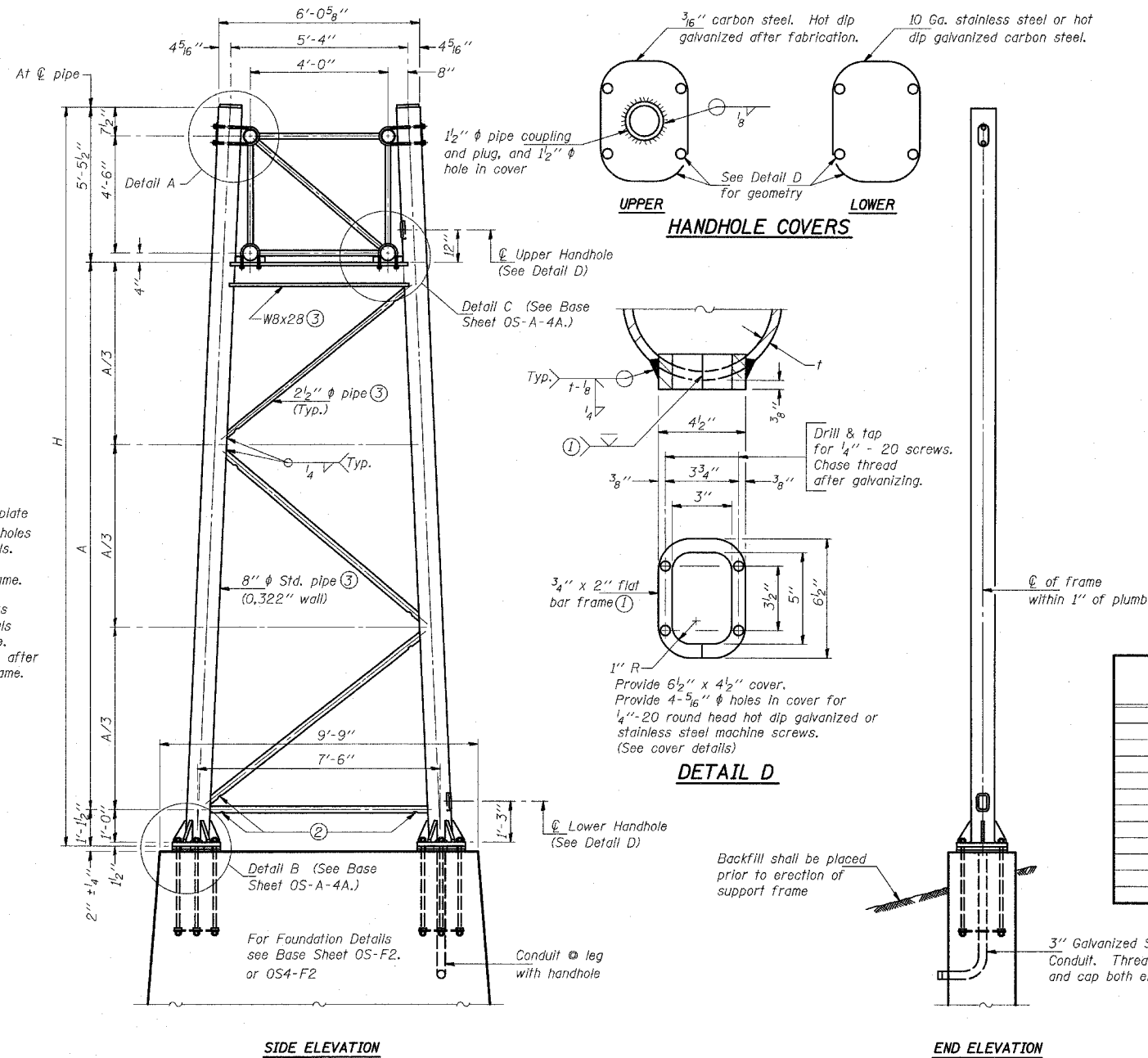
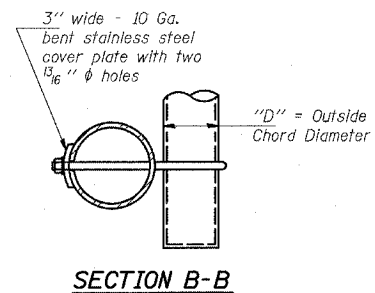
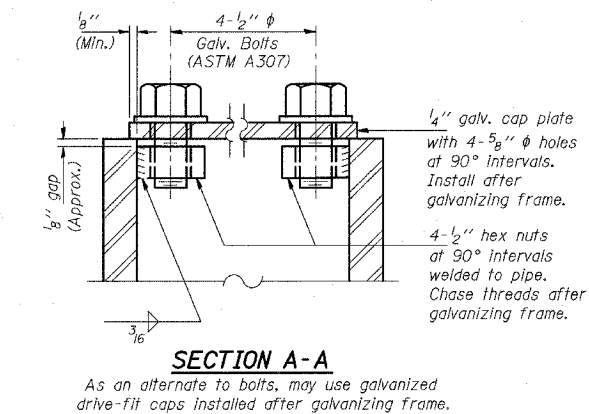
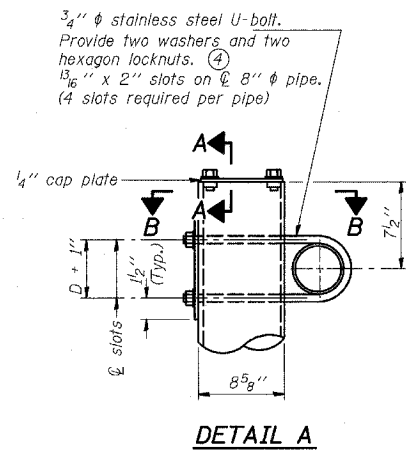


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



8" ϕ PIPE TRUSS SUPPORT FRAME

Support Design Loads: See Base Sheet OS-A-1 for design and loading criteria.
Load combinations checked include deadload plus:
a) 100% wind normal to sign, 20% parallel to sign
b) 60% wind normal to sign, 30% parallel to sign

- In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500 μ in or less.
- Galvanizing vent holes of adequate size shall be provided on underside at each end of bracing pipes. Alternately, holes may be provided in wall of pipe column. All vent holes shall be drilled and de-burred. (Typ.)
- Steel pipe, plate, carbon steel handhole covers and rolled sections shall be hot dip galvanized after fabrication. Painting is not permitted. See Base Sheet OS-A-1.
- See General Notes for fasteners.
- Dimensions shown are based on selection criteria in the Sign Structures Manual. Nonstandard applications must have dimensions verified or amended as appropriate.

Structure Number	Station	Support		H	A
		Left	Right		
ISO161057R358.1	133+09	X		26.5'	19.92'
ISO161057R358.1	133+09		X	27.0'	20.42'

DESIGNED -	20
CHECKED -	EXAMINED
DRAWN -	PASSED
CHECKED -	

NUMBER	REVISION	DATE

OS-A-4 11/1/2002

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

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

OVERHEAD SIGN STRUCTURES
SUPPORT FRAME FOR TYPE I-A
ALUMINUM TRUSS

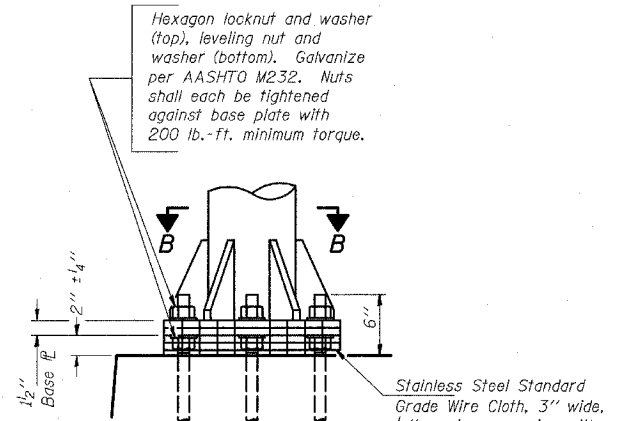
SCALE: AS NOTED
DATE: MARCH 1, 2006

DRAWN BY: AMB
CHECKED BY: TB

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

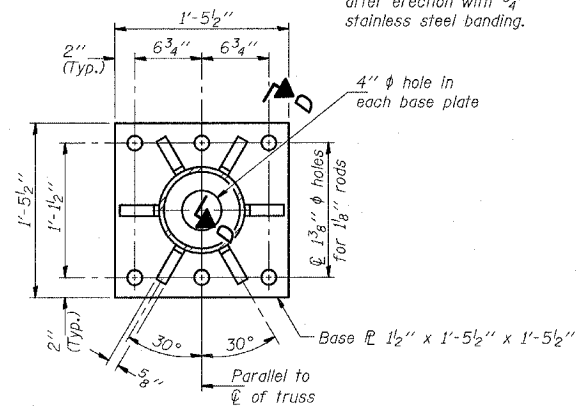
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	502
STA. 88+60 (SB I-57) TO STA. 1313+00 (SB RYAN)				
STA. 1126+91 (SB FORD)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* (1516.1, 1717, & 1818) R-5				

62593

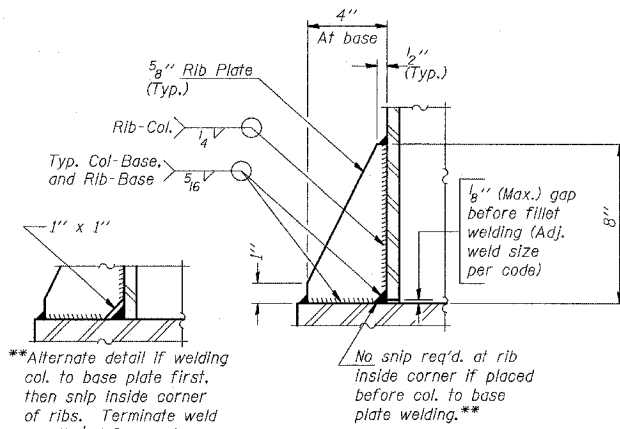


DETAIL B

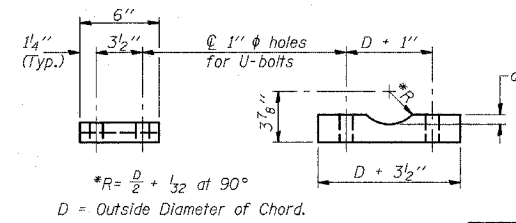
Ribs shall be cut to fit slope of pipe.



SECTION B-B



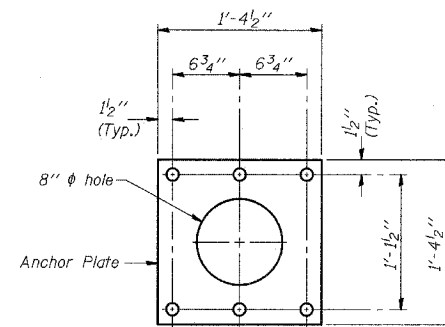
SECTION D-D



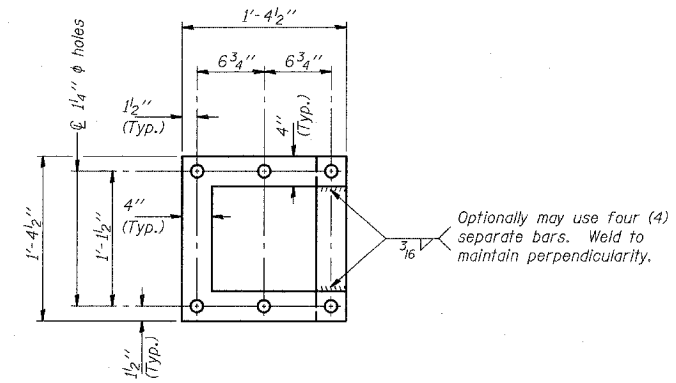
SADDLE SHIM DETAIL

ASTM B26 Alloy 356-F
or
ASTM B209 Alloy 6061-T651
(4 required per sign truss)

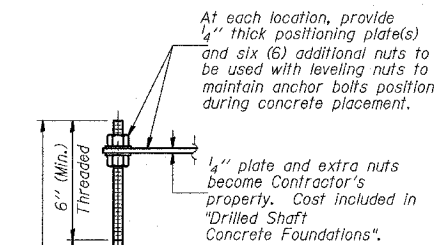
Truss Chord Nominal Dia.	a
5"	3/4"
5 1/2"	13/16"
6"	7/8"
6 1/2"	15/16"



ANCHOR ROD DETAIL
Spread Footing Foundation



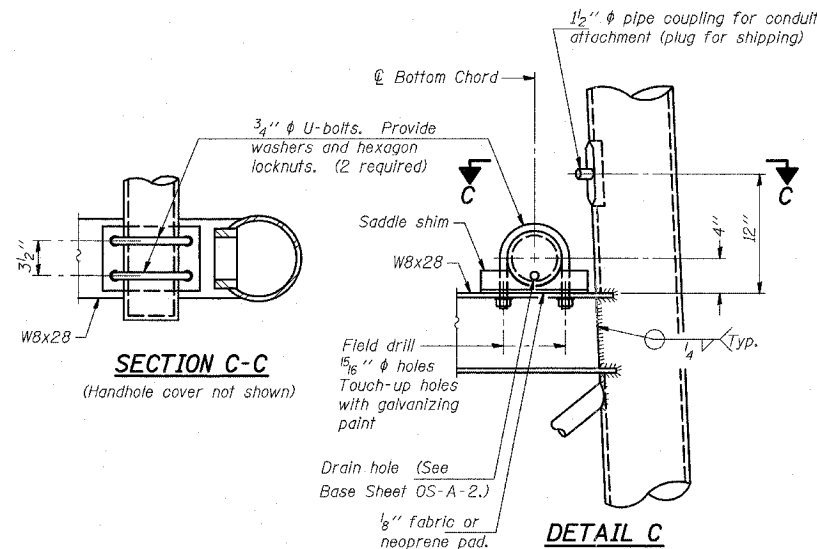
POSITIONING PLATE(S)



ANCHOR ROD DETAIL
Drilled Shaft Foundation

Anchor rods shall conform to AASHTO M314 Grade 36 or 55 and meet Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. Galvanize upper 12" per AASHTO M232. No welding shall be permitted on rods.

TYPE I-A TRUSS
8" Ø PIPE SUPPORT FRAME DETAILS



SECTION C-C

(Handhole cover not shown)

DETAIL C

NUMBER	REVISION	DATE

DESIGNED -	20
CHECKED -	EXAMINED
DRAWN -	PASSED
CHECKED -	ENGINEER OF BRIDGES AND STRUCTURES

OS-A-4A 11/1/2002

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

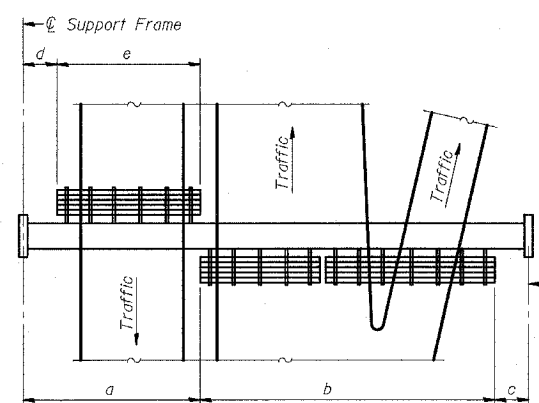
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)

OVERHEAD SIGN STRUCTURES
SUPPORT FRAME DETAILS
ALUMINUM TRUSS

SCALE: AS NOTED
DATE: MARCH 1, 2006

DRAWN BY: AMB
CHECKED BY: TB

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN
WALKWAY AND HANDRAIL SKETCH
(Road plan beneath truss varies)

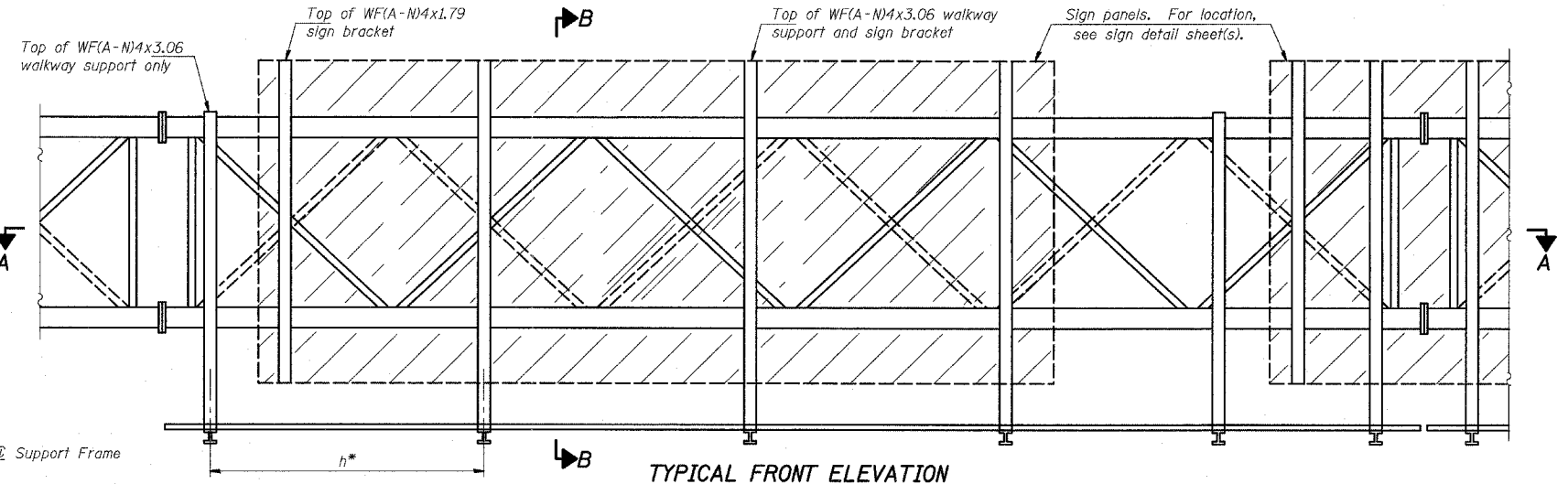
BRACKET TABLE

Sign Width		Number Brackets Required
Greater Than	Less Than or Equal To	
	8'-0"	2
8'-0"	14'-0"	3
14'-0"	20'-0"	4
20'-0"	26'-0"	5
26'-0"	32'-0"	6

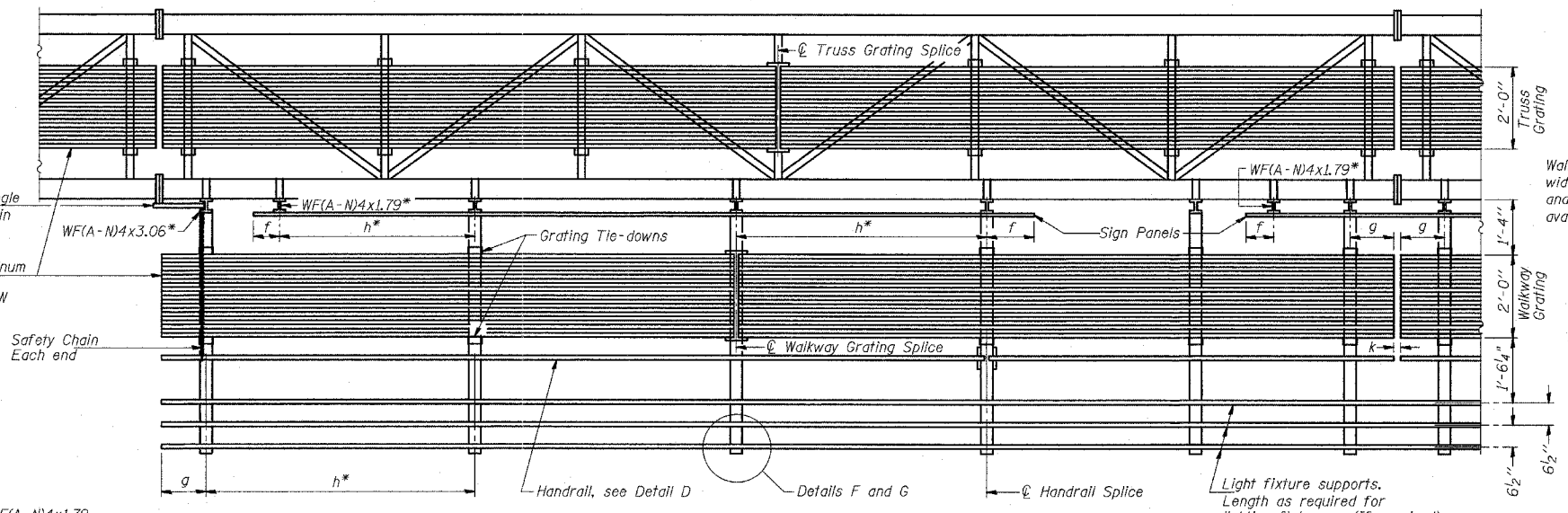
Notes: *Space walkway brackets WF(A)-N4x3.06 and sign brackets WF(A)-N4x1.79 for efficiency and within limits shown:
 f = 12" maximum, 4" minimum (End of sign to center of nearest bracket)
 g = 12" maximum, 4" minimum (End of walkway grating to center of nearest support bracket)
 h = 6'-0" maximum (center to center of sign and/or walkway support brackets, WF(A)-N4x1.79 or WF(A)-N4x3.06)
 k = 2" maximum gap between adjacent walkway grating sections and handrail ends

**If walkway bracket at safety chain location is behind sign, add angle to bracket, see Alternate Safety Chain Attachment on Base Sheet OS-A-11.

For Details T and W, Section B-B and Grating Splice Details, see Base Sheet OS-A-10.
 For Details D, F, G and P and Handrail Splice Details, see Base Sheet OS-A-11.



TYPICAL FRONT ELEVATION
With lights and handrail omitted for clarity.
For Section B-B, see Base Sheet OS-A-10.



SECTION A-A

Handrail and walkway shall span a minimum of three brackets between splices and/or gap joints. Place all sign and walkway brackets as close to panel points as practical. Grating, handrail and light support splices placed as needed.

Truss grating to facilitate inspection shall run full length (center to center of support frames) ±12" on overhead trusses. Cost of truss grating is included in "Overhead Sign Structure".

Structure Number	Station	a	b	c	d	e	Walkway Grating and Handrail Lengths
IS0161057R358.1	133+09	7.87'	44'	28.13'	-	-	44'

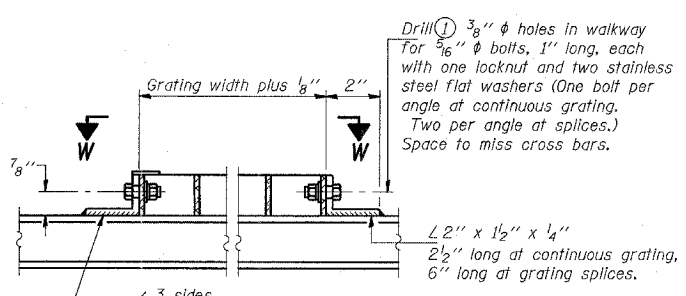
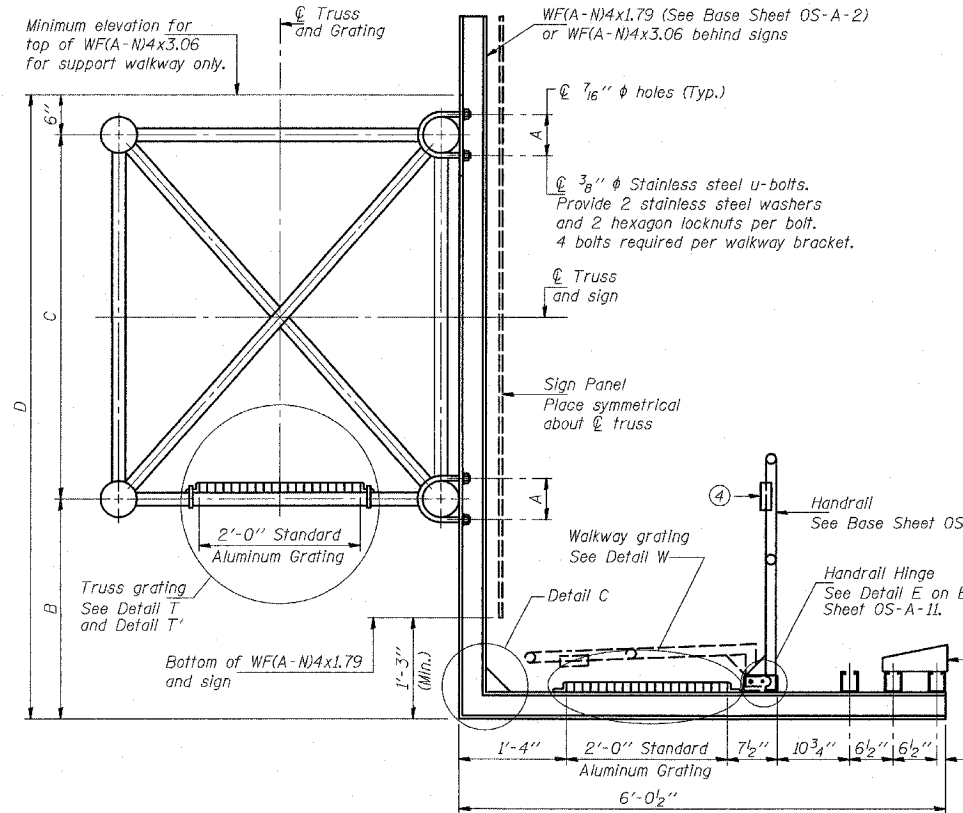
OS-A-9 11/1/2002

DESIGNED	20
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	

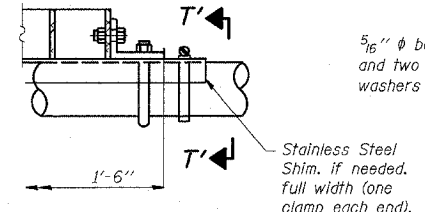
NUMBER	REVISION	DATE

REVISIONS	
NAME	DATE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

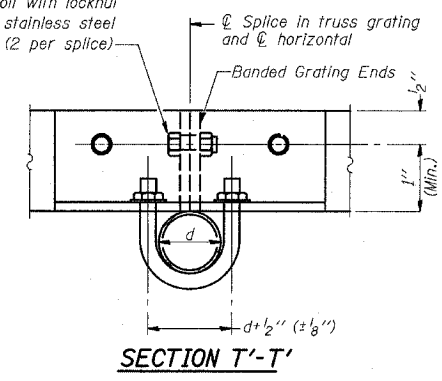


DETAIL W
(Walkway grating)

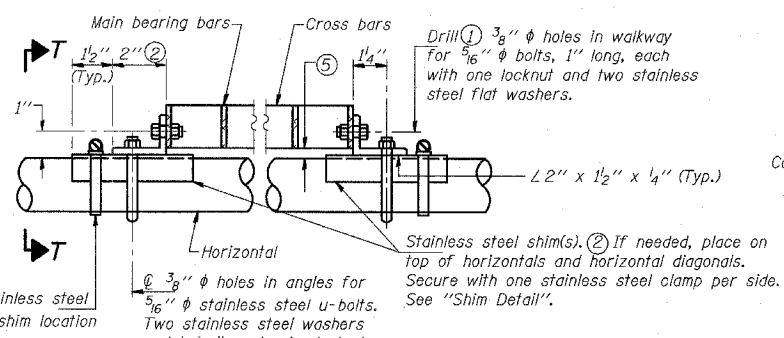


DETAIL T'

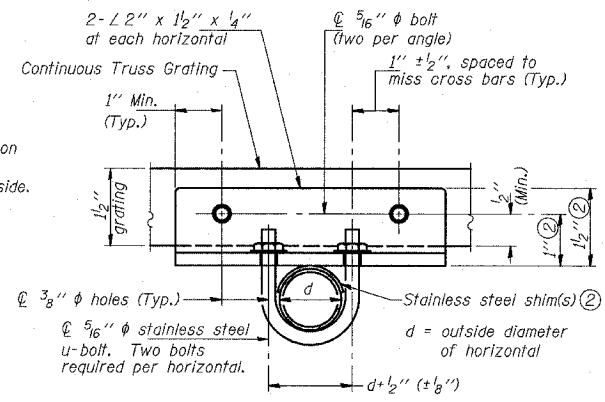
(Truss grating splice)
Details not shown same as Detail T. Alternate materials may be used subject to the Engineer's review and approval.



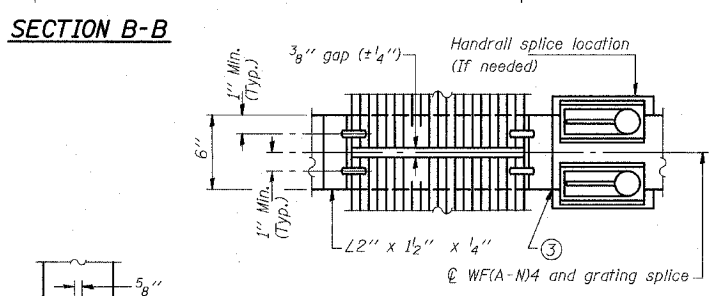
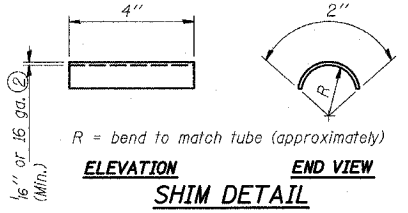
SECTION T'-T'



DETAIL T
(Continuous Truss grating)



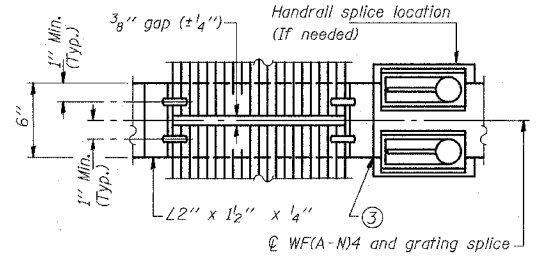
SECTION T-T



DETAIL C

(See Detail P, Base Sheet OS-A-11.)

SECTION C-C



(AT WALKWAY GRATING SPLICE)

(CONTINUOUS WALKWAY GRATING)

SPECIFICATIONS FOR STANDARD ALUMINUM GRATING

Main Bearing Bars shall be 3/16" x 1 1/2" on 1 3/8" centers and conform to ASTM B221 Alloy 6061-T6.
Cross bars shall be 3/16" x 1 1/2" on 4" centers and conform to ASTM B221 Alloy 6063-T5 or 6061-T6.

OR

Aluminum Grating with modified "4" sections for main bearing bars shall meet the following requirements:
Main bars shall conform to ASTM B221 Alloy 6061-T6 and have a minimum section modulus equal to 0.0705 in.³ per bar, a depth of 1 1/2", spaced on 1 3/8" centers.
Cross bars shall conform to ASTM B221 Alloy 6063-T5 or T-42 and spaced on 4" centers.

Structure Number	Station	A	B	C	D
ISO161057R358.1	133+09	5 1/2"	6'-6"	4'-6"	11'-6"

- Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment.
- Stainless steel shims shall be placed as shown in Detail T if needed to compensate for alignment variations between horizontal and diagonal pipes beyond adjustment provided by angles. Thicker shims may be used subject to shims performing properly.
- If Handrail Joint present, weld angle to WF(A-N)4 and 1/4" extension bars. (See Base Sheet OS-A-11.)
- 1/8" x 1/2" x 2" welded to handrail posts to protect locations that contact grating.
- Tube to grating gap may vary from 0 to 1/2" (max.) to align walkway, allow for camber, etc.

DESIGNED	-	20
CHECKED	-	EXAMINED
DRAWN	-	PASSED
CHECKED	-	ENGINEER OF STRUCTURAL SERVICES
		ENGINEER OF BRIDGES AND STRUCTURES

NUMBER	REVISION	DATE

OS-A-10 11/1/2002

REVISIONS	
NAME	DATE

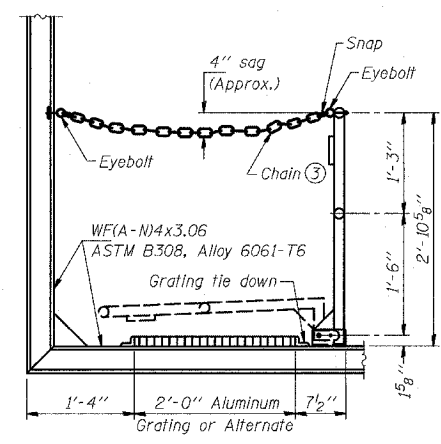
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)

OVERHEAD SIGN STRUCTURES
ALUMINUM WALKWAY DETAILS

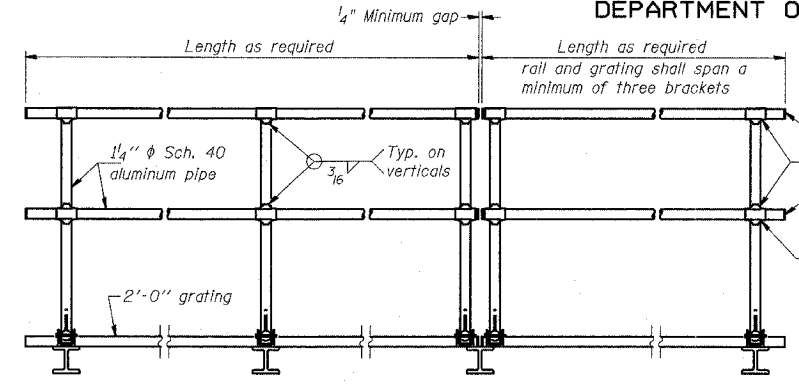
SCALE: AS NOTED
DATE: MARCH 1, 2006

DRAWN BY: AMB
CHECKED BY: TB

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SIDE ELEVATION
(Showing safety chain w/o sign)

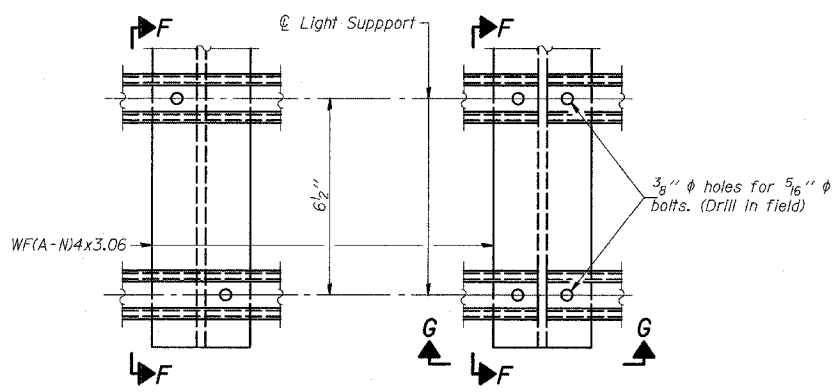


FRONT ELEVATION

① Install standard force-fit end caps or weld 3/8" end plates with 1/8" c.f.w. and grind smooth. (All rail ends)
Fittings- ASTM B26, Alloy 356-T7

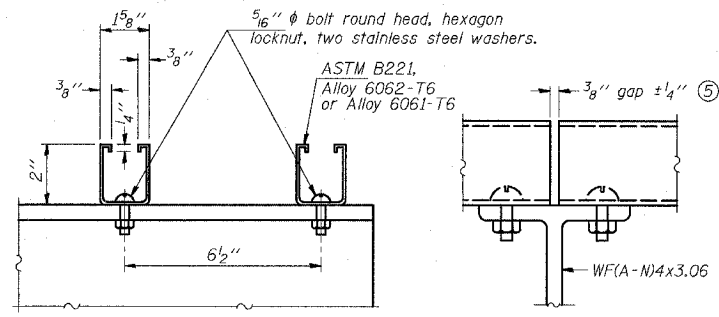
② Horizontal handrail member shall be continuous thru fitting. Provide 1/16" hole in fitting for 3/8" bolt. Field drill 1/16" hole in horizontal rail member. Provide locknut and two stainless steel washers for bolt. (Use 5/16" eyebolts in 1/16" holes on top rail at ends only.)

HANDRAIL DETAILS
Handrail pipe shall be ASTM B241, Alloy 6063-T6 or Alloy 6061-T6.



DETAIL F

DETAIL G

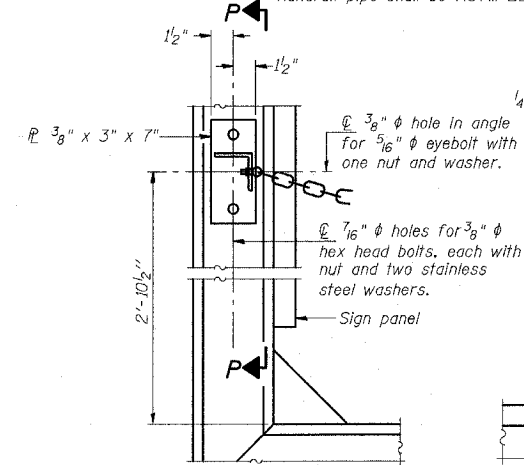


SECTION F-F

SECTION G-G

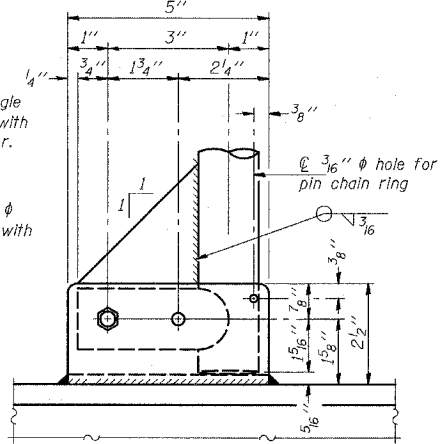
LIGHTING FIXTURE MOUNTS (IF REQUIRED)

⑤ Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.

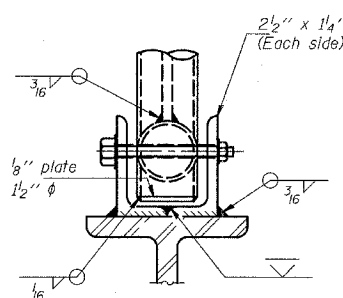


ALTERNATE SAFETY CHAIN ATTACHMENT
(With Sign Present)

Items not shown same as "Side Elevation" of "Handrail Details"

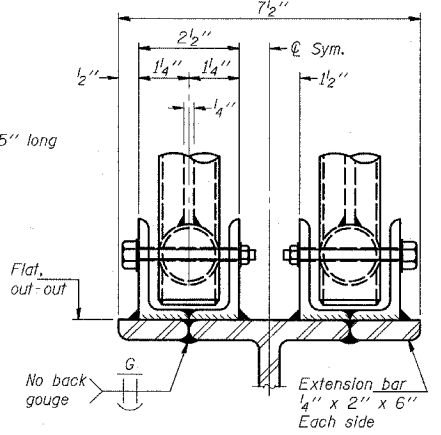


SIDE ELEVATION

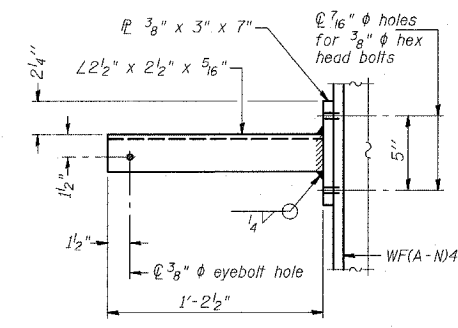


FRONT ELEVATION

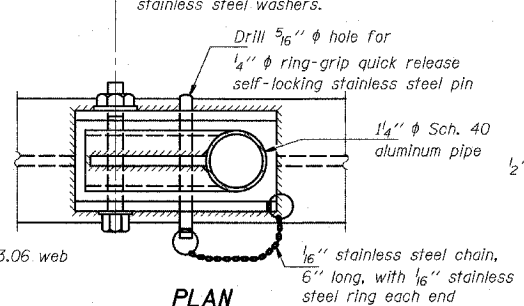
See "ELEVATION" at right for dimensions.



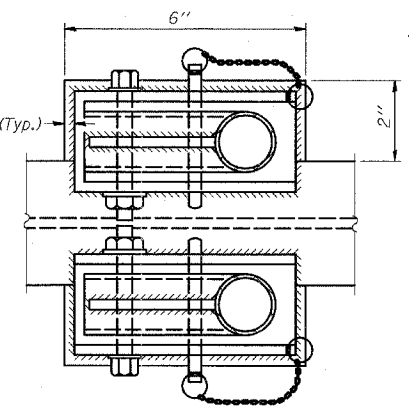
ELEVATION AT HANDRAIL JOINT ④



SECTION P-P

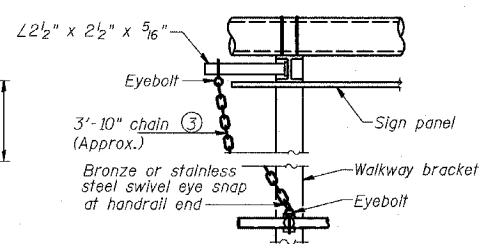


PLAN DETAIL E HANDRAIL HINGE



PLAN AT HANDRAIL JOINT

Details not shown same as "PLAN"

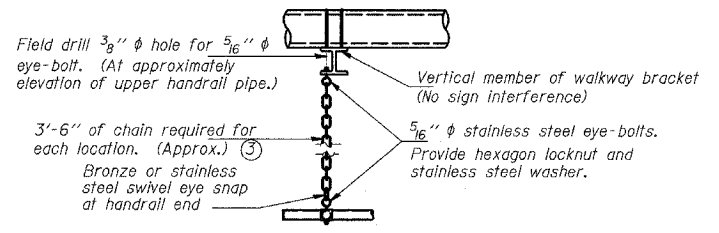


ALTERNATE SAFETY CHAIN ATTACHMENT

Details not shown similar to "Safety Chain" Details (Walkway omitted for clarity)

③ 3/16" galvanized steel chain, approximately 12 links per foot. Chain to be hot dip galvanized after manufacture and suitable for prolonged exterior exposure. Alternate materials may be substituted with the Engineer's approval.

④ Extrusions may be used in lieu of the details shown, with approval of the Engineer.



SAFETY CHAIN

One required for each end of each walkway.

DESIGNED	20
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	

NUMBER	REVISION	DATE

OS-A-11 11/1/2002

REVISIONS	
NAME	DATE

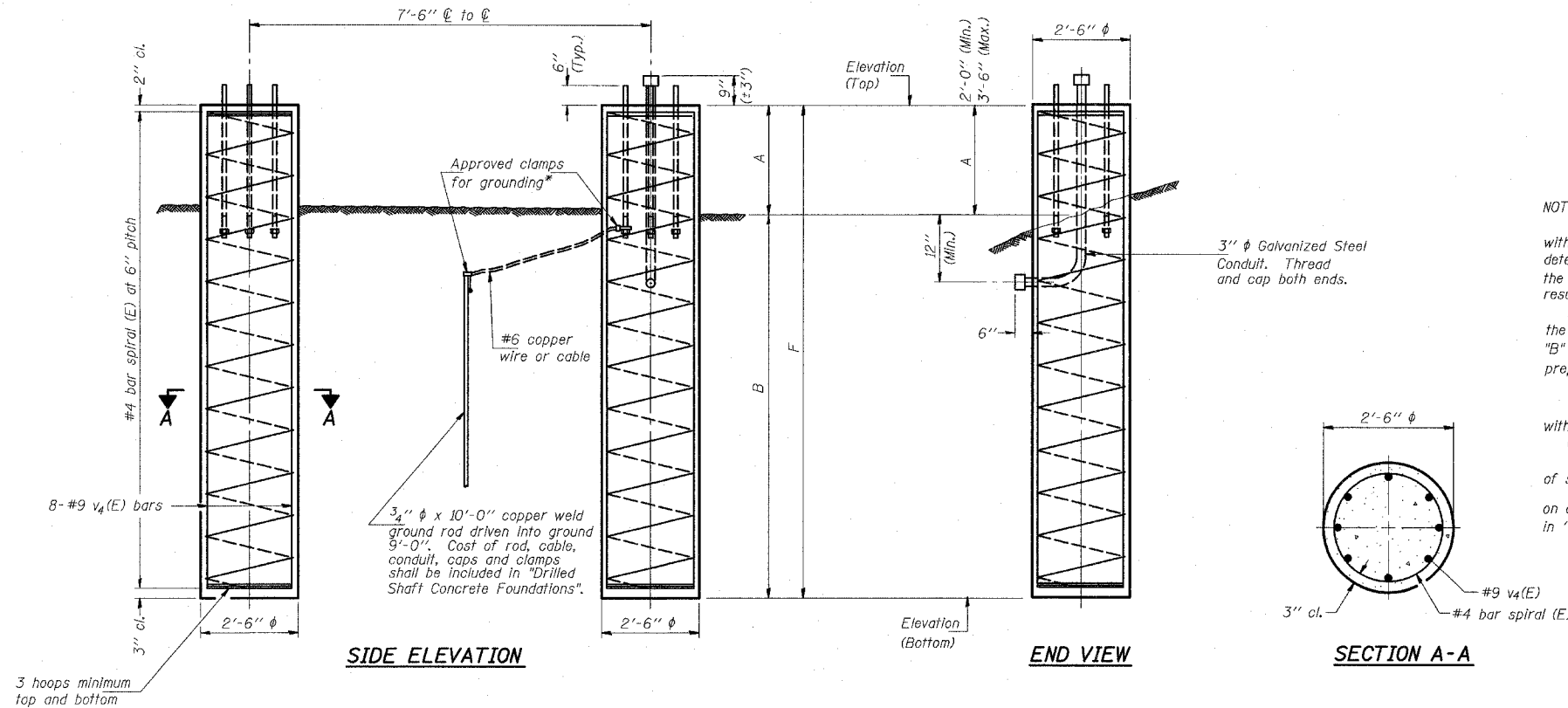
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

For anchor rod size and placement, see Support Frame Detail Sheet.

*Anchor rod shall be ground or filed to bright metal at clamp and cable connection location.

BAR LIST - EACH FOUNDATION

Bar Number	Size	Length	Shape
v4(E)	#6	F less 5"	
#4 bar spiral (E) - see "SIDE ELEVATION"			



NOTES:

The foundation dimensions shown are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown will be the result of site specific designs.

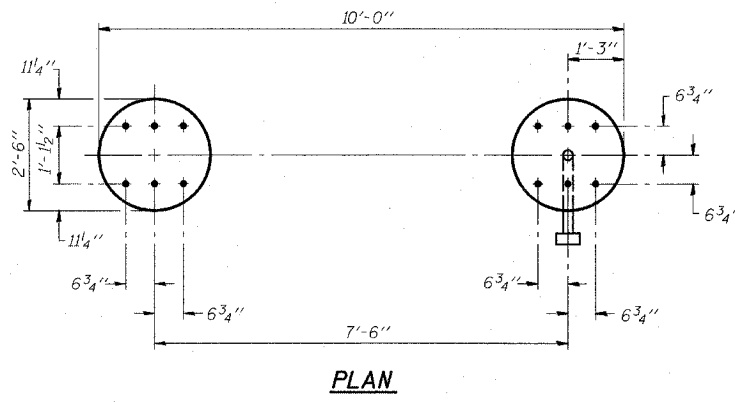
If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.

No sonotubes or decomposable forms shall be used below the lower conduit entrance. Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.

Concrete shall be placed monolithically, without construction joints.

Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.

A normal surface finish followed by a Bridge Seat Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in "Drilled Shaft Concrete Foundation".



Structure Number	Station	Left Foundation			Right Foundation			Class SI Concrete (Cu. Yds.)				
		Elevation Top	Elevation Bottom	A	B	F	Elevation Top		Elevation Bottom	A	B	F
IS0161057R358.1	133+09						6.20	-11.20	2.90'	14.5'	17.40'	6.32

DESIGNED -	20
CHECKED -	EXAMINED
DRAWN -	PASSED
CHECKED -	

OS4-F2 11/1/2002

NUMBER	REVISION	DATE

DETAILS FOR 8" Ø SUPPORT FRAME
TYPE I-A TRUSS

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

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

OVERHEAD SIGN STRUCTURES
DRILLED SHAFT DETAILS

SCALE: AS NOTED
DATE: MARCH 1, 2006

DRAWN BY: AMB
CHECKED BY: TB

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOTES:

The Foundation dimensions shown are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown will be the result of site specific designs.

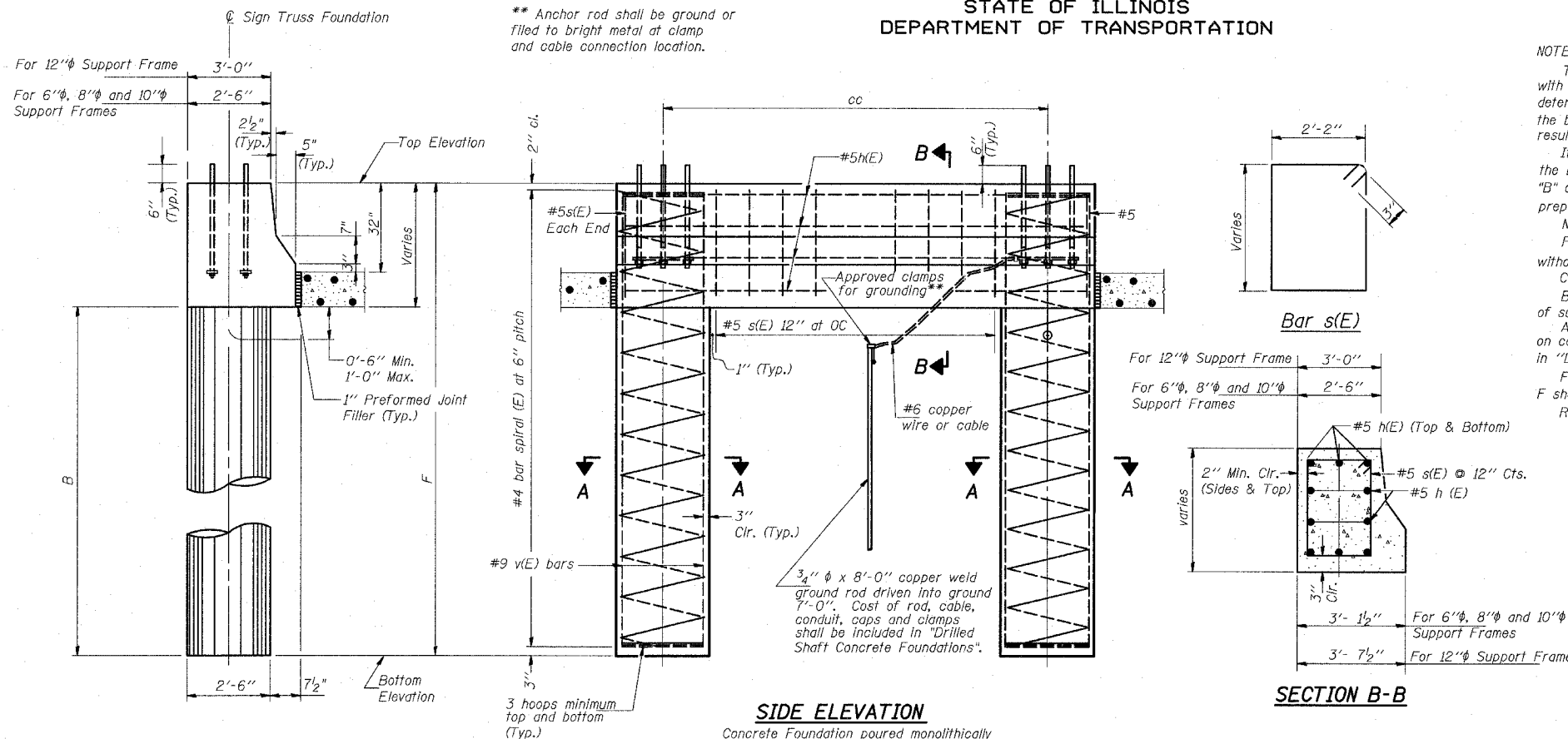
If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the Foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.

No sonotubes or decomposable forms shall be used below the lower conduit entrance. Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.

Concrete shall be placed monolithically, without construction joints. Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.

A normal surface finish followed by a Bridge Seat Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in "Drilled Shaft Concrete Foundation".

Face of median support foundation shall match dimensions of permanent barrier wall F shape. Refer to the lighting plans for location and orientation of the conduit.



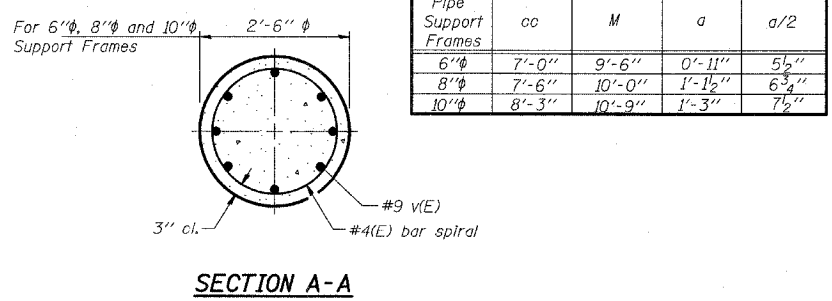
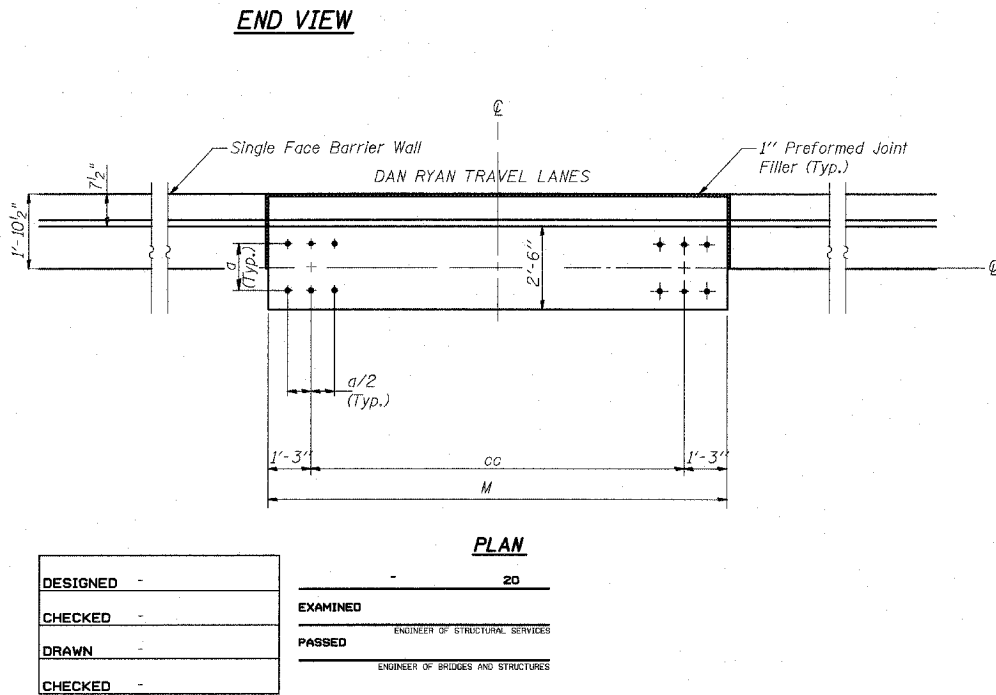
BAR LIST - EACH FOUNDATION

Bar	Number	Size	Length	Shape
h(E)	10	#5	M less 4"	
s(E)	Varies	#5	Varies	□
v(E)	16	#9	F less 0'-5"	

#4(E) bar spiral - see Side Elevation

Foundations: The contract unit price for "Drilled Shaft Concrete Foundations" shall include: All necessary excavation or drilling (except in rock), disposal of unsuitable or surplus material, formwork, and furnishing and placing the Class SI Concrete, reinforcement bars, conduit, anchor bolts, nuts, washers and ground rods complete in place.

Structure Number	Station	Left Foundation		Right Foundation		Class SI Concrete (Cu. Yds.)
		Elevation Top	Elevation Bottom	B	F	
IS0161057R358.1	133+09	6.70	-11.64	14.5'	18.34'	9.33



MODIFIED BY T.Y. LIN INTERNATIONAL FROM OS4-MED

Pipe Support Frames	cc	M	a	a/2
6" phi	7'-0"	9'-6"	0'-11"	5 1/2"
8" phi	7'-6"	10'-0"	1'-1 1/2"	6 3/4"
10" phi	8'-3"	10'-9"	1'-3"	7 1/2"

DESIGNED -
CHECKED -
DRAWN -
CHECKED -

EXAMINED
PASSED

ENGINEER OF STRUCTURAL SERVICES
ENGINEER OF BRIDGES AND STRUCTURES

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

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

OVERHEAD SIGN STRUCTURES
MEDIAN SUPPORT DETAILS FOR
32" SINGLE FACE BARRIER WALL

SCALE: AS NOTED
DATE: MARCH 1, 2006

DRAWN BY: AMB
CHECKED BY: TB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	COOK	764	508

CONTRACT NO. 62593
*SECTION (1516.1, 1717, & 1818) R-5

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

DESIGN LOADING

Roadway Live Load: HS20-44 & All.

DESIGN STRESSES

Existing Construction
Cast in Place Concrete, f'_c = Unknown
Reinforcement, f_y = 40,000 psi
Precast Concrete, f'_c = Unknown
Prestressing Steel, f'_s = 250,000 psi

SCOPE OF WORK

The work under this contract includes cleaning the abutment and retaining wall drainage systems, removing and repairing loose and unsound concrete from exposed surfaces of the abutments, and removing and repairing loose and unsound concrete from the underside of the precast deck beams and the cast in place edge beams. Repairs to the top portions of the structure have been completed in another contract.

TOTAL BILL OF MATERIAL

Item	Unit	Total
Formed Concrete Repair *	Sq Ft	281
Epoxy Crack Sealing	Foot	41
Cleaning Drainage System	L Sum	1
Concrete Sealing	Sq Yd	2,130
Cored Drain Holes	Each	64
Polymer Modified Portland Cement Mortar	Sq Ft	27.0
Protect and maintain Existing IDOT Tunnel Lighting System	L Sum	1
Protect and maintain Existing CTA Tunnel Lighting System	L Sum	1

*Depth less than or equal to 5"

GENERAL NOTES:

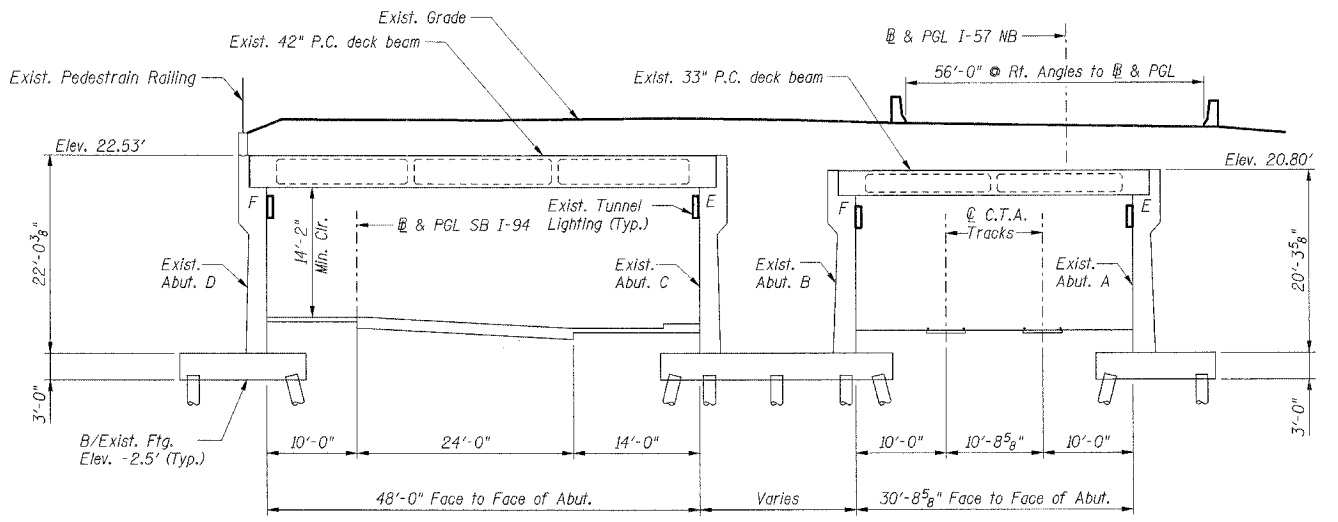
Plan dimensions and details relative to existing structures have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction 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.

INDEX OF SHEETS

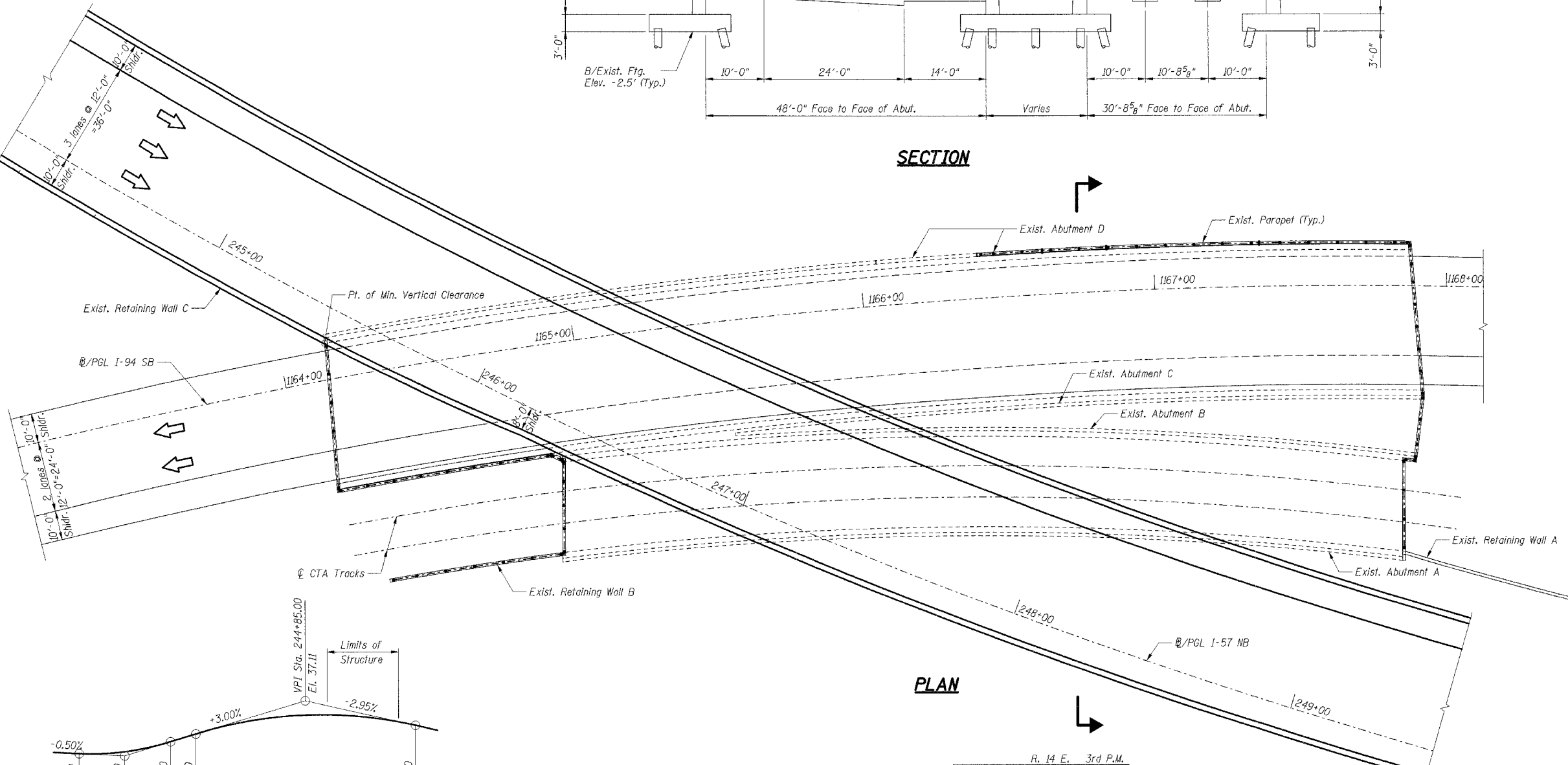
- S-001 GENERAL PLAN AND ELEVATION
- S-002 DECK PLAN I
- S-003 DECK PLAN II
- S-004 ABUTMENT A REPAIRS I
- S-005 ABUTMENT A REPAIRS II
- S-006 ABUTMENT B REPAIRS I
- S-007 ABUTMENT B REPAIRS II
- S-008 ABUTMENT C REPAIRS I
- S-009 ABUTMENT C REPAIRS II
- S-010 ABUTMENT D REPAIRS I
- S-011 ABUTMENT D REPAIRS II

EXISTING STRUCTURE

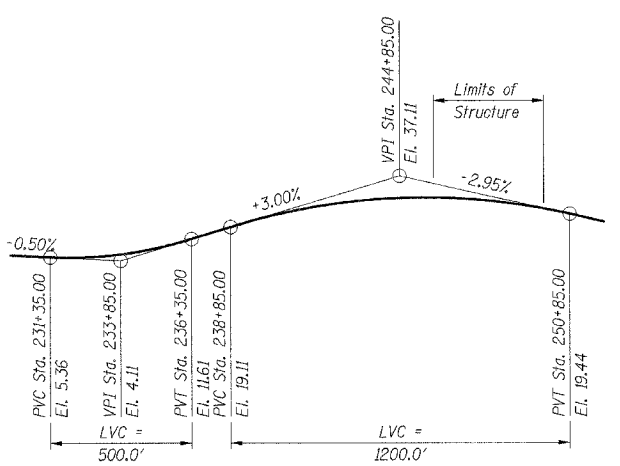
Structure No. 016-0073 was built in 1960 as F.A.I. 57 and C.T.A. over southbound F.A.I. 90, I-94, and the C.T.A. The structure consists of a 2 cell tunnel containing C.T.A. tracks in the eastern cell and southbound I-94 in the western cell. The substructure consists of reinforced concrete abutments and a pier founded on concrete piles which support a precast concrete deck beam roof system. Traffic is to be maintained using staged construction during rehabilitation.



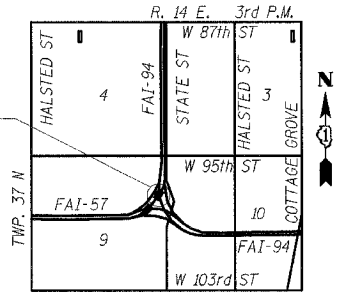
SECTION



PLAN



PROFILE GRADE NB INTERSTATE 57



LOCATION MAP

SHT. S-001

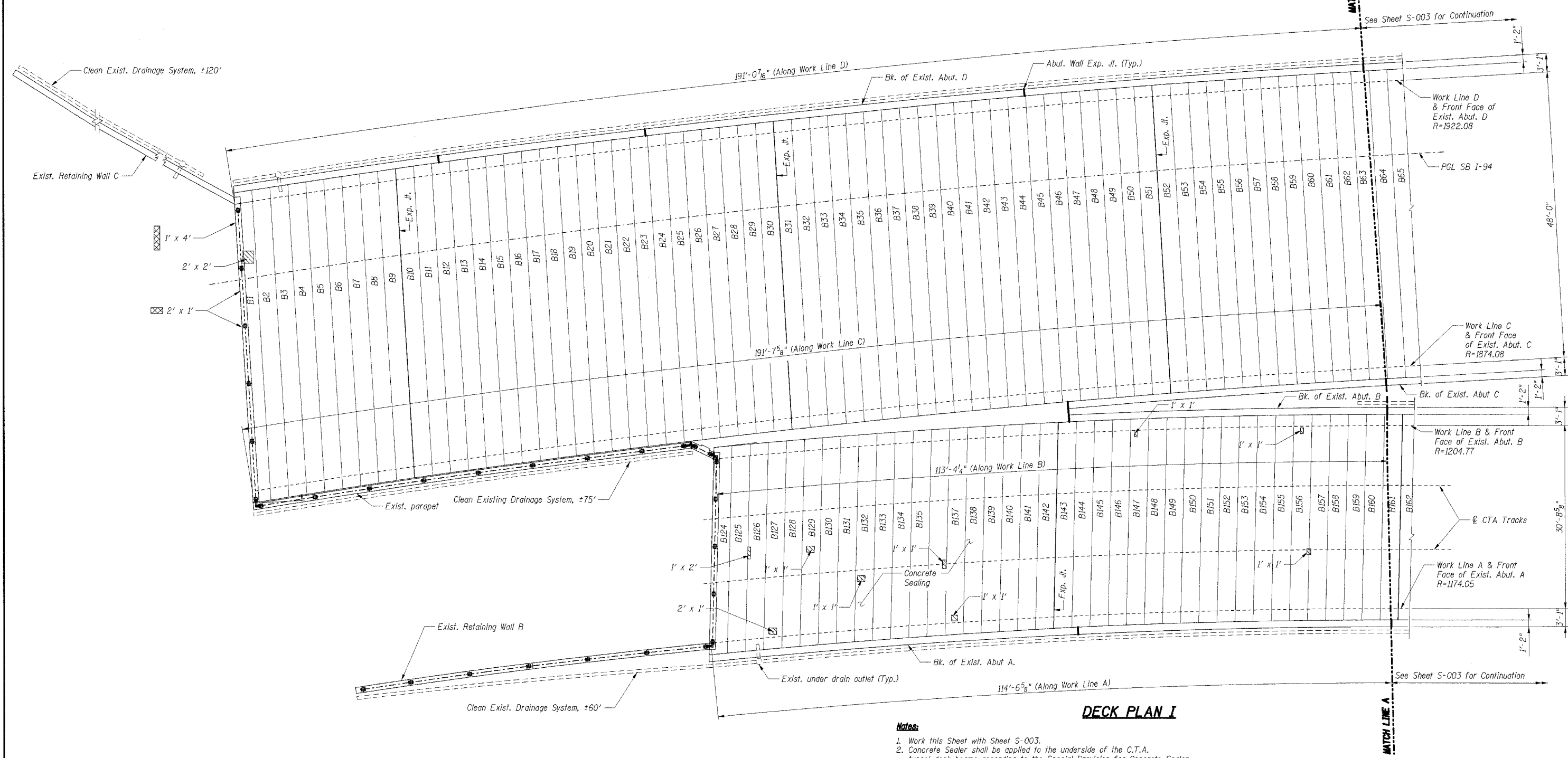
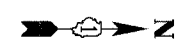
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 57 (INTERSTATE 57) OVER
F.A.I. ROUTE I-94 SB & CTA TRACKS-BRIDGE REPAIRS
SN 016-0073
COOK COUNTY
SECTION (1516.1, 1717, & 1818) R-5
GENERAL PLAN &
ELEVATION

DATE: 03/01/06
DRAWN BY: VV
CHECKED BY: RDS
TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE., CHICAGO, IL 60601
TELEPHONE 312.461.0000

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	COOK	764	509
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62593
SECTION (1516.1, 1717, & 1818) R-5



LEGEND

- Polymer Modified Portland Cement Mortar Repair according to the Special Provisions, underside of deck beams
- Formed Concrete Repair, Depth less than or equal to 5"

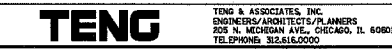
- Notes:**
1. Work this Sheet with Sheet S-003.
 2. Concrete Sealer shall be applied to the underside of the C.T.A. tunnel deck beams according to the Special Provision for Concrete Sealer.
 3. Areas of repairs shown are estimated based upon inspection surveys conducted in 2004. The Engineer shall document actual locations and types of repairs on As-Built plans.
 4. Date of Survey
I-94 Tunnel: February 2004
CTA Tunnel: July 2004
 5. The Contractor shall coordinate work on C.T.A. property with the C.T.A. according to the Special Provisions.
 6. See Sheet S-003 for Bill of Material.
 7. Repairs to the tunnel deck beam undersides shall be performed prior to the removal of the I-57 roadway above the tunnels by others.
 8. Repairs to the tunnel walls and sealing of C.T.A. tunnel walls and deck beam undersides shall not be performed until the final waterproofing has been applied to the deck beams' top surface by others.

SHT. S-002

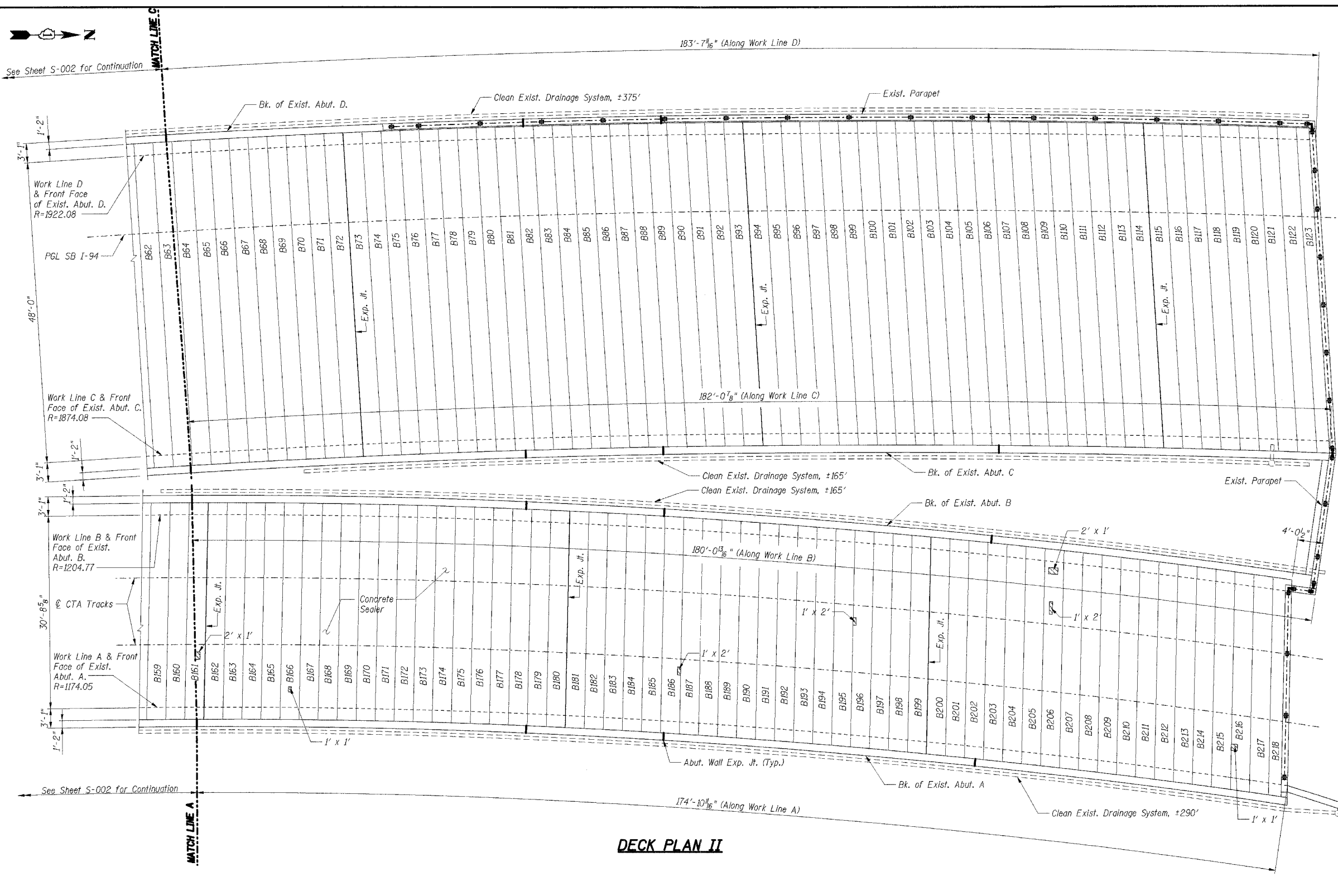
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 57 (INTERSTATE 57) OVER
F.A.I. ROUTE I-94 SB & CTA TRACKS-BRIDGE REPAIRS
SN 016-0073
COOK COUNTY
SECTION (1516.1, 1717, & 1818) R-5
DECK PLAN I

DATE: 03/01/06
DRAWN BY: VV
CHECKED BY: RDS



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LEGEND
 Polymer Modified Portland Cement Mortar Repair according to the Special Provisions, underside of deck beams

Notes:

- Work this Sheet with Sheet S-002.
- Concrete Sealer shall be applied to the underside of the C.T.A. tunnel deck beams according to the Special Provision for Concrete Sealer.
- Areas of repairs shown are estimated based upon inspection surveys conducted in 2004. The Engineer shall document actual locations and types of repairs on As-Built plans.
- Date of Survey:
I-94 Tunnel: February 2004
CTA Tunnel: July 2004
- The Contractor shall coordinate work on C.T.A. property with the C.T.A., according to the Special Provisions.
- Repairs to the tunnel deck beam undersides shall be performed prior to removal of the I-57 roadway above the tunnels by others.
- Repairs to the tunnel walls and sealing of C.T.A. tunnel walls and deck beam undersides shall not be performed until the final waterproofing has been applied to the deck beams' top surface by others.

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DECK PLAN II

Item	Unit	Total
Formed Concrete Repair *	Sq Ft	8
Polymer Modified Portland Cement Mortar	Sq Ft	27.0
Cleaning Drainage System	L Sum	1
Concrete Sealing	Sq Yd	990

SHT. S-003

REVISIONS	
NAME	DATE

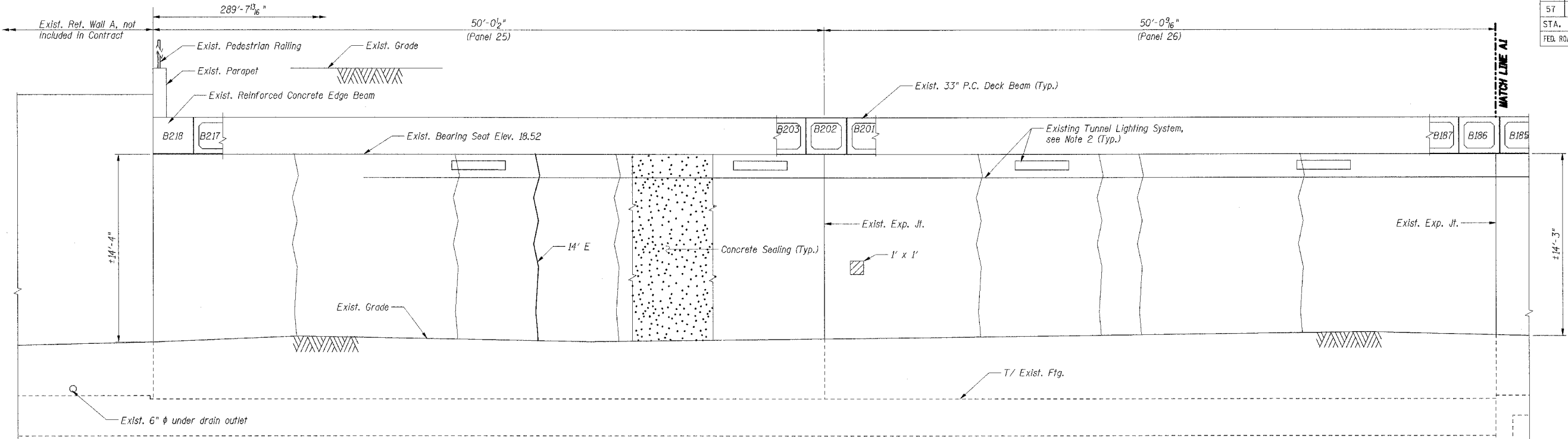
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 57 (INTERSTATE 57) OVER
 F.A.I. ROUTE I-94 SB & CTA TRACKS-BRIDGE REPAIRS
 SN 016-0073
 COOK COUNTY
 SECTION (1516.1, 1717, & 1818) R-5
 DECK PLAN II

DATE: 03/01/06
 DRAWN BY: VV
 CHECKED BY: ROS

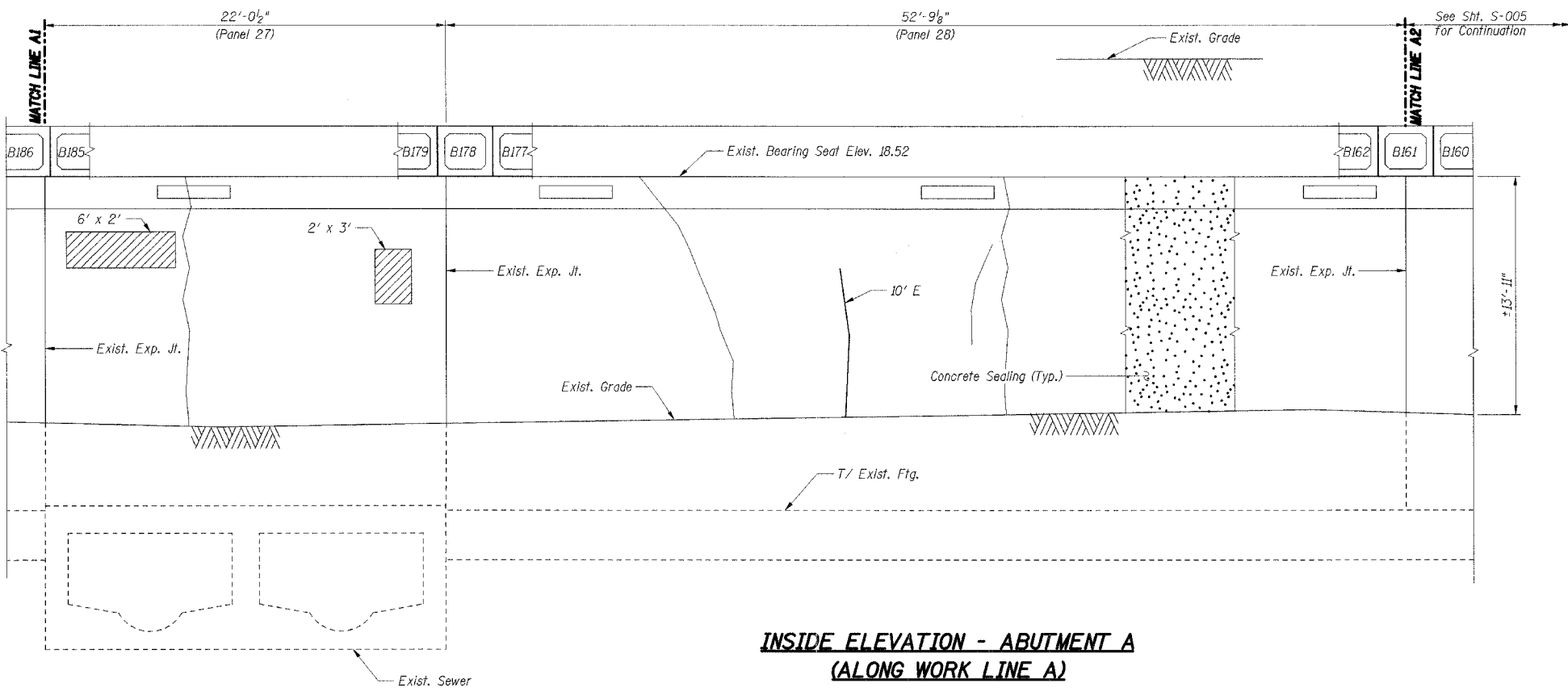
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS & ARCHITECTS/PLANNERS
 205 N. MICHIGAN AVE., CHICAGO, IL 60610
 TELEPHONE: 312.618.0000

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	COOK	764	511
STA. TO STA.		FED. AID PROJECT		

CONTRACT NO. 62593
SECTION (1516.1, 1717, & 1818) R-5



INSIDE ELEVATION - ABUTMENT A
(ALONG WORK LINE A)



INSIDE ELEVATION - ABUTMENT A
(ALONG WORK LINE A)

- LEGEND**
- Formed Concrete Repair
Depth equal to or less than 5"
 - Epoxy Crack Sealing
 - Hairline Crack - Not to be sealed

- Notes:**
- Work this Sheet with Sheet S-005.
 - Existing Tunnel Lighting System shall be protected and maintained by the Contractor per the Special Provision for PROTECT AND MAINTAIN EXISTING CTA TUNNEL LIGHTING SYSTEM.
 - Concrete Sealer shall be applied to the abutment walls according to the Special Provision for Concrete Sealer.
 - Areas of repairs shown are estimated based upon inspection surveys conducted in 2004. The Engineer shall document actual locations and types of repairs on As-Built plans.
 - Date of Survey
I-94 Tunnel: February 2004
CTA Tunnel: July 2004
 - The Contractor shall coordinate work on C.T.A. property with the C.T.A. according to the Special Provisions.
 - See Sheet S-005 for Bill of Material.
 - Repairs to the tunnel walls and sealing of C.T.A. tunnel walls and deck beam undersides shall not be performed until the final waterproofing has been applied to the deck beams' top surface by others.

SHT. S-004

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 57 (INTERSTATE 57) OVER
F.A.I. ROUTE I-94 SB & CTA TRACKS-BRIDGE REPAIRS
SN 016-0073
COOK COUNTY
SECTION (1516.1, 1717, & 1818) R-5
ABUTMENT A
REPAIRS I

DATE: 03/01/06

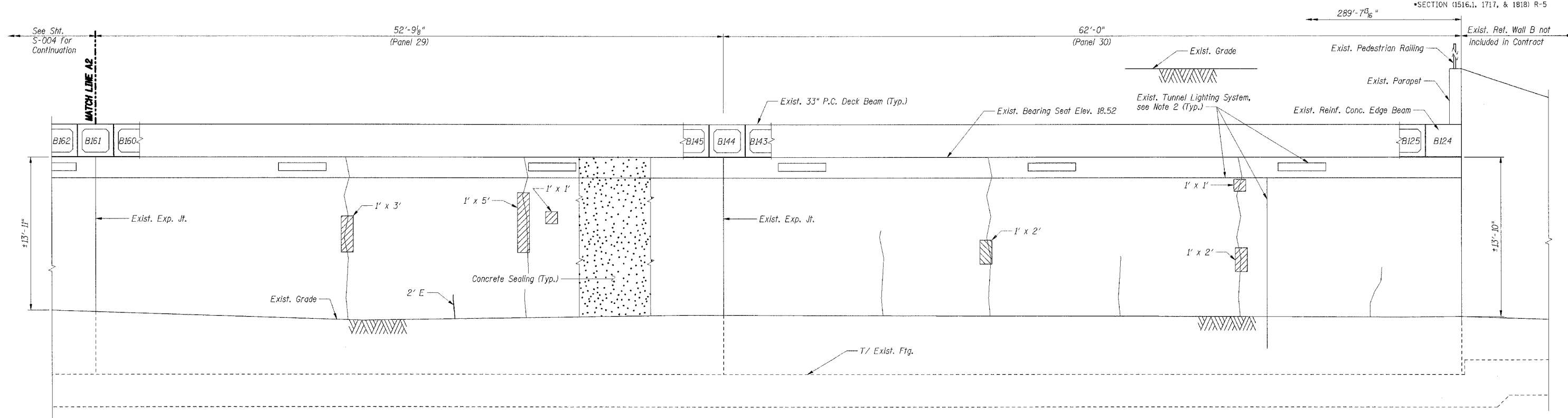
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CHECKED BY: RDS

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
223 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	764	512
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62593
SECTION (1516.1, 1717, & 1818) R-5



**INSIDE ELEVATION - ABUTMENT A
(ALONG WORK LINE A)**

ABUTMENT A BILL OF MATERIAL

Item	Unit	Total
Formed Concrete Repair *	Sq Ft	33
Epoxy Crack Sealing	Foot	26
Concrete Sealing	Sq Yd	45.3

*Depth less than or equal to 5"

LEGEND

- Formed Concrete Repair
Depth equal to or less than 5"
- Epoxy Crack Sealing
- Hairline Crack - Not to be sealed

Notes:

1. Work this Sheet with Sheet S-004.
2. Existing Tunnel Lighting System shall be protected and maintained by the Contractor per the Special Provision for PROTECT AND MAINTAIN EXISTING CTA TUNNEL LIGHTING SYSTEM.
3. Concrete Sealer shall be applied to the abutment walls according to the Special Provision for Concrete Sealer.
4. Areas of repairs shown are estimated based upon inspection surveys conducted in 2004. The Engineer shall document actual locations and types of repairs on As-Built plans.
5. Date of Survey
I-94 Tunnel: February 2004
CTA Tunnel: July 2004
6. The Contractor shall coordinate work on C.T.A. property with the C.T.A. according to the Special Provisions.
Repairs to the tunnel walls and sealing of C.T.A. tunnel walls and deck beam undersides shall not be performed until the final waterproofing has been applied to the deck beams' top surface by others.

SHT. S-005

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 57 (INTERSTATE 57) OVER
F.A.I. ROUTE I-94 SB & CTA TRACKS-BRIDGE REPAIRS
SN 016-0073
COOK COUNTY
SECTION (1516.1, 1717, & 1818) R-5
ABUTMENT A
REPAIRS II

DATE: 03/01/06

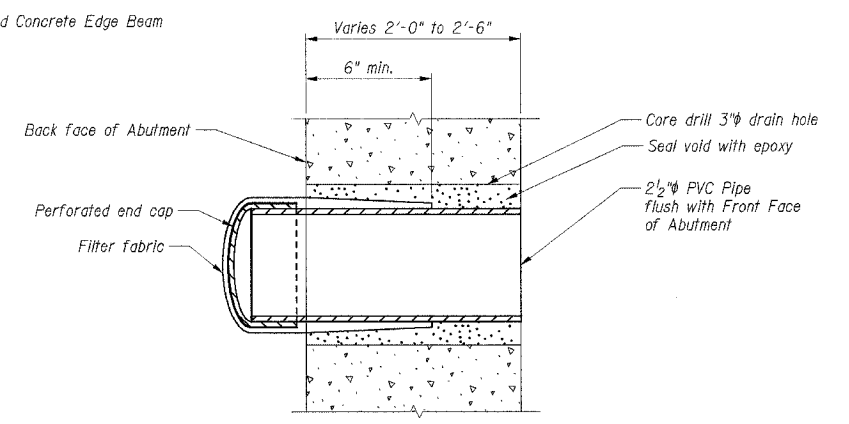
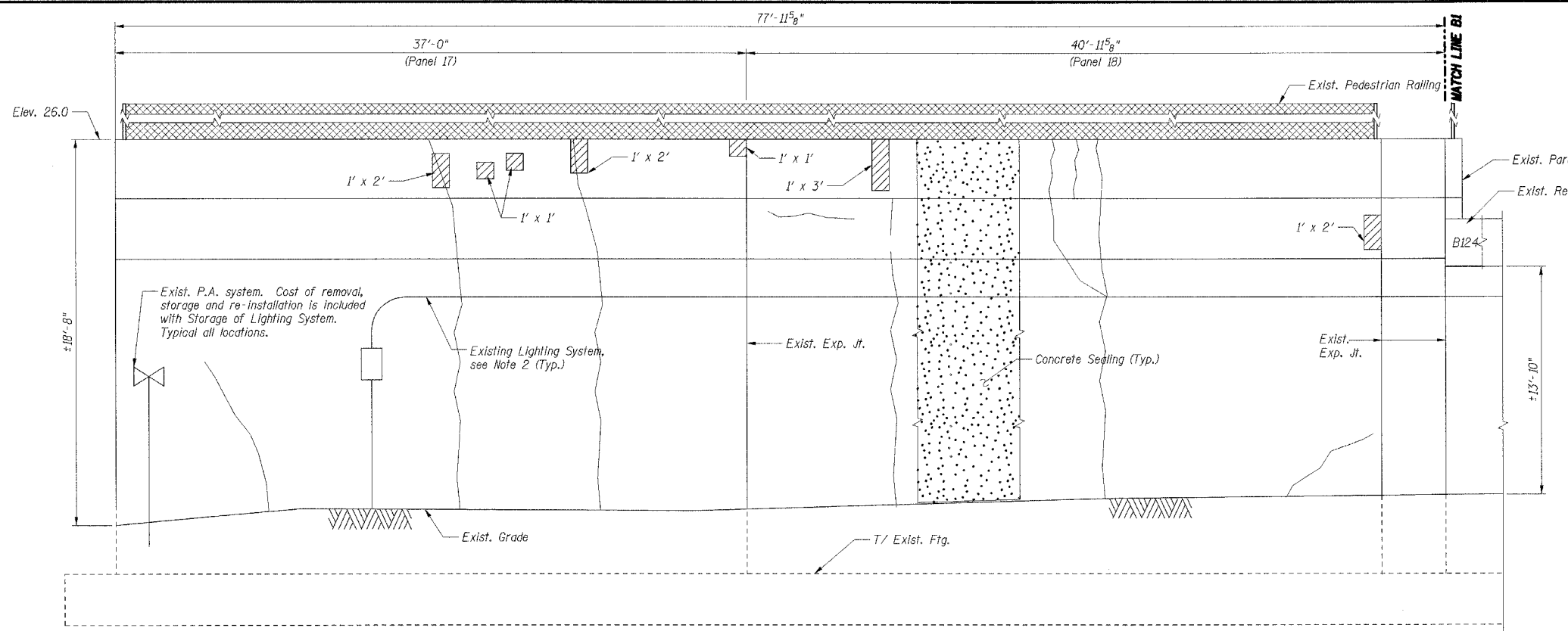
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CHECKED BY: RDS

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE., CHICAGO, IL 60601
TELEPHONE: 312.641.0000

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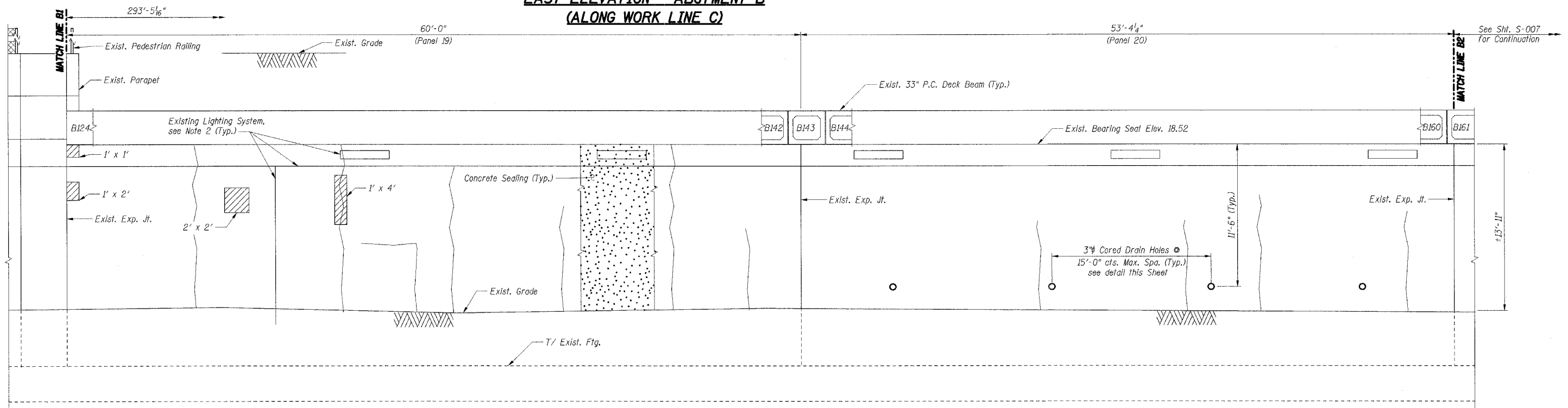
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57		COOK	764	513
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62593
SECTION (1516.1, 1717, & 1818) R-5



CORED DRAIN HOLE PIPE INSERT
(Typical at All Drain Hole Locations)

**EAST ELEVATION - ABUTMENT B
(ALONG WORK LINE C)**



**INSIDE ELEVATION - ABUTMENT B
(ALONG WORK LINE B)**

- Notes:**
1. Work this Sheet with Sheet S-007.
 2. Existing Tunnel Lighting System shall be protected and maintained by the Contractor per the Special Provision for PROTECT AND MAINTAIN EXISTING CTA TUNNEL LIGHTING SYSTEM.
 3. Concrete Sealer shall be applied to the abutment walls according to the Special Provision for Concrete Sealer.
 4. Areas of repairs shown are estimated based upon inspection surveys shown in 2004. The Engineer shall document actual locations and types of repairs on As-Built plans.
 5. Date of Survey
I-94 Tunnel: February 2004
CTA Tunnel: July 2004
 6. The Contractor shall coordinate work on C.T.A. property with the C.T.A. according to the Special Provisions.
 7. See Sheet S-007 for Bill of Material.
 8. Repairs to the tunnel walls and sealing of C.T.A. tunnel walls and deck beam undersides shall not be performed until the final waterproofing has been applied to the deck beams' top surface by others.

LEGEND

[Hatched Box]	Formed Concrete Repair Depth equal to or less than 5"
[Dashed Line]	Hairline Crack - Not to be sealed

SHT. S-006

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 57 (INTERSTATE 57) OVER
F.A.I. ROUTE I-94 SB & CTA TRACKS-BRIDGE REPAIRS
SN 016-0073
COOK COUNTY
SECTION (1516.1, 1717, & 1818) R-5
ABUTMENT B
REPAIRS I

DATE: 03/01/06

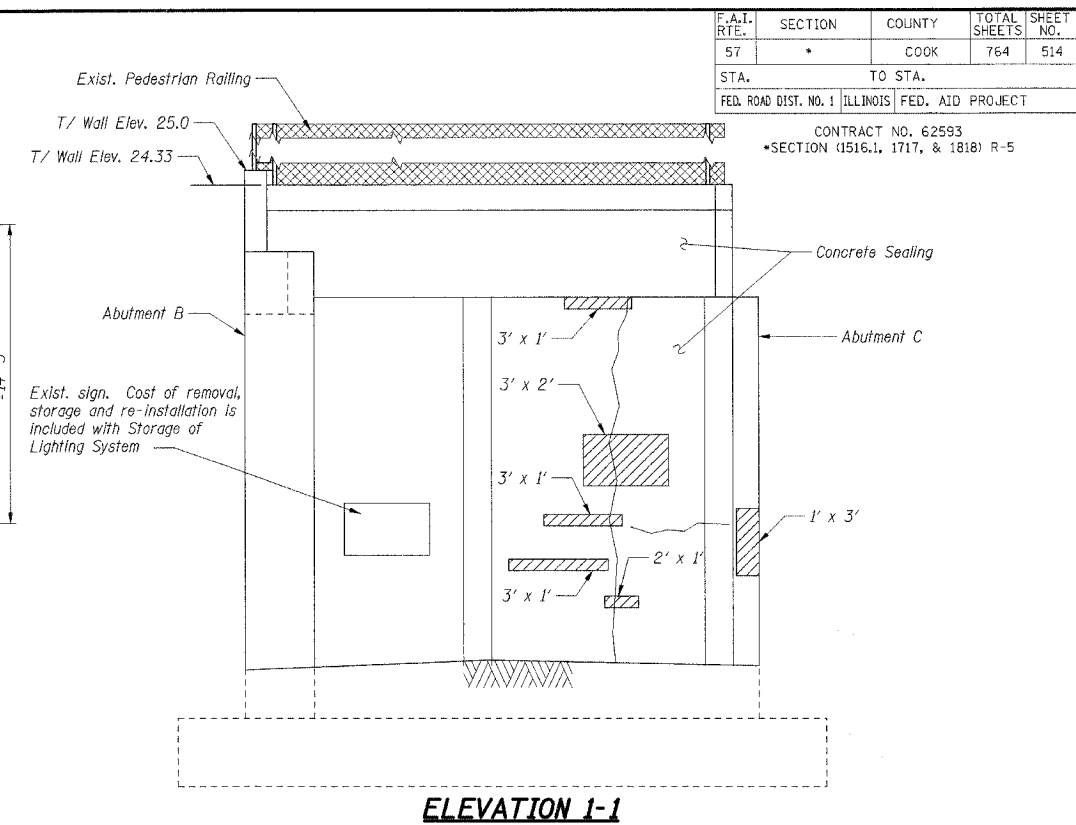
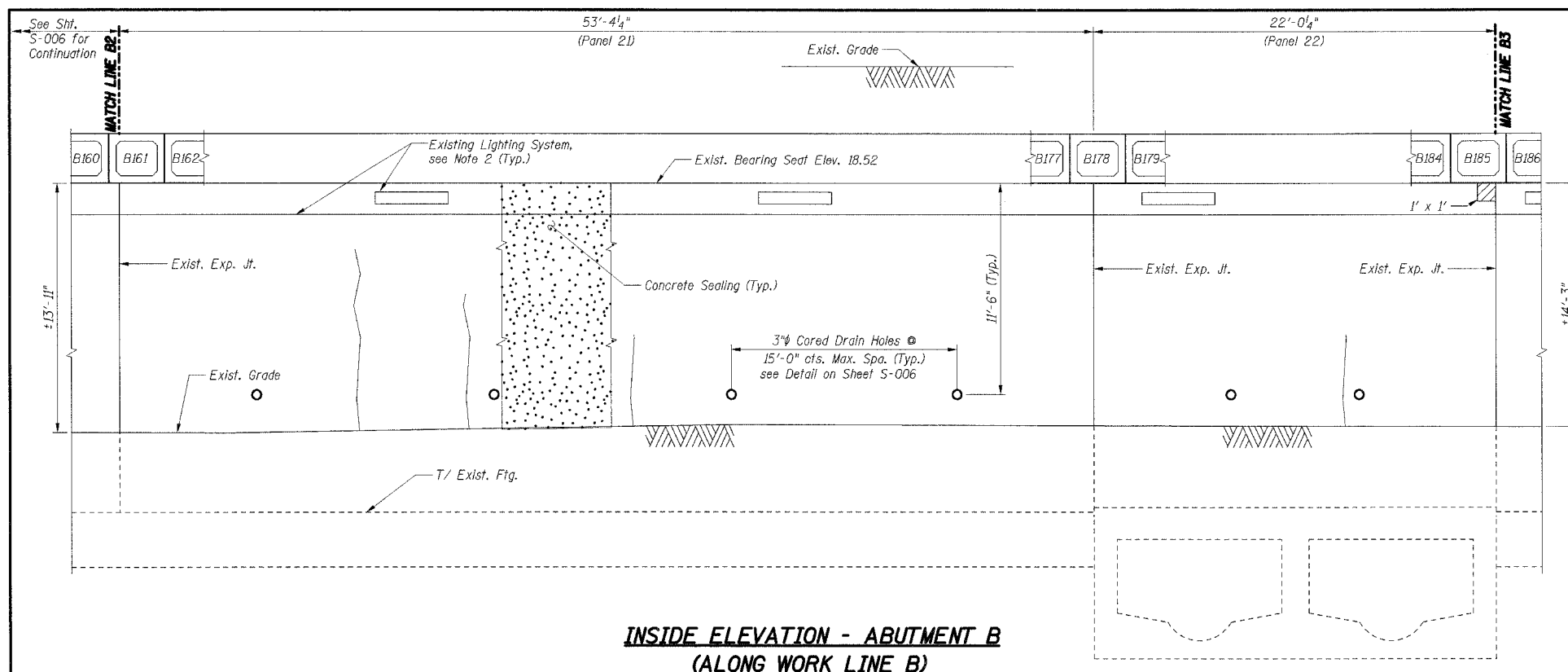
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CHECKED BY: RDS

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

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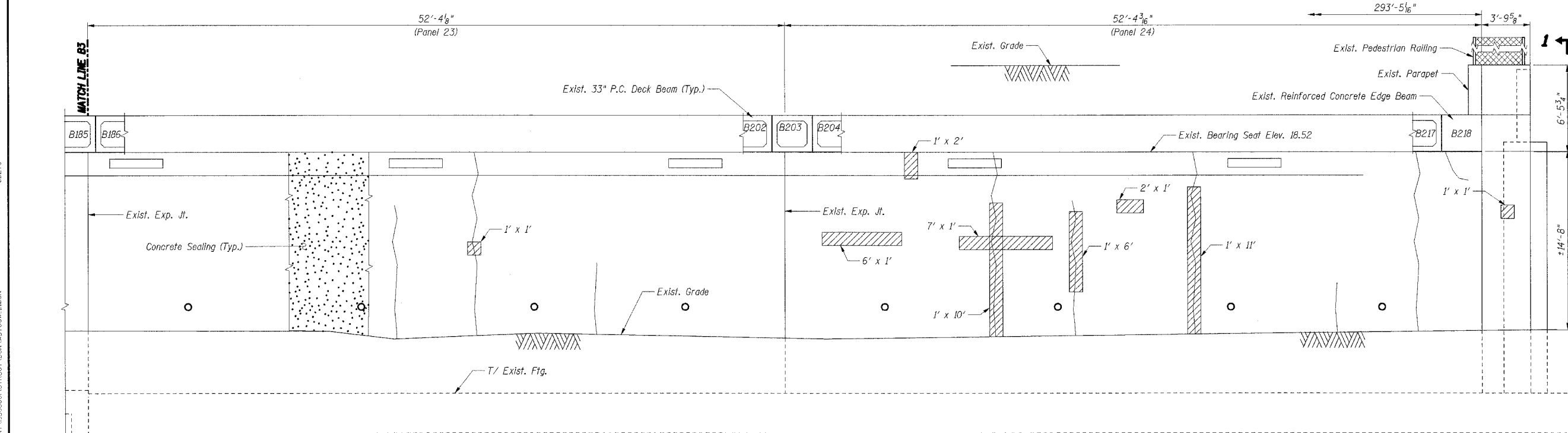
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	COOK	764	514
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 62593
SECTION (1516.1, 1717, & 1818) R-5



**INSIDE ELEVATION - ABUTMENT B
(ALONG WORK LINE B)**

ELEVATION 1-1



**INSIDE ELEVATION - ABUTMENT B
(ALONG WORK LINE B)**

Item	Unit	Total
Formed Concrete Repair *	Sq Ft	90
Concrete Sealing	Sq Yd	687
Cored Drain Holes	Each	18

*Depth less than or equal to 5"

LEGEND

	Formed Concrete Repair Depth equal to or less than 5"
	Hairline Crack - Not to be sealed

- Notes:**
1. Work this Sheet with Sheet S-006.
 2. Existing Tunnel Lighting System shall be protected and maintained by the Contractor per the Special Provision for PROTECT AND MAINTAIN EXISTING CTA TUNNEL LIGHTING SYSTEM.
 3. Concrete Sealer shall be applied to the abutment walls according to the Special Provision for Concrete Sealer.
 4. Areas of repairs shown are estimated based upon inspection surveys conducted in 2004. The Engineer shall document actual locations and types of repairs on As-Built plans.
 5. Date of Survey
I-94 Tunnel: February 2004
CTA Tunnel: July 2004
 6. The Contractor shall coordinate work on C.T.A. property with the C.T.A. according to the Special Provisions.
 8. Repairs to the tunnel walls and sealing of C.T.A. tunnel walls and deck beam undersides shall not be performed until the final waterproofing has been applied to the deck beams' top surface by others.

SHT. S-007

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 57 (INTERSTATE 57) OVER
F.A.I. ROUTE I-94 SB & CTA TRACKS-BRIDGE REPAIRS
SN 016-0073
COOK COUNTY
SECTION (1516.1, 1717, & 1818) R-5
ABUTMENT B
REPAIRS II

DATE: 03/01/06

DRAWN BY: VV
CHECKED BY: RDS

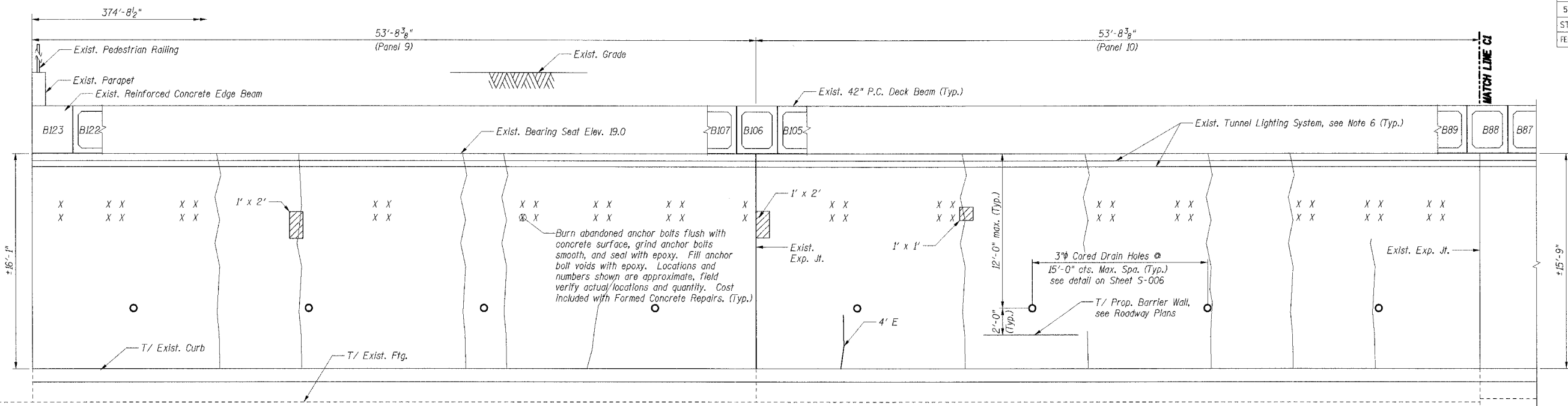
TENG

TENG & ASSOCIATES, INC.
ENGINEERS ARCHITECTS PLANNERS
205 N. MICHIGAN AVE., CHICAGO, IL 60601
TELEPHONE 312.611.0000

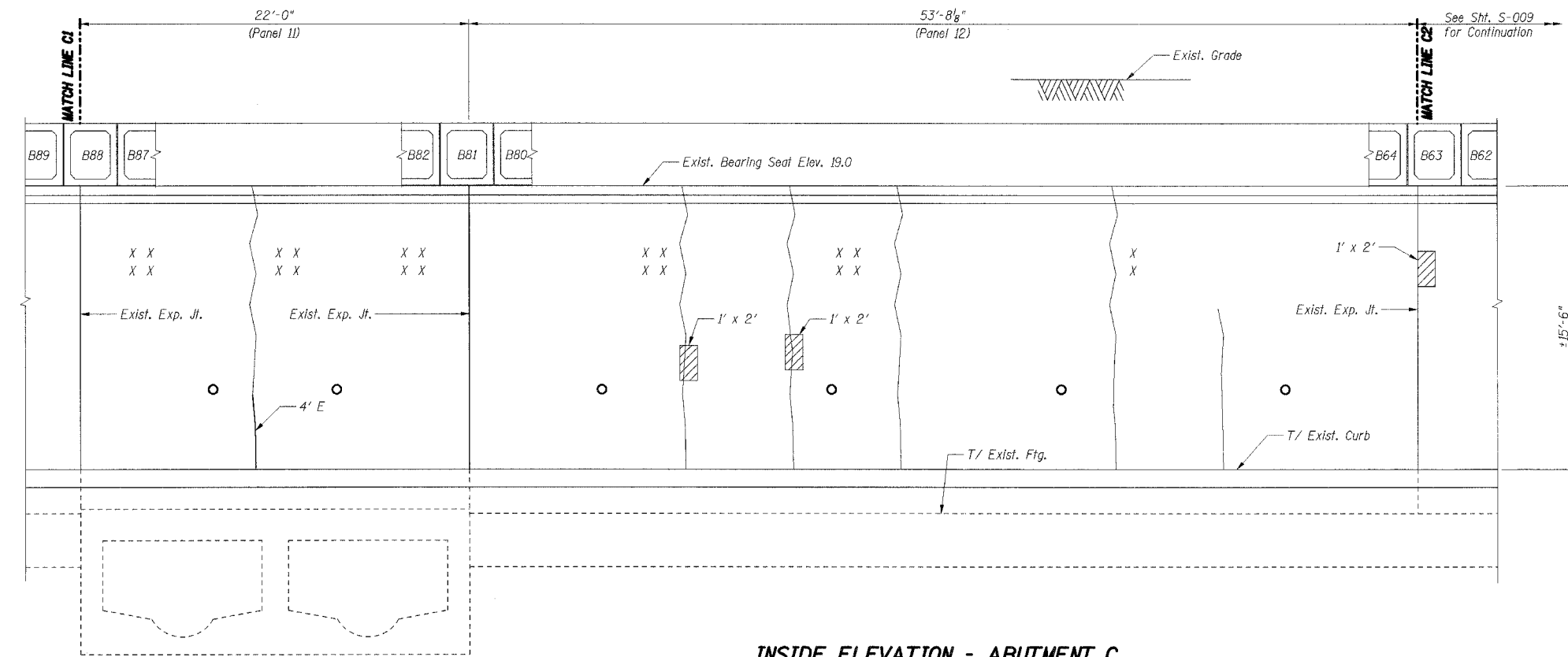
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	COOK	764	515
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 62593
SECTION (1516.1, 1717, & 1818) R-5



**INSIDE ELEVATION - ABUTMENT C
(ALONG WORK LINE C)**



**INSIDE ELEVATION - ABUTMENT C
(ALONG WORK LINE C)**

LEGEND

- Formed Concrete Repair
Depth equal to or less than 5"
- Epoxy Crack Sealing
- Hairline Crack - Not to be sealed
- Abandoned anchor bolts or anchor bolt voids.

Notes:

1. Work this Sheet with Sheet S-009.
2. Areas of repairs shown are estimated based upon inspection surveys conducted in 2004. The Engineer shall document actual locations and types of repairs on As-Built plans.
3. Date of Survey
I-94 Tunnel: February 2004
CTA Tunnel: July 2004
4. The Contractor shall coordinate work on C.T.A. property with the C.T.A. according to the Special Provisions.
5. See Sheet S-009 for Bill of Material.
6. Existing Tunnel Lighting System shall be protected and maintained by the Contractor per the Special Provision for PROTECT AND MAINTAIN EXISTING IDOT TUNNEL LIGHTING SYSTEM.
7. Repairs to the tunnel walls shall not be performed until the final waterproofing has been applied to the deck beams' top surface by others.

SHT. S-008

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 57 (INTERSTATE 57) OVER
F.A.I. ROUTE I-94 SB & CTA TRACKS-BRIDGE REPAIRS
SN 016-0073
COOK COUNTY
SECTION (1516.1, 1717, & 1818) R-5
ABUTMENT C
REPAIRS I

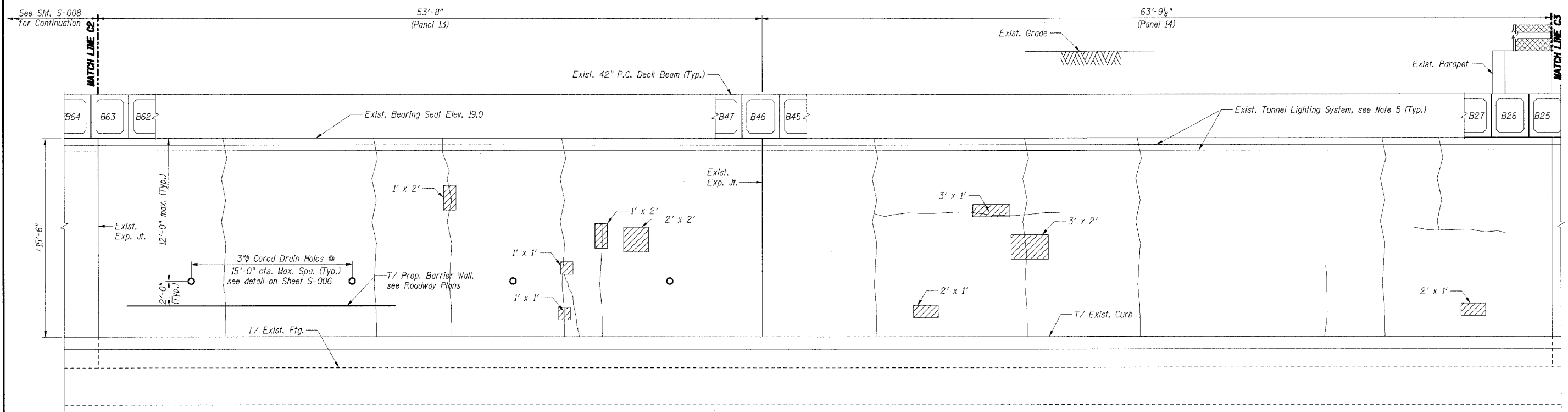
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CHECKED BY: RDS

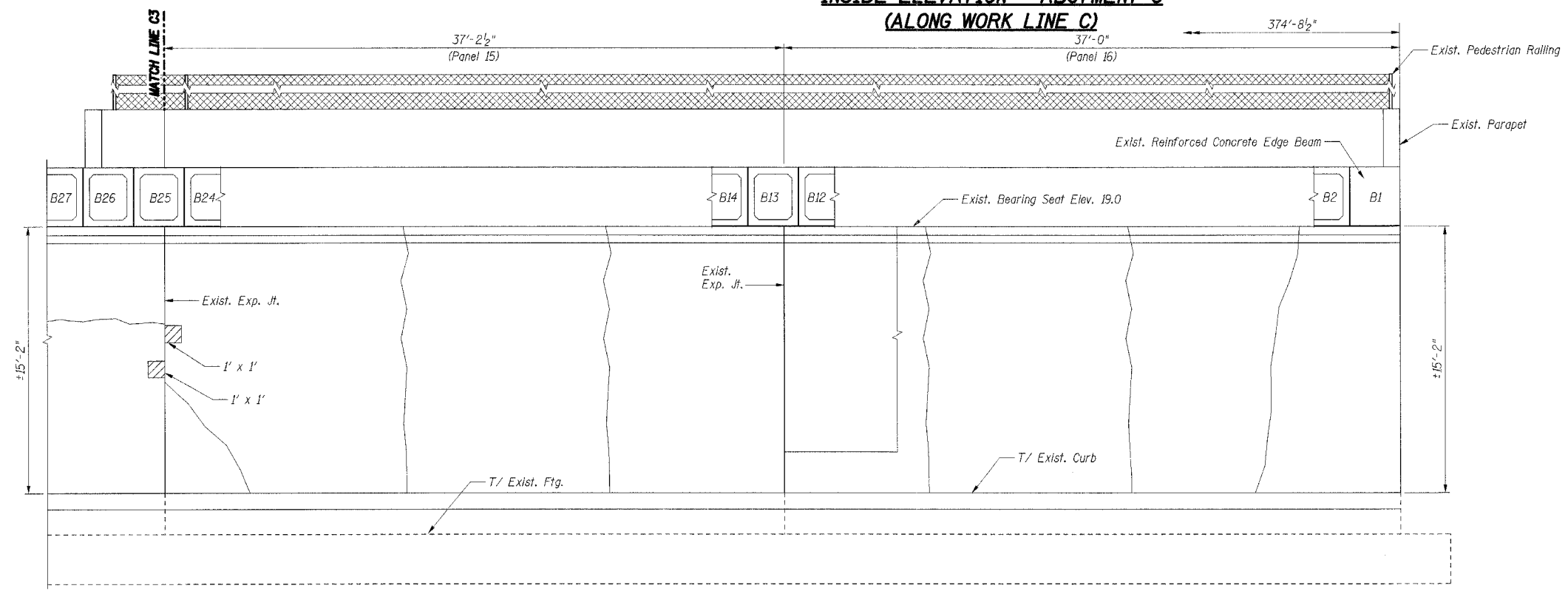
TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE., CHICAGO, IL 60601
TELEPHONE: 312.618.0000

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57		COOK	764	516
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62593				
SECTION (1516.1, 1717, & 1818) R-5				



**INSIDE ELEVATION - ABUTMENT C
(ALONG WORK LINE C)**



ABUTMENT C BILL OF MATERIAL

Item	Unit	Total
Formed Concrete Repair *	Sq Ft	36
Epoxy Crack Sealing	Foot	8
Cored Drain Holes	Each	18

*Depth less than or equal to 5"

LEGEND

- Formed Concrete Repair
Depth equal to or less than 5"
- Hairline Crack - Not to be sealed

Notes:

1. Work this Sheet with Sheet S-008.
2. Areas of repairs shown are estimated based upon inspection surveys conducted in 2004. The Engineer shall document actual locations and types of repairs on As-Built plans.
3. Date of Survey
I-94 Tunnel: February 2004
CTA Tunnel: July 2004
4. The Contractor shall coordinate work on C.T.A. property with the C.T.A. according to the Special Provisions.
5. Existing Tunnel Lighting System shall be protected and maintained by the Contractor per the Special Provision for PROTECT AND MAINTAIN EXISTING IDOT TUNNEL LIGHTING SYSTEM.
6. Repairs to the tunnel walls shall not be performed until the final waterproofing has been applied to the deck beams' top surface by others.

SHT. S-009

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 57 (INTERSTATE 57) OVER
F.A.I. ROUTE I-94 SB & CTA TRACKS-BRIDGE REPAIRS
SN 016-0073
COOK COUNTY
SECTION (1516.1, 1717, & 1818) R-5
ABUTMENT C
REPAIRS II

DATE: 03/01/06

DRAWN BY: VV
CHECKED BY: RDS

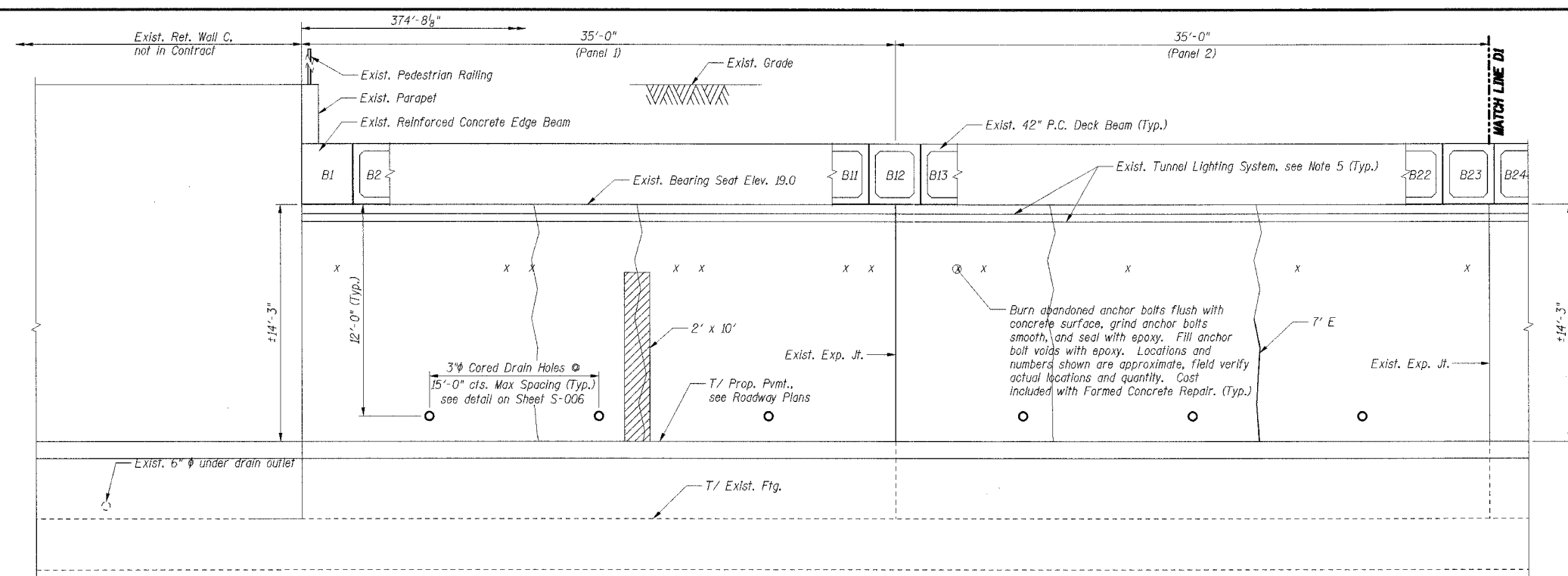
TENG

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
223 N. MICHIGAN AVE., CHICAGO, IL 60601
TELEPHONE 312.618.0000

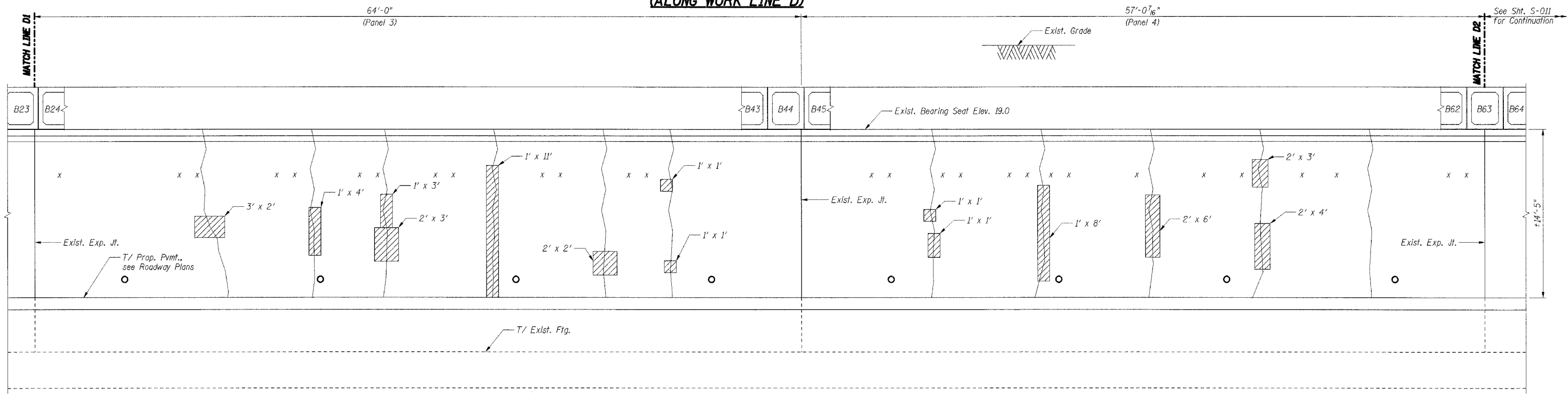
**INSIDE ELEVATION - ABUTMENT C
(ALONG WORK LINE C)**

\\FS-0001\PROJ\1516-1\1717 & 1818\STRUCT\DRAW\ABUTCOM...DGN
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 2-22-2006 14:56:41

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	COOK	764	517
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 62593				
SECTION (1516.1, 1717, & 1818) R-5				



**INSIDE ELEVATION - ABUTMENT D
(ALONG WORK LINE D)**



**INSIDE ELEVATION - ABUTMENT D
(ALONG WORK LINE D)**

LEGEND

- Formed Concrete Repair
Depth equal to or less than 5"
- Epoxy Crack Sealing
- Hairline Crack - Not to be sealed
- Abandoned anchor bolts or anchor bolt voids

Notes:

1. Work this Sheet with Sheet S-011.
2. Areas of repairs shown are estimated based upon inspection surveys conducted in 2004. The Engineer shall document actual locations and types of repairs on As-Built plans.
3. Date of Survey:
I-94 Tunnel: February 2004
CTA Tunnel: July 2004
4. See Sheet S-011 for Bill of Material.
5. Existing Tunnel Lighting System shall be protected and maintained by the Contractor per the Special Provision for PROTECT AND MAINTAIN EXISTING IDOT TUNNEL LIGHTING SYSTEM.
6. Repairs to the tunnel walls shall not be performed until the final waterproofing has been applied to the deck beams' top surface by others.

SHT. S-010

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 57 (INTERSTATE 57) OVER
F.A.I. ROUTE I-94 SB & CTA TRACKS-BRIDGE REPAIRS
SN 016-0073
COOK COUNTY
SECTION (1516.1, 1717, & 1818) R-5
**ABUTMENT D
REPAIRS I**

DATE: 03/01/06
DRAWN BY: VV
CHECKED BY: RDS

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

I-94 TUNNEL REPAIRS - ABUTMENT D - INSIDE ELEVATION - ALONG WORK LINE D - PANEL 1 & 2
 I-94 TUNNEL REPAIRS - ABUTMENT D - INSIDE ELEVATION - ALONG WORK LINE D - PANEL 3 & 4
 DATE: 03/01/06
 DRAWN BY: VV
 CHECKED BY: RDS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	COOK	764	518
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62593
SECTION (1516.1, 1717, & 1818) R-5

ABUTMENT D BILL OF MATERIAL

Item	Total	Unit
Formed Concrete Repair *	Sq Ft	114
Epoxy Crack Sealing	Foot	7
Cored Drain Holes	Each	28

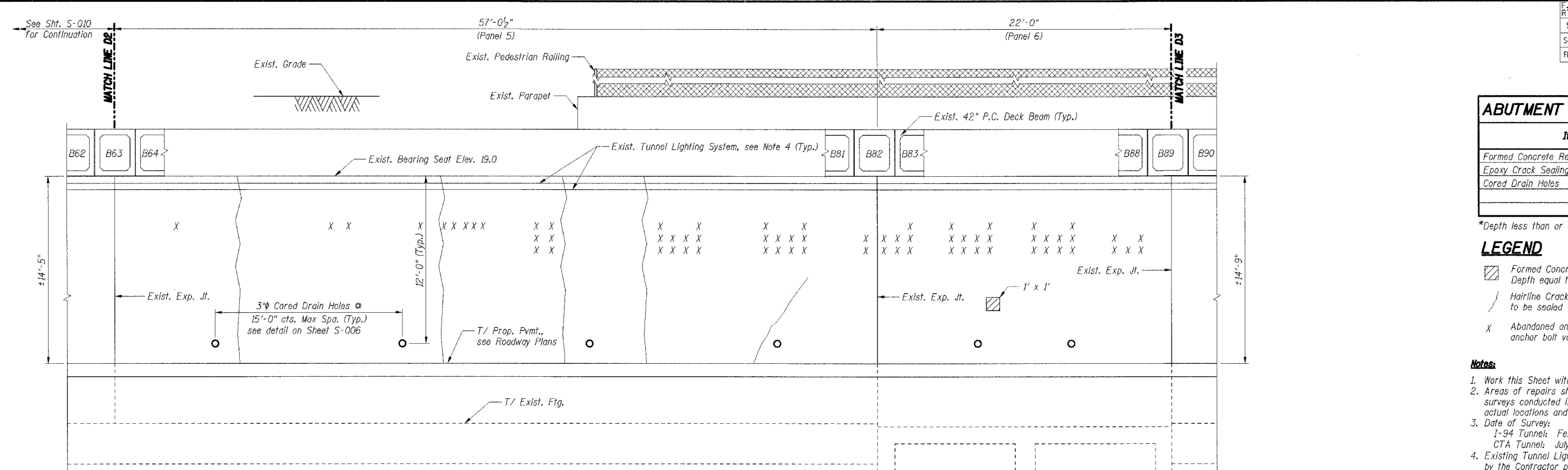
*Depth less than or equal to 5"

LEGEND

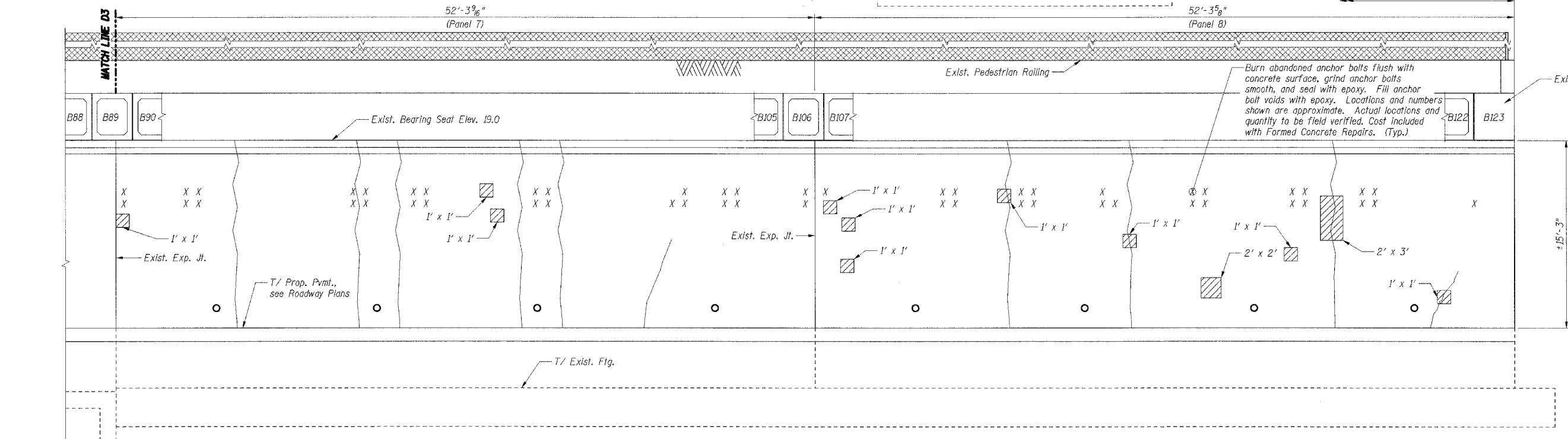
- Formed Concrete Repair
Depth equal to or less than 5"
- Hairline Crack - Not to be sealed
- Abandoned anchor bolts or anchor bolt voids.

Notes:

1. Work this Sheet with Sheet S-010.
2. Areas of repairs shown are estimated based upon inspection surveys conducted in 2004. The Engineer shall document actual locations and types of repairs on As-Built plans.
3. Date of Survey:
I-94 Tunnel: February 2004
CTA Tunnel: July 2004
4. Existing Tunnel Lighting System shall be protected and maintained by the Contractor per the Special Provision for PROTECT AND MAINTAIN EXISTING IDOT TUNNEL LIGHTING SYSTEM.
5. Repairs to the tunnel walls shall not be performed until the final waterproofing has been applied to the deck beams' top surface by others.



**INSIDE ELEVATION - ABUTMENT D
(ALONG WORK LINE D)**



**INSIDE ELEVATION - ABUTMENT D
(ALONG WORK LINE D)**

SHT. S-011

REVISIONS	
NAME	DATE

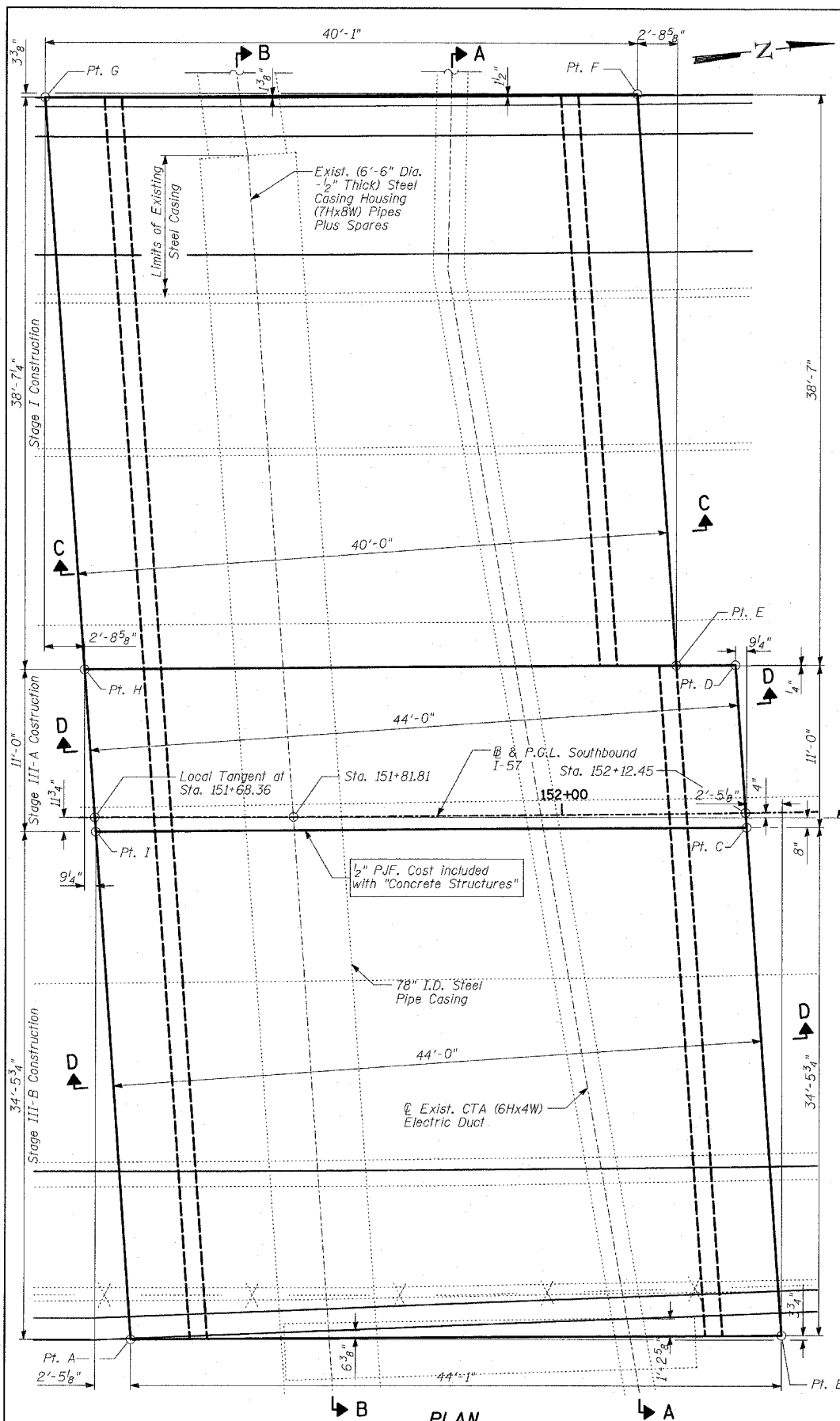
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 57 (INTERSTATE 57) OVER
F.A.I. ROUTE I-94 SB & CTA TRACKS-BRIDGE REPAIRS
SN 016-0073
COOK COUNTY
SECTION (1516.1, 1717, & 1818) R-5
ABUTMENT D
REPAIRS II

DATE: 03/01/06

DRAWN BY: VV
CHECKED BY: RDS

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE., CHICAGO, IL 60601
TELEPHONE: 312-642-6000

I:\PROJECTS\2006\148942\15-000\PROJ\15-000\STRUCT\CON\ABT00W-S.DWG
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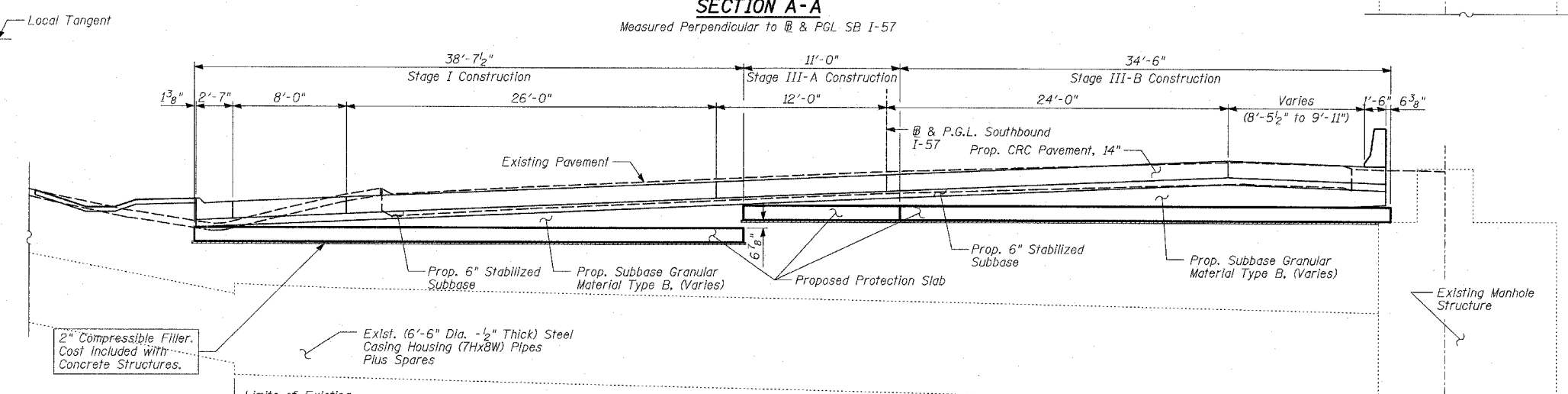
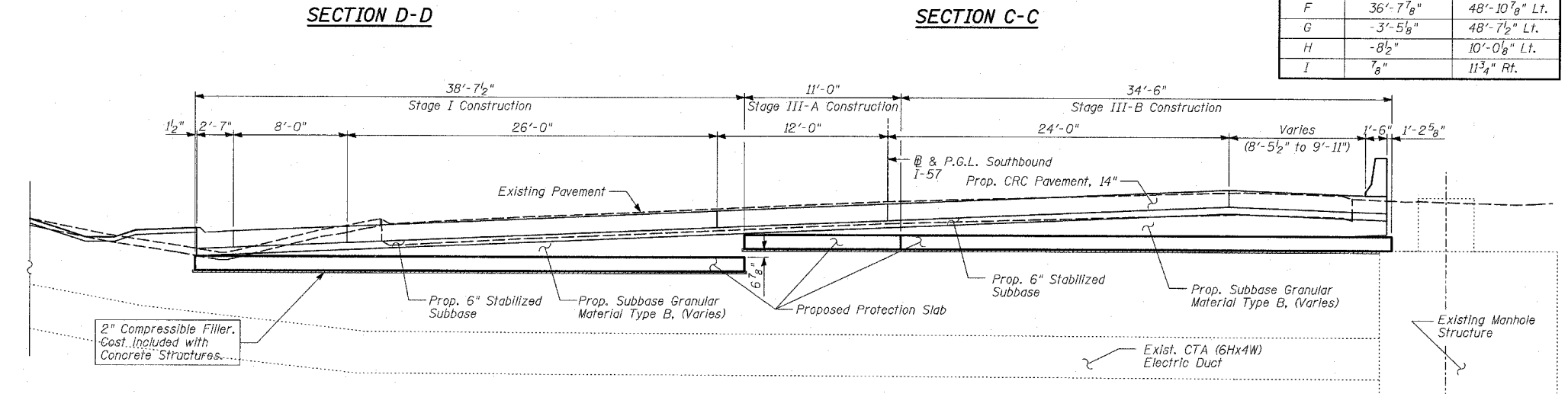
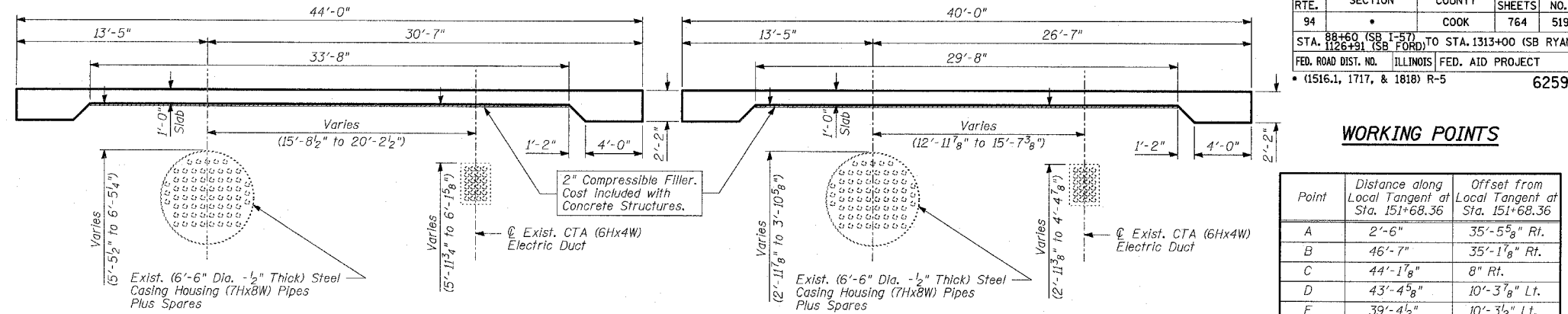
DESIGN SPECIFICATION
AASHTO 2002 Standard Specifications for Highway Bridges

DESIGN STRESSES
FIELD UNITS
f_c = 3,500 psi
f_y = 60,000 psi (Reinforcement)

TYLIN INTERNATIONAL

NOTES:

1. Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
2. 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.
3. All exposed concrete edges shall be chamfered 3/4" except as noted.
4. 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)
5. It is the Contractor's responsibility to locate existing utilities, especially the existing CTA Electric Duct & 78" Steel Pipe Casing. Any repairs due to damage of any utilities shall be the Contractor's responsibility.
6. The Contractor should take extreme caution for the safety and integrity of the CTA Electric Duct during the construction process.
7. Vacuum or hand digging should be used within 2'-0" of CTA Electric Duct.



WORKING POINTS

Point	Distance along Local Tangent at Sta. 151+68.36	Offset from Local Tangent at Sta. 151+68.36
A	2'-6"	35'-5 5/8" Rt.
B	46'-7"	35'-1 7/8" Rt.
C	44'-1 7/8"	8" Rt.
D	43'-4 5/8"	10'-3 7/8" Lt.
E	39'-4 1/2"	10'-3 1/2" Lt.
F	36'-7 7/8"	48'-10 7/8" Lt.
G	-3'-5 5/8"	48'-7 1/2" Lt.
H	-8 1/2"	10'-0 8/8" Lt.
I	7 5/8"	11 3/4" Rt.

SECTION B-B
Measured Perpendicular to @ & PGL SB I-57

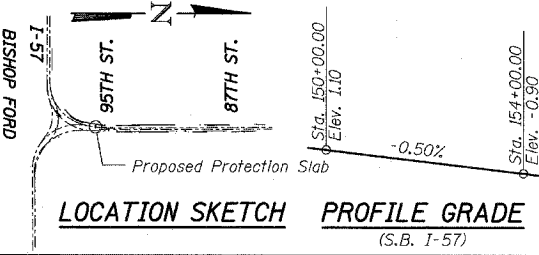
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	CU YD	412
Concrete Structures	CU YD	166
Reinforcement Bars, Epoxy Coated	POUND	36,870



Signed *Phillip D. Frey*
Phillip D. Frey, S.E. II, Lic. No. 081-004826
Expires 11-30-2006.
Date 3/1/06

SHEET 1 OF 4



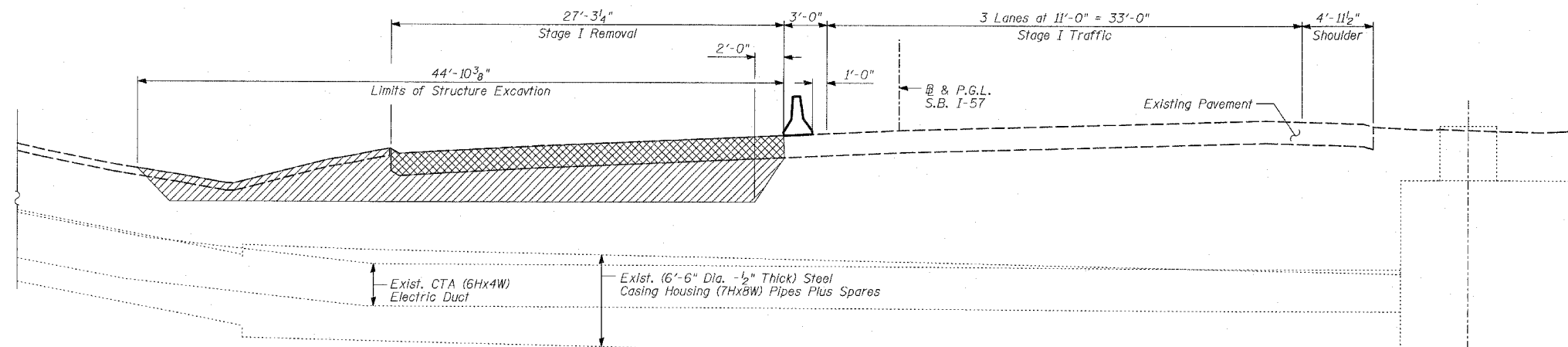
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
PROTECTION SLAB FOR EXISTING
CTA DUCTS
STA. 151+81.81

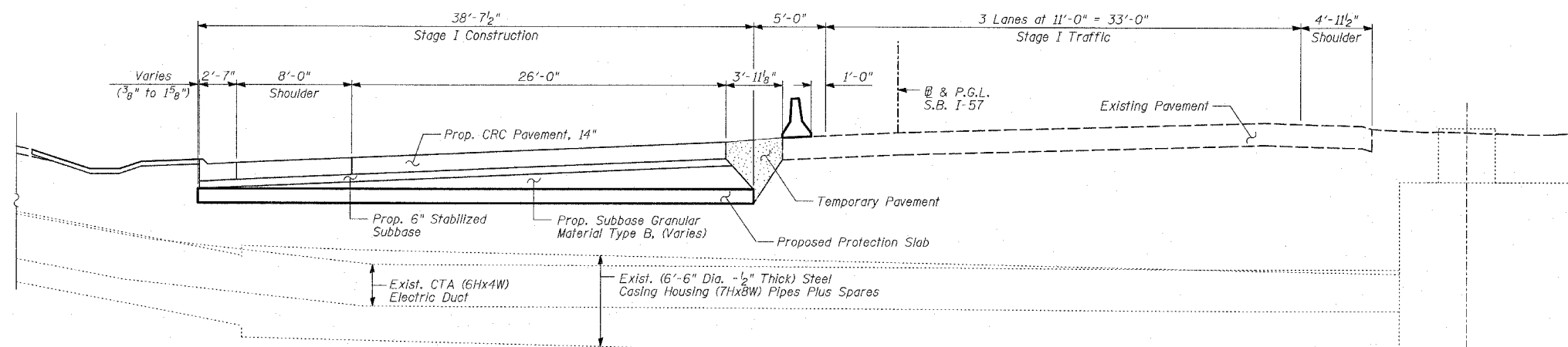
S.N. _____
SCALE: _____
DATE: MARCH 1, 2006

DESIGNED BY: MAF, DJR
DRAWN BY: MAF, DJR
CHECKED BY: MI

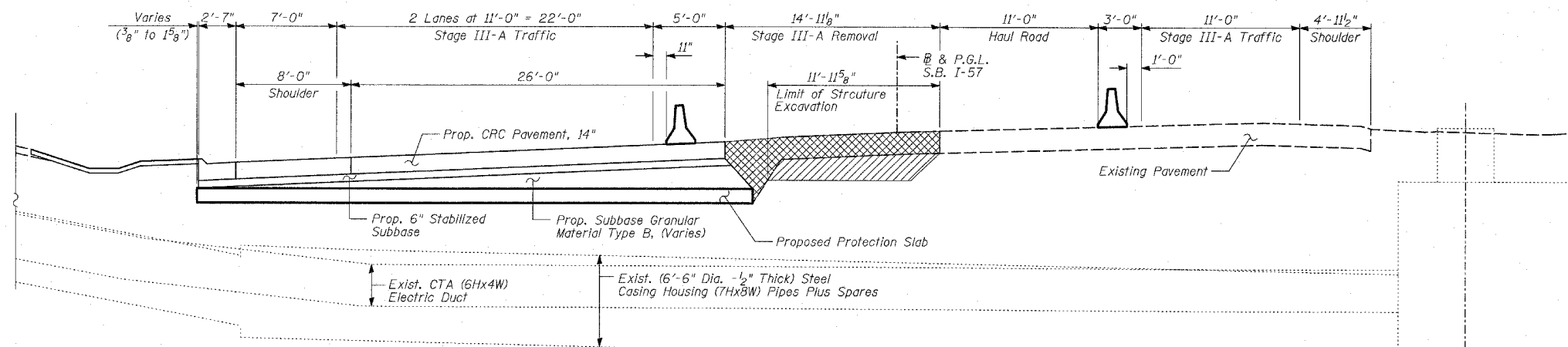
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94		COOK	764	520
STA. 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-5				



STAGE I REMOVAL
(Looking North)



STAGE I CONSTRUCTION
(Looking North)






STAGE III-A REMOVAL
(Looking North)

NOTES:

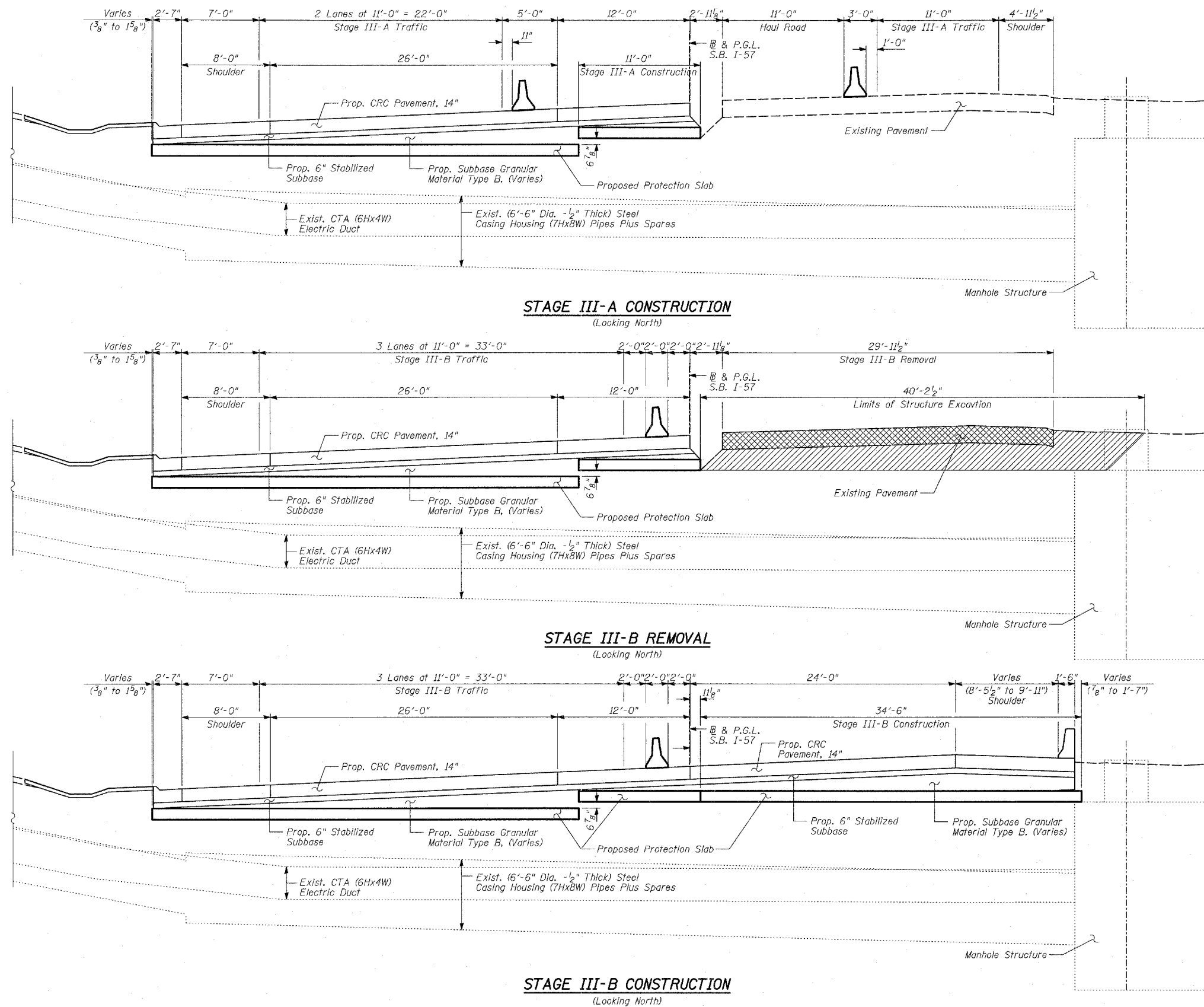
1. All Measurements are Perpendicular to @ & PGL SB I-57.

LEGEND

-  Pavement Removal
-  Structure Excavation
-  Temporary Pavement

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
PROTECTION SLAB STAGE CONSTRUCTION FOR
EXISTING CTA DUCTS
(1 OF 2)
STA. 151+81.81
 S.N. DESIGNED BY: MAF, DJR
 SCALE: DRAWN BY: MAF, DJR
 DATE: MARCH 1, 2006 CHECKED BY: MI



NOTES:

1. All Measurements are Perpendicular to @ & PGL SB I-57.

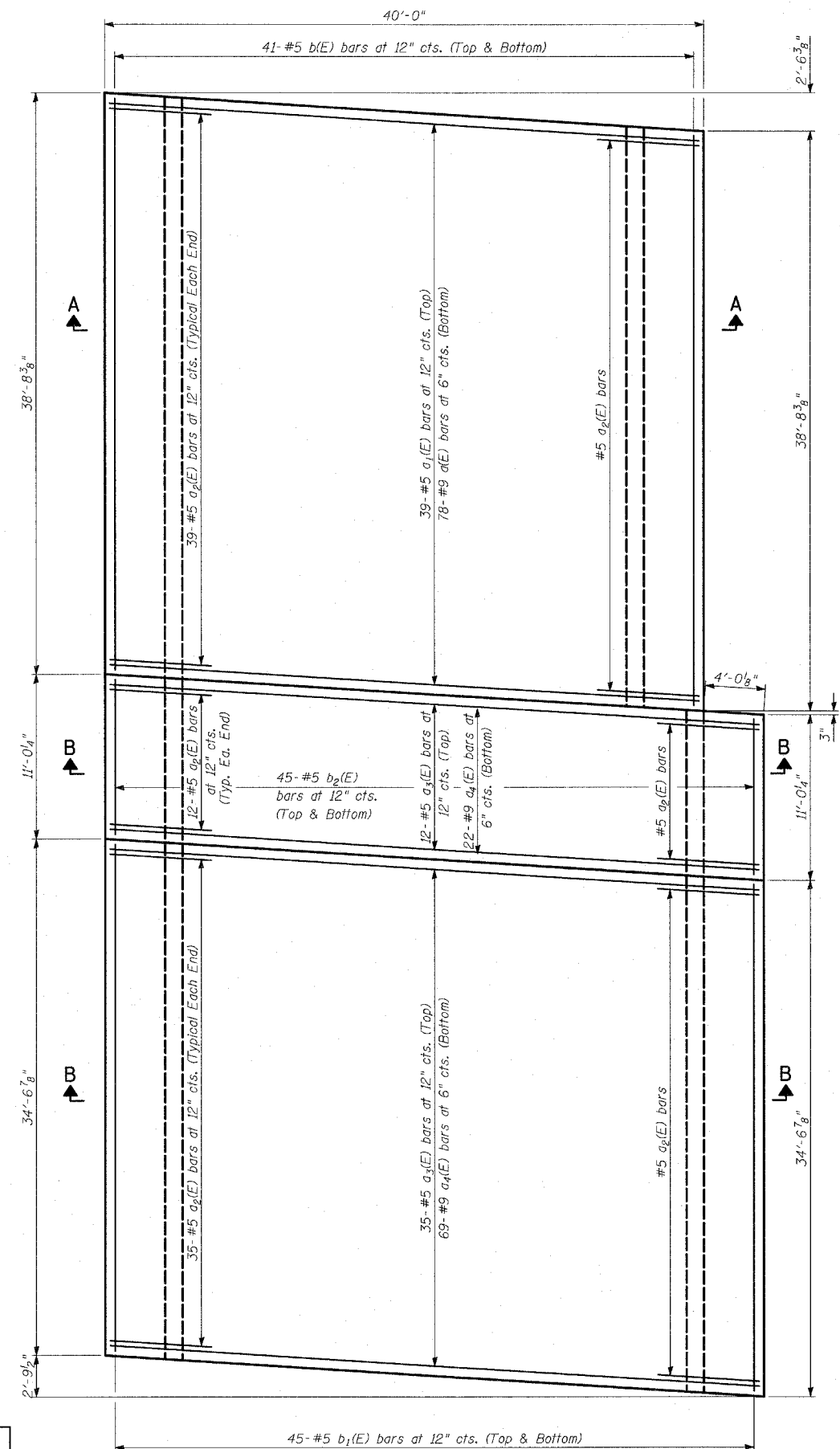
LEGEND

- Pavement Removal
- Structure Excavation

REVISIONS	
NAME	DATE

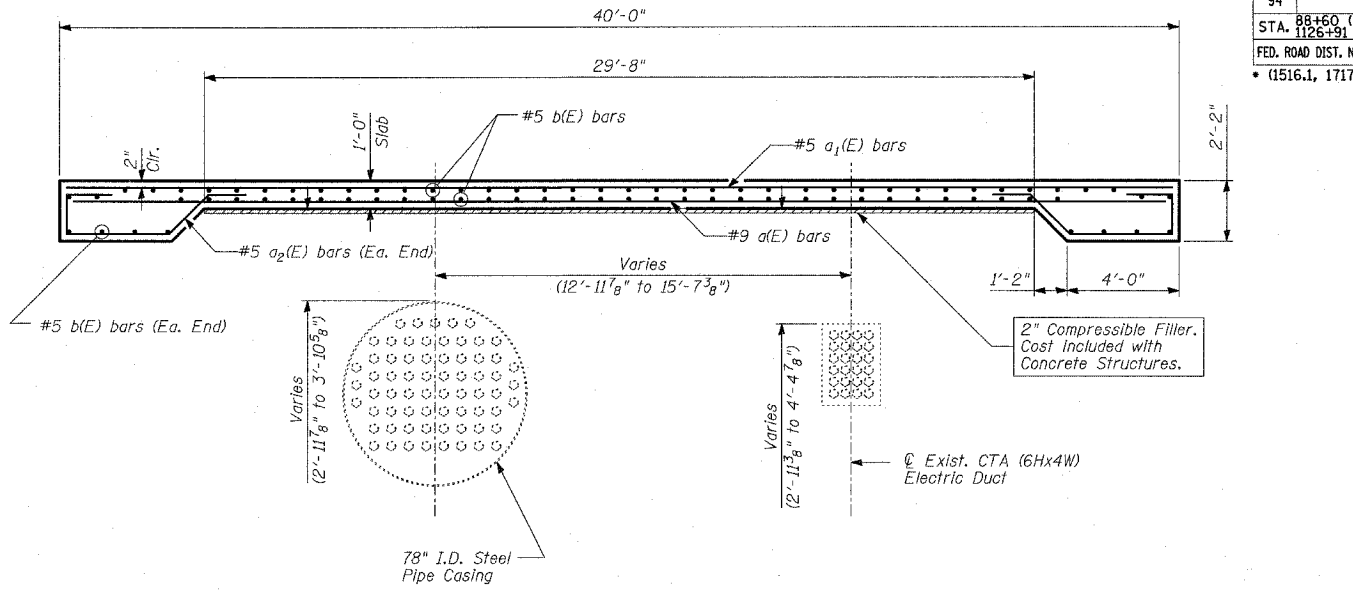
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
PROTECTION SLAB STAGE CONSTRUCTION FOR
EXISTING CTA DUCTS
(2 OF 2)
STA. 151+81.81

S.N. DESIGNED BY: MAF, DJR
SCALE: DRAWN BY: MAF, DJR
DATE: MARCH 1, 2006 CHECKED BY: MI

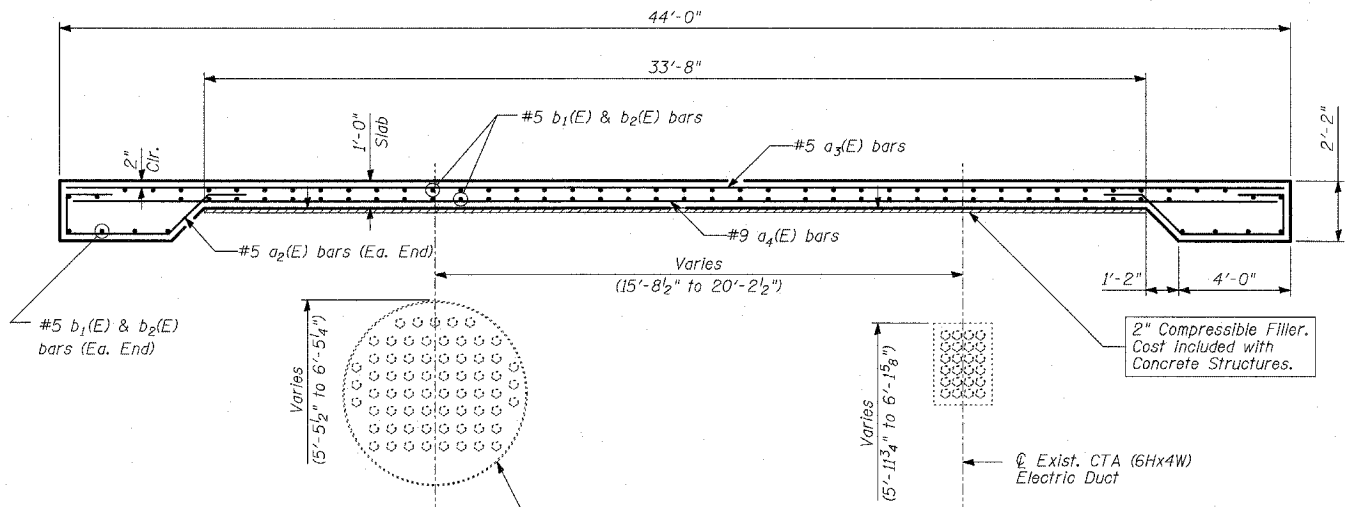


PLAN

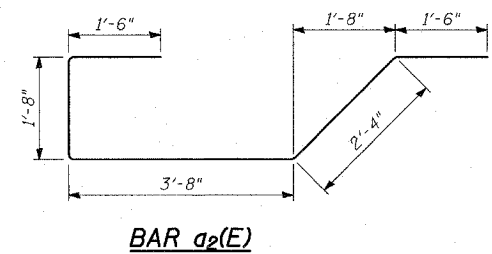
TYLIN INTERNATIONAL



SECTION A-A



SECTION B-B



BAR a2(E)

BILL OF MATERIAL

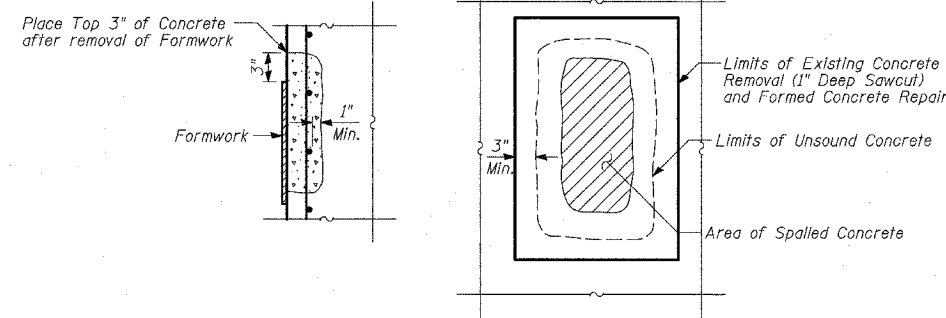
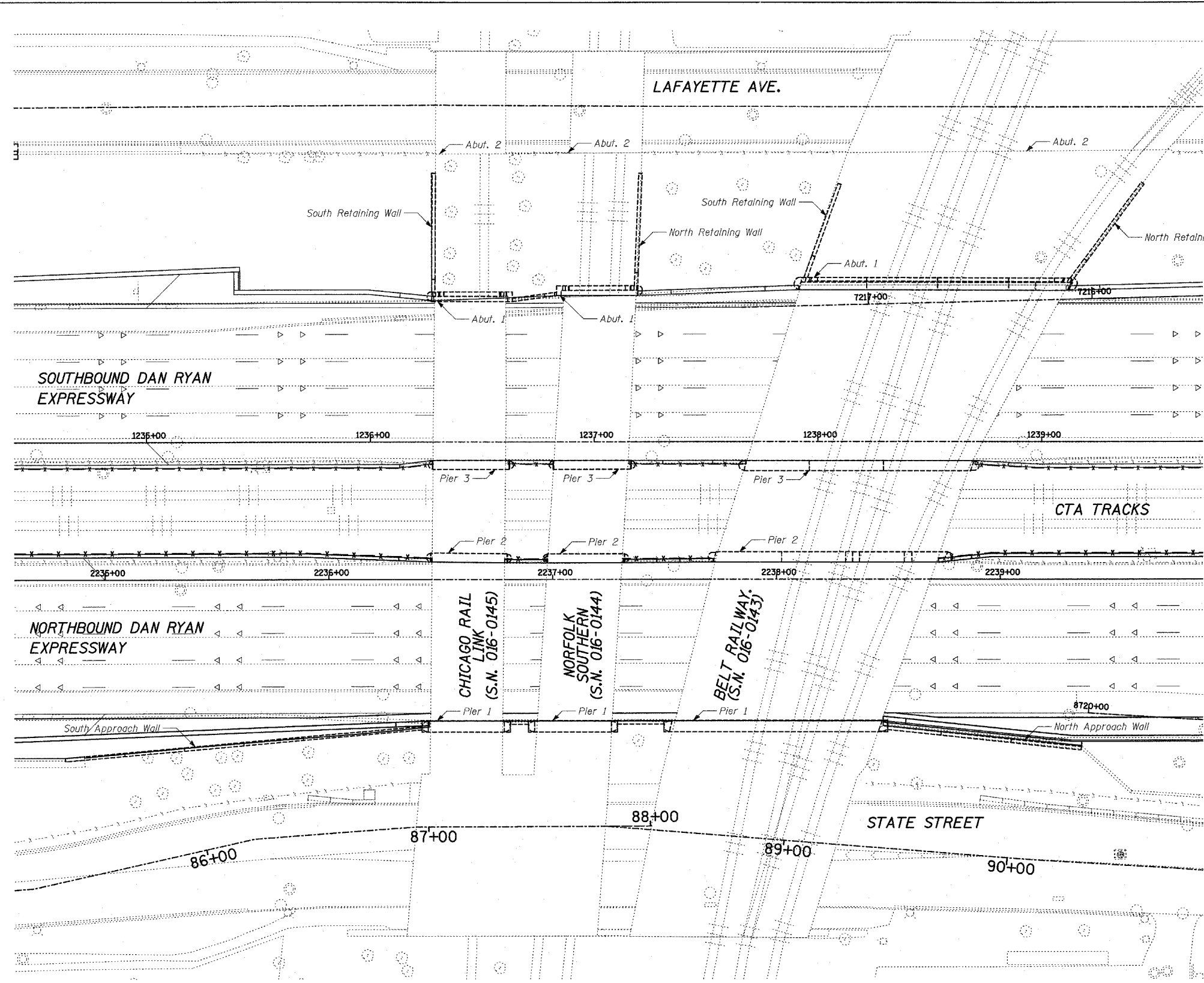
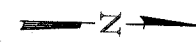
Bar	No.	Size	Length	Shape
a(E)	78	#9	39'-1"	—
a1(E)	39	#5	39'-9"	—
a2(E)	172	#5	10'-8"	U
a3(E)	47	#5	43'-9"	—
a4(E)	91	#9	43'-1"	—
b(E)	82	#5	38'-4"	—
b1(E)	90	#5	34'-3"	—
b2(E)	90	#5	10'-8"	—
Reinforcement Bars, Epoxy Coated			POUND	36,870
Concrete Structures			CU YD	166

Reinforcement bars designated (E) shall be epoxy coated.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**F.A.I. 94 (DAN RYAN EXPRESSWAY)
 PROTECTION SLAB DETAILS FOR EXISTING
 CTA DUCTS**

S.N. DESIGNED BY: MAF, DJR
 SCALE: DRAWN BY: MAF, DJR
 DATE: MARCH 1, 2006 CHECKED BY: MI



FORMED CONCRETE REPAIR

TOTAL BILL OF MATERIAL

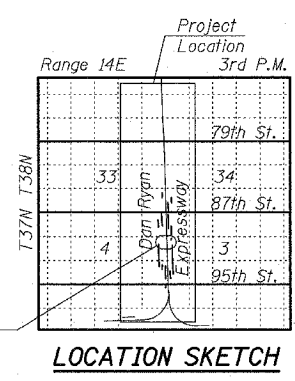
ITEM	UNIT	016-0143	016-0144	016-0145
Epoxy Crack Sealing	FOOT	124	105	102
Formed Concrete Repair (Depth < 5")	SQ FT	1,192	255	122

PLAN

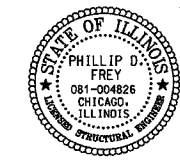
NOTES:

- Norfolk Southern is formerly known as C&WI RR.
- Chicago Rail Link is formerly known as CRI&P RR.
- All work to be done by the Contractor on, over or in close proximity of the CTA (Chicago Transit Authority) right-of-way shall be performed in accordance with Article 107.12 of the Standard Specifications and additional CTA requirements (see Special Provisions)

TYLIN INTERNATIONAL



LOCATION SKETCH

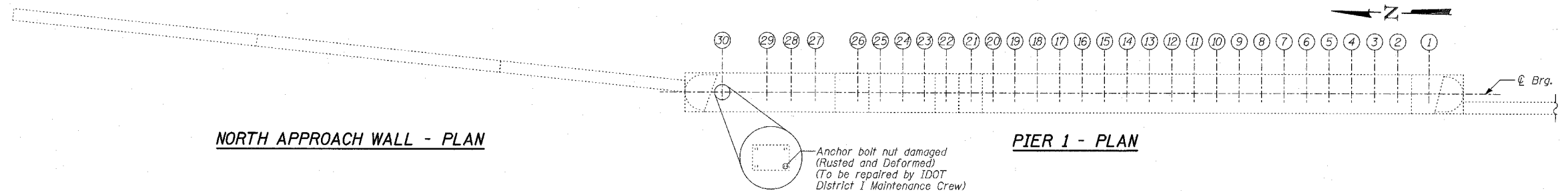


Signed *Phillip D. Frey*
 Phillip D. Frey, S.E. Ill. Lic. No. 081-004826
 Expires 11-30-2006
 Date 3/1/06
 For drawings 1 thru 12 of 12

REVISIONS	
NAME	DATE

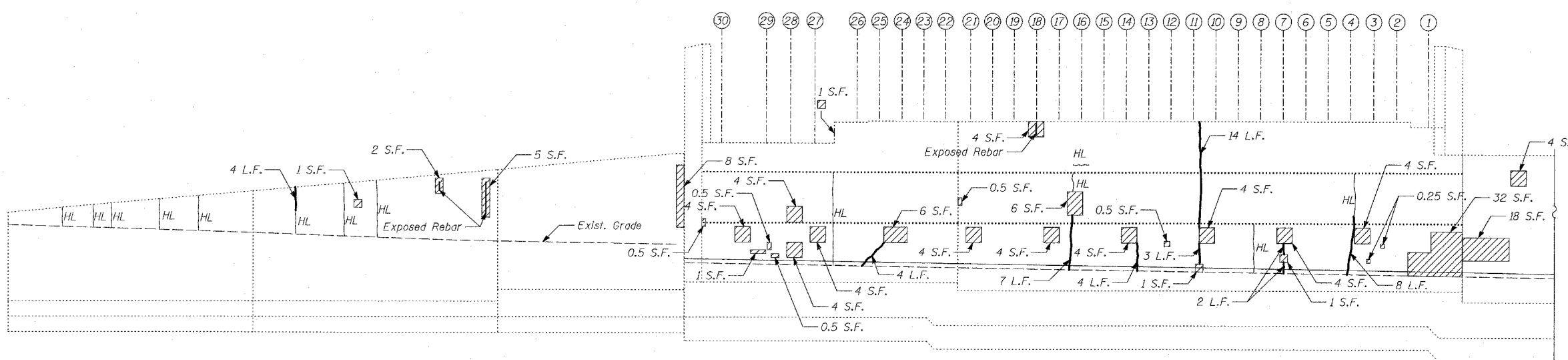
ILLINOIS DEPARTMENT OF TRANSPORTATION
**F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SUBSTRUCTURE REPAIR FOR BELT RAILWAY,
 NORFOLK SOUTHERN & CHICAGO RAIL LINK
 GENERAL PLAN**

S.N. 016-0143, -0144 & -0145 DESIGNED BY: DJR, MAF
 SCALE: N.T.S. DRAWN BY: DJR, MAF
 DATE: MARCH 1, 2006 CHECKED BY: MI



NORTH APPROACH WALL - PLAN

PIER 1 - PLAN



NORTH APPROACH WALL - ELEVATION

PIER 1 - ELEVATION
(Looking East)

LEGEND

- Formed Concrete Repair (Depth < 5")
- Epoxy Crack Sealing
- Hair Line Crack

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Epoxy Crack Sealing	FOOT	48
Formed Concrete Repair (Depth < 5")	SQ FT	133

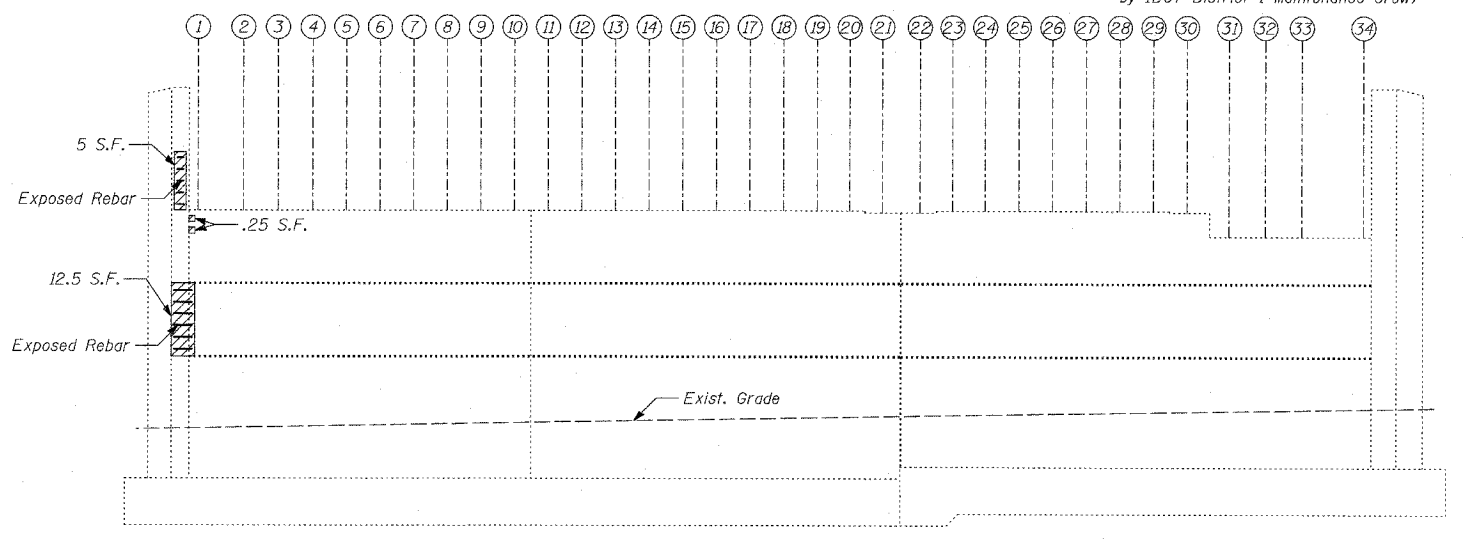
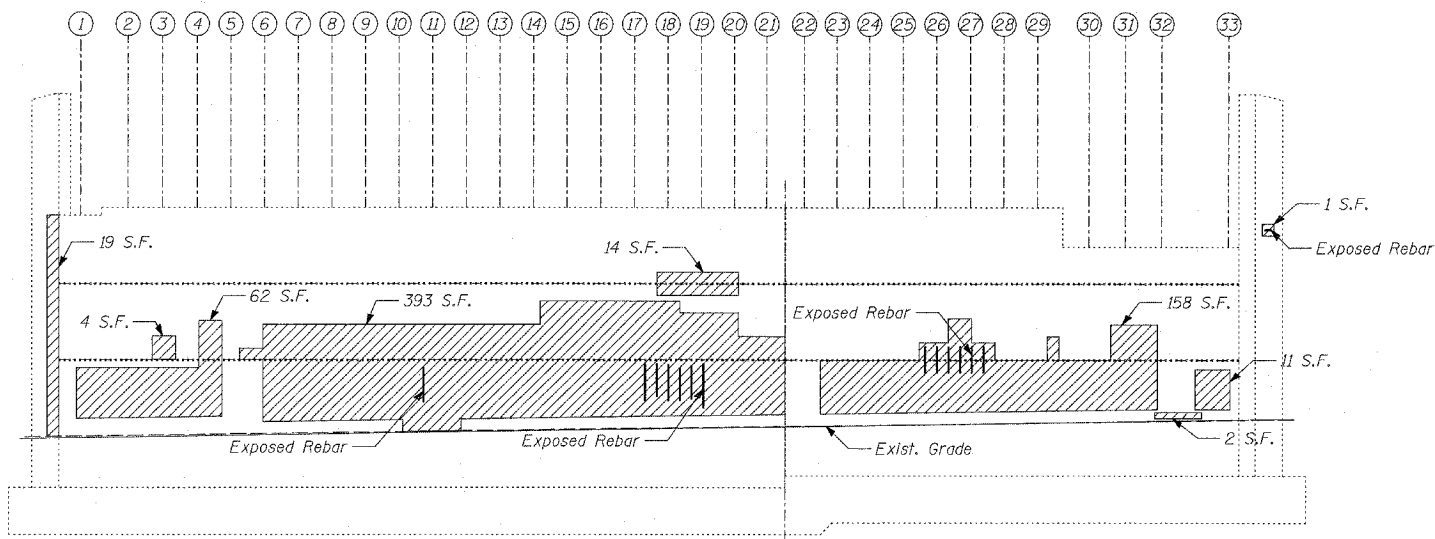
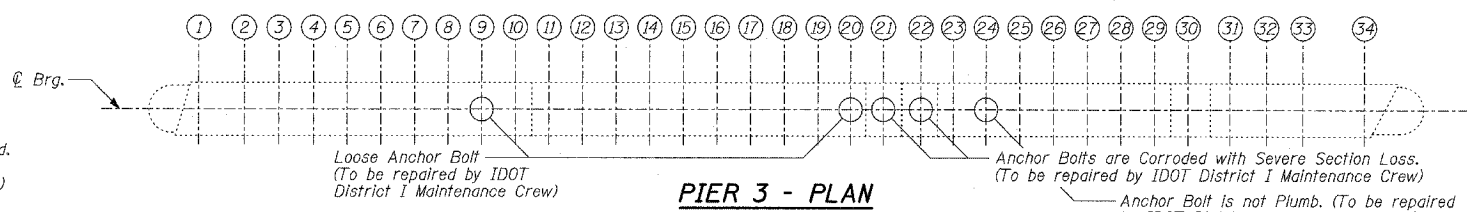
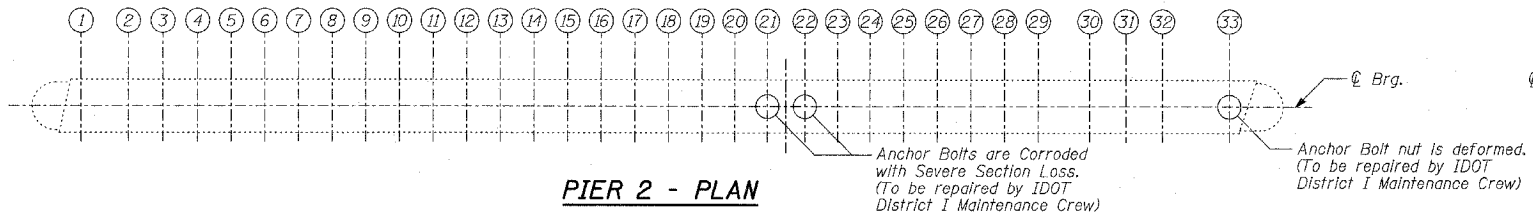
TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
SUBSTRUCTURE REPAIR FOR BELT RAILWAY EXISTING PIER 1

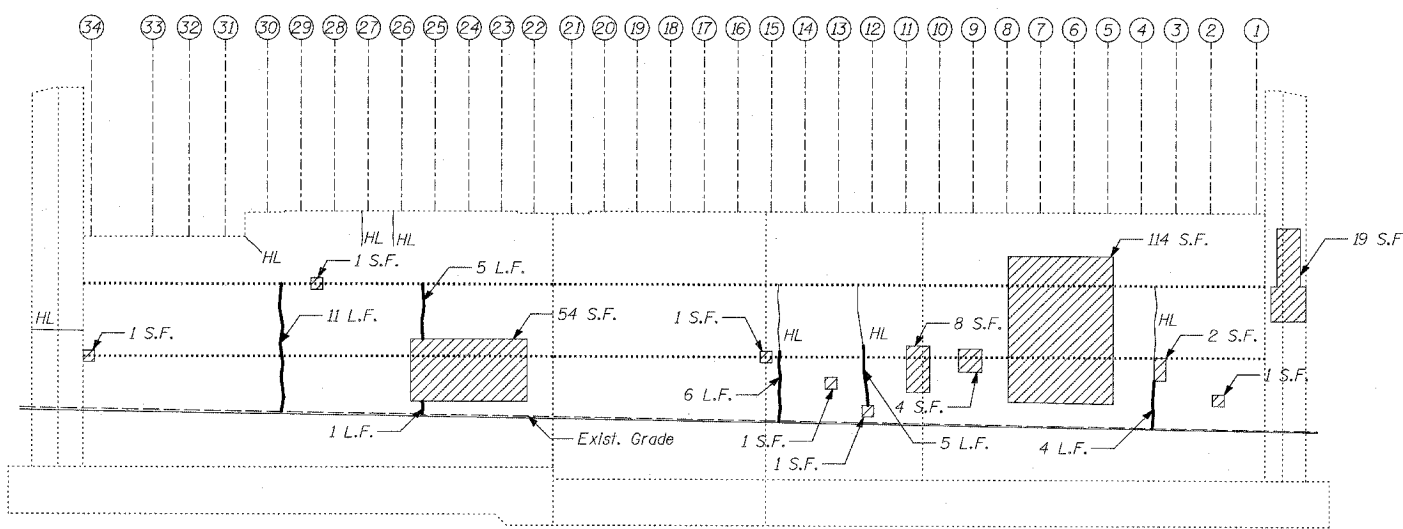
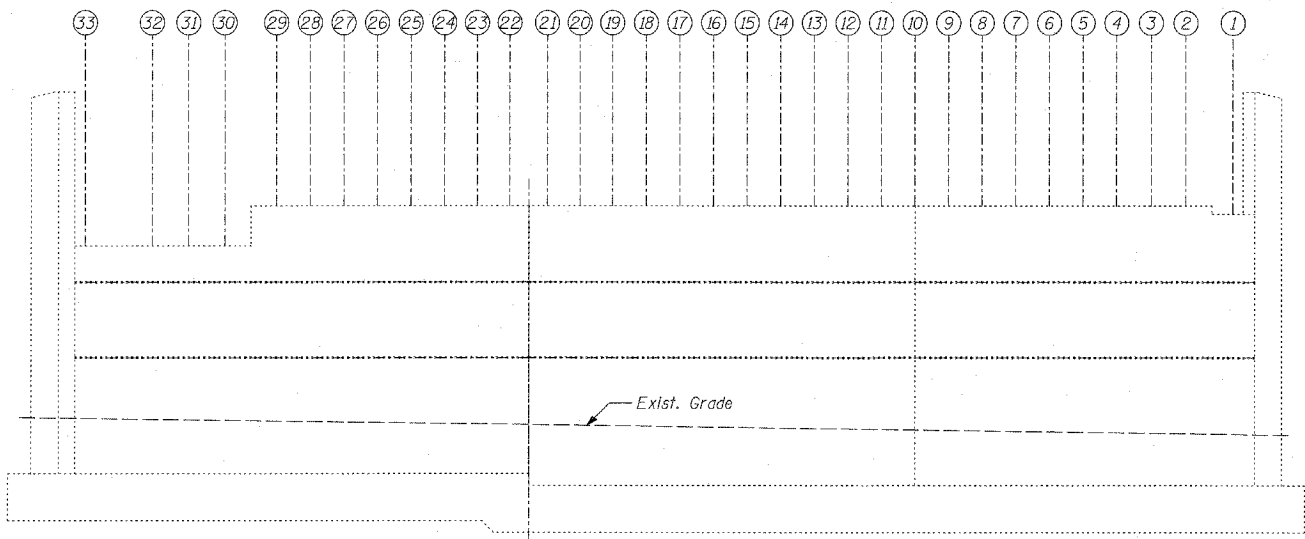
S.N. 016-0143
 SCALE: N.T.S.
 DATE: MARCH 1, 2006

DESIGNED BY: MAF, DJR
 DRAWN BY: MAF, DJR
 CHECKED BY: MI



PIER 2 - ELEVATION
(Looking West)

PIER 3 - ELEVATION
(Looking West)



PIER 2 - ELEVATION
(Looking East)

PIER 3 - ELEVATION
(Looking East)

LEGEND

- Formed Concrete Repair (Depth < 5")
- Epoxy Crack Sealing
- Hair Line Crack

BILL OF MATERIAL

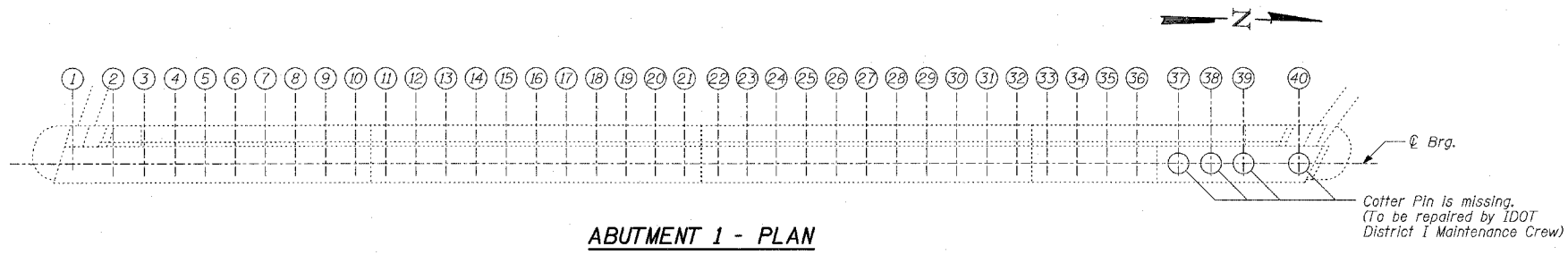
ITEM	UNIT	TOTAL
Epoxy Crack Sealing	FOOT	32
Formed Concrete Repair (Depth < 5")	SQ FT	889

TYLIN INTERNATIONAL

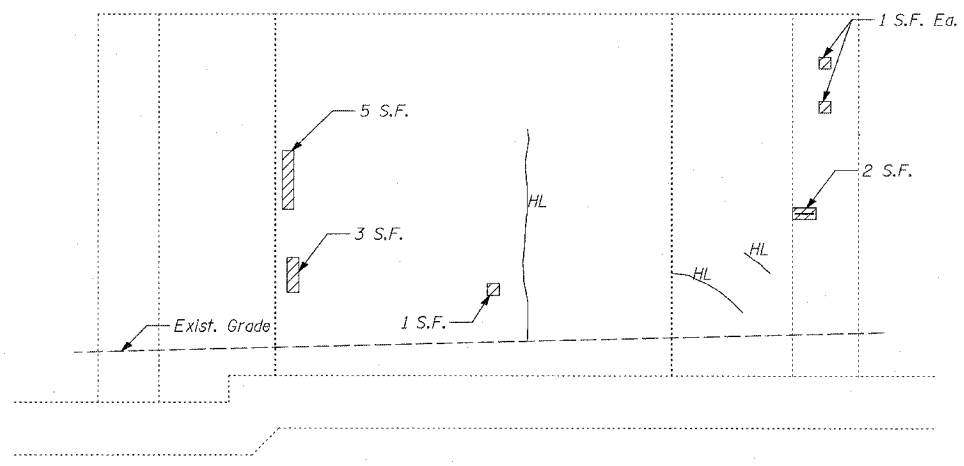
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
SUBSTRUCTURE REPAIR FOR BELT RAILWAY EXISTING PIER 2 & PIER 3

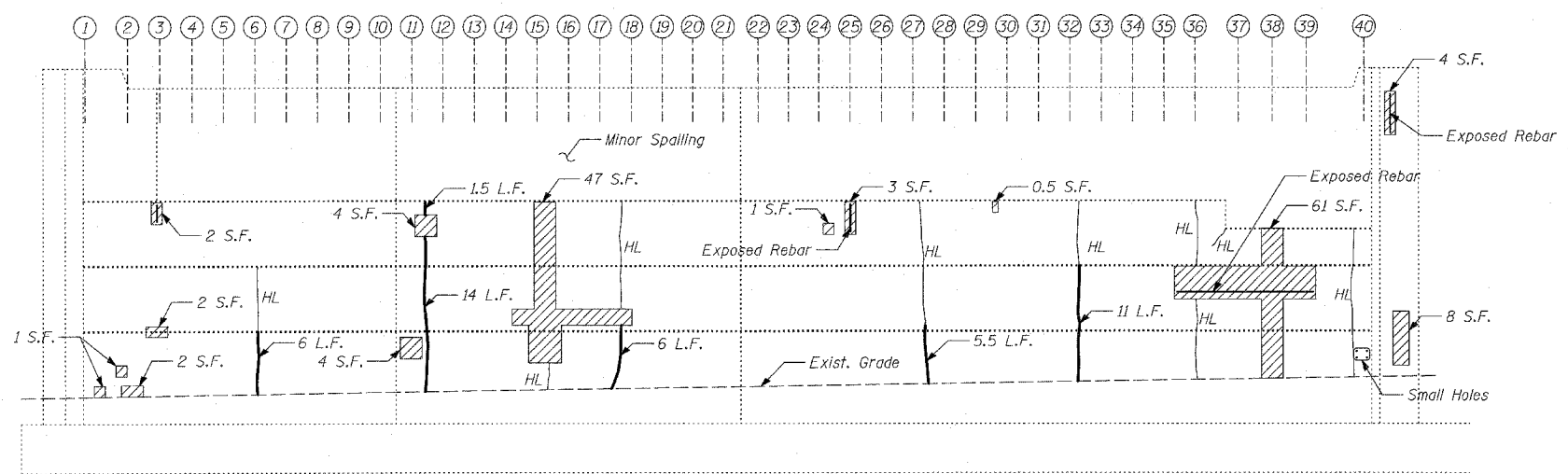
S.N. 016-0143 DESIGNED BY: MAF, DJR
SCALE: N.T.S. DRAWN BY: MAF, DJR
DATE: MARCH 1, 2006 CHECKED BY: MI



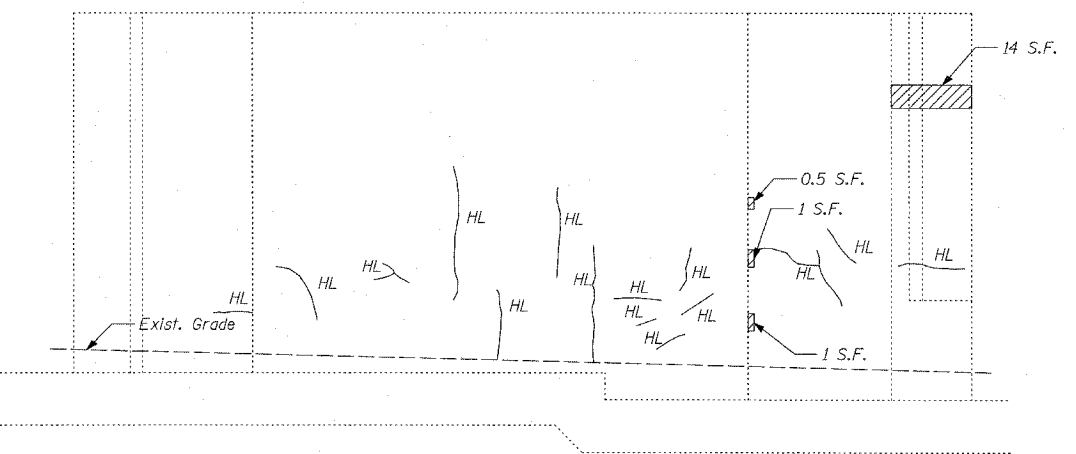
ABUTMENT 1 - PLAN



NORTH RETAINING WALL BETWEEN ABUTMENT 1 AND 2 - ELEVATION
(Looking South)



ABUTMENT 1 - ELEVATION
(Looking West)



SOUTH RETAINING WALL BETWEEN ABUTMENT 1 AND 2 - ELEVATION
(Looking North)

LEGEND

- Formed Concrete Repair (Depth < 5")
- Epoxy Crack Sealing
- Hair Line Crack

BILL OF MATERIAL

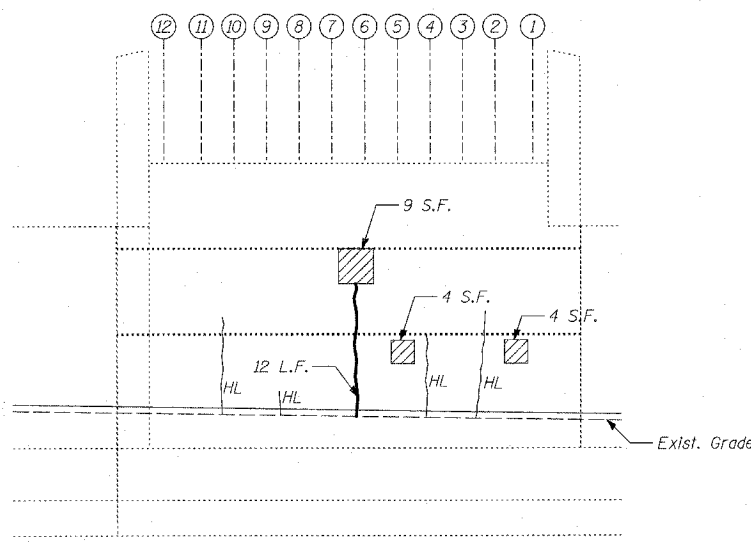
ITEM	UNIT	TOTAL
Epoxy Crack Sealing	FOOT	44
Formed Concrete Repair (Depth < 5")	SQ FT	170

TYLIN INTERNATIONAL

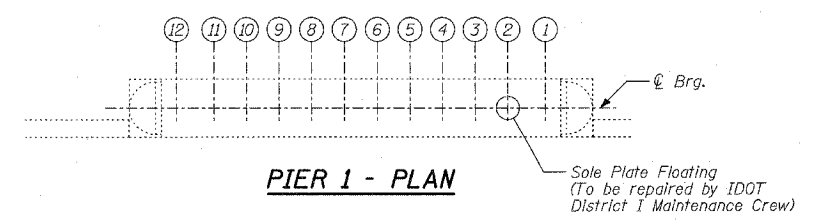
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
SUBSTRUCTURE REPAIR FOR BELT RAILWAY EXISTING ABUTMENT 1

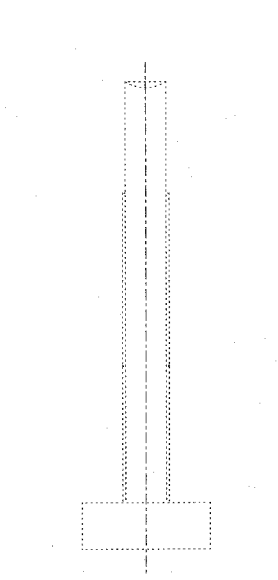
S.N. 016-0143 DESIGNED BY: MAF, DJR
SCALE: N.T.S. DRAWN BY: MAF, DJR
DATE: MARCH 1, 2006 CHECKED BY: MI



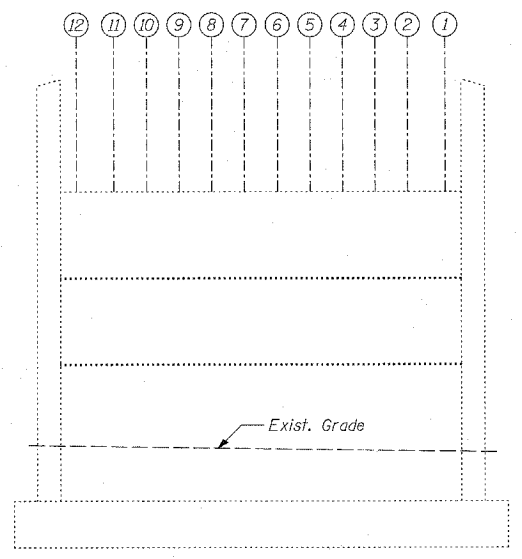
PIER 1 - ELEVATION
(Looking East)



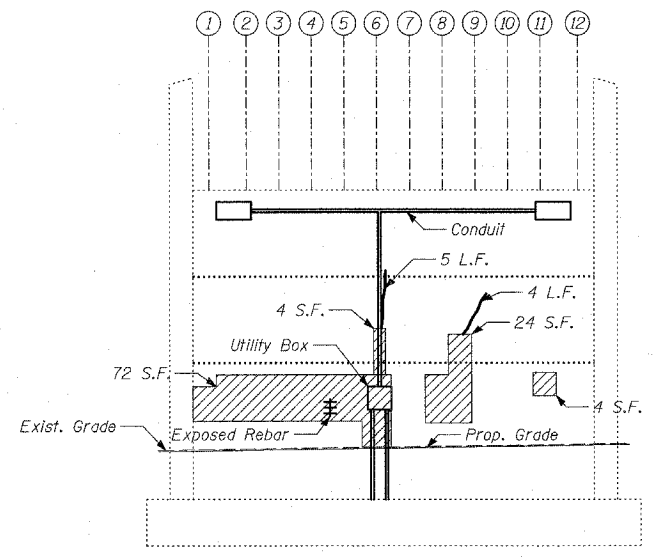
PIER 1 - PLAN



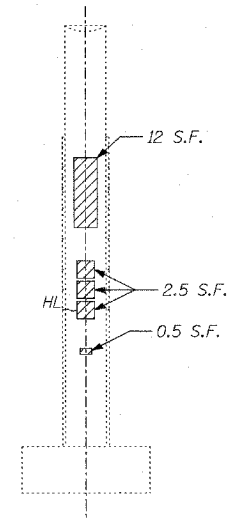
PIER 2 - END VIEW
(Looking North)



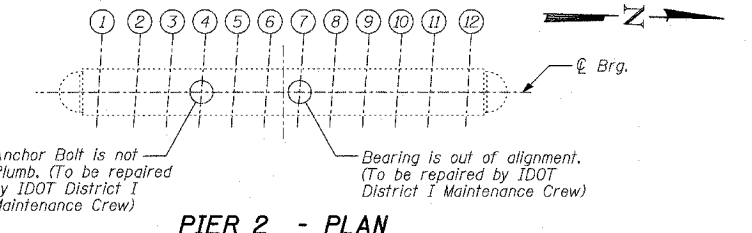
PIER 2 - ELEVATION
(Looking East)



PIER 2 - ELEVATION
(Looking West)






PIER 2 - END VIEW
(Looking South)



PIER 2 - PLAN

LEGEND

-  Formed Concrete Repair (Depth = < 5")
-  Epoxy Crack Sealing
-  Hair Line Crack

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Epoxy Crack Sealing	FOOT	21
Formed Concrete Repair (Depth = < 5")	SQ FT	141

NOTES:

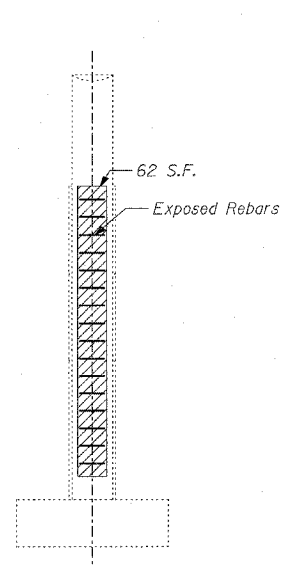
1. The Contractor shall temporarily relocate the existing lighting fixtures (conduits, wiring and junction box) interfering with the formed concrete repairs and reinstall them after completing the formed concrete repairs.
2. The Contractor shall inform the Engineer 5 days in advance of relocating fixtures in the areas of formed concrete repairs. The cost of temporarily relocating and reinstalling the lighting fixtures and any associated labor and equipment shall be included in the cost of "Formed Concrete Repairs."

TYLIN INTERNATIONAL

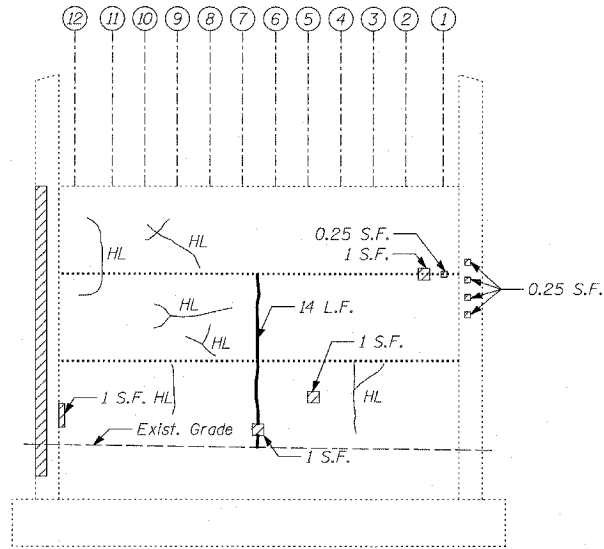
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
SUBSTRUCTURE REPAIR
FOR NORFOLK SOUTHERN
EXISTING PIER 1 & PIER 2

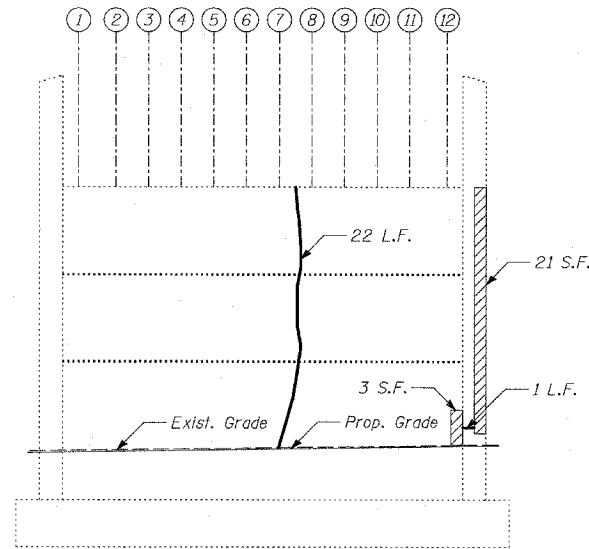
S.N. 016-0144 DESIGNED BY: MAF, DJR
SCALE: N.T.S. DRAWN BY: MAF, DJR
DATE: MARCH 1, 2006 CHECKED BY: MI



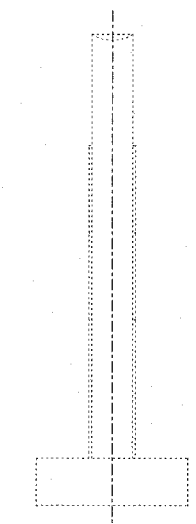
PIER 3 - END VIEW
(Looking North)



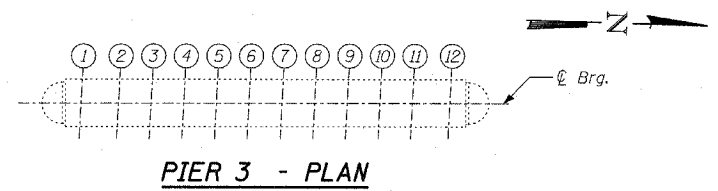
PIER 3 - ELEVATION
(Looking East)



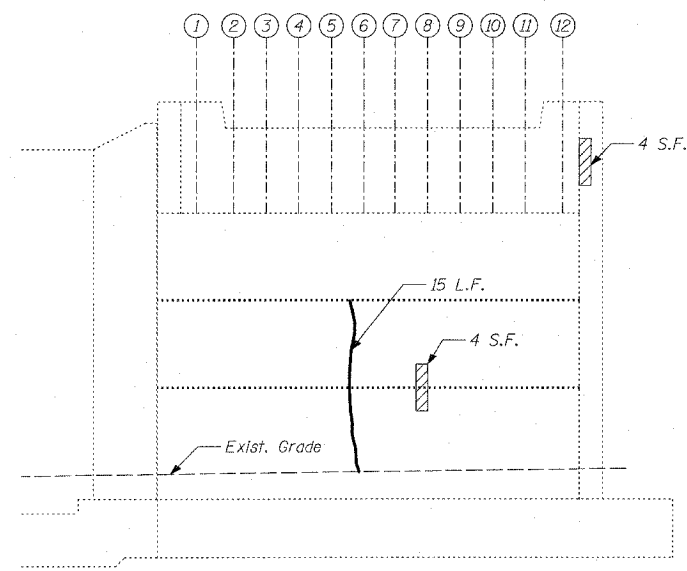
PIER 3 - ELEVATION
(Looking West)



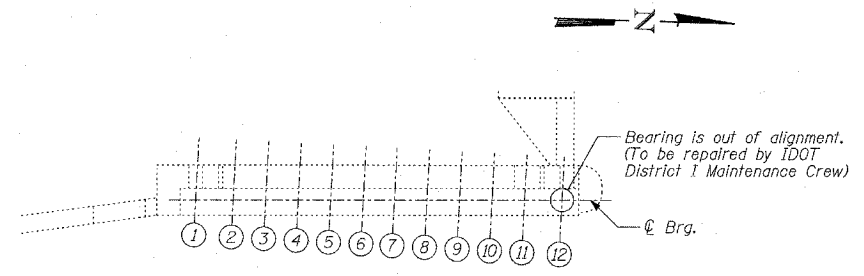
PIER 3 - END VIEW
(Looking South)



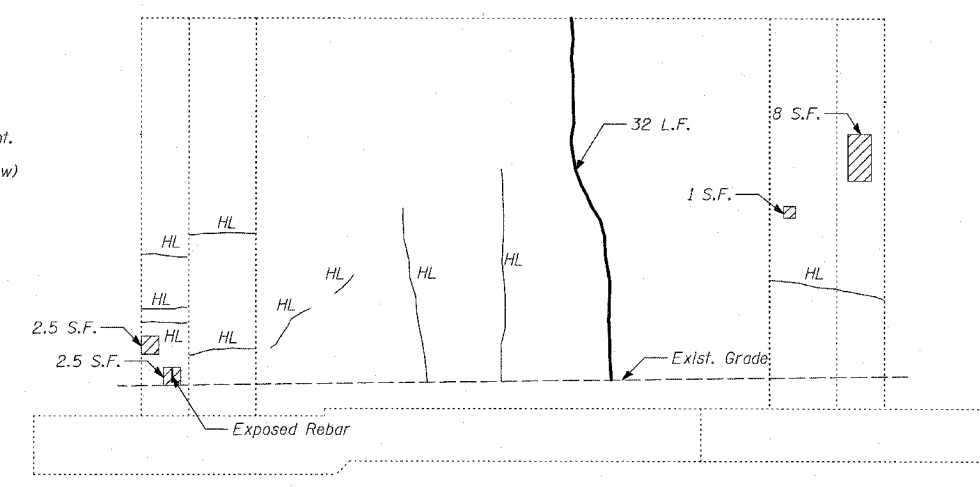
PIER 3 - PLAN



ABUTMENT 1 - ELEVATION
(Looking West)



ABUTMENT 1 - PLAN



NORTH RETAINING WALL BETWEEN ABUTMENT 1 AND 2 - ELEVATION
(Looking South)

LEGEND

- Formed Concrete Repair (Depth < 5")
- Epoxy Crack Sealing
- Hair Line Crack

BILL OF MATERIAL

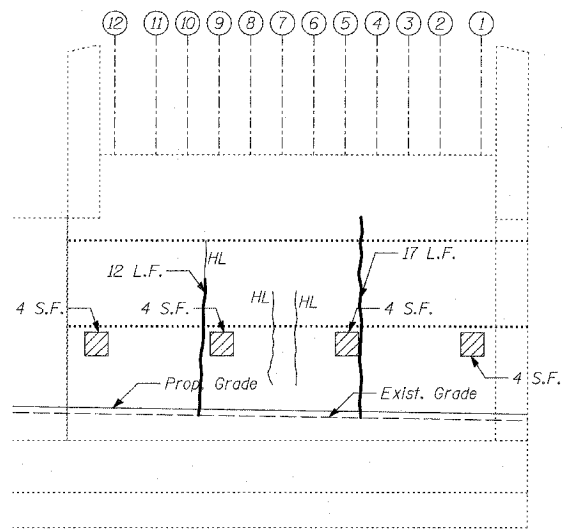
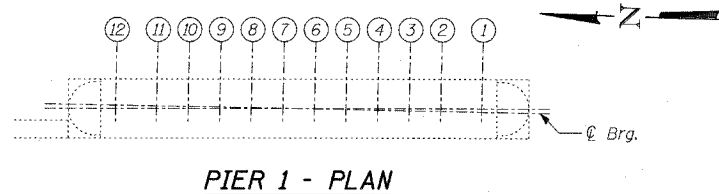
ITEM	UNIT	TOTAL
Epoxy Crack Sealing	FOOT	84
Formed Concrete Repair (Depth < 5")	SQ FT	113

TYLIN INTERNATIONAL

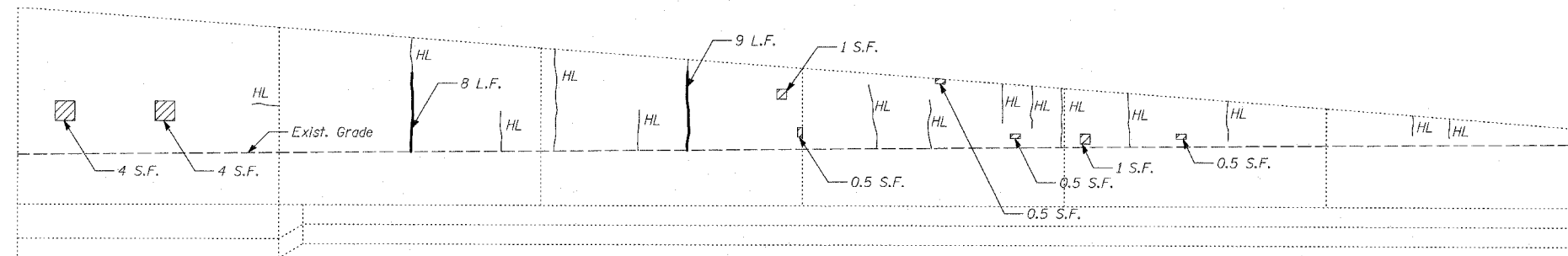
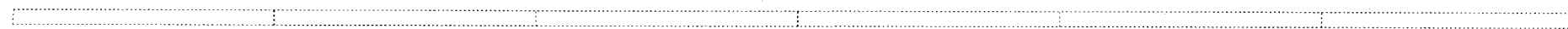
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
SUBSTRUCTURE REPAIR
FOR NORFOLK SOUTHERN
EXISTING PIER 3 & ABUTMENT 1

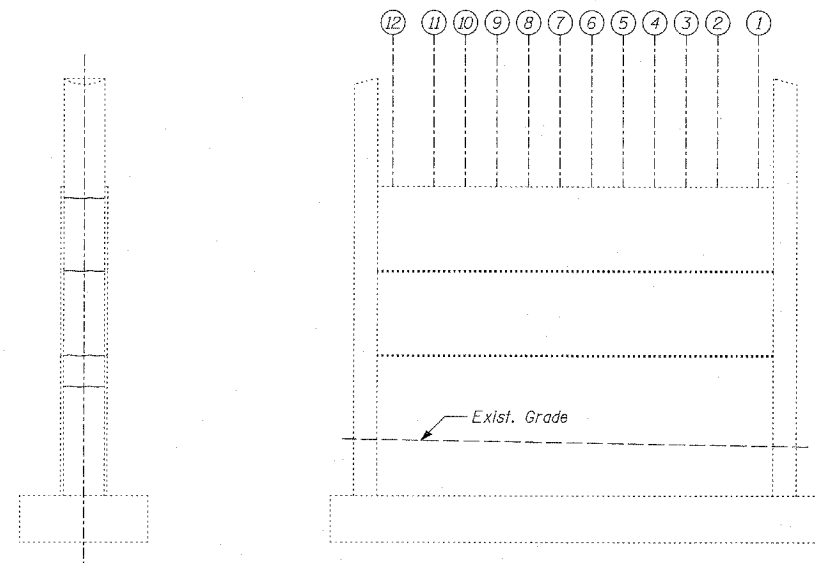
S.N. 016-0144 DESIGNED BY: MAF, DJR
SCALE: N.T.S. DRAWN BY: MAF, DJR
DATE: MARCH 1, 2006 CHECKED BY: MI



PIER 1 - ELEVATION
(Looking East)

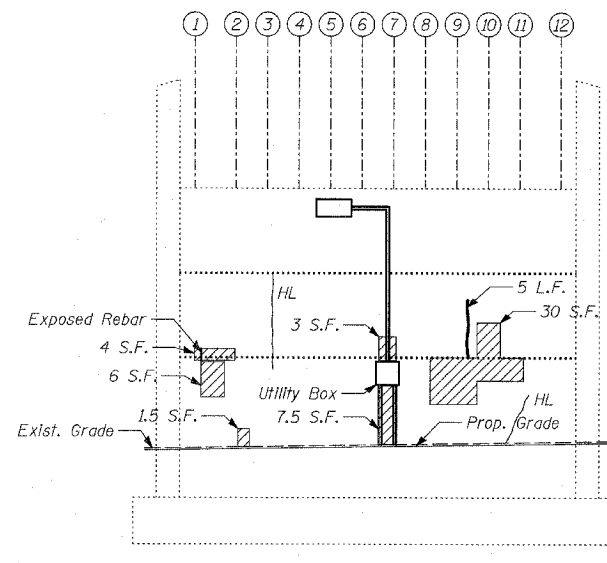


SOUTH APPROACH WALL - ELEVATION
(Looking East)

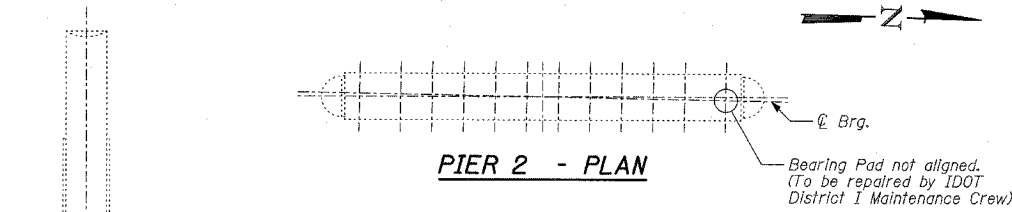


PIER 2 - END VIEW
(Looking North)

PIER 2 - ELEVATION
(Looking East)



PIER 2 - ELEVATION
(Looking West)



PIER 2 - END VIEW
(Looking South)

LEGEND

- Formed Concrete Repair (Depth < 5")
- Epoxy Crack Sealing
- Hair Line Crack

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Epoxy Crack Sealing	FOOT	51
Formed Concrete Repair (Depth < 5")	SQ FT	80

NOTES:

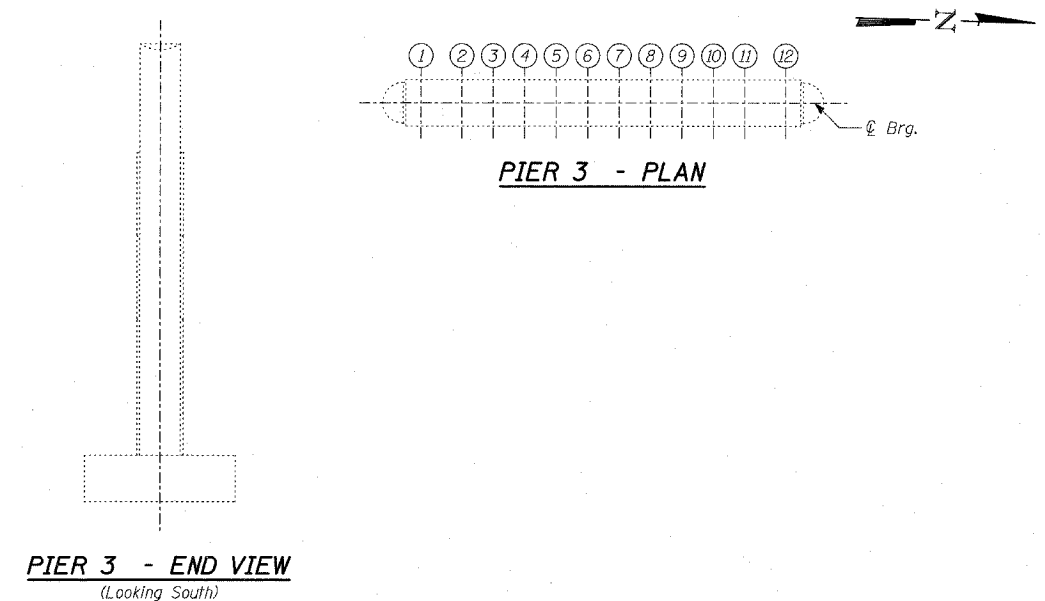
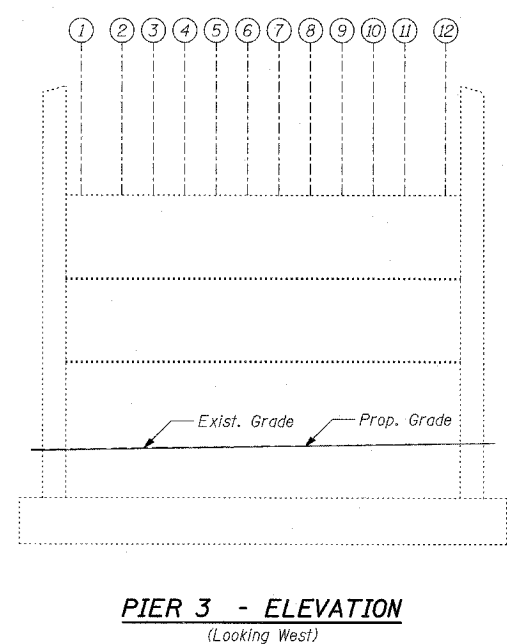
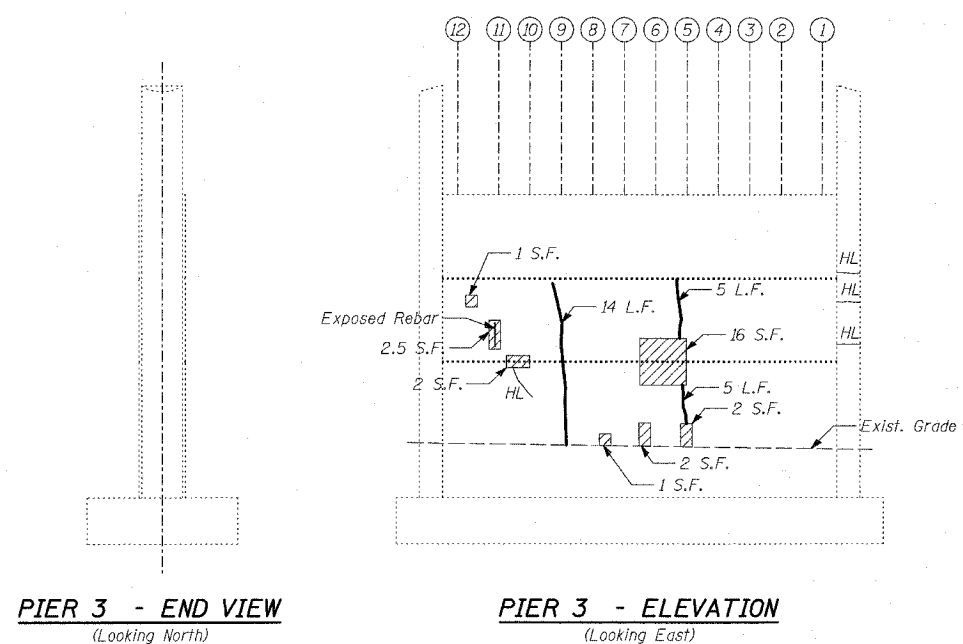
- The Contractor shall temporarily relocate the existing lighting fixtures (conduits, wiring and junction box) interfering with the formed concrete repairs and reinstall them after completing the formed concrete repairs.
- The Contractor shall inform the Engineer 5 days in advance of relocating fixtures in the areas of formed concrete repairs. The cost of temporarily relocating and reinstalling the lighting fixtures and any associated labor and equipment shall be included in the cost of "Formed Concrete Repairs."

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
SUBSTRUCTURE REPAIR
FOR CHICAGO RAIL LINK
EXISTING PIER 1 & PIER 2

S.N. 016-0145 DESIGNED BY: MAF, DJR
SCALE: N.T.S. DRAWN BY: MAF, DJR
DATE: MARCH 1, 2006 CHECKED BY: MI

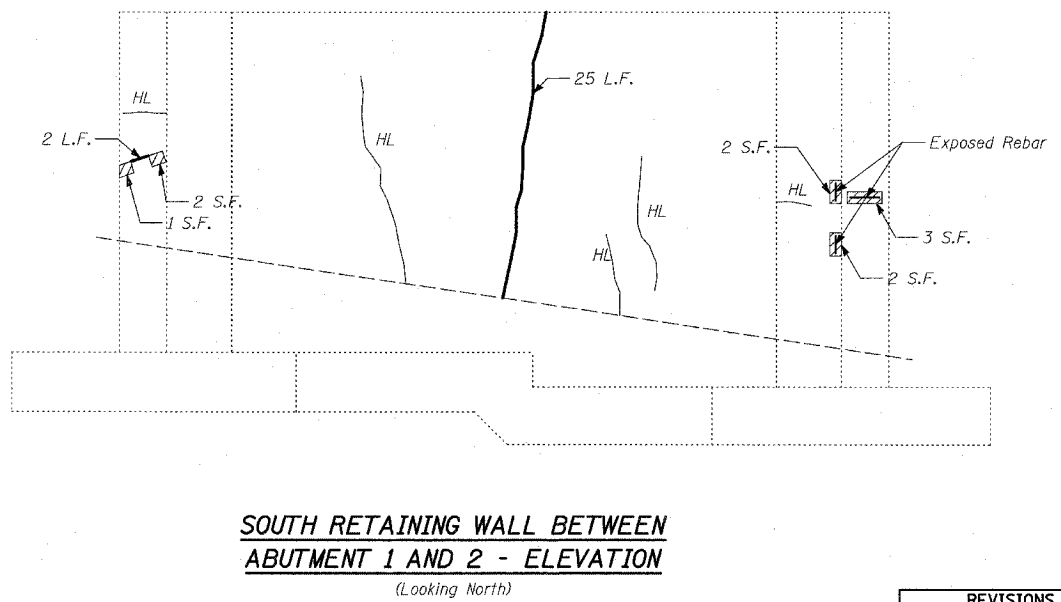
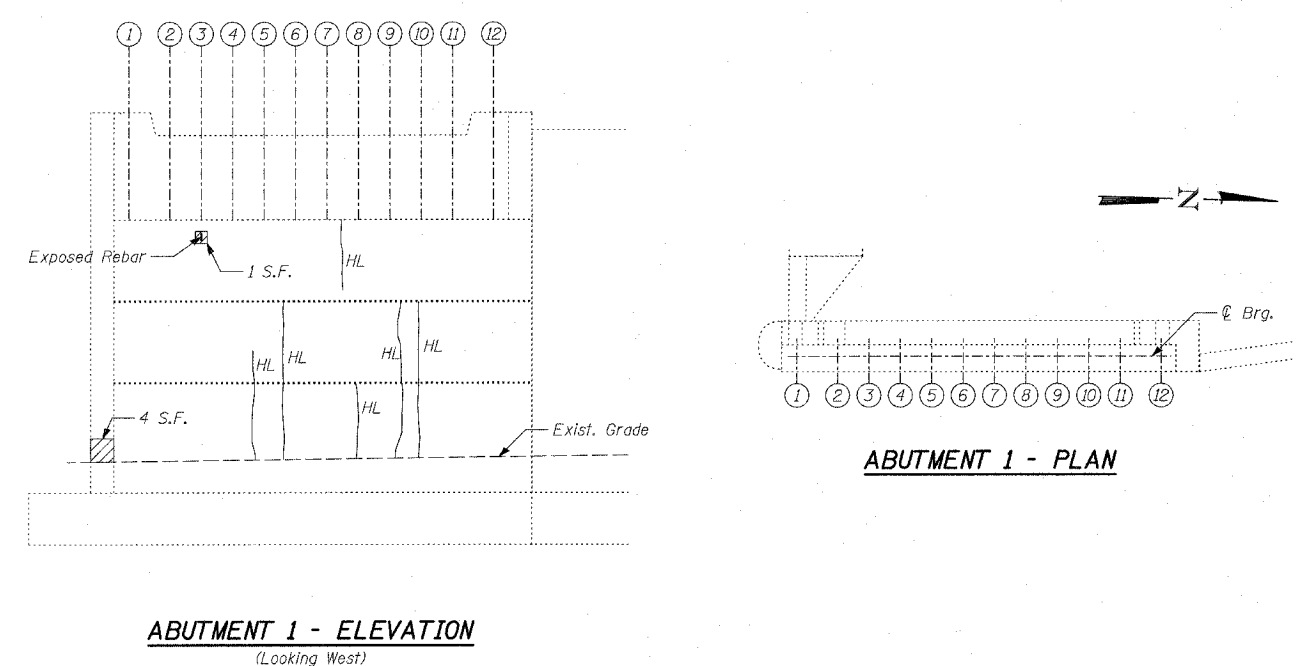


PIER 3 - END VIEW
(Looking North)

PIER 3 - ELEVATION
(Looking East)

PIER 3 - ELEVATION
(Looking West)

PIER 3 - END VIEW
(Looking South)



ABUTMENT 1 - ELEVATION
(Looking West)

ABUTMENT 1 - PLAN

SOUTH RETAINING WALL BETWEEN ABUTMENT 1 AND 2 - ELEVATION
(Looking North)

LEGEND

- Formed Concrete Repair (Depth < 5")
- Epoxy Crack Sealing
- Hair Line Crack

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Epoxy Crack Sealing	FOOT	51
Formed Concrete Repair (Depth < 5")	SQ FT	42

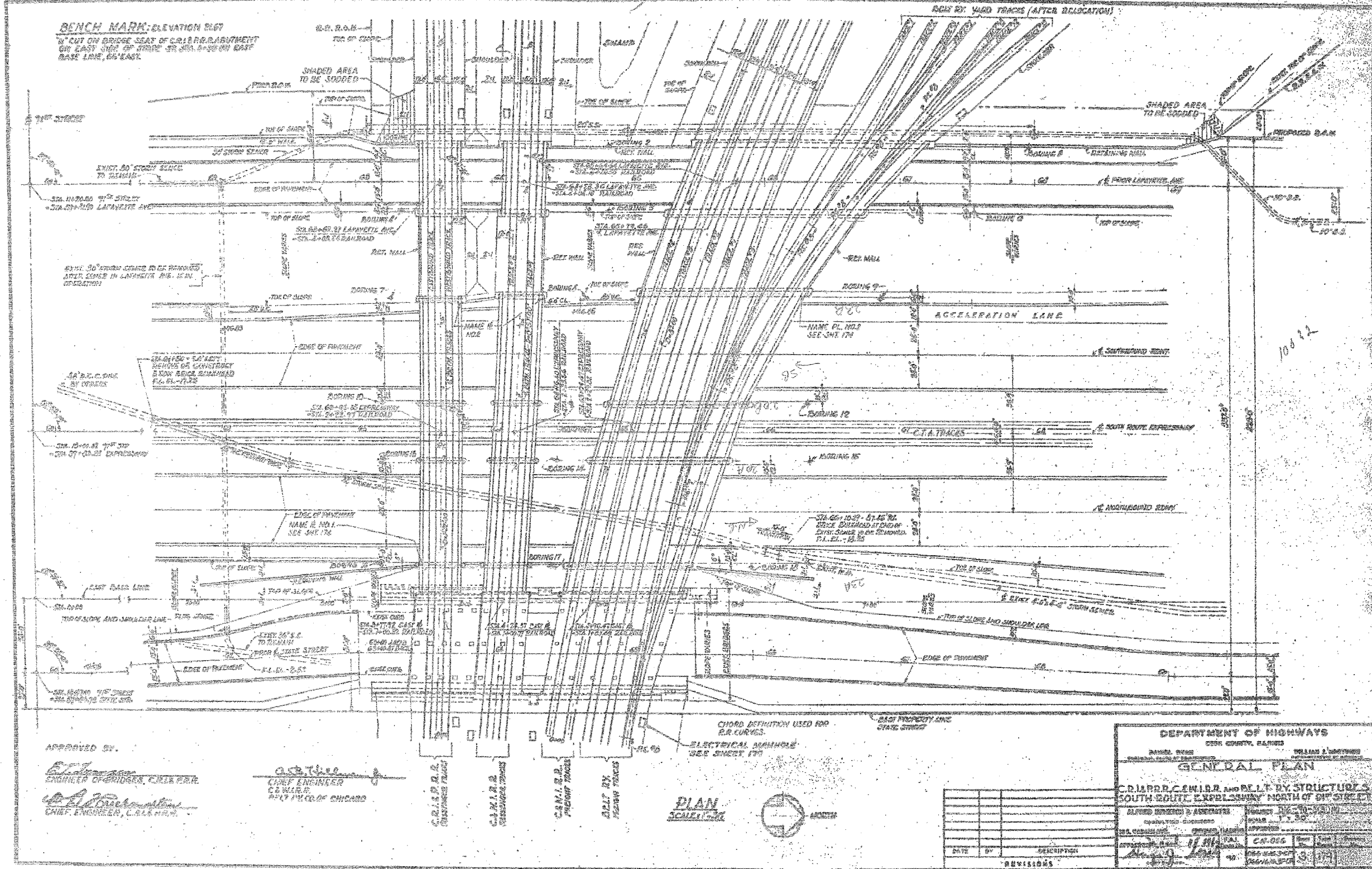
TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
SUBSTRUCTURE REPAIR
FOR CHICAGO RAIL LINK
EXISTING PIER 3 & ABUTMENT 1

S.N. 016-0145
SCALE: N.T.S.
DATE: MARCH 1, 2006

DESIGNED BY: MAF, DJR
DRAWN BY: MAF, DJR
CHECKED BY: MI



BENCH MARK: ELEVATION 5167
 1/2" CUT ON BRIDGE SEAT OF C.R.R. BRACKETMENT ON EAST SIDE OF TRACKS TO BE 4'-00" ON EAST BASE LINE, ON EAST.

APPROVED BY:
[Signature]
 ENGINEER OF BRIDGES, C.A.S. P.E.
[Signature]
 CHIEF ENGINEER, C.A.S. P.E.

[Signature]
 CHIEF ENGINEER
 C.E. W.A.R.
 1871 N.W. CO. OF CHICAGO

PLAN
 SCALE: 1/4" = 1'-0"

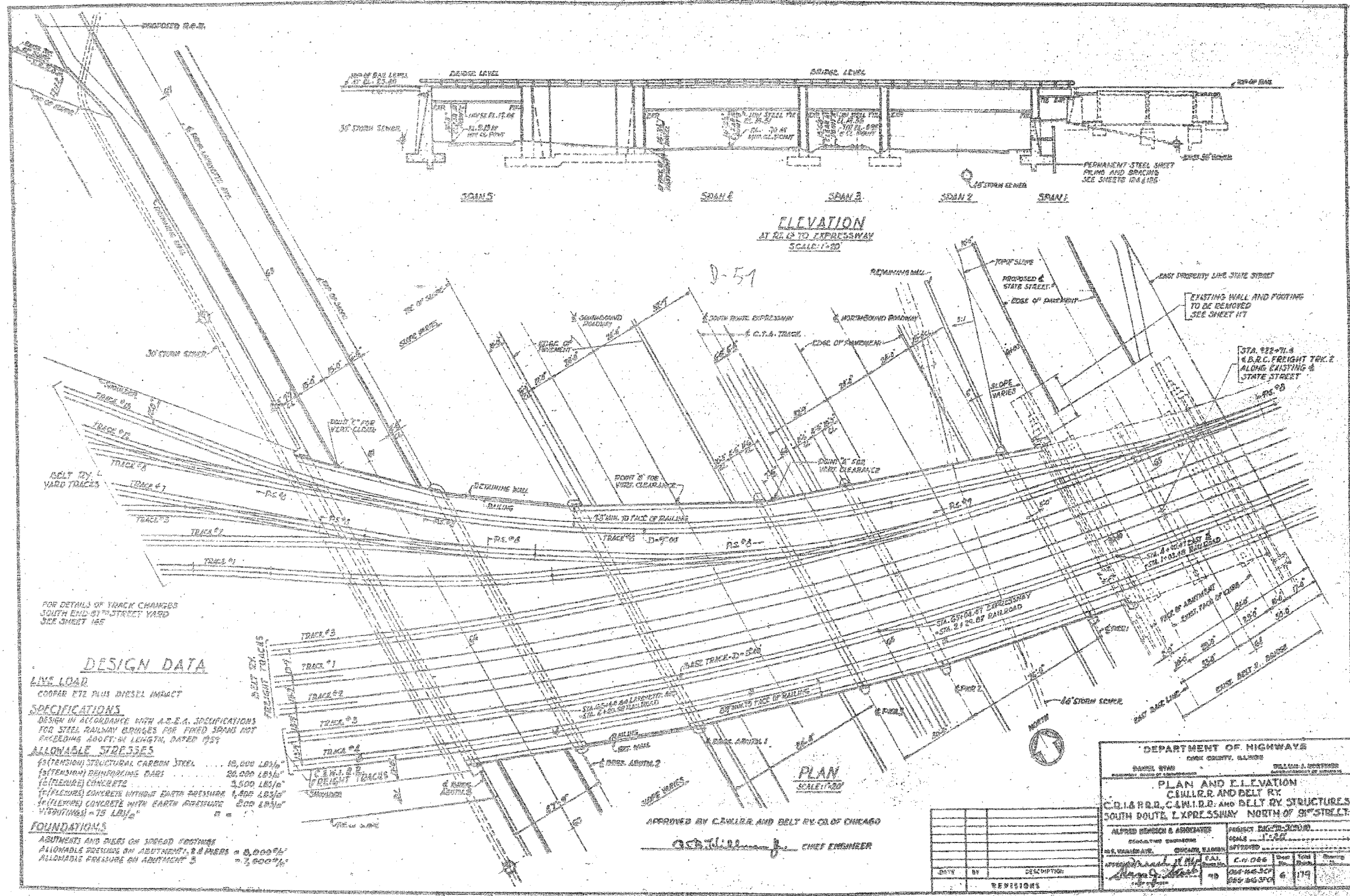
DEPARTMENT OF HIGHWAYS	
CHIEF ENGINEER	CHIEF ENGINEER
GENERAL PLAN	
C.R.R. & BELT RY. STRUCTURES SOUTH ROUTE EXPRESSWAY NORTH OF 9TH STREET	
ALFRED BERNARD & ASSOCIATES	PROJECT NO. 11-11-11
CONSULTING ENGINEERS	SCALE: 1/4" = 1'-0"
DATE: 11/11/11	CA-085
REVISIONS	DESIGNED BY: MAF
	DRAWN BY: MAF, DJR
	CHECKED BY: MI

TYLIN INTERNATIONAL

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 EXISTING GENERAL PLAN AND ELEVATION
 FOR BELT RAILWAY, NORFOLK SOUTHERN
 & CHICAGO RAIL LINK

S.N. 016-0143, -0144 & -0145 DESIGNED BY: MAF
 SCALE: N.T.S. DRAWN BY: MAF, DJR
 DATE: MARCH 1, 2006 CHECKED BY: MI



ELEVATION
AT RA 45 TO EXPRESSWAY
SCALE: 1"=20'

PLAN
SCALE: 1"=20'

FOR DETAILS OF TRACK CHANGES SOUTH END OF 91ST STREET YARD SEE SHEET 148

DESIGN DATA

LIVE LOAD
COOPER E12 PLUS DIESEL IMPACT

SPECIFICATIONS
DESIGN IN ACCORDANCE WITH A.S.T.M. SPECIFICATIONS FOR STEEL RAILWAY BRIDGES FOR FIXED SPANS NOT EXCEEDING 400 FT. IN LENGTH, DATED 1959

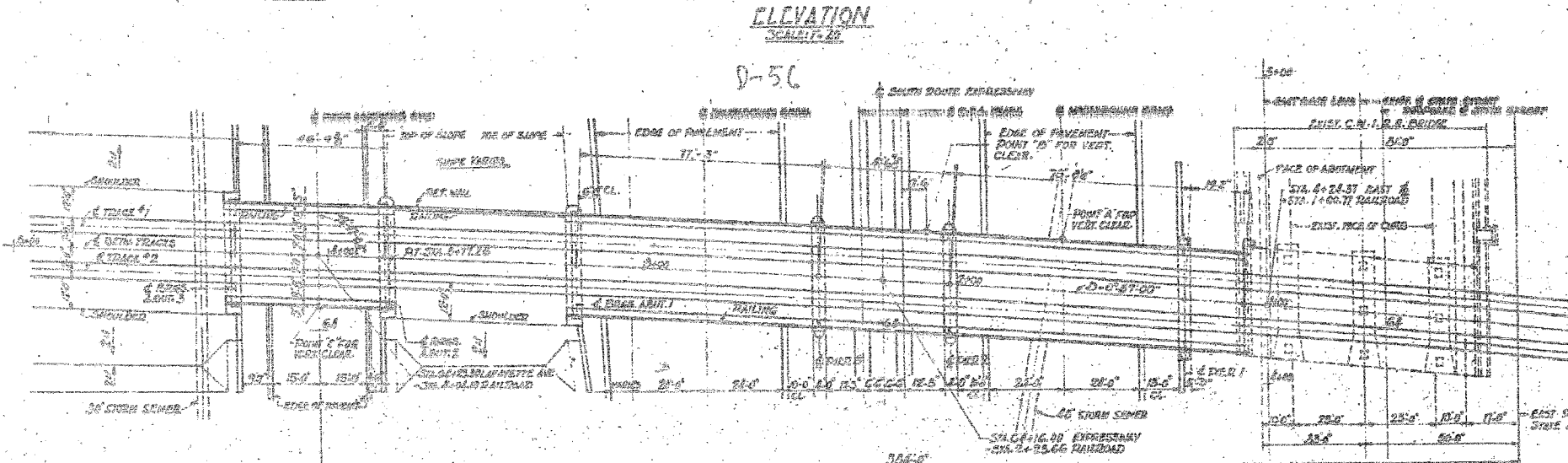
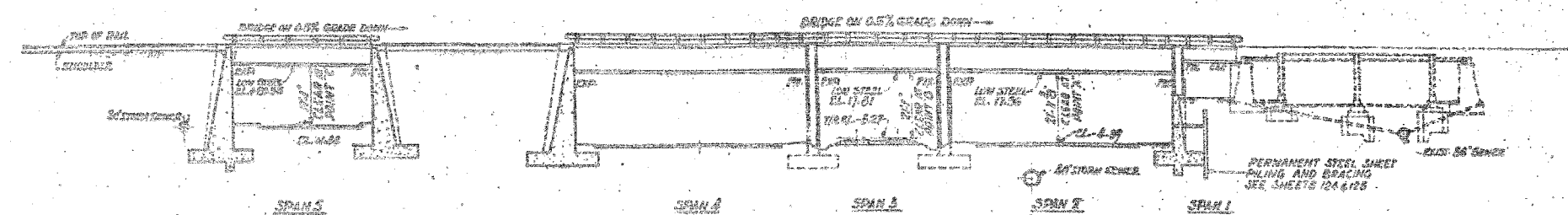
ALLOWABLE STRESSES
 EXTENSION STRUCTURAL CARBON STEEL 18,000 LB/SQ IN
 EXTENSION REINFORCING BARS 20,000 LB/SQ IN
 (FLEXURE) CONCRETE 3,500 LB/SQ IN
 (FLEXURE) CONCRETE WITHOUT EARTH PRESSURE 4,500 LB/SQ IN
 (FLEXURE) CONCRETE WITH EARTH PRESSURE 500 LB/SQ IN
 (TORSION) 75 LB/SQ IN

FOUNDATIONS
 ABUTMENTS AND PIERS ON SPREAD FOOTINGS
 ALLOWABLE BEARING ON ABUTMENTS & PIERS 8,000 PSF
 ALLOWABLE PRESSURE ON ABUTMENT 7,500 PSF

APPROVED BY C.W.L.R. AND BELT RY. CO. OF CHICAGO
[Signature] CHIEF ENGINEER

DEPARTMENT OF HIGHWAYS	
DANIEL SWAN	WILLIAM J. HORTON
CHIEF ENGINEER	CHIEF SURVEYOR
PLAN AND ELEVATION C.W.L.R. AND BELT RY. SOUTH ROUTE EXPRESSWAY NORTH OF 91ST STREET.	
ALFRED BENDER & ASSOCIATES	PROJECT NO. 1126-91
DESIGNED	SCALE 1"=20'
CHECKED	DATE
DATE	BY
DESCRIPTION	
REVISIONS	

REVISIONS	
NAME	DATE



DESIGN DATA

LIVE LOAD
COOPER ETL PLUS DIESEL IMPACT

SPECIFICATIONS
DESIGN IN ACCORDANCE WITH A.R.E.A. SPECIFICATIONS FOR STEEL RAILWAY BRIDGES FOR FIXED SPANS NOT EXCEEDING 400 FT IN LENGTH, DATED 1950

ALLOWABLE STRESSES

f_t (TENSION) STRUCTURAL CARBON STEEL	18,000 LBS/IN ²
f_s (TENSION) REINFORCING BARS	20,000 LBS/IN ²
f_c (TENSION) CONCRETE	9,500 LBS/IN ²
f_c (FLEXURE) CONCRETE WITHOUT EARTH PRESSURE	1,400 LBS/IN ²
f_c (FLEXURE) CONCRETE WITH EARTH PRESSURE	600 LBS/IN ²
v (FLOORING) = 75 LBS/IN ²	$n = 10$

FOUNDATIONS
ABUTMENTS AND PILES ON SPREAD FOOTINGS.
ALLOWABLE PRESSURE ON ABUTMENTS 2,000 PSF
ALLOWABLE PRESSURE ON PILES 1,200 PSF

APPROVED BY C&N.R.
[Signature] CHIEF ENGINEER

DEPARTMENT OF HIGHWAYS COOK COUNTY, ILLINOIS	
DAVID W. BROWN COMMISSIONER	WILLIAM A. HORTON SPECIAL AGENT IN CHARGE
PLAN AND ELEVATION C&N.R. C&N.R. RR, C&N.R. AND BELT BY STRUCTURE SOUTH ROUTE EXPRESSWAY NORTH OF 31 ST STREET	
ALFRED BROWN & ASSOCIATES CONSULTING ENGINEERS	PROJECT: BK-70-21010 DATE: 1-1-58
DATE	BY
DESCRIPTION	REVISIONS

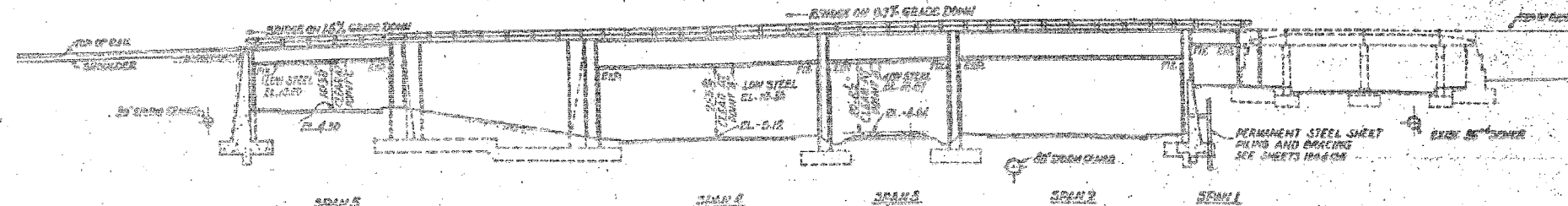
TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

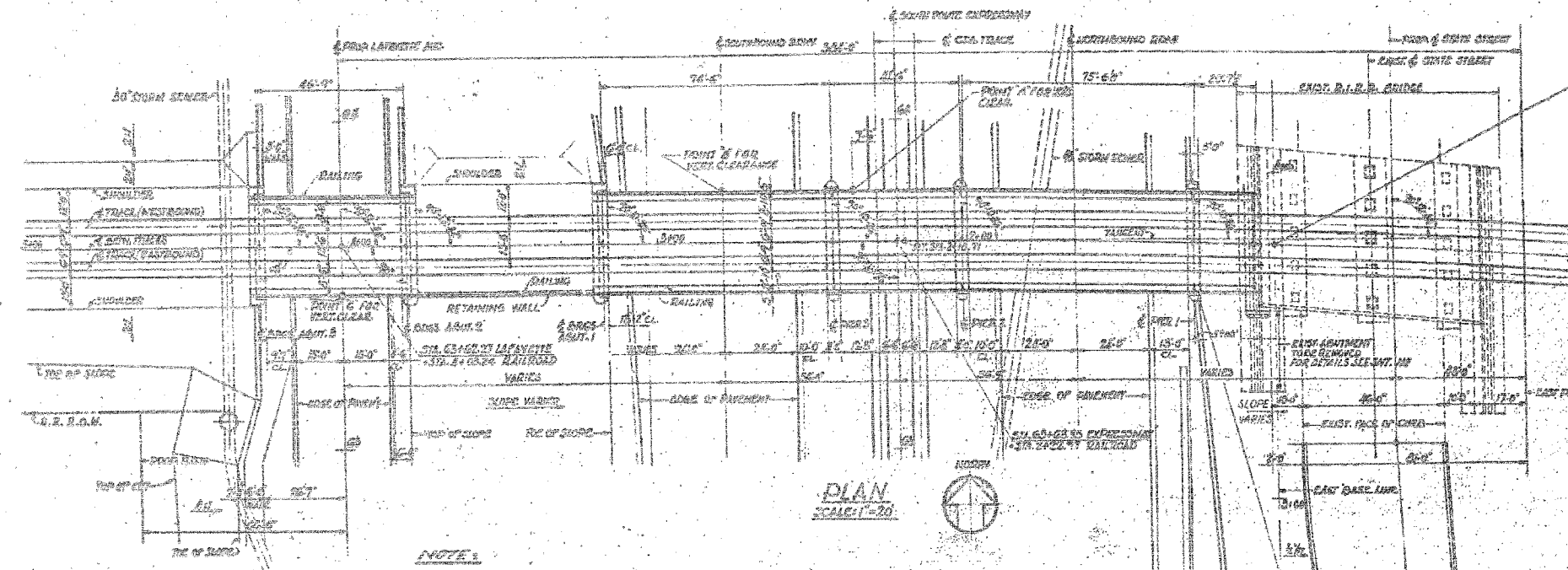
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
EXISTING GENERAL PLAN AND ELEVATION
NORFOLK SOUTHERN

S.N. 016-0144
SCALE: N.T.S.
DATE: MARCH 1, 2006

DESIGNED BY:
DRAWN BY: MAF, DJR
CHECKED BY: MI



4 08.24
 1 00.32
 8 02.92
 9.8
 8 28.42
 318.42



NOTE:
 FOR CROSS SECTIONS SHOWING ARRANGEMENT OF BALLAST ON EMBANKMENT SEE SHEET 136.

DESIGN DATA

LIVE LOAD:
 COMMER 672 PLUS DIESEL IMPACT.

SPECIFICATIONS:
 DESIGN IN ACCORDANCE WITH A.S.T.M. SPECIFICATIONS FOR STEEL RAILWAY BRIDGES FOR FIXED SPANS NOT EXCEEDING 400 FEET LENGTH, DATED 1959

ALLOWABLE STRESSES:

f _s (TENSION) STRUCTURAL CARBON STEEL	18,000 LB/SQ IN.
f _s (TENSION) REINFORCING BARS	20,000 LB/SQ IN.
f _c (FLEXURE) CONCRETE	3,500 LB/SQ IN.
f _c (FLEXURE) CONCRETE WITHOUT EARTH PRESSURE	1,800 LB/SQ IN.
f _c (FLEXURE) CONCRETE WITH EARTH PRESSURE	800 LB/SQ IN.
v (SHEARING) - 75% A.S.T.M.	10

FOUNDATIONS:
 ALLOWABLE PRESSURE ON ABUTMENT 1 & PIERS = 6,000 PSF
 ALLOWABLE PRESSURE ON ABUTMENT 2 = 6,000 PSF
 ALLOWABLE PRESSURE ON ABUTMENT 3 = 7,000 PSF

APPROVED BY C.R.L.E. DIV.
 ENGINEER OF BRIDGES
 CHIEF ENGINEER

DEPARTMENT OF HIGHWAYS COOK COUNTY, ILLINOIS	
DANIEL SWAN	
WILLIAM J. BOETTNER	
PLAN AND ELEVATION C.R.I.E.P.R.R. CHICAGO RAILROAD, C&N.W.R. AND DELT BY STRUCTURES SOUTH ROUTE EXPRESSWAY - NORTH OF 67 TH STREET	
ALFRED SCHUBERT & ASSOCIATES CONSULTING ENGINEERS	CHICAGO, ILLINOIS
DATE: MARCH 1, 1959	SCALE: 1/8" = 1'-0"
BY: [Signature]	CHECKED: [Signature]
DATE: MARCH 1, 1959	SCALE: 1/8" = 1'-0"

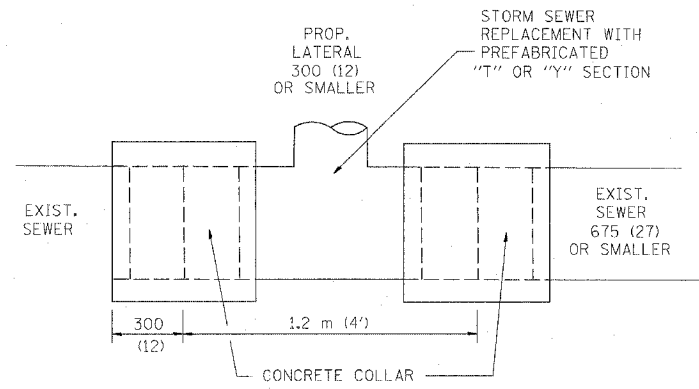
TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

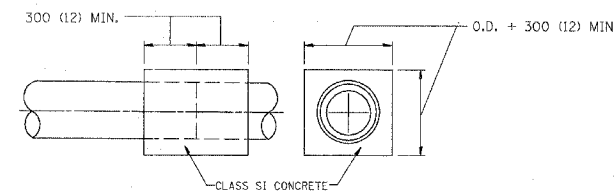
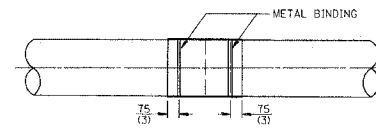
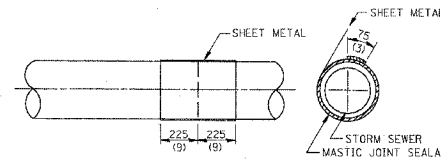
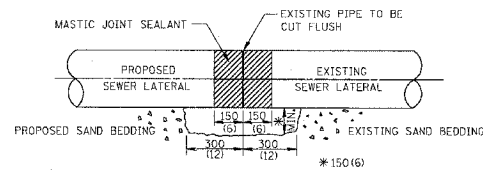
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 EXISTING GENERAL PLAN AND ELEVATION
 CHICAGO RAIL LINK

S.N. 016-0145 DESIGNED BY:
 SCALE: N.T.S. DRAWN BY: MAF, DJR
 DATE: MARCH 1, 2006 CHECKED BY: MI

F. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			764	535
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



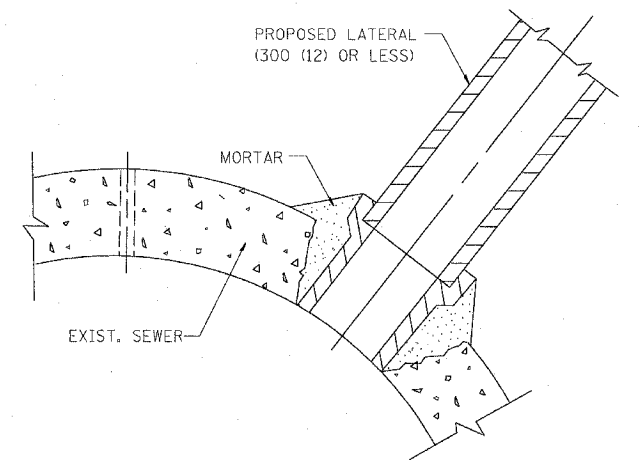
DETAIL "A"
LATERAL CONNECTION TO EXISTING SEWER
OF 675 (27) OR SMALLER



DETAIL "B"
CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

- CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
- APPLY THE MASTIC JOINT SEALANT TO THE FIRST 150 (6) OF EACH PIPE.
- BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 300 x 150 (12 x 6) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
- 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.
- WRAP THE SHEET METAL AROUND THE PIPES, 225 (9) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
- LAP THE SHEET METAL AT LEAST 75 (3) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
- PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
- WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
- PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"
PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 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

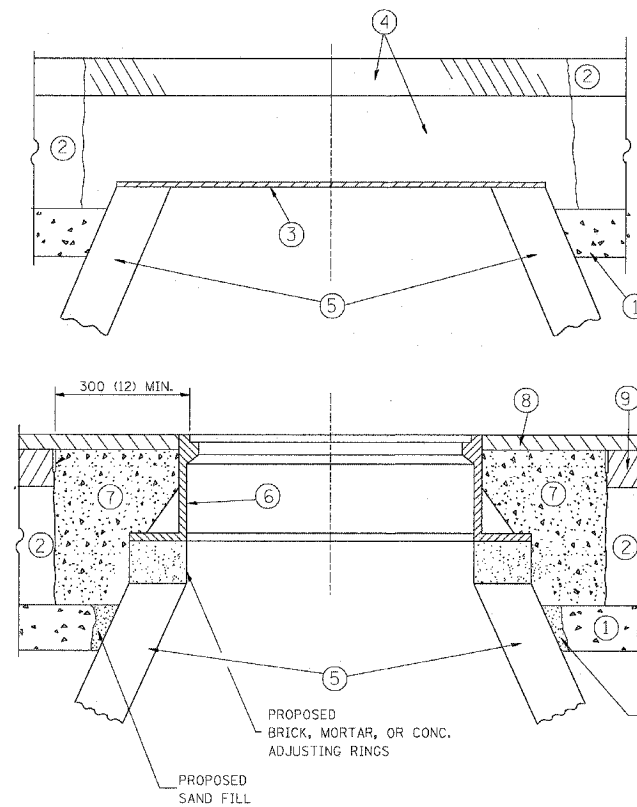
REVISIONS	
NAME	DATE
M. DE YONG	07/25/90
M. DE YONG	02/05/92
M. DE YONG	05/08/92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	06/12/96

SCALE: NONE
DATE 10/18/2002

DRAWN BY CADD
CHECKED BY

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

F. A. ATE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			761	536
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

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.

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

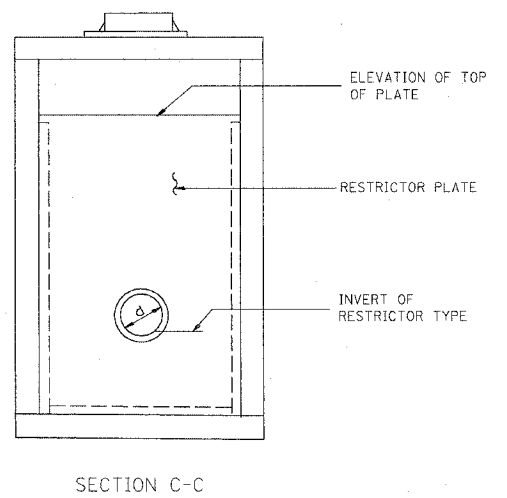
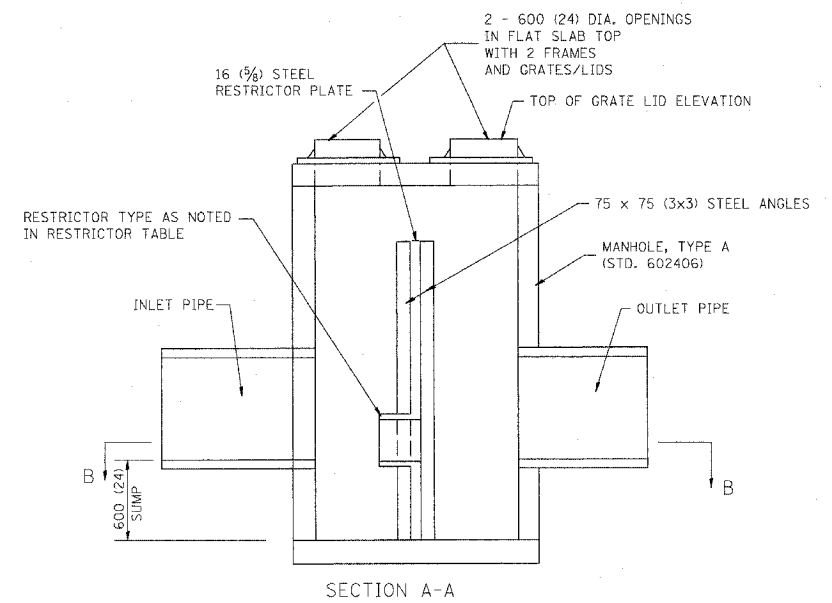
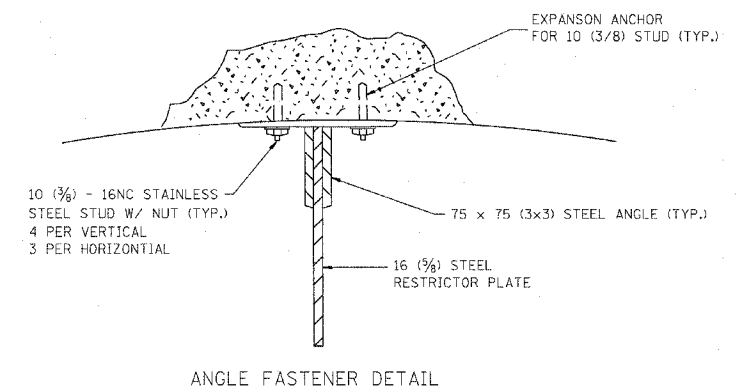
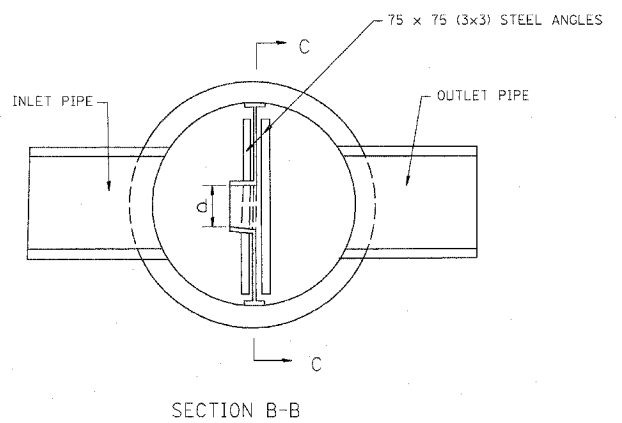
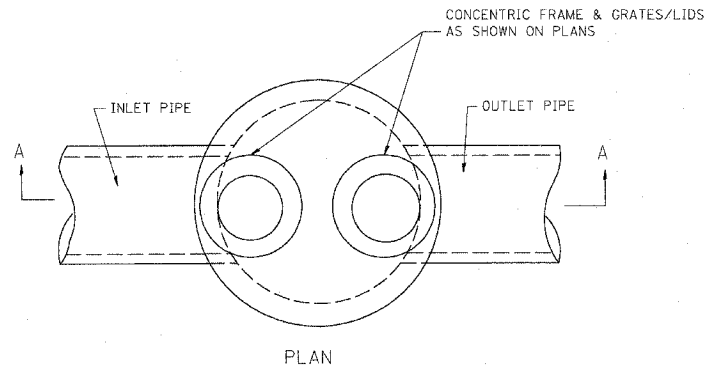
REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04

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

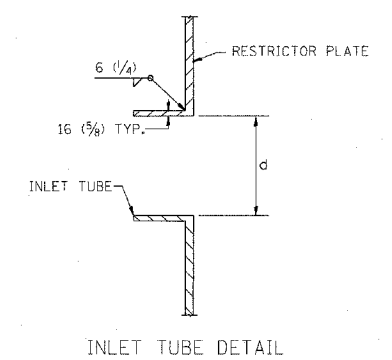
SCALE: NONE
DATE: 05/17/2004

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

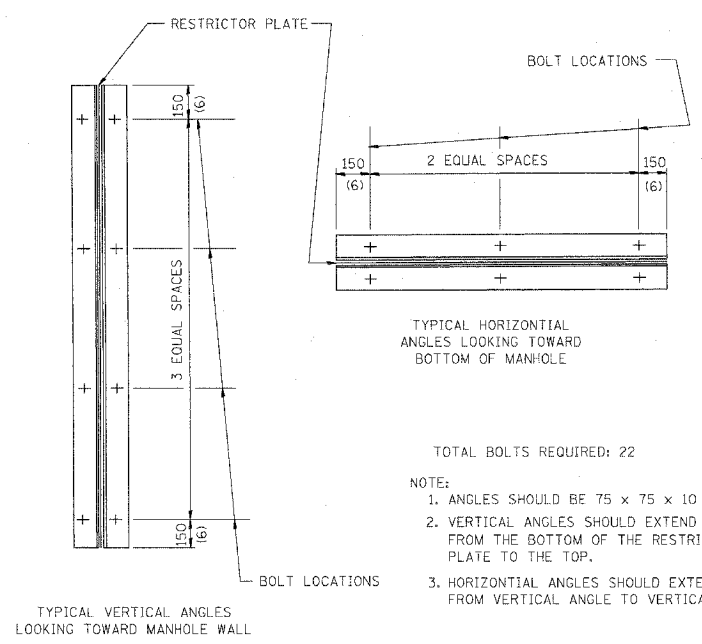
62593



- 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	
911	128+67.20	6'	TIF CL	2	36"	-18.75	-12.75
715	131+51.39	6'	TIF CL	2	18"	-6.52	-0.52
564	1127+64.85	6'	TIF CL	2	21"	-10.47	-4.47
586	1141+78.01	6'	TIF CL	2	15"	-8.18	-2.18
5816	1142+03.59	6'	TIF CL	2	12"	-8.49	-2.49



- 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.

SHEET 1 OF 2

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

MANHOLE WITH RESTRICTOR PLATE

SCALE: NONE

DATE 10/18/2002

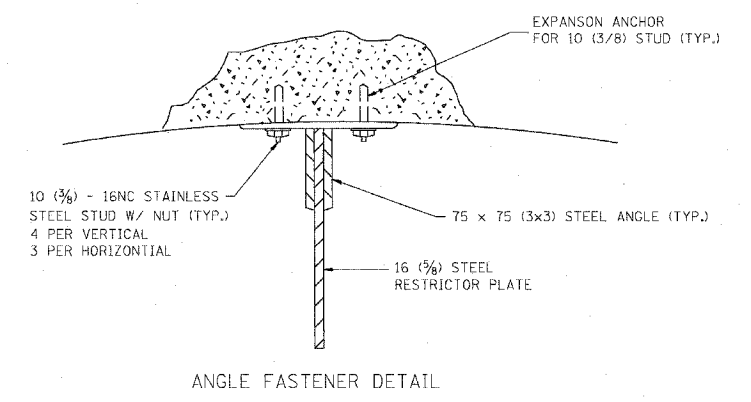
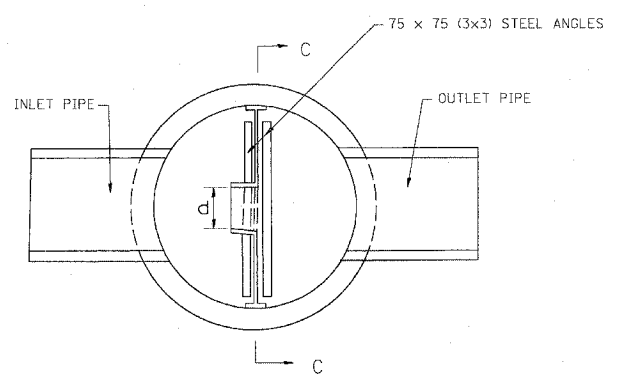
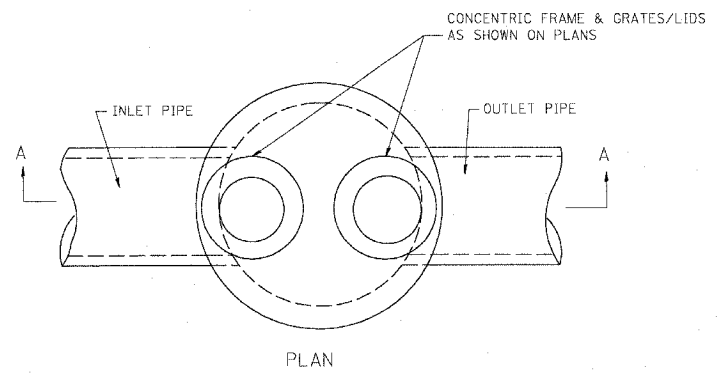
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CHECKED BY

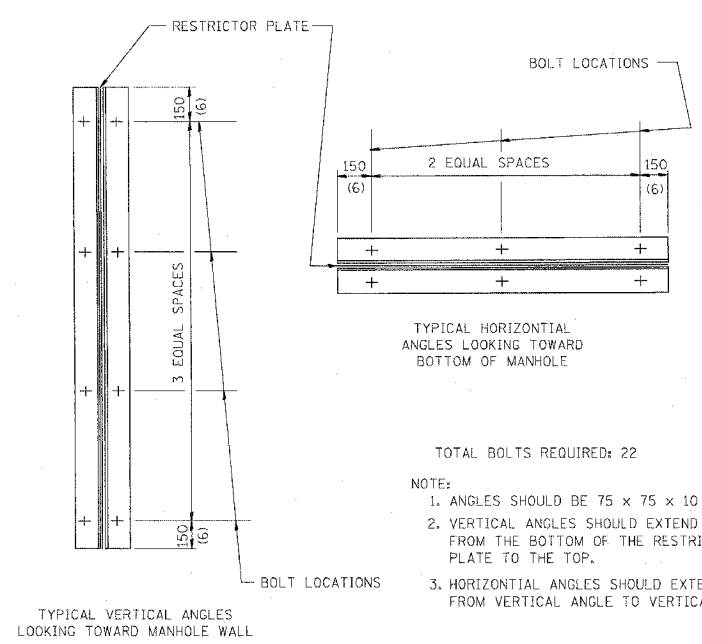
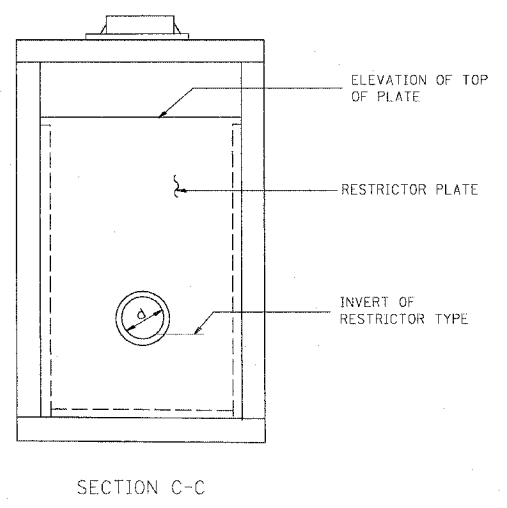
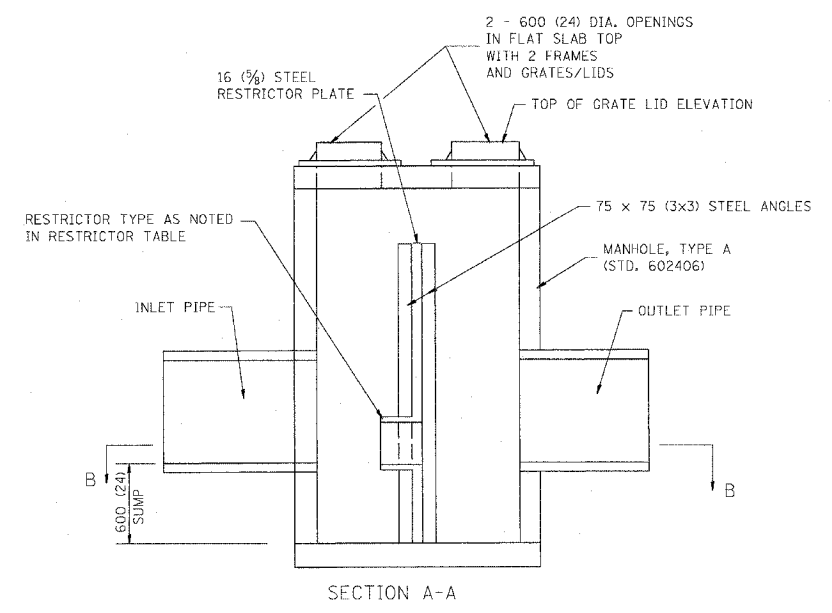
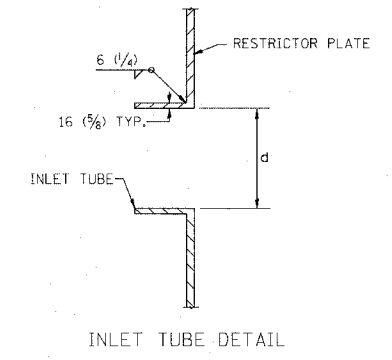
BD600-04 (BD-12)

REVISION DATE: 01/08/01

62593



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



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

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
598 1145+10.10	6'	TIF CL	2	12"	-11.15	-5.15
5912 1145+37.21	6'	TIF CL	2	24"	-11.63	-5.63
623 1163+28.94	6'	TIF CL	2	15"	-11.28	-5.28
628 1163+54.12	6'	TIF CL	2	12"	-5.28	0.72
6516 418+59.70	6'	TIF CL	2	21"	-18.02	-12.02

SHEET 2 OF 2

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

MANHOLE WITH RESTRICTOR PLATE

SCALE: NONE

DATE 10/18/2002

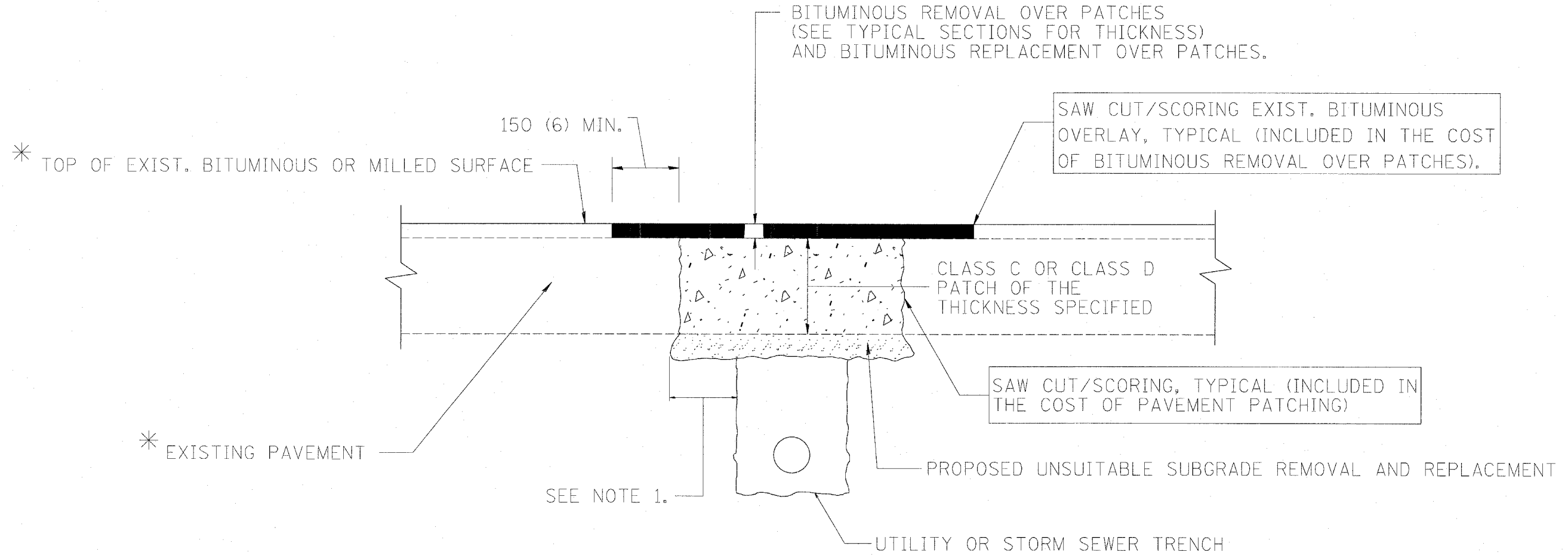
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CHECKED BY

BD600-04 (BD-12)

REVISION DATE: 01/08/01

P. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			764	538
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS.

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 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.

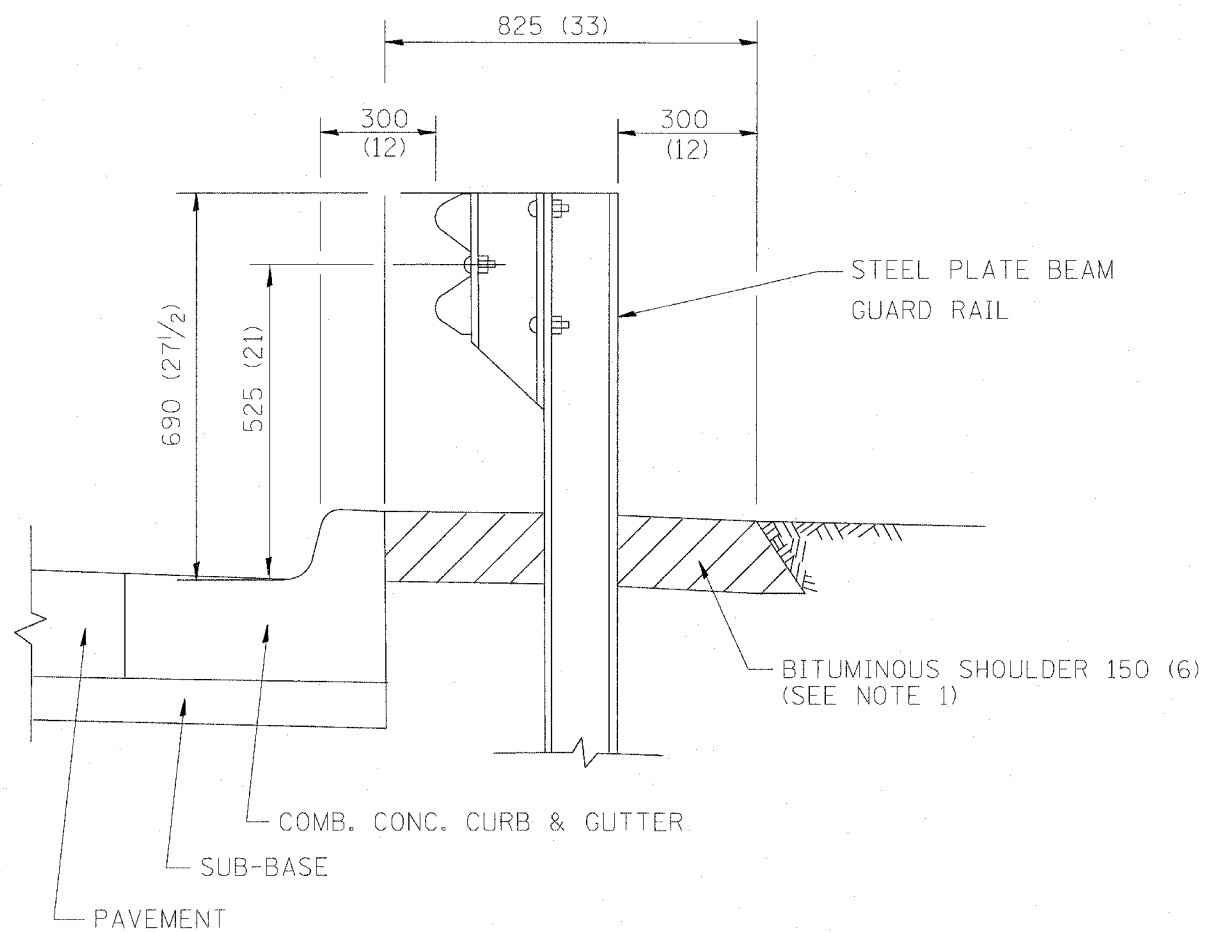
ILLINOIS DEPARTMENT OF TRANSPORTATION

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

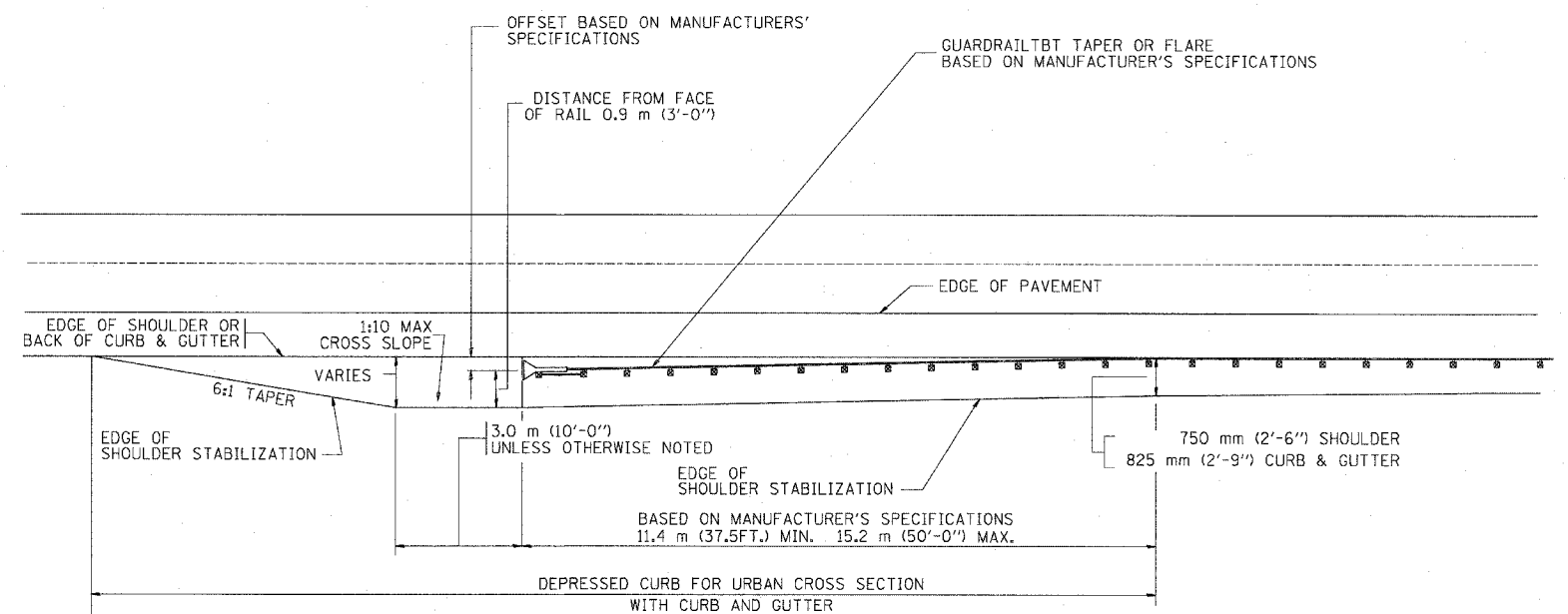


- NOTES: 1. THE BITUMINOUS SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL
2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

BASIS OF PAYMENT: BITUMINOUS SHOULDER 150 (6) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER m^2 (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.

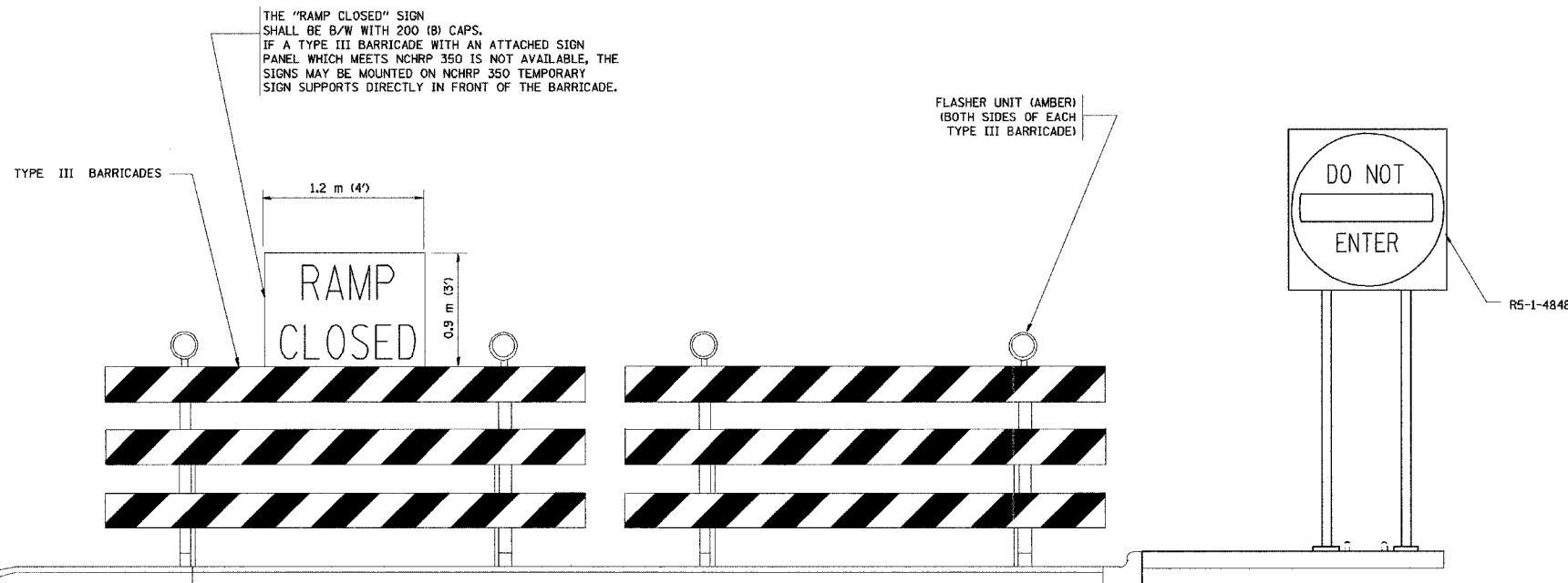
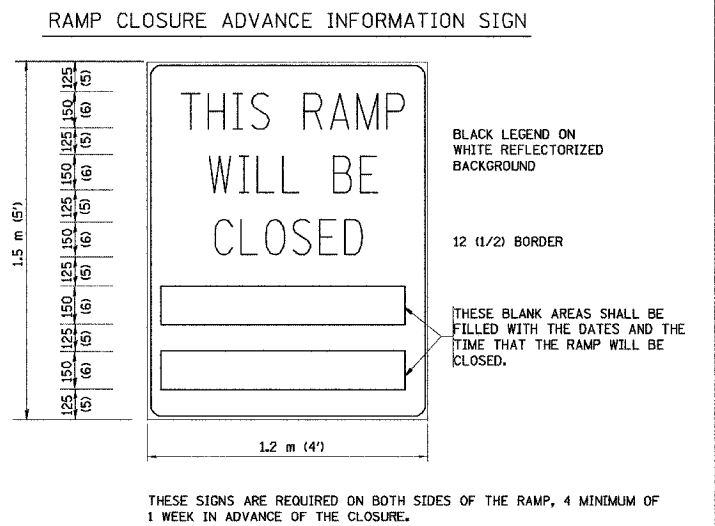
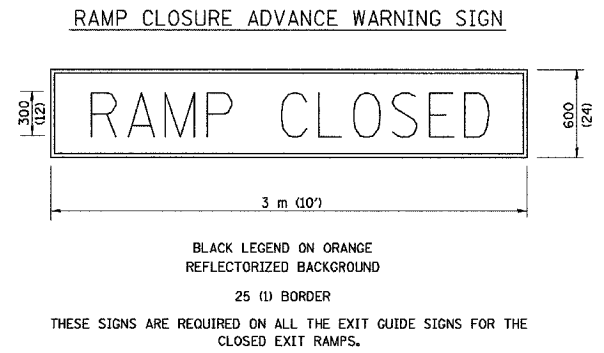
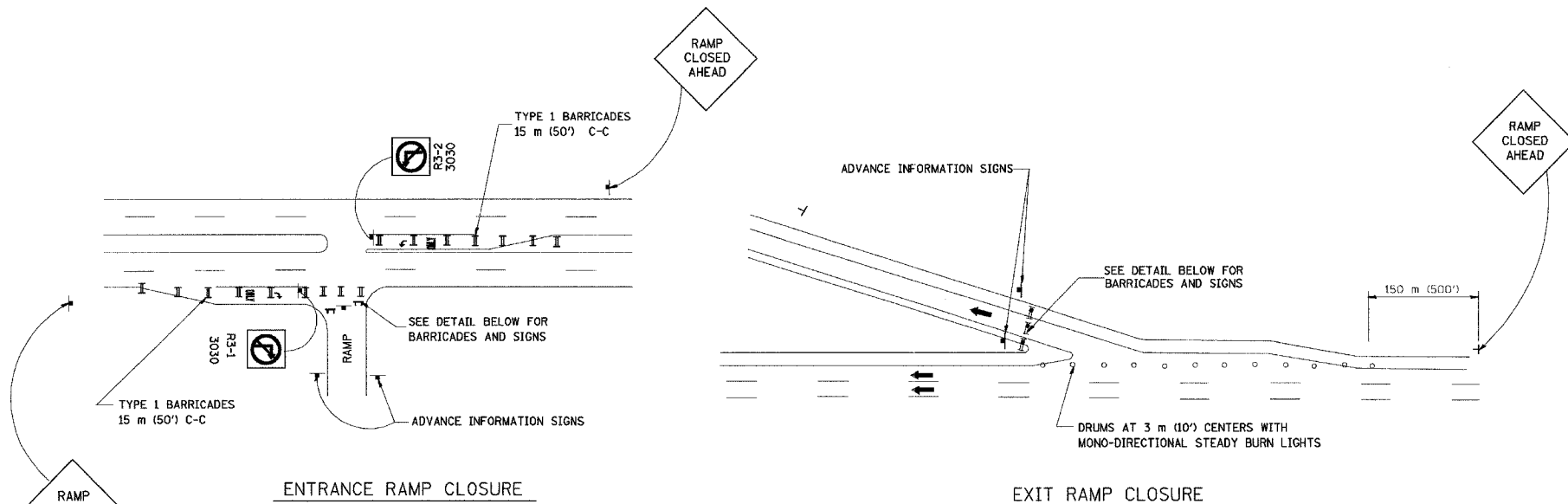
REVISIONS	
NAME	DATE
M. DE YONG	09-22-90
M. DE YONG	07-14-92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	02/23/95
A. ABBAS	03/21/97
E. GOMEZ	08/28/00

SCALE: NONE
 DATE 10/18/2002

DRAWN BY Jls
 CHECKED BY

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			769	540
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



THE "RAMP CLOSED" SIGN SHALL BE B/W WITH 200 (8) CAPS. 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.

FLASHER UNIT (AMBER) (BOTH SIDES OF EACH TYPE III BARRICADE)

- 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	3/94
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

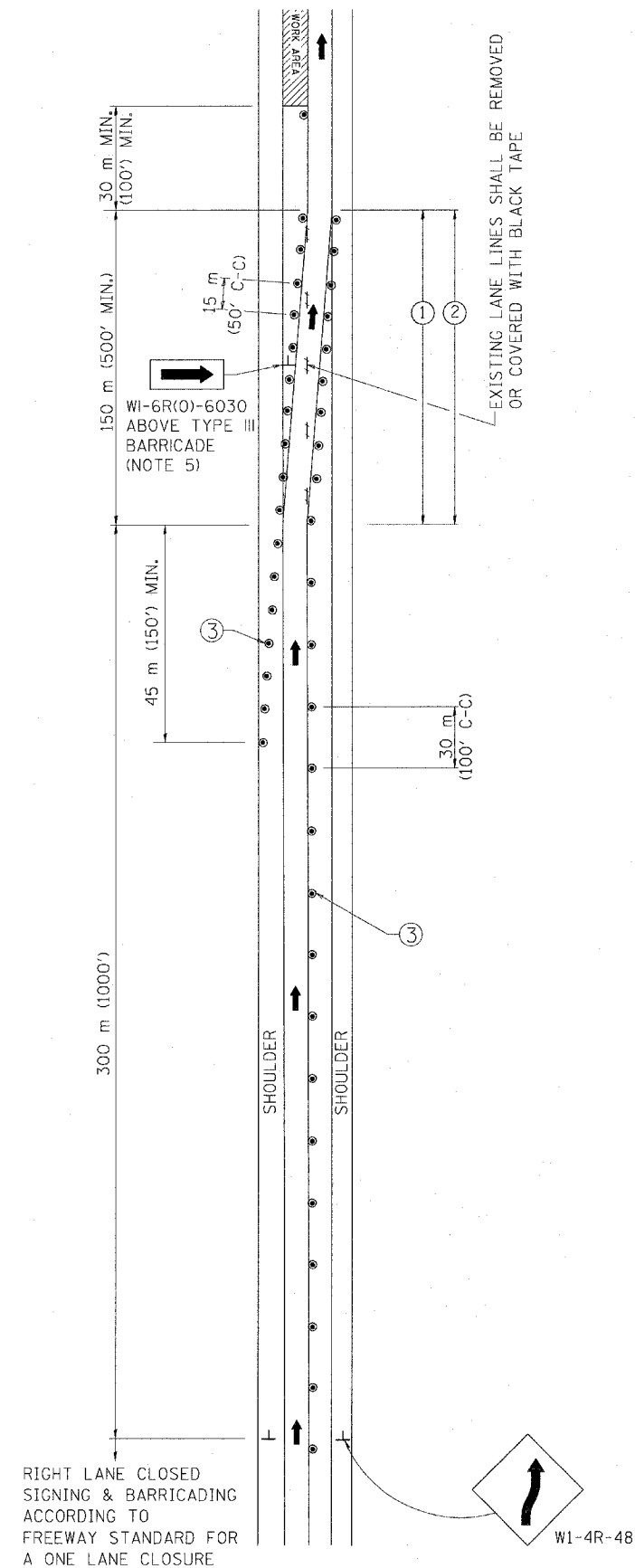
**FREEWAY
ENTRANCE AND EXIT RAMP
CLOSURE DETAILS**

SCALE: NONE
DATE: 05/06/2003

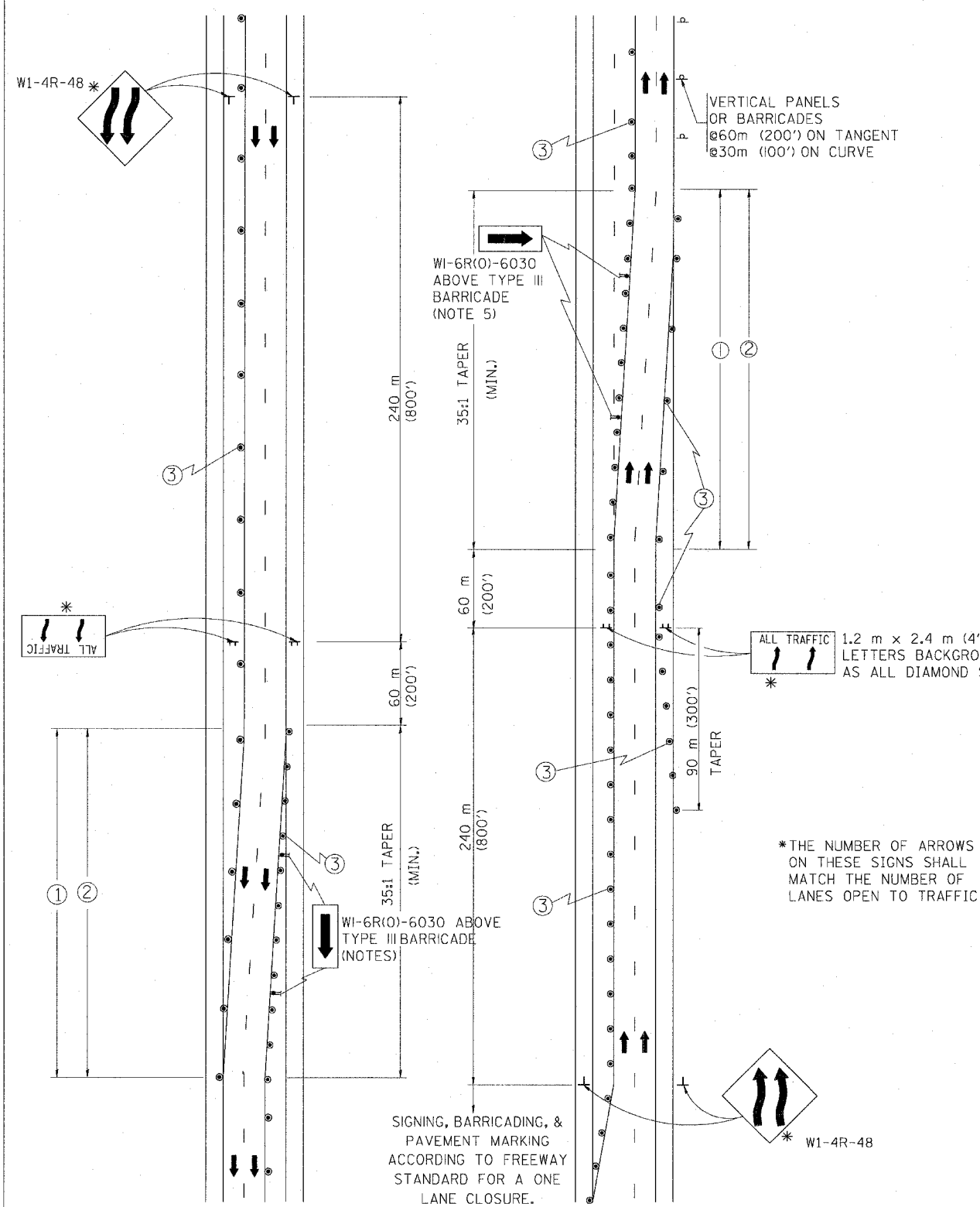
DRAWN BY:
CHECKED BY:
TC-8

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			761	541
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS		FED. AID PROJECT	

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED OR COVERED WITH BLACK TAPE. PAVEMENT MARKING REMOVAL OR BLACK TAPE SHALL NOT BE REQUIRED FOR LANE CLOSURES UNDER 24 HOURS IN DURATION.
- CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 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

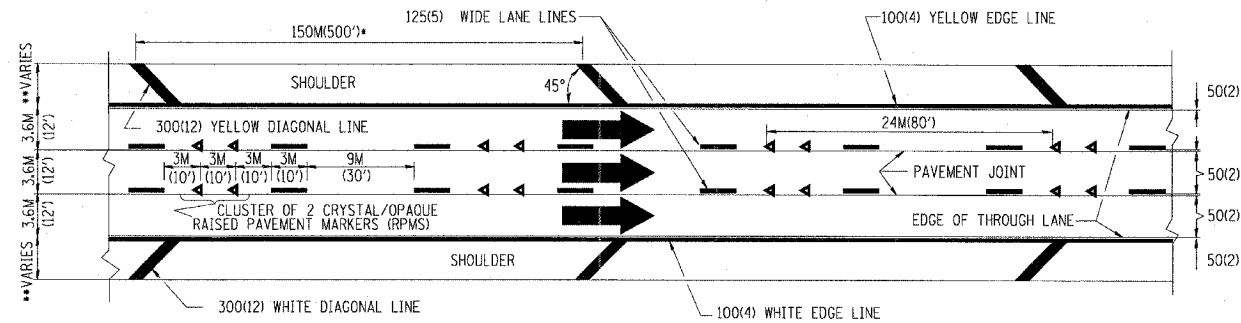
DRAWN BY R.H.
CHECKED BY TC-9

F.A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			764	542

STA.	TO STA.

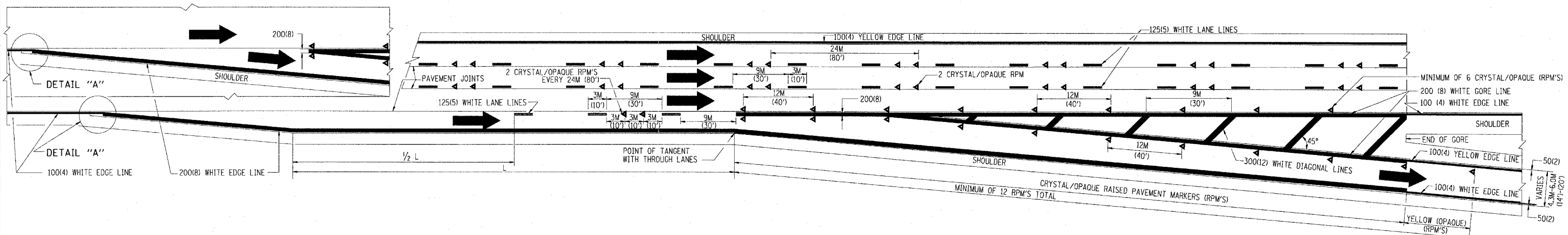
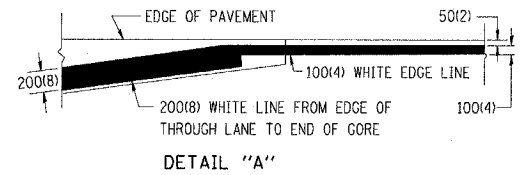
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT

- 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

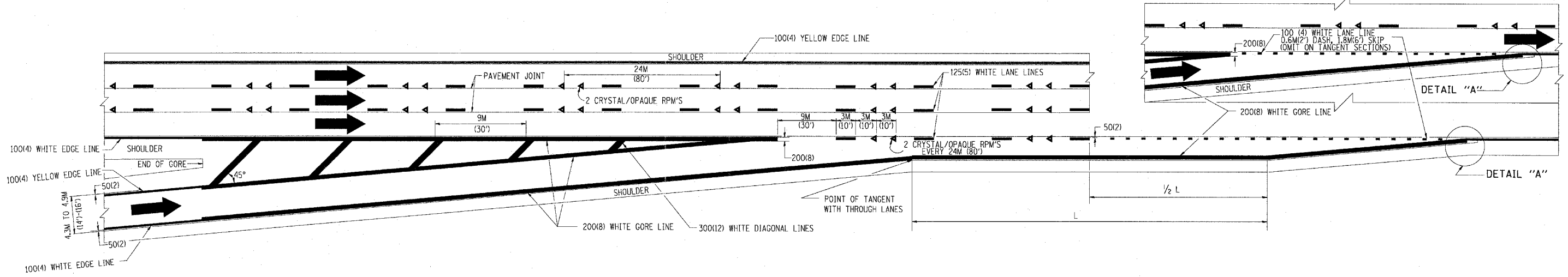


TYPICAL EDGE LINES & LANE LINES

- 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

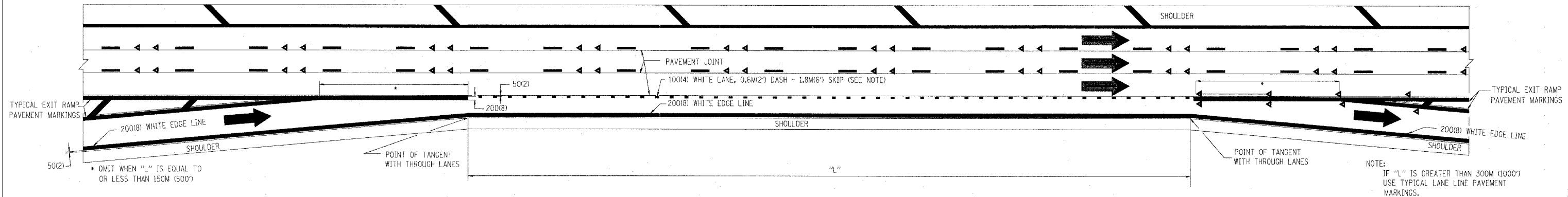
MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS

SCALE: NONE
DATE: 10/18/2002

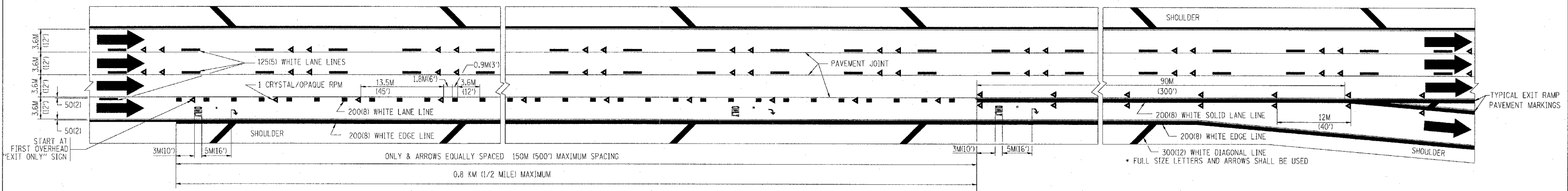
DRAWN BY C.A.D.D.
CHECKED BY
TC12 SHEET 1 OF 2
REVISION DATE: 01/01/96

DATE-TIME
DW-SPEC
V17C12

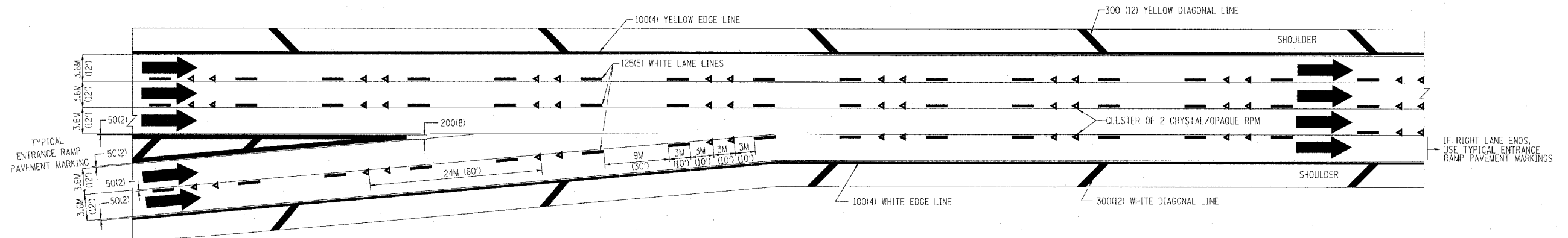
F. A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			764	543
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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**

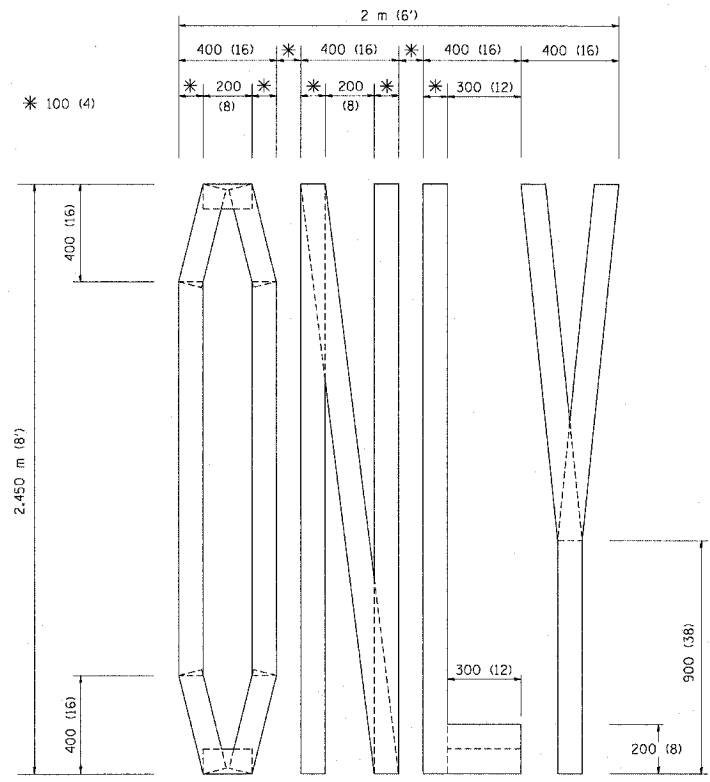
SCALE: NONE
DATE: 10/18/2002

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

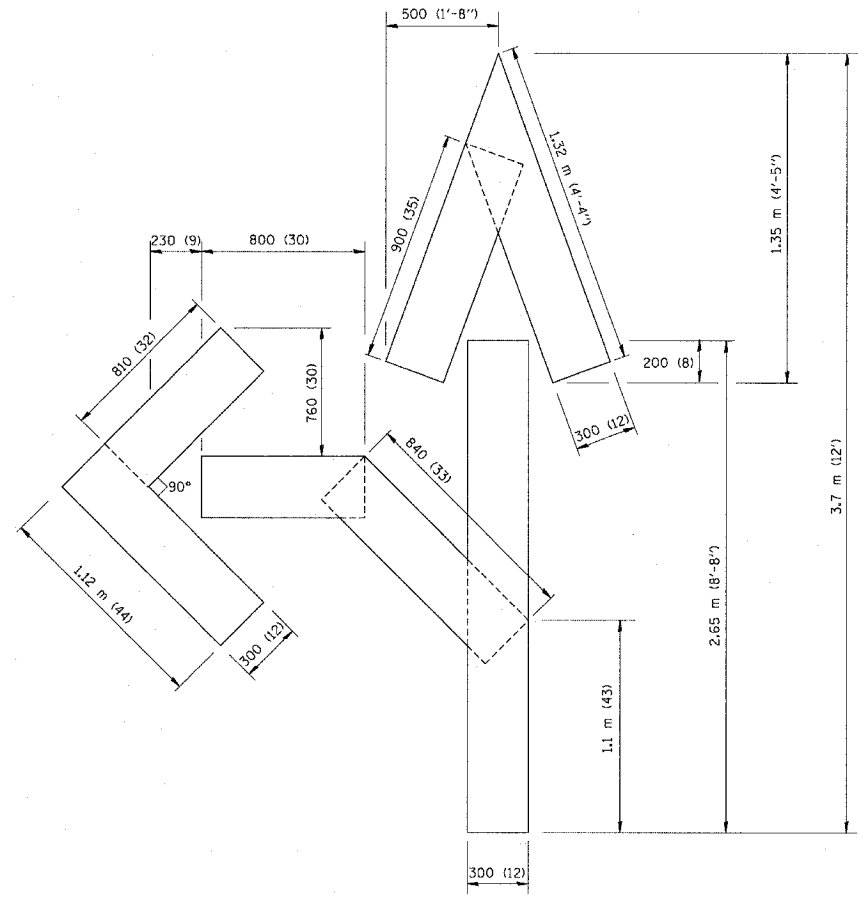
TC12 SHEET 2 OF 2

REVISION DATE: 01/01/96

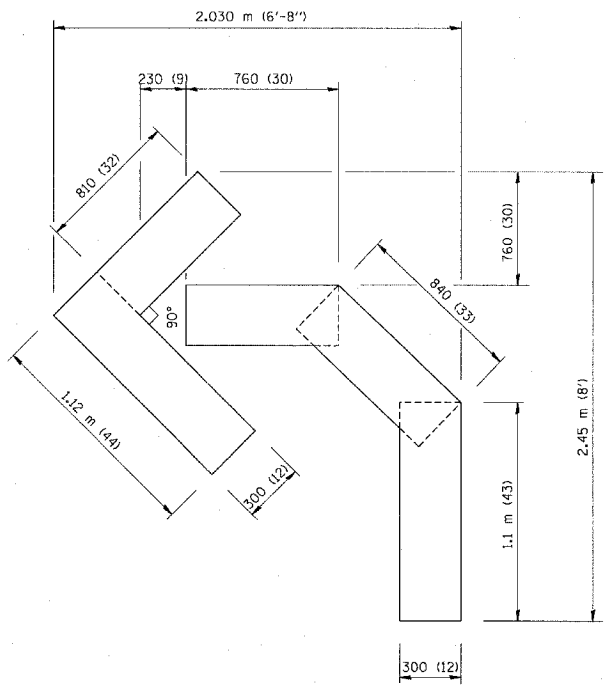
F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			764	544
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

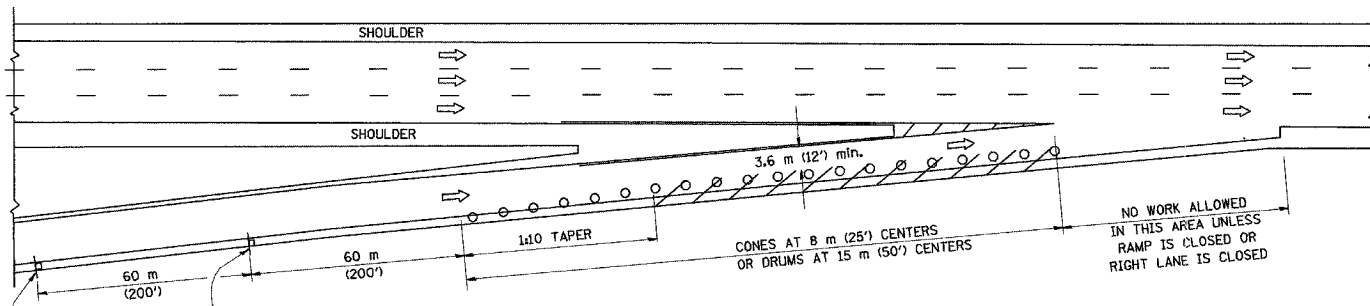
PAVEMENT MARKING
 LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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. COMEZ	08/28/00

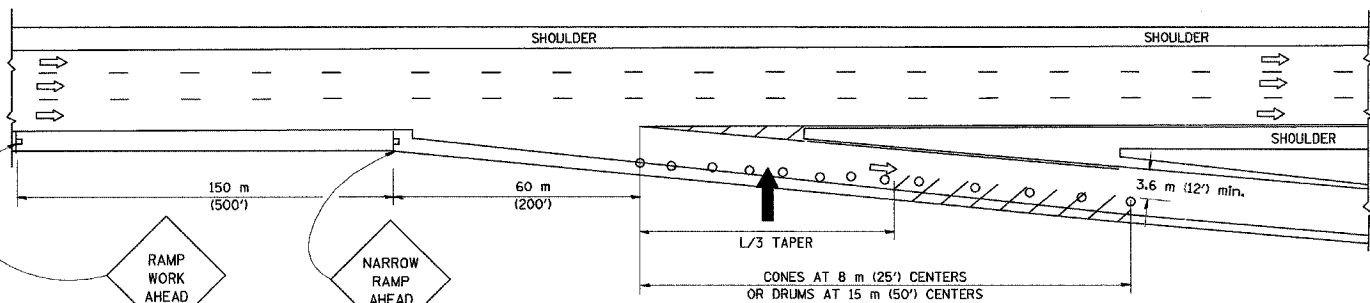
SCALE: NONE
 DATE 10/18/2002

DRAWN BY CADD
 CHECKED BY
 TC-16

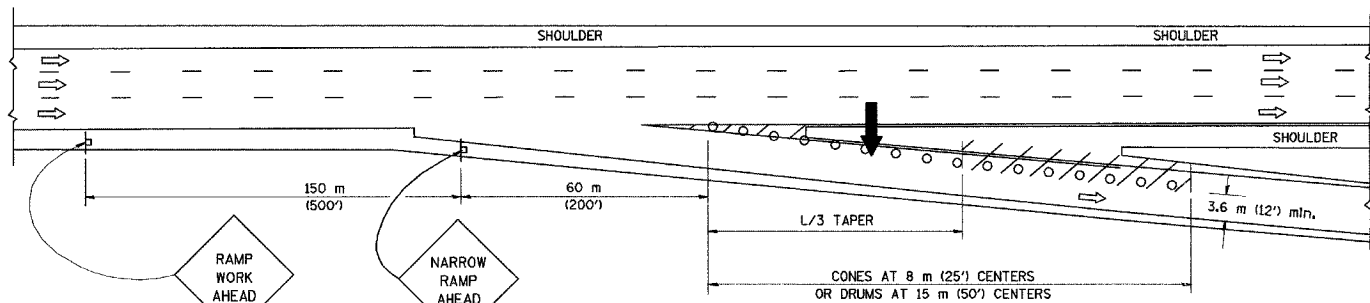
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

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

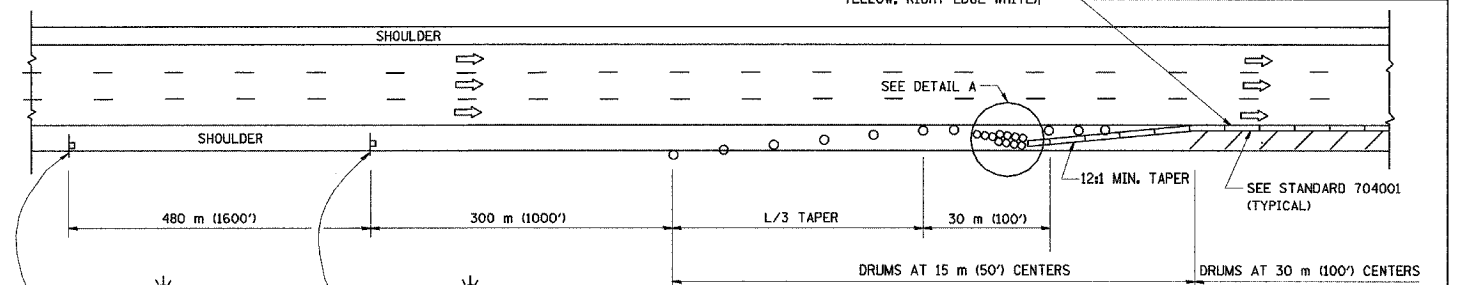
GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

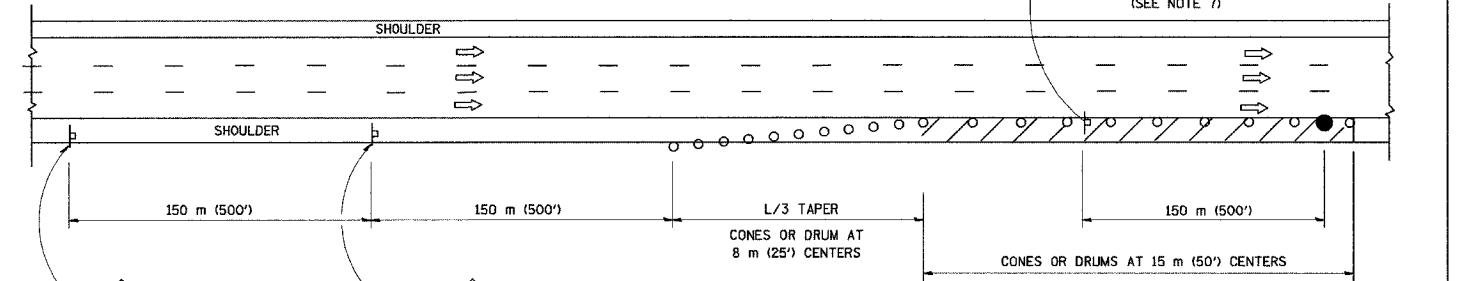
SPEED LIMIT	FORMULAS
80 km/h (45 mph) OR GREATER:	METRIC: $L=0.6S(W/S)$ ENGLISH: $L=(W)S$
W = WIDTH OF OFFSET IN METERS (FEET)	S = NORMAL POSTED SPEED KM/H (MPH)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS 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.
			764	515
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



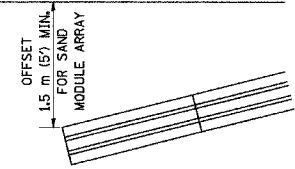
PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

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

ARRAY DESIGN PER MANUFACTURER TO BE NCHRP 350 COMPLIANT FOR POSTED SPEED.



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

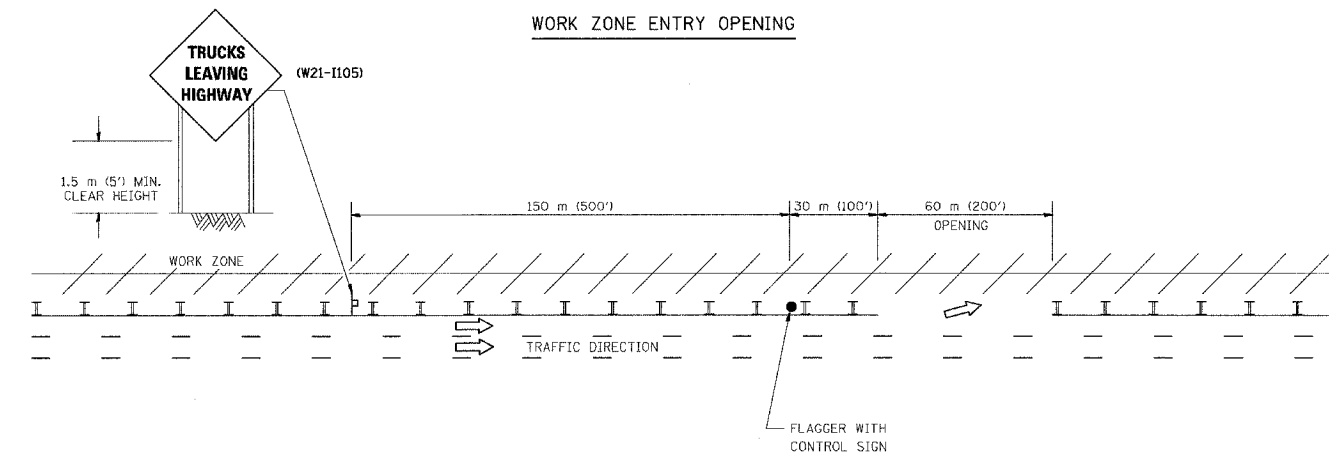
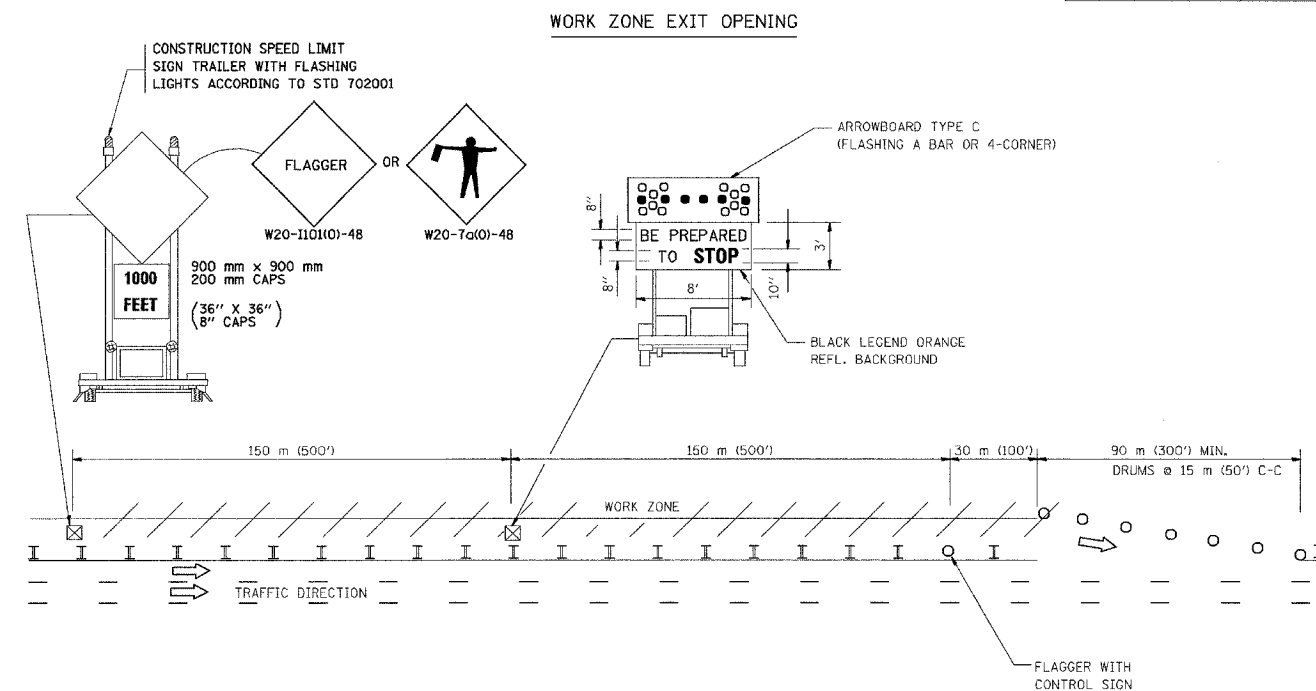
REVISIONS	
NAME	DATE
DWS	11/96
JAF	12/02
NCHRP 350	04/03

TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES PARTIAL RAMP CLOSURES

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			764	546
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

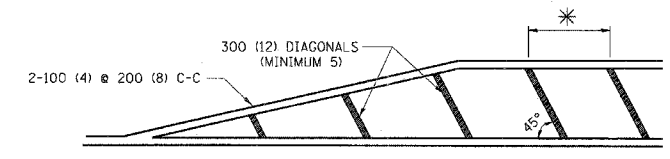
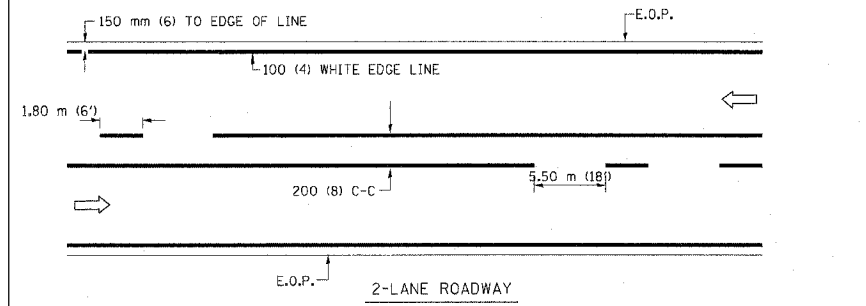
SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

REVISIONS	
NAME	DATE
DWS	8/98
JAF	4/03

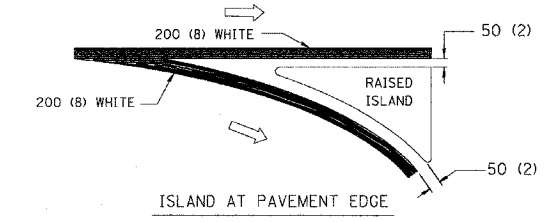
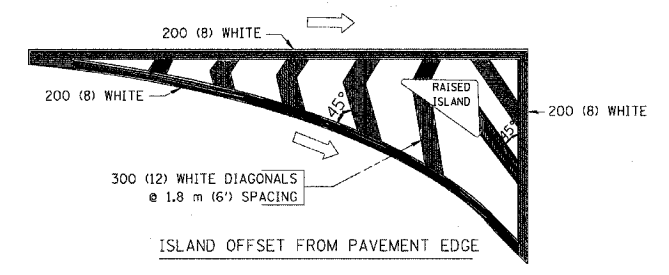
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DATE 05/06/2003

DRAWN BY CADD
CHECKED BY TC-18

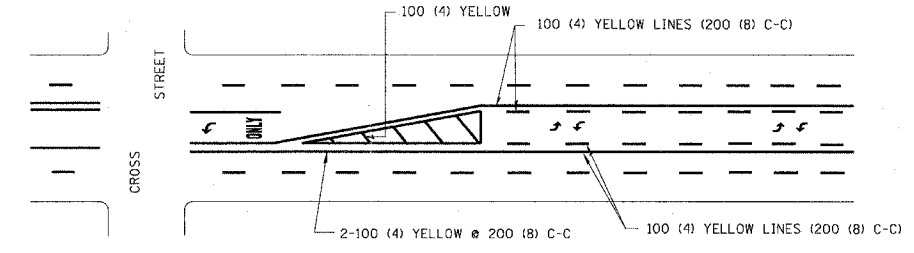
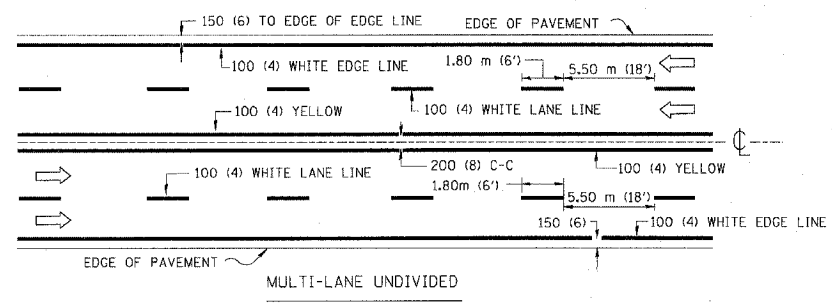
STATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ILLINOIS			749	548
STA. TO STA.		ILLINOIS FED. AID PROJECT		



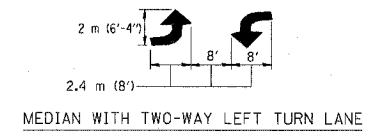
* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 * DIAGONAL LINE SPACING: 6.1 m (20') C-C



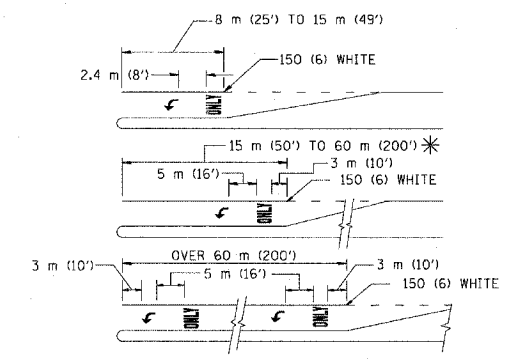
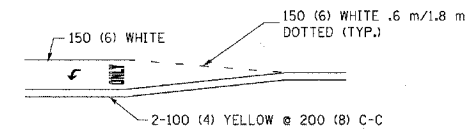
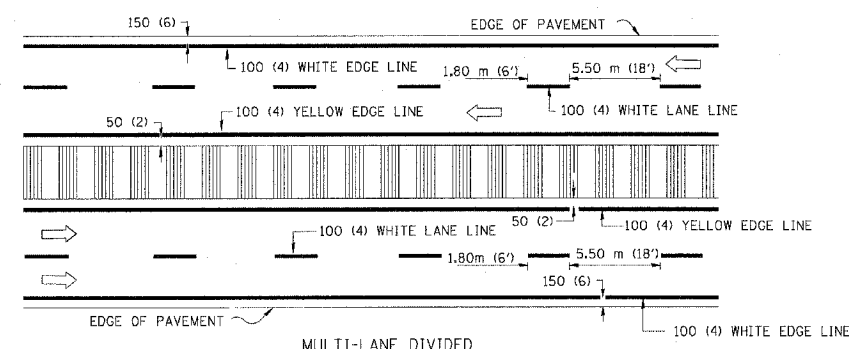
TYPICAL ISLAND MARKING



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.
 * 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

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 700 (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" 15 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.)

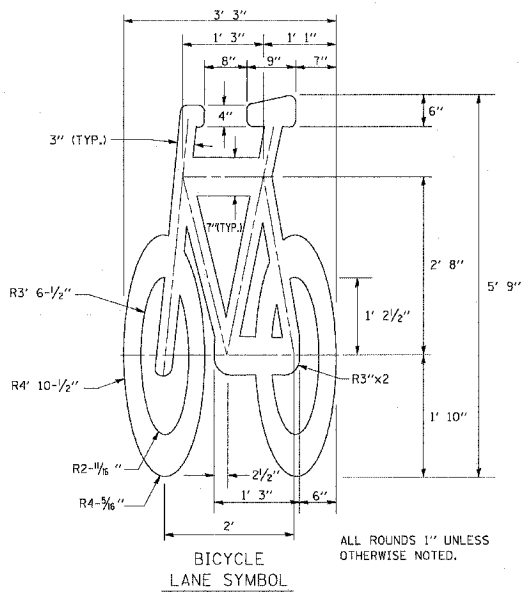
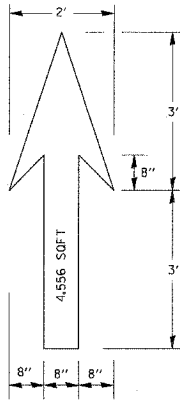
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

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
 REVISION DATE: 12/07/00

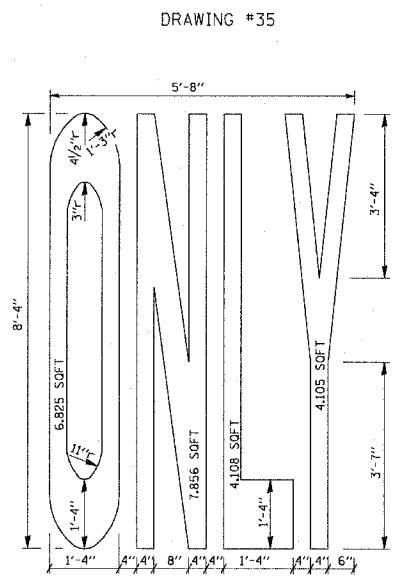
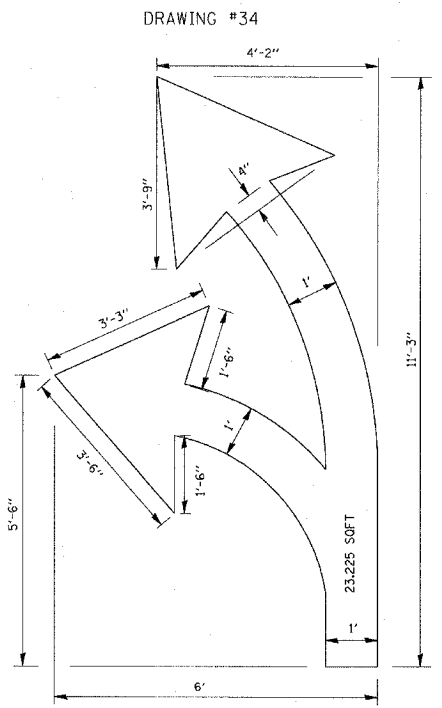
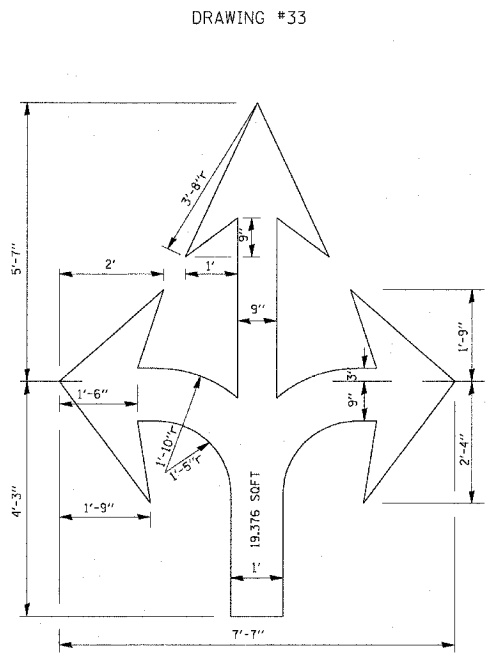
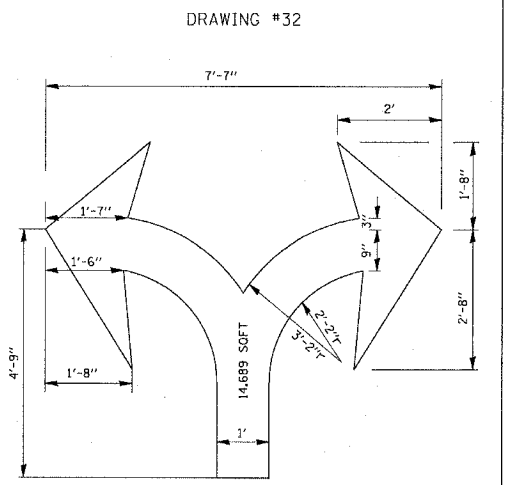
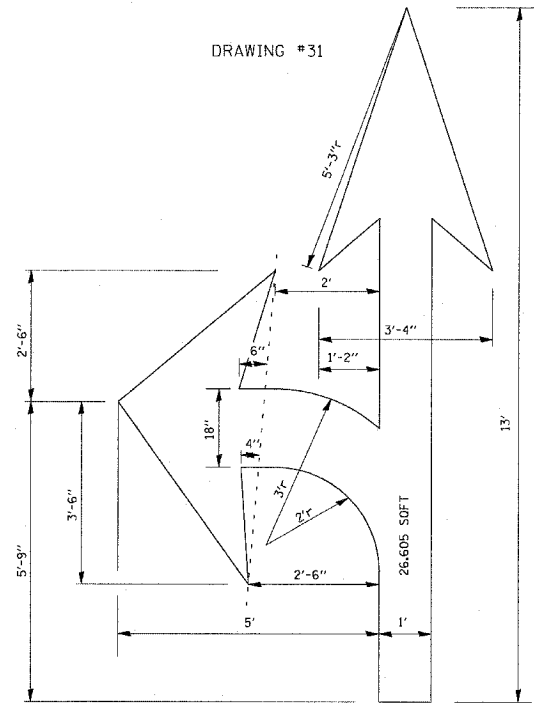
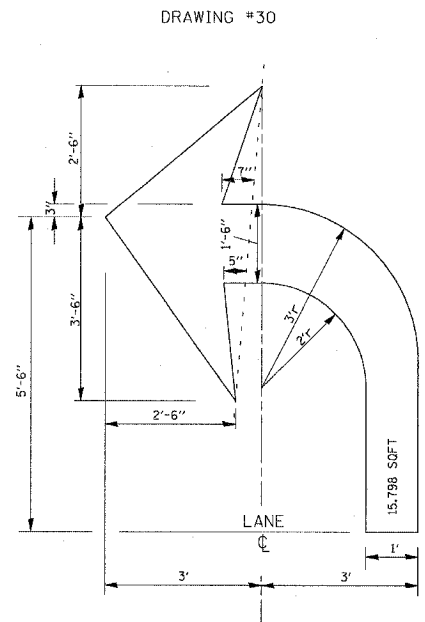
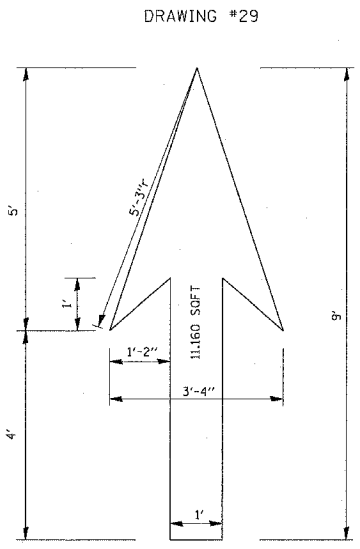


ALL ROUNDS 1" UNLESS OTHERWISE NOTED.

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 COMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE LANE SYMBOLS.

TYPICAL BIKE LANE SYMBOLS
DRAWING #28



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

REVISIONS	
NAME	DATE
T. RAMMACHER	12/07/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
 CITY OF CHICAGO
 TYPICAL PAVEMENT MARKINGS.

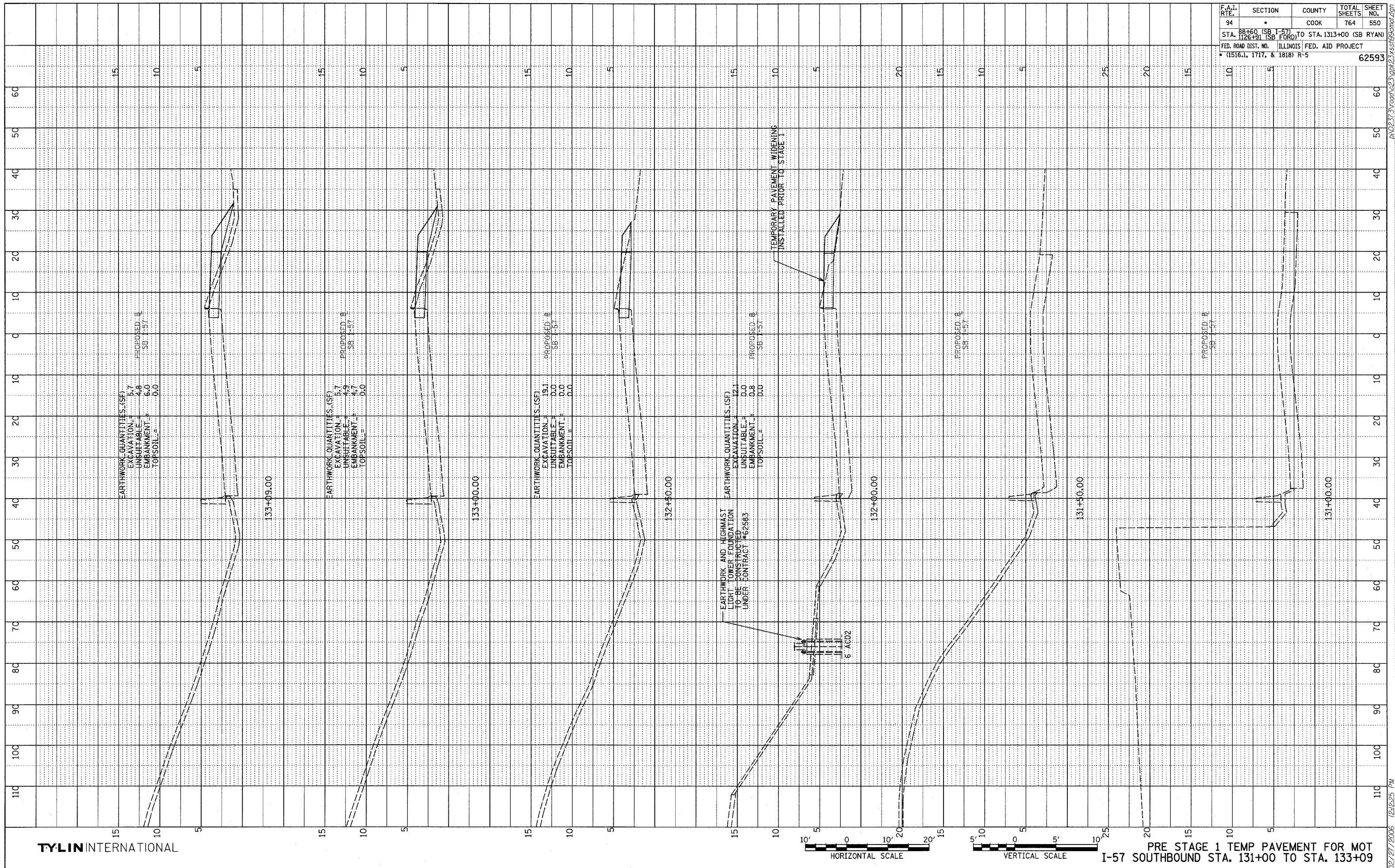
SCALE: NONE
 DATE 03/09/2004

DRAWN BY
 CHECKED BY
 TC-24

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	550
STA. 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* (1516.1, 1717, & 1818) R-5				
				62593

DATE	BY

PROFILE REVISIONS
 DATE
 BY
 NO. _____
 STRUCTURE NOTATION CHD
 NO. _____
 DATE
 BY



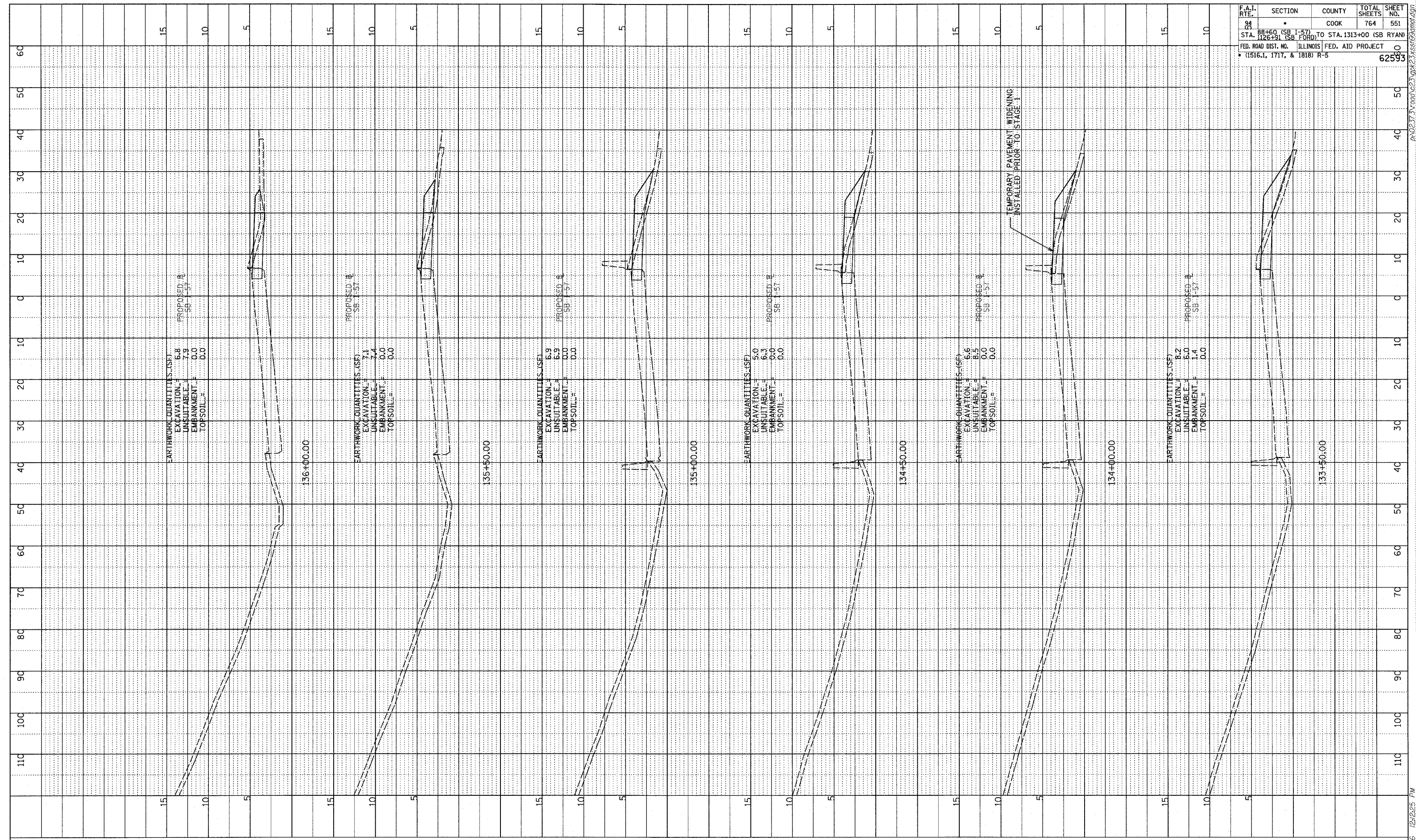
TYLIN INTERNATIONAL

PRE STAGE 1 TEMP PAVEMENT FOR MOT I-57 SOUTHBOUND STA. 131+00 TO STA. 133+09

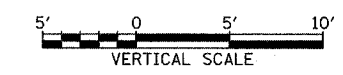
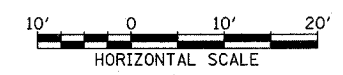
02/27/2006 12:25 PM
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PROFILE SHEET
 DATE: _____
 PLOTTED: _____
 NO. _____
 STRUCTURE: _____
 STATUS: _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB I-57) TO STA. 1126+31 (SB FORD)	COOK	764	551
	TO STA. 1313+00 (SB RYAN)			
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				0
• (1516.1, 1717, & 1818) R-5				62593



TYLIN INTERNATIONAL

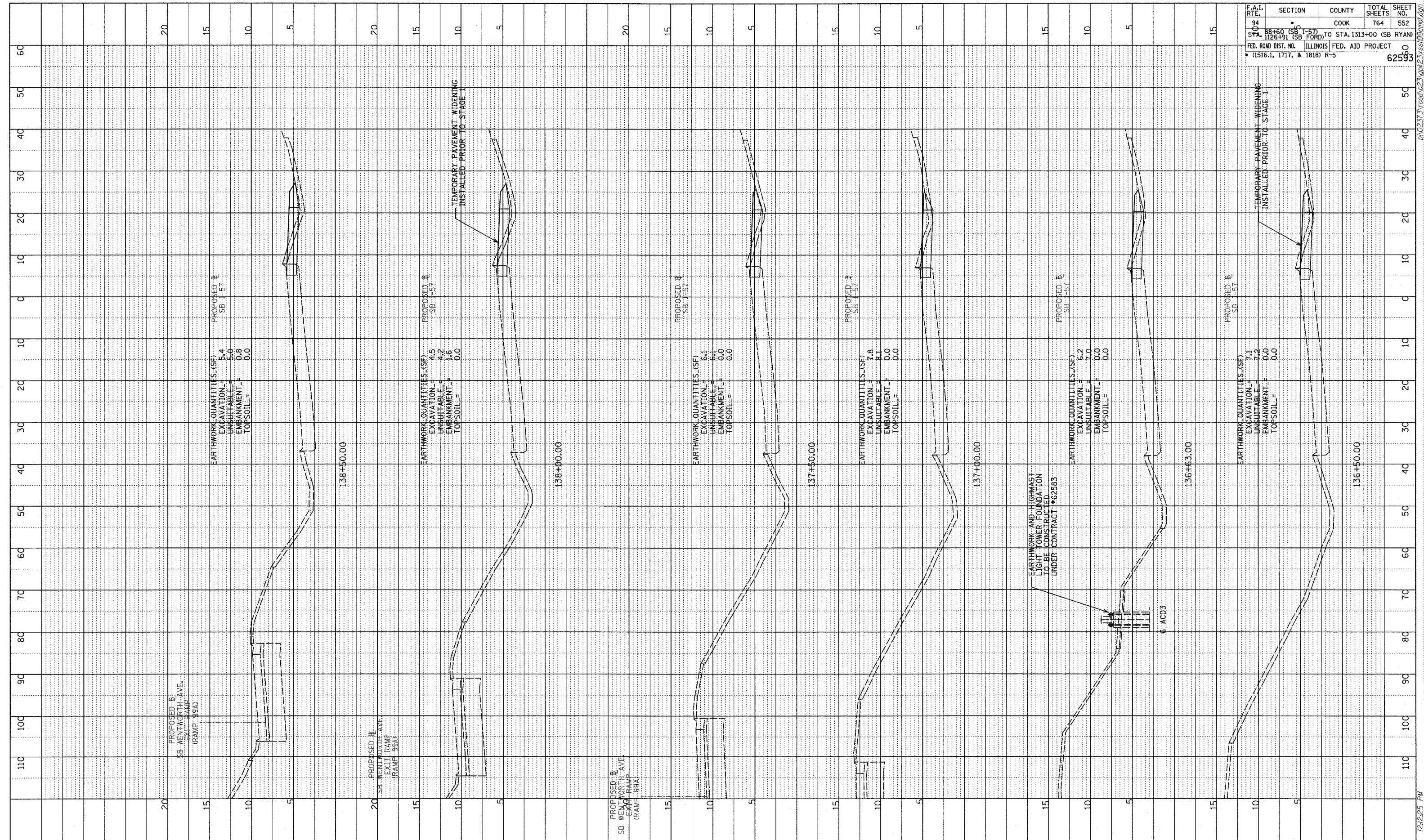


PRE STAGE 1 TEMP PAVEMENT FOR MOT I-57 SOUTHBOUND STA. 133+50 TO STA. 136+00

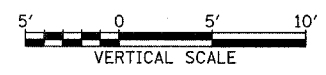
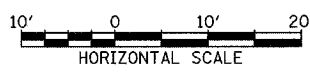
02/27/2006 12:25 PM

DATE	
BT	
REVISION	
DATE	
BY	
NO.	
DESCRIPTION	
STRUCTURE NOTATIONS CHKD	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB I-57) TO STA. 1313+00 (SB RYAN)	COOK	764	552
STA.	126+91 (SB FORD)			
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				62593
(1516.1, 1717, & 1818) R-5				



TYLINTERNATIONAL

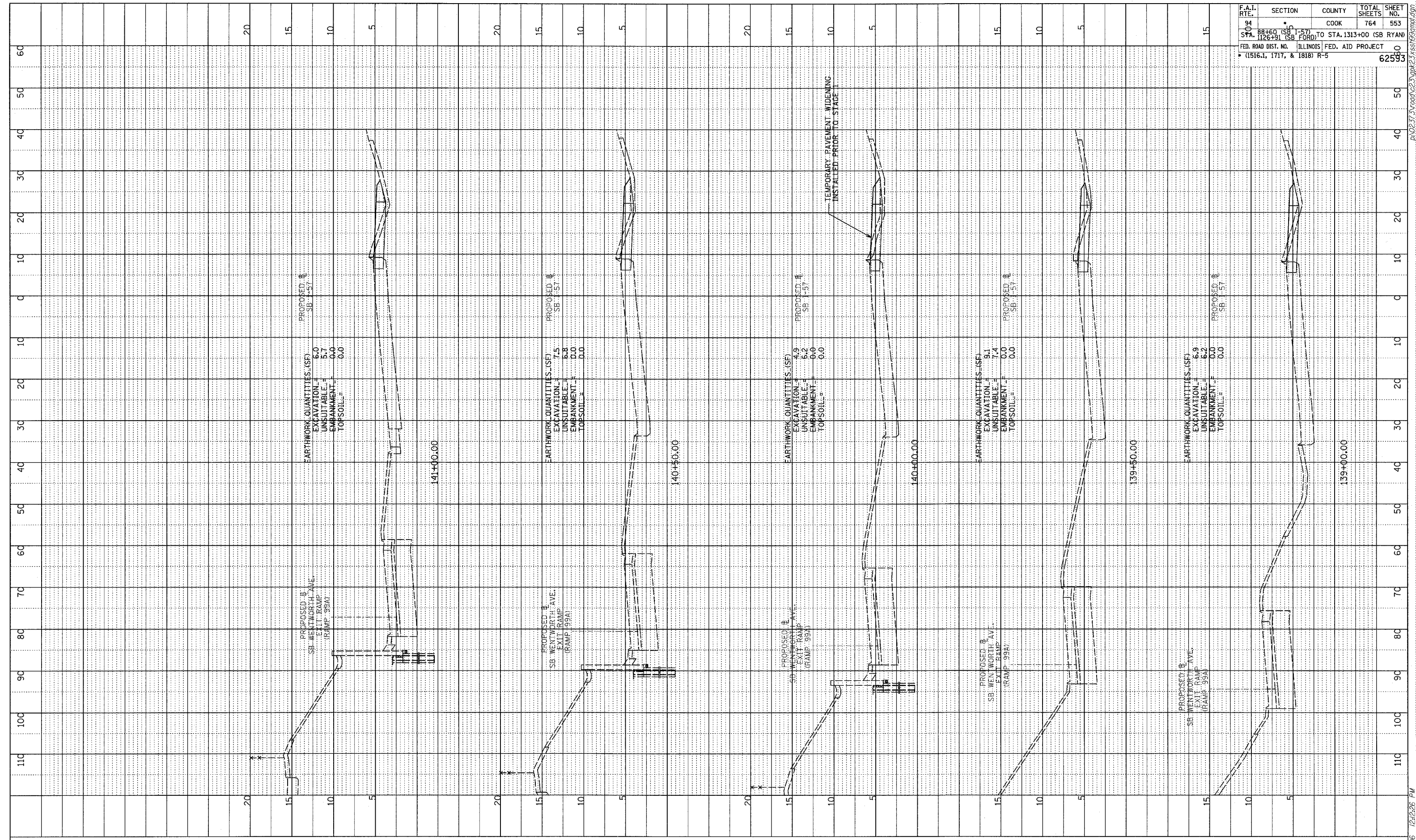


PRE STAGE 1 TEMP PAVEMENT FOR MOT I-57 SOUTHBOUND STA.136+50 TO STA. 138+50

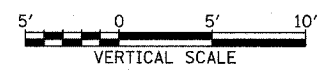
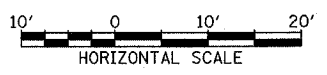
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB I-57) TO STA. 126+91 (SB FORD)	COOK	764	553
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
(1516.1, 1717, & 1818) R-5				
				62593



TYLINT INTERNATIONAL

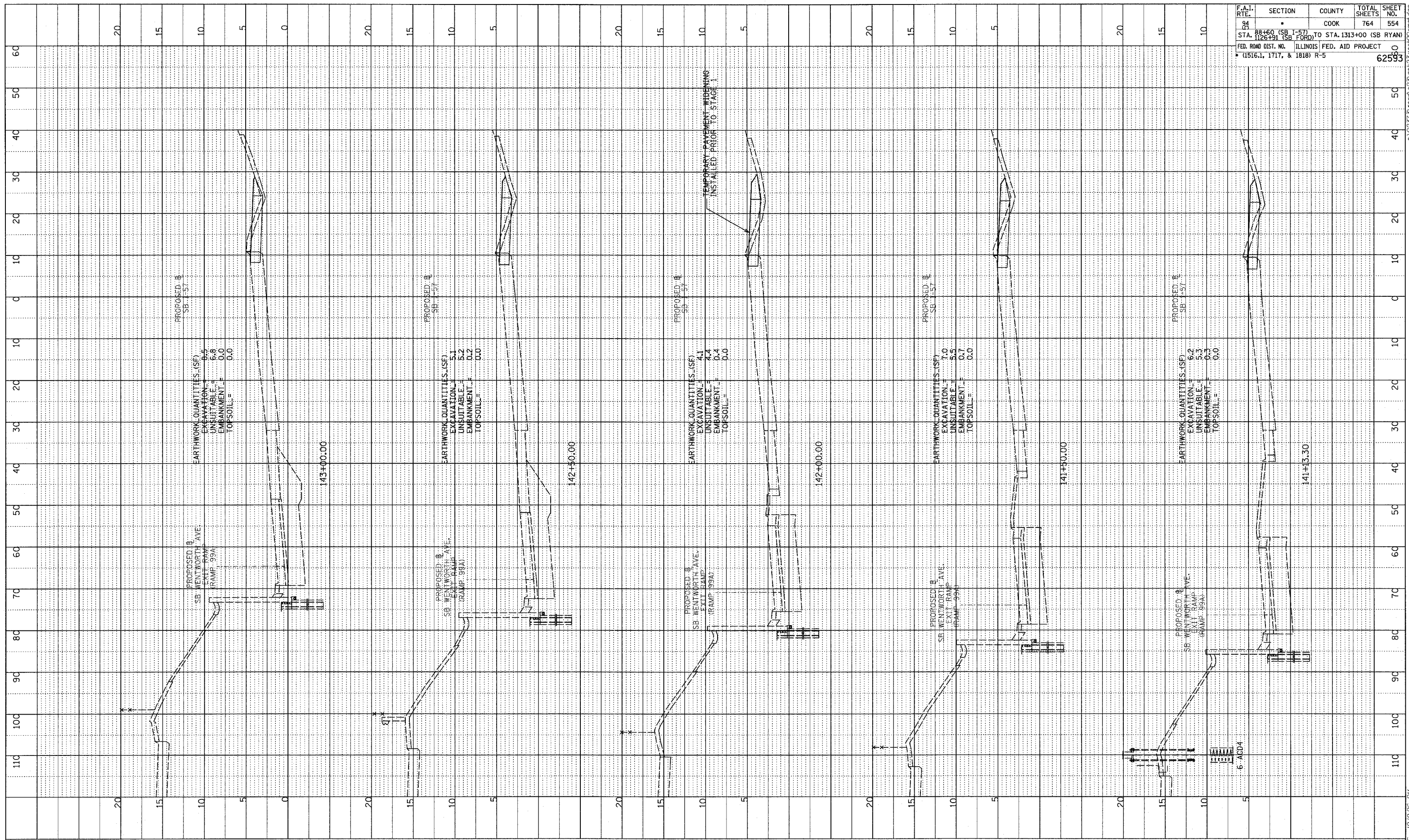


PRE STAGE 1 TEMP PAVEMENT FOR MOT I-57 SOUTHBOUND STA. 139+00 TO STA. 141+00

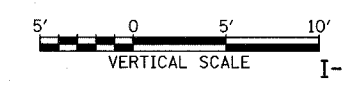
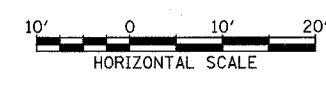
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PROFILE DRAWN BY: _____ DATE: _____
 CHECKED BY: _____
 NOTE BOOK NO. _____
 SIGNATURE NOTATION CHKD: _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB I-57) TO STA. 1313+00 (SB RYAN)	COOK	764	554
STA. 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN) FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT (1516.1, 1717, & 1818) R-5				
				62593



TYLIN INTERNATIONAL

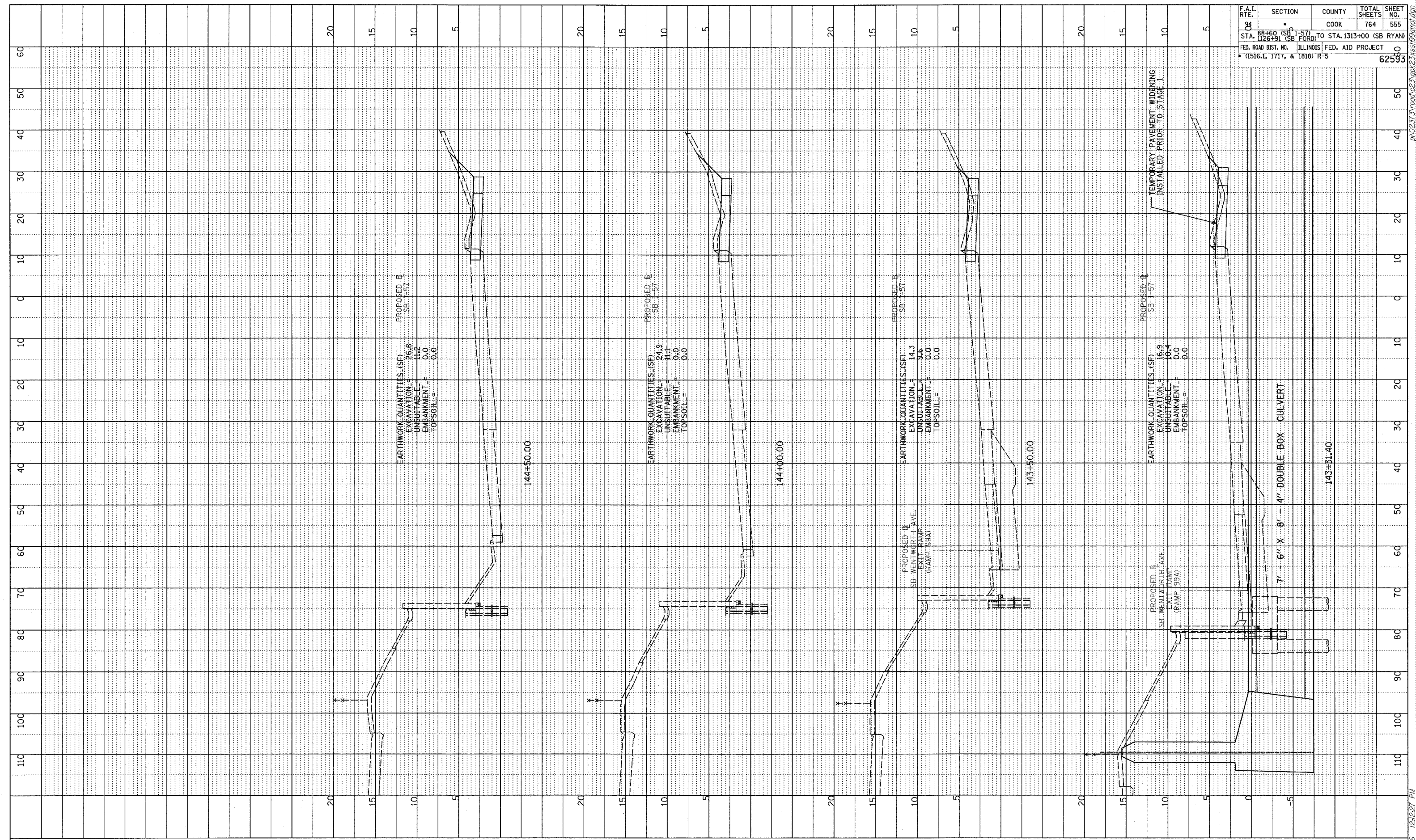


PRE STAGE 1 TEMP PAVEMENT FOR MOT I-57 SOUTHBOUND STA. 141+13.30 TO STA. 143+00

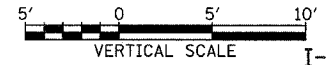
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PROFILE SUBMITTED: _____ DATE: _____
 PRINTED: _____
 NOTE BOOK: _____
 NO. _____ STRUCTURE NOTATION: _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
84	88+60 (SB) TO STA. 1313+00 (SB RYAN)	COOK	764	555
STA. 1126+91 (SB) TO STA. 1313+00 (SB RYAN)	ILLINOIS FED. AID PROJECT		62593	
(1516.1, 1717, & 1818) R-5				



TYLIN INTERNATIONAL

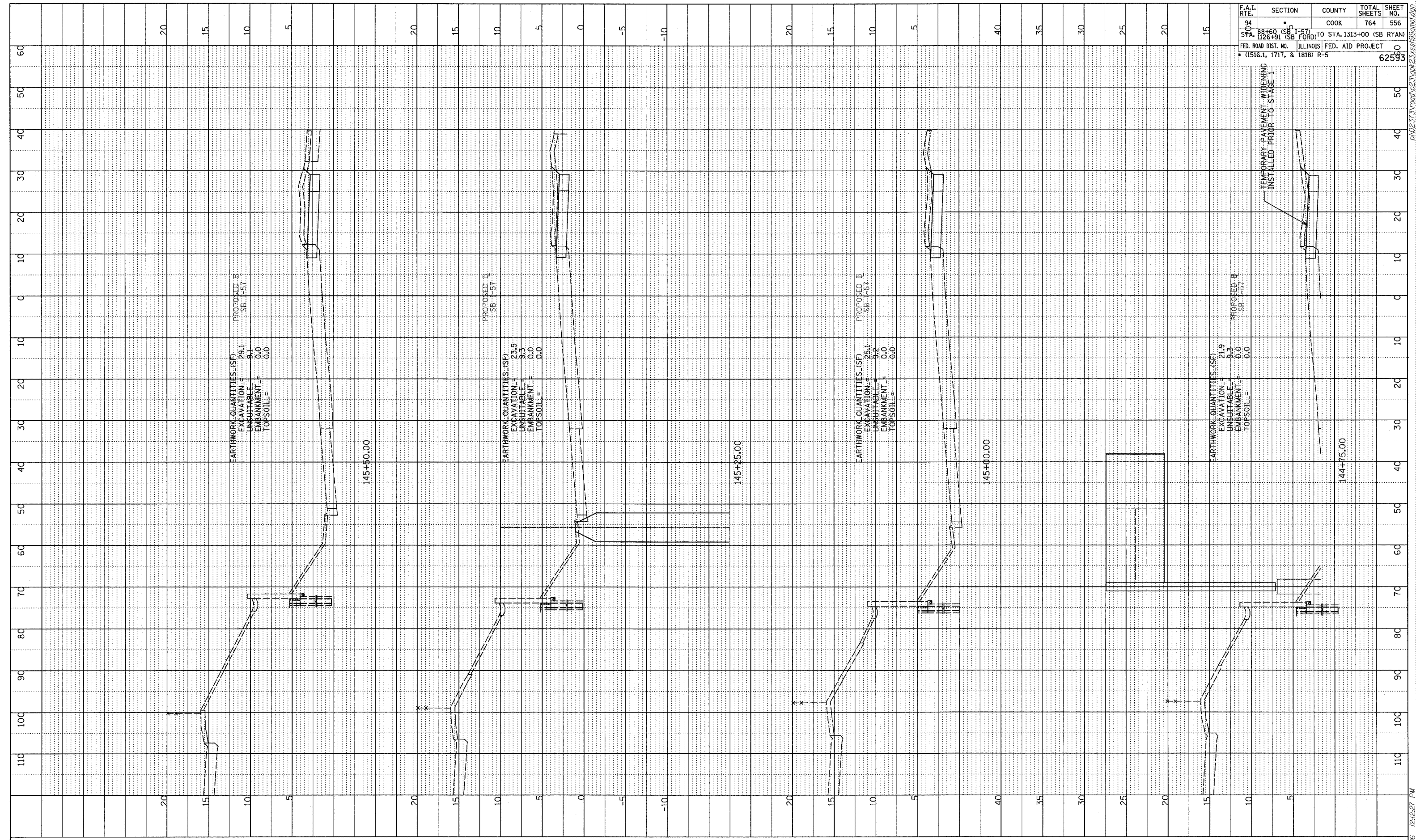


PRE STAGE 1 TEMP PAVEMENT FOR MOT I-57 SOUTHBOUND STA. 143+31.40 TO STA. 144+50

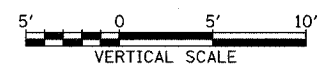
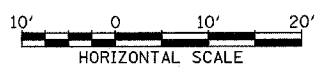
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 CHECKED BY: []
 DATE: []
 NO. []
 STRUCTURE NOTATION: []

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB I-57) TO STA. 126+91 (SB FORD)	COOK	764	556
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				62593
(1516.1, 1717, & 1818) R-5				



TYLIN INTERNATIONAL

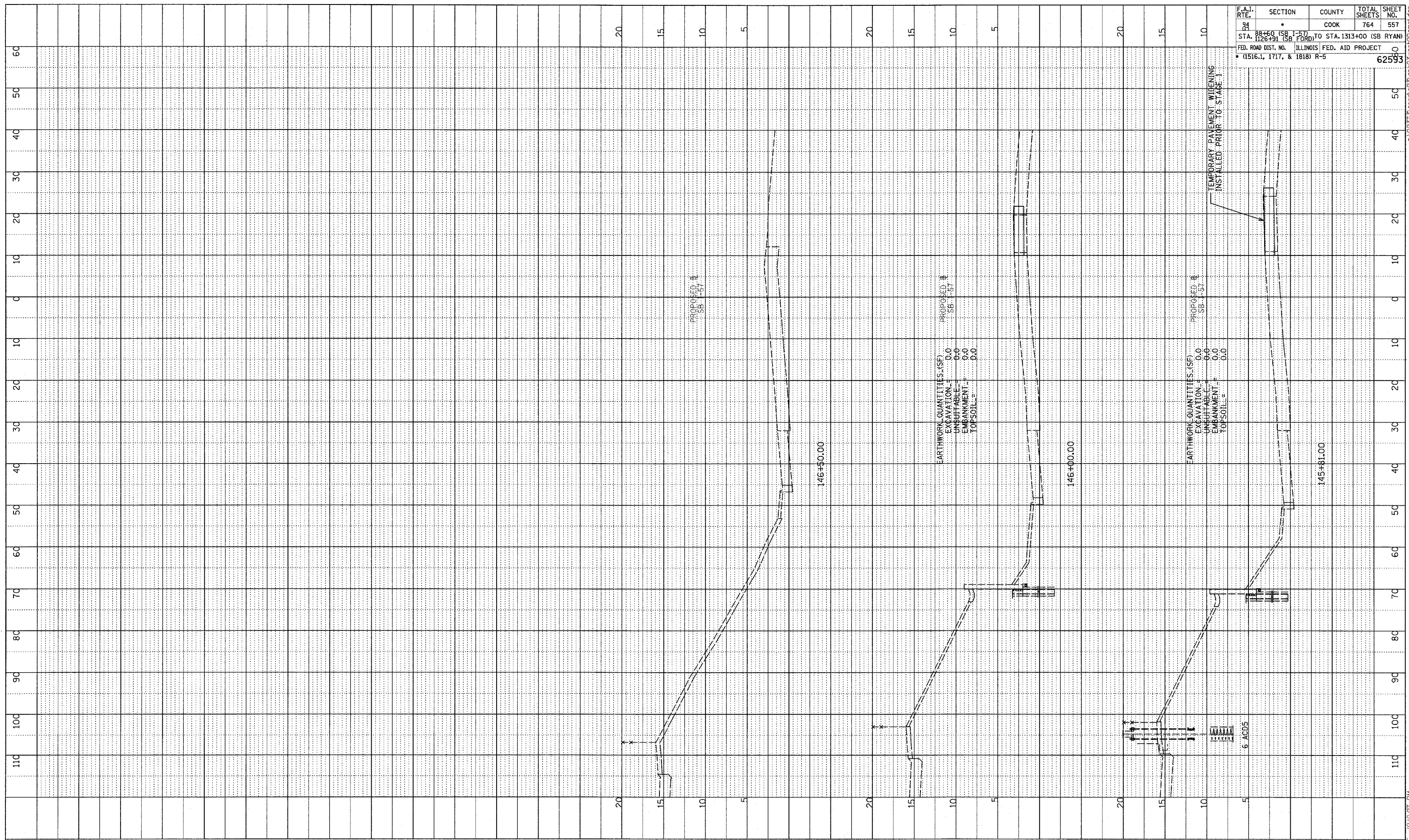


IPRE STAGE 1 TEMP PAVEMENT FOR MOT
 I-57 SOUTHBOUND STA. 144+75 TO STA. 145+50

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PROFILE
 SURVEYED BY _____ DATE _____
 GRADES CHECKED BY _____
 NOTE BOOK NO. _____
 STRUCTURE NOTATIONS CHKD BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	SB 1-57	COOK	764	557
STA. 125+91 (SB FORD) TO STA. 1313+00 (SB RYAN) FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT (1516.1, 1717, & 1818) R-5				
				62593



PROPOSED SB 1-57

PROPOSED SB 1-57

PROPOSED SB 1-57

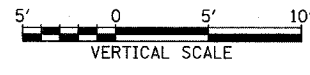
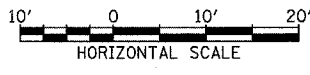
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 UNSUITABLE = 0.0
 EMBANKMENT = 0.0
 TOPSOIL = 0.0

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 0.0
 UNSUITABLE = 0.0
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 TOPSOIL = 0.0

6 AGD5

TEMPORARY PAVEMENT WIDENING
INSTALLED PRIOR TO STAGE 1

TYLIN INTERNATIONAL

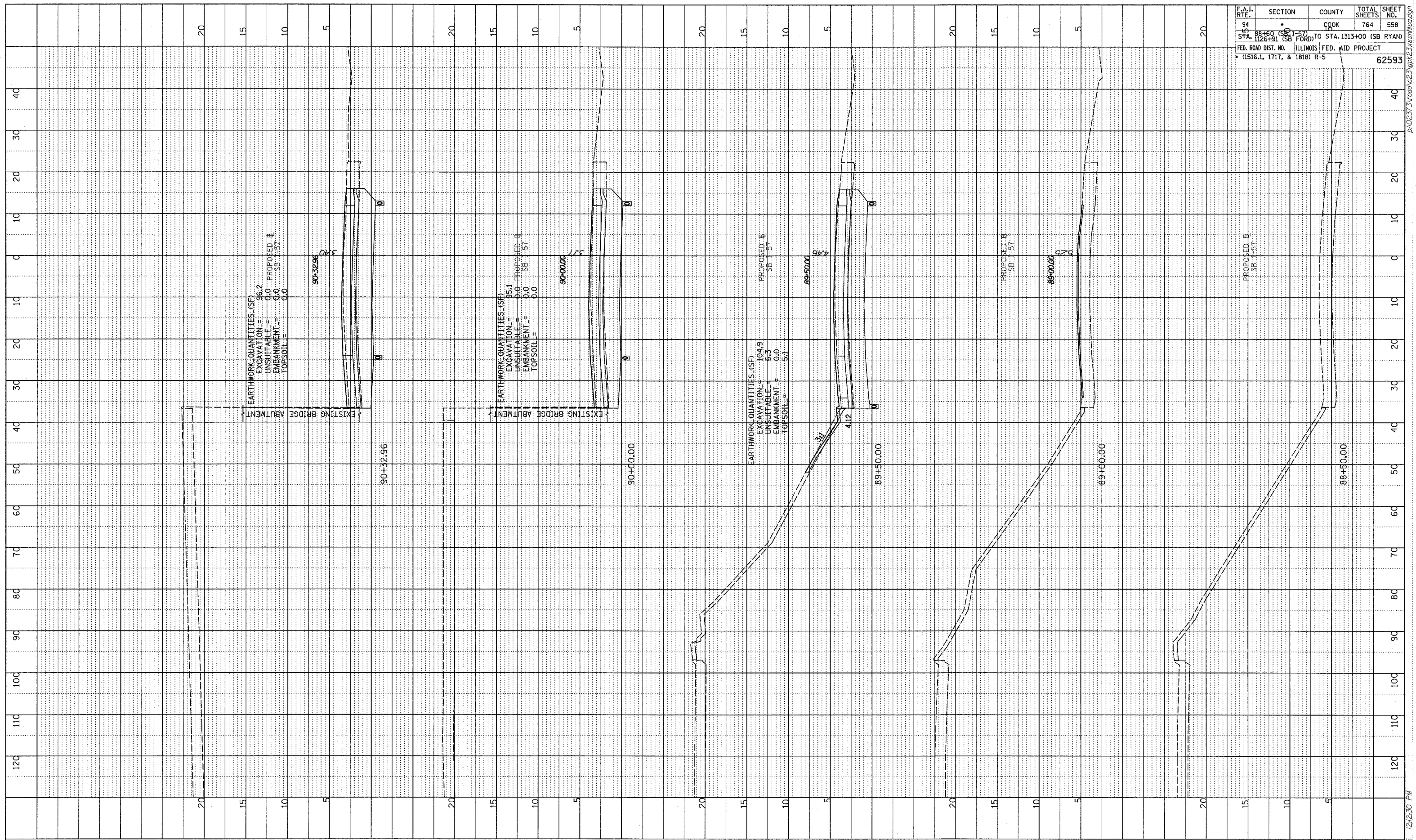


PRE STAGE 1 TEMP PAVEMENT FOR MOT I-57 SOUTHBOUND STA. 145+81 TO STA. 146+50

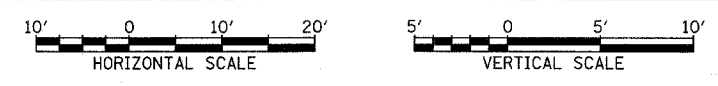
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PROFILE DRAWN BY: _____ DATE: _____
 GRADES CHECKED BY: _____
 NOTE BOOK NO. _____
 STRUCTURE NOTATION CHKD BY: _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	SB 1-57	COOK	764	558
STA. 88+50 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* (1516.1, 1717, & 1818) R-5				
				62593



TYLIN INTERNATIONAL

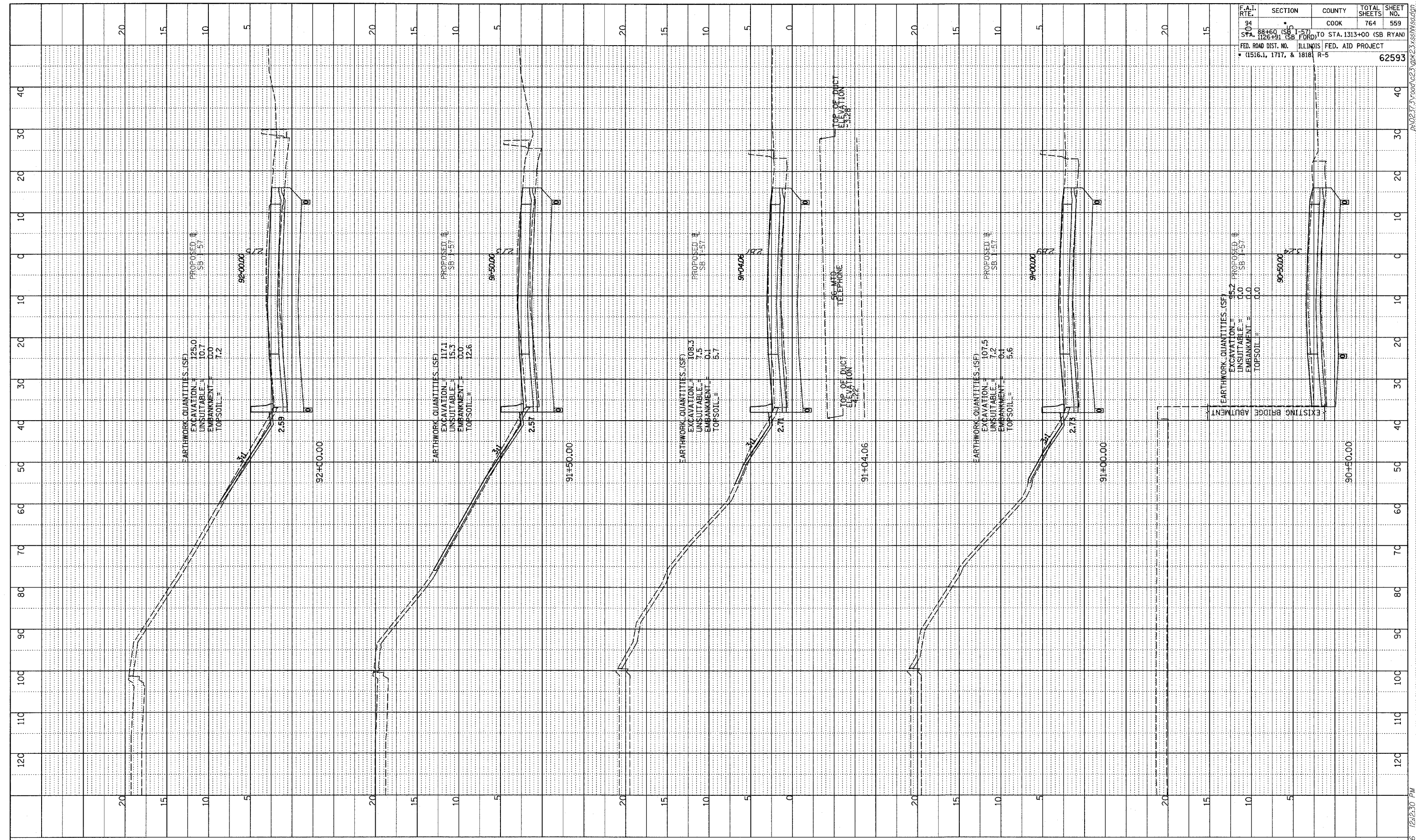


I-57 SOUTHBOUND
 STA. 88+50 TO STA. 90+32.96

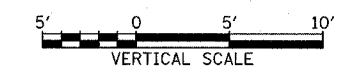
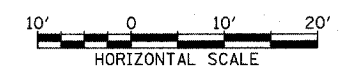
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PROFILE
 DATE: _____
 PLOTTED: _____
 NOTE BOOK: _____
 NO.: _____
 STRUCTURE NOTATION: CHRD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB I-57) TO STA. 1126+31 (SB FORD)	COOK	764	559
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
(1516.1, 1717, & 1818) R-5				62593



TYLIN INTERNATIONAL

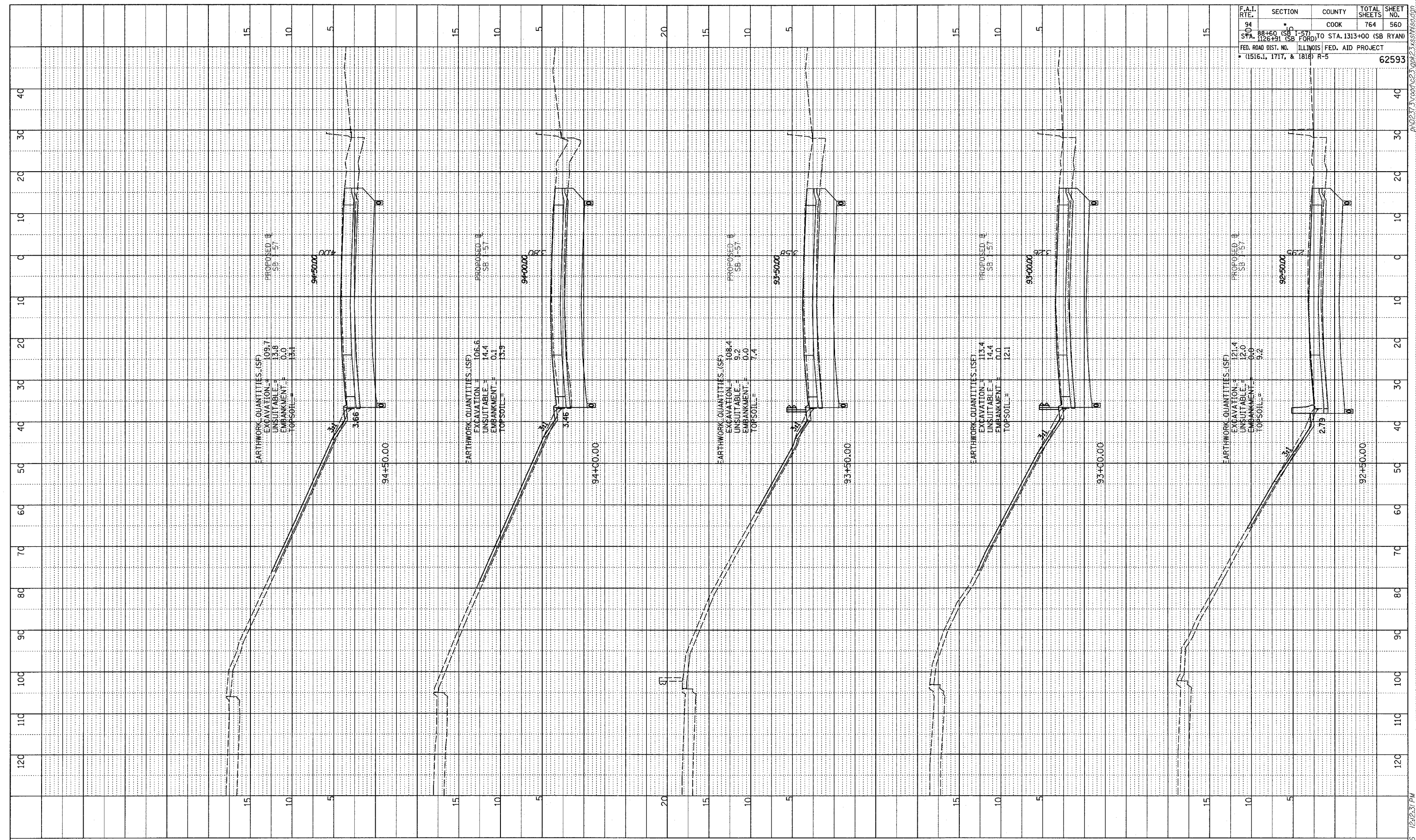


I-57 SOUTHBOUND
STA. 90+50 TO STA. 92+00

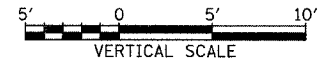
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PROFILE SURVEYED _____ DATE _____
 PLOTTED _____
 NOTE BOOK _____
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 NO. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+50 (SB I-57) TO STA. 1313+00 (SB RYAN)	COOK	764	560
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT (1516.1, 1717, & 1818) R-5				62593



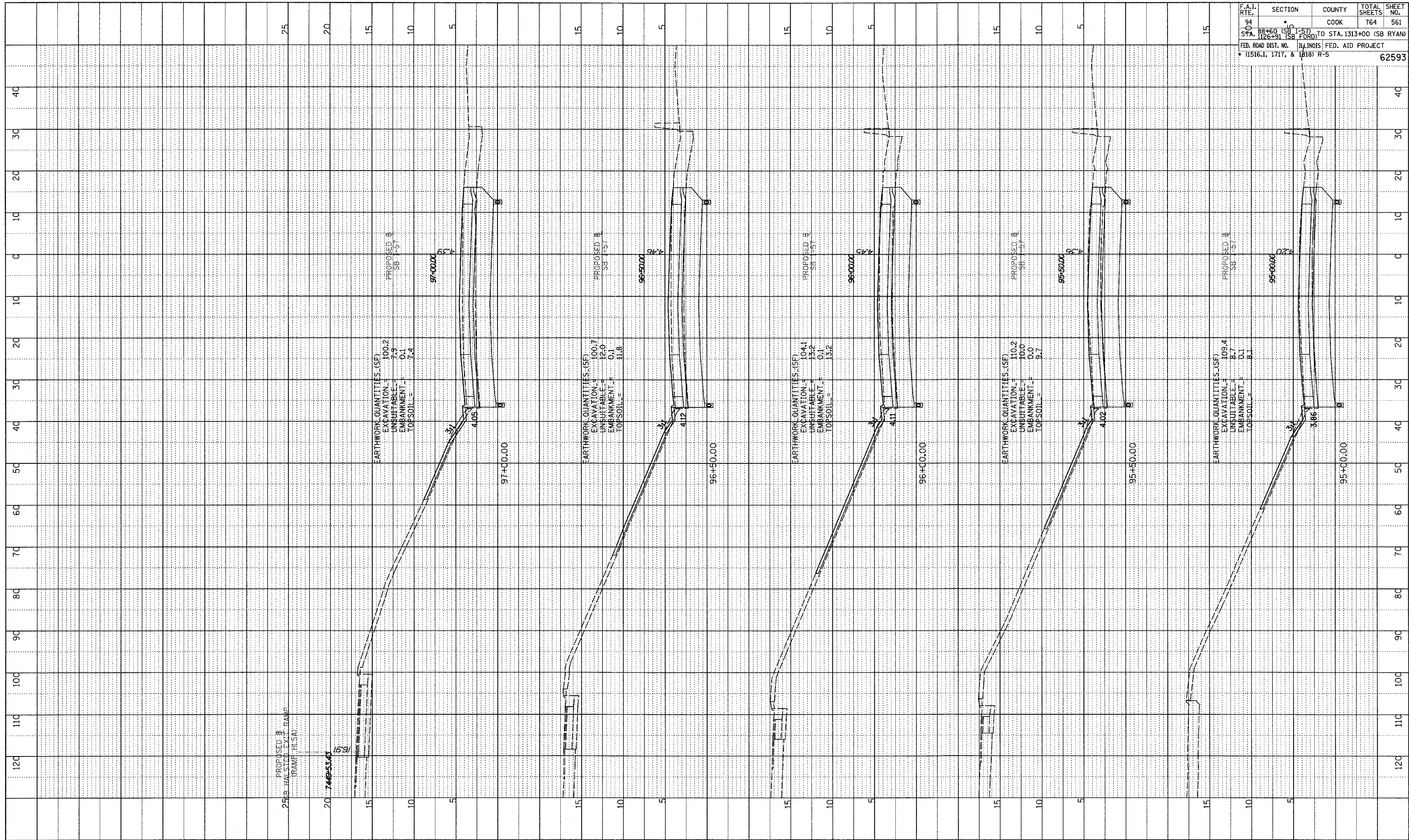
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I-57 SOUTHBOUND
 STA. 92+50 TO STA. 94+50

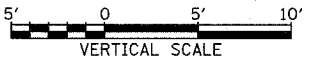
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PROFILE SUBMITTED BY: _____ DATE: _____
 PLOTTED BY: _____
 NOTE BOOK NO.: _____
 STRUCTURE NOTATION: CIRCO



F.A.I. RTE. NO. 94	SECTION 88+60 (SB) TO STA. 1126+91 (SB)	COUNTY COOK	TOTAL SHEETS 764	SHEET NO. 561
STA. 1126+91 (SB) TO STA. 1313+00 (SB RYAN)		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO. (1516.1, 1717, & 1818) R-5		62593		

TYLIN INTERNATIONAL

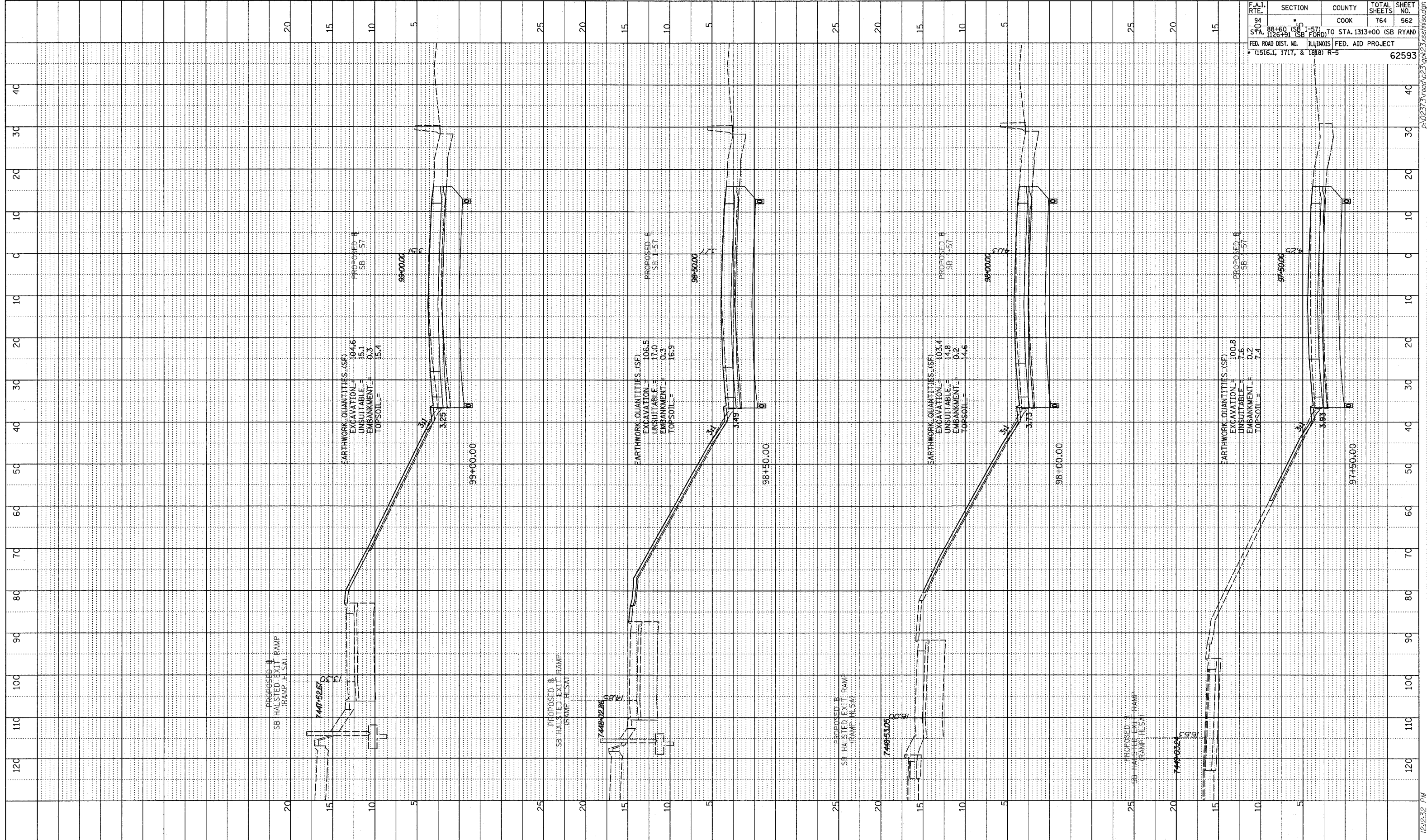


I-57 SOUTHBOUND
STA. 95+00 TO STA. 97+00

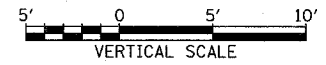
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PROFILE SUBMITTED BY DATE
 PLOTTED BY
 NOTE BOOK NO. CHECKED BY
 STRUCTURE NOTATIONS CIRCD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	SB I-57	COOK	764	562
STA. 88+60 (SB I-57) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1888) R-5				
62593				



TYLIN INTERNATIONAL

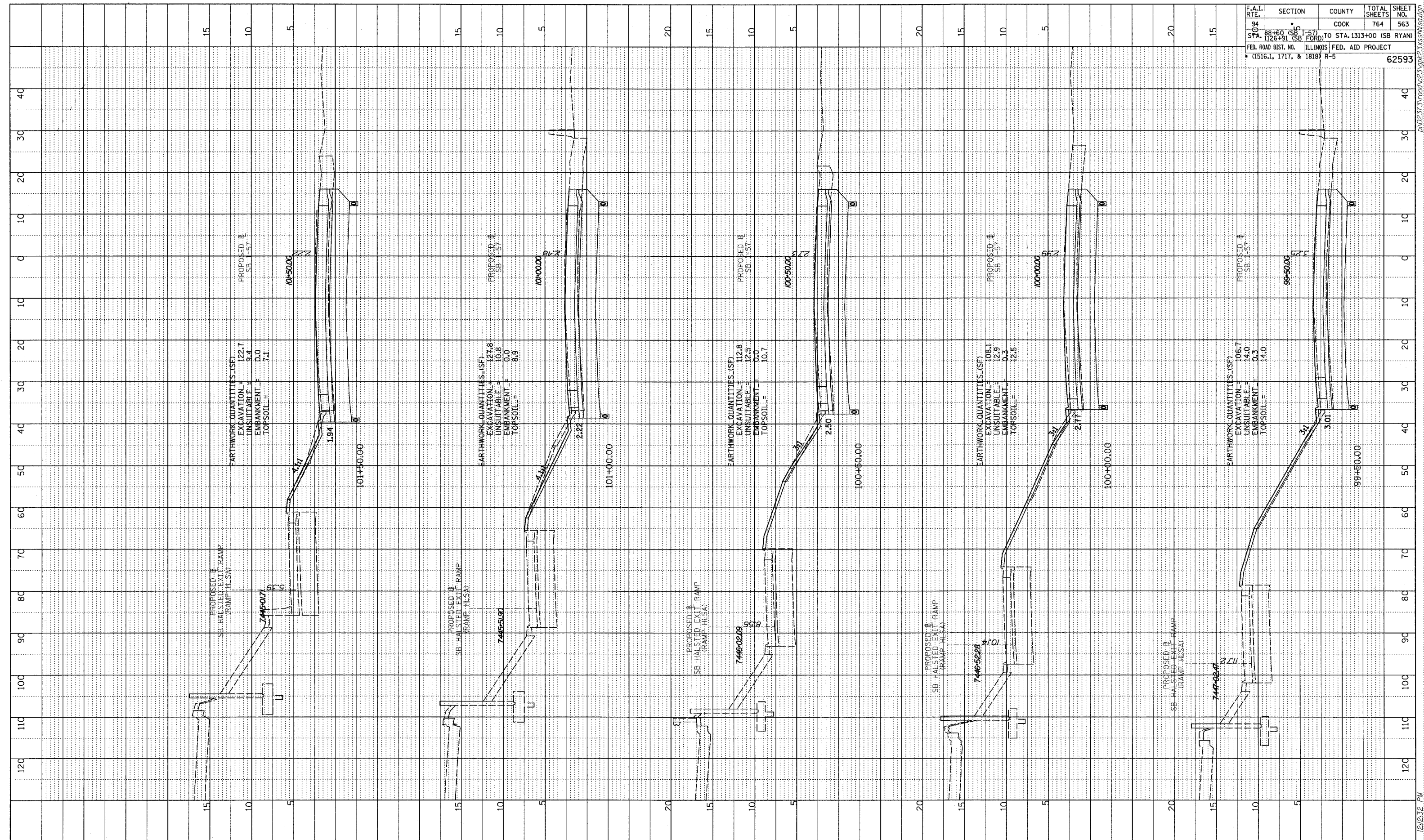


I-57 SOUTHBOUND
 STA. 97+50 TO STA. 99+00

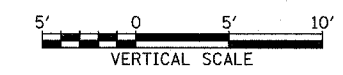
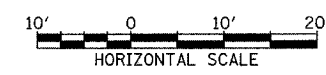
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PROFILE
 DATE: _____
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 CHECKED BY: _____
 PLOTTED: _____
 REVISIONS:
 NO. DESCRIPTION
 1. STRUCTURE NOTING DRWG

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB) TO STA. 1126+91 (SB FORD)	COOK	764	563
	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT (1516.1, 1717, & 1818) R-5			
				62593



TYLIN INTERNATIONAL

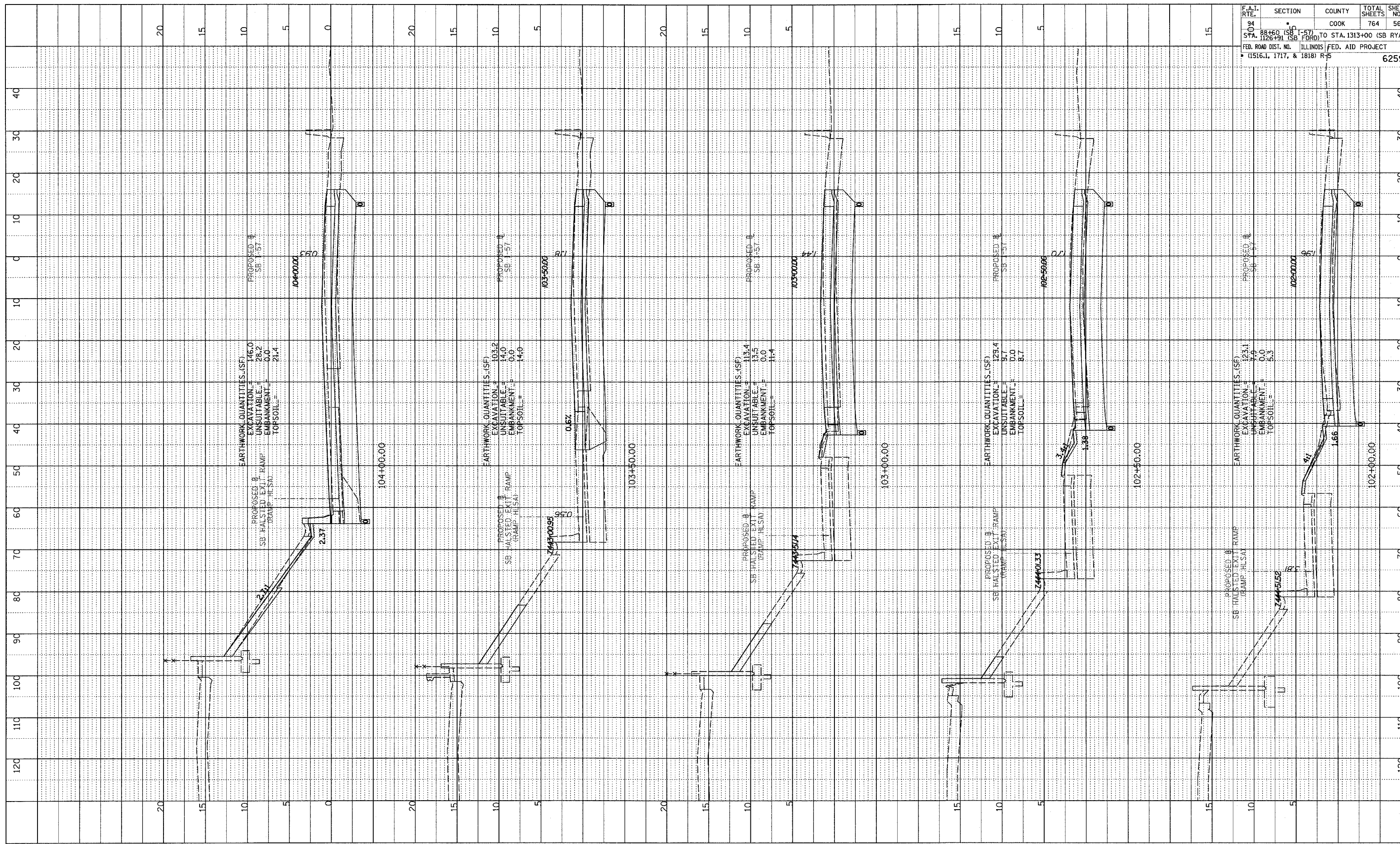


I-57 SOUTHBOUND
 STA. 99+50 TO STA. 101+50

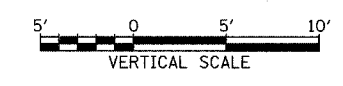
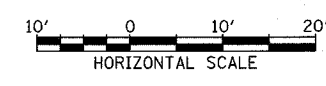
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PROFILE DRAWN BY: _____ DATE: _____
 CHECKED BY: _____
 NOTE BOOK NO. _____
 DRAWING NO. _____
 PROJECT NO. _____
 SHEET NO. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB) TO STA. 102+00 (SB)	COOK	764	564
	102+00 (SB) TO STA. 1313+00 (SB RYAN)			
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				62593
(1516.1, 1717, & 1818) R-5				



TYLIN INTERNATIONAL

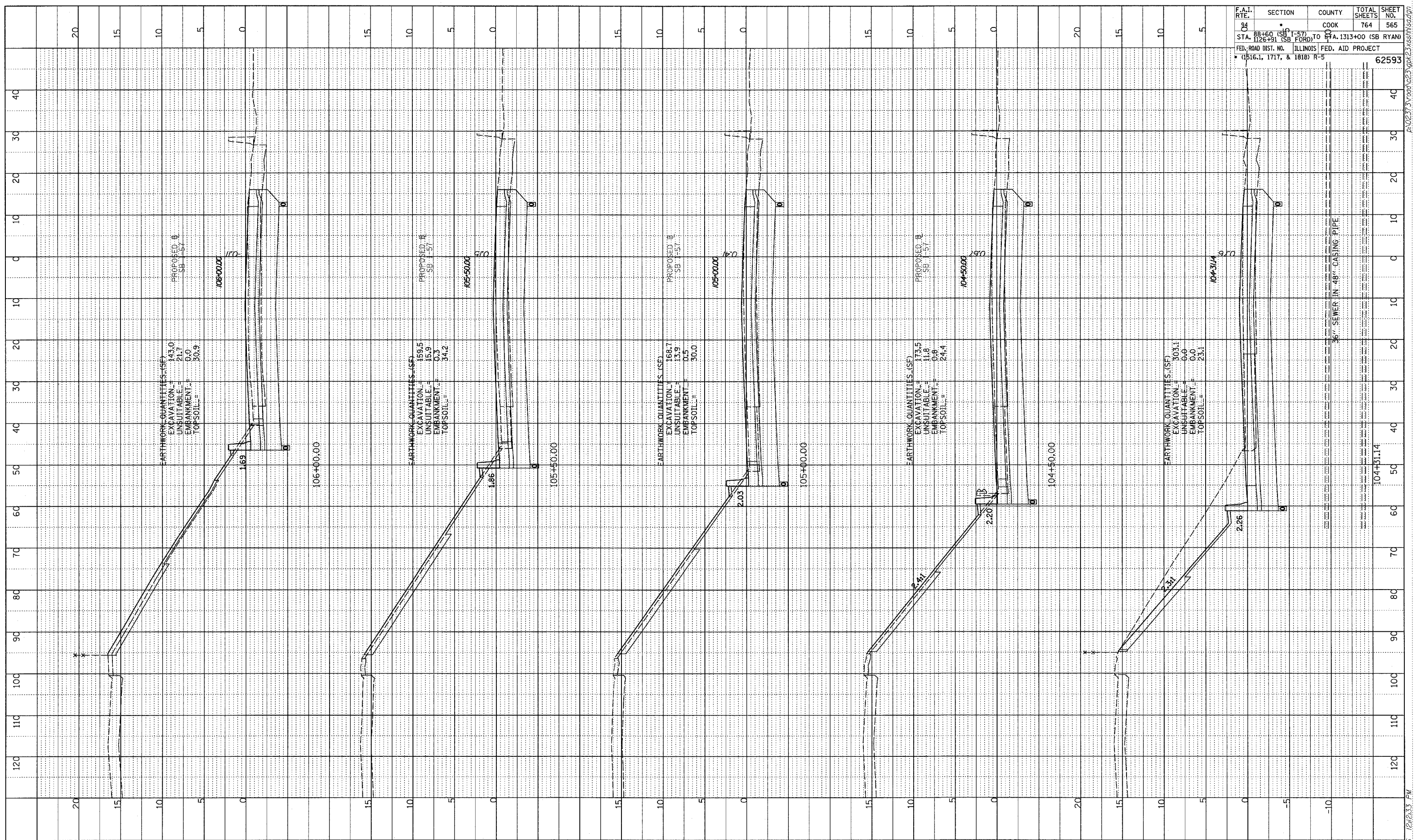


I-57 SOUTHBOUND
STA. 102+00 TO STA. 104+00

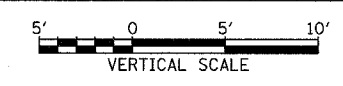
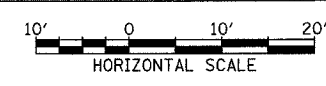
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 NOTE BOOK NO. _____
 GRADES CHECKED _____
 ELEVATIONS NOTED IN CHYD _____
 EARTHWORK QUANTITIES CHECKED _____
 EARTHWORK QUANTITIES CHECKED _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
84	1	COOK	764	565
STA. 1126+51 (SB FORD) TO STA. 1313+00 (SB RYAN)		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO. (1516.1, 1717, & 1818) R-5		62593		



TYLIN INTERNATIONAL

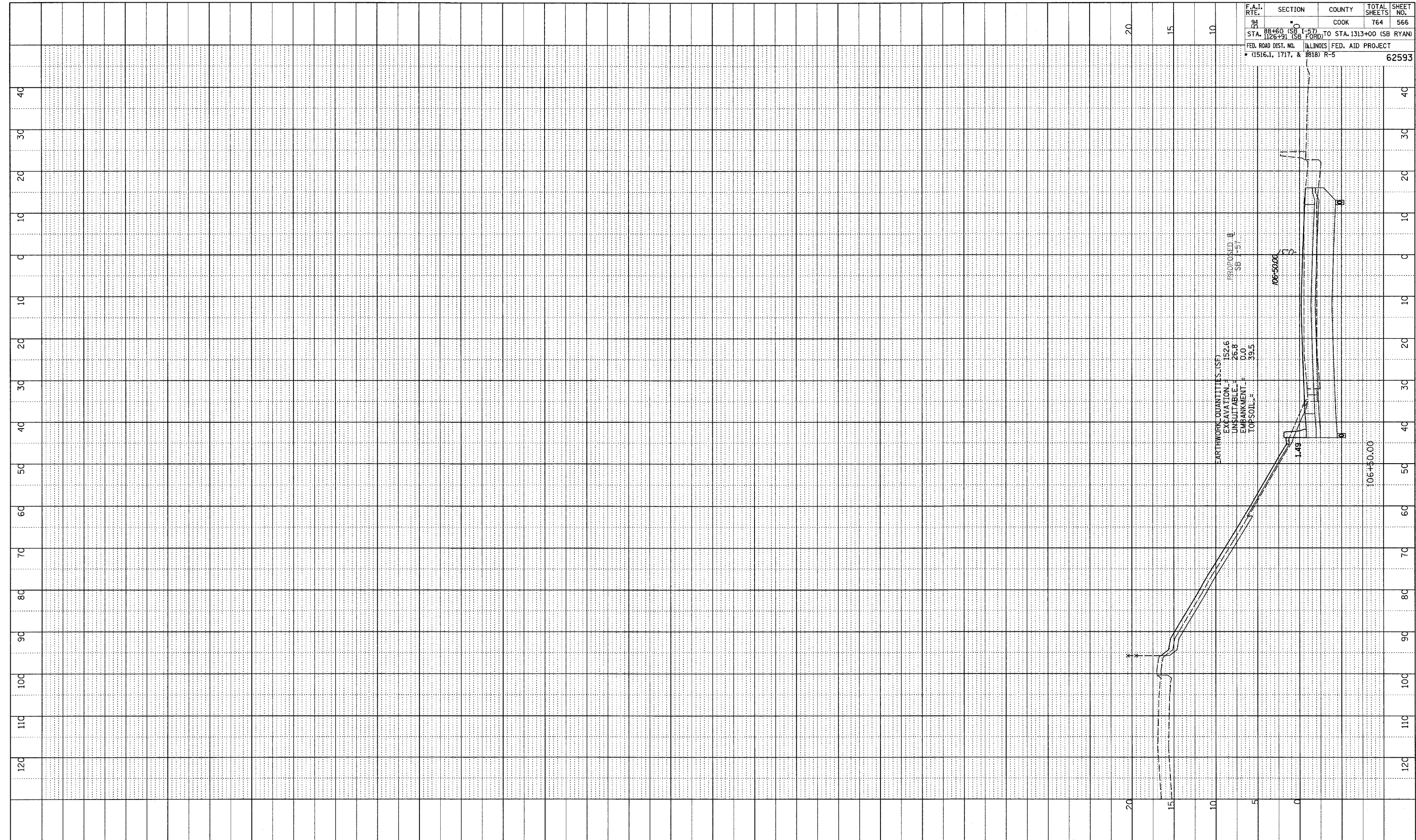


I-57 SOUTHBOUND
 STA. 104+31.14 TO STA. 106+00

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PROFILE	REVIEWED
	PLOTTED
	CHECKED
	DESIGNED
	STRUCTURE NOTATION
	CHRG
NOTE BOOK NO.	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	0	COOK	764	566
STA. 88+60 (SB I-57) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
(1516.1, 1717, & 1818) R-5				62593



TYLIN INTERNATIONAL

10' 0 10' 20'
HORIZONTAL SCALE

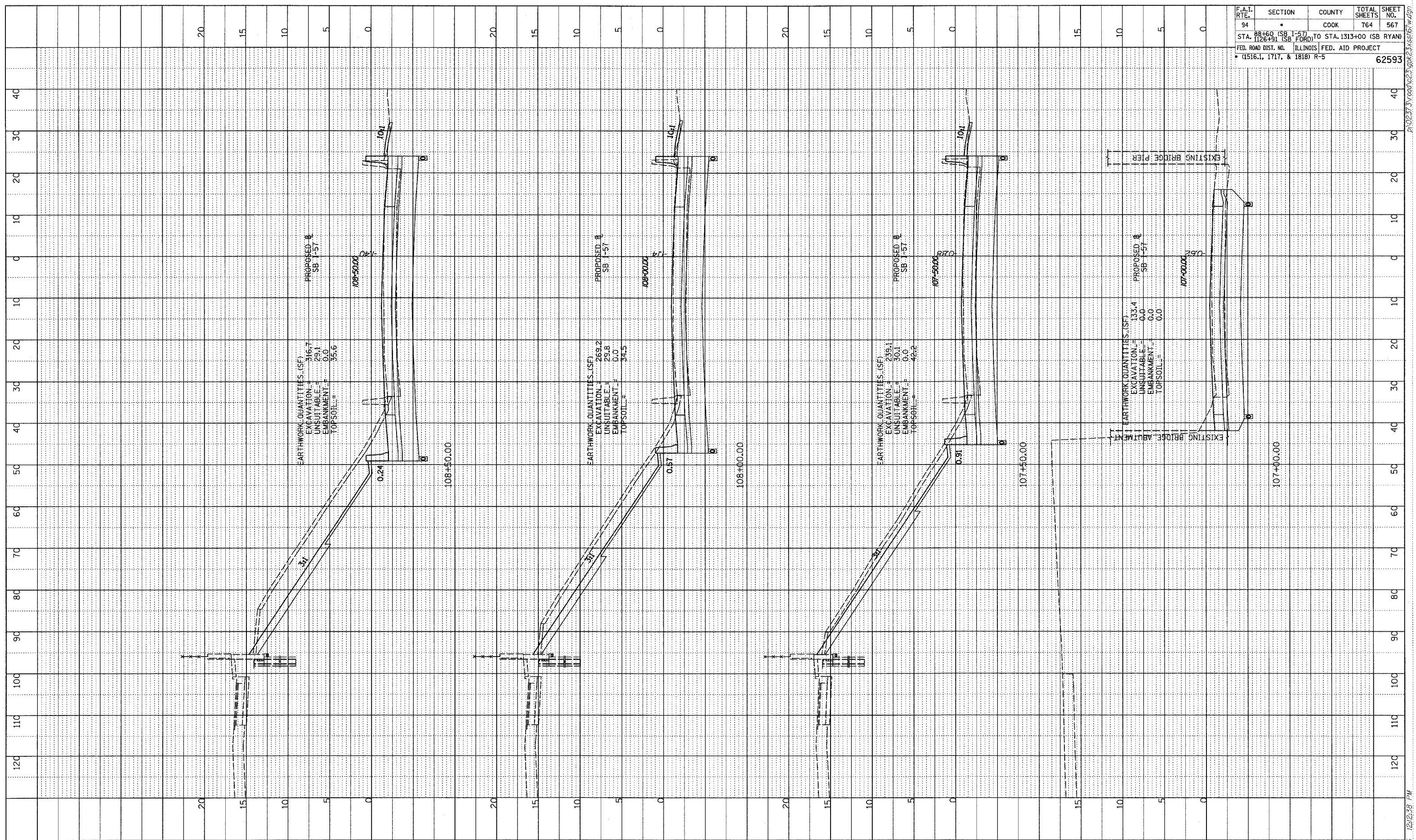
5' 0 5' 10'
VERTICAL SCALE

I-57 SOUTHBOUND
STA. 106+50 TO STA. 106+50

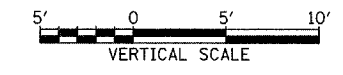
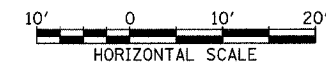
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PROFILE SUBMITTED BY: _____ DATE: _____
 GRADES CHECKED BY: _____
 NOTE BOOK NO. _____
 E.M. NO. _____
 EMBANKMENT NOTATION: _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94		COOK	764	567
STA. 107+50 (SB I-57) TO STA. 108+50 (SB I-57) STA. 107+50 (SB I-57) TO STA. 108+50 (SB I-57)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT • (1516.1, 1717, & 1818) R-5				
				62593



TYLIN INTERNATIONAL

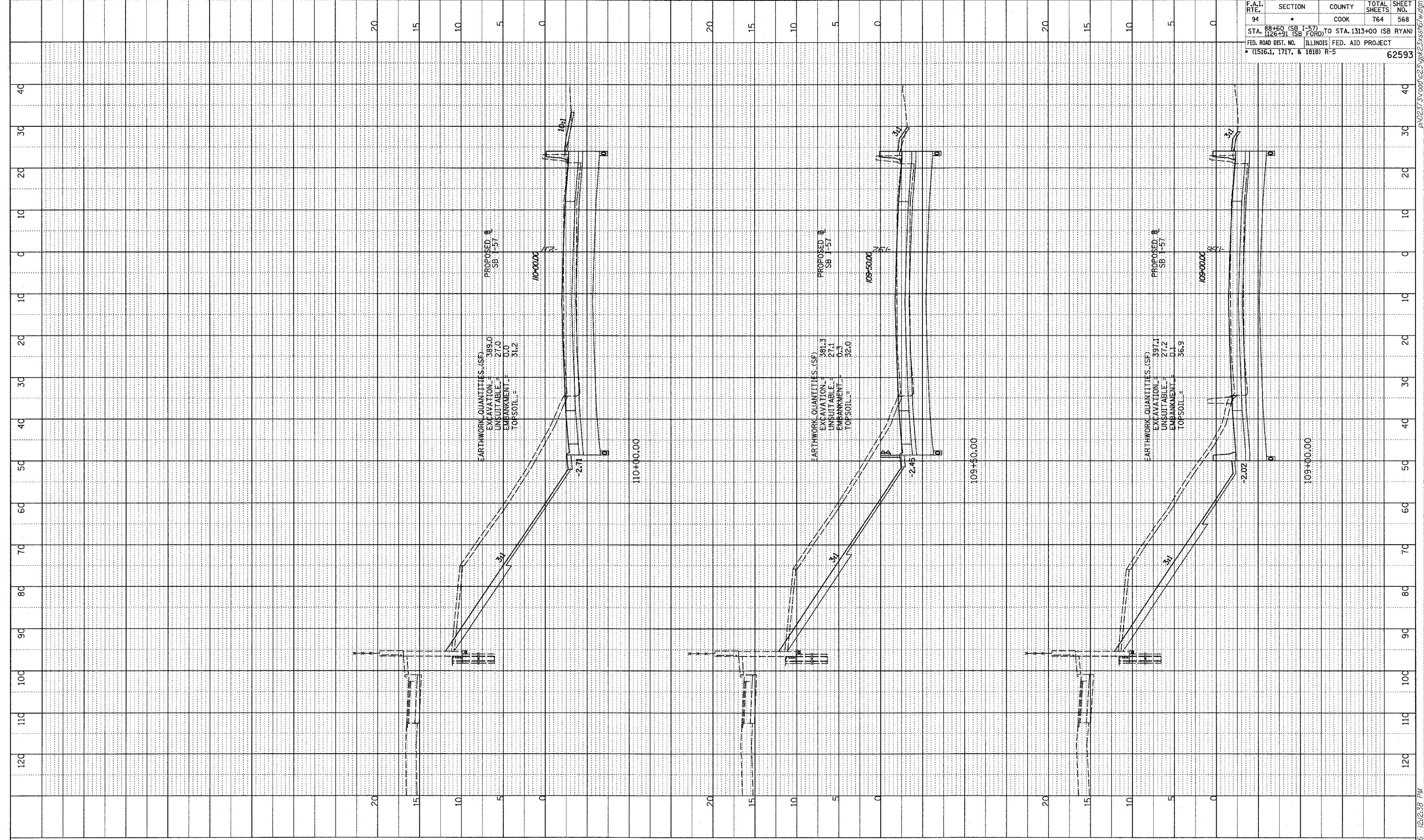


I-57 SOUTHBOUND
 STA. 107+00 TO STA. 108+50

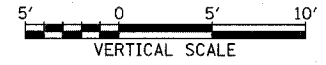
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	568
STA. 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* (1516.1, 1717, & 1818) R-5				
				62593

PROFILE SURVEYED _____ DATE _____
 PLOTTED _____
 INSTEAD OF _____
 NO. _____
 STRUCTURE NOTATION CIRCD



TYLIN INTERNATIONAL

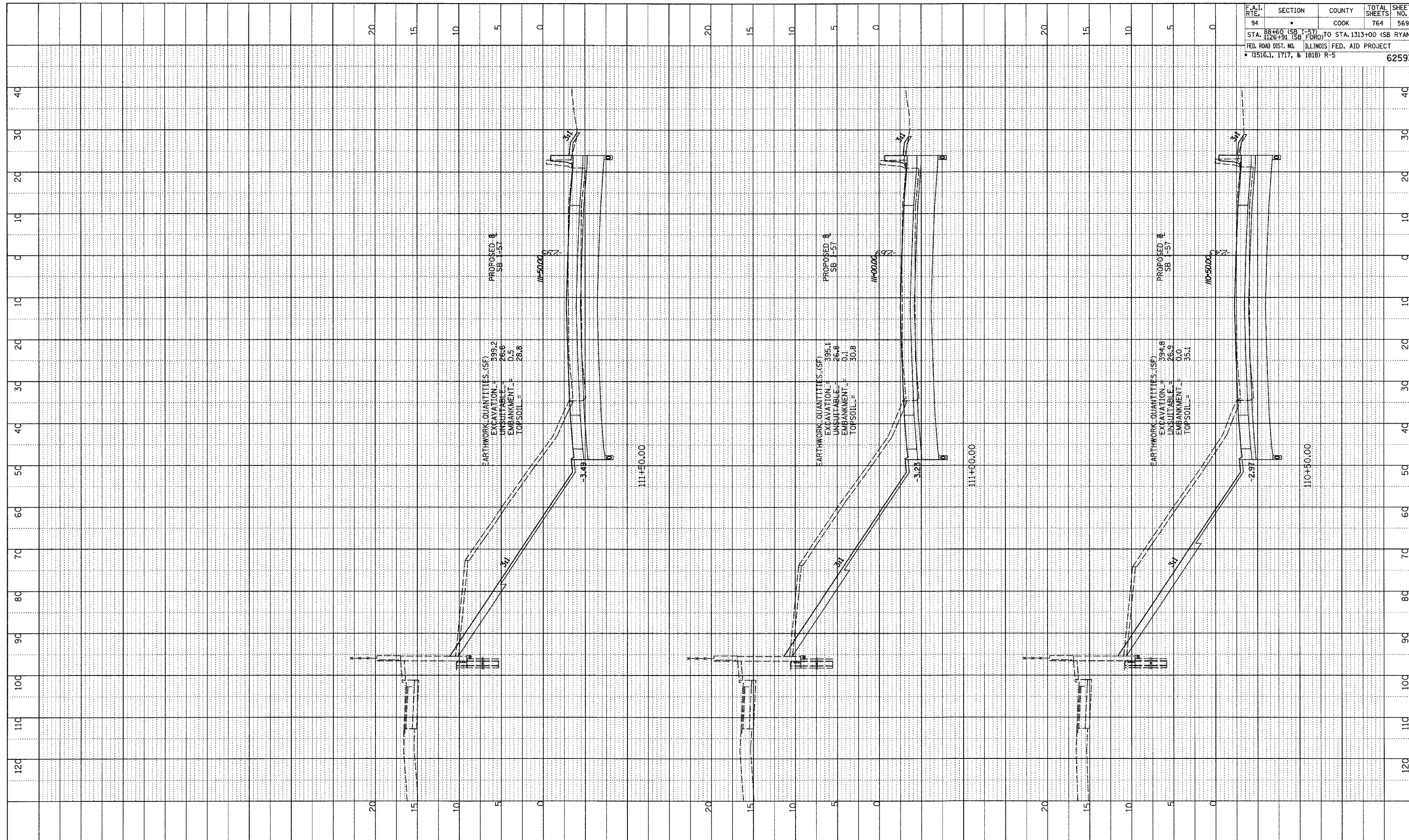


I-57 SOUTHBOUND
STA. 109+00 TO STA. 110+00

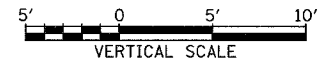
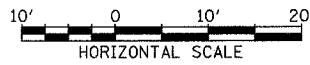
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PROFILE SURVEYED _____ DATE _____
 PLOTTED _____
 NOTE BOOK _____
 NO. _____
 STRUCTURE NOTATIONS CHFD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94		COOK	764	569
STA. 110+50 (SB I-57) TO STA. 111+00 (SB I-57) STA. 110+50 (SB I-57) TO STA. 1313+00 (SB RYAN) FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT * (1516.1, 1717, & 1818) R-5				
				62593



TYLIN INTERNATIONAL

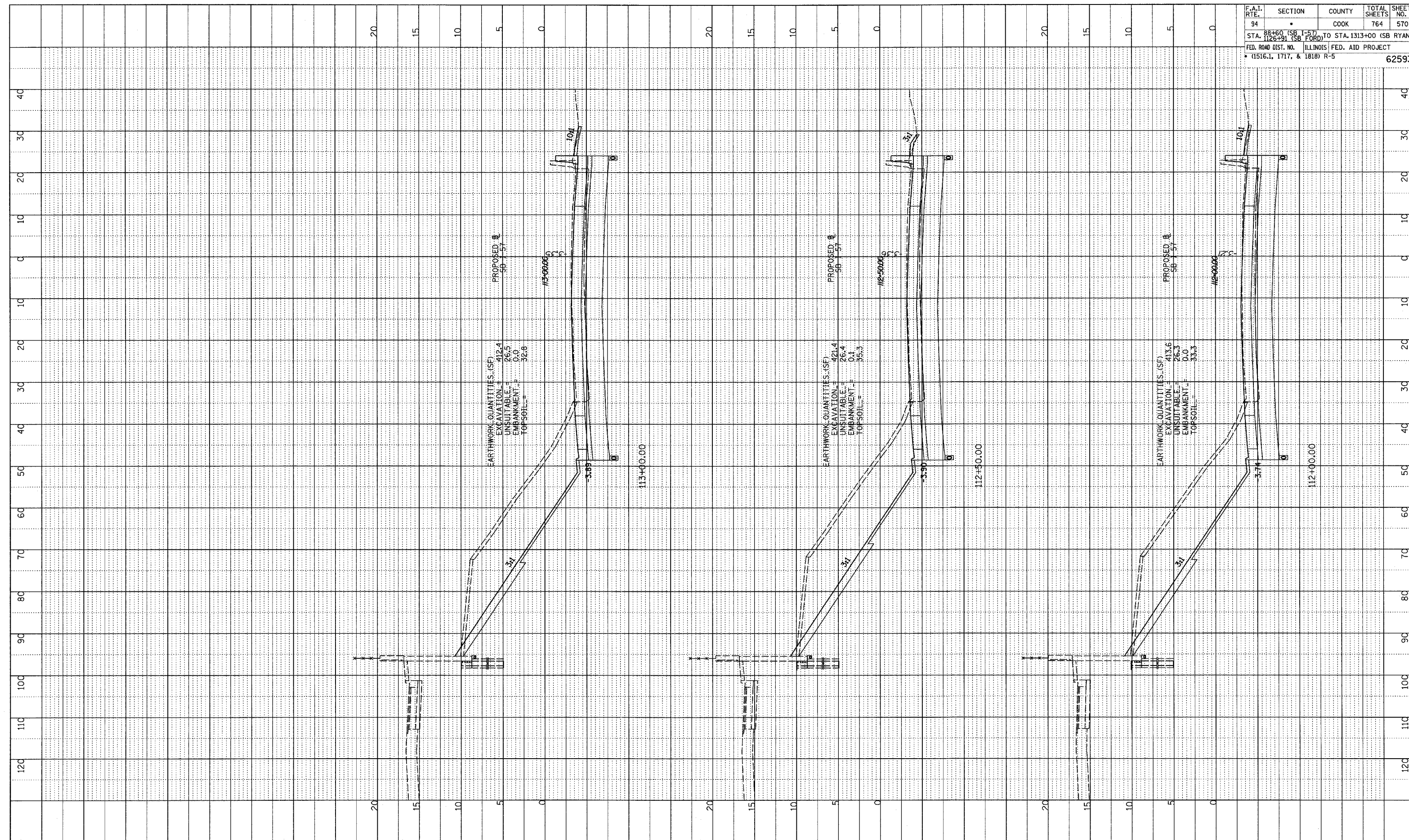


I-57 SOUTHBOUND
 STA. 110+50 TO STA. 111+50

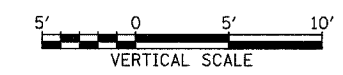
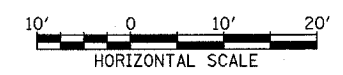
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PROFILE SURVEYED _____ DATE _____
 PLOTTED _____
 NOTE BOOK _____
 NO. _____
 STRUCTURE NOTATIONS CHRD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB I-57) TO STA. 1126+91 (SB FORD)	COOK	764	570
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				62593
• (1516.1, 1717, & 1818) R-5				



TYLIN INTERNATIONAL

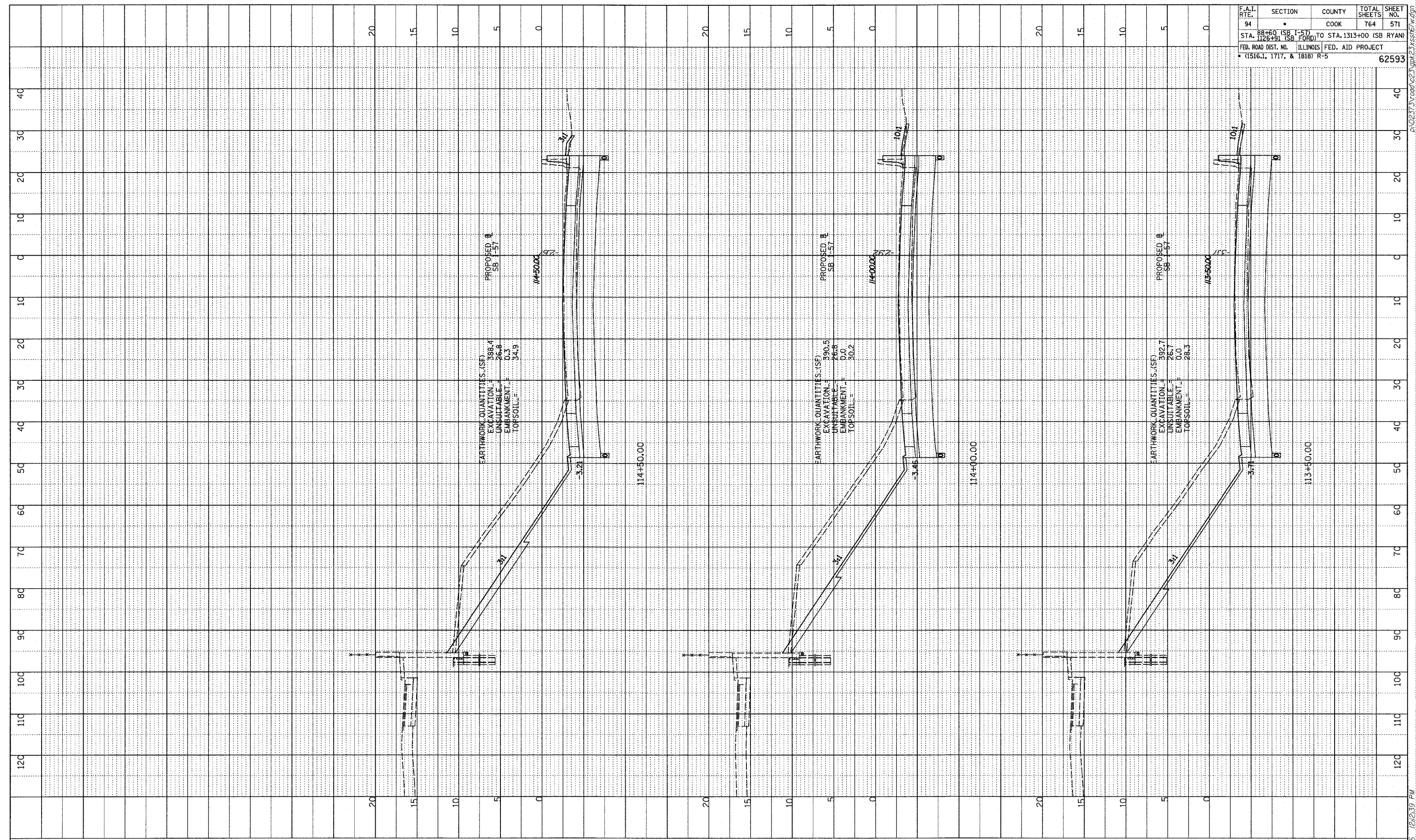


I-57 SOUTHBOUND
 STA. 112+00 TO STA. 113+00

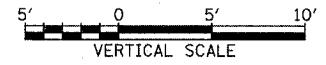
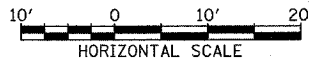
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB I-57) TO STA. 1126+91 (SB FORD)	COOK	764	571
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				62593
* (1516.1, 1717, & 1818) R-5				



TYLIN INTERNATIONAL

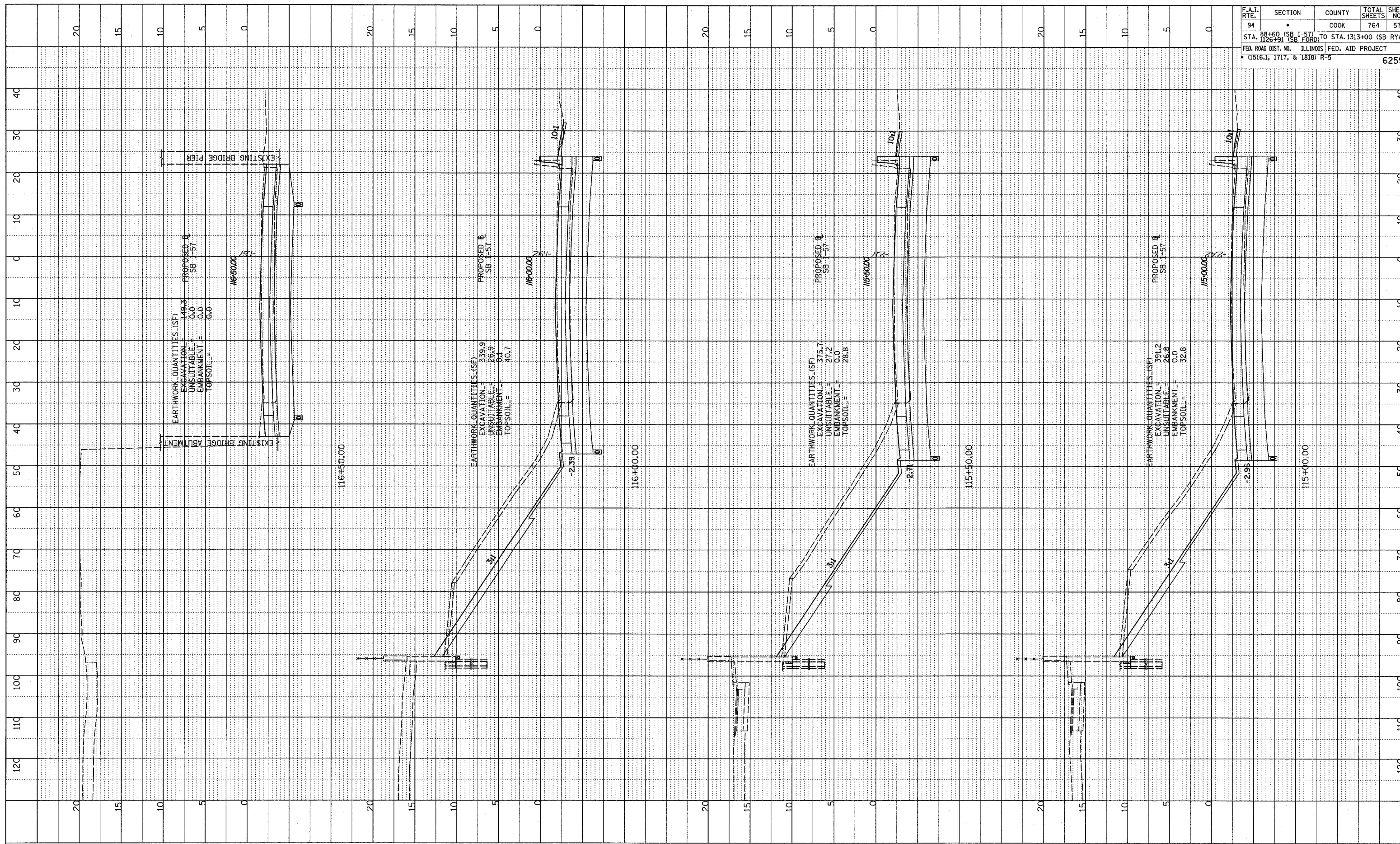


I-57 SOUTHBOUND
 STA. 113+50 TO STA. 114+50

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PROFILE SHEET
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94		COOK	764	572
STA. 88+60 (SB I-57) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-5				
				62593



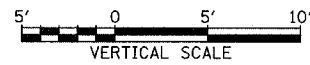
EARTHWORK QUANTITIES (SF)
 EXCAVATION = 149.3
 UNSUITABLE = 0.0
 EMBANKMENT = 0.0
 TOPSOIL = 0.0
 PROPOSED SB 1-57
 1/16-50.00
 EXISTING BRIDGE ABUTMENT
 EXISTING BRIDGE PIER

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 339.9
 UNSUITABLE = 26.9
 EMBANKMENT = 0.1
 TOPSOIL = 40.7
 PROPOSED SB 1-57
 1/16-00.00
 2.5:1
 10:1

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 375.7
 UNSUITABLE = 27.2
 EMBANKMENT = 0.0
 TOPSOIL = 28.8
 PROPOSED SB 1-57
 1/15-50.00
 3:1
 10:1

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 591.2
 UNSUITABLE = 26.8
 EMBANKMENT = 0.0
 TOPSOIL = 32.8
 PROPOSED SB 1-57
 1/15-00.00
 3:1
 10:1

TYLIN INTERNATIONAL

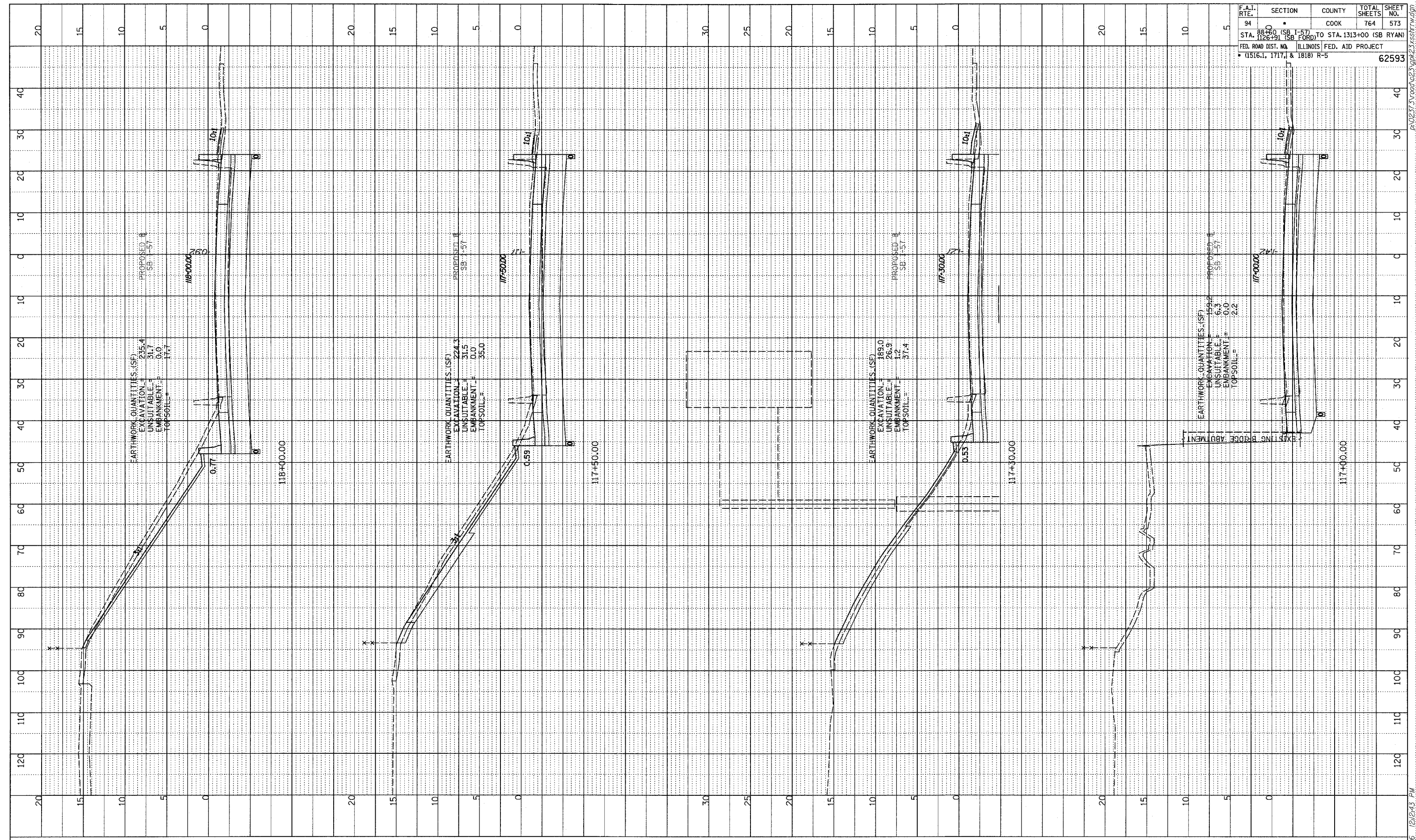


I-57 SOUTHBOUND
STA. 115+00 TO STA. 116+50

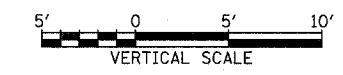
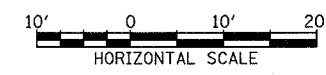
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PROFILE SUBMITTED BY DATE
 PLOTTED CHECKED BY DATE
 NOTE BOOK NO. BY DATE
 NO. BY DATE
 STRUCTURE NOTATION CHRD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+00 (SB I-57) TO STA. 1126+91 (SB FORD)	COOK	764	573
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				62593
(1516.1, 1717, & 1818) R-5				



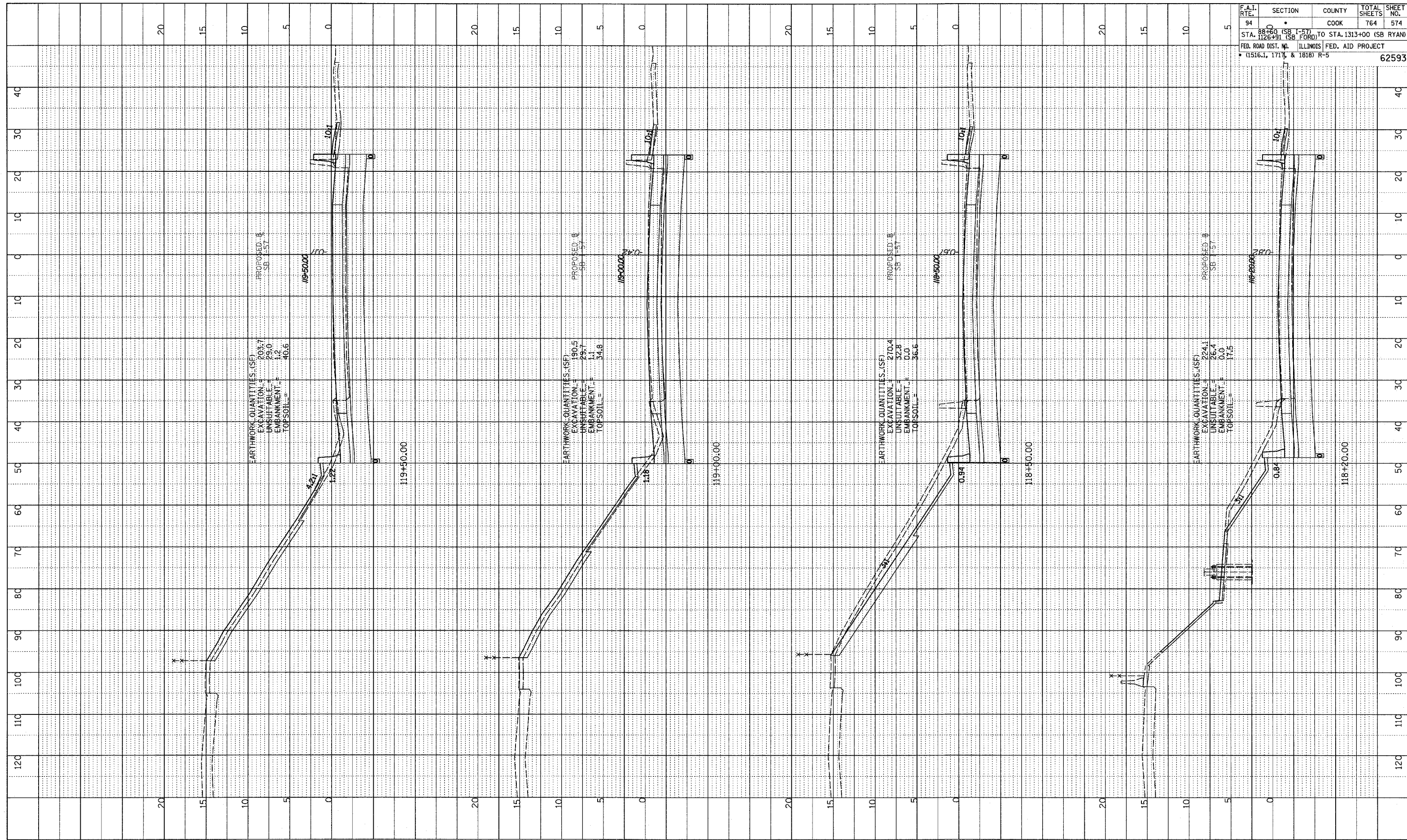
TYLIN INTERNATIONAL



I-57 SOUTHBOUND
 STA. 117+00 TO STA. 118+00

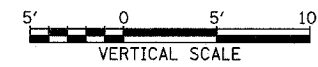
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PROFILE SUBMITTED BY
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 NOTE BOOK NO.
 STRUCTURE NOTATION DIBO
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+00 (SB I-57) TO STA. 1313+00 (SB RYAN)	COOK	764	574
STA. 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN) FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT (1516.1, 1717, & 1818) R-5				
				62593

TYLIN INTERNATIONAL

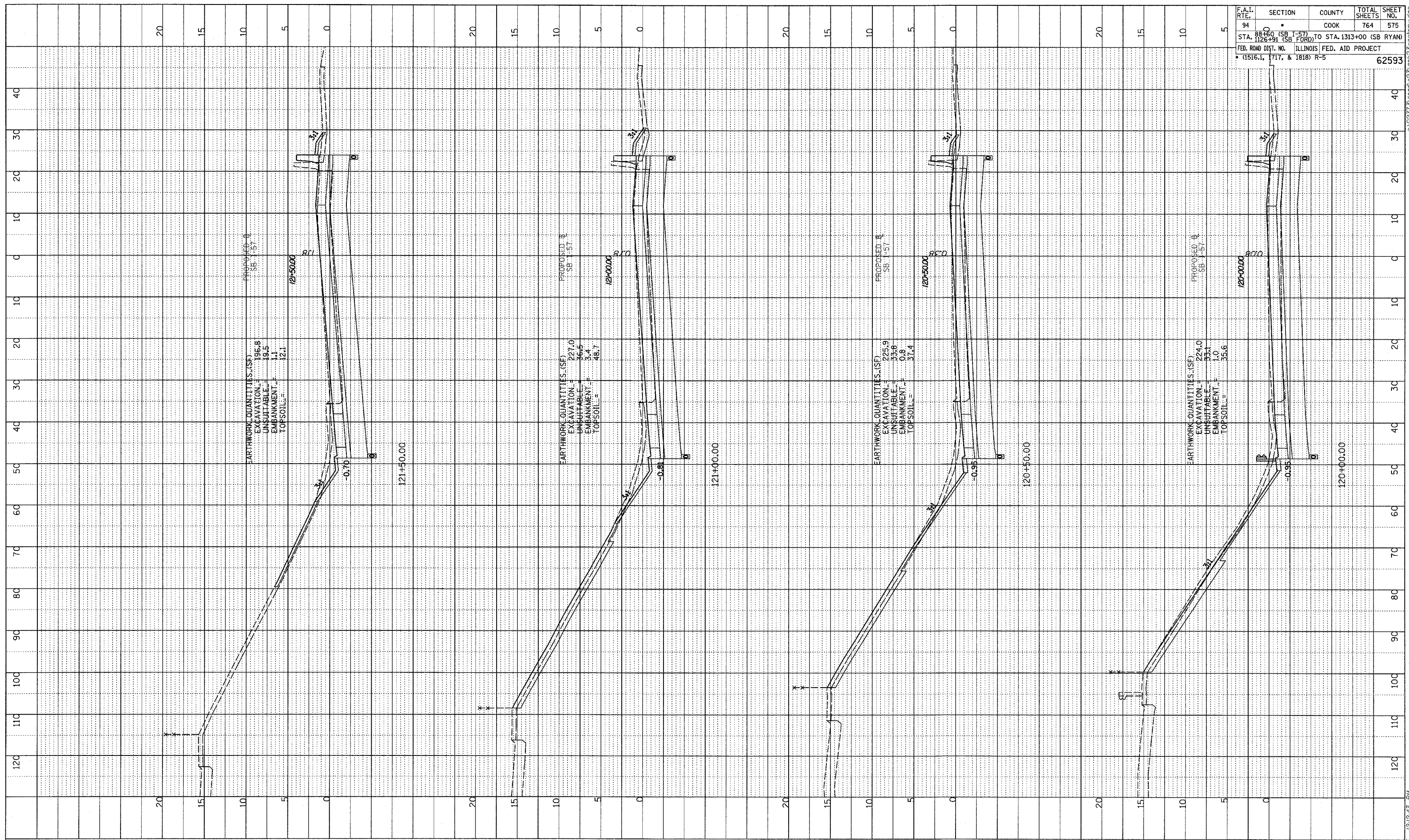


I-57 SOUTHBOUND
 STA. 118+20 TO STA. 119+50

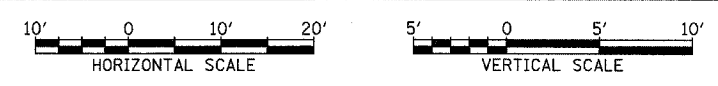
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PROFILE SHEET
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 STATUS _____
 CHECKED _____
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	10	COOK	764	575
STA. 88+60 (SB I-57) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* (1516.1, 1717, & 1818) R-5				
				62593



TYLIN INTERNATIONAL

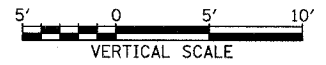
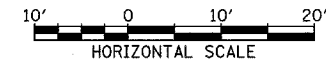
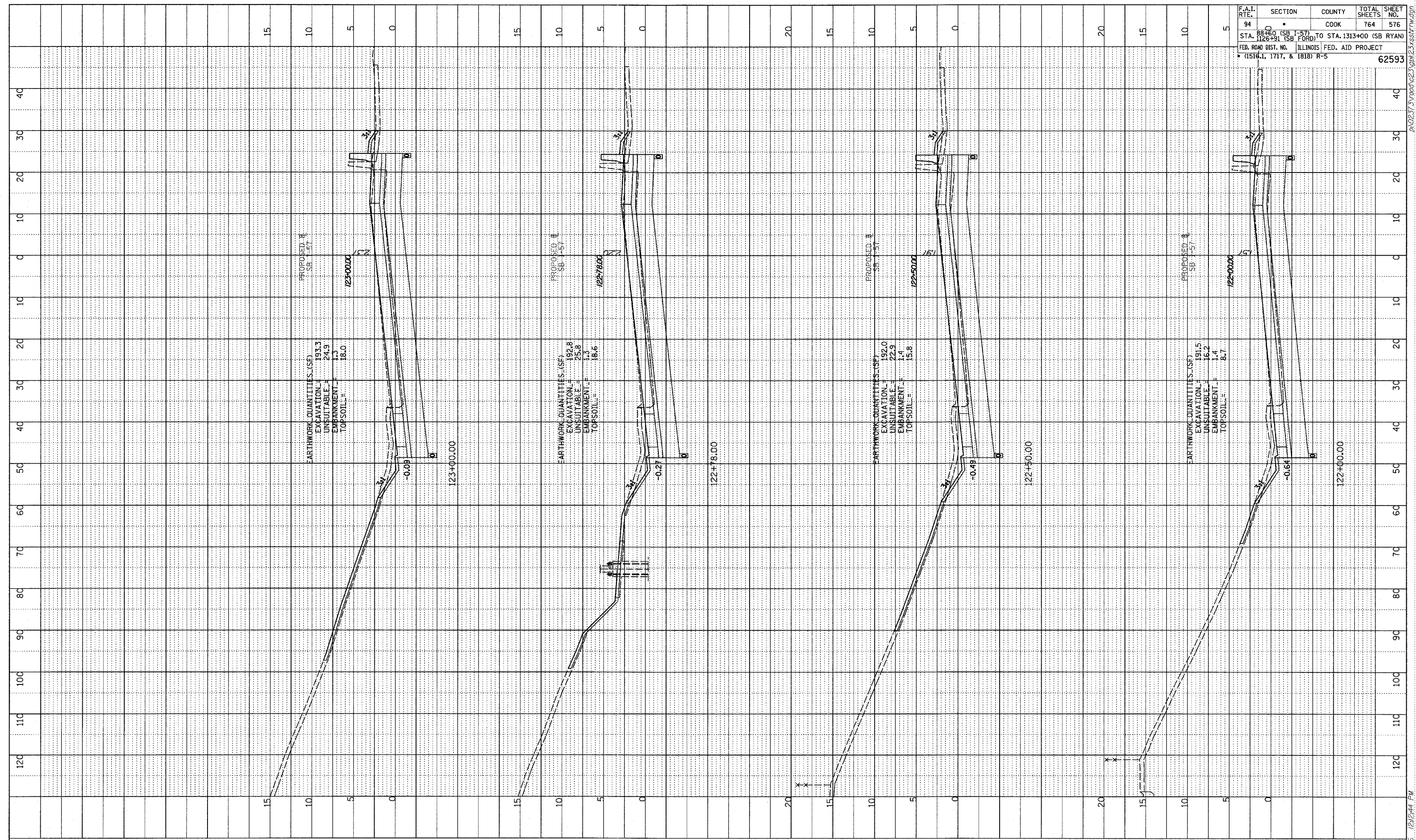


I-57 SOUTHBOUND
STA. 120+00 TO STA. 121+50

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 STRUCTURE NOTATION CIRCD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+00 (SB I-57) TO STA. 122+00 (SB FORD)	COOK	764	576
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				62593
(1516, 1, 1717, & 1818) R-5				



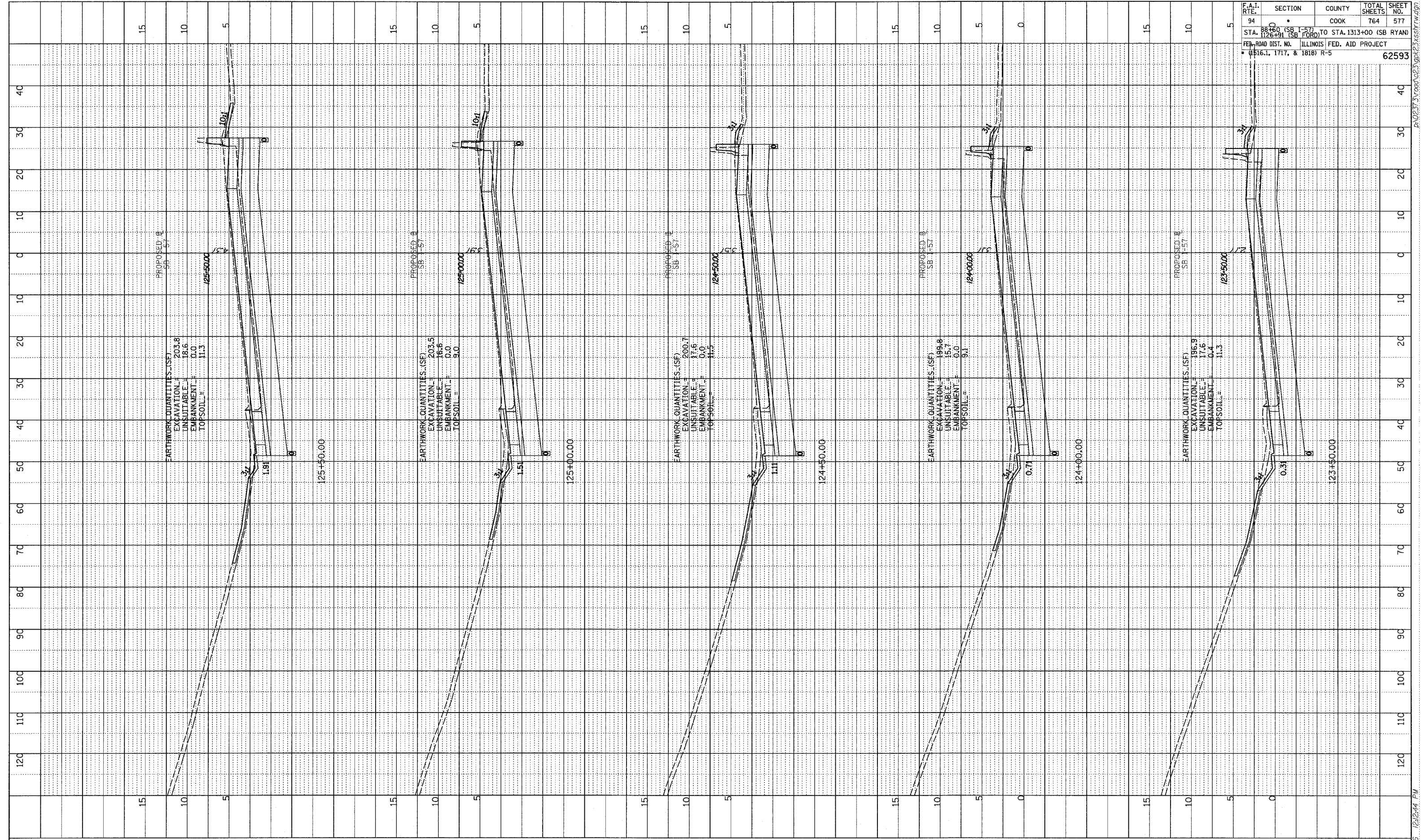
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I-57 SOUTHBOUND
 STA. 122+00 TO STA. 123+00

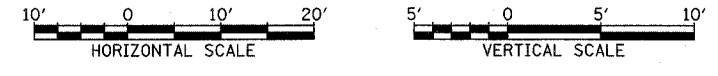
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+00 (SB I-57) TO STA. 126+91 (SB FORD)	COOK	764	577
STA. 126+91 (SB FORD) TO STA. 1313+00 (SB RYAN) FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT * (1516.1, 1717, & 1818) R-5				
				62593

PROFILE SUBMITTED _____
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 NOTE BOOK NO. _____
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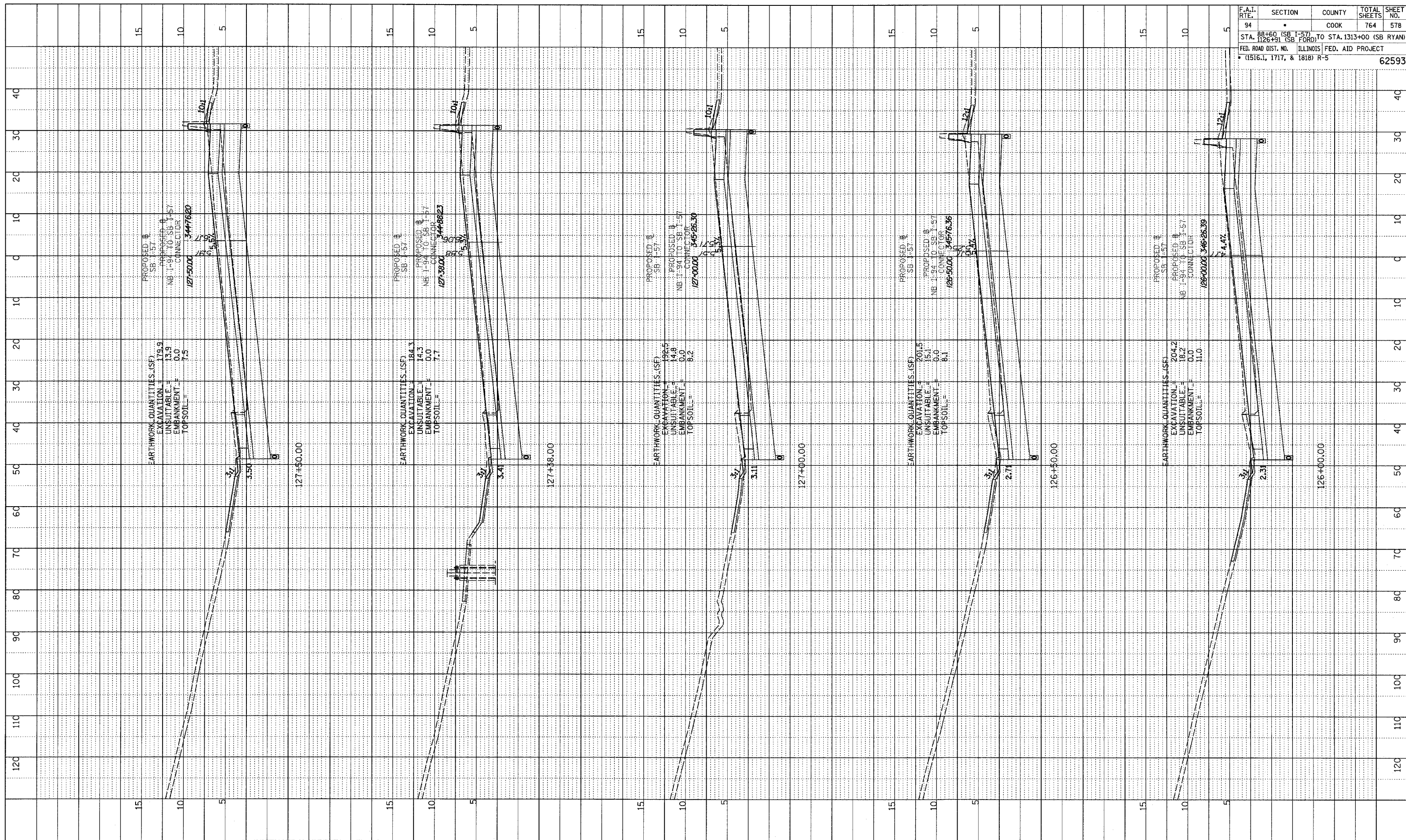
TYLIN INTERNATIONAL



I-57 SOUTHBOUND
 STA. 123+50 TO STA. 125+50

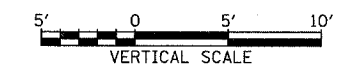
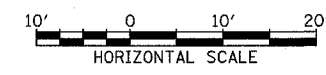
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PROFILE SURVEYED _____ DATE _____
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 STRUCTURE NOTATION CHNG



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB 1-57) TO STA. 1313+00 (SB RYAN)	COOK	764	578
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
(1516.1, 1717, & 1818) R-5				
				62593

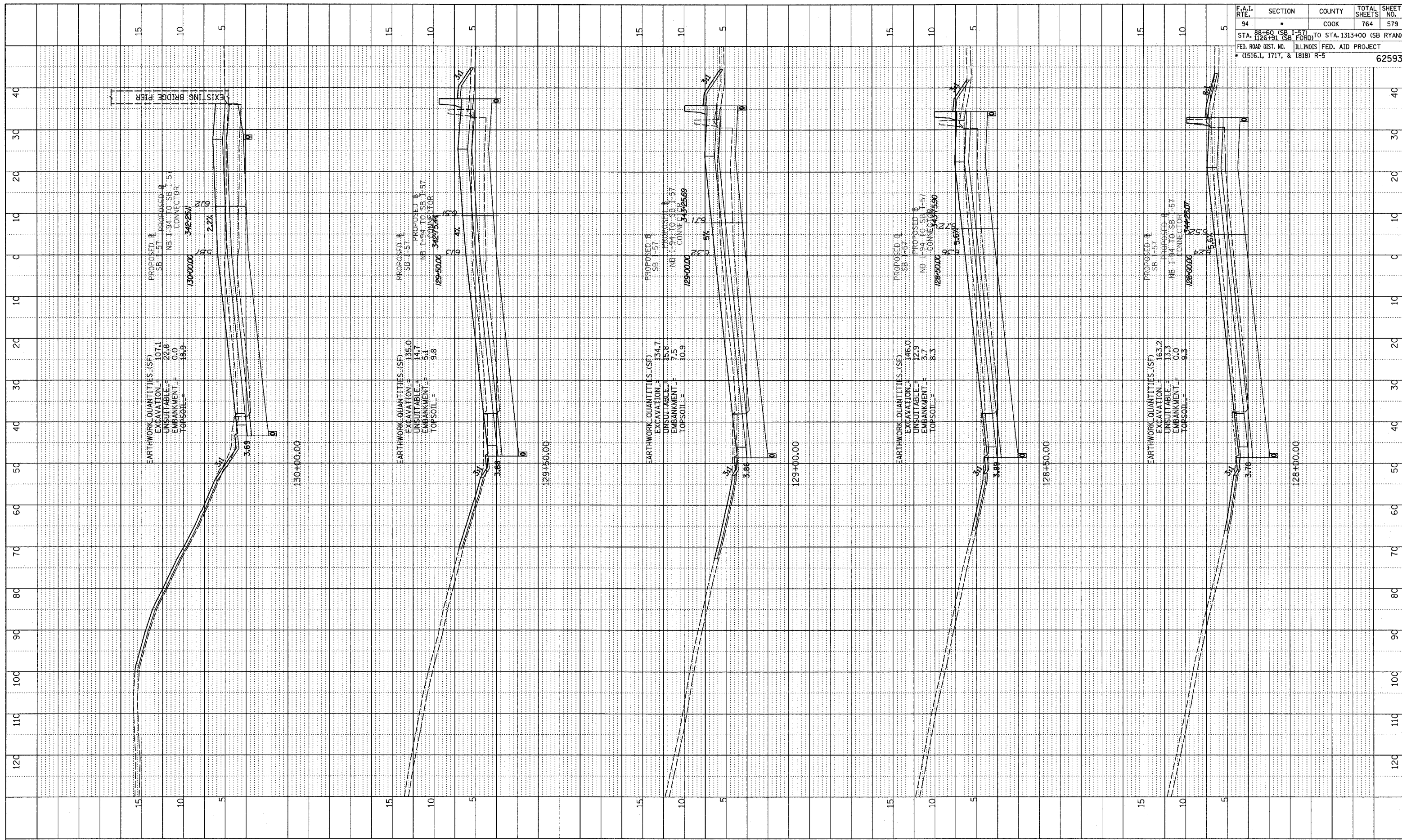
TYLIN INTERNATIONAL



I-57 SOUTHBOUND
 STA. 126+00 TO STA. 127+50

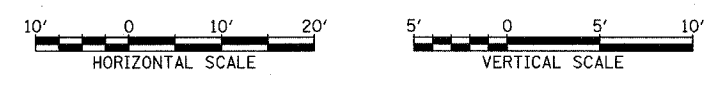
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 NOTE BOOK NO. _____
 SCALE: VERTICAL 1"=10'-0" HORIZONTAL 1"=40'-0"



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB I-57) TO STA. 1313+00 (SB RYAN)	COOK	764	579
STA. 128+00 (SB FORD) TO STA. 1313+00 (SB RYAN) FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT (1516.1, 1717, & 1818) R-5				
				62593

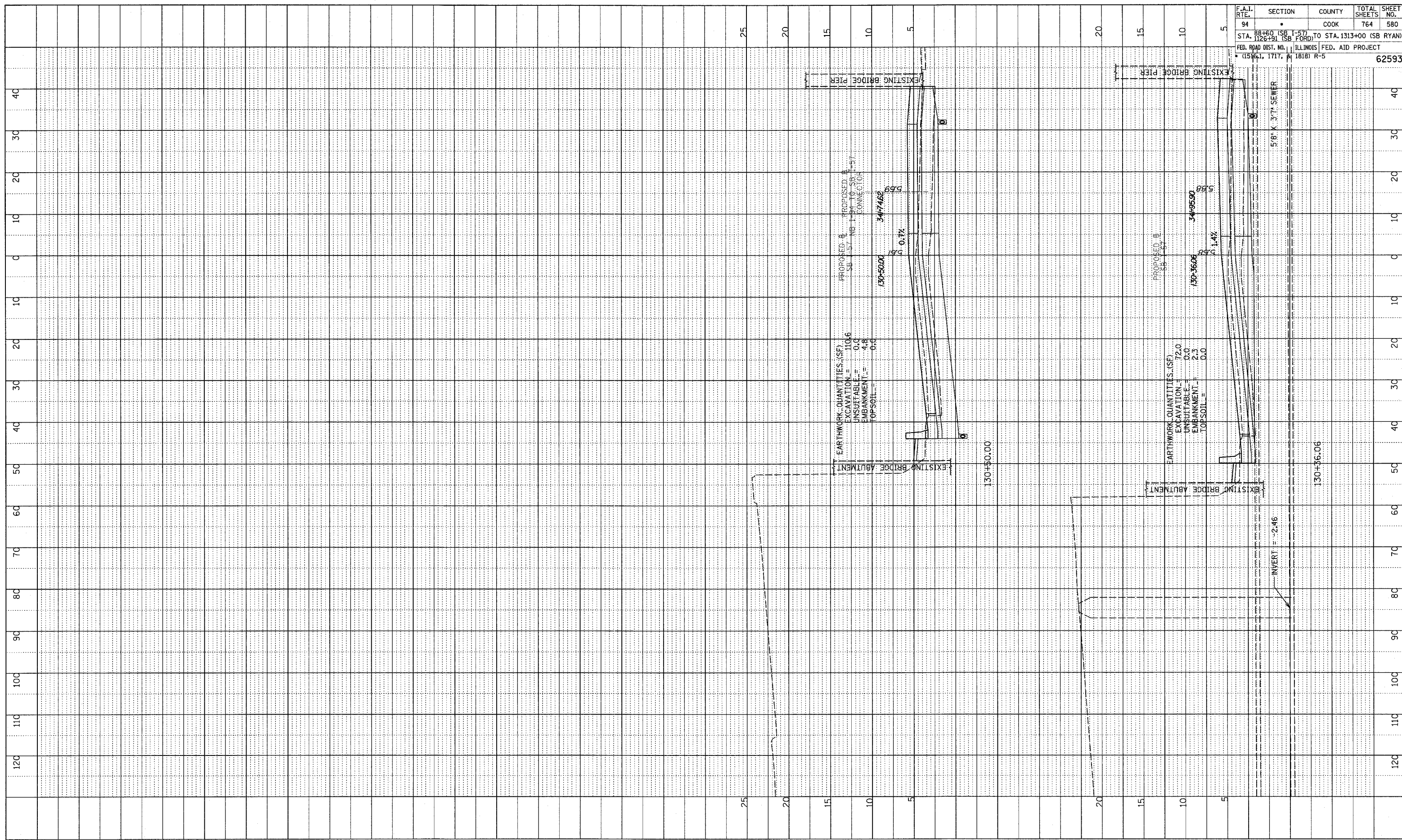
TYLIN INTERNATIONAL



I-57 SOUTHBOUND
 STA. 128+00 TO STA. 130+00

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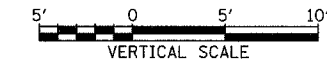
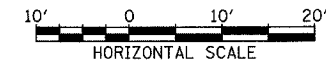
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	580

STA. 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)
 FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT
 (15661, 1717, 1818) R-5 62593

TYLIN INTERNATIONAL

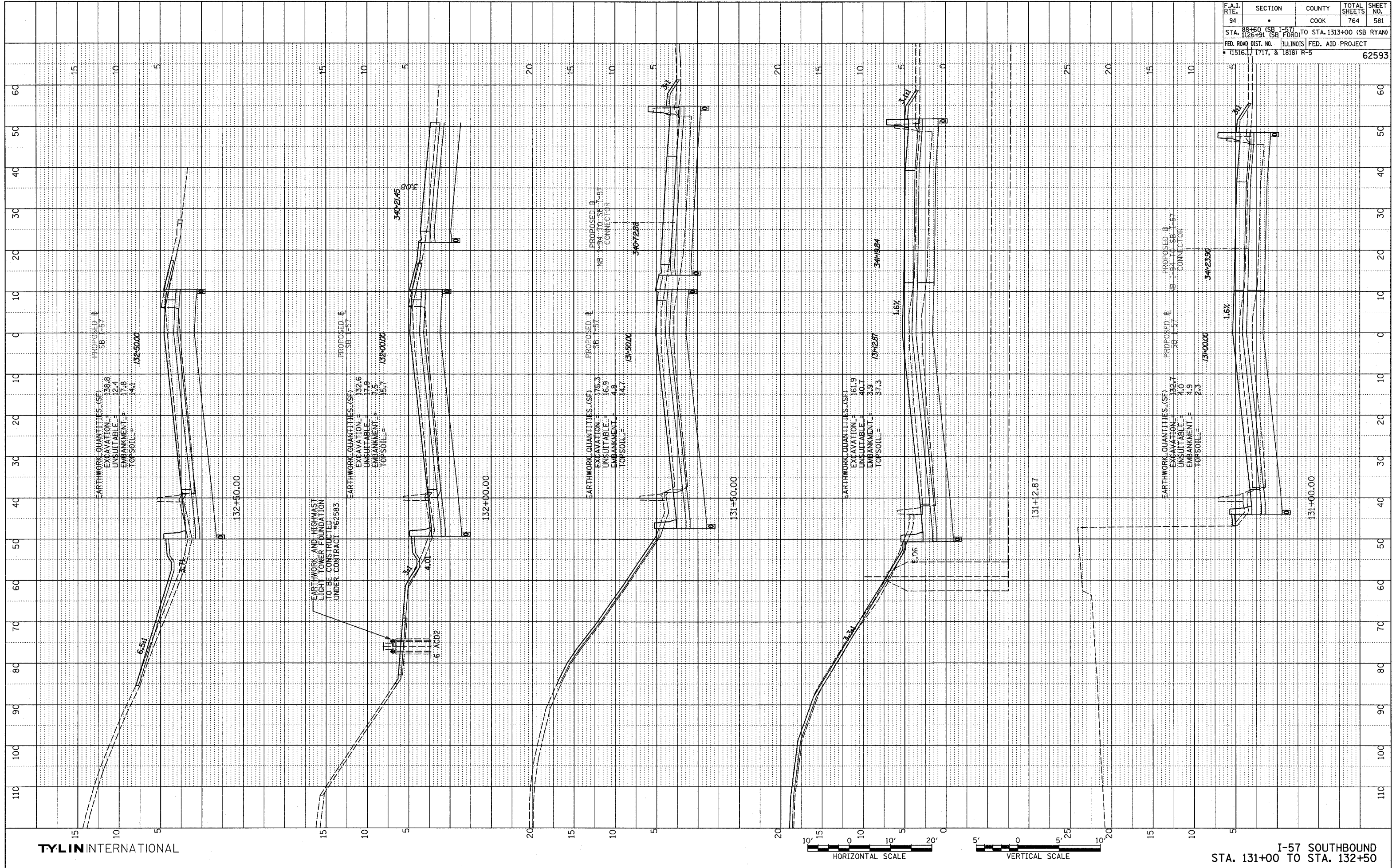


I-57 SOUTHBOUND
 STA. 130+36.06 TO STA. 130+50

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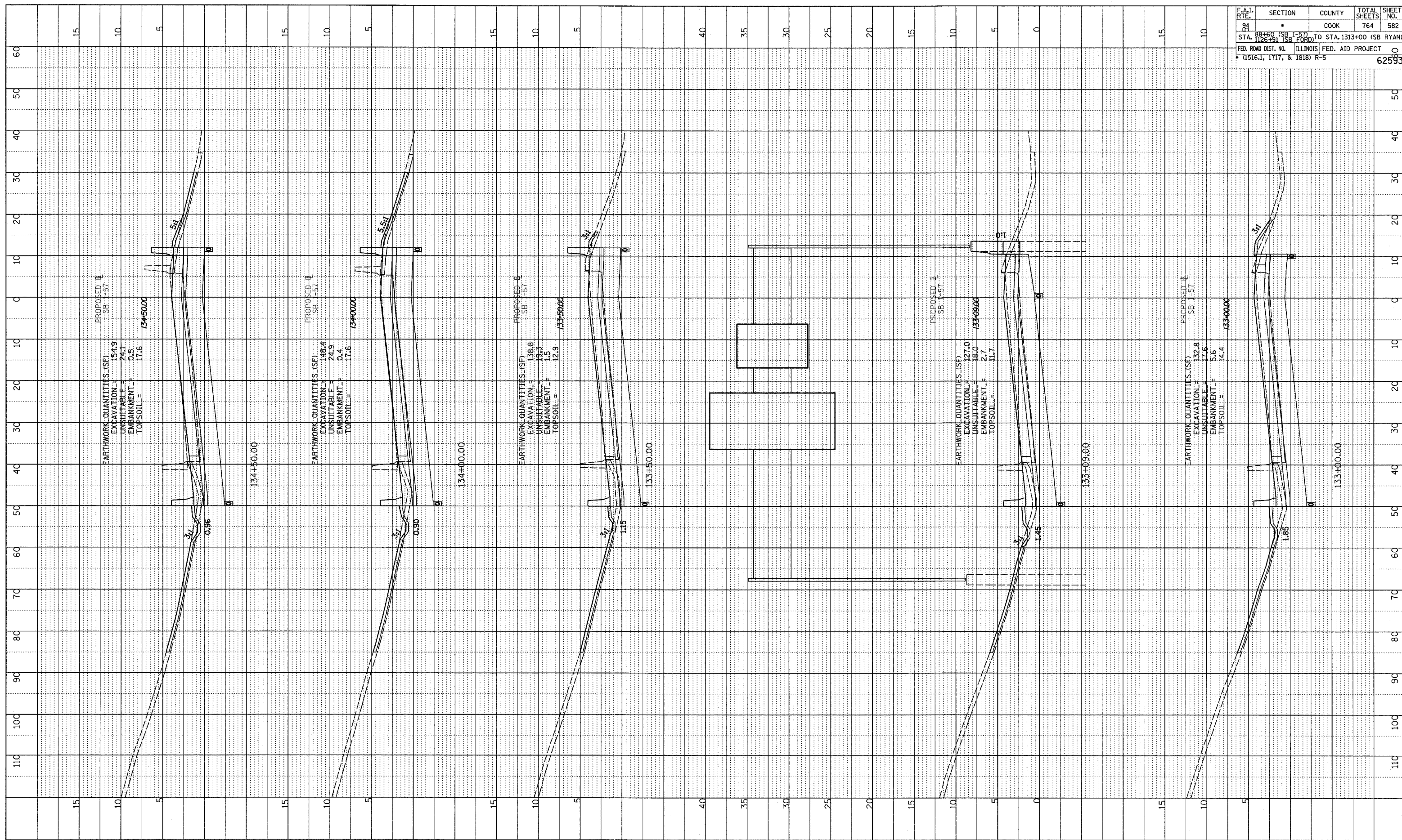
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 STRUCTURE NOTATION CIRCD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB I-57) TO STA. 126+91 (SB FORD)	COOK	764	581
STA. 126+91 (SB FORD) TO STA. 1313+00 (SB RYAN) FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT (1516, 1717, & 1818) R-5				
				62593



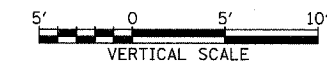
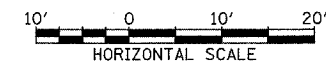
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 NOTE BOOK NO. _____
 SCALE: _____
 PROJECT NO. _____



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	582
STA. 88+60 (SB I-57) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* (1516.1, 1717, & 1818) R-5				
				62593

TYLIN INTERNATIONAL

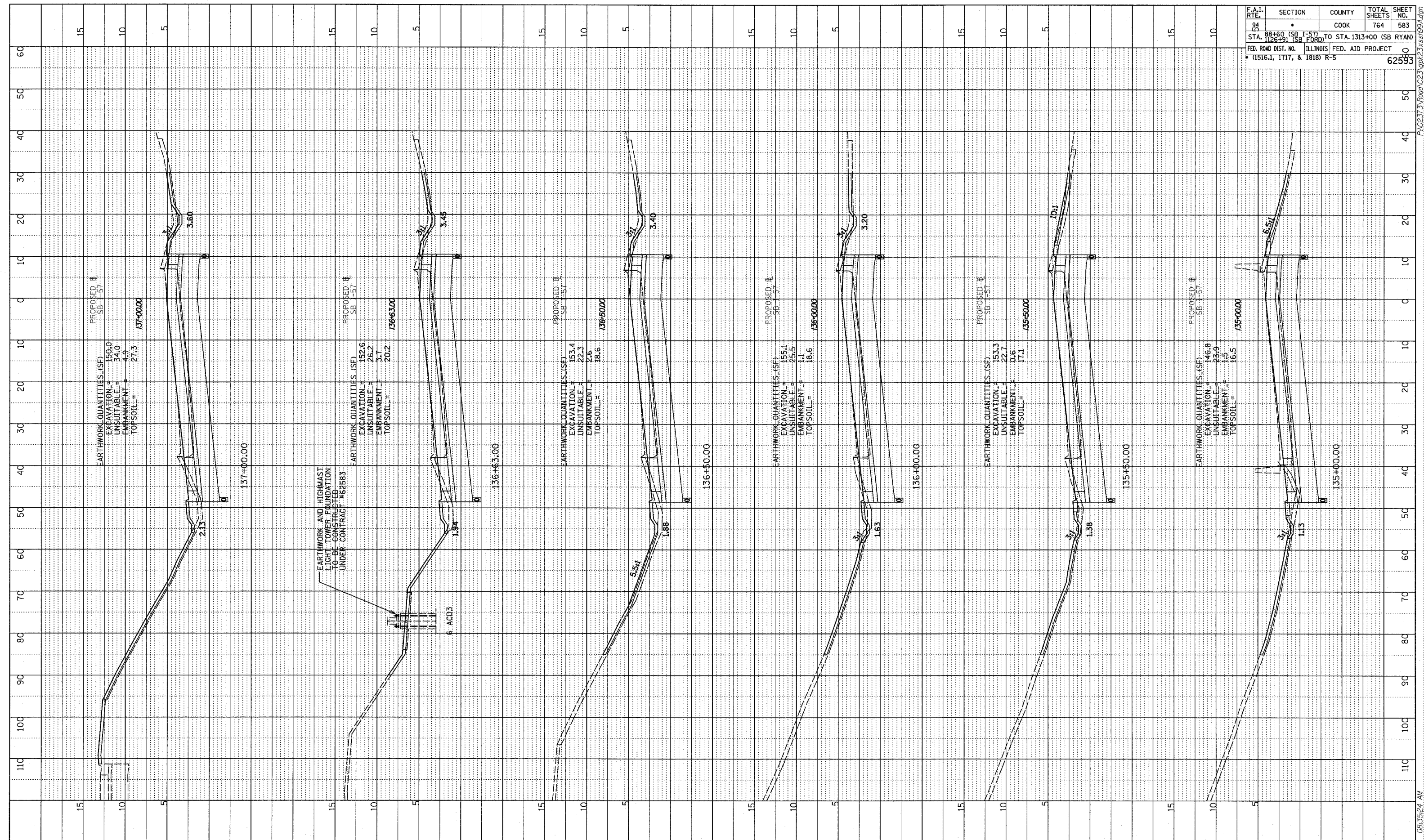


I-57 SOUTHBOUND
STA. 133+00 TO STA. 134+50

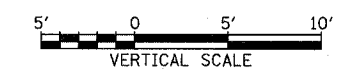
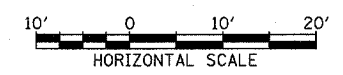
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F.A.T. RTE. #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	583
STA. 88+60 (SB I-57) TO STA. 1313+00 (SB RYAN)		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO. (1516.1, 1717, & 1818) R-5		62593		

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	CHECKED
	DATE
	NO.
	STRUCTURE NOTATION OR NO.



TYLIN INTERNATIONAL

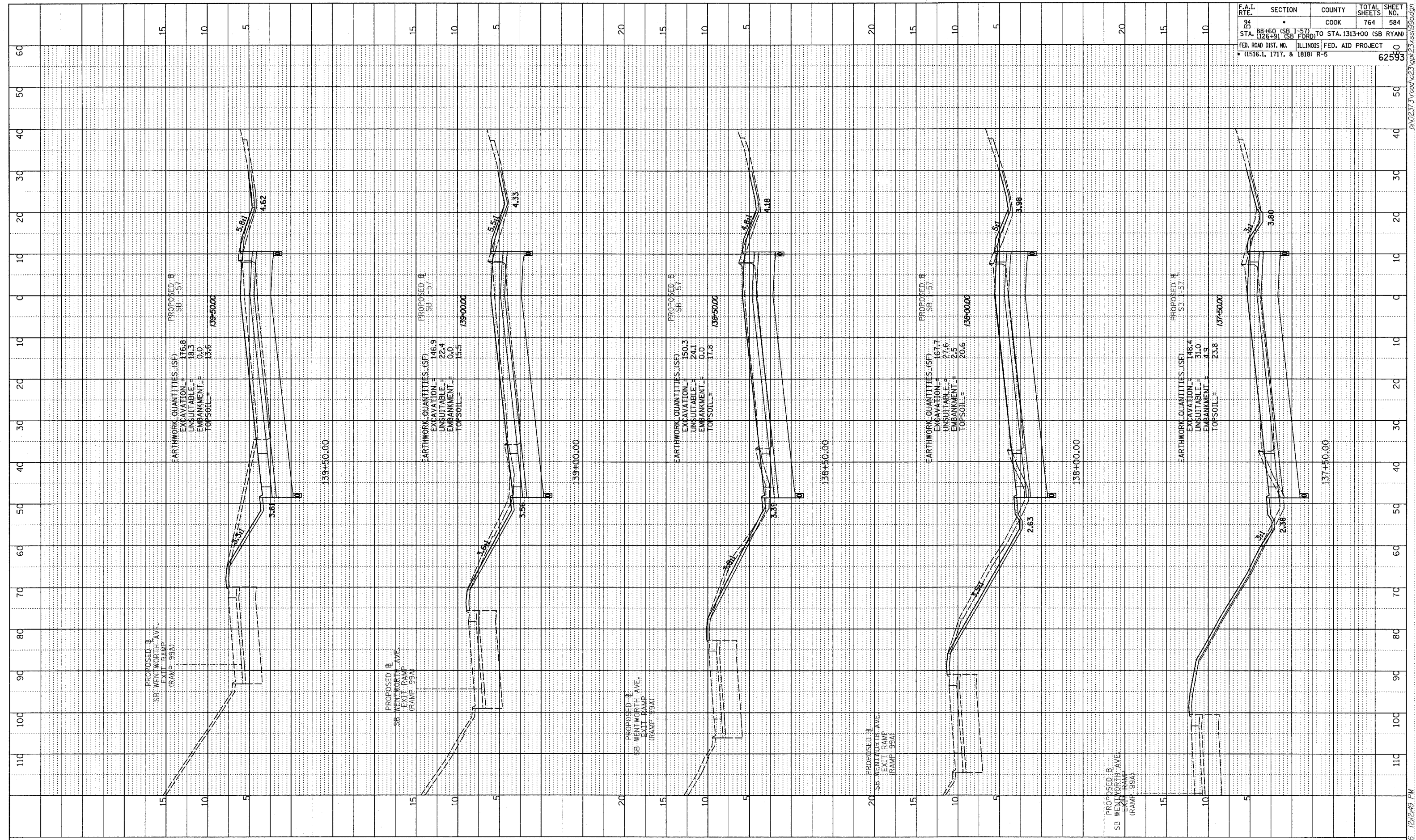


I-57 SOUTHBOUND
 STA. 135+00 TO STA. 137+00

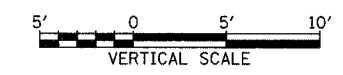
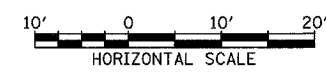
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 PLOTTED CHECKED
 NOTE BOOK BAW NOTED
 NO. STRUCTURE NOTATIONS CHRD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB I-57) TO STA. 1313+00 (SB RYAN)	COOK	764	584
126+91 (SB FORD)	ILLINOIS FED. AID PROJECT			
FED. ROAD DIST. NO. (1516.1, 1717, & 1818) R-5				62593



TYLIN INTERNATIONAL

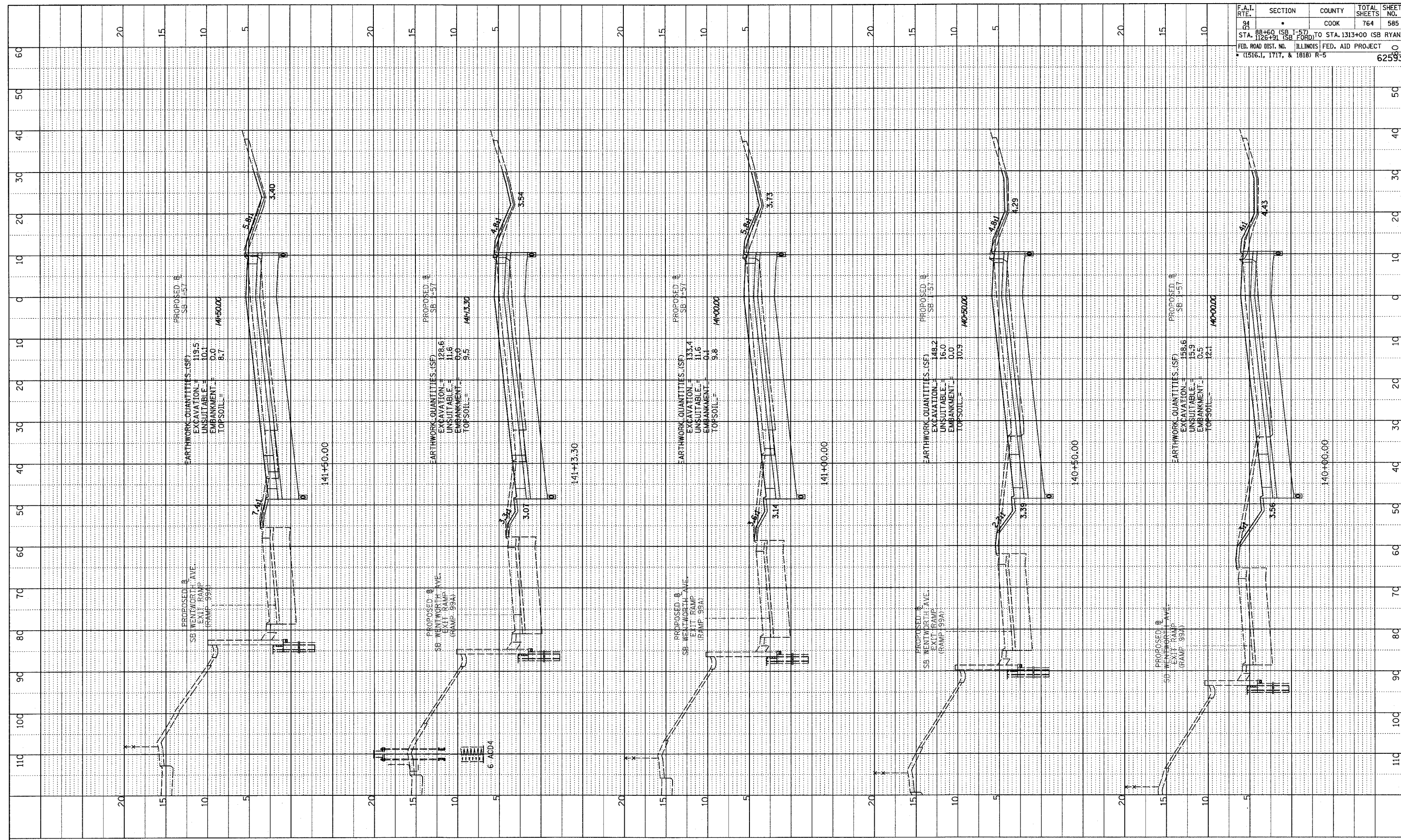


I-57 SOUTHBOUND
 STA. 137+50 TO STA. 139+50

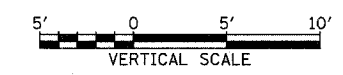
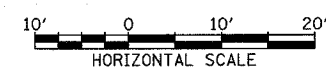
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 STRUCTURE NOTATIONS CHFD
 NO.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB I-57) TO STA. 1313+00 (SB RYAN)	COOK	764	585
STA. 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-5				
				62593



TYLIN INTERNATIONAL

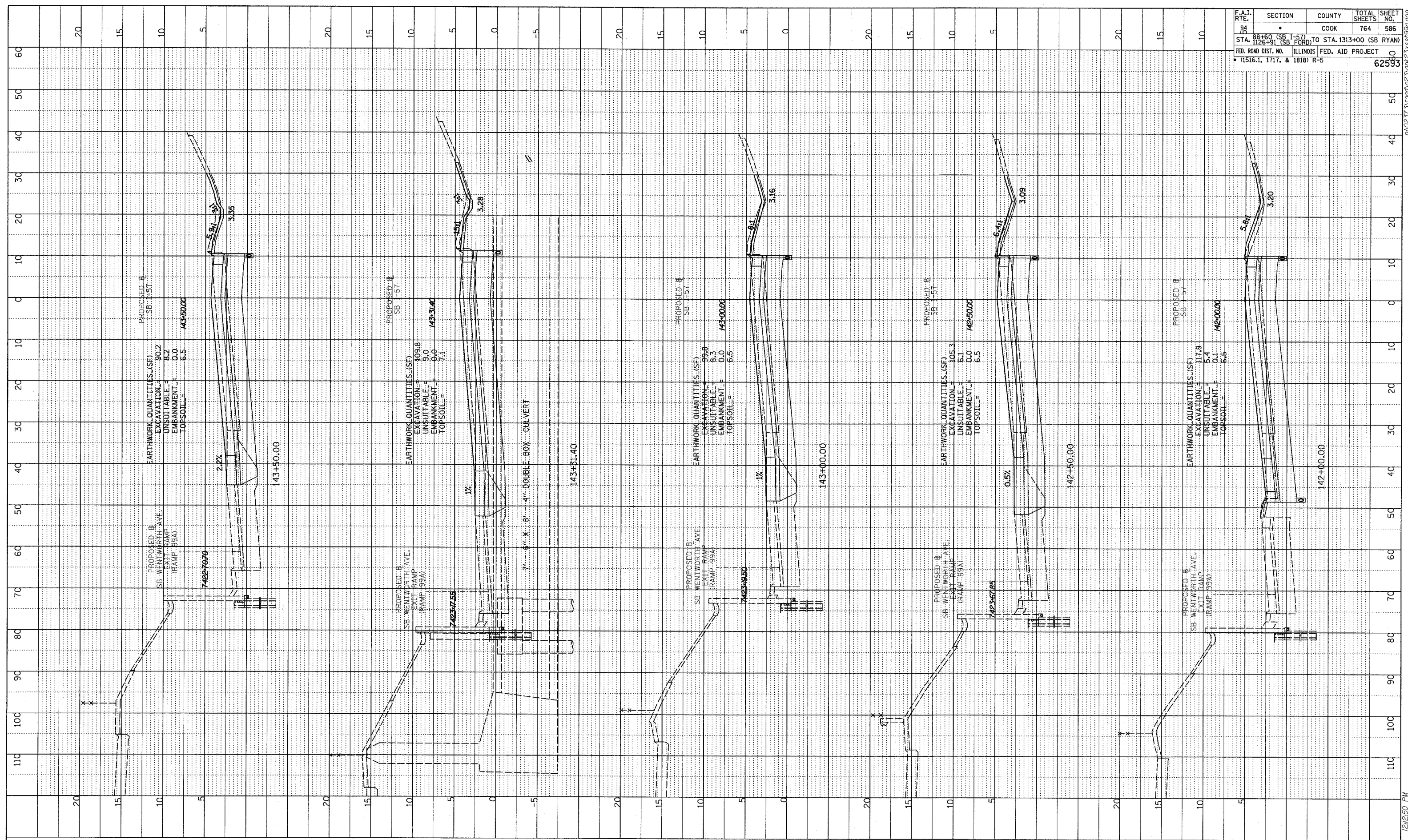


I-57 SOUTHBOUND
 STA. 140+00 TO STA. 141+50

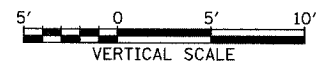
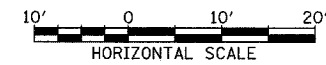
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SURVEYED
 GRADES CHECKED
 E.M. NOTED
 STRUCTURE NOTATIONS C/P/D

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB I-57) STA. 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)	COOK	764	586
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		625930
(1516.1, 1717, & 1818) R-5				



TYLIN INTERNATIONAL

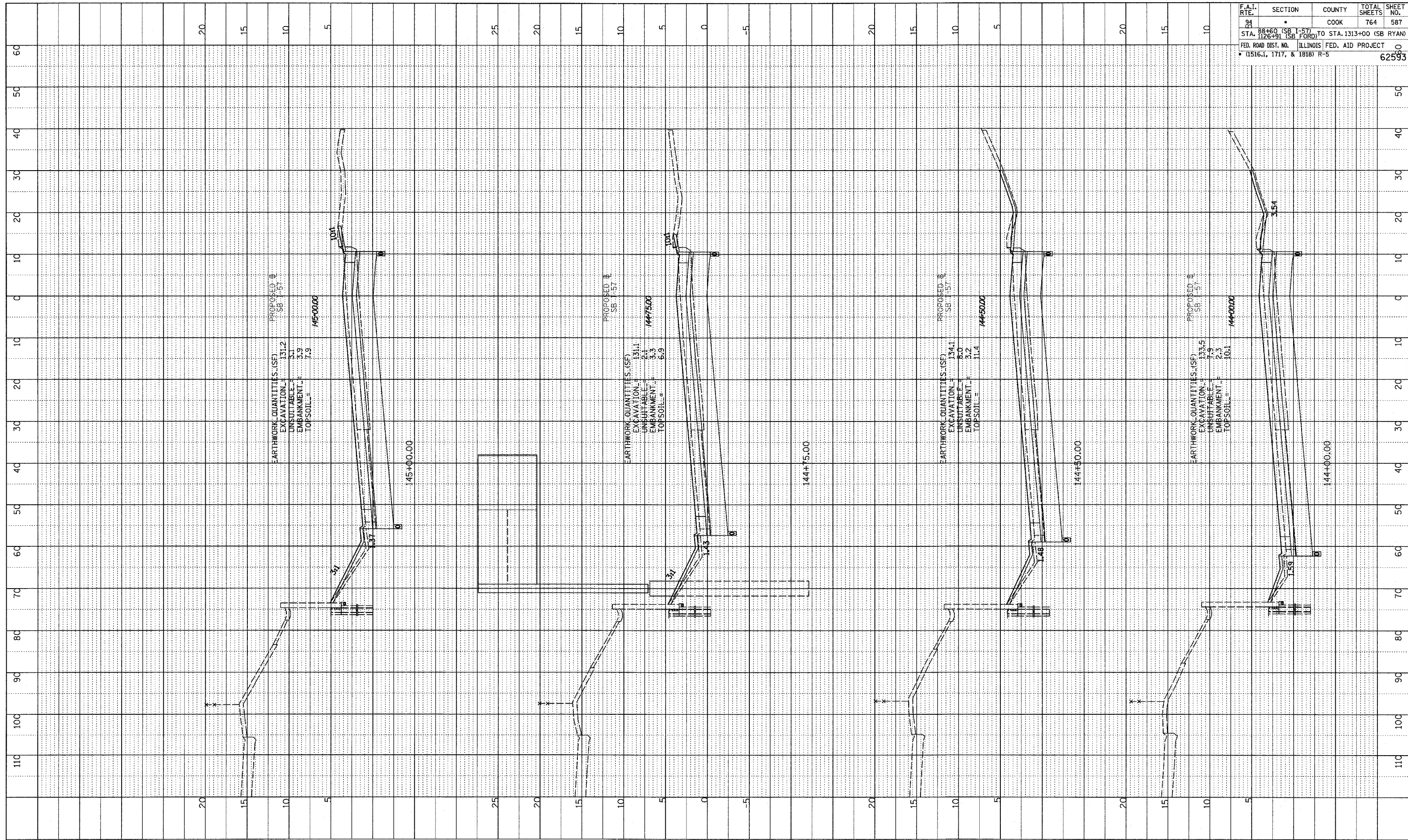


I-57 SOUTHBOUND
 STA. 142+00 TO STA. 143+50

02/27/2006 12:12:50 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB I-57) TO STA. 1126+91 (SB FORD)	COOK	764	587
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* (1516.1, 1717, & 1818) R-5				
				62593

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 STRUCTURE NOTATION CIRCD



TYLIN INTERNATIONAL

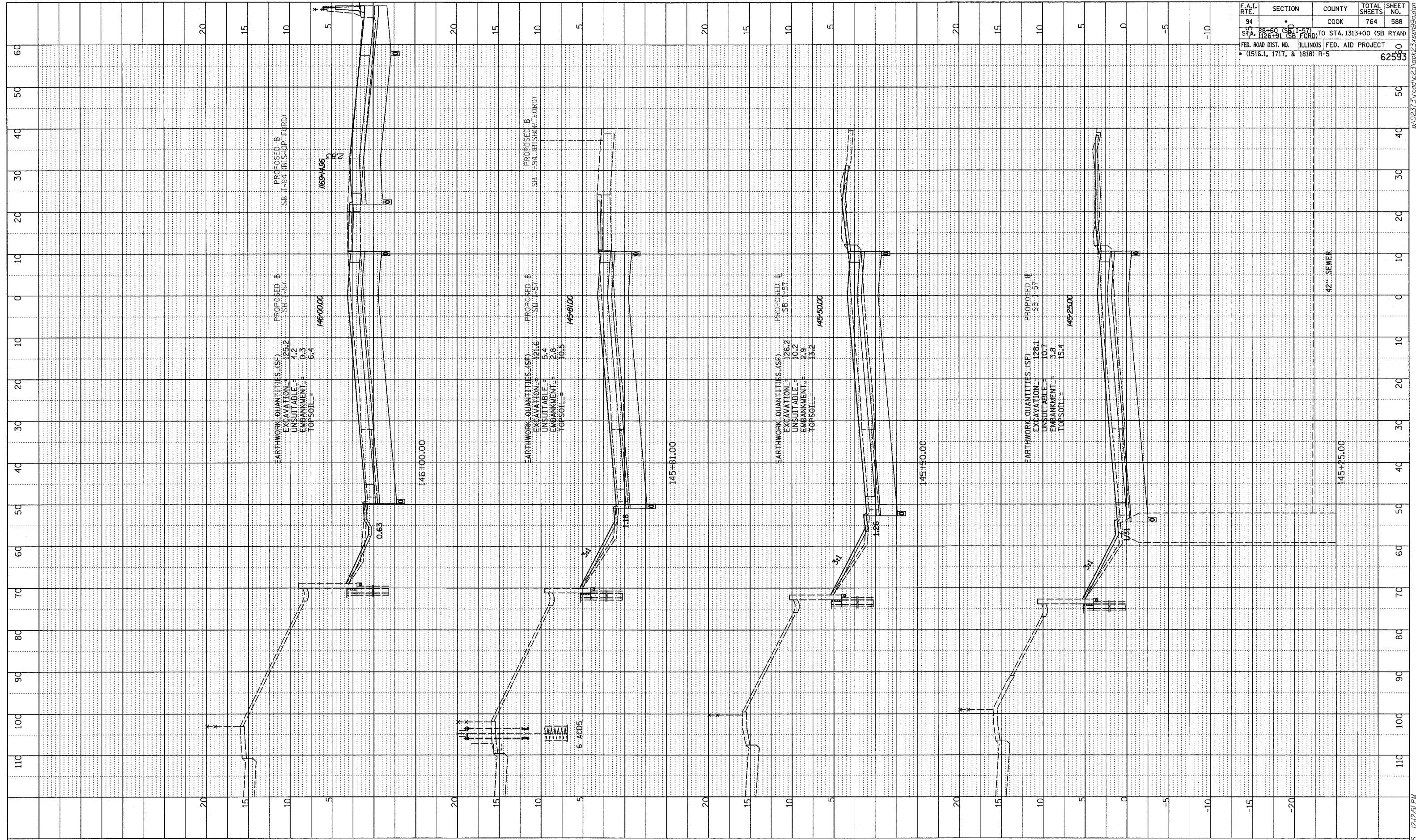


I-57 SOUTHBOUND
 STA. 144+00 TO STA. 145+00

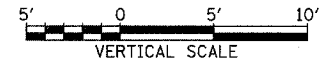
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 STRUCTURE NOTATIONS CHRD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB) TO STA. 1313+00 (SB RYAN)	COOK	764	588
	1126+91 (SB FORD)			
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				62593
(1516.1, 1717, & 1818) R-5				



TYLIN INTERNATIONAL

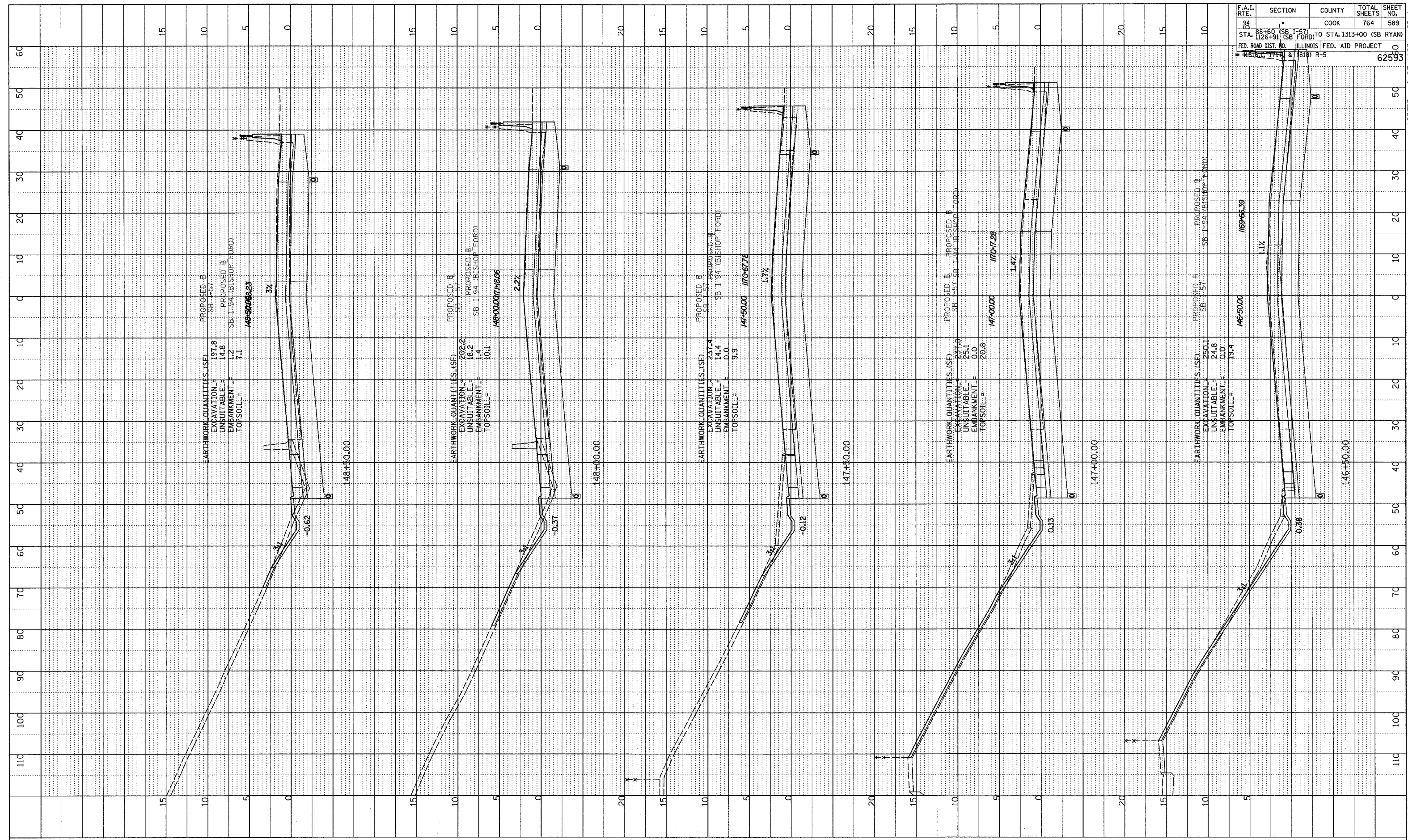


I-57 SOUTHBOUND
 STA. 145+25 TO STA. 146+00

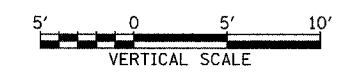
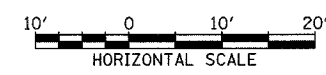
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PROFILE SURVEYED
 PLOTTED CHECKED
 DATE
 NO. _____
 STRUCTURE NOTATION CHRD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
54	SB I-57	COOK	764	589
STA. 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
81818 R-5				62593



TYLIN INTERNATIONAL

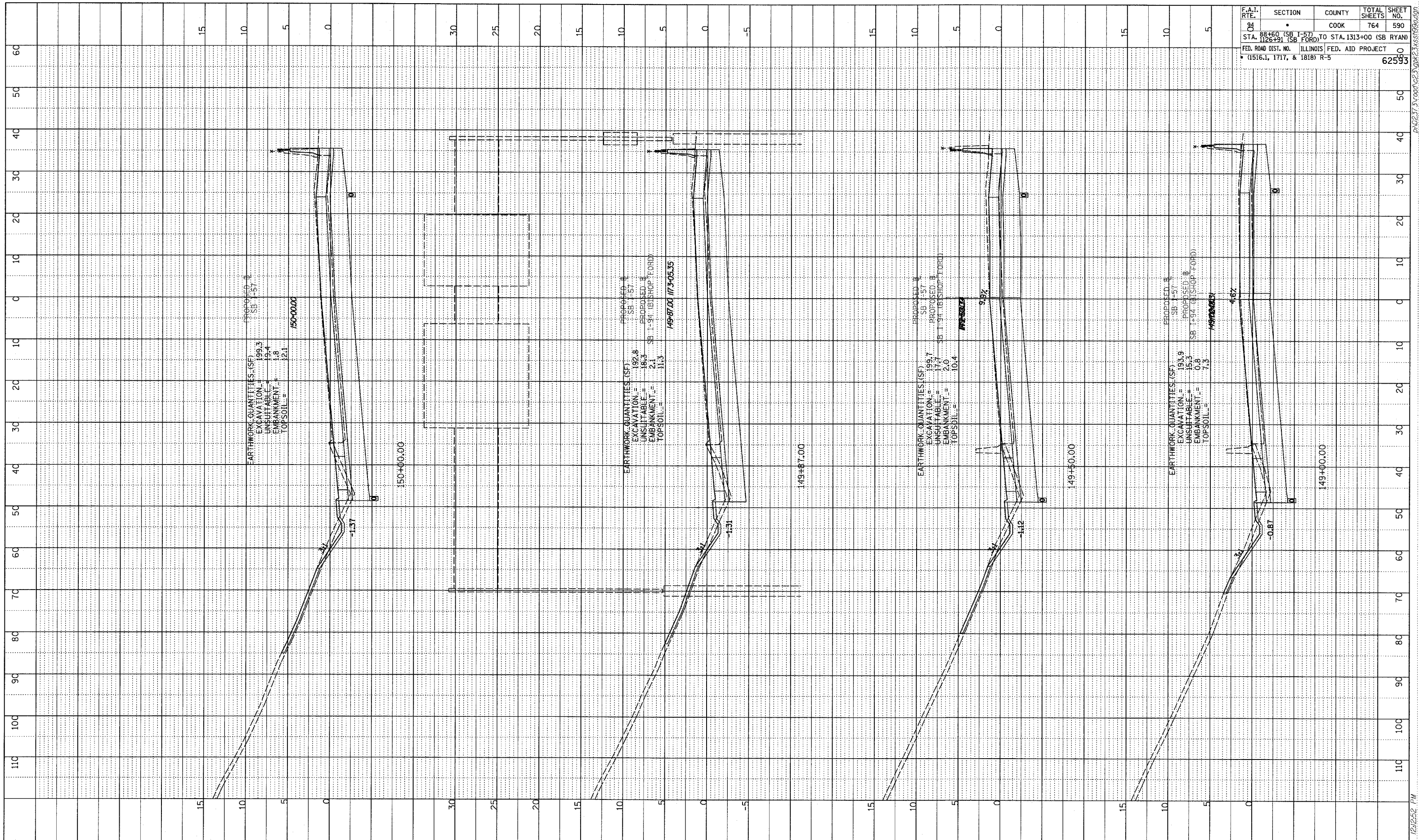


I-57 SOUTHBOUND
 STA. 146+50 TO STA. 148+50

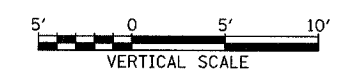
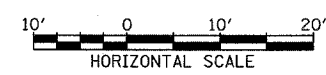
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 STRUCTURE NOTATION CHRD _____

F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	590
STA. 88+60 (SB I-57) TO STA. 1313+00 (SB RYAN)		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
(1516.1, 1717, & 1818) R-5		62593		



TYLIN INTERNATIONAL

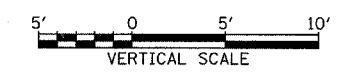
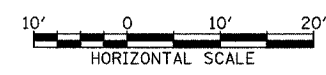
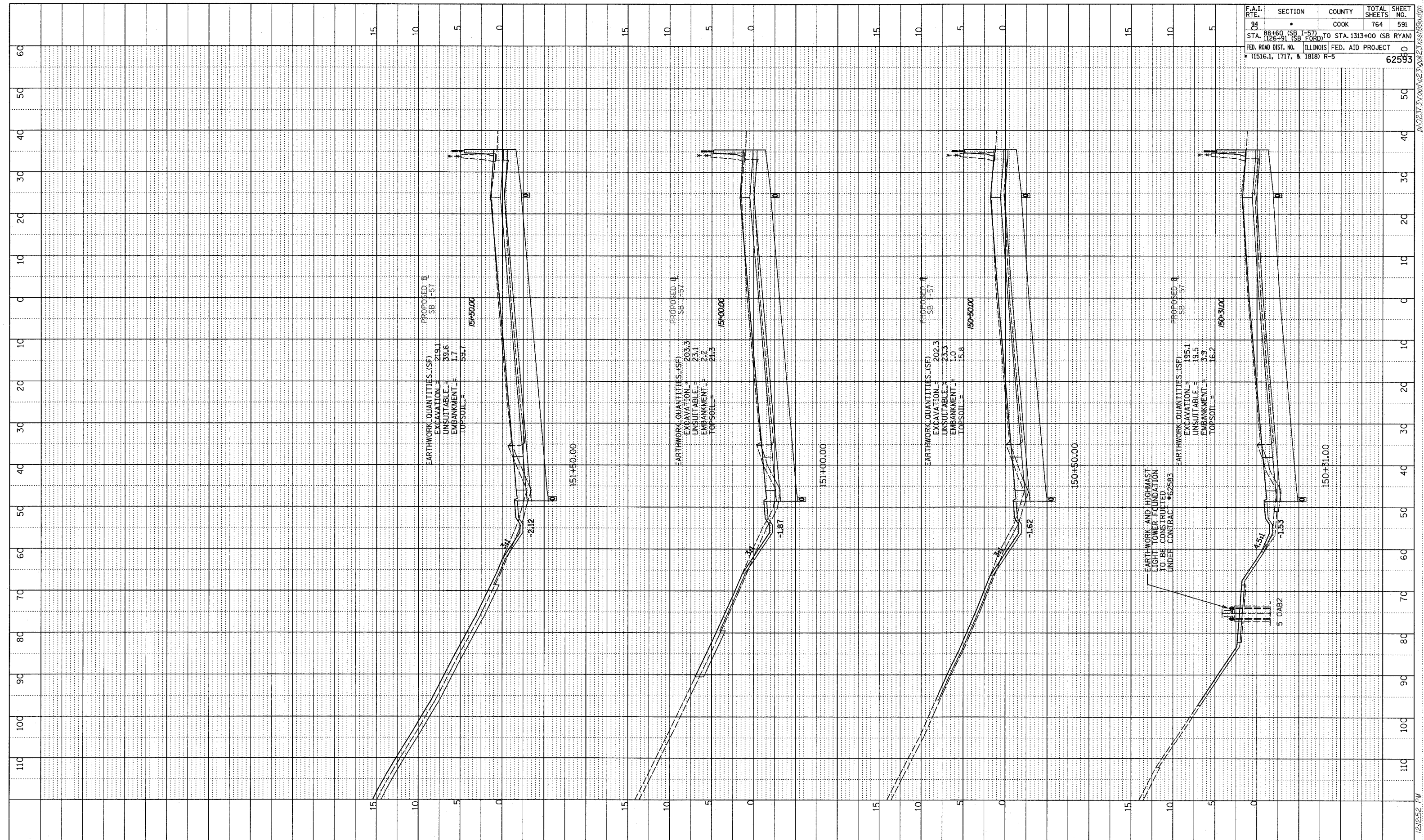


I-57 SOUTHBOUND
 STA. 149+00 TO STA. 150+00

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94		COOK	764	591
STA. 88+60 (SB I-57) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-5				
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STRUCTURE NOTATION CHFD	



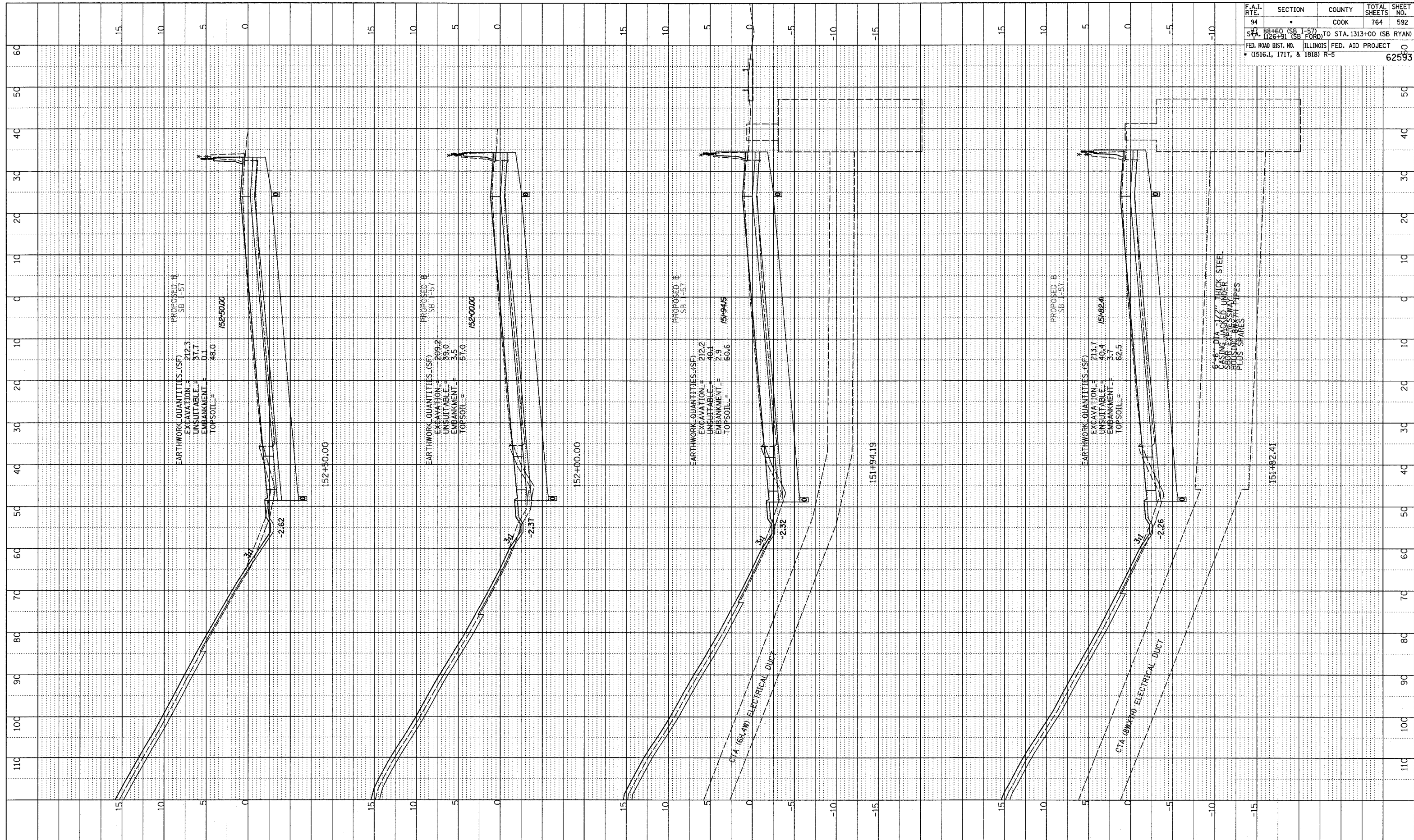
TYLIN INTERNATIONAL

I-57 SOUTHBOUND
STA. 150+31 TO STA. 151+50

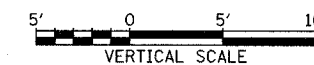
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	592
STA. 88+60 (SB I-57) TO STA. 1313+00 (SB RYAN)				
STA. 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* (1516.1, 1717, & 1818) R-5				
				62593

PROFILE	SURVEYED	NOTED
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NOTE BOOK		
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STRUCTURE		
NOTATION		
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TYLIN INTERNATIONAL

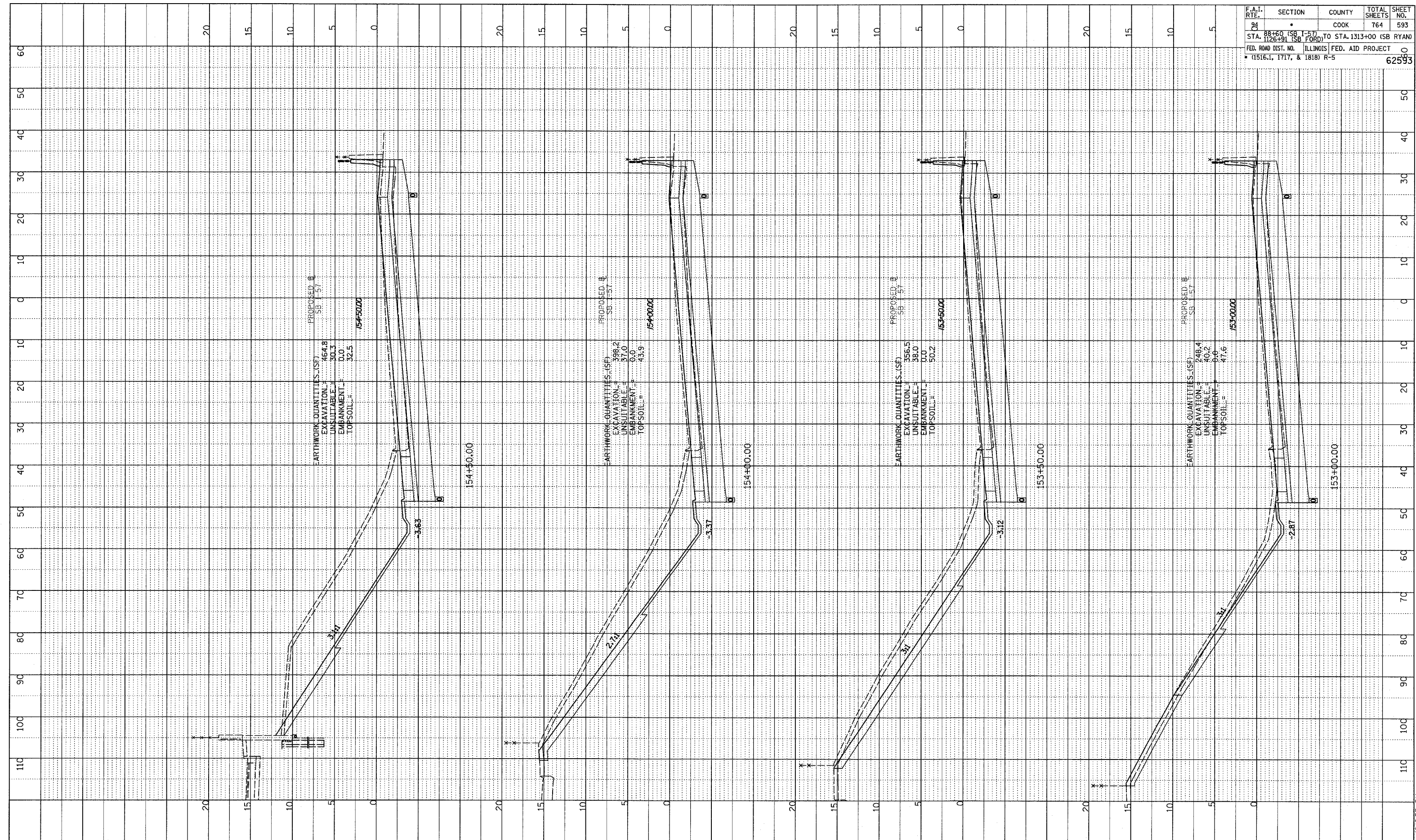


I-57 SOUTHBOUND
STA. 151+82.41 TO STA. 152+50

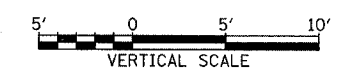
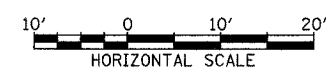
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	593
STA. 98+60 (SB I-57) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (1516.1, 1717, & 1818) R-5				
				62593

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NOTE BOOK	STRUCTURE NOTATIONS CHFD
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TYLIN INTERNATIONAL

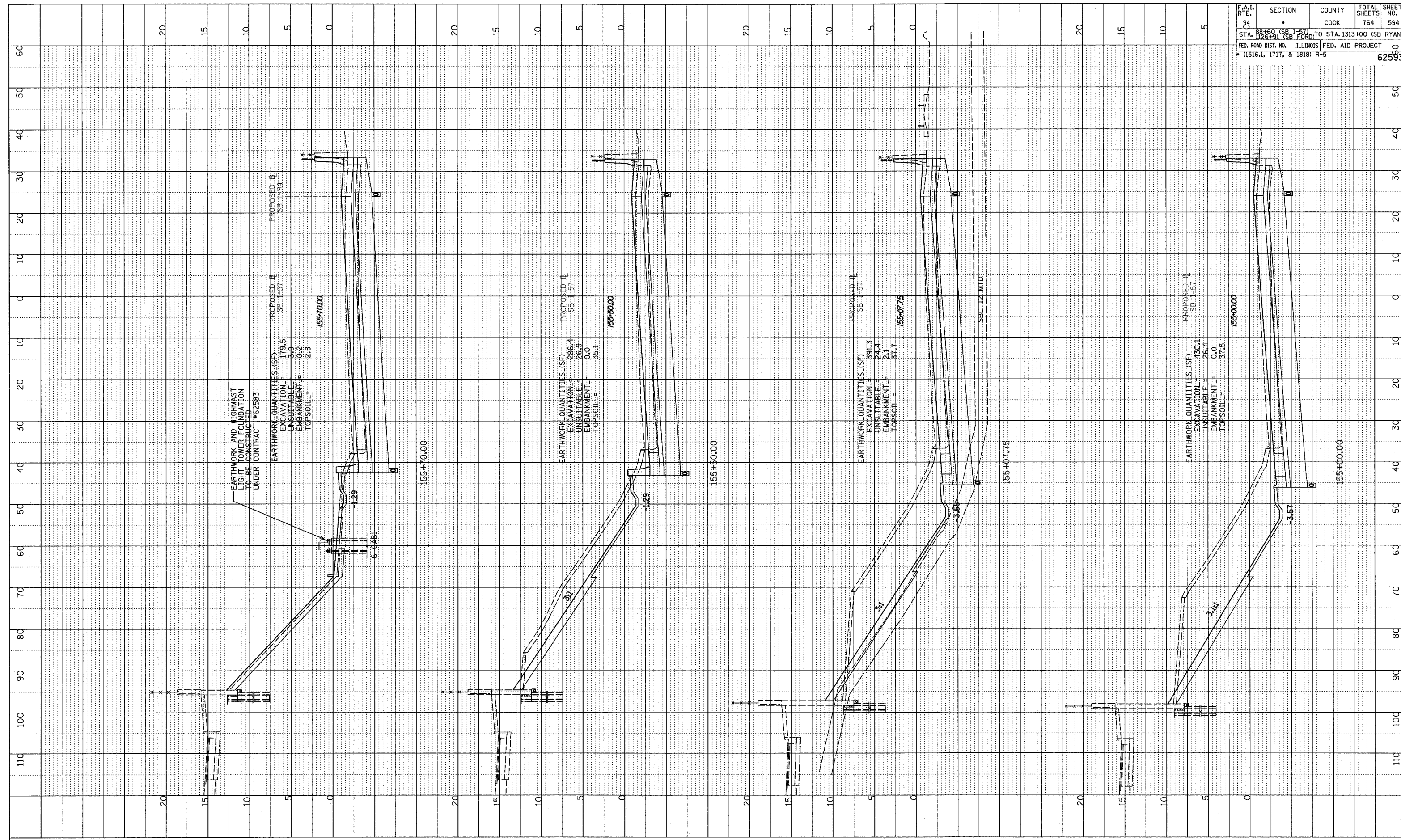


I-57 SOUTHBOUND
STA. 153+00 TO STA. 154+50

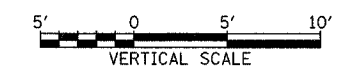
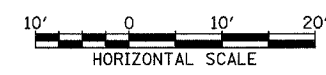
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 STRUCTURE NOTATION CHFD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB I-57) TO STA. 126+91 (SB FORD)	COOK	764	594
	126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)			
	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
	(1516.1, 1717, & 1818) R-5			62593



TYLIN INTERNATIONAL

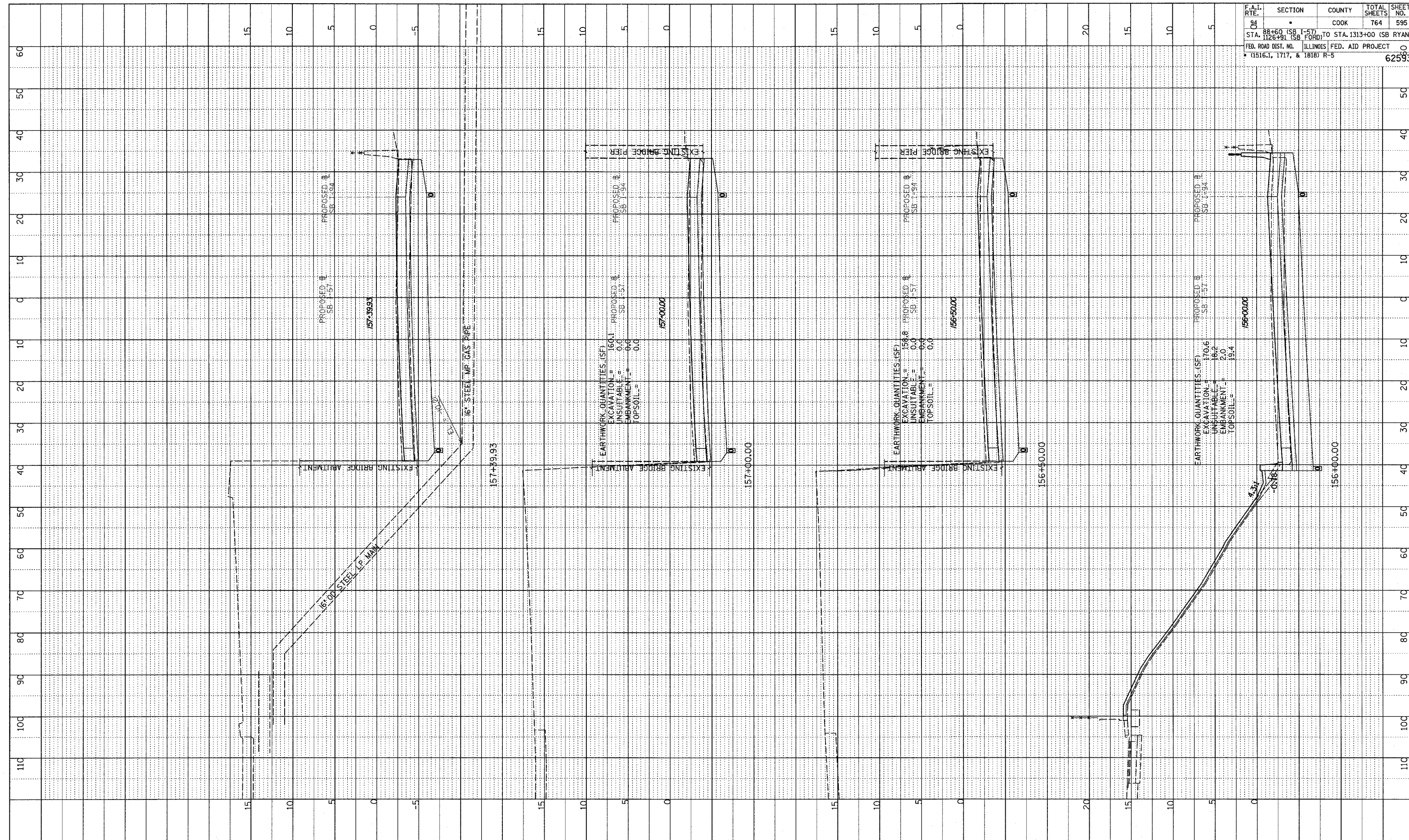


I-57 SOUTHBOUND
 STA. 155+00 TO STA. 155+70

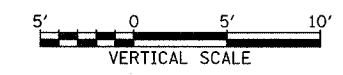
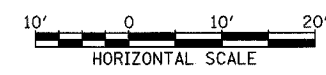
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
04	88+60 (SB I-57) TO STA. 1313+00 (SB RYAN)	COOK	764	595
	STA. 126+91 (SB FORD)			
	FED. ROAD DIST. NO. ILLINOIS	FED. AID PROJECT		
	(1516.1, 1717, & 1818) R-5			62593



TYLIN INTERNATIONAL

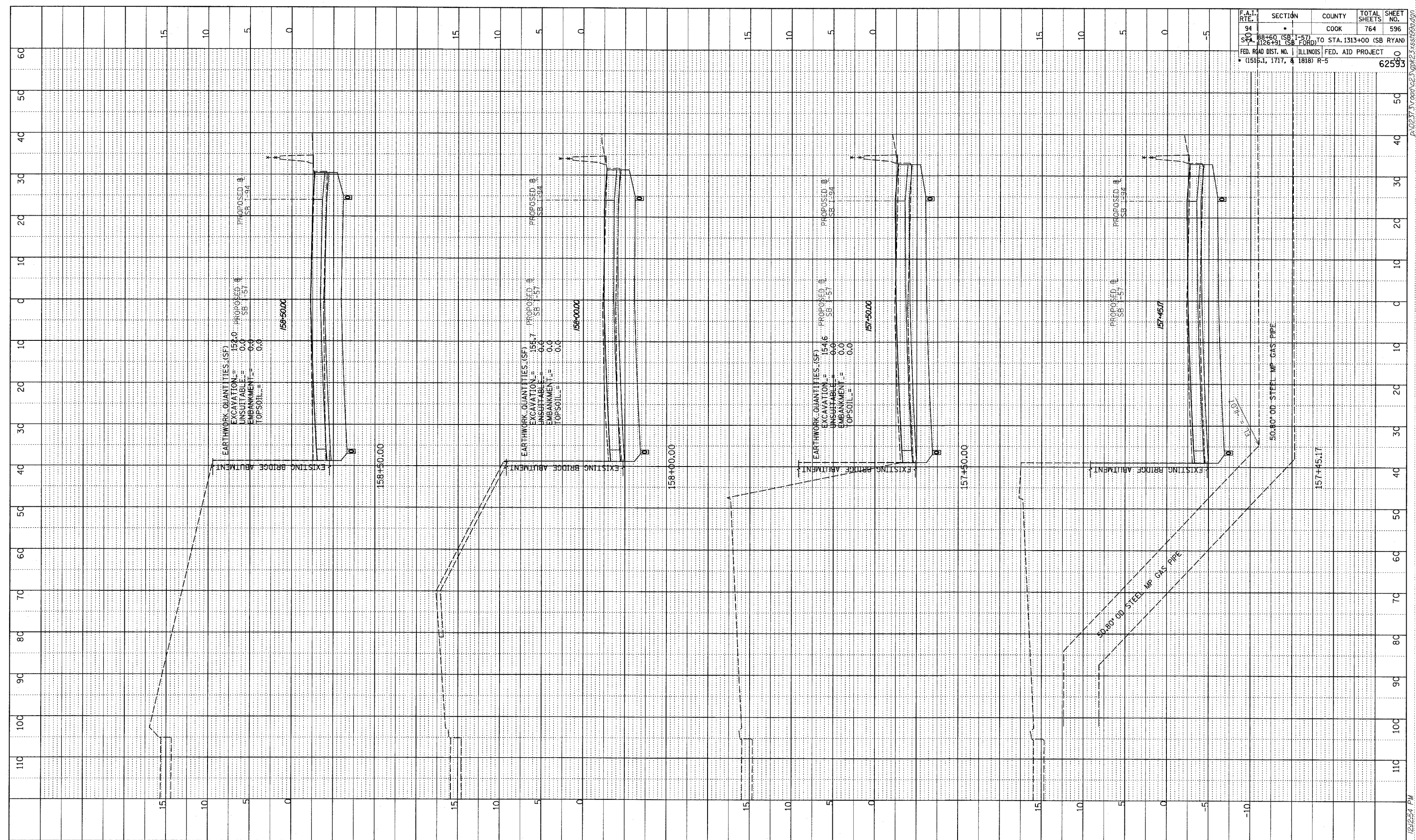


I-57 SOUTHBOUND
 STA. 156+00 TO STA. 157+39.93

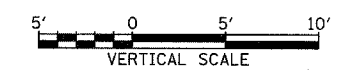
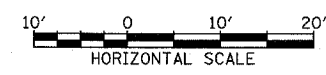
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+60 (SB I-57) TO STA. 1313+00 (SB RYAN)	COOK	764	596
STA. 1126+31 (SB FORD)				
FED. ROAD DIST. NO. 11516.1, 1717, & 1818		ILLINOIS FED. AID PROJECT		62593
				R-5



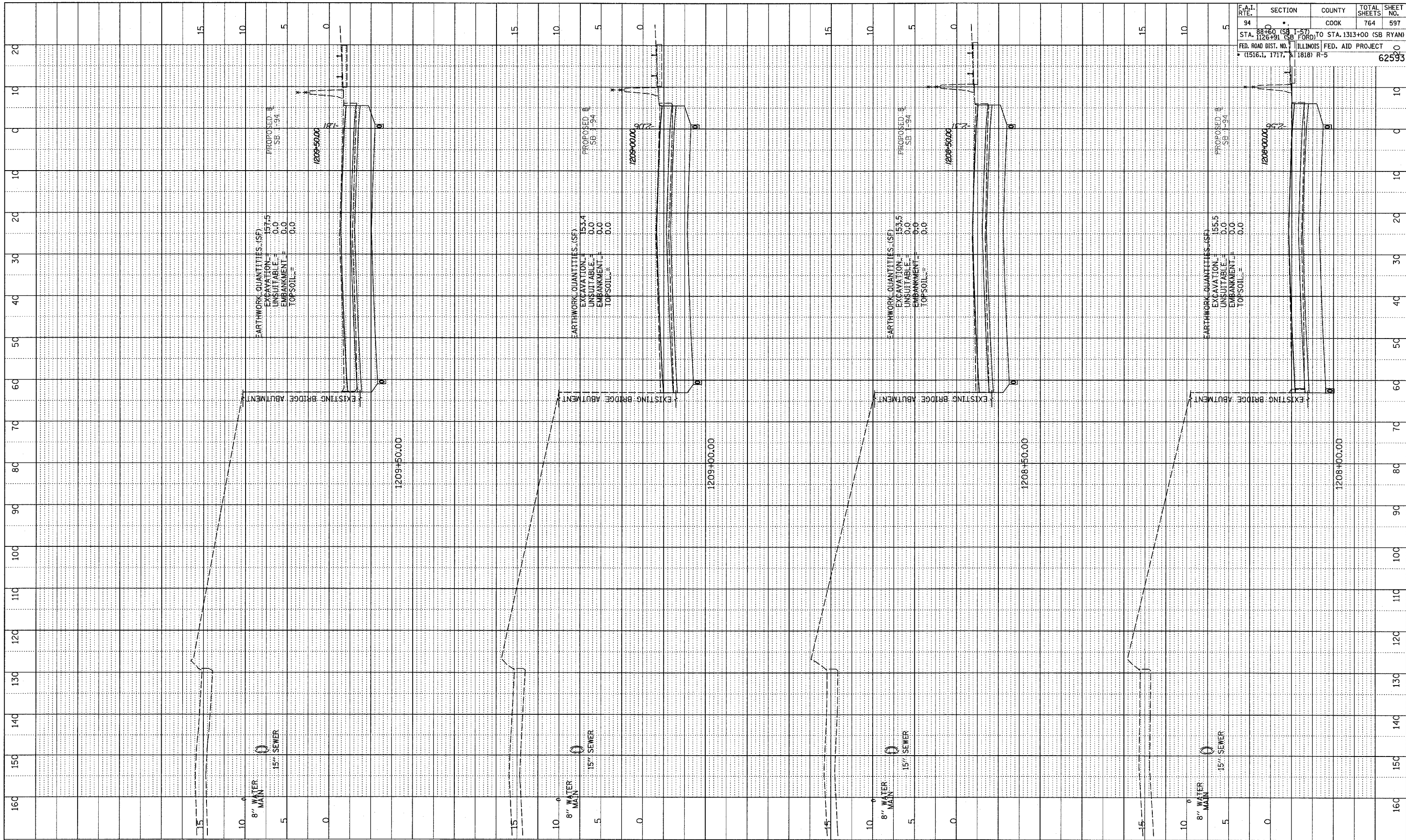
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I-57 SOUTHBOUND
 STA. 157+45.17 TO STA. 158+50

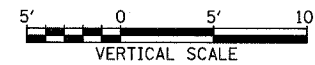
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 STRUCTURE NOTATION CHRD



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1208+00 (SB FORD) TO STA. 1313+00 (SB RYAN)	COOK	764	597
FED. ROAD DIST. NO. 11516.1, 1717, 1818			ILLINOIS FED. AID PROJECT R-5	
				62593

TYLIN INTERNATIONAL

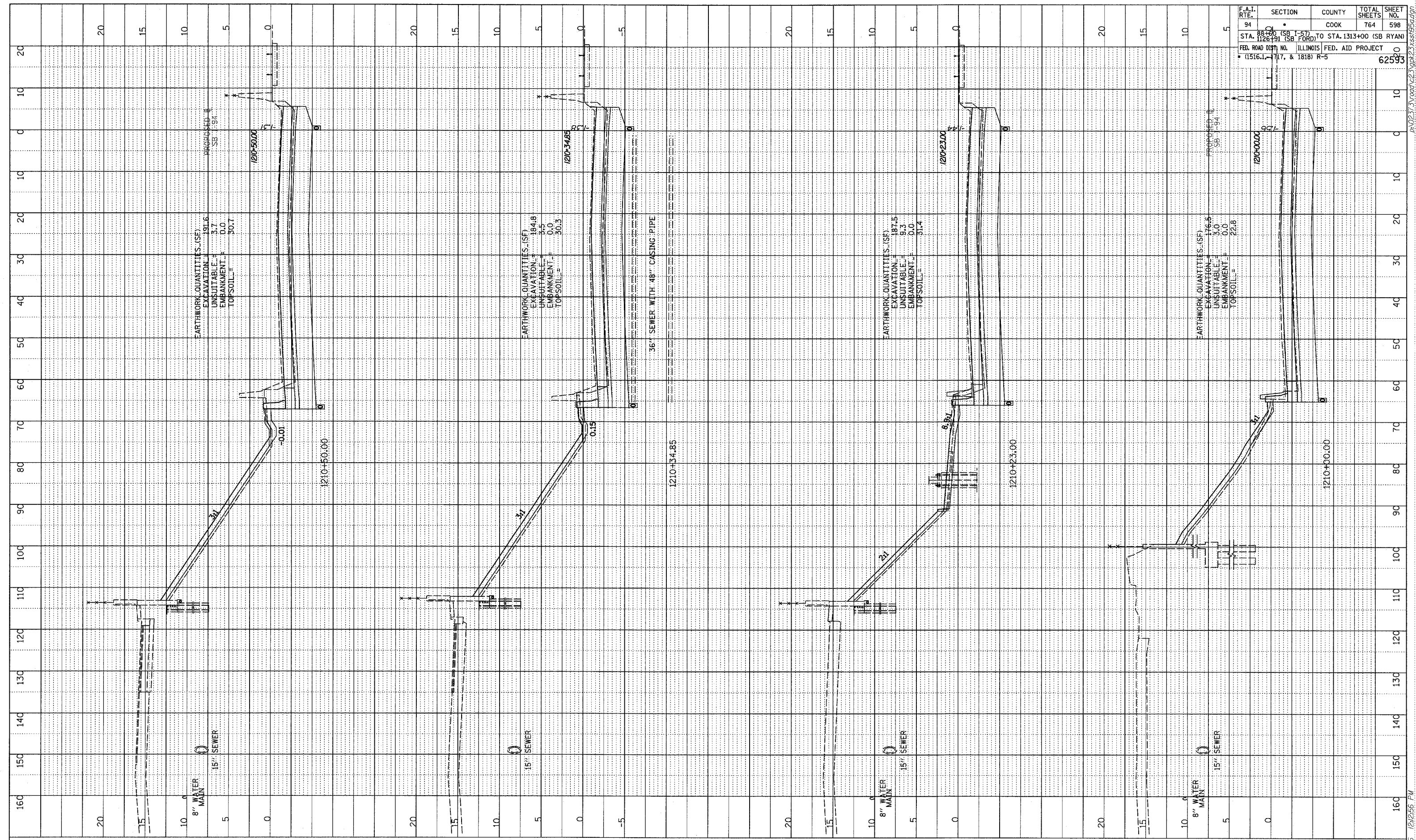


I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1208+00 TO STA. 1209+50

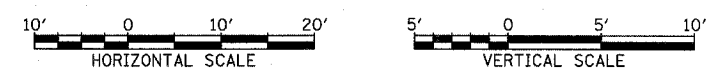
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	88+00 (SB I-57) TO STA. 1313+00 (SB RYAN)	COOK	764	598
STA. 1210+00 (SB I-57) TO STA. 1313+00 (SB RYAN) FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT (1516.1, 1717, & 1818) R-5				
				62593



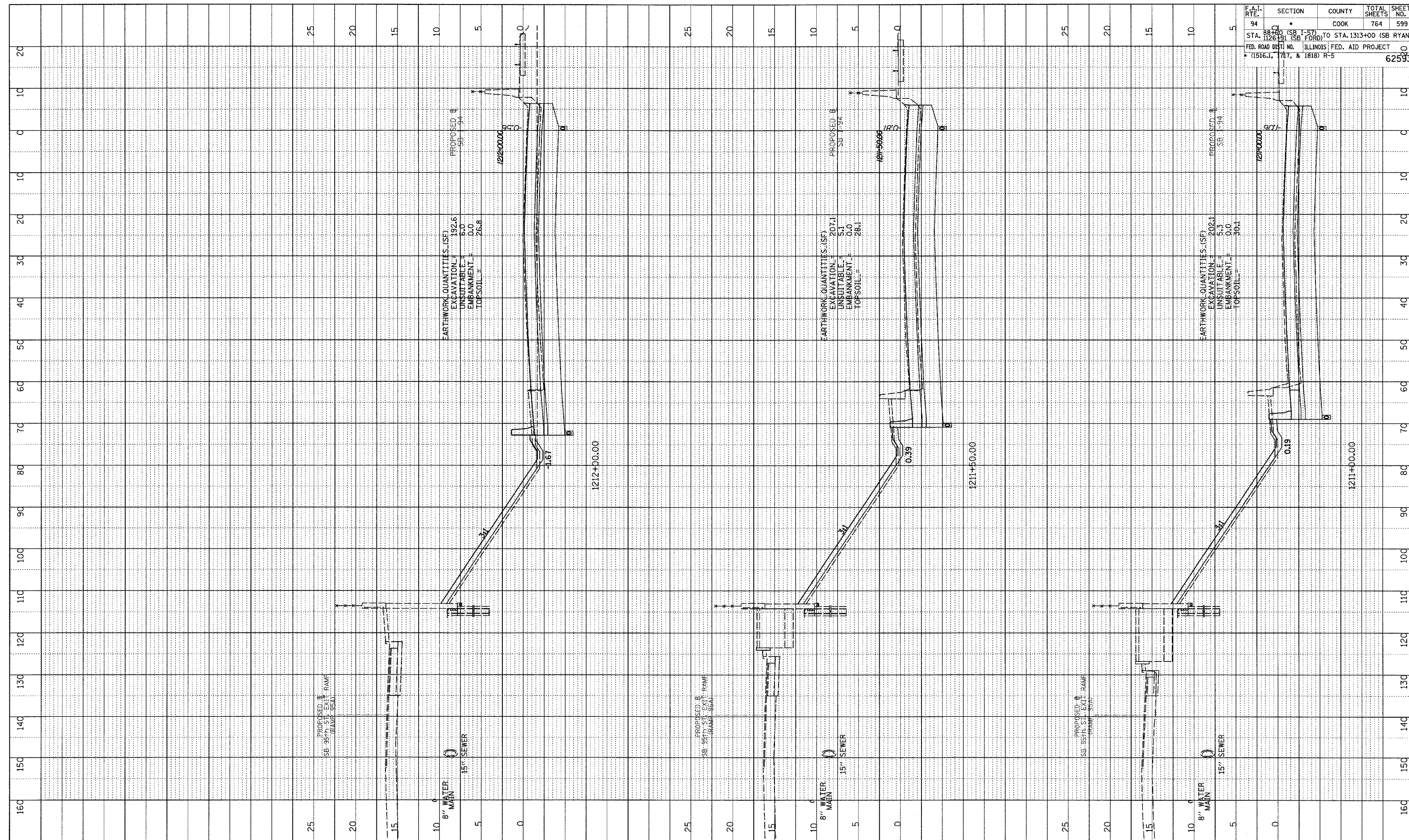
TYLIN INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1210+00 TO STA. 1210+50

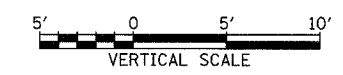
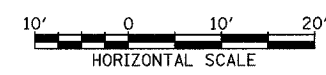
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 STRUCTURE NOTATION CHRD



F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	SB 1-57	COOK	764	599
STA. 1126+00 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
(1516.1, 1717, & 1818) R-5				
				62593

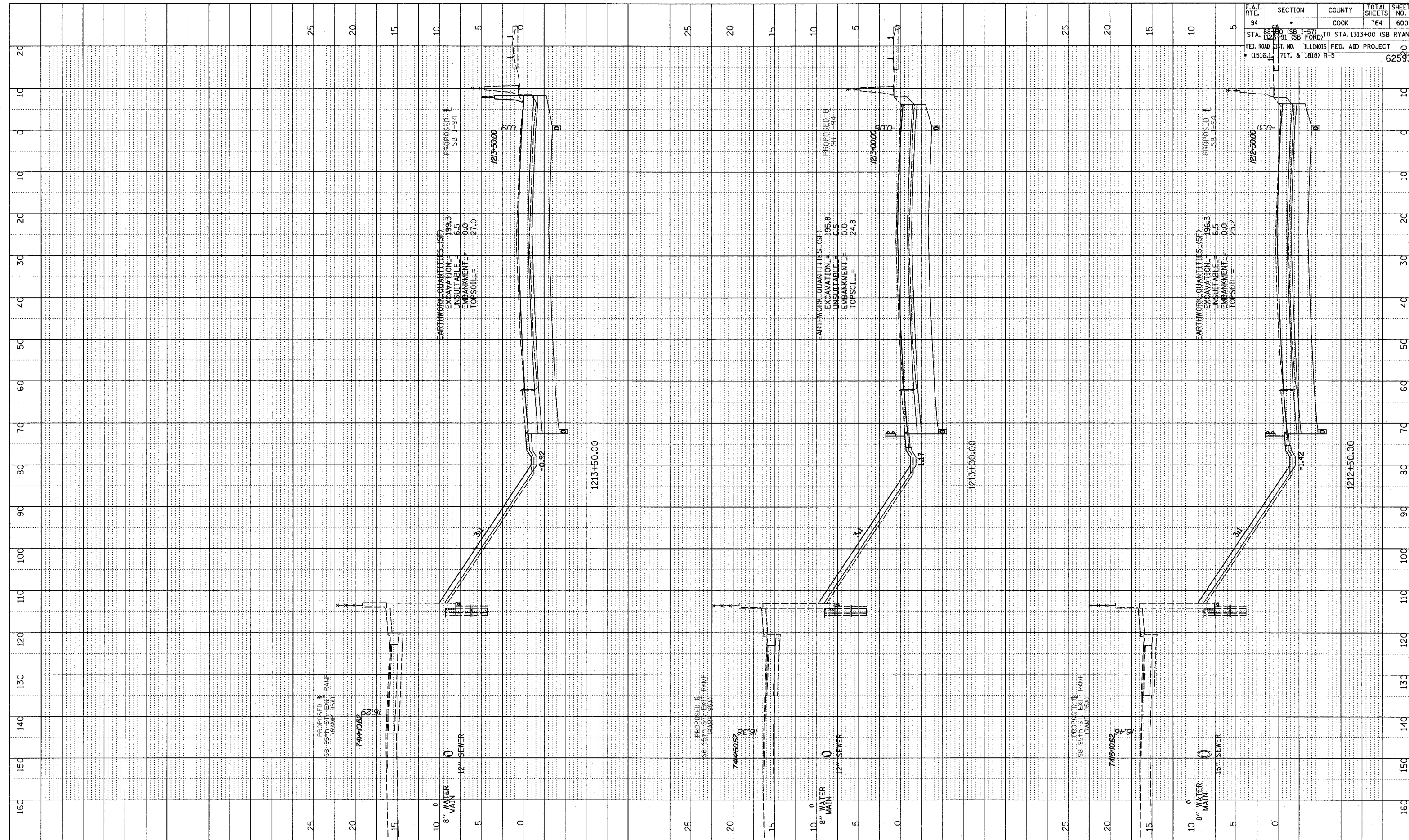
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I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1211+00 TO STA. 1212+00

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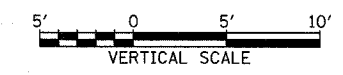
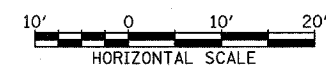


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717, & 1818	COOK	764	600

STA. 1212+50 (SB FORD) TO STA. 1313+00 (SB RYAN)
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
 (1516, 1717, & 1818) R-5

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 I-94 SOUTHBOUND (DAN RYAN EXPWY) STA. 1212+50 TO STA. 1213+50
 62593

TYLIN INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1212+50 TO STA. 1213+50