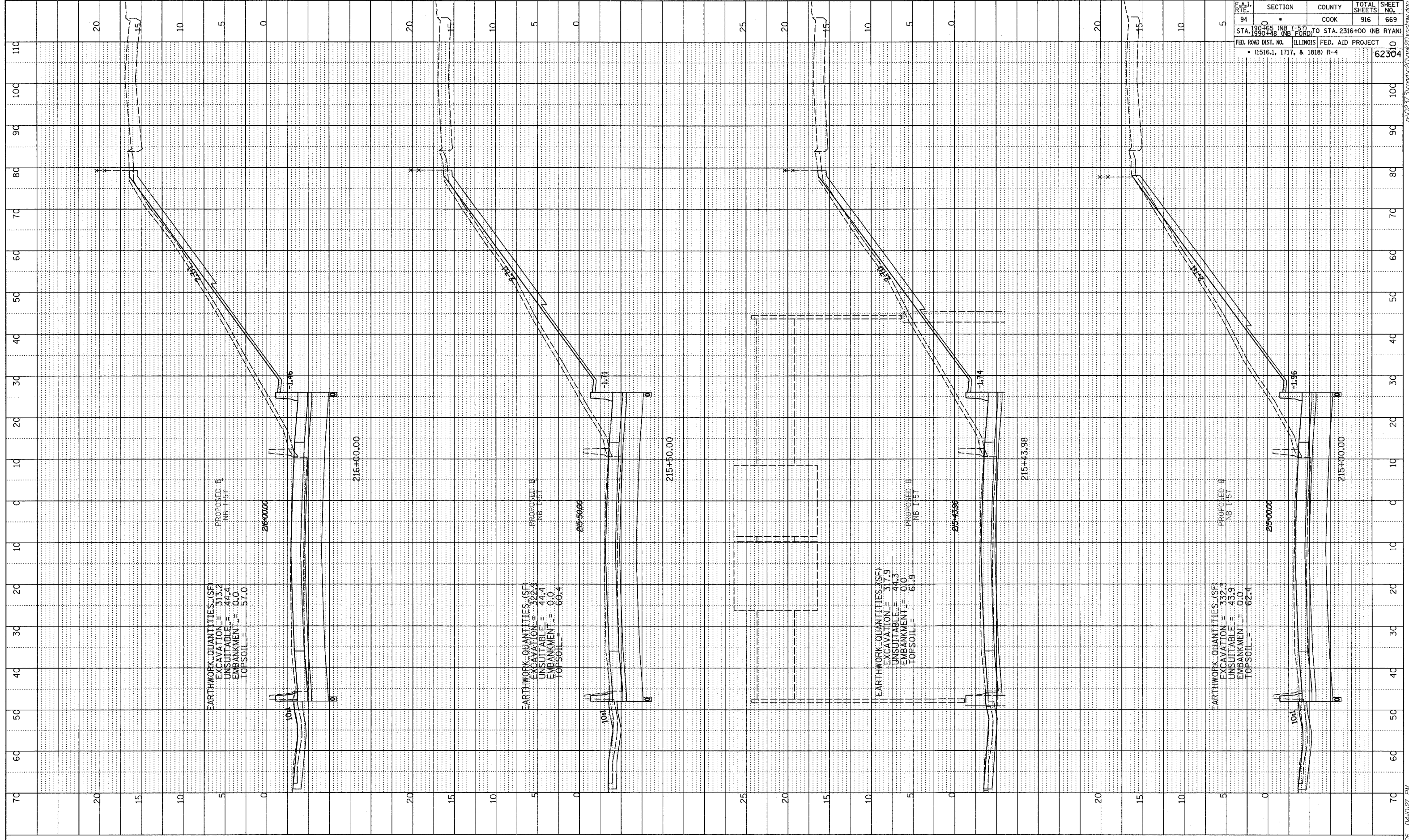


NORTHBOUND I-57
 STA. 213+00 TO STA. 214+50

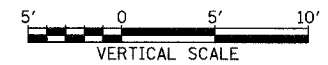
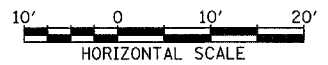
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PROFILE SURVEYED BY: _____
 GRADES CHECKED BY: _____
 DATE: _____
 NO. _____
 PROJECT NO. _____
 DRAWING NO. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+00	COOK	916	669
STA. 190+00 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 190+00 (NB I-57) TO STA. 2316+00 (NB RYAN) FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT (1516.1, 1717, & 1818) R-4				
				62304



TYLIN INTERNATIONAL

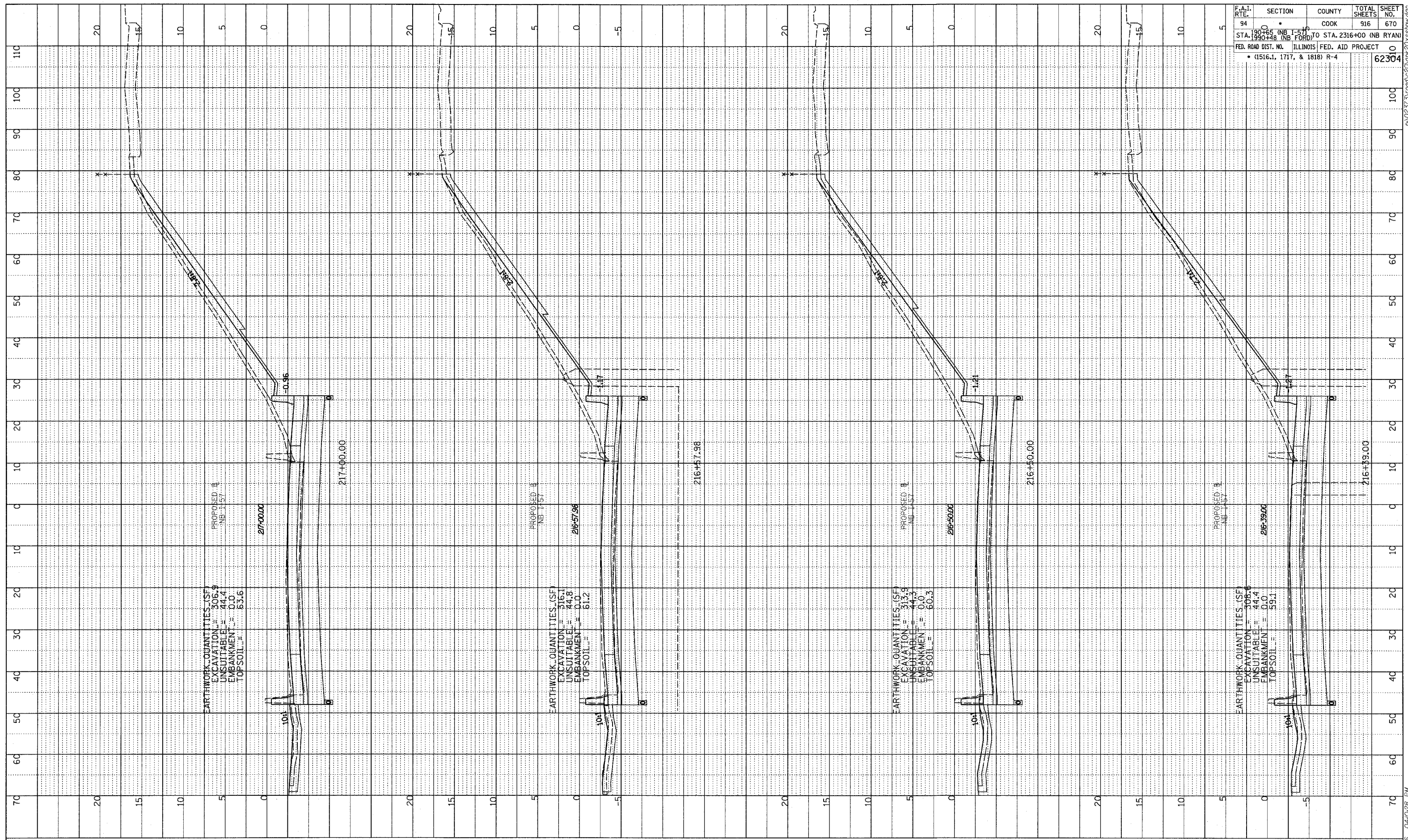


NORTHBOUND I-57
 STA. 215+00 TO STA. 216+00

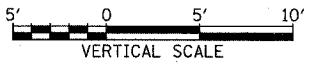
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PROFILE SUBMITTED BY: _____ DATE: _____
 GRADES CHECKED BY: _____
 NOTE BOOK NO. _____
 BY: _____
 DATE: _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	0	COOK	916	670
STA. 190+00 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 190+48 (NB FORD)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT • (1516.1, 1717, & 1818) R-4				
				62304



TYLIN INTERNATIONAL

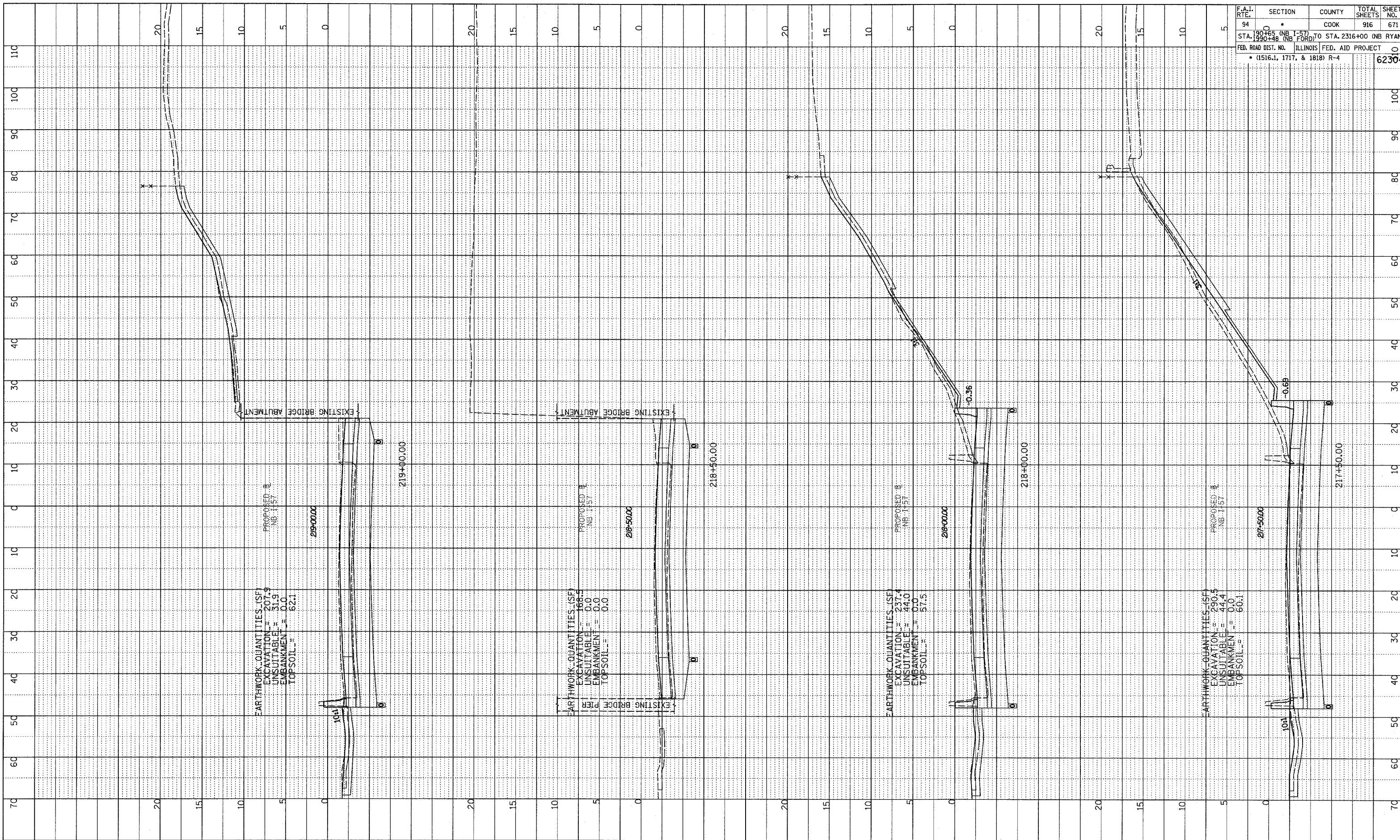


NORTHBOUND I-57
 STA. 216+39 TO STA. 217+00

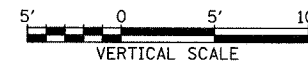
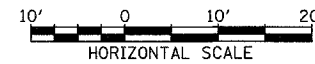
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PROFILE SURVEYED
 PLOTTED
 NOTE BOOK GRAPHS CHECKED
 NO. STRUCTURE NOTATIONS CHRD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	0	COOK	916	671
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 190+48 (NB I-57) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT • (1516.1, 1717, & 1818) R-4				
				62304



TYLIN INTERNATIONAL

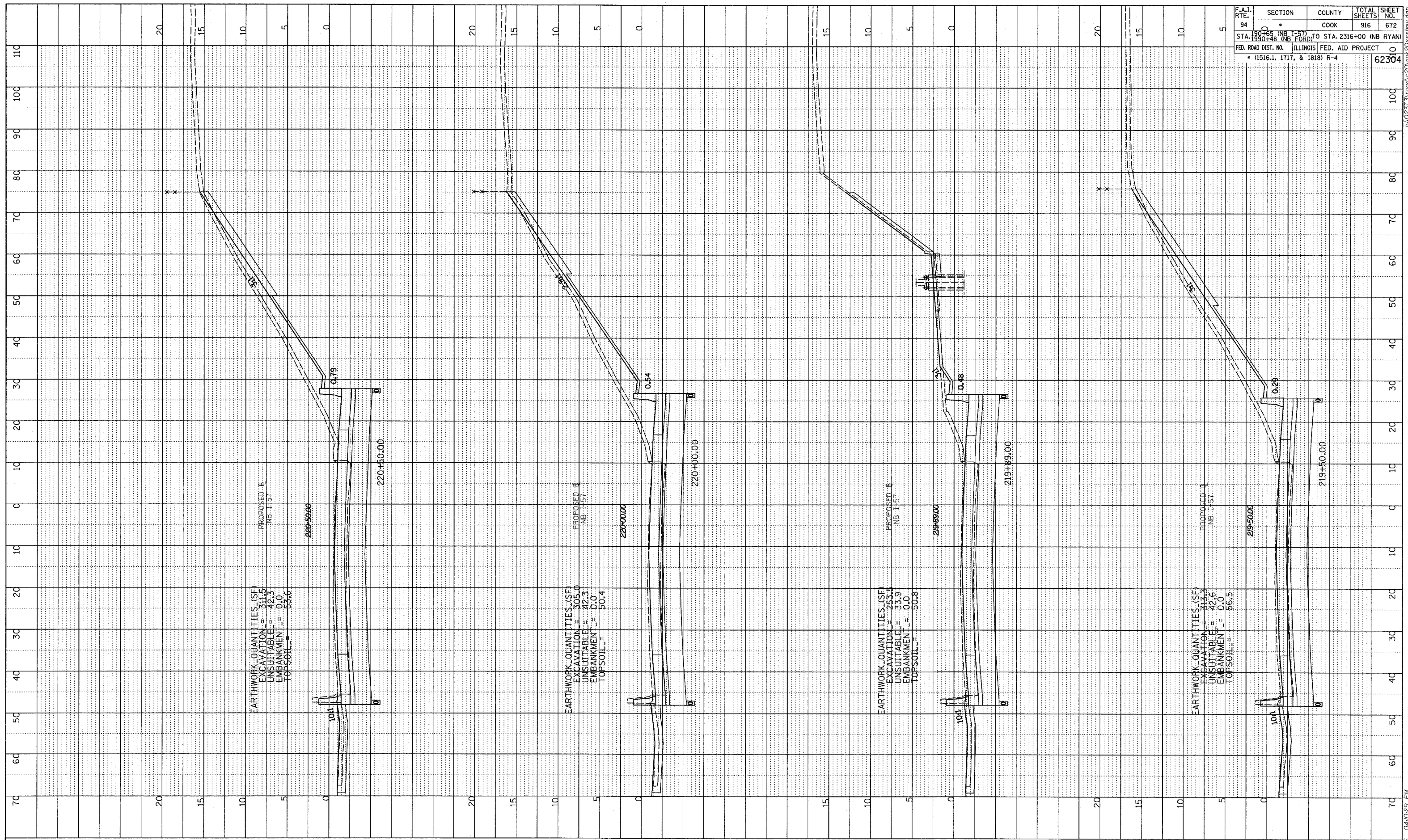


NORTHBOUND I-57
 STA. 217+50 TO STA. 219+00

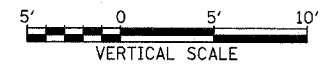
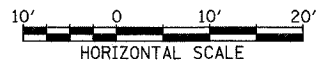
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PROFILE SHEET
 DATE: _____
 BY: _____
 CHECKED: _____
 NO. _____
 TITLE: _____
 PROJECT: _____
 SHEET NO.: _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+00	COOK	916	672
STA. 190+00 (NB I-57) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				
				62304



TYLIN INTERNATIONAL

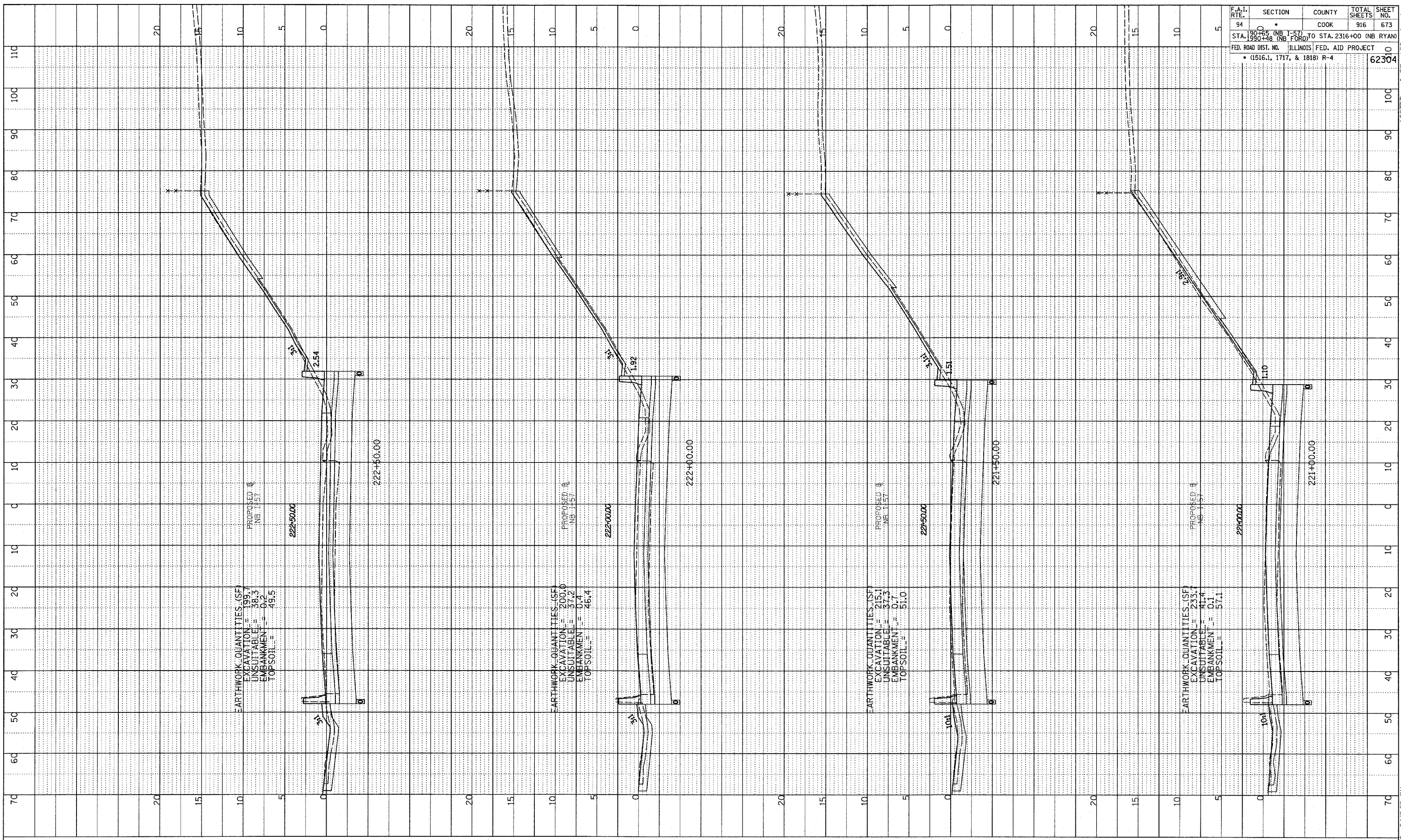


NORTHBOUND I-57
STA. 219+50 TO STA. 220+50

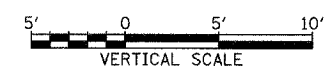
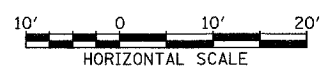
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PROFILE
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 NOTE BOOK _____
 NO. _____
 STRUCTURE NOTATION CHRD
 BY _____
 DATE _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	0	COOK	916	673
STA. 199+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				
				62304



TYLIN INTERNATIONAL

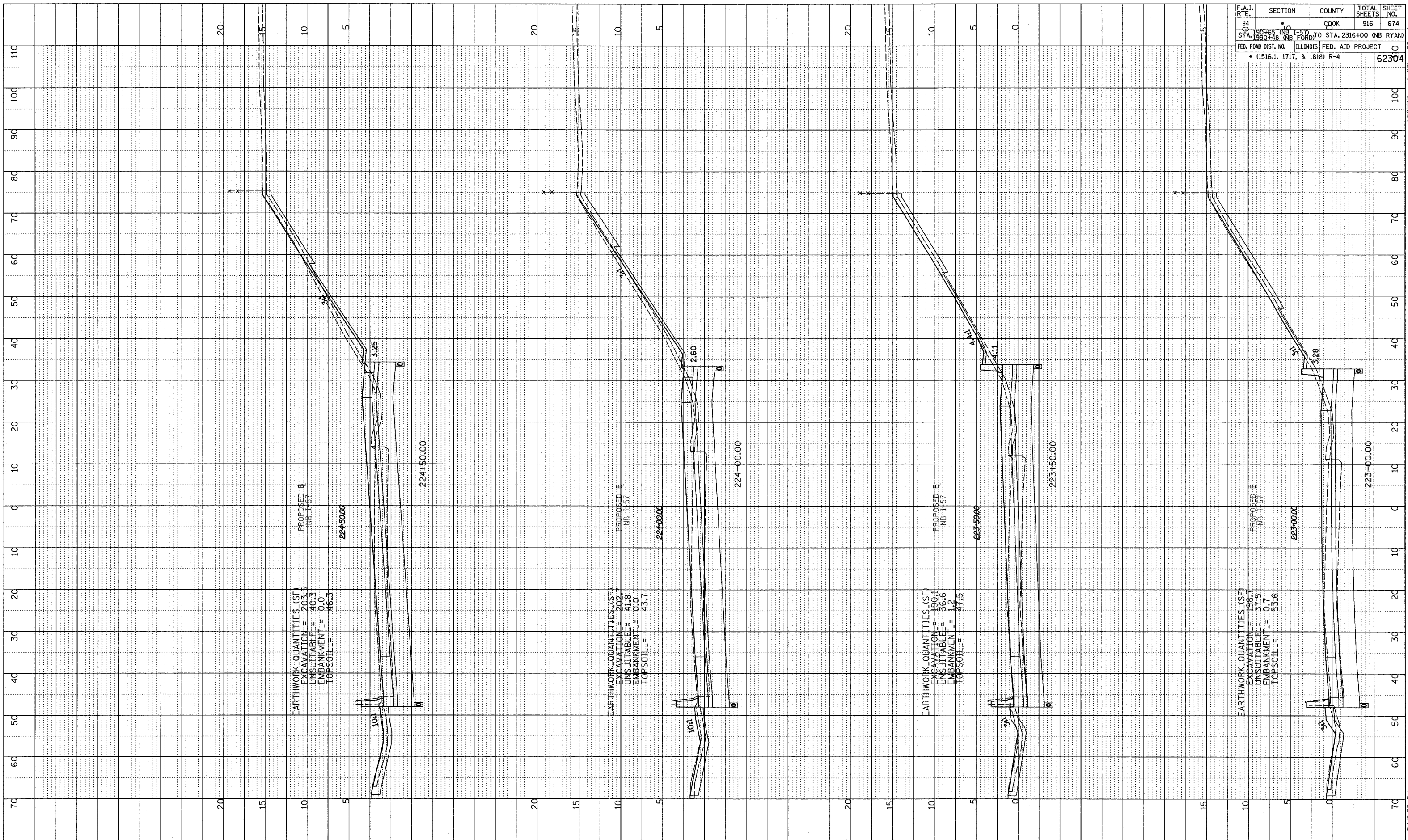


NORTHBOUND I-57
STA. 221+00 TO STA. 222+50

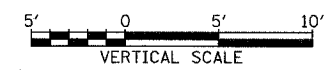
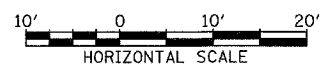
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PROFILE SURVEYED _____ DATE _____
 PLOTTED _____
 NOTE BOOK GRADES CHECKED _____
 NO. STRUCTURE NOTATIONS CHRD _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)	COOK	916	674
00	190+48 (NB I-57) TO STA. 2316+00 (NB RYAN)			
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				62304
• (1516.1, 1717, & 1818) R-4				



TYLIN INTERNATIONAL

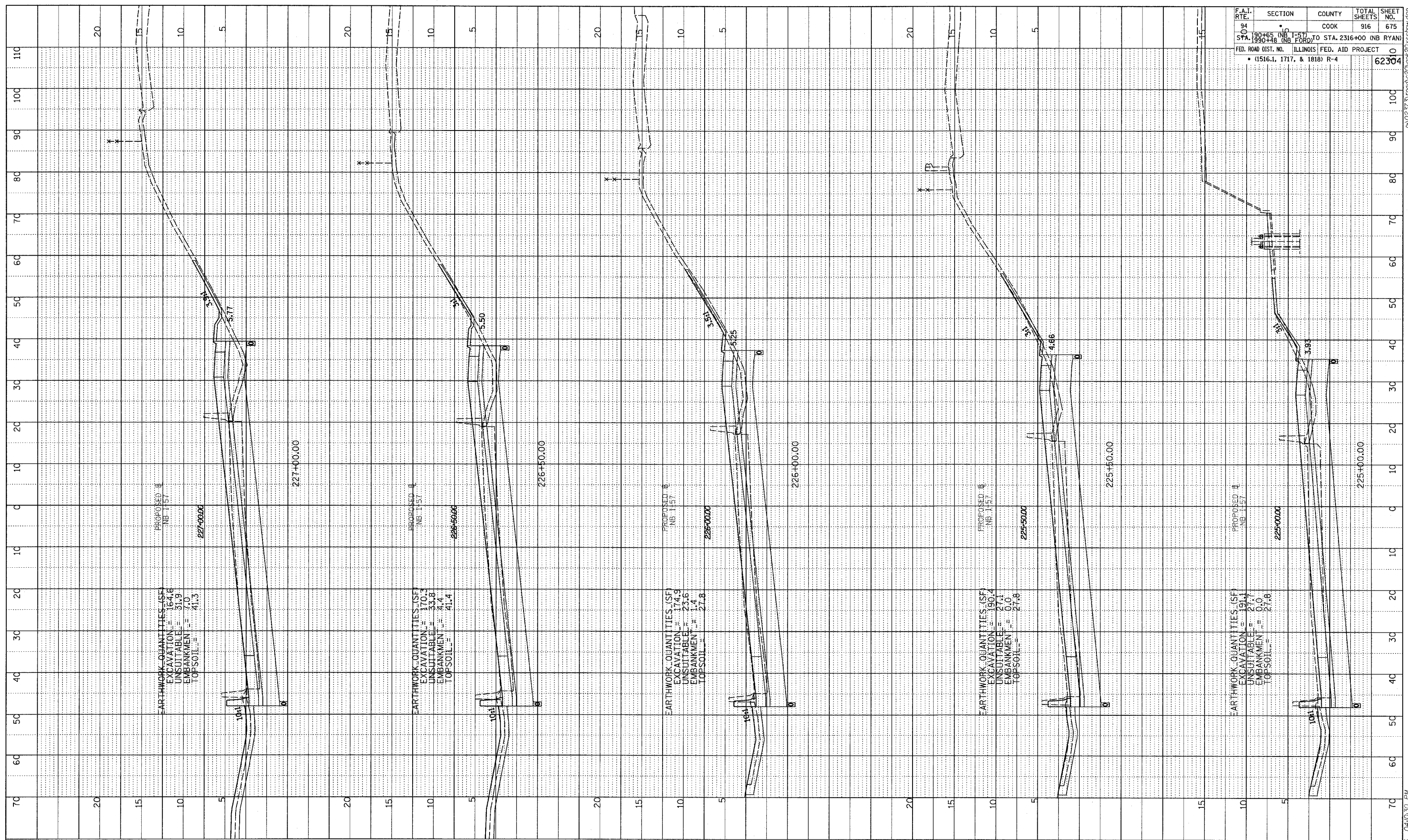


NORTHBOUND I-57
 STA. 223+00 TO STA. 224+50

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PROFILE SURVEYED _____ BY _____ DATE _____
 NOTE BOOK GRADES CHECKED _____
 NO. _____ E.M. NOTED _____
 _____ FIELD DATE NOTATIONS CHRO _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	0	COOK	916	675
STA. 190+45 (NB I-57)	TO STA. 2316+00 (NB RYAN)			
STA. 1990+48 (NB FORD)				
ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				
				62304



TYLIN INTERNATIONAL

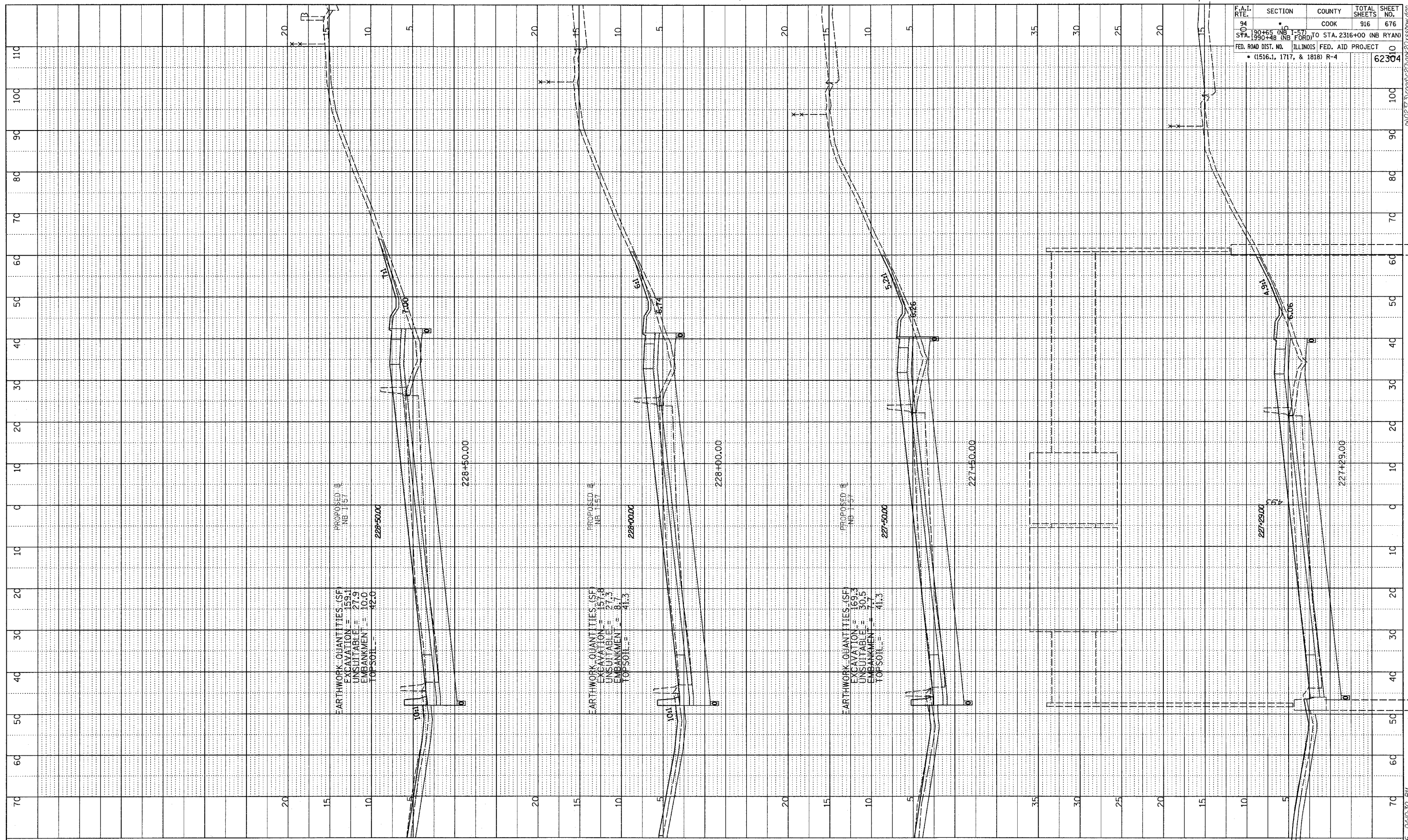


NORTHBOUND I-57
 STA. 225+00 TO STA. 227+00

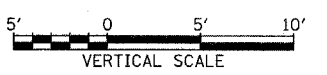
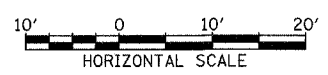
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PROFILE	SURVEYED
	GRADES CHECKED
	B.M. NOTED
	STRUCTURE NOTATIONS CHECKED

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+45 (NB I-57) TO STA. 2316+00 (NB RYAN)	COOK	916	676
STA. 190+45 (NB I-57) TO STA. 2316+00 (NB RYAN)	ILLINOIS FED. AID PROJECT			
FED. ROAD DIST. NO.	• (1516.1, 1717, & 1818) R-4			62304



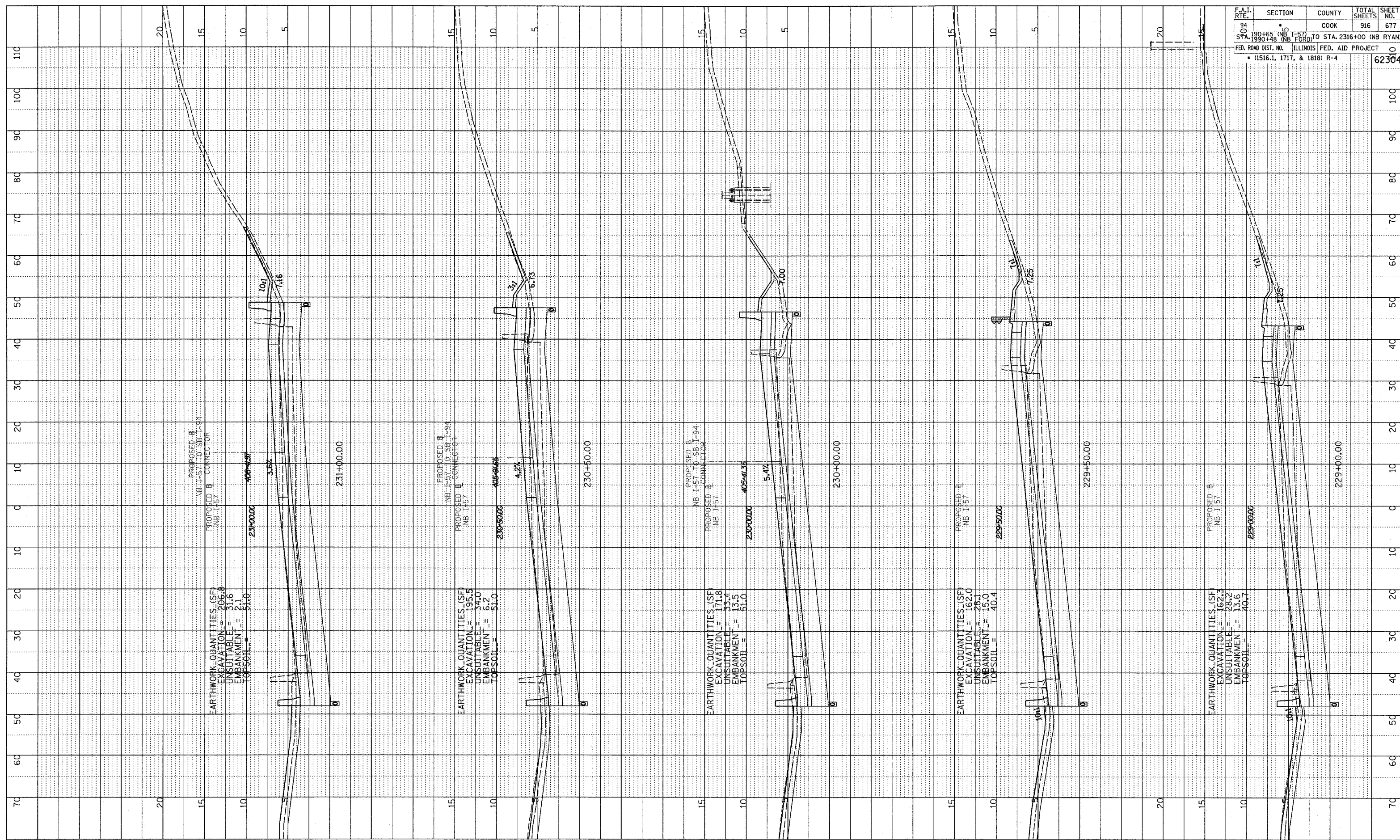
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NORTHBOUND I-57
STA. 227+29 TO STA. 228+50

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PROFILE SURVEYED
 GRADES CHECKED
 B.M. NOTED
 STRUCTURE NOTATIONS SHOWN
 BY DATE
 NO.

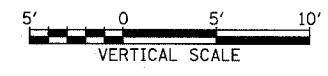
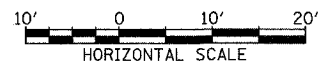


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	10	COOK	916	677

STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)
 STA. 190+48 (NB FORD)
 ILLINOIS FED. AID PROJECT
 (1516.1, 1717, & 1818) R-4

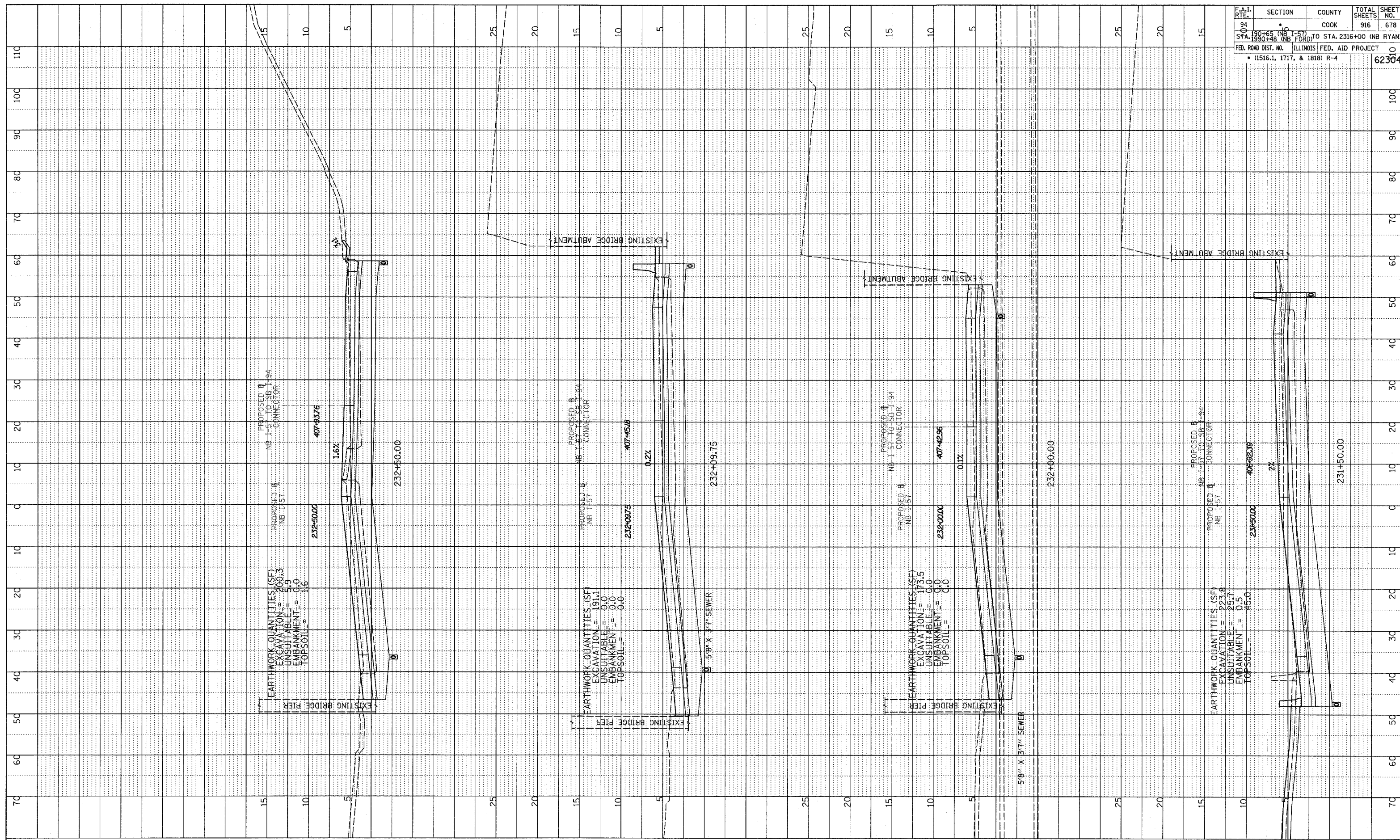
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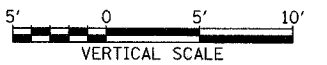
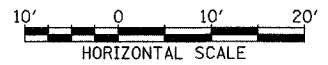
NORTHBOUND I-57
 STA. 229+00 TO STA. 231+00

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DATE	DATE
NO.	NO.



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	150+00 NB I-57 TO STA. 190+00 NB I-57	COOK	916	678
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				
				62304

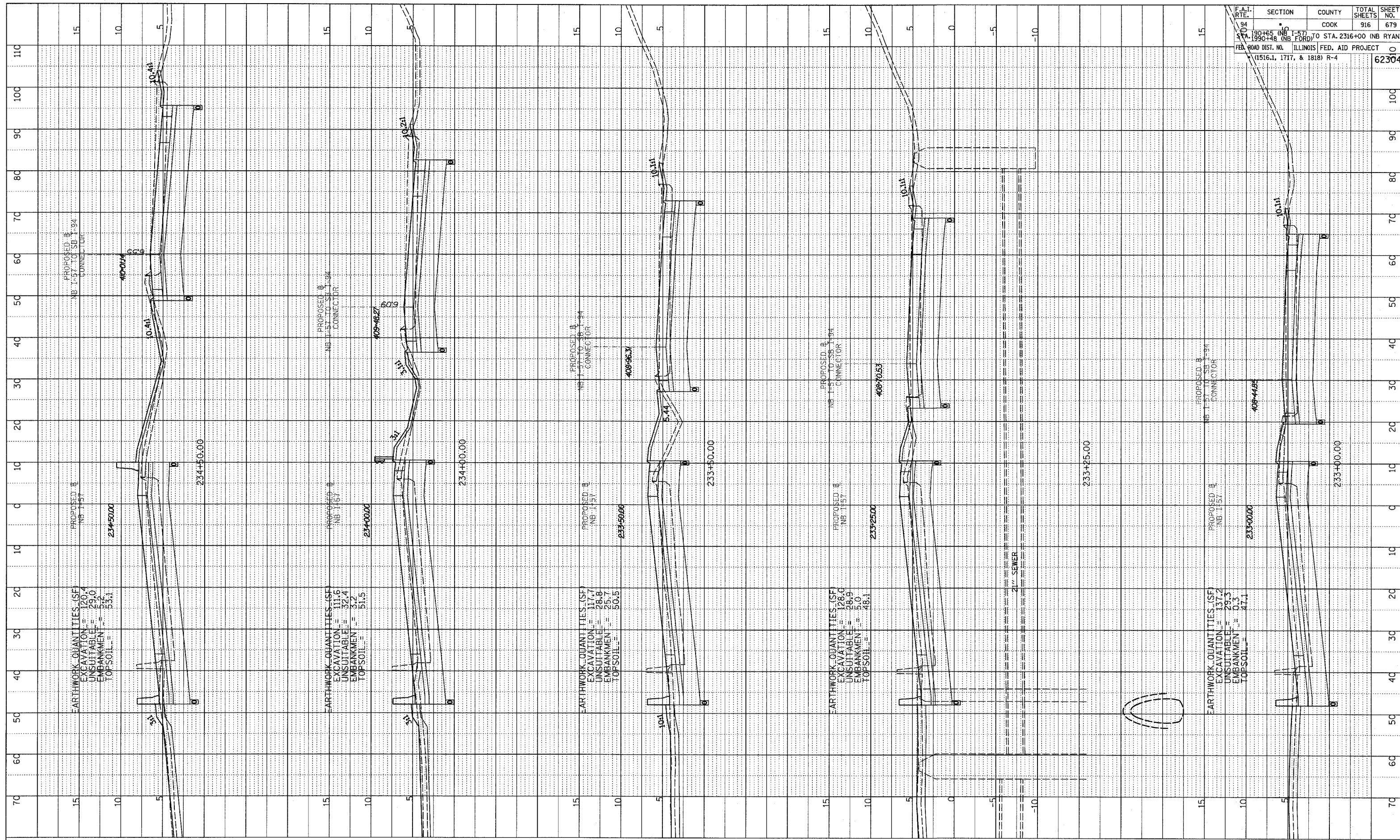
TYLIN INTERNATIONAL



NORTHBOUND I-57
STA. 231+50 TO STA. 232+50

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PROFILE SUBMITTED BY: _____ DATE: _____
 NOTE BOOK NO. _____
 GRADES CHECKED BY: _____
 B.M. NOTED BY: _____
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
190+65 (NB I-57)	190+65 (NB I-57)	COOK	916	679
1990+48 (NB FORD)	1990+48 (NB FORD)			
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				62304
(1516.1, 1717, & 1818) R-4				

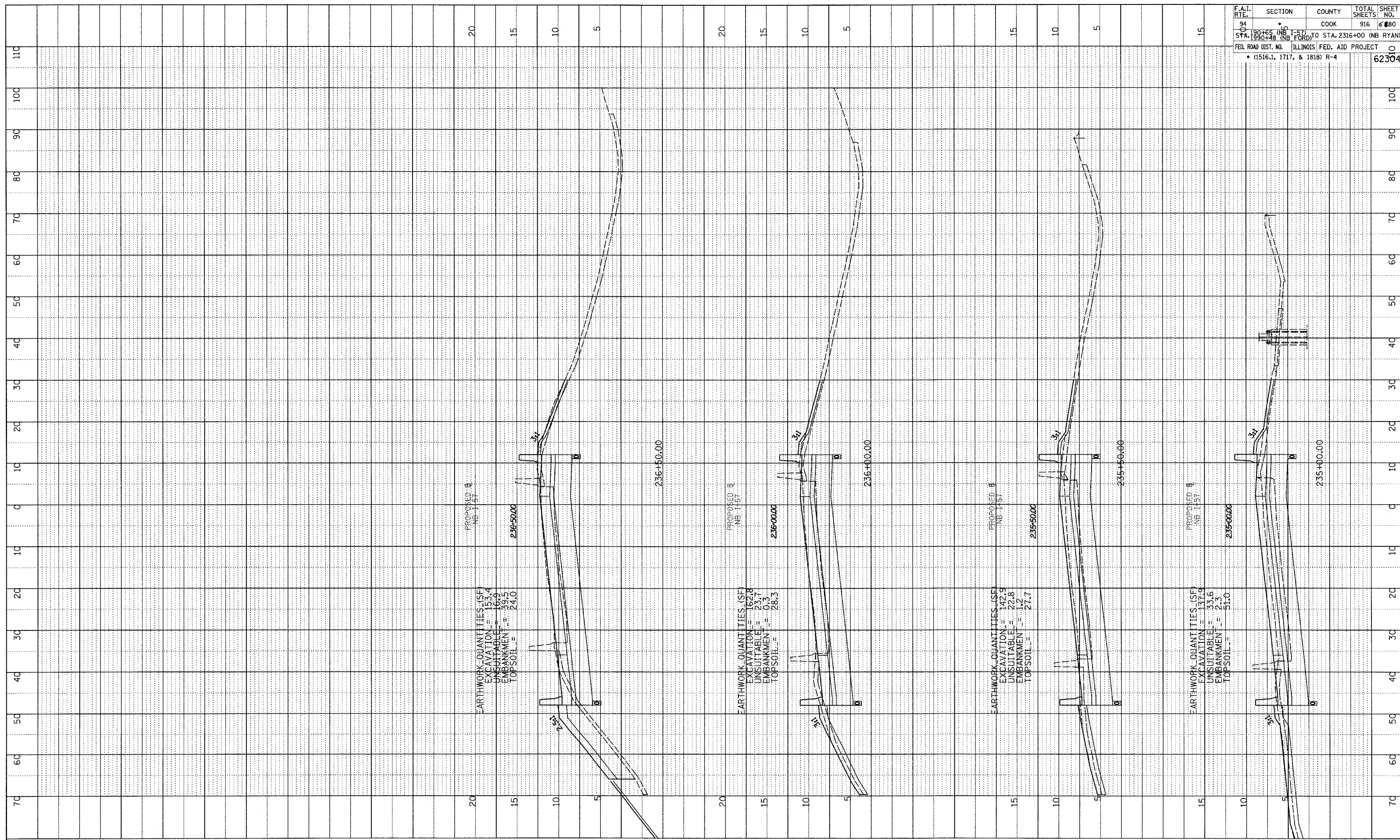
TYLIN INTERNATIONAL



NORTHBOUND I-57
 STA. 233+00 TO STA. 234+50

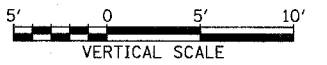
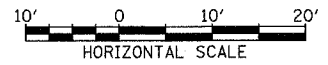
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NOTE BOOK	GRADES CHECKED	
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	PRINT DATE	NOTATION CHNO



F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+45 (NB I-57) TO STA. 2316+00 (NB RYAN)	COOK	916	680
STA. 190+45 (NB I-57)	ILLINOIS FED. AID PROJECT			
FED. ROAD DIST. NO.	• (1516.1, 1717, & 1818) R-4			
	62304			

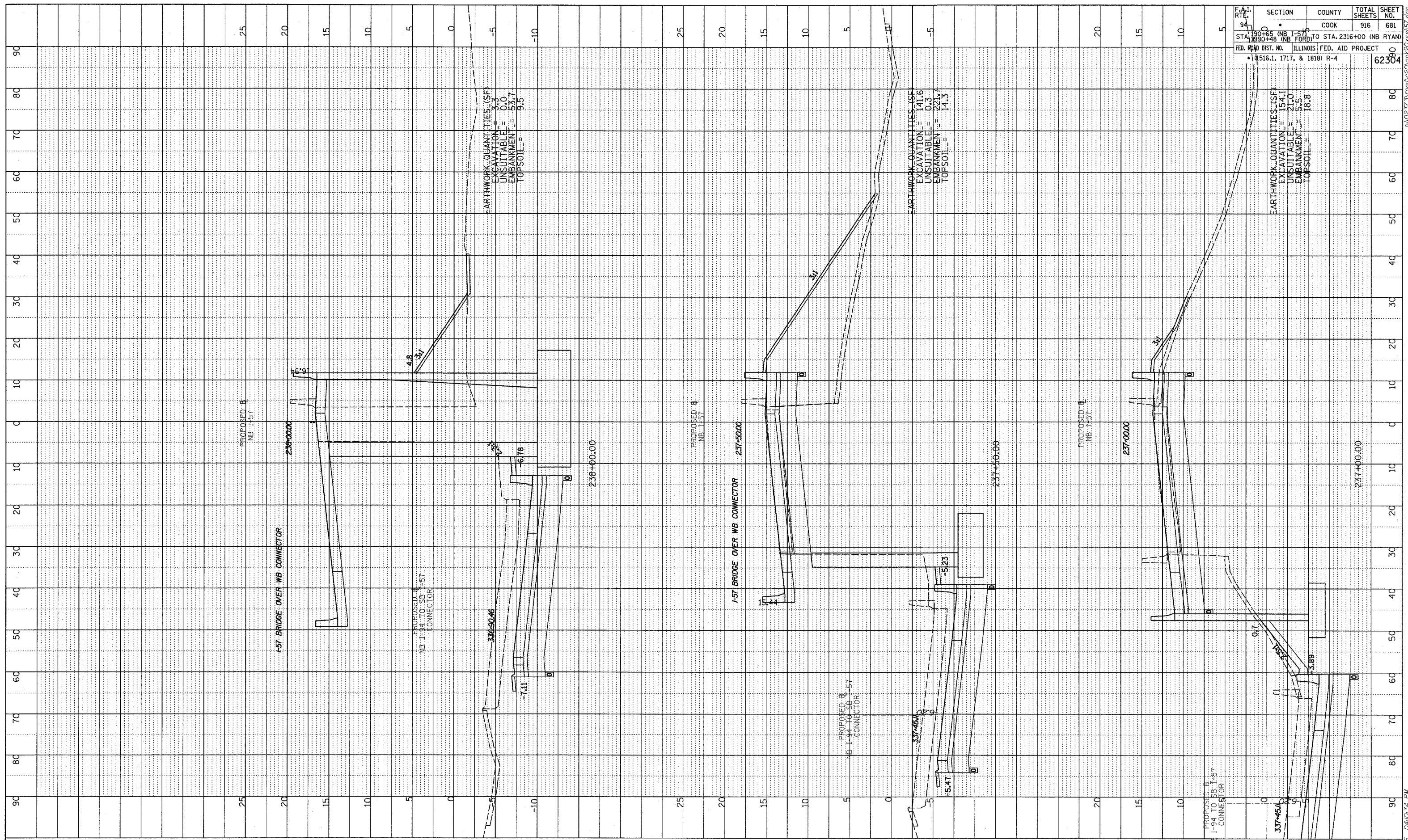
TYLIN INTERNATIONAL



NORTHBOUND I-57
STA. 235+00 TO STA. 236+50

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PROFILE SURVEYED _____ DATE _____
 GRADES CHECKED _____ BY _____
 NOTE BOOK NO. _____
 FIELD NOTES _____
 STRUCTURE NOTATION CHYO _____



F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	150+00 TO STA. 2316+00 (NB RYAN)	COOK	916	681
STA. 237+00 TO STA. 238+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
1516.1, 1717, & 1818) R-4				

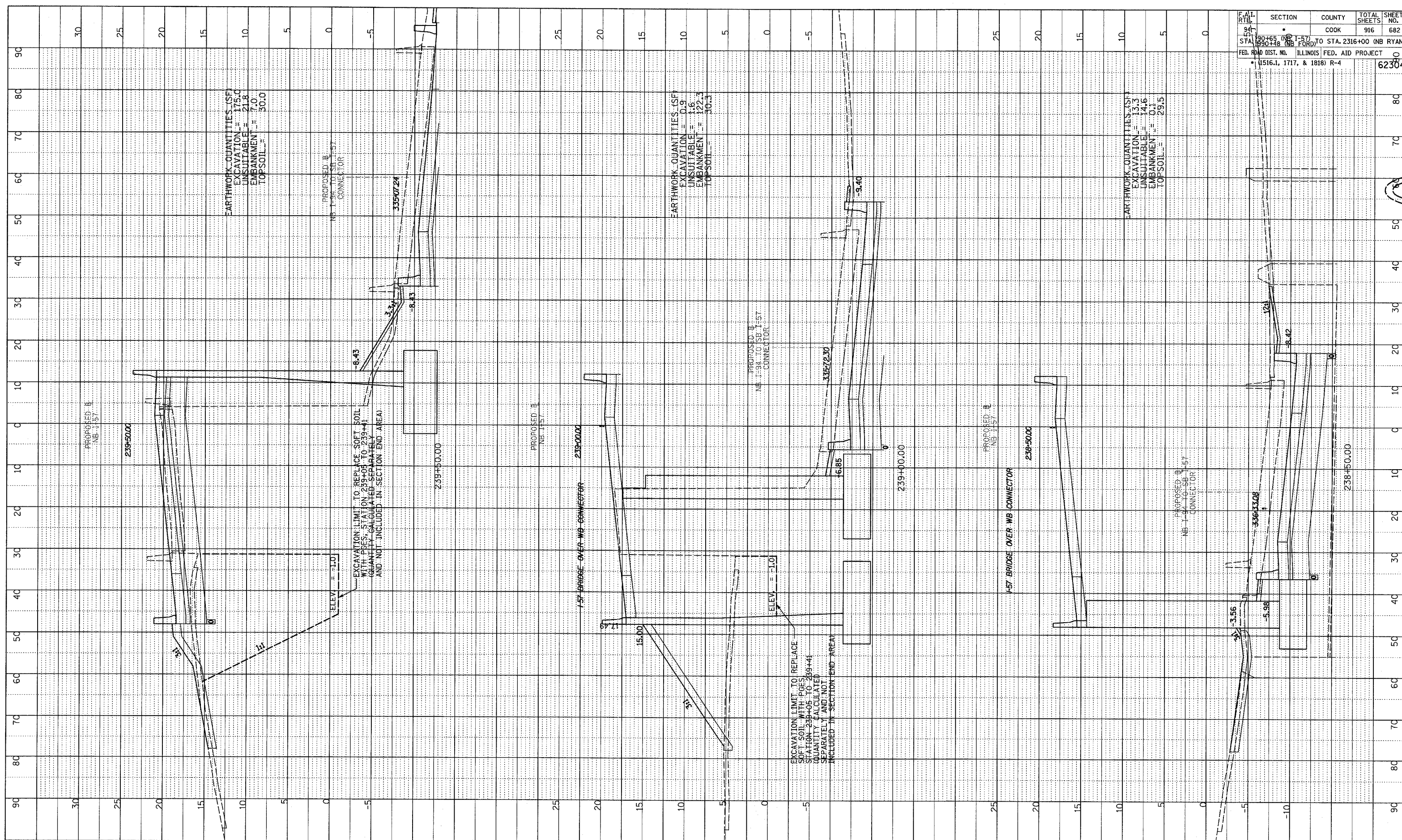
TYLIN INTERNATIONAL



NORTHBOUND I-57
 STA. 237+00 TO STA. 238+00

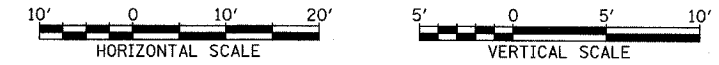
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 GRADES CHECKED
 E.M. NOTED
 STRUCTURE NOTATIONS OK/NO
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F.A.I. RTB.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)	COOK	916	682
51	190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)	COOK	916	682
51	190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)	COOK	916	682
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				

TYLIN INTERNATIONAL

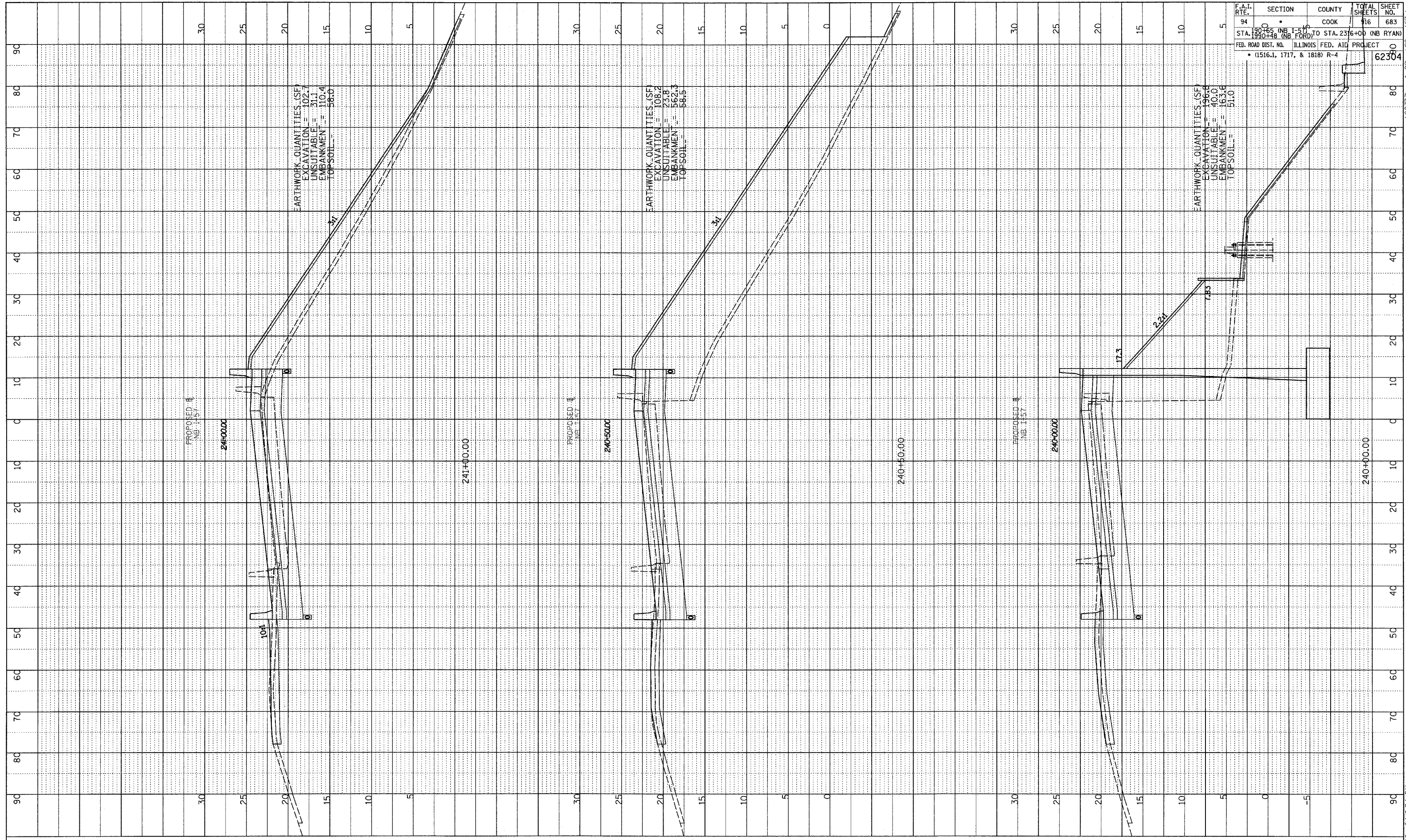


NORTHBOUND I-57
 STA. 238+50 TO STA. 239+50

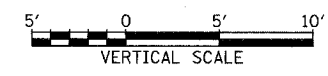
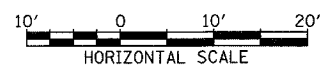
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 STRUCTURE NOTATION CHFD
 BY _____ DATE _____
 GRADINGS CHECKED
 STRUCTURE NOTATION CHFD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+00	COOK	916	683
STA. 190+00 (NB I-57) TO STA. 231+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				
				62304



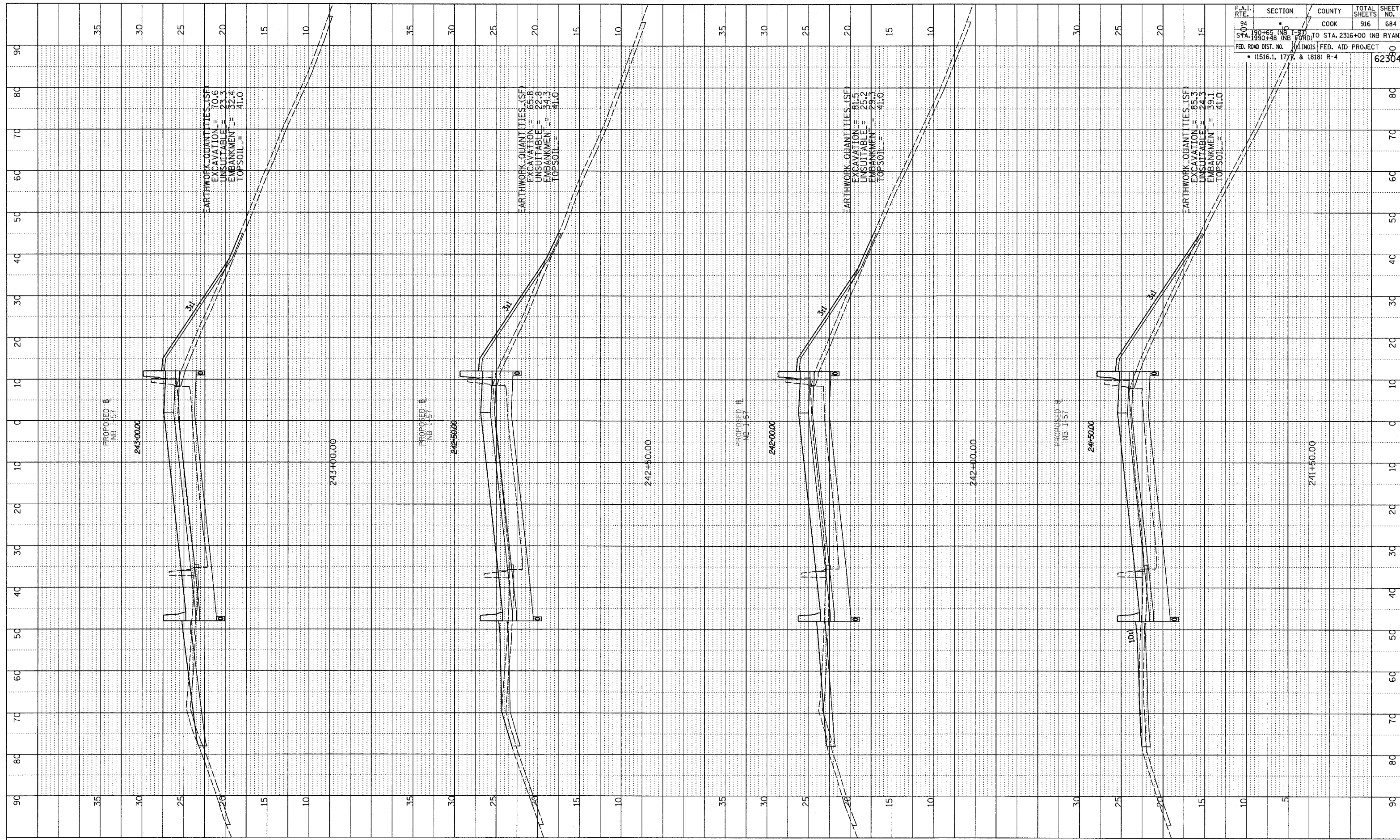
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NORTHBOUND I-57
 STA. 240+00 TO STA. 241+00

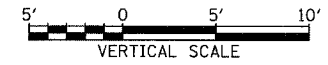
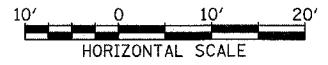
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 P.M. NOTED _____
 STRUCTURE NOTATION CHKD: _____



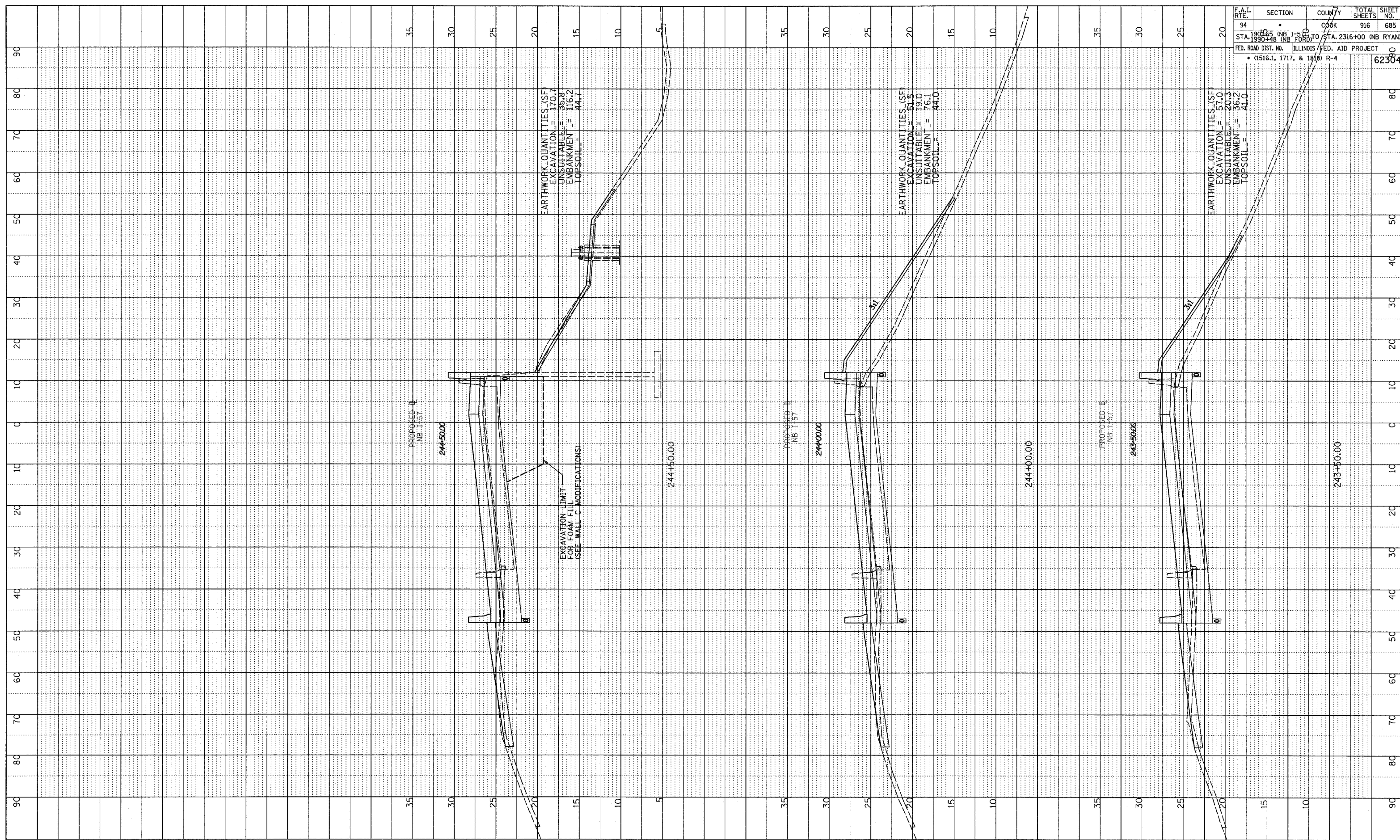
F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)	COOK	916	684
STA. 190+48 (NB I-57) TO STA. 2316+00 (NB RYAN) FED. ROAD DIST. NO. 1516.1, 1777, & 1818 R-4 ILLINOIS FED. AID PROJECT 62304				

TYLIN INTERNATIONAL



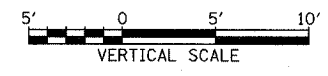
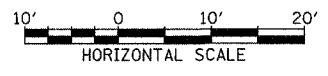
NORTHBOUND I-57
 STA. 241+50 TO STA. 243+00
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 GRADES CHECKED _____
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 NO. _____ STATIONING NOTATIONS CHNGD _____



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	685
STA. 190+48 (NB I-57) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				

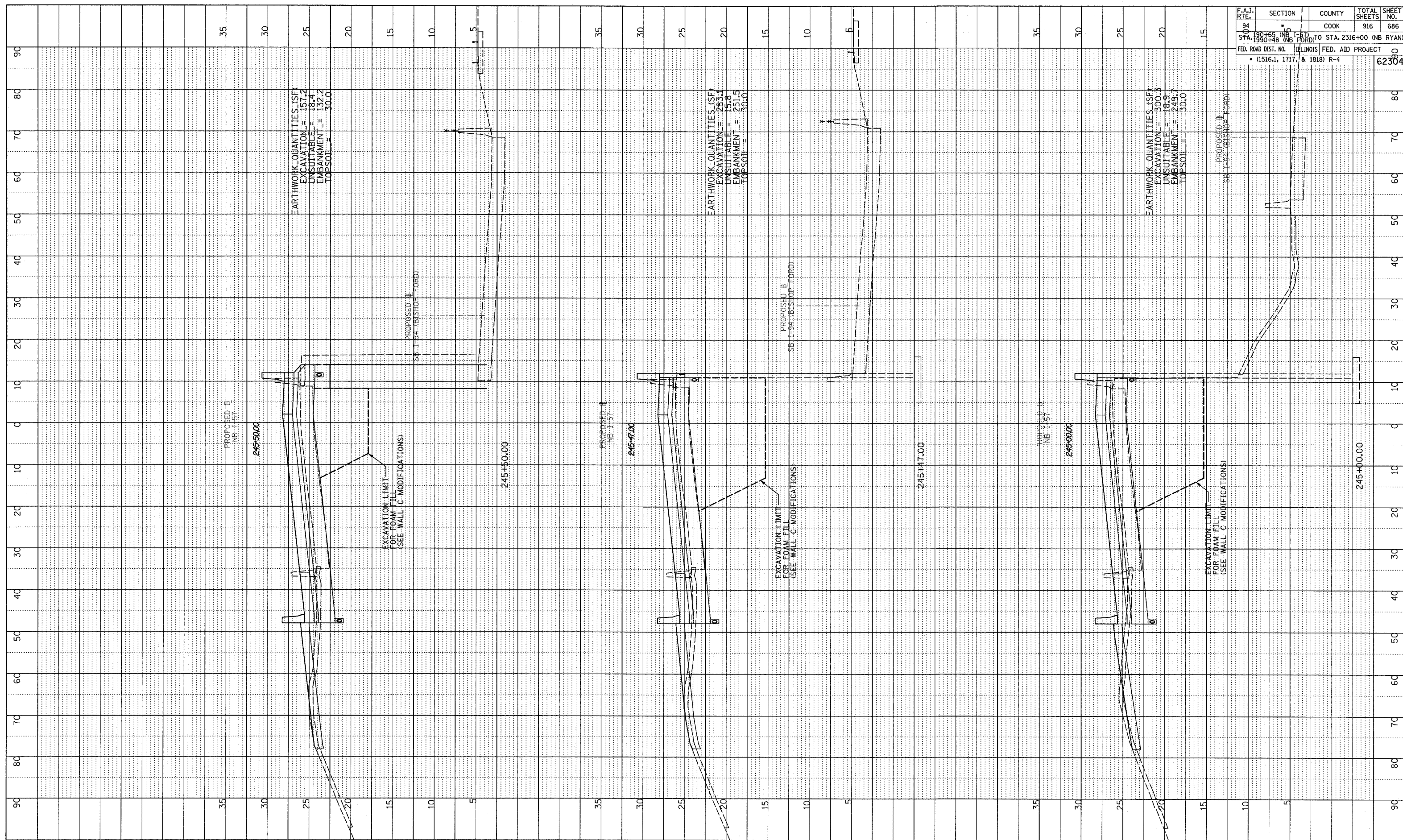
TYLIN INTERNATIONAL



NORTHBOUND I-57
STA. 243+50 TO STA. 244+50

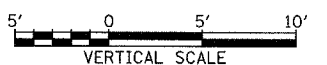
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+65 TO 231+57 (NB I-57)	COOK	916	686
	STA. 190+48 TO 231+57 (NB I-57)			
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				
				62304

TYLIN INTERNATIONAL

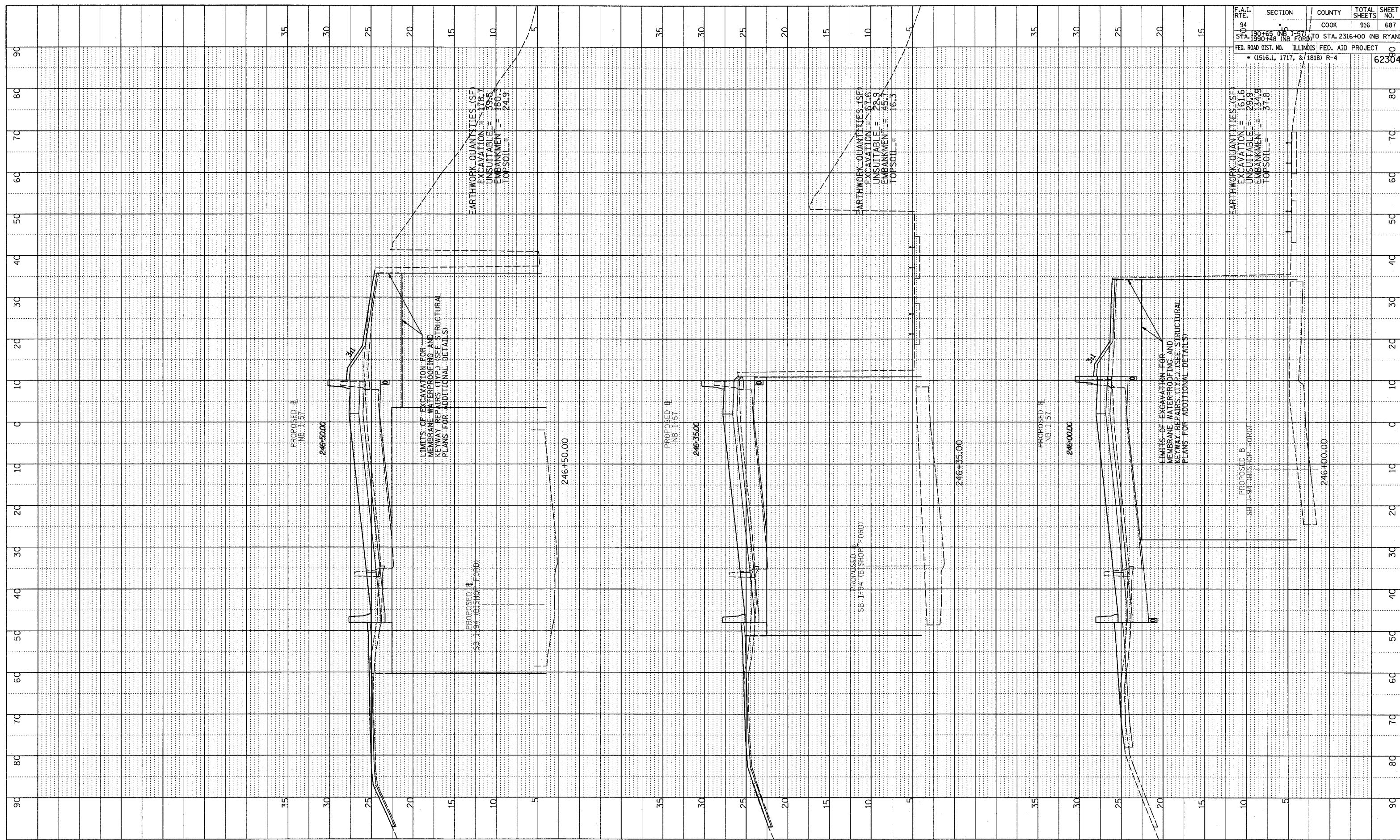


NORTHBOUND I-57
 STA. 245+00 TO STA. 245+50

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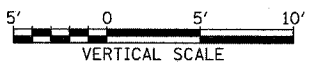
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PROFILE SURVEYED	GRADES CHECKED
NOTE BOOK	
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F.A.T. RTF. 0 94	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA. 199+48 (NB FORD)		COOK	916	687
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
(1516.1, 1717, & 1818) R-4		62304		

TYLIN INTERNATIONAL

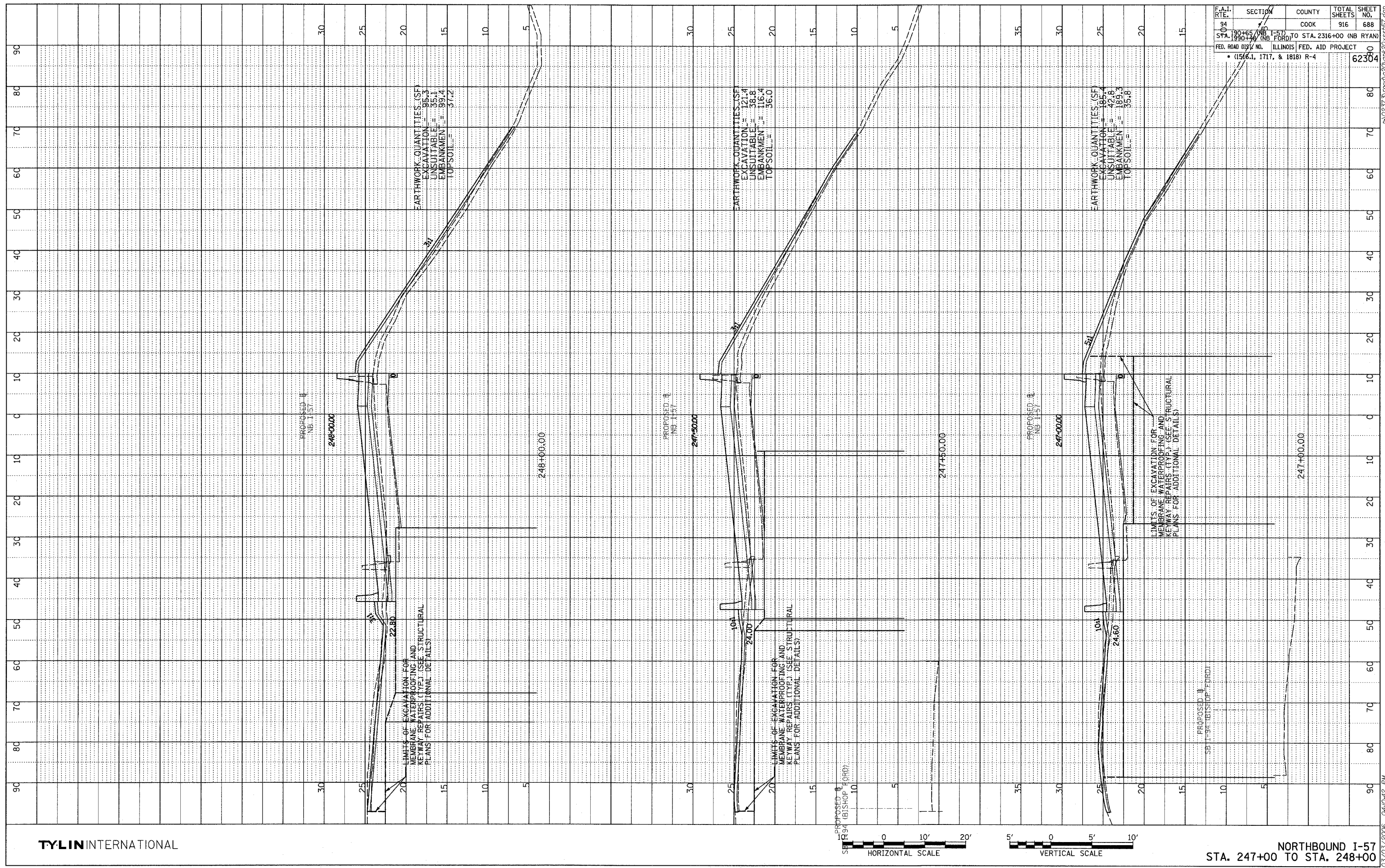


NORTHBOUND I-57
STA. 246+00 TO STA. 246+50

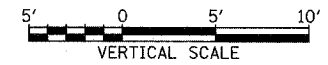
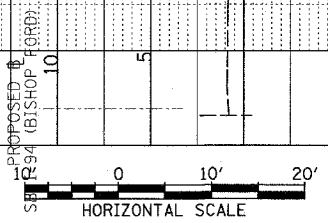
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GRADES CHECKED	
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STRUCTURE NOTATIONS OK'D	
NO.	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+55 (NB I-57) TO STA. 2316+00 (NB RYAN)	COOK	916	688
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				



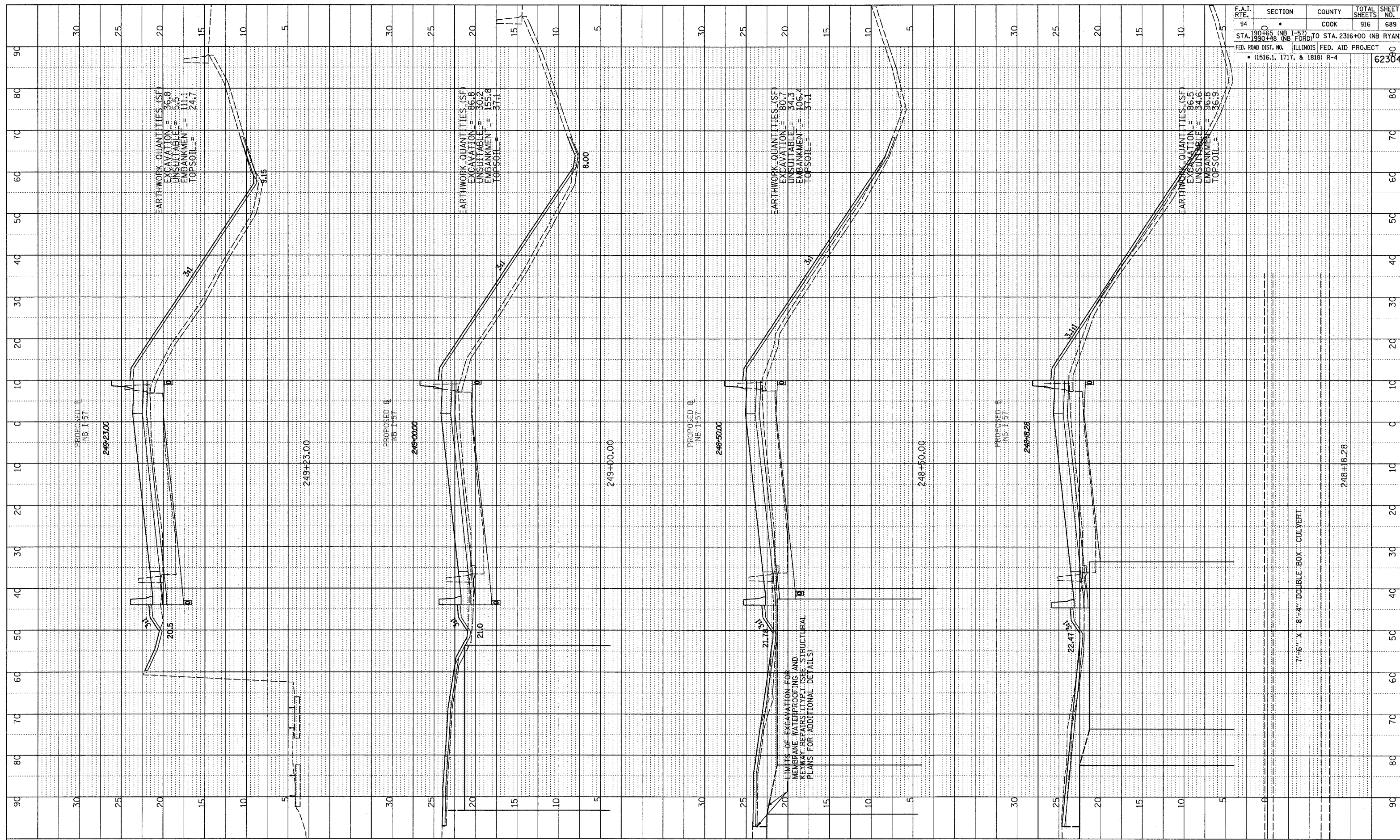
TYLIN INTERNATIONAL



NORTHBOUND I-57
STA. 247+00 TO STA. 248+00

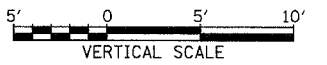
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 STRUCTURE NOTATIONS SHOWN
 BY: _____ DATE: _____



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+95 (NB I-57) TO STA. 2316+00 (NB RYAN)	COOK	916	689
STA. 248+18.28 (NB I-57) TO STA. 249+23.00 (NB RYAN) FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT • (1516.1, 1717, & 1818) R-4				

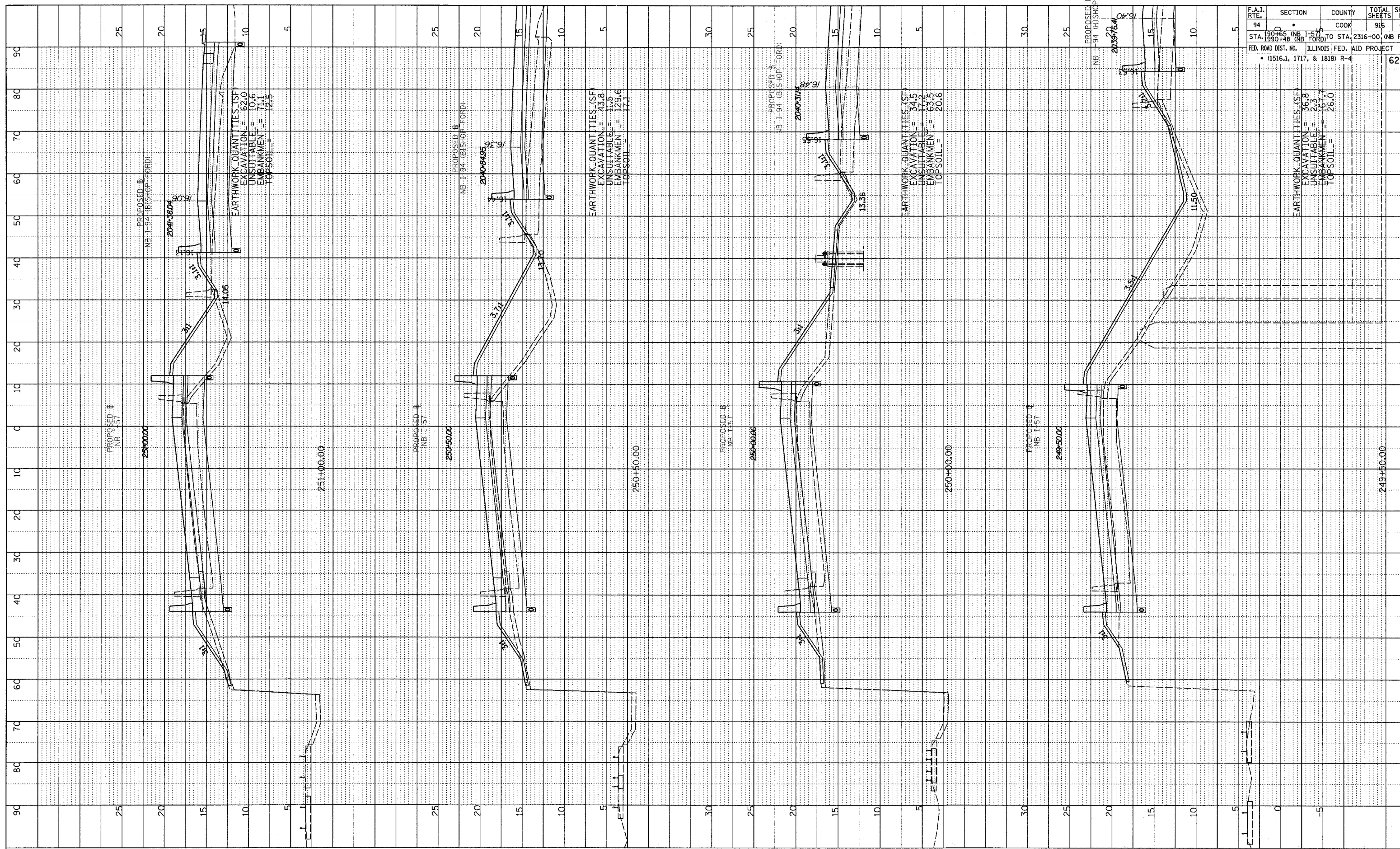
TYLIN INTERNATIONAL



NORTHBOUND I-57
 STA. 248+18.28 TO STA. 249+23.00

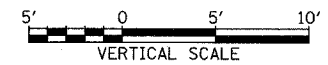
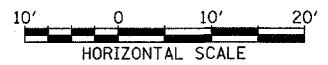
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PROFILE SURVEYED
 GRADES CHECKED
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 NOTE BOOK _____
 PLANT DATE: _____



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+00	COOK	916	690
STA. 190+00 (NB I-55) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				
				62304

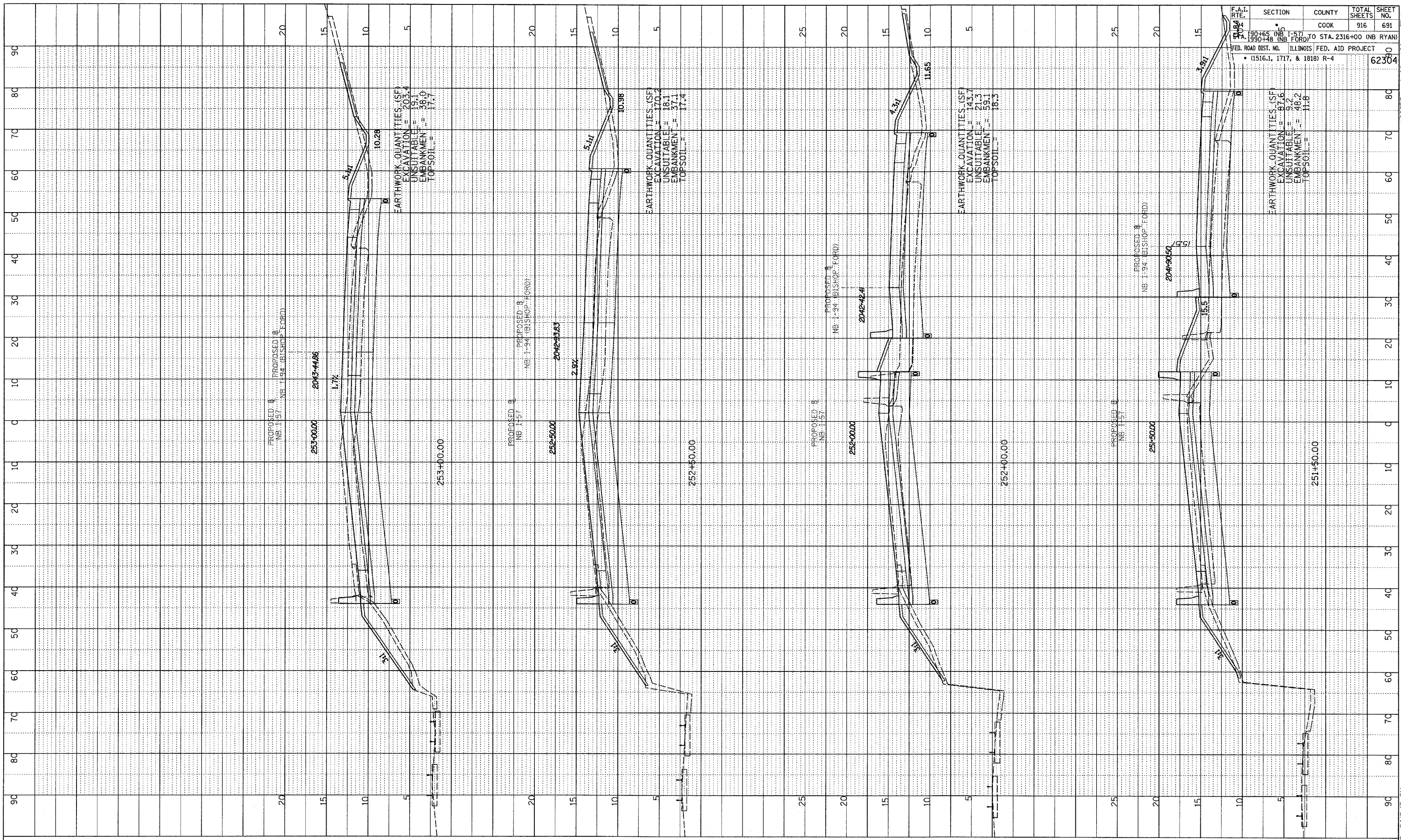
TYLIN INTERNATIONAL



NORTHBOUND I-57
 STA. 249+50 TO STA. 251+00

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PROFILE SURVEYED BY _____ DATE _____
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 NOTE BOOK NO. _____ GRANES CHECKED BY _____
 NO. _____ STRUCTURE NOTATION CHKD BY _____



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
190+65 (NB I-57)	190+48 (NB FORD)	COOK	916	691
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				
				62304

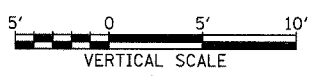
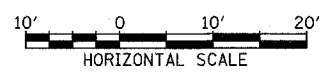
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 UNSUITABLE = 19.1
 EMBANKMENT = 38.0
 TOPSOIL = 17.7

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 170.2
 UNSUITABLE = 18.1
 EMBANKMENT = 37.1
 TOPSOIL = 17.4

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 143.7
 UNSUITABLE = 21.3
 EMBANKMENT = 59.1
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 EMBANKMENT = 48.2
 TOPSOIL = 11.8

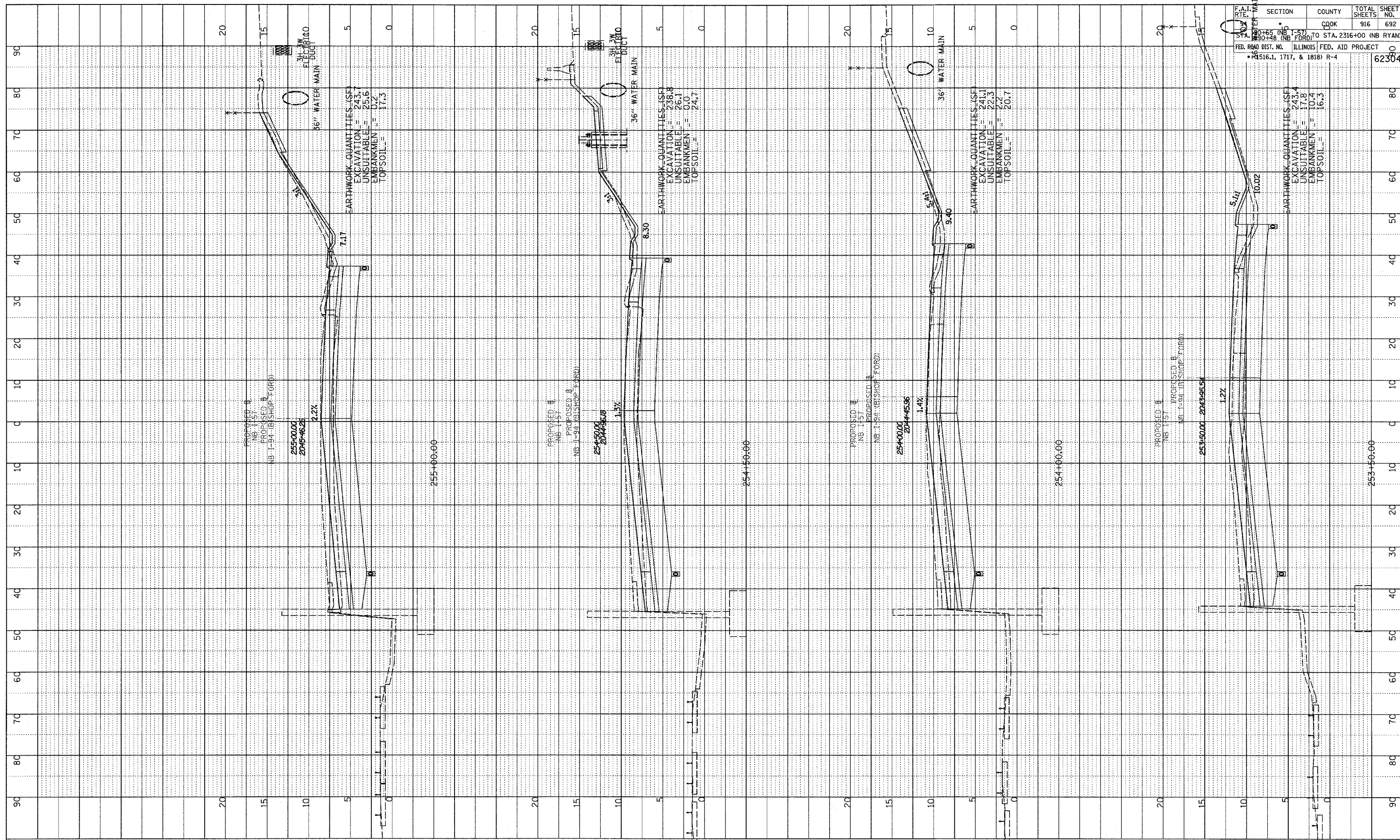
TYLIN INTERNATIONAL



NORTHBOUND I-57
STA. 251+50 TO STA. 253+00

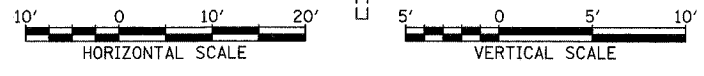
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GRADES CHECKED	
DATE NOTED	
BY	
NO. DATE	



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
157	1-57	COOK	916	692
STA. 2316+00 (NB RYAN)	TO STA. 2316+00 (NB RYAN)			
ILLINOIS FED. AID PROJECT				
2516.1, 1717, & 1818) R-4				
				62304

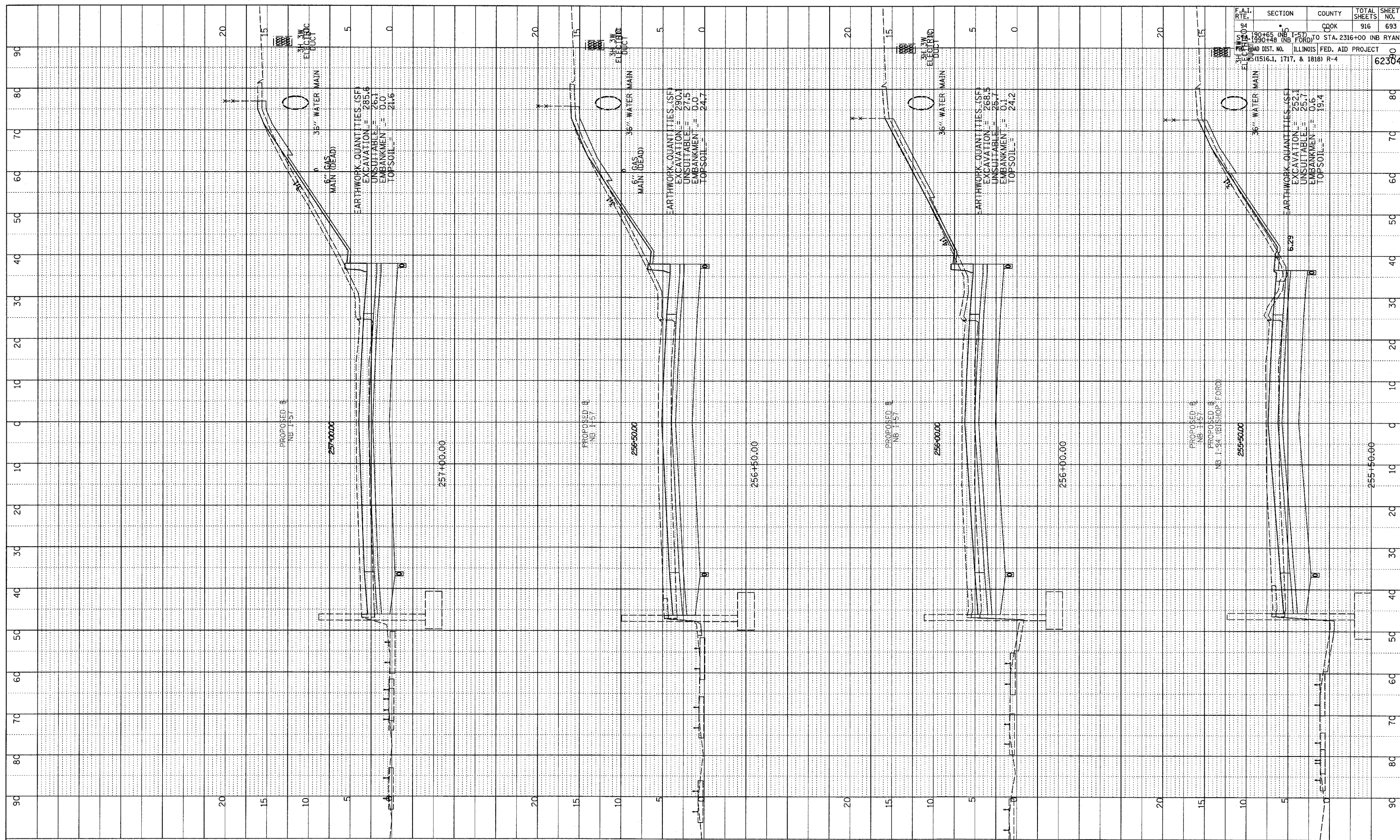
TYLIN INTERNATIONAL



NORTHBOUND I-57
STA. 253+50 TO STA. 255+00

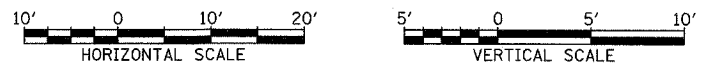
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PROFILE SURVEYED _____ DATE _____
 GRADES CHECKED _____
 NOTE BOOK _____
 NO. _____



F.A.I. RT#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+45 (NB I-57) TO STA. 2316+00 (NB RYAN)	COOK	916	693
94	190+48 (NB I-57) TO STA. 2316+00 (NB RYAN)	COOK	916	693
ILLINOIS FED. AID PROJECT				
DIST. NO. (1516.1, 1717, & 1818) R-4				
				62304

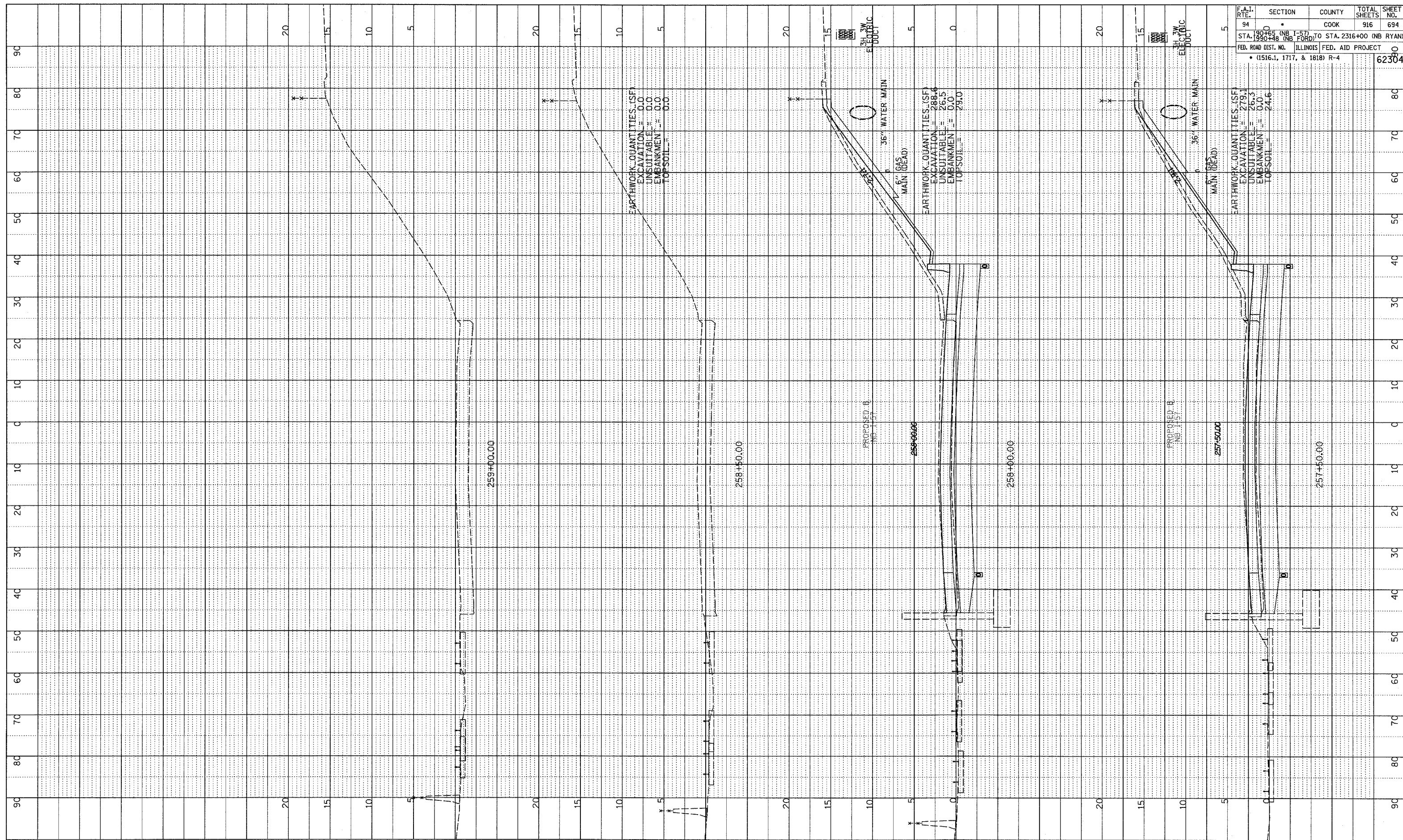
TYLIN INTERNATIONAL



NORTHBOUND I-57
 STA. 255+50 TO STA. 257+00

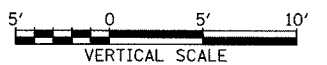
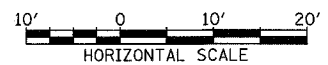
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PROFILE REQUESTED _____ BY _____ DATE _____
 PLOTTED _____
 GRADINGS CHECKED _____
 STRUCTURE NOTATIONS CHECKED _____
 NO. _____



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	694
STA. 190+45 (NB I-57)				
STA. 190+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

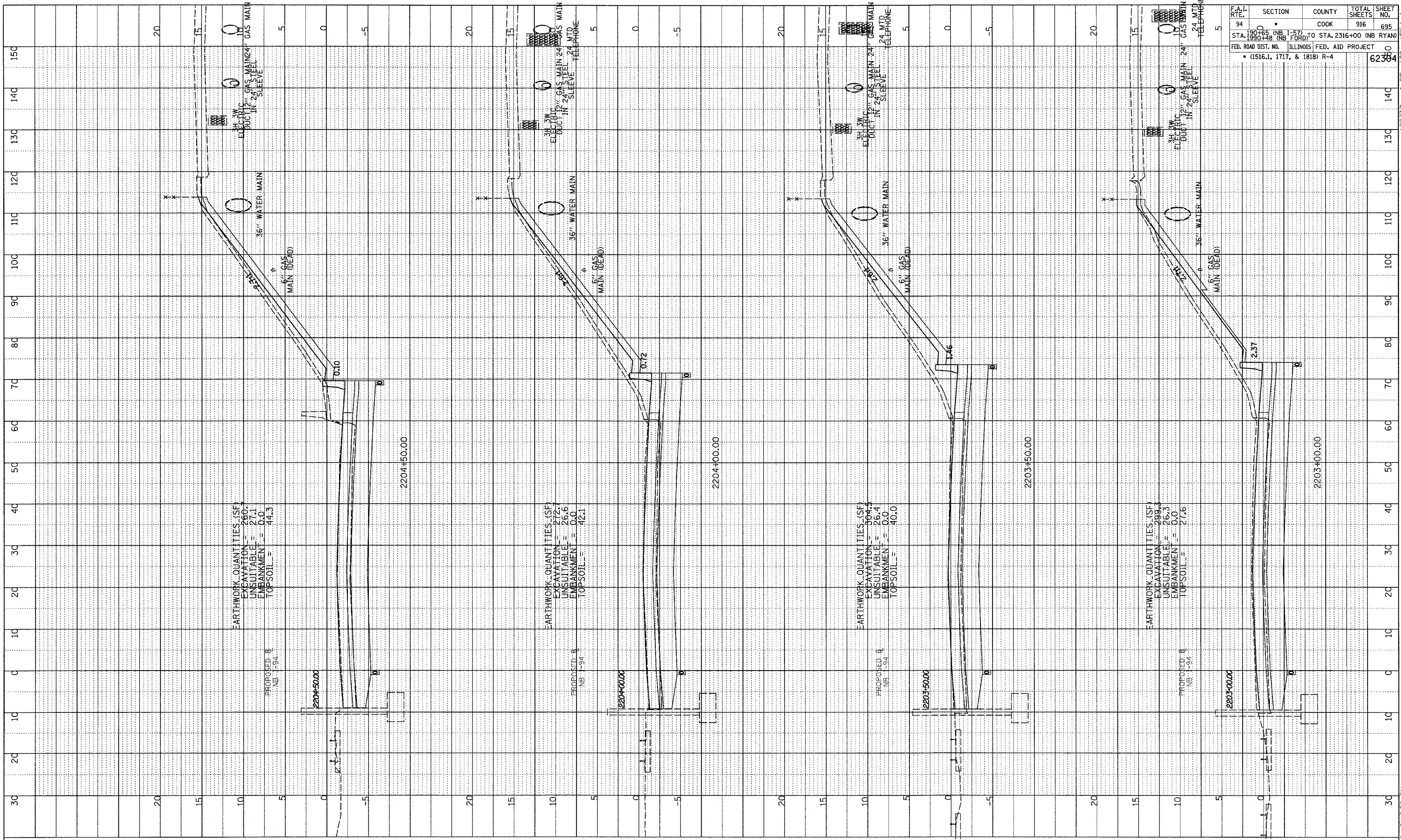
TYLIN INTERNATIONAL



NORTHBOUND I-57
 STA. 257+50 TO STA. 259+00

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PROFILE
 SURVEYED BY: _____
 PLOTTED BY: _____
 GRADES CHECKED BY: _____
 NOTE BOOK NO.: _____
 STRUCTURE NO.: _____
 DATE: _____



EARTHWORK QUANTITIES (SF)
 EXCAVATION = 260.7
 UNSUITABLE = 27.1
 EMBANKMENT = 0.0
 TOPSOIL = 44.3

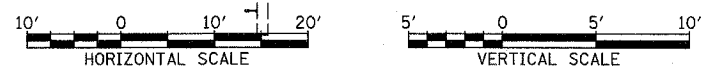
EARTHWORK QUANTITIES (SF)
 EXCAVATION = 272.1
 UNSUITABLE = 26.6
 EMBANKMENT = 0.0
 TOPSOIL = 42.1

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 304.4
 UNSUITABLE = 26.4
 EMBANKMENT = 0.0
 TOPSOIL = 40.0

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 299.3
 UNSUITABLE = 26.3
 EMBANKMENT = 0.0
 TOPSOIL = 21.6

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	0	COOK	916	695
STA. 190+00 (NB I-57) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				
				62384

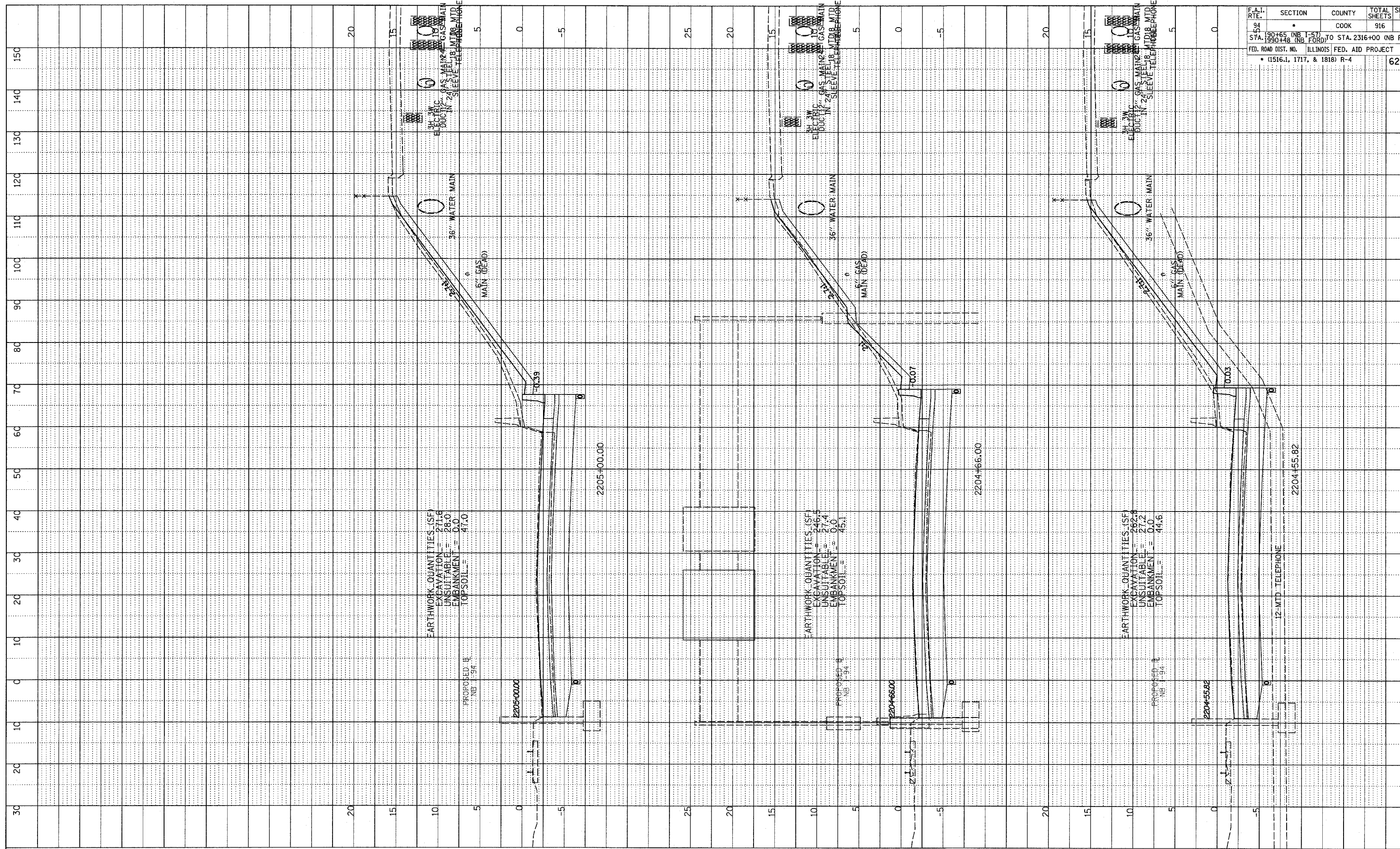
TYLIN INTERNATIONAL



NORTHBOUND I-94 (DAN RYAN EXPWY)
 STA. 2203+00 TO STA. 2204+50

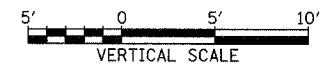
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DATE	BY
PROFILE SURVEYED	
GRADES CHECKED	
NOTE BOOK	
B.M. NOTED	
STRUCTURE NOTATIONS CHRD	
NO.	



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	696
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				
				62394

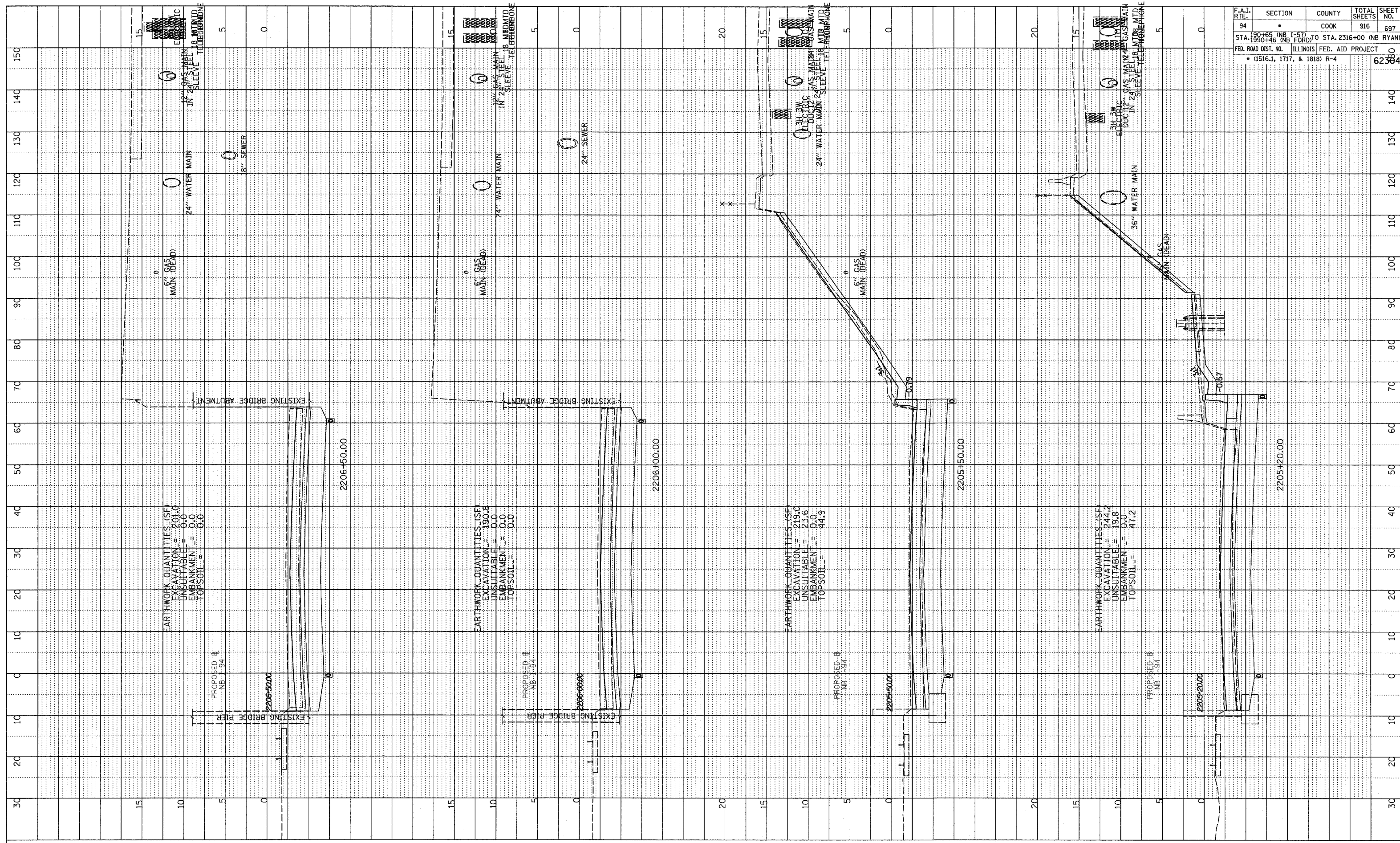
TYLIN INTERNATIONAL



NORTHBOUND I-94 (DAN RYAN EXPWY)
STA. 2204+55.82 TO STA. 2205+00

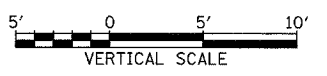
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PROFILE SURVEYED
 PLOTTED
 NOTE BOOK
 NO. _____
 BY _____
 DATE _____
 GRADES CHECKED
 STRUCTURE NOTATIONS OK'D



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+65 (NB I-57) TO STA. 190+48 (NB FORD)	COOK	916	697
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				
				62384

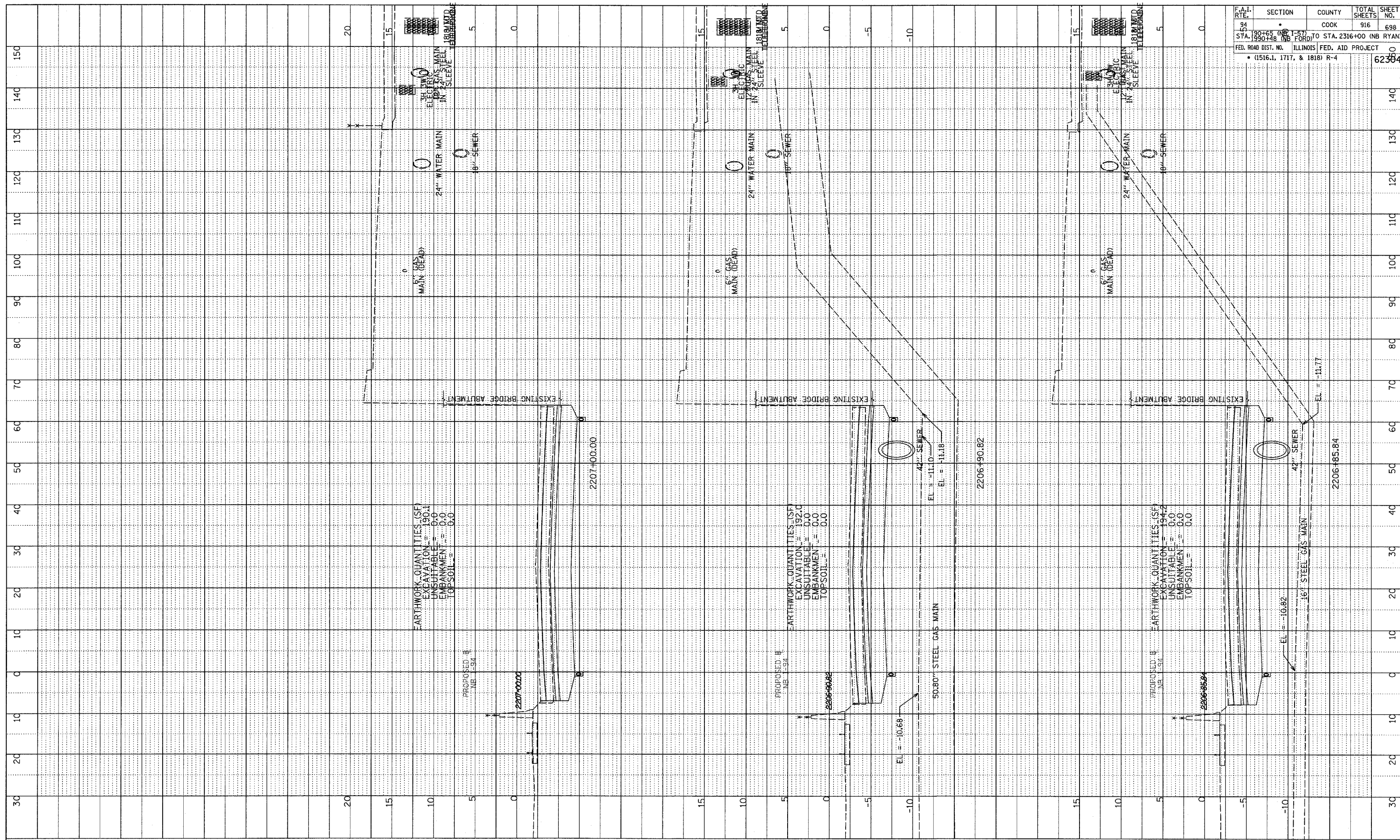
TYLIN INTERNATIONAL



NORTHBOUND I-94 (DAN RYAN EXPWY)
 STA. 2205+20 TO STA. 2206+50

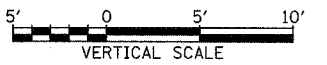
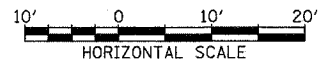
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PROFILE SURVEYED	BY	DATE
NOTE BOOK	GRADES CHECKED	
NO.	S.M. NOTED	
	PLUG DATE	NOTATIONS CIRC'D



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	157	COOK	916	698
STA. 1990+00	TO STA. 2316+00	FORD		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				

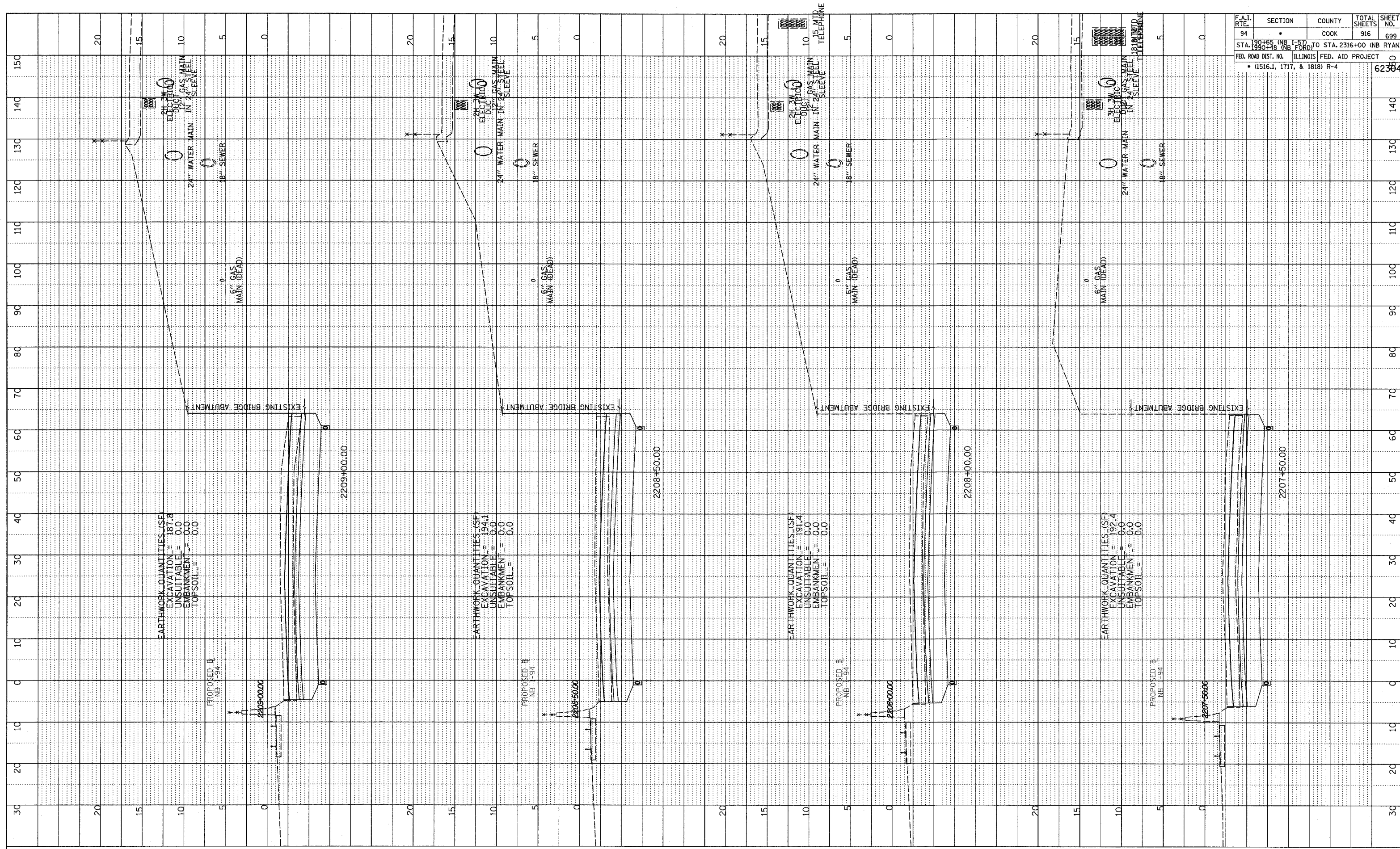
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NORTHBOUND I-94 (DAN RYAN EXPWY)
STA. 2206+85.84 TO STA. 2207+00

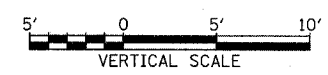
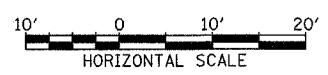
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DATE	
BY	
PROF. NO.	



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)	COOK	916	699
STA. 190+48 (NB FORD)		ILLINOIS FED. AID PROJECT		62360
FED. ROAD DIST. NO. (1516.1, 1717, & 1818) R-4				

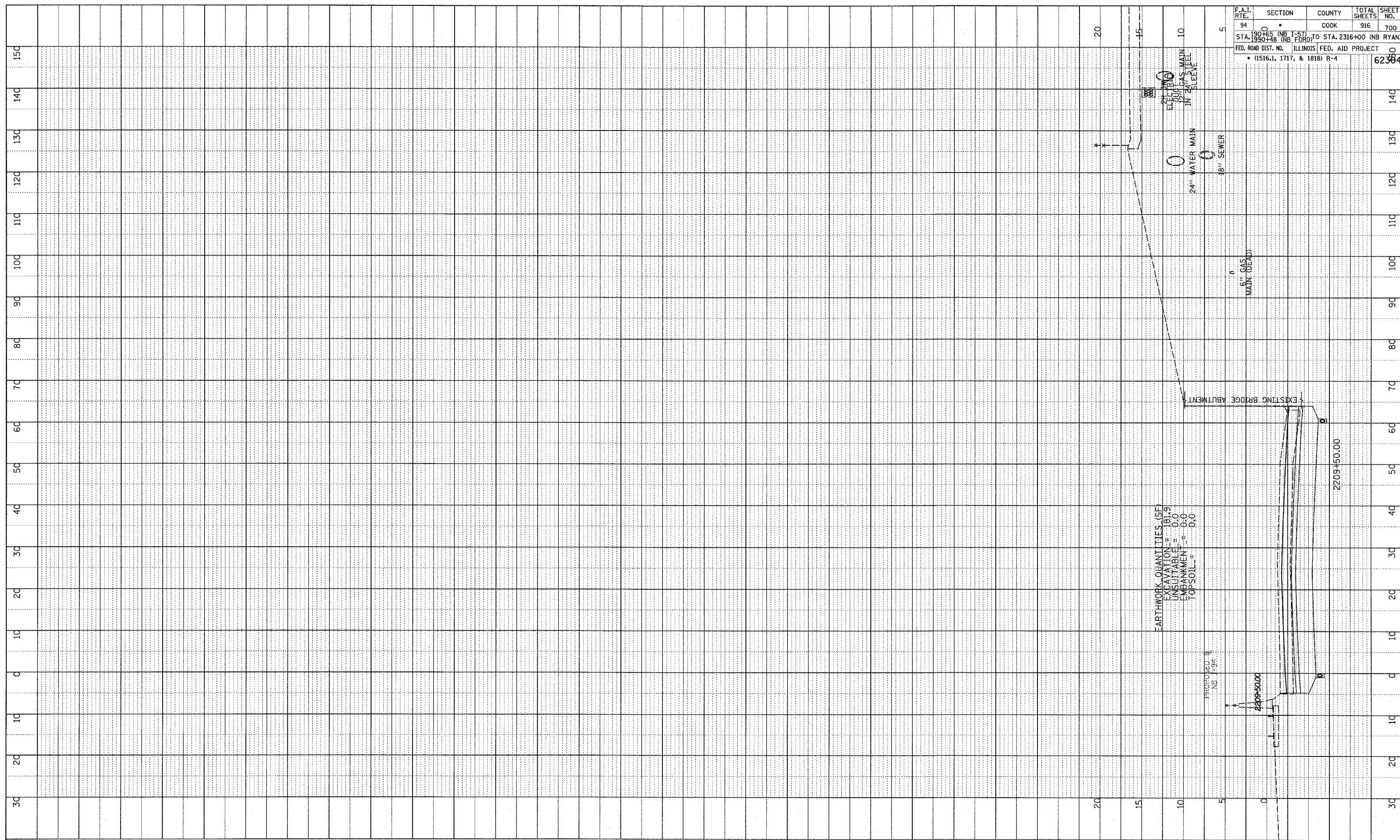
TYLIN INTERNATIONAL



NORTHBOUND I-94 (DAN RYAN EXPWY)
 STA. 2207+50 TO STA. 2209+00

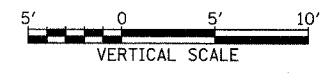
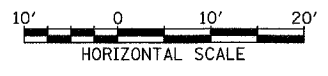
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DATE	BY
PROFILE SURVEYED	NOTE BOOK
GRADES CHECKED	DATE NOTED
NO.	PROJECT USE NOTATIONS CHRD



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	0	COOK	916	700
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-4				
				62384

TYLIN INTERNATIONAL



NORTHBOUND I-94 (DAN RYAN EXPWY)
STA. 2209+50 TO STA. 2209+50

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