F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	~~128~~ *	1
	ILLINOIS	CONTRACT NO. 62M79		

* 128 + 1 = 129 TOTAL SHEETS

HARDESTY & HANOVER, LLC
DANIEL E. MACHAMER, P.E., S.E.
DATE: 3/21/2024
SIGNATURE AND SEAL APPLY TO DRAWINGS: 1, 17
EXPIRES: 11/30/25

HARDESTY & HANOVER, LLC
DANIEL E. MACHAMER, P.E., S.E.
DATE: 3/21/2024
SIGNATURE AND SEAL APPLY TO DRAWINGS: 35-37, 61, 63-77, 82
EXPIRES: 11/30/24

HARDESTY & HANOVER, LLC
PAUL SKELTON, P.E.
DATE: 3/21/2024
SIGNATURE AND SEAL APPLY TO DRAWINGS: 83-116
EXPIRES: 11/30/25

CIORBA GROUP, INC.
WILLIAM W. MARDAUSS, P.E., S.E.
DATE: 3/21/2024
SIGNATURE AND SEAL APPLY TO DRAWINGS: 38-60, 62, 78-81
EXPIRES: 11/30/24

CIORBA GROUP, INC.
TIMOTHY B. HEUER, P.E.
DATE: 3/21/2024
SIGNATURE AND SEAL APPLY TO DRAWINGS: 2-16, 18, 19, 25
EXPIRES: 11/30/25

OSEH, INC.
MUTHAYAB MOHAMMED, P.E., PTOE, RSP1
DATE: 3/21/2024
SIGNATURE AND SEAL APPLY TO DRAWINGS: 20-24, 26
EXPIRES: 11/30/25

SINGH + ASSOCIATES, INC.
GREGORY GEDEMER, P.E., PTOE
DATE: 3/21/2024
SIGNATURE AND SEAL APPLY TO DRAWINGS: 27-28
EXPIRES: 11/30/25

SINGH + ASSOCIATES, INC.
RASHESHKUMAR D. PATEL, P.E.
DATE: 3/21/2024
SIGNATURE AND SEAL APPLY TO DRAWINGS: 29-34
EXPIRES: 11/30/25

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

06-14-2024 LETTING ITEM 107

PROPOSED HIGHWAY PLANS

FAP ROUTE 607: US 30 (CASS STREET)
OVER DES PLAINES RIVER
SECTION 2018–067–BR
PROJECT NHPP–MME4(425)
MOVABLE BRIDGE REHABILITATION
(S.N. 099–0101)
WILL COUNTY

C–91–410–20

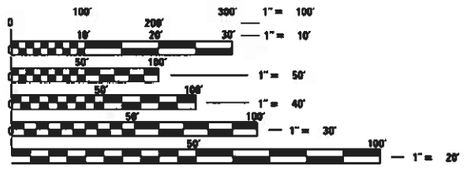
THIS IMPROVEMENT IS LOCATED IN THE CITY OF JOLIET

INDEX OF SHEETS
SEE SHEET 2 FOR INDEX OF SHEETS

HIGHWAY STANDARDS
SEE SHEET 2 FOR LIST OF HIGHWAY STANDARDS

DISTRICT 1 DETAILS
SEE SHEET 2 FOR LIST OF DISTRICT 1 DETAILS

CASS STREET
ADT (2018) = 11,600
ADT (2050) = 15,100
DESIGN SPEED = 30 MPH
POSTED SPEED = 30 MPH
DESIGN DESIGNATION – OTHER PRINCIPAL ARTERIAL (URBAN)



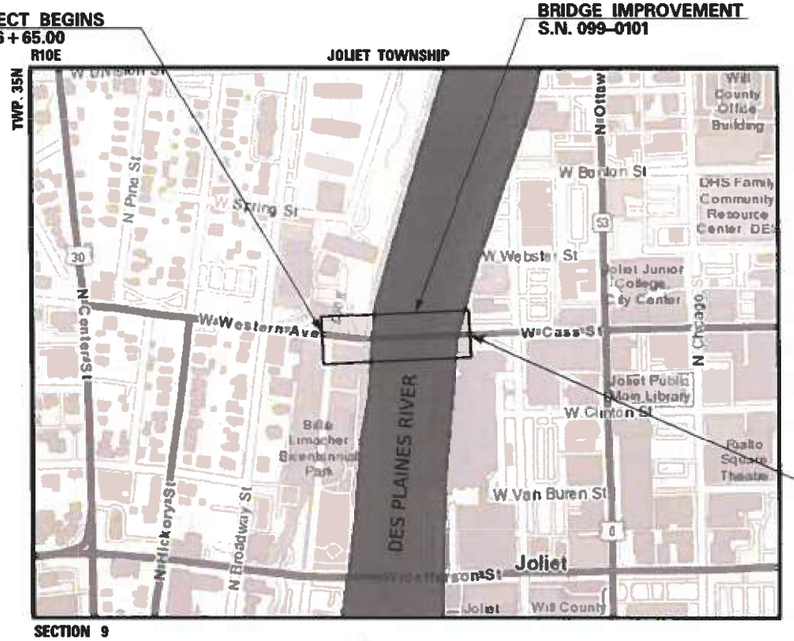
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: DARPIT SHAH, PE (847) 705–4755
PROJECT MANAGER: BRIAN KUTTAB, PE (847) 705–4431
CONTRACT NO. 62M79

PROJECT BEGINS
STA. 6+65.00

BRIDGE IMPROVEMENT
S.N. 099–0101



PROJECT ENDS
STA. 12+17.00

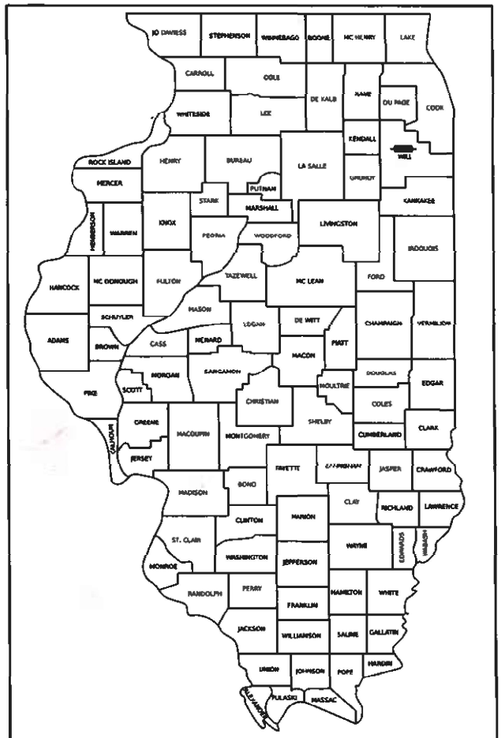
N

LOCATION MAP
NOT TO SCALE

LOCATION MAP

GROSS LENGTH = 552.00 FT. = 0.105 MILE
NET LENGTH = 552.00 FT. = 0.105 MILE

D-91-607-20



LOCATION OF SECTION INDICATED THUS: –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 25 20 24
REGIONAL ENGINEER

May 10, 2024
ENGINEER OF DESIGN AND ENVIRONMENT

May 10, 2024
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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WHEATON, IL 60187
WWW.OSEHINC.COM

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS
230 WEST MONROE STREET
SUITE 1600
CHICAGO, IL 60606

REV-SEP

INDEX OF SHEETS

LIST OF IDOT HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
353001-05	PCC BASE COURSE WITH HMA BINDER AND SURFACE COURSES
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
515001-04	NAME PLATE FOR BRIDGES
602001-02	CATCH BASIN - TYPE A
602301-04	INLET - TYPE A
602401-07	PRECAST MANHOLE TYPE A - 4' DIAMETER
602402-03	PRECAST MANHOLE TYPE A - 5' DIAMETER
602416-09	PRECAST MANHOLE TYPE A - 8' DIAMETER
602601-06	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-05	FRAME AND LIDS TYPE 1
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS <= 40 MPH
701502-09	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-09	TRAFFIC CONTROL DEVICES

IDOT DISTRICT 1 DETAILS

BD-08	FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-32	BUTT JOINT AND HMA TAPER DETAILS
BE-702	MISCELLANEOUS ELECTRICAL DETAILS, SHEET A - (CABLE SPLICE, POLE WIRING, TRANCH DETAIL)
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC-21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
TC-22	ARTERIAL ROAD INFORMATION SIGN

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PLOT DATE = 3/25/2024	DATE - 2/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
INDEX OF SHEETS, HIGHWAY STANDARDS AND DISTRICT DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	2
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

MODEL: $MODELNAME$
FILE NAME: N:\PROJ\0021239,01\CADD\Sht\MiscSheets\62M79-sht-index01.dgn

GENERAL NOTES

1. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN AND COMPLY WITH ALL PERMITS REQUIRED BY APPLICABLE REGULATORY AGENCIES.

2. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (ADOPTED JANUARY 1, 2022); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" (ADOPTED JANUARY 1, 2024); THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS, THE DETAILS" ON THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

3. THE CONTRACTOR/DEVELOPER ASSUMES ALL RESPONSIBILITY AND LIABILITY FOR ANY ACTION RESULTING FROM THEIR WORK WITHIN THE PUBLIC RIGHT-OF-WAY.

4. ALL CONSTRUCTION MATERIALS WITHIN THE PUBLIC RIGHT-OF-WAY MUST BE IDOT CERTIFIED. DOCUMENTATION OF MATERIAL CERTIFICATION SHALL BE SUBMITTED PRIOR TO ENGINEER APPROVAL. ALL CONSTRUCTION MATERIAL NEEDING INSPECTION SHALL BE DONE ACCORDING TO THE LATEST IDOT PROJECT AND PROCEDURES GUIDE.

5. THE CONTRACTOR SHALL PROVIDE THE ENGINEER A LIST OF MATERIALS USED AND IDENTIFY THEIR ASSOCIATED IDOT CERTIFICATION, A COPY OF ALL MATERIAL TESTING COMPANY RESULTS, AND A WEEKLY FIELD REPORT UTILIZING THE APPROPRIATE IDOT FORM.

6. ALL COORDINATES SHOWN ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, MAP COORDINATES REFLECT NAD 83 (2011 ADJUSTMENT)

7. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

8. THE CONTRACTOR SHALL MAINTAIN THE SITE IN A CLEAN AND ORDERLY MANNER. DEBRIS AND ANY SURPLUS MATERIAL SHALL BE REMOVED AND RESTORATION SHALL PROCEED AS WORK PROCEEDS. IF THE ENGINEER SO DIRECTS, THE CONTRACTOR SHALL STOP ALL OTHER WORK AND CONCENTRATE ON CLEAN-UP AND RESTORATION. DEBRIS AND SURPLUS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR OFF-SITE. ANY DAMAGE CAUSED BY THE CONTRACTOR TO EXISTING PAVEMENT, CURB & GUTTER, AND SIDEWALK NOT SHOWN AS REMOVED OR WORKED ON DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED.

9. AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED, AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

10. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1".

11. ALL EXCAVATED MATERIAL, WHICH INCLUDES DIGGING OR GRADING OF ANY SOIL OR FILL MATERIAL, WITH THE EXCEPTION OF AGGREGATE FILLS, MUST BE INCORPORATED WITHIN THE IDOT RIGHT-OF-WAY.

12. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

13. SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

14. THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.

15. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

16. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR FOR ARTERIALS AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV AT LEAST 72 HOURS IN ADVANCE OF BEGINNING WORK.

17. THE RESIDENT ENGINEER SHALL CONTACT ERIC CAMPOS, AREA TRAFFIC FIELD ENGINEER, VIA EMAIL AT ERIC.CAMPOS@ILLINOIS.GOV, A MINIMUM OF TWO WEEKS BEFORE INSTALLING PERMANENT PAVEMENT MARKINGS.

18. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT THE TOLL-FREE NUMBER 800-892-0123 FOR FIELD LOCATIONS OF ANY AND ALL UTILITIES AND BURIED FACILITIES. 48 HOUR NOTIFICATION IS REQUIRED.

19. TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN, THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

20. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF JOLIET.

21. THE LOCATION AND ELEVATIONS OF THE UNDERGROUND UTILITIES AS SHOWN ON THE PLANS ARE NOT TO BE TAKEN AS EXACT. THE CONTRACTOR SHALL USE SPECIAL CARE WHEN CONDUCTING CONSTRUCTION OPERATIONS NEAR THEM TO PREVENT DAMAGE.

22. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

23. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

24. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

25. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

26. THE CONTRACTOR SHALL REMOVE, STORE, AND RE- ERECT ALL EXISTING SIGNS IN ACCORDANCE WITH THE STATE STANDARD SPECIFICATIONS.

27. PACE MUST BE NOTIFIED A MINIMUM OF TWO (2) WEEKS IN ADVANCE OF ANY ROAD CLOSURES. RICHARD WILLMAN AT TRANSPORTATION.ENGINEER@PACEBUS.COM

28. THE CONTRACTOR SHALL MAINTAIN CONVEYANCE OF ALL DRAINAGE FLOWS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE AND PUBLIC DRAINS, SEWERS, CULVERTS AND OTHER DRAINAGE FACILITIES. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN A PUMPING PLAN, IF NECESSARY, AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECIEVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME THAT THE PERMANENT CONNECTION WITH SEWERS ARE BUILT AND IN SERVICE. THE WORK WILL BE INCLUDED IN THE COST OF THE CONTRACT.

29. THE FEDERALLY ENDANGERED INDIANA BAT (MYOTIS SODALIS) AND THE THREATENED NORTHERN LONG-EARED BAT (MYOTIS SEPTENTRIONALIS) CAN BE FOUND THROUGHOUT ILLINOIS. MEASURES TO MINIMIZE THE POTENTIAL TAKE OF THE INDIANA BAT OR NORTHERN LONG-EARED BAT SHALL BE PERFORMED BY CLEARING TREES THREE (INCHES) AT BREAST HEIGHT OUTSIDE OF THE REPRODUCTIVE SEASON. IF TREE CLEARING IS NECESSARY, IT SHALL NOT OCCUR DURING THE APRIL 1 THRU SEPTEMBER 30TH TIME FRAME TO AVOID IMPACTING THE INDIANA AND NORTHERN LONG-EARED BATS.

COMMITMENTS

1. WHILE NOT REQUIRING A PERMIT FROM THE UNITED STATES COAST GUARD (USCG), THE CONTRACTOR WILL NEED A LETTER OF AUTHORIZATION FROM THE USCG PRIOR TO PROCEEDING WITH WORK. THIS MAY INCLUDE PLAN SUBMITTAL FOR REVIEW BY THE USCG. TOWARDS THE END OF THE DESIGN PROCESS, THE PHASE II DESIGNER TO COORDINATE PLAN SUBMITTAL, IF REQUIRED, WITH THE USCG FOR THEIR OFFICIAL RESPONSE. COORDINATION BY THE DESIGNER DOES NOT RELIEVE THE CONTRACTOR FROM ADDITIONAL COORDINATION FROM THE USCG.

2. A U.S. ARMY CORPS OF ENGINEERS PERMIT WAS DETERMINED NOT TO BE NECESSARY FOR THE IMPROVEMENT PLANS AS SHOWN. HOWEVER, THE CONTRACTOR MUST COORDINATE WITH THE U.S. ARMY CORPS OPERATIONS MANAGER PRIOR TO CONSTRUCTION.

3. AN IDNR FLOODWAY PERMIT WAS DETERMINED NOT TO BE NECESSARY FOR THE IMPROVEMENT PLANS AS SHOWN. HOWEVER, THE CONTRACTOR WILL BE RESPONSIBLE FOR OBTAINING A FLOODWAY PERMIT IF ANY TEMPORARY STRUCTURE WILL BE LEFT IN PLACE THAT WOULD IMPEDE FLOWS, SUCH AS A COFFERDAM, CAUSEWAY, OR MOORING A BARGE IN PLACE.

MODEL: $MODELNAME$
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PLOT DATE = 2/23/2024	DATE - 2/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
GENERAL NOTES AND COMMITMENTS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	3
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

	SUMMARY OF QUANTITIES				80% FED 20% STATE	
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL	RDWY 0004	BRIDGE REHAB 0013
	20200100	EARTH EXCAVATION	CU YD	145	145	
	20200200	ROCK EXCAVATION	CU YD	158	158	
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	40	40	
	20800150	TRENCH BACKFILL	CU YD	34	34	
	28000510	INLET FILTERS	EACH	39	39	
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	240	240	
	31101180	SUBBASE GRANULAR MATERIAL, TYPE B 2"	SQ YD	88	88	
	31200500	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	SQ YD	167	167	
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	593	593	
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	8	8	
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	40	40	
	40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	TON	74	74	
	40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	74	74	

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PLOT DATE = 3/25/2024	DATE - 2/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 1 OF 11 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	4
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

	SUMMARY OF QUANTITIES				80% FED 20% STATE	
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL	RDWY 0004	BRIDGE REHAB 0013
	42000060	WELDED WIRE REINFORCEMENT	SQ YD	167	167	
	42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	167	167	
	42001300	PROTECTIVE COAT	SQ YD	283	283	
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	790	790	
	44000100	PAVEMENT REMOVAL	SQ YD	234	234	
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	153	153	
	44000600	SIDEWALK REMOVAL	SQ FT	1,707	1,707	
	44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	24	24	
	44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	37	37	
	50102400	CONCRETE REMOVAL	CU YD	15		15
	50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1		1
	50157300	PROTECTIVE SHIELD	SQ YD	884		884
	50200100	STRUCTURE EXCAVATION	CU YD	85.8		85.8

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 2 OF 11 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	5
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

REV-SEP

	SUMMARY OF QUANTITIES				80% FED 20% STATE	
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL	RDWY 0004	BRIDGE REHAB 0013
	50300225	CONCRETE STRUCTURES	CU YD	48.9		48.9
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	216.8		216.8
	50300260	BRIDGE DECK GROOVING	SQ YD	840		840
	50300300	PROTECTIVE COAT	SQ YD	1,181		1,181
	50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	143.1		143.1
	50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
	50700105	TREATED TIMBER	F.B.M.	9,922		9,922
	50700305	HARDWARE	POUND	557		557
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	126,740		126,740
	52000110	PREFORMED JOINT STRIP SEAL	FOOT	139		139
	52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	17		17
	52100520	ANCHOR BOLTS, 1"	EACH	34		34
	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	45		45

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PLOT DATE = 3/25/2024	DATE - 2/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 3 OF 11 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	6
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

REV-SEP

	SUMMARY OF QUANTITIES				80% FED 20% STATE	
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL	RDWY 0004	BRIDGE REHAB 0013
	55100500	STORM SEWER REMOVAL 12"	FOOT	7		7
	58700300	CONCRETE SEALER	SQ FT	2,998		2,998
	59000200	EPOXY CRACK INJECTION	FOOT	363		363
	60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2	2	
	60221000	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1	
	60224459	MANHOLES, TYPE A, 8'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
	60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	2	2	
	60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1	
	60266600	VALVE BOXES TO BE ADJUSTED	EACH	2	2	
	60500050	REMOVING CATCH BASINS	EACH	2	2	
	60500060	REMOVING INLETS	EACH	1	1	
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	127	127	
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	145	145	

MODEL: $MODELNAME$
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 4 OF 11 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	7
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

	SUMMARY OF QUANTITIES				80% FED 20% STATE	
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL	RDWY 0004	BRIDGE REHAB 0013
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1	
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1	
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1	
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	10	10	
	67100100	MOBILIZATION	L SUM	1	1	
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	180	180	
*	72000100	SIGN PANEL - TYPE 1	SQ FT	10	10	
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	925	925	
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	264	264	
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	22	22	
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1,013	1,013	
*	78009012	MODIFIED URETHANE PAVEMENT MARKINGS - LINE 12"	FOOT	120	120	
*	78009024	MODIFIED URETHANE PAVEMENT MARKINGS - LINE 24"	FOOT	36	36	

MODEL: $MODELNAME$
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 5 OF 11 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	8
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

	SUMMARY OF QUANTITIES				80% FED 20% STATE	
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL	RDWY 0004	BRIDGE REHAB 0013
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	24	24	
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	24	24	
*	81100320	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	325		325
*	81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	10		10
*	81300980	JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN STRUCTURE, 8" X 8" X 6"	EACH	4		4
*	81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1,007		1,007
*	82110001	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION A	EACH	8		8
*	82110021	LUMINAIRE, LED, UNDERPASS, WALLMOUNT, OUTPUT DESIGNATION D	EACH	2		2
*	82200606	WATERWAY OBSTRUCTION WARNING LUMINAIRE, LED, 180 DEGREE RED, PARAPET MOUNTED	EACH	4		4
*	82200609	WATERWAY OBSTRUCTION WARNING LUMINAIRE, LED, 360 DEGREE GREEN	EACH	4		4
*	84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	2		2
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1		1
*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	700		700

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 6 OF 11 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	9
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

	SUMMARY OF QUANTITIES				80% FED 20% STATE	
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL	RDWY 0004	BRIDGE REHAB 0013
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	500		500
*	87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2		2
*	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	1		1
*	88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2		2
*	88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	1		1
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1,200		1,200
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1
	Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	17		17
	Z0001904	STRUCTURAL STEEL REMOVAL	L SUM	1		1
	Z0001905	STRUCTURAL STEEL REPAIR	POUND	7,737		7,737
	Z0004552	APPROACH SLAB REMOVAL	SQ YD	237	237	
	Z0006900	BRIDGE FLOOR REMOVAL	SQ YD	804		804
	Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1		1

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 7 OF 11 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	10
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

	SUMMARY OF QUANTITIES				80% FED 20% STATE	
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL	RDWY 0004	BRIDGE REHAB 0013
	Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1		1
	Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	878		878
	Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	554		554
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	55	55	
*	Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	12		12
	Z0043900	PREFORMED JOINT FILLER	FOOT	123		123
	Z0050600	REMOVE AND RESET ORNAMENTAL FENCE	FOOT	90	90	
	Z0056668	STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 12"	FOOT	26	26	
	Z0073200	TEMPORARY SHORING AND CRIBBING	EACH	2		2
	Z0073500	TEMPORARY SUPPORT SYSTEM	L SUM	1		1
*	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	11	11	
	X0322005	REMOVAL OF EXISTING TIMBER MATERIAL	L SUM	1		1

	SUMMARY OF QUANTITIES				80% FED 20% STATE	
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL	RDWY 0004	BRIDGE REHAB 0013
	X5091742	REMOVE AND RE-ERECT EXISTING BRIDGE RAIL	FOOT	575		575
*	X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	400		400
	X0323802	REMOVE AND REPLACE FIBERGLASS JACKET	SQ FT	1,118		1,118
	X0323926	COUNTERWEIGHT REPAIR MATERIAL	L SUM	1		1
	X0326232	FENDER SYSTEM	L SUM	1		1
*	X0326366	ELECTRICAL EQUIPMENT REMOVAL AND SALVAGE	EACH	18		18
	X0326440	SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL)	SQ YD	843	843	
	X0326546	TRAFFIC GATES	EACH	4		4
	X0326556	MECHANICAL DEMOLITION	L SUM	1		1
	X0326557	REFURBISHING OF OPERATING MACHINERY	L SUM	1		1
	X0326558	REPLACEMENT OF CENTER LOCKS	EACH	4		4
	X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	69	69	
*	X0327739	MISCELLANEOUS ELECTRICAL WORK	L SUM	1		1

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 9 OF 11 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	12
		CONTRACT NO. 62M79		
	ILLINOIS FED. AID PROJECT			

REV-SEP

	SUMMARY OF QUANTITIES				80% FED 20% STATE	
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL	RDWY 0004	BRIDGE REHAB 0013
	X0327760	STEEL GRID DECK	SQ FT	7,233		7,233
	X0328035	BRIDGE BARRIER	FOOT	345		345
	X0900033	BRIDGE BALANCING	L SUM	1		1
*	X1200139	REMOVAL OF LIGHTING LUMINAIRE, SALVAGE	EACH	4		4
	X5051202	REMOVE AND RE-ERECT EXISTING STRUCTURAL STEEL	L SUM	1		1
	X5067500	BRIDGE CLEANING AND PAINTING WARRANTY	L SUM	1		1
	X5210006	LIVE LOAD BEARINGS	EACH	4		4
	X5509900	ABANDON AND FILL EXISTING STORM SEWER	FOOT	27	27	
	X6025604	PROPOSED MANHOLE/CATCH BASIN CONNECTION OVER EXISTING STORM SEWER	EACH	2	2	
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	3	3	
	X6700410	ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)	CAL MO	24	24	
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
*	X8250500	LIGHTING UNIT COMPLETE, SPECIAL	EACH	4		4

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 10 OF 11 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	13
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

	SUMMARY OF QUANTITIES				80% FED 20% STATE	
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL	RDWY 0004	BRIDGE REHAB 0013
*	X8420105	REM0VAL OF WATERWAY OBSTRUCTION WARNING LUMINAIRE	EACH	8		8
*	X8420111	REMOVAL OF UNDERPASS LIGHTING UNIT, NO SALVAGE	EACH	6		6
*	X8430100	REMOVE EXISTING CONDUIT ATTACHED TO STRUCTURE	FOOT	330		330
*	X8950310	RELOCATE EXISTING SIGNAL HEAD AND POST	EACH	2		2
Ø	Z0076600	TRAINEES	H0URS	1500		1500
Ø	Z0076604	TRAINEES - TRAINING PR0GRAM GRADUATE	H0URS	1500		1500

Ø 0042

MODEL: $MODELNAME$
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 11 OF 11 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	14
		CONTRACT NO. 62M79		
	ILLINOIS FED. AID PROJECT			

SCHEDULE - ROADWAY AND SIDEWALK														
	30300112	31101180	31200500	40600290	40600400	40602985	40604062	42000060	42000080	42001300	42400200	44201721	44201723	60603800
LOCATION	AGGREGATE SUBGRADE IMPROVEMENT 12"	SUBBASE GRANULAR MATERIAL, TYPE B 2"	STABLIZED SUBBASE - HOT-MIX ASPHALT, 4"	BITUMINOUS MATERIALS (TACK COAT)	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	WELDED WIRE REINFORCE	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	PROTECTIVE COAT	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	CLASS D PATCHES, TYPE III, 6 INCH	CLASS D PATCHES, TYPE IV, 6 INCH	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
STA. 6+65 - 8+11.4				528.9	7.0	65.8	65.8					23.3	36.3	
STA. 8+11.4 - 8+26.4	70.0		70.0					70.0	70.0	70.0				
STA. 11+74.4 - 11+96.2	96.8		96.8					96.8	96.8	96.8				
STA. 11+96.2 - 12+17				64.1	0.9	8.0	8.0							
STA. 6+65 - 7+00, RT	20.6									28.2				35.8
STA. 7+04.5 - 7+30, LT														
STA. 7+25 - 7+53.8, RT														
STA. 7+80 - 8+44.4, LT	8.6	23.2								23.2	208.8			14.9
STA. 7+94.8 - 8+42.6, RT	18.7	37.2								37.2	334.6			32.6
STA. 11+63.7 - 11+96.2, RT	16.6	4.0								4.0	35.8			29.0
STA. 11+64.4 - 11+82.2, LT		21.5								21.5	193.1			
STA. 11+82.2 - 11+96.2, LT	8.4	1.9								1.9	17.5			14.7
TOTAL	240.0	88.0	167.0	593.0	8.0	74.0	74.0	167.0	167.0	283.0	790.0	24.0	37.0	127.0

SCHEDULE - ROADWAY AND SIDEWALK REMOVALS								
	40600982	4400100	44000500	44000600	X0326440	X0327611	Z0004552	Z0050600
LOCATION	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	PAVEMENT REMOVAL	COMBINATION CURB AND GUTTER REMOVAL	SIDEWALK REMOVAL	SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL)	REMOVE AND REINSTALL BRICK PAVER	APPROACH SLAB REMOVAL	REMOVE AND RESET ORNAMENTAL FENCE
STA. 6+65 - 6+69.5	19.0							
STA. 6+69.5 - 8+11.4					767.3			
STA. 8+11.4 - 8+36.5		122.7						
STA. 8+36.5 - 8+58.5							102.2	
STA. 11+35 - 11+72							133.9	
STA. 11+72 - 11+96.2		111.1						
STA. 11+96.2 - 12+12.5					75.3			
STA. 12+12.5 - 12+17	20.5							
ISLAND - STA. 7+50, LT								
STA. 6+65 - 7+00, RT			36.6			69.0		
STA. 7+04.5 - 7+30, LT								20.0
STA. 7+25 - 7+53.8, RT								
STA. 7+80 - 8+58.5, LT			24.1	349.5				70.0
STA. 8+11.4 - 8+56.2, RT			42.6	463.5				
STA. 11+30.8 - 11+96.2, RT			24.2	534.2				
STA. 11+51.5 - 11+96.2, LT			24.7	358.9				
TOTAL	40.0	234.0	153.0	1,707.0	843.0	69.0	237.0	90.0

EARTHWORK SCHEDULE						
STATION	LENGTH	EARTH EXCAVATION	NON-SPECIAL WASTE	EXCAVATION FOR EMBANKMENT ADJUSTED FOR SHRINKAGE (15%) [1]	EMBANKMENT	EARTHWORK BALANCE WASTE () OR SHORTAGE (-) [1]
		A	B	C=(A-B)*(1-%)	D	E=C-D
	(FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
BROADWAY AVE						
6+65.0						
7+00.0	35.0	1.7	1.7	0.0	0.0	0.0
7+50.0	50.0	0.0	0.0	0.0	0.0	0.0
8+00.0	50.0	2.4	2.4	0.0	0.0	0.0
8+11.4	11.4	15.9	15.9	0.0	0.0	0.0
8+26.4	15.0	39.3	39.3	0.0	0.0	0.0
BRIDGE OMISSION						
11+74.4						
11+96.2	21.8	57.9	57.9	0.0	0.0	0.0
12+17.0	20.8	27.3	27.3	0.0	0.0	0.0
STRUCTURAL EXC.						
STORM SEWER TRENCH EXC.						
SIGNAL EXCAVATION						
SUB-TOTAL		144.6	144.6	0.0	0.0	0.0
PROJECT TOTAL		145.0	145.0	0.0	0.0	0.0

[1] COLUMN FOR INFORMATION ONLY.

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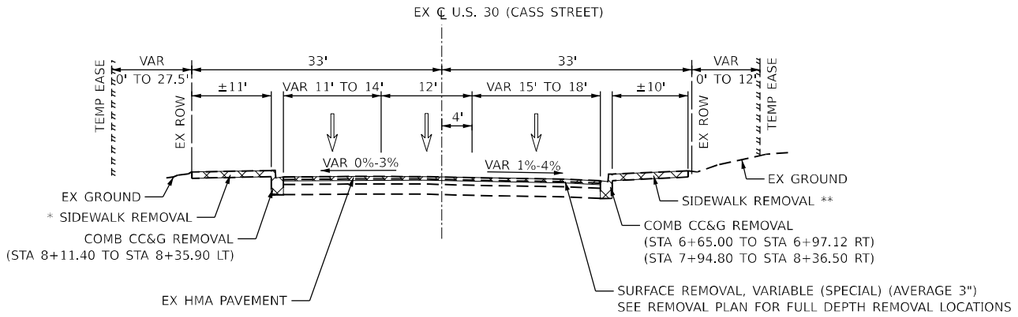
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	15
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

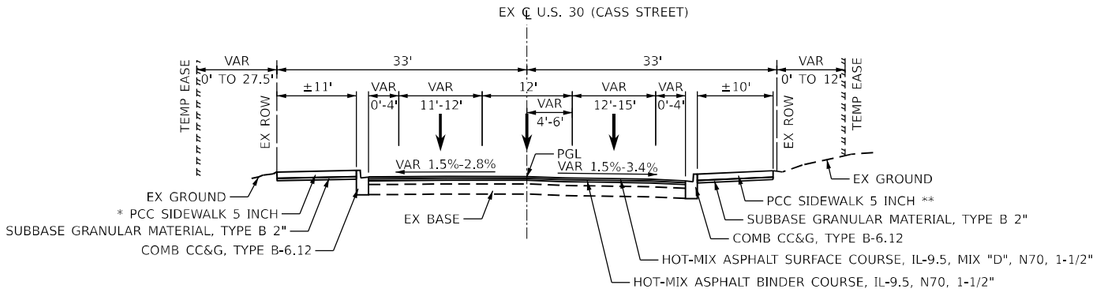


EXISTING U.S. 30 (CASS STREET)

STA 6+65.00 TO STA 8+36.46
(BRIDGE OMISSION: STA 8+36.46 TO STA 11+72.00)
LOOKING EAST

* STA 8+11.40 TO STA 8+58.50 LT

** STA 6+65.00 TO STA 6+97.12 RT
STA 7+94.80 TO STA 8+56.20 RT

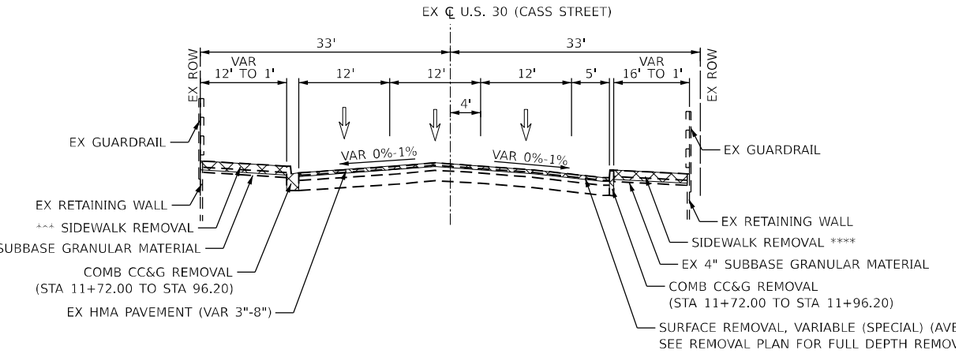


PROPOSED U.S. 30 (CASS STREET)

STA 6+65.00 TO STA 8+26.40
(BRIDGE OMISSION: STA 8+26.40 TO STA 11+74.40)
LOOKING EAST

* STA 8+11.40 TO STA 8+44.40 LT

** STA 6+65.00 TO STA 6+97.12 RT
STA 7+94.80 TO STA 8+42.60 RT

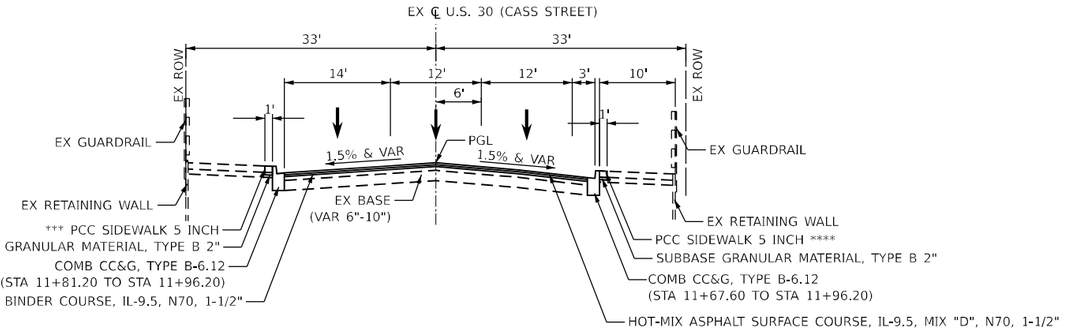


EXISTING U.S. 30 (CASS STREET)

STA 11+72.00 TO STA 12+17.00
LOOKING EAST

*** STA 11+51.50 TO STA 11+96.20 LT

**** STA 11+30.80 TO STA 11+96.20 RT



PROPOSED U.S. 30 (CASS STREET)

STA 11+74.40 TO STA 12+17.00
LOOKING EAST

*** STA 11+81.20 TO STA 11+96.20 LT

**** STA 11+67.60 TO STA 11+96.20 RT

LEGEND

REMOVAL

MIXTURE TYPE	PERCENT AIR VOIDS @ NDES	QMP
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70; 1.5"	4% @ 70 GYR.	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70; 1.5"	4% @ 70 GYR.	QC/QA
PATCHING		
CLASS D PATCH (HMA BINDER COURSE, IL-19.0); 6"	4% @ 70 GYR.	QC/QA
STABILIZED SUBBASE		
STABILIZED SUBBASE - HOT-MIX ASPHALT, 4" (HMA BINDER COURSE, IL-19.0)	3% @ 50 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.
3. CONTRACTOR SHALL MILL BEFORE PATCHING.

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P 773.775.4009 | www.ciorba.com

USER NAME = ahacker	DESIGNED - TBH	REVISED -
	DRAWN - VZ	REVISED -
PLOT SCALE = 20.000 ' / in.	CHECKED - EPS	REVISED -
PLOT DATE = 2/23/2024	DATE - 2/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	16
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

MODEL: sMODELNAMES
FILE NAME: N:\PRO\00021239.01\CADD\Sht\TypicalSections\62M79-sht-typ01.dgn

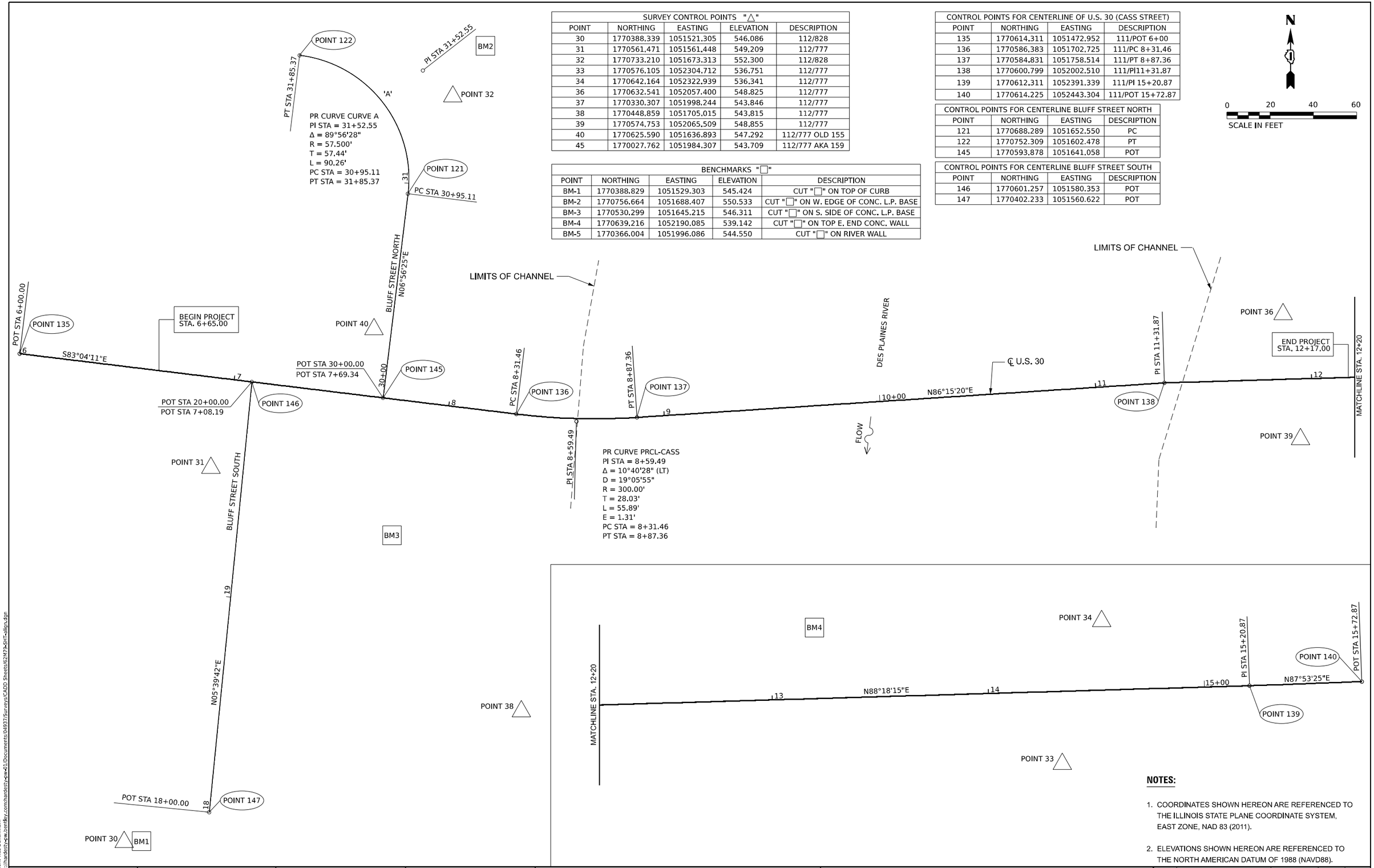
SURVEY CONTROL POINTS "△"				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
30	1770388.339	1051521.305	546.086	112/828
31	1770561.471	1051561.448	549.209	112/777
32	1770733.210	1051673.313	552.300	112/828
33	1770576.105	1052304.712	536.751	112/777
34	1770642.164	1052322.939	536.341	112/777
36	1770632.541	1052057.400	548.825	112/777
37	1770330.307	1051998.244	543.846	112/777
38	1770448.859	1051705.015	543.815	112/777
39	1770574.753	1052065.509	548.855	112/777
40	1770625.590	1051636.893	547.292	112/777 OLD 155
45	1770027.762	1051984.307	543.709	112/777 AKA 159

BENCHMARKS "□"				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
BM-1	1770388.829	1051529.303	545.424	CUT "□" ON TOP OF CURB
BM-2	1770756.664	1051688.407	550.533	CUT "□" ON W. EDGE OF CONC. L.P. BASE
BM-3	1770530.299	1051645.215	546.311	CUT "□" ON S. SIDE OF CONC. L.P. BASE
BM-4	1770639.216	1052190.085	539.142	CUT "□" ON TOP E. END CONC. WALL
BM-5	1770366.004	1051996.086	544.550	CUT "□" ON RIVER WALL

CONTROL POINTS FOR CENTERLINE OF U.S. 30 (CASS STREET)			
POINT	NORTHING	EASTING	DESCRIPTION
135	1770614.311	1051472.952	111/POT 6+00
136	1770586.383	1051702.725	111/PC 8+31.46
137	1770584.831	1051758.514	111/PT 8+87.36
138	1770600.799	1052002.510	111/PI11+31.87
139	1770612.311	1052391.339	111/PI 15+20.87
140	1770614.225	1052443.304	111/POT 15+72.87

CONTROL POINTS FOR CENTERLINE BLUFF STREET NORTH			
POINT	NORTHING	EASTING	DESCRIPTION
121	1770688.289	1051652.550	PC
122	1770752.309	1051602.478	PT
145	1770593.878	1051641.058	POT

CONTROL POINTS FOR CENTERLINE BLUFF STREET SOUTH			
POINT	NORTHING	EASTING	DESCRIPTION
146	1770601.257	1051580.353	POT
147	1770402.233	1051560.622	POT



NOTES:

1. COORDINATES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD 83 (2011).
2. ELEVATIONS SHOWN HEREON ARE REFERENCED TO THE NORTH AMERICAN DATUM OF 1988 (NAVD88).

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H&H

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	DRAWN - HMG	REVISED -	
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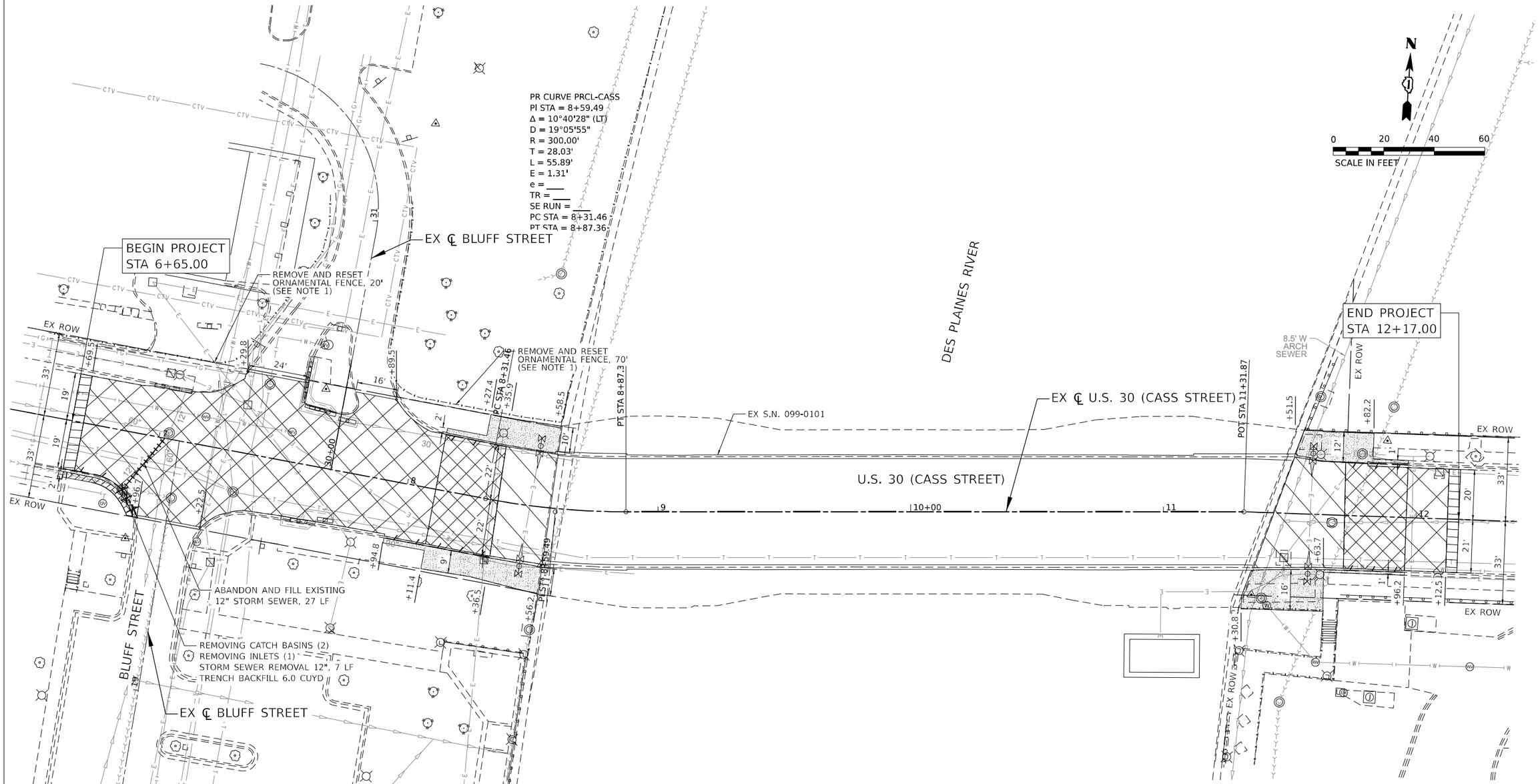
PLOT DATE = 3/19/2024	DATE - 04/05/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: N.T.S. | SHEET OF SHEETS | STA. 6+65.00 | TO STA. 12+17.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	17
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



REMOVAL LEGEND

- SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL) (3.5" AVERAGE)
- SIDEWALK REMOVAL
- BRICK SIDEWALK REMOVAL
- REMOVE AND REINSTALL BRICK PAVER
- CURB AND GUTTER REMOVAL
- PAVEMENT REMOVAL
- HMA SURFACE REMOVAL - BUTT JOINT
- APPROACH SLAB REMOVAL
- ISLAND REMOVAL
- ABANDON AND FILL UTILITY

NOTES:

1. REINSTALL FENCE IN SAME STATE OF DISREPAIR FOUND PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPLACE IN-KIND ANY FENCE DAMAGED AS A RESULT OF REMOVAL, STORAGE OR REINSTALLATION.

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USER NAME = theuer	DESIGNED - TBH	REVISED -	
	DRAWN - VZ	REVISED -	
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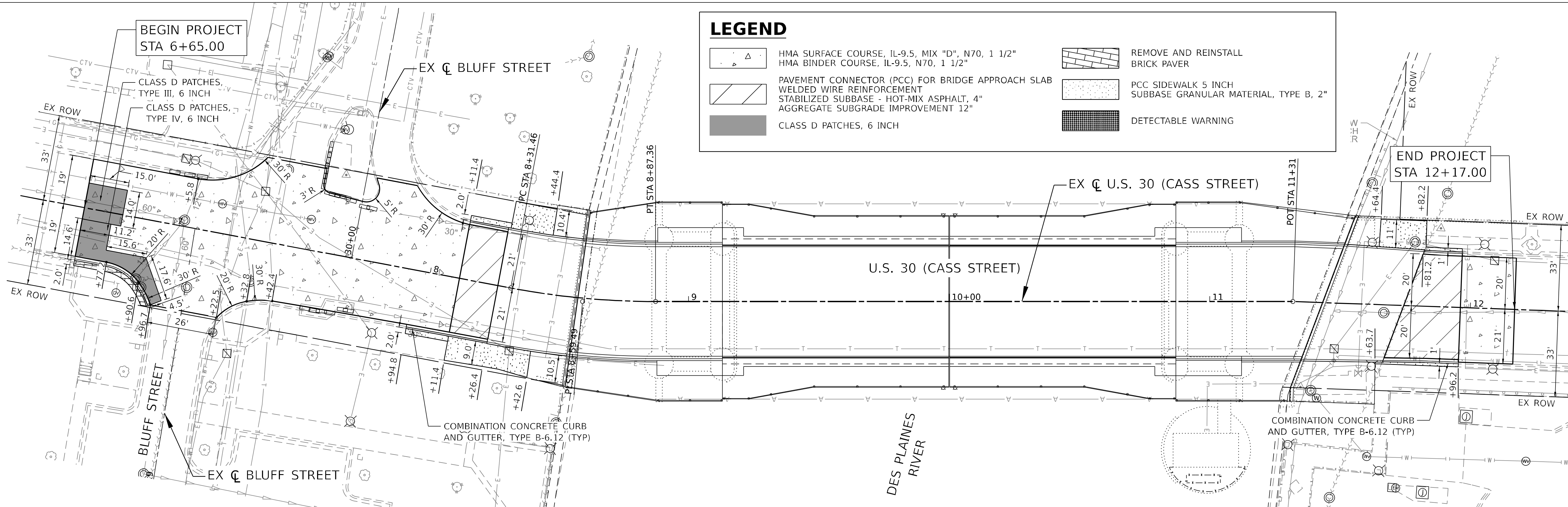
PLOT DATE = 3/21/2024	DATE - 2/16/2024	REVISED -	

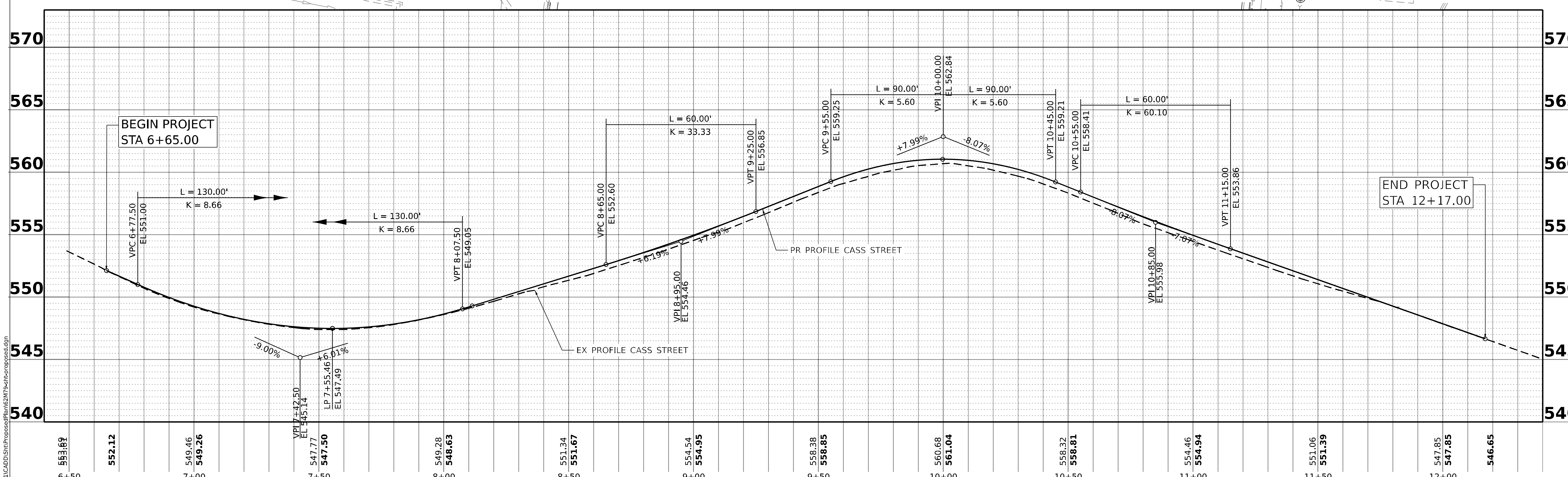
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
EXISTING CONDITIONS AND REMOVAL PLANS

SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. 6+65.00 TO STA. 12+17.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	18
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		


LEGEND
HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 1 1/2"
HMA BINDER COURSE, IL-9.5, N70, 1 1/2"
PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
WELDED WIRE REINFORCEMENT
STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
AGGREGATE SUBGRADE IMPROVEMENT 12"
CLASS D PATCHES, 6 INCH
REMOVE AND REINSTALL
BRICK PAVER
PCC SIDEWALK 5 INCH
SUBBASE GRANULAR MATERIAL, TYPE B, 2"
DETECTABLE WARNING
BEGIN PROJECT
STA 6+65.00
EX ℄ BLUFF STREET
CLASS D PATCHES,
TYPE III, 6 INCH
CLASS D PATCHES,
TYPE IV, 6 INCH
EX ROW
BLUFF STREET
EX ℄ BLUFF STREET
PC STA 8+31.46
PT STA 8+87.36
PT STA 8+59.49
POT STA 11+31
EX ℄ U.S. 30 (CASS STREET)
U.S. 30 (CASS STREET)
10+00
COMBINATION CONCRETE CURB
AND GUTTER, TYPE B-6.12 (TYP)
DES PLAINES
RIVER
END PROJECT
STA 12+17.00
COMBINATION CONCRETE CURB
AND GUTTER, TYPE B-6.12 (TYP)
EX ROW


570
565
560
555
550
545
540
BEGIN PROJECT
STA 6+65.00
VPC 6+77.50
EL 551.00
L = 130.00'
K = 8.66
L = 130.00'
K = 8.66
-9.00%
+6.01%
VPI 7+42.50
EL 545.14
LP 7+55.46
EL 547.49
VPT 8+07.50
EL 549.05
EX PROFILE CASS STREET
VPC 8+65.00
EL 552.60
L = 60.00'
K = 33.33
+6.19%
+7.99%
VPI 8+95.00
EL 554.46
VPT 9+25.00
EL 556.85
PR PROFILE CASS STREET
VPC 9+55.00
EL 559.25
L = 90.00'
K = 5.60
VPI 10+00.00
EL 562.84
L = 90.00'
K = 5.60
+7.99%
-8.07%
VPT 10+45.00
EL 559.21
VPC 10+55.00
EL 558.41
L = 60.00'
K = 60.10
-8.07%
-7.07%
VPI 10+85.00
EL 555.98
VPT 11+15.00
EL 553.86
END PROJECT
STA 12+17.00
553.69
553.87
552.12
549.46
549.26
547.77
547.50
549.28
548.63
551.34
551.67
554.54
554.95
558.38
558.85
560.68
561.04
558.32
558.81
554.46
554.94
551.06
551.39
547.85
547.85
546.65
6+50
7+00
7+50
8+00
8+50
9+00
9+50
10+00
10+50
11+00
11+50
12+00

USER NAME = theuer	DESIGNED - TBH
	DRAWN - VZ
PLOT SCALE = 0.16666633 ' / in.	CHECKED - EPS
PLOT DATE = 3/21/2024	DATE - 2/16/2024

REVISED -
REVISED -
REVISED -
REVISED -

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
PROPOSED PLAN AND PROFILE

SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. 6+65.00 TO STA. 12+17.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	19

CONTRACT NO. 62M79
ILLINOIS FED. AID PROJECT

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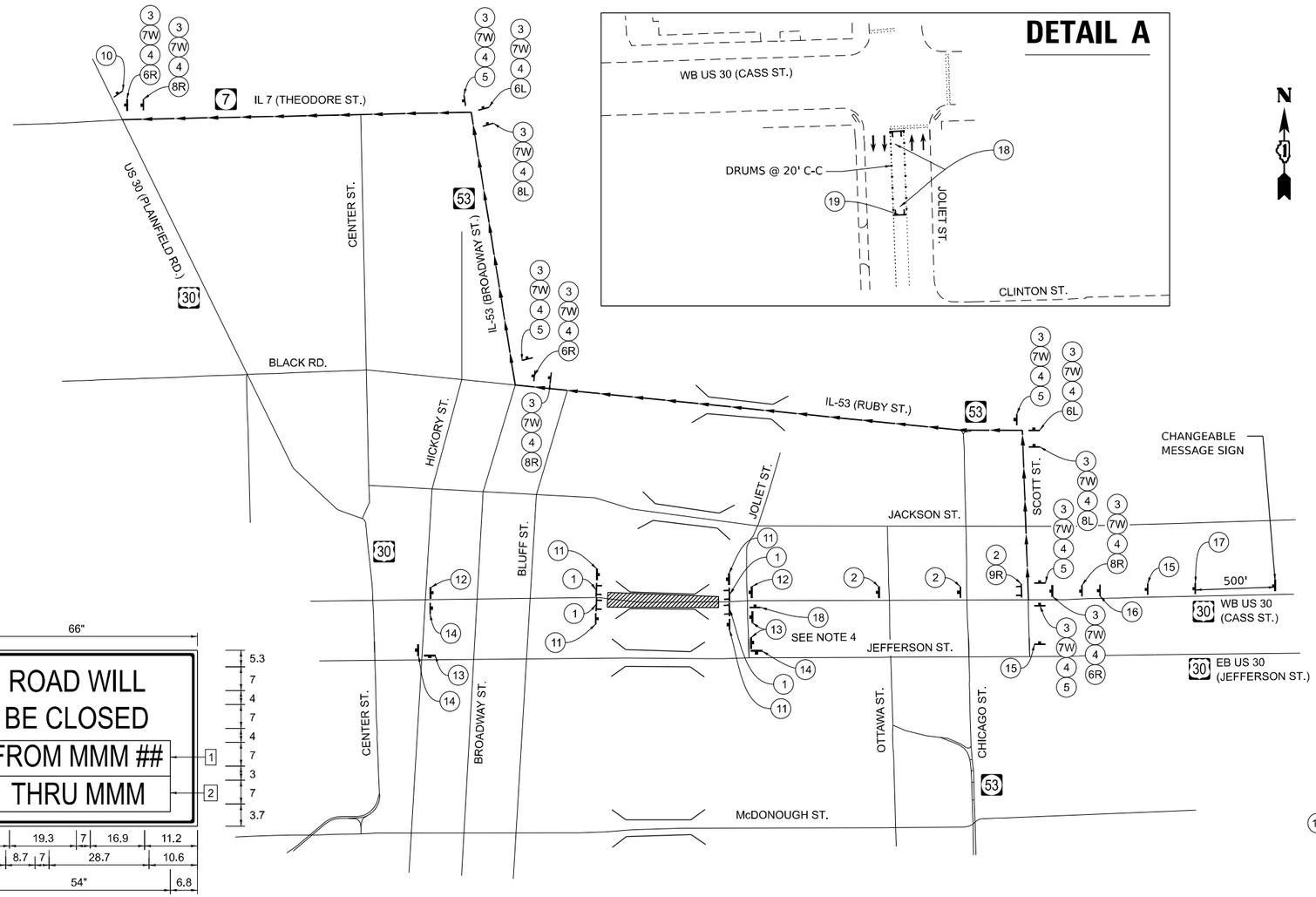
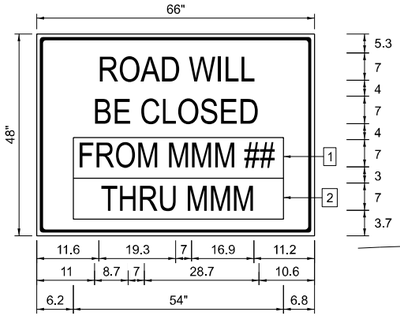




ARTERIAL ROAD INFORMATION SIGN
FOR ROADS TO BE FULLY CLOSED AND DETOURED

6'R, 1.3" BORDER, BLACK ON ORANGE

ARTERIAL ROAD INFORMATION SIGN NOTES:

1. SIGN SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING. ONE SIGN ASSEMBLY EQUALS 27.3 SQ FT.
2. OVERLAY PANELS SHALL BE "HIGHWAY C" FONT
3. OVERLAY PANEL 1 TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION
4. OVERLAY PANEL 2 TO CONTAIN ENDING MONTH OF FULL CLOSURE AND DETOUR. OMIT THE DATE ON PANEL; MONTH ONLY.
5. ERECT SIGN ASSEMBLY (POST-MOUNTED) WITH PANELS 1 AND 2 IN PLACE ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED TWO (2) WEEKS PRIOR TO START DATE OF FULL CLOSURE. REMOVE ASSEMBLY AFTER CLOSURE.

DETOUR NOTES:

1. PLACEMENT AND SPACING OF SIGNS AND BARRICADES SHALL BE IN ACCORDANCE WITH TC-21 (DETOUR SIGNING FOR CLOSING STATE HIGHWAYS.
2. THE COST OF SUPPLYING, ERECTING AND MAINTAINING BARRICADES, WARNING LIGHTS AND SIGNS SHALL BE INCLUDED IN THE CONTRACT COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
3. THE CONTRACTOR SHALL DEVELOP AND MAINTAIN APPROPRIATE SIGNAL TIMINGS FOR THE FOLLOWING INTERSECTIONS: IL ROUTE 7 / PLAINFIELD RD, IL ROUTE 7 / BROADWAY ST., AND IL 53 (RUBY ST.) / IL 53 (BROADWAY ST.), OR AS DIRECTED BY THE ENGINEER.
4. CLOSE OFF LEFT TURN LANE FROM JOLIET ST. TO WESTBOUND U.S. 30 UTILIZING IDOT STANDARD 701701. PLACE "NO LEFT TURN" SIGN IN LEFT TURN LANE. SEE DETAIL A FOR MORE INFORMATION.
5. RESIDENTIAL ACCESS FOR TRAFFIC EASTBOUND U.S. 30 BETWEEN HICKORY ST. AND BLUFF ST. WILL BE MAINTAINED UTILIZING IDOT STANDARD 701427.
6. A MINIMUM OF 14 DAYS IN ADVANCE OF THE BRIDGE CLOSURE ON WB US 30, THE CONTRACTOR SHALL PLACE ONE PORTABLE CHANGEABLE MESSAGE SIGN AT THE BEGINNING OF THE PROJECT ALONG US 30 AS DIRECTED AND AT A LOCATION DESIGNATED BY THE ENGINEER TO INFORM MOTORISTS OF THE UPCOMING CLOSURE. THE MESSAGE SHALL BE APPROVED BY THE ENGINEER. THIS WORK IS TO BE PAID FOR PER CONTRACT UNIT PRICE FOR CHANGEABLE MESSAGE SIGN.
7. LOCAL ACCESS SHALL BE PROVIDED AT ALL TIMES TO RESIDENTS AND BUSINESSES.
8. THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGN WITH THE PLACEMENT OF DETOUR SIGNAGE.

1 R11-2 (48" x 30")

2 R11-3a (60" x 30")

3 M4-8-2412

4 M1-40-2424


5 M6-3-2115


6L M6-1L-2115


6R M6-1R-2115

7E M3-2-2412

7W M3-4-2412


8R M5-1R-2115


8L M5-1L-2115

9R M4-10R (48" x 18")

9L M4-10L (48" x 18")

10 M4-8a (24" x 18")

11 R9-9 (24" x 12")

12 R9-11 (48" x 36")

13 M4-9bL (24" x 18")

14 M4-9bR (24" x 18")

15 W20-2 (48" x 48")

16 W20-3 (48" x 48")

17 W20-3 (48" x 48")


18 R3-2 (24" x 24")

19 W20-5L (48" x 48")

LEGEND

- DETOUR ROUTE
- WORK ZONE
- TYPE III BARRICADE
- AMBER FLASHING LIGHT

MODEL: Default
FILE NAME: pw:/hardestcy-pw.bentley.com:hardestcy-pw-01/Documents/04937/Traffic/CADD Sheets/62M79-SHT-DETOUR.dgn

OSEH inc. 401 S CARLTON AVE SUITE 201 WHEATON, IL 60187 WWW.OSEHINC.COM

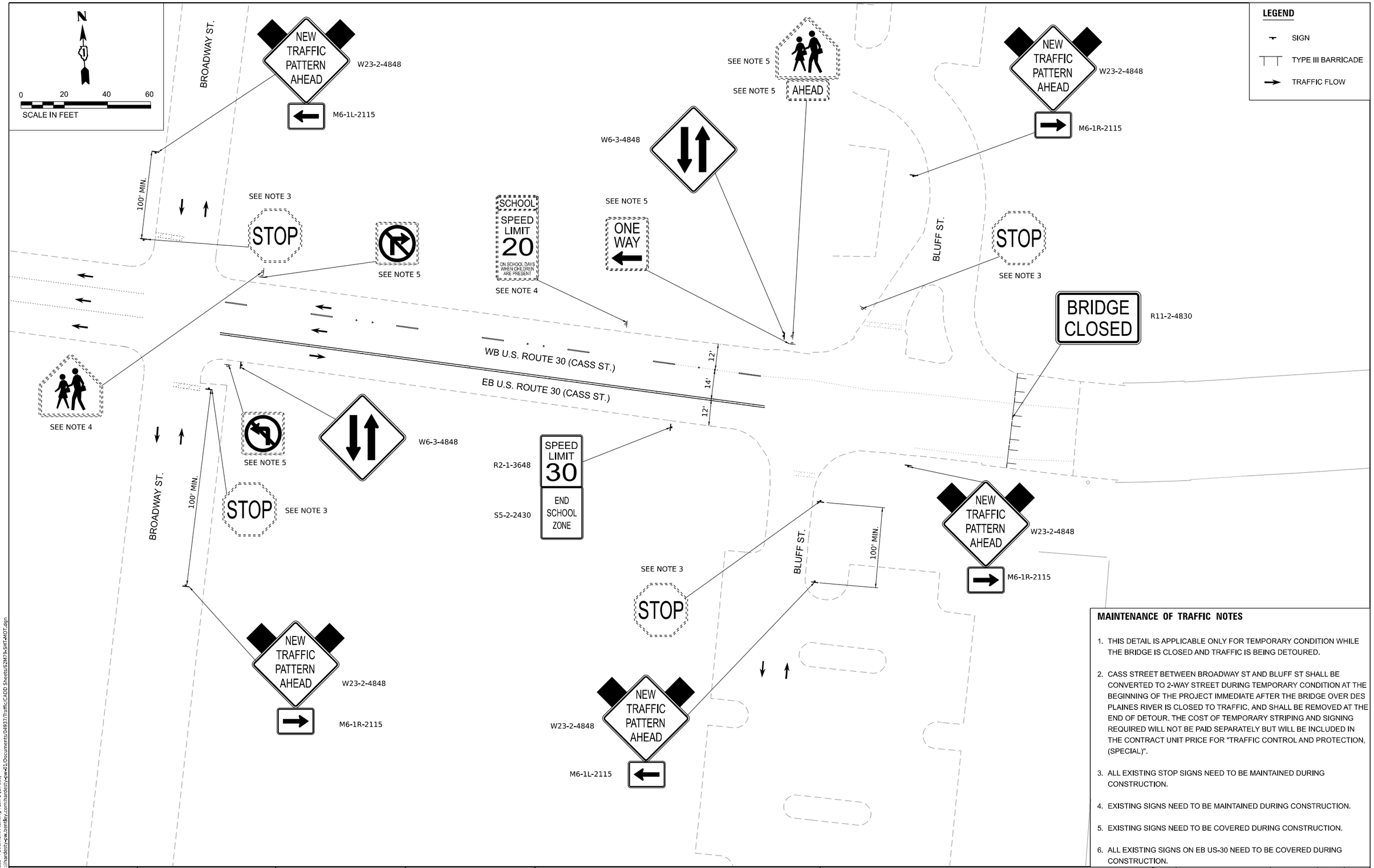
USER NAME = CCheong	DESIGNED - SSM	REVISED -			
	DRAWN - SSM	REVISED -			
PLOT SCALE = 2400.000 ' / in.	CHECKED - MM	REVISED -			
PLOT DATE = 2/13/2024	DATE - 2/13/2024	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
DETOUR ROUTE

SCALE: N.T.S | SHEET __ OF __ SHEETS | STA. _____ | TO STA. _____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	20
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



MAINTENANCE OF TRAFFIC NOTES

1. THIS DETAIL IS APPLICABLE ONLY FOR TEMPORARY CONDITION WHILE THE BRIDGE IS CLOSED AND TRAFFIC IS BEING DETOURED.
2. CASS STREET BETWEEN BROADWAY ST AND BLUFF ST SHALL BE CONVERTED TO 2-WAY STREET DURING TEMPORARY CONDITION AT THE BEGINNING OF THE PROJECT IMMEDIATE AFTER THE BRIDGE OVER DES PLAINES RIVER IS CLOSED TO TRAFFIC, AND SHALL BE REMOVED AT THE END OF DETOUR. THE COST OF TEMPORARY STRIPING AND SIGNING REQUIRED WILL NOT BE PAID SEPARATELY BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
3. ALL EXISTING STOP SIGNS NEED TO BE MAINTAINED DURING CONSTRUCTION.
4. EXISTING SIGNS NEED TO BE MAINTAINED DURING CONSTRUCTION.
5. EXISTING SIGNS NEED TO BE COVERED DURING CONSTRUCTION.
6. ALL EXISTING SIGNS ON EB US-30 NEED TO BE COVERED DURING CONSTRUCTION.

OSEH inc.
401 S CARLTON AVE
SUITE 201
WHEATON, IL 60187
WWW.OSEHINC.COM

USER NAME = CCheong	DESIGNED - SSM	REVISED -		
	DRAWN - SSM	REVISED -		
PLOT SCALE = 0.16666633 ' / in.	CHECKED - MM	REVISED -		
PLOT DATE = 2/13/2024	DATE - 2/13/2024	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
MAINTENANCE OF TRAFFIC

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	21
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

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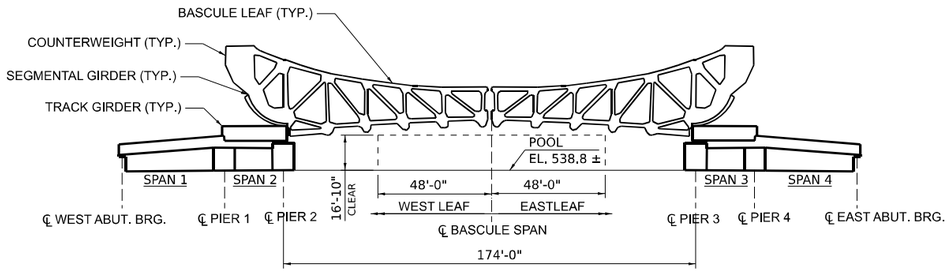
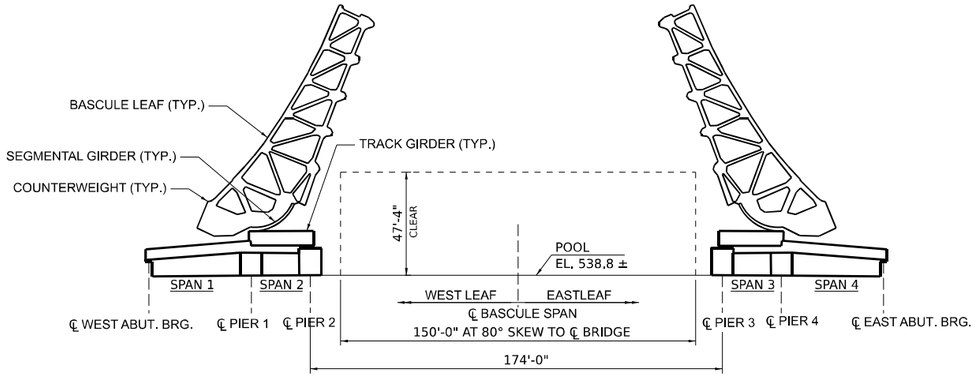


POSITION 1
(FULL CLOSED)



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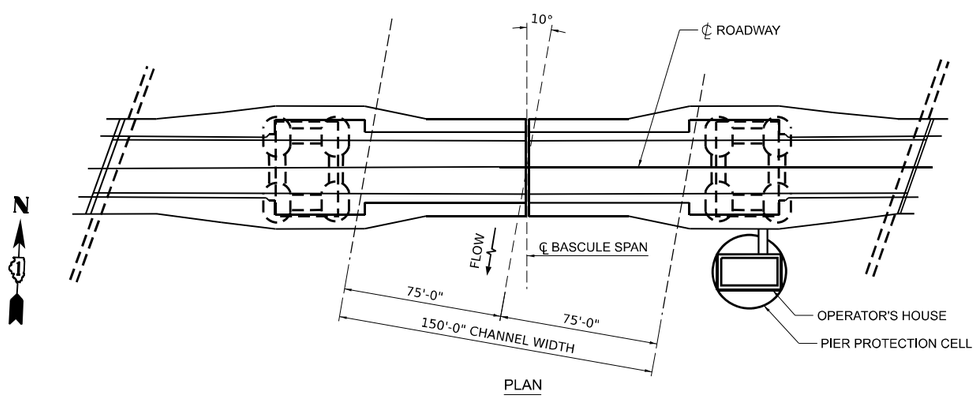
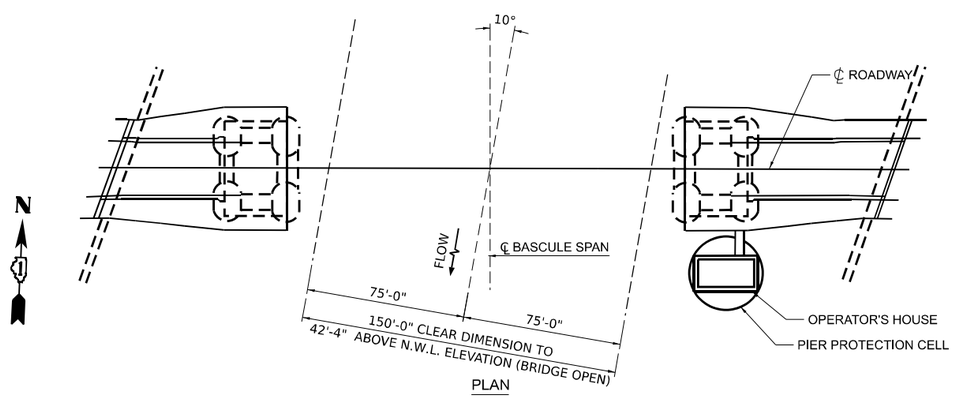


PLAN



PLAN

OSEH inc.
401 S CARLTON AVE
SUITE 201
WHEATON, IL 60187
WWW.OSEHINC.COM

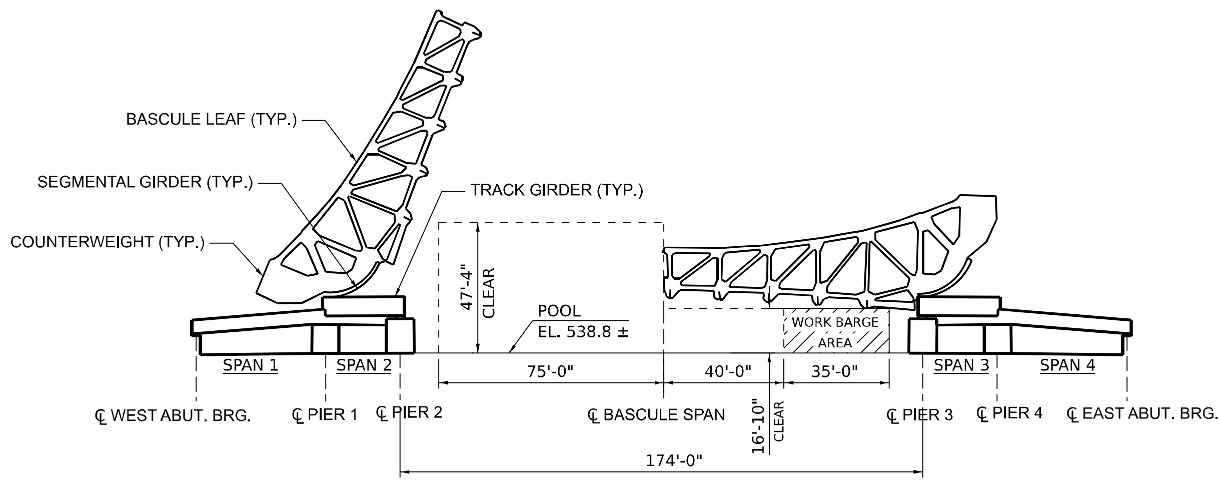
USER NAME = CCheong		DESIGNED - SSM		REVISED - ____	
		DRAWN - SSM		REVISED - ____	
PLOT SCALE = 2.000 ' / In.		CHECKED - MM		REVISED - ____	
PLOT DATE = 2/13/2024		DATE - 2/13/2024		REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
WATER NAVIGATION PLAN – CONSTRUCTION STAGING I

SCALE: N.T.S | SHEET 1 OF 2 SHEETS | STA. ____ | TO STA. ____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	22
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



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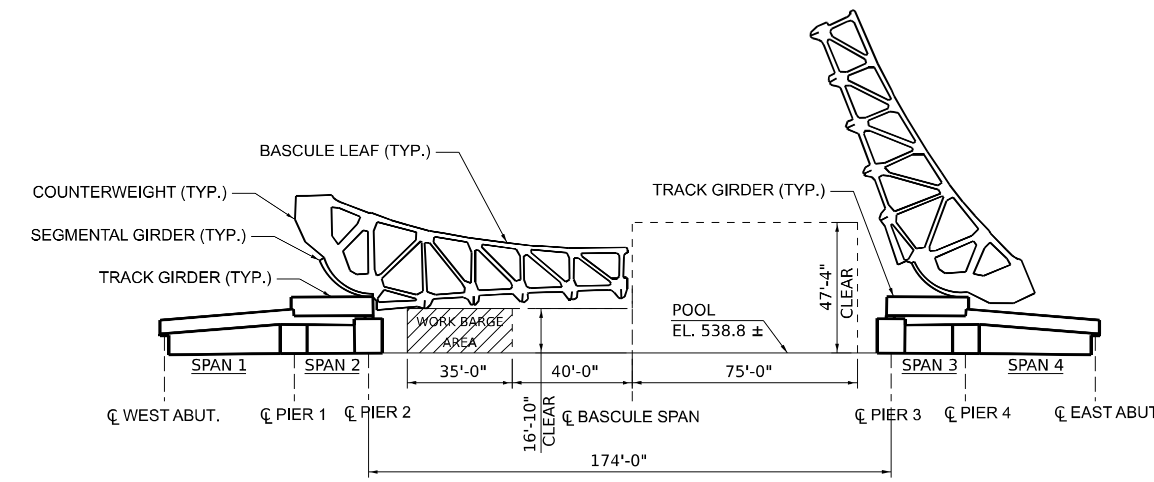

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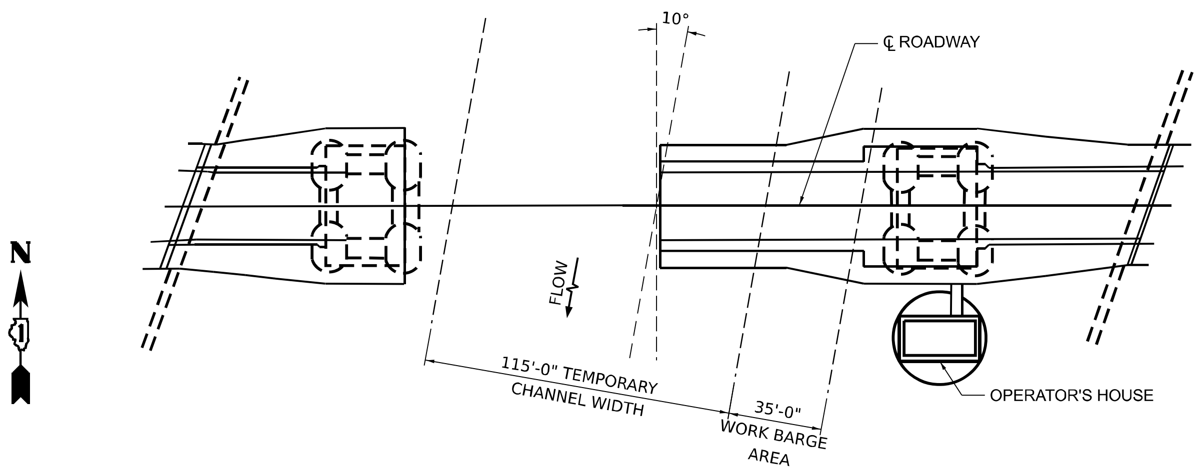
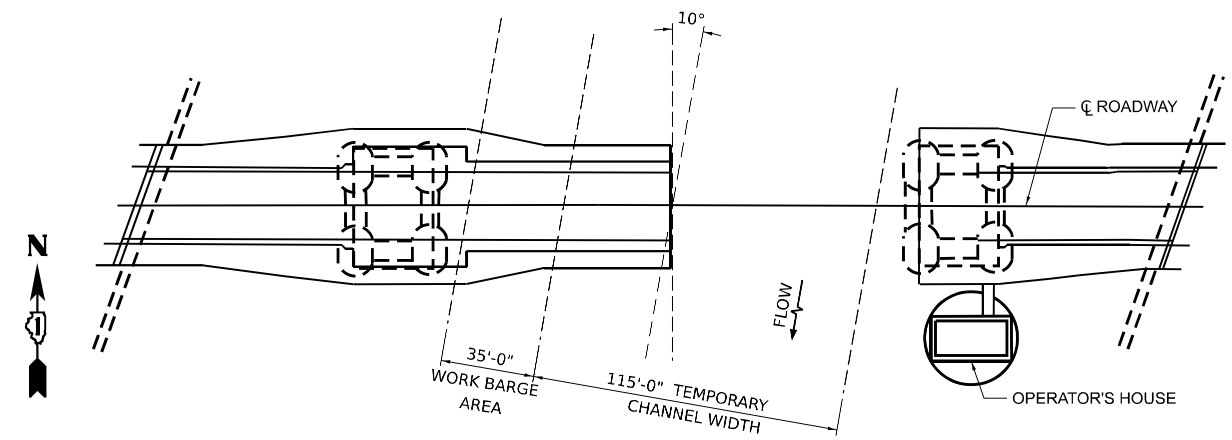


PLAN



PLAN

NOTES:

1. WHEN THE LEAVES OF THE BASCULE SPAN ARE INOPERABLE IN THE FULL OPEN POSITION, THE LEAVES MUST BE SECURED. THE CONTRACTOR SHALL SUBMIT THE METHOD AND DETAILS FOR SECURING THE LEAVES IN FULL OPEN POSITION TO THE ENGINEER FOR REVIEW.

2. THE LEAVES SHALL BE SECURED IN THE FULL OPEN POSITION DURING REHABILITATION OF THE STRUCTURAL, MECHANICAL AND ELECTRICAL SYSTEMS AND WHEN LEAF IS IN AN IMBALANCED CONDITION.

3. THE NEW UNTESTED MACHINERY AND ELECTRICAL COMPONENTS OF THE DRIVE SYSTEM SHALL NOT BE USED TO LOWER THE LEAVES WITHOUT AN INDEPENDENT SUPPORT/LOWERING SYSTEM. THE CONTRACTOR SHALL SUBMIT THE METHOD OF INDEPENDENT SUPPORT/LOWERING SYSTEM TO THE ENGINEER FOR REVIEW. CONTRACTOR SHALL PROVIDE ALL NECESSARY BLOCKING TO FULLY OPEN BRIDGE.

4. WHEN NOT SECURED IN THE OPEN POSITION THE CONTRACTOR SHALL MAINTAIN BALANCE OF THE BASCULE LEAVES DURING CONSTRUCTION BY SECURING TEMPORARY BALLAST IN APPROPRIATE LOCATIONS SUCH THAT THE IMBALANCE IS NOT MORE THAN DESCRIBED IN THE SPECIAL PROVISION AND THE DRIVE SYSTEM IS NOT OVERSTRESSED.

5. SEE MECHANICAL DRAWINGS FOR MACHINERY WORK. SEE ELECTRICAL DRAWINGS FOR ELECTRICAL WORK. SEE STRUCTURAL DRAWINGS FOR REPAIR AND REPLACEMENT WORK WHICH INCLUDES STEEL DECK GRATING REPLACEMENT, SIDEWALK REPLACEMENT, STEEL REPAIRS/REPLACEMENT AND COUNTERWEIGHT REPAIRS.

6. THE CONTRACTOR MAY MAINTAIN THE BRIDGE IN POSITION 3 OR POSITION 4 FOR A FEW HOURS DURING DAYLIGHT CONSTRUCTION SHIFT UPON APPROVAL BY THE U.S. COAST GUARD. MAXIMUM ENCROACHMENT INTO THE CHANNEL BY WORK BARGE IS 35 FEET.

7. DURING EVENING AND NIGHT AND ANYTIME CONSTRUCTION HAS CEASED, BOTH LEAVES MUST BE LEFT IN POSITION 2 (FULL OPEN) WITH WORK BARGE REMOVED FROM THE CHANNEL.

8. THE ROADWAY WILL BE CLOSED TO TRAFFIC DURING REHABILITATION.

9. FOR CLARITY, OPERATOR'S HOUSE IS NOT SHOWN IN ELEVATIONS.

10. WORK REQUIRED TO COMPLY WITH ALL COAST GUARD CLOSURE AND NAVIGATION REQUIREMENTS SHALL BE INCLUDED IN TOTAL CONTRACT.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
WATER NAVIGATION PLAN – CONSTRUCTION STAGING II

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	23
		CONTRACT NO. 62M79		
		ILLINOIS FED. AID PROJECT		

MODEL: Default

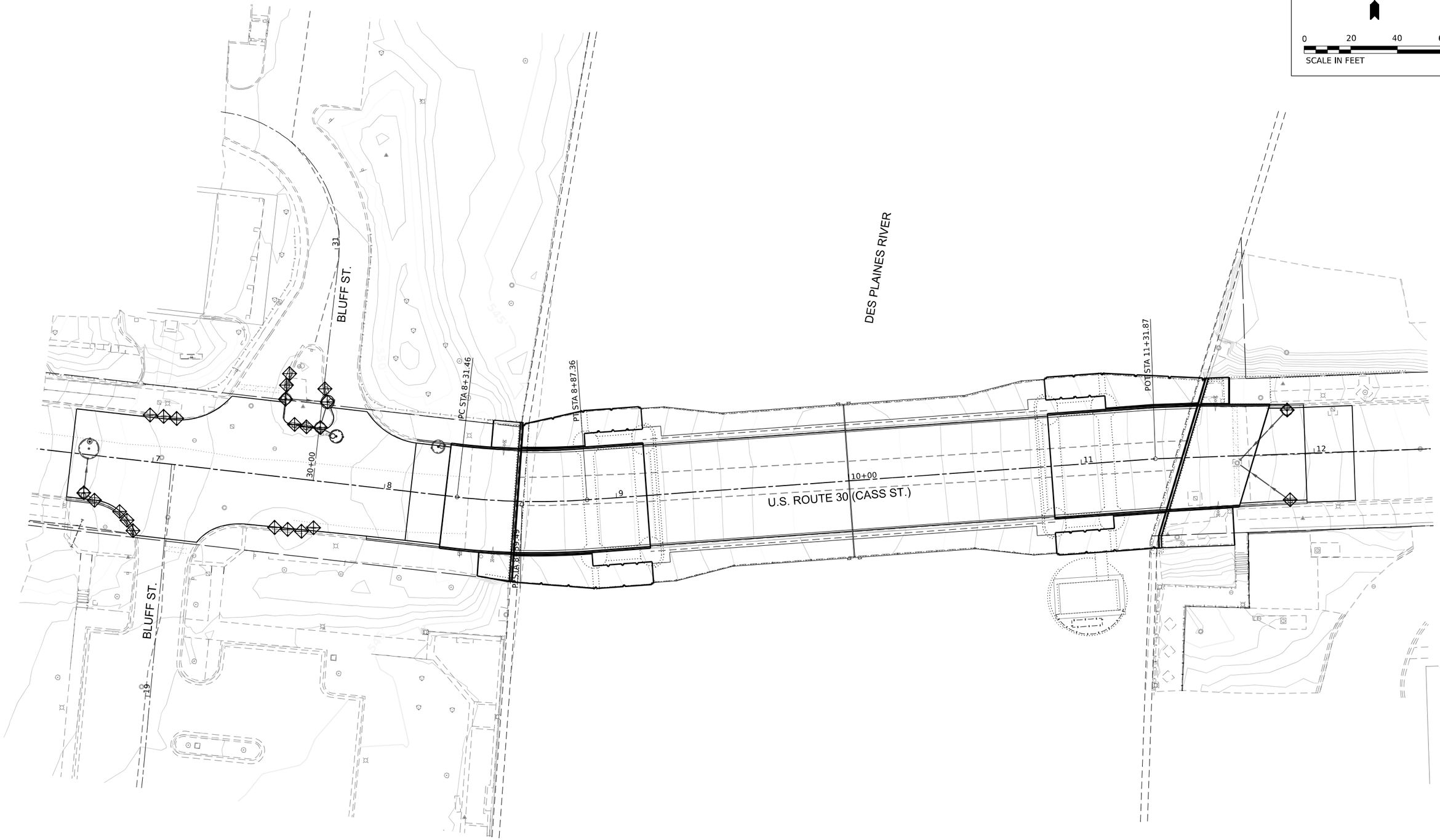
EROSION AND SEDIMENT CONTROL LEGEND

INLET FILTER

N

0 20 40 60

SCALE IN FEET



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USER NAME = CCheong	DESIGNED - SSM	REVISED -	
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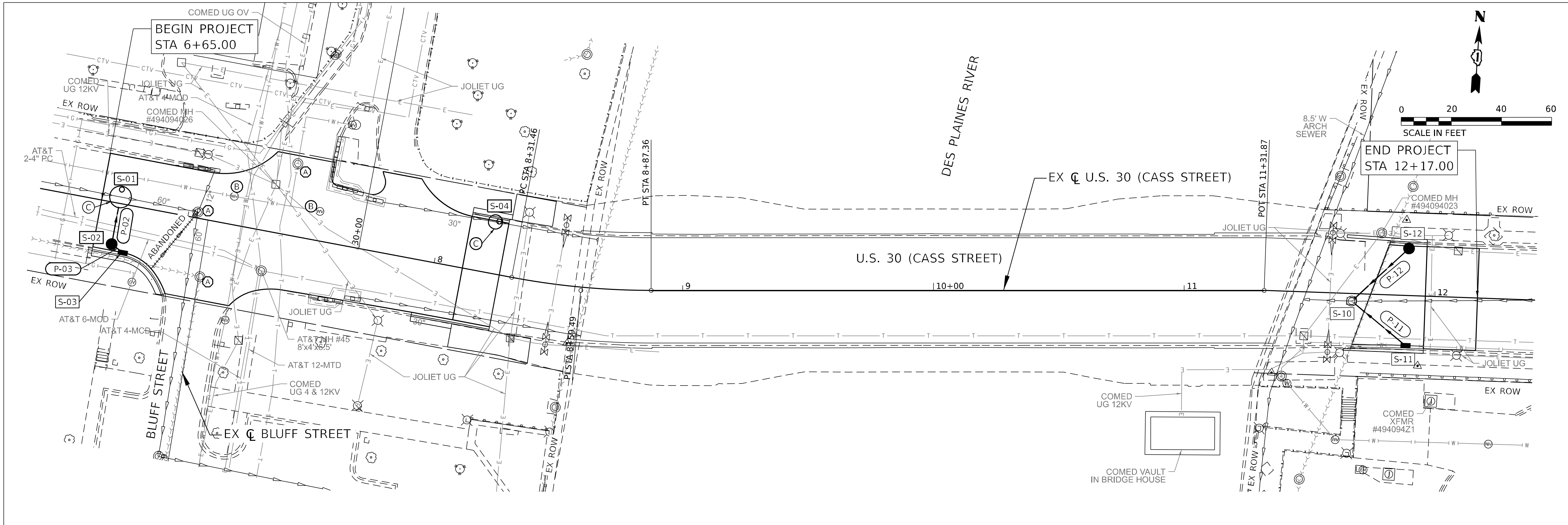
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
EROSION AND SEDIMENT CONTROL PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	24
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	



S-01 MANHOLE, TYPE A, 8'-DIAMETER, TYPE 1 FRAME, CLOSED LID
CENTER OF LID
STA 6+72.17, 5.6' LT
RIM ELEV = 551.38
EX W 60" INV = 541.90
EX E 60" INV = 541.90
S 12" INV = 546.05

S-02 CATCH BASIN, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID
CENTER OF LID
STA 6+72.17, 17.5' RT
RIM ELEV = 551.13
N 12" INV = 546.15
E 12" INV = 546.15
(SEE NOTE 2)

S-03 INLET, TYPE A, TYPE 1 FRAME, OPEN LID
CENTER OF LID
STA 6+77.15, 19.0' RT
RIM ELEV = 550.69
W 12" INV = 546.17

S-04 MANHOLE, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID
CENTER OF LID
STA 8+22.43, 21.0' LT
RIM ELEV = 549.52
EX W 30" INV = 539.80
EX E 30" INV = 539.70

S-10 MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID
CENTER OF STRUCTURE
RIM = 550.10
NE 12" INV = 544.10
SE 12" INV = 544.10
RECONSTRUCT MANHOLE TO TWO FEET BELOW THE PROPOSED PIPE INVERT ELEVATION

S-11 INLET, TYPE A, TYPE 1 FRAME, OPEN LID
CENTER OF LID
STA 11+89.00, 20.0' RT
RIM ELEV = 548.38
N 12" INV = 544.23

S-12 CATCH BASIN, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID
CENTER OF LID
STA 11+89.00, 20.0' LT
RIM ELEV = 548.43
S 12" INV = 544.24

P-02 STORM SEWER, CLASS A, TYPE 2
12" DIAMETER, 14 LF @ 0.65%
TBF = 5.4 CY

P-03 STORM SEWER, CLASS A, TYPE 2
12" DIAMETER, 3 LF @ 0.65%
TBF = 1.0 CY

P-11 STORM SEWER, TYPE 2, WATER MAIN QUALITY PIPE
12" DIAMETER, 26 LF @ 0.50%
TBF = 10.0 CY

P-12 STORM SEWER, CLASS A, TYPE 2
12" DIAMETER, 28 LF @ 0.50%
TBF = 10.7 CY

NOTES:

1) ALL EXISTING PIPE SIZES AND INVERT ELEVATIONS CONNECTING TO PROPOSED STRUCTURES SHALL BE CONFIRMED BY THE CONTRACTOR PRIOR TO ORDERING PRECAST STRUCTURES.

2) CENTER OF S-02 OPEN LID IS INTENTIONALLY OFFSET 1.5 FEET FROM EDGE OF PAVEMENT.

DRAINAGE LEGEND

- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING STORM STRUCTURES
- PROPOSED STORM STRUCTURES
- (A) FRAMES AND LIDS TO BE ADJSUTED, SPECIAL (SEE IDOT DISTRICT ONE DETAIL BD-08)
- (B) VALVE BOXES TO BE ADJSUTED
- (C) PROPOSED MANHOLE CONNECTION OVER EXISTING STORM SEWER

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CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

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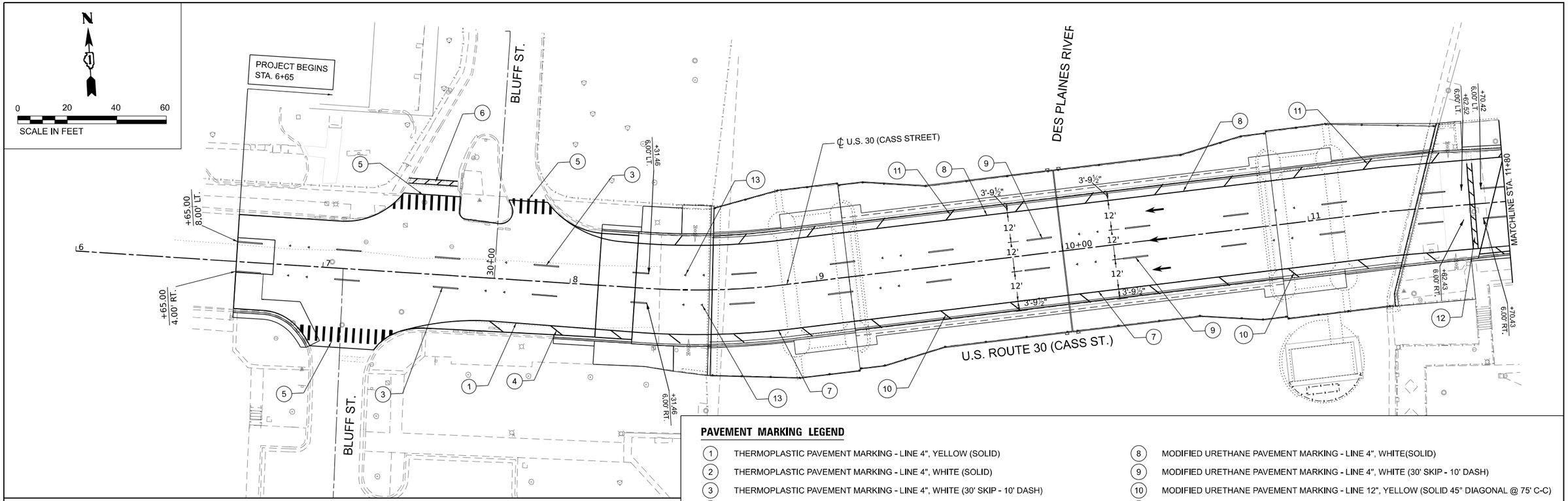
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
PROPOSED DRAINAGE PLAN

SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. 6+65.00 TO STA. 12+17.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	25

CONTRACT NO. 62M79
ILLINOIS FED. AID PROJECT



PAVEMENT MARKING LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW (SOLID)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE (SOLID)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE (30' SKIP - 10' DASH)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 12", YELLOW (SOLID 45° DIAGONAL @ 75' C-C)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 12", WHITE (CROSSWALK @ 2' CLEAR SPACING)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 24", WHITE (STOP BAR)
7. MODIFIED URETHANE PAVEMENT MARKING - LINE 4", YELLOW (SOLID)
8. MODIFIED URETHANE PAVEMENT MARKING - LINE 4", WHITE(SOLID)
9. MODIFIED URETHANE PAVEMENT MARKING - LINE 4", WHITE (30' SKIP - 10' DASH)
10. MODIFIED URETHANE PAVEMENT MARKING - LINE 12", YELLOW (SOLID 45° DIAGONAL @ 75' C-C)
11. MODIFIED URETHANE PAVEMENT MARKING - LINE 12", WHITE (SOLID 45° DIAGONAL @ 75' C-C)
12. MODIFIED URETHANE PAVEMENT MARKING - LINE 24", WHITE (STOP BAR)
13. RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL MARKER @ 80' O.C.)

PAVEMENT MARKING NOTES

1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO DISTRICT ONE DETAIL TC-13.
2. MODIFIED URETHANE PAVEMENT MARKING AND GROOVING FOR RECESSED PAVEMENT MARKING SHAL BE USED IN PLACE OF THERMOPLASTIC FOR ALL PAVEMENT MARKING WITHIN BRIDGE AND EXPOSED CONCRETE APPROACH SLAB LIMITS.
3. ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11, "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" STANDARD DETAIL.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
PAVEMENT MARKING PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	26
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

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US 30 (CASS STREET) AT DES PLAINES RIVER BRIDGE LOOKING WEST

REMOVAL NOTES:

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE.THIS WORK SHALL BE PAID FOR UNDER PAY ITEM "REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT". THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

2	EACH	SIGN PANEL
2	EACH	TRAFFIC SIGNAL POST
3	EACH	3-SECTION SIGNAL HEAD
1	EACH	TRAFFIC SIGNAL BACKPLATE

NOTES:

1. EXISTING CABLES BETWEEN THE BRIDGE HOUSE AND EXISTING SIGNAL POSTS SHALL BE REMOVED. EXISTING CONDUITS ARE TO REMAIN IN PLACE. SEE TRAFFIC SIGNAL INSTALLATION SHEET (TS-02) FOR MORE DETAILS.THIS WORK SHALL BE PAID FOR UNDER PAY ITEM "REMOVE ELECTRIC CABLE FROM CONDUIT".
2. EXISTING TRAFFIC SIGNAL EQUIPMENT ON THE WEST SIDE OF THE BRIDGE IS TO REMAIN.

TS–01

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CONSULTING ENGINEERS

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PLOT SCALE = 100.0000 ' / in.	CHECKED - GG	REVISED -
PLOT DATE = 2/10/2024	DATE - 2/8/2024	REVISED -

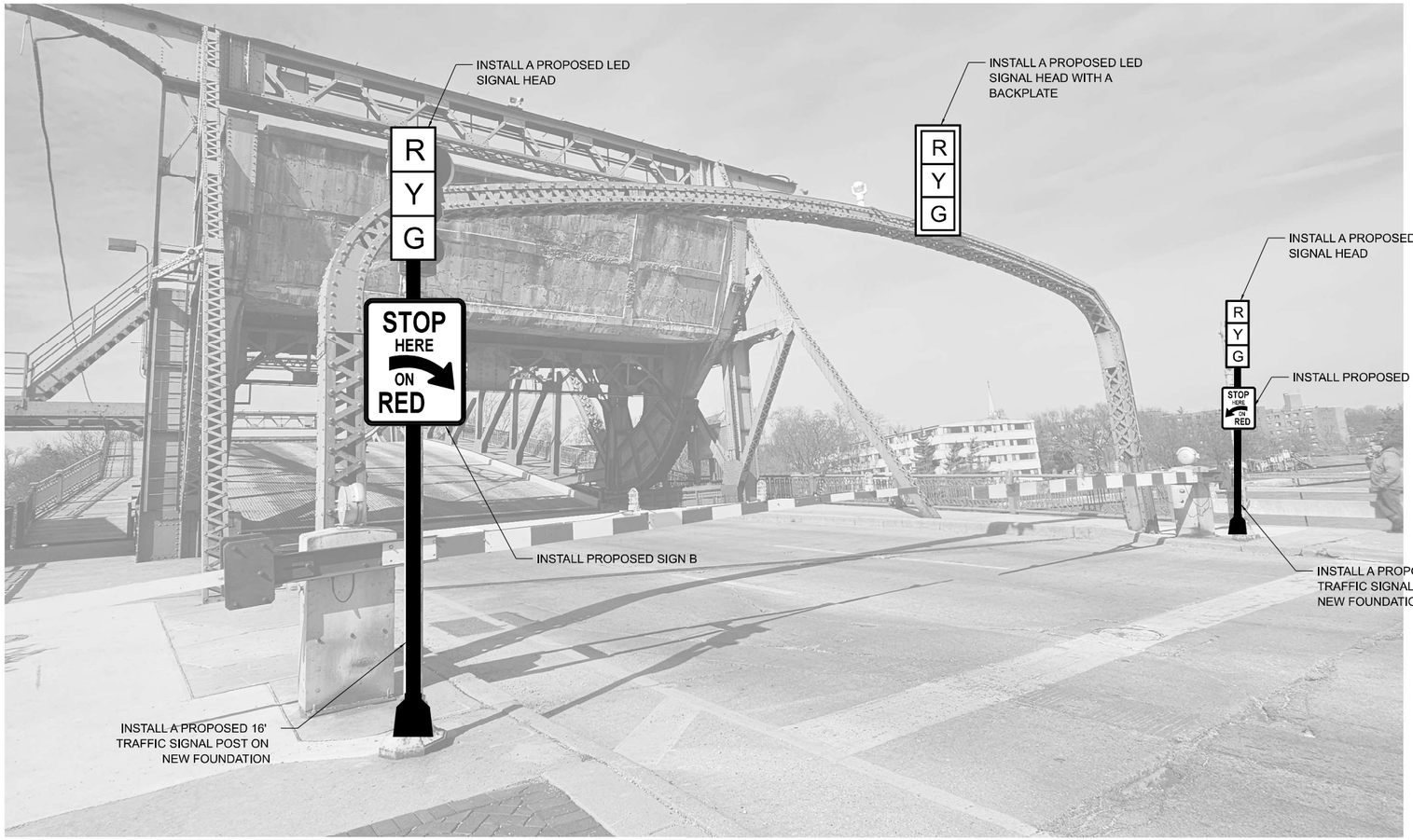
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RTE 30 (CASS ST /WESTERN AVE) AT DES PLAINES RIVER BRIDGE
WESTBOUND TRAFFIC SIGNAL REMOVAL PLAN

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	27
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

US 30 (CASS STREET) AT DES PLAINES RIVER BRIDGE LOOKING WEST



NOTES:

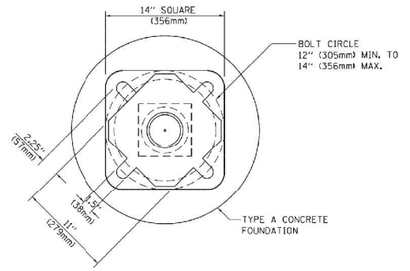
1. THE CONTRACTOR SHALL INSTALL NEW SIGNAL POST FOUNDATIONS AND CONDUIT ELBOWS FOR THE TRAFFIC SIGNAL POSTS. THE EXISTING CONDUITS FROM THE BRIDGE HOUSE TO THE EXISTING TRAFFIC SIGNAL POSTS SHALL REMAIN IN PLACE AND SHALL BE INTERCEPTED. THESE WORKS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF "MISCELLANEOUS ELECTRICAL WORK" PAY ITEM.
2. THE EXISTING CABLES FOR THE TRAFFIC SIGNALS SHALL BE REMOVED, AND NEW CABLES SHALL BE INSTALLED.
3. SEE SHEE S-19 STRUCTURE PLANS FOR THE SIGNAL POST FOUNDATION DETAIL.
4. THE TWO EXISTING TRAFFIC SIGNAL POST AND TWO 3-SECTION SIGNAL HEADS LOCATED NORTHWEST AND SOUTHWEST QUADRANT OF THE WEST BRIDGE APPROACH SHALL BE REMOVED AND RELOCATED ONTO NEW FOUNDATION. PRIOR TO THE REMOVAL OF THE SIGNAL POST FOUNDATION, THE EXISTING ELECTRIC CABLES FOR THE 3-SECTION TRAFFIC SIGNAL HEAD SHALL BE PULLED BACK TO THE NEAREST EXISTING HANDHOLE OR JUNCTION BOX AND RE-USED UPON INSTALLATION OF NEW TRAFFIC SIGNAL POST AND FOUNDATION. REUSE THE EXISTING CONDUITS, REPLACING ONLY THE SEGMENTS THAT INCUR DAMAGE DURING THE REMOVAL AND INSTALLATION OF THE NEW FOUNDATION. THIS WORK SHAL BE PAID FOR UNDER PAY ITEM "RELOCATE EXISTING SIGNAL HEAD AND POST." SEE SHEET S-17 FOR MORE DETAILS.

SIGN DETAILS

SIGN A
R10-6a
(24"X30")
1 REQUIRED

SIGN B
R10-6aR
(24"X30")
1 REQUIRED

SIGNAL POST BOLT PATTERN DETAIL



SCHEDULE OF QUANTITIES

ITEM	ITEM DESCRIPTION	UNITS	TOTAL QTY
72000100	SIGN PANEL - TYPE 1	SQ FT	10
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	700
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	500
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	1
88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	1
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1,200
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
X8950310	RELOCATE EXISTING SIGNAL HEAD AND POST	EACH	2
X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	400

TS-02

MODEL: Default
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PLOT DATE = 2/10/2024	DATE - 2/8/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RTE 30 (CASS ST /WESTERN AVE) AT DES PLAINES RIVER BRIDGE
WESTBOUND TRAFFIC SIGNAL INSTALLATION PLAN

SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	28
		CONTRACT NO. 62M79		
	ILLINOIS FED. AID PROJECT			

LIGHTING AND ELECTRICAL LEGEND

SYMBOL	DESCRIPTION
(E)	EXISTING LIGHTING UNIT TO REMAIN (AT VILLAGE OF JOLIET)
(R)	IDOT EXISTING LUMINAIRE TO BE REMOVED
	PROPOSED IDOT LIGHTING UNIT MOUNTED TO BRIDGE STRUCTURE, 4'-10.5" OVERALL POLE HEIGHT (20' MOUNTING HEIGHT), 3'-8" DAVIT ARM, LED LUMINAIRE, HORIZONTAL MOUNT, OUTPUT DESIGNATION A (120 VAC) U.N.O.
(N) R/G	IDOT PROPOSED NAVIGATION LIGHTING UNIT 360 DEGREE RED AND GREEN (120 VAC)
(N) R	IDOT PROPOSED NAVIGATION LIGHTING UNIT 180 DEGREE RED (120 VAC)
R	IDOT EXISTING UNDERPASS LUMINAIRE TO BE REMOVED, NO SALVAGE
	IDOT PROPOSED LUMINAIRE, LED, UNDERPASS, WALLMOUNT, OUTPUT DESIGNATION D
J_R	EXISTING JUNCTION BOX TO BE REMOVED
J_E	EXISTING JUNCTION BOX TO BE REMAIN
	PROPOSED JUNCTION BOX, 6"X6"X4", STAINLESS STEEL
C_E	EXISTING TERMINAL CABINET TO REMAIN
E	EXISTING CONDUIT ATTACHED TO STRUCTURE TO BE REMOVED
E	EXISTING CONDUIT ATTACHED TO STRUCTURE TO REMAIN
A	EXISTING AERIAL CABLE TO REMAIN
	ELECTRIC CABLE IN CONDUIT ATTACHED TO STRUCTURE, SIZE AND TYPE AS NOTED

ABBREVIATIONS

ABBREVIATION	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
ATS	ATTACHED TO STRUCTURE
B.O.C.	BACK OF CURB
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
COMED	COMMONWEALTH EDISON COMPANY
CP	CONTROL PANEL
CT	CURRENT TRANSFORMER
DA	DAVIT ARM
DC	DIRECT CURRENT
DIA	DIAMETER
DP	DISTRIBUTION PANEL
E	EXISTING UNIT TO REMAIN
EX.	EXISTING
ECA	ELECTRIC CABLE ASSEMBLY
EIS	EMBEDDED IN STRUCTURE
E.O.P.	EDGE OF PAVEMENT
F.O.C.	FACE OF CURB
FT	FEET OR FOOT
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
LED	LIGHT EMITTING DIODE
LP	LIGHT POLE
M	METER
MA	MAST ARM
MC	MULTI-CONDUCTOR
MM	MILLIMETER
M.H.	MOUNTING HEIGHT
MW	MESSENGER WIRE
NESC	NATIONAL ELECRIC SAFETY CODE
NO. #	NUMBER
N.T.S.	NOT TO SCALE
P	PROPOSED
PB	PUSH BUTTON
PNL	PANEL
PVC	POLYVINYL CHLORIDE
PVCC RGC	PVC COATED RIGID GALVANIZED CONDUIT
PT	POTENTIAL TRANSFORMER
R	EXISTING UNIT TO BE REMOVED (OWNER SALVAGED U.N.O.)
RL	RELOCATED LIGHTING UNIT
RR	EXISTING UNIT TO BE REMOVED AND REINSTALLED
RECP	RECEPTACLE
RGC	RIGID GALVANIZED CONDUIT
SEL SW	SELECTOR SWITCH
SPARE	SPARE
SPACE	SPACE
SS	STAINLESS STEEL
STA	STATION
T/F	TOP OF FOUNDATION
UD	UNIT DUCT
U.N.O.	UNLESS NOTED OTHERWISE
UGC, GS	UNDERGROUND CONDUCT, GALVANIZED STEEL
VAC	VOLTS, ALTERNATING CURRENT
W	WATTS
WP	WOOD POLE
XFMR	TRANSFORMER
HPS	HIGH PRESSURE SODIUM
LPS	LOW PRESSURE SODIUM
LTFM	LIQUID TIGHT FLEXIBLE METALLIC

INDEX OF DRAWINGS

GENERAL NOTES

1. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST CODES, STANDARDS AND THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2022, AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.

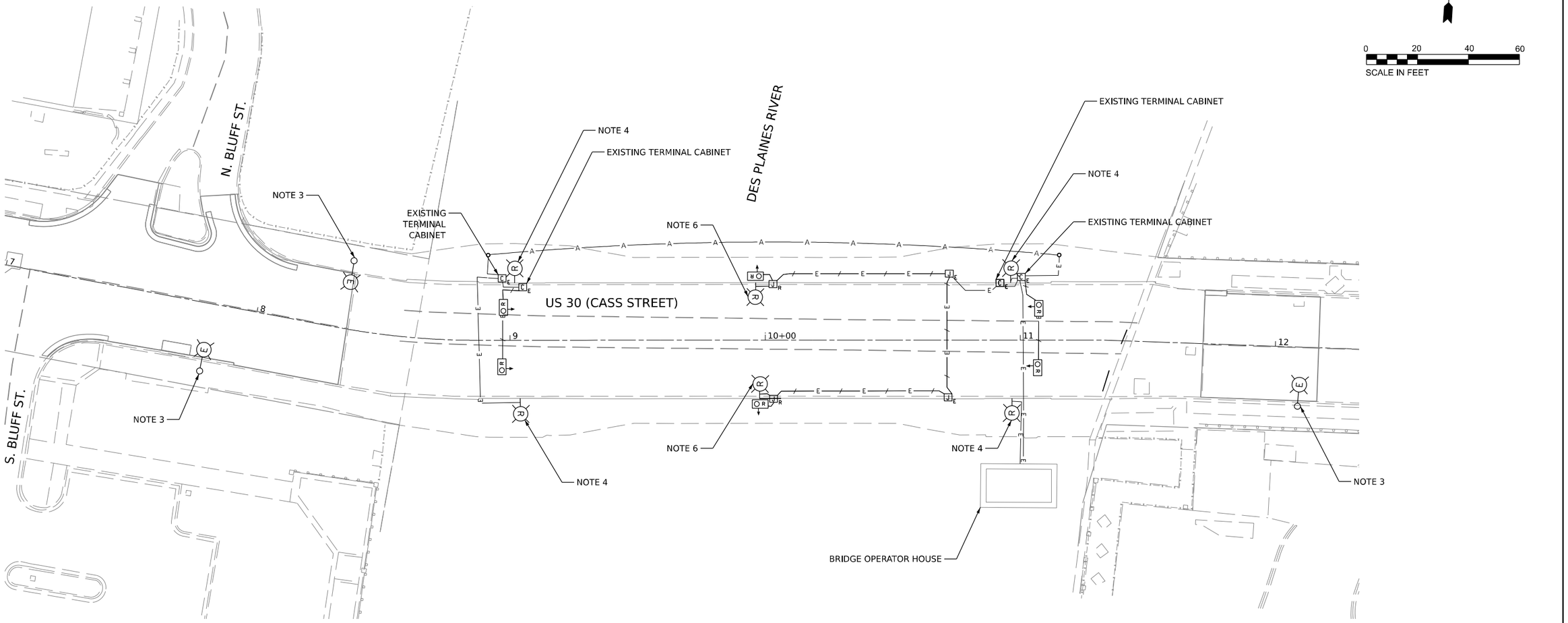
IDOT–D1 STANDARDS:

STANDARD NO.	TITLE
BE-702	MISC. ELECTRICAL DETAILS SHEET A

LIGHTING SCHEDULE OF QUANTITIES

ITEM	UNIT	TOT. QUANTITY
CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	325
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	6
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1,007
LUMINAIRE, LED, UNDERPASS, WALLMOUNT, OUTPUT DESIGNATION D	EACH	2
WATERWAY OBSTRUCTION WARNING LUMINAIRE, LED, 180 DEGREE RED, PARAPET MOUNTED	EACH	4
WATERWAY OBSTRUCTION WARNING LUMINAIRE, LED, 360 DEGREE GREEN	EACH	4
REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	2
REMOVAL OF LIGHTING LUMINAIRE, SALVAGE	EACH	4
LIGHTING UNIT COMPLETE, SPECIAL	EACH	4
REMOVAL OF WATERWAY OBSTRUCTION WARNING LUMINAIRE	EACH	8
REMOVAL OF UNDERPASS LIGHTING UNIT, NO SALVAGE	EACH	6
REMOVE EXISTING CONDUIT ATTACHED TO STRUCTURE	FOOT	330
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	12
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION A	EACH	8

LT–01



NOTES:

1. REFER TO SHEET LT-01 FOR ELECTRICAL LIGHTING GENERAL NOTES AND LEGEND.
2. EXISTING LIGHTING SYSTEM TO REMAIN OPERATIONAL UNTIL PROPOSED LIGHTING SYSTEM IS INSTALLED AND OPERATIONAL.
3. EXISTING LIGHTING UNIT TO REMAIN.
4. EXISTING MOUNTING BRACKETS, CONDUIT, AND CABLES TO REMAIN IN PLACE. LUMINAIRES TO BE REMOVED AND REPLACED.
5. POWER FOR THE IDOT LIGHTING SYSTEM IS SUPPLIED FROM PANEL NLP INSIDE BRIDGE OPERATOR HOUSE.
6. EXISTING LUMINAIRE SUPPORT TO BE REMOVED. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "REMOVAL OF LIGHTING UNIT, NO SALVAGE".

LT–02

SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = mgarvida		DESIGNED - VN	REVISED -		
		DRAWN - VN	REVISED -		
PLOT SCALE = 40.0000 ' / in.		CHECKED - MG/RP	REVISED -		
PLOT DATE = 2/10/2024		DATE - 2/8/2024	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
LIGHTING REMOVAL PLAN

SCALE: 1"=20' | SHEET 2 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	30
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

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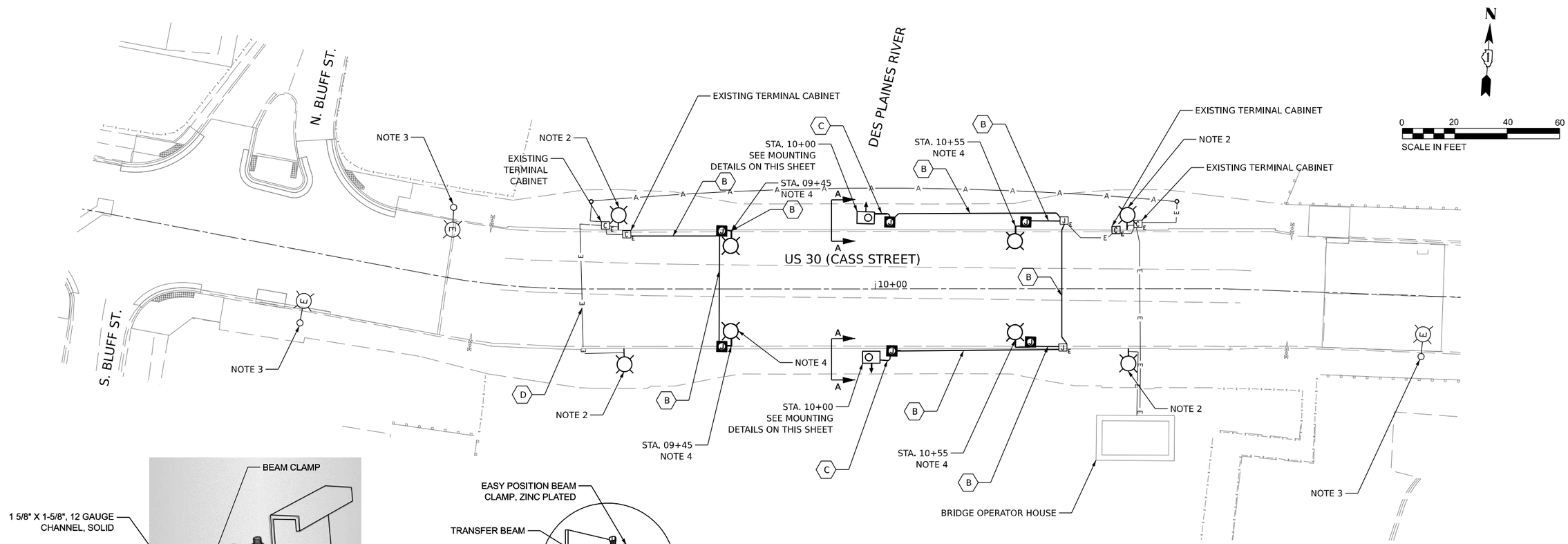
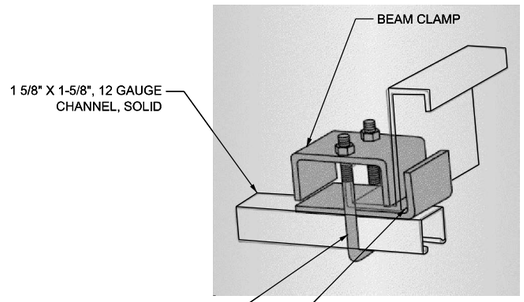
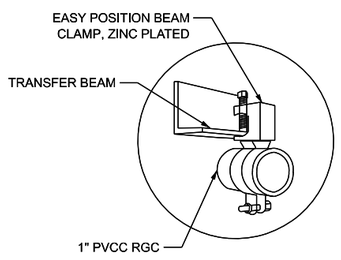
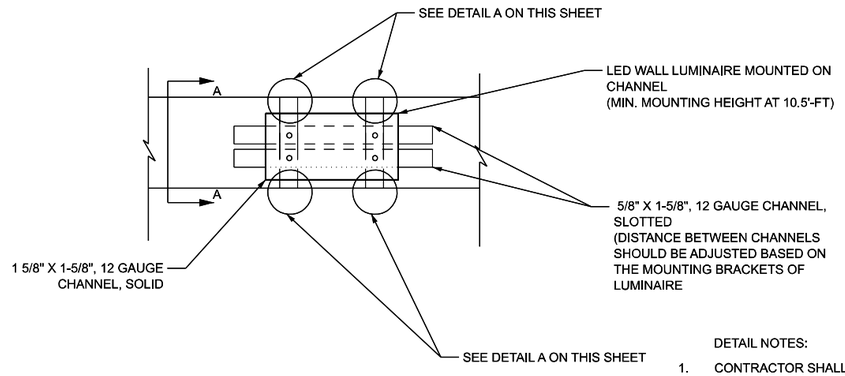




DETAIL A

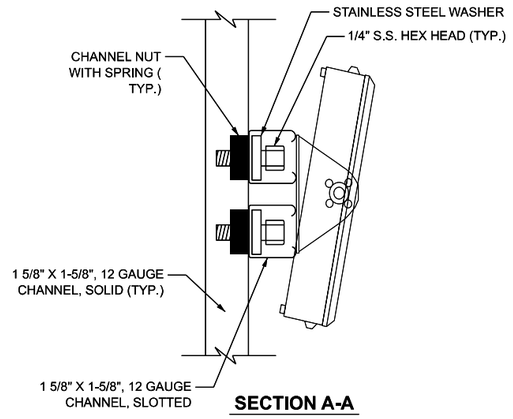


CONDUIT MOUNTING DETAIL B



STRUCTURE MOUNT DETAIL

N.T.S.



SECTION A-A

DETAIL NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVING THAT S.S. CHANNELS AND ASSOCIATED HARDWARE FOR A COMPLETE AND STRUCTURALLY SOUND INSTALLATION.
2. ALL REQUIRED WORK AND MATERIALS ASSOCIATED WITH MOUNTING THE UNDERPASS LIGHTING SHALL BE INCLUDED IN THE COST OF "LUMINAIRE, LED, UNDERPASS, WALLMOUNT, OUTPUT DESIGN D".

LEGEND

- (B) 2-1/C NO.10 AND 1/C NO.10 GND IN 1"PVCC RGC
- (C) 2-1/C NO.10 AND 1-1/C NO.10 GND IN 3/4" LIQUID-TIGHT FLEXIBLE CONDUIT
- (D) EXISTING CABLE AND CONDUIT

NOTES:

1. REFER TO SHEET LT-01 FOR ELECTRICAL LIGHTING GENERAL NOTES AND LEGEND.
2. PROPOSED LUMINAIRES SHALL BE MOUNTED TO THE EXISTING BRACKET.
3. EXISTING LIGHTING UNIT TO REMAIN.
4. SEE DETAIL OF LIGHT POLE IN STRUCTURAL PLANS (S-38).
5. POWER FOR THE IDOT LIGHTING SYSTEM IS SUPPLIED FROM PANEL NLP INSIDE BRIDGE OPERATOR HOUSE.
6. CONTRACTOR SHALL INCLUDE ISOLATION WASHERS OR PAD TO ELIMINATE METAL TO METAL CONTACT AND REDUCE THE VIBRATION.

LT–03

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SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

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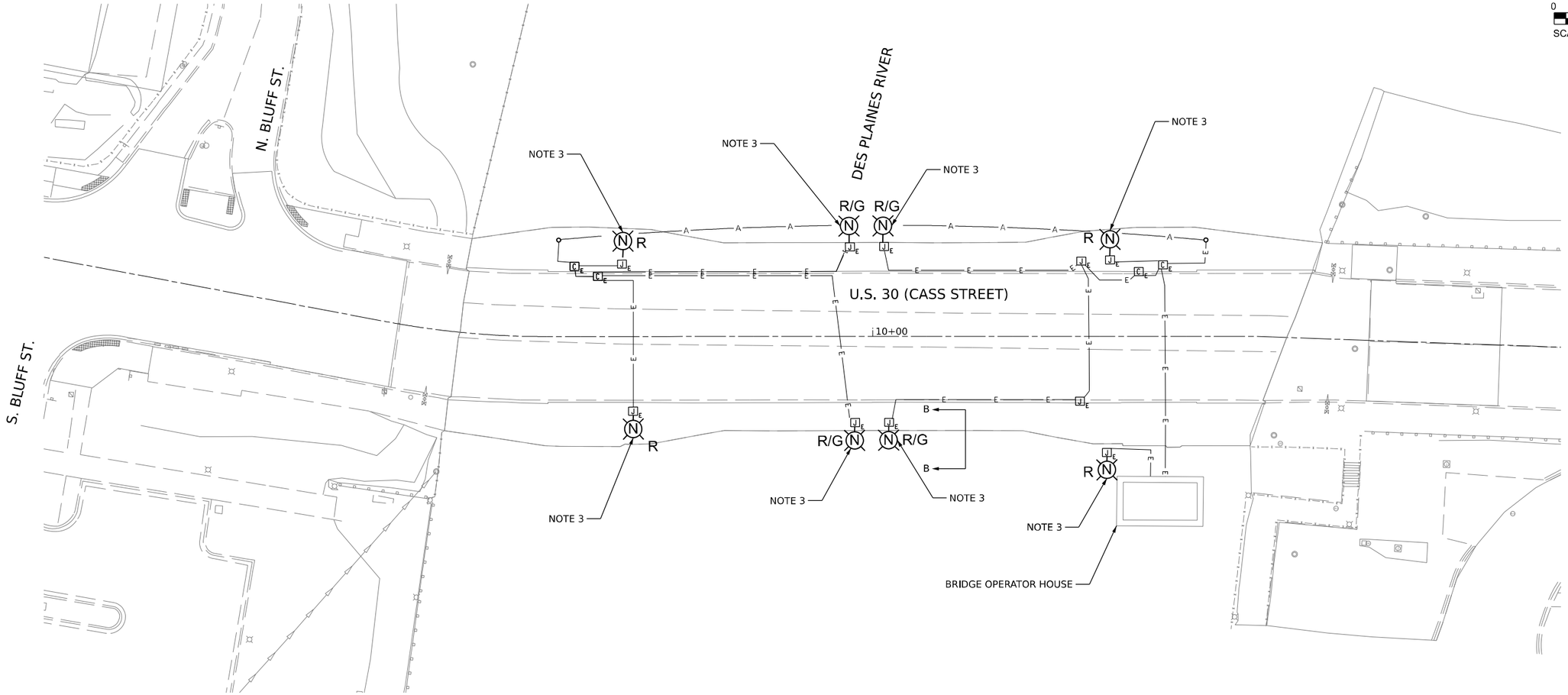
	DRAWN - VN	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - MG/RP	REVISED -	
PLOT DATE = 2/10/2024	DATE - 2/8/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
PROPOSED LIGHTING PLAN

SCALE: 1"=20' | SHEET 3 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	31
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. SEE SHEET LT-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. EXISTING NAVIGATION LIGHTING SHALL REMAIN OPERATIONAL DURING CONSTRUCTION. ALL NAVIGATION LUMINAIRES FOUND TO BE NON-OPERATIONAL SHALL BE REPLACED WITH NEW LUMINAIRES PRIOR TO CONSTRUCTION. LUMINAIRES SHALL BE ACCORDING TO ARTICLE 1067.07 OF THE STANDARD SPECIFICATIONS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE "MAINTENANCE OF LIGHTING SYSTEM" PAY ITEM.
3. THE PROPOSED NAVIGATION LIGHTING LUMINAIRES ARE TO BE INSTALLED IN THE SAME LOCATION AS EXISTING NAVIGATION LUMINAIRES.
4. POWER FOR THE NAVIGATIONAL LIGHTING SYSTEM IS SUPPLIED FROM PANEL NLP INSIDE BRIDGE OPERATOR HOUSE.
5. SEE SECTION B-B ON SHEET LT-05.

LT–04

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SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

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PLOT DATE = 2/10/2024	DATE - 2/8/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

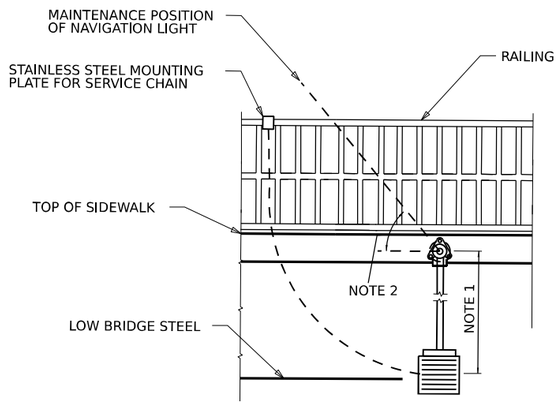
US 30 OVER DES PLAINES RIVER
PROPOSED NAVIGATION LIGHTING AND REMOVAL PLAN

SCALE: 1"=20' | SHEET 4 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	32
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

RED AND GREEN CHANNEL CENTER NAVIGATION LIGHT

NOT TO SCALE

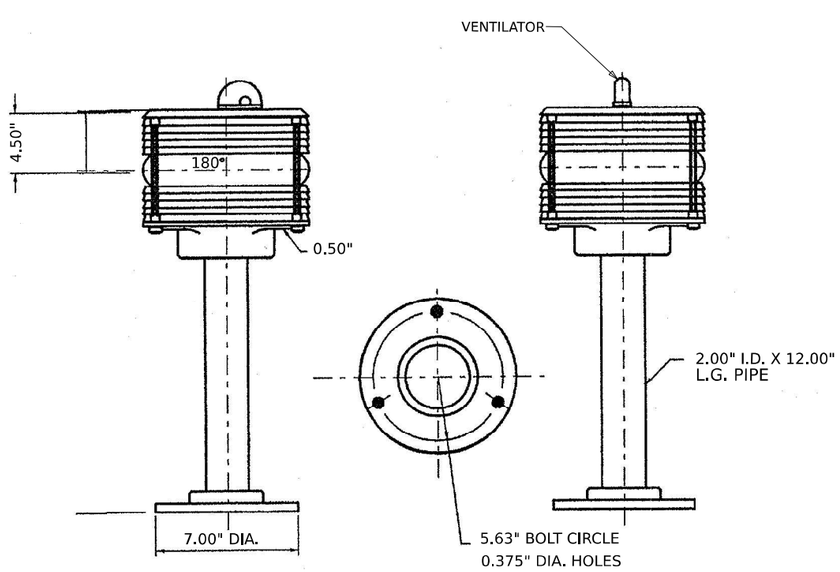


NOTES:

1. LENGTH AS NEEDED FOR NAVIGATION LIGHT TO REACH LOW BRIDGE STEEL.
2. ANGLE AS NEEDED FOR NAVIGATION LIGHT TO REACH MAINTANANCE POSITION ABOVE THE RAILING.

SECTION B-B - CHANNEL MARKER NAVIGATION LIGHT

NOT TO SCALE



CHANNEL MARGIN

NOT TO SCALE

LT–05

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SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

USER NAME = mgarvida	DESIGNED - VN	REVISED -	
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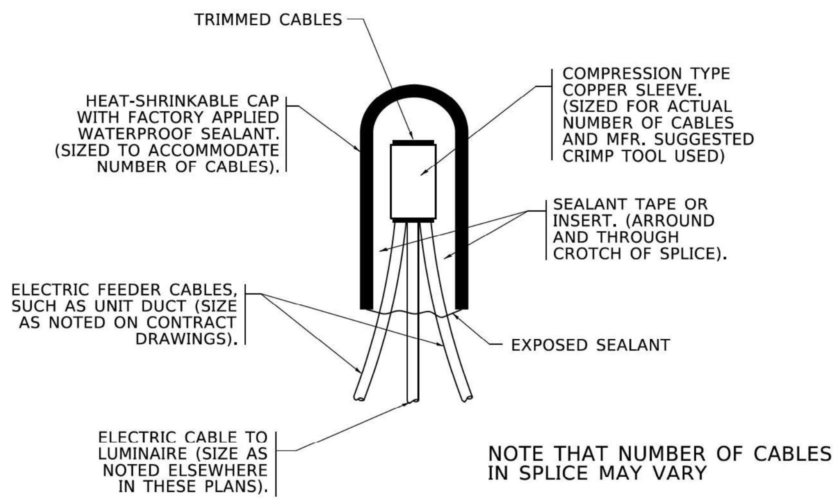
PLOT SCALE = 2 ' / in.	CHECKED - MG/RP	REVISED -	
PLOT DATE = 2/10/2024	DATE - 2/8/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
NAVIGATION LIGHTING DETAILS

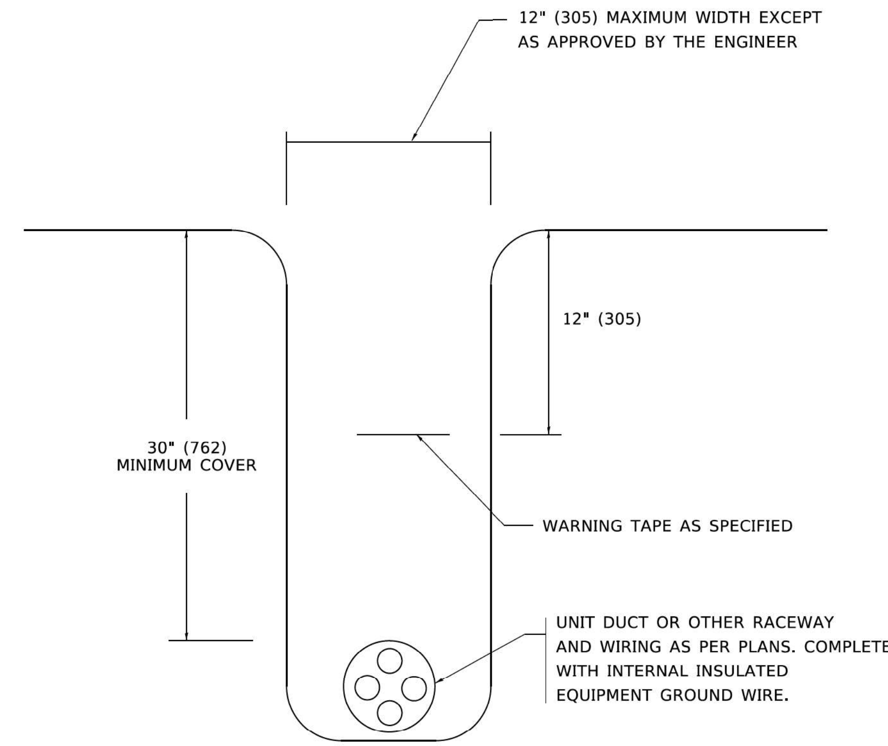
SCALE: | SHEET 5 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	33
		CONTRACT NO. 62M79		
	ILLINOIS FED. AID PROJECT			



TYPICAL SPLICE DETAIL

N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

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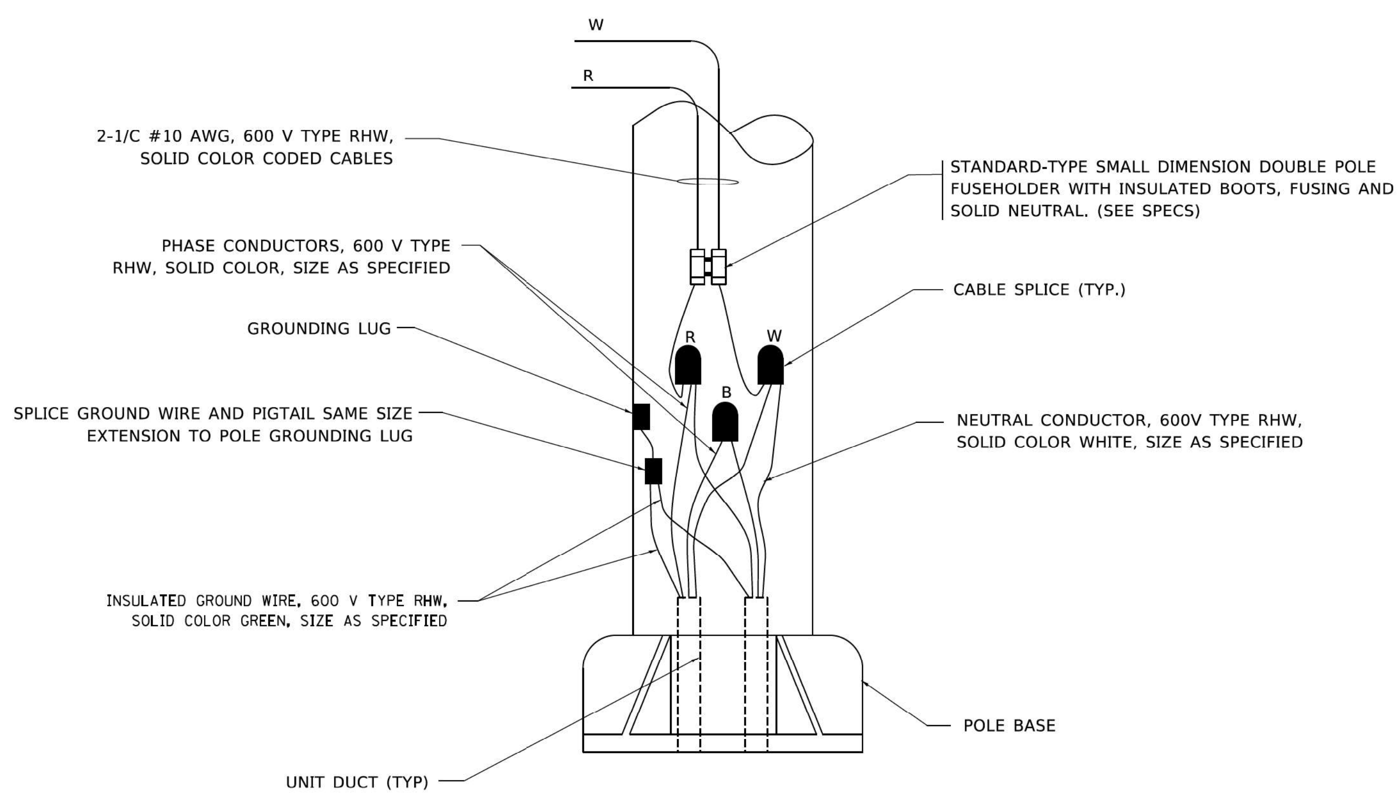


POLE WIRING DETAIL

N.T.S.

USER NAME = footernj	DESIGNED -	REVISED - 08-08-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/19/2019	DATE -	REVISED -	

MISC. ELECTRICAL DETAILS
SHEET A

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

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

BE–702 | CONTRACT NO. | ILLINOIS | FED. AID PROJECT

LT–06

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

USER NAME = mgarvida	DESIGNED - VN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - VN	REVISED -	
PLOT SCALE = 2 ' / in.	CHECKED - MG/RP	REVISED -	
PLOT DATE = 2/10/2024	DATE - 2/8/2024	REVISED -	

IDOT STANDARD DRAWING

SCALE: | SHEET 6 OF 6 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	34

CONTRACT NO. 62M79

ILLINOIS | FED. AID PROJECT

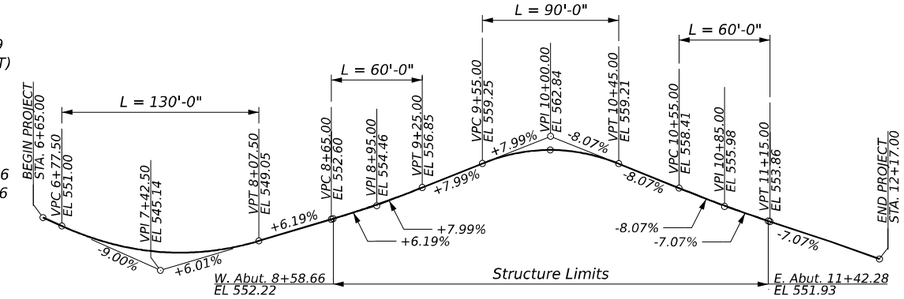
Existing Structure: The existing structure (S.N. 099-0101), was originally built in 1933 to carry traffic over the Des Plaines River. The structure consists of four steel stringer with concrete deck fixed approach spans and a Scherzer rolling lift double leaf bascule main span. The back to the back abutment length is 289.40' and the out to out deck width is 66'.The structure was rehabbed in 1984 as F.A.P. Route 607 under Section G-R-I-1 (82). Rehabilitation included replacing the existing deck with an open steel grid deck and upgrading the electrical and mechanical system. Additional electrical modifications were made in 2022.

Salvage: Bascule span sidewalk stringers, sidewalk lateral bracing, sidewalk brackets and decorative railing is to be removed and reinstalled with new hardware.

Traffic: The structure is to be completely closed to traffic during construction. Traffic is to be maintained by detouring traffic onto an alternate route. The channel will be open to river traffic throughout construction.

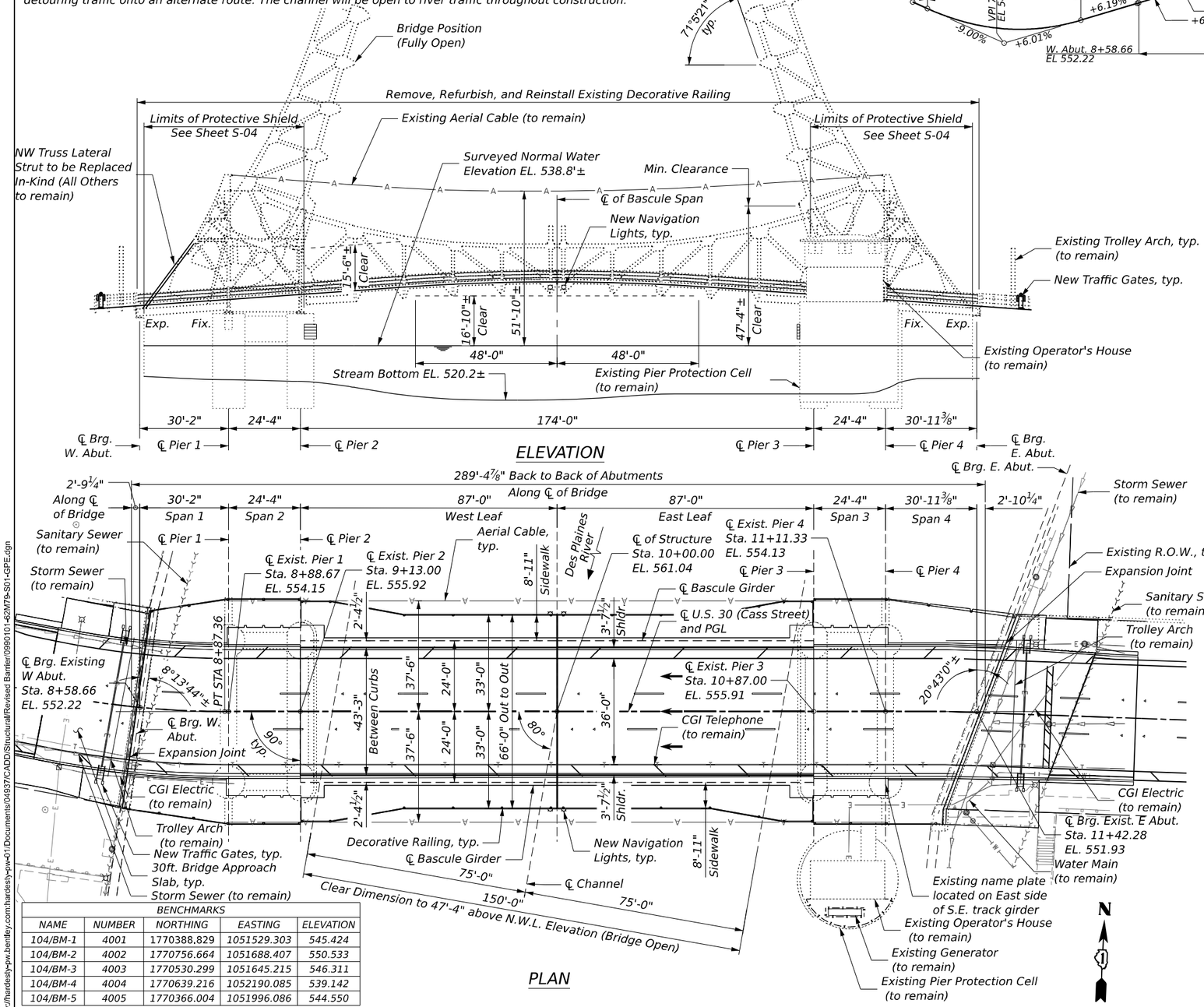
CURVE DATA

PI STA = 8+59.49
Δ = 10°40'28" (LT)
D = 19°05'55"
R = 300.00'
T = 28.03'
L = 55.89'
E = 1.31'
PC STA = 8+31.46
PT STA = 8+87.36



PROPOSED PROFILE

(Along ℄ US 30)



PLAN

BENCHMARKS				
NAME	NUMBER	NORTHING	EASTING	ELEVATION
104/BM-1	4001	1770388.829	1051529.303	545.424
104/BM-2	4002	1770756.664	1051688.407	550.533
104/BM-3	4003	1770530.299	1051645.215	546.311
104/BM-4	4004	1770639.216	1052190.085	539.142
104/BM-5	4005	1770366.004	1051996.086	544.550

SCOPE OF WORK

Remove existing timber fenders on piers and replace with new rubber fenders.

Remove and reconstruct 8 fiberglass jackets.

Repair deteriorated structural concrete and epoxy inject cracks on the piers and abutments.

Install new anchor rods and repair bearing stiffeners at rack support columns.

Remove and replace bascule span floorbeams.

Remove, modify and replace bascule span sidewalk cantilever supports. Salvage bascule span sidewalk stringers, lateral bracing and brackets and re-erect.

Remove and replace lateral bracing and gusset plates below bridge deck.

Remove all bascule joists (jack beams).

Remove and replace all bascule stringers. Raise new stringer top flanges to the elevation of the grid bottom and coped to miss floorbeam flanges.

Remove and replace elastomeric bearings at east abutment.

Remove and replace select deteriorated end diaphragms at abutment of east approach span.

Remove and replace center and rear breaks and supporting brackets.

Remove existing open grid decking and replace with new grid deck partially filled with lightweight concrete.

Replace approach span concrete decks and sidewalks.

Remove preformed joint seals and replace with preformed joint strip seals.

Remove existing concrete filled steel curb on the bascule span and replace with new steel curb.

Remove and replace all sidewalk timber planks.

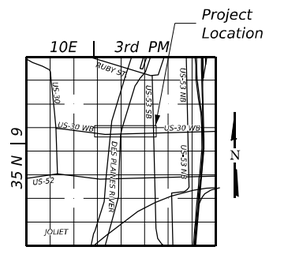
Remove, clean, and reinstall decorative railing. Repair bent components and replace select posts.

Remove and replace in kind Northwest Tower diagonal support.

Clean and paint all superstructure steel.

Remove and replace both approach slabs.

For Mechanical and Electrical Scope of Work, See Sheet M-02.



LOCATION SKETCH

DESIGN STRESSES

FIELD UNITS (New Construction)
f'c = 3,500 psi
f'c = 4,000 psi (Lightweight Concrete)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
Fy = 50,000 psi (M270 Grade 50)
Fy = 36,000 psi (M270 Grade 36)
Fy = 35,000 psi
(ASTM A27, Railing Posts)
Fb = 1,900 psi (Sidewalk Treated Timber)

FIELD UNITS (1984 Rehabilitation)
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
Fy = 36,000 psi (M183)
Fy = 50,000 psi (M222)

FIELD UNITS (Original Construction)
f'c = 2,500 psi
fy = 33,000 psi (Reinforcement)
Fy = 30,000 psi

DESIGN LOADS

Dead load: Actual weights of the structure including structural steel, concrete, railings, electrical equipment, mechanical equipment, utilities and other permanent construction and fixtures.
Live load on new floor system: HS 20-44
Live load on sidewalk: 85 psf
All other loads as per AASHTO Specification.

No Future Wearing Surface will be allowed.

DESIGN SPECIFICATIONS

AASHTO Standard Specifications for Highway Bridges, 17th Edition, 2002.

STRUCTURAL DESIGN
AASHTO Standard Specifications for Movable Highway Bridges, 5th Edition, 1988 with Interims through 1995.

MECHANICAL DESIGN
AASHTO LRFD Movable Bridge Design Specification, 2nd Edition, 2007 with Interims through 2022.

LICENSED STRUCTURAL ENGINEER
DANIEL E. MACHAMER
081.005606
STATE OF ILLINOIS

Daniel E. Machamer 3/25/2024
Date

Daniel E. Machamer, P.E., S.E.
Licensed Structural Engineer
State of Illinois 081-005606
Expires 11/30/2024

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

GENERAL PLAN AND ELEVATION
US ROUTE 30 WB OVER
DES PLAINES RIVER PUBLIC WATER
F.A.P. ROUTE 607 - SECTION 2018-067-BR
WILL COUNTY
STATION 10+00
STRUCTURE NO. 099-0101

MODEL: 099010-62M79-S01
FILE NAME: pw:/hardesty-pw.bentley.com:hardesty-pw-01/Documents/049377/CADD/Structural/Revised Barrier/099010-62M79-S01-GPE.dgn

H&H

USER NAME = ____		DESIGNED - HMG		REVISED - ____	
		CHECKED - DM		REVISED - ____	
PLOT SCALE = ____		DRAWN - HMG		REVISED - ____	
PLOT DATE = ____		CHECKED - DM		REVISED - ____	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET S-01 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	35
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES:

1. Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Bolts 7/8 in. diameter, holes 15/16 in. diameter, unless otherwise noted.

2. Calculated weight of Structural Steel AASHTO M270, Grade 50 = 431,610 lbs. Calculated weight of Structural Steel AASHTO M270, Grade 36 = 1,290 lbs.

3. All structural steel shall be AASHTO M270, Grade 50, unless noted otherwise.

4. No field welding is permitted except as specified in the contract documents.

5. Reinforcement bars designated (E) shall be epoxy coated.

6. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.

7. As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges & Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

8. 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 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 work.

9. Members or pieces not specifically marked for removal or replacement are to remain in place.

10. All removal work shall be performed with care so that materials which are to remain in place or to be reused will not be damaged. If the Contractor damages any materials that are to remain in place, the damaged materials shall be repaired or replaced in a manner satisfactory to the Engineer at the expense of the Contractor. Special attention shall be made to protecting new and existing machinery throughout construction.

11. Where called for on the plans, existing structural steel, which is to remain in place shall be modified by drilling, sawing or a combination of both. Flame cutting of members, which are to remain in place, will not be allowed.

12. Existing rivets to be removed shall have the heads removed by mechanical methods. Flame cutting for the purpose of removing existing rivets will not be allowed.

13. All new holes shall be drilled, not burned and reamed. Field reaming of bolt holes in plates shall only be allowed with the approval of the Engineer. The cost of field reaming shall be included in the cost of Furnishing and Erecting Structural Steel.

14. Where existing structural steel to remain has been cut or new holes have been drilled, the edges shall be dressed to a smooth, uniform surface with no notches or gouges.

15. The cost of field welding and field drilling of new or existing structural members, as noted in the plans shall be included in the cost of Furnishing and Erecting Structural Steel or Structural Steel Repair as appropriate.

16. It is the Contractor's responsibility to take measurement in the field of the existing structure wherever new steel is to replace or to connect into existing material prior to ordering or fabricating any new steel. The Contractor shall be responsible for the proper fitting and assembly of all parts of this work. The Contractor's shop drawings shall indicate which dimensions were obtained by actual field measurements.

17. The main load carrying member components subject to tensile stress shall conform to Charpy-V-Notch Impact Energy Requirement, Zone 2. These components include all tension flanges and webs for floorbeams and stringers, center and rear break plates, and all members denoted "CVN" in the plans.

18. The Contractor shall submit a detailed plan of proposed construction procedures and sequences for the proposed work on the bascule span to the Engineer for review and approval prior to commencing this work. Approval shall not relieve the Contractor of any responsibility for the stability of the bridge during the removal and replacement operations. Temporary support structures required to ensure stability of the bridge during construction shall be paid as Temporary Support System and Temporary Shoring and Cribbing.

19. Work on the structure shall be done in such a manner that the closure of the bridge to river traffic (periods where the bridge is restricted to the down position) is prohibited. River traffic is to be maintained at all times. Work that requires the bridge to be immobilized shall be done with the bridge restricted to the up position. The Contractor shall obtain coast guard approval for any work that may interfere with navigational operations of the navigable waterway. See Sheets 22 and 23 for navigational clearance requirements. A work plan shall be prepared by the Contractor, reviewed and approved by the Engineer and be submitted by the Engineer to the Coast Guard at the address listed below for approval:

    Bridge Administrator
    US Coast Guard
    Eighth Coast Guard District
    1222 Spruce Street
    St. Louis, MO 63103-2832

20. The Contractor shall take all necessary measures to ensure that no debris falls into the Des Plaines River or endangers or interferes with river traffic beneath the bridge. If any debris falls into the waterway, the Contractor shall remove it from the river to the engineer's satisfaction and at no additional cost. The cost of this work shall be considered included in the contract.

21. The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.

22. When the leaves of the bascule span are inoperable in fully open position, the leaves must be secured. The Contractor shall submit the method and details, for securing the leaves in fully open position, to the Engineer for approval. the cost of this work shall be considered incidental to the Contract.

23. The Contractor shall obtain all necessary permits from the State of Illinois prior to commencing construction. The costs shall be included in the cost of the contract.

GENERAL NOTES FOR PAINT:

1. 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 final finish coat of the bascule span floorbeams shall be Interstate Green, Munsell NO. 7.5G 4/8, from the interior face of the truss to the connection with the sidewalk brackets. The color of the final finish coat for all other bascule span interior steel surfaces shall be Gray, Munsell No 5B 7/1.

2. Cleaning and painting of the existing structural steel shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures". All existing structural steel shall be cleaned per Near White Blast Cleaning - SSPC - SP10. The color of the final finish coat for the approach span steel, sidewalk brackets, decorative railing and truss, shall be Interstate Green, Munsell No. 7.5G 4/8.

3. Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection according to Special Provision "Cleaning and Painting Contact Surface areas of Existing Steel Structures". All contact surfaces on new and existing steel, including connection bolts, nut or washer contact areas are to be free of scale, burrs, dirt, other foreign materials, oil previously applied paint, lacquer or other coatings that would prevent solid seating of connected parts. Cost included with Structural Steel Repair.

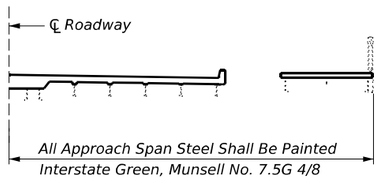
4. The existing structural steel coating contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.

5. The Contractor shall submit calculations and details demonstrating the structural integrity of the bridge is maintained under the additional imposed loads of the containment system. Acceptance by the Engineer shall not relieve the Contractor of their ultimate responsibility for controlling paint debris from escaping the work zone. See Special Provisions.

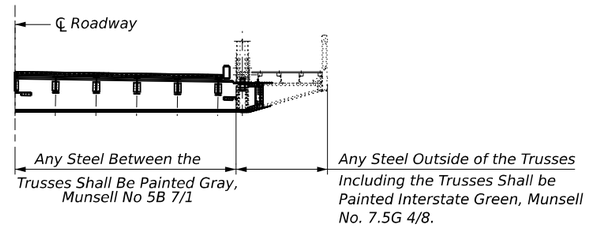
6. A minimum of four air monitors will be required to monitor abrasive blasting operations at this site. See Special Provisions for "Containment and Disposal of Lead Paint Cleaning Residues."

7. The containment shall be dropped in the event of sustained winds of 40 MPH or greater and all materials and equipment secured.

8. Contractor is to protect all mechanical and electrical assemblies from all cleaning, blasting, painting or other foreign material. Protection procedure and sketches shall be submitted to the Engineer for review and approval. Coordinate all painting work with all related mechanical and electrical work.



PAINT DETAILS
(At Approach Spans, Symmetrical about ℄ Roadway)



PAINT DETAILS
(At Bascule Span, Symmetrical about ℄ Roadway)

REFERENCE DRAWINGS KEY

Contract No. - Sheet No.	Reference
1345 - XX	Original 1931 Design Plans
630 - XX	Original 1931 Shop Drawings
38306 - XX	1984 Bridge Rehabilitation Plans (Section G-R-I-1)

INDEX OF SHEETS:

TOTAL BILL OF MATERIALS

DESCRIPTION	UNIT	SUPER	SUB	TOTAL
CONCRETE REMOVAL	CU YD	1.2	13.8	15
REMOVAL OF EXISTING CONCRETE DECK	EACH	1		1
PROTECTIVE SHIELD	SQ YD	884		884
STRUCTURE EXCAVATION	CU YD		85.8	85.8
CONCRETE STRUCTURES	CU YD		48.9	48.9
CONCRETE SUPERSTRUCTURE	CU YD	207.7	9.1	216.8
BRIDGE DECK GROOVING	SQ YD	840		840
PROTECTIVE COAT	SQ YD	1,181		1,181
CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	143.1		143.1
FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
TREATED TIMBER	F.B.M.	9,922		9,922
HARDWARE	POUND	557		557
REINFORCEMENT BARS, EPOXY COATED	POUND	121,410	2,120	123,530
PREFORMED JOINT STRIP SEAL	FOOT	139		139
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	17		17
ANCHOR BOLTS, 1"	EACH		34	34
CONCRETE SEALER	SQ FT		2,998	2,998
EPOXY CRACK INJECTION	FOOT		363	363
REMOVAL OF EXISTING TIMBER MATERIAL	L SUM	0.7	0.3	1
REMOVE AND RE-ERECT EXISTING BRIDGE RAIL	FOOT	575		575
REMOVE AND REPLACE FIBERGLASS JACKET	SQ FT		1,118	1,118
COUNTERWEIGHT REPAIR MATERIALS	L SUM	1		1
FENDER SYSTEM	L SUM	1		1
STEEL GRID DECK	SQ FT	7,233		7,233
BRIDGE BARRIER	FOOT	345		345
REMOVE AND RE-ERECT EXISTING STRUCTURAL STEEL	L SUM	1		1
BRIDGE CLEANING AND PAINTING WARRANTY	L. SUM	1		1
JACK AND REMOVE EXISTING BEARINGS	EACH		17	17
STRUCTURAL STEEL REMOVAL	L SUM	1		1
STRUCTURAL STEEL REPAIR	POUND	7,737		7,737
BRIDGE FLOOR REMOVAL	SQ YD	804		804
CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1		1
CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1		1
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT		878	878
STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT		554	554
PREFORMED JOINT FILLER	FOOT	123		123
TEMPORARY SHORING AND CRIBBING	EACH		2	2
TEMPORARY SUPPORT SYSTEM	L SUM	1		1

H&H

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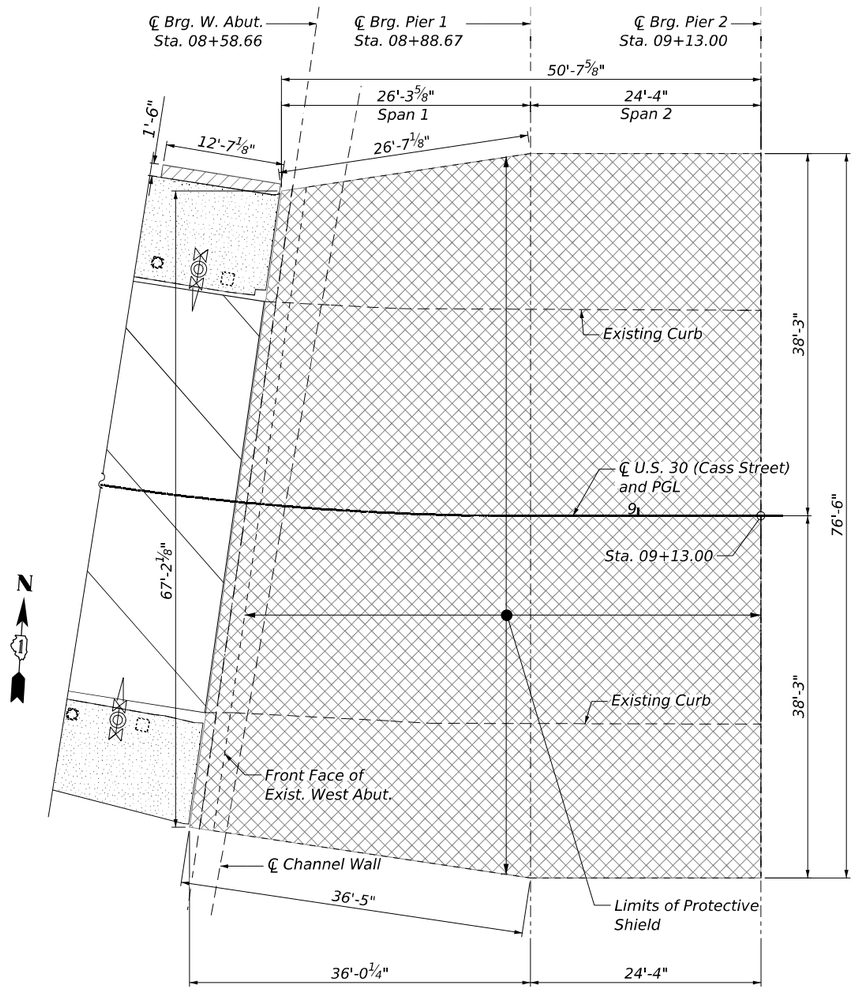
PLOT DATE = ____	CHECKED - HMG	REVISED - ____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

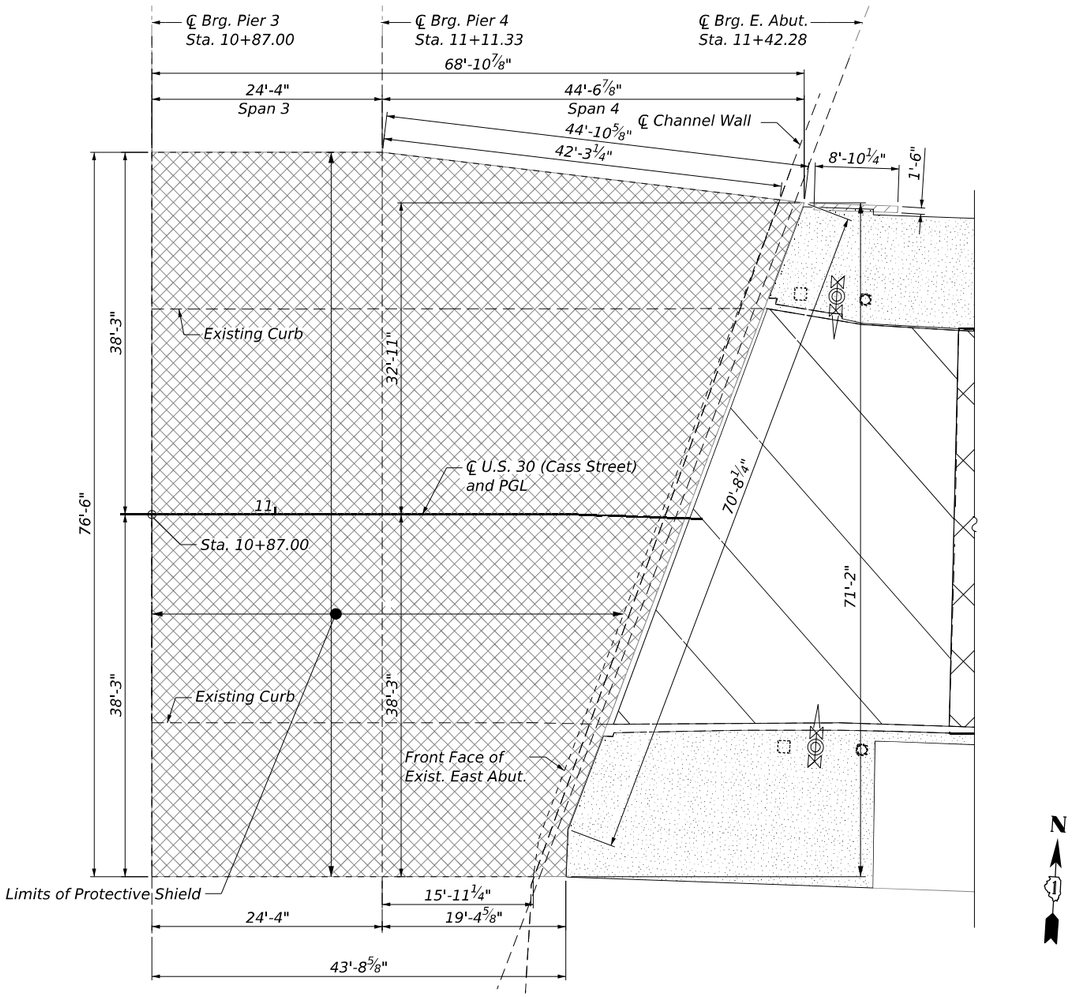
INDEX OF DRAWINGS AND TOTAL BILL OF MATERIAL
STRUCTURE NO. 099-0101

SHEET S-03 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	37
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



WEST APPROACH SPANS PLAN



EAST APPROACH SPANS PLAN

Notes:

The Contractor shall exercise extreme care during removal of abutment backwall and concrete deck to prevent damage to conduits. Any damage to the existing conduits to remain in place shall be repaired at the Contractor's expense.

For existing approach slab, sidewalk, curb and gutter, and pavement removal limits, quantities, and hatch legend, see Roadway Plans.

The removal of existing ornamental fence attached to the west and east wingwalls/retaining walls is included in "Remove and Re-erect Existing Bridge Rail".

Approach slab removal is included in "Approach Slab Removal", see Roadway Plans.

The removal of deck joints shall be included in the cost of "Removal of Existing Concrete Deck".

The removal of approach slab sidewalk over retaining wall shall be included in the cost of "Concrete Removal", see plan view and legend.

LEGEND

- Removal of Existing Concrete Deck
- Removal of Existing Sidewalk over Retaining Wall paid as "Concrete Removal".
- Removal and Repalcement of Existing Traffic Gate, See Electrical Plans
- Existing Trolley Support to Remain
- Removal of Existing Traffic Signal Pole and Post to be Replaced or Reinstalled, See TS Plans

BILL OF MATERIAL

Item	Unit	Quantity
Removal of Existing Concrete Deck	Each	1
Protective Shield	Sq Yd	884
Concrete Removal	Cu Yd	1.2

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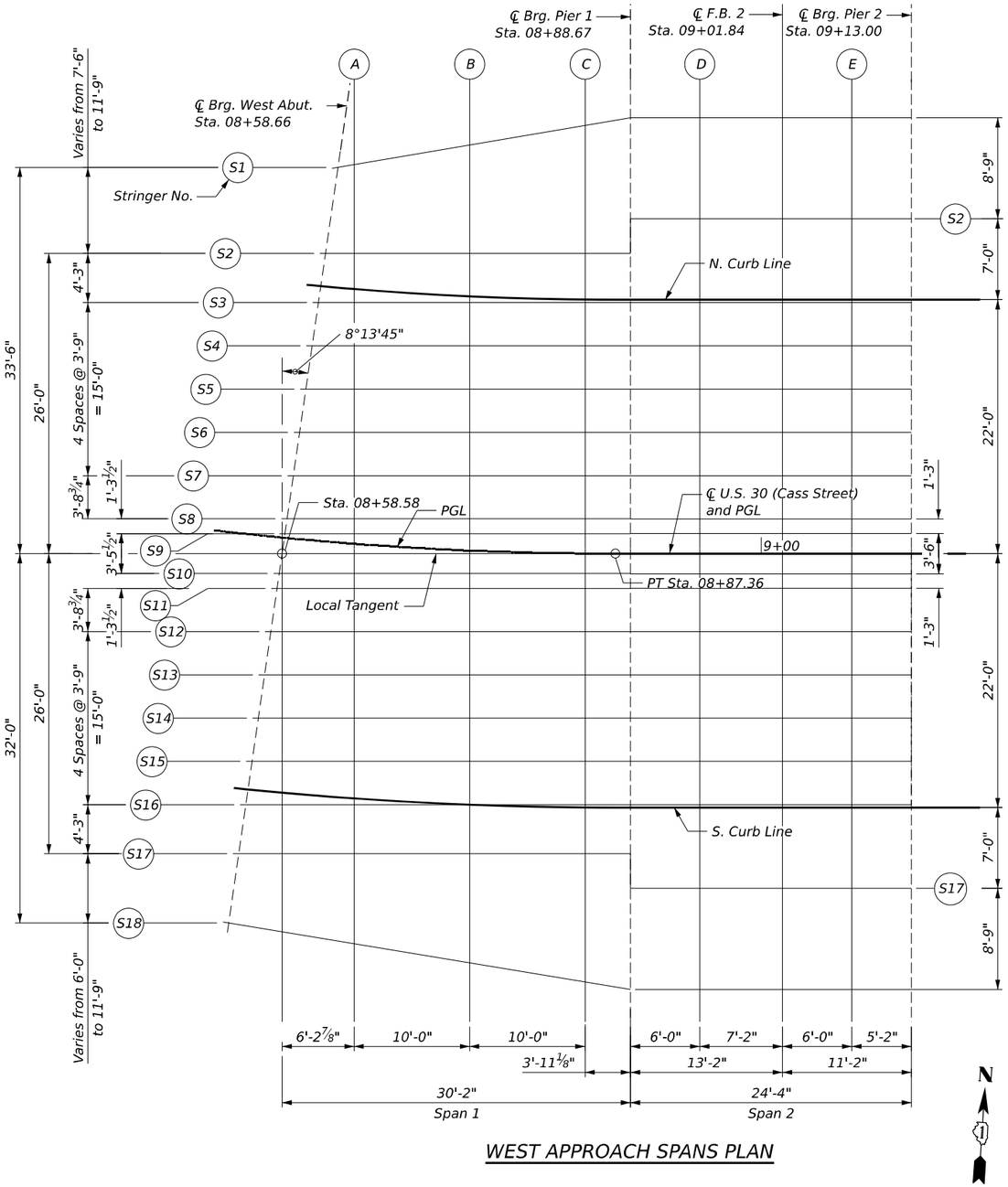
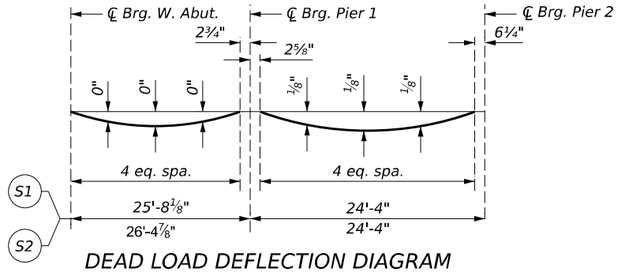
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SPANS - DECK REMOVAL
STRUCTURE NO. 099-0101
SHEET S-04 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	38
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

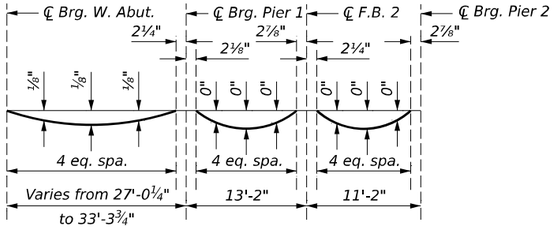


WEST APPROACH SPANS PLAN



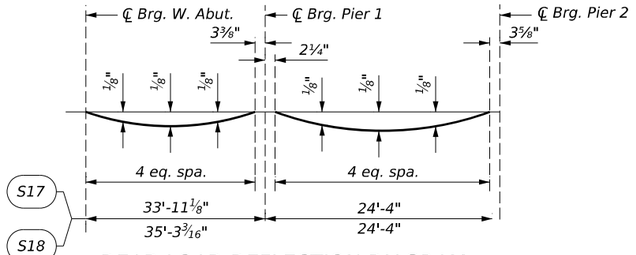
DEAD LOAD DEFLECTION DIAGRAM
STRINGERS S1 & S2

(Includes weight of concrete only.)



DEAD LOAD DEFLECTION DIAGRAM
STRINGERS S3 THRU S16

(Includes weight of concrete only.)

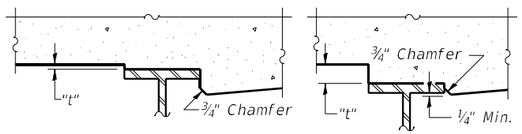


DEAD LOAD DEFLECTION DIAGRAM
STRINGERS S17 & S18

(Includes weight of concrete only.)

Note:

The deflections provided in the Dead Load Deflection Diagrams, shown above, are not to be used in the field if the Engineer is working from the theoretical grade elevations adjusted for dead load deflections as shown on this sheet, Sheet S-06 and Sheet S-07.



At Minimum Fillet *At Maximum Fillet*

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown in the tables on this sheet, Sheet S-06 & Sheet S-07. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown in the tables on this sheet, Sheet S-06 & Sheet S-07, minus the deck thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

STRINGER S1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+57.29	31.63 Lt.	552.31	552.31
CL Brg. W. Abut	08+60.40	32.38 Lt.	552.51	552.51
A	08+64.74	32.76 Lt.	552.77	552.77
B	08+74.74	35.09 Lt.	553.41	553.41
C	08+84.74	37.07 Lt.	554.07	554.07
CL Brg. Pier 1	08+88.67	37.75 Lt.	554.34	554.34
D	08+94.67	37.75 Lt.	554.76	554.77
CL F.B. 2	09+01.83	37.75 Lt.	555.27	555.28
E	09+07.83	37.75 Lt.	555.71	555.72
CL Brg. Pier 2	09+13.00	37.75 Lt.	556.10	556.10

STRINGER S2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+56.95	24.58 Lt.	552.29	552.29
CL Brg. W. Abut	08+59.96	24.85 Lt.	552.48	552.48
A	08+62.65	25.07 Lt.	552.65	552.64
B	08+73.55	25.71 Lt.	553.33	553.33
C	08+84.49	25.99 Lt.	554.05	554.05
CL Brg. Pier 1	08+88.67	26.00 Lt.	554.34	554.34
CL Brg. Pier 1	08+88.67	29.00 Lt.	554.34	554.34
D	08+94.67	29.00 Lt.	554.76	554.77
CL F.B. 2	09+01.83	29.00 Lt.	555.27	555.28
E	09+07.83	29.00 Lt.	555.71	555.72
CL Brg. Pier 2	09+13.00	29.00 Lt.	556.10	556.10

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+56.83	22.00 Lt.	551.76	551.76
CL Brg. W. Abut	08+59.79	22.00 Lt.	551.95	551.95
A	08+62.92	22.00 Lt.	552.14	552.14
B	08+71.74	22.00 Lt.	552.69	552.70
C	08+84.53	22.00 Lt.	553.54	553.54
CL Brg. Pier 1	08+88.67	22.00 Lt.	553.82	553.82
D	08+94.67	22.00 Lt.	554.24	554.24
CL F.B. 2	09+01.83	22.00 Lt.	554.75	554.75
E	09+07.83	22.00 Lt.	555.19	555.19
CL Brg. Pier 2	09+13.00	22.00 Lt.	555.58	555.58

NOTE:

Stringer designation number shown on plans varies from reference 38306.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SPANS - TOP OF SLAB ELEVATIONS
STRUCTURE NO. 099-0101

SHEET S-05 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	39
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

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STRINGER S3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+56.76	20.29 Lt.	551.79	551.79
CL Brg. W. Abut	08+59.71	20.56 Lt.	551.96	551.96
A	08+63.03	20.83 Lt.	552.17	552.17
B	08+73.76	21.47 Lt.	552.83	552.84
C	08+84.54	21.74 Lt.	553.54	553.55
CL Brg. Pier 1	08+88.67	21.75 Lt.	553.82	553.82
D	08+94.67	21.75 Lt.	554.24	554.24
CL F.B. 2	09+01.83	21.75 Lt.	554.75	554.75
E	09+07.83	21.75 Lt.	555.20	555.20
CL Brg. Pier 2	09+13.00	21.75 Lt.	555.59	555.59

STRINGER S4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+56.15	16.47 Lt.	551.81	551.81
CL Brg. W. Abut	08+59.51	16.78 Lt.	552.01	552.01
A	08+63.35	17.09 Lt.	552.24	552.24
B	08+73.94	17.72 Lt.	552.90	552.91
C	08+84.57	17.99 Lt.	553.60	553.60
CL Brg. Pier 1	08+88.67	18.00 Lt.	553.88	553.88
D	08+94.67	18.00 Lt.	554.30	554.30
CL F.B. 2	09+01.83	18.00 Lt.	554.81	554.81
E	09+07.83	18.00 Lt.	555.25	555.25
CL Brg. Pier 2	09+13.00	18.00 Lt.	555.64	555.64

STRINGER S5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+56.43	12.73 Lt.	551.88	551.88
CL Brg. W. Abut	08+59.31	13.00 Lt.	552.05	552.05
A	08+63.66	13.35 Lt.	552.32	552.32
B	08+74.12	13.97 Lt.	552.97	552.98
C	08+84.61	14.24 Lt.	553.66	553.66
CL Brg. Pier 1	08+88.67	14.25 Lt.	553.93	553.93
D	08+94.67	14.25 Lt.	554.35	554.35
CL F.B. 2	09+01.83	14.25 Lt.	554.87	554.87
E	09+07.83	14.25 Lt.	555.31	555.31
CL Brg. Pier 2	09+13.00	14.25 Lt.	555.70	555.70

STRINGER S6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+56.27	8.94 Lt.	551.93	551.93
CL Brg. W. Abut	08+59.12	9.21 Lt.	552.10	552.10
A	08+63.97	9.61 Lt.	552.39	552.39
B	08+74.29	10.23 Lt.	553.03	553.05
C	08+84.64	10.49 Lt.	553.72	553.72
CL Brg. Pier 1	08+88.67	10.50 Lt.	553.99	553.99
D	08+94.67	10.50 Lt.	554.41	554.41
CL F.B. 2	09+01.83	10.50 Lt.	554.92	554.92
E	09+07.83	10.50 Lt.	555.37	555.37
CL Brg. Pier 2	09+13.00	10.50 Lt.	555.75	555.75

STRINGER S7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+56.12	5.16 Lt.	551.97	551.97
CL Brg. W. Abut	08+58.92	5.43 Lt.	552.14	552.14
A	08+64.26	5.88 Lt.	552.47	552.47
B	08+74.46	6.48 Lt.	553.10	553.11
C	08+84.68	6.74 Lt.	553.77	553.78
CL Brg. Pier 1	08+88.67	6.75 Lt.	554.05	554.05
D	08+94.67	6.75 Lt.	554.47	554.47
CL F.B. 2	09+01.83	6.75 Lt.	554.98	554.98
E	09+07.83	6.75 Lt.	555.42	555.42
CL Brg. Pier 2	09+13.00	6.75 Lt.	555.81	555.81

STRINGER S8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+55.97	1.36 Lt.	552.02	552.02
CL Brg. W. Abut	08+58.74	1.65 Lt.	552.19	552.19
A	08+64.55	2.14 Lt.	552.54	552.54
B	08+74.62	2.75 Lt.	553.17	553.18
C	08+84.71	2.99 Lt.	553.83	553.84
CL Brg. Pier 1	08+88.67	3.02 Lt.	554.10	554.10
D	08+94.67	3.02 Lt.	554.52	554.52
CL F.B. 2	09+01.83	3.02 Lt.	555.04	555.04
E	09+07.83	3.02 Lt.	555.48	555.48
CL Brg. Pier 2	09+13.00	3.02 Lt.	555.87	555.87

STRINGER S9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+55.92	0.10 Lt.	552.04	552.04
CL Brg. W. Abut	08+58.68	0.36 Lt.	552.20	552.20
A	08+64.65	0.90 Lt.	552.56	552.57
B	08+74.67	1.48 Lt.	553.19	553.20
C	08+84.72	1.74 Lt.	553.85	553.86
CL Brg. Pier 1	08+88.67	1.73 Lt.	554.12	554.12
D	08+94.67	1.73 Lt.	554.54	554.54
CL F.B. 2	09+01.83	1.73 Lt.	555.05	555.05
E	09+07.83	1.73 Lt.	555.50	555.50
CL Brg. Pier 2	09+13.00	1.73 Lt.	555.89	555.89

CL U.S. 30 (CASS AVE)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+55.91	0.00 Rt.	552.04	552.04
CL Brg. W. Abut	08+58.66	0.00 Rt.	552.21	552.21
A	08+64.72	0.00 Rt.	552.58	552.59
B	08+74.74	0.00 Rt.	553.22	553.23
C	08+84.74	0.00 Rt.	553.88	553.88
CL Brg. Pier 1	08+88.67	0 Rt.	554.15	554.15
D	08+94.67	0 Rt.	554.57	554.57
CL F.B. 2	09+01.83	0 Rt.	555.08	555.08
E	09+07.83	0 Rt.	555.52	555.52
CL Brg. Pier 2	09+13.00	0 Rt.	555.91	555.91

STRINGER S10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+55.78	3.43 Rt.	551.98	551.98
CL Brg. W. Abut	08+58.51	3.13 Rt.	552.15	552.15
A	08+64.91	2.59 Rt.	552.56	552.56
B	08+74.82	2.01 Rt.	553.19	553.20
C	08+84.75	1.76 Rt.	553.85	553.86
CL Brg. Pier 1	08+88.67	1.73 Rt.	554.12	554.12
D	08+94.67	1.73 Rt.	554.54	554.54
CL F.B. 2	09+01.83	1.73 Rt.	555.05	555.05
E	09+07.83	1.73 Rt.	555.50	555.50
CL Brg. Pier 2	09+13.00	1.73 Rt.	555.89	555.89

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DEPARTMENT OF TRANSPORTATION

WEST APPROACH SPANS - TOP OF SLAB ELEVATIONS TABLES I
STRUCTURE NO. 099-0101
SHEET S-06 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	40
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

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STRINGER S11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+55.73	4.69 Rt.	551.96	551.96
CL Brg. W. Abut	08+58.45	4.42 Rt.	552.13	552.13
A	08+65.00	3.86 Rt.	552.54	552.55
B	08+74.87	3.28 Rt.	553.18	553.19
C	08+84.77	3.01 Rt.	553.84	553.84
CL Brg. Pier 1	08+88.67	3.02 Rt.	554.10	554.10
D	08+94.67	3.02 Rt.	554.52	554.52
CL F.B. 2	09+01.83	3.02 Rt.	555.04	555.04
E	09+07.83	3.02 Rt.	555.48	555.48
CL Brg. Pier 2	09+13.00	3.02 Rt.	555.87	555.87

STRINGER S12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+55.59	8.48 Rt.	551.89	551.89
CL Brg. W. Abut	08+58.27	8.20 Rt.	552.06	552.06
A	08+65.28	7.58 Rt.	552.50	552.51
B	08+75.02	7.01 Rt.	553.13	553.14
C	08+84.80	6.76 Rt.	553.78	553.79
CL Brg. Pier 1	08+88.67	6.75 Rt.	554.05	554.05
D	08+94.67	6.75 Rt.	554.47	554.47
CL F.B. 2	09+01.83	6.75 Rt.	554.98	554.98
E	09+07.83	6.75 Rt.	555.42	555.42
CL Brg. Pier 2	09+13.00	6.75 Rt.	555.81	555.81

STRINGER S13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+55.45	12.26 Rt.	551.82	551.82
CL Brg. W. Abut	08+58.10	11.98 Rt.	551.99	551.99
A	08+65.54	11.32 Rt.	552.46	552.47
B	08+75.17	10.76 Rt.	553.08	553.09
C	08+84.83	10.51 Rt.	553.73	553.73
CL Brg. Pier 1	08+88.67	10.50 Rt.	553.99	553.99
D	08+94.67	10.50 Rt.	554.41	554.41
CL F.B. 2	09+01.83	10.50 Rt.	554.92	554.92
E	09+07.83	10.50 Rt.	555.37	555.36
CL Brg. Pier 2	09+13.00	10.50 Rt.	555.75	555.75

STRINGER S14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+55.32	16.05 Rt.	551.76	551.76
CL Brg. W. Abut	08+57.94	15.77 Rt.	551.93	551.93
A	08+65.80	15.06 Rt.	552.42	552.43
B	08+75.32	14.50 Rt.	553.04	553.05
C	08+84.86	14.26 Rt.	553.67	553.68
CL Brg. Pier 1	08+88.67	14.25 Rt.	553.93	553.93
D	08+94.67	14.25 Rt.	554.35	554.35
CL F.B. 2	09+01.83	14.25 Rt.	554.87	554.87
E	09+07.83	14.25 Rt.	555.31	555.31
CL Brg. Pier 2	09+13.00	14.25 Rt.	555.70	555.70

STRINGER S15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+55.19	19.83 Rt.	551.70	551.70
CL Brg. W. Abut	08+57.77	19.55 Rt.	551.86	551.86
A	08+66.06	18.8 Rt.	552.38	552.39
B	08+75.46	18.25 Rt.	552.99	553.00
C	08+84.89	18.01 Rt.	553.62	553.62
CL Brg. Pier 1	08+88.67	18.00 Rt.	553.88	553.88
D	08+94.67	18.00 Rt.	554.30	554.30
CL F.B. 2	09+01.83	18.00 Rt.	554.81	554.81
E	09+07.83	18.00 Rt.	555.25	555.25
CL Brg. Pier 2	09+13.00	18.00 Rt.	555.64	555.64

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+55.12	22.00 Rt.	551.66	551.66
CL Brg. W. Abut	08+57.67	22.00 Rt.	551.82	551.82
A	08+66.27	22.00 Rt.	552.35	552.35
B	08+75.60	22.00 Rt.	552.94	552.95
C	08+84.92	22.00 Rt.	553.56	553.57
CL Brg. Pier 1	08+88.67	22.00 Rt.	553.82	553.82
D	08+94.67	22.00 Rt.	554.24	554.24
CL F.B. 2	09+01.83	22.00 Rt.	554.75	554.75
E	09+07.83	22.00 Rt.	555.19	555.19
CL Brg. Pier 2	09+13.00	22.00 Rt.	555.58	555.58

STRINGER S16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+55.06	23.63 Rt.	552.18	552.18
CL Brg. W. Abut	08+57.62	23.33 Rt.	552.33	552.33
A	08+66.30	22.54 Rt.	552.35	552.36
B	08+75.60	22.00 Rt.	552.94	552.95
C	08+84.92	21.76 Rt.	553.57	553.57
CL Brg. Pier 1	08+88.67	21.75 Rt.	553.82	553.82
D	08+94.67	21.75 Rt.	554.24	554.24
CL F.B. 2	09+01.83	21.75 Rt.	554.75	554.75
E	09+07.83	21.75 Rt.	555.20	555.20
CL Brg. Pier 2	09+13.00	21.75 Rt.	555.59	555.59

STRINGER S17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+54.92	27.92 Rt.	552.17	552.17
CL Brg. W. Abut	08+57.44	27.63 Rt.	552.32	552.32
A	08+66.58	26.53 Rt.	552.89	552.89
B	08+75.75	26.24 Rt.	553.47	553.48
C	08+84.95	26.01 Rt.	554.08	554.09
CL Brg. Pier 1	08+88.67	26.00 Rt.	554.34	554.34
CL Brg. Pier 1	08+88.67	29.00 Rt.	554.34	554.34
D	08+94.67	29.00 Rt.	554.76	554.77
CL F.B. 2	09+01.83	29.00 Rt.	555.27	555.28
E	09+07.83	29.00 Rt.	555.71	555.72
CL Brg. Pier 2	09+13.00	29.00 Rt.	556.10	556.10

STRINGER S18

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut	08+54.74	33.52 Rt.	552.16	552.16
CL Brg. W. Abut	08+57.20	33.69 Rt.	552.31	552.31
A	08+67.06	34.56 Rt.	552.92	552.92
B	08+76.08	35.69 Rt.	553.49	553.50
C	08+85.03	37.11 Rt.	554.09	554.09
CL Brg. Pier 1	08+88.67	37.75 Rt.	554.34	554.34
D	08+94.67	37.75 Rt.	554.76	554.77
CL F.B. 2	09+01.83	37.75 Rt.	555.27	555.28
E	09+07.83	37.75 Rt.	555.71	555.72
CL Brg. Pier 2	09+13.00	37.75 Rt.	556.10	556.10

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SPANS - TOP OF SLAB ELEVATIONS TABLES II
STRUCTURE NO. 099-0101

SHEET S-07 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	41
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

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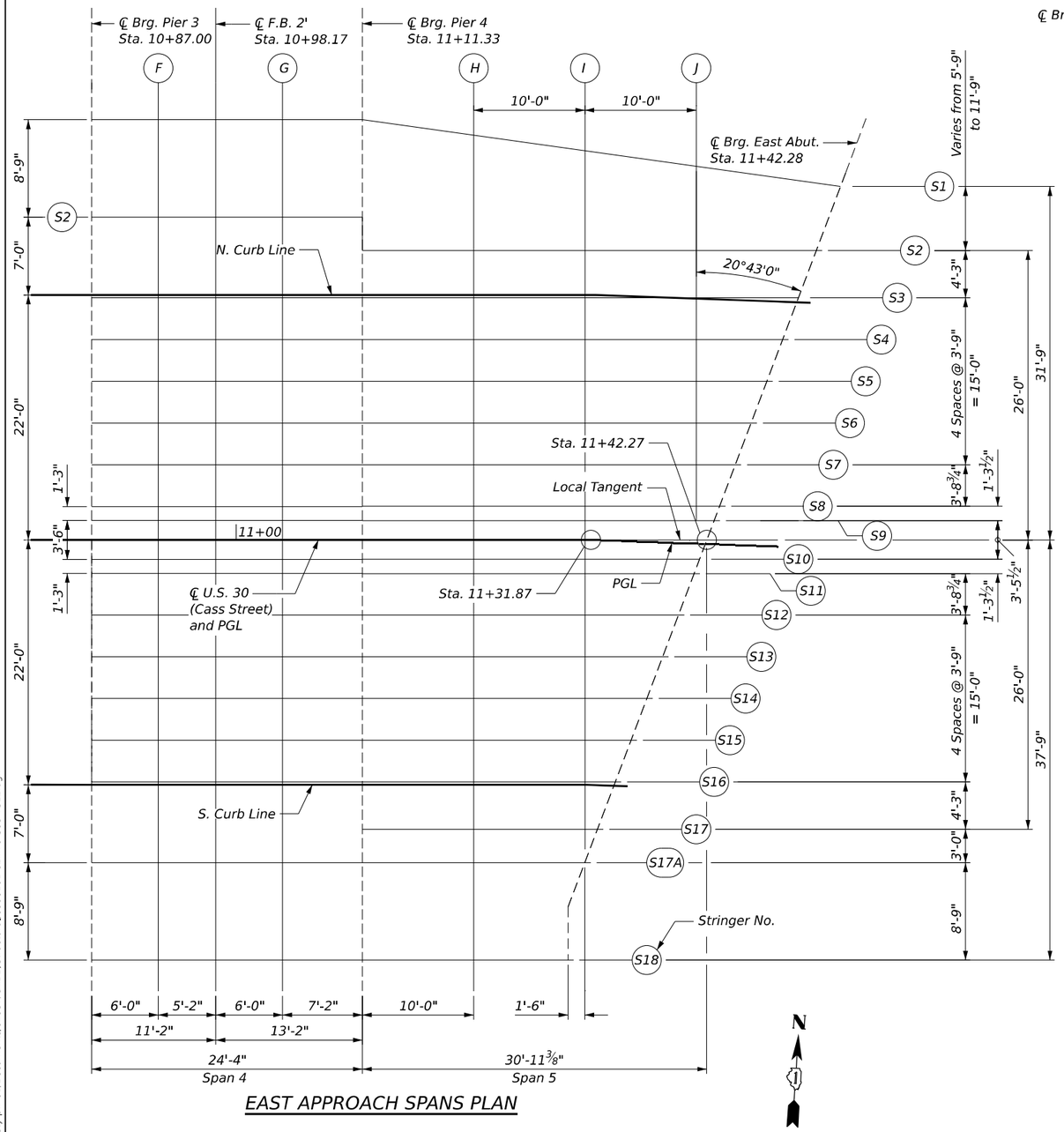
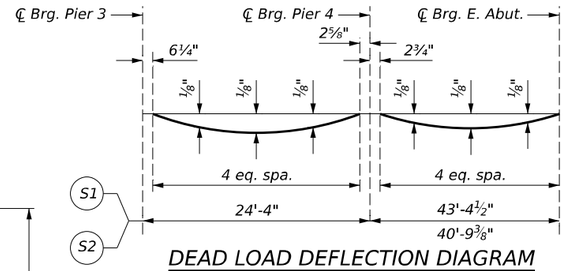


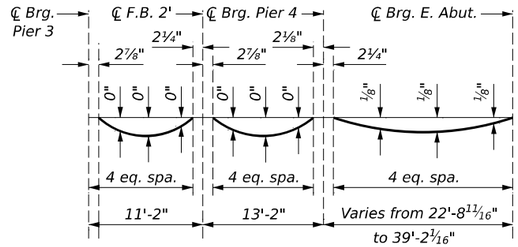
EAST APPROACH SPANS PLAN



DEAD LOAD DEFLECTION DIAGRAM

STRINGERS S1 & S2

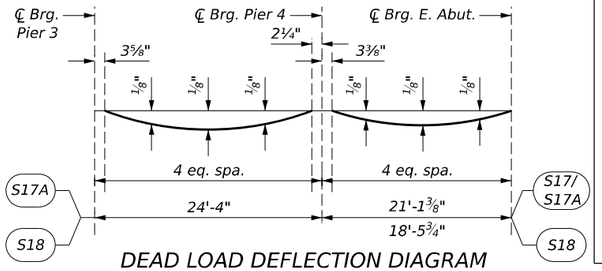
(Includes weight of concrete only.)



DEAD LOAD DEFLECTION DIAGRAM

STRINGERS S3 THRU S16

(Includes weight of concrete only.)



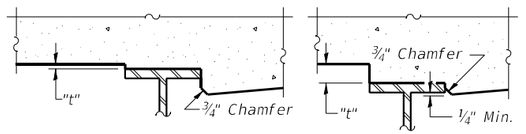
DEAD LOAD DEFLECTION DIAGRAM

STRINGERS S17/S17A & S18

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on this sheet, Sheets S-09 and S-10.



At Minimum Fillet

At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals as shown on this sheet, Sheets S-09 and Sheets S-10. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on this sheet, Sheet S-09 and Sheet S-10, minus the deck thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

NOTE:

Stringer designation number shown on plans varies from reference 38306.

STRINGER S1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	37.75 Lt.	556.10	556.10
F	10+93.00	37.75 Lt.	555.66	555.67
CL F.B. 2'	10+98.17	37.75 Lt.	555.27	555.28
G	11+04.17	37.75 Lt.	554.84	554.84
CL Brg. Pier 4	11+11.33	37.75 Lt.	554.32	554.32
H	11+21.33	36.35 Lt.	553.60	553.61
I	11+31.33	34.96 Lt.	552.90	552.91
J	11+40.13	33.88 Lt.	552.27	552.28
CL Brg. E Abut	11+53.14	32.53 Lt.	551.35	551.35
Bk. E Abut	11+55.86	32.25 Lt.	551.16	551.16

STRINGER S2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	29.00 Lt.	556.10	556.10
F	10+93.00	29.00 Lt.	555.66	555.67
CL F.B. 2'	10+98.17	29.00 Lt.	555.27	555.28
G	11+04.17	29.00 Lt.	554.84	554.84
CL Brg. Pier 4	11+11.33	29.00 Lt.	554.32	554.32
CL Brg. Pier 4	11+11.33	26.00 Lt.	554.32	554.32
H	11+21.33	26.00 Lt.	553.60	553.61
I	11+31.33	26.00 Lt.	552.90	552.91
J	11+40.40	26.32 Lt.	552.26	552.27
CL Brg. E Abut	11+51.17	26.71 Lt.	551.49	551.49
Bk. E Abut	11+54.02	26.81 Lt.	551.29	551.29

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	22.00 Lt.	555.58	555.58
F	10+93.00	22.00 Lt.	555.14	555.14
CL F.B. 2'	10+98.17	22.00 Lt.	554.75	554.75
G	11+04.17	22.00 Lt.	554.32	554.31
CL Brg. Pier 4	11+11.33	22.00 Lt.	553.80	553.80
H	11+21.33	22.00 Lt.	553.08	553.09
I	11+31.33	22.00 Lt.	552.38	552.39
J	11+40.55	22.00 Lt.	551.72	551.73
CL Brg. E Abut	11+49.58	22.00 Lt.	551.09	551.09
Bk. E Abut	11+52.40	22.00 Lt.	550.89	550.89

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SPANS - TOP OF SLAB ELEVATIONS
STRUCTURE NO. 099-0101

SHEET S-08 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	42
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

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FILE NAME: pw://hardesty-pw.bentley.com:hardesty-pw-01/Documents/04937/CADD/Structural/099010162M79-S08-TSE2.dgn

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STRINGER S3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	21.75 Lt.	555.59	555.59
F	10+93.00	21.75 Lt.	555.14	555.14
CL F.B. 2	10+98.17	21.75 Lt.	554.76	554.76
G	11+04.17	21.75 Lt.	554.32	554.32
CL Brg. Pier 4	11+11.33	21.75 Lt.	553.80	553.80
H	11+21.33	21.75 Lt.	553.09	553.09
I	11+31.33	21.75 Lt.	552.38	552.39
J	11+40.55	22.07 Lt.	551.72	551.73
CL Brg. E Abut	11+49.72	22.41 Lt.	551.08	551.08
Bk. E Abut	11+52.57	22.50 Lt.	550.87	550.87

STRINGER S4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	18.00 Lt.	555.64	555.64
F	10+93.00	18.00 Lt.	555.20	555.20
CL F.B. 2	10+98.17	18.00 Lt.	554.81	554.81
G	11+04.17	18.00 Lt.	554.38	554.37
CL Brg. Pier 4	11+11.33	18.00 Lt.	553.86	553.86
H	11+21.33	18.00 Lt.	553.14	553.15
I	11+31.33	18.00 Lt.	552.44	552.45
J	11+40.68	18.32 Lt.	551.77	551.78
CL Brg. E Abut	11+48.43	18.60 Lt.	551.22	551.22
Bk. E Abut	11+51.28	18.71 Lt.	551.01	551.01

STRINGER S5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	14.25 Lt.	555.70	555.70
F	10+93.00	14.25 Lt.	555.25	555.25
CL F.B. 2	10+98.17	14.25 Lt.	554.87	554.87
G	11+04.17	14.25 Lt.	554.43	554.43
CL Brg. Pier 4	11+11.33	14.25 Lt.	553.92	553.92
H	11+21.33	14.25 Lt.	553.20	553.21
I	11+31.33	14.25 Lt.	552.49	552.50
J	11+40.82	14.58 Lt.	551.82	551.82
CL Brg. E Abut	11+47.15	14.80 Lt.	551.36	551.36
Bk. E Abut	11+50.00	14.91 Lt.	551.16	551.16

STRINGER S6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	10.50 Lt.	555.76	555.76
F	10+93.00	10.50 Lt.	555.31	555.31
CL F.B. 2	10+98.17	10.50 Lt.	554.93	554.93
G	11+04.17	10.50 Lt.	554.49	554.49
CL Brg. Pier 4	11+11.33	10.50 Lt.	553.97	553.97
H	11+21.33	10.50 Lt.	553.25	553.26
I	11+31.33	10.50 Lt.	552.55	552.56
J	11+40.95	10.83 Lt.	551.86	551.87
CL Brg. E Abut	11+45.87	11.01 Lt.	551.51	551.51
Bk. E Abut	11+48.72	11.11 Lt.	551.31	551.31

STRINGER S7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	6.75 Lt.	555.81	555.81
F	10+93.00	6.75 Lt.	555.36	555.36
CL F.B. 2	10+98.17	6.75 Lt.	554.98	554.98
G	11+04.17	6.75 Lt.	554.54	554.54
CL Brg. Pier 4	11+11.33	6.75 Lt.	554.03	554.03
H	11+21.33	6.75 Lt.	553.31	553.32
I	11+31.33	6.75 Lt.	552.60	552.61
J	11+41.09	7.08 Lt.	551.91	551.91
CL Brg. E Abut	11+44.58	7.21 Lt.	551.66	551.66
Bk. E Abut	11+47.43	7.31 Lt.	551.46	551.46

STRINGER S8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	3.02 Lt.	555.87	555.87
F	10+93.00	3.02 Lt.	555.42	555.42
CL F.B. 2	10+98.17	3.02 Lt.	555.04	555.04
G	11+04.17	3.02 Lt.	554.60	554.60
CL Brg. Pier 4	11+11.33	3.02 Lt.	554.09	554.09
H	11+21.33	3.02 Lt.	553.37	553.37
I	11+31.33	3.02 Lt.	552.66	552.67
J	11+41.22	3.36 Lt.	551.96	551.96
CL Brg. E Abut	11+43.31	3.43 Lt.	551.81	551.81
Bk. E Abut	11+46.16	3.53 Lt.	551.60	551.60

STRINGER S9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	1.73 Lt.	555.89	555.89
F	10+93.00	1.73 Lt.	555.44	555.44
CL F.B. 2	10+98.17	1.73 Lt.	555.06	555.06
G	11+04.17	1.73 Lt.	554.62	554.62
CL Brg. Pier 4	11+11.33	1.73 Lt.	554.10	554.10
H	11+21.33	1.73 Lt.	553.39	553.39
I	11+31.33	1.73 Lt.	552.68	552.69
J	11+41.26	2.07 Lt.	551.97	551.98
CL Brg. E Abut	11+42.87	2.12 Lt.	551.86	551.86
Bk. E Abut	11+45.72	2.23 Lt.	551.65	551.65

CL U.S. 30 (CASS AVE)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	0.00	555.91	555.91
F	10+93.00	0.00	555.47	555.47
CL F.B. 2	10+98.17	0.00	555.08	555.08
G	11+04.17	0.00	554.65	554.64
CL Brg. Pier 4	11+11.33	0.00	554.13	554.13
H	11+21.33	0.00	553.41	553.42
I	11+31.33	0.00	552.71	552.72
CL Brg. E Abut	11+42.15	0.00	551.94	551.94
Bk. E Abut	11+44.96	0.00	551.74	551.74

STRINGER S10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	1.73 Rt.	555.89	555.89
F	10+93.00	1.73 Rt.	555.44	555.44
CL F.B. 2	10+98.17	1.73 Rt.	555.06	555.06
G	11+04.17	1.73 Rt.	554.62	554.62
CL Brg. Pier 4	11+11.33	1.73 Rt.	554.10	554.10
H	11+21.33	1.73 Rt.	553.39	553.39
I	11+31.33	1.73 Rt.	552.68	552.69
CL Brg. E Abut	11+41.68	1.38 Rt.	551.95	551.95
Bk. E Abut	11+44.53	1.28 Rt.	551.75	551.75

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SPANS - TOP OF SLAB ELEVATIONS TABLES I
STRUCTURE NO. 099-0101
SHEET S-09 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	43
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

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STRINGER S11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	3.02 Rt.	555.87	555.87
F	10+93.00	3.02 Rt.	555.42	555.42
CL F.B. 2	10+98.17	3.02 Rt.	555.04	555.04
G	11+04.17	3.02 Rt.	554.60	554.60
CL Brg. Pier 4	11+11.33	3.02 Rt.	554.09	554.09
H	11+21.33	3.02 Rt.	553.37	553.37
I	11+31.33	3.02 Rt.	552.66	552.67
CL Brg. E Abut	11+41.25	2.69 Rt.	551.96	551.96
Bk. E Abut	11+44.09	2.59 Rt.	551.76	551.76

STRINGER S12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	6.75 Rt.	555.81	555.81
F	10+93.00	6.75 Rt.	555.36	555.36
CL F.B. 2	10+98.17	6.75 Rt.	554.98	554.98
G	11+04.17	6.75 Rt.	554.54	554.54
CL Brg. Pier 4	11+11.33	6.75 Rt.	554.03	554.03
H	11+21.33	6.75 Rt.	553.31	553.32
I	11+31.33	6.75 Rt.	552.60	552.61
CL Brg. E Abut	11+39.96	6.46 Rt.	552.00	552.00
Bk. E Abut	11+42.81	6.36 Rt.	551.80	551.80

STRINGER S13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	10.50 Rt.	555.76	555.76
F	10+93.00	10.50 Rt.	555.31	555.31
CL F.B. 2	10+98.17	10.50 Rt.	554.93	554.93
G	11+04.17	10.50 Rt.	554.49	554.49
CL Brg. Pier 4	11+11.33	10.50 Rt.	553.97	553.97
H	11+21.33	10.50 Rt.	553.25	553.26
I	11+31.33	10.50 Rt.	552.55	552.56
CL Brg. E Abut	11+38.68	10.26 Rt.	552.03	552.03
Bk. E Abut	11+41.53	10.16 Rt.	551.83	551.83

STRINGER S14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	14.25 Rt.	555.70	555.70
F	10+93.00	14.25 Rt.	555.25	555.25
CL F.B. 2	10+98.17	14.25 Rt.	554.87	554.87
G	11+04.17	14.25 Rt.	554.43	554.43
CL Brg. Pier 4	11+11.33	14.25 Rt.	553.92	553.92
H	11+21.33	14.25 Rt.	553.20	553.21
I	11+31.33	14.25 Rt.	552.49	552.50
CL Brg. E Abut	11+37.40	14.06 Rt.	552.07	552.07
Bk. E Abut	11+40.25	13.96 Rt.	551.87	551.87

STRINGER S15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	18.00 Rt.	555.64	555.64
F	10+93.00	18.00 Rt.	555.20	555.20
CL F.B. 2	10+98.17	18.00 Rt.	554.81	554.81
G	11+04.17	18.00 Rt.	554.38	554.37
CL Brg. Pier 4	11+11.33	18.00 Rt.	553.86	553.86
H	11+21.33	18.00 Rt.	553.14	553.15
I	11+31.33	18.00 Rt.	552.44	552.45
CL Brg. E Abut	11+36.11	17.86 Rt.	552.10	552.10
Bk. E Abut	11+38.96	17.76 Rt.	551.90	551.90

STRINGER S16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	21.75 Rt.	555.59	555.59
F	10+93.00	21.75 Rt.	555.14	555.14
CL F.B. 2	10+98.17	21.75 Rt.	554.76	554.76
G	11+04.17	21.75 Rt.	554.32	554.32
CL Brg. Pier 4	11+11.33	21.75 Rt.	553.80	553.80
H	11+21.33	21.75 Rt.	553.09	553.09
I	11+31.33	21.75 Rt.	552.38	552.39
CL Brg. E Abut	11+34.83	21.66 Rt.	552.13	552.13
Bk. E Abut	11+37.68	21.56 Rt.	551.93	551.93

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	22.00 Rt.	555.58	555.58
F	10+93.00	22.00 Rt.	555.14	555.14
CL F.B. 2	10+98.17	22.00 Rt.	554.75	554.75
G	11+04.17	22.00 Rt.	554.32	554.31
CL Brg. Pier 4	11+11.33	22.00 Rt.	553.80	553.80
H	11+21.33	22.00 Rt.	553.08	553.09
I	11+31.33	22.00 Rt.	552.38	552.39
CL Brg. E Abut	11+34.72	22.00 Rt.	552.14	552.14
Bk. E Abut	11+37.53	22.00 Rt.	551.94	551.94

STRINGER S17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 4	11+11.33	26.00 Rt.	554.32	554.32
H	11+21.33	26.00 Rt.	553.60	553.61
I	11+31.33	26.00 Rt.	552.90	552.90
CL Brg. E Abut	11+33.38	25.96 Rt.	552.75	552.75
Bk. E Abut	11+36.23	25.86 Rt.	552.55	552.55

STRINGER S17A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	29.00 Rt.	556.10	556.10
F	10+93.00	29.00 Rt.	555.66	555.66
CL F.B. 2	10+98.17	29.00 Rt.	555.27	555.29
G	11+04.17	29.00 Rt.	554.84	554.85
CL Brg. Pier 4	11+11.33	29.00 Rt.	554.32	554.32
CL Brg. Pier 4	11+11.33	29.00 Rt.	554.32	554.32
H	11+21.33	29.00 Rt.	553.60	553.61
CL Brg. E Abut	11+31.33	29.00 Rt.	552.90	552.90
Bk. E Abut	11+35.20	28.90 Rt.	552.62	552.62

STRINGER S18

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. Pier 3	10+87.00	37.75 Rt.	556.10	556.10
F	10+93.00	37.75 Rt.	555.66	555.66
CL F.B. 2	10+98.17	37.75 Rt.	555.27	555.29
G	11+04.17	37.75 Rt.	554.84	554.85
CL Brg. Pier 4	11+11.33	37.75 Rt.	554.32	554.32
H	11+21.33	37.75 Rt.	553.60	553.61
CL Brg. E Abut	11+29.81	37.75 Rt.	553.00	553.00
Bk. E Abut	11+34.01	37.70 Rt.	552.71	552.71

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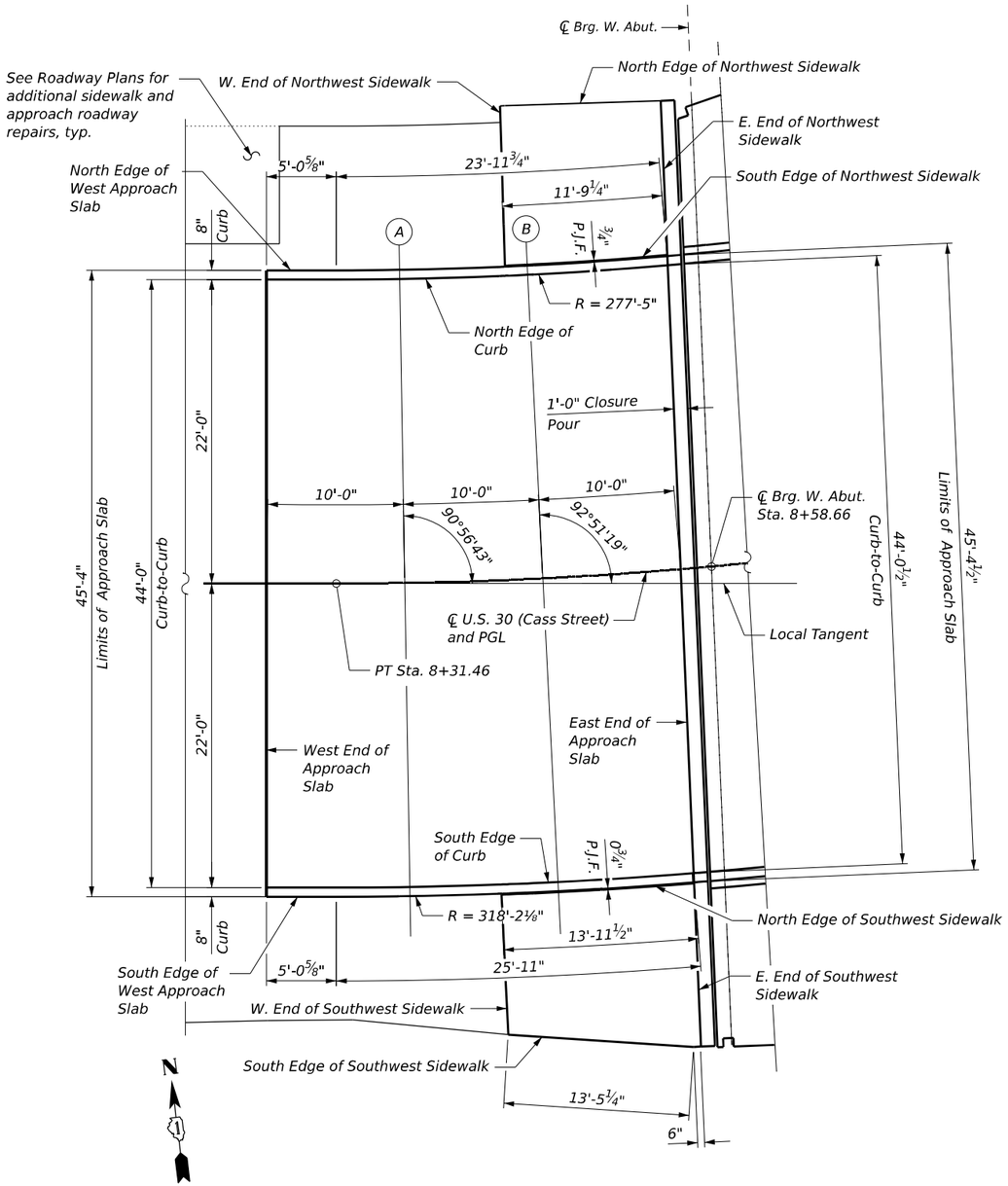
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SPANS - TOP OF SLAB ELEVATIONS TABLES II
STRUCTURE NO. 099-0101

SHEET S-10 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	44
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



WEST APPROACH SLAB PLAN

NORTH EDGE OF NORTHWEST SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
W. End of N.W. Sidewalk	08+48.98	34.23 Lt.	551.09
E. End of N.W. Sidewalk	08+57.96	33.89 Lt.	551.66

SOUTH EDGE OF NORTHWEST SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
W. End of N.W. Sidewalk	08+48.64	22.73 Lt.	551.25
E. End of N.W. Sidewalk	08+57.41	22.27 Lt.	551.80

NORTH EDGE OF WEST APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App. Slab	08+26.41	22.67 Lt.	549.87
A	08+36.41	22.67 Lt.	550.49
B	08+46.41	22.67 Lt.	551.11
E. End of W. App. Slab	08+57.41	22.67 Lt.	551.79

NORTH EDGE OF CURB

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App. Slab	08+26.41	22.00 Lt.	549.88
A	08+36.41	22.00 Lt.	550.50
B	08+46.41	22.00 Lt.	551.12
E. End of W. App. Slab	08+57.38	22.00 Lt.	551.80

CL U.S. 30 (CASS STREET)

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App. Slab	08+26.41	0.00	550.21
A	08+36.41	0.00	550.83
B	08+46.41	0.00	551.45
E. End of W. App. Slab	08+56.41	0.00	552.07

SOUTH EDGE OF CURB

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App. Slab	08+26.41	22.00 Rt.	549.88
A	08+36.41	22.00 Rt.	550.50
B	08+46.41	22.00 Rt.	551.12
E. End of W. App. Slab	08+55.58	22.00 Rt.	551.69

SOUTH EDGE OF WEST APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App. Slab	08+26.41	22.67 Rt.	549.87
A	08+36.41	22.67 Rt.	550.49
B	08+46.41	22.67 Rt.	551.11
E. End of W. App. Slab	08+55.56	22.67 Rt.	551.68

NORTH EDGE OF SOUTHWEST SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
W. End of S.W. Sidewalk	08+45.94	22.73 Rt.	551.08
E. End of S.W. Sidewalk	08+55.56	22.73 Rt.	551.67

SOUTH EDGE OF SOUTHWEST SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
W. End of S.W. Sidewalk	08+45.94	33.73 Rt.	550.91
E. End of S.W. Sidewalk	08+55.16	34.55 Rt.	551.47

Notes:

For proposed approach slab, sidewalk, curb and gutter, and pavement limits, quantities, and hatch legend, see Roadway Plans. Traffic gates and traffic signals not shown for clarity.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB - TOP OF SLAB ELEVATIONS
STRUCTURE NO. 099-0101

SHEET S-11 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	45
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

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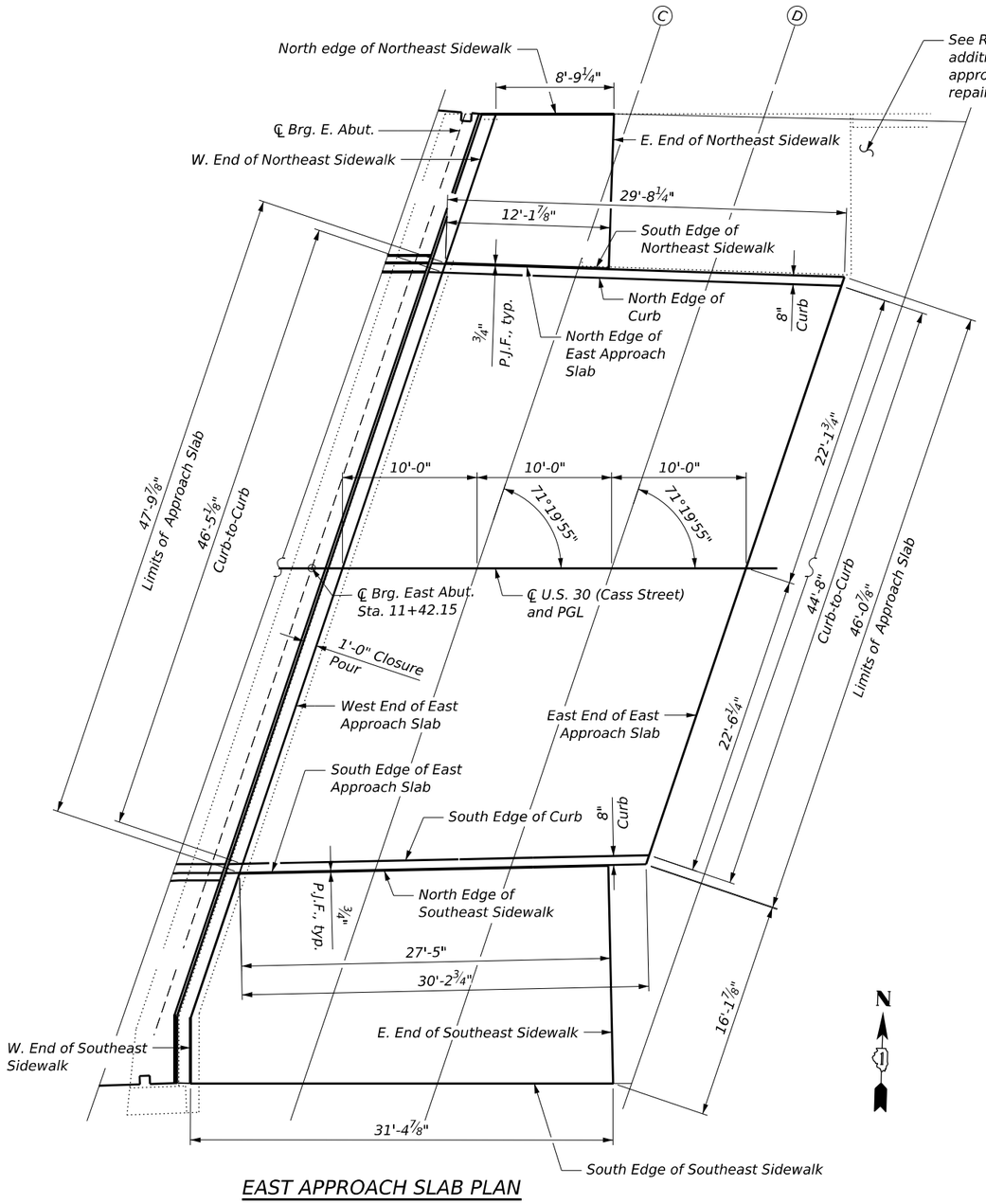

EAST APPROACH SLAB PLAN

NORTH EDGE OF NORTHEAST SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
W. End of N.E. Sidewalk	11+55.84	33.76 Lt.	550.47
E. End of N.E. Sidewalk	11+64.61	33.76 Lt.	549.85

SOUTH EDGE OF NORTHEAST SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
W. End of N.E. Sidewalk	11+52.10	22.69 Lt.	550.90
E. End of N.E. Sidewalk	11+64.23	22.28 Lt.	550.05

NORTH EDGE OF EAST APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App. Slab	11+52.08	22.63 Lt.	550.90
C	11+61.97	22.30 Lt.	550.20
D	11+71.86	21.97 Lt.	549.51
E. End of E. App. Slab	11+81.75	21.64 Lt.	548.82

NORTH EDGE OF CURB

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App. Slab	11+51.86	21.97 Lt.	550.92
C	11+61.75	21.64 Lt.	550.23
D	11+71.64	21.31 Lt.	549.54
E. End of E. App. Slab	11+81.53	20.98 Lt.	548.84

CL U.S. 30 (CASS STREET)

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App. Slab	11+44.44	0.00	551.78
C	11+54.44	0.00	551.07
D	11+64.44	0.00	550.36
E. End of E. App. Slab	11+74.44	0.00	549.66

SOUTH EDGE OF CURB

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App. Slab	11+37.01	21.98 Rt.	551.97
C	11+47.09	21.77 Rt.	551.26
D	11+57.16	21.55 Rt.	550.56
E. End of E. App. Slab	11+67.23	21.34 Rt.	549.85

SOUTH EDGE OF EAST APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App. Slab	11+36.78	22.65 Rt.	551.98
C	11+46.86	22.44 Rt.	551.27
D	11+56.93	22.22 Rt.	550.56
E. End of E. App. Slab	11+67.00	22.01 Rt.	549.85

NORTH EDGE OF SOUTHEAST SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
W. End of S.E. Sidewalk	11+36.76	22.71 Rt.	551.98
C	11+46.84	22.50 Rt.	551.27
D	11+56.91	22.29 Rt.	550.56
E. End of S.E. Sidewalk	11+64.19	22.13 Rt.	550.05

SOUTH EDGE OF SOUTHEAST SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
W. End of S.E. Sidewalk	11+33.13	38.30 Rt.	552.00
C	11+41.50	38.30 Rt.	551.41
D	11+51.50	38.30 Rt.	550.70
E. End of S.E. Sidewalk	11+64.54	38.30 Rt.	549.78

Notes:

For proposed approach slab, sidewalk, curb and gutter, and pavement limits, quantities, and hatch legend, see Roadway Plans. Traffic gates and traffic signals not shown for clarity.

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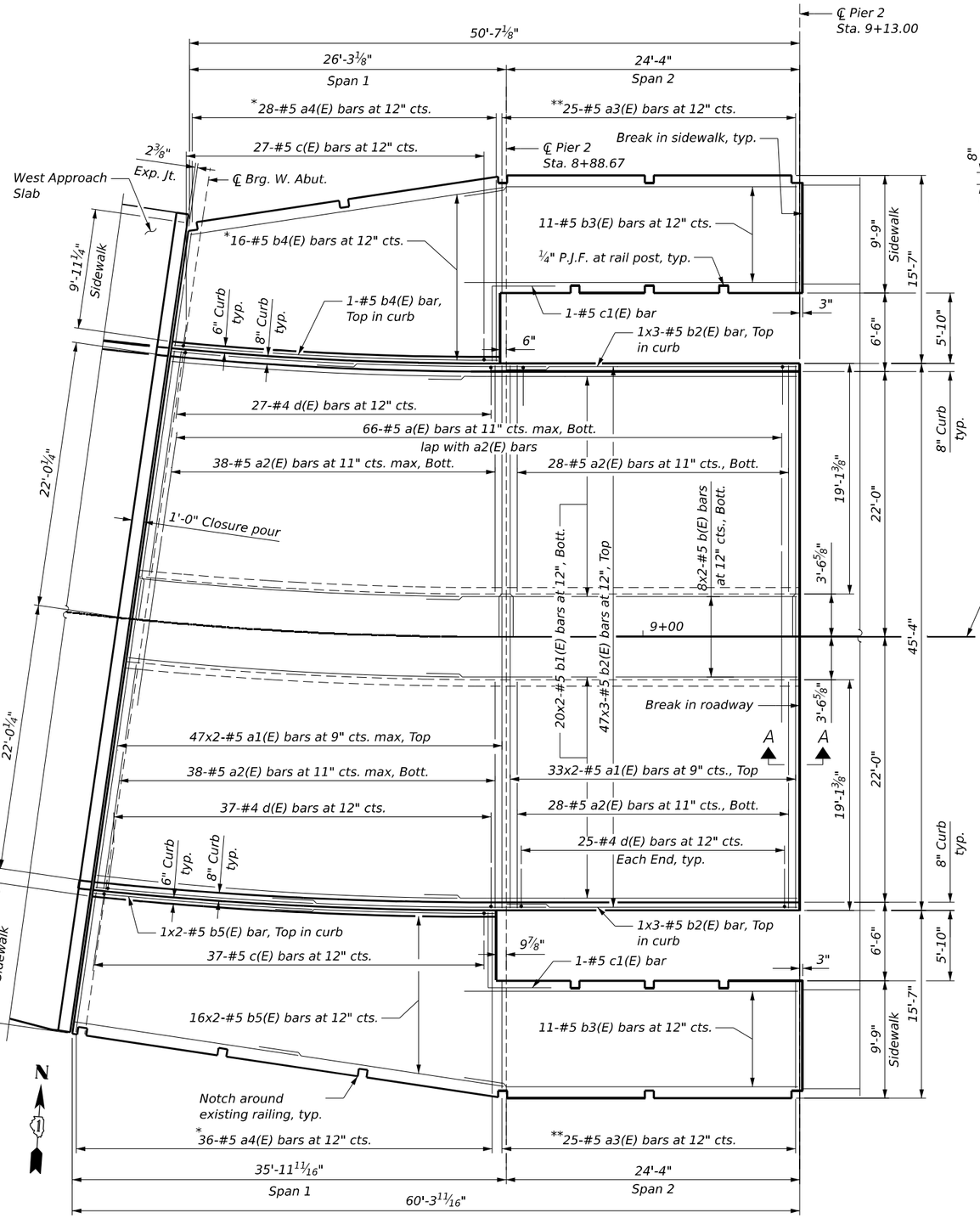
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB - TOP OF SLAB ELEVATIONS
STRUCTURE NO. 099-0101

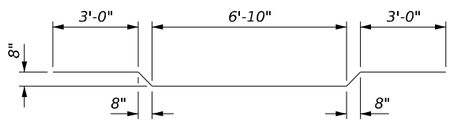
SHEET S-12 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	46
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

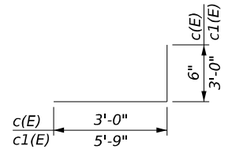


WEST APPROACH SPANS - DECK PLAN

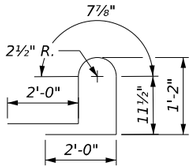
*Cut bars in field to fit
**Cut bars to fit rail post



BAR a(E)



BARS c(E) AND c1(E)



BAR d(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	66	#5	14'-10''	
a1(E)	160	#5	24'-3"	
a2(E)	132	#5	19'-0"	
a3(E)	50	#5	9'-5"	
a4(E)	64	#5	15'-2"	
b(E)	16	#5	29'-7"	
b1(E)	80	#5	30'-11''	
b2(E)	147	#5	21'-10''	
b3(E)	22	#5	28'-5"	
b4(E)	17	#5	27'-0"	
b5(E)	34	#5	19'-10''	
c(E)	64	#5	3'-6''	
c1(E)	2	#5	8'-9''	
d(E)	114	#4	6'-7''	
Concrete Superstructure		Cu Yd	101.9	
Bridge Deck Grooving		Sq Yd	271	
Protective Coat		Sq Yd	442	
Reinforcement Bars, Epoxy Coated		Pound	18,200	
Preformed Joint Filler		Foot	61	
Remove And Re-Erect Existing Bridge Rail		Foot	112	

Notes:

Bars indicated as: 33x2-#5 etc. indicates 33 lines of bars with 2 lengths per line.

For curb reinforcement details, deck cross section views, center slab detail, and Section A-A, see Sheet S-14.

For expansion joint detail, see Sheet S-21.

Top and bottom longitudinal bars and top and bottom transverse bars should not be lapped at the same locations in the deck.

MIN. BAR LAP

#4 Bar = 2'-5"
#5 Bar = 3'-6"

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WEST APPROACH SPANS - DECK PLAN
STRUCTURE NO. 099-0101
SHEET S-13 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

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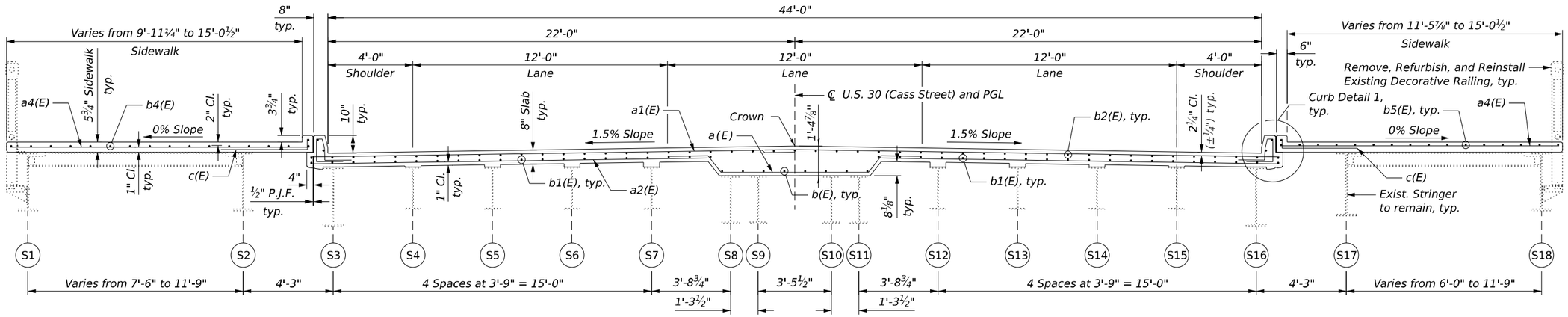
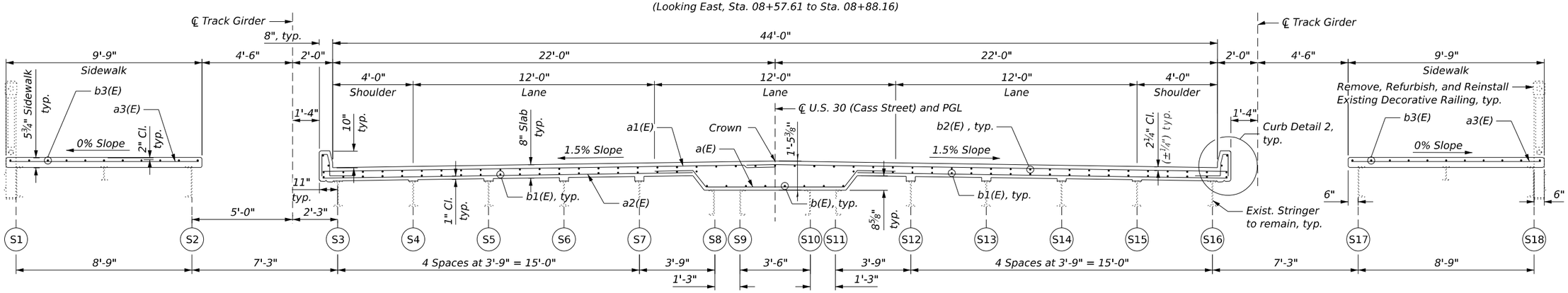


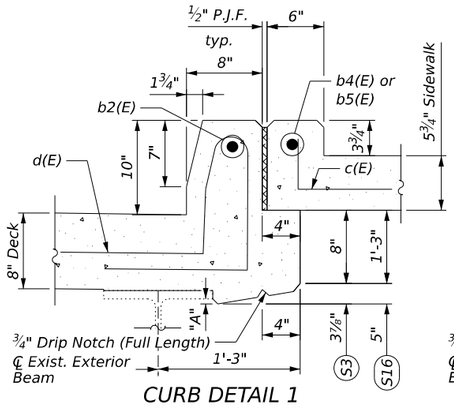
TYPICAL PROPOSED CROSS SECTION THROUGH APPROACH SPAN 1

(Looking East, Sta. 08+57.61 to Sta. 08+88.16)



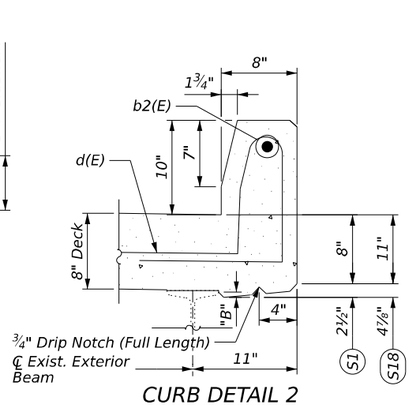
TYPICAL PROPOSED CROSS SECTION THROUGH APPROACH SPAN 2 - TRACK GIRDER SPAN

(Looking East, Sta. 08+88.16 to Sta. 09+12.98)



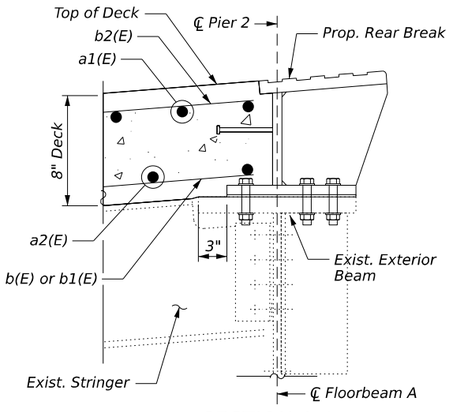
CURB DETAIL 1

"A" = Varies from ¼" to 1⅛" for S3
Varies from ¼" to 3" for S16

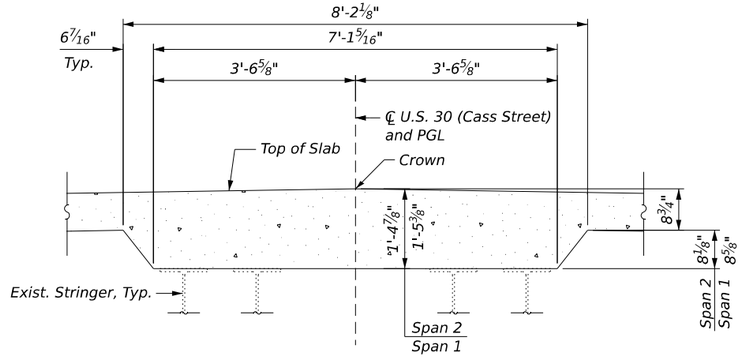


CURB DETAIL 2

"B" = Varies from ¼" to 1⅛" for S1
Varies from ¼" to 1⅛" for S18



SECTION A-A



CENTER SLAB DETAIL

(Looking East)
(Reinforcement not shown for clarity)

Notes:
For Rear Break details, see sheet S-41.

LEGEND

- Existing Members
- Preformed Joint Filler
- Concrete Superstructure

MODEL: sMODELNAMES
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WEST APPROACH SPANS - DECK SECTIONS
STRUCTURE NO. 099-0101
SHEET S-14 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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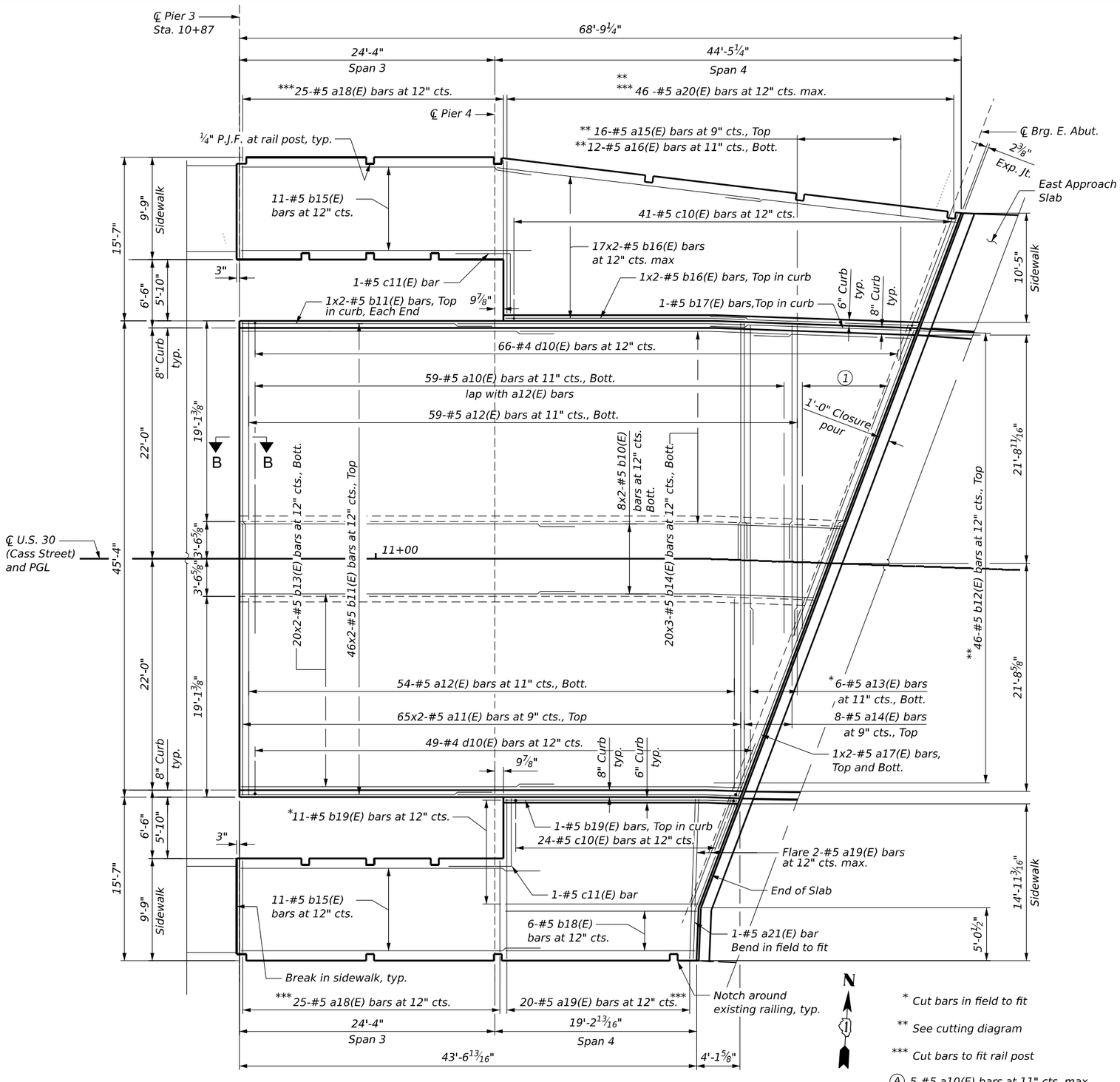
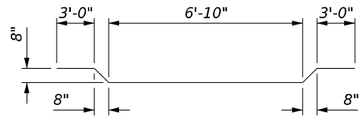
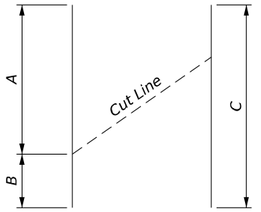
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	



EAST APPROACH SPANS - DECK PLAN



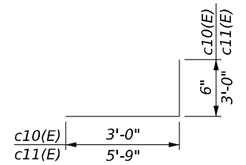
BAR a10(E)



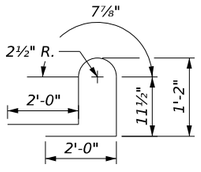
BARS a15(E), a16(E) and a20(E); BARS b12(E)

Order bars full length. Cut as shown and use remainder of bars in opposite end of roadway.

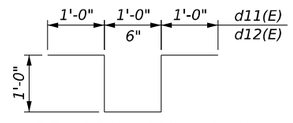
Bar	A	B	C
a15(E)	31'-0"	3'-6"	34'-6"
a16(E)	18'-10"	3'-6"	22'-4"
a20(E)	15'-3"	11'-4"	26'-7'
b12(E)	20'-8'	3'-6"	24'-2"



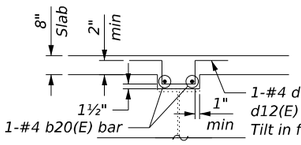
BARS c10(E) AND c11(E)



BAR d10(E)



BARS d11(E) AND d12(E)



FILLET REINFORCEMENT

Additional reinforcement is required for fillet heights in excess of 6" as shown above. Bars d11(E) and d12(E) are detailed in the bar list. However, the placement of the bars is not shown in the plans. d11(E) bars are to be placed above stringer S17. d12(E) bars are to be placed above stringer S17A.The Contractor shall place the bars b20(E) in accordance with the above detail.

MIN. BAR LAP

#4 Bar = 2'-5"
#5 Bar = 3'-6"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	64	#5	14'-10''	
a11(E)	130	#5	24'-3''	
a12(E)	113	#5	19'-0''	
a13(E)	6	#5	18'-10''	
a14(E)	8	#5	24'-10''	
a15(E)	8	#5	34'-6''	
a16(E)	6	#5	22'-4''	
a17(E)	4	#5	31'-5''	
a18(E)	50	#5	9'-5''	
a19(E)	22	#5	15'-3''	
a20(E)	23	#5	26'-7''	
a21(E)	1	#5	15'-10''	
b10(E)	16	#5	30'-4''	
b11(E)	96	#5	25'-5''	
b12(E)	23	#5	24'-2''	
b13(E)	40	#5	29'-0''	
b14(E)	60	#5	23'-10''	
b15(E)	22	#5	28'-9''	
b16(E)	36	#5	23'-8''	
b17(E)	1	#5	20'-6''	
b18(E)	6	#5	19'-0''	
b19(E)	12	#5	22'-2''	
b20(E)	8	#4	24'-0''	
c10(E)	65	#5	3'-6''	
c11(E)	2	#5	8'-9''	
d10(E)	115	#4	6'-7''	
d11(E)	46	#5	5'-0''	
d12(E)	45	#4	4'-6''	
Concrete Superstructure			Cu Yd	105.8
Bridge Deck Grooving			Sq Yd	275
Protective Coat			Sq Yd	445
Reinforcement Bars, Epoxy Coated			Pound	18,460
Preformed Joint Filler			Foot	62
Remove And Re-Erect Existing Bridge Rail			Foot	113

Notes:

Bars indicated as: 65x2-#5 etc. indicates 65 lines of bars with 2 lengths per line.

For curb reinforcement details, deck cross section views and Section B-B, see Sheet S-16.

For expansion joint detail, see Sheet S-21.

Top and bottom longitudinal bars and top and bottom transverse bars should not be lapped at the same locations in the deck.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SPANS - DECK PLAN
STRUCTURE NO. 099-0101
SHEET S-15 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	49
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

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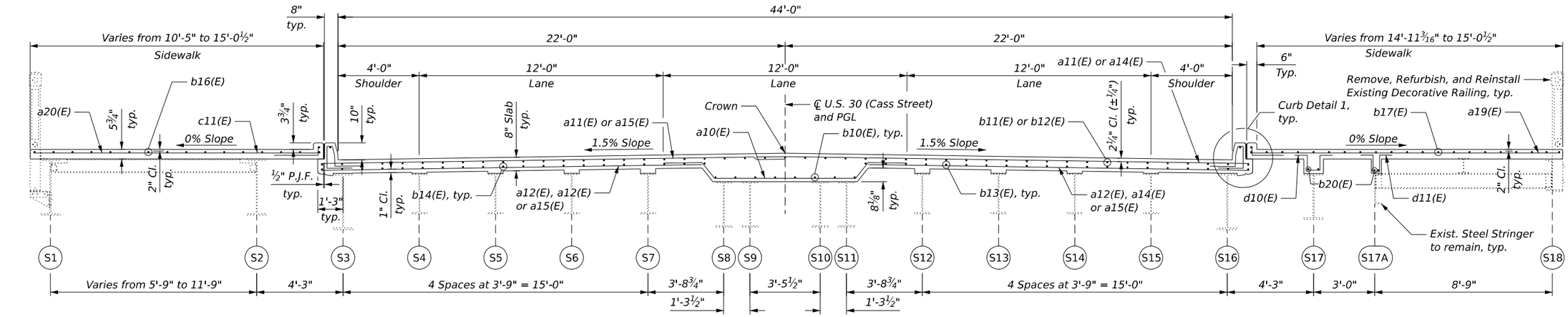
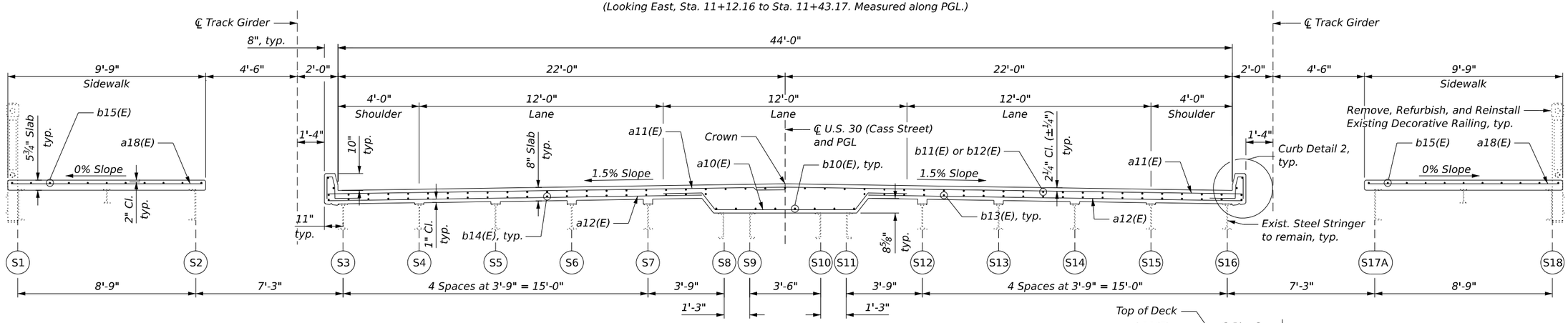


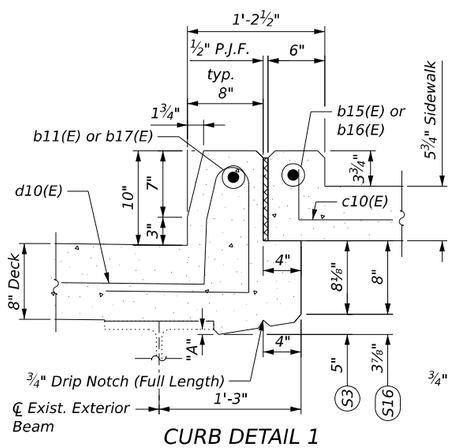
TYPICAL PROPOSED CROSS SECTION THROUGH APPROACH SPAN 4

(Looking East, Sta. 11+12.16 to Sta. 11+43.17. Measured along PGL.)



TYPICAL PROPOSED CROSS SECTION THROUGH APPROACH SPAN 3 - TRACK GIRDER SPAN

(Looking East, Sta. 10+87.02 to Sta. 11+12.16)

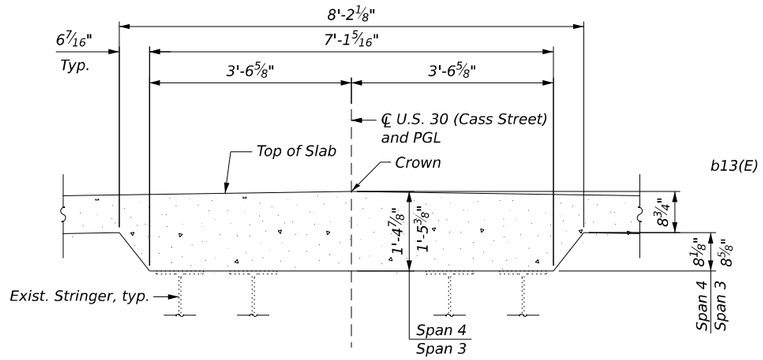


CURB DETAIL 1

"A" = Varies from ¼" to 3" for S3
Varies from ¼" to 1½" for S16

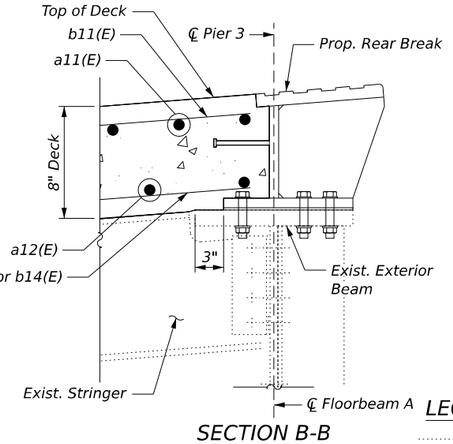
CURB DETAIL 2

"B" = Varies from ¼" to 3⅛" for S1
Varies from ¼" to 4⅛" for S18



CENTER SLAB DETAIL

(Looking East)
(Reinforcement not shown for clarity)



SECTION B-B

LEGEND

- Existing Members
- Preformed Joint Filler
- Concrete Superstructure

Notes:
For Rear Break details, see sheet S-41.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SPANS - DECK SECTIONS
STRUCTURE NO. 099-0101

SHEET S-16 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		ILLINOIS	FED. AID PROJECT	

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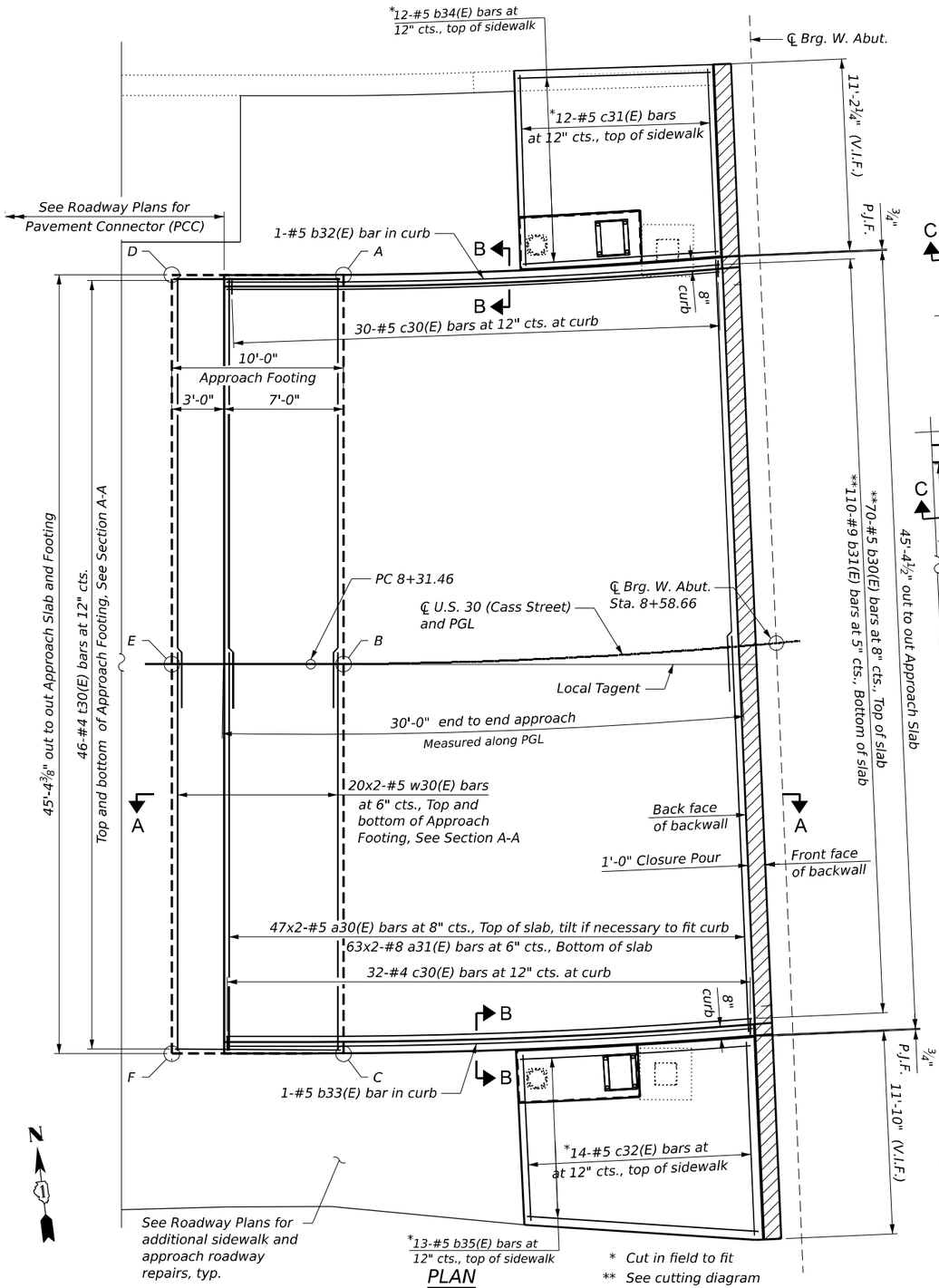
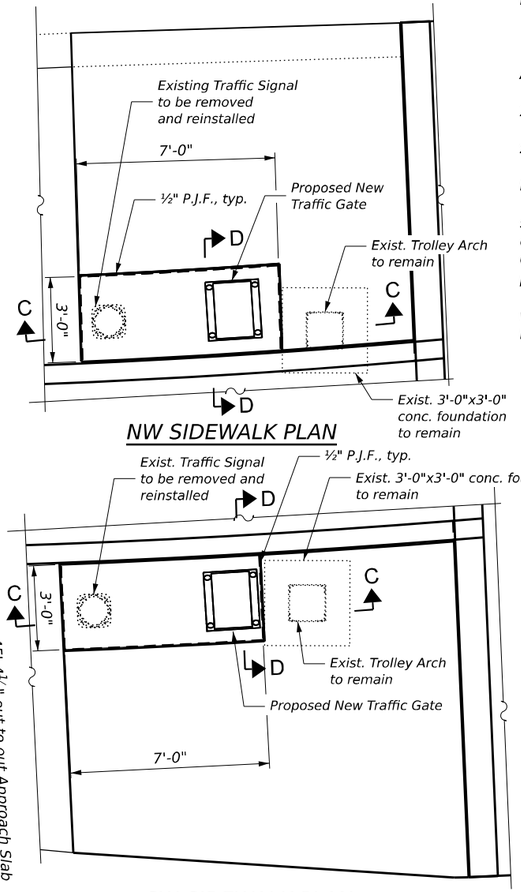
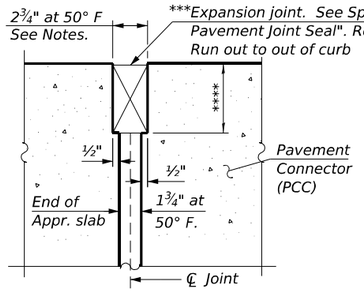


PLAN



NW SIDEWALK PLAN

SW SIDEWALK PLAN



DETAIL 1

(Detail A shown, applies to Highway Standard 420401 only. Detail A for pavement connector (HMA) may be found on Highway Standard 420406.)

*** Cost included with Concrete Superstructure (Approach Slab).

**** Per manufacturer recommendations

Notes:

For limits of existing approach slab removal, see Roadway Plans.

For limits and quantities of additional sidewalk repairs, See Roadway Plans.

For Sections A-A, B-B, and Bill of Materials, see Sheet S-18. For location of Detail A, see Sheet S-18.

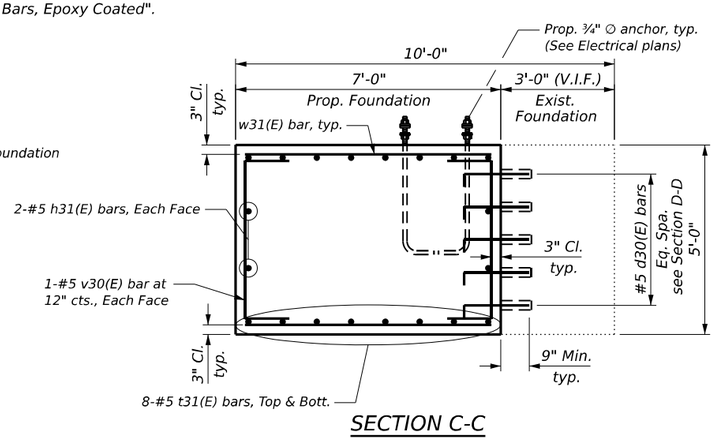
Bars indicate thus 20x2-#5 etc. indicates 20 lines of bars with 2 lengths per line.

Cost of Preformed Joint Filler is included in "Concrete Superstructure (Approach Slab)".

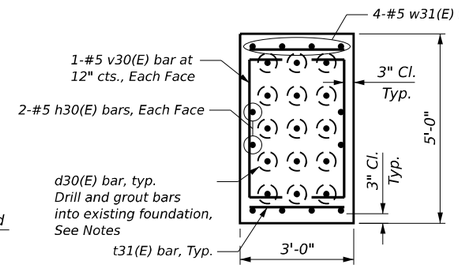
New Traffic gates and existing traffic signals shall be installed in the same location as the existing units.

The elevations and limits of the existing Trolley Arch foundation presented on this sheet have been taken from historical design drawings and may not represent "as-built" conditions. All existing structure elevations and limits, shall be field-verified by the Contractor, and coordinated with the Engineer, prior to ordering materials for the proposed Trolley Arch foundation modification.

Drill and grout dowel bars according to Article 584 of the Standard Specification, with a minimum embedment of 9" for d30(E) bars. Cost included in "Reinforcement Bars, Epoxy Coated".



SECTION C-C



SECTION D-D

TOP AND BOTTOM ELEVATIONS FOR WEST APPROACH FOOTING

West Approach Pavement				
Point / Location	Sta.	Off.	Top Elev.	Bottom Elev.
A - NE	08+33.53	22.67 Lt.	549.06	548.23
B - E	08+33.37	0.00	549.39	548.56
C - SE	08+33.24	22.67 Rt.	549.04	548.21
D - NW	08+23.37	22.67 Lt.	548.43	547.60
E - W	08+23.37	0.00	548.77	547.94
F - SW	08+23.37	22.67 Rt.	548.43	547.60

MIN. BAR LAP

#5 bar = 3'-6"
#8 bar = 5'-6"

* Cut in field to fit
** See cutting diagram

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PLOT DATE =	CHECKED - WM	REVISED -	

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WEST APPROACH SLAB - PLAN
STRUCTURE NO. 099-0101
SHEET S-17 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

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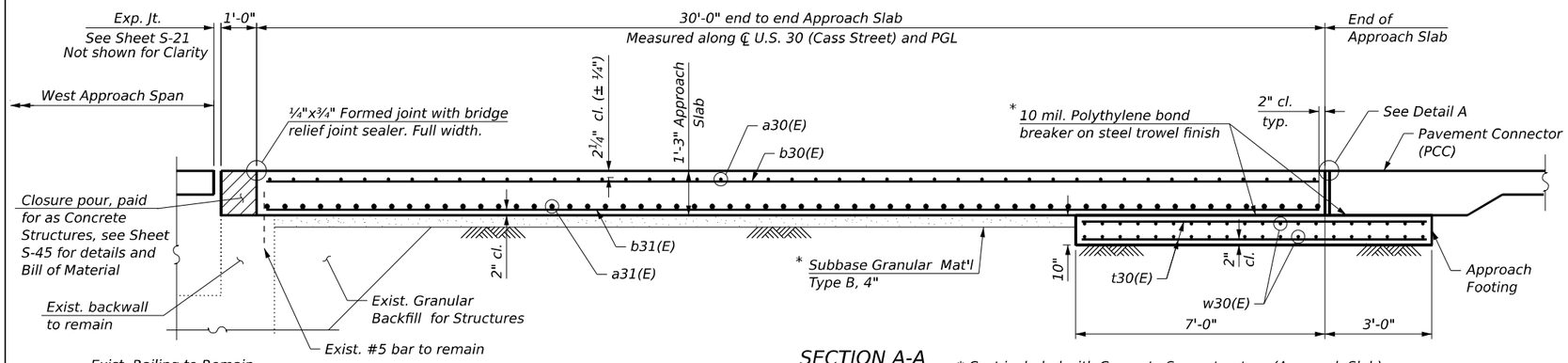


SECTION A-A

* Cost included with Concrete Superstructure (Approach Slab).

Notes:

For Detail A, See Sheet S-17. For location of Section A-A and Section B-B, see Sheet S-17.

Approach slab shall be paid for as "Concrete Superstructure (Approach Slab)".

Approach footing concrete shall be paid for "Concrete Structure".

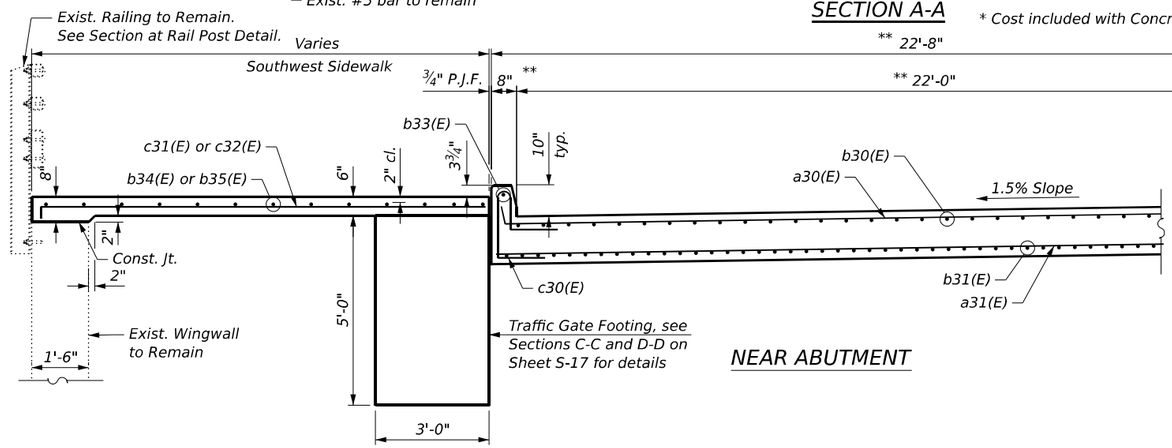
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with "Concrete Structures".

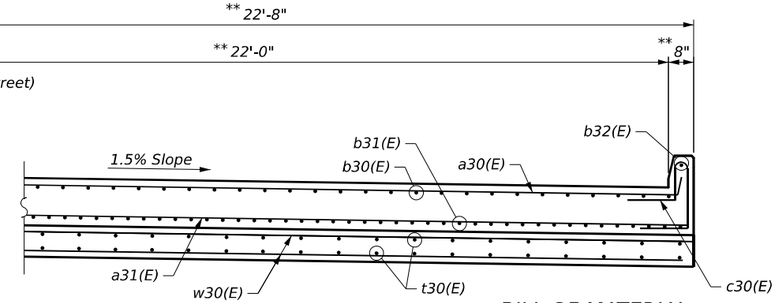
Order bars full length. Cut as shown and use remainder of bars in opposite end of approach slab.

Remove existing top anchor devices embedded into existing wall. Install new top anchor devices prior to placing new sidewalk. Cost of removing existing top anchor device and installing new top anchor device included with "Approach Slab Removal".

** Dimensions measured radial to ℄ U.S. 30 (Cass Street) and PGL



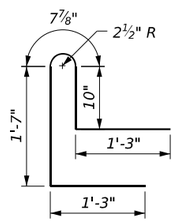
NEAR ABUTMENT



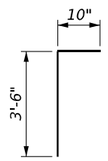
NEAR APPROACH FOOTING

CROSS SECTION

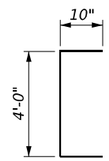
(Looking West)



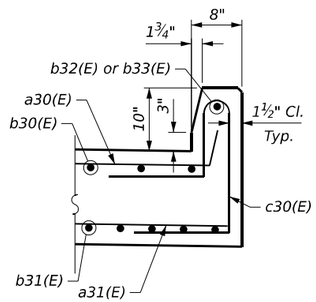
BAR c30(E)



BAR d30(E)

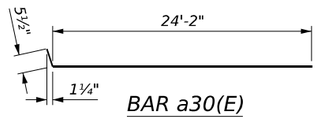


BAR v30(E)

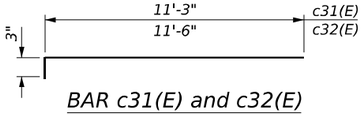


SECTION B-B

(Southwest sidewalk not shown for clarity)



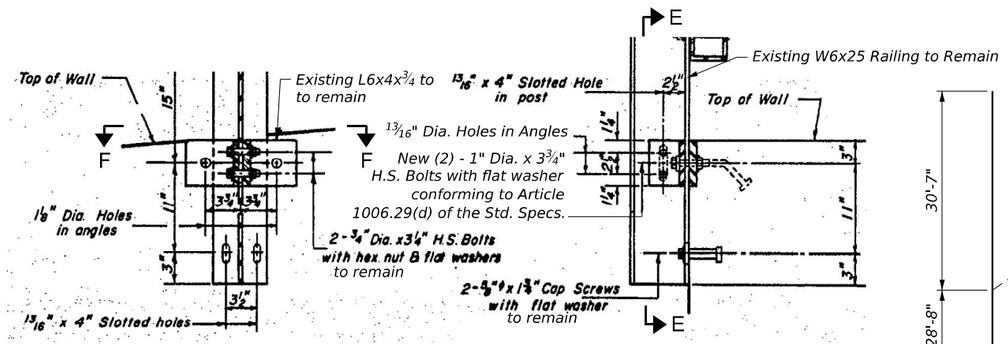
BAR a30(E)



BAR c31(E) and c32(E)

BILL OF MATERIAL

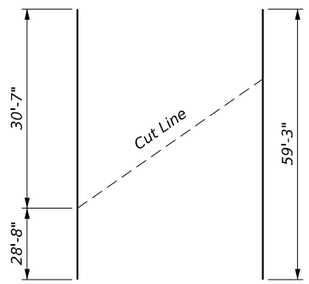
Bar	No.	Size	Length	Shape
a30(E)	94	#5	24'-8"	
a31(E)	126	#8	25'-3"	
b30(E)	70	#5	59'-3"	
b31(E)	110	#9	59'-3"	
b32(E)	1	#5	28'-8"	
b33(E)	1	#5	30'-7"	
b34(E)	12	#5	11'-3"	
b35(E)	13	#5	13'-1"	
c30(E)	62	#5	5'-7"	
c31(E)	12	#5	11'-6"	
c32(E)	14	#5	11'-9"	
d30(E)	30	#5	4'-4"	
h30(E)	8	#5	6'-0"	
h31(E)	8	#5	2'-0"	
t30(E)	92	#4	9'-8"	
t31(E)	32	#5	2'-0"	
v30(E)	24	#5	5'-8"	
w30(E)	80	#5	24'-5"	
w31(E)	16	#5	6'-0"	
Concrete Structures		Cu Yd	21.8	
Bridge Deck Grooving		Sq Yd	147	
Protective Coat		Sq Yd	147	
Concrete Superstructure (Approach Slab)		Cu Yd	69.4	
Reinforcement Bars, Epoxy Coated		Pound	41,600	



SECTION E-E

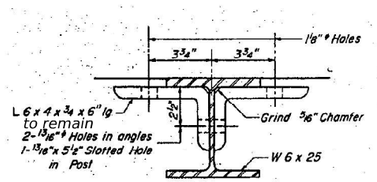
SECTION AT RAIL POST

(Sections at the Rail Post are taken from existing plans and are for information only)

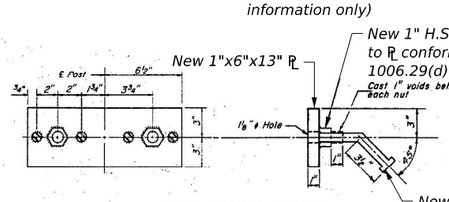


BARS b30(E) and b31(E)

Order bars full length. Cut as shown and use the remainder of bars in the opposite end of roadway.



SECTION F-F



TOP ANCHOR DEVICE

3 New Top Anchor Device Required

New ¾" ∅ x 7" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded 4 Required per Anchor Device

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STATE OF ILLINOIS
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WEST APPROACH SLAB - DETAILS
STRUCTURE NO. 099-0101

SHEET S-18 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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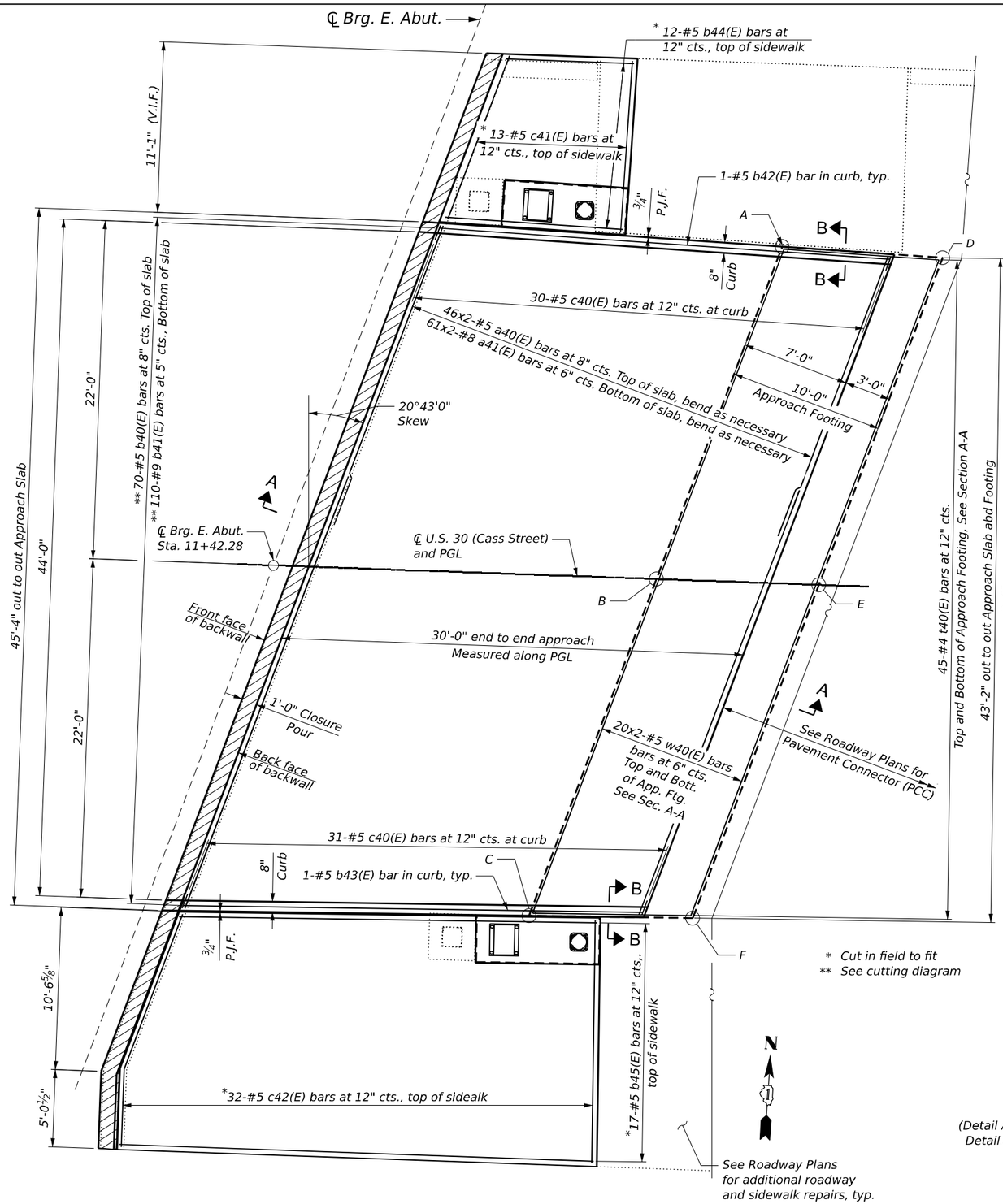
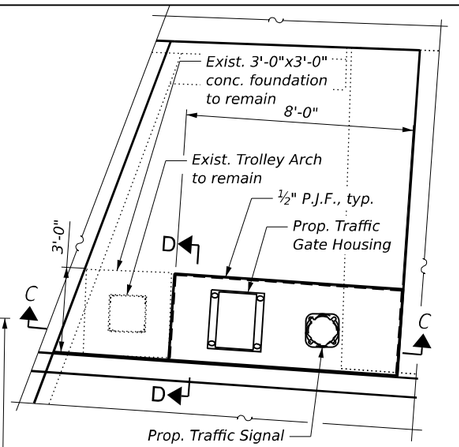
		CONTRACT NO. 62M79		
	ILLINOIS FED. AID PROJECT			

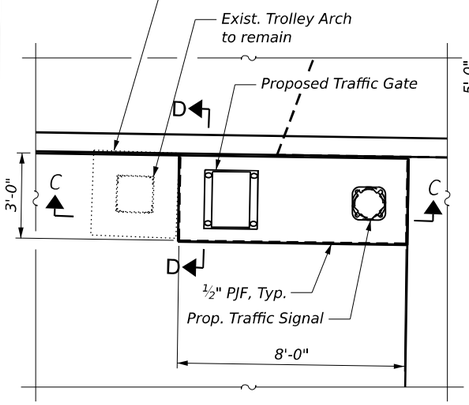


PLAN

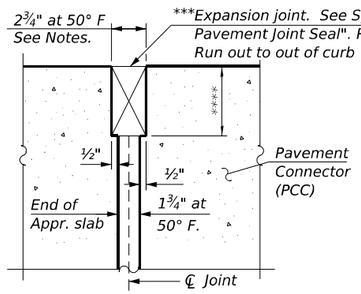
* Cut in field to fit
** See cutting diagram



NE SIDEWALK PARTIAL PLAN



SE SIDEWALK PARTIAL PLAN



DETAIL A

(Detail A shown, applies to Highway Standard 420401 only. Detail A for pavement connector (HMA) may be found on Highway Standard 420406.)

*** Cost included with Concrete Superstructure (Approach Slab).

**** Per manufacturer recommendations

Notes:

For limits of existing approach slab removal, see Roadway Plans.

For limits and quantities of additional sidewalk repairs, See Roadway Plans.

For Sections A-A, B-B, and Bill of Materials, see Sheet S-20. For location of Detail A, see Sheet S-20.

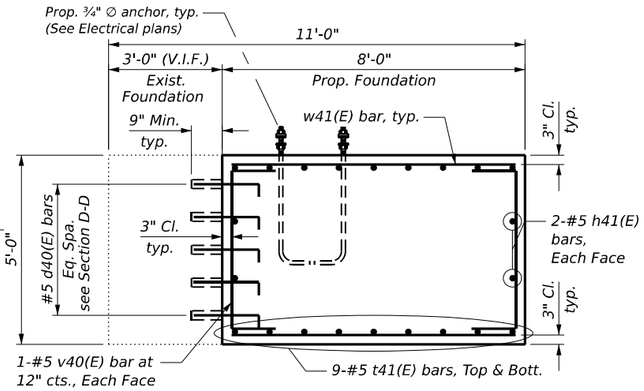
Bars indicate thus 20x2-#5 etc. indicates 20 lines of bars with 2 lengths per line.

Cost of Preformed Joint Filler is included in "Concrete Superstructure (Approach Slab)".

New Traffic gates and existing traffic signals shall be installed in the same location as the existing units.

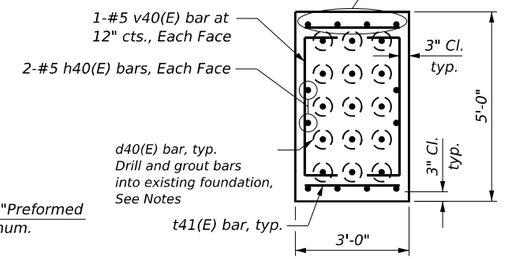
The elevations and limits of the existing Trolley Arch foundation presented on this sheet have been taken from historical design drawings and may not represent "as-built" conditions. All existing structure elevations and limits, shall be field-verified by the Contractor, and coordinated with the Engineer, prior to ordering materials for the proposed Trolley Arch foundation modification.

Drill and grout dowel bars according to Article 584 of the Standard Specification, with a minimum embedment of 9" for d30(E) bars. Cost included in "Reinforcement Bars, Epoxy Coated".



SECTION C-C

Traffic gate and traffic signal not shown for clarity.



SECTION D-D

TOP AND BOTTOM ELEVATIONS FOR EAST APPROACH FOOTING

East Approach Pavement				
Point / Location	Sta.	Off.	Top Elev.	Bottom Elev.
A - NW	11+74.28	21.89 Lt.	548.09	547.26
B - W	11+66.88	0.00	548.94	548.11
C - SW	11+59.39	22.17 Rt.	549.14	548.31
D - NE	11+84.72	21.54 Lt.	547.36	546.52
E - E	11+77.44	0.00	548.20	547.36
F - SE	11+70.03	21.95 Rt.	548.39	547.56

MIN. BAR LAP

#5 bar = 3'-6"
#8 bar = 5'-6"

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PLOT DATE =	CHECKED - WM	REVISED -

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DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB - PLAN
STRUCTURE NO. 099-0101

SHEET S-19 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	53
		CONTRACT NO. 62M79		
	ILLINOIS FED. AID PROJECT			

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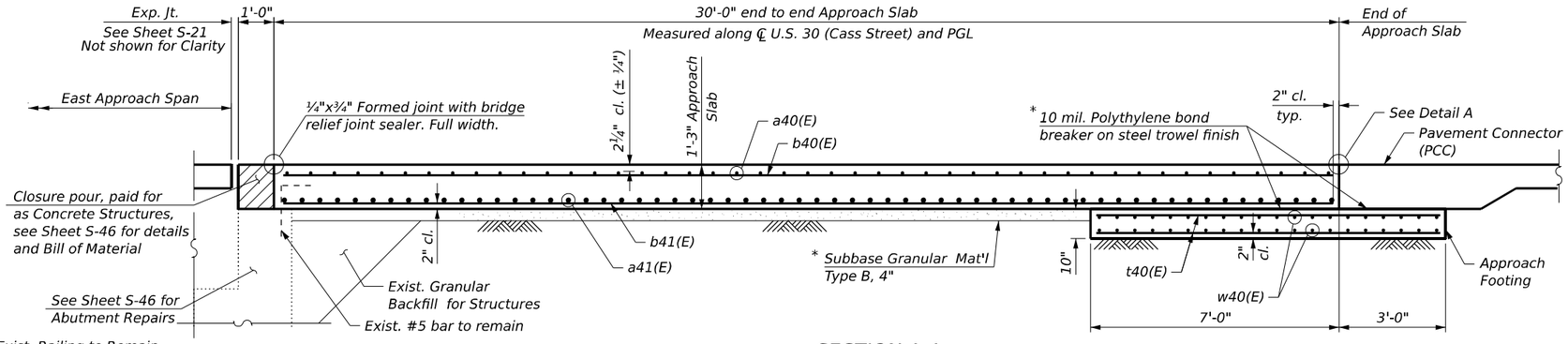


SECTION A-A

* Cost included with Concrete Superstructure (Approach Slab).

Notes:

For Detail A, see Sheet S-19. For location of Section A-A and Section B-B, see Sheet S-20.

Approach slab shall be paid for as "Concrete Superstructure (Approach Slab)".

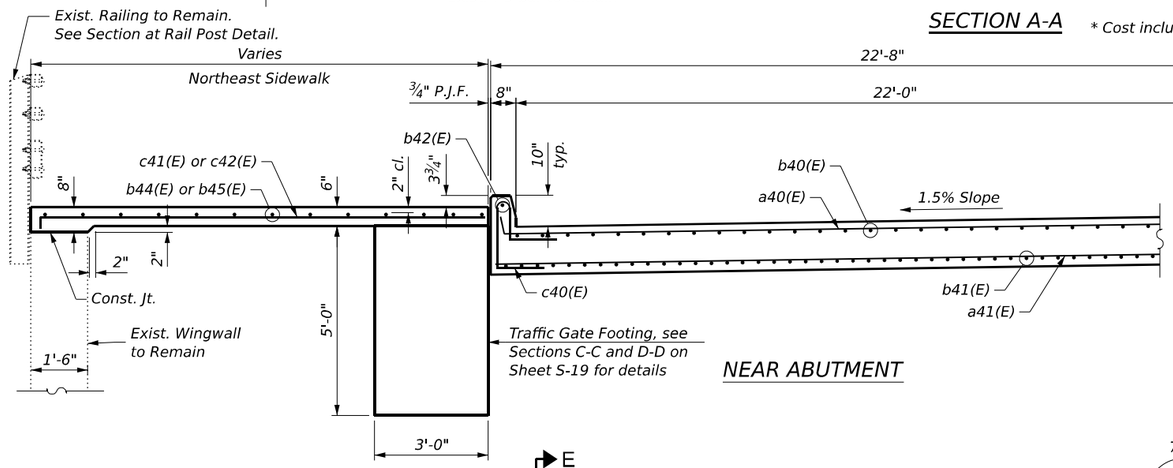
Approach footing concrete shall be paid for "Concrete Structure".

The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

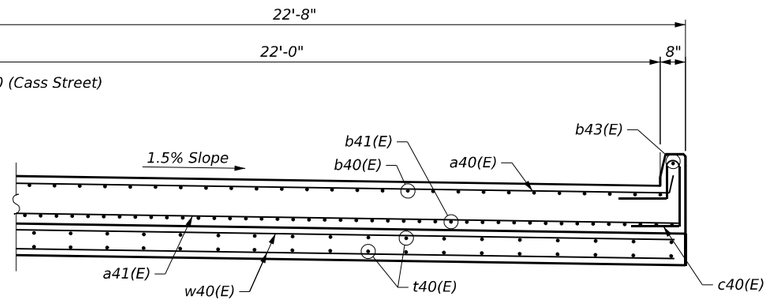
Cost of excavation for approach footing included with "Concrete Structures".

Order bars full length. Cut as shown and use remainder of bars in opposite end of approach slab.

Remove existing top anchor device embedded into existing wall. Install new top anchor device prior to placing new sidewalk. Cost of removing existing top anchor device and installing new top anchor device included with "Approach Slab Removal".



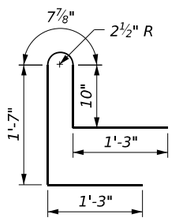
NEAR ABUTMENT



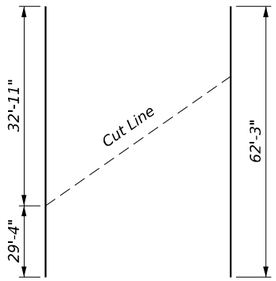
NEAR APPROACH FOOTING

CROSS SECTION

(Looking East)

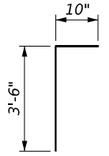


BAR c40(E)

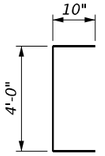


BARS b40(E) and b41(E)

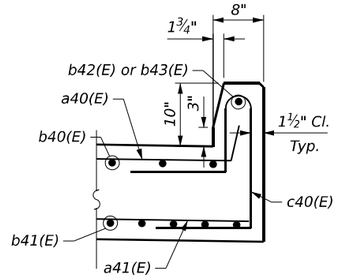
Order bars full length. Cut as shown and use the remainder of bars in the opposite end of roadway.



BAR d40(E)



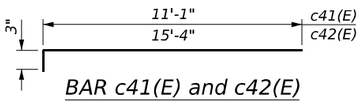
BAR v40(E)



SECTION B-B

(Southeast sidewalk not shown for clarity)

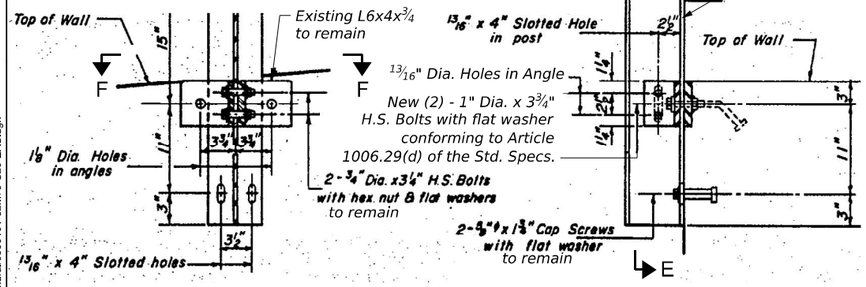
BAR a40(E)



BAR c41(E) and c42(E)

BILL OF MATERIAL

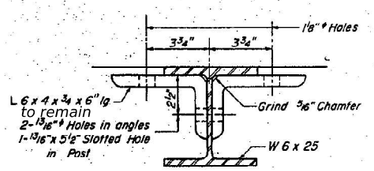
Bar	No.	Size	Length	Shape
a40(E)	92	#5	24'-3"	
a41(E)	122	#8	25'-3"	
b40(E)	70	#5		
b41(E)	110	#9		
b42(E)	1	#5	29'-6"	
b43(E)	1	#5	29'-11"	
b44(E)	12	#5	11'-8"	
b45(E)	17	#5		
c40(E)	61	#5	5'-7"	
c41(E)	13	#5	11'-4"	
c42(E)	32	#5		
d40(E)	30	#5	4'-4"	
h40(E)	8	#5		
h41(E)	8	#5		
t40(E)	90	#4	9'-8"	
t41(E)	36	#5		
v40(E)	24	#5	5'-8"	
w40(E)	80	#5	25'-6"	
w41(E)	16	#5		
Concrete Structures				23.1
Bridge Deck Grooving				147
Protective Coat				147
Concrete Superstructure (Approach Slab)				73.7
Reinforcement Bars, Epoxy Coated			Pound	43,150



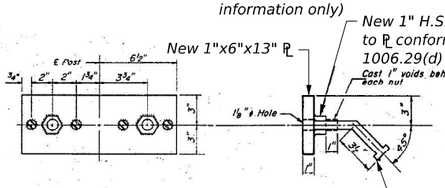
SECTION E-E

SECTION AT RAIL POST

(Sections at the Rail Post are taken from existing plans and are for information only)



SECTION F-F



TOP ANCHOR DEVICE

1 New Top Anchor Device Required

New ¾" ∅ x 7" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded 4 Required per Anchor Device

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EAST APPROACH SLAB- DETAILS
STRUCTURE NO. 099-0101

SHEET S-20 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	54
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

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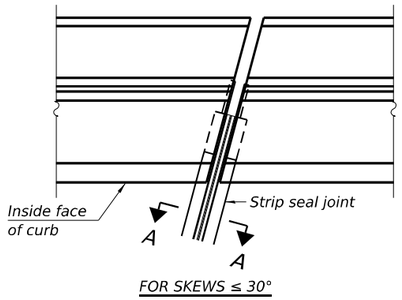
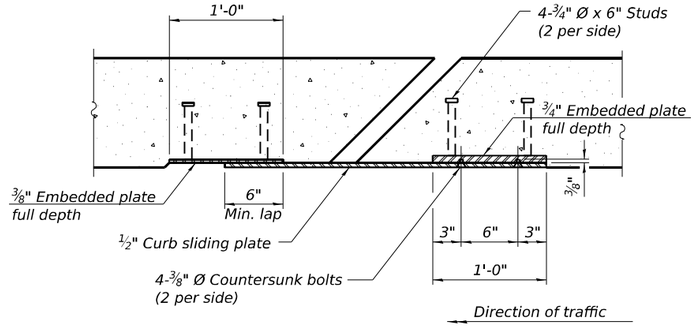


FOR SKEWS ≤ 30°

PLAN AT CURB



SECTION B-B

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

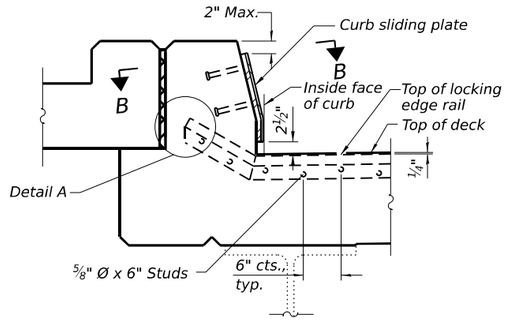
The manufacturer's recommended installation methods shall be followed.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

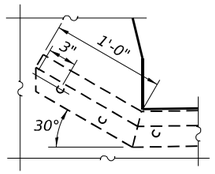
The Maximum space between locking edge rail segments shall be and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

Cost of curb sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

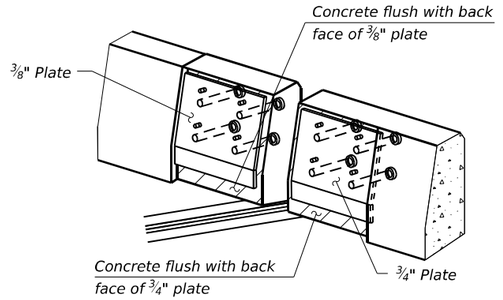
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



SECTION AT CURB

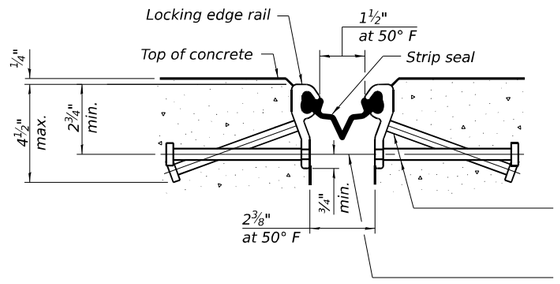


DETAIL A



TRIMETRIC VIEW

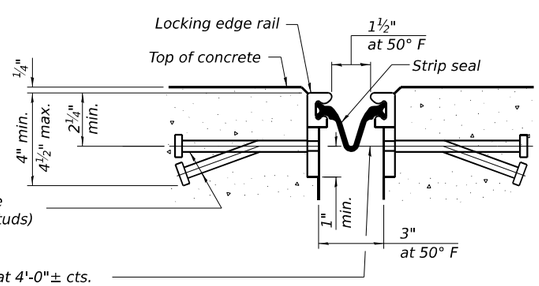
(Showing embedded plates only)



* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

⅜" Ø threaded rods in 7/16" Ø holes at 4'-0"± cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

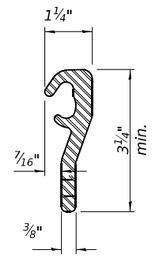
SHOWING ROLLED RAIL JOINT



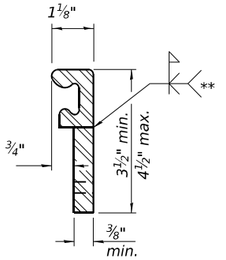
SHOWING WELDED RAIL JOINT

SECTION A-A

* *Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.*



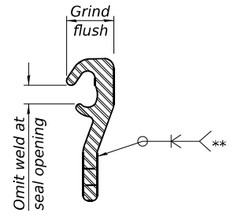
ROLLED
(EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

** *Back gouge not required if complete joint penetration is verified by mock-up.*



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	139

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PLOT DATE =		CHECKED -	WM	REVISED -	

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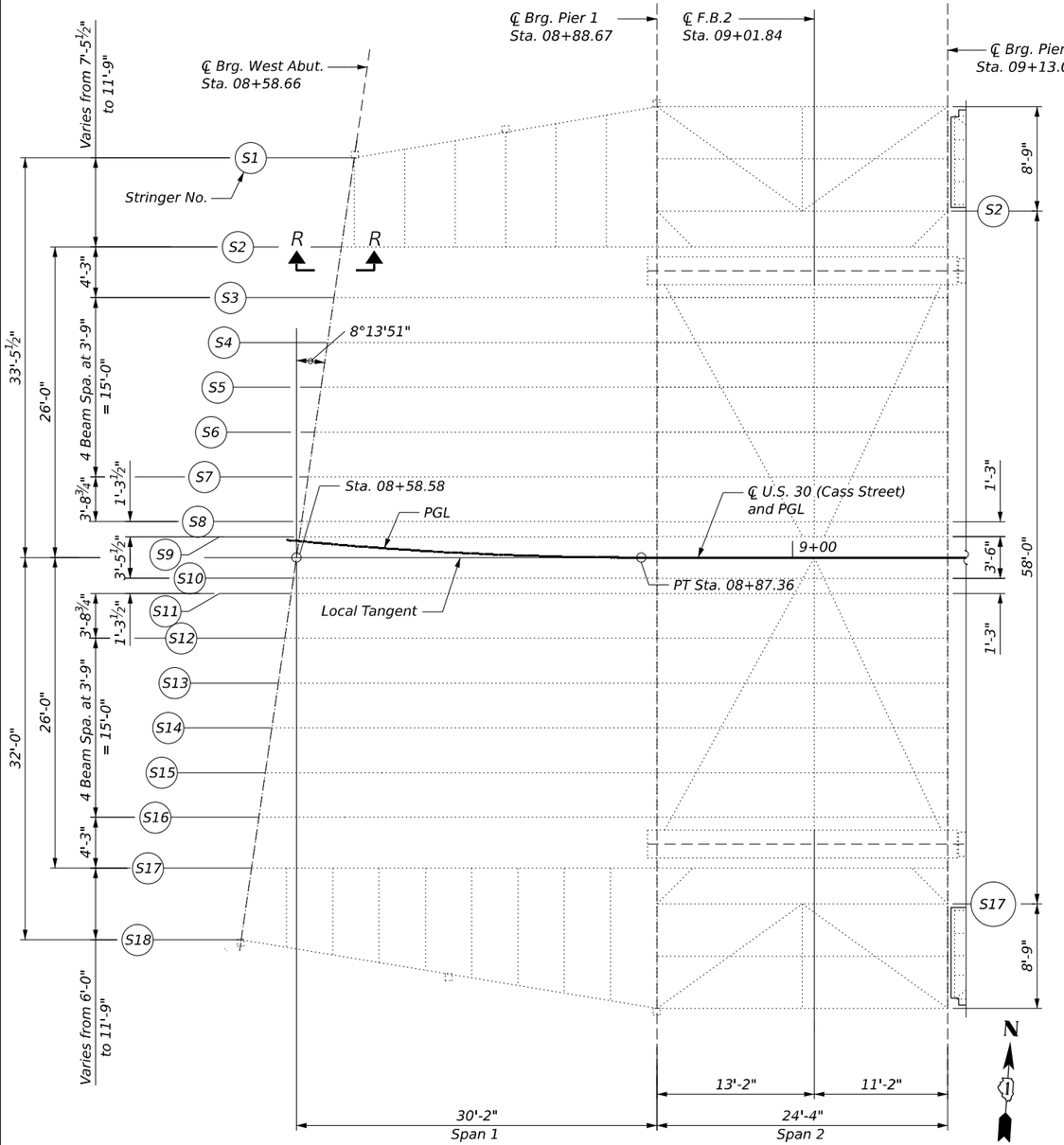
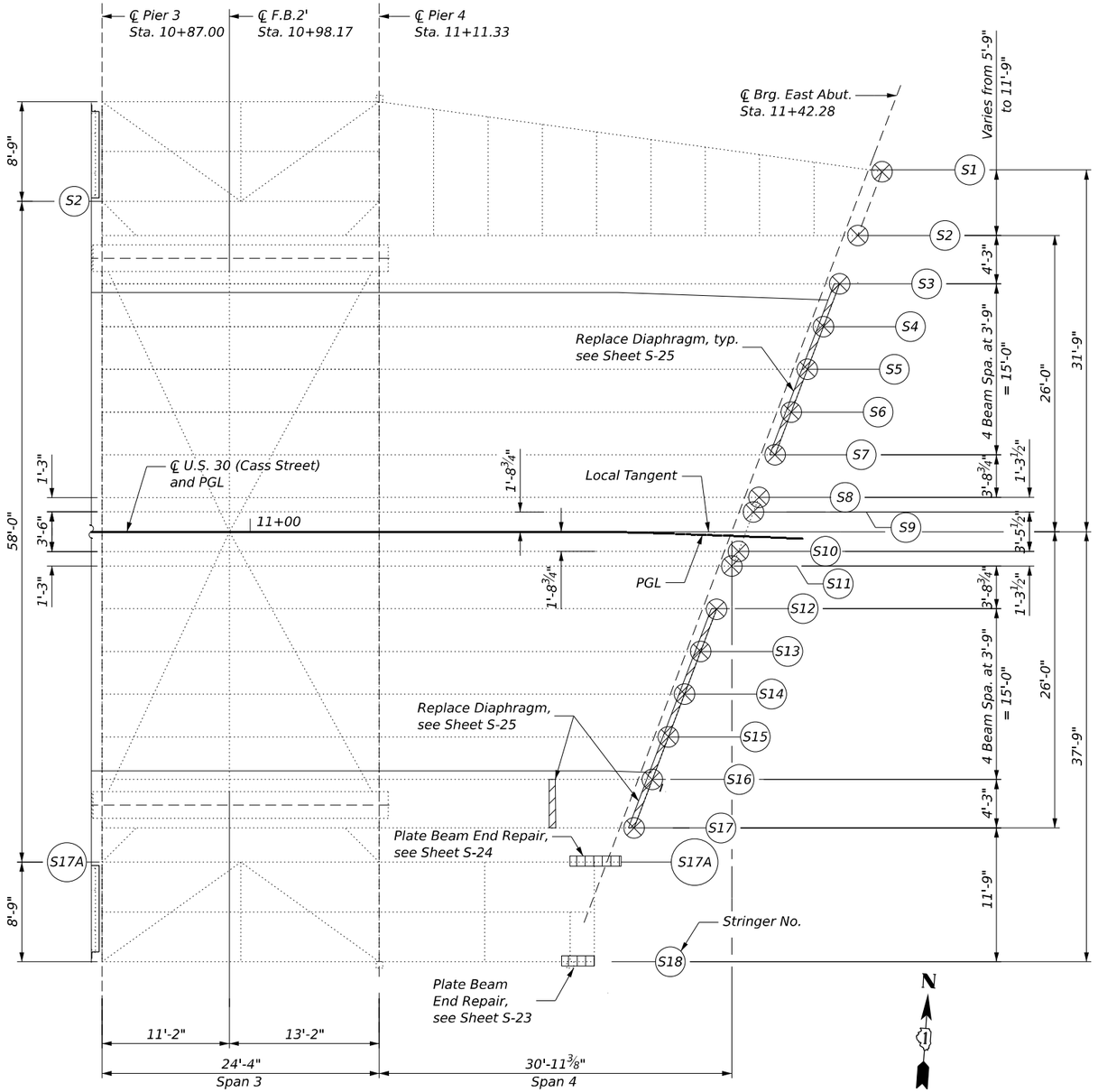
APPROACH SPANS - PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 099-0101

SHEET S-21 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	55
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



WEST APPROACH SPANS PLAN



EAST APPROACH SPANS PLAN

Notes:

Jacking of existing bearings will be paid under "Jack And Remove Existing Bearings".

For beam end plate details, see Sheets S-23 and S-24.

For diaphragm replacement details and painting steel beam details, see Sheet S-25.

For Section R-R, see Sheet S-26A.

For bearing details, see Sheet S-28.

LEGEND

- Bearing Replacement
- Diaphragm Replacement
- Beam End Repair

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STATE OF ILLINOIS
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APPROACH SPANS - FRAMING PLAN
STRUCTURE NO. 099-0101

SHEET S-22 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	56
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

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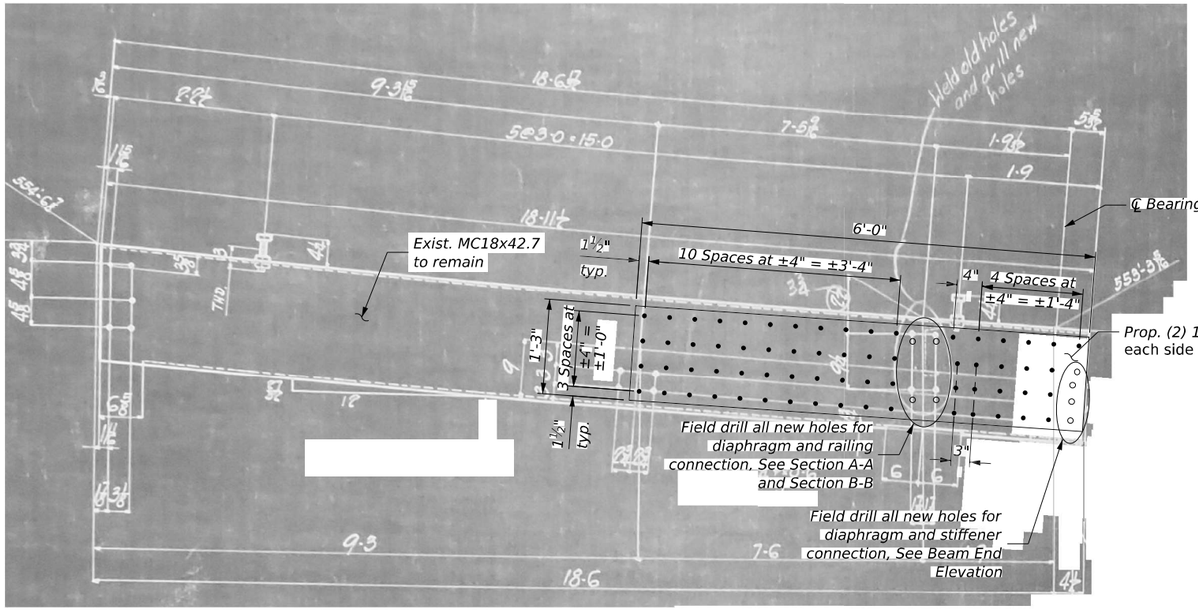
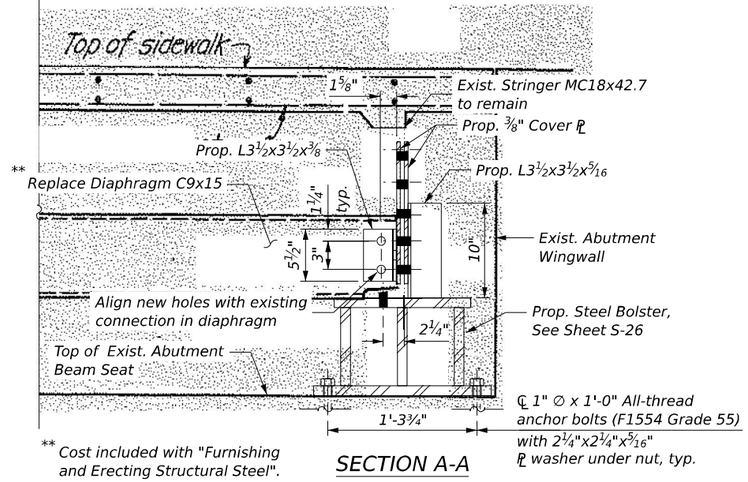


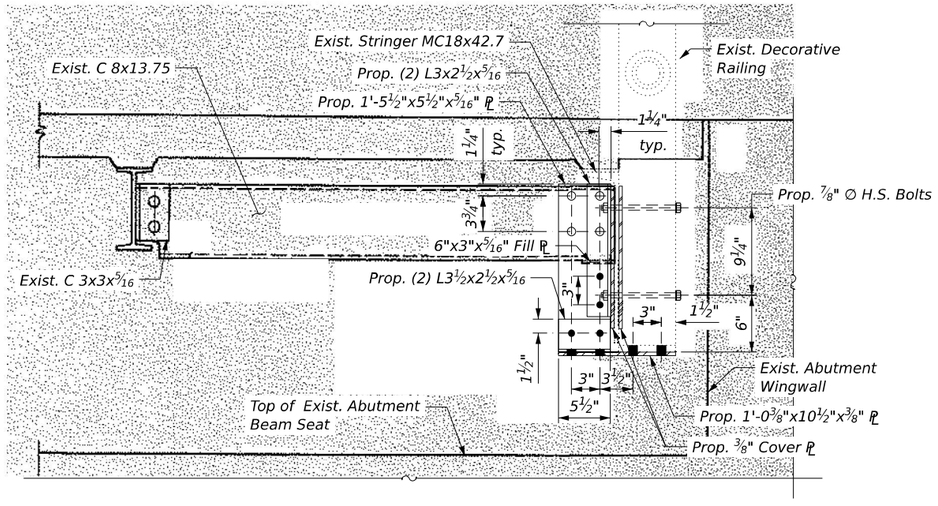
EAST APPROACH SPAN - S18 BEAM END REPAIR DETAILS

(Looking North)

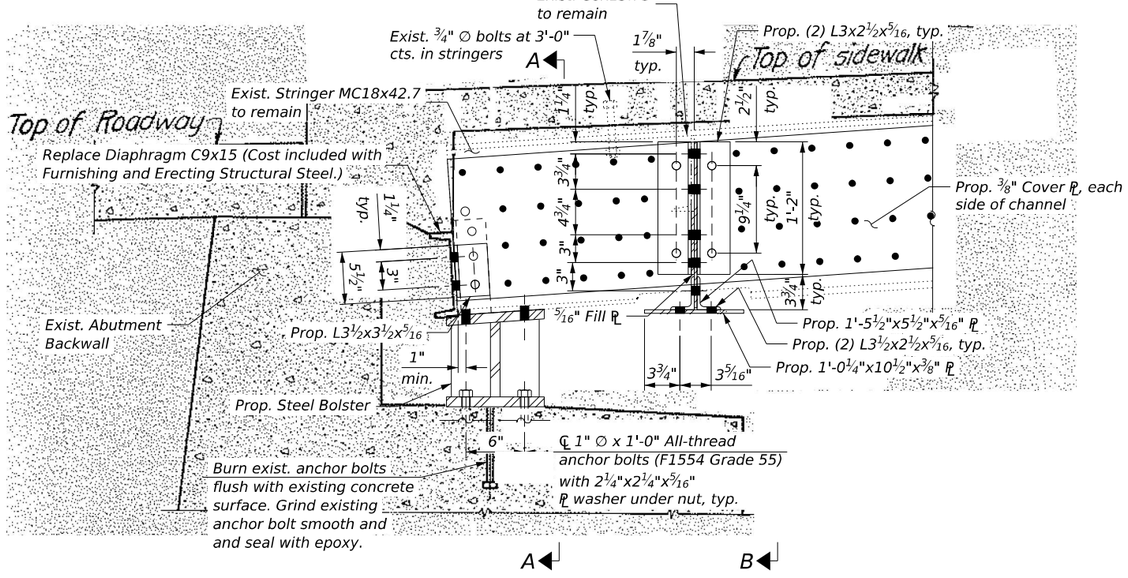


** *Cost included with "Furnishing and Erecting Structural Steel".*

SECTION A-A



SECTION B-B



BEAM END ELEVATION

(Looking South)

* REFERENCE DRAWINGS:

Drawing	Sheet No.
Approach Details	1345-22
Approach Stringers	630-54

** For Reference Drawings Key, see Sheet S-02.*

Note: Portions of these drawings are extracted from original drawings for this bridge. Details shown are provided to illustrate the work to be performed.

Notes:

Bolster height shall be field verified prior to fabrication of bolsters. Heights of existing bearings shall be measured and recorded before jacking stringers and installing bolsters.

All bolsters shall consist of structural steel plates.

All structural steel shall conform to the requirements of AASHTO M270 Grade 50.

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Cost of all structural steel includng anchor bolts/bolts shall be included in "Structural Steel Repair".

Fasteners shall be ASTM A325 Type I, Mechanically Galvanized bolts. Bolts connecting new steel members shall be ⅞" ∅ with 15⁄16" ∅ open holes, unless noted otherwise.

Cost of field drilling shall be included in "Structural Steel Repair".

For bolster details, see Sheet S-26.

For stringer S18 service dead load reaction due to steel only, see table Exist. Beams Reactions on Sheet S-28.

BOLT LEGEND

- ○ *New Fastener in Existing or Field Drilled Hole*
- ● *New Fastener in Shop Drilled Hole - new member to be used for field drilling connections in existing member*
- ◌ *Existing Fastener to Remain*

SUGGESTED WORK PLAN

1. *Remove East approach span deck and connections to existing diaphragms for Stringer S18.*
2. *Install temporary shoring and cribbing.*
3. *Clean Stringer S18 and install web plates with H.S. bolts.*
4. *Install angles, plates and reconnect diaphragms to Stringer S18.*
5. *Install bolster, install anchor bolts and connect bolster to bottom flange of Stringer S18.*

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Steel Repair	Pound	536
Temporary Shoring And Cribbing	Each	1

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PLOT SCALE =	DRAWN - CP	REVISED -	
PLOT DATE =	CHECKED - SK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SPANS - MISCELLANEOUS STEEL DETAILS I
STRUCTURE NO. 099-0101

SHEET S-23 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	57
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

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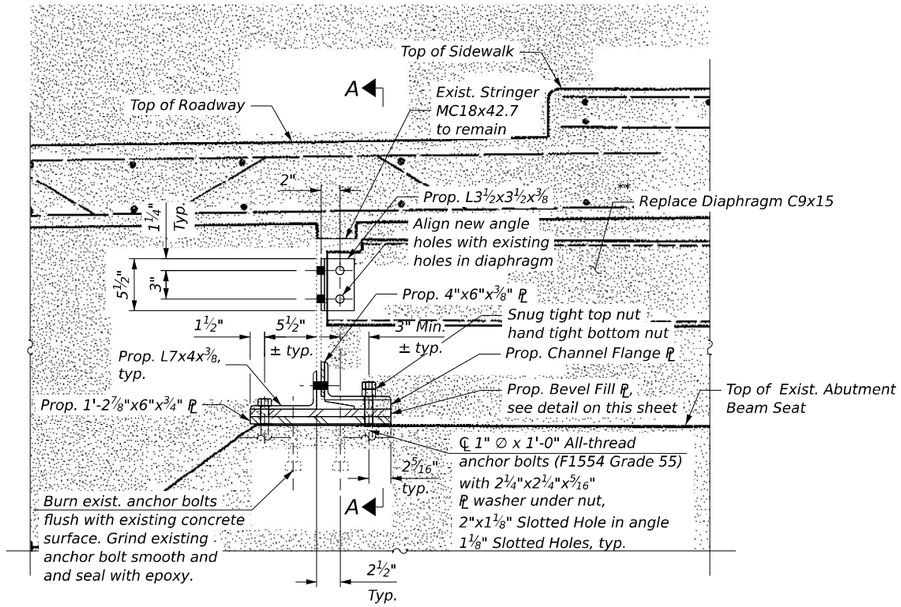
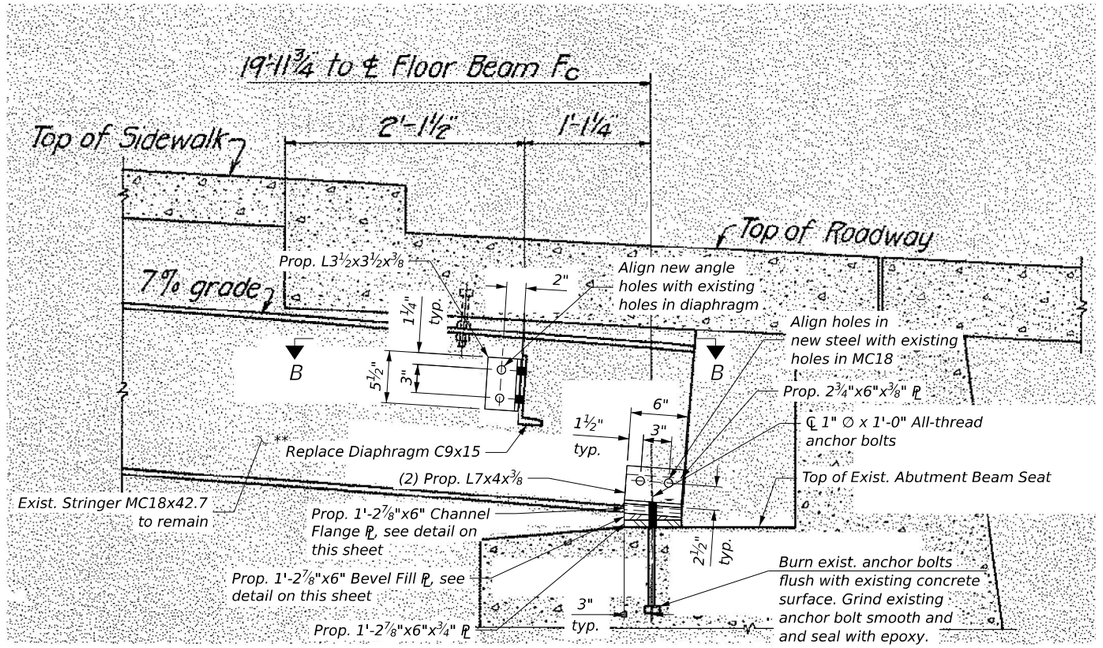
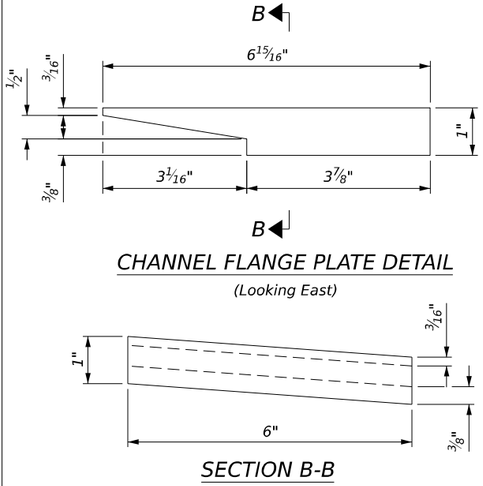


EAST APPROACH SPAN - S17A BEAM REPAIR DETAILS



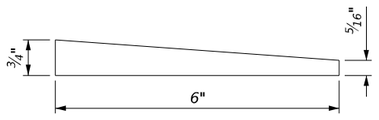
SECTION A-A



CHANNEL FLANGE PLATE DETAIL

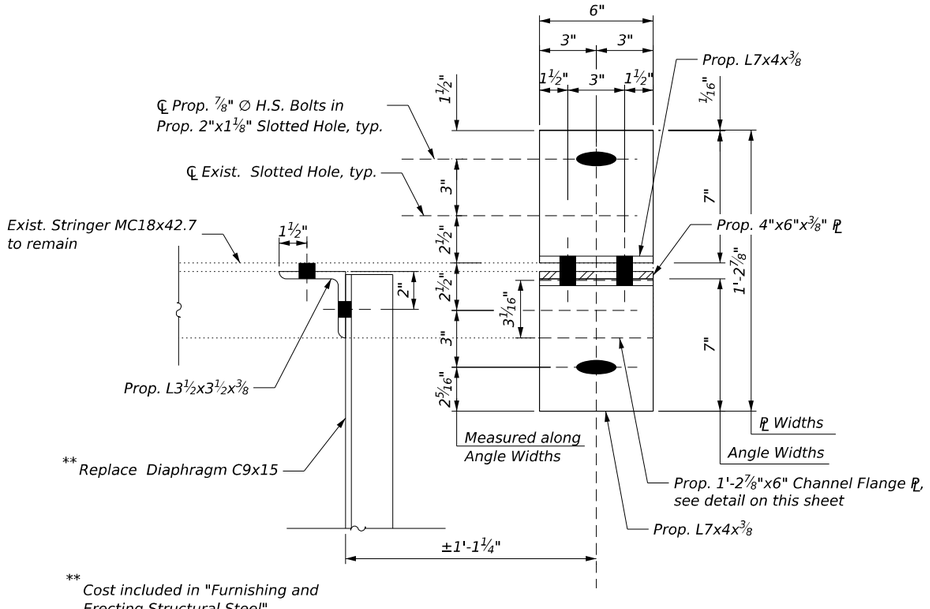
(Looking East)

SECTION B-B



BEVEL FILL PLATE DETAIL

* Bevel ℄ to match exist. beam slope



SECTION B-B

** Cost included in "Furnishing and Erecting Structural Steel".

Notes:

Bearing heights shall be field verified.

Heights of existing bearings shall be measured and recorded before jacking stringers and installing structural steel.

All structural steel shall conform to the requirements of AASHTO M270 Grade 50.

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Fasteners shall be ASTM A325 Type I, Mechanically Galvanized bolts. Bolts connecting new steel members shall be ⅞" ∅ with 1" ∅ open holes, unless noted otherwise.

Cost of field drilling shall be included in "Structural Steel Repair".

For stringer 17A service load reacion due to steel only, see table Exist. Beams Reactions on Sheet S-28.

* REFERENCE DRAWINGS:

Drawing	Sheet No.
Approach Details	1345-22

Note: Portions of these drawings are extracted from original drawings for this bridge. Details shown are provided to illustrate the work to be performed.

* For Reference Drawings Key, see Sheet S-02.

BOLT LEGEND

- ○ New Fastener in Existing or Field Drilled Hole
- ● New Fastener in New Hole
- ◌ Existing Fastener to Remain

SUGGESTED WORK PLAN

1. Remove East approach span deck, bearing plate and existing connections to diaphragm for Stringer S17A.
2. Install temporary shoring and cribbing.
3. Clean Stringer S17A and install angles and plates.
4. Reconnect diaphragm to Stringer S17A.
5. Remove temporary shoring and cribbing.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Steel Repair	Pound	79
Temporary Shoring And Cribbing	Each	1

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PLOT SCALE =	DRAWN - CP	REVISED -	
PLOT DATE =	CHECKED - SK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SPANS - MISCELLANEOUS STEEL DETAILS II
STRUCTURE NO. 099-0101

SHEET S-24 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	58
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

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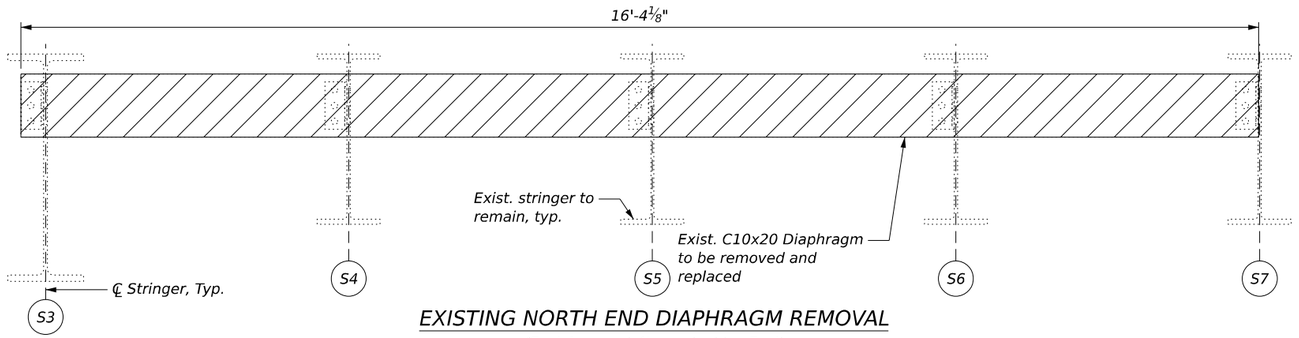
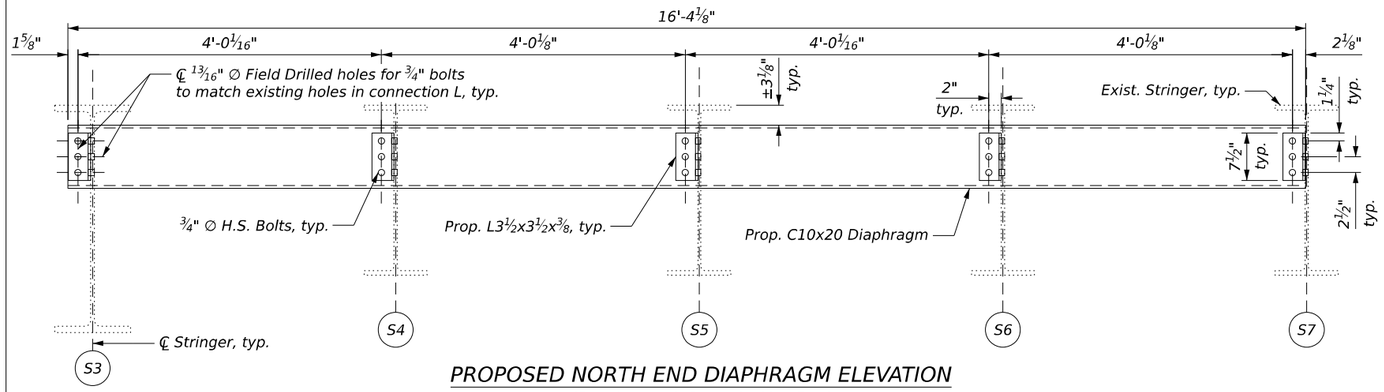


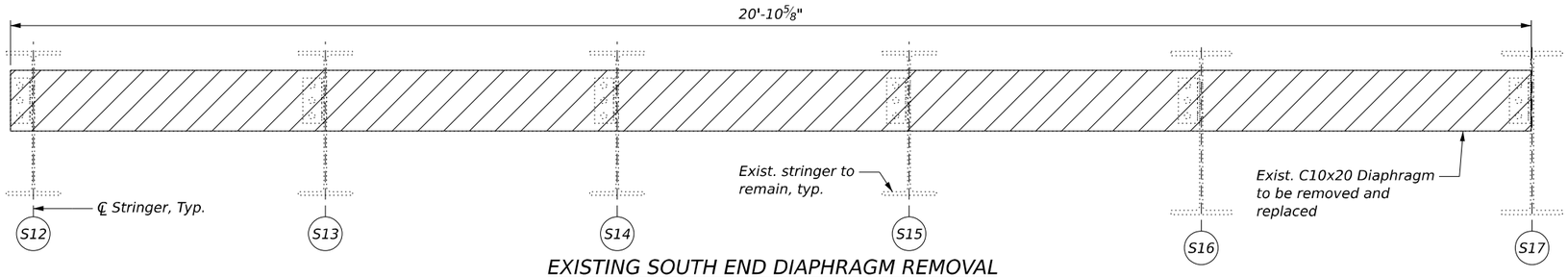
EXISTING NORTH END DIAPHRAGM REMOVAL

(East Approach Span - looking East)



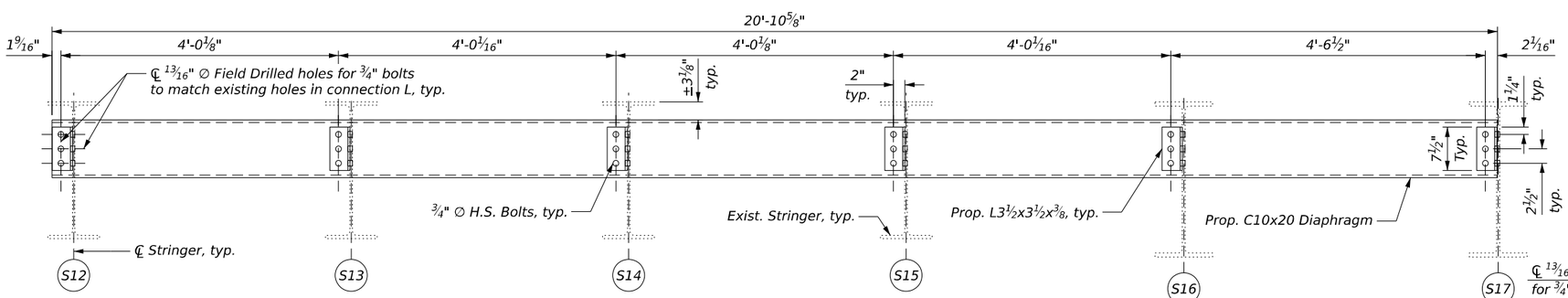
PROPOSED NORTH END DIAPHRAGM ELEVATION

(East Approach Span - looking East)



EXISTING SOUTH END DIAPHRAGM REMOVAL

(East Approach Span - looking East)



PROPOSED SOUTH END DIAPHRAGM ELEVATION

(East Approach Span - looking East)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Steel Repair	Pound	1,290

Notes:

For locations of diaphragm repairs, see framing plan Sheet S-22.

All contact surfaces of joints for the diaphragms shall be free of paint or lacquer.

All repair plates and angles, diaphragms and their connection plates may conform to AASHTO Classification M-270 Grade 36.

Diaphragm connection holes shall be 13/16" ∅ for 3/4" ∅ bolts. Two hardened washers shall be required at diaphragm connection.

Cost of field drilling 13/16" ∅ holes is included with "Structural Steel Repair".

Unless otherwise noted in the plans or specifications, field bolted connections shall use 3/4" ∅ high strength bolts with 13/16" ∅ holes.

All connection bolts and fasteners shall be included in "Structural Steel Repair" areas.

Existing diaphragm and clip angle removal shall be included in "Structural Steel Repair".

New diaphragm and clip angles shall be included in "Structural Steel Repair".

Structural steel shall be cleaned according to SSPC-SP10.

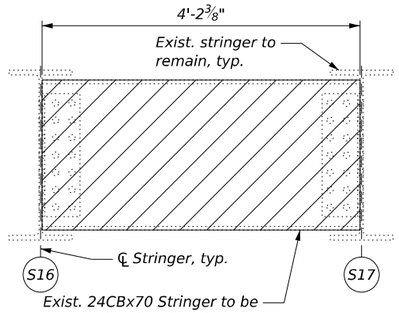
Cost of field drilling shall be included in Structural Steel Repair.

* REFERENCE DRAWINGS:

Drawing	Sheet No.
Details of Stringers & Miscellaneous	630-12
Details of Stringers	630-13

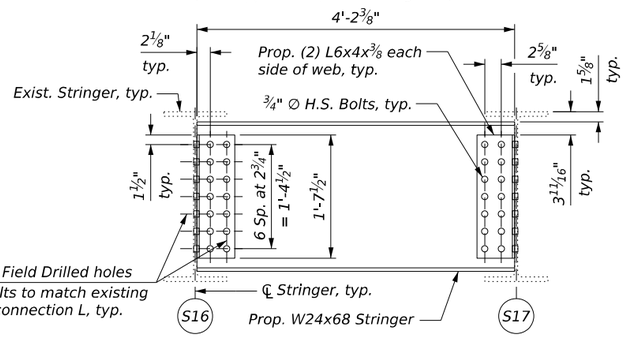
Note: Portions of these drawings are extracted from original drawings for this bridge. Details shown are provided to illustrate the work to be performed.

* *For Reference Drawings Key, see Sheet S-02.*



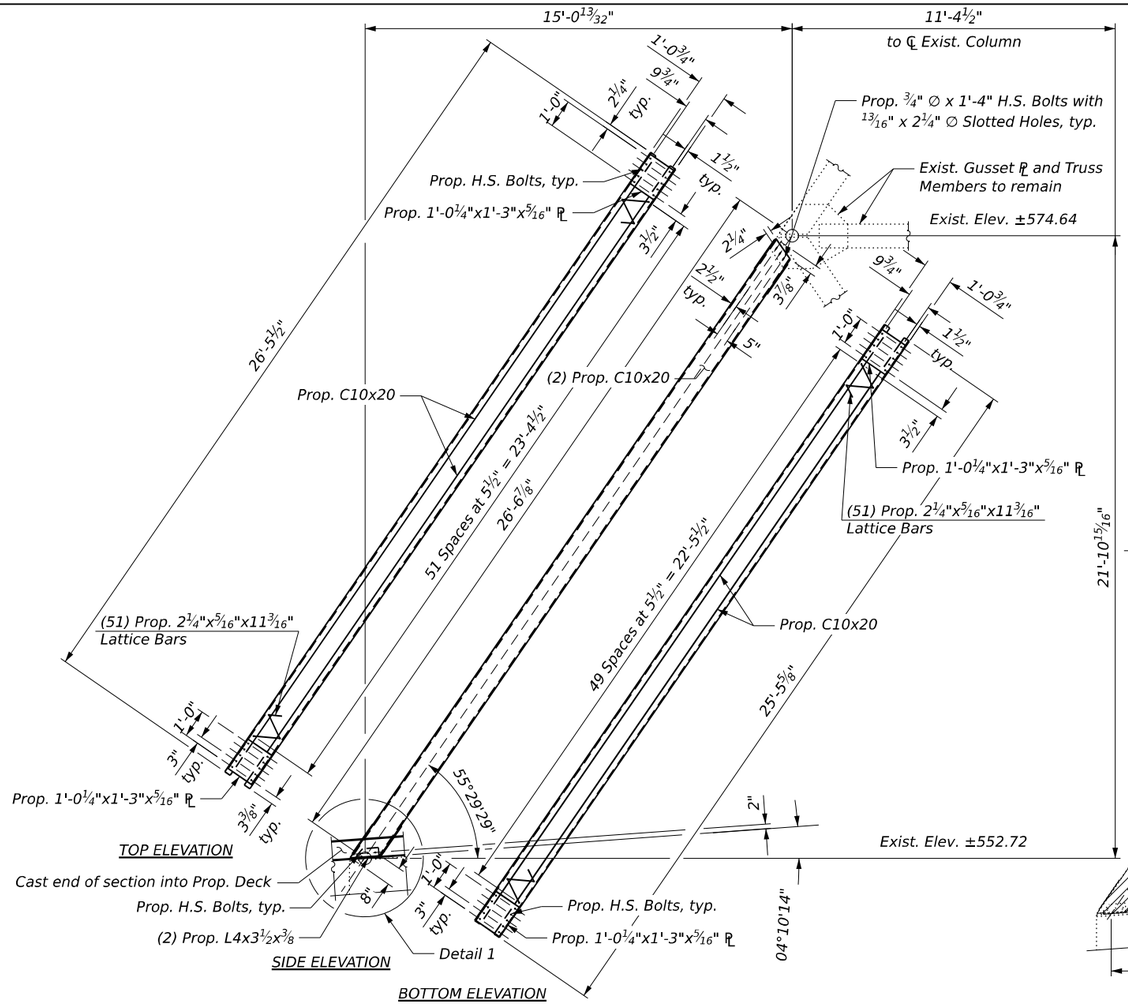
EXISTING SOUTH INTERIOR DIAPHRAGM REMOVAL

(East Approach Span - looking East)

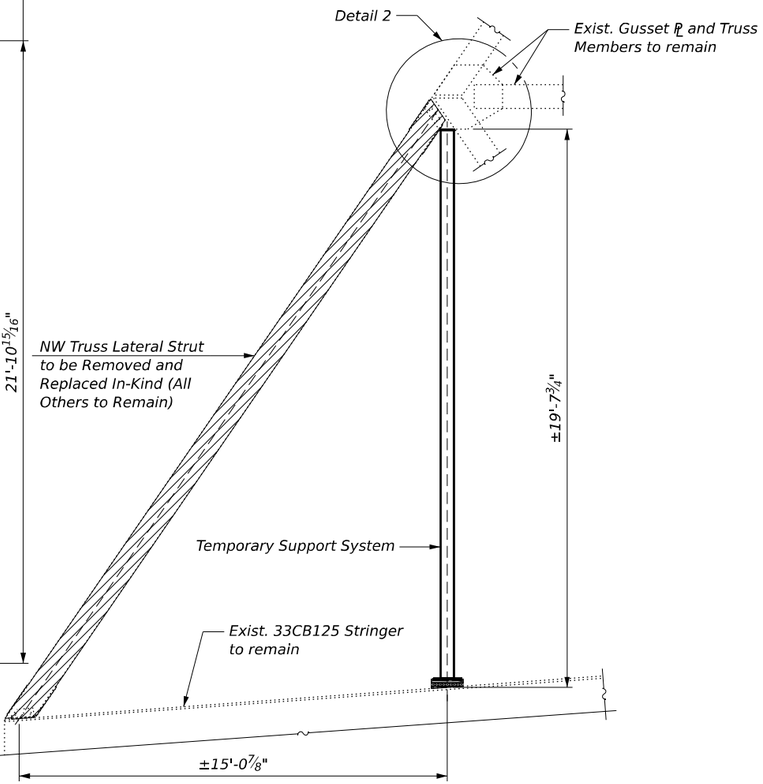


PROPOSED SOUTH INTERIOR DIAPHRAGM ELEVATION

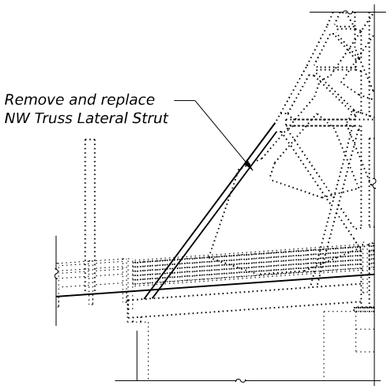
(East Approach Span - looking East)



WEST APPROACH SPAN - NORTHWEST TRUSS LATERAL STRUT REPLACEMENT DETAIL



TEMPORARY SUPPORT SYSTEM DETAIL



PARTIAL NORTHWEST TRUSS SUPERSTRUCTURE ELEVATION

(Looking North)

Notes:

For additional bolster details and bolster Bill of Materials, see Sheet S-23.

Northwest truss lateral strut dimensions shall be field verified by the Contractor.

All structural steel shall conform to the requirements of AASHTO M270 Grade 50.

Fasteners shall be ASTM A325 Type I, Mechanically Galvanized bolts. Bolts connecting new steel members shall be 7/8" ∅ with 15/16" ∅ open holes, unless noted otherwise.

Cost of field drilling shall be included in "Structural Steel Repair".

Cost of furnishing and erecting temporary supports, equipment and workmanship necessary to temporary support the existing NW truss gusset plate and struts shall be included in "Temporary Support System".

For details 1 and 2, see Sheet S-26A.

SUGGESTED WORK PLAN

1. *Remove existing deck.*
2. *Install temporary support system.*
3. *Remove existing NW truss lateral strut.*
4. *Install proposed NW truss lateral strut and connect to existing gusset plate with H.S. bolts.*
5. *Remove temporary support system.*
6. *Pour proposed deck.*

* REFERENCE DRAWINGS:

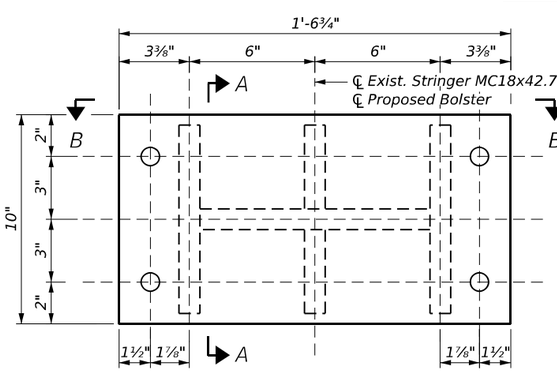
Drawing	Sheet No.
Anchorage Girders Columns & Bracing	1345-18
Approach Details	1345-24
Details of Anchorage Posts & Diagonals	630-4
Truss Anchorage Details	630-5

* *For Reference Drawings Key, see Sheet S-02.*

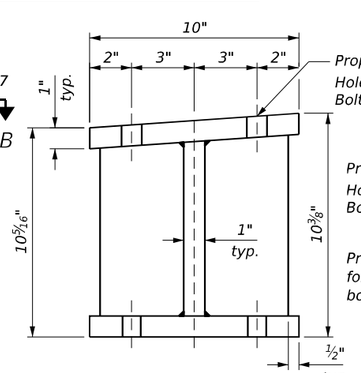
Note: Portions of these drawings are extracted from original drawings for this bridge. Details shown are provided to illustrate the work to be performed.

BILL OF MATERIAL

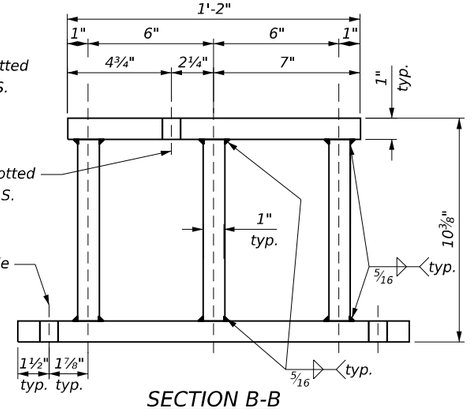
ITEM	UNIT	TOTAL
Structural Steel Repair	Pound	1,231



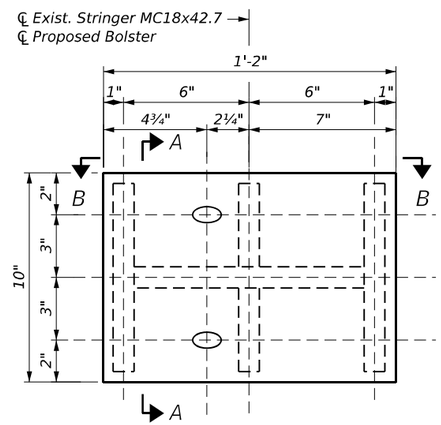
BOLSTER BOTTOM PLAN VIEW



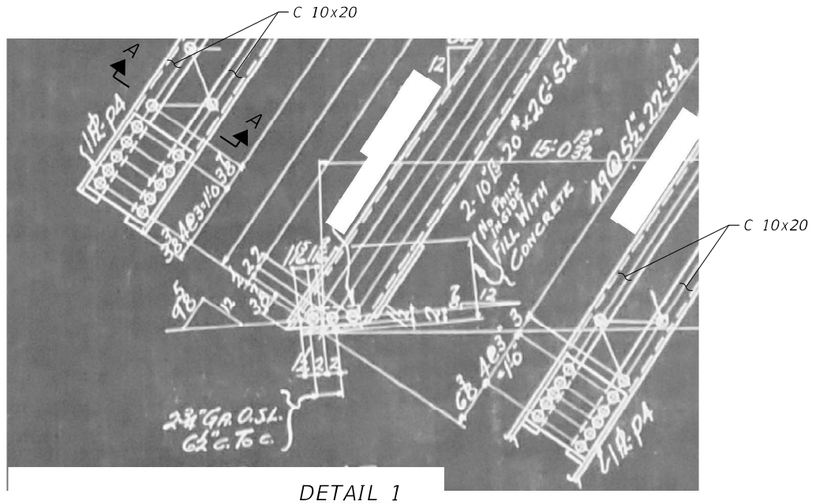
SECTION A-A



SECTION B-B

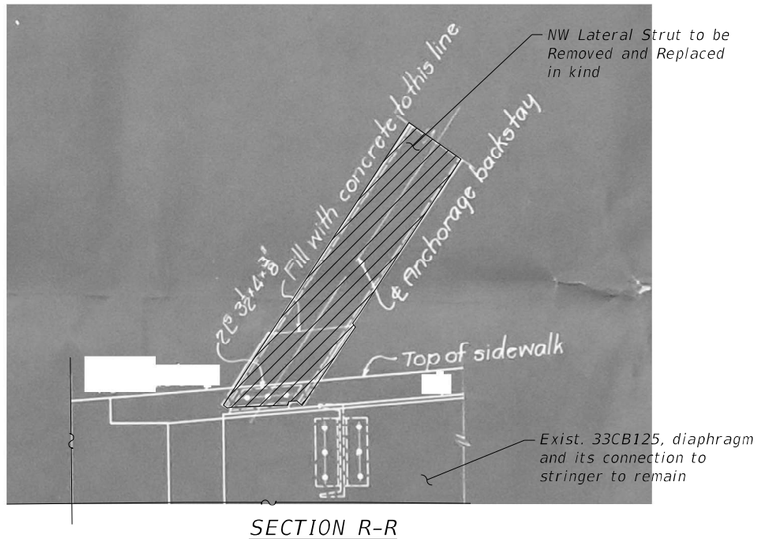


BOLSTER TOP PLAN VIEW



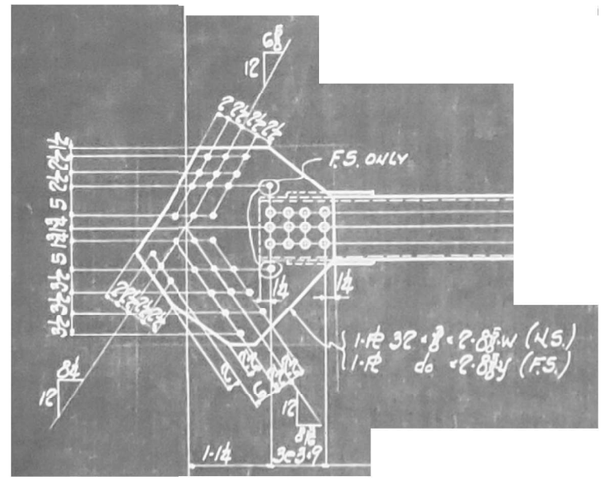
DETAIL 1

Connection of NW Truss Lateral Strut to Exist. Stringer 33CB125 at the West Approach Span 1 (For information only. All members and fasteners to be replaced.)



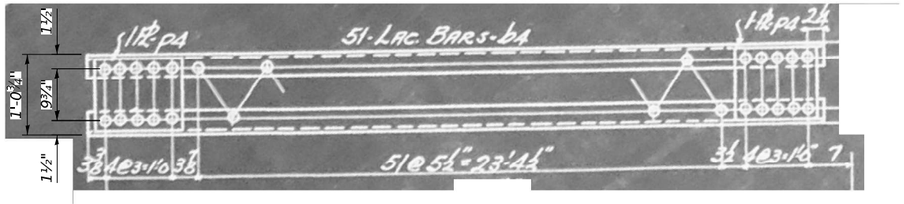
SECTION R-R

(See West Approach Span framing plan on sheet S-22)



DETAIL 2

Connection of NW Truss Lateral Strut to Exist. Horizontal Strut (For information only. All members and fasteners to remain except the fasteners connecting the existing gusset plate with the new NW Lateral Strut.)

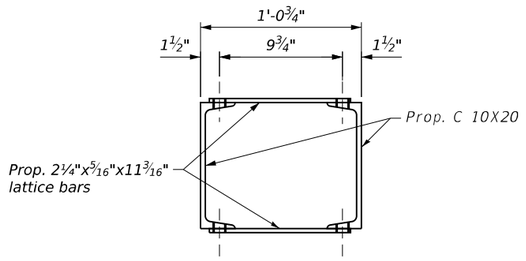


TOP OF NW TRUSS LATERAL STRUT LATTICE BARS

(For information only. All members and fasteners to be replaced.)

BOTTOM OF NW TRUSS LATERAL STRUT LATTICE BARS

(For information only. All members and fasteners to be replaced.)



SECTION A-A

* **REFERENCE DRAWINGS:**

Drawing	Sheet No.
Anchorage Girders Columns & Bracing	1345-18
Approach Details	1345-24
Details of Anchorage Posts & Diagonals	630-4
Truss Anchorage Details	630-5

* *For Reference Drawings Key, see Sheet S-02.*

Note: Portions of these drawings are extracted from original drawings for this bridge. Details shown are provided to illustrate the work to be performed.

Note:
For notes and additional details, see Sheet S-26.

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DEPARTMENT OF TRANSPORTATION

APPROACH SPAN - MISCELLANEOUS STEEL DETAILS V
STRUCTURE NO. 099-0101
SHEET S-26A OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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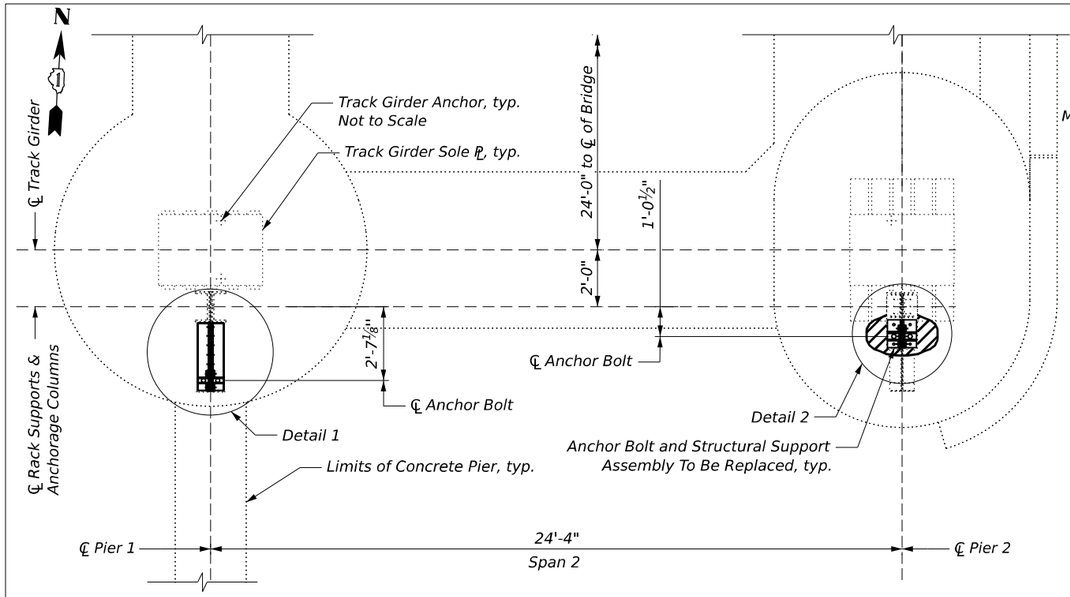
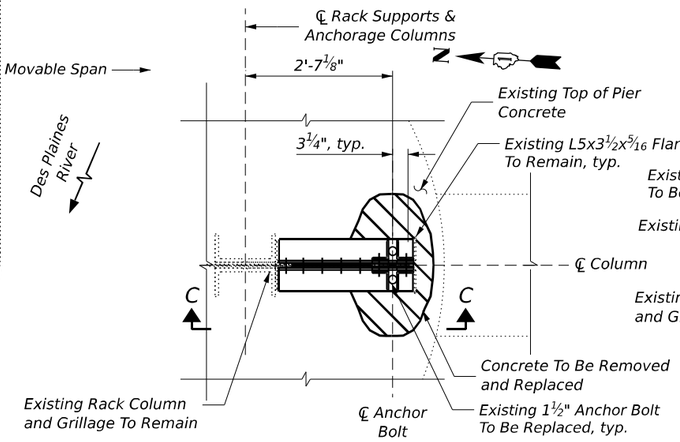
		CONTRACT NO. 62M79		
	ILLINOIS FED. AID PROJECT			

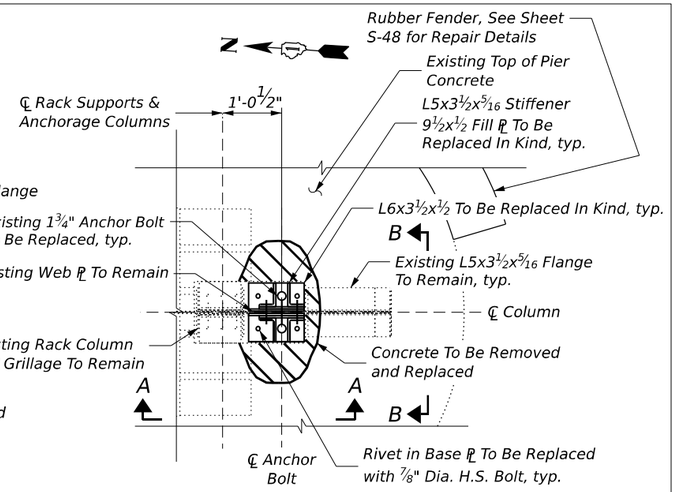


TYPICAL RACK FRAME COLUMN ANCHOR REPAIR PLAN

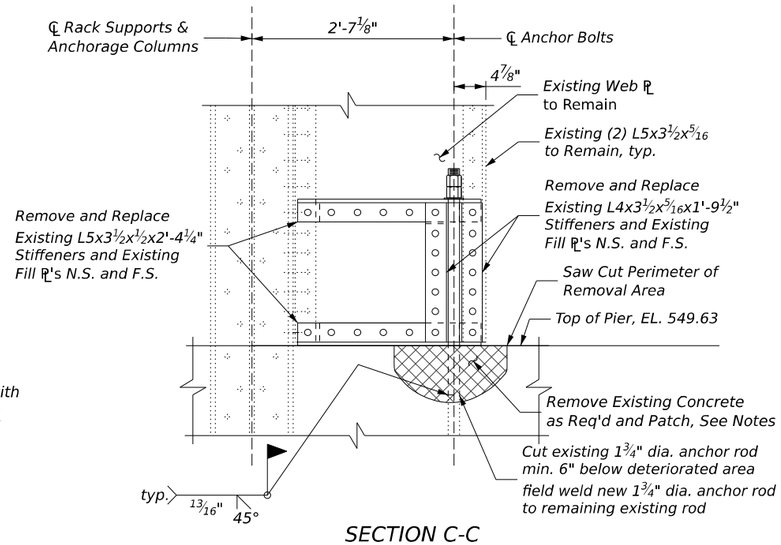
(SW rack frame shown, NW, NE, and SE rack frame similar)
(superstructure not shown for clarity)



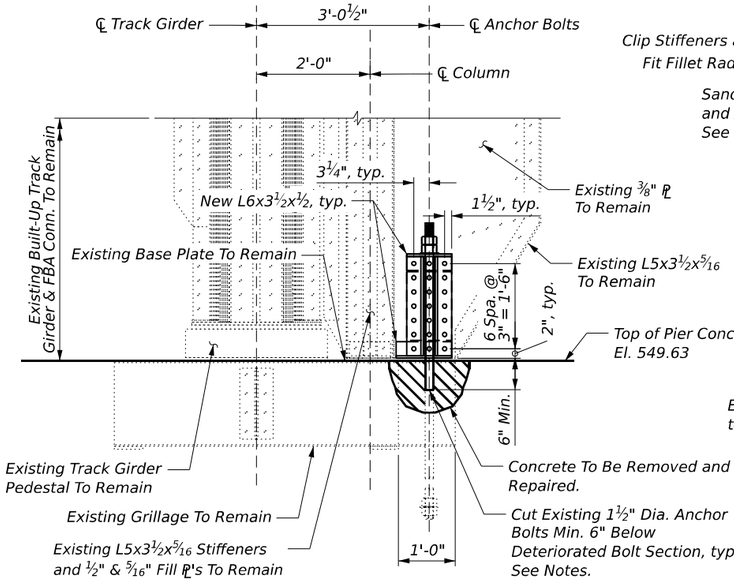
DETAIL 1



DETAIL 2

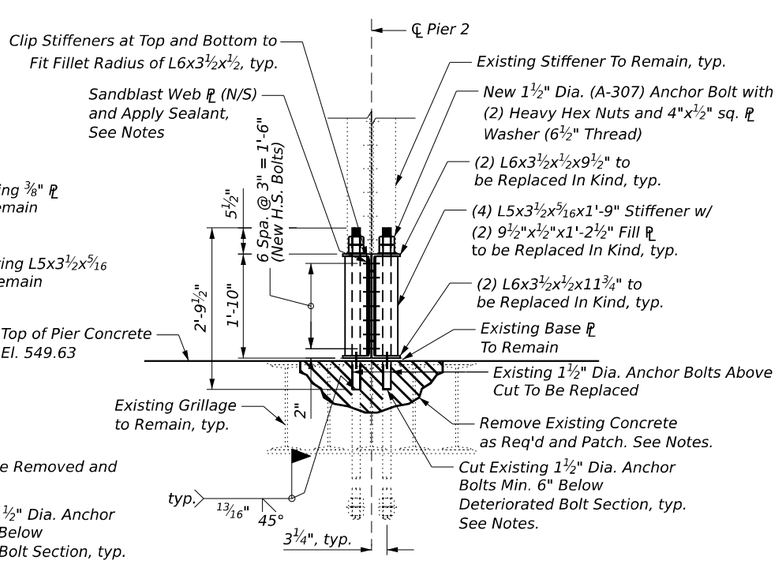


SECTION C-C



SECTION A-A

(looking east, opposite hand similar)



SECTION B-B

(looking north, opposite hand similar)
(track girder and front rack column not shown for clarity)

Notes:

Existing dimensions shown are based on the original 1931 plans, the 1931 shop drawings, and the 1984 rehabilitation plans. The Contractor shall field verify all dimensions before beginning fabrication and installation to confirm proper fit up with new components.

Concrete is to be removed and repaired where shown according to "Structural Repair of Concrete", but shall be considered included in "Structural Steel Repair".

The removal and replacement of specified structural steel shall be paid for under "Structural Steel Repair".

Repair details are shown at the east column of the south rack frame at the west bridge approach of Pier 2; however, repairs are typical for all rack frame columns on Pier 1(N&S), Pier 2 (N), Pier 3 (N&S), and Pier 4 (N&S).

Contractor to field verify all existing rivet sizes and bolt hole locations specified for bolt replacement. Structural steel specified for replacement shall include the removal and replacement of all corresponding ⅞" Dia. rivets with ⅞" Dia. high-strength bolts (A325 or equivalent) in the existing 15/16" holes, unless otherwise specified.

All connections on this sheet are primary.

LEGEND

- New Fastener in Existing or Field Drilled Hole
- New Fastener in New Hole
- Existing Fastener to Remain
- Existing Member to Remain
- New Member

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	1,502

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H&H

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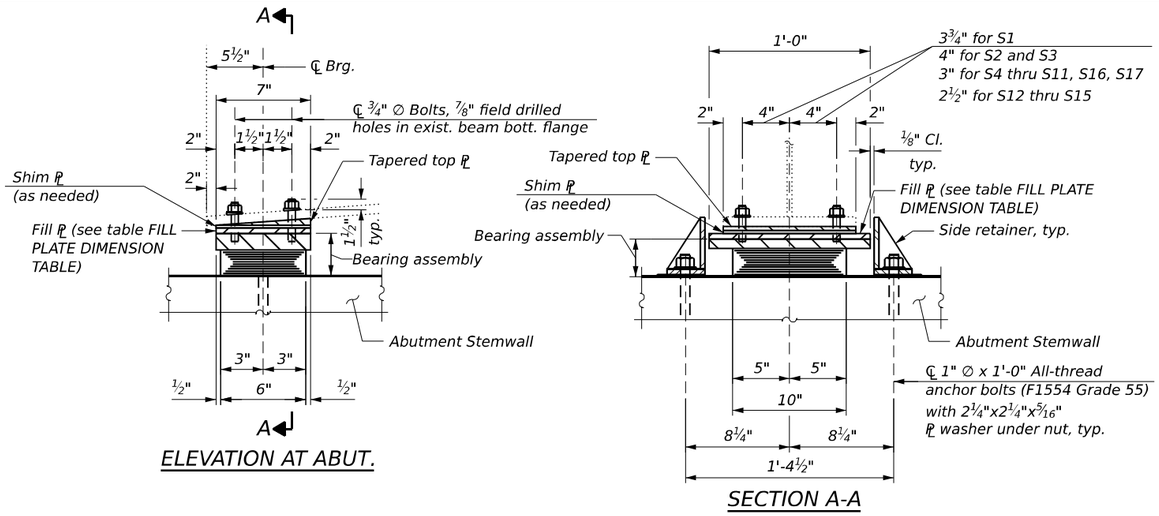
	CHECKED - HMG	REVISED - ____	
PLOT SCALE = ____	DRAWN - DSD	REVISED - ____	
PLOT DATE = ____	CHECKED - HMG	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SPAN - RACK FRAME COLUMN REPAIR DETAILS
STRUCTURE NO. 099-0101

SHEET S-27 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	61
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



ELEVATION AT ABUT.

SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

(East Abutment)

Notes:

Side retainers and stainless steel plates shall be included in the cost of "Elastomeric Bearing Assembly, Type I".

Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

Existing seat elevations are based on the field survey conducted by American Surveying & Engineering, P.C. in 2019 and by Claassen, White & Associates, P.C. in 2022. The elevations from these surveys do not match elevations shown in reference drawing 38306-Sheet No.17. Contractor shall conduct in field surveys to determine the top of beam seat elevations, confirm the shown bearing thickness and submit results to the Engineer for review prior to ordering material for bearing assembly and bearing plates. Heights of existing bearings shall be measured and recorded before jacking stringers. The actual amount raised shall be recorded at each bearing. The new bearing seat elevations shall be checked by measuring the height between the seat and bottom of stringer at the centerline of bearing and comparing it with the proposed bearing height plus raised dimension. If additional shim plates are needed they shall be included in "Jack And Remove Existing Bearings".

See Special provision for Jack and Remove Existing Bearings.

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

Two ⅛" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

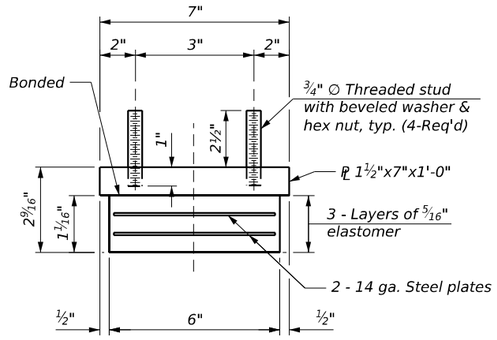
Cost of fill plates, tapered fill plates and field drilling included in "Furnishing and Erecting Structural Steel".

Top plate to be installed where taper is parallel to the existing beam slope.

Jacking and removal of existing bearings shall not take place until existing deck has been removed.

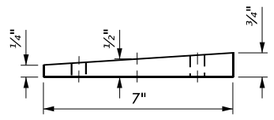
Contractor shall submit their Jacking and Removal of Existing Bearings plan for review and approval.

The new deck shall not be poured until the new bearings are in place.



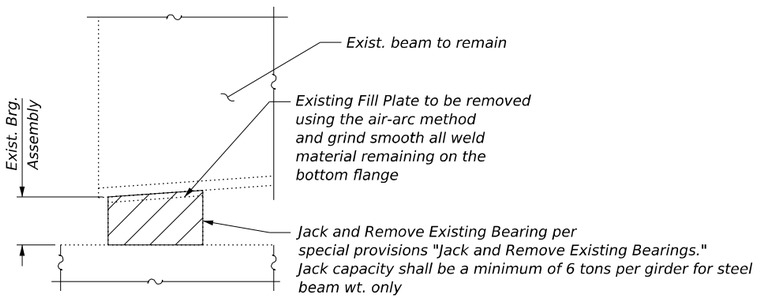
BEARING ASSEMBLY

Note:
Shim plates shall not be placed under bearing assembly.



TAPERED TOP PLATES DETAIL

One is required at each bearing (Total 17 Required)



EXISTING BEARING REMOVAL DETAIL

(East Abutment)
(17 Total)

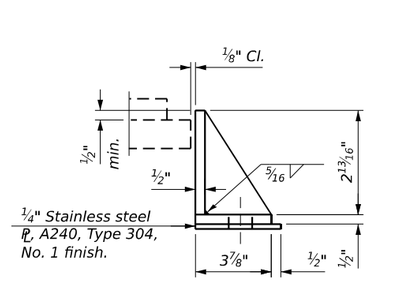
FILL PLATE DIMENSION TABLE

The fill plates in the table below are in addition to the tapered top plates (V.I.F.)

MEMBER	PROP. BRG. SEAT ELEV.	FILL PLATE THICKNESS
S1	547.67	-
S2	547.56	⅛"
S3	547.74	⅜"
S4	547.74	1"
S5	547.74	2 3⁄16"
S6	547.74	3⅜"
S7	547.74	4 9⁄16"
S8	547.74	⅞"
S9	547.74	1¼"
S10	547.74	2⅜"
S11	547.74	2¾"
S12	548.72	¼"
S13	548.72	1½"
S14	548.72	2⅝"
S15	548.72	3⅞"
S16	548.72	1 9⁄16"
S17	548.72	2⅛"

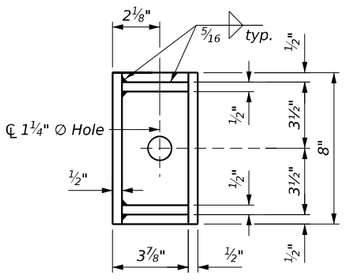
BILL OF MATERIAL

ITEM	UNIT	TOTAL
Elastomeric Bearing Assembly, Type I	Each	17
Anchor Bolts, 1"	Each	34
Jack And Remove Existing Bearings	Each	17



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



EXIST. BEAM REACTIONS

(Includes single stringer steel dead load only)

	MEMBER	DL (KIP)
	S1	6.4
*	S2	7.4
	S3	7.1
	S4	4.0
	S5	3.8
	S6	3.7
	S7	3.5
	S8	3.4
	S9	3.3
	S10	3.2
	S11	3.2
	S12	2.3
	S13	2.2
	S14	2.1
	S15	2.0
	S16	2.6
	S17	2.4
	S17A	1.3
	S18	1.2

** Governing Service Dead Load Reaction*

*REFERENCE DRAWINGS:

DRAWING	Sheet No.
Details of Anchorages	1345-2
Bearing Details	38306-17

Note: Portions of these drawings are extracted from original drawings for this bridge. Details shown are provided to illustrate the work to be performed.

* *For Reference Drawings Key, see Sheet S-02.*

LEGEND

Jack And Remove Existing Bearing

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME =	DESIGNED - CP	REVISED -	
	CHECKED - SK	REVISED -	
PLOT SCALE =	DRAWN - CP	REVISED -	
PLOT DATE =	CHECKED - SK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SPANS - BEARING REPLACEMENT
STRUCTURE NO. 099-0101

SHEET S-28 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	62
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

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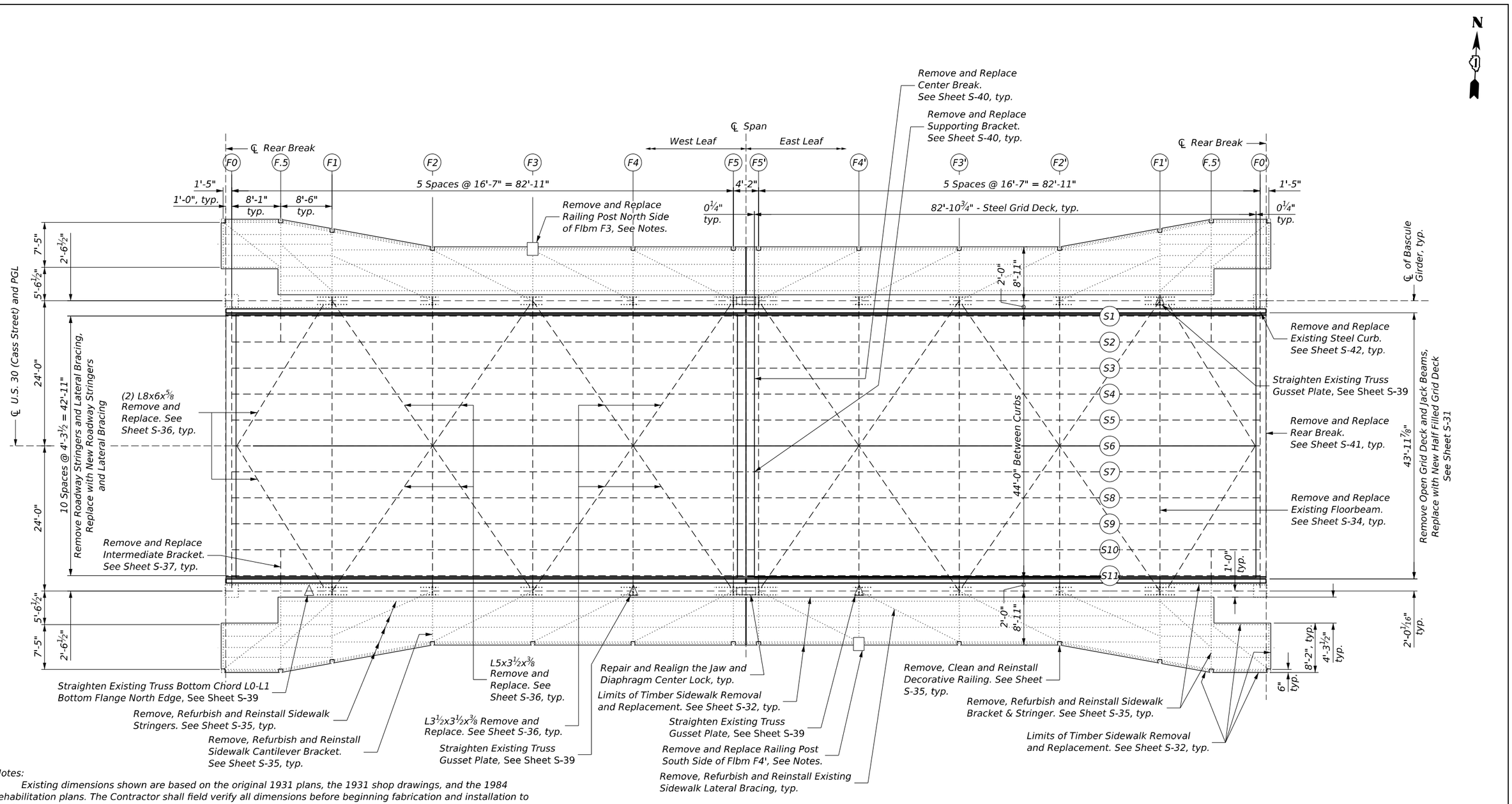

BASCULE SPAN EXISTING PLAN

Notes:

Existing dimensions shown are based on the original 1931 plans, the 1931 shop drawings, and the 1984 rehabilitation plans. The Contractor shall field verify all dimensions before beginning fabrication and installation to confirm proper fit up with new components.

Removal of structural steel shall be paid for under item "Structural Steel Removal". Removal of timber sidewalk shall be paid for under item "Removal of Existing Timber Material". Removal of steel deck grating shall be paid for under item "Bridge Floor Removal".

Where new members replace existing members, existing holes shall be used as a template to field drill holes in new material.

All existing holes to remain shall be filled with a new H.S. bolt same size as existing rivet. Cost included in the cost of "Furnishing and Erecting Structural Steel".

The removal, refurbishing, and reinstallation of sidewalk stringers, lateral bracing, and cantilever brackets shall be paid for under item "Remove and Re-Erect Existing Structural Steel".

The removal, refurbishing, and reinstallation of decorative railing shall be paid for under item "Remove and Re-Erect Existing Bridge Rail".

For railing post replacement, See Sheet S-38.

Cost of straightening steel members is included in the cost of "Structural Steel Repair". See Sheet S-39.

LEGEND

- New Member
- Existing Member to Remain
- (S#) Stringer Number
- (F#) Floorbeam Number
- △ Steel Straightening Locations

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Removal	L. Sum	1
Removal of Existing Timber Material	L. Sum	0.7
Bridge Floor Removal	Sq. Yd.	804

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	CHECKED - HMG	REVISED - ____	
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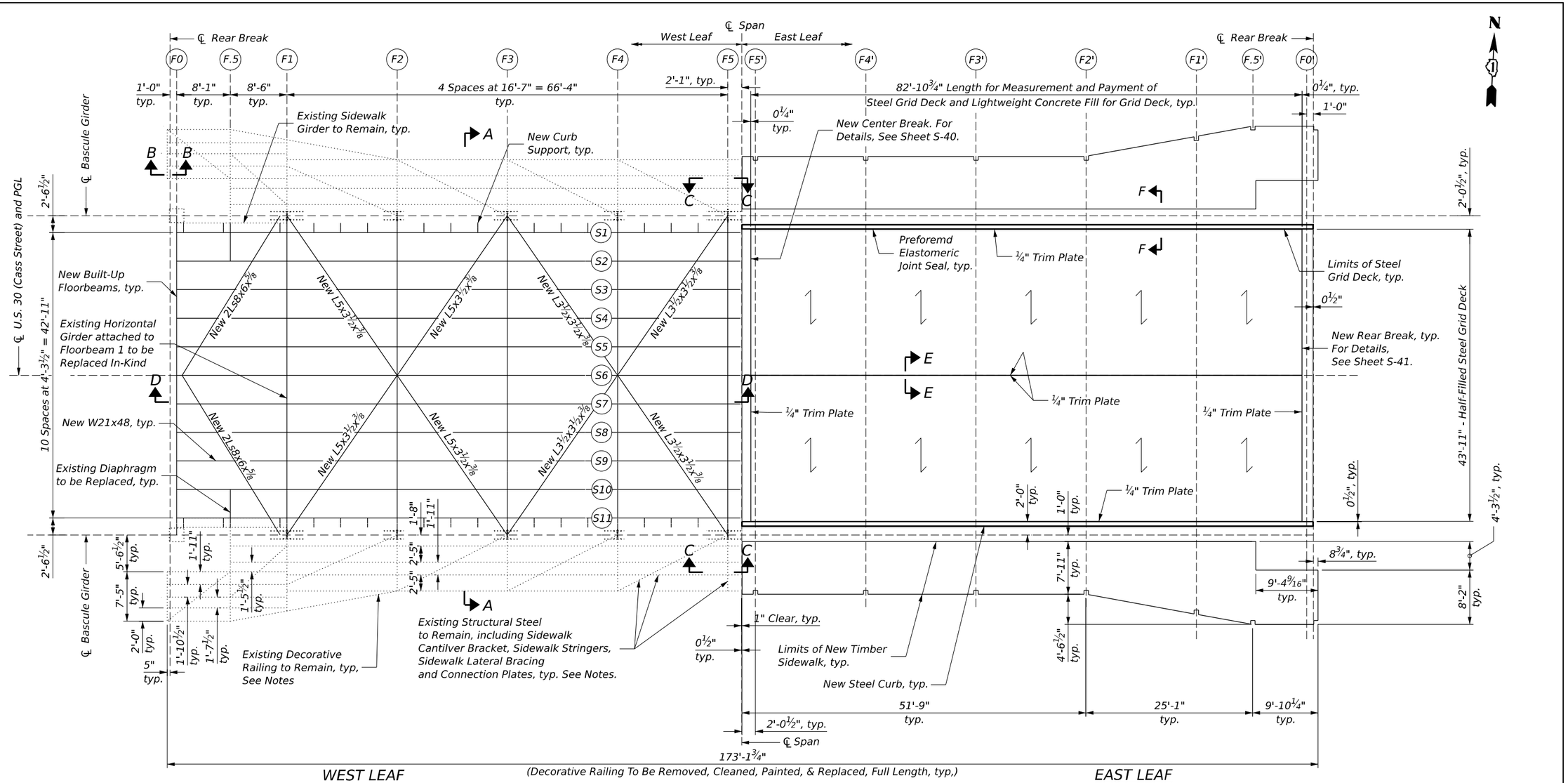
PLOT DATE = ____	CHECKED - HMG	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BASCULE SPAN - EXISTING PLAN REMOVAL & REPAIRS
STRUCTURE NO. 099-0101

SHEET S-29 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	63
		CONTRACT NO. 62M79		
	ILLINOIS FED. AID PROJECT			



WEST LEAF

Showing New Framing
East Leaf Opposite Hand, unless noted otherwise

EAST LEAF

Showing New Roadway Grating
West Leaf Opposite Hand, unless noted otherwise

BASCULE SPAN PROPOSED PLAN

Notes:

Existing dimensions shown are based on the original 1931 plans, the 1931 shop drawings, and the 1984 rehabilitation plans. The Contractor shall field verify all dimensions before beginning fabrication and installation to confirm proper fit up with new components.

The furnishing and erection of structural steel as specified on plans shall be paid for under item "Furnishing and Erecting Structural Steel", unless specified otherwise.

All existing structural steel to remain shall be cleaned and painted as required. See Special Provisions for "Cleaning and Painting Existing Steel Structures".

Where required to completely remove and reinstall framing members, remove rivets and replace with the same diameter high strength bolts, unless noted otherwise. Cost is included with "Remove and Re-Erect Existing Structural Steel".

The Contractor shall be responsible for the temporary support of the existing structure during replacement or repair of any component. The Contractor shall submit design and procedures for the work to the Engineer for review. Work to be included under "Temporary Support System".

All existing holes to remain shall be filled with a new H.S. Bolt the same size as existing rivet. Cost included with the cost of "Furnishing and Erecting Structural Steel".

For lateral bracing connection details, see Sheet S-36.

For Sections A-A, E-E & F-F, see Sheet S-31. For Sections B-B & C-C, see Sheet S-32. For Section D-D, see Sheet S-33.

Where new members are replaced, existing holes should be used as a template to field drill holes in new material.

The removal, refurbishing, and reinstallation of decorative railing shall be paid for under item "Remove and Re-Erect Existing Bridge Rail".

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	L. Sum	1
Steel Grid Deck	Sq. Ft.	7,233
Bridge Barrier	Foot	345
Remove and Re-Erect Existing Bridge Rail	Foot	350
Remove and Re-Erect Existing Structural Steel	L. Sum	1

Note: This Bill of Material covers Sheets S-30 through S-43.

LEGEND

- *New Fastener in Existing or Field Drilled Hole*
- *New Fastener in New Hole*
- *Existing Fastener to Remain*
- *Existing Member to Remain*
- *New Member*
- *Indicates direction of grid deck main bars*
- S# *Stringer Number*
- F# *Floorbeam Number*

USER NAME = ____	DESIGNED - CEB	REVISED - ____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BASCULE SPAN - FRAMING & DECK PLAN STRUCTURE NO. 099-0101
	CHECKED - HMG	REVISED - ____		
PLOT SCALE = ____	DRAWN - CEB	REVISED - ____		SHEET S-30 OF S-48 SHEETS
PLOT DATE = ____	CHECKED - HMG	REVISED - ____		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	64
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

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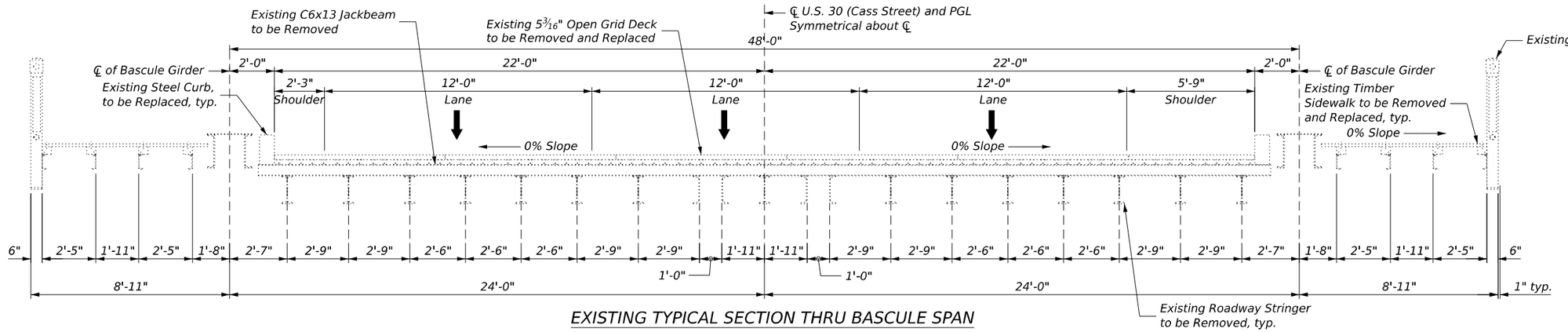
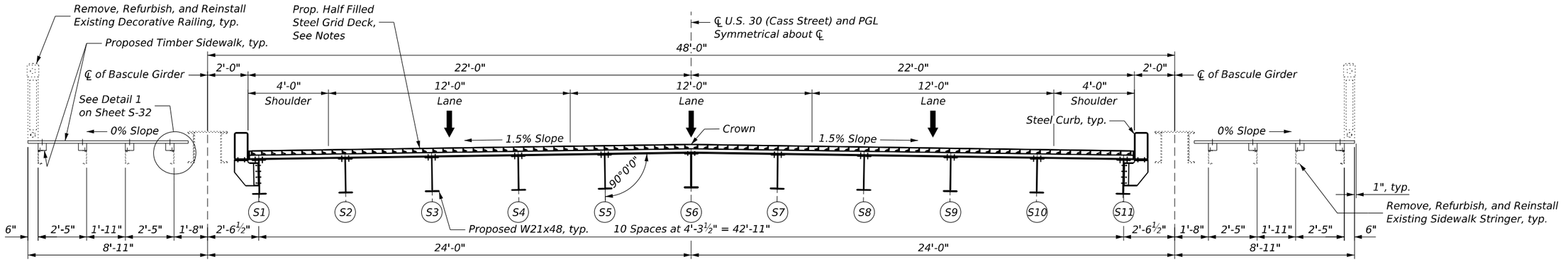


EXISTING TYPICAL SECTION THRU BASCULE SPAN

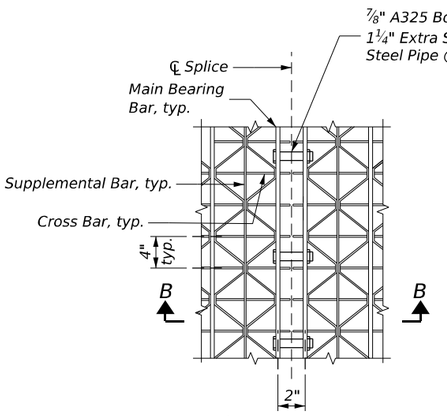
(Looking East)



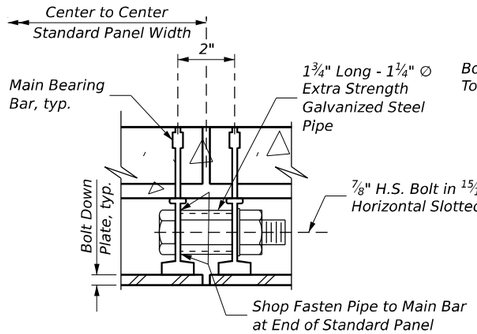
PROPOSED TYPICAL SECTION THRU BASCULE SPAN

SECTION A-A

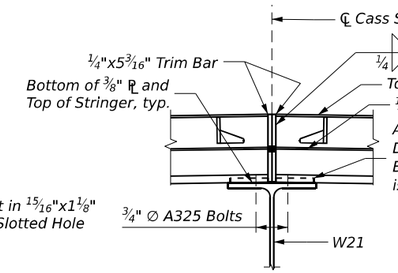
(Looking East)



HALF-FILLED STEEL GRID AT TRANSVERSE SPLICE

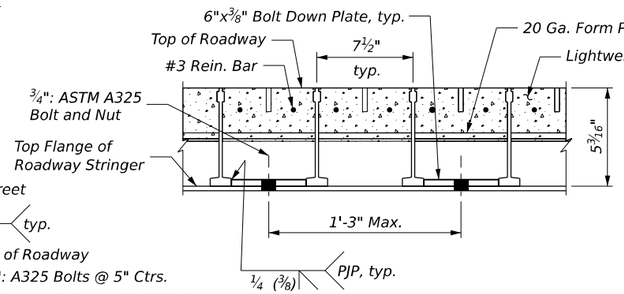


SECTION B-B

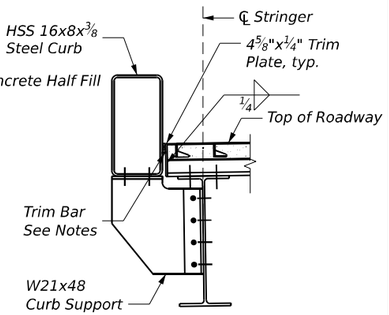


SECTION E-E

At Line (S6)



TYPICAL CONNECTION PLATE DETAIL



SECTION F-F

Notes:

Existing dimensions shown are based on the original 1931 plans, the 1931 shop drawings, and the 1984 rehabilitation plans. The Contractor shall field verify all dimensions before beginning fabrication and installation to confirm proper fit up with new components.

Cost of bolt down plate, pipe sleeves, trim bar are paid for under the item "Steel Grid Deck".

For location of Section A-A, Section E-E, and Section F-F, See Sheet S-30.

Prior to the removal of the existing deck, Contractor shall field measure the top of deck at a location 2'-0" from the CL of the bascule girder, and provide the elevations to Engineer for review along with the proposed top of deck elevations at the same location.

For additional details at curb interface, see Sheet S-42.

LEGEND

- ○ New Fastener in Existing or Field Drilled Hole
- ● New Fastener in New Hole
- ⊹ Existing Fastener to Remain
- ..... Existing Member to Remain
- ——— New Member

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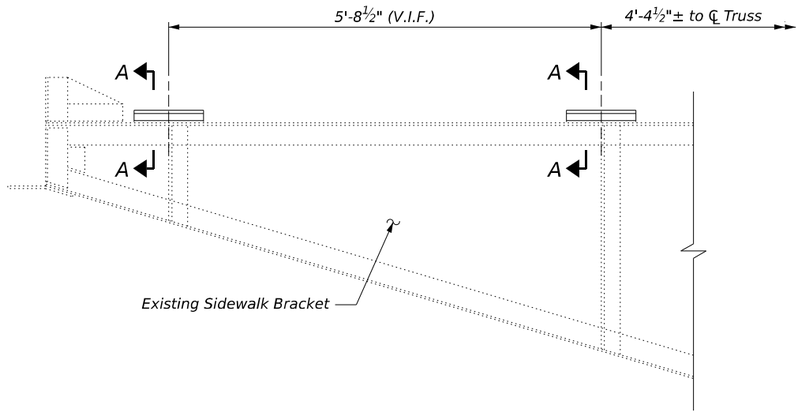
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

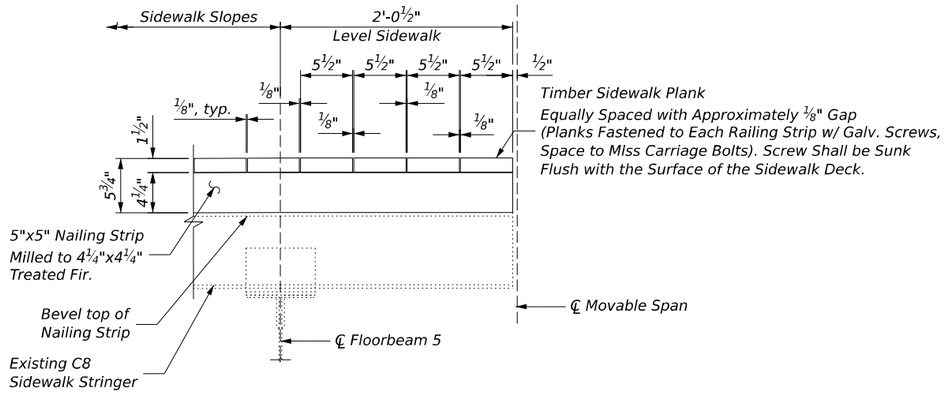
BASCULE SPAN - DECK SECTIONS & DETAILS
STRUCTURE NO. 099-0101

SHEET S-31 OF S-48 SHEETS

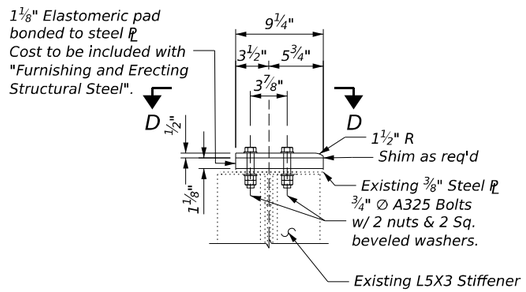
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	65
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	



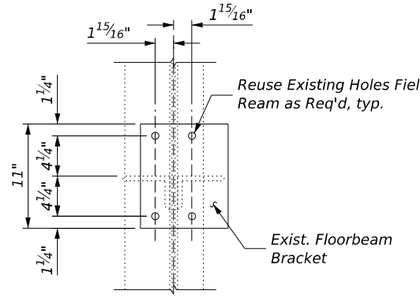
BEARING PADS @ FLOORBEAM A BRACKET



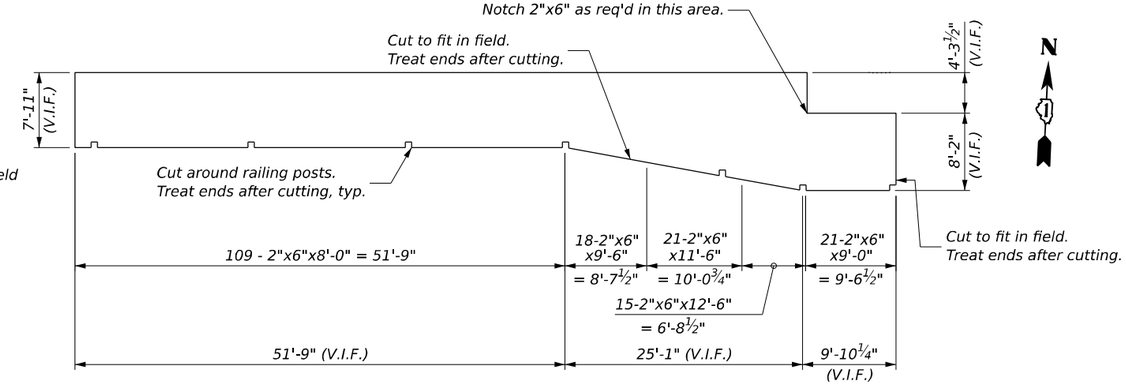
SECTION C-C



SECTION A-A

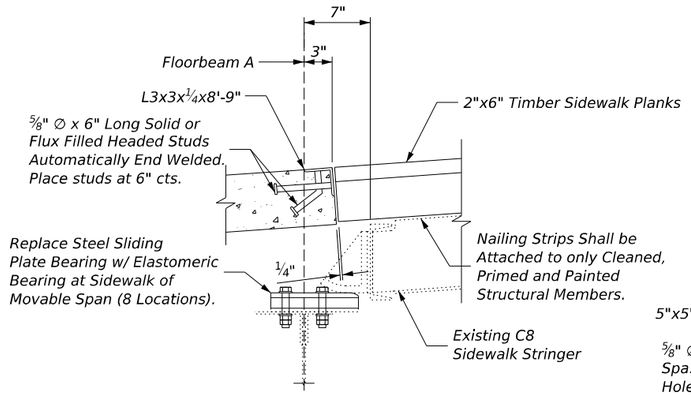


SECTION D-D

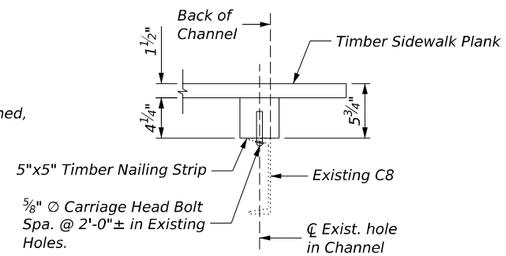


TIMBER SIDEWALK PLAN

(South East Leaf Shown - all others similar)



SECTION B-B
SECTION THRU SIDEWALK BEARING



DETAIL 1

Notes:

All lengths of 2"x6" given are suggested nominal lengths. Contractor may fabricate sidewalk with planks cut from any nominal length the Contractor chooses, so long as each plank used in sidewalk runs the full width of sidewalk.

Secure nailing strip to stringers with ⅝" ∅ carriage head bolts at 2'-0"± spacing using existing hole in channels. Beveled washers are required on channels. Bolts, screws, washers and their installation will be paid for under the item, "Hardware". Treated fir will be paid for under the item, "Treated Timber".

The material for the timber sidewalks shall be treated fir and shall have Fb=1,900 psi (min.).

Existing dimensions shown are based on the original 1931 plans, the 1931 shop drawings, and the 1984 rehabilitation plans. The Contractor shall field verify all dimensions before beginning fabrication and installation to confirm proper fit up with the new components.

For location of Section B-B and Section C-C, see Sheet S-30. For location of Detail 1, see Sheet S-31.

*REFERENCE DRAWINGS:

Drawing	Sheet No.
Details of Struts & Brackets	630-7

*For Reference Drawings Key, see Sheet S-02.

LEGEND

- New Fastener in Existing or Field Drilled Hole
- New Fastener in New Hole
- Existing Fastener to Remain
- Existing Member to Remain
- New Member

BILL OF MATERIAL

Item	Unit	Total
Treated Timber	FBM	9,922
Hardware	Pound	557

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BASCULE SPAN - SIDEWALK DETAILS
STRUCTURE NO. 099-0101

SHEET S-32 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	66
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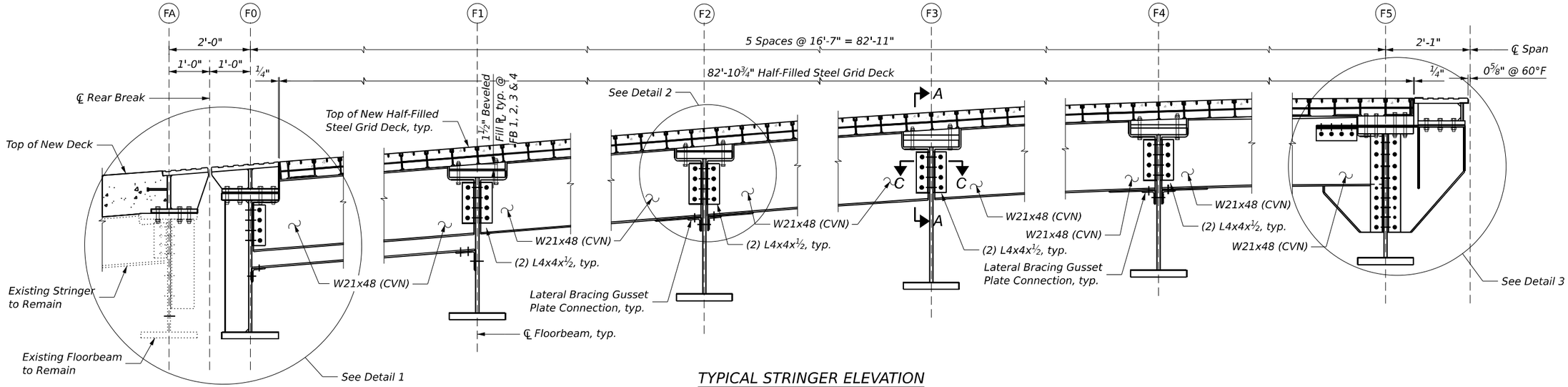
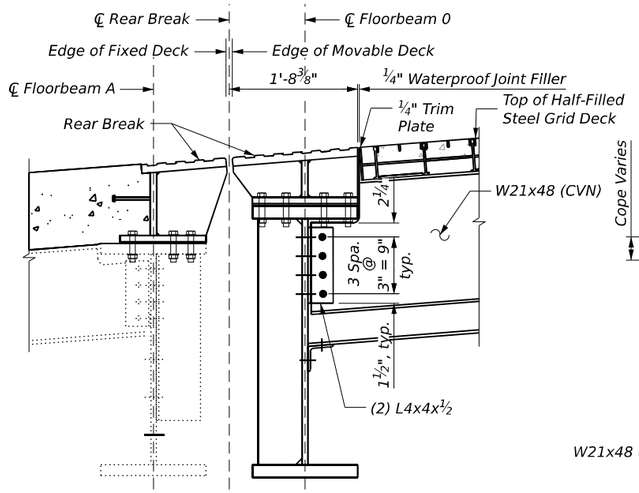


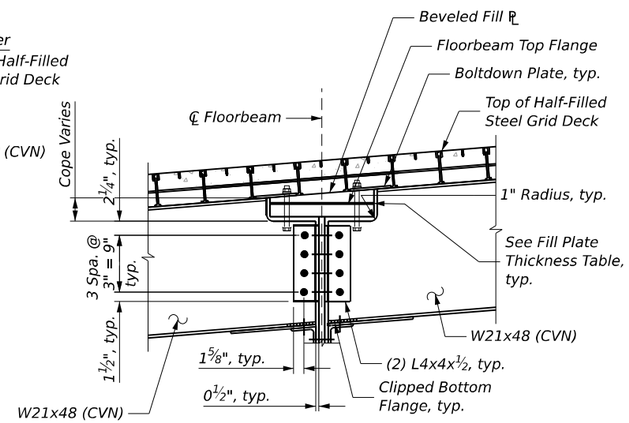
TYPICAL STRINGER ELEVATION
SECTION D-D

(West Leaf Shown Looking North, East Leaf Opposite Hand)

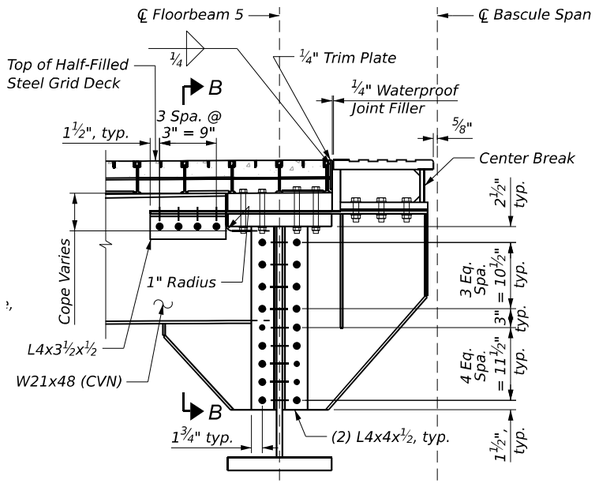


DETAIL 1

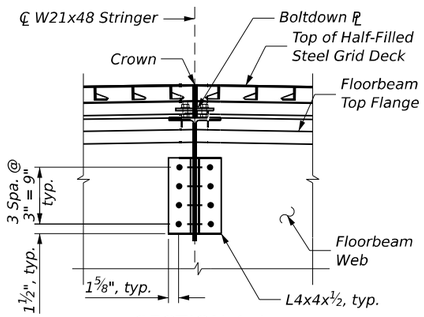
(Deck Connections to New Stringers Not Shown for Clarity)



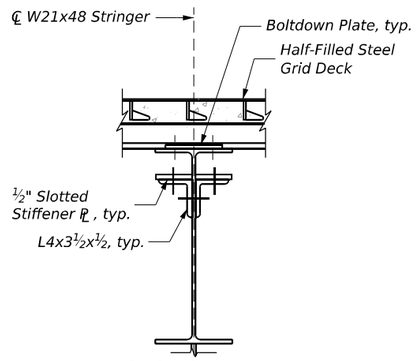
DETAIL 2



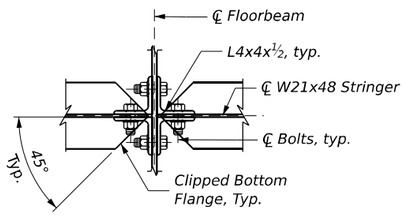
DETAIL 3



SECTION A-A



SECTION B-B



SECTION C-C

	West Leaf	East Leaf
FB1	⅜"	⅝"
FB2	3/16"	7/16"
FB3	1 9/16"	⅞"
FB4	1"	7/16"

FILL PLATE THICKNESS

Fill plate thicknesses are computed based off of existing survey elevations. Fill plate thicknesses to be verified based on field verified elevations. Depth of 1/4" shim pack is included in fill plate thicknesses shown in table.

LEGEND

- New Fastener in Existing or Field Drilled Hole
- New Fastener in New Hole
- Existing Fastener to Remain
- Existing Member to Remain
- New Member

Notes:
For additional center break details, see Sheet S-40.
For additional rear break details, see Sheet S-41.

MODEL: 0990101-62M79-S33
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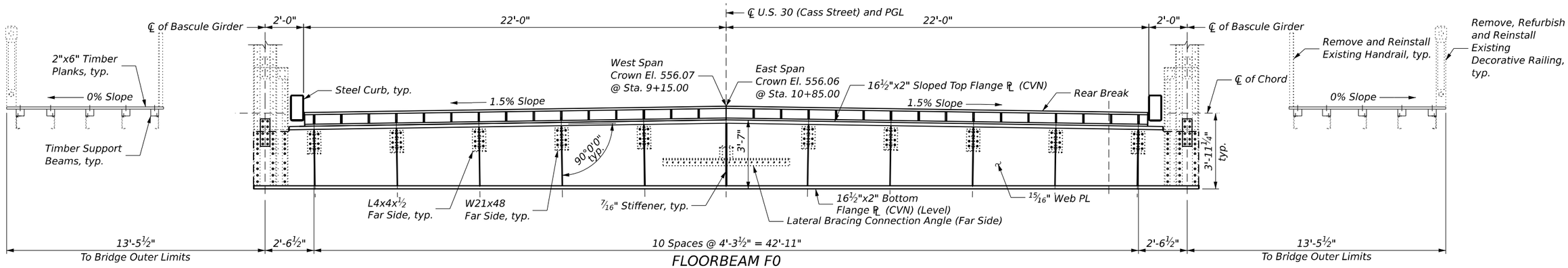
PLOT DATE =	CHECKED - HMG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

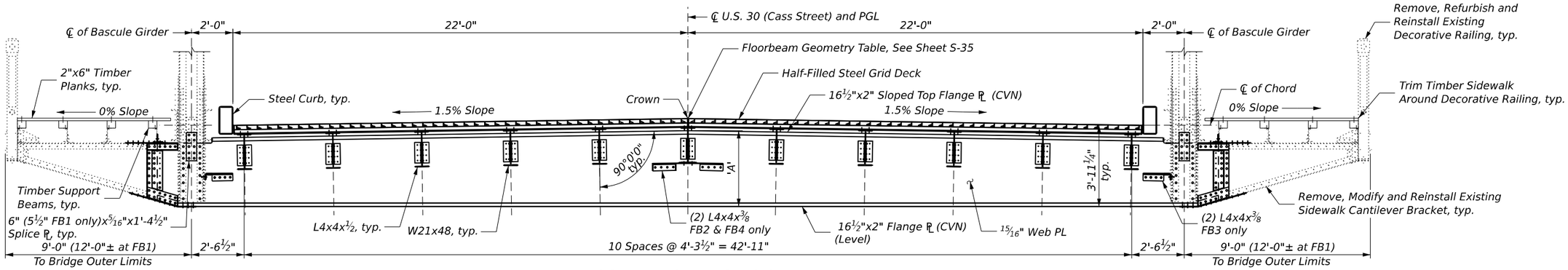
BASCULE SPAN - STRINGER DETAILS
STRUCTURE NO. 099-0101
SHEET S-33 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	67
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



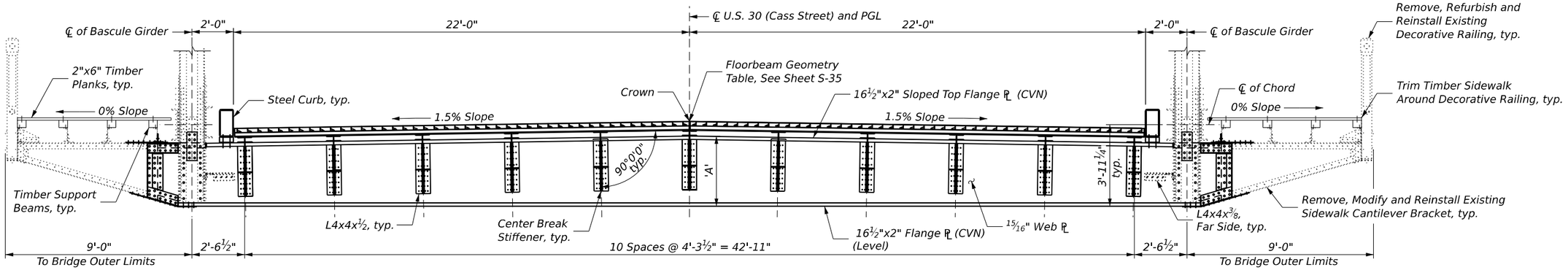
FLOORBEAM F0

(Looking Upstation)
(F0 shown, F0' similar, opposite hand)



FLOORBEAMS F1, F2, F3 & F4

(Looking Upstation)
(F1, F2, F3 & F4 shown, F1', F2', F3' & F4' similar, opposite hand)



FLOORBEAM F5

(Looking Upstation)
(F5 shown, F5' similar, opposite hand)

LEGEND

- New Fastener in Existing or Field Drilled Hole
- New Fastener in New Hole
- Existing Fastener to Remain
- Existing Member to Remain
- New Member

Notes:

For lateral bracing connection details, see Sheet S-36.

For floorbeam end details and sidewalk bracket splice details, see Sheet S-35.

The furnishing and erection of floorbeams and their connections shall be paid for under item "Furnishing and Erecting Structural Steel".

Existing dimensions shown are based on the original 1931 plans, the 1931 shop drawings, and the 1984 rehabilitation plans. The Contractor shall field verify all dimensions before beginning fabrication and installation to confirm proper fit up with new components.

For deck crown elevations and dimension 'A', see Floorbeam Geometry Table on Sheet S-35.

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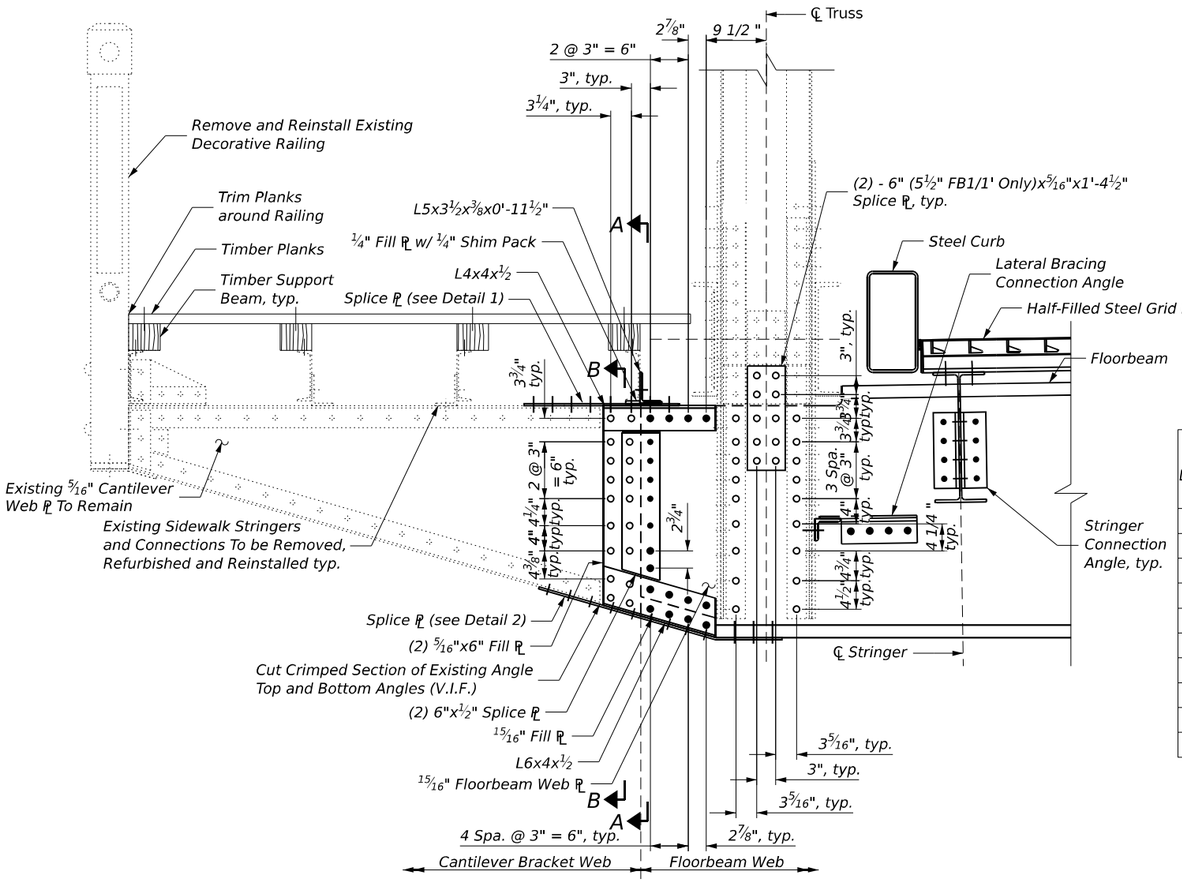
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BASCULE SPAN - FLOORBEAM DETAILS I
STRUCTURE NO. 099-0101

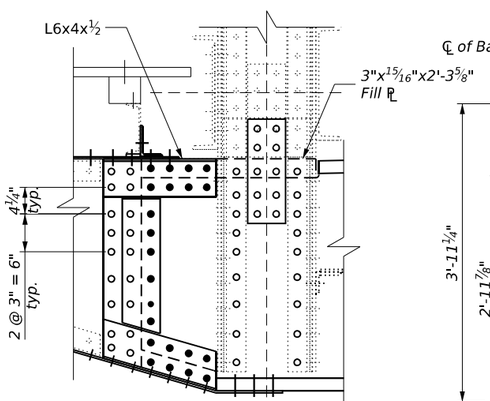
SHEET S-34 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	68
		CONTRACT NO. 62M79		
	ILLINOIS FED. AID PROJECT			



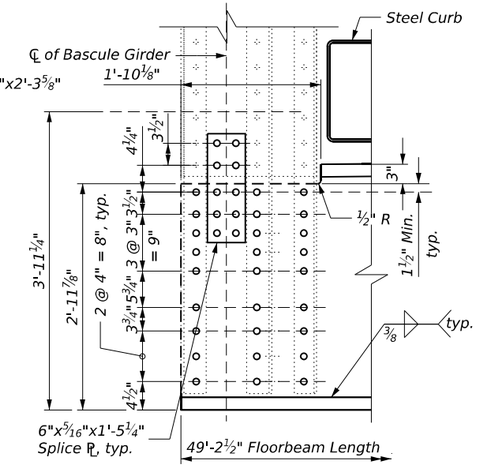
TYPICAL SIDEWALK BRACKET DETAIL AT FB1/1' THRU FB4/4'

(Verify existing bolt hole locations in the field)



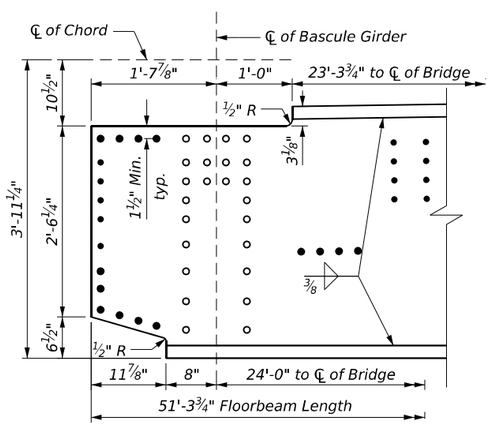
TYPICAL SIDEWALK BRACKET DETAIL AT FB5/5'

See "Typical Sidewalk Bracket Detail At FB1/1' Thru FB4/4'" for all details not shown. (Verify existing bolt hole locations in the field)



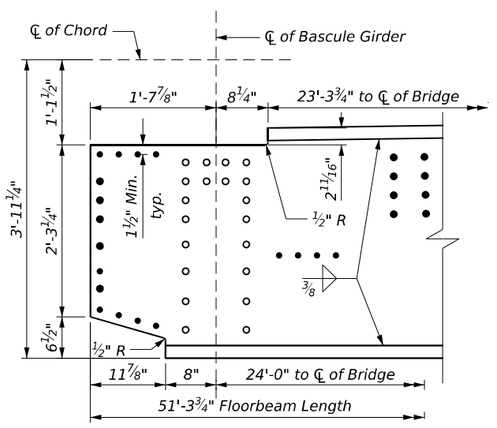
TYPICAL FLOORBEAM END DETAIL FB0/0'

(Verify existing bolt hole locations in the field)



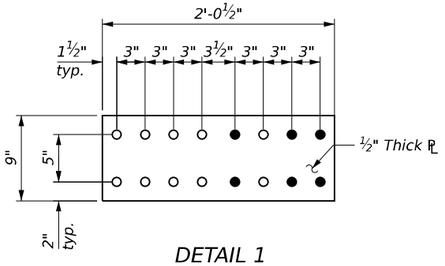
TYPICAL FLOORBEAM END DETAIL FB1/1' THRU FB4/4'

(Verify existing bolt hole locations in the field)



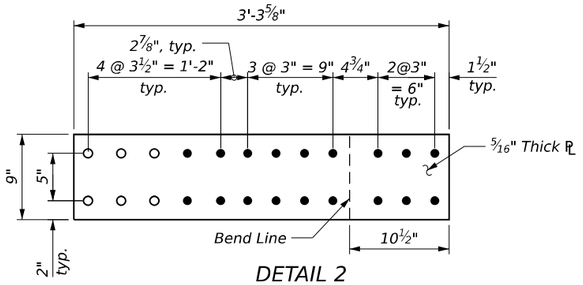
TYPICAL FLOORBEAM END DETAIL FB5/5'

(Verify existing bolt hole locations in the field)



DETAIL 1

Top Splice Plate for Sidewalk Bracket

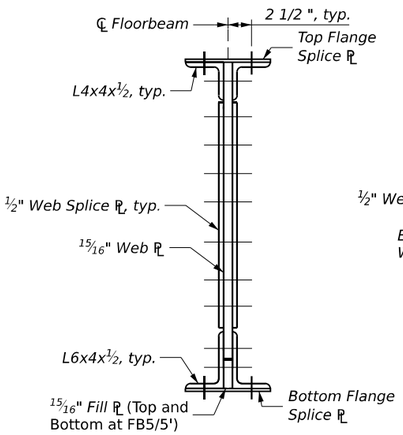


DETAIL 2

Bottom Splice Plate for Sidewalk Bracket to Floorbeam Bottom Flange Connection

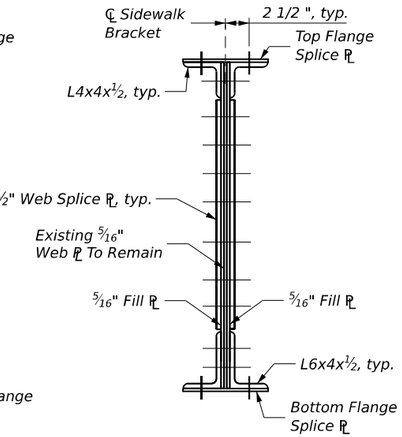
Flbm Designation	Station at ℄ of Flbm	Proposed Top of Deck Elevation at PGL/Crown	Depth of Flbm at Crown 'A'
Flbm 1	9+31.58	557.38	3'-8"
Flbm 2	9+48.17	558.70	3'-8"
Flbm 3	9+64.75	559.94	3'-8"
Flbm 4	9+81.33	560.73	3'-8"
Flbm 5	9+97.92	561.04	3'-4⅝"
Flbm 5'	10+02.08	561.03	3'-4⅝"
Flbm 4'	10+18.67	560.72	3'-8"
Flbm 3'	10+35.25	559.92	3'-8"
Flbm 2'	10+51.83	558.66	3'-8"
Flbm 1'	10+68.42	557.34	3'-8"

Floorbeam Geomery Table



SECTION A-A

FB1/FB1' - FB4/FB4' Shown. FB5/FB5' Similar Other Sidewalk Components Not Shown for Clarity.



SECTION B-B

FB1/FB1' - FB4/FB4' Shown. FB5/FB5' Similar Other Sidewalk Components Not Shown for Clarity.

Notes:

The modification to the sidewalk bracket, including the web hole and drilling, cutting, grinding and caulking are included in the bid item "Remove and Re-Erect Existing Structural Steel". See Special Provisions.

The removal, storage and re-installation of the decorativebrailing is included in the bid item "Remove and Re-Erect Existing Bridge Rail". See Special Provisions.

For additional floorbeam details, see Sheet S-34.

Existing dimensions shown are based on the original 1931 plans, 1931 shop drawings, and the 1984 rehabilitation plans. The Contractor shall field verify all dimensions before beginning fabrication and installation to confirm proper fit up with new components.

All connections on this sheet are primary.

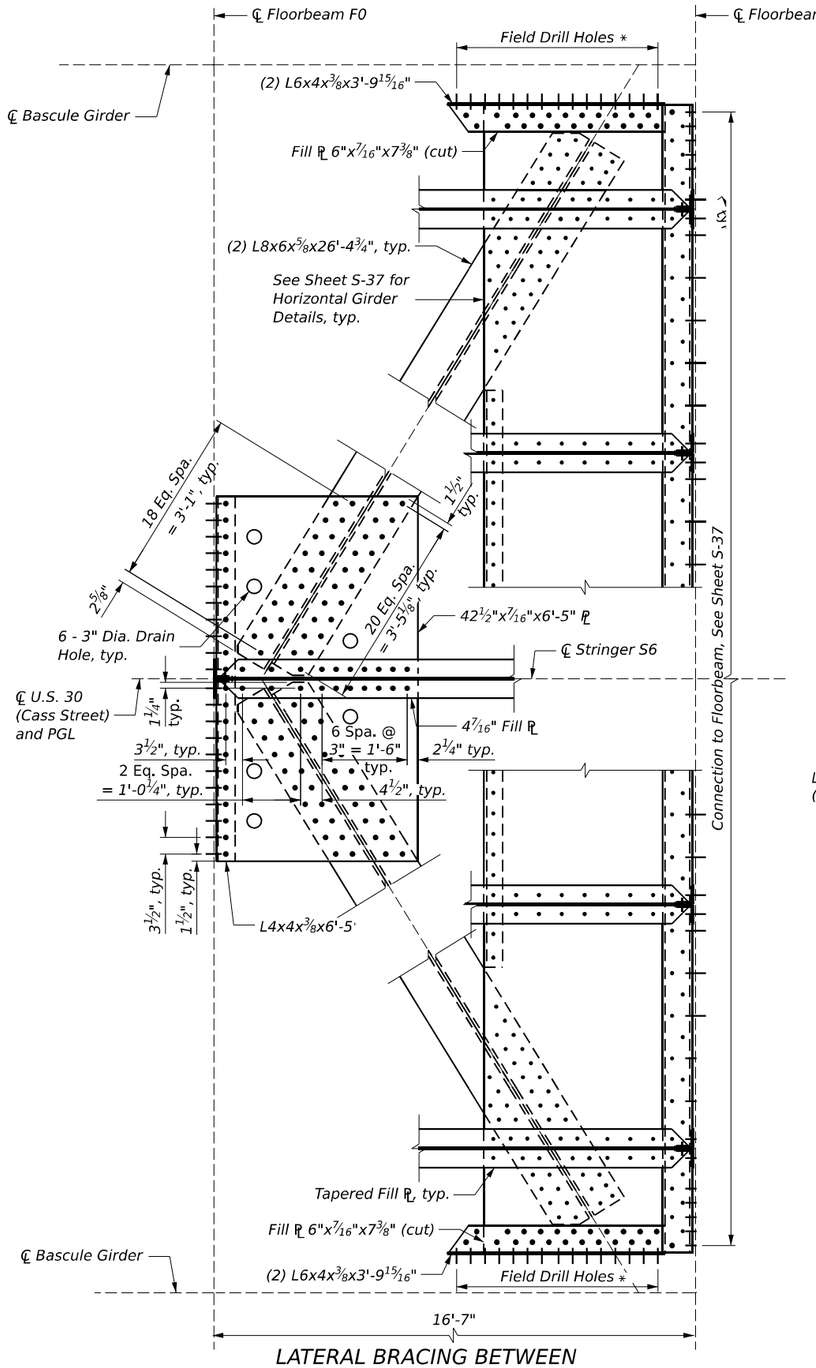
* REFERENCE DRAWINGS:

Drawing	Sheet No.
Details of Bascule Floorbeams	630-36
Sidewalk Brackets	630-40

**For Reference Drawings Key, see Sheet S-02.*

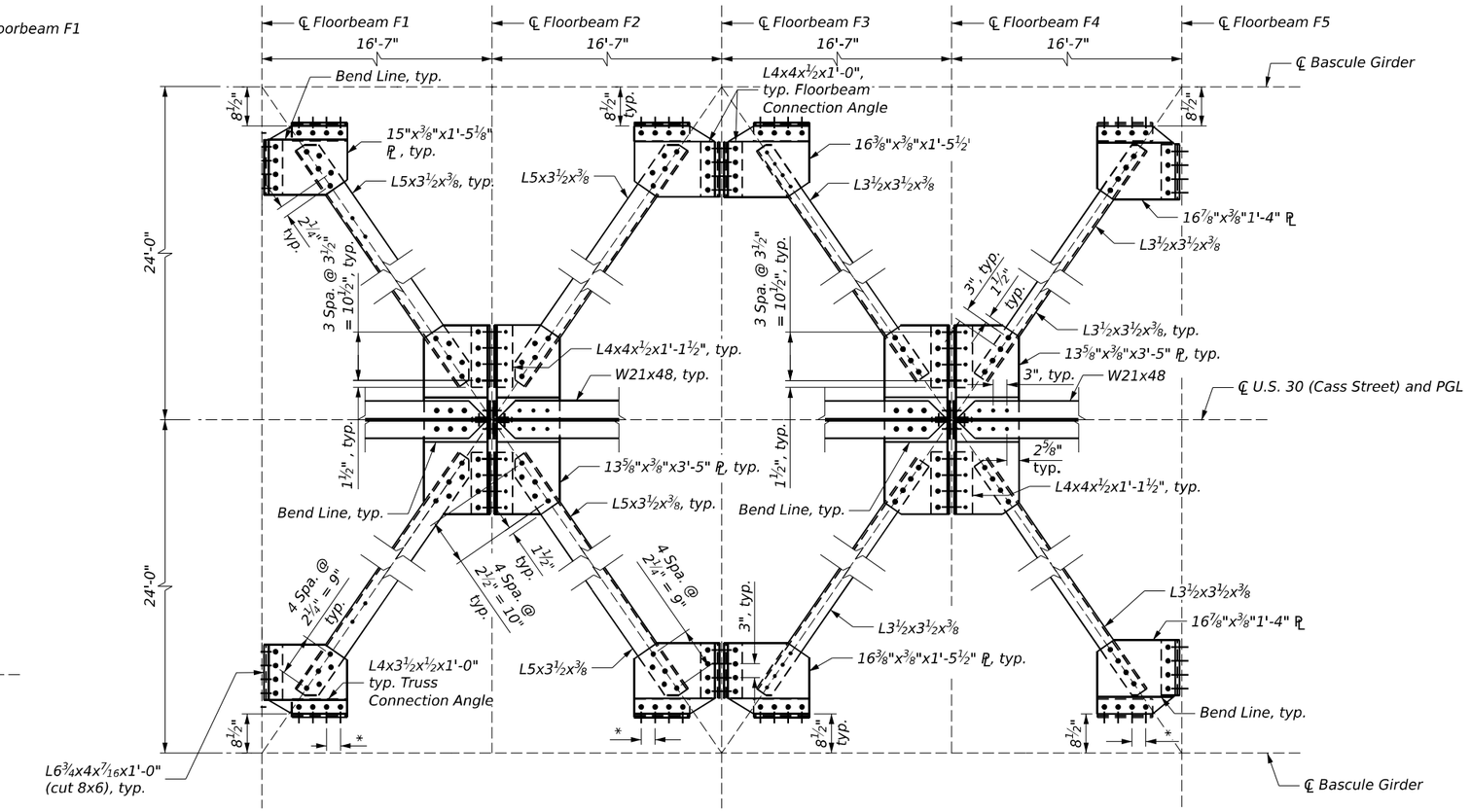
LEGEND

- ○ New Fastener in Existing or Field Drilled Hole
- ● New Fastener in New Hole
- ∴ Existing Fastener to Remain
- ..... Existing Member to Remain
- ——— New Member



LATERAL BRACING BETWEEN FLOORBEAMS F0 & F1

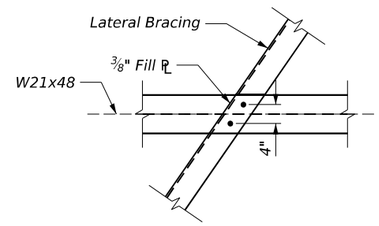
(West Leaf Shown, East Leaf Similar)
(Floorbeams not shown for clarity)



* Field drill holes to match existing connection.

LATERAL BRACING BETWEEN FLOORBEAMS F1 & F5

(West Leaf Shown, East Leaf Similar)
(Floorbeam, Truss and Center Break not shown for clarity)



LATERAL BRACING STRINGER CONNECTION DETAIL

Notes:

The furnishing and erection of lateral bracing and their connections, including field drilling, shall be paid for under item "Furnishing and Erecting Structural Steel".

Existing lateral bracing connections to the truss bottom chord shall be replaced with new 7/8" H.S. bolts.

Connect lateral bracing to stringers at every intersection point with (2) 7/8" H.S. bolt.

All horizontal girder connections to existing truss are primary.

LEGEND

- ○ *New Fastener in Existing or Field Drilled Hole*
- ● *New Fastener in New Hole*
- ⁘ *Existing Fastener to Remain*

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BASCULE SPAN - LATERAL BRACING DETAILS
STRUCTURE NO. 099-0101
SHEET S-36 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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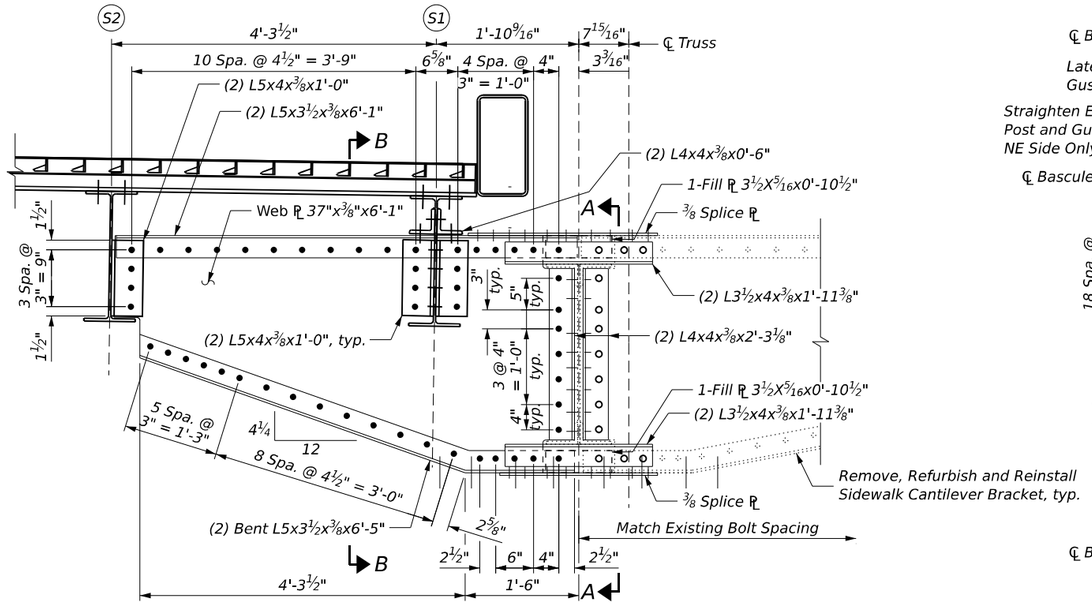
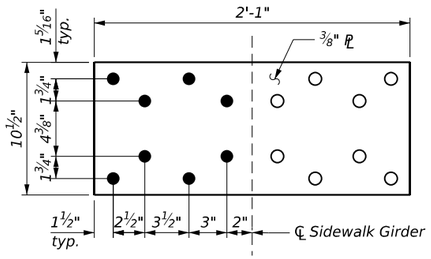
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

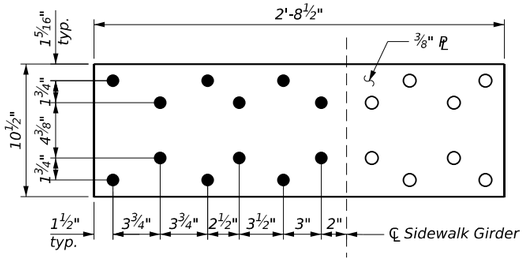


INTERMEDIATE FLOORBEAM F.5

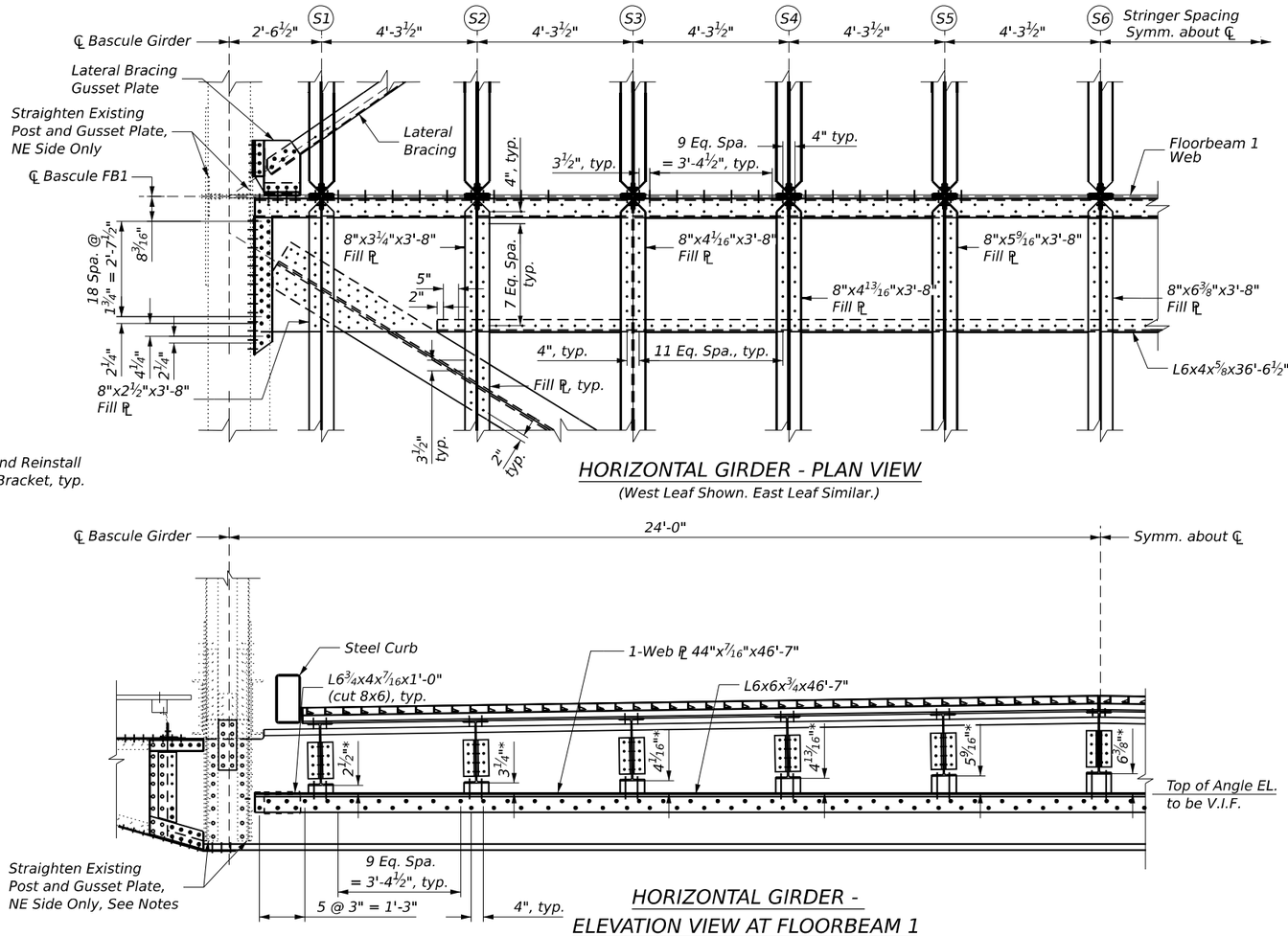
(Northeast F.5 shown, Southeast, Northwest & Southwest Similar)



DETAIL 1



DETAIL 2



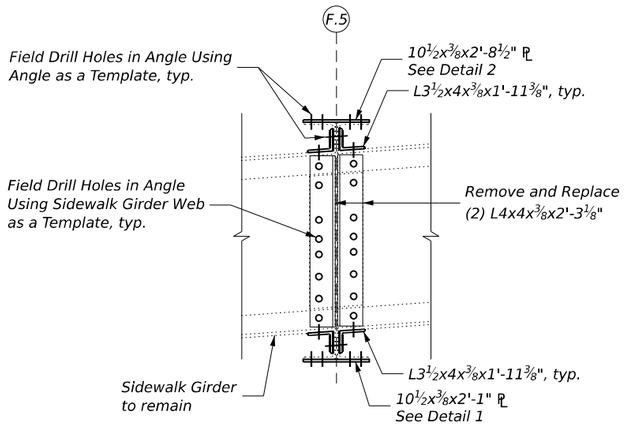
HORIZONTAL GIRDER - PLAN VIEW

(West Leaf Shown. East Leaf Similar.)

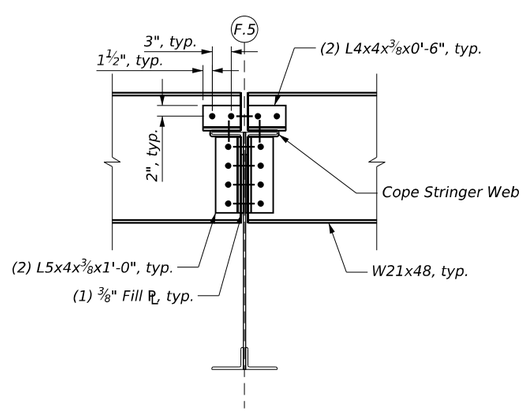
HORIZONTAL GIRDER - ELEVATION VIEW AT FLOORBEAM 1

(West Leaf Shown. East Leaf Similar.)

* *Beveled fill plate dimensions shown at centerline of stringer (see notes).*



SIDEWALK GIRDER - SECTION A-A



SECTION B-B

(Grid Deck Not Shown for Clarity)

* REFERENCE DRAWINGS:

Drawing	Sheet No.
Details of Bascule Floorbeams	630-37
Sidewalk Brackets & Girders	630-39
L1' and U1'L1' Truss Chord/Post	630-24, 31

**For Reference Drawings Key, see Sheet S-02.*

LEGEND

- ○ New Fastener in Existing or Field Drilled Hole
- ● New Fastener in New Hole
- ⋰ Existing Fastener to Remain
- ····· Existing Member to Remain
- ——— New Member

Notes:

Existing dimensions shown are based on the original 1931 plans, the 1931 shop drawings, and the 1984 rehabilitation plans. The Contractor shall field verify all dimensions before beginning fabrication and installation to confirm proper fit up with the new components.

The modification to the bracket, including the web hole and drilling, cutting, grinding and caulking are included in the bid item "Remove and Re-Erect Existing Structural Steel". See Special Provisions.

The furnishing and erection of the horizontal girder and the connections shall be paid for under item "Furnishing and Erecting Structural Steel".

The new portion of floorbeam F5 is included in the bid item "Furnishing and Erecting Structural Steel".

For lateral bracing connection details, see sheet S-36.

For floorbeam details, see sheet S-34 & S-35.

Horizontal girder plates shall conform to Charpy-V-Notch Impact Energy Requirement, Zone 2.

New horizontal girder connection angles shall align with the existing connection holes in the truss. Beveled fill plate thicknesses between the stringers and horizontal girder shall be field verified, based on the placement of the horizontal girder.

All connections on this sheet are primary.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BASCULE SPAN - MISCELLANEOUS DETAILS I
STRUCTURE NO. 099-0101
SHEET S-37 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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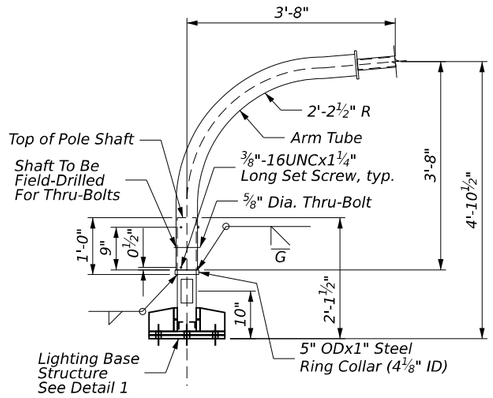
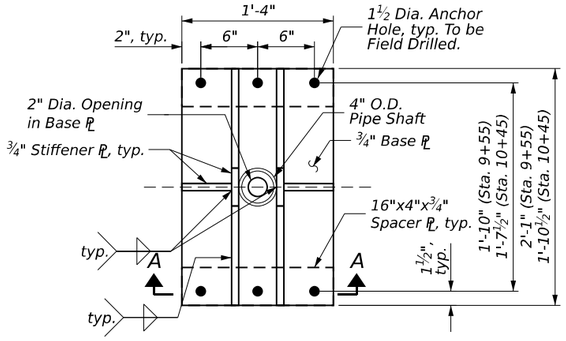
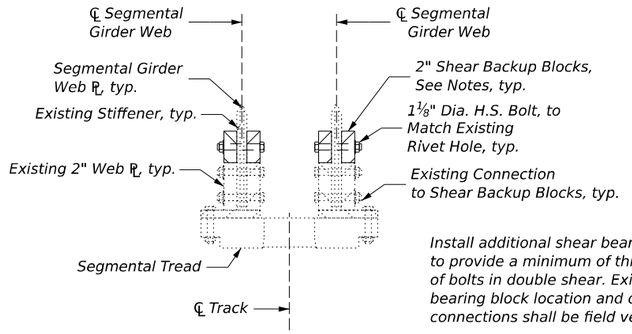
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	



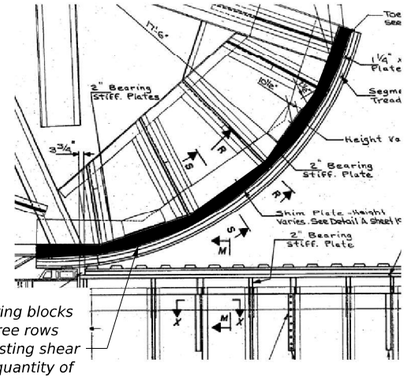
BASCULE LIGHTING POLE



LIGHTING POLE - DETAIL 1



SEGMENTAL GIRDER REPAIR DETAIL



Install additional shear bearing blocks to provide a minimum of three rows of bolts in double shear. Existing shear bearing block location and quantity of connections shall be field verified.

SEGMENTAL GIRDER REPAIRS

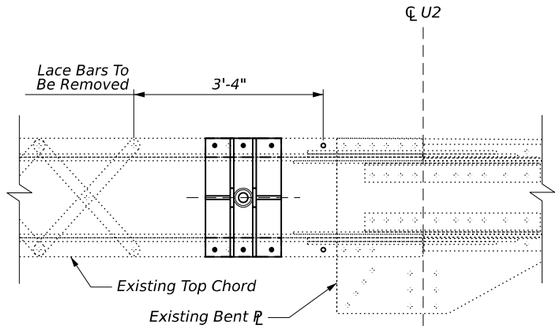
LEGEND

- ○ New Fastener in Existing or Field Drilled Hole
- ● New Fastener in New Hole
- ⁘ Existing Fastener to Remain
- ····· Existing Member to Remain
- ——— New Member

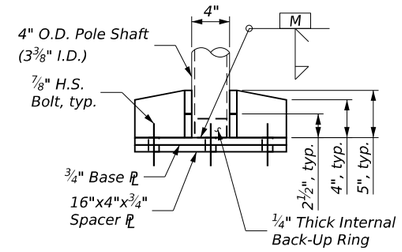
*REFERENCE DRAWINGS:

Drawing	Sheet No.
Track Girder Repair	38306 - 19, 20
Segmental Girder Details	38306 - 23
Railing Post Details	38306 - 50

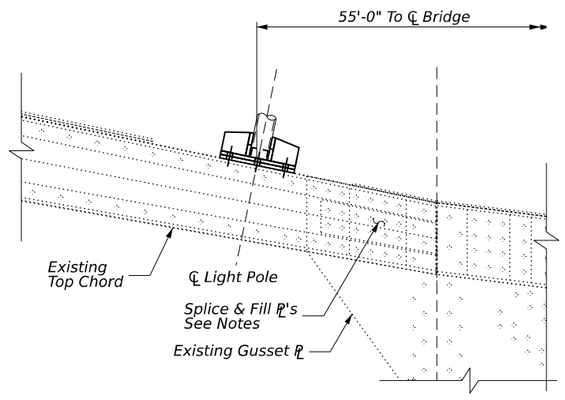
*For Reference Drawings Key, see Sheet S-02.



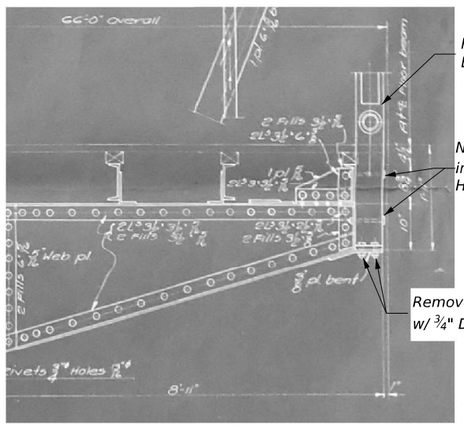
LIGHT POLE INSTALLATION - PLAN VIEW



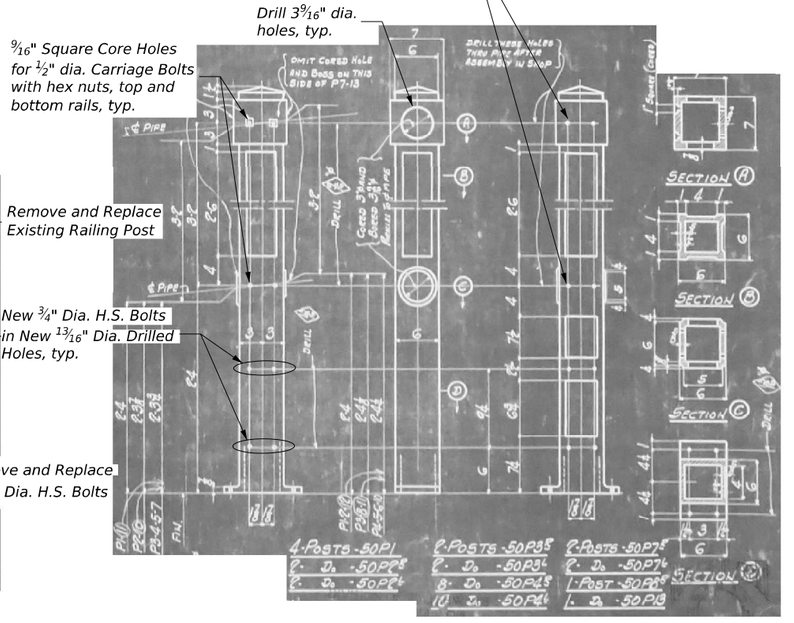
LIGHTING BASE PLATE - SECTION A-A



LIGHT POLE INSTALLATION - ELEVATION VIEW



ELEVATION - RAILING POST REPLACEMENT



RAILING POST REPLACEMENT

Notes:

Existing dimensions shown are based on the original 1931 plans, the 1931 shop drawings, and the 1984 rehabilitation plans. The Contractor shall field verify all dimensions before beginning fabrication and installation to confirm proper fit up with the new components.

Light pole and base plate to be paid for under "Lighting Unit Complete, Special".

Existing rivet holes in the top chord from lacing bar connections removed during installation of the light pole base structures shall be filled with new ⅞" Dia. H.S. bolts as required.

For lighting details, see sheet LT-01 thru LT-06.

All existing rivet holes outstanding from the removal of existing light fixtures on the bridge shall be filled with matching diameter H.S. bolts.

The Contractor shall field verify the location of existing shear backup blocks. New shear backup blocks shall be installed on either side of the segmental girder web plates to provide a minimum of three rows of shear capacity. Existing rivets shall be replaced with new 1⅛" H.S. bolts. Cost of repairs shall be included in "Structural Steel Repair". Connections to segmental girder are primary.

The location shown for new high strength bolts attached to existing steel shall match existing holes. Contractor shall use existing post as a template for new posts.

For replacement post locations, See Sheet S-29. Cost of replacing railing posts shall be included in "Structural Steel Repair".

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	2932

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BASCULE SPAN - MISCELLANEOUS DETAILS II
STRUCTURE NO. 099-0101
SHEET S-38 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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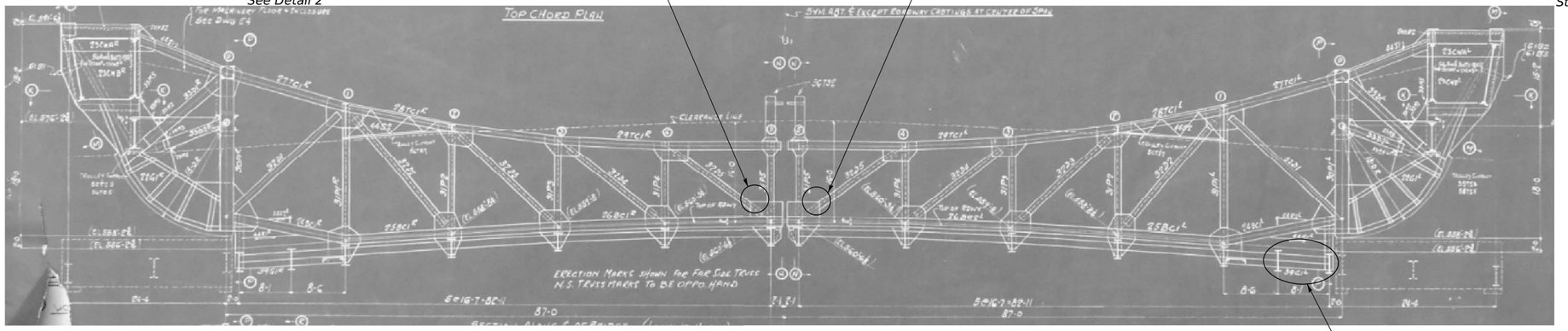
			CONTRACT NO. 62M79	
		ILLINOIS	FED. AID PROJECT	



WEST LEAF

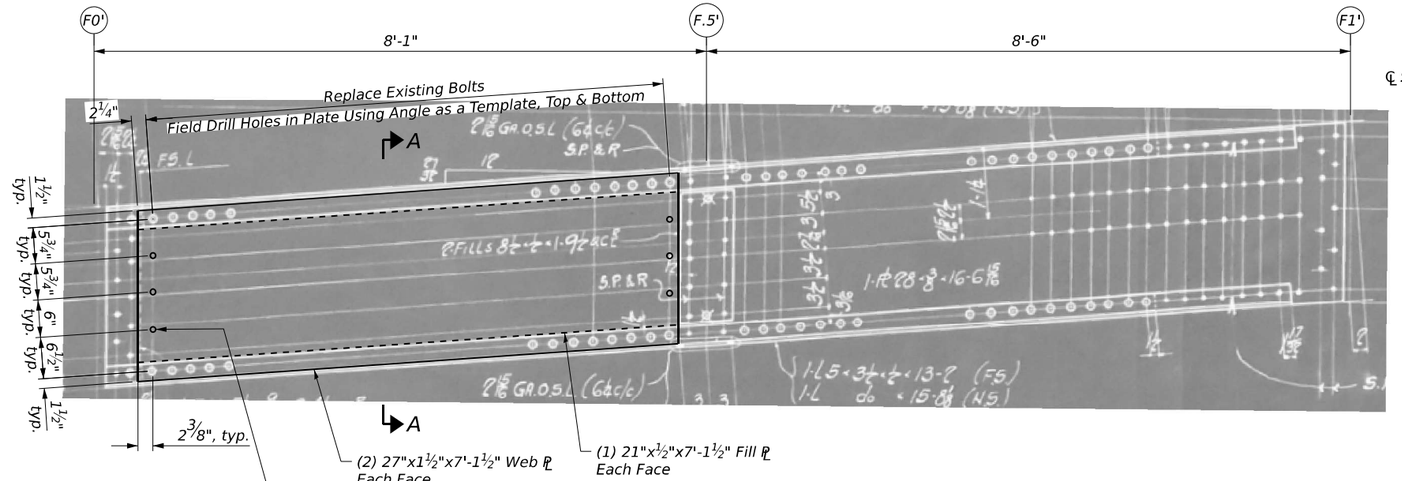
EAST LEAF

DETAIL 2

(North East Leaf Shown; Other Leaves Similar)

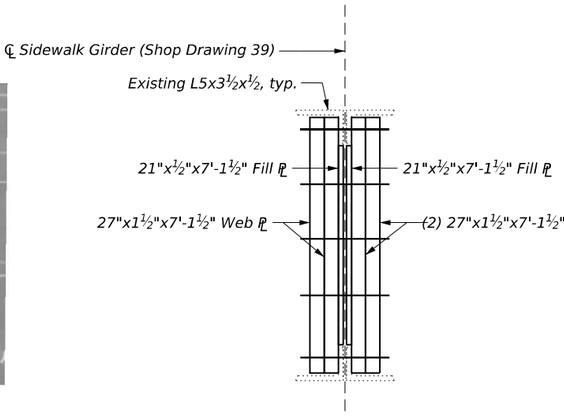
BRIDGE BALANCING DIAGRAM

Typical for North and South Leafs.

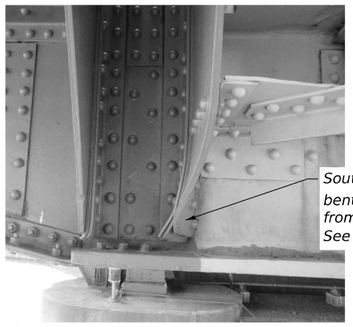


DETAIL 1

(East Leaf Only, Both Trusses)

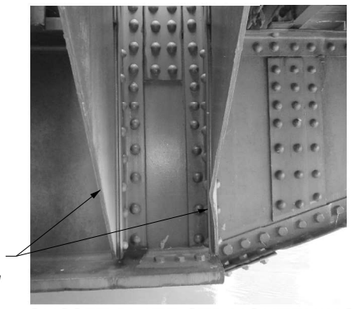


SECTION A-A



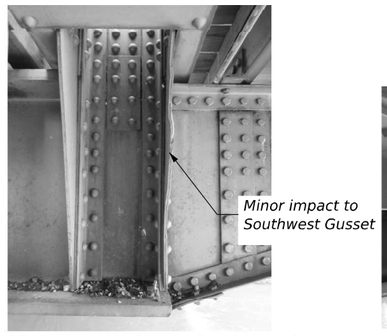
GUSSET PLATE STRAIGHTENING

NORTH END OF FB1'



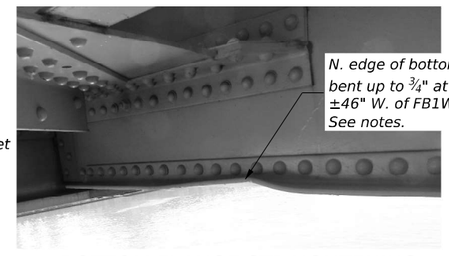
GUSSET PLATE STRAIGHTENING

SOUTH END OF FB4



GUSSET PLATE STRAIGHTENING

SOUTH END OF FB4'



BOTTOM FLANGE STRAIGHTENING

L0-L1 OF SOUTH TRUSS WEST LEAF

*REFERENCE DRAWINGS:

Drawing	Sheet No.
Erection Diagram	630-E3
Sidewalk Backets & Girders	630-39

*For Reference Drawings Key, see Sheet S-02.

Notes:

Existing dimensions shown are based on the original 1931 plans, the 1931 shop drawings, and the 1984 rehabilitation plans. The Contractor shall field verify all dimensions before beginning fabrication and installation to confirm proper fit up with the new components.

The modification to the sidewalk girder on the East leaf including the additional web and fill plates and field drilling shall be included in the cost for "Bridge Balancing".

The removal and addition of existing steel balance plates shall be included in the cost for "Bridge Balancing".

Methods of straightening shall meet the requirements of Special Provision "Structural Steel Repair".

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PLOT SCALE = ____	DRAWN - CEB	REVISED - ____	
PLOT DATE = ____	CHECKED - HMG	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BASCULE SPAN - MISCELLANEOUS DETAILS III
STRUCTURE NO. 099-0101

SHEET S-39 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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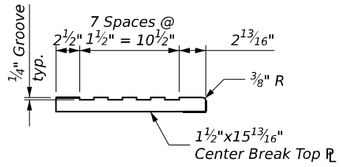
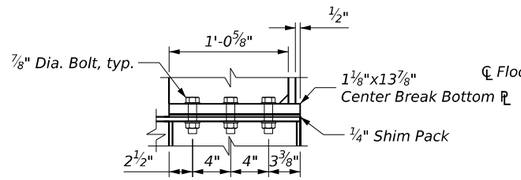
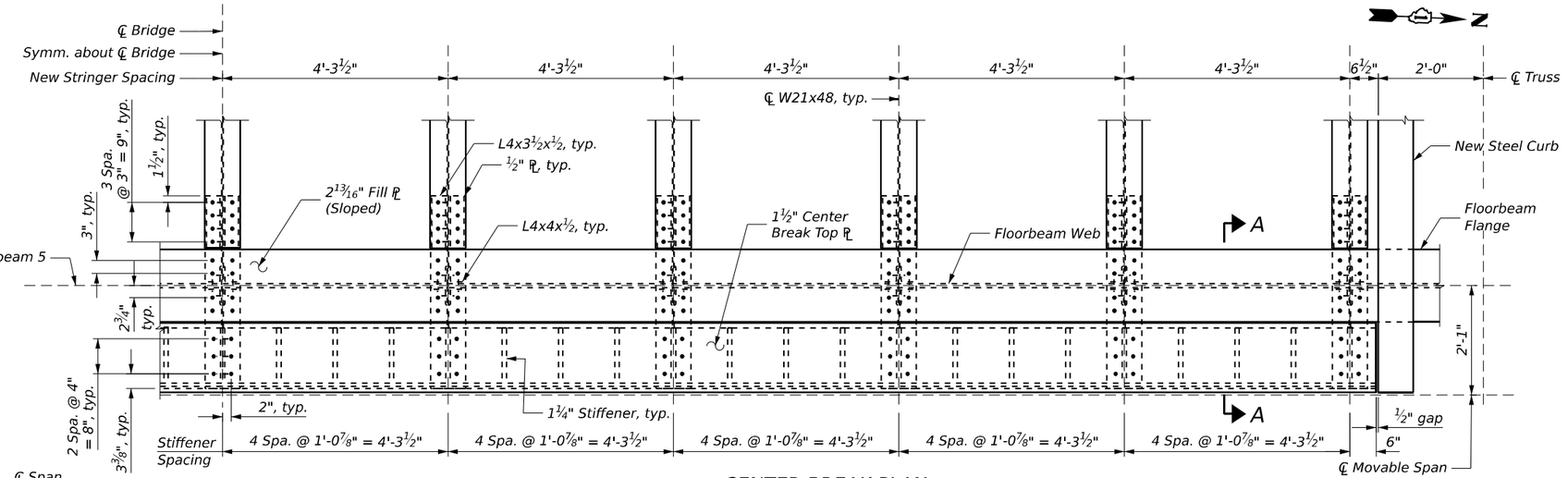
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



CENTER BREAK TOP ℄

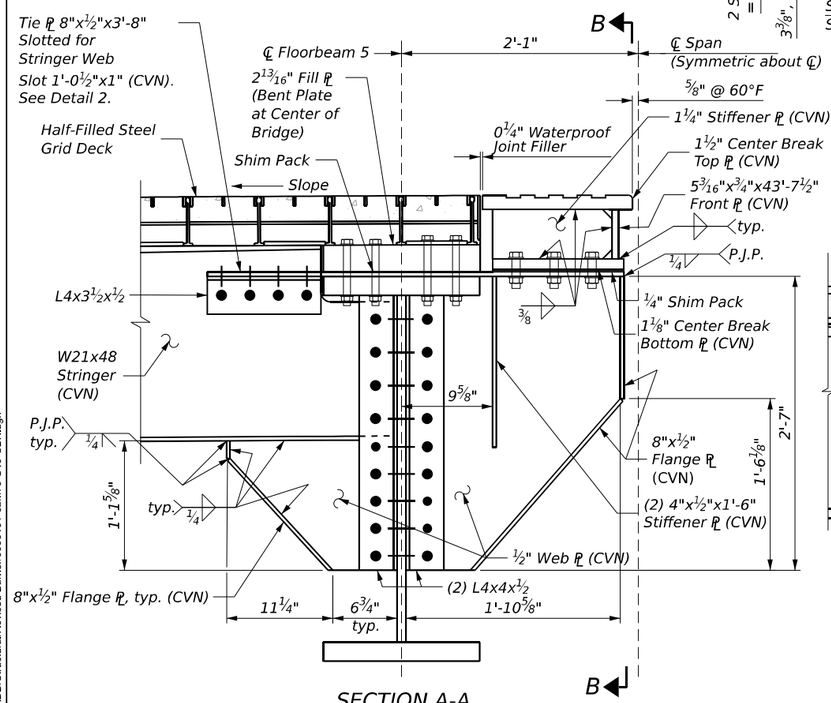


CENTER BREAK BOTTOM ℄



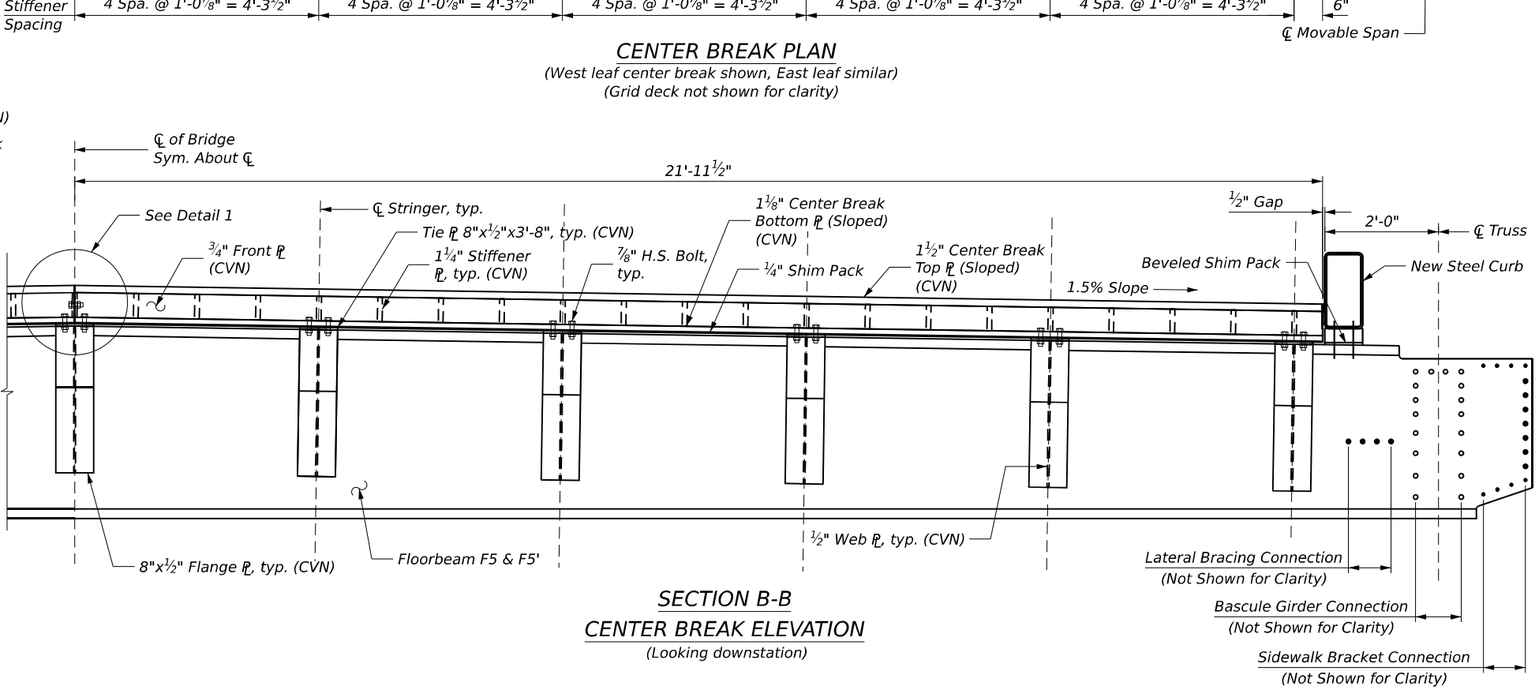
CENTER BREAK PLAN

(West leaf center break shown, East leaf similar)
(Grid deck not shown for clarity)



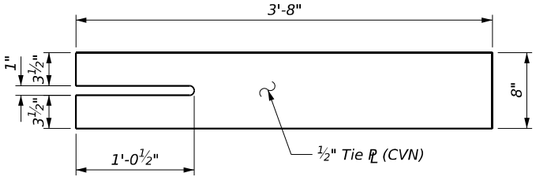
SECTION A-A

(Looking north)

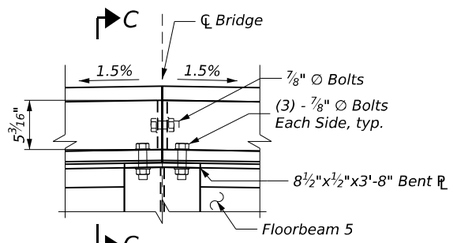


SECTION B-B
CENTER BREAK ELEVATION

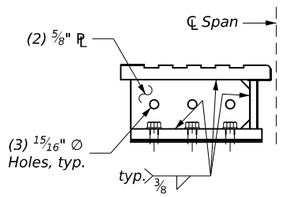
(Looking downstation)



DETAIL 2



DETAIL 1



SECTION C-C

LEGEND

- ○ *New Fastener in Existing or Field Drilled Hole*
- ● *New Fastener in New Hole*
- ⁘ *Existing Fastener to Remain*
- ..... *Existing Member to Remain*
- ——— *New Member*

Notes:

Cost of all hardware necessary for installation of new center break, shall be included in "Furnishing and Erecting Structural Steel".

Removal of existing center break structural steel shall be paid for under item "Structural Steel Removal".

For lateral bracing connection details, see Sheet S-36, for floorbeam details, see Sheet S-34, for sidewalk connection details, see Sheet S-35.

Center Break Plates shall conform to Charpy-V-Notch Impact Energy Requirement, Zone 2.

MODEL: 099010162M79-S40
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	CHECKED - HMG	REVISED - ____	
PLOT SCALE = ____	DRAWN - CEB	REVISED - ____	
PLOT DATE = ____	CHECKED - HMG	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BASCULE SPAN - CENTER BREAK DETAILS
STRUCTURE NO. 099-0101
SHEET S-40 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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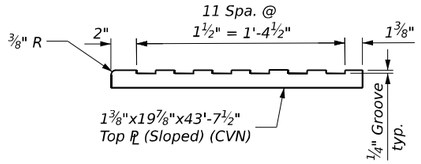
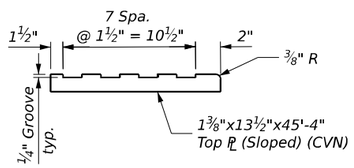
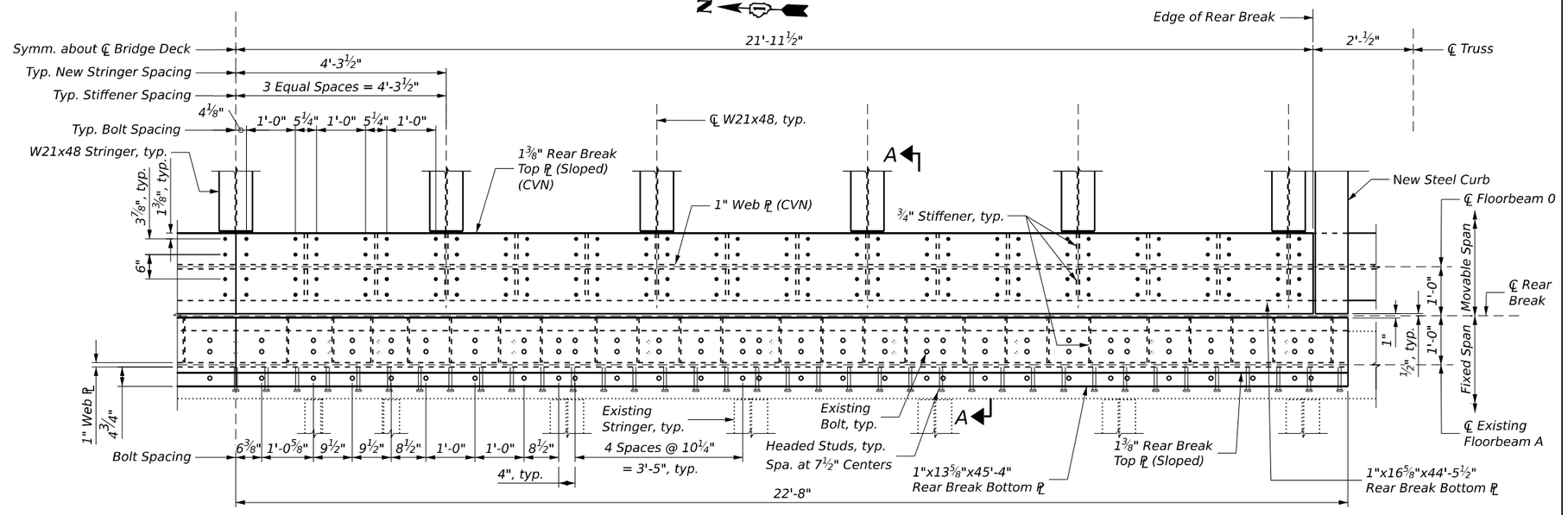
		CONTRACT NO. 62M79		
	ILLINOIS FED. AID PROJECT			



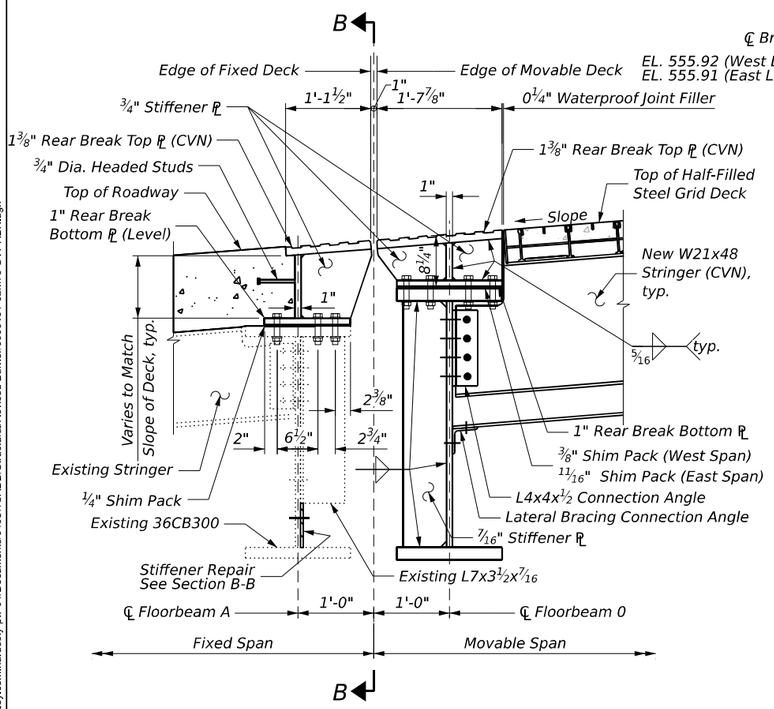
MOVABLE SPAN
REAR BREAK TOP ℄



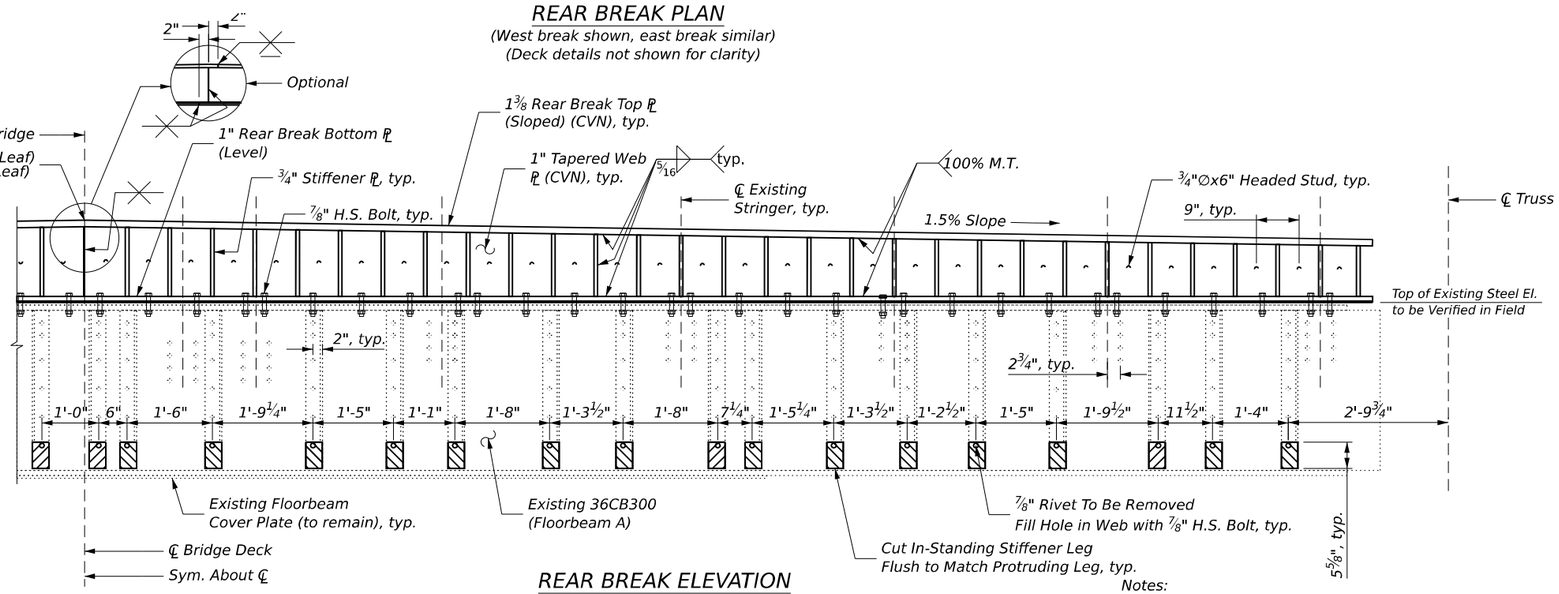
FIXED SPAN
REAR BREAK TOP ℄



REAR BREAK PLAN
(West break shown, east break similar)
(Deck details not shown for clarity)



SECTION A-A
(Looking north)



REAR BREAK ELEVATION
Section B-B
(Looking downstation)
(Deck Not Shown for Clarity)

LEGEND

- Existing Member to Remain
- New Member
- New Fastener in Existing or Field Drilled Hole
- New Fastener in New Hole
- Existing Fastener to Remain
- Existing Steel to be Removed

*REFERENCE DRAWINGS:

Drawing	Sheet No.
Details of Floorbeams & Diagonals	630-11

*For Reference Drawings Key, see Sheet S-02.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	157

Notes:

Cost of all hardware necessary for installation of Rear Break, shall be included in "Furnishing and Erecting Structural Steel"

Repair of Floorbeam A stiffener leg, including new hardware, shall be paid for under item "Structural Steel Repair.

Contractor shall field verify cut depth of Floorbeam A stiffeners "In-Standing Leg" to make flush with protruding leg.

Existing dimensions shown are based on the original 1931 plans, the 1931 shop drawings, and the 1984 rehabilitation plans. The Contractor shall field verify all dimensions before beginning fabrication and installation to confirm proper fit up with new components.

Waterproof joint filler shall be included in the cost for "Furnishing and Erecting Structural Steel".

Rear Break Plates shall conform to Charpy-V-Notch Impact Energy Requirement, Zone 2.

All connections this sheet are primary.

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	CHECKED - HMG	REVISED - ____			
PLOT SCALE = ____	DRAWN - CEB	REVISED - ____		SHEET S-41 OF S-48 SHEETS	
PLOT DATE = ____	CHECKED - HMG	REVISED - ____			

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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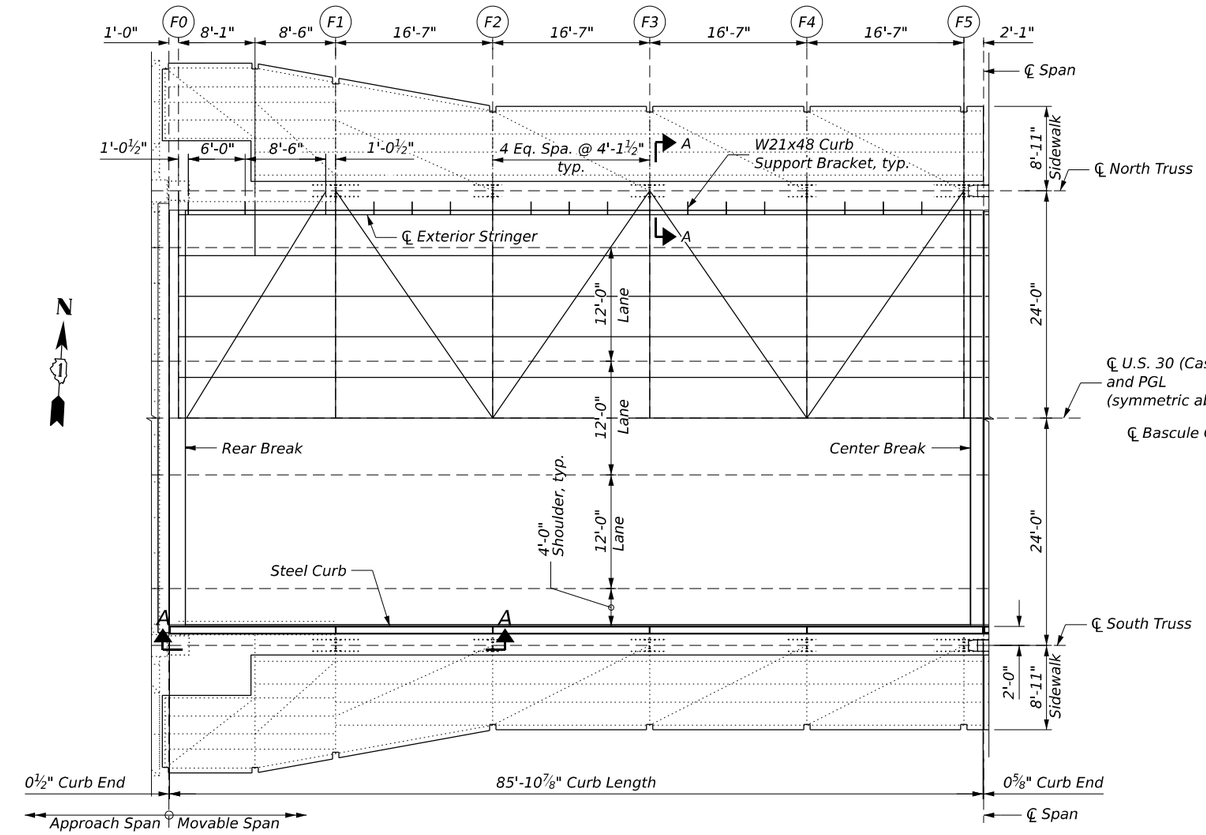
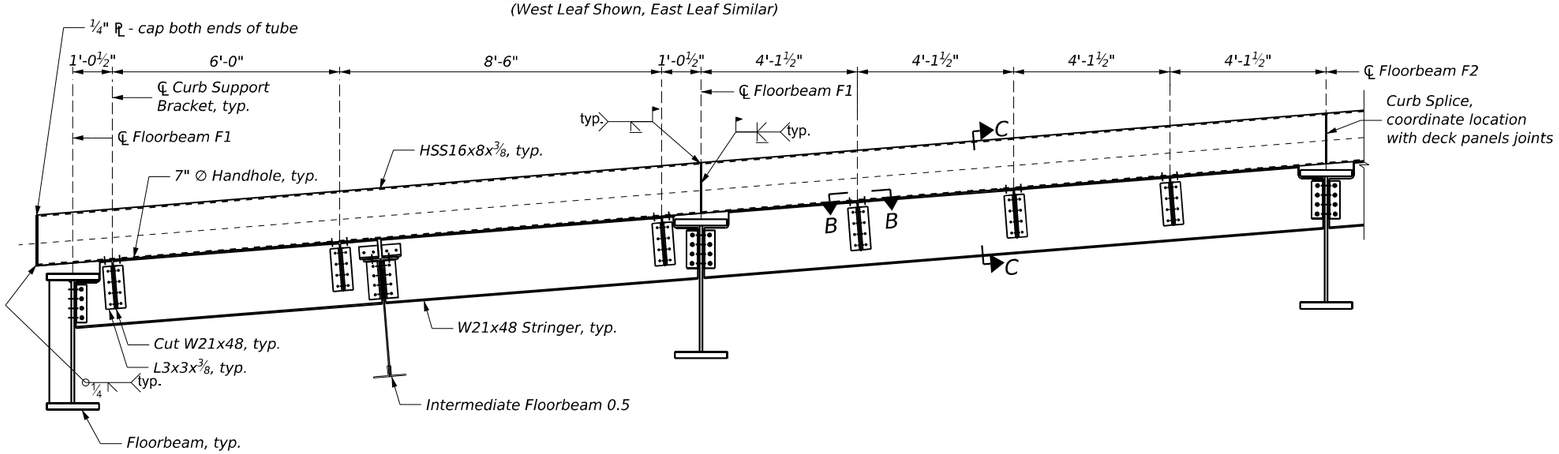
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

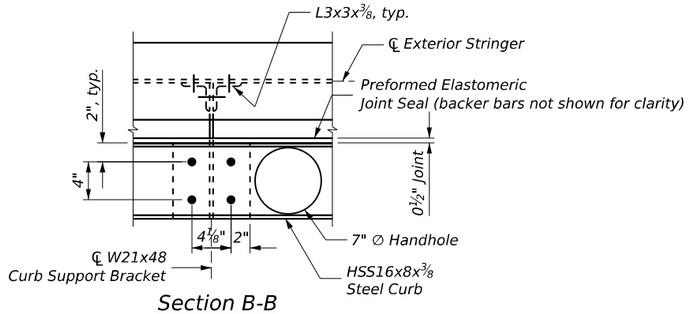


BRIDGE STEEL CURB PLAN

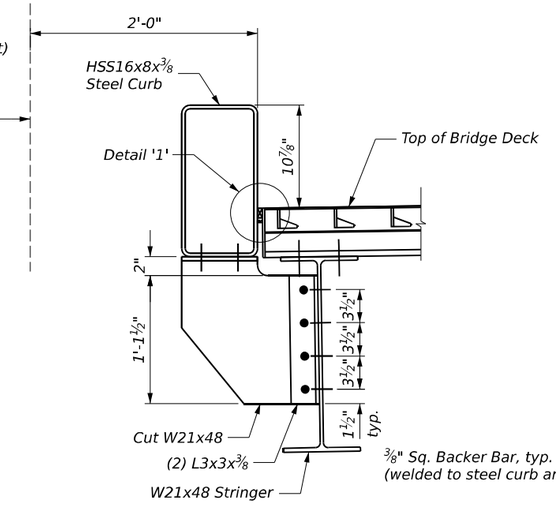
(West Leaf Shown, East Leaf Similar)



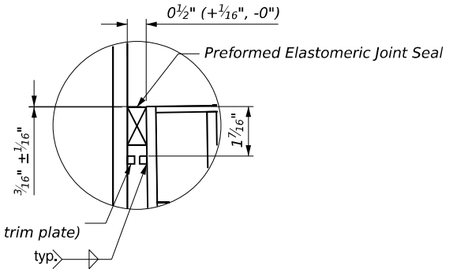
SECTION A-A



Section B-B



Section C-C



Detail '1'

Notes:

The cost of the steel curb, curb connections, backer bars, and preformed elastomeric joint, shall be included in the cost for "Bridge Barrier".

LEGEND

- ○ New Fastener in Existing Hole
- ● New Fastener in New Hole
- ·:· Existing Fastener to Remain
- ····· Existing Member to Remain
- ——— New Member

USER NAME = ____	DESIGNED - DSD/CEB	REVISED - ____	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
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PLOT SCALE = ____	DRAWN - DSD/CEB	REVISED - ____	
PLOT DATE = ____	CHECKED - HMG	REVISED - ____	

STEEL BARRIER I
STRUCTURE NO. 099-0101
SHEET S-42 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	76
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

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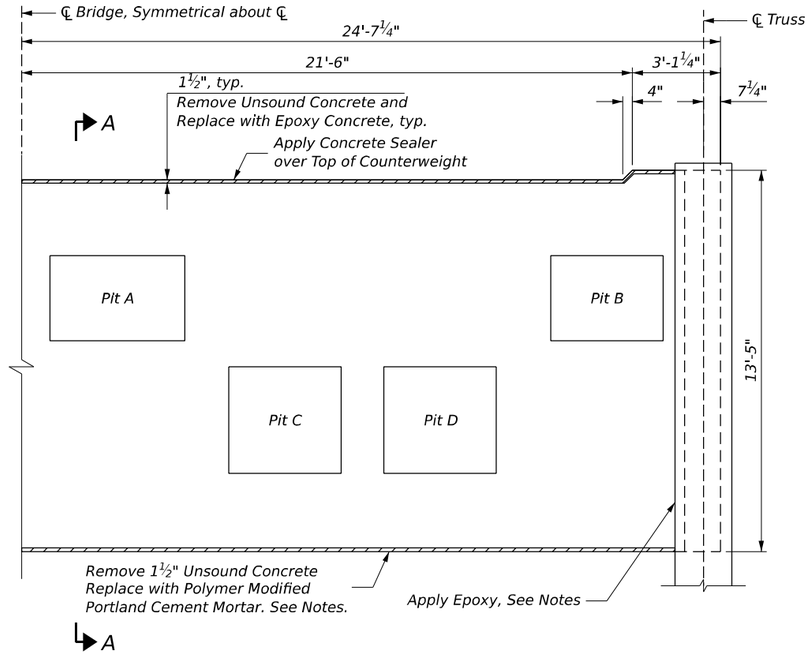
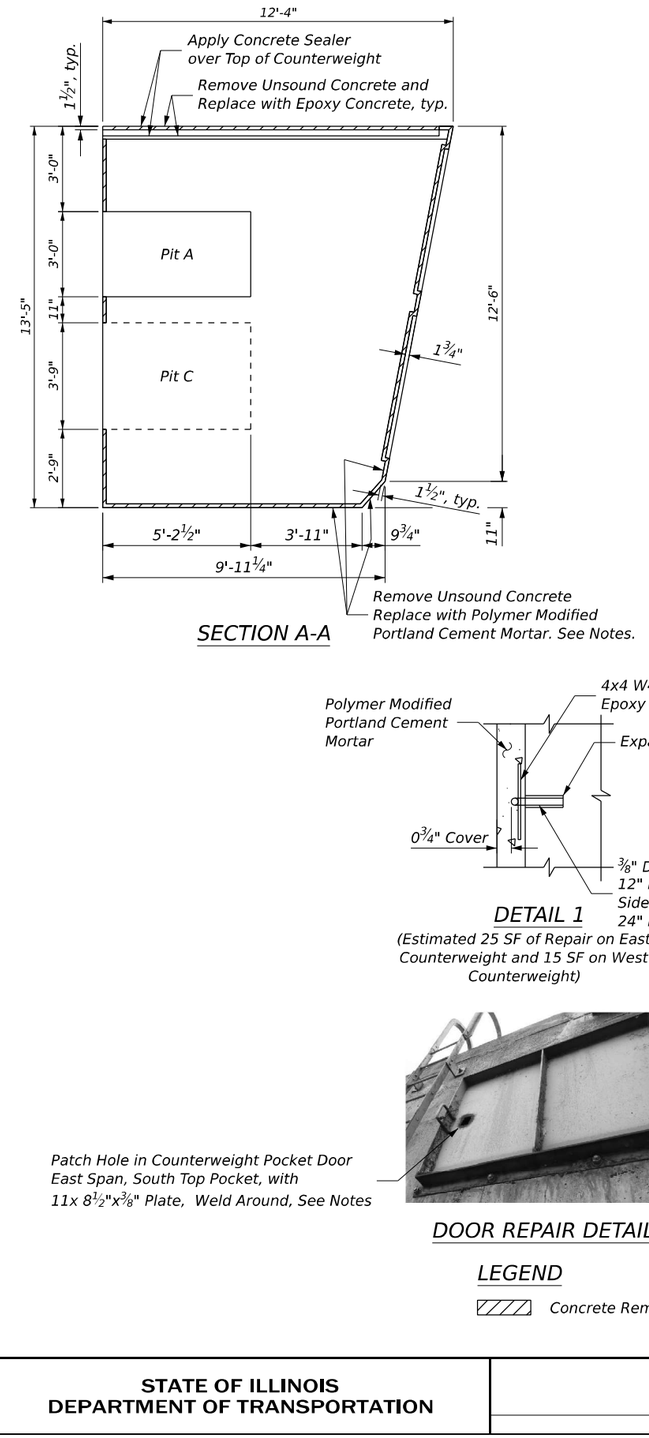
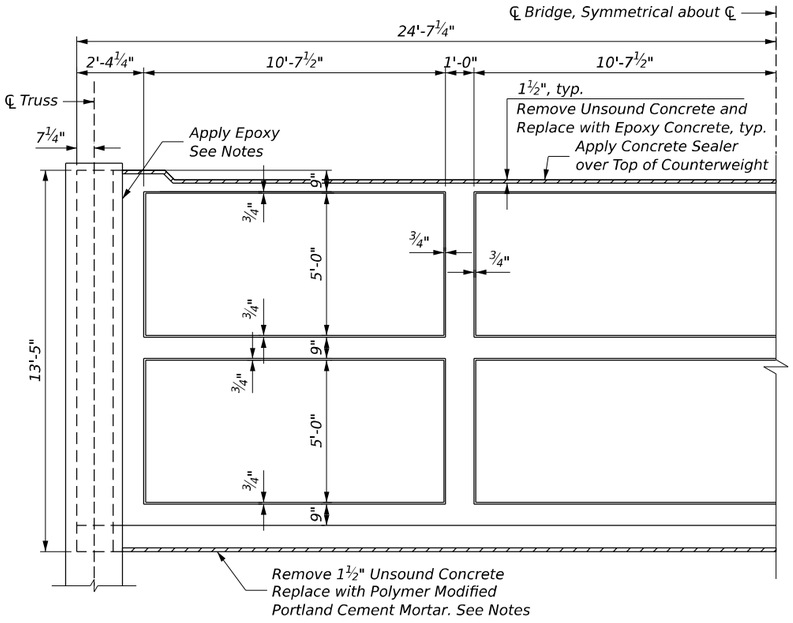


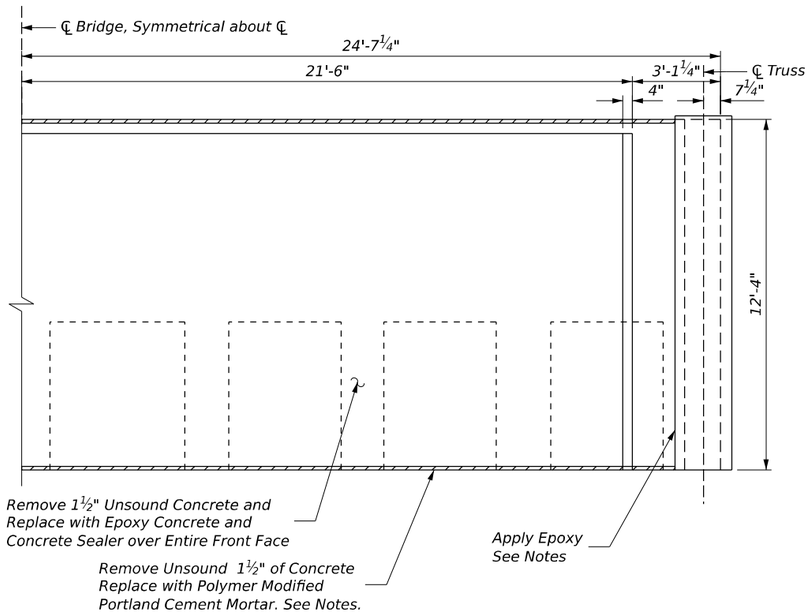
FRONT ELEVATION COUNTERWEIGHT



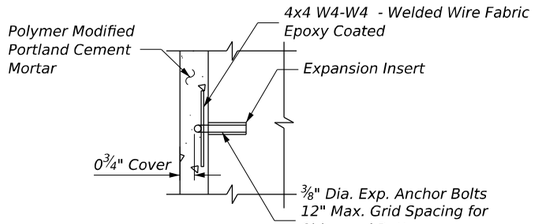
SECTION A-A



REAR ELEVATION COUNTERWEIGHT



TOP PLAN COUNTERWEIGHT



DETAIL 1

(Estimated 25 SF of Repair on East Counterweight and 15 SF on West Counterweight)

Patch Hole in Counterweight Pocket Door
East Span, South Top Pocket, with
11x 8½"x⅜" Plate, Weld Around, See Notes

DOOR REPAIR DETAILS

LEGEND

Concrete Removal and Repair Limits

Notes:

Seal between all steel and concrete along flanges to a minimum depth of 4" with epoxy. See Special Provisions.

The depth of concrete removal and repair is a minimum of ½" below the finished dimensions. In areas where the depth of repair greater than 1½", welded wire fabric and anchor bolts will be required as shown on the plans (See Detail 1). All anchor bolts shall be stainless steel. All welded wire fabric shall be epoxy coated. Engineer shall be notified if depth of repair exceeds 2".

Removal of unsound concrete, new polymer modified portland cement mortar, new welded wire fabric, new anchor bolts, epoxy injection, and concrete sealer are included in the bid item "Counterweight Repair Materials". See Special Provisions.

The polymer modified portland cement mortar is to be applied in lifts as specified by the manufacturer. The Contractor may form up the areas where the depth of repair is greater than 1½" and add ⅜" pea gravel to the polymer mortar. The maximum amount of pea gravel that can be added is 40% by weight or as per manufacturers specifications.

Repair of East span's South top pocket shall be included in the cost of "Structural Steel Repair".

BILL OF MATERIAL

Item	Unit	Total
Counterweight Repair Materials	L. Sum	1
Structural Steel Repair	Pound	10

MODEL: 0990101-62M79-S44
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PLOT DATE = ____	CHECKED - HMG	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COUNTERWEIGHT REPAIRS
STRUCTURE NO. 099-0101
SHEET S-43 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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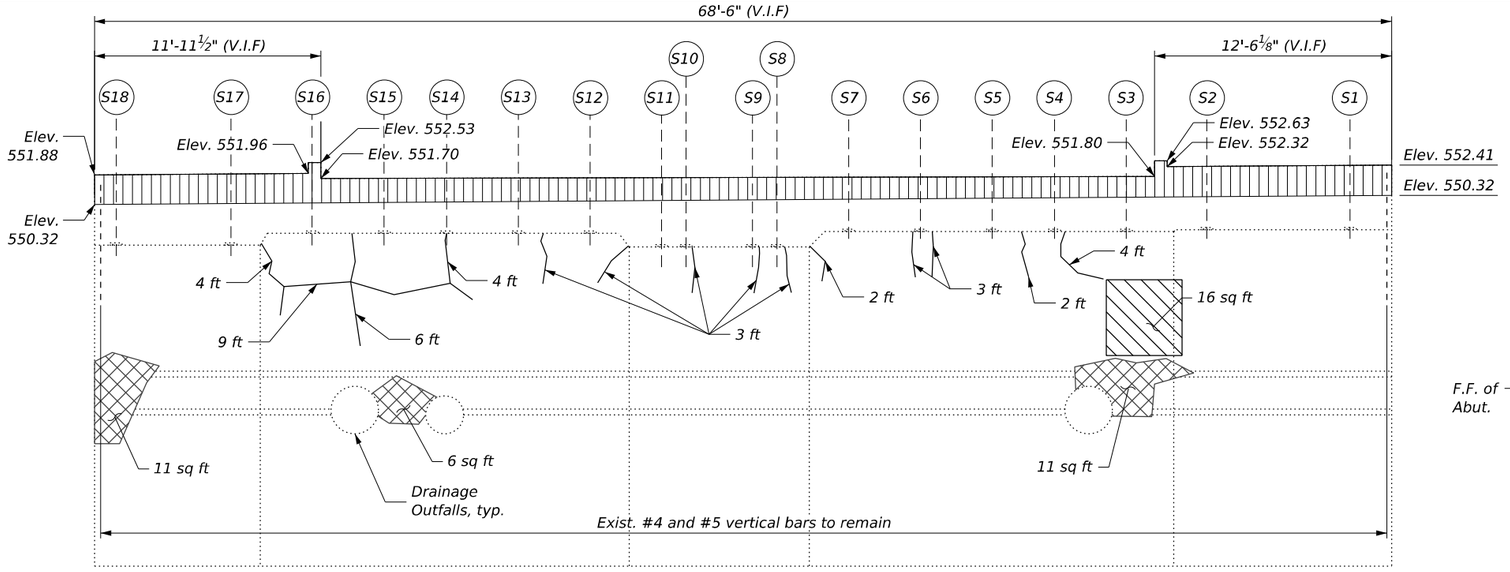
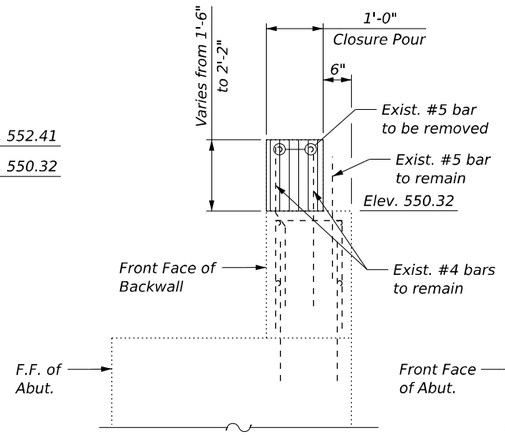
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



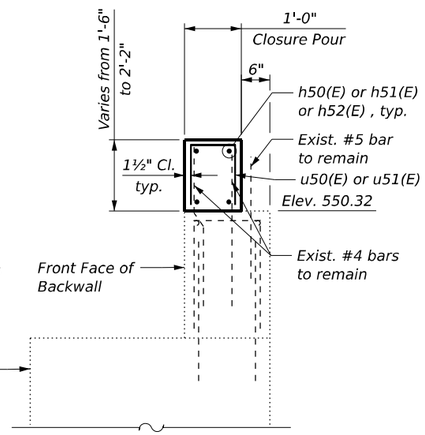
WEST ABUTMENT ELEVATION

(See note #5)



SECTION A-A

(Removal)

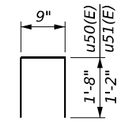


SECTION A-A

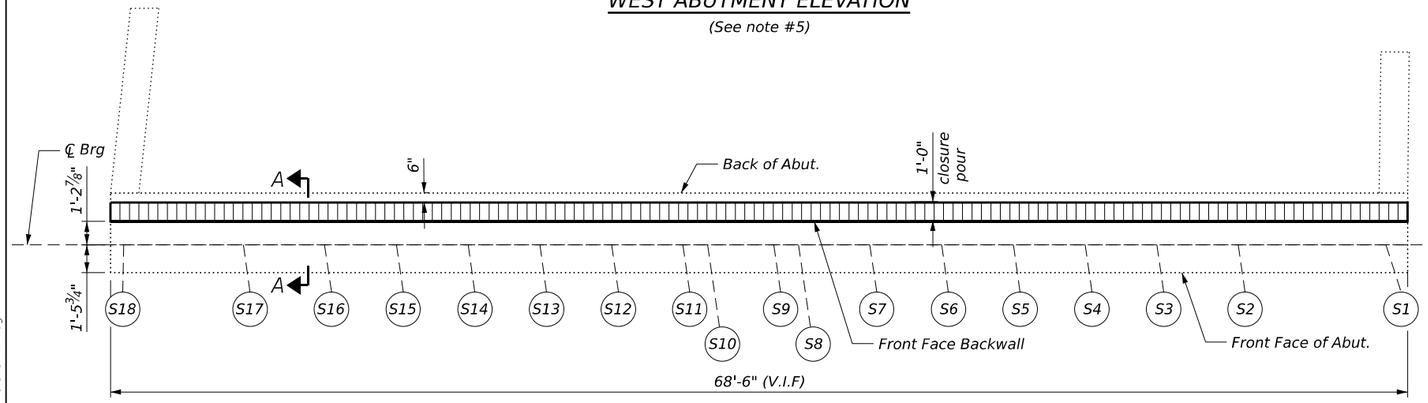
(Reconstruction)

MIN. BAR LAP

#6 bar = 3'-7"

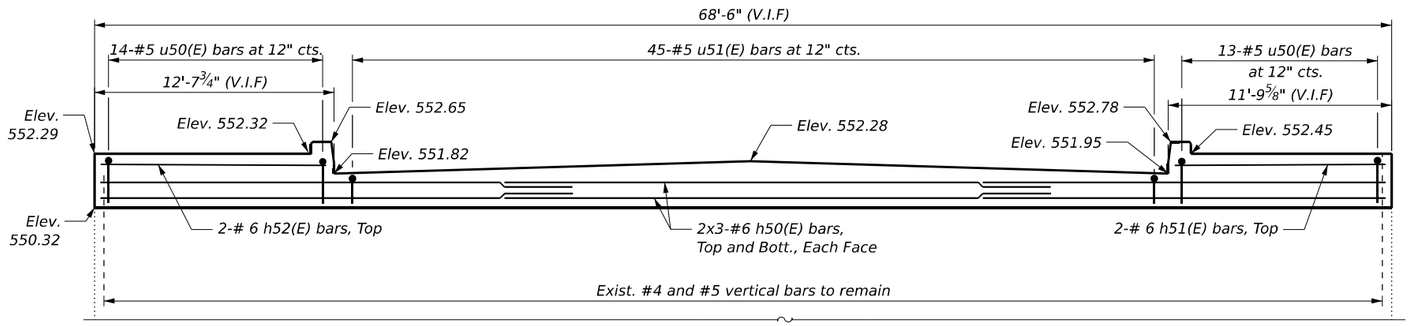


BARS u50(E) AND u51(E)



WEST ABUTMENT PLAN

(Bearings not shown for clarity)



WEST ABUTMENT RECONSTRUCTION ELEVATION

(See note #5)

Notes:

Bars noted as 2x3-#5 etc. indicate 2 lines of bars with 3 lengths per line.

Existing reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost included with "Concrete Removal".

Epoxy crack injection shall be used to repair cracks that are located outside of spall repair areas.

Bridge sealer shall be applied to the top of abutment beam seats and front face of backwall. To be paid for under "Concrete Sealer".

Existing deck elevations are based on the field survey conducted by American Surveying & Engineering, P.C. in 2019 and by Claassen, White & Associates, P.C. in 2022. The elevations from these surveys do not match elevations shown in reference drawings 38306-Sheets No.29 and 30. Contractor shall conduct in field surveys to determine the top of beam seat elevation, confirm the shown existing elevations and submit results to the Engineer for review prior to pouring the closure pour.

The elevations shown on this sheet are adjusted from existing 1984 rehab plans by applying a neagtive (0.78 ft) which is the average difference between field survey and the existing 1984 rehab plans near the west abutment.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h50(E)	12	#6	25'-1"	——
h51(E)	2	#6	11'-6"	
h52(E)	2	#6	12'-4"	——
u50(E)	27	#5	4'-1"	⊓
u51(E)	45	#5	3'-1"	⊓
Concrete Removal			Cu Yd	4.3
Concrete Superstructure			Cu Yd	4.8
Reinforcement Bars, Epoxy Coated			Pound	790
Concrete Sealer			Sq Ft	349
Epoxy Crack Injection			Foot	52
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)			Sq Ft	16
Structural Repair Of Concrete (Depth Greater Than 5 Inches)			Sq Ft	28

LEGEND

- Concrete Removal
- Epoxy Crack Injection
- Structural Repair of Concrete (Depth Equal or Less Than 5 Inches)
- Structural Repair of Concrete (Depth Greater Than 5 Inches)

* REFERENCE DRAWINGS:

Drawing	Sheet No
West Abutment	38306-29
West Abutment	38306-30

*For Reference Drawings Key, see Sheet S-2.

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STATE OF ILLINOIS
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WEST ABUTMENT REPAIRS
STRUCTURE NO. 099-0101
SHEET S-44 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	78
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

MODEL: sMODELNAMES
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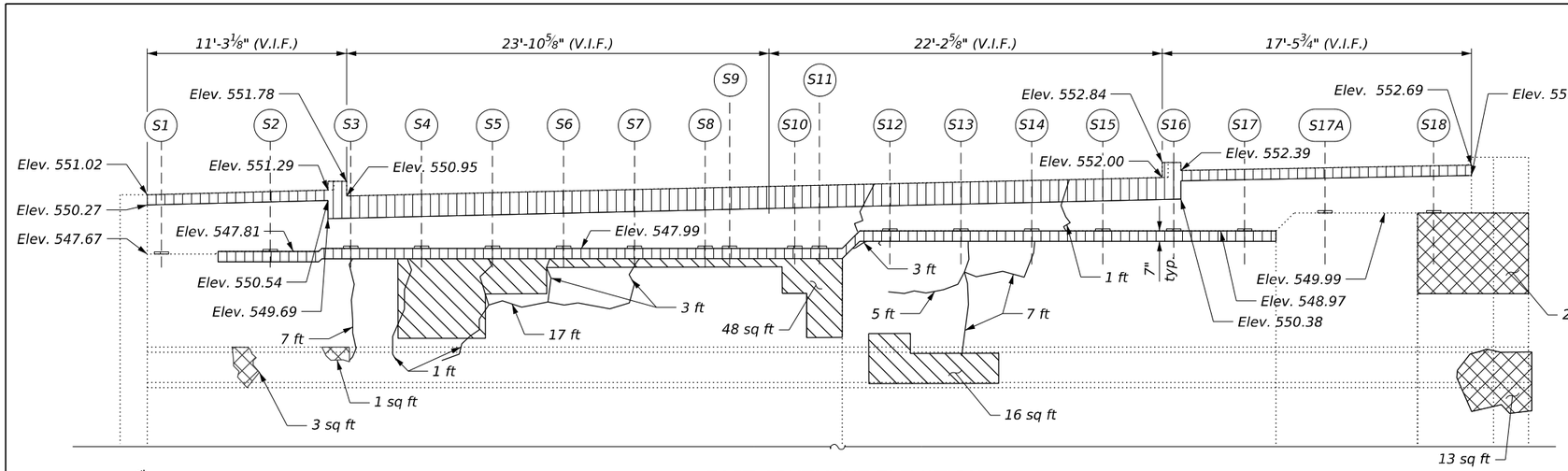
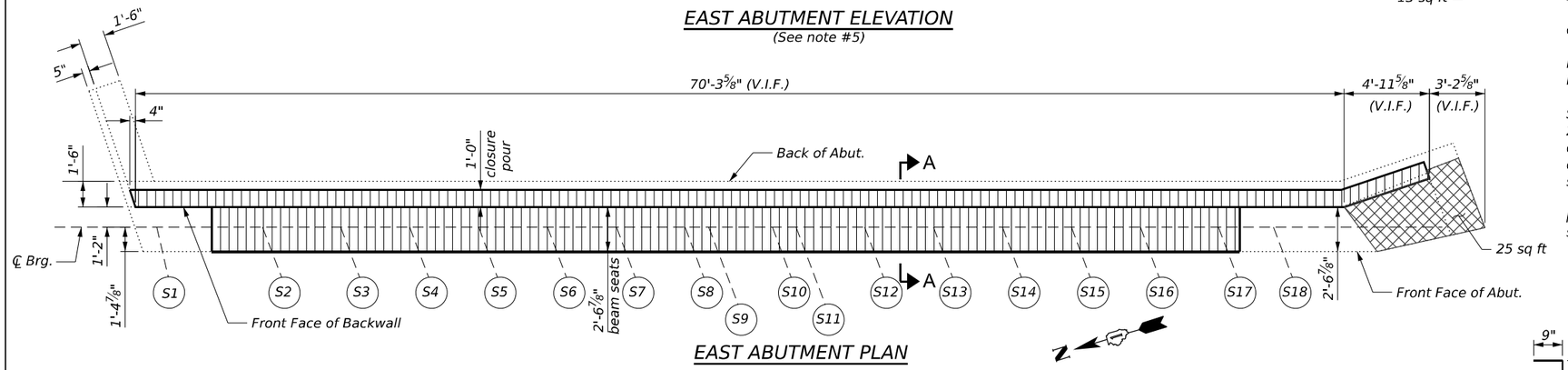
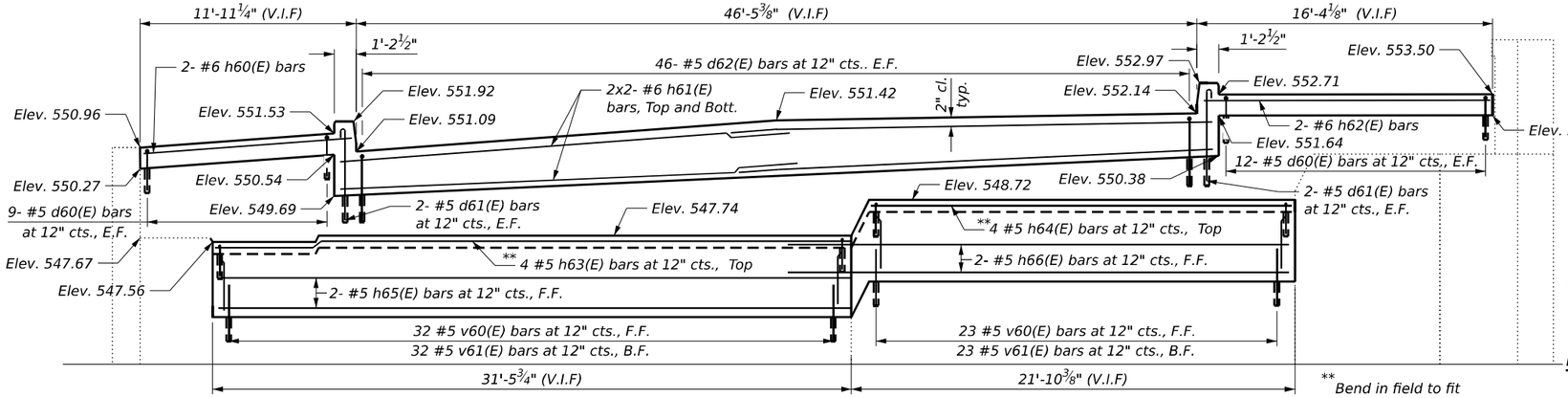


EAST ABUTMENT ELEVATION

(See note #5)



EAST ABUTMENT PLAN



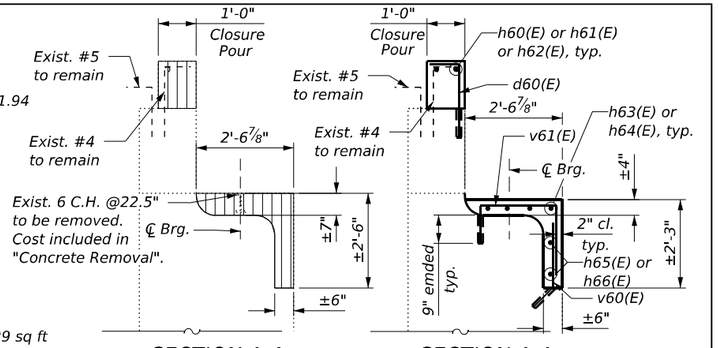
EAST ABUTMENT RECONSTRUCTION ELEVATION

(See note #5)

* REFERENCE DRAWINGS:

Drawing	Sheet No.
East Abutment	38306-33
East Abutment	38306-34

* For Reference Drawings Key, see Sheet S-2.



Notes:

Bars noted as 2x2-#5 etc. indicate 2 lines of bars with 2 lengths per line.

Existing reinforcement shall be cleaned, streightened and incorporated into the new construction. Cost included with "Concrete Removal".

Epoxy crack injection shall be used to repair cracks that are located outside of spall repair areas.

Bridge sealer shall be applied to the top of abutment beam seats and front face of backwall. To be paid for under "Concrete Sealer".

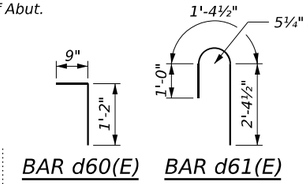
Drill and grout dowel bars according to Article 584 of the Std. Specs., with a minimum embedment of 9" for d60(E), d61(E), v60(E), and v61(E) bars. Cost included in Reinforcement Bars, Epoxy Coated.

Existing deck elevations are based on the field survey conducted by American Surveying & Engineering, P.C. in 2019 and by Claassen, White & Associates, P.C. in 2022. The elevations from these surveys do not match elevations shown in reference drawings 38306-Sheet No. 33 & 34. Contractor shall conduct in field surveys to determine the top of beam seat elevation, confirm the shown existing elevations and submit results to the Engineer for review prior to pouring the closure pour.

The elevations shown on this sheet are adjusted from existing 1984 rehab plans by applying a negative (0.86 ft) which is the average difference between field survey and the existing 1984 rehab plans near the East Abutment.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d60(E)	42	#5	1'-11"	⌐
d61(E)	8	#5	4'-10"	⌐
h60(E)	2	#6	11'-7"	—
h61(E)	8	#6	25'-8"	—
h62(E)	2	#6	16'-0"	—
h63(E)	4	#5	31'-4"	—
h64(E)	4	#5	22'-10"	—
h65(E)	2	#5	31'-2"	—
h66(E)	2	#5	25'-2"	—
v60(E)	55	#5	3'-2"	⌋
v61(E)	55	#5	5'-0"	⌐
Concrete Removal			Cu Yd	9.5
Concrete Structures			Cu Yd	4.0
Concrete Superstructure			Cu Yd	4.3
Reinforcement Bars, Epoxy Coated			Pound	1,330
Concrete Sealer			Sq Ft	425
Epoxy Crack Injection			Foot	63
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)			Sq Ft	64
Structural Repair Of Concrete (Depth Greater Than 5 Inches)			Sq Ft	71



LEGEND

- Concrete Removal
- Epoxy Crack Injection
- Structural Repair of Concrete (Depth Equal or Less Than 5 Inches)
- Structural Repair of Concrete (Depth Greater Than 5 Inches)

MIN. BAR LAP

#5 bar = 3'-6"
#6 bar = 3'-7"

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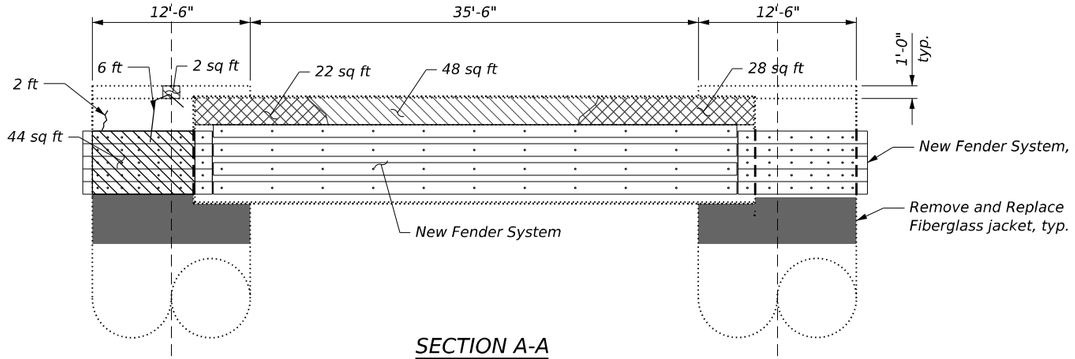
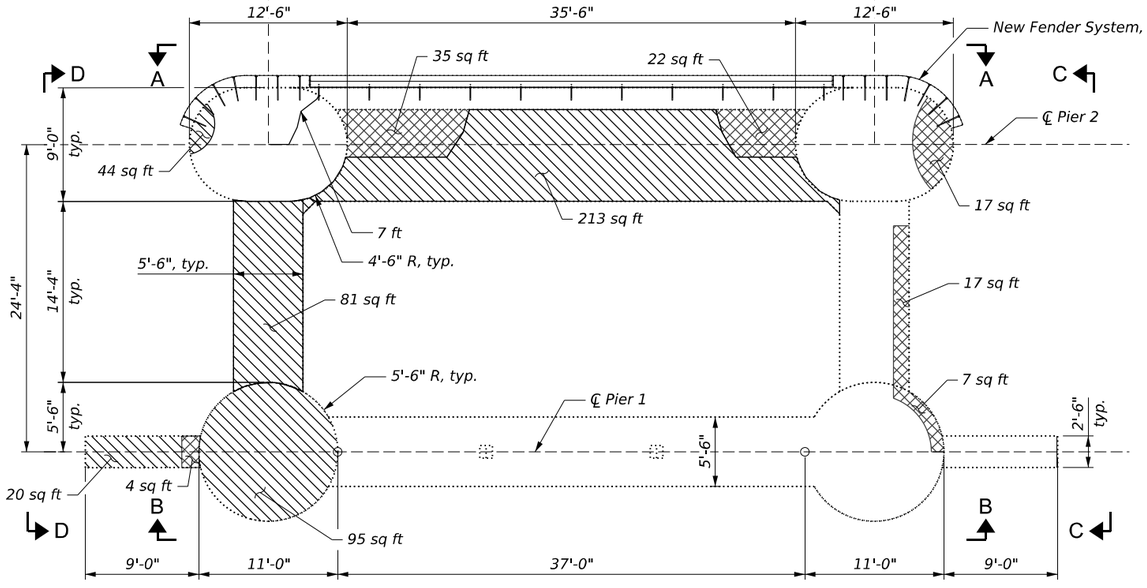
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT REPAIRS
STRUCTURE NO. 099-0101
SHEET S-45 OF S-48 SHEETS

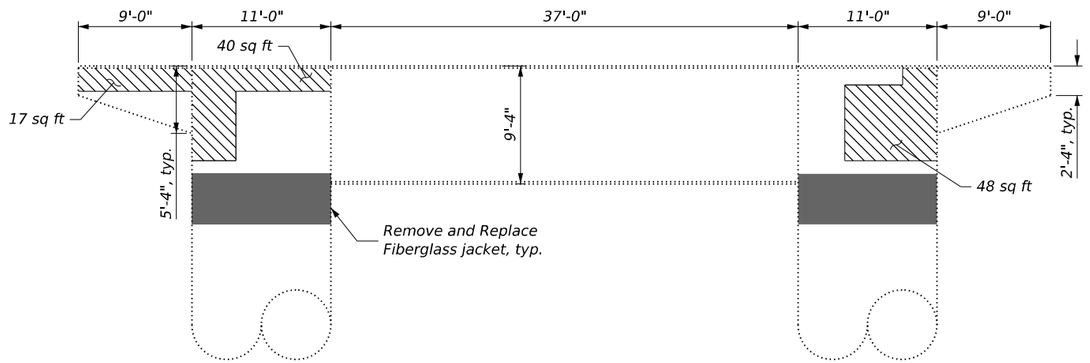
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	79
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	



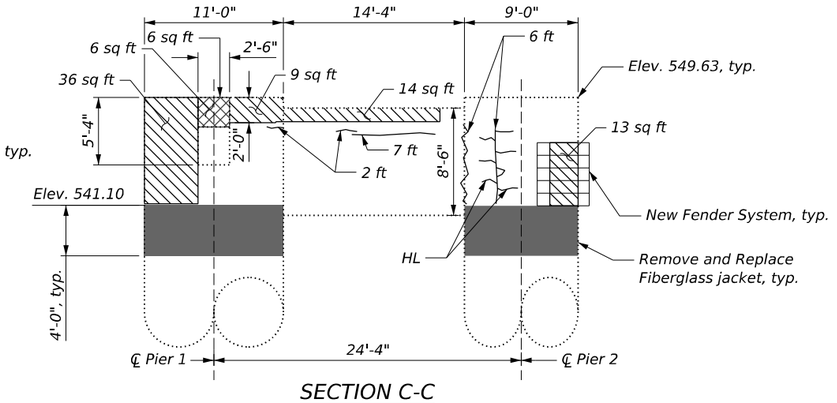
SECTION A-A



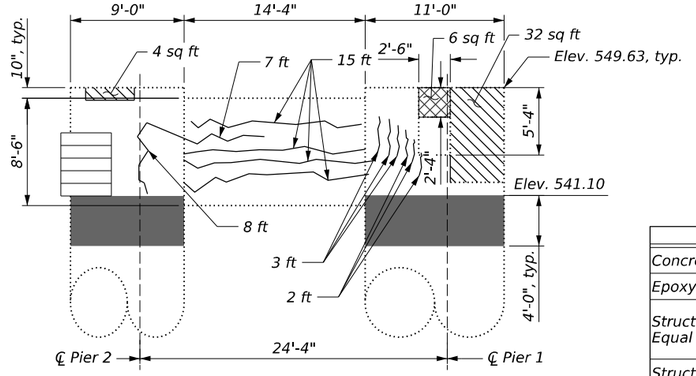
PIER 1 AND 2 PLAN



SECTION B-B



SECTION C-C



SECTION D-D

Notes:

Bridge Sealer shall be applied to the top of piers. To be paid for under "Concrete Sealer".

Epoxy Crack injection shall be used to repair cracks located outside of spall repair areas.

Existing fiberglass jacket shall be removed. Deteorated and contaminated concrete shall be removed and void filled in with epoxy grout. Apply new fiberglass jackets. See Special Provisions.

For new fender system details, see Sheet S-49.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Sealer	Sq Ft	1,106
Epoxy Crack Injection	Foot	128
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	721
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	Sq Ft	158
Remove and Replace Fiberglass Jacket	Sq Ft	559

LEGEND

- Epoxy Crack Injection
- Structural Repair of Concrete (Depth Equal or Less Than 5 Inches)
- Structural Repair of Concrete (Depth Greater Than 5 Inches)
- Remove and Replace Fiberglass jacket

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DEPARTMENT OF TRANSPORTATION

PIER 1 & PIER 2 REPAIRS
STRUCTURE NO. 099-0101
SHEET S-46 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	80
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

MODEL: Pier 1_2 Concrete Repairs
FILE NAME: pw://hardesty-pw.bentley.com:hardesty-pw-01/Documents/049377/CADD/Structural/09990101-62M79-S47-PR1.dgn

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Notes:

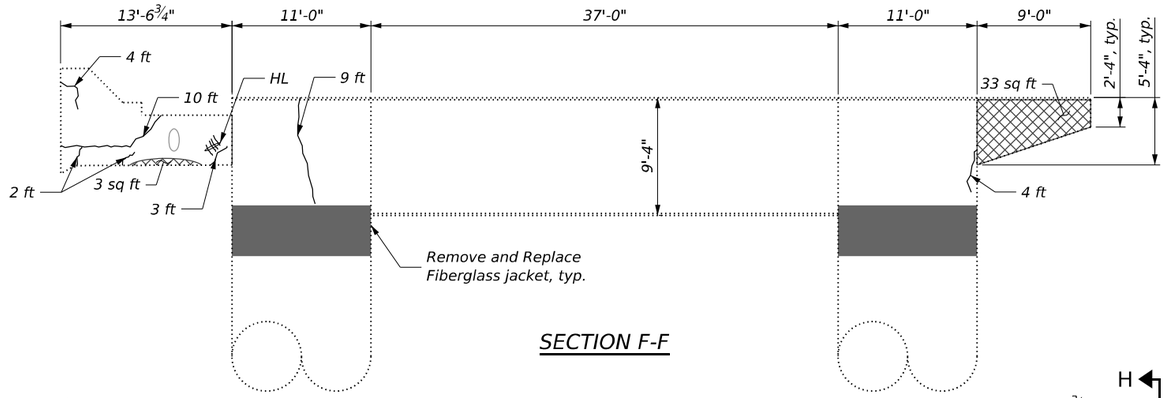
Bridge Sealer shall be applied to the top of piers. To be paid for under "Concrete Sealer".

Epoxy Crack injection shall be used to repair cracks located outside of spall repair areas.

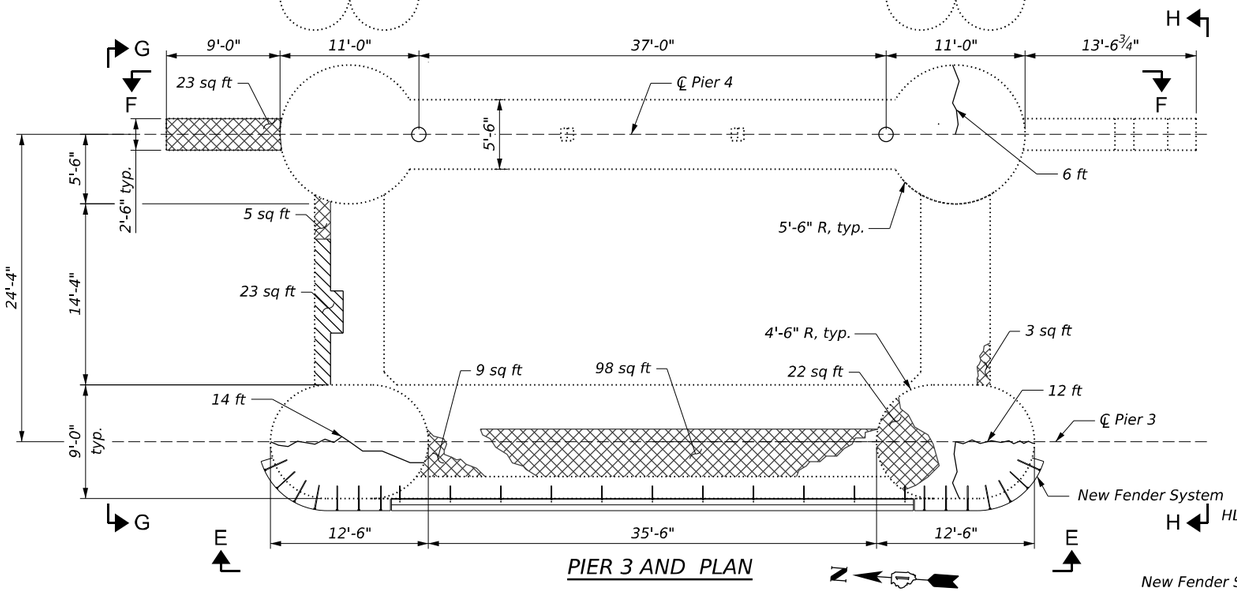
Existing fiberglass jacket shall be removed. Deteorated and contaminated concrete shall be removed and void filled in with epoxy grout. Apply new fiberglass jackets. See Special Provisions.

For new fender system details, see Sheet S-49.

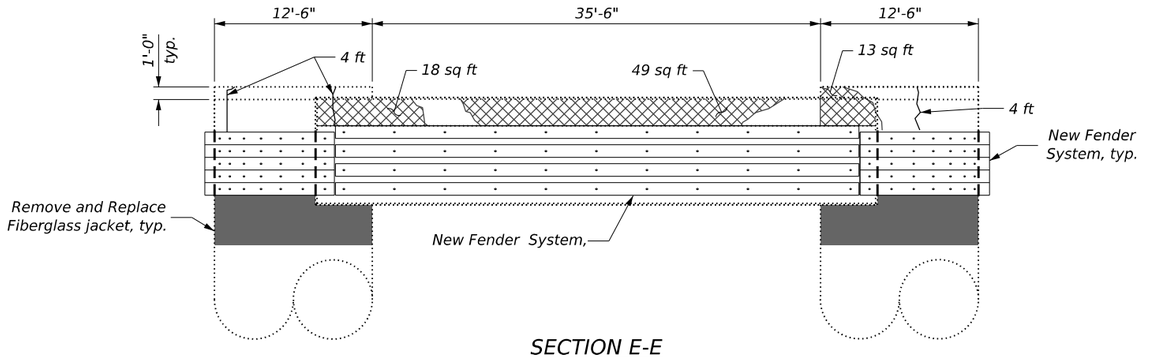
HL represents hairline cracks which don't need to be repaired.



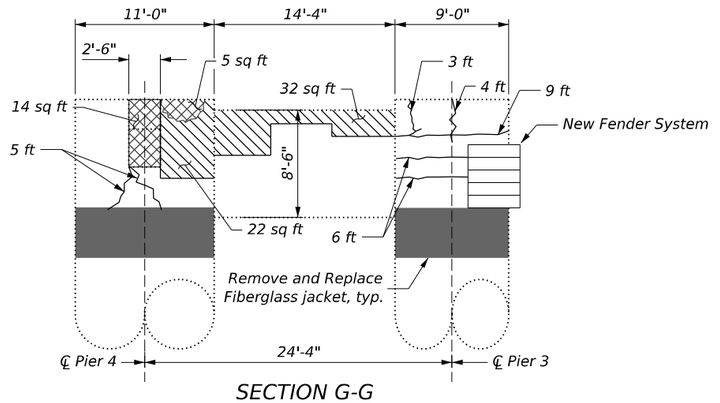
SECTION F-F



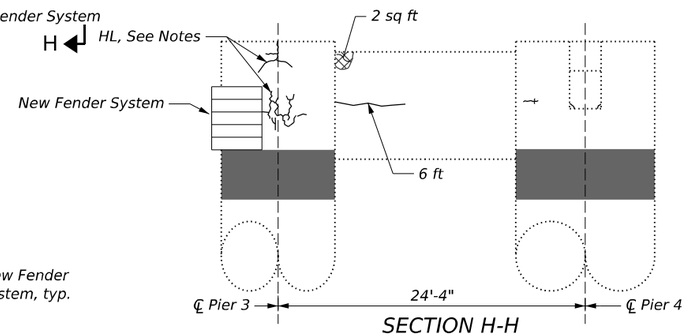
PIER 3 AND PLAN



SECTION E-E



SECTION G-G



SECTION H-H

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Sealer	Sq Ft	1,118
Epoxy Crack Injection	Foot	120
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	77
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	Sq Ft	297
Remove and Replace Fiberglass Jacket	Sq Ft	559

LEGEND

Epoxy Crack Injection

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

Structural Repair of Concrete (Depth Greater Than 5 Inches)

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PLOT DATE = ____	CHECKED - WM	REVISED - ____	

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PIER 3 & PIER 4 REPAIRS
STRUCTURE NO. 099-0101
SHEET S-47 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	81
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

MODEL: Piers 3_4 Repairs sheet
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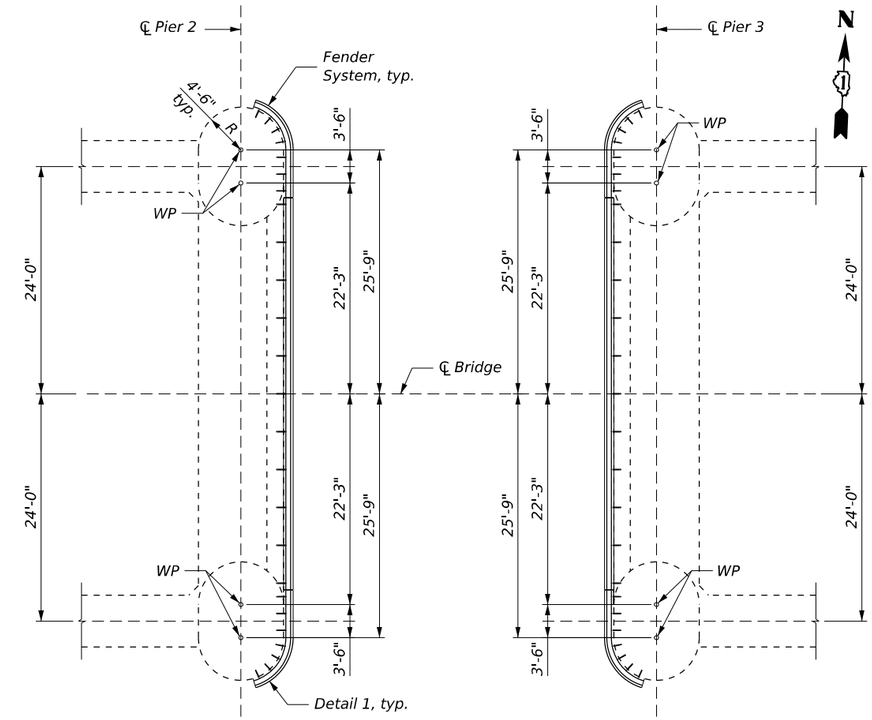
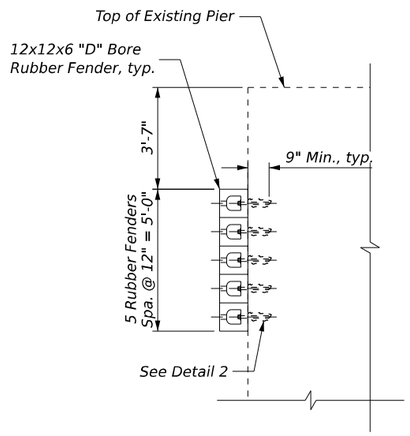
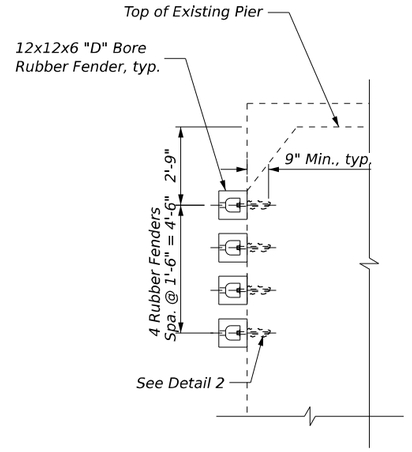


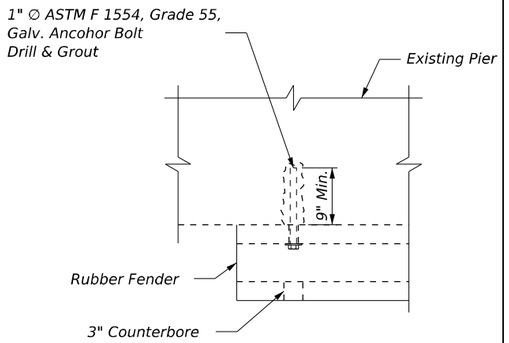
PLAN FENDER SYSTEM



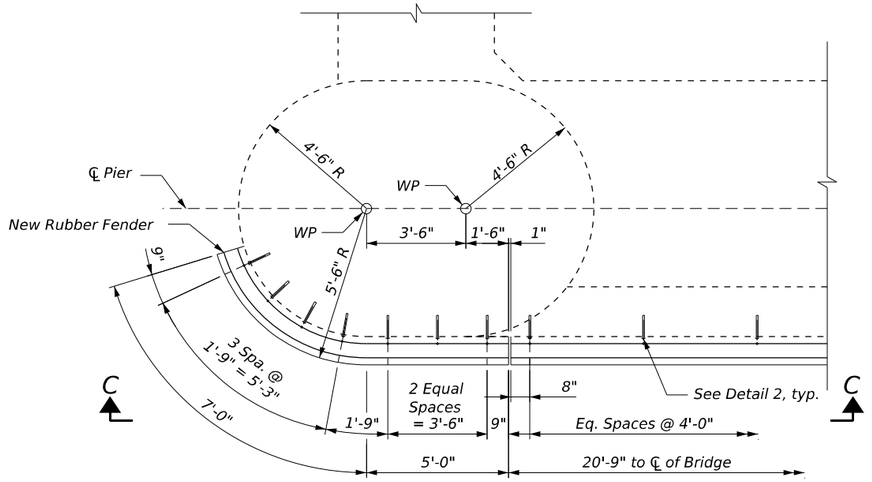
SECTION A-A



SECTION B-B

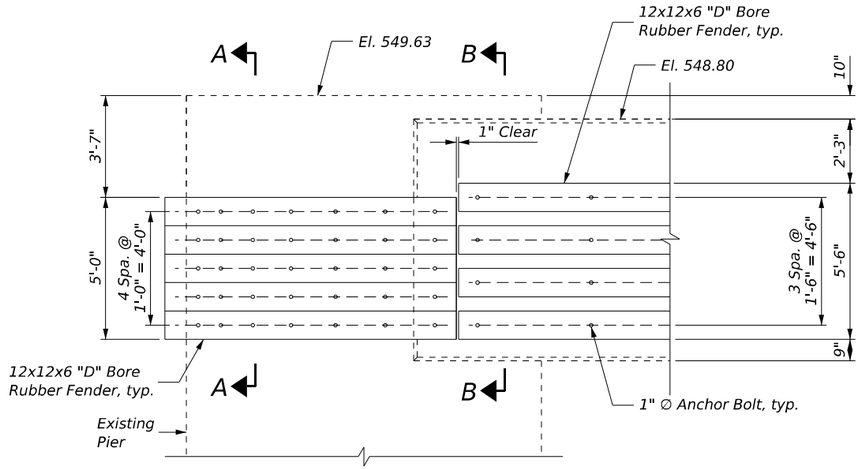


DETAIL 2



DETAIL 1 - PLAN

(Pier 2, South Side Shown.
Pier 2 North Side and Pier 3 Similar)



SECTION C-C

(PIER 3 SIMILAR)

Notes:

All hardware: bolts, nuts, washers, and plate washers shall be galvanized in accordance with AASHTO F 2329.

Bridge structure not shown for clarity.

Existing anchor bolt holes shall be filled in with non-shrink grout, see "Removal of Existing Timber Material".

Cost of grout and hardware necessary to install new fender system shall be included in "Fender System".

Existing dimensions shown are from existing drawings. The Contractor shall verify all existing dimensions prior to ordering any material.

BILL OF MATERIAL

Item	Unit	Total
Fender System	L. Sum	1
Removal of Existing Timber Material	L. Sum	0.3

MODEL: 0990101-62M79-S49
FILE NAME: pw://hardesty-pw.bentley.com:hardesty-pw-01/Documents/049377/CADD/Structural/Revised Barrier/0990101-62M79-S48-FPR.dgn

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H&H

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PLOT SCALE = ____	DRAWN - CEB	REVISED - ____
PLOT DATE = ____	CHECKED - HMG	REVISED - ____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FENDER PROTECTION
STRUCTURE NO. 099-0101
SHEET S-48 OF S-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	82
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

General Notes

1. Refer to the existing shop drawings and as-built drawings, which are furnished upon request from Illinois Department of Transportation.

2. Shims must be 1/2" nominal thickness, unless otherwise specified, with adjustment variations as described in the Special Provisions.

3. Machinery dimensions shown on plans are minimum dimensions after machining.

4. Fill any open holes resulting from removal of existing machinery with new ASTM Grade A325 bolts. This is considered incidental to the mechanical work.

5. Machinery dimensions shown on drawings are dimensions after machining. Unless otherwise indicated or required for the proper assembly of parts, dimensional tolerances for machinery in general are as follows:

Straightness: (Per linear foot)	⏤ 0.005
Flatness:	▱ 0.005
Parallelism:	// 0.005 –
Perpendicularity: (Per linear foot)	⊥ 0.005 –
Angularity: (Degrees per linear foot)	∠ 0.020 –
Position: (Features within a component)	⌖ 0.005 –
Concentricity:	◎ 0.005 –
Circular Runout:	↗ 0.005 –

6. Model numbers and details of motors, couplings, and other standard components are based on manufacturer's catalog data current at the time the plans were prepared. Equivalent models from other manufacturer's may be substituted at the option of the Contractor and with the approval of the Engineer. All related structural, mechanical, architectural, and electrical details are to be revised by the Contractor to suit the certified dimensions of the components actually furnished at no additional cost to the department. Mention of a manufacturer's name or model number does not represent a preference, but is used to set a standard.

7. Machine all new mating surfaces of machinery parts, supports and external edges. Blend all transitions of surfaces of machinery parts.

8. Detail fasteners that require tapped holes with a minimum thread engagement of 1.5 times the nominal thread diameter unless otherwise noted. Detail countersunk fasteners with a minimum of a 1/16" recess.

9. Detail and machine the edges and corners of all machinery parts with suitable fillets and chamfers. In general, the minimum edge or corner, radius or chamfer must be 1/8" if the part thickness is less than 1" and 1/4" if equal to or greater, unless otherwise noted. In the case of mating parts, allowance must be made for the proper fit and assembly. Show such details in the shop drawings.

10. Provide machinery covers as indicated by dashed lines and as per the general machinery specification. Provide all mounting hardware and fasteners as required. Configure the mounting hardware using plate (straight or bent), angles and channels with a minimum thickness of 1/2" diameter (2 per support connection). The support is to be rigid and resist movement during span operation. Maximum spacing of supports shall be 2 feet. Sumbit all machinery cover details on shop drawings for approval.

11. Verify all field sensitive dimensions for proper coordination with supports.

12. Weldments to be fabricated per the requirements of the structural steel specifications, with supplemental requirements as per the mechanical specifications and drawings.

13. All dimensions for machine finished surfaces shall be held to plus/minus 0.010", except as otherwise required by the plans or specifications.

14. Machine all surfaces of forgings to the dimensions shown on plans.

General Notes (continued)

15. The machinery fits and finishes are as follows, unless otherwise noted:

Surface Description	Fit (ANSI)	Finish (Microinches)
Machinery Base on Steel	---	125
Machinery Base on Masonry	---	500
Machinery Supports	---	125
Machinery Parts in Fixed Contact	---	125
Shaft Journals	RC6	8
Journal Bushing	RC6	16
Split Bushing in Base	LC1	125
Solid Bushing in Base (To 1/4" Wall)	FN1	63
Solid Bushing in Base (Over 1/4" Wall)	FN2	63
Hubs on Shafts (To 2" Bore)	FN2	32
Hubs on Shafts (Over 2" Bore)	FN2	63
Turned Bolts in Finished Holes	LC6	63
Keys and Keyways	B17.1, CL2	63

Note: The above fits and finished for cylindrical parts must also apply to the major dimensions of non-cylindrical parts.

16. Unless otherwise indicated or required for the proper assembly of parts, dimensional tolerances for machinery in general must be as follows:

Surface	Tolerance
Machined (To 1")	+/- 0.015"
Machined (Over 1")	+/- 0.030"
Rolled	+/- 0.030"
Non-Machined Cast (to 1")	+/- 0.030"
Non-Machine Cast (Over 1")	+/- 0.060"
Component Locations	+/- 0.030"
Bolt Hole Locations	+/- 0.030"
Angular	+/- 0.5 Deg

17. All transitions of surfaces of machinery parts are to be blended in smooth. Machine all mating surfaces of machinery parts and supports.

18. Contractor to field verify dimensions before shop drawing submission.

Machinery Bolts

19. Furnish and install positive locks for all nuts which are to be torqued to less than 70% proof. Double nuts or jam nuts shall be used except for tapped holes which shall use SS safety wire for hex head bolts and permanent thread locking fluid for countersunk bolts, unless otherwise noted.

20. All high strength (H.S.) bolts shall be installed with a hardened plain washer meeting ASTM F436 where shown on the drawings but at a minimum under the turned element.

21. See specifications for detailed definition of bolt types. Unless otherwise noted, the four main types of bolts used for machinery bolts in these drawings are H.S. bolts, turned bolts, finished body bolts (FBB), and countersunk (CSK) bolts:

-H.S. bolts:	ASTM F3125 Grade 325 Bolt and 1/16" hole clearance for all bolts 1/2" or larger, ASTM A449 or SAE J429 Grade 5 Cap Screws and 1/32" hole clearance for all bolts under 1/2". Pretension to slip critical requirements.
-Turned bolts:	ASTM A449 Bolt U.O.N. with fit and finish in accordance with the fits and finishes table on this sheet. Torque to snug tight.
-FBB:	ASTM A449 Bolt or SAE J429 Grade 5 Cap Screws U.O.N., no more than 0.01" clearance U.O.N. Pretension to clip critical for permanent connections and to 70% proof for reusable connections unless otherwise required by the manufacturer or these drawings.
-CSK Bolts:	Socket Flat Countersunk Head Cap Screws conforming to ASTM D879 (Stainless Steel) for diameters less than 5/8" and ASTM F835 (Alloy Steel) for diameters greater than or equal to 5/8" U.O.N.

Basis of Design

1. The design of the machinery systems conforms to the applicable requirements of the 2007 AASHTO LRFD Movable Highway Bridge Design Specifications, 2nd Edition, with interim revisions through 2018, unless noted otherwise.

2. Machinery loading conforms to AASHTO 1988 Condition B loading with two motors and Condition A with one motor.
   Loading Condition A: 2.5 psf Wind
   Loading Condition B: 2.5psf Wind + 2.5 psf Ice

3. Max load at rack not to exceed 151,000 lb. at 200% Full Load Motor Torque.

4. The mechanical systems are design for the span to be normally left in the lowered (seated) position.

LICENSED PROFESSIONAL ENGINEER
PAUL SKELTON
062-051949
STATE OF ILLINOIS

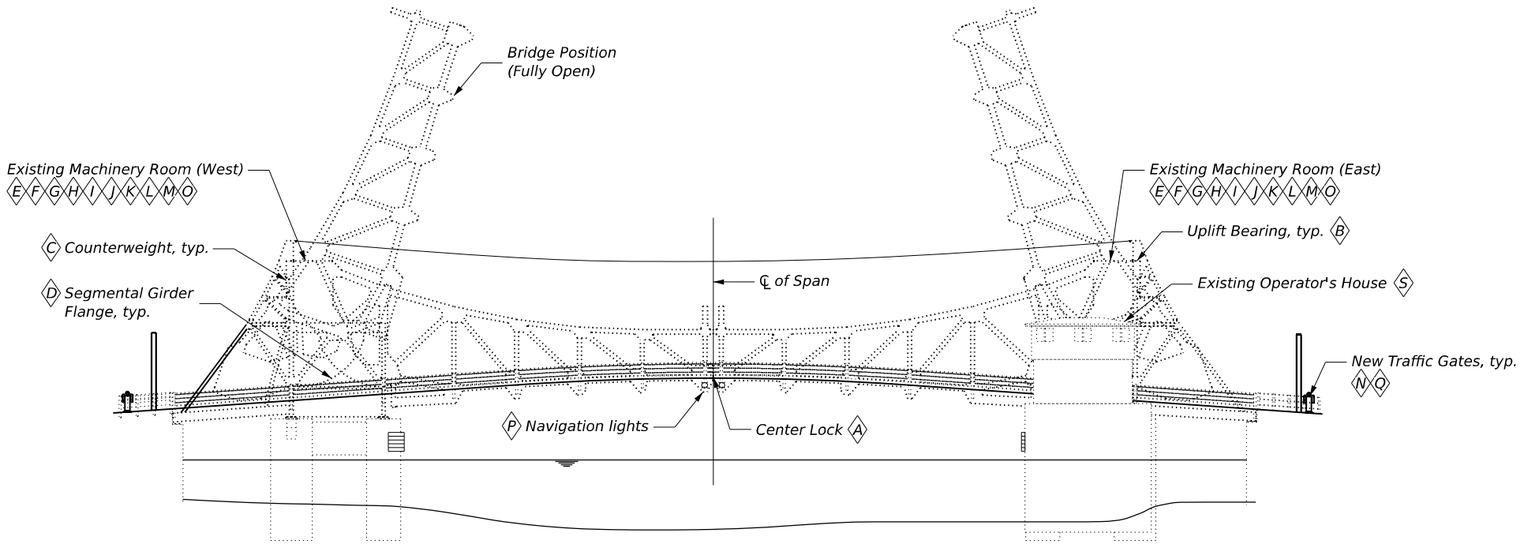
3/25/2024

Paul Skelton, P.E. — Date
Licensed Professional Engineer
State of Illinois 062-051949
Expires 11/30/2025

BILL OF MATERIAL

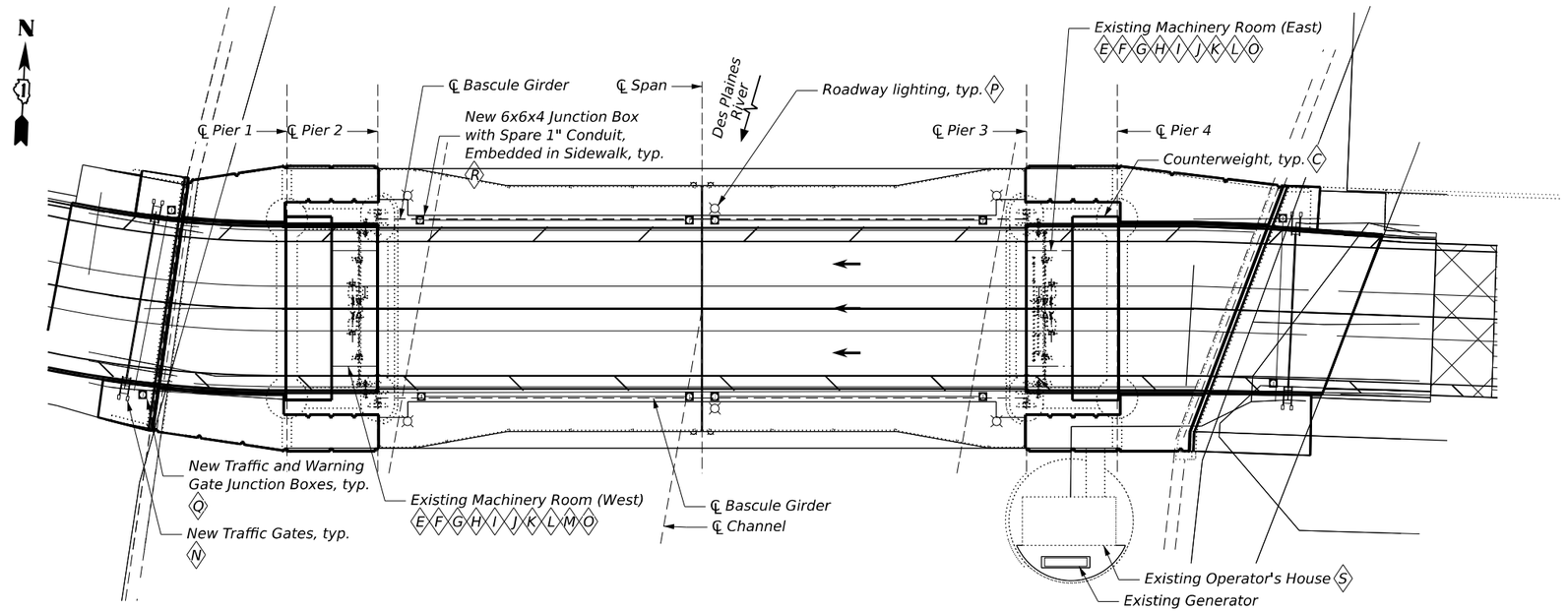
Item	Unit	Total
Live Load Bearings	Each	4
Junction Box, Stainless Steel, Attached to Structure, 6"x6"x4"	Each	4
Junction Box, Stainless Steel, Embedded in Structure, 8"x8"x6"	Each	4
Electrical Equipment Removal and Salvage	Each	18
Miscellaneous Electrical Work	L. Sum	1

Note: This Bill of Material covers sheets M01 through M02 and E01 through E21.
See individual sheets for additional pay items pertaining to work shown on each sheet.



ELEVATION

Scale: 1"=20'-0"



PLAN

Scale: 1"=20'-0"

SCOPE OF WORK

Mechanical

A Repair and realign the jaw and diaphragm center lock.

B Reshim live load bearings.

C Rebalance the bridge to a 2 kip toe heavy condition and maintain during construction. Maintain angle of CG between ±25 degrees.

D Install shear backup blocks to the segmental girder webs in bearing with flange angles to provide three rows of shear capacity for the heavier deck where not installed. Refer to sheet S38.

Machinery Room:

E Replace all machinery bearings and bearing supports.

F Replace all machinery shafts.

G Replace all brakes and brake wheels. Replace or modify brake supports as needed.

H Replace racks, pinons, and all other open gearing in all four quadrants.

I Remove bearing G on both leaves (4 total) and reconfigure the machinery arrangement to incorporate floating shafts.

J Remove and replace couplings.

K Refurbish gearboxes on both leaves.

L Remove and replace rotary cam limit switch.

M Remove all hand-operation machinery including shafting, bearings, chain wheels, and gears.

Electrical

N Remove and replace traffic warning gates.

O Remove and replace machinery brake and limit switch wiring.

P Remove and replace navigation lights and bridge roadway lighting.

Q Install new Traffic Signals and Warning Gate junctions boxes adjacent to new signals. Install new conduits and wiring to new equipment.

R Install new spare pull junction boxes and spare conduit.

S Install new flux vector drive per Sheet E-01

Notes:

1. Coordinate electrical work with current contract 60P55.

MODEL: $MODELNAME$
FILE NAME: $FILEL$

$DATE$ $TIME$

H&H

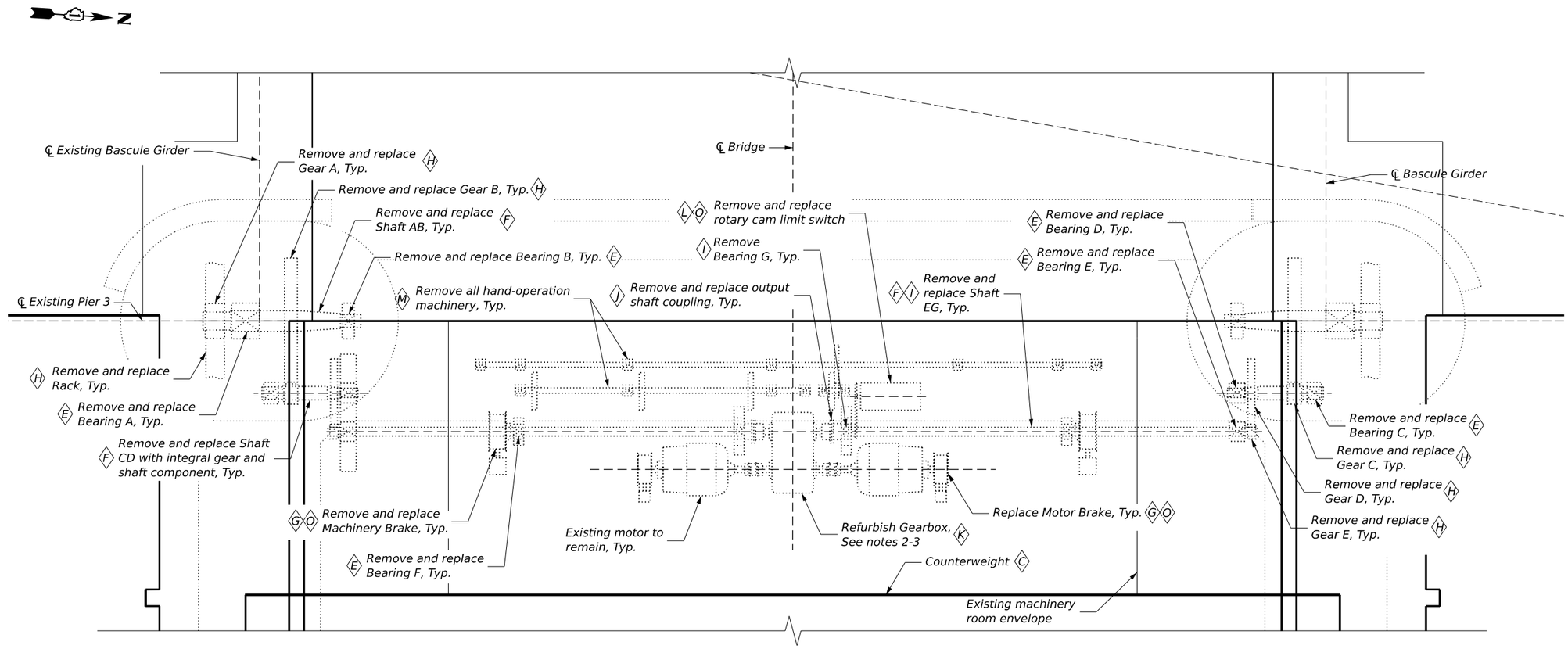
USER NAME = _____	DESIGNED - CMS	REVISED - _____	
	CHECKED - KMC	REVISED - _____	
PLOT SCALE = AS SHOWN	DRAWN - CMS	REVISED - _____	
PLOT DATE = JAN 2024	CHECKED - KMC	REVISED - _____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MECH./ELEC. GENERAL PLAN & ELEVATION
STRUCTURE NO. 099-0101

SHEET M-02 OF M-13 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	84
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	



MACHINERY ROOM PLAN

(East side shown, West side similar)
Scale: 3/8"=1'-0"

Notes:

1. *See Sheet M-02 for Scope of Work descriptions.*
2. *Gearbox to be removed and rehabilitated by the OEM (Horsburgh & Scott) per Quotation No. 606685 issued on 08/10/2023. Min. 40 weeks prior to removing from service, an inspector from H&S is to be called out to visually inspect gearbox to determine if gears will require replacement. If deemed necessary, new replacement gears will be fabricated prior to removing the gearbox from service (estimated fabrication lead time 6 months). The new gears will be installed when gearbox is sent out and disassembled.*
3. *Install rehabilitated gearbox using new shims and existing bolt holes in the structure and such that the input shaft is in alignment with the existing motor output shaft. Turned bolts may be reused if in good condition.*

BILL OF MATERIAL

Item	Unit	Total
Mechanical Demolition	L. Sum	1

MODEL: $MODELNAME$
FILE NAME: $FILE1$
$DATE$ $TIME$

H&H

USER NAME = _____		DESIGNED - CMS		REVISED - _____	
		CHECKED - KMC		REVISED - _____	
PLOT SCALE = AS SHOWN		DRAWN - CMS		REVISED - _____	
PLOT DATE = 08/31/2023		CHECKED - KMC		REVISED - _____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MACHINERY ROOM DEMOLITION PLAN
STRUCTURE NO. 099-0101
SHEET M-03 OF M-13 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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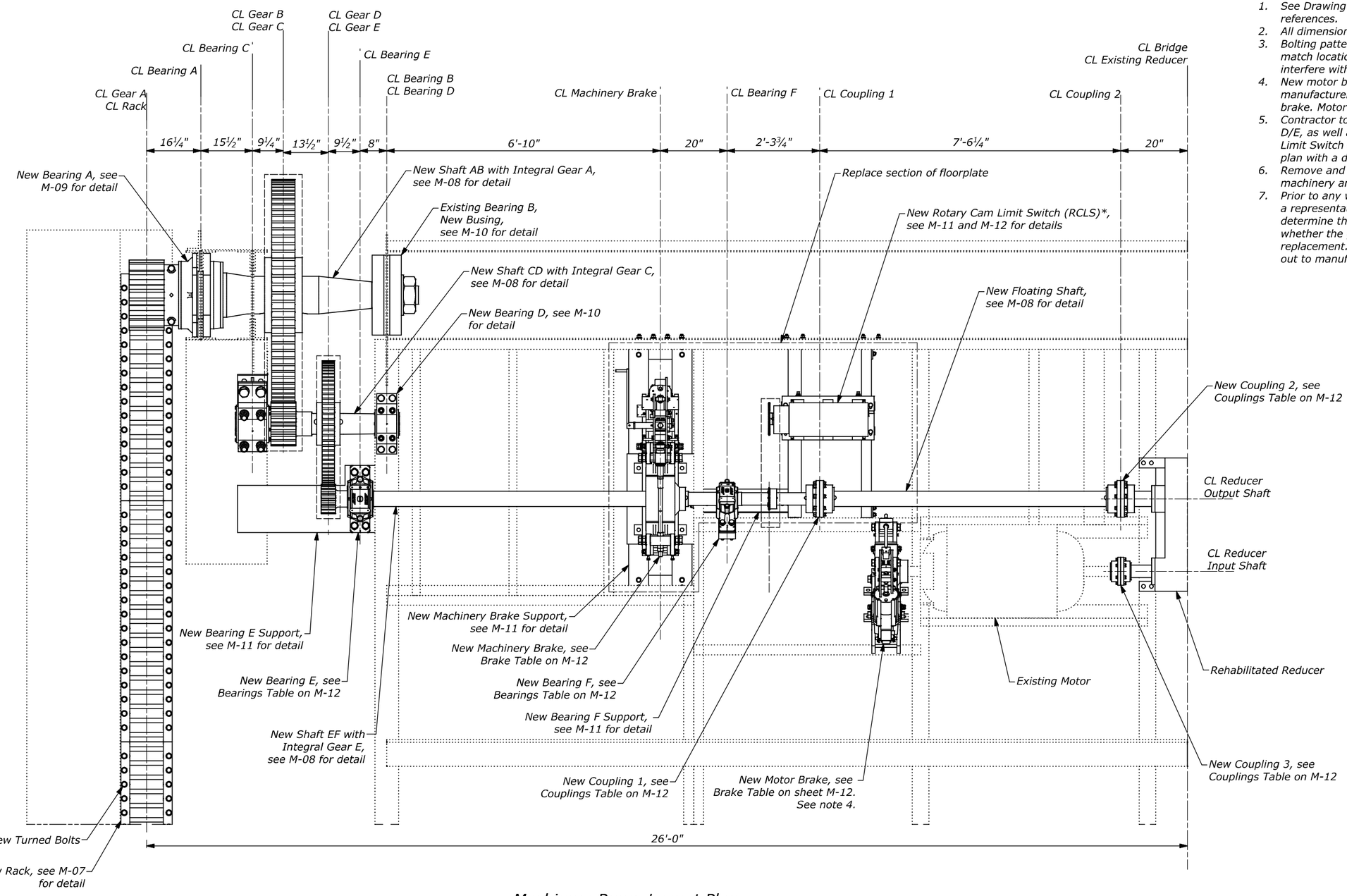
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



Notes:

1. See Drawing M01 for General Machinery Notes and references.
2. All dimensions shall be field verified prior to any work.
3. Bolting patterns of new components must either match location of existing bolts, or avoid so as to not interfere with the existing holes.
4. New motor brake frame to be custom from manufacturer. Measurements to match existing motor brake. Motor mount to be reused.
5. Contractor to provide covers for gear sets B/C and D/E, as well as a a chain guard for the Rotary Cam Limit Switch chain and sprockets as indicated on the plan with a dashed box.
6. Remove and replace flooring as needed to install new machinery and supports.
7. Prior to any work, existing reducer to be inspected by a representative of the manufacturer in order to determine the condition of the internal gearing and whether the gearing meets the criteria for replacement. Existing reducer to be removed and sent out to manufacturer for refurbishment.

Machinery Room Layout Plan

Scale: 3/4" = 1'-0"

Machinery arrangement symmetrical about Bridge CL
except where noted*
East side shown, West side similar
*Only one RCLS required per leaf

BILL OF MATERIAL

Item	Unit	Total
Refurbishing of Operating Machinery	L. Sum	1

H&H	USER NAME =	DESIGNED - CMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MACHINERY ROOM LAYOUT PLAN STRUCTURE NO. 099-0101
		CHECKED - KMC	REVISED -		SHEET M-04 OF M-13 SHEETS
	PLOT SCALE = AS SHOWN	DRAWN - CMS	REVISED -		
	PLOT DATE = JAN 2024	CHECKED - KMC	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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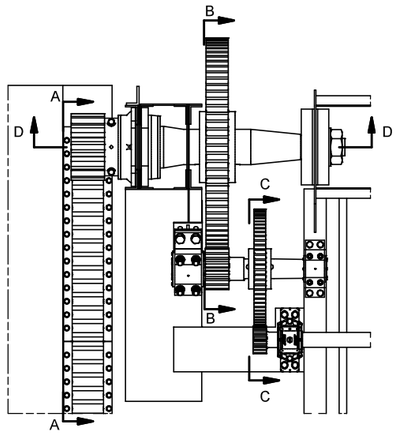
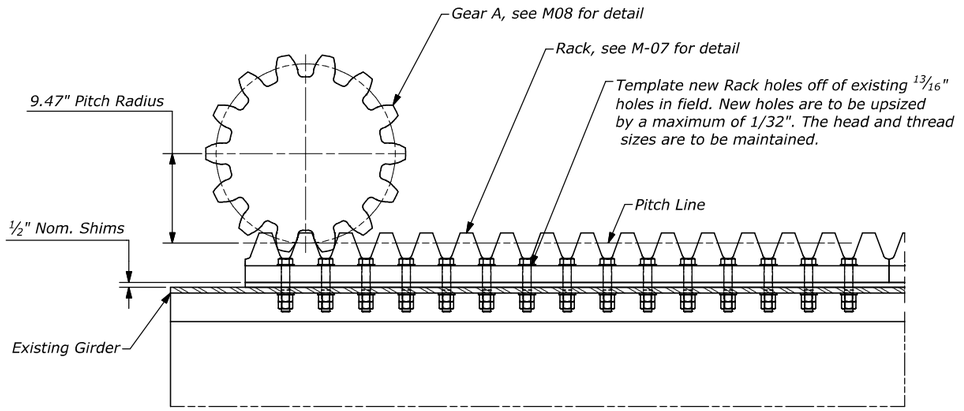
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	



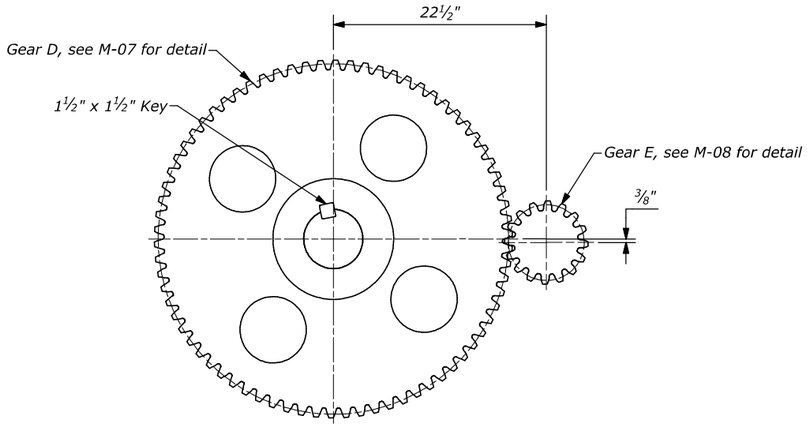
Key Plan

Scale: 1/2" = 1'-0"



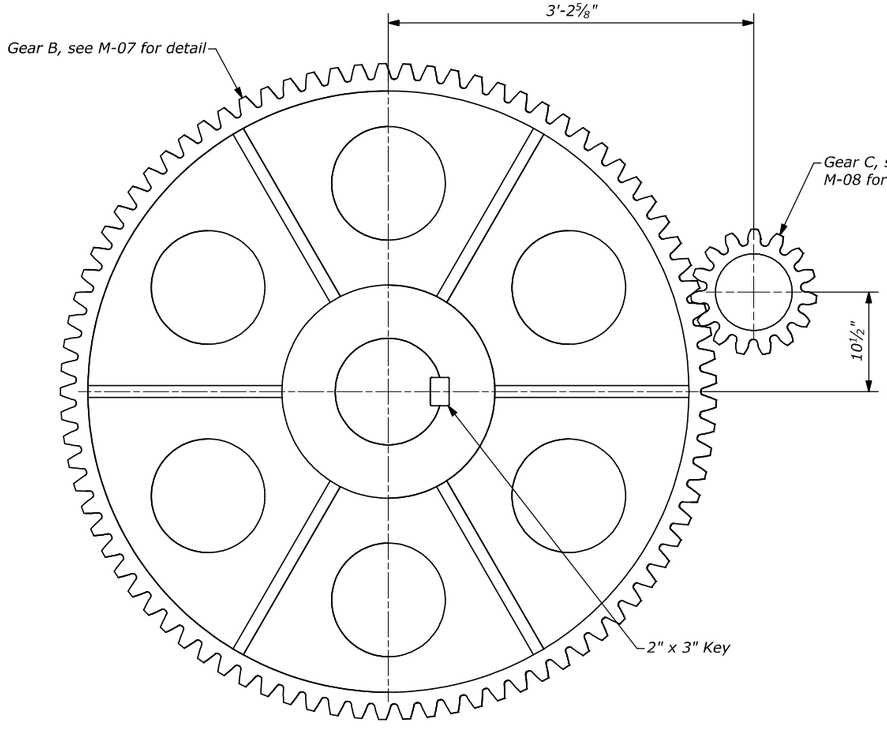
Section A-A: Rack and Gear A

Scale: 1 1/2" = 1'-0"



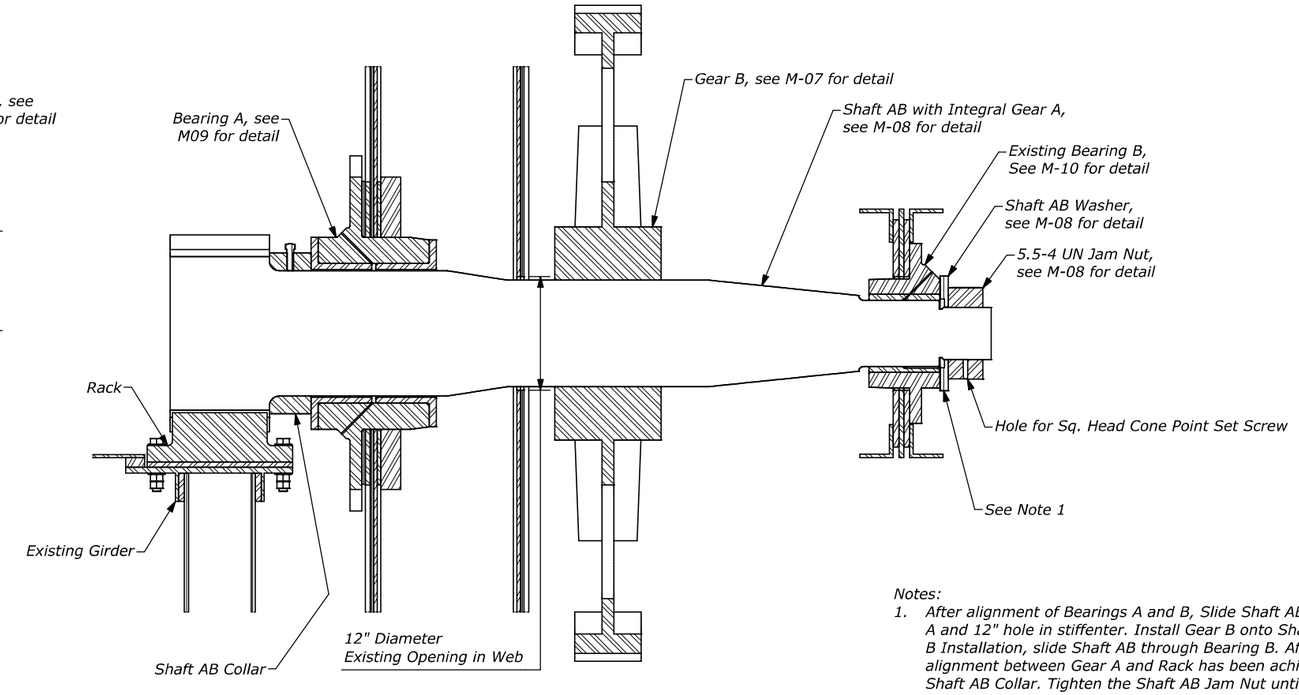
Section C-C: Gears D & E

Scale: 1 1/2" = 1'-0"



Section B-B: Gears B & C

Scale: 1 1/2" = 1'-0"



Section D-D: Shaft AB Assembly

Scale: 1 1/2" = 1'-0"

Notes:

1. *After alignment of Bearings A and B, Slide Shaft AB through Bearing A and 12" hole in stiffenter. Install Gear B onto Shaft AB. After Gear B Installation, slide Shaft AB through Bearing B. After axial alignment between Gear A and Rack has been achieved, install Shaft AB Collar. Tighten the Shaft AB Jam Nut until light contact is made between Bearing B, the Shaft AB Washer, and the Shaft AB Jam Nut. Back the jam nut off to provide 0.030" clearance. Once the 0.030" clearance has been achieved, install and fully tighten the Sq. Head Cone Point Set Screw into the Jam Nut.*

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		CHECKED - KMC	REVISED -		
	PLOT SCALE = AS SHOWN	DRAWN - CMS	REVISED -		SHEET M-05 OF M-13 SHEETS
	PLOT DATE = JAN 2024	CHECKED - KMC	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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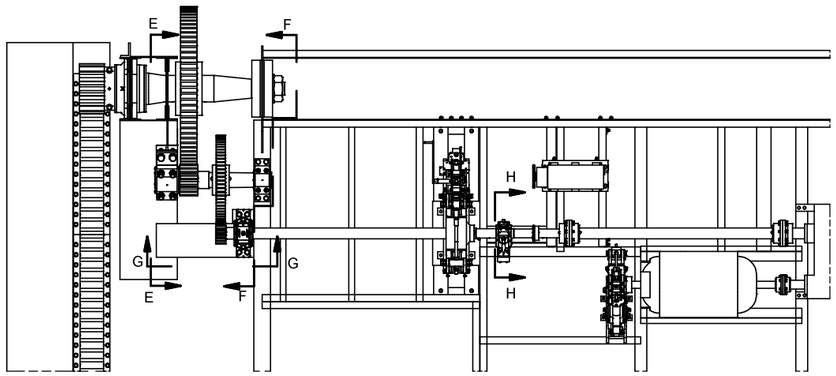
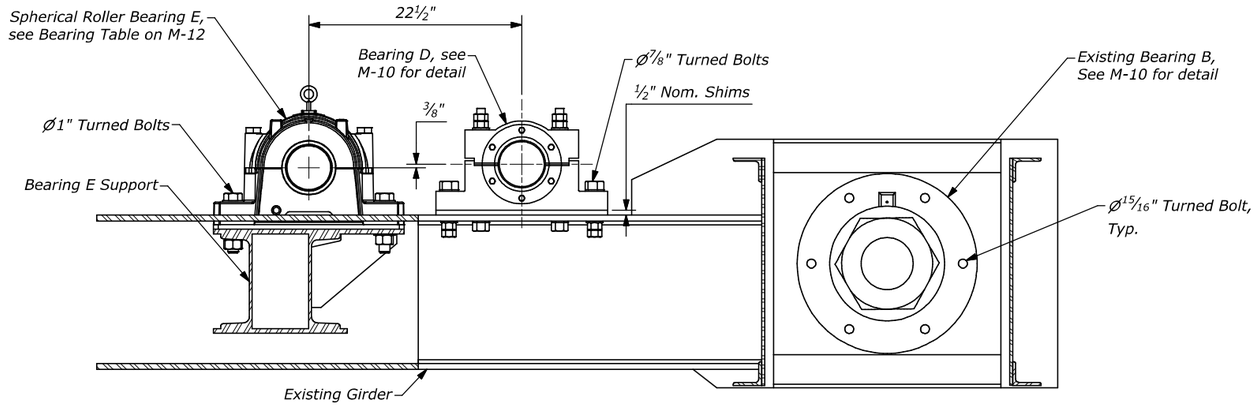
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



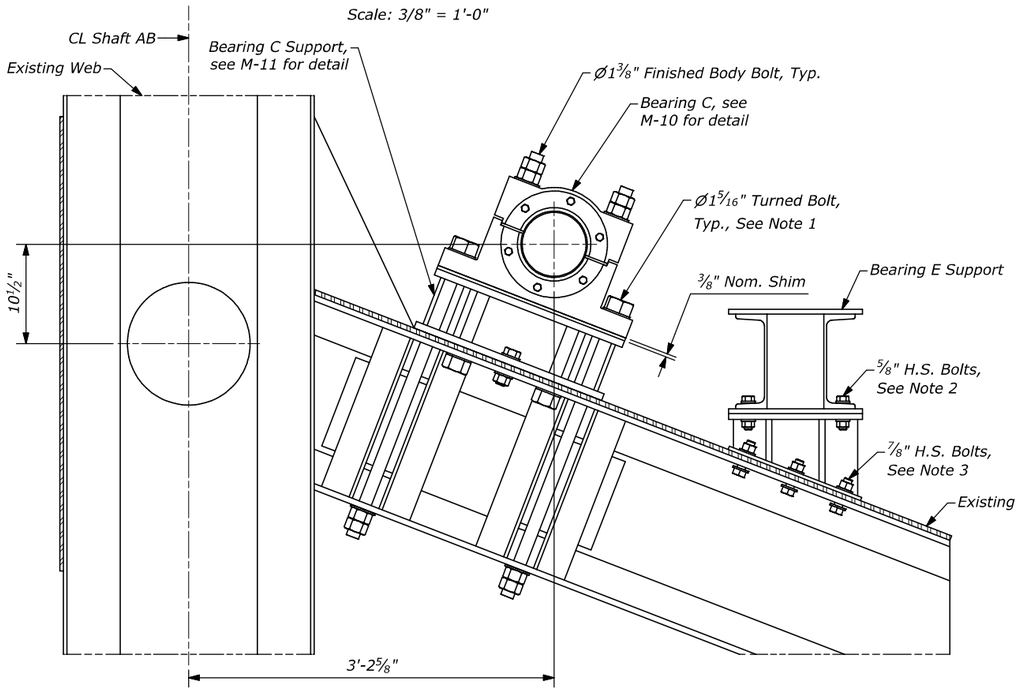
Key Plan

Scale: 3/8" = 1'-0"



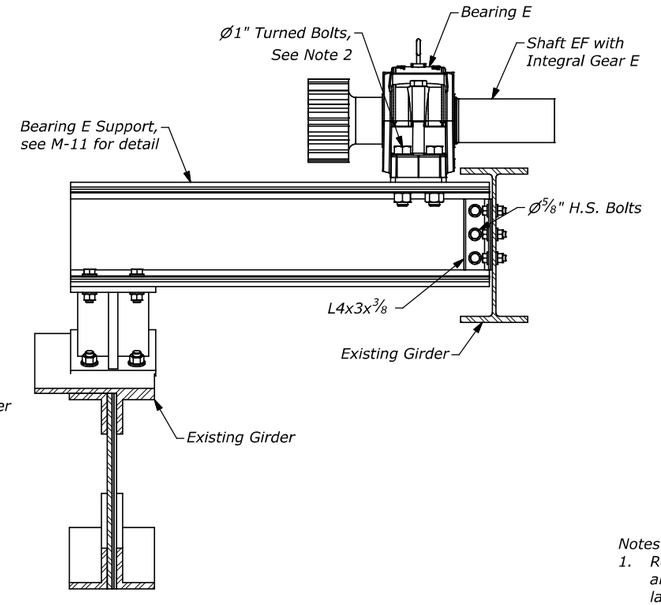
Section F-F: Bearings B, D & F

Scale: 1 1/2" = 1'-0"



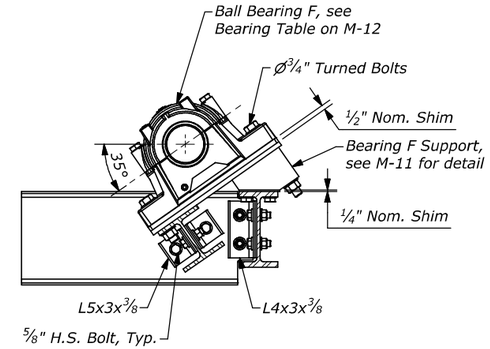
Section E-E: Bearing C Assembly

Scale: 1 1/2" = 1'-0"



Section G-G: Bearing E Assembly

Scale: 1 1/2" = 1'-0"



Section H-H: Bearing F Assembly

Scale: 1 1/2" = 1'-0"

Notes:

1. *Reuse existing bolt holes to fasten Bearing C to structure. Contractor to verify size and location of existing bolt holes and ream holes to a maximum 1/16" diameter larger. Furnish turned bolts with a shank size that produces an ANSI LC6 fit with the reamed holes. Thread and head sizes are to match existing bolts.*
2. *Tapered washers to be utilized at the underside of channels where bolt cannot be flush mounted.*
3. *Remove existing rivets where Bearing E support connects to existing girder. Fasten new bolts in existing rivet holes. Contractor to verify size and location of existing rivets.*

Bearing A and B Alignment Proceduere:

1. *Contractor is to establish the bridge center of roll by fabricating a jig that can aid in the establishment of bridge center of roll based off the existing curved segments geometry.*
2. *Prior to installation of Bearing B, provide center of roll measurements along with Bearing B hole centers in the structural supports to the EOR for review.*
3. *After EOR review, install Bearing B.*
4. *Bearing A installation can follow. Bearing A and B are to be aligned to produce colinearity of Shafts AB within 1⁄64".*

H&H	USER NAME =	DESIGNED - CMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING ASSEMBLY SECTIONS STRUCTURE NO. 099-0101
		CHECKED - KMC	REVISED -		
	PLOT SCALE = AS SHOWN	DRAWN - CMS	REVISED -		SHEET M-06 OF M-13 SHEETS
	PLOT DATE = JAN 2024	CHECKED - KMC	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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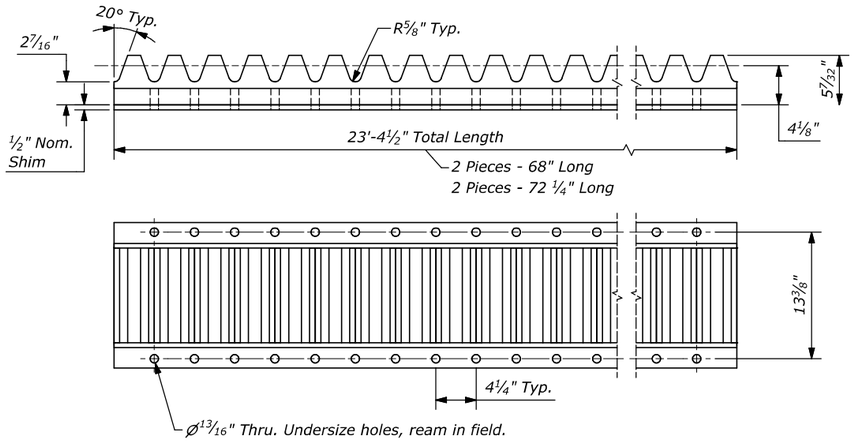
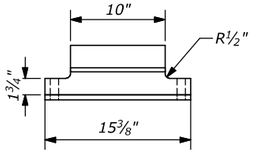
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

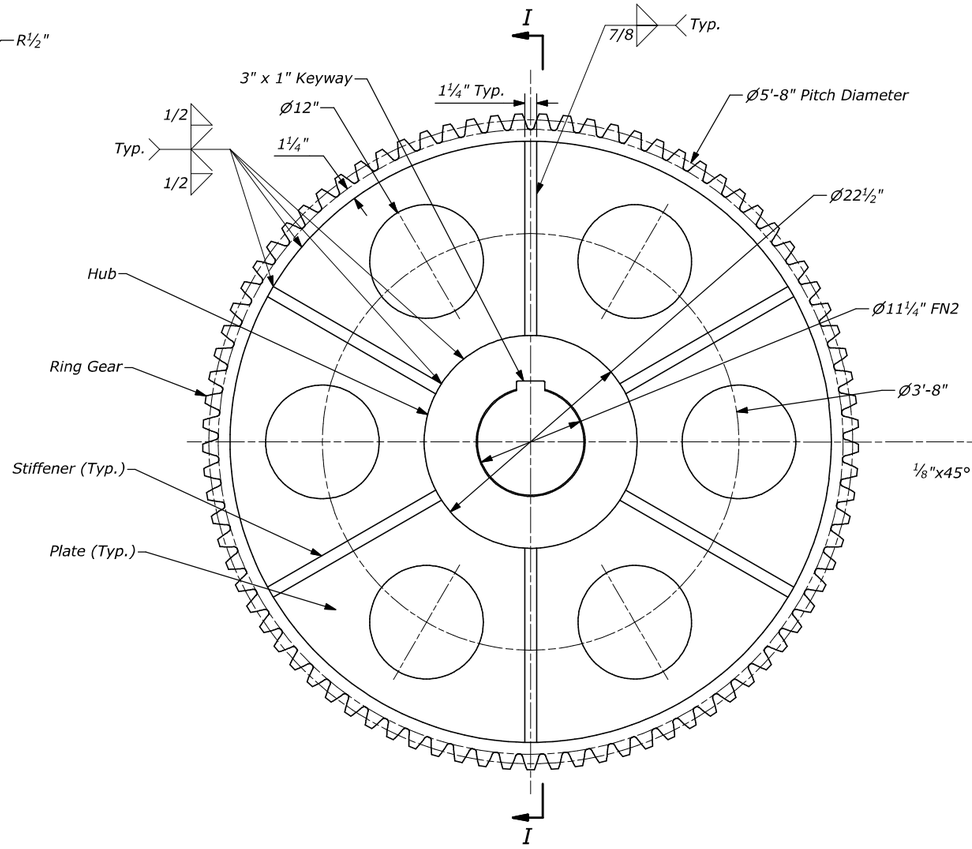


Rack

Scale: 1 1/2" =1'-0"

Material: ASTM A 291 Gr. 1 Cl. A, S3
Qty: 4

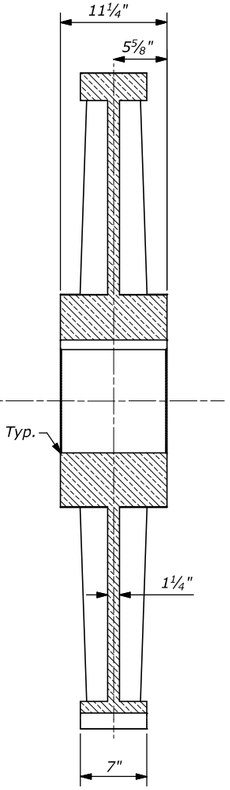




Gear B

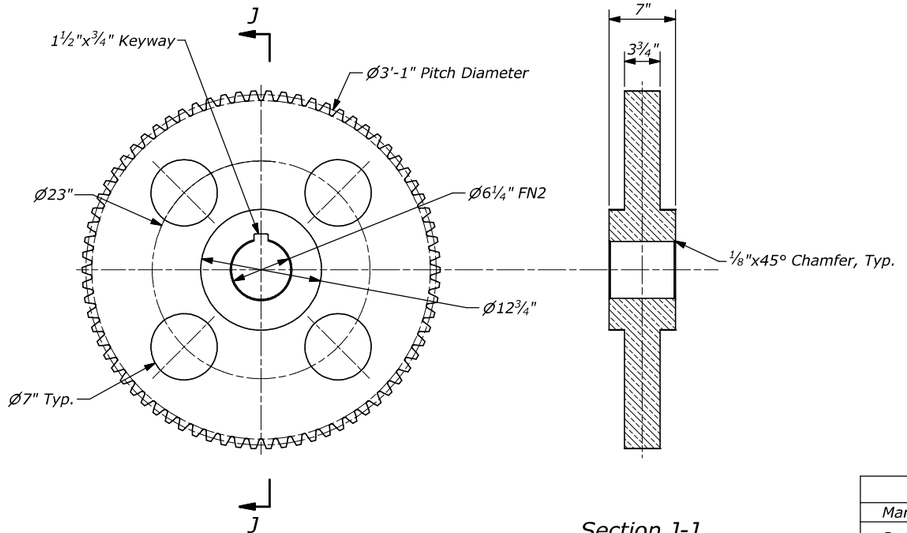
Scale: 1 1/2" = 1'-0"

Materials:
Hub: ASTM A 668 Cl. G, S4
Plates & Stiffeners: ASTM A 709 Gr. 50
Ring Gear: ASTM A 290 Gr. 1 Cl. A, S3
Qty: 4



Section I-I

Scale: 1 1/2" = 1'-0"



Gear D

Scale: 3" = 1'-0"

Material: ASTM A 291 Gr. 1 Cl. A, S3
Qty: 4

Section J-J

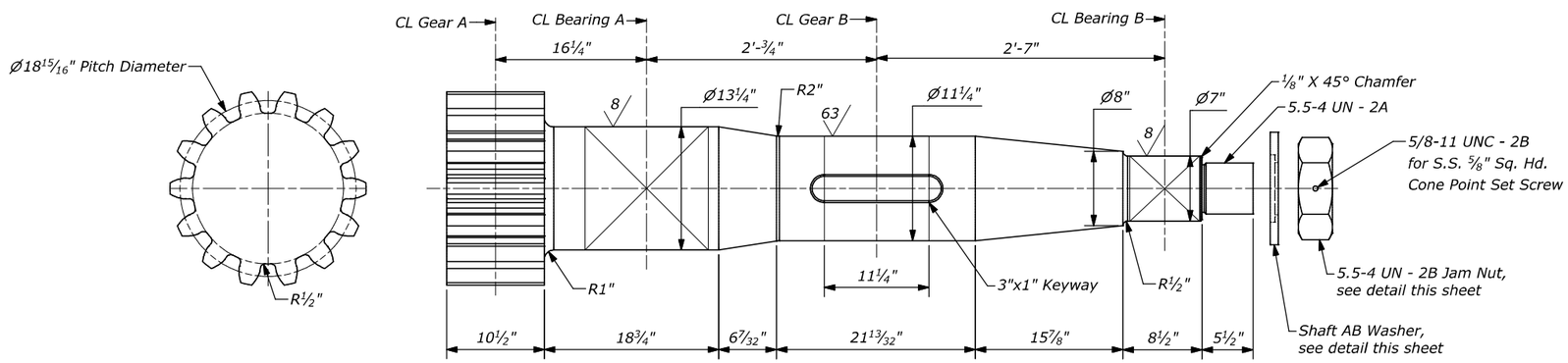
Scale: 3" = 1'-0"

Table of Gears

Mark	Qty.	No. of Teeth	Face Width	Pitch	Pitch Dia.	Addendum Dia.	Dedendum Dia.	Teeth	Key Size
Rack	4	66	10"	4 1/4" C.P.	-	-	-	20 deg. involute stub tooth profile	N/A
A	4	14	10 1/2"	4 1/4" C.P.	18.94"	21.10"	16.23"	20 deg. involute stub tooth profile	N/A
B	4	85	7"	1 1/4" D.P.	68"	69.28"	66.40"	20 deg. involute stub tooth profile	3" x 2"
C	4	15	7 1/2"	1 1/4" D.P.	12"	13.28"	10.40"	20 deg. involute stub tooth profile	N/A
D	4	74	3 3/4"	2" D.P.	37"	37.80"	36.00"	20 deg. involute stub tooth profile	1 1/2" x 1 1/2"
E	4	16	4 1/4"	2" D.P.	8"	8.80"	7.00"	20 deg. involute stub tooth profile	N/A

H&H

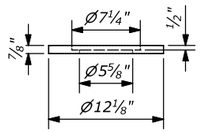
USER NAME = ----------	DESIGNED - CMS	REVISED - ———	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OPEN GEARING DETAILS STRUCTURE NO. 099-0101	F.A.P. RTE. 607
	CHECKED - KMC	REVISED - ———			SECTION 2018-067-BR
PLOT SCALE = AS SHOWN	DRAWN - CMS	REVISED - ———			COUNTY WILL
PLOT DATE = JAN 2024	CHECKED - KMC	REVISED - ———		SHEET M-07 OF M-13 SHEETS	TOTAL SHEETS 128
					SHEET NO. 89
					CONTRACT NO. 62M79
					ILLINOIS FED. AID PROJECT



Shaft AB with Integral Gear A

Scale: 1 1/2" =1'-0"

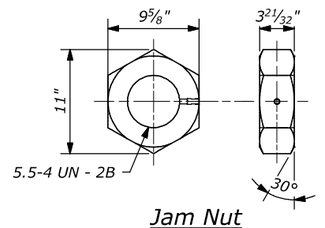
Material: ASTM A 291 Gr. 4 Cl. E, S3
Qty: 4



Shaft AB Washer

Scale: 1 1/2" =1'-0"

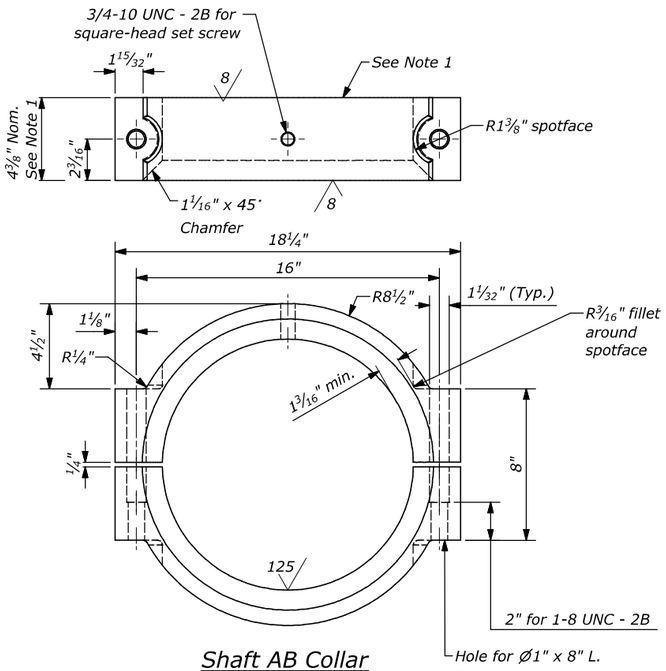
Material: ASTM B22 C91100
Finish: 16 Micro-inch F.A.O.
Qty: 4



Jam Nut

Scale: 1 1/2" =1'-0"

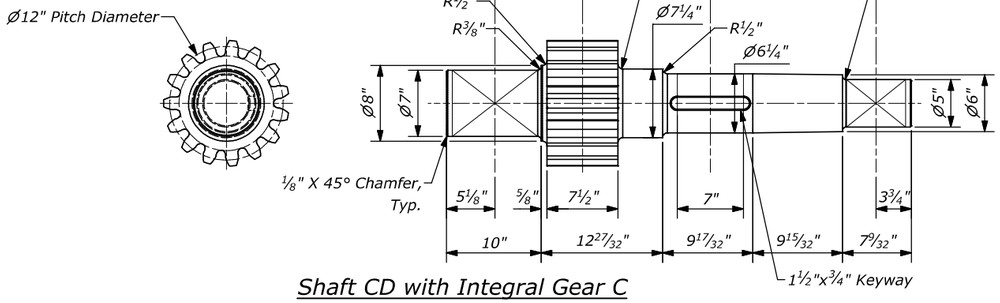
Material: ASTM A 709 Gr. 50
Qty: 4



Shaft AB Collar

Scale: 3" = 1'-0"

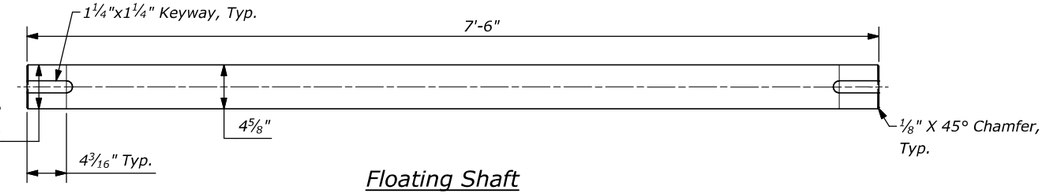
Material: ASTM A 668 Cl. D
Qty: 4



Shaft CD with Integral Gear C

Scale: 1 1/2" = 1'-0"

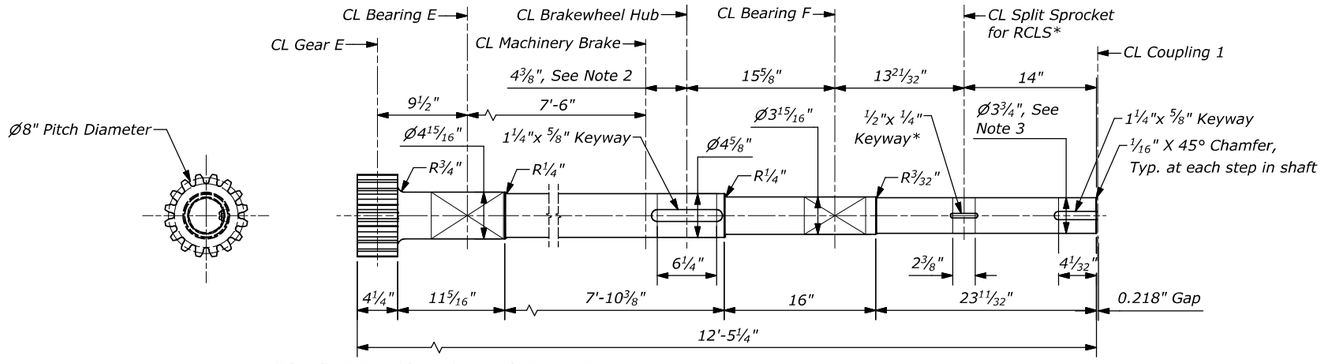
Material: ASTM A 291 Gr. 4 Cl. E, S3
Qty: 4



Floating Shaft

Scale: 1 1/2" = 1'-0"

Material: ASTM A 668 Cl. D
Qty: 4



Shaft EF with Integral Gear E

Scale: 1 1/2" = 1'-0"

Material: ASTM A 291 Gr. 4 Cl. E, S3
Qty: 4
**RCLS only required on one shaft per leaf (2 total)*
Note: Roller/ball bearing fits and finishes to be per mfg. requirements

Notes:

1. *Oversize Shaft AB Collar to allow for machining for a tight fit between the Inboard face of Gear A and the Outboard Face of Bearing A. Each finish-machined Shaft AB Collar to be custom for all Shaft AB locations on the bridge. Only machine the side that is indicated to match the required thickness.*
2. *Brake wheel geometry, including hub length and offset, to be specified by manufacturer.*
3. *Coupling interference fit to be specified by manufacturer.*
4. *Shaft lengths and locations of gears, couplings, and bearings to be field verified by Contractor.*
5. *Contractor to furnish wrench for Jam Nut.*

H&H

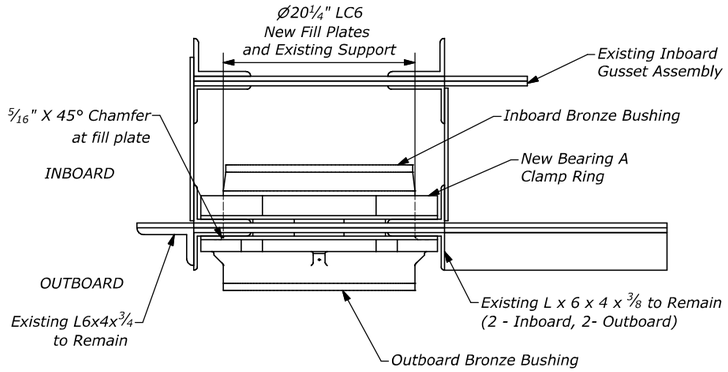
USER NAME = ----------	DESIGNED - CMS	REVISED - ———	
	CHECKED - KMC	REVISED - ———	
PLOT SCALE = AS SHOWN	DRAWN - CMS	REVISED - ———	
PLOT DATE = JAN 2024	CHECKED - KMC	REVISED - ———	

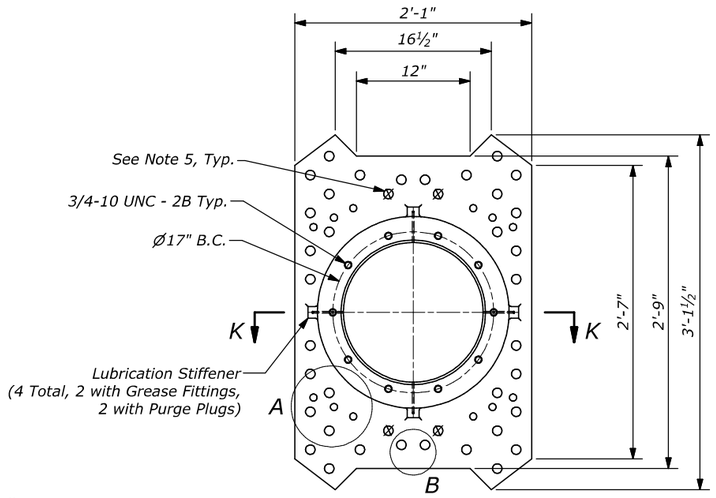
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHAFTIING DETAILS
STRUCTURE NO. 099-0101

SHEET M-08 OF M-13 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	90
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

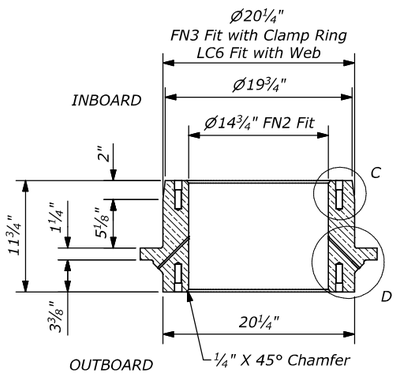




Bearing A Housing

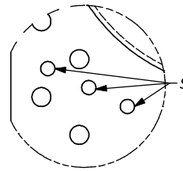
Scale: 1 1/2" = 1'-0"

Material: ASTM A668 Cl. G
Qty: 4



Section K-K

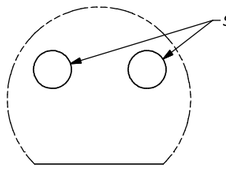
Scale: 1 1/2" = 1'-0"



Detail A

Scale: 3" = 1'-0"

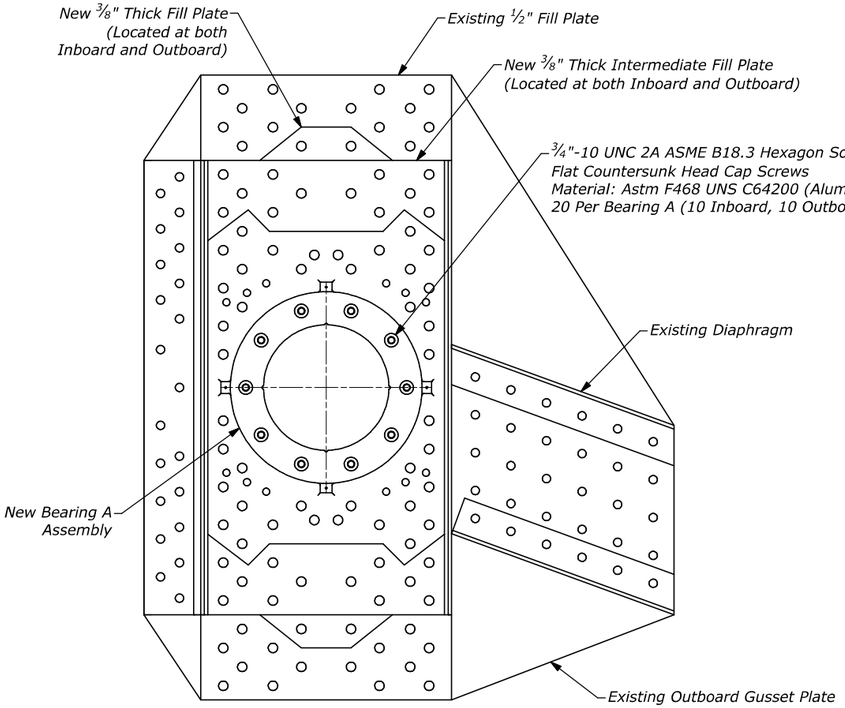
(4 Locations per Housing)



Detail B

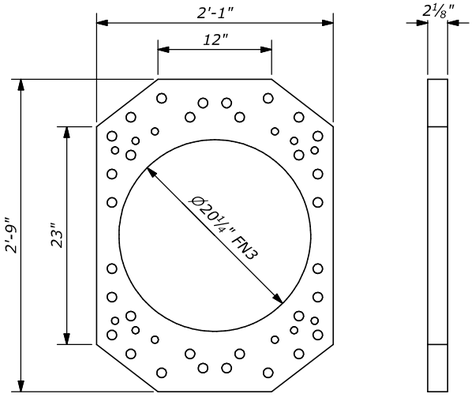
Scale: 3" = 1'-0"

(2 Locations per Housing)



Outboard Gusset Plate - Bearing A Assembly

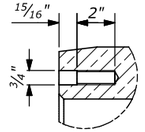
Scale: 3"=1'-0"



Bearing A Clamp Ring

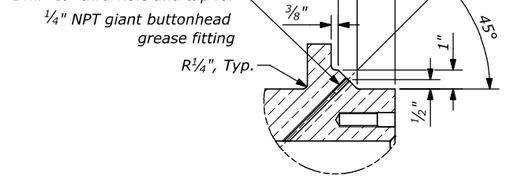
Scale: 1 1/2" = 1'-0"

Material: ASTM A709 Gr. 50
Qty: 4



Detail C

Scale: 3" = 1'-0"



Detail D

Scale: 3" = 1'-0"

Notes:

1. *Bearing A connection to structural support is slip-critical.*
2. *It is the Contractor's responsibility to field verify all existing bolt and rivet patterns as well as their respective sizes. All data shall be provided to the EOR prior to construction.*
3. *Holes indicated in Detail A and B are from previous repairs not detailed in the 1931 Plans or the 1984 Rehabilitation Plans. It is the Contractor's responsibility to field verify the size and location of the bolts that were not indicated in the 1931 or 1984 plans and to incorporate them into the new Bearing A bolted connection. Contractor is to provide field measurments and observations to the EOR prior to construction.*
4. *Existing bolt and rivet patterns and sizes indicated in the 1931 Plans and 1984 Plans used in the Bearing A connection are to also be field verified. All data and observations gathered are to be submitted to the EOR prior to construction.*
5. *Contractor is to submit a written installation procedure for Bearing A prior to fabrication and installation.*

Recommended Bearing A Installation Procedure:

1. *Bearing A is to be installled after Bearing B. Refer to Bearing A and B Alignment Procedure on M-06. The center of roll is to be established with a jig prior to any boring of the structural support or new fill plates.*
2. *Install the new fill plates with temporary undersized bolts with locations templated off the existing bolts. Contractor to verify new fill plates match the existing fill plate thicknesses.*
3. *Bearing A requires the structural support to be bored to 20¼" with an ANSI LC6 fit with Bearing A. No flame cutting is permitted. The bore is to be machined in the field.*
4. *Bearing A is to be installed with temporary bolts held at the outermost corners of the Bearing A housing. Bearing A Clamp Ring can then be installed on to the Bearing A housing from the Inboard side of the structural support. Locations where turned bolts are to be placed can be sub-drilled to permit temporary bolts to be placed immediately after the Bearing A Clamp Ring is mounted. No liquid Nitrogen is permitted during this process.*
5. *Holes denoted with an "X" are to be filled with turned bolts of a size 1/16" larger in diameter than what exists in the field. Turned bolts are to be furnished with double nuts. Hole locations are to be templated off of what exists in the field.*
6. *All remaining bolts are to be 7/8" finished body bolts and the locations are to be templated off the locations of the existing holes in the field. Ensure all Bearing A housing and fill plate temporary bolts have been removed and replaced with new finished body bolts or turned bolts as indicated in the plans. Should larger bolts be required after field verifying the existing holes, the Contractor is to notify the EOR.*
7. *Refer to the suggested installation sequence of the operating machinery in the Specifications.*
8. *Bearing A replacement must only proceed with the bridge in the fully open position and the deck removed to reduce the loads in U0-L0.*

H&H

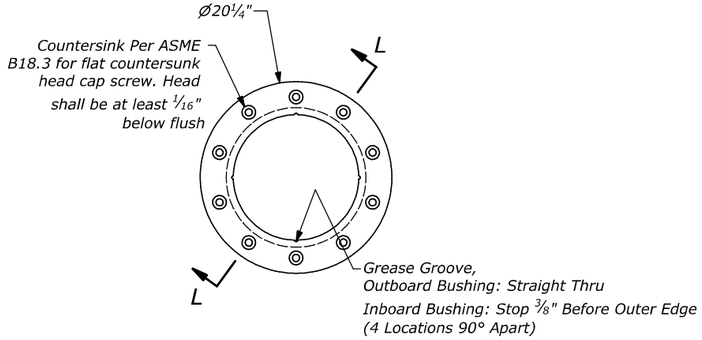
USER NAME =	DESIGNED - MAD	REVISED -
	CHECKED - KMC	REVISED -
PLOT SCALE =	DRAWN - MAD	REVISED -
PLOT DATE = JAN 2024	CHECKED - KMC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING A ASSEMBLY AND DETAILS
STRUCTURE NO. 099-0101

SHEET M-09 OF M-13 SHEETS

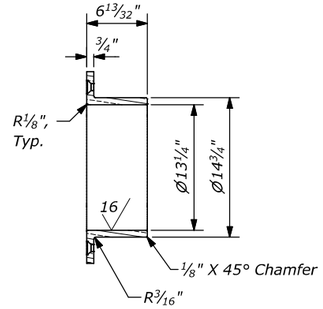
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	91
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	



Bearing A Bushing

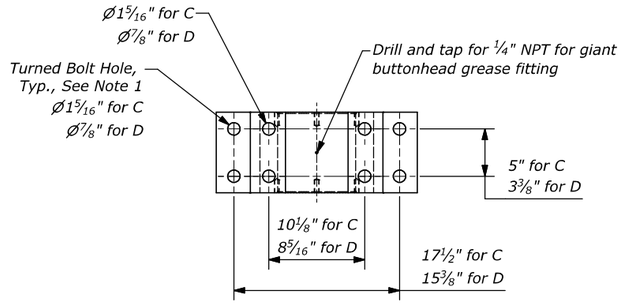
1 1/2" = 1'-0"

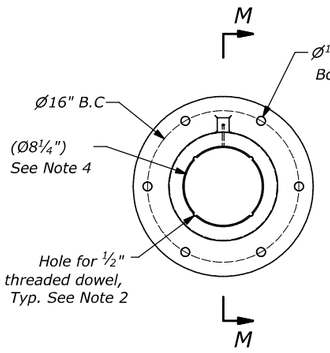
Material: ASTM B22 C91100
Qty: 8



Section L-L

1 1/2" = 1'-0"

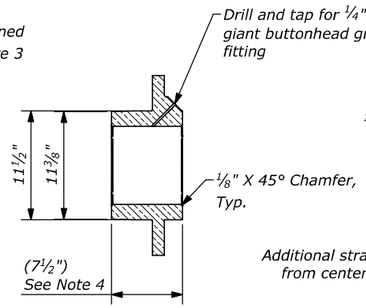




Existing Bearing B Housing

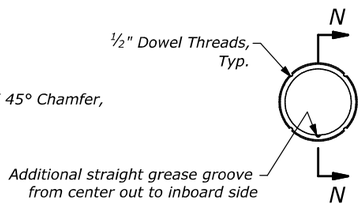
Scale: 1 1/2" = 1'-0"

Qty: 4



Section M-M

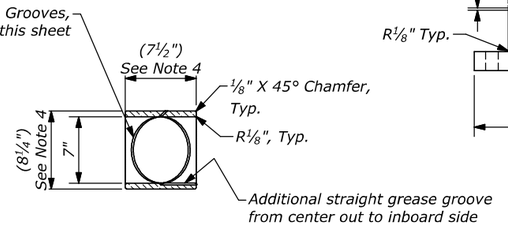
1 1/2" = 1'-0"



Bushing B

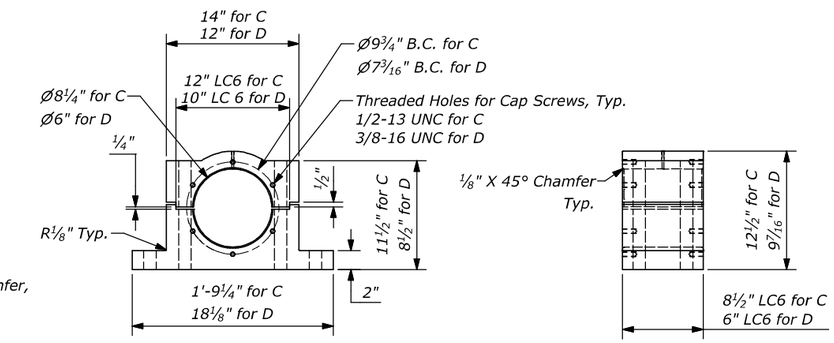
Scale: 1 1/2" = 1'-0"

Material: ASTM B22 C91100
Qty: 4



Section N-N

1 1/2" = 1'-0"

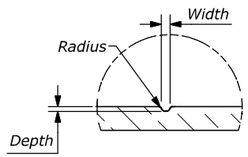


Bearing C & D Split Pillowblock Housing

Scale: 1 1/2" = 1'-0"

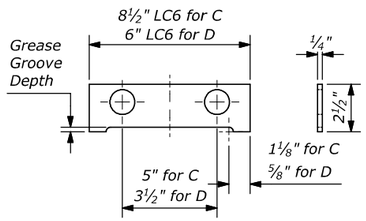
Material: ASTM A 668 Cl. G
Qty: 4 each of Bearings C and D

Grease Groove Dimensions			
Bearing ID	Width (in.)	Depth (in.)	Radius (in.)
A	3/8	1/8	1/16
B	3/8	1/8	1/16
C	15/32	15/64	1/8
D	11/32	11/64	1/16



Grease Groove Detail

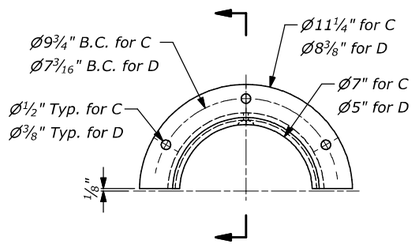
Scale: 6" = 1'-0"

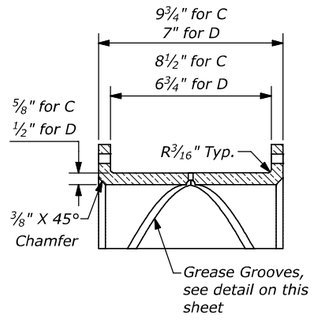


Bearing C & D Liner

Scale: 1 1/2" = 1'-0"

Material: See Specs
Qty: 2 per Bearing C (8 total)
2 per Bearing D (8 total)





Bearing C & D Bushing

1 1/2" = 1'-0"

Material: ASTM B 22 C93700
Qty: 2 per Bearing C (8 total)
2 per Bearing D (8 total)

Notes:

1. Contractor to verify existing size and location of turned bolts for Bearing C and D. New turned bolts to be 1/16" larger than existing, and reuse existing holes in structure.
2. Existing Bearing B housing to remain. Replace existing threaded dowels and bushings with new. Replace Existing Bearing B ½" threaded dowels with new ASTM A449 dowels machined at same dimensions as existing.
3. Reuse existing bolt holes to re-fasten Bearing B to structure. Contractor to verify size and location of existing bolt holes and ream holes to a maximum 1/32" diameter larger. Furnish turned bolts with a shank size that produces an ANSI LC6 fit with the reamed holes. Thread and head sizes are to match existing bolts.
4. Contractor to verify Existing Bearing B dimensions prior to machining bushing.

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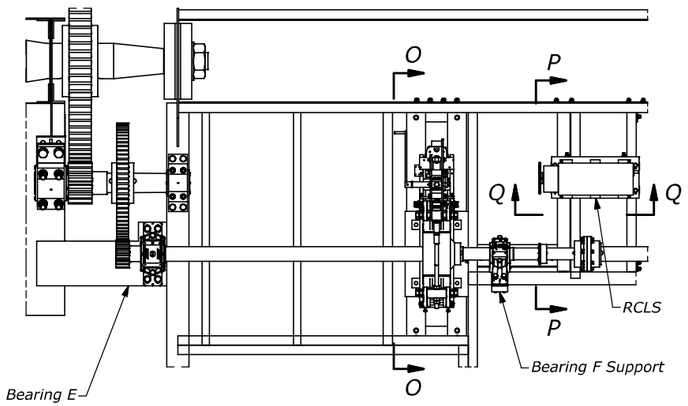
	CHECKED - KMC	REVISED -	
PLOT SCALE =	DRAWN - MAD	REVISED -	
PLOT DATE = JAN 2024	CHECKED - KMC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

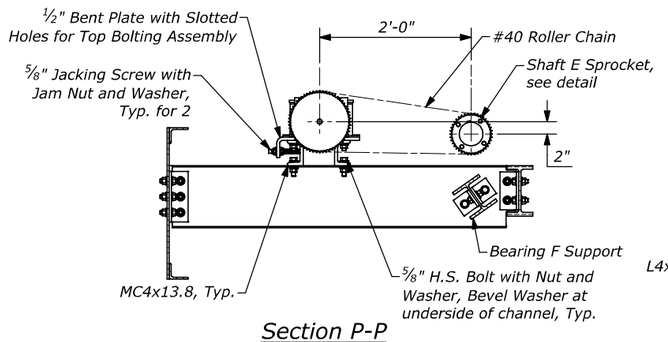
BEARING DETAILS
STRUCTURE NO. 099-0101
SHEET M-10 OF M-13 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	92
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



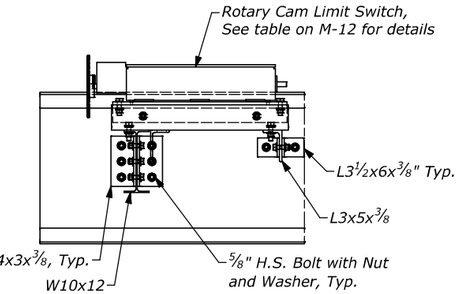
Key Plan

Scale: 1/2" = 1'-0"



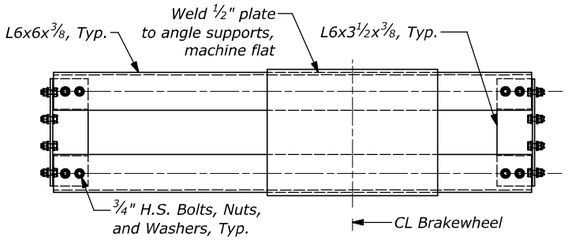
Section P-P

Scale: 3/4" = 1'-0"

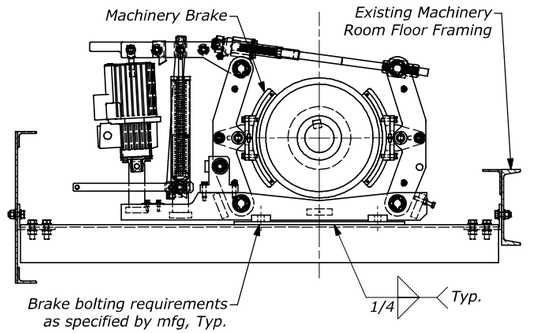


Section Q-Q

Scale: 3/4" = 1'-0"

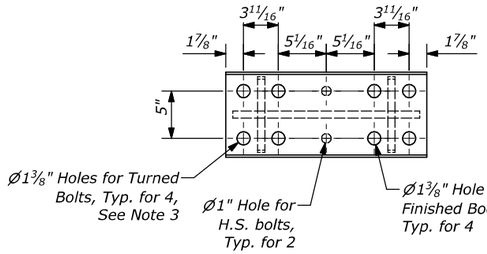


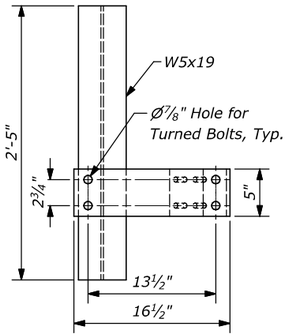
Note: Machinery Brake and Framing Plan Top Flanges not shown in plan view for clarity

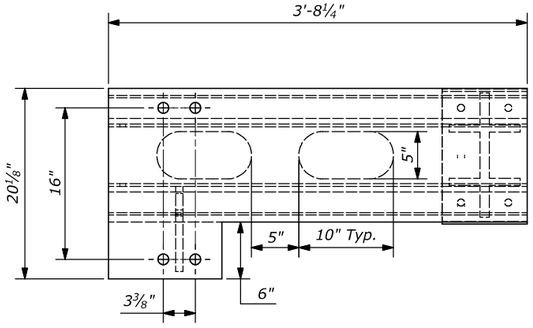


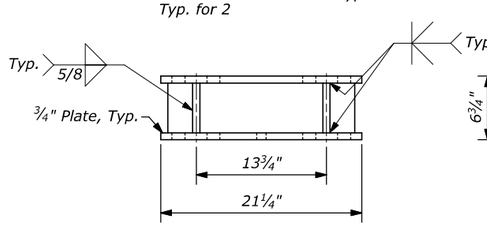
Section O-O

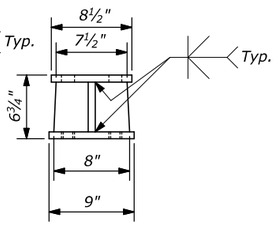
Scale: 1" = 1'-0"











Bearing C Support

Scale: 1 1/2" = 1'-0"

Material: ASTM A668 Cl. G

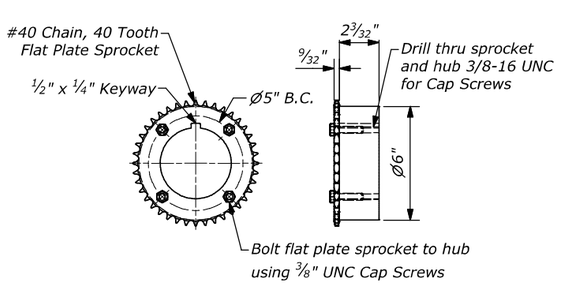
Qty: 4

Bearing F Support

Scale: 1 1/2" = 1'-0"

Material: ASTM A668 Cl. G

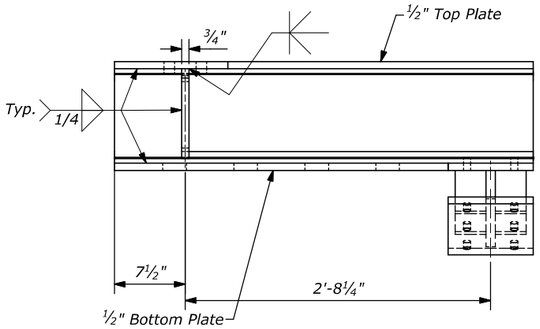
Qty: 4

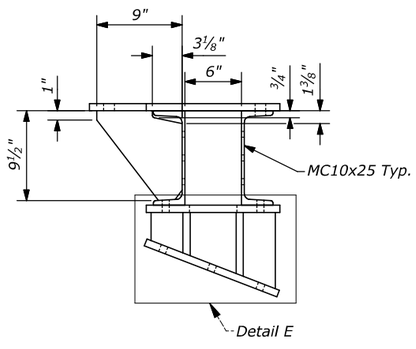


Shaft E Sprocket Assembly

Scale: 3" = 1'-0"

Material: Hub - ASTM A 709 Gr. 50



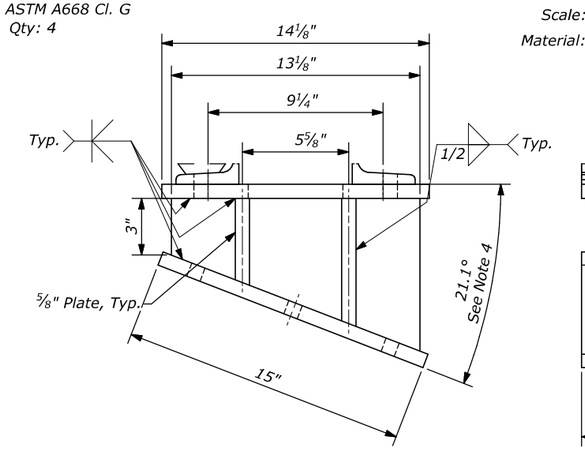


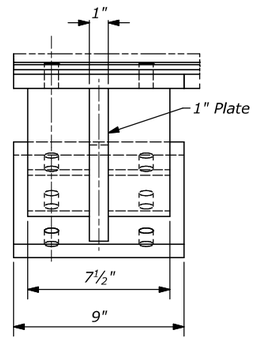
Bearing E Support

Scale: 1 1/2" = 1'-0"

Material: ASTM A668 Cl. G

Qty: 4





Detail E

Scale: 3" = 1'-0"

Notes:

1. RCLS Reducer Input Shaft Sprocket is a standard sprocket for ANSI 40 roller chain (½" pitch) with hub and keyway. Coordinate sprocket bore size with selected RCLS input shaft size.
2. One RCLS per leaf required.
3. Reuse existing bolt holes to fasten Bearing C to structure. Contractor to verify size and location of existing bolt holes and ream 1/16" larger diameter for new turned bolts.
4. Bearing E Support wedge angle to match existing girder angle. Contractor to field verify angle.
5. Bearing E support wedge bolt holes to match location of existing rivets. Contractor to verify location and size of existing rivets.
6. Machinery mounting surfaces must be machined after stress relieving. Plate thicknesses shown are after final machining.

H&H

USER NAME = ----------	DESIGNED - CMS	REVISED - ———	
	CHECKED - KMC	REVISED - ———	
PLOT SCALE = AS SHOWN	DRAWN - CMS	REVISED - ———	
PLOT DATE = JAN 2024	CHECKED - KMC	REVISED - ———	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MACHINERY SUPPORT AND ROTARY CAM LIMIT SWITCH DETAILS
STRUCTURE NO. 099-0101

SHEET M-11 OF M-13 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	93
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

Couplings										
Mark	Qty.	Size	Torque Rating (lb-in)	Type	Driving Half			Driven Half		Manufacturer
					Nominal Bore (in.)	Key (in x in)	R=Rigid F=Flex	Nominal Bore (in.)	Key (in x in)	
1	4	1035G52	163,800	Single Engagment, Gear	3 3/4	7/8 x 7/8	R	F	4 5/8	1 1/4 x 1 1/4	Falk or approved equal
2	4	1035G52	163,800	Single Engagment, Gear	4 5/8	1 1/4x 1 1/4	F	R	4 5/8	1 1/4 x 1 1/4	Falk or approved equal
3	4	1090T20	33,000	Grid Coupling	3*	3/4" x 3/4" *	F	F	3*	3/4" x 3/4" *	Falk or approved equal

* Field Verify Dimension

Rotary Cam Limit Switch					
Mark	Qty.	Description	Shaft E Sprocket	Input Shaft Sprocket	Manufacturer
RCLS	2	Nema 4X Rotary Cam Limit Switch with Straight Drive Gear Reducer Ratio 100:1, 16 Circuits	#40 Chain, 40 Tooth See M-11 for detail	#40 Chain, 60 Tooth	GEMCO or approved equal

Bearings				
Mark	Qty.	Type	Shaft Size (in.)	Manufacturer
A	4	Plain Bearing with New Bushings in New Custom Flanged Bearing Housing, See Drawings M09 for details	13 1/4	Custom
B	4	Plain Bearing with New Bushings in Existing Flanged Bearing Housing, See Drawing M10 for details	7	Custom
C	4	Plain Bearing with New Bushings in New Custom Split Pillowblock Housing, See Drawing M10 for details	7	Custom
D	4	Plain Bearing with New Bushings in Custom Split Pillowblock Housing, See Drawing M10 for details	5	Custom
E	4	SAFS 22528 Split Pillowblock with Spherical Roller Bearings on Adapter Sleeve. Fixed Bearing	4 15/16	SKF or approved equal
F	4	SAFS 1522 Split Pillowblock with Self-Aligning Ball Bearings on Adapter Sleeve. Float Bearing.	3 15/16	SKF or approved equal

Brakes (See Notes)			
Mark	Qty.	Type	Manufacturer
Motor Brake	4	Hi-Tork 300M Series Type MBTE, 3-Phase AC Hy-Thrust 13" Brake Wheel Diameter, Brake Torque Setting 660 lb-ft. Custom frame dimensions to match existing. Motor mount to be reused.	Magnetek or approved equal
Machinery Brake	4	Hi-Tork 300M Series Type MBTE, 3-Phase AC Hy-Thrust 19" Brake Wheel Diameter, Brake Torque Setting 1800 lb-ft.	Magnetek or approved equal

Brake Wheels									
Mark	Qty.	Wheel Dia. "D" (in.)	Hub Dia. "S" (in.)	Bore Dia. (in.)	Hub Length "E" (in.)	Keyway (in. x in.)	Wheel Width "C" (in.)	Offset "O" (in.)	Max Speed (RPM)
Motor Brake Wheel	4	13	6.75	3*	4	3/4 x 3/8 *	5.75	3.5	3600
Machinery Brake Wheel	4	19	7	4.62	6.25	1 1/4 x 5/8	8.75	7.5	2470

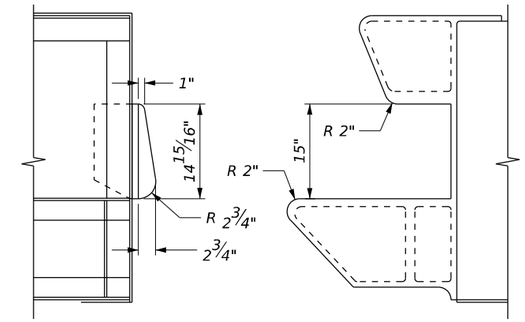
* Field Verify Dimension

Notes

1. All quantities listed are for both leafs.
2. Machinery brakes and motor brakes will be supplied by the Department.

Turned Bolts			
Component	Qty. Per Component	Total Qty.	Bolt Size (in.)
Rack	124	496	1 3/16 *
Bearing A	4	16	7/8"*
Bearing B	6	24	1 5/16*
Bearing C	4	16	1 5/16 *
Bearing D	4	16	7/8*
Bearing E	4	16	1
Bearing F	4	16	3/4

*Bolt sizes for these components are based on existing bolt sizes. Field verify existing bolt sizes prior to selecting new bolt sizes.



Center Lock Detail

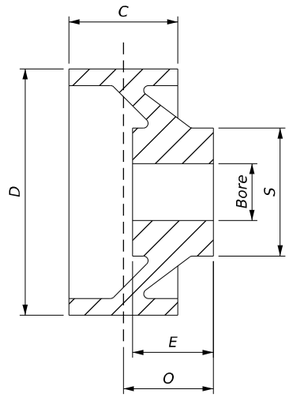
Scale: 1" = 1'-0"

Center Lock Rehabilitation

1. Contractor to throughly clean and inspect center lock jaw and diaphragm prior to commencing work.
2. The geometry of the parts that are determined to be out of tolerance are to be built back up by means of aluminum bronze brazing. If required, a combination of brazing and grinding may be used to restore the jaw and diaphragm to their original profiles as shown on the detail on this drawing.
3. Contractor to use Ampco-Trode 10 ECuAl-A2 conforming to AWS A5.6 or approved equal.
4. Submit a brazing procedure for approval prior to starting work.

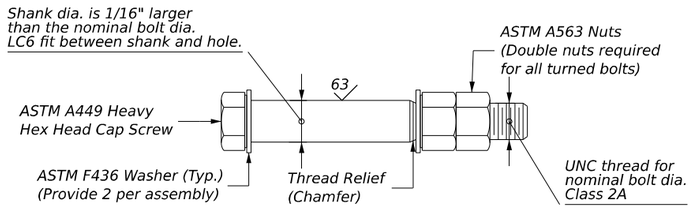
Live Load Bearing Adjustment

1. Once work on the center lock jaw and diaphragm has been completed, the live load bearings, located above the counterweights, are to be shimmed to attain a tight fit when the bridge is fully closed.



Brake Wheel Detail

Scale: NTS



Typical Turned Bolt Detail

Scale: NTS

BILL OF MATERIAL

Item	Unit	Total
Replacement of Center Locks	Each	4

MODEL: 099O101-62M79-M01
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H&H

USER NAME = ____		DESIGNED - CMS		REVISED - ____	
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PLOT DATE = JAN 2024		CHECKED - KMC		REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MACHINERY TABLES, AND CENTER LOCK DETAIL
STRUCTURE NO. 099-0101
SHEET M-12 OF M-13 SHEETS

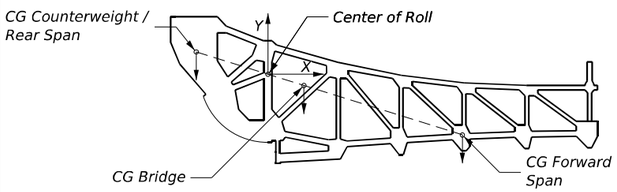
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	94
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

Balance Tables

Note: Values given in table are for the span in the fully closed position.

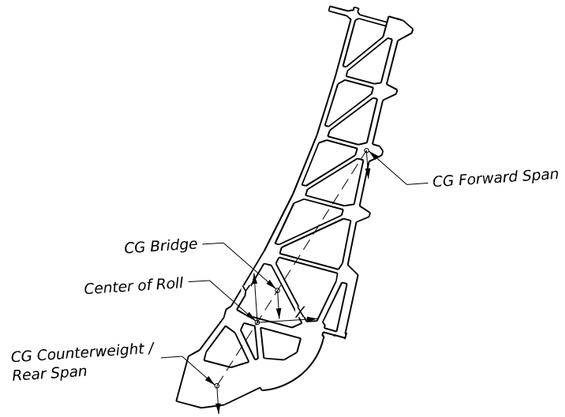
Item	West Leaf Weight	Location		Moment	
	Total Weight (kips)	X (ft)	Y (ft)	Mx (kip*ft)	My (kip*ft)
Existing CG	1,818.00	-0.06	0.00	-100.64	-8.33
Removed Items					
Existing Steel Curb	23.31	43.99	-15.73	1,025.46	-366.63
Existing Open Grid Deck	90.21	43.70	-18.60	3,942.43	-1,677.97
Existing Deck Joist Removal	14.79	43.58	-19.08	644.64	-288.22
Existing Stringer Removal	75.05	43.95	-18.41	3,298.46	-1,382.03
Existing Floorbeam Removal	102.28	42.01	-19.64	4,296.77	-2,008.40
Existing Rear Break	7.51	1.65	-20.12	12.40	-151.16
Existing Center Break	12.65	86.32	-16.49	1,091.88	-208.62
Existing Steel Plates 1, See Note 6	1.39	80.00	-19.45	111.12	-27.02
Total Removed	327.19	44.08	-18.66	14,423.15	-6,104.06
Added Items					
Bridge Barrier	19.05	43.99	-15.48	837.71	-294.74
Half Filled Grid Deck	153.41	44.02	-17.52	6,752.72	-2,687.30
Stringer	48.41	41.39	-18.63	2003.69	-901.65
Floorbeam	95.17	43.46	-19.74	4,135.85	-1,878.37
Rear Break	10.63	1.96	-21.98	20.82	-233.58
Center Break	12.21	84.63	-18.66	1,033.72	-227.98
Total Added	338.88	43.63	-18.37	14,784.51	-6,223.62
Balance Blocks (Qty.)					
Upper Pocket (100)	13.06	-18.00	10.5	-235.15	137.17
Lower Pocket (0)	0	-	-	0	0
Proposed CG	1,842.75	0.01	0.13	25.57	248.40

Item	East Leaf Weight	Location		Moment	
	Total Weight (kips)	X (ft)	Y (ft)	Mx (kip*ft)	My (kip*ft)
Existing CG	1,818.00	-0.04	0.00	-67.33	1.50
Removed Items					
Existing Steel Curb	23.31	43.99	-15.73	1,025.46	-366.63
Existing Open Grid Deck	90.21	43.70	-17.88	3,942.43	-1613.44
Existing Deck Joist Removal	14.79	43.58	-18.36	644.64	-271.63
Existing Stringer Removal	75.05	43.95	-18.41	3,298.46	-1,382.03
Existing Floorbeam Removal	102.65	41.93	-19.64	4,303.79	-2,016.29
Existing Rear Break	7.51	1.65	-20.12	12.40	-151.16
Existing Center Break	12.65	86.32	-16.49	1,091.88	-208.62
Existing Steel Plates 1, See Note 6	2.64	83.25	-19.45	219.78	-51.34
Existing Steel Plates 2, See Note 6	1.19	80.00	-19.22	95.28	-22.89
Total Removed	330.02	44.34	-18.44	14,634.11	-6,084.05
Added Items					
Bridge Barrier	19.05	43.99	-15.51	837.71	-295.38
Half Filled Grid Deck	153.42	44.02	-17.55	6,677.76	-2,662.61
Stringer	48.41	41.39	-18.66	2,003.86	-903.40
Floorbeam	95.17	43.46	-19.74	4,135.85	-1,879.00
Rear Break	10.63	1.96	-21.28	20.82	-226.12
Center Break	12.21	84.63	-17.97	1,033.72	-219.55
Steel Plate Along Member 39G1, See Note 7	7.62	5.92	-21.53	45.06	-164.00
Total Added	346.50	42.80	-18.41	14,829.98	-6,380.05
Balance Blocks (Qty.)					
Upper Pocket (0)	0	-	-	0	0
Lower Pocket (264)	12.80	-18.29	5.75	-234.19	73.62
Proposed CG	1843.46	-0.10	-0.15	-184.41	-278.15



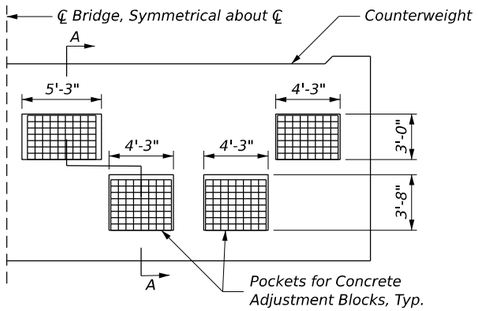
Elevation - Bascule Closed

Scale: NTS



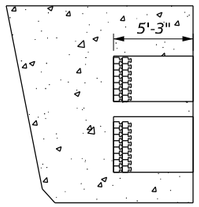
Elevation - Bascule Open

Scale: NTS



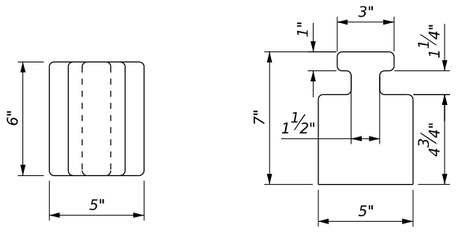
Counterweight Elevation - Front

Scale: NTS



Section A-A

Scale: NTS



Balance Block Detail

Scale: 3"=1'-0"
Material: Cast Steel ASTM A27
Weight: 48.5 lbs ea.

Notes:

1. *This balance information is for bidding purposes only. The exact values will be determined by the contractor's counterweight balance calculations in accordance with the Special Provision "Bridge Balancing".*
2. *Contractor to document the exact quantity, type, and location of existing balance blocks in all counterweight pockets prior to starting work.*
3. *Contractor to maintain an inventory of the weights and center of gravity locations of all materials removed and added to the lift span and counterweight.*
4. *The span to be maintained in a balanced condition throughout the construction period.*
5. *Contractor to provide additional balance blocks for future adjustment in the amount of 0.5% of the weight of the new deck, with a minimum requirement of 150 blocks.*
6. *Existing Steel Plates 1 and 2 refer to the additional steel plates that have been added to the toe of the bridge. Steel Plates 1 refers to the plates located near the center break, and Steel Plates 2 refers to the steel plates located on the diagonal member. Note that on the East Leaf, all of the existing plates are to be removed. On the West Leaf, only the weight shown is to be removed (approx. 20 plates located near the center break to be removed.)*
7. *See Structural Drawings for details of Steel Plate Along Member 39G1. The additional weight is provided at this location to lower the CG and should be accounted for in any changes the contractor makes once construction begins.*
8. *The desired final condition is:*
   Seated Toe Load = 2,000 lbs. (Toe-Heavy)
   CG Angle = 0 ± 25°
   *Imbalance Moment = 174 kip*ft*

BILL OF MATERIAL

Item	Unit	Total
Bridge Balancing	L. Sum	1

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	CHECKED - KMC	REVISED - ____			SECTION 2018-067-BR
PLOT SCALE = AS SHOWN	DRAWN - CMS	REVISED - ____			COUNTY WILL
PLOT DATE = JAN 2024	CHECKED - KMC	REVISED - ____		SHEET M-13 OF M-13 SHEETS	TOTAL SHEETS 128
					SHEET NO. 95
					CONTRACT NO. 62M79
					ILLINOIS FED. AID PROJECT

General Notes

1. All electrical work shall be performed in accordance with the requirements of the National Electric Code (nec), American Association of State Highway and Transportation officials (AASHTO), U.S. Coast Guard and local ordinance and regulations. Coordinate all electrical work with the Illinios Department of Transportation (IDOT) and other contractors on the site.

2. All electrical work shall be coordinated with the work of other trades and shall be scheduled consistent with the overall construction staging sequence.

3. The plans are diagrammatic and are not to be scaled. The locations of equipment and routing of conduits shown on the contract drawings are approximate. Exact locations shall be determined based upon approved shop drawings submitted by the Contractor.

4. The location and number of raceways and junction boxes shown on the plans are of schematic type and do not purport to be exact. The Contractor shall furnish and install all required raceways, junction boxes, conduit fittings, elbows, and hardware for a complete installation in accordance with the nec whether or not they are explicitly shown or indicated on the contract drawings.

5. All conduit shall be 3/4" minimum pvc coated rigid galvanized steel unless otherwise noted or required by nec and shall meet all the additional requirements for materials, construction, and installation contained in the specification.

6. All wiring and conduit furnished and installed under this contract shall be new. Electrical conductors shall be minimum size no. 12 awg stranded type xhhw-2 except for internal wiring in control cabinets and control desk which shall be minimum size no. 14 awg type sis. All wires and cables shall meet all the additional requirements for material, construction and installation contained in the relevant specifications.

7. The Contractor shall furnish and install expansion fittings of the approved type wherever conduits pass through structural expansion joints. Deflection fittings shall also be furnished and installed as necessary.

8. Provide equipment grounding per nec requirements running separate grounding wire in each conduit. Ground conductors shall be provided in all flexible cables. Minimum size ground conductor shall be #12 awg. All cabinets, terminal and junction boxes shall be grounded in accordance with the nec.

9. Run conduit at right angles or parallel to house/bridge lines. Rack neatly and fasten securely all conduits. Use insulated bushings and double nuts on movable span and where indicated in the specifications. Provide pull/junction boxes as required to facilitate wiring.

10. Install all conduit supports per NEC and AASHTO standards. Limit total angular conduit bends between pull boxes or access points to 270 degrees. Radius of conduit bend shall be per nec table 346-10. All required pull boxes are not necessarily shown on the drawings.

11. The Contractor shall coordinate the installation of all electrical components, conduits, hangers, supports, etc. With the other disciplines or as required by the Engineer.

12. Structural steel shall not be cut, drilled, or welded to, except as may be explicitly authorized by the Engineer in writing.

13. Upon completion of electrical installation, the Contractor shall test the comeplete electrical system for short circuits, grounds and proper operation in the presence of the Engineer.

14. Electrical loads shall be equally distributed on all three phases.

Scope of Work

The work shall consist of furnishing, installing, and placing in satisfactory operating condition motor drives, traffic gates, rotary cam limit switches, junction boxes, conduit and cabling. The work shall also include installing and placing in satisfactory operating condition new motor brakes and machinery brakes that will be supplied by the Department. Where not specifically covered on the plans, Specifications, or Special Provisions, all equipment shall be installed according to the manufacturer's published recommendations.

Demolition:
Removal, relocation, storage, and/or disposal of all existing material that is to be replaced is Contractor's responsibility. If, at the discretion of the Department existing components are to be salvaged, the Contractor shall coordinate delivery to an agreed upon location.

Any existing conduit encased in concrete, which are to be abandoned, shall be cut back to the concrete surface, threaded and plugged with a steel plug.

Brakes
A total of eight brakes (four motor brakes and four machinery brakes) shall be installed for purposes of holding the leaf when stopped and for stopping the leaf in an emergency situation. Each brake will be provided with a brake set, brake released, and brake hand-released limit switch. Limit switches will be integrated into the existing control system.

Traffic gates:
Four traffic gates with flashing arm lights and steady burn tip light shall be furnished and installed, two on each approach to the bascule span as indicated on the plans. The gates shall be interfaced with the existing control system and shall be controlled by selector switches located on the control desk. Each gate shall be equipped with front and rear door interlock switches and a hand crank limit switch that will prevent electrical operation of the gate when an access door is open or when the handcrank is inserted. New conduit and wire shall be furnished and installed to traffic gates.

Instrumentation
One rotary cam limit switch and resolver assembly shall be provided on each span to provide continuous span position information to the existing control system. A rotary cam limit switch shall give back up position information to the existing control system at nearly closed, nearly open, fully open, mating and over-travel positions.

Conduit, Wire, Boxes:
Conduit and wire shall be installed to new brakes, traffic gates, and instrumentation in the machinery rooms, bascule leaf and approaches. Except where otherwise noted, all wiring shall be enclosed in PVC coated rigid metal conduit. Conductors shall be single type, xhhw-2 except when noted on the plans. All junction boxes shall be stainless steel type 316l with continuous hinge access door. Any backplates for mounting of equipment shall be 316l stainless steel.

Motor Drives:
Each existing span motor shall be provided with new flux vector drives providing closed loop speed regulation. Each drive shall be heavy duty compatible with the motor and shall be sized to provide 200% of full torque for 60 seconds and a continuous output current rating of the selected motors FLA. The drives shall be configured as per the manufacturer specifications and recommendations. Both motors and drives are required to operate their respective spans. The control system shall be modified to allow for single motor operation in the event of a motor or drive failure.

3/25/2024
Date

Paul Skelton, P.E.
Licensed Professional Engineer
State of Illinois 062-051949
Expires 11/30/2025

MODEL: 0990101-62M79-E01
FILE NAME: pw://hardesty-pw.bentley.com:hardesty-pw-01\Documents\049837\CADD\Electrical\0990101-62M79-E01-NOT.dgn

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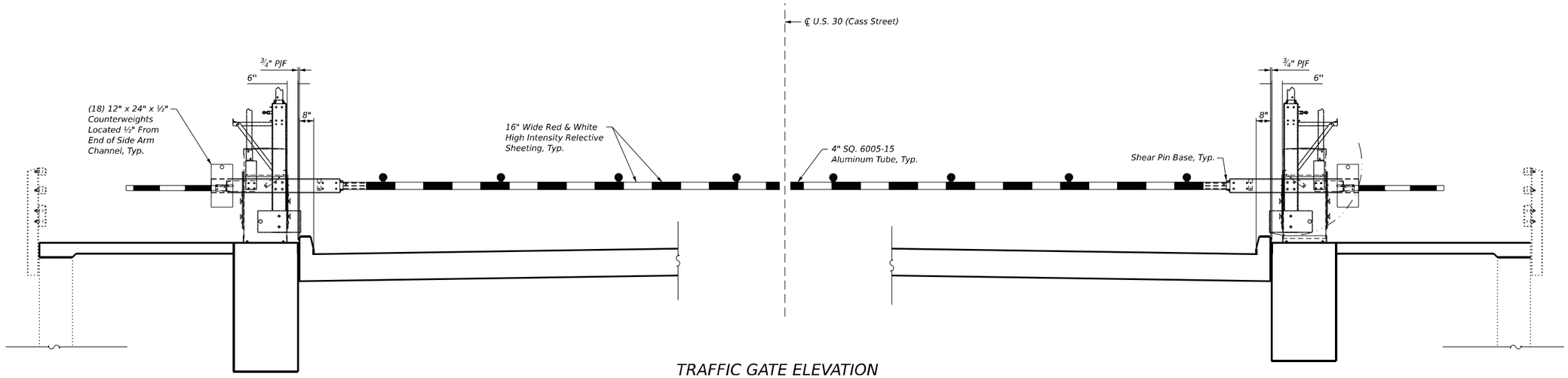
		CHECKED AC	REVISED -		SHEET E-01 OF E-21 SHEETS
	PLOT SCALE =	DRAWN DM	REVISED -		
	PLOT DATE =	CHECKED RL	REVISED -		

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	96
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



TRAFFIC GATE ELEVATION

(West Side, East Side Similar)

BILL OF MATERIAL

Item	Unit	Total
Traffic Gates	Each	4

NOTES:

1. Contractor shall verify all dimensions, paying close attention to boxed dimensions.
2. Four (4) gates required as shown - two (2) oncoming and two (2) offgoing.
3. Traffic gate housing, side arm channels, crossmember and counterweights shall be hot dip galvanized steel per Special Provisions "BRIDGE ELECTRICAL WORK".
4. Traffic gates shall have removable lockable doors keyed alike with padlock straps. Padlocks shall be by others.

MODEL: Sheet
FILE NAME: pw://hardesty-pw.bentley.com:hardesty-pw01/Documents/04937/CADD/Electrical/09901O1-62M79-E02-DTL.dgn

H&H

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PLOT DATE = ____	CHECKED RL	REVISED - ____	

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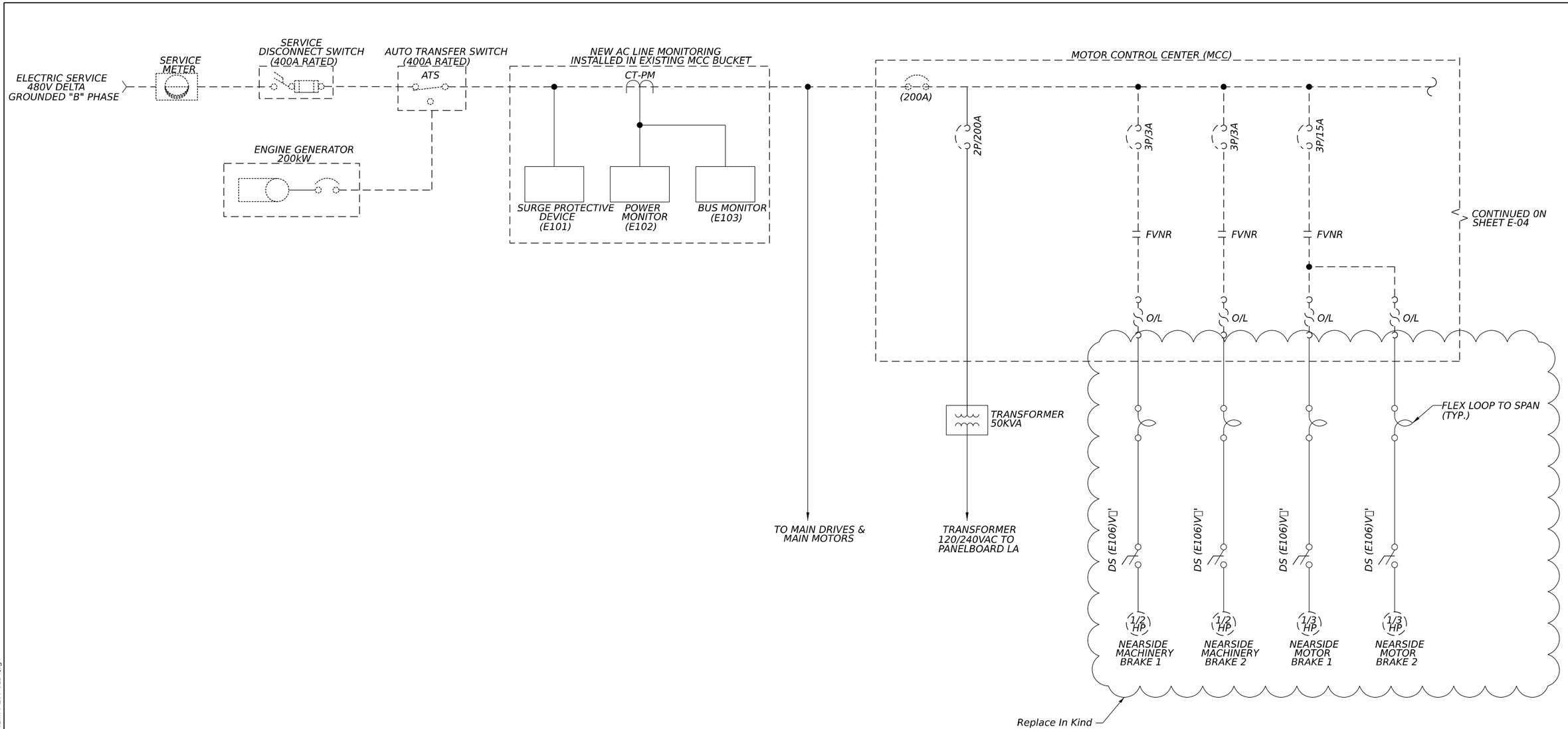
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC GATE - DETAILS
STRUCTURE NO. 099-0101
SHEET E-02 OF E-21 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	97
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. *All items located outside of the bubbled areas are existing to remain and are shown for reference only.*

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	CHECKED AC	REVISED - ____	
PLOT SCALE = ____	DRAWN DM	REVISED - ____	
PLOT DATE = ____	CHECKED RL	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SINGLE LINE DIAGRAM I
STRUCTURE NO. 099-0101
SHEET E-03 OF E-21 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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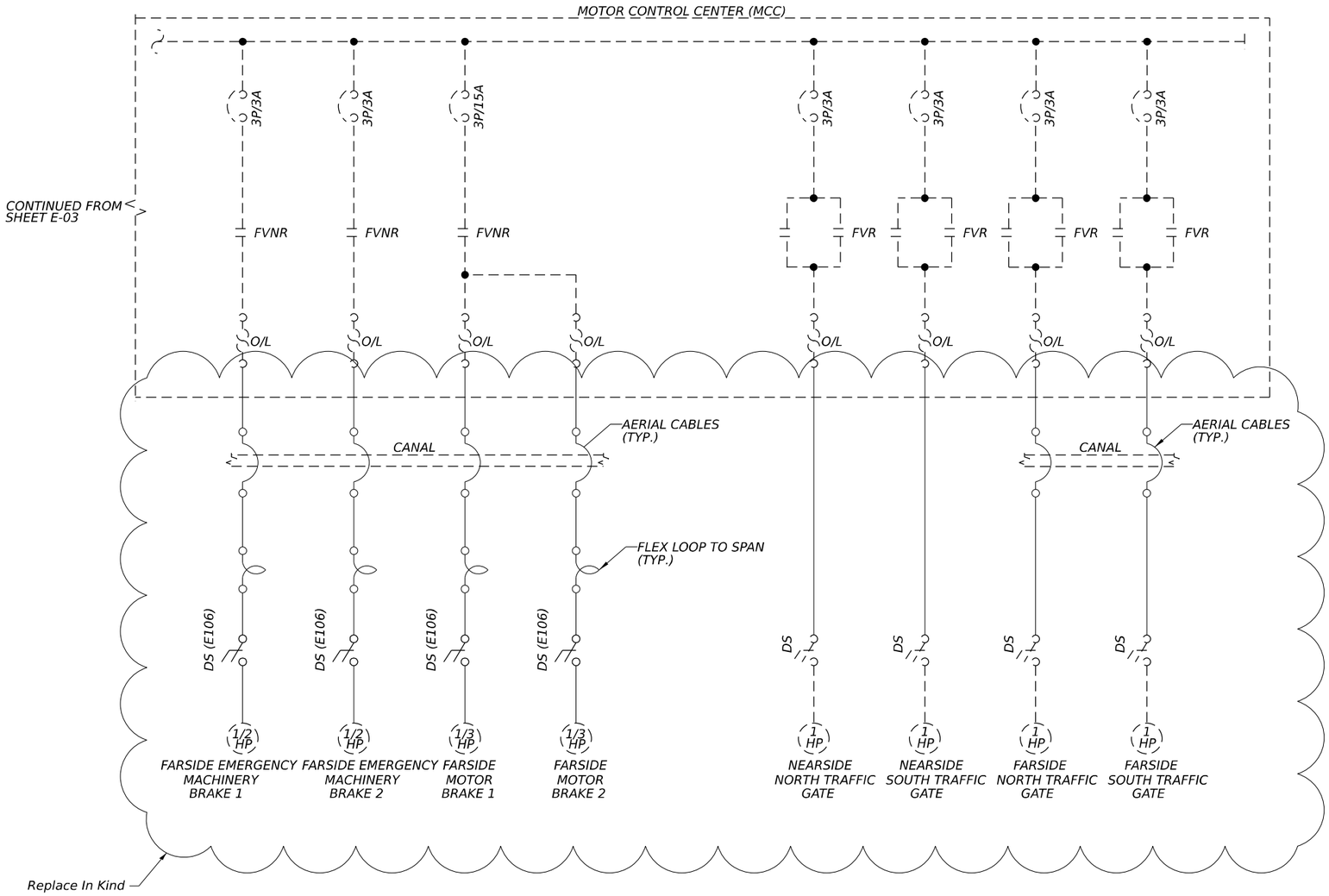
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. *All items located outside of the bubbled areas are existing to remain and are shown for reference only.*

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PLOT SCALE = ____	DRAWN DM	REVISED - ____	
PLOT DATE = ____	CHECKED RL	REVISED - ____	

SINGLE LINE DIAGRAM II
STRUCTURE NO. 099-0101
SHEET E-04 OF E-21 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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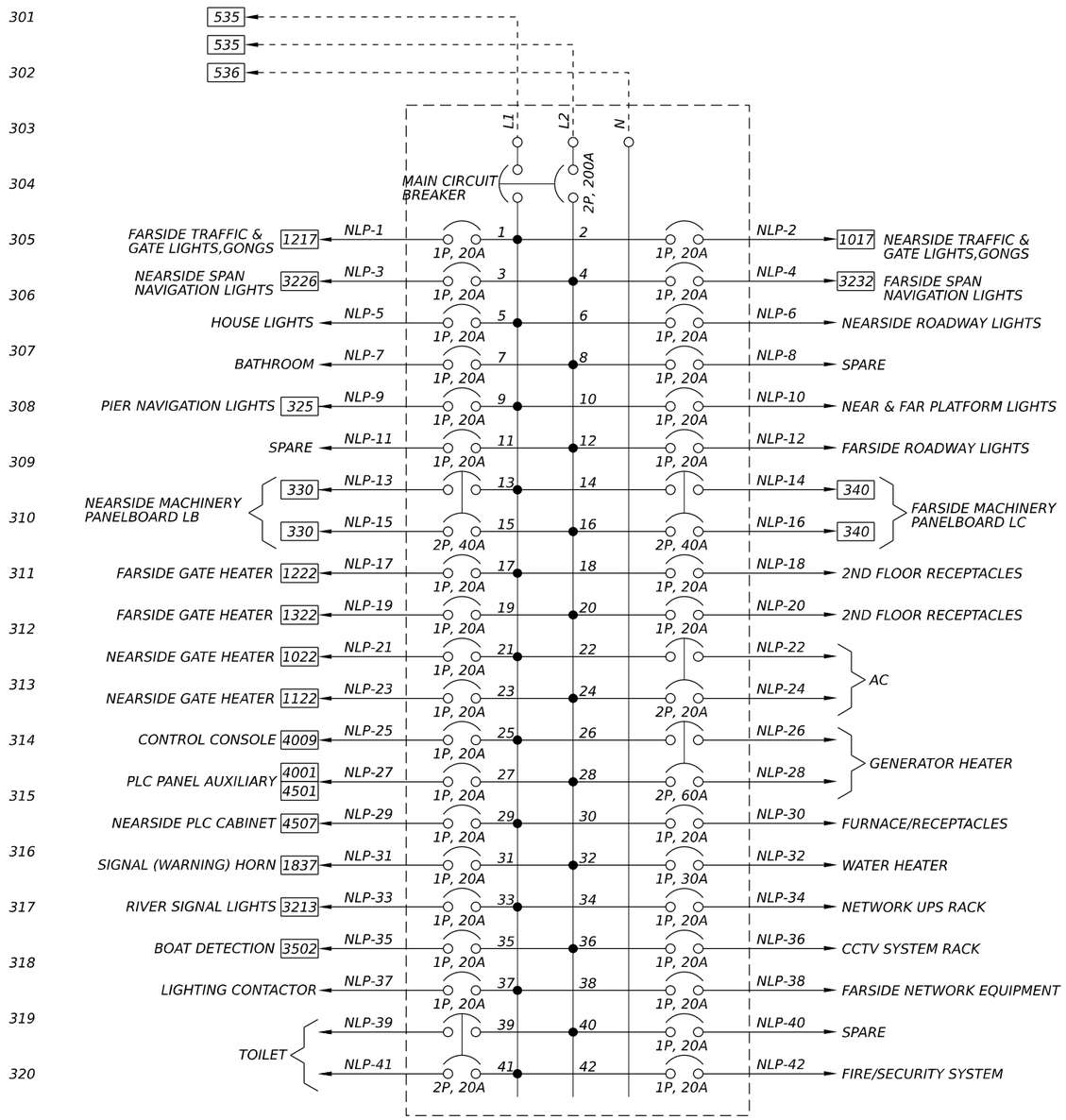
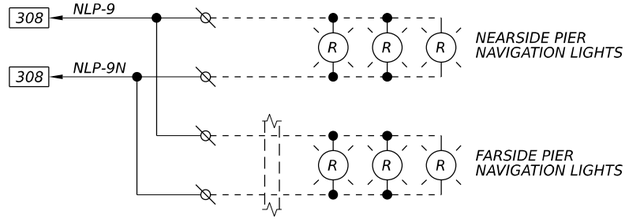
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

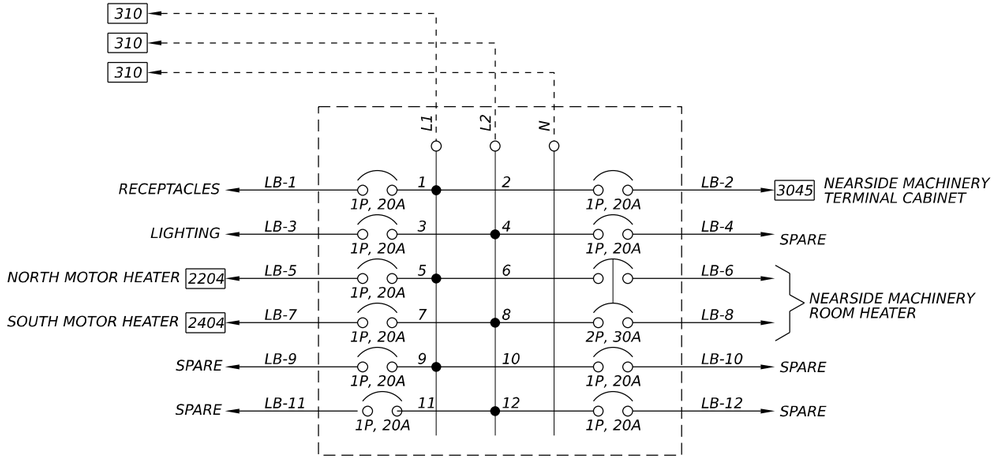


NEAR PANELBOARD (NLP) SCHEDULE

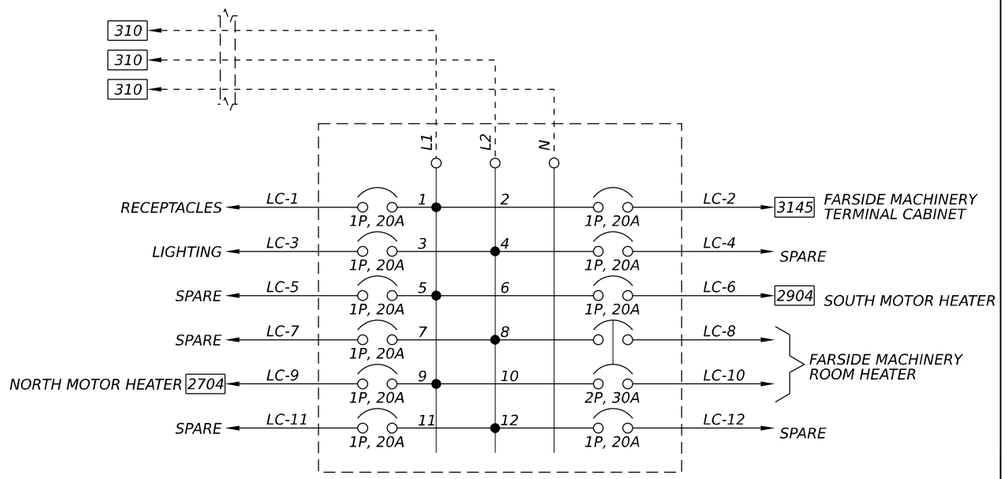
NOTES:

1. *All items located outside of the bubbled areas are existing to remain and are shown for reference only.*





NEAR PANELBOARD (LB) SCHEDULE



FAR PANELBOARD (LC) SCHEDULE

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	PLOT DATE = ____	CHECKED RL	REVISED - ____	

3 LINE SCHEMATIC DIAGRAM I
STRUCTURE NO. 099-0101
SHEET E-05 OF E-21 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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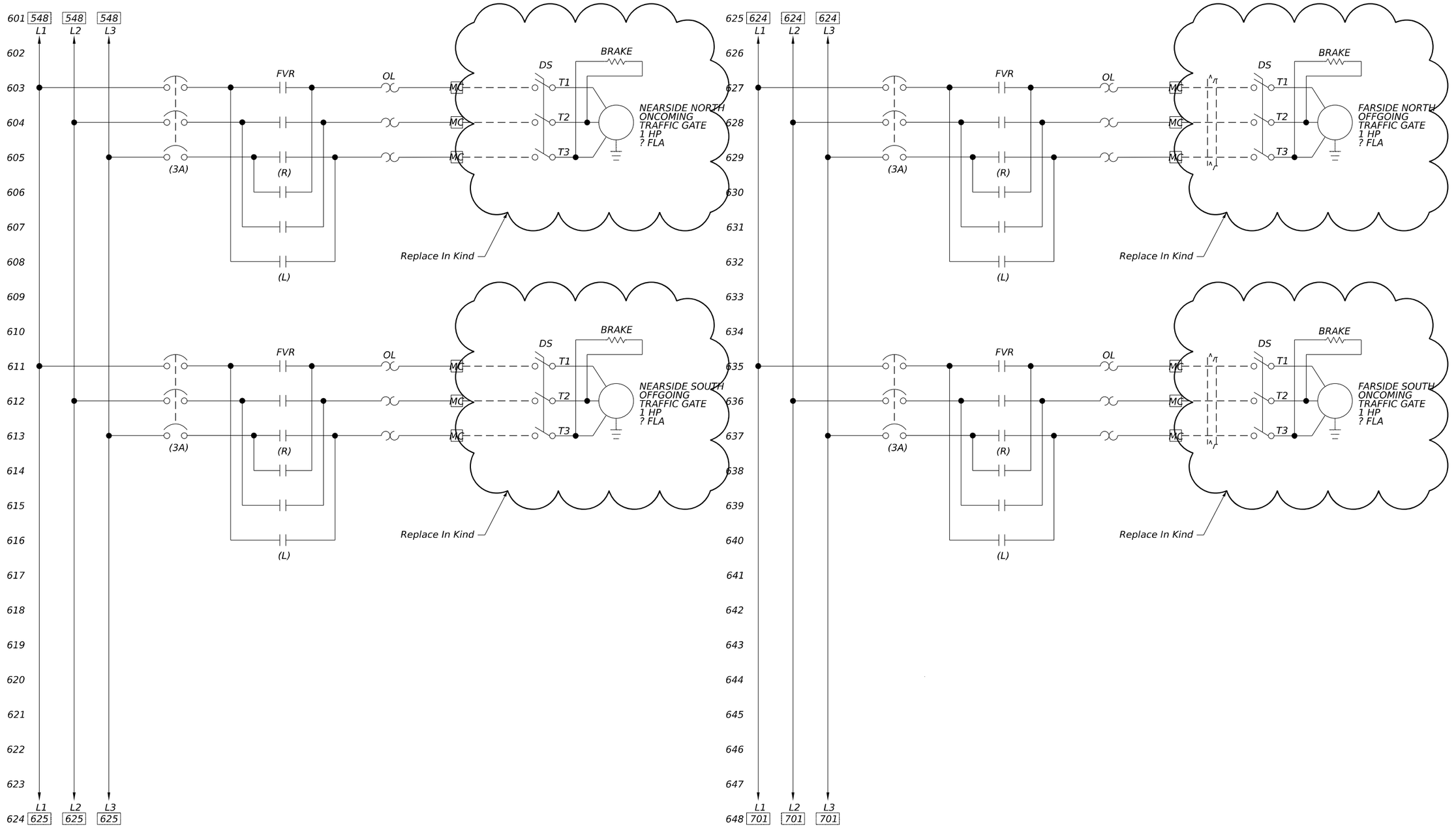

TERMINAL LEGEND:

- CC CONTROL CONSOLE
- PC PLC CABINET
- MC MOTOR CONTROL CENTER

NOTES:

1. All items located outside of the bubbled areas are existing to remain and are shown for reference only.

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PLOT DATE = ____	CHECKED RL	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

3 LINE SCHEMATIC DIAGRAM II
STRUCTURE NO. 099-0101
SHEET E-06 OF E-21 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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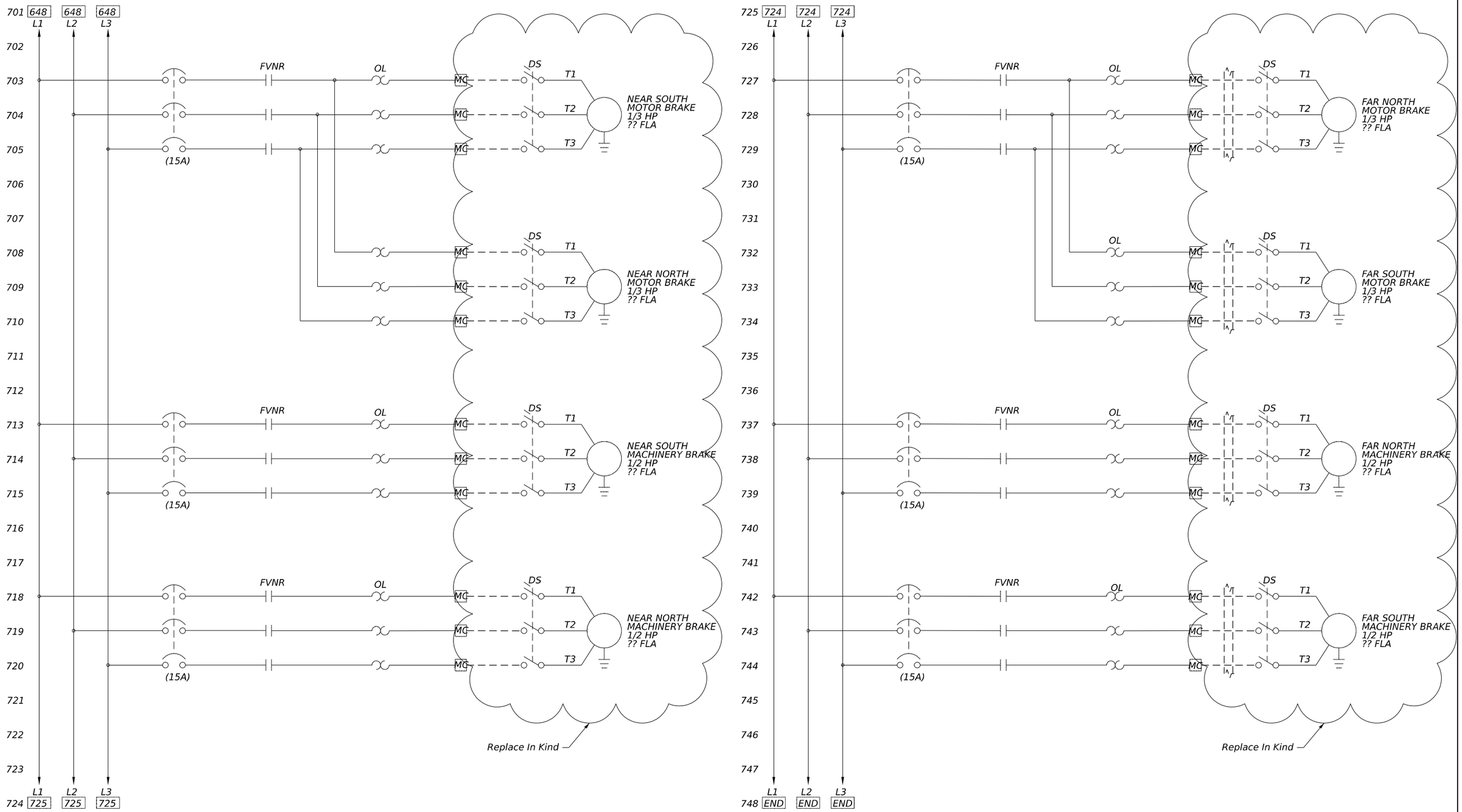
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



TERMINAL LEGEND:

- CC CONTROL CONSOLE
- PC PLC CABINET
- MC MOTOR CONTROL CENTER

NOTES:

1. All items located outside of the bubbled areas are existing to remain and are shown for reference only.

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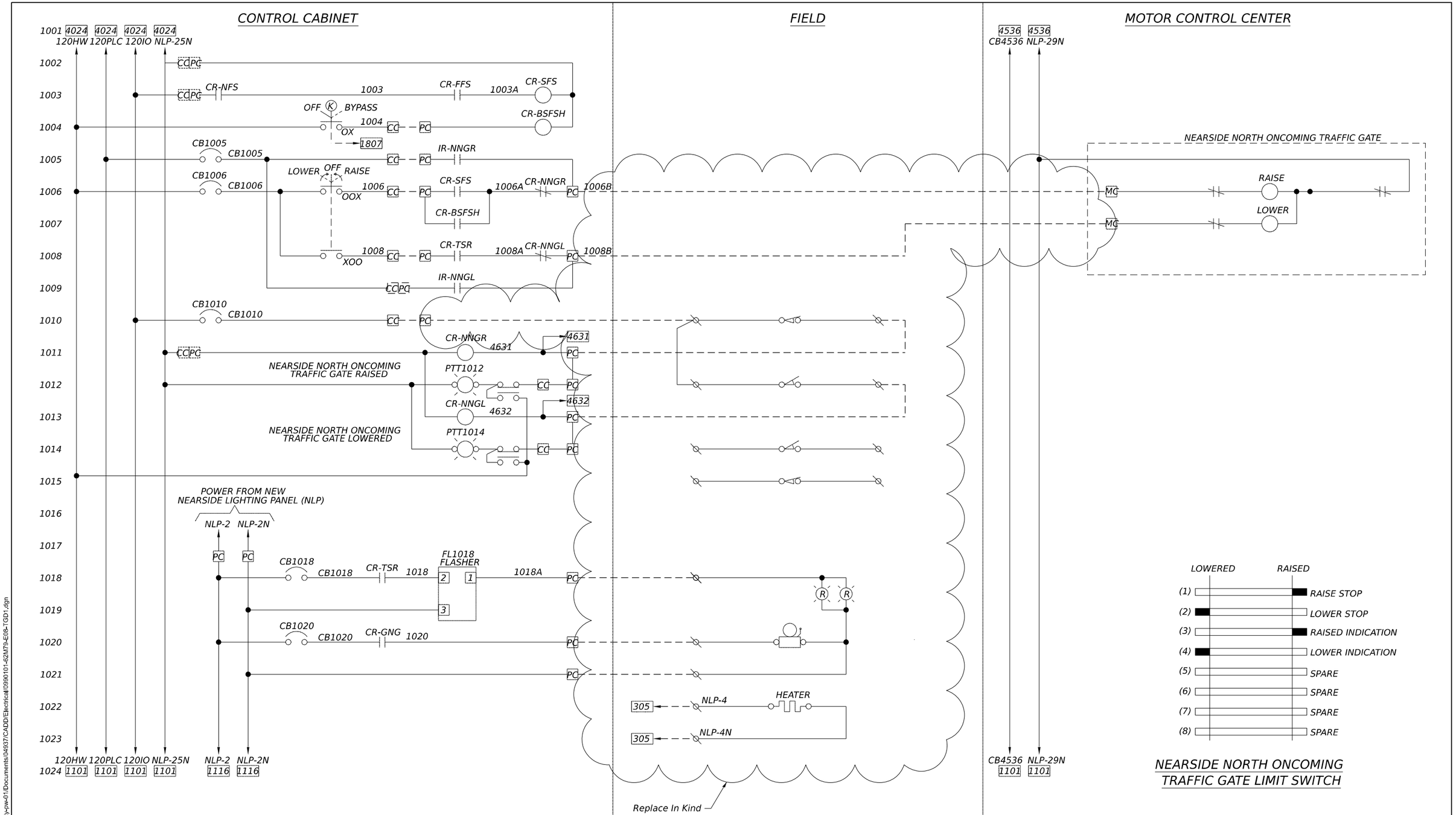
	CHECKED AC	REVISED - ____	
PLOT SCALE = ____	DRAWN DM	REVISED - ____	
PLOT DATE = ____	CHECKED RL	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

3 LINE SCHEMATIC DIAGRAM III
STRUCTURE NO. 099-0101
SHEET E-07 OF E-21 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	102
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



NEARSIDE NORTH ONCOMING TRAFFIC GATE LIMIT SWITCH

TERMINAL LEGEND:

- CC CONTROL CONSOLE
- PC PLC CABINET
- MC MOTOR CONTROL CENTER

RELAY LEGEND:

- CR = CONTROL RELAY
- IR = INTERPOSING RELAY

NOTES:

1. All items located outside of the bubbled areas are existing to remain and are shown for reference only.

USER NAME = ____	DESIGNED RL	REVISED - ____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NEARSIDE NORTH ONCOMING TRAFFIC GATE SCHEMATIC DIAGRAM STRUCTURE NO. 099-0101
	CHECKED AC	REVISED - ____		SHEET E-08 OF E-21 SHEETS
PLOT SCALE = ____	DRAWN DM	REVISED - ____		
PLOT DATE = ____	CHECKED RL	REVISED - ____		

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	103
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

MODEL: 0990101-62M79-E01
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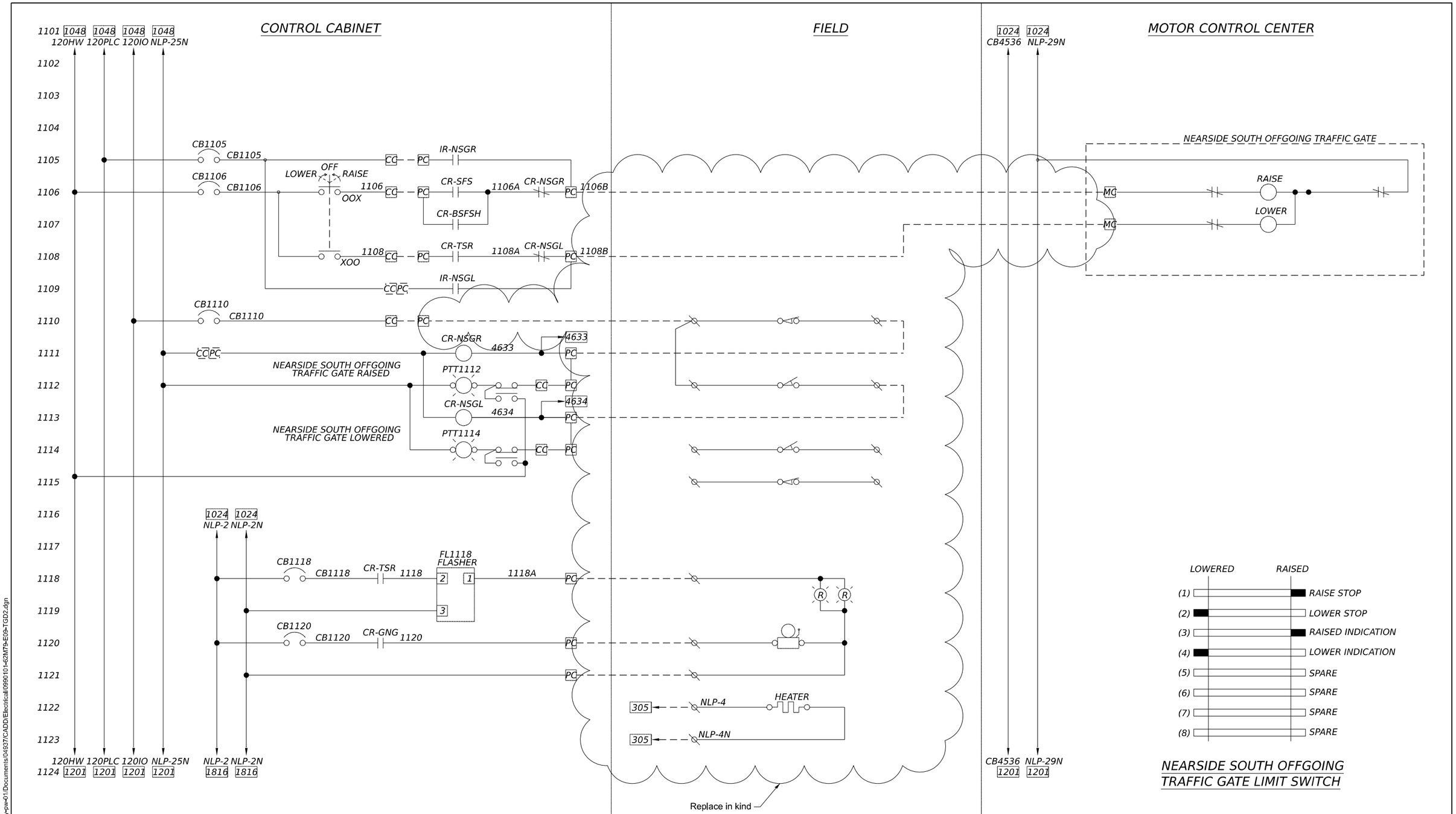


NEARSIDE SOUTH OFFGOING TRAFFIC GATE LIMIT SWITCH

TERMINAL LEGEND:

- CC CONTROL CONSOLE
- PC PLC CABINET
- MC MOTOR CONTROL CENTER

RELAY LEGEND:

- CR = CONTROL RELAY
- IR = INTERPOSING RELAY

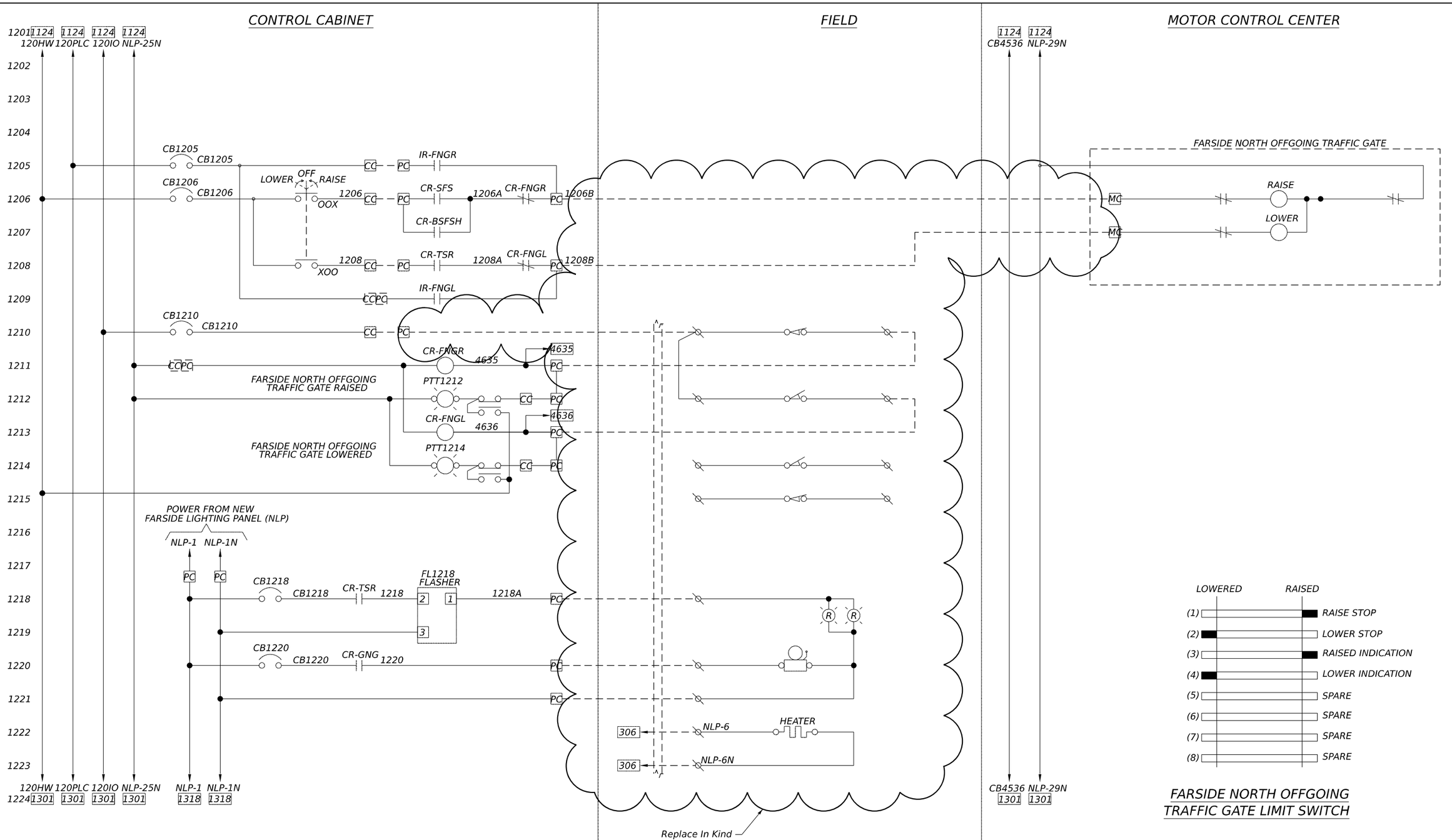
NOTES:

1. All items located outside of the bubbled areas are existing to remain and are shown for reference only.

USER NAME = ____	DESIGNED RL	REVISED - ____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NEARSIDE SOUTH OFFGOING TRAFFIC GATE SCHEMATIC DIAGRAM STRUCTURE NO. 099-0101	F.A.P RTE. 607
	CHECKED AC	REVISED - ____		SHEET E-09 OF E-21 SHEETS	SECTION 2018-067-BR
PLOT SCALE = ____	DRAWN DM	REVISED - ____			COUNTY WILL
PLOT DATE = ____	CHECKED RL	REVISED - ____			TOTAL SHEETS 128
					SHEET NO. 104
					CONTRACT NO. 62M79
					ILLINOIS FED. AID PROJECT

MODEL: 0990101-62M79-E01
FILE NAME: pw:/hardesty-pw.bentley.com:hardesty-pw-01\Documents\04937\CADD\Electrical\0990101-62M79-E09-TGD2.dgn

2/20/2024 1:00:02 PM



TERMINAL LEGEND:

- CC CONTROL CONSOLE
- PC PLC CABINET
- MC MOTOR CONTROL CENTER

RELAY LEGEND:

- CR = CONTROL RELAY
- IR = INTERPOSING RELAY

NOTES:

1. All items located outside of the bubbled areas are existing to remain and are shown for reference only.

USER NAME = ____	DESIGNED RL	REVISED - ____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FARSIDE NORTH OFFGOING TRAFFIC GATE SCHEMATIC DIAGRAM STRUCTURE NO. 099-0101	F.A.P RTE. 607
	CHECKED AC	REVISED - ____		SHEET E-10 OF E-21 SHEETS	SECTION 2018-067-BR
PLOT SCALE = ____	DRAWN DM	REVISED - ____			COUNTY WILL
PLOT DATE = ____	CHECKED RL	REVISED - ____			TOTAL SHEETS 128
					SHEET NO. 105
					CONTRACT NO. 62M79
					ILLINOIS FED. AID PROJECT

MODEL: 0990101-62M79-E01
FILE NAME: pw://hardesty-pw.bentley.com:hardesty-pw-01/Documents/04937/CADD/Electrical/0990101-62M79-E10-TGD3.dgn
2/20/2024 1:23:23 PM

CONTROL CABINET

FIELD

MOTOR CONTROL CENTER

1301 1224 120HW 1224 120PLC 1224 120IO 1224 NLP-25N

1224 CB4536 1224 NLP-29N

1302 1303 1304 1305 1306 1307 1308 1309 1310 1311 1312 1313 1314 1315 1316 1317 1318 1319 1320 1321 1322 1323

CB1305 CB1305 IR-FSGR

LOWER OFF RAISE

CB1306 CB1306 1306 CR-SFS 1306A CR-FSGR 1306B

OOX

CR-BSFSH

1308 CR-TSR 1308A CR-FSGL 1308B

XOO

IR-FSGL

CB1310 CB1310

CR-FSGR 4637

FARSIDE SOUTH ONCOMING TRAFFIC GATE RAISED

PTT1312

CR-FSGL 4638

FARSIDE SOUTH ONCOMING TRAFFIC GATE LOWERED

PTT1314

1224 NLP-1 1224 NLP-1N

CB1318 CB1318 CR-TSR 1318 FL1318 FLASHER 1318A

CB1320 CB1320 CR-GNG 1320

306 NLP-6 HEATER

306 NLP-6N

Replace In Kind

1324 120HW 1401 120PLC 1401 120IO 1401 NLP-25N 1401

NLP-1 1826 NLP-1N 1826

CB4536 1401 NLP-29N 1401

FARSIDE SOUTH ONCOMING TRAFFIC GATE

RAISE

LOWER

LOWERED RAISED

(1) RAISE STOP

(2) LOWER STOP

(3) RAISED INDICATION

(4) LOWER INDICATION

(5) SPARE

(6) SPARE

(7) SPARE

(8) SPARE

FARSIDE SOUTH ONCOMING TRAFFIC GATE LIMIT SWITCH

TERMINAL LEGEND:

- CC CONTROL CONSOLE
- PC PLC CABINET
- MC MOTOR CONTROL CENTER

RELAY LEGEND:

CR = CONTROL RELAY

IR = INTERPOSING RELAY

NOTES:

1. All items located outside of the bubbled areas are existing to remain and are shown for reference only.

MODEL: 099010-62M79-E01
FILE NAME: pw:/hardesty-pw.bentley.com:hardesty-pw-01:Documents/04937/CADD/Electrical/099010-62M79-E11-TGD4.dgn

2/20/2024 1:24:04 PM

H&H

USER NAME = ____	DESIGNED RL	REVISED - ____	
	CHECKED AC	REVISED - ____	
PLOT SCALE = ____	DRAWN DM	REVISED - ____	
PLOT DATE = ____	CHECKED RL	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARSIDE SOUTH ONCOMING TRAFFIC GATE SCHEMATIC DIAGRAM
STRUCTURE NO. 099-0101

SHEET E-11 OF E-21 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	106
		CONTRACT NO. 62M79		
	ILLINOIS FED. AID PROJECT			

CONTROL CABINET

FIELD

MOTOR CONTROL CENTER

1401 1324 120HW 1324 120PLC 1324 120IO 1324 NLP-25N

1402 1403 1404 1405 1406 1407 1408 1409 1410 1411 1412 1413 1414 1415 1416 1417 1418 1419 1420 1421 1422 1423

1424 1501 120HW 1501 120PLC 1501 120IO 1501 NLP-25N

CR-BRP 1404 CR-FTS 1404A CR-RNB 1404B CR-RNBAB

CB1405 CB1405 IR-RNBAB 1405 PC

CB1406 CB1406 CR-RNBAB

CB1407 CB1407 PC

4703 PC

PTT1410 4704 CC PC 4704

PCCC

PCCC

4705 4705 PC

CB1416 CB1416 PC

4706 PC

PTT1419 4707 CC PC 4707

PCCC

PCCC

4708 4708 PC

Replace In Kind

SET NC1 C1 RED WHT NO1 BLK

RELEASED NC1 C1 RED WHT NO1 BLK

NORTH MOTOR BRAKE A

HAND RELEASED NC1 C1 RED WHT NO1 BLK

SET NC1 C1 RED WHT NO1 BLK

RELEASED NC1 C1 RED WHT NO1 BLK

SOUTH MOTOR BRAKE B

HAND RELEASED NC1 C1 RED WHT NO1 BLK

1324 CB4536 1324 NLP-29N

CB4536 1501 NLP-29N 1501

NEARSIDE MOTOR BRAKES

MC RELEASE

SET RELEASED

(1) (2) (3) (4)

NEARSIDE MOTOR BRAKES LIMIT SWITCHES

TERMINAL LEGEND:

CC CONTROL CONSOLE

PC PLC CABINET

MC MOTOR CONTROL CENTER

RELAY LEGEND:

CR = CONTROL RELAY

IR = INTERPOSING RELAY

NOTES:

1. All items located outside of the bubbled areas are existing to remain and are shown for reference only.

MODEL: 0990101-62M79-E01
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H&H

USER NAME = ____	DESIGNED RL	REVISED - ____	
	CHECKED AC	REVISED - ____	
PLOT SCALE = ____	DRAWN DM	REVISED - ____	
PLOT DATE = ____	CHECKED RL	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NEARSIDE MOTOR BRAKES SCHEMATIC DIAGRAM
STRUCTURE NO. 099-0101

SHEET E-12 OF E-21 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	107
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

CONTROL CABINET

FIELD

MOTOR CONTROL CENTER

1601 1524 120HW | 1524 120PLC | 1524 120IO | 1524 NLP-25N

1602

1603

1604 CR-BRP | 1604 | CR-FTS | 1604A | CR-RFB | 1604B | CR-RFBAB

1605 CB1605 | CB1605 | IR-RFBAB | 1605 | PC

1606 CB1606 | CB1606 | CR-RFBAB

1607 CB1607 | CB1607 | PC

1608 4727 | PC

1609

1610 PC CC | PTT1610 | 4728 | CC | PC | 4728

1611 PC CC

1612 4729 | 4729 | PC

1613

1614

1615

1616 CB1616 | CB1616 | PC

1617 4730 | PC

1618

1619 PC CC | PTT1619 | 4731 | CC | PC | 4731

1620 PC CC

1621 4732 | 4732 | PC

1622

1623

1624 120HW 1701 | 120PLC 1701 | 120IO 1701 | NLP-25N 1701

SET
BLK C1 NC1 RED WHT NO1

RELEASED
BLK C1 NC1 RED WHT NO1

HAND RELEASED
BLK C1 NC1 RED WHT NO1

NORTH MOTOR BRAKE A

SET
BLK C1 NC1 RED WHT NO1

RELEASED
BLK C1 NC1 RED WHT NO1

HAND RELEASED
BLK C1 NC1 RED WHT NO1

SOUTH MOTOR BRAKE B

Replace In Kind

1524 CB4536 | 1524 NLP-29N

CB4536 1701 | NLP-29N 1701

FARSIDE MOTOR BRAKES

MC | RELEASE

SET RELEASED

(1)
(2)
(3)
(4)

FARSIDE MOTOR BRAKES LIMIT SWITCHES

TERMINAL LEGEND:

- CC CONTROL CONSOLE
- PC PLC CABINET
- MC MOTOR CONTROL CENTER

RELAY LEGEND:

- CR = CONTROL RELAY
- IR = INTERPOSING RELAY

NOTES:

1. All items located outside of the bubbled areas are existing to remain and are shown for reference only.

MODEL: 0990101-62M79-E01
FILE NAME: pw:/hardesty-pw.bentley.com:hardesty-pw-01/Documents/04937/CADD/Electrical/0990101-62M79-E13-MBD2.dgn

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H&H

USER NAME = ____	DESIGNED RL	REVISED - ____	
	CHECKED AC	REVISED - ____	
PLOT SCALE = ____	DRAWN DM	REVISED - ____	
PLOT DATE = ____	CHECKED RL	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARSIDE MOTOR BRAKES SCHEMATIC DIAGRAM
STRUCTURE NO. 099-0101
SHEET E-13 OF E-21 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	108
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

CONTROL CABINET

FIELD

MOTOR CONTROL CENTER

1501 1424 120HW | 1424 120PLC | 1424 120IO | 1424 NLP-25N

1424 CB4536 | 1424 NLP-29N

1502 1503 1504

1505 CB1505 CB1505 IR-RNBC 1505 PC

1506 CB1506 CB1506 CR-RNBAB

1507 CB1507 CB1507 PC

1508 4709 PC

1509

1510 PC CC PTT1510 4710 CC PC 4710

1511 PC CC

1512 4711 4711 PC

1513 1514

1515 CB1515 CB1515 IR-RNBD 1515 PC

1516 CB1516 CB1516 CR-RNBAB

1517 CB1517 CB1517 PC

1518 4712 PC

1519

1520 PC CC PTT1520 4713 CC PC 4713

1521 PC CC

1522 4714 4714 PC

1523

1524 120HW 1601 | 120PLC 1601 | 120IO 1601 | NLP-25N 1601

CB4536 1601 | NLP-29N 1601

SET
BLK C1 NC1 RED WHT NO1

RELEASED
BLK C1 NC1 RED WHT NO1

HAND RELEASED
BLK C1 NC1 RED WHT NO1

NORTH MACHINERY BRAKE

SOUTH MACHINERY BRAKE

NEARSIDE NORTH MACHINERY BRAKE

MC RELEASE

SET RELEASED
(1)
(2)
(3)
(4)

NEARSIDE NORTH MACHINERY BRAKE LIMIT SWITCHES

NEARSIDE SOUTH MACHINERY BRAKE

MC RELEASE

SET RELEASED
(1)
(2)
(3)
(4)

NEARSIDE SOUTH MACHINERY BRAKE LIMIT SWITCHES

Replace In Kind

TERMINAL LEGEND:

CC CONTROL CONSOLE

PC PLC CABINET

MC MOTOR CONTROL CENTER

RELAY LEGEND:

CR = CONTROL RELAY

IR = INTERPOSING RELAY

NOTES:

1. All items located outside of the bubbled areas are existing to remain and are shown for reference only.

MODEL: 0990101-62M79-E01
FILE NAME: pw:/hardesty-pw.bentley.com:hardesty-pw-01/Documents/049377/CADD/Electrical/0990101-62M79-E14-MBD3.dgn

2/20/2024 1:07:40 PM

H&H

USER NAME = ____		DESIGNED	RL	REVISED - ____	
		CHECKED	AC	REVISED - ____	
PLOT SCALE = ____		DRAWN	DM	REVISED - ____	
PLOT DATE = ____		CHECKED	RL	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NEARSIDE MACHINERY BRAKES SCHEMATIC DIAGRAM
STRUCTURE NO. 099-0101

SHEET E-14 OF E-21 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	109
		CONTRACT NO. 62M79		
	ILLINOIS FED. AID PROJECT			

CONTROL CABINET

FIELD

MOTOR CONTROL CENTER

1701 1624 120HW 1624 120PLC 1624 120IO 1624 NLP-25N

1624 CB4536 1624 NLP-29N

1702 1703 1704

1705 CB1705 CB1705 IR-RFBC 1705 PC

1706 CB1706 CB1706 CR-RFBAB

1707 CB1707 CB1707 PC

1708 4733 PC

1709

1710 PC CC PTT1710 4734 CC PC 4734 PC

1711 PC CC

1712 4735 4735 PC

1713 1714

1715 CB1715 CB1715 IR-RFBD 1715 PC

1716 CB1716 CB1716 CR-RFBAB

1717 CB1717 CB1717 PC

1718 4736 PC

1719

1720 PC CC PTT1720 4737 CC PC 4737 PC

1721 PC CC

1722 4738 4738 PC

1723

1724 120HW 1801 120PLC 1801 120IO 1801 NLP-25N 1801

SET NC1 C1 NO1 BLK RED WHT

RELEASED NC1 C1 NO1 BLK RED WHT

HAND RELEASED NC1 C1 NO1 BLK RED WHT

NORTH MACHINERY BRAKE

SOUTH MACHINERY BRAKE

Replace In Kind

FARSIDE NORTH MACHINERY BRAKE

MC RELEASE

SET RELEASED

(1) (2) (3) (4)

FARSIDE NORTH MACHINERY BRAKE LIMIT SWITCHES

FARSIDE SOUTH MACHINERY BRAKE

MC RELEASE

SET RELEASED

(1) (2) (3) (4)

FARSIDE SOUTH MACHINERY BRAKE LIMIT SWITCHES

CB4536 END NLP-29N END

TERMINAL LEGEND:

- CC CONTROL CONSOLE
- PC PLC CABINET
- MC MOTOR CONTROL CENTER

RELAY LEGEND:

CR = CONTROL RELAY

IR = INTERPOSING RELAY

NOTES:

1. All items located outside of the bubbled areas are existing to remain and are shown for reference only.

MODEL: 099010?-62M?9-E01
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H&H

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	CHECKED AC	REVISED - ____	
PLOT SCALE = ____	DRAWN DM	REVISED - ____	
PLOT DATE = ____	CHECKED RL	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARSIDE MACHINERY BRAKES SCHEMATIC DIAGRAM
STRUCTURE NO. 099-0101

SHEET E-15 OF E-21 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	110
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

CONTROL CABINET

3001 2548 120HW | 2548 120PLC | 2548 120IO | 2548 NLP-25N

CR-NSCFO — 3002 — 4803 — PC
PTT3003 — PC CC — 3003 CC PC — CR-NSCFO
CR-NSCNO — 3004 — 4804 — PC
PTT3005 — 3005 CC PC — CR-NSCFO
CR-NSCNC — 3006 — 4805 — PC
PTT3007 — 3007 CC PC — CR-NFS
CR-NSCFC — 3008 — 4806 — PC
3009
CR-NSCNAV — 3010 — 4807 — PC
3011
CR-NSCLS — 3012 — 4808 — PC
PTT3013 — 3013 CC PC — CR-NSCLP
CR-NSCLP — 3014 — 4809 — PC
PTT3015 — 3015 CC PC — CR-NSCNC
CR-NFS — 3016 — 4810 — PC
PTT3017 — CC PC
CB3018 — CB3018 — PC — 3018

3019
3020
3021
3022
3023

3024 3101 120HW | 3101 120PLC | 3101 120IO | 3101 NLP-25N

Replace In Kind

RCLS-N GEMCO/ROTARY CAM LIMIT SWITCH

FULLY OPEN(1) — A B
NEARLY OPEN(2) — A B
NEARLY CLOSED (3) — A B
FULLY CLOSED(4) — A B
NAV TO GREEN(5) — A B
SLOW FOR LOCK(6) — A B
LOCK POSITION(7) — A B

FULLY SEATED, GO SWITCH
RED — NC1 — C1 — BLK
WHT — NO1

	FULLY CLOSED	NEARLY CLOSED	NEARLY OPEN	FULLY OPEN
(1)	■	■	■	
(2)			■	■
(3)	■			
(4)	■			
(5)				■
(6)	■	■		
(7)	■			
(8)				

(1) FULLY OPEN - OPENS AT FULLY OPEN
(2) NEARLY OPEN - CLOSES AT NEARLY OPEN
(3) NEARLY CLOSED - CLOSES AT NEARLY CLOSED
(4) FULLY CLOSED - CLOSES AT FULLY CLOSED
(5) SPAN GREEN NAVIGATION LIGHTS CLOSES AT FULLY OPEN
(6) SLOW FOR LOCK POSITION
(7) LOCK POSITION
(8) (TIMING DIAL POSITION)

SPAN CONTROL ROTARY CAM LIMIT SWITCH

FIELD

ANALOG FMOA01
1 CH1 VDC OUTPUT
2 CH1 VDC GROUND — N/U
3 CH1 CURRENT OUT
4 CH1 CURRENT RETURN
5 CH2 VDC OUTPUT
6 CH2 VDC GROUND — N/U
7 CH2 CURRENT OUT
8 CH2 CURRENT RETURN — N/U

4mA=0°
20mA=180°

PC — 4605+ — 4605
PC — 4605- — 4605

LOCATED ON TERMINAL BOX DOOR

POWER SUPPLY FMPS01 | RESOLVER FMIR01 | ANALOG FMOA01 | CPU FMMP01

4538 — CB4538
4538 — NLP-29N

1 L1
2 L2
3 GND
4 FLT CHK
5 FLT CHK
6 AUX INP
7 AUX INP

4 3 2 1

INPUT+
INPUT-

RESOLVER FMIR01
1 RH (RED) — PIN A
2 RL (BLK/RED) — PIN B
3 S3 (WHT) — PIN C
4 S1 (BLK/WHT) — PIN D
5 S2 (GRN) — PIN E
6 S4 (BLK/GRN) — PIN F
7 INPUT+
8 INPUT- — AUX INPUT

RESOLVER TO CHANGE RESOLVER DIRECTION ASSEMBLY REVERSE GREEN-BLACK PAIR.
(IN ROTARY SWITCH)
CABLE ASSEMBLY SD039000L40

CABLE H6 WIRE COLORS:
1-WHITE
2-BROWN
3-GREEN
4-YELLOW
5-GRAY
6-PINK
7-BLUE
8-RED

TO PLC INCLINOMETER RIEKER H6
1 (24V)
2 (OV COM)
6 (AO1,X)
7 (AO2,Y)

4533 — CB4533
4533 — DCCOM — BK
4603 — 4603+
4603 — 4603- — BK

WHT
BRN — CABLE H6
PNK
BLU

TO CONSOLE INCLINOMETER RIEKER H6
1 (24V)
2 (OV COM)
6 (AO1,X)
7 (AO2,Y)

LOCATED INSIDE TERMINAL BOX

4205 — 4205+
4205 — 4205- — BK

POWER FROM NEW NEARSIDE LIGHTING PANEL (NLP)
NLP-24 NLP-24N

CB3047 — CB3047 — CABINET LIGHT LED3047
CB3048 — CB3048 — TS3048 — 3048 — HTR3048

Replace In Kind

TERMINAL LEGEND:

CC CONTROL CONSOLE
PC PLC CABINET
MC MOTOR CONTROL CENTER

RELAY LEGEND:

CR = CONTROL RELAY
IR = INTERPOSING RELAY

NOTES:

1. All items located outside of the bubbled areas are existing to remain and are shown for reference only.

MODEL: 099010-62M79-E01
FILE NAME: pw:/hardesty-pw.bentley.com:hardesty-pw-01/Documents/04937/CADD/Electrical/099010-62M79-E16-LSD1.dgn

2/20/2024 1:15:27 PM

H&H

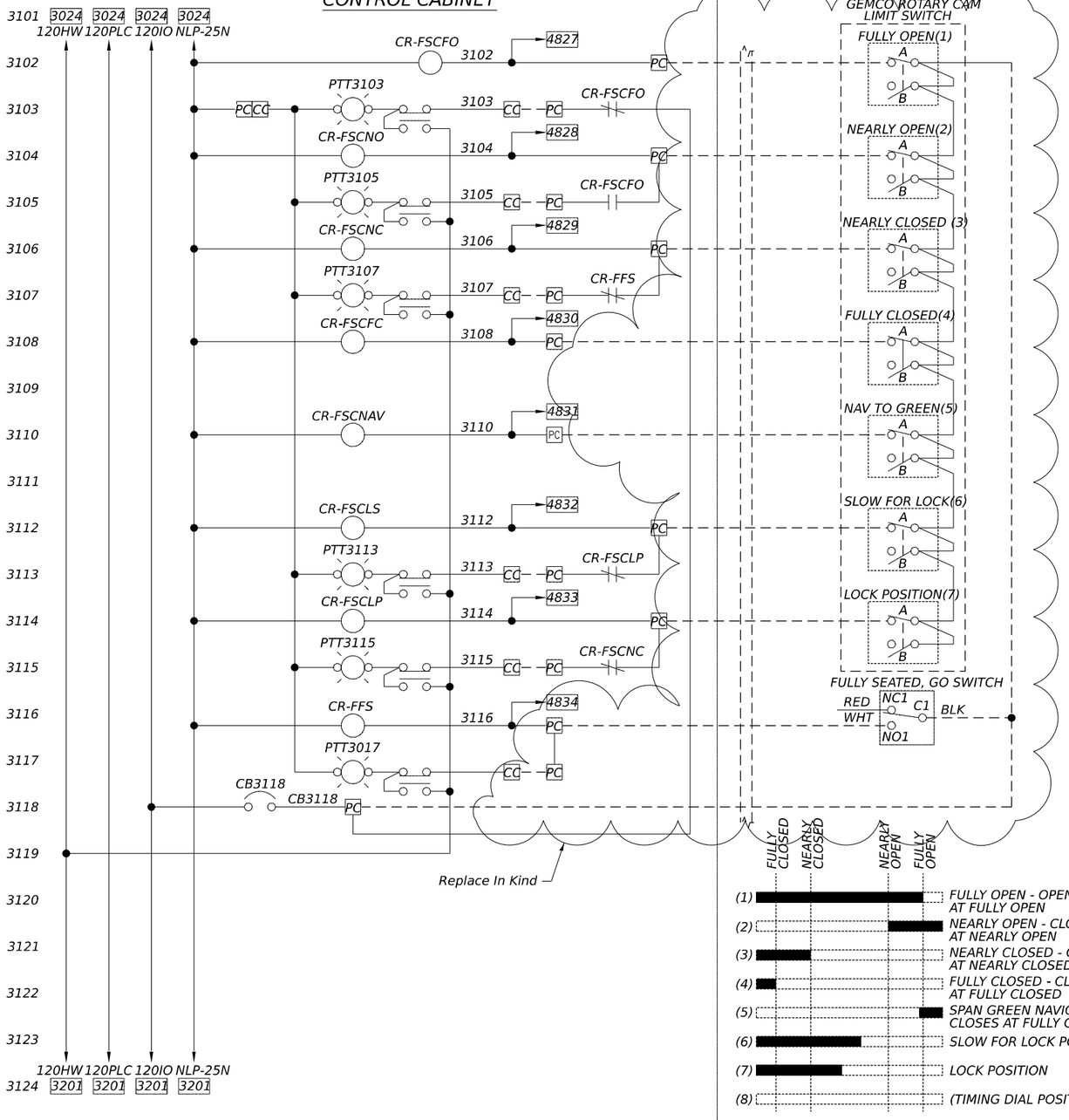
USER NAME = ____	DESIGNED RL	REVISED - ____	
	CHECKED AC	REVISED - ____	
PLOT SCALE = ____	DRAWN DM	REVISED - ____	
PLOT DATE = ____	CHECKED RL	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

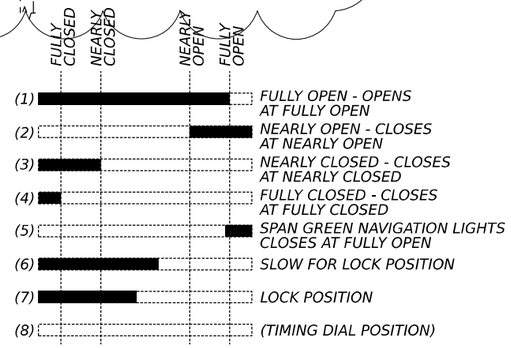
NEARSIDE LIMIT SWITCH SCHEMATIC DIAGRAM
STRUCTURE NO. 099-0101
SHEET E-16 OF E-21 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	111
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

CONTROL CABINET

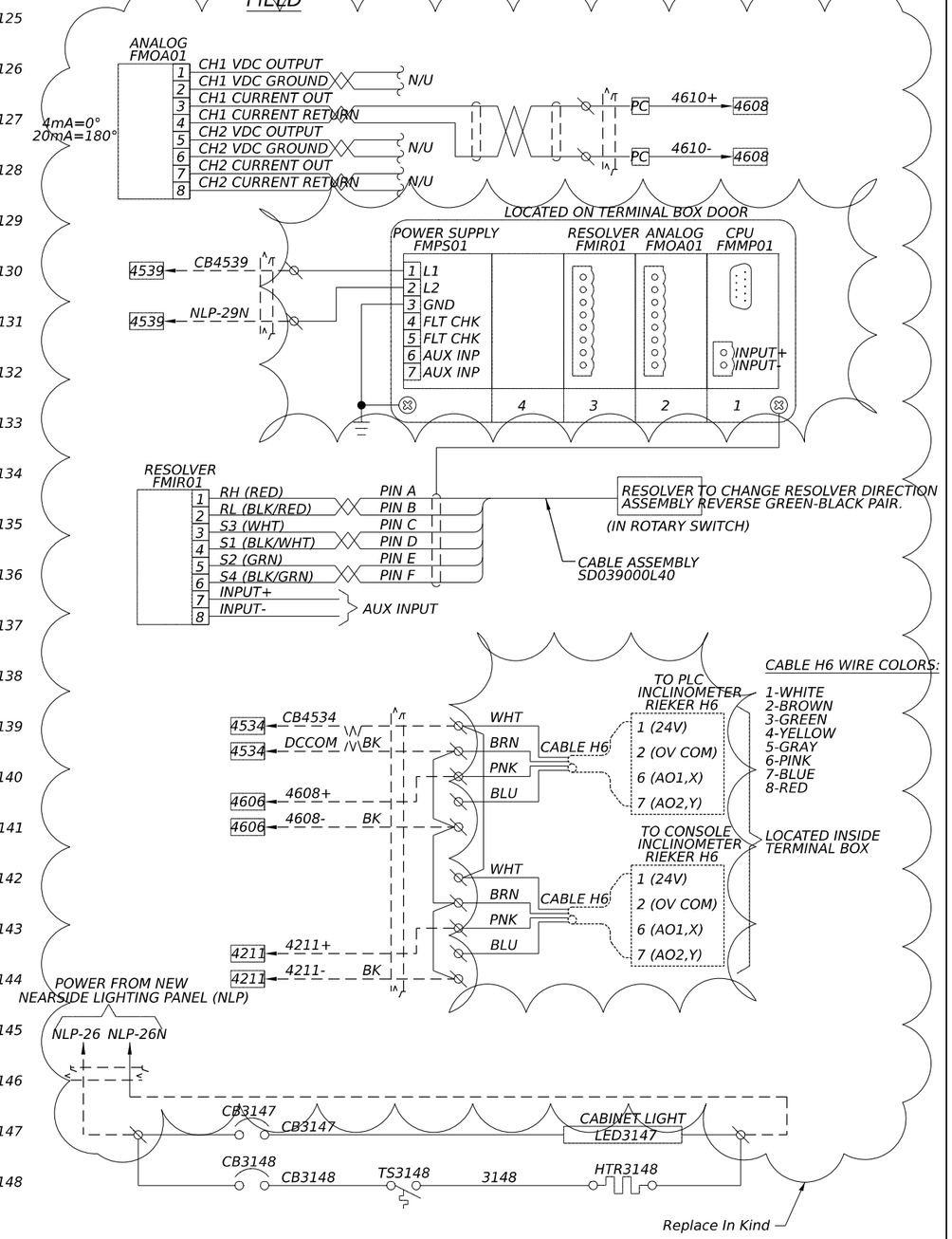


RCLS-F GEMCO ROTARY CAM LIMIT SWITCH



SPAN CONTROL ROTARY CAM LIMIT SWITCH

FIELD



TERMINAL LEGEND:

- CC CONTROL CONSOLE
- PC PLC CABINET
- MC MOTOR CONTROL CENTER

RELAY LEGEND:

- CR = CONTROL RELAY
- IR = INTERPOSING RELAY

NOTES:

1. All items located outside of the bubbled areas are existing to remain and are shown for reference only.

MODEL: 099010-62M79-E01
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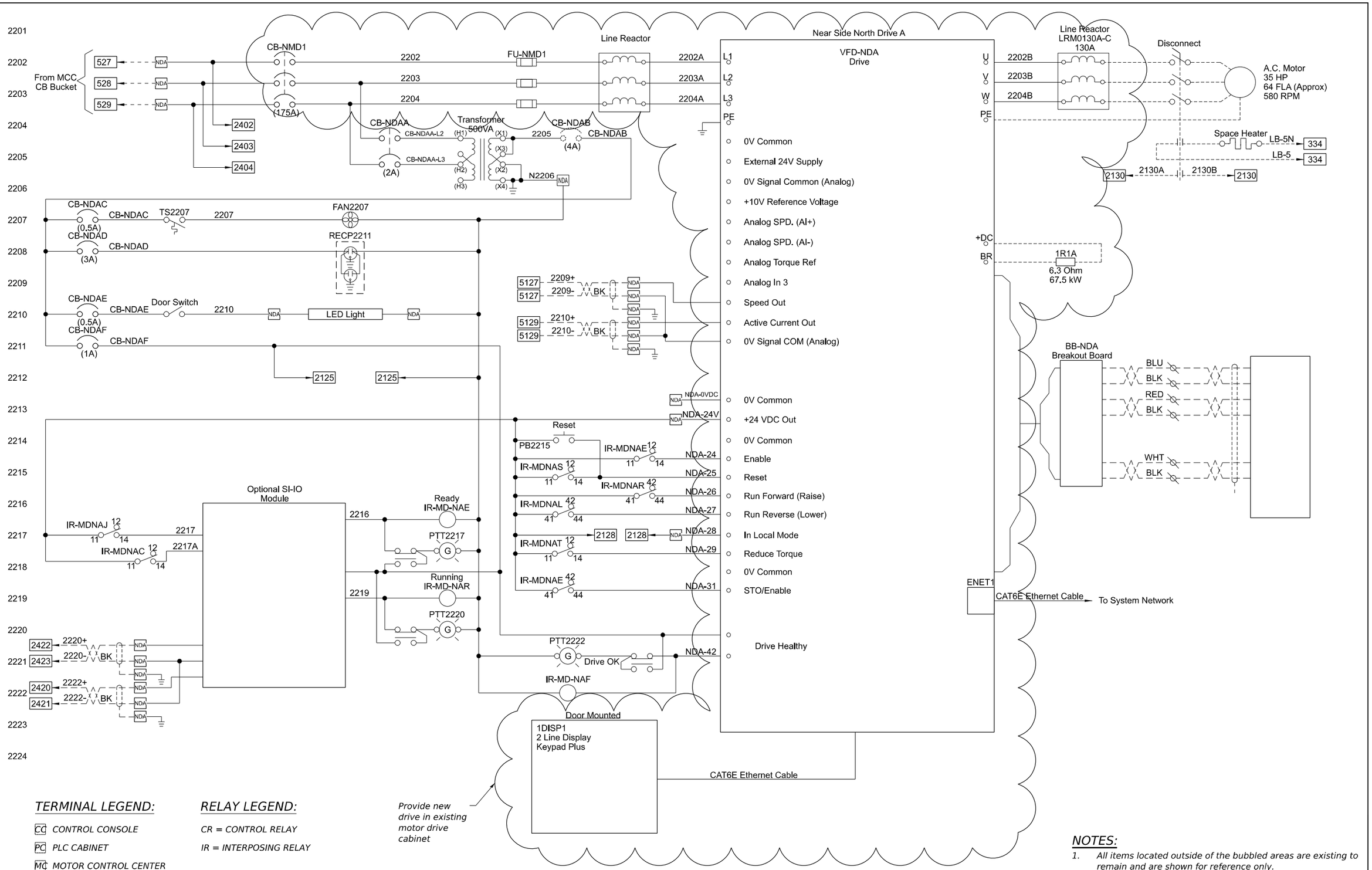
	CHECKED AC	REVISED - ____	
PLOT SCALE = ____	DRAWN DM	REVISED - ____	
PLOT DATE = ____	CHECKED RL	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARSIDE LIMIT SWITCH SCHEMATIC DIAGRAM
STRUCTURE NO. 099-0101
SHEET E-17 OF E-21 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	112
		CONTRACT NO. 62M79		
	ILLINOIS FED. AID PROJECT			



TERMINAL LEGEND:

- CC CONTROL CONSOLE
- PC PLC CABINET
- MC MOTOR CONTROL CENTER

RELAY LEGEND:

- CR = CONTROL RELAY
- IR = INTERPOSING RELAY

NOTES:

1. *All items located outside of the bubbled areas are existing to remain and are shown for reference only.*

H&H	USER NAME = ____	DESIGNED RL	REVISED - ____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVE SCHEMATIC I STRUCTURE NO. 099-0101 SHEET E-18 OF E-21 SHEETS
		CHECKED AC	REVISED - ____		
	PLOT SCALE = ____	DRAWN DM	REVISED - ____		
	PLOT DATE = ____	CHECKED RL	REVISED - ____		

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	113
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

MODEL: 0990101-62M79-E01
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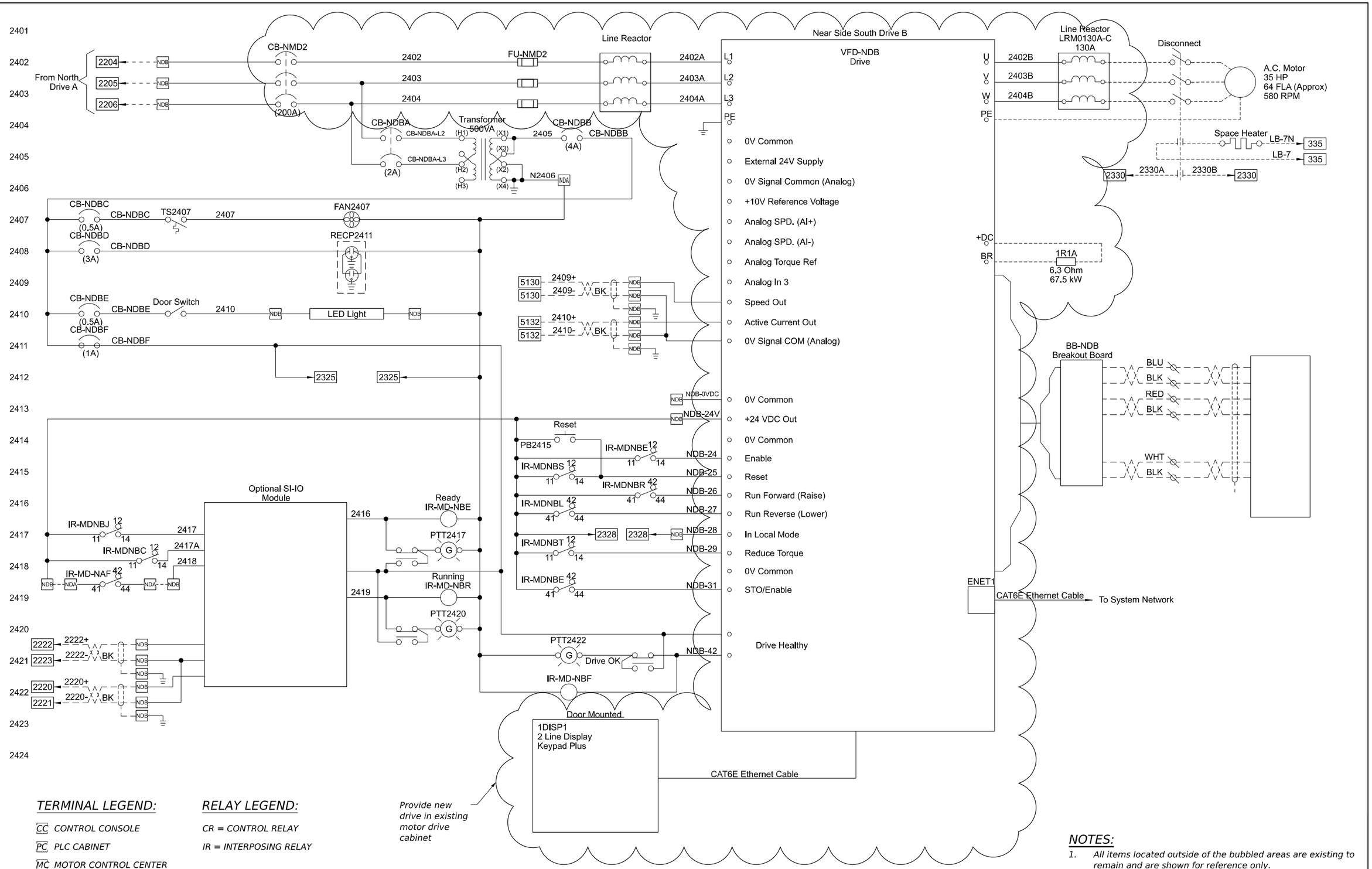

TERMINAL LEGEND:

- CC CONTROL CONSOLE
- PC PLC CABINET
- MC MOTOR CONTROL CENTER

RELAY LEGEND:

- CR = CONTROL RELAY
- IR = INTERPOSING RELAY

NOTES:

1. *All items located outside of the bubbled areas are existing to remain and are shown for reference only.*

USER NAME = ____	DESIGNED RL	REVISED - ____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVE SCHEMATIC II STRUCTURE NO. 099-0101	SHEET E-19 OF E-21 SHEETS
	CHECKED AC	REVISED - ____			
PLOT SCALE = ____	DRAWN DM	REVISED - ____			
PLOT DATE = ____	CHECKED RL	REVISED - ____			

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	114
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	

MODEL: 0990101-62M79-E01
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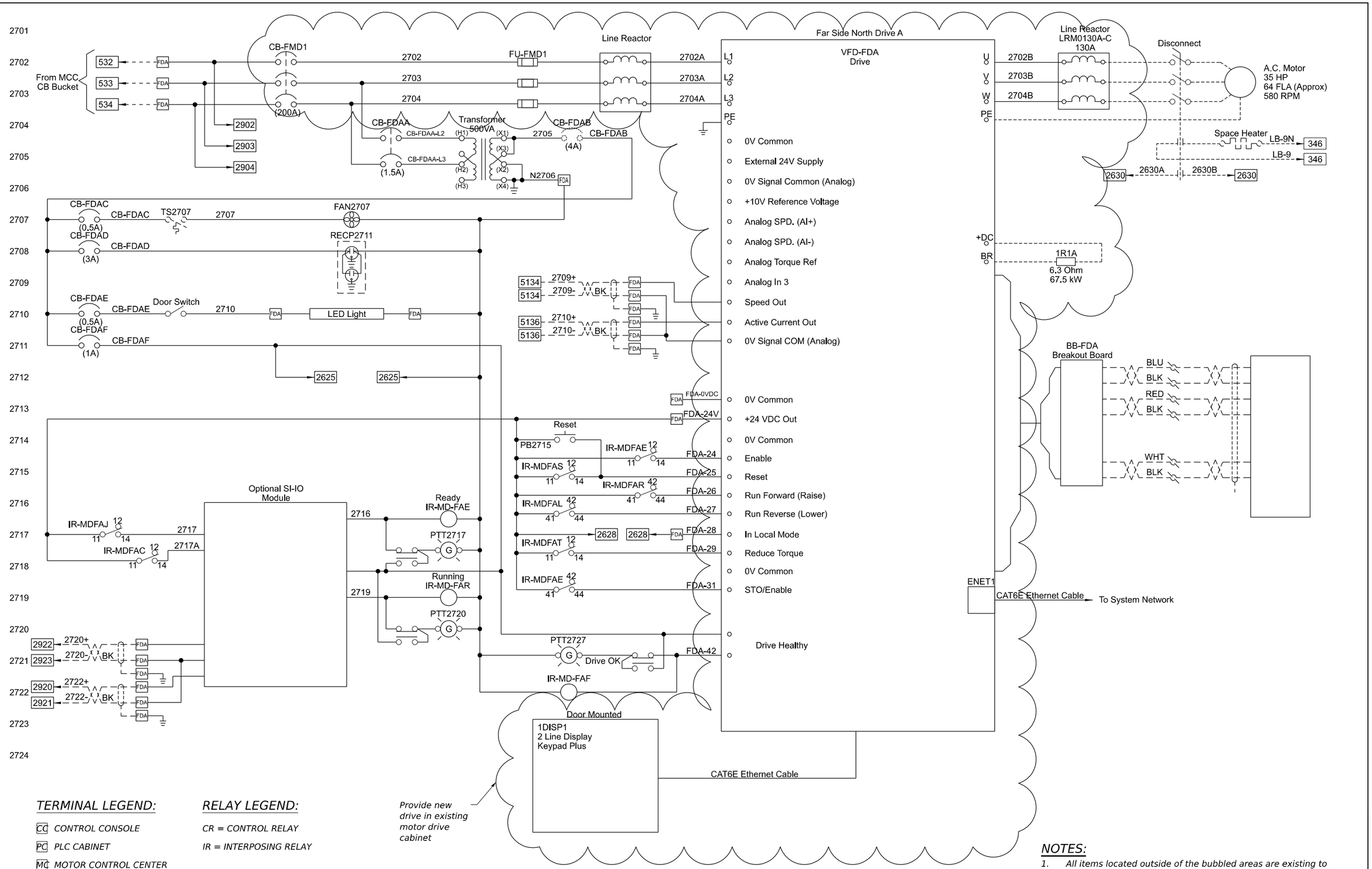

TERMINAL LEGEND:

- CC *CONTROL CONSOLE*
- PC *PLC CABINET*
- MC *MOTOR CONTROL CENTER*

RELAY LEGEND:

CR = CONTROL RELAY

IR = INTERPOSING RELAY

NOTES:

1. *All items located outside of the bubbled areas are existing to remain and are shown for reference only.*

USER NAME = ____	DESIGNED RL	REVISED - ____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVE SCHEMATIC III STRUCTURE NO. 099-0101	F.A.P RTE. 607
	CHECKED AC	REVISED - ____			SECTION 2018-067-BR
PLOT SCALE = ____	DRAWN DM	REVISED - ____			COUNTY WILL
PLOT DATE = ____	CHECKED RL	REVISED - ____		SHEET E-20 OF E-21 SHEETS	TOTAL SHEETS 128
					SHEET NO. 115
					CONTRACT NO. 62M79
					ILLINOIS FED. AID PROJECT

MODEL: 0990101-62M79-E01
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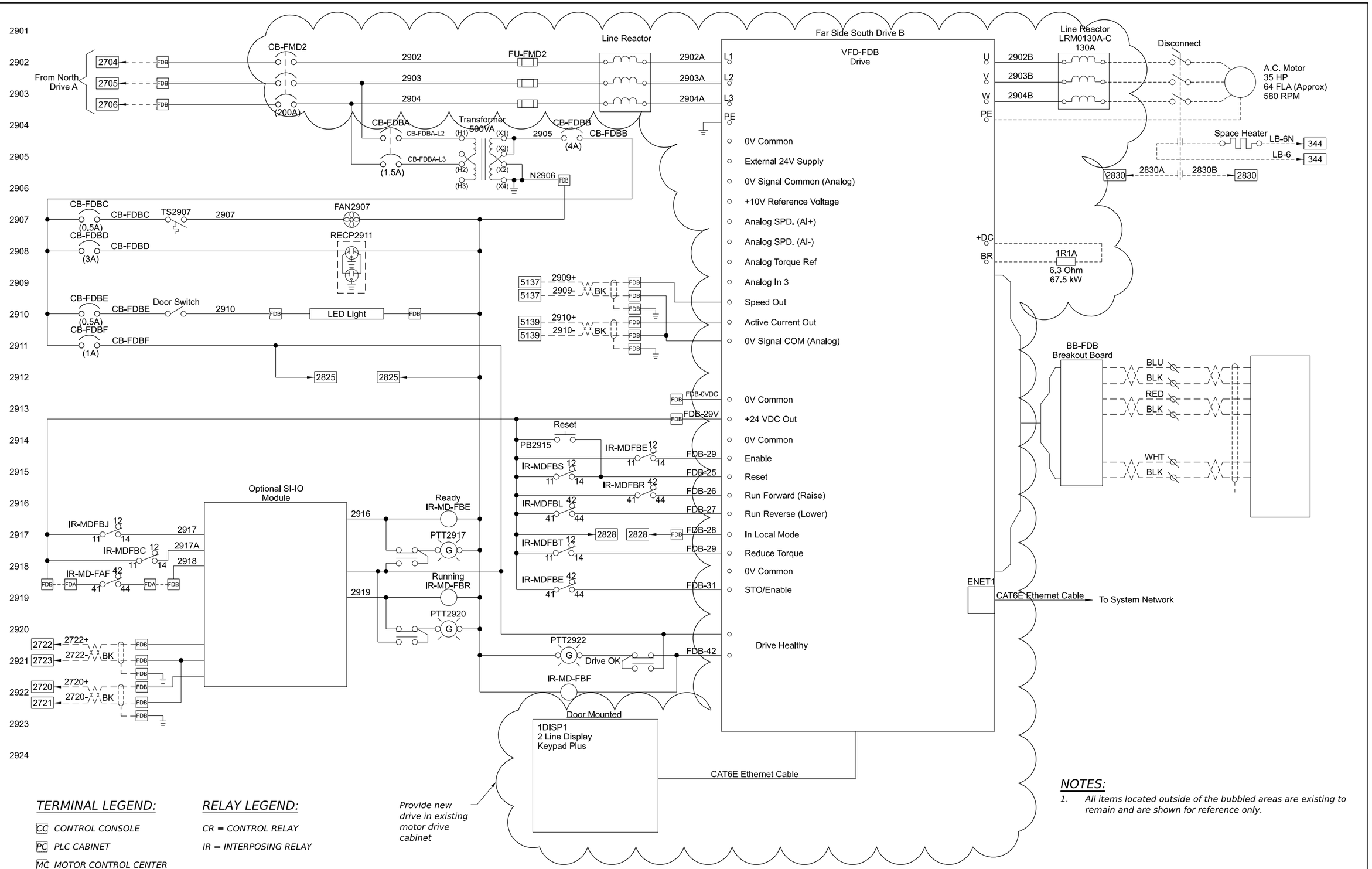

TERMINAL LEGEND:

- CC *CONTROL CONSOLE*
- PC *PLC CABINET*
- MC *MOTOR CONTROL CENTER*

RELAY LEGEND:

CR = CONTROL RELAY

IR = INTERPOSING RELAY

NOTES:

1. *All items located outside of the bubbled areas are existing to remain and are shown for reference only.*

MODEL: 0990101-62M79-E01
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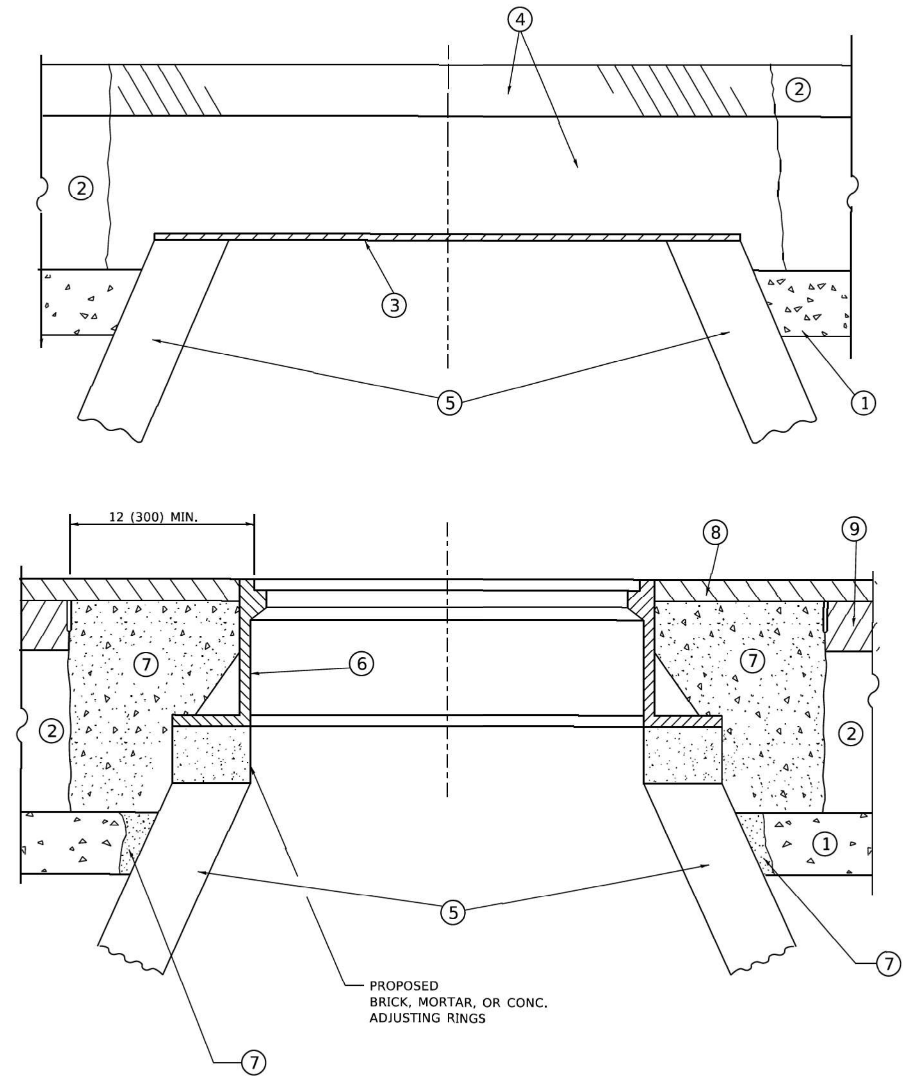
	CHECKED AC	REVISED - ____	
PLOT SCALE = ____	DRAWN DM	REVISED - ____	
PLOT DATE = ____	CHECKED RL	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVE SCHEMATIC IV
STRUCTURE NO. 099-0101
SHEET E-21 OF E-21 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	116
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		



DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

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

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

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

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

5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

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

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

MODEL: Default
FILE NAME: W:\diststd\22x34\bd08.dgn

USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED - R. BORO 12-06-11	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. SMITH 11-18-22	
PLOT DATE = 9/15/2023	DATE - 10-25-94	REVISED - K. SMITH 09-15-23	

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD600–03 (BD–08)	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

MODEL: $MODELNAME$
FILE NAME: N:\PROJ\00211239.01\CADD\Sht\Details\62M79-D1-Details01.dgn

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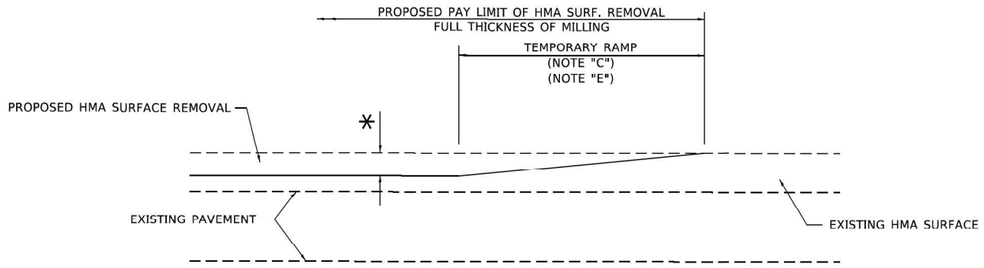
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = ahacker	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 10.024 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 2/23/2024	DATE -	REVISED -	

US 30 OVER DES PLAINES RIVER
IDOT DISRICT 1 DETAILS (ROADWAY)

SCALE: | SHEET 1 OF 3 SHEETS | STA. | TO STA.

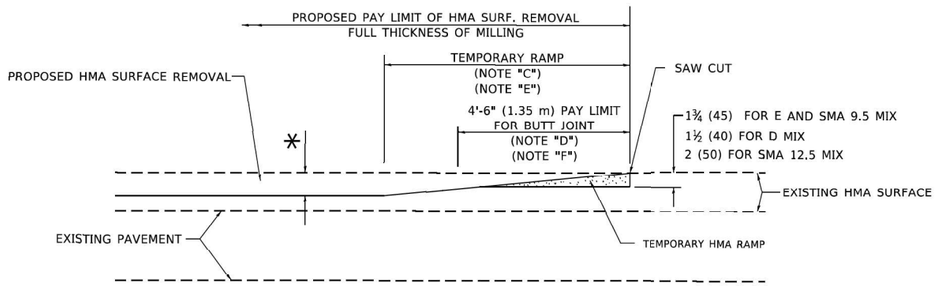
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	117
		CONTRACT NO. 62M79		
	ILLINOIS FED. AID PROJECT			



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

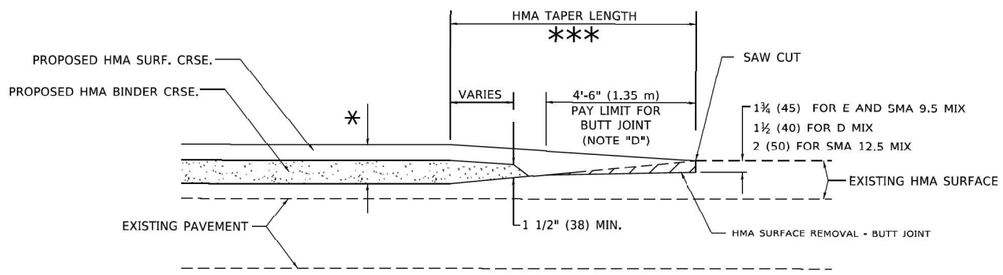


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

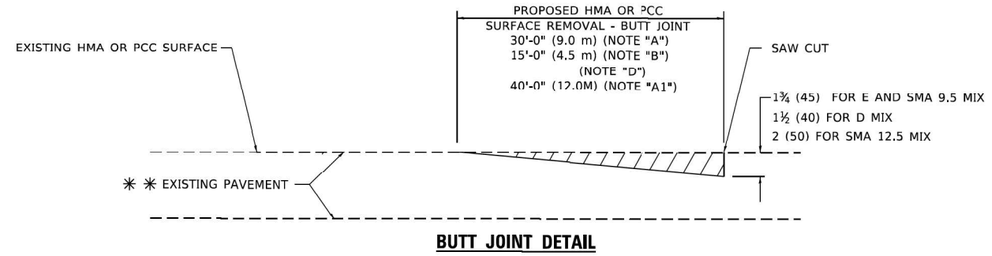
OPTION 2

TYPICAL TEMPORARY RAMP

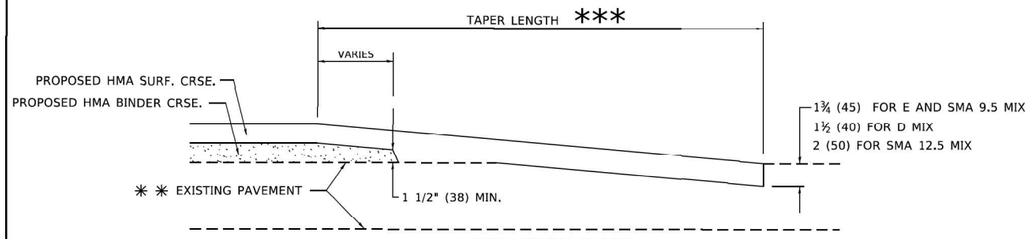


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.

A1. INTERSTATES

B. MINOR SIDE ROADS.

C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

F. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

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

2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

USER NAME = Lawrence.DeManche	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97	
	DRAWN -	REVISED - M. GOMEZ 04-06-01	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07	
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD400-05 BD-32	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

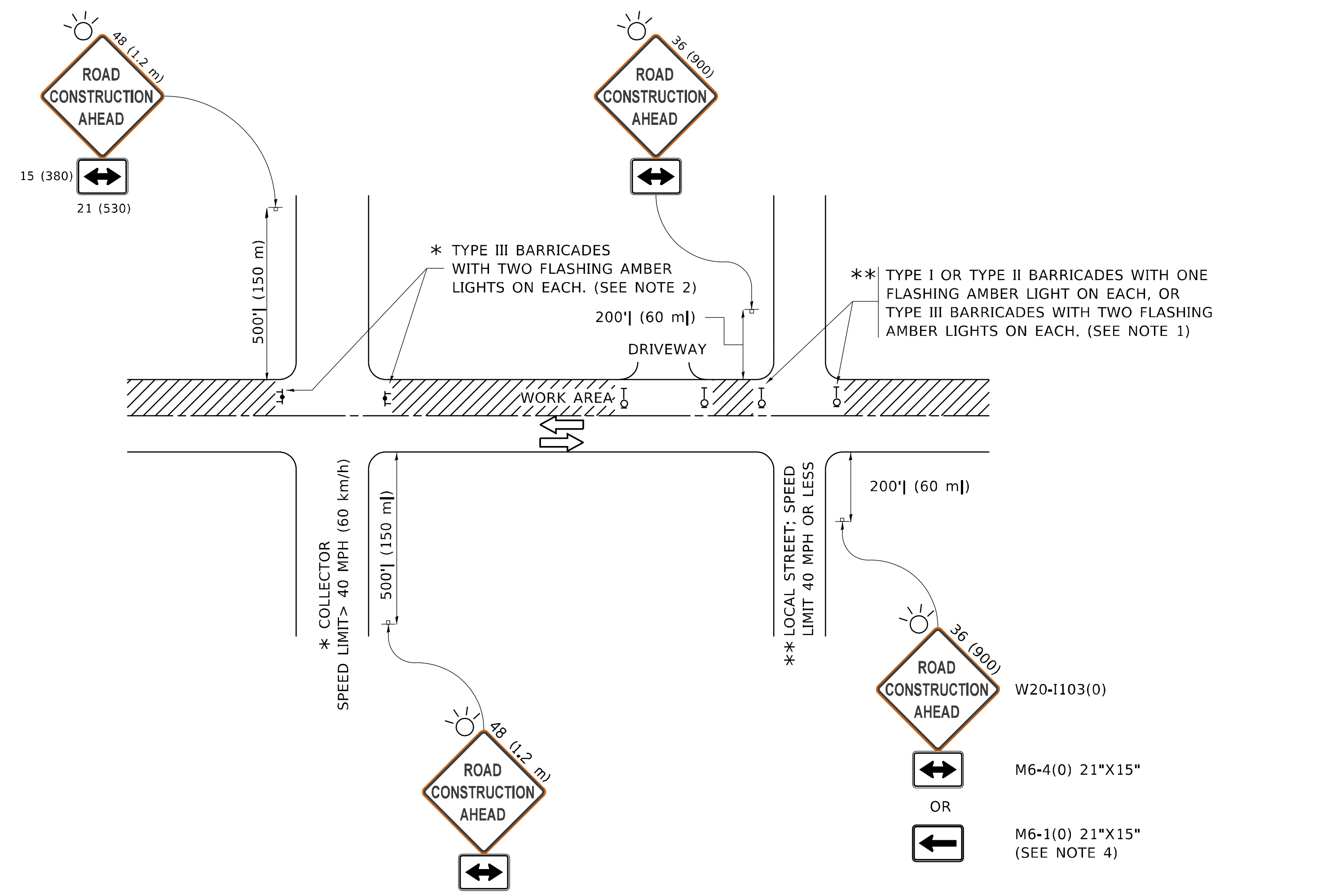
USER NAME = ahacker	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 10.024 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 2/23/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
IDOT DISTRICT 1 DETAILS (ROADWAY)

SCALE: | SHEET 2 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	118
		CONTRACT NO. 62M79		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.

4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.

6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.

7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

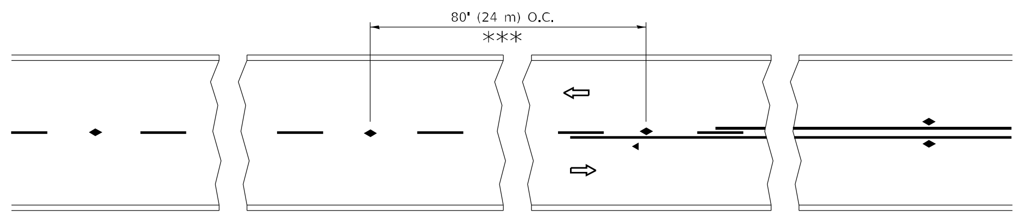
All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13	
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16	

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

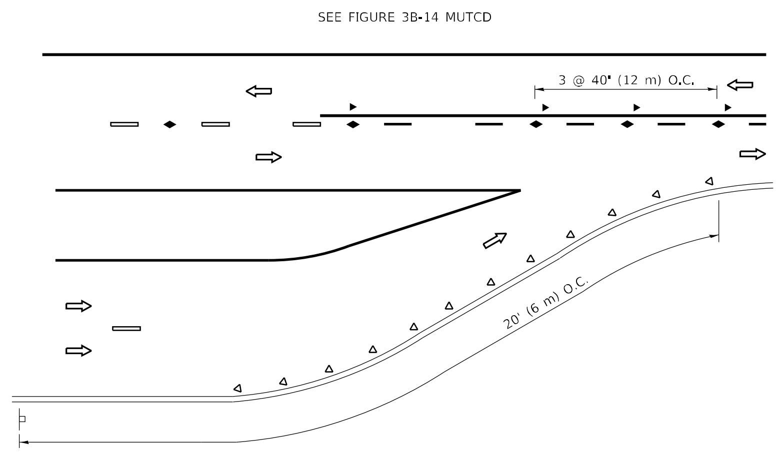
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	119
	TC-10	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

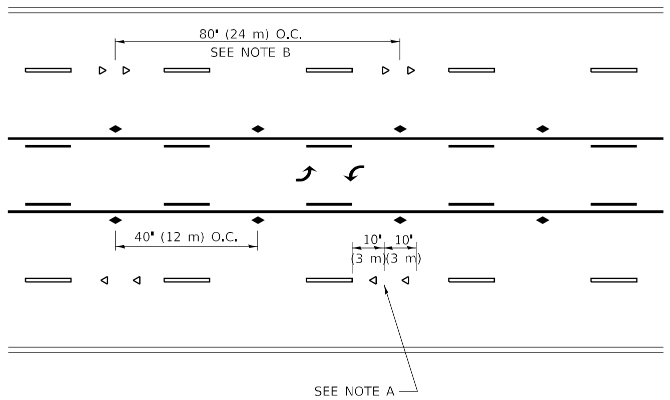


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

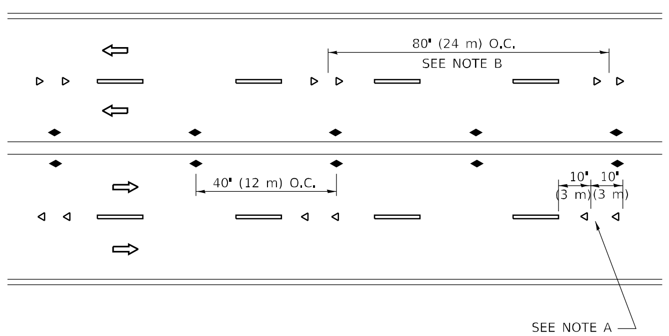
TWO–LANE/TWO–WAY



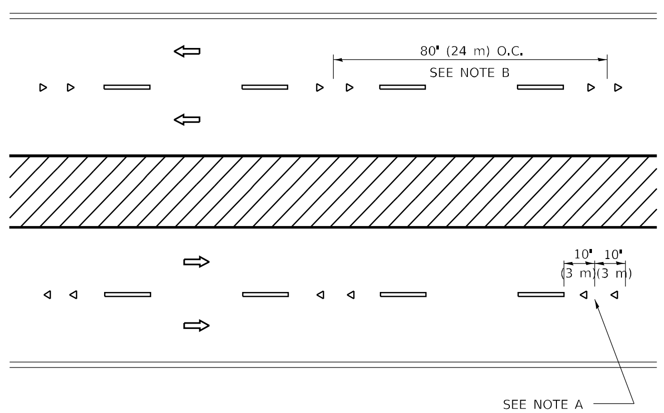
LANE REDUCTION TRANSITION



TWO–WAY LEFT TURN



MULTI–LANE/UNDIVIDED



MULTI–LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

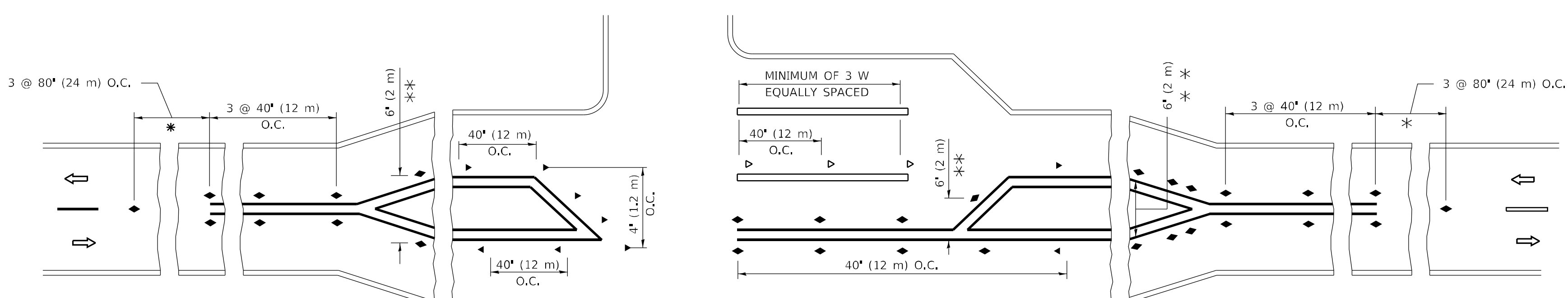
LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

TURN LANES

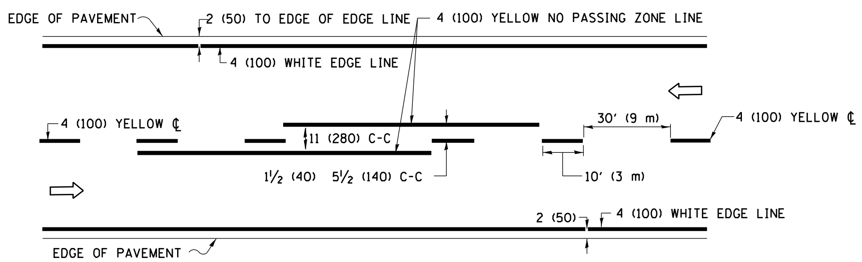
All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = footem]	DESIGNED -	REVISED - T. RAMMACHER 03-12-99	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 09-09-09	
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 07-01-13	

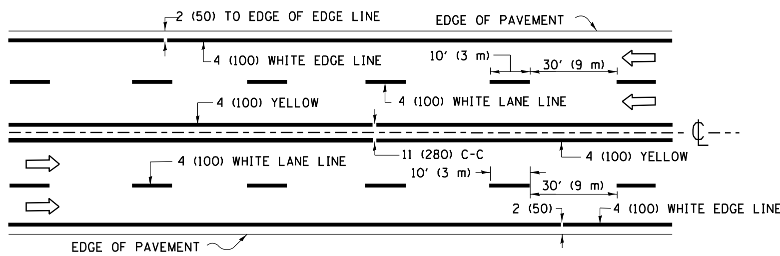
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW–PLOW RESISTANT)

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

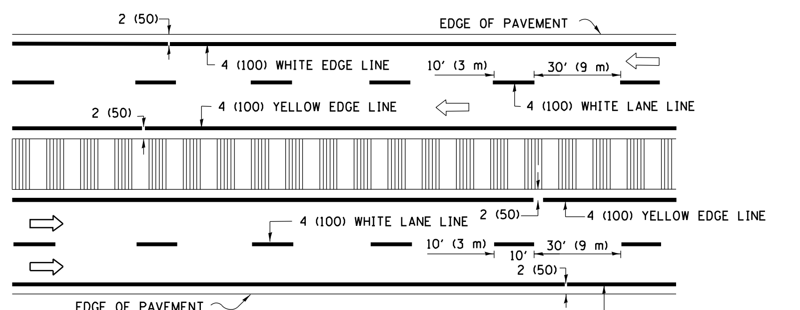
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	120
TC-11		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



2-LANE ROADWAY

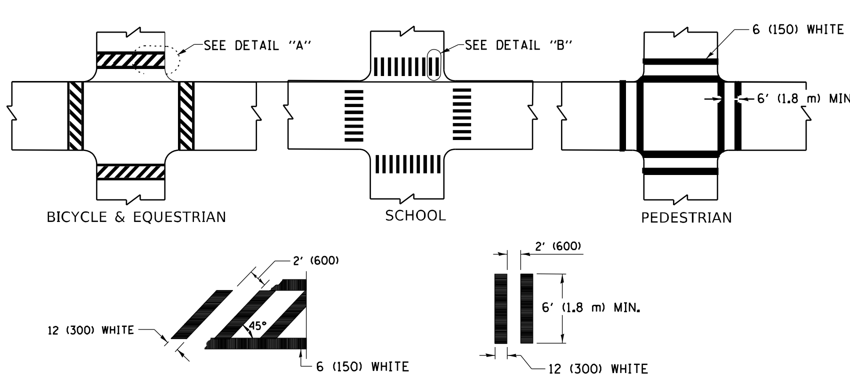


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED
WITH MEDIAN

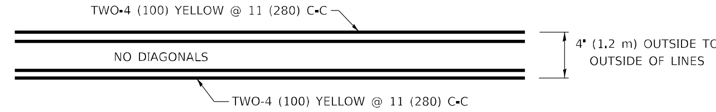
TYPICAL LANE AND EDGE LINE MARKING



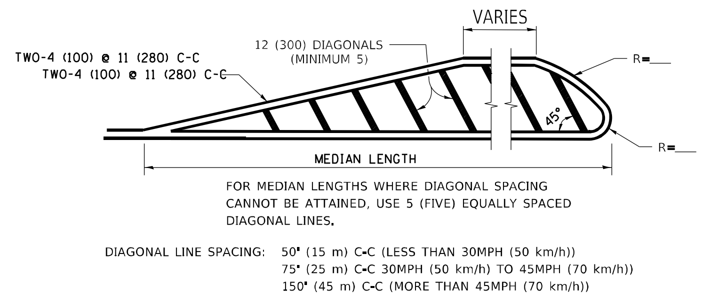
DETAIL "A" DETAIL "B"

TYPICAL CROSSWALK MARKING

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



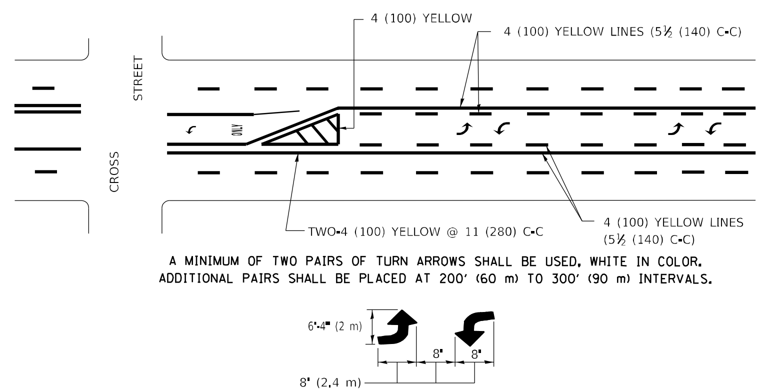
4' (1.2 m) WIDE MEDIANS ONLY



FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

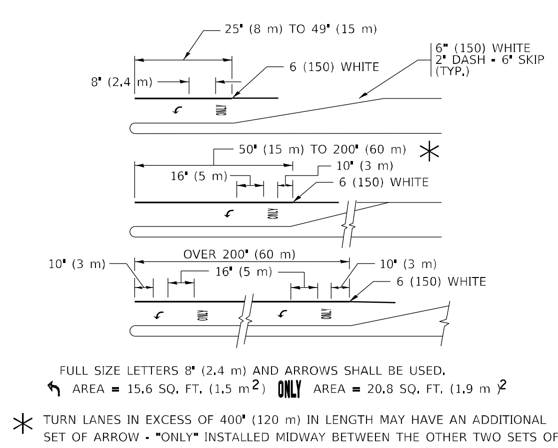
MEDIANS OVER 4' (1.2 m) WIDE



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

MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

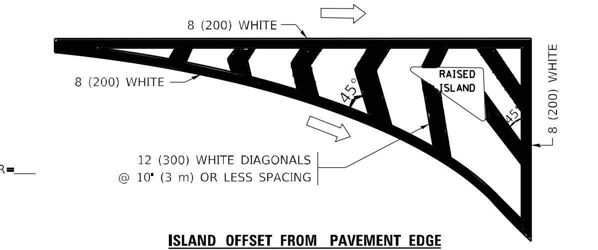


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

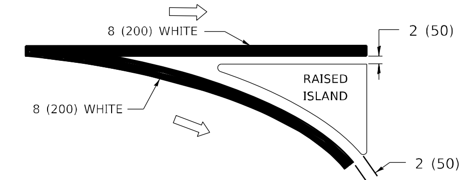
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

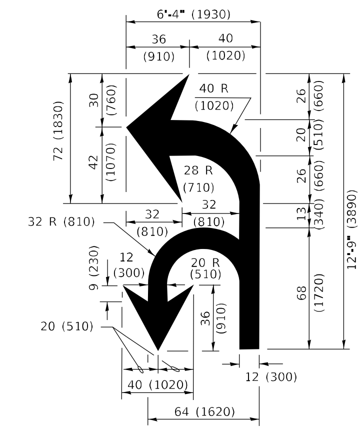


ISLAND OFFSET FROM PAVEMENT EDGE

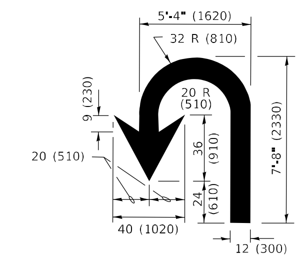


ISLAND AT PAVEMENT EDGE

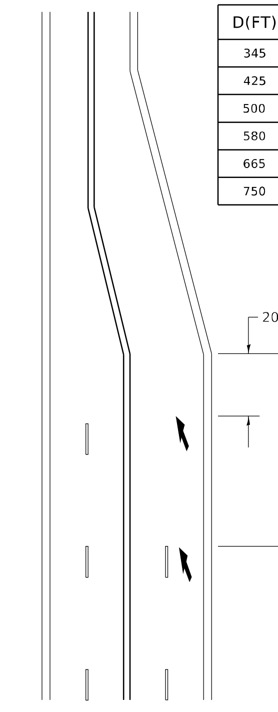
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN



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

LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

USER NAME = footem]	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN	REVISED - C. JUCIUS 07-01-13	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15	
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS
TC-13

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	121

CONTRACT NO.
ILLINOIS FED. AID PROJECT

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TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

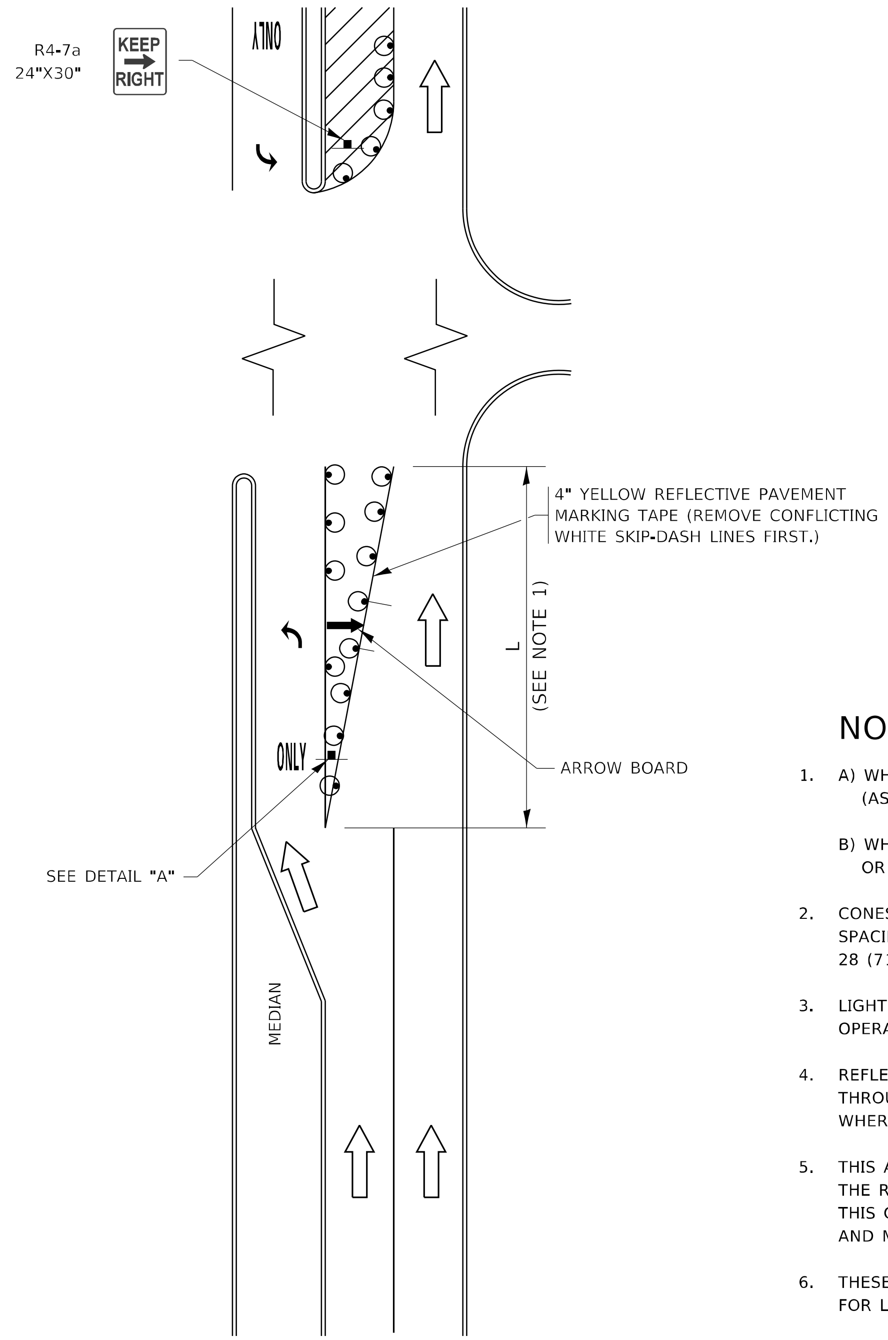


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

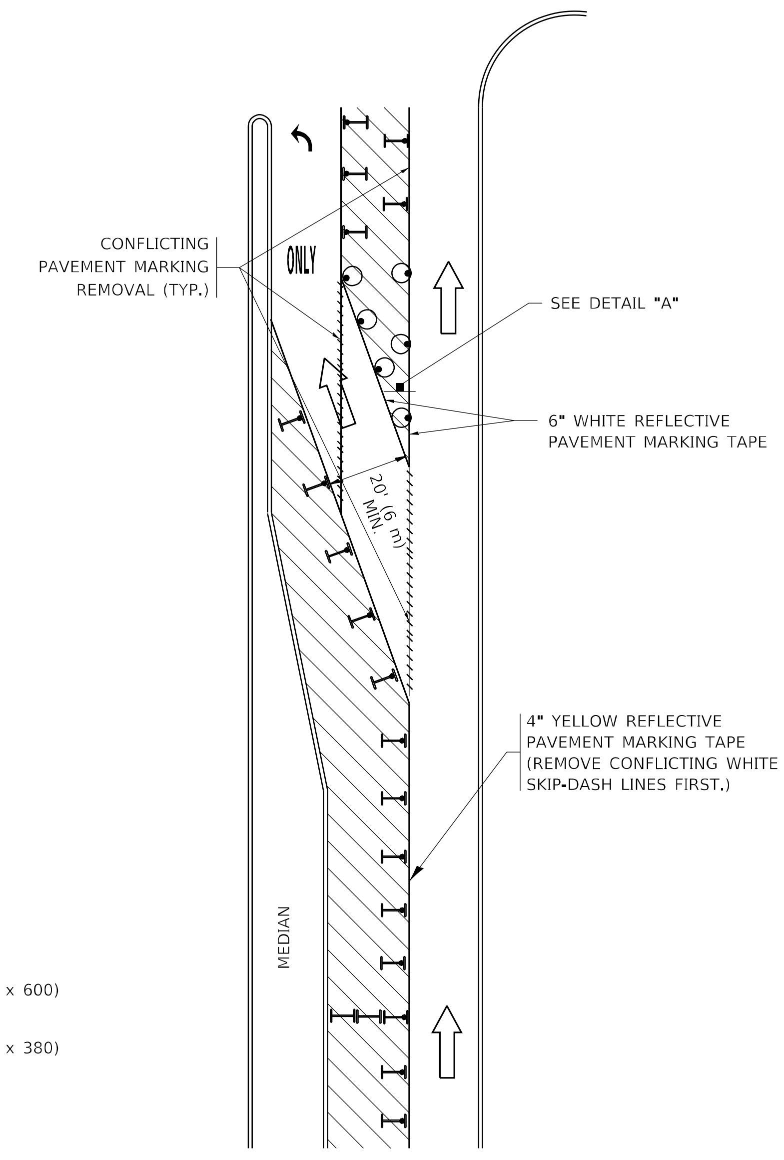


FIGURE 2

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.

2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.

3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.

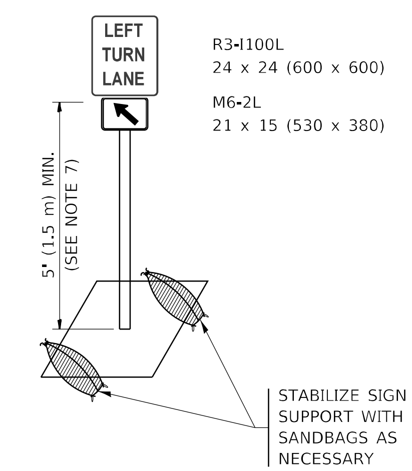
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.

5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.

6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.

7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.

8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

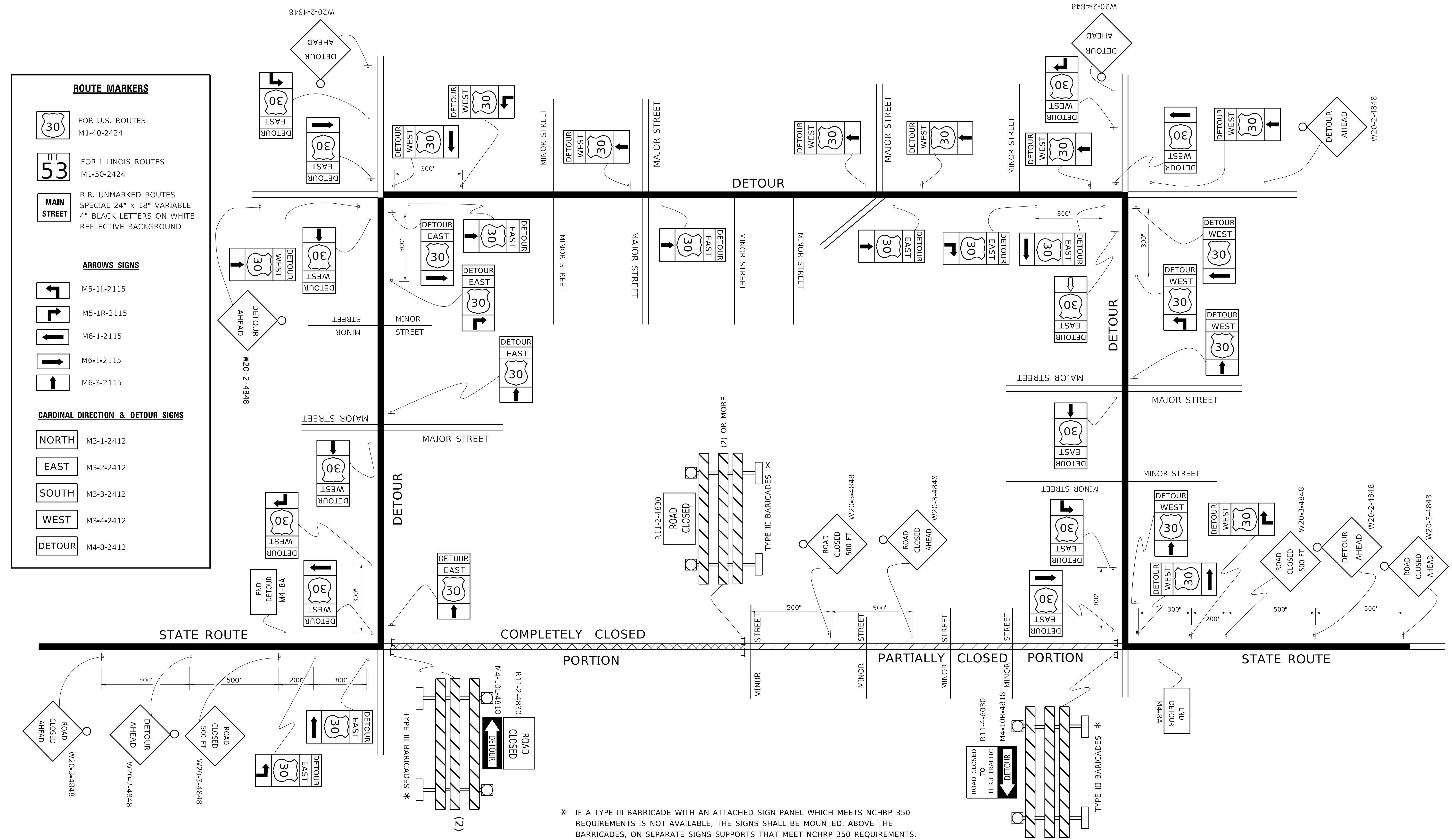


DETAIL A

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

USER NAME = footem]	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13		
PLOT SCALE = 50.0000 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16		
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	122
TC-14		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



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

USER NAME = footem]	DESIGNED -	REVISED - 10-18-02	
	DRAWN -	REVISED - R. BORO 09-14-09	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

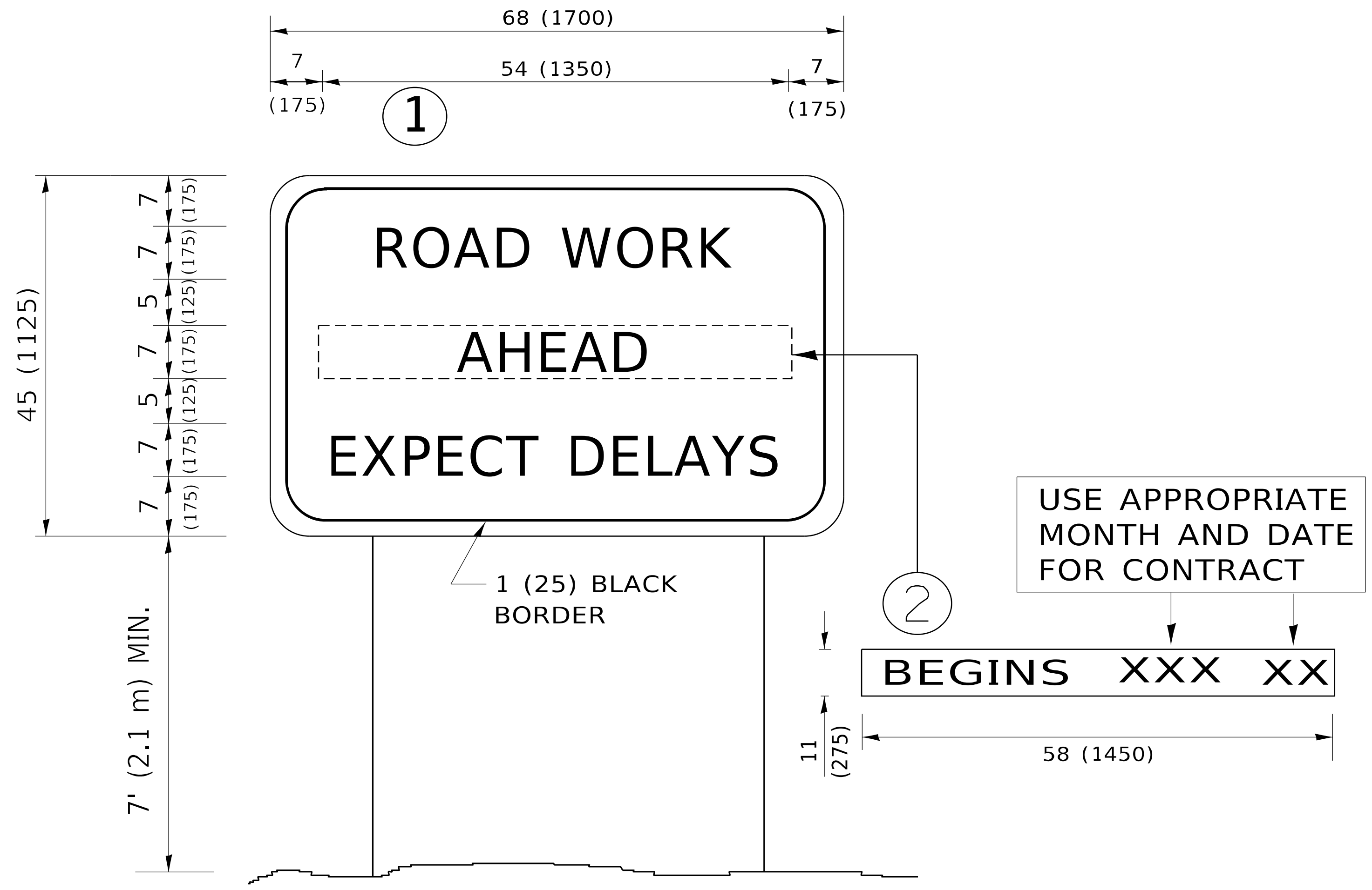
DETOUR SIGNING
FOR CLOSING STATE HIGHWAYS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	123

TC-21 | CONTRACT NO.

ILLINOIS | FED. AID PROJECT



NOTES:

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

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

USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07	

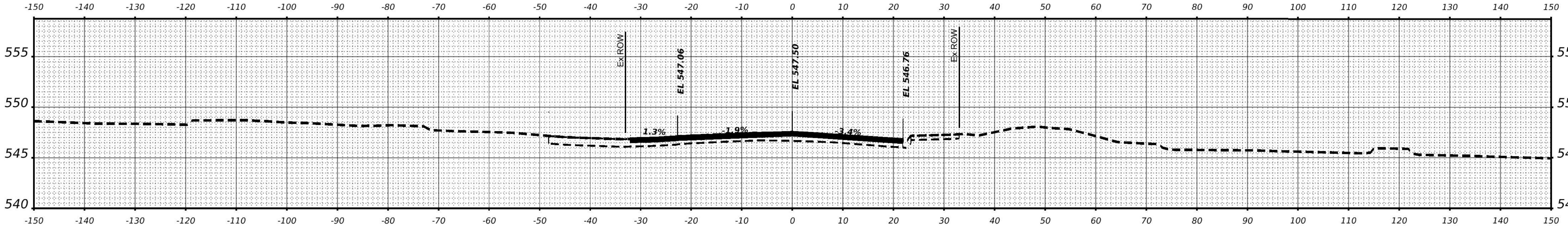
ARTERIAL ROAD INFORMATION SIGN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	124

TC-22 | CONTRACT NO.

ILLINOIS | FED. AID PROJECT



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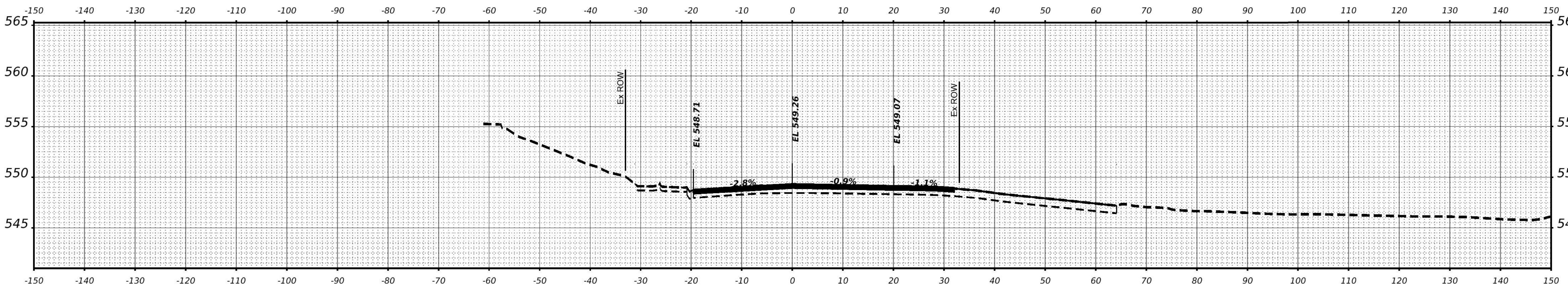

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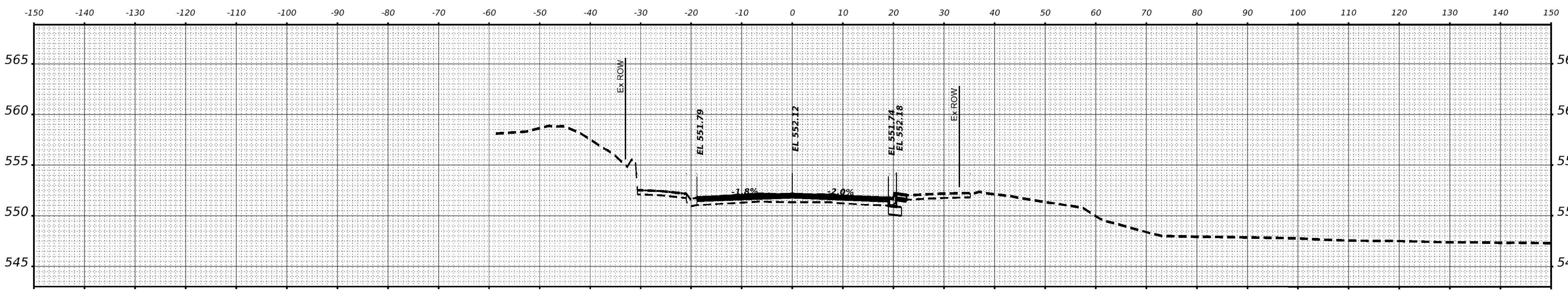

STA 6+65.00

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

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

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CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

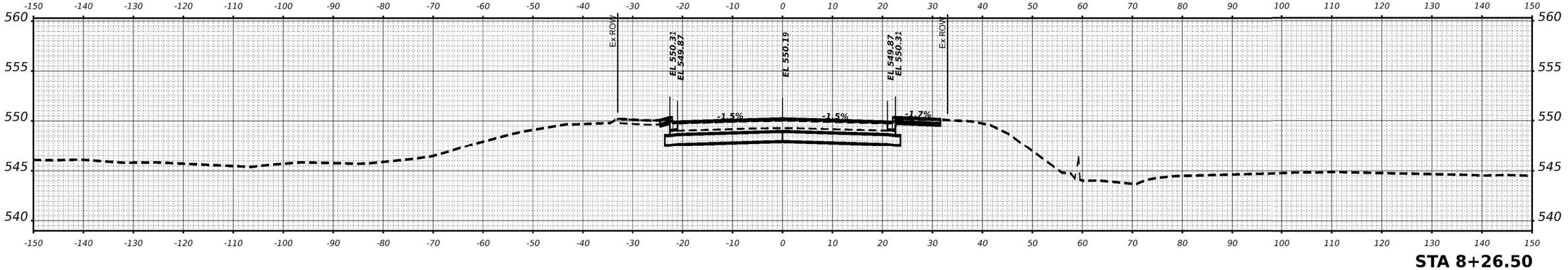
USER NAME = ahacker	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 2/23/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
CROSS SECTIONS

SCALE: 1" = 20' | SHEET 1 OF 4 SHEETS | STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	125
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	



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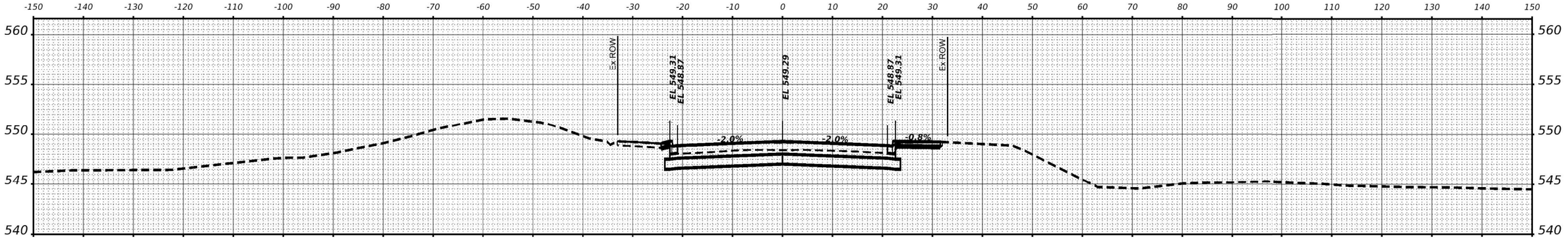

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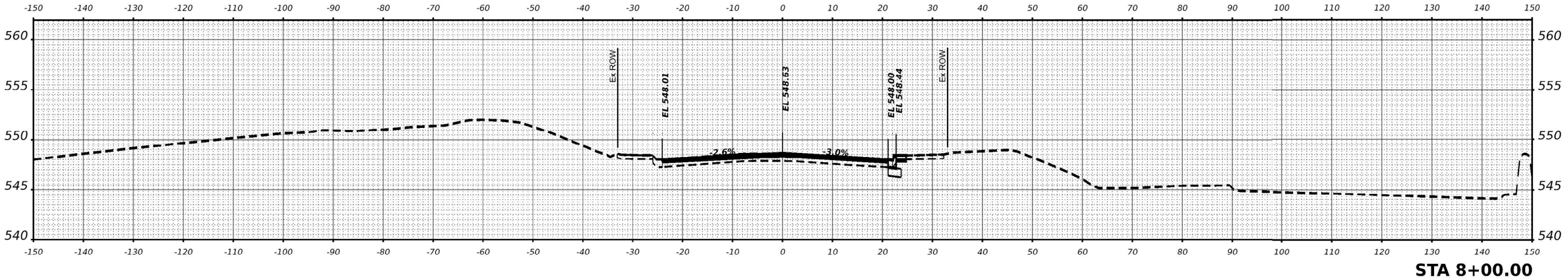

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USER NAME = ahacker	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
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PLOT DATE = 2/23/2024	DATE -	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
CROSS SECTIONS

SCALE: 1" = 20' | SHEET 2 OF 4 SHEETS | STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	126
		CONTRACT NO. 62M79		
	ILLINOIS	FED. AID PROJECT		

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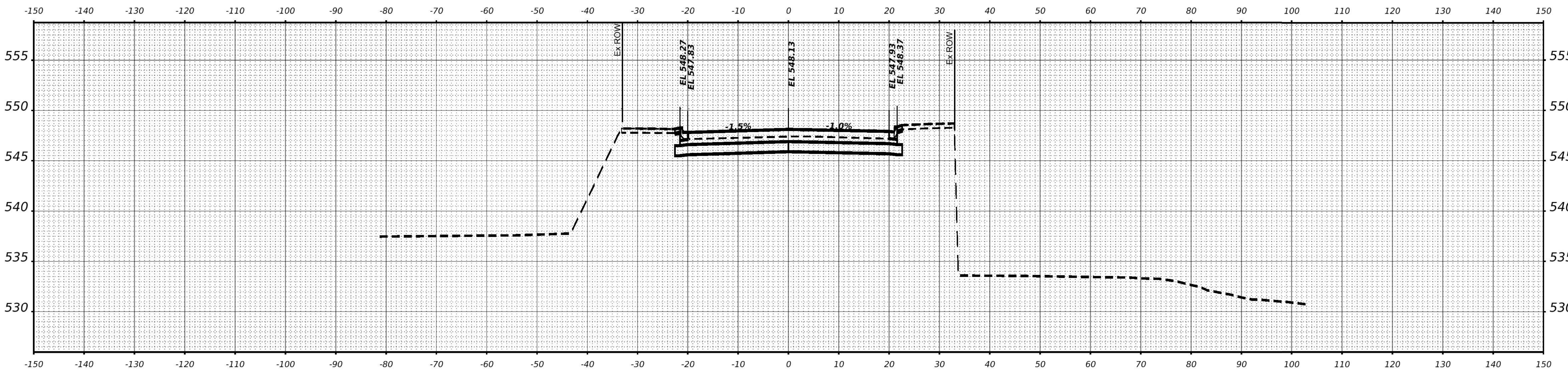

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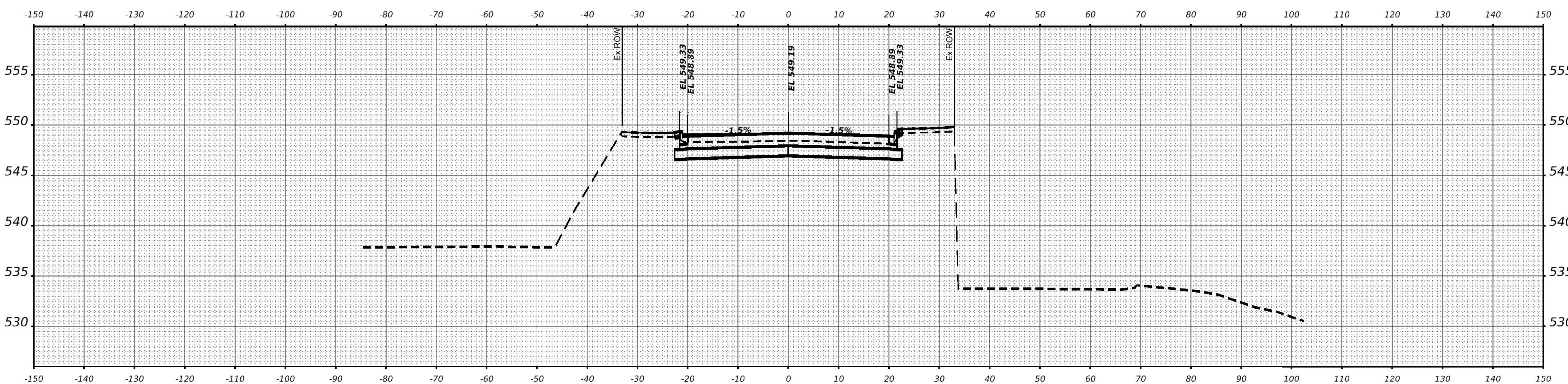

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FILE NAME: N:\PROJ\0021239.01\CADD\Mod\62M79-pr-corridor.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

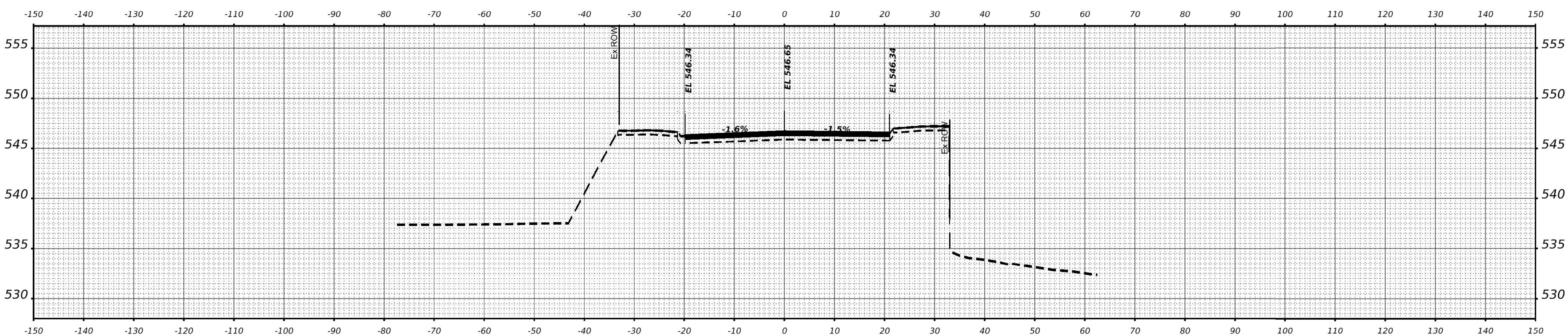
USER NAME = ahacker	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -
PLOT DATE = 2/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 OVER DES PLAINES RIVER
CROSS SECTIONS

SCALE: 1" = 20' | SHEET 3 OF 4 SHEETS | STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	127
		CONTRACT NO. 62M79		
		ILLINOIS	FED. AID PROJECT	



STA 12+17.00

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

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

DATE PLOTTED = 2/23/2024 9:37:41 PM
PEN TABLE = 00231239.01.tbl
PLOT CONFIG = CGI-PDF.pltcfg
MODEL: $MODELNAME$
FILE NAME: N:\PROJ\00231239.01\CADD\Mod\62M79-p-corridor.dgn

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USER NAME = ahacker	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 2/23/2024	DATE -	REVISED -	

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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	2018-067-BR	WILL	128	128

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