

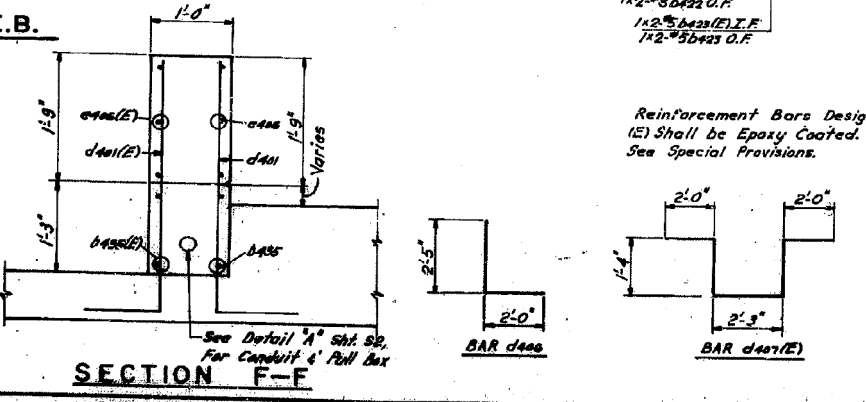
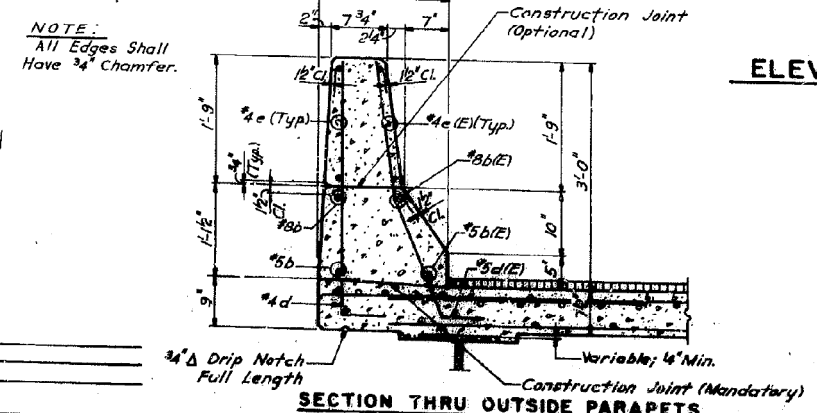
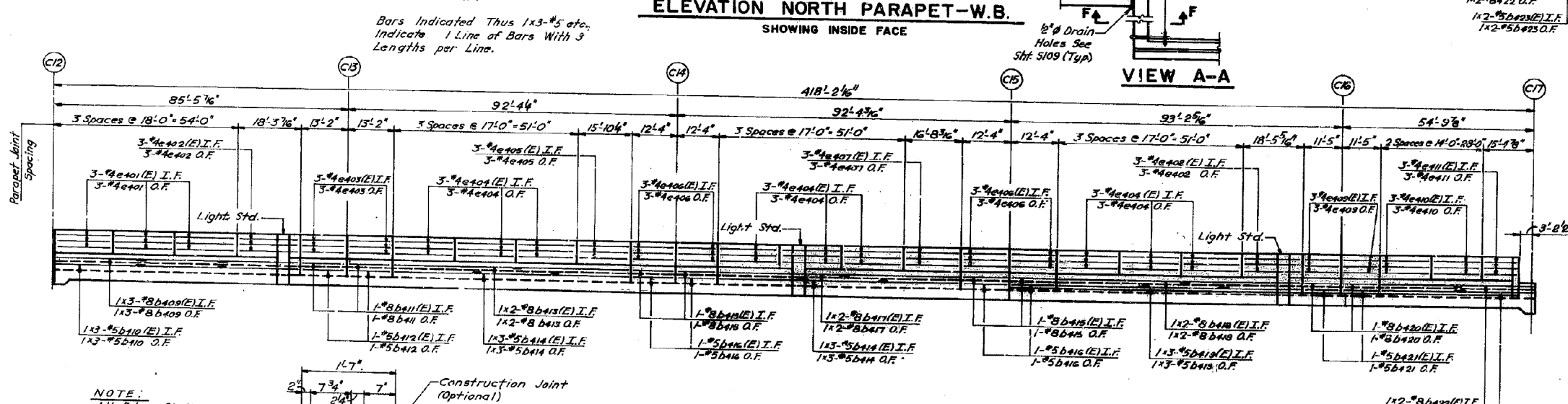
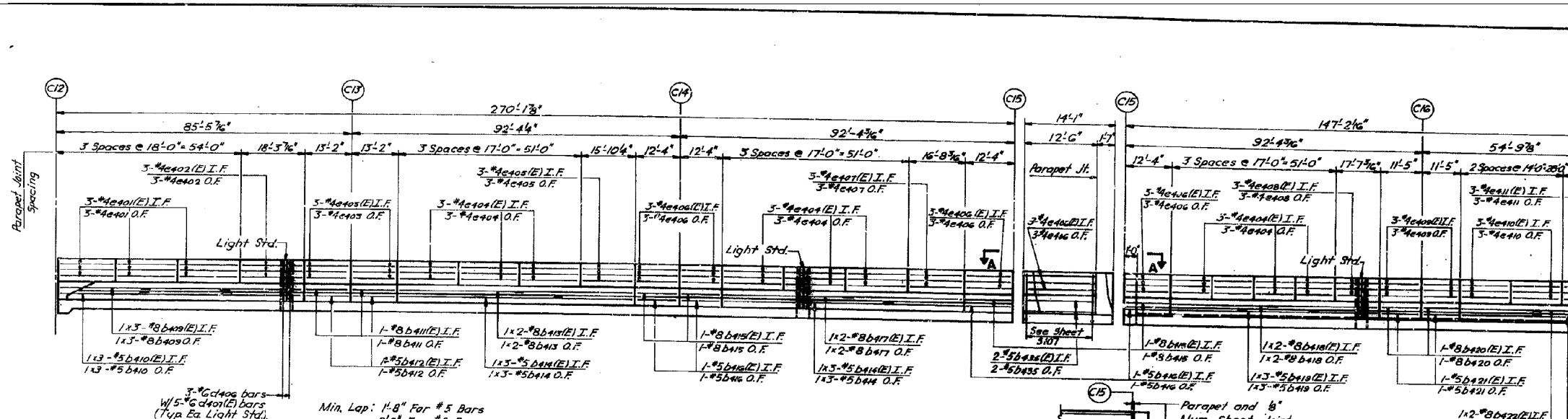
FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I. 94	1975-117-R	COOK	290	136
FED. ROAD DIV. NO. 7		ILLINOIS PROJECT I-IX-84-3(-)		

BILL OF MATERIAL

BAR NO.	NO.	SIZE	LENGTH	SHAPE
b400	6	#8	25'7"	
b400(E)	6	#8	25'7"	
b410	6	#5	25'0"	
b410(E)	6	#5	25'0"	
b411	4	#8	12'10"	
b411(E)	4	#8	12'10"	
b412	4	#5	12'10"	
b412(E)	4	#5	12'10"	
b413	4	#8	34'6"	
b413(E)	4	#8	34'6"	
b414	12	#5	23'7"	
b414(E)	12	#5	23'7"	
b415	8	#8	12'0"	
b415(E)	8	#8	12'0"	
b416	8	#5	12'0"	
b416(E)	8	#5	12'0"	
b417	4	#8	34'11"	
b417(E)	4	#8	34'11"	
b418	4	#8	35'9"	
b418(E)	4	#8	35'9"	
b419	6	#5	24'11"	
b419(E)	6	#5	24'11"	
b420	4	#8	11'7"	
b420(E)	4	#8	11'7"	
b421	4	#5	11'7"	
b421(E)	4	#5	11'7"	
b422	4	#8	23'1"	
b422(E)	4	#8	23'1"	
b423	4	#5	22'8"	
b423(E)	4	#5	22'8"	
b424	2	#5	12'3"	
b424(E)	2	#5	12'3"	
e401	18	#4	17'8"	
e401(E)	18	#4	17'8"	
e402	9	#4	17'11"	
e402(E)	9	#4	17'11"	
e403	12	#4	12'10"	
e403(E)	12	#4	12'10"	
e404	54	#4	16'8"	
e404(E)	54	#4	16'8"	
e405	6	#4	15'6"	
e405(E)	6	#4	15'6"	
e406	27	#4	12'0"	
e406(E)	27	#4	12'0"	
e407	6	#4	16'4"	
e407(E)	6	#4	16'4"	
e408	3	#4	17'3"	
e408(E)	3	#4	17'3"	
e409	12	#4	11'1"	
e409(E)	12	#4	11'1"	
e410	12	#4	15'8"	
e410(E)	12	#4	15'8"	
e411	6	#4	11'10"	
e411(E)	6	#4	11'10"	
e412	18	#5	4'5"	
e412(E)	18	#5	4'5"	
e413	30	#6	8'11"	
e413(E)	30	#6	8'11"	

Reinforcement Bars	Lb.	4,990
Rein. Bars (Epoxy Coated)	Lb.	5,270
Class I Concrete	Cu Yd.	96
Protective Coat	Sq Yd.	351



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
PARAPETS
BENT C6 TO C17**

F.A.I.R.T. 94 COOK COUNTY SECTION 1975-117-R
CHRISTIAN, HORN, AND ASSOC.
ENGINEERS
CHICAGO, ILLINOIS

SHEET NO. 136

0160461-60X78-5324-EXT.dgn

**PARSONS
BRINCKERHOFF**

DESIGNED BY: pateld	DESIGNED -	REVISED -
DRAWN BY: DCP	CHECKED -	REVISED -
CHECKED BY: JIG	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

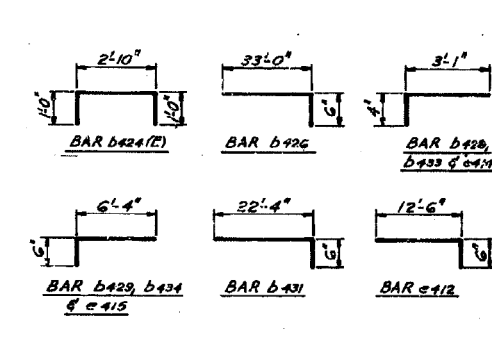
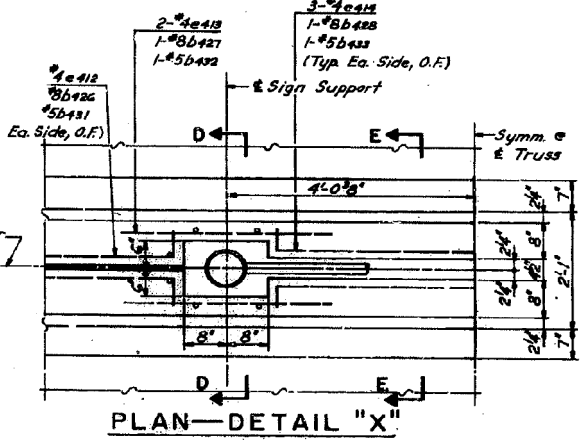
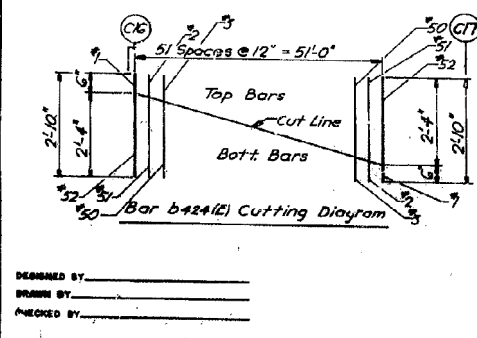
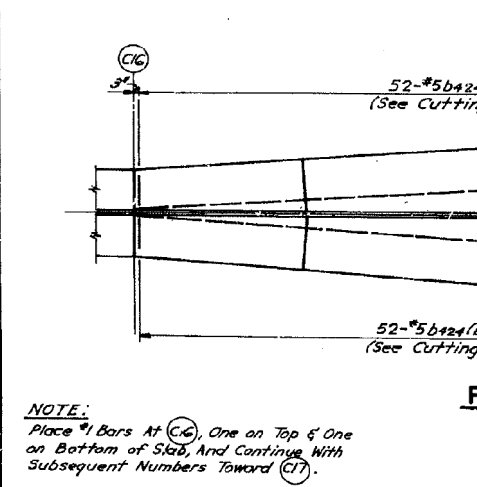
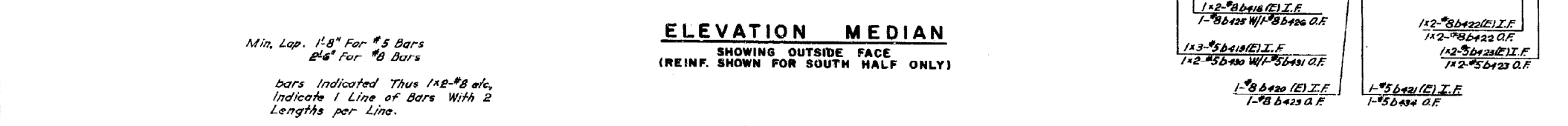
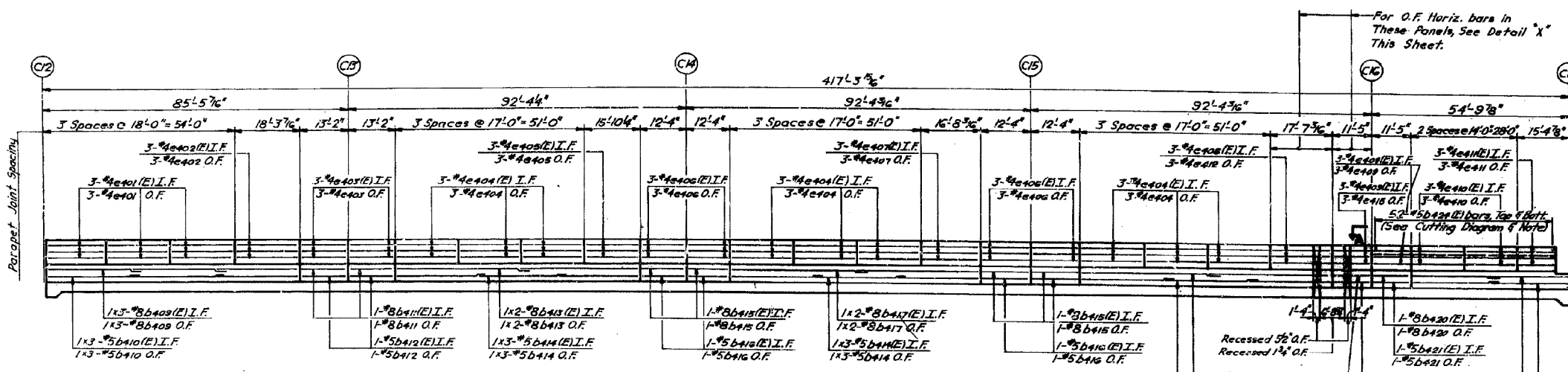
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 179 OF 194 SHEETS

F.A.I. R.T.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004 R&B (WB)	COOK	706	601
ILLINOIS FED. AID PROJECT		CONTRACT NO. 60X78		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 94	1975-117-R	COOK	290	137
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT I-IX-94-3()		



BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
e412	6	#5	18'-0"	
e413	8	#4	4'-0"	
e414	12	#4	3'-5"	
e415	6	#4	6'-10"	

Reinforcement Bars	Lb.	4870
Rein. Bars (Epoxy Coated)	Lb.	5330
Class 1 Concrete	Cu/Yd.	104
Protective Coat	Sq/Yd.	361

Reinforcement Bars Designated (E) Shall be Epoxy Coated. See Special Provisions.

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
b400	6	#8	25'-7"	
b401(E)	6	#8	25'-7"	
b402	6	#5	25'-0"	
b403(E)	6	#5	25'-0"	
b404	4	#8	12'-10"	
b405(E)	4	#8	12'-10"	
b406	4	#5	12'-10"	
b407(E)	4	#5	12'-10"	
b408	4	#8	34'-6"	
b409(E)	4	#8	34'-6"	
b410	12	#8	23'-7"	
b411(E)	12	#8	23'-7"	
b412	8	#8	12'-0"	
b413(E)	8	#8	12'-0"	
b414	8	#5	12'-0"	
b415(E)	8	#5	12'-0"	
b416	4	#8	34'-11"	
b417(E)	4	#8	34'-11"	
b418	4	#8	35'-5"	
b419(E)	4	#8	35'-5"	
b420	2	#8	11'-11"	
b420(E)	4	#8	11'-11"	
b421	2	#5	11'-11"	
b421(E)	4	#5	11'-11"	
b422	4	#8	23'-11"	
b423(E)	4	#8	23'-11"	
b424	4	#5	23'-8"	
b425(E)	4	#5	23'-8"	
b426	104	#5	4'-10"	
b427	2	#8	33'-0"	
b428	2	#8	31'-6"	
b429	4	#8	4'-0"	
b430	4	#8	3'-5"	
b431	2	#8	6'-10"	
b432	4	#5	4'-0"	
b433	4	#5	3'-5"	
b434	2	#5	6'-10"	
e401	18	#4	11'-8"	
e401(E)	18	#4	17'-8"	
e402	6	#4	11'-11"	
e403(E)	6	#4	11'-11"	
e404	12	#4	12'-10"	
e405(E)	12	#4	12'-10"	
e406	54	#4	16'-8"	
e407(E)	54	#4	16'-8"	
e408	6	#4	15'-6"	
e409(E)	6	#4	15'-6"	
e410	24	#4	12'-0"	
e410(E)	24	#4	12'-0"	
e411	6	#4	16'-4"	
e412(E)	6	#4	16'-4"	
e413	6	#4	17'-3"	
e414	6	#4	11'-11"	
e415(E)	12	#4	11'-11"	
e416	12	#4	13'-8"	
e417(E)	12	#4	13'-8"	
e418	6	#4	11'-10"	
e419(E)	6	#4	11'-10"	

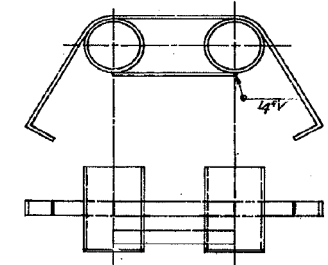
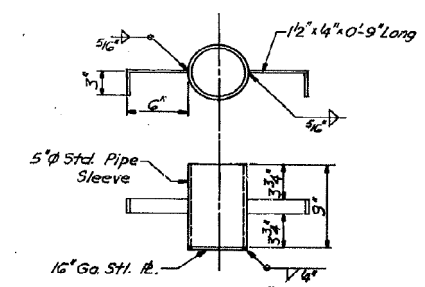
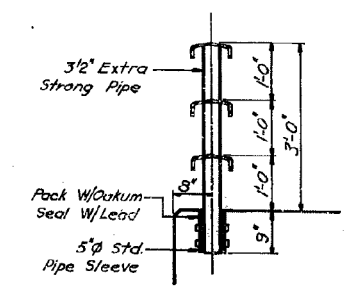
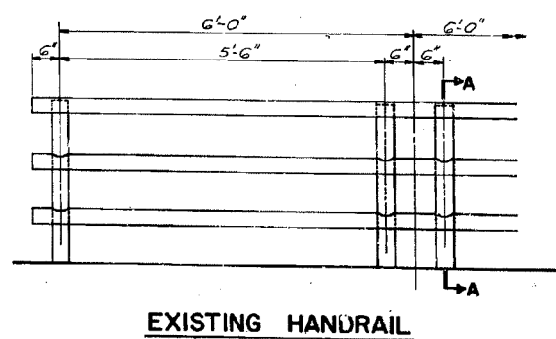
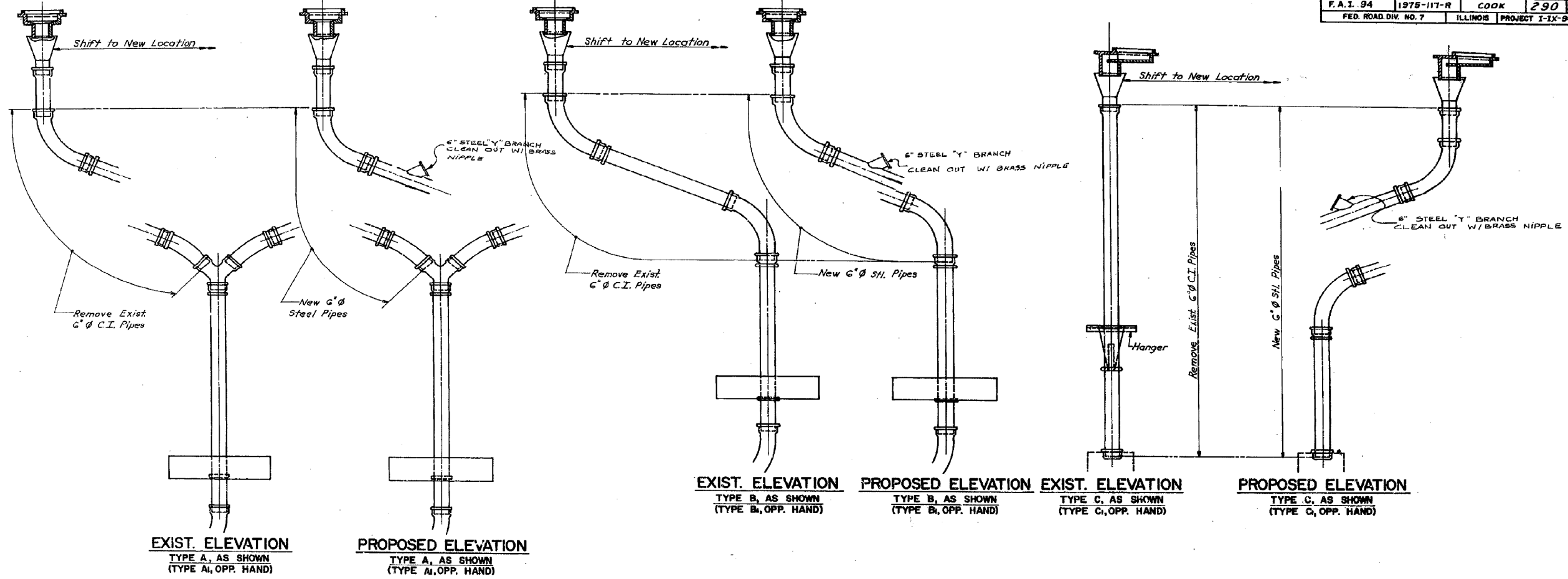
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
MEDIAN
BENT C6 TO C7
F.A.I. 94 COOK COUNTY SECTION 1975-117-R
CHRISTIAN, HARRIS AND ASSOC.
ENGINEERS
CHICAGO, ILLINOIS

SHEET
NO. 57
REV. 7-3-79

0160461-60X78-5325-EXT.dgn

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 94	1975-117-R	COOK	290	138
FED. ROAD DIV. NO. 7 ILLINOIS PROJECT I-IX-94-3()				



DESIGNED BY _____
 DRAWN BY _____
 CHECKED BY _____

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 CIRCLE INTERCHANGE AND
 EISENHOWER EXPRESSWAY
 REHABILITATION
 DRAINAGE & HANDRAIL DETAILS
 BENT C12 TO C17
 F.A.I.R.T. 94 COOK COUNTY SECTION 1975-117-R
 CHRISTIAN-ROGE AND ASSOC.
 ENGINEERS
 CHICAGO, ILLINOIS
 SHEET
 C12 OF
 Nov. 10-1980

REV 3/15/80 RCS
 Rev. 1-18-80 CJR

0160461-60X78-5326-EXT.dgn

**PARSONS
 BRINCKERHOFF**

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 3/23/2016	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

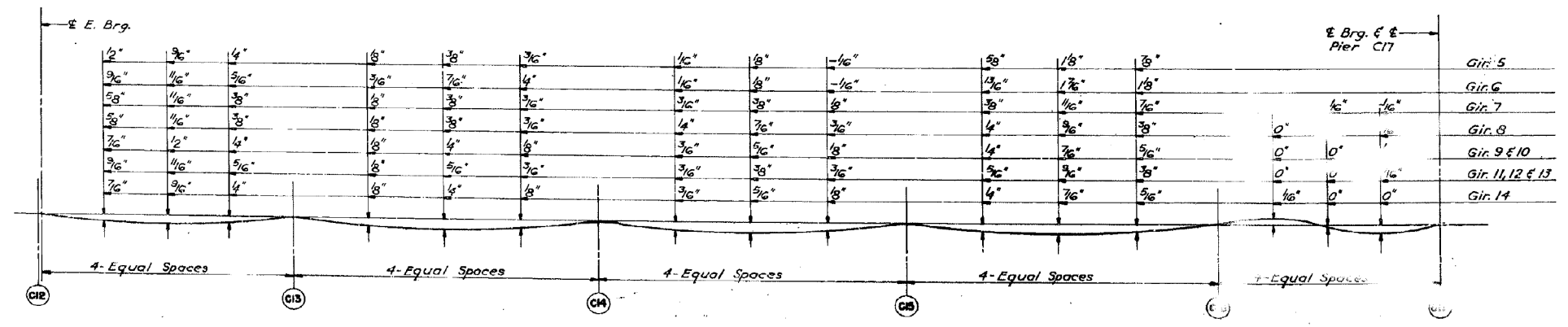
EXISTING PLANS
 STRUCTURE NO. 016-0461
 SHEET NO. 181 OF 194 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004 R&B (WB)	COOK	706	603
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

BRIDGE PIER C12				BRIDGE PIER C13				BRIDGE PIER C14				BRIDGE PIER C15				BRIDGE PIER C16				BRIDGE PIER C17																						
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.													
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.																																						
F.A.I. RT. 94	1975-117-R	COOK	290	140																																						
FED. ROAD DIV. NO. 7	ILLINOIS	PROJECT I-IX-94-31																																								

NOTE A: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A on Sht. 5-1/2.



NOTE: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown above.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
ELEVATIONS
I-90 W.B. BENT C12 TO BENT C17

F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROGE AND ASSOC.
ENGINEERS
CHICAGO, ILLINOIS

SHEET
284 of

0160461-60X78-5328-EXT.dgn

**PARSONS
BRINCKERHOFF**

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 3/23/2016	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 183 OF 194 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004 R&B (WB)	COOK	706	605
CONTRACT NO. 60X78				ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q DEFL.	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q DEFL.	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q DEFL.	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q DEFL.	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q DEFL.															
GIRDER 10					GIRDER 11					GIRDER 12					GIRDER 13					GIRDER 14																			
E BRG PIER C12					E BRG PIER C12					E BRG PIER C12					E BRG PIER C12					E BRG PIER C12					E BRG PIER C12														
A 36951.888					A 36951.888					A 36951.888					A 36951.888					A 36951.888					A 36951.888					A 36951.888									
B 36971.888					B 36971.888					B 36971.888					B 36971.888					B 36971.888					B 36971.888					B 36971.888					B 36971.888				
C 36991.888					C 36991.888					C 36991.888					C 36991.888					C 36991.888					C 36991.888					C 36991.888					C 36991.888				
D 37011.888					D 37011.888					D 37011.888					D 37011.888					D 37011.888					D 37011.888					D 37011.888					D 37011.888				
E 37031.888					E 37031.888					E 37031.888					E 37031.888					E 37031.888					E 37031.888					E 37031.888					E 37031.888				
F 37051.888					F 37051.888					F 37051.888					F 37051.888					F 37051.888					F 37051.888					F 37051.888					F 37051.888				
G 37071.888					G 37071.888					G 37071.888					G 37071.888					G 37071.888					G 37071.888					G 37071.888					G 37071.888				
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M 37191.888					M 37191.888					M 37191.888					M 37191.888					M 37191.888					M 37191.888					M 37191.888					M 37191.888				
N 37211.888					N 37211.888					N 37211.888					N 37211.888					N 37211.888					N 37211.888					N 37211.888					N 37211.888				
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V 37371.888					V 37371.888					V 37371.888					V 37371.888					V 37371.888					V 37371.888					V 37371.888					V 37371.888				
W 37391.888					W 37391.888					W 37391.888					W 37391.888					W 37391.888					W 37391.888					W 37391.888					W 37391.888				
X 37411.888					X 37411.888					X 37411.888					X 37411.888					X 37411.888					X 37411.888					X 37411.888					X 37411.888				
Y 37431.888					Y 37431.888					Y 37431.888					Y 37431.888					Y 37431.888					Y 37431.888					Y 37431.888					Y 37431.888				
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AC 37511.888					AC 37511.888					AC 37511.888					AC 37511.888					AC 37511.888					AC 37511.888					AC 37511.888					AC 37511.888				
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AF 37571.888					AF 37571.888					AF 37571.888					AF 37571.888					AF 37571.888					AF 37571.888					AF 37571.888					AF 37571.888				
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AJ 37631.888					AJ 37631.888					AJ 37631.888					AJ 37631.888					AJ 37631.888					AJ 37631.888					AJ 37631.888					AJ 37631.888				
AK 37651.888					AK 37651.888					AK 37651.888					AK 37651.888					AK 37651.888					AK 37651.888					AK 37651.888					AK 37651.888				

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I. RT. 94	1975-117-R	COOK	290	141
FED. ROAD DIV. NO. 7			ILLINOIS	PROJECT I-19-94-31

NOTE A: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A on Sht. S-1/B.

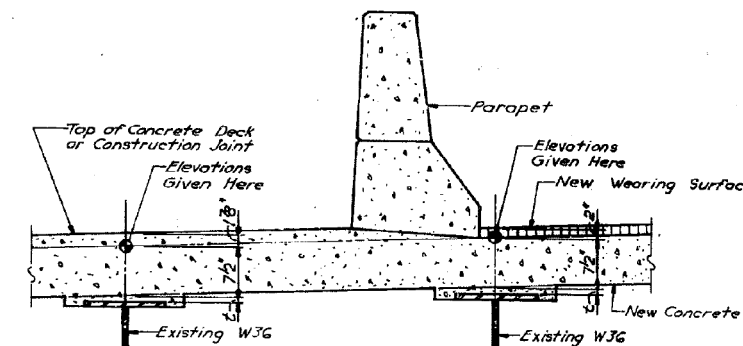
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
ELEVATIONS
I-90 W.B. BENT C12 TO BENT C17
F. A. I. RT. 94 COOK COUNTY SECTION 1975-117-R
CHRISTIAN, ROGE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

SHEET
53 OF

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. RT. 94	1975-117-R	COOK	290	142
FED ROAD DIV. NO. 7		ILLINOIS	PROJECT I-IX-94-31	

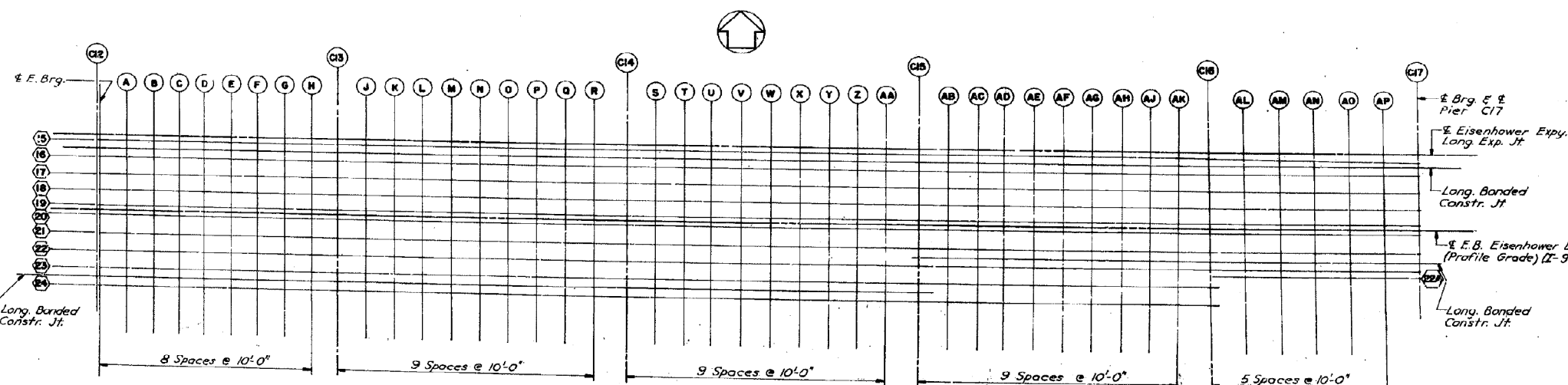
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.
BRG PIER C12	36941.888	-27.000	31.787	31.787	BRG PIER C12	36941.888	-25.500	31.818	31.818	BRG PIER C12	36941.888	-22.500	31.881	31.881



NOTE A: All elevations in "as" tables are given at the top of the concrete deck as shown in DETAIL A.

FILLET HEIGHTS

To determine "t" as shown in DETAIL A: After all existing concrete superstructure has been demolished and removed from each span, elevations of the top flanges of the beams shall be taken at intervals shown in Plan. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown in tables minus slab thickness, equals the fillet heights "t" above the top flange of beams.



NOTE: For Deflection Diagram see Sht. 8-117. For additional tables see Sht. 8-117 and 8-118.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
ELEVATIONS
I-90 E.B. BENT C12 TO BENT C17
F.A.I. RT 94 COOK COUNTY SECTION 1975-11-R
CHRISTIAN-ROGE AND ASSOC.
ENGINEERS
CHICAGO, ILLINOIS

SHEET
286 of
290

DESIGNED BY
DRAWN BY
CHECKED BY

PLAN

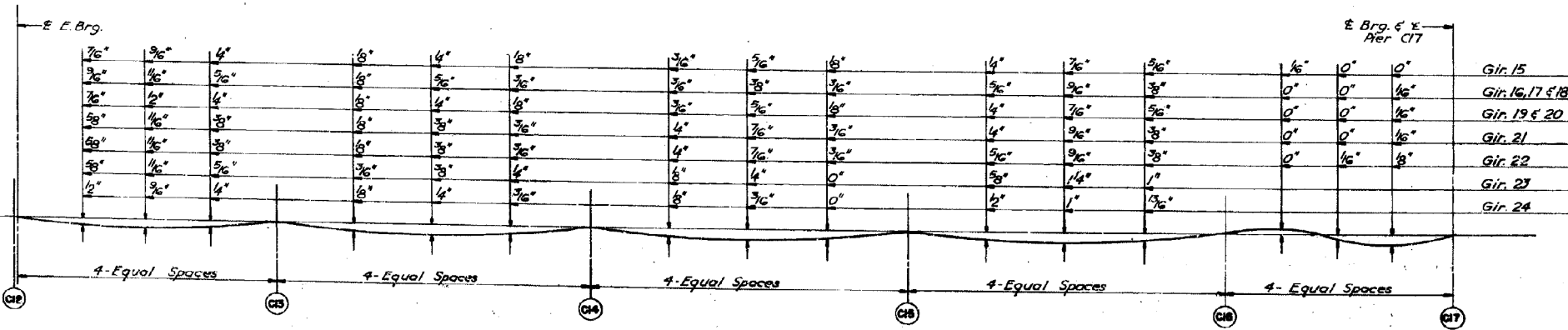
USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 3/23/2016	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

F.A.I. RT. 94	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004 R&B (WB)	COOK	706	607
CONTRACT NO. 60X78			ILLINOIS FED. AID PROJECT	

FOR INFORMATION ONLY

BRG PIER C12				BRG PIER C13				BRG PIER C14				BRG PIER C15				BRG PIER C16				BRG PIER C17				BRG PIER C18				BRG PIER C19				BRG PIER C20				ROUTE NO.		SECTION		COUNTY		TOTAL SHEETS		SHEET NO.	
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.	F.A.I. RT. 94	FED ROAD DIV. NO. 7	ILLINOIS	COOK	PROJECT I-1X-94-3()	290	143				
A	36941.888	-19.500	31.943	31.943	A	37026.504	-19.499	31.708	31.708	A	37118.856	-19.499	31.174	31.174	A	37221.207	-19.500	30.842	30.842	A	37303.605	-19.500	30.903	30.903	A	37398.431	-19.500	31.092	31.092	A	37941.888	-1.499	32.222	32.222	3	7	COOK	290	143						
B	36951.888	-19.500	31.902	31.924	B	37036.504	-19.499	31.544	31.544	B	37128.856	-19.499	31.136	31.136	B	37221.207	-19.500	30.828	30.840	B	37313.605	-19.500	30.935	30.935	B	37951.888	-1.499	32.134	32.156	B	36951.888	-1.499	32.131	32.198											
C	36961.888	-19.500	31.860	31.905	C	37046.504	-19.499	31.620	31.629	C	37148.856	-19.499	31.080	31.080	C	37231.207	-19.500	30.820	30.842	C	37323.605	-19.500	30.970	30.970	C	37961.888	-1.499	32.092	32.137	C	36961.888	-1.499	32.131	32.198											
D	36971.888	-19.500	31.818	31.870	D	37056.504	-19.499	31.576	31.591	D	37158.856	-19.499	31.023	31.023	D	37241.207	-19.500	30.816	30.848	D	37333.605	-19.500	31.005	31.005	D	36971.888	-1.499	32.050	32.102	D	36971.888	-1.499	32.092	32.137											
E	36981.888	-19.500	31.776	31.832	E	37066.504	-19.499	31.531	31.553	E	37168.856	-19.499	30.985	30.985	E	37251.207	-19.500	30.858	30.858	E	37343.605	-19.500	31.046	31.046	E	36981.888	-1.499	32.008	32.064	E	36981.888	-1.499	32.055	32.096											
F	36991.888	-19.500	31.735	31.779	F	37076.504	-19.499	31.487	31.511	F	37188.856	-19.499	30.943	30.943	F	37261.207	-19.500	30.823	30.857	F	37353.605	-19.500	31.005	31.005	F	36991.888	-1.499	32.000	32.064	F	36991.888	-1.499	32.055	32.096											
G	37001.888	-19.500	31.691	31.722	G	37086.504	-19.499	31.442	31.452	G	37198.856	-19.499	30.891	30.907	G	37281.207	-19.500	30.880	30.880	G	37393.605	-19.500	31.045	31.045	G	37001.888	-1.499	31.923	31.954	G	37001.888	-1.499	32.012	32.047											
H	37011.888	-19.500	31.647	31.658	H	37096.504	-19.499	31.398	31.413	H	37198.856	-19.499	30.875	30.875	H	37291.207	-19.500	30.870	30.887	H	37403.605	-19.500	31.075	31.075	H	37011.888	-1.499	31.879	31.898	H	37011.888	-1.499	32.012	32.047											
I	37021.888	-19.500	31.604	31.609	I	37106.504	-19.499	31.353	31.362	I	37208.856	-19.499	30.866	30.866	I	37301.207	-19.500	30.870	30.887	I	37413.605	-19.500	31.075	31.075	I	37021.888	-1.499	31.836	31.842	I	37021.888	-1.499	31.926	31.941											

NOTE A1 All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A on Sht. 8-1/6



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only)

NOTE: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown above.

DESIGNED BY: _____
DRAWN BY: _____
CHECKED BY: _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
ELEVATIONS
I-90 E.B. BENT C12 TO BENT G17**

F.A.I. RT. 94 COOK COUNTY SECTION 1978-117-R
**CHRISTIAN-ROGE AND ASSOC.
ENGINEERS
CHICAGO, ILLINOIS**

SHEET
517 OF

0160461-60X78-5331-EXT.dgn

**PARSONS
BRINCKERHOFF**

USER NAME = pateld
DESIGNED -
CHECKED -
PLOT SCALE = N.T.S.
DRAWN - DCP
PLOT DATE = 3/23/2016
CHECKED - JIG

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 186 OF 194 SHEETS

F.A.I. RT. 94 SECTION COUNTY TOTAL SHEETS SHEET NO.
90/94/290 2014-004 R&B (WB) COOK 706 608
CONTRACT NO. 60X78

ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY

LOCATION		STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.	LOCATION		STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.	LOCATION		STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.	LOCATION		STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR Q. DEFL.
LONGITUDINAL BONDED CONSTRUCTION JOINT																							
BRG PIER C12						BRG PIER C12						BRG PIER C12						BRG PIER C12					
PIER C13						PIER C13						PIER C13						PIER C13					
PIER C14						PIER C14						PIER C14						PIER C14					
PIER C15						PIER C15						PIER C15						PIER C15					
PIER C16						PIER C16						PIER C16						PIER C16					
BRG PIER C17						BRG PIER C17						BRG PIER C17						BRG PIER C17					
BRG PIER C12						BRG PIER C12						BRG PIER C12						BRG PIER C12					
PIER C13						PIER C13						PIER C13						PIER C13					
PIER C14						PIER C14						PIER C14						PIER C14					
PIER C15						PIER C15						PIER C15						PIER C15					
PIER C16						PIER C16						PIER C16						PIER C16					
BRG PIER C17						BRG PIER C17						BRG PIER C17						BRG PIER C17					

NOTE A: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A on Sht. S-116

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
ELEVATIONS
I-90 E.B. BENT C12 TO BENT C17
 F.A.I. RT 94 COOK COUNTY SECTION 1975-117-R
 CHRISTIAN-ROSE AND ASSOC. ENGINEERS
 CHICAGO, ILLINOIS

0160461-60X7B-5332-EXT.dgn



USER NAME = patfeld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
PLOT DATE = 3/23/2016	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 187 OF 194 SHEETS

F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004 R&B (WB)	COOK	706	609
CONTRACT NO. 60X78				ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY

INDEX OF SHEETS.

- 1 TITLE SHEET
- 2 PLAN OF FOUNDATIONS
- 3 PLAN OF RIGHT OF WAY
- 4,5,6 DETAILS OF SUB-PIERS

- 7 RESIDENT AND PROPORTIONING ENGINEERS OFFICE

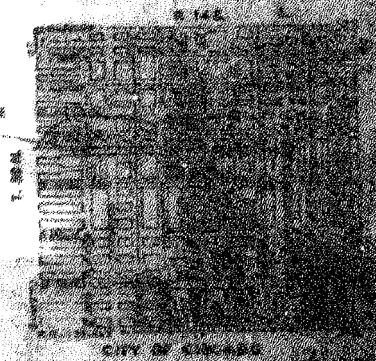
STATE OF ILLINOIS
 COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION

**PLANS FOR PROPOSED
 FEDERAL AID HIGHWAY**

FA. ROUTE-131-PROJECT UI.261(5)
 FURNISHING AND CONSTRUCTING SUB PIERS
 CONGRESS STREET SUPERHIGHWAY
 DESPLAINES STREET TO CANAL STREET
 SEC-092-24242-MRT

RETURN THIS PLAN
 TO MAINTENANCE
 ROOM 706
 DRAWER

THE IMPROVEMENT CONSISTS OF THE CONSTRUCTION OF 10 REINFORCED CONCRETE SUB-PIERS OF 48" AND 48" DIAMETERS, WITH DEPTHS VARYING UP TO 92'-0".

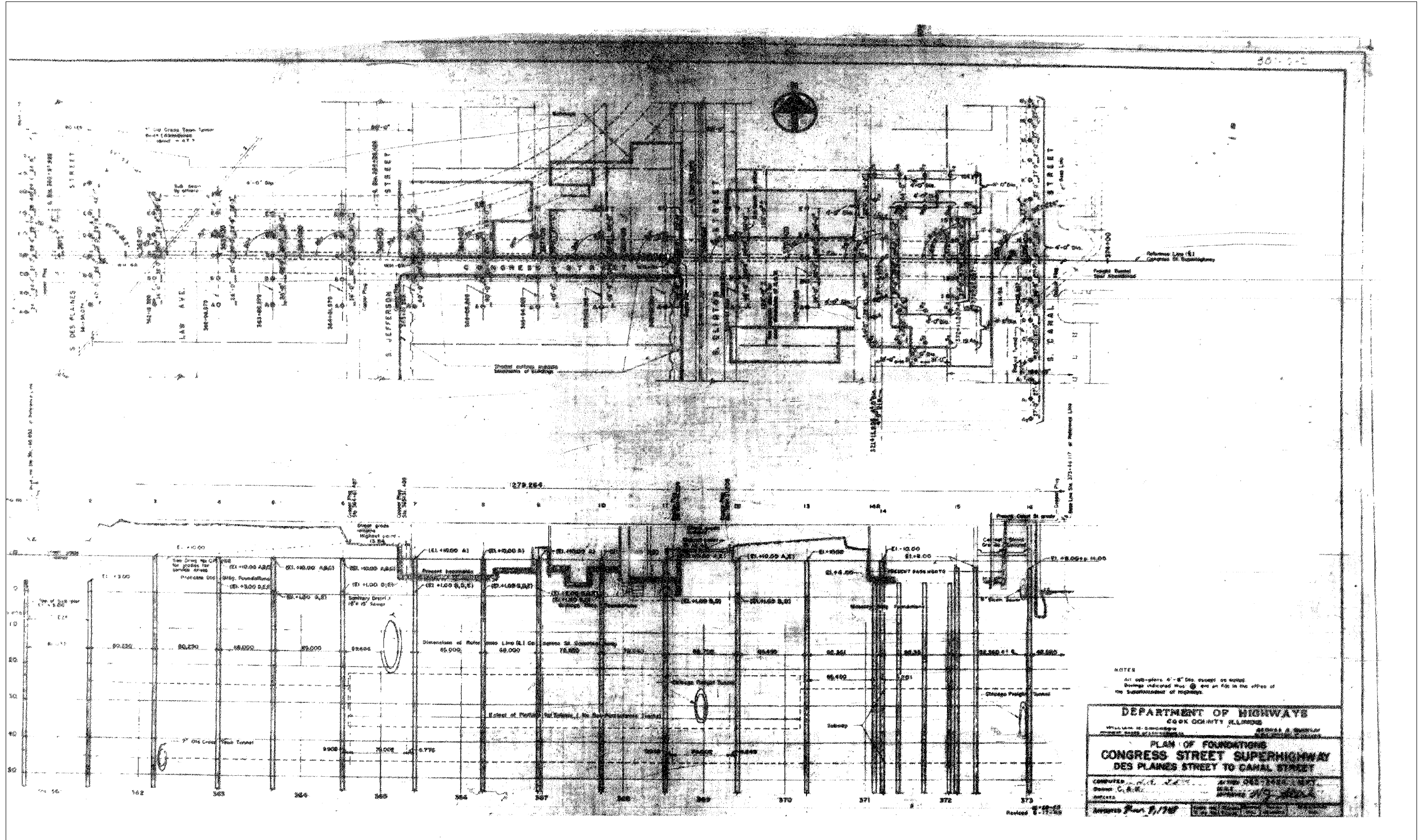


PLANS APPROVED
 BY STATE DEPARTMENT OF TRANSPORTATION

COUNTY OF COOK DEPARTMENT OF TRANSPORTATION	
APPROVED	<i>[Signature]</i>
APPROVED	<i>[Signature]</i>
APPROVED	<i>[Signature]</i>
SUBMITTED	
REVISIONS	
TITLES	
APPROVED	
APPROVED	
PROJECT NO. 016-0461	
FEDERAL AID HIGHWAY	
ILLINOIS DEPARTMENT OF TRANSPORTATION	
PUBLIC WORKS ADMINISTRATION	
LEGISLATIVE SERVICES DIVISION	
BY PROJECT	
DATE	
PROJECT NUMBER	
FEDERAL AID HIGHWAY	

0160461-60X78-5333-EXT.dgn

FOR INFORMATION ONLY



0160461-60X78-5334-EXT.dgn

PARSONS
BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 3/23/2016	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

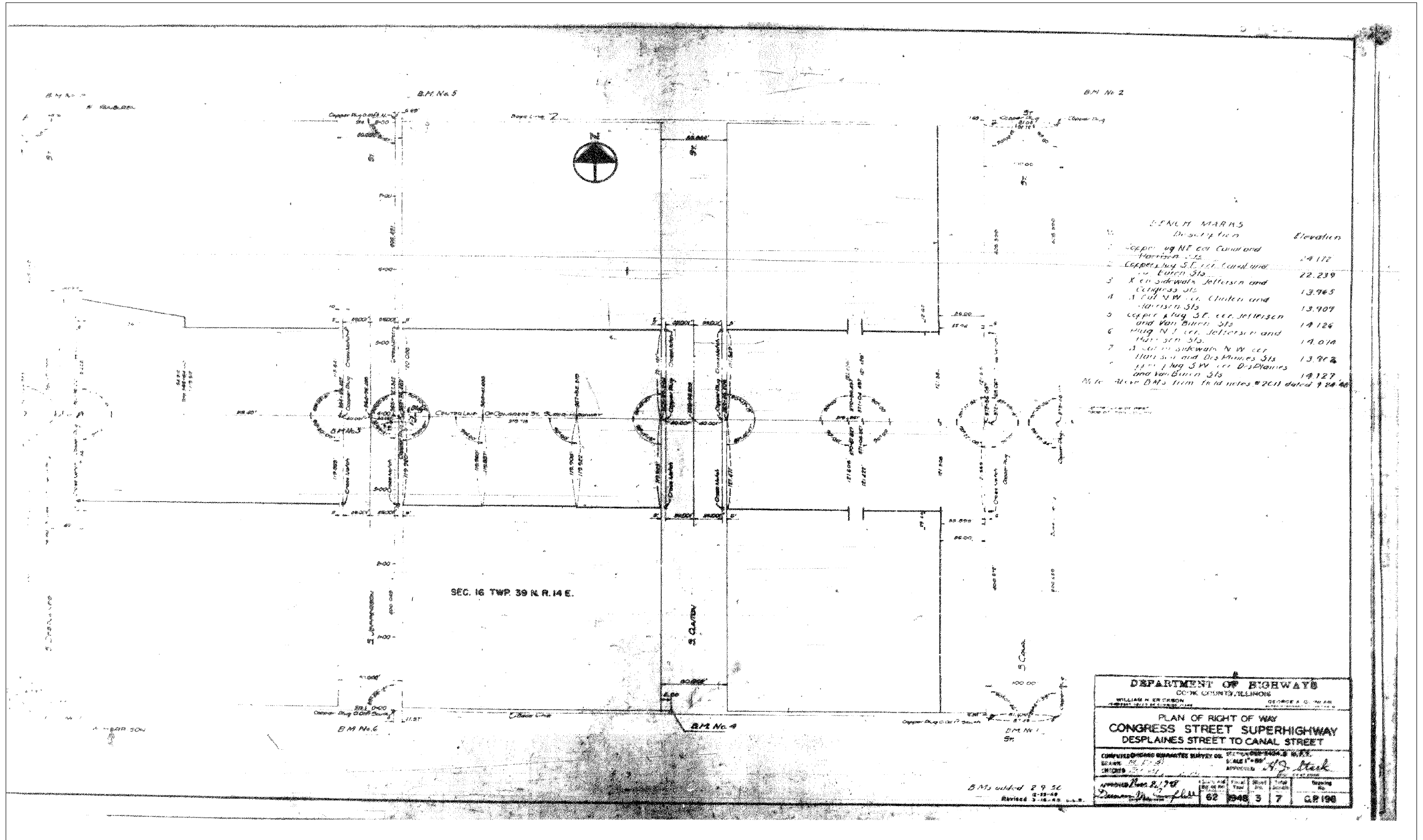
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461

SHEET NO. 189 OF 194 SHEETS

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004 R&B (WB)	COOK	706	611
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



0160461-60X78-5335-EXT.dgn

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 3/23/2016	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

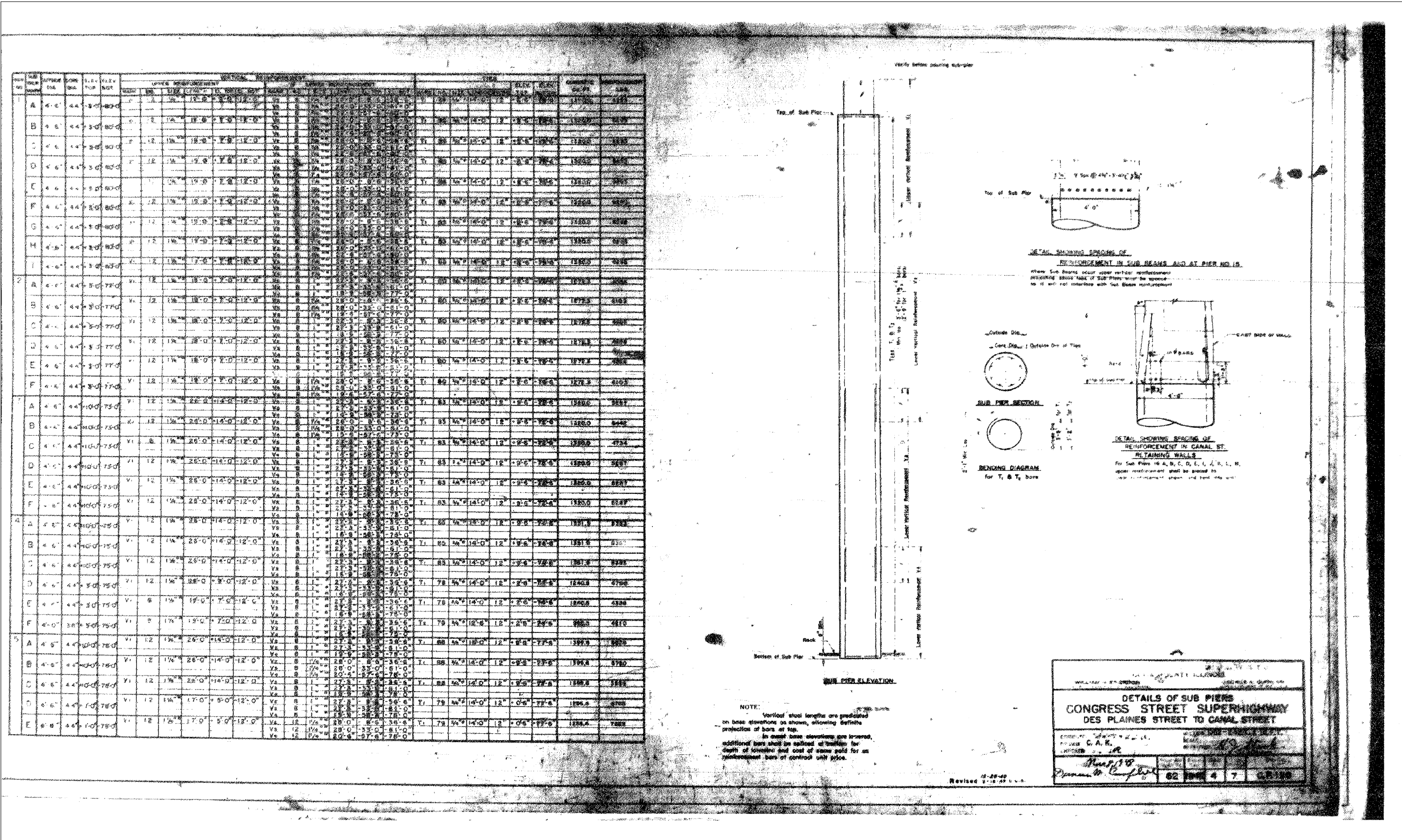
EXISTING PLANS
STRUCTURE NO. 016-0461

SHEET NO. 190 OF 194 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004 R&B (WB)	COOK	706	612
CONTRACT NO. 60X78				

ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY



PIER NO.	SUB NO.	TYPE	L.F.	H.F.	UPPER REINFORCEMENT								LOWER REINFORCEMENT								REMARKS					
					SIZE	NO.	SPACING	DEVELOPMENT LENGTH	ANCHORAGE	DEVELOPMENT LENGTH	ANCHORAGE	DEVELOPMENT LENGTH	ANCHORAGE	DEVELOPMENT LENGTH	ANCHORAGE											
1	A	4'-0"	4.4'	3'-0"	12	1#	20'-0"	14'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"		
1	B	4'-0"	4.4'	3'-0"	12	1#	20'-0"	14'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	

NOTE:
 Vertical steel lengths are predicated on base elevations as shown, allowing definite projection of bars at top.
 In cases base elevations are lowered, additional bars shall be applied at bottom for depth of lowering and cost of same paid for as reinforcement bars at contract unit price.

PROJECT: CONGRESS STREET SUPERHIGHWAY
 SECTION: DES PLAINES STREET TO CANAL STREET
 SHEET NO. 191 OF 194 SHEETS

DATE: 3/23/2016

APPROVED: [Signature]

0160461-60X78-5336-EXT.dgn

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISOR -
DESIGNED -	CHECKED -	REVISOR -
PLLOT SCALE = N.T.S.	DRAWN - DCP	REVISOR -
PLLOT DATE = 3/23/2016	CHECKED - JIG	REVISOR -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
 STRUCTURE NO. 016-0461

SHEET NO. 191 OF 194 SHEETS

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004 R&B (WB)	COOK	706	613
CONTRACT NO. 60X78				

ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY

NO.	SUB MARK	OUTSIDE DIA.	CORE DIA.	ELEV. TOP	ELEV. BOT.	VERTICAL REINFORCEMENT										CONCRETE CU. FT.	REINFORCEMENT LBS.				
						UPPER REINFORCEMENT					LOWER REINFORCEMENT										
MARK NO.	SIZE	LENGTH	ELEV. TOP	ELEV. BOT.	MARK NO.	SIZE	LENGTH	ELEV. TOP	ELEV. BOT.	MARK NO.	SIZE	LENGTH	ELEV. TOP	ELEV. BOT.							
6	A	4'-6"	4-1/2"	82'-0"	81'-0"	V1	12	1/4"	26'-0"	14'-0"	12'-0"	V2	8	1"	27'-0"	33'-9"	36'-6"	81'-0"	81'-0"	1433.2	2721
	B	4'-6"	4-1/2"	82'-0"	81'-0"	V1	12	1/4"	26'-0"	14'-0"	12'-0"	V2	8	1"	27'-0"	33'-9"	36'-6"	81'-0"	81'-0"	1433.2	2721
	C	4'-6"	4-1/2"	82'-0"	81'-0"	V1	12	1/4"	26'-0"	14'-0"	12'-0"	V2	8	1"	27'-0"	33'-9"	36'-6"	81'-0"	81'-0"	1433.2	2721
	D	4'-6"	4-1/2"	82'-0"	81'-0"	V1	12	1/4"	26'-0"	14'-0"	12'-0"	V2	8	1"	27'-0"	33'-9"	36'-6"	81'-0"	81'-0"	1433.2	2721
	E	4'-6"	4-1/2"	82'-0"	81'-0"	V1	12	1/4"	26'-0"	14'-0"	12'-0"	V2	8	1"	27'-0"	33'-9"	36'-6"	81'-0"	81'-0"	1433.2	2721

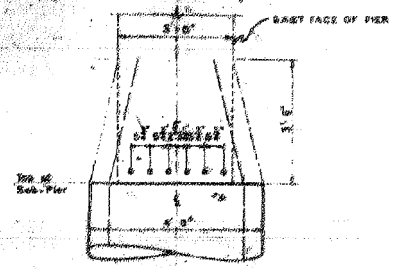
NO.	SUB MARK	OUTSIDE DIA.	CORE DIA.	ELEV. TOP	ELEV. BOT.	VERTICAL REINFORCEMENT										CONCRETE CU. FT.	REINFORCEMENT LBS.				
						UPPER REINFORCEMENT					LOWER REINFORCEMENT										
MARK NO.	SIZE	LENGTH	ELEV. TOP	ELEV. BOT.	MARK NO.	SIZE	LENGTH	ELEV. TOP	ELEV. BOT.	MARK NO.	SIZE	LENGTH	ELEV. TOP	ELEV. BOT.							
13	A	4'-6"	4-1/2"	78'-0"	77'-0"	V1	12	1/4"	26'-0"	14'-0"	12'-0"	V2	8	1"	27'-0"	33'-9"	36'-6"	77'-0"	77'-0"	1393.6	2626
	B	4'-6"	4-1/2"	78'-0"	77'-0"	V1	12	1/4"	26'-0"	14'-0"	12'-0"	V2	8	1"	27'-0"	33'-9"	36'-6"	77'-0"	77'-0"	1393.6	2626
	C	4'-6"	4-1/2"	78'-0"	77'-0"	V1	12	1/4"	26'-0"	14'-0"	12'-0"	V2	8	1"	27'-0"	33'-9"	36'-6"	77'-0"	77'-0"	1393.6	2626
	D	4'-6"	4-1/2"	78'-0"	77'-0"	V1	12	1/4"	26'-0"	14'-0"	12'-0"	V2	8	1"	27'-0"	33'-9"	36'-6"	77'-0"	77'-0"	1393.6	2626
	E	4'-6"	4-1/2"	78'-0"	77'-0"	V1	12	1/4"	26'-0"	14'-0"	12'-0"	V2	8	1"	27'-0"	33'-9"	36'-6"	77'-0"	77'-0"	1393.6	2626

DEPARTMENT OF HIGHWAYS
COOK COUNTY ILLINOIS
DETAILS OF SUB PIERS
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET
C.A.K.
REVISED 1-16-49
62 1948 5 7 C.P.200

0160461-60X78-5337-EXT.dgn

FOR INFORMATION ONLY

STATION	PIER NO.	REINFORCEMENT										CONCRETE CU. FT.	SPACING	
		BAR NO.	SIZE	LENGTH	NO.	SPACING	BAR NO.	SIZE	LENGTH	NO.	SPACING			
S&W	1	Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
		Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
S&W	2	Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
		Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
S&W	3	Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
		Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
S&W	4	Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
		Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
S&W	5	Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
		Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
S&W	6	Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
		Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
S&W	7	Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
		Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
S&W	8	Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
		Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
S&W	9	Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
		Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
S&W	10	Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797
		Y4	#4	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	12	12'-0"	1181.2	6797



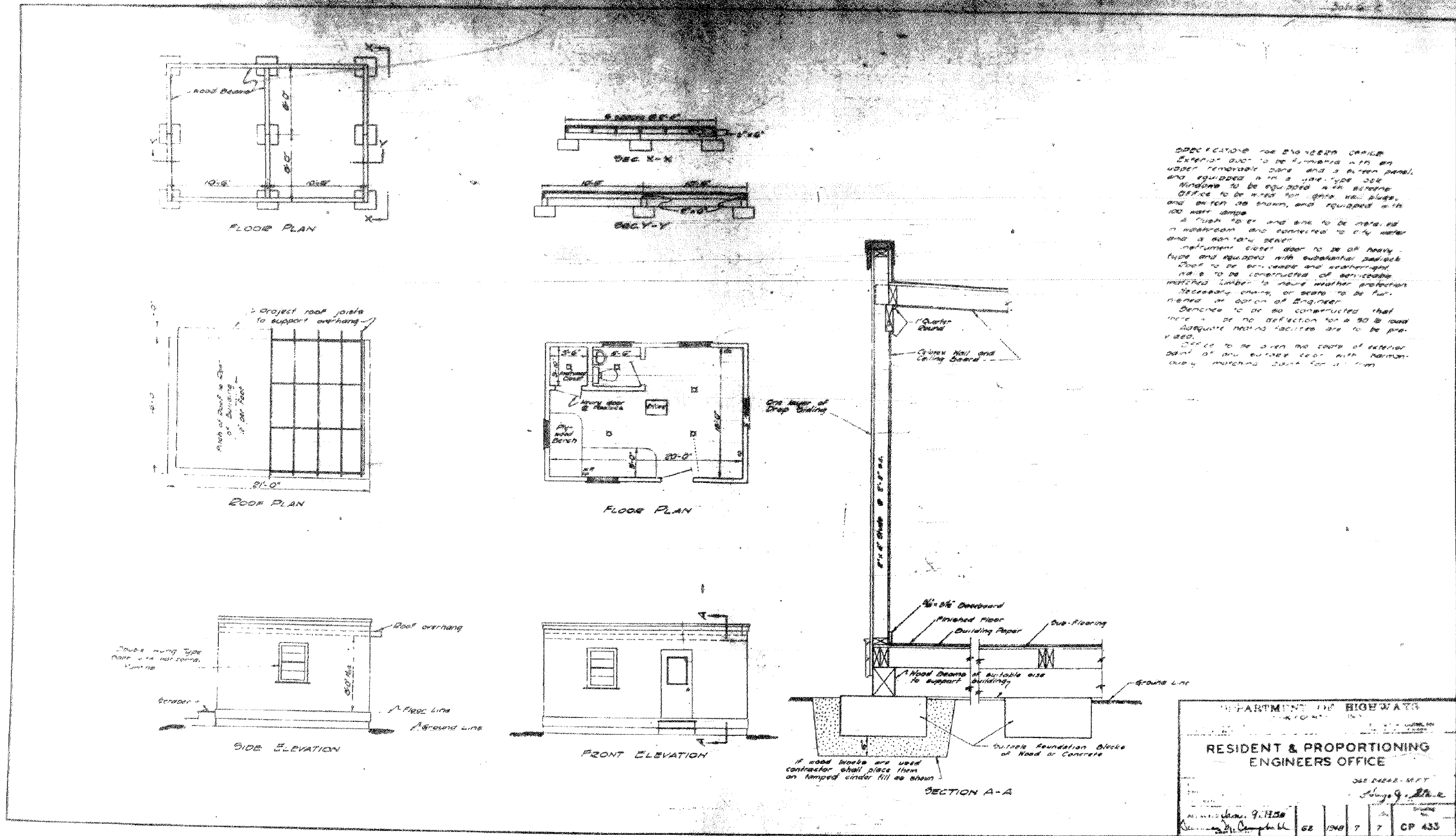
DEPARTMENT OF HIGHWAYS
 COUNTY OF COOK, ILLINOIS

DETAILS OF SUB PIERS CONT'D
 CONGRESS STREET SUPERHIGHWAY
 DES PLAINES STREET TO CANAL STREET

C.A.K.
 APPROVED: *John J. Campbell*
 62 1948 6 7 C.M. 284

0160461-60X78-5338-EXT.dgn

FOR INFORMATION ONLY



0160461-60X78-5339-EXT.dgn

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 3/23/2016	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 194 OF 194 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004 R&B (WB)	COOK	706	616
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

Bench Mark: Square cut at center of door entrance to 707 W. Harrison St. South side of Harrison St. ±90' west of west line of Des Plaines. Elevation 597.47.
 A * cut in the SE anchor bolt at the 11th street light N. of Roosevelt on the W. side of Halsted. Elev. = 594.06.
 Traffic Control: Canal Street Entrance Ramp will be closed during construction of the proposed wall. Ramp traffic will be detoured via local roads.
 Existing Structure: The North & East retaining walls were built in 1953 are part of existing concrete ramp structure that carries Canal St. entrance ramp to WB I-290.
 The North & East walls are 128'-4 1/4" & 61'-0" in length, respectively. Both walls are to remain in place.
 No Salvage.

DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Design Specifications
 7th Edition with 2015 Interims

DESIGN STRESSES

FIELD UNITS (New Construction)

f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)

PRECAST UNITS

f'c = 4,500 psi (Precast Panels)
 fy = 60,000 psi (Reinforcement)

LIGHTWEIGHT CELLULAR CONCRETE FILL

Class IV (District I)
 As Cast Density 36-42 pcf
 f'c = 120 psi

FIELD UNITS (Exlst. Construction)

f'c = 3,500 psi
 fy = 60,000 psi (Deck Reinforcement)
 fy = 40,000 psi (Pier Reinforcement)
 fy = 33,000 psi (ASTM A7)

APPROVED
 For Structural Adequacy Only

Jamal Grainawi
 Engineer of Bridges & Structures

** See Table on sheet S3-2, for Station and Elevation of Existing ground and Proposed grade line at Front Face of wall.

*** Elevation taken from record drawings provided by Department of Water Management. Field verify as necessary.

Notes:

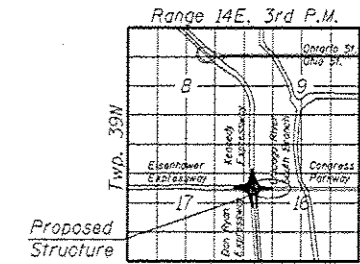
1. See sheet S3-2, for profile sketches and section C-C.
2. See sheet S3-3, for section thru MSE wall, and section A-A.
3. See sheet S3-4, for section B-B.
4. The cabinet for traffic surveillance loops on the Canal Street entrance ramps near STA 1200+60.00, is attached to the existing structure at the Canal Street entrance ramp. ITS infrastructure shall be relocated, as necessary, to avoid conflict with the proposed MSE wall. See Electrical Plans.
5. The existing water main will remain operational throughout retaining wall and lightweight fill construction. The Contractor shall protect the water main to ensure that damage to the water main is prevented.

SCOPE OF WORK

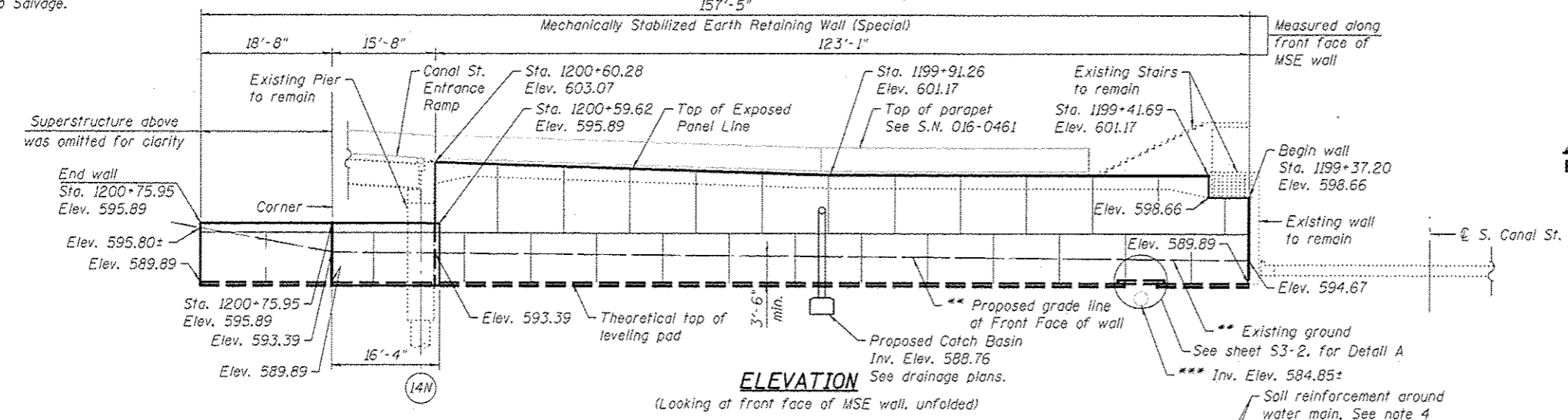
1. Remove 3'-0" of unsuitable material.
2. Construct a new MSE Wall (S.N. 016-1831) to retain Lightweight Cellular Concrete Fill in the area below the existing concrete ramp structure.
3. Perform concrete repair on existing North retaining wall. Attach Soil Reinforcement to the existing North and East retaining walls that are part of the existing concrete ramp structure.



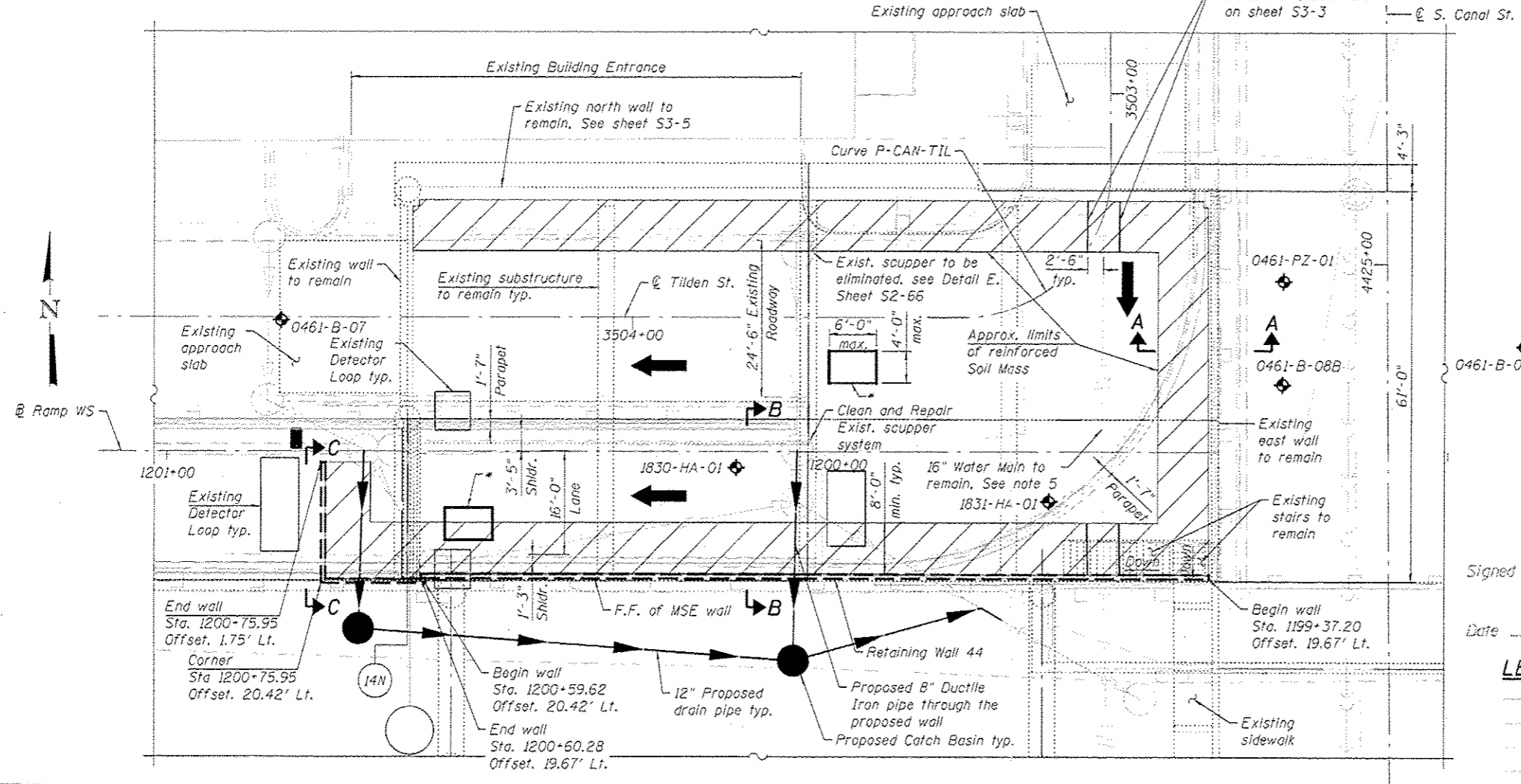
Signed *Jamal Grainawi*
 JAMAL I. GRAINAWI, S.E. Il. Lic. No. 081-005181
 Expires 11-30-2016
 Date 4/25/2016



LOCATION SKETCH



ELEVATION
 (Looking at front face of MSE wall, unfolded)



PLAN

* Optional proposed access hole between existing beams to facilitate the construction of the proposed wall. Location and number to be determined by the Contractor and approved by the Engineer. See S.N. 016-0461, S2-65 for details.

Note: Station and offsets are referenced to the Baseline of Ramp WS. Offsets are measured to the front face of the wall.

LEGEND:

- Water Line
- Electric
- Telephone line
- Television line
- Combined Sewer
- Storm Sewer
- ◆ Soil Boring Location
- F.F. Front Face

GENERAL PLAN & ELEVATION

RETAINING WALL 44
F.A.I. ROUTE 90/94/290
SECTION 2014-004R&B
COOK COUNTY
STATION 1199+37.20 TO 1200+75.95
STRUCTURE NO. 016-1831

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED = MA	REVISED =
PLOT SCALE = N.T.S.	CHECKED = MS	REVISED =
PLOT DATE = 4/25/2016	DRAWN = DCP	REVISED =
	CHECKED = JIG	REVISED =

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SHEET NO. 53-1 OF 53-9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	617
			CONTRACT NO. 60X78	

ILLINOISIFIED, AID PROJECT

GENERAL NOTES:

- The Contractor shall exercise extreme caution during construction to make certain that construction activities, live load surcharge and other loads applied to the structures will not have detrimental effects on the adjacent building and retaining wall foundations.
- Stations and Offsets are measured from the Baseline of Ramp WS to the Front Face of MSE wall panels.
- MSE Wall Supplier to design load transfer systems within reinforced soil mass to accommodate drainage structures, pier foundations, and existing retaining walls.
- MSE Wall lengths measured along front face of precast panels unless noted otherwise.
- Contractor shall field verify location of existing footings and underground utilities and shall take all precautions to protect them during ground improvement, construction of the wall, and final condition of the ramp. Any damages to the existing structures shall be the responsibility of the Contractor.
- Quantity for Lightweight Cellular Concrete Fill includes reinforced soil mass behind existing retaining walls and fill area beneath roadway excluding the limit of soil reinforcement for proposed MSE wall. Type is specified as Class IV Lightweight Fill.
- See Special Provision for Mechanically Stabilized Earth Retaining Wall, Special for design and construction requirements.
- For drainage structure location, type, and size. See Drainage Plans.

CURVE DATA
(Along \bar{C} Tilden St.)

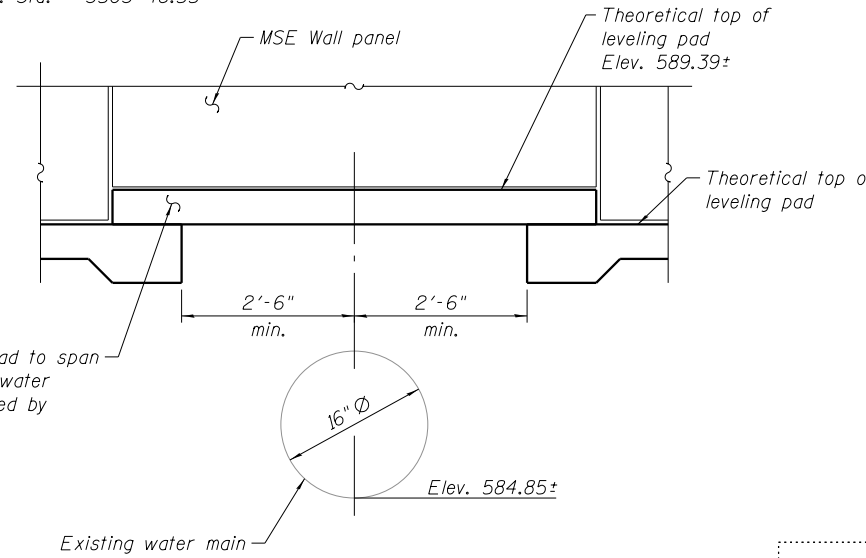
PROP. CURVE P-CAN-TIL
 PI Sta. = 3503+35.28
 $\Delta = 90^\circ 25' 16.26''$ (Rt.)
 $D = 246^\circ 26' 00.46''$
 $R = 23.25'$
 $T = 23.42'$
 $L = 36.69'$
 $E = 9.75'$
 $T.R. = NA$
 P.C. Sta. = 3503+11.86
 P.T. Sta. = 3503+48.55

INDEX OF SHEETS:

- S3-1 General Plan
- S3-2 General Data
- S3-3 Wall Sections
- S3-4 Drainage System Details
- S3-5 Existing North Wall Repair
- S3-6 Boring Logs I
- S3-7 Boring Logs II
- S3-8 Boring Logs III
- S3-9 Boring Logs IV

TOTAL BILL OF MATERIAL

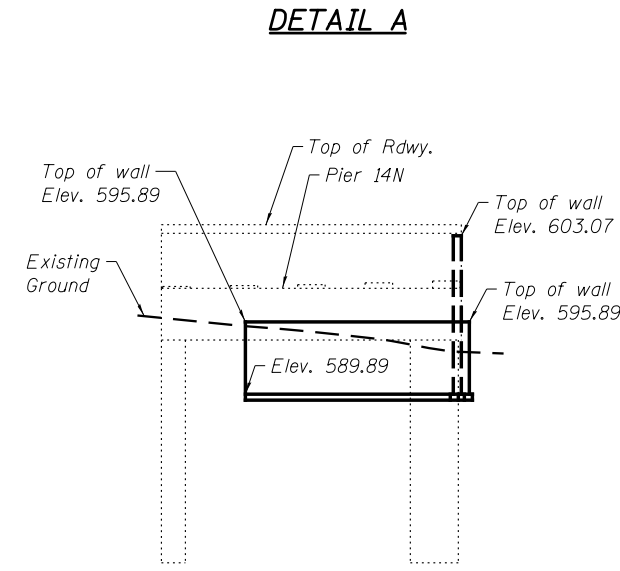
Item	Unit	Total
Structure Excavation	Cu. Yd.	208
Removal and Disposal of Unsuitable Material for Structures	Cu. Yd.	720
Epoxy Crack Injection	Foot	6
Structural Repair of Concrete (Depth Greater than 5 inches)	Sq. Ft.	12
Drainage System	L. Sum	0.1
Mechanically Stabilized Earth Retaining Wall, Special	Sq. Ft.	1650
Lightweight Cellular Concrete Fill	Cu. Yd.	2008



Portion of leveling pad to span 5'-0" min. over the water main shall be designed by MSE wall supplier

TABLE

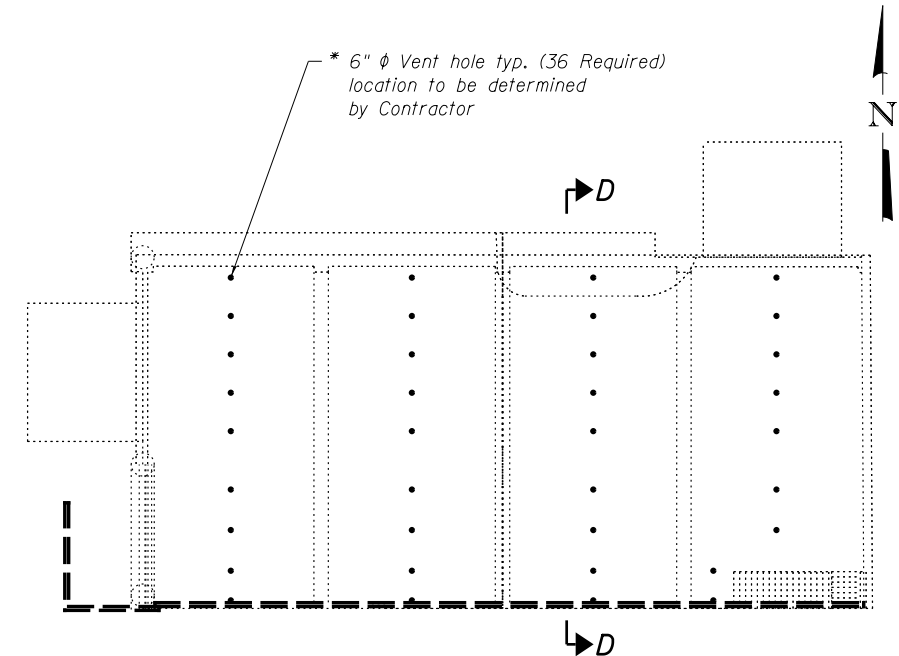
Station	Existing ground and Proposed Grade at F.F. of Wall
1199+37.20	594.67
1199+41.69	594.55
1199+60.00	594.60
1199+80.00	594.07
1200+00.00	594.01
1200+20.00	594.07
1200+40.00	594.15
1200+60.20	593.39



SECTION C-C
(Looking East)

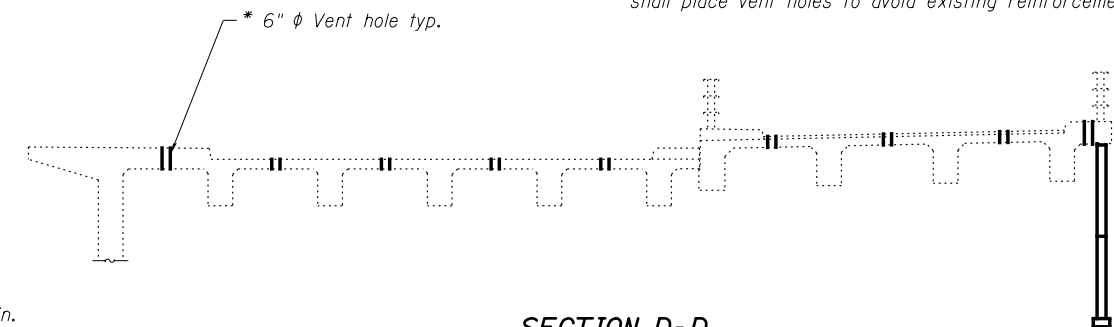
Notes:

- For location of detail A and Section C-C. See sheet S3-1.
- Provide a min. of 2'-6" gap on either side of water main in the soil reinforcement to allow for any future maintenance/replacement of water main.

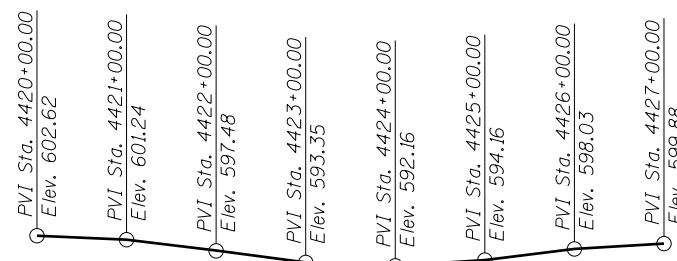
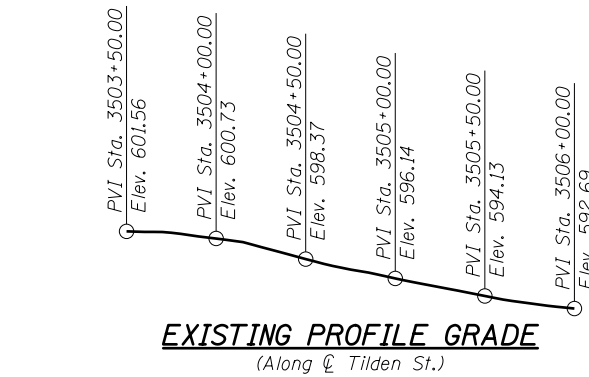


PLAN

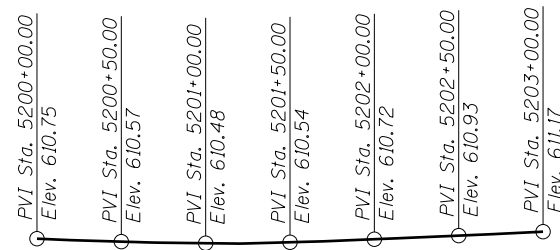
* Proposed vent holes between existing beams (Location to be determined by Contractor), shall be patched to original deck level after completion of work in accordance with IDOT Standard Specifications. Cost of vent holes removal and reconstruction shall be included in Lightweight Cellular Concrete Fill. Contractor shall place vent holes to avoid existing reinforcement.



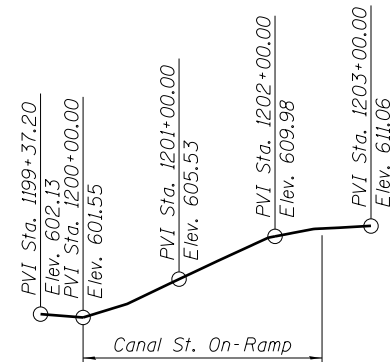
SECTION D-D



EXISTING PROFILE GRADE
(Along \bar{C} S. Canal St.)



EXISTING PROFILE GRADE
(Along \bar{W} WB I-290 (Congress))



EXISTING PROFILE GRADE
(Along \bar{W} Ramp WS)

PARSONS BRINCKERHOFF

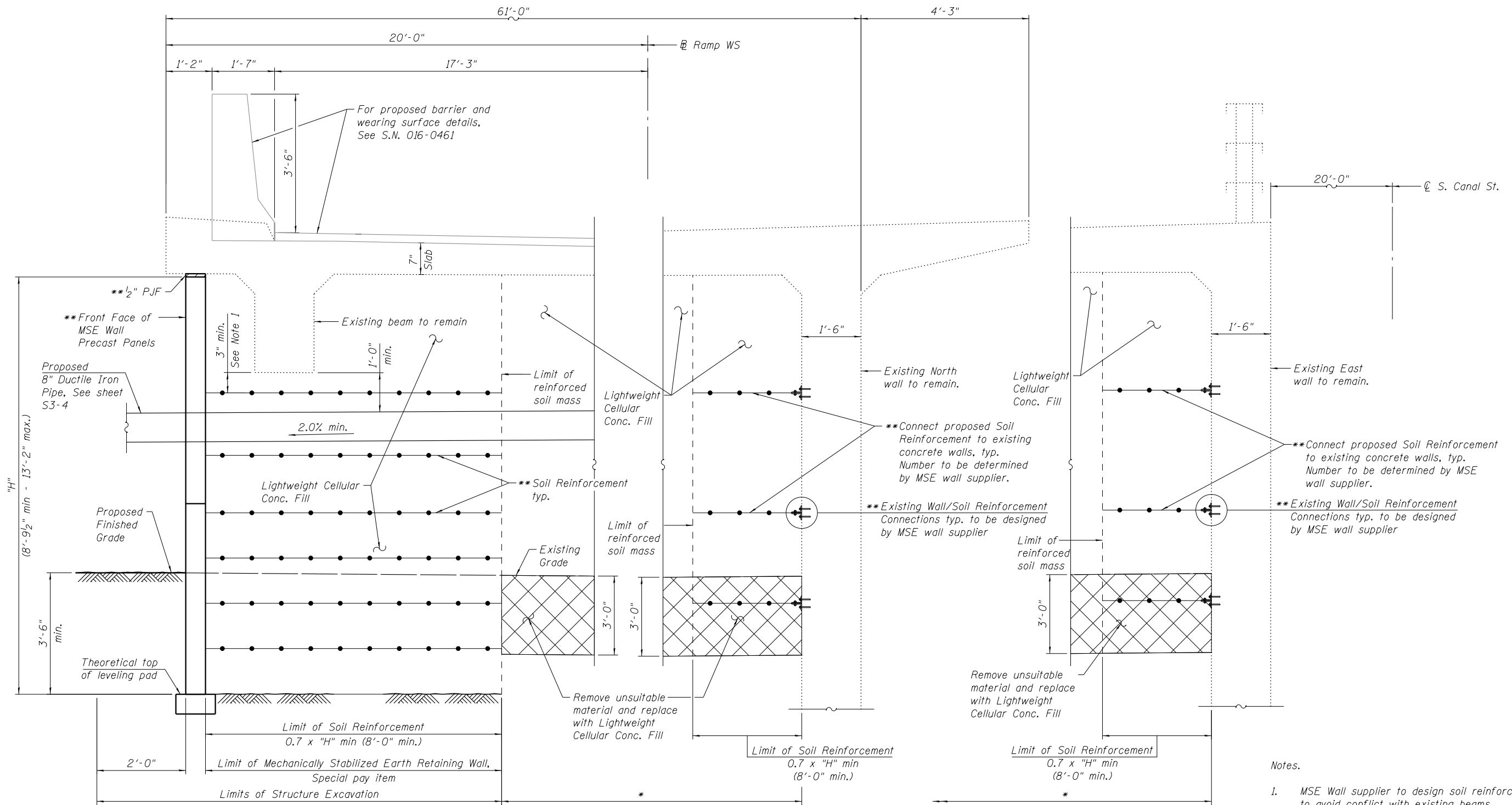
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PLOT SCALE = N.T.S.	CHECKED - MS	REVISED -
PLOT DATE = 4/25/2016	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 016-1831**

SHEET NO. S3-2 OF S3-9 SHEETS

F.A.I. RTE. 90/94/290	SECTION 2014-004R&B	COUNTY COOK	TOTAL SHEETS 706	SHEET NO. 618
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				



TYPICAL SECTION THRU MSE WALL
(Looking West)

SECTION A-A

Notes.

- MSE Wall supplier to design soil reinforcement to avoid conflict with existing beams.
- Mechanically Stabilized Earth Retaining Wall, Special will use lightweight Cellular Concrete Fill as select backfill.
- MSE Wall supplier shall design MSE Wall using properties of granular reinforced mass with minimum effective internal friction angle of 34 degrees & unit weight of 120 lbs/cu. ft. For embankment behind reinforced mass; an embankment with a unit weight of 120 lbs/cu.ft & an effective friction angle of 30 degrees shall be used in the wall system design.
- Provide a min. of 2'-6" gap on either side of water main in the soil reinforcement to allow for any future maintenance/replacement of water main.
- For location of Section A-A, See sheet S3-1.

* Limits of Removal and Disposal of Unsuitable Material for Structures.

** Cost included in Mechanically Stabilized Earth Retaining Wall, Special pay item.

0161831-60X78-003-DET.dgn

PARSONS BRINCKERHOFF

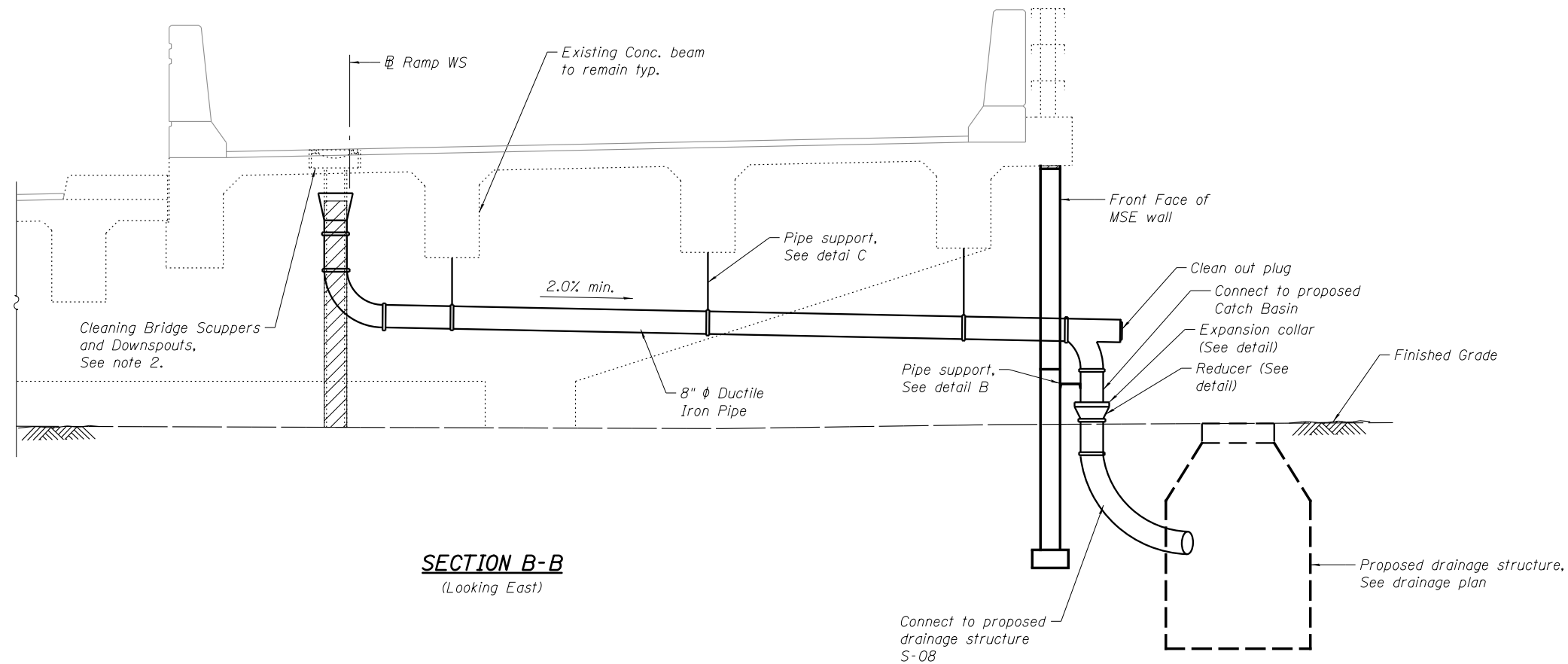
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PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
PLOT DATE = 3/17/2016	CHECKED - JIG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WALL SECTIONS
STRUCTURE NO. 016-1831**

SHEET NO. S3-3 OF S3-9 SHEETS

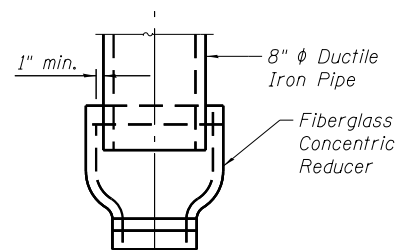
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	619
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				



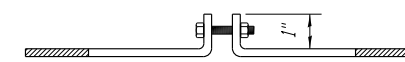
SECTION B-B
(Looking East)

Notes:

- Contractor shall field verify existing scuppers, pipes and drainage structures prior to any shop drawings submittal.
- The existing pipes attached to the scupper shall be removed and be replaced with the proposed pipe shown on the Plans. The Contractor shall provide all precautions necessary to prevent damage to the existing scupper. Any damage caused by the Contractor during construction shall be replaced to the satisfaction of the Engineer. All work shall be included in the cost of Cleaning Bridge Scuppers and Downspouts part of S.N. 016-0461.
- S.S. denotes Stainless Steel.
- For location of Section B-B, See sheet S3-1.



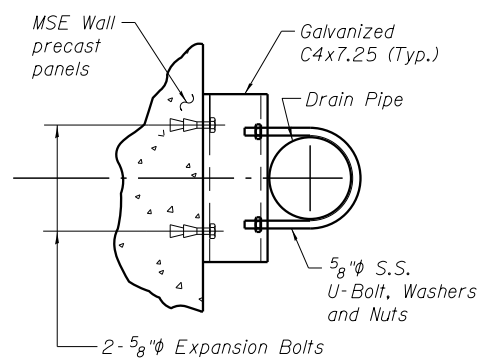
REDUCER DETAIL



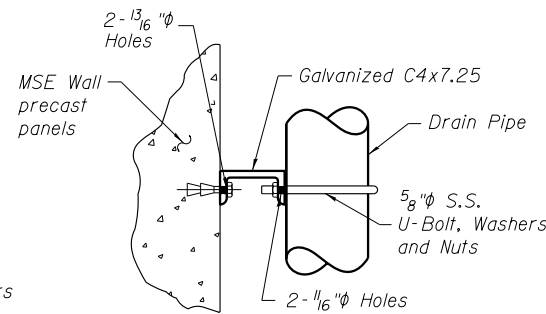
SECTION E-E

LEGEND

Existing pipe removal

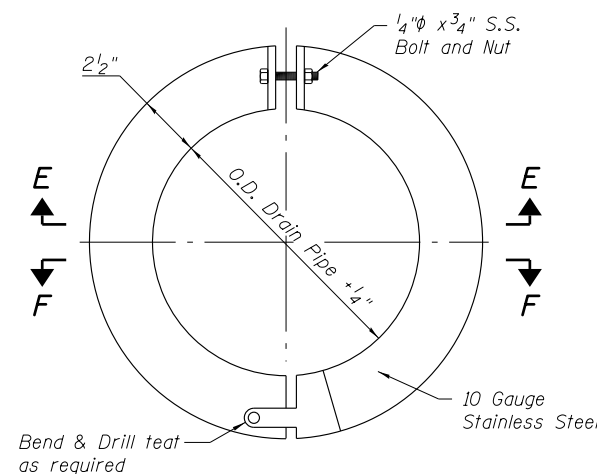


PLAN



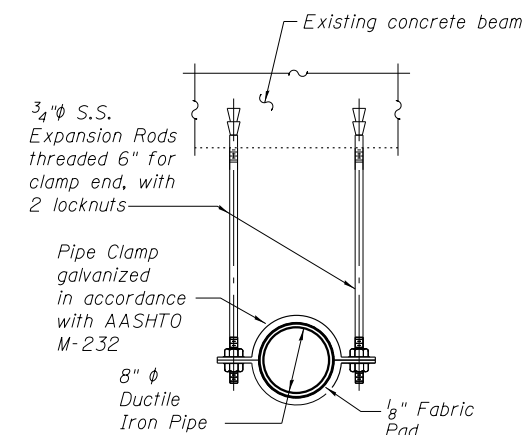
ELEVATION

PIPE SUPPORT DETAIL B



SECTION F-F

DETAIL OF EXPANSION COLLAR



PIPE SUPPORT DETAIL C

* Dimension as required by Pipe Clamp

BILL OF MATERIAL

Item	Unit	Quantity
Drainage System	L. Sum	0.1

0161831-60X78-004-DRN.dgn

PARSONS BRINCKERHOFF

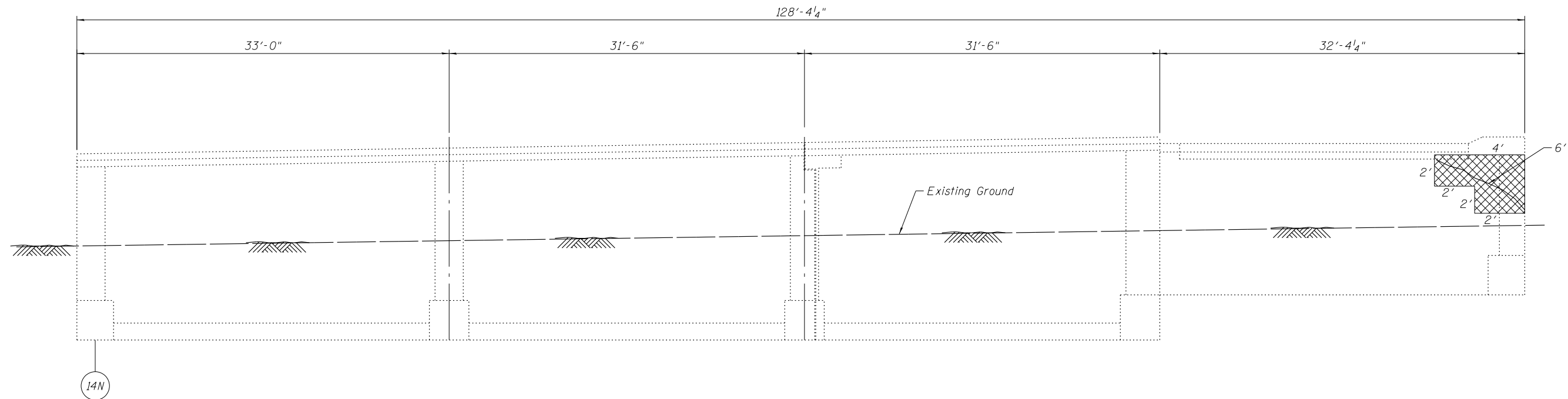
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PLOT DATE = 4/25/2016	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SYSTEM DETAILS
STRUCTURE NO. 016-1831**

SHEET NO. S3-4 OF S3-9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	620
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				



EXISTING NORTH WALL
(Looking North)

Note:
Area of wall repairs shown are estimated based on inspections performed in October 2012. The Engineer shall record the actual wall repair areas in the "As Built" plans. Changes in repair areas shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity furnished at the unit bid price for the work.

LEGEND

- Structural Repair of Concrete (Depth greater than 5 Inches)
- Epoxy Crack Injection

BILL OF MATERIAL

Item	Unit	Quantity
Epoxy Crack Injection	Foot	6
Structural Repair of Concrete (Depth greater than 5 Inches)	Sq Ft	12

0161831-60X78-005-NWR.dgn

**PARSONS
BRINCKERHOFF**

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	CHECKED - MS	REVISED -
PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
PLOT DATE = 3/17/2016	CHECKED - JIG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING NORTH WALL REPAIR
STRUCTURE NO. 016-1831**

SHEET NO. S3-5 OF S3-9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	621
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

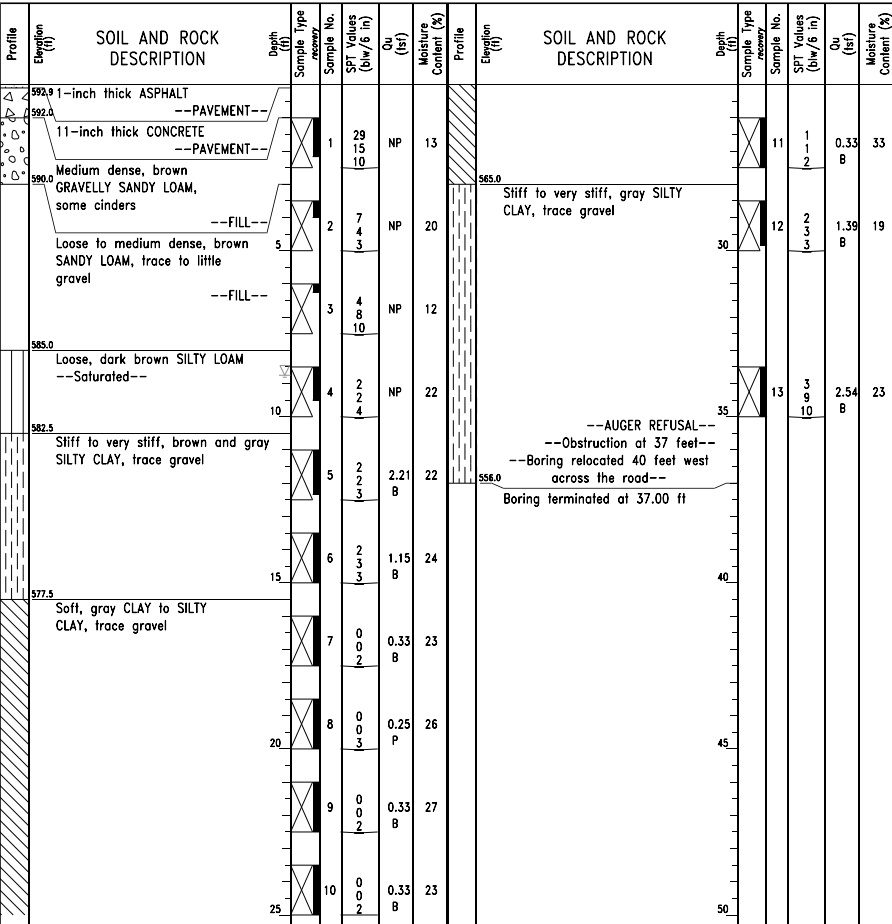
Wangeng Engineering
 wangeng@wangeng.com
 1145 N Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9938

BORING LOG 0461-B-08A

WEI Job No.: 1100-04-01
 Client: AECOM
 Project: Circle Interchange Reconstruction
 Location: Section 17, T39N, R14E of 3rd PM

Datum: NAVD 88
 Elevation: 593.04 ft
 North: 1898108.60 ft
 East: 1173192.41 ft
 Station: 4424+86.92
 Offset: 21.4600 RT

Page 1 of 1



GENERAL NOTES

Begin Drilling 02-24-2014 Complete Drilling 02-24-2014
 Drilling Contractor Wang Testing Services Drill Rig CME-55 TMR
 Driller R&K Logger D. Kolpacki Checked by C. Marin
 Drilling Method 2.25" HSA to 15', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling 8.75 ft
 At Completion of Drilling unable to measure
 Time After Drilling NA
 Depth to Water NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

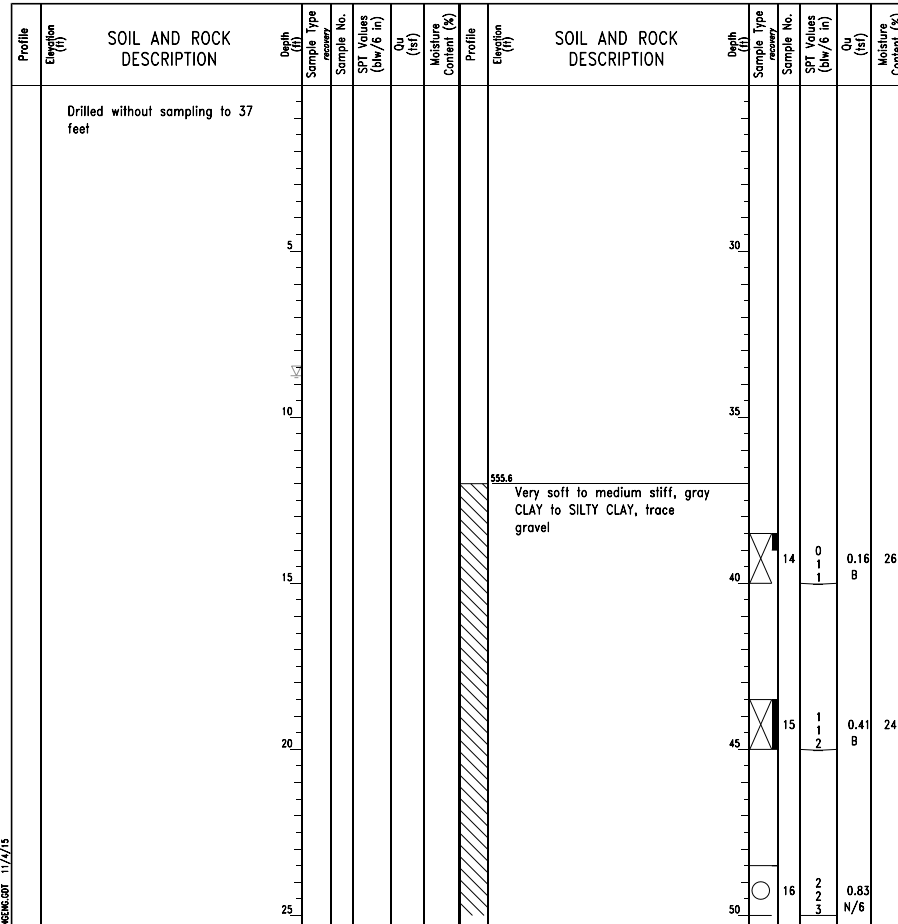
Wangeng Engineering
 wangeng@wangeng.com
 1145 N Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9938

BORING LOG 0461-B-08B

WEI Job No.: 1100-04-01
 Client: AECOM
 Project: Circle Interchange Reconstruction
 Location: Section 17, T39N, R14E of 3rd PM

Datum: NAVD 88
 Elevation: 592.61 ft
 North: 1898101.61 ft
 East: 1173154.73 ft
 Station: 5201+00.40
 Offset: 64.1086 RT

Page 1 of 2



GENERAL NOTES

Begin Drilling 02-25-2014 Complete Drilling 02-25-2014
 Drilling Contractor Wang Testing Services Drill Rig CME-55 TMR
 Driller R&K Logger D. Kolpacki Checked by C. Marin
 Drilling Method 2.25" HSA to 15', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling 8.75 ft
 At Completion of Drilling 77 (CAVE at 90)
 Time After Drilling NA
 Depth to Water NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

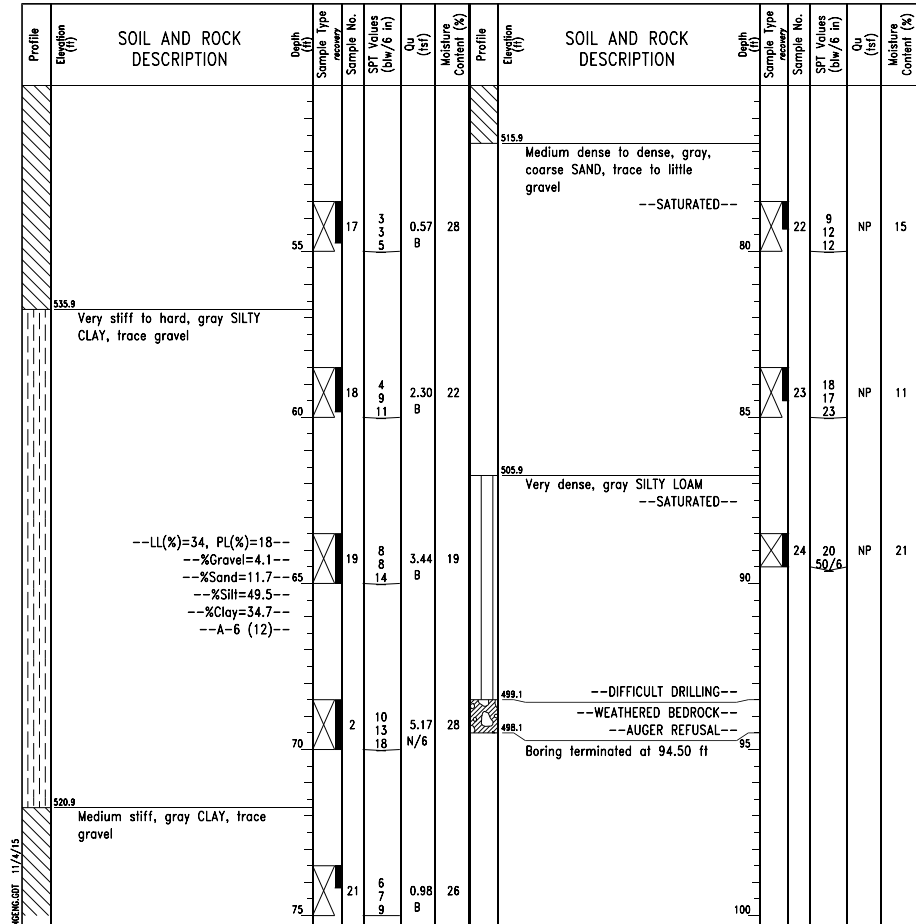
Wangeng Engineering
 wangeng@wangeng.com
 1145 N Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9938

BORING LOG 0461-B-08B

WEI Job No.: 1100-04-01
 Client: AECOM
 Project: Circle Interchange Reconstruction
 Location: Section 17, T39N, R14E of 3rd PM

Datum: NAVD 88
 Elevation: 592.61 ft
 North: 1898101.61 ft
 East: 1173154.73 ft
 Station: 5201+00.40
 Offset: 64.1086 RT

Page 2 of 2



GENERAL NOTES

Begin Drilling 02-25-2014 Complete Drilling 02-25-2014
 Drilling Contractor Wang Testing Services Drill Rig CME-55 TMR
 Driller R&K Logger D. Kolpacki Checked by C. Marin
 Drilling Method 2.25" HSA to 15', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling 8.75 ft
 At Completion of Drilling 77 (CAVE at 90)
 Time After Drilling NA
 Depth to Water NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

Note:
 1. Station and offset are measured along @ WB I-290 (Congress).



USER NAME = pateld	DESIGNED - HA	REVISED -
PLOT SCALE = N.T.S.	CHECKED - MS	REVISED -
PLOT DATE = 3/17/2016	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BORING LOGS II
STRUCTURE NO. 016-1831
 SHEET NO. S3-7 OF S3-9 SHEETS

F.A.I. RTE. 90/94/290	SECTION 2014-004R&B	COUNTY COOK	TOTAL SHEETS 706	SHEET NO. 623
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

Wang Engineering
wangeng@wangeng.com
1145 N Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

BORING LOG 0461-PZ-01
WEI Job No.: 1100-04-01
Client: _____ AECOM
Project: Circle Interchange Reconstruction
Location: Section 17, T39N, R14E of 3rd PM

Datum: NAVD 88
Elevation: 593.34 ft
North: 1898117.80 ft
East: 1173154.48 ft
Station: 5201+00.24
Offset: 80.2997 RT

Page 1 of 2

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	--Drilled without sampling to 79 feet--														
	Piezometer Data: --Installed in Dec. 2, 2014 --Bentonite Seal 73 to 77 feet --Top of Sand Pack at 77 feet --Top of Screen at 80 feet --Screen Length 15 feet --Bottom of Screen at 95 feet														

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	11-21-2014	Complete Drilling	12-02-2014
Drilling Contractor	Wang Testing Services	Drill Rig	B-57 TMR
Driller	R&J	Logger	D. Kolpacki
Checked by	CLM	Time After Drilling	NA
Drilling Method	4.25" HSA, monitoring water well	Depth to Water	NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.			

Wang Engineering
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BORING LOG 0461-PZ-01
WEI Job No.: 1100-04-01
Client: _____ AECOM
Project: Circle Interchange Reconstruction
Location: Section 17, T39N, R14E of 3rd PM

Datum: NAVD 88
Elevation: 593.34 ft
North: 1898117.80 ft
East: 1173154.48 ft
Station: 5201+00.24
Offset: 80.2997 RT

Page 2 of 2

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
514.3	Medium dense, gray SILTY LOAM, little gravel	80	1	5 12	NP	19									
511.1	Medium dense to very dense, gray GRAVELLY SAND	85	2	2 24	NP	11									
	--HARD DRILLING-- --Possible Cobbles--														
497.3	--ROLLER BIT REFUSAL--	95	4	50/4	NP	9									
	Boring terminated at 96.00 ft														

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	11-21-2014	Complete Drilling	12-02-2014
Drilling Contractor	Wang Testing Services	Drill Rig	B-57 TMR
Driller	R&J	Logger	D. Kolpacki
Checked by	CLM	Time After Drilling	NA
Drilling Method	4.25" HSA, monitoring water well	Depth to Water	NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.			

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BORING LOG 1830-HA-01
WEI Job No.: 1100-04-01
Client: _____ AECOM
Project: Circle Interchange Reconstruction
Location: Section 17, T39N, R14E of 3rd PM

Datum: NAVD 88
Elevation: 594.00 ft
North: 1898086.43 ft
East: 1173069.81 ft
Station: 5201+86.24
Offset: 50.52 RT

Page 1 of 1

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	Brown and black SANDY LOAM, little gravel, brick fragments; wet		1	NP	21										
591.3	Black GRAVELLY SAND, some cinders, glass and brick fragments		2	NP	33										
	--FILL--														
	--Wet--														
			3	NP	28										
			4	NP	25										
588.8	Brown and black GRAVELLY SILTY LOAM, wood and charcoal fragments; wet		5	NP	67										
585.2	--AUGER REFUSAL at 9'--														
	Boring terminated at 9.00 ft														

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	05-15-2015	Complete Drilling	05-15-2015
Drilling Contractor	Wang Testing Services	Drill Rig	Geoprobe HA
Driller	F&J	Logger	D. Kolpacki
Checked by	C. Marin	Time After Drilling	NA
Drilling Method	1" IDA Pneumatic Geoprobe LB Sampler	Depth to Water	NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.			

Note:
1. Station and offset are measured along @ WB I-290 (Congress).

0161831-60X78-008-B0R.dgn



USER NAME = pateld	DESIGNED - HA	REVISED -
PLOT SCALE = N.T.S.	CHECKED - MS	REVISED -
PLOT DATE = 3/17/2016	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BORING LOGS III
STRUCTURE NO. 016-1831**

SHEET NO. S3-8 OF S3-9 SHEETS

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	624
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				



BORING LOG 1831-HA-01

Page 1 of 1

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Fax: 630 953-9938

WEI Job No.: 1100-04-01
Client: _____ AECOM _____
Project: _____ Circle Interchange Reconstruction _____
Location: _____ Section 17, T39N, R14E of 3rd PM _____

Datum: NAVD 88
Elevation: 594.00 ft
North: 1898082.42 ft
East: 1173118.80 ft
Station: 5201+37.31
Offset: 45.82 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
585.5	Brown, gray to reddish gray SANDY GRAVEL, trace to some construction debris	1	1	NP	16								
	--FILL--	2	2	NP	18								
		3	3	NP	15								
		4	4	NP	22								
	--Moist--	5	5	NP	19								
	--AUGER REFUSAL at 8.5'-- Boring terminated at 8.50 ft												

GENERAL NOTES

Begin Drilling 05-15-2015 Complete Drilling 05-15-2015
Drilling Contractor Wang Testing Services Drill Rig Geoprobe HA
Driller F&J Logger R. KC Checked by C. Marin
Drilling Method 1" IDA Pneumatic Geoprobe LB Sampler

WATER LEVEL DATA

While Drilling DRY
At Completion of Drilling DRY
Time After Drilling NA
Depth to Water NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

Note:

- Station and offset are measured along @ WB I-290 (Congress).



USER NAME = pateld
PLOT SCALE = N.T.S.
PLOT DATE = 3/17/2016

DESIGNED - HA
CHECKED - MS
DRAWN - DCP
CHECKED - JIG

REVISED -
REVISED -
REVISED -
REVISED -

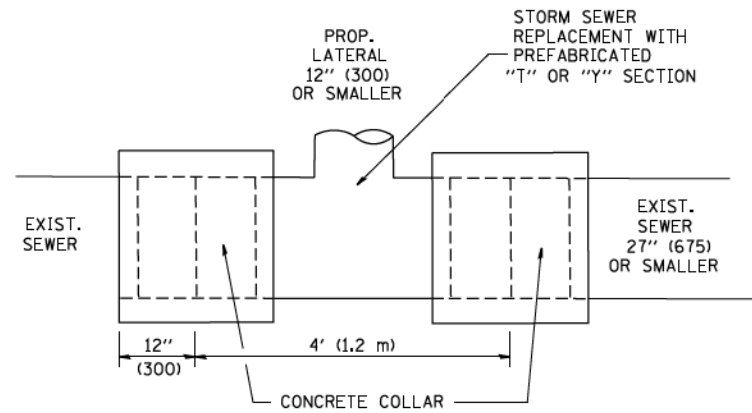
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BORING LOGS IV
STRUCTURE NO. 016-1831**

SHEET NO. S3-9 OF S3-9 SHEETS

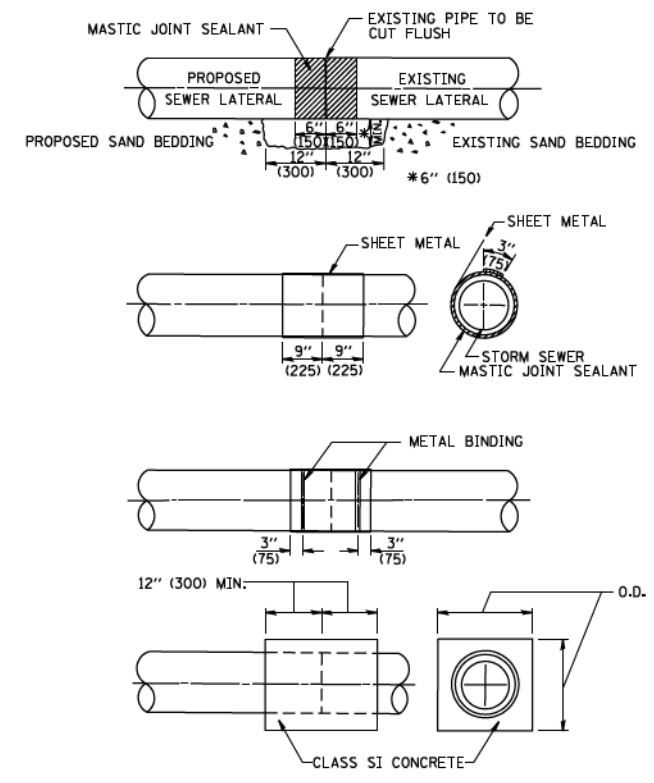
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	625
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

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DETAIL "A"

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

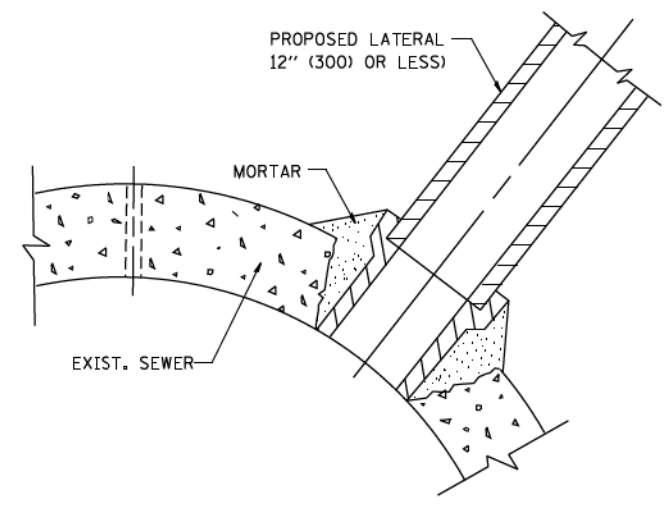


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:

- A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
- B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

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

GENERAL

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

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

BASIS OF PAYMENT

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

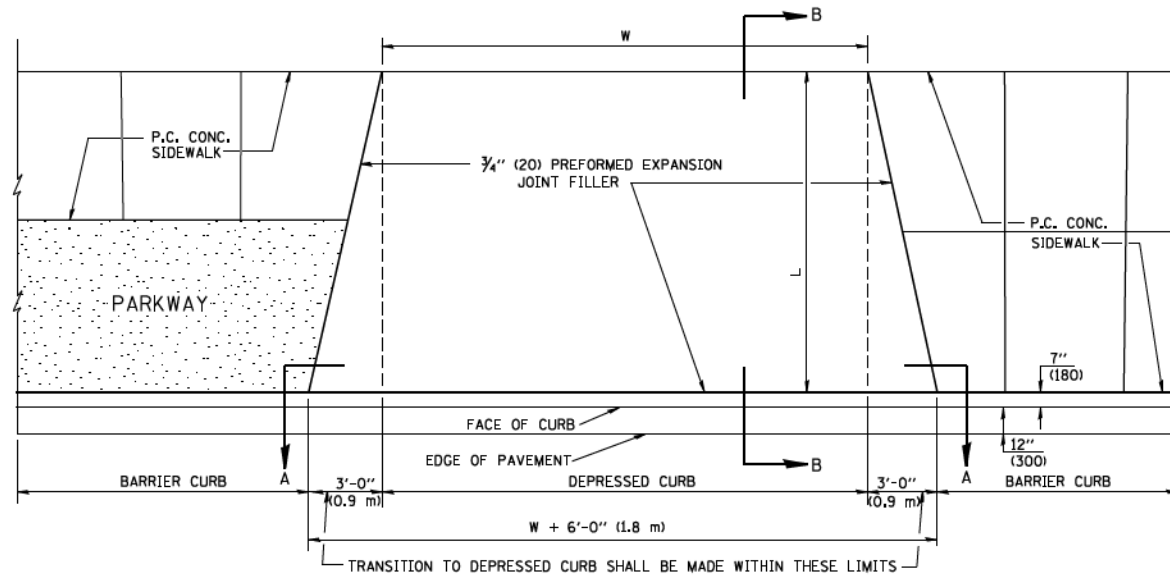
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

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

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

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

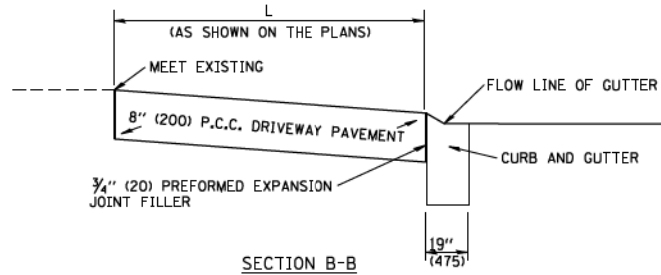
FILE NAME = W:\dststd\22x34\bd07.dgn	USER NAME = geglianobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50:000 ' / IN.	DRAWN -	REVISED - R. SHAH 09-09-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	706	626	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - R. SHAH 10-25-94						BD500-01 (BD-7)		CONTRACT NO.
		DATE - 07-25-90	REVISED - R. SHAH 06-12-96						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



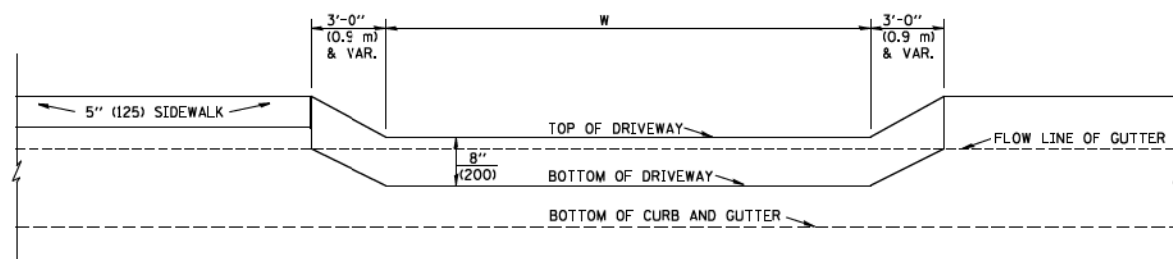
PLAN VIEW

NOTES:

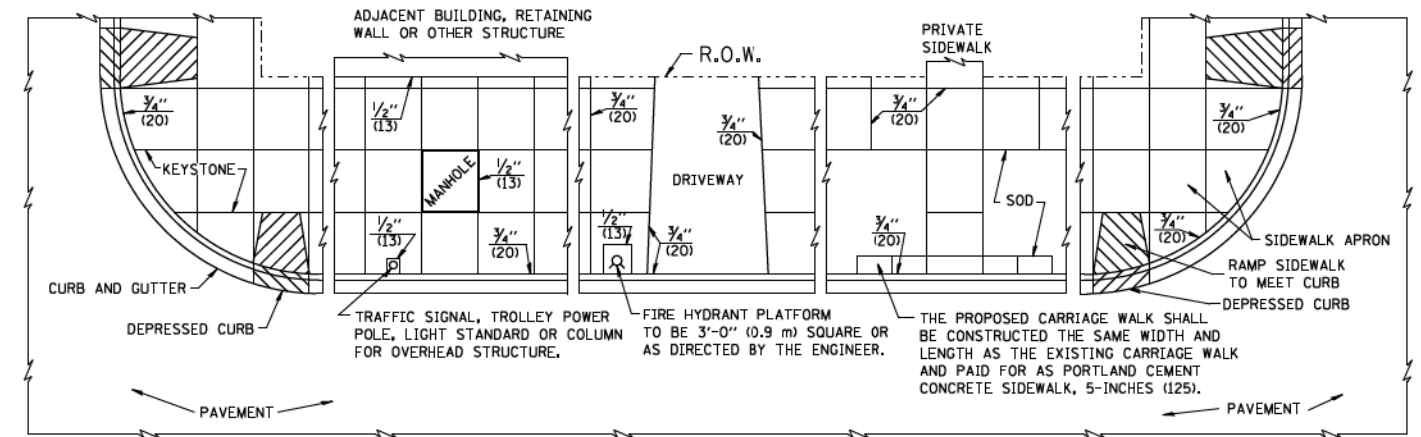
1. EXPANSION JOINTS SHALL BE CONSTRUCTED AS SHOWN ON THE DETAILS FOR P.C.C. SIDEWALK.
2. THE CURB BETWEEN ADJACENT DRIVEWAYS SHALL BE FULL HEIGHT FOR A DISTANCE OF AT LEAST FOUR FEET (1.2 METERS)
3. P.C. CONCRETE DRIVEWAYS SHALL BE CONSTRUCTED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.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



SECTION B-B

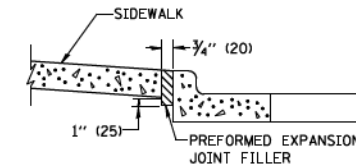


P.C.C. DRIVEWAY PAVEMENT DETAIL



NOTES:

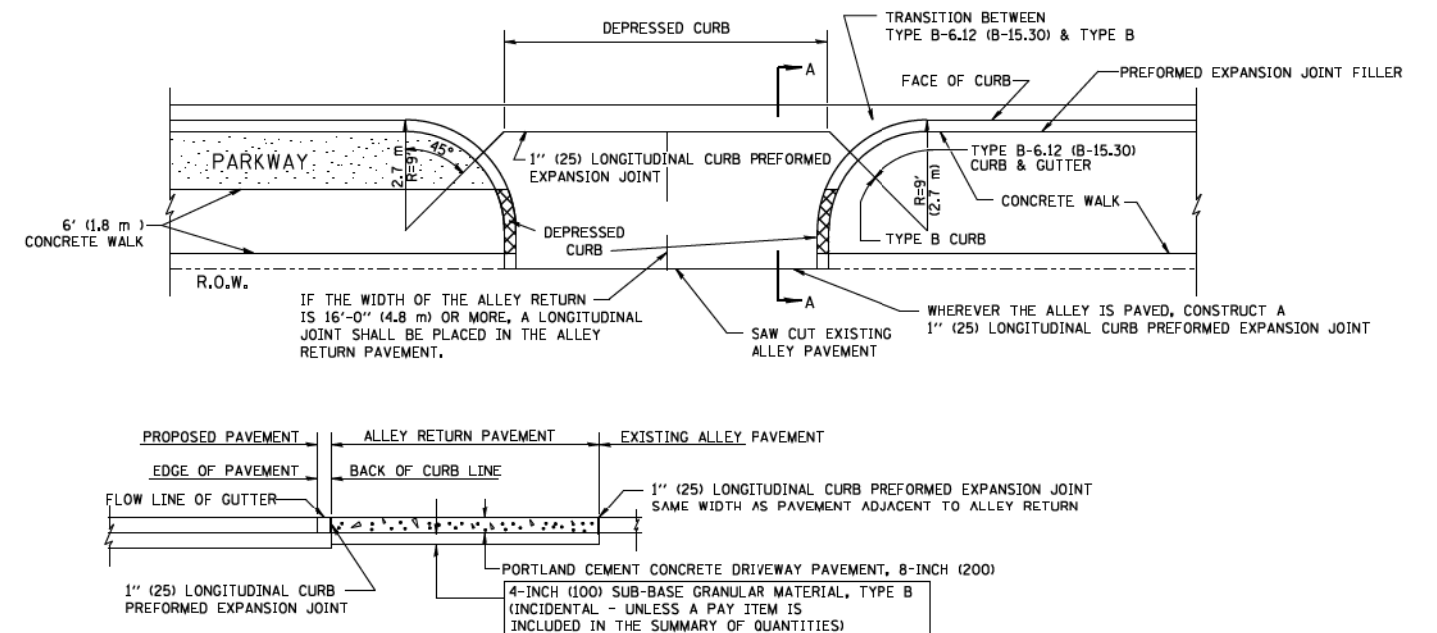
1. ONE-HALF INCH THICK EXPANSION JOINTS SHALL BE PLACED BETWEEN THE SIDEWALK AND ALL STRUCTURES SUCH AS LIGHT STANDARDS, TRAFFIC LIGHT STANDARDS, MANHOLES, WHICH EXTEND THROUGH THE SIDEWALK.
2. 3/4" (20) THICK EXPANSION JOINTS SHALL BE PLACED AT INTERVALS OF NOT MORE THAN 100 FEET (30 METERS) IN THE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



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

PORTLAND CEMENT SIDEWALK DETAILS

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



SECTION A-A

ALLEY RETURN DETAIL

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =
W:\dststd\22x34\bd17.dgn

USER NAME = geglanobt
PLOT SCALE = 50:0000 ' / IN.
PLOT DATE = 1/4/2008

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

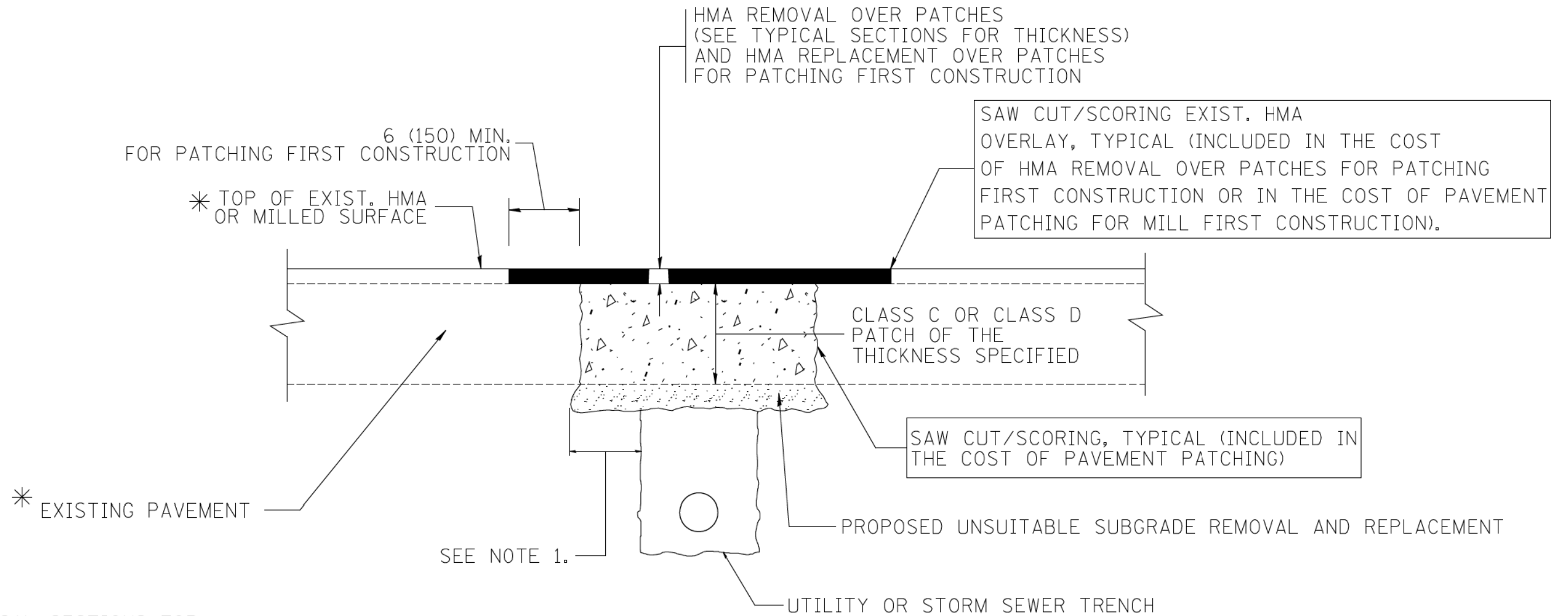
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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
BD400-03	(BD-17)		706	627
CONTRACT NO.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98
ca\projects\diststd22x34\bd22.dgn		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 09-04-07
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-98

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			706	628
BD400-04 (BD-22)		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

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

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

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

18" (450) MAX.

1/4" (5) **

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

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

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

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

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

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

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

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

BASIS OF PAYMENT:

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

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

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

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

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drvokosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96
ca\pwork\psidot\drvokosgn\d8108315\bc24.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

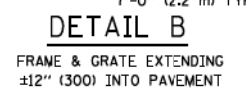
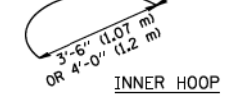
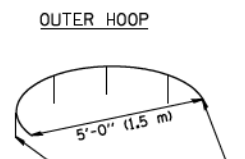
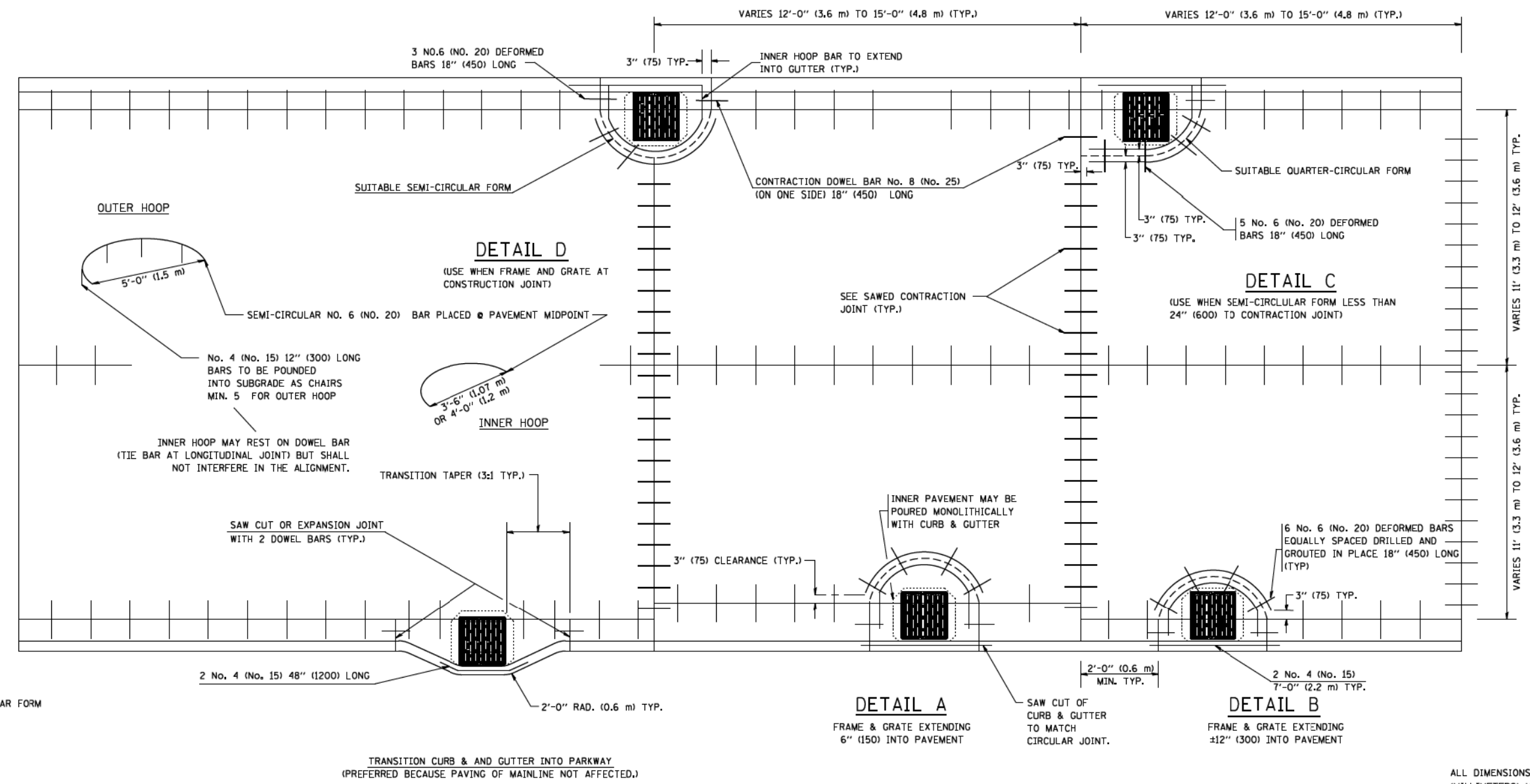
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			706	629
BD600-06 (BD-24)		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

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

NOTES :

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



LEGEND:
 CASTING
 - - - - - SUITABLE SEMI-CIRCULAR FORM

TRANSITION CURB & AND GUTTER INTO PARKWAY
(PREFERRED BECAUSE PAVING OF MAINLINE NOT AFFECTED.)

ALL DIMENSIONS ARE IN INCHES
(MILLIMETERS) UNLESS OTHERWISE NOTED

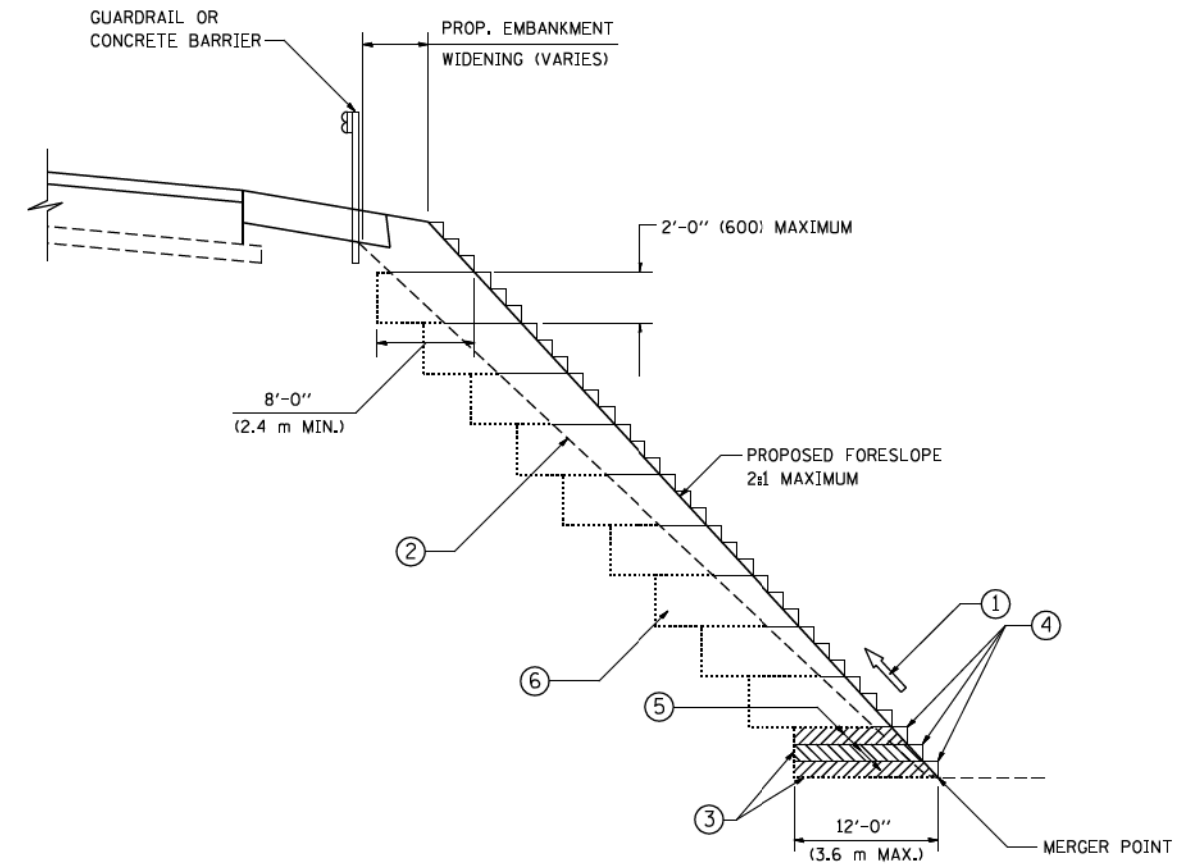
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		DRAWN - TOM MATOUSEK	REVISED - T. MATOUSEK 10-02-00
	PLOT SCALE = 5/8" = 1" / IN.	CHECKED - A. ABBAS	REVISED - T. MATOUSEK 04-25-02
	PLOT DATE = 1/4/2008	DATE - 01-04-99	REVISED - P. LAFLEUR 08-27-02

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PCC PAVEMENT ROUNDOUTS AT
CURB AND GUTTER**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			706	630
BD-48		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

NOTES:

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ⑦ SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

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

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		CHECKED - S.E.B.	REVISED -
		DATE - 06-16-04	REVISED -

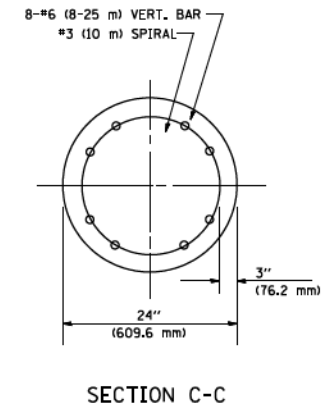
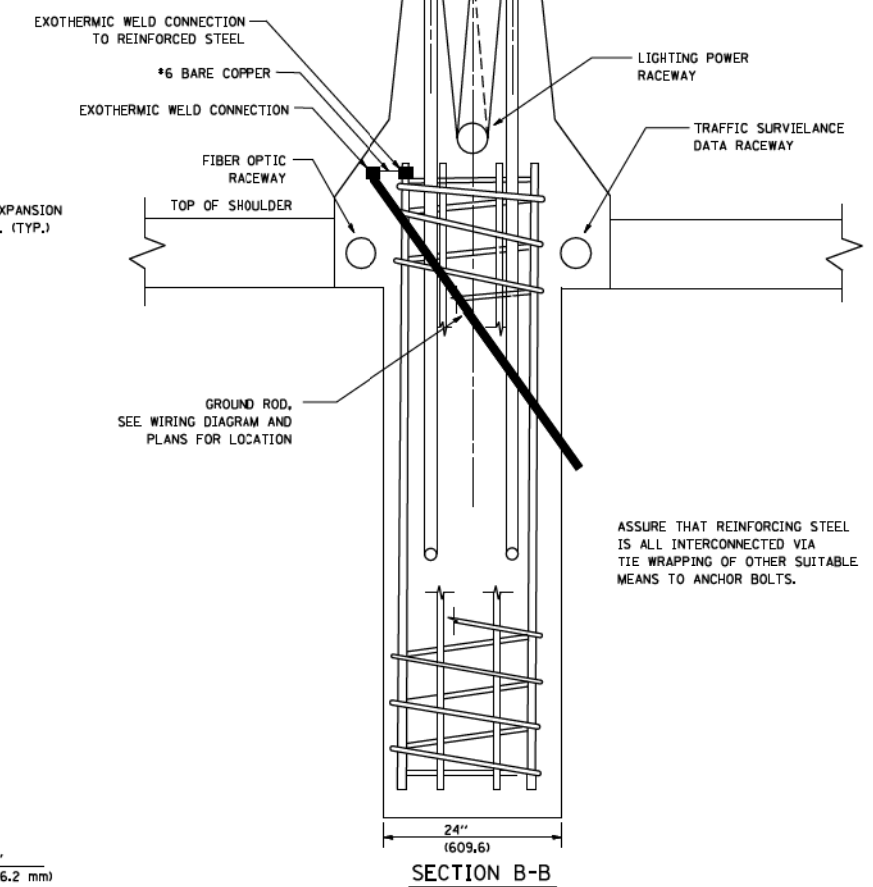
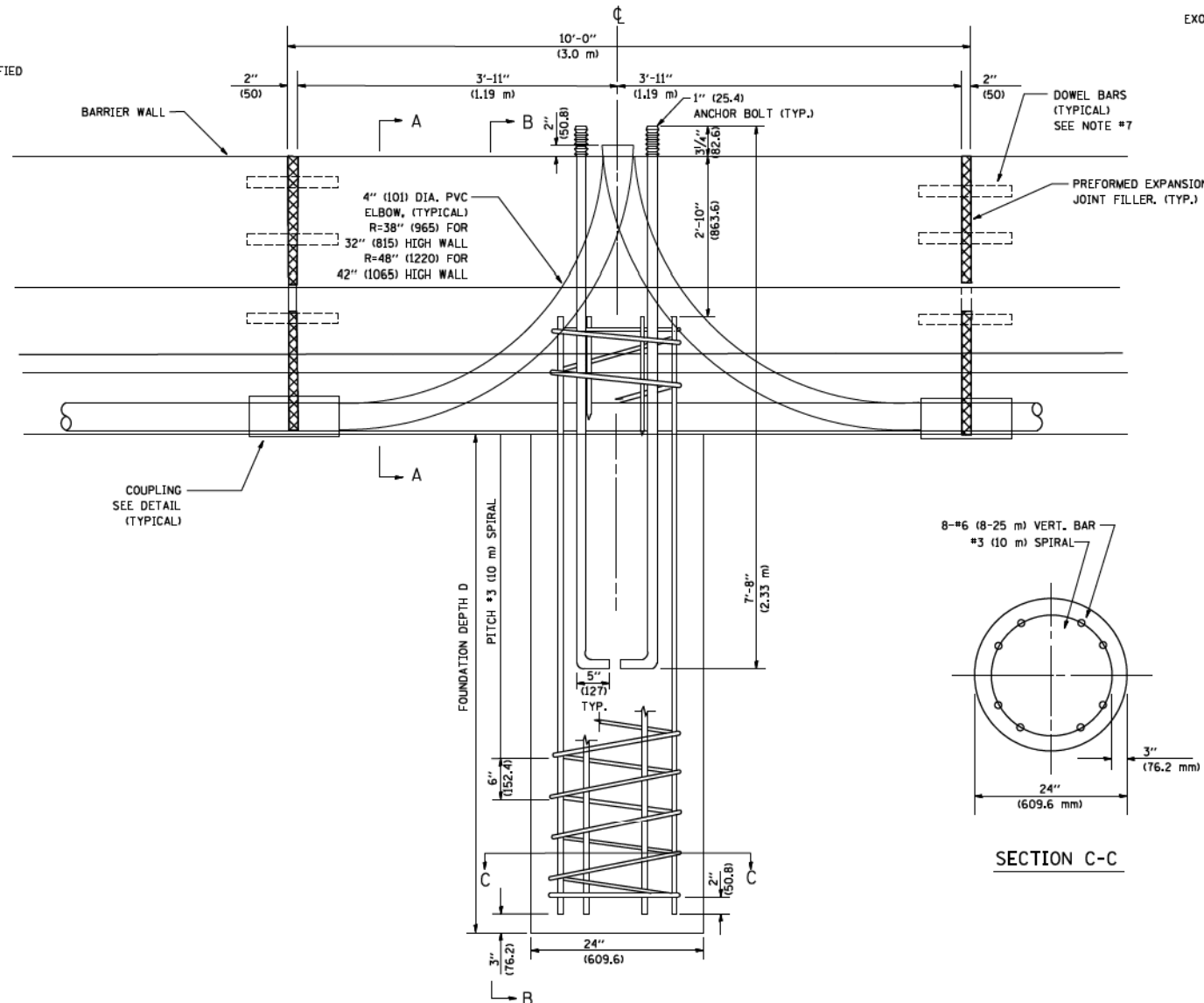
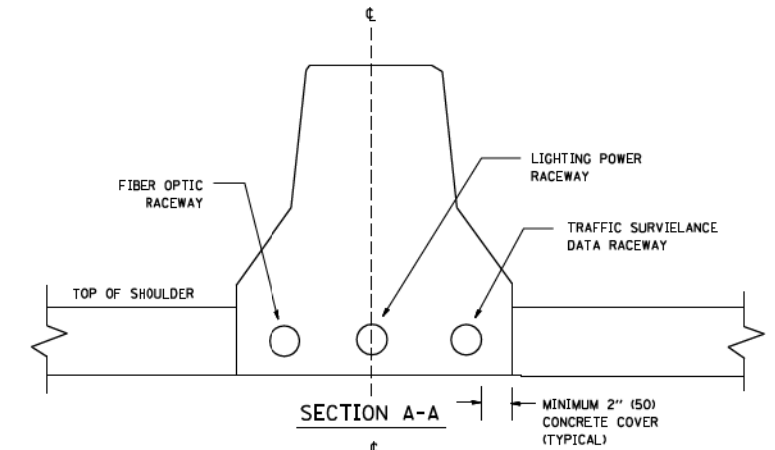
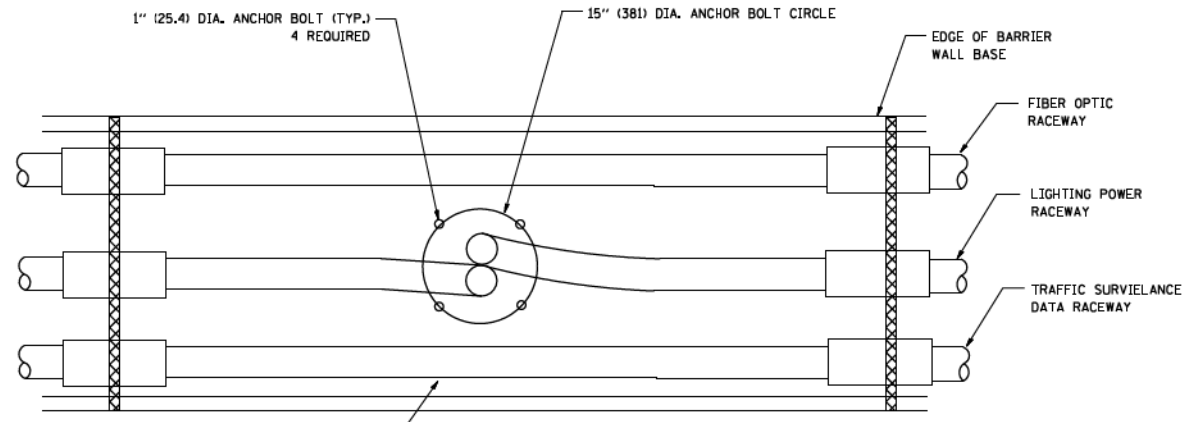
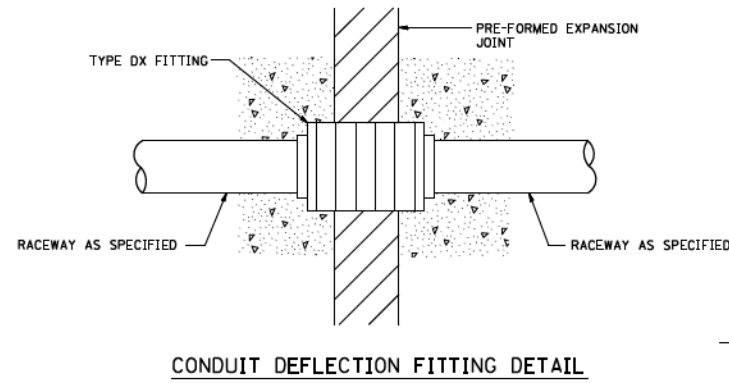
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BENCHING DETAIL FOR EMBANKMENT WIDENING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			706	631
BD-51		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

NOTES:

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ANCHOR BOLTS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED IN THE FORMS.
3. THE CONTRACTOR AT HIS OPTION MAY SUBSTITUTE #4 (15 m) TIES AT 12" (304.8 m) CTRS. FOR THE #3 (3 m) SPIRAL, TACKLED TYPE BOLT MAY BE SUBSTITUTED FOR THE HOOK TYPE BOLT.
4. COLD BENDING OF THE HOOK BOLT SHALL NOT BE ALLOWED.
5. EXCAVATION FOR THE POLE FOUNDATION SHALL BE MADE WITH AN AUGER 24 INCHES (609.6 m) IN DIAMETER.
6. THE ENGINEER SHALL DETERMINE THE TYPE OF SOIL DURING EXCAVATION AND SELECT THE DESIGN DEPTH OF FOUNDATION FROM THE DESIGN TABLE USING THE DOMINANT CHARACTERISTIC OF THE SOIL ENCOUNTERED.
7. BARRIER WALL EXPANSION AND CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH STANDARD DETAIL 637001-02 AND 637006 AS APPLICABLE.



FOUNDATION DEPTH

TYPE OF SOIL	FOUND FEPTH D	REINFORCEMENT IN FOUNDATION	
		VERTICAL BARS	SPIRAL
ROCK OR SOLIDIFIED SLAG	5'-0" (1.52 m)	NONE	NONE
DENSE SAND	7'-9" (2.36 m)	8-#6 x 9'-0" (8-20 m x 2.74 m)	#3 x 90' (3 m x 27.43 m)
MEDIUM SAND	8'-3" (2.51 m)	8-#6 x 9'-5" (8-20 m x 2.87 m)	#3 x 94' (3 m x 28.65 m)
LOOSE SAND	9'-0" (2.74 m)	8-#6 x 10'-2" (8-20 m x 3.09 m)	#3 x 100' (3 m x 30.48 m)
STIFF CLAY	7'-0" (2.13 m)	8-#6 x 10'-8" (8-20 m x 2.48 m)	#3 x 80' (3 m x 24.38 m)
MEDIUM CLAY	9'-6" (2.89 m)	8-#6 x 10'-8" (8-20 m x 3.25 m)	#3 x 104' (3 m x 31.69 m)
SOFT CLAY	13'-0" (3.96 m)	8-#6 x 14'-2" (8-20 m x 4.32 m)	#3 x 144' (3 m x 43.89 m)

DESIGN: 80 MPH AASHTO

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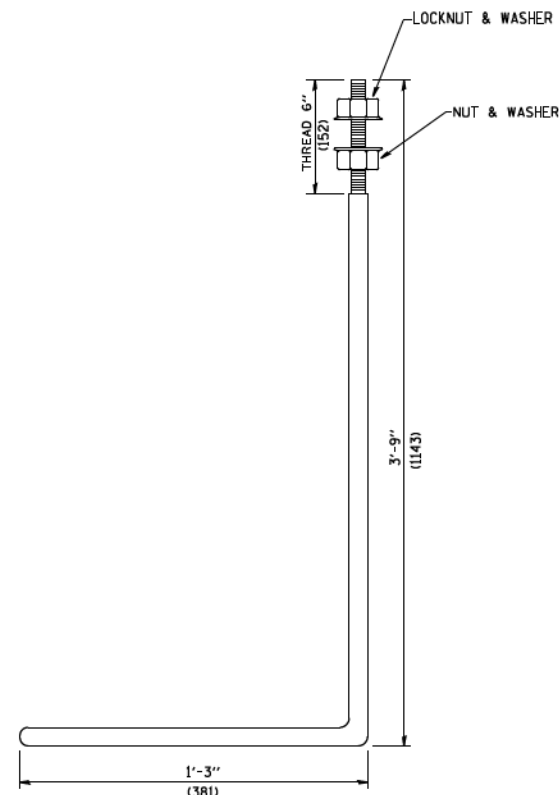
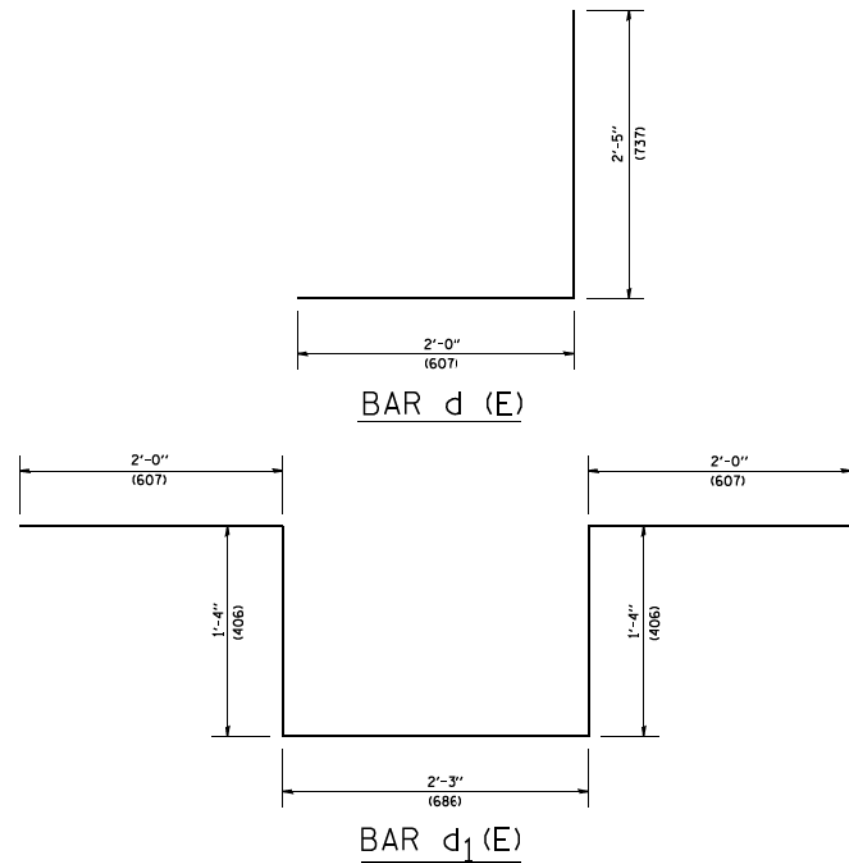
REVISED - 04-07-04
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

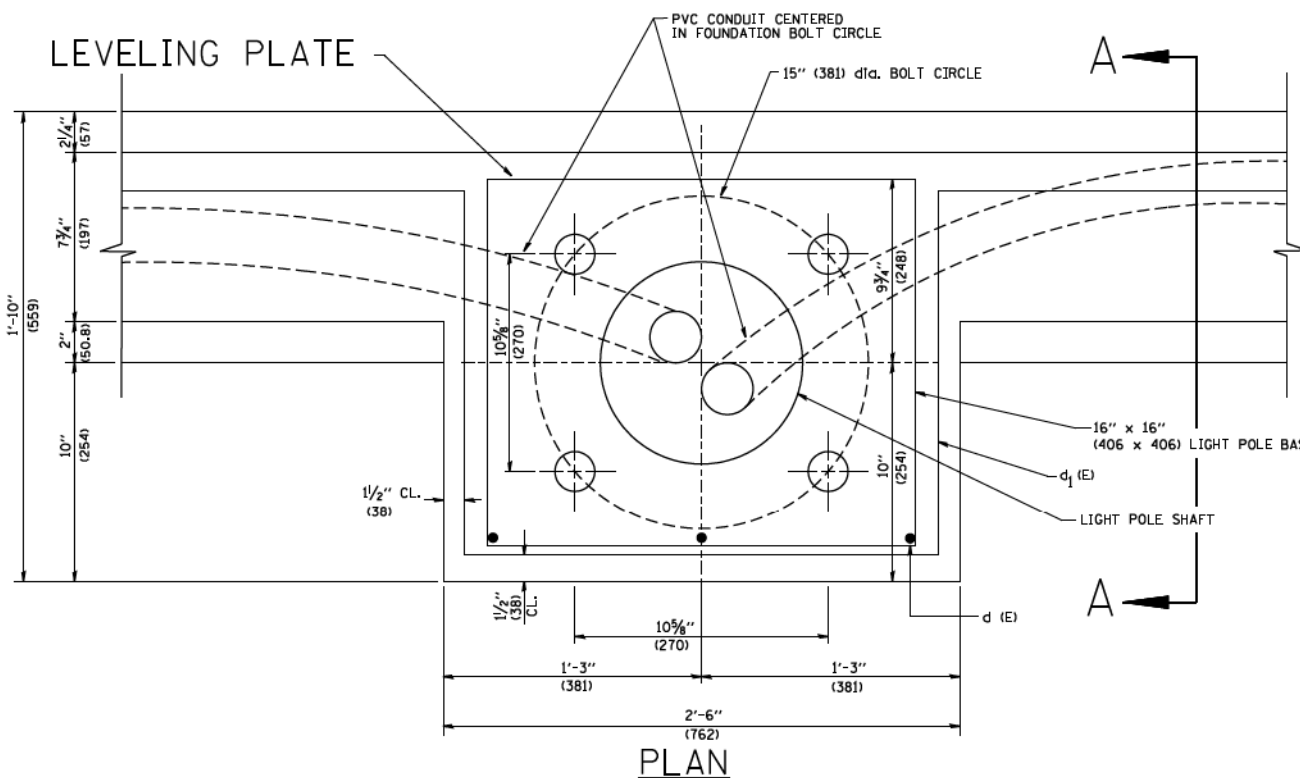
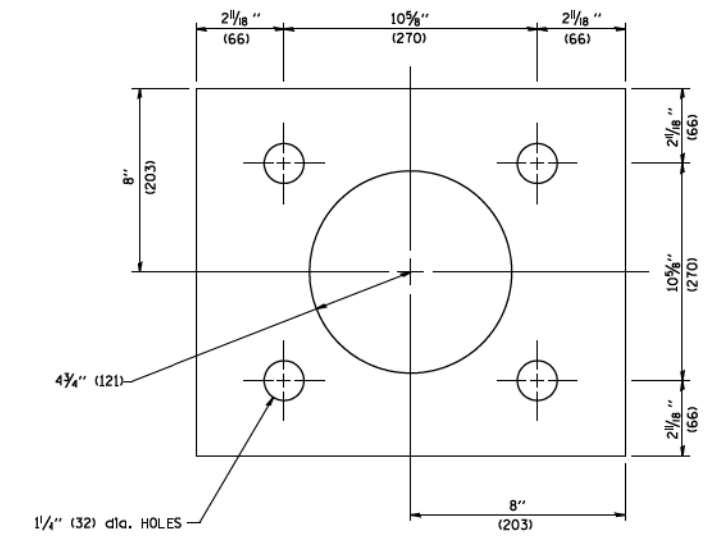
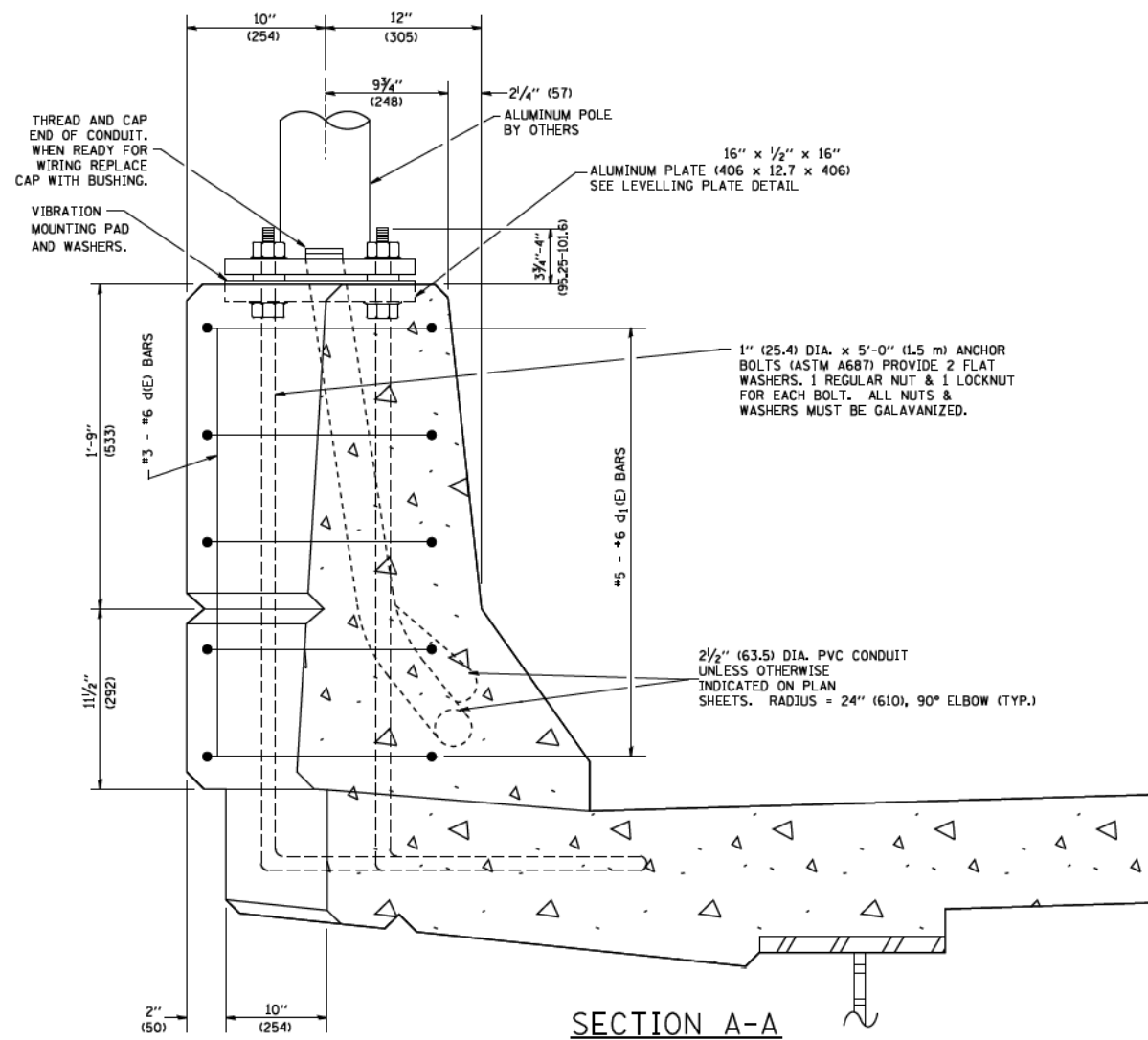
**24" (609.6 mm) DIA. LIGHT POLE FOUNDATION
 INTEGRAL WITH DOUBLE FACE BARRIER WALL**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BE-322		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

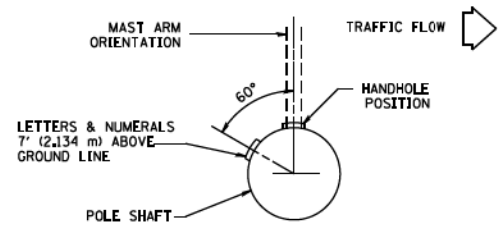


1" (25.4) dia. ANCHOR BOLT

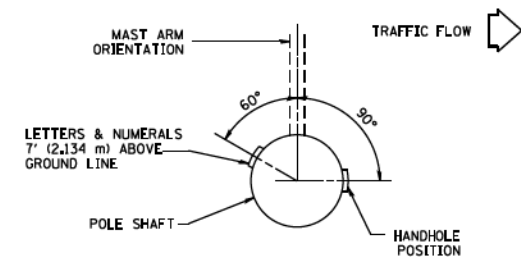


- NOTES**
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
 2. LEVEL LIGHT POLE PLATES, USING THE FLANGE NUTS, PRIOR TO POURING THE PARAPET WALL. THE TOP OF THE PLATE SHALL BE AT THE SAME ELEVATION AS THE FINISHED CONCRETE PARAPET.
 3. THE COST OF ANCHOR BOLTS, CONDUIT, LEVELLING PLATE AND FOUNDATION IS INCLUDED IN THE COST OF THE BRIDGE STRUCTURE.

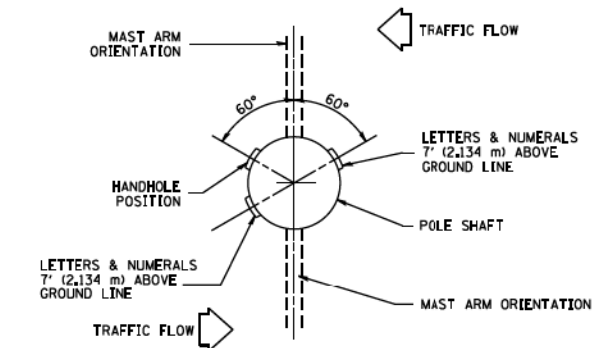
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	PLOT SCALE = 50:0000 ' / IN.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BE-330	CONTRACT NO.	706	633
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		DATE -	REVISED -						FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT		



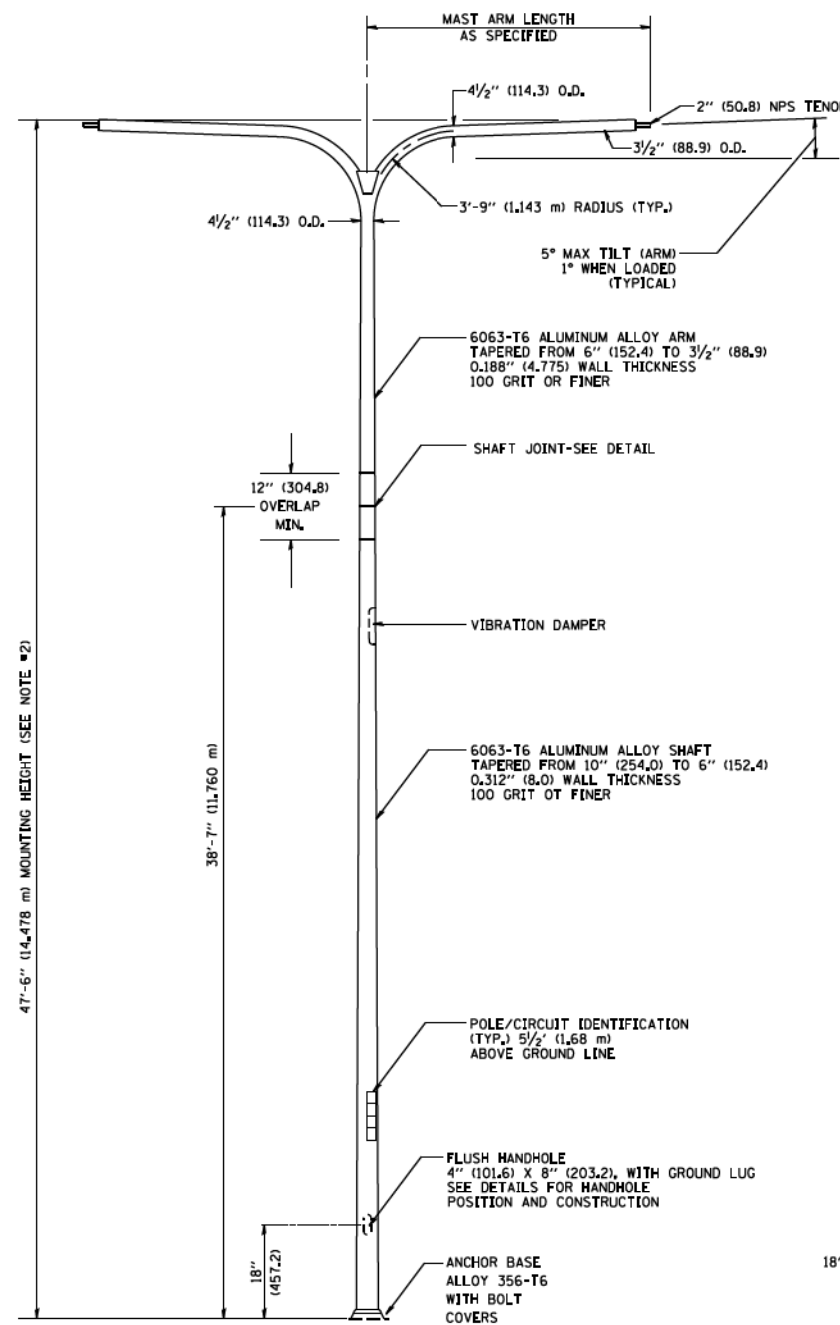
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



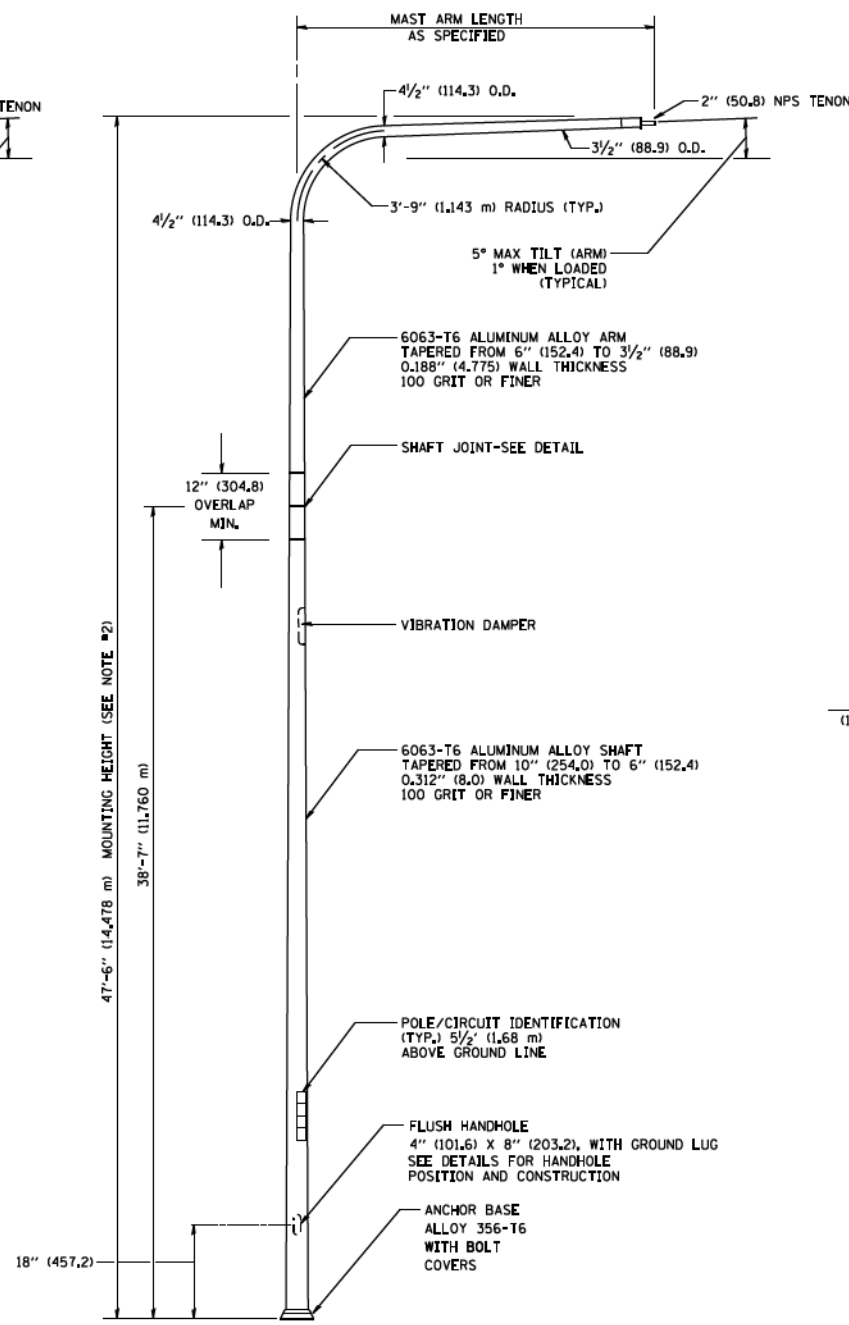
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES

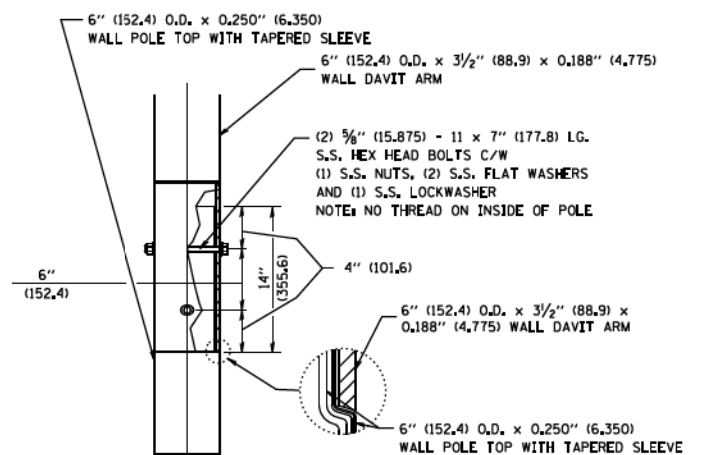


TWIN ARM POLE

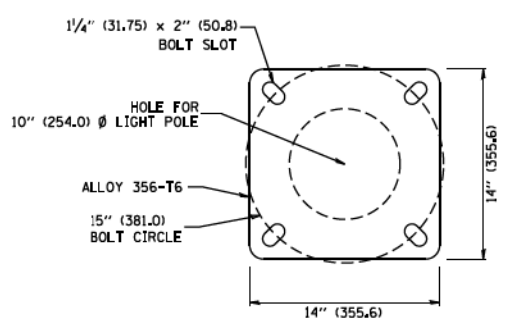


SINGLE ARM POLE

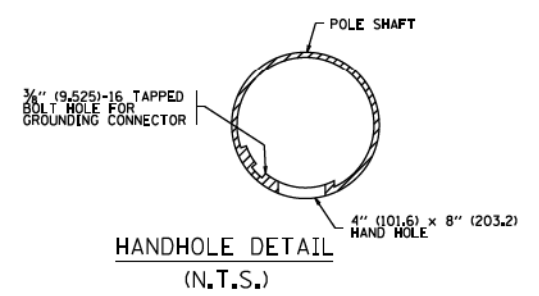
- NOTES:**
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
 2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
 3. TWO PIECE SHAFT WILL BE MATCHED MARKED AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
 4. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
 5. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR, BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
 6. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
 7. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
 8. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.



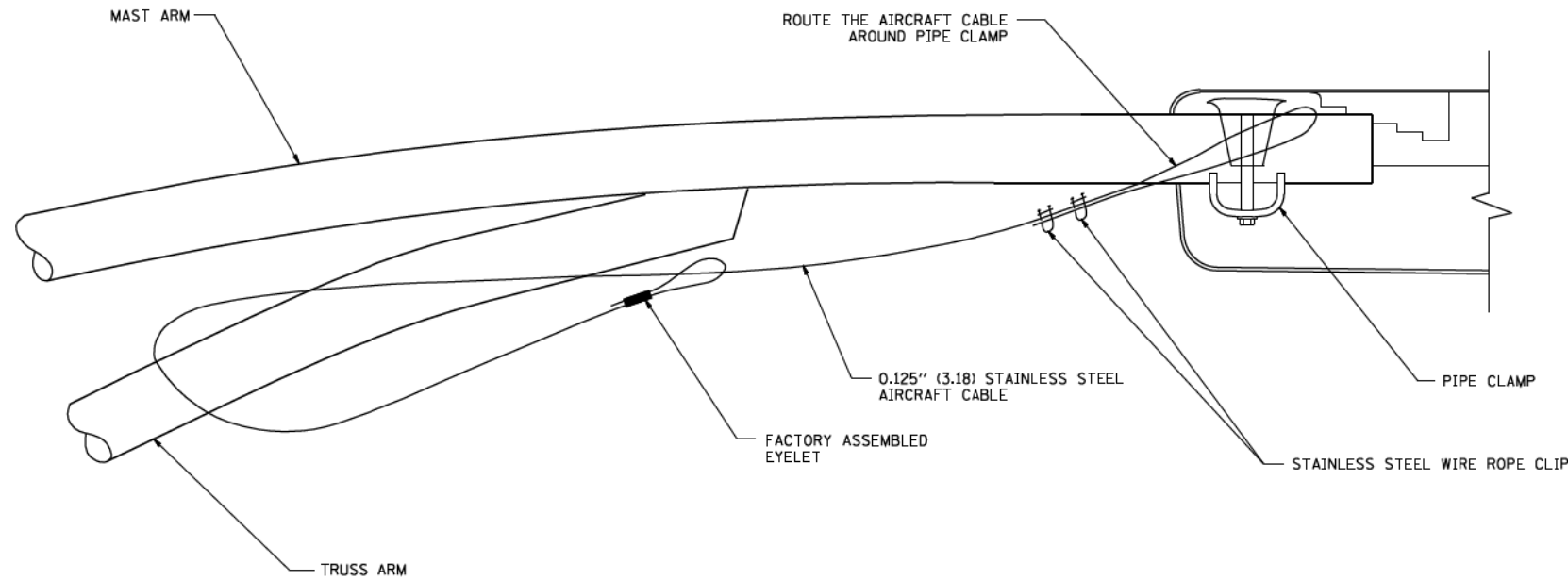
DAVIT ARM CONNECTION
[14" (355.6) OVERLAP SHOWN]



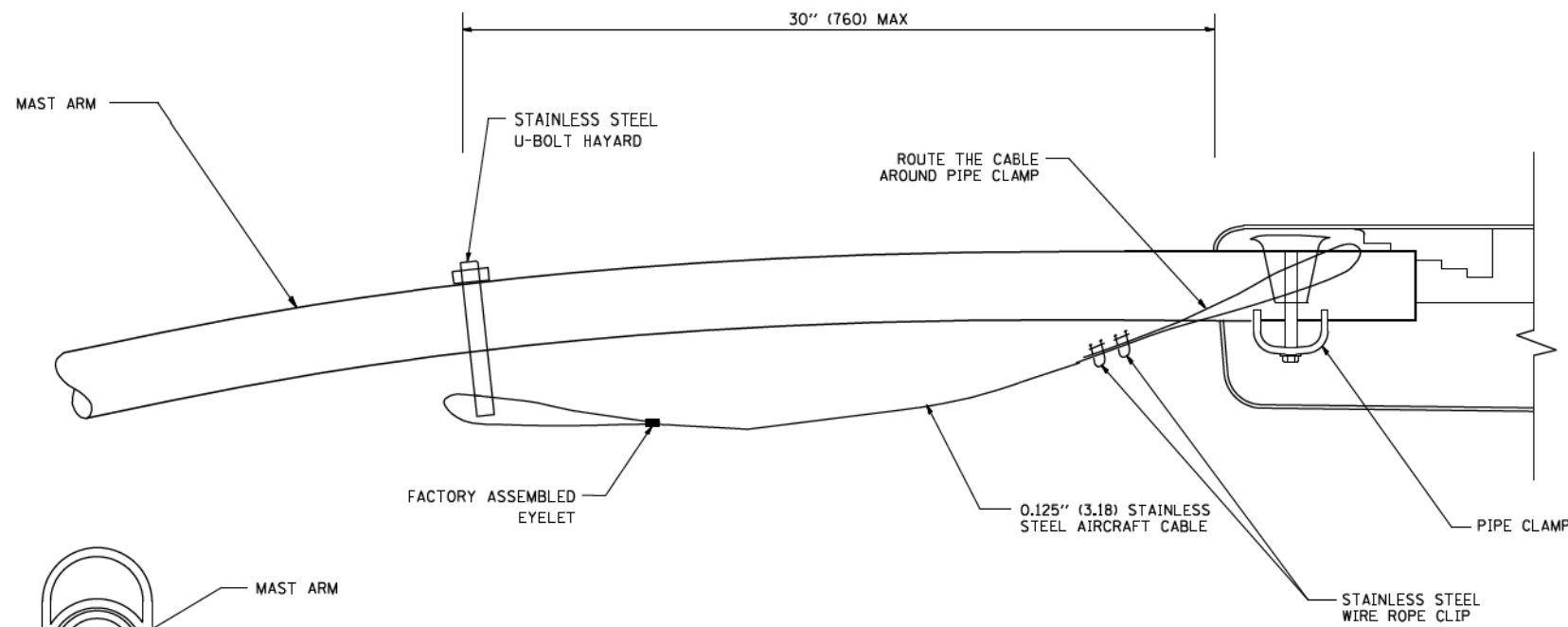
LIGHT POLE BASE PLATE DETAIL
(FOR POLE MOUNTED ON 15 INCH (381.0) BOLT CIRCLE FOUNDATION)



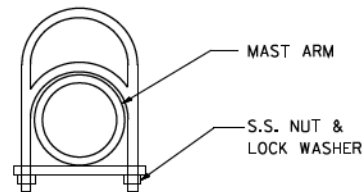
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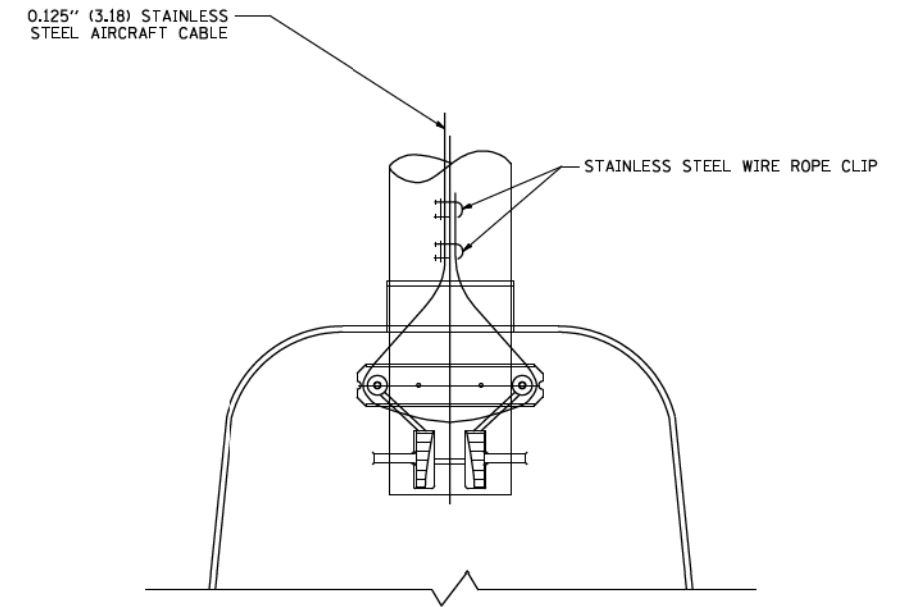
SIDE VIEW (TRUSS ARM)
N.T.S.



SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)
N.T.S.



STAINLESS STEEL
U-BOLT HAYARD



BOTTOM VIEW
N.T.S.

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN.

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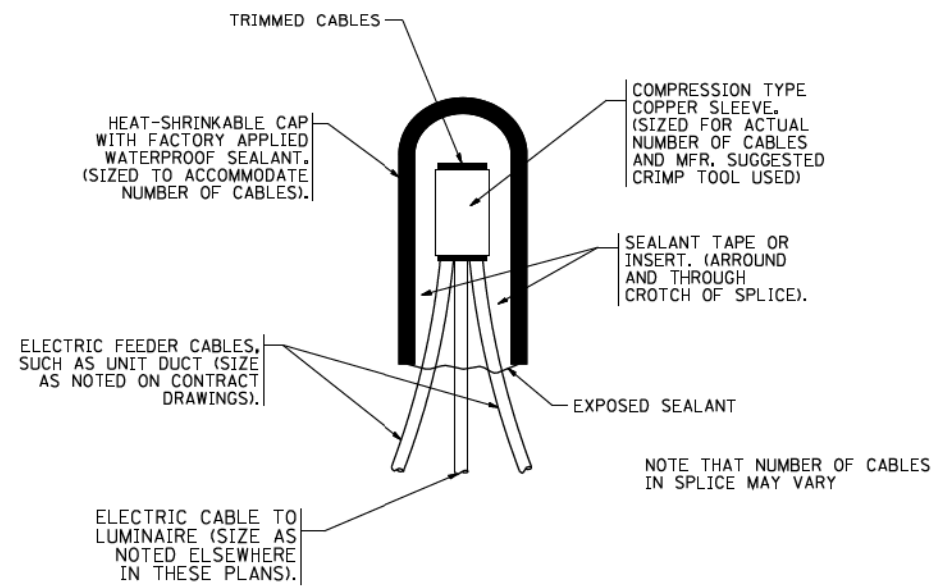
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

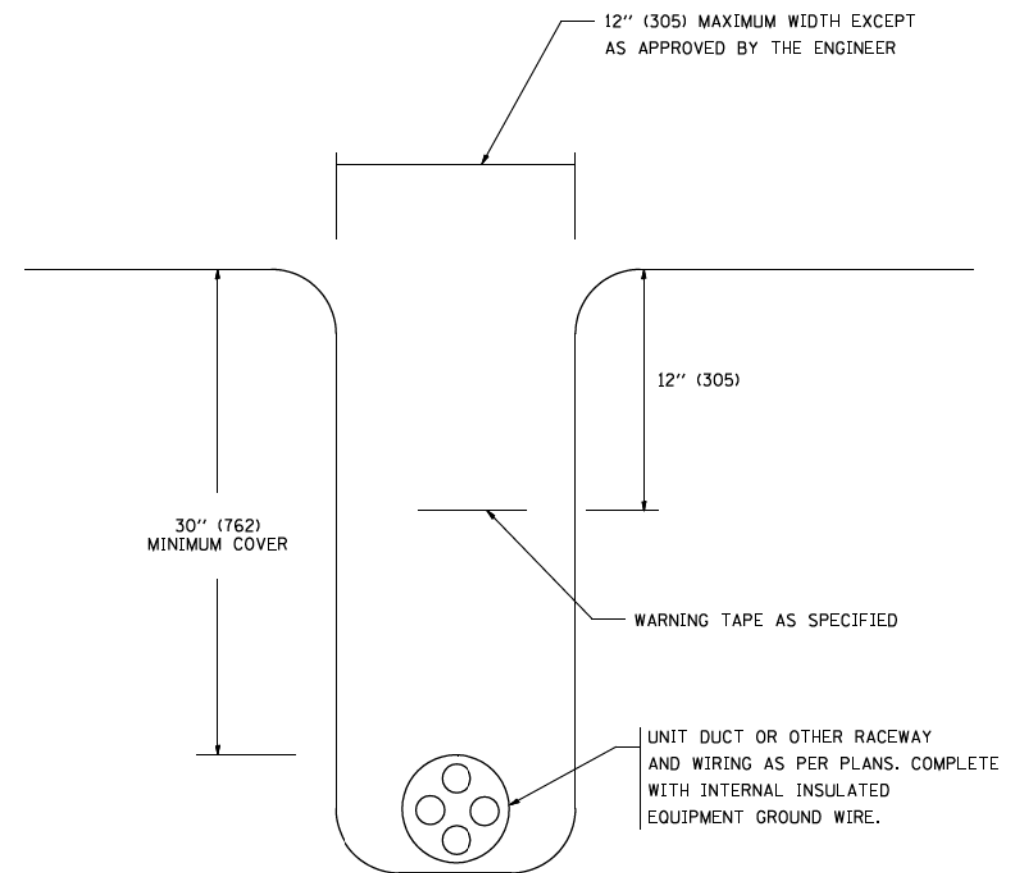
LUMINAIRE SAFETY CABLE ASSEMBLY

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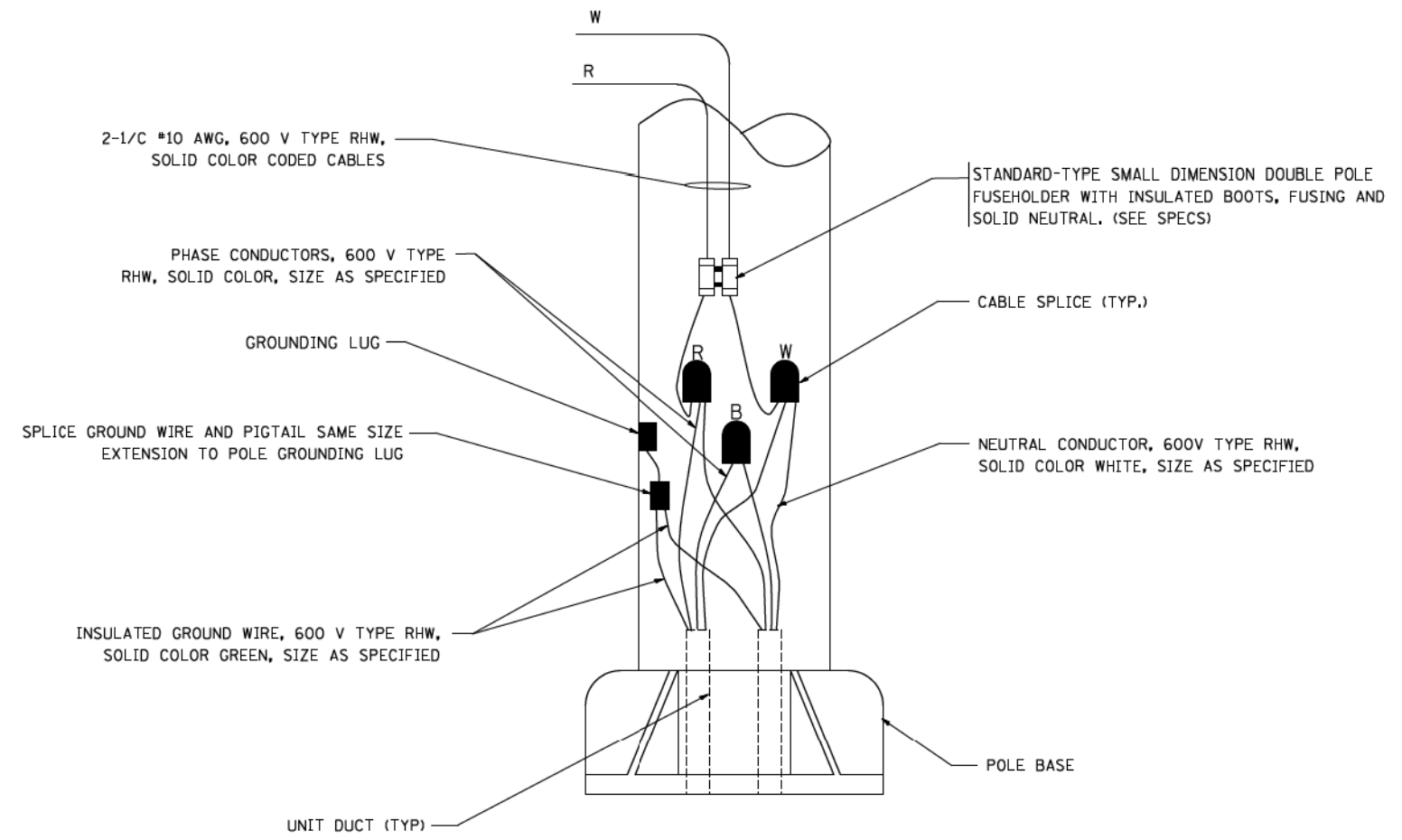
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			706	635
BE-701		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TYPICAL SPLICE DETAIL
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL
N.T.S.



POLE WIRING DETAIL
N.T.S.

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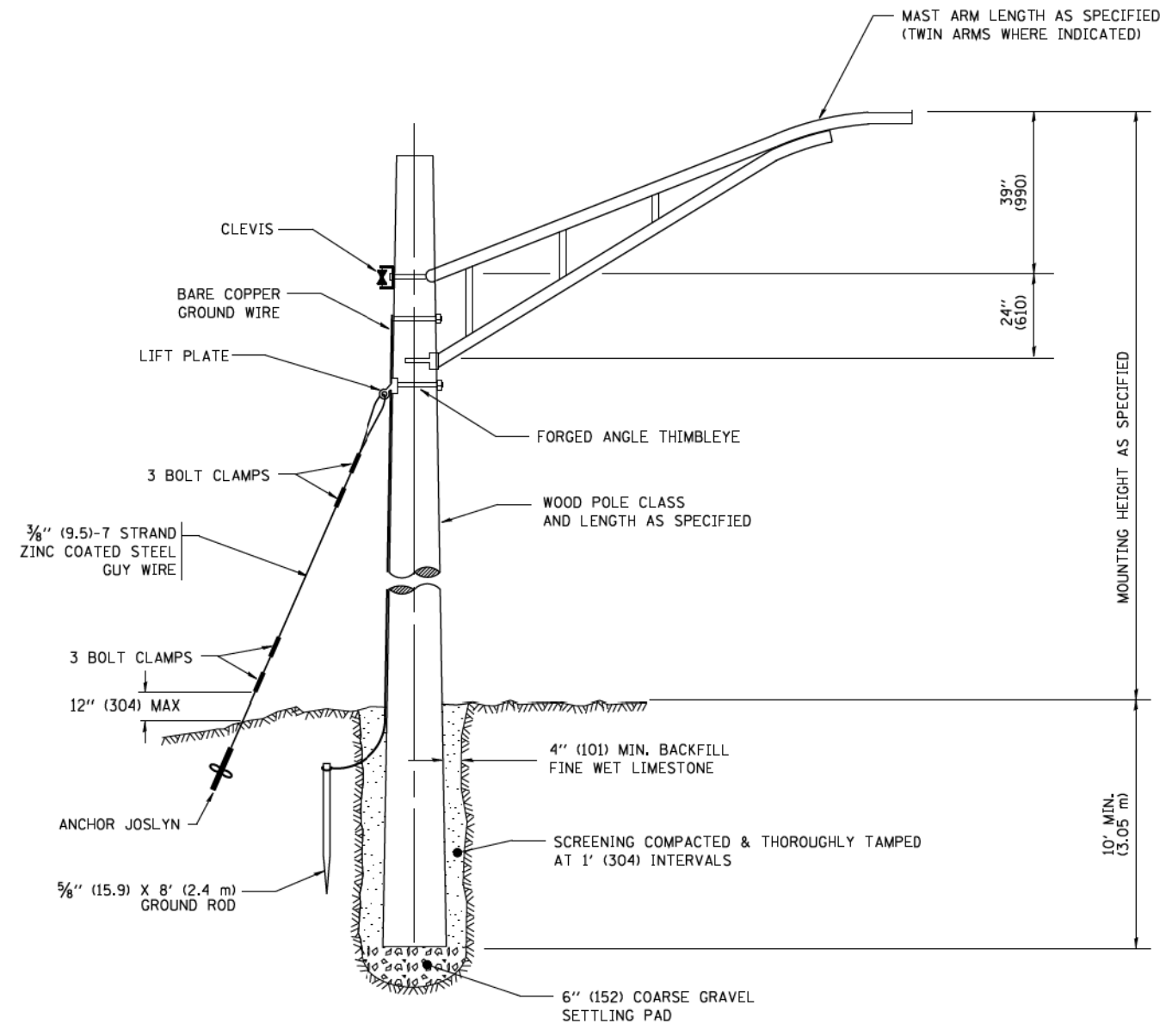
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REVISED - 08-08-03
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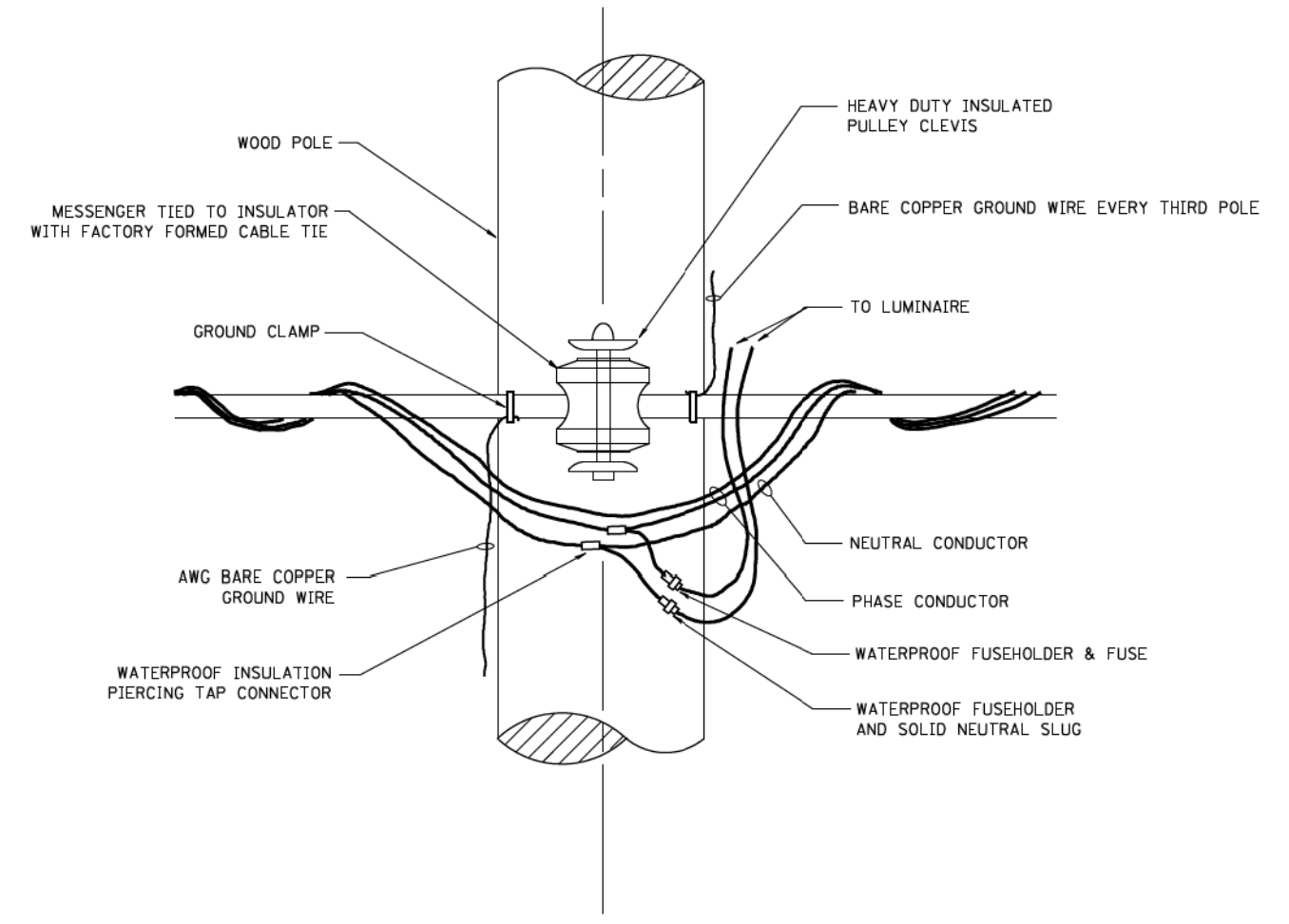
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			706	636
BE-702		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED

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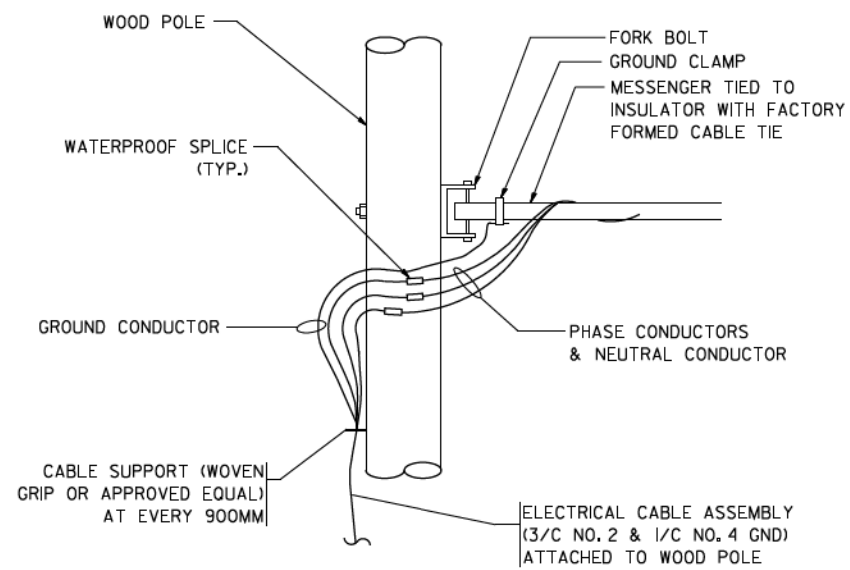
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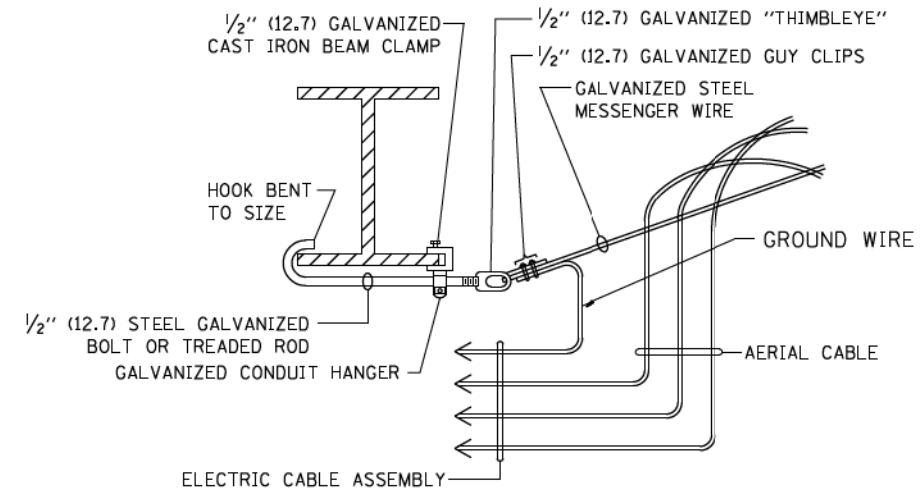
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TEMPORARY LIGHT POLE DETAILS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BE-800		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



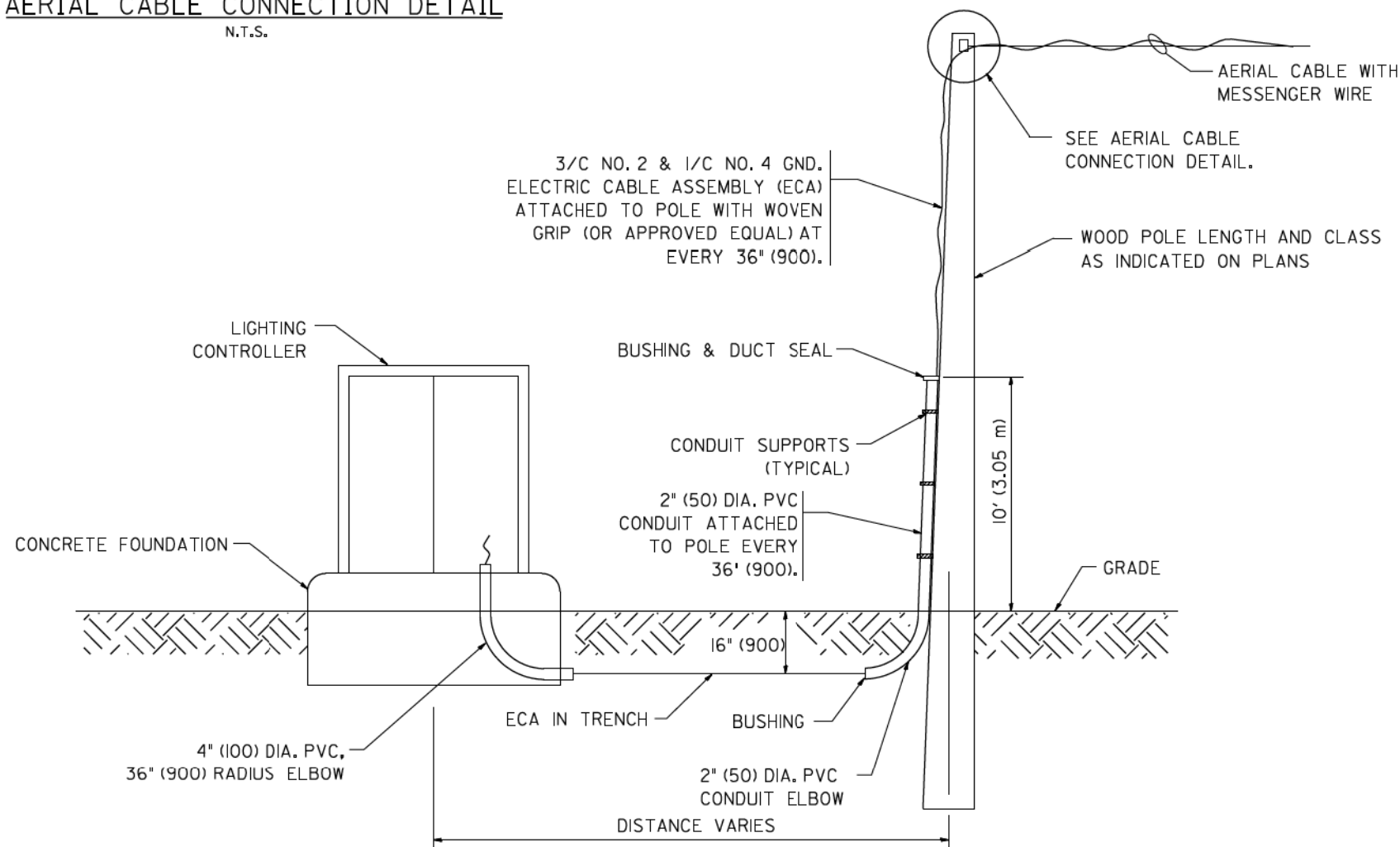
AERIAL CABLE CONNECTION DETAIL
N.T.S.



**AERIAL CABLE
ATTACHED TO STRUCTURE**
NOT TO SCALE

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.



**WOOD POLE TO LIGHTING CONTROLLER
WIRING CONNECTION DETAIL**
N.T.S.

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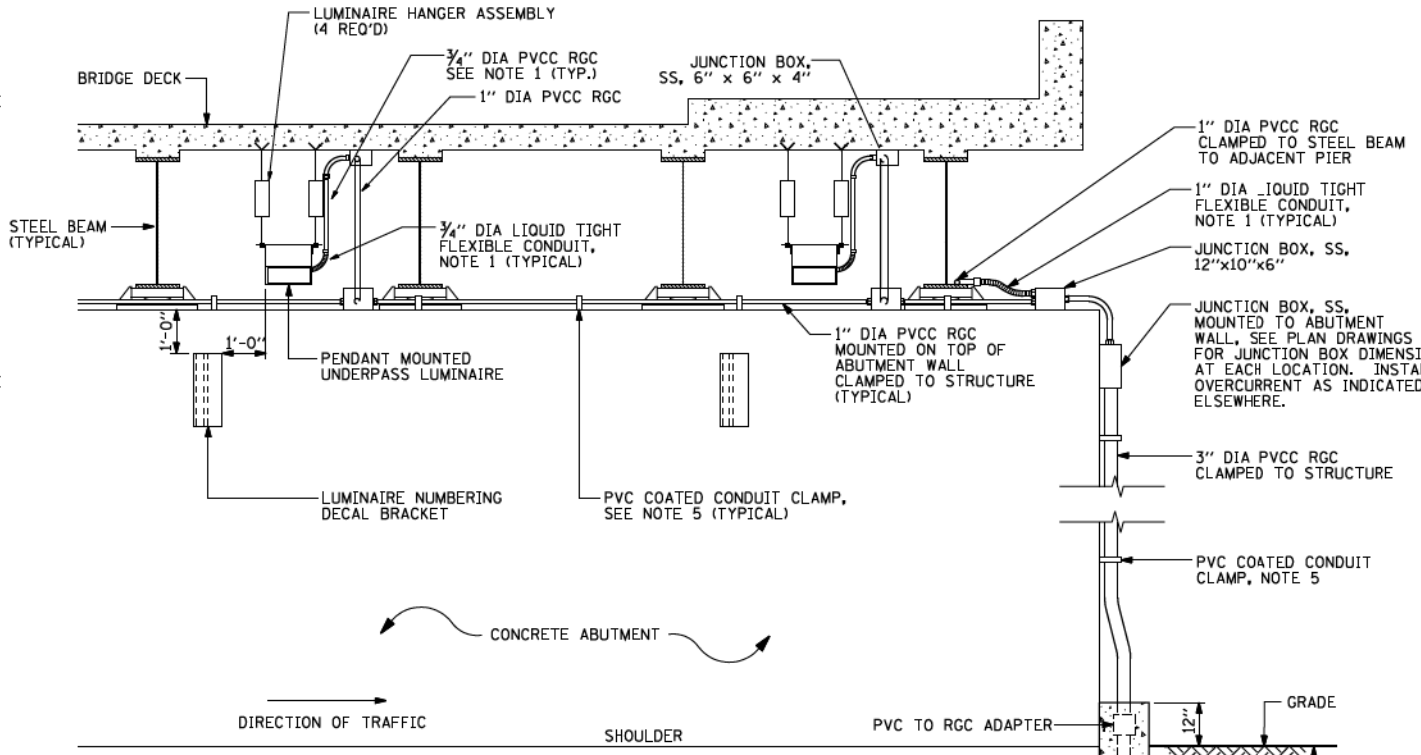
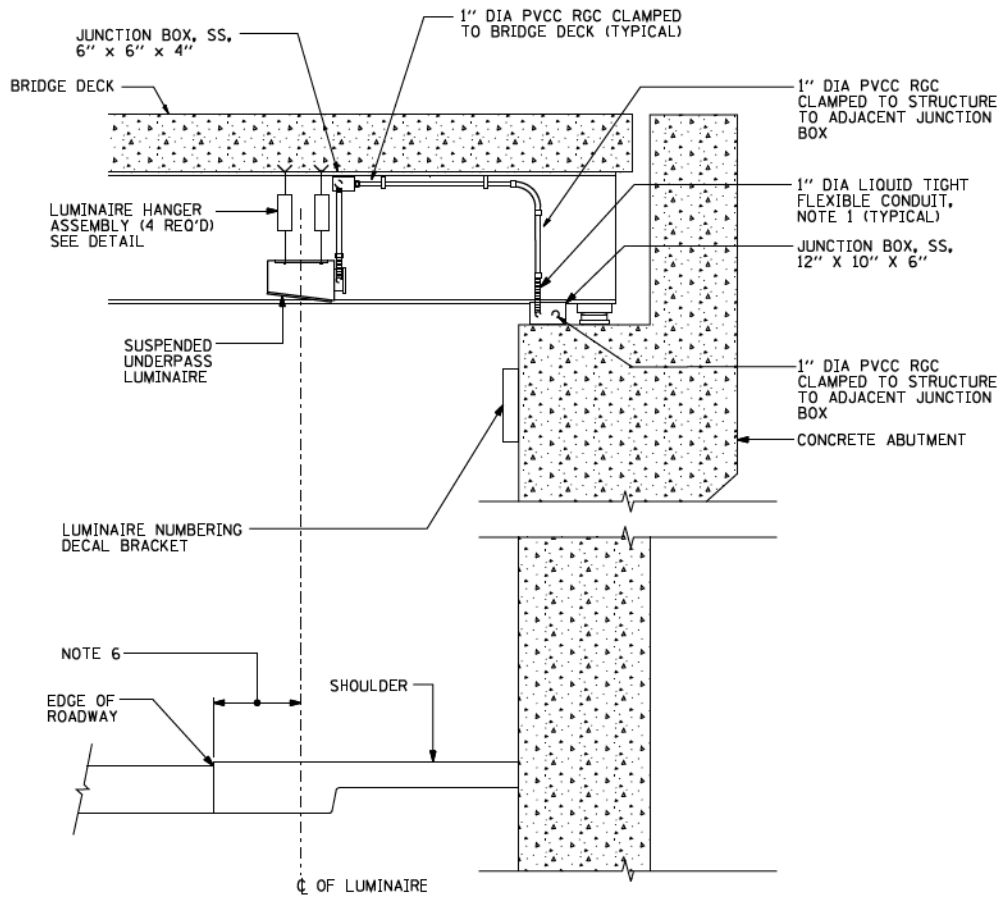
REVISED - 08-08-03
REVISED -
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REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

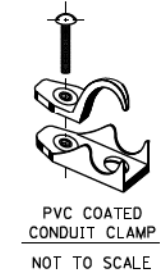
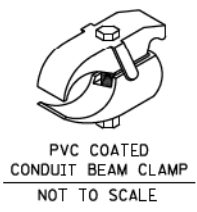
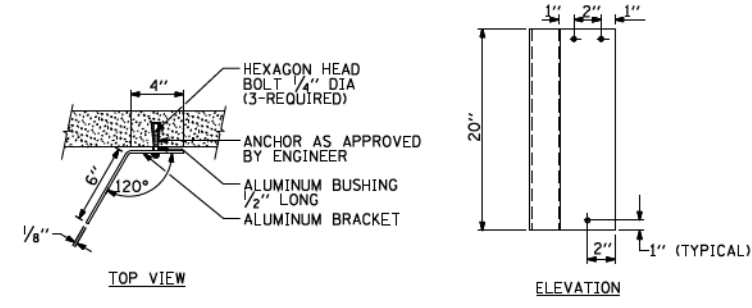
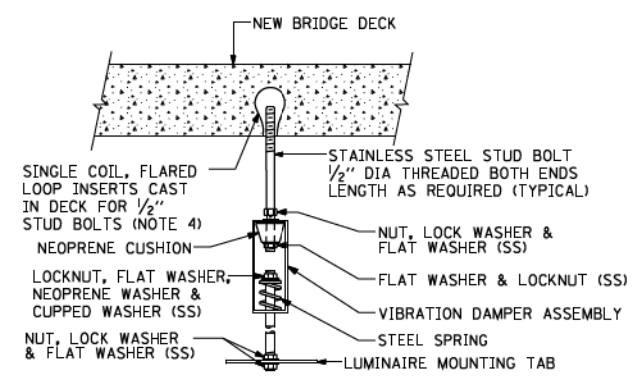
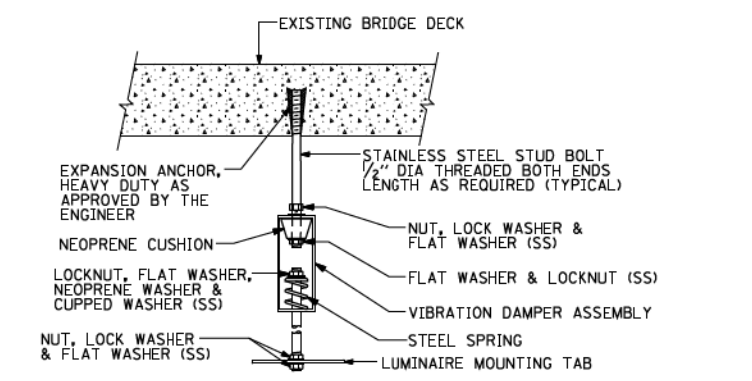
TEMPORARY AERIAL CABLE INSTALLATION

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			706	639
BE-801		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



EXISTING BRIDGE DECK INSTALLATION

NEW BRIDGE DECK INSTALLATION

TYPICAL LUMINAIRE HANGER ASSEMBLY DETAILS

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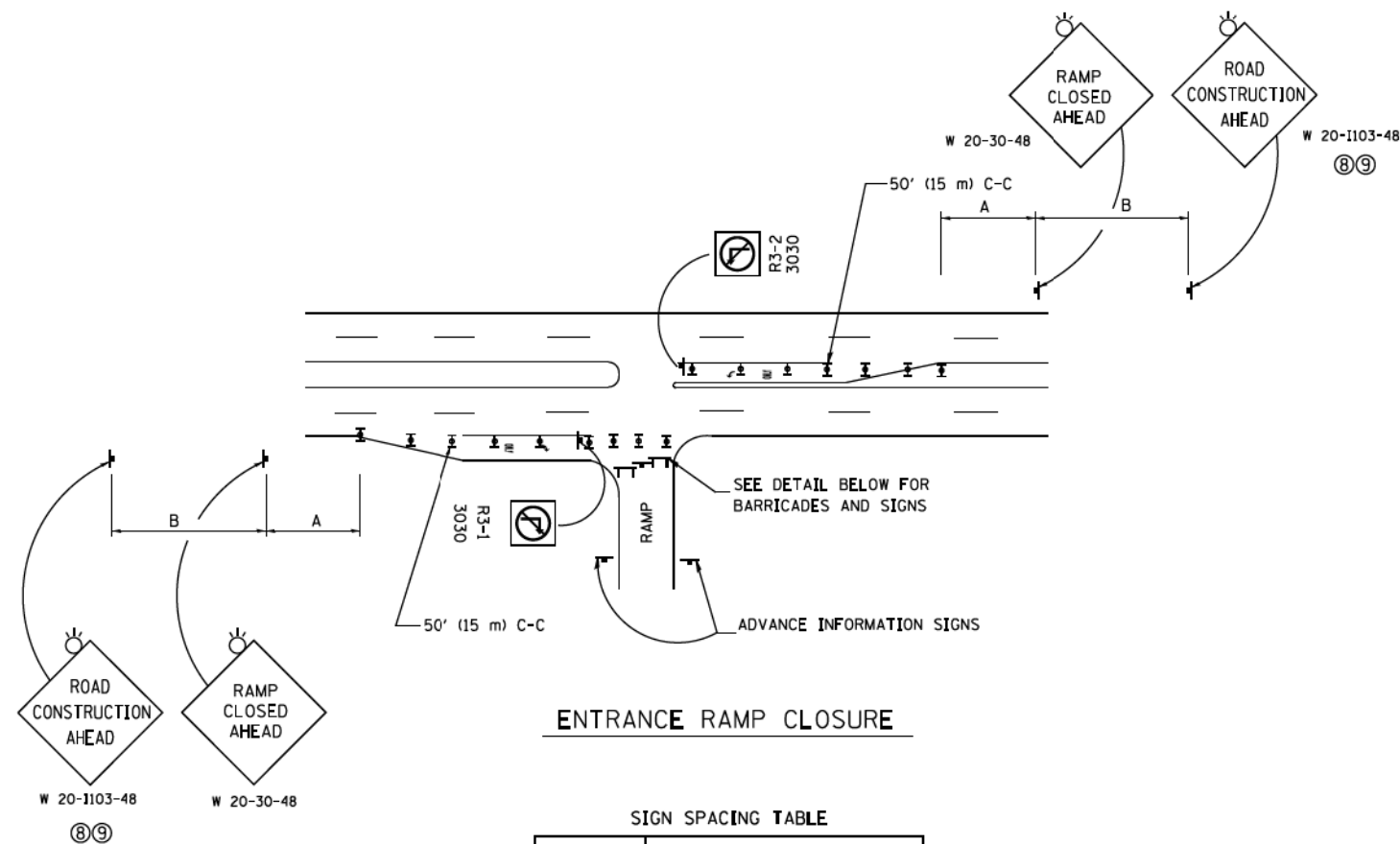
DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED - 12-12-05
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			706	640
BE-900		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

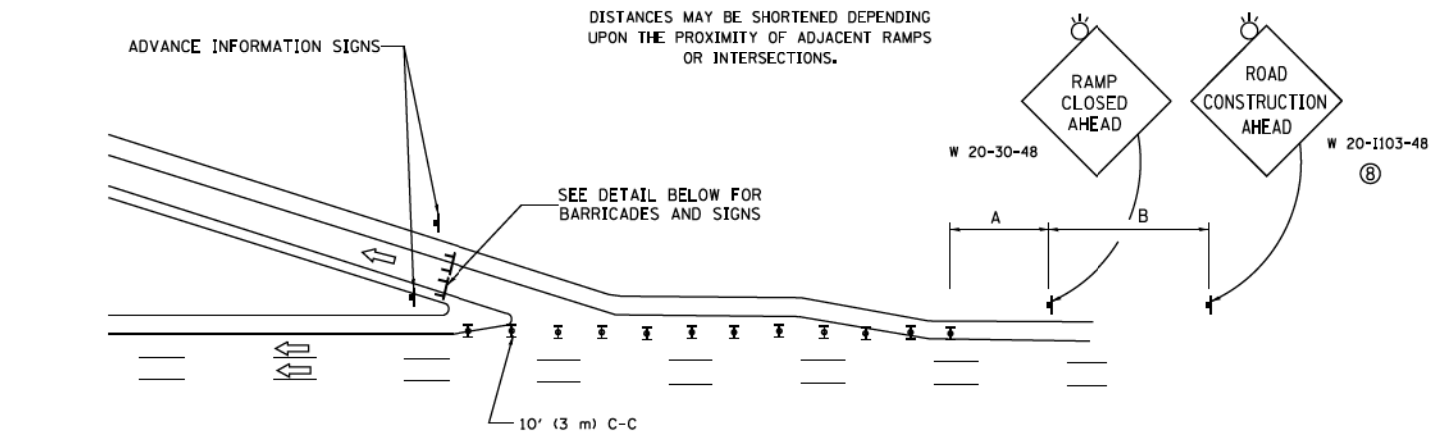


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY ≤24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

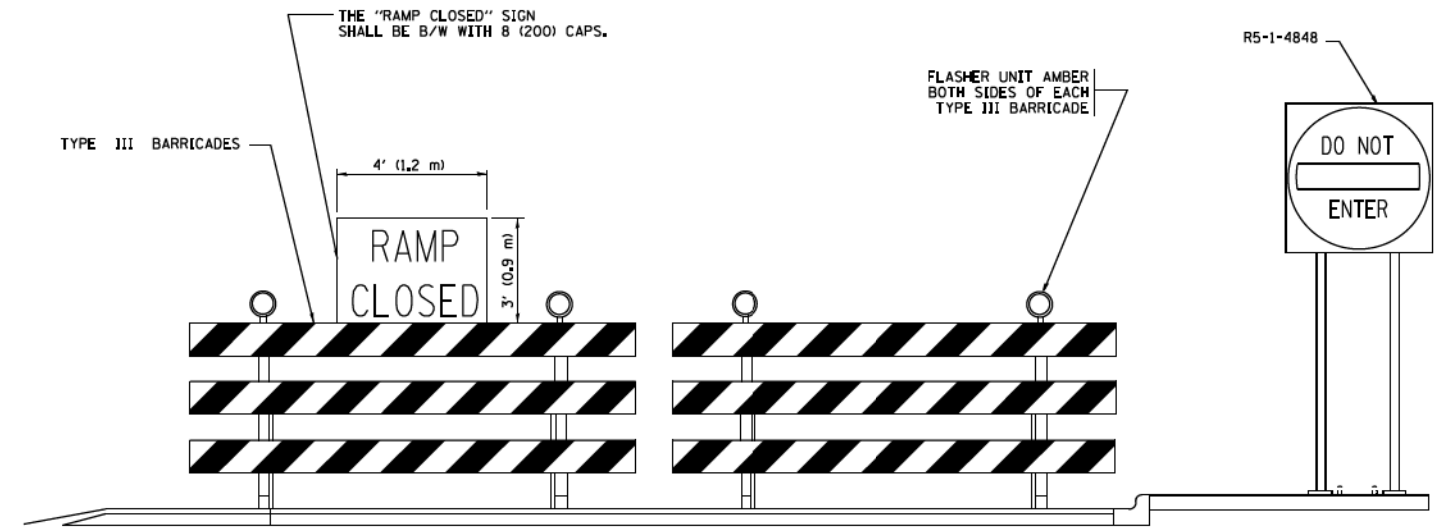
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

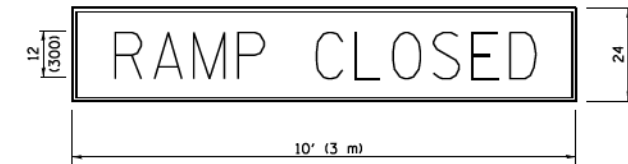
SYMBOLS

- ▬ TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- ▬ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS

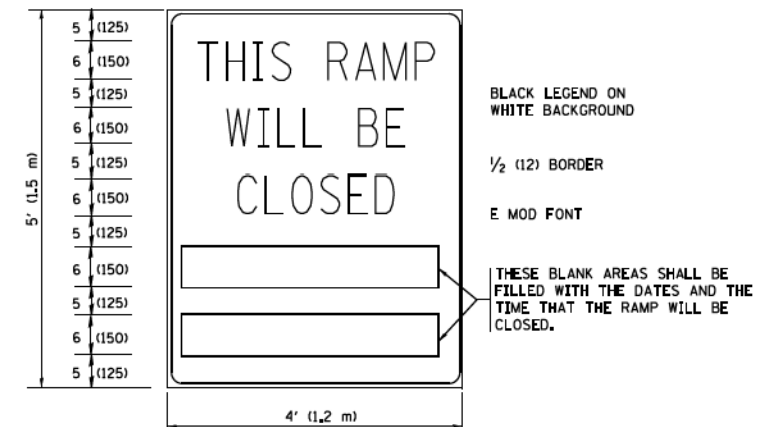
RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER

THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



BLACK LEGEND ON WHITE BACKGROUND
1/2 (12) BORDER
E MOD FONT

THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.
THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

- ① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- ② STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
- ③ A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEDED BY A W20-7 FLAGGER WARNING SIGN.
- ④ ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
- ⑤ THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- ⑥ AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- ⑦ THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH.
- ⑧ ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ⑨ ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

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

FILE NAME =	USER NAME = Footemj	DESIGNED - DWS	REVISED - JAF 02-06
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PLOT DATE = 7/8/2013		DATE - 02-83	REVISED - MD 06-13

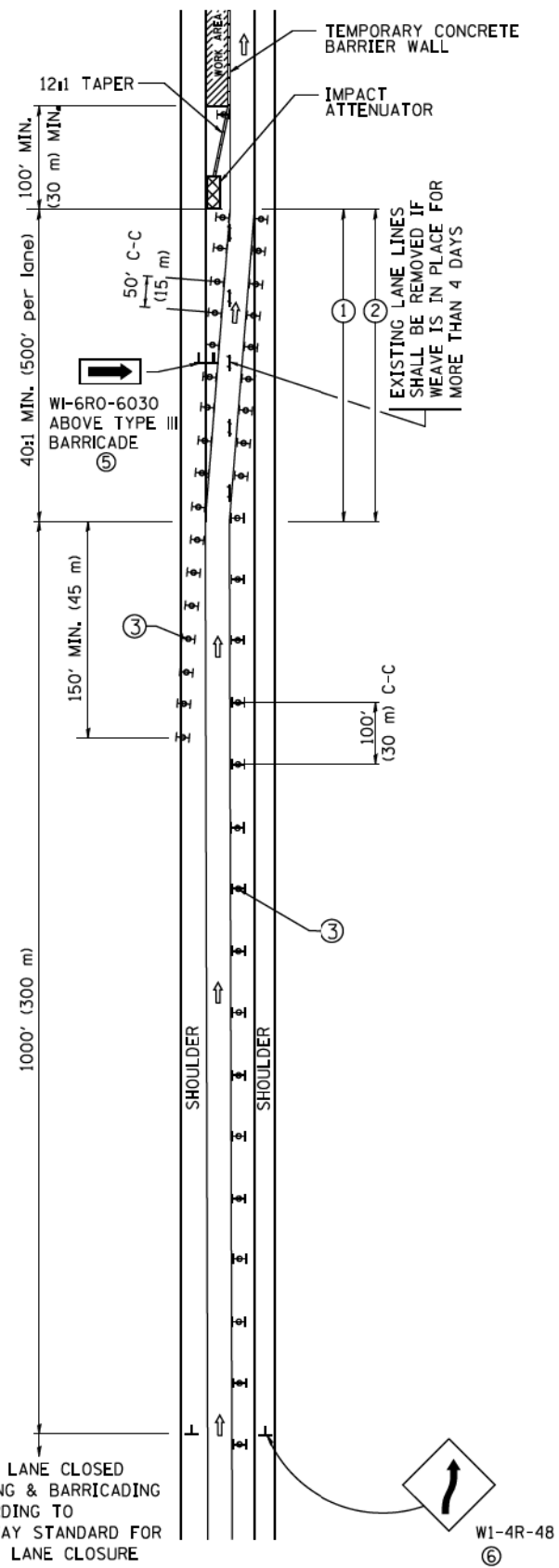
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE AND EXIT RAMP
CLOSURE DETAILS**

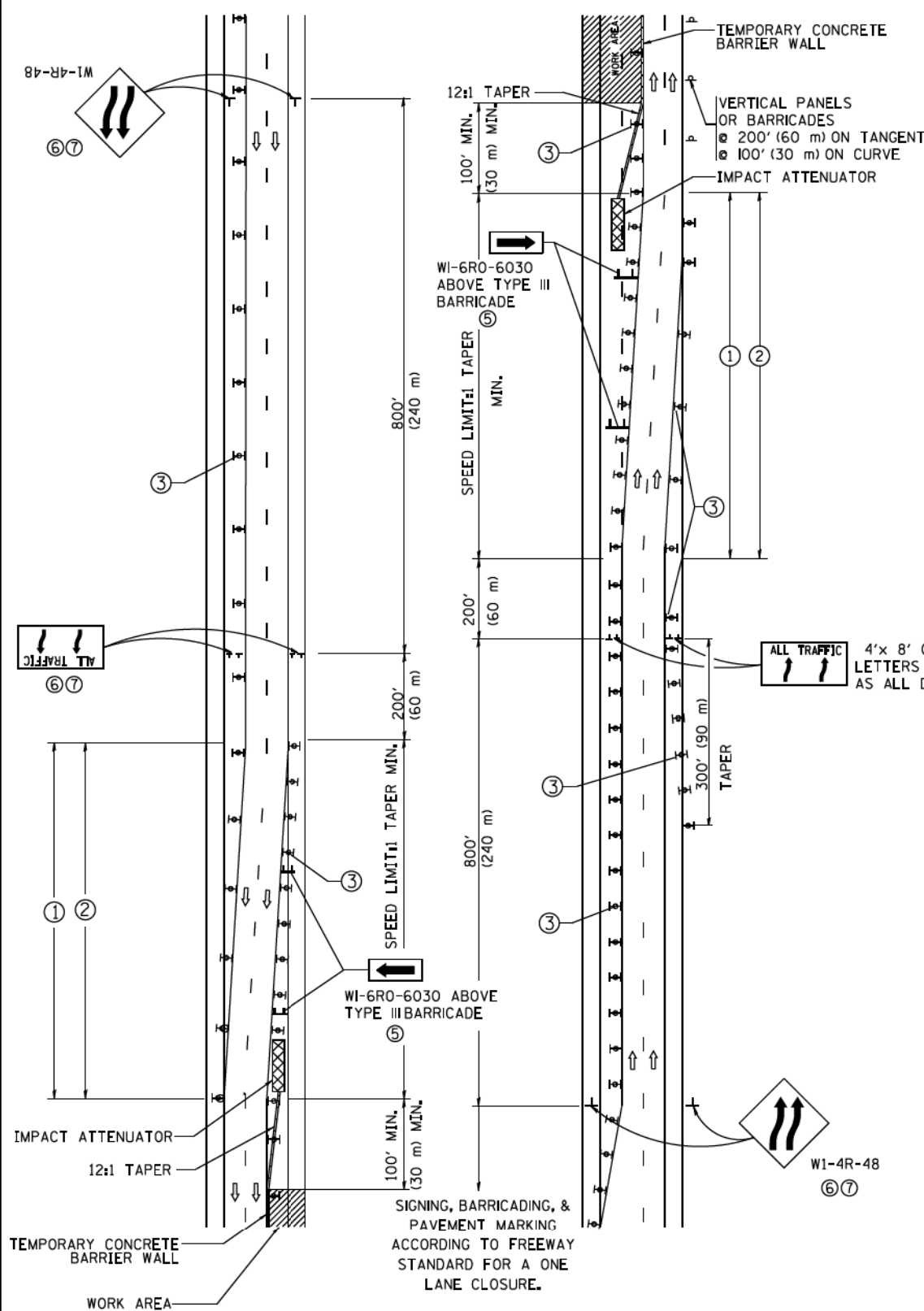
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			706	641
TC-08		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
- CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE I:1 BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

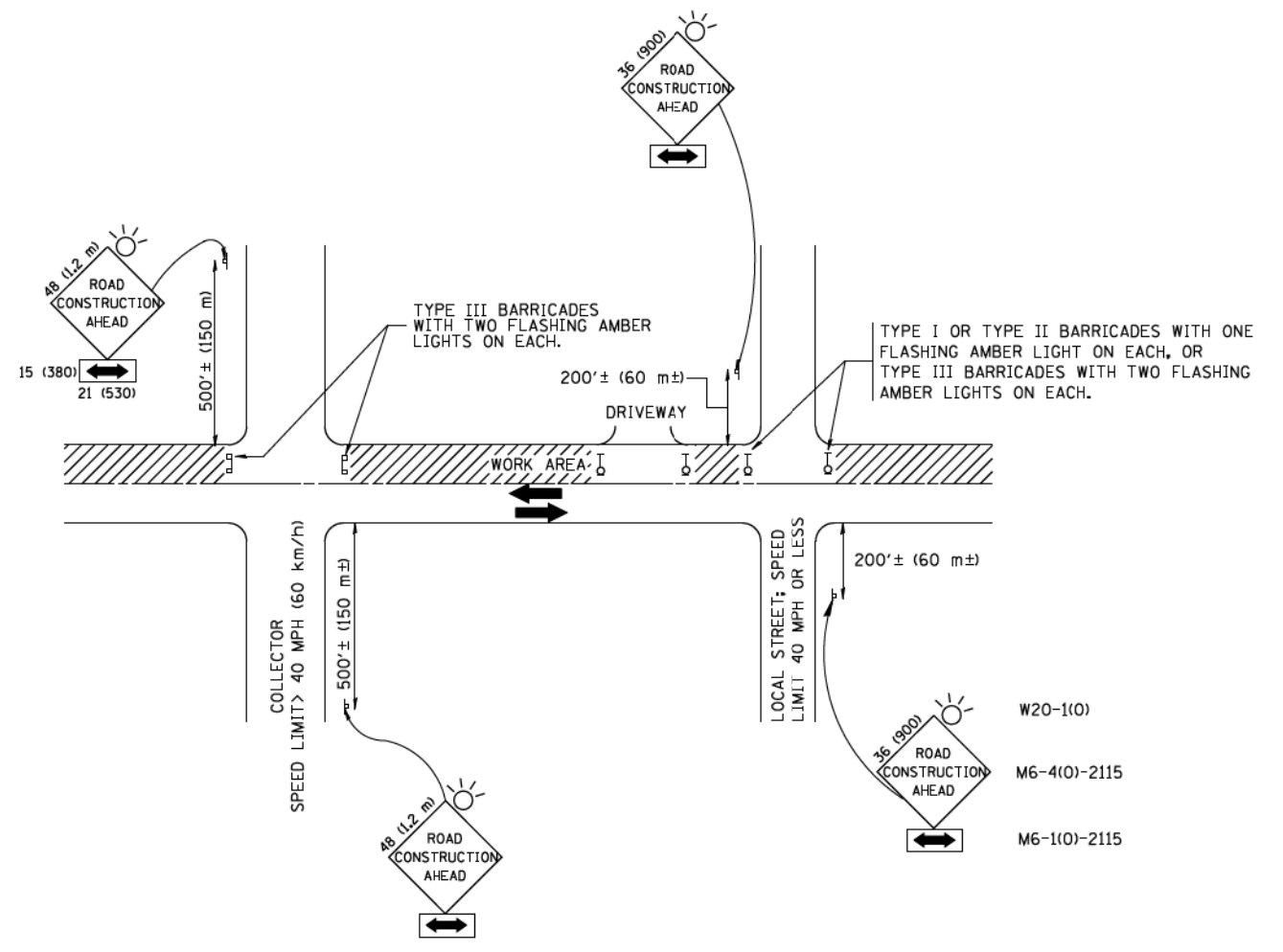
ALL TRAFFIC 4'x 8' (1.2 m x 2.4 m); 1 (25) BORDER; 10 (250) CAPITAL LETTERS BACKGROUND SHEETING SHALL BE THE SAME AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS.

SYMBOLS

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = Footemj	DESIGNED - DWS	REVISED - JAF 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		CHECKED -	REVISED - SPB 12-09						TC-09		CONTRACT NO.		
		DATE - 02-87	REVISED - MD 06-13						FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



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

NOTES:

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

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

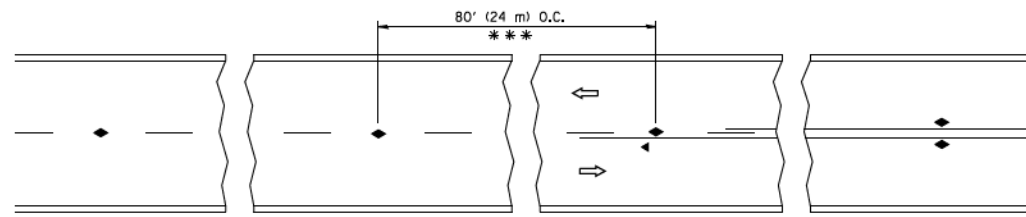
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	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

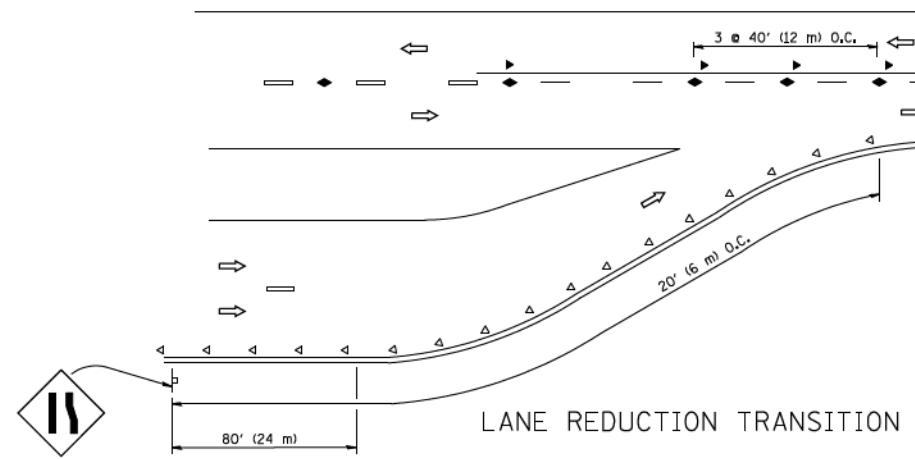
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

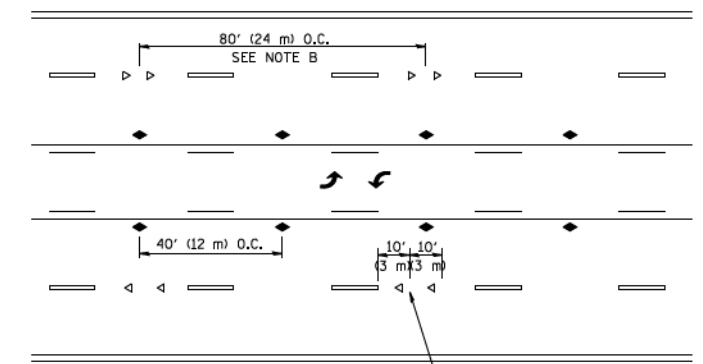


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

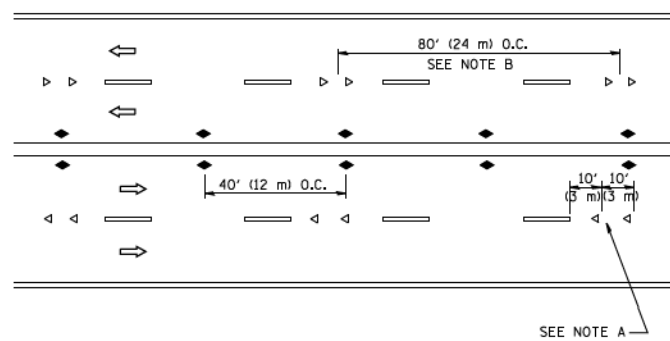
TWO-LANE/TWO-WAY



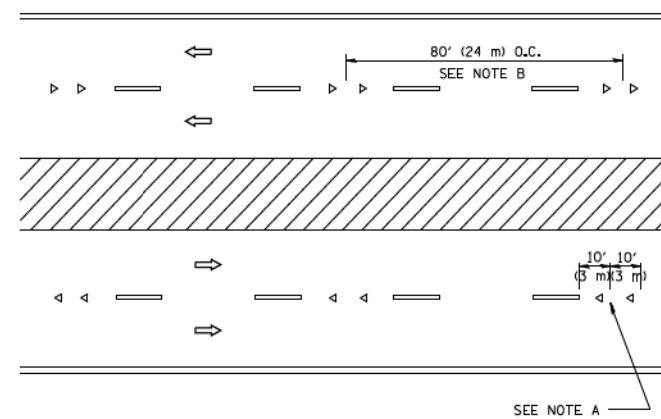
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

LANE MARKER NOTES

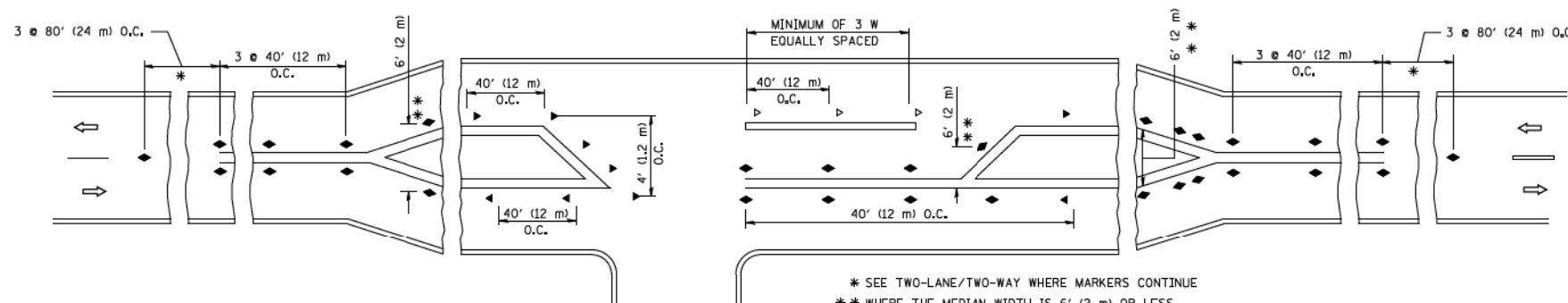
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

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

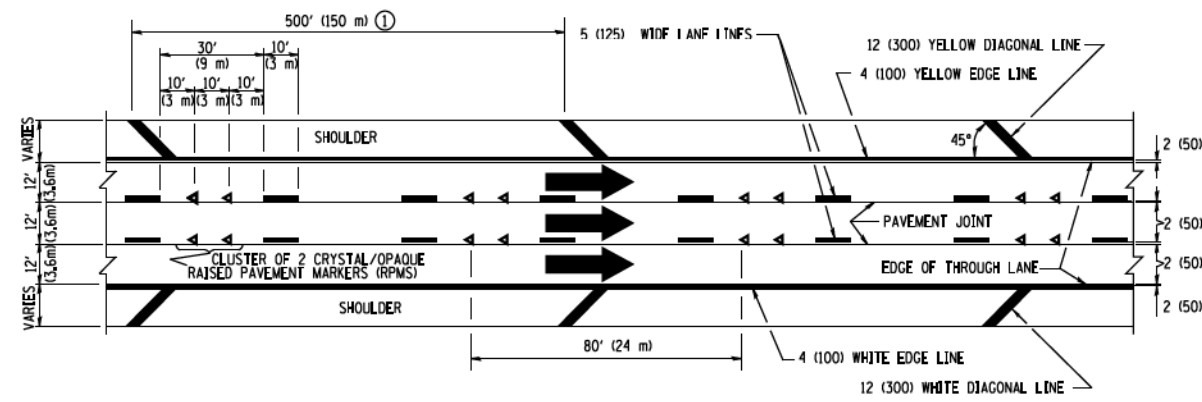
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	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

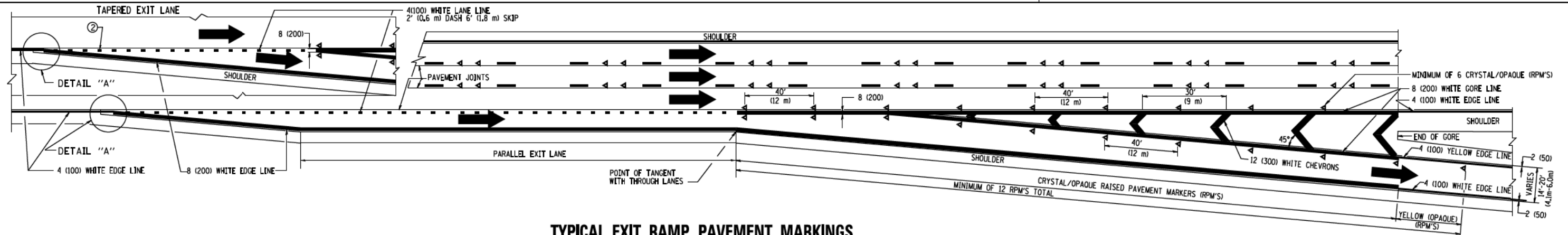
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TC-11			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



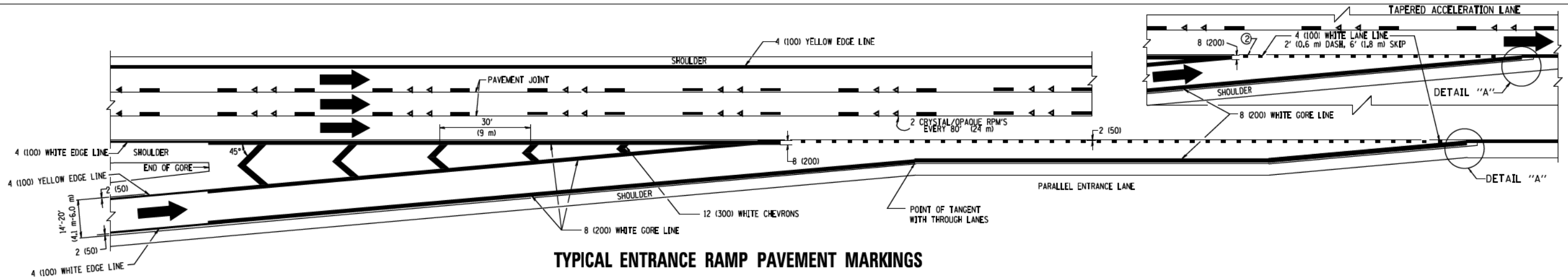
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

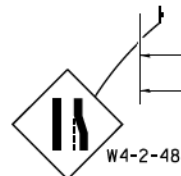
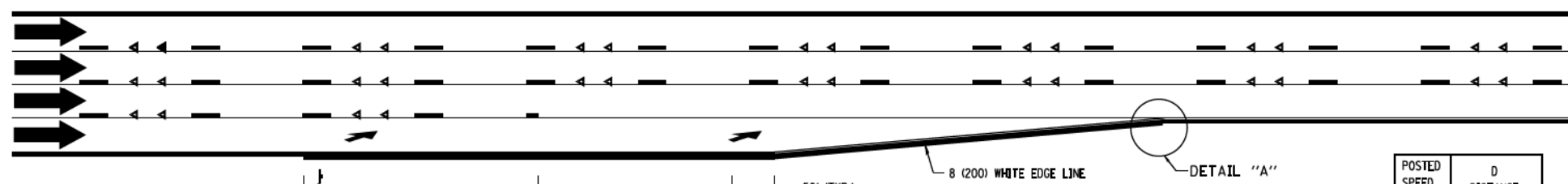
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE; INLAID OR GROOVED IN SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENT PROJECTS.
3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS ON PCC PROJECTS.



TYPICAL EXIT RAMP PAVEMENT MARKINGS

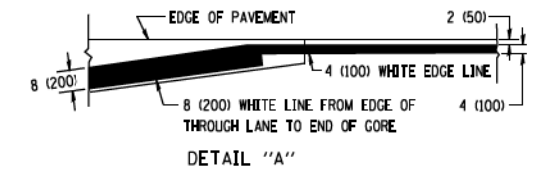


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



LANE REDUCTION PAVEMENT MARKINGS

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



NOTES:

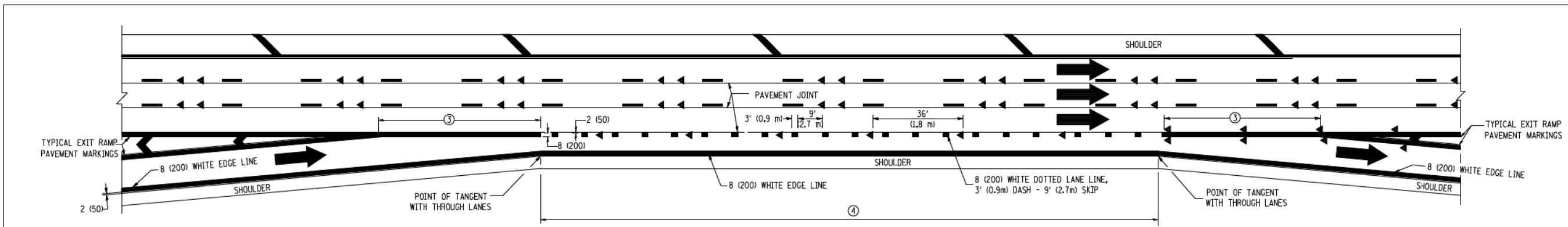
- ① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
- ② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT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

FILE NAME =	USER NAME = Footemj	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06
ca:\pwork\pwork\dot\Footemj\08108315\to12.dgn		DRAWN -	REVISED - S.P.B. 01-07
	PLOT SCALE = 50.000' / 1in.	CHECKED -	REVISED - S.P.B. 01-10
	PLOT DATE = 7/8/2013	DATE - 01-90	REVISED - M.D. 05-13

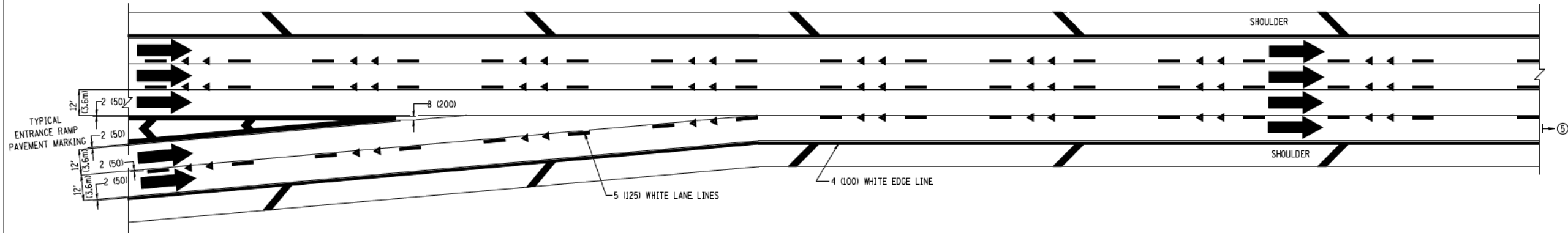
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE		SHEET NO. 1 OF 2 SHEETS		STA.	TO STA.
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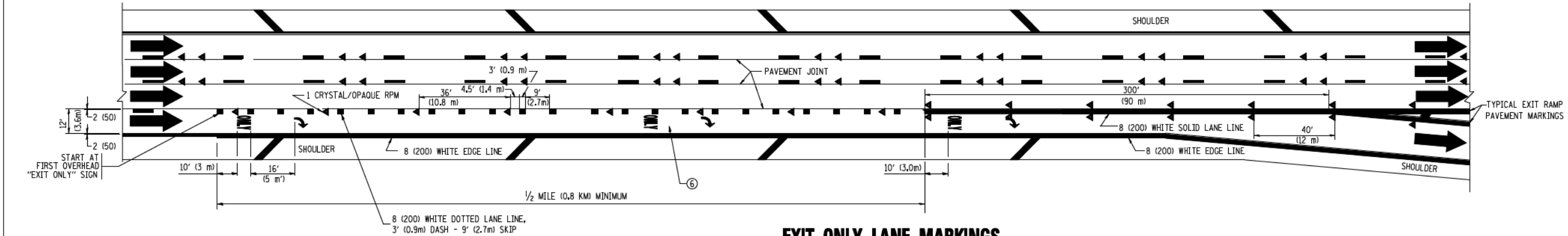
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-12		706	645
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



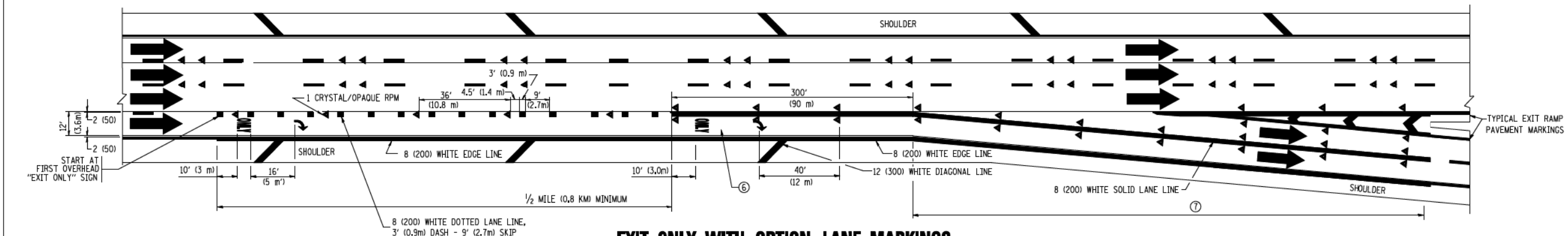
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

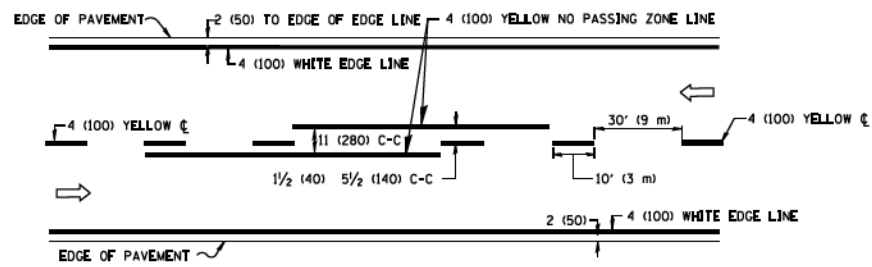
- NOTES**
- ③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
 - ④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
 - ⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
 - ⑥ ONLY AND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

FILE NAME =	USER NAME = lsgoo	DESIGNED - D.W.S.	REVISED - D.W.S. 07-96
ca:\pwork\p\1007\LEYS\ad0108315\ct12.dgn		DRAWN -	REVISED - J.A.F. 02-06
		CHECKED -	REVISED - S.P.B. 01-07
		DATE - 01-90	REVISED - S.P.B. 01-10

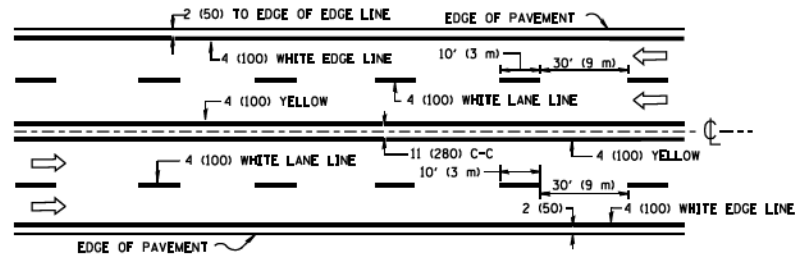
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS			
SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.

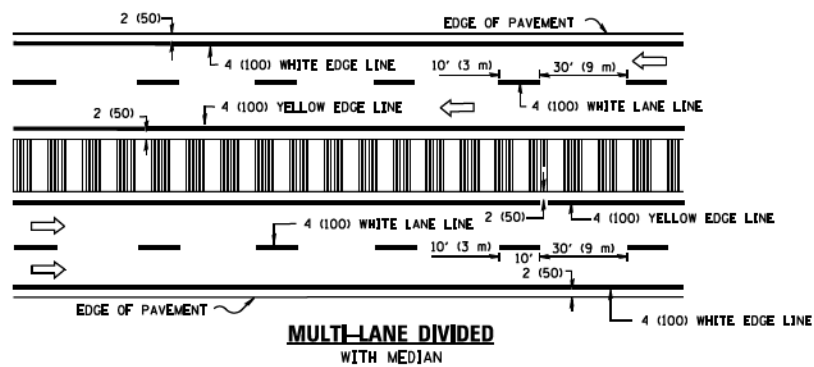
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			706	646
TC-12		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



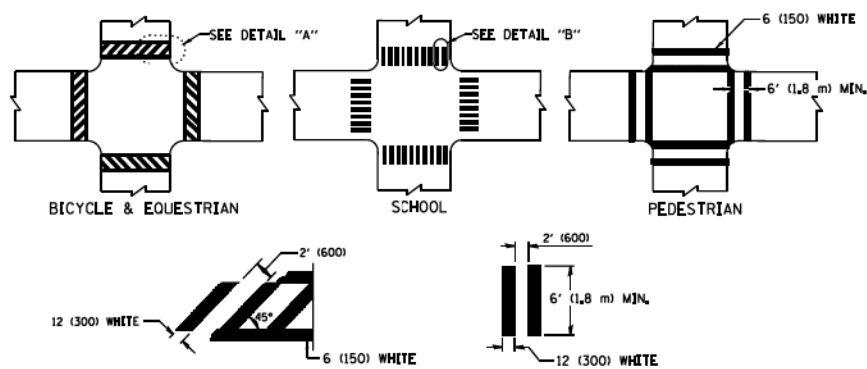
2-LANE ROADWAY



MULTI-LANE UNDIVIDED



TYPICAL LANE AND EDGE LINE MARKING

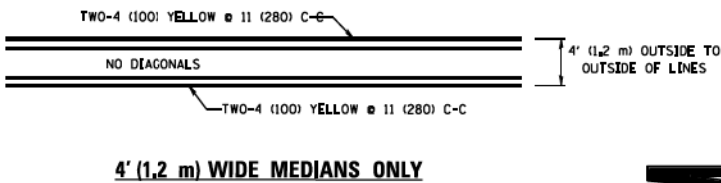


DETAIL "A"

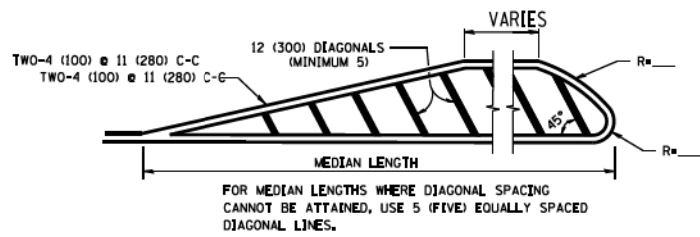
DETAIL "B"

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

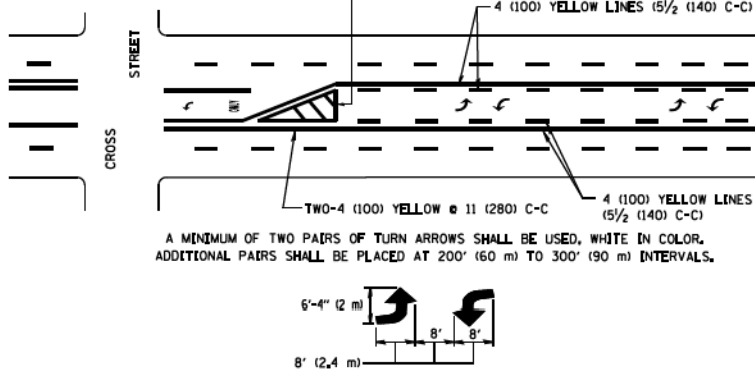


4' (1.2 m) WIDE MEDIANS ONLY

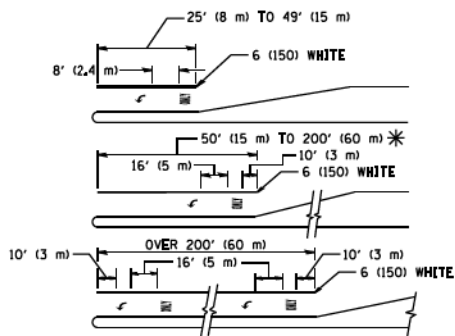


MEDIANS OVER 4' (1.2 m) WIDE

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))



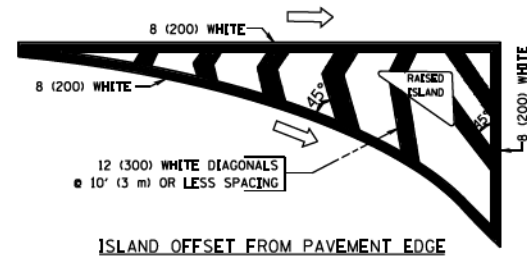
**MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING**



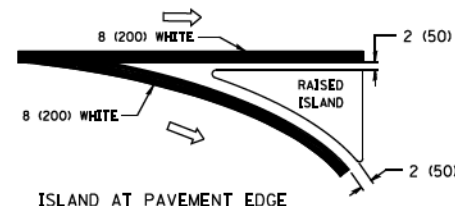
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

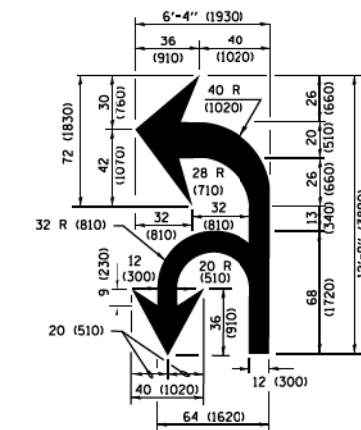


ISLAND OFFSET FROM PAVEMENT EDGE

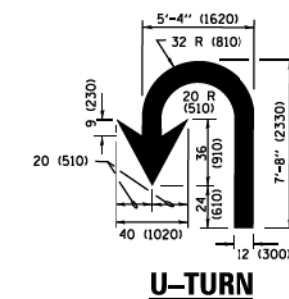


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

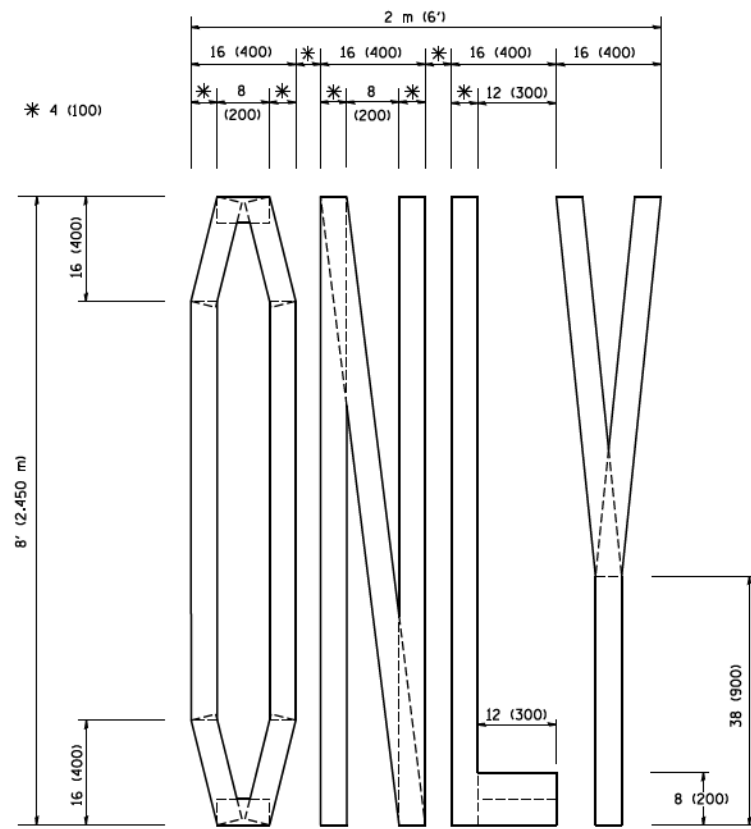
D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" [S 6' (1.8 m) LETTERS]; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R" = 3.6 SQ. FT. (0.33 m ²) EACH "X" = 54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

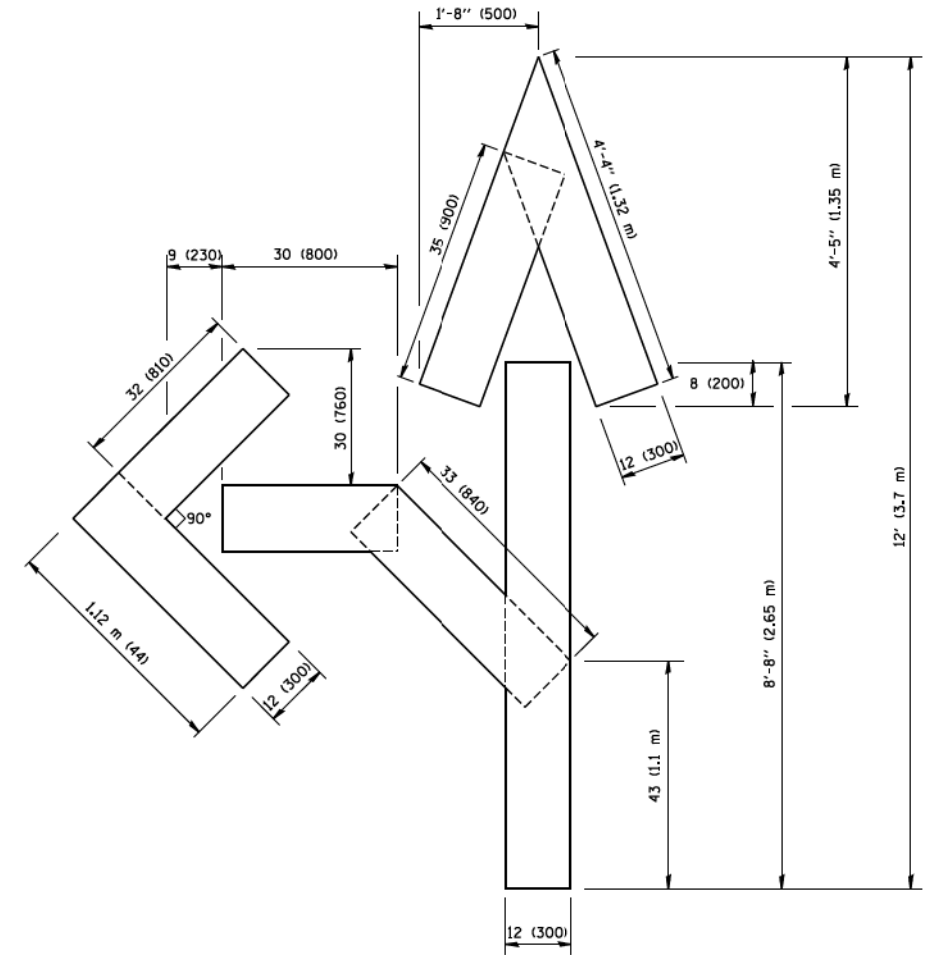
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

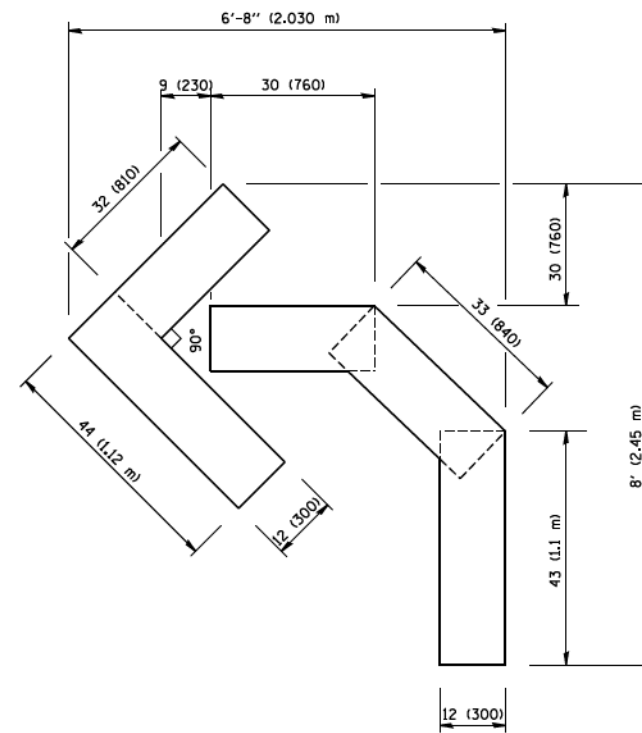
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				TYPICAL PAVEMENT MARKINGS		SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	TC-13					
plm\1184EBIDENEGallinois.gov\P1D07\Documents\DOT Offices\District 1\Projects\Dist 1\BAMN\CADDData\CADsheets\tol3.dgn				REVISED - C. JUCIUS 09-09-09								706	647	
Default				REVISOR - C. JUCIUS 07-01-13										
				REVISOR - C. JUCIUS 12-21-15										
ILLINOIS FED. AID PROJECT														



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



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



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

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

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

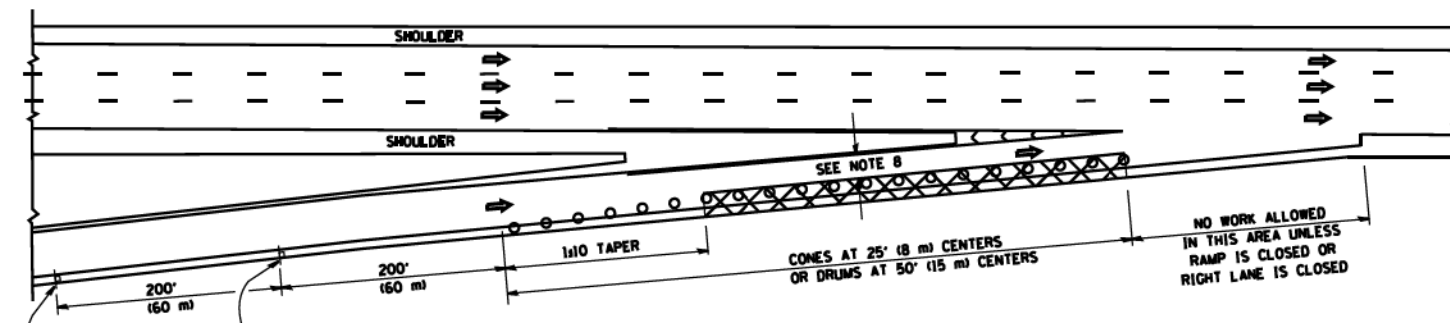
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING**

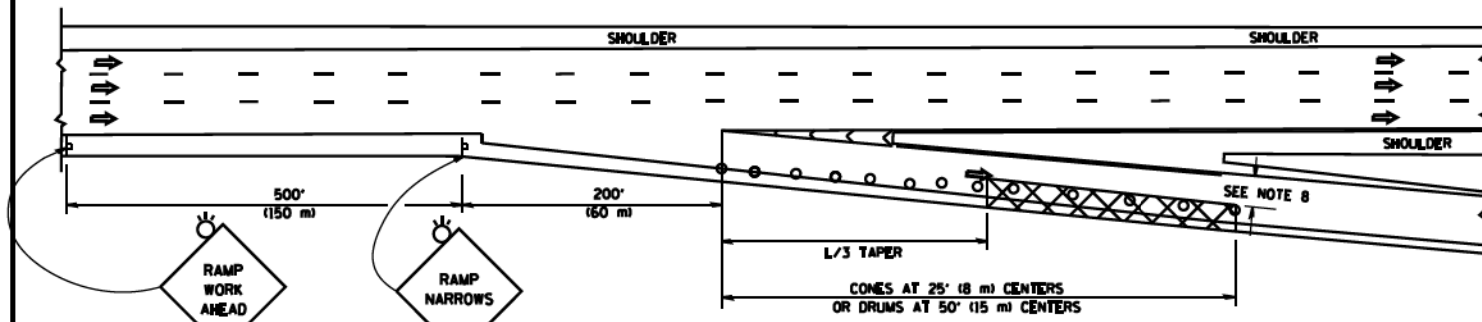
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			706	648
TC-18		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

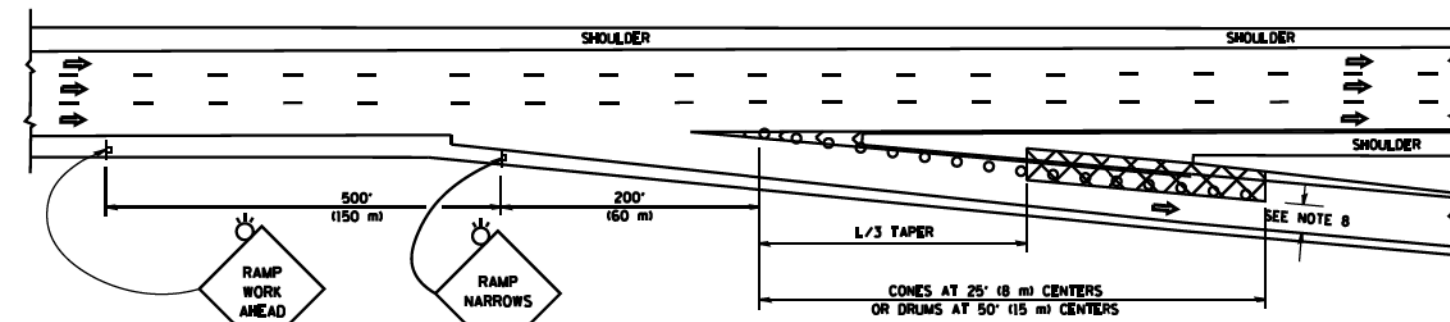
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

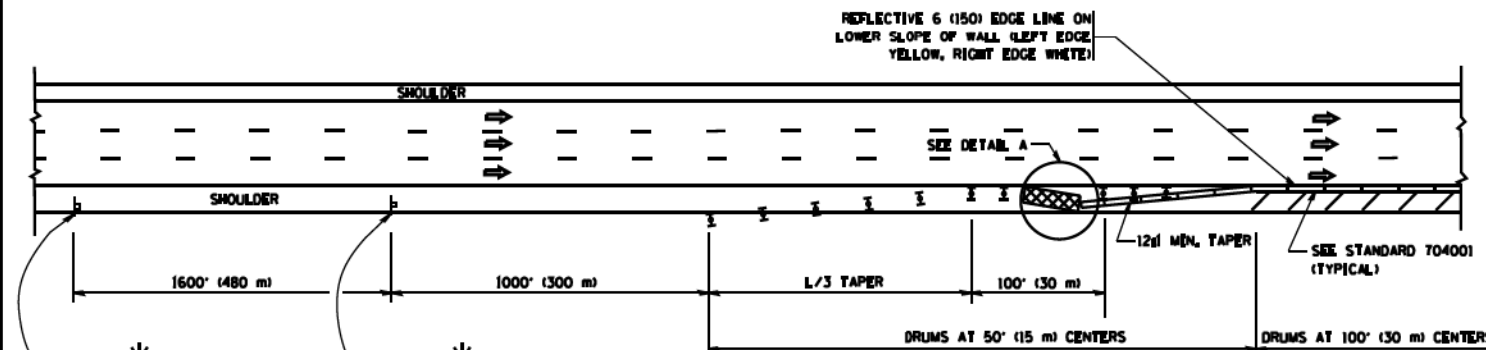
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES

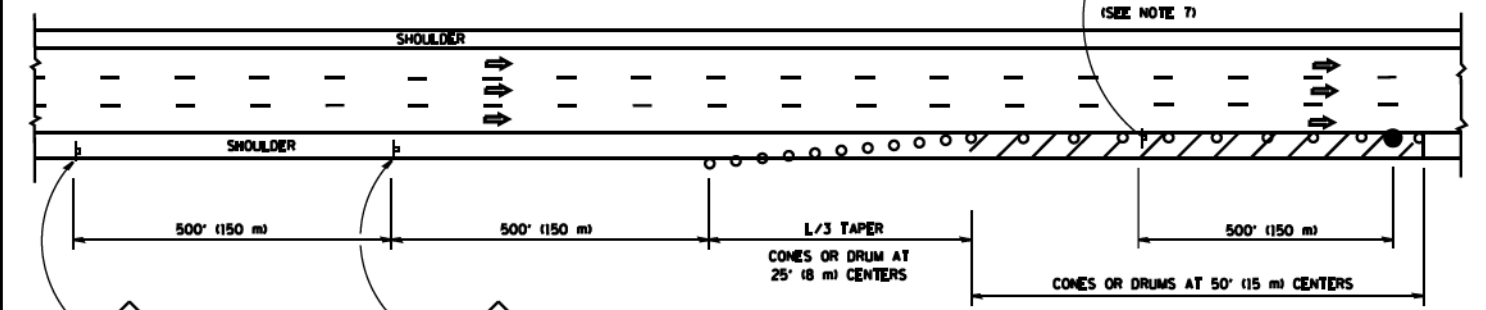
1. THE "L" DISTANCE EQUALS:

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

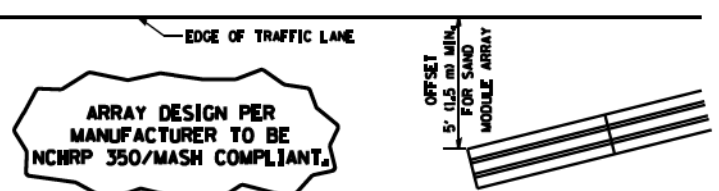
SHOULDER CLOSURE DETAILS



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE



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

5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
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 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION
16' MIN. WIDTH CURVE SECTION.

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

FILE NAME =
ca\pr_work\pwt\d01\3050\08108315\1017.dwg

USER NAME = 3050
PLOT SCALE = 100.0000 / 1 in.
PLOT DATE = 4/17/2014

DESIGNED -
DRAWN - D.W.S.
CHECKED -
DATE - 11-96

REVISED - J.A.F. 12-06
REVISED - S.P.B. 01-07
REVISED - S.P.B. 12-09
REVISED - M.D. 06-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

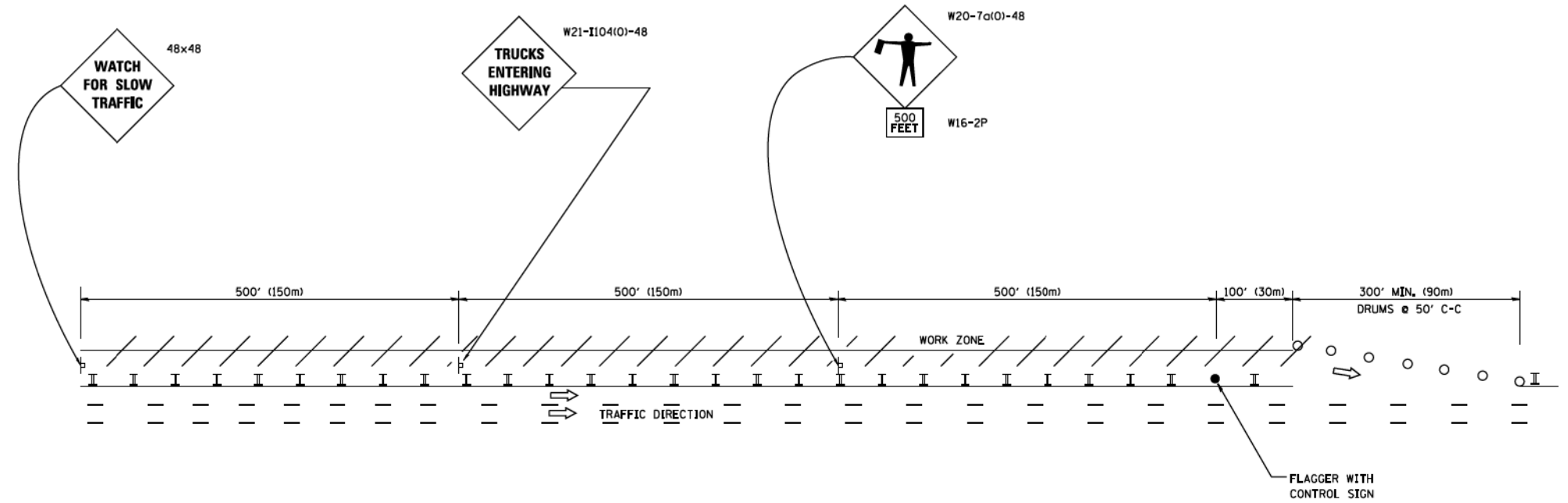
TRAFFIC CONTROL DETAILS FOR FREEWAY
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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

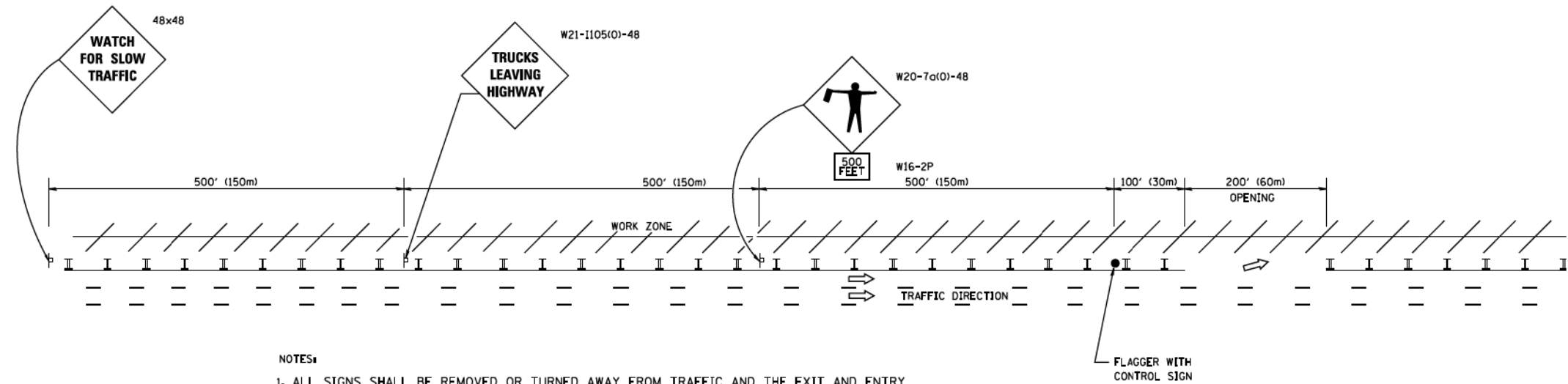
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TC-17		706	649
CONTRACT NO.		ILLINOIS FED. AID PROJECT	

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM ALL ENTRANCE AND EXIT RAMP.
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
5. FLAGGERS SHALL NOT STOP TRAFFIC OR DIRECT TRAFFIC INTO AN ADJACENT LANE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED - J.A.F. 02-06
c:\pwork\pwork\dot\footemj\d0108315\to18.dgn		DRAWN -	REVISED - S.P.B. 01-07
PLOT SCALE = 50.000' / 1" =		CHECKED -	REVISED - S.P.B. 12-09
PLOT DATE = 7/8/2013		DATE -	REVISED - M.D. 06-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FREeway/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS
AT WORK ZONE OPENINGS ON FREeway/EXPRESSWAYS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-18		706	650
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

ROUTE MARKERS

FOR U.S. ROUTES
MI-40-2424

FOR ILLINOIS ROUTES
MI-50-2424

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

ARROWS SIGNS

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-1-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

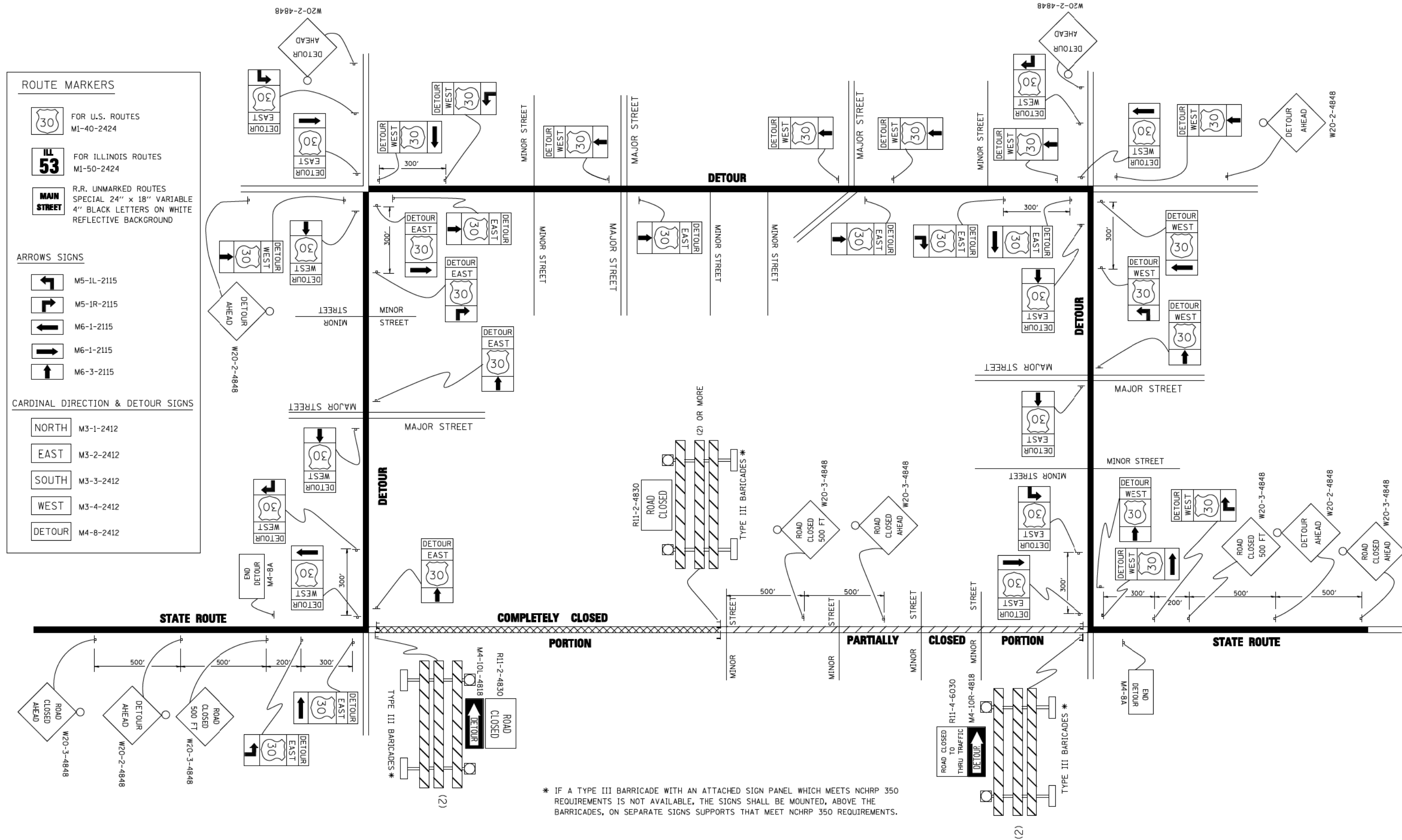
NORTH M3-1-2412

EAST M3-2-2412

SOUTH M3-3-2412

WEST M3-4-2412

DETOUR M4-8-2412



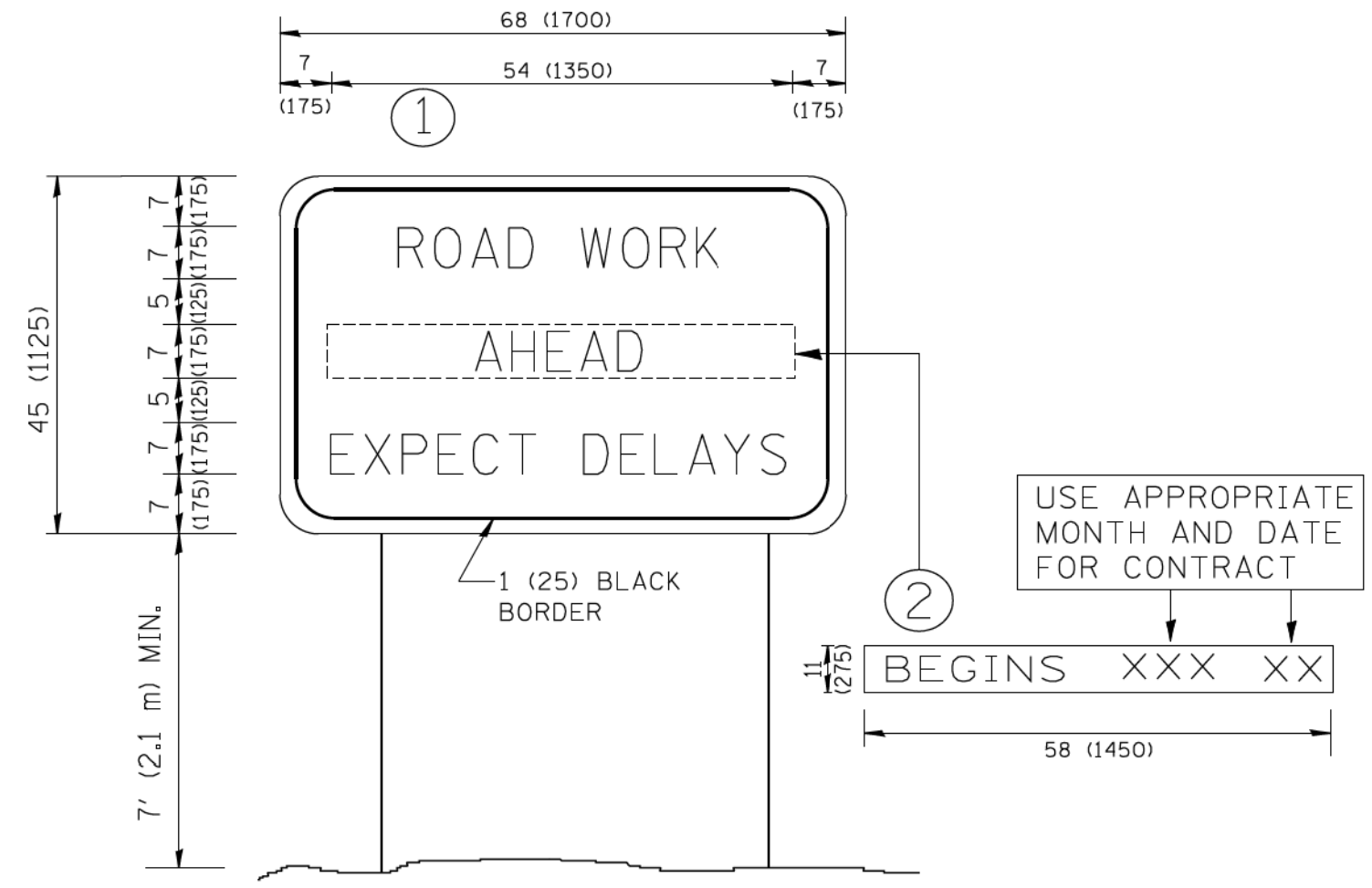
* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED - 10-18-02
c:\pwork\PIW100T\DRIVAKOSGN\d8188315\21.dgn		DRAWN -	REVISED - R. BORO 09-14-09
	PLOT SCALE = 49,9999' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/14/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			706	651
TC-21		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

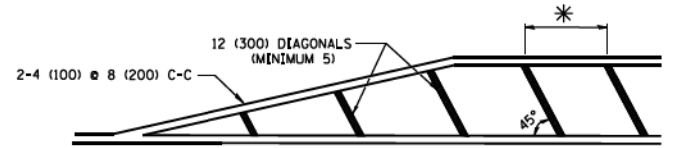
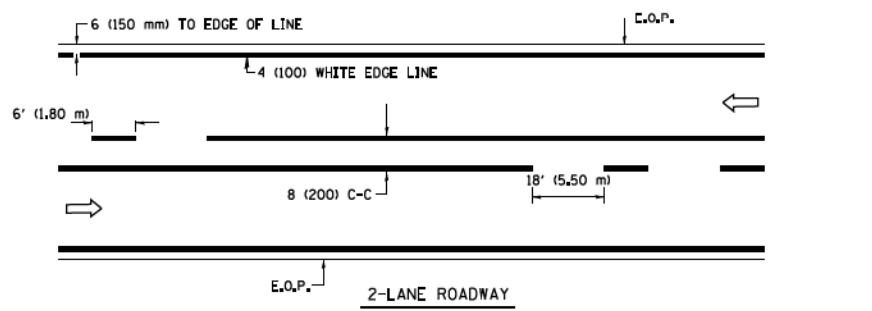


NOTES:

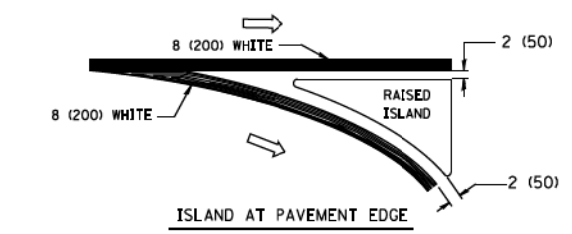
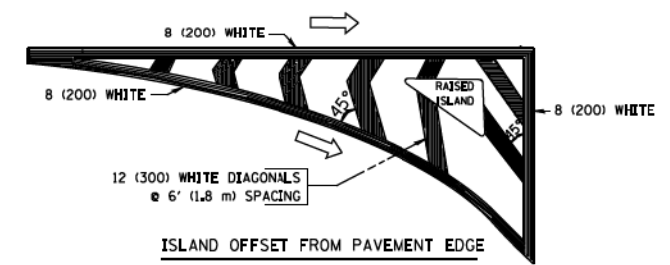
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.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

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

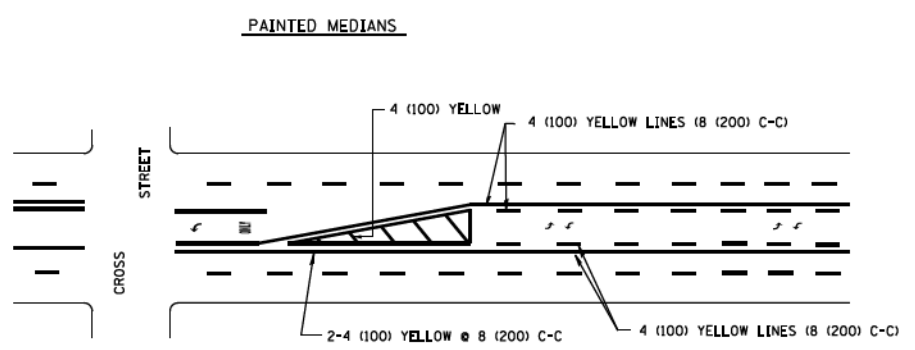
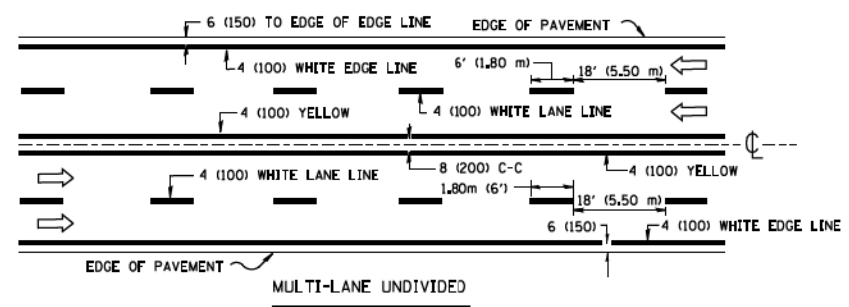
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	PLOT SCALE = 50.000 ' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-22	CONTRACT NO.	706	652
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE -	REVISED - C. JUCIUS 01-31-07									



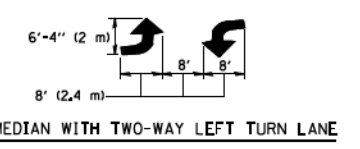
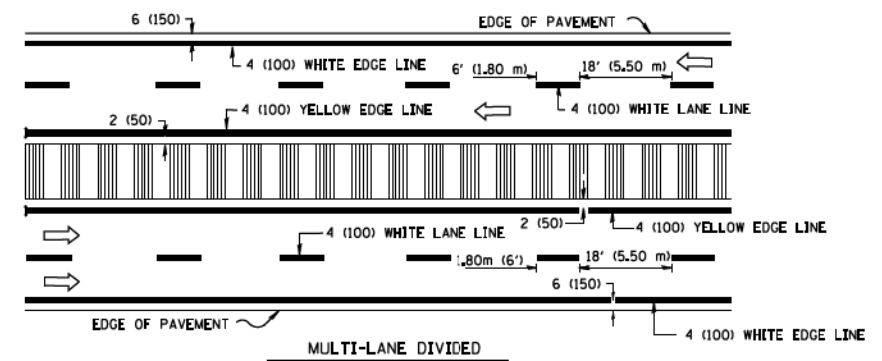
* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 * DIAGONAL LINE SPACING: 20' (6.1 m) C-C



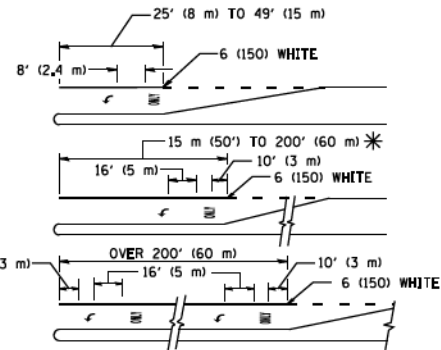
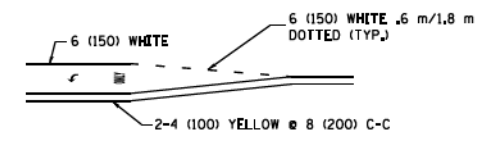
TYPICAL ISLAND MARKING



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



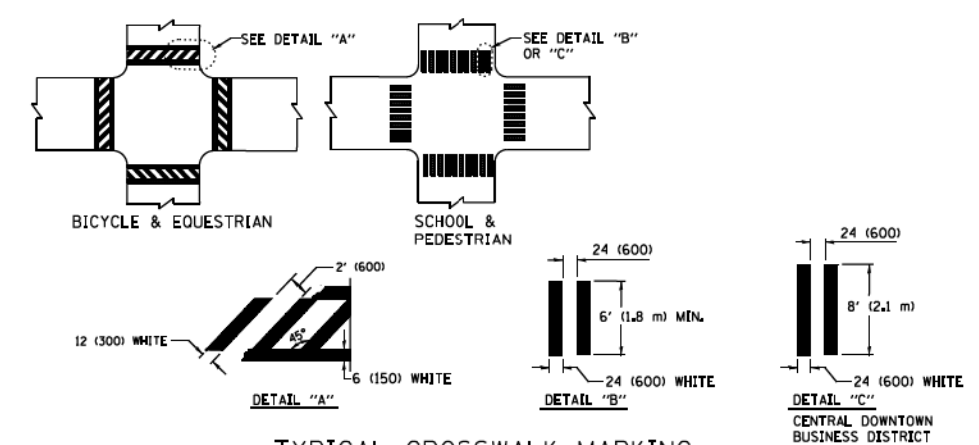
TYPICAL PAINTED MEDIAN MARKING



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

TYPICAL TURN LANE MARKING

TYPICAL LANE AND EDGE LINE MARKING

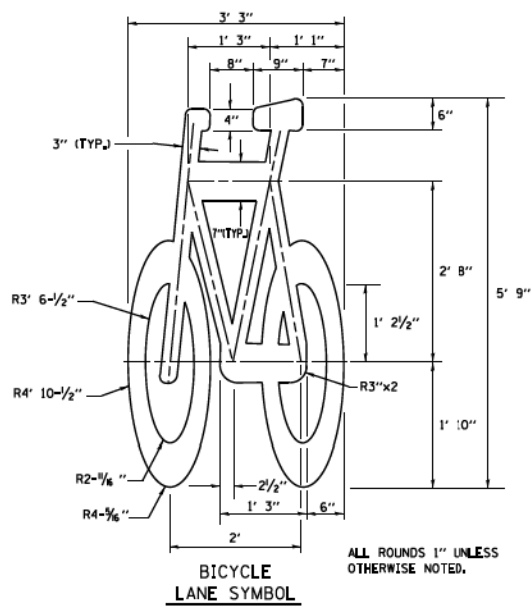
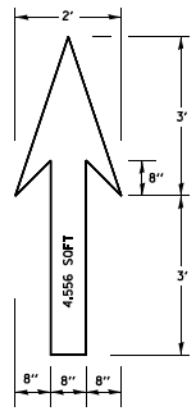


TYPICAL CROSSWALK MARKING

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

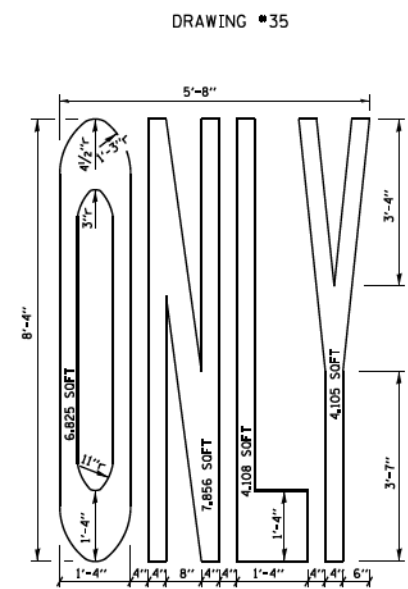
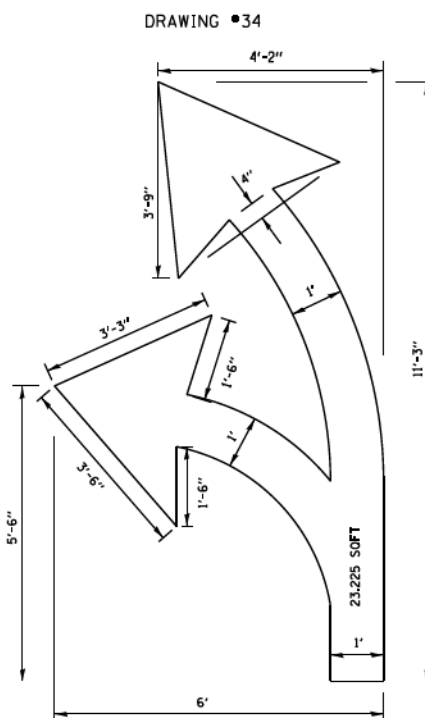
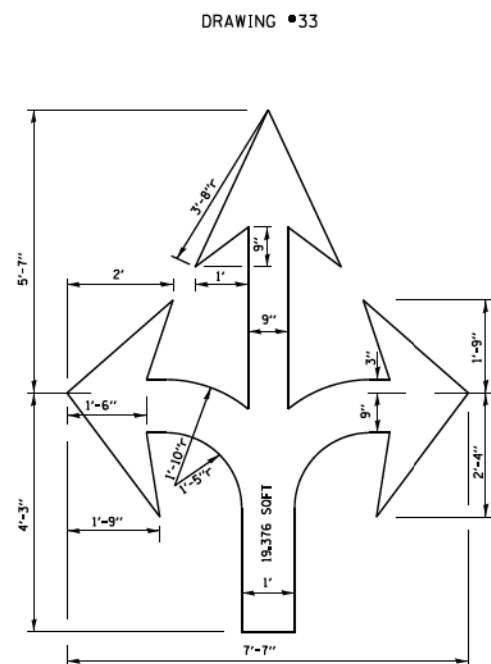
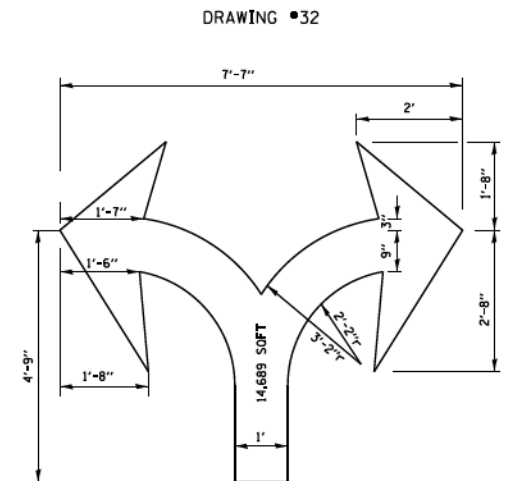
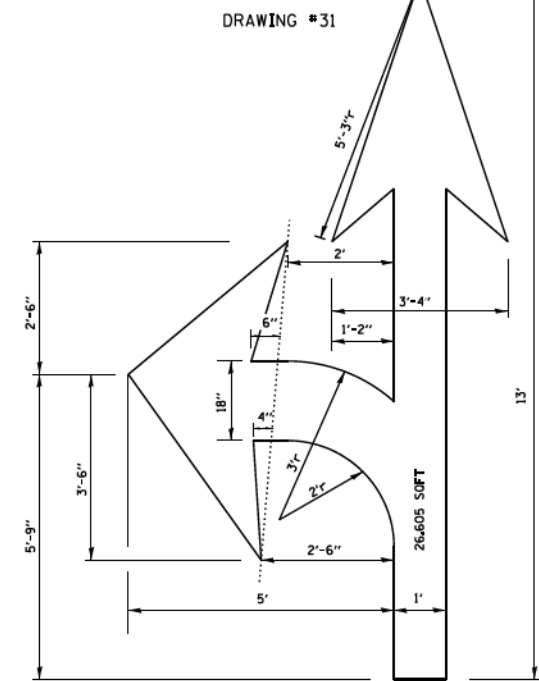
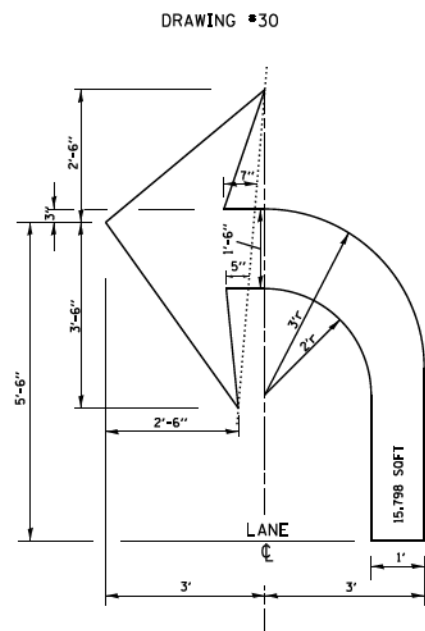
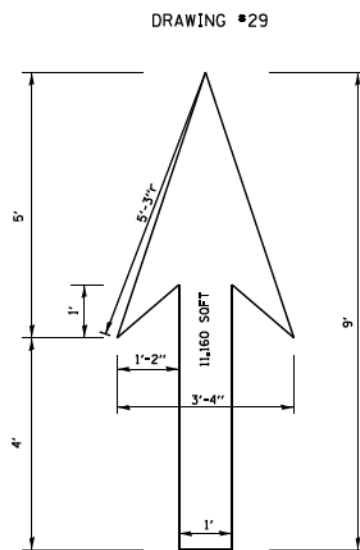
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

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



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

TYPICAL BIKE LANE SYMBOLS
DRAWING #28



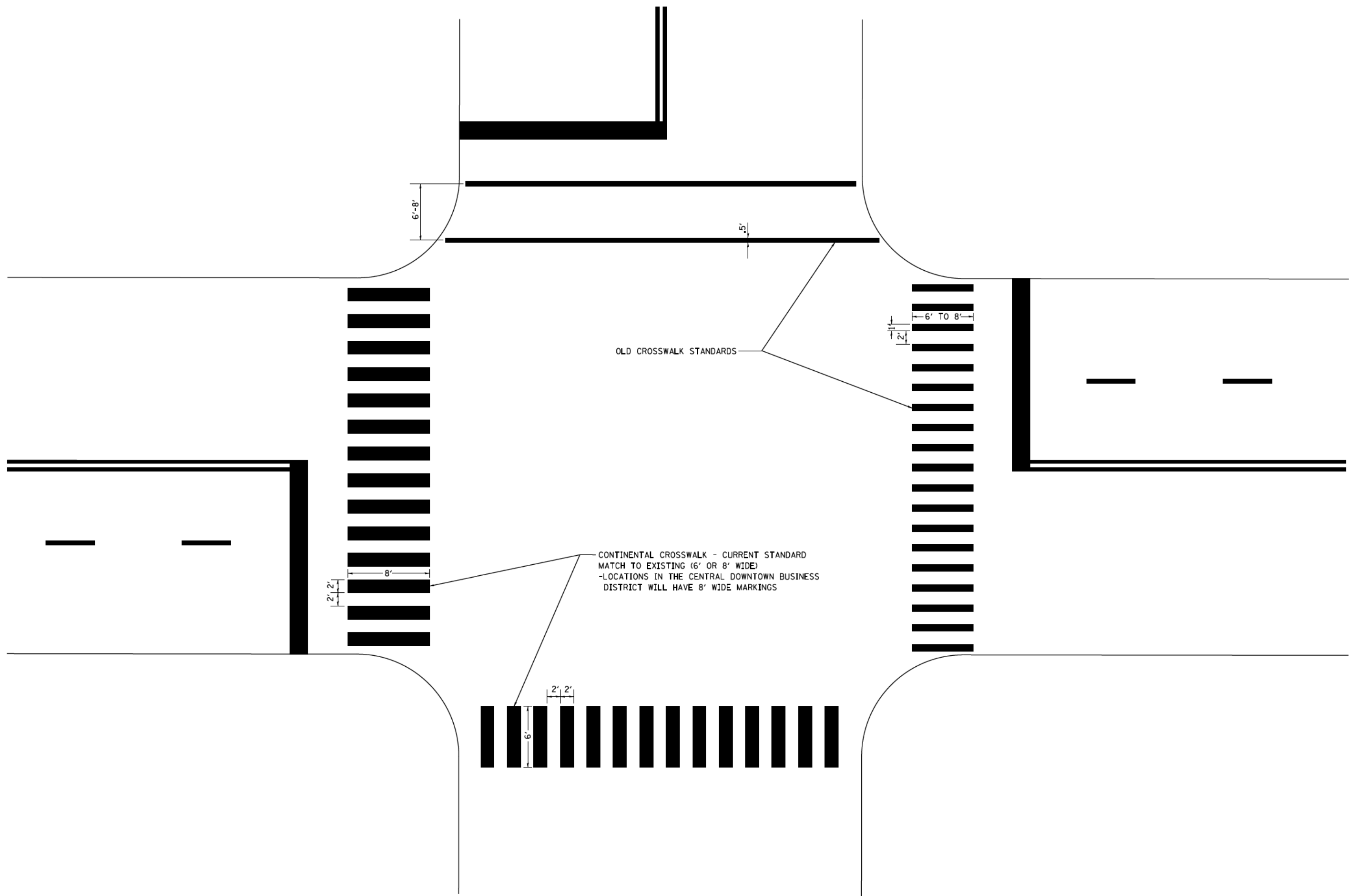
NOTE:
ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS

FILE NAME =	USER NAME = drvakosgn	DESIGNED -	REVISED - T. RAMMACHER 12-07-00
c:\pwork\paw\dot\drvakosgn\d0108315\to24.dgn		DRAWN -	REVISED - K. ENG 02-28-12
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 2 OF 3 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-24		706	654
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		CONTRACT NO.		



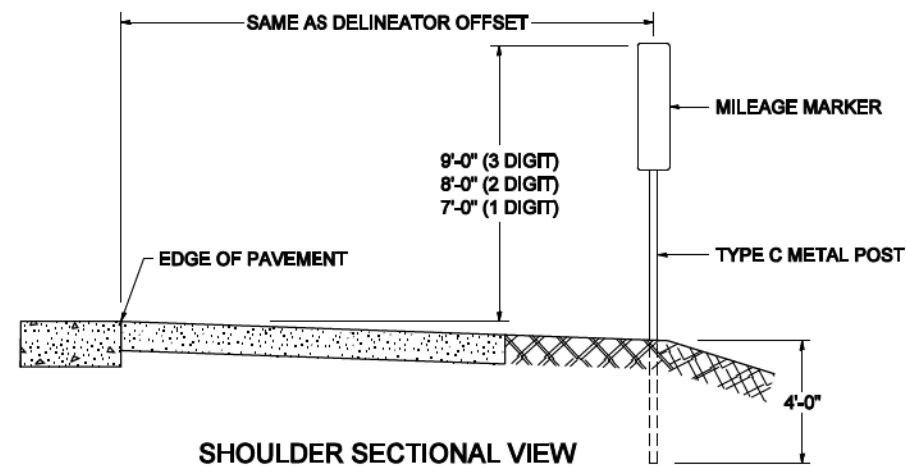
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PLOT SCALE = 50.000' / 1in.		CHECKED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

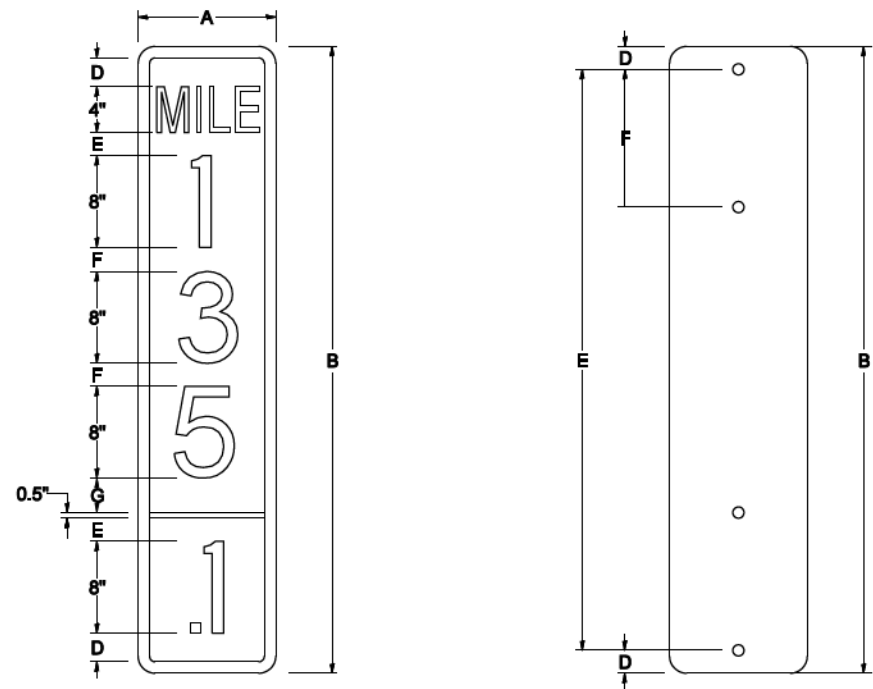
CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS			
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-24		706	655
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		CONTRACT NO.		

STANDARD DESIGN FOR MILE POST



SHOULDER SECTIONAL VIEW

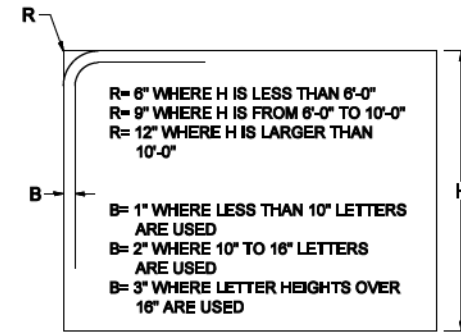


SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	DIGIT
12 x 24	12.0	24.0	1.5	1.5	1.5	N/A	1.5	1
12 x 36	12.0	36.0	1.5	2.0	2.0	2.0	1.5	2
12 x 48	12.0	48.0	1.5	2.5	2.0	2.0	2.5	3

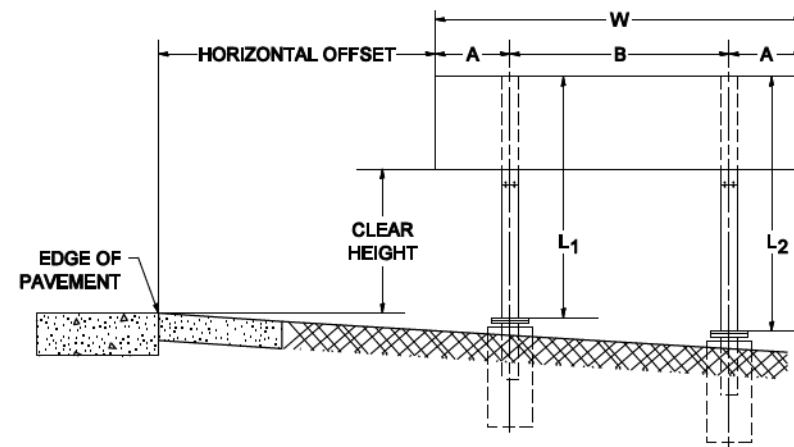
BLANK	A	B	C	D	E	F
B9-1224	12.0	24.0	1.5	2.0	20.0	N/A
B9-1236	12.0	36.0	1.5	2.0	32.0	12.0
B9-1248	12.0	48.0	1.5	2.0	44.0	12.0

SIGN SIZE	SERIES					BLANK STD.	
	LINES						
	1	2	3	4	5		
12 x 24	4C	8D	4C	N/A	N/A	0.5	B9-1224
12 x 36	4C	8D	8D	4C	N/A	0.5	B9-1236
12 x 48	4C	8D	8D	8D	4C	0.5	B9-1248

BORDER AND RADIUS LAYOUT



MAJOR GUIDE SIGN LAYOUT

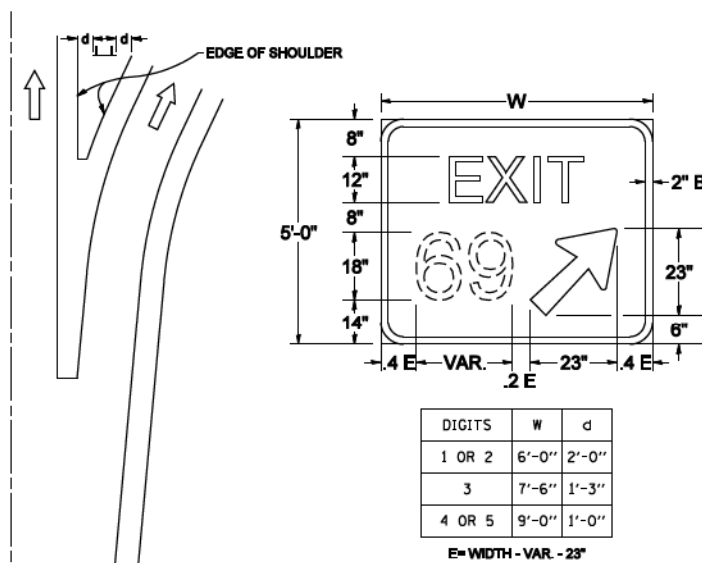


NUMBER OF STEEL SUPPORTS	A	B
2	.2 W	.6 W
3	.15 W	.35 W
4	.125 W	.25 W
5	.1 W	.2 W

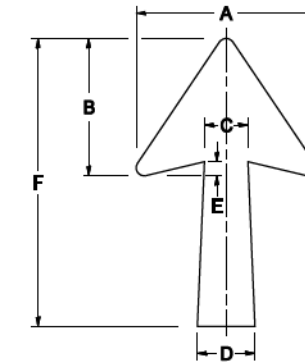
"L₁" IS THE LENGTH OF SUPPORT, NOT INCLUDING THE STUB PROJECTION, CLOSEST TO THE EDGE OF THE PAVEMENT.

"A" IS THE DISTANCE FROM THE SIGN EDGE TO THE CENTERLINE OF THE NEAREST SUPPORT. "B" IS THE DISTANCE BETWEEN CENTERLINES OF SUPPORTS.

GORE SIGNS

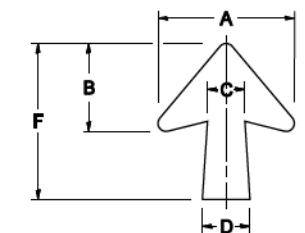


STANDARD ARROWS FOR INTERSTATE GUIDE SIGNS



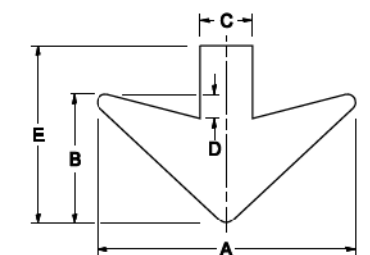
ARROW SYMBOL	A	B	C	D	E	F	R
24 1/4 x 15 1/8	15 1/8	11 3/8	3 3/4	5	1 5/8	24 1/4	1 1/8
29 1/4 x 18 1/4	18 1/4	14	4 1/2	6	1 1/2	29 1/4	3/4
35 5/8 x 22 1/4	22 1/4	17	5 3/8	7 1/8	1 3/4	35 5/8	1
18 1/4 x 11 1/4	11 1/4	8 3/4	3 3/8	3 3/8		18 1/4	

NOTE: D & F ARE RECOMMENDED DIMENSIONS. TAPER SHOULD BE HELD CONSTANT FOR LONGER OR SHORTER SHAFT LENGTHS



ARROW SYMBOL	A	B	C	D	E	F	R
17 1/4 x 14 1/4	14 1/4	9 3/8	3 3/8	4 1/2	5/8	17 1/4	3/4
20 1/4 x 17 1/4	17 1/4	11 3/4	4 3/8	5 5/8	1 1/2	20 1/4	
25 x 21 7/8	21 7/8	14 1/4	5	6 3/4	1 3/4	25	1
9 5/8 x 8 7/8	8 7/8	5 7/8	2 7/8	2 7/8		9 5/8	1/2

DOWN ARROWS



ARROW SYMBOL	A	B	C	D	E	R
16 1/2 x 24	24	12	5	1 1/2	16 1/2	3/4
22 x 32	32	16	6 1/2	3	22	1

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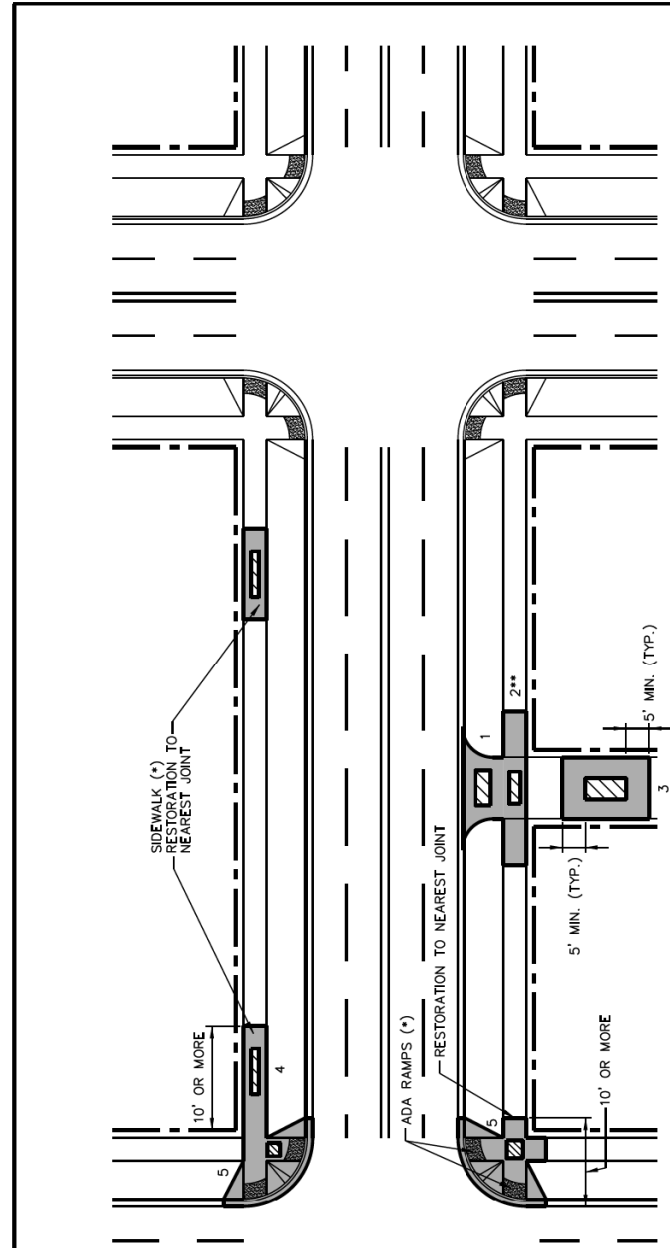
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MILE POST MARKERS - GORE SIGNS
MAJOR GUIDE SIGN LAYOUT - ARROWS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			706	656
TC-27 (TS-2341-1)			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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SCENARIO
ASPHALT RESTORATION LIMITS ARE SHOWN ONLY FOR EACH OF THE FOLLOWING SCENARIOS:

- (1) FULL ALLEY APRON.
- (2) APRON & SIDEWALK CONSTRUCTED PER APPENDIX B. IF CROSS SLOPE CAN'T BE ATTAINED, THE ADJACENT RAMP AND SIDEWALK WILL BE REQUIRED TO BE REMOVED AND REPLACED.
- (3) FULL WIDTH OF ALLEY & 5' BEYOND UTILITY CUT OR TRENCH.
- (4) REPLACEMENT OF SIDEWALK, 10' OR GREATER AND ADJACENT TO ADA RAMPS.
- (5) FULL REPLACEMENT OF ADA RAMPS IF NONCOMPLIANT (IF COMPLIANT, THEN REPLACEMENT OF SECTION REMOVED).

LEGEND

UTILITY TRENCH OR UTILITY STREET CUT WITHIN THIS ZONE

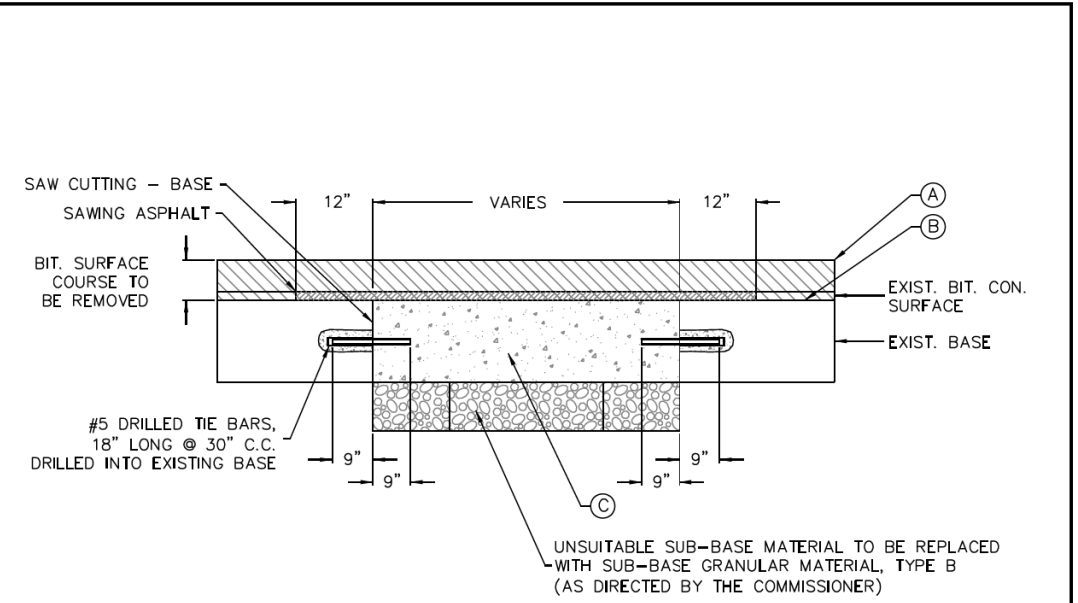
CITY STANDARD FOR ASPHALT OR CONCRETE RESTORATION

* FOR ADA REQUIREMENTS FOR SIDEWALKS, SIDEWALK RAMPS, SEE APPENDIX B

** FOR ADA AND ALLEY REQUIREMENTS, SEE APPENDIX B

NOTE: FULL PERIMETER OF THE ASPHALT RESTORATION LIMITS SHALL BE SEALED COMPLETELY AT THE ENDS OF THE CUT WITH LIQUID ASPHALTIC CEMENT IRONED IN WITH A HEATED SMOOTHING IRON OR BY MEANS OF INFRARED TREATMENT TO PREVENT WATER SEEPAGE INTO THE PAVEMENT, UNLESS OTHERWISE DIRECTED BY THE COMMISSIONER.

 CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO		
			STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS		
	1/1/14		DATE	SHEET	DRAWN BY
			1/1/14	A-2-1K	CDOT



LEGEND:

(A) HOT MIX ASPHALT SURFACE COURSE

(B) BITUMINOUS MATERIAL & AGGREGATE (PRIME COAT)

(C) P.C. CONCRETE BASE COURSE*

* SEE TABLE 4.2-2 FOR REQUIRED THICKNESS OF P.C.C. BASE COURSE

NOTES:

1. THE PORTLAND CEMENT CONCRETE BASE SHALL BE 8" OR MORE (SEE TABLE 4.2-2 FOR REQUIRED THICKNESS). FOR CONCRETE STREETS THE CONCRETE SHALL BE BROUGHT TO GRADE (INCLUDING 1'-0" OVERLAP) AND FINISHED AS REQUIRED IN THE IDOT SSRBC.
2. ALL EXISTING PAVEMENTS SHALL BE SAW CUT 1'-0" ON BOTH SIDES OF THE TRENCH OR PAVEMENT OPENING. UNDER NO CIRCUMSTANCES SHOULD EXISTING PAVEMENT, WHICH HAS BEEN UNDERMINED OR OTHERWISE DISTURBED, BE LEFT IN PLACE AND NOT RESTORED.
3. ALL STREET PAVEMENT WILL REQUIRE PLACEMENT OF #5 TIE BARS, 18 INCHES LONG DRILLED AND GROUTED (NON SHRINK) AT 30" CENTERS ON ALL SIDES. A MINIMUM OF TWO TIE BARS WILL BE REQUIRED ON EACH SIDE OF SAW CUT BOUNDARIES.
4. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED (INCIDENTAL).

 CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	PAVEMENT PATCHING AND PORTLAND CEMENT CONCRETE REPLACEMENT		
			DATE	SHEET	DRAWN BY
			01/11/07	A-2-2C	CDOT



D160X78-Sht-CDOT-DETAIL-01
 USER NAME = dshevoz
 PLOT SCALE = 2.0000' / 1" =
 PLOT DATE = 3/20/2016

DESIGNED -	CDOT	REVISED -	
DRAWN -	CDOT	REVISED -	
CHECKED -	CDOT	REVISED -	
DATE -	3/18/2016	REVISED -	

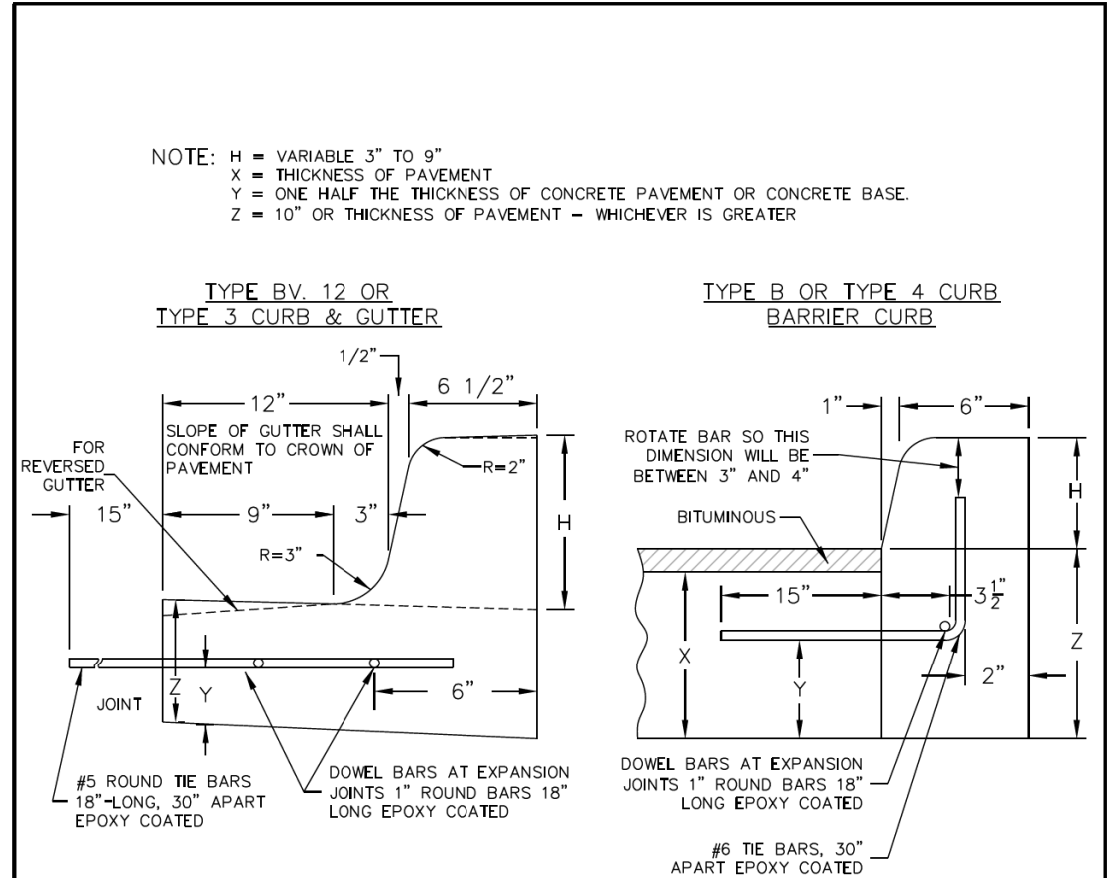
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO DEPARTMENT OF TRANSPORTATION
STANDARDS

SCALE: N.T.S. SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	657
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

FILE PATH = p:\61779-PMINT\pccommon\line\local\AECOM\0502\NA\Documents\01\Americas\T\engp\station\60269438 Circle\Phase_11\000_CAD\006_Roadway\Sheets\60x78_Contract\0160x78-Sht-CDOT-DETAIL-02



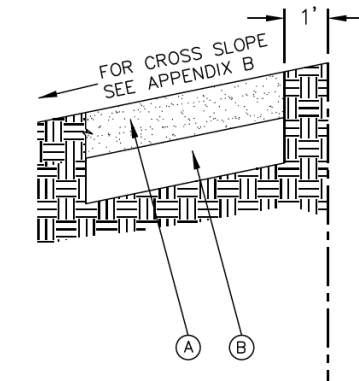
JOINTS IN CURB, COMBINED CURB & GUTTER

TRANSVERSE JOINTS OF A TYPE SIMILAR TO THAT USED IN THE ADJACENT PAVEMENT SHALL BE INSTALLED IN THE CURB, GUTTER AND COMBINED CURB & GUTTER IN PROLONGATION WITH THE JOINTS IN THE PAVEMENT. THE DETAILS OF THE TRANSVERSE JOINTS IN THE CURB, GUTTER AND COMBINED CURB & GUTTER SHALL BE APPROVED BY THE COMMISSIONER. CURB, GUTTER OR COMBINED CURB & GUTTER IS CONSTRUCTED ADJACENT TO A FLEXIBLE BASE PAVEMENT, 1" THICK EXPANSION JOINTS COMPOSED OF BITUMINOUS PERFORMED JOINT FILLER SHALL BE INSTALLED IN THE CURB AND/OR GUTTER AT POINTS OF CURVATURE AND AT CONSTRUCTION JOINTS. CONTRACTION JOINTS SHALL ALSO BE PLACED BETWEEN THESE EXPANSION JOINTS AT DISTANCES NOT EXCEEDING 20 FEET. ALL TIE BARS SHALL BE DEFORMED-ALL DOWEL BARS SHALL BE SMOOTH.

NOTE: ALL TIE BARS AND DOWEL BARS TO BE EPOXY COATED.

*AT LOCATIONS REQUIRING DEPRESSED CURBS SEE THE ADA STANDARDS FOR CONSTRUCTION DETAILS

 CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	CONCRETE CURB & GUTTER DETAIL		
			DATE	SHEET	DRAWN BY
			12/12/06	A-2-6	CDOT



LEGEND:

- (A) PROPOSED 5" P.C.C. SIDEWALK *
 - (B) SUBBASE GRANULAR MATERIAL, TYPE B OR C, 4"
- * CURB RAMP & KEYSTONE 8" P.C.C. AT SIGNALIZED AND INDUSTRIAL STREET INTERSECTIONS

 CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	ADA COMPLIANT SIDEWALK CONSTRUCTION DETAILS		
			DATE	SHEET	DRAWN BY
			12/20/06	A-3-1	CDOT



D160x78-Sht-CDOT-DETAIL-02
 USER NAME = dshevoz
 PLOT SCALE = 2.0000' / in.
 PLOT DATE = 3/20/2016

DESIGNED - CDOT
 DRAWN - CDOT
 CHECKED - CDOT
 DATE - 3/18/2016

REVISED -
 REVISED -
 REVISED -
 REVISED -

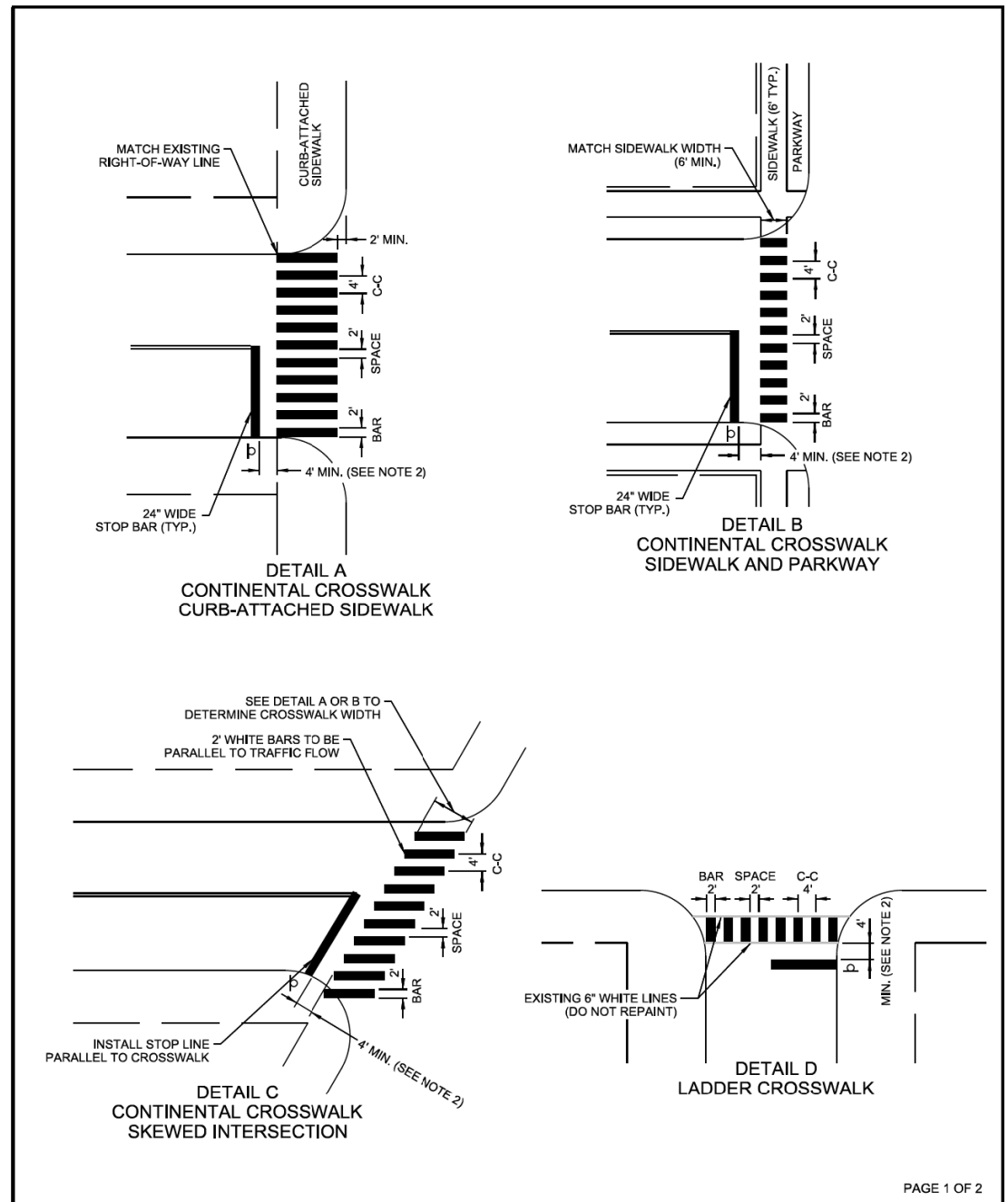
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CHICAGO DEPARTMENT OF TRANSPORTATION
 STANDARDS

SCALE: N.T.S. SHEET 2 OF 3 SHEETS STA. TO STA.

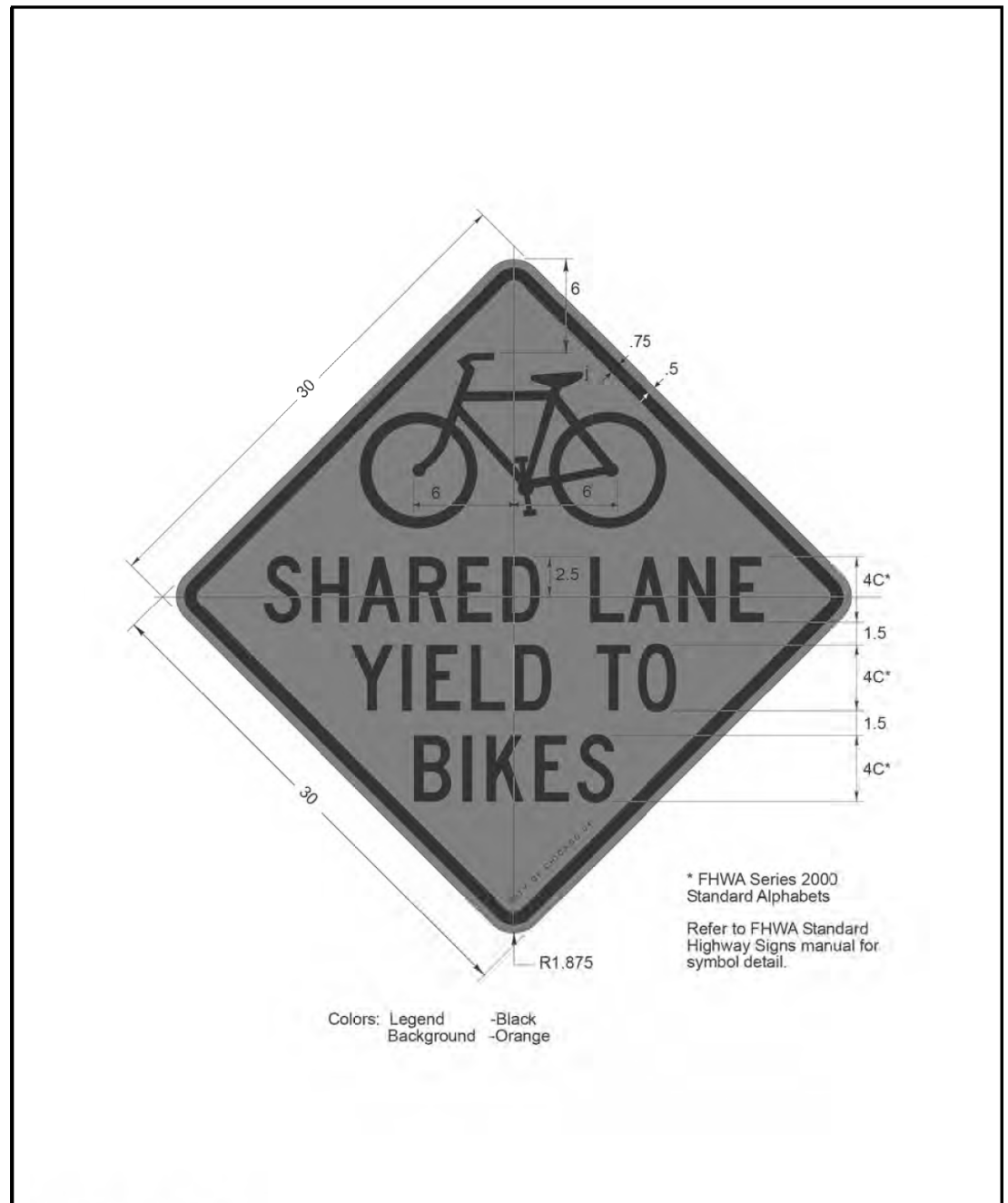
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	658
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

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PAGE 1 OF 2

	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	CROSSWALK MARKING DETAIL		
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DATE - 3/18/2016

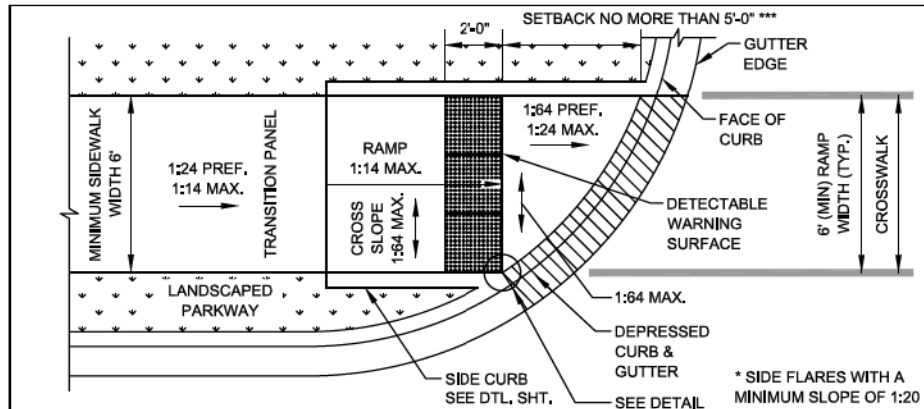
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

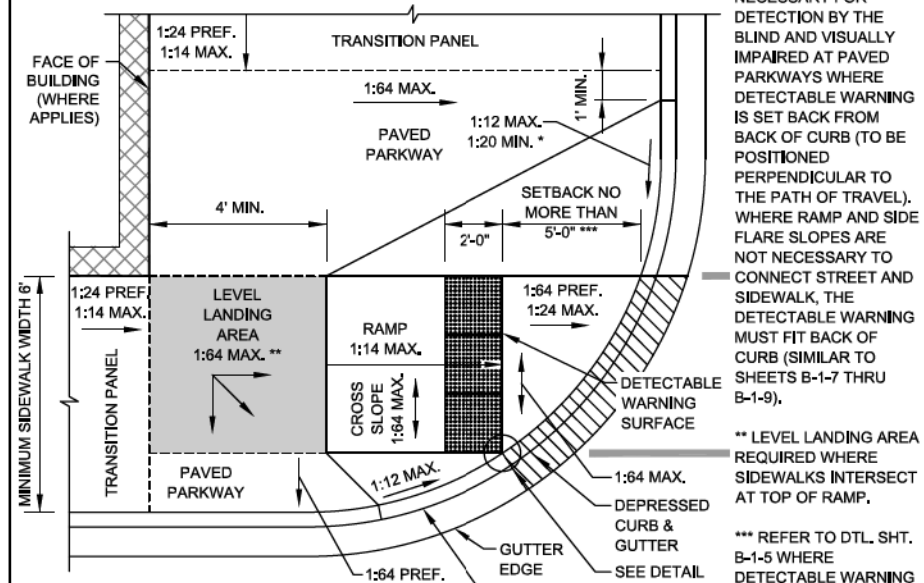
CHICAGO DEPARTMENT OF TRANSPORTATION
STANDARDS

SCALE: N.T.S. SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	659
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				



PLAN VIEW - SIDEWALK THROUGH PARKWAY



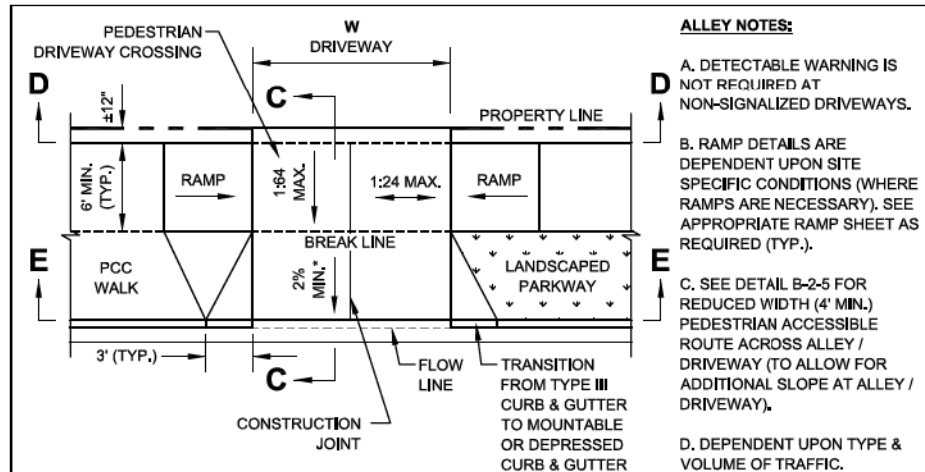
PLAN VIEW - FULL WIDTH CONCRETE SIDEWALK

* SIDE FLARES WITH A MINIMUM SLOPE OF 1:20 (MEASURED PARALLEL TO CURB) ARE NECESSARY FOR DETECTION BY THE BLIND AND VISUALLY IMPAIRED AT PAVED PARKWAYS WHERE DETECTABLE WARNING IS SET BACK FROM BACK OF CURB (TO BE POSITIONED PERPENDICULAR TO THE PATH OF TRAVEL). WHERE RAMP AND SIDE FLARE SLOPES ARE NOT NECESSARY TO CONNECT STREET AND SIDEWALK, THE DETECTABLE WARNING MUST FIT BACK OF CURB (SIMILAR TO SHEETS B-1-7 THRU B-1-9).

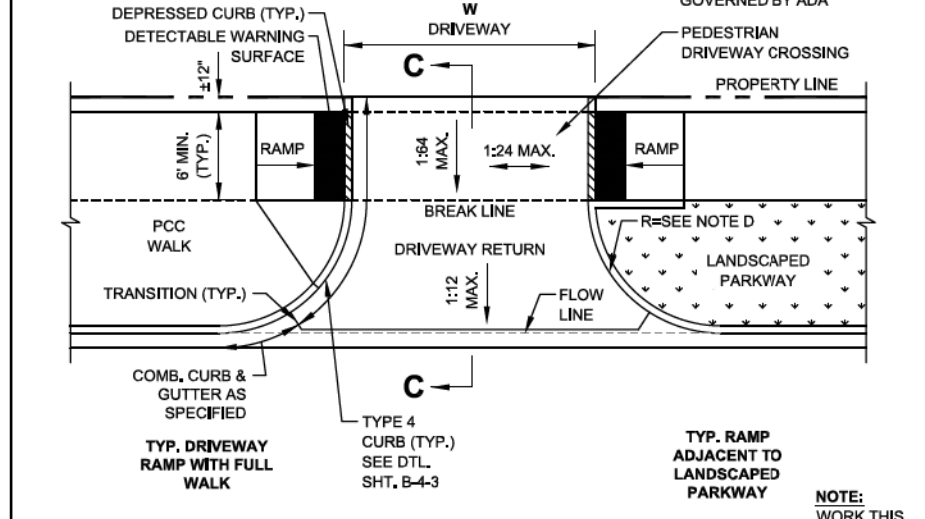
** LEVEL LANDING AREA REQUIRED WHERE SIDEWALKS INTERSECT AT TOP OF RAMP.

*** REFER TO DTL. SHT. B-1-5 WHERE DETECTABLE WARNING SETBACK EXCEEDS 5'-0".

 City of Chicago Rahm Emanuel, Mayor Department of Transportation Office of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO PERPENDICULAR RAMP AT CORNER IN CURB RADIUS WITH SINGLE CROSSING SHEET B-1-4 SCALE: NOT TO SCALE DATE: 10/29/2008 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	08/10/12	REVISION 5	



OPTION A - DRIVEWAY WITH FLARES



OPTION B - COMMERCIAL AND RESIDENTIAL DRIVEWAY WITH CURB FOR USE WITH TRAFFIC SIGNALIZATION APPROVED BY CITY ORDINANCE

ALLEY NOTES:

A. DETECTABLE WARNING IS NOT REQUIRED AT NON-SIGNALIZED DRIVEWAYS.

B. RAMP DETAILS ARE DEPENDENT UPON SITE SPECIFIC CONDITIONS (WHERE RAMP SLOPES ARE NECESSARY). SEE APPROPRIATE RAMP SHEET AS REQUIRED (TYP.).

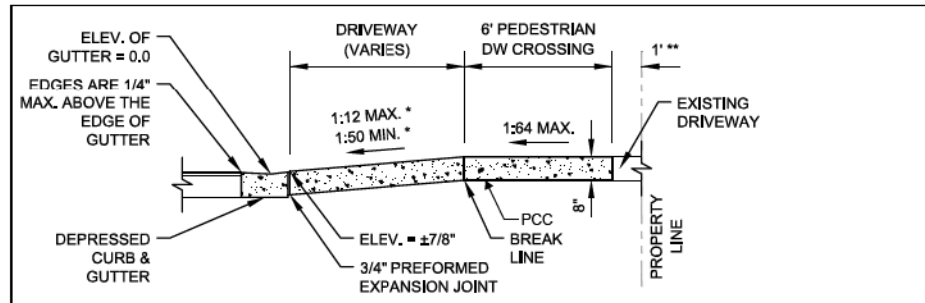
C. SEE DETAIL B-2-5 FOR REDUCED WIDTH (4' MIN.) PEDESTRIAN ACCESSIBLE ROUTE ACROSS ALLEY / DRIVEWAY (TO ALLOW FOR ADDITIONAL SLOPE AT ALLEY / DRIVEWAY).

D. DEPENDENT UPON TYPE & VOLUME OF TRAFFIC.

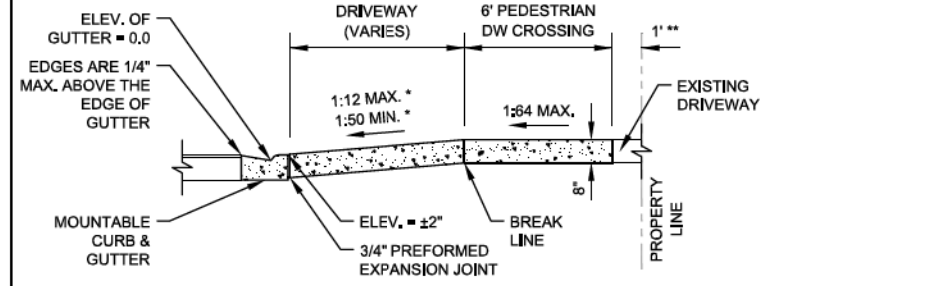
* SLOPE VARIES AND IS NOT GOVERNED BY ADA

NOTE: WORK THIS SHEET WITH SHEET B-2-4.

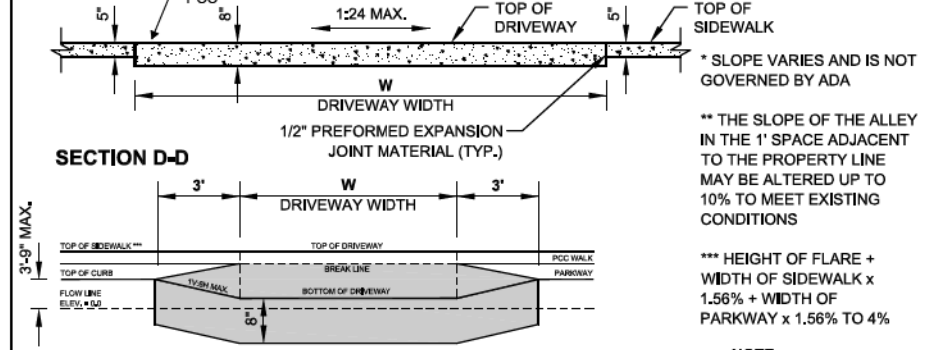
 City of Chicago Rahm Emanuel, Mayor Department of Transportation Office of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO DRIVEWAY CONSTRUCTION PLAN VIEWS SHEET B-2-3 SCALE: NOT TO SCALE DATE: 10/29/2008 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	08/10/12	REVISION 5	



SECTION C-C: SECTION SHOWING DEPRESSED CURB & GUTTER



SECTION C-C: SECTION SHOWING MOUNTABLE CURB & GUTTER



SECTION D-D

SECTION E-E

 City of Chicago Rahm Emanuel, Mayor Department of Transportation Office of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO DRIVEWAY CONSTRUCTION SECTIONS SHEET B-2-4 SCALE: NOT TO SCALE DATE: 10/29/2008 DRAWN BY: CDOT CHECKED BY: LCM
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	11/15/07	REVISION 2	
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PLOT DATE = 3/20/2016	DATE - 3/18/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
ADA STANDARDS


SCALE: 1" = 3' SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	660
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

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GENERAL NOTES:

1. THE DETECTABLE WARNING USED SHALL BE CHOSEN FROM THE CHICAGO DEPARTMENT OF TRANSPORTATION LIST OF APPROVED DETECTABLE WARNING PRODUCTS (AVAILABLE ON THE CITY OF CHICAGO WEBSITE). IT IS NOT ACCEPTABLE TO INSTALL TWO DIFFERENT DETECTABLE WARNING PRODUCTS ADJACENT TO ONE ANOTHER AT ANY LOCATION. IN THE CENTRAL BUSINESS DISTRICT, GRANITE OR OTHER SPECIALTY PAVING MATERIALS MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.
2. THE DETECTABLE WARNING MUST BE INSTALLED A MAXIMUM OF 8" OR LESS FROM FACE OF CURB (SEE DETAIL SHEET B-4-2).
3. THE DETECTABLE WARNING MUST COVER FULL WIDTH OF RAMP EXCLUDING SIDE FLARES FOR A MINIMUM UNOBSTRUCTED DEPTH OF 24". THE DETECTABLE WARNING LOCATED ON THE SURFACES OF RAMP IS TYPICALLY ORIENTED PERPENDICULAR TO THE RUN OF THE RAMP UNLESS SPECIAL CIRCUMSTANCES OCCUR (SEE DETAIL SHEET B-1-5). THE DETECTABLE WARNING MUST BE PROVIDED FOR A MINIMUM DEPTH OF 24" FOR THE ENTIRE LENGTH OF THE SIDEWALK WHERE THE SIDEWALK IS FLUSH WITH THE STREET (DEPRESSED CURB OR FLUSH TRANSITION). IF IT IS NECESSARY TO CUT A UNIT(S) IN THE PROVISION OF A COMPLIANT RAMP OR SIDEWALK WITH 24" MINIMUM DEPTH OF DETECTABLE WARNING, THE UNITS SHALL BE CUT IN A NEAT AND WORKMAN LIKE MANNER PER MANUFACTURER'S REQUIREMENTS WITH A MINIMUM OF THREE PINS OR ANCHOR POINTS (WHERE APPLICABLE). THE UNITS SHALL BE ARRANGED SO THAT THE CUT UNITS ARE LARGE ENOUGH TO BE PROPERLY AND ADEQUATELY SECURED. CUT UNITS SHALL NOT BE USED UNLESS ALL OTHER DESIGN OPTIONS HAVE BEEN EXHAUSTED. THE USE OF SALVAGE PIECES FROM UNITS THAT ARE CUT WILL NOT BE PERMITTED WITHOUT WRITTEN APPROVAL OF THE COMMISSIONER. CUT UNIT SALVAGE PIECES NOT APPROVED FOR USE MUST BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY.
4. WHERE APPLICABLE, A COMBINATION OF STRAIGHT AND RADIAL DETECTABLE WARNING UNITS MAY BE USED ON COMPOUND AND LARGE RADII. CONTRACTOR MUST MAKE THIS DETERMINATION AND VERIFY IN FIELD.
5. THE DETECTABLE WARNING MUST CONTRAST WITH ADJACENT PAVEMENT. IF LIGHT COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE RED. IF A DARK COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE YELLOW. CONTRACTOR TO VERIFY THAT PROPER CONTRAST IS OBTAINED.
6. PRIOR TO PLACING CONCRETE FOR DEPRESSED CURBS, RAMP, OR SIDEWALKS THE CONTRACTOR SHALL VERIFY THAT LAYOUT OR DESIGN COMPLIES WITH THE REQUIREMENTS OF THE CDOT ADA STANDARDS.
7. RAMP WIDTH MUST BE A MINIMUM OF 6'-0" AND IN INCREMENTS OF 1'-0", EXCEPT WHEN USING THE PERPENDICULAR RAMP AT CORNER (OR OTHER SPECIAL CDOT APPROVED CONDITIONS), WHICH HAS A MINIMUM WIDTH OF 4'-0".
8. THE MAXIMUM ALLOWABLE RAMP RUNNING SLOPE IS 1:14, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED, GRADE BREAKS AT THE TOP AND BOTTOM OF RAMP SHALL BE PERPENDICULAR TO THE DIRECTION OF RAMP RUN.
9. THE MAXIMUM ALLOWABLE RAMP CROSS SLOPE IS 1:64, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED.
10. THE MAXIMUM ALLOWABLE RAMP LANDING SLOPE IS 1:64, MEASURED AT ANY LOCATION AND IN ANY DIRECTION ON THE LANDING. THE RAMP LANDING WIDTH SHALL MATCH THE FULL WIDTH OF THE RAMP FOR A MINIMUM UNOBSTRUCTED DEPTH OF 4'-0". RAMP LANDINGS SHALL BE PROVIDED AT THE TOP AND/OR BOTTOM OF RAMP WHERE TURNING IS REQUIRED.
11. RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK. RAMP SIDE FLARES ARE NOT REQUIRED WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS LANDSCAPED OR IS OCCUPIED BY A BARRIER THAT BLOCKS PEDESTRIAN ACCESS. EXCEPTIONS TO THIS RULE MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.

 <p>City of Chicago Rahm Emanuel, Mayor Department of Transportation Bureau of Engineering Standard Specifications</p>	DATE	REVISION	<p>CITY OF CHICAGO GENERAL NOTES SHEET B-3-2</p> <p>SCALE: NOT TO SCALE DATE: 10/29/2008</p> <p>DRAWN BY: CDOT CHECKED BY: LOM</p>
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	11/02/09	REVISION 4	
	08/10/12	REVISION 5	


GENERAL NOTES (CONTINUED):

12. UTILITIES, SUCH AS LIGHT POLES, TRAFFIC POLES AND HYDRANTS, MAY BE LOCATED IN THE FLARE OF THE RAMP BUT ARE NOT ALLOWED ON THE RAMP SURFACE OR LANDING AREAS. EXISTING UTILITY STRUCTURES MAY REMAIN WITHIN THE FLARE OR ON THE SURFACE OF THE RAMP IF THE REQUIREMENTS OF GENERAL NOTE #19 ARE MET.
13. ALL LOCATIONS WITH TYPE 4 OR TYPE B CURB (EXCEPT ALLEY APRONS) SHALL BE CONSTRUCTED AS CURB AND GUTTER TYPE BV.12 THROUGH THE LIMITS OF THE CORNER AND THE CURB RAMPS.
14. ALTERATIONS SHALL NOT DECREASE THE ACCESSIBILITY TO EXISTING FACILITIES, SIDEWALKS LEADING TO EXISTING FACILITIES, OR DOOR OR GATE ACCESS POINTS TO FACILITIES. THE ELEVATION AT THE EXISTING PROPERTY LINE OR FACILITY ACCESS POINT SHALL BE MAINTAINED AT A MINIMUM. ANY ALTERATIONS ADJACENT TO OR AFFECTING A FACILITY ACCESS POINT SHALL RESULT IN IMPROVED ACCESS OR AT A MINIMUM A REPLICATION OF EXISTING CONDITIONS, INCLUDING SIDEWALK SLOPES AND SURFACE CONDITIONS. FACILITIES INCLUDE, BUT ARE NOT LIMITED TO PRIVATE BUSINESSES, PUBLIC BUILDINGS, RESIDENCES, BUS STOPS, PUBLIC BENCHES, PAY PHONES, AND PARKING METERS.
15. THE MINIMUM CROSSWALK WIDTH IS 6'-0", CROSSWALKS SHALL BE LOCATED AS SHOWN IN THE PLAN SHEETS DEPENDING ON THE TYPE OF CURB RAMP USED. BEYOND THE CURB FACE AT THE BASE OF CURB RAMPS, A CLEAR SPACE OF 4'-0" BY 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE STRIPES OF THE CROSSWALK (WHERE PROVIDED).
16. IF SIDEWALK AND ALLEY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED. IF SIDEWALK AND DRIVEWAY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED BUT DETECTABLE WARNING UNITS ARE STILL REQUIRED IF THE DRIVEWAY HAS TRAFFIC CONTROL DEVICES (I.E. TRAFFIC SIGNALS).
17. MAIN LINE SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE NOT TO EXCEED 1:64 FOR THE FULL WIDTH OF WALK UNLESS OTHERWISE APPROVED BY THE COMMISSIONER. WHERE TURNING IS REQUIRED AND WHERE SIDEWALKS INTERSECT, THE SLOPE OF THE SIDEWALK SHALL NOT EXCEED 1:64 IN ANY DIRECTION.
18. MAIN LINE SIDEWALK RUNNING SLOPES SHALL NOT EXCEED 1:24 OR THE GENERAL GRADE ESTABLISHED FOR THE ADJACENT STREET, WHICH EVER IS HIGHER.
19. THERE SHALL BE NO VERTICAL LEVEL DIFFERENCES BETWEEN SURFACES GREATER THAN 1/4" ON THE MAIN LINE SIDEWALK. THERE SHALL BE NO HORIZONTAL GAPS OR OPENINGS GREATER THAN 1/2" ON THE MAIN LINE SIDEWALK.
20. WHERE OBSTRUCTIONS EXIST ON THE MAINLINE SIDEWALK, THE CLEAR WIDTH OF USEABLE SIDEWALK SHALL NOT BE LESS THAN 4'-0". OBSTRUCTIONS INCLUDE, BUT ARE NOT LIMITED TO SIDEWALK BENCHES, FIRE HYDRANTS, SIGNAL OR LIGHT POLES, NEWSPAPER DISPENSERS, TRASH RECEPTACLES, AND UTILITY PEDESTALS.
21. CURB RAMPS AND LANDING (KEYSTONE) TO BE CONSTRUCTED WITH 8" THICK CONCRETE AT ALL TRAFFIC SIGNALIZED INTERSECTIONS AND INDUSTRIAL STREET INTERSECTIONS. AT ALL OTHER LOCATIONS, 5" THICK CONCRETE TO BE USED.
22. DEPRESSED CURB, RAMP, OR SIDEWALK DESIGNS OR LAYOUTS SHALL MAINTAIN OR IMPROVE EXISTING DRAINAGE AND THE EXISTING INTERSECTION GEOMETRY SHALL NOT BE MODIFIED WITHOUT CDOT APPROVAL.
23. ALL CONSTRUCTION DOCUMENTS MUST BE STAMPED BY A LICENSED ARCHITECT/LANDSCAPE ARCHITECT/ENGINEER TO CERTIFY THAT THEY ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND ALL CODES AND BUILDING ORDINANCES OF THE CITY OF CHICAGO AND THE STATE OF ILLINOIS.
24. NO DEVIATIONS FROM THESE STANDARDS ARE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.

 <p>City of Chicago Rahm Emanuel, Mayor Department of Transportation Bureau of Engineering Standard Specifications</p>	DATE	REVISION	<p>CITY OF CHICAGO GENERAL NOTES (CONTINUED) SHEET B-3-3</p> <p>SCALE: NOT TO SCALE DATE: 10/29/2008</p> <p>DRAWN BY: CDOT CHECKED BY: GK</p>
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	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	11/02/09	REVISION 4	
	08/10/12	REVISION 5	

ADA COMPLIANCE AND TRANSITION GUIDELINES

- POLICY STATEMENT: ANY ALTERATION OF THE PUBLIC WAY MUST BE RESTORED IN AN ADA COMPLIANT MANNER
- I. STREET/ALLEY RESTORATION**
- FOR ANY PROJECT WHERE, WITHIN THE PROJECT LIMITS, A CROSSWALK IS ENCOUNTERED OR WHERE THE PROJECT LIMITS TERMINATE WITHIN 4' OR LESS OF A CROSSWALK, THOSE CROSSWALKS AND THE ASSOCIATED CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A).
- WHEN A PROJECT CALLS FOR ONLY AN INTERSECTION TO BE REPAVED, THE INTERSECTION LIMITS AS DEFINED BY THE AREA OUTLINED BY OUTERMOST CROSSWALK LINES AND ADJACENT CURB FACES AND ALL ADJOINING CROSSWALKS AND CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A).
- WHEN WORK IS LIMITED TO A SINGLE CORNER OF AN INTERSECTION, THE CURB RAMP MUST BE IMPROVED TO CURRENT ADA STANDARDS AND THE ADJACENT PAVEMENT MUST BE RESURFACED, AS NECESSARY TO PROVIDE FOR A FLUSH TRANSITION (SEE APPENDIX A).
- WHEN ADA WORK IS LIMITED TO A SINGLE CORNER OF AN INTERSECTION, THE ADJACENT PAVEMENT MUST BE RESTORED TO THE 1/4-POINT OF THE ROADWAY.
- FOR ANY CONSTRUCTION WHERE, WITHIN THE PROJECT LIMITS, AN ALLEY APRON IS ENCOUNTERED, THE ASSOCIATED CURB RAMPS, ALLEY APRON, AND SIDEWALKS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A).
- II. SIDEWALK INSTALLATION / REPAIRS / RECONSTRUCTION**
- THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, THAT ABUT AN EXISTING RAMP, KEYSTONE, TRANSITION PANEL, AND/OR LANDING AREA (THIS TOTAL LENGTH INCLUDES THE PRIOR ELEMENTS), SHALL BE EXTENDED TO INCLUDE THE AFFECTED RAMPS AND THESE RAMPS SHALL BE RECONSTRUCTED TO CURRENT ADA STANDARDS. IN ADDITION, ALL NEWLY PLACED SIDEWALK TEN FEET (10') OR MORE IN LENGTH SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL CURRENT APPLICABLE STANDARDS WHICH INCLUDE PROVIDING A MINIMUM FOUR FEET (4') WIDTH ACCESSIBLE PATHWAY WITH A CROSS SLOPE NOT TO EXCEED 1:64 (SEE APPENDIX A).
- III. GUIDELINES FOR TRANSITIONING TO EXISTING NON-COMPLIANT CONDITION**
- NEW SIDEWALK PLACEMENTS GREATER THAN TEN FEET IN CONTIGUOUS LENGTH:
- THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, MUST BE EXTENDED FOR A MINIMUM FIVE ADDITIONAL FEET (5') EITHER SIDE IN ORDER TO PROVIDE A TRANSITION TO MATCH THE EXISTING SIDEWALK. THE LENGTH OF TRANSITION SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.
- NEW SIDEWALK REPLACEMENTS TEN FEET OR LESS IN CONTIGUOUS LENGTH (REPAIRS):
- IT IS ACCEPTABLE PRACTICE TO MATCH ADJACENT SIDEWALKS AT THE EXISTING SLOPE.
- CURB RAMP REPLACEMENTS
- WHEN REPLACING AN ADA RAMP, THE SIDEWALK REPLACEMENT MUST EXTEND BEYOND THE LIMITS OF THE LANDING AREA AND/OR THE "KEYSTONE" A MINIMUM OF AN ADDITIONAL FIVE FEET (5') ON EITHER SIDE IN ORDER TO PROVIDE A TRANSITION TO MATCH THE EXISTING SIDEWALK. THE TRANSITION PANEL SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION PANEL DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.
- NO EXCEPTIONS TO THE ABOVE WILL BE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.

 <p>City of Chicago Rahm Emanuel, Mayor Department of Transportation Bureau of Engineering Standard Specifications</p>	DATE	REVISION	<p>CITY OF CHICAGO ADA COMPLIANCE AND TRANSITION GUIDELINES SHEET B-3-4</p> <p>SCALE: NOT TO SCALE DATE: 10/29/2008</p> <p>DRAWN BY: CDOT CHECKED BY: GK</p>
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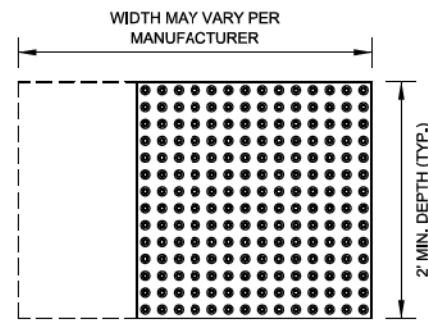
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
ADA STANDARDS

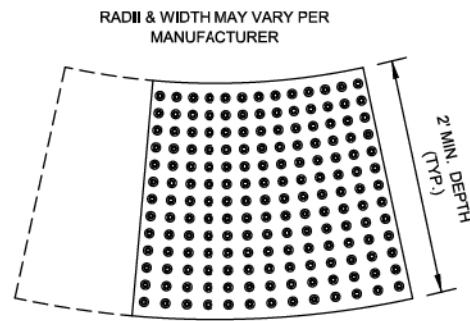
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	661
				CONTRACT NO. 60X78
ILLINOIS FED. AID PROJECT				

STRAIGHT DETECTABLE WARNING UNITS



RADIAL DETECTABLE WARNING UNITS

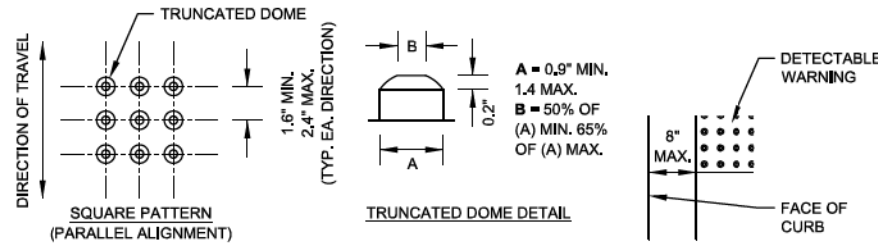


DETECTABLE WARNING UNIT SIZES

- VERIFY ALL DIMENSIONS WITH THE PRODUCT MANUFACTURER.
- IF USING RADIAL UNITS, VERIFY THAT THE CURB RADIUS MATCHES AVAILABLE UNIT RADIUS WITH THE PRODUCT MANUFACTURER.
- APPROVED LIST OF DETECTABLE WARNING PRODUCTS CAN BE FOUND ON CDOT'S WEBSITE (www.cityofchicago.org).

<p>City of Chicago Rahm Emanuel, Mayor Department of Transportation Office of Engineering www.cityofchicago.org</p>	DATE	REVISION	<p>CITY OF CHICAGO DETECTABLE WARNING UNIT SIZES SHEET B-4-1</p> <p>SCALE: NOT TO SCALE DATE: 10/23/2008</p> <p>DRAWN BY: CDOT CHECKED BY: LCM</p>
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	08/10/12	REVISION 5	

GENERAL NOTE:
THE ROWS OF DOMES IN THE DETECTABLE WARNING MATERIAL MUST BE ALIGNED WITH THE PATH OF WHEELCHAIR TRAVEL WHICH IS REQUIRED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BOTTOM OF THE RAMP TO PERMIT TRACKING BETWEEN DOME ROWS. ON BLENDED TRANSITIONS OR FLUSH TRANSITIONS, WHERE RADIAL UNITS ARE SITUATED ABOUT THE CURB RADIUS, DOME ORIENTATION IS NOT SIGNIFICANT.

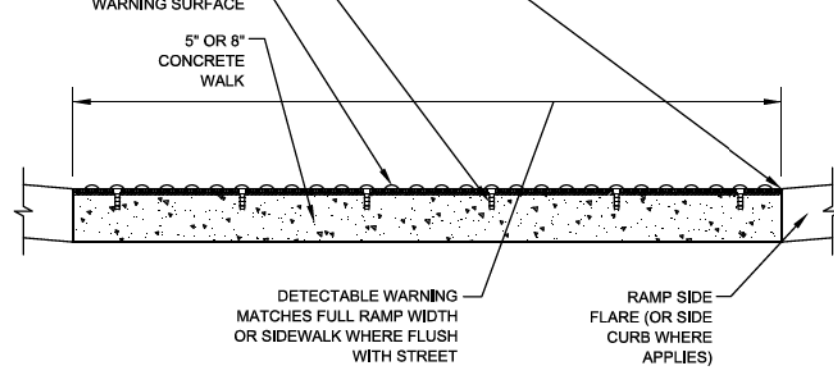


UNIT PATTERN & DOME DETAIL

TYPICAL DETECTABLE WARNING PLACEMENT

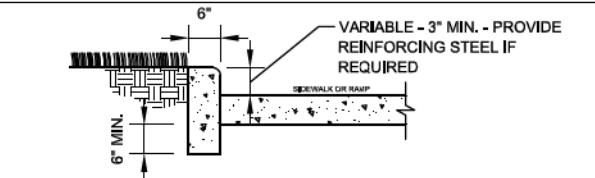


DETECTABLE WARNING PLACEMENT ON A RADIUS

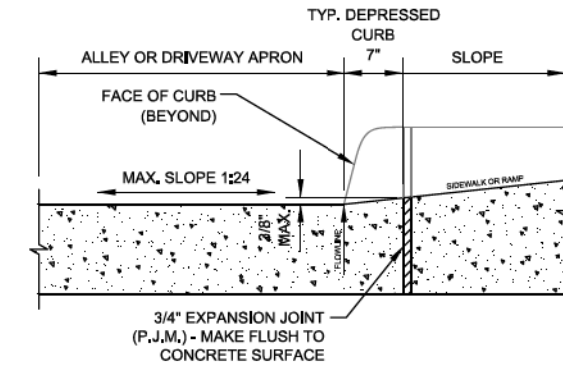


DETECTABLE WARNING UNIT SECTION

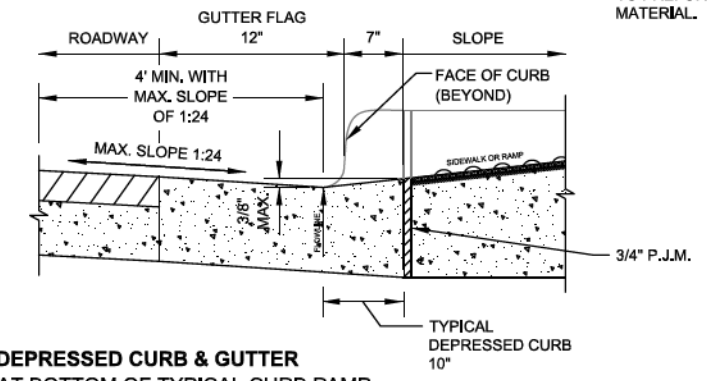
<p>City of Chicago Rahm Emanuel, Mayor Department of Transportation Office of Engineering www.cityofchicago.org</p>	DATE	REVISION	<p>CITY OF CHICAGO DETECTABLE WARNING UNIT DETAILS SHEET B-4-2</p> <p>SCALE: NOT TO SCALE DATE: 10/23/2008</p> <p>DRAWN BY: CDOT CHECKED BY: LCM</p>
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	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	08/10/12	REVISION 5	



SIDE CURB - SECTION



DEPRESSED CURB & GUTTER AT ALLEY/DRIVEWAY APRON (TYPE 4 OR B CURB)



DEPRESSED CURB & GUTTER AT BOTTOM OF TYPICAL CURB RAMP

<p>City of Chicago Rahm Emanuel, Mayor Department of Transportation Office of Engineering www.cityofchicago.org</p>	DATE	REVISION	<p>CITY OF CHICAGO CURB & GUTTER DETAILS SHEET B-4-3</p> <p>SCALE: NOT TO SCALE DATE: 10/23/2008</p> <p>DRAWN BY: CDOT CHECKED BY: LCM</p>
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	08/10/12	REVISION 5	

- NOTES FOR CURB & GUTTER DETAILS THIS SHEET:**
- A. CROSS SLOPE AT DEPRESSED CURB & GUTTER NOT TO EXCEED 1:64.
 - B. DETECTABLE WARNING SURFACE AT DRIVEWAYS REQUIRED ONLY FOR COMMERCIAL DRIVEWAYS WITH TRAFFIC CONTROL DEVICES, I.E. SIGNALS.
 - C. REFER TO REGULATIONS FOR OPENINGS, CONSTRUCTION AND REPAIR IN THE PUBLIC WAY (CDOT) FOR ADDITIONAL REQUIREMENTS FOR CURB AND GUTTER INSTALLATION.
 - D. RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR SIDE CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK.
 - E. 'P.J.M.' THIS SHEET REFERS TO PREFORMED JOINT MATERIAL.

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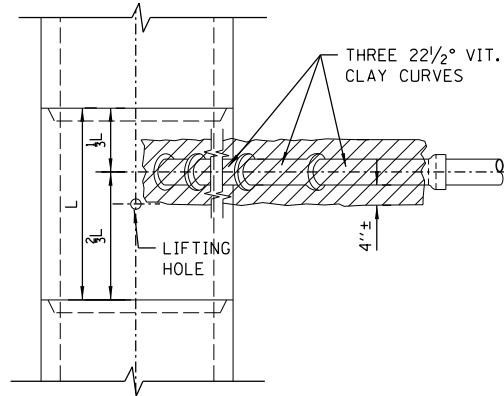
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PLOT DATE = 3/20/2016	DATE - 3/18/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

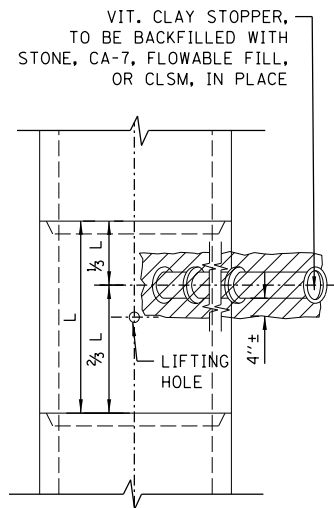
**CITY OF CHICAGO
ADA STANDARDS**

SCALE: 1" = 3' SHEET 3 OF 3 SHEETS STA. TO STA.

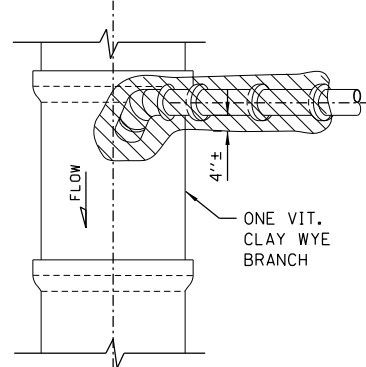
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	662
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				



PLAN

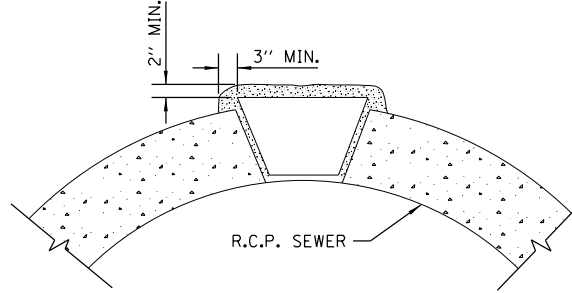


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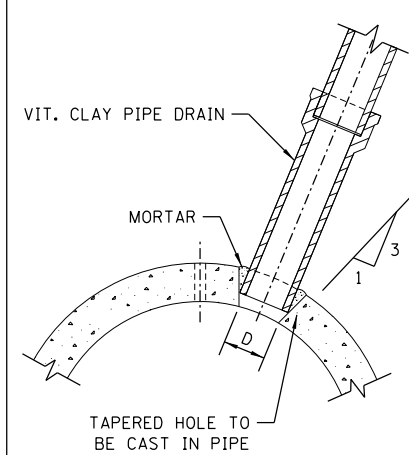


PLAN

NOTE:
PLUG TO BE COATED WITH MORTAR AND DRIVEN INTO PLACE WITH A WOODEN MALLET AND THEN SEALED WITH MORTAR.

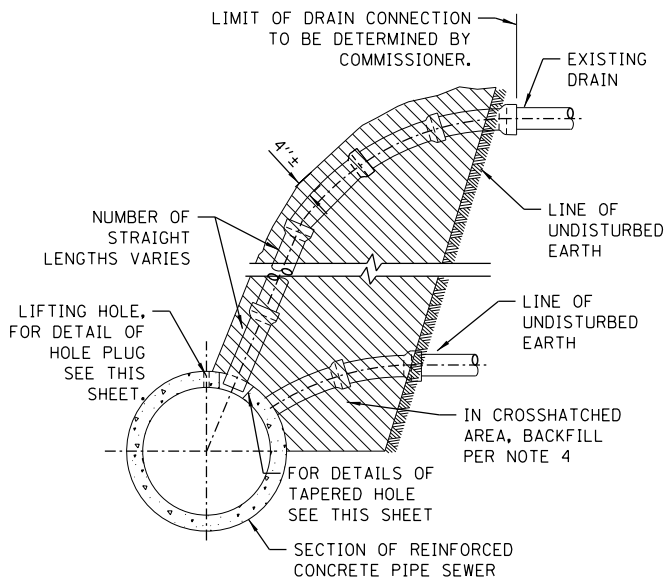


LIFTING HOLE PLUG DETAIL
FOR CONCRETE PIPE

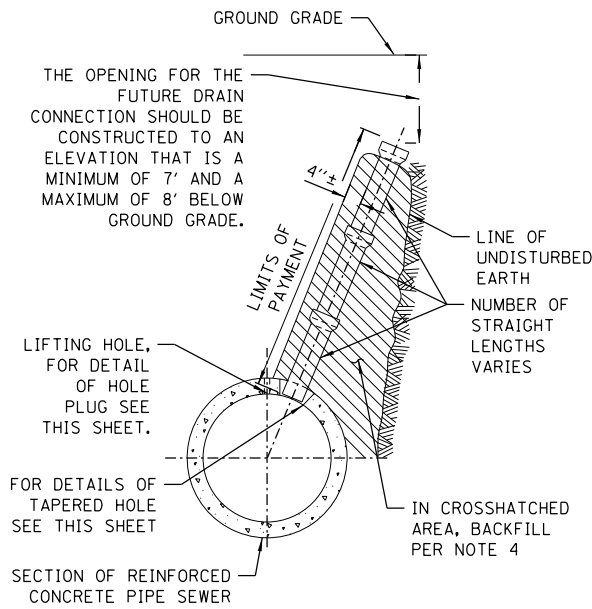


DETAIL OF TAPERED HOLE

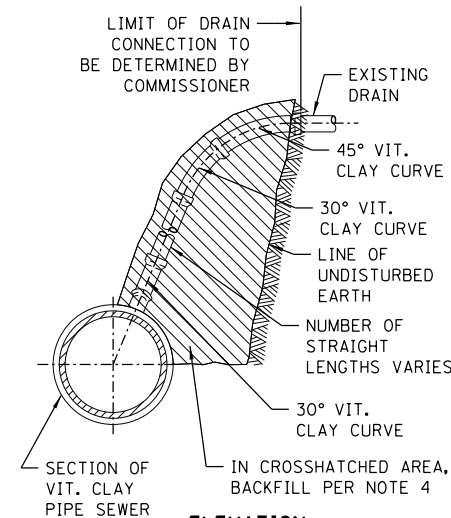
SIZE OF DRAIN	"D"
6"	6 7/8"
8"	9 1/8"
10"	11 1/8"
12"	13 1/2"
15"	17"
18"	20 1/4"
21"	23 7/8"



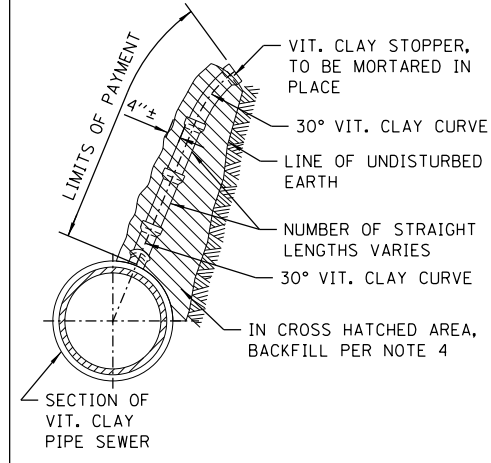
TYPICAL DRAIN CONNECTIONS
FOR EXISTING DRAINS



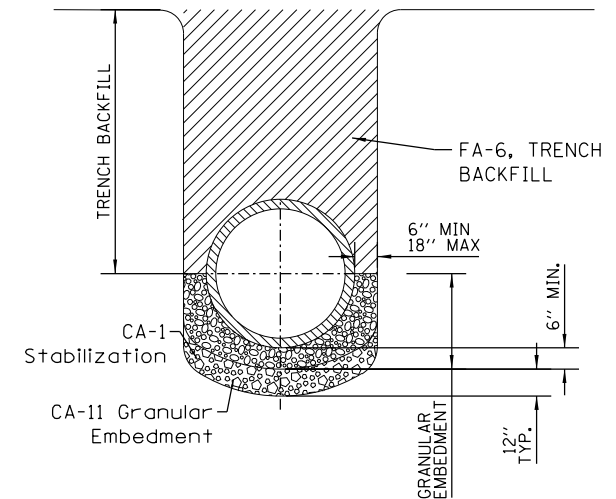
TYPICAL DRAIN STACKS
FOR FUTURE USE



TYPICAL DRAIN CONNECTIONS
FOR EXISTING DRAINS



TYPICAL DRAIN STACKS
FOR FUTURE USE



NOTE:
1. FOR TRENCH BACKFILL, USE FA-6 SAND, CRUSHED CONCRETE SAND OR STONE SAND.
2. FOR GRANULAR EMBEDMENT, USE CA-11, CRUSHED GRAVEL, CRUSHED STONE, OR CRUSHED CONCRETE.
3. 12" OF CA-1 STONE IS ONLY REQUIRED WHEN UNSTABLE MATERIAL IS ENCOUNTERED AT TRENCH BOTTOM.

SEWER TRENCH DETAIL

- NOTES:
- ALL DRAIN CONNECTION JOINTS MUST BE MADE AS SPECIFIED IN SPECIFICATIONS..
 - FOR DUCTILE IRON PIPE DRAIN CONNECTIONS SEE SHEET NO. A.2.
 - FOR ALL GRANULAR EMBANKMENT, USE CA-7 OR CA-11
 - FOR BACKFILL OF HATCHED SUPPORT AREAS, USE CONCRETE, CA-11, FLOWABLE FILL, OR CLSM.

STANDARD REVISIONS	
DATE	DESCRIPTION
2/24/15	APPROVED PLAN

PERCENT COMPLETE	DATE
30	
60	
75	
90	
100	
BULLETIN	

CITY OF CHICAGO	
DEPARTMENT OF WATER MANAGEMENT BUREAU OF ENGINEERING SERVICES	
VITRIFIED CLAY PIPE DRAIN CONNECTIONS	

DRAWN: SBW	A.1
CHECKED: GO, GC, SO	
REVIEWED:	
	OF
	PN



D160X78-sht-Drain-CDWM-01.dgn
USER NAME = chiuw
PLOT SCALE = 40.0000' / in.
PLOT DATE = 3/20/2016

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DATE - 3/18/2016

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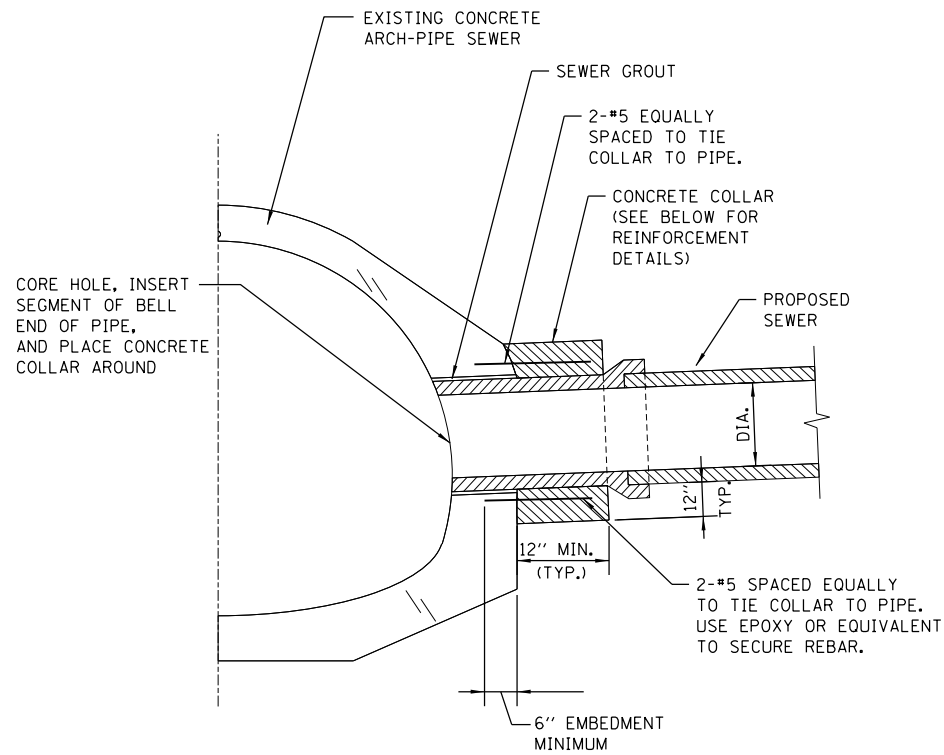
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO DEPARTMENT OF WATER MANAGEMENT (CDWM)
STANDARD DETAILS

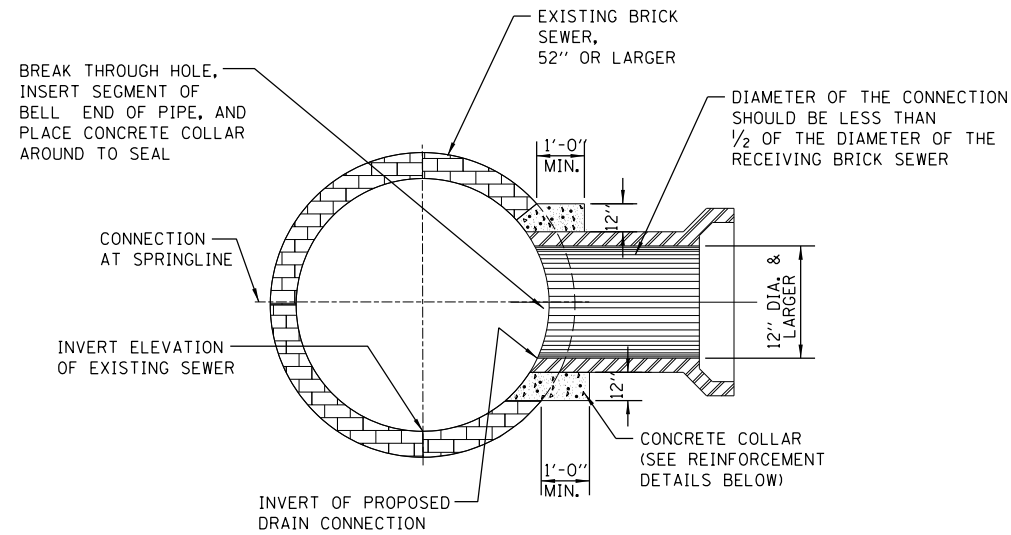
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F.A.I. RTE. 90/94/290	SECTION 2014-004R&B	COUNTY COOK	TOTAL SHEETS 706	SHEET NO. 662A
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

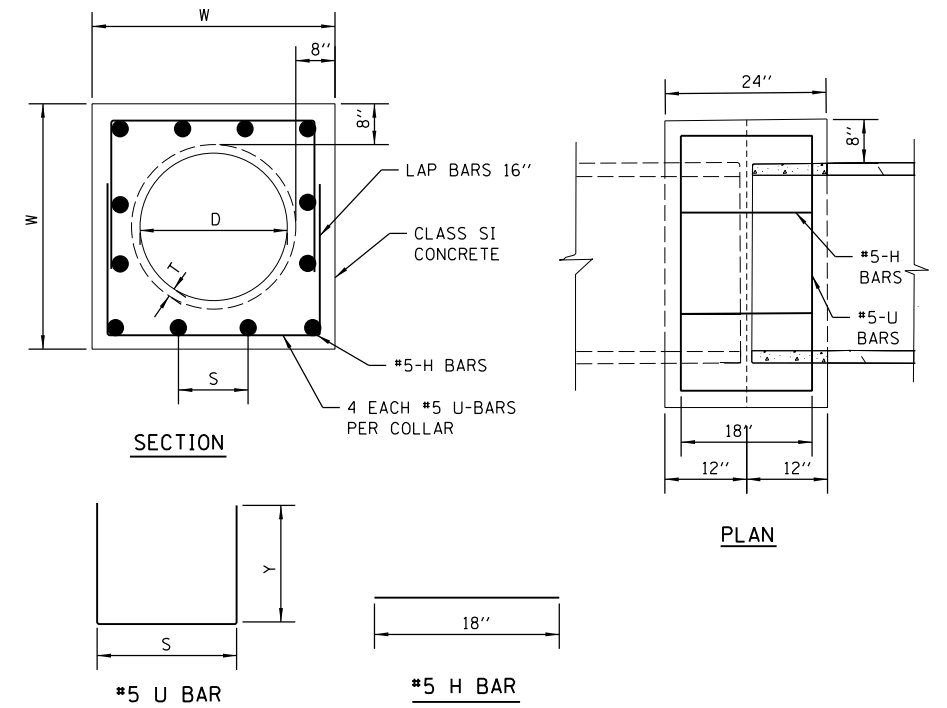
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EXAMPLE TYPICAL CONNECTION DETAIL
(NOT TO SCALE)



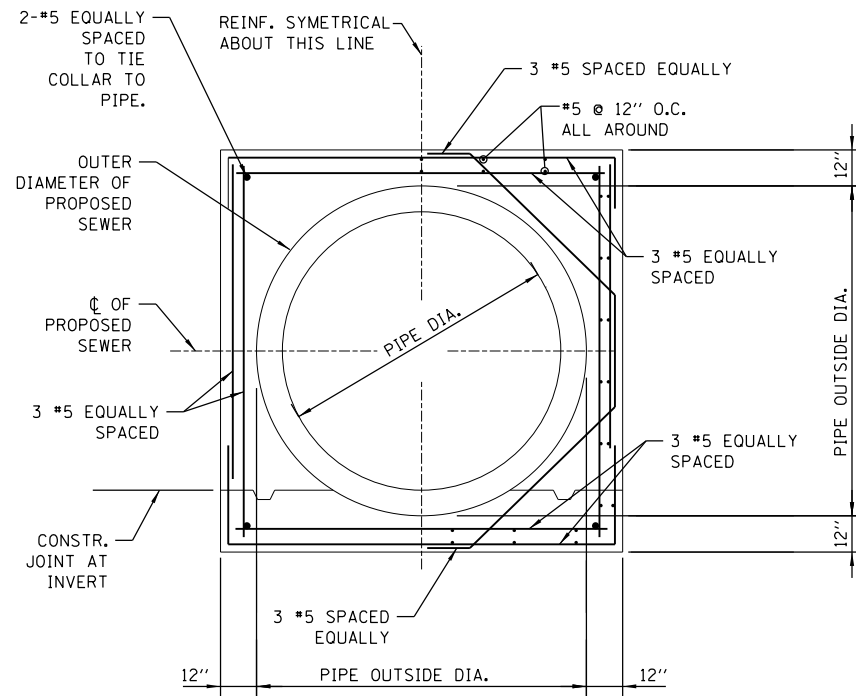
EXAMPLE TYPICAL BRICK SEWER CONNECTION FOR CONNECTING PIPE SIZES GREATER THAN 12\"/>



PIPE TO PIPE REINFORCED CONCRETE COLLAR DETAIL
SCALE: N.T.S.

CONCRETE COLLAR NOTES:

1. ALL ITEMS AND MATERIALS SHALL CONFORM TO THE LATEST IDOT SSRBC SPECIFICATIONS, UNLESS OTHERWISE NOTED IN SUPPLEMENTAL SPECIFICATIONS FOR THE SPECIFIC PROJECT BEING CONSTRUCTED.
2. ALL CONCRETE SHALL CONFORM TO IDOT SSRBC ARTICLE 1020.04, CLASS S1, WITH A COMPRESSIVE STRENGTH OF 3500 PSI.
3. ALL EPOXY COATED REINFORCEMENT BARS SHALL CONFORM TO IDOT SSRBC SECTION 508, AND ARTICLE 1006.10.
4. UNLESS OTHERWISE SHOWN, THE COVER FOR REINFORCING STEEL SHALL BE AS FOLLOWS: A.) CONCRETE CAST AGAINST PERMANENTLY EXPOSE EARTH: 3\"/>



EXAMPLE CONCRETE COLLAR REINFORCEMENT - SECTION
(NOT TO SCALE)

D	T	W	U BAR				H BAR				CLASS S1
			X	Y	QTY	LENGTH	S	QTY	LENGTH	CONCRETE	
RCP DIA.	PIPE THICKNESS	WIDTH									#5 EPOXY REBAR
(IN)	(IN)	(IN)	(IN)	(IN)	(EACH)	(FT)	(IN)	(EACH)	(FT)	(CU YD)	(LBS)
12"	2.00	32.0	26.00	21.00	4	22.7	8 1/8	12.0	18.0	0.42	42.5
15"	2.25	35.5	29.50	22.75	4	25.0	9 3/8	12.0	18.0	0.49	44.8
18"	2.50	39.0	33.00	24.50	4	27.3	10 1/2	12.0	18.0	0.57	47.2
21"	2.75	42.5	36.50	26.25	4	29.7	8 3/4	16.0	24.0	0.65	56.0
24"	3.00	46.0	40.00	28.00	4	32.0	9 5/8	16.0	24.0	0.72	58.4
27"	3.25	49.5	43.50	29.75	4	34.3	10 1/2	16.0	24.0	0.81	60.8
30"	3.50	53.0	47.00	31.50	4	36.7	11 3/8	16.0	24.0	0.89	63.3
33"	3.75	56.5	50.50	33.25	4	39.0	9 4/5	20.0	30.0	0.98	72.0
36"	4.00	60.0	54.00	35.00	4	41.3	10 1/2	20.0	30.0	1.07	74.4
42"	4.50	67.0	61.00	38.50	4	46.0	9 7/8	24.0	36.0	1.26	85.5
48"	5.00	74.0	68.00	42.00	4	50.7	11 1/8	24.0	36.0	1.46	90.4

*NOTE: OPTION TO USE WITHOUT REBAR

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DATE - 3/18/2016

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STANDARD REVISIONS	
DATE	DESCRIPTION
1/22/14	APPROVED PLAN

PERCENT COMPLETE	DATE
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BULLETIN	

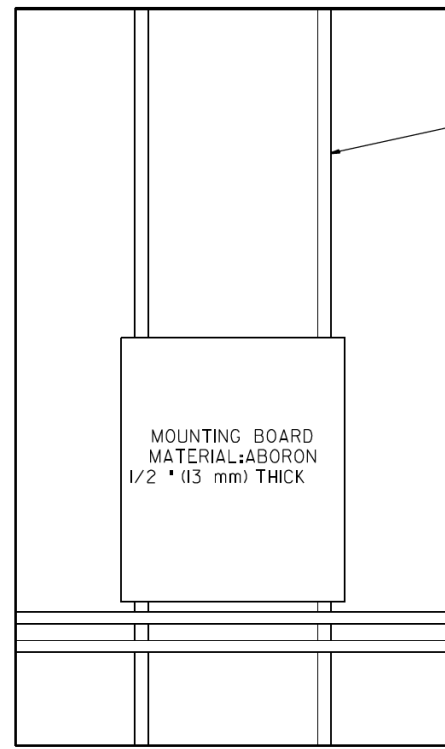
CITY OF CHICAGO
DEPARTMENT OF WATER MANAGEMENT
BUREAU OF ENGINEERING SERVICES

CONCRETE COLLAR /
CONNECTION DETAILS

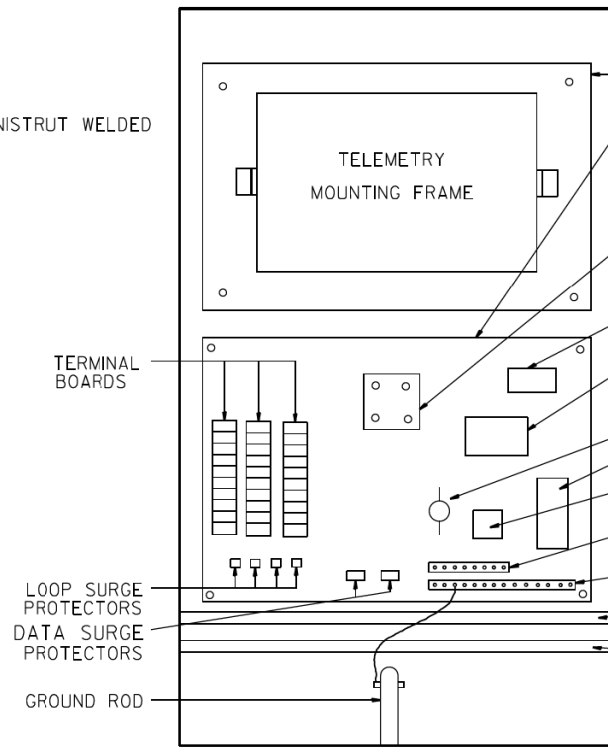
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REVIEWED:
OF
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**CHICAGO DEPARTMENT OF WATER MANAGEMENT (CDWM)
STANDARD DETAILS**
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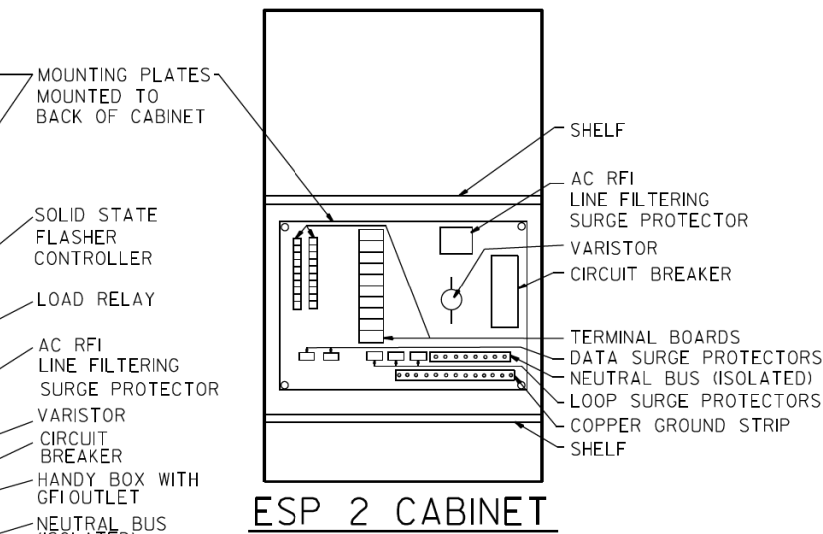
F.A.I. R.T.E. SECTION COUNTY TOTAL SHEETS SHEET NO.
90/94/290 2014-004R&B COOK 706 662B
CONTRACT NO. 60X78
ILLINOIS FED. AID PROJECT



SIDE VIEW ESP 3 & 4 CABINET



ESP 3 CABINET



ESP 2 CABINET

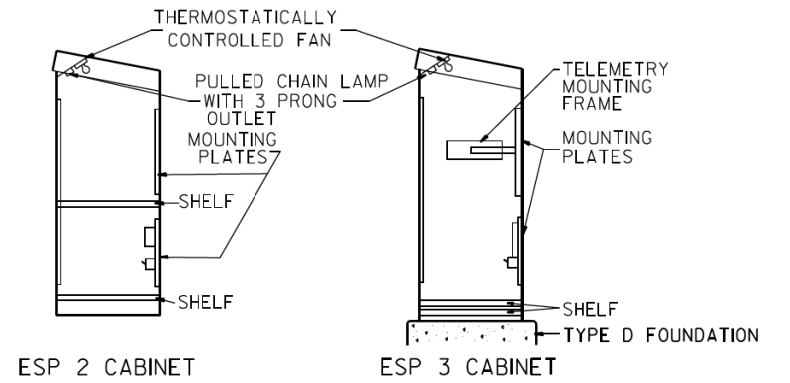
TYPICAL CABINET INTERIORS
STANDARD TRAFFIC SYSTEMS CENTER CABINETS

MINIMUM DIMENSIONS INSIDE

TYPE	HEIGHT (IN-mm)	WIDTH (IN-mm)	DEPTH (IN-mm)	THICKNESS (IN-mm)	MATERIAL
ESP1	22.5" (571.5 mm)	14.25" (361.95mm)	9.75" (247.65mm)	3/16" (4.76mm)	FABRICATED ALUMINUM
ESP2	36" (914.4mm)	20" (508.0mm)	15" (381.0mm)	7/32" (4.76mm)	FABRICATED ALUMINUM
ESP3	49.5" (1,260 mm)	30" (762.0mm)	17" (431.8mm)	3/16" (4.76mm)	FABRICATED ALUMINUM
ESP4	55" (1,400 mm)	44" (1,120 mm)	26" (660.4mm)	3/16" (4.76mm)	FABRICATED ALUMINUM

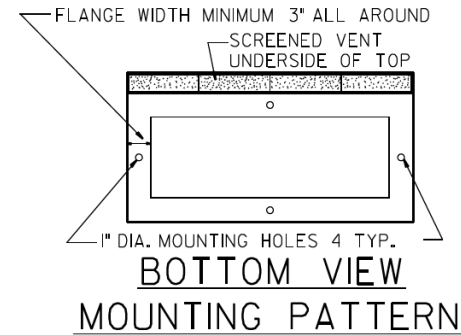
NOTES:

- CABINETS, CABINET POSTS AND CABINET PEDESTALS SHALL BE PRIMED AND PAINTED IN ACCORDANCE WITH SECTION T637 OF THE 'STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS'. THE FINAL COAT SHALL BE (X) IN COLOR. THE INTERIOR SHALL BE PAINTED WHITE. SIGNAL POSTS AND HEADS TO BE FEDERAL YELLOW 89-19(MAUTZ).
- CABINETS SHALL BE INSTALLED IN ACCORDANCE WITH APPLICABLE PORTIONS OF SECTION T400 OF THE 'STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS'.
- ALL CABINETS WHICH ARE SERVICED BY 117 VOLTS A.C. POWER SHALL BE EQUIPPED WITH A 10 AMP CIRCUIT BREAKER, A.C.R.F.I. LINE FILTERING SURGE PROTECTOR, VARIATOR, DATA SURGE AND LOOP SURGE PROTECTORS AS INCIDENTAL TO THE COST OF THE CABINET. CMS CABINETS TYPE IV SHALL HAVE A 60 AMP. CIRCUIT BREAKER MINIMUM.
- ESP 2/3/4 CABINETS SHALL BE FITTED WITH A THERMOSTATICALLY CONTROLLED FAN. IT SHALL BE MOUNTED AT THE TOP OF THE CABINET. THE FAN SHALL BE CAPABLE OF OPERATING AT 130 CPM AT 160' (48.8 m) OF STATIC WATER PRESSURE. A PORCELAIN BASED PULL CHAIN FIXTURE WITH 3 PRONG OUTLET SHALL ALSO BE PROVIDED.
- RAMP METERING ESP 3 TYPE CABINETS SHALL ALSO BE EQUIPPED WITH A LOAD RELAY AND 2 CIRCUIT FLASHER. LAMPS, FAN, LOAD RELAY, AND 2 CIRCUIT FLASHER SHALL BE INCIDENTAL TO THE COST OF THE CABINET
- INCIDENTAL TO THE COST OF EACH CABINET THE CONTRACTOR SHALL CONSTRUCT A 5 INCH (130mm) PCC SIDEWALK OF A RECTANGULAR AREA 3 FEET (915 mm) BY 4 FEET (1,250 mm) IMMEDIATELY ADJACENT TO THE CABINET FOUNDATION ON THE SAME SIDE OF THE FOUNDATION AS THE CABINET DOOR TO PROVIDE FOOTING DURING INSTALLATION AND MAINTENANCE.
- ANCHOR BOLTS FOR PEDESTAL AND BASE MOUNTED CABINETS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE CABINET.
- ALL CABINETS SHALL HAVE TERMINAL BLOCKS AND SHELVES AS SHOWN. THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE CABINET.
- THE CABINET DOOR SHALL BE HINGED ON THE RIGHT SIDE WHEN FACING THE CABINET. THE DOOR SHALL BE FURNISHED WITH A GASKET THAT SHALL FORM A WEATHER TIGHT SEAL BETWEEN THE CABINET AND DOOR. THE HINGES SHALL BE CONTINUOUS AND BOLTED TO THE CABINET AND DOOR UTILIZING 1/4-20 STAINLESS STEEL CARRIAGE BOLTS AND NY-LOCK NUTS. THE HINGES WILL BE MADE OF STAINLESS STEEL WITH A 0.25 INCH (6.35 mm) DIAMETER STAINLESS STEEL HINGE PIN. THE HINGE PIN SHALL BE CAPPED TOP AND BOTTOM BY WELD TO RENDER IT TAMPER PROOF.
- THE LATCHING MECHANISM SHALL BE A 3 POINT DRAW ROLLER TYPE. THE CENTER CATCH AND PUSHRODS SHALL BE EITHER CADMIUM OR ZINC PLATED, TYPE II CLASS I. PUSHRODS WILL BE TURNED EDGEWISE AT THE OUTWARD SUPPORTS AND SHALL BE 0.25 INCH (6.35 mm) BY 0.75 INCH (19.05 mm), MINIMUM. ROLLERS SHALL HAVE A MINIMUM DIAMETER OF 0.875 INCH (22.22 mm) AND WILL BE MADE OF NYLON. THE CENTER CATCH SHALL BE FABRICATED FROM 0.14 INCH (3.55 mm) STEEL, MINIMUM. WHEN THE DOOR IS CLOSED AND LATCHED, IT WILL BE LOCKED. THE LATCHING HANDLE SHALL HAVE A PROVISION FOR PADLOCKING IN THE CLOSED POSITION. AN OPERATING HANDLE SHALL BE FURNISHED WITH EACH LOCK. THE HANDLE WILL BE STAINLESS STEEL WITH A 0.75 INCH (19.05 mm) DIAMETER SHANK.
- THE ENCLOSURE SHALL BE EQUIPPED WITH TWO ADJUSTABLE 'C' MOUNTING CHANNELS WELDED ON BOTH SIDE WALLS AND BACK WALL OF THE ENCLOSURE, ALLOWING VERSATILE POSITIONING OF SHELVES OR PANELS. MOUNTING CHANNELS SHALL BE FACTORY PAINTED SAME COLOR AS INTERIOR OF CABINET.
- CABINET DOOR SHALL NOT HAVE COMPARTMENT DOORS OR LOUVERS.
- ALL FIELD CABINETS SHALL BE FITTED WITH BRASS LOCKS.
- ESP TYPE 2 & 3 CABINETS FITTED WITH TWO SHELVES AS SHOWN.
- POST TOP MOUNTED CABINETS, SHALL HAVE A 0.25 INCH (6.3 mm) BOTTOM OF CABINET WELDED.
- THE CONTROL CABINET SHALL BE SET PLUMB ON THE FOUNDATION AND FASTENED TO THE ANCHOR BOLTS WITH NUTS AND WASHERS. FLAT WASHERS SHALL BE INSTALLED BELOW AND ABOVE THE BASE PLATE OF THE CONTROL CABINET. LOCKWASHERS SHALL BE INSTALLED ON TOP OF THE TOP FLAT WASHER.



PROFILE VIEWS

NOTE: MOUNTING PLATES TO BE MOUNTED TO BACK PANEL OF CABINET



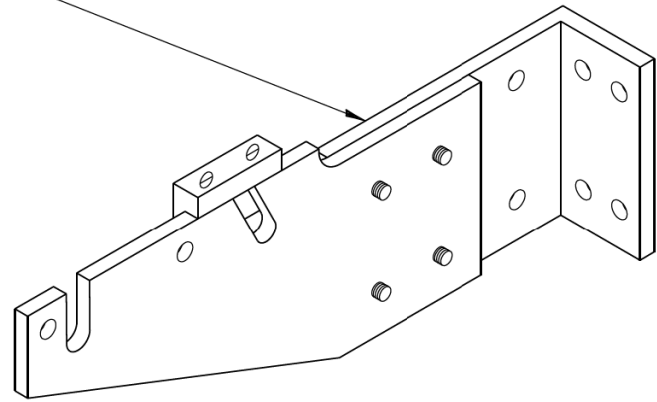
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- | | |
|------------------|---------------------|
| EDENS | WALNUT * |
| KENNEDY | BLUE STREAK ** |
| EISENHOWER | CARIBBEAN BLUE * |
| I-290/IL53/I-355 | POST OFFICE BLUE ** |
| RYAN | YELLOW STONE II ** |
| I-55 | MEDIUM BRONZE * |
| I-57 | RED BARON ** |
| CAL-KING | BLUE STREAK ** |
| LAKE SHORE DR. | GREEN * |
| I-80 | STATUARY BRONZE ** |
- ALL RAMP METERING CABINETS LIME GREEN ***. ALL POSTS, T.S. HEADS AND SERVICES WILL BE PAINTED FEDERAL YELLOW.
- * MORTON POWDER PAINT COLOR OR EQUIVALENT.
** O'BRIEN POWDER PAINT COLOR OR EQUIVALENT.
*** BENJAMIN MOORE ENAMEL COLOR OR EQUIVALENT.

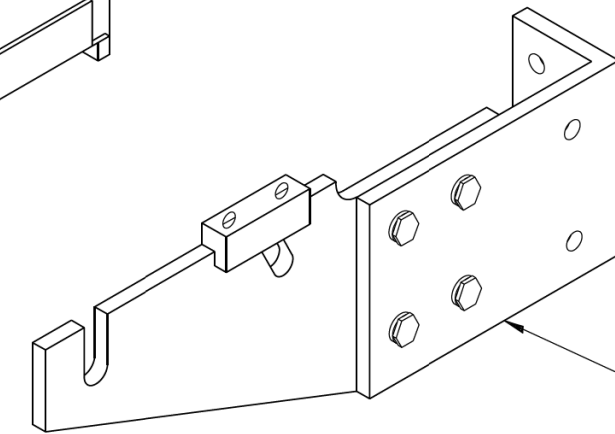
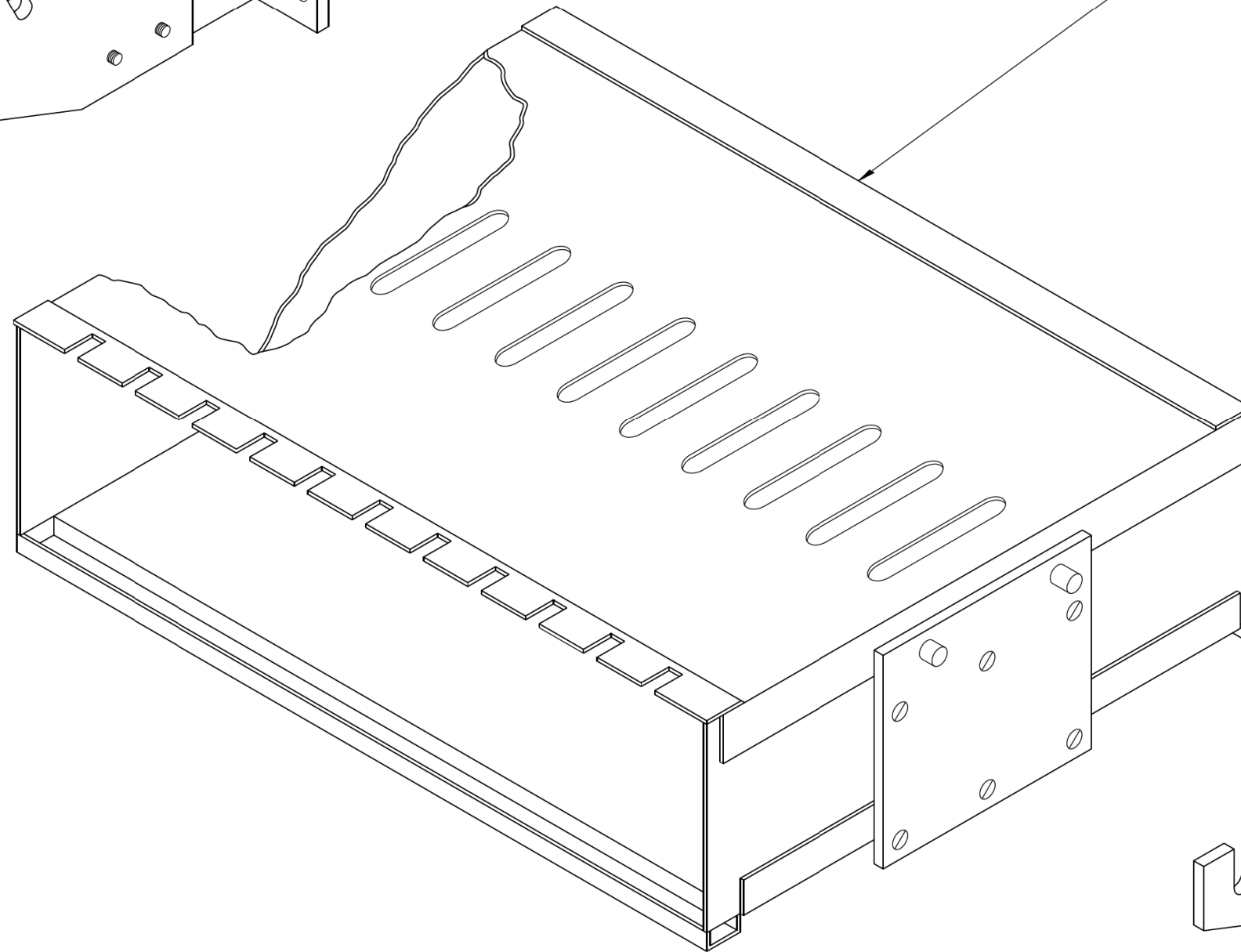
NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR CONFORMING TO COLOR REQUIREMENTS

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#MODEL#		CHECKED - R.L.	REVISED - 02/98			CONTRACT NO.						
		DATE - 06/21/94	REVISED - 03/99			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

CRADLE



II MODULE MOUNTING FRAME
(FOR II TYPE "A" PLUG-IN TYPE TONE MODULES)



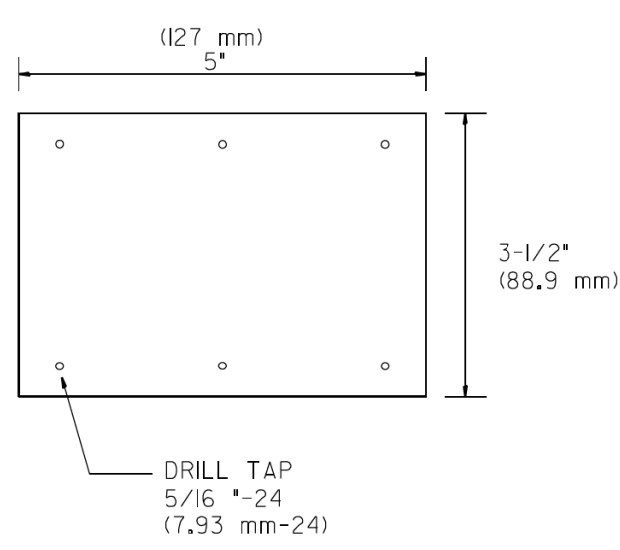
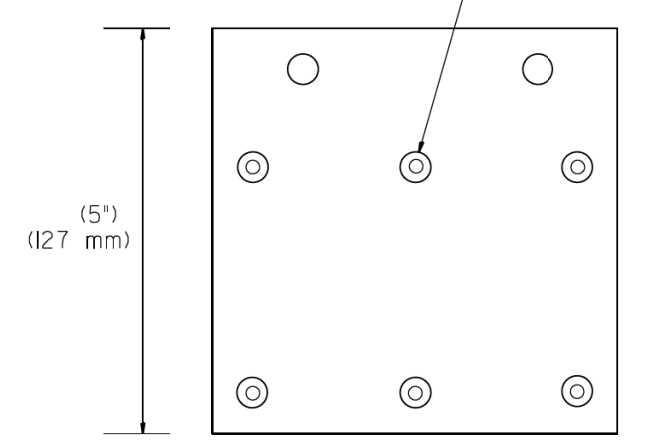
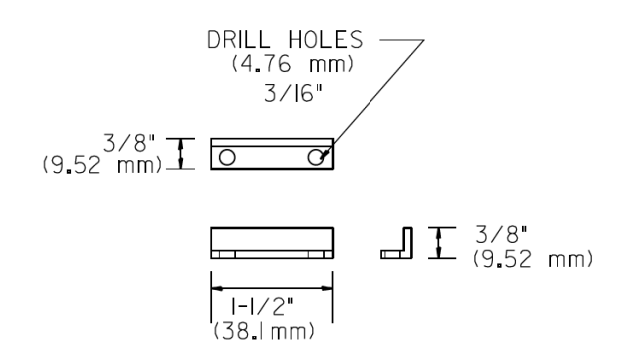
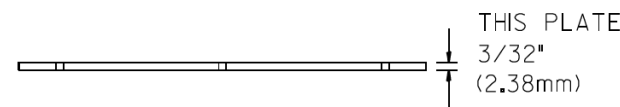
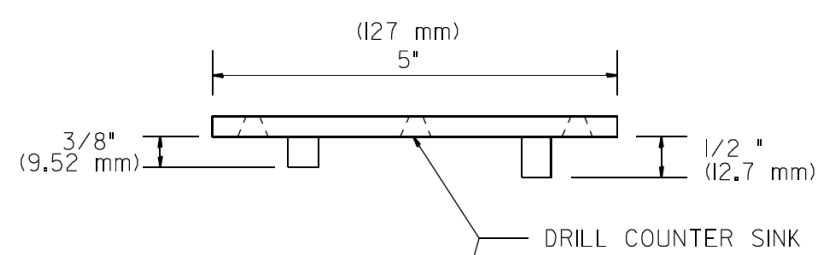
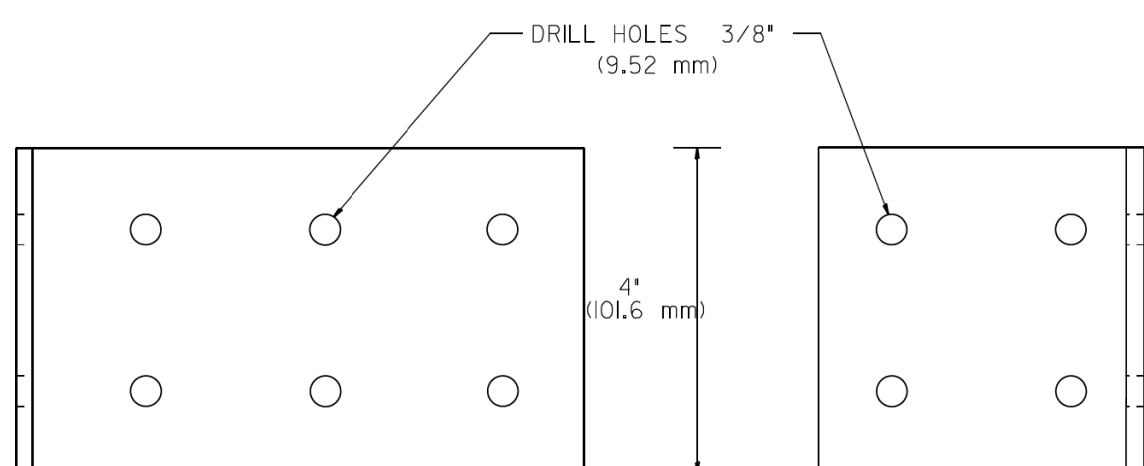
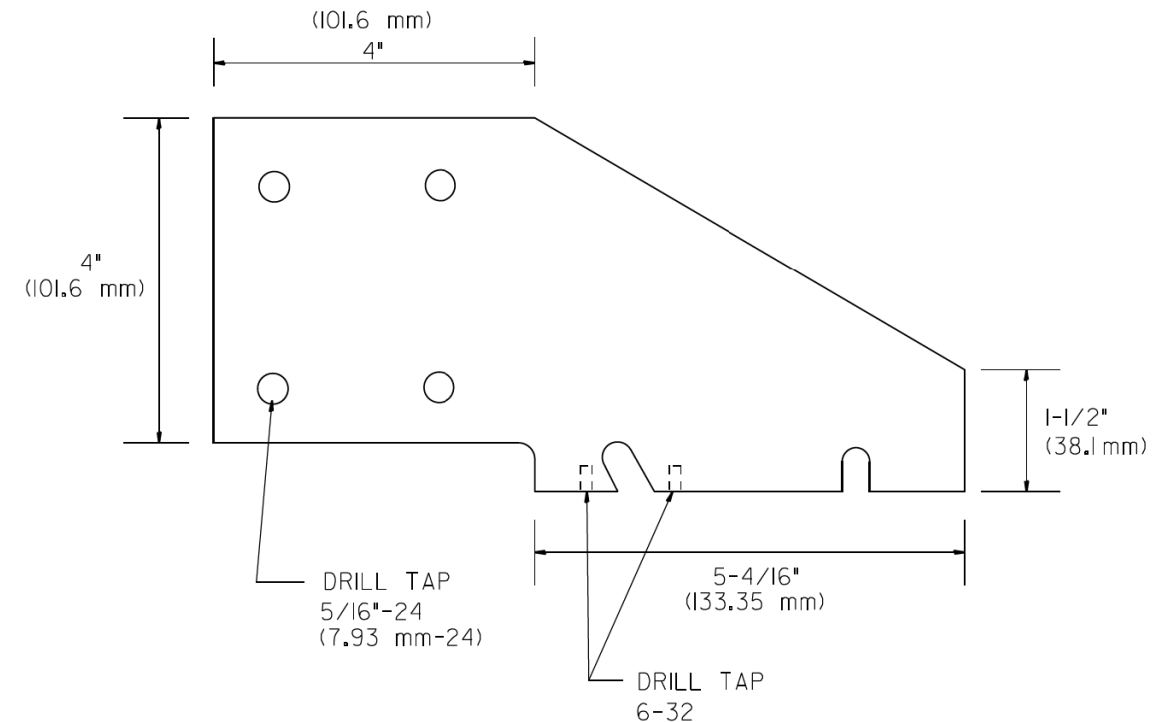
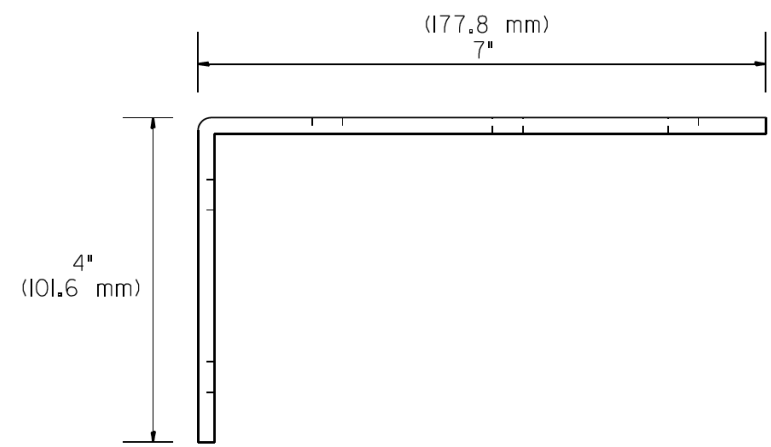
CRADLE

NOTE:

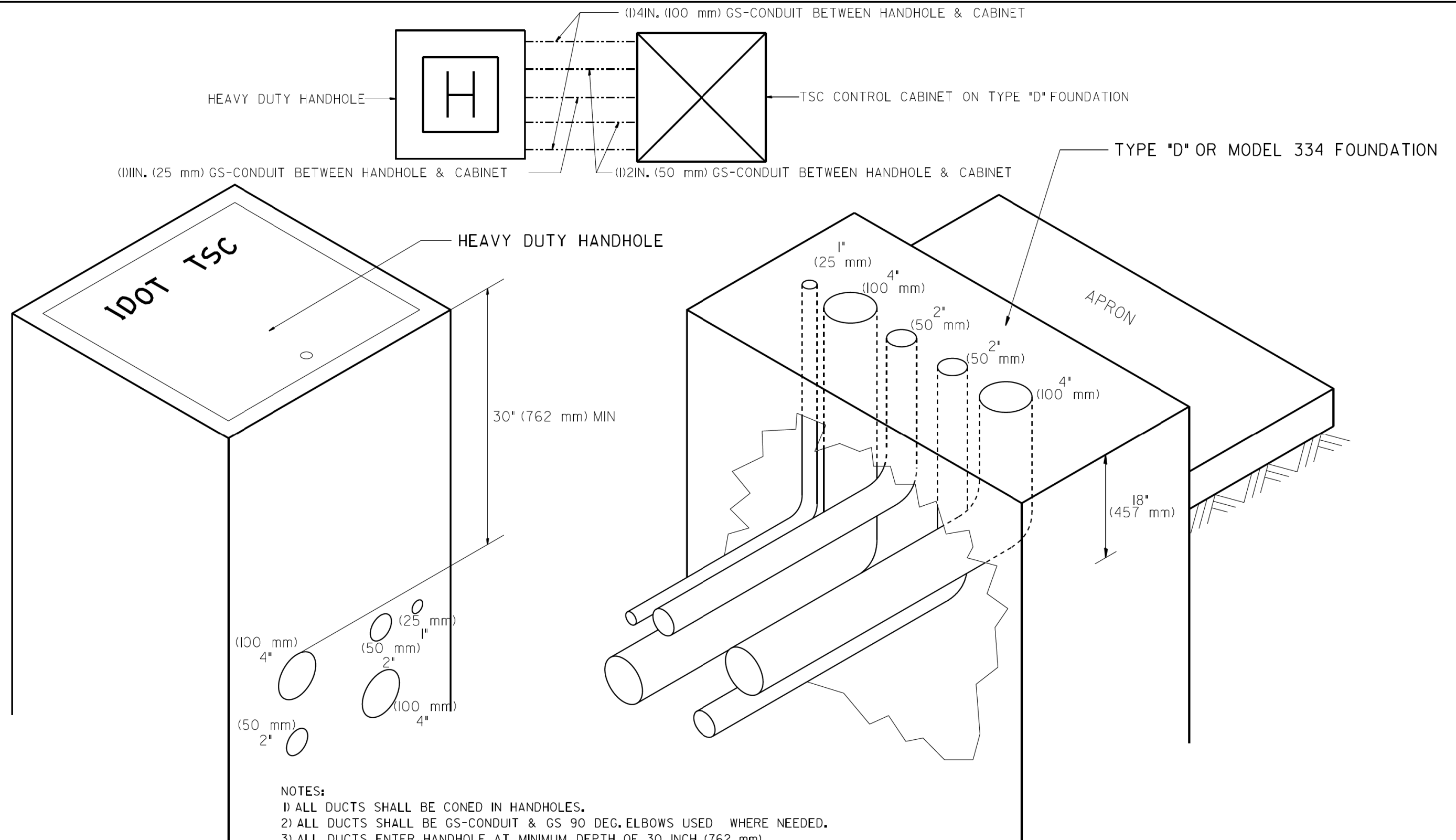
TYPE "A" TONE MODULES ARE PLUG
IN UNIT MEASURING 5-7/32" (132.55 mm) X 1.5" (38.1mm) X 13-3/4" (349.25 mm)

FILE NAME =	USER NAME = #USER#	DESIGNED - R.L.	REVISED - 06/94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC SYSTEMS CENTER	FIELD MOUNTING FRAME WITH CRADLE ASSEMBLY			F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN - G.M.	REVISED - 09/96								706	664
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		DATE - 06/21/94	REVISED -		SCALE: NONE	SHEET	OF	SHEETS	STA.	TO	STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

TRAFFIC SYSTEMS CENTER (TY-ITSC-400#6)



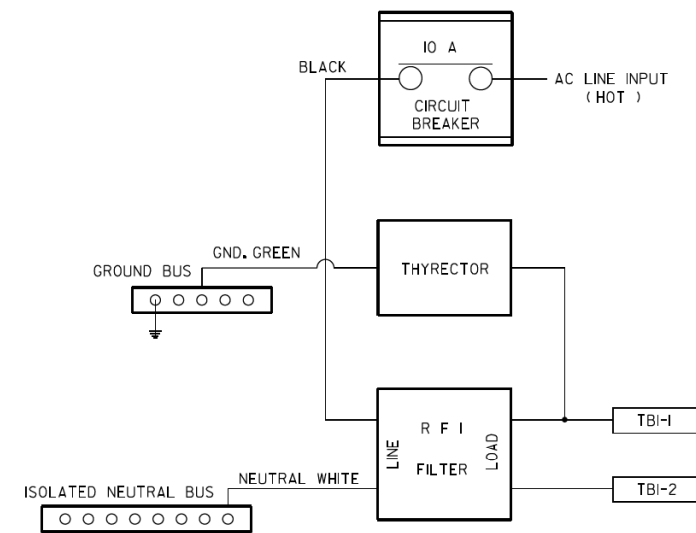
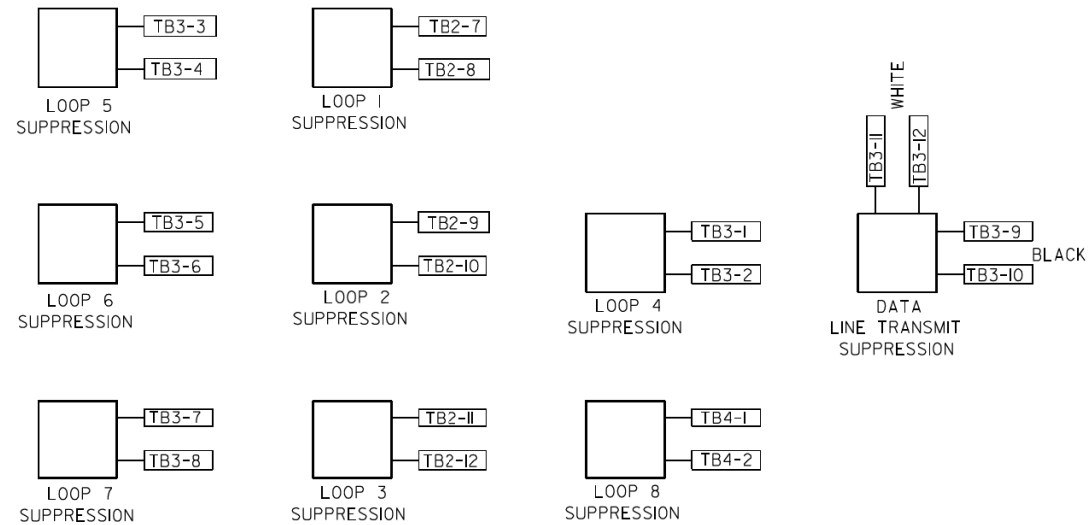
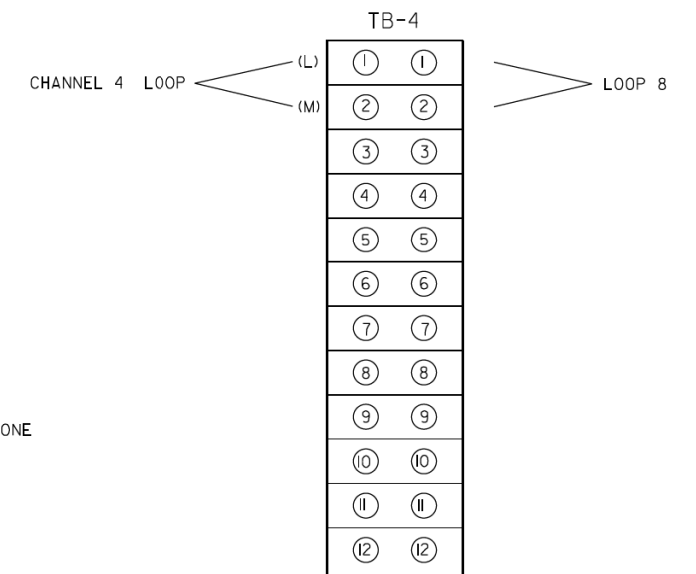
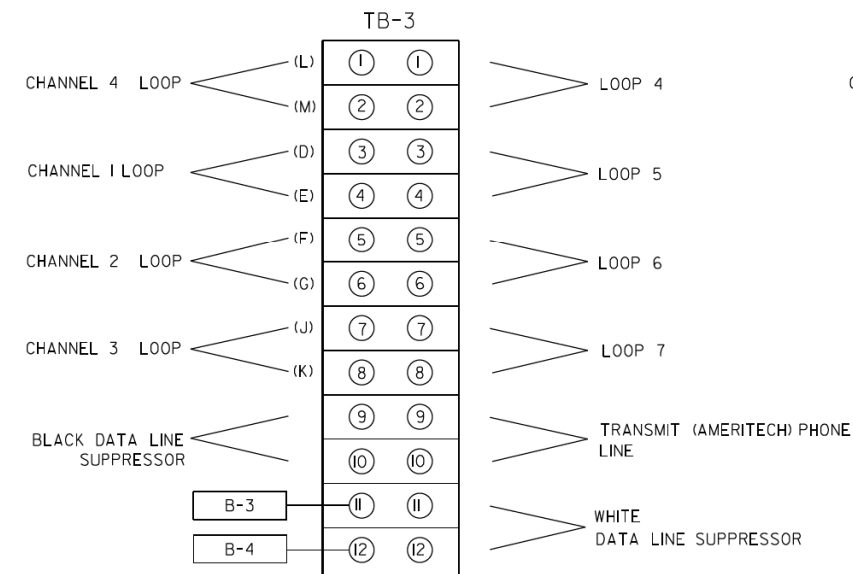
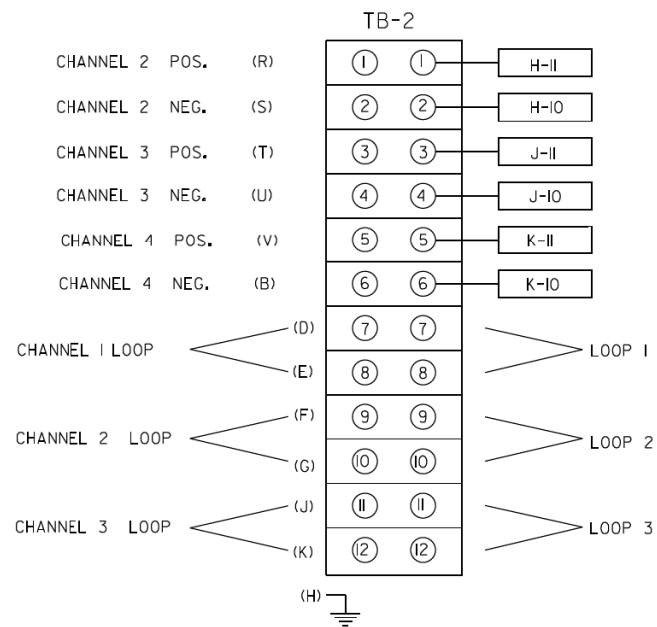
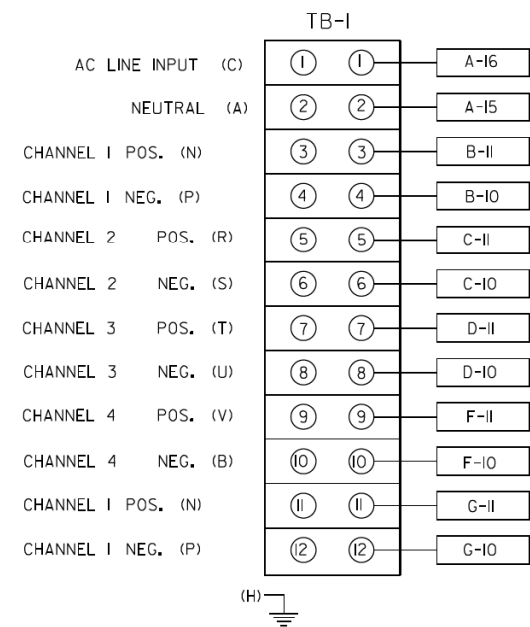
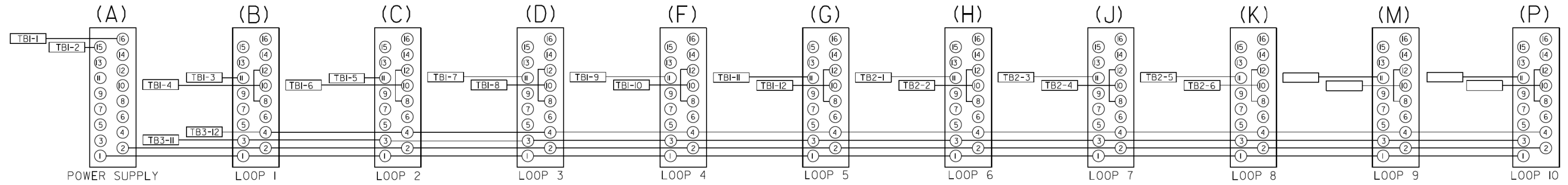
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#FILEL#		DRAWN - G.M.	REVISED - 09/96		SCALE: NONE	SHEET	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	706	665
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		DATE - 06/21/94	REVISED -		TRAFFIC SYSTEMS CENTER (TY-ITSC-400#7)								

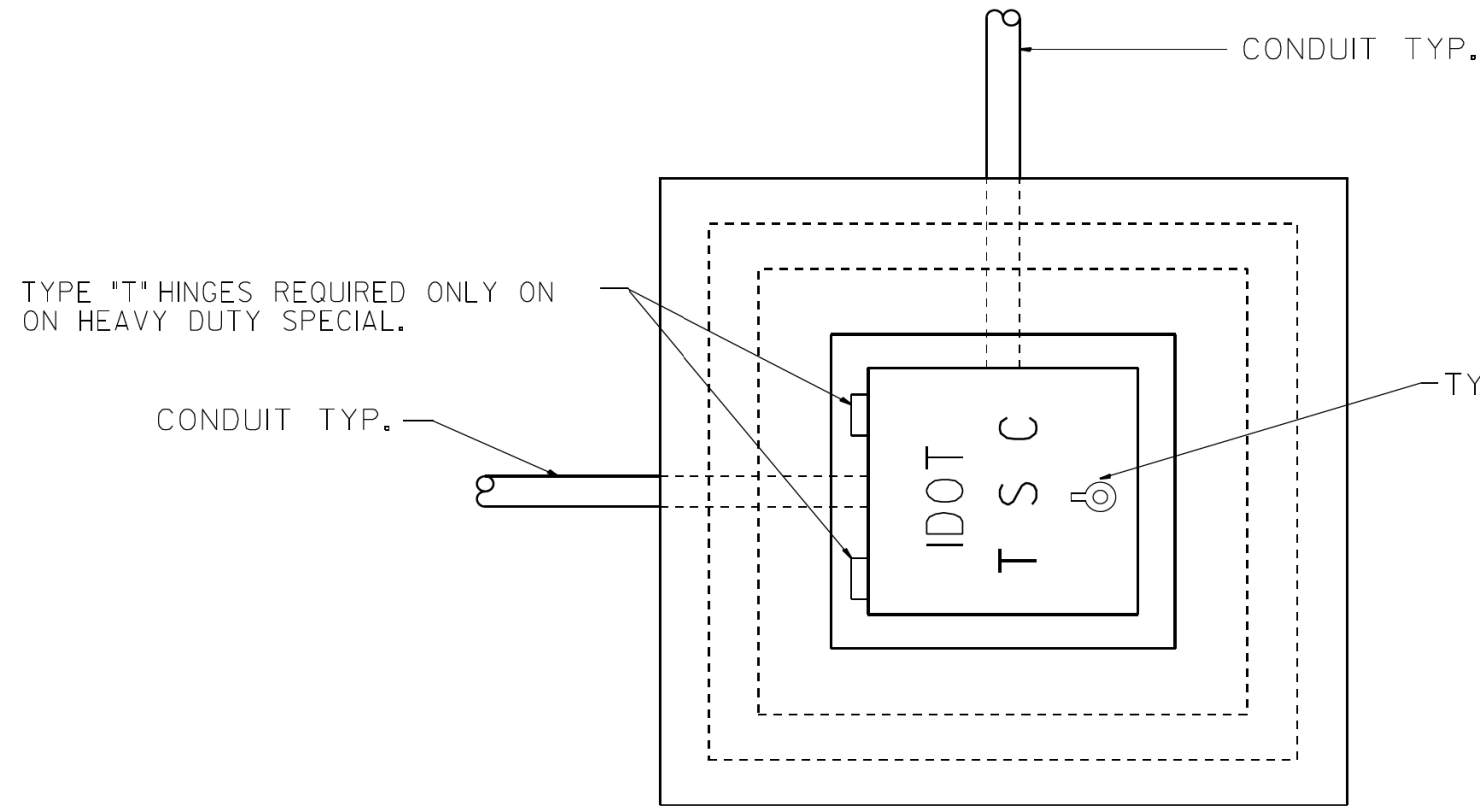


- NOTES:
- 1) ALL DUCTS SHALL BE CONED IN HANDHOLES.
 - 2) ALL DUCTS SHALL BE GS-CONDUIT & GS 90 DEG. ELBOWS USED WHERE NEEDED.
 - 3) ALL DUCTS ENTER HANDHOLE AT MINIMUM DEPTH OF 30 INCH (762 mm)
 - 4) ALL HANDHOLE COVERS SHALL READ "IDOT TSC".
 - 5) ALL CABINET HANDHOLES SHALL BE HEAVY DUTY.
 - 6) DUCTS SHALL BE CENTERED IN CABINET FOUNDATION/HANDHOLE AS SHOWN.
 - 7) CONDUITS SHALL BE SPACED 305 mm (1FOOT) CENTER TO CENTER IN HEAVY DUTY HANDHOLE.
 - 8) INSTALL 3/4" X 10' (20 mm X 3 m) COPPER CLAD STEEL GROUND ROD IN HDHH PROVIDED AS CABINET PAD. EXOTHERMIC WELD CONNECTION FROM GROUND ROD TO #6 GROUND WIRE INSULATED (GREEN).
 - 9) BOND ALL GSC CONDUITS IN CABINET FOUNDATION.
 - 10) INSTALL #6 GROUND WIRE IN 1IN. (25 mm) GSC FROM HANDHOLE TO CABINET.
 - 11) TYPE "D" FOUNDATION SHALL BE 18" FROM TOP OF FOUNDATION TO FINISHED GRADE.

FILE NAME =	USER NAME = #USER#	DESIGNED - R.L.	REVISED - 09/96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC SYSTEMS CENTER	CABINET - HANDHOLE CONDUIT DETAIL	F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN - G.M.	REVISED - 03/99						706	666	
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		DATE - 06/05/95	REVISED - 07/2010						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

BACK VIEW OF TONE RACK



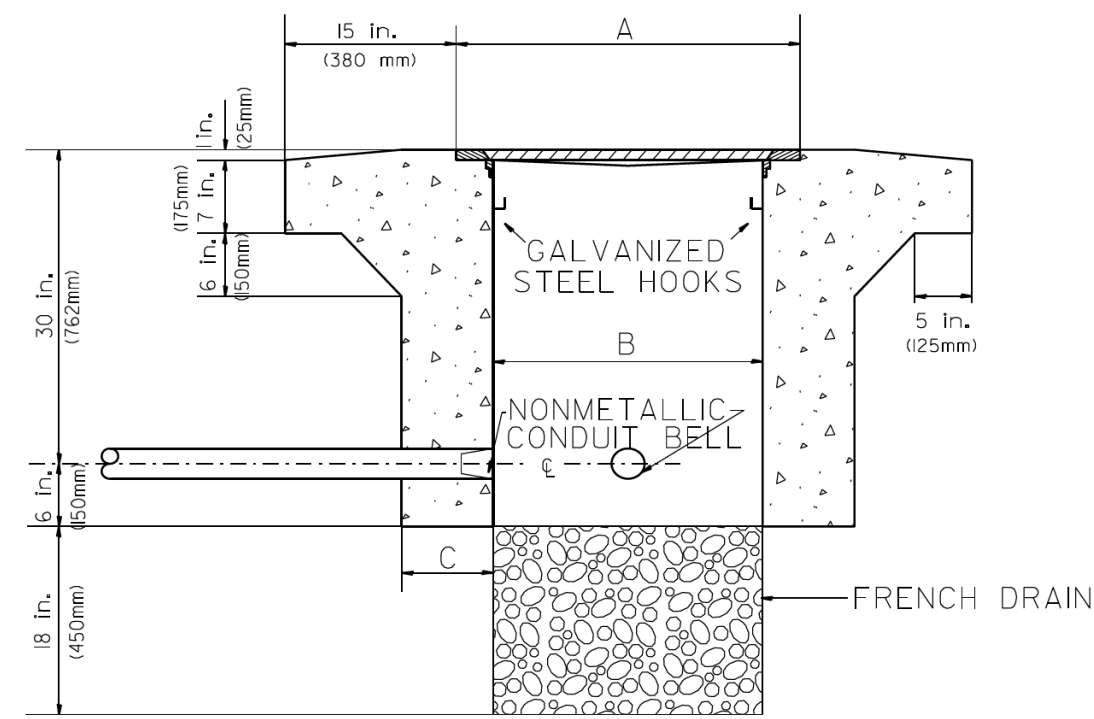


PLAN

HEAVY DUTY HANDHOLE MINIMUM DIMENSIONS (UNHINGED)

A	28" (711 mm)
B	22" (559 mm)
C	8" (200 mm)

(FRAME AND COVER 260 LBS. (118 Kg.) MIN.)



ELEVATION

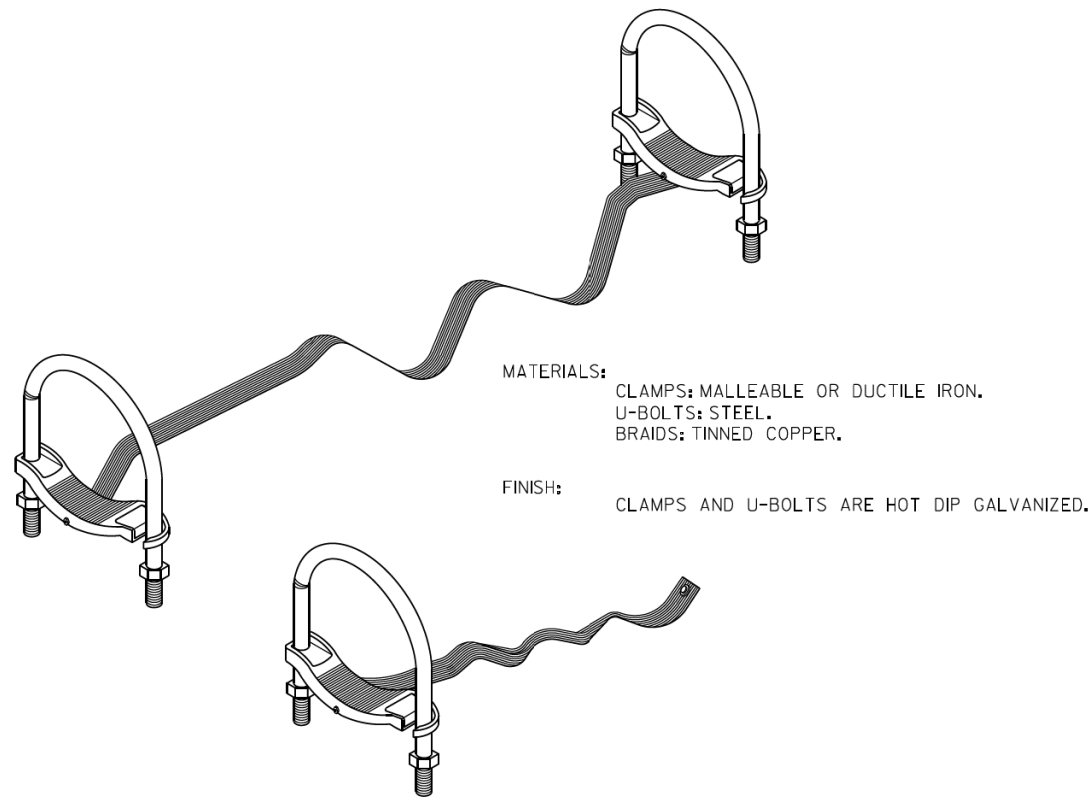
HEAVY DUTY HANDHOLE SPECIAL MINIMUM DIMENSIONS

A	31.5" (800 mm)
B	30.0" (762 mm)
C	10.0" (250 mm)

(FRAME AND COVER 405 LBS. (184 Kg. (405))

PC CONCRETE - HEAVY DUTY HAND HOLE

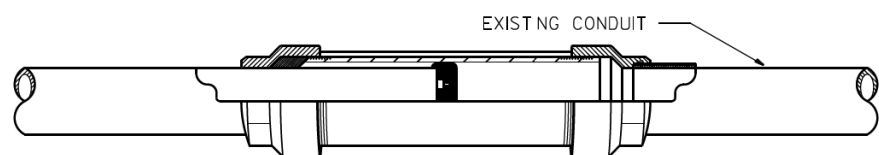
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#MODELNAME#		CHECKED - R.L.	REVISED -					CONTRACT NO.				
		DATE - 09/11/96	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



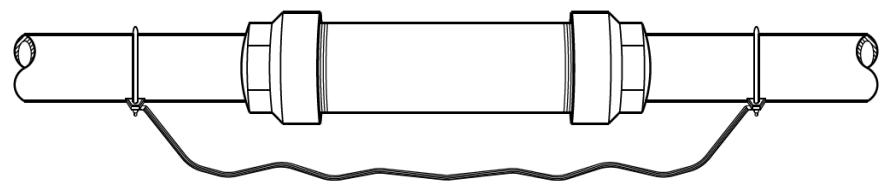
MATERIALS:
 CLAMPS: MALLEABLE OR DUCTILE IRON.
 U-BOLTS: STEEL.
 BRAIDS: TINNED COPPER.

FINISH:
 CLAMPS AND U-BOLTS ARE HOT DIP GALVANIZED.

GROUNDING & BONDING JUMPERS FOR RIGID STEEL, IMC & EMT



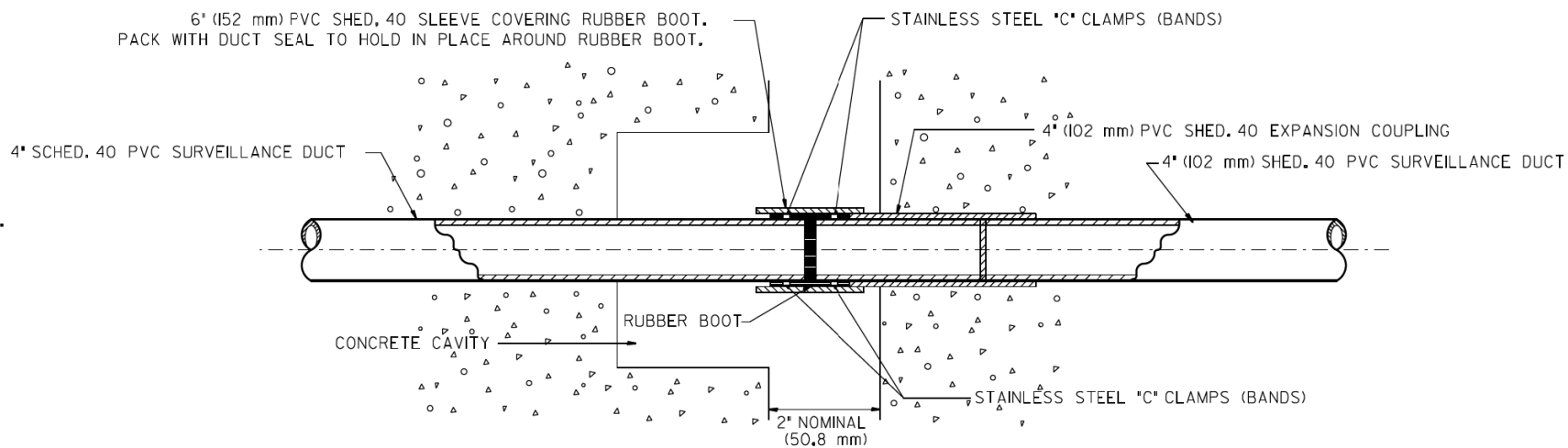
CROSS SECTION



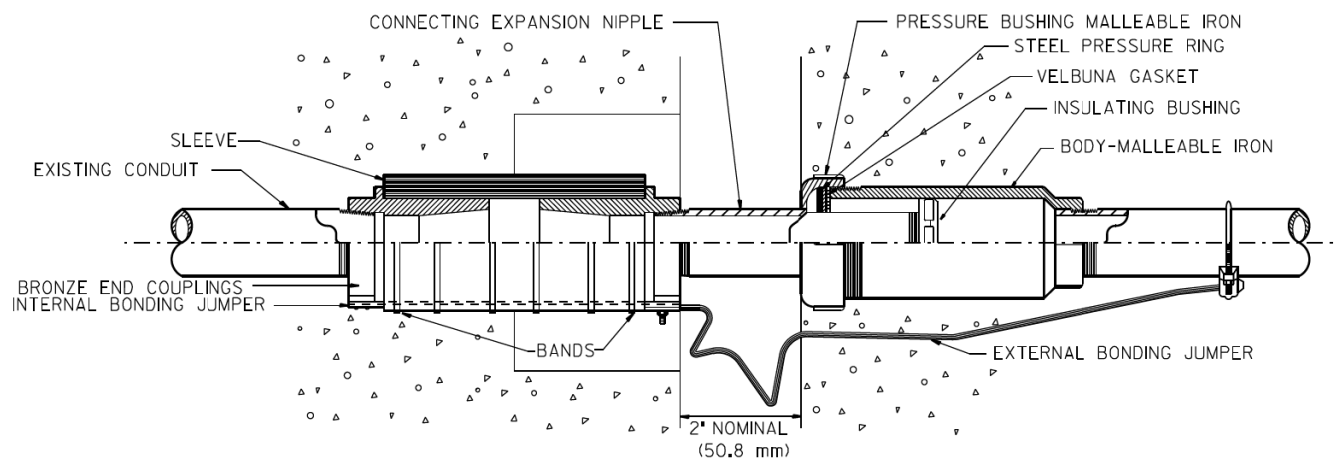
BONDING EXPANSION FITTINGS

MATERIALS:
 HEAD: MALLEABLE OR DUCTILE IRON.
 SLEEVE: STEEL.
 INSULATING BUSHING: PHENOLIC.

FINISH:
 HOT DIP GALVANIZED.



EXPANSION/DEFLECTION FITTING



COMBINATION DEFLECTION/EXPANSION FITTINGS FOR RIGID METAL CONDUIT & IMC

FITTING CAN BE USED EXPOSED OR EMBEDDED IN CONCRETE.

MATERIALS:
 SLEEVE: NEOPRENE.
 END COUPLINGS: BRONZE.
 BONDING JUMPER: TINNED COPPER BRAIDS.
 BANDS: STAINLESS STEEL.

FINISH:
 ALL MALLEABLE, DUCTILE IRON OR STEEL PARTS
 ARE HOT DIP GALVANIZED.

FILE NAME =	USER NAME = #USER#	DESIGNED - R.L.	REVISED - 03/99
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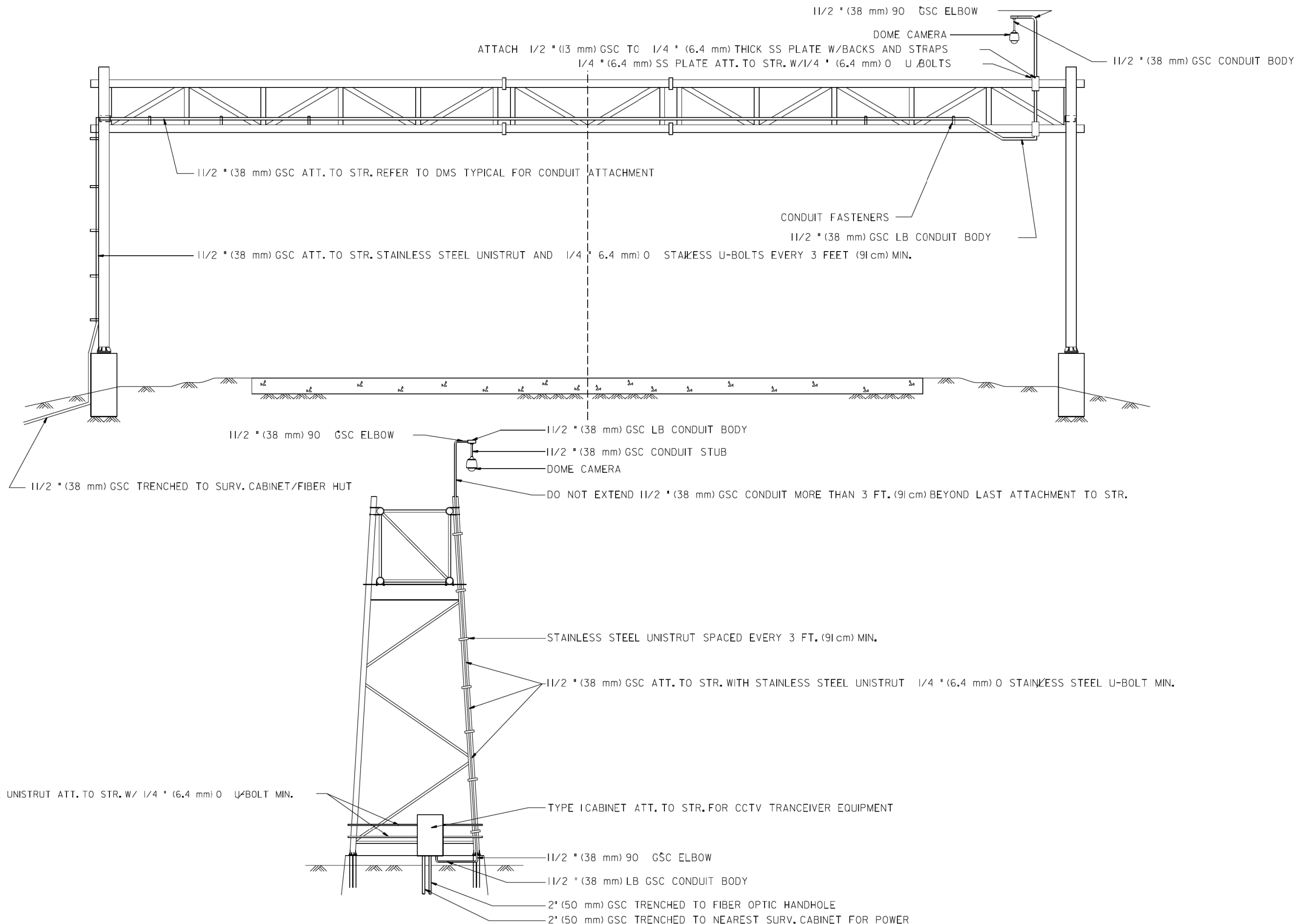
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 TRAFFIC SYSTEMS CENTER

EXPANSION FITTING DETAIL SHEET

SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			706	669
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TRAFFIC SYSTEMS CENTER (TY-ITSC-400#18)



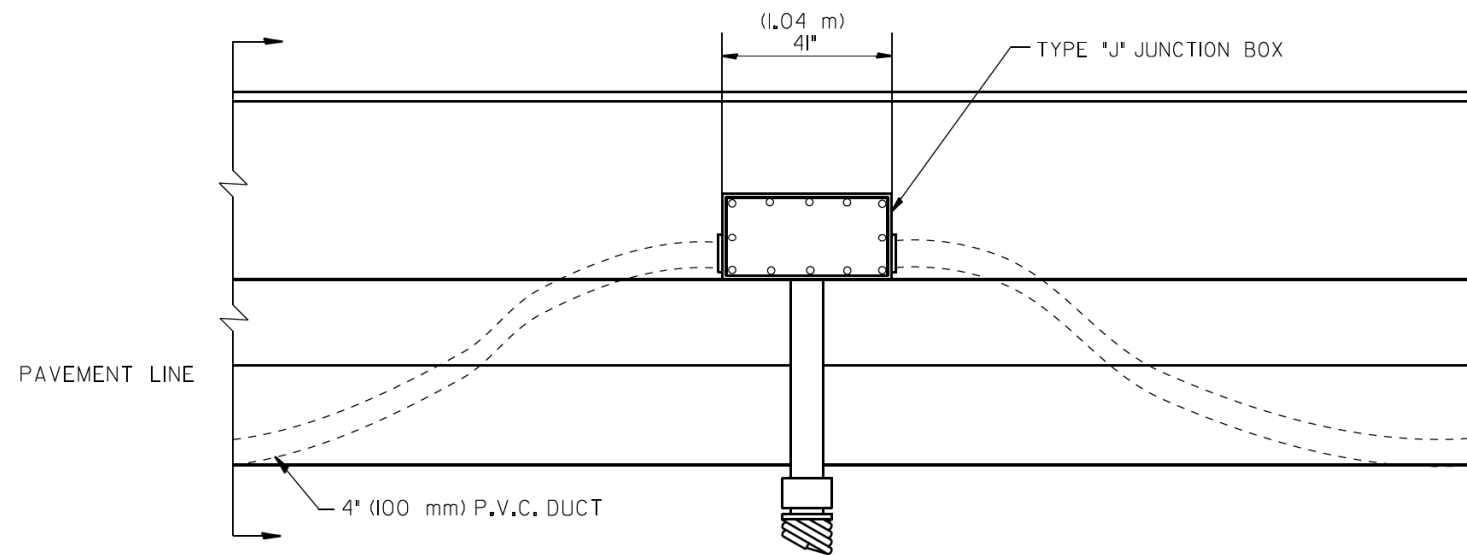
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TRAFFIC SYSTEMS CENTER

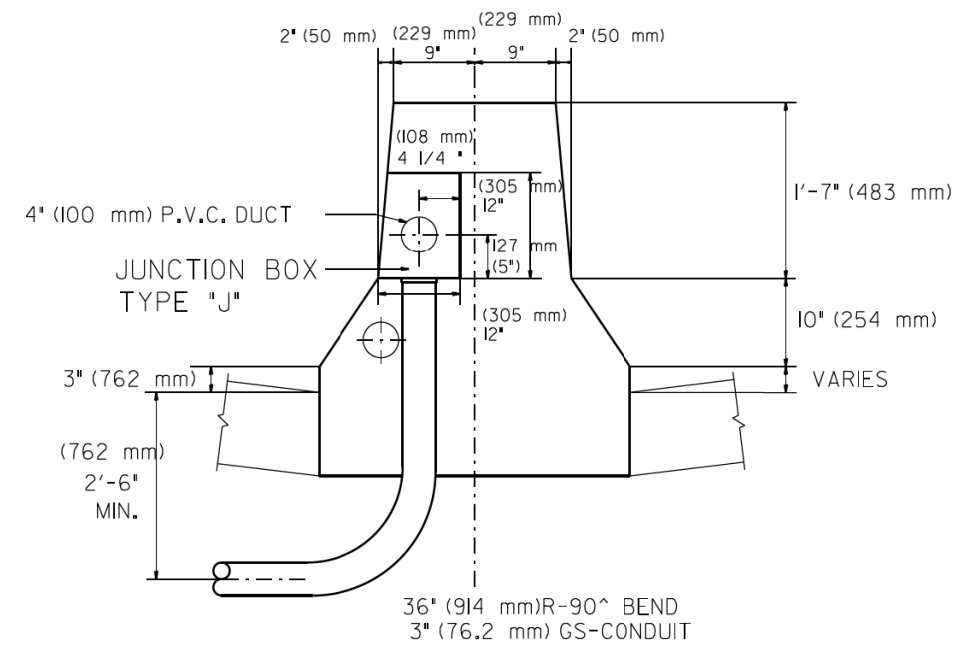
CAMERA
INSTALLATION DETAILS

SCALE: NONE SHEET OF SHEETS STA. TO STA.

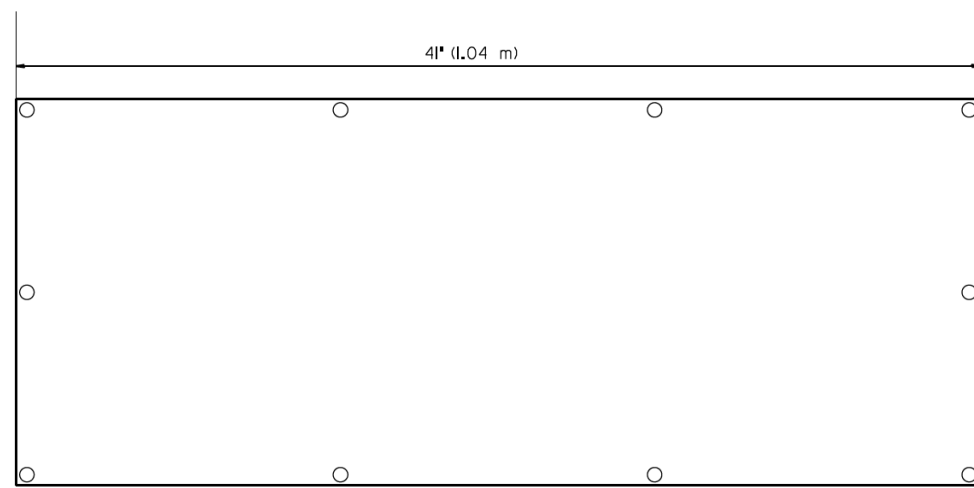
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			706	670
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



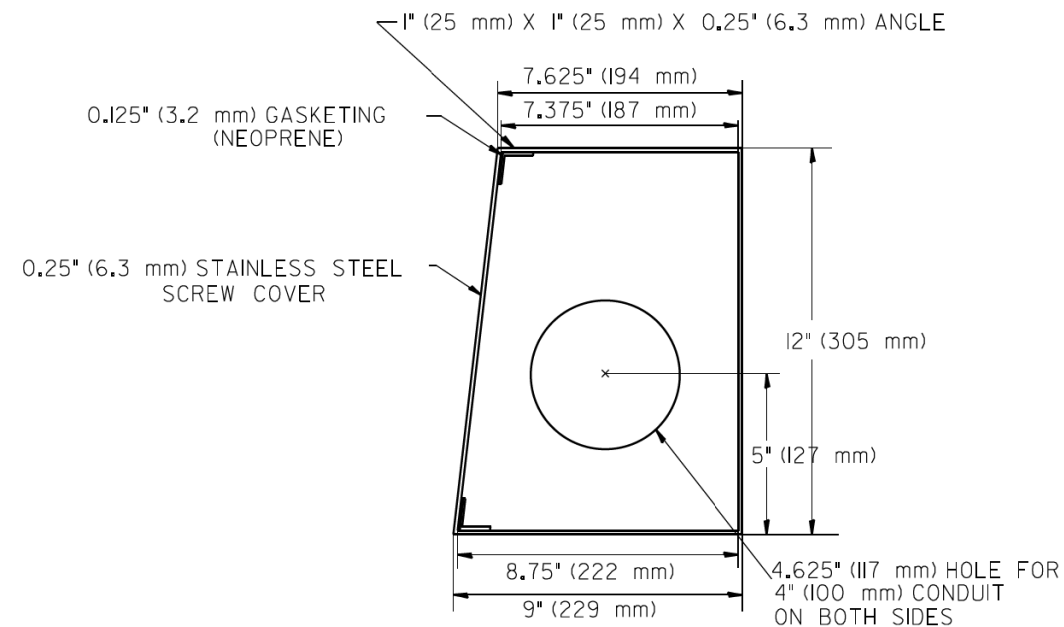
ELEVATION
BARRIER WALL DUCT DETAIL



DOUBLE FACED BARRIER WALL



FRONT VIEW

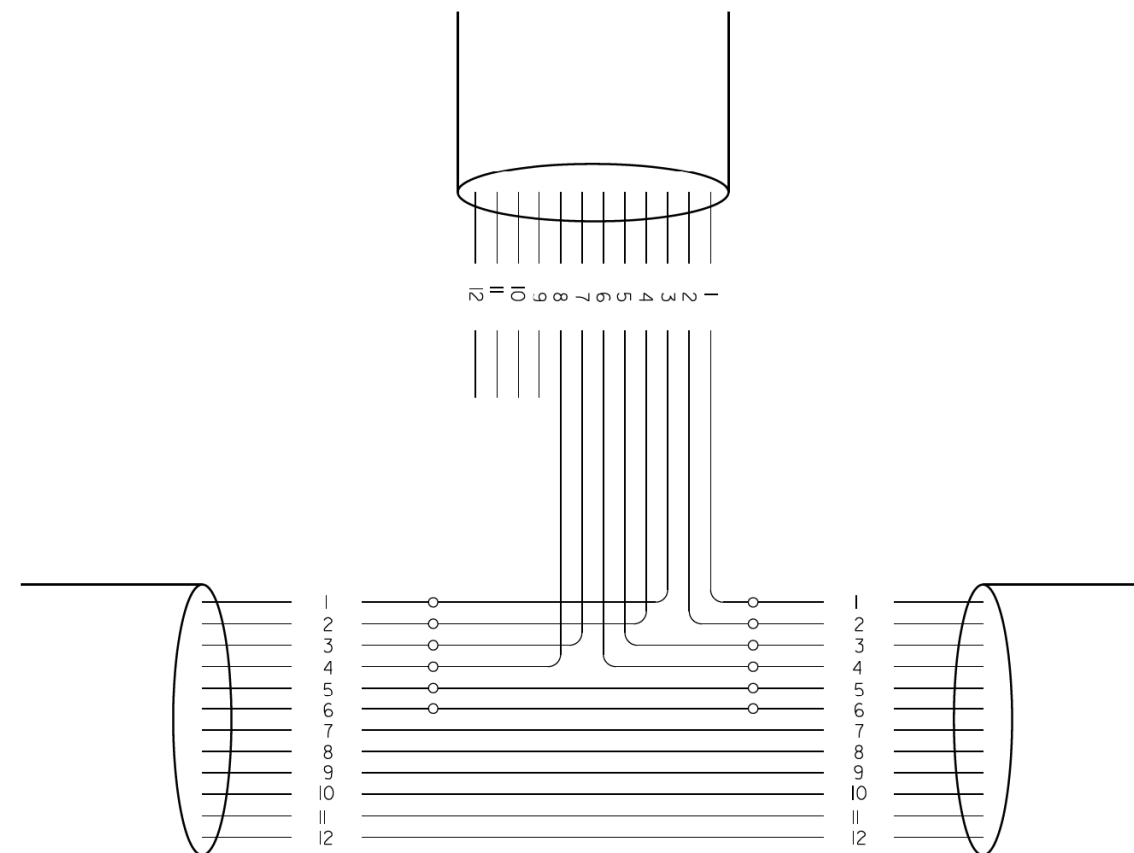
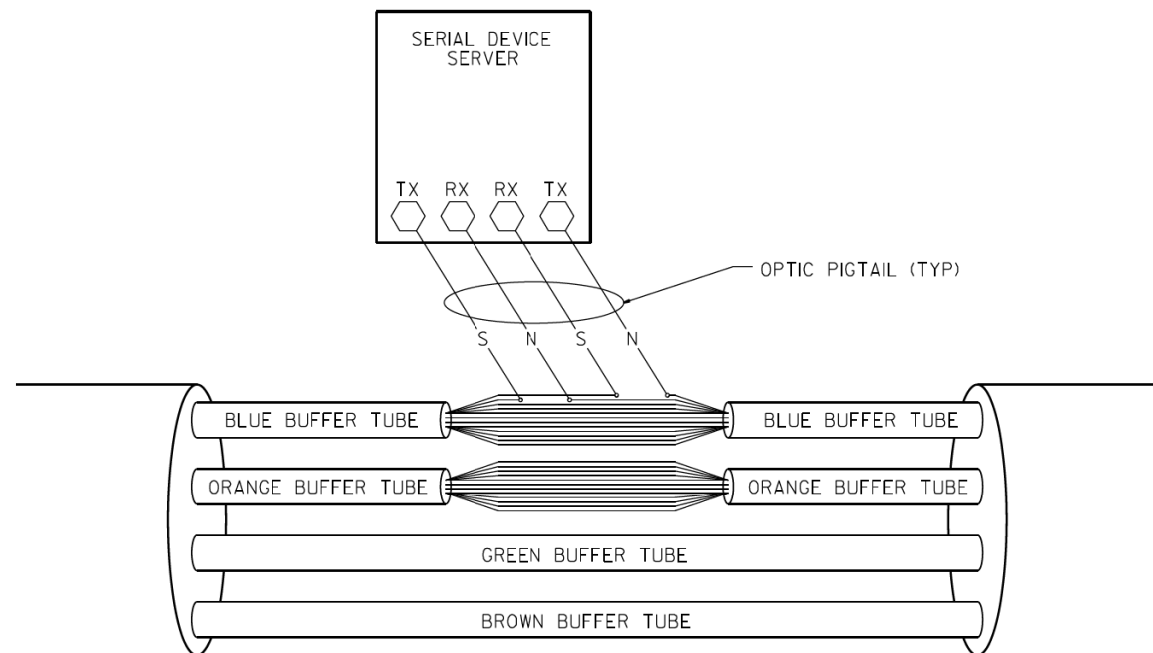


SIDE VIEW
JUNCTION BOX TYPE "J"

ALL WELDS SHALL BE CONTINUOUS AND LEAK PROOF
BOX AND COVER SHALL BE 0.25" (6.4 mm) TYPE 316 STAINLESS STEEL

BARRIER WALL SHALL BE GAPPED A MINIMUM OF 15' (4.57 m) FOR PROPER PLACEMENT OF JUNCTION BOX TYPE "J"
AND FOR A SMOOTH TRANSITION OF 4" (100 mm) PVC SURVEILLANCE DUCT(S) FROM BARRIER WALL FOOTER INTO JUNCTION BOX.

FILE NAME =	USER NAME = #USER#	DESIGNED - J.G.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC SYSTEMS CENTER	JUNCTION BOX "TYPE J" IN DOUBLE FACED BARRIER WALL	F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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#MODELNAME#		CHECKED - J.G.	REVISED -			CONTRACT NO.					
		DATE - 04-19-05	REVISED -			SCALE: NONE	SHEET OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

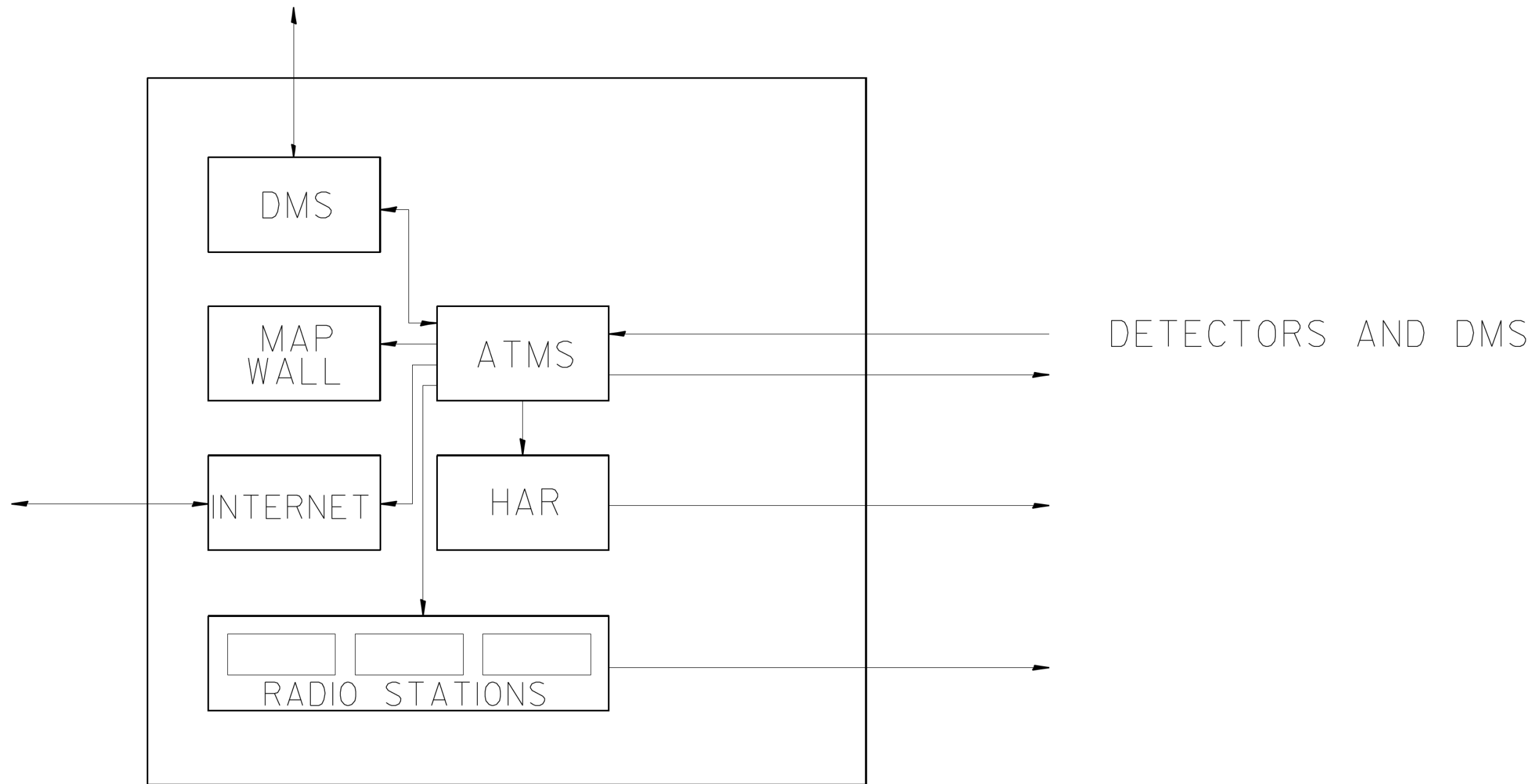


PHYSICAL SPLICE DETAILS (TYP)
(NOT TO SCALE)

FIBERS		FUNCTION	APPLICATION DESCRIPTION
FIBER NO.	COLOR CODE		
1	BLUE	IN TX	DATA CIRCUIT
2	ORANGE	IN RX	
3	GREEN	OUT RX	
4	BROWN	OUT TX	
5	SLATE	IN TX	DMS
6	WHITE	IN RX	
7	RED	OUT RX	
8	BLACK	OUT TX	
9	YELLOW	IN TX	CCTV
10	VIOLET	IN TX	
11	ROSE	OUT RX	
12	AQUA	OUT TX	

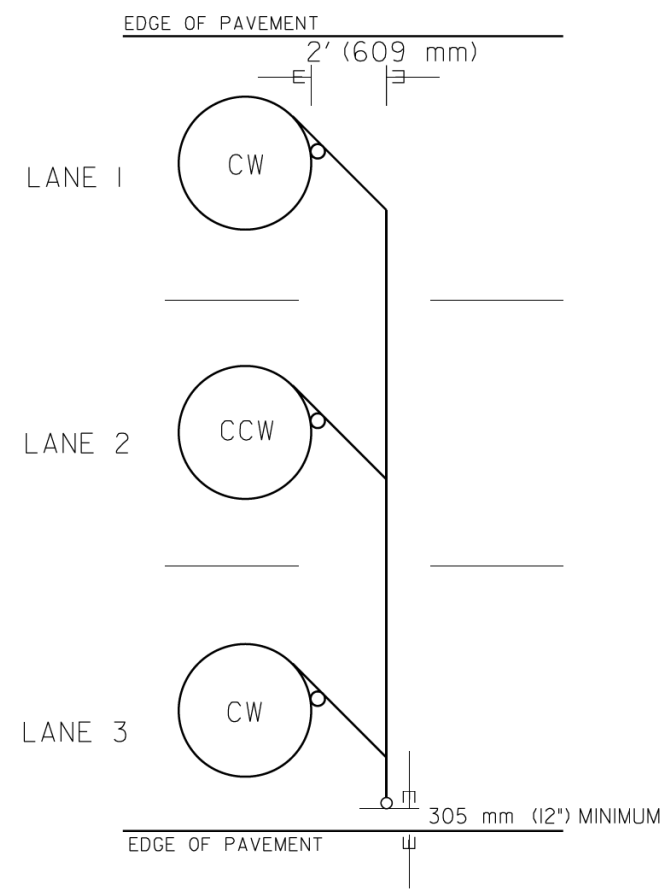
NOTE:

1.- THIS DIAGRAM IS PROVIDED FOR ILLUSTRATION PURPOSES ONLY AND DEPICTS A TYPICAL FIBER OPTIC SPLICE.

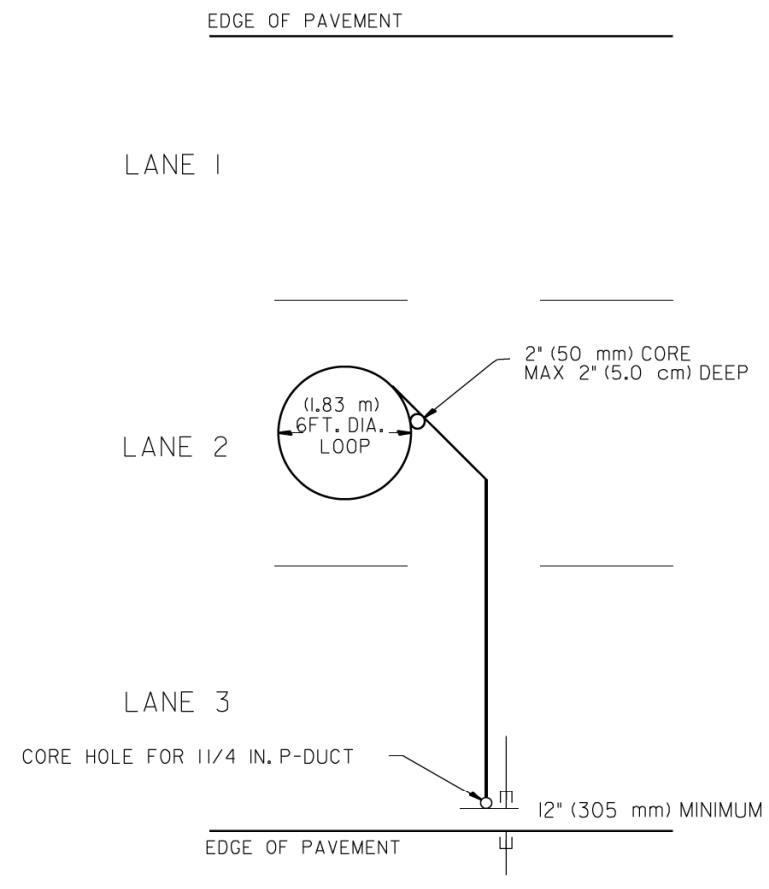


TSC

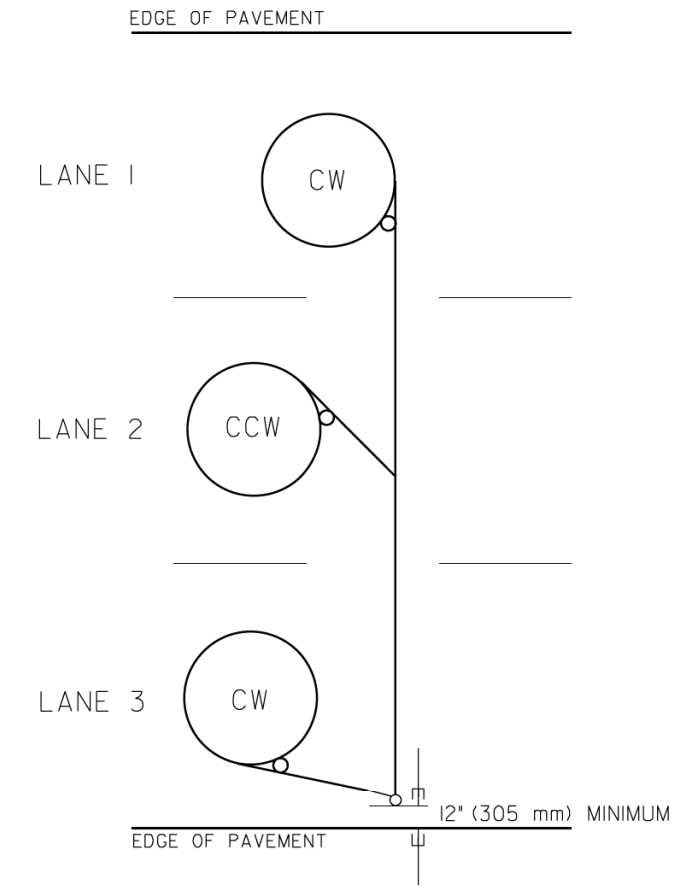
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#MODELNAME#		CHECKED - J.G.	REVISED -					CONTRACT NO.				
		DATE - 01/07/2010	REVISED -					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



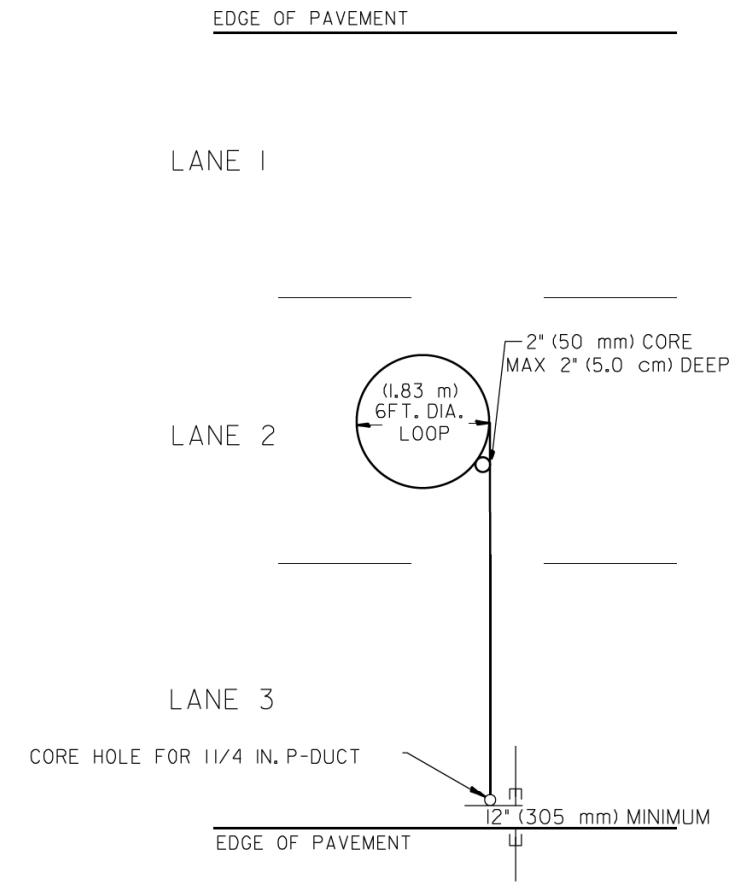
TYPICAL 6' (1.83 m) DIA. INDUCTION LOOP CORE DRILL
LAYOUT FOR MULTIPLE LANE ROADWAY



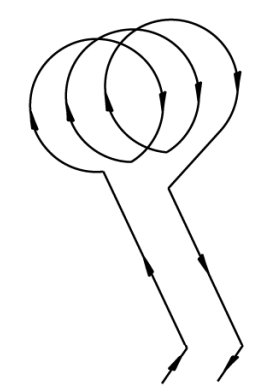
TYPICAL 6' (1.83 m) DIA. INDUCTION LOOP
LAYOUT FOR LANE 2



TYPICAL 6' (1.83 m) DIA. INDUCTION LOOP CORE DRILL
LAYOUT FOR MULTIPLE LANE ROADWAY



TYPICAL 6' (1.83 m) DIA. INDUCTION LOOP
LAYOUT FOR LANE 2



WIRING DETAILS

NOTES

1. EACH LOOP SHALL BE SPLICED TO A 4-C NO.18 TWISTED SHIELDED LEAD IN WHEN 150' (45 m) OR MORE FROM CABINET.
2. LOOPS SHALL BE SPLICED IN HANDHOLES ONLY, OTHERWISE WRITTEN PERMISSION SHALL BE OBTAINED FROM TSC ENGINEER.
3. LOOPS SHALL NOT BE SPLICED IN SERIES.
4. EACH LOOP LEAD IN SHALL BE IDENTIFIED AND PERMANENTLY COLOR CODED IN THE COREHOLE, HANDHOLE & CABINETS THRU WHICH THEY ENTER OR PASS AND TAGGED WITH THE CORRECT NOMENCLATURES.

FILE NAME =	USER NAME = #USER#	DESIGNED - R.L.	REVISED - 6/94
#FILEL#		DRAWN - G.M.	REVISED - 9/96
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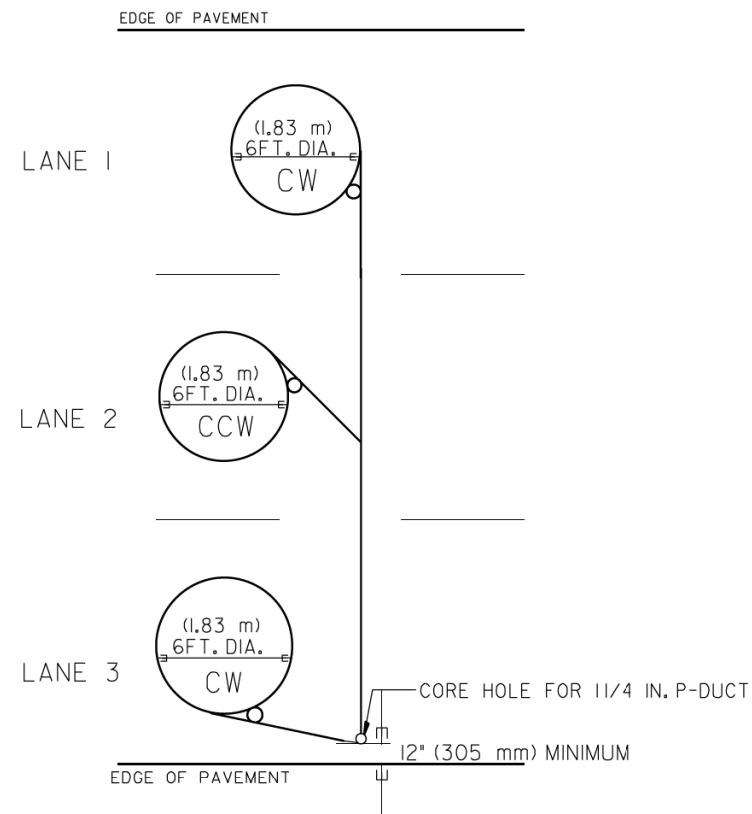
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TRAFFIC SYSTEMS CENTER

EXISTING ROUND LOOP
INSTALLATION

SCALE: NONE SHEET OF SHEETS STA. TO STA.

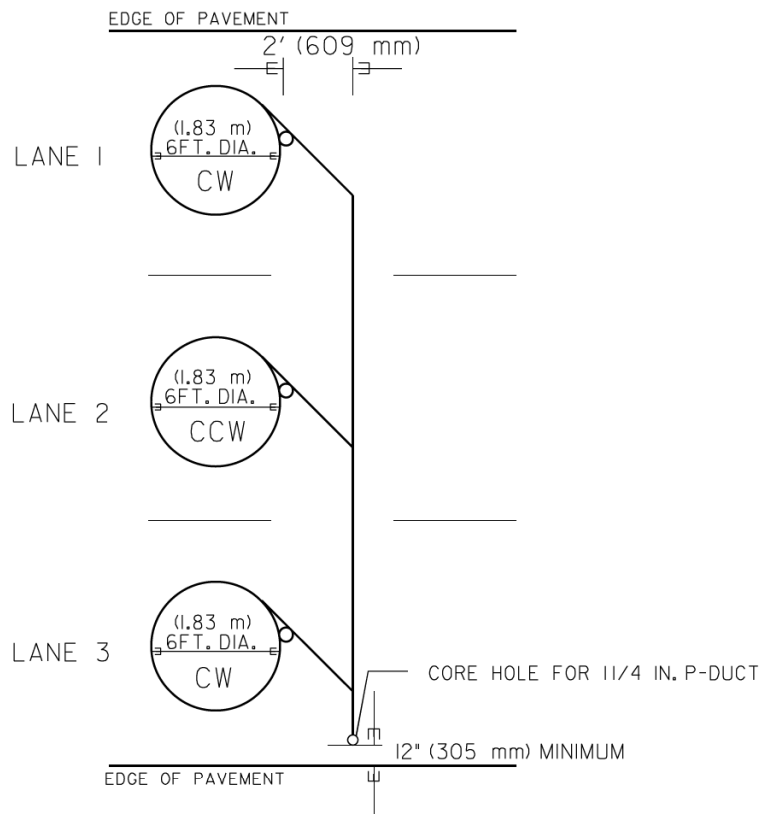
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			706	674
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TRAFFIC SYSTEMS CENTER (TY-ITSC-418#1)



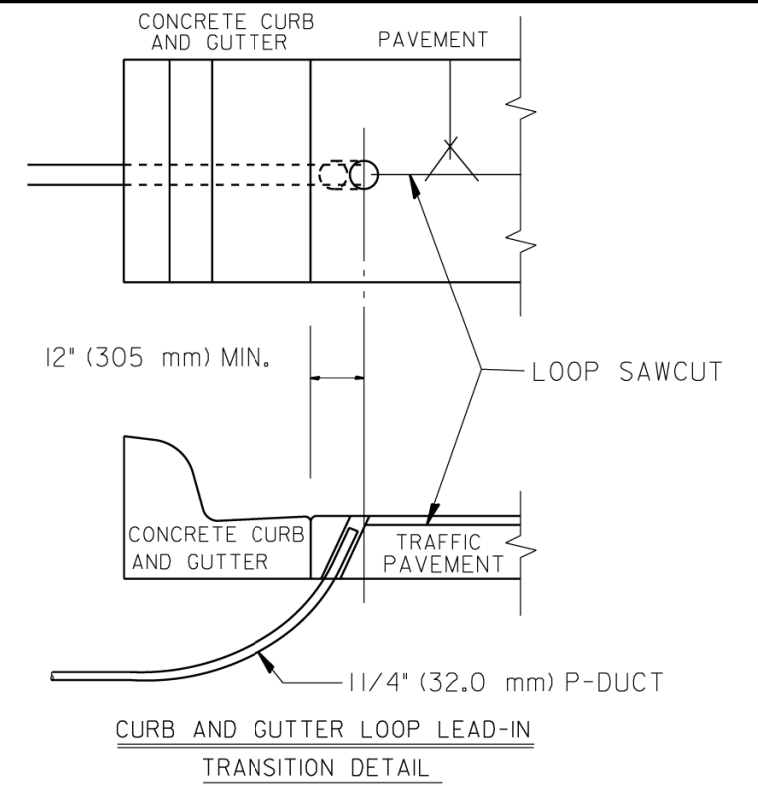
TYPICAL 6FT. (1.83 m) DIA. INDUCTION LOOP CORE DRILL

LAYOUT FOR MULTIPLE LANE ROADWAY



TYPICAL 6FT. (1.83 m) DIA. INDUCTION LOOP CORE DRILL

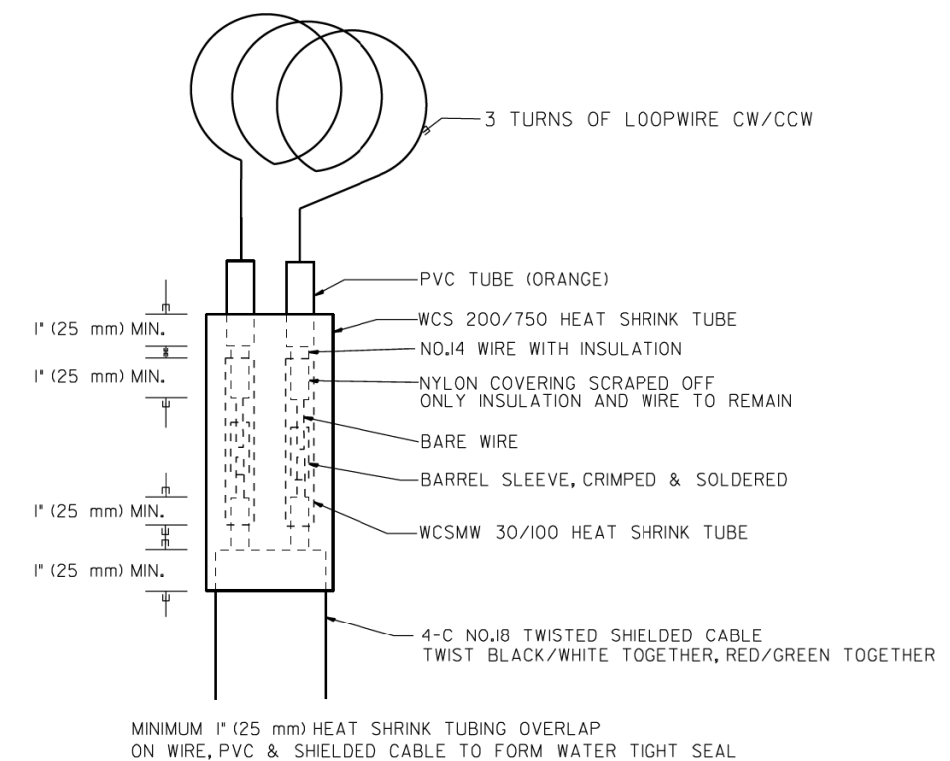
LAYOUT FOR MULTIPLE LANE ROADWAY



CURB AND GUTTER LOOP LEAD-IN
TRANSITION DETAIL

NOTES

1. EACH LOOP SHALL BE SPLICED TO A 4-C NO.18 TWISTED SHIELDED LEAD IN WHEN 150FT. (45 m) OR MORE FROM CABINET.
2. LOOPS SHALL BE SPLICED IN HANDHOLES ONLY, OTHERWISE WRITTEN PERMISSION SHALL BE OBTAINED FROM TSC ENGINEER.
3. LOOPS SHALL NOT BE SPLICED IN SERIES.
4. EACH LOOP LEAD IN SHALL BE IDENTIFIED AND PERMANENTLY COLOR CODED IN THE COREHOLE, HANDHOLE & CABINETS THRU WHICH THEY ENTER OR PASS AND TAGGED WITH THE CORRECT NOMENCLATURES.



LOOP SPLICING REQUIREMENTS

FILE NAME =	USER NAME = #USER#	DESIGNED - R.L.	REVISED - 6/94
#FILEL#		DRAWN - G.M.	REVISED - 10/96
	PLOT SCALE = #SCALE#	CHECKED - R.L.	REVISED - R.L. 03/2011
#MODELNAME#	PLOT DATE = #DATE#	DATE - 6-22-94	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TRAFFIC SYSTEMS CENTER

EXISTING
ROUND INDUCTION LOOP
TYPICALS

SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			706	675
CONTRACT NO.				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC SYSTEMS CENTER (TY-ITSC-418#2)

MEDIAN

LANE 1

LANE 2

LANE 3

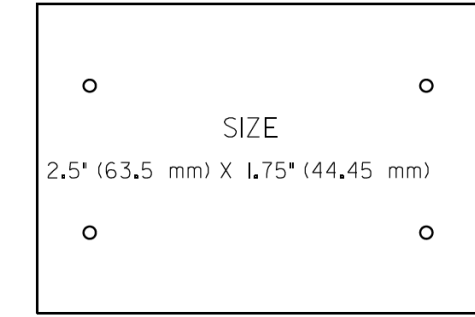
LANE 4

1

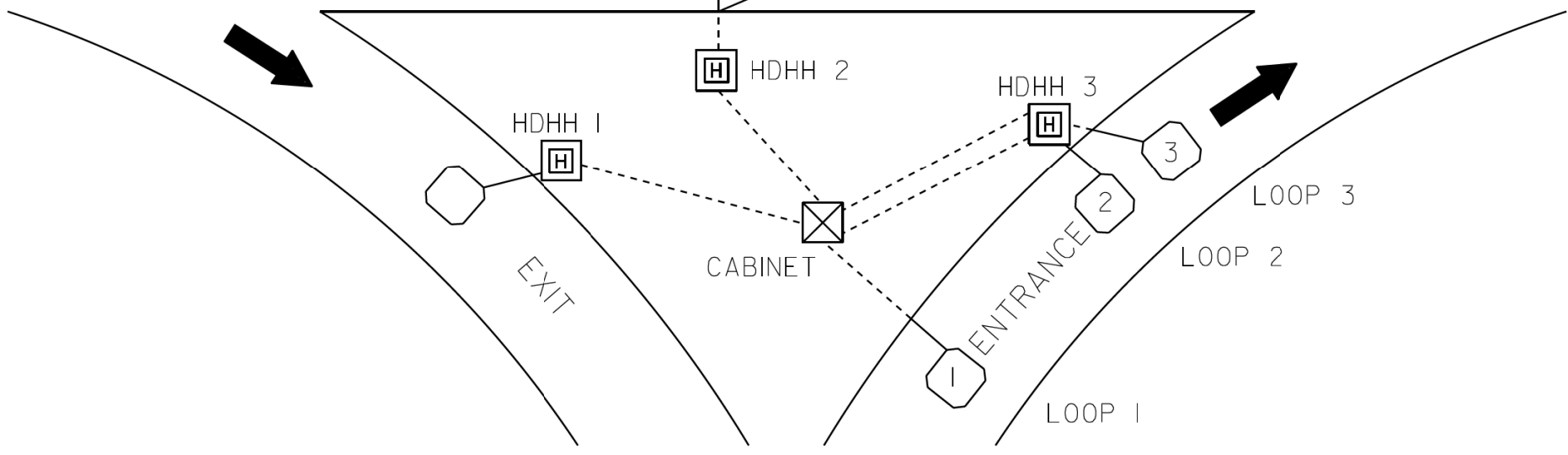
2

3

4



SUGGESTED TAG
PANDUIT
#MP250WI75-C
OR EQUIVALENT



LOOP ANALYZER

LOCATION _____ DATE _____

LOOP LOCATION -- LANE DIRECTION	LOOP WIRE MARKED AND CODED	LOOP SIZE	FREQ. INDUCTANCE	INSULATION	LOOP RESISTANCE

HDHH 1 EXAMPLE

IB-EB EXIT
CCW IN/
TO CABINET # _____

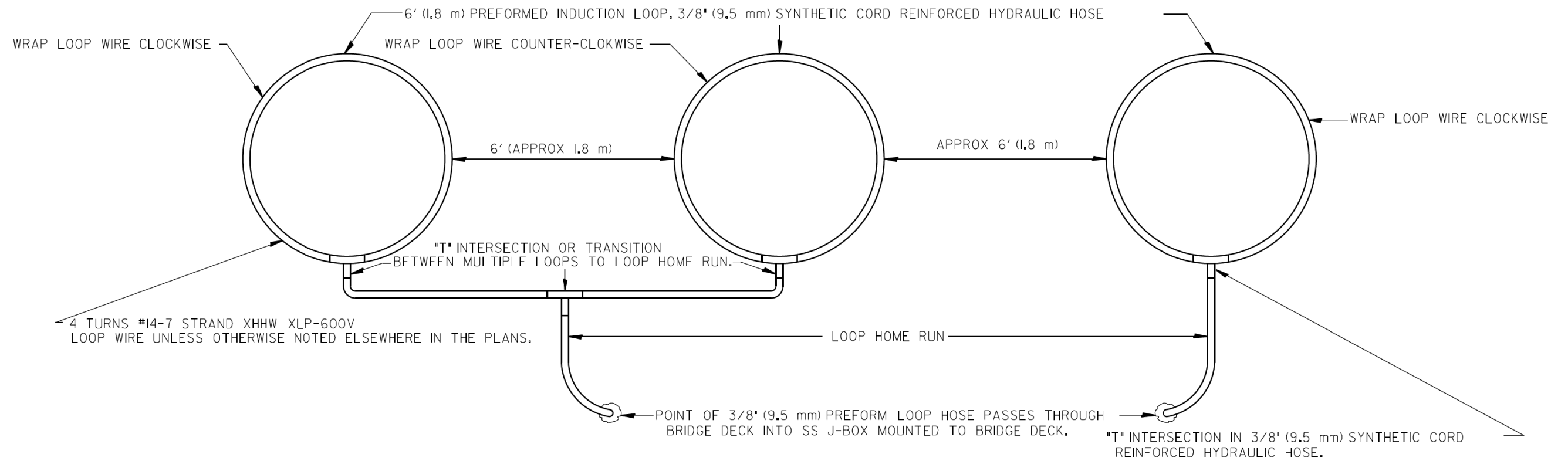
HDHH 2 EXAMPLE

IB (OB) LANE # ____
CCW /OUT
TO CABINET # _____

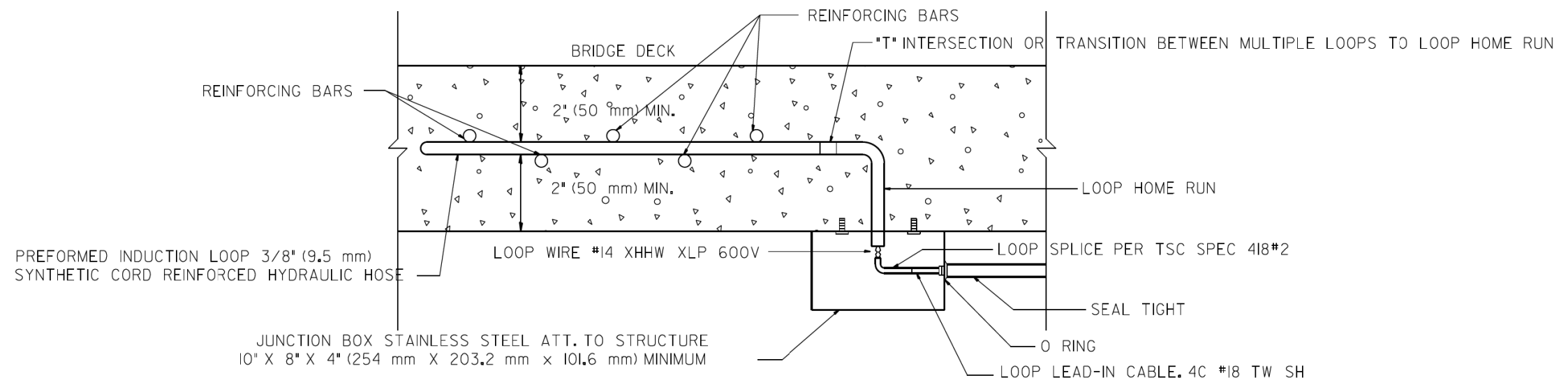
HDHH 3 EXAMPLE

IB-EB ENT.
LOOP #2
CW IN/

NOTE:
EACH LOOP WIRE SHALL BE TAGGED AS "IN" OR "OUT" AND "CW" OR "CCW". SHIELDED CABLE WILL BE TAGGED IN EACH HANDHOLE AND CABINET TO MATCH THE CABLE LOG.



TYPICAL 3 LANE COUNT STATION EMBEDDED IN BRIDGE DECK

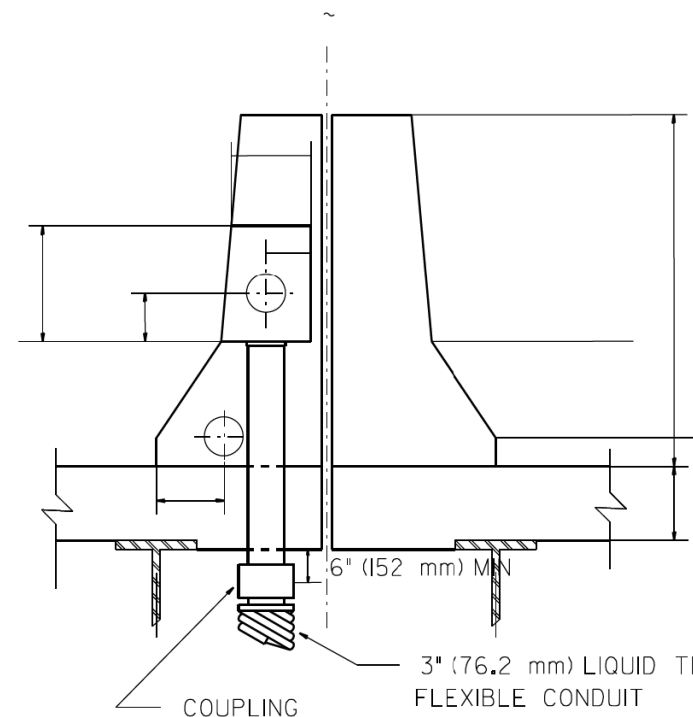


LOOP JUNCTION BOX UNDER BRIDGE DECK

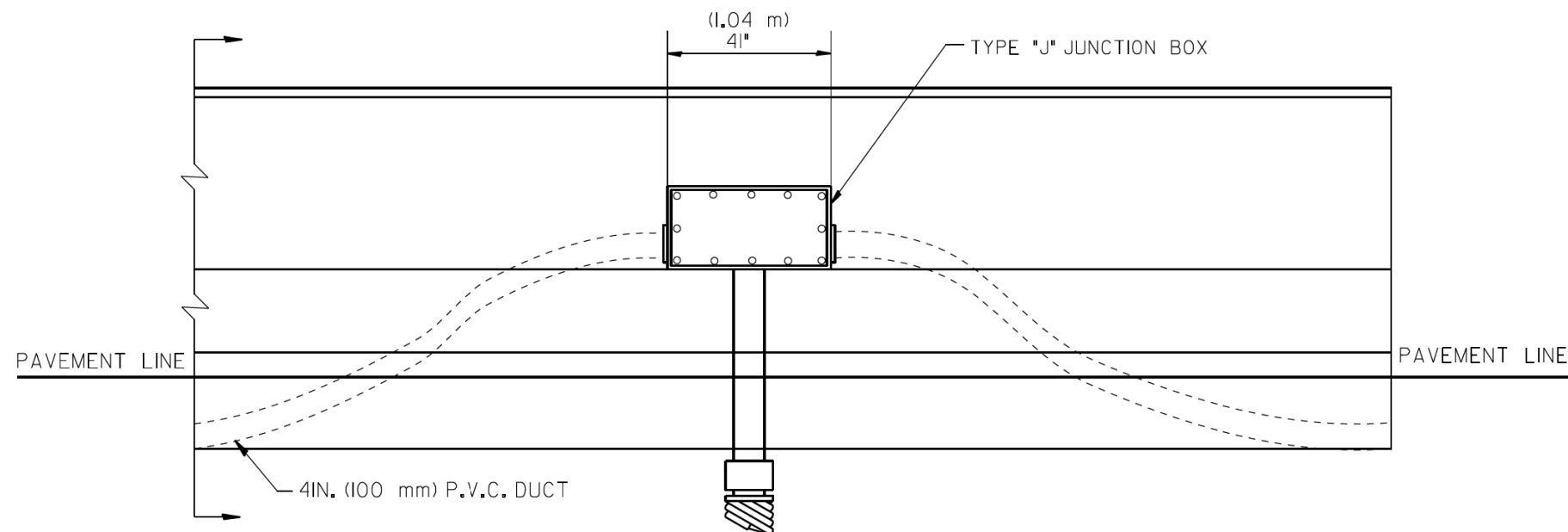
NOTES:

- 1.- EACH INDUCTION LOOP SHALL HAVE ITS OWN LEAD-IN CABLE TO CABINET.
- 2.- INDUCTION LOOPS SHALL NOT BE CONNECTED IN SERIES WITH OTHER LOOPS.
- 3.- LOOPS LOCATED OVER 1000' (300 m) FROM CABINET SHALL REQUIRE 5 TURNS OF #14 WIRE.

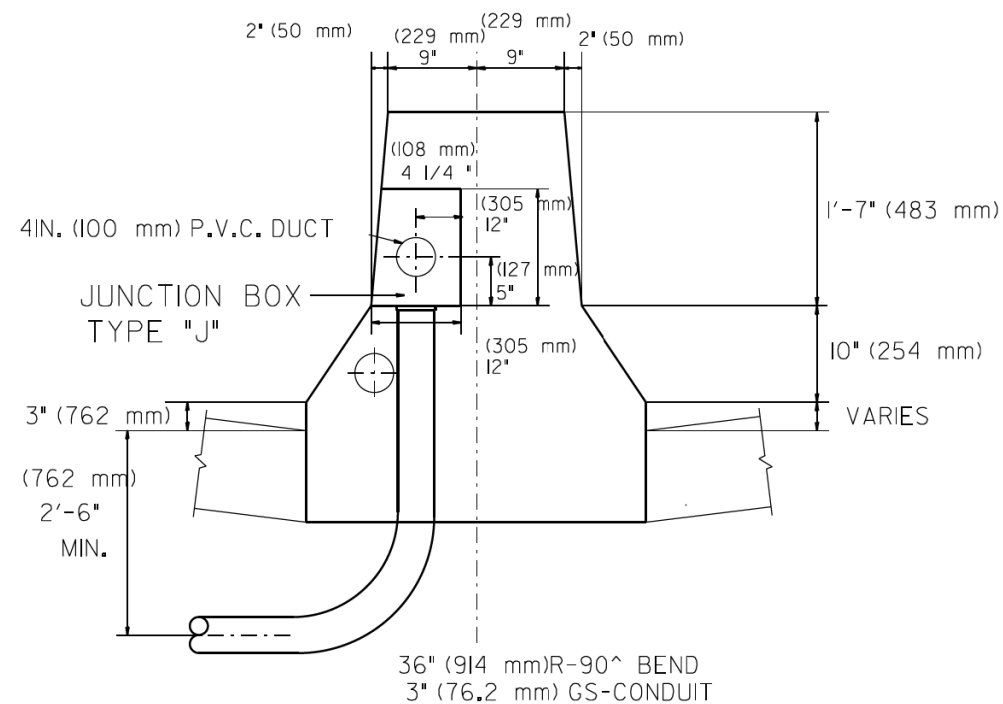
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#FILEL#		DRAWN - G.M.	REVISED -									706	677
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		DATE - 2-97	REVISED -				SCALE: NONE	SHEET OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		



DOUBLE SINGLE FACED BARRIER WALL
ON BRIDGE DECK



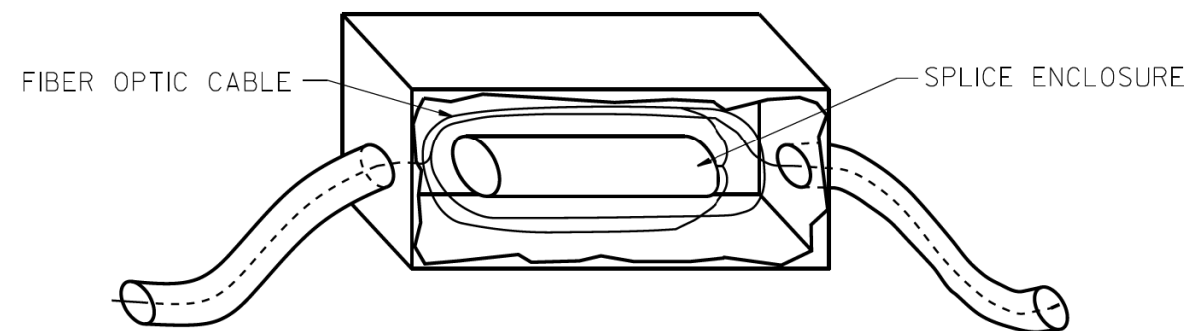
ELEVATION
BARRIER WALL DUCT DETAIL
ON BRIDGE DECK



DOUBLE FACED BARRIER WALL

BARRIER WALL SHALL BE GAPPED A MINIMUM OF 15FT. (4.57 m) FOR PROPER PLACEMENT OF JUNCTION BOX TYPE "J"
AND FOR A SMOOTH TRANSITION OF 4IN. (100 mm) PVC SURVEILLANCE DUCT(S) FROM BARRIER WALL FOOTER INTO JUNCTION BOX.

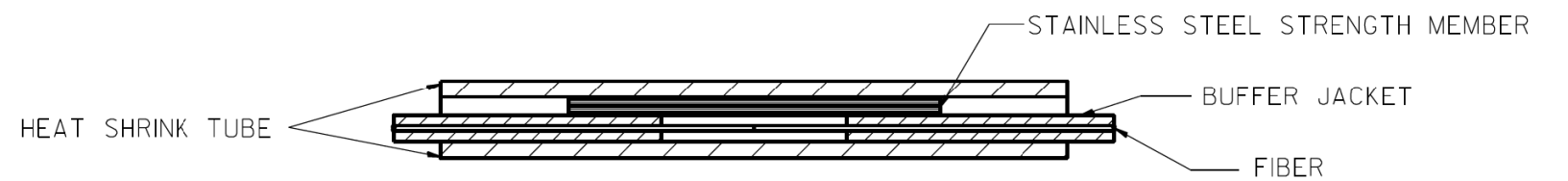
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#MODELNAME#		CHECKED - R.L.	REVISED - 02/98		CONTRACT NO.			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
		DATE - 06/22/94	REVISED -		TRAFFIC SYSTEMS CENTER (TY-ITSC-663#3)							



FIBER OPTIC CABLE

SPLICE ENCLOSURE

JUNCTION BOX DETAIL



HEAT SHRINK TUBE

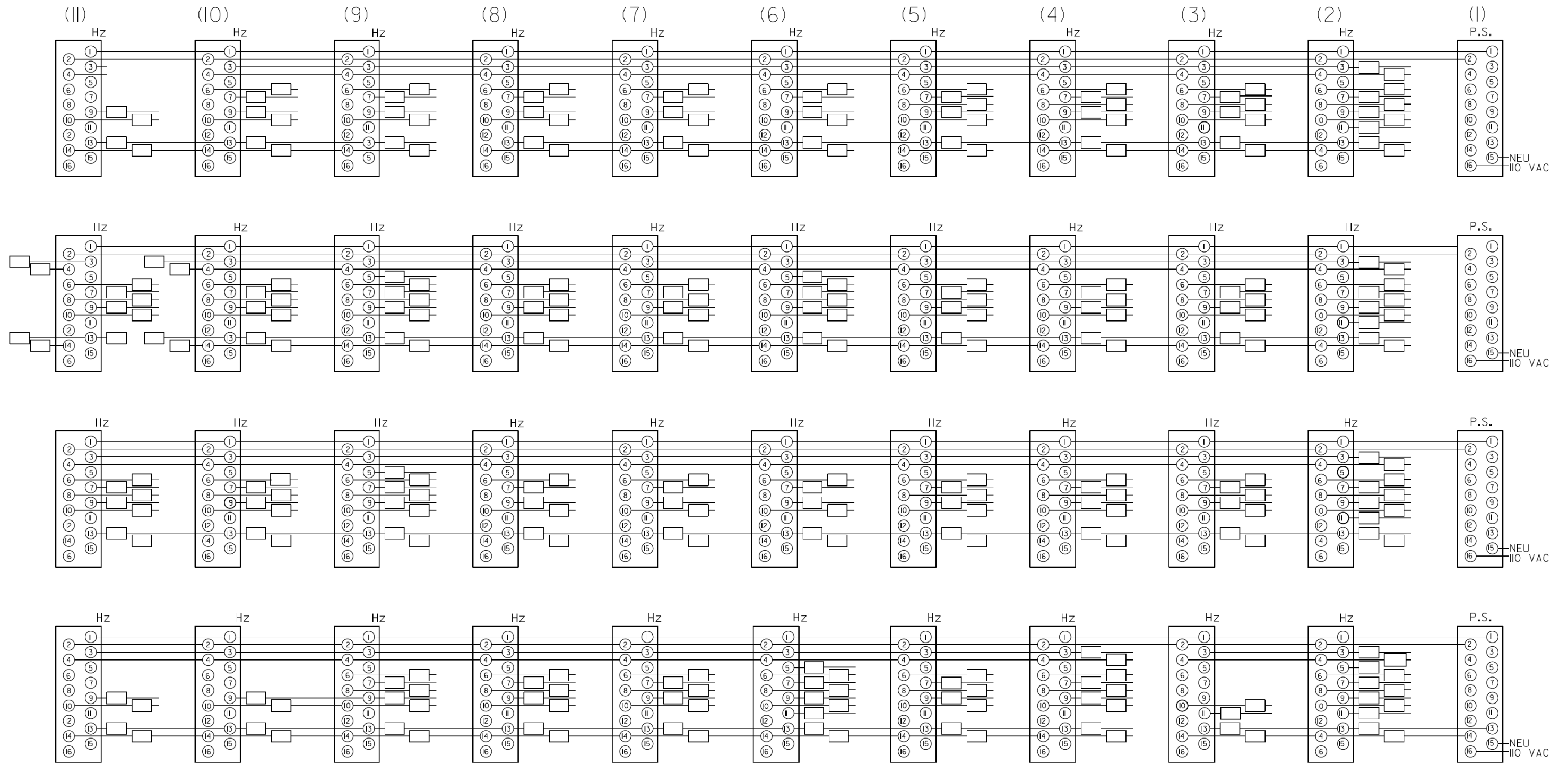
STAINLESS STEEL STRENGTH MEMBER

BUFFER JACKET

FIBER

FIBER SPLICE DETAIL

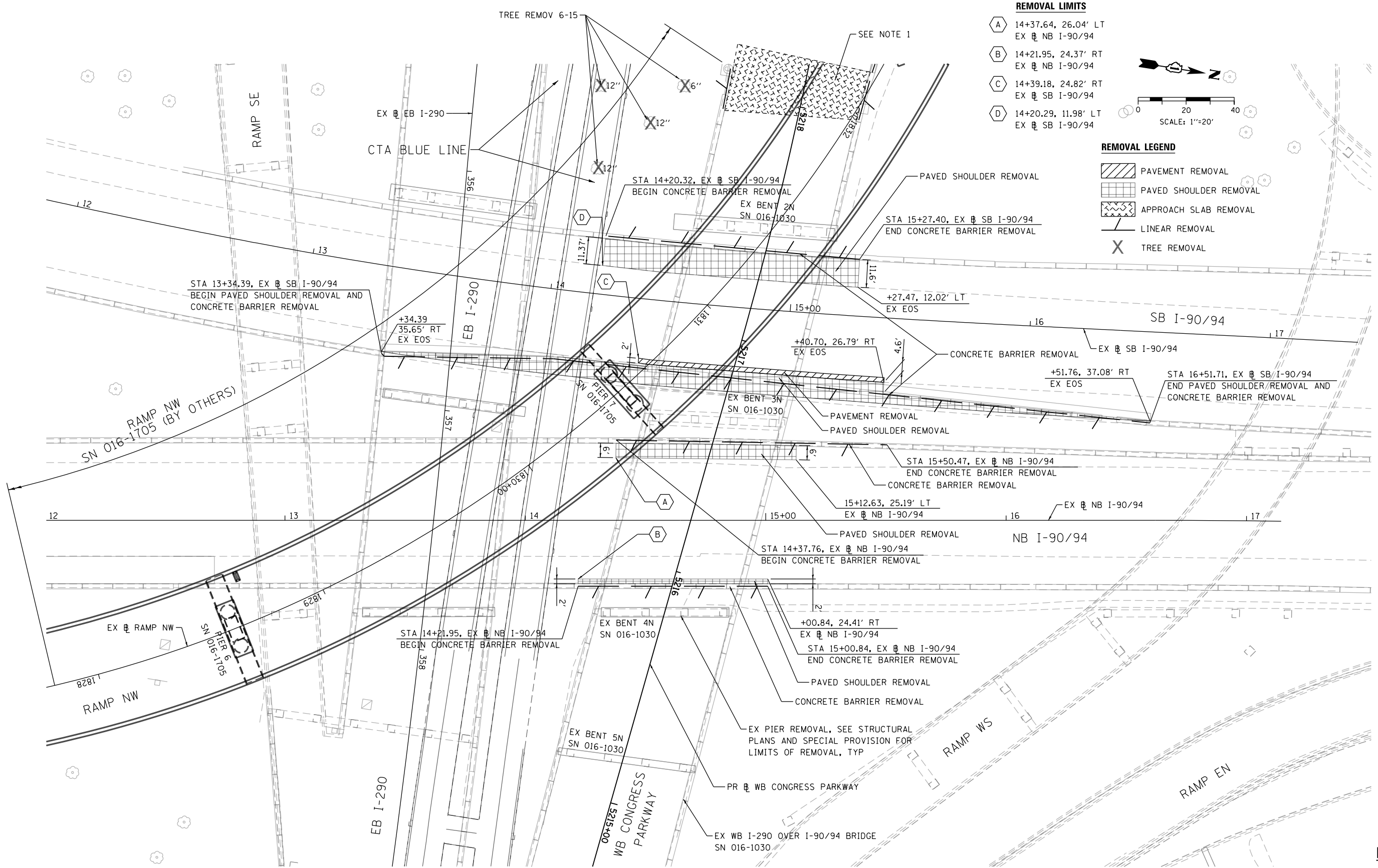
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		DATE - 04/26/93	REVISED -											



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#FILEL#		DRAWN - G.M.	REVISED -											706	680
#MODELNAME#		CHECKED - R.L.	REVISED -								CONTRACT NO.				
		DATE - 06/22/94	REVISED -								FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC SYSTEMS CENTER (TY-ITSC-663#14)

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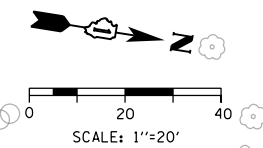


REMOVAL LIMITS

A	14+37.64, 26.04' LT
	EX NB I-90/94
B	14+21.95, 24.37' RT
	EX NB I-90/94
C	14+39.18, 24.82' RT
	EX SB I-90/94
D	14+20.29, 11.98' LT
	EX SB I-90/94

REMOVAL LEGEND

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- APPROACH SLAB REMOVAL
- LINEAR REMOVAL
- TREE REMOVAL



NOTES:

- SEE EXISTING AND PROPOSED ROADWAY PLANS FOR ADDITIONAL INFORMATION
- ALL STATIONING ARE FROM EX NB SB I-90/94 OR EX NB I-90/94, UNLESS NOTED OTHERWISE

EXISTING



D160X78-SHT-Detail-01A.dgn	DESIGNED - OPS	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

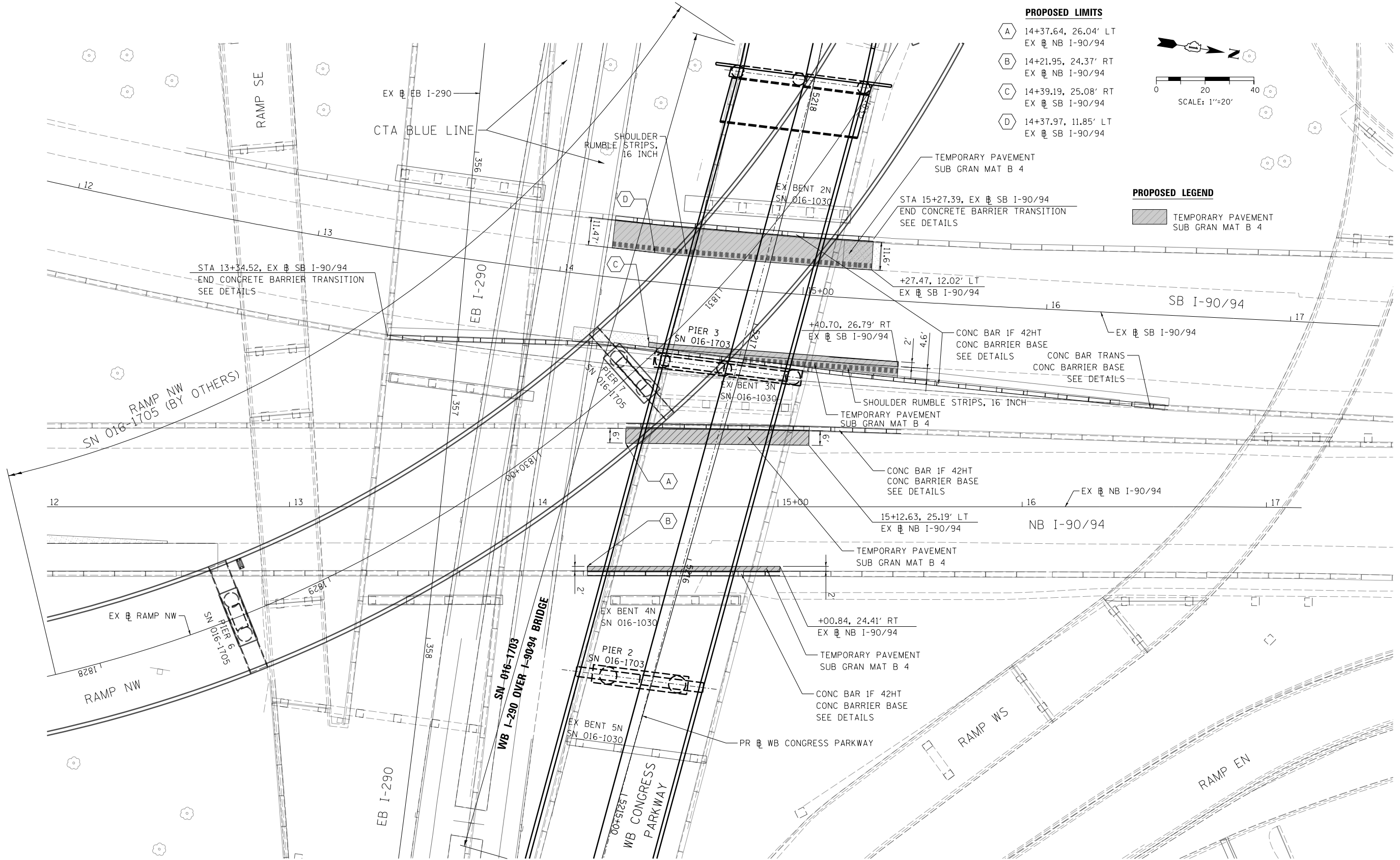
**ROADWAY DETAILS
REMOVAL AT I-90/94**

SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	681
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

DET-01

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PROPOSED LIMITS

A	14+37.64, 26.04' LT
	EX # NB I-90/94
B	14+21.95, 24.37' RT
	EX # NB I-90/94
C	14+39.19, 25.08' RT
	EX # SB I-90/94
D	14+37.97, 11.85' LT
	EX # SB I-90/94



- NOTES:**
- SEE EXISTING AND PROPOSED ROADWAY PLANS FOR ADDITIONAL INFORMATION
 - ALL STATIONING ARE FROM EX # SB I-90/94 OR EX # NB I-90/94, UNLESS NOTED OTHERWISE
 - SEE DETAIL SHEETS FOR VARIOUS CONCRETE BARRIER TYPES AND LIMITS

PROPOSED



0160X78-SHT-Details-01B.dgn
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 PLOT SCALE = 40.0000' / in.
 PLOT DATE = 3/20/2016

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DATE - 3/18/2016	REVISED -

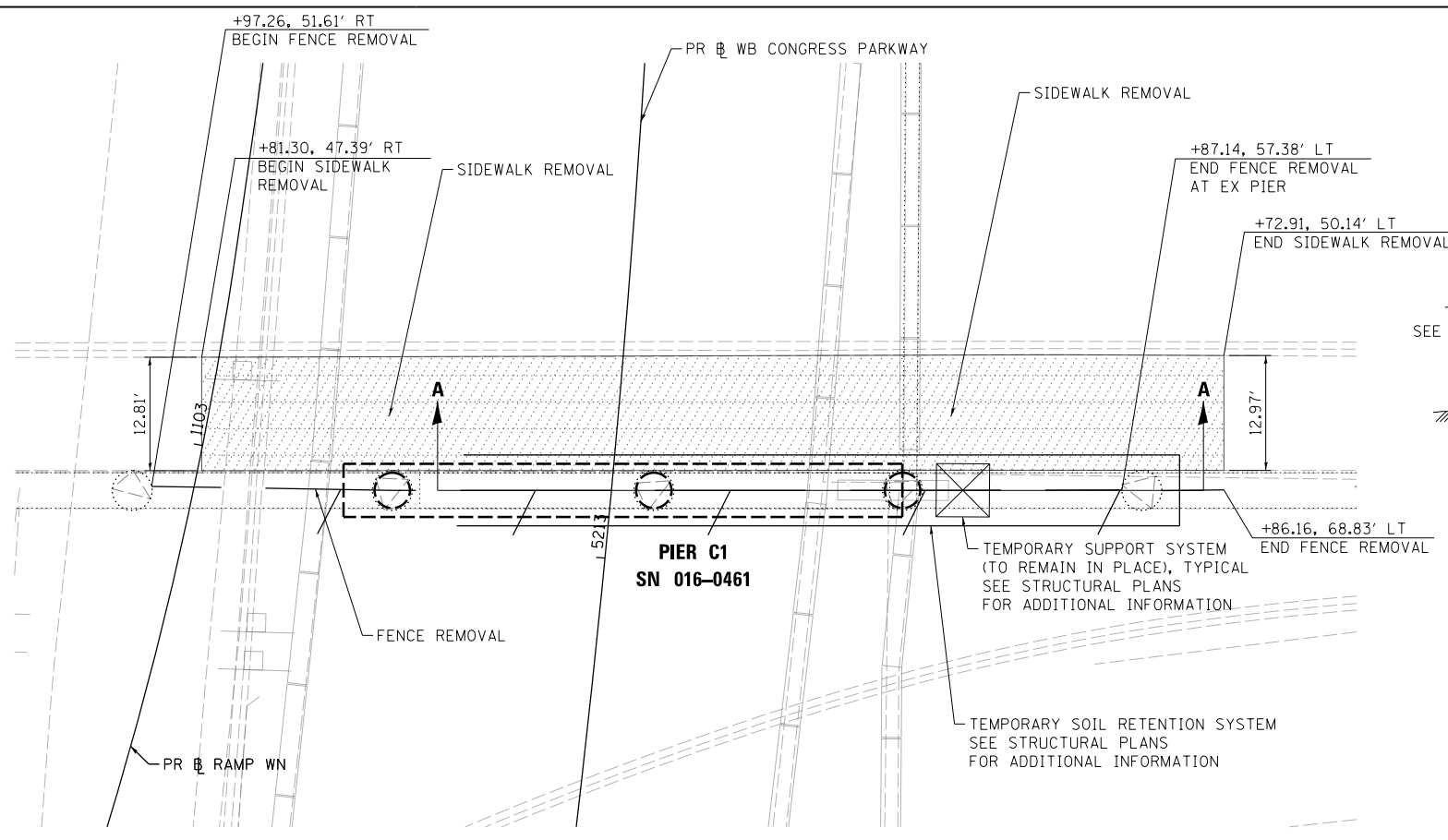
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY DETAILS
 PROPOSED IMPROVEMENT AT I-90/94**

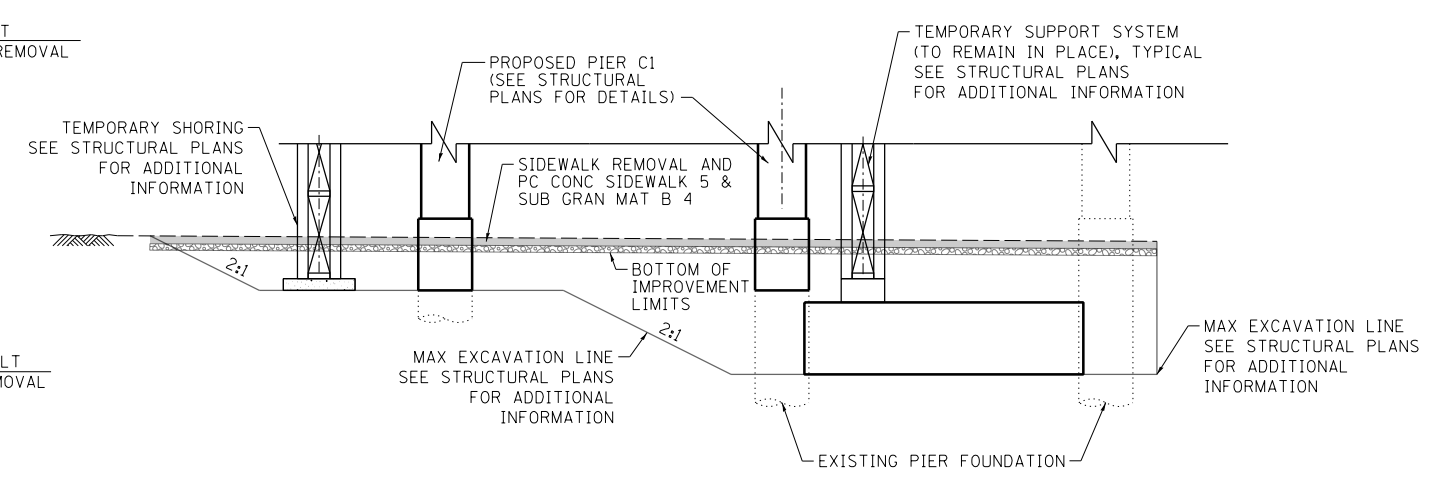
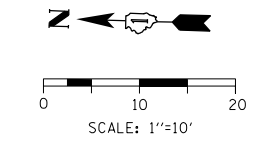
SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	682
CONTRACT NO. 60X78			ILLINOIS FED. AID PROJECT	

DET-02



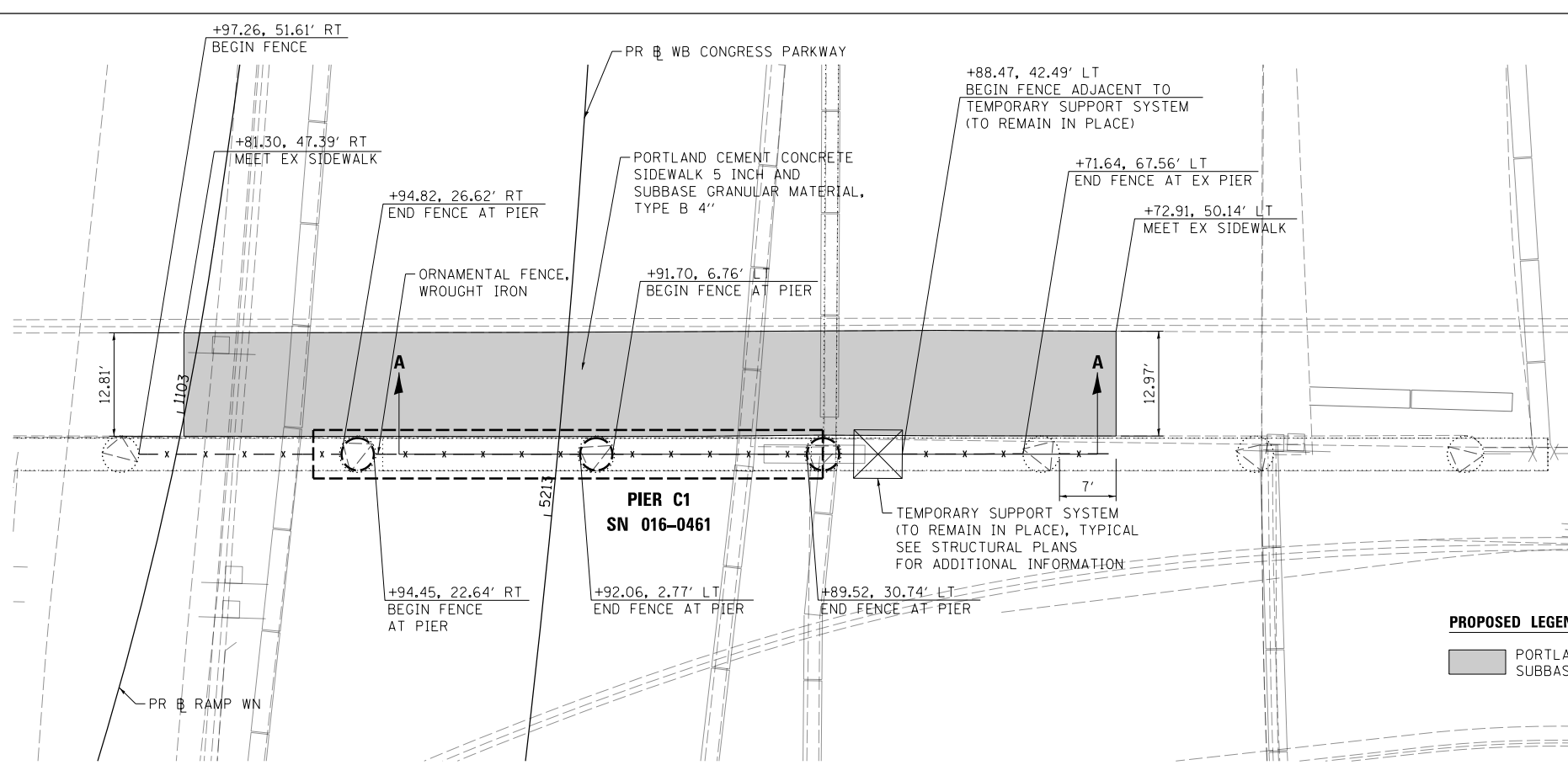
- NOTES:**
1. PROPOSED SUPERSTRUCTURE IS NOT SHOWN FOR CLARITY, SEE STRUCTURAL PLANS FOR MORE INFORMATION
 2. ALL STATIONING ARE FROM PR WB CONGRESS PARKWAY, UNLESS NOTED OTHERWISE



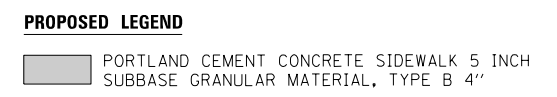
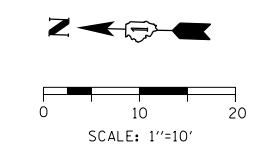
SECTION A-A (LOOKING EAST)
SCALE: NONE



EXISTING



- NOTES:**
1. PROPOSED SUPERSTRUCTURE IS NOT SHOWN FOR CLARITY, SEE STRUCTURAL PLANS FOR MORE INFORMATION.
 2. ALL STATIONING ARE FROM PR WB CONGRESS PARKWAY, UNLESS NOTED OTHERWISE.



PROPOSED

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DRAWN - OPS	REVISED -
CHECKED - DBM	REVISED -
DATE - 3/18/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY DETAILS
IMPROVEMENT AT PIER C1 (SN 016-0461)**

SCALE: 1"=10' SHEET 1 OF 1 SHEETS STA. TO STA.

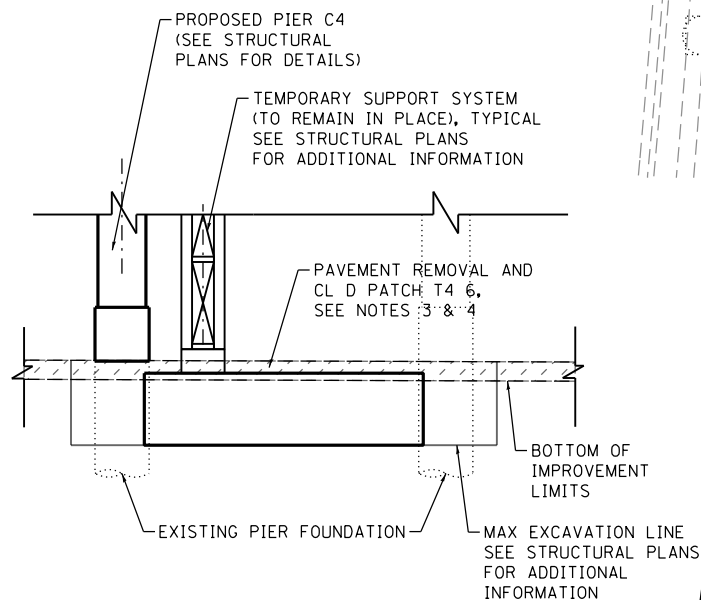
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	683
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

DET-03

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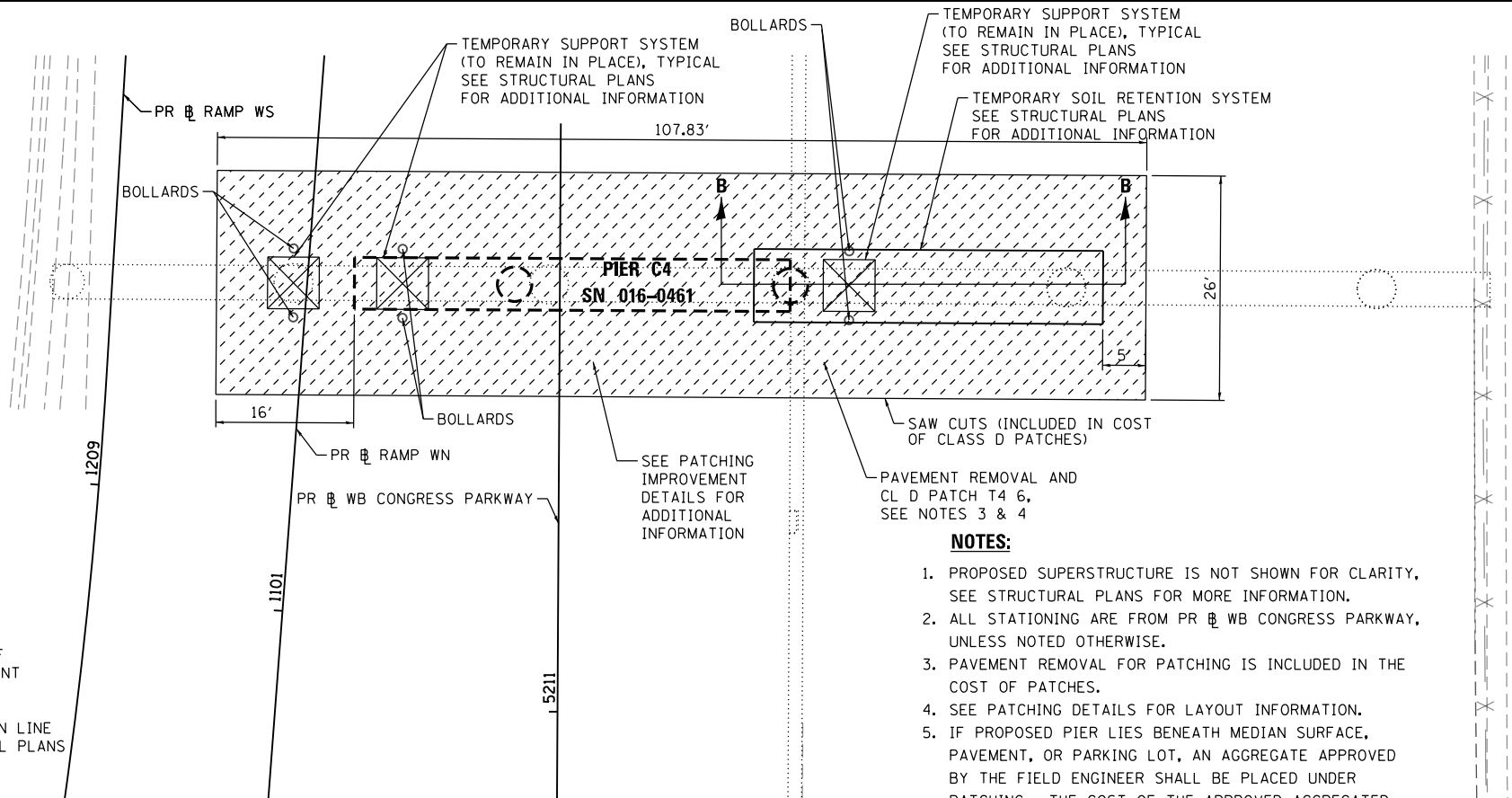
PROPOSED LEGEND

CLASS D PATCHES, TYPE IV, 6 INCH

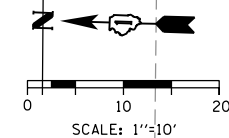


SECTION B-B (LOOKING EAST)

SCALE: NONE



PROPOSED IMPROVEMENT AT C4

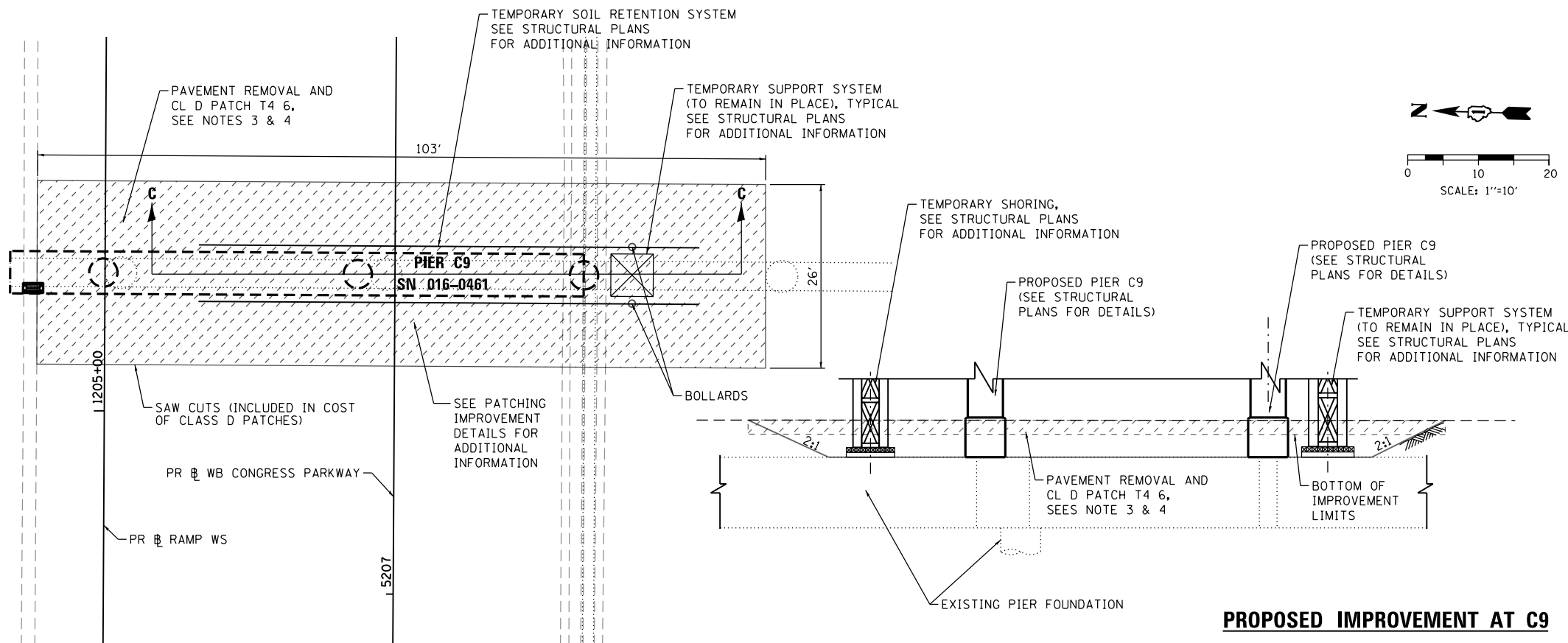


PROPOSED LEGEND

CLASS D PATCHES, TYPE IV, 6 INCH

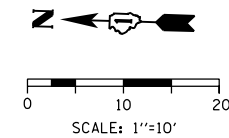
NOTES:

1. PROPOSED SUPERSTRUCTURE IS NOT SHOWN FOR CLARITY, SEE STRUCTURAL PLANS FOR MORE INFORMATION.
2. ALL STATIONING ARE FROM PR WB CONGRESS PARKWAY, UNLESS NOTED OTHERWISE.
3. PAVEMENT REMOVAL FOR PATCHING IS INCLUDED IN THE COST OF PATCHES.
4. SEE PATCHING DETAILS FOR LAYOUT INFORMATION.
5. IF PROPOSED PIER LIES BENEATH MEDIAN SURFACE, PAVEMENT, OR PARKING LOT, AN AGGREGATE APPROVED BY THE FIELD ENGINEER SHALL BE PLACED UNDER PATCHING. THE COST OF THE APPROVED AGGREGATED TO BE INCLUDED IN THE COST OF STRUCTURAL EXCAVATION.



SECTION C-C (LOOKING EAST)

SCALE: NONE



PROPOSED IMPROVEMENT AT C9



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 PLOT DATE = 3/21/2016

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 DRAWN - OPS
 CHECKED - DBM
 DATE - 3/18/2016

REVISED -
 REVISED -
 REVISED -
 REVISED -

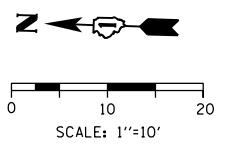
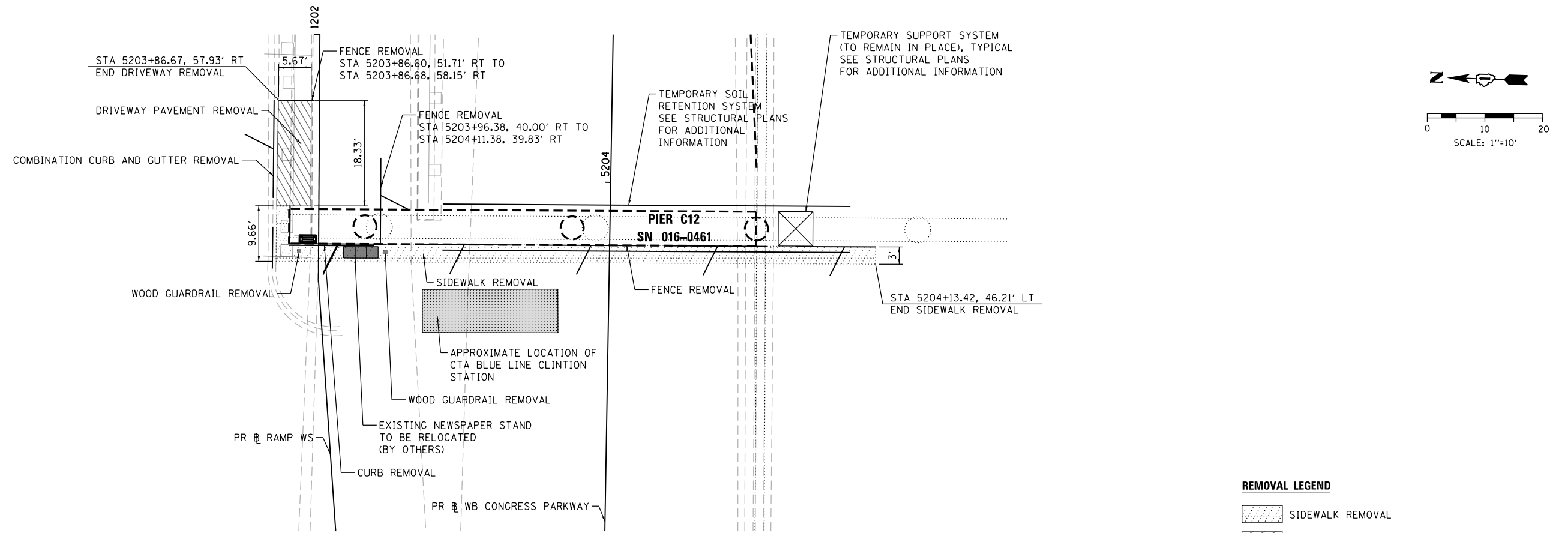
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS
IMPROVEMENT AT PIERS C4 & C9 (SN 016-0461)

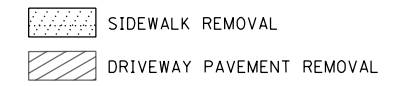
SCALE: 1"=10' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	684
CONTRACT NO. 60X78			DET-04	

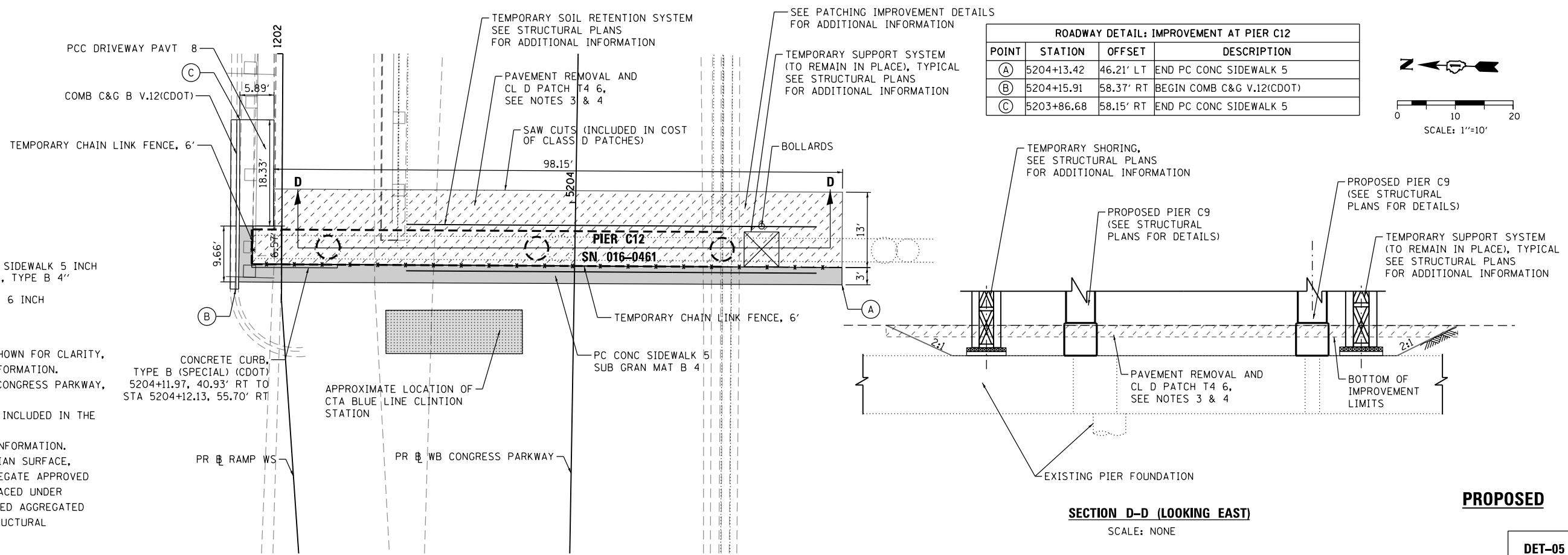
ILLINOIS FED. AID PROJECT



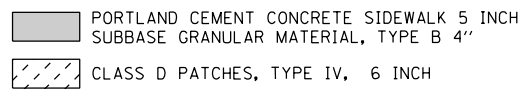
REMOVAL LEGEND



EXISTING



PROPOSED LEGEND



NOTES:

1. PROPOSED SUPERSTRUCTURE IS NOT SHOWN FOR CLARITY, SEE STRUCTURAL PLANS FOR MORE INFORMATION.
2. ALL STATIONING ARE FROM PR WB CONGRESS PARKWAY, UNLESS NOTED OTHERWISE.
3. PAVEMENT REMOVAL FOR PATCHING IS INCLUDED IN THE COST OF PATCHES.
4. SEE PATCHING DETAILS FOR LAYOUT INFORMATION.
5. IF PROPOSED PIER LIES BENEATH MEDIAN SURFACE, PAVEMENT, OR PARKING LOT, AN AGGREGATE APPROVED BY THE FIELD ENGINEER SHALL BE PLACED UNDER PATCHING. THE COST OF THE APPROVED AGGREGATED TO BE INCLUDED IN THE COST OF STRUCTURAL EXCAVATION.

PROPOSED

SECTION D-D (LOOKING EAST)
SCALE: NONE

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PLOT DATE = 4/27/2016	DATE = 3/18/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

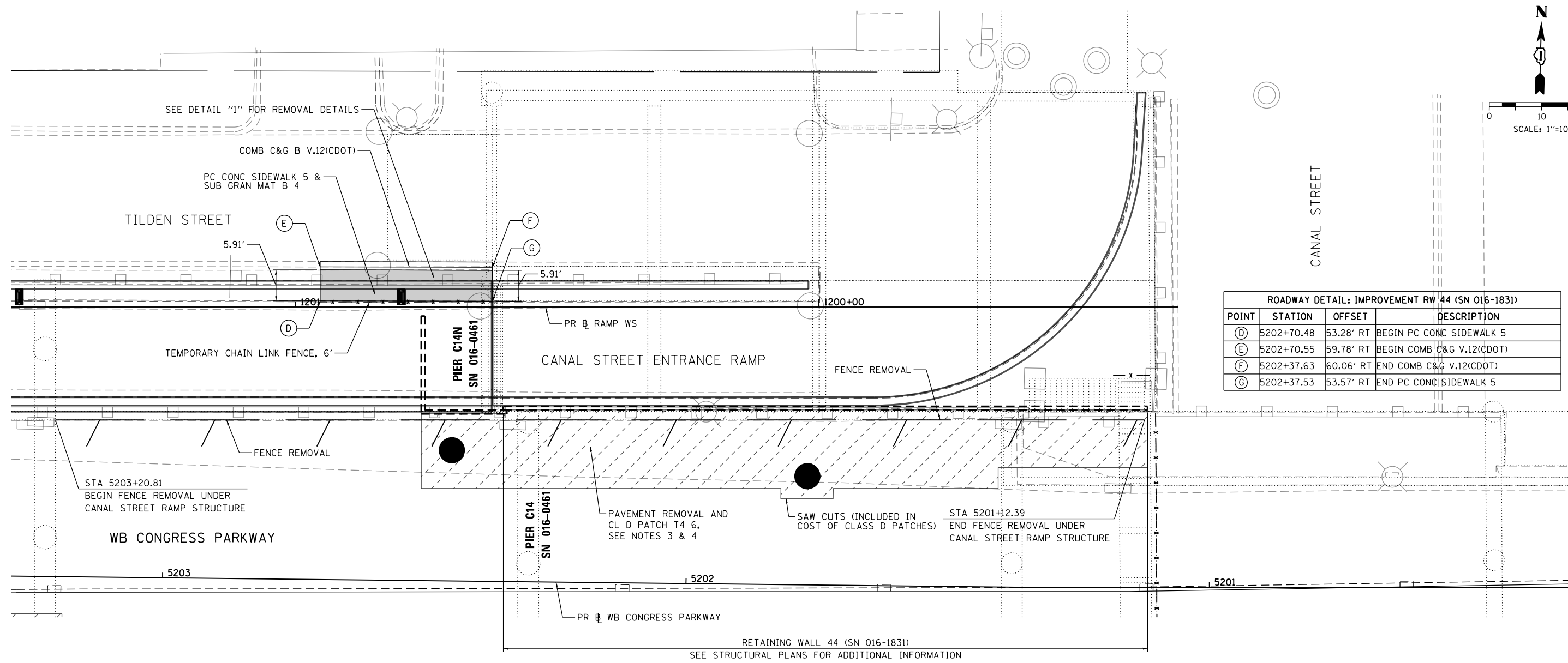
ROADWAY DETAILS IMPROVEMENT AT PIER C12 (SN 016-0461)			
SCALE: 1"=10'	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.I. R.E. 90/94/290	SECTION 2014-004R&B	COUNTY COOK	TOTAL SHEETS 706	SHEET NO. 685
CONTRACT NO. 60X78			ILLINOIS FED. AID PROJECT	

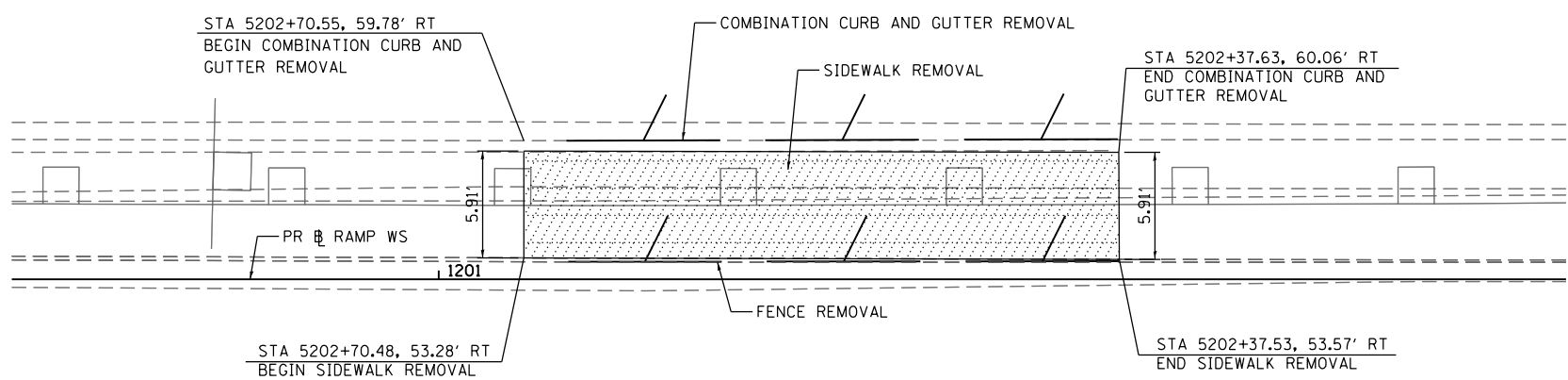
DET-05



SCALE: 1"=10'



ROADWAY DETAIL: IMPROVEMENT RW 44 (SN 016-1831)			
POINT	STATION	OFFSET	DESCRIPTION
(D)	5202+70.48	53.28' RT	BEGIN PC CONC SIDEWALK 5
(E)	5202+70.55	59.78' RT	BEGIN COMB C&G V.12(CDOT)
(F)	5202+37.63	60.06' RT	END COMB C&G V.12(CDOT)
(G)	5202+37.53	53.57' RT	END PC CONC SIDEWALK 5



DETAIL "1": SIDEWALK AND CURB REMOVAL
SCALE: NONE

NOTES:

1. PROPOSED SUPERSTRUCTURE IS NOT SHOWN FOR CLARITY, SEE STRUCTURAL PLANS FOR MORE INFORMATION.
2. ALL STATIONING ARE FROM PR WB CONGRESS PARKWAY, UNLESS NOTED OTHERWISE.
3. PAVEMENT REMOVAL FOR PATCHING IS INCLUDED IN THE COST OF PATCHES.
4. SEE PATCHING DETAILS FOR LAYOUT INFORMATION.

REMOVAL LEGEND

SIDEWALK REMOVAL

PROPOSED LEGEND

- PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SUBBASE GRANULAR MATERIAL, TYPE B 4"
- CLASS D PATCHES, TYPE IV, 6 INCH

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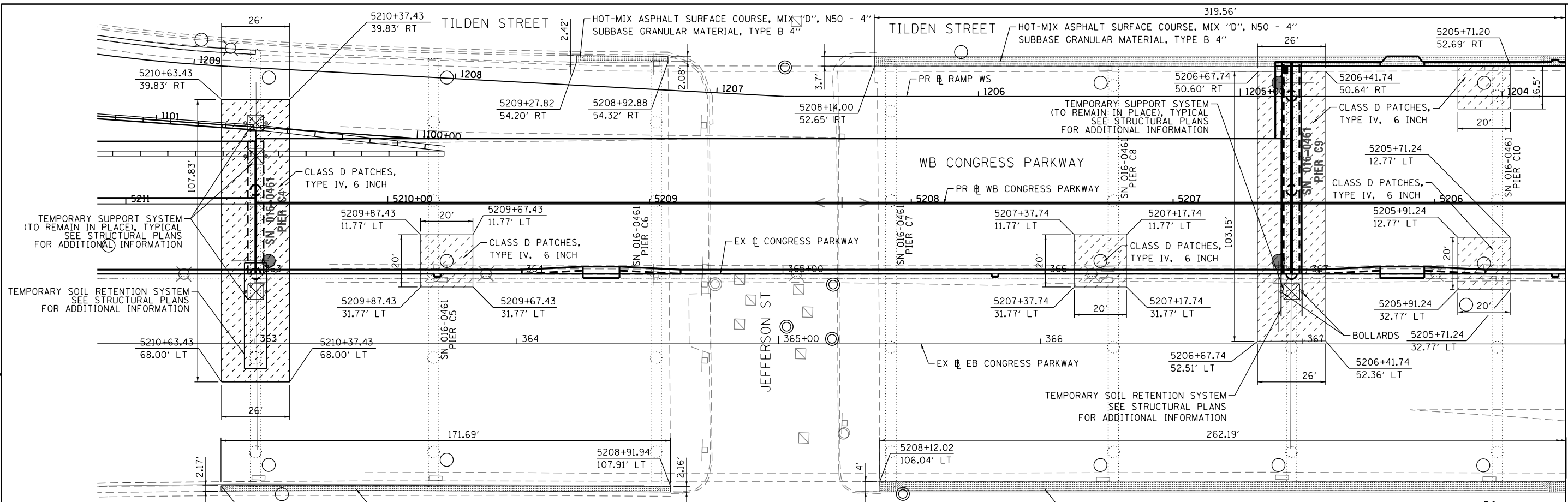
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

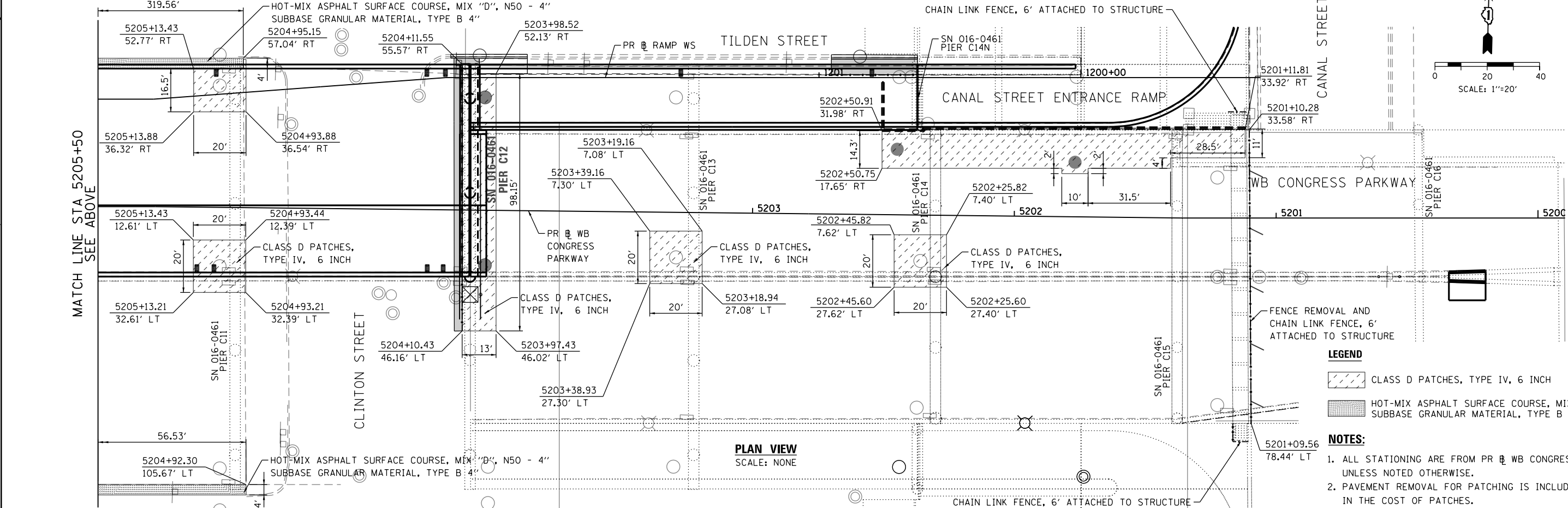
**ROADWAY DETAILS
IMPROVEMENT AT RETAINING WALL 44 (SN 016-1831)**
SCALE: 1"=10' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	686
CONTRACT NO. 60X78			DET-06	

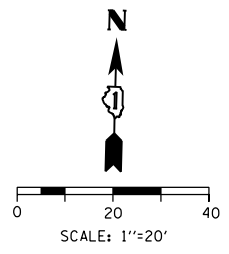
ILLINOIS FED. AID PROJECT



PLAN VIEW
SCALE: NONE



PLAN VIEW
SCALE: NONE



LEGEND

- CLASS D PATCHES, TYPE IV, 6 INCH
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 4" SUBBASE GRANULAR MATERIAL, TYPE B 4"

NOTES:

1. ALL STATIONING ARE FROM PR @ WB CONGRESS PARKWAY, UNLESS NOTED OTHERWISE.
2. PAVEMENT REMOVAL FOR PATCHING IS INCLUDED IN THE COST OF PATCHES.

MATCH LINE STA 5205+50
SEE BELOW

MATCH LINE STA 5205+50
SEE ABOVE

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DATE - 3/18/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

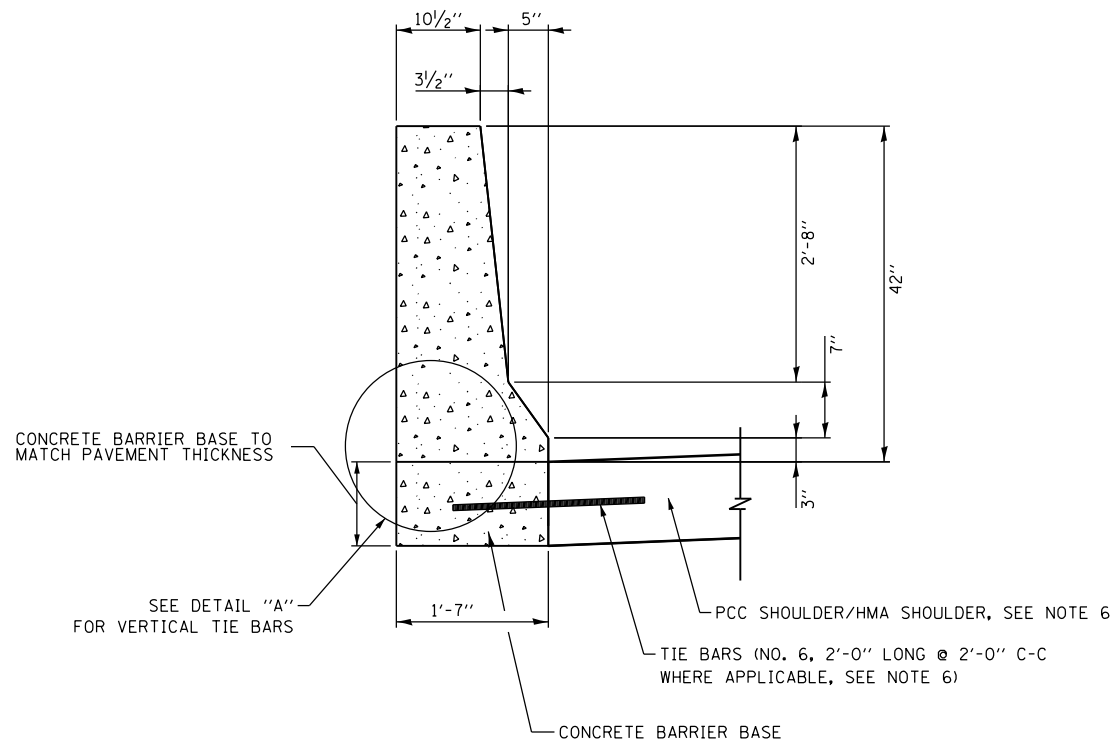
ROADWAY DETAILS
PATCHING IMPROVEMENT UNDER WB VIADUCT BRIDGE

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	687
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

DET-07

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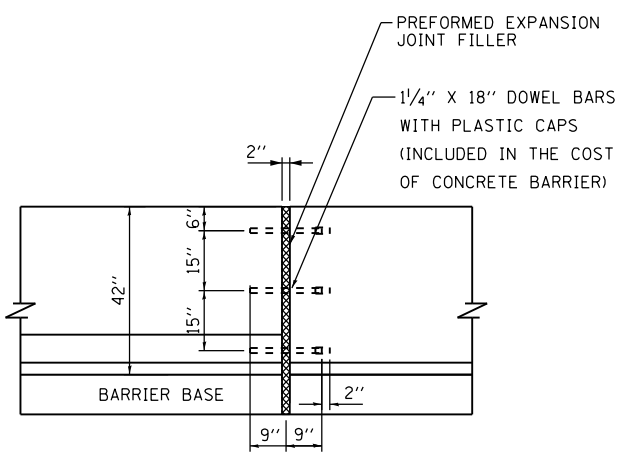
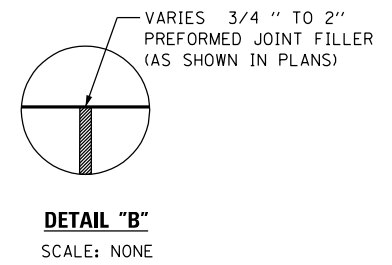
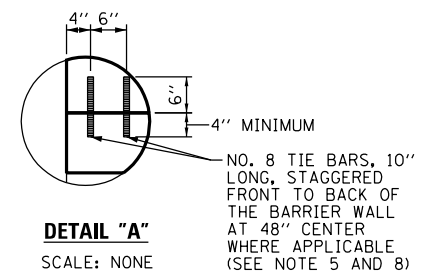


CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT

LT SB BARRIER: STA 14+53.29 TO STA 15+12.28 (EX SB I-90/94)
 RT SB BARRIER: STA 13+49.13 TO STA 16+36.73 (EX SB I-90/94)
 LT NB BARRIER: STA 14+37.76 TO STA 15+12.75 (EX NB I-90/94)
 RT NB BARRIER: STA 14+21.95 TO STA 15+00.84 (EX NB I-90/94)
 SCALE: NONE

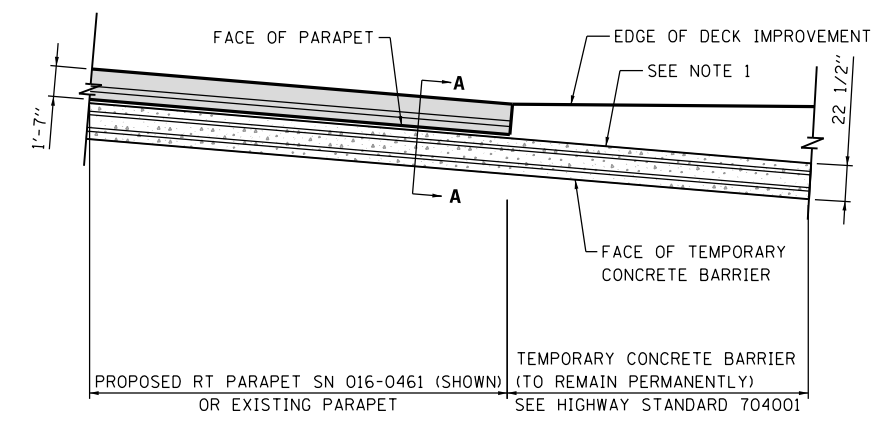
NOTES:

1. EXPANSION JOINTS SHOWN ON THIS DRAWING SHALL BE PREFORMED JOINT MATERIAL (BITUMINOUS TYPE) FILLER AND SHALL MEET AASHTO DESIGNATION M-33.
2. ALL WORK AND MATERIALS DETAILED HEREIN SHALL BE INCLUDED IN THE COST OF THE VARIOUS CONCRETE BARRIER PAY ITEMS UNLESS OTHERWISE NOTED.
3. PREFORMED JOINT FILLER SHALL BE INCLUDED IN THE COST OF CONCRETE BARRIER OR CONCRETE BARRIER TRANSITION.
4. JOINTS SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH ARTICLE 637.08 OF THE STANDARD SPECIFICATIONS
5. TWO VERTICAL EPOXY COATED, NO. 8 TIE BARS, 10" LONG, SHALL BE PLACED STAGGERED FRONT TO BACK OF THE BARRIER WALL AT 48" CENTERS ALONG THE CONCRETE BARRIER TRANSITION. TIE BARS SHALL BE INCLUDED IN THE COST OF CONCRETE BARRIER TRANSITION.
6. HORIZONTAL TIE BARS SHALL BE NO. 6 EPOXY COATED, 24" LONG, 24" C-C AND SHALL BE INCLUDED IN THE COST OF THE BARRIER BASE. HORIZONTAL TIE BARS ARE REQUIRED WHEN PAVEMENT IS PCC.
7. EXPANSION JOINTS SHALL BE CONSTRUCTED IN BARRIER WALL AT MAXIMUM JOINT SPACING OF 90 FEET.
8. VERTICAL TIE BARS ARE REQUIRED WHEN CONCRETE BARRIER AND CONCRETE BARRIER BASE ARE NOT POURED MONOLITHICALLY.



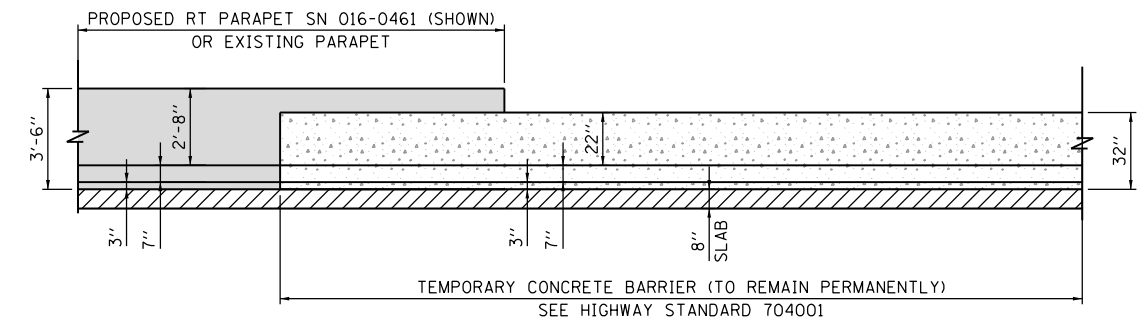
EXPANSION JOINT - 42" BARRIER

SCALE: NONE



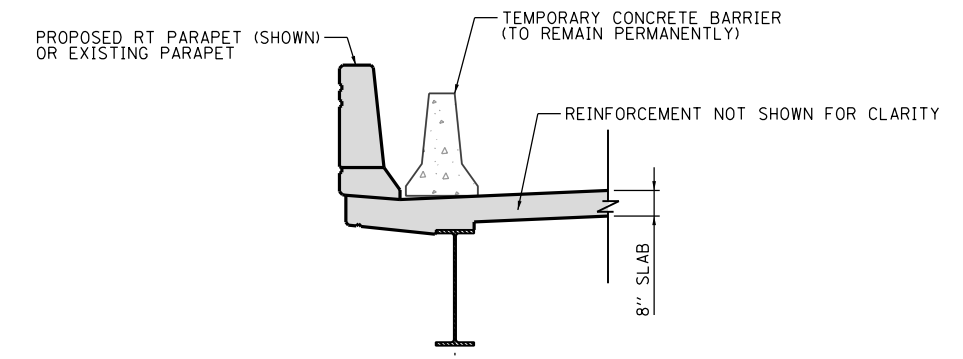
PLAN VIEW

SCALE: NONE



ELEVATION VIEW

SCALE: NONE



SECTION A-A

SCALE: NONE

NOTES:

1. SEE STRUCTURAL PLANS FOR TEMPORARY CONCRETE BARRIER ATTACHMENT DETAILS FOR EXISTING AND NEW SLAB. ALL ATTACHMENT TO EXISTING AND NEW SLAB SHALL BE APPROVED BY THE ENGINEER. THE COST SHALL BE INCLUDED WITH TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY).



D160X78-SHT-Detail-05.dgn
 USER NAME = dshevoz
 PLOT SCALE = 100.0000' / 1" / 1"
 PLOT DATE = 4/27/2016

DESIGNED - OPS	REVISED -
DRAWN - OPS	REVISED -
CHECKED - DBM	REVISED -
DATE - 3/18/2016	REVISED -

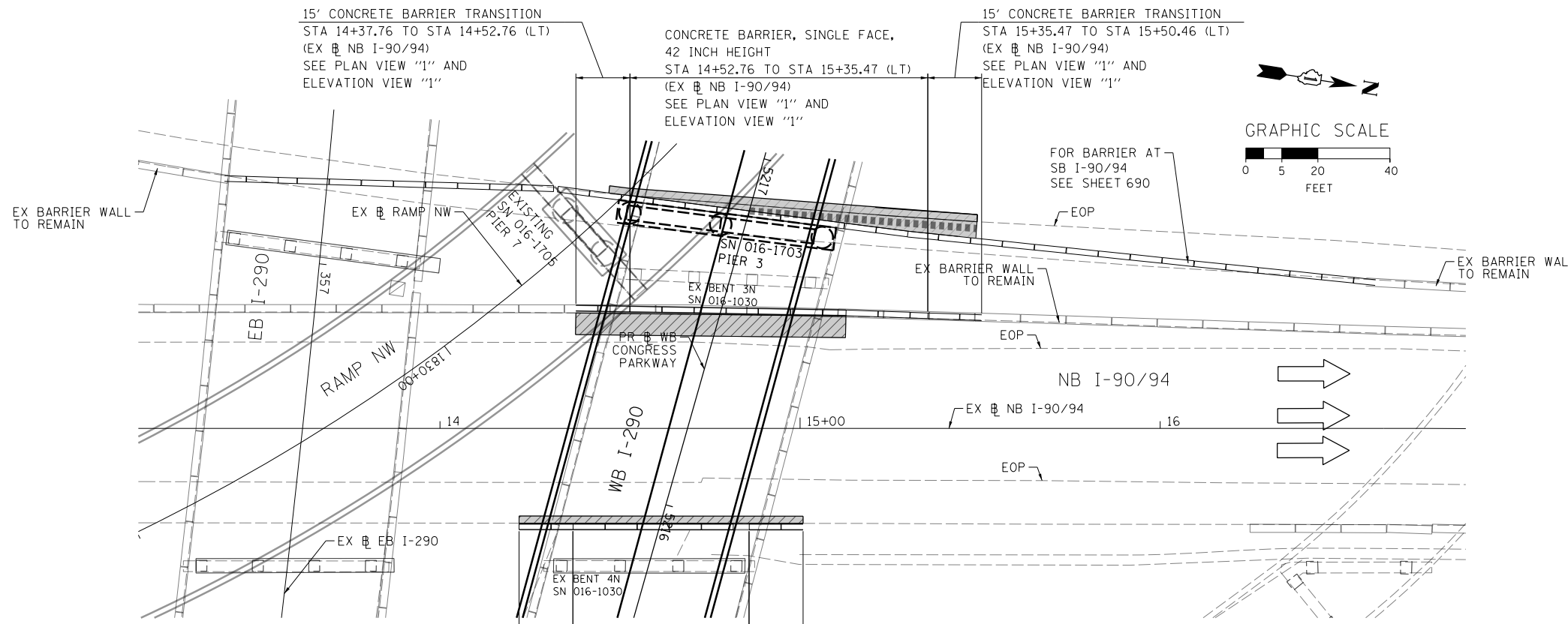
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS: CONCRETE BARRIERS AND
 TEMPORARY CONCRETE BARRIER
 (TO REMAIN PERMANENTLY) AT PROPOSED PARAPET

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	688
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

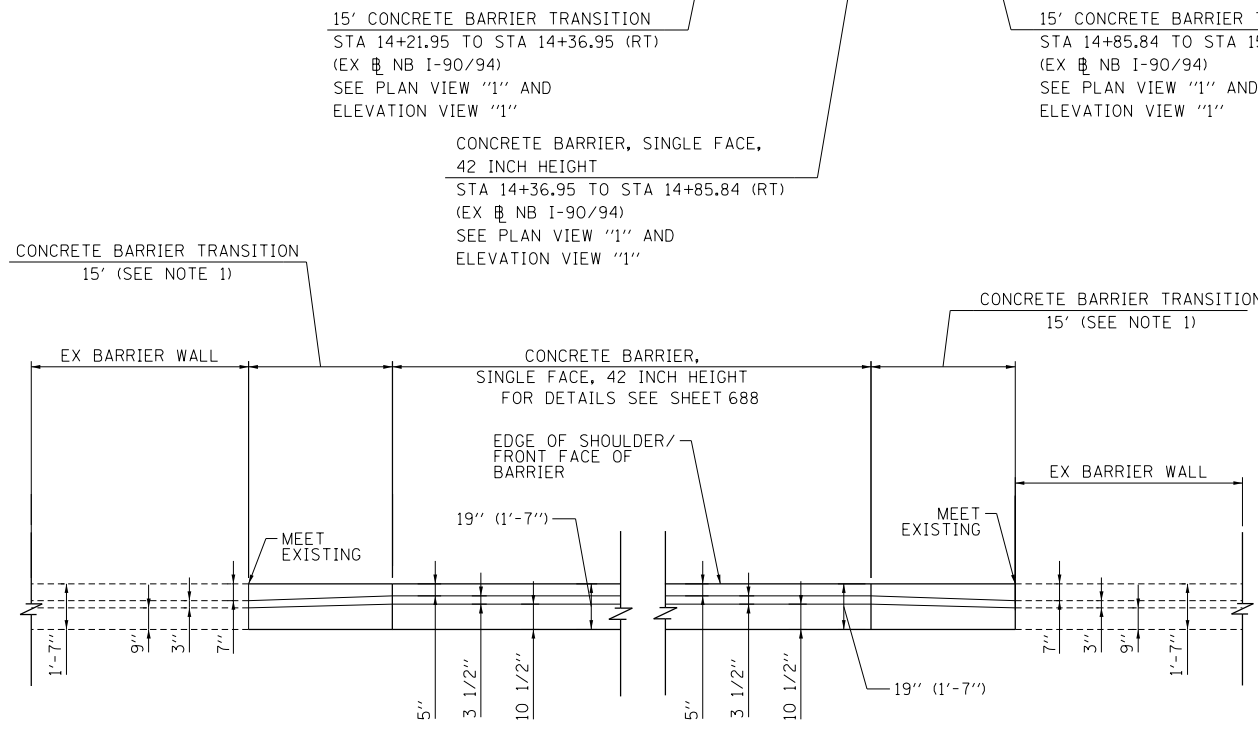
DET-08

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

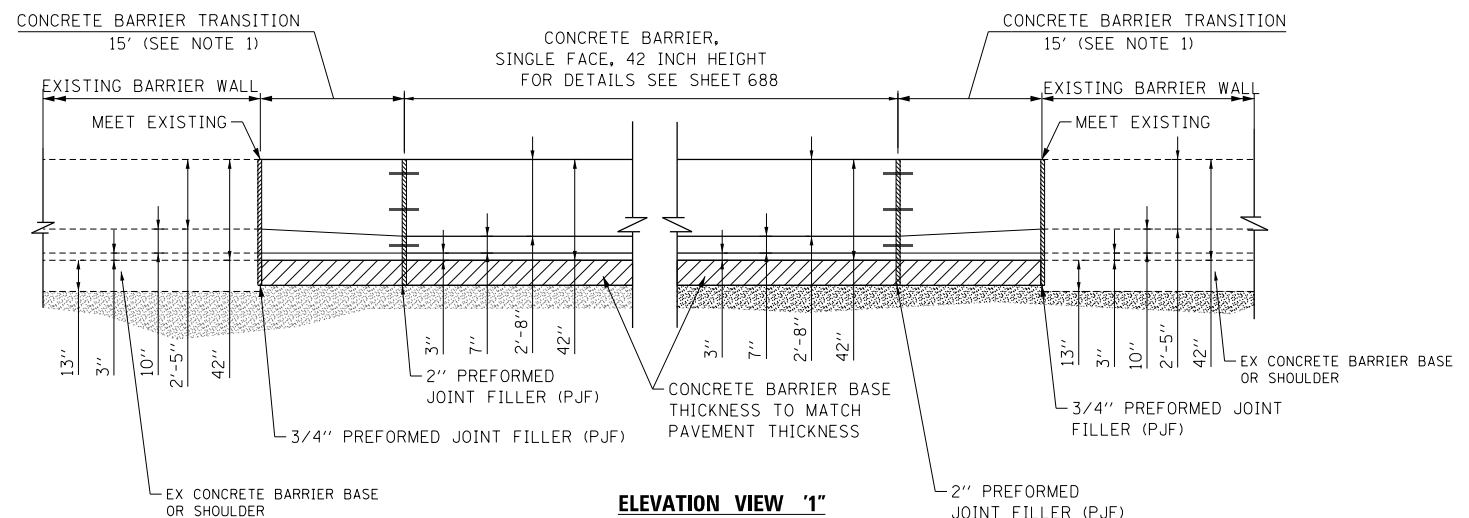


NOTES:

1. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING BARRIER DIMENSIONS AT ALL TRANSITION TIE-INS PRIOR TO INSTALLING THE CONCRETE BARRIER TRANSITION SEGMENTS.



PLAN VIEW "1"
SCALE: NONE



ELEVATION VIEW "1"
SCALE: NONE

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0160X78-sht-Detail-06.dgn
USER NAME = chiuw
PLOT SCALE = 40.0000' / in.
PLOT DATE = 3/20/2016

DESIGNED - OPS	REVISED -
DRAWN - OPS	REVISED -
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DATE - 3/18/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

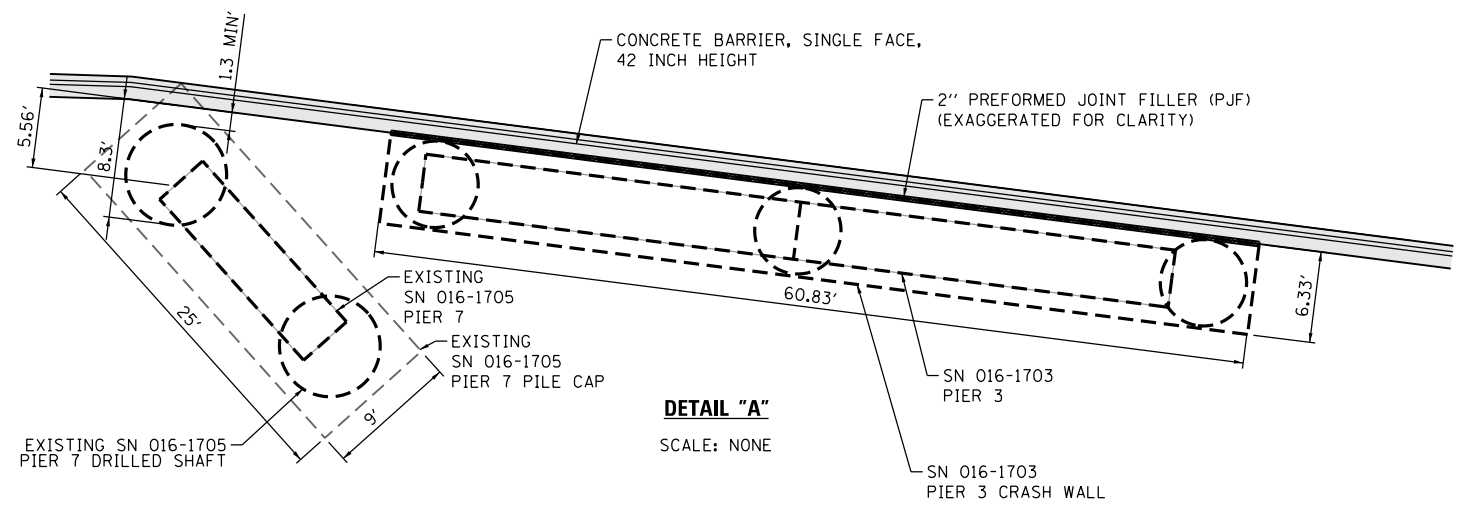
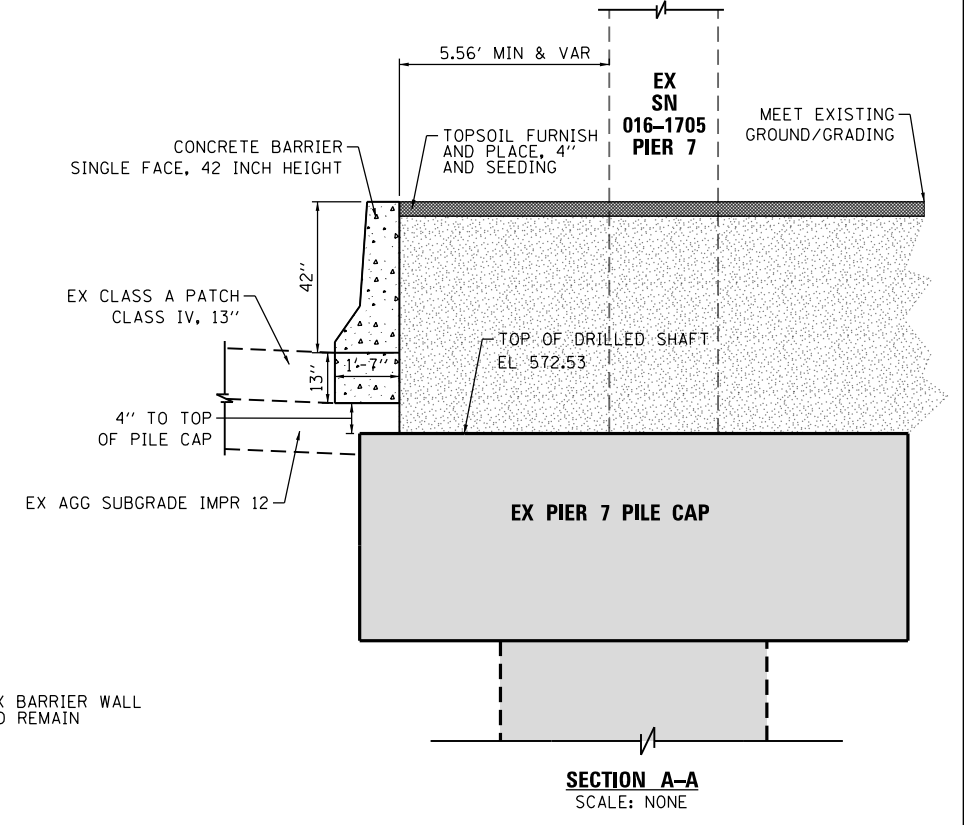
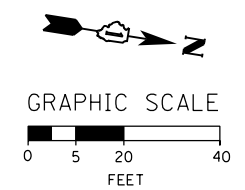
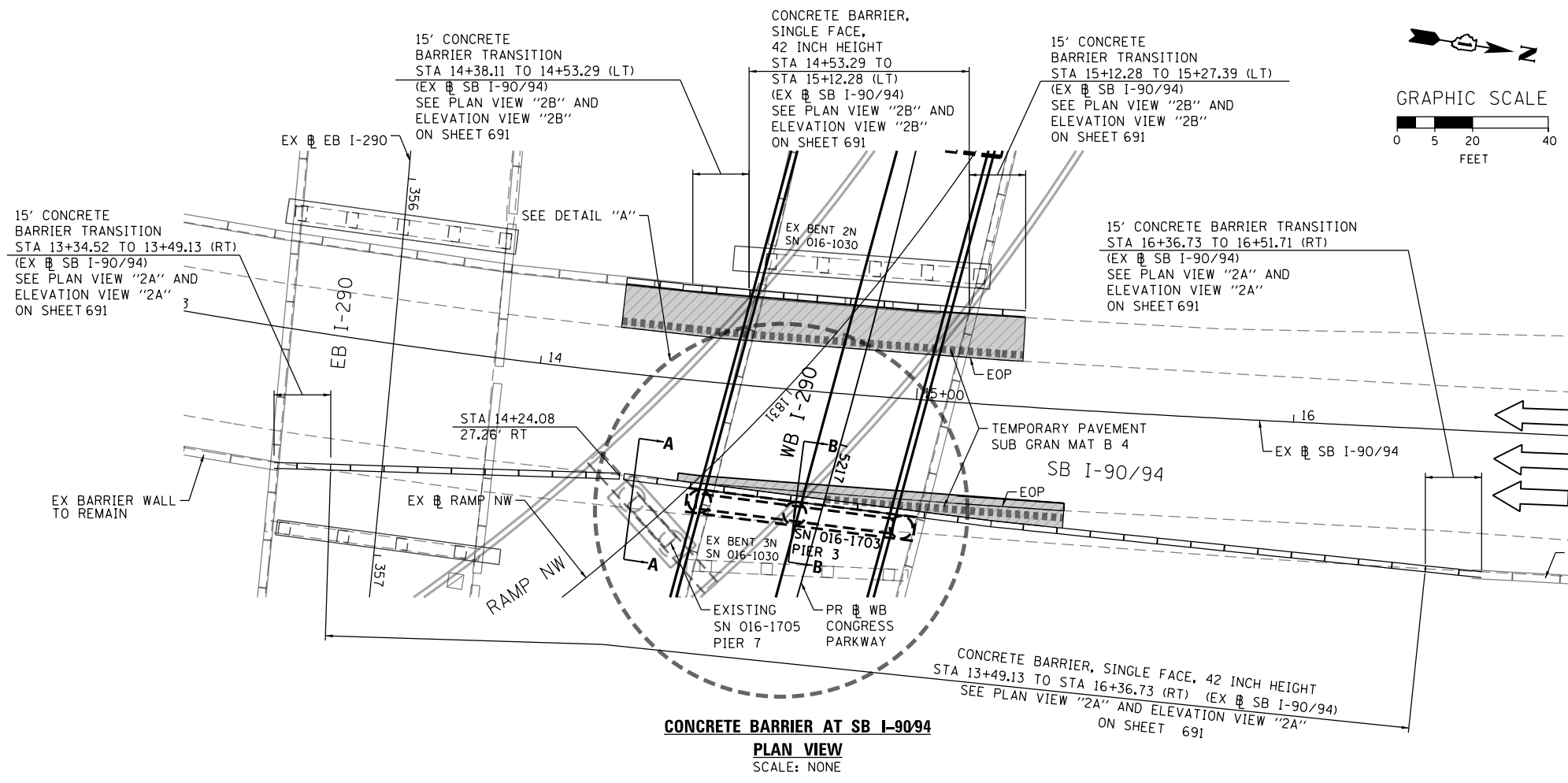
**ROADWAY DETAILS
CONCRETE BARRIER AT NB I-90/94**

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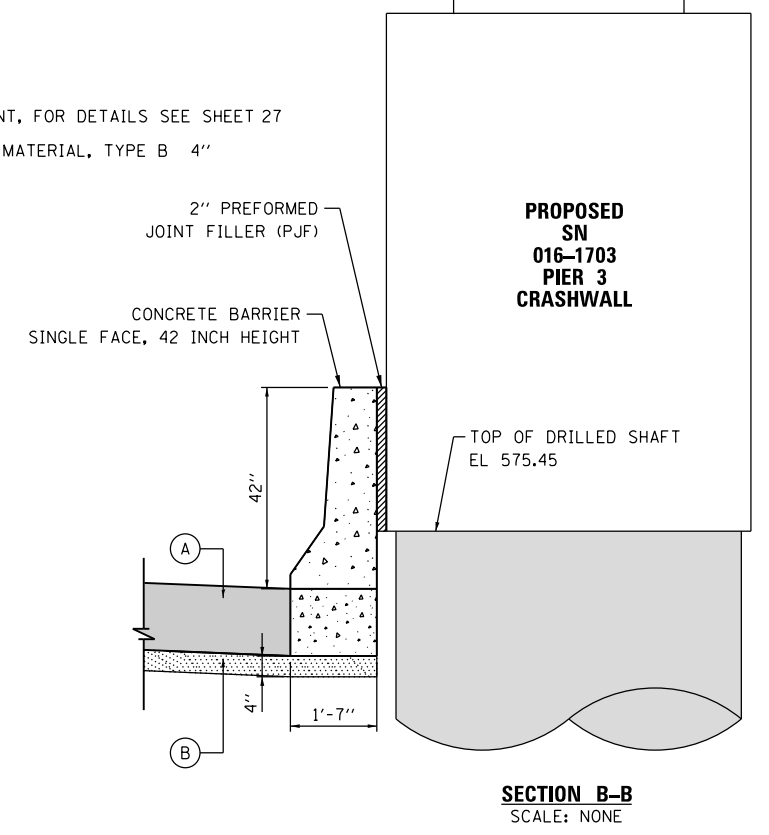
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	689
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

DET-09

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- LEGEND:**
- (A) TEMPORARY PAVEMENT, FOR DETAILS SEE SHEET 27
 - (B) SUBBASE GRANULAR MATERIAL, TYPE B 4"



NOTES:

1. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING BARRIER DIMENSIONS AT ALL TRANSITION TIE-INS PRIOR TO INSTALLING THE CONCRETE BARRIER TRANSITION SEGMENTS.



0160X78-sht-Detail-07A.dgn
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PLOT SCALE = 40.0000' / in.
PLOT DATE = 3/21/2016

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DRAWN - OPS
CHECKED - DBM
DATE - 3/18/2016

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REVISED -
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REVISED -

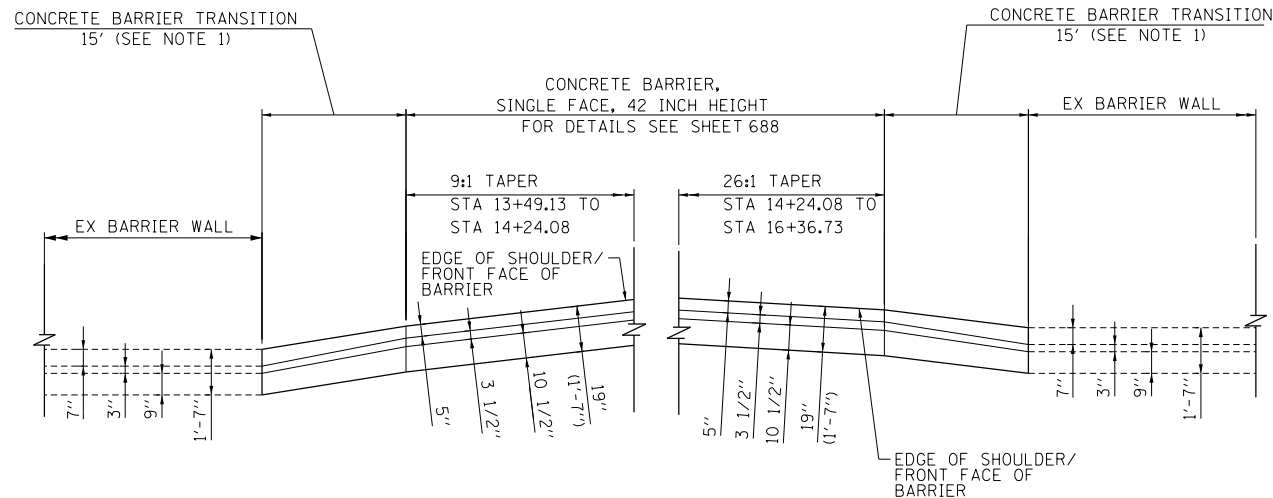
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS
CONCRETE BARRIER AT SB I-90/94

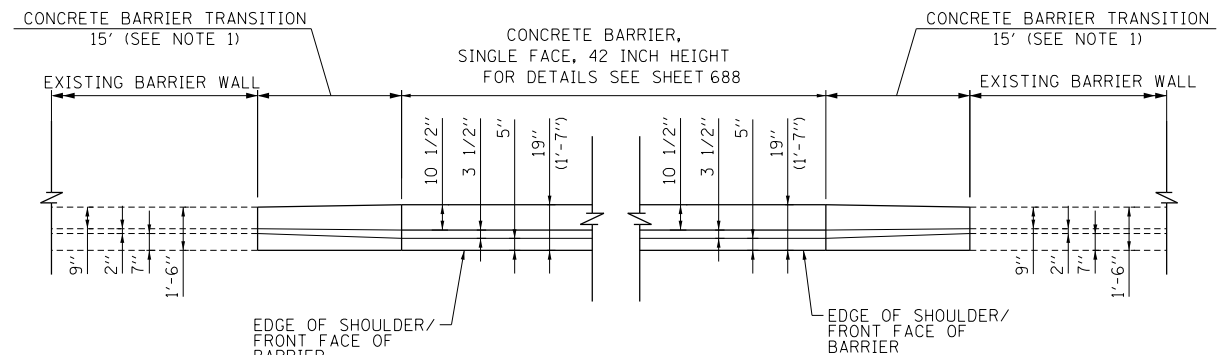
SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	690
CONTRACT NO. 60X78			ILLINOIS FED. AID PROJECT	

DET-10



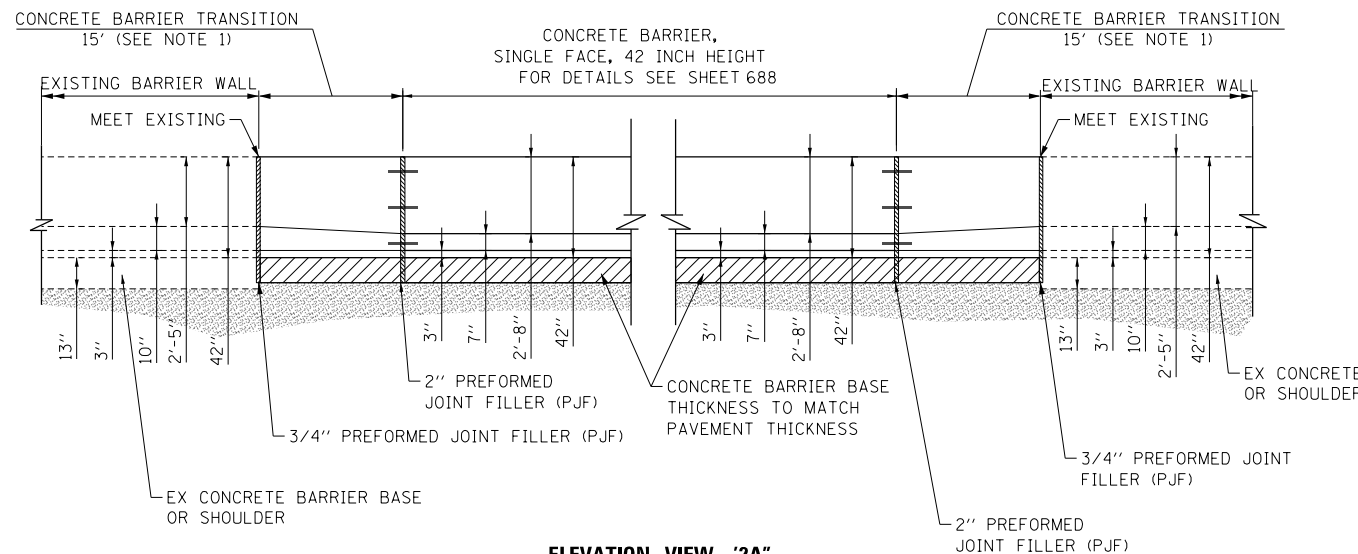
PLAN VIEW "2A"
SCALE: NONE



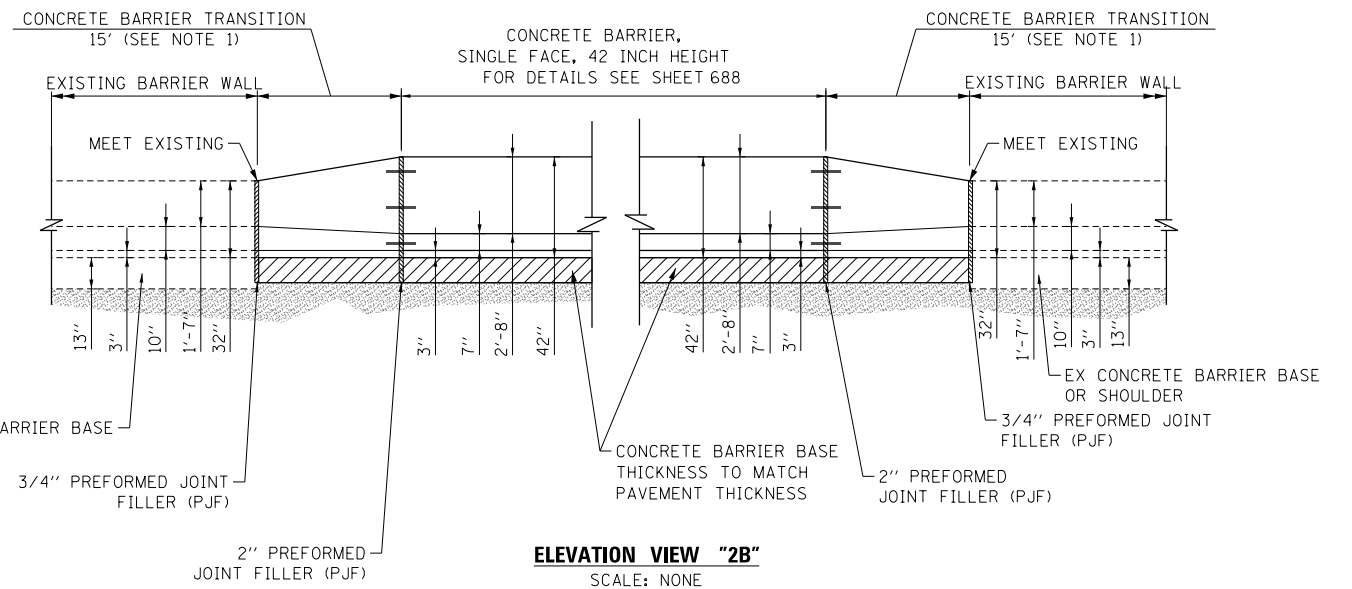
PLAN VIEW "2B"
SCALE: NONE

NOTES:

1. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING BARRIER DIMENSIONS AT ALL TRANSITION TIE-INS PRIOR TO INSTALLING THE CONCRETE BARRIER TRANSITION SEGMENTS.



ELEVATION VIEW "2A"
SCALE: NONE



ELEVATION VIEW "2B"
SCALE: NONE

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D160x78-sht-Detail-07B.dgn
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PLOT SCALE = 40.0000' / in.
PLOT DATE = 3/20/2016

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DRAWN - OPS	REVISED -
CHECKED - DBM	REVISED -
DATE - 3/18/2016	REVISED -

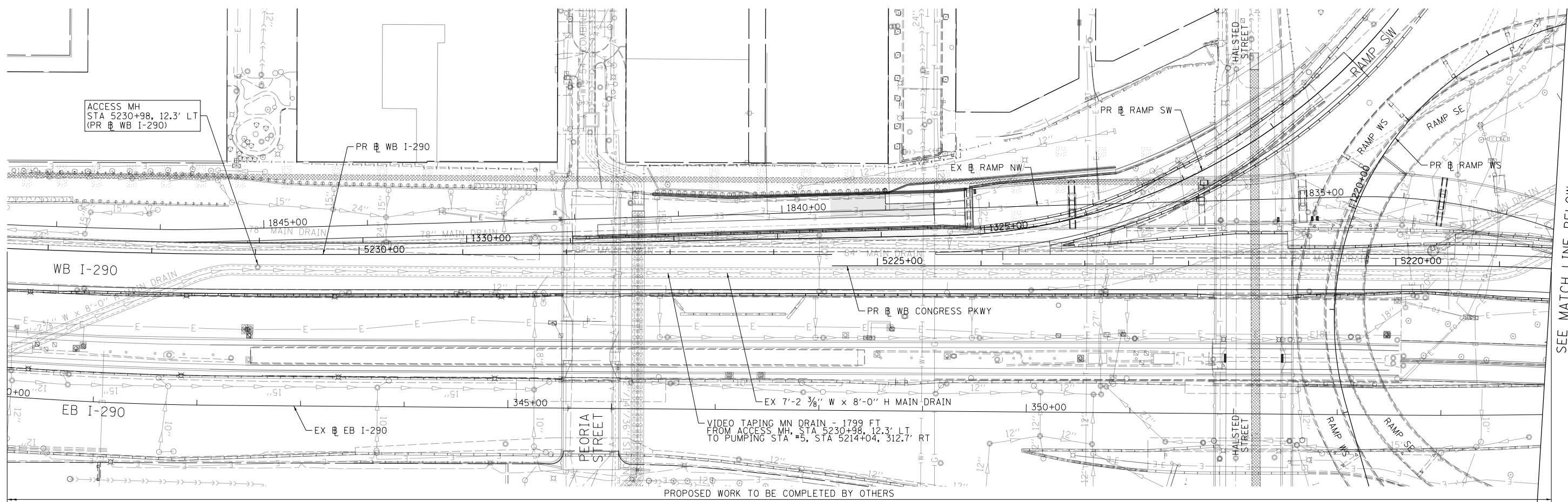
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY DETAILS
CONCRETE BARRIER AT NB I-90/94**

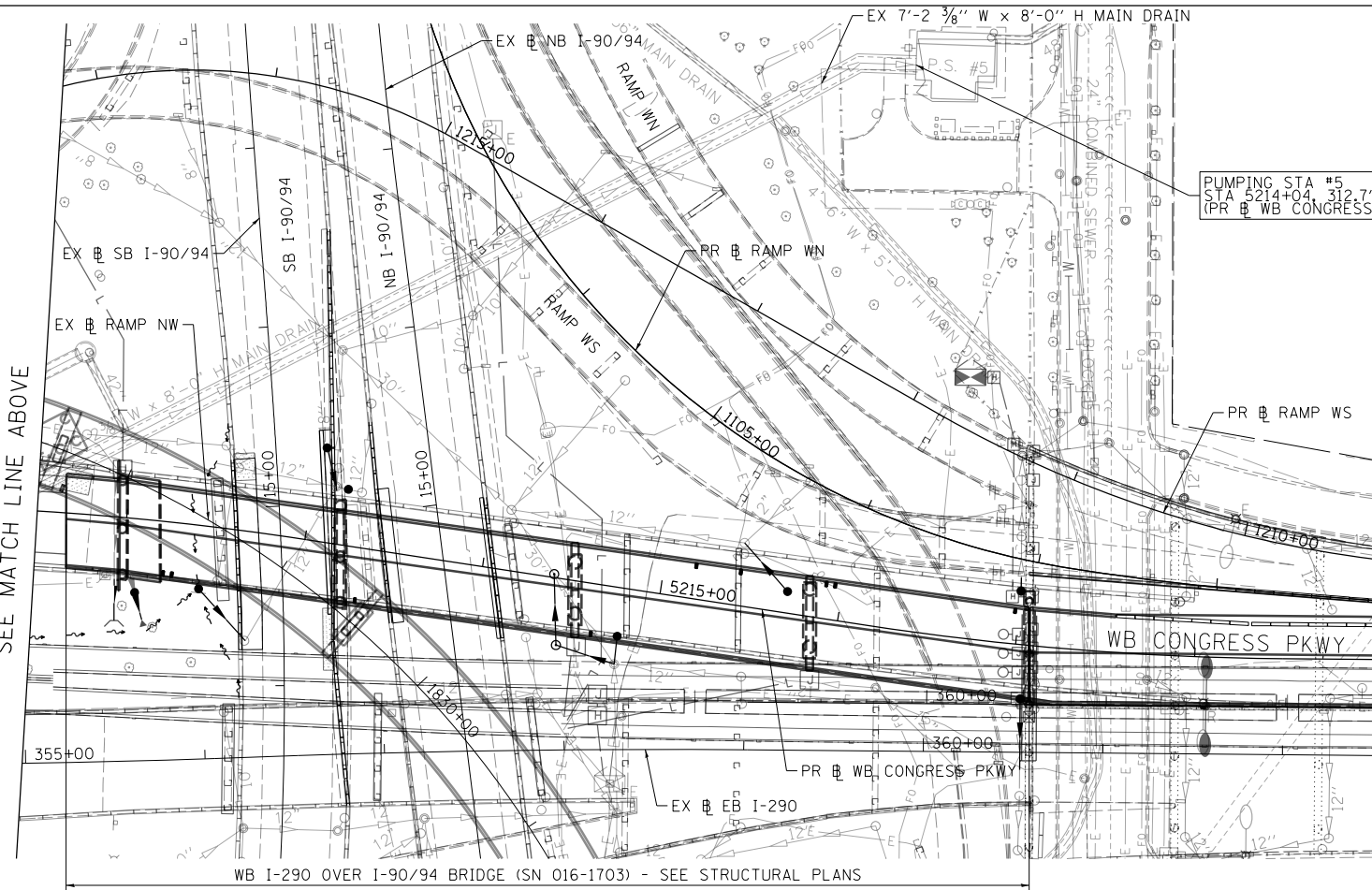
SCALE: NONE SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	691
CONTRACT NO. 60X78			ILLINOIS FED. AID PROJECT	

DET-11

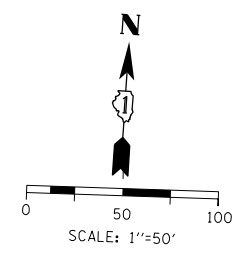


SEE MATCH LINE BELOW



PROPOSED WORK TO BE COMPLETED BY OTHERS SHOWN FOR INFORMATION ONLY

SEE MATCH LINE ABOVE



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PLOT SCALE = 100.0000' / 1" = 50'
PLOT DATE = 3/20/2016

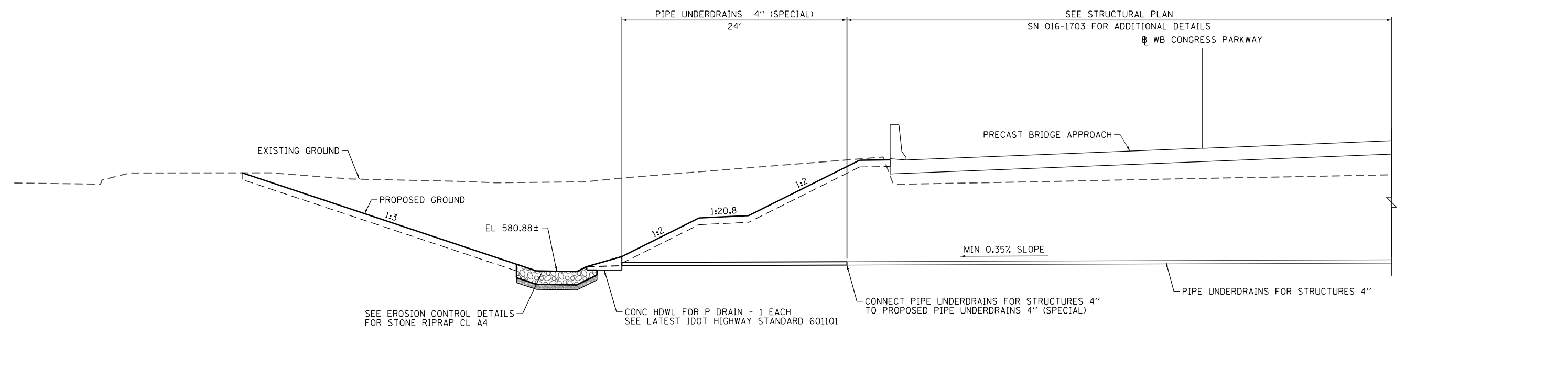
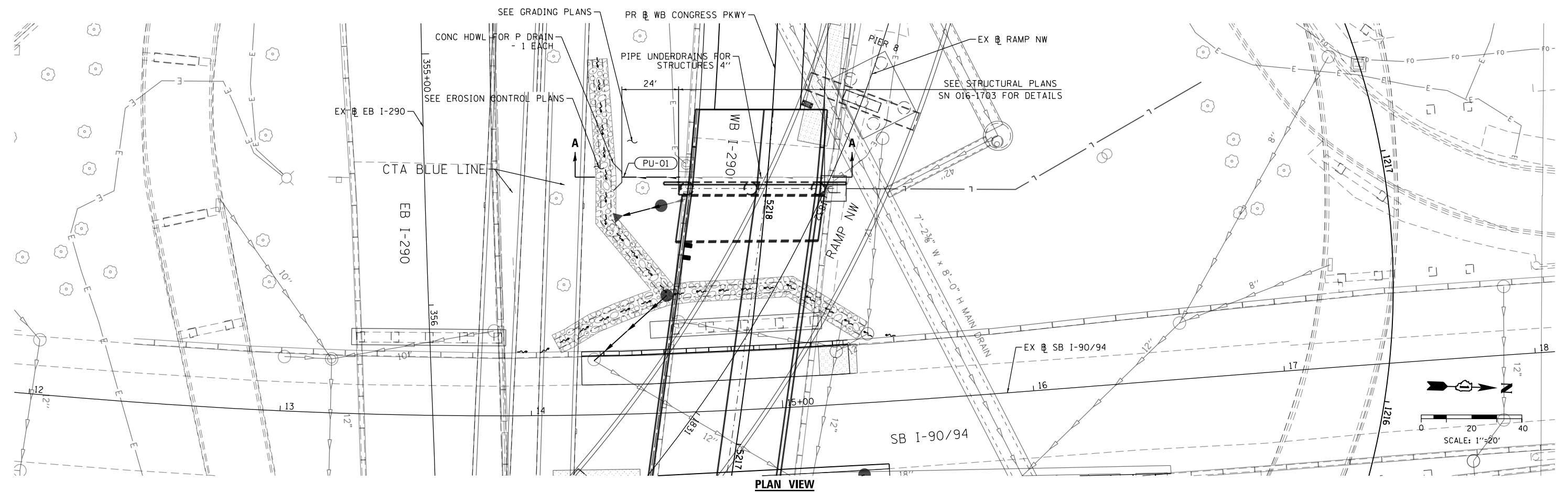
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DRAWN - AFC	REVISED -
CHECKED - DBM	REVISED -
DATE - 3/18/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRAINAGE DETAILS	
VIDEO TAPING OF MAIN DRAIN	
SCALE: 1" = 50'	SHEET 1 OF 1 SHEETS
STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	691A
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

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SECTION A-A

STA 5218+06.93 - SKEWED
N.T.S.



D160X78-sht-Drain-Detail-01
USER NAME = chiue
PLOT SCALE = 40.0000' / in.
PLOT DATE = 3/21/2016

DESIGNED - AFC
DRAWN - AFC
CHECKED - EY
DATE - 3/18/2016

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

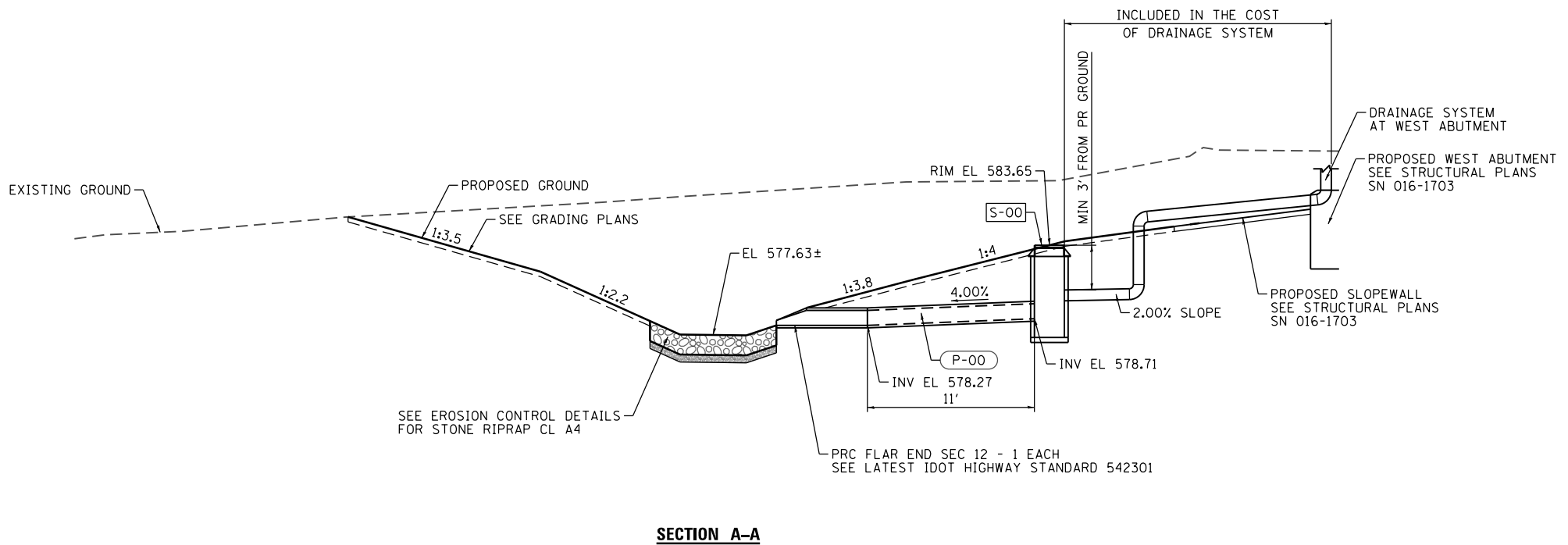
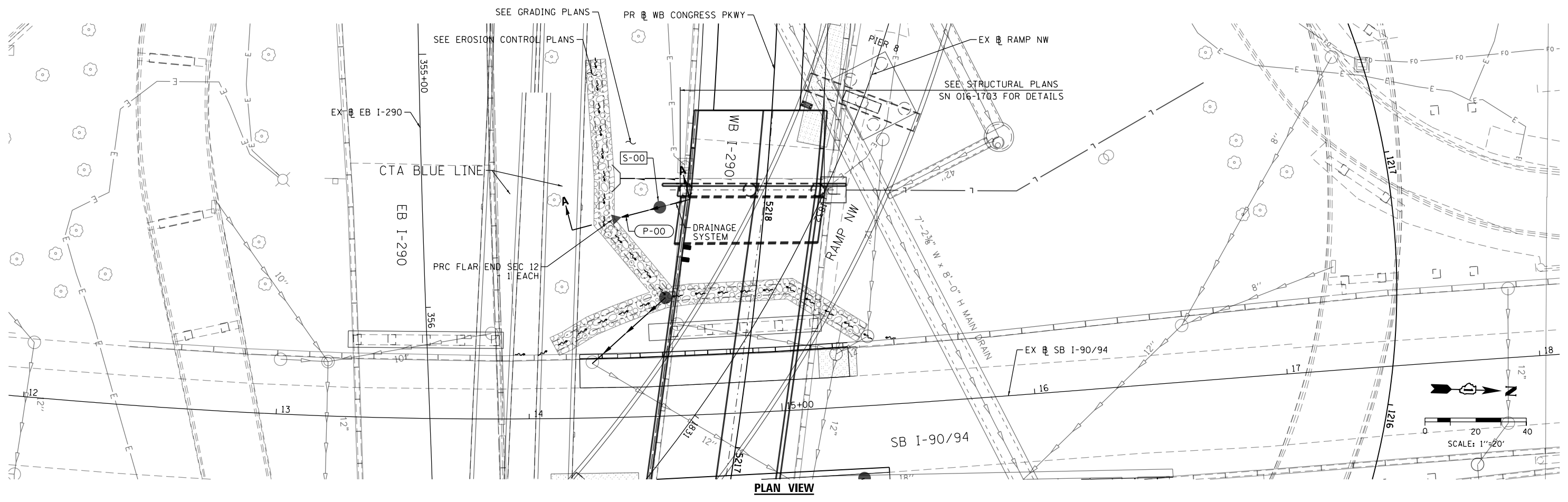
**DRAINAGE DETAILS
PIPE UNDERDRAINS BEHIND WEST ABUTMENT**

SCALE: 1" = 20' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	692
CONTRACT NO. 60X78				

ILLINOIS FED. AID PROJECT

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SECTION A-A



D160x78-sht-Drain-Detail-02
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 PLOT SCALE = 40.0000' / in.
 PLOT DATE = 3/21/2016

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 DRAWN - AFC
 CHECKED - EY
 DATE - 3/18/2016

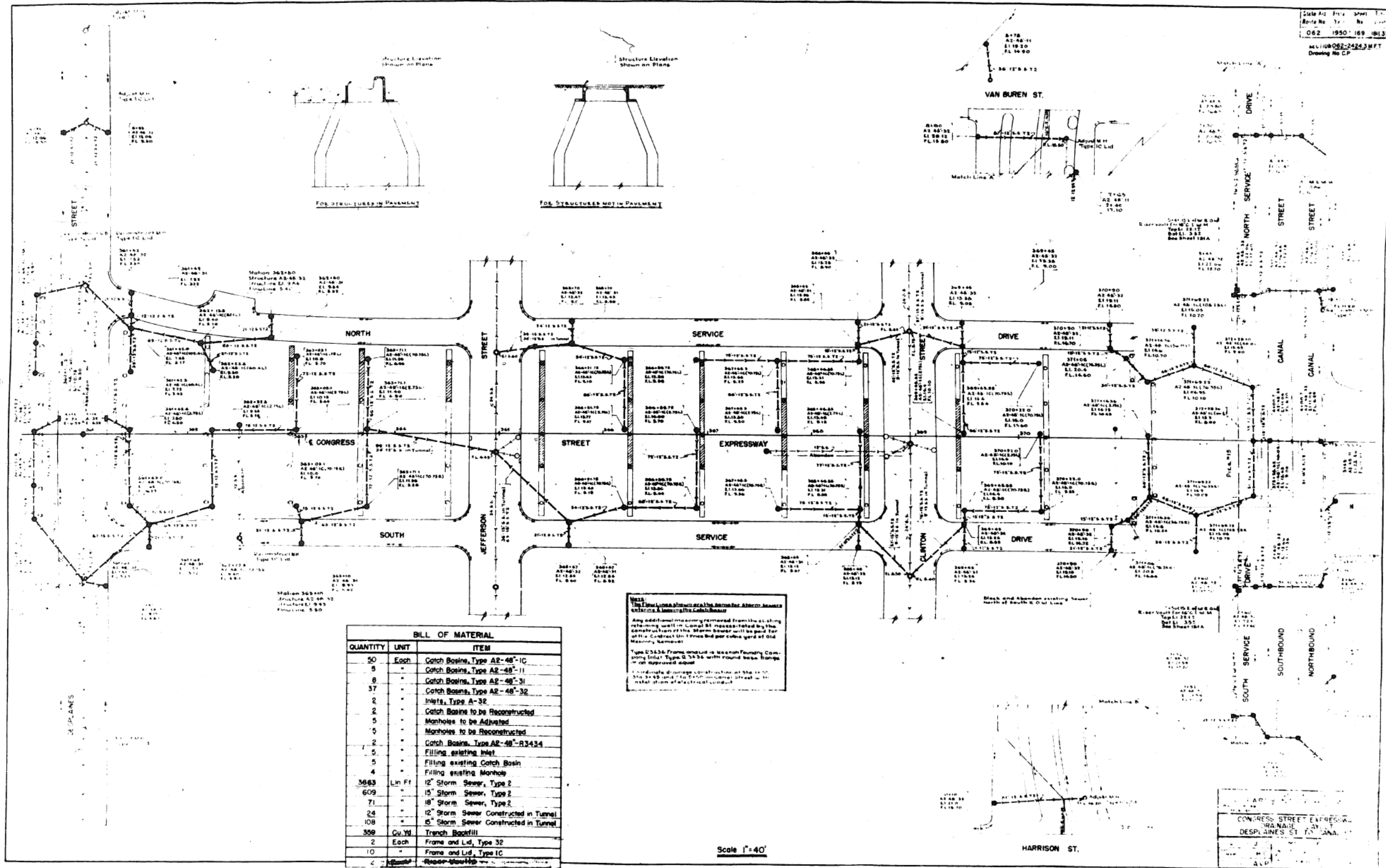
REVISIONS:
 REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DRAINAGE DETAILS
 DRAINAGE SYSTEM BY WEST ABUTMENT**
 SCALE: 1" = 20'
 SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	693
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



BILL OF MATERIAL		
QUANTITY	UNIT	ITEM
50	Each	Catch Basins, Type A2-48-1C
8	"	Catch Basins, Type A2-48-11
8	"	Catch Basins, Type A2-48-31
37	"	Catch Basins, Type A2-48-32
2	"	Inlets, Type A-32
2	"	Catch Basins to be Reconstructed
5	"	Manholes to be Adjusted
5	"	Manholes to be Reconstructed
2	"	Catch Basins, Type A2-48-R3434
5	"	Filling existing Inlet
5	"	Filling existing Catch Basin
4	"	Filling existing Manhole
3663	Lin Ft	12" Storm Sewer, Type 2
609	"	15" Storm Sewer, Type 2
71	"	18" Storm Sewer, Type 2
24	"	12" Storm Sewer Constructed in Tunnel
108	"	15" Storm Sewer Constructed in Tunnel
359	Cu Yd	Trench Backfill
2	Each	Frame and Lid, Type 32
10	"	Frame and Lid, Type 1C
1	"	Recon. Manhole

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE STRUCTURES AND PIPES UNDER
WB CONGRESS VIADUCT BRIDGE

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B	COOK	706	693A
CONTRACT NO. 60X78				



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DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE - 3/18/2016	REVISED -

SCALE: NTS SHEET 1 OF 1 SHEETS STA. TO STA.

ILLINOIS FED. AID PROJECT

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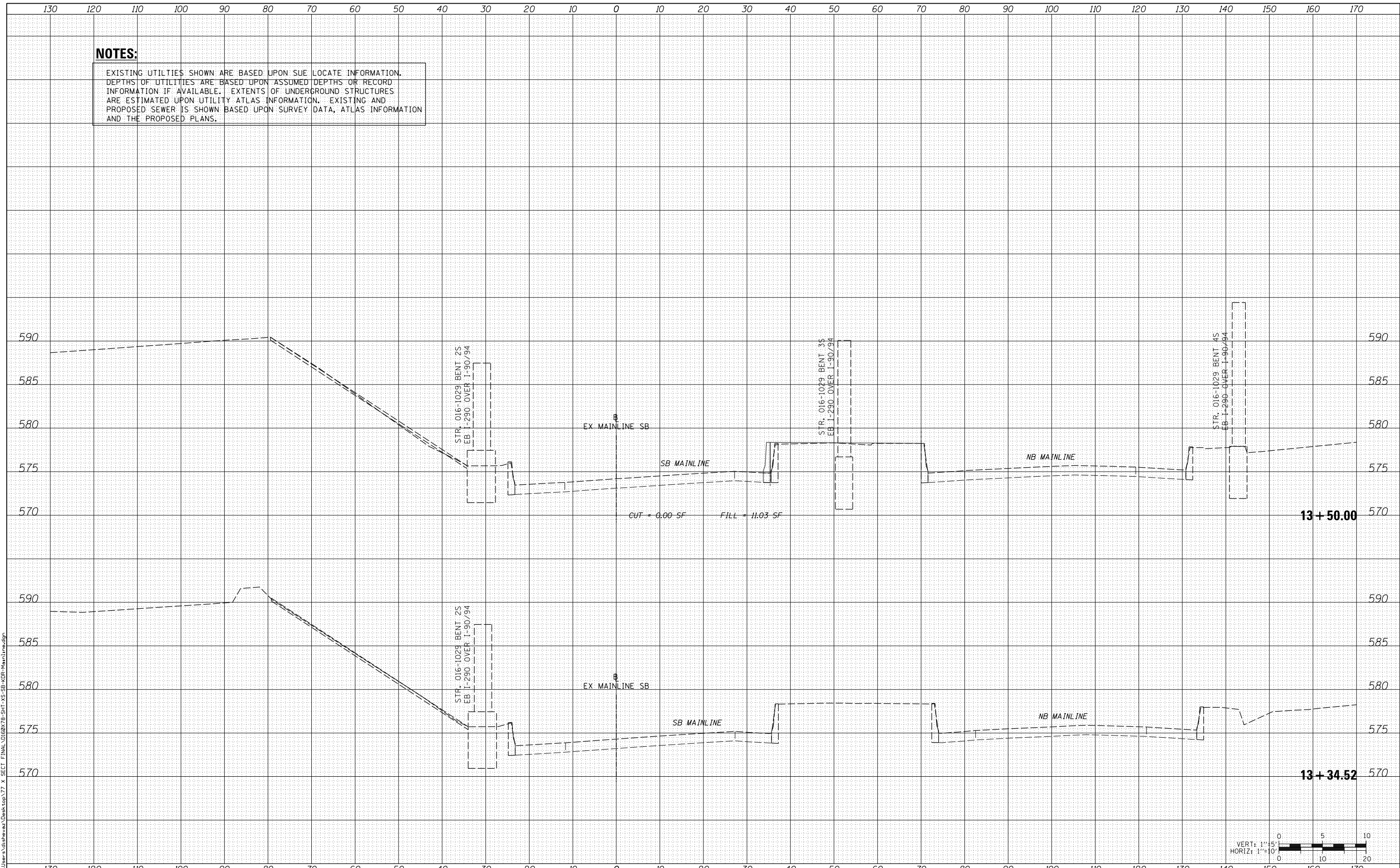
303 EAST WACKER DRIVE, SUITE 1400
 CHICAGO, IL 60601-5276
 PHONE: (312) 373-1700 FAX: (312) 373-6800

NOTES:
 EXISTING UTILITIES SHOWN ARE BASED UPON SUE LOCATE INFORMATION. DEPTHS OF UTILITIES ARE BASED UPON ASSUMED DEPTHS OR RECORD INFORMATION IF AVAILABLE. EXTENTS OF UNDERGROUND STRUCTURES ARE ESTIMATED UPON UTILITY ATLAS INFORMATION. EXISTING AND PROPOSED SEWER IS SHOWN BASED UPON SURVEY DATA, ATLAS INFORMATION AND THE PROPOSED PLANS.

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

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
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PLOT SCALE = 20.0000' / in.	CHECKED - DBM	REVISED -
PLOT DATE = 3/21/2016	DATE - 3/18/2016	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 SB I-90/94 MAINLINE

SCALE: 1:5V, 1:10H SHEET 01 OF 09 SHEETS STA. 13+34.52 TO STA. 13+50.00

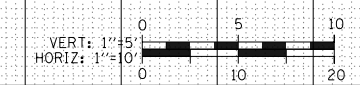
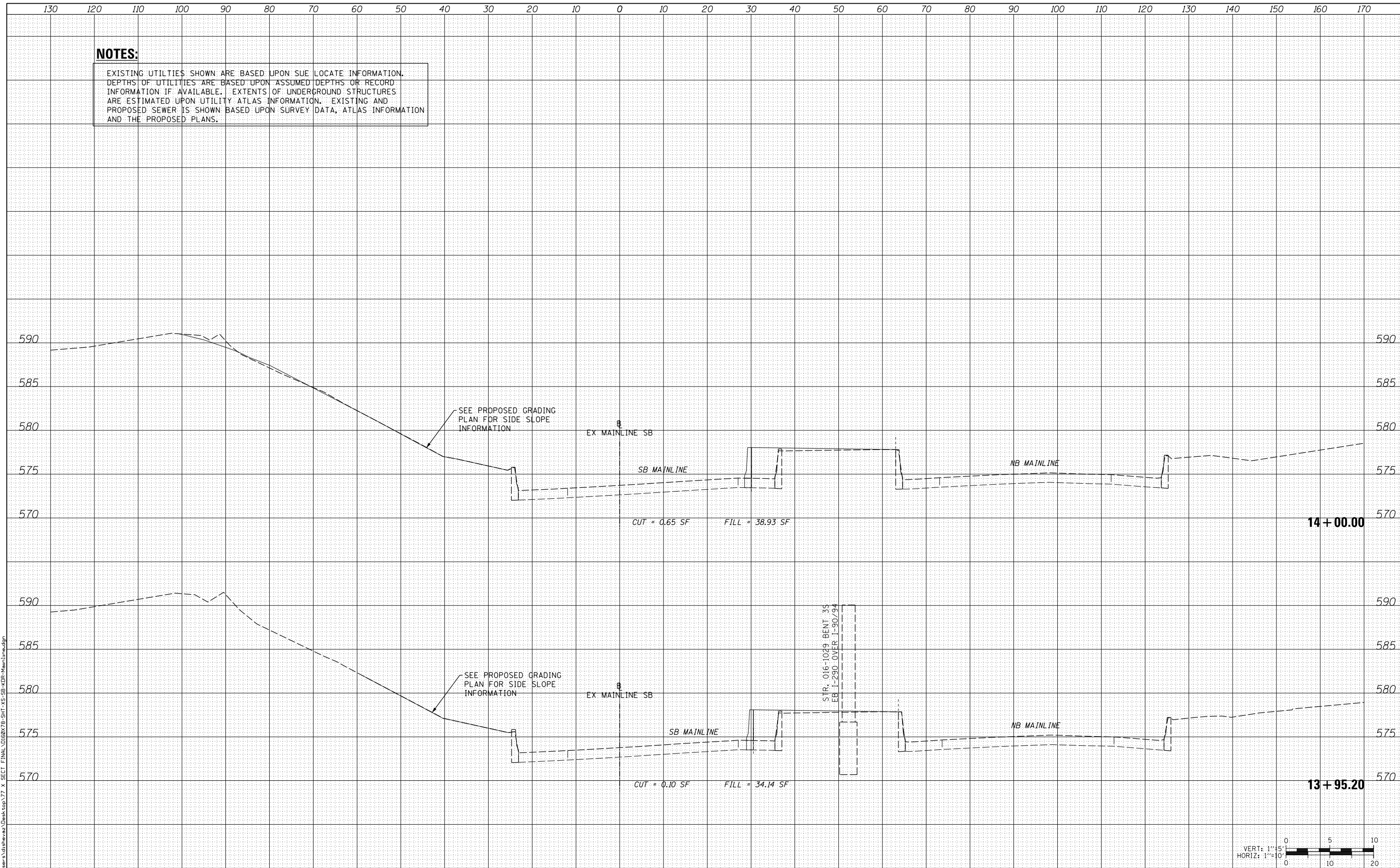
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B		706	694
CONTRACT NO. 60X78				

ILLINOIS FED. AID PROJECT

NOTES:
 EXISTING UTILITIES SHOWN ARE BASED UPON SUE LOCATE INFORMATION.
 DEPTHS OF UTILITIES ARE BASED UPON ASSUMED DEPTHS OR RECORD
 INFORMATION IF AVAILABLE. EXTENTS OF UNDERGROUND STRUCTURES
 ARE ESTIMATED UPON UTILITY ATLAS INFORMATION. EXISTING AND
 PROPOSED SEWER IS SHOWN BASED UPON SURVEY DATA, ATLAS INFORMATION
 AND THE PROPOSED PLANS.

DATE	
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NOTE BOOK	
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ORIGINAL	
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NOTE BOOK	
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D160X78-SHT-XS-SB-KOR-Mainline.dgn
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DESIGNED - SDH
 DRAWN - ECH
 CHECKED - DBM
 DATE - 3/18/2016

REVISED -
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 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 SB I-90/94 MAINLINE
 SCALE: 1:5V, 1:10H SHEET 02 OF 09 SHEETS STA. 13+95.20 TO STA. 14+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B		706	695
CONTRACT NO. 60X78				

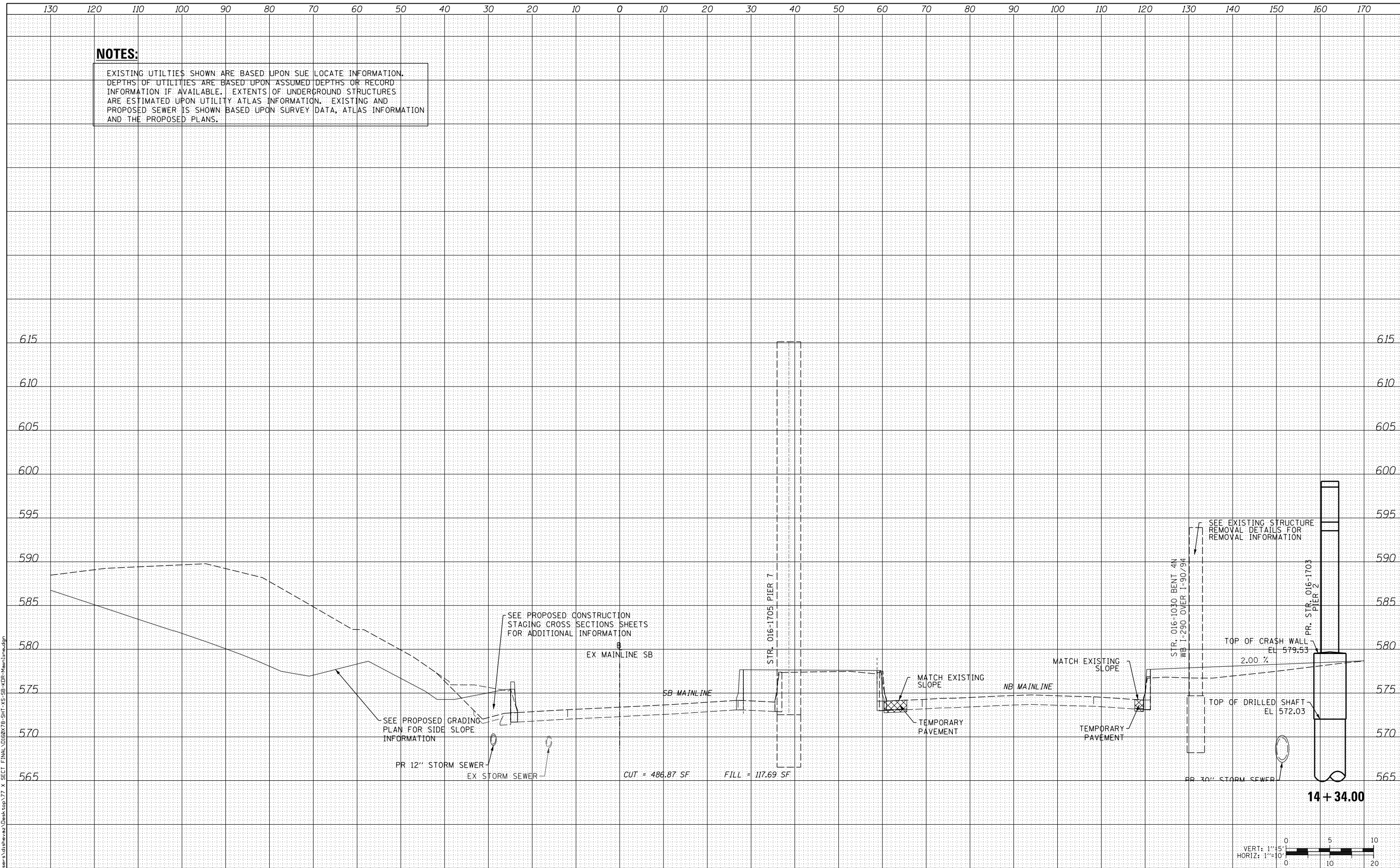
ILLINOIS FED. AID PROJECT

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NOTES:
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DATE	
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FINAL SURVEY NO.	
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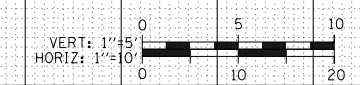


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PLOT DATE = 3/21/2016	DATE - 3/18/2016	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS SB I-90/94 MAINLINE			
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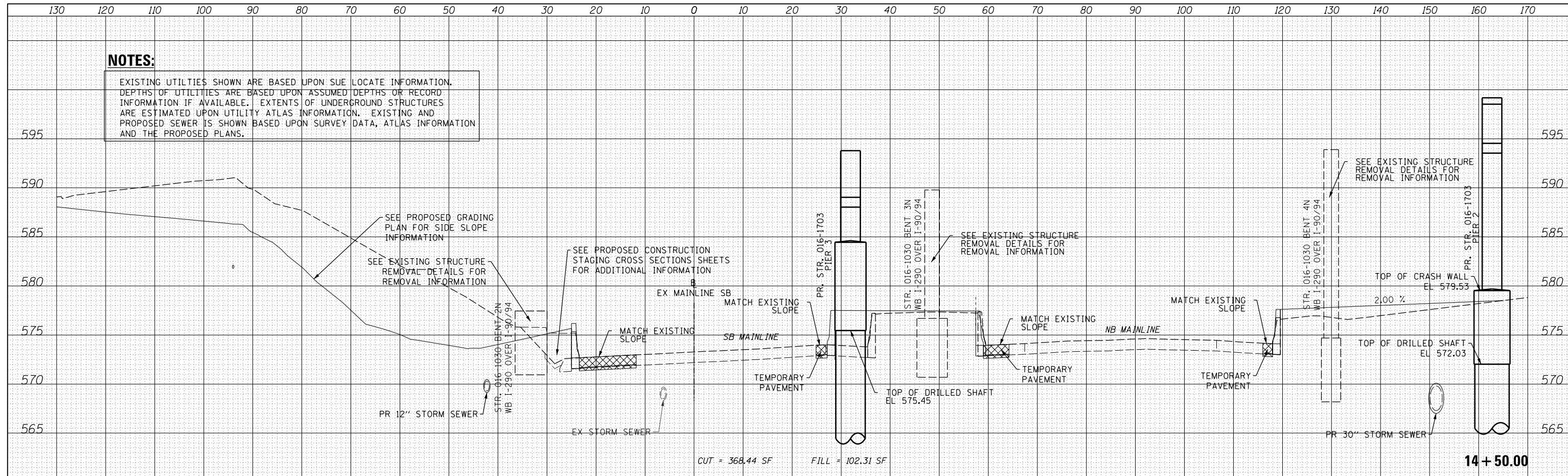
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90/94/290	2014-004R&B		706	696
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				



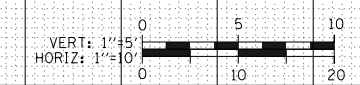
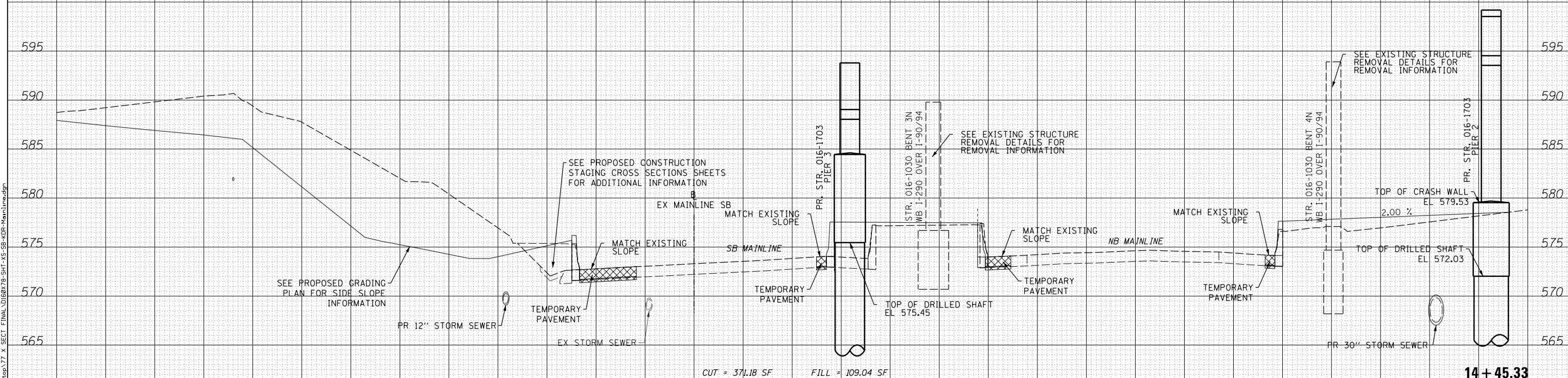
14 + 34.00

NOTES:
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FINAL SURVEY	
NOTE BOOK	
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DATE	
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ORIGINAL SURVEY	
NOTE BOOK	
NO.	



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PLOT DATE = 3/21/2016	DATE - 3/18/2016	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 SB I-90/94 MAINLINE

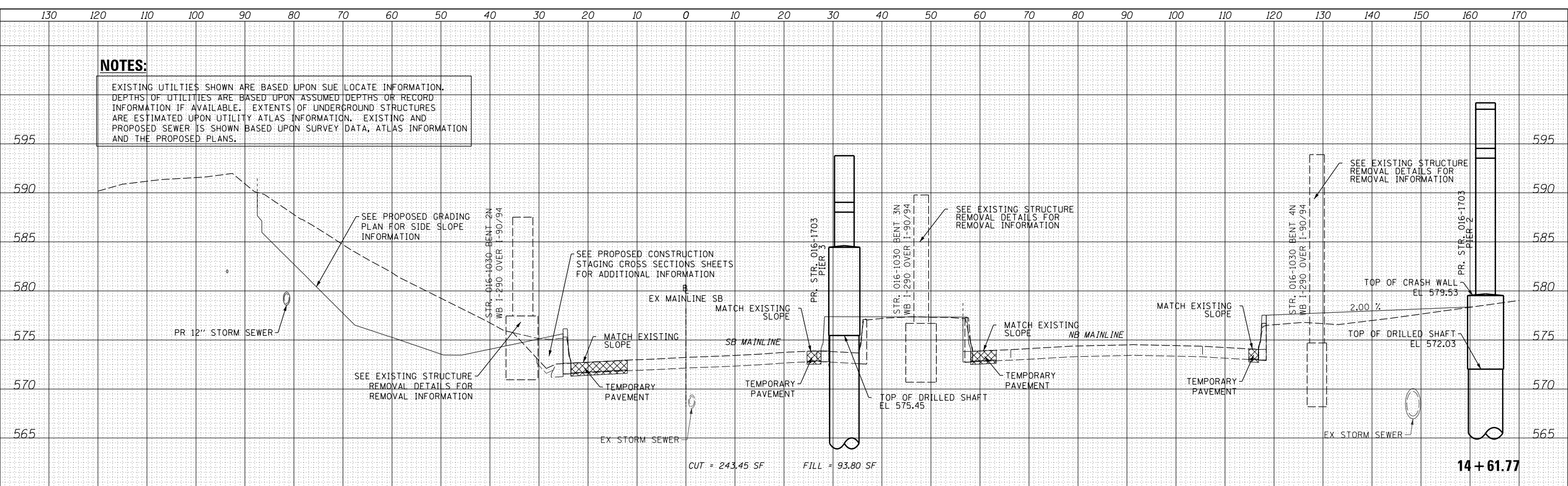
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B		706	697
				CONTRACT NO. 60X78

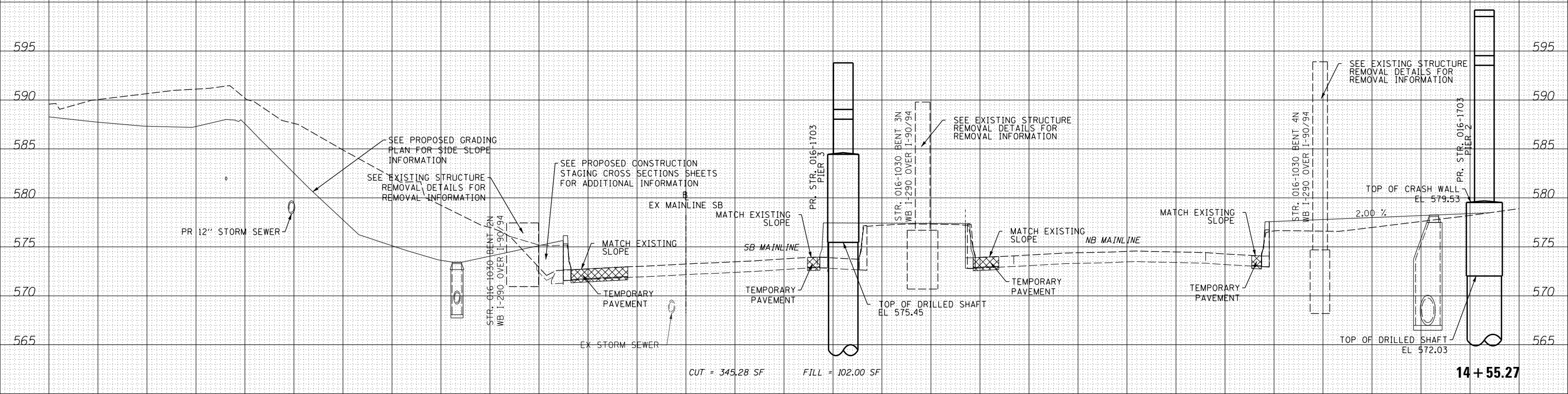
ILLINOIS FED. AID PROJECT

NOTES:
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DATE	
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PLOTTED	
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FINAL SURVEY NOTE BOOK NO.	



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



D160X78-SHT-XS-SB-KOR-Mainline.dgn
 USER NAME = dshevoz
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 3/21/2016

DESIGNED - SDH
 DRAWN - ECH
 CHECKED - DBM
 DATE - 3/18/2016

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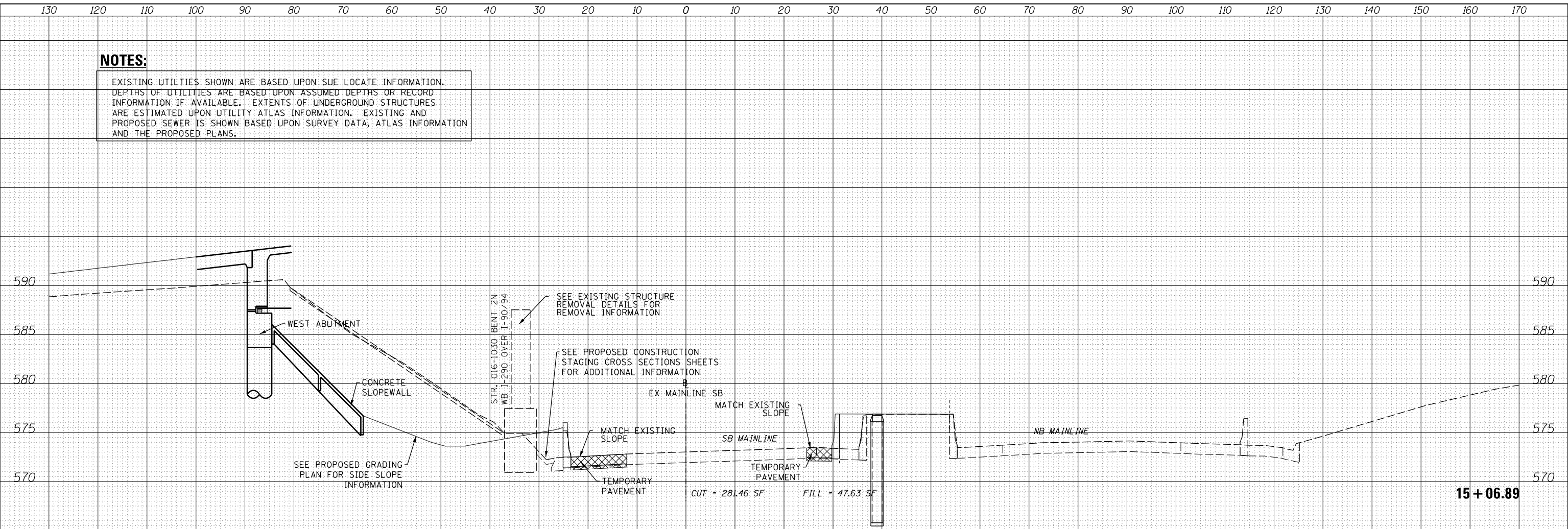
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 SB I-90/94 MAINLINE
 SCALE: 1:5V, 1:10H SHEET 05 OF 09 SHEETS STA. 14+55.27 TO STA. 14+61.77

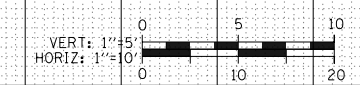
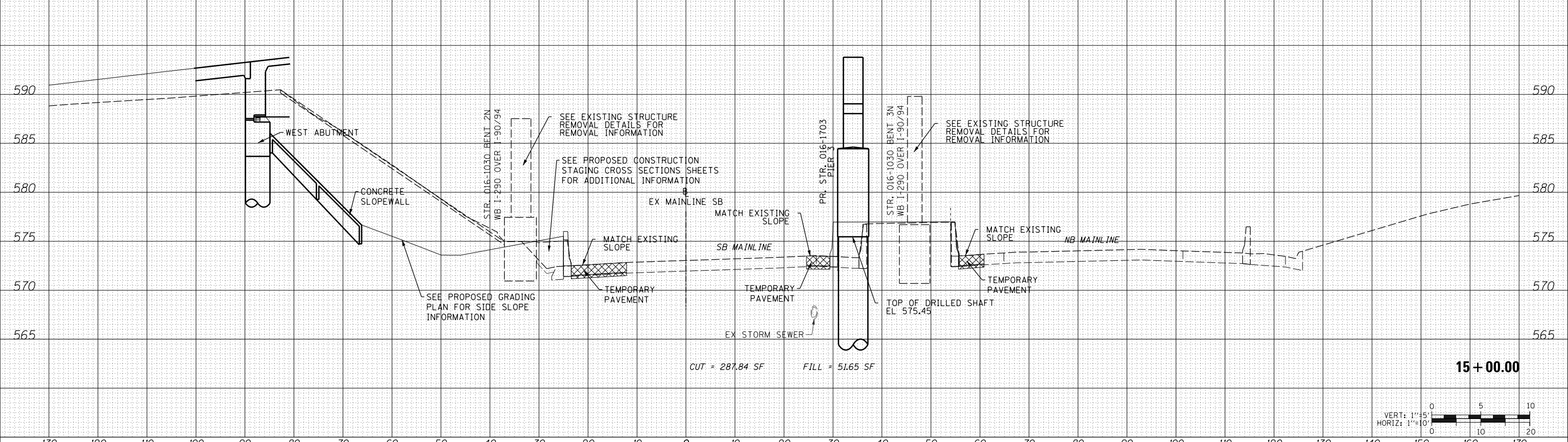
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B		706	698
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

NOTES:
 EXISTING UTILITIES SHOWN ARE BASED UPON SUE LOCATE INFORMATION. DEPTHS OF UTILITIES ARE BASED UPON ASSUMED DEPTHS OR RECORD INFORMATION IF AVAILABLE. EXTENTS OF UNDERGROUND STRUCTURES ARE ESTIMATED UPON UTILITY ATLAS INFORMATION. EXISTING AND PROPOSED SEWER IS SHOWN BASED UPON SURVEY DATA, ATLAS INFORMATION AND THE PROPOSED PLANS.

DATE	
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FINAL SURVEY PLOTTED	
NOTE BOOK	
AREAS CHECKED	



DATE	
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NOTE BOOK	
AREAS CHECKED	



D160X78-SHT-XS-SB-KOR-Mainline.dgn
 USER NAME = dshevoz
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 3/21/2016

DESIGNED - SDH
 DRAWN - ECH
 CHECKED - DBM
 DATE - 3/18/2016

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 SB I-90/94 MAINLINE**
 SCALE: 1:5V, 1:10H SHEET 06 OF 09 SHEETS STA. 15+00.00 TO STA. 15+06.89

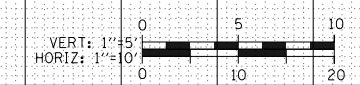
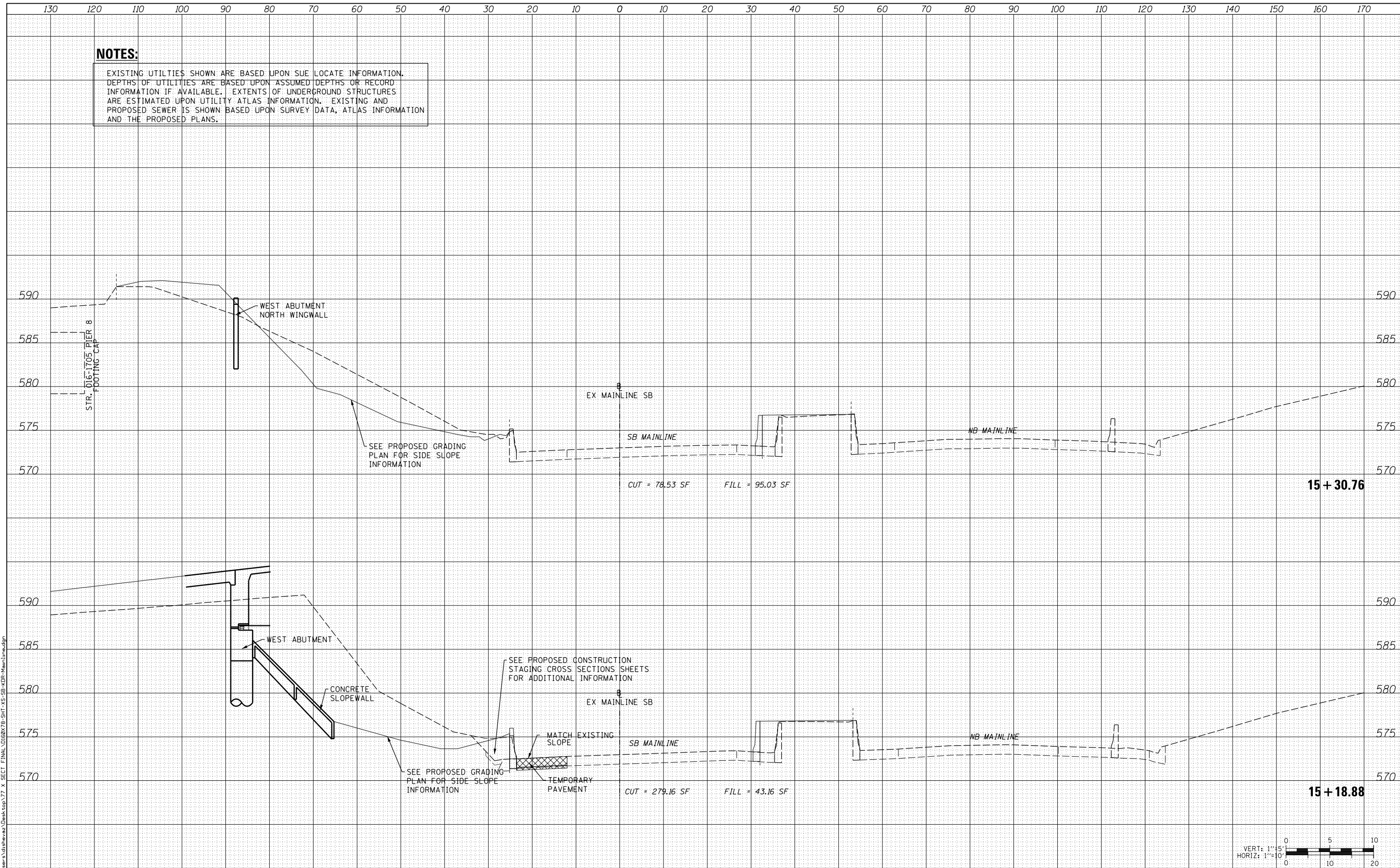
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B		706	699
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

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NOTES:
 EXISTING UTILITIES SHOWN ARE BASED UPON SUE LOCATE INFORMATION. DEPTHS OF UTILITIES ARE BASED UPON ASSUMED DEPTHS OR RECORD INFORMATION IF AVAILABLE. EXTENTS OF UNDERGROUND STRUCTURES ARE ESTIMATED UPON UTILITY ATLAS INFORMATION. EXISTING AND PROPOSED SEWER IS SHOWN BASED UPON SURVEY DATA, ATLAS INFORMATION AND THE PROPOSED PLANS.

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TEMPLATE	
AREAS CHECKED	
FINAL SURVEY NOTE BOOK NO.	

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AREAS CHECKED	
ORIGINAL SURVEY NOTE BOOK NO.	



D160X78-SHT-XS-SB-KOR-Mainline.dgn
 DESIGNED - SDH
 USER NAME = dshevoz
 DRAWN - ECH
 PLOT SCALE = 20.0000' / in.
 CHECKED - DBM
 PLOT DATE = 3/21/2016
 DATE - 3/18/2016
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 SB I-90/94 MAINLINE
 SCALE: 1:5V, 1:10H SHEET 07 OF 09 SHEETS STA. 15+18.88 TO STA. 15+30.76

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B		706	700
CONTRACT NO. 60X78				

ILLINOIS FED. AID PROJECT

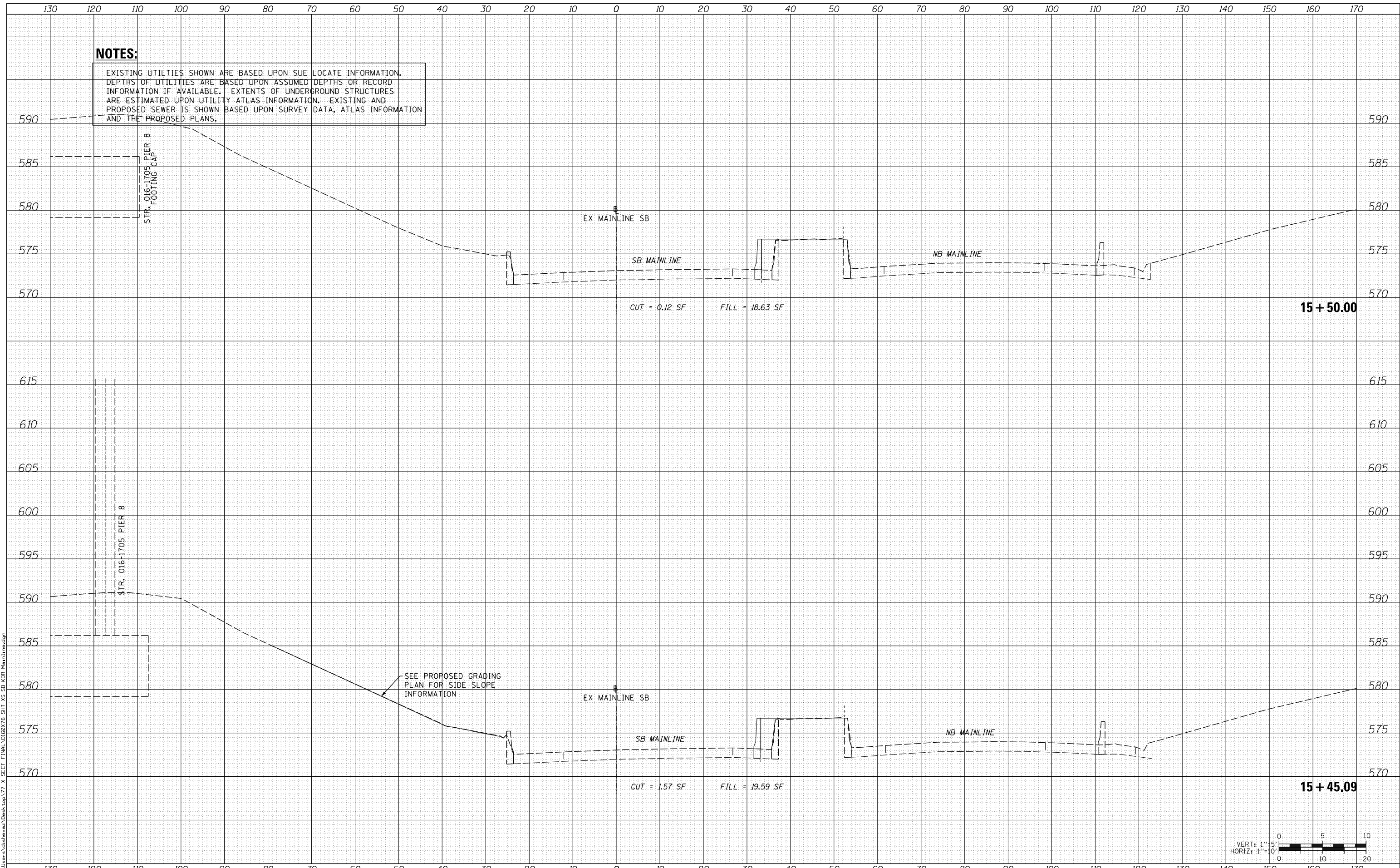
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NOTES:
 EXISTING UTILITIES SHOWN ARE BASED UPON SUE LOCATE INFORMATION. DEPTHS OF UTILITIES ARE BASED UPON ASSUMED DEPTHS OR RECORD INFORMATION IF AVAILABLE. EXTENTS OF UNDERGROUND STRUCTURES ARE ESTIMATED UPON UTILITY ATLAS INFORMATION. EXISTING AND PROPOSED SEWER IS SHOWN BASED UPON SURVEY DATA, ATLAS INFORMATION AND THE PROPOSED PLANS.

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SURVEYED AREAS CHECKED	
PLOTTED TEMPLATE	
NOTE BOOK	
AREAS CHECKED	

DATE	
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NOTE BOOK	
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D160X78-SHT-XS-SB-KOR-MainLine.dgn	DESIGNED - SDH	REVISED -
USER NAME = dshveoz	DRAWN - ECH	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - DBM	REVISED -
PLOT DATE = 3/21/2016	DATE - 3/18/2016	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

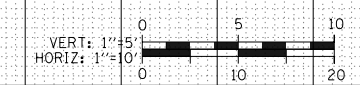
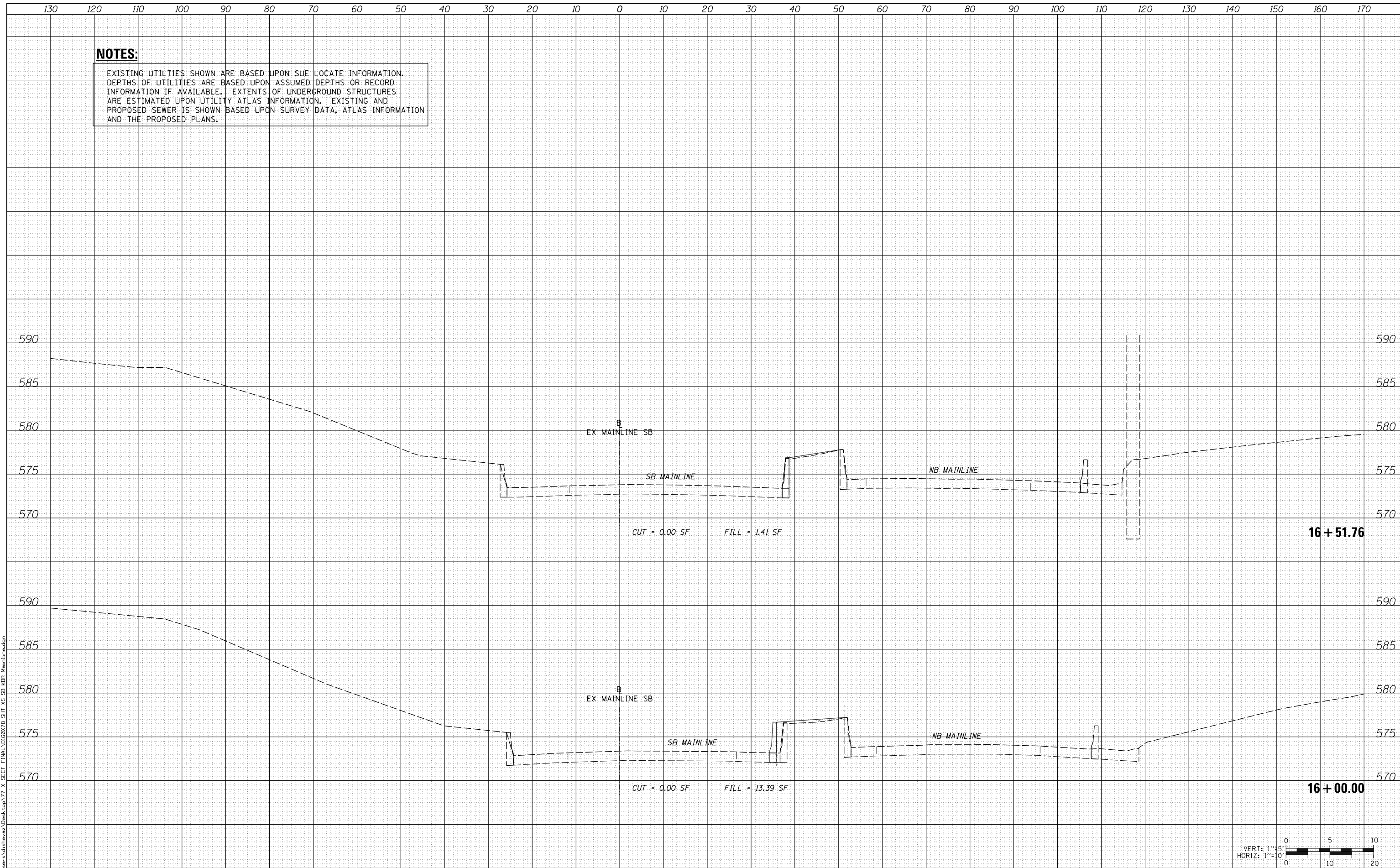
CROSS SECTIONS			
SB I-90/94 MAINLINE			
SCALE: 1:5V, 1:10H	SHEET 08 OF 09 SHEETS	STA. 15+45.09 TO STA. 15+50.00	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B		706	701
				CONTRACT NO. 60X78
ILLINOIS FED. AID PROJECT				

NOTES:
 EXISTING UTILITIES SHOWN ARE BASED UPON SUE LOCATE INFORMATION. DEPTHS OF UTILITIES ARE BASED UPON ASSUMED DEPTHS OR RECORD INFORMATION IF AVAILABLE. EXTENTS OF UNDERGROUND STRUCTURES ARE ESTIMATED UPON UTILITY ATLAS INFORMATION. EXISTING AND PROPOSED SEWER IS SHOWN BASED UPON SURVEY DATA, ATLAS INFORMATION AND THE PROPOSED PLANS.

DATE	
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FINAL SURVEY NO.	
SURVEYED AREAS CHECKED	
PLOTTED TEMPLATE AREAS CHECKED	

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



D160X78-SHT-XS-SB-KOR-Mainline.dgn	DESIGNED - SDH	REVISED -
USER NAME = dshevoz	DRAWN - ECH	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - DBM	REVISED -
PLOT DATE = 3/21/2016	DATE - 3/18/2016	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS SB I-90/94 MAINLINE			
SCALE: 1:5V, 1:10H	SHEET 09 OF 09 SHEETS	STA. 16+00.00 TO STA. 16+51.76	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B		706	702
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

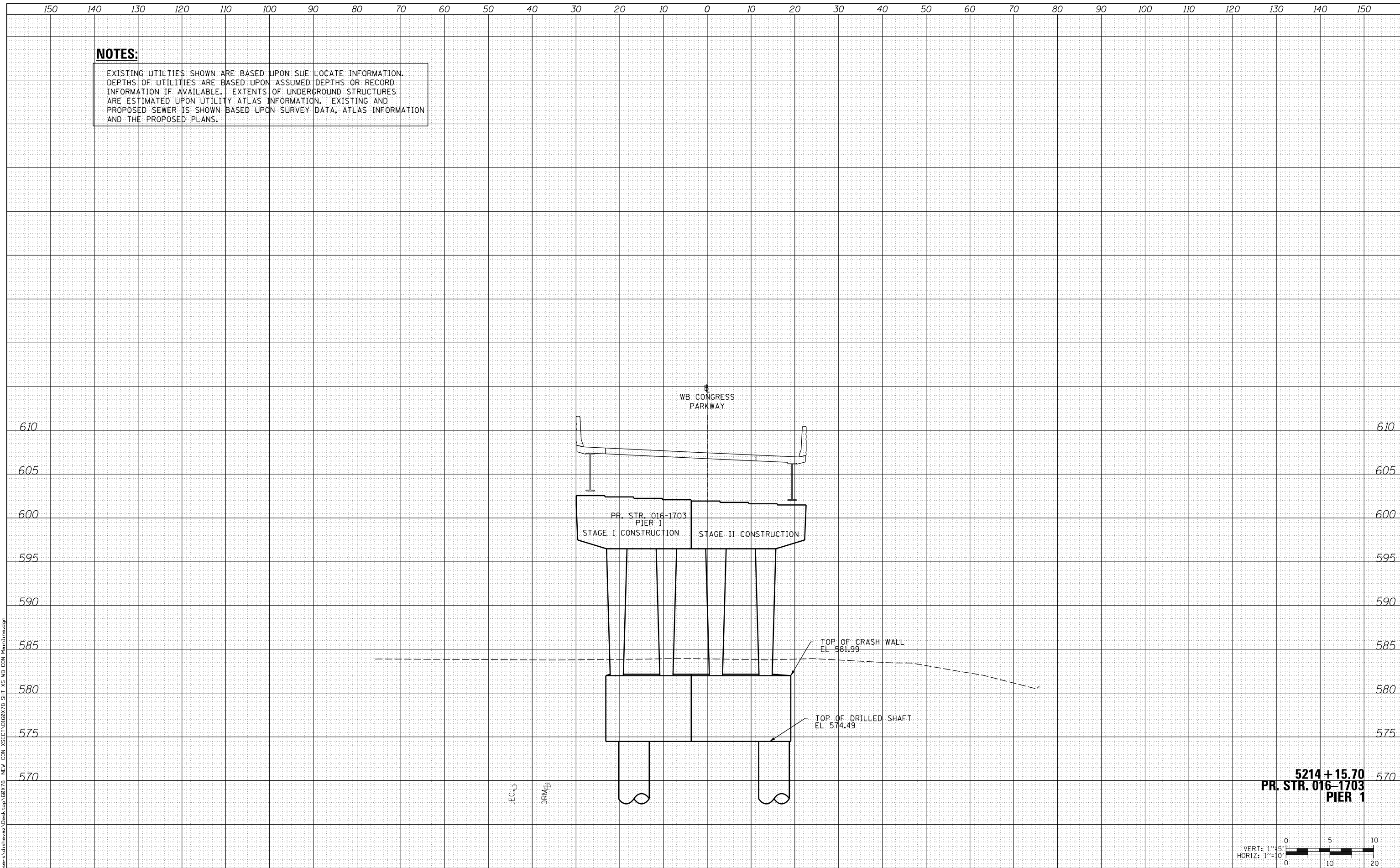
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NOTES:
 EXISTING UTILITIES SHOWN ARE BASED UPON SUE LOCATE INFORMATION. DEPTHS OF UTILITIES ARE BASED UPON ASSUMED DEPTHS OR RECORD INFORMATION IF AVAILABLE. EXTENTS OF UNDERGROUND STRUCTURES ARE ESTIMATED UPON UTILITY ATLAS INFORMATION. EXISTING AND PROPOSED SEWER IS SHOWN BASED UPON SURVEY DATA, ATLAS INFORMATION AND THE PROPOSED PLANS.

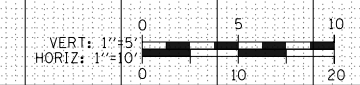
DATE	
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FINAL SURVEY NO.	
SURVEYED PLOTTED AREAS CHECKED	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	

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

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5214 + 15.70
PR. STR. 016-1703
PIER 1



D160X78-SHT-XS-WB-CON-Main1.mxd	DESIGNED - SDH	REVISED -
USER NAME = dshveoz	DRAWN - ECH	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - DBM	REVISED -
PLOT DATE = 3/21/2016	DATE - 3/18/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
WB I-290 CONGRESS MAINLINE

SCALE: 1:5V, 1:10H SHEET 01 OF 4 SHEETS STA. 5214+15.70 TO STA. 5214+15.70

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B		706	703
CONTRACT NO. 60X78				

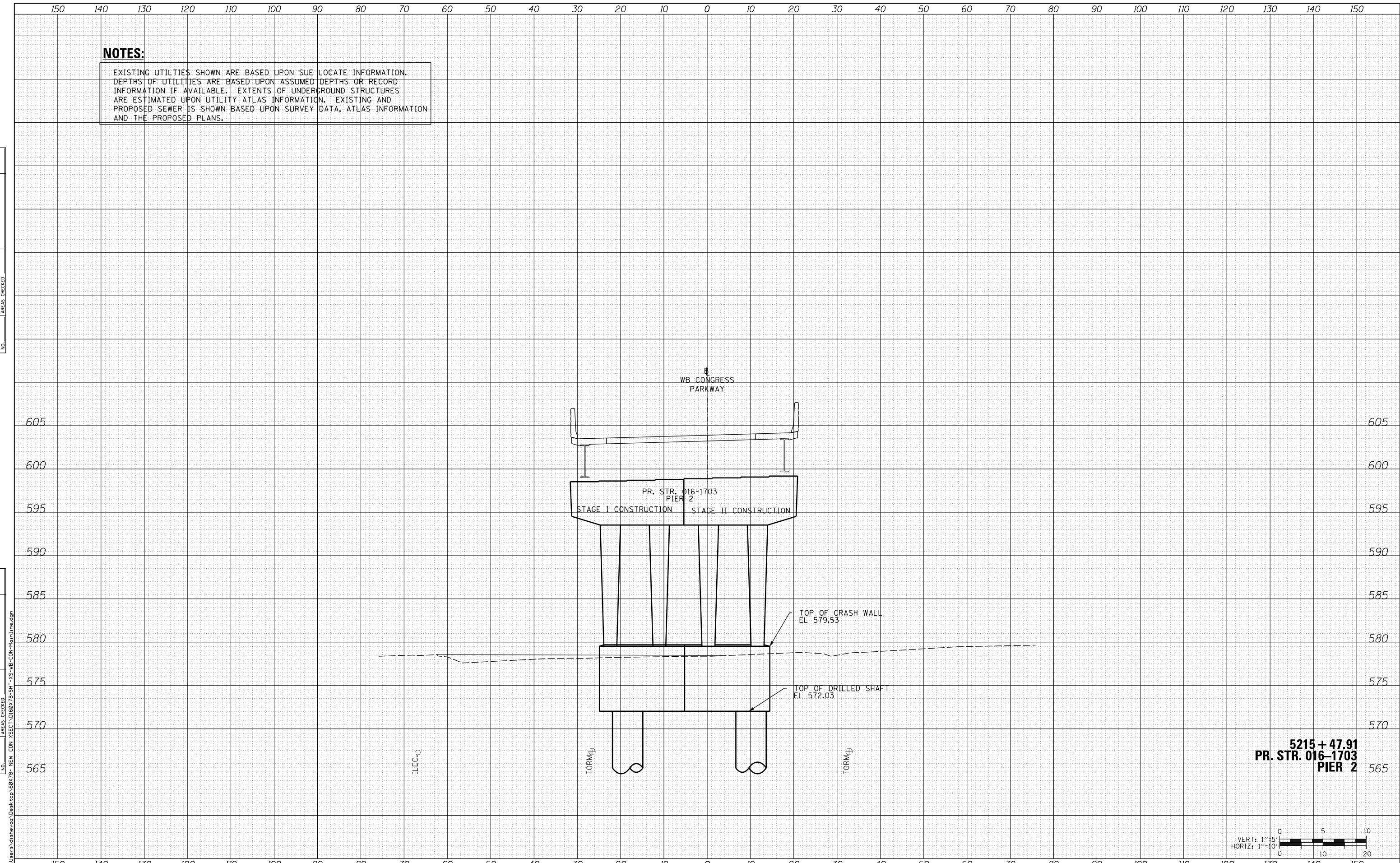
ILLINOIS FED. AID PROJECT

NOTES:

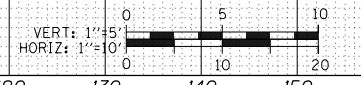
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DATE	BY	SURVEYED	PLOTTED	AREAS CHECKED
FINAL SURVEY NO.	NOTE BOOK NO.	TEMPLATE AREAS CHECKED		

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



**5215 + 47.91
PR. STR. 016-1703
PIER 2**



D160X78-SHT-XS-WB-CON-Mainline.dgn	DESIGNED - SDH	REVISED -
USER NAME = dshevoz	DRAWN - ECH	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - DBM	REVISED -
PLOT DATE = 3/21/2016	DATE - 3/18/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
WB I-290 CONGRESS MAINLINE**

SCALE: 1:5V, 1:10H SHEET 02 OF 4 SHEETS STA. 5215+47.91 TO STA. 5215+47.91

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B		706	704
CONTRACT NO. 60X78			ILLINOIS FED. AID PROJECT	

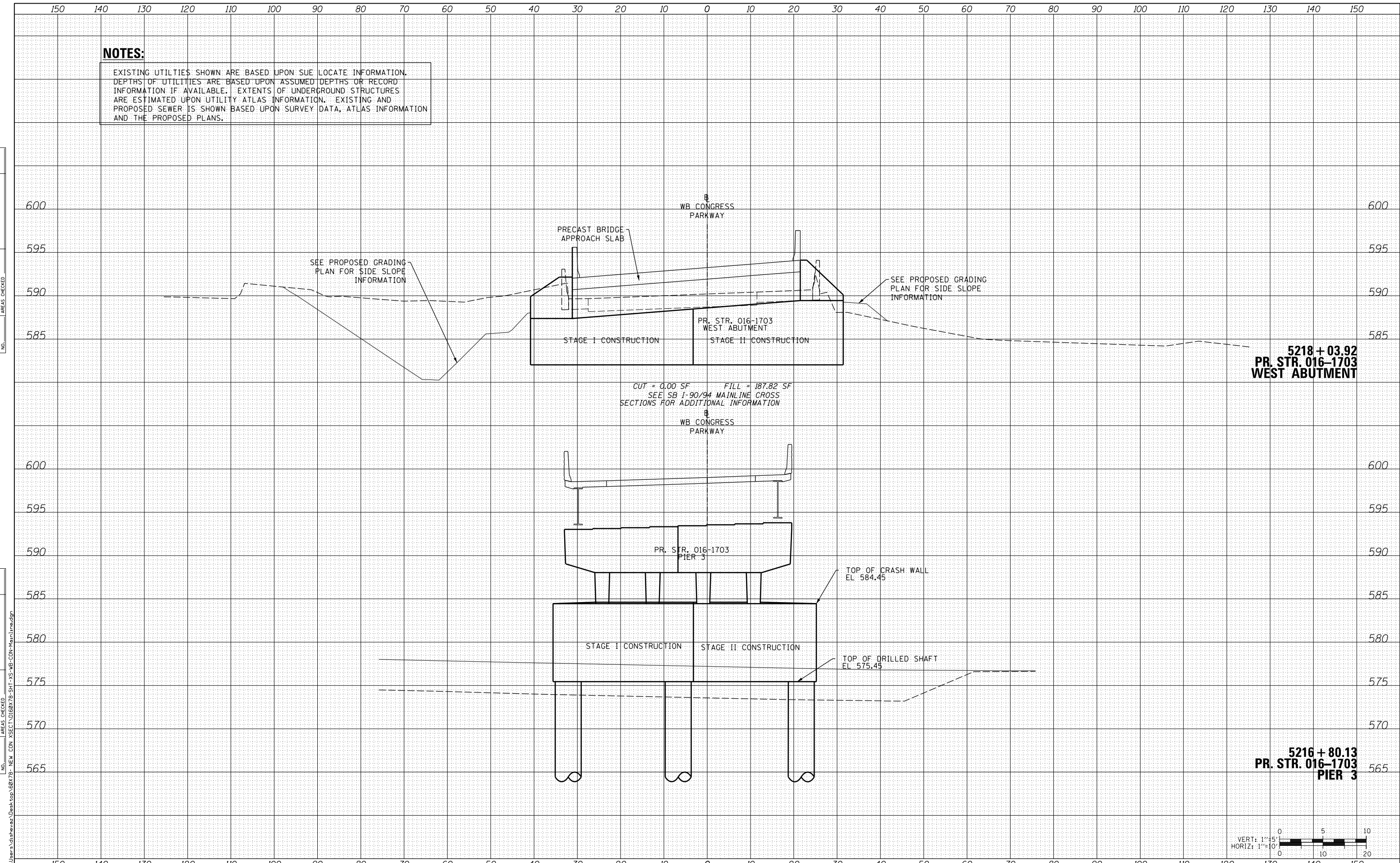
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NOTES:

EXISTING UTILITIES SHOWN ARE BASED UPON SUE LOCATE INFORMATION. DEPTHS OF UTILITIES ARE BASED UPON ASSUMED DEPTHS OR RECORD INFORMATION IF AVAILABLE. EXTENTS OF UNDERGROUND STRUCTURES ARE ESTIMATED UPON UTILITY ATLAS INFORMATION. EXISTING AND PROPOSED SEWER IS SHOWN BASED UPON SURVEY DATA, ATLAS INFORMATION AND THE PROPOSED PLANS.

DATE	
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FINAL SURVEY	
NOTE BOOK	
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SURVEYED	
PLOTTED	
AREAS CHECKED	

DATE	
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ORIGINAL SURVEY	
NOTE BOOK	
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SURVEYED	
PLOTTED	
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D160X78-SHT-XS-WB-CON-Mainline.dgn	DESIGNED - SDH	REVISED -
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PLOT SCALE = 20.0000' / in.	CHECKED - DBM	REVISED -
PLOT DATE = 3/21/2016	DATE - 3/18/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
WB I-290 CONGRESS MAINLINE**

SCALE: 1:5V, 1:10H SHEET 03 OF 4 SHEETS STA. TO STA.

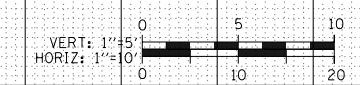
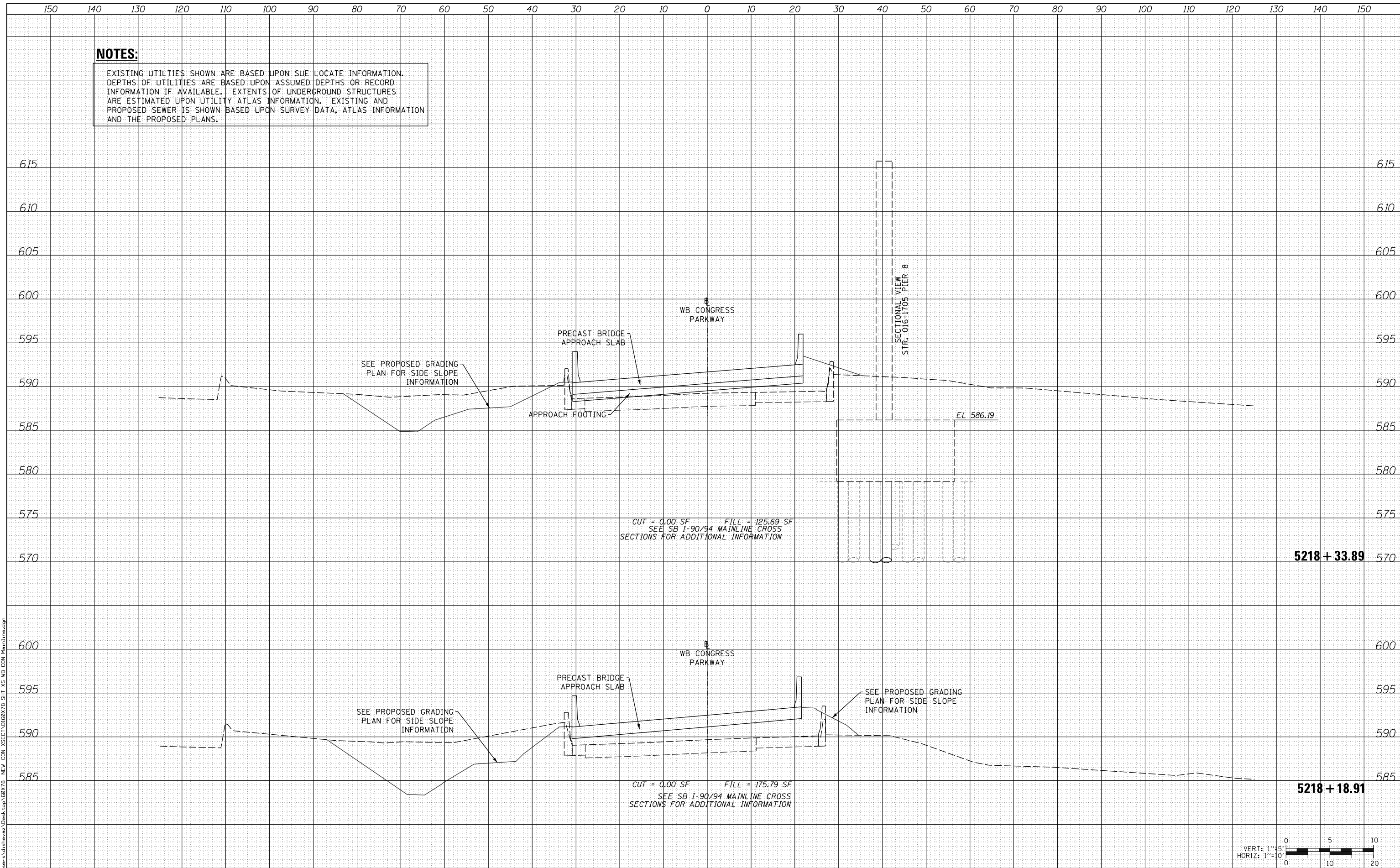
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B		706	705
CONTRACT NO. 60X78			ILLINOIS FED. AID PROJECT	



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AREAS CHECKED	
FINAL SURVEY NOTE BOOK NO.	

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ORIGINAL SURVEY NOTE BOOK NO.	



D160X78-SHT-XS-WB-CON-Mainline.dgn	DESIGNED - SDH	REVISED -
USER NAME = dshevoz	DRAWN - ECH	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - DBM	REVISED -
PLOT DATE = 3/21/2016	DATE - 3/18/2016	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS		
WB I-290 CONGRESS MAINLINE		
SCALE: 1:5V, 1:10H	SHEET 04 OF 4 SHEETS	STA. 5218+18.91 TO STA. 5218+33.89

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-004R&B		706	706
CONTRACT NO. 60X78				
ILLINOIS FED. AID PROJECT				

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