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STATE OF ILLINOIS CITY OF CHICAGO

LORI E. LIGHTFOOT, MAYOR

## DEPARTMENT OF TRANSPORTATION

**GIA BIAGI, COMMISSIONER** 

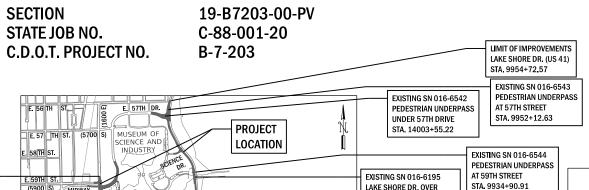
## **DIVISION OF ENGINEERING**

DANIEL BURKE, P.E., S.E. MANAGING DEPUTY COMMISSIONER

# **CONTRACT PLANS**

## JACKSON PARK MOBILITY IMPROVEMENTS

S. LAKE SHORE DRIVE (US 41) FROM E. HAYES DRIVE TO E. 57TH DRIVE S. STONY ISLAND AVENUE FROM E. 64TH STREET TO E. 59TH STREET S. CORNELL DRIVE FROM 6400 S TO E. HAYES DRIVE E. HAYES DRIVE FROM S. CORNELL DRIVE TO S. LAKE SHORE DRIVE E. 63RD STREET FROM S. STONY ISLAND AVENUE TO S. CORNELL DRIVE MIDWAY PLAISANCE FROM S. STONY ISLAND AVENUE TO S. CORNELL DRIVE



LAKE MICHIGAN 59TH STREET LAGOON INLE

**EXISTING SN 016-6546** 

AT 63RD STREET

STA. 9909+38.04

PEDESTRIAN UNDERPASS

PROPOSED SN 016-6290

PEDESTRIAN UNDERPASS

LIMIT OF IMPROVEMENTS

EXISTING SN 016-6196

STA, 5015+81.56

HAYES DRIVE ARCH BRIDGE

OVER JACKSON PARK LAGOON

STA. 5027+72.93

LIMIT OF IMPROVEMENTS

LAKE SHORE DR (US 41)

PROPOSED SN 016-6291

PEDESTRIAN UNDERPASS

UNDER HAYES DRIVE

STA. 5000+39.77

STA. 9902+28.00

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

	TRAFFIC I	<u>DATA</u>		
	AVERAGE DA	AILY TRAFFIC	SPEED	LIMIT
	<u>2019</u>	<u>2050</u>	<u>DESIGN</u>	<u>POSTED</u>
LAKE SHORE DRIVE				
57TH DR TO SCIENCE DR	45,400	60,600	40	35
SCIENCE DR TO HAYES DR	46,300	60,600	40	35
STONY ISLAND AVENUE				
59TH ST TO MP (N)	14,700	13,500	30	30
MP (N) TO MP (S)	15,100	13,500	30	30
MP (S) TO 60TH ST	14,100	13,500	30	30
60TH ST TO 63RD ST	13,800	17,200	30	30
63RD ST TO 64TH ST	15,000	18,300	30	30
CORNELL DRIVE	22,100		35	30
HAYES DRIVE	12,600	23,100	35	30
63RD STREET	11,500	17,600	35	30
MIDWAY PLAISANCE (N)				
W OF STONY ISLAND	8,100	13,900	30	30
E OF STONY ISLAND	6,700	8,500	30	30
MIDWAY PLAISANCE (S)	7,400	7,200	30	30
SCIENCE DRIVE	800	800	30	30
57TH DRIVE	32,900	24,800	30	30
64TH STREET	3,300	3,700	30	30

**GEN-101** 

# VOLUME 3 OF 4

PRIOR TO CONSTRUCTION, THE CONTRACTOR IS REQUIRED TO CALL D.I.G.G.E.R. AT 811 OR 312-744-7000 FOR

**DEPARTMENT OF PROCUREMENT SERVICES** 

MONICA JIMENEZ, FIRST DEPUTY PROCUREMENT OFFICER

LIMIT OF IMPROVEMENTS

63RD S1

STA, 4005+95,38

(NOTE: TOPOGRAPHIC SYMBOLS ARE FOR EXISTING FEATURES UNLESS

> LIMIT OF IMPROVEMENTS CORNELL DR STA, 8008+74,97

PROPOSED SN 016-6250 UNDER CORNELL DRIVE

PLAISANCE

E. 61ST ST

(6500 S)

LIMIT OF IMPROVEMENTS

STA. 260+46.16

**ROADWAY** 

VACATED

LIMIT OF IMPROVEMENTS

STONY ISLAND AVE

STA 217+92.53

TO BE

**LOCATION MAP** 

STA. 8016+11.64

GROSS LENGTH = 15817.73 FT. = 3.00 MILES NET LENGTH = 15817.73 FT. = 3.00 MILES

JACKSON

PARK

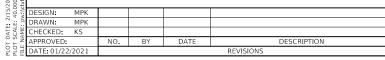
IACKSON

PARK

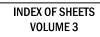
GOLF COURSE

E. 67TH ST. (6700 S

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IVUKSUNI	PARK MOBILITY IMPROVEMENT	CONTRACT NO.
JACKSON	AIN WODILITI IMPROVEMENT	٠ <u>-                                     </u>
		PROJECT NO.
		B-7-203
	TO 6T4	

RAWING NO.

GEN-102

Bench Mark DESIGN SPECIFICATIONS A cut square on the northwest corner of short wall of stairs at the southwest corner of 57th Dr. and Lake Shore Drive, just north of the museum service road. APPROVED Elevation = 8.12 Chicago City Datum (CCD). 2017 AASHTO LRFD Bridge Design Specifications, 8th Edition For Structural Adequacy Only Existing Structure: Existing retaining wall is a wingwall of SN 016-6542 in the southwest corner of the intersection of S. Lake Shore Dr. and 57th Dr. and was originally built in 2004 under Section 00-B0241-06-PV. Existing retaining wall is a tied-back sheet pile wall with a sheet pile deadman buried underneath WALL DEFLECTION CRITERIA S. Lake Shore Drive. An architectural precast concrete cladding is attached to the front face of the sheet pile wall. The maximum exposed height of the wingwall At any location, maximum total lateral deflection is approximately 15' and the wall has a total length of approximately 267'-6". at the top of the wall shall not exceed 1.0 inch or Engineer of Bridges & Structures Anticipated maintenance of traffic includes an initial period with no detours (Stage 1). After the initial period and as required for construction, one lane of traffic 1% exposed height of the wall, whichever is shall be maintained in the southbound direction during construction (Stage 2), and separated from the proposed wall construction work zone by Temporary Concrete minimum. \*249'-1"± DESIGN STRESSES No salvage. PRECAST UNITS (New Construction) \*5 Spa. at 32'-0" = 160'-0" \*29'-7"± \*31'-6"± 17'-6"± \*28'-0"± End Proposed Wali Back of f'c = 5,000 psiArchitectural Precast Sta. 9947+73.41 Top of Exist. Abut. -Top of Wall fy = 60,000 psi (Reinforcement)Proposed Traffic Proposed Light Pole -Exp. Jt. Concrete Cladding El. 12.91 - Proposed Light Pole Roadway Existing El. 12.66 FIELD UNITS (New Construction) Signal (Euture Contract) -EI. 12.25 - EI. 12.79 — EI. 13.05 - Elev. 11.62 El. 11.91 Railing Elev. 13.16 -EI. 12.56 f'c = 4.000 psi--- Elev. 8.96 fy = 60,000 psi (Reinforcement)— ЕІ. 6.41 <u>— EI. 4.32</u> --- El. 0.46 fy = 50,000 psi (M270 Grade 50) (Soldier Piles) Π PRECAST UNITS (Exist. Construction) - E1. f'c = 5,000 psiElev. -2.87 -Const. Jt. - Driven Soldier fy = 60,000 psi (Reinforcement) Sta. 9948+00.47 Pile, typ. FIELD UNITS (Exist. Construction) — Ехр. Jt. - E1. -0.82 Bottom of Wall Facing  $f'c = 3,500 \ psi$ Sta. 9948+62.32 Const. Jt. Const. Jt. fy = 60,000 psi (Reinforcement) -Exp. Jt. \*\*Existing Sheet Pile Cut-off - Const. Jt. Exist. Sta. 9948+93.25 -Const. Jt. Sta. 9949+24.19 -Exist. and Prop. Sta. 9949+55.02 Sheet Pile Sta. 9948+31.40 Wall to remain (Field verify SEISMIC DATA Sta. 9949+83.55 Ground Line Retaining Wall location) – Exist. Abut. Seismic Performance Zone (SPZ) = 1 DEVELOPED ELEVATION \*Measured along Front SN 016-6542 - Begin Proposed Wall Face of Cast-in-place Wall. Design Spectral Acceleration (Looking at front face of wall)
(Existing Sheet Pile Retaining Wall after first section not shown for clarity.) Sta. 9950+02.53 at 1.0 sec  $(S_{D1}) = 0.087g$ Design Spectral Acceleration P.C. Sta. 144+96.70 at  $0.2 \text{ sec } (S_{DS}) = 0.146g$ Prop. B S. Lake Shore Dr & P.G.F P.T. Sta. 144+65.06 -Exist. & S. Lake Shore Dr. Impact Attenuator Soil Site Class = D Proposed Catch Exist. Sign Basin, typ. Exist. Catch Basin Temporary Prop. Moment Slab-Exist, Vault to and TL-4 Barrier relocated Barrier EXPIRATION DATE: 11-30-202 – Exist. Catch Basin DATE: 02-10-2020 and Storm Sewer I certify that to the best of knowledge, to be removed information and belief, this wall design Exist. is structurally adequate for the design *Manhole* Exist. Deadman loading shown on the plans. The design Sheet Pile Wall End Proposed Wall is an economical one for the style of Exist. Light Pole - Prop. Light Pole Sta. 9947+73.41 structure and complies with requirements Offset 36.50' Lt. of the current AASHTO LRFD Bridge -Exist. Sheet Pile Design Specifications. Retaining Wall to Exist. Light Pole -Exist. B-04 to be relocated Manhole Prop. Light Pole Range 14E - 3rd P.M. Exist. Light Proposed Retaining Wall

(Front Face of Exist. Catch Junction Box (See Electrical plans) Pole to remain Basir Traffic Signal (Front Face of E-C001 Architectural Precast Cast-in-place Wall) Concrete Cladding Existing Sheet Pile Cut-off Existing Wall to remain (Field verify (Future Contract) Traffic Signal location) Intercept Exist. B-02 Conduit (See \*\*Existing Sheet Pile Cut-off Wall also Exist. Manhole **LEGEND** Traffic Signals extends perpendicularly underneath S. Lake Shore Drive approximately and Electrical Exist. Light Proposed Soil Boring plans) 8 feet south of proposed wall. Field ⊶ Pole to remain verify location. Notify Engineer if any Cut-off Wall location interferes with Existing Water (CPD) Begin Proposed Wall LOCATION SKETCH proposed soldier piles. Sta. 9950+02.53 → Existing Gas Offset 65.92' Lt. NOTES: Exist. Abut. - Exist. Vauli GENERAL PLAN AND ELEVATION Exist, Catch Basin Existing Storm Sewer SN 016-6542 1. Proposed wall stationing is per the RETAINING WALL C AT SOUTHWEST CORNER baseline alignment developed along Proposed Storm Sewer the inside edge of pavement of the OF S. L.S.D. AND 57TH DRIVE INTERSECTION southbound lanes. E-CDOT - Existing Electrical (CDOT) F.A.U. 2873 - SEC. 17-B7203-00-ES 2. Wall stations and offsets are measured ⊷⊶ Existing Combined Sewer COOK COUNTY PLAN from Proposed & S. Lake Shore Dr. to (B 57th Drive not shown for clarity, but is located along double yellow pavement marking adjacent to the first left hand turn lane) Front Face of Cast-in-place Wall (not STATION 9947+73.41 TO 9950+02.53 Existing Lighting Conduit including architectural precast concrete STRUCTURE NO. 016-6542 cladding).  $\cdots$  — — — Proposed Lighting Conduit DESIGNED - MM USER NAME = jsurber REVISED CITY OF CHICAGO SECTION COUNTY CHECKED - JLS REVISED соок 1434 767 17-B7203-00-ES 2873 **DEPARTMENT OF TRANSPORATION** PLOT SCALE = DRAWN - RMG REVISED BC-sht-6542-gpe.dgn SN 016-6542 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** SHEET NO. SA-1 OF 16 SHEETS PLOT DATE = 2/10/2020 CHECKED -REVISED

- 3. Reinforcement bars designated (E) shall be epoxy coated.
- 4. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 5. Elevations shall be verified in the field and may be adjusted as directed by the Engineer.
- 6. Slipforming of the barrier is not allowed.
- 7. Protective Concrete Sealer shall be applied to the entire top surface and inside vertical face of proposed barrier adjacent to the roadway along with the entire top surface of the exposed gutter of the proposed moment slab. For full depth moment slab without HMA paving, Protective Concrete Sealer shall be applied to the entire top surface of the moment slab. All surfaces to be sealed shall be cleaned thoroughly prior to Protective Concrete Sealer application. See Special Provisions.
- 8. The Contractor must make his/her own investigation to determine the existence, nature and exact location of all utility lines and appurtenances within the limits of the project. The Contractor must provide all measures and precautions necessary to protect existing and new utilities.
- 9. Groundwater information at this location is included in the geotechnical report. All excavation for structures must be kept dewatered during construction operations until backfill is in place and provisions must be made to prevent the bottom of all excavations from freezing or flooding at all times. This work shall be paid for at the contract lump sum price for Dewatering Location #1. See Special Provisions.
- 10. Granular Backfill for Structures shall be placed per Article 586 of the 2019 Supplemental Specifications except mechanical compaction shall be required per Articles 502 and 205 of the Standard Specifications.
- 11. Architectural Precast Concrete Cladding is shown for reference only.

  Architectural Precast Concrete Cladding will be furnished and erected under a separate contract.
- 12. See Traffic Signals and Electrical plans for traffic signal and lighting details.
- 13. See Drainage plans for drainage details.
- 14. See Civil plans for proposed contours.
- 15. Proposed Retaining Wall and Moment Slab are designed for a 42 pcf max. equivalent fluid soil pressure, 240 psf of live load surchage, MASH TL-4 barrier criteria, and a maximum architectural precast concrete cladding weight of 75 psf.
- 16. Contractor shall prepare and submit Structural Assessment Reports (SARs) for the proposed work, including removals, on structure to the Engineer for approval before beginning work. See Special Provision for Structural Assessment Reports for Contractor's Means and Methods.

#### INDEX OF SHEETS

- SA-1 General Plan and Elevation
- SA-2 General Notes, Index of Sheets and Total Bill of Material
- SA-3 Removal Details
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- SA-7 Soldier Pile Wall Details
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- SA-9 Moment Slab Plan and Elevation (1 of 3)
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- SA-12 Moment Slab Details and Bill of Material
- SA-13 to SA-16 Soil Boring Logs

For existing bridge plans, see Sheets SAX-1 thru SAX-35 immediately following Sheet SA-16.

#### SCOPE OF WORK

- 1. Partially remove architectural precast concrete cladding.
- Drive soldier piles, install geocomposite wall drain and then backfill between proposed wall and existing wall to remain in place.
- 3. Excavate for and install pipe underdrain, install stud shear connectors and construct cast-in-place facing.
- 4. Remove existing moments slabs, traffic signal and light poles.
- . Construct moment slabs and barrier and apply Protective Concrete Sealer.
- 6. Complete roadway resurfacing and install new traffic signal and light poles.
- 7. Proposed architectural precast concrete cladding to be installed in a Future Contract.

#### TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	124.2
Structure Excavation	Cu. Yd.	132
High Performance Concrete Structures	Cu. Yd.	313.2
Protective Concrete Sealer	Sq. Yd.	240
Stud Shear Connectors	Each	433
Reinforcement Bars, Epoxy Coated	Pound	46,530
Furnishing Soldier Piles (HP Section)	Foot	41
Furnishing Soldier Piles (W Section)	Foot	953
Driving Soldier Piles	Foot	994
Geocomposite Wall Drain	Sq. Yd.	155
Pipe Underdrains for Structures, 4"	Foot	267
Granular Backfill for Structures	Cu. Yd.	464
Architectural Precast Concrete Cladding Removal	L. Sum	1
Dewatering Location #1	L. Sum	1
Remove Sheet Piling	L. Sum	0.1

\* Removal of existing railing included with Concrete Removal.

### EXISTING CURVE EXLSD-11 DATA

P.I. Sta. = 143+15.72  $\Delta = 21^{\circ}20'19'' (Rt.)$ D =  $7^{\circ}03'38''$ 

 $R = 811'-5\frac{3}{4}''$   $T = 152'-10\frac{1}{2}''$ 

 $L = 302' - 2\frac{1}{2}''$ 

 $E = 14'-3\frac{1}{4}''$ 

P.C. Sta. = 141+62.85 P.T. Sta. = 144+65.06

S.E. = 2.5%

### EXISTING CURVE EXLSD-12 DATA

P.I. Sta. = 148+78.53 $\Delta = 33^{\circ}14'46''$  (Rt.)

 $D = 4^{\circ}28'48''$   $R = 1,278'-11\frac{1}{2}''$ 

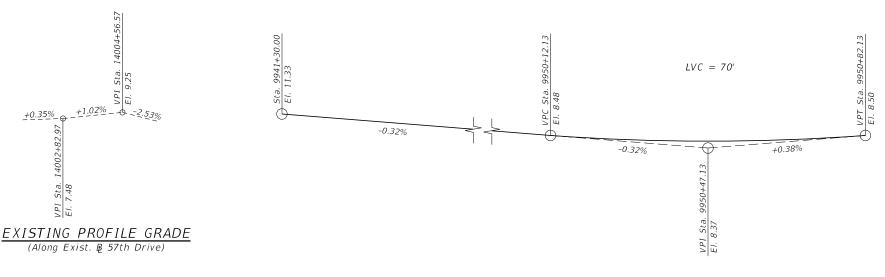
T = 381'-10''

 $L = 742' - 1\frac{1}{2}''$ 

 $E = 55'-9\frac{3}{8}"$ 

P.C. Sta. = 144+96.70 P.T. Sta. = 152+38.82

S.E. = 2.5%



#### EXISTING PROFILE GRADE

(Along Prop. & S. Lake Shore Drive)
(Proposed profile to match existing grade)



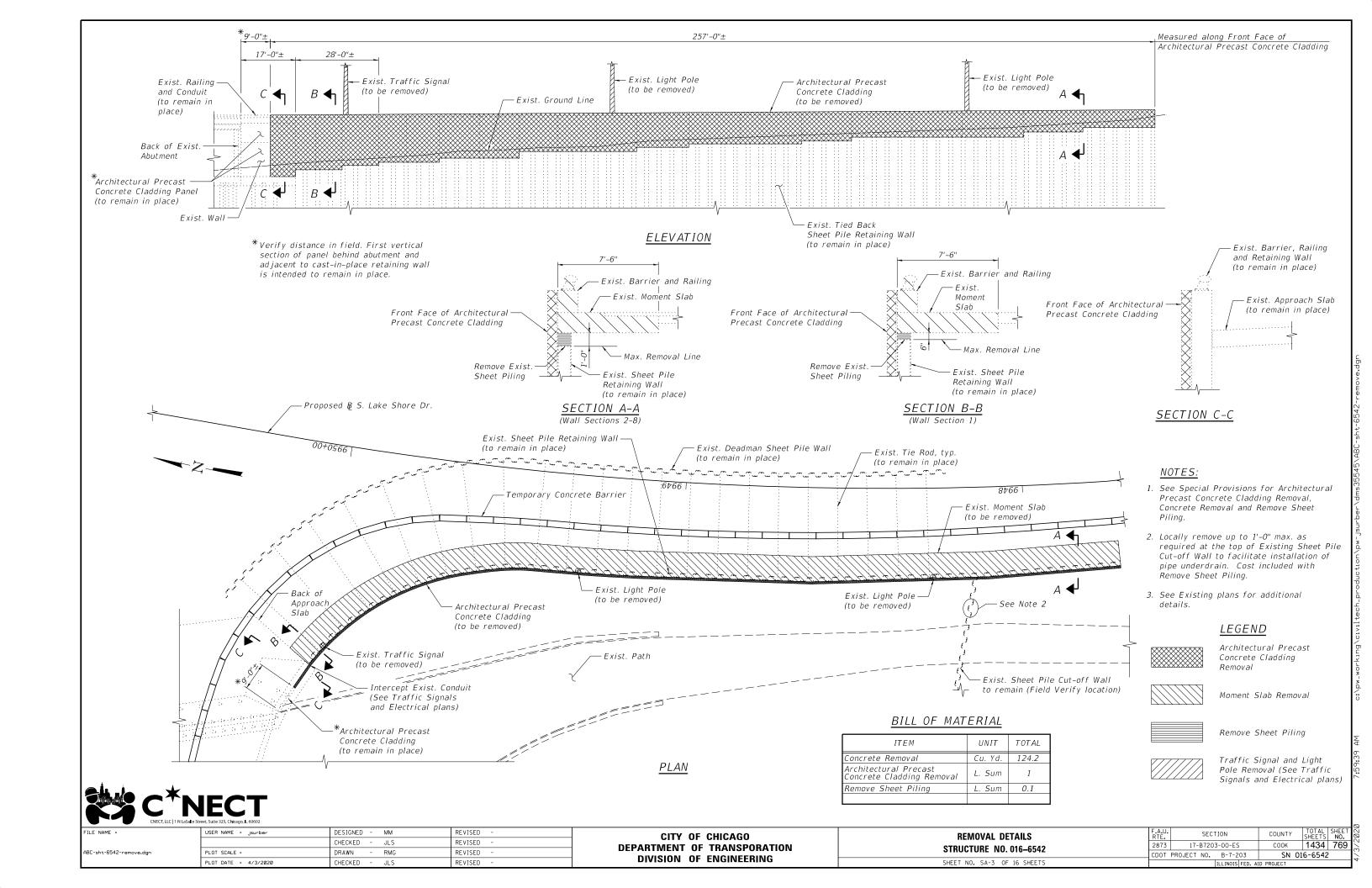
USER NAME = jsurber	DESIGNED	-	MM	REVISED -	Τ
	CHECKED	-	JLS	REVISED -	7
PLOT SCALE =	DRAWN	-	RMG	REVISED -	٦
PLOT DATE = 4/3/2020	CHECKED	-	JLS	REVISED -	1

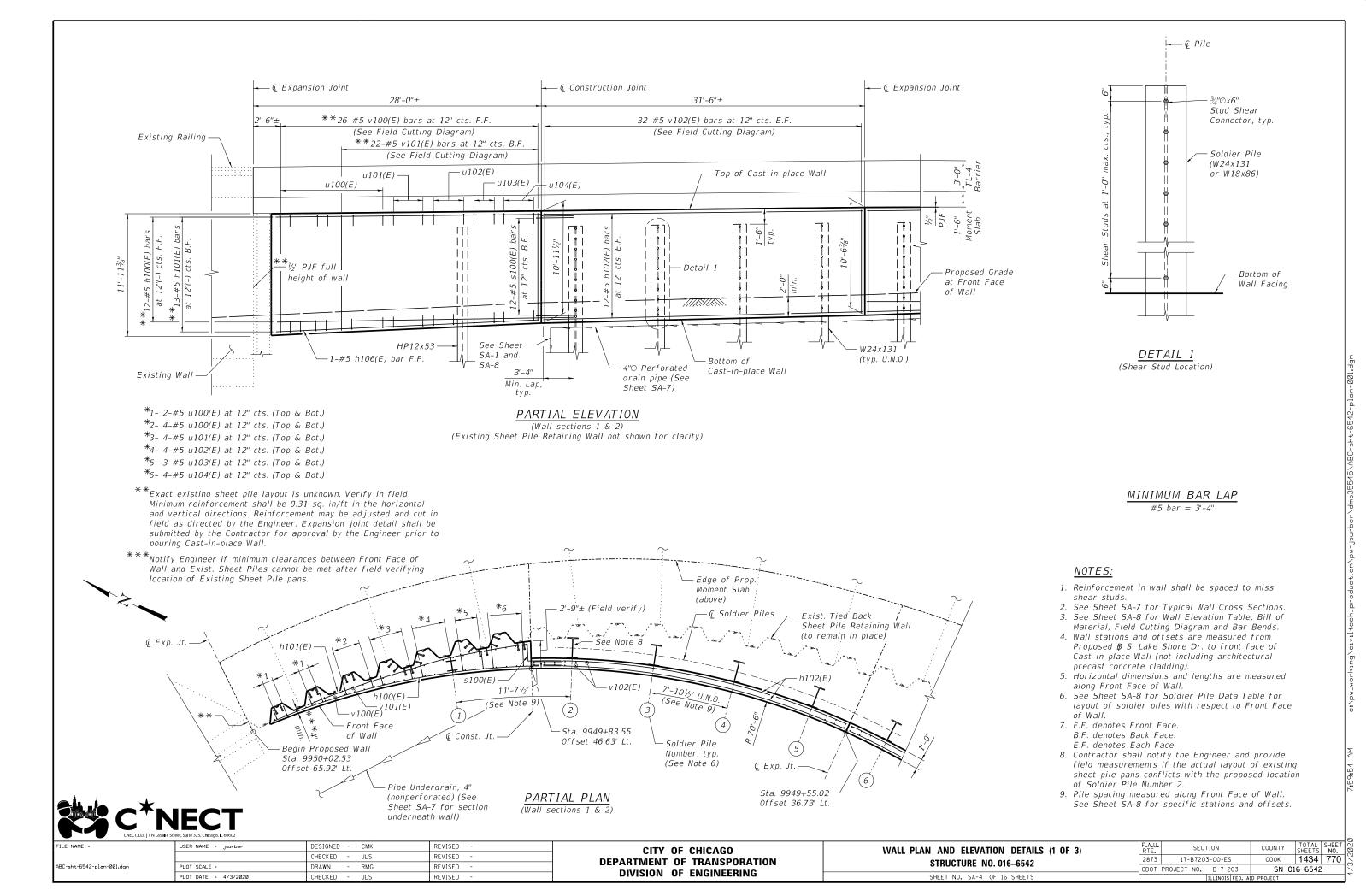
CITY OF CHICAGO
DEPARTMENT OF TRANSPORATION
DIVISION OF ENGINEERING

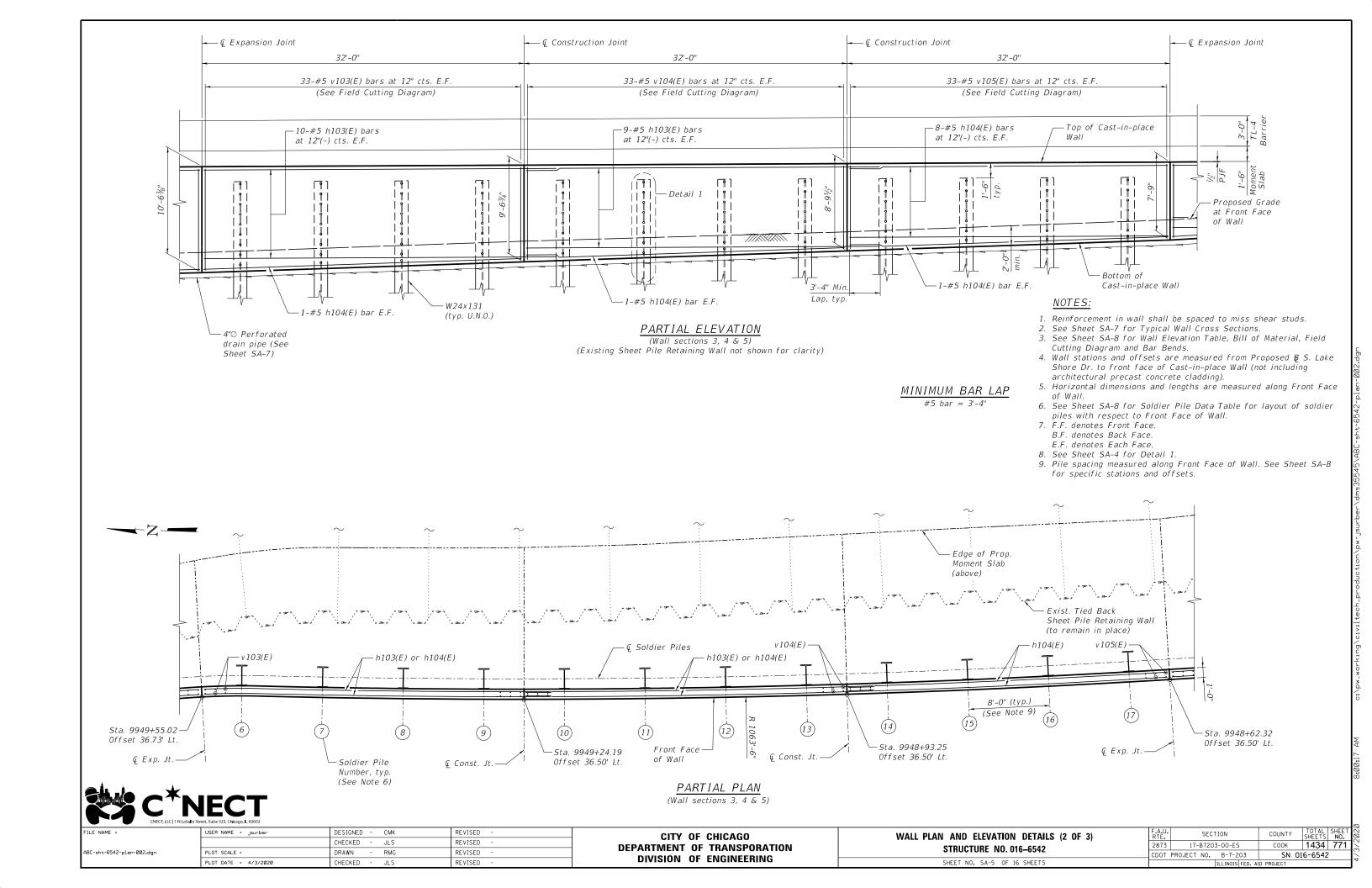
GENERAL NOTES, INDEX OF SHEETS AND TOTAL BILL OF MATERIAL STRUCTURE NO. 016-6542

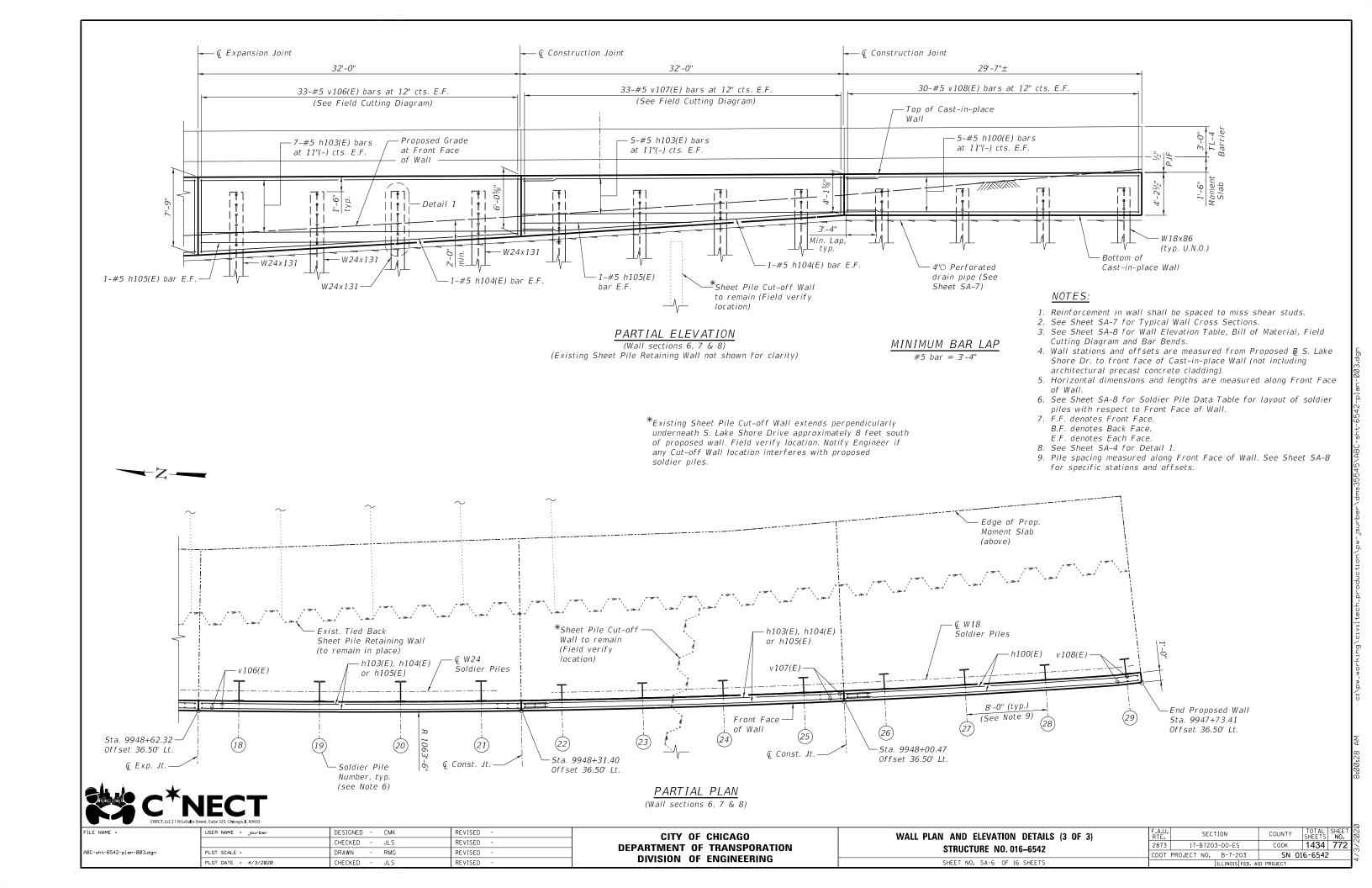
SHEET NO. SA-2 OF 16 SHEETS

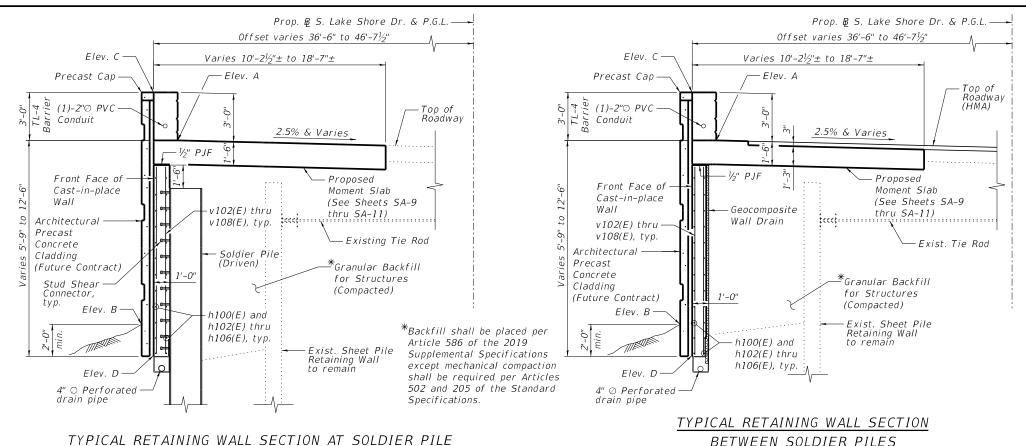
F.A.U. RTE.		SECT	ION		COUNTY		TOTAL SHEETS	SHEE NO.
2873	17-B	7203	3-00-ES		COOK		1434	768
CDOT	PROJECT N	١0.	B-7-2	03	SN	01	6-6542	
			ILLINOIS	FED. AII	D PROJECT			











# BETWEEN SOLDIER PILES

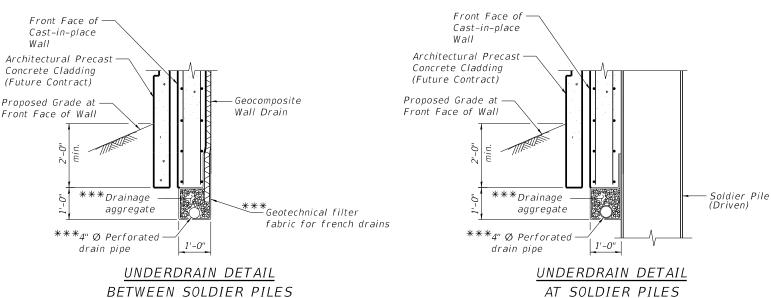
(HMA Surfacing from Station 9947+73.41 to 9949+43.65, as shown) (Full depth moment slab from Station 9949+43.65 to 9949+83.55, not shown)

Offset varies  $46'-7\frac{1}{2}''$  to 65'-11''Elev. C-Varies 7'-6" $\pm$  to 10'-2\frac{1}{2}" $\pm$ - Elev. A Precast Cap-Top of (1)-2"\(\times\) PVC Roadway Conduit 1.5% & Varies ½" PJF -See Note ======== Front Face of – Proposed - h101(E),` Cast-in-place Moment Slab typ. Wall (See Sheet SA-9) **i**((())) h100(E),typ. — Existing Tie Rod -v101(E) Architectural Precast Concrete Cladding . ∹ Stud Shear Connector, (Future Contract) typ. Elev. B - Exist. Sheet Pile Retaining Wall to remain \*\*Va<u>ries</u>; Elev. D u100(E) thru u104(E) (Top and Bottom) 2'-9" max. to \*\*Field verify. 4" min.

Prop. & S. Lake Shore Dr. & P.G.L.

#### RETAINING WALL SECTION NEAR ABUTMENT

(Full depth moment slab from Station 9949+83.55 to 9950+02.53, as shown)



\*\*\*Included in the cost of

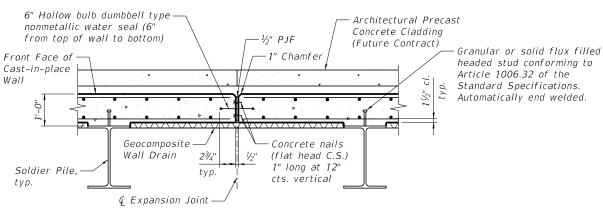
Structures, 4"

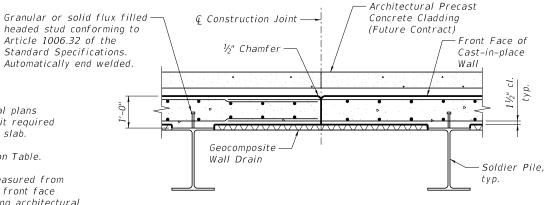
Pipe Underdrains for

(See Special Provisions).

#### *NOTES:*

- 1. See Traffic Signals and Electrical plans for location and details of conduit required underneath the proposed moment slab.
- 2. See Sheet SA-8 for Wall Elevation Table.
- 3. Wall Stations and offsets are measured from Proposed & S. Lake Shore Dr. to front face of Cast-in-place Wall (not including architectural precast concrete cladding).





CONSTRUCTION JOINT DETAIL

USER NAME = jsurber DESIGNED -MM REVISED CHECKED -JLS REVISED C-sht-6542-soldierdetails.dgr RMC REVISED PLOT DATE = 4/3/2020 CHECKED REVISED JLS

(Full depth moment slab from Station 9949+43.65 to 9949+83.55, as shown)

(HMA Surfacing from Station 9947+73.41 to 9949+43.65, not shown)

CITY OF CHICAGO DEPARTMENT OF TRANSPORATION **DIVISION OF ENGINEERING** 

SECTION COUNTY **SOLDIER PILE WALL DETAILS** COOK 1434 773 17-B7203-00-ES STRUCTURE NO. 016-6542 CDOT PROJECT NO. B-7-203 SN 016-6542 SHEET NO. SA-7 OF 16 SHEETS

EXPANSION JOINT DETAIL

			<u>SOLDI</u>	ER PILE	DATA TABLE			
Pile	Pile	Station at	Offset at	Top of	Finished Grade	Pile Tip	Length of	No. of
Number	Size	F.F. of Wall	F.F. of Wall	Pile Elev.	Elev. at F.F. of Wall	Elev.	Pile	Shear Studs
1	HP12x53	9949+89.52	51.05 Lt.	5.78	-1.99	-35.22	41.00	0
2	W24x131	9949+80.29	44.63 Lt.	5.91	-1.50	-35.09	41.00	10
3	W24x131	9949+73.45	41.27 Lt.	5.99	-1.32	-35.01	41.00	10
4	W24x131	9949+66.25	38.77 Lt.	6.07	-1.12	-34.93	41.00	10
5	W24x131	9949+58.80	37.18 Lt.	6.16	-0.92	-34.84	41.00	10
6	W24x131	9949+51.22	36.52 Lt.	6.25	-0.66	<i>-33.75</i>	40.00	9
7	W24x131	9949+43.51	36.50 Lt.	6.32	-0.34	-33.68	40.00	9
8	W24x131	9949+35.77	36.50 Lt.	6.40	-0.02	-33.60	40.00	9
9	W24x131	9949+28.04	36.50 Lt.	6.48	0.30	-33.52	40.00	9
10	W24x131	9949+20.31	36.50 Lt.	6.53	0.57	-32.47	39.00	8
11	W24x131	9949+12.59	36.50 Lt.	6.56	0.79	-32.44	39.00	8
12	W24x131	9949+04.85	36.50 Lt.	6.58	1.00	-32.42	39.00	8
13	W24x131	9948+97.12	36.50 Lt.	6.61	1.22	-32.39	39.00	8
14	W24x131	9948+89.38	36.50 Lt.	6.63	1.48	-32.37	39.00	8
15	W24x131	9948+81.65	36.50 Lt.	6.67	1.77	-31.33	38.00	7
16	W24x131	9948+73.91	36.50 Lt.	6.70	2.06	-31.30	38.00	7
17	W24x131	9948+66.18	36.50 Lt.	6.73	2.35	-31.27	38.00	7
18	W24x131	9948+58.45	36.50 Lt.	6.76	2.73	-31.24	38.00	7
19	W24x131	9948+50.72	36.50 Lt.	6.79	3.18	-30.21	37.00	6

3.64

4.10

4.58

5.11

5.63

6.15

6.78

7.51

8.24

8.83

6.82

6.85

6.89

6.92

6.96

6.99

7.02

7.06

7.09

7.11

#### WALL ELEVATION TABLE

Station	Offset	Elevation A	Elevation B	Elevation C	Elevation [
9950+02.53	65.92' Lt.	8.62	-2.87	11.62	-4.87
9949+83.55	46.63' Lt.	8.91	-1.59	11.91	-3.59
9949+55.02	36.73' Lt.	9.25	-0.82	12.25	-2.82
9949+24.19	36.50' Lt.	9.56	0.46	12.56	-1.54
9948+93.25	36.50' Lt.	9.66	1.33	12.66	-0.67
9948+62.32	36.50' Lt.	9.79	2.50	12.79	0.50
9948+31.40	36.50' Lt.	9.91	4.32	12.91	2.32
9948+00.47	36.50' Lt.	10.05	6.41	13.05	4.41
9947+73.41	36.50' Lt.	10.16	8.96	13.16	4.41

Elevation A - Finished Grade at Back Face of Wall (Top of Roadway)

Exist. Tie Rod to remain

Driven Soldier

Pile (below Proposed

Elevation B - Proposed Grade at Front Face of Wall

Elevation C - Top of Barrier Elevation

Elevation D - Bottom of Cast-in-place Wall

Wall stations and offsets are measured from Proposed & S. Lake Shore Dr. to front face of Cast-in-place Wall (not including architectural precast concrete cladding).

#### BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h100(E)	13	#5	29'-2"	
h101(E)	13	#5	25'-9"	
h102(E)	24	#5	31'-5"	
h103(E)	70	#5	34'-11"	
h104(E)	18	#5	31'-7"	-
h105(E)	4	#5	17'-0"	
h106(E)	10	#5	29'-3"	
s100(E)	12	#5	5'-5"	
v100(E)	13	#5	22'-3"	
v100(E)	11	#5	22'-1"	
v102(E)	32	#5	20'-11"	
v103(E)	33	#5	19'-6"	
v104(E)	33	#5	17'-9"	
v105(E)	33	#5	16'-0"	
v106(E)	33	#5	13'-3"	
v107(E)	33	#5	9'-7"	
v108(E)	60	#5	3'-10"	
u100(E)	16	#5	2'-10"	
u101(E)	8	#5	3'-1"	
u102(E)	8	#5	3'-6"	
u103(E)	6	#5	3'-9"	
u104(E)	8	#5	4'-0"	
Structure	Excavat	ion	Cu. Yd.	132
High Perf Concrete		es	Cu. Yd.	86.2
Stud Shea			Each	433
Reinforce Epoxy Co	ment Bar		Pound	9,390
Furníshin (HP Secti	g Soldier	Piles	Foot	41
Furnishin (W Section		Foot	953	
Driving S	oldier Pi	Foot	994	
Geocompo	site Wall	Drain	Sq. Yd.	155
Pipe Unde Structure		Foot	267	
Granular	Backfill	Cu. Yd.	464	

### FIELD CUTTING TABLE

-30.18

-16.11

-16.08

-15.04

-15.01

-13.98

-13.94

-12.91

-12.89

37.00

36.00

23.00

23.00

22.00 22.00

21.00

21.00

20.00

20.00

\*\*Exp Jt.

(½" PJF)

	В		U	
¥	1	 Cut Line		
	U		В	
		D-Number of bars at 12" cts.		

W24x131 9948+42.95 36.50 Lt.

9948+35.22

9948+12.02

9947+81.09

W18x86 9947+74.81 36.50 Lt.

9948+27.48 36.50 Lt.

| 9948+19.75 | 36.50 Lt.

9948+04.29 | 36.50 lt.

9947+96.56 36.50 Lt.

9947+88.83 36.50 lt.

36.50 Lt.

36.50 Lt.

20

22

23

24

25

26

27

28

W18x86

W18x86

W18x86

W18x86

W18x86

W18x86

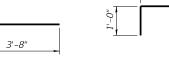
W18x86

#### BARv100(E) 22'-3" 11'-7" 10'-8" 13 v101(E) 22'-1" 11'-5" 10'-8" 11 v102(E) 20'-11" 32 10'-8" 10'-3" v103(E) 19'-6" 10'-3" 9'-3" 33 v104(E) 17'-9" 9'-3" 8'-6" 33 v105(E) 16'-0" 33 8'-6" 7'-6" v106(E) 13'-3" 7'-6" 5'-9" 33 v107(E) 9'-7" 33 5'-9" 3'-10"

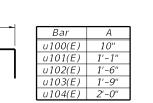
#### FIELD CUTTING DIAGRAM (Order bars full length. Cut as shown and use remainder of bars on opposite side of wall section.)

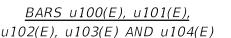


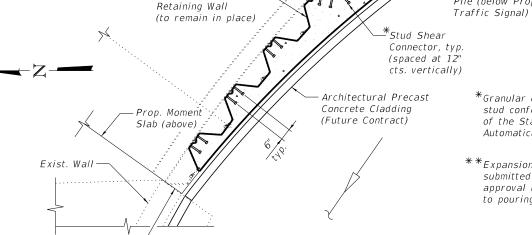
BAR s100(E)



BARS u100(E), u101(E), u102(E), u103(E) AND u104(E)







Exist. Sheet Pile

 $^st$ Granular or solid flux filled headed stud conforming to Article 1006.32 of the Standard Specifications. Automatically end welded.

Front Face of Cast-in-place

Granular Backfill

Pipe Underdrain, 4"

(nonperforated) (See

Sheet SA-7 for section underneath wall)

for Structures

(Compacted)

-Constr. Joint

\*\*Expansion joint detail shall be submitted by the Contractor for approval by the Engineer prior to pouring Cast-in-place Wall.

PLAN - PROPOSED RETAINING WALL

### NEAR ABUTMENT

(Approximate placement of Shear Studs in Wall Section 1)

#### NOTES:

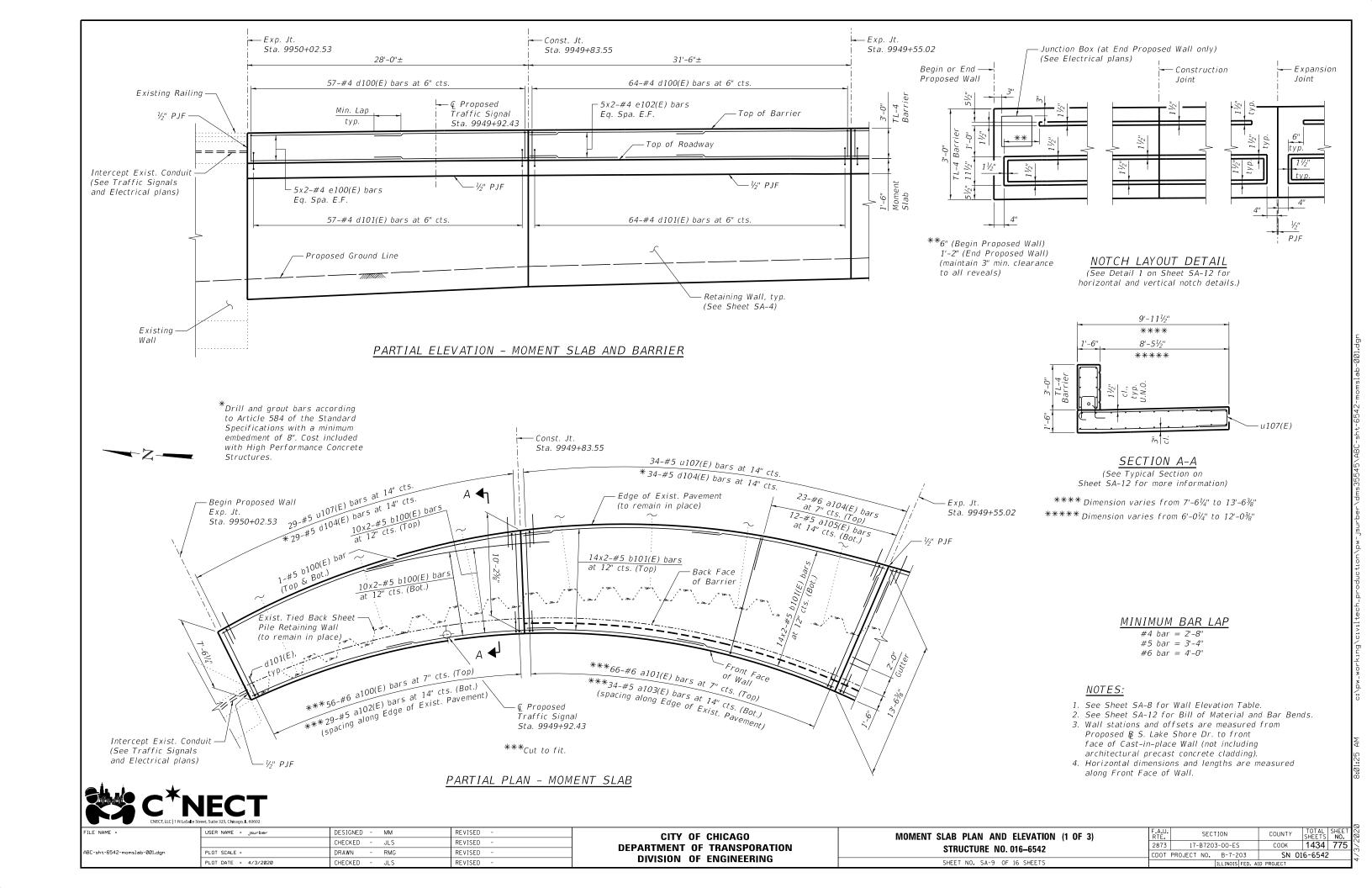
- 1. Bottom of panel shall be placed at a minimum of 2'-0" below proposed ground line.
- 2. Elevations shall be verified in the field and may be adjusted as directed by the Engineer.
- 3. Stations and offsets for piles taken at F.F. of Cast-In-Place Wall.
- 4. F.F. denotes Front Face. B.F. denotes Back Face. E.F. denotes Each Face.
- 5. Bars indicated thus 32x2-#5 etc. indicates 32 lines of bars with 2 lengths per line.
- 6. See Retaining Wall Sections on Sheet SA-7 for locations of Elevations A to D.

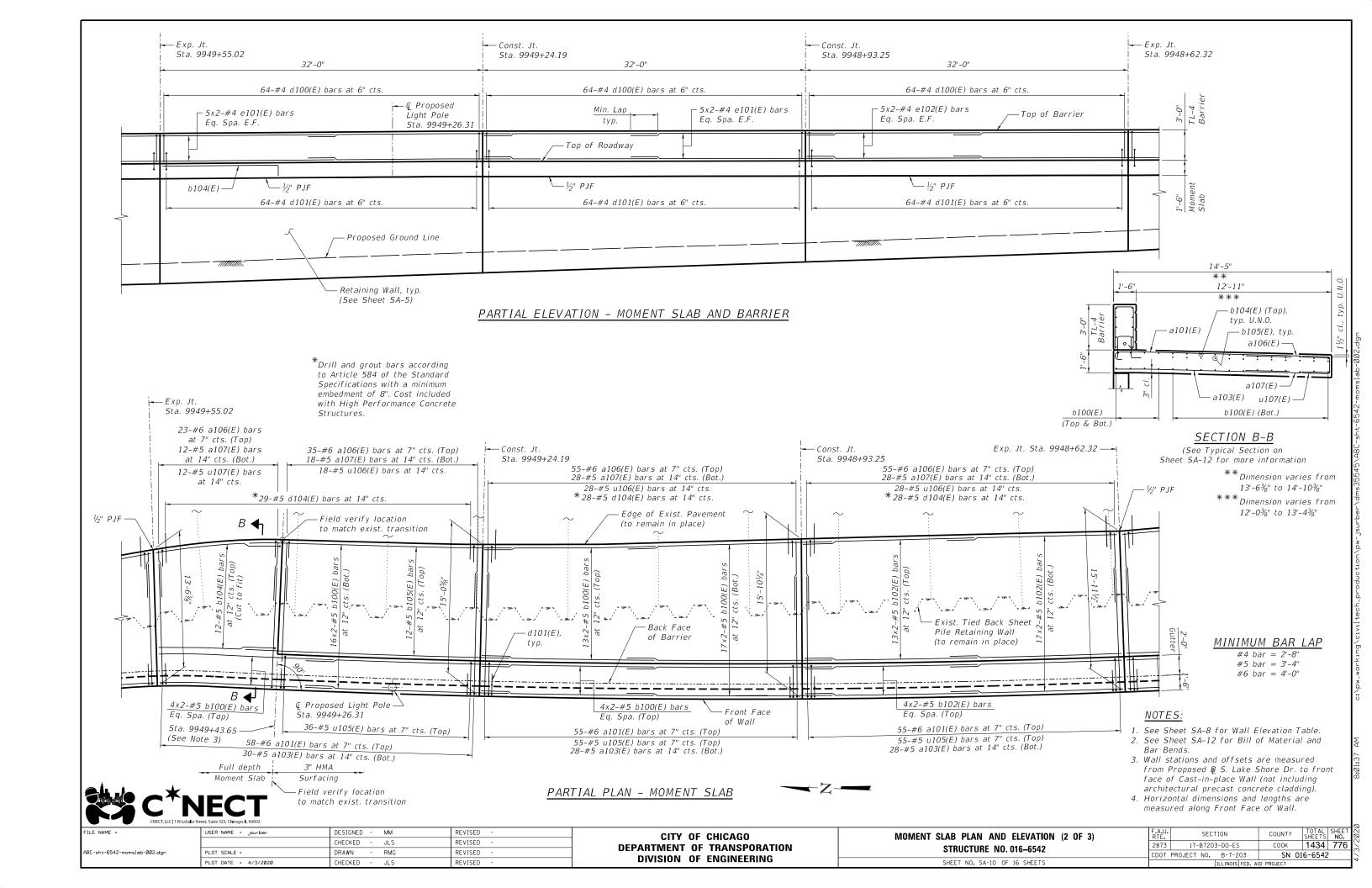
_				
FILE NAME =	USER NAME = jsurber	DESIGNED - CMK	REVISED -	
		CHECKED - JLS	REVISED -	
ABC-sht-6542-soldiertable.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -	
	PLOT DATE = 4/3/2020	CHECKED - JLS	REVISED -	

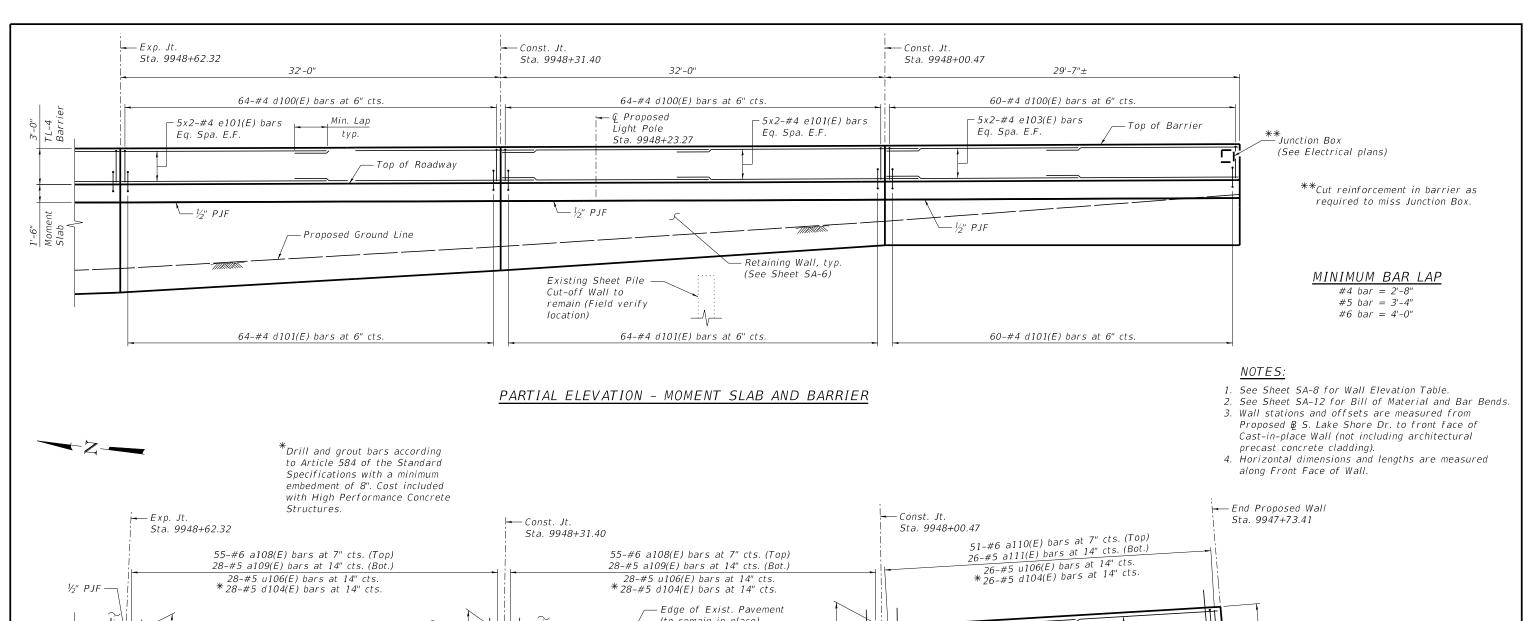
CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

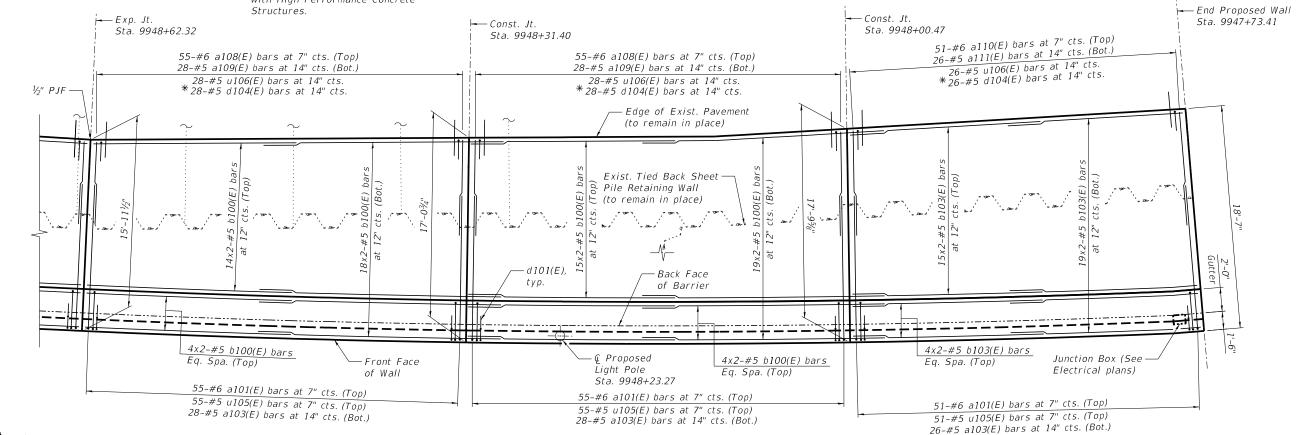
SOLDIER PILE DATA TABLE AND BILL OF MATERIAL STRUCTURE NO. 016-6542 SHEET NO. SA-8 OF 16 SHEETS

SECTION COUNTY COOK 1434 774 17-B7203-00-ES CDOT PROJECT NO. B-7-203 SN 016-6542





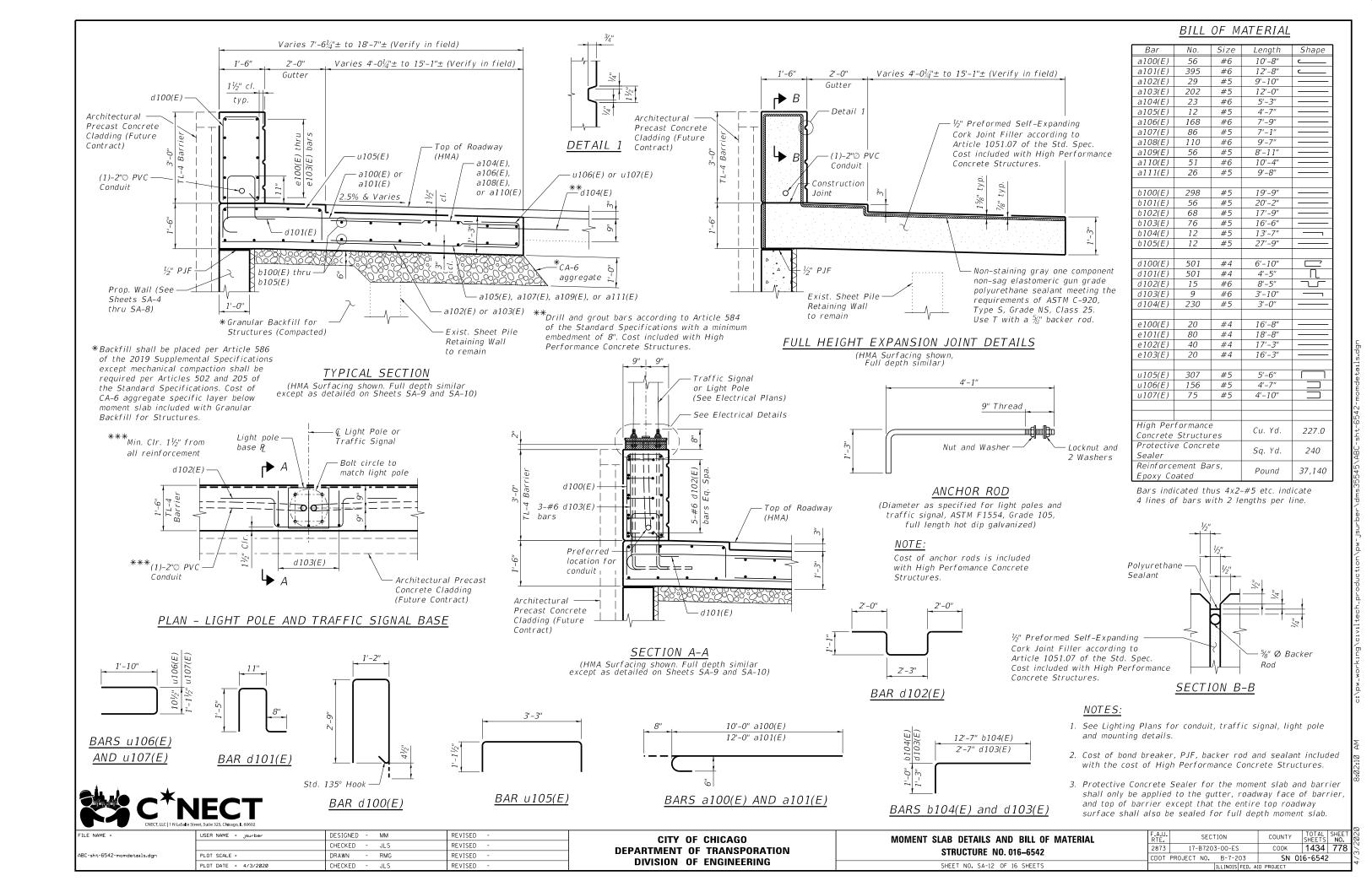






#### PARTIAL PLAN - MOMENT SLAB

CNECT, LLC   1 N LaSali	e Street, Suite 325, Chicago, IL 60602						
FILE NAME =	USER NAME = jsurber	DESIGNED - MM	REVISED -	CITY OF CHICAGO	MOMENT SLAB PLAN AND ELEVATION (3 OF 3)	F.A.U. SECTION	COUNTY TOTAL SHEET
		CHECKED - JLS	REVISED -	DEPARTMENT OF TRANSPORATION		2873 17-B7203-00-ES	соок 1434 777
ABC-sht-6542-momslab-003.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -		STRUCTURE NO. 016-6542	CDOT PROJECT NO. B-7-203	SN 016-6542
	PLOT DATE = 4/3/2020	CHECKED - JLS	REVISED -	DIVISION OF ENGINEERING	SHEET NO. SA-11 OF 16 SHEETS	ILLINOIS FED. A	ID PROJECT
· · · · · · · · · · · · · · · · · · ·							



Page <u>1</u> of

**Date** 8/10/18

ROUTE	F.A.U. 28	73	_ DE	SCR	IPT	ION_				Retai	ning Wall C LOGGED BY EP
SECTION	17-B72	03-00-ES	8	_ ι	.00	AT <u>IC</u>	<b>ON</b> 57	'th &	Lake	Shore	Northing 1867770.793 Easting 1189508.738
COUNTY	Cook	DR	ILLING	З МЕ	тн	OD _				SA	HAMMER TYPE AUTO
STRUCT. NO. Station BORING NO. Station Offset	57-Stree 9949 99.20	et-B01 +98 ft LT	_	D E P T H	GRAPH-C LOG	B L O W S	U C S Qu	M O I S T		O R G A N - C	Surface Water Elev.         N/A         ft           Stream Bed Elev.         N/A         ft           Groundwater Elev.:         First Encounter         None         ft           Upon Completion         N/A         ft           After         Hrs.         N/A         ft
Ground Surf		-4.38				(/6")	(tsf)	(%)	(pcf)	(%)	NOTES:
Brown, Wet Fill : SILTY SA gravel		ay,	-4.96	 _ _ _		2 3 3		15			
				_		1					
						3		17			
Stiff Gray, Moist SILTY CLAY, t	race gravel		-10.38			1		-04			
01211 0211,	ado gravor	(OL/ML)		_		1	1.0 B	21			_
				-10		1 1 1	1.0 B	21	115.7	•	
				- -		1 1 3	1.5 B	16			
				- - - -15		1 2 2	1.7 B	15			
				- - -		1 2 3	1.7 B	20	107		
				-		2					
			-24.38	-20		2 4	1.7 B	20			

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



## **SOIL BORING LOG**

Page <u>2</u> of <u>2</u>

Date 8/10/18

<b>ROUTE</b> F.A.U. 2873	_ DES	SCRI	PT	ION .				Retai	ining Wall C LOGGED BY EP
<b>SECTION</b> 17-B7203-00-ES	3	_ L	.oc	AT <u>I</u>	<b>DN</b> 57	th &	Lake	Shore	e Northing 1867770.793 Easting 1189508.738
COUNTY Cook DR	ILLING	<b>МЕ</b>	TH	OD _			Н	SA	HAMMER TYPEAUTO
STRUCT. NO.         016-6542           Station         N/A           BORING NO.         57-Street-B01           Station         9949+98           Offset         99.20ft LT           Ground Surface Elev.         -4.38	_	D E P T H	GRAPH-C LOG	B L O W S	U C S Qu (tsf)		DRY DWZW-HYf)	ORGANIC (%)	Surface Water Elev.         N/A         ft           Stream Bed Elev.         N/A         ft           Groundwater Elev.:         First Encounter         None         ft           Upon Completion         N/A         ft           After         Hrs.         N/A         ft           NOTES:
Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML)		_		3	4.2	14			
		_		5	B B	14			
		_		3					
		-25		5 6	6.0 B	13			
		- <u>25</u>		3					
		_		6 9	5.8 B	13			
		_		3					
	-34.38	-30		6 8	7.5 B	12			
End of Boring									

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



LE NAME =

ABC-sht-6542-boring-001.dgn

USER NAME = Jsurber	DESIGNED -	MM	REVISED -
	CHECKED -	JLS	REVISED -
PLOT SCALE =	DRAWN -	RMG	REVISED -
PLOT DATE = 4/3/2020	CHECKED -	JLS	REVISED -

CITY OF CHICAGO
DEPARTMENT OF TRANSPORATION
DIVISION OF ENGINEERING

	LOGS (1 OF 4) NO. 016–6542
SHEET NO. SA-1	3 OF 16 SHEETS

c:\pw\_working\civiltech\_production\pw\_jsurber\dm

8:02:20 AM

Page 1 of

**Date** 8/10/18

ROUTE	F.A.U. 287	73	_ DE	SCR	IPT	ION_				Retair	ning Wall C LOGGED BY EP
SECTION	17-B720	03-00-ES	;	_ '	LOC	AT <u>IC</u>	<b>ON</b> 57	'th &	Lake	Shore	Northing 1867716.818 Easting 1189545.755
COUNTY	Cook	DR	ILLING	З МЕ	ETH						HAMMER TYPE AUTO
STRUCT. NO. Station  BORING NO Station Offset Ground Surfa	57-Stree 9949- 66.10f	A et-B02 +46 ft LT	_	D E P T H	GRAPH-C LOG	B L O W S	U C S Qu (tsf)	M O I S T	DXY → NZMD ≺XD	ORGAN-C	Surface Water Elev.       N/A       ft         Stream Bed Elev.       N/A       ft         Groundwater Elev.:       -10.2       ft ▼         First Encounter       -10.2       ft ▼         Upon Completion       N/A       ft         After       Hrs.       N/A       ft         NOTES:
7 inches of Cor			-2.28		p b		(101)	(70)	(pci)	( /0)	10120.
Brown, Moist to Fill : SAND	) Wet					3 5 6		6			
				-		3					
						4 3		22			_
				_		2					
				_		4 3		22			-
Loose			-10.20	<u>*</u>		2					
Gray, Wet SILTY SAND (S	SM)			- <u>10</u>		3		26			-
Stiff Gray, Moist			-12.70			2					
SILTY CLAY, tr	ace gravel (	CL/ML)		-		2	1.0 B	24			-
				_		1	1.0	20			
				- <u>15</u>		2	В	20			-
				-		1	1.0	21			
				_		2	В				
				-		3	1.5	20			
				-20		4	В				

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



## **SOIL BORING LOG**

Page <u>2</u> of <u>2</u>

**Date** 8/10/18

									Date
<b>ROUTE</b> F.A.U. 2873	_ DE	SCR	IPT	ION				Retai	ning Wall C LOGGED BY EP
17-B7203-00-ES	3	_ ι	-00	AT <u>I</u>	ON 57	7th &	Lake	Shore	Northing 1867716.818 Easting 1189545.755
COUNTY Cook DR	ILLIN	Э МЕ	ΞTΗ	OD .					HAMMER TYPEAUTO
STRUCT. NO.         016-6542           Station         N/A           BORING NO.         57-Street-B02           Station         9949+46           Offset         66.10ft LT           Ground Surface Elev.         -1.70	_ _ _	D E P T H	Ğ		S Qu	M O I S T	DRY DHZS-TY(pcf)	ORGANIC	Surface Water Elev.       N/A ft         Stream Bed Elev.       N/A ft         Groundwater Elev.:       -10.2 ft ▼         First Encounter       -10.2 ft ▼         Upon Completion       N/A ft         After Hrs.       N/A ft
Stiff	_ ``	(11)		(/6 )	(131)	(70)	(pci)	(%)	NOTES.
Gray, Moist SILTY CLAY, trace gravel (CL/ML) (continued)		_		1 2	1.0	19			
	04.70	_		2	В				_
Hard Gray, Moist	-24.70	_							
SILTY CLAY, trace gravel (CL/ML)				2 4 4	5.8	12			
		- <u>25</u>		4	В				_
		_		3					
		_		4 7	6.3 B	12			
		_							
		_		3					
	-31.70	-30		6 6	4.8 B	13			
End of Boring		_							
		_							
		_							
		_							
		_							
		- <u>35</u>							
		-							
		_							
		_							
		_							
		_							
		-40	1						

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

C\*NECT
CNECT, LIC| 1 N. La Sale Street, Suite 325, Chicago, II. 60602

\_E NAME =

BC-sht-6542-boring-002.dgn

USER NAME = jsurber	DESIGNED	-	MM	REVISED	-
	CHECKED	-	JLS	REVISED	-
PLOT SCALE =	DRAWN	-	RMG	REVISED	-
PLOT DATE = 4/3/2020	CHECKED	-	JLS	REVISED	-

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Page <u>1</u> of <u>2</u>

Date 8/10/18

<b>ROUTE</b> F.A.U. 2873	_ DE	SCR	IPT	ION.				Retai	ning Wall C LOGGED BY EP
<b>SECTION</b> 17-B7203-00-ES	3	_ ı	_00	AT <u>I</u>	<b>ON</b> 57	'th &	Lake	Shore	Northing 1867645.907 Easting 1189558.921
COUNTY Cook DR	ILLIN	G ME	тн	OD _			Н	SA	HAMMER TYPEAUTO
STRUCT. NO.         016-6542           Station         N/A           BORING NO.         57-Street-B03           Station         9948+78           Offset         62.30ft LT		D E P T H	GRAPH-C LOG	B L O W S	U C S Qu	M O S T	א השבא-ו->	ORGANIC	Surface Water Elev. N/A ft Stream Bed Elev. N/A ft Groundwater Elev.: First Encounter -8.2 ft Upon Completion N/A ft After Hrs. N/A ft
Ground Surface Elev. 2.76	ft	(ft)		(/6")	(tsf)	(%)	(pcf)	(%)	NOTES:
12 inches of Topsoil  Gray, Moist FILL: SILTY CLAY, with sand,	1.76		½ ½ ₩	1 2	2.3	13			
gravel		_	$\bowtie$	4	Р				_
		_		2		- 10			
		- <u>-5</u>		3	1.5 B	12			-
Brown, Wet	-4.24	_		2 2 3	1.3 P	14			
FILL: SAND		-		1 2		23			
		- <u>10</u>		3		23			_
Loose Gray, Wet	-8.74	<u>¥</u>		3 2 2		27			
SILTY SAND (SM)  Soft to Medium Stiff	-10.74			1					
Gray, Moist CLAY, trace gravel (CL)		- <u>15</u>		1	0.6 B	24			-
		-		ST	0.8	21			
		-			В				-
	-17.24	- - -20		1 1 2	0.4 B	20			

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



## **SOIL BORING LOG**

Page <u>2</u> of <u>2</u>

Date 8/10/18

<b>ROUTE</b> F.A.U. 2873	_ DE	SCRIF	PTIC	ON_				Retai	ning Wall C	LOGGED BYEP	
<b>SECTION</b> 17-B7203-00-ES		_ L0	OC/	AT <u>IC</u>	<b>DN</b> 57	'th &	Lake	Shore	Northing 1867645.907	Easting 1189558.921	
COUNTY Cook DRI	ILLING	MET	HC	DD _			HSA HAMMER TYPE AUTO				
STRUCT. NO.         016-6542           Station         N/A           BORING NO.         57-Street-B03	_	D E P T	GRAPH-C	вгом	UCS	M 0 - s	DEX DIMZ	O R G A N	Surface Water Elev Stream Bed Elev Groundwater Elev.: First Encounter	N/A _ ft -8.2 _ ft ▼	
Station         9948+78           Offset         62.30ft LT	_	l ''	пl	S	Qu	Т	DEZS-TY	C	Upon Completion After Hrs	N/A ft N/A ft	
Ground Surface Elev. 2.76	ft	(ft)	ğ	/6")	(tsf)	(%)	ý (pcf)	(%)	NOTES:		
Stiff Gray, Moist SILTY CLAY, trace gravel (CL/ML)		- - -	***************************************	1 2 4	1.0 B	19					
			м	2					-		
		- <u>25</u>	м	2 4	1.5 B	21			_		
				1 3	1.3	21					
	-25.24	-		3	В				_		
Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML)			YY.	7	5.2	11					
	-27.24	-30		6	В				_		
End of Boring	21.24	-30(2)									

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

BC-sht-6542-boring-003.dgn

USER NAME = jsurber	DESIGNED - MM	REVISED -
	CHECKED - JLS	REVISED -
PLOT SCALE =	DRAWN - RMG	REVISED -
PLOT DATE = 4/3/2020	CHECKED - JLS	REVISED -

											Date _ 8/10/18
ROUTE	F.A.U. 28	73	_ DE	SCR	IPT	ION_				Retai	ning Wall C LOGGED BY EP
SECTION	17-B72	03-00-ES		_ ı	_00	AT <u>IC</u>	<b>DN</b> 57	th &	Lake	Shore	Northing 1867568.446 Easting 1189581.417
COUNTY	Cook	DR	ILLING	З МЕ	TH	OD _			Н	SA	HAMMER TYPEAUTO
STRUCT. NO. Station BORING NO. Station Offset	57-Stre 9948 55.70	et-B04 +02 ft LT		D E P T H	GRAPH-C LOG	B L O W S	U C S Qu	M O S T	אן-שבשם אמם	ORGAN-C	Surface Water Elev.         N/A         ft           Stream Bed Elev.         N/A         ft           Groundwater Elev.:         First Encounter         -3.1         ft           Upon Completion         N/A         ft           After         Hrs.         N/A         ft
Ground Surfa	ace Elev	5.42	ft	(ft)	G	(/6")	(tsf)	(%)	(pcf)	(%)	NOTES:
6 inches of Top Black and Brow FILL: SAND an	vn, Moist		4.92			2 3 4		12			
Black, Wet			0.92			1 1 1		21			
FILL: SAND, w  Brown, Wet FILL: SAND, tra			-0.58	_		3		26			-
7722. 37443, 44	add diff			_ _ _ _		3		25			-
Loose Gray, Wet			-6.08	- <u>10</u> - -		2 3 4		20			_
SILTY SAND (S	SM)			- - - -15		1 2 4		26			
Soft to Medium Gray, Moist			<u>-11.08</u>	-		0 1 1	0.4 B	22			
CLÁÝ, trace gra	avel (CL)			-		1					-
				-20		1	0.3 P	23			

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



## **SOIL BORING LOG**

Page <u>2</u> of <u>2</u>

Date 8/10/18

CLÁY, trace gravel (CL) (continued)  1											<u> </u>
STRUCT. NO.   O16-6542   Station   N/A   P	ROUTEF.A.	U. 2873	_ DE	SCR	IPT	ION				Retai	ning Wall C LOGGED BY EP
STRUCT. NO.	SECTION17	7-B7203-00-E	S	_ ι	_00	AT <u>I</u>	<b>ON</b> 57	7th &	Lake	Shore	Northing 1867568.446 Easting 1189581.417
Station	COUNTYCo	ok DF	RILLING	Э МЕ	ΞTΗ	OD .			Н	SA	HAMMER TYPEAUTO
Continued   Cont	Station   57   Station   57   Offset   57	N/A '-Street-B04 9948+02 55.70ft LT		E P T H	٦		C S Qu	O I S T	DEZS-H>	R G A N I C	Stream Bed ElevN/A ft Groundwater Elev.: First Encounter -3.1 ft ▼
Gray, Moist Stiff Gray, Moist SILTY CLAY, trace gravel (CL/ML)	Ground Surface El	ev. 5.42	ft	(ft)	////	(/6")	(tsf)	(%)	(pcf)	(%)	NOTES:
Stiff Gray, Moist SILTY CLAY, trace gravel (CL/ML)  -17.58  -17.58  -18.	Gray, Moist CLAY, trace gravel (C	CL)		_							
Stiff Gray, Moist SILTY CLAY, trace gravel (CL/ML)	(oonanaoa)			_		4 '	1	22			
Gray, Moist SILTY CLAY, trace gravel (CL/ML)	Or:ex		-17.58								-
2 B	Gray, Moist			-		1					
1 2 1.3 19 3 B 1 1 2 1.3 21 3 B 1 2 1 3 B 1 2 1 3 B 1 2 1 3 B 1 3 B 1 2 1 3 B	SILTY CLAY, trace g	ravel (CL/ML)		_			1	19			
2 1.3 19 1 2 1.3 21 2 1.3 21 3 B  -24.58 -30 3 B				- <u>25</u>		1-	В				_
2 1.3 19 1 2 1.3 21 2 1.3 21 3 B  -24.58 -30 3 B				_		1					
1 2 1.3 21 3 B End of Boring				_		2	1	19			
2 1.3 21				-		3	В				
2 1.3 21				_							
-24.58 -30 3 B End of Boring				_		2	1.3	21			
			-24.58	-30			1				
	End of Boring			-	-						
				_							
				_	-						
				_							
-35 				-	-						
-35 - - - - - - - - - -				_							
				- <u>35</u>	-						
				_							
				-	-						
				_							
				_	-						
				_							
-40				_	-						

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



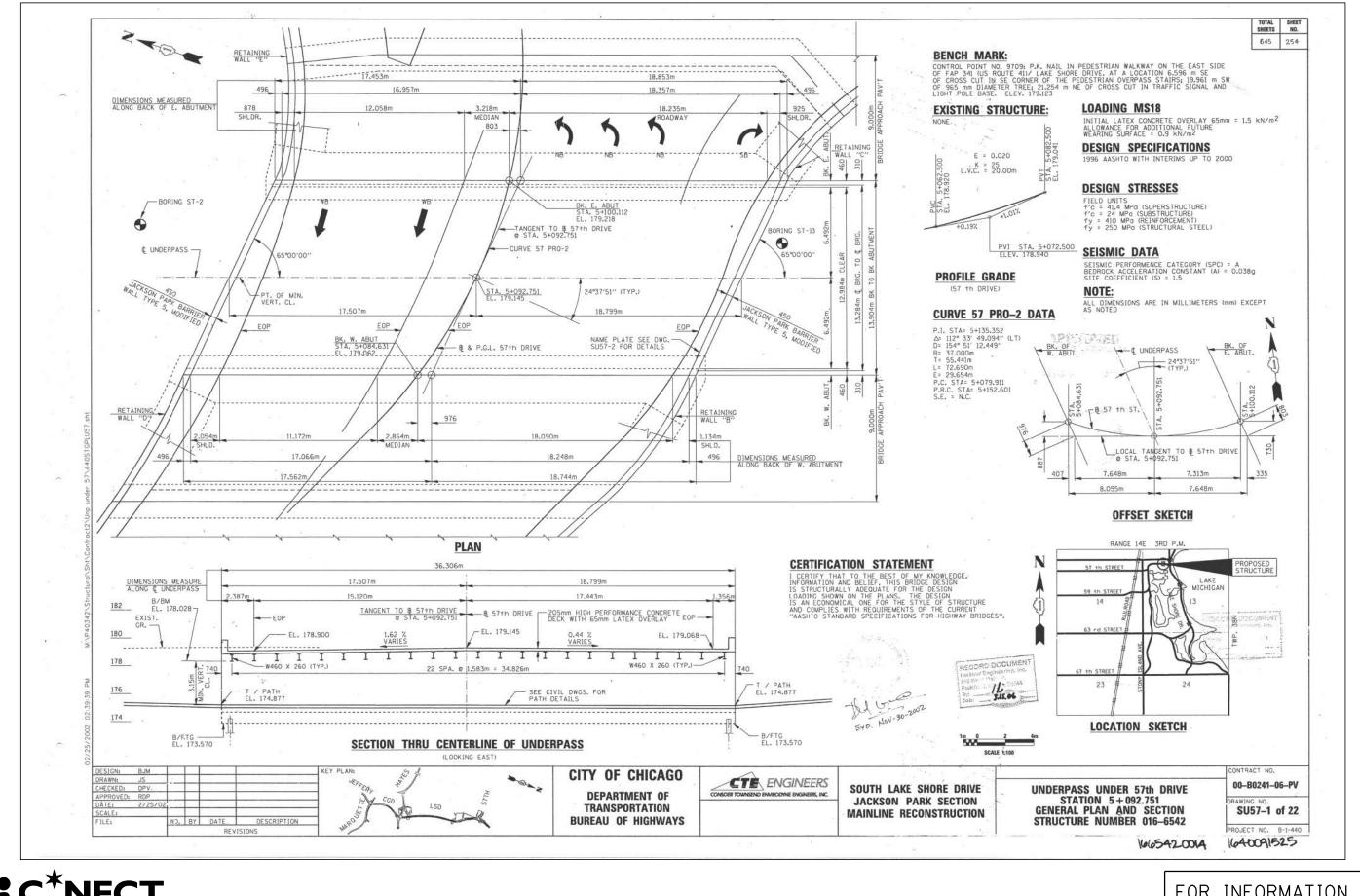
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T	USER NAME = jsurber	DESIGNED -	MM	REVISED -
Γ		CHECKED -	JLS	REVISED -
Γ	PLOT SCALE =	DRAWN -	RMG	REVISED -
Γ	PLOT DATE = 4/3/2020	CHECKED -	JLS	REVISED -

CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

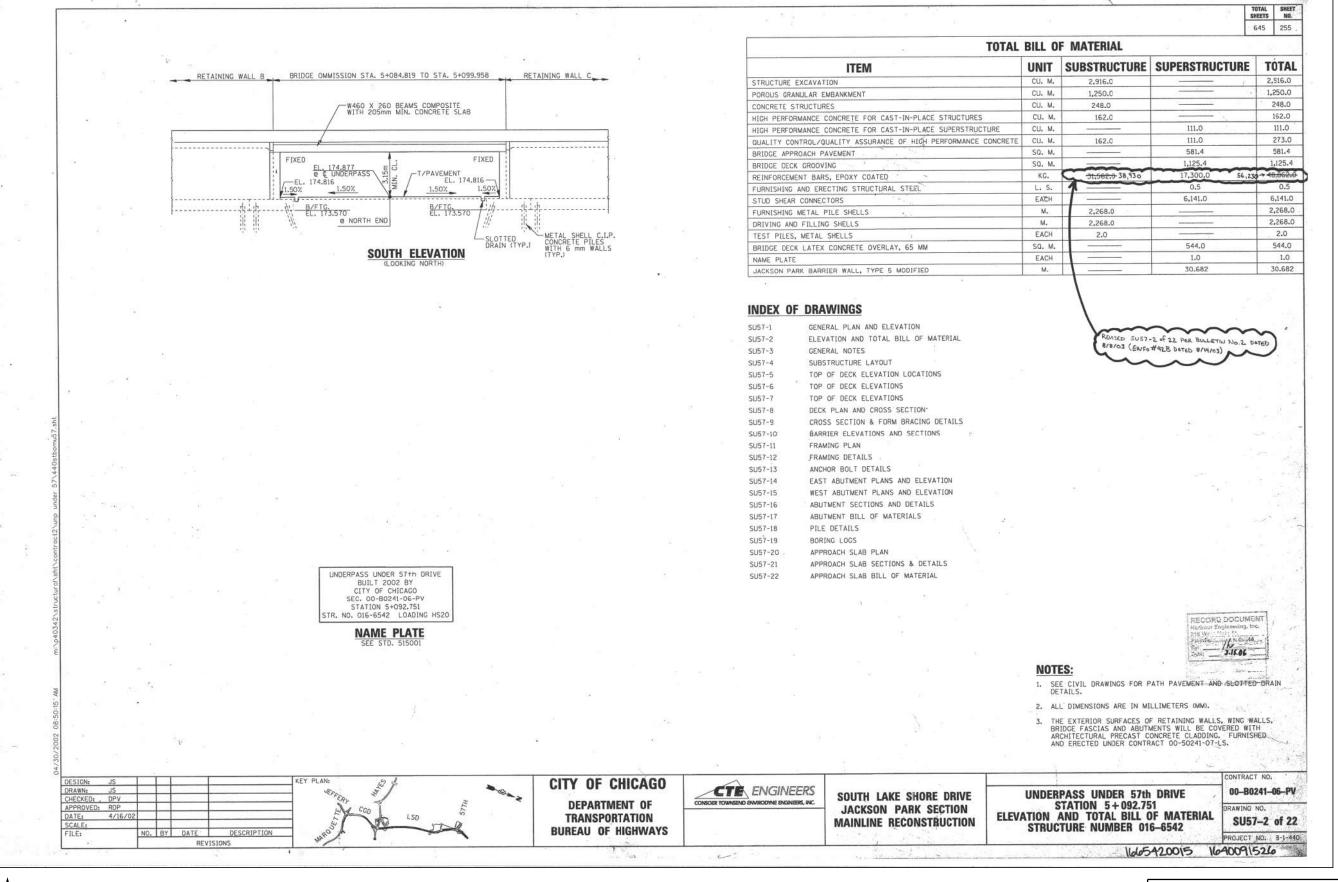
SOIL BORING	LOGS (4 OF 4)
STRUCTURE	NO. 016-6542
SHEET NO SA-1	6 OF 16 SHEETS

COUNTY TOTAL SHEET NO. SECTION 17-B7203-00-ES CDOT PROJECT NO. B-7-203 SN 016-6542





USER NAME = jsurber DESIGNED -REVISED SECTION COUNTY CITY OF CHICAGO EXISTING PLANS (1 OF 35) CHECKED -JLS REVISED COOK 1434 783 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION STRUCTURE NO. 016-6542** BC-sht-6542-ex-001.dgn PLOT SCALE = REVISED CDOT PROJECT NO. B-7-203 SN 016-6542 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020



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FILE NAME = USER NAME = Jourber DESIGNED - MM REVISED 
CHECKED - JLS REVISED 
ABC-sht-6542-ex-002.dgn PLOT SCALE = DRAWN - RMG REVISED 
PLOT DATE = 3/27/2020 CHFCKFD - JIS REVISED -

CITY OF CHICAGO
DEPARTMENT OF TRANSPORATION
DIVISION OF ENGINEERING

EXISTING PLANS (2 OF 35)
STRUCTURE NO. 016-6542
SHEET NO. SAX-2 OF 35 SHEETS

F.A.L. SECTION COUNTY TOTAL SHEET NO. 2873 17-B7203-00-ES COOK 1434 784

CDOT PROJECT NO. B-7-203 SN 016-6542

#### GENERAL:

- 1. CONTRACTOR IS RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF ALL TEMPORARY CONSTRUCTION REQUIRED FOR, BUT NOT LIMITED TO, SHORING, UNDERFINNING AND BRACING, FOR THE PROTECTION OF THE EXISTING STRUCTURES OR UTILITIES WHETHER OR NOT SHOWN ON THE CONTRACT DRAWINGS. THE CONTRACTOR MUST PROVIDE ALL MEASURES AND PECAUTIONS NECESSARY TO PREVENT DAMAGE AND SETTLEMENT OF EXISTING OR NEW CONSTRUCTION INSIDE OR OUTSIDE THE PROJECT LIMITS DURING EXCAVATION. ANY DAMAGE TO NEW OR EXISTING CONSTRUCTION INSIDE OR OUTSIDE THE PROJECT LIMITS, CAUSED BY CONSTRUCTION TECHNIQUES OR MOVEMENTS OF THE PROJECT LIMITS, CAUSED BY CONSTRUCTION TECHNIQUES OR MOVEMENTS OF THE FOOLED THE TECHNIQUES OR MOVEMENTS OF THE SOIL OR STRUCTURE RETENTION SYSTEM, IS THE RESPONSIBILITY OF THE CONTRACTOR.
- 2. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS, SUCH VARIATIONS WILL NOT BE CAUSE FOR ADDITIONAL COMPENSATION OR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- 3. THE CONTRACTOR MUST MAKE HIS/HER OWN INVESTIGATION TO DETERMINE THE EXISTENCE, NATURE AND EXACT LOCATION OF ALL UTILITY LINES AND APPURTENANCES WITHIN THE LIMITS OF THIS PROJECT. THE CONTRACTOR MUST PROVIDE ALL MEASURES AND PRECAUTIONS NECESSARY TO PROTECT EXISTING AND NEW UTILITIES.
- EXISTING AREAS DISTURBED BY CONSTRUCTION OPERATIONS MUST BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AND WILL BE INCIDENTAL TO THE COST OF, THIS CONTRACT.
- DESIGN AND CONSTRUCTION MUST CONFORM TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 1997.
- BACKFILL WILL BE PLACED BEHIND THE ABUTMENT AFTER THE SUPERSTRUCTURE HAS BEEN PLACED AND THE FALSEWORK REMOVED. SEE ARTICLE 502.10 OF THE STANDARD SPECIFICATIONS.
- 7. THE BACK FACE OF ABUTMENTS AND RETAINING WALLS MUST BE WATERPROOFED ACCORDING TO ARTICLE 503:18 OF THE STANDARD SPECIFICATIONS.
- 8. BEARING SEAT SURFACES SHALL BE CONSTRUCTED OR ADJUSTED TO THE DESIGNATED ELEVATIONS WITHIN A TOLERANCE OF 3 mm. ADJUSTMENT MUST BE MADE EITHER BY GRINDING THE SURFACE OR BY SHIMMING THE BEARING. TWO 3 mm ADJUSTING SHIMS, OF THE BOTHOUS BEARING PLATE, MUST BE PROVIDED FOR EACH BEARING IN ADDITION TO ALL OTHER PLATES OR SHIMS.
- ARCHITECTURAL PRECAST CONCRETE CLADDING IS SHOWN FOR REFERENCE ONLY. ARCHITECTURAL PRECAST CONCRETE WILL BE FURNISHED AND ERECTED UNDER CONTRACT 00-50241-07-LS.
- 10. ALL DIMENSIONS ARE IN MILLIMETERS (mm) EXCEPT AS NOTED.

#### REINFORCEMENT AND CONCRETE:

- 2. UNLESS OTHERWISE SHOWN, THE COVER FOR REINFORCING STEEL MUST BE AS FOLLOWING:

CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH

50 mm

CONCRETE EXPOSED TO EARTH OR WEATHER: PRIMARY REINFORCEMENT

STIRRUPS, TIES, AND SPIRALS

40 mm

- 3. HORIZONTAL AND VERTICAL CONSTRUCTION JOINTS SHOWN OR NOTED ON THE PLANS ARE RECOMMENDED. ANY DEVIATION FROM THOSE SHOWN MUST HAVE APPROVAL OF THE COMMISSIONER.
- 4. ALL EXPOSED EDGES OF SLABS, WALLS, AND CURBS MUST BE CHAMFERED 19 mm UNLESS OTHER MEMBERS ARE ERECTED FLUSH WITH THEM.
- ALL EXPOSED CONCRETE SURFACES MUST BE TREATED WITH SIALANE SEALER. LINSEED OIL OR OTHER SURFACE TREATMENTS ARE NOT ACCEPTABLE.

#### FOUNDATIONS:

1. GROUNDWATER INFORMATION AT THIS LOCATION IS INCLUDED IN THE GEOTECHNICAL REPORT, ALL EXCAVATION FOR STRUCTURES MUST BE KEPT DEWATERED DURING CONSTRUCTION OPERATIONS LUNTIL BACKFILL IS IN PLACE AND PROVISIONS MUST BE MADE TO PREVENT THE BOTTOM OF ALL EXCAVATIONS FROM FREEZING OR FLOODING AT ALL TIMES, CONTRACTOR WILL BE RESPONSIBLE FOR PROTECTING THE STRUCTURE AGAINST FLOATATION OR UPLIFT DURING CONSTRUCTION.

#### STEEL AND METAL SHELL FOR CAST-IN-PLACE CONCRETE PILES:

- 1. DESIGN PILE CAPACITY WILL BE AS SHOWN ON DRAWINGS.
- PILES MUST NOT BE DRIVEN UNTIL AFTER THE EXCAVATION FOR THE ABUTMENT FOOTINGS IS COMPLETED.
- 3. THE DRIVING OF EACH PILE MUST BE CONTINUOUS UNTIL THE PILE HAS BEEN DRIVEN TO ITS MINIMUM REQUIRED LENGTH AND CAPACITY DETERMINED FROM TEST PILE INFORMATION.
- FULL LENGTH PILES MUST BE USED. IF SPLICE IS REQUIRED AND APPROVED BY THE COMMISSIONER, IN ADDITION TO ALL OTHER REQUIREMENTS OF SECTION 512 OF THE STANDARD SPECIFICATIONS, SPLICES MUST DEVELOP THE FULL CAPACITY OF THE STEEL'S CROSS SECTIONAL AREA OF THE PILE FOR TENSION, SHEAR AND BENDING FORCES, ONE APPROVED METHOD OF ACHIEVING THIS REQUIREMENT IS FULL PENETRATION BUTT WELDING OF THE ENTIRE CROSS SECTION. OTHER TYPES OF SPLICES MEETING THE FULL CAPACITY REQUIREMENTS MAY BE ALLOWED SUBJECT TO APPROVAL OF THE COMMISSIONER. ANY PROPOSAL BY THE CONTRACTOR TO USE AN ALTERNATE SPLICE METHOD MUST INCLUDE ADEQUATE DOCUMENTATION DEMONSTRATING THAT THE FULL TENSION, SHEAR AND BENDING CAPACITIES WILL BE MET. APPROPRIATE WELDER QUALIFICATIONS WILL BE REQUIRED FOR THE POSITIONS AND PROCESSES USED IN SPLICING ALL PILES. NONDESTRUCTIVE TESTING OF COMPLETE WELDS WILL BE LIMITED TO VISUAL INSPECTION.

#### STRUCTURAL STEEL:

- FASTENERS SHALL BE GALVANIZED HIGH STRENGTH BOLTS M20, OPEN HOLES 24 mm Ø, UNLESS OTHERWISE NOTED.
- 2. CALCULATED WEIGHT OF STRUCTURAL STEEL = 102415 Kg.
- 3. ALL STRUCTURAL STEEL MUST BE AASHTO M 270M GRADE 250.
- 5, THE MAIN LOAD CARRYING MEMBER COMPONENTS SUBJECT TO TENSILE STRESS MUST CONFORM TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS ZONE 2. THESE COMPONENTS ARE THE WIDE FLANGE BEAMS AND ALL SPLICE PLATE MATERIAL EXCEPT FILL PLATES.
- 7. THE INORGANIC ZINC RICH PRIMER/ACRYLIC/ACRYLIC PAINT SYSTEM SHALL BE USED FOR SHOP AND FIELD PAINTING OF NEW STRUCTURAL STEEL EXCEPT WHERE OTHERWISE NOTED. THE COLOR OF THE FINAL FINISH COAT FOR ALL STEEL SURFACES SHALL BE DARK GRAY, MUNSELL NO. N 3.75.



4/16/0

CITY OF CHICAGO

DEPARTMENT OF **TRANSPORTATION BUREAU OF HIGHWAYS** 



SOUTH LAKE SHORE DRIVE **JACKSON PARK SECTION** MAINLINE RECONSTRUCTION **UNDERPASS UNDER 57th DRIVE** STATION 5+092.751 **GENERAL NOTES** STRUCTURE NUMBER 016-6542

CONTRACT NO. 00-B0241-06-PV SU57-3 of 22 PROJECT NO. B-1-440

1665420016 1640091527

FOR INFORMATION ONLY

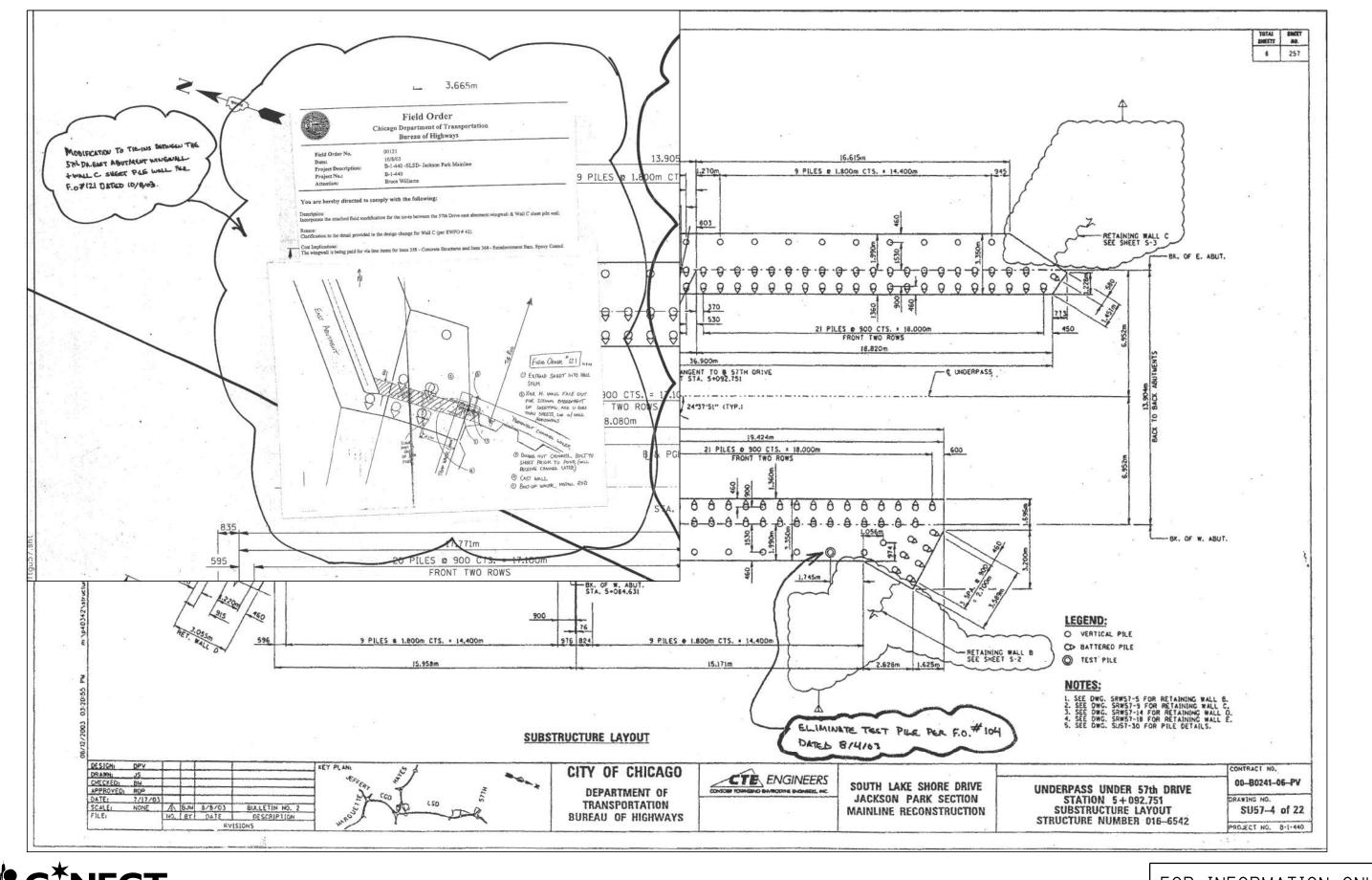
REVISED USER NAME = jsurber DESIGNED -CHECKED -JLS REVISED REVISED PLOT DATE = 3/27/2020

CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION**  EXISTING PLANS (3 OF 35) STRUCTURE NO. 016-6542 SHEET NO. SAX-3 OF 35 SHEET

SECTION COUNTY соок 1434 785 17-B7203-00-ES CDOT PROJECT NO. B-7-203 SN 016-6542

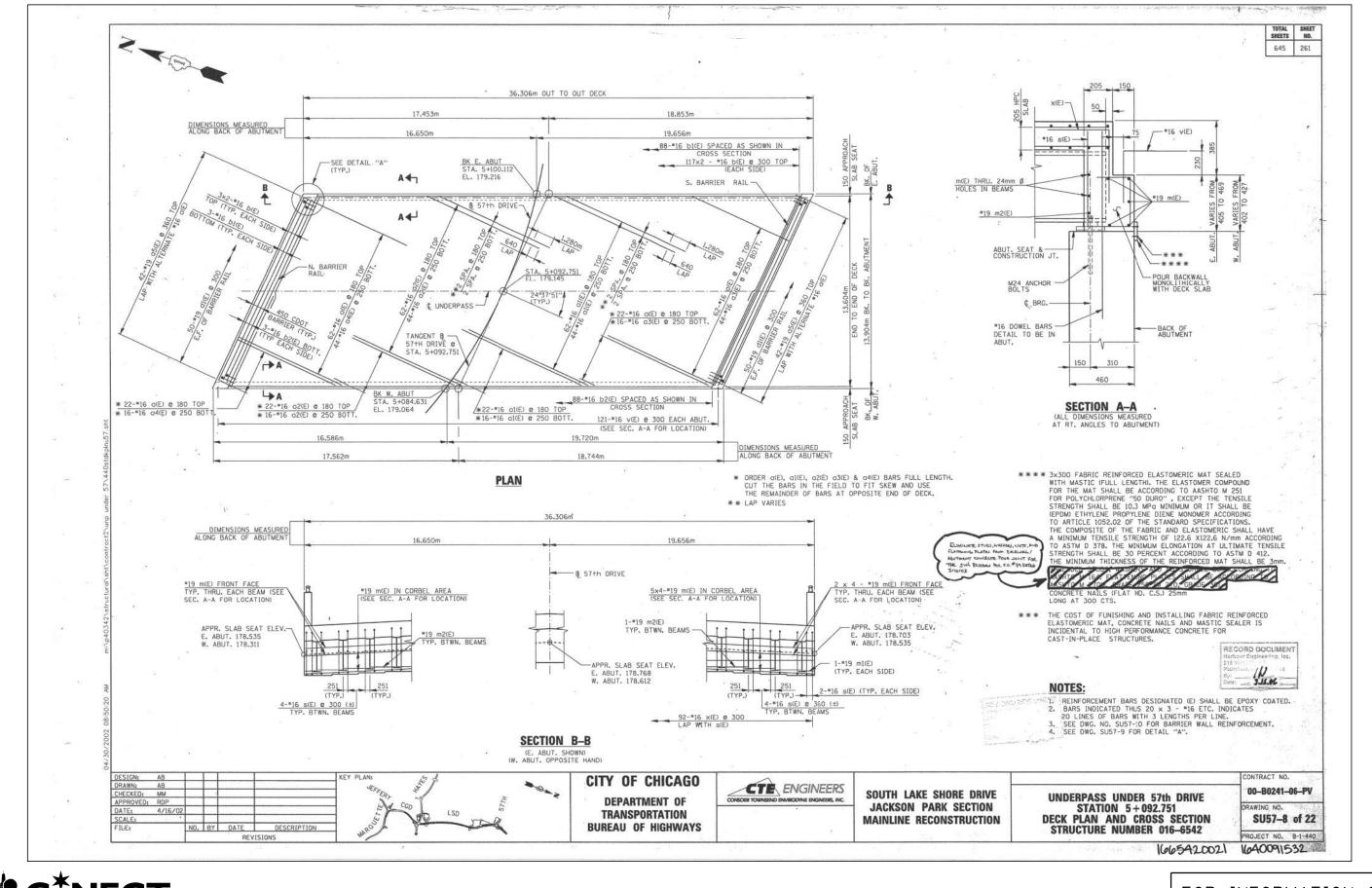
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**DIVISION OF ENGINEERING** 



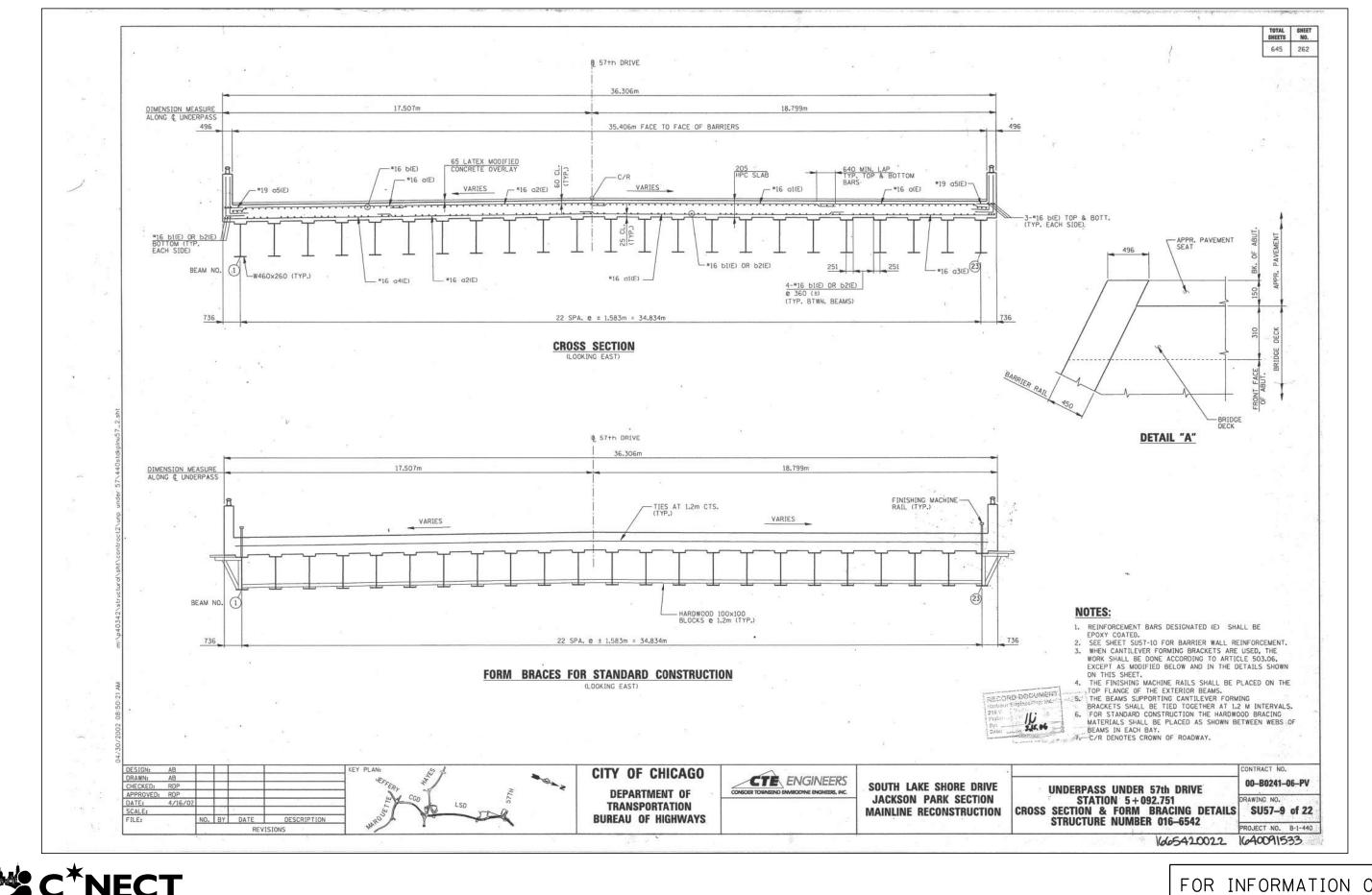


FILE NAME =	USER NAME = jsurber	DESIGNED - MM	REVISED -	CITY OF CHICAGO	EXISTING PLANS (4 OF 35)	F.A.U. SECTION	COUNTY SHEET NO.
		CHECKED - JLS	REVISED -	DEPARTMENT OF TRANSPORATION	STRUCTURE NO. 016-6542	2873 17-B7203-00-ES	соок 1434 786
ABC-sht-6542-ex-004.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -	DIVISION OF ENGINEERING	51KUCTUKE NU. 010-0342	CDOT PROJECT NO. B-7-203	SN 016-6542
	PLOT DATE = 3/27/2020	CHECKED - JLS	REVISED -		SHEET NO. SAX-4 OF 35 SHEETS	ILLINOIS FED. AT	PROJECT





USER NAME = jsurber DESIGNED -MM REVISED SECTION COUNTY CITY OF CHICAGO EXISTING PLANS (5 OF 35) CHECKED -JLS REVISED cook 1434 787 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6542 BC-sht-6542-ex-005.dgn PLOT SCALE = RMG REVISED SN 016-6542 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** SHEET NO. SAX-5 OF 35 SHEETS PLOT DATE = 3/27/2020 CHECKED



USER NAME = jsurber

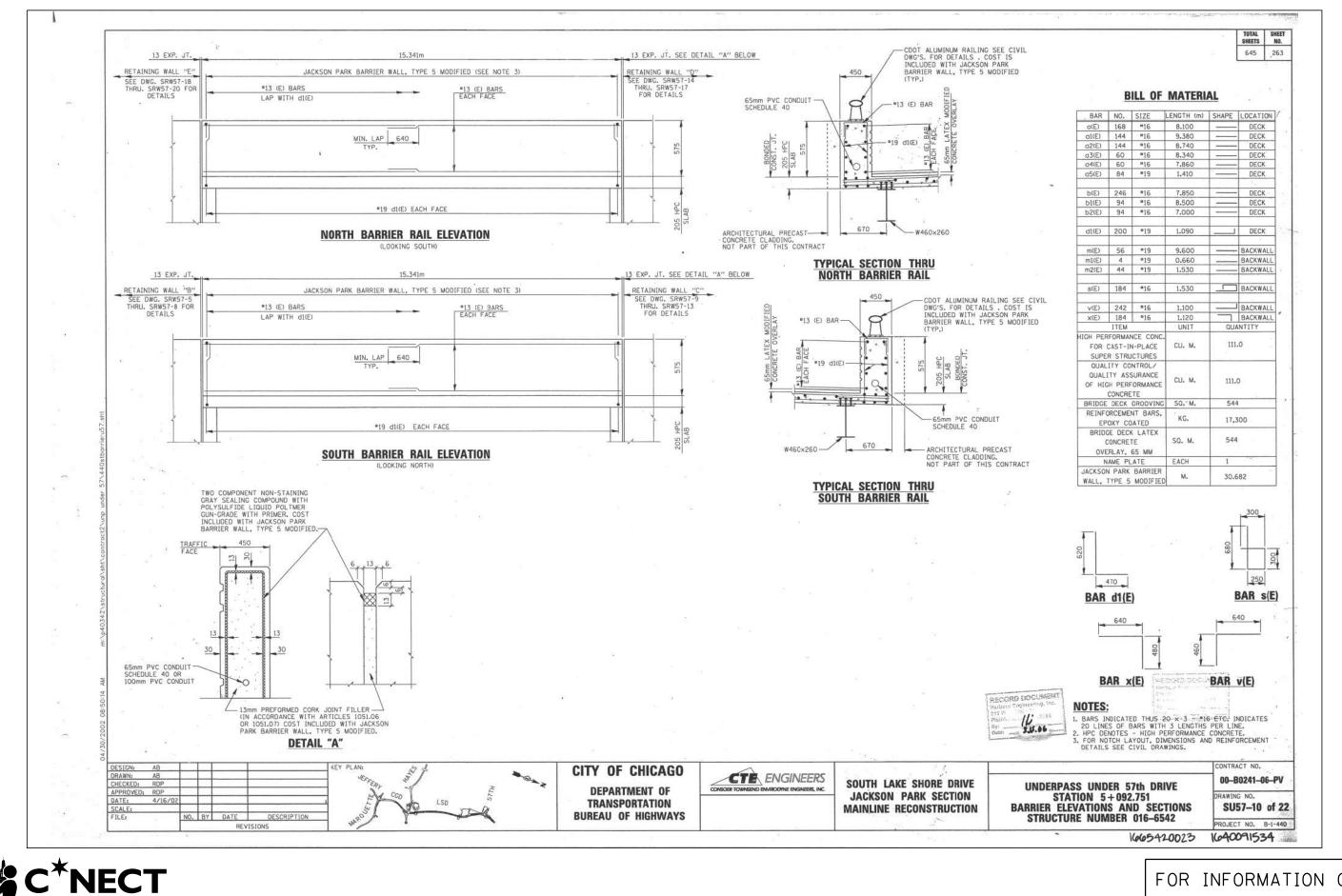
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DESIGNED - MM REVISED CHECKED -JLS REVISED BC-sht-6542-ex-006.dgn PLOT SCALE = RMG REVISED PLOT DATE = 3/27/2020 CHECKED

CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

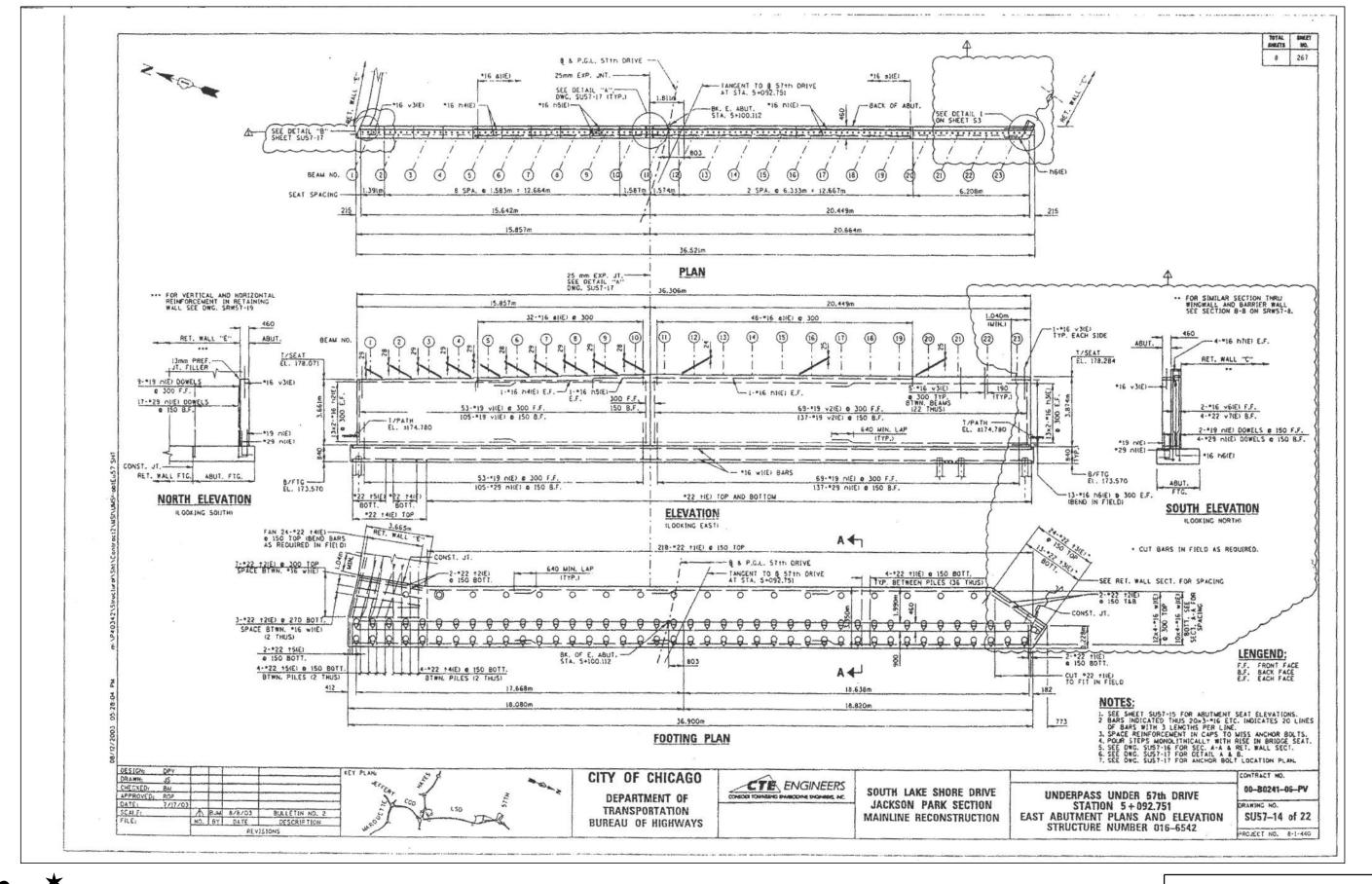
EXISTING PLANS (6 OF 35) **STRUCTURE NO. 016-6542** SHEET NO. SAX-6 OF 35 SHEETS

COUNTY TOTAL SHEET SHEETS NO. COOK 1434 788 SECTION COUNTY 17-B7203-00-ES CDOT PROJECT NO. B-7-203 SN 016-6542





USER NAME = jsurber DESIGNED -MM REVISED SECTION COUNTY CITY OF CHICAGO EXISTING PLANS (7 OF 35) CHECKED -JLS REVISED COOK 1434 789 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6542 BC-sht-6542-ex-007.dgn RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6542 **DIVISION OF ENGINEERING** SHEET NO. SAX-7 OF 35 SHEETS PLOT DATE = 3/27/2020 CHECKED



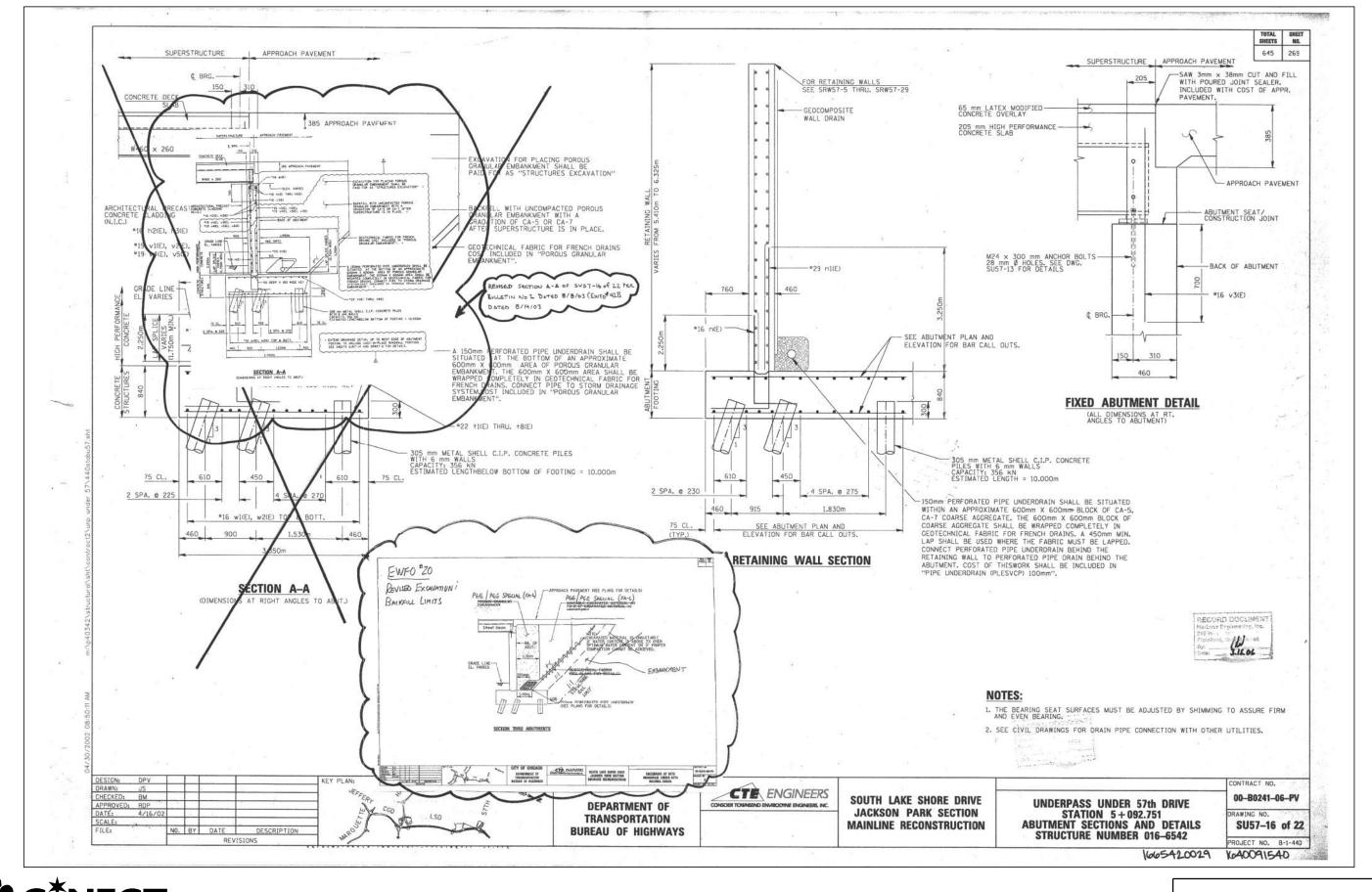
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DIVISION OF ENGINEERING

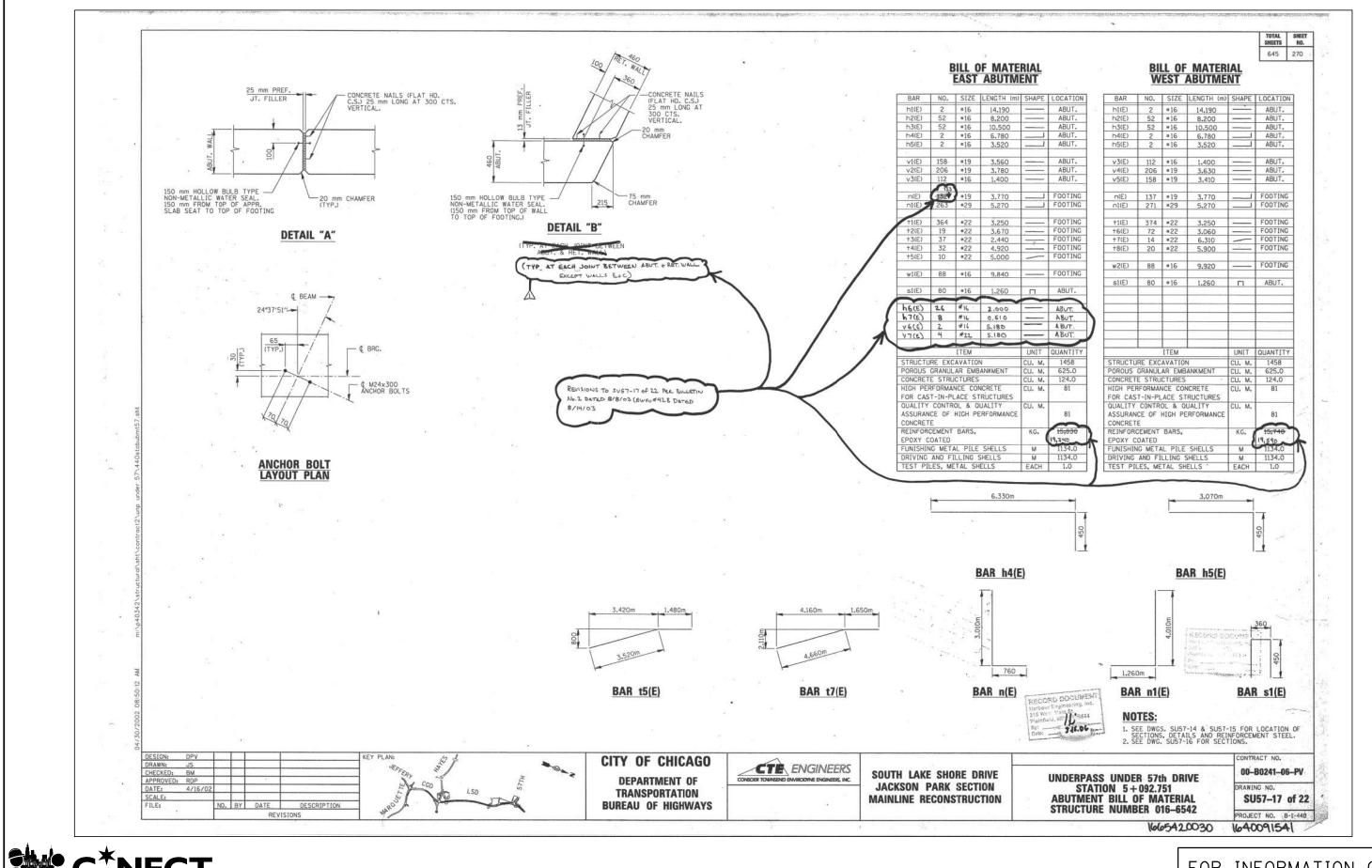
EXISTING PLANS (8 OF 35)
STRUCTURE NO. 016-6542

F.A.U. RTE. SECTION COUNTY TOTAL SHEET'S NO. 2873 17-B7203-00-ES COOK 1434 790 CDOT PROJECT NO. B-7-203 SN 016-6542





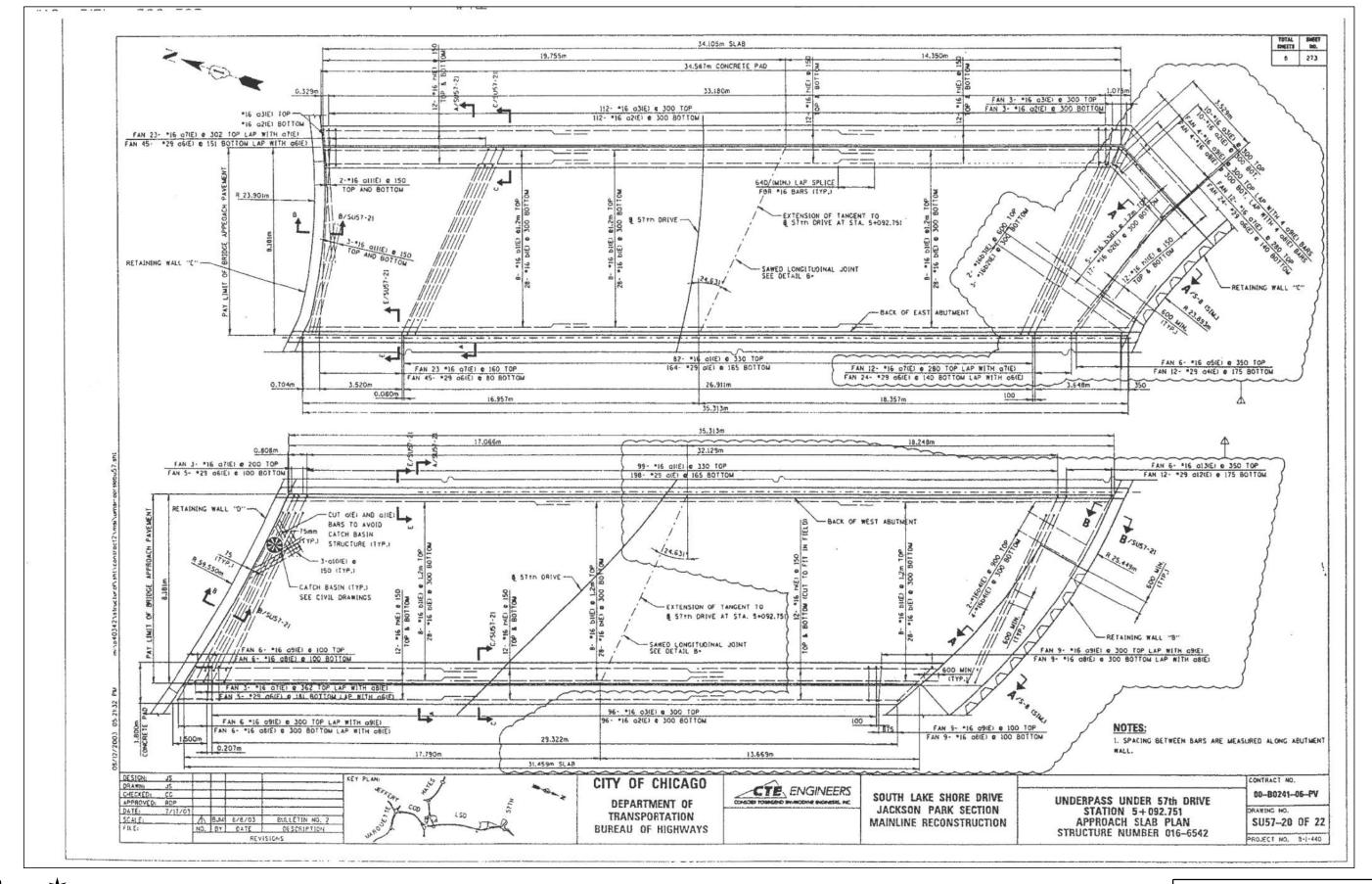
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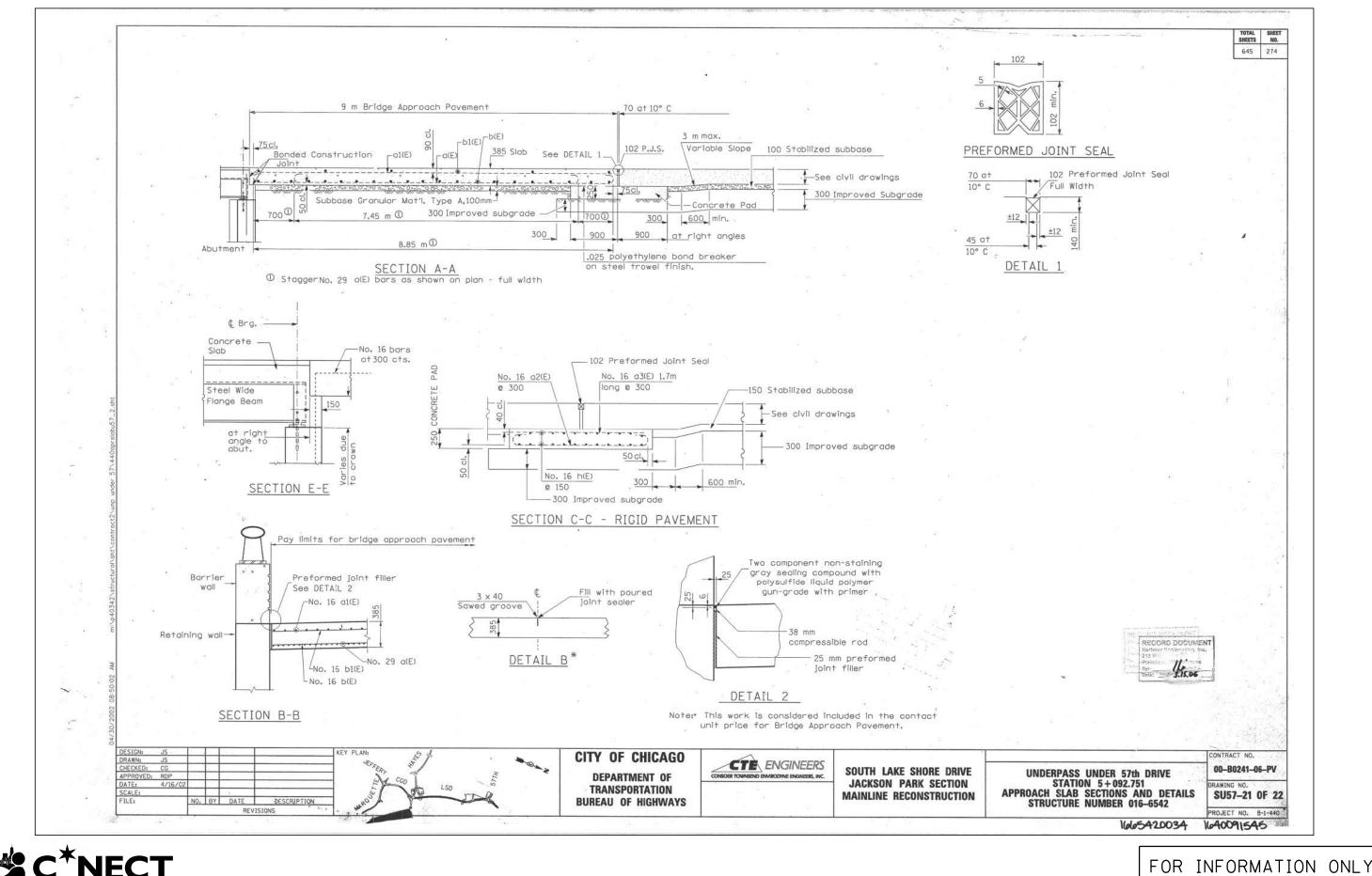
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	FILE NAME =	USER NAME = jsurber	DESIGNED - MM	REVISED -	CITY OF CHICAGO	EXISTING PLANS (10 OF 35)		SECTION	COUNTY	TOTAL SHEE	T
	ABC-sht-6542-ex-010.dgn		CHECKED - JLS	REVISED -	DEPARTMENT OF TRANSPORATION	STRUCTURE NO. 016-6542	2873	17-B7203-00-ES	СООК	1434 792	<u> 2</u>
		PLOT SCALE =	DRAWN - RMG	REVISED -		31NUCTURE NO. 010-0342	CDOT PR	ROJECT NO. B-7-203	SN 0	016-6542	15
		PLOT DATE = 3/27/2020	CHECKED - JLS	REVISED -	DIVISION OF ENGINEERING	SHEET NO. SAX-10 OF 35 SHEETS	ILLINOIS FED. AID PROJEC		ID PROJECT	Ţ	
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DESIGNED -REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (11 OF 35)** CHECKED -JLS REVISED соок 1434 793 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION STRUCTURE NO. 016-6542** REVISED SN 016-6542 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020

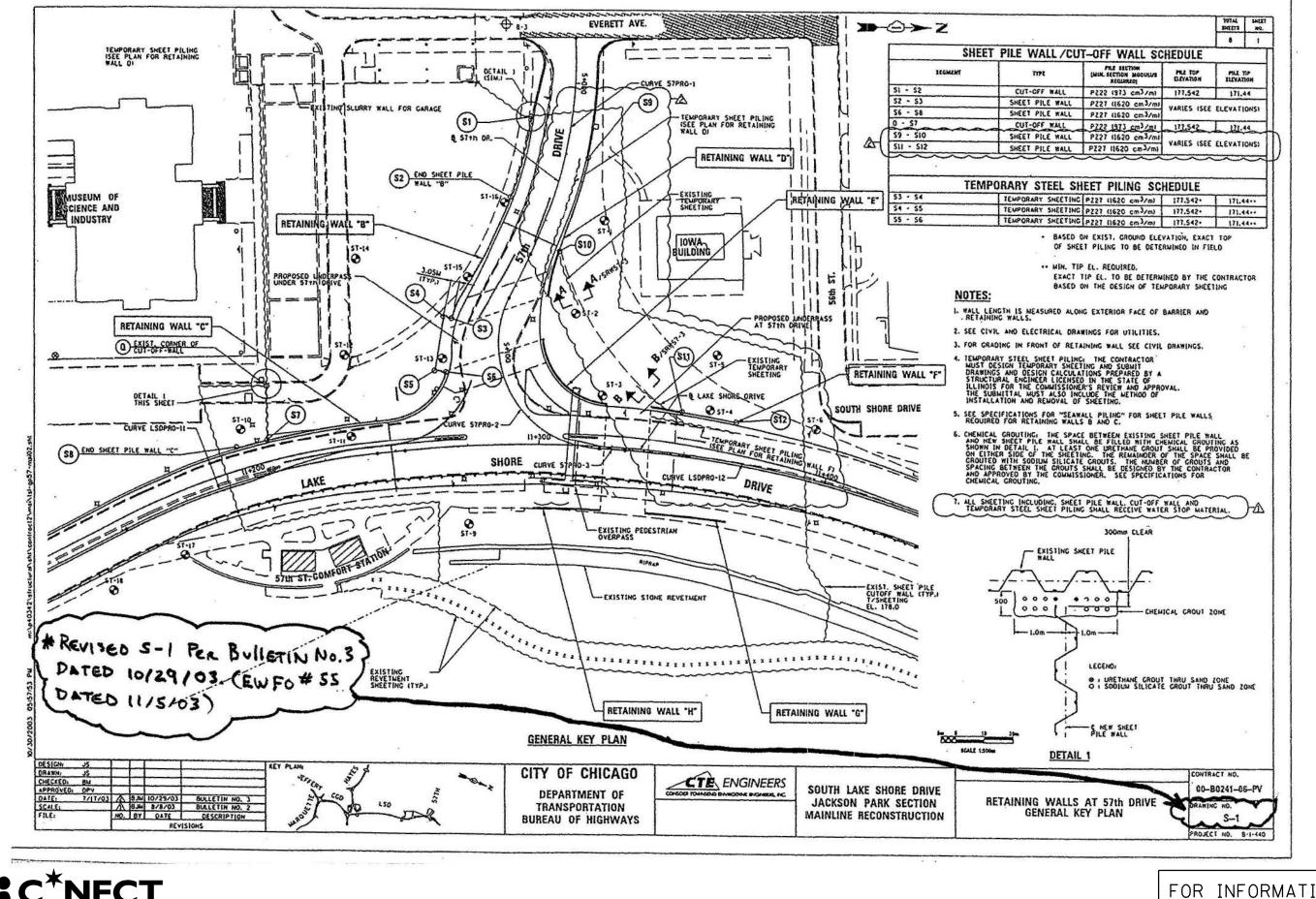


USER NAME = jsurber DESIGNED - MM REVISED CHECKED -JLS REVISED BC-sht-6542-ex-012.dgn REVISED PLOT DATE = 3/27/2020

CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

**EXISTING PLANS (12 OF 35) STRUCTURE NO. 016-6542** SHEET NO. SAX-12 OF 35 SHEETS

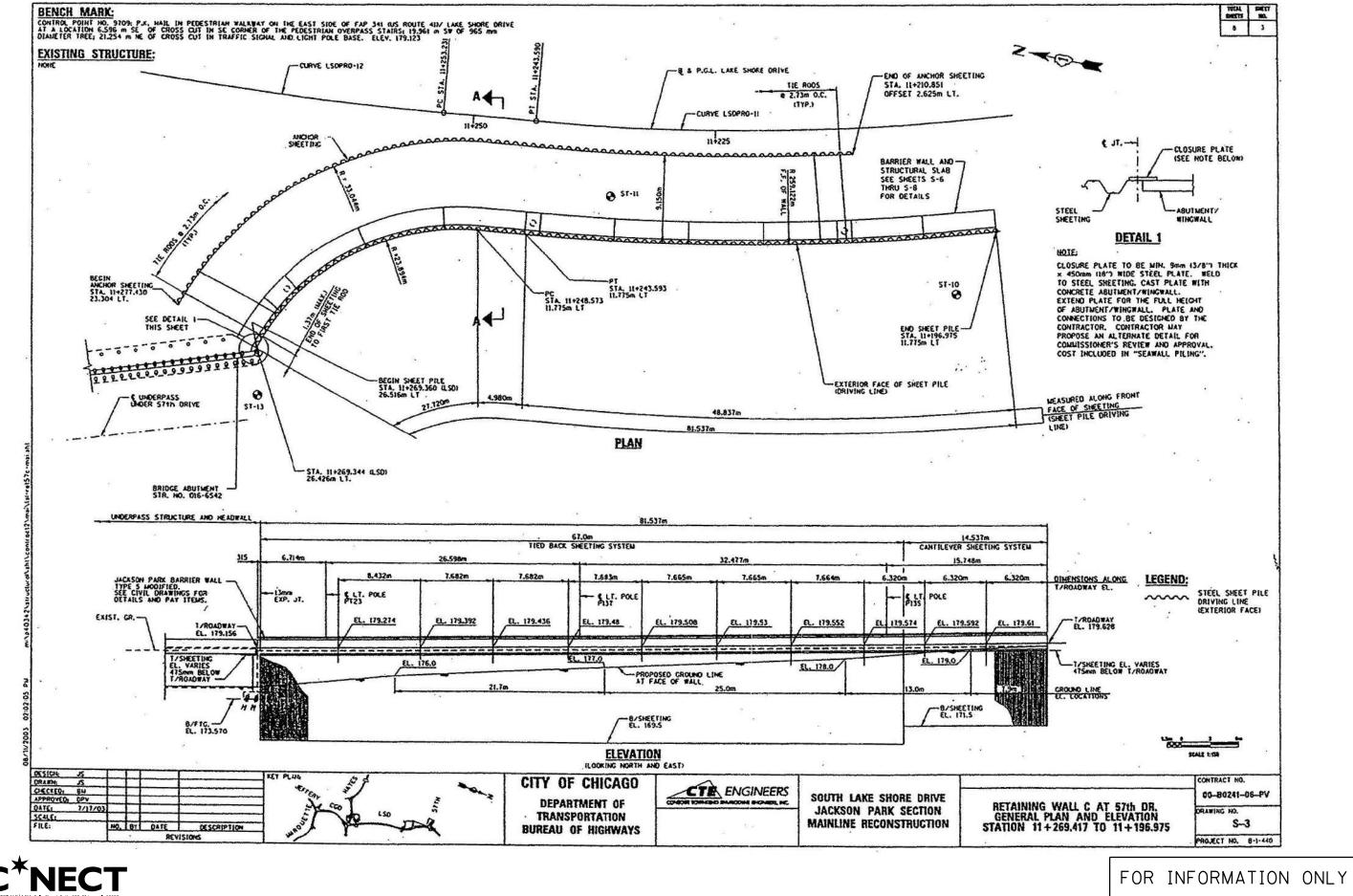
SECTION COUNTY COOK 1434 794 17-B7203-00-ES CDOT PROJECT NO. B-7-203 SN 016-6542



REVISED DESIGNED - MM CITY OF CHICAGO CHECKED -JLS REVISED DEPARTMENT OF TRANSPORATION 3C-sht-6542-ex-013.dgn RMG REVISED **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED

**EXISTING PLANS (13 OF 35) STRUCTURE NO. 016-6542** SHEET NO. SAX-13 OF 35 SHEET

SECTION COUNTY соок 1434 795 17-B7203-00-ES CDOT PROJECT NO. B-7-203 SN 016-6542



CASET, LLC | 1 N LaSalle Street, Suite 325, Chicago, II. 60602

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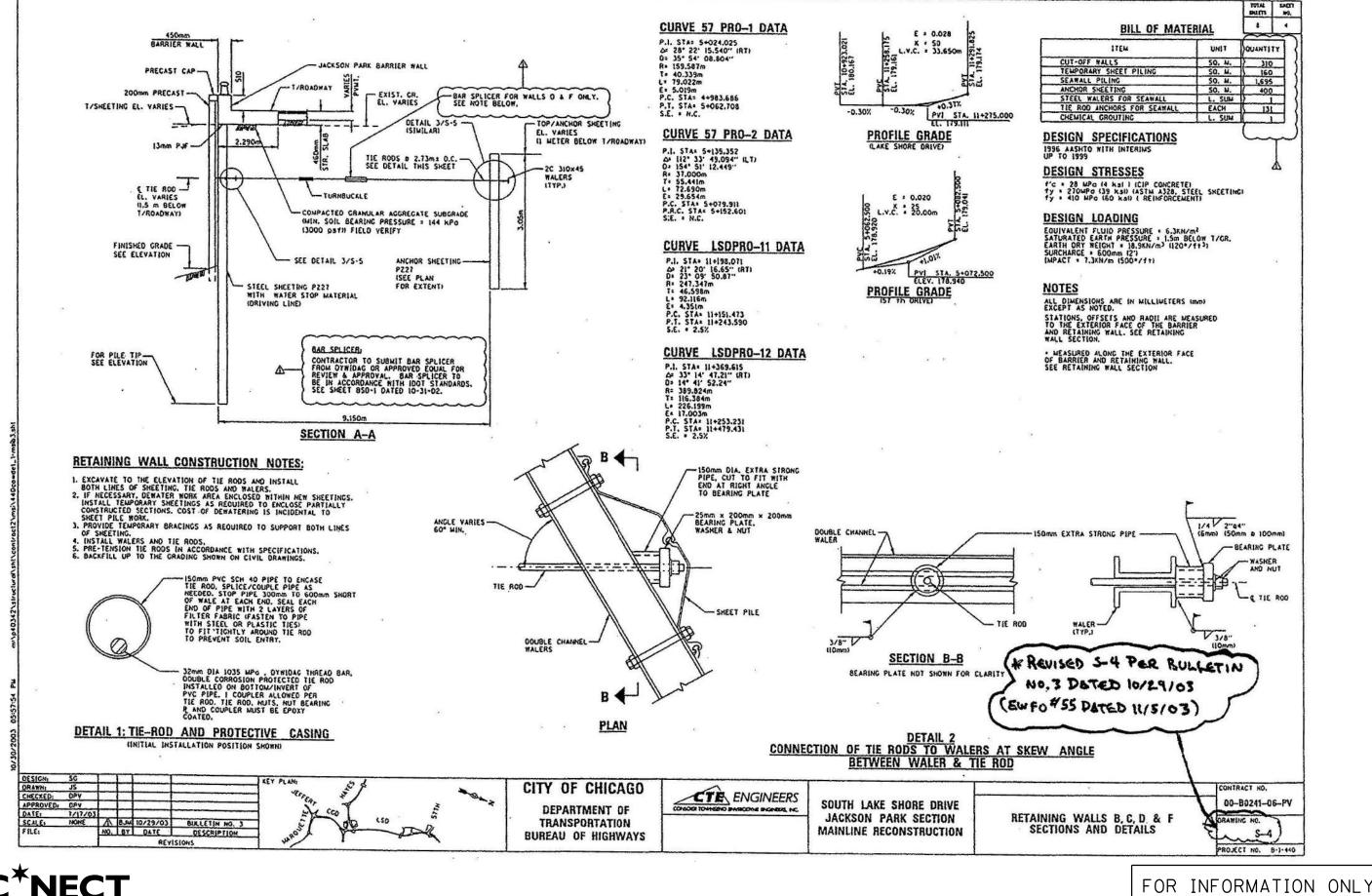
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PLOT SCALE = DRAWN - RMG REVISED 
PLOT DATE = 3/27/2020 CHFCKFD - JLS REVISED 
DIVISION OF ENGINEERING

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STRUCTURE NO. 016–6542
SHEET NO. SAX-14 OF 35 SHEETS



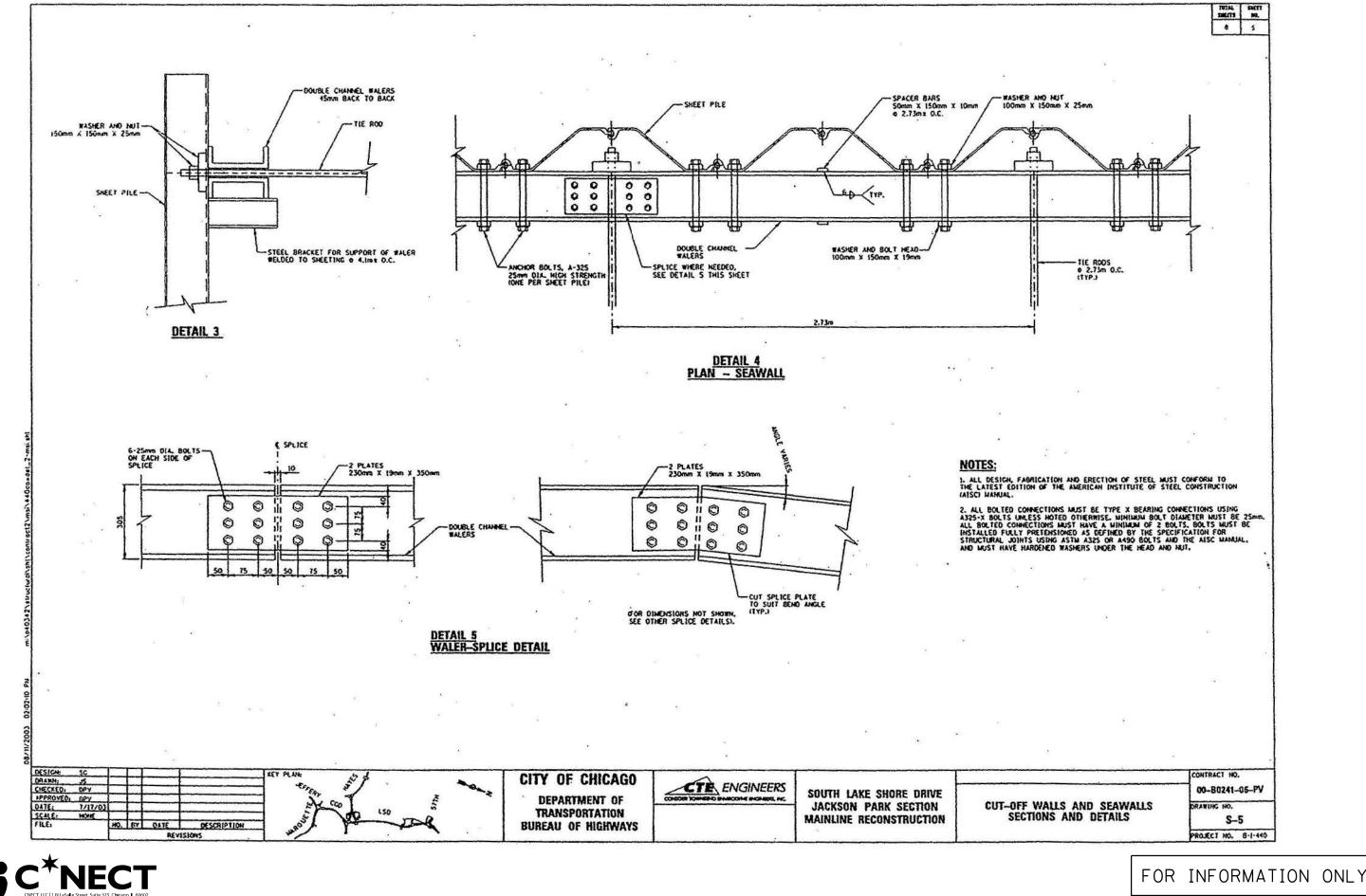
CNECT, LLC | 1 N LaSalle Street, Sulte 325, Chrosgo, IL: 60602

E. NAME : USER NAME : Jsurber

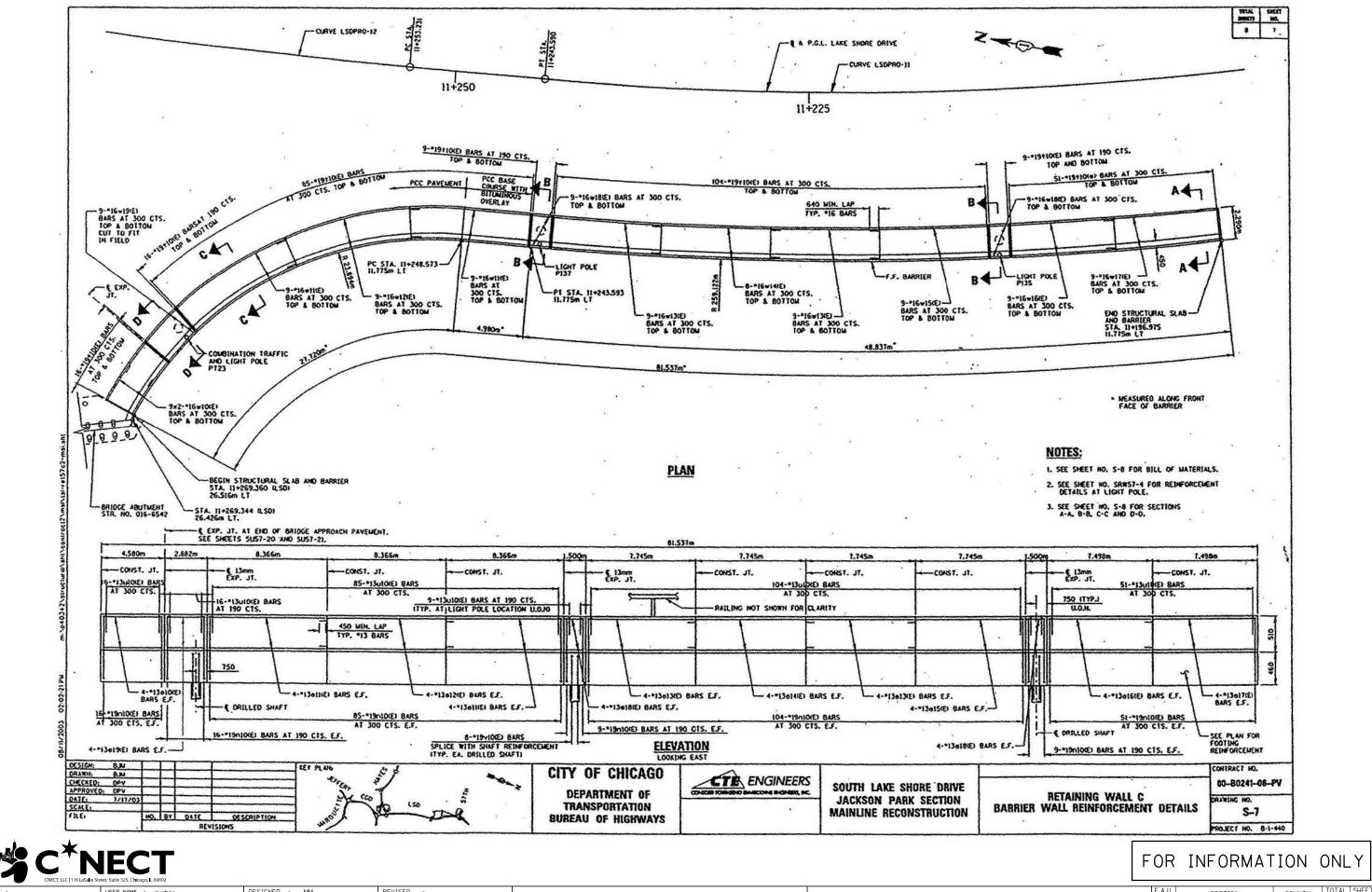
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORATION
DIVISION OF ENGINEERING

EXISTING PLANS (15 OF 35) STRUCTURE NO. 016-6542 SHEET NO. SAX-15 OF 35 SHEETS



USER NAME = jsurber DESIGNED - MM REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (16 OF 35)** CHECKED -JLS REVISED COOK 1434 798 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION STRUCTURE NO. 016-6542** BC-sht-6542-ex-016.dgn REVISED CDOT PROJECT NO. B-7-203 SN 016-6542 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 SHEET NO. SAX-16 OF 35 SHEETS



CITY OF CHICAGO
DEPARTMENT OF TRANSPORATION
DIVISION OF ENGINEERING

EXISTING PLANS (17 OF 35)

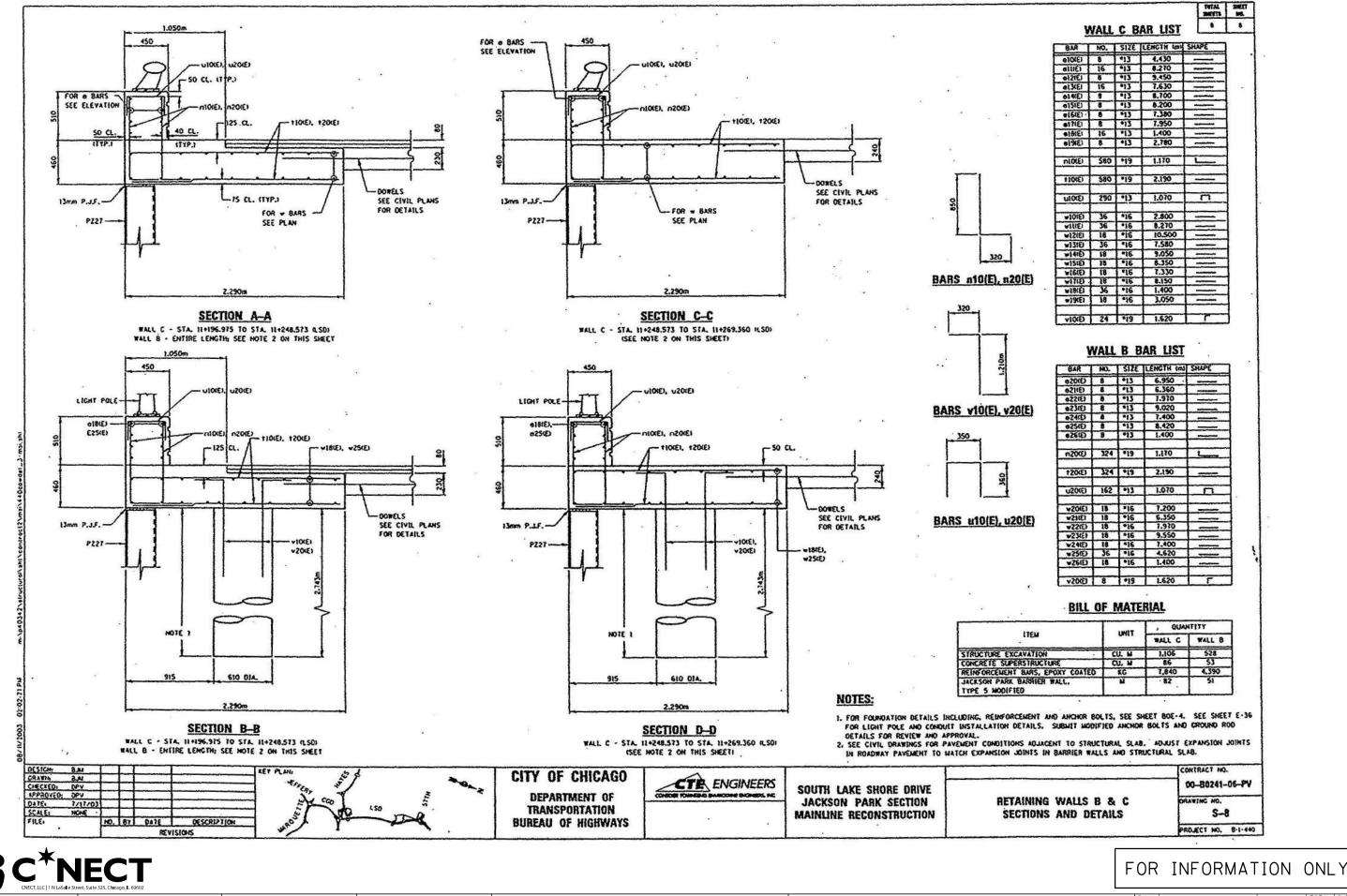
STRUCTURE NO. 016-6542

SHEET NO. SAX-17 OF 35 SHEETS

F.A.U. SECTION COUNTY TOTAL SHEET NO. 2873 17-B7203-00-ES COOK 1434 799

CDOT PROJECT NO. B-7-203 SN 016-6542 ILLINOIS | FED. AID PROJECT

PLOT SCALE : DRAWN - RMG REVISED PLOT DATE : 3/27/2020 CHECKED - JLS REVISED DIVISION OF ENGINEERING
SHEET NO. SAX-17 OF 35 SHEETS
CDOT PROJECT NO.
SHEET NO. SAX-17 OF 35 SHEETS



DESIGNED - MM USER NAME = jsurber REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (18 OF 35)** CHECKED -JLS REVISED соок 1434 800 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION STRUCTURE NO. 016-6542** BC-sht-6542-ex-018.dgn RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6542 **DIVISION OF ENGINEERING** SHEET NO. SAX-18 OF 35 SHEETS PLOT DATE = 3/27/2020 CHECKED

# SOUTH LAKE SHORE DRIVE IMPROVEMENTS 57th St. UNDERPASS WALL IMPROVEMENTS

# CHICAGO, ILLINOIS

# Indicates all building conditions (column centerlines, steel framing

NOTES

- - f'c = 5,000 psi @ 28 days f'ci = 2.500 psi @ stripping
- Use ASTM A36 Structural shapes. Use ASTM A283-Grade C hot-rolled carbon steel

- 10. Touch up all field welds with rust inhibitive paint

### **FINISHES**

E - Approved Finish per sample ST - Smooth Trowel

SF - Smooth Form

### **CONNECTIONS**

- ▲ Load Support w/o shims ▲ Load Support w/ shims
- Lateral Connection
- Panel to Panel tie Panel to Panel w/ shim

## **DRAWING INDEX**

CONSTRUCTION

ISSUED FOR

CONSTRUCTION

CONSTRUCTION

ISSUED FOR CONSTRUCTION

FOR CONSTRUCTION <

FOR CONSTRUCTION

CONSTRUCTION < E8.4

E4.1

E5.1

E8.1 E8.2

E9.3

E9.5

E9.10

E10.3

- E10.6

C1

02

C3

E1.0 INDEX-NOTES 59th STREET WEST ELEVATION 59th STREET EAST ELEVATION 59th STREET UNDERPASS ELEVATIONS
59th STREET WEST REQ'D CONNECTION BLKTS. E1.3 59th STREET EAST REQ'D CONNECTION BLKTS. E1.5 E2.1 E2.2 VERTICAL SECTIONS 59th St.

CONTENTS

VERTICAL SECTIONS 59th St. HORIZONTAL SECTIONS 59th St. HORIZONTAL SECTIONS 59th St.

> MARQUETTE DR. UNDERPASS ELEVATIONS SECTIONS MARQUETTE DR.

63rd STREET WEST ELEVATION 63rd STREET EAST ELEVATION OF WEST WALL 63rd STREET FAST FLEVATION 63rd STREET WEST ELEVATION OF EAST WALL 63rd STREET UNDERPASS ELEVATIONS

SECTIONS 63rd St. SECTIONS 63rd St. ENLARGED DETAILS 63rd St ENLARGED DETAILS 63rd St

57th STREET NORTHWEST ELEVATION 57th STREET NORTH ELEVATION 57th STREET EAST-WEST UNDERPASS #1 57th STREET NORTH-SOUTH UNDERPASS #2 57th STREET ENLARGED DETAILS 57th STREET ENLARGED SOUTH ELEVATION 57th STREET ENLARGED SOUTH TO WEST ELEVATION

**ENLARGED SECTIONS** 

57th STREET WEST ELEVATION

**SECTIONS** HORIZONTAL SECTIONS HORIZONTAL SECTIONS

CONNECTION DETAILS CONNECTION DETAILS CONNECTION DETAILS

1665420065 1665430054 1665450041 1665440029 1665460035

SHOP DRAWINGS SHORE DRIVE IMPROVEMENTS

CTURAL PS CO. STREET

NO. RETISION 12-16-03 3 UPDATED 2-4-04 4 UPDATED 2-16-04 UPDATED

6 UPDATED 2-16-05 DIETZ ENGINEERING, INC

JLD 11-12-03 CHKD DATE RTD 11-12-03

3010 SHEET NO. EI.O OF

#0322 1640092024

ERECTOR NOTE DIMENSION CHART AND CLOUDED NUMBERS IN LOWER CORNER OF PANELS FOR PANELS PLACEMENT. CHART GIVES DIMENSION FROM BACK OF PANEL TO CIP WALLS. CLOUDED DIMENSIONS GIVE DIMENSION FROM BACK OF PRECAST PANEL PANEL AT BOTTOM TO EXTERIOR FACE OF SHEETING. DIMENSIONS ARE BASED UPON SUPPLIED SURVEY LAYOUT

CONTRACTOR PLEASE VERIFY OFFSETS FROM NEW PRECAST TO EXISTING PRECAST @ UNDERPASS, AND TO EXISTING STRUCTURES SUCH AS CIP BARRIER WALLS, PAVEMENT, AND SHEET PILE WALLS. CAPS SHOULD BE FIELD MEASURED TO ENSURE PROPER FIT. VERIFY ALL DIMS WITH REGUARDS TO SHEETING TO ENSURE SURVEY DWG PROVIDED MATCHES THE EXISTING STUCTURE.

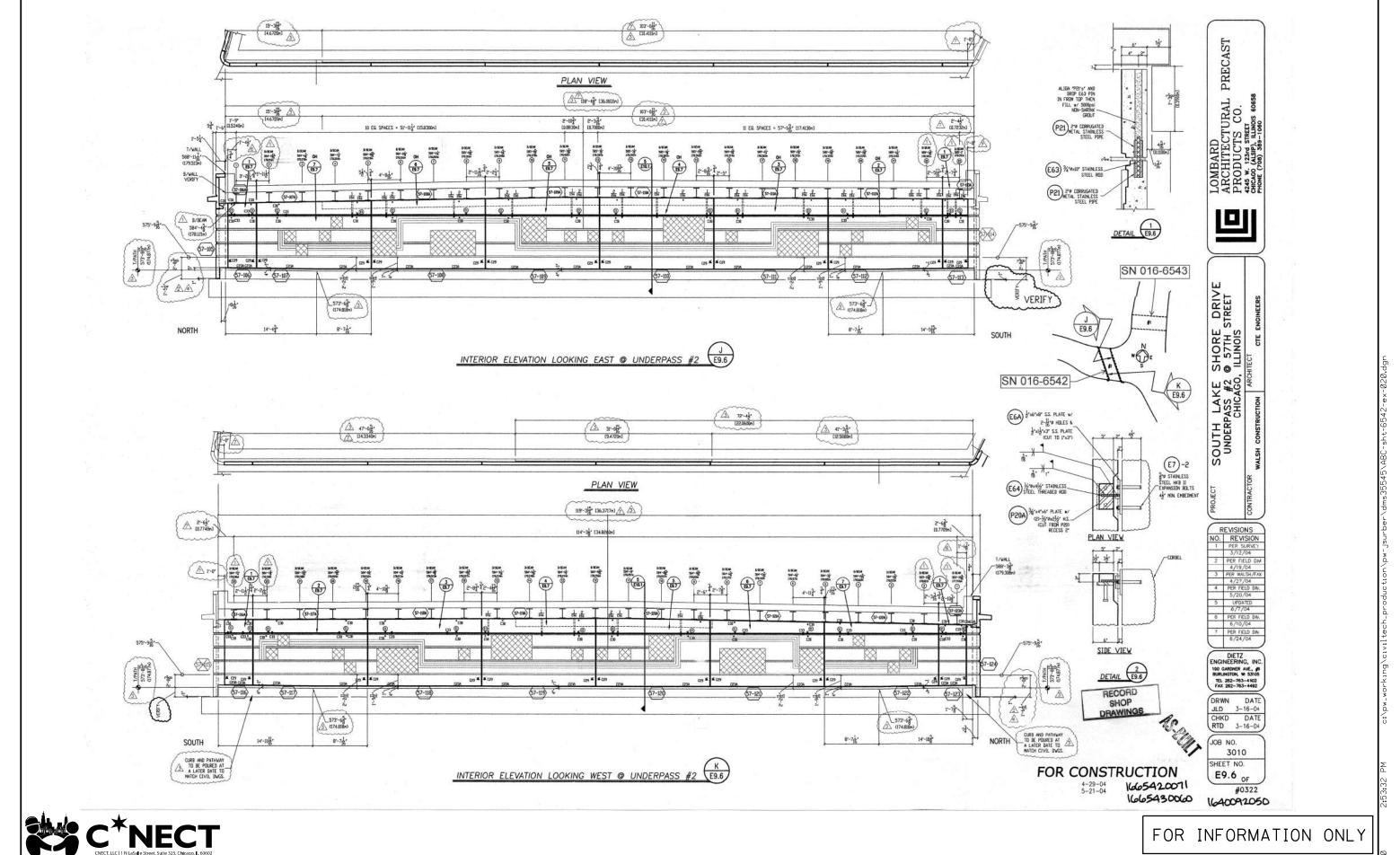
FOR INFORMATION ONLY

DESIGNED -REVISED CHECKED -JLS REVISED REVISED PLOT DATE = 3/27/2020 CHECKED

CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

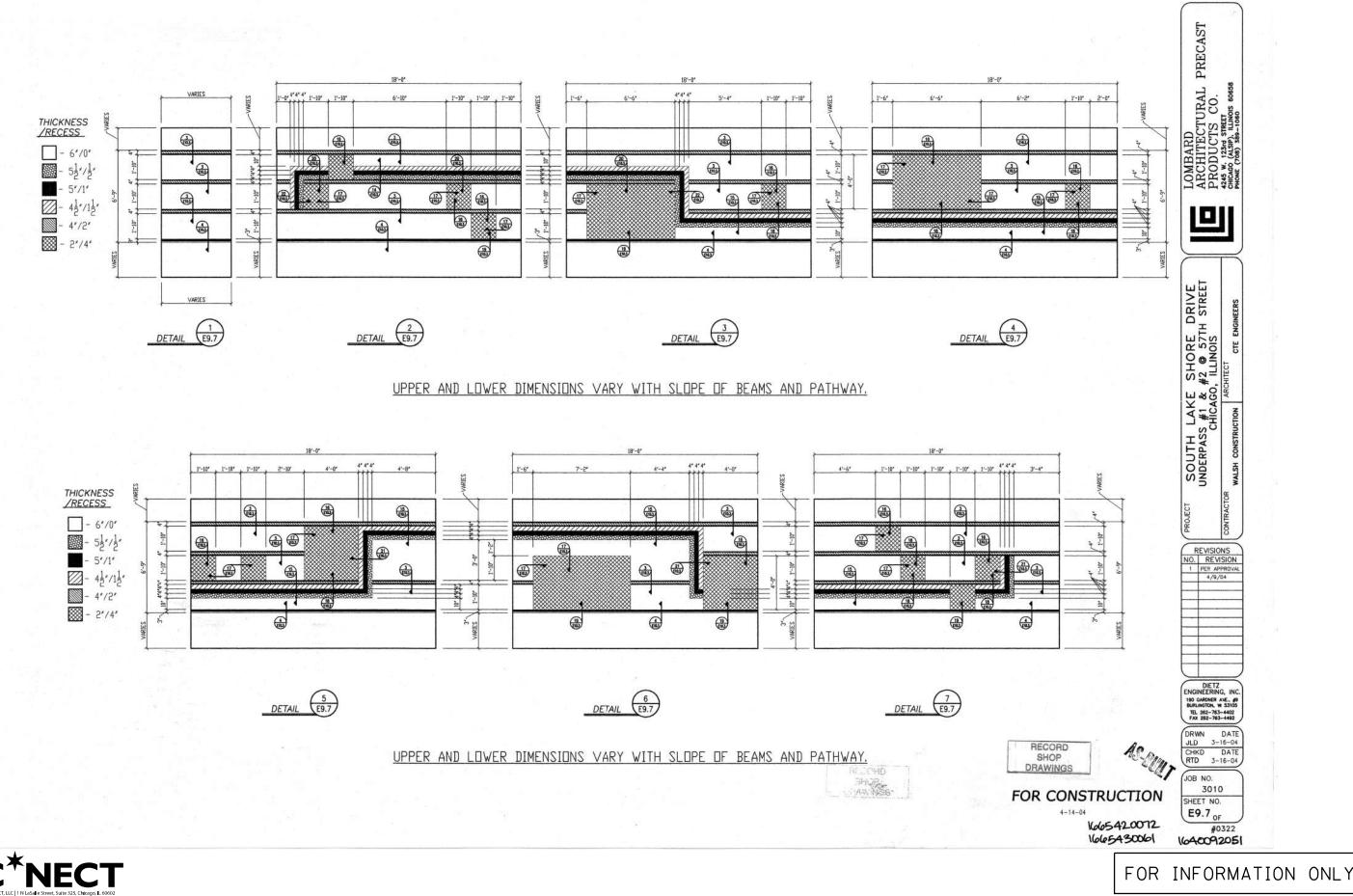
**EXISTING PLANS (19 OF 35)** STRUCTURE NO. 016-6542 SHEET NO SAX-19 OF 35 SHEET

SECTION COUNTY соок 1434 801 17-B7203-00-ES CDOT PROJECT NO. B-7-203 SN 016-6542



COUNTY TOTAL SHEET NO.

COOK 1434 802 USER NAME = jsurber DESIGNED - MM REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (20 OF 35)** CHECKED -JLS REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6542 BC-sht-6542-ex-020.dgn REVISED CDOT PROJECT NO. B-7-203 SN 016-6542 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -REVISED SHEET NO. SAX-20 OF 35 SHEETS



CITY OF CHICAGO

**DEPARTMENT OF TRANSPORATION** 

**DIVISION OF ENGINEERING** 

USER NAME = jsurber

PLOT DATE = 3/27/2020

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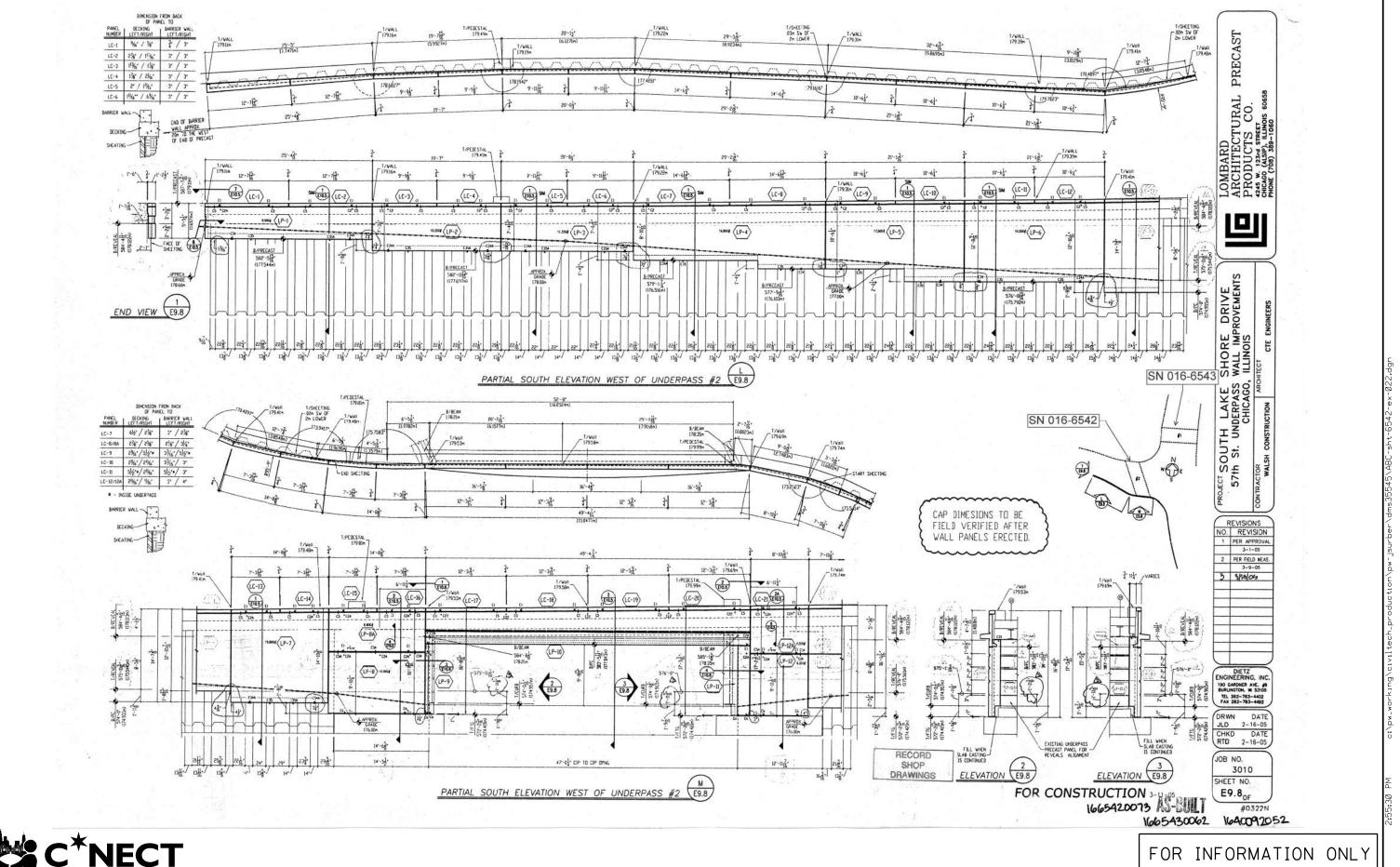
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F.A.U. SECTION COUNTY TOTAL SHEET NO. 2873 17-B7203-00-ES COOK 1434 803 CDOT PROJECT NO. B-7-203 SN 016-6542 | ILLINOIS FED. AID PROJECT

**EXISTING PLANS (21 OF 35)** 

**STRUCTURE NO. 016-6542** 



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ILE NAME : USER NAME : jsurber

CITY OF CHICAGO
DEPARTMENT OF TRANSPORATION
DIVISION OF ENGINEERING

EXISTING PLANS (22 OF 35)
STRUCTURE NO. 016-6542

SHEET NO. SAX-22 OF 35 SHEETS

F.A.U. RTE. SECTION COUNTY TOTAL SHEET NO. 2873 17-B7203-00-ES COOK 1434 804 CDOT PROJECT NO. B-7-203 SN 016-6542

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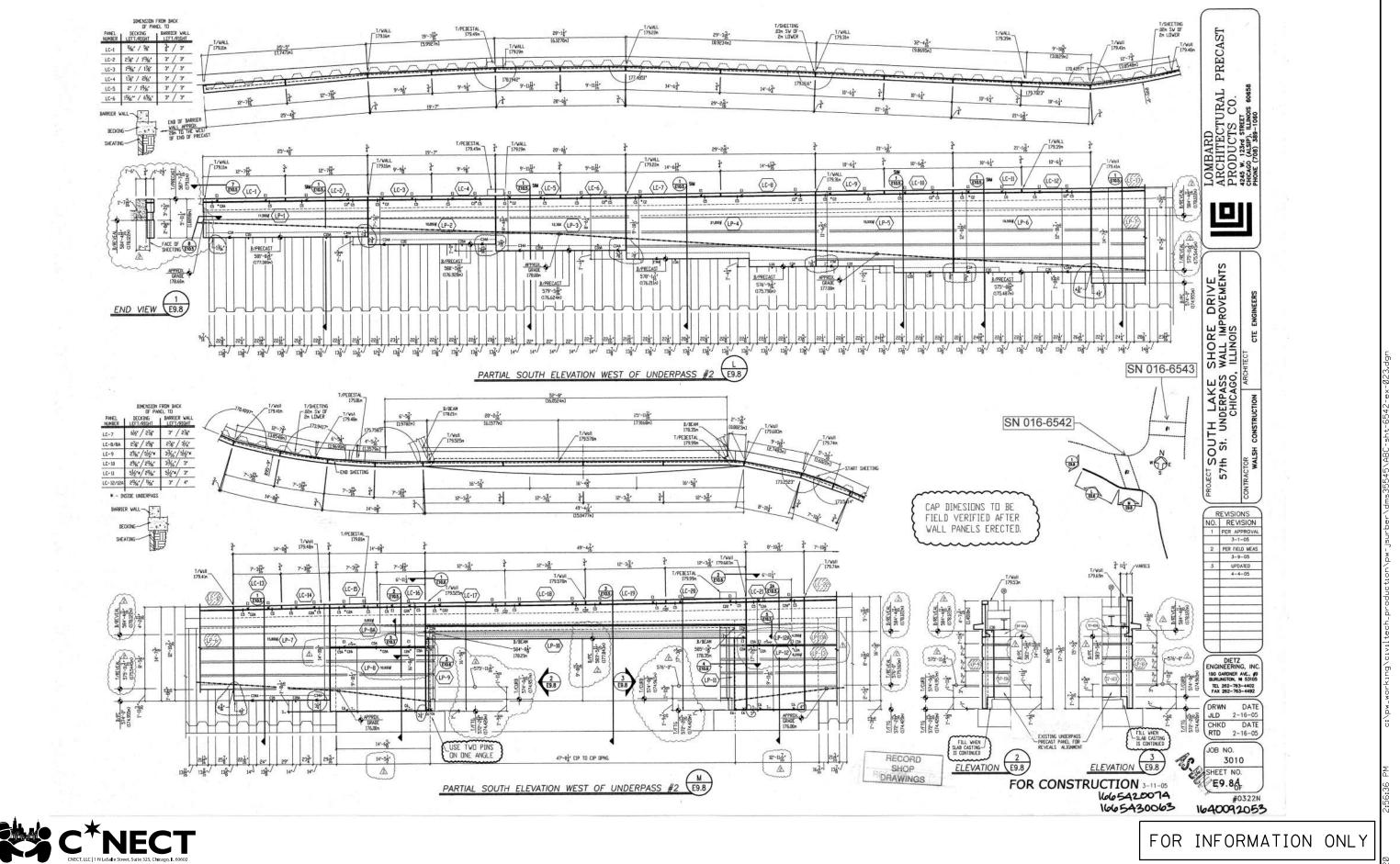
 USER NAME = Jourber
 DESIGNED - MM
 REVISED - MM

 CHECKED - JLS
 REVISED - MRC

 PLOT SCALE = DRAWN - RMG
 REVISED - MRC

 PLOT DATE = 3/27/2020
 CHECKED - JLS

 REVISED - REVI



CITY OF CHICAGO
DEPARTMENT OF TRANSPORATION
DIVISION OF ENGINEERING

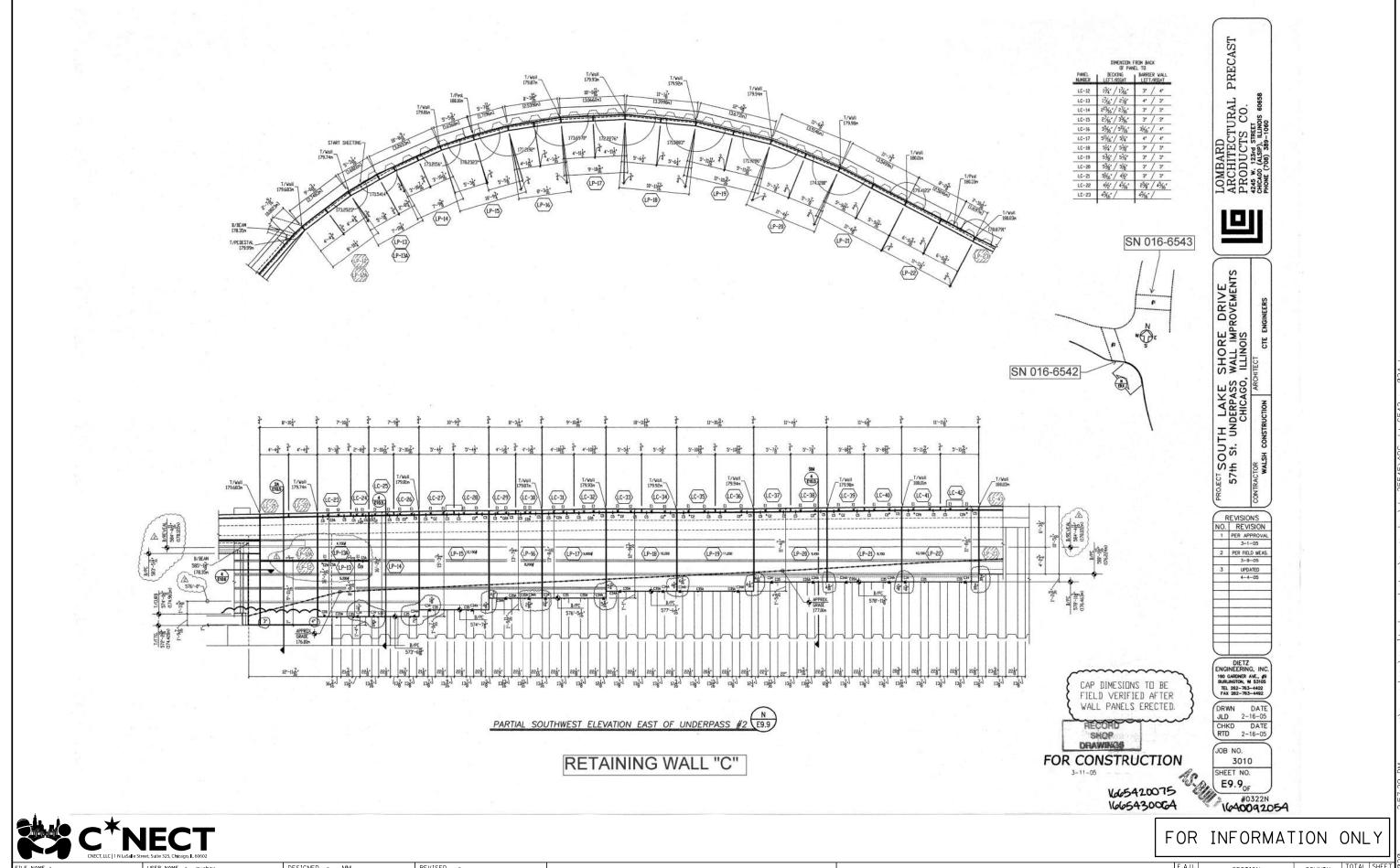
EXISTING PLANS (23 OF 35)

STRUCTURE NO. 016–6542

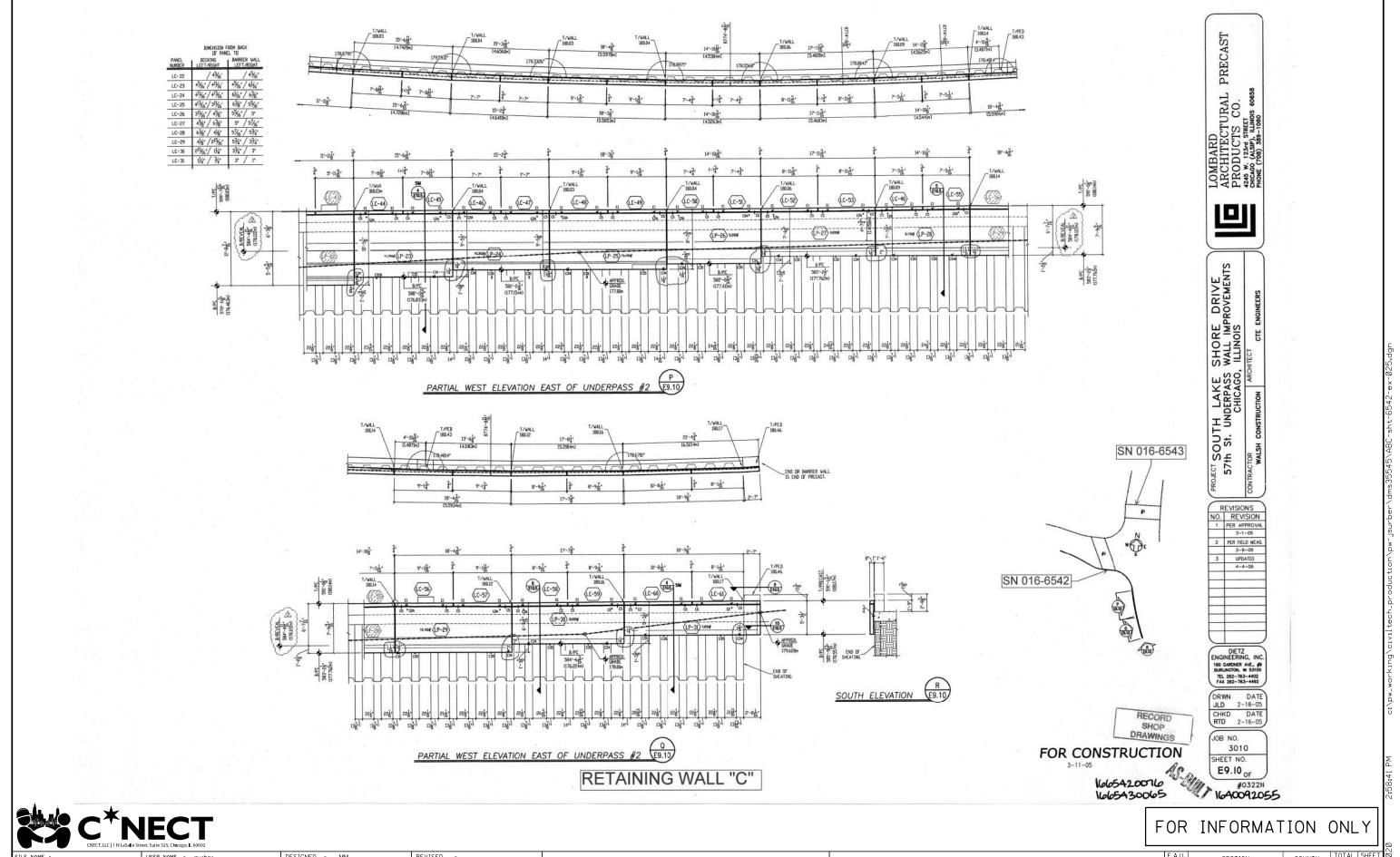
SHEET NO. SAX-23 OF 35 SHEETS

F.A.U. SECTION COUNTY SHEETS NO. 2873 17-B7203-00-ES COOK 1434 805

CDOT PROJECT NO. B-7-203 SN 016-6542 | ILLINOIS|FED. AID PROJECT

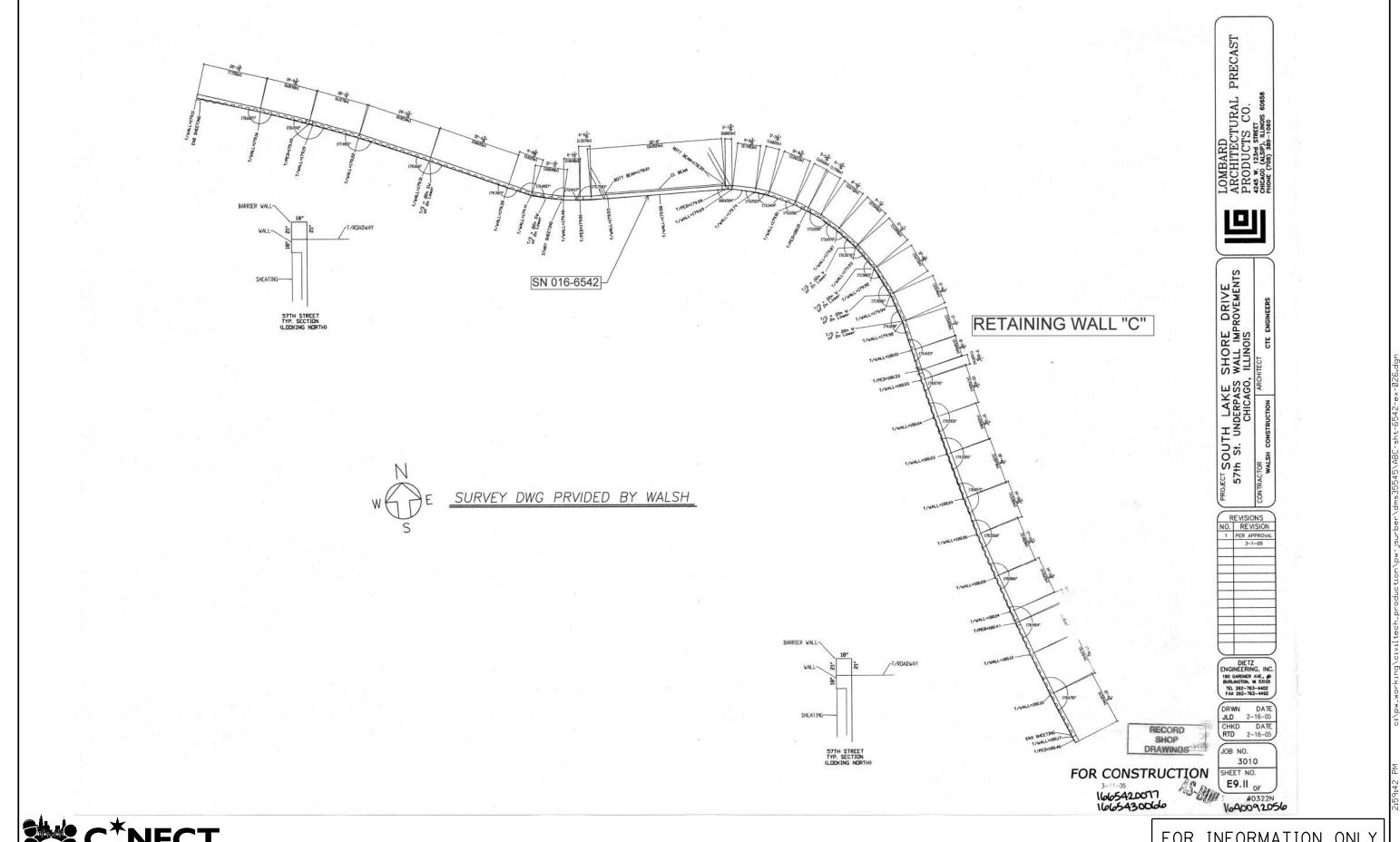


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		CHECKED - JLS	REVISED -	DEPARTMENT OF TRANSPORATION	, ,	2873 17-B7203-00-ES	соок 1434	806
ABC-sht-6542-ex-024.	dgn PLOT SCALE =	DRAWN - RMG	REVISED -		STRUCTURE NO. 016-6542	CDOT PROJECT NO. B-7-20		42
	PLOT DATE = 3/27/2020	CHECKED - JLS	REVISED -	DIVISION OF ENGINEERING	SHEET NO. SAX-24 OF 35 SHEETS	ILLINOIS F	ED. AID PROJECT	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~



COUNTY TOTAL SHEETS NO.

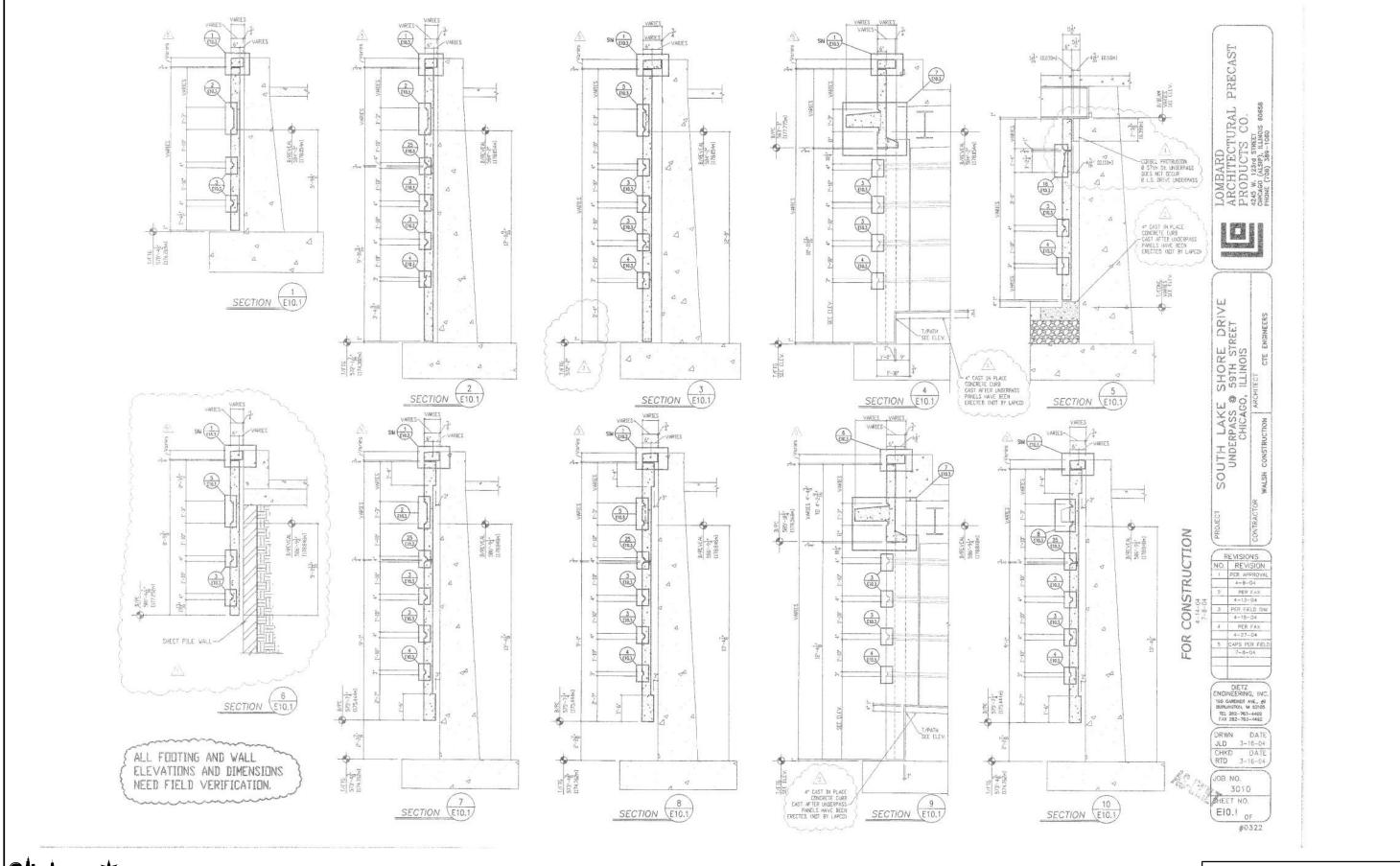
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FOR INFORMATION ONLY

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	CHECKED - JLS	REVISED -	DEPARTMENT OF TRANSPORATION	STRUCTURE NO. 016-6542	2873 17-B7203-00-ES	соок 1434 808
ABC-sht-6542-ex-026.dgn PLOT SCALE =	DRAWN - RMG	REVISED -	DIVISION OF ENGINEERING	31NUCTURE NO. 010-0342	CDOT PROJECT NO. B-7-203	SN 016-6542
PLOT DATE = 3/27/2020	CHECKED - JLS	REVISED -	DIVISION OF ENGINEERING	SHEET NO. SAX-26 OF 35 SHEETS	ILLINOIS FED. AI	ID PROJECT

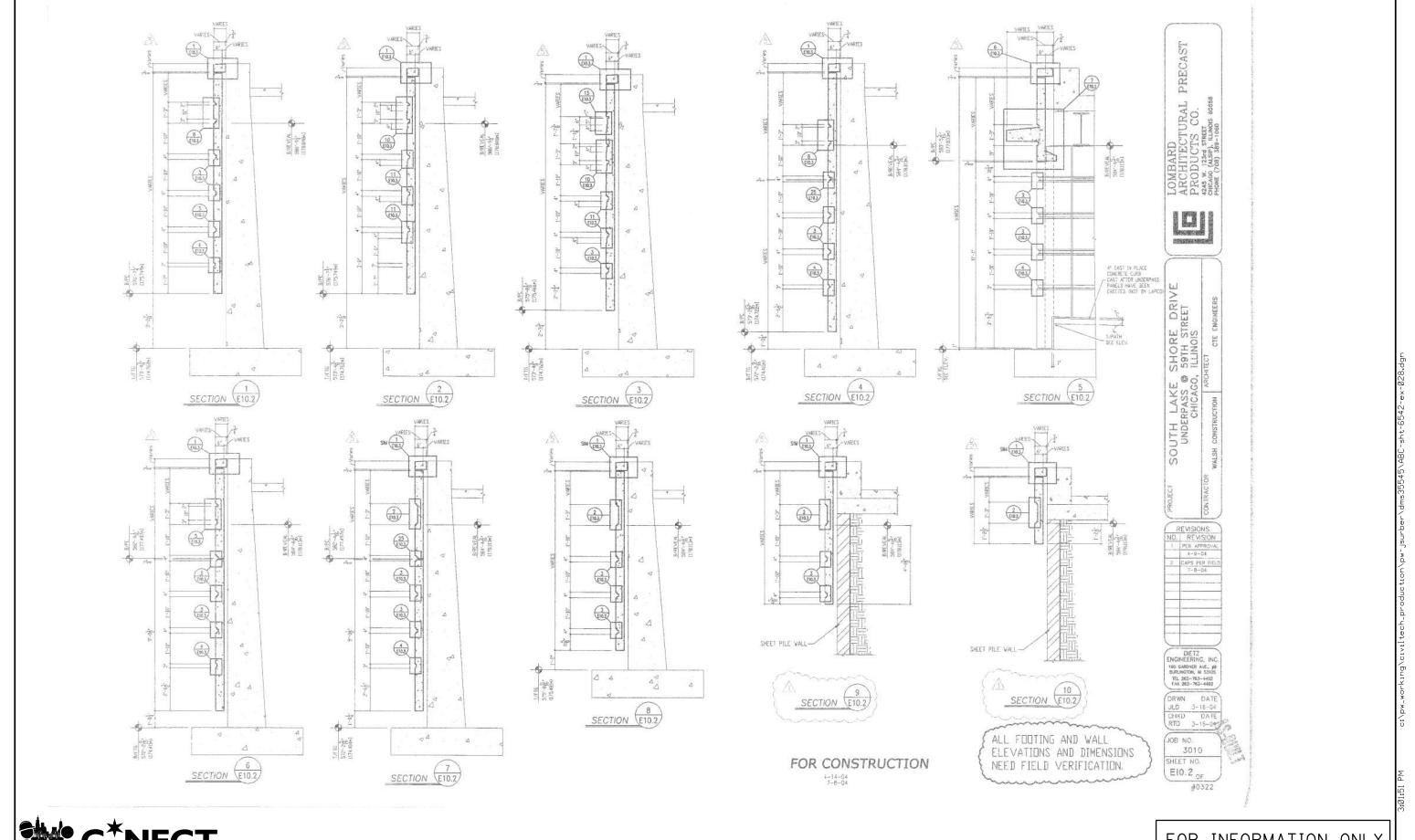


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FOR INFORMATION ONLY

COUNTY SHEETS NO.

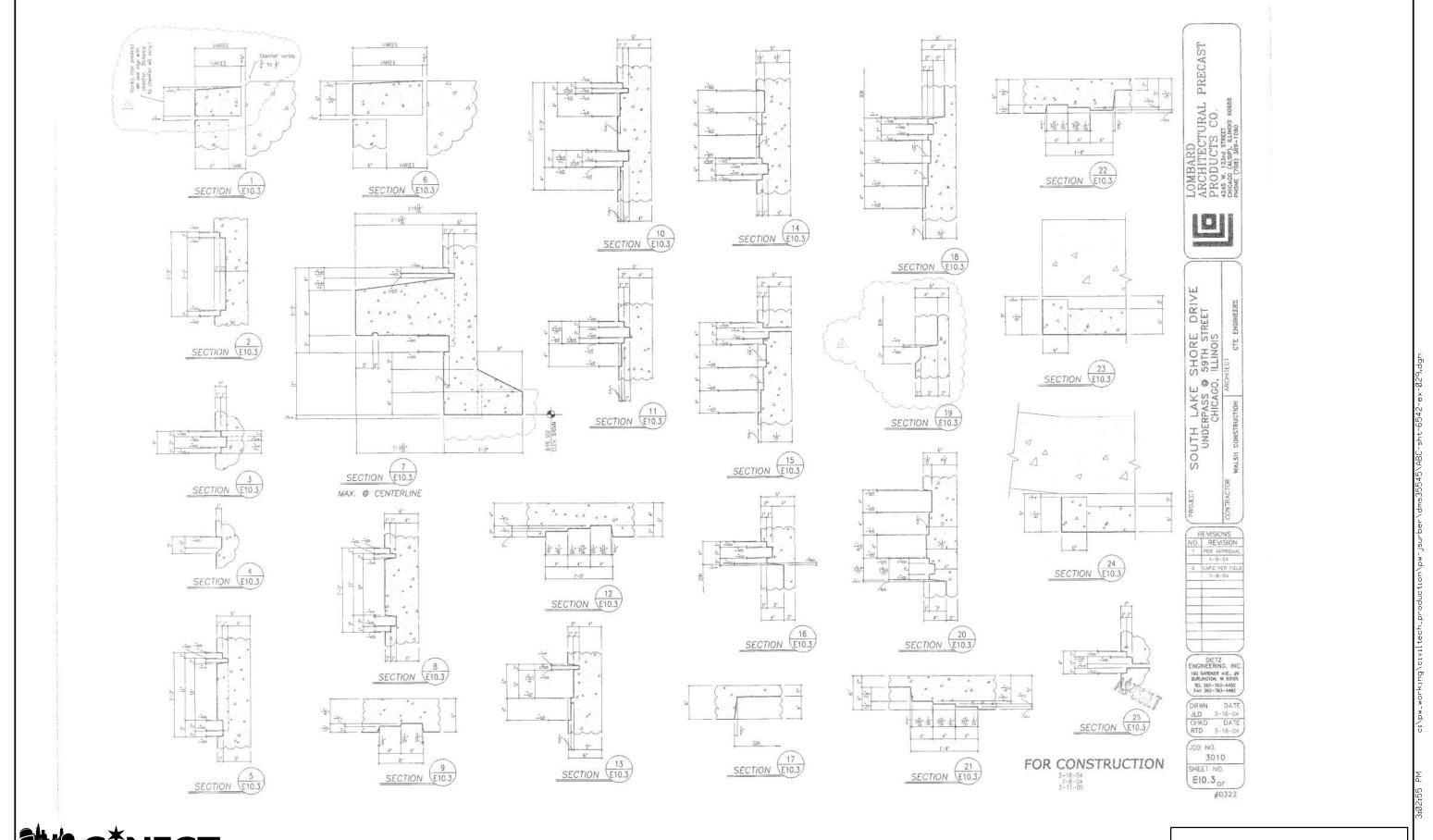
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## FOR INFORMATION ONLY

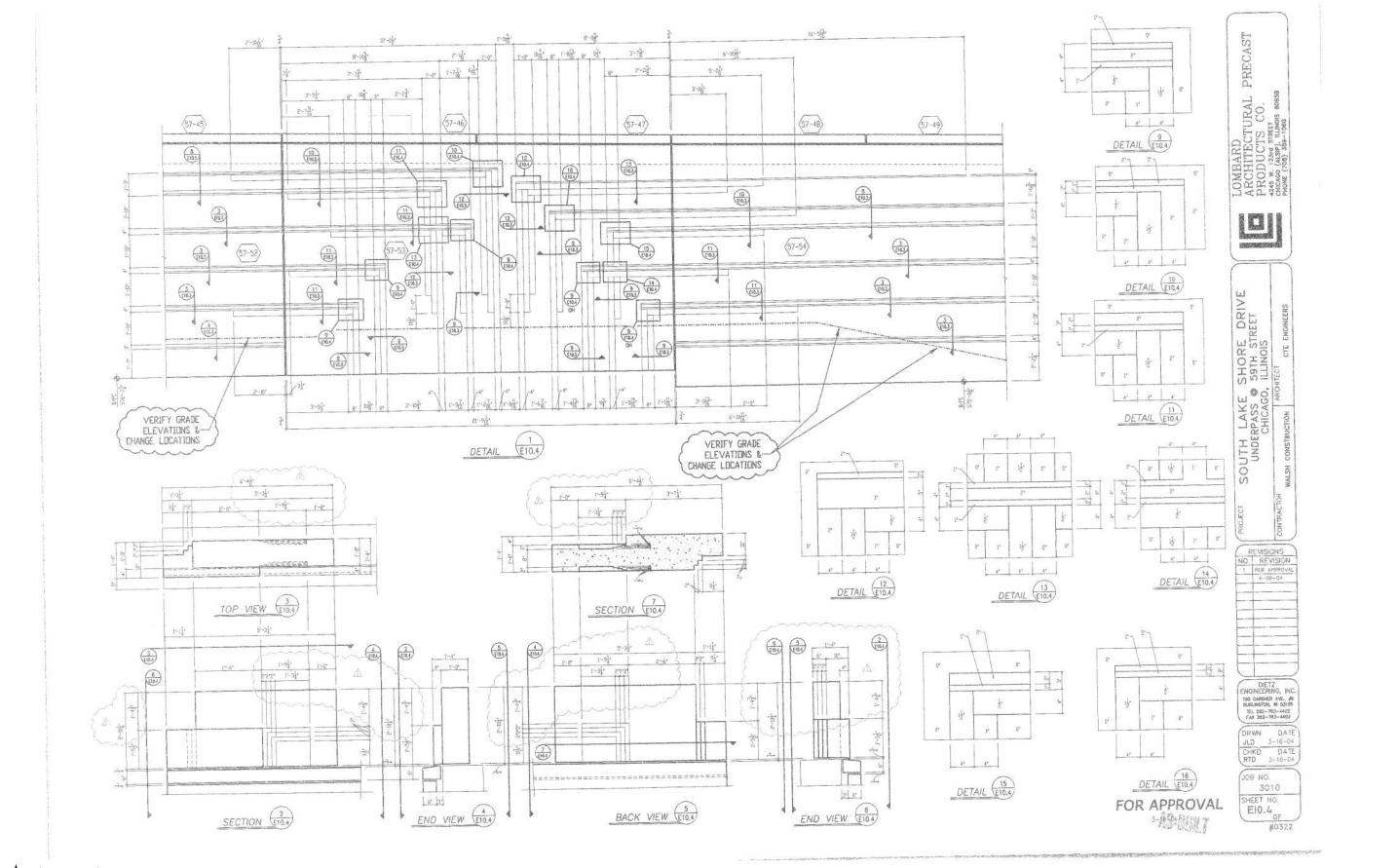
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FILE NAME =	USER NAME = Jsurber	DESIGNED - MM	REVISED -	CITY OF CHICAGO	EXISTING PLANS (28 OF 35)	F.A.U. SECTION	COUNTY TOTAL SHEET S
		CHECKED - JLS	REVISED -	DEPARTMENT OF TRANSPORATION	, , ,	2873 17-B7203-00-ES	соок 1434 810
ABC-sht-6542-ex-028.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -		STRUCTURE NO. 016-6542	CDOT PROJECT NO. B-7-203	SN 016-6542
	PLOT DATE = 3/27/2020	CHECKED - JLS	REVISED -	DIVISION OF ENGINEERING	SHEET NO. SAX-28 OF 35 SHEETS	ILLINOIS FED. AI	ID PROJECT



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COUNTY TOTAL SHEETS NO.
COOK 1434 811 USER NAME = jsurber DESIGNED - MM REVISED SECTION COUNTY CITY OF CHICAGO EXISTING PLANS (29 OF 35) CHECKED -JLS REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6542 ABC-sht-6542-ex-029.dgn PLOT SCALE = DRAWN RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6542 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -REVISED SHEET NO. SAX-29 OF 35 SHEETS

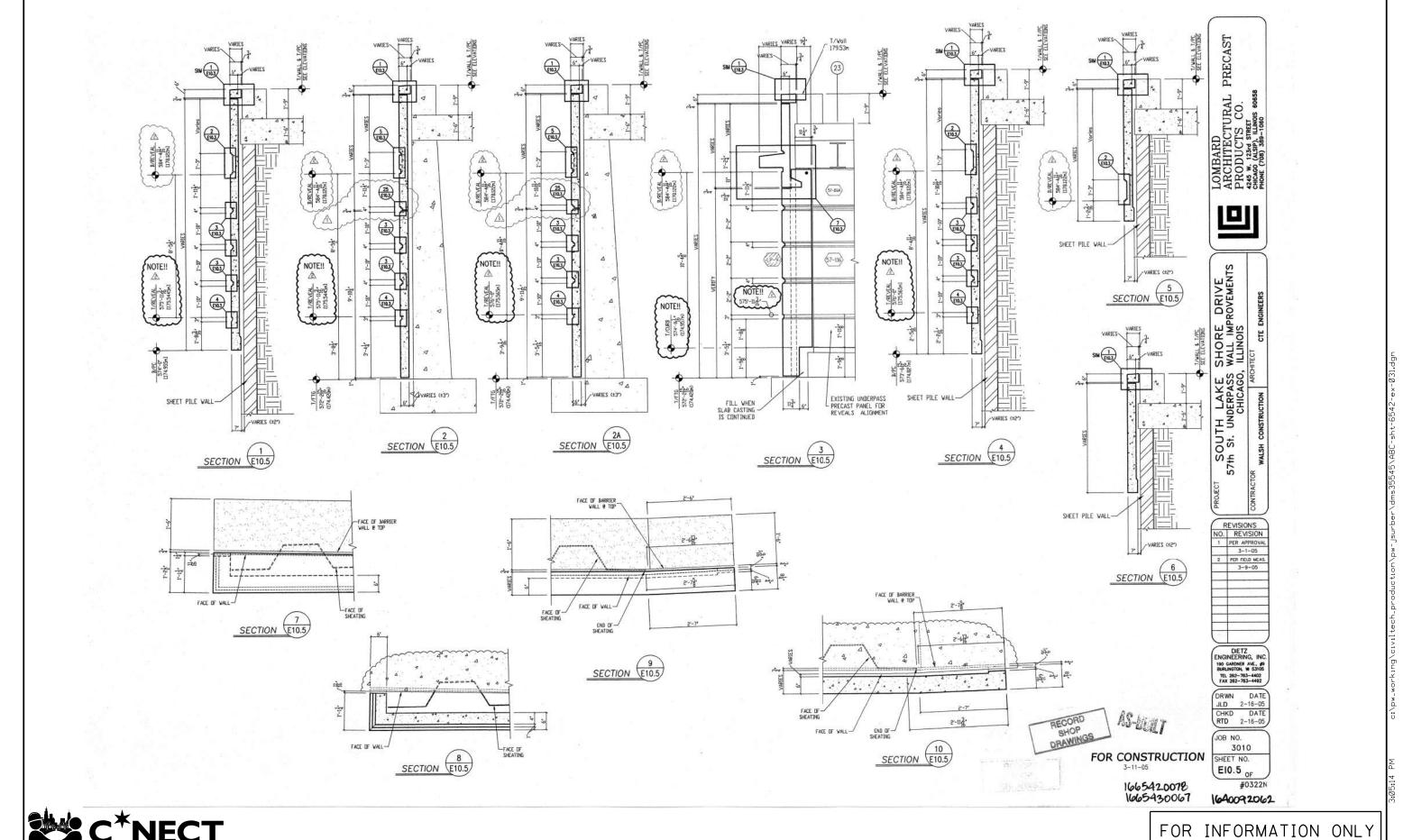




FOR INFORMATION ONLY

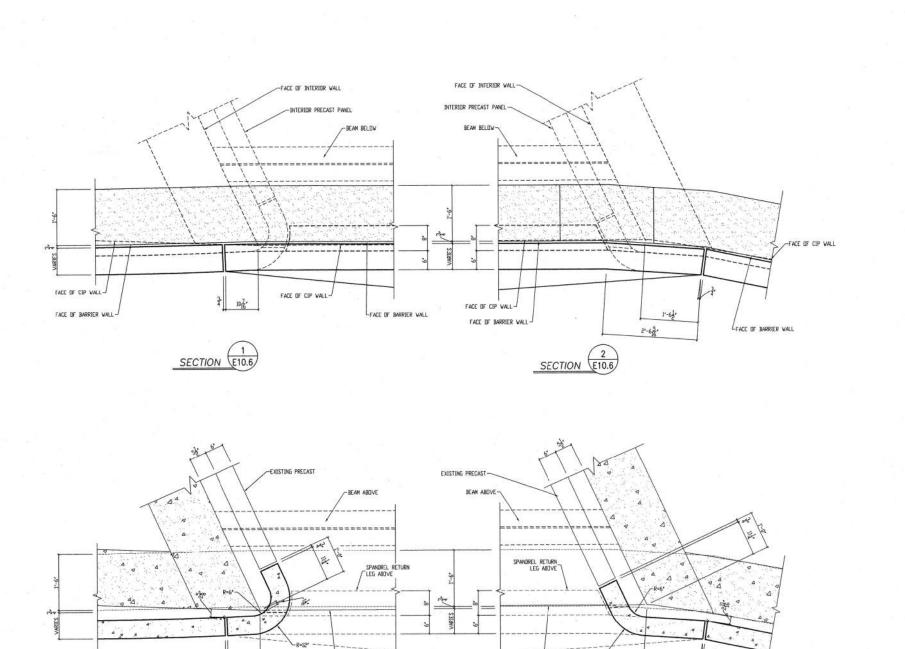
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COOK 1434 812 USER NAME = jsurber DESIGNED - MM REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (30 OF 35)** CHECKED - JLS REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6542 BC-sht-6542-ex-030.dgn RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6542 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -REVISED SHEET NO. SAX-30 OF 35 SHEETS



COUNTY TOTAL SHEET NO.

COOK 1434 813 DESIGNED - MM REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (31 OF 35)** CHECKED -JLS REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION STRUCTURE NO. 016-6542** BC-sht-6542-ex-031.dgn PLOT SCALE = REVISED CDOT PROJECT NO. B-7-203 SN 016-6542 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED REVISED



LEDGE OF

LOMBARD
ARCHITECTURAL PRECAST
PRODUCTS CO.
4245 W. 12349 KIRED
CHICKO 凹 SOUTH LAKE SHORE DRIVE 57th St. UNDERPASS WALL IMPROVEMENTS CHICAGO, ILLINOIS REVISIONS
NO. REVISION
1 PER APPROVAL
3-1-05
2 UPDATED DIETZ ENGINEERING, INC. 190 GARDNER AVE., #9 BURLINGTON, W 53105 TEL 262-763-4402 FAX 262-763-4492 DRWN DATE JLD 2-16-05 CHKD DATE RTD 2-16-05

RECORD SHOP DRAWINGS

FOR CUINSTITUTE (EIO.0 OF #0322N 1665420063 FOR CONSTRUCTION

JOB NO. 3010

FOR INFORMATION ONLY

ABC-sht-6542-ex-032.dgn

USER NAME = jsurber	DESIGNED -	MM	REVISED -
	CHECKED -	JLS	REVISED -
PLOT SCALE =	DRAWN -	RMG	REVISED -
PLOT DATE = 3/27/2020	CHECKED -	JLS	REVISED -

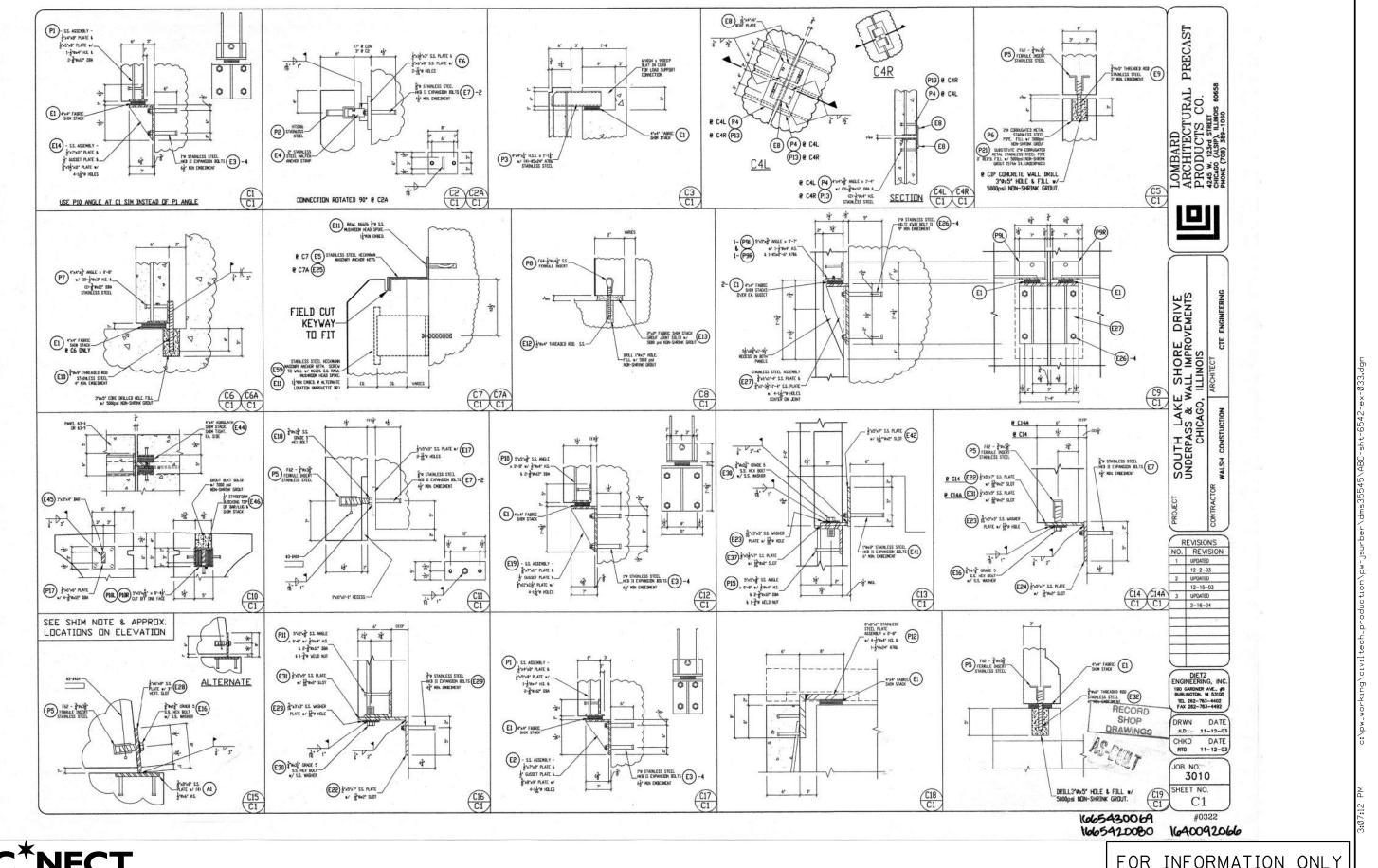
SECTION (E10.6)

CITY	0F	CHICAGO
DEPARTMENT	0F	TRANSPORATION
DIVISION	OF	ENGINEERING

SECTION (E10.6)

EXISTING PLANS (32 OF 35)	
STRUCTURE NO. 016-6542	
SHEET NO SAY-32 OF 35 SHEETS	_

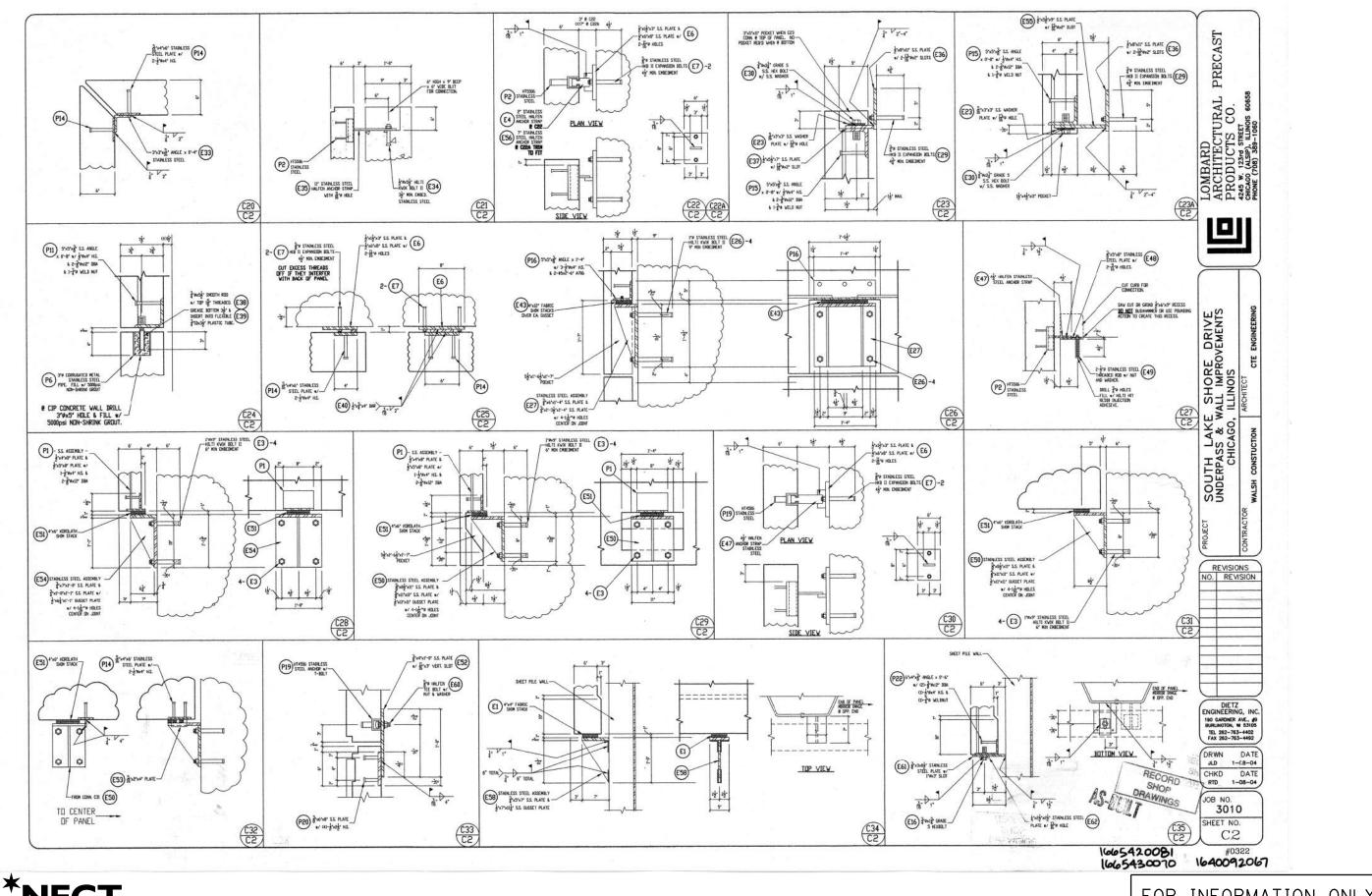
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			ILLINOIS	FED. AI	D PROJECT			





FOR INFORMATION ONLY

COUNTY TOTAL SHEETS NO. COOK 1434 815 USER NAME = jsurber DESIGNED - MM REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (33 OF 35)** CHECKED -JLS REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION STRUCTURE NO. 016-6542** BC-sht-6542-ex-033.dgn DRAWN RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6542 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED REVISED SHEET NO. SAX-33 OF 35 SHEETS



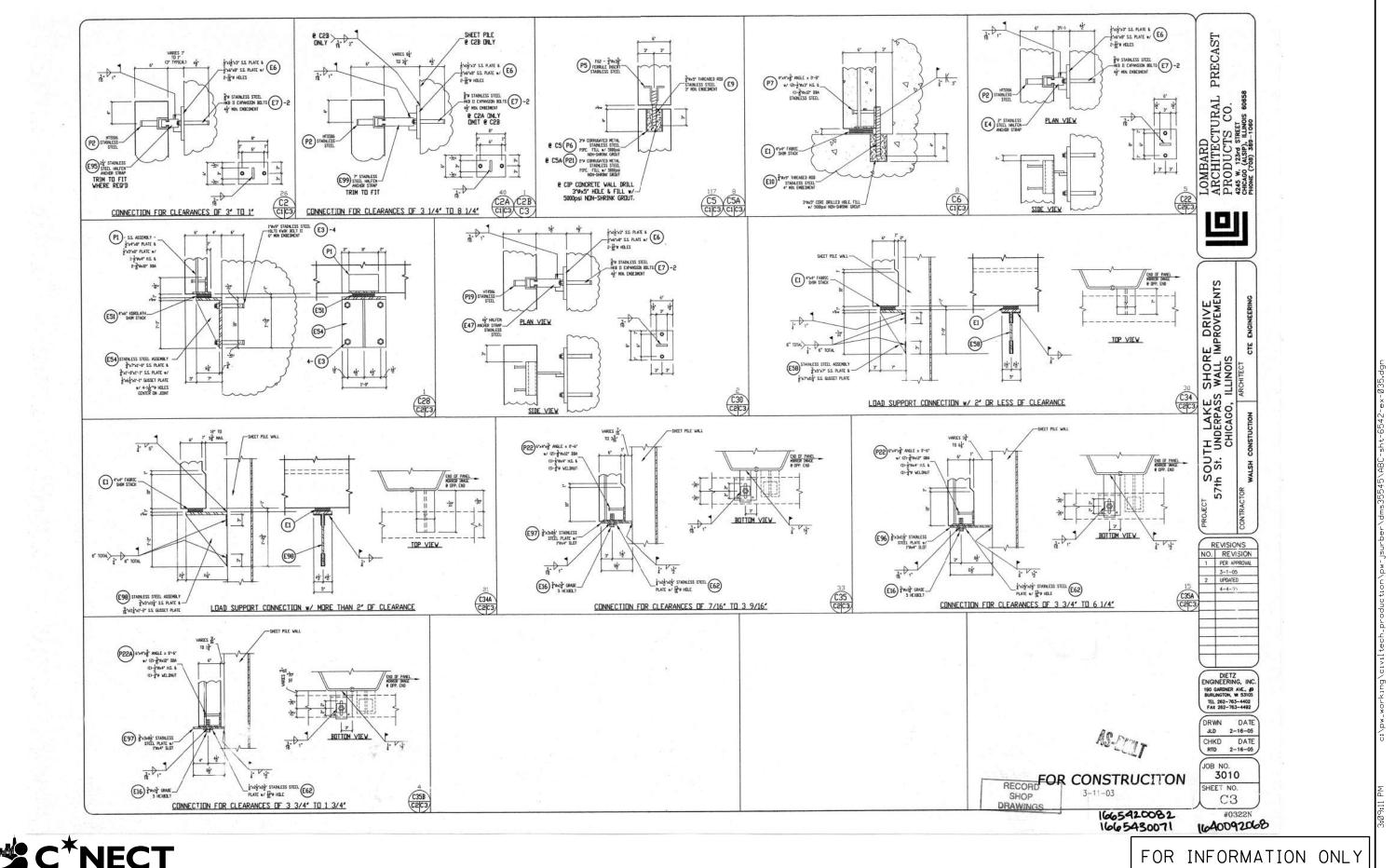
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FOR INFORMATION ONLY

USER NAME = jsurber DESIGNED -MM REVISED CITY OF CHICAGO **EXISTING PLANS (34 OF 35)** CHECKED -JLS REVISED **DEPARTMENT OF TRANSPORATION STRUCTURE NO. 016-6542** BC-sht-6542-ex-034.dgn RMG REVISED **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED REVISED SHEET NO. SAX-34 OF 35 SHEETS

F.A.U. SECTION COUNTY TOTAL SHEET'S NO. 2873 17-B7203-00-ES COOK 1434 816

CDOT PROJECT NO. B-7-203 SN 016-6542



USER NAME = jsurber

CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION**  **EXISTING PLANS (35 OF 35) STRUCTURE NO. 016-6542** SHEET NO. SAX-35 OF 35 SHEETS

COUNTY TOTAL SHEETS NO.

COOK 1434 817 SECTION COUNTY 17-B7203-00-ES CDOT PROJECT NO. B-7-203 SN 016-6542

BC-sht-6542-ex-035.dgn

DESIGNED - MM REVISED CHECKED -JLS REVISED RMG REVISED PLOT DATE = 3/27/2020 CHECKED REVISED

**DIVISION OF ENGINEERING** 

Existing Structure: S.N. 016-6543 was constructed in 2004 as F.A.P. Route 341, Section 00-B0241-06-PV at Sta. 11+330.007 (metric). Existing structure is a single span bridge. The superstructure consists of a reinforced concrete deck on composite rolled steel beams. The substructure consists of reinforced cast-in-place concrete high wall abutments supported on metal shell concrete piles. The exterior surfaces of the retaining walls, wingwalls, bridge fascias, and abutments are covered with architectural precast concrete cladding. The bridge has a total length of 50'-01/4" back to back of abutments and the total width of the bridge deck is 125'-11%". Traffic is to be maintained utilizing stage construction.

No salvage.

Note: All elevations are based on the Chicago City Datum.

#### LOADING HS20-44

Initial Wearing Surface = 31 psf

Allowance for Additional Future Wearing Surface = 18 psf

#### DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

#### DESIGN STRESSES

#### FIELD UNITS (New Construction)

f'c = 4,000 psi (Concrete)

fy = 60,000 psi (Reinforcement)

#### FIELD UNITS (Exist. Construction)

f'c = 6,000 psi (Concrete Superstructure) f'c = 3,500psi (Concrete Substructure)

fy = 60,000 psi (Reinforcement)

fy = 36,000 psi (Structural Steel)

#### SEISMIC DATA

Seismic Performance Category (SPC) = A Bedrock Acceleration Coefficient (A) = 0.038g Site Coefficient (S) = 1.5

#### HORIZONTAL CURVE DATA

P.I. Sta. = 9952+46.37

 $\wedge = 14^{\circ}57'03'' (Rt)$ 

 $D = 4^{\circ}27'57''$ R = 1,283.00'

T = 168.35'

I = 334.79'

E = 11.00'

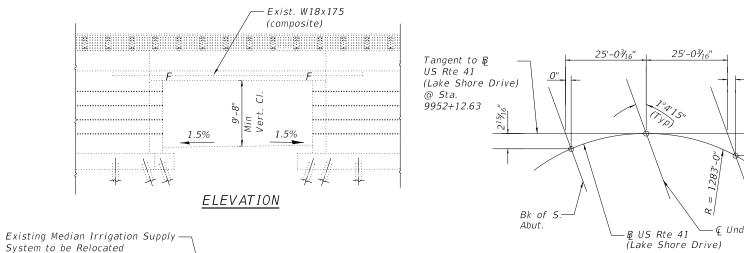
P.C. Sta. = 9950+78.02

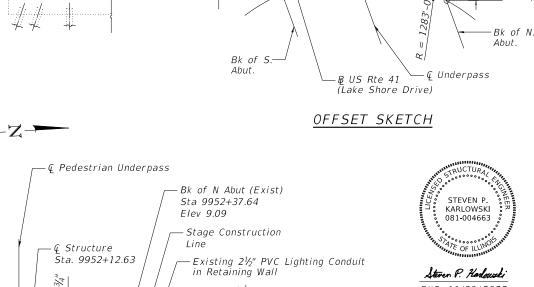
P.T. Sta. = 9954+12.81

S.E. = 2.5%

3C-sht-6543-gpe.dgr







-Existing 2½" PVC Lighting

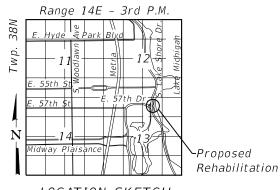
SHEET NO. SB-1 OF 12 SHEETS

Conduit in Slab

– Existing Light Pole (Typ.)

EXP. 11/30/2022 DATE: 03/13/2020

I certify that to the best of knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current AASHTO Standard Specifications for Highway



Note A: Varies from 50'-5" at station 9951+58.58

to 42'-3" at station 9952+66.72.

Note B : Varies from  $5'-11\frac{1}{2}$ " at station 9951+58.58

to 13'-8%" at station 9952+39.14

to  $12'-9\frac{1}{2}''$  at station 9952+66.72.

Note C : Varies from  $45'-8\frac{5}{8}$ " at station 9951+58.58

to 36'-91/2" at station 9952+39.14.

to  $36'-9\frac{3}{4}''$  at station 9952+66.72.

to 43'-35%" at station 9952+51.45.

Varies from 43'-35%" at station 9952+51.45

Varies from 13'-83%" at station 9952+39.14

Varies from  $36'-9\frac{1}{2}''$  at station 9952+39.14

+0.38%

PROFILE GRADE

(Along & Lake Shore Drive)

Sta.

LOCATION SKETCH

GENERAL PLAN AND ELEVATION US ROUTE 41 (LAKE SHORE DRIVE)

OVER PEDESTRIAN UNDERPASS AT 57TH DRIVE F.A.P. 341 - SEC. 17-B7203-00-ES

> COOK COUNTY STATION 9952+12.63

STRUCTURE NO. 016-6543

DESIGNED -SPK REVISED USER NAME = RDsouza CHECKED PK REVISED RRD REVISED PLOT DATE = 4/24/2020 CHECKED SPK REVISED

Existing 4" PVC Conduit -

Existing Junction Box -

Bk of S Abut (Exist) -

Sta 9951+87.62

Tangent to \$\mathbb{B}\$ US Rte 41-

Existing Handhole -

(Lake Shore Drive) at

Sta 9952+12.63

₽ US Rte 41

(Lake Shore Drive)

Impact Attenuator -

Existing 29'-63/8"

Approach Slab (Typ.)

Elev 8.90

in Barrier for IDOT Surveillance System to be Relocated

> CITY OF CHICAGO DEPARTMENT OF TRANSPORATION **DIVISION OF ENGINEERING**

Ď

50'-01/4"

Back to Back Abutments

PLAN

- Stage Construction

Line

COUNTY соок 1434 818 17-B7203-00-ES CDOT PROJECT NO. B-7-203 ILLINOIS FED. AID PROJEC

- 2. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 3. Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". The exterior surfaces and bottom of the bottom flange of the fascia beams shall be cleaned per Commercial Grade Power Tool Cleaning (SSPC-SP15).
- 4. The designated areas cleaned per Commercial Grade Power Tool Cleaning (SSPC-SP15) shall be painted according to the requirments of the Organic Zinc-Rich/Epoxy/Urethane Paint System. The color of the final finish coat for all steel surfaces shall be Dark Gray, Munsell No. N 3.75.
- 5. Containment of cleaning residue is required to control nuisance dust. See special provisions.
- 6. SSPC QPI Certification is required for this contract.
- 7. The existing sealant in the vertical joint between the abutments and the retaining walls is to be removed and replaced with a non-staining joint sealant approved by the Engineer. The new sealant shall be selected for chemical compatibility and adhesion to the existing sealant and installed according to Manufacturer's recommendations. Cost of work is to be included with Protective Concrete Sealer.

#### SCOPE OF WORK

- 1. Remove the existing median planter barrier walls and construct a new median barrier at a different location to accomodate an additional lane.
- 2. Remove and replace the existing wearing surface.
- 3. Remove and replace the existing joint seals between the approach slabs and the roadway.
- 4. Clean and paint the steel beams.
- 5. Replace the sealant in the precast panel joints between the abutments and the retaining walls.
- 6. Remove and replace the cracked covers for the lights under the deck. See Electrical Drawings for work and pay items.
- 7. Replace the missing anchor bolt covers for the light standard on the retaining wall. See Electrical drawings for work and pay items.

#### TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTA
Concrete Removal	Cu Yd	11.9		11.9
Reinforcement Bars, Epoxy Coated	Pound	4,150		4,150
WaterProofing Membrane System	Sq Yd	61		61
Geocomposite Wall Drain	Sq Yd	40		40
Bridge Deck Grooving	Sq Yd	606		606
Containment and Disposal of Non-Lead Paint Cleaning Residues No.1	L. Sum	1		1
Bridge Cleaning and Painting Warranty Number 1	L. Sum	1		1
Bridge Deck Latex Concrete Overlay, 2¾ Inches	Sq Yd	642		642
Cleaning and Painting Steel Bridge No.1	L. Sum	1		1
Concrete Bridge Deck Scarification (1/4 Inch)	Sq Yd	33		33
Concrete Bridge Deck Scarification 3/8 Inch	Sq Yd	801		801
Bridge Deck Scarification 2¾"	Sq Yd	642		642
Bridge Deck Thin Polymer Overlay 3/8"	Sq Yd	771		771
Pipe Underdrains for Structures 4"	Foot	118		118
Deck Slab Repair (Full Depth, Type I)	Sq Yd	5		5
Deck Slab Repair (Full Depth, Type II)	Sq Yd	5		5
Deck Slab Repair (Partial)	Sq Yd	5		5
High Performance Concrete Superstructures	Cu Yd	29.5		29.5
Protective Concrete Sealer	Sq Yd	782		782
Remove and Replace Preformed Pavement Joint Seal 4"	Foot	266		266

- \* Quantity is for the deck and top and roadway face of median barrier walls.
- \*\* Removal and re-erection of existing bird screen between the beams as required to clean and paint the existing beams is included in the cost of "Cleaning and Painting Steel Bridge No 1".
- \*\*\* Portland Cement Concrete for partial and full depth repairs shall be according to the special provision for High Strength High Performance Concrete Superstructures. The quantity for this work is an estimate. The actual quantity will be determined by the Engineer at the time of construction.

4" PVC Conduit \*\*\*\*

Aluminum Joint

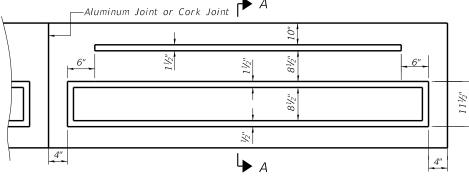
3'-5'

\*\*\*\* For Pay Items see Electrical Drawings.

### INDEX OF SHEETS

- General Plan and Elevation
- General Notes, Index of Sheets and Total Bill of Material SB-2
- Stage Construction Details (1 of 2)
- SB-4Stage Construction Details (2 of 2)
- Temporary Concrete Barrier for Stage Construction SB-5
- SB-6Deck Concrete Removal
- SB-7Deck Alterations
- SB-8 Median Barrier Wall
- SB-9 South and North Bridge Approach Slab Concrete Removal
- SB-10 South Bridge Approach Slab Alterations
- SB-11 North Bridge Approach Slab Alterations SB-12 North Bridge Approach Slab Median Barrier

For existing structure plans, see Sheets SBX-1 thru SBX-15 immediately following Sheet SB-12.



BARRIER WALL OUTSIDE FACE ELEVATION (TYP. U.N.)

FORMLINER DETAILS

SECTION A-A

Junction Box

1'-0" x 3'-5"

Note: When installing concrete forms in the field, Contractor shall align forms with the top of Jackson Park wall.

BC-sht-6543-gennote.dgn

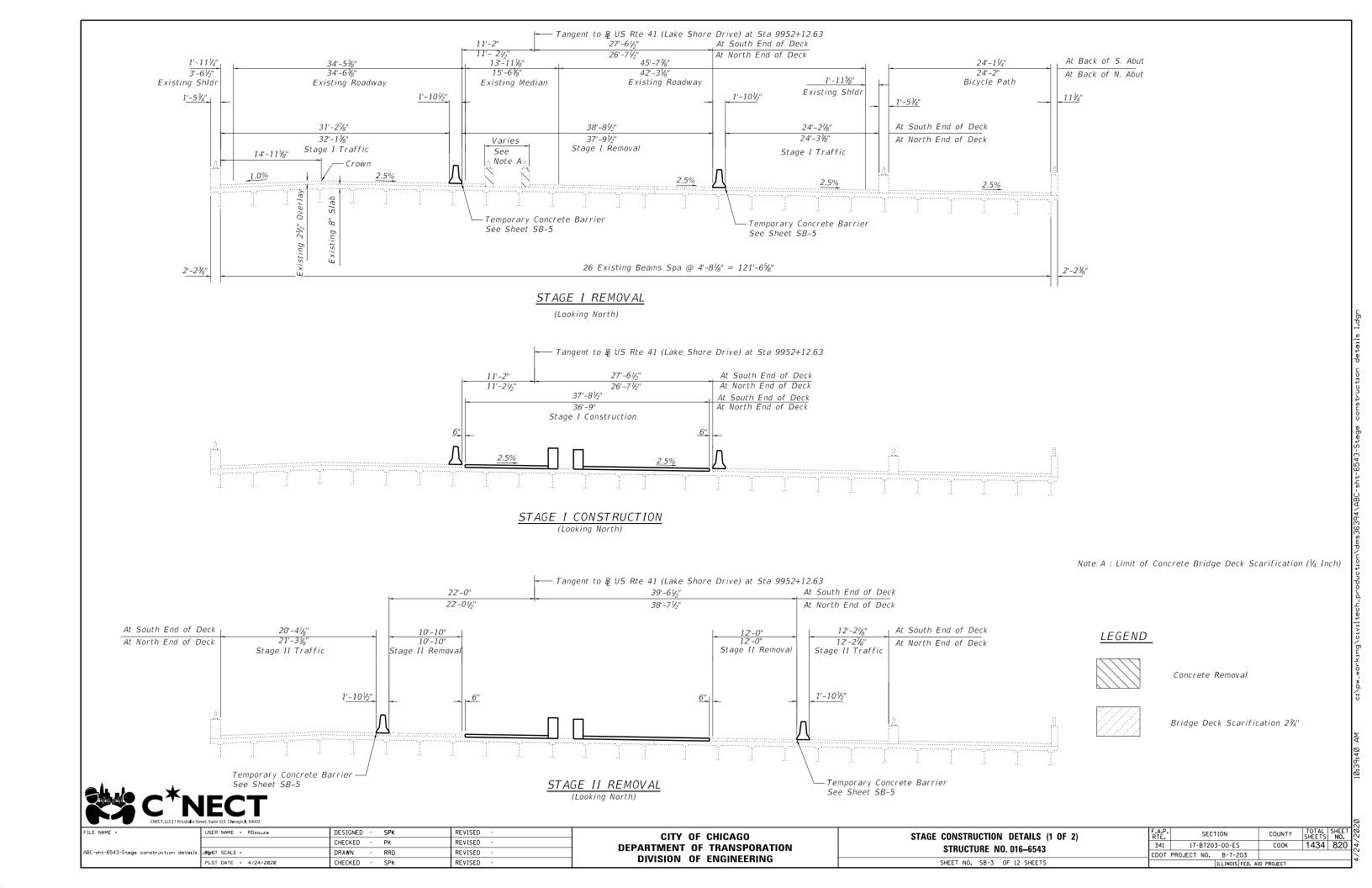
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	CHECKED	-	PK	REVISED -	
PLOT SCALE =	DRAWN	-	MAS/RRD	REVISED -	
PLOT DATE = 4/24/2020	CHECKED	-	SPK	REVISED -	

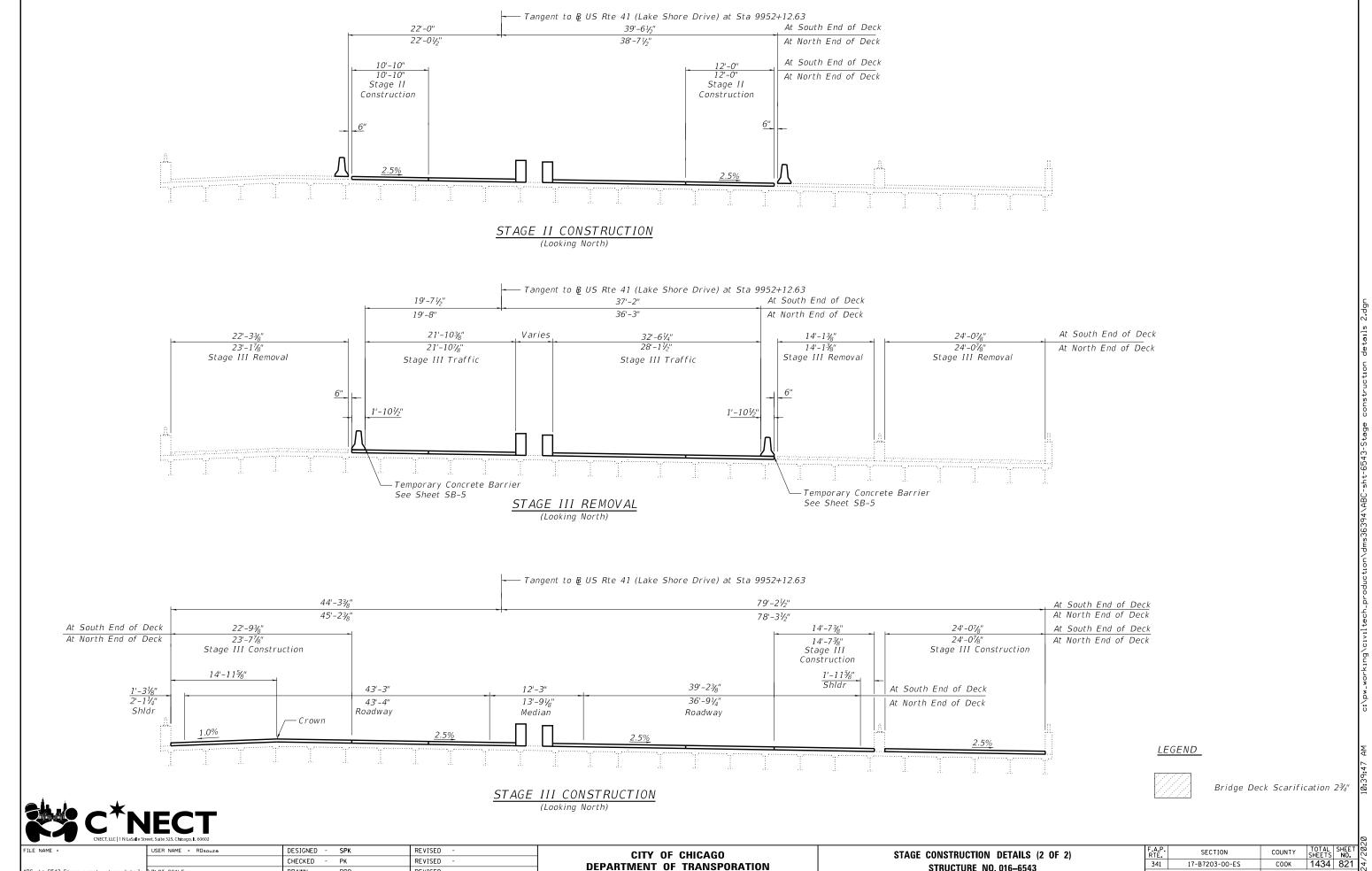
CITY OF CHICAGO DEPARTMENT OF TRANSPORATION **DIVISION OF ENGINEERING** 

SECTION COUNTY GENERAL NOTES, INDEX OF SHEETS AND TOTAL BILL OF MATERIAL соок 1434 819 17-B7203-00-ES **STRUCTURE NO. 016-6543** CDOT PROJECT NO. B-7-203 SHEET NO. SB-2 OF 12 SHEETS ILLINOIS FED. AID PROJEC

WEST WALL OUTSIDE FACE AT SOUTH END OF DECK

10:39:33





USER NAME : RDSouze

DESIGNED - SPK REVISED 
CHECKED - PK REVISED 
DRAWN - RD REVISED 
CHECKED - PK REVISED 
DEPARTMENT OF TRANSPORATION

DIVISION OF ENGINEERING

STAGE CONSTRUCTION DETAILS (2 OF 2)

STAGE CONSTRUCTION DETAILS (2 OF 2)

STRUCTURE NO. 016-6543

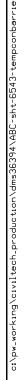
COOT PROJECT NO. 8-7-203

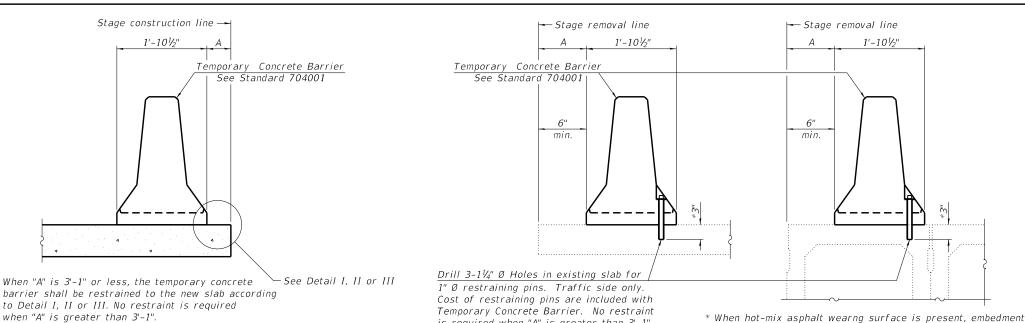
CHECKED - PK REVISED 
COUNTY SHEETS

STRUCTURE NO. 016-6543

COOT PROJECT NO. 8-7-203

CHECKED - SPK REVISED 
DIVISION OF ENGINEERING





is required when "A" is greater than 3'-1". shall be 3" plus the wearing surface depth.

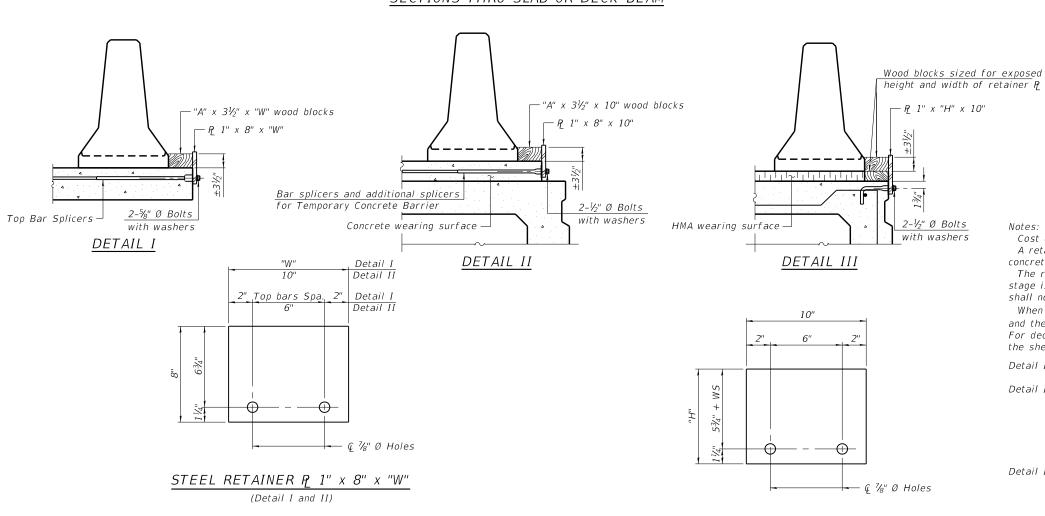
1x8 UNC 7/16" Ø hole US Std.  $1\frac{1}{16}$ " I.D. x  $2\frac{1}{2}$ " O.D. x approx. 8 guage thick washer RESTRAINING PIN

#### NEW SLAB OR NEW DECK BEAM

#### EXISTING SLAB

#### EXISTING DECK BEAM

#### SECTIONS THRU SLAB OR DECK BEAM



STEEL RETAINER P 1" x "H" x 10" (Detail III)

Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate & of each temporary concrete barrier.

BAR SPLICER FOR #4 BAR - DETAIL III

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than  $1\frac{1}{2}$ ", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

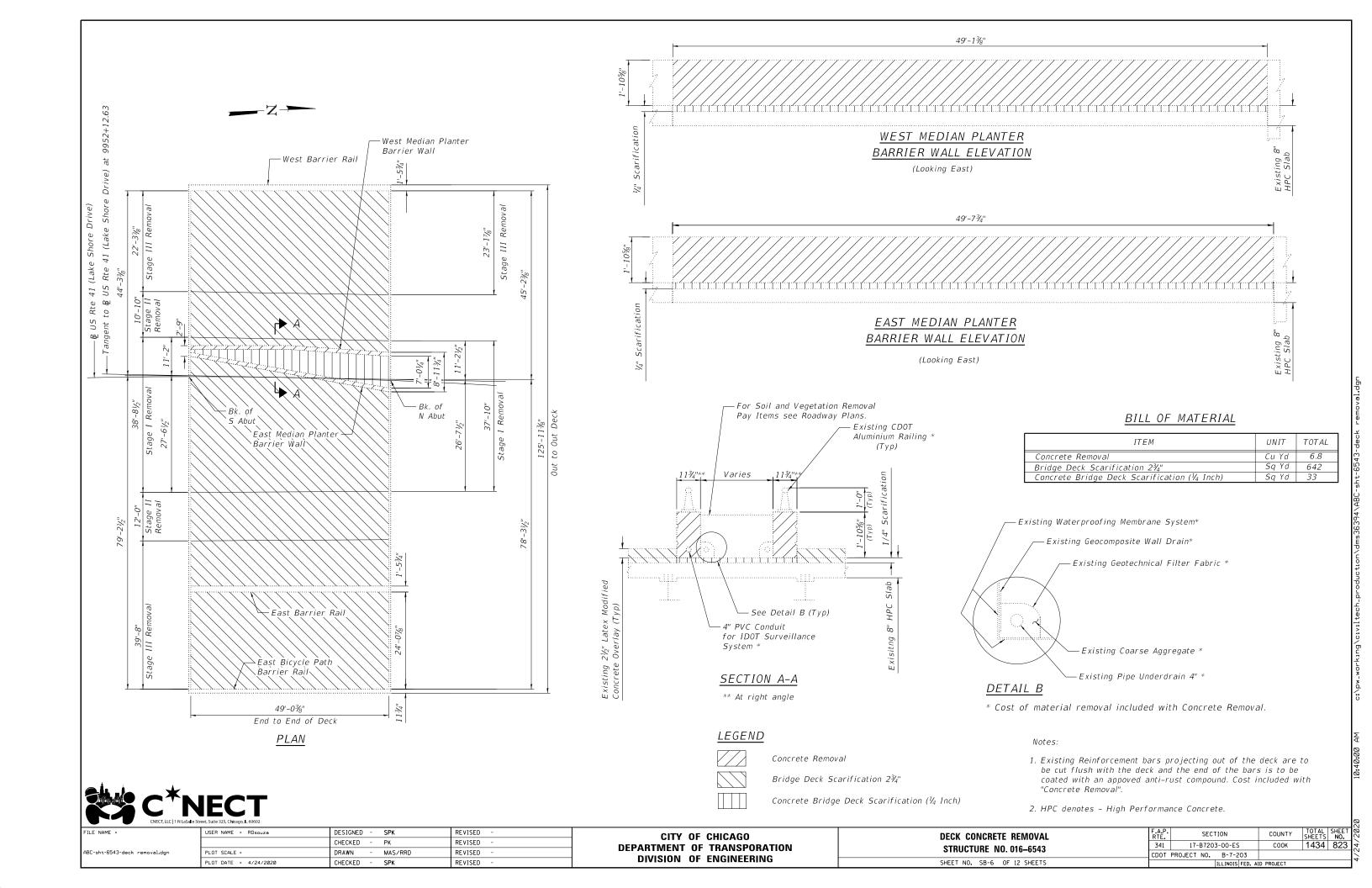
- Detail I Installation for a new bridge deck or bridge slab.
- Detail II Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
- Detail III Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart. shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam

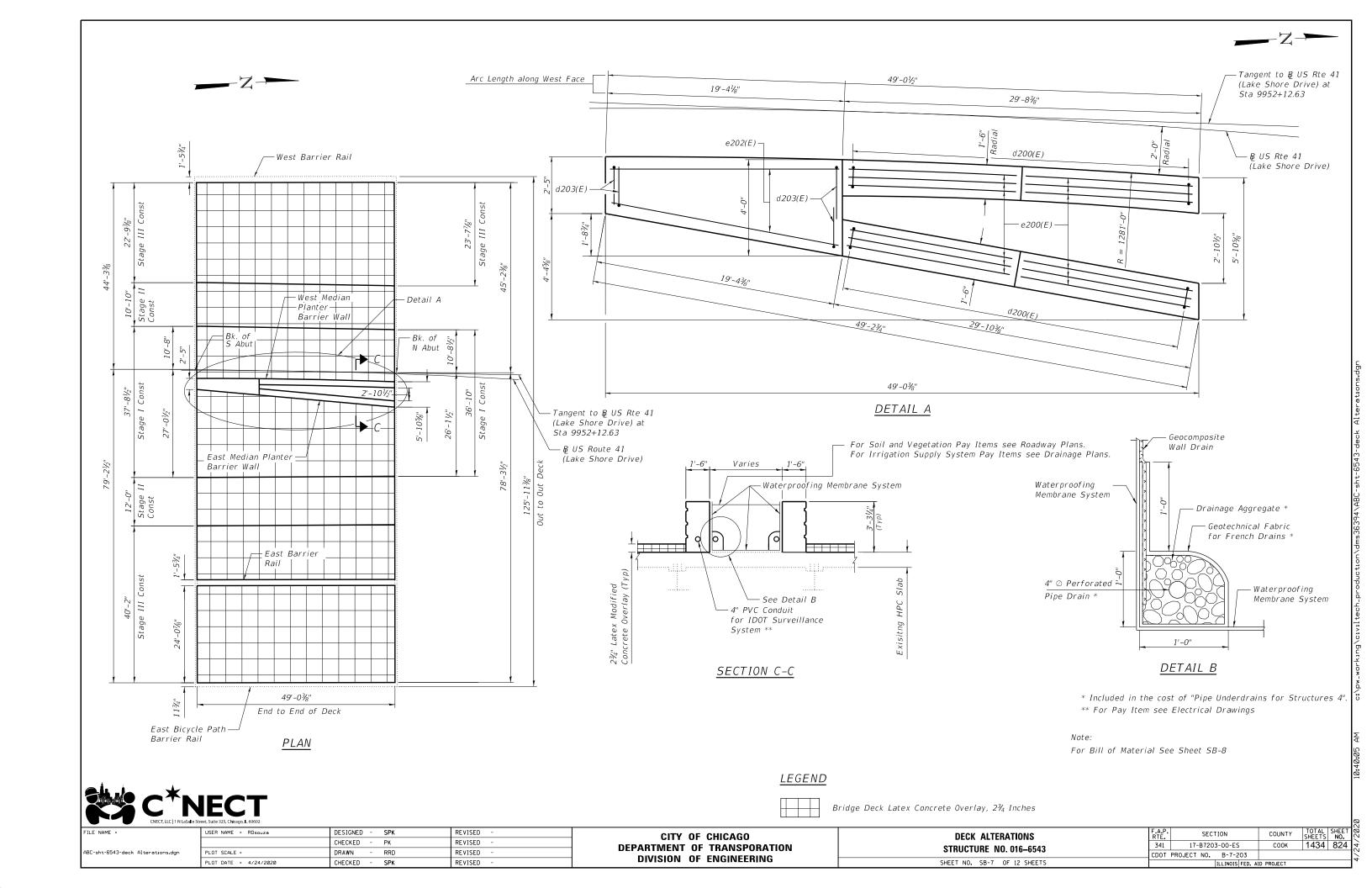
8-11-2017

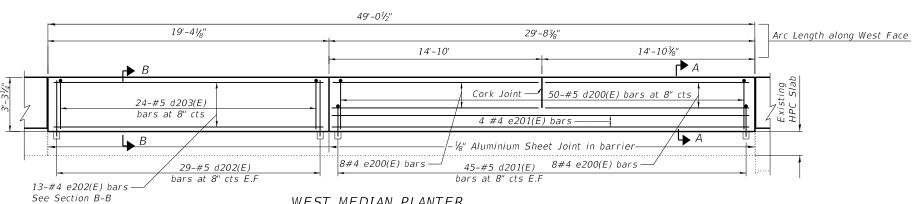
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		CHECKED - PK	REVISED -
ABC-sht-6543-tempconbarrier.dgn	PLOT SCALE =	DRAWN - MAS	REVISED -
	PLOT DATE = 4/24/2020	CHECKED - SPK	REVISED -

CITY OF CHICAGO DEPARTMENT OF TRANSPORATION **DIVISION OF ENGINEERING** 

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STRUCTURE NO. 016-6543	341	17-B7203-00-ES	соок	1434	822
STRUCTORE NO. 010-0343	CDOT	PROJECT NO. B-7-203			
SHEET NO. SB-5 OF 12 SHEETS		TILINOIS FED AT	D PROJECT		

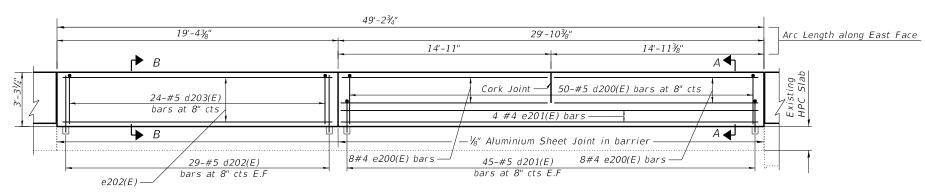






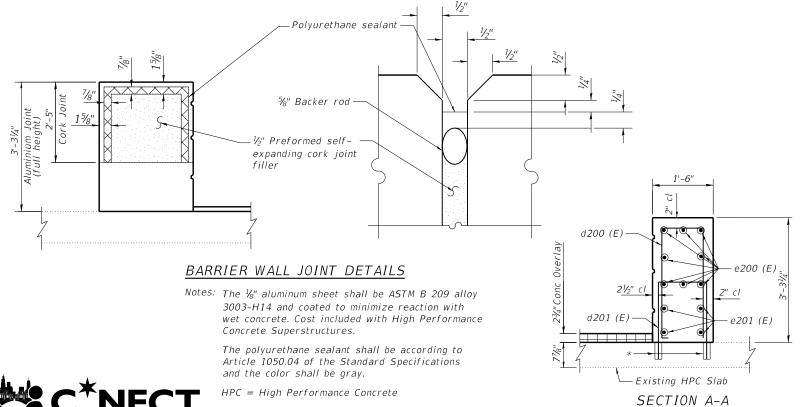
### WEST MEDIAN PLANTER BARRIER WALL ELEVATION

(Looking West)



### EAST MEDIAN PLANTER BARRIER WALL ELEVATION

(Looking West)



# Varies 2'-5" to 4'-0" e202 (E)d203 (E) --d203 (E) d202 (E) - d202 (E)

#### SECTION B-B

\* Drill and set #5 d202 (E) bar according to Section 584 of the Standard Specifications. Depth of hole shall be 6". Cost included with Reinforcement Bars, Epoxy Coated.

Note: For Median barrier wall outside face formliner see sheet SB-2.

#### BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d200(E)	100	#5	6'-8"	
d201(E)	100	#5	5'-1"	
d202(E)	48	#5	3'-6"	
d203(E)	48	#5	7'-4"	
-200(F)	22	// 4	161 511	
e200(E)	32 8	#4	16'-5"	
e201(E)	_		33'-2"	
e202(E)	13	#4	15'-1"	
High Performance Concrete Superstru	uctures		Cu Yd	18.3
Bridge Deck Groov	ing		Sq Yd	606
Protective Concret	e Sealer		Sq Yd	739
Reinforcement Bar.	s, Epoxy	Coated	Pound	2,430
Waterproofing Mem	nbrane Sy	/stem	Sq Yd	28
Geocomposite Wall	Drain		Sq Yd	20
Bridge Deck Latex Concrete Overlay, 2	2¾ Inche	s	Sq Yd	642
Pipe Underdrains f			Foot	59

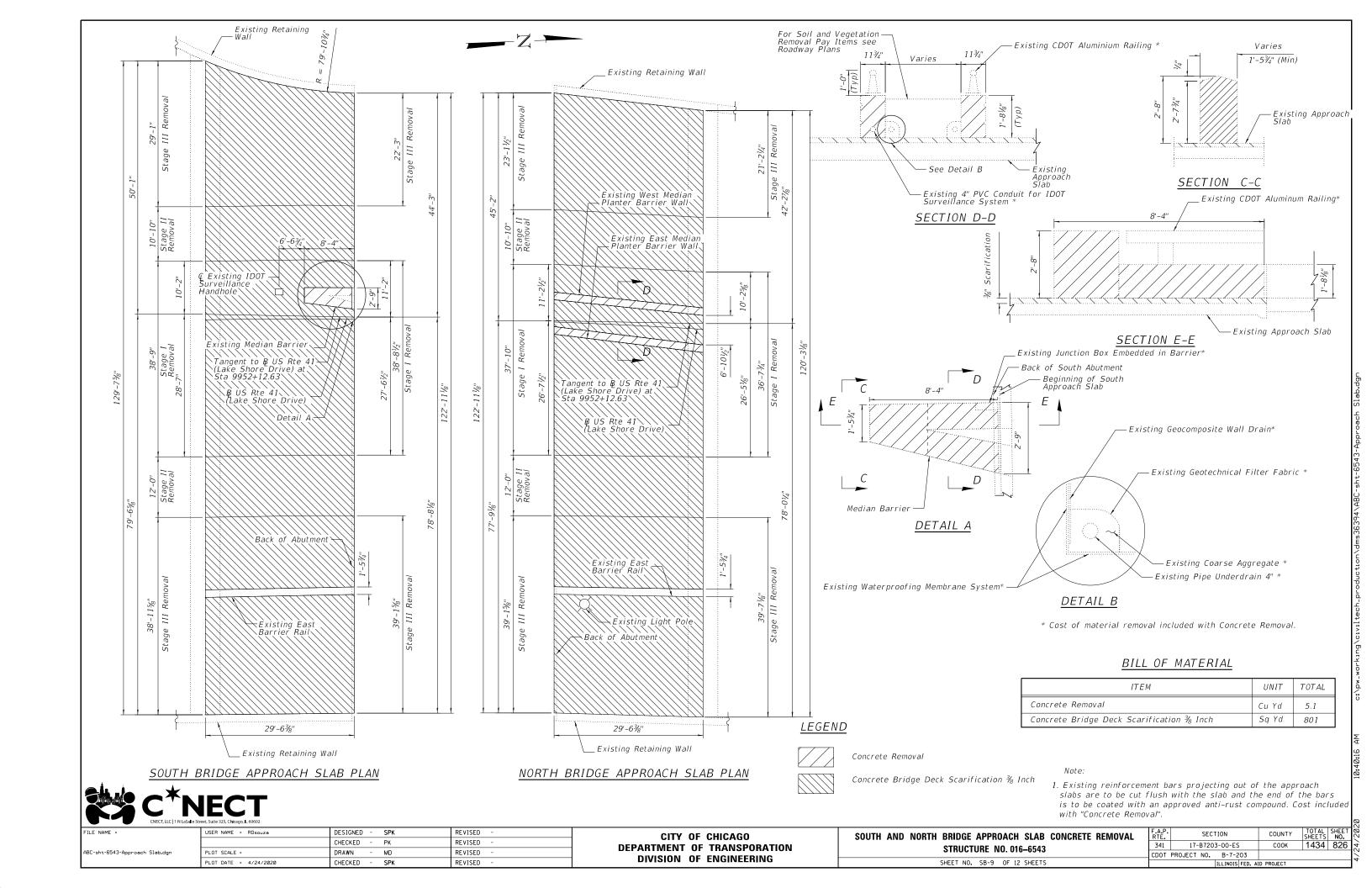
BC-sht-6543-Median parapet.dgn

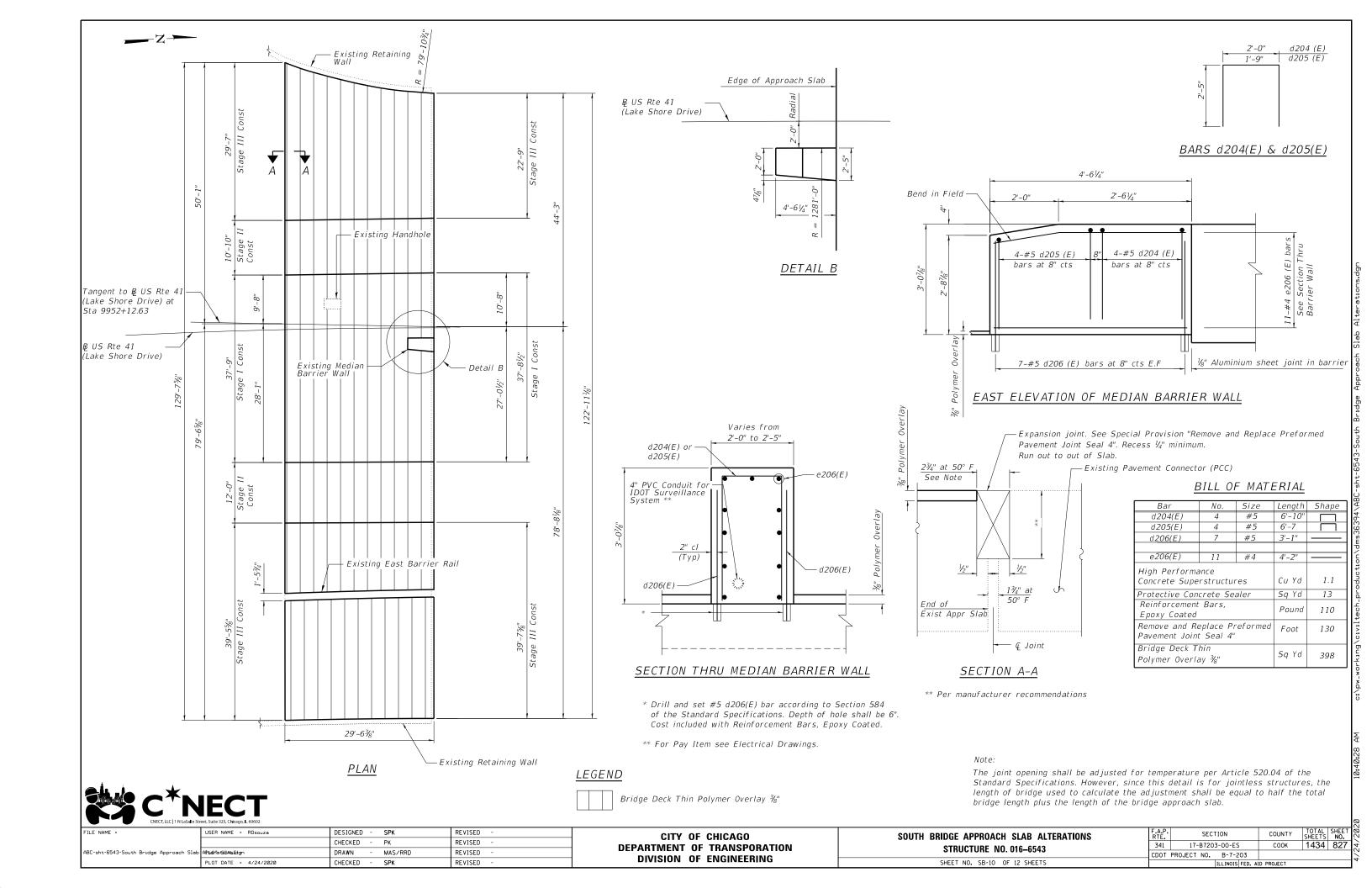
USER NAME = RDsouza	DESIGNED -	SPK	REVISED -	
	CHECKED -	PK	REVISED -	
PLOT SCALE =	DRAWN -	MAS/MD	REVISED -	
PLOT DATE = 4/24/2020	CHECKED -	SPK	REVISED -	

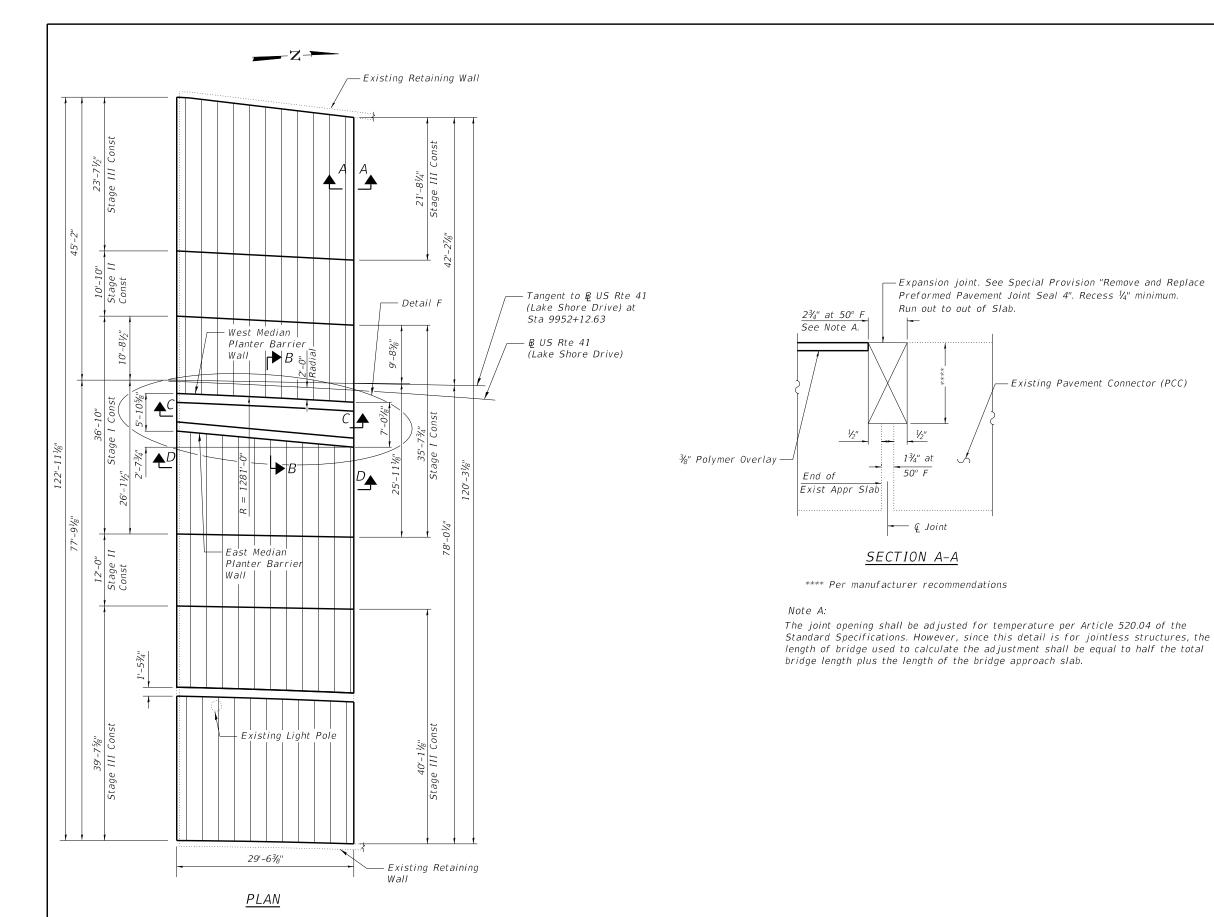
CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

MEDIAN BARRIER WALL	F.A.P. RTE.	SEC
STRUCTURE NO. 016-6543	341	17-B720
3111001011L 140. 010-0343	CDOT	PROJECT NO.
HEET NO. SB-8 OF 12 SHEETS		

COUNTY | TOTAL SHEET | NO. | NO. | 1434 | 825 | 7 ECTION 203-00-ES B-7-203







#### LEGEND

Bridge Deck Thin Polymer Overlay 3/8"

ci\pw\_working\civiltech\_production\dms36394\ABC-sht-6543-Northh Bridge Approach Slab Alterations.dgn

Notes:

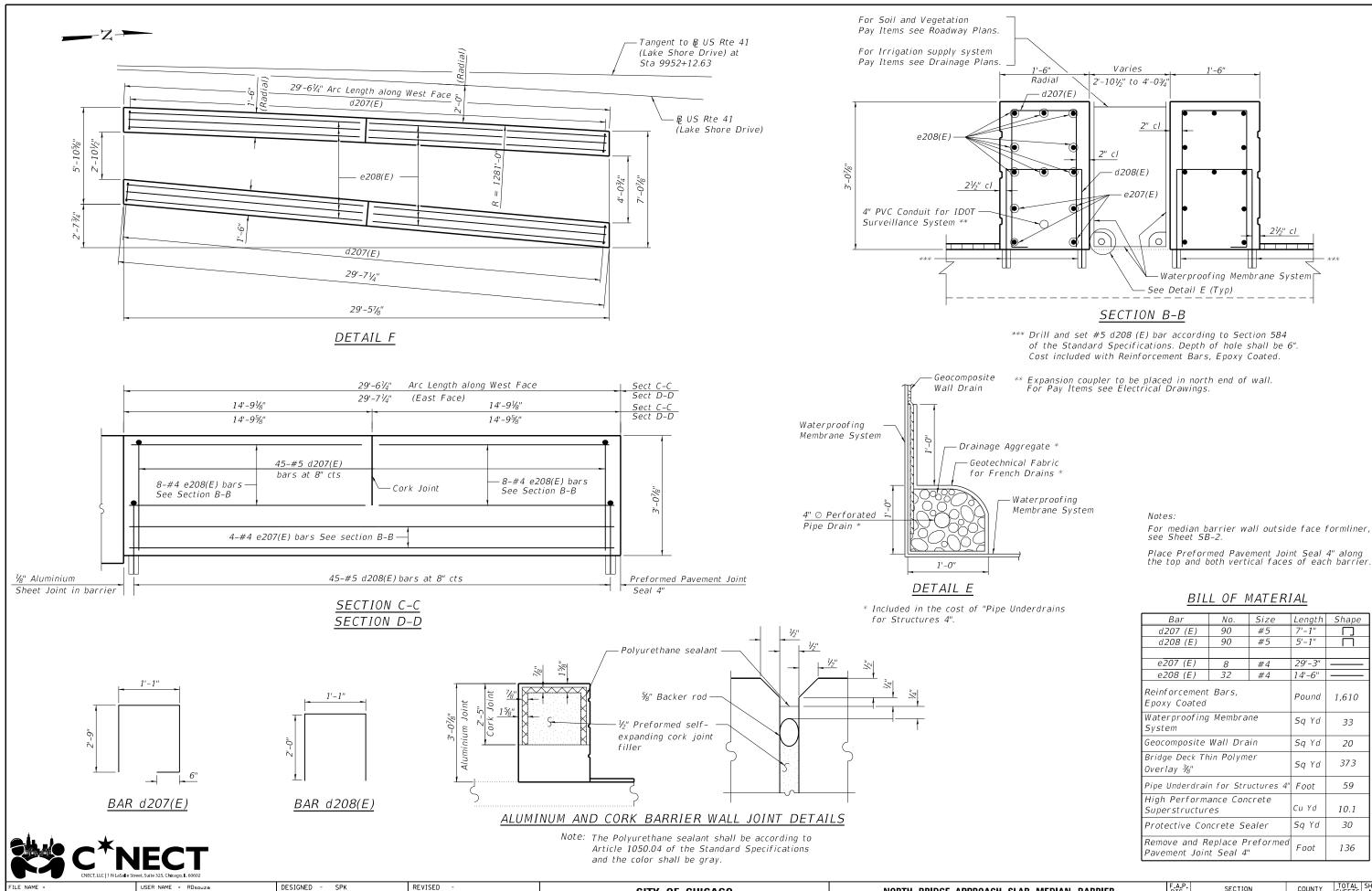
For Detail F, Section B-B, Section C-C, Section D-D, bar bending details, barrier wall joint details and Bill of Material see Sheet SB-12.



FILE NAME =	USER NAME = RDsouze	DESIGNED	-	SPK	REVISED	-
		CHECKED	-	PK	REVISED	-
ABC-sht-6543-Northh Bridge Approach Slab	ALQFræGébE.dgn	DRAWN	-	MAS/RRD	REVISED	-
	PLOT DATE = 4/24/2020	CHECKED	-	SPK	REVISED	-

CITY	0F	CHICAGO
<b>DEPARTMENT</b>	OF	TRANSPORATION
DIVISION	0F	ENGINEERING

NORTH BRIDGE APPROACH SLAB ALTERATIONS	F.A.P. RTE.	SECTION
STRUCTURE NO. 016-6543	341	17-B7203-00-ES
0111001011E 140: 010-0343	CDOT	PROJECT NO. B-7-203
SHEET NO. SB-11 OF 12 SHEETS		ILLINOIS FED. A



CHECKED -

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C-sht-6543-north approach.dgn

PLOT DATE = 4/24/2020

PK

RRD

SPK

REVISED

REVISED

REVISED

COUNTY SHEETS NO.

COOK 1434 829 COUNTY

CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

NORTH BRIDGE APPROACH SLAB MEDIAN BARRIER STRUCTURE NO. 016-6543 SHEET NO. SB-12 OF 12 SHEETS

SECTION 17-B7203-00-ES CDOT PROJECT NO. B-7-203

Size

7'-1"

5'-1"

14'-6"

Pound

Sq Yd

Sq Yd

Sq Yd

Foot

1,610

33

20

*373* 

59

10.1

30

136

#5

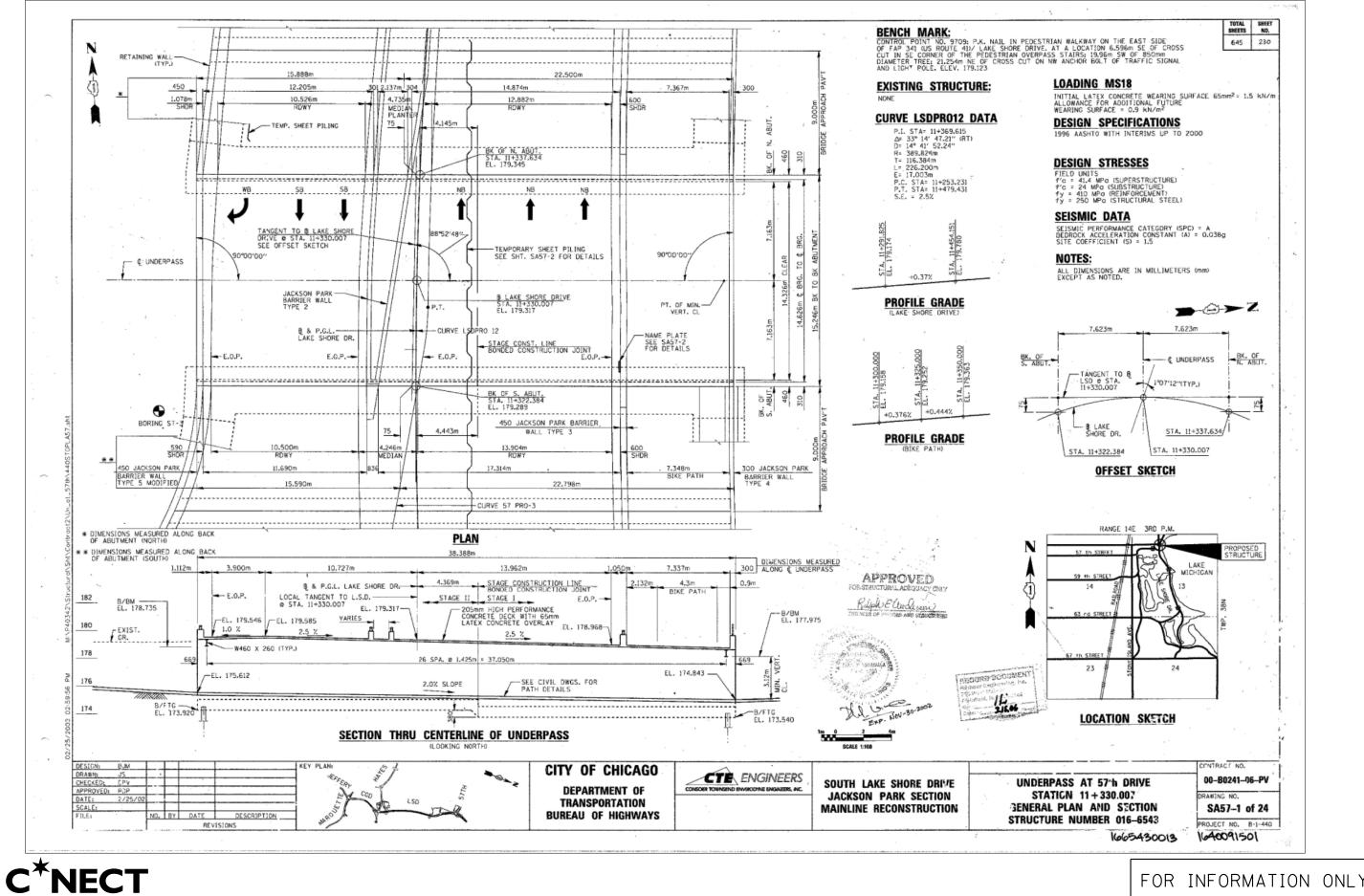
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#4

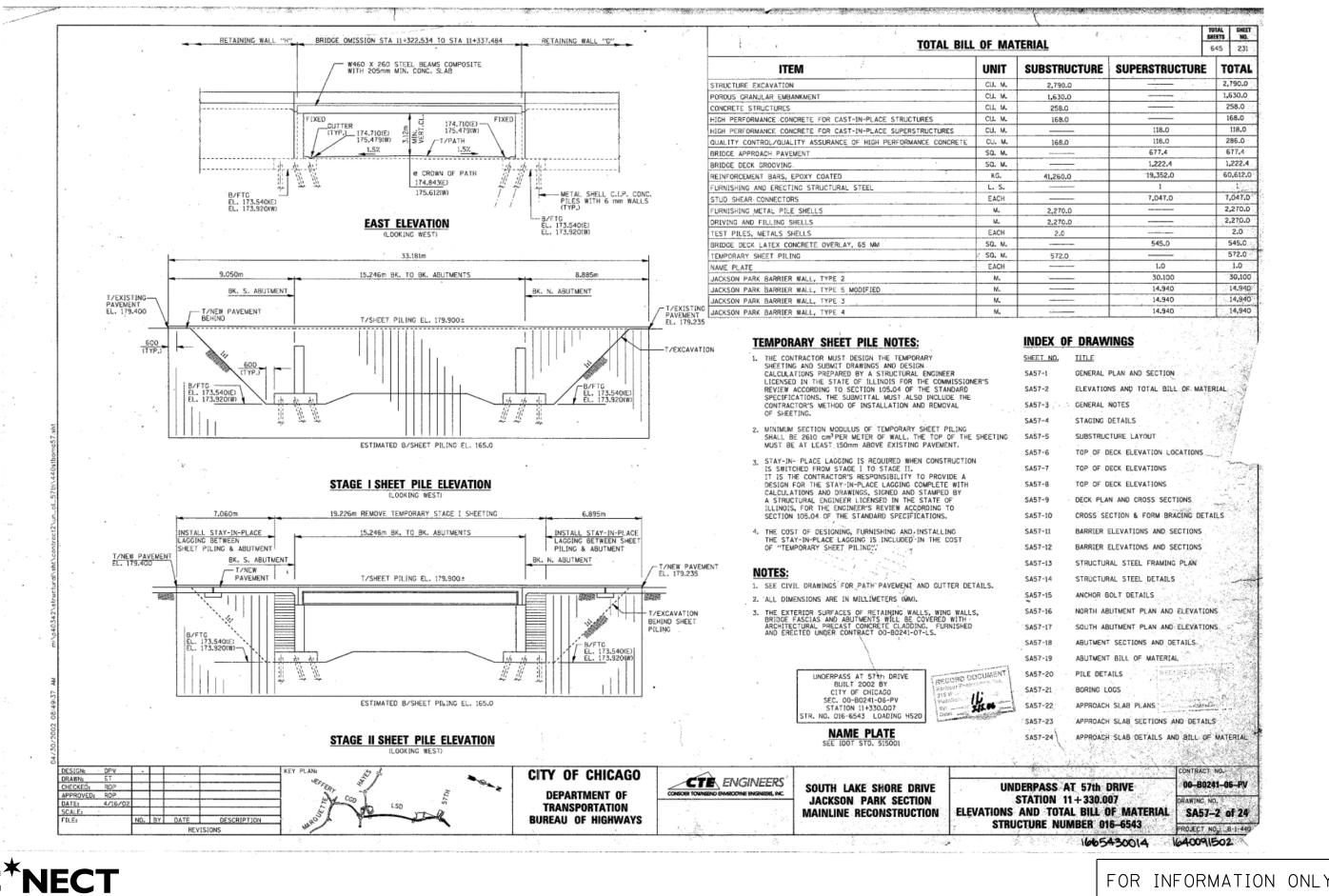
90

90

1'-6"



COUNTY SHEETS NO. COOK 1434 830 DESIGNED REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (1 OF 15)** CHECKED REVISED 17-B7203-00-ES 2873 **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6543 BC-sht-6543ex-001.dgn DRAWN REVISED CDOT PROJECT NO. B-7-203 SN 016-6543 **DIVISION OF ENGINEERING** PLOT DATE = 4/9/2020 SHEET NO. SBX-1 OF 15 SHEETS CHECKED REVISED



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COOK 1434 831 SN 016-6547 USER NAME = MD102 DESIGNED REVISED SECTION CITY OF CHICAGO EXISTING PLANS (2 OF 15) CHECKED REVISED 2873 17-B7203-00-ES DEPARTMENT OF TRANSPORATION STRUCTURE NO. 016-6543 3C-sht-6543ex-002.dgr PLOT SCALE = DRAWN REVISED CDOT PROJECT NO. B-7-203 SN 016-6543 **DIVISION OF ENGINEERING** SHEET NO. SBX-2 OF 15 SHEETS PLOT DATE = 4/9/2020 CHECKED REVISED

#### NOTES:

#### GENERAL:

- I. CONTRACTOR IS RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF ALL TEMPORARY CONSTRUCTION REQUIRED FOR, BUT NOT LIMITED TO, SHORING, UNDERFINNING AND BRACING, FOR THE PROTECTION OF THE EXISTING STRUCTURES OR UTILITIES WHETHER OR NOT SHOWN ON THE CONTRACT DRAWINGS. THE CONTRACT OR MUST PROVIDE ALL MEASURES AND PRECAUTIONS NECESSARY TO PREVENT DAMAGE AND SETTLEMENT OF EXISTING OR NEW CONSTRUCTION INSIDE OR OUTSIDE THE PROJECT LIMITS DURING EXCAVATION. ANY DAMAGE TO NEW OR EXISTING CONSTRUCTION INSIDE OR OUTSIDE THE PROJECT LIMITS DURING EXCAVATION. ANY DAMAGE TO NEW OR EXISTING CONSTRUCTION INSIDE OR OUTSIDE OF THE PROJECT LIMITS, CAUSED BY CONSTRUCTION INSIDE OR OUTSIDE OF THE PROJECT LIMITS, CAUSED BY CONSTRUCTION INSIDE OR OUTSIDE OF THE PROJECT LIMITS, CAUSED BY STEM, IS THE RESPONSIBILITY OF THE CONTRACTOR.
- 2. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS, IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS WILL NOT BE CAUSE FOR ADDITIONAL COMPENSATION OR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- 3. THE CONTRACTOR MUST MAKE HIS/HER OWN INVESTIGATION TO DETERMINE THE EXISTENCE NATURE AND EXACT LOCATION OF ALL UTILITY LINES AND APPURTENANCES WITHIN THE LIMITS OF THIS PROJECT. THE CONTRACTOR MUST PROVIDE ALL MEASURES AND PRECAUTIONS NECESSARY TO PROTECT EXISTING AND NEW UTILITIES.
- 4. EXISTING AREAS DISTURBED BY CONSTRUCTION OPERATIONS MUST BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AND WILL BE INCIDENTAL TO THE COST OF THIS CONTRACT.
- DESIGN AND CONSTRUCTION MUST CONFORM TO THE ILLINGIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 1997.
- 6. BACKFILL WILL BE PLACED BEHIND THE ABUTMENT AFTER THE SUPERSTRUCTURE HAS BEEN PLACED AND THE FALSEWORK REMOVED. SEE ARTICLE 502.10 OF THE STANDARD SPECIFICATIONS.
- THE BACK FACE OF RETAINING WALLS MUST BE WATERPROOFED ACCORDING TO ARTICLE 503.18 OF THE STANDARD SPECIFICATIONS.
- 8. BEARING SEAT SURFACES SHALL BE CONSTRUCTED OR ADJUSTED TO THE DESIGNATED ELEVATIONS WITHIN A TOLERANCE OF 3 mm. ADJUSTMENT MUST BE MADE EITHER BY CRINDING THE SURFACE OR BY SHIMMING THE BEARING. TWO 3 mm ADJUSTING SHIMS, OF THE DIMENSIONS OF THE BOTTOM BEARING PLATE, MUST BE PROVIDED FOR EACH BEARING IN ADDITION TO ALL OTHER PLATES OR SHIMS.
- ARCHITECTURAL PRECAST CONCRETE CLADDING IS SHOWN FOR REFERENCE ONLY, ARCHITECTURAL PRECAST CONCRETE WILL BE FERNISHED AND ERECTED UNDER A CONTRACT 00-80241-07-LS.
- 10. ALL DIMENSIONS ARE IN MILLIMETERS (mm) EXCEPT AS NOTED.

#### REINFORCEMENT AND CONCRETE:

- REINFORCEMENT BARS MUST CONFORM TO THE REQUIREMENTS OF AASHTO M 31M, M 42M OR M 53M GRADE 400. ALL REINFORCING BARS SHALL BE EPOXY COATED UNLESS OTHERWISE NOTED.
- 2. UNLESS OTHERWISE SHOWN, THE COVER FOR REINFORCING STEEL MUST BE AS FOLLOWING:

CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH

CONCRETE EXPOSED TO EARTH OR WEATHER: PRIMARY REINFORCEMENT

50 mm

- 3, HORIZONTAL AND VERTICAL CONSTRUCTION JOINTS SHOWN OR NOTED ON THE PLANS ARE RECOMMENDED. ANY DEVIATION FROM THOSE SHOWN MUST HAVE APPROVAL OF THE COMMISSIONER.
- 4. ALL EXPOSED EDGES OF SLABS, WALLS, AND CURBS MUST BE CHAMFERED 19 mm UNLESS OTHER MEMBERS ARE ERECTED FLUSH WITH THEM.
- ALL EXPOSED CONCRETE SURFACES MUST BE TREATED WITH STALANE SEALER. LINSEED OIL OR OTHER SURFACE TREATMENTS ARE NOT ACCEPTABLE.

#### FOUNDATIONS:

1. GROUNDWATER INFORMATION AT THIS LOCATION IS INCLUDED IN THE GEOTECHNICAL REPORT, ALL EXCAVATION FOR STRUCTURES MUST BE KEPT DEMATERED DURING CONSTRUCTION OPERATIONS UNTIL BACKFILL IS IN PLACE AND PROVISIONS MUST BE MADE TO PREVENT THE BOTTOM OF ALL EXCAVATIONS FROM FREEZING OR FLOODING AT ALL TIMES, CONTRACTOR WILL BE RESPONSIBLE FOR PROTECTING THE STRUCTURE AGAINST FLOATATION OR UPLIFT DURING CONSTRUCTION.

#### STEEL AND METAL SHELL FOR CAST-IN-PLACE CONCRETE PILES :

- 1. DESIGN PILE CAPACITY WILL BE AS SHOWN ON DRAWINGS.
- PILES MUST NOT BE DRIVEN UNTIL AFTER THE EXCAVATION FOR THE ABLITMENT FOOTINGS IS COMPLETED.
- THE DRIVING OF EACH PILE MUST BE CONTINUOUS UNTIL THE PILE HAS BEEN DRIVEN TO ITS MINIMUM REQUIRED LENGTH AND CAPACITY DETERMINED FROM TEST PILE INFORMATION.
- 4. IF AN OBSTRUCTION IS ENCOUNTERED DURING PILE DRIVING, THE PILE MUST BE PULLED AND REDRIVEN AFTER A PILOT HOLE IS DRILLED THROUGH OBSTRUCTION.
- S. FIRL LENGTH PILES MUST BE USED. IF SPLICE IS REQUIRED AND APPROVED BY THE COMMISSIONER, IN ADDITION TO ALL OTHER REQUIREMENTS OF SECTION 512 OF THE STANDARD SPECIFICATIONS, SPLICES MUST DEVELOP THE FULL CAPACITY OF THE STEEL'S CROSS SECTIONAL AREA OF THE PILE FOR TENSION, SHEAR AND SENDING FORCES, ONE APPROVED METHOD OF ACHIEVING THIS REQUIREMENT IS FULL PENETRATION BUTT WELDING OF THE ENTINE CROSS SECTION, OTHER TYPES OF SPLICES MEELING THE FOLL CAPACITY REQUIREMENTS MAY BE ALLOWED SUBJECT TO APPROVAL OF THE COMMISSIONER, ANY PROPOSAL BY THE CONTRACTOR TO USE AN ALTERNATE SPLICE METHOD MUST INCLUDE ADEQUATE DOCUMENTATION DEMONSTRATING THAT THE FULL TENSION, SHEAR AND BENDING CAPACITIES WILL BE MET. APPROPRIATE WELDER QUALIFICATIONS WILL BE REDUIRED FOR THE POSITIONS AND PROCESSES USED IN SPLICING ALL PILES. MONDESTRUCTIVE TESTING OF COMPLETE WELDS WILL BE LIMITED TO VISUAL INSPECTION.

PILE CRITERIA 1.3.02 E.SIDE

ORDER TIP 159.5

WALL G MW TIP 163.5 ORDER TIA IGI.5

ABUTMENT MIN TID 161.5

21 BLOWS/FE -276) 10 Brows 3 m

100 # 20 DATED 3/25/03

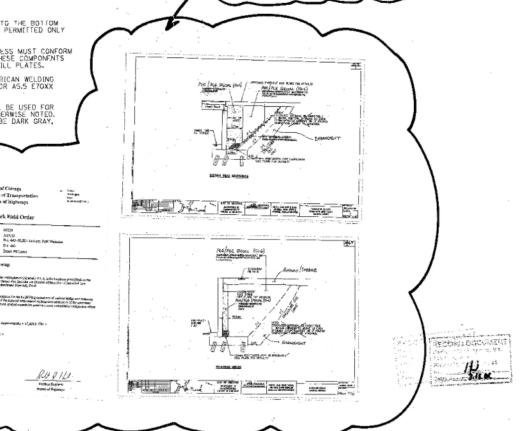
& 45 BLOWS / MIN

NSTALL POTOLO GRENULAR EMGANKMENT (SPECIAL), FO-C,

a LIEU OF CONTROLLED LOW STRENGTH MATERIAL PEK

#### STRUCTURAL STEEL:

- FASTENERS SHALL BE GALVANIZED HIGH STRENGTH BOLTS #20, OPEN HOLES 24 mm Ø, UNLESS OTHERWISE NOTED.
- 2. CALCULATED WEIGHT OF STRUCTURAL STEEL = 112750 Kg.
- 3, ALL STRUCTURAL STEEL MUST BE AASHTO M 270M GRADE 250.
- 4. FIELD WELDING OF CONSTRUCTION ACCESSORIES WILL NOT BE PERMITTED TO THE BOILOW FLANGE OF BEAMS OR GIRDERS, FIELD WELDING IN OTHER AREAS WILL BE PERMITTED ONLY WHEN APPROVED BY THE COMMISSIONER.
- 5. THE MAIN LOAD CARRYING MEMBER COMPONENTS SUBJECT TO TENSILE STRESS MUST CONFORM TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS ZONE 2. THESE COMPONENTS ARE THE WIDE FLANCE BEAMS AND ALL SPLICE PLATE MATERIAL EXCEPT FILL PLATES.
- ALL WELDING MUST CONFORM TO THE LATEST SPECIFICATION OF THE AMERICAN WELDING SOCIETY (AWS). ALL WELDED CONNECTIONS MUST BE MADE WITH AWS 5.1 OR A5.5 ETOXX ELECTRODES.
- 7. THE INORGANIC ZINC RICH PRIMER/ACRYLIC/ACRYLIC PAINT SYSTEM SHALL BE USED FOR SHOP AND FIELD PAINTING OF NEW STRUCTURAL STEEL EXCEPT WHERE OTHERWISE NOTED. THE COLOR OF THE FINAL FINISH COAT FOR ALL STEEL SURFACES SHALL BE DARK GRAY, MUNSELL NO N 3.75.



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CITY OF CHICAGO

DEPARTMENT OF TRANSPORTATION **BUREAU OF HIGHWAYS**  CTE ENGINEERS

Extra Work Field Ord

SOUTH LAKE SHORE DRIVE JACKSON PARK SECTION MAINLINE RECONSTRUCTION

UNDERPASS AT 57th DRIVE STATION 11+330.007 **GENERAL NOTES** STRUCTURE NUMBER 016-6543 11065A30015

00-B0241-06-PV SA57-3 of 24 PROJECT NO. B-1-440

1640091503

FOR INFORMATION ONLY

SC\*NECT NECT LLC | 1 N LaSalle Street, Suite 325, Chicago, IL 60602 BC-sht-6543ex-003.dgr

USER NAME = MD1az	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE = 4/9/2020	CHECKED -	REVISED -

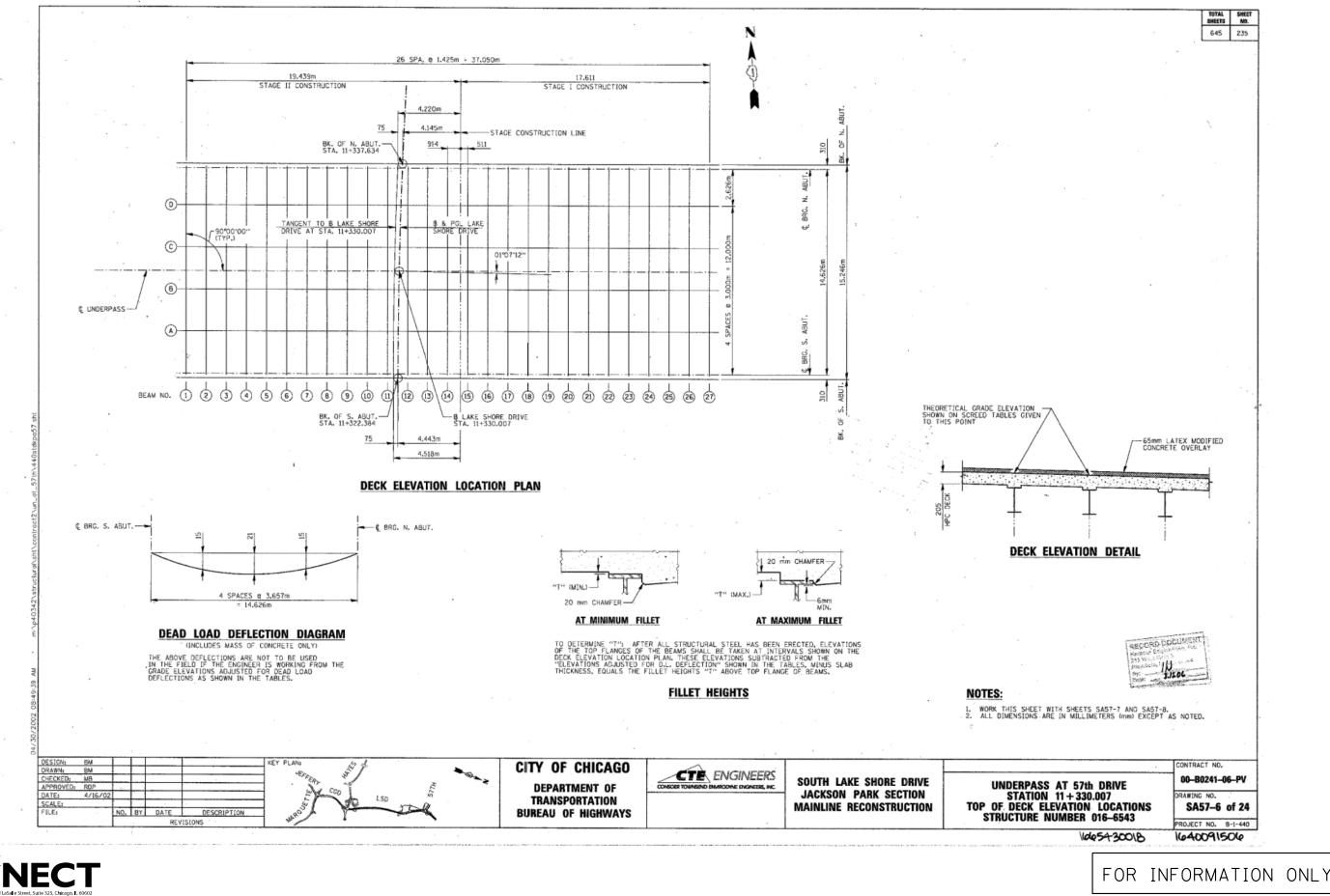
CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

EXISTING PLANS (3 OF 15) STRUCTURE NO. 016-6543

COUNTY TOTAL SHEET NO. SECTION COUNTY 2873 17-B7203-00-ES CDOT PROJECT NO. B-7-203 SN 016-6543 ILLINOIS FED. AID PROJECT

SHEET NO. SBX-3 OF 15 SHEETS

c:\pw\_working\dms36394\ABC-sht-6543ex-003.dgr



COUNTY TOTAL SHEET NO.

COOK 1434 833 USER NAME = MD10z DESIGNED REVISED SECTION COUNTY CITY OF CHICAGO EXISTING PLANS (4 OF 15) CHECKED REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6543 BC-sht-6543ex-006.dgn DRAWN REVISED SN 016-6543 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** SHEET NO. SBX-4 OF 15 SHEETS PLOT DATE = 4/9/2020 CHECKED REVISED

BEAM 1						
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION		
BK. OF S. ABUT.	11+322.384	-14.996	179.514	179.514		
& BRG. S. ABUT.	11+322,683	-14,996	179,450	179.450		
A	11+325.572	-15.010	179,461	179.471		
В	11+328,460	-15.045	179.472	179.488		
С	11+331.348	-15,103	179.481	179.497		
D	11+334,235	-15,183	179.488	179.498		
¢ BRG. N. ABUT.	11+336.760	-15,271	179.495	179.495		
BK. OF N. ABUT.	11+337.058	-15,283	179.561	179.561		

	В	BEAM 2		
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION
BK. OF S. ABUT.	11+322.384	-13.571	179,528	179,528
¢ BRG. S. ABUT.	11+322.684	-13.571	179.464	179.464
Α	11+325,583	-13,585	179.475	179.485
В	11+328.482	-13.620	179.491	179.507
C	11+331,380	-13,678	179.495	179.511
D	11+334.277	-13.759	179.503	179.512
€ BRG. N. ABUT.	11+336.811	-13,847	- 179,509	179.509
BK. OF N. ABUT.	11+337,110	-13.859	179,575	179,575

BEAM 3						
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION		
BK. OF S. ABUY.	11+322.384	-12,146	179.542	179.542		
¢ BRG. S. ABUT.	11+322.685	-12.146	179.478	179.478		
Α	11+325.594	-12,160	179.489	179.500		
В	11+328.503	-12.196	179,505	179.521		
C	11+331.411	-12,254	179.509	179.525		
D	11+334,319	-12.334	179.517	179,526		
¢ BRG. N. ABUT.	11+336.862	-12.423	179.523	179.523		
BK. OF N. ABUT.	11+337.162	-12,435	179.589	179,589		

BEAM 4						
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION		
BK. OF S. ABUT.	11+322.384	-10.721	179.556	179.556		
¢ BRG. S. ABUT.	11+322.686	-10.721	179,492	179,492		
Α .	11+325.606	-10.735	179.504	179.514		
В	11+328.525	-10.771	179.519	179.536		
.с .	11+331.444	-10.829	179,524	179,540		
D	11+334.361	-10.910	179.531	179,540		
¢ BRG. N. ABUT.	11+336.913	-10.999	179.538	179.538		
BK. OF N. ABUT.	11+337.215	-11.011	179.603	179.603		

	E	BEAM 5		
LOCATION	STATION	OFFSET	THEORETICAL L GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION
BK. OF S. ABUT.	11+322.384	-9,296	179.520	179,520
¢ BRG. S. ABUT.	11+322.687	-9.296	179.457	179.457
Α '	11+325.617	-9.310	179,469	179,479
8	11+328.547	-9.346	179.486	179.502
C	11+331.476	-9.405	179,494	179.509
D	11+334,404	-9.486	179.507	179.516
¢ BRG. N. ABUT.	11+336.965	-9.575	179,518	179,518
BK. OF N. ABUT.	11+337.268	-9.587	179.585	179,585

BEAM 6								
LOCATION STATION OFFSET GRADE GRADE FOR D.I. DEFLECTION								
BK. OF S. ABUT,	11+322.384	-7.871	179.485	179.485				
¢ BRG. S. ABUT.	11+322.688	-7.871	179.421	179,421				
A	11+325.629	-7.885	179.433	179.443				
В	11+328.569	-7,921	179.450	179.467				
С	11+331.508	-7.980	179,458	179.474				
D	11+334.447	-B.061	179,471	179.480				
€ BRG. N. ABUT.	11+337.017	-8.151	179.483	179.483				
BK, OF N. ABUT.	11+337.321	-8.163	179,549	179,549				

BEAM 7							
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION			
BK. OF S. ABUT.	11+322.384	-6.446	179,449	179.449			
¢ BRG. S. ABUT.	11+322.689	-6.446	179.385	179.385			
A	11+325.640	-6.460	179,397	179,408			
В	11+328.591	-6.496	179,415	179,431			
С	11+331,541	-6.555	179.422	179,438			
D	11+334.490	-6.637	179.436	179.445			
€ BRG, N. ABUT.	11+337.070	-6.727	179,447	179,447			
BK. OF N. ABUT.	11+337,375	-6.739	179.513	179,513			

BEAM 8							
LOCATION	STATION .	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION			
BK. OF S. ABUT.	11+322,384	-5.021	179.413	179.413			
	11+322.690	-5.021	179.350	179.350			
A	11+325.652	-5.035	179.362	179.372			
В	11+328.614	-5.071	179.379	179.396			
С	11+331.574	-5.131	179.387	179,403			
D	11+334.534	-5.213	179,400	179.409			
¢ BRG. N. ABUT.	11+337.123	-5.303	179.411	179,411			
BK. OF N. ABUT.	11+337.429	-5,315	179,478	179,478			

,	E	BEAM 9		
LOCATION	STATION	OFFSET.	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION
BK. OF S. ABUT.	11+322.384	-3.596	179.378	179.378
E BRG. S. ABUT.	11+322,692	-3.596	179.314	179.314
A	11+325.664	-3,610	179.326	179.336
В	11+328.636	-3.647	179.344	179.360
С	11+331,608	-3.706	179.351	179.367
0	11+334.578	-3.789	179.364	179.373
¢ BRG. N. ABUT.	11+337.176	-3.879	179.376	179,376
BK. OF N. ABUT.	11+337.483	-3.891	179.442	179,442

	В	EAM 10		
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION
BK. OF S. ABUT.	11+322.384	-2.171	179.342	179.342
€ BRG. S. ABUT.	11+322.693	-2,171	179,278	179.278
A	11+325.676	-2.185	179.291	179.301
В	11+328,659	-2.222	179.308	179.324
С	11+331.641	-2.282	179.315	179.331
D	11+334.622	-2.364	179.329	179.338
¢ BRG. N. ABUT.	11+337.230	-2.455	179,340	179.340
BK. OF N. ABUT.	11+337.538	-2.467	179,407	179,407

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. BEAM 11								
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION				
BK. OF S. ABUT.	11+322.384	-0.746	179.307	179,307				
¢ BRG. S. ABUT.	11+322.694	-0.746	179.243	179,243				
A	11+325.688	-0.760	179.255	179.265				
В	11+328,682	-0.797	179.272	179,289				
C	11+331-675	-0.857	179.280	179,296				
D	11+334.667	-0.940	179.293	179,302				
€ BRG. N. ABUT.	11+337.284	-1.031	179.305	179.305				
BK. OF N. ABUT.	11+337.593	-1.043	179.371	179.371				

	PROFILE	GRADE	LINE	
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION
BK. OF S. ABUT.	11+322.384	0.000	179,288	179,288
¢ BRG. S. ABUT.	11+322.694	0.000	179.224	179,224
A	11+325,694	0,000	179.235	179,245
В	11+328.695	0.000	179.247	179,263
C · ·	11+331.695	0.000	179.258	179,274
D	11+334.696	0.000	179,269	179,278
¢ BRC. N. ABUT.	11+337,323	0.000	179,279	179,279
BK. OF N. ABUT.	11+337.634	0.000	179.345	179.345

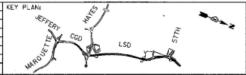
BEAM 12							
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION			
BK. OF S. ABUT.	11+322.384	0.679	179.271	179.271			
¢ BRG. S. ABUT.	11+322.695	0.679	179.207	179,207			
A	11+325.700	0.665	179,219	179.230			
В	11+328.705	0.628 .	179.237	179.253			
C	11+331,709	0.568	179.244	179.260			
D	11+334.712	0.484	179.257	179.267			
¢ BRC. N. ABUT.	11+337.339	0.393	179.269	179,269			
BK. OF N. ABUT.	11+337.649	0.381	179.335	179.335			

	В	EAM 13		
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION
BK. OF S. ABUT.	11+322.384	2,104	179.235	179,235
¢ BRC. S. ABUT.	11+322.696	2,104	179.172	179.172
A	11+325.712	2.090	179.184	179.194
8	11+328.728	2.053	179.201	179.217
С	11+331.743	1.992	179,209	179.224
D	11+334.757	1.909	179.222	179.231
¢ BRG, N. ABUT.	11+337,394	1.816	179.233	179,233
BK. OF N. ABUT.	11+337,705	1,804	179,300	179.300

BEAM 14								
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION				
BK. OF S. ABUT.	11+322.384	3.529	179.200	179,200				
¢ BRG. S. ABUT.	11+322.697	3,529	179.136	179.136				
Α	11+325.725	3.515	179.148	179.158				
В.	11+328.751	3.477	179.165	179.182				
C	11+331.778	3.417	179.173	179.189				
D	11+334.803	3.333	179.186	179.195				
¢ BRG. N. ABUT.	11+337.449	3.240	179.198	179.198				
BK. OF N. ABUT.	11+337.761	3.228	179.264	179,264				



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CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION

**BUREAU OF HIGHWAYS** 

CTE ENGINEERS

SOUTH LAKE SHORE DRIVE JACKSON PARK SECTION MAINLINE RECONSTRUCTION UNDERPASS AT 57th DRIVE STATION 11+330.007 TOP OF DECK ELEVATIONS STRUCTURE NUMBER 016-6543

SA57-7 of 24

1665430019

PROJECT NO. B-1-440 1640091507

FOR INFORMATION ONLY SECTION CITY OF CHICAGO EXISTING PLANS (5 OF 15)

BC-sht-6543ex-007.dgn

DESIGNED REVISED CHECKED REVISED PLOT SCALE = DRAWN REVISED PLOT DATE = 4/9/2020 CHECKED

**DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

STRUCTURE NO. 016-6543 SHEET NO. SBX-5 OF 15 SHEETS

COUNTY TOTAL SHEET NO. COUNTY 17-B7203-00-ES CDOT PROJECT NO. B-7-203 SN 016-6543

STAGE CONSTRUCTION LINE							
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION			
BK. OF S. ABUT.	11+322.384	4.443	179,177	179,177			
¢ BRG. S. ABUT.	11+322,698	4,443	179.113	179.113			
A	11+325.732	4,429	179.125	179.135			
В	11+328.766	4.392	179.143	179.159			
C	11+331.800	4.331	179.150	179.166			
D	11+334.832	4,247	179.163	179.172			
¢ BRG. N. ABUT.	11+337.484	4.154	179.175	179.175			
BK. OF N. ABUT.	11+337.798	4,142	179.241	179,241			

	В	EAM 15	-	
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION
BK. OF S. ABUT.	11+322.384	4.954	179.164	179,164
¢ BRG. S. ABUT.	11+322.698	4.954	179.100	179,100
Α.	11+325.737	4,940	179,112	179,123
В	11+328,775	4,902	179.130	179.146
C	11+331.812	4.841	179.137	179,153
D	11+334.849	4.757	179.151	179,160
¢ BRG. N. ABUT.	11+337,505	4.664	179,162	179.162
BK. OF N. ABUT.	11+337.818	4,652	179,228	179,228

BEAM 16					
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION	
BK. OF S. ABUT.	11+322.384	6.379	179.128	179.128	
¢ BRG. S. ABUT.	11+322,700	6,379	179.065	179.065	
Α	11+325.749	6.365	179.077	179.087	
В	11+328.799	6.327	179.094	179.111	
C	11+331.847	6.266	179.102	179.118	
D	11+334.895	6.181	179.115	179.124	
¢.BRG. N. ABUT.	11+337.561	6.088	179.126	179.126	
BK. OF N. ABUT.	11+337.875	6.076	179.193	179.193	

BEAM 17					
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION	
BK. OF S. ABUT.	11+322.384	7.804	179.093	179.093	
¢ BRG. S. ABUT.	11+322.701	7.804	179.029	179,029	
A	11+325.762	7.790	179.041	179.051	
8	11+328.823	7.752	179.059	179.075	
C	11+331.883	7.691	179.066	179.082	
D .	11+334,942	7.606	179.079	179.088	
¢ BRG. N. ABUT.	11+337.617	7.512	179,091	179.091	
BK. OF N. ABUT.	11+337.933	7.500	179.157	179.157	

BEAM 18						
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION		
BK. OF S. ABUT. :	11+322.384	9,229	179.057	179.057		
¢ BRG. S. ABUT.	11+322.702	9.229	178,993	178,993		
A	11+325,775	9,215	179.006	179.016		
В	11+328.847	9.177	179.023	179,039		
С .	11+331.918	9.115	179.030	179.046		
D	11+334.989	9,030	179,044	179.053		
¢ BRG. N. ABUT.	11+337.674	8.936	179.055	179.055		
BK. OF N. ABUT.	11+337.991	8,924	179.122	179.122		

BEAM 19					
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION	
BK. OF S. ABUT.	11+322,384	10.654	179.022	179.022	
¢ BRG, S, ABUT,	11+322.703	10.654	178.958	178,958	
A	11+325,787	10.640	178,970	178.980	
В	11+328.871	10.601	178.987	179.004	
C	11+331.954	10.540	178.995	179.011	
D	11+335.036	10.454	179.008	179,017	
¢ BRG. N. ABUT.	11+337,732	10.360	179.020	179.020	
BK. OF N. ABUT.	11+338.050	10.348	179.086	179.086	

BEAM 20					
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION	
BK. OF S. ABUT.	11+322.384	12.079	178.986	178.986	
€ BRG. S. ABUT.	11+322,704	12.079	178,922	178.922	
Α .	11+325.800	12,064	178.934	178.945	
В	11+328.896	12.026	178-952	178.968	
C	11+331.990	11.964	178.959	178,975	
D	11+335.084	11.879	178.972	178.982	
C BRG. N. ABUT.	11+337.790	11.784	178.984	178.984	
BK. OF N. ABUT.	11+338.109	11.772	179.050	179.050	

BEAM 21					
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION	
BK. OF S. ABUT.	11+322.384	13.504	178.950	178.950	
¢ BRG. S. ABUT.	11+322,706	13.504	178.887	178.887	
Α .	11+325.813	13,489	178.899	178,909	
В	11+328.920	13.451	178.916	178.932	
C	11+332.027	13.389	178.924	178.939	
D	11+335.132	13.303	178.937	178,946	
¢ BRG. N. ABUT.	11+337.848	13.208	178.948	178.948	
BK. OF N. ABUT.	11+338.168	13.195	179.015	179.015	

	BI	EAM 22		,
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION
BK. OF S. ABUT.	11+322,384	14,929	178.915	178.915
	11+322.707	14.929	178.851	178.851
A	11+325.826	14.914	178.863	178.873
В	11+328.945	14.876	178.880	178.897
С	11+332.063	14.813	178.888	178.904
D	11+335.180	14.727	178.901	178.910
& BRG. N. ABUT.	11+337.907	14.632	178.913	178.913
BK. OF N. ABUT.	11+338.228	14.619	178.979	178.979

			***************************************	
	В	EAM 23		
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION
BK. OF S. ABUT.	11+322.384	16.354	178.885	178.885
¢ BRG. S. ABUT.	11+322,708	16.354	178.822	178.822
A	11+325.839	16.339	178.834	178.844
В .	11+328.970	16,301	178.851	178.867
C	11+332.100	16.238	178.858	178.874
D	. 11+335.229	16.151	178.872	178.881
€ BRG. N. ABUT.	11+337.966	16.056	178.884	178.884
BK. OF N. ABUT.	11+338.289	16,043	178.950	178,950

BEAM 24						
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION		
BK. OF S. ABUT.	11+322,384	17,779	178.857	178.857		
€ BRG. S. ABUT.	11+322,709	17.779	178.793	178,793		
A	-11+325.853	17.764	178.805	178.815		
В	11+328.995	17.725	178.822	178.838		
С	11+332.137	17.663	178.830	178.846		
D	11+335.278	17.575	178.843	178.852		
¢ BRG. N. ABUT.	11+338.025	17.479	.178.855	178.855		
BK. OF N. ABUT.	11+338.350	17.467	178.922	178.922		

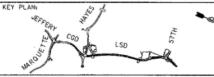
BEAM 25					
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION	
BK. OF S. ABUT.	11+322.384	19.204	178.828	178,828	
© BRG. S. ABUT.	11+322,711	19.204	178,765	178.765	
A	11+325.866	19,189	- 178,777	178.787	
8	11+329.021	- 19.150	178.794	178,810	
C	11+332,175	19.087	178.801	178.817	
D	11+335-328	19.000	178,815	178.824	
¢ BRG. N. ABUT.	11+338.085	18.903	178.827	178.827	
BK. OF N. ABUT.	11+338,411	18.891	178.893	178.893	

BEAM 26						
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION		
BK. OF S. ABUT.	11+322.384	20.629	178.800	. 178.800		
¢ BRG. S. ABUT.	11+322.712	20.629	178.736	178.736		
A	11+325,879	20,614	178.748	178.758		
В	11+329.046	20.575	178.765	178,781		
C	11+332.213	20.512	178,773	178.789		
D	11+335.377	20.424	178,786	178,795		
¢ BRG. N. ABUT.	11+338.146	20.327	178,798	178,798		
BK. OF N. ABUT.	11+338.473	20.314	178.865	178,865		

BEAM 27					
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR D.L. DEFLECTION	
BK. OF S. ABUT.	11+322.384	22.054	178.771	. 178.771	
¢ BRG. S. ABUT.	11+322.713	22.054	178.708	178.708	
A	11+325.893	22.039	178.720	178.730	
В	11+329.072	22.000	178.737	178.753	
С .	11+332.251	-21.936	178.744	178,760	
D	11+335.428	21,848	178.758	178,767	
¢ BRG. N. ABUT.	11+338.207	21,751	178.770	178,770	
BK. OF N. ABUT.	11+338.535	21.738	178.836	178,836	



FILE:		NO.	BY	DATE	DESCRIPTION
SCALE:					1
DATE:	4/16/02				
APPROVED:	RDP				
CHECKED:	MB				
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DESIGN:	BM				



CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION **BUREAU OF HIGHWAYS** 

CTE ENGINEERS CONSCIENT TOWNSOND ENGINEERS, INC.

SOUTH LAKE SHORE DRIVE JACKSON PARK SECTION MAINLINE RECONSTRUCTION

UNDERPASS AT 57th DRIVE STATION 11+330.007 TOP OF DECK ELEVATIONS STRUCTURE NUMBER 016-6543

00-B0241-06-PV SA57-8 of 24

PROJECT NO. 8-1-440 1665430020

FOR INFORMATION ONLY

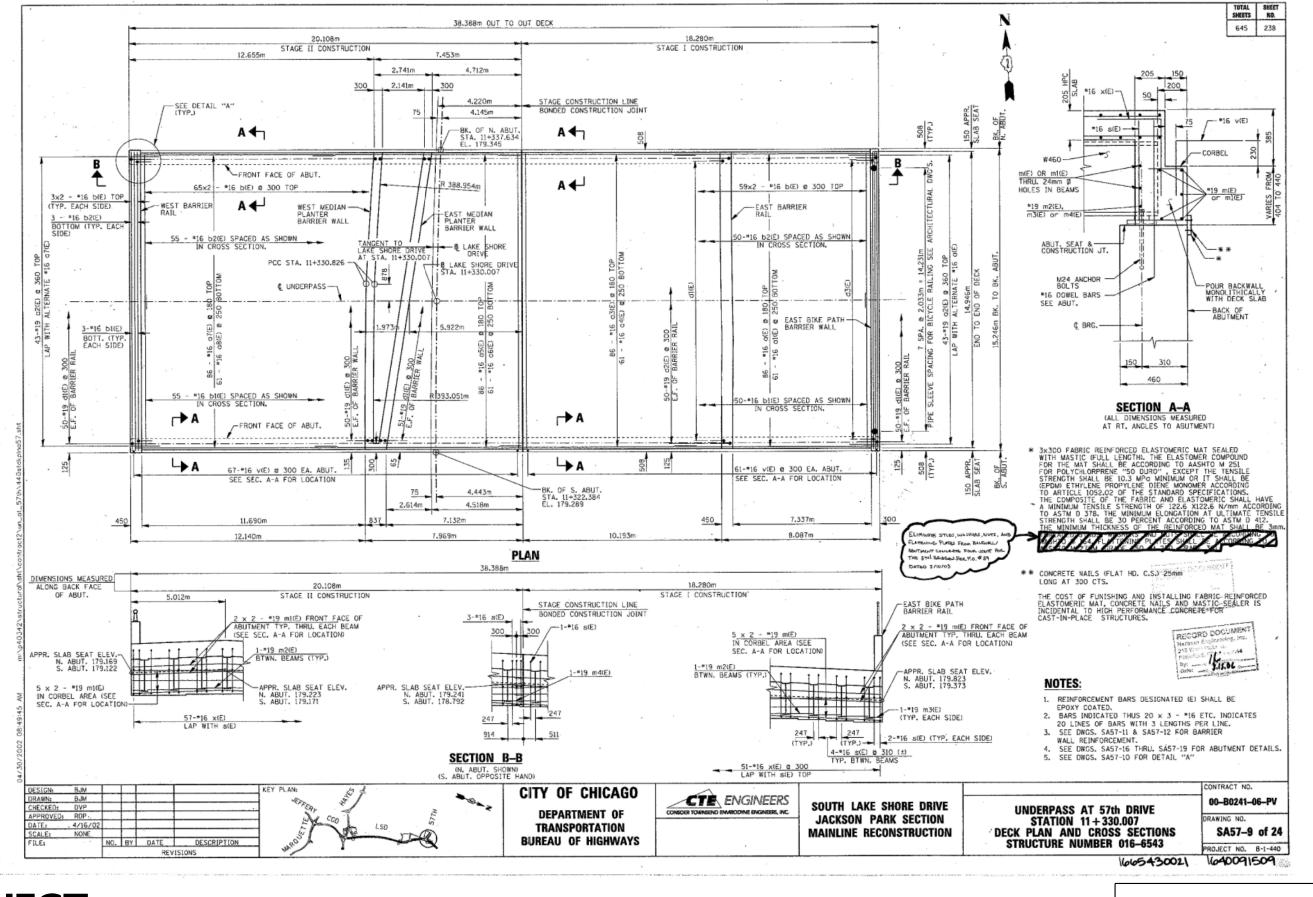
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	CHECKED -	REVISED -	ı
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PLOT DATE = 4/9/2020	CHECKED -	REVISED -	

CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

EXISTING PLANS (6 OF 15)	
STRUCTURE NO. 016-6543	

J.	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.
3	17-B7203-00-ES	COOK	1434	83
T	PROJECT NO. B-7-203	SN 01	6-6543	,
	TILL THOSE FED	AID DDO IECT		

F.A.U. RTE. 2873 SHEET NO. SBX-6 OF 15 SHEETS



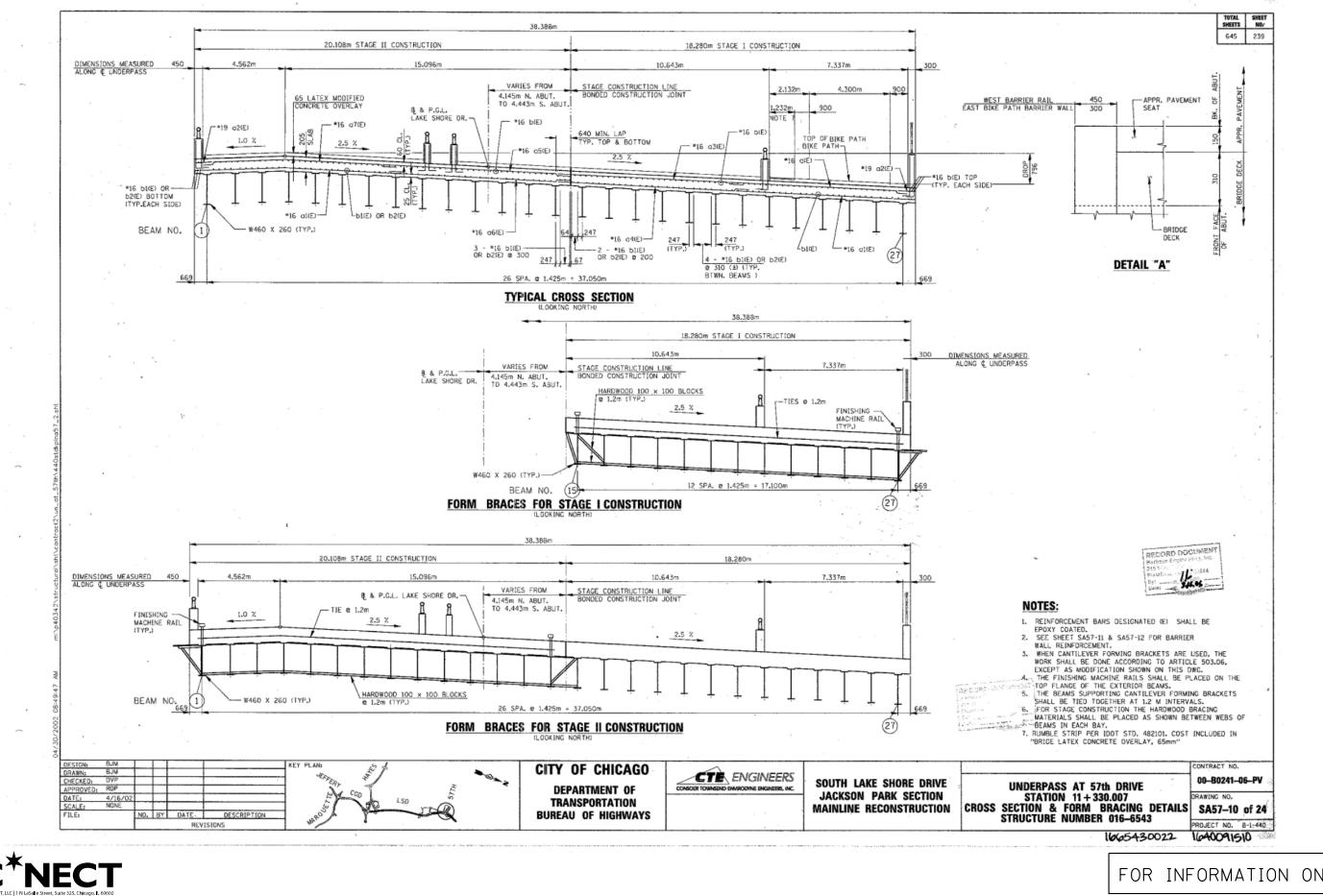


FOR INFORMATION ONLY

COUNTY TOTAL SHEET NO.

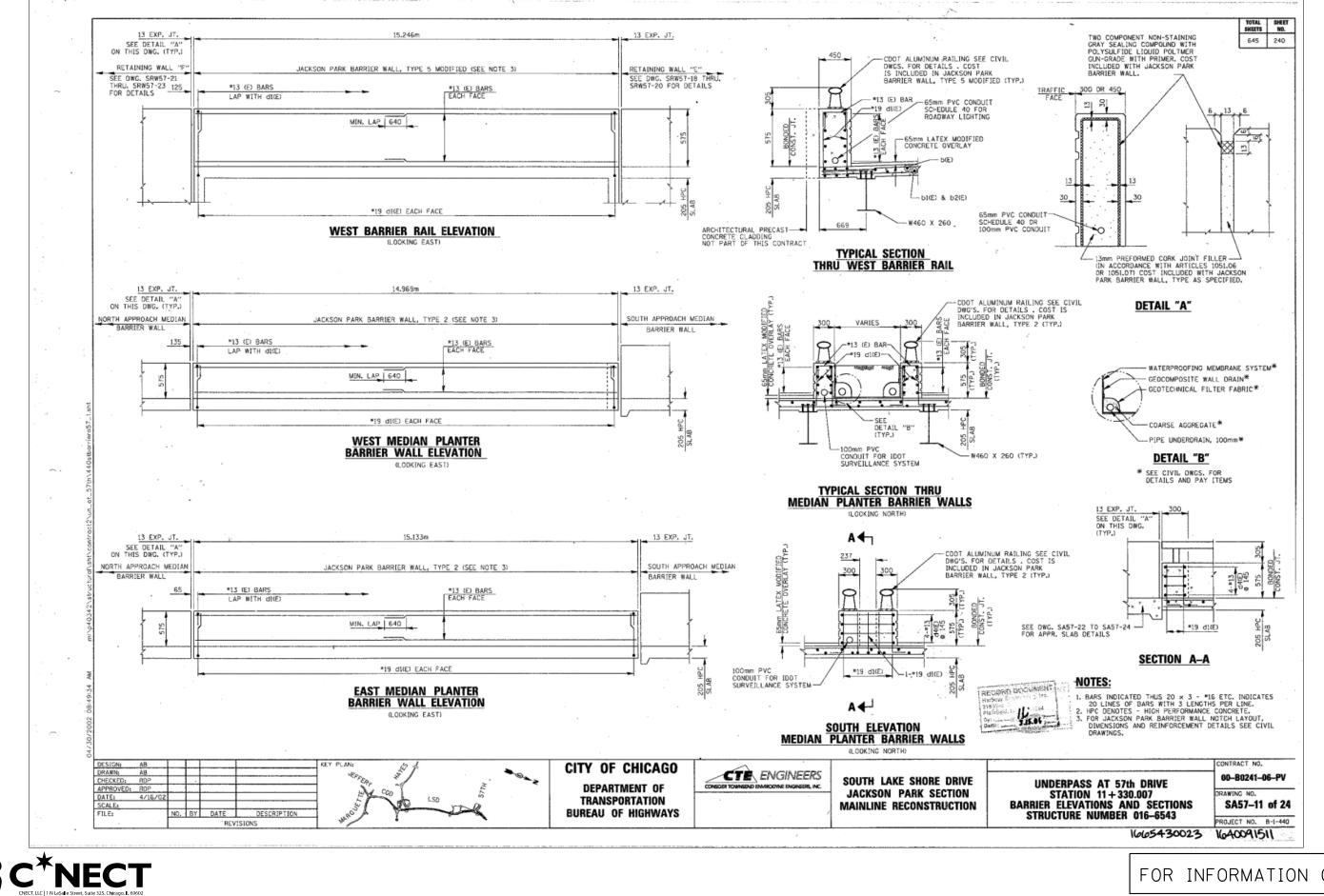
COOK 1434 836 USER NAME = MD10z DESIGNED REVISED SECTION COUNTY CITY OF CHICAGO EXISTING PLANS (7 OF 15) CHECKED REVISED **DEPARTMENT OF TRANSPORATION** 17-B7203-00-ES 2873 STRUCTURE NO. 016-6543 BC-sht-6543ex-009.dgn DRAWN REVISED CDOT PROJECT NO. B-7-203 SN 016-6543 **DIVISION OF ENGINEERING** SHEET NO. SBX-7 OF 15 SHEETS PLOT DATE = 4/9/2020 CHECKED REVISED

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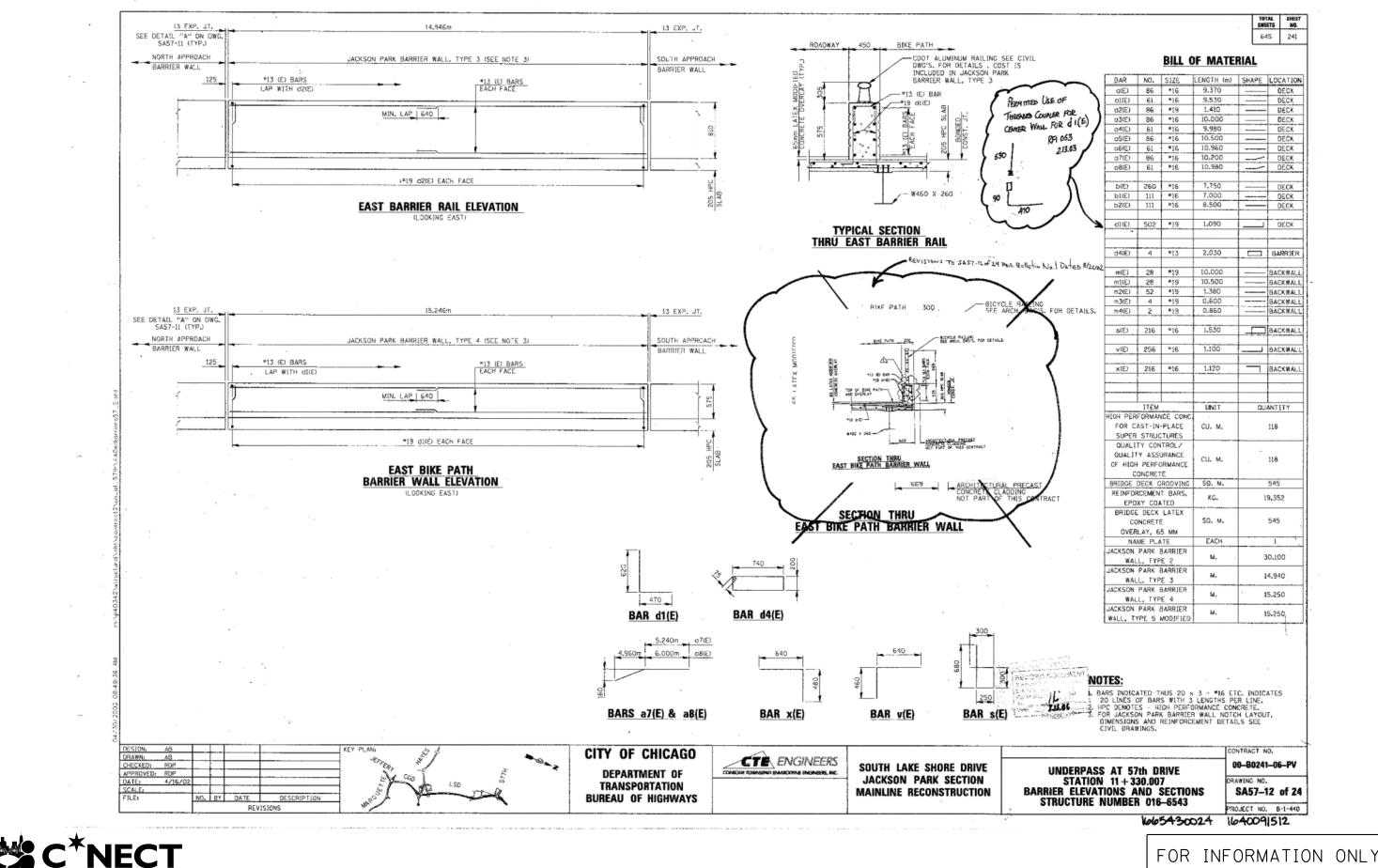
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TOTAL SHEET NO. 90 NO. 1434 838 USER NAME = MD10z DESIGNED REVISED SECTION COUNTY CITY OF CHICAGO EXISTING PLANS (9 OF 15) CHECKED REVISED COOK 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6543 BC-sht-6543ex-011.dgn DRAWN REVISED CDOT PROJECT NO. B-7-203 SN 016-6543 **DIVISION OF ENGINEERING** SHEET NO. SBX-9 OF 15 SHEETS PLOT DATE = 4/9/2020 CHECKED REVISED

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CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

**EXISTING PLANS (10 OF 15)** STRUCTURE NO. 016-6543 SHEET NO. SBX-10 OF 15 SHEETS

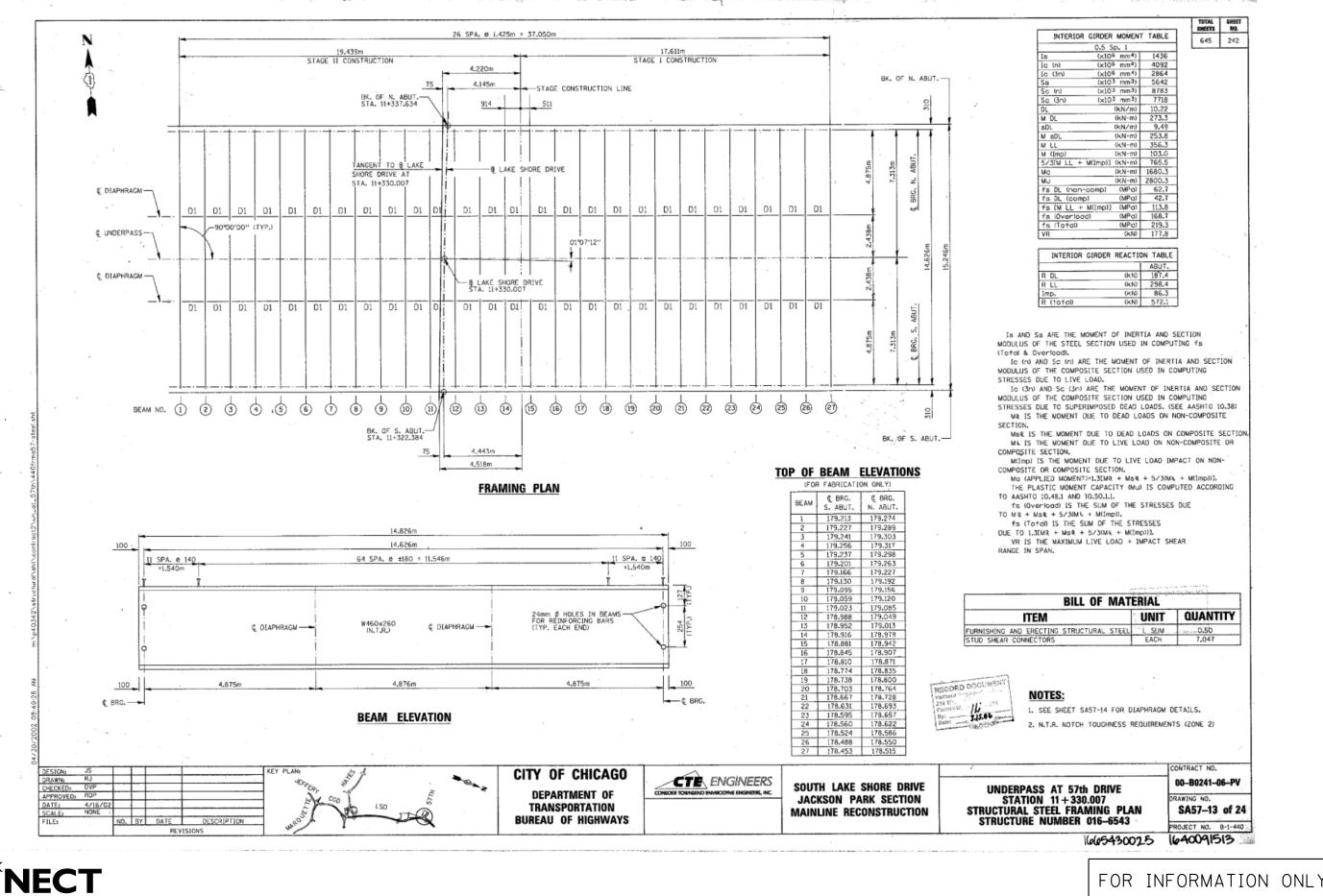
COUNTY TOTAL SHEET NO.

COOK 1434 839 SECTION COUNTY 2873 17-B7203-00-ES SN 016-6543 CDOT PROJECT NO. B-7-203

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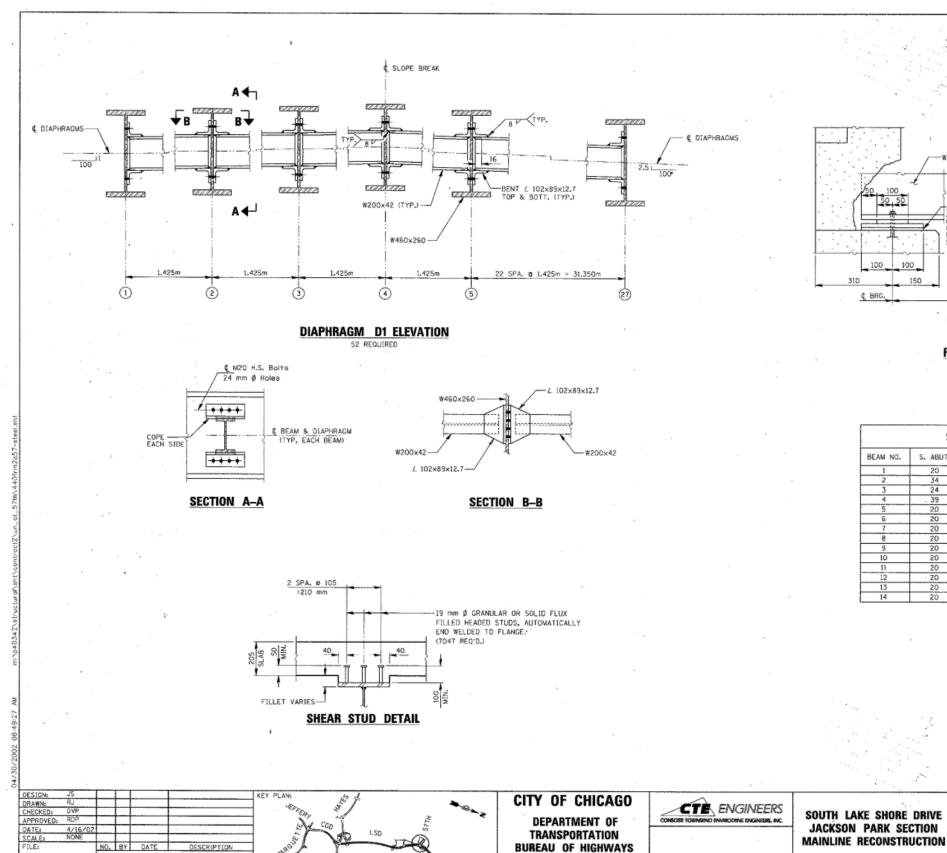
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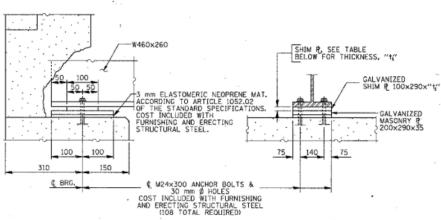


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COUNTY TOTAL SHEET NO.

COOK 1434 840 USER NAME = MD10z DESIGNED REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (11 OF 15)** CHECKED REVISED **DEPARTMENT OF TRANSPORATION** 17-B7203-00-ES 2873 STRUCTURE NO. 016-6543 BC-sht-6543ex-013.dgn DRAWN REVISED SN 016-6543 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** SHEET NO. SBX-11 OF 15 SHEETS PLOT DATE = 4/9/2020 CHECKED REVISED





### **FIXED BEARING DETAILS**

27 REQUIRED FOR N. ABUT. 27 REQUIRED FOR S. ABUT.

	SHIM PLATE TABLE "+;"											
BEAM NO.	S. ABUT.	N. ABUT.	BEAM NO.	S. ABUT.	N. ABUT.							
111	20	20	15	20	20							
2	34	34	16	20	20							
3	24	24	17	20	20							
4	. 39	39	18	20	20							
5	20	20	19	20	20							
6 .	20	20	20	20	20							
7	20	20	21	20	20							
8 .	20	20	22	20	20							
9	20	20	23	20	20							
10	20	20	24	20	20							
11	20	20	25	20	20							
. 12	· 20	20	26	20	20							
13	20	20	27	20	20							
1.4	20	20										

RECORD DOCUMENT

- 1. ALL STRUCTURAL STEEL SHAPES AND PLATES MUST CONFORM TO THE REQUIREMENTS OF AASHTO M270M GRADE 250.
- 2. ANCHOR BOLTS FOR FIXED BEARINGS MAY BE BUILT INTO THE MASONRY.
- 3. SEE SHEET SAS7-15 FOR ANCHOR BOLT DETAILS.
- 4. SEE SHEET SA57-13 FOR SHEAR STUD SPACING AND LOCATION OF

UNDERPASS	AT 57th DRIVE
STATION	11 + 330.007
STRUCTURAL	STEEL DETAILS
STRUCTURE N	IMRER 016_6543

00-B0241-06-PV DRAWING NO.

TOTAL SHEET NO. 645 243

SA57-14 of 24 PROJECT NO. 8-1-440

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FOR INFORMATION ONLY

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USER NAME = MD102	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE = 4/9/2020	CHECKED -	REVISED -

REVISIONS

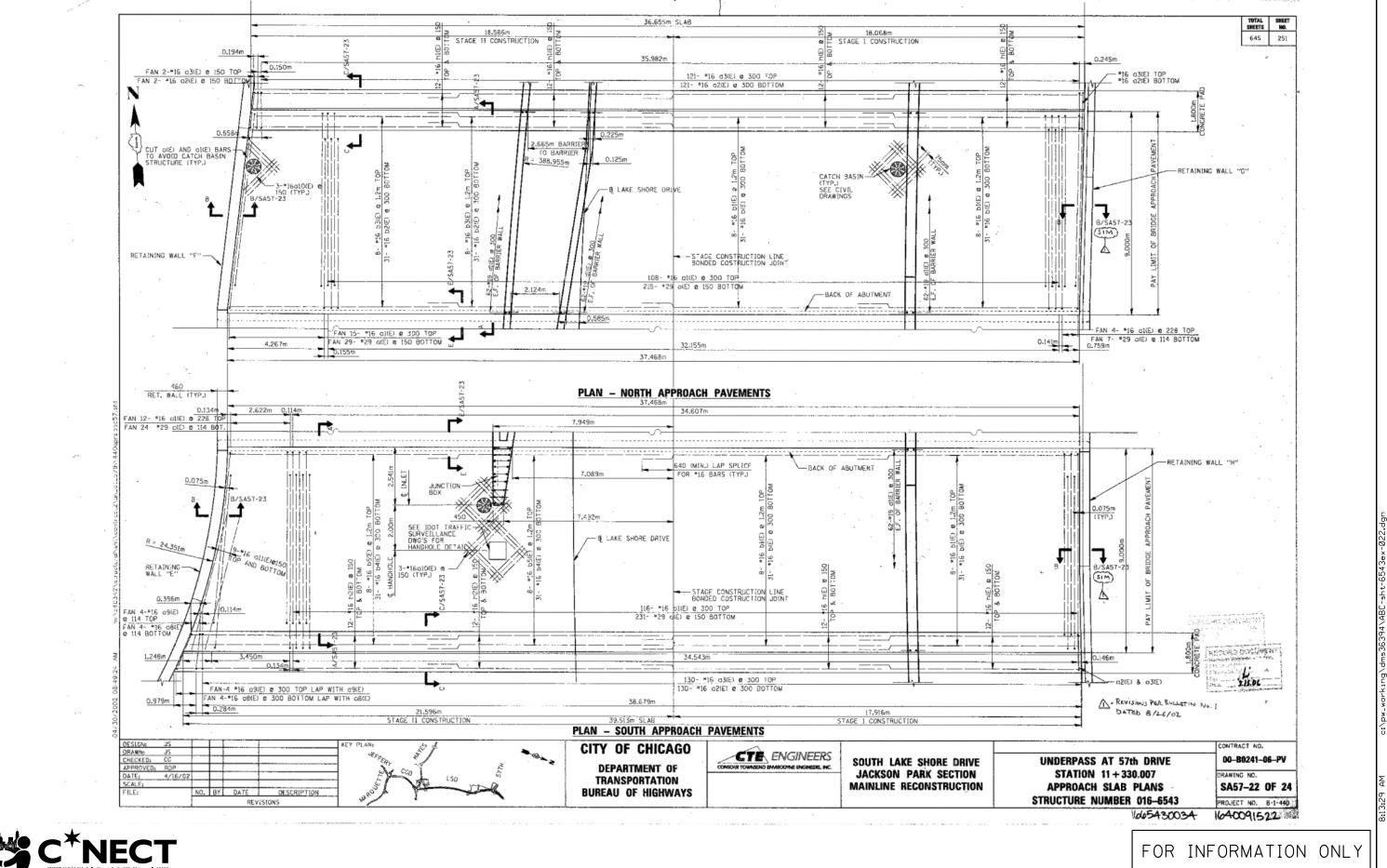
CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

EXISTING PLANS (12 OF 15) STRUCTURE NO. 016-6543 SHEET NO. SBX-12 OF 15 SHEETS

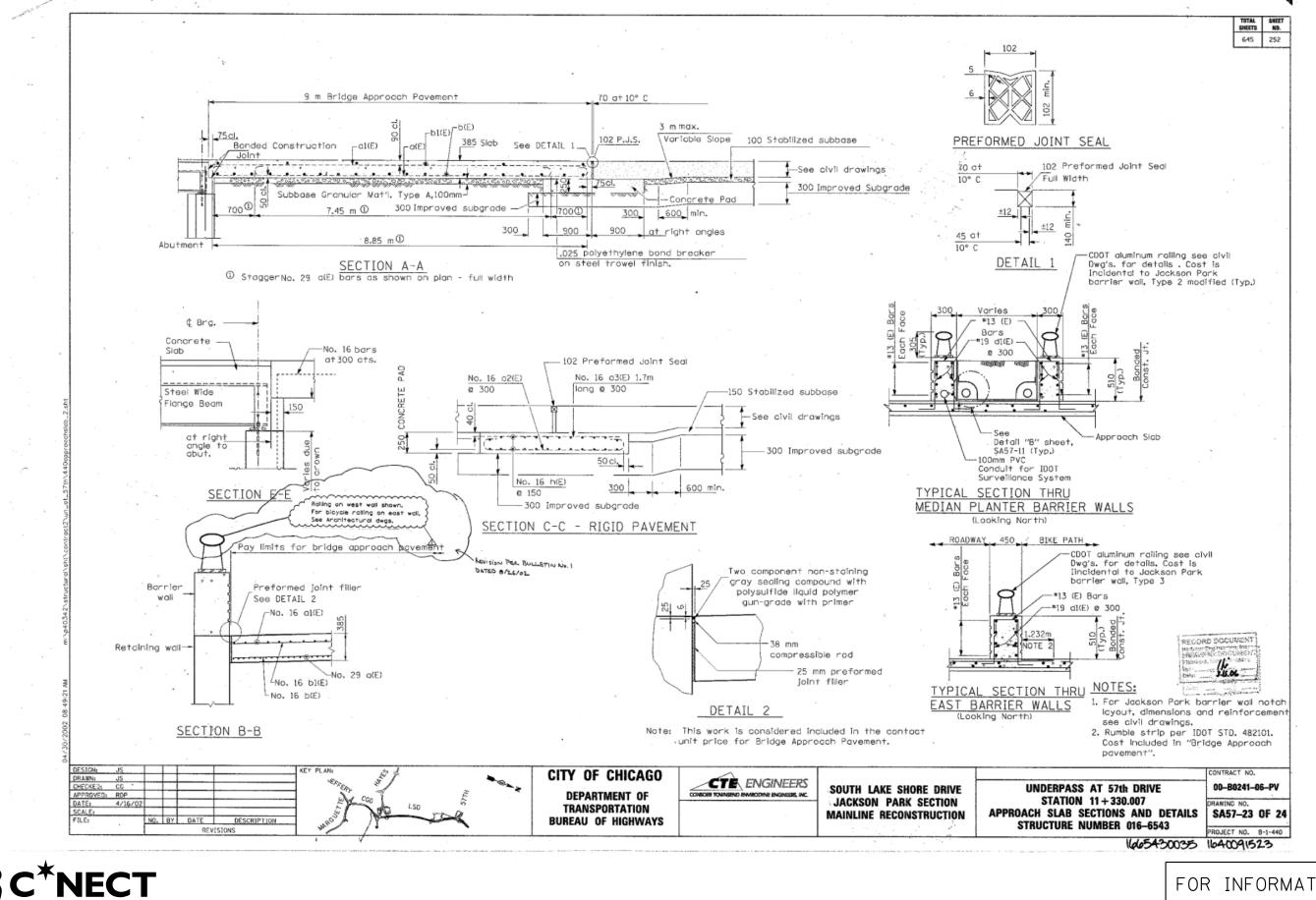
COUNTY TOTAL SHEET NO. SECTION COUNTY 17-B7203-00-ES SN 016-6543

CDOT PROJECT NO. B-7-203

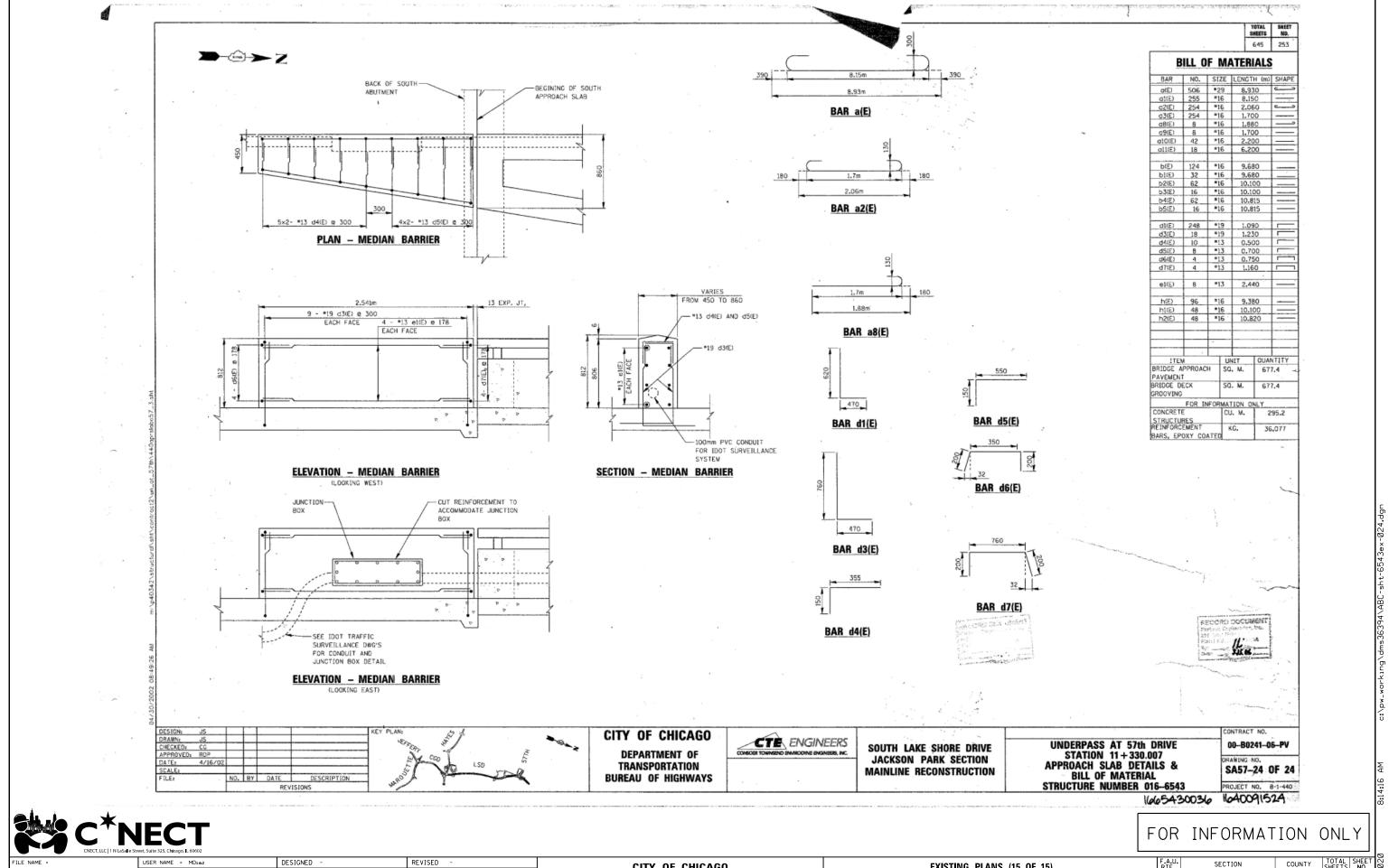
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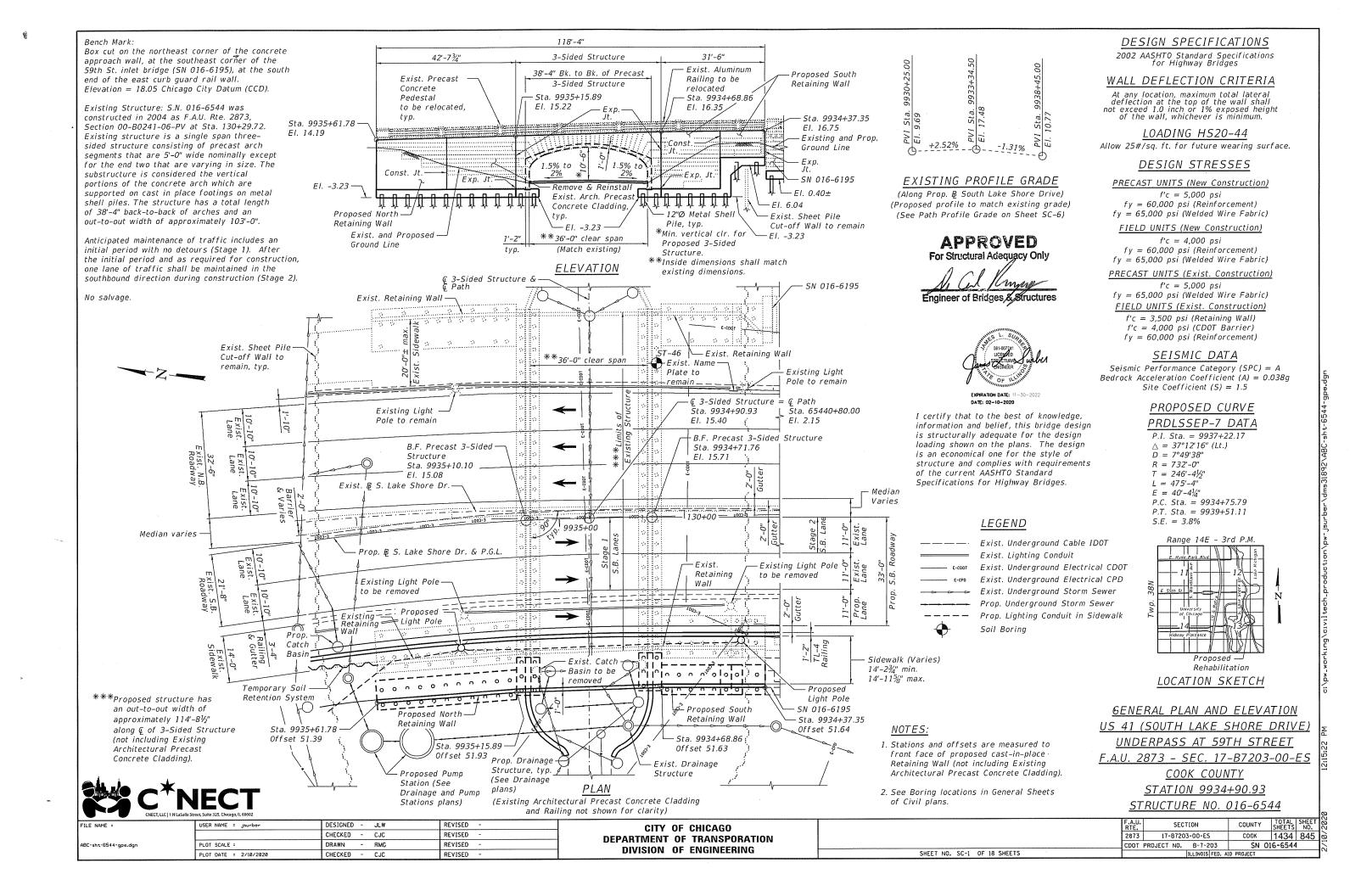
FILE NAME =	USER NAME = MD1az	DESIGNED -	REVISED -	CITY OF CHICAGO	EXISTING PLANS (13 OF 15)	F.A.U. SECTION	COUNTY SHEET OF
		CHECKED -	REVISED -	DEPARTMENT OF TRANSPORATION		2873 17-B7203-00-ES	соок 1434 842
ABC-sht-6543ex-022.dgn	PLOT SCALE =	DRAWN -	REVISED -		STRUCTURE NO. 016-6543	CDOT PROJECT NO. B-7-203	SN 016-6543
	PLOT DATE = 4/9/2020	CHECKED -	REVISED -	DIVISION OF ENGINEERING	SHEET NO. SBX-13 OF 15 SHEETS	ILLINOIS FED.	AID PROJECT
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FILE NAME = USER NAME = MD10Z DESIGNED - REVISED - CITY OF CHICAGO	EXISTING PLANS (15 OF 15)	RTF SECTION	COUNTY SHEETS NO. 6
CHECKED - REVISED - DEPARTMENT OF TRANSPORATION		2873 17-B7203-00-ES	соок 1434 844
ABC=sht=6543ex=024,dqn	STRUCTURE NO. 016–6543	CDOT PROJECT NO. B-7-203	SN 016-6543
PLOT DATE = 4/9/2020 CHECKED - REVISED - DIVISION OF ENGINEERING	SHEET NO. SBX-15 OF 15 SHEETS	ILLINOIS FED	D. AID PROJECT



88 kips (vertical), 3 kips (horizontal)

The contractor shall verify that the selected structure meets these design parameters. If the design parameters are exceeded, a complete foundation design with calculations, details, and the required seals shall be submitted for review and approval.

- 3. The contractor shall furnish all tools, materials and equipment necessary to ensure that the precast units do not incur cracking while being transported to and from the project site, stored during construction and when being installed.
- 4. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid
- 5. Elevations shall be verified in the field and may be adjusted as directed by the Engineer.
- 6. Protective Concrete Sealer shall be applied to the entire exterior surface of proposed C.I.P. Concrete Cap and top of proposed Retaining Wall and Headwall adjacent to sidewalk. All surfaces to be sealed shall be cleaned thoroughly prior to Protective Concrete Sealer application. See Special Provisions.
- 7. The Contractor must make his/her own investigation to determine the existence, nature and exact location of all utility lines and appurtenances within the limits of the project. The Contractor must provide all measures and precautions necessary to protect existing and new utilities.
- 8. All excavation for structures must be kept dewatered during construction operations until backfill is in place and provisions must be made to prevent the bottom of all excavations from freezing or flooding at all times. This work shall be paid for at the contract lump sum price for Dewatering Location #2. See Special Provisions.
- 9. Granular Backfill for Structures shall be placed per Article 586 of the 2019 Supplemental Specifications except mechanical compaction shall be required per Articles 502 and 205 of the Standard Specifications.
- 10. See Traffic Signals and Electrical Plans for traffic signal and lighting details.
- 11. See Drainage Plans for proposed drainage details.
- 12. See Civil Plans for proposed contours.
- 13. Contractor shall prepare and submit Structural Assessment Reports (SARs) for the proposed work, including removals, on structure to the Engineer for approval before beginning work. See Special Provision for Structural Assessment Reports for Contractor's Means and Methods.

### INDEX OF SHEETS

- SC-1 General Plan and Elevation
- General Notes, Index of Sheets and Total Bill of Material
- SC-3 Removal Details
- SC-4 Temporary Soil Retention System Details
- SC-5 Foundation Layout
- SC-6 Stage Construction Details
- SC-7 Arch Footing Details
- SC-8 Arch Details
- SC-9 Headwall Details
- SC-10 North Retaining Wall and Footing Details
- SC-11 South Retaining Wall and Footing Details (1 of 2) SC-12 South Retaining Wall and Footing Details (2 of 2)
- SC-13 Metal Shell Pile Details
- SC-14 Existing Structure Repair Details
- SC-15 to SC-18 2001 Soil Boring Logs

For existing structure plans, see Sheets SCX-1 thru SCX-45 immediately following Sheet SC-18.

### TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	16.5
Structure Excavation	Cu. Yd.	437
High Performance Concrete Structures	Cu. Yd.	155.9
Protective Concrete Sealer	Sq. Yd.	44
Reinforcement Bars, Epoxy Coated	Pound	26,210
Furnishing Metal Shell Piles 12"x0.250"	Foot	1,600
Driving Piles	Foot	1,600
Test Pile Metal Shells	Each	2
Pile Shoes	Each	50
Temporary Soil Retention System	Sq. Ft.	405
Geocomposite Wall Drain	Sq. Yd.	201
Membrane Waterproofing System for Buried Structures	Sq. Yd.	91
Granular Backfill for Structures	Cu. Yd.	511
Removing and Re-erecting Existing Railing	Foot	119
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	2
Grout Repair	Foot	20
Three-Sided Precast Concrete Structures 36'x13'	Foot	12
Pipe Underdrains for Structures, 4"	Foot	127
Remove and Reinstall Architectural Precast Concrete Cladding	L. Sum	0.5
Dewatering Location #2	L. Sum	0.5

### SCOPE OF WORK

- 1. Remove and store existing precast concrete pedestals, aluminum railing and architectural precast concrete cladding.
- 2. Remove and dispose of precast concrete cap and top of retaining wall as shown in the plans.
- 3. Install temporary soil retention system and excavate as required.
- 4. Drive metal shell piles for 3-sided structure widening.
- 5. Widen existing arch footing and 3-sided structure.
- 6. Construct retaining wall footings, stems and headwall.
- 7. Place waterproofing system, geocomposite wall drain and backfill.
- 8. Remove temporary soil retention system.
- 9. Reinstall exist. architectural precast concrete cladding.
- 10. Backfill and grade in front of retaining walls.
- 11. Construct concrete cap above retaining wall and cladding, apply Protective Concrete Sealer and reinstall aluminum railing.
- 12. Install new underpass lighting and architectural elements on inside of 3-sided structure.

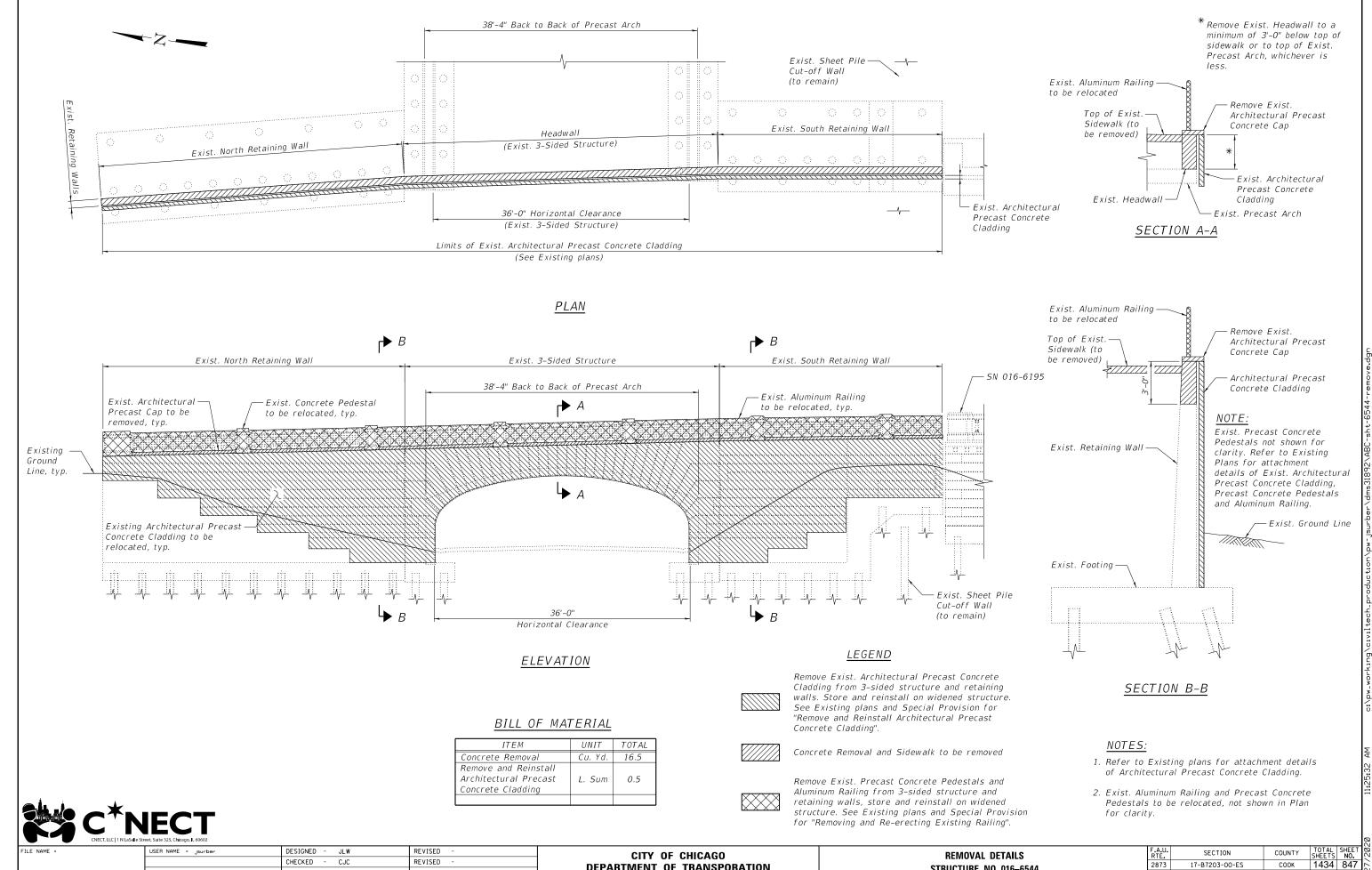


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USER NAME = jsurber DESIGNED - JLW REVISED CHECKED -CJC REVISED RMG REVISED PLOT DATE = 3/27/2020 CHECKED CJC REVISED

CITY OF CHICAGO DEPARTMENT OF TRANSPORATION **DIVISION OF ENGINEERING** 

GENERAL NOTES, INDEX OF SHEETS AND TOTAL BILL OF MATERIAL **STRUCTURE NO. 016-6544** SHEET NO. SC-2 OF 18 SHEETS



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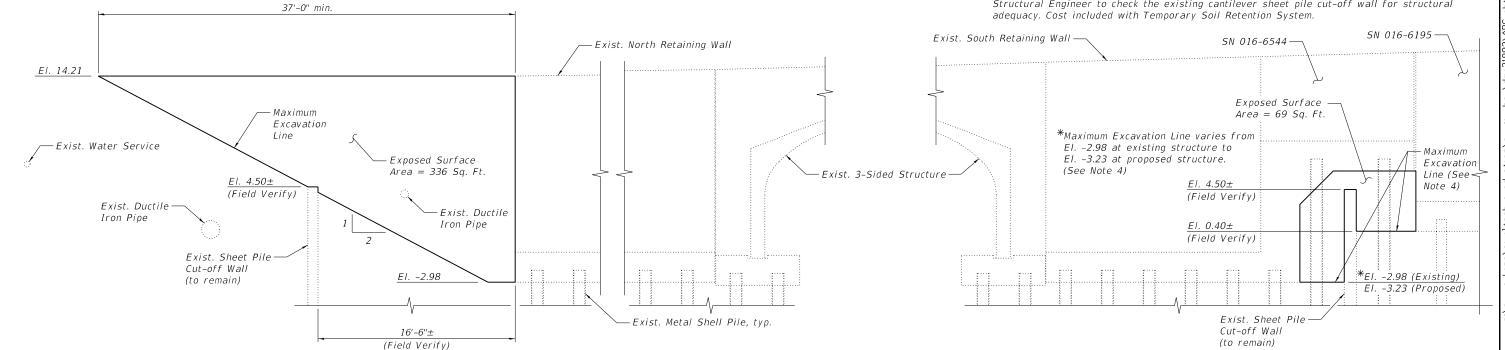
### PLAN - TEMPORARY SOIL RETENTION SYSTEM

1. A cantilevered sheet pile design does not appear feasible and additional members or other retention systems may be necesssary. Outer two rows of existing piles are battered. The Contractor is responsible for retaining an Illinois Licensed Structural Engineer to detail the design of the proposed temporary soil retention system per Article 522 of the Standard Specifications. All supporting documents, calculations and details must be submitted to the Engineer for review and approval prior to starting construction.

2. The Temporary Soil Retention System shall be designed to support a minimum live load surcharge of 240 psf.

3. Existing utility locations to be field verified prior to design, approval and installation of Temporary Soil Retention System.

4. Maximum elevation difference between soils on either side of the existing sheet pile cut-off wall at the South Retaining Wall shall be 6 feet during construction. For any proposed height differential greater than 6 feet, the Contractor is responsible for retaining an Illinois Licensed Structural Engineer to check the existing cantilever sheet pile cut-off wall for structural adequacy. Cost included with Temporary Soil Retention System.



### ELEVATION - TEMPORARY SOIL RETENTION SYSTEM

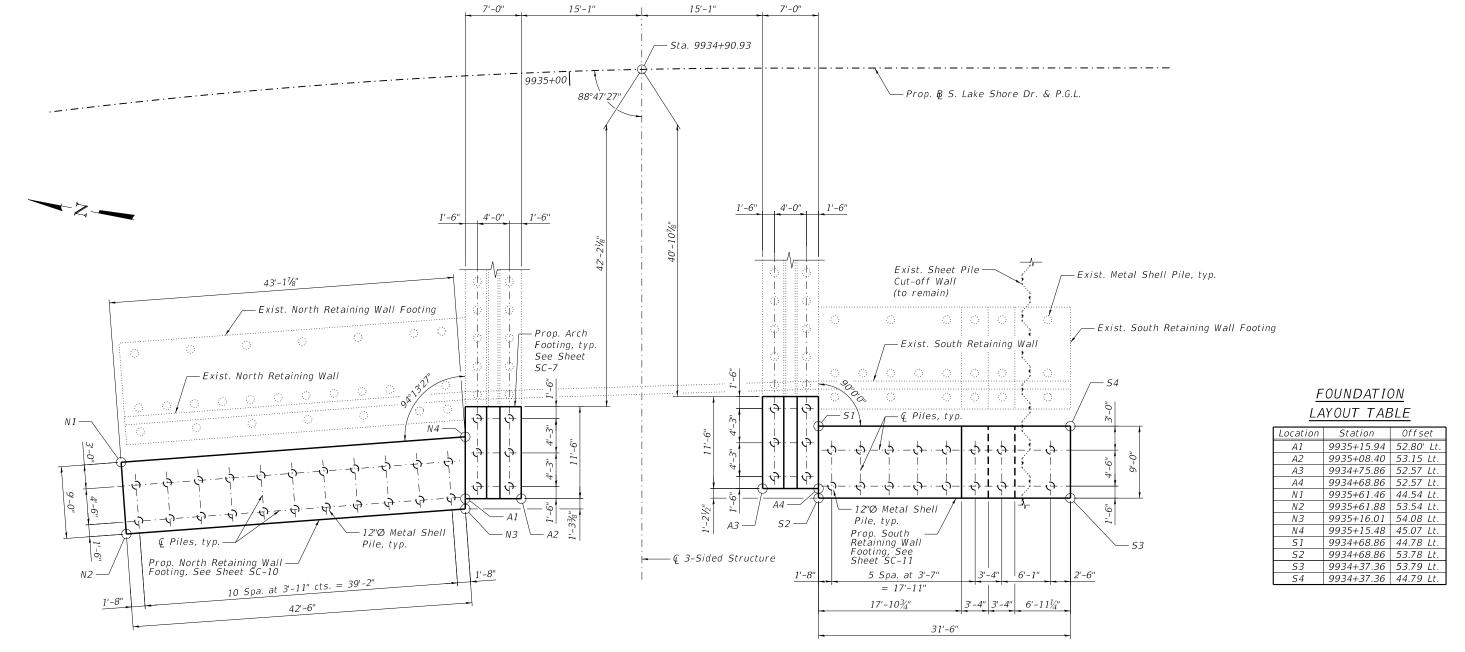
### BILL OF MATERIAL

ITEM	UNIT	TOTAL	
Temporary Soil Retention System	Sq. Ft.	405	
			l

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CNECT, LECT 1 N Lasalle Street, Suite 325, Chicago, iL 60002

FILE NAME =	USER NAME = jsurber	DESIGNED - JLW	REVISED -	CITY OF CHICAGO	TEMPORARY SOIL RETENTION SYSTEM DETAILS	F.A.U. SECTION	COUNTY TOTAL SHEET
		CHECKED - CJC/JLS	REVISED -	DEPARTMENT OF TRANSPORATION		2873 17-B7203-00-ES	соок 1434 848
ABC-sht-6544-TSRS.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -		STRUCTURE NO. 016-6544	CDOT PROJECT NO. B-7-203	SN 016-6544
	PLOT DATE = 6/26/2020	CHECKED - CJC/JLS	REVISED -	DIVISION OF ENGINEERING	SHEET NO. SC-4 OF 18 SHEETS	ILLINOIS FED.	AID PROJECT





### PLAN - FOUNDATION AND PILE LAYOUT

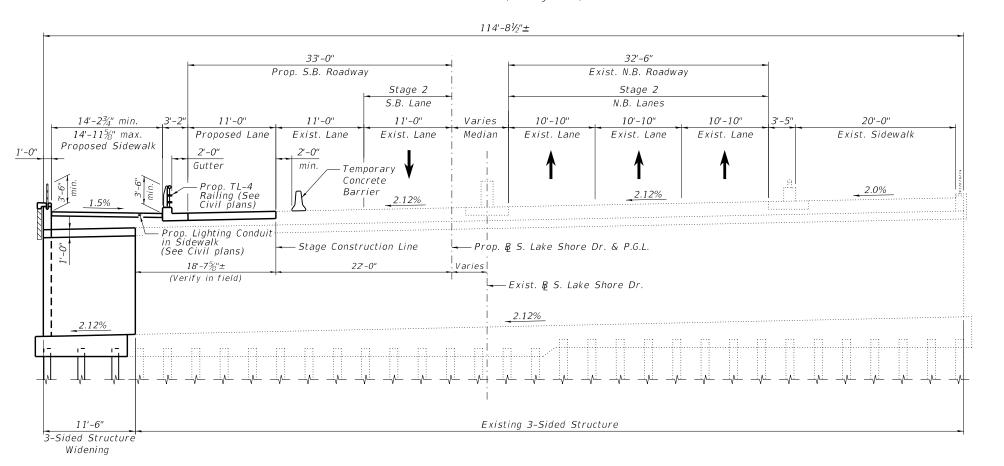
### NOTES:

- 1. Existing and Proposed footing for SN 016-6195 not shown for clarity.
- 2. See Sheet SC-13 for Metal Shell Pile Details.

CNECT, LLC   1 N LaSale Street, Sulte 325, CNcago, II. 60602
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		CHECKED - CJC	REVISED -	DEPARTMENT OF TRANSPORATION		2873 17-B7203-00-ES	соок 1434 849
ABC-sht-6544-ftg.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -		51KUCTUKE NU. UID-0344 +	CDOT PROJECT NO. B-7-203	SN 016-6544
	PLOT DATE = 3/27/2020 CHECKED - CJC REV	REVISED -	DIVISION OF ENGINEERING	SHEET NO. SC-5 OF 18 SHEETS	ILLINOIS FED. A		

### STAGE 2 REMOVAL - CROSS SECTION ALONG CENTERLINE OF 3-SIDED STRUCTURE (Looking North)



### STAGE 2 CONSTRUCTION - CROSS SECTION ALONG CENTERLINE OF 3-SIDED STRUCTURE (Looking North)



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		CHECKED	-	CJC	REVISED -	
	PLOT SCALE =	DRAWN	-	RMG	REVISED -	
	PLOT DATE = 3/27/2020	CHECKED	_	CIC	REVISED -	

### CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING**

STAGE CONSTRUCTION DETAIL	.S
STRUCTURE NO. 016-6544	
SHEET NO. SC-6 OF 18 SHEETS	

_ CDOT_PROJECT_NO.	1.10.1 000	_	CDOT	PROJECT						01	6-6544	
	CDOT PROJECT NO. B-7-203 SN 016-6544					ILLINOIS	FED.	AID	PROJECT			
2873 17-B7203-00-ES COOK 1434 850			F.A.U. RTE.		SEC	TION			COUNTY		SHEETS	NO.

NOTES:

65440+10.00

LVC = 20'

1. See Maintenance of Traffic plans for additional details.

VPI Sta. 65440+45.00

VPI Sta. 65440+54.34

VPI Sta. 65440+54.34

(per survey)

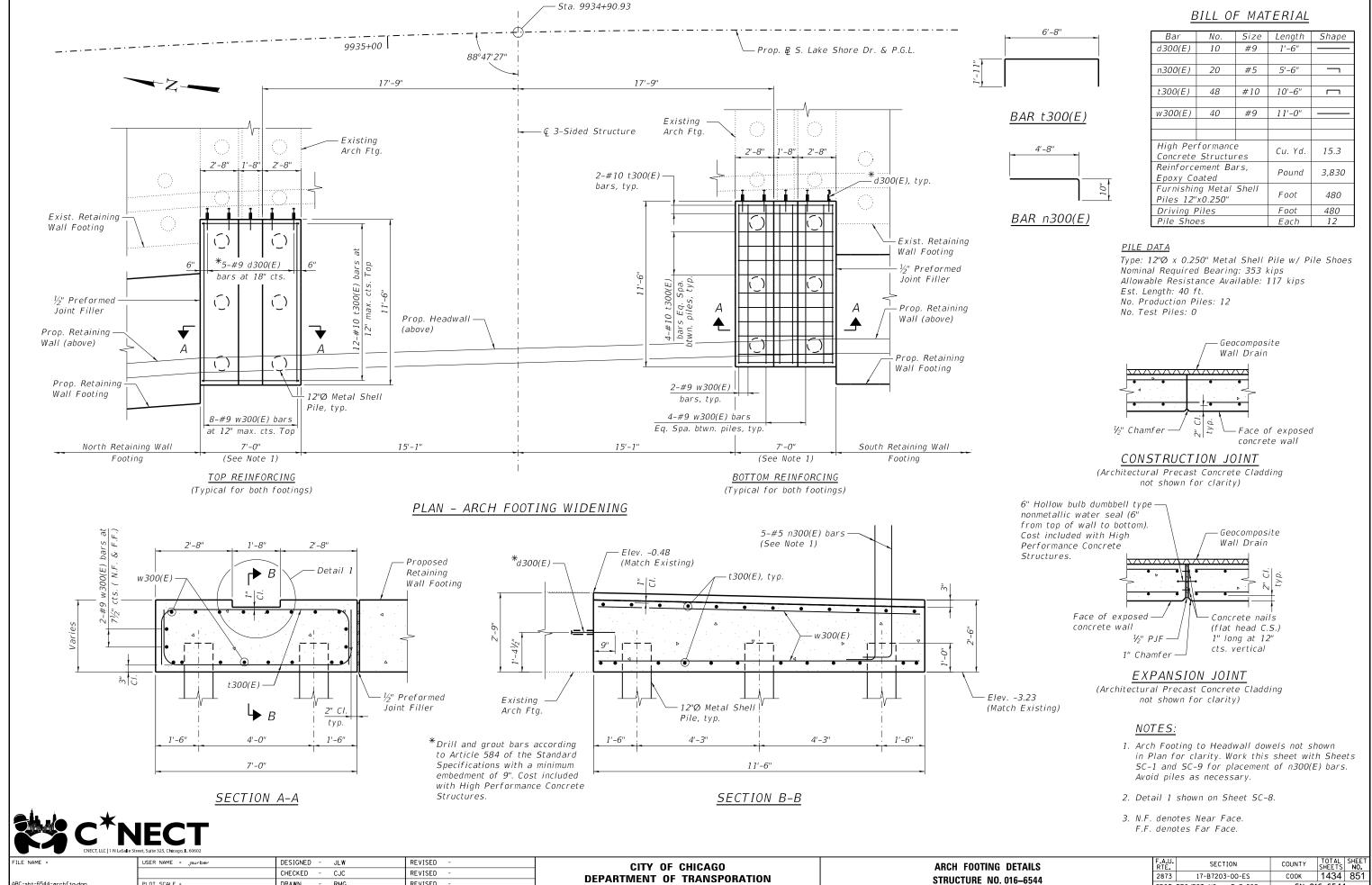
PATH PROFILE GRADE

(Along & Path)

2.12% (per exist. plans)

1.95% (per survey)

2. See Civil plans for proposed roadway widening, sidewalk, curb and gutter, Temporary Concrete Barrier and railing details.



**DIVISION OF ENGINEERING** 

RMG

CAC

CHECKED -

PLOT DATE = 3/27/2020

REVISED

REVISED

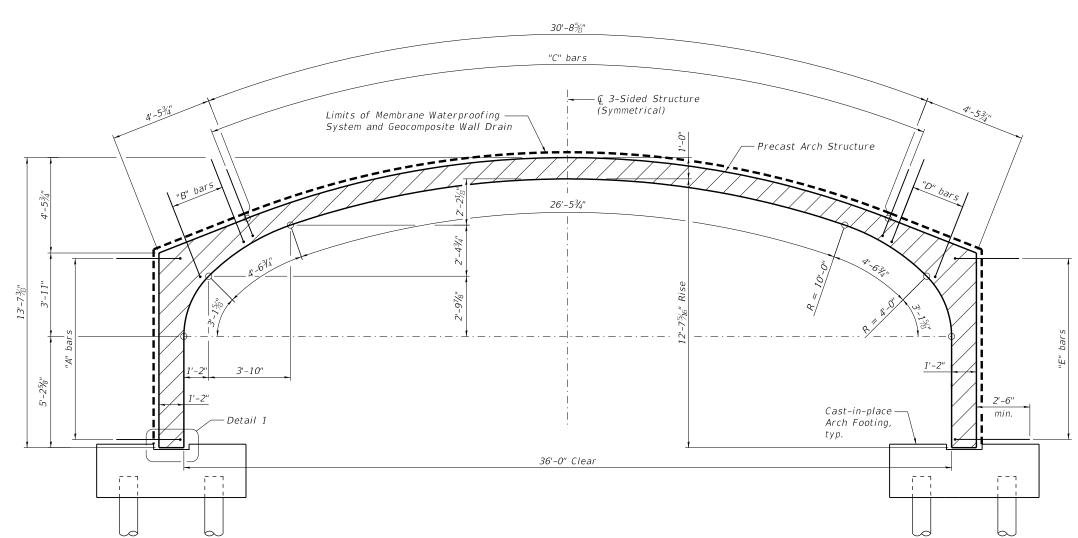
COUNTY TOTAL SHEET NO.

COOK 1434 851 SN 016-6544

CDOT PROJECT NO. B-7-203

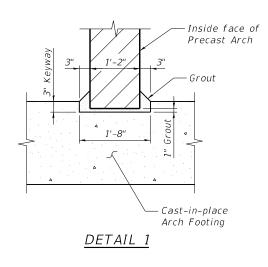
SHEET NO. SC-7 OF 18 SHEETS

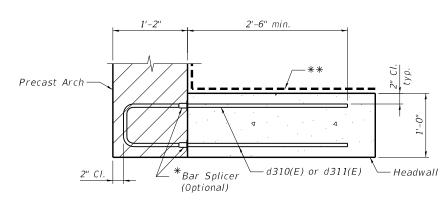
### SECTION COUNTY соок 1434 852 17-B7203-00-ES SN 016-6544



### TYPICAL SECTION

(Dowel bars "A" through "E" only required at headwall)





# 4'-6" d310(E) 3'-6" d311(E)

BARS d310(E) AND d311(E)

### MECHANICAL SPLICE IN PRECAST ARCH DETAIL (OPTIONAL)

- \*\* Contractor may provide mechanical splicers as shown at no additional cost.
- $^{**}$  Limits of Membrane Waterfroofing System and Geocomposite Wall Drain.

### BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d310(E)	16	#5	9'-8"	
d311(E)	99	#5	7'-8"	U
Geocompo	site Wall	Drain	Sq. Yd.	68
System fo	or Buried		Sq. Yd.	68
d310(E) 16 #5 9 d311(E) 99 #5 7  Geocomposite Wall Drain Sq Membrane Waterproofing System for Buried Structures Three-Sided Precast Concrete Structures 36'x13' **Reinforcement Bars	Foot	12		
		ars,	Pound	950

\*For Information Only. Cost included with Three-Sided Precast Concrete Structures.

"A" bars = 18-#5 d311(E) bars at 6" cts.

"B" bars = 8-#5 d310(E) bars at 6" cts.

"C" bars = 63-#5 d311(E) bars at 6" cts.

"D" bars =  $8-\#5 \, d310(E)$  bars at 6" cts.

"E" bars = 18-#5 d311(E) bars at 6" cts.

### NOTES:

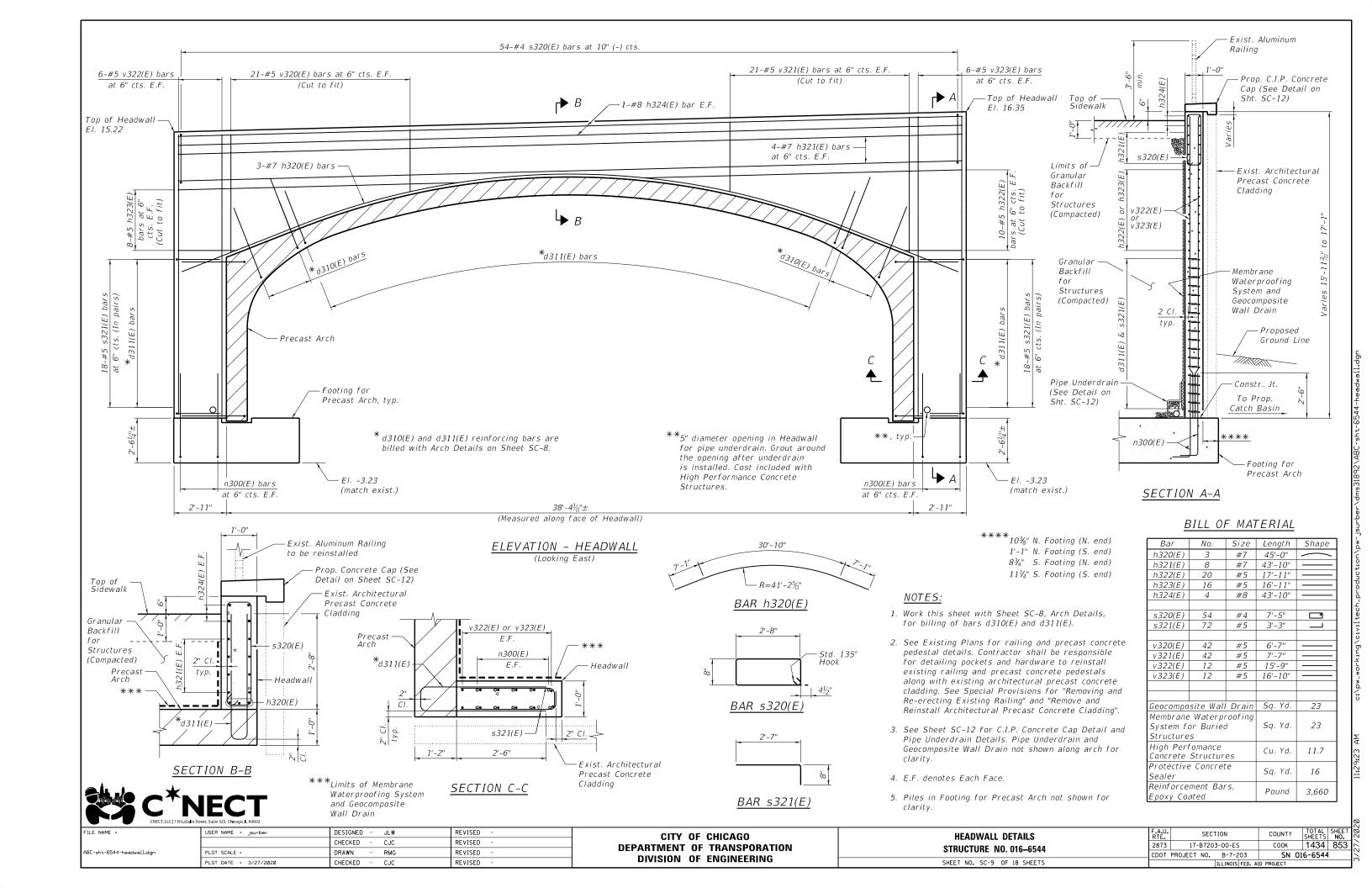
- 1. The Contractor shall submit a complete design of the Precast Arch Structure and all construction documents to the Engineer for review and approval prior to starting construction. All documents shall be prepared and sealed by an Illinois Licensed Structural Engineer.
- 2. The three-sided concrete structure shall be designed, manufactured, installed and load rated per the requirements of the Special Provision for "Three Sided Precast Concrete Structure" except that the design shall be according to the AASHTO LFD Standard Specifications, as shown on the plans, and shall include the effects of unyielding foundation conditions for the sequence of construction anticipated.
- 3. Joint waterproofing, Membrane Waterproofing System and Geocomposite Wall Drain shall be applied to the outer surfaces of the arch and headwall below the proposed sidewalk prior to backfilling per the applicable portions of Sections 503, 504, 540.06 and 591 of the Standard Specifications and per the Special Provisions for "Membrane Waterproofing System for Buried Structures" and "Three Sided Precast Concrete Structure". Waterproofing must also meet the minimum requirements of the threesided structure manufacturer. Joint spacing between precast arches shall be per the manufacturer's recommendations and shall be 1/4" minimum.
- 4. Work this drawing with Sheet SC-9, Headwall Details, for placing of reinforcing bars shown.
- 5. Painting of the underside of arch and other architectural elements on the underside of arch to be installed in a future contract.
- 6. See Electrical Lighting Plans for Precast Arch Lighting Details.

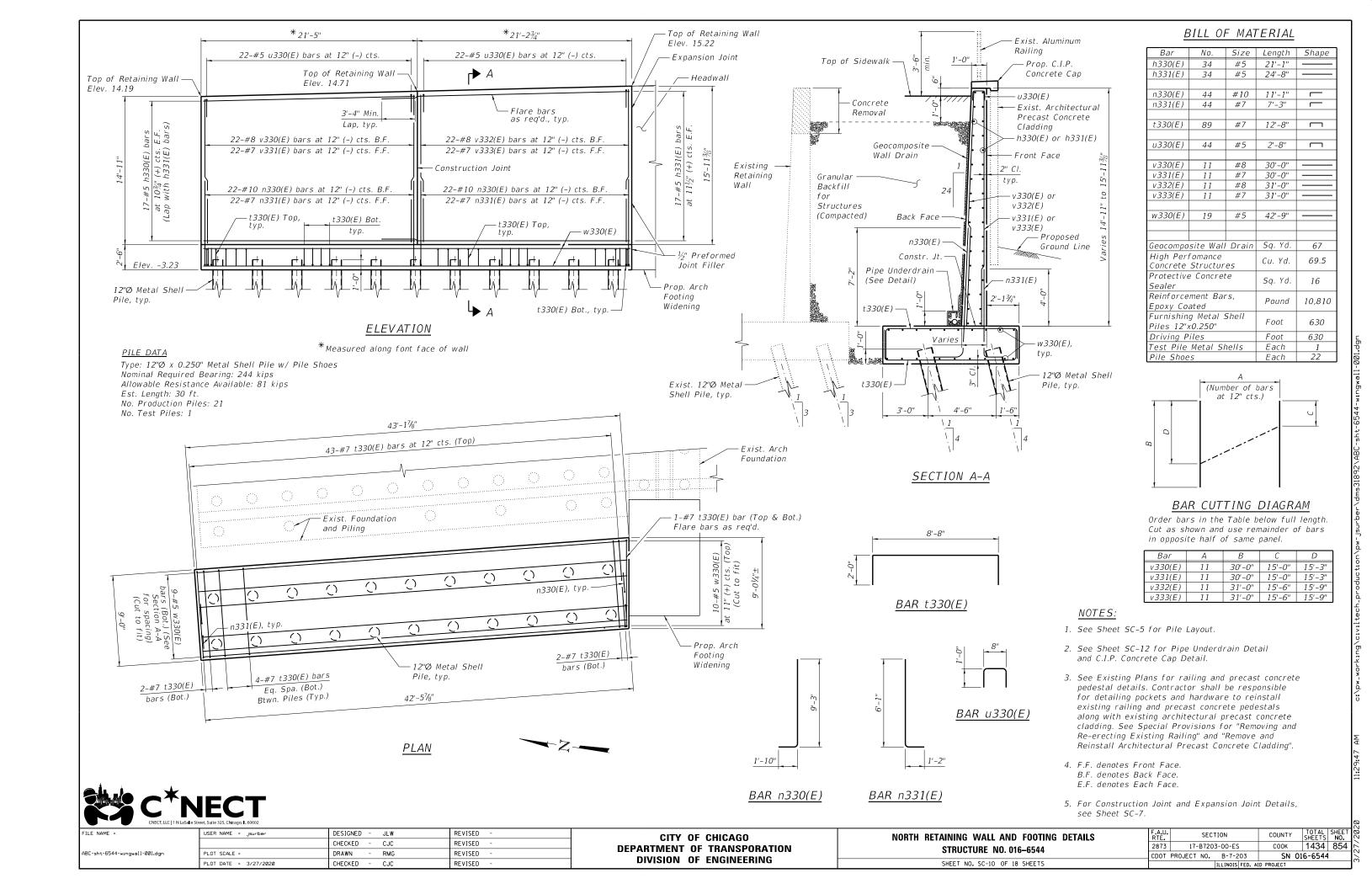
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FILE NAME =	USER NAME = Jsurber	DESIGNED - JLW	REVISED -	
		CHECKED - CJC	REVISED -	
ABC-sht-6544-archdet.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -	
	PLOT DATE = 3/27/2020	CHECKED - CJC	REVISED -	

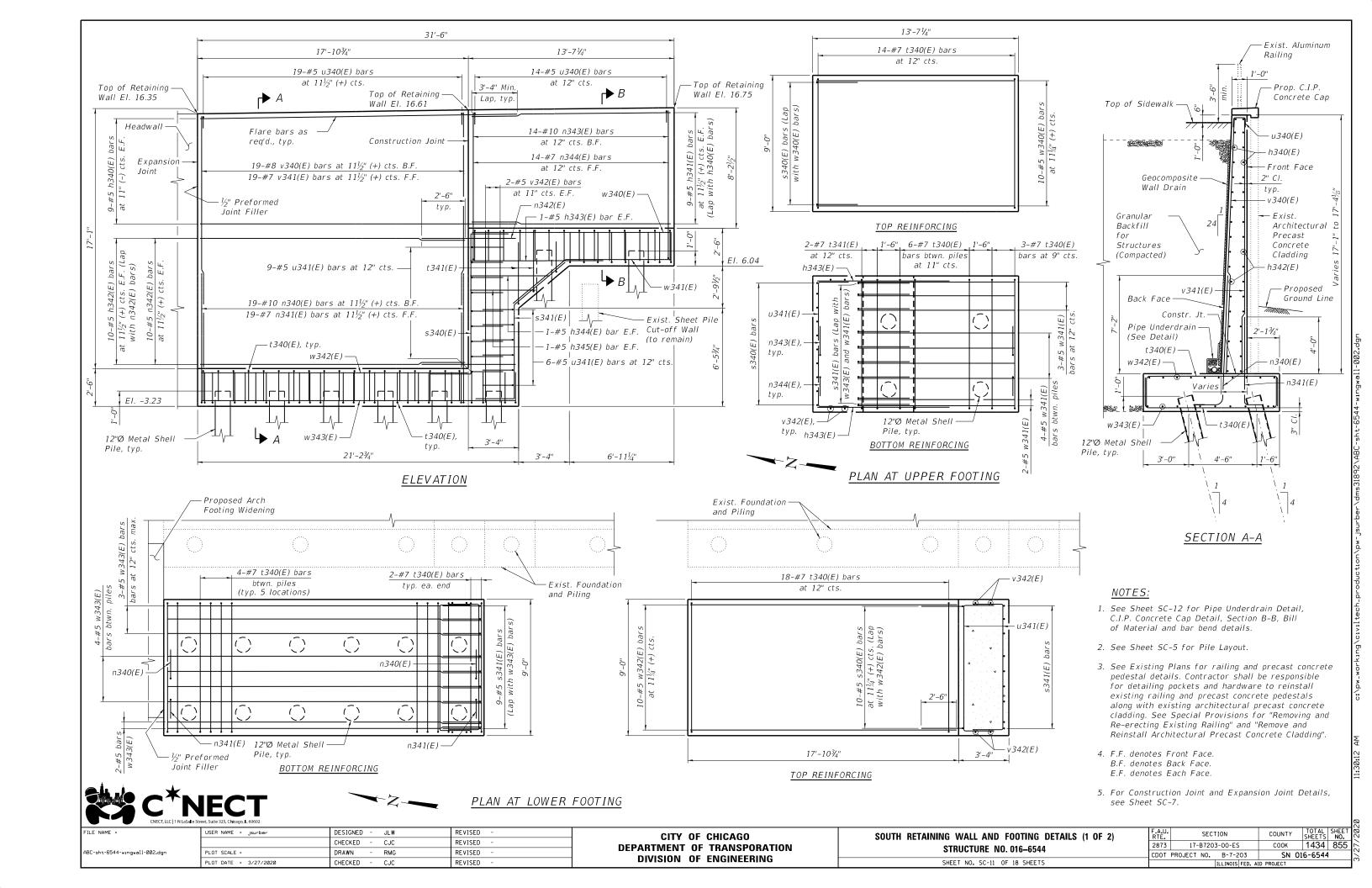
CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

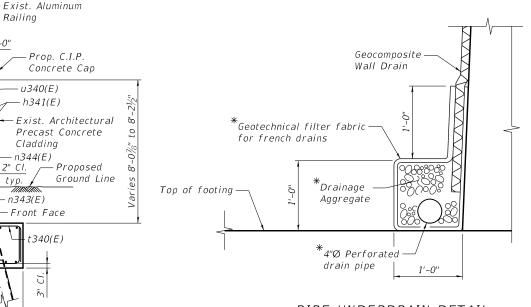
ARCH DETAILS STRUCTURE NO. 016-6544 SHEET NO. SC-8 OF 18 SHEETS

CDOT PROJECT NO. B-7-203









## PIPE UNDERDRAIN DETAIL

\*Included in the cost of Pipe Underdrains for Structures, 4"

### BILL OF MATERIAL

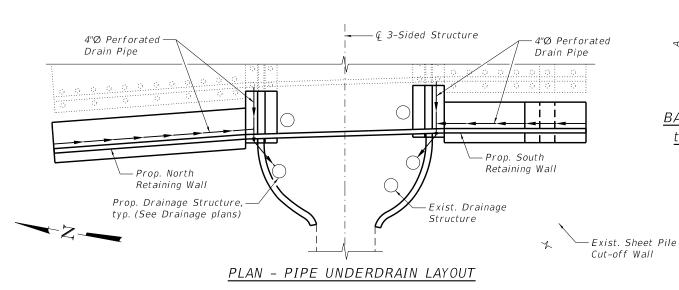
	122 01	, , , , ,		
Bar	18			
h340(E)	18	#5	21'-3"	
h341(E)	18	#5		
h342(E)	20	#5	17'-6"	
h343(E)	2	#5	8'-8"	
h344(E)	2	#5	5'-2"	-
h345(E)	2	#5	4'-0"	-
n340(E)	19	#10	11'-1"	
n341(E)	19	#7		
n342(E)	20	#5	5'-10"	
n343(E)	14	#10	11'-10"	
n344(E)	14	#7	11'-2"	
s340(E)	10	#5		5
s341(E)	9	#5	13'-1"	ĺ
	·			
t340(E)	65			ш
t341(E)	2	#7	16'-8"	
2.12(=)			21 21	
u340(E)				ш
u341(E)	15	#5	12"-8"	]
v340(E)	19	#8	16'-11"	
v341(E)	19	#7		
v342(E)	4	#5	11'-4"	ļ
w340(E)				
w341(E)				
w342(E)				-
w343(E)	9	#5	20'-9"	
			Sq. Yd.	43
			Cu. Yd.	59.4
Protective Sealer	Concre	te	Sq. Yd.	12
		ſs,	Pound	7,910
	g Metal :	Shell	Foot	490
Driving P			Foot	490
Test Pile	Metal Si	nells	Eacn	I

### CONCRETE CAP DETAIL

6"

\*\*Cost included with pay item "High Performance Concrete Structures".

\*\*\* See Special Provision "Removing and Re-erecting Existing Railing" for reinstallation of Existing Aluminum Railing.



Existing underdrain connections to storm drainage system shall be maintained. Cost included with Pipe Underdrains for

Railing

– n343(E)

Bar Α u340(E) 1'-3" u341(E) 2'-0" t340(E) 2'-0" 8'-8" t341(E) 4'-0" 8'-8" В

\*\*\*Exist. Aluminum

Prop. C.I.P.

Concrete Cap

Retaining -

Wall

Grout -

Railing

Top of

Sidewalk

Bar | A | B n340(E) 9'-3" 1'-10" n341(E) 6'-1" 1'-2" n343(E) 10'-0" 1'-10" n344(E) 10'-0" 1'-2"

Concrete Curb shall be reinforced

with welded wire fabric, 6" x 6" -

W4.0 x W4.0, weighing 58 lbs. per

in the pay item High Performance

\* -10 mil. Polyethylene

-Limits of Protective

Concrete Sealer

Exist. Architectural

Precast Concrete

Cladding

bond breaker

Concrete Structures.

100 sq. ft. Cost of WWF is included

BARS n340(E), n341(E), n343(E) AND n344(E)

# 2'-8" 2'-6"

Type: 12"Ø x 0.250" Metal Shell Pile w/ Pile Shoes Nominal Required Bearing: 244 kips Allowable Resistance Available: 81 kips

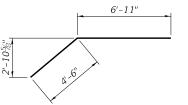
Est. Length: 40 ft. No. Production Piles: 4 No. Test Piles: 0

### PILE DATA - LOWER FOOTING

PILE DATA - UPPER FOOTING

Type: 12"Ø x 0.250" Metal Shell Pile w/ Pile Shoes Nominal Required Bearing: 244 kips Allowable Resistance Available: 81 kips

Est. Length: 30 ft. No. Production Piles: 11 No. Test Piles: 1



BAR w341(E)

BARS u340(E), u341(E),

t340(E) AND t341(E)

BAR s340(E)

8"

8'-8"

BAR s341(E)

Top of Sidewalk -

Back Face

SECTION B-B

Geocomposite -

Wall Drain

Pipe Underdrain —

(See Detail)

Exist. Retaining

Wall footing

w341(E

12"Ø Metal Shell

Pile, typ.

Granular Backfill -

for Structures

(Compacted)

FILE NAME =	USER NAME = jsurber	DESIGNED - JLW	REVISED -
		CHECKED - CJC	REVISED -
ABC-sht-6544-wingwall-003.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -
	PLOT DATE = 3/27/2020	CHECKED - CJC	REVISED -

NOTE:

Structures, 4".

CITY OF CHICAGO DEPARTMENT OF TRANSPORATION **DIVISION OF ENGINEERING** 

OUTH	RETAINING	WALL AND			(2 OF 2)
	٠.		10.010 00	-	
	SHE	ET NO. SC-12	OF 18 SHEET	'S	

F.A.U. RTE.		SEC	ΓΙΟΝ			COUNTY		TOTAL	SHEET NO.
2873	17-	B720	3-00-ES		T	СООК		1434	856
CDOT	PROJECT	NO.	B-7-2	03	Т	SN	01	6-6544	
			ILLINOIS	FED.	AID	PROJECT			

### METAL SHELL PILE TABLE

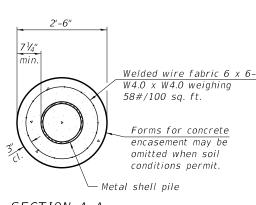
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd.³/ft.)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470

# Cut square for tight fit (within 0.01") before welding Metal shell piles See Detail A Metal shell pile

# Bottom of pile cap

ELEVATION

6" Horizontal bend, typ.



### SECTION A-A

### DETAIL A

Shop or

 $s = t - \frac{1}{16}$ "

field weld

### WELDED COMMERCIAL SPLICE

Notes:

The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them. Pile segments shall be driven to solid contact with splicer before welding.

### INDIVIDUAL PILE CONCRETE ENCASEMENT (When specified)

# Field fabricated or commercial backing ring Shop or field weld Metal shel pile $s = t - \frac{1}{16}$

# PP12: 8-#7 bars PP14: 11-#7 bars PP16: 13-#7 bars Bottom of abutment (10'-6" long, typ.) В Metal Shell SECTION B-B ELEVATION

### REINFORCEMENT AT ARCH FOOTINGS AND RETAINING WALLS (Omit when concrete encasement is specified)

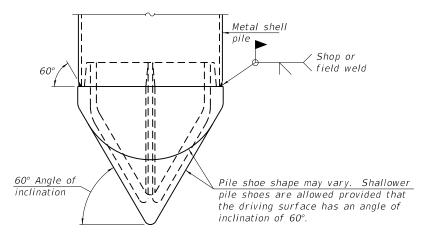
The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

Metal shell

pile

### END PLATE ATTACHMENT

¾" End plate



### PILE SHOE ATTACHMENT

(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential

F-MS

1-1-2020

COUNTY TOTAL SHEET NO. COOK 1434 857 USER NAME = jsurber DESIGNED - JLW REVISED SECTION CITY OF CHICAGO **METAL SHELL PILE DETAILS** CHECKED - CJC REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 BC-sht-6544-pıledetail.dgn RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6544 **DIVISION OF ENGINEERING** SHEET NO. SC-13 OF 18 SHEETS PLOT DATE = 3/27/2020 CHECKED -CAC REVISED

COMPLETE PENETRATION WELD SPLICE

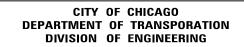
vertically rejoin with partial joint penetration weld.

\* Field fabricated backing ring may be made from pile shell

by removing segment to allow reducing circumference and

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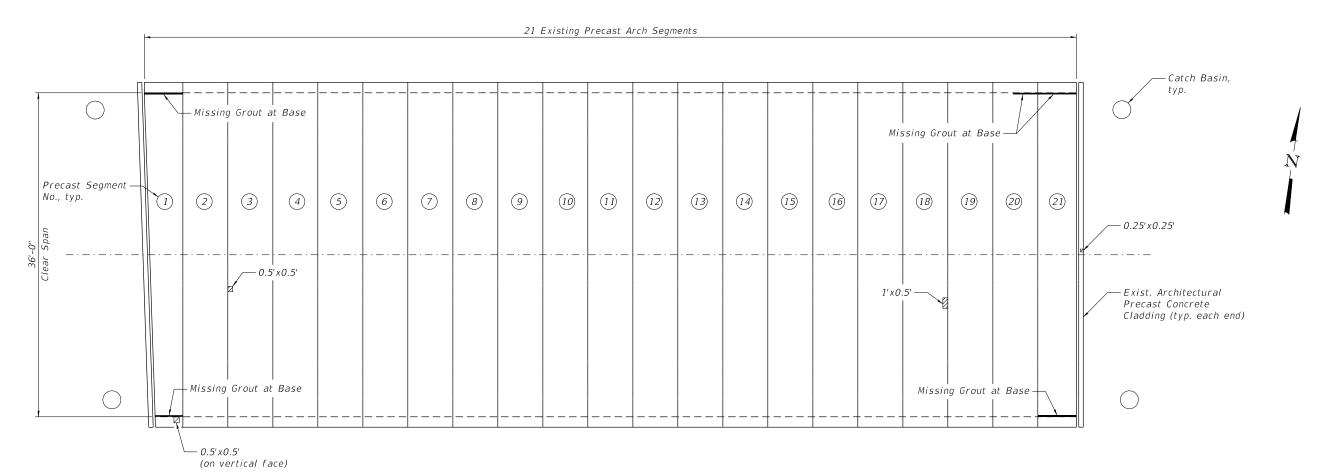




**EXISTING STRUCTURE REPAIR DETAILS** STRUCTURE NO. 016-6544 SHEET NO. SC-14 OF 18 SHEETS

COUNTY TOTAL SHEET NO.

COOK 1434 858 SECTION COUNTY 17-B7203-00-ES SN 016-6544 CDOT PROJECT NO. B-7-203



### PLAN - PRECAST ARCH AND CLADDING REPAIR DETAILS

## BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	2
Grout Repair	Foot	20

### LEGEND

Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)

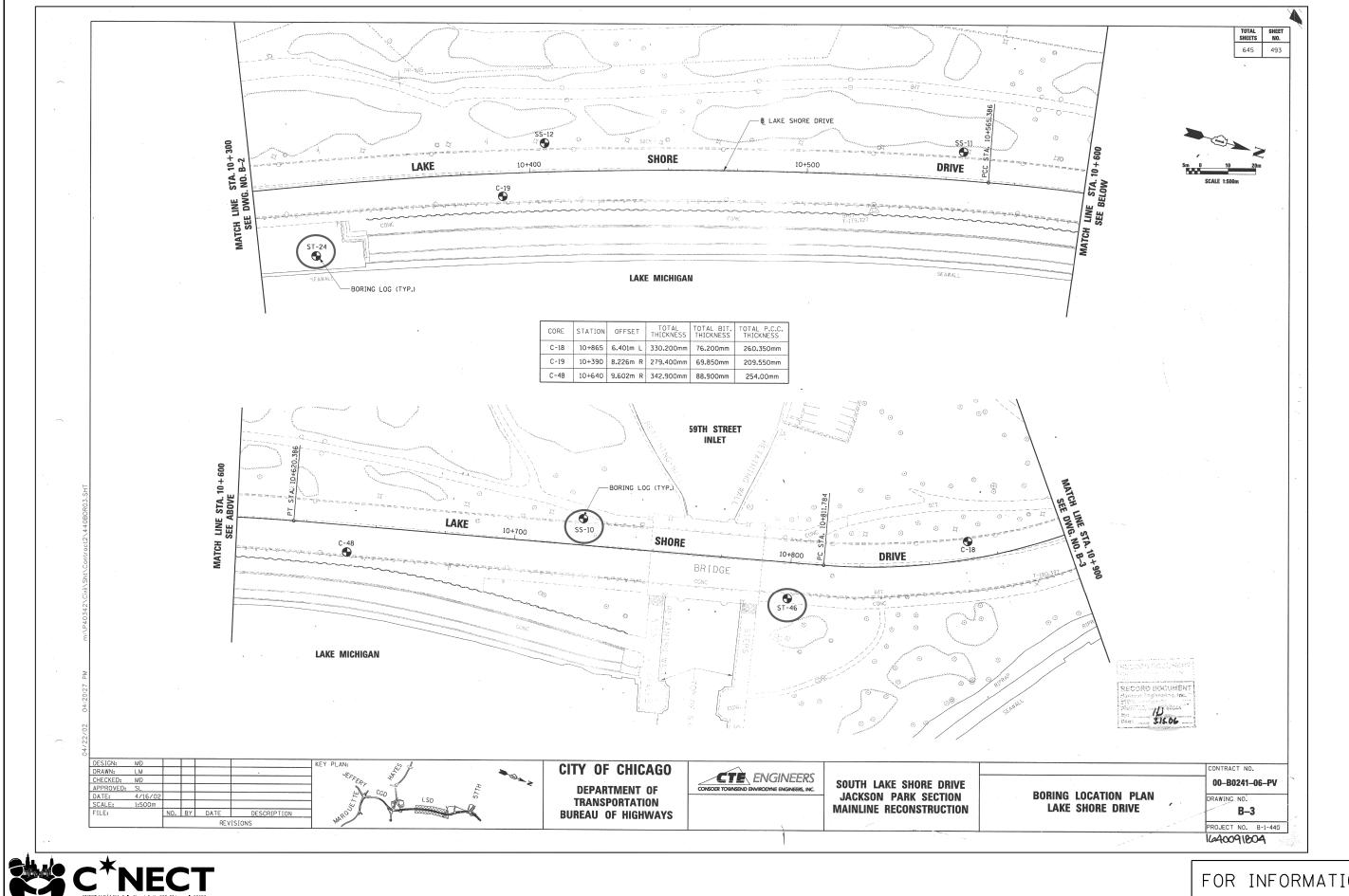
Grout Repair (for Missing Non-shrink Grout)

### NOTES:

- 1. Verify in the field during construction all locations that require repairs. All quantities of repairs shall be approved by the Engineer.
- 2. Wingwalls not shown for clarity as there were no repairs required at the time of inspection.
- 3. Match existing finish of architectural precast concrete cladding for structural repairs to cladding. Cost included with Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches).

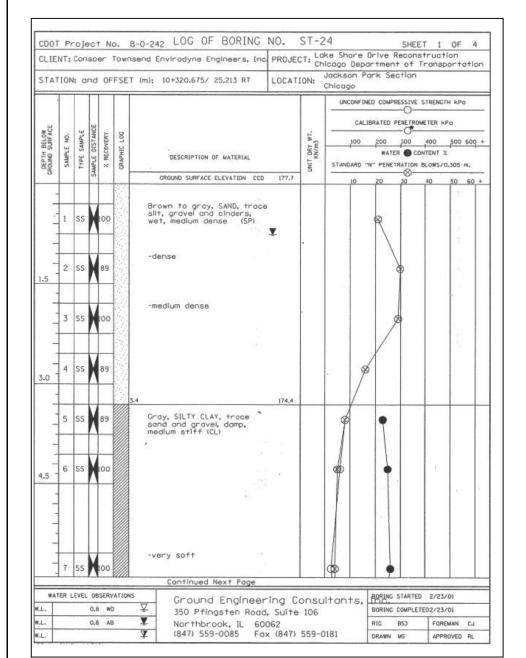
BC-sht-6544-repair.dgn

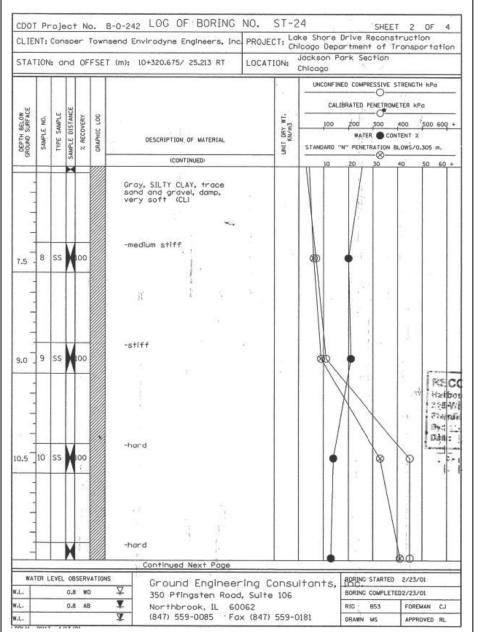
PLOT DATE = 3/27/2020 CHECKED -CAC REVISED

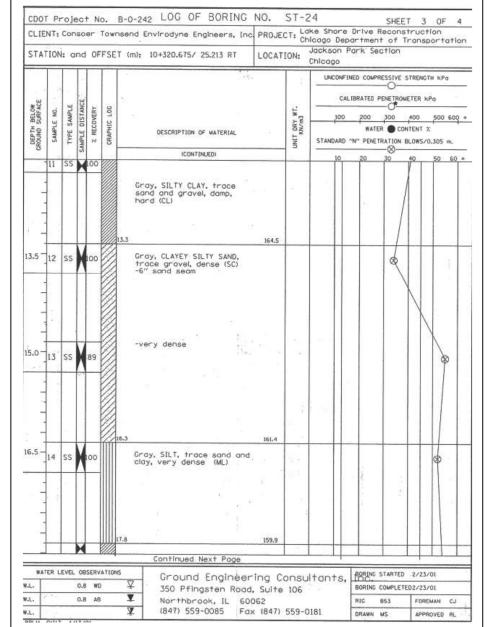


COUNTY TOTAL SHEET NO.

COOK 1434 859 DESIGNED - JLW REVISED 2001 SOIL BORING LOGS (1 OF 4) SECTION CITY OF CHICAGO CHECKED - CJC REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 BC-sht-6544-boring-001.dgn PLOT SCALE = DRAWN REVISED SN 016-6544 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -CJC REVISED SHEET NO. SC-15 OF 18 SHEETS









USER NAME = jsurber REVISED DESIGNED -JL W CHECKED -CJC REVISED RMG REVISED PLOT DATE = 3/27/2020 CHECKED CJC REVISED

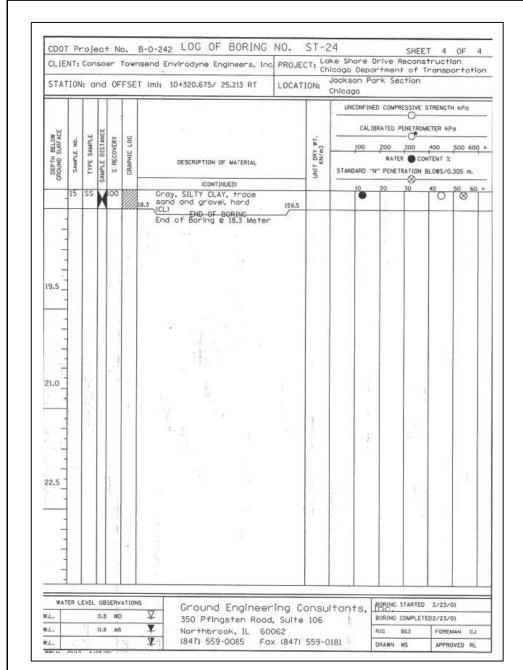
CITY OF CHICAGO **DIVISION OF ENGINEERING**  2001 SOIL BORING LOGS (2 OF 4) STRUCTURE NO. 016-6544 SHEET NO. SC-16 OF 18 SHEETS

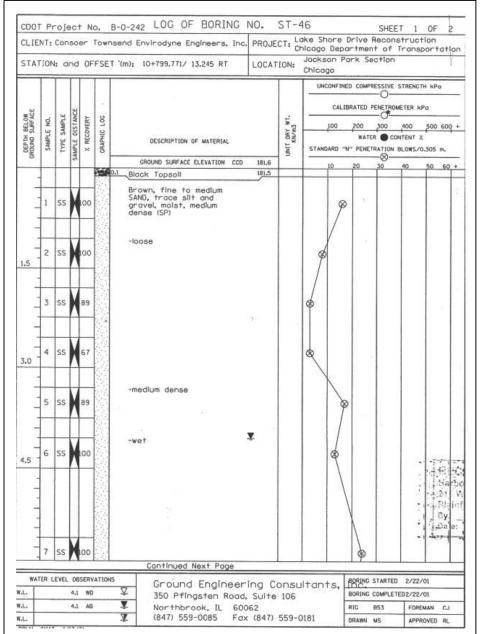
COUNTY TOTAL SHEET NO.

COOK 1434 860 SECTION COUNTY 17-B7203-00-ES 2873 CDOT PROJECT NO. B-7-203 SN 016-6544

BC-sht-6544-boring-002.dgn

DEPARTMENT OF TRANSPORATION





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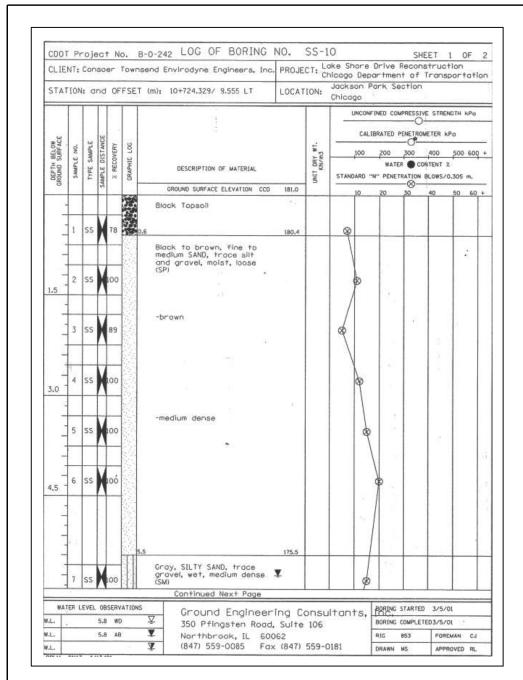


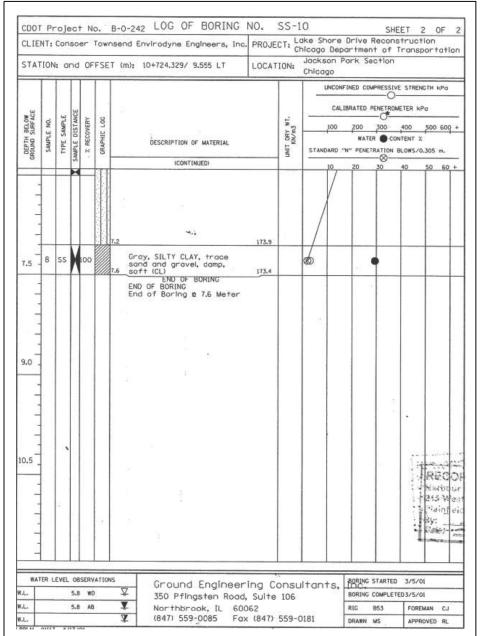
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USER NAME = jsurber	DESIGNED	-	JL W	REVISED	-
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PLOT SCALE =	DRAWN	-	RMG	REVISED	-
PLOT DATE = 3/27/2020	CHECKED	-	CJC	REVISED	-

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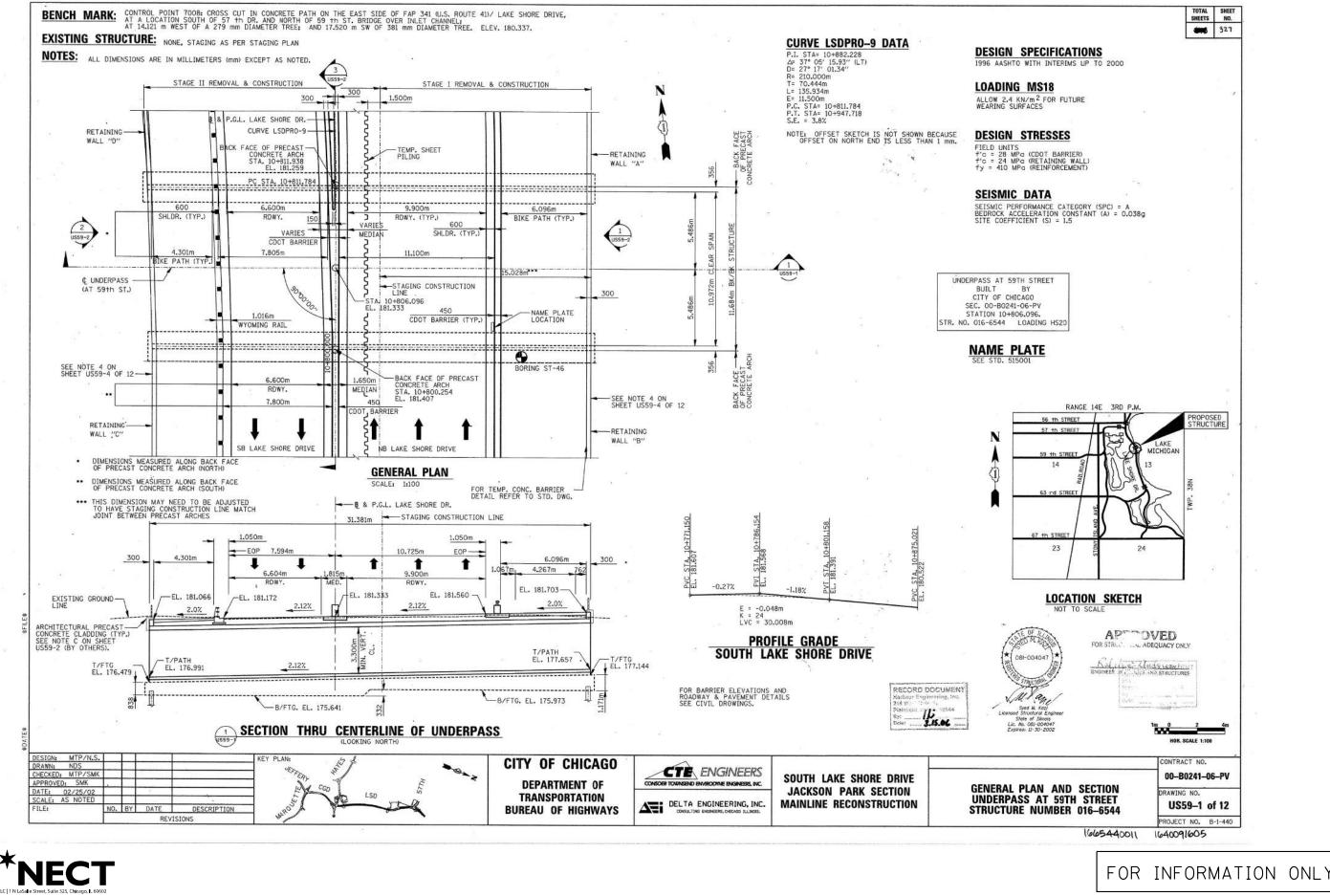




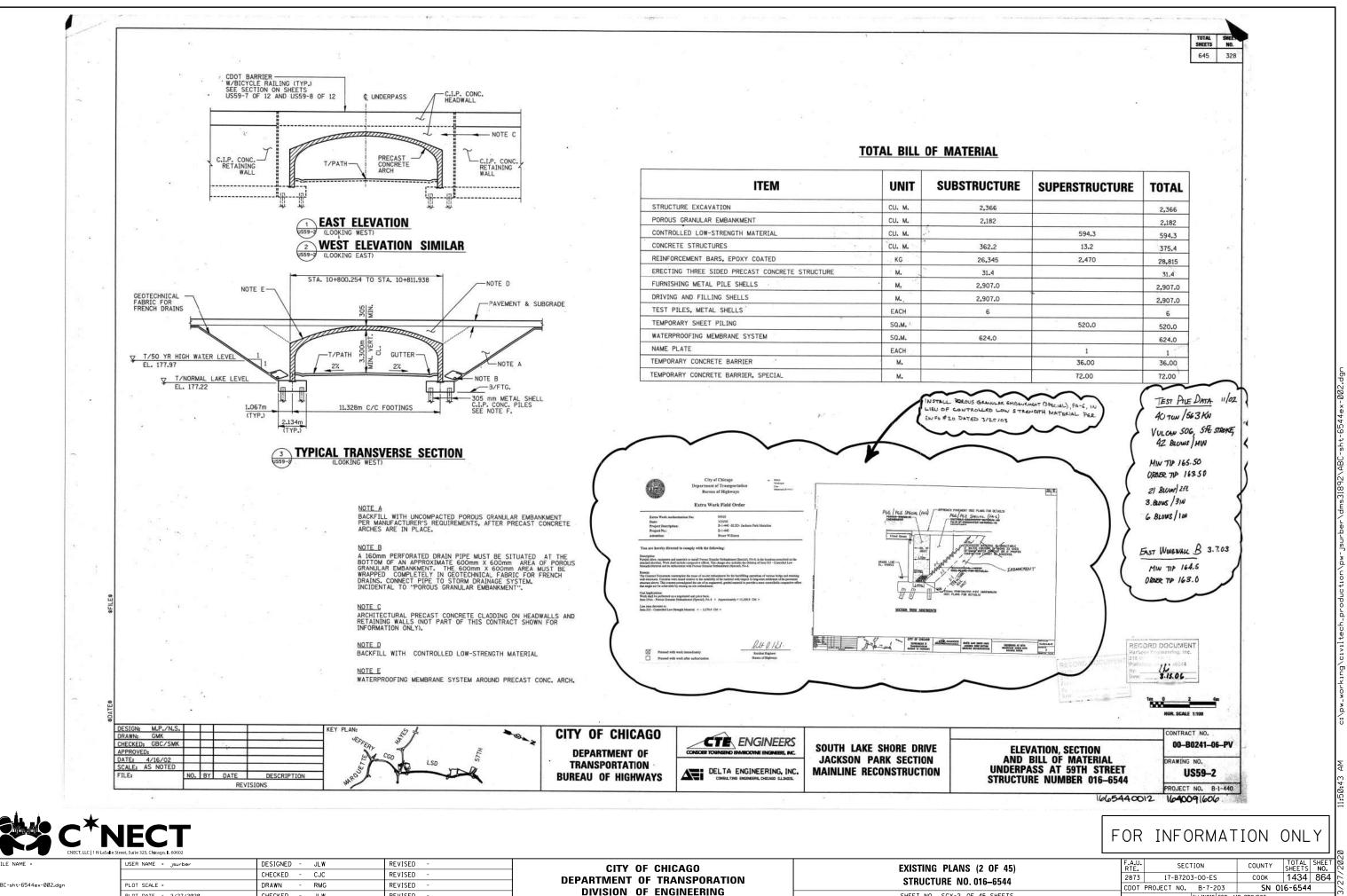
USER NAME = jsurber DESIGNED - JLW REVISED CITY OF CHICAGO CHECKED - CJC REVISED RMG REVISED **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -CAC REVISED

**DEPARTMENT OF TRANSPORATION** 

COUNTY TOTAL SHEET NO. COOK 1434 862 2001 SOIL BORING LOGS (4 OF 4) SECTION 17-B7203-00-ES 2873 STRUCTURE NO. 016-6544 CDOT PROJECT NO. B-7-203 SN 016-6544 SHEET NO. SC-18 OF 18 SHEETS



TOTAL SHEET SHEETS NO. 1434 863 REVISED USER NAME = jsurber DESIGNED -JLW SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (1 OF 45)** CHECKED -CJC REVISED **DEPARTMENT OF TRANSPORATION** 17-B7203-00-ES COOK 2873 STRUCTURE NO. 016-6544 BC-sht-6544ex-001.dgn DRAWN RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6544 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED REVISED SHEET NO. SCX-1 OF 45 SHEETS JLW



SHEET NO. SCX-2 OF 45 SHEETS

PLOT DATE = 3/27/2020

CHECKED

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- STEEL AND METAL SHELL FOR CAST-IN-PLACE CONCRETE PILES:
- 1. DESIGN PILE CAPACITY WILL BE AS SHOWN ON DRAWINGS. PILES MUST NOT BE DRIVEN UNTIL AFTER THE EXCAVATION FOR THE RETAINING WALL FOOTING IS COMPLETED.
- THE DRIVING OF EACH PILE MUST BE CONTINUOUS UNTIL THE PILE HAS BEEN DRIVEN TO ITS MINIMUM REQUIRED LENGTH AND CAPACITY DETERMINED FROM TEST PILE INFORMATION.
- IF AN OBSTRUCTION IS ENCOUNTERED DURING PILE DRIVING, THE PILE MUST BE PULLED AND REDRIVEN AFTER A PILOT HOLE DRILLED THROUGH OBSTRUCTION.
- 5. FULL LENGTH PILES MUST BE USED, IF SPLICE IS REQUIRED AND APPROVED BY THE COMMISSIONER. IN ADDITION TO ALL OTHER REQUIREMENTS OF SECTION 512 OF THE STANDARD SPECIFICATIONS. SPLICES MUST DEVELOP THE FULL CAPACITY OF THE STERLYS CROSS SECTIONAL AREA OF THE PILE FOR TENSION, SHEAR AND BENDING FORCES. ONE APPROVED METHOD OF ACHIEVING THIS REQUIREMENT IS FULL PENETRATION BUITY WELDING OF THE ENTIRE CROSS SECTION. OTHER TYPES OF SPLICES MEETING THE FULL CAPACITY REQUIREMENTS MAY BE ALLOWED SUBJECT TO APPROVAL OF THE COMMISSIONER, ANY PROPOSAL BY THE CONTRACTOR TO USE AN ALTERNATE SPLICE METHOD MUST INCLUDE ADEQUATE DOCUMENTATION DEMONSTRATING THAT THE FULL TENSION, SHEAR AND BENDING CAPACITIES WILL BE MET. APPROPRIATE WELDER QUALIFICATIONS WILL BE REQUIRED FOR THE POSITIONS AND PROCESSES USED IN SPLICING ALL PILES. NONDESTRUCTIVE TESTING OF COMPLETE WELDS WILL BE LIMITED TO VISUAL INSPECTION.
- CONTRACTOR SHALL FURNISH AND INSTALL REBARS FOR PILES AS SHOWN ON SHT US58-8. REBARS FOR PILES SHALL BE INCIDENTAL TO PILES. CONTRACTOR SHALL NOTE THAT PILE REBAR LENGTH & SIZE ARE SPECIAL FOR THIS PROJECT.

### **ABBREVIATIONS:**

ABT.	ABOUT	IL	INSIDE LAYER
ADD'L	ADDITIONAL	INV.EL.	INVERT ELEVATION
ALT.	ALTERNATE	LLH	LONG LEG HORIZONTAL
APPROX.	APPROXIMATELY	LLV	LONG LEG VERTICAL
BF	BOTTOM FACE	L.P.	LOW POINT
BL	BOTTOM LAYER	MAX	MAXIMUM
BK/BK	BACK TO BACK	MH	MANHOLE .
BOT	BOTTOM	MIN	MINIMUM
B/	BOTTOM OF	ML	MIDDLE LAYER
CC	CENTER TO CENTER	NF	NEAR FACE
C.I.	CAST IRON	N.T.S.	NOT TO SCALE
CJ	CONSTRUCTION JOINT		NUMBER
C.I.P.	CAST IN PLACE	OC	ON CENTERS
C/L	CENTER LINE	OD	OUTSIDE DIAMETER
CL ·	CLEAR	OF	OUTSIDE FACE
CONC.	CONCRETE	OL	OUTSIDE LAYER
CONT.	CONTINUOUS	OPNG	OPENING
CONT. JT.	CONSTRUCTION JOINT	P.C.C.P.	PRESTRESSED CONCRETE CYLINDER PIPE
DIA	DIAMETER	PROP.	PROPOSED
DWG	DRAWING	R.C.	REINFORCED CONCRETE
DWL	DRAWING DOWEL	R.C.P.	REINFORCED CONCRETE PIPE
EE	EACH END	REINF.	REINFORCEMENT
EF	EACH FACE	RET. WALL	
EL	EACH LAYER	SH. NO.	SHEET NUMBER
EL.	ELEVATION	S.S.	STAINLESS STEEL
ES .	EACH SIDE	STD	STANDARD
EST.	ESTABLISH	STA.	STATION
EW .	EACH WAY	STIRR	STIRRUPS
FXIST.	EXISTING	STR.	STRUCTURE
EXP. JT.	EXPANSION JOINT	T&B	TOP & BOTTOM
FF	FAR FACE	TF	TOP FACE
FIN.	FINISH	TL	TOP LAYER
FTG	FOOTING	T/ ~	TOP OF
ML.	MIDDLE LAYER	T/C	TOP OF CONCRETE
HOR.	HORIZONTAL.	TYP.	TYPICAL
HK	STANDARD HOOK	U.N.O.	UNLESS NOTED OTHERWISE
H.P.	HIGH POINT	VERT	VERTICAL
ID :	INSIDE DIAMETER	W.P.	WORKING POINT
	ALTONOMIC DEPT.		merchanic Country

# 5. DESIGN AND CONSTRUCTION MUST CONFORM TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION 1997.

3. THE CONTRACTOR MUST MAKE HIS/HER OWN INVESTIGATION TO DETERMINE THE EXISTENCE, NATURE AND EXACT LOCATION OF ALL UTILITY LINES AND APPURTENANCES WITHIN THE LIMITS OF THE PROJECT. THE CONTRACTOR MUST PROVIDE ALL MEASURES AND PRECAUTIONS NECESSARY TO PROJECT EXISTING AND NEW UTILITIES.

1. CONTRACTOR IS RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF ALL TEMPORARY CONSTRUCTION REQUIRED FOR, BUT NOT LIMITED TO, SHORING, UNDERPINNING AND BRACING, FOR THE PROTECTION OF THE EXISTING STRUCTURES OR UTILITIES WHETHER OR NOT SHOWN ON THE CONTRACT DRAWINGS, THE CONTRACTOR MUST PROVIDE ALL MEASURES AND PRECAUTIONS NECESSARY TO PREVENT DAMAGE AND SETTLEMENT OF EXISTING OR NEW CONSTRUCTION INSIDE OR OUTSIDE THE PROJECT LIMITS DURING EXCAVATION. ANY DAMAGE TO NEW OR EXISTING CONSTRUCTION INSIDE OR OUTSIDE OF THE PROJECT LIMITS, CAUSED BY CONSTRUCTION TECHNIQUES OR MOVEMENTS OF THE SOIL OR STRUCTURE RETENTION SYSTEM, IS THE RESPONSIBILITY OF THE CONTRACTOR.

SYSTEM, IS THE RESPONSIBILITY OF THE CONTRACTOR.

2. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLAN AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS, SUCH VARIATIONS WILL NOT BE CAUSE FOR ADDITIONAL COMPENSATION OR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

- THE BACK FACE OF RETAINING WALLS MUST BE WATERPROOFED ACCORDING TO ARTICLE 503.18 OF THE STANDARD SPECIFICATIONS.
- ARCHITECTURAL PRECAST CONCRETE CLADDING IS SHOWN FOR REFERENCE ONLY. ARCHITECTURAL PRECAST CONCRETE WILL BE FURNISHED AND ERECTED UNDER A SEPARATE CONTRACT
- 8. ALL DIMENSIONS ARE IN MILLIMETERS (mm) EXCEPT AS NOTED.

### REINFORCEMENT AND CONCRETE:

- REINFORCEMENT BARS MUST CONFORM TO THE REQUIREMENTS OF AASHTO M 31M OR M53M GRADE 400. ALL REINFORCING BARS MUST BE EPOXY COATED UNLESS OTHERWISE NOTED.
- 2. UNLESS OTHERWISE SHOWN, THE COVER FOR REINFORCING STEEL MUST BE AS FOLLOWING:

CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH CONCRETE EXPOSED TO EARTH OR WEATHER; PRIMARY REINFORCEMENT

50 MM

STIRRUPS, TIES, AND SPIRALS

40 MM

- 3. HORIZONTAL AND VERTICAL CONSTRUCTION JOINTS SHOWN OR NOTED ON THE PLANS ARE RECOMMENDED, ANY DEVIATION FROM THOSE SHOWN MUST HAVE APPROVAL OF THE COMMISSIONER.
- 4. ALL EXPOSED EDGES OF SLABS, WALLS, AND CURBS MUST BE CHAMFERED 19 MM UNLESS OTHER MEMBERS ARE ERECTED FLUSH WITH THEM.
- ALL EXPOSED CONCRETE SURFACES MUST BE TREATED WITH SIALANE SEALER, LINSEED OIL OR OTHER SURFACE TREATMENT ARE NOT ACCEPTABLE.

FIELD CROBE 46 fc = 4000 psi for Suppostructure concreti

1. GROUNDWATER INFORMATION AT THIS LOCATION IS INCLUDED IN THR GEOTECHNICAL REPORT.
ALL EXCAVATION FOR STRUCTURES MUST BE KEPT DEWATERED DURING CONSTRUCTION
OPERATIONS UNTILL BACKFILL-IS IN PLACE AND PROVISIONS MUST BE MADE TO PREVENT THE
BOTTOM OF ALL EXCAVATIONS FROM FREEZING OR FLOODING AT ALL TIMES, CONTRACTOR
WILL BE RESPONSIBLE FOR PROTECTION THE STRUCTURE AGAINST FLOATATION OR UPLIFT
DURING CONSTRUCTION.

RECORD DOCUMENT

WATERSTOP

CTE ENGINEERS SOUTH LAKE SHORE DRIVE JACKSON PARK SECTION

MAINLINE RECONSTRUCTION

DELTA ENGINEERING, INC.
CONSULTING ENGINEERS, CHICAGO SILINGIS.

GENERAL NOTES UNDERPASS AT 59TH STREET STRUCTURE NUMBER 016-6544

00-B0241-06-PV DRAWING NO. US59-3 PROJECT NO. B-1-440

CONTRACT NO.

1665440013 1640091607

SHEETS

645

DATE: 4/16/02 NO. BY DATE DESCRIPTION REVISIONS

GMK/JL

CHECKED: MTP/SMK

DRAWN:

FOR INFORMATION ONLY

BC-sht-6544ex-003.dgn

CNECT,LIC   1 N LaSalle Street. Suite 325, Chrogo, IL 60602							
=	USER NAME = jsurber	DESIGNED - JLW	REVISED -				
		CHECKED - CJC	REVISED -				
44ex-003.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -				
	PLOT DATE = 3/27/2020	CHECKED - JLW	REVISED -				

CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

CITY OF CHICAGO

DEPARTMENT OF

**TRANSPORTATION** 

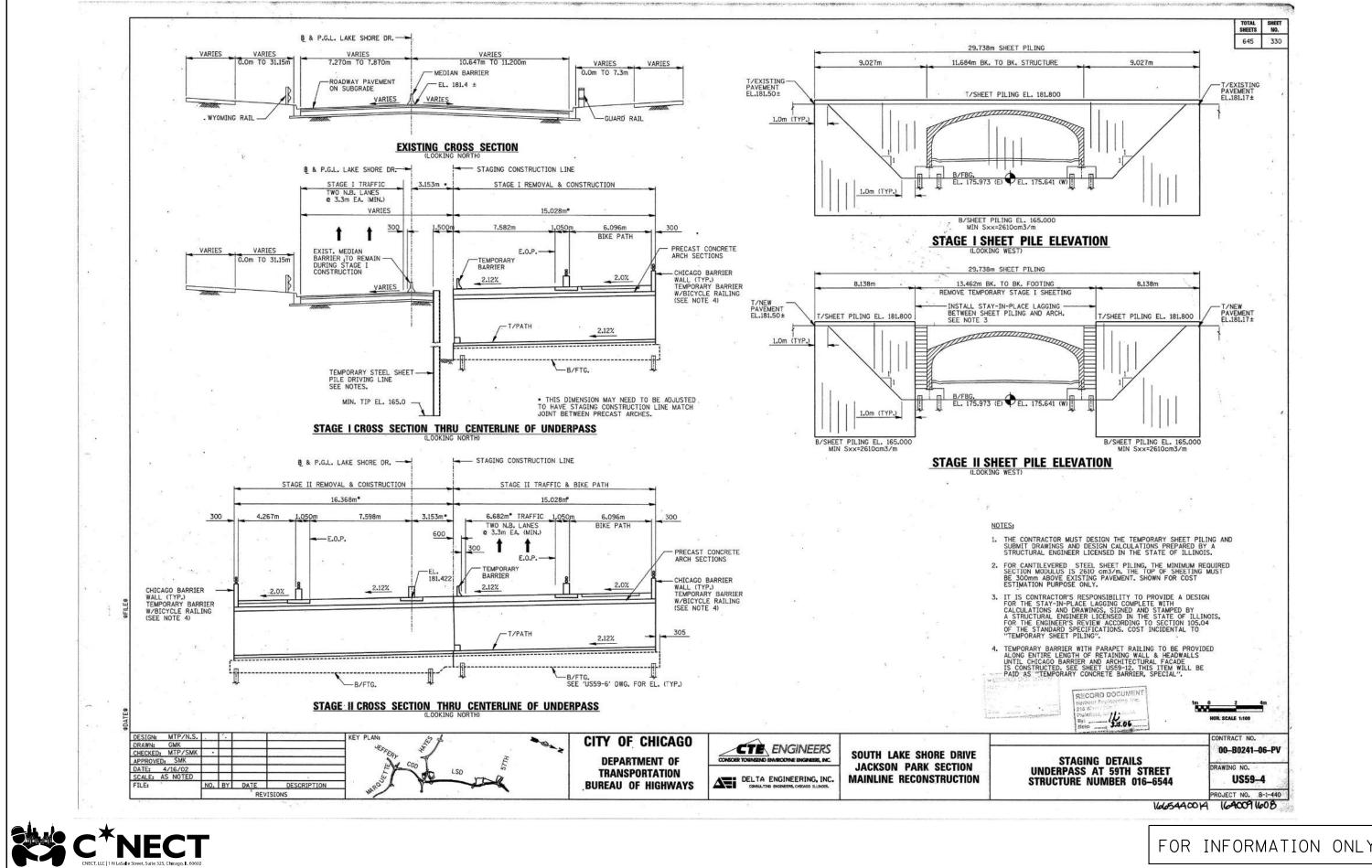
**BUREAU OF HIGHWAYS** 

**EXISTING PLANS (3 OF 45)** STRUCTURE NO. 016-6544

SECTION		COUNTY	TOTAL SHEETS	SHEET NO.		
17-B7203-00-ES		COOK	1434	865		
PROJECT NO. B-7-203		SN 016-6544				

CDOT SHEET NO. SCX-3 OF 45 SHEETS

2873

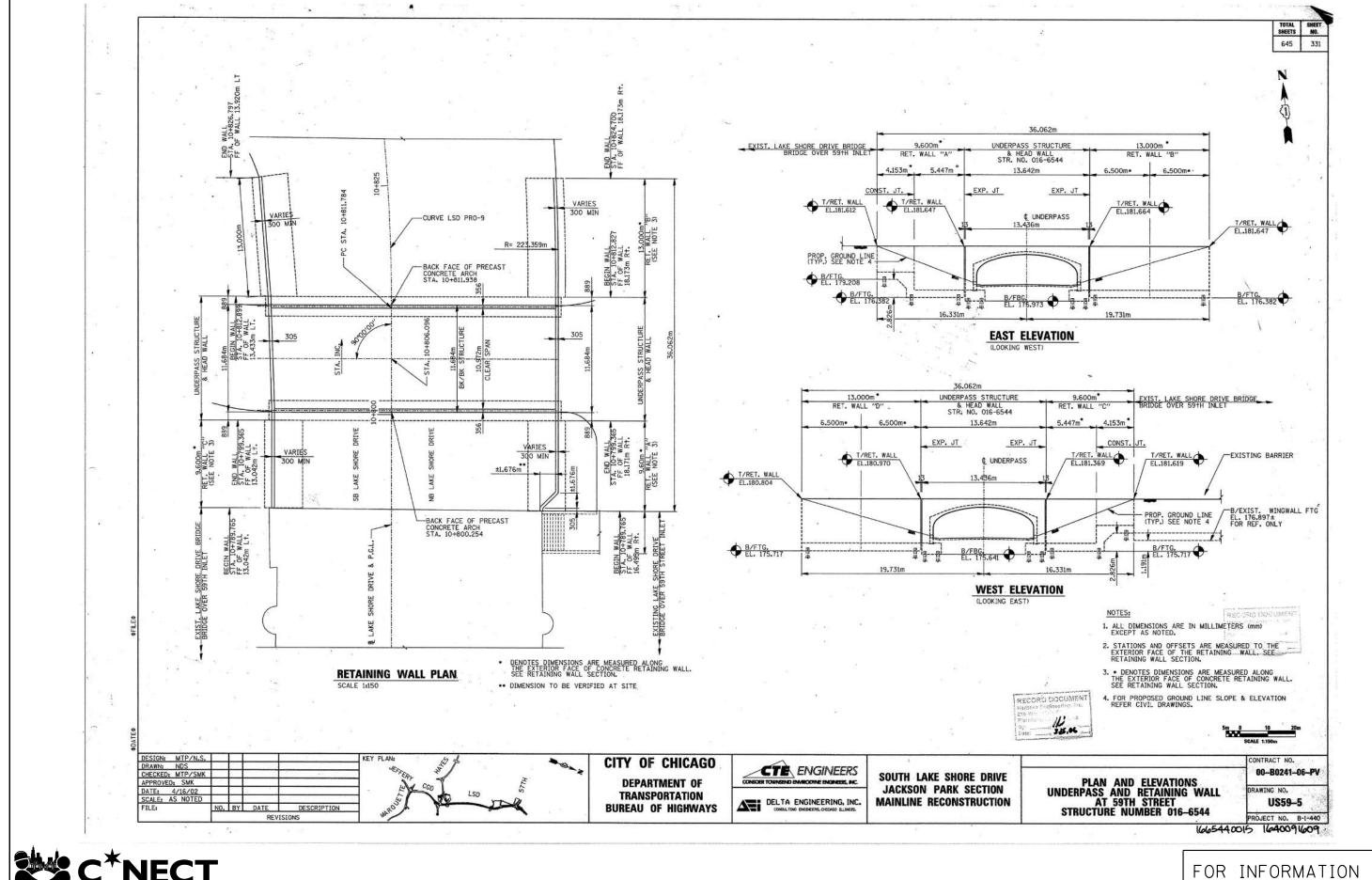


DESIGNED -JL W REVISED CITY OF CHICAGO **EXISTING PLANS (4 OF 45)** CHECKED CJC REVISED **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544

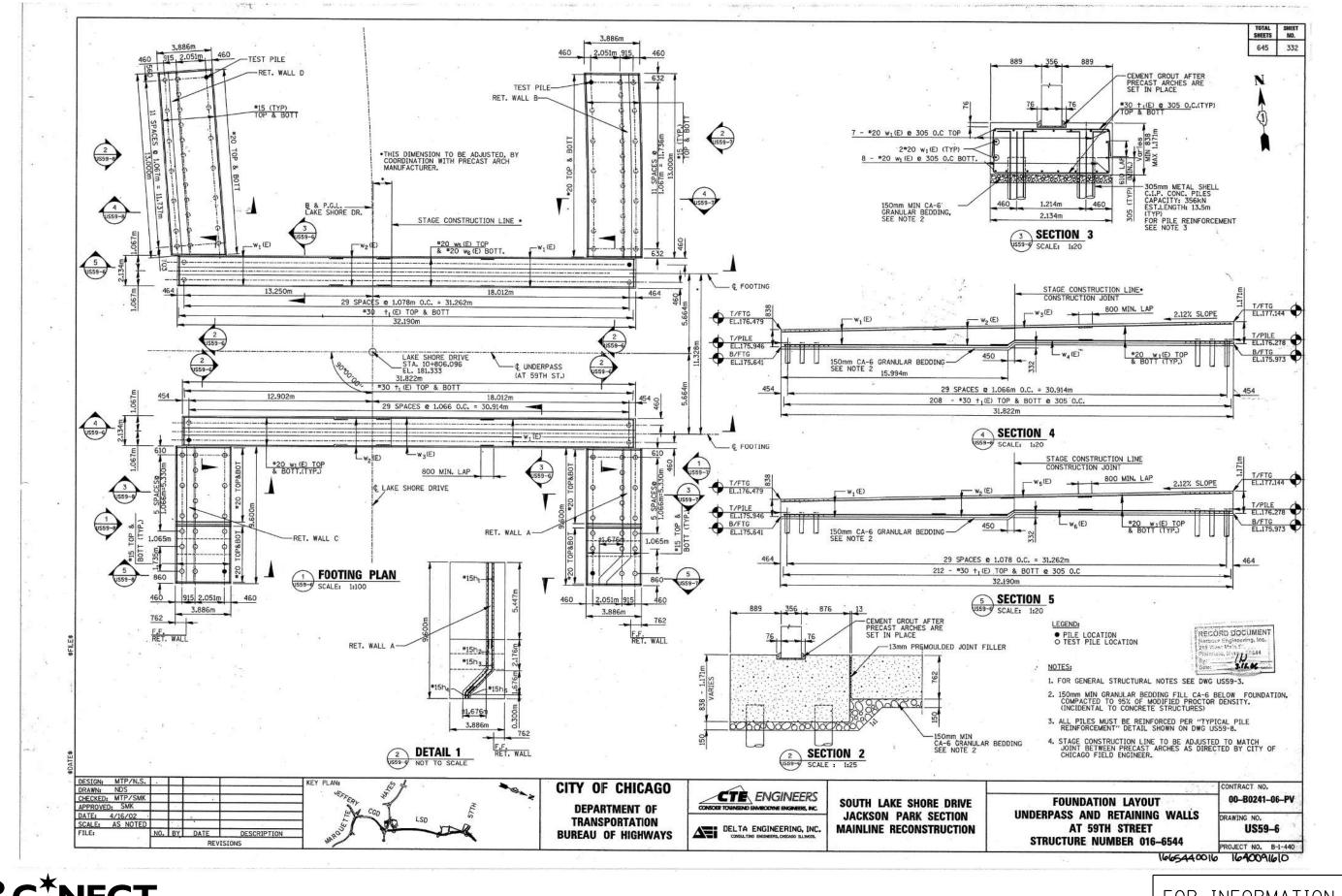
SHEET NO. SCX-4 OF 45 SHEETS

TOTAL SHEET SHEETS NO. NO. SECTION COUNTY 17-B7203-00-ES COOK SN 016-6544 CDOT PROJECT NO. B-7-203

DRAWN RMG REVISED PLOT DATE = 3/27/2020 CHECKED JLW REVISED **DIVISION OF ENGINEERING** 



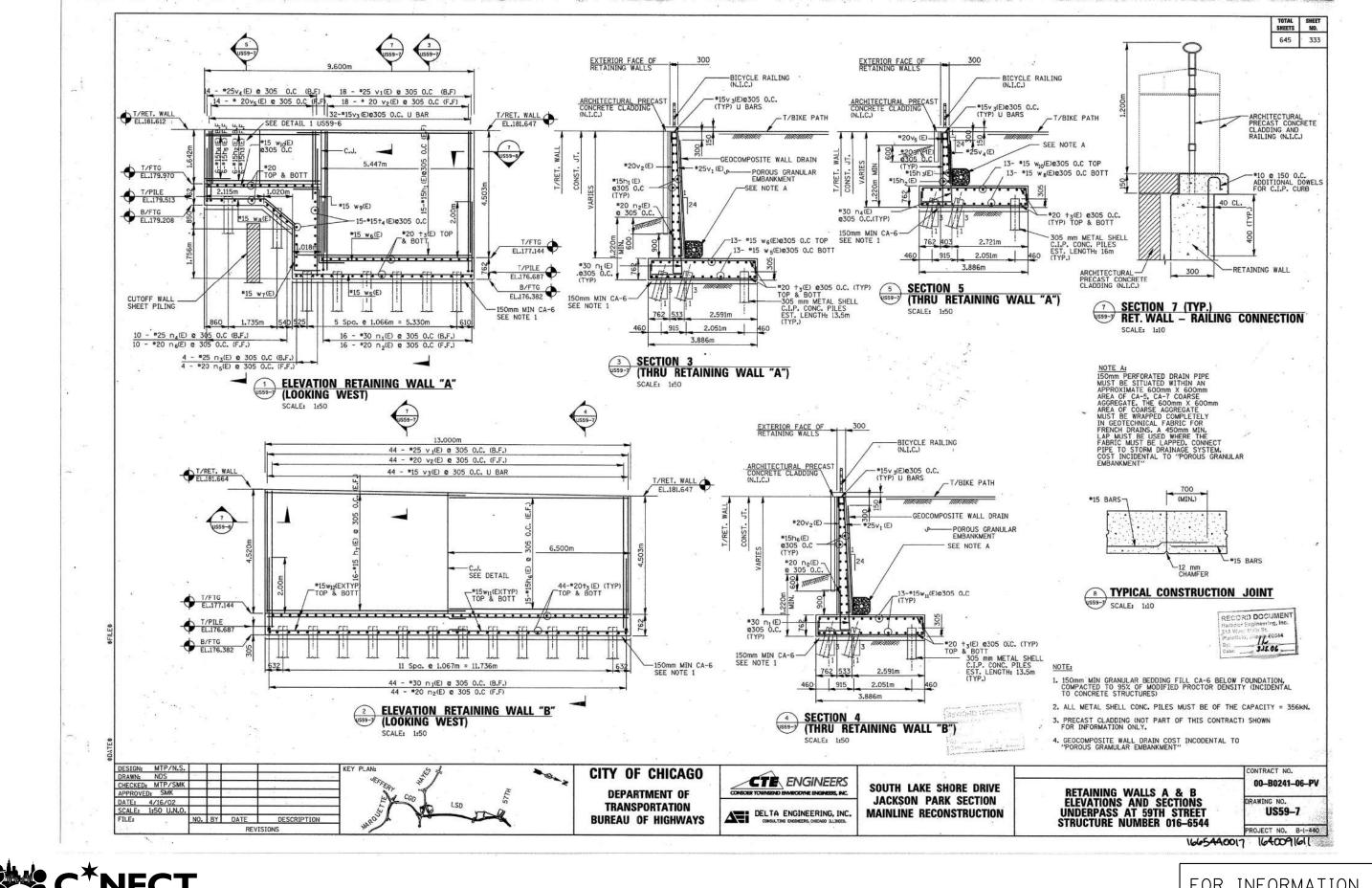
TOTAL SHEET SHEETS NO. NO. REVISED DESIGNED -JL W SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (5 OF 45)** CHECKED CJC REVISED 17-B7203-00-ES соок **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 BC-sht-6544ex-005.dgn PLOT SCALE = RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6544 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED SHEET NO. SCX-5 OF 45 SHEETS



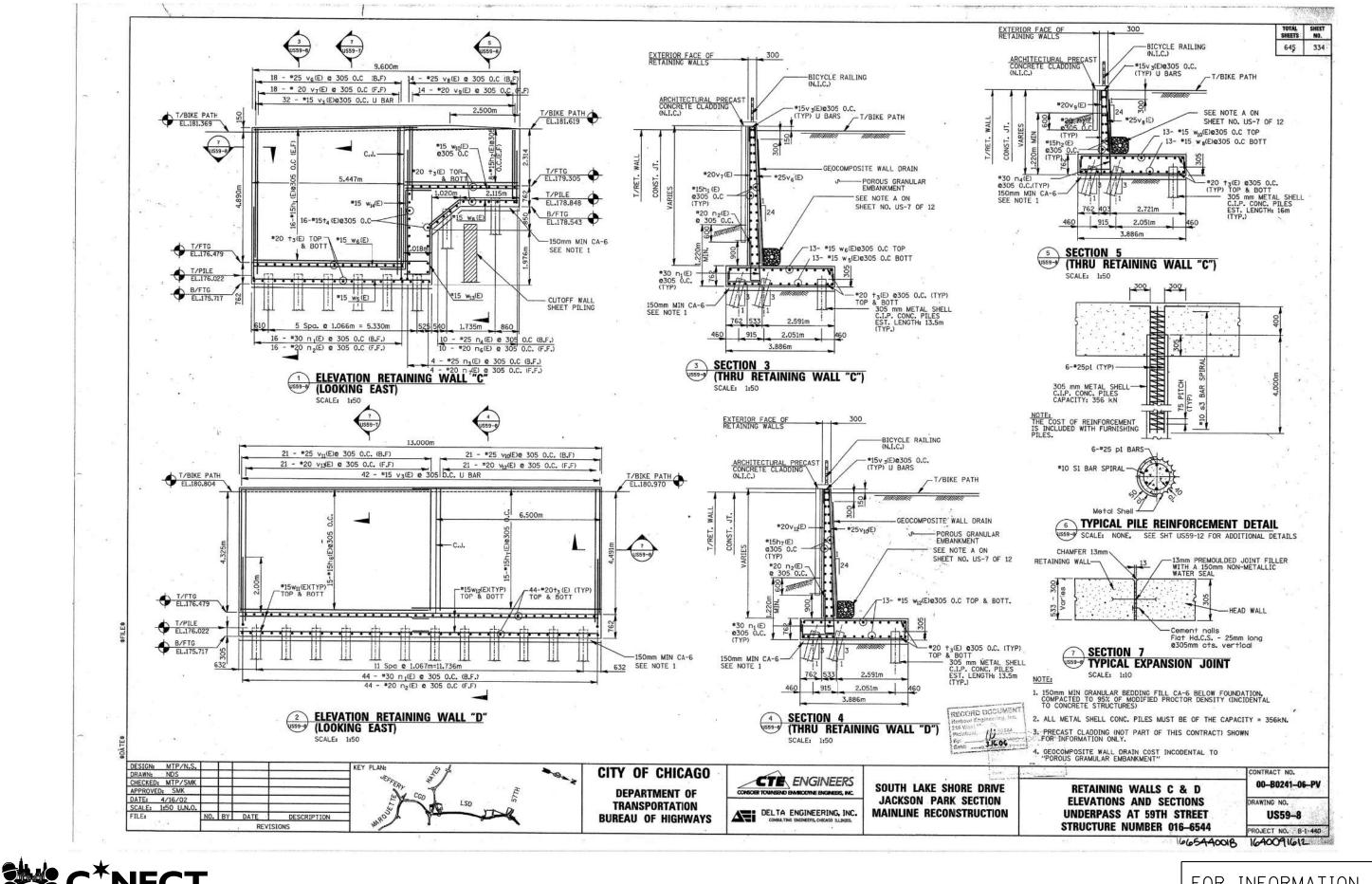


TOTAL SHEET 80 NO. 1434 868 REVISED DESIGNED -JL W SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (6 OF 45)** CHECKED -CJC REVISED 17-B7203-00-ES соок **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6544 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED REVISED SHEET NO. SCX-6 OF 45 SHEETS

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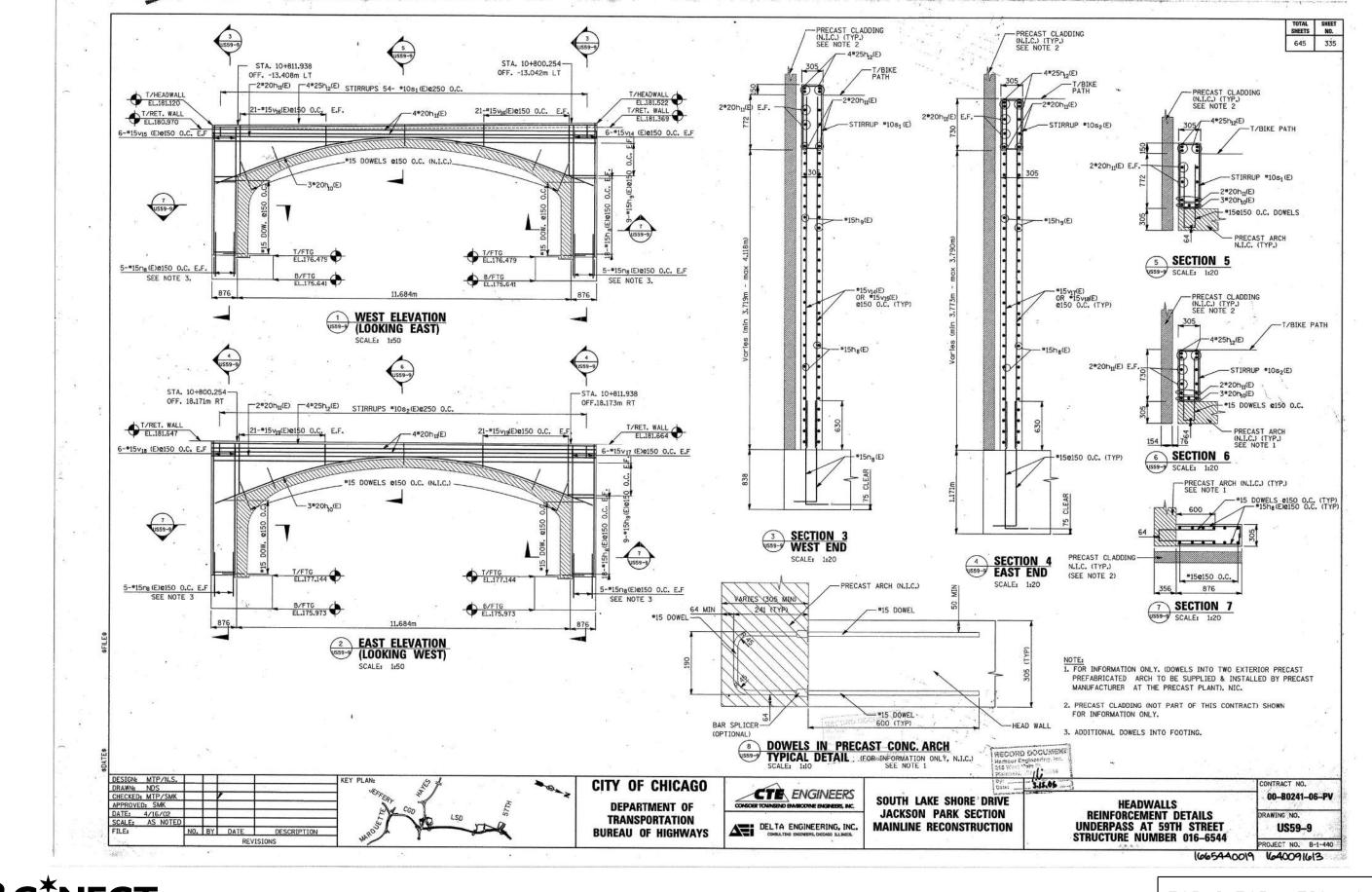


USER NAME = jsurber DESIGNED -JL W REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (7 OF 45)** 1434 869 CHECKED CJC REVISED 17-B7203-00-ES COOK **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 BC-sht-6544ex-007.dgn RMG REVISED SN 016-6544 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** REVISED SHEET NO. SCX-7 OF 45 SHEETS PLOT DATE = 3/27/2020 CHECKED



DESIGNED -JLW REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (8 OF 45)** CHECKED CJC REVISED COOK 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 BC-sht-6544ex-008.dgn RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6544 **DIVISION OF ENGINEERING** SHEET NO. SCX-8 OF 45 SHEETS PLOT DATE = 3/27/2020 CHECKED REVISED

1434 870



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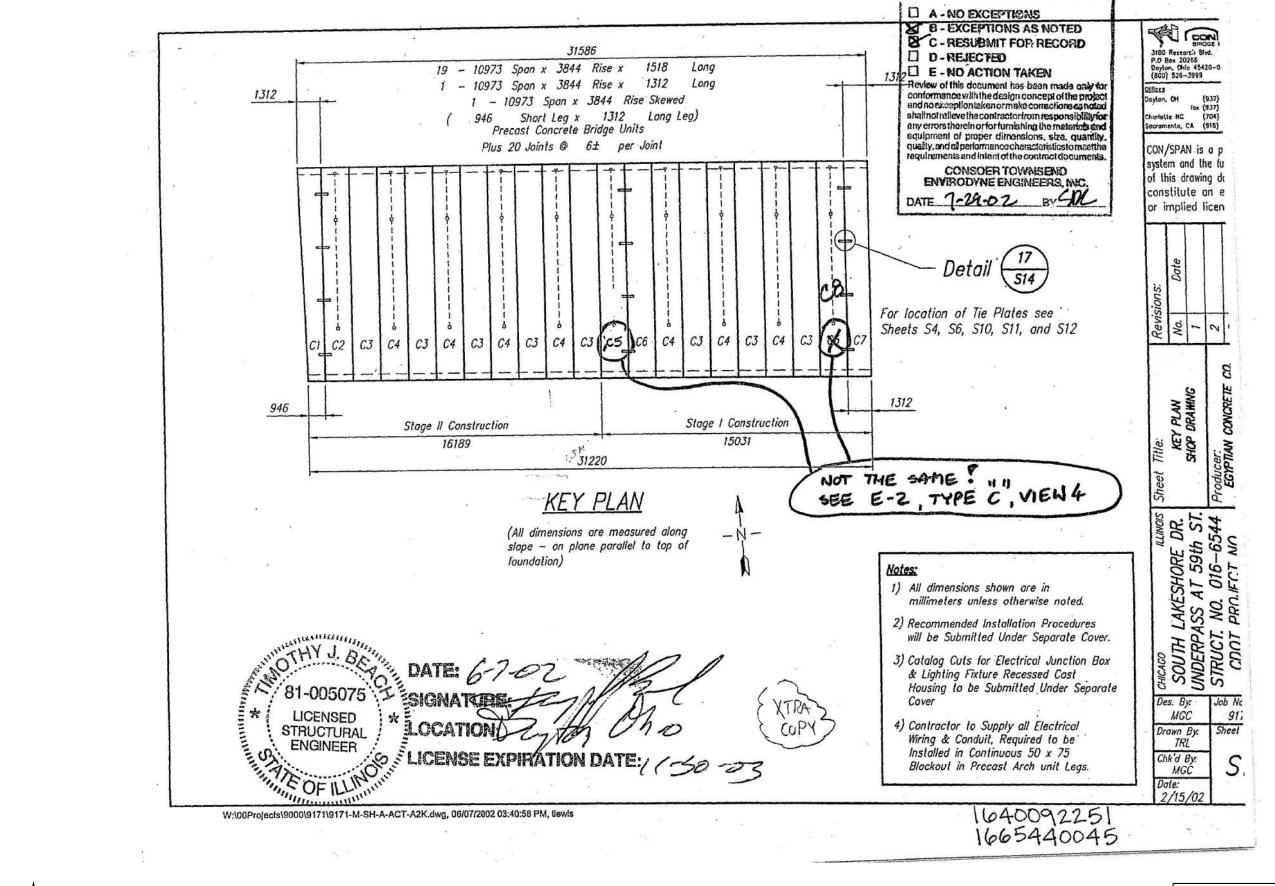
FOR INFORMATION ONLY

FILE NAME = USER NAME = Jsurber DESIGNED - JLW REVISED 
CHECKED - CJC REVISED 
ABC-sht-6544ex-009.dgn PLOT SCALE = DRAWN - RMG REVISED 
PLOT DATE = 3/27/2020 CHECKED - JLW REVISED -

CITY OF CHICAGO
DEPARTMENT OF TRANSPORATION
DIVISION OF ENGINEERING

STRUCTURE NO. 016-6544

SHEET NO. SCX-9 OF 45 SHEETS



C\*NECT, LLC | 1 N Las alle Street, Sulte 325, Chrago, IL 60602

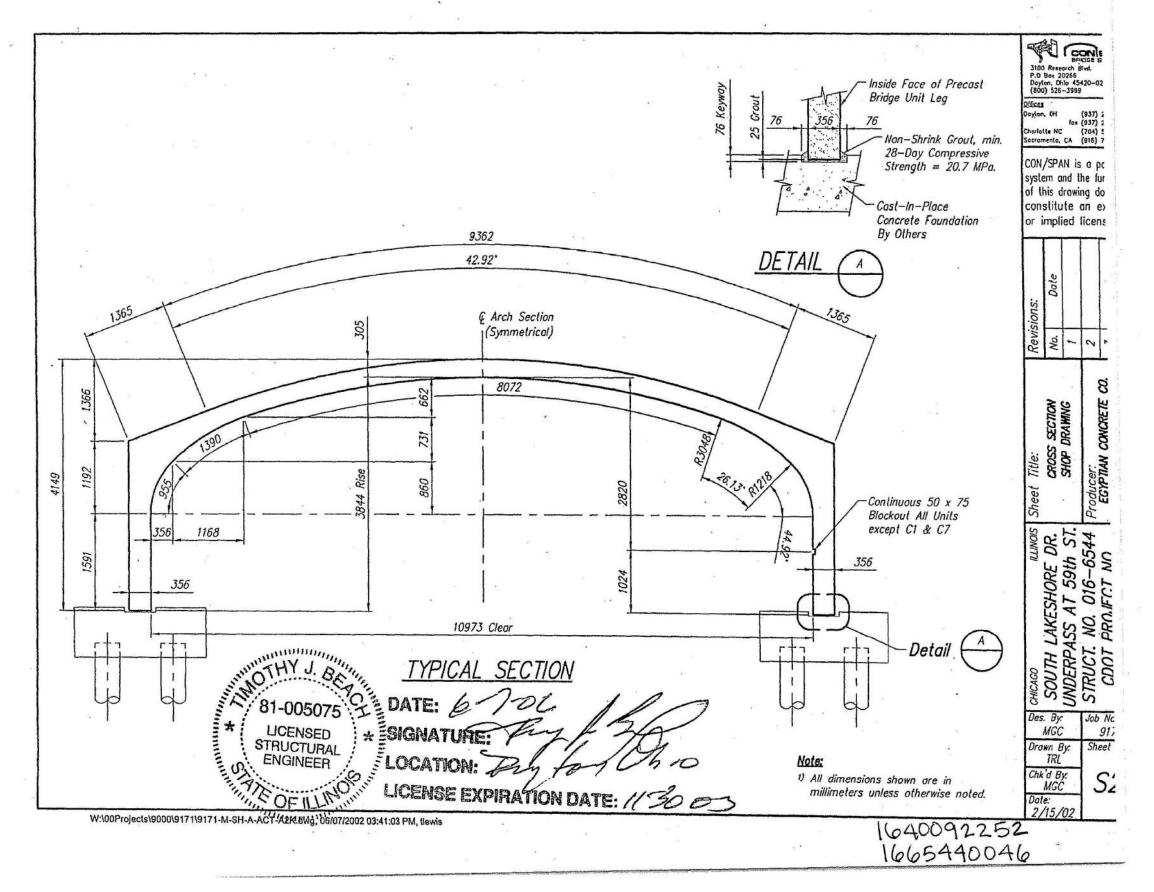
EXISTING PLANS (10 OF 45)
STRUCTURE NO. 016-6544

SHEET NO. SCX-10 OF 45 SHEETS

F.A.U. SECTION COUNTY SHEETS NO. 2873 17-B7203-00-ES COOK 1434 872 CDOT PROJECT NO. B-7-203 SN 016-6544 | ILLINOIS|FED. AID PROJECT NO. B-7-203 SN 016-6544

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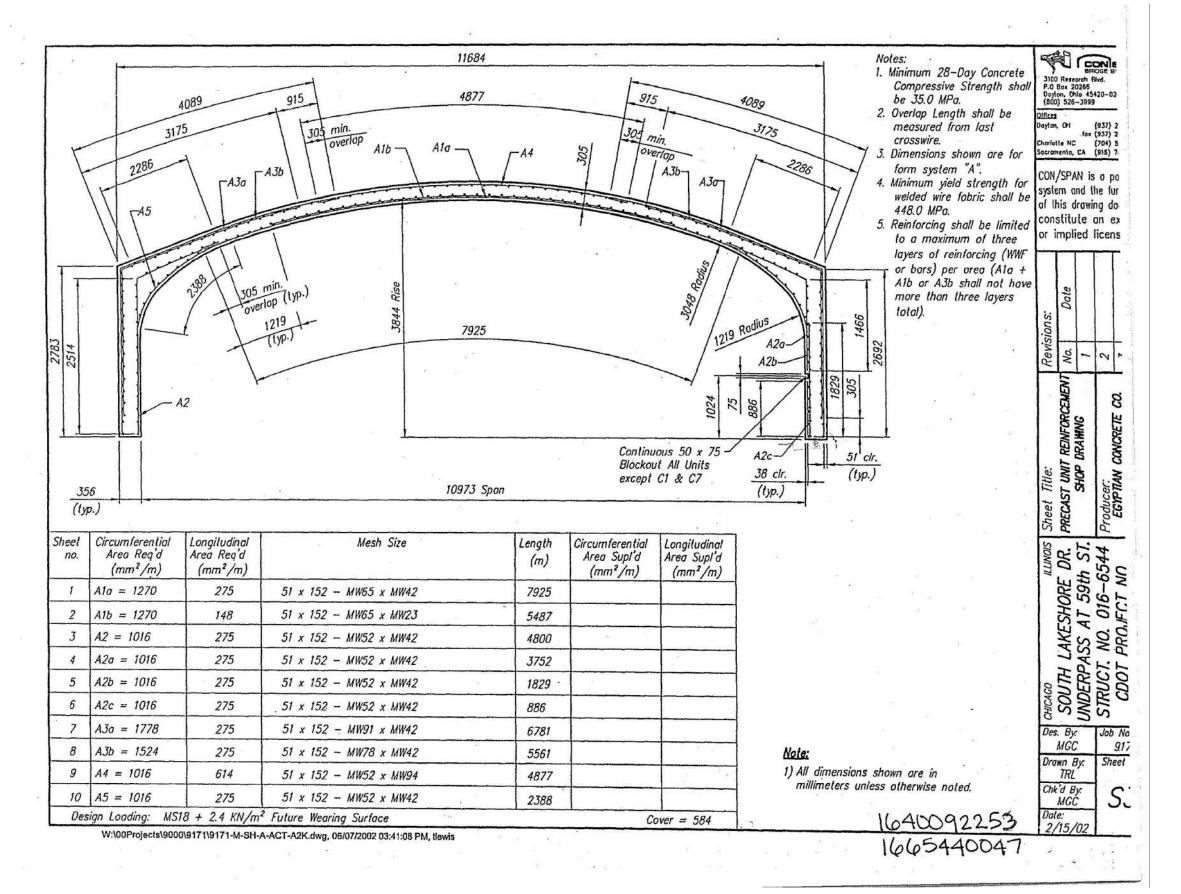
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CNECT, LLC | 1 N LaSalle Street, Suite 325, Chicago, IL 60602

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COUNTY TOTAL SHEET NO. DESIGNED - JLW REVISED SECTION COUNTY CITY OF CHICAGO EXISTING PLANS (11 OF 45) CHECKED - CJC REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 RMG REVISED SN 016-6544 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -REVISED SHEET NO. SCX-11 OF 45 SHEETS

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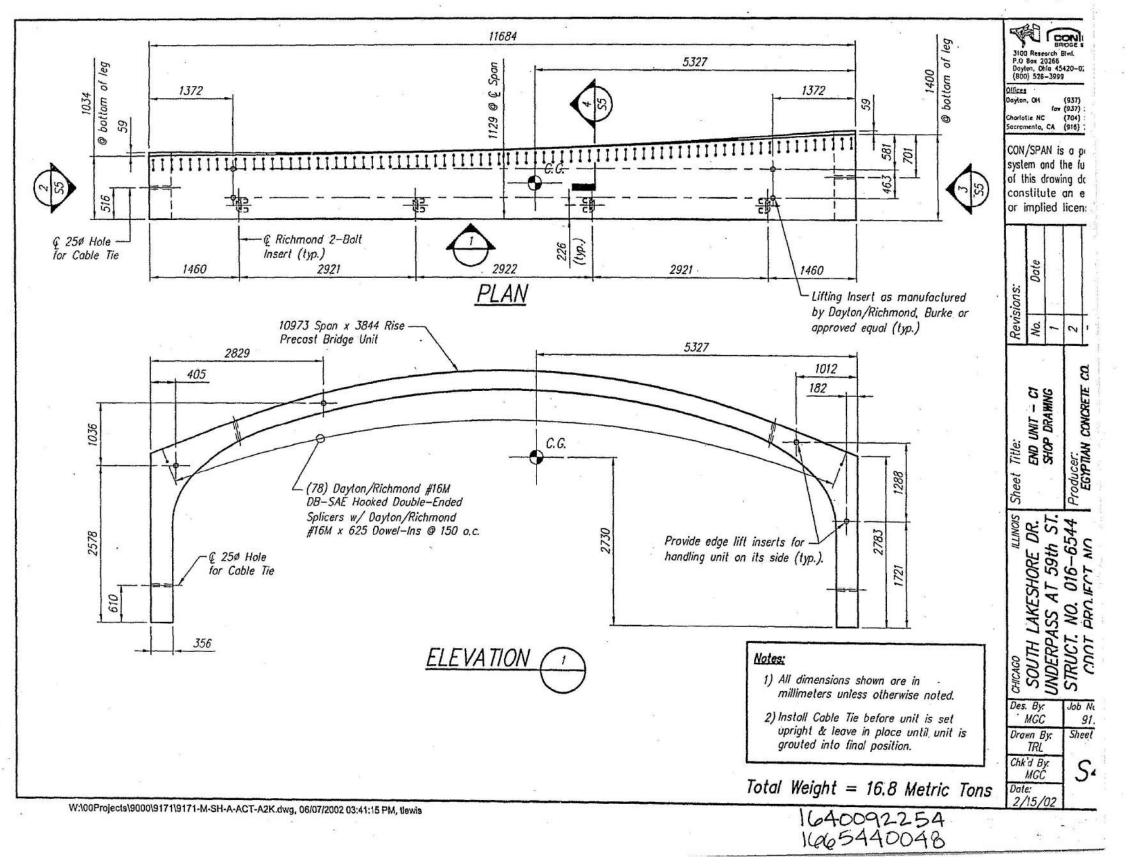
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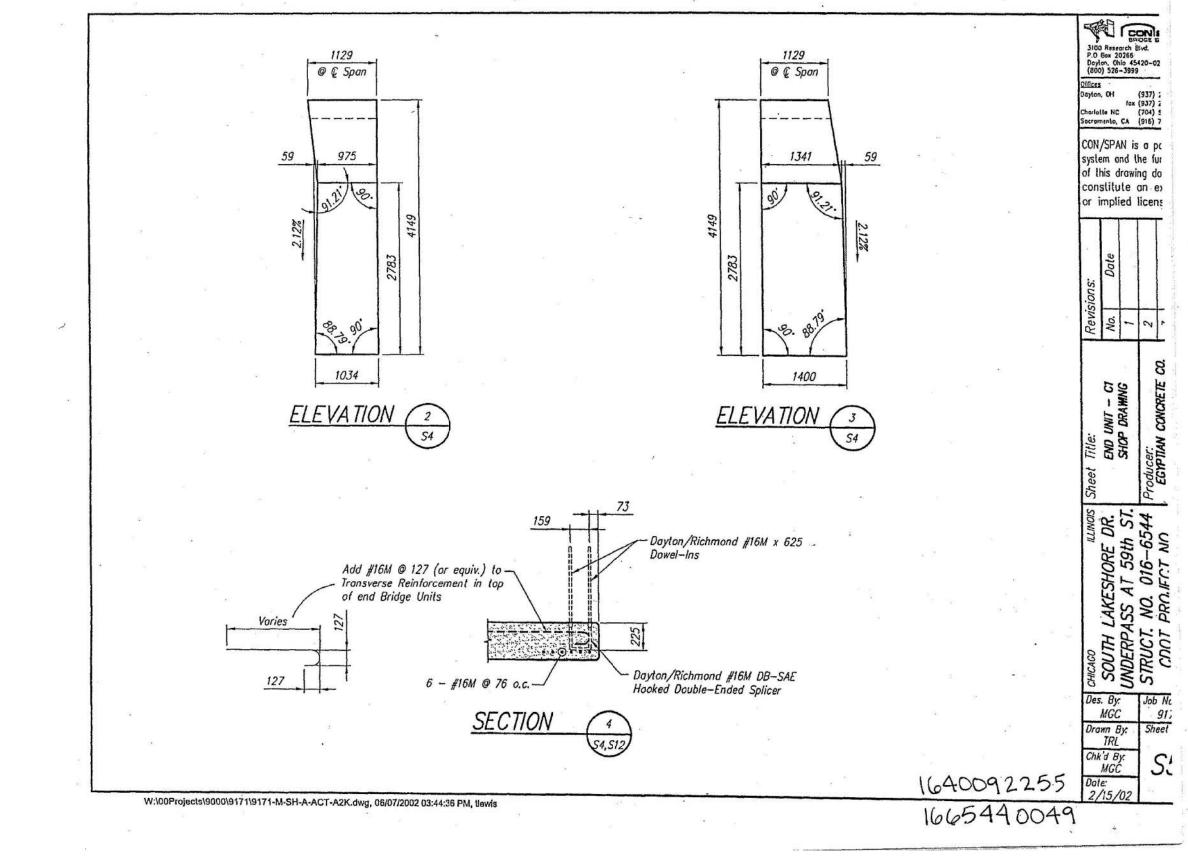


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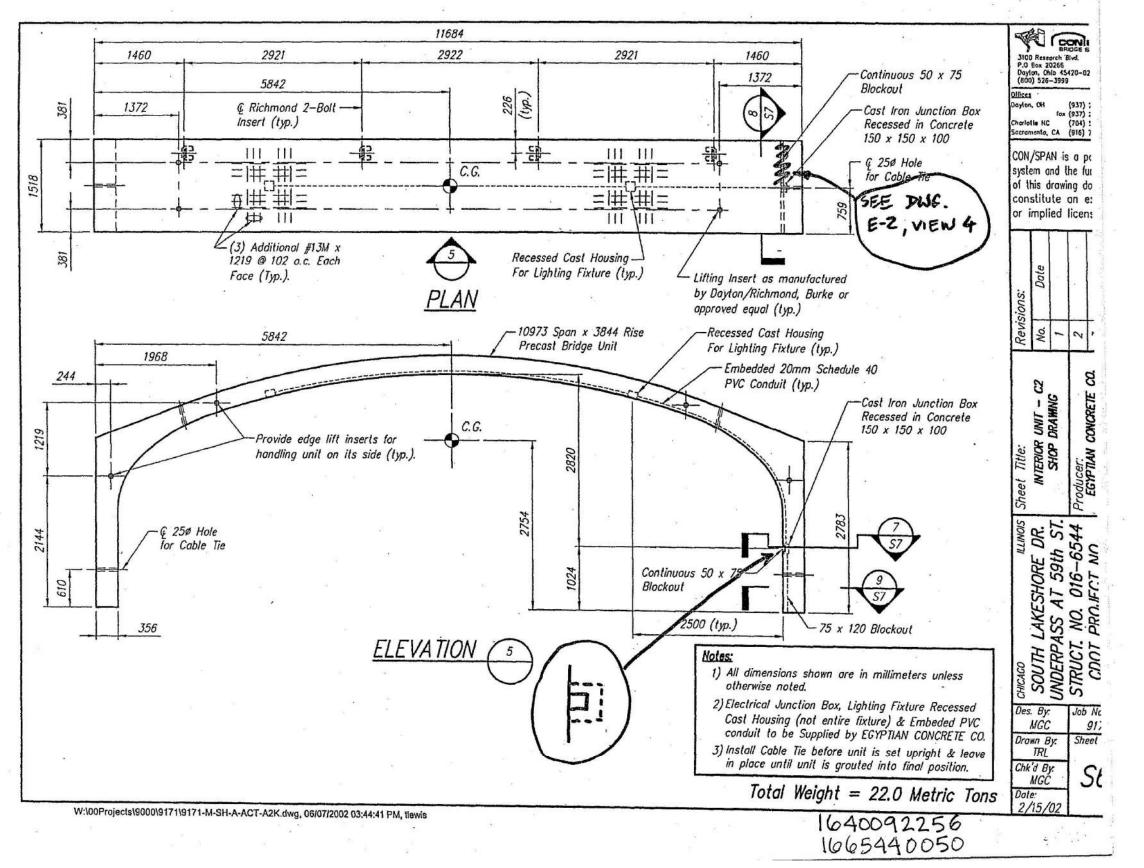
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COUNTY TOTAL SHEET NO.

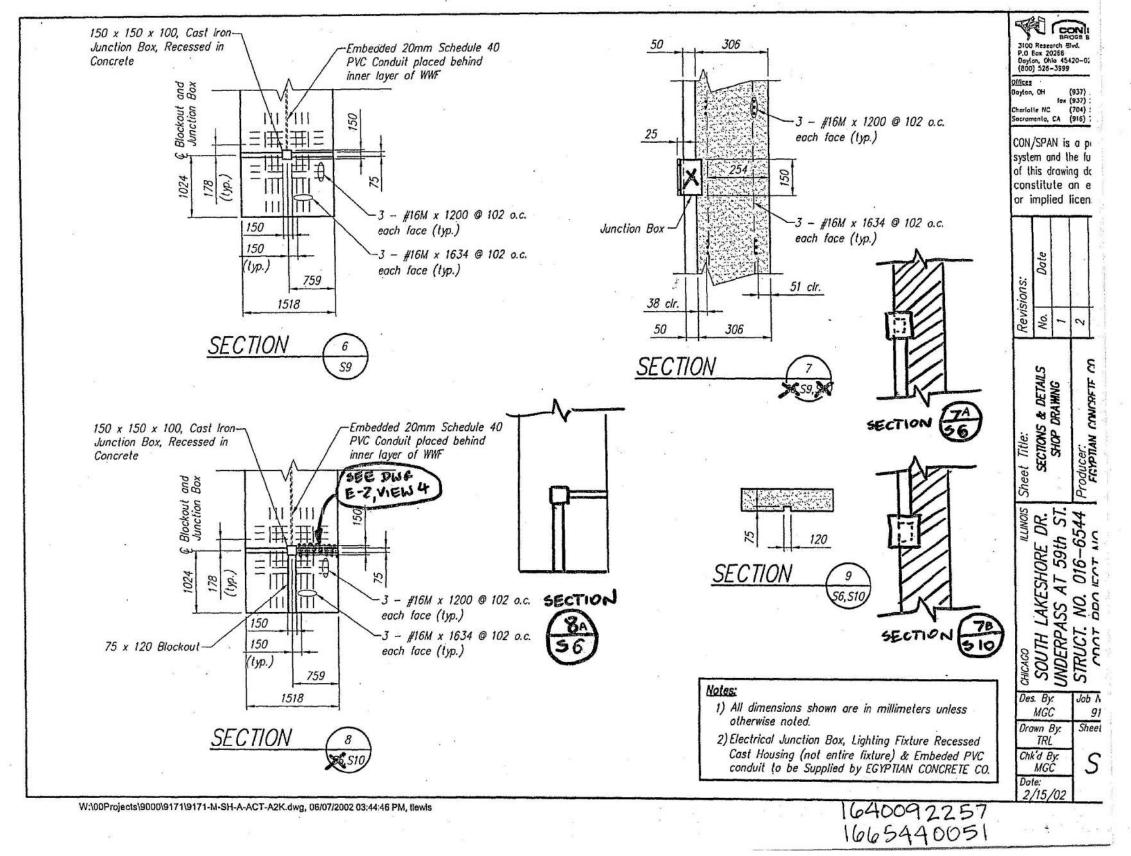
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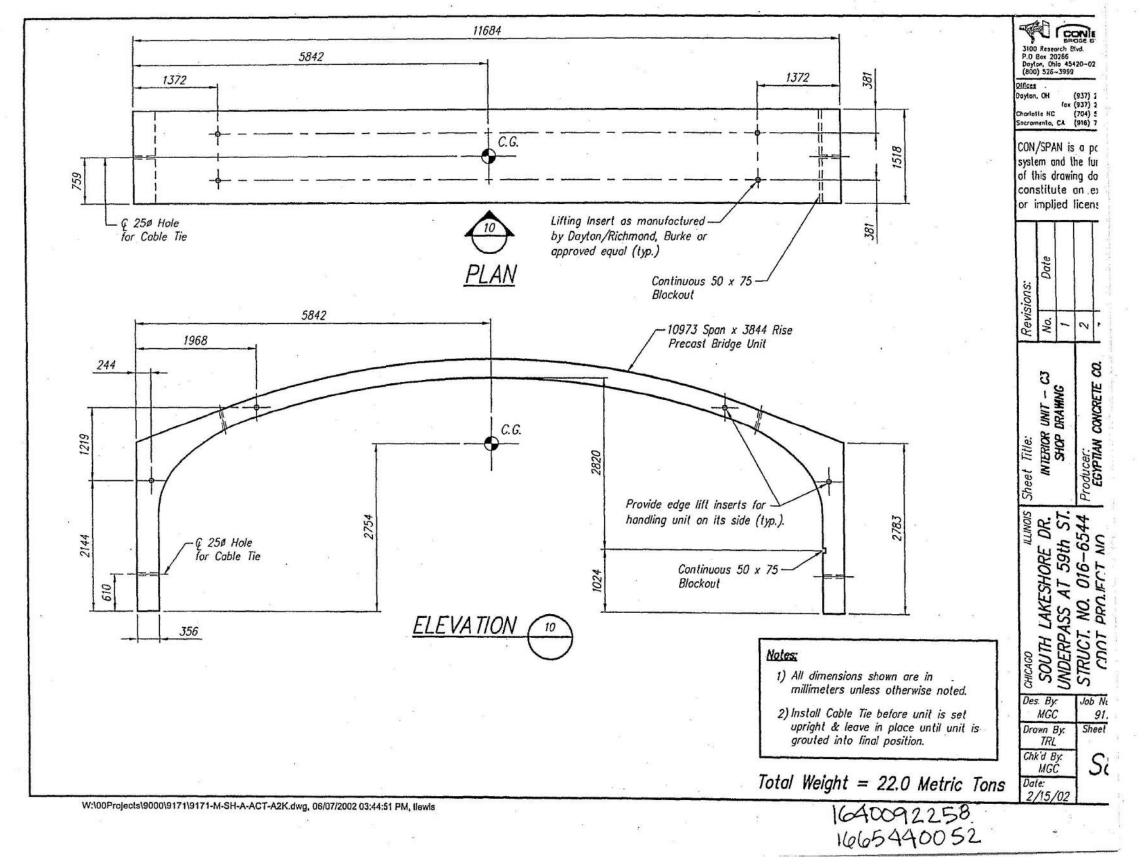
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COUNTY TOTAL SHEET NO.
COOK 1434 877 DESIGNED -JLW REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (15 OF 45)** CHECKED -CJC REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 3C-sht-6544ex-015.dgn PLOT SCALE = RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6544 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED SHEET NO. SCX-15 OF 45 SHEETS REVISED



COUNTY SHEETS NO. DESIGNED - JLW REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (16 OF 45)** CHECKED -CJC REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 BC-sht-6544ex-016.dgn PLOT SCALE = RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6544 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED SHEET NO. SCX-16 OF 45 SHEETS JLW REVISED



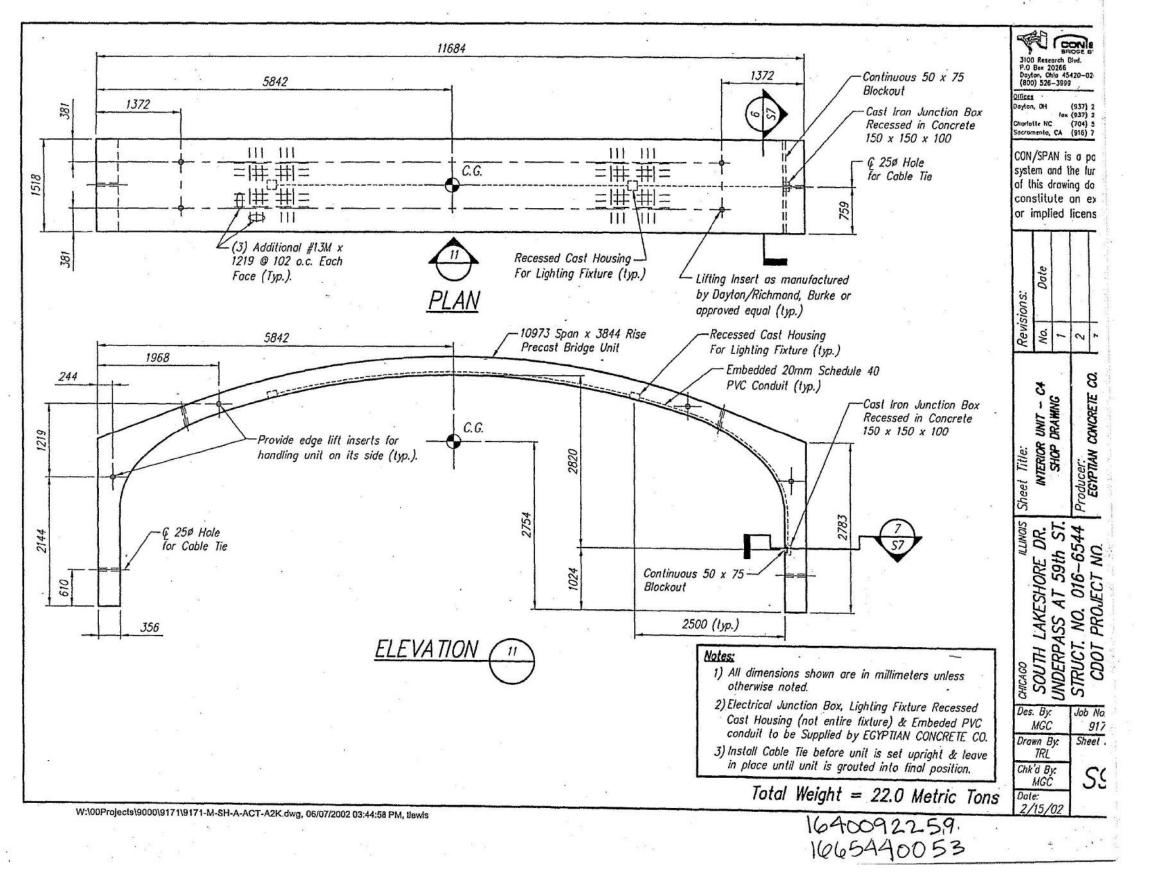
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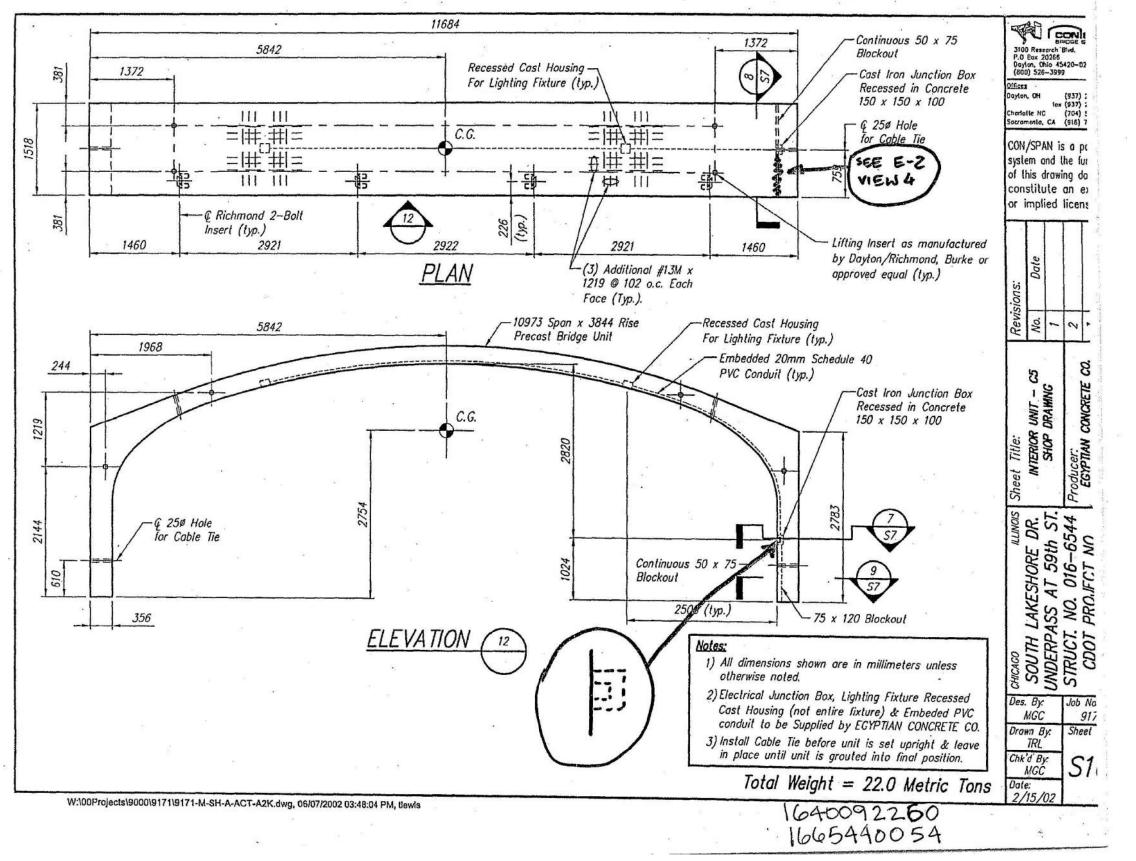
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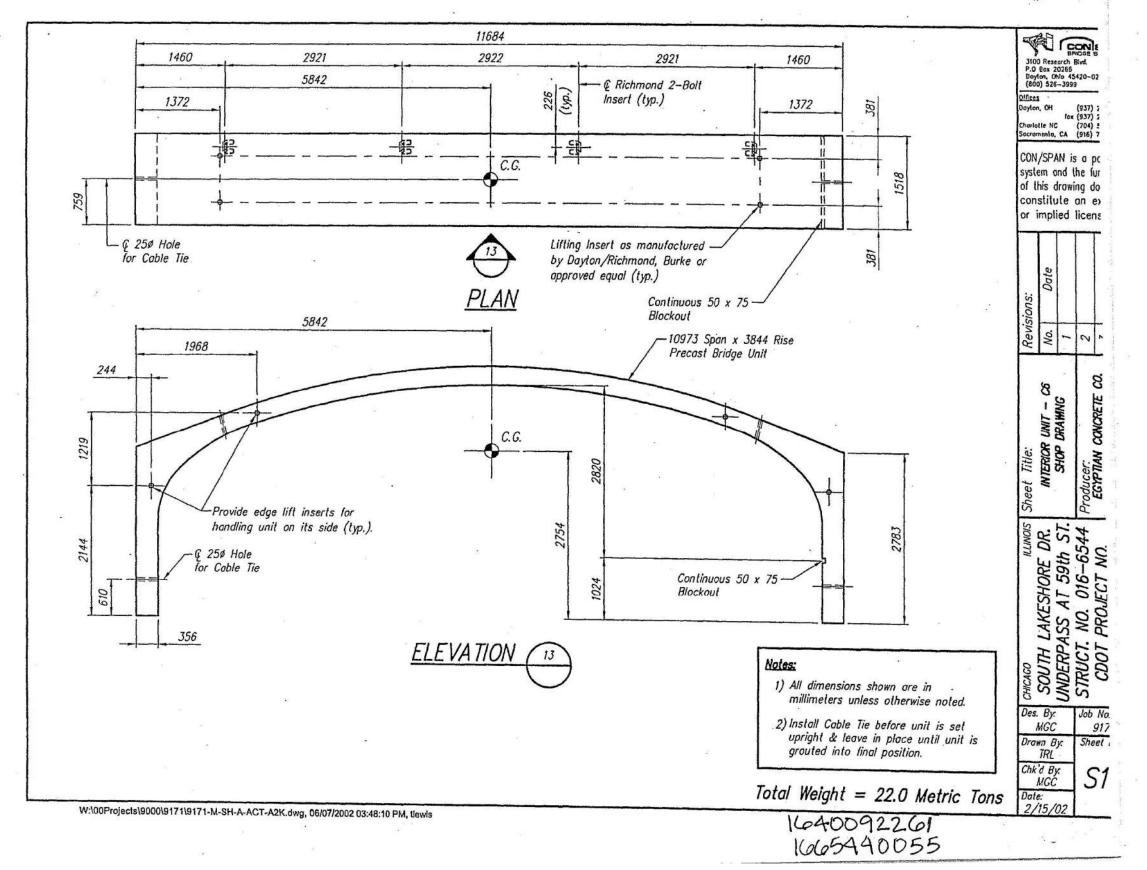


COUNTY TOTAL SHEET NO. DESIGNED -JLW REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (18 OF 45)** CHECKED -CJC REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 3C-sht-6544ex-018.dgn REVISED CDOT PROJECT NO. B-7-203 SN 016-6544 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -SHEET NO. SCX-18 OF 45 SHEETS REVISED



COUNTY TOTAL SHEET NO. COOK 1434 881 DESIGNED -JLW REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (19 OF 45)** CHECKED -CJC REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 BC-sht-6544ex-019.dgn PLOT SCALE = RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6544 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED SHEET NO. SCX-19 OF 45 SHEETS REVISED

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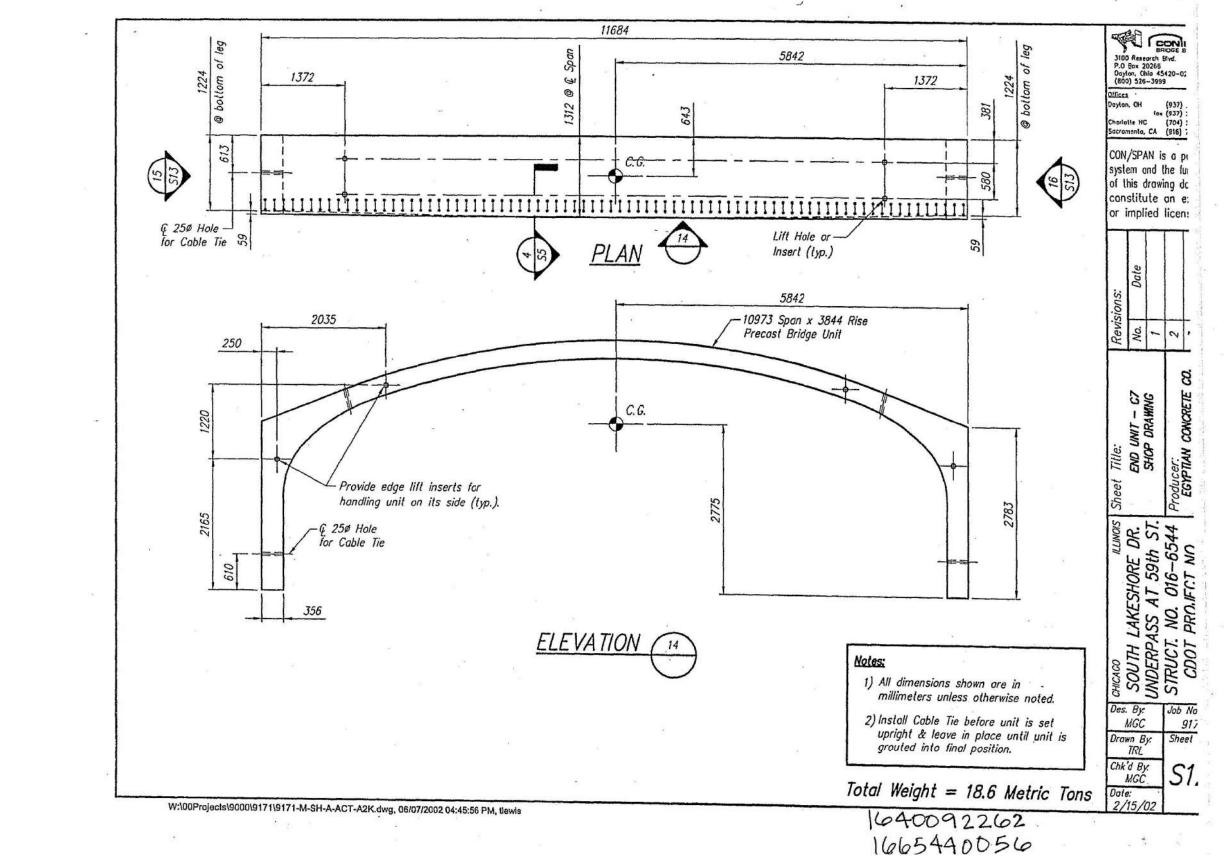
FOR INFORMATION ONLY

COUNTY TOTAL SHEET NO.

COOK 1434 882 DESIGNED - JLW REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (20 OF 45)** CHECKED - CJC REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 BC-sht-6544ex-020.dgn PLOT SCALE = DRAWN RMG REVISED SN 016-6544 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -REVISED SHEET NO. SCX-20 OF 45 SHEETS JLW

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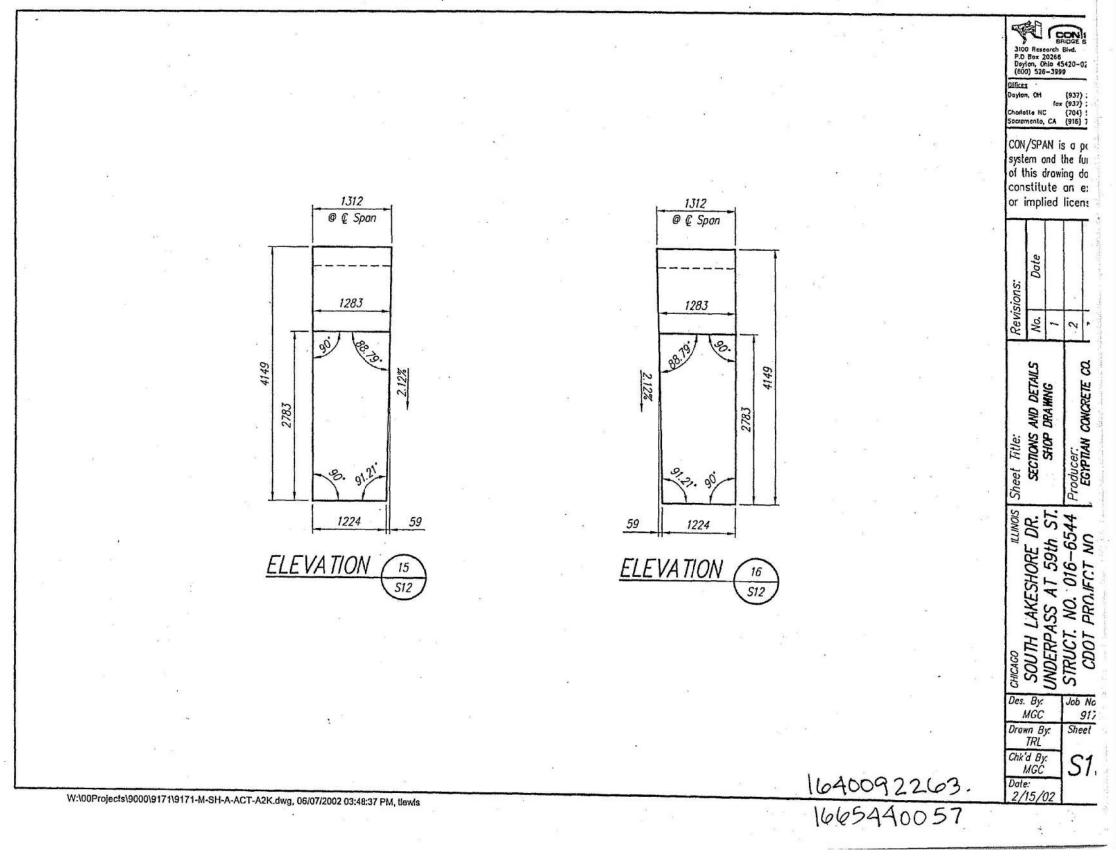
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CNECT, LLC | 1 N LaSalle Street, Sulte 325, Chicago, IL 60602

FOR INFORMATION ONLY

COUNTY TOTAL SHEET NO. COOK 1434 883 DESIGNED - JLW REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (21 OF 45)** CHECKED -CJC REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 BC-sht-6544ex-021.dgn REVISED SN 016-6544 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -SHEET NO. SCX-21 OF 45 SHEETS

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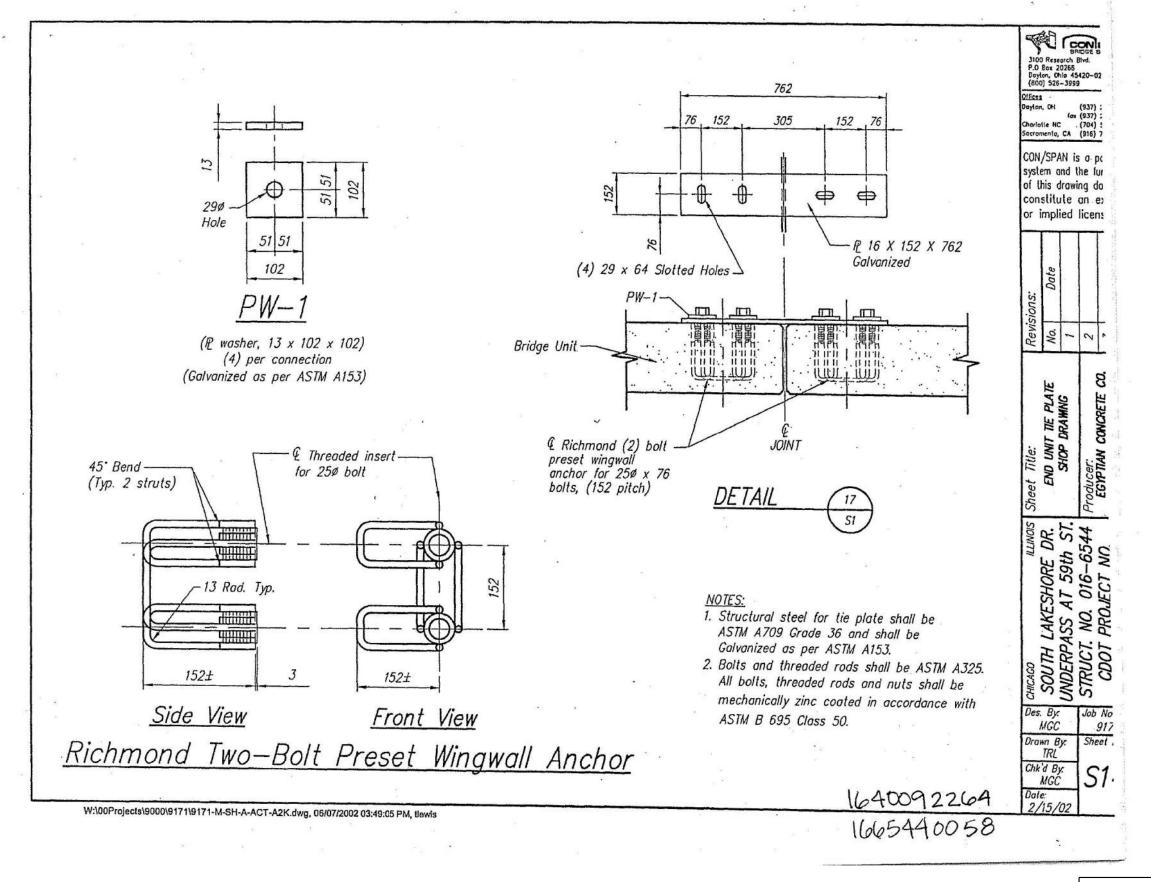


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COUNTY TOTAL SHEETS NO. 7 NO. 1434 884 NO. 16-6544 ROJECT DESIGNED - JLW REVISED CITY OF CHICAGO EXISTING PLANS (22 OF 45) REVISED CHECKED - CJC 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 BC-sht-6544ex-022.dgn PLOT SCALE = DRAWN RMG REVISED CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -SHEET NO. SCX-22 OF 45 SHEETS

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DESIGNED - JLW REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (23 OF 45)** CHECKED - CJC REVISED соок 1434 885 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 3C-sht-6544ex-023.dgn PLOT SCALE = REVISED CDOT PROJECT NO. B-7-203 SN 016-6544 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -SHEET NO. SCX-23 OF 45 SHEETS

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Placement of the Bridge Units, Wingwalls, and Headwalls – The bridge units, wingwalls, and headwalls shall be placed as shown on the Engineer's plan drawings. Special care shall be taken in setting the elements to the true line and grade. The bridge units and wingwalls shall be set on 150 X 150 mm masonite or steel shims. A minimum of 15 mm gap shall be provided between the footing and the bottom of the bridge's vertical legs or the wingwall. The gap shall be filled with cement grout (Portland cement and water or cement mortar composed of one part Portland cement and three parts of sand, by volume, and water.)

External Protection of Joints - The butt joint made by two adjoining bridge units shall be covered with a 22 mm x 35 mm preformed bituminous joint sectont and a minimum of a 230 mm wide joint wrop. The surface shall be free of dirt before applying the joint material. A primer compatible with the joint wrop to be used shall be applied for a minimum width of 230 mm on each side of the joint. The external wrap shall be either EZ-KRAP RUBBER by PRESS-SEAL GASKET CORPORATION, SEAL WRAP by MAR MAC MANUFACTURING CO. INC. or approved equal. The joint shall be covered continuously from the bottom of one bridge section leg, across the lop of the arch and to the opposite bridge section leg. Any lops that result in the joint wrop shall be a minimum of 150 mm long with the

In addition to the joints between bridge units, the joint between the end bridge unit and the headwall shall also be sealed as described above. It precast wingwalls are used, the joint between the end bridge unit and the wingwall shall be sealed with a 610 mm strip of filter fabric. Also, if lift holes are formed in the arch units, they shall be primed and covered with a 230 x 230 mm square of joint wrap.

During the backfilling operation, care shall be taken to keep the joint wrop in its proper location over the joint Backfill - Backfill shall be considered as all replaced excavation and new embankment adjacent to the CON/SPAN bridge units, wingwalls, and headwalls. The project construction and material specifications which include the specifications for excavation for structures and roadway excavation and embankment construction, shall apply except as modified in this section. No backfill shall be placed against any structural elements until they have been approved by the Engineer. Backfill against a waterproofed surface shall be placed carefully to avoid damage to the waterproofing material.

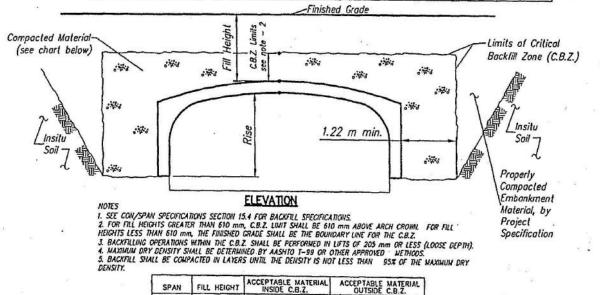
Mechanical tampers or approved compacting equipment shall be used to compact all backfill and embankment immediately adjacent to each side and over the top of each bridge unit until it is covered to a minimum depth of 305 mm, unless the design fill height is less than 305 mm. The bockfill within the Critical Backfill Zone (shown in the diagrams below) shall be placed in lifts of 205 mm or less (loose depth). Heavy compaction equipment shall not be operated in this area or over the bridge until it is covered to a depth of 305 mm, unless the design fill height is less than 305 mm. Lightweight dozers and graders may be operated over bridge units hoving 305 mm of compacted cover, but heavy earth moving equipment (larger than a D-4 Dazer weighing in excess of 10.9 Tonnes and having track pressures of 33kPa or greater) shall require 610 mm of cover unless the design cover is less than two leet. In no case, shall equipment operating in excess of the design lood (MS18 or MS22.5) be permitted over the bridge units unless approved by CON/SPAN. Any additional fill and subsequent excavation required to provide this minimum cover shall be made at no additional cost to

As a precaution against introducing unbalanced stresses in the bridge, when placing backfill at no time shall the difference between the heights of fill an opposite sides of the bridge exceed 610 mm.

Backfill in front of wingwalls shall be carried to ground lines shown in the plans.

For fill heights over 3.7 meters, no backfilling may begin until a backfill compaction testing plan has been coordinated with and approved by CON/SPAN Bridge Systems. Cost of the backfill compaction testing shall be included in the cost of the precest units. This included cost applies only to projects with fill heights over 3.7 meters (as measured from top crown of sich to

	BACKFILL DESCRIPTION							
Group Classification	A-	-1	A-3		A-	2		A-4
oroup diasamention	A-1-a	A-1-b		A-2-4	A-2-5	A-2-6	A-2-7	
Sieve Analysis, Percent Possing		V			0.000		_	
No. 10	50 max.							
No. 40	30 max.	50 max.	51 min.					
No. 200	15 max.	25 max.	10 mox.	35 max.	35 max.	35 max	.15 max	36 min.
Characteristics of Fraction Passing			- 0.5400000000000000000000000000000000000	## MARKET			oo mox.	CO min
No. 40								
Liquid Limit				40 mox.	41 min.	40 max	41 min	40 max.
Plasticity Index	6 max.		N.P.		10 mox.			10 max.
Usual Types of Significant	Stone Fre	namente	Fine		Clayey Gra			
Constituent Materials	Gravel &		Sand	July or C	luyey ord	כ טווט ז	UNU	Silty Soils
General Rating as Subgrade	U. U.F.	-und	Excellent to	Good				Fair to Poor



\*\* EMBANKMENT MATERIAL PER PROJECT SPECIFICATIONS

BACKFILL REQUIREMENTS

A1. A3

A1, A2, A3, A4

1640092265

1665440059

ESON S

3100 Research Bird. P.O Box 20266 Dayton, Chio 45420-02 (800) 526-3999

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DETAILS

AND

DR.

LAKESHORE

Des. By:

MGC

Drawn By.

Chk'd By:

MGC

2/15/02

TRL

Job No

Sheet

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REVISED USER NAME = jsurbe DESIGNED -JLW CHECKED CJC REVISED RMG REVISED PLOT DATE = 3/27/2020 CHECKED JLW REVISED

CITY OF CHICAGO DEPARTMENT OF TRANSPORATION **DIVISION OF ENGINEERING** 

≤ 7.3 m

≤ 7.3 m

≥ 3.7 m

< 3.7 m

**STRUCTURE NO. 016-6544** SHEET NO. SCX-24 OF 45 SHEETS

SECTION COUNTY 1434 886 COOK 17-B7203-00-ES SN 016-6544 CDOT PROJECT NO. B-7-203

jsurber\dms31892\ABC-sht-6544ex-024.dgr

FOR INFORMATION ONLY

3C-sht-6544ex-024.dgr

**EXISTING PLANS (24 OF 45)** 

# SOUTH LAKE SHORE DRIVE IMPROVEMENTS 57th St. UNDERPASS WALL IMPROVEMENTS

## CHICAGO, ILLINOIS

val indicates all building conditions (column centerlines, steel framing

**NOTES** 

f'c = 5,000 psi @ 28 days f'ci = 2.500 osi @ stripping

- Use ASTM A283-Grade C hot-rolled carbon

### **FINISHES**

ST - Smooth Trowel - Smooth Form

### **CONNECTIONS**

- ▲ Load Support w/ shims
- Panel to Panel w/ shims

### DRAWING INDEX

SHEET NO.

E1.0 INDEX-NOTES 59th STREET WEST ELEVATION 59th STREET EAST ELEVATION E1.3 59th STREET UNDERPASS ELEVATIONS E1.4 59th STREET WEST REQ'D CONNECTION BLKTS. 59th STREET EAST REO'D CONNECTION BLKTS. ISSUED FOR CONSTRUCTION E1.5 VERTICAL SECTIONS 59th St. VERTICAL SECTIONS 59th St.

CONTENTS

HORIZONTAL SECTIONS 59th St. HORIZONTAL SECTIONS 59th St.

ISSUED FOR MARQUETTE DR. UNDERPASS ELEVATIONS CONSTRUCTION E5.1 SECTIONS MARQUETTE DR.

63rd STREET EAST ELEVATION OF WEST WALL 63rd STREET EAST ELEVATION 63rd STREET WEST ELEVATION OF EAST WALL CONSTRUCTION 63rd STREET UNDERPASS ELEVATIONS

SECTIONS 63rd St. SECTIONS 63rd St. ISSUED FOR CONSTRUCTION < E8.4

57th STREET WEST ELEVATION ISSUED FOR CONSTRUCTION 4-4-04 57th STREET NORTHWEST ELEVATION 57th STREET NORTH ELEVATION 57th STREET NORTH-SOUTH UNDERPASS #2 57th STREET ENLARGED DETAIL 57th STREET ENLARGED SOUTH ELEVATION 57th STREET ENLARGED SOUTH TO WEST ELEVATION FOR CONSTRUCTION < 57th STREET WEST ELEVATION E9.11

E10.3 ENLARGED SECTIONS ENLARGED DETAIL & SECTIONS FOR CONSTRUCTION E10.5

£11.2 HORIZONTAL SECTIONS CONNECTION DETAILS 02 CONNECTION DETAILS C3 CONNECTION DETAILS FOR CONSTRUCTION -

1665420065 1665430054 1665450041 1665440029

SHOP DRAWINGS

1665460035

EI.0 oF 1640092024

SHORE DRIVE IMPROVEMENTS

SOUTH LAKE
RENOVATIONS &

12-2-03

UPDATED

2-16-04

5 UPDATED 4-20-04

3-11-05

DIETZ ENGINEERING, INC. 190 GARDNER AVE., #9 BURLINGTON, WI 53105

CHKD DATE RTD 11-12-03

3010

SHEET NO.

DRWN

JOB NO.

JLD

ERECTOR NOTE DIMENSION CHART AND CLOUDED NUMBERS IN LOWER CORNER OF PANELS FOR PANELS PLACEMENT. CHART GIVES DIMENSION FROM BACK OF PANEL TO CIP WALLS. CLOUDED DIMENSIONS GIVE DIMENSION FROM BACK OF PRECAST PANEL PANEL AT BOTTOM TO EXTERIOR FACE OF SHEETING. ALL DIMENSIONS ARE BASED UPON SUPPLIED SURVEY LAYOUT

CONTRACTOR PLEASE VERIFY OFFSETS FROM NEW PRECAST TO EXISTING PRECAST @ UNDERPASS, AND TO EXISTING STRUCTURES SUCH AS CIP BARRIER WALLS, PAVEMENT, AND SHEET PILE WALLS. CAPS SHOULD BE FIELD MEASURED TO ENSURE PROPER FIT. VERIFY ALL DIMS WITH REGUARDS TO SHEETING TO ENSURE SURVEY DWG PROVIDED MATCHES THE EXISTING STUCTURE.

C-sht-6544ex-025.dgr

FOR INFORMATION ONLY

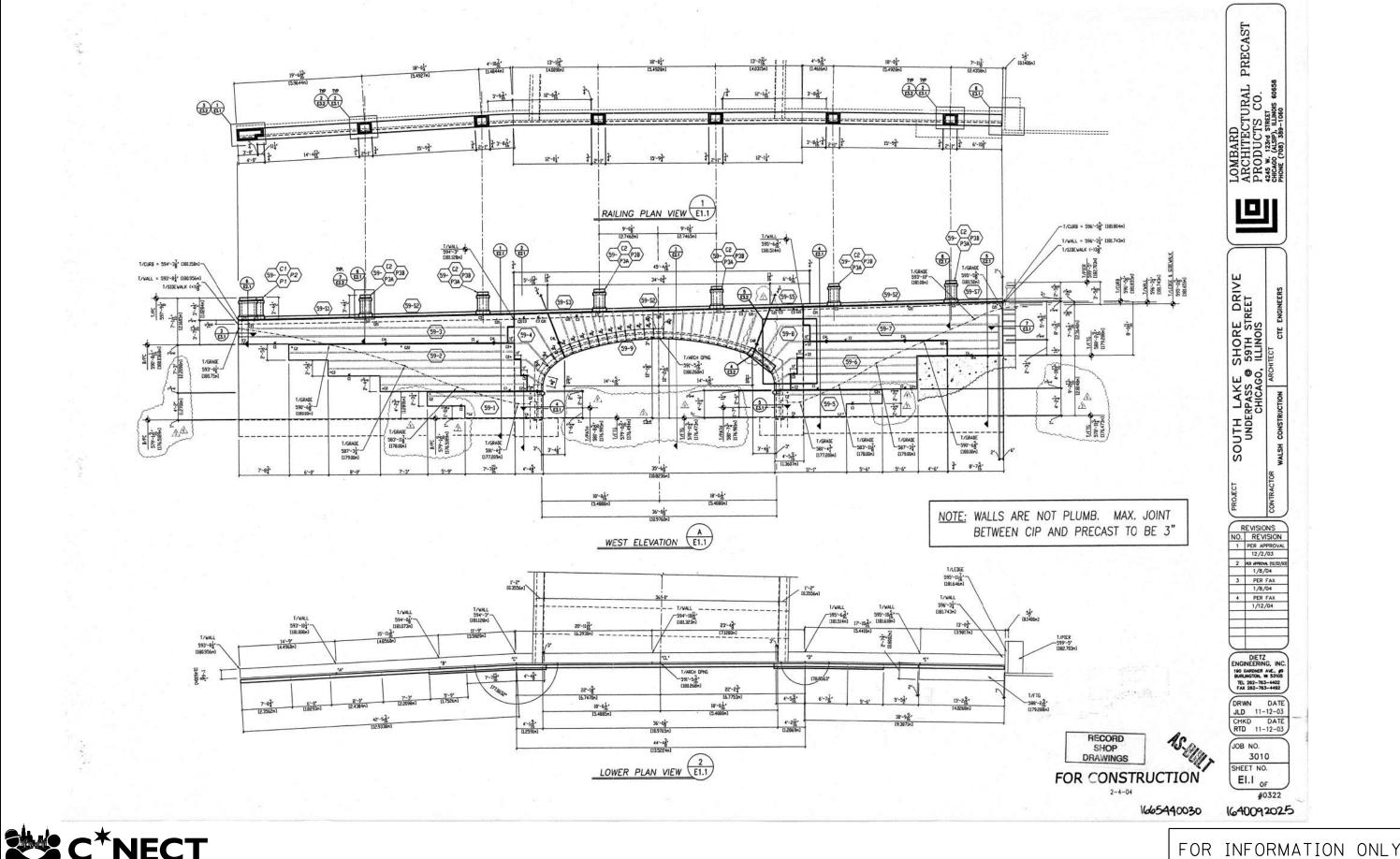
DESIGNED -REVISED JLW CHECKED CJC REVISED RMG REVISED PLOT DATE = 3/27/2020 CHECKED

CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

**EXISTING PLANS (25 OF 45) STRUCTURE NO. 016-6544** SHEET NO. SCX-25 OF 45 SHEETS

HORIZONTAL SECTIONS

SECTION COUNTY 1434 887 17-B7203-00-ES COOK CDOT PROJECT NO. B-7-203 SN 016-6544



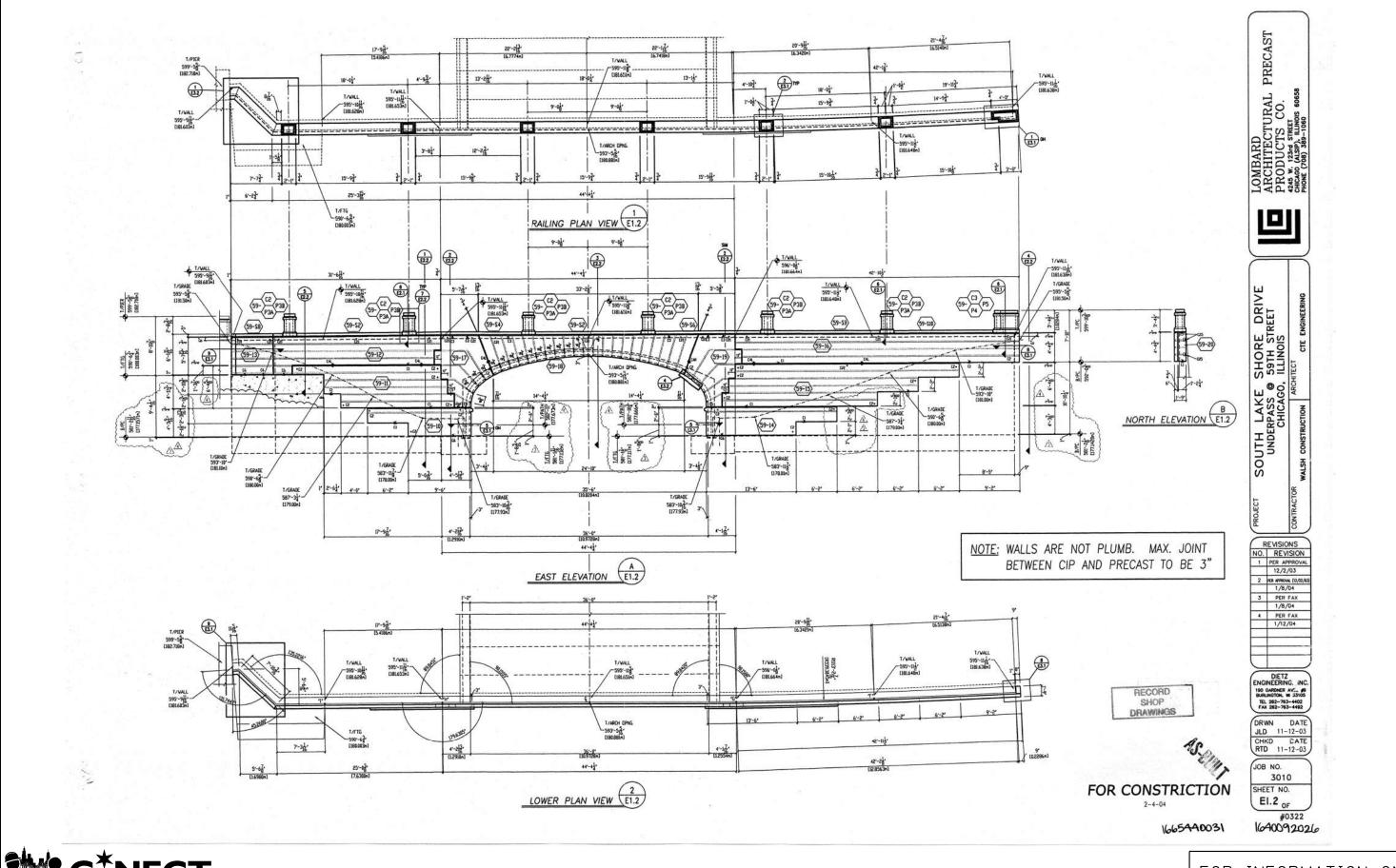
PLOT SCALE = PLOT DATE = 3/27/2020

CITY OF CHICAGO	REVISED -	DESIGNED - JLW	
DEPARTMENT OF TRANSPORATION	REVISED -	CHECKED - CJC	
	REVISED -	DRAWN - RMG	
DIVISION OF ENGINEERING	REVISED -	CHECKED - JIW	

CITY	0F	CHICAGO
DEPARTMENT	OF	TRANSPORATION
DIVISION	0F	ENGINEERING

		PLAN: URE N	•	OF 45) -6544	ı
CHEET	NO	SCX-26	OF 45	CHEETS	

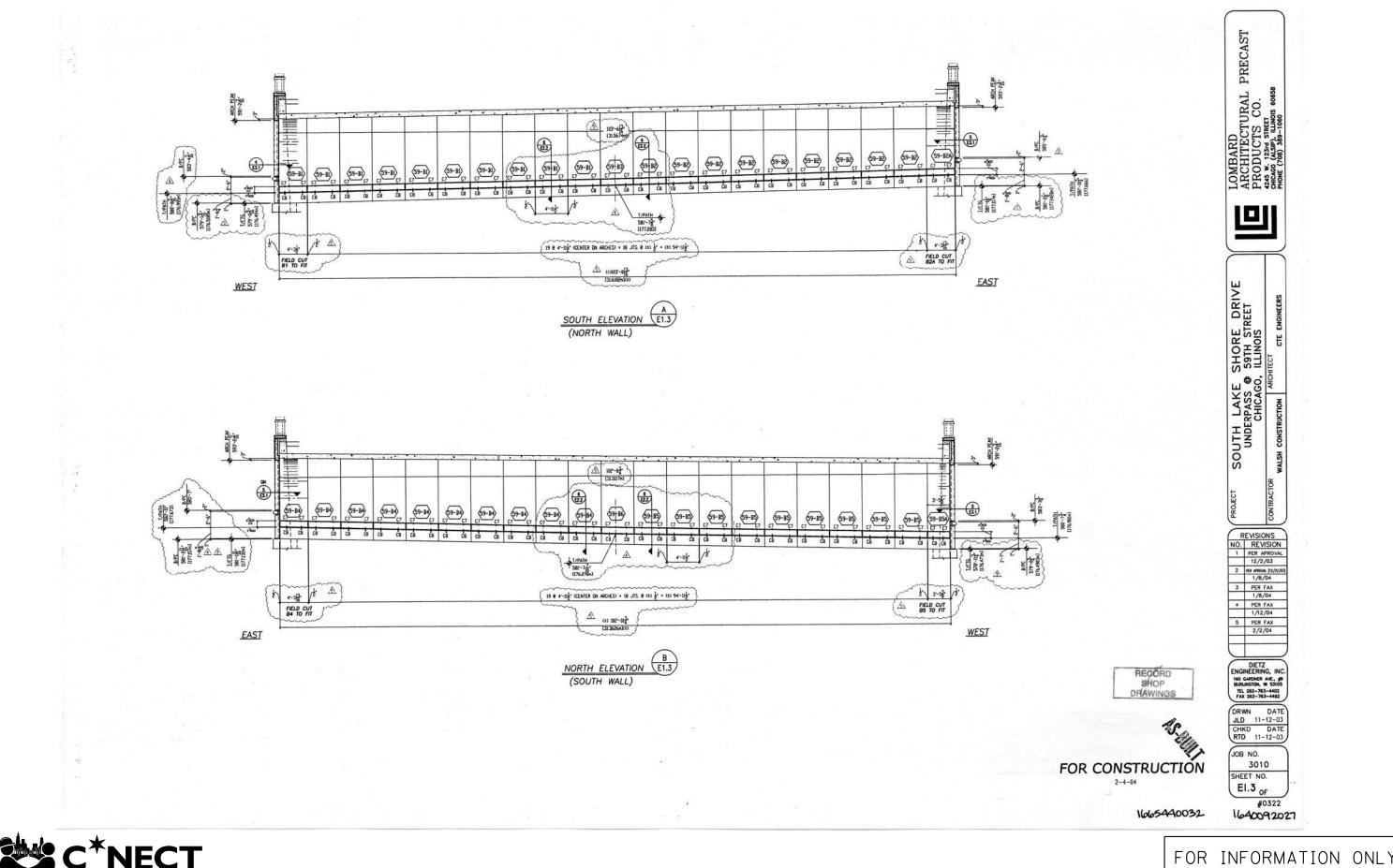
F.A.U. RTE.	SECTION				COUNTY		TOTAL SHEETS	SHEET NO.
2873	17-	17-B7203-00-ES					1434	888
CDOT	PROJECT	NO.	B-7-2	03	SN	01	6-6544	
			ILLINOIS	FED. A	ID PROJECT			



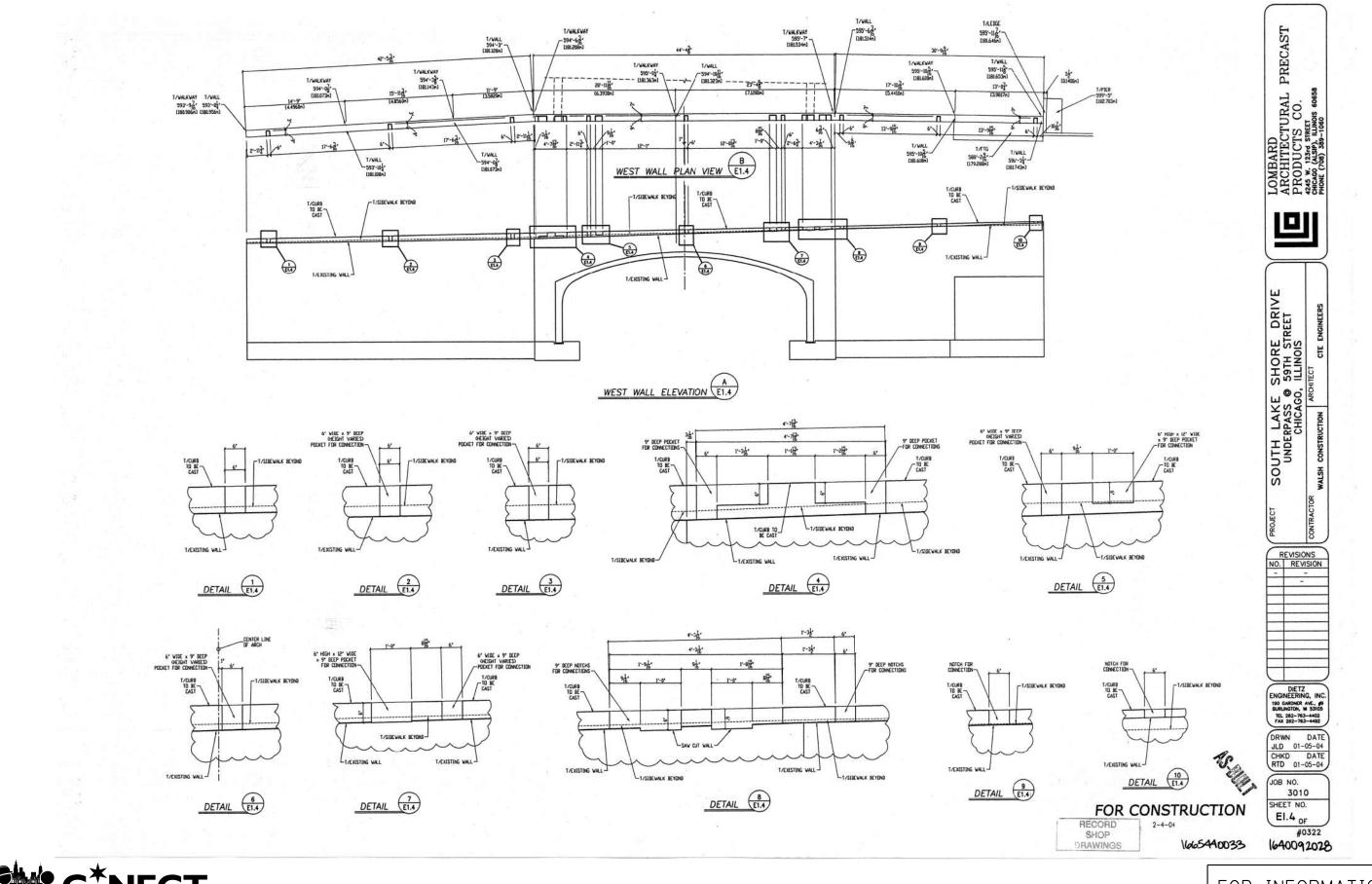
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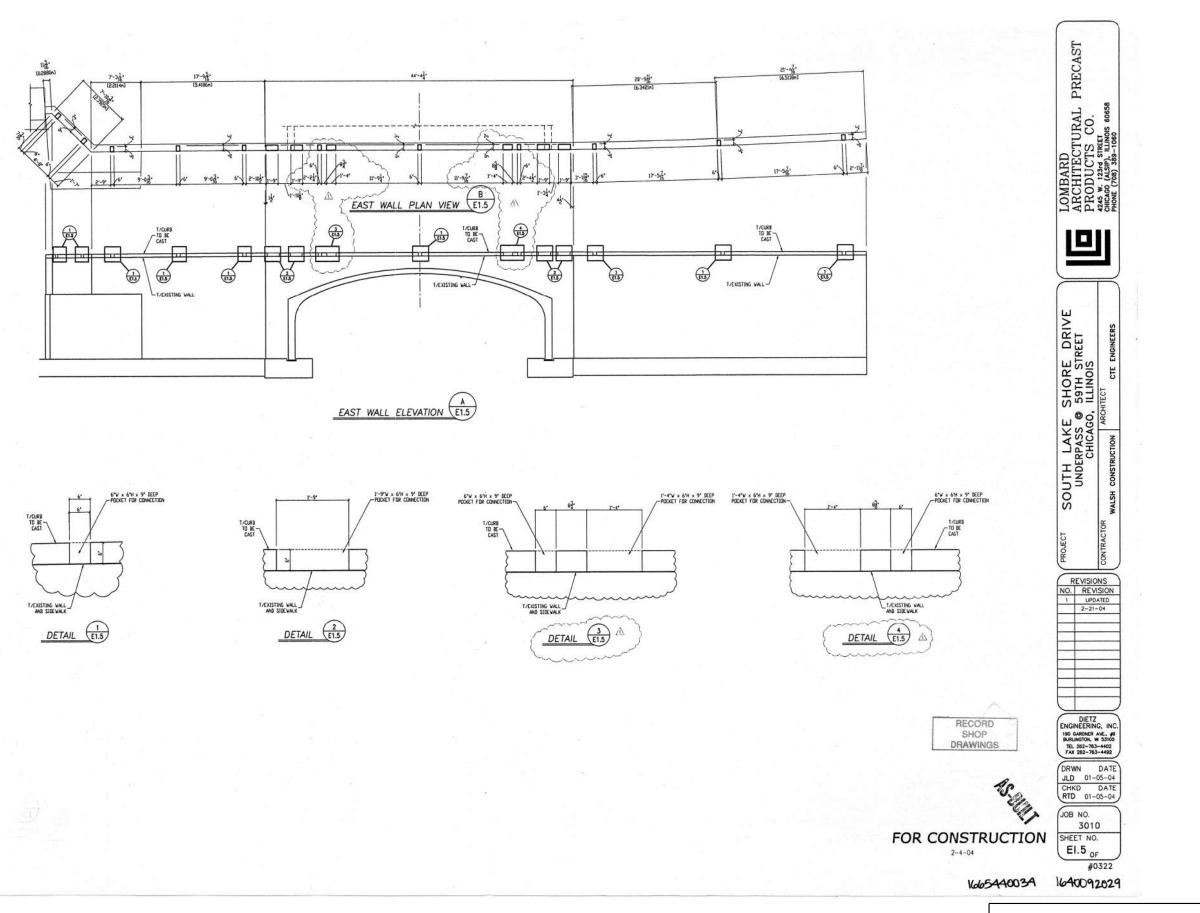
FILE NAME =	USER NAME = Jsurber	DESIGNED - JLW	REVISED -	CITY OF CHICAGO DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING	EXISTING PLANS (27 OF 45)	F.A.U. SECTION	COUNTY TOTAL SHEET S
		CHECKED - CJC	REVISED -		STRUCTURE NO. 016-6544	2873 17-B7203-00-ES	соок 1434 889
ABC-sht-6544ex-027.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -			CDOT PROJECT NO. B-7-203	SN 016-6544
	PLOT DATE = 3/27/2020	CHECKED - JLW	REVISED -		SHEET NO. SCX-27 OF 45 SHEETS	ILLINOIS FED. AT	ID PROJECT



COUNTY TOTAL SHEETS NO. COOK 1434 890 SN 016-6544 DESIGNED -JLW REVISED CITY OF CHICAGO SECTION EXISTING PLANS (28 OF 45) CHECKED -CJC REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 ABC-sht-6544ex-028.dgn PLOT SCALE = DRAWN RMG REVISED CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -JLW REVISED SHEET NO. SCX-28 OF 45 SHEETS



TOTAL SHEET NO. 1434 891 DESIGNED - JLW REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (29 OF 45)** CHECKED -CJC REVISED 17-B7203-00-ES СООК **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 BC-sht-6544ex-029.dgn PLOT SCALE = DRAWN RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6544 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -REVISED SHEET NO. SCX-29 OF 45 SHEETS JLW



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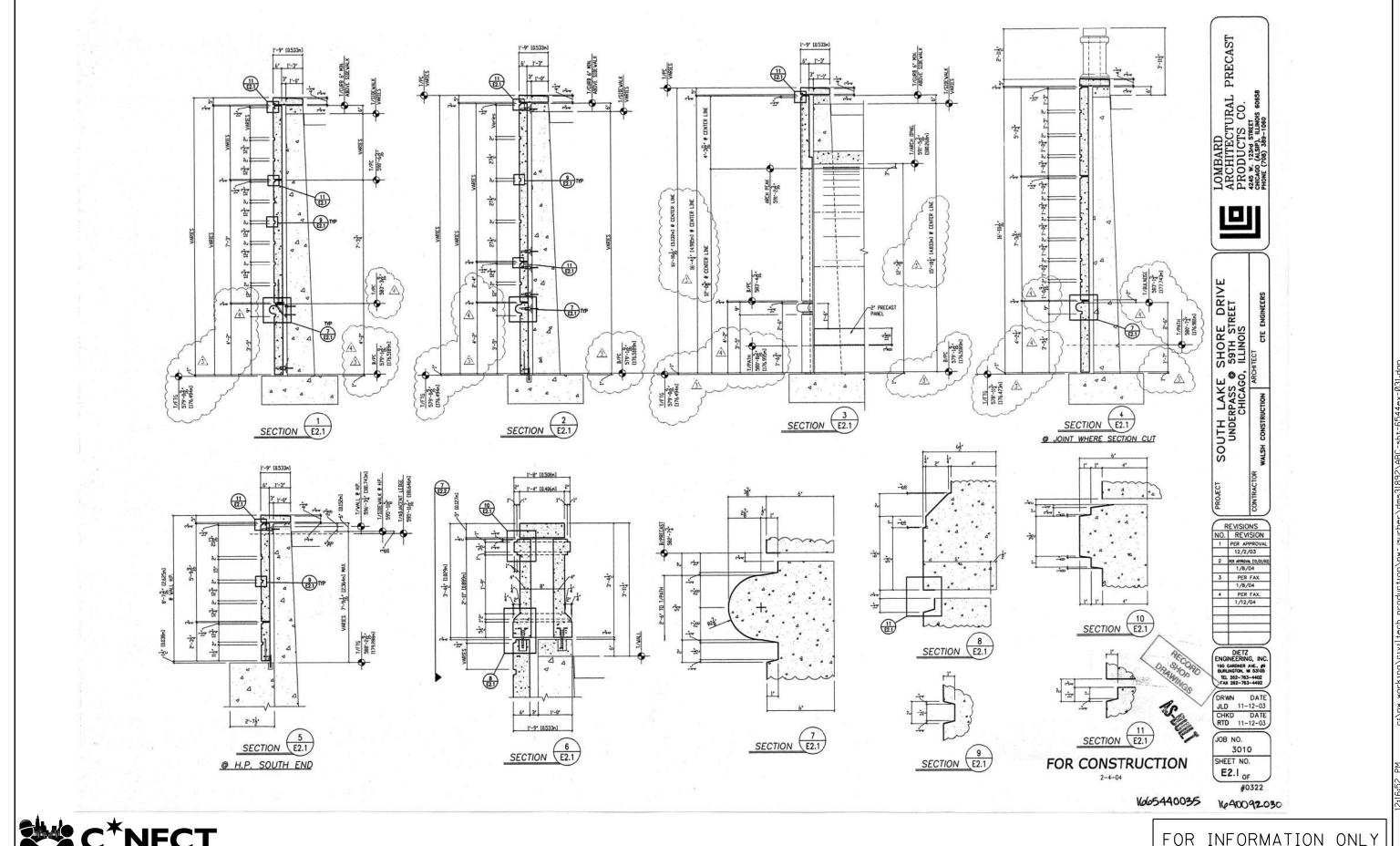
FOR INFORMATION ONLY

COUNTY TOTAL SHEET NO.
COOK 1434 892 DESIGNED - JLW REVISED SECTION CITY OF CHICAGO EXISTING PLANS (30 OF 45) CHECKED - CJC REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 ABC-sht-6544ex-030.dgn PLOT SCALE = DRAWN RMG REVISED SN 016-6544 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -JLW REVISED SHEET NO. SCX-30 OF 45 SHEETS

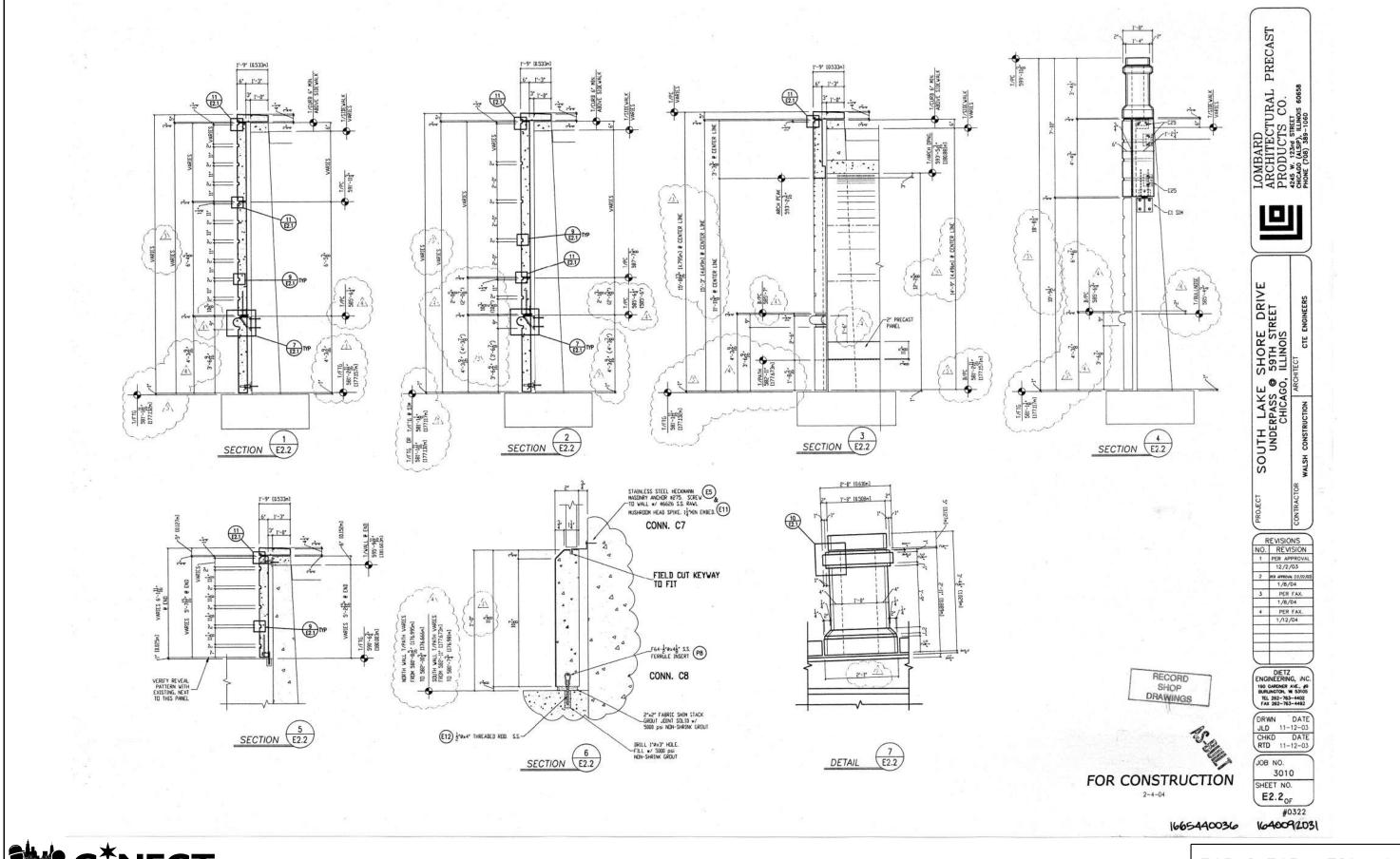
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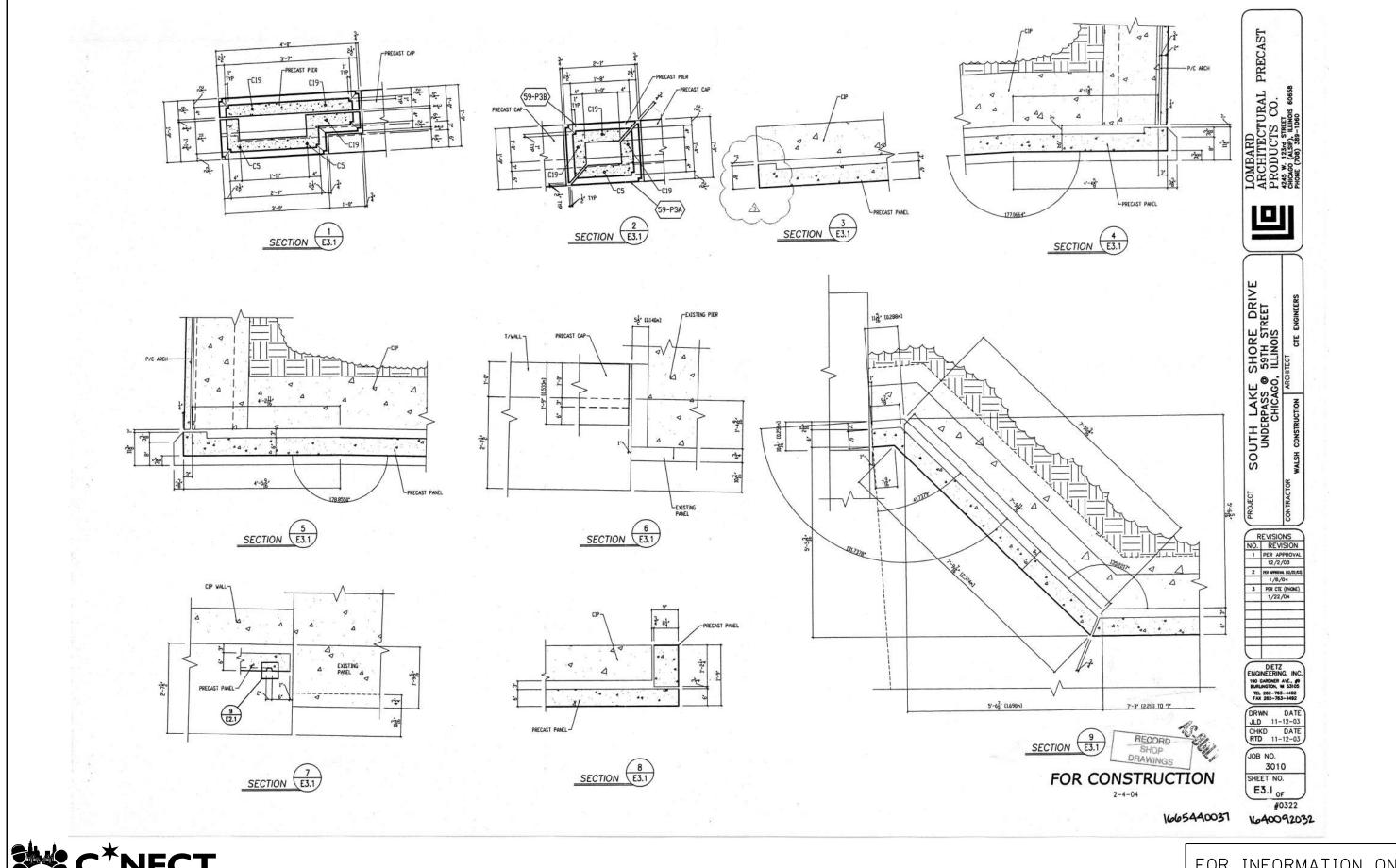


COUNTY TOTAL SHEET NO. COOK 1434 893 COOK 1434 893 COOK ROJECT DESIGNED - JLW REVISED CITY OF CHICAGO SECTION **EXISTING PLANS (31 OF 45)** CHECKED -CJC REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 BC-sht-6544ex-031.dgn PLOT SCALE = DRAWN RMG REVISED CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -JLW REVISED SHEET NO. SCX-31 OF 45 SHEETS

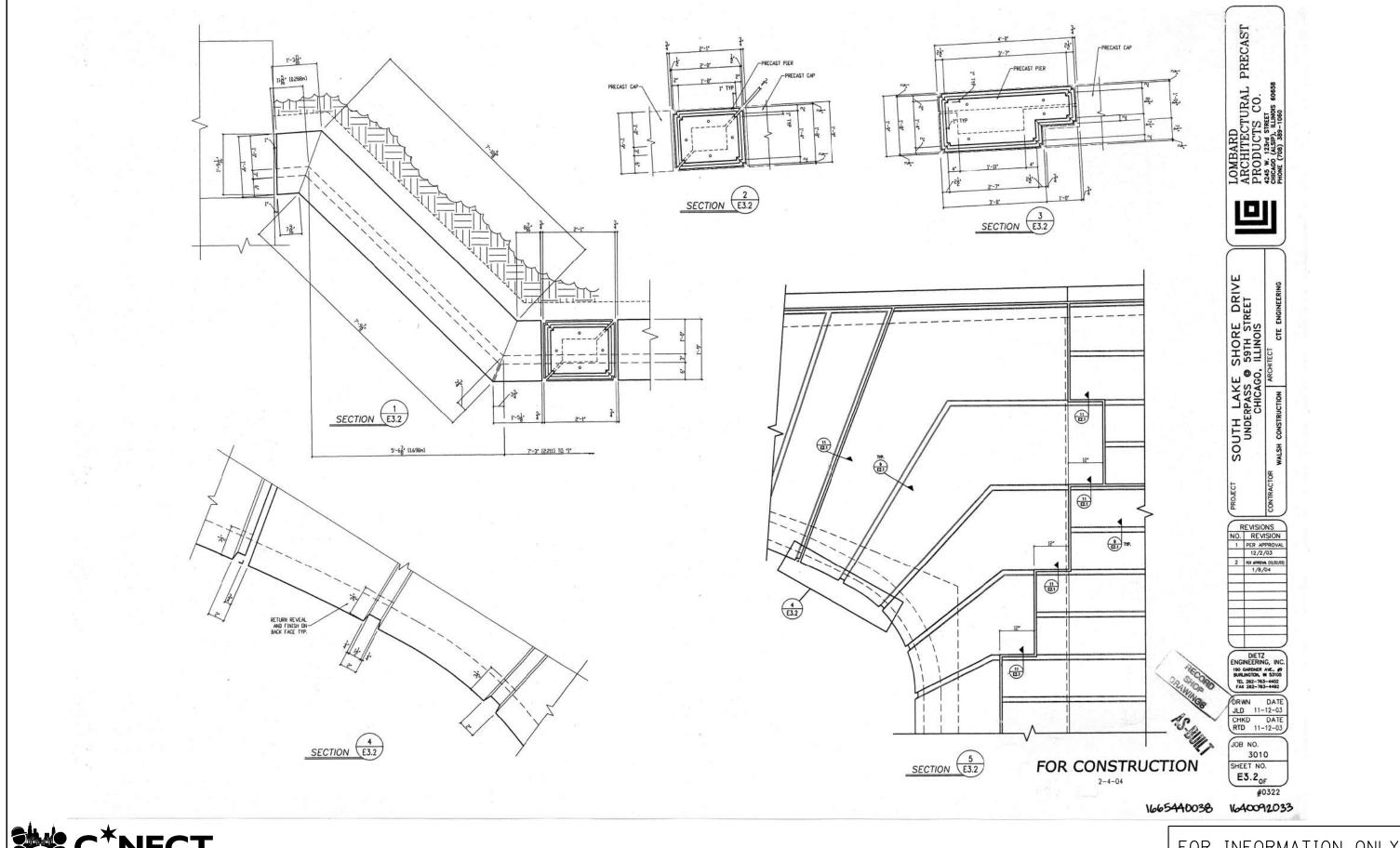


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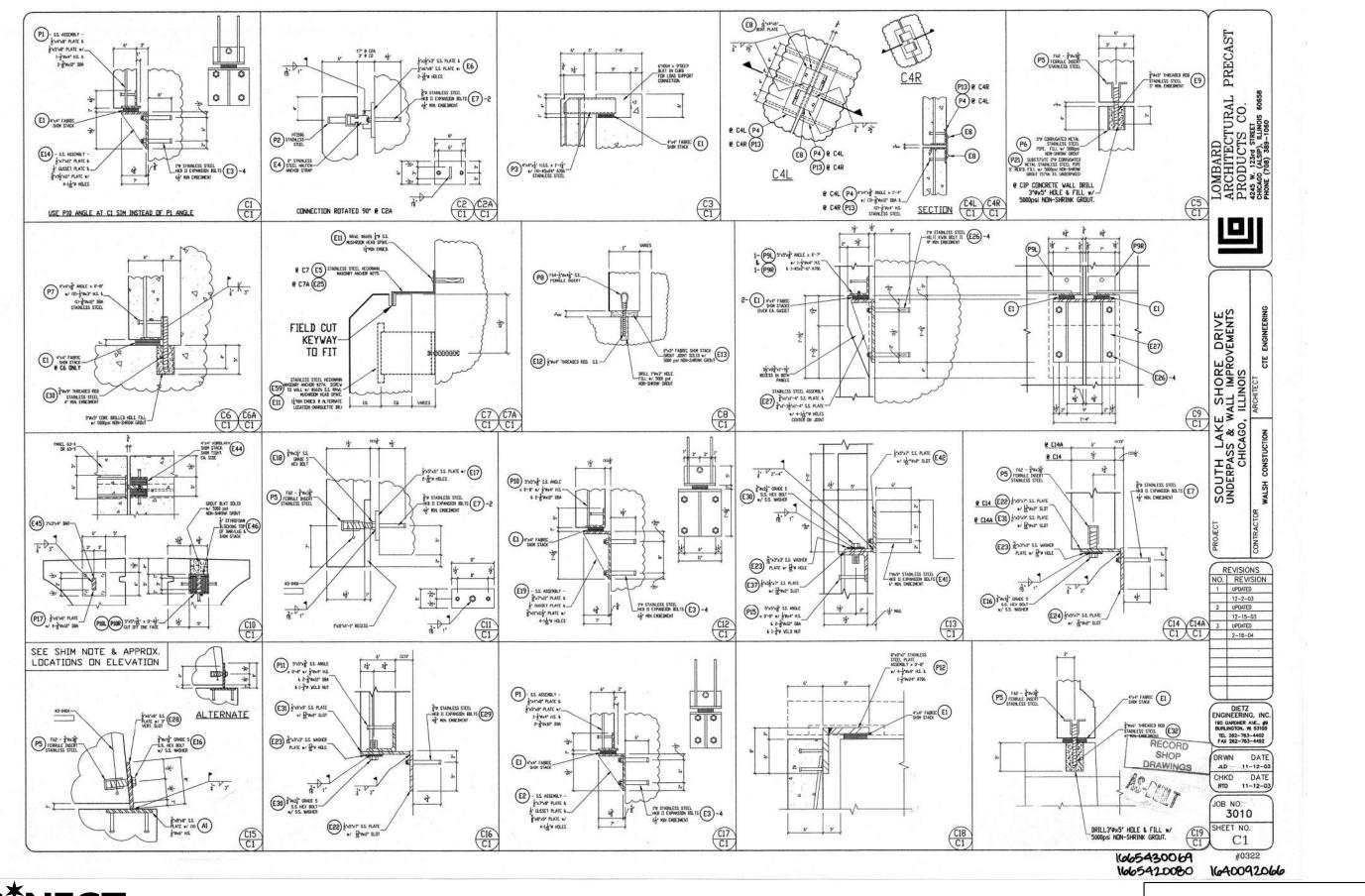
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COUNTY TOTAL SHEET NO. COOK 1434 895 COOK SN 016-6544 DESIGNED - JLW REVISED CITY OF CHICAGO SECTION EXISTING PLANS (33 OF 45) CHECKED -CJC REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 ABC-sht-6544ex-033.dgn DRAWN RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6544 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -JLW REVISED SHEET NO. SCX-33 OF 45 SHEETS



COUNTY TOTAL SHEET NO.
COOK 1434 896
SN 016-6544 DESIGNED - JLW REVISED SECTION COUNTY CITY OF CHICAGO EXISTING PLANS (34 OF 45) CHECKED -CJC REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 ABC-sht-6544ex-034.dgn PLOT SCALE = DRAWN RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6544 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -JLW REVISED SHEET NO. SCX-34 OF 45 SHEETS

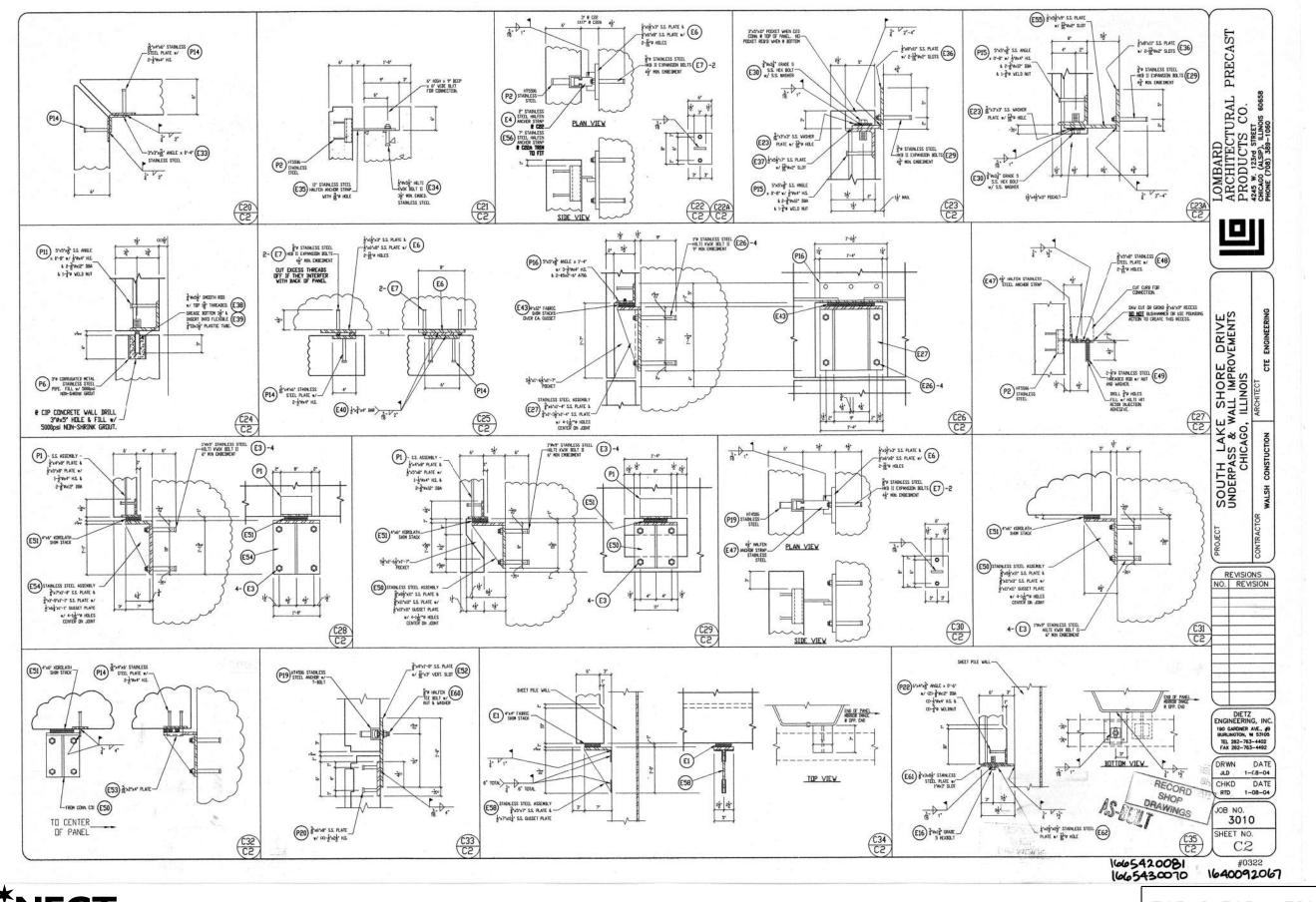


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ABC-sht-6544ex-035.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -		STRUCTURE NO. 016-6544	CDOT PROJECT NO. B-7-203	SN 016-6544
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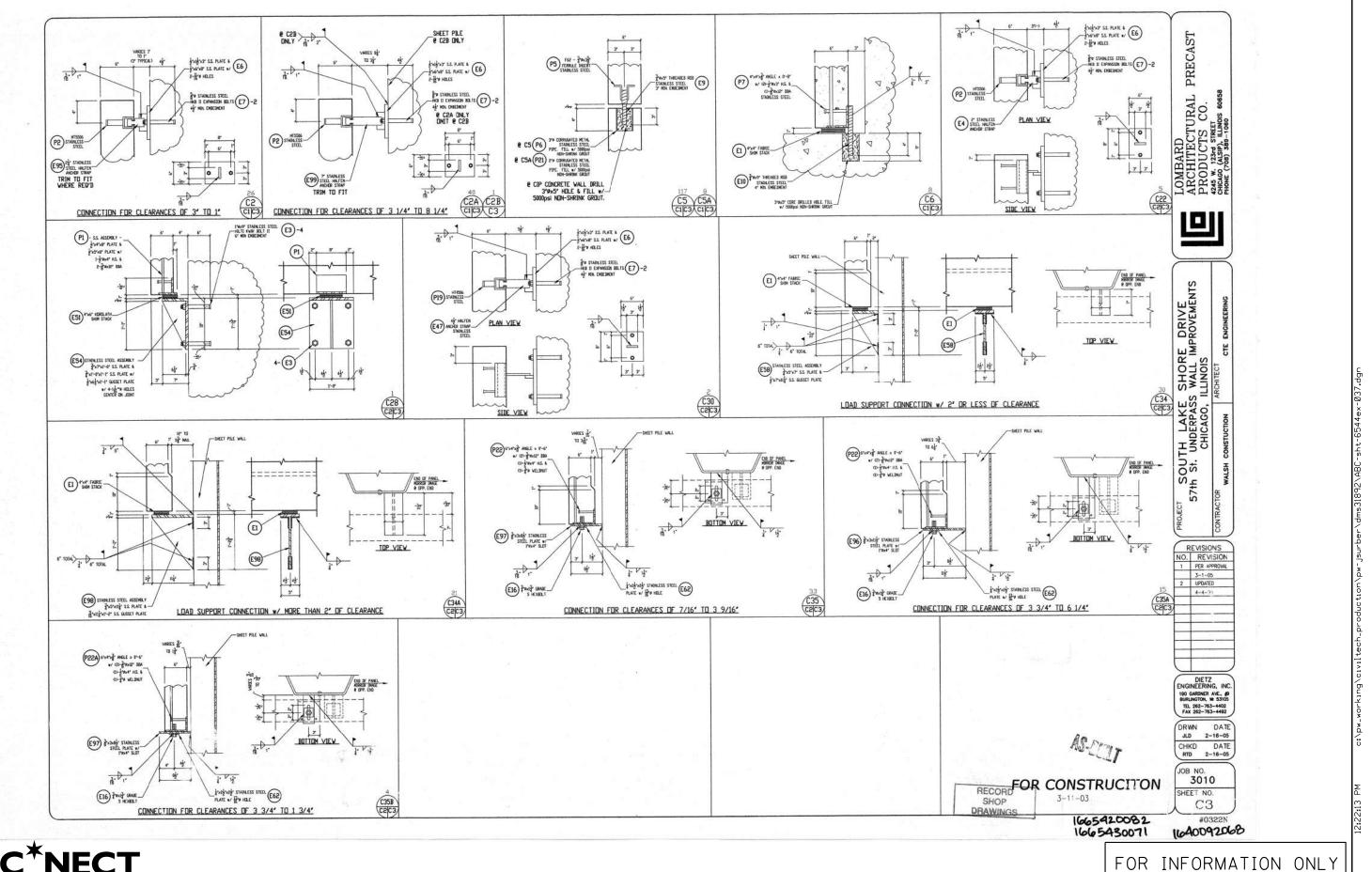


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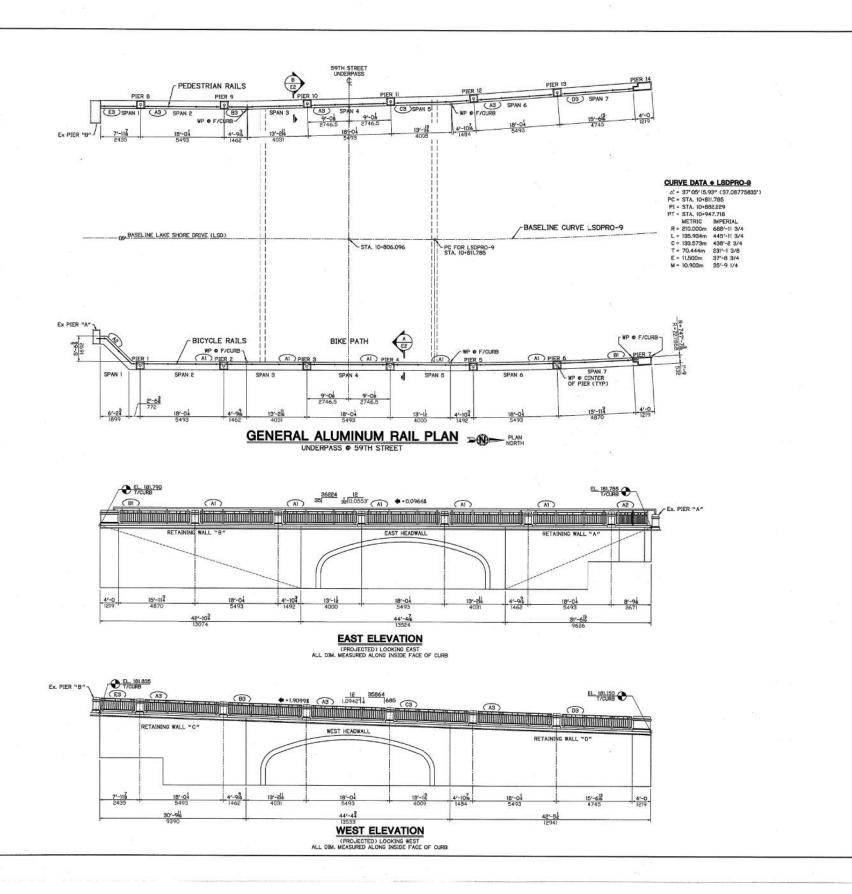
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	PLOT DATE = 3/27/2020	CHECKED - JLW	REVISED -	DIVISION OF ENGINEERING	SHEET NO. SCX-36 OF 45 SHEETS	ILLINOIS FED. AID PROJECT	



TOTAL SHEET NO. 1434 899 USER NAME = jsurber DESIGNED -JLW REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (37 OF 45)** CHECKED -CJC REVISED СООК 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 BC-sht-6544ex-037.dgn PLOT SCALE = DRAWN RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6544 **DIVISION OF ENGINEERING** SHEET NO. SCX-37 OF 45 SHEETS PLOT DATE = 3/27/2020 CHECKED REVISED JLW





#### **GENERAL NOTES**

GENERAL CONSTRUCTION SPECIFICATIONS

- ILLINOIS DEPARTMENT OF TRANSPORTATION 1997 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE PROJECT SPECIAL PROVISION
- AASHTO STANDARD SPECIFICATION FOR HIGHWAY BRIDGES, 16TH EDITION (1996) AND 1997 INTERIM REVISIONS.
- THE PROJECT GENERAL PROVISIONS AS OUTLINED IN THE GENERAL NOTES FROM THE CONTRACT DRAWINGS AND THE SPECIAL PROVISIONS.

#### ALUMINUM FINISH

ALL ALUMINUM RAIL TO BE FINISHED AFTER FABRICATION TO A LIGHT MATTE, CLEAR, ANODIZED TO 1 MIL MINIMUM THICKNESS.

#### WELDING

1. AWS - BRIDGE WELDING CODE DI,5 - 1996

2. AWS - STRUCTURAL WELDING CODE DI.1 - 1996

#### PLAN NOTES FOR RAIL

GENERAL CONSTRUCTION SPECIFICATIONS

1. SEE SHT. E2 FOR ALUMINUM RAIL DETAILS 2. SEE SHT. E3 FOR ENLARGED RAIL PLANS

#### MATERIAL NOTES

NO	MATERIAL	ASTM	TYPE	REMARKS
1	ALUMINUM TUBE		6063-T6	
2	ALUMINUM BARS	8209	6063-T6	
3	ALUMINUM PIPE	B429	6063-T6	

#### MATERIAL QUANTITY

REF	DESCRIPTION	QUANT	CONTRACT LN/FT	CONTRACT LN/M	ACTUAL LN/FT	ACTUAL LN/M	REMARKS
	WEST PED. RAILS		106'-0	32.309	105'-0	32.309	
	EAST BICYCLE RAILS		118'-0	35.966	118'-0	35.966	
3 4	POSTS	53	Q				

As-Builts - Record Shop Drawings



P.H. DREW INC.

## SOUTH LAKE SHORE DRIVE RECONSTRUCTION UNDERPASS © 59TH STREET - ALUM. RAILS PLANS & NOTES

			•	D/160 (			
REV 0	ATE R	EVISIO	N	BY	STATE ]	LLINOIS	
A 01-	14-04 REV	PER AP	P & PRECA	ST MRH	ссинту (	OOK (CHICAGO)	
A 01-	19-04 REV	PER CH	ECK	MRH	PROJECT E	3-1-441	
Δ					CONTRACT S	1	W
Δ					SECTION (	00-B0241-07-LS	
Δ					STRUCTURE (	16-6544	
Δ					STATE JOB		
BL SEPLA	PRI	NT REC	ORD	DATE	CUSTOMER S	TEPPO SUPPLY &	CONST., INC.
8	AP	PROVAL		11-18-03	CONTRACTOR V	ALSH CONSTRUCT	ION
8	FINAL	APPRO	VAL	01-15-04	ARCHAENS CTE ENGINEERS		
3		FILE		01-20-04	REFERENCE	- 5000000000000000000000000000000000000	
100		07,000		-21/19/20/20/19/9	ITEM		
		12			FINISH S	EE NOTES - SHT.	El
ALL, HOLES	E70xx	JOD WGR	MRH 11-17-03	CHECKED BY LRH 3 01-17-04	MRH NO. 0334	03-1393	Elof 3

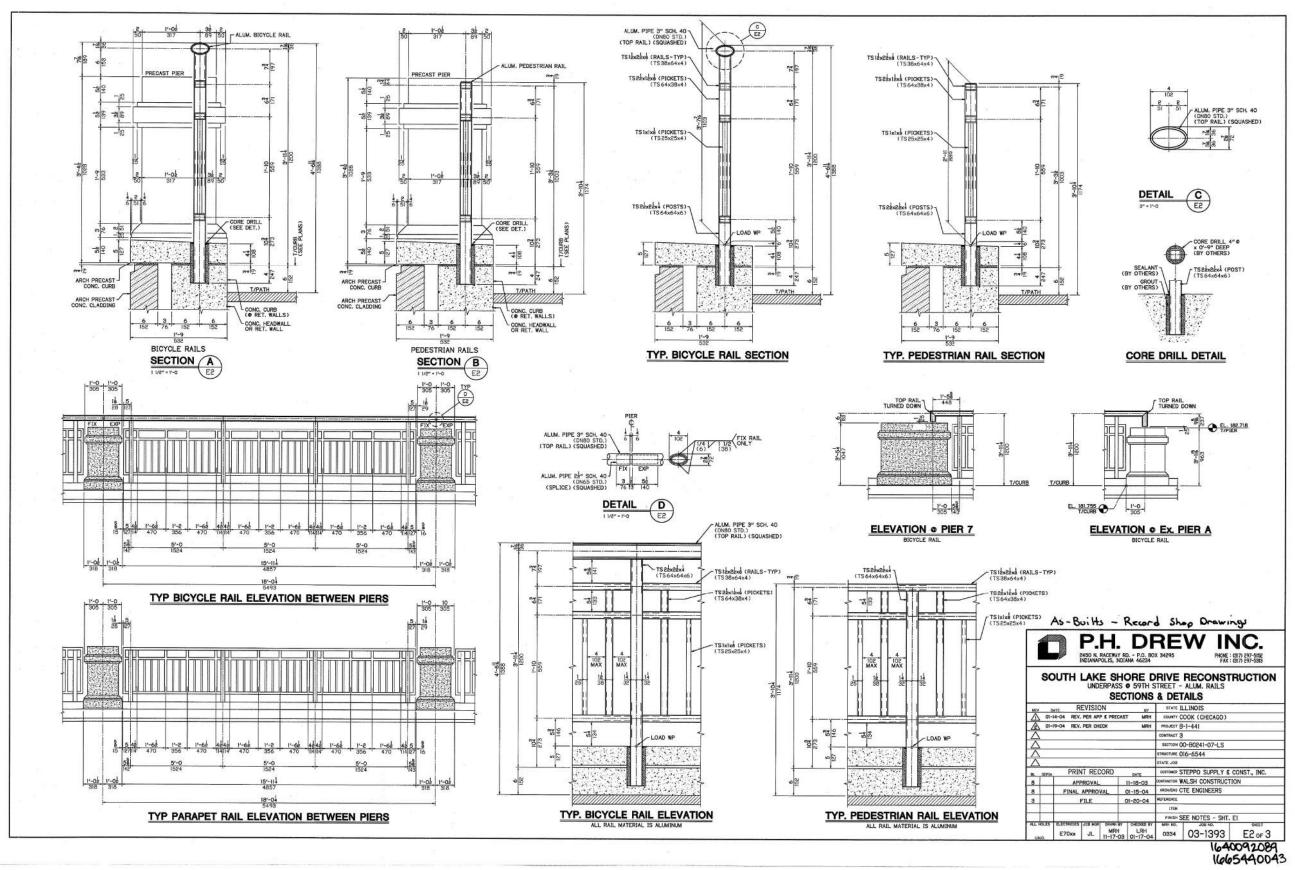
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FOR INFORMATION ONLY

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	CHECKED - CJC	REVISED -
PLOT SCALE =	DRAWN - RMG	REVISED -
PLOT DATE = 3/27/2020	CHECKED - JLW	REVISED -

.A.U. RTE.		SEC	ΓΙΟΝ			COUNTY		TOTAL SHEETS	SHEE NO.
2873	17-	B720	3-00-ES		Т	COOK		1434	90
DOT	PROJECT	NO.	B-7-2	03		SN	01	6-6544	

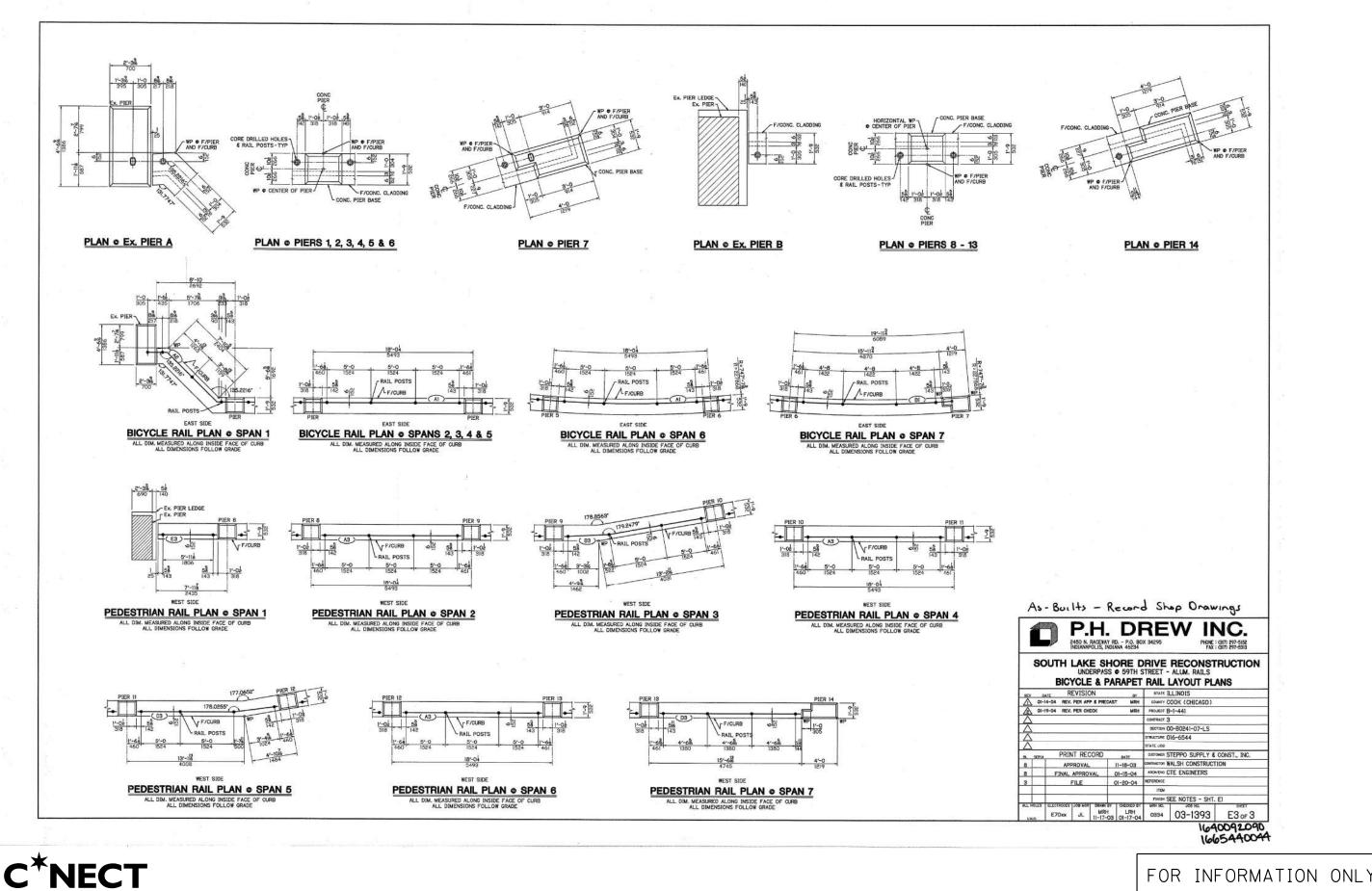




COUNTY TOTAL SHEET NO. COOK 1434 901 DESIGNED - JLW REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (39 OF 45)** CHECKED -CJC REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 BC-sht-6544ex-039.dgn RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6544 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 CHECKED -SHEET NO. SCX-39 OF 45 SHEETS REVISED JLW

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COUNTY TOTAL SHEET NO.

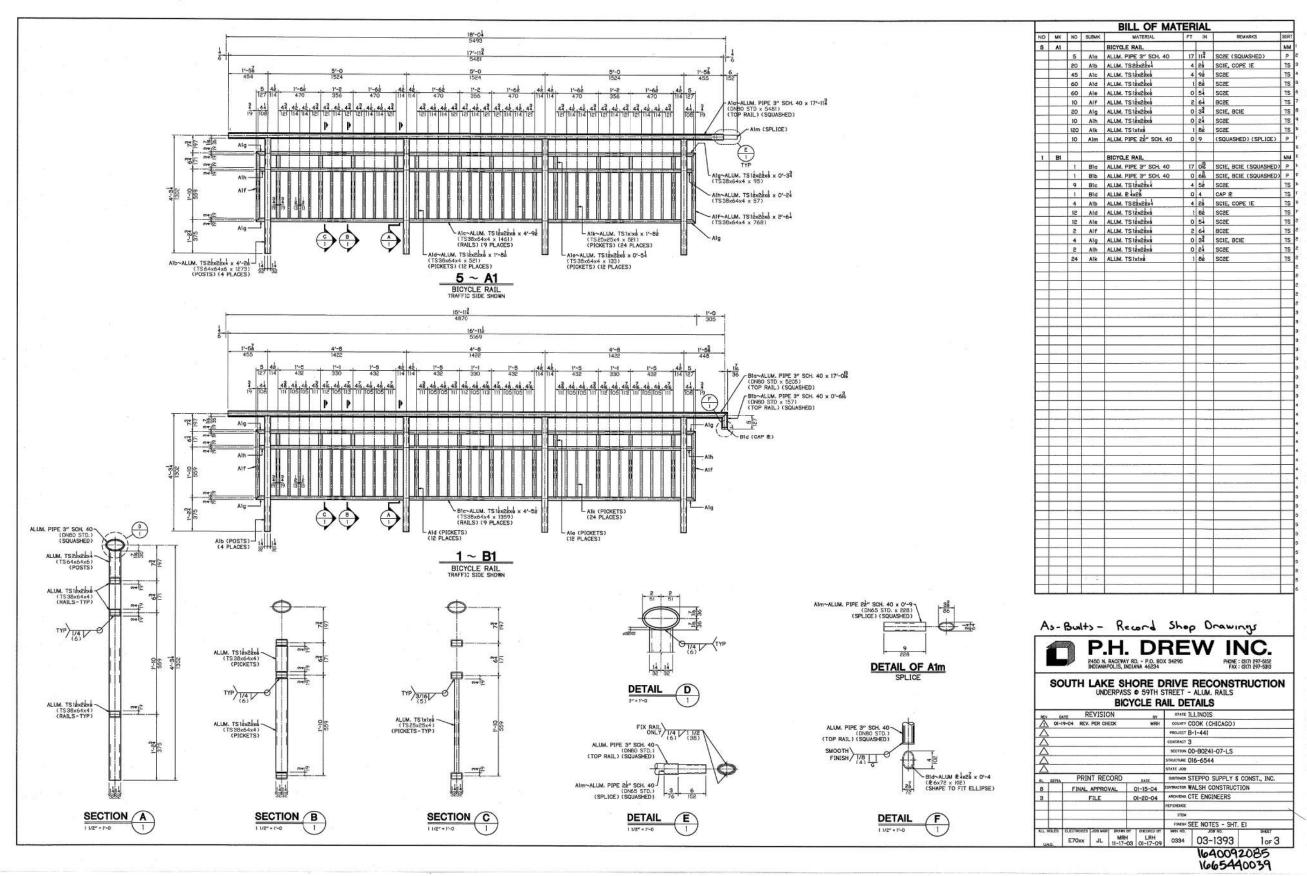
COOK 1434 902 SECTION COUNTY 17-B7203-00-ES SN 016-6544 CDOT PROJECT NO. B-7-203

ABC-sht-6544ex-040.dgn

USER NAME = jsurber DESIGNED - JLW REVISED CHECKED - CJC REVISED RMG REVISED PLOT DATE = 3/27/2020 CHECKED -REVISED JLW

CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

**EXISTING PLANS (40 OF 45)** STRUCTURE NO. 016-6544 SHEET NO. SCX-40 OF 45 SHEETS



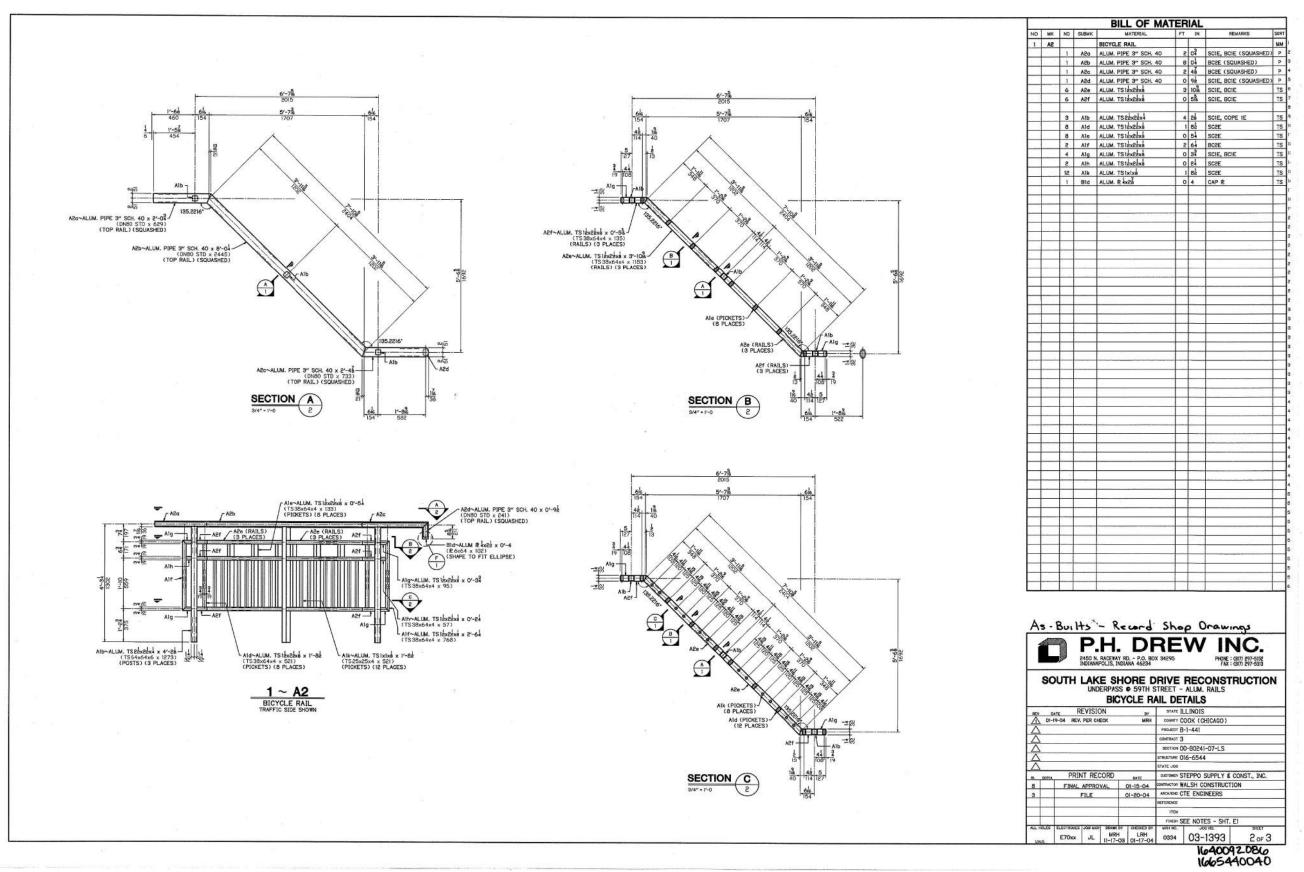
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COUNTY TOTAL SHEET NO. 2006 1434 903 USER NAME = jsurber DESIGNED - JLW REVISED SECTION CITY OF CHICAGO **EXISTING PLANS (41 OF 45)** CHECKED -CJC REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 BC-sht-6544ex-041.dgn DRAWN RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6544 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 SHEET NO. SCX-41 OF 45 SHEETS CHECKED -REVISED JLW

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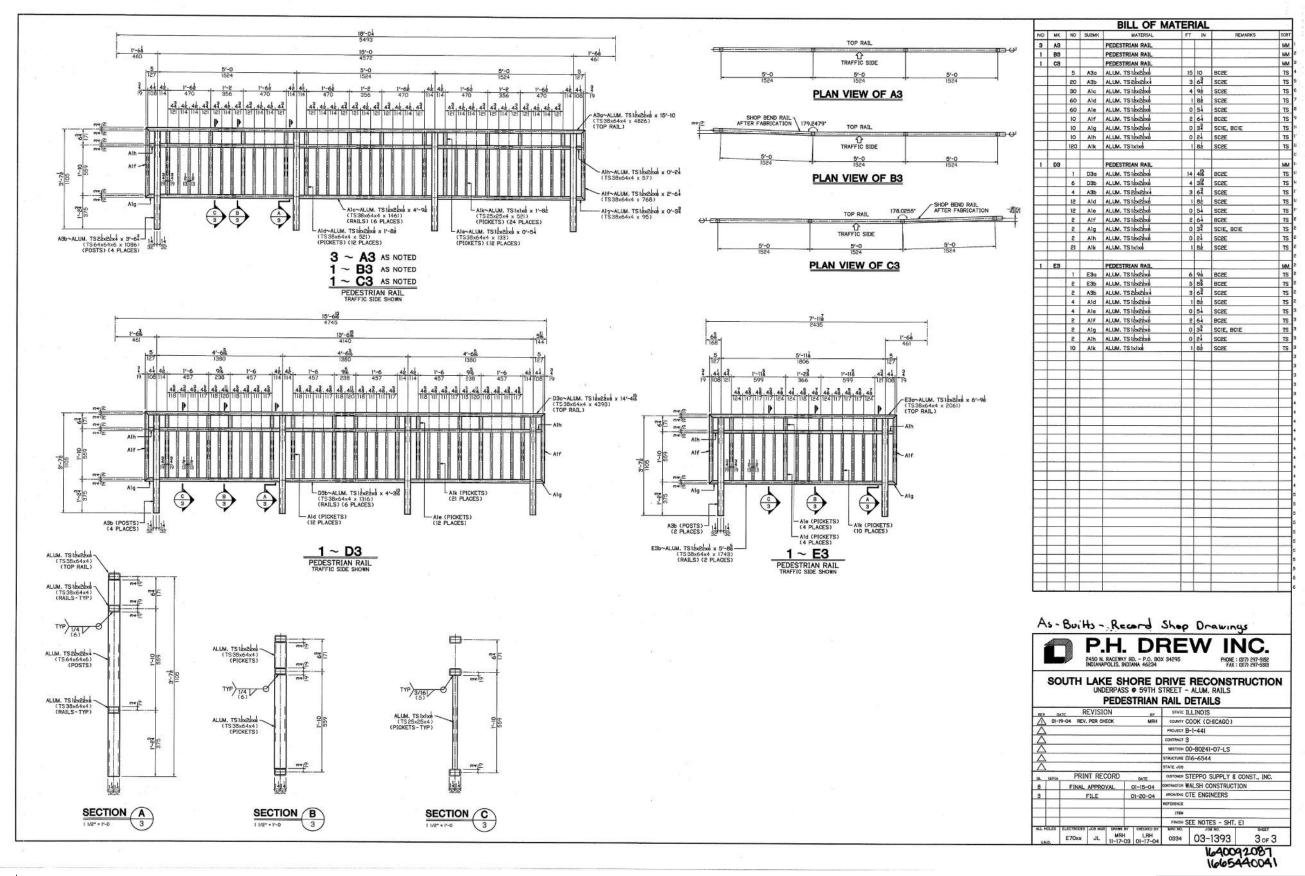
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COUNTY TOTAL SHEET NO. COOK 1434 904 USER NAME = jsurber DESIGNED - JLW REVISED SECTION CITY OF CHICAGO EXISTING PLANS (42 OF 45) CHECKED - CJC REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6544 BC-sht-6544ex-042.dgn DRAWN RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6544 **DIVISION OF ENGINEERING** PLOT DATE = 3/27/2020 SHEET NO. SCX-42 OF 45 SHEETS CHECKED -JLW REVISED

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FILE	NAME =	USER NAME = Jsurber	DESIGNED - JLW	REVISED -	CITY OF CHICAGO	EXISTING PLANS (43 OF 45)	F.A.U. SECTION	COUNTY TOTAL SHEET OF
			CHECKED - CJC	REVISED -	DEPARTMENT OF TRANSPORATION	, ,	2873 17-B7203-00-ES	соок 1434 905
ABC-s	ABC-sht-6544ex-043.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -	DIVISION OF ENGINEERING	STRUCTURE NO. 016-6544	CDOT PROJECT NO. B-7-203	SN 016-6544
		PLOT DATE = 3/27/2020	CHECKED - JLW	REVISED -		SHEET NO. SCX-43 OF 45 SHEETS	ILLINOIS FED.	AID PROJECT



CUT-OFF WALL SCHEDULE						
SEGMENT	ТУРЕ	(MIN. SECTION MODULUS REQUIRED)	PILE TIP ELEVATION			
A-B, B-C, C-D, D-E, E-F, F-G	CUT-OFF WALL	AZ13 (1300 cm <sup>3</sup> /m)	168.4			



ST-# — SOIL BORING

----- STEEL SHEET PILE DRIVING LINE

E: \* SECMENT CONTROL POINTS FOR DRIVING LINE

#### NOTES FOR CUTOFF WALLS AND SEAWALLS:

- 1. THE DETAILS AND DIMENSIONS SHOWN ARE BASED ON THE AVAILABLE EXISTING INFORMATION. THE CONTRACTOR MUST VERIFY ALL CRITICAL DIMENSIONS, LOCATIONS AND ELEVATIONS BEFORE ORDERING MATERIAL OR PROCEEDING WITH CONSTRUCTION. SHOULD THE ACTUAL DRIVING CONSTRUCTION. SHOULD THE ACTUAL DRIVING CONSTRUCTION OF SHEET PILES VARY FROM PLAN DETAILS, THE CONTRACTOR MUST SUBMIT REVISED DETAILS TO THE COMMISSIONER FOR APPROVAL.
- 2. PRIOR TO PERFORMING ANY EXCAVATION OR DEMOLITION, THE CONTRACTOR MUST PROVIDE TEMPORARY SUPPORT FOR THE EXISTING STRUCTURES AND/OR UTILITIES AS NECESSARY, ANY DAMAGE TO THE EXISTING STRUCTURE AND/OR UTILITIES TO REMAIN MUST BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE COMMISSIONER AND AT NO COST TO THE COMMISSIONER. SEE UTILITY PENETRATION DETAIL FOR MORE INFORMATION, THE CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY BRACING REQUIRED TO MAINTAIN STRUCTURAL SPABILITY DURING CONSTRUCTION.
- 3. THE CONTRACTOR MAY ENCOUNTER OBSTRUCTIONS ALONG SHEET PILE DRIVING LINE. SEE SPECIFICATIONS FOR DRIVING SHEET PILES IN THESE SITUATIONS.
- SEE SPECIFICATION FOR WATER STOP MATERIAL FOR CUTOFF WALLS AND SEAWALLS.
  THE CONTRACTOR MUST SUBMIT THE PROCEDURE FOR APPLYING WATER STOP MATERIAL AND INSTALLATION OF THE SHEETING FOR THE APPROVAL.
- THE CONTRACTOR MUST FIELD VERIFY ALL UTILITY LOCATIONS. SHEET PILING LOCATIONS MAY NEED TO BE ADJUSTED, IF NECESSARY, TO AVOID UTILITY INTERFERENCE IN ACCORDANCE WITH SPECIFICATIONS AND AS APPROVED BY THE COMMISSIONER, SEE CIVIL AND ELECTRICAL DRAWING FOR UTILITIES.
- 7. ALL WELDING MUST BE PERFORMED BY CERTIFIED WELDERS IN ACCORDANCE WITH THE LATEST SPECIFICATION OF THE AMERICAN WELDING SOCIETY STANDARD, DIJL. ALL WELDING CONNECTIONS MUST BE MADE WITH AWS AS.1 OR A5.5 E70XX ELECTRODES. ALL WELDING MUST BE CONTINUOUS UNLESS OTHERWISE NOTED.
- 8. WORK CUT-OFF WALLS AND SEAWALLS SHEETS TOGETHER.



CTE	ENGINEERS
	ENGINEERS, INC

SOUTH LAKE SHORE DRIVE JACKSON PARK SECTION MAINLINE RECONSTRUCTION

APPROVED

**CUT-OFF WALLS** AT 59th STREET

00-B0241-06-PV AWING NO. SCW-1

1665440010 PROJECT NO. 8-1-440 1640091494

FOR INFORMATION ONLY

2/25/02

USER NAME = jsurber DESIGNED - JLW REVISED CHECKED - CJC REVISED RMG REVISED PLOT DATE = 3/27/2020 CHECKED -REVISED JLW

A E:362749.132 N:568888.511

E:362838.625 N:568885.499

EXIST. SEAWALL TO REMAIN (TYP.)

CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

CITY OF CHICAGO

DEPARTMENT OF

TRANSPORTATION

**BUREAU OF HIGHWAYS** 

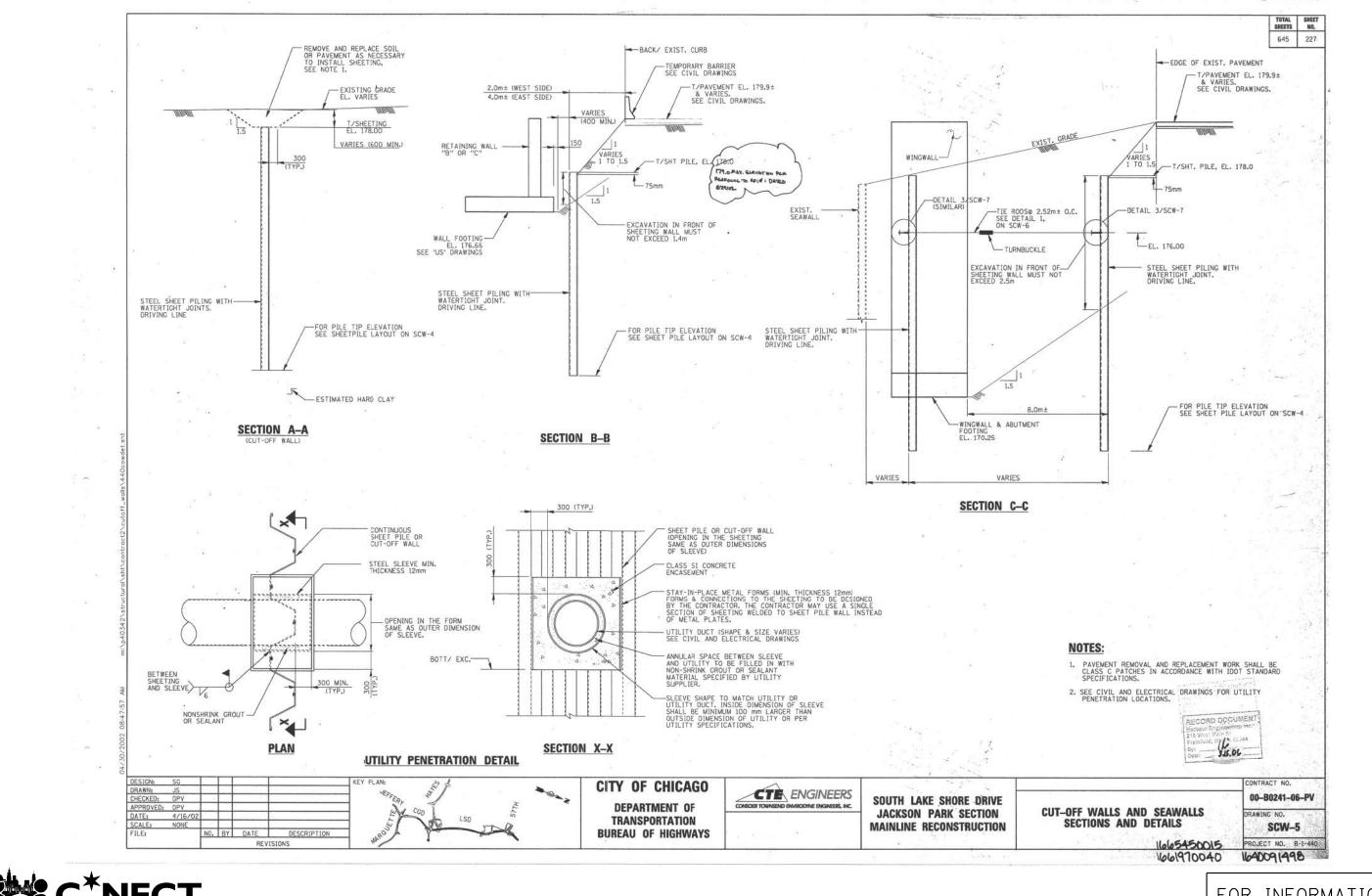
**EXISTING PLANS (44 OF 45)** STRUCTURE NO. 016-6544

COUNTY TOTAL SHEET NO.

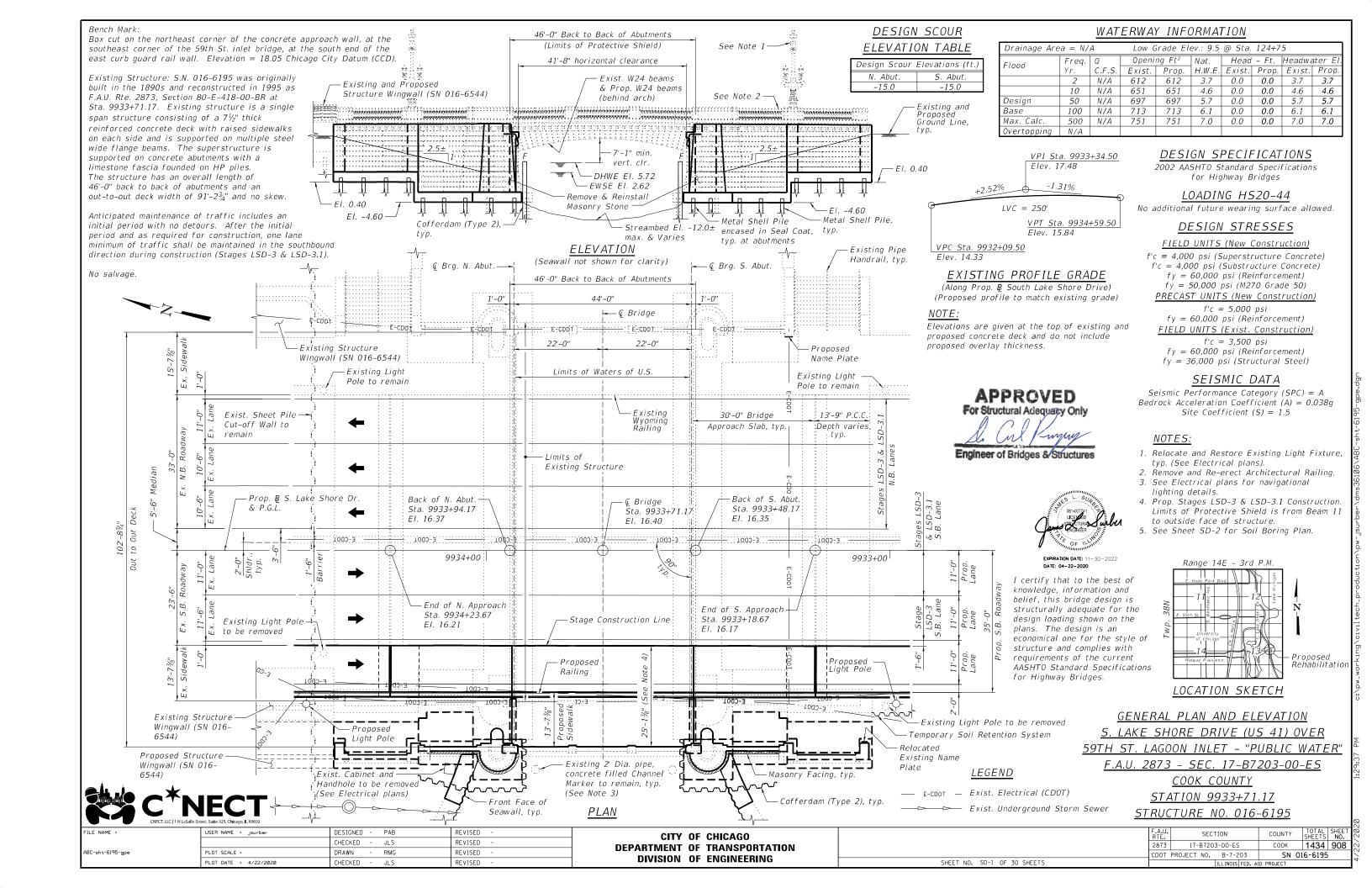
COOK 1434 906 SECTION COUNTY 17-B7203-00-ES CDOT PROJECT NO. B-7-203 SN 016-6544

BC-sht-6544ex-044.dgn

SHEET NO. SCX-44 OF 45 SHEETS



FILE NAME =	USER NAME = Jsurber	DESIGNED - JLW	REVISED -	CITY OF CHICAGO	EXISTING PLANS (45 OF 45)	F.A.U. SECTION	COUNTY TOTAL SHEET SHEETS NO.
		CHECKED - CJC	REVISED -	DEPARTMENT OF TRANSPORATION	STRUCTURE NO. 016-6544	2873 17-B7203-00-ES	соок 1434 907
ABC-sht-6544ex-045.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -	DIVISION OF ENGINEERING		CDOT PROJECT NO. B-7-203	SN 016-6544
	PLOT DATE = 3/27/2020	CHECKED - JLW	REVISED -		SHEET NO. SCX-45 OF 45 SHEETS	ILLINOIS FED. AII	) PROJECT



- 3. No field welding is permitted except as specified in the contract documents.
- 4. Existing structure has an inorganic zinc-silicate/acrylic/acrylic paint system. The epoxy mastic/epoxy mastic/acrylic paint system shall be used for shop and field painting of new structural steel and also for existing structural steel in contact with new steel. The color of acrylic finish coat shall be Light Grey (Munsell 10 YR 7/1) to match existing or shall be Gray (Munsell No. 5B 7/1) if the first is unavailable.
- 5. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 6. Protective Concrete Sealer shall be applied to the entire top surface of west sidewalk and inside vertical face of west curb adjacent to the roadway. All surfaces to be sealed shall be cleaned thoroughly prior to Protective Concrete Sealer application. See Special
- 7. Groundwater information at this location is included in the geotechnical report. All excavation for structures must be kept dewatered during construction operations until backfill is in place and provisions must be made to prevent the bottom of all excavations from freezing or flooding at all times. This work shall be paid for at the contract lump sum price for Dewatering Location #2. See Special Provisions.
- 8. Seal coat thickness design is based on the Cofferdam Design Water Elevation (CDWE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.
- 9. The Contractor shall exercise caution during all construction operations to prevent any damage to the existing structure, adjacent structures, and other facilities. Structures and other facilities damaged during construction shall be repaired or replaced at the expense of the Contractor to the satisfaction of the City of Chicago.
- 10. See Electrical plans for lighting details.
- 11. See Drainage plans for drainage details.
- 12. See Civil plans for proposed contours.
- 13. Match existing surface finish of existing east and west sidewalks for the proposed west sidewalk. Existing painted symbols on west sidewalk for no diving shall be repainted on the proposed west sidewalk in the same locations. Cost included with High Performance Concrete Superstructures.
- 14. Contractor shall prepare and submit Structural Assessment Reports (SARs) for the proposed work, including removals, on structure to the Engineer for approval before beginning work. See Special Provision for Structural Assessment Reports for Contractor's Means and Methods.
- 15. See SN 016-6544 proposed structure plans for Temporary Soil Retention System details near the interface of SN 016-6544 and SN 016-6195.

STATION 9933+71.17 RE-BUILT 202 BY CITY OF CHICAGO F.A.U. RT. 2873 SEC. 17-B7203-00-ES LOADING HS20-44 STR. NO. 016-6195

#### NAME PLATE (See Std. 515001)

Proposed Name Plate installation method and location on the concrete pedestal shall be submitted to the Engineer for approval prior to ordering materials. Existing monumental Name Plate on west side of structure shall be relocated as part of removing and re-erecting existing railing. Cost included with Removing and Re-erecting Existing Railing.

#### INDEX OF SHEETS

SD-1 General Plan and Elevation SD-2 General Notes, Index of Sheets and Total Bill of Material

SD-3 to SD-4 Removal Details

SD-5 Temporary Soil Retention System Details SD-6 Foundation Lavout

SD-7 Stage Construction Details

SD-8 Temporary Concrete Barrier for Stage Construction

SD-9 to SD-12 Abutment and Wingwall Widening

SD-13 Seawall Closure Details

SD-14 Cofferdam Details SD-15 to SD-17 Masonry Restoration

SD-18 to SD-19 Top of Slab Elevations

SD-20 Top of Approach Slab Elevations

SD-21 to SD-22 Deck Plan

SD-23 Framing Plan and Beam Details

SD-24 Structural Steel and Bearing Details

SD-25 Approach Slab Details SD-26 Metal Shell Pile Details

SD-27 Existing Structure Repair Details

SD-28 Bar Splicer Assembly and Mechanical Splicer Details

SD-29 to SD-30 Soil Boring Logs

For existing bridge plans, see Sheets SDX-1 thru SDX-38 immediately following Sheet SD-30.

#### SCOPE OF WORK

- 1. Remove and store existing light fixtures.
- 2. Remove and store existing architectural railing and remove Wyoming railing on west sidewalk as shown in plans.
- 3. Install Cofferdams (Type 2).
- 4. Remove and store masonry stone.
- 5. Remove portions of abutments, backwalls, and wingwalls as shown in
- 6. Remove existing west sidewalk as shown in plans.
- 7. Remove existing concrete deck, two steel beams, and bearings as shown
- 8. Install Temporary Soil Retention System and excavate as required.
- 9. Drive metal shell piles for structure widening.
- 10. Construct widened structure including abutments, Seawall closure, backwalls, and wingwalls.
- 11. Place geocomposite wall drains and backfill.
- 12. Reconstruct masonry fascia at abutments and wingwalls.
- 13. Remove Temporary Soil Retention System.
- 14. Cut off Cofferdams (Type 2) sheet piling to bottom of proposed footing.
- 15. Add four proposed composite steel beams as shown in plans.
- 16. Construct new 8" reinforced concrete deck, raised sidewalk, approach slabs, and pavement connectors.
- 17. Install proposed railing as shown in plans.
- 18. Remove existing and install new preformed joint seals.

←Z-**—** 

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Sta. 9935+07

Offset 72.3' Lt.

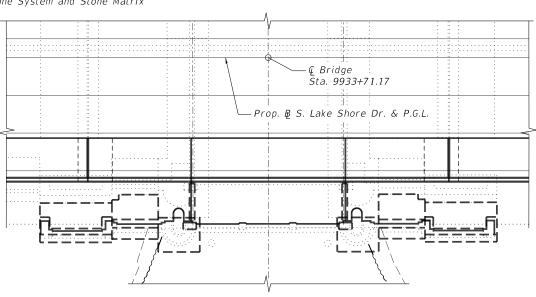
19. Add Spray Applied Waterproofing Membrane System and Stone Matrix Asphalt Overlay

#### TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Matrix Asphalt Overlay	Sq. Yd.	1,061		1,061
Removal of Existing Superstructures	L. Sum	1		1
Concrete Removal	Cu. Yd.		38.1	38.1
Protective Shield	Sq. Yd.	149		149
Structure Excavation	Cu. Yd.		284	284
Cofferdam (Type 2) (Location – 1)	Each		1	1
Cofferdam (Type 2) (Location - 2)	Each		1	1
High Performance Concrete Structures	Cu. Yd.		295.8	295.8
High Performance Concrete Superstructures	Cu. Yd.	81.9		81.9
Seal Coat Concrete	Cu. Yd.		61.2	61.2
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	1,068		1,068
Reinforcement Bars, Epoxy Coated	Pound	23,240	29,300	52,540
Mechanical Splicers	Each		56	56
Underwater Pile Encasement Repair	L. Sum		1	1
Furnishing Metal Shells Piles 14"x0.312"	Foot		1,292	1,292
Driving Piles	Foot		1,292	1,292
Test Pile Metal Shells	Each		2	2
Pile Shoes	Each		36	36
Name Plates	Each	1		1
Anchor Bolts, 1"	Each	16		16
Temporary Soil Retention System	Sq. Ft.		156	156
Spray Applied Waterproofing Membrane System	Sq. Yd.	1,061		1,061
Granular Backfill For Structures	Cu. Yd.		382	382
Protective Concrete Sealer	Sq. Yd.	78		78
Geocomposite Wall Drain	Sq. Yd.		80	80
Dewatering Location #2	L. Sum		0.5	0.5
Remove Sheet Piling	L. Sum		0.9	0.9
Removing and Re-erecting Existing Railing	Foot	221		221
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	2		2
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	5		5
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	5		5
Deck Slab Repair (Partial)	Sq. Yd.	14		14
Masonry Wall Construction	L. Sum		1	1
Polymer Concrete	Cu. Ft.	18		18
Seawall Closure	L. Sum		1	1
Conduit Attached To Structure, 3" Dia., Galvanized Steel	Foot	92		92
Pavement Connector (PCC) for Bridge Approach Slab	Sq. Yd.	30		30

The quantity shown is an estimate. Actual repair areas and locations shall be determined by the Engineer and shown on As-Built plans.

\*\*Includes cost of Removal and Disposal of Existing Joint Seals.



**⊕** B02 Sta. 9932+57 Offset 67.0' Lt.

SOIL BORING PLAN

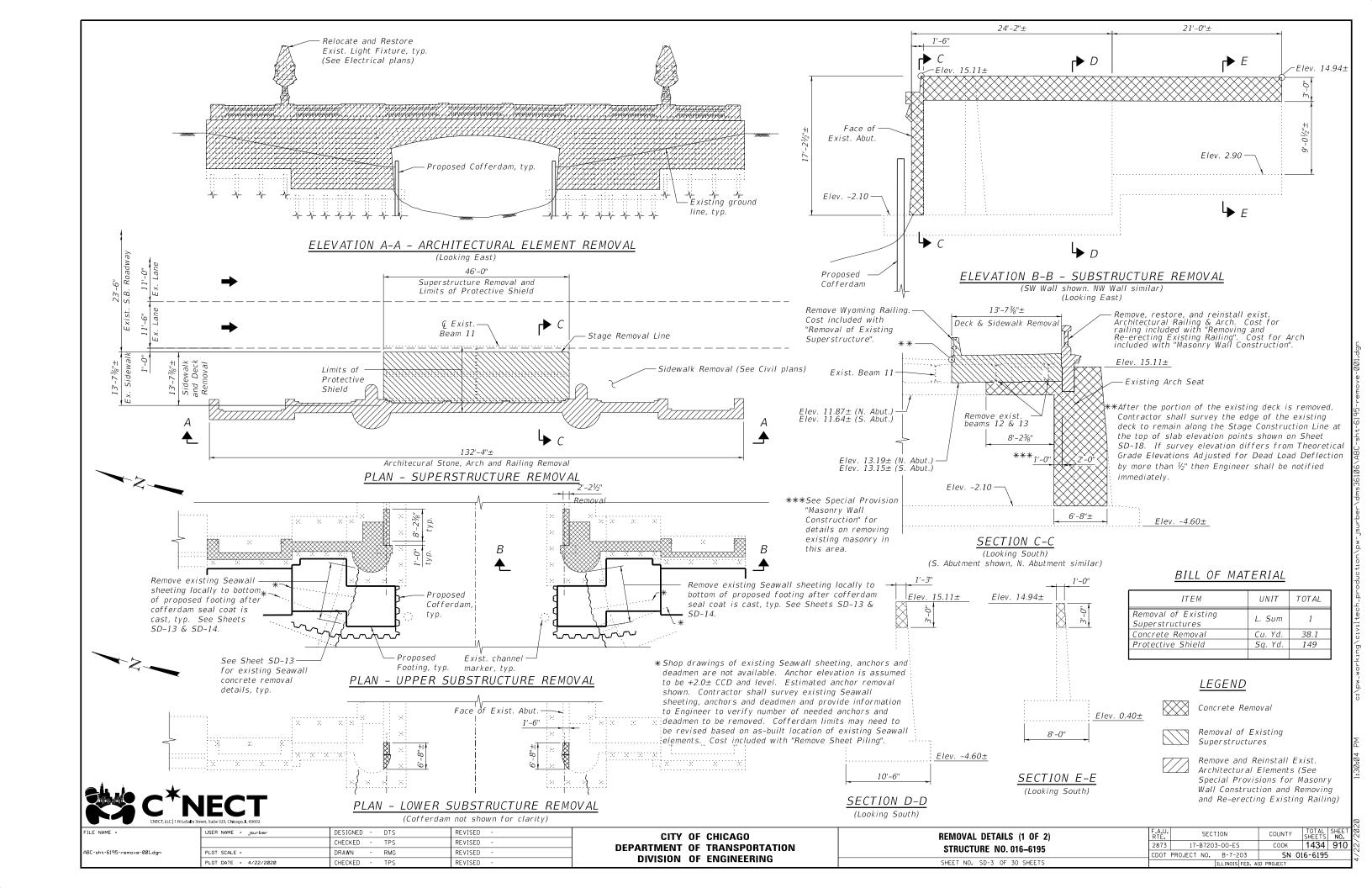
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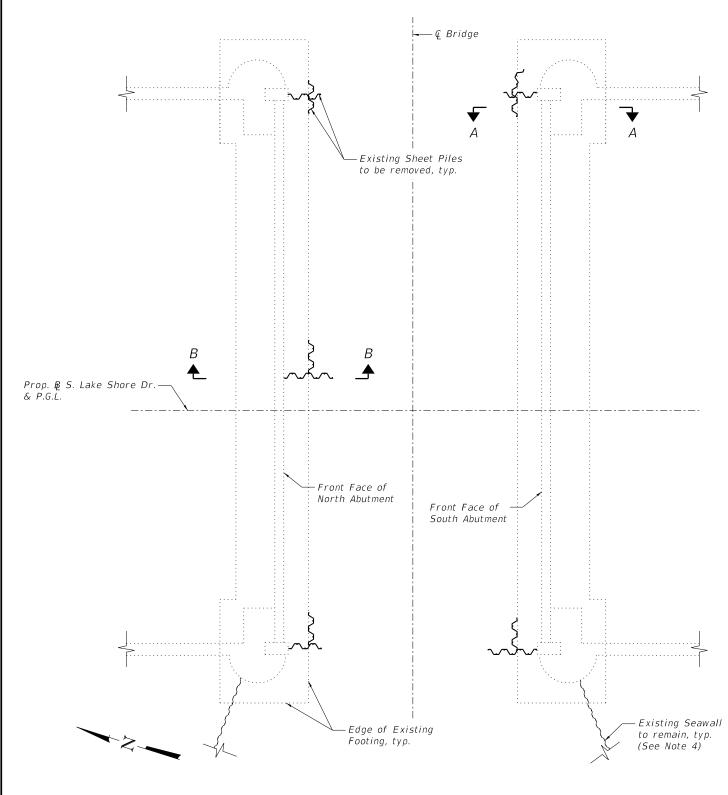
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CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION **DIVISION OF ENGINEERING** 

GENERAL NOTES, INDEX OF SHEETS AND TOTAL BILL OF MATERIAL **STRUCTURE NO. 016-6195** SHEET NO. SD-2 OF 30 SHEETS

F.A.U. RTE.	SEC	TION	COUNTY	TOTAL SHEETS	SHE
2873	17-B720	3-00-ES	COOK	1434	90
CDOT	PROJECT NO.	B-7-203	SN 01	6-6195	
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PLAN (Existing conditions shown; superstructure not shown for clarity)

#### LEGEND

Existing Approach -

Existing

Footing

Existing

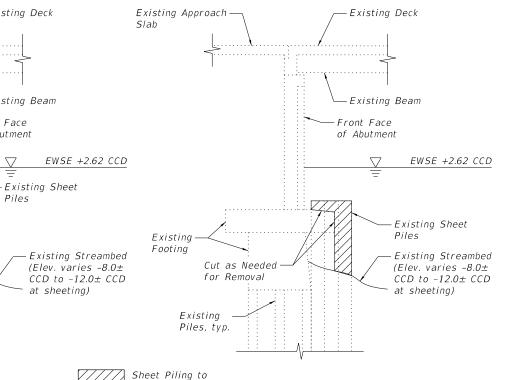
Piles, typ.

Slab

Existing Sheet Piles to be removed Existing Seawall to remain (See Note 4)

#### BILL OF MATERIAL

ITEM	UNIT	TOTAL
Remove Sheet Piling	L. Sum	0.9



be Removed

#### SECTION A-A (at all Existing Sheet Piles parallel to Front Face of Abutment)

— Existing Deck

Existing Beam

Piles

- Front Face

of Abutment

## SECTION\_B-B

(at all Existing Sheet Piles perpendicular to Front Face of Abutment)

#### NOTES:

- 1. The streambed elevations and layout of existing sheet piles to be removed is approximate based on the latest underwater inspection report. Tops of the existing sheet piles may or may not be submerged at the time of construction.
- 2. This work shall be in accordance with the Special Provision for Remove Sheet Piling.
- 3. The Contractor shall remove all existing sheet piles above and in front of the existing footings (see Section B-B). Sheet piles shall be cut flush with the existing streambed where applicable.
- 4. See Sheets SD-3, SD-6, SD-13 and SD-14 for partial Seawall sheet pile removal required for widened abutment construction.

C*NECT
CNECT, LLC   1 N LaSalle Street, Suite 325, Chicago, IL 60602

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COUNTY TOTAL SHEETS NO.

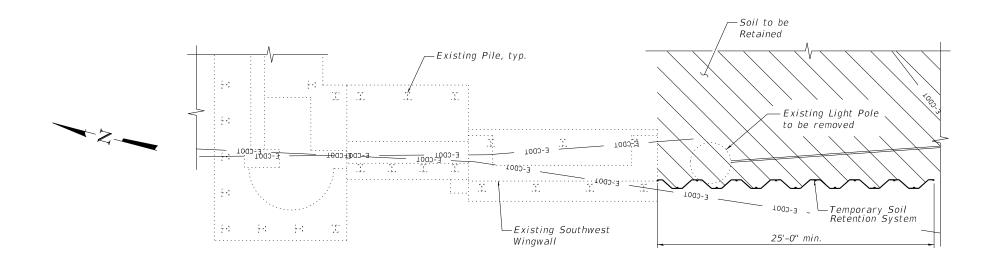
COOK 1434 911

SN 016-6195

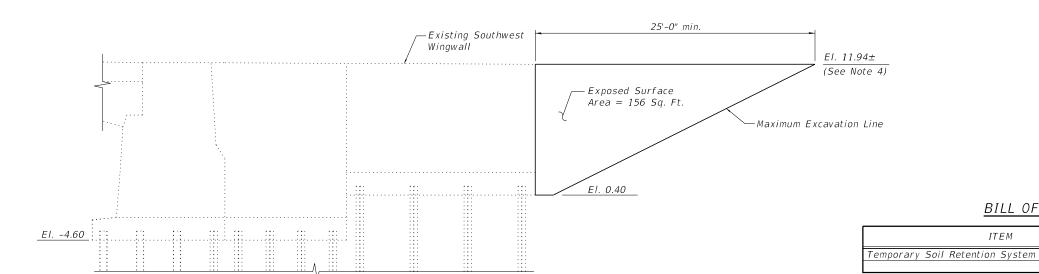
UNIT

Sq. Ft.

TOTAL



#### PLAN - TEMPORARY SOIL RETENTION SYSTEM



#### ELEVATION - TEMPORARY SOIL RETENTION SYSTEM

#### NOTES:

1. A cantilevered sheet pile design does not appear feasible and additional members or other retention systems may be necesssary. The Contractor is responsible for retaining an Illinois Licensed Structural Engineer to detail the design of the proposed temporary soil retention system per Article 522 of the Standard Specifications. All supporting documents, calculations and details must be submitted to the Engineer for review and approval prior to starting construction.

BILL OF MATERIAL

2. The Temporary Soil Retention System shall be designed to support a minimum live load surcharge of 240 psf.

ITEM

- 3. Existing utility locations to be field verified prior to design, approval, and installation of Temporary Soil Retention System.
- 4. The top of Temporary Soil Retention System elevation assumes the top of existing southwest wingwall concrete is removed as shown on the plans. All excavation lines behind wall shall be at a minimum slope of 1.5(H):1.0(V).
- 5. See SN 016-6544 proposed structure plans for Temporary Soil Retention System details near the interface of SN 016-6544 and SN 016-6195.



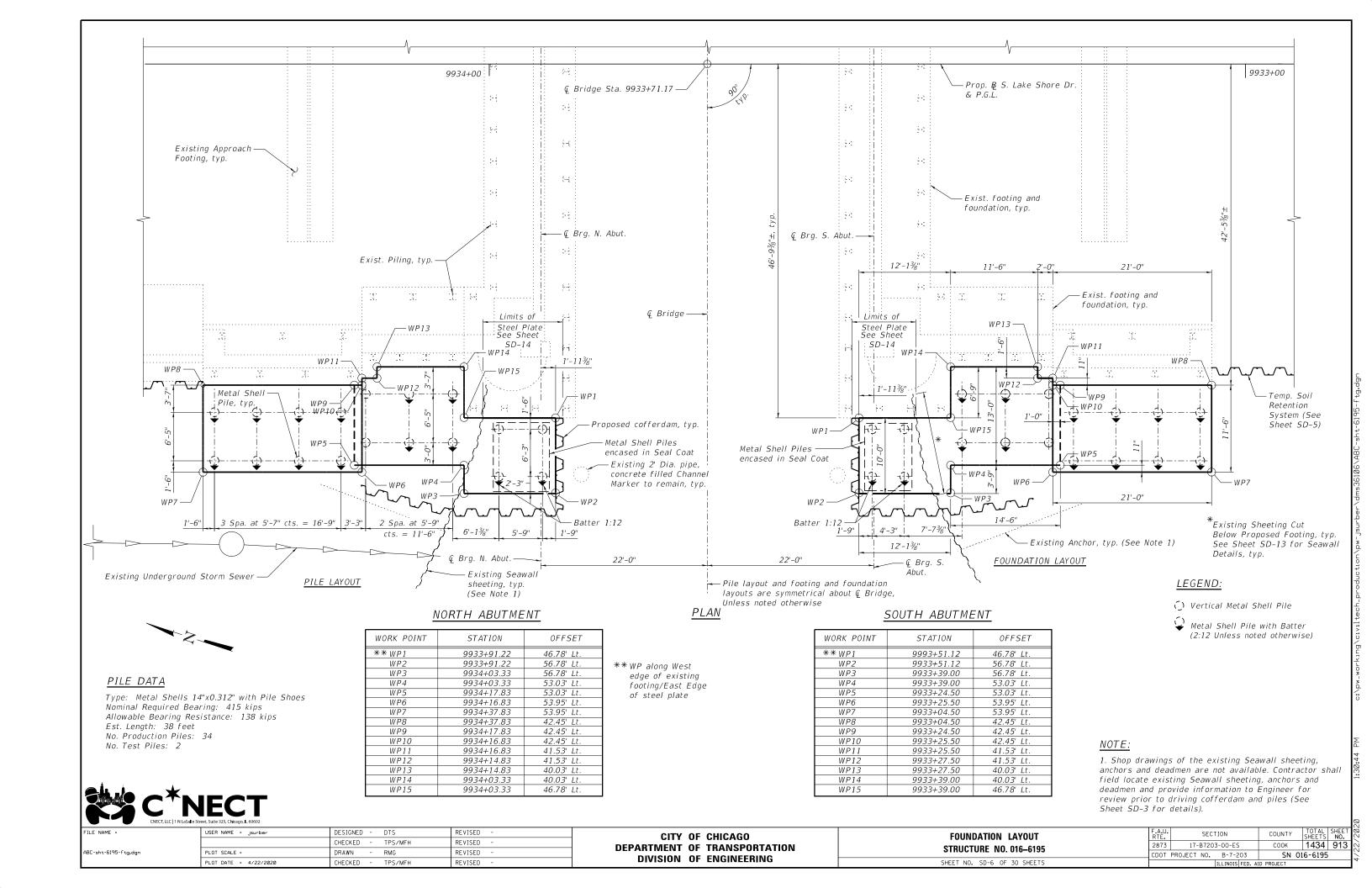
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CITY OF CHICAGO **DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING** 

TEMPORAR	Y SOIL R	ETENTION	SYSTEM	DETAILS
	STRUCT	JRE NO. 01	6–6195	
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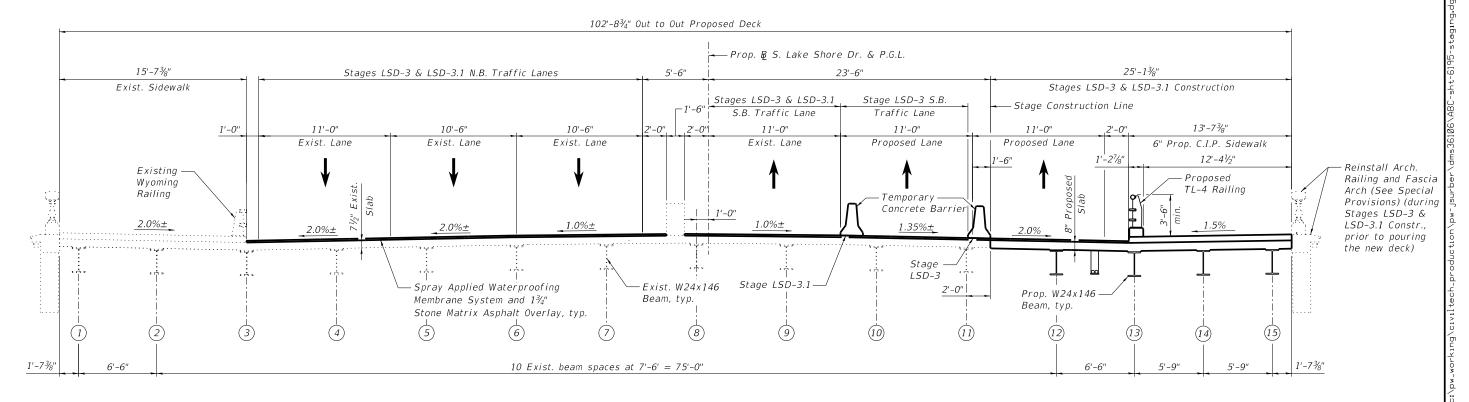
COUNTY TOTAL SHEET NO. SECTION COUNTY 17-B7203-00-ES SN 016-6195 CDOT PROJECT NO. B-7-203



#### STAGES LSD-3 & LSD-3.1 BRIDGE REMOVAL - ALONG CENTERLINE OF INLET BRIDGE

#### MOT NOTES:

- 1. Temporary Concrete Barrier located along the Stage Removal Line and placed per Detail I on Temporary Concrete Barrier for Stage Construction Sheet (Sheet SD-8) after deck and sidewalk removal. Existing deck slab reinforcement to remain (See Sheet SD-21).
- 2. Temporary Concrete Barrier shall not be pinned to existing bridge deck or approach slabs.
- $\it 3.\ See\ MOT\ plans\ for\ additional\ details\ and\ lane\ widths\ during\ construction.$



#### STAGES LSD-3 & LSD-3.1 BRIDGE CONSTRUCTION - ALONG CENTERLINE OF INLET BRIDGE

(Overlay to be installed in Stage LSD-4)

#### NOTES

- 1. After the portion of the existing deck is removed, Contractor shall survey the edge of the existing deck to remain along the Stage Construction Line at the top of slab elevation points shown on Sheet SD-18. If survey elevation differs from Theoretical Grade Elevations Adjusted for Dead Load Deflection by more than ½" then Engineer shall be notified immediately.
- 2. See Maintenance of Traffic plans for additional details.
- 3. See Civil plans for proposed roadway widening, Temporary Concrete Barrier, and curb and gutter details.

#### LEGEND



Removal of Existing Superstructures



Remove and Reinstall Exist. Architectural Elements (See Special Provisions for Masonry Wall Construction & Removing and Re-erecting Existing Railing)

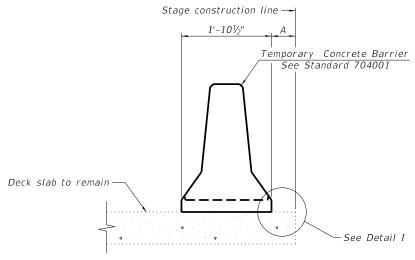


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DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

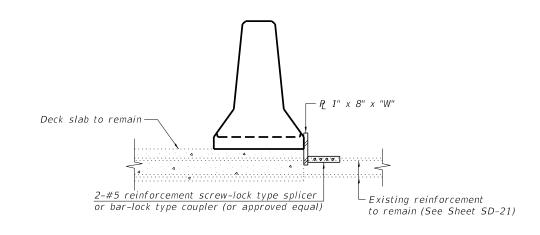
STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 016-6195
SHEET NO. SD-7 OF 30 SHEETS

F.A.U. RTE.		SEC	LION			COUNTY		TOTAL SHEETS	SHEET NO.
2873	17-	B720	3-00-ES			COOK		1434	914
CDOT	PROJECT	NO.	B-7-2	03		SN	01	6-6195	
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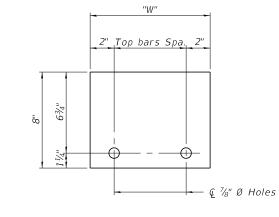


When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the existing slab according to Detail I. No restraint is required when "A" is greater than 3'-1".

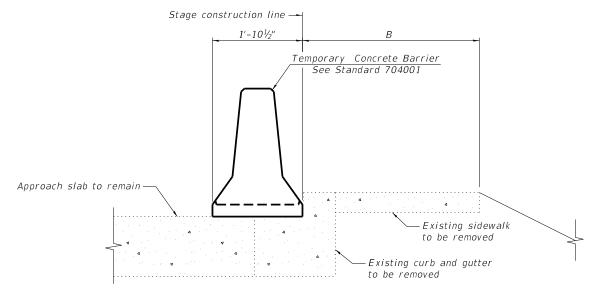
#### SECTION THRU EXISTING DECK SLAB



DETAIL I



STEEL RETAINER P 1" x 8" x "W"



No restraint is required when "B" is greater than 3'-1".

#### SECTION THRU EXISTING APPROACH SLAB

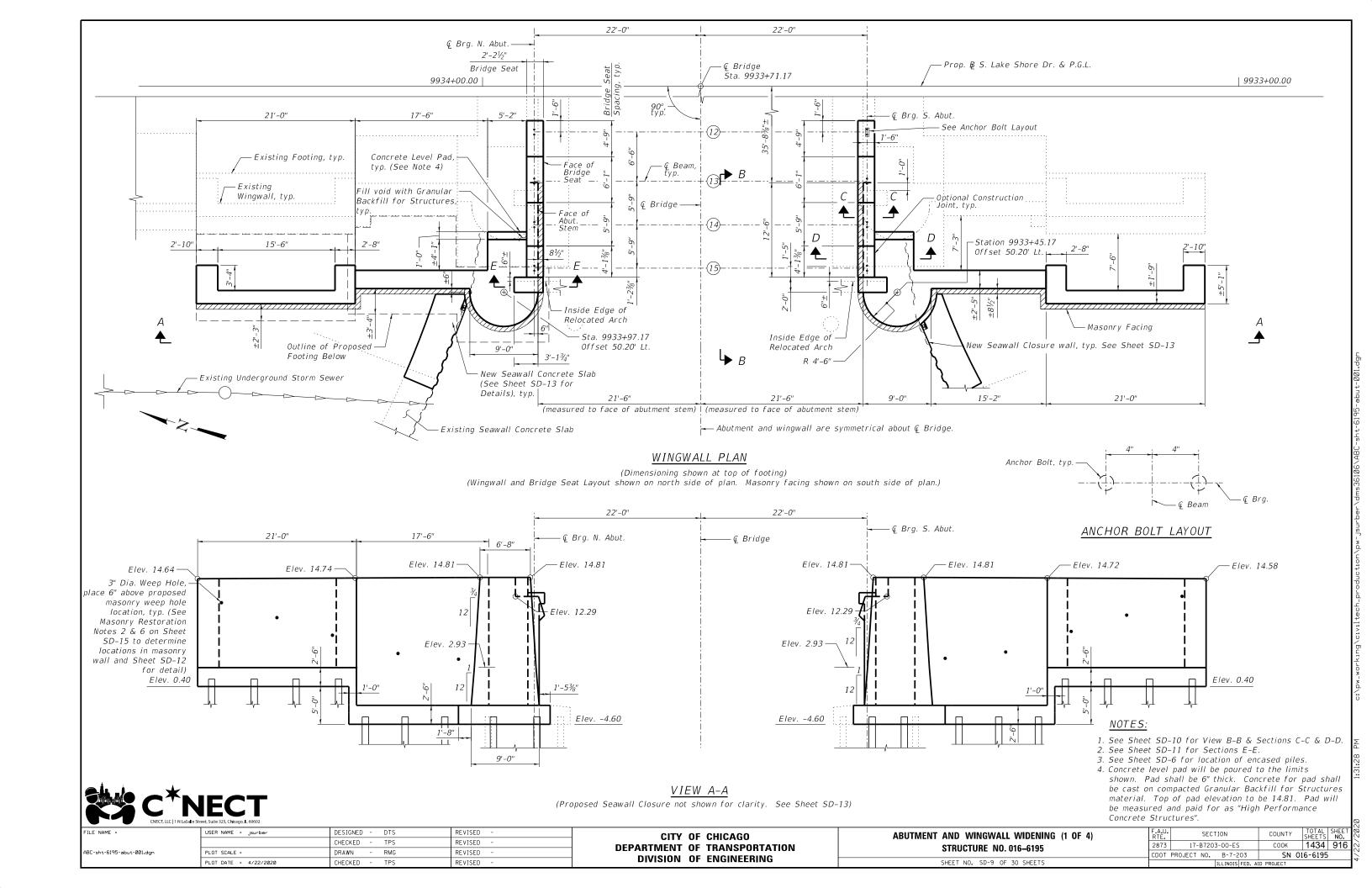
(Existing railing to be removed not shown for clarity)

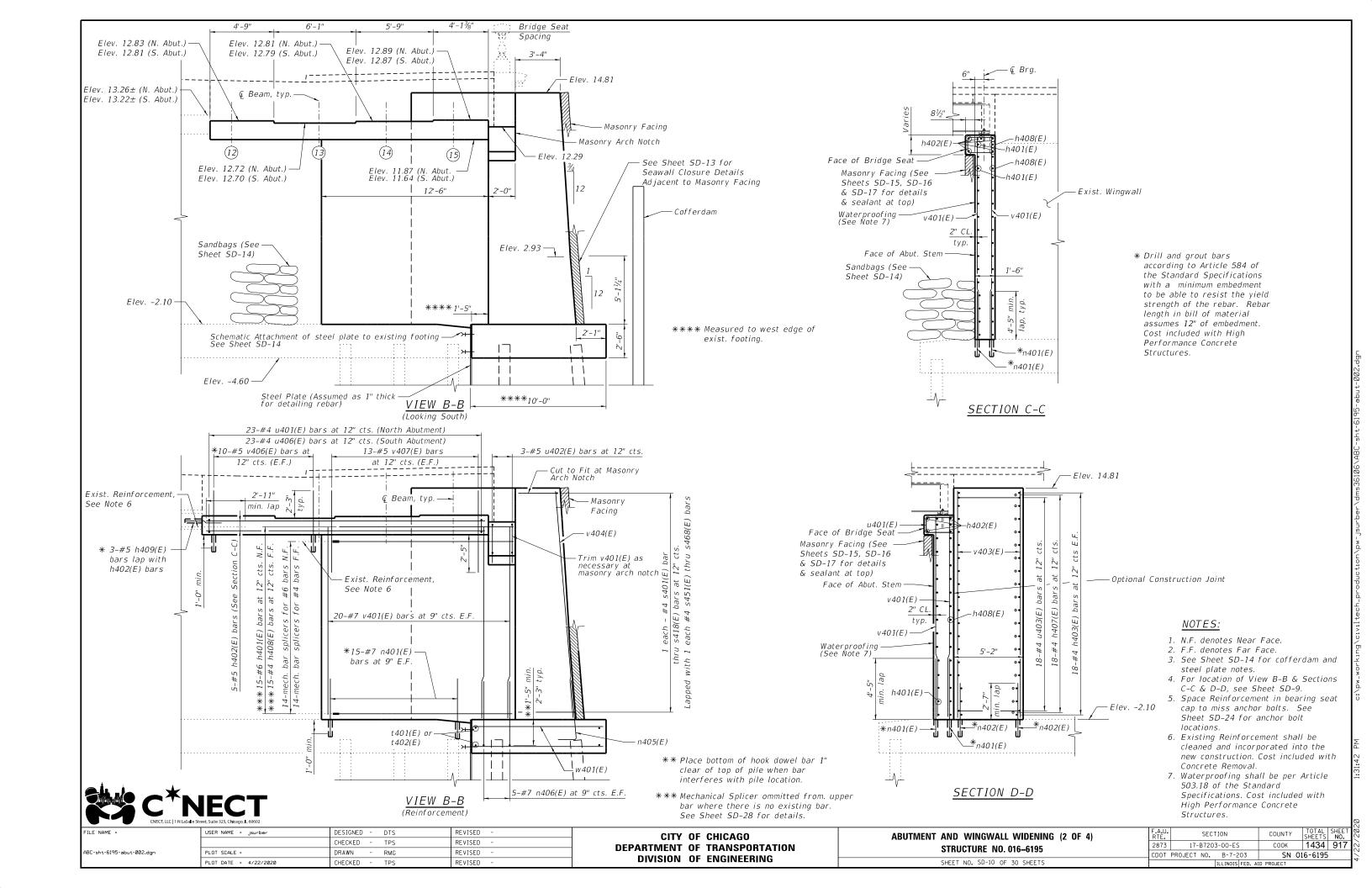
- 1. Cost of retainer assemblies and splicers/couplers are included with Temporary Concrete Barrier.
- 2. A retainer assembly shall be located at the approximate third points of each temporary concrete barrier.

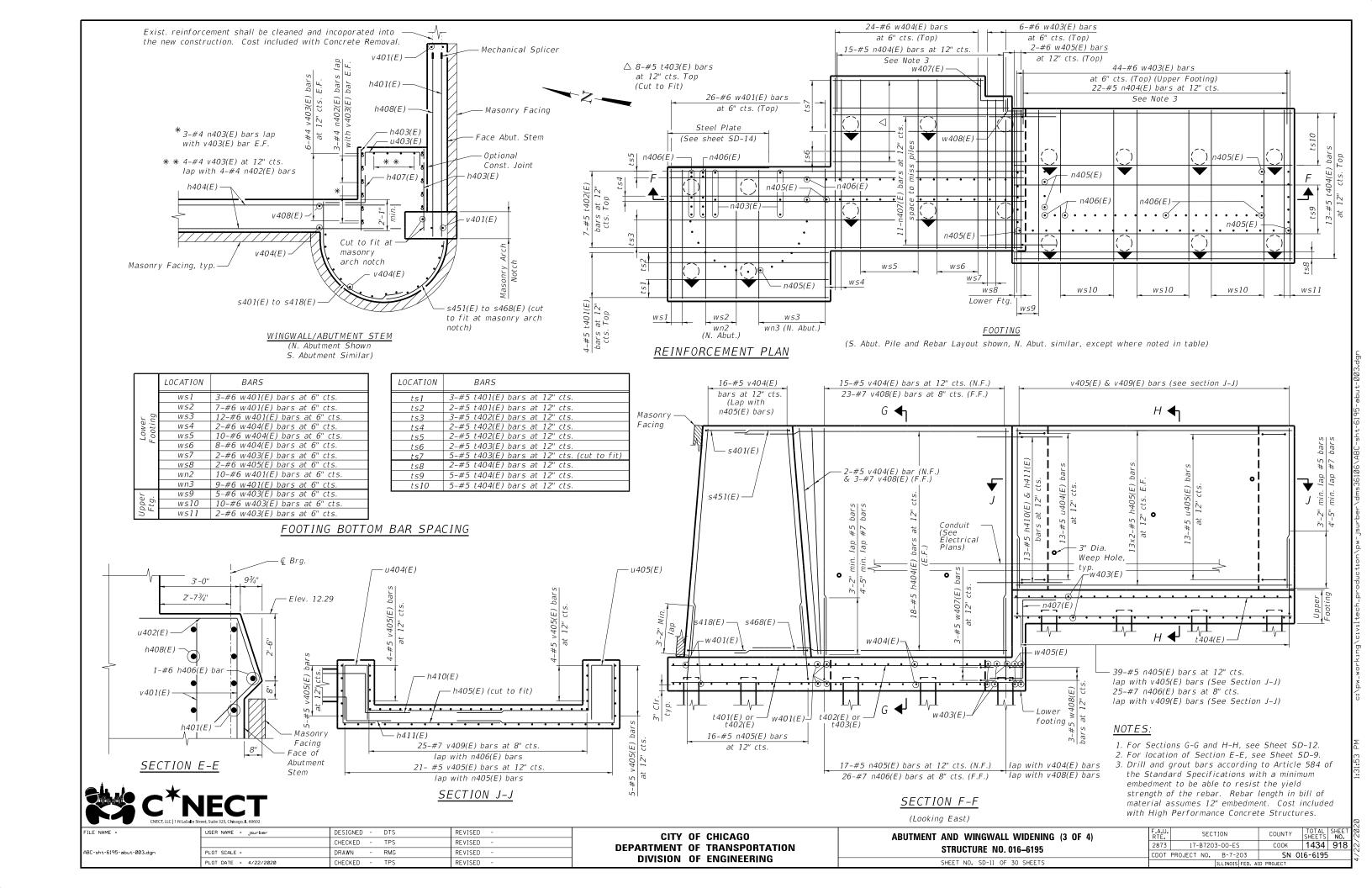
  3. The retainer plates shall not be removed until the concrete on the adjacent stage
- is ready to be poured.
- 4. Detail I Installation for a widened bridge deck or bridge slab adjacent to an existing bridge deck or bridge slab to remain. Splicers and couplers shall develop full tensile capacity of the existing reinforcement.

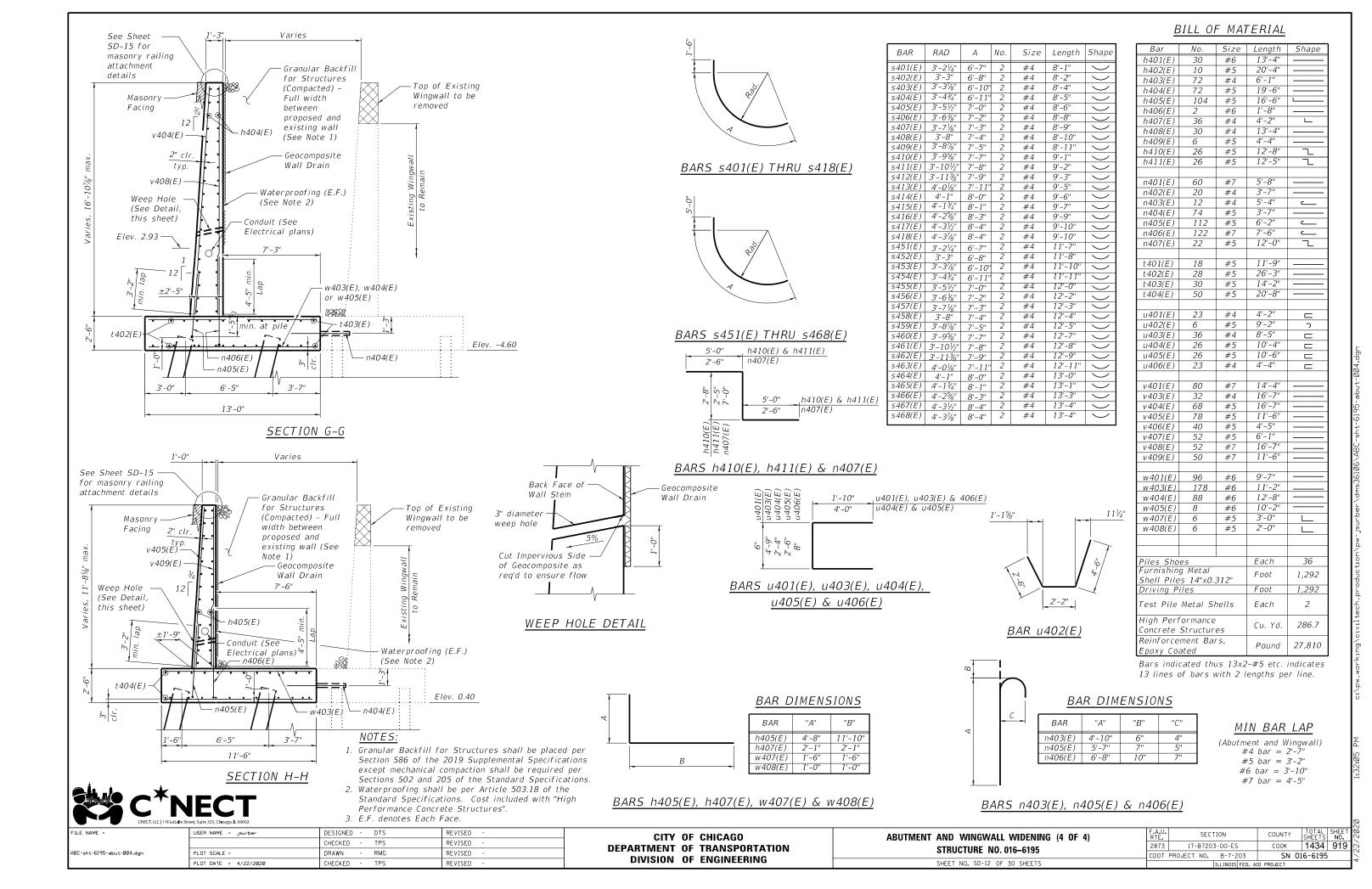
C*NECT, LLC   1 N LaSalle Street, Suite 325, Chicago, IL 60602
CNEC I, LLC   1 N Lasalle Street, Suite 325, Chicago, IL 60602

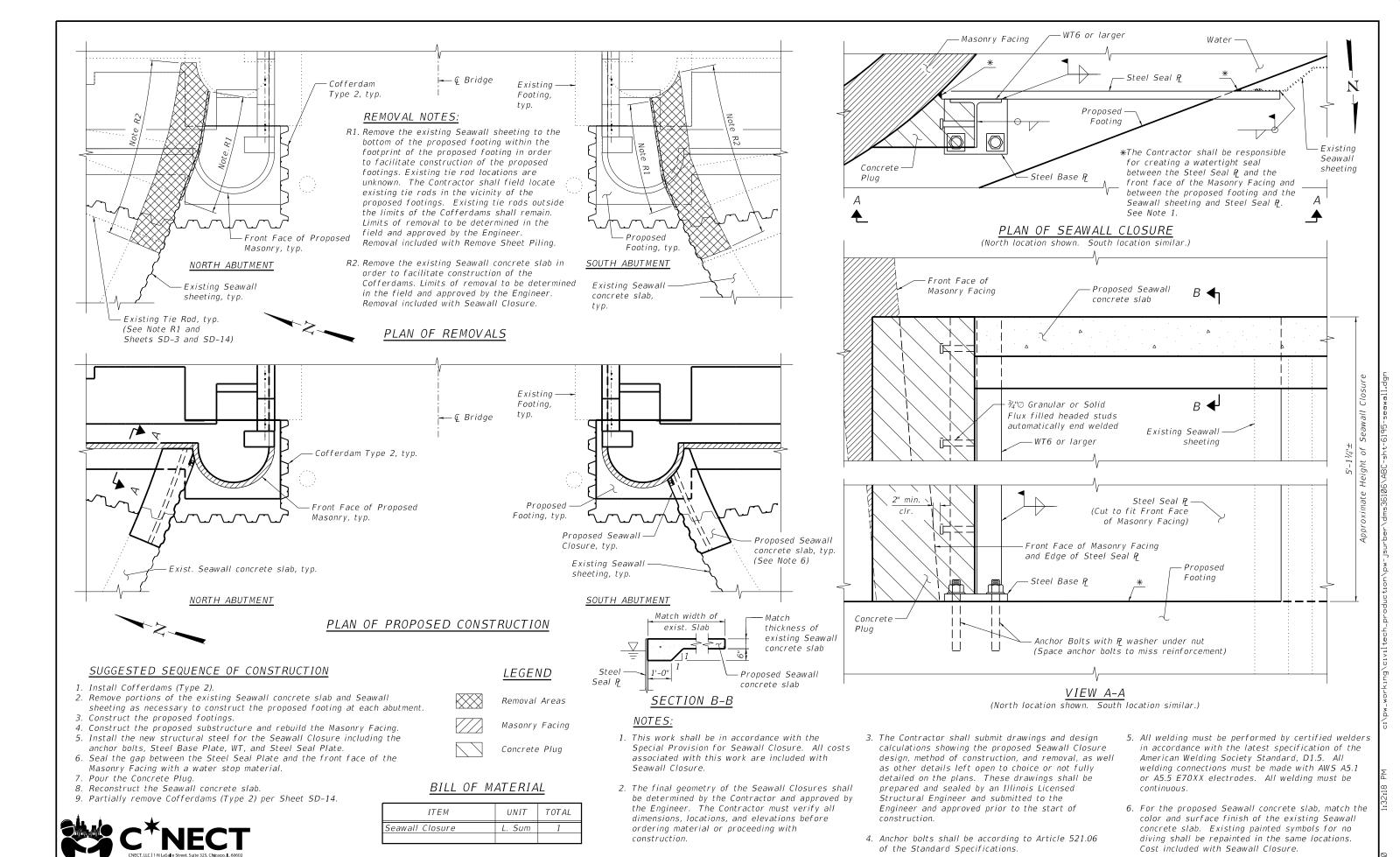
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F.	FILE NAME =	USER NAME = jsurber	DESIGNED - JPM	REVISED -	CITY OF CHICAGO	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION	F.A.U.	SECTION	COUNTY	TOTAL	SHEE
			CHECKED - JLS	REVISED -	DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 016-6195	2873	17-B7203-00-ES	COOK	1434	915
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SECTION

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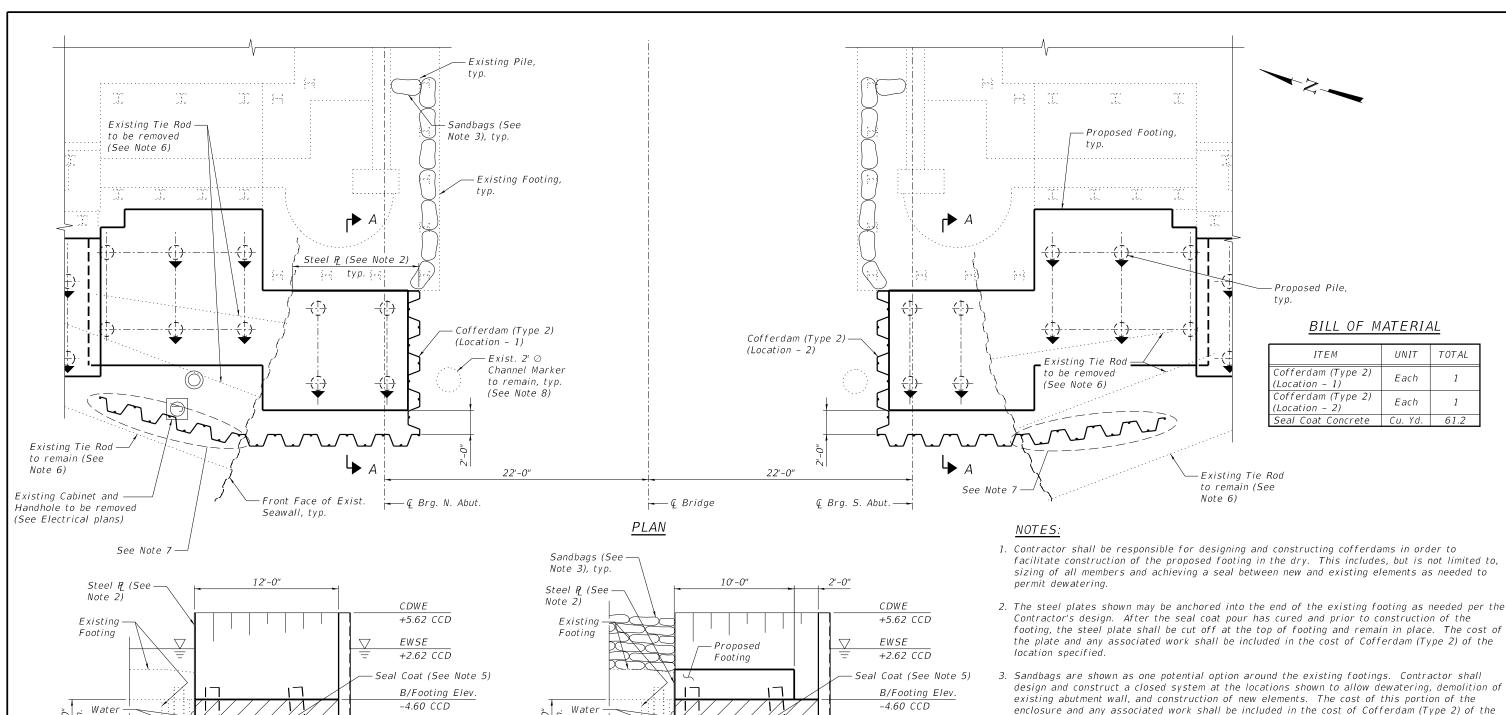
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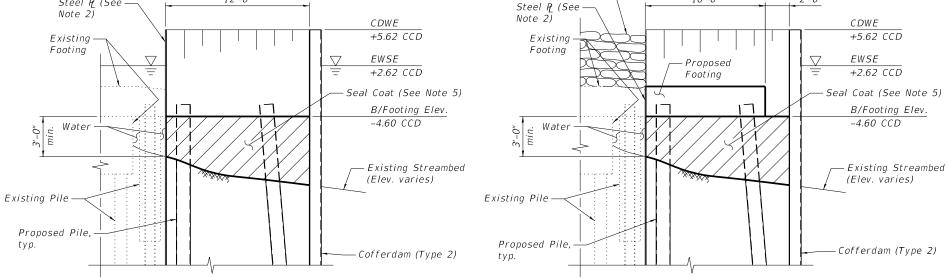
COUNTY

соок 1434 920

SN 016-6195

DESIGNED -PAB REVISED USER NAME = jsurbe **SEAWALL CLOSURE DETAILS** CITY OF CHICAGO CHECKED -DTS REVISED DEPARTMENT OF TRANSPORTATION STRUCTURE NO. 016-6195 C-sht-6195-seawall.dgr RMG REVISED **DIVISION OF ENGINEERING** SHEET NO. SD-13 OF 30 SHEETS PLOT DATE = 4/22/2020 CHECKED DTS REVISED





SECTION A-A - DURING SEAL COAT POUR

SECTION A-A - DURING FOOTING CONSTRUCTION

# CNECT,LLC| 1 N.Las sale Street, Sulte 325, Chycago, II. 60602

# (Abutment wall not shown for clarity)

Proposed changes to the seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design. The seal coat is used to encase the abutment metal shell piles and

location specified.

to brace the existing Seawall after removal of the tiebacks and cannot be eliminated.

6. Existing tie rod locations are unknown. The Contractor shall field locate all existing tie rods in the vicinity of proposed piles or cheeting. Existing tie rode outside the limits of the

4. After completion of the abutments, installation of masonry facing and Seawall Closure and

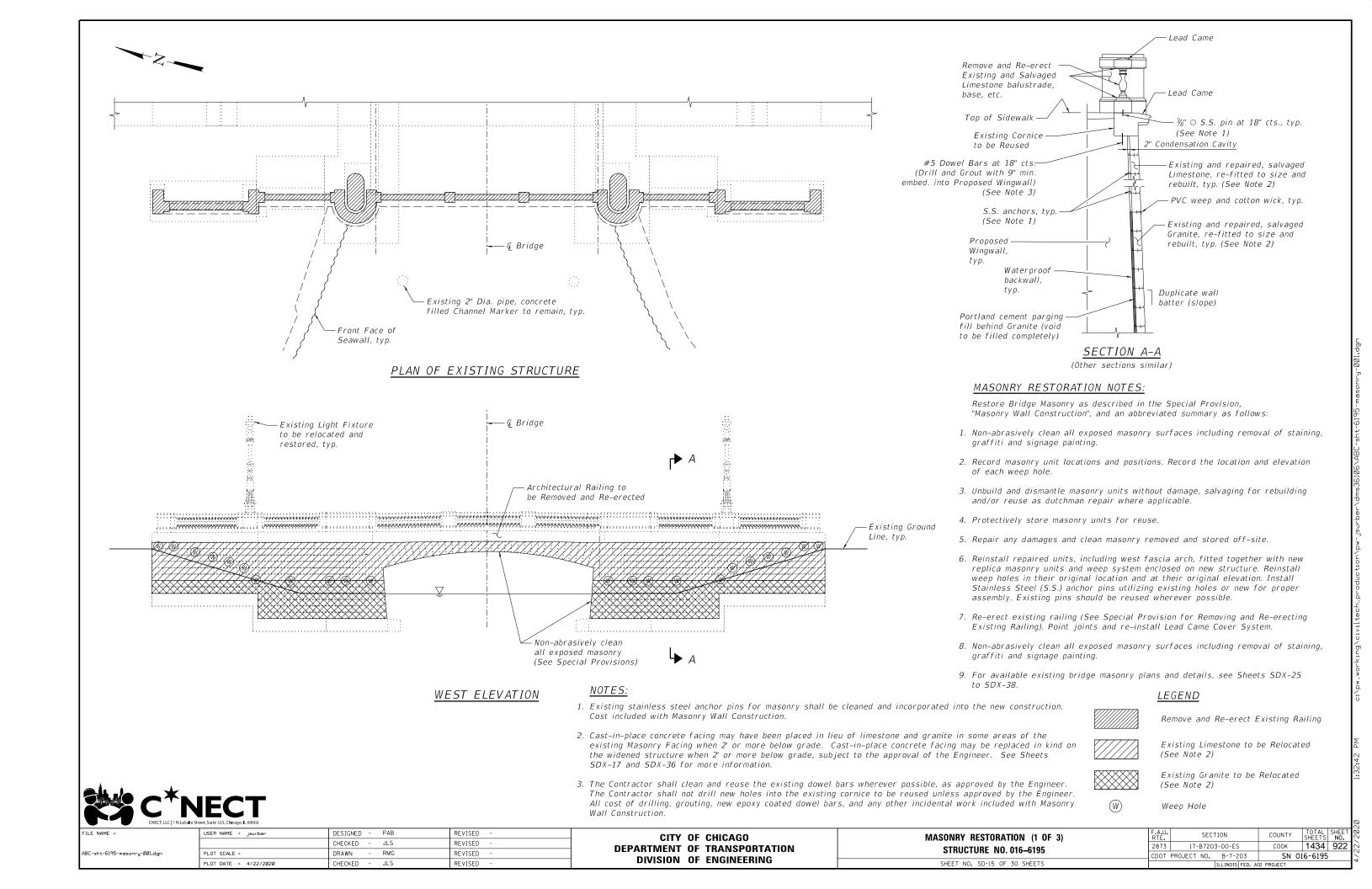
5. Seal coat thickness shown is based on the Cofferdam Design Water Elevation (CDWE).

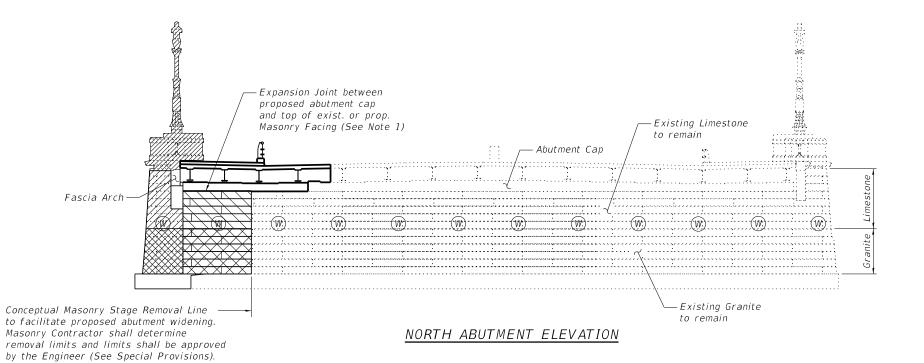
accompanying concrete slab construction, then the sheet piling on the west and channel side of

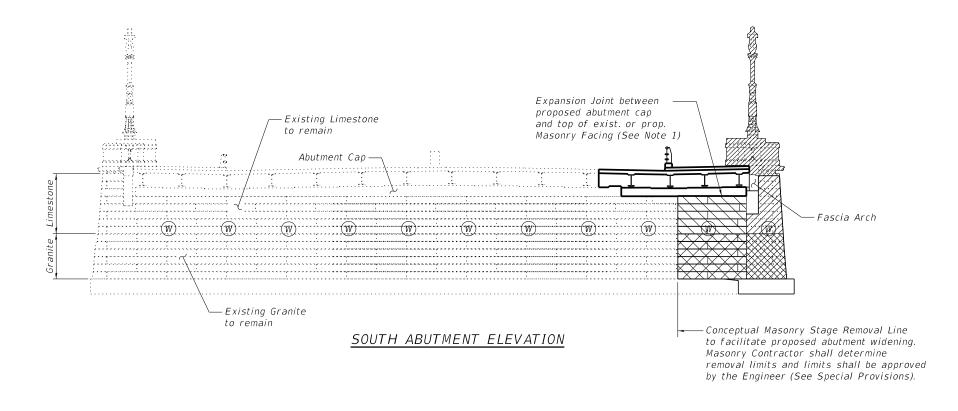
the cofferdams shall be cut off at the bottom of footing (top of seal coat) and remain in place.

- in the vicinity of proposed piles or sheeting. Existing tie rods outside the limits of the cofferdam shall remain.
- 7. The top of the existing Seawall (approx. +3.00 CCD) may be overtopped at the time of construction. The Contractor may use sheeting, sandbags, or other barriers behind the existing Seawall to facilitate dewatering. The cost of this portion of the enclosure and any associated work shall be included in the cost of Cofferdam (Type 2) of the location specified.
- 8. Cofferdam layout shall not reduce the channel width between the existing Channel Markers.

USER NAME = jsurber DESIGNED - MFH REVISED SECTION COUNTY CITY OF CHICAGO COFFERDAM DETAILS CHECKED -DTS REVISED соок 1434 921 **DEPARTMENT OF TRANSPORTATION** 17-B7203-00-ES **STRUCTURE NO. 016-6195** 3C-sht-6195-coff.dgr PLOT SCALE = REVISED SN 016-6195 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 4/22/2020 SHEET NO. SD-14 OF 30 SHEETS CHECKED DTS REVISED







#### NOTES:

- 1. Provide ½" sealant and backer rod between abutment cap and top of Proposed Masonry Facing. Sealant color to match existing and shall be approved by the Engineer. Cost included with Masonry Wall Construction. See Sheets SDX-7 and SDX-18 for details of existing joint.
- 2. For available existing bridge masonry plans and details, see Sheets SDX-25 to SDX-38.
- 3. Cast-in-place concrete facing may have been placed in lieu of limestone and granite in some areas of the existing Masonry Facing when 2' or more below grade. Cast-in-place concrete facing may be replaced in kind on the widened structure when 2' or more below grade, subject to the approval of the Engineer. See Sheets SDX-17 and SDX-36 for more information.

#### <u>LEGEND</u>

Remove and Re-erect Existing Railing



Relocated Limestone (See Note 3)



Relocated Granite (See Note 3)



Proposed New Limestone



Proposed New Granite



Weep Hole

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---

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DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

MASONRY RESTORATION (2 OF 3) STRUCTURE NO. 016-6195 SHEET NO. SD-16 OF 30 SHEETS

- Proposed Wall -Waterproofing Rebuilt Limestone New or existing replica Limestone or Granite or Granite (See Note 5) or salvaged Limestone back cut to size, typ. ¾" ⊘ PVC and Cotton Weep -Cotton Wick laid to Backing Wall -Water — Varies ELEVATION Portland Cement Parging (fill void completely)

#### SECTION OF ASHLAR

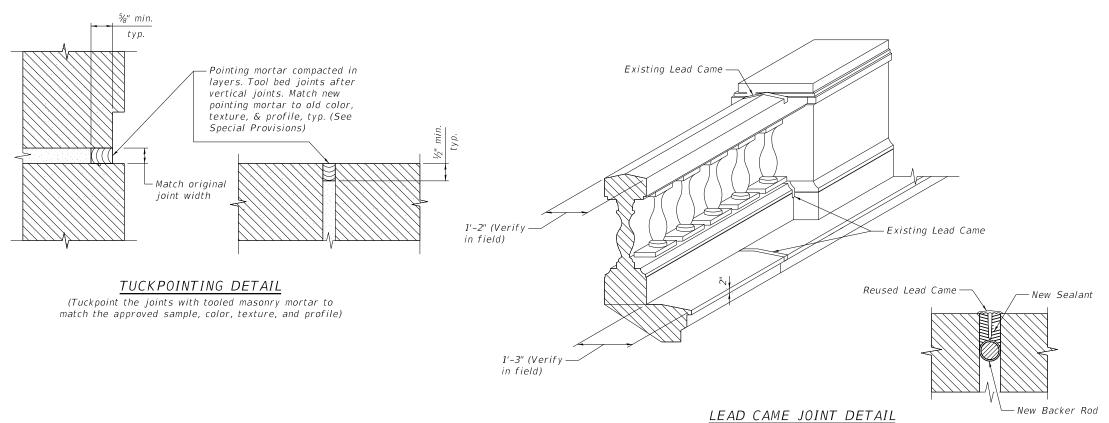
(See Note 5)

S.S. Anchors (4 per block minimum)

for joint design -Free Moving Pin -Waterproofing -Condensation Cavity

See Tuckpointing Detail

#### DETAILS OF WEEP INSTALLATION



# 1. At designated horizontal surface, remove all existing

jointing material to a depth of  $\frac{5}{8}$ " (minimum). 2. Install Backer Rod, Sealant and continuous Lead Came for full length of the joint and overlap.

#### BILL OF MATERIAL

ITEM	UNIT	TOTAL
Masonry Wall Construction	L. Sum	1

#### NOTES:

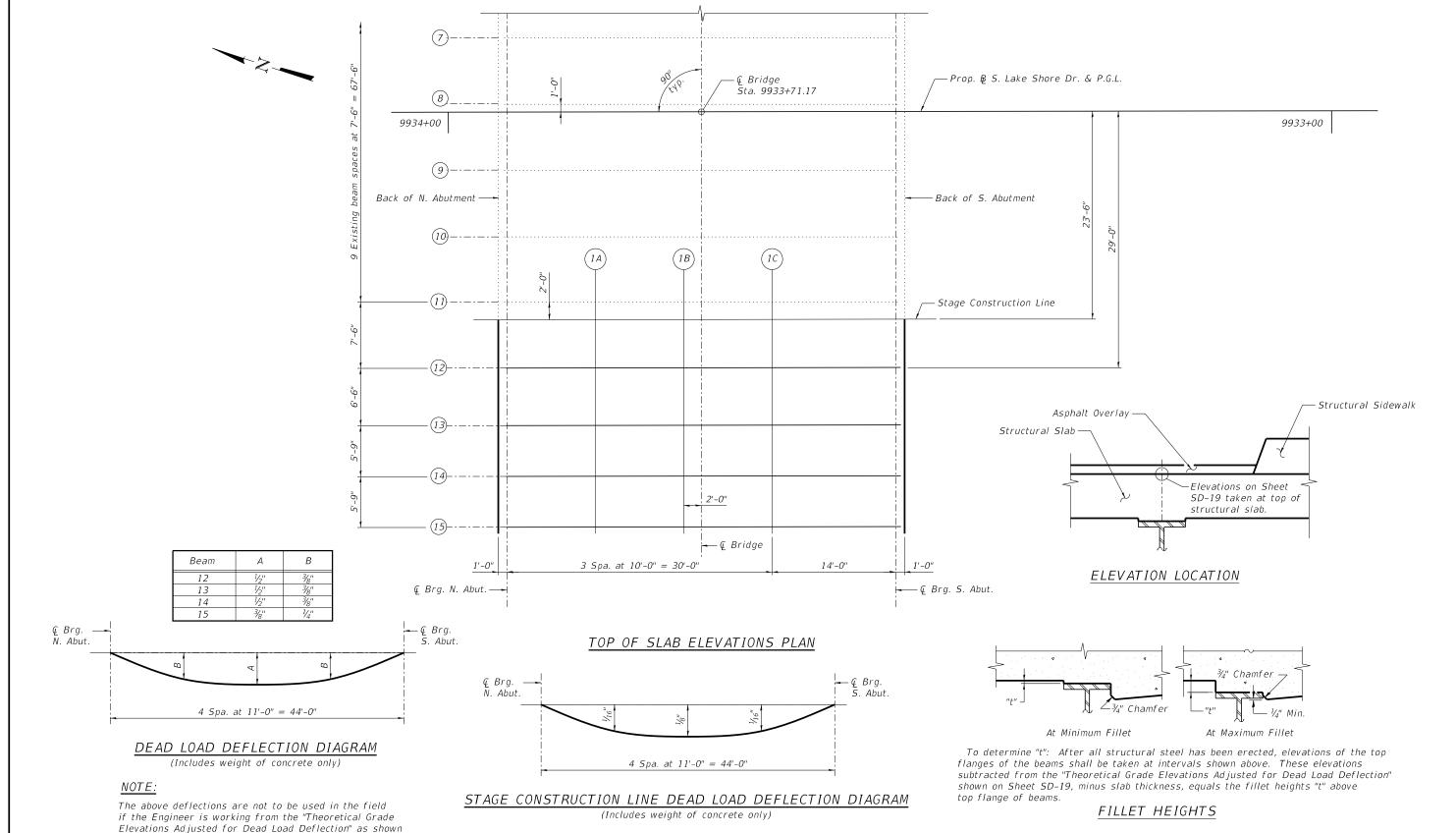
- 1. Dutchman repairs, if necessary, shall be per Detail "A" on Sheet SDX-19 of the existing bridge plans.
- 2. Stone crack repairs, if necessary, shall be per Detail "B" on Sheet SDX-19 of the existing bridge plans.
- 3. Existing hole patches, if necessary, shall be per Detail "G" on Sheet SDX-19 of the existing bridge plans.
- 4. For available existing bridge masonry plans and details, see Sheets SDX-25 to SDX-38.
- 5. Cast-in-place concrete facing may have been placed in lieu of limestone and granite in some areas of the existing Masonry Facing when 2' or more below grade. Cast-in-place concrete facing may be replaced in kind on the widened structure when 2' or more below grade, subject to the approval of the Engineer. See Sheets SDX-17 and SDX-36 for more information.

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Concrete Foundation Wall

SER NAME = jsurber	DESIGNED - PAB	REVISED -
	CHECKED - JLS	REVISED -
LOT SCALE =	DRAWN - RMG	REVISED -
LOT DATE = 4/22/2020	CHECKED - JLS	REVISED -
_		OT SCALE = DRAWN - RMG

<u>SECTION</u>



on Sheet SD-19.

## NOTE:

Elevations Adjusted for Dead Load Deflection" as shown on Sheet SD-19.

The above deflections are not to be used in the field if the Engineer is working from the "Theoretical Grade"

							(r
FILE NAME =	USER NAME = jsurber	DESIGNED - DTS	REVISED -	CITY OF CHICAGO	TOP OF SLAB ELEVATIONS (1 OF 2)	F.A.U. SECTION	COUNTY TOTAL SHEET
		CHECKED - JLS/AAY	REVISED -	DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 016-6195	2873 17-B7203-00-ES	соок 1434 925
ABC-sht-6195-topslab-001.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -		31NUCTURE NO. 010-0193	CDOT PROJECT NO. B-7-203	SN 016-6195
	PLOT DATE = 4/22/2020	CHECKED - JLS/AAY	REVISED -	DIVISION OF ENGINEERING	SHEET NO. SD-18 OF 30 SHEETS	ILLINOIS FED. AID	PROJECT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	9933+94.17	23.50	16.09	16.09
CL Brg. N. Abut.	9933+93.17	23.50	16.10	16.10
1A 1B 1C	9933+83.17 9933+73.17 9933+63.17	23.50 23.50 23.50	16.12 16.12 16.11	16.12 16.13 16.12
CL Brg. S. Abut.	9933+49.17	23.50	16.08	16.08
Bk. S. Abut.	9933+48.17	23.50	16.07	16.07

After the portion of the existing deck is removed, Contractor shall survey the edge of the existing deck to remain along the Stage Construction Line at the top of slab elevation points shown on Sheet SD-18. Theoretical Grade Elevations Adjusted for Dead Load Deflection at Stage Construction Line shall be adjusted to match surveyed elevation. If survey elevation differs from Theoretical Grade Elevations Adjusted for Dead Load Deflection by more than  $\frac{1}{2}$ " then Engineer shall be notified

#### BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	9933+94.17	29.00	15.98	15.98
CL Brg. N. Abut.	9933+93.17	29.00	15.99	15.99
1A 1B 1C	9933+83.17 9933+73.17 9933+63.17	29.00 29.00 29.00	16.01 16.01 16.00	16.04 16.06 16.04
CL Brg. S. Abut.	9933+49.17	29.00	15.97	15.97
Bk. S. Abut.	9933+48.17	29.00	15.96	15.96

#### <u>BEAM 13</u>

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	9933+94.17	35.50	15.87	15.87
CL Brg. N. Abut.	9933+93.17	35.50	15.87	15.87
1A 1B 1C	9933+83.17 9933+73.17 9933+63.17	35.50 35.50 35.50	15.89 15.90 15.89	15.92 15.94 15.93
CL Brg. S. Abut.	9933+49.17	35.50	15.85	15.85
Bk. S. Abut.	9933+48.17	35.50	15.85	15.85

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#### BEAM 14

	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	Bk. N. Abut.	9933+94.17	41.25	15.96	15.96
	CL Brg. N. Abut.	9933+93.17	41.25	15.96	15.96
	1 A	9933+83.17	41.25	15.98	16.01
	1B	9933+73.17	41.25	15.99	16.03
	1 <i>C</i>	9933+63.17	41.25	15.98	16.01
	CL Brg. S. Abut.	9933+49.17	41.25	15.94	15.94
L	Bk. S. Abut.	9933+48.17	41.25	15.94	15.94

#### BEAM 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	9933+94.17	47.00	16.04	16.04
CL Brg. N. Abut.	9933+93.17	47.00	16.05	16.05
1 A 1 B 1 C	9933+83.17 9933+73.17 9933+63.17	47.00 47.00 47.00	16.07 16.07 16.06	16.09 16.11 16.09
CL Brg. S. Abut.	9933+49.17	47.00	16.03	16.03
Bk. S. Abut.	9933+48.17	47.00	16.02	16.02

	USER NAME = jsurber	DESIGNED	-	DTS
		CHECKED	-	JLS/AA
oslab-002.dgn	PLOT SCALE =	DRAWN	-	RMG
	PLOT DATE = 4/22/2020	CHECKED	-	JLS/AA`

### NORTH APPROACH STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
ℚ Approach Slab Joint	9934+23.67	23.50	15.93
A1 A2	9934+13.67 9934+03.67	23.50 23.50	16.00 16.06
S. End of North Appr. Pav't	9933+93.67	23.50	16.09

#### NORTH APPROACH WEST EDGE OF SHOULDER

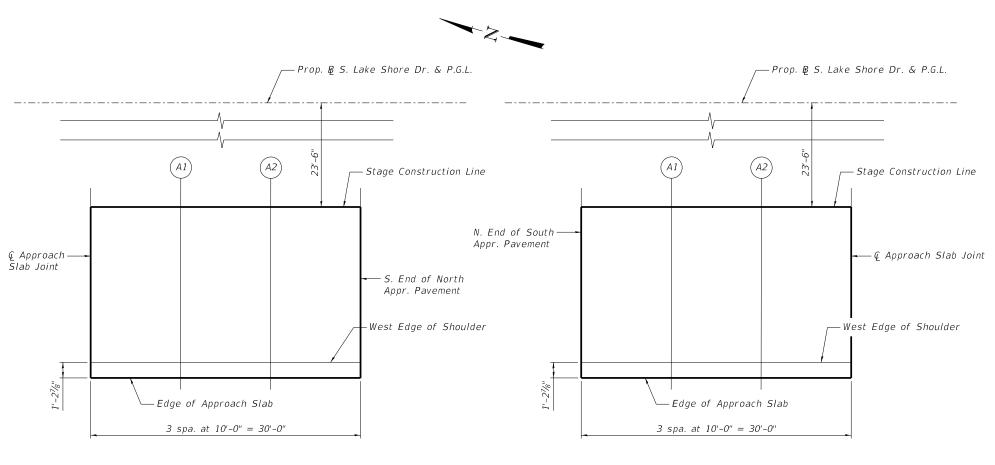
Location	Station	Offset	Theoretical Grade Elevations
<b>♠</b> Approach Slab Joint	9934+23.67	35.00	15.70
A1 A2	9934+13.67 9934+03.67	35.00 35.00	15.77 15.83
S. End of North Appr. Pav't	9933+93.67	35.00	15.86

#### SOUTH APPROACH STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Pav't	9933+48.67	23.50	16.07
A1 A2	9933+38.67 9933+28.67	23.50 23.50	16.03 15.97
∉ Approach Slab Joint	9933+18.67	23.50	15.89

### SOUTH APPROACH WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Pav't	9933+48.67	35.00	15.84
A1 A2	9933+38.67 9933+28.67	35.00 35.00	15.80 15.74
ℚ Approach Slab Joint	9933+18.67	35.00	15.66



PLAN (North Approach)

<u>PLAN</u> (South Approach)

#### NOTE

Elevations taken at top of concrete approach slabs and do not include the additional overlay thickness on top of the approach slabs.

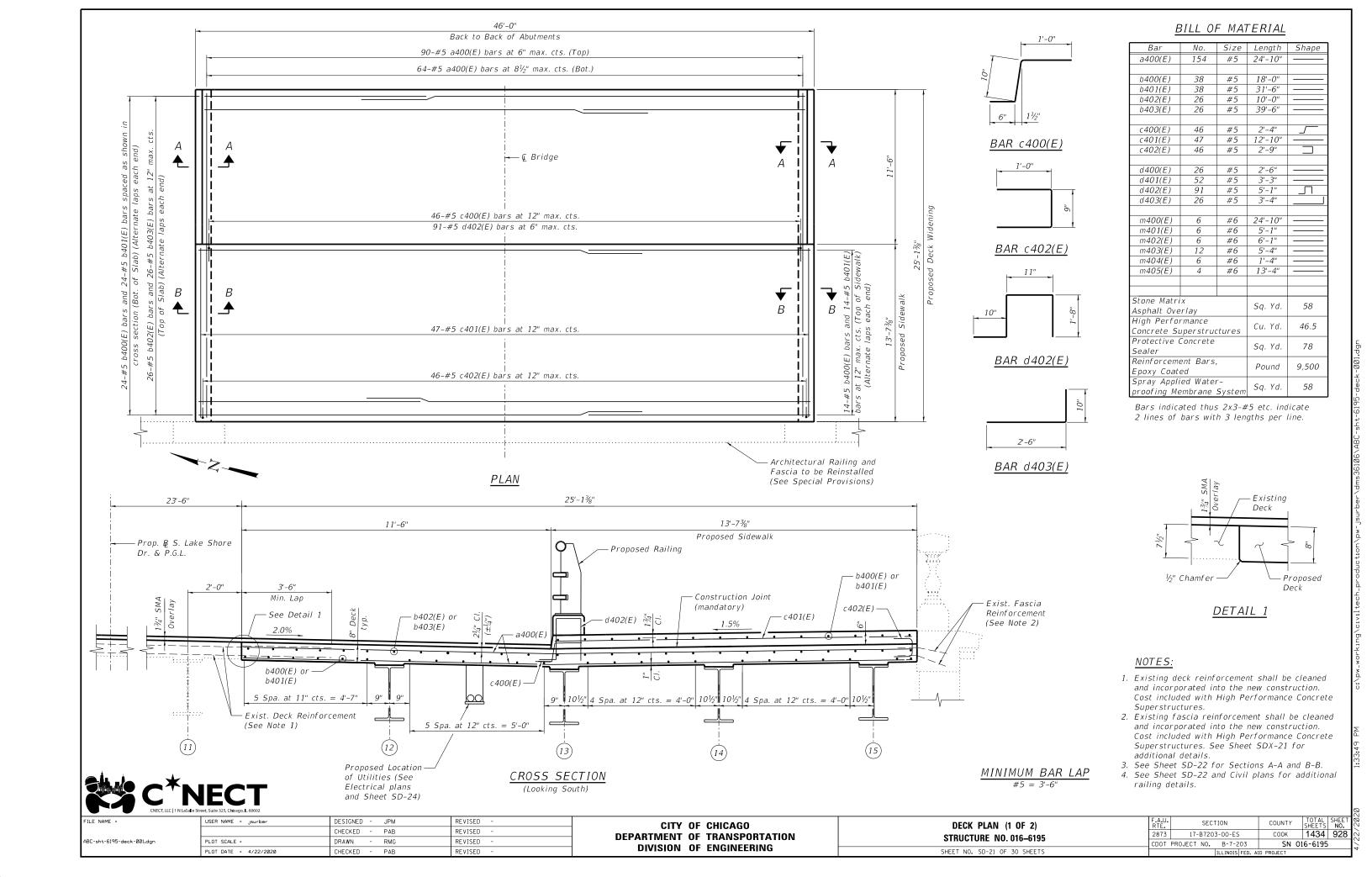


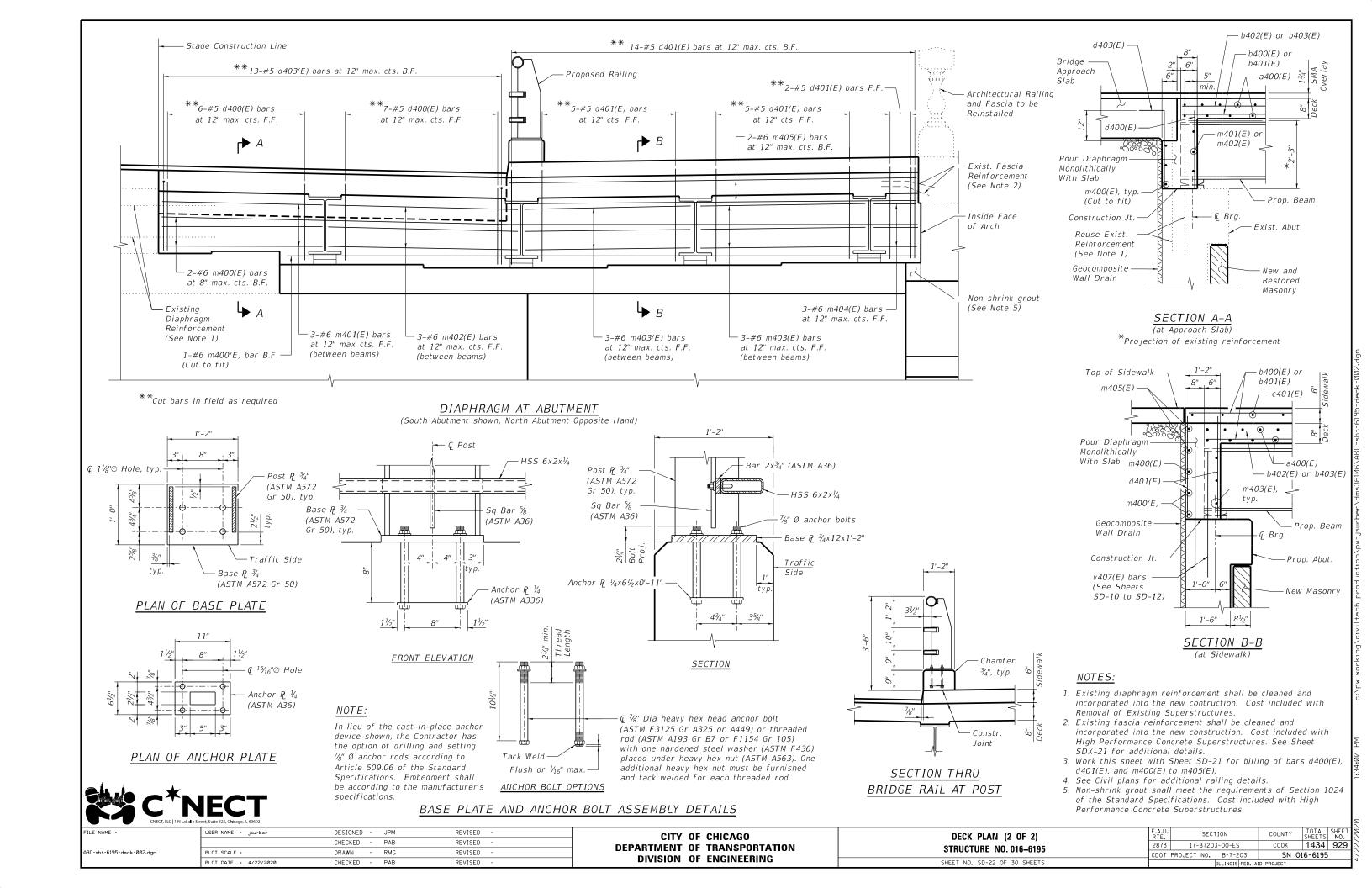
CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

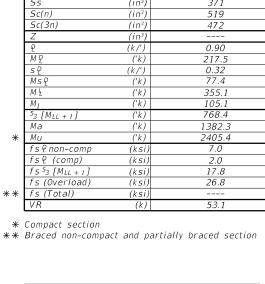
 TOP OF APPROACH SLAB ELEVATIONS
 FR

 STRUCTURE NO. 016-6195
 20

 SHEET NO. SD-20 OF 30 SHEETS
 CI







PROPOSED INTERIOR BEAM 12 MOMENT TABLE

(in4,

(in⁴

4.580 11,651

8,678

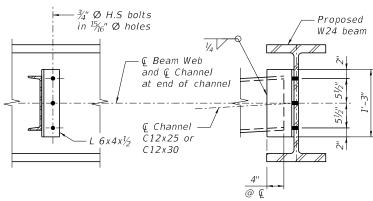
\* Compact section

Ic(3n)

Sc(n)

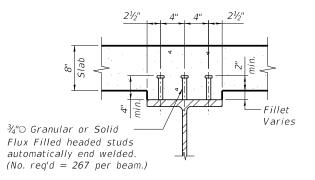
<i>PROPOSED</i>	INT	ERIOR BEAM 12 REACTION TABLE
		Abutment
R₽	(k)	27.3
R Ł	(k)	43.5
Rı	(k)	12.9
RTotal	(k)	83.7

- Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total and Overload) due to non-composite dead loads (in.4 and in.3).
- Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total and Overload) due to short-term composite live loads (in.4 and in.3).
- Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total and Overload) due to long-term composite (superimposed) dead loads (in.4 and in.3).
  - Z: Plastic Section Modulus of the steel section in non-composite areas (in.³).
  - ₽: Un-factored non-composite dead load (kips/ft.).
  - MP: Un-factored moment due to non-composite dead load (kip-ft.).
  - $s\bar{\varrho}$ : Un-factored long-term composite (superimposed) dead load (kips/ft.)
  - $M_s$  Q: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
  - Mt: Un-factored live load moment (kip-ft.).
  - $M_I$ : Un-factored moment due to impact (kip-ft.).
  - Ma: Factored design moment (kip-ft.).
    - 1.3 [MQ + MSQ +  $\frac{5}{5}$  (MLL + 1)]
  - Mu: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
- fs (Overload): Sum of stresses as computed from the moments below (ksi). M $\ell$  + Ms $\ell$  +  $\frac{5}{3}$  (M  $\iota\iota$  +  $\iota$ )
  - fs (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
    - 1.3  $[MP + MSP + \frac{5}{2}(MLL + I)]$
    - VR: Maximum 4 + impact shear range within the composite portion of the span for stud shear connector design (kips).



#### INTERIOR DIAPHRAGM

(Diaphrams Mk. D1 thru D3) (See Sheet SD-24 for additional details)

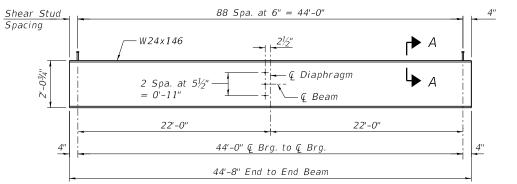


SECTION A-A

Existing W24x146 (Composite, typ.)

Proposed Beams W24x146 (Composite)

22'-0"



Prop. B S. Lake Shore Dr.

Bridae

Sta. 9933+71.17

— Existing Diaphragm, typ.

— Proposed Diaphragm, typ.

22'-0"

**-**-- ⊊ Bridge

44'-0"

FRAMING PLAN

#### BEAM ELEVATION - BEAMS 12 THRU 15

#### TOP OF BEAM ELEVATIONS

Location	Beam					
Lucation	12	13	14	15		
⊈ Brg. N. Abut.	15.15	15.04	15.13	15.21		
⊈ Brg. S. Abut.	15.13	15.02	15.11	15.19		

(For Fabrication Only)

#### NOTES:

— ⊈ Brg. S. Abut.

- 1. All structural steel shall be AASHTO M270 Grade 50.
- 2. All beams shall conform to the AASHTO Impact Testing Requirement, Zone 2.

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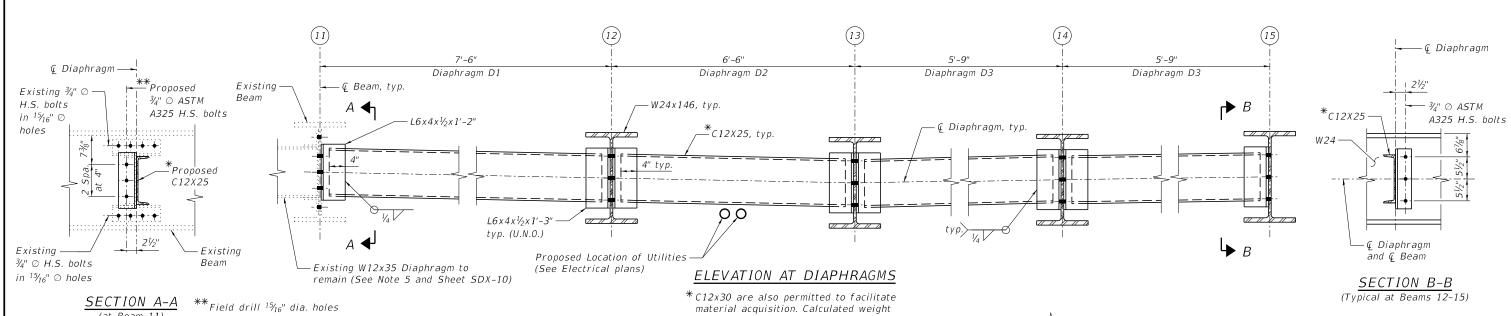
(10)-

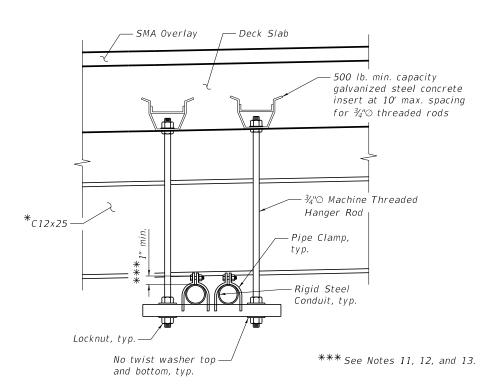
© Brg. N. Abut.

FILE NAME =	USER NAME = jsurber	DESIGNED - AAY	REVISED -	
		CHECKED - PAB	REVISED -	
ABC-sht-6195-framing.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -	
	PLOT DATE = 4/22/2020	CHECKED - PAB	REVISED -	

CITY	0F	CHICAGO
DEPARTMENT	OF	TRANSPORTATION
DIVISION	0F	ENGINEERING

FRAMING PLAN AND BEAM DETAILS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.
STRUCTURE NO. 016-6195	2873	17-B7203-00-ES	COOK	1434	93
0111001011L 140: 010-0133	CDOT	PROJECT NO. B-7-203	SN 0	16-6195	
SHEET NO SD-23 OF 30 SHEETS		THE TWO IS FED. AT	D DDO IECT		





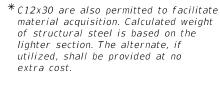
in existing girder web. Cost

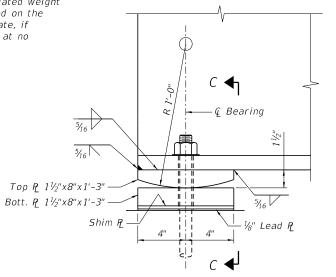
included with Furnishing and

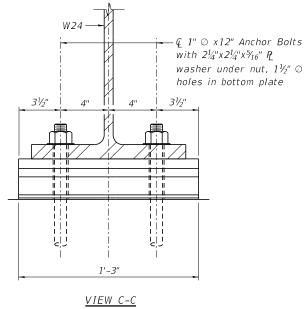
Erecting Structural Steel.

#### CONDUIT HANGER DETAIL

(Cost of Concrete Insert and Hanger Assembly shall be included with Conduit Attached to Structure, 3" Dia., Galvanized Steel)







ELEVATION

## BEARING DETAILS

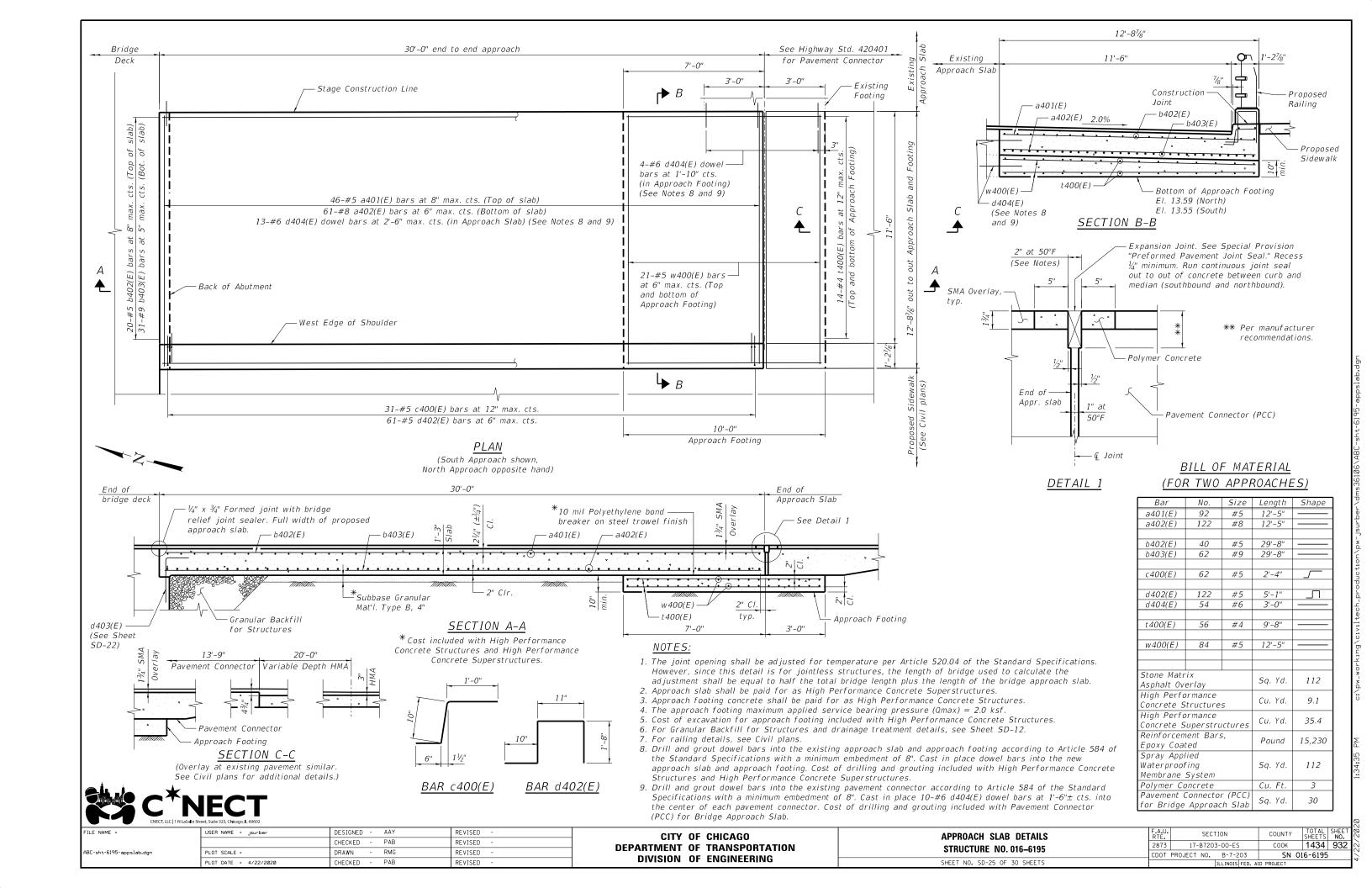
(8 required)

#### NOTES:

- 1. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts  $\frac{3}{4}$ "  $\odot$ , holes  $\frac{15}{16}$ "  $\odot$ , unless otherwise noted.
- 2. All structural steel (including the components of the diaphragms and bearing assemblies) shall be AASHTO M270 Grade 50. Cost is included with Furnishing and Erecting Structural Steel.
- 3. Anchor bolts shall be according to Article 521.06 of the Standard Specifications.
- 4. Beams shall be braced for stability during erection and remain braced until the deck is poured and cured.
- 5. Contractor shall ensure existing diaphragm is supported during removal of adjacent existing diaphragm until the angles are reinstalled. Cost included with Removal of Existing Superstructures.
- 6. Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
- 7. Seamless and welded conduit and fittings shall be extra strong, galvanized steel meeting the requirement of ASTM A53.
- 8. Steel straps, bars and plates for the hanger assembly shall meet the requirements of AASHTO M270, Grade 36.

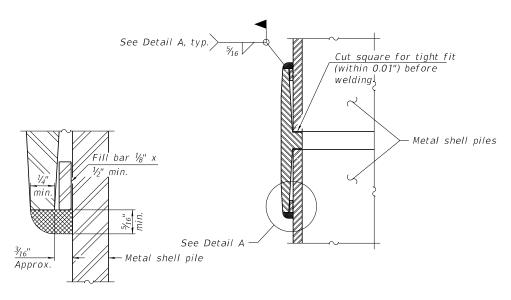
- 9. All conduit hangers, supports and hardware shall be hot-dip galvanized after fabrication in accordance with AASHTO M232 (ASTM A153) unless otherwise noted. All bolts, nuts and washers shall be stainless steel. Stainless steel bolts and washers shall conform to the requirements of the Standard Specifications Article 1006.29(d).
- 10. Galvanized steel conduit shall not be painted.
- 11. The Electrical Contractor shall coordinate the location of the concrete inserts with the Bridge Contractor.
- 12. Conduit shall not come into contact with any bracing or other structural members.
- 13. Provide 1" minimum clearance between the conduit and hanger assemblies and all structural members. Hanger assemblies and conduits shall not extend below the bottom flanges of the nearest beams in order to not reduce the vertical clearance.
- 14. See Electrical plans for additional conduit information.

FILE NAME =	USER NAME = jsurber	DESIGNED - AAY	REVISED -	CITY OF CHICAGO	STRUCTURAL STEEL AND BEARING DETAILS	F.A.U. RTF	SECTION	COUNTY	TOTAL SHEET S	j
		CHECKED - PAB	REVISED -	DEPARTMENT OF TRANSPORTATION	STRUCTURE NO 016_6195	2873 1	17-B7203-00-ES	COOK	1434 931 ~	ì
ABC-sht-6195-steeldtls.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -		21HUCTURE NU. 010-0193	CDOT PROJEC	CT NO. B-7-203	SN C	016-6195	1
	PLOT DATE = 4/22/2020	CHECKED - PAB	REVISED -	DIVISION OF ENGINEERING	SHEET NO. SD-24 OF 30 SHEETS		ILLINOIS FED. AID	PROJECT	4	•

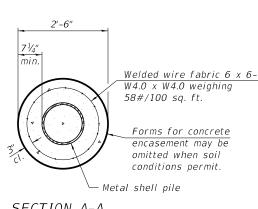


#### METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd.³/ft.)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



# Bottom of pile cap ELEVATION



SECTION A-A

#### DETAIL A

Shop or

 $s = t - \frac{1}{16}$ "

field weld

#### WELDED COMMERCIAL SPLICE Notes:

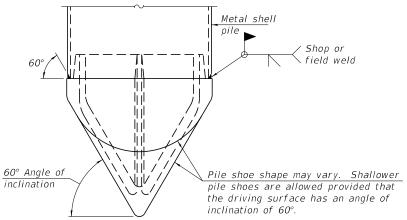
The  $\frac{1}{8}$ " x  $\frac{1}{2}$ " min. fill bar may be constructed of 2 bars with a  $\frac{1}{8}$ " max. gap between them. Pile segments shall be driven to solid contact with splicer before welding.

## INDIVIDUAL PILE CONCRETE ENCASEMENT

(When specified)

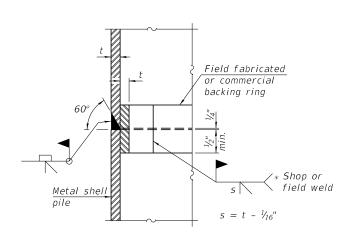
# END PLATE ATTACHMENT

¾" End plate



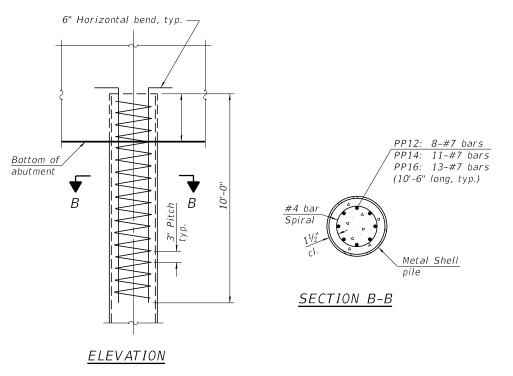
#### PILE SHOE ATTACHMENT

(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential



#### COMPLETE PENETRATION WELD SPLICE

\* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



#### REINFORCEMENT AT ABUTMENTS AND WINGWALLS

(Omit when concrete encasement is specified)

F-MS

1-1-2020

Note:
The metal shell piles shall be according to
Article 1006.05 of the Standard Specifications.

METAL SHELL PILE DETAILS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	7203
STRUCTURE NO. 016-6195	2873	17-B7203-00-ES	COOK	1434	933	5
	CDOT	PROJECT NO. B-7-203	SN 0	16-6195		1/5
SHEET NO. SD-26 OF 30 SHEETS		ILLINOIS FED. AI	D PROJECT			ľ

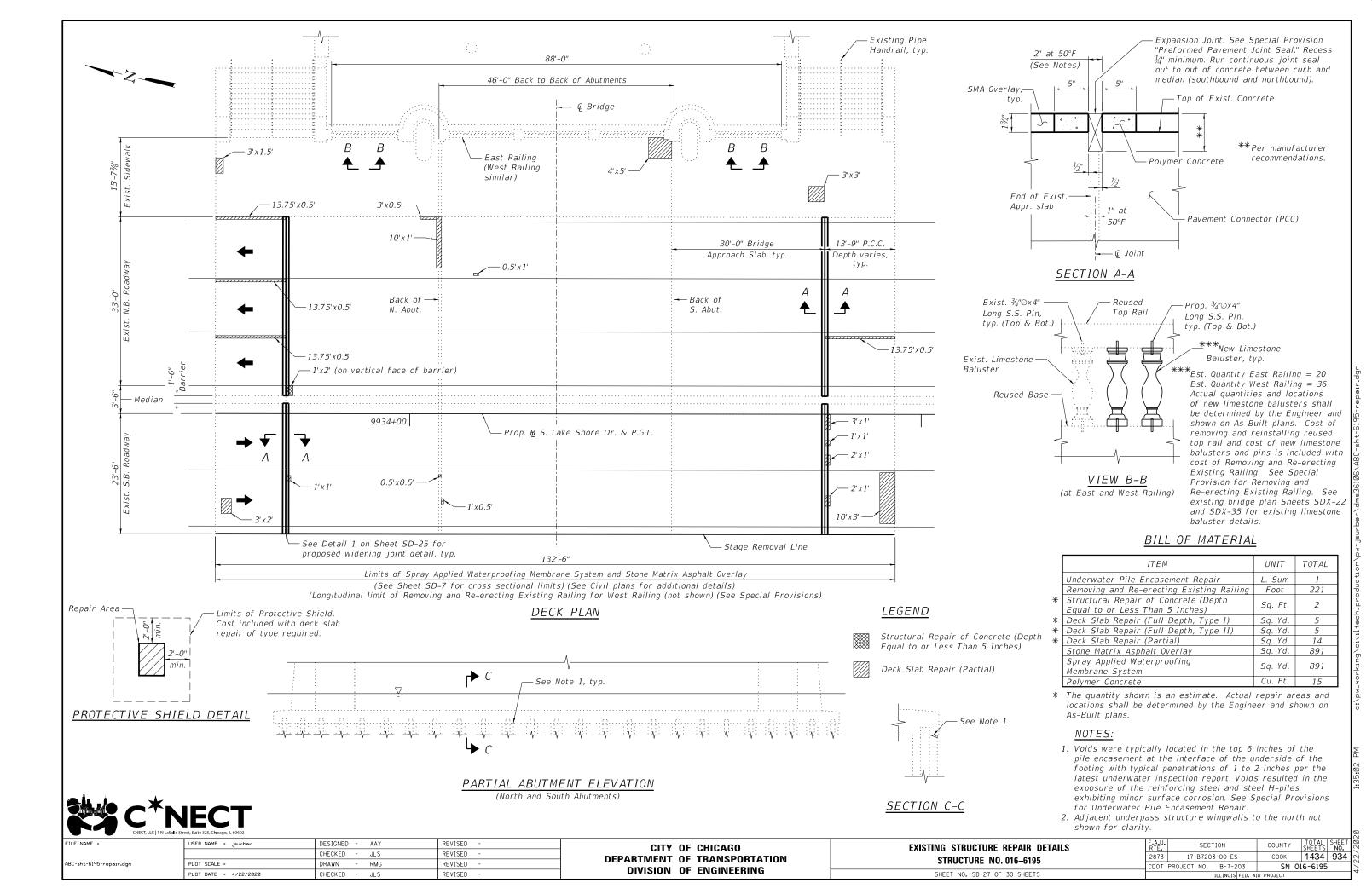
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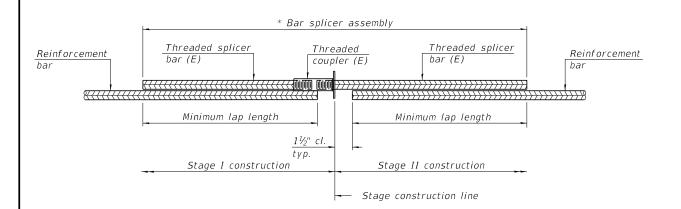
Metal shell

pile

USER NAME = jsurber DESIGNED - DTS REVISED CHECKED -TPS REVISED RMG REVISED PLOT DATE = 4/22/2020 CHECKED -REVISED TPS

CITY OF CHICAGO **DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING** 





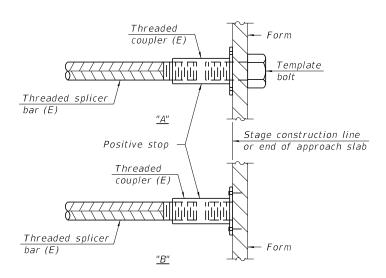
#### STANDARD BAR SPLICER ASSEMBLY PLAN

(All components shall be provided from one supplier)

Threaded splicer bar length = min. lap length +  $1\frac{1}{2}$ " + thread length

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

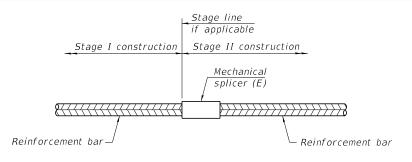
Location	Bar size	No. assemblies required	Minimum Iap length



#### INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E): Indicates epoxy coating.



#### STANDARD MECHANICAL SPLICER

Location	Bar	No. assemblies
Location	size	required
N. Abutment Stem	#4	14
N. Abutment Stem	#6	14
S. Abutment Stem	#4	14
S. Abutment Stem	#6	14

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars. Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications. See approved list of bar splicer assemblies and mechanical splicers for alternatives.



BC-sht-6195-barsplice.dgn

1-1-2020

USER NAME = jsurber	DESIGNED	-	DTS	REVISED -
	CHECKED	-	TPS	REVISED -
PLOT SCALE =	DRAWN	-	RMG	REVISED -
PLOT DATE = 4/22/2020	CHECKED	-	TPS	REVISED -

COOK 1434 935 SN 016-6195

COUNTY

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623 Cooper Court • Schaun Tel: 630.994.2600 • Fax: 312		W1/3			;	SC	IL	В	ORING LOG	
- Se a Million										Date
ROUTE F.A.U. 1520	_ DE	SCR	IPT	ION			591	th Stre	eet Inlet Bridge LOC	GED BY JJR
SECTION 17-B7203-00-ES	3	_ L	.00	ATI	ON 59	th &	Lake S	Shore	Northing 1866455.146 Easting	1190187.705
COUNTY Cook DF	RILLING	_	TH					SA	HAMMER TYPE	
STRUCT. NO.         016-6195           Station         9933+72           BORING NO.         Inlet-Bridge-B01           Station         9935+07           Offset         72.30ft LT	<u> </u>	D E P T H	GRAPI-C LOG	B L O W S	U S Qu	M O I S T	H-WZMO KWO	ORGAN-C	Surface Water Elev.   N.	<u>A</u> ft
Ground Surface Elev. 3.34				(/6"	(tsf)	(%)	(pcf)	(%)	NOTES:	
6 inches of TOPSOIL  Medium Dense Brown and Gray, SAND (SP)	2.84	—	24	2		25				
			_	4					-	
		<b>▼</b> _		2		25				
		-5 -		7					-	
		-		2 7 10		25				
	-5.66	_		3					-	
Medium Dense Gray,	=5.00	_		5 7		22				
SAND (SP)		- <u>10</u>							_	
Medium, Dense Gray,	-8.16			6 8 10		20				
SAND, trace silt (SP)		_		10					_	
		_		7		19				
		- <u>15</u>		6		13			-	
		-		2						
Medium Stiff to Stiff	-13.66	-	///	2	0.5 P	16			_	
Gray, CLAY (CL)		-		2						
		20		2	0.5 P	26				

H. H. W. CONSTRUCTED BY											Date7/31/
ROUTE	F.A.U. 1520	DE	SCR	IPT	ION			59	th Stre	eet Inlet Bridge LOGG	ED BY JJR
SECTION	17-B7203-00-ES		_ ι	.00	AT <u>I</u>	ON 59	9th &	Lake	Shore	Northing 1866455.146 Easting	1190187.705
COUNTY	Cook DRII	LIN	G ME	тн	OD.			Н	SA	HAMMER TYPE	AUTO
BORING NO Station	016-6195 9933+72 Inlet-Bridge-B01 9935+07 72,30ft LT	- - -	D E P T H	GRAPH-C LOG	B L O W S	U C S	M O I S T	DRY DWZW-H	ORGANIC	Surface Water Elev.   N/A	_ ft _ ft <u>▼</u> _ ft
Ground Surfa	ace Elev. 3.34	ft	(ft)	Ğ	(/6"	(tsf)	(%)	Ϋ́ (pcf)	(%)	NOTES:	
Medium Stiff to Gray, CLAY (CL) (co.			-		1 2 3	1.0 B	20				
			-		1					_	
		22.66	- <u>25</u>		3	1.3 B	20	122		-	
Stiff to Hard Gray,		2.00	_		2	1.5	20				
	race gravel (CL/ML)		_		5	B	20			-	
			-30		3 5 7	1.7 B	20			-	
			-								
			-		7						
			- <u>35</u>		8 9	5.0 B	12			-	
			-								
			-		4	7.1	12				

The Marie Constructed the									Date7/31/18
ROUTE F.A.U. 1520	DE	SCRIP	TION			59	th Stre	eet Inlet Bridge L	OGGED BYJJR_
SECTION17-B7203-00	-ES	LC	CAT	ON 59	9th &	Lake :	Shore	Northing 1866455.146 East	ing 1190187.705
COUNTYCook	DRILLIN					Н	SA	HAMMER TYPE	AUTO
STRUCT. NO.         016-6195           Station         9933+72           BORING NO.         Inlet-Bridge-Bt           Station         9935+07           Offset         72.30ft LT           Ground Surface Elev.         3,34	)1	D E P T H	BLOWS (6")	U C S Qu (tsf)	M O I S T	DRY DHZW-HYGF)	ORGANIC (%)	Stream Bed Elev.  Groundwater Elev.:  First Encounter	-0.2 ft ▼
Stiff to Hard Gray, SILTY CLAY, trace gravel (CL/M (continued)		-45	11 13 25	8.0 P		(poi)	(70)	_	
End of Boring	-46.66		11 17 23	7.8 P	12			-	
		-555							

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

CNECT, LLC   1 N LaSalle S	IECT treet, Suite 325, Chicago, Il. 60602
FILE NAME =	USER NAME = jsurber

ABC-sht-6195-boring-001.dgn

USER NAME = jsurber	DESIGNED - DIS	REVISED -
	CHECKED - TPS	REVISED -
PLOT SCALE =	DRAWN - RMG	REVISED -
PLOT DATE = 4/22/2020	CHECKED - TPS	REVISED -

CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING COUNTY TOTAL SHEET NO. COOK 1434 936

SN 016-6195

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Tel: 630.	994.2600 • Fax: 312.	./33.3012							_	ORING LOG	Date
ROUTEF.A.I	J. 1520	_ DE	SCR	IPT	ION			591	th Stre	eet Inlet Bridge LOC	GGED BY JJR
SECTION 17 COUNTY Cod									Shore SA	Northing 1866209.199 Easting HAMMER TYPE	
STRUCT. NO	016-6195 9933+72 t-Bridge-B02 9932+57 67.00ft LT		D E P T	GRAPH-C	B L O W	U C S	M O I S	ı F I	A N	Surface Water Elev.	A ft O ft  A ft
12 inches of TOPSOI		π 13.51	(ft)	31/2-	(/6")	(tsf)	(%)	(pcf)	(%)	NOTES:	
Medium Dense Brown, SAND (SP)		11.51	_		3 5 6		11				
Very Loose to Mediun Brown and Gray SAND (SP)	n Dense	11.01	-5		1 2 1		10				
			-		3 1 1		10			-	
			-10				18			_	
			<u>-</u>		3 4 6		21			_	
			- <u>15</u>		7 9 8		27			-	
Loose to Medium Der Brown SAND, with silt (SP)	se	-1.99			4 9 10		30				
			-				30			_	

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

Tel: 630.994.2600 • Fax: 312.733.	5612			'	30	<i>,</i> ,,,	D	ORING LOG	Page <u>2</u> of Date <u>7/31/1</u>
ROUTE F.A.U. 1520	DESC	RIPT	TION			59	h Stre	eet Inlet Bridge LOGO	ED BY JJR
<b>SECTION</b> 17-B7203-00-ES		LO	CATI	ON 59	9th &	Lake	Shore	Northing 1866209.199 Easting	1190217.975
COUNTY Cook DRILL	LING N	/ETH	IOD			Н	SA	HAMMER TYPE	AUTO
STRUCT. NO.         016-6195           Station         9933+72           BORING NO.         Inlet-Bridge-B02           Station         9932+57           Offset         67.00f LT	E F T	RAPH		U C S	M O I S T	DRY DWZW-H	ORGAN-C	Surface Water Elev.	ft ft_ <u>▼</u> ft
Ground Surface Elev. 14.01	ft (f	t) G	(/6"	(tsf)	(%)	(pcf)	(%)	NOTES:	
Loose to Medium Dense Gray SAND (SP) (continued)			3 6 9		25				
		25	5 4 3		23				
-12	2.99		3 4	0.8	22			-	
Medium Stiff to Stiff Gray CLAY (CL)			1 3	P 1.0	20	118.2		-	
	-	30	3	P P	20	110.2		-	
	-	35	2 3 4	1.0 B	20			-	
-24 Stiff to Hard	1.49	1	3						
Gray SILTY CLAY, trace gravel (CL/ML)			4	1.7 B	19				

623 Cooper Court • Schaur Tel: 630.994.2600 • Fax: 312					;	SC	)IL	В	ORING LOG	Page <u>3</u> of
Whats-construct.										Date7/31/18
ROUTE F.A.U. 1520	_ DE	SCRI	PT	ION.			591	h Stre	eet Inlet Bridge LOG	GGED BYJJR_
SECTION17-B7203-00-E	3	_ L	OC.	AT <u>I</u>	ON 59	th &	_ake \$	Shore	Northing 1866209.199 Easting	g 1190217.975
COUNTY Cook DF	RILLING	3 ME	TH	OD .			Н	SA	HAMMER TYPE _	AUTO
STRUCT. NO.	_		GRAPH-C LOG	B L O W S	U C S Qu (tsf)		DEY CHEWALL AND	ORGAN-C (%)	Surface Water Elev.   N	.0 ft <u>▼</u> A ft
Stiff to Hard Gray SILTY CLAY, trace gravel (CL/ML) (continued)		-		7				/		
		-45 -45 -		10 12	5.4 B	13				
	-34.99			10						
Dense Gray SILT, trace gravel (ML)	-35.99	-50		14 16		16			_	
End of Boring										

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

C*NECT
CNECT, LLC   1 N LaSalle Street, Suite 325, Chicago, IL 60602

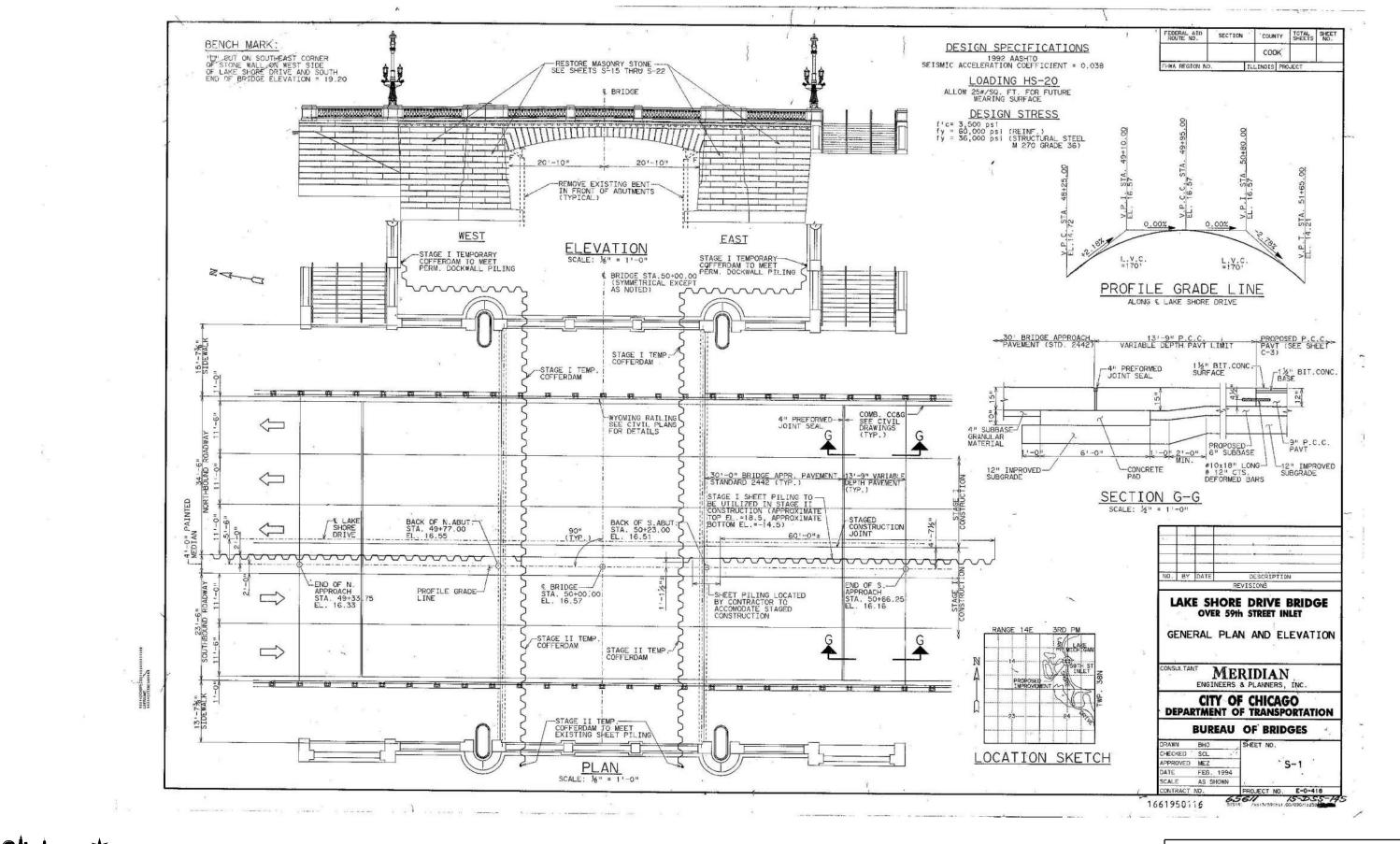
CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

SOIL BORING LOGS (2 OF 2)
STRUCTURE NO. 016-6195
SHEET NO. SD-30 OF 30 SHEETS

F.A.U. SECTION COUNTY TOTAL SHEETS NO. 2873 17-B7203-00-ES COOK 1434 937

CDOT PROJECT NO. B-7-203 SN 016-6195

FILE NAME =





FOR INFORMATION ONLY

DESIGNED - AAY REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (1 OF 38)** CHECKED -JLS REVISED соок 1434 938 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6195 BC-sht-6195ex-001.dgn RMG REVISED SN 016-6195 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/31/2020 CHECKED

FEDERAL ATD	SECTION		"COUNTY	TOTAL	SHEET NO.
			ÇOOK	Н.	
FHWA REGION NO	j.	nu	NOIS PRO	JECT	

#### STRUCTURAL NOTES

FASTENERS SHALL BE HIGH STRENGTH BOLTS. BOLTS 18"0, OPEN HOLES 56 "0, UNLESS OTHERWISE NOTED.

CALCULATED WEIGHT OF STRUCTURAL STEEL = 90,740 LBS. (M270 GRADE 36)

THE INORGANIC ZING-SILICATE ACRYLIC/ACRYLIC PAINT SYSTEM SHALL BE USED FOR SHOP AND FIELD PAINTING OF STRUCTURAL STEEL EXCEPT WHERE OTHERWISE NOTED. THE COLOR OF ACRYLIC FINISH COAT SHALL BE LIGHT GREY (MUNSELL 10 YR 7/1).

FIELD WELDING OF CONSTRUCTION ACCESSORIES WILL NOT BE PERMITTED TO THE BOTTOM FLANGE OF BEAMS, FIELD WELDING IN OTHER AREAS WILL BE PERMITTED ONLY WHEN APPROVED BY THE ENGINEER.

ANCHOR BOLTS SHALL BE SET BEFORE PLACING CURTAIN WALL CONCRETE AT ABUTMENTS.

THE MAIN LOAD CARRYING MEMBER COMPONENTS SUBJECT TO FENSILE STRESS SHALL CONFORM TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS ZONE 2. THESE COMPONENTS ARE THE WIDE FLANGE BEAMS.

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASTHO M-31, M-42 OR M-53 GRADE 60.

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

THE CONTRACTOR SHALL DRIVE ONE STEFL TEST PILE IN A PERMANENT LOCATION AT THE NORTH AND SOUTH ABUTMENTS FOR BOTH STAGES I & II OF CONSTRUCTION. THE CONTRACTOR SHALL ALSO DRIVE ONE STEEL TEST PILE IN A PERMANENT LOCATION AT THE NORTH AND SOUTH DOCKWALLS. THE LOCATION OF THE TEST PILE SHALL BE DETERMINED IN THE FIELD SUBJECT TO CONCURRENCE BY THE COMMISSIONER. PILE DRIVING SHALL PROCEED AS DIRECTED BY THE COMMISSIONER BEFORE ORDERING THE REMAINDER OF PILES.

BACKFILL SHALL BE PLACED BEHIND THE ABUTMENTS AFTER THE SUPERSTRUCTURE HAS BEEN POURED AND THE FALSEWORK REMOVED. SEE ARTICLE 502.11 OF THE STANDARD SPECIFICATIONS.

THE BACK FACE OF CLOSED ABUTMENTS (OR RETAINING WALLS) SHALL BE WATERPROOFED ACCORDING TO ARTICLE 503.11 OF THE STANDARD SPECIFICATIONS.

#### TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
BRIDGE DECK GROOVING	SQ.YD.	315	- 0	315
CLASS "X" CONCRETE	CU.YD.	0	800	800
CLASS "X" CONCRETE SUPERSTRUCTURE	CU.YD.	150	0	150
CONCRETE REMOVAL	CU.YD.	0	831	831
DRIVING STEEL PILES	LIN.FT.	0	5,936	5,936
FURNISHING & ERECTING STRUCT, STEEL	LUMP SUM	1	0	1
FURNISHING STEEL PILES (HP10x42)	LIN.FT.	0	5,936	5,936
MASONRY RESTORATION	LUMP SUM	1	0	1
POROUS GRANULAR EMBANKMENT	CU.YD.	0	208	208
PROTECTIVE COAT	SQ.YD.	460	Ō	460
REINFORCING BARS, EPOXY COATED	POUND	29,365	56,530	85,895
REMOVAL OF EXISTING SUPERSTRUCTURE	EACH	1	0	1
STRUCTURE EXCAVATION	CU.YD.	0	1,194	1,194
STUD SHEAR CONNECTORS	EACH	3,081	0	3,081
TEMPORARY SHEET PILING	SQ.FT.	. 0	3,900	3,900
TEST PILE STEEL (HP10x42)	EACH	0	4	4
BAR SPLICERS	EACH	0	116	116
COFFERDAM	SQ.FT.	0	7,852	7,852
HISTORIC LIGHTING STANDARDS	EACH	4	0	4
PROTECTIVE SHIELD	SQ.YD.	445	0	445
ARCH FALSEWORK	LUMP SUM	1	0	1
JUNCTION BOX (CAST METAL)	EACH	8	0	8
RAISED REFLECTIVE PAVT MARKER (BRIDGE)	EACH	6	0	6
CHANNEL MARKERS	EACH	4	0	4
UNDERDECK LIGHTING	LUMP SUM	1	0	1
		- No. o		
	Calvery Co.			100
		0100		summune -

\* - SEE "SPECIAL PROVISIONS"

#### CONSTRUCTION SEQUENCE

- 1. EXCAVATE BEHIND ABUTMENTS.
- 2. REMOVE EXISTING SUPERSTRUCTURE.
- 3. DRIVE TEMPORARY SHEETING (COFFERDAM).
- 4. DEWATER COFFERDAM.
- 5. REMOVE PORTION OF EXISTING ABUTMENTS.
- 6. CONSTRUCT NEW ABUTMENTS.
- 7. REMOVE TEMPORARY COFFERDAM.
- 8. PLACE NEW SUPERSTRUCTURE INCLUDING CONCRETE DECK AND END DIAPHRAGMS.
- 9. BACKFILL BEHIND NEW ABUTMENTS.

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NO.	BY	DATE	DESCRIPTION	-
			REVISIONS	Ī

LAKE SHORE DRIVE BRIDGE OVER 59th STREET INLET

STRUCTURAL NOTES AND TOTAL BILL OF MATERIAL

MERIDIAN ENGINEERS & PLANNERS, INC.

CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION

BUREAU OF BRIDGES

DRAWN	BHO , Y
CHECKED	SCL ·
APPROVED	MEZ
DATE	FEB. 1994
SCALE	AS SHOWN

PROJECT NO. E-0-418

6.56/2 /5-055-/46

STS14: /us/3/591est.00/090/1s059102.900

CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION**  EXISTING PLANS (2 OF 38) STRUCTURE NO. 016-6195 SHEET NO. SDX-2 OF 38 SHEETS

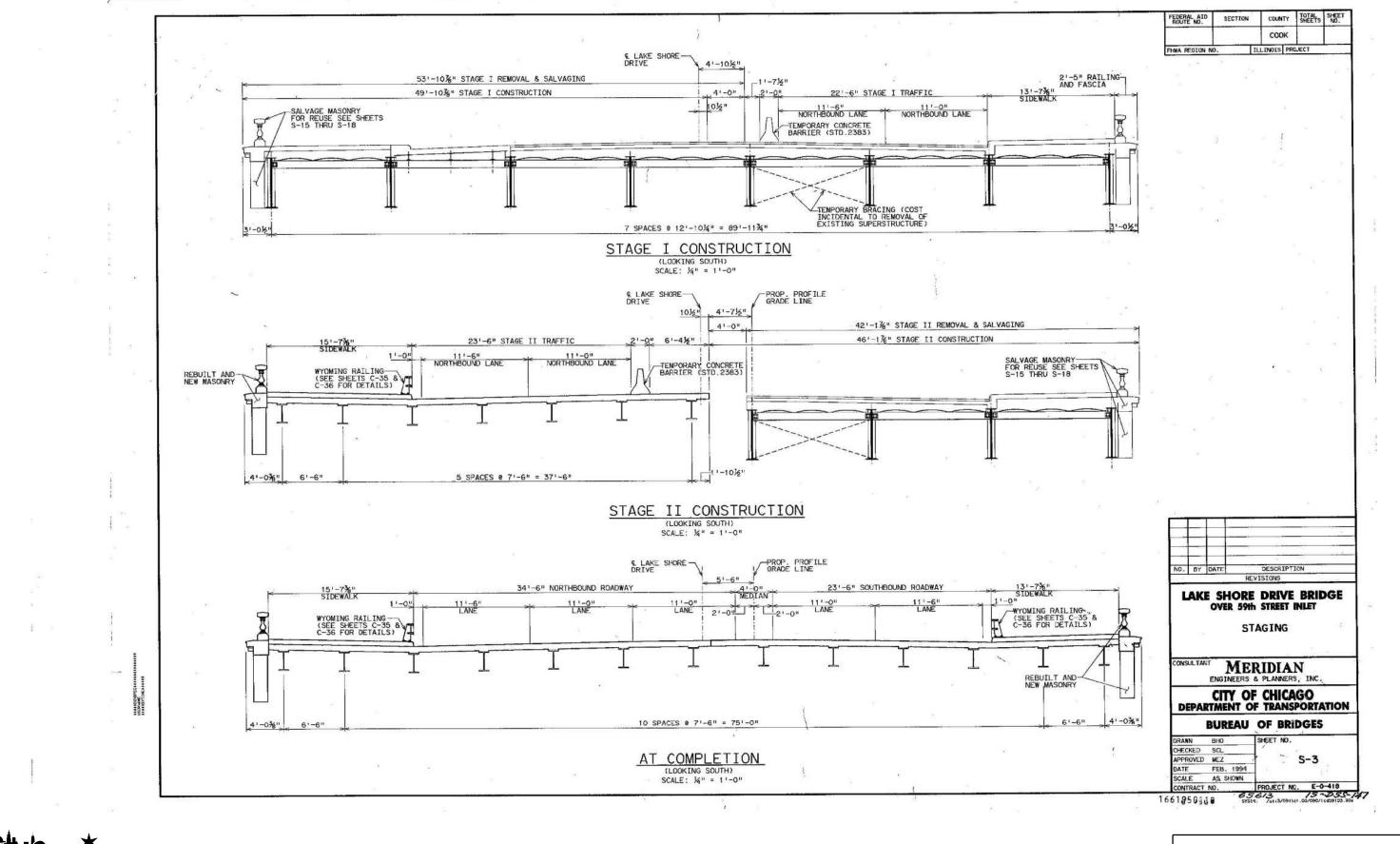
SECTION COUNTY COOK 1434 939 E 17-B7203-00-ES CDOT PROJECT NO. B-7-203 SN 016-6195

FOR INFORMATION ONLY

BC-sht-6195ex-002.dgn

USER NAME = jsurber DESIGNED - AAY REVISED CHECKED -JLS REVISED PLOT SCALE = REVISED PLOT DATE = 3/31/2020 CHECKED -

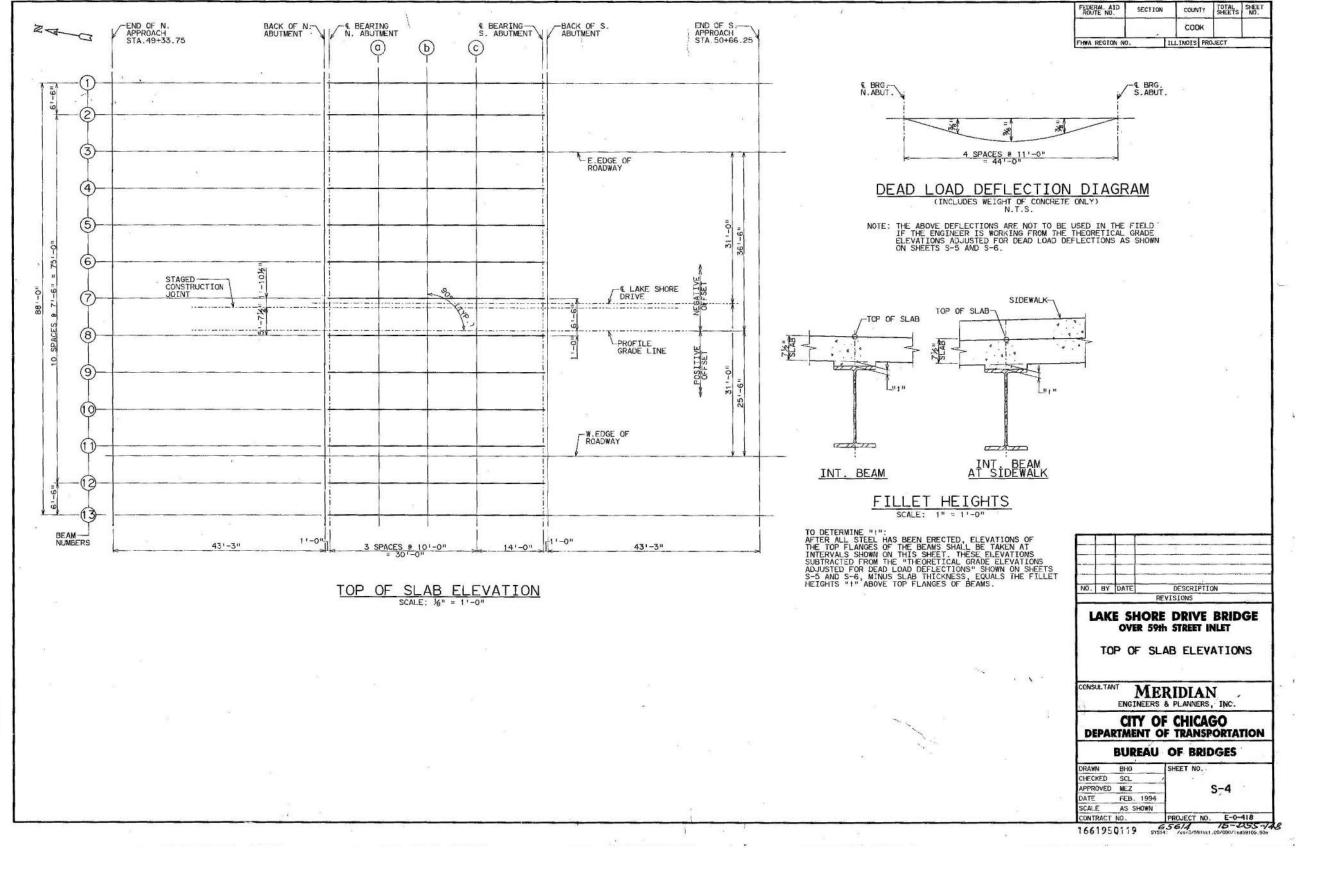
**DIVISION OF ENGINEERING** 





FOR INFORMATION ONLY

DESIGNED - AAY REVISED SECTION COUNTY CITY OF CHICAGO EXISTING PLANS (3 OF 38) CHECKED - JLS REVISED COOK 1434 940 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6195 REVISED CDOT PROJECT NO. B-7-203 SN 016-6195 **DIVISION OF ENGINEERING** PLOT DATE = 3/31/2020





FOR INFORMATION ONLY

ABC-sht-6195ex-004.dgn

USER NAME = jsurber	DESIGNED - AAT	KENIZED -
	CHECKED - JLS	REVISED -
PLOT SCALE =	DRAWN - RMG	REVISED -
PLOT DATE = 3/31/2020	CHECKED - JLS	REVISED -

CITY OF CHICAGO
DEPARTMENT OF TRANSPORATION
DIVISION OF ENGINEERING

EXISTING PLANS (4 OF 38) STRUCTURE NO. 016–6195 F.A.U. SECTION COUNTY TOTAL SHEETS NO. 2873 17-B7203-00-ES COOK 1434 941 CDOT PROJECT NO. B-7-203 SN 016-6195

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEV.	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
END OF N. APPROACH	49+33.75	-50.500		
BACK OF N. ABUTMENT	49+77.00	-50.500	16.425	16.425
& BEARING N. ABUTMENT	49+78.00	-50.500	16.422	16.422
a	49+88.00	-50.500	16,380	16.410
b	49+98,00	-50.500	16.325	16.371
С	50+08.00	-50.500	16.255	16.294
& BEARING S. ABUTMENT	50+22.00	-50.500	16.190	16,190
BACK OF S. ABUTMENT	50+23,00	-50.500	16.186	16.186
END OF S. APPROACH	50+66.25	~50.500		

#### BEAM 2

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEV.	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
END OF N. APPROACH	49+33.75	-44.000		
BACK OF N. ABUTMENT	49+77.00	-44.000	16.295	16.295
& BEARING N. ABUTMENT	49+78.00	-44.000	16.292	16.292
q	49+88.00	-44.000	16.250	16,280
b	49+98.00	-44.000	16.195	16,241
c	50+08.00	-44.000	16.125	16.164
& BEARING S. ABUTMENT	50+22.00	-44.000	16.060	16.060
BACK OF S. ABUTMENT	50+23.00	-44.000	16.056	16.056
END OF S. APPROACH	50+66.25	-44.000		

#### BEAM 3 AND E. EDGE OF ROADWAY

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEV.	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
END OF N. APPROACH	49+33.75	-36.500	16.167	16.167
BACK OF N. ABUTMENT	49+77.00	-36,500	16.145	16.145
€ BEARING N. ABUTMENT	49+78.00	-36.500	16.142	16.142
a	49+88.00	-36,500	16.100	16.130
b	49+98.00	-36.500	16.045	16,091
c	50+08.00	-36.500	15.975	16.014
€ BEARING S. ABUTMENT	50+22.00	-36.500	15.910	15.910
BACK OF S. ABUTMENT	50+23.00	-36,500	15.906	15.906
END OF S. APPROACH	50+66.25	-36.500	15.556	15,556

#### BEAM 4

The state of the s								
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEV.	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION				
END OF N. APPROACH	49+33.75	-29.000	16.200	16.200				
BACK OF N. ABUTMENT	49+77.00	-29,000	16.233	16.233				
€ BEARING N. ABUTMENT	49+78.00	-29,000	16.231	16.231				
a	49+88.00	-29.000	16.207	16.238				
b	49+98.00	-29.000	16.171	16.216				
С ,	50+08.00	-29,000	16.119	16.158				
€ BEARING S. ABUTMENT	50+22.00	-29.000	16.060	16,060				
BACK OF S. ABUTMENT	50+23.00	-29.000	16.056	16.056				
END OF S. APPROACH	50+66.25	-29.000	15.706	15.706				

### BEAM 5

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEV.	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
END OF N. APPROACH	49+33.75	-21.500	16.233	16.233
BACK OF N. ABUTMENT	49+77.00	-21,500	16.320	16,320
€ BEARING N. ABUTMENT	49+78.00	-21,500	16.320	16.320
a	49+88.00	-21.500	16.315	16.345
b	49+98.00	-21.500	16,297	16.342
С	50+08.00	-21.500	16.263	16.302
€ BEARING S. ABUTMENT	50+22.00	-21.500	16.210	16.210
BACK OF S. ABUTMENT	50+23.00	-21.500	16.206	16.206
END OF S. APPROACH	50+66.25	-21.500	15.855	15.855

#### BEAM 6

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEV.	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
END OF N. APPROACH	49+33.75	-14.000	16.267	16.267
BACK OF N. ABUTMENT	49+77.00	-14,000	16.408	16,408
E BEARING N. ABUTMENT	49+78.00	-14.000	16.410	16.410
a	49+88.00	-14.000	16.423	16.453
b .	49+98.00	-14.000	16.422	16.468
c	50+08.00	-14.000	16.407	16.446
E BEARING S. ABUTMENT	50+22.00	-14.000	16.360	16.360
BACK OF S. ABUTMENT	50+23,00	-14.000	16.356	16.356
END OF S. APPROACH	50+66.25	-14.000	16.005	16.005

### BEAM 7

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEV.	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
END OF N. APPROACH	49+33.75	-6.500	16.301	16.301
BACK OF N. ABUTMENT	49+77.00	-6.500	16.484	16.484
& BEARING N. ABUTMENT	49+78.00	-6.500	16.487	16.487
a	49+88.00	~6.500	16.502	16.532
ь	49+98.00	-6.500	16.504	16,550
c	50+08.00	-6.500	16,491	16,530
& BEARING S. ABUTMENT	50+22.00	-6.500	16.445	16.445
BACK OF S. ABUTMENT	50+23.00	-6.500	16.441	16.441
END OF S. APPROACH	50+66.25	-6.500	16.090	16.090

#### STAGED CONSTRUCTION LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEV.	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
END OF N. APPROACH	49+33.75	-4.625	16.309	16.309
BACK OF N. ABUTMENT	49+77.00	-4.625	16.503	16.503
& BEARING N. ABUTMENT	49+78.00	-4.625	16.505	16.505
a	49+88.00	-4.625	16.521	16.551
b	49+98.00	-4.625	16.523	16.569
c	50+08,00	-4.625	16.510	16.549
& BEARING S. ABUTMENT	50+22.00	-4.625	16.464	16.464
BACK OF S. ABUTMENT	50+23.00	-4.625	16.460	16.460
END OF S. APPROACH	50+66.25	-4.625	16,109	16.109

1

FEDERAL AID ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
		COOK	1	
FHWA REGION NO	ii	LINOIS PRO	NECT	-

-			
NO.	BY	DATE	DESCRIPTION

LAKE SHORE DRIVE BRIDGE OVER 59th STREET INLET

TOP OF SLAB ELEVATIONS

MERIDIAN ENGINEERS & PLANNERS, INC.

CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION

BUREAU OF BRIDGES

DRAWN	BH0	
CHECKED	SCL	
APPROVED	MEZ	
DATE	FEB. 1994	
SCALE	AS - SHOWN	

EZ S-5 EB. 1994 S-SHOWN

1661950120

37314; 7431370811811.007030718033106.304

FOR INFORMATION ONLY

C\*NECT.LLC| 1 NLASalie Street, Suite 325, Chcago, Il. 66602

CITY OF CHICAGO
DEPARTMENT OF TRANSPORATION
DIVISION OF ENGINEERING

EXISTING PLANS (5 OF 38) STRUCTURE NO. 016-6195 SHEET NO. SDX-5 OF 38 SHEETS

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11:34:53 АМ

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEV.	THEORETICAL GRADE ELEY. ADJUSTED FOR DEAD LOAD DEFLECTION
END OF N. APPROACH	49+33.75	0.000	16.330	16.330
BACK OF N. ABUTMENT	49+77.00	0.000	16.549	16.549
& BEARING N. ABUTMENT	49+78.00	0.000	16.552	16.552
a	49+88.00	0.000	16.567	16.597
b	49+98.00	0.000	16.569	16.615
c	50+08.00	0.000	16.556	16.595
& BEARING S. ABUTMENT	50+22.00	0.000	16.510	16.510
BACK OF S. ABUTMENT	50+23.00	0.000	16.506	16,506
END OF S. APPROACH	50+66.25	0,000	16,155	16,155

# BEAM 8

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEV.	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
END OF N. APPROACH	49+33.75	1.000	16.320	16.320
BACK OF N. ABUTMENT	49+77.00	1,000	16.539	16.539
& BEARING N. ABUTMENT	49+78.00	1.000	16.542	16.542
q	49+88.00	1.000	16.557	16.587
Ь	49+98.00	1.000	16.559	16.605
c	50+08.00	1.000	16.546	16.585
& BEARING S. ABUTMENT	50+22.00	1.000	16.500	16.500
BACK OF S. ABUTMENT	50+23.00	1.000	16.496	16.496
END OF S. APPROACH	50+66.25	1.000	16,145	16.145

#### BEAM 9

v	DEAW 5								
	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEV.	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION				
	END OF N. APPROACH	49+33.75	8.500	16.245	16.245				
	BACK OF N. ABUTMENT	49+77.00	8.500	16.464	16.464				
	& BEARING N. ABUTMENT	49+78.00	8.500	16.467	16.467				
	a	49+88.00	8.500	16.482	16.512				
	b	49+98.00	8.500	16.484	16.530				
	c	50+08.00	8.500	16.471	16.510				
	€ BEARING S. ABUTMENT	50+22.00	8.500	16.425	16.425				
	BACK OF S. ABUTMENT	50+23.00	8.500	16.421	16.421				
	END OF S. APPROACH	50+66.25	8.500	16.070	16.070				

### BEAM 10

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEV.	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
END OF N. APPROACH	49+33.75	16.000	16.140	16.140
BACK OF N. ABUTMENT	49+77.00	16,000	16.359	16.359
& BEARING N. ABUTMENT	49+78.00	16,000	16.362	16.362
0	49+88.00	16,000	16.377	16.407
b	49+98.00	16.000	16.379	16.425
c	50+08.00	16.000	16.366	16.405
& BEARING S. ABUTMENT	50+22.00	16.000	16.320	16.320
BACK OF S. ABUTMENT	50+23.00	16.000	16.316	16.316
END OF S. APPROACH	50+66.25	16.000	15,965	15.965

### BEAM 11

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEV.	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION			
END OF N. APPROACH	49+33.75	23.500	15,990	15.990			
BACK OF N. ABUTMENT	49+77.00	23,500	16.209	16.209			
€ BEARING N. ABUTMENT	49+78.00	23.500	16.212	16.212			
a	49+88.00	23.500	16.227	16.257			
b	49+98.00	23.500	16.229	16.275			
c	50+08.00	23.500	16.216	16,255			
€ BEARING S. ABUTMENT	50+22.00	23.500	16.170	16.170			
BACK OF S. ABUTMENT	50+23.00	23.500	16.166	16.166			
END OF S. APPROACH	50+66.25	23.500	15,815	15.815			

## W. EDGE OF ROADWAY

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEV.	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION	
END OF N. APPROACH	49+33.75	25,500	15.950	15.950	
BACK OF N. ABUTMENT	49+77.00	25.500	16.169	16.169	
E BEARING N. ABUTMENT	49+78.00	25.500	16,172	16.172	
0	49+88.00	25.500	16,187	16.217	
Ь	49+98.00	25.500	16.189	16.235	
c	50+08.00	25.500	16.176	16,215	
& BEARING S. ABUTMENT	50+22.00	25.500	16.130	16.130	
BACK OF S. ABUTMENT	50+23.00	25.500	16,126	16.126	
END OF S. APPROACH	50+66,25	25.500	15.775	15.775	

### BEAM 12

_							
	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEV.	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION		
	END OF N. APPROACH	49+33.75	31.000				
	BACK OF N. ABUTMENT	49+77.00	31.000	16.279	16.279		
Ī	& BEARING N. ABUTMENT	49+78.00	31.000	16,282	16.282		
	Q	49+88.00	31.000	16,297	16.327		
	b	49+98.00	31.000	16.299	16.345		
	7	50+08.00	31.000	16.286	16.325		
	& BEARING S. ABUTMENT	50+22.00	31.000	16.240	16.240		
	BACK OF S. ABUTMENT	50+23.00	31.000	16.236	16.236		
	END OF S. APPROACH	50+66.25	31.000				

### BEAM 13

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEV.	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION		
END OF N. APPROACH	49+33.75	37.500				
BACK OF N. ABUTMENT	49+77.00	37.500	16.409	16.409		
€ BEARING N. ABUTMENT	49+78.00	37.500	16.412	16.412		
0	49+88.00	37,500	16.427	16.457		
þ	49+98.00	37.500	16.429	16.475		
c	50+08.00	37.500	16.416	16.455		
& BEARING S. ABUTMENT	50+22.00	37.500	16.370	16.370		
BACK OF S. ABUTMENT	50+23.00	37.500	16.366	16.366		
END OF S. APPROACH	50+66.25	37.500				

ROUTE NO.	SECTION	COUN	TY	SHEETS	NO.
		coo	К		
FHWA REGION NO	. 1	LLINOIS	PROJ	ECT	-

DESCRIPTION LAKE SHORE DRIVE BRIDGE OVER 59th STREET INLET

TOP OF SLAB ELEVATIONS

MERIDIAN ENGINEERS & PLANNERS, INC.

CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION

BUREAU OF BRIDGES

AWN B		SHEET NO.
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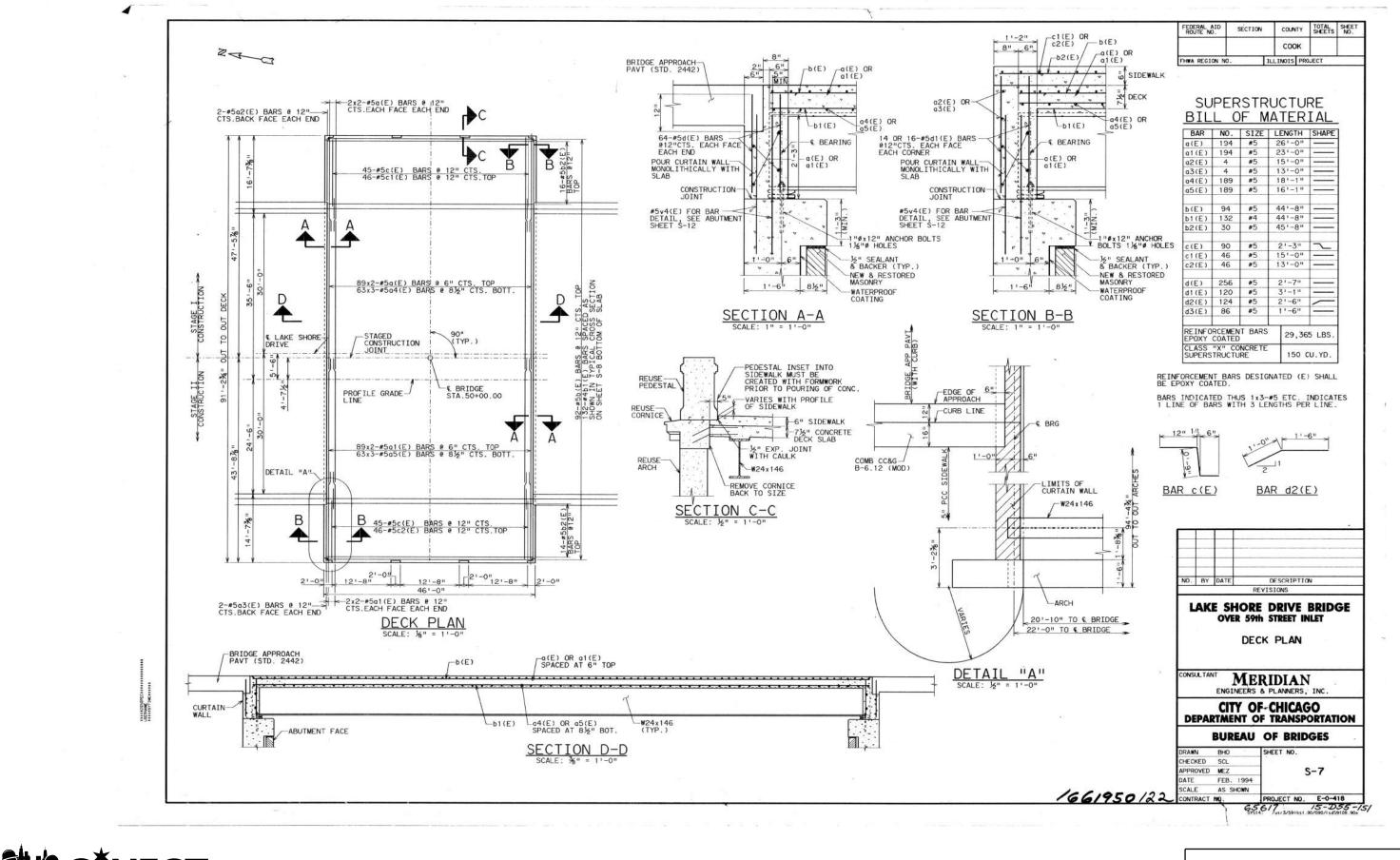
DESIGNED - AAY REVISED CHECKED - JLS REVISED REVISED PLOT DATE = 3/31/2020 CHECKED - JLS

CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

EXISTING PLANS (6 OF 38) STRUCTURE NO. 016-6195 SHEET NO. SDX-6 OF 38 SHEETS

.U.	SECTION	COUNTY	TOTAL SHEETS	SHEE		
73	17-B7203-00-ES	COOK	1434	943		
Τ	PROJECT NO. B-7-203	SN 0:	16-6195			
	ILLINOIS FED AID PROJECT					

FOR INFORMATION ONLY

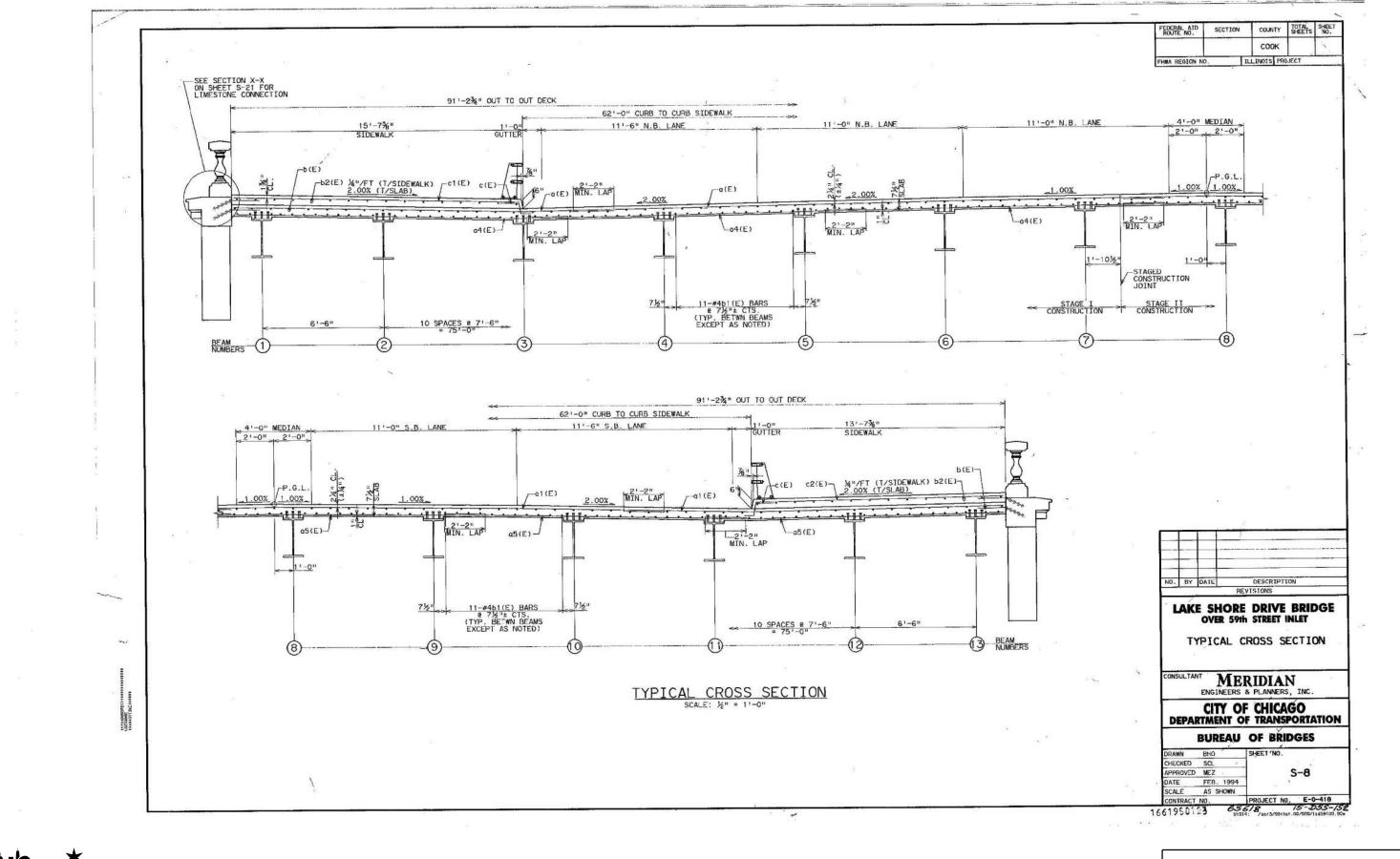


C\*NECT, LLC | 1 N LaSalle Street, Suite 325, Chrago, II. 60602

FOR INFORMATION ONLY

CITY OF CHICAGO
DEPARTMENT OF TRANSPORATION
DIVISION OF ENGINEERING

EXISTING PLANS (7 OF 38) STRUCTURE NO. 016–6195 F.A.U. SECTION COUNTY TOTAL SHEET SHEETS NO. 2873 17-B7203-00-ES COOK 1434 944 COOT PROJECT NO. B-7-203 SN 016-6195



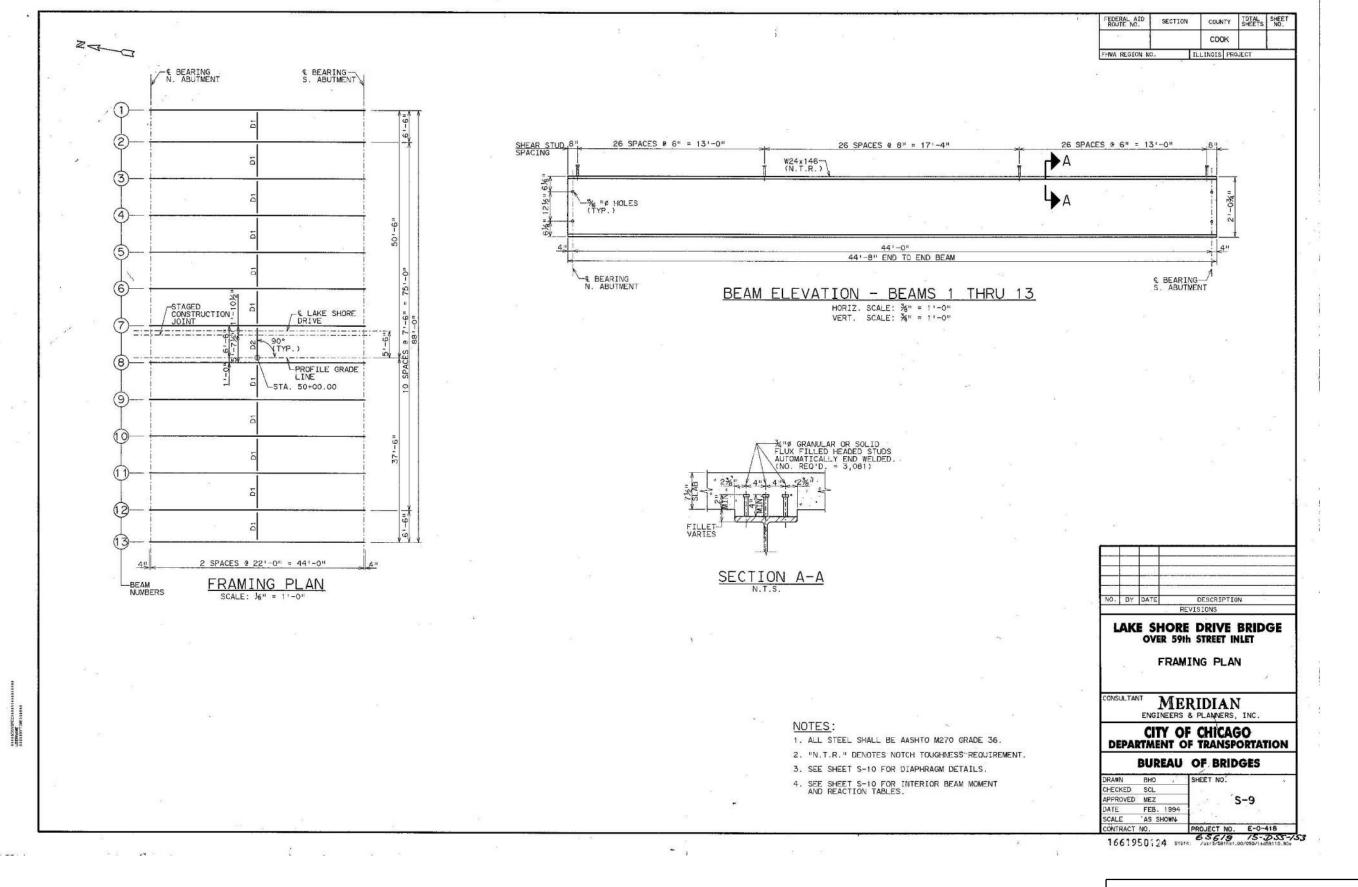
C\*NECT

CNECT, LLC | 1 N LoSalle Street, Suite 325, Chicago, IL 60602

FOR INFORMATION ONLY

EXISTING PLANS (8 OF 38)
STRUCTURE NO. 016-6195

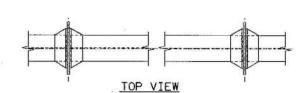
F.A.U. SECTION COUNTY TOTAL SHEET SECTION COUNTY TOTAL SHEET NO. 2873 17-B7203-00-ES COOK 1434 945 COOT PROJECT NO. B-7-203 SN 016-6195

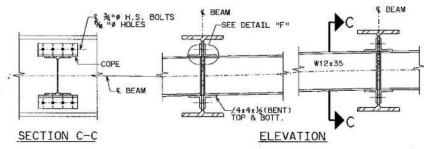




USER NAME = jsurber DESIGNED - AAY REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (9 OF 38)** CHECKED - JLS REVISED соок 1434 946 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6195 ABC-sht-6195ex-009.dgn REVISED SN 016-6195 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/31/2020 SHEET NO. SDX-9 OF 38 SHEETS

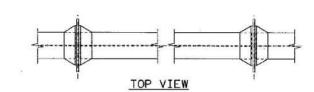


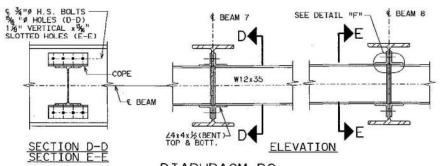




# DIAPHRAGM D1 (11 REQUIRED) SCALE: 1" = 1'-0"

TWO HARDENED WASHERS SHALL BE REQUIRED OVER ALL OVERSIZED HOLES FOR DIAPHRAGMS

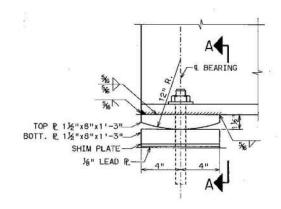


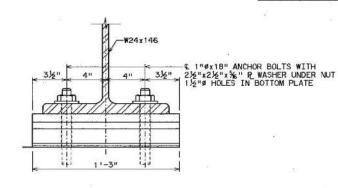


# DIAPHRAGM D2 (1 REQUIRED) SCALE: 1" = 1'-0"

NOTE: TWO HARDENED WASHERS SHALL BE REQUIRED OVER ALL SLOTTED AND OVERSIZED HOLES FOR DIAPHRAGMS

\* USE 1%" VERTICAL x%" SLOTTED HOLES IN TOP & BOTTOM ANGLES ON STAGE I SIDE OF BEAM 8 ONLY. PROVIDE % PLATE WASHERS FOR SLOTTED AND OVERSIZED HOLES. THE BOLTS FOR SLOTTED HOLES IN ANGLES ON STAGE I SIDE OF BEAM 8 SHALL BE FINGER TIGHTENED PRIOR TO THE DECK POUR FOR STAGE II CONSTRUCTION. THE BOLTS SHALL BE TIGHTENED AFTER THE DECK IS POURED.





## ELEVATION

## SECTION A-A

# BEARING DETAILS

ANCHOR BOLTS AT BEARING LOCATIONS MAY BE BUILT INTO CONCRETE BRIDGE SEAT. SEE SHEET S-12 FOR ANCHOR BOLT INSTALLATION.

# TOP OF BEAM ELEVATIONS

LOCATION	BEAM												
LOCATION	1	2	3	4	5	6	7	8	9	10	11	12	13
& BRG.N.ABUT.	15.72	15.59	15.44	15.53	15.62	15.71	15.79	15.84	15.77	15.66	15.51	15.58	15.71
E BRG.S.ABUT.	15.49	15.36	15.21	15.36	15.51	15.66	15.74	15.80	15.72	15.62	15.47	15.54	15.67

FOR FABRICATION ONLY

## INTERIOR BEAM MOMENT TABLE

DETAIL SCALE: 3" = 1'-0"

	0.5 SPAN
Is (in4	) 4,580
Ic (n) (in4	) 12,034
Ic (3n) (in4	8,805
Ss (in <sup>3</sup>	371
Sc (n) (in <sup>3</sup>	532
Sc (3n) (in <sup>3</sup>	481
Q (K/F	T.) 0.868
M 2 ('K)	210
s 9. (K/F	T.) 0,288
Ms Q ('K)	70
M 1 ('K)	355
M (IMP) (FK)	105
53[M L+ M(IMP)] ('K)	767
Ma ('K)	1,361
fs & NON-COMP (k.s	(1.) 6.8
fs Q (COMP) (k.s	1.7
fs53[M 1/2.+ M(IMP)](k.s	.1.) 17.3
fs (OVERLOAD) (k.s	.1.) 25.8
fs TOTAL (k.s	.i.) 33.8
VR (K)	61.2

## INTERIOR BEAM REACTION TABLE

No. 10 (10 (10 (10 (10 (10 (10 (10 (10 (10		ABUTMENT
RP	(K)	25.4
RŁ	(K)	43.5
IMP.	(K)	12.9
R (TOTAL)	(K)	91.6

Is AND Section wodeling of the steel section wodulus of the steel section used in computing  $\mathfrak{f}_s$  (total and overload).

 $I_{c(n)}$  AND  $S_{c(n)}$  ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION USED IN COMPUTING STRESSES DUE TO LIVE LOAD.

 $I_{\,c(3n)}$  AND  $S_{\,c(3n)}$  ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION USED IN COMPUTING STRESSES DUE TO SUPERIMPOSED DEAD LOADS. (SEE AASHTO 10.38).

VR IS THE MAXIMUM LIVE LOAD + IMPACT SHEAR RANGE IN SPAN.

IS (OVERLOAD) IS THE SUM OF THE STRESSES DUE TO M Q + MS Q + 5 (M L + MIMP)

fs (TOTAL) IS THE SUM OF STRESSES DUE TO 1.3[MQ + MsQ+ \frac{5}{3} (M \frac{1}{4} + M\_{TMP})]

 $M_{\ensuremath{\mathbb{Q}}}$  - MOMENT DUE TO DEAD LOADS ON NON-COMPOSITE SECTION.

Msg- MOMENT DUE TO DEAD LOADS ON COMPOSITE SECTION.

M 4 - MOMENT DUE TO LIVE LOAD ON NON-COMPOSITE OR COMPOSITE SECTION. IMP- LIVE LOAD IMPACT.

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E	3Y	DATE	DESCRIPTION	
I	34	DATE	DESCRIPTION REVISIONS	

STRUCTURAL STEEL AND BEARING DETAILS

MERIDIAN ENGINEERS & PLANNERS, INC.

# CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION

## BUREAU OF BRIDGES

USER NAME = jsurber DESIGNED - AAY REVISED CHECKED -JLS REVISED BC-sht-6195ex-010.dgn PLOT SCALE = RMG REVISED PLOT DATE = 3/31/2020 CHECKED

CITY OF CHICAGO **DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

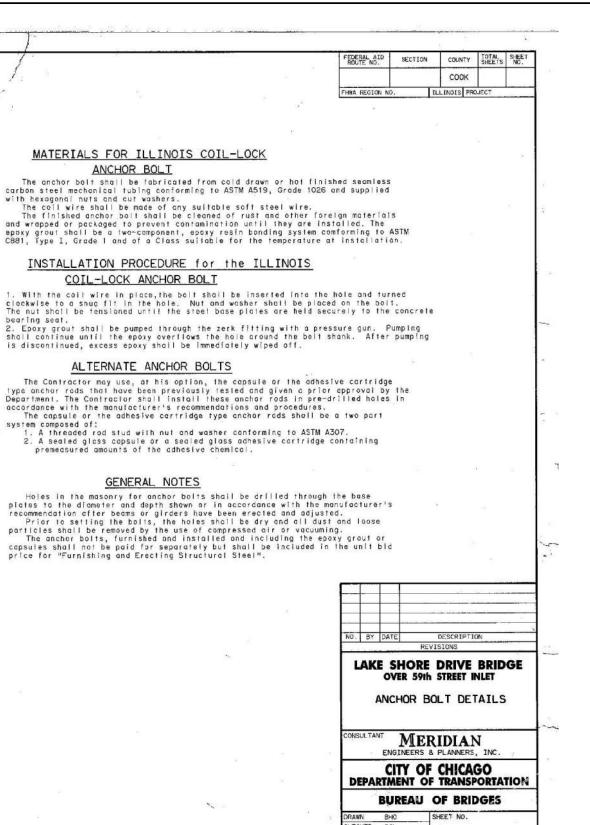
**EXISTING PLANS (10 OF 38)** STRUCTURE NO. 016-6195

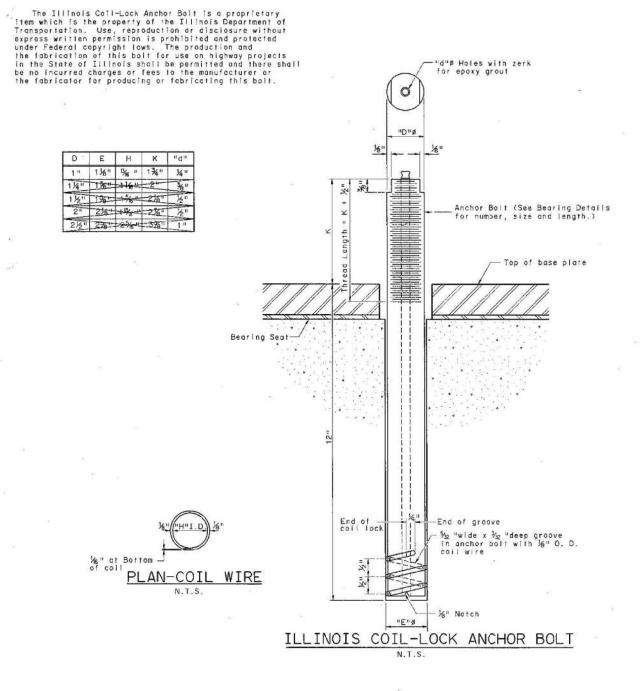
SECTION COUNTY cook 1434 947 17-B7203-00-ES CDOT PROJECT NO. B-7-203 SN 016-6195

FOR INFORMATION ONLY

LAKE SHORE DRIVE BRIDGE OVER 59th STREET INLET

DRAWN	BHO	SHEET NO.
CHECKED	SCL	
APPROVED	MEZ	Ĭ S-10
DATE	FEB. 1994	
SCALE	AS SHOWN	1
CONTRACT	NO.	PROJECT NO. E-0-418





MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A519, Grade 1026 and supplied

with hexagonal nuts and out washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor boil shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed. The epoxy grout shall be a two-camponent, epoxy resin bonding system comforming to ASTM C881, Type I, Grade I and of a Class suitable for the temperature at installation.

## INSTALLATION PROCEDURE for the ILLINOIS

## COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete

2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hale around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

## ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes in accordance with the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed af:

## GENERAL NOTES

DRAWN	BHO	SHEET NO.
CHECKED	SCL	
APPROVED	ME2	S-11
DATE	FEB. 1994 .	
SCALE	AS SHOWN	

CONTRACT NO. PROJECT-NO. E-0-418
1661950116 6562/ /5-255-/55
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FOR INFORMATION ONLY

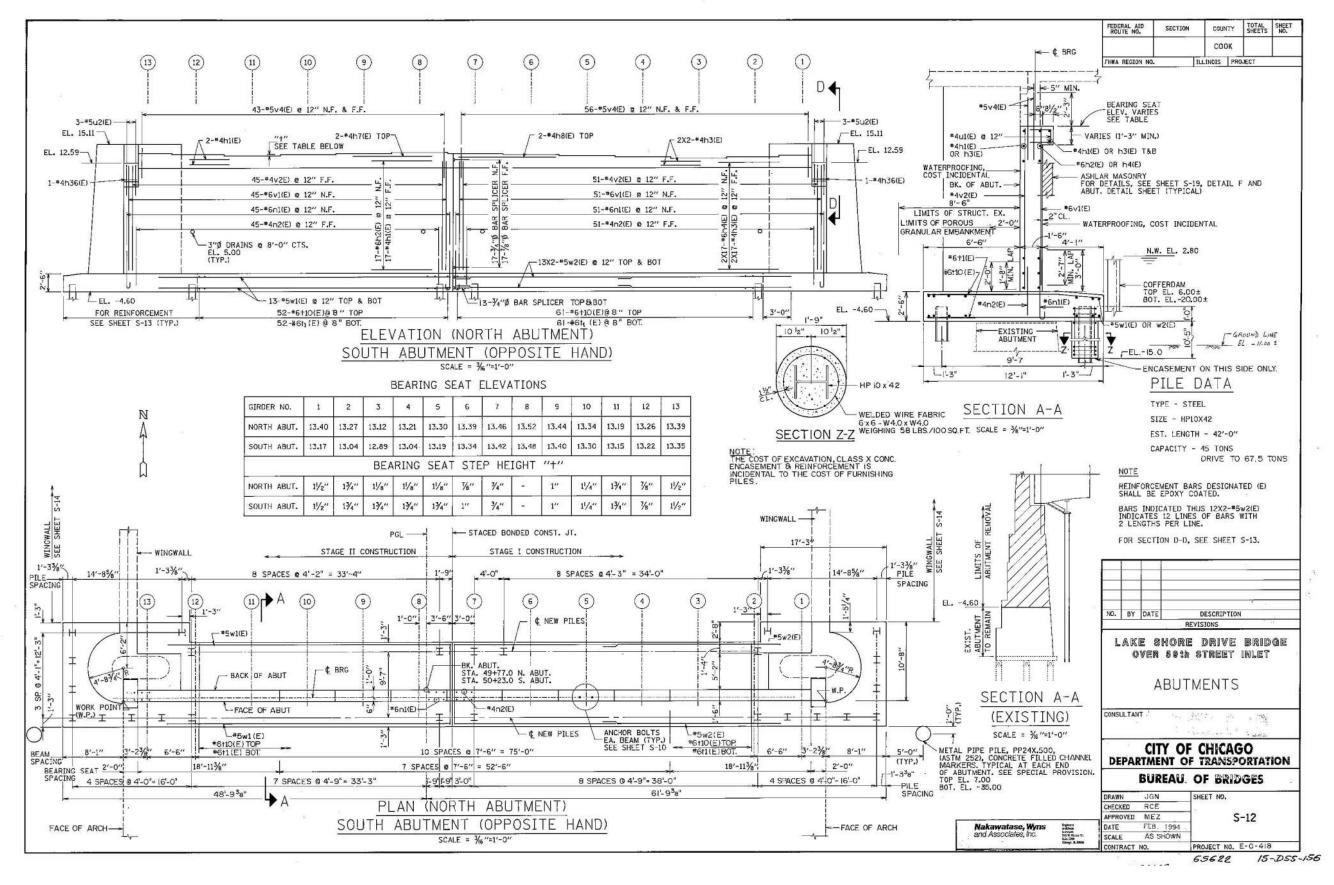
FILE NAME =	USER NAME = jsurber	DESIGNED - AAY	REVISED -
		CHECKED - JLS	REVISED -
ABC-sht-6195ex-011.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -
	PLOT DATE = 3/31/2020	CHECKED - JLS	REVISED -

ABB-1 7-1-91

"d"# Holes with zerk

for epoxy grout

L.U.	SEC.	TION		COUNTY	TOTAL SHEETS	SHEET NO.
73	17-B720	3-00-ES	Т	COOK	1434	948
ОТ	PROJECT NO.	B-7-203	Т	SN 0	16-6195	
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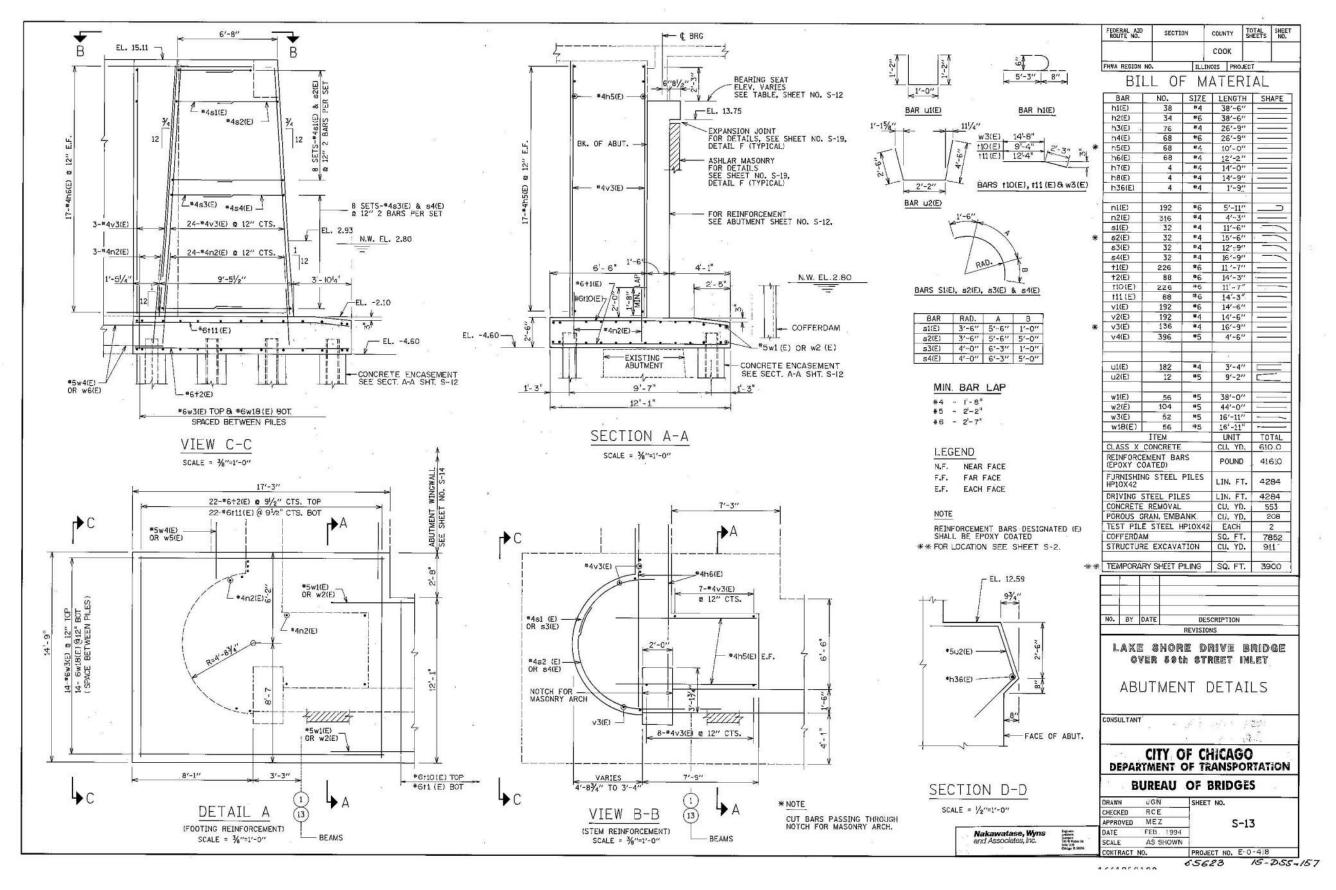
CITY OF CHICAGO
DEPARTMENT OF TRANSPORATION
DIVISION OF ENGINEERING

STRUCTURE NO. 016-6195

SHEET NO. SDX-12 OF 38 SHEETS

F.A.U. SECTION COUNTY TOTAL SHEET NO. 2873 17-B7203-00-ES COOK 1434 949

CDOT PROJECT NO. B-7-203 SN 016-6195 | ILLINOIS| FED. AID PROJECT

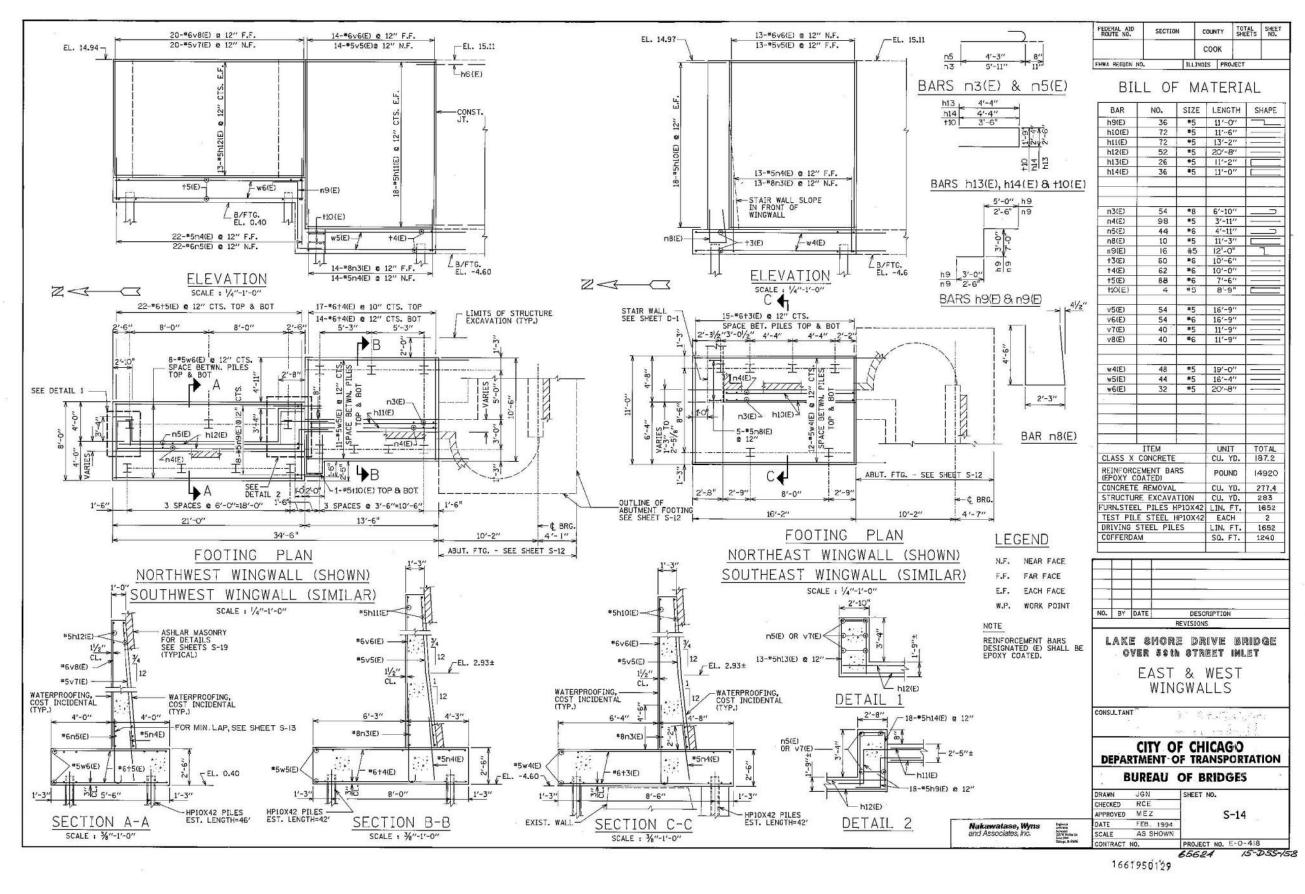




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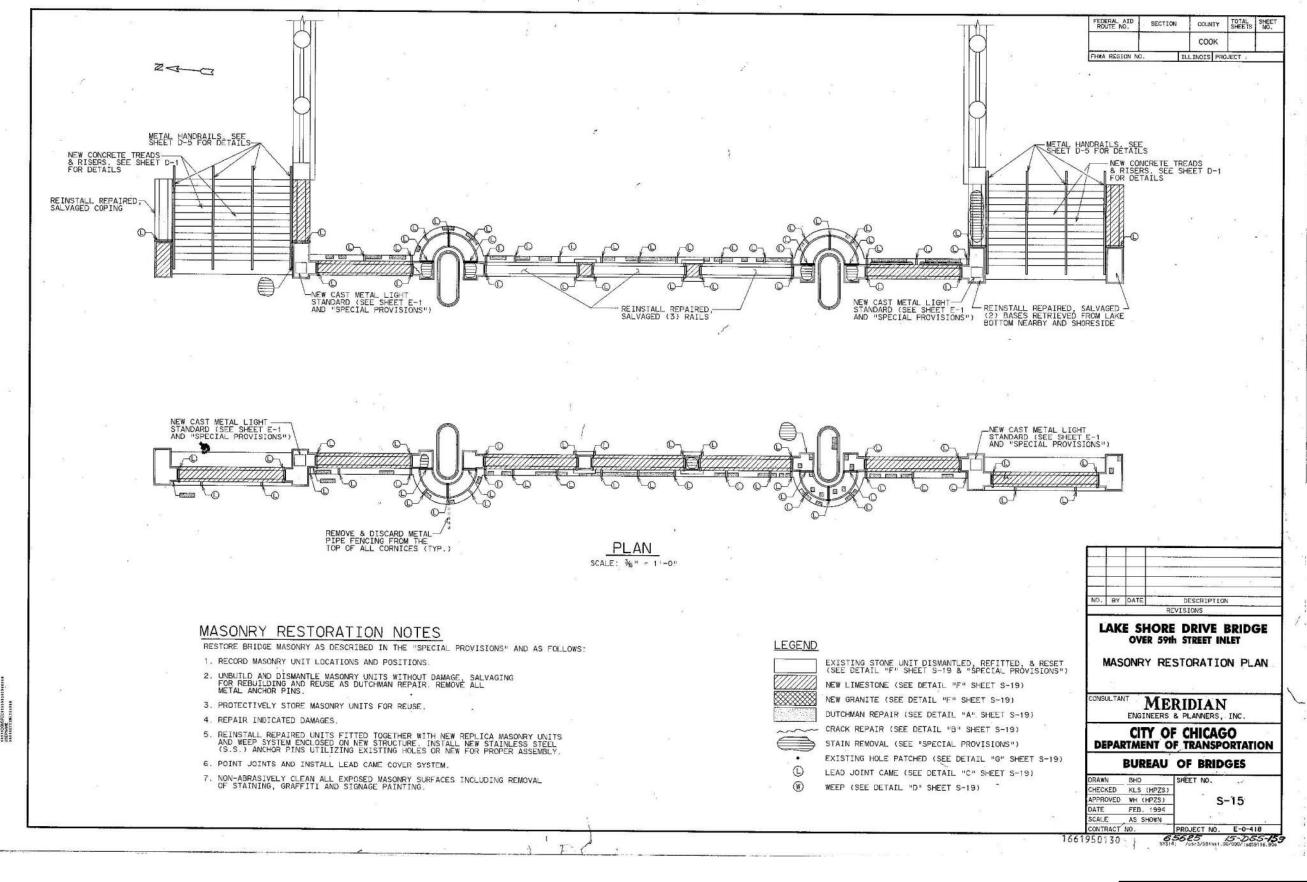
CNECT, LLC | 1 N LaSalle Street, Sutte 325, Chicago, II. 60602

FOR INFORMATION ONLY

USER NAME = jsurber REVISED DESIGNED - AAY SECTION COUNTY CITY OF CHICAGO EXISTING PLANS (14 OF 38) CHECKED -JLS REVISED соок **1434 951** 17-B7203-00-ES DEPARTMENT OF TRANSPORATION STRUCTURE NO. 016-6195 BC-sht-6195ex-014.dgn PLOT SCALE = REVISED CDOT PROJECT NO. B-7-203 SN 016-6195 **DIVISION OF ENGINEERING** SHEET NO. SDX-14 OF 38 SHEETS PLOT DATE = 3/31/2020 CHECKED REVISED

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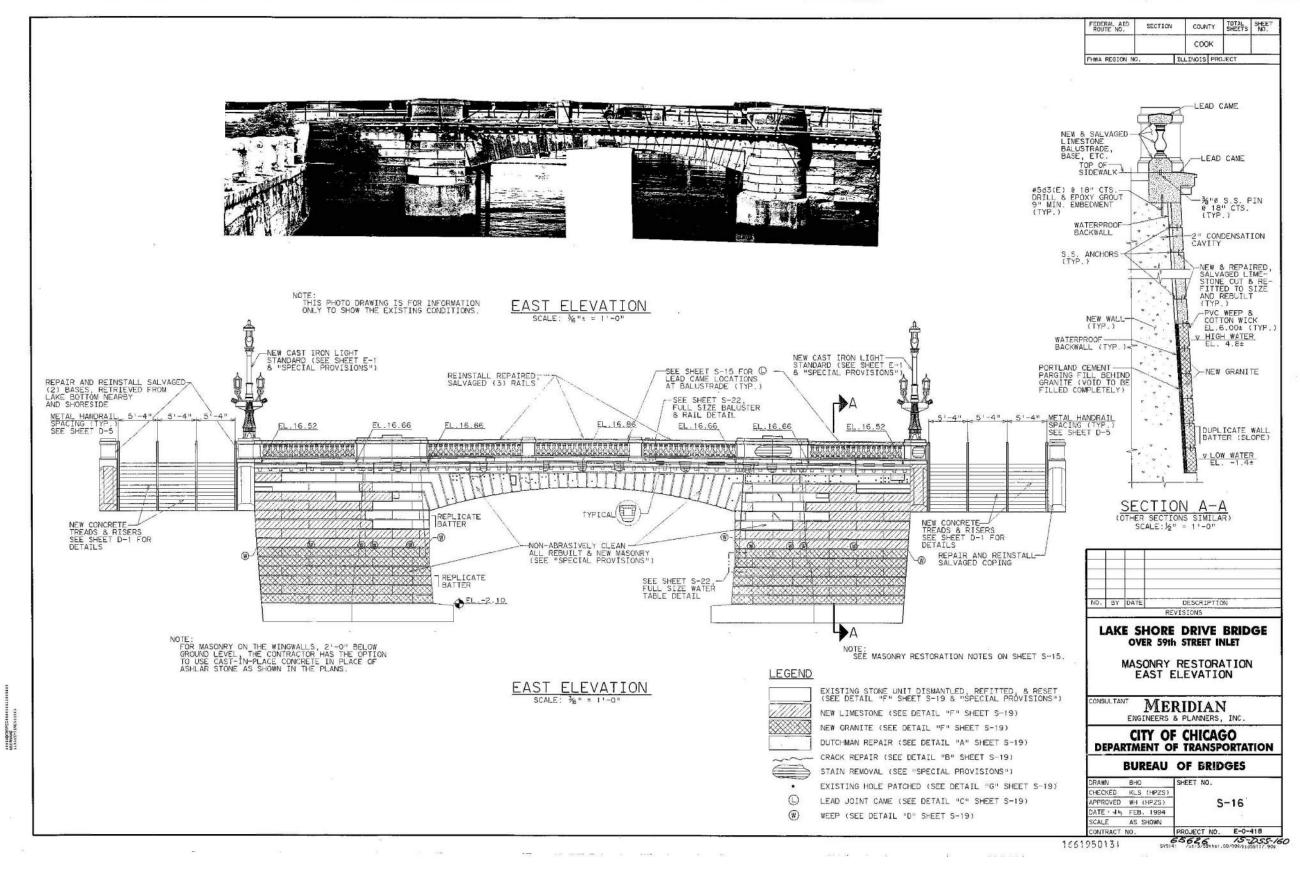
C\*NECT IN Las sile Street, Suite 325, Chicago, It. 60602

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DIVISION OF ENGINEERING

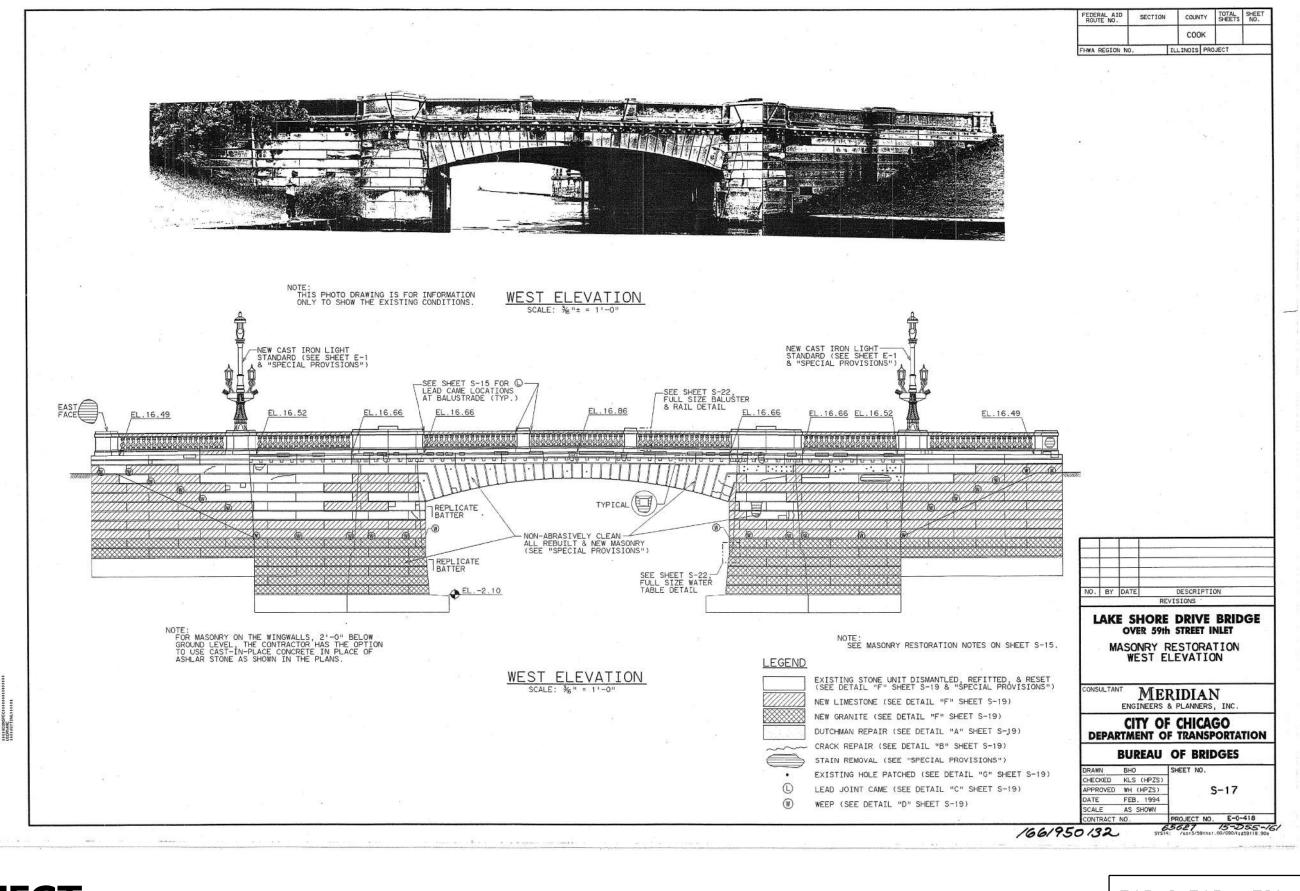
EXISTING PLANS (15 OF 38) STRUCTURE NO. 016–6195 F.A.U. SECTION COUNTY TOTAL SHEETS NO. 2873 17-B7203-00-ES COOK 1434 952 CDOT PROJECT NO. B-7-203 SN 016-6195





USER NAME = jsurber REVISED DESIGNED - AAY SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (16 OF 38)** CHECKED -JLS REVISED COOK 1434 953 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6195 BC-sht-6195ex-016.dgn RMG REVISED SN 016-6195 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/31/2020 CHECKED

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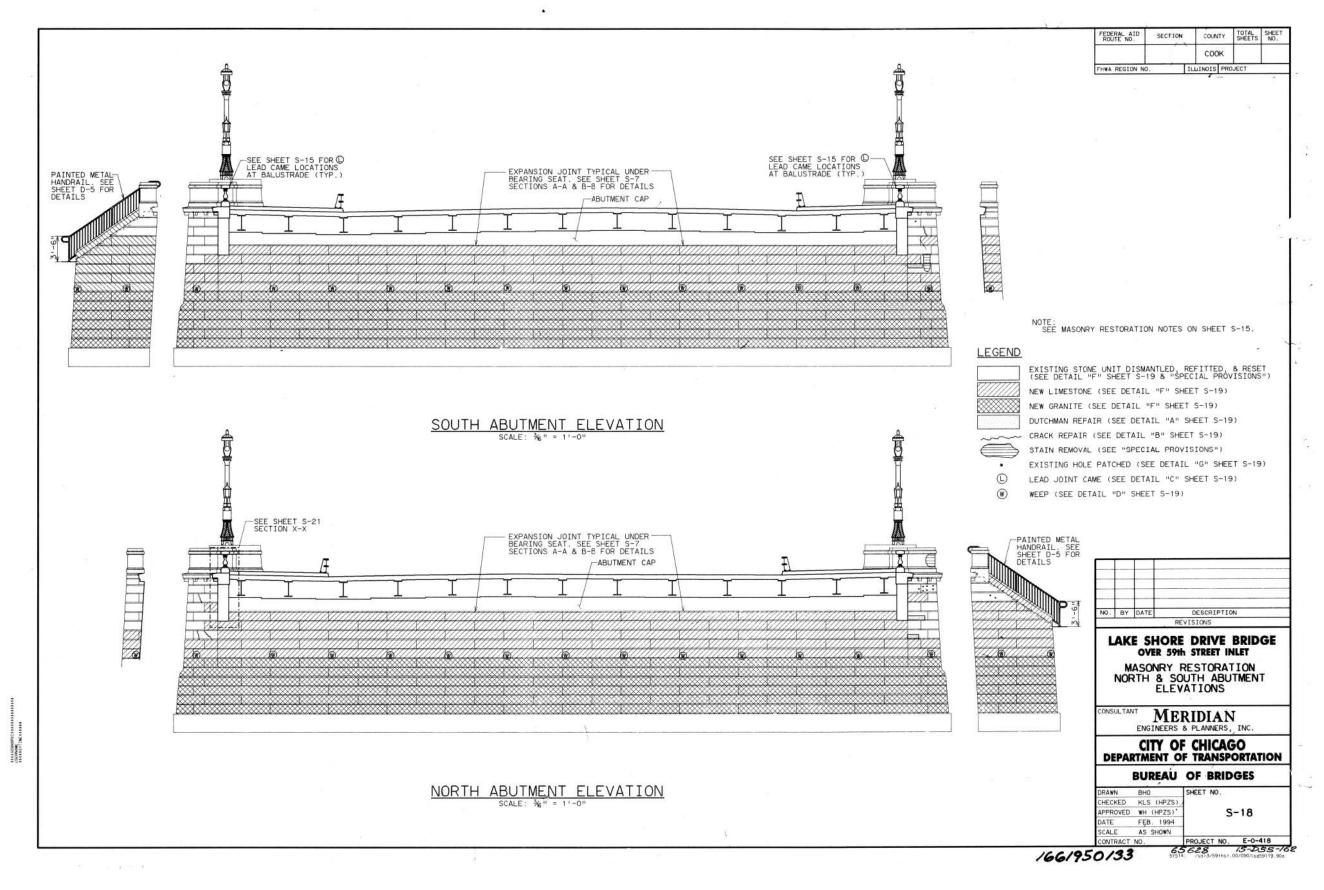
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SN 016-6195

SECTION

17-B7203-00-ES

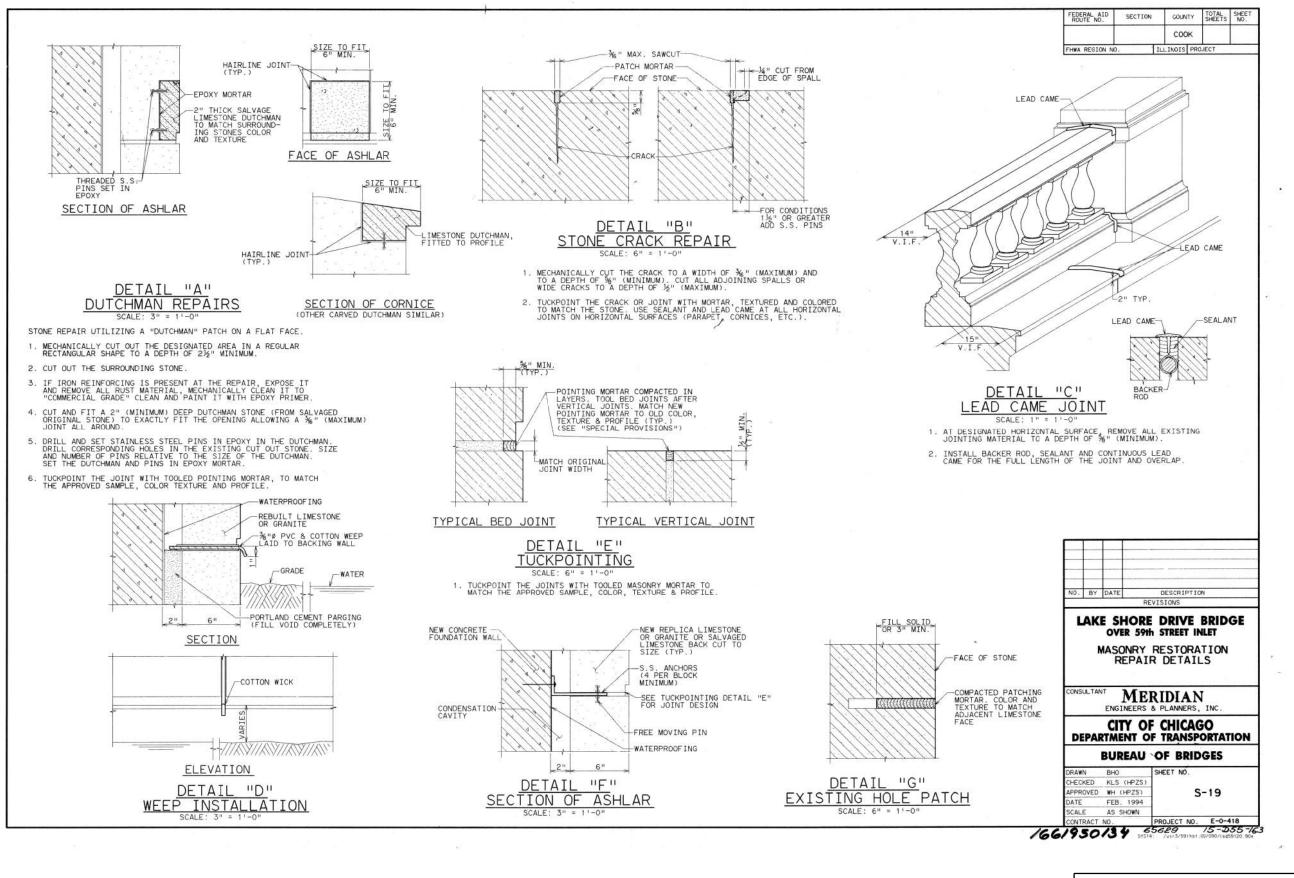
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COUNTY TOTAL SHEET NO. COOK 1434 955 USER NAME = jsurber DESIGNED - AAY REVISED SECTION COUNTY CITY OF CHICAGO EXISTING PLANS (18 OF 38) CHECKED - JLS REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6195 BC-sht-6195ex-018.dgn REVISED SN 016-6195 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/31/2020 CHECKED -REVISED SHEET NO. SDX-18 OF 38 SHEETS

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**EXISTING PLANS (19 OF 38)** STRUCTURE NO. 016-6195

SECTION COUNTY COOK 1434 956 17-B7203-00-ES SN 016-6195

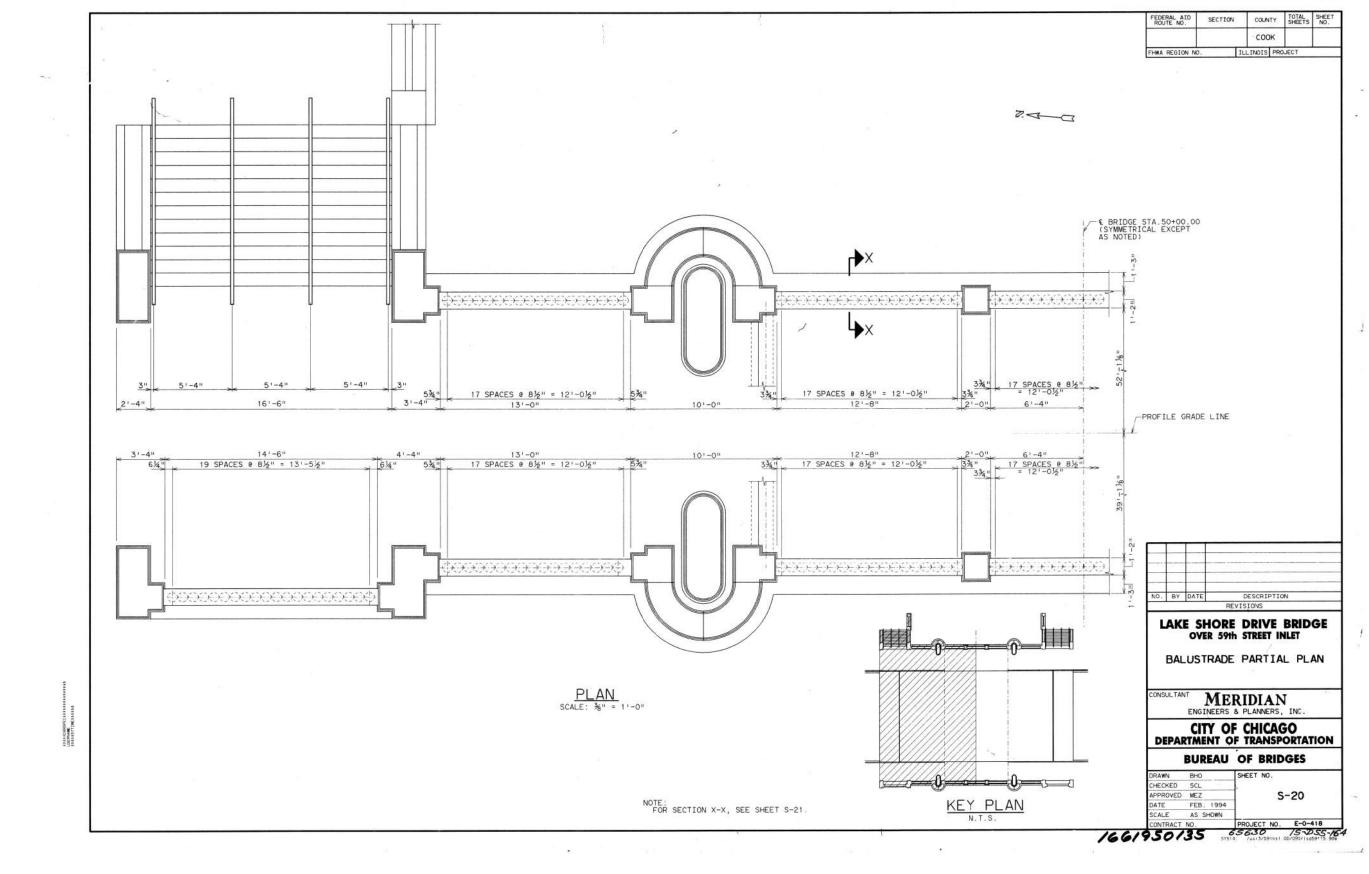
FOR INFORMATION ONLY

BC-sht-6195ex-019.dgn

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**DEPARTMENT OF TRANSPORATION DIVISION OF ENGINEERING** 

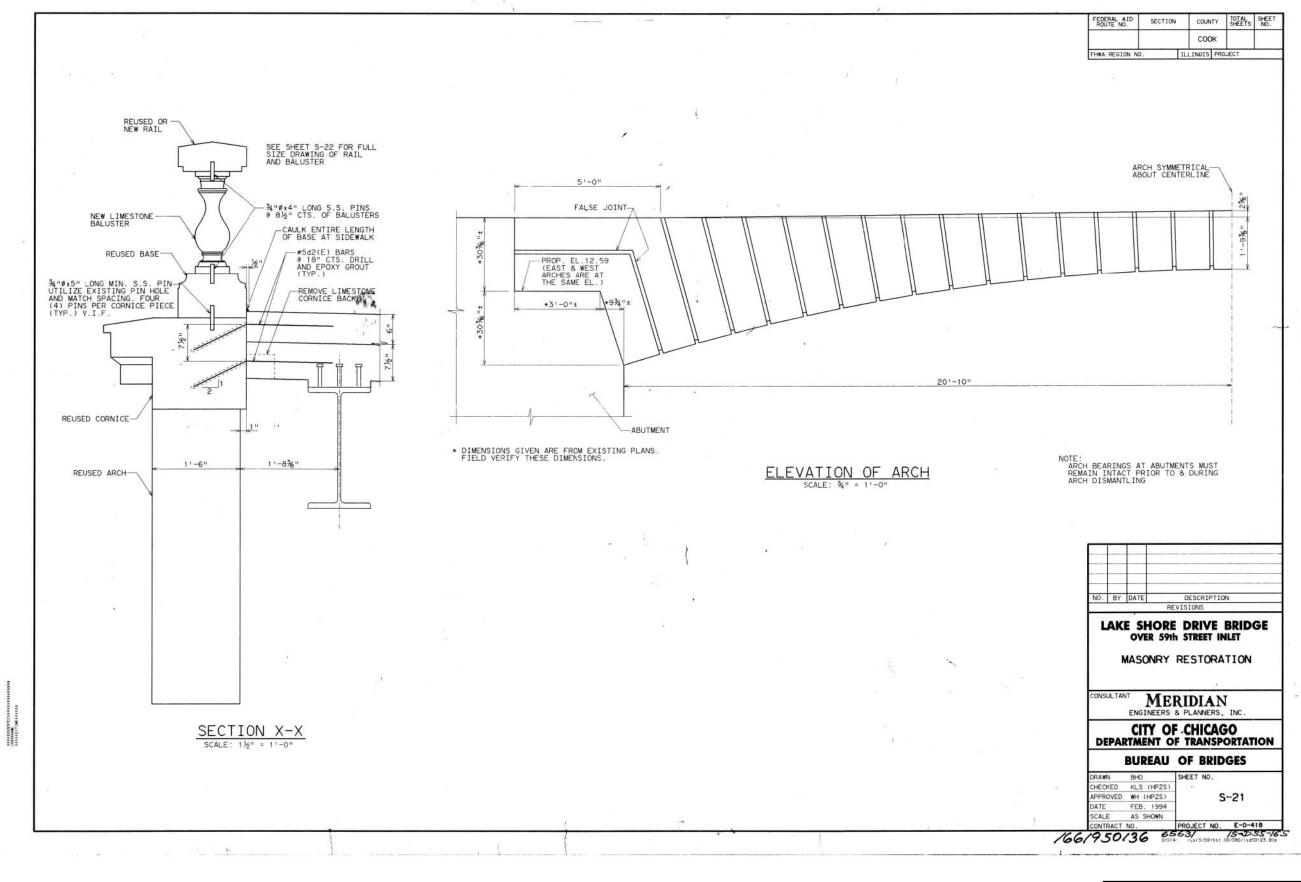
CDOT PROJECT NO. B-7-203





COUNTY TOTAL SHEET NO. COOK 1434 957 DESIGNED - AAY REVISED SECTION COUNTY CITY OF CHICAGO EXISTING PLANS (20 OF 38) CHECKED - JLS REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6195 BC-sht-6195ex-020.dgn REVISED SN 016-6195 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/31/2020 CHECKED - JLS REVISED SHEET NO. SDX-20 OF 38 SHEETS

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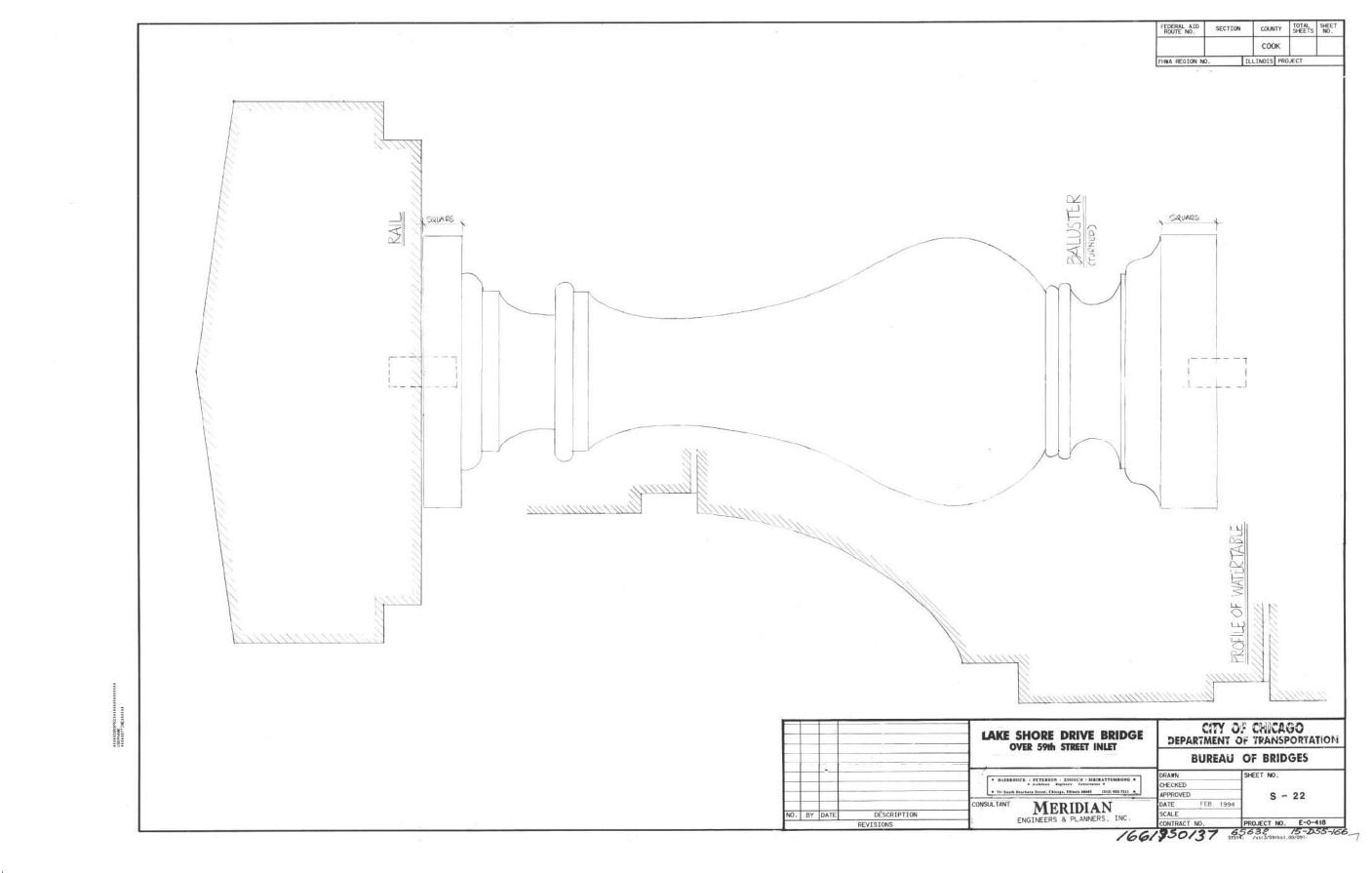




COUNTY TOTAL SHEET NO.
COOK 1434 958 USER NAME = jsurber DESIGNED - AAY REVISED SECTION COUNTY CITY OF CHICAGO EXISTING PLANS (21 OF 38) CHECKED - JLS REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6195 ABC-sht-6195ex-021.dgn REVISED SN 016-6195 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/31/2020 CHECKED -REVISED

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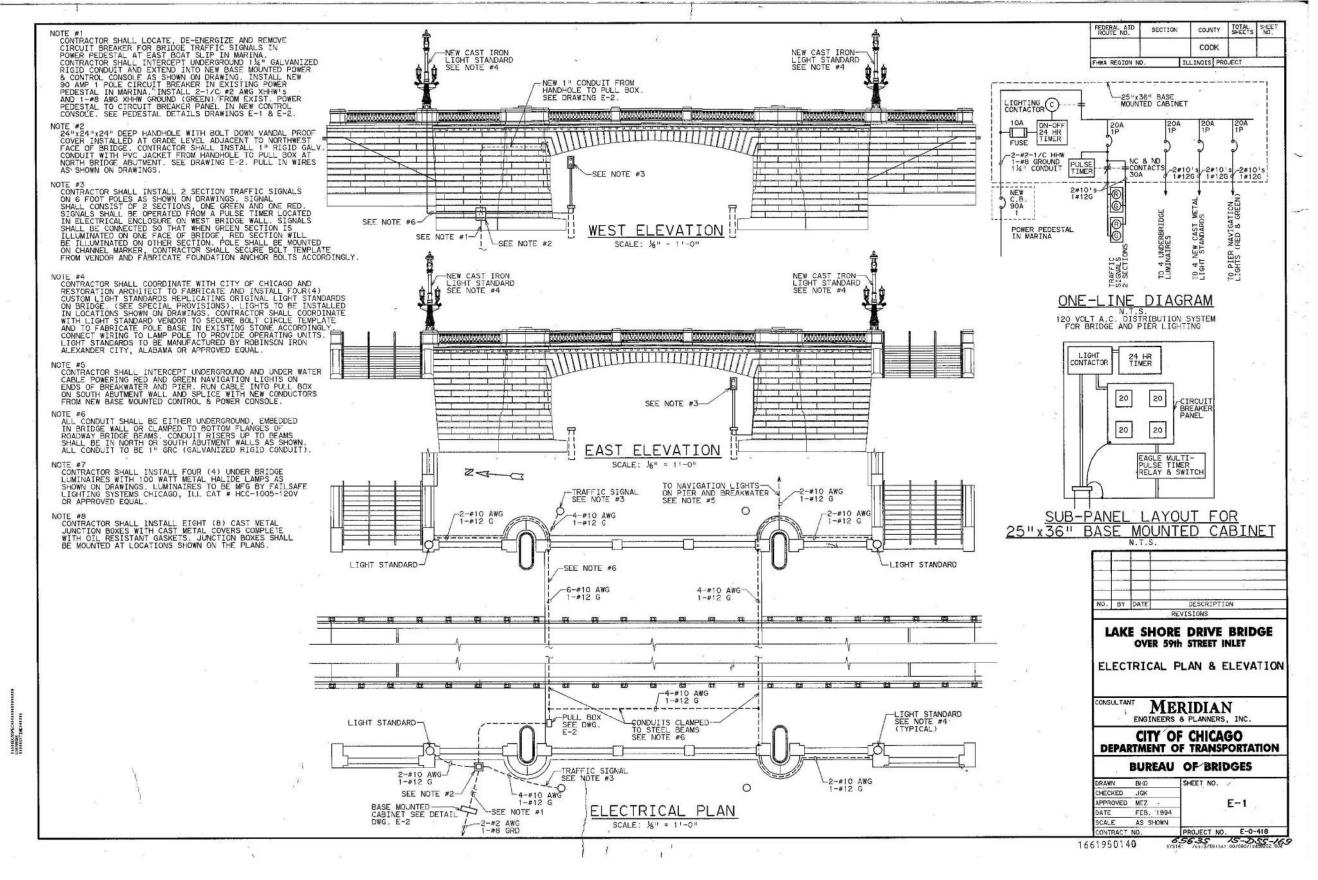
CITY	0F	CHICAGO
DEPARTMENT	OF	TRANSPORATION
DIVISION	0F	ENGINEERING

EXISTIN	IG PL/	ANS (	22 (	OF 38)
STRU	CTURE	NO. 0	)16—	6195
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2873	17-B7203-00-ES					COOK		1434	959
CDOT	PROJECT	NO.	B-7-2	03		SN	01	6-6195	
			ILLINOIS	FED.	AID	PROJECT			

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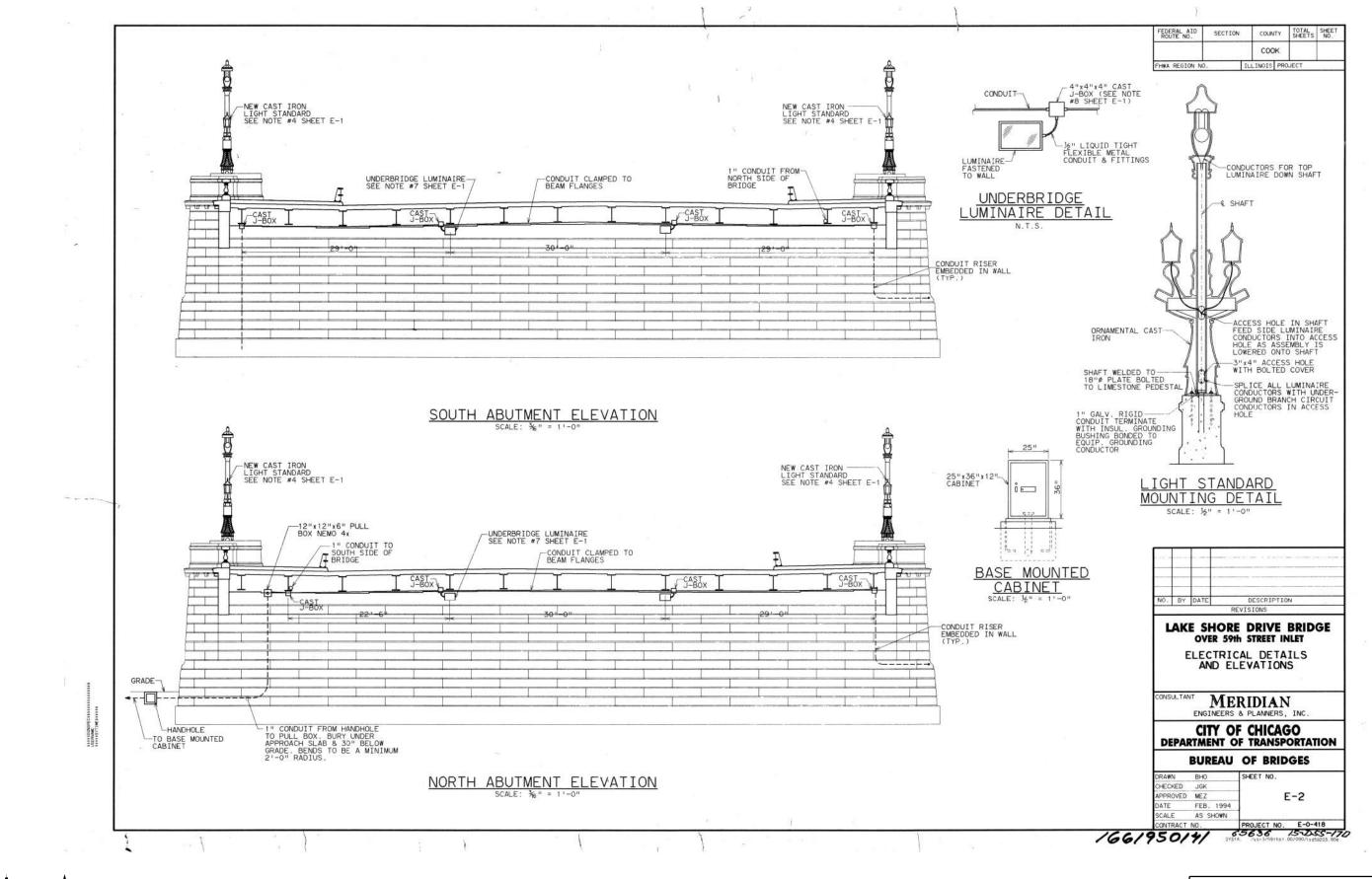
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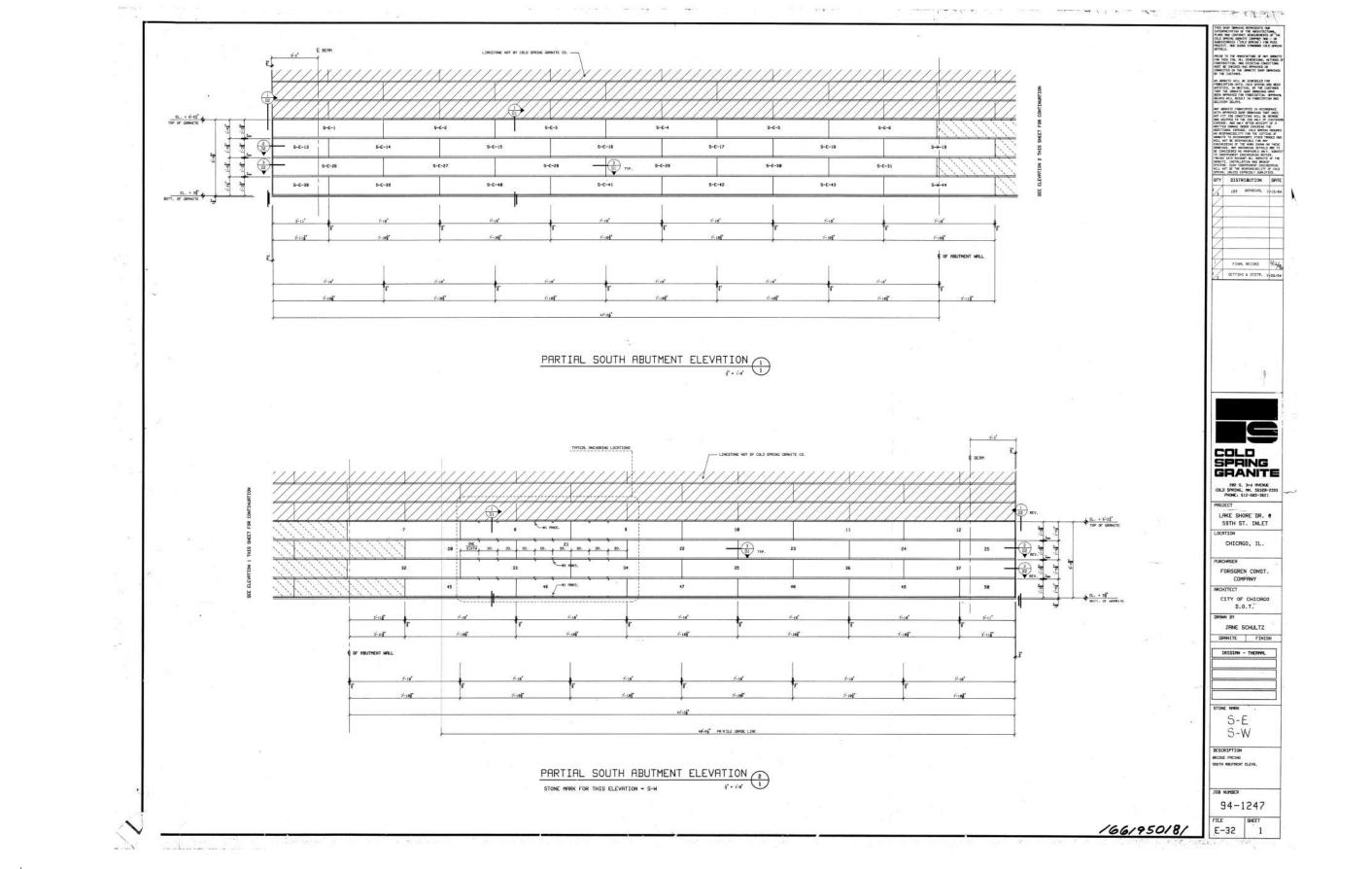
USER NAME = jsurber DESIGNED -AAY REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (23 OF 38)** CHECKED -JLS REVISED соок 1434 960 17-B7203-00-ES DEPARTMENT OF TRANSPORATION STRUCTURE NO. 016-6195 BC-sht-6195ex-023.dgn RMG REVISED CDOT PROJECT NO. B-7-203 SN 016-6195 **DIVISION OF ENGINEERING** PLOT DATE = 3/31/2020 SHEET NO. SDX-23 OF 38 SHEET CHECKED REVISED

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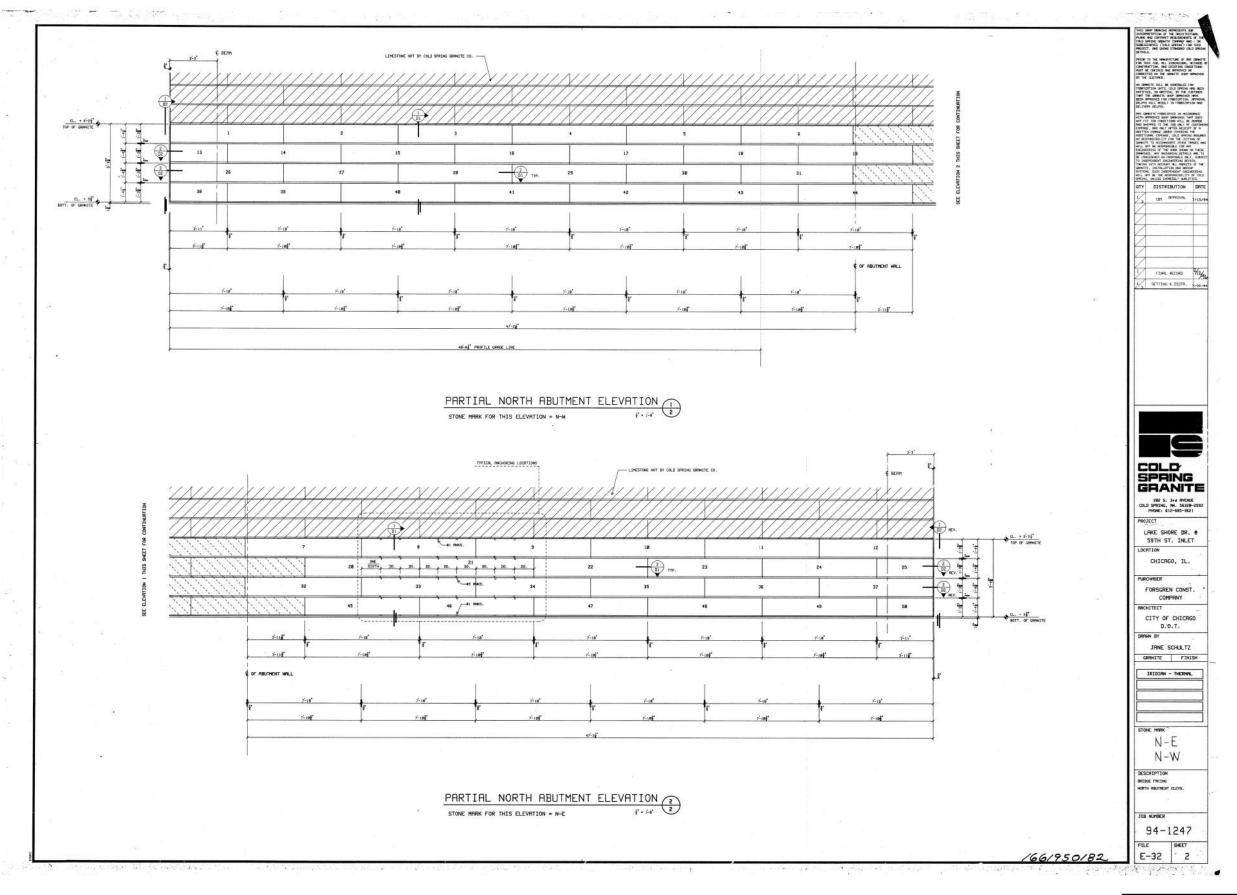
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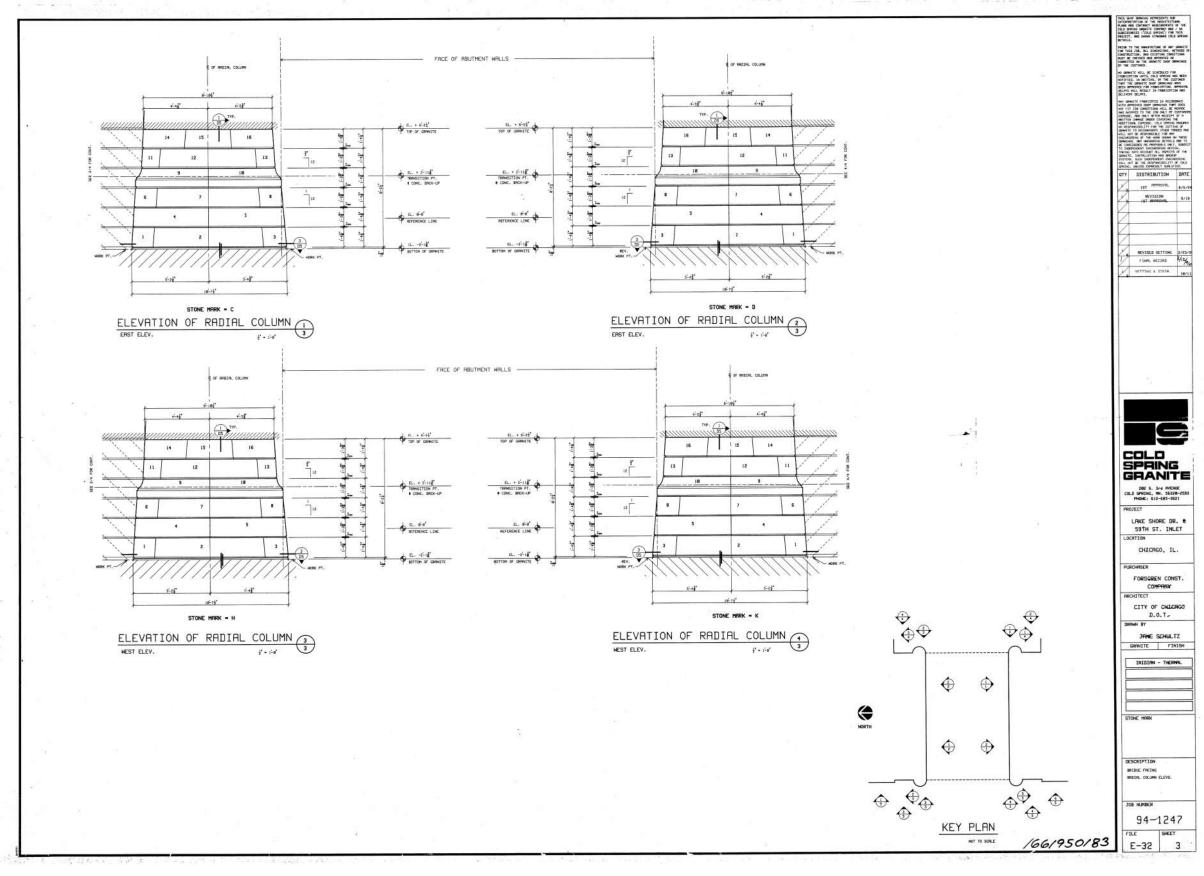
COUNTY TOTAL SHEET NO.

COOK 1434 962 DESIGNED - AAY REVISED SECTION COUNTY CITY OF CHICAGO EXISTING PLANS (25 OF 38) CHECKED - JLS REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6195 BC-sht-6195ex-025.dgn RMG REVISED SN 016-6195 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/31/2020 CHECKED -





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FILE NAME =	USER NAME = Jsurber	DESIGNED - AAY	REVISED -	CITY OF CHICAGO	EXISTING PLANS (26 OF 38)	RTF SECTION	COUNTY TOTAL SHEET
		CHECKED - JLS	REVISED -	DEPARTMENT OF TRANSPORATION	, , ,	2873 17-B7203-00-ES	соок 1434 963
ABC-sht-6195ex-026.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -		STRUCTURE NO. 016-6195	CDOT PROJECT NO. B-7-203	SN 016-6195
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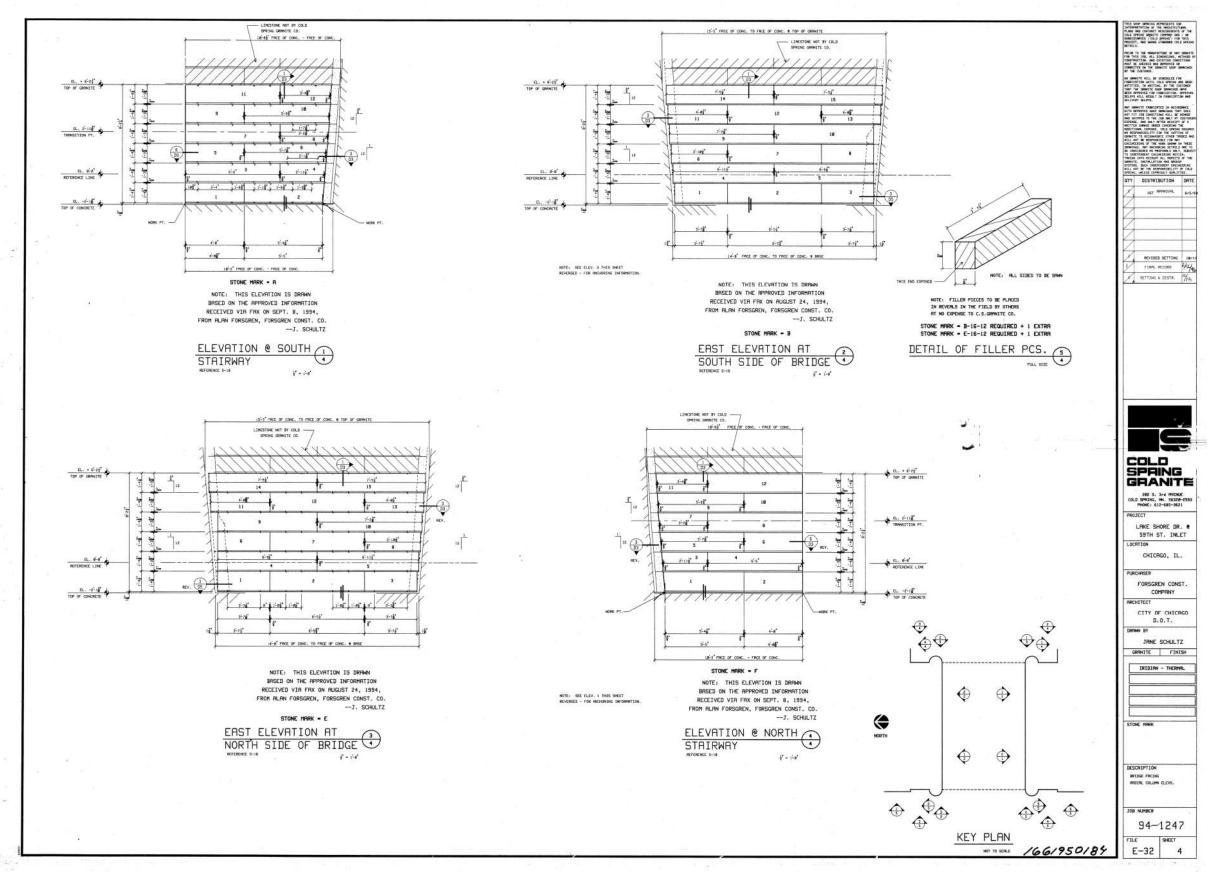




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ABC-sht-6195ex-027.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -		
	PLOT DATE = 3/31/2020	CHECKED - JLS	REVISED -	DIVISION OF ENGINEERING	

XISTI	ING	PLAN:	S (	27	OF 38)	
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сысст	NO	SDV-27	ΛE	30	CHEETS	_

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2873	17-	B720	3-00-ES		Т	COOK		1434	964
CDOT	PROJECT	NO.	B-7-2	03		SN	01	6-6195	
			ILLINOIS	FED.	AID	PROJECT			





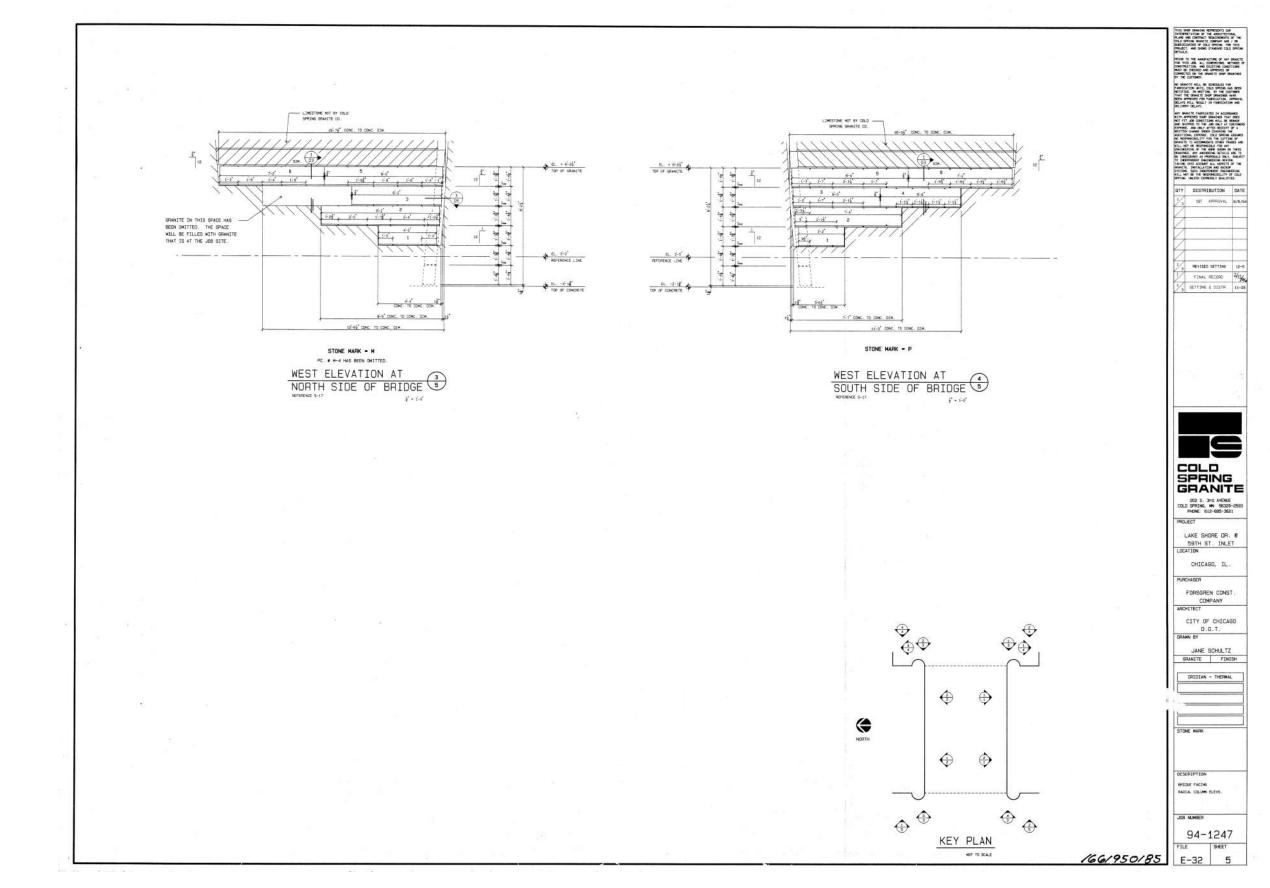
COUNTY

COOK 1434 965

SN 016-6195

USER NAME = jsurber DESIGNED - AAY REVISED SECTION CITY OF CHICAGO EXISTING PLANS (28 OF 38) CHECKED -JLS REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6195 BC-sht-6195ex-028.dgn RMG REVISED CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/31/2020 SHEET NO. SDX-28 OF 38 SHEETS CHECKED -REVISED

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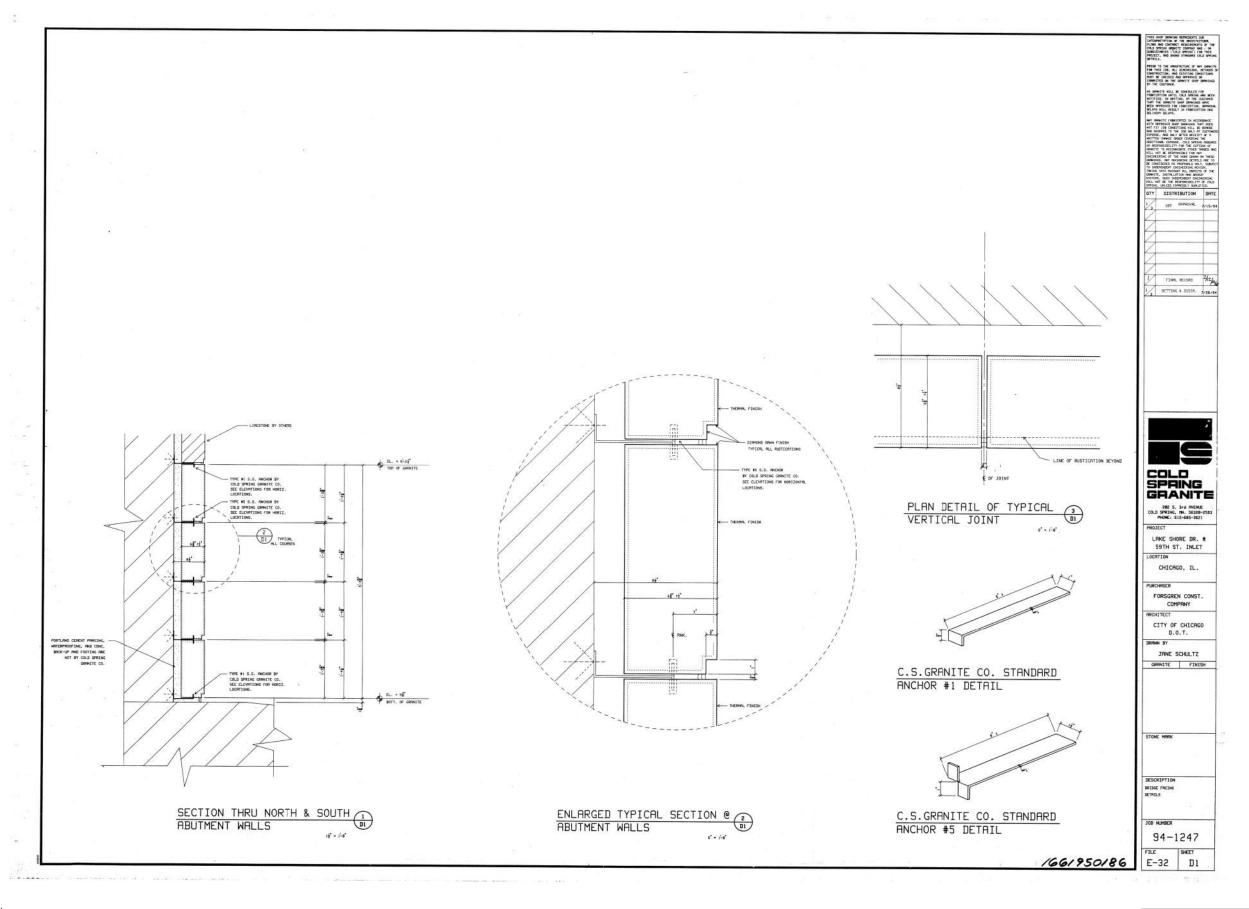




CITY	0F	CHICAGO
DEPARTMENT	OF	TRANSPORATION
DIVISION	0F	ENGINEERING

EXIST	NG	PLAN:	S (	29	OF 38)	
STRU	JCT	URE N	0. 0	16	<b>–</b> 6195	
SHEET	NO.	SDX-29	OF	38	SHEETS	

.A.U. RTE.		SEC	TION		T	COUNTY		TOTAL SHEETS	SHEE NO.
2873	17-	17-B7203-00-ES				COOK		1434	96
DOT	PROJECT	NO.	B-7-2	203		SN	01	6-6195	
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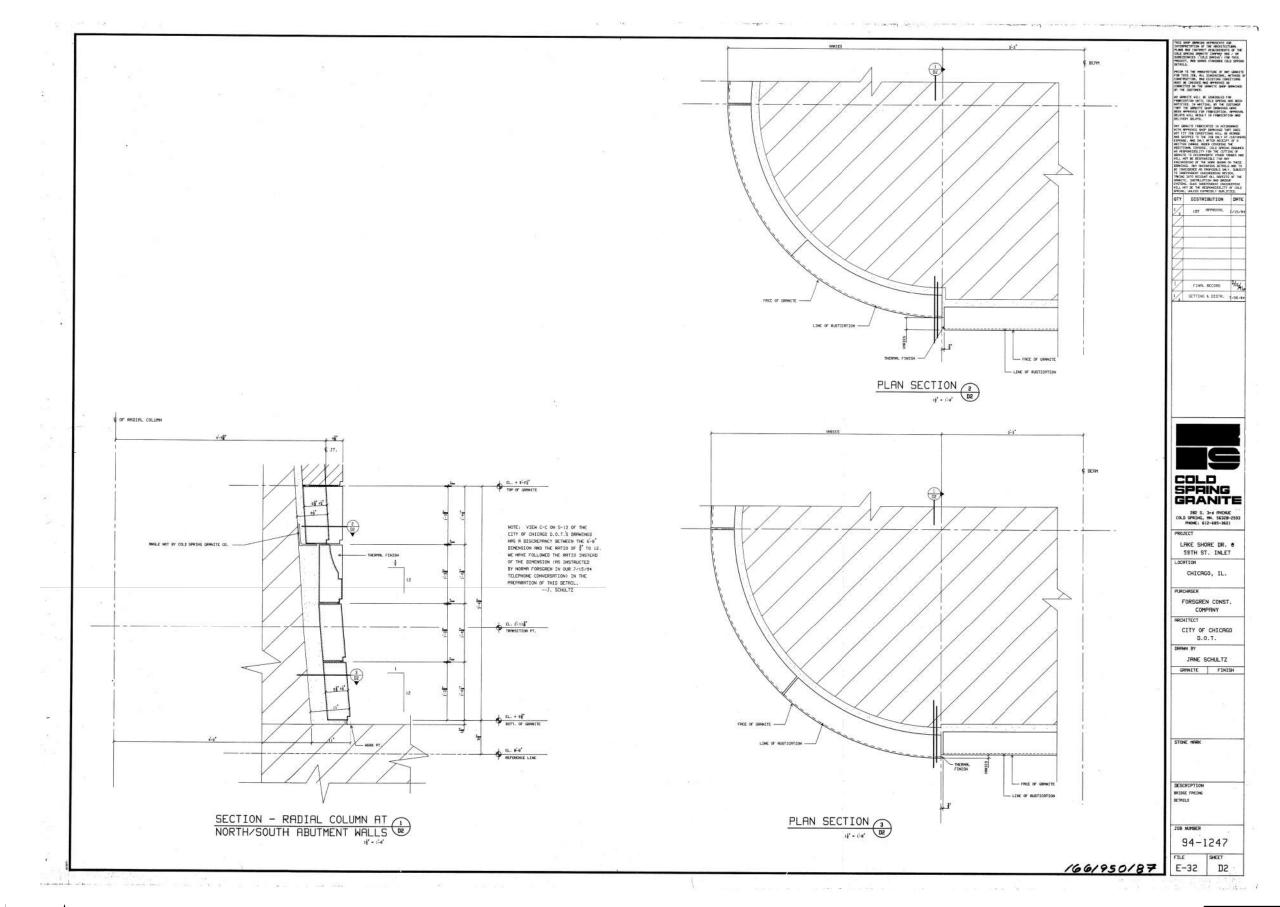


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CITY OF CHICAGO
DEPARTMENT OF TRANSPORATION
DIVISION OF ENGINEERING

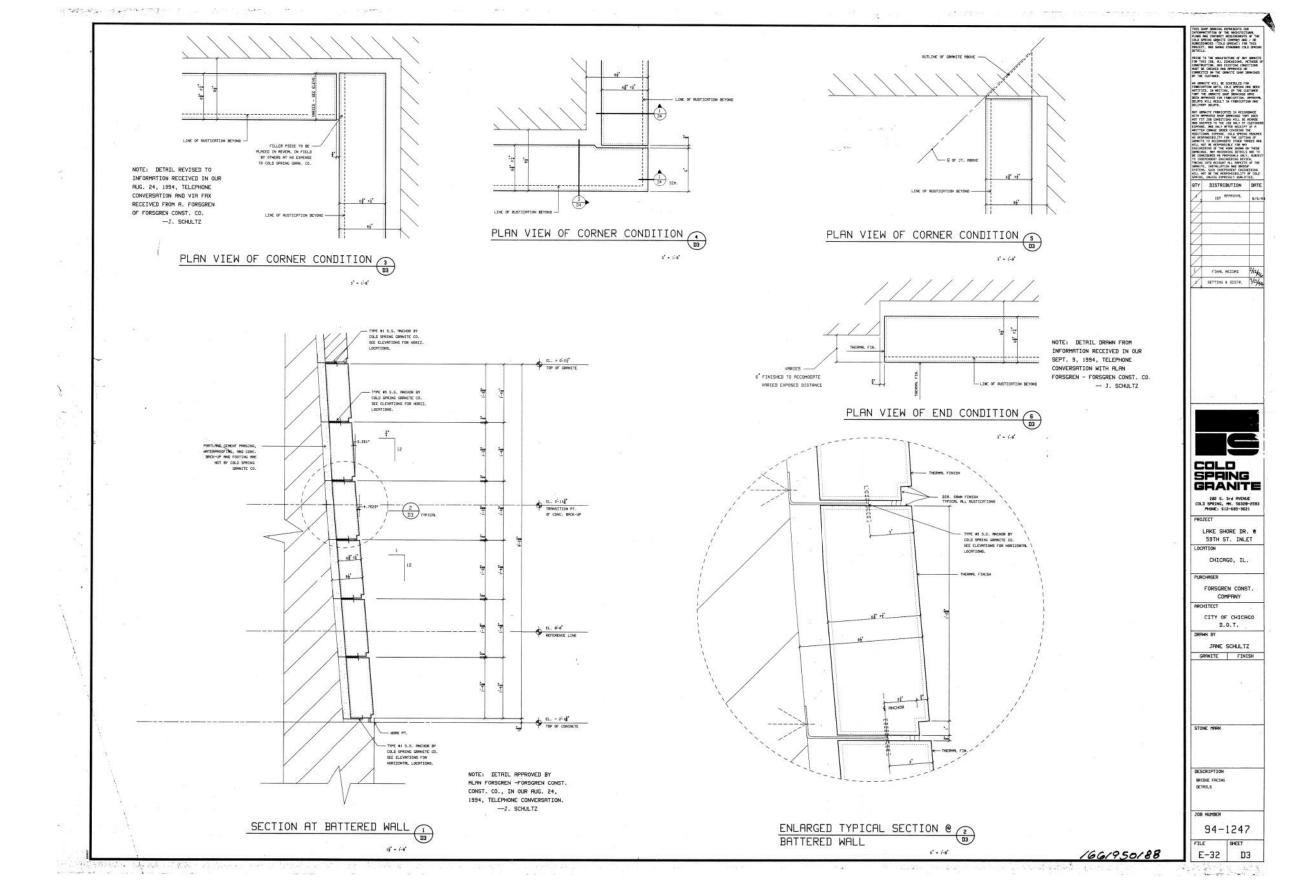
EXISTING PLANS (30 OF 38)
STRUCTURE NO. 016-6195
SHEET NO. SDX-30 OF 38 SHEETS

F.A.U. RTE.		SEC	LION		COUNTY		TOTAL SHEETS	SHEE NO.
2873	17-	B720	3-00-ES	;	COOK		1434	967
CDOT	PROJECT	NO.	B-7-2	203	SN	01	6-6195	
			ILLINOIS	FED. A	ID PROJECT			



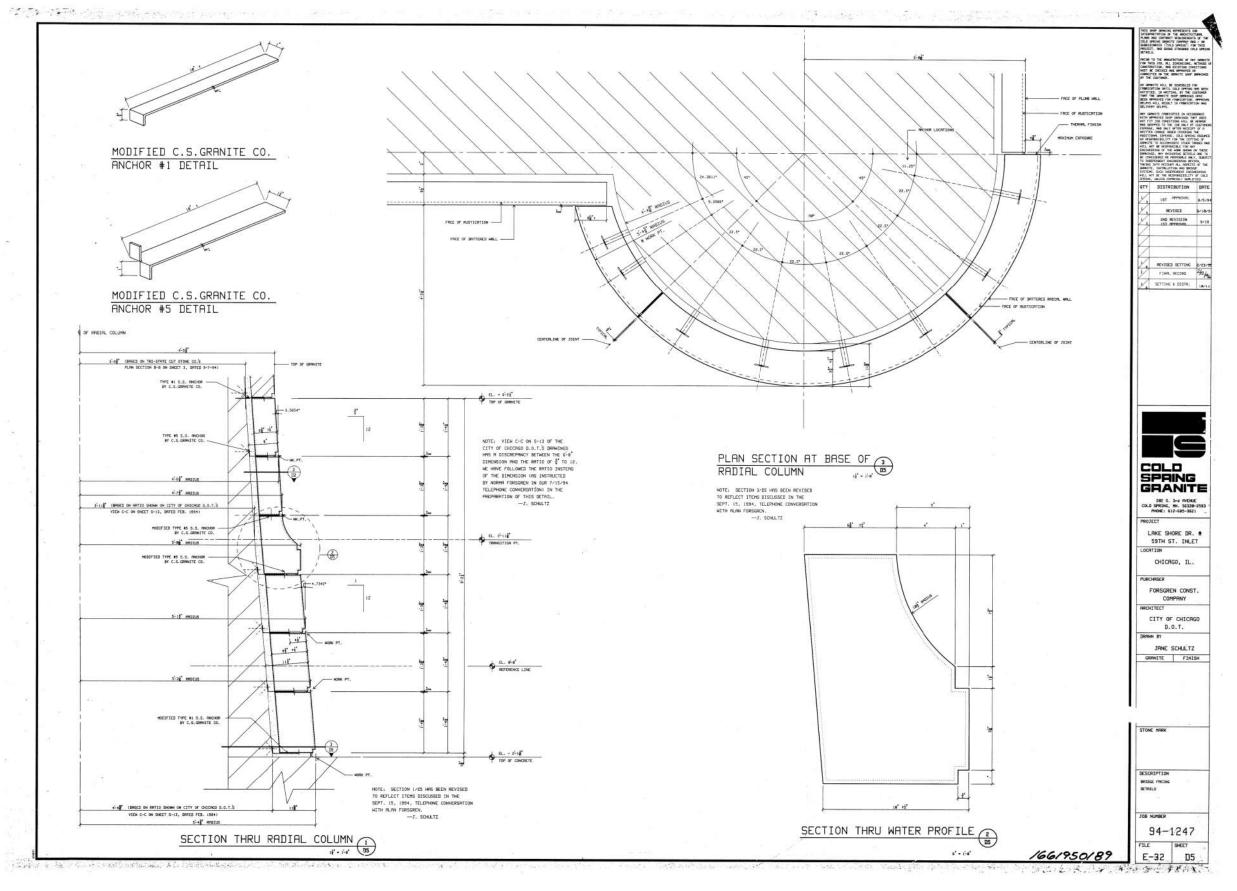


COUNTY TOTAL SHEET NO.
COOK 1434 968 USER NAME = jsurber DESIGNED - AAY REVISED SECTION COUNTY CITY OF CHICAGO EXISTING PLANS (31 OF 38) CHECKED - JLS REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6195 ABC-sht-6195ex-031.dgn PLOT SCALE = REVISED SN 016-6195 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/31/2020 CHECKED - JLS REVISED SHEET NO. SDX-31 OF 38 SHEETS



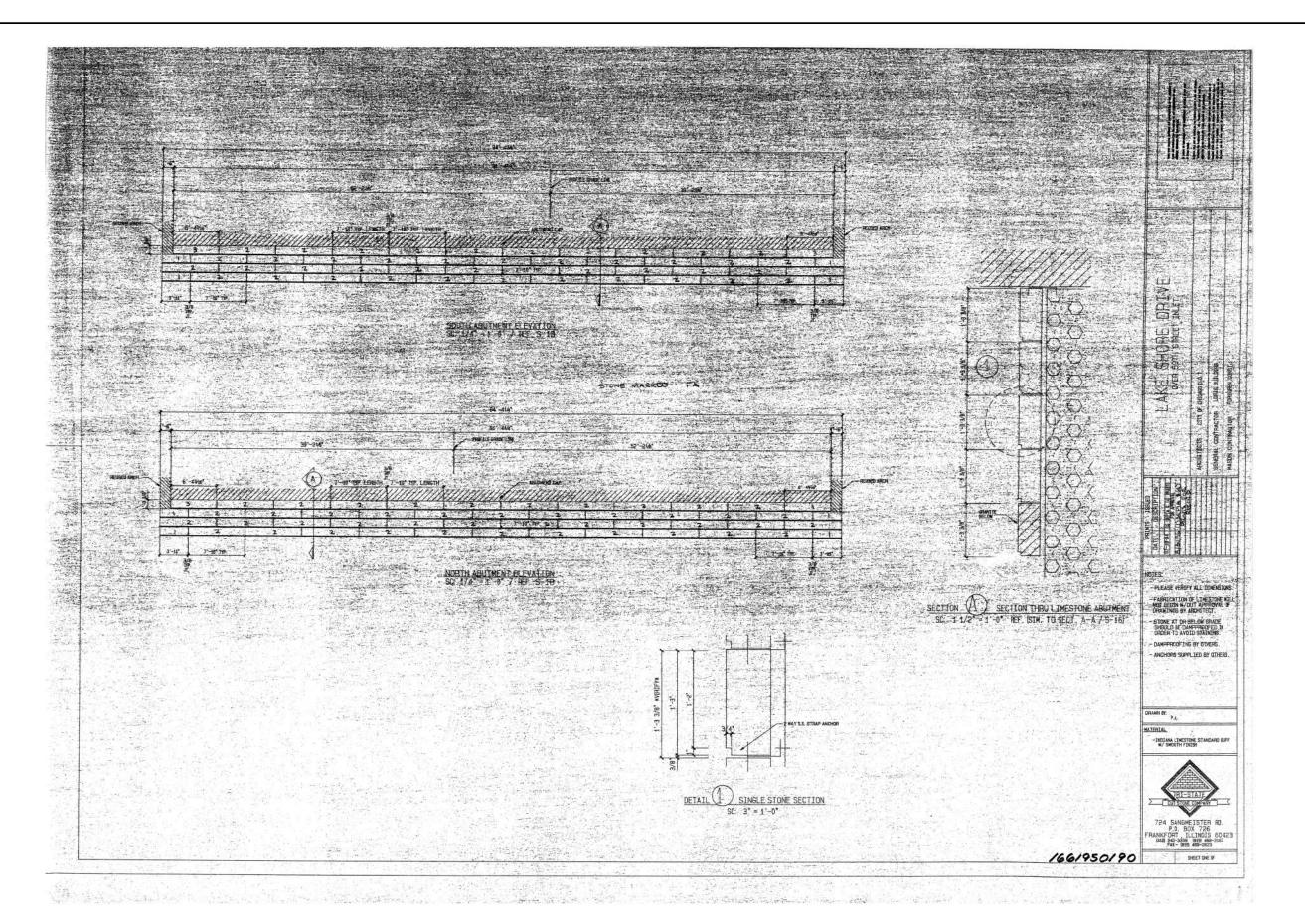


COUNTY TOTAL SHEET NO.
COOK 1434 969 USER NAME = jsurber DESIGNED - AAY REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (32 OF 38)** CHECKED - JLS REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6195 ABC-sht-6195ex-Ø32.dgn RMG REVISED SN 016-6195 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/31/2020 CHECKED -REVISED SHEET NO. SDX-32 OF 38 SHEETS



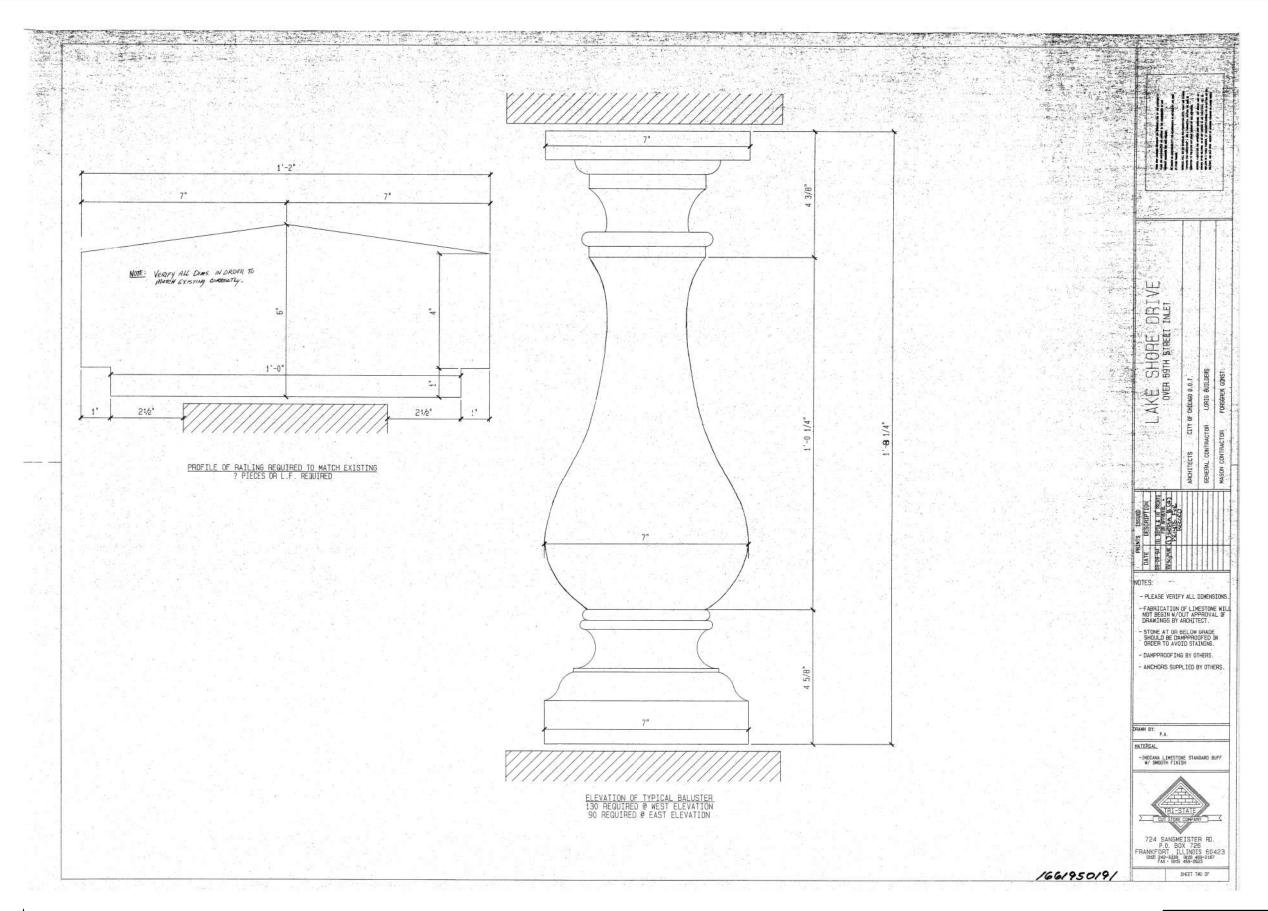


COUNTY | TOTAL SHEET | NO. | COOK | 1434 | 970 | E USER NAME = jsurber DESIGNED - AAY REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (33 OF 38)** CHECKED - JLS REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6195 BC-sht-6195ex-033.dgn RMG REVISED SN 016-6195 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/31/2020 CHECKED - JLS REVISED SHEET NO. SDX-33 OF 38 SHEETS





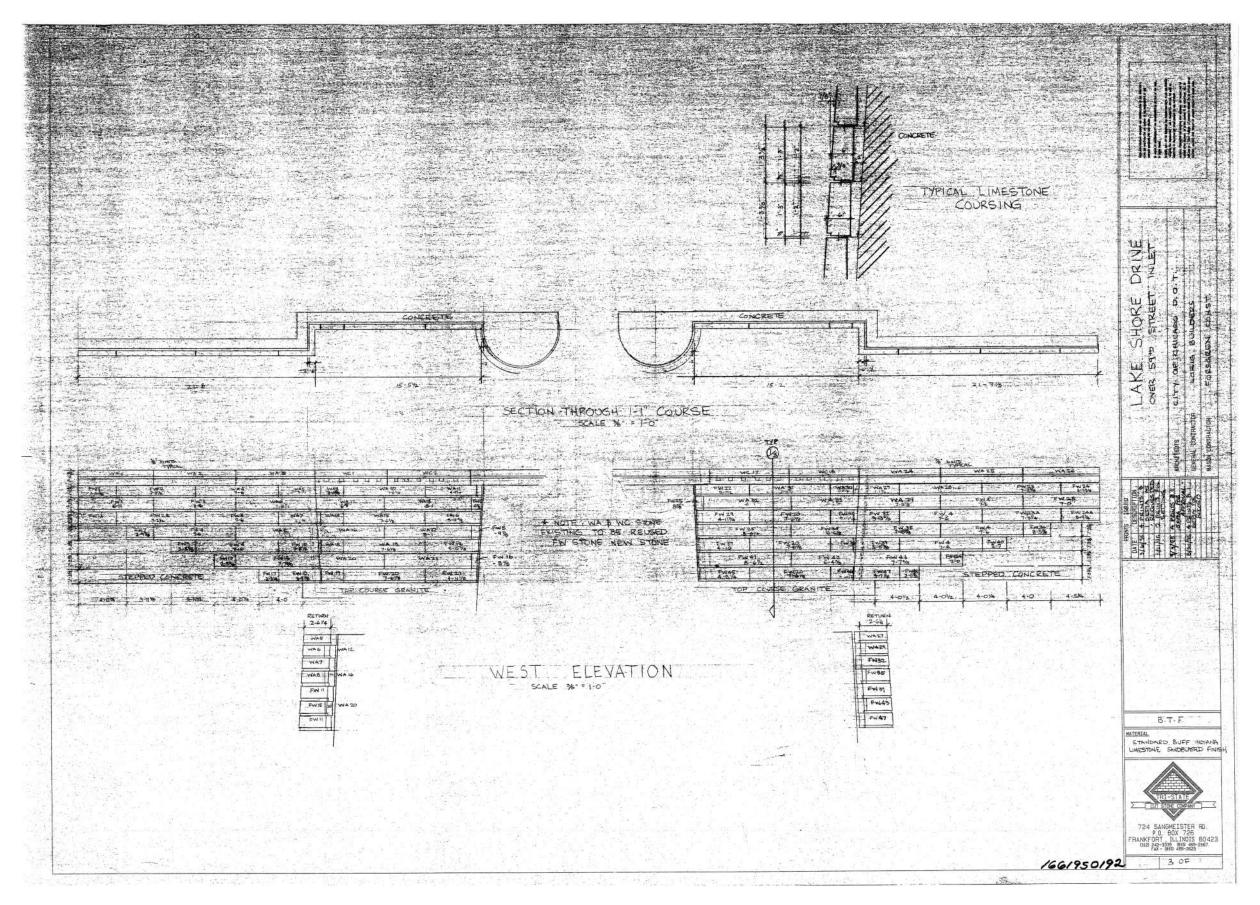
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FILE NAME =	USER NAME = Jsurber	DESIGNED - AAY	REVISED -	CITY OF CHICAGO	EXISTING PLANS (34 OF 38)	F.A.U. SECTION	COUNTY TOTAL SHEET
		CHECKED - JLS	REVISED -	DEPARTMENT OF TRANSPORATION	STRUCTURE NO. 016-6195	2873 17-B7203-00-ES	соок 1434 971
ABC-sht-6195ex-034.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -	DIVISION OF ENGINEERING	21KUCTURE NO. 010-0193	CDOT PROJECT NO. B-7-203	SN 016-6195
	PLOT DATE = 3/31/2020	CHECKED - JLS	REVISED -	DIVIDION OF ENGINEERING	SHEET NO. SDX-34 OF 38 SHEETS	ILLINOIS FED. AID PROJECT	





COUNTY TOTAL SHEET NO.
COOK 1434 972 DESIGNED - AAY REVISED SECTION COUNTY CITY OF CHICAGO EXISTING PLANS (35 OF 38) CHECKED - JLS REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6195 ABC-sht-6195ex-035.dgn REVISED SN 016-6195 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/31/2020 CHECKED -SHEET NO. SDX-35 OF 38 SHEETS

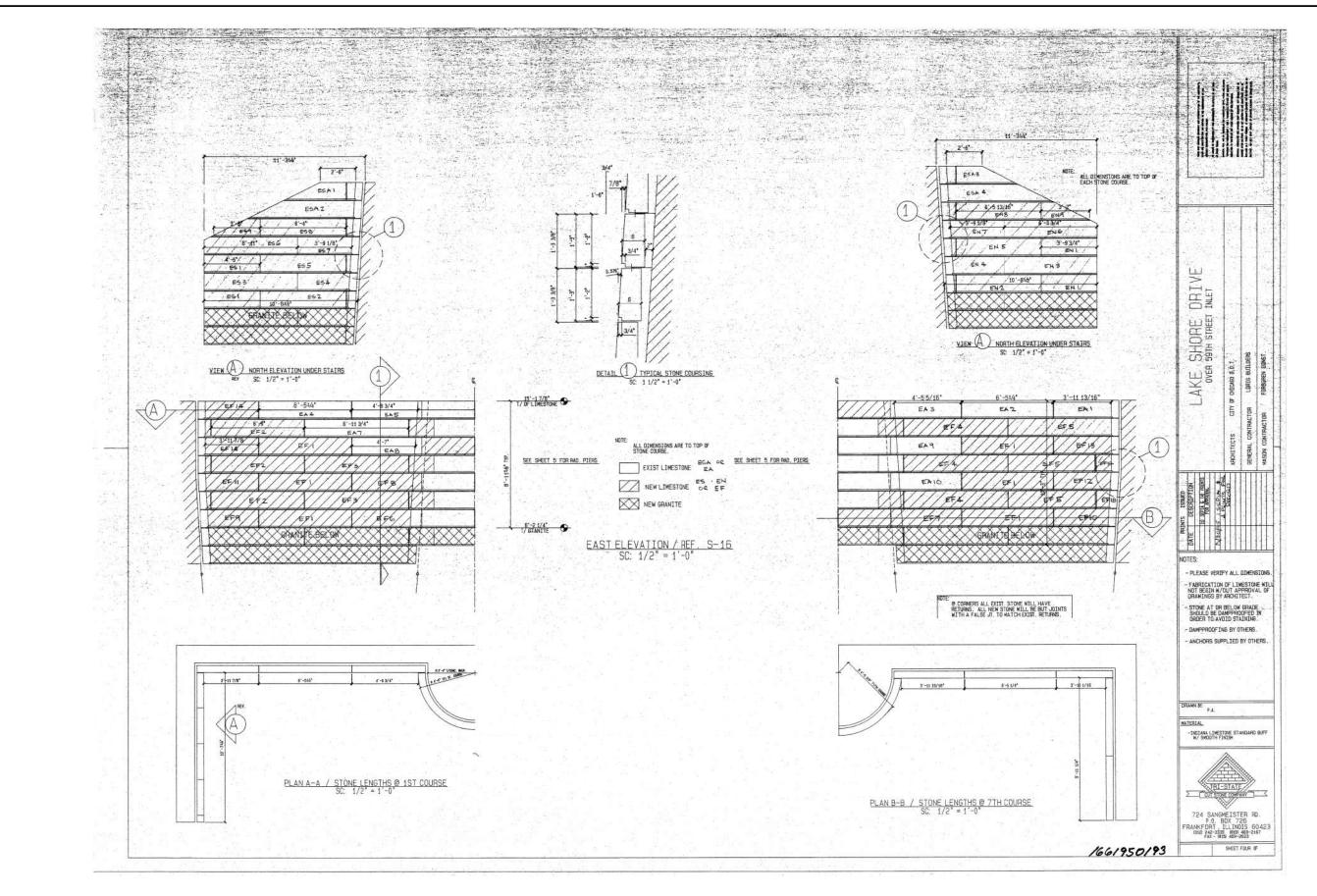
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ABC-sht-6195ex-036.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -		STRUCTURE NO. 016-6195	CDOT PROJECT NO. B-7-203	SN 016-6195
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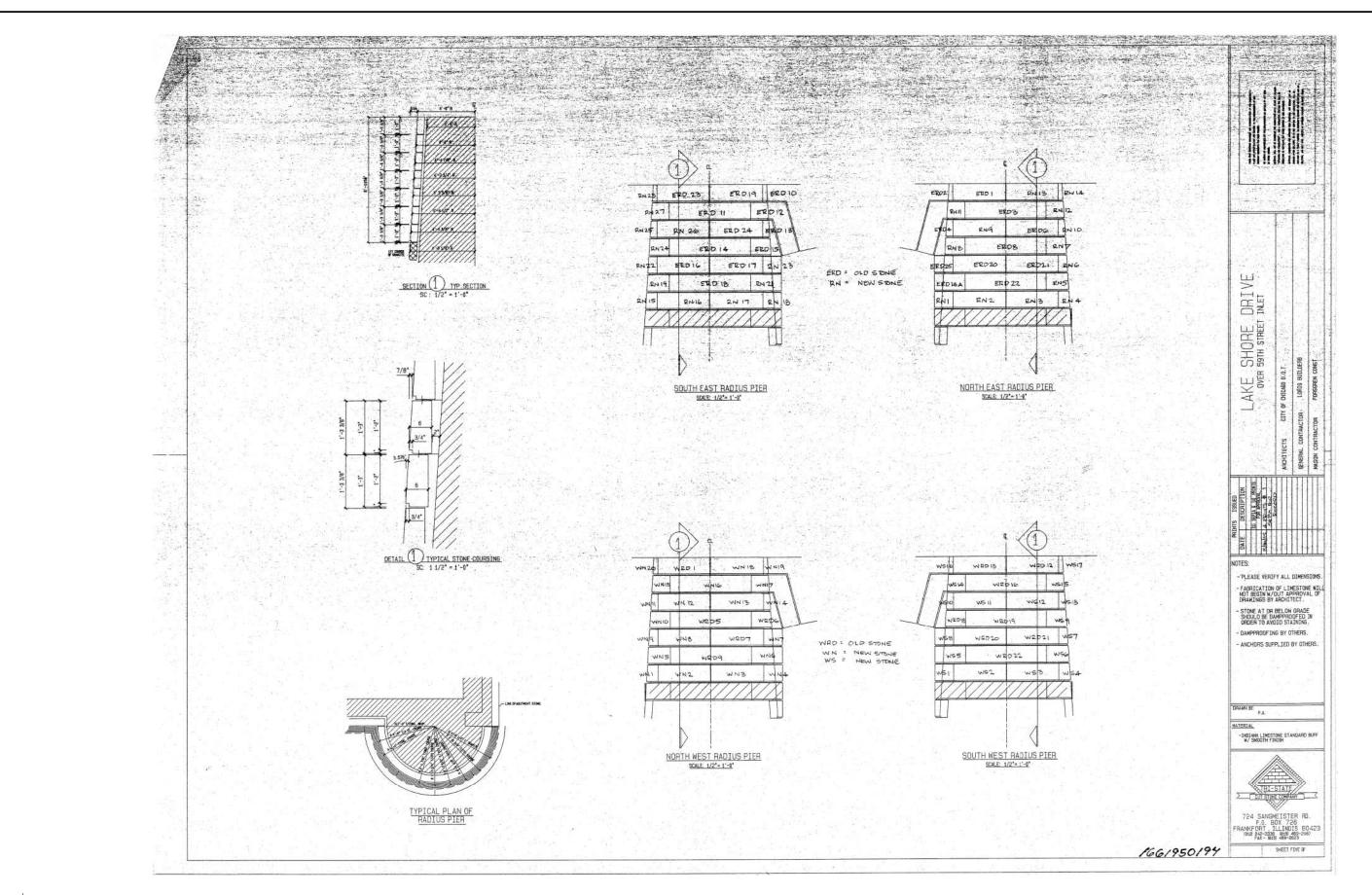
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REVISED DESIGNED - AAY COUNTY CITY OF CHICAGO EXISTING PLANS (37 OF 38) CHECKED -JLS REVISED COOK 1434 974 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6195 REVISED CDOT PROJECT NO. B-7-203 SN 016-6195 **DIVISION OF ENGINEERING** PLOT DATE = 3/31/2020 SHEET NO. SDX-37 OF 38 SHEETS

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COUNTY TOTAL SHEET NO.

COOK 1434 975 USER NAME = jsurber DESIGNED - AAY REVISED SECTION COUNTY CITY OF CHICAGO **EXISTING PLANS (38 OF 38)** CHECKED -JLS REVISED 17-B7203-00-ES **DEPARTMENT OF TRANSPORATION** STRUCTURE NO. 016-6195 BC-sht-6195ex-038.dgn REVISED SN 016-6195 CDOT PROJECT NO. B-7-203 **DIVISION OF ENGINEERING** PLOT DATE = 3/31/2020 CHECKED -SHEET NO. SDX-38 OF 38 SHEETS

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