			LIGHTI	NG SCHEDULE				
					XXXXXXXX	83600200	84400105	83800105
	REFERENCE			LIGHT POLE	LUM LED	LIGHT POLE	RELOC EX	BKWY DEV
ROADWAY	ALIGNMENT	STATION	OFFSET	NUMBER	RDWY ROD	FDN 24D	LT UNIT	TR B 11.5B
	ALIGNMENT			NOMBER	G	T DN 24D		
			FT		EACH	FOOT	EACH	EACH
Mainline I-94	Ex_CL_I-94	450+93.3975 R 1	-59.6494	XA14	1			
Mainline I-94	Ex_CL_I-94	450+93.6286 R 1	59.1214	XB10	1			
Mainline I-94	Ex_CL_I-94	452+58.0148 R 1	59.5273	XA11	1			
Mainline I-94	Ex_CL_I-94	452+58.0148 R 1	-59.3111	XB15	1			
Mainline I-94	Ex CL I-94	453+98.5153 R 1	-59.3111	XA15	1			
Mainline I-94	Ex CL I-94	453+98.9458 R 1	59.5273	XB11	1			
Mainline I-94	Ex CL I-94	455+39.8734 R 1	59.5273	XA12	1			
Mainline I-94	Ex CL I-94	455+39.8734 R 1	-59.3111	XB16	1			
Mainline I-94	Ex CL I-94	457+01.4870 R 1	59.5273	XB12	1			
Mainline I-94	Ex CL I-94	457+05.0979 R 1	-59.3111	XA16	1			
Mainline I-94	Ex CL I-94	460+04.4912 R 1	0.388	HA10 & HB10	2			
Mainline I-94	Ex CL I-94	462+11.8942 R 1	0.6207	HA9 & HB9	2			1
Mainline I-94	Ex CL I 94	464+23.0248 R 1	0.9115	HA8 & HB8	2			
Mainline I-94	EX CL I-94	466+32.9976 R 1	0.8135	HA7 & HB7	2			
Mainline I 94	Ex CL I 94	468+27.9106 R 1	0.8955	HA6 & HB6	2			
Mainline I-94	EX CL I-94	470+40.4869 R 1	1.3143	HA5 & HB5	2			
Mainline I-94	Ex CL I-94	472+54.6510 R 1	1.3925	HA4 & HB4	2			
Mainline I-94	Ex CL I-94	474+64.2189 R 1	1.558	HA3 & HB3	2			
Mainline I-94	Ex CL 1-94	476+64.9444 R 1	1.8001	HA2 & HB2	2			
Mainline I-94	Ex CL I-94	478+76.8554 R 1	1.6095	HA1 & HB1	2			
Mainline I-94	Ex CL I-94	480+78.0269 R 1	1.4955	HC1&HD1	2			
Mainline I-94	EX CL I-94	482+77.7944 R 1	1.185	HC2 & HD2	2			
Mainline I-94	Ex CL I-94	484+82.3205 R 1	0.759	HC3 & HD3	2			
Mainline I-94	Ex CL I-94	485+67.6912 R 1	-64.7823	HD6	1			
Mainline I-94	Ex CL I-94	485+71.2346 R 1	67.75	HC4	1			
Mainline I-94	Ex CL I-94	487+65.8977 R 1	64.2687	HD4	1			
Mainline I-94	Ex CL I-94	487+66.8281 R 1	-61.5379	HC7	1			
Mainline I-94	Ex CL I-94	489+63.0839 R 1	63.5562	HC5	1			
Mainline I-94	Ex CL I-94	489+64.5533 R 1	-60.7613	HD7	1			
Mainline I-94 Mainline I-94	Ex CL I-94	491+44.2755 R 1	65.3487	HD5	1			
Mainline I-94 Mainline I-94	EX_CL_I-94 EX_CL_I-94	491+44.2755 R 1 491+45.7500 R 1	-62.1518	HC8	1			
			-62.1518		1			
Mainline I-94 Mainline I-94	Ex_CL_I-94 Ex CL I-94	493+38.9399 R 1 493+39.5548 R 1	66.4145	HD8 HC6	1			
Mainline I-94 Mainline I-94	Ex_CL_I-94 Ex_CL_I-94	493+39.5548 R 1 494+16.4657 R 1	0.0135	HC9 & HD9	2			
Mainline I-94 Mainline I-94	Ex CL I-94	494+16.4657 R 1 496+93.5008 R 1	0.0135	HC 10 & HD 10	2			
					2			
Mainline I-94	Ex_CL_I-94	499+67.9035 R 1 502+50.7669 R 1	0.7844	HC 11 & HD 11 HC 12 & HD 12	2			
Mainline I-94	Ex_CL_I-94		0.5317	A LOS DE LOCALE AND DE LOCAL				
Mainline I-94	Ex CL I-94	505+16.4267 R 1	-0.0553	HC 13 & HD 13	2			
Mainline I-94	Ex_CL_I-94	508+01.9091 R 1	-0.5582	HC 14 & HD 14	2			
Mainline I-94	Ex CL I-94	532+10.5547 R 1	0.0585	GA1 & GB1	2			
Mainline I-94	Ex_CL_I-94	534+87.8071 R 1	0.2438	GA2 & GB2	2			
Mainline I-94	Ex_CL_I-94	537+67.6014 R 1	-0.1454	GA3 & GB3	2			
Mainline I-94	Fx_CI_I-94	540+46.4899 R 1	0.179	GA4 & GB4	2			
Mainline I-94	Ex CL I-94	543+26.6573 R 1	0.3243	GA5 & GB5	2			
Mainline I-94	Ex_CL_I-94	546+06.4109 R 1	0.7186	GA6 & GB6	2			

			LIGHTING SCH	IEDULE				
					XXXXXXXX	83600200	84400105	83800105
ROADWAY	REFERENCE ALIGNMENT	STATION	OFFSET	LIGHT POLE NUMBER	LUM LED RDWY ROD G	LIGHT POLE FDN 24D	RELOC EX LT UNIT	BKWY DEV TR B 11.5B
			FT		EACH	FOOT	EACH	EACH
Mainline I-94	Ex CL I-94	549+17.2545 R 1	-0.2146	GA11 & GB11	2			
Mainline I-94	Ex CL I-94	552+20.4858 R 1	-0.2747	GA12 & GB12	2			
Mainline I-94	Ex CL I-94	554+89.0452 R 1	0.6484	GA13 & GB13	2			
Mainline I-94	Ex CL I-94	557+73.7878 R 1	0.425	GA14 & GB14	2			
Mainline I-94	Ex CL I-94	560+59.9927 R 1	-0.0064	GA15 & GB15	2			
Mainline I-94	EX CL I-94	562+89.0177 R 1	-0.406	GA16&GB16	2			
Mainline I-94	Ex CL I-94	565+19.7464 R 1	0.3006	GA17 & GB17	2			
Mainline I-94	Ex CL I-94	567+31.4991 R 1	0.067	GA18 & GB18	2			
Mainline I-94	Ex CL I-94	569+62.6883 R 1	-0.2755	FC 14 & FD 14	2			
Mainline I-94	Ex CL I-94	571+92.2151 R 1	-0.0927	FC13&FD13	2			
Mainline I-94	Ex CL I-94	574+20.1609 R 1	0.0439	FC 12 & FD 12	2			
Mainline I-94	Ex CL I-94	576+44.1737 R 1	0.0248	FC11&FD11	2			
Mainline I 94	Ex CL 194	578+77.5104 R 1	0.3953	FC 10 & FD 10	2			
Mainline I-94	EX CL I-94	581+02.3879 R 1	0.8169	FC9&FD9	2			
Mainline I 94	Ex CL I 94	583+28.1615 R 1	0.9811	FC8&FD8	2			
Mainline I-94	EX CL I-94	585+56.1258 R 1	0.1779	FC7&FD7	2			
Mainline I-94	Ex CL I-94	587+91.4776 R 1	-0.113	FC6&FD6	2			
Mainline I-94 Mainline I-94	Ex CL I-94	590+16.1179 R 1	-0.8268	FC5 & FD5	2			
Mainline I-94	Ex CL I-94	592+47.6464 R 1	1.2496	FC4&FD4	2			
Mainline I-94	Ex CL I-94	594+83.8032 R 1	-0.3622	FC3&FD3	2			
Mainline I-94 Mainline I-94		597+81.8433 R 1	-0.3022	FC2 & FD2	2			
	Ex_CL_I-94		0.0269		2			
Mainline I-94	Ex_CL_I-94	600+81.8458 R 1	66.883	FC1&FD1	1			
Mainline I-94	Ex_CL_I-94	603+76.1771 R 1		FL7				
Mainline I-94	Ex_CL_I-94	603+77.5539 R 1	-70.1935	FJ 1 EA12 & EB 12	1			
Mainline I-94	Ex_CL_I-94	606+26.0935 R 1	-0.1634		2			
Mainline I-94	Ex_CL_I-94	608+55.7011 R 1	-0.274	EA11 & EB11	2			
Ramp W3	ExBL1	100+17.7993 R 1	21.6684	HJ 5	1.0			
Ramp W3	ExBL1	102+18.7026 R 1	19.8383	HI5	1			
Ramp W3	ExBL1	104+20.7833 R 1	19.7033	HJ 4	1			
Ramp W3	ExBL1	106+21.5798 R 1	19.9482	HI4	1			
Ramp W3	ExBL1	108+22.3894 R 1	19.6896	HJ 3	1			
Ramp W3	ExBL1	110+30.4994 R 1	20.2215	HI3	1			
Ramp W3	ExBL1	112+25.4551 R 1	21.295	HJ 2	1			
Ramp W1	W1	10+12.5451 R 1	23.5304	HF4	1			
Ramp W1	W1	11+40.4902 R 1	19.0985	HE4	1			
Ramp W1	W1	13+40.2331 R 1	20.0438	HE5	1			
Ramp W 1	W1	15+40.2507 R 1	20.4404	HF 5	1			
Ramp W1	W1	17+40.0112 R 1	20.2662	HE6				
Ramp W1	W1	19+11.4524 R 1	26.463	HF6				
Ramp W1	W1	21+21.4563 R 1	16.251	HE7	1			
Ramp W2	W2	51+32.8352 R 1	23.8928					ļ
Ramp W2	W2	53+02.0110 R 1	19.2191					
Ramp W2	W2	54+46.5452 R 1	18.7596					
Ramp W2	W2	55+99.3955 R 1	20.3481		1			
Ramp W2	W2	57+51.9833 R 1	19.6742	HG7	1			

=fault	745 McClintock Drive	USER NAME = hbmepw11ics01\$	DESIGNED - FPE	REVISED -			LIGHTING PLAN SCHEDULE OF QUANTITIES	F.A.I. BTF.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
N. M			DRAWN - LNK REVISED - STATE OF ILLINOIS			94	(42-B-11-1) BR. BJR 24	СООК	761 401		
E E	DESIGN FIRM REG. 184.002117 Burr Ridgo, IL 60627 Ph. 773-881-4788 www.abnacorp.com	PLOT SCALE = 100.0000 ' / in.	CHECKED - JMO	REVISED -	DEPARTMENT OF TRANSPORTATION				CONTRAC	T NO. 62W87	
ΣE		PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -		SCALE: SHEET 1			ILLINOIS FED. A	id project	

			LIGHTIN	IG SCHEDULE								LIGHTING SCH	EDULE				
					XXXXXXXX	83600200	84400105	83800105						XXXXXXXX	83600200	84400105	8380010
ROADWAY	REFERENCE ALIGNMENT	STATION	OFFSET	LIGHT POLE NUMBER	LUM LED RDWY ROD G	LIGHT POLE FDN 24D	RELOC EX	BKWY DEV TR B 11.5BC	ROADWAY	REFERENCE ALIGNMENT	STATION	OFFSET	LIGHT POLE NUMBER	LUM LED RDWY ROD G	LIGHT POLE FDN 24D	RELOC EX	BKWY DI TR B 11.5
		50, 00,0000 B 4	FT		EACH	FOOT	EACH	EACH			0.01 57 0000 5 4	FT		EACH	FOOT	EACH	EACH
amp W2	W2	59+02.8293 R 1	19.8894	HH8					Ramp Y5	Y5	861+57.2930 R 1	11.499	FB2				_
lamp W2	W2	482+58.0998 R 1	78.0439	HG8					Ramp Y5	Y5	863+31.6515 R 1	11.3344	FA2	1			
tamp W4	W4	150+44.6058 R 1	23.0317	HH4					Ramp Y5	Y5	865+08.1822 R 1	17.0452	FB1	1			
lamp W4	W4	152+30.6333 R 1	20.8217	HG4					Ramp Y5	Y5	866+82.2115 R 1	4.1252	FA1	1			
Ramp W4	W4	154+26.2983 R1	20.3023	HH3					Ramp Y6	Y6	900+96.2470 R 1	6.5168	FB10	1			
lamp W4	W4	156+10.8917 R 1	20.1142	HGB					Ramp Y6	Y6	902+41.7199 R 1	9.8842	FA9	1			
amp W4	W4	157+92.1426 R 1	20.2158	HH2					Ramp Y6	Y6	903+86.6278 R 1	-25.0143	FB9	1			
lamp W4	W4	160+01.0910 R 1	20.2509	HG2	2 1				Ramp Y6	Y6	905+31.1447 R 1	-24.9752	FA6	1			
Ramp W4	W4	162+07.3998 R1	20.2246	HH1	1				Ramp Y6	Y6	906+76.3730 R 1	-25.3408	FB6	1			
Ramp W4	W4	163+79.0346 R 1	23.8134	HH5	5 1				Ramp Y6	Y6	908+19.2696 R 1	-25.1486	FA7	1			
Ramp Y1	Y1	657+64.3882 R 1	10.1942	FH10	1				Ramp Y6	Y6	909+65.5403 R 1	10.546	FB7	1			
Ramp Y1	Y1	659+19.4667 R 1	9.8603	FG10	1				Ramp Y6	Y6	911+10.9626 R 1	9.9576	FA8	1			
Ramp Y 1	Y1	660+78.0402 R 1	10.889	FHS	) 1				Ramp Y7	Y7	950+86.5173 R 1	12.2599	FK6	1			
Ramp Y1	Y1	662+30.8016 R 1	10.6185	FG9	) 1				Ramp Y7	Y7	952+45.8900 R 1	10.5423	FL6	1			
Ramp Y1	Y1	663+88.1009 R1	10.1983	FH8	3 1				Ramp Y7	Y7	953+93.8506 R 1	-26.068	FK5	1			
lamp Y1	PR CENTERLINE	103+77.3947 R 1	11.5047	FG8	3 1	6	1	4	Ramp Y7	Y7	955+43.1388 R 1	-25.245	FL5	1			
amp Y1	PR CENTERLINE	105+38.6252 R 1	10.9222	FH7	/ 1	6	1	4	Ramp Y7	Y7	956+93.1737 R 1	-26.6122	FK4	1			-
amp Y2	Y2	700+20.3431 R 1	15.1149	FG1		-	_		Ramp Y7	Y7	958+44.1102 R 1	-22.4122	FL4				-
amp Y2	Y2	701+41.1652 R 1	17.0593	FH1					Ramp Y7	Y7	959+78.8785 R 1	14.6466	FK2				+
Ramp Y2	Y2	702+85.5674 R 1	10.1287	FG2	-				Ramp Y7	Y7	961+30.8618 R 1	10.8465	FL2				1
Ramp Y2	Y2	704+35.4132 R 1	-25.1826	FH2					Ramp Y8	Y8	1001+02.1920 R 1	11.4353	FK7	1			
Ramp Y2	Y2	705+85.9965 R 1	-24.8905	FG3					Ramp Y8	Y8	1001+62.1520 R1 1002+54.3737 R1	10.7376	FL9	1			
Ramp Y2	Y2	707+36.9135 R 1	-24.9631	FH3					Ramp Y8	Y8	1002+191.8757 R1	10.8018	FK8	_			
Ramp Y2	Y2	709+06.6113 R 1	-25.7121	FG4					Ramp Y8	Y8	1005+83.3160 R 1	11.2618	FL10	1			
Ramp Y2	Y2	710+36.3071 R 1	9.9025	FH5					Ramp Y8	Y8	1007+38.8754 R 1	9,4374	FK9	1			-
Ramp Y2	Y2	711+91.7710 R1	12.9338	FG6					Ramp Y8	Y8	1007+38.8734 R1	15.5408	FL11	1			-
Ramp Y3	Y3	751+00.2297 R 1	12.9556	FI5					Ramp Y8	Y8	1010+95.3784 R 1	16.6483	FK10	1			-
	Y3	752 (64.5634 R 1	9.4113	FJ5					Ramp Y8	Y8	1010+95.5784 R1	21.3835	FL12	1			+
amp Y3	Y3	752+104.5054 R 1	-26.7488							Y8	1012+02.7257 R1	19.1221	FK11	1			+
Ramp Y3				FI3					Ramp Y8 US 6	Y4	815+46.8379	-41.4135		1			
tamp Y3	Y3 Y3	755+71.8110 R 1	-25.1896	FJ3							656+07.1266		FI14 FH4	1			
amp Y3		757+28.2855 R 1	-26.103	FI2					US 6 US 6	Y1 Y8		-133.8484		1			
amp Y3	Y3	758+84.3940 R 1	9.8387	FJ2							1002+12.6057	-77.7583	FL1	1			
Ramp Y3	Y3	760+39.3600 R 1	12.9583	FII					US 6	Y5	864+04.6186	-56.4376	FB11	1			+
amp Y4	Y4	804+96.6596 R 1	15.1193	FJ11					US 6	Y7	960+83.9582	-80.3026	FK1	1			
Ramp Y4	Y4	806+51.5039 R 1	21.0651	FI10					US 6	EXISTING CENTERLINE	338+97.1349	-37.8684	FA11	1			
Ramp Y4	Y4	808+24.4168 R 1	16.011	FJG	-				US 6	EXISTING CENTERLINE	340+34.4556	48.9695	FK3				
lamp Y4	Y4	809+89.6734 R 1	8.7762	FIS					US 6	EXISTING CENTERLINE		49.1869	FL3				+
amp Y4	Y4	811+55.2201 R 1	-32.8977	FJ8				<u> </u>	US 6	EXISTING CENTERLINE		-48.0872	FA10				+
amp Y4	Y4	813+19.8155 R 1	9.4992	FI8					US 6	EXISTING CENTERLINE		49.5557	FI6				
Ramp Y5	Y5	851+76.7331 R 1	11.8127	FB5					US 6	EXISTING CENTER LINE		-48.8481	FH6				
Ramp Y5	Y5	853+40.0910 R 1	11.4779	FA5					US 6	EXISTING CENTERLINE		49.0366	FJ6				
lamp Y5	Y5	855+08.4018 R 1	11.8488	FB4					US 6	EXISTING CENTERLINE		-37.2376	FG5				
Ramp Y5	Y5	856+71.9365 R 1	11.5602	FA4					US 6	EXISTING CENTERLINE		38.7504	FJ14				
amp Y5	Y5	858+37.5785 R 1	11.7196	FB3							TOTAL			227	12	2	8
Ramp Y5	Y5	860+01.1688 R1	11.2054	FA3	3 1												

							LIGI	HTING SCHE	DULE								
			81100320	81702110	81702450	81800330	81028350	82200609	82200606	82600106	81300220	81300310	81300420	81300830	82110026	82110022	81603081
ROADWAY	FROM STA	το στα	CON AT ST	EC C XLP	EC C XLP	A CBL 3-	UNDRGRD	WWOWL	WWOWL	OBSTRUCT	JUN BX SS	JUN BX SS	JUN BX SS	JUN BX SS	LUM LED	LUM LED	UD 2#2#4CXLD
KOADWAT	FROM STA	TO STA	1 PVC GS	USE 1C 10	USE 3-1C 10	1C6 MESS WIRE	C PVC 2	LED 360 D G	PM	WARN LT CONT	AS 6X6X4	AS 8X6X4	AS 10X8X6	AP 18X18X8	UP SUS D	UP WM E	3#2#4GXLP USE 1.5 P
			FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FOOT
I-94 Over Dolton	478+47.356	479+21.9413	400	900							8		4	2	8	-	-
WB US 6 - WB I-94	663+88.10 R1	665+40.34 R1	-	-							-		-	-	-	-	152.4
WB US 6 - WB I-94	665+40.34 R1	666+97.48 R1	-	-							-		-	-	-	-	147
I-94 AND 154TH ST	547+32.13	547+94.02	350	790							8		2	1	8	-	-
I-94 AND 159TH ST	602+42.43	603+32.58	400	1200							6		3	1	-	8	-
I-94 STELL BRIDGE	451+65.97	458+00	1331	4366	435	100	24	2	6	1		11					
	TOTAL		2481	7256	435	100	24	2	6	1	22	11	9	4	16	8	300

efault : Whb	745 McClintock Drive	USER NAME = hbmepw11ics01\$	DESIGNED - FPE	REVISED -			LIGHTING PLAN SCHEDULE OF QUANTITIES	F.A.I. BTE	SECTION	COUNTY	TOTAL SHEET
A BME	ADNIA Suite 210		DRAWN - LNK	REVISED -	STATE OF ILLINOIS		I-94 (BISHOP FORD EXPY)	94	(42-B-11-1) BR. BJR 24	соок	761 402
	DESIGN FIRM REG. 184.002117 Burr Ridgo, IL 60627 Ph. 773-881-4788 www.abnacorp.com	PLOT SCALE = 100.0000 ' / in.	CHECKED - JMO	REVISED -	DEPARTMENT OF TRANSPORTATION		I-94 (DISHUF FUND EAFT)	_		CONTRACT	NO. 62W87
ΣΞ		PLOT DATE = 1/23/2025	DATE - 01/22/2025	REVISED -		SCALE:	SHEET 2 OF 2 SHEETS STA. TO STA.		ILLINOIS FED. A	ID PROJECT	







efault :: Wht	745 McClintock Drive	USER NAME = hbmepw11ics01\$	DESIGNED - FPE	REVISED -				LIGH	TING	i PL/
AME			DRAWN - LNK	REVISED -	STATE OF ILLINOIS	Í				
E N	DESIGN FIRM REG. 184.002117 DESIGN FIRM REG. 184.002117	PLOT SCALE = 100.0000 / in	CHECKED - JMO	REVISED -	DEPARTMENT OF TRANSPORTATION	Í	1-9	4 (BISH	IUP	FURD
MC		PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -		SCALE:	SHEET 3	OF 22	SHE	EETS



efault : Whb		USER NAME = hbmepw11ics01\$	DESIGNED -	FPE	REVISED -				LIGHTIN	
AME	ARNIA 745 McClintock Drive Suite 210 Burg Burg Bidge II 60527		DRAWN -	LNK	REVISED -	STATE OF ILLINOIS				
DDEI N J	DESIGN FIRM REG. 184.002117 Ph. 773-881-4788 www.abnacorp.com	PLOT SCALE = 100.0000 / in	CHECKED -	JMO	REVISED -	DEPARTMENT OF TRANSPORTATION		I—9	4 (BISHOP	' FUKL
ž E		PLOT DATE = 12/10/2024	DATE -	12/9/2024	REVISED -		SCALE:	SHEET 4	OF 22 SI	SHEETS



DAWN IN







				STEWART AVE	
201+20	1-		-94 (BISHOP FORD EXP	() WB	
<	HG12 F HG12 F HG12 F HG12 F HG12 F HG12 HG12 F H H H H H H H H H H H H H H H H H H	<u></u>	HH13 C <u>1506+00</u> C HG13		509 509 509 509 509 509 500 500 500 500
			Σ.	FORD EXPY) EB	
ABNAA ESEN REG. 184.002117 Www.abnacorp.com	USER NAME = hbmcpw11ics015 PLOT SCALE = 100.0000 / in PLOT DATE = 12/10/2024	DESIGNED     -     FPE       DRAWN     -     LNK       CHECKED     -     JMO       DATE     -     12/9/2024	REVISED       -         REVISED       -         REVISED       -         REVISED       -         REVISED       -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTA	TION SCALE: SHEET 7 OF 22 SHEETS ST







efault : Whb		USER NAME = hbmepw11ics01\$	DESIGNED - FPE	REVISED -				LIGHTING	PΙΔ
AME:	ARNIA <sup>745 McClintock Drive</sup> Suite 210 Burr Ridge III 60527		DRAWN - LNK	REVISED -	STATE OF ILLINOIS	L 0/L /PI			
DDEI N	DESIGN FIRM REG. 184.002117 Ph. 773-881-4788 www.abnacorp.com	PLOT SCALE = 100.0000 / in	CHECKED - JMO	REVISED -	DEPARTMENT OF TRANSPORTATION		1-5	94 (BISHOP F	UKD
ŇĒ		PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -		SCALE:	SHEET 9	OF 22 SHEE	ETS





faul ¦hi		USER NAME = hbmepw11ics01\$	DESIGNED -	FPE	REVISED	-				LIGH	HTING
AME:	X ARNIA 745 McClintock Drive Suite 210 Burg Didag II 60507		DRAWN -	LNK	REVISED	-	STATE OF ILLINOIS				
U N E	DESIGN FIRM REG. 184.002117 Design Firm REG. 184.002117	PLOT SCALE = 100.0000 / in.	CHECKED -	JMO	REVISED	-	DEPARTMENT OF TRANSPORTATION		I-9	94 (BISI	HOP FO
хĒ	in the second provide the second	PLOT DATE = 12/10/2024	DATE -	12/9/2024	REVISED	-		SCALE:	SHEET 10	OF 22	SHEE?















hh		USER NAME = hbmepw11ics01\$	DESIGNED -	FPE	REVISED -		1		LIGHTING	IC P
AME:	ARNA <sup>745</sup> McClintock Drive Suite 210 Burr Ridge, IL 60527		DRAWN -	LNK	REVISED -	STATE OF ILLINOIS	1			
DDEL	DESIGN FIRM REG. 184.002117 Ph. 773-881-4788 www.abnacorp.com	PLOT SCALE = 100.0000 / in	CHECKED -	JMO	REVISED -	DEPARTMENT OF TRANSPORTATION	1	I-94	4 (BISHOP	FU
МЩ		PLOT DATE = 12/10/2024	DATE -	12/9/2024	REVISED -		SCALE:	SHEET 16	OF 22 SH	HEETS





htt		USER NAME = hbmepw11ics01\$	DESIGNED - FPE	REVISED -				LIGHTING P
AME:			DRAWN - LNK	REVISED -	STATE OF ILLINOIS	1		
DDEL E N	DESIGN FIRM REG. 184.002117 DESIGN FIRM REG. 184.002117	PLOT SCALE = 100.0000 / in.	CHECKED - JMO	REVISED -	DEPARTMENT OF TRANSPORTATION	1	I-94	4 (BISHOP FOR
M		PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -		SCALE:	SHEET 18	OF 22 SHEETS





PLOT DATE = 12/10/2024

DATE

12/9/2024

REVISED

SCALE:



I	94 BISHOP FO	RD EXPRE	SSWAY C	ONTROLLER	"H"					
PHA	ASE A			PHASE B						
	TOTAL				TOTAL					
RE	CURRENT AT	TOTAL		LUMINAIRE	CURRENT AT	TOTAL				
Г	240V	WATTS	CIRCUIT	COUNT	240V	WATTS				
	5.3A	1200W	В	10	5.3A	1200W				
	7.4A	1680W	D	14	7.4A	1680W				
	4.2A	967W	F	8	3.7A	847W				
	5.3A	1207W	Н	11	5.3A	1207W				
	2.6A	600W	J	5	2.6A	600W				
	24.8A	5655W	TOTAL:	48	24.3A	5535W				
"H'	' TOTALS									
	11190W									

ITING PLAN ONE LINE DIAGRAM CONTROLLER "H	F.A.I. RTE.	SECTION	COUNTY TOTAL SHEETS		SHEET NO.
I–94 (BISHOP FORD EXPY)	94	(42-B-11-1) BR. BJR 24	COOK	761	422
			CONTRACT	NO. 62	2W87
SHEET 20 OF 22 SHEETS STA. TO STA.		ILLINOIS FED. A	D PROJECT		





US 6 (159TH ST)

ŀ	94 BISHOP FC	RD EXPRE	ESSWAY C	ONTROLLER	"F"				
PH/	ASE A			PHASE B					
	TOTAL				TOTAL				
RE	CURRENT AT	TOTAL		LUMINAIRE	CURRENT AT	TOTAL			
Г	240V	WATTS	CIRCUIT	COUNT	240V	WATTS			
	5.3A	1200W	В	8	4.2A	960W			
	7.4A	1680W	D	14	7.4A	1680W			
	Х	Х	F	Х	Х	Х			
	6.3A	1440W	Н	13	6.8A	1560W			
	5.8A	1320W	J	12	6.3A	1440W			
	6.3A	1440W	L	11	5.8A	1320W			
	31.1A	7080W	TOTAL:	58	30.5A	6960W			
"H'	' TOTALS								
	14040W								

AGRAM CONTROLLER "F	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ORD EXPY)	94	(42-B-11-1) BR. BJR 24	COOK 761 423		
	CONTRACT NO. 62W87				
TS STA. TO STA.		ILLINOIS FED. A	D PROJECT		



# NOTES:

- (1) LIGHTING SYSTEM, INCLUDING WIRING INSTALLED ON PREVIOUS CONTRACT.
- (2) LUMINAIRES FOR ROADWAY AND UNDERPASS TO BE REPLACED WITH LED LUMINAIRES

	I-	94 BISHOP FO	RD EXPRE	SSWAY C	ONTROLLER	"G"					
	PHA	ASE A			PHASE B						
		TOTAL				TOTAL					
	LUMINAIRE	CURRENT AT	TOTAL		LUMINAIRE	CURRENT AT	TOTAL				
CIRCUIT	COUNT	240V	WATTS	CIRCUIT	COUNT	240V	WATTS				
А	18	8.5A	1935W	В	18	8.5A	1935W				
С	Х	Х	Х	D	Х	Х	0W				
E	Х	Х	Х	F	Х	Х	0W				
G	Х	Х	Х	H	Х	Х	0W				
Ι	Х	Х	Х	J	Х	Х	0W				
K	Х	Х	Х	L	Х	Х	0W				
TOTAL:	18	8.5A	1935W	TOTAL:	18	8.5A	1935W				
CON	TROLLER "H	TOTALS									
AT 180:	8.1	3870W									

: Whb	745 MaCillateak Dalua	USER NAME = hbmepw11ics01\$	DESIGNED - FPE	REVISED -		LIGH	TING PLAN ONE LINE DIAGRAM CONTROLLER "G	F.A.I. BTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
Bur Ridgo, IL 60627 Bur Ridgo, IL 60627 Design Firm Reg. 184.00217 Www.abnacorp.com		DRAWN - LNK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-94 (BISHOP FORD EXPY) SCALE: SHEET 22 OF 22 SHEETS STA. TO STA.			(42-B-11-1) BR. BJR 24	соок	761 424	
	PLOT SCALE = 100.0000 ' / in. PLOT DATE = 12/10/2024	CHECKED - JMO DATE - 12/9/2024	REVISED - REVISED -					ILLINOIS FED A		F NO. 62W87	
			22/3/2021	HE HOLD		SOILEI			ILLINOIS TED. A	ID FROILET	

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ting and the second secon	USER NAME = hbmepw11ics01\$	DESIGNED - FPE	REVISED -			LIGHTING PLAN EXISTING UNDERPASS	F.A.I. SECTION	COUNTY TOTAL SHEET
		DRAWN - LNK	REVISED -	STATE OF ILLINOIS	.	-94 (BISHOP FORD EXPY) OVER DOLTON AVE.	94 (42-B-11-1) BR, BJR 2	24 COOK 761 425
DESIGN FIRM REG. 184.002117 Ph. 773.881-4788 www.abnacorp.com	PLOT SCALE = 100.0000 / in	CHECKED - JMO	REVISED -	DEPARTMENT OF TRANSPORTATION	I-94 (DISHUP FUND EAFT) OVEN DULIUN		_	CONTRACT NO. 62W87
ΣE	PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -		SCALE:	SHEET 1 OF 1 SHEETS STA. TO STA.	ILLINOIS F	FED. AID PROJECT

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### I-94 (BISHOP FORD EXPY) OVER DOLTON AVE. UDERPASS LIGHTING



### NOTES:

- 1 The existing cable, conduit, and junction boxes shall be replaced with new cable, conduit and junction boxes.
- $\odot$  The proposed led luminaires shall be installed per idot district 1 standards (suspended mount led underpass luminaire installation details, standard be-901).
- (3) THE PROPOSED UNDERPASS LIGHTING UNIT LOCATIONS AND SPACING SHALL MATCH THE EXISTING. CONTRACTOR SHALL FIELD VERIFY EXISTING LOCATIONS.

:: Whbm	745 McClintock Drive	USER NAME = hbmepw11ics01\$	DESIGNED -	FPE	REVISED -			LIGHTING PLAN PROPOSED UNDERPASS	F.A.I. RTE	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
	ABBNA DESIGN FIRM REG. 184.002117 Nr. 773-881-4788	PLOT SCALE = 100.0000 / in.	DRAWN - CHECKED -	LNK JMO	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		-94 (BISHOP FORD EXPY) OVER DOLTON AVE.	94	(42-B-11-1) BR, BJR 24	COOK CONTRAC	761 426
FIL	www.abnacorp.com	PLOT DATE = 12/10/2024	DATE -	12/9/2024	REVISED -		SCALE:	SHEET 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED. A	ID PROJECT	

ESS STEEL FURE UDERPASS LIGHTING		
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L-94 (BISHOP FORD EXPY) OVER DOLTON AVE.		
L-94 (BISHOP FORD EXPY) OVER DOLTON AVE.	1	
LESS STEEL. TURE	1	
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I-94 (BISHOP FORD EXPY) OVER DOLTON AVE.		
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		I-94 (BISHOP FORD EXPY) OVER DOLTON AVE.
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=fault	- 745 McClintock Drive	USER NAME = hbmepw11ics01\$	DESIGNED - FPE	REVISED -			LIGHTING PLAN EXISTING UNDERPASS	F.A.I. BTE	SECTION	COUNTY	TOTAL SHEET
AME			DRAWN - LNK	REVISED -	STATE OF ILLINOIS		I–94 (BISHOP FORD EXPY) AND 154TH ST	94	(42-B-11-1) BR, BJR 24	соок	761 426A
	Design FIRM REG. 184.002117 Ph. 773.281.4788 www.abnacorp.com	PLOT SCALE = 100.0000 / in	CHECKED - JMO	REVISED -	DEPARTMENT OF TRANSPORTATION	I-54 (DISHOF TOND EAFT) AND 154111 ST				CONTRACT	NO. 62W87
άΞ		PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -		SCALE:	SHEET 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED AID	PROJECT	

NOT TO SCALE



- $\bigcirc$  The existing cable, conduit, and junction boxes shall be replaced with new cable, conduit and junction boxes.
- (2) THE PROPOSED LED LUMINAIRES SHALL BE INSTALLED PER IDOT DISTRICT 1 STANDARDS (SUSPENDED MOUNT LED UNDERPASS LUMINAIRE INSTALLATION DETAILS, STANDARD BE-901).
- 3 The proposed underpass lighting unit locations and spacing shall match the existing. Contractor shall field verify existing locations.

tinte Adharian 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990	USER NAME = hbmepw11ics01\$	DESIGNED - FPE	REVISED -			LIGHTING PLAN PROPOSED UNDERPASS	F.A.I. SECTION	COUNTY TOTAL SHEET
	60527	DRAWN - LNK	REVISED -	STATE OF ILLINOIS		I-94 (BISHOP FORD EXPY) AND 154TH ST	94 (42-B-11-1) BR, BJR 24	COOK 761 427
DESKIN FIRM REG. 184.002117 Ph. 773-881 www.abnac	788 PLOT SCALE = 100.0000 / in.	CHECKED - JMO	REVISED -	DEPARTMENT OF TRANSPORTATION		I-54 (DISHUF FUND EAFT) AND 1541H ST		CONTRACT NO. 62W87
2 5	PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -		SCALE:	SHEET 1 OF 1 SHEETS STA. TO STA.	ILLINOIS FED.	AID PROJECT

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– JUNCTION BOX STAINLESS STEEL, ATTACHED TO STRUCTURE

– JUNCTION BOX STAINLESS STEEL, ATTACHED TO STRUCTURE 18"× 18" × 8" (TYP.)



Hind Barrier Andread Andre	USER NAME = hbmepw11ics01\$	DESIGNED -	FPE	REVISED -			LIGHTING PLAN EX	XISTING UNDERF	222	F.A.I. BTE	SECTION	COUNTY	TOTAL SHEET
		DRAWN -	LNK	REVISED -	STATE OF ILLINOIS			PY) AND US 6 (1		94	(42-B-11-1) BR, BJR 24	соок	756 427A
Design Firm Reg. 184.002117 Ph. 773-881-4788 www.abnacorp.com	PLOT SCALE = 100.0000 / in	CHECKED -	JMO	REVISED -	DEPARTMENT OF TRANSPORTATION		I-94 (BISHUP FUND EAR	FT) AND US O (	199111 91)	<u> </u>		CONTRACT	NO. 62W87
ΣE	PLOT DATE = 12/10/2024	DATE - 12/6/2024 REVISED -		REVISED -		SCALE:	SHEET 1 OF 1 S	SHEETS STA.	TO STA.		ILLINOIS FED AI	D PROJECT	

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## NOTES:

- The existing cable, conduit, and junction boxes shall be replaced with NeW cable, conduit and junction boxes.
- THE PROPOSED LED LUMINAIRES SHALL BE INSTALLED PER IDOT DISTRICT 1 STANDARDS (SUSPENDED MOUNT LED UNDERPASS LUMINAIRE INSTALLATION DETAILS, STANDARD BE-901).
- 3 The proposed underpass lighting unit locations and spacing shall match the existing. Contractor shall field verify existing locations.

DESIGNED - FPE	REVISED -			LIGHTING PLAN PROPOSED UNDERPASS	F.A.I. RTE	SECTION	COUNTY TOTAL SHEET
DRAWN - LNK	REVISED -				94	(42-B-11-1) BR, BJR 24	COOK 756 428
CHECKED - JMO DATE - 12/6/2024	REVISED -	DEPARTMENT OF TRANSPORTATION	SCALE:	SHEET 1 OF 1 SHEETS STA. TO STA.	_		CONTRACT NO. 62W87
	DESIGNED         FPE           DRAWN         -         LNK           CHECKED         JMO           DATE         -         12/6/2024	DRAWN - LNK REVISED - CHECKED - JMO REVISED -	DRAWN     LINK     REVISED     STATE OF ILLINOIS       CHECKED     JMO     REVISED     -	DRAWN     -     LNK     REVISED     -       CHECKED     -     JMO     REVISED     -       DEPARTMENT OF TRANSPORTATION     Image: Checked of the second of	DRAWN     -     LNK     REVISED     -       CHECKED     -     JMO     REVISED     -         DEPARTMENT OF TRANSPORTATION     LIGHTING PLAN     PROPOSED     UNDERPASS	DRAWN     -     LNK     REVISED     -       CHECKED     -     JMO     REVISED     -       DEPARTMENT OF TRANSPORTATION     I-94 (BISHOP FORD EXPY) AND US 6 (159TH ST)     94	DRAWN     -     LNK     REVISED     -       CHECKED     -     JMO     REVISED     -

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efault : \\hbm		USER NAME = hbmepw11ics01\$	DESIGNED - FI	PE	REVISED -			EXISTING ON		DIAGRA		IFR "H"	F.A.I. BTE	SECTION	COUNTY	TOTAL SHEET
NAME DE	ABNA Suffer 210 Burr Ridge, IL 60527 Ph. 773-881-4788	PLOT SCALE = 100.0000 ' / in	DRAWN - LI	_NK MO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION					D EXPY)		94	(42-B-11-1) BR. BJR 24	соок	761 428A
FILE	DESIGN FIRM REG. 184.002117 www.abnacorp.com	PLOT DATE = 12/10/2024	DATE - 1	12/9/2024	REVISED -	DEFAILMENT OF TRANSFORTATION	SCALE:	SHEET 1	OF 3	SHEETS	STA.	TO STA.		ILLINOIS FED. A	CONTRAC ID PROJECT	.1 NO. 62W87

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1-94		1	c
FT.			TB 814
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efault : \\ht	745 McClintock Drive	USER NAME = hbmepw11ics01\$	DESIGNED - FI	PE	REVISED -		FX	ISTING ONE	LINE I	DIAGRAM
AME			DRAWN - LI	.NK	REVISED -	STATE OF ILLINOIS				
	DESIGN FIRM REG. 184.002117 Ph. 773-881-4788 www.abnacorp.com	PLOT SCALE = 100.0000 ' / in.	CHECKED - JN	мо	REVISED -	DEPARTMENT OF TRANSPORTATION	1	1-94	4 (RI2H	IOP FORD
йĒ		PLOT DATE = 12/10/2024	DATE - 11	2/9/2024	REVISED -		SCALE:	SHEET 2	OF 3	SHEETS



I-94 \* COOK 141 68 NOTES: 704 I. EXISTING CIRCUITS TOA 2. PROVIDE NEW CIRCUIT BREAKERS, EXTEND # 2 CABLES TO TEMPORARY LIGHTING POLES 3 2-> STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION SINGLE LINE DIAGRAM CONTROL CABINET "G" SIBLEY SCALE DRAWN BY DATE CHECKED BY TOTAL<br/>SHEETSSHEET<br/>NO.761428C SECTION COUNTY F.A.I. RTE. 94 (42-B-11-1) BR. BJR 24 COOK

IH	(D EXPY)		 					
						CONTRACT	NO. 6	2W87
s	STA.	TO STA.		ILLINOIS	FED. AI	D PROJECT		



ARNA Sulte 210 Burr Ridge, IL 60527	USER NAME = hbmepw11ics01\$	DESIGNED - FPE DRAWN - LNK	REVISED - REVISED -	STATE OF ILLINOIS	LIGH	HTING PLA
DESIGN FIRM REG. 184.002117 Ph. 773-881-4788 www.abnacorp.com	PLOT SCALE = 100.0000 / in.	CHECKED - FPE	REVISED -	DEPARTMENT OF TRANSPORTATION	1	I-3
	PLOT DATE = 1/22/2025	DATE - 01/22/2025	REVISED -		SCALE:	SHEET 1



LOT DATE = 1/22/2025

DATE

01/22/2025

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efault	The Back Street	USER NAME = hbmepw11ics01\$	DESIGNED - FPE	REVISED -		LIGHTING PLAN PROPOSED NAVIGATION ONE LINE DIADRAM			F.A.I. BTE	SECTION	COUNTY TOTAL SHEET	
L: D			DRAWN - LNK	REVISED -	STATE OF ILLINOIS					94	(42-B-11-1) BR, BJR 24	COOK 761 428F
ODEI •		PLOT SCALE = 100.0000 / in	CHECKED - FPE	REVISED -	DEPARTMENT OF TRANSPORTATION	I–94 (BISHOP FORD EXPY)				CONTRACT NO. 62V		
έE		PLOT DATE = 1/22/2025	DATE - 01/22/2025	REVISED -		SCALE:	SHEET 3 OF 7 SHEET	S STA.	TO STA.		ILLINOIS FED. AI	D PROJECT




efault : Whb	745 McClintock Drive	USER NAME = hbmepw11ics01\$	DESIGNED - FPE	REVISED -		LIGHTIN	G PLAN PROPOSED NAVIGATION CONTROL CABINET	F.A.I. BTF	SECTION	COUNTY	TOTAL SHEET
A NUE			DRAWN - LNK	REVISED -	STATE OF ILLINOIS		I–94 (BISHOP FORD EXPY)	94	(42-B-11-1) BR, BJR 24	соок	761 428G
	DESIGN FIRM REG. 184.002117 Ph. 773-881-4788 www.abnacorp.com	PLOT SCALE = 100.0000 / in.	CHECKED - FPE	REVISED -	DEPARTMENT OF TRANSPORTATION	SCALE:				CONTRACT	r NO. 62W87
		FEOT DATE = 1/22/2025	DATE = 01/22/2023	REVISED -		JCALL.	SHEET 4 OF 7 SHEETS STA. TO STA.		ILLINOIS FED. A	ID PROJECT	

 NAVIGATION LIGHT CONTROL CABINET, STAINLESS STEEL, NEMA 4X
 30" WIDE, 56" HIGH, 8" DEEP.
 PROVIDE 4"X4" GLASS WINDOW FOR
 PHOTO CONTROL

TION LIGHTS	DOLPHIN LIGHT
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1-94 # COOK 318 ----42(VB-10, 12, HB-14, B-11) & 0707.1 HE AFRIAL CABLE B- 1/2 , NO. 8 COPPER WITH MESSENGER CARLE EXTEND TO C.E.CO POLE APPROXIMATELY ISD - 3- 1/2 NO. 6,2 CONDUIT . RASTEN TO SERVICE POLE ON 7:FOOT CENTERS

CONTROL CABINET

BACK ON

# **WALKER ELECTRIC**

P.O. BOX 545 LAKE BLUFF, IL 60 D APPROVED DISAPPRO C APP'D AS NOTED BYILlaune S DATE JOB NAME CALUMET 2X JOB NUMBER REFERENCE STATE OF ILLINOIS DEPARTMENT OF TRANSPORT. EA.1.-94 NAVIGATION LIGHTING DETAILS SCALL NONE DRAWK SY

BATE NOV. 1991 CHECKED I

VIGATION DETAILS-02 RD EXPY)		F.A.I. RTE.	SECT	TION		COUNTY	IUIAL SHEETS	SHEET NO.	
		94	(42-B-11-1)	BR, BJR	24	соок	761	428I	
	in the second second						CONTRACT	NO. 62	2W87
,	STA.	TO STA.			ILLINOIS	FED. A	ID PROJECT		



efault :: Whb	745 McClintock Drive	USER NAME = hbmepw11ics01\$	DESIGNED - FPE	REVISED -			LIGHTING PLA	N EXISIT	TNG NA	VIGATION	DETAILS-03	F.A.I. RTE.	SECTION	COUNTY	IOIAL SHEET SHEETS NO.
NAME	ADNIA Sulta 210		DRAWN - LNK	REVISED -	STATE OF ILLINOIS		I–94 (BISHOP FORD EXPY)		94	(42-B-11-1) BR, BJR 24	СООК	761 428J			
LE N	DESIGN FIRM REG. 184.002117 Ph. 773-681-4768 www.abnacorp.com	PLOT SCALE = 100.0000 ' / in.	CHECKED - FPE	REVISED -	DEPARTMENT OF TRANSPORTATION			-34 (DI31	NUF FU	NU EAFT			•	CONTRAC	T NO. 62W87
ΣE		PLOT DATE = 1/22/2025	DATE - 01/22/2025	REVISED -		SCALE:	SHEET 7	OF 7	SHEETS	S STA.	TO STA.		ILLINOIS FED. 4	ID PROJECT	



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

ENGINEERING GROUP, LLC 12/10/2024 6:19:58 AM PLOT SCALE =

PLOT DATE =

DRAWN - ADS

CHECKED - JMG

DATE - 12/9/2024

REVISED -

REVISED -

REVISED -

OVERHEAD SIGN STRUCTURES -SIGN 7 (1C016I0

APPROXIMATE OUTSIDE EDGE OF 96" SS					
- SIGN PANEL ELEVATIONS 094R070.7)	F.A.I. RTE. 94	SECTION (42-8-11-1) BR, BJR 24	COUNTY	761	SHEET NO. 429
2 SHEETS		ILLINOIS FED.	CONTRAC <sup>®</sup> AID PROJECT	Γ <b>ΝΟ</b> . 62	<i>№</i> 87
2 SHELIS		ILLINOIS   FED.	AID PROJECT		



DEL: Defau NAME: \\}	HBM	USER NAME = hbmepw11ics01\$ PLOT SCALE = 10.0000 ' / in.	DESIGNED - ADS DRAWN - ADS CHECKED - JMG	REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OVERHEAD SIGN STRUCTURES - SI SIGN 8 (1S0161094
AN MO	ENGINEERING GROUP, LLC	PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -		SHEET 2 OF 2
	12/10/2024 6:20:12 4M					

12/10/2024 6:20:13 AM

- SIGN PANEL ELEVATIONS 094R071.2)		F.A.I. RTE	SECTION			COUNTY	TOTAL SHEETS	SHEET NO.
		94	(42-B-11-1) B	R, BJR	24	COOK	761	430
						CONTRACT	NO. 62	W87
2	SHEETS		IL	LLINOIS	FED. AL	PROJECT		



12.0" Radius, 2.0" Border, White on Green; "EAST", E Mod 2K; "Dolton Ave", E Mod 2K; Standard Arrow Custom 29.3" X 18.3" 45°; Table of letter and object lefts E X I T T 7 0 B 70.8 79.6 90.4 94.2 116.6 131.8 151.9 E A S T 51.7 64.3 78.2 89.8 140.2

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STRUCTURE	1C016I094R070.7
WIDTH x HEIGHT	15'-0" × 8'-6"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	OVERHEAD
BACKGROUND	TYPE: REFLECTIVE - ZZ
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE - ZZ
	COLOR: WHITE

# SIGN \_7\_ STA\_ 481 + 82.03 - PROPOSED\_ SIGN \_TRUSS\_ MOUNT

1C016I094R070.7



	USER NAME = hbmepw11ics01\$	DESIGNED - ADS	REVISED -		OVERHEAD SIGN STRUCTURES - SIGN PANEL DETAILS	F.A.I. SECTION	COUNTY TOTAL SHEET SHEETS NO.
BM		DRAWN - ADS	REVISED -	STATE OF ILLINOIS	SIGN 7 (1C016I094R070.7)	94 (42-B-11-1) BR, BJ	. 24 COOK 761 431
	PLOT SCALE = 10.0000 ' / in.	CHECKED - JMG	REVISED -	DEPARTMENT OF TRANSPORTATION	SIGN 7 (100161094R070.7)		CONTRACT NO. 62W87
RING GROUP, LLC	PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -		SHEET 1 OF 2 SHEETS	ILLINOIS	FED. AID PROJECT

12/10/2024 6:19:56 AM





STRUCTURE	1S016I094R071.1
WIDTH x HEIGHT	13'-0" x 12'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	OVERHEAD
BACKGROUND	TYPE: REFLECTIVE - ZZ
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE - ZZ
	COLOR: WHITE

STRUCTURE	1S016I094R071.1
WIDTH x HEIGHT	13'-0" x 12'-6"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	OVERHEAD
BACKGROUND	TYPE: REFLECTIVE - ZZ
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE - ZZ
	COLOR: WHITE

STRUCTURE	1S016I094R071.1
WIDTH x HEIGHT	15'-6" × 10'-6"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	OVERHEAD
BACKGROUND	TYPE: REFLECTIVE - ZZ
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE - ZZ
	COLOR: WHITE

## SIGN \_2\_STA\_508 + 94.88 - PROPOSED\_SIGN\_TRUSS\_MOUNT

STRUCTURE NO. 1S016I094R071.1





"WEST", E Mod 2K; "Sibley Blvd", E Mod 2K; Standard Arrow Custom 29.3" X 18.3" 45°;



<b>D94R071.2</b> ) 94 (42-B-11-1) BR, BJR 24 COOK 761	NO.
194R(17/1-2)	432
CONTRACT NO. 62W	N87
2 SHEETS ILLINOIS FED. AID PROJECT	



**STATE OF ILLINOIS** DRAWN - JMI REVISED **ALUMINUM TRUSS 8** PLOT SCALE = CHECKED - MI, LAE REVISED **DEPARTMENT OF TRANSPORTATION** SHEET OHSS1-01 OF O PLOT DATE = DATE 12/9/2024 REVISED ENGINEERING GROUP LLC

12/9/2024 8:21:57 PM

# GENERAL NOTES

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

WALKWAY LOADING: Dead load plus 500 lbs. concentrated live load.

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 and D1.2 Structural Welding Codes (Steel and Aluminum)

MATERIALS: Aluminum Alloys as shown throughout plans. All Structural Steel Pipe shall be ASTM A53 Grade B or A500 Grade B or C. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53. All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 or Gr. 50W\*. Stainless steel for shims, sleeves and handhole covers shall be ASTM A240, Type 302 or 304, or another alloy suitable for exterior exposure and acceptable to the Engineer. The steel pipe and stiffening ribs at the base plate for the column shall have a minimum longitudinal Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. (Zone 2) before galvanizing.

FASTENERS FOR ALUMINUM TRUSSES: All bolts noted as "high strength" must satisfy the requirements of AASHTO M164 (ASTM A325), or approved alternate, and must have matching lock nuts. Threaded studs for splices (if Members interfere) must satisfy the requirements of ASTM A449, ASTM A193, Grade B7, or approved alternate, and must have matching lock nuts. Bolts and lock nuts not required to be high strength must satisfy the requirements of ASTM A307. All bolts and lock nuts must be hot dip galvanized per AASHTO M232. The lock nuts must have nylon or steel inserts. A stainless steel flat washer conforming to ASTM A240 Type 302 or 304, is required under both head and nut or under both nuts where threaded studs are used. High strength bolt installation shall conform to Article 505.04 (f) (2)d of the IDOT Standard Specifications for Road and Bridge Construction. Rotational capacity ("ROCAP")

U-BOLTS AND EYEBOLTS: U-Bolts and Eyebolts must be produced from ASTM A276 Type 304, 304L, 316 or 316L, Condition A, cold finished stainless steel, or an equivalent material acceptable to the Engineer. All nuts for U-Bolts and Eyebolts must be lock nuts equivalent to ASTM A307 with nylon or steel inserts and hot dip galvanized per AASHTO M232. A stainless steel flat washer conforming to ASTM A240, Type 302 or 304, is required under

GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

ANCHOR RODS: Shall conform to ASTM F1554 Gr. 105.

CONCRETE SURFACES: All concrete surfaces above an elevation 6" below the lowest final ground line at each foundation shall be cleaned and coated with Concrete Sealer in accordance with the Standard Specifications.

REINFORCEMENT BARS: Reinforcement Bars designated (E) shall be epoxy coated in accordance with the Standard Specifications.

FOUNDATIONS: The contract unit price for Drilled Shaft Concrete Foundations shall include reinforcement bars complete in place.

Existing sign foundation shall be removed to a depth of 1'-O" below existing grade. Cost included with Remove Concrete Foundation - Overhead.

# TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Overhead Sign Structure – Cantilever, Type I-C-A (24" X 4'-6")	Foot	23
Drilled Shaft Concrete Foundations	Cu Yd	5.2
Remove Overhead Sign Structure - Cantilever	Each	1
Remove Concrete Foundation - Overhead	Each	1

- GEN. PLAN & ELEVATION	F.A.I. RTE.	SEC	TION		COUNTY	TOTAL	SHEET NO.
STEEL POST	94	(42-B-11-1)	BR, BJR	24	соок	761	433
					CONTRACT	NO. 62	W87
HSS1-09SHEETS			ILLINOIS	FED.	AID PROJECT		



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# GENERAL NOTES

Damper: One damper per truss. (31 lbs. Stockbridge-Type Aluminum-29" minimum between ends of weights)

Materials: Aluminum tubes shall be ASTM B221 alloy 6061 temper T6

STRUCTURE	F.A.I. RTE	SECT	ΓΙΟΝ		COUNTY	TOTAL SHEETS	SHEET NO.
DEVICE	94	(42-B-11-1)	BR, BJ	R 24	СООК	761	435
					CONTRACT	<b>F NO</b> , 62	W87
DHSS1-09SHEETS			ILLINOIS	FED.	AID PROJECT		



12/6/2024 8:48:00 PM SHEET OHSS1-04 OF O

F.A.I. RTE	SEC	TION		COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1)	BR, BJR	24	СООК	761	436
				CONTRACT	<b>NO</b> . 62	W87
		ILLINOIS	FED.	AID PROJECT		
	RTE.	RTE. SEC	RTE.         SECTION           94         (42-B-11-1) BR, BJR	RTE.         SECTION           94         (42-B-11-1) BR, BJR 24	RTE.         SECTION         COUNTY           94         (42-B-11-1) BR, BJR 24         COOK           CONTRACT	RTE         SECTION         COUNTY         SHEETS           94         (42-B-11-1) BR, BJR 24         COOK         761           CONTRACT NO. 62



RES - TYPE I-C-A TRUSS	F.A.I. RTE	SEC	TION		COUNTY	TOTAL SHEETS	SHEET NO.
NUM TRUSS & STEEL POST	94	(42-B-11-1)	BR, BJR	24	СООК	761	437
					CONTRACT	NO. 62	W87
DHSS1-09SHEETS			ILLINOIS	FED.	AID PROJECT		
-							





 $\frac{SECTION \ A-A}{TGL = L - (\frac{Post \ 0.D.}{2} + 6'')}$ 

OSC-A-6-NW	5-15-2023
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efau	TTDA	USER NAME =	DESIGNED - JMI	REVISED -		CANTILEVER SIGN STRUCTURES - ALUMINUM WALKWAY	F.A.I. SECTION	COUNTY TOTAL SHEET SHEETS NO.
G ₩			DRAWN - JMI	REVISED -	STATE OF ILLINOIS		94 (42-B-11-1) BR, BJF	24 COOK 761 438
I S E		PLOT SCALE =	CHECKED - MI, LAB	REVISED -	DEPARTMENT OF TRANSPORTATION	PORTATION DETAILS - ALUMINUM TRUSS & STEEL POST		CONTRACT NO. 62W87
EILE MOI	ENGINEERING GROUP, LLC	PLOT DATE =	DATE - 12/9/2024	REVISED -		SHEET OHSS1-06 OF OHSS1-09SHEETS	ILLINOIS	FED. AID PROJECT
12	6/2024 8:48:27 PM	•	•				• •	·

# BRACKET TABLE

WF(A-N)4x1.79 ASTM B308, Alloy 6061-T6					
Sign \	Number				
Greater Than	Less Than or Equal To	Brackets Required			
	8'-0''	2			
8'-0''	14'-0''	3			
14'-0"	20'-0"	4			
20'-0"	26'-0"	5			
26'-0"	32'-0"	6			

Sign #	Structure Number	Station	TGL
7	1C016I094R070.7	481+82.03	21' - 10"

- \* Space sign brackets WF(A-N)4x1.79 for efficiency and within limits shown:
  - f = 12'' maximum, 4" minimum (End of sign to Q of nearest h = 6'-0" maximum (@ to @ sign support brackets, WF(A-N)4x1.79
- \*\* Use and location of grating splices are optional, based on lengths needed and material availability.

For details of sign placement, sign brackets, truss gratings, grating splices, and Section B–B, see Base Sheet OSC–A–7–NW. Truss grating to facilitate inspection shall run full length of cantilevers. Cost of truss grating is included in Overhaed Sign Structure Cantilever. Truss grating dimensions are nominal and may vary (width  $\frac{1}{2}"\pm$ ,

depth  $\frac{1}{2}$ "±) based on available standard widths.



Main Bearing Bars (MBB) shall be  $\frac{3}{16}$ " x  $1\frac{1}{2}$ " on  $1\frac{3}{16}$ " centers and conform to ASTM B211 Alloy 6061-T6.

Cross bars (CB) shall be  $\frac{3}{16}$ " x  $1\frac{1}{2}$ " on 4" centers and conform to ASTM B221 Alloy 6063-T5 or 6061-T6.

0R

Aluminum Grating with modified "t" sections for main bearing bars shall meet the following requirements:

Main bars shall conform to ASTM B221 Alloy 6061-T6 and have a minimum section modulus equal to 0.0705 in.<sup>3</sup> per bar, a depth of  $1\frac{1}{2}$ ", spaced on  $1\frac{3}{16}$ " centers.

Cross bars shall conform to ASTM B221 Alloy 6063-T5 or T-42 and spaced on 4" centers.

Sign #	Structure Number	Station	A	С
7	1C016I094R070.7	481+82.03	5 1/2"	4' - 6"



DETAIL T

(Continuous Truss grating)

### OSC-A-7-NW 5-15-2023

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efa ∵		USER NAME =	DESIGNED - JMI	REVISED -		CANTILEVER SIGN STRUCTURES -
Ū₩ 			DRAWN - JMI	REVISED -	STATE OF ILLINOIS	
N DE		PLOT SCALE =	CHECKED - MI, LAB	REVISED -	DEPARTMENT OF TRANSPORTATION	ALUMINUM TRUSS & ST
MOI	ENGINEERING GROUP, LLC	PLOT DATE =	DATE - 12/9/2024	REVISED -		SHEET OHSS1-07 OF OHSS1-
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- 1 Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment.
- (2) Stainless steel shims shall be placed as shown in Detail T if needed to compensate for alignment variations between horizontal and diagonal pipes beyond adjustment provided by angles. Thicker shims may be used subject to shims performing properly.
- (3) Tube to grating gap may vary from 0 to  $\frac{1}{2}$ , max. to align walkway, allow for camber, etc.



ILLINOIS FED. AID PROJECT

S1-09SHEETS



Truss

Туре

I-C-A

11-C-A

II-C-A

III-C-A

Post Base

Sheet

0SC-A-4

0SC-A-5

0SC-A-5

0SC-A-5

III-C-A OSC-A-5

III-C-A OSC-A-5

III-C-A OSC-A-5

### NOTES:

The foundation dimensions shown in the Foundation Design Table are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown in the Foundation Data Table will be the result of site specific designs. If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.

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

Concrete shall be placed monolithically, without construction joints.

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

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

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of						
crete ed						

Shaft

iameter

(in)

3.0

3.5

3.5

3.5

3.5

3.5

3.5

"B"

Depth

(ft)

16.0

17.0

21.5

19.0

22.5

26.5

32.0

Anchor Rods

No.

12

12

12

12

12

12

Diameter

(in)

2

2

2

Anchor Rod

Circle Diamete

(in)

22

30

30

30

30

30

30

Maximum

Total Sign Area

(sq ft)

170

170

340

170 250

400

400

Maximum

Cantilever

Length (ft)

25

30

30

35

35

35

40

Sign #	Structure Number	Station	Truss Type	Shaft Diameter	Elevation Top	Elevation Bottom	Qu	A	В	F	Со
7	1C016I094R070.7	481+82.03	I-C-A	3' - 0"	602.81	583.31	1.7 tsf	3' - 6"	16' - 0"	19' - 6"	

56 /1 5	5 15 2025				
	USER NAME =	DESIGNED - JMI	REVISED -		CANTILEVER SIGN STRUCTURE
		DRAWN - JMI	REVISED -	STATE OF ILLINOIS	
	PLOT SCALE =	CHECKED - MI, LAB	REVISED -	DEPARTMENT OF TRANSPORTATION	ALUMINUM TRUSS & S
NGINEERING GROUP, LLC	PLOT DATE =	DATE - 12/9/2024	REVISED -		SHEET OHSS1-08 OF OHSS



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Chicago Testing Laboratory, FAI RTE 94 (I-94 Bishop Ford Expy)	)	RIPTIO	N		Overhead Sign 7		LOGG			10/24 KL	-	
2019-180-RS&			-	NE 1/2	4, SEC. 11, TWP. 36N, R	<b>IG.</b> 25E, 3 <sup>rd</sup> P	_					
	RILLING M					HAMMER TY		А	uto		-	
. NO		: L	U C S	M O I	Surface Water Elev Stream Bed Elev	N/A f	t D t E P	B L O	U C S	M O I		
NO. OSB-7-1 482+55 90.00ft RT	H	w	Qu	S T	Groundwater Elev.: First Encounter Upon Completion	<u>None</u> f N/A f	t Н	w s	Qu	S T		
Surface Elev. 597.00	ft (f	t) (/6")	(tsf)	(%)	After <u>N/A</u> Hrs	<u>N/A</u> f		(/6")	(tsf)	(%)	-	
nd Gray, Moist TY SAND		9			Gray, Moist SILTY CLAY trace grav	el (CL/ML)		3				
nd Gray, Moist _TY CLAY	595.00	13 15		8.8	(continued)			5	1.7 B	14.8	•	
	_	3					_	2				
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	591.00	_					_					
/loist AM		2 3 4		12.1				3 5 7	1.7 B	20.9		
nd Gray, Moist	589.00	_										
TY CLAY	_	4	1.9 B	14.4				3 6 6	1.7 B	21.0	_	
		10 7					<u>-30</u>				-	
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LOAM (SM)	583.00	1					_	3				
bist LAY (CL/ML)		1 15 1	1.5 P	21.5			-3	5 5 7	1.7 B	20.4		
ose	581.00						_					
et SC-SM)	580.00	0		22.8								
ery Stiff bist LAY trace gravel (CL/ML)		-					_					
Erti adoc gravel (OE/IME)	_	2		23.0				4	2.1	19.0	-	
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ntined Compressive Stree N value) is the sum of the	ength (UC: e last two	5) Failu blow va	re Moc alues i	te is in n each	dicated by (B-Bulge, S-S sampling zone (AASHTC	D T206)	rometer) BS, from		ev. 8-9	99)		

EL: Default NAME: \\ht	HBM	USER NAME =	DESIGNED - DRAWN - CHECKED -	JMI JMI MI, LAB	REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CANTILEVER SIGN STR BORING LOGS
	PLOT DATE =	DATE -	12/9/2024	REVISED -		SHEET OHS51-09 OF OHSS1	
	12/6/2024 8:52:03 PM						

STRUCTURES	RTE.	SECTION		COUNTY	SHEETS	NO.
OGS	94	(42-B-11-1) BR, BJR	24	COOK	761	441
				CONTRAC	T NO. 62	W87
DHSS1-09SHEETS		ILLINOIS	FED.	AID PROJECT		



12/9/2024 6:38:51 PM

## GENERAL NOTES

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

LOADING: 90 M.P.H. WIND VELOCITY

WALKWAY LOADING: Dead load plus 500 lbs. concentrated live load.

DESIGN STRESSES: Field Units f'c = 3,500 p.s.i.

fy = 60,000 p.s.i. (reinforcement)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 and D1.2 Structural Welding Codes (Steel and Aluminum) and the Standard Specificiations.

MATERIALS: Aluminum Alloys as shown throughout plans. All Structural Steel Pipe shall be ASTM A53 Grade B or A500 Grade B or C. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53. All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 or Gr. 50W\*. Stainless steel for shims, sleeves and handhole covers shall be ASTM A240, Type 302 or 304, or another alloy suitable for exterior exposure and acceptable to the Engineer. The steel pipe and stiffening ribs at the base plate for the column shall have a minimum longitudinal Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. (Zone 2) before galvanizing.

FASTENERS FOR ALUMINUM TRUSSES: All bolts noted as "high strength" must satisfy the requirements of AASHTO M164 (ASTM A325), or approved alternate, and must have matching lock nuts. Threaded studs for splices (if Members interfere) must satisfy the requirements of ASTM A449, ASTM A193, Grade B7, or approved alternate, and must have matching lock nuts. Bolts and lock nuts not required to be high strength must satisfy the requirements of ASTM A307. All bolts and lock nuts must be hot dip galvanized per AASHTO M232. The lock nuts must have nylon or steel inserts. A stainless steel flat washer conforming to ASTM A240 Type 302 or 304, is required under both head and nut or under both nuts where threaded studs are used. High strength bolt installation shall conform to Article 505.04 (f) (2)d of the IDOT Standard Specifications for Road and Bridge Construction. Rotational capacity ("ROCAP") testing of bolts will not be required.

U-BOLTS AND EYEBOLTS: U-Bolts and Eyebolts must be produced from ASTM A276 Type 304, 304L, 316 or 316L, Condition A, cold finished stainless steel, or an equivalent material acceptable to the Engineer. All nuts for U-Bolts and Eyebolts must be lock nuts equivalent to ASTM A307 with nylon or steel inserts and hot dip galvanized per AASHTO M232. A stainless steel flat washer conforming to ASTM A240, Type 302 or 304, is required under each U-Bolt and Eyebolt lock nut.

GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

ANCHOR RODS: Shall conform to ASTM F1554 Gr. 105.

CONCRETE SURFACES: All concrete surfaces above an elevation 6" below the lowest final ground line at each foundation shall be cleaned and coated with Concrete Sealer in accordance with the Standard Specifications.

REINFORCEMENT BARS: Reinforcement Bars designated (E) shall be epoxy coated in accordance with the Standard Specifications.

FOUNDATIONS: The contract unit price for Concrete Foundations and Drilled Shaft Concrete Foundations shall include reinforcement bars complete in place.

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-	17	ЕМ		UNIT	TOTAL	
vill Span,	Overhead Sign Structu (4'-0" X 4'-6")	oan, Type I-A	Foot	100		
	Drilled Shaft Concrete	ations	Cu Yd	31.2		
	Remove Overhead Sign	ure – Span	Each	1		
	Remove Concrete Found	dation	– Overhead	Each	1	
GEN.	PLAN & ELEVATION	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TEEL	SUPPORTS	94	(42-B-11-1) BR, BJR 24	СООК	761	442
	3011 01(15			CONTR/	CT NO.62	W87

ILLINOIS FED. AID PROJECT



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ENGINEERING GROUP, LLC

## NOTES:

- 1. Stations that are shown are with respect to the I-94 centerline.
- 2. The Contractor shall locate & and top of existing storm sewer in the vicinity of the proposed foundation prior to drilling or pouring the proposed foundation. The Contractor shall inform the Engineer of any discrepancy between the plans and existing conditions.
- 3. 4'-2" concrete barrier double face 44" high. See standard 637006.

LEGEND

	Ex Storm Sewer
0	Ex Catch Basin
Ø	Ex Manhole
<b>\$</b>	Soil Boring

Sign 8 Structure No. 1S0161094R071.1

F.A.I. RTE:         SECTION         COUNTY         TOTAL SHEETS         SHEE NO.           VATION         94         (42-B-11-1) BR, BJR 24         COOK         761         443							
VATION 94 (42-B-11-1) BR, BJR 24 COOK 761 443	STRUCTURES		SECTION	COUNTY		SHEET NO.	
	VATION	94	(42-B-11-1) BR, BJR	24	СООК	761	443
CONTRACT NO. 62W87					CONTRACT	NO. 62	W87
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ENGINEERING GROU

PLOT DATE =

DATE

12/9/2024

REVISED

SHEET OHSS2-04 OF O

ES - ALUMINUM TRUSS		SECT	TION		COUNTY	TOTAL SHEETS	SHEET NO.
PES I-A. II-A AND III-A	94 (42-B-11-1) BR, BJR 24				COOK 761 445		
LS FA, IFA AND IIFA					CONTRACT	NO.62	N87
DHSS2-13SHEETS			ILLINOIS	FED.	AID PROJECT		



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	USER NAME =	DESIGNED - JMI	REVISED -		OVERHEAD SIGN STRUCTURES - ALUMINUM TRUSS DETAILS	F.A.I. RTE	SECTION	COUNTY	TOTAL SHE	ΞT
		DRAWN     JMI     REVISED     STATE OF ILLINOIS       CHECKED     MI, LAB     REVISED     DEPARTMENT OF TRANSPORTATION		94 (42-	(42-B-11-1) BR, BJR 24	соок	761 44	6		
	PLOT SCALE =		DEPARTMENT OF TRANSPORTATION	FOR TRUSS TYPES I-A, II-A AND III-A		, , ,	CONTRACT	NO.62W87	-	
ENGINEERING GROUP, LLC	PLOT DATE =	DATE - 12/9/2024	REVISED -		SHEET OHSS2-05 OF OHSS2-13 SHEETS		ILLINOIS FED. A	AID PROJECT		_
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12/9/202

amber at	Splicing Flange								
idspan	Bol	ts	Weld S	izes	A	В			
	No./Splice	Dia.	W	W 1		_			
3 1/4"	6	7/8"	3/8"	1/4"	9 1/4"	12 1/4"			



ASTM B221, Alloy 6061-T6 or ASTM B209, Alloy 6061-T651 \*To fit 0.D. of Chord with maximum gap of  $\frac{1}{16}$ ".



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STRUCTURE	F.A.I. RTE.         SECTION         COUNTY         TOTAL SHEET SHEETS         SHEET NO.           94         (42-B-11-1) BR, BJR 24         COOK         CONTRACT NO. 62W87           ILLINOIS         FED, AID PROJECT							
DEVICE	94	(42-B-11-1)	BR, BJF	۲24	соок	761	447	
					CONTRACT NO. 62W87			
DHSS2-13SHEETS			ILLINOIS	FED.	AID PROJECT			

SHEET OHSS2-06 OF O



ENGINEERING GROUP LLC

PLOT DATE =

DATE

- 12/9/2024

REVISED -

Support Design Loads: See Base Sheet OS-A-1 for design and loading criteria.

Load combinations checked include deadload plus: a) 100% wind normal to sign, 20% parallel to sign

b) 60% wind normal to sign, 30% parallel to sign

- In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500µ in or less.
- ② Galvanizing vent holes of adequate size shall be provided on underside at each end of bracing pipes. Alternately, holes may be provided in wall of pipe column. All vent holes shall be drilled and de-burred, typ.
- Steel pipe, plate, carbon steel handhole covers and rolled (3) sections shall be hot dip galvanized after fabrication. Painting is not permitted. See Base Sheet 0S-A-1.
- (4) See General Notes for fasteners.
- (5) Dimensions shown are based on selection criteria in the Sign Structures Manual. Nonstandard applications must have dimensions verified or amended as appropriate.
- (6) "H" based on 15'-0" or actual sign height, whichever is greater.

Station	Support		Truss Type	Pipe Wall Thickness	<sup>H</sup> (6)	А	
	Left	Right					
8+94.88	Х		Type I-A	0.279	25' - 7"	19' - 0"	
0794.00		Х	Type I-A	0.279	28' - 1 1/8"	21' - 6 1/8"	

STRUCTURES	F.A.I. RTE	SEC	TION		COUNTY	TOTAL SHEETS	SHEET NO.	
ALUMINUM TRUSS	94	(42-B-11-1)	BR, BJP	24	соок	761	448	
					CONTRAC	CONTRACT NO. 62W87		
DHSS2-13SHEETS			ILLINOIS	FED	AID PROJECT			



ENGINEERING GROUP, LLC

PLOT DATE =

DATE

- 12/9/2024

REVISED -

CONTRACT NO. 62W87 ILLINOIS FED. AID PROJECT





SECTION A-A Place all sign brackets as close to panel points as practical.



efau	TTDA	USER NAME =	DESIGNED - JMI	REVISED -		OVERHEAD SIGN STRUCTURES	F.A.I. SECTION	COUNTY	TOTAL SHEET SHEETS NO.
AME D			DRAWN - JMI	REVISED -	STATE OF ILLINOIS	ALUMINUM WALKWAY DETAILS	94 (42-B-11-1) BR,	BJR 24 COOK	761 450
		PLOT SCALE =	CHECKED - MI, LAB	REVISED -	DEPARTMENT OF TRANSPORTATION			CONTRAC	T NO.62W87
MO	ENGINEERING GROUP, LLC	PLOT DATE =	DATE - 12/9/2024	REVISED -		SHEET OHSS2-09 OF OHSS2-13SHEETS	ILLIN	OIS FED. AID PROJECT	
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BRACKET TABLE
---------------

WF(A-N)4×1.79 ASTM B308, Alloy 6061-T6								
Sign \	Width	Number						
Greater Than	Less Than or Equal To	Brackets Required						
	8'-0''	2						
8'-0"	14'-0"	3						
14'-0''	20'-0"	4						
20'-0"	20'-0" 26'-0"							
26'-0"	32'-0"	6						

\* Space sign brackets WF(A-N)4x1.79 for efficiency and within limits shown:

f = 12" maximum, 4" minimum (End of sign to Q of nearest bracket) h = 6'-0" maximum (Q to Q sign support brackets, WF(A-N)4x1.7

Notes:

For Detail T and Section B-B, see Base Sheet OS-A-10-NW. Truss grating to facilitate inspection shall run full length (center to center of support frames) 12"± on overhead trusses. Cost of truss grating is included in "Overhead Sign Structure". Truss Grating width dimensions are nominal and may vary  $\frac{1}{2}$ "± based on available standard widths.



### 0*S*-*A*-*10*-*NW* 5-15-2023

Defau		USER NAME =	DESIGNED - JMI	REVISED -		OVERHEAD SIGN STRUCTURES	F.A.I. SECTION	COUNTY TOTAL SHEET SHEETS NO.
L: D			DRAWN - JMI	REVISED -	STATE OF ILLINOIS	ALUMINUM WALKWAY DETAILS	94 (42-B-11-1) BR, BJR 24	COOK 761 451
ILE N	ENGINEERING GROUP, LLC	PLOT SCALE = PLOT DATE =	CHECKED - MI, LAB	REVISED -	DEPARTMENT OF TRANSPORTATION	SHEET, OHSS2-10, OE, OHSS2-13, SHEETS		CONTRACT NO. 62W87
2 [			5.02				ILLINOIS TED.	ABTROJECT

- (1) Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment.
- (2) Stainless steel shims shall be placed as shown in Detail T if needed to compensate for alignment variations between horizontal and diagonal pipes beyond adjustment provided by angles. Thicker shims may be used subject to shims performing properly.
- ③ Tube to grating gap may vary from 0 to  $\frac{1}{2}$ , max. to align walkway, allow for camber, etc.





### 5-15-2023

054-F3	5-15-2023								
	USER NAME =	DESIGNED -	JMI	REVISED -		OVERHEAD SIGN STRUCTURES	F.A.I. RTF	SECTION	COUNTY TOTAL SH
		DRAWN -	JMI	REVISED -	STATE OF ILLINOIS		94	(42-B-11-1) BR, BJR 24	СООК 761 4
	PLOT SCALE =	CHECKED -	MI, LAB	REVISED -	DEPARTMENT OF TRANSPORTATION	DRILLED SHAFT DETAILS			CONTRACT NO. 62W8
ENGINEERING GROUP, LLC	PLOT DATE =	DATE -	12/9/2024	REVISED -		SHEET OHSS2-11 OF OHSS2-13SHEETS		ILLINOIS FED.	AID PROJECT
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## BAR LIST - EACH FOUNDATION

Bar	Number	Size	Length	Shape
v4(E)	24	#9	F less 5"	
#4 ba	ar spiral	(E) - see	Side Eleva	tion

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

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

Permanent metal forms or other shielding may not be left in place below that elevation

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

concrete surfaces above the lowest elevation 6" below finished ground line. Cost included

		Right Foundation					
F	Elevation Top	Elevation Bottom	А	В	F	(Cu. Yds.)	
-	594.05	570.55	3' - 6"	20' - 0"	23' - 6"	12.4	



12/9/2024



on			Right Foundation					
В	F	Elevation Top	Elevation Bottom	В	F	(Cu. Yds.)		
- 0"	25' - 2"	-	-	-	-	18.8		

STRUCTURES	F.A.I. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
NDATION DETAILS		(42-B-11-1) BR, BJR	24	СООК	761	453
DATION DETAILS				CONTRACT	NO. 62	W87
HSS2-13SHEETS		ILLINOIS	FED.	AID PROJECT		

Division of Highways Chicago Testing Laboratory, Ir	IC						Date	10/	10/24	Illinois De of Transp Division of Highways Chicago Testing Laborator	ry, Inc	
FAI RTE 94 (I-94 Bishop Ford Expy)	DESCR	IPTION	ı		Overhead Sign 8	LOGG	ED BY		<u>KL</u>	FAI RTE 94 (I-94 Bish ROUTE Ford Expy)	DESC	RIPT
ECTION2019-180-RS&T		LOCAT		NE 1/4	4, SEC. 11, TWP. 36N, RNG. 25E, 3 <sup>rd</sup> PM					SECTION 2019-180-RS	<u>&amp;T</u>	LOC
OUNTY Cook DR		THOD		Hol	Ilow Stem Auger HAMMER TYPE		A	uto		COUNTY Cook		ETH
TRUCT. NO.         Sign 8           Station         508+94.88	D E P	B L O	U C S	M O I	Surface Water Elev.         N/A         ft           Stream Bed Elev.         N/A         ft	D E P	B L O	U C S	M O I	STRUCT. NO.         Sign 8           Station         508+94.88		:   I
ORING NO.         OSB-8-1           Station         508+95           Offset         65.00ft RT           Ground Surface Elev.         592.00	— Н — Н	W S	Qu (tsf)	S T (%)	Groundwater Elev.: First Encounter 584.0 ft Upon Completion None ft After N/A Hrs. N/A ft	L H	W S (/6")	Qu (tsf)	S T (%)	BORING NO.         OSB-8-2           Station         508+95           Offset         10.00ft LT           Ground Surface Elev.         593.0	Н ft (ff	
2 inches of Topsoil		,	(,	(70)	Stiff to Very Stiff Gray, Moist		,	(,		5 inches of Asphalt Pavement	592.58	
oose to Medium Dense rown, Moist	591.00	5		17.3	SILTY CLAY trace gravel (CL/ML)		3	13	21.6	Loose to Medium Dense	591.75	
ANDY LOAM (SM)	_	4		17.0	-		6	B	21.0	Brown and Gray, Wet SANDY LOAM (SM)		
	5	3					3				589.00	-
	-5	6		21.6	-	-25	5 5	1.3 B	20.2	Loose to Medium Dense Gray, Wet		-5
	586.00	_				_				SANDY LOAM (SM)		
/ery Loose Sary, Wet _OAM (SC-SM)	_	5		24.9	-	_	3	1.7	20.6			9
	<u> </u>	1			-	_	5	В			585.00 ▼	
		0		07.0	4		3	1.2	10.5	Very Loose Gray, Wet LOAM (SC-SM)	_	
	-10	1		67.8	-	-30	6	1.3 B	19.5			10
	_	0					-					1.
Stiff to Very Stiff	580.00	1		22.1	-	_					_	-
Gray, Moist GILTY CLAY trace gravel (CL/ML)		-			-						_	-
	_	4	2.5	17.2	-		4	1.9	15.5		_	(
	15	5	В		-	-35	8	В				15 (
		3									_	_ (
		4	1.7 B	18.6		_				Stiff Crav Maint	576.00	
					Hard Gray, Moist	0				Gray, Moist SILTY CLAY trace gravel (CL/ML	_)	
		3	1.5	18.8	SILTY CLAY LOAM trace gravel		8 13 15	4.2 B	13.6		_	20

DEL: Defau NAME: \\h	HBM	USER NAME = PLOT SCALE =	DESIGNED - JMI DRAWN - JMI CHECKED - MI, LAB	REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OVERHEAD SIGN STR BORING LOGS
MOC	ENGINEERING GROUP, LLC	PLOT DATE =	DATE - 12/9/2024	REVISED -	europonomini e podr parkon namednomani kraja. U naveno i k kontre fond fordendozi ji ki k protovalj zakonovana ovazo	SHEET OHSS2-13 OF OHSS2-
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RI	PTION	ı		Overhead Sign 8	L0	OGG		10/ J	
				, <b>SEC.</b> 11, <b>TWP.</b> 36N, <b>RNG.</b> 25E, 3					
٨E.	THOD		Hol	ow Stem Auger HAMMER	TYPE		A	uto	
DEPTH	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)	Surface Water Elev. N/A Stream Bed Elev. N/A Groundwater Elev.: First Encounter 585.0 Upon Completion None After N/A Hrs. N/A	_ft _ft⊻_ _ft	D E P T H	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)
_				Stiff Gray, Moist					
_	5 9 9		22.7	SILTY CLAY trace gravel (CL/ML (continued)	)		3 4 5	1.7 B	20.7
-5	5 4 5		21.0				3 4 6	1.9 B	21.4
	6 9 7		27.1				2 4 6	1.7 B	21.0
-10	1 1 1		67.3				3 4 6	1.9 B	20.7
-	1 1 1		70.1						
-15	0 0 0		42.5	Very Stiff to Hard Gray, Moist SILTY CLAY LOAM trace gravel (CL/ML)	560.00		5 8 11	3.3 B	13.4
	0 0 3	1.0 B	38.5						
_	3						8		
-20	4 5	1.7 B	22.1		553.00	-40	17 27	5.0 B	12.9
S)	Failur ow va	e Mod Ilues i	e is ind n each	End of Boring Jicated by (B-Bulge, S-Shear, P-Pe sampling zone (AASHTO T206)	netrome BBS, f		137 (R	ev. 8-9	19)

TRUCTURES	F.A.I. RTE.	SECTION	N		COUNTY	TOTAL SHEETS	SHEET NO.
OGS	94	(42-B-11-1) BR,	BJR	24	COOK	761	454
V40					CONTRACT	NO. 62	W87
HSS2-13SHEETS		ILU	INOIS	FED. A	AID PROJECT		



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WELDING: All welds to be continuous unless otherwise shown. All welding

minimum yield of 35,000 p.s.i., or A500 Grade B or C with a minimum yield A53. All Structural Steel Plates and Shapes shall conform to AASHTO M270

HIGH STRENGTH BOLTS: All bolts, washers, nuts and locknuts shall satisfy shall require AASHTO M164 (A325), ASTM A449, or approved alternate. All

Galvanized after fabrication in accordance with AASHTO M111. Painting is

possible but may vary  $\pm 6''$  to miss existing obstruction (rail post, light poles, web stiffeners, splice plates, etc.). Adjust

drilling and other necessary items. Limits of payment are based on grating length (cw, dw) unless otherwise specified. For Safety Chain Details and Details D, F and G, see Base

	<u>/</u>	UTA	L BILL OF MAI	ERIAL		
	$\cup$		SIGN STRUCTURE- UNTED	Foot	36	]
NERAL PLAN AND E	LEVATION	FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
016-0388		581	(42-B-11-1) BR, BJR 24	СООК	761	455
)±0 0000				CONTRA	CT NO. 62	W87
4 SHEETS			ILLINOIS FED.	AID PROJECT		



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WAY AND CONNECTION DETAILS 016-0388		SECT	FION	COUNTY	TOTAL SHEETS	SHEET NO.
		(42-B-11-1)	BR, BJR 24	соок	761	456
				CONTRAC	T NO. 62	W87
H4 SHEETS			ILLINOIS FEE	D. AID PROJECT		



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12/9/2024

ILLINOIS FED AID PROJECT

### GENERAL NOTES:

- 1. Reinforcement bars designated (E) shall be epoxy coated.
- 2. Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The Contractor shall field-verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 3. The Contractor may request copies of existing construction plans that are currently on file with the Illinois Department of Transportation (IDOT). The request shall be in writing with the understanding that any reproduction cost will be at the Contractor's expense and at no additional cost to the Department.
- 4. All exposed concrete edges shall have a  $\frac{3}{4}$ " x 45° chamfer except where shown otherwise.
- 5. Protective coat shall be applied to the top of reconstructed transverse joint areas, top of new latex concrete overlay, and top and inside faces of parapets.
- 6. Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.
- 7. 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 (SSPC-SP3 standards). 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. 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 ¼ inch deep shall be identified and reported to the Bureau of Bridges and 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. The Contractor shall take all necessary precautions for the protection of passing vessels from falling objects and/or materials until completion of the work.
- 9. It shall be the Contractor's responsibility to locate and protect any utilities or facilities on, within or under the bridge deck including, but not limited to, under deck lighting, traffic signals or signs attached to the structure. Any damage to existing utilities/facilities caused by the Contractor in the performance of the work shall be repaired by the Contractor, to the satisfaction of the Engineer, at no cost to the Department.
- 10. The Contractor shall exercise extreme caution during Concrete Removal to avoid damaging the steel beams, stringers, floor beams, truss elements and diaphragms to remain. Any damage to existing elements to remain caused by the Contractor in the performance of the work shall be repaired by the Contractor, to the satisfaction of the Engineer, at no additional cost to the Department.
- 11. Cleaning and field painting of structural steel shall be done under a separate painting contract.
- 12. For SMA overlay on Approach Slabs, see Roadway Plans.
- 13. Adjacent I-94 EB bridge is not shown throughout the plans for clarity.
- 14. The Contractor is responsible to protect the existing conduit and junction box embedded in the parapet during removal and construction. Any damage to the existing conduit and junction box shall be repaired by the Contractor, to the satisfaction of the Engineer at no additional cost to the Department.
- 15. Concrete Sealer shall be applied to the designated areas of the abutments and piers (beneath expansion joints only).
- 16. Prior to the application of the Concrete Sealer, the Contractor shall clean all existing debris from the abutment and pier seats. The method of debris removal shall not damage the existing concrete and shall be approved by the Engineer. See Special Provision for Debris Removal.
- 17. The Engineer shall show actual locations and sizes of deck repairs on As-built Plans.

# GENERAL NOTES (CONT.):

18. The Contractor shall obtain Coast Guard approval for any work that may interfere with navigational operations of the navigable waters. A work plan shall be prepared by the Contractor, reviewed and approved by the Engineer and be submitted by the Engineer to Lee Soule (216-902-6085) of the US Coast Guard at Lee.d.soule@uscg.mil for approval at least 2 weeks in advance prior to starting work.

### INDEX OF SHEETS

S01-01 General Plan and Elevation S01-02 General Notes, Index of Sheets & TBOM S01-03 Stage Construction (Sheet 1 of 2) S01-04 Stage Construction (Sheet 2 of 2) S01-05 Temporary Concrete Barrier S01-06 Deck Repair Plan (Sheet 1 of 4) S01-07 Deck Repair Plan (Sheet 2 of 4) S01-08 Deck Repair Plan (Sheet 3 of 4) S01-09 Deck Repair Plan (Sheet 4 of 4) S01-10 Drainage Scupper Adjustment Details S01-11 N. Abut. Joint Removal & Replacement (Sht. 1 of 3) S01–12 N. Abut. Joint Removal & Replacement (Sht. 2 of 3) S01–13 N. Abut. Joint Removal & Replacement (Sht. 3 of 3) *S01–14 Pier 3 Finger Plate Joint Adjustment (Sht. 1 of 2)* S01-15 Pier 3 Finger Plate Joint Adjustment (Sht. 2 of 2) S01–16 Span 4 Panel Pt. 3 Jt. Rem. & Repl. (Sht. 1 of 2) S01–17 Span 4 Panel Pt. 3 Jt. Rem. & Repl. (Sht. 2 of 2) S01-18 Span 4 Panel Pt. 6 Jt. Rem. & Repl. (Sht. 1 of 2) S01-19 Span 4 Panel Pt. 6 Jt. Rem. & Repl. (Sht. 2 of 2) S01-20 Span 4 Panel Pt. 3' Jt. Rem. & Repl. (Sht. 1 of 2) S01-21 Span 4 Panel Pt. 3' Jt. Rem. & Repl. (Sht. 2 of 2) S01-22 Pier 4 Joint Removal & Replacement (Sht. 1 of 2) S01-23 Pier 4 Joint Removal & Replacement (Sht. 2 of 2) S01-24 S. Abut. Joint Removal & Replacement (Sht. 1 of 3) S01–25 S. Abut. Joint Removal & Replacement (Sht. 2 of 3) S01–26 S. Abut. Joint Removal & Replacement (Sht. 3 of 3) S01-27 Preformed Joint Strip Seal S01-28 Partial Framing Plan and Structural Steel Repairs S01-29 Structural Steel Repair Details S01-30 North Abutment Repairs S01-31 South Abutment Repairs S01-32 Pier 1 Repairs S01-33 Pier 2 Repairs S01-34 Pier 3 Repairs S01-35 Pier 4 Repairs S01–36 Pier 5 Repairs

- S01–36 Pier 5 Repairs S01–37 Pier 6 Repairs
- S01–38 Bar Splicer Assembly and Mechanical Splicer Detail

### PROPOSED SCOPE OF WORK

- 1. Provide protective shield within limits indicated on the plans.
- 2. Perform Deck Slab Repairs and adjust/extend existing scuppers and inlets as required.
- 3. Clean Drainage System and perform Bridge Washing.
- 4. Perform  $\frac{3}{4}$ " Bridge Deck scarification.
- 5. Reconstruct Expansion Joints at the North and South abutments, Pier 4 and Span 4 Panel Points 3, 6, and 3'.
- 6. Adjust finger plate joint and replace trough at Pier 3.
- 7. Apply a 3" bridge deck latex concrete overlay on bridge deck.
- 8. Perform  $\frac{1}{2}$  diamond grinding to top of bridge deck and abutment hatch block.
- 9. Perform bridge deck grooving (longitudinal) on traffic lanes.
- 10. Apply protective coat to the top of reconstructed transverse joint areas, top of new latex concrete overlay and top and inside faces of parapets.
- 11. Perform structural repair of concrete to all spalled and delaminated areas of the Abutments, Wingwalls and Piers as noted in the plans.

efau ∷ ∭		USER NAME = hbmepw11ics01\$	DESIGNED - LR, AWD	REVISED -		<b>GENERAL NOTES, INDEX OF SHEETS &amp; TBOM</b>	F.A.I. SECTION	COUNTY TOTAL SHEET
			DRAWN - LR, AWD	REVISED -	STATE OF ILLINOIS		94 (42-B-11-1) BR, BJR 24	COOK 761 460
Del		PLOT SCALE = 0:2.0000 ':" / in	CHECKED - MI, JJS	REVISED -	DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 016-0159	С	ONTRACT NO. 62W87
MO	ENGINEERING GROUP, LLC	PLOT DATE = 12/6/2024	DATE - 12/9/2024	REVISED -		SHEET S01-02 OF S01-38 SHEETS	ILLINOIS FED. AID PRO	JECT
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Concrete Rei Protective S Concrete Su Protective C Furnishing A Reinforceme Bar Splicers Preformed . Fabric Reinf Concrete Sea Bridge Wash Bridge Deck Cleaning And Deck Drain I Structural S Structural S Bridge Deck Cleaning Dra Bridge Deck Structural R Or Less Thai Deck Slab Re Deck Slab Re Drainage Scu Diamond Gri Temporary S

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TOTAL DILL OF				
ITEM	UNIT	SUPER	SUB	TOTAL
moval	Cu Yd	52.0	-	52.0
Shield	Sq Yd	2,859	-	2,859
perstructure	Cu Yd	50.0	-	50.0
oat	Sq Yd	5,532	-	5,532
And Erecting Structural Steel	Pound	10,400	-	10,400
ent Bars, Epoxy Coated	Pound	9,560	-	9,560
5	Each	114	-	114
Ioint Strip Seal	Foot	330	-	330
forced Elastomeric Trough	Foot	56	-	56
aler	Sq Ft	-	4378	4,378
ning No. 2	Each	1	-	1
Grooving (Longitudinal)	Sq Yd	3,172	-	3,172
d Painting Bearings	Each	-	1	1
Extensions	Each	28	-	28
Steel Removal	Pound	280	-	280
Steel Repair	Pound	230	-	230
Latex Concrete Overlay, 3 Inches	Sq Yd	4,471	-	4,471
ainage System	L Sum	0.33	-	0.33
Scarification 3/4"	Sq Yd	4,471	-	4,471
Repair Of Concrete (Depth Equal To n 5 Inches)	Sq Ft	-	140	140
epair (Full Depth, Type I)	Sq Yd	0.5	-	0.5
epair (Full Depth, Type II)	Sq Yd	12	-	12
uppers To Be Adjusted	Each	28	-	28
nding (Bridge Section)	Sq Yd	4,262	-	4,262
Shoring And Cribbing	Éach	-	2	2

# TOTAL BILL OF MATERIAL


	USER NAME =	hbmepw11ics01\$	DESIGNED -	LR, AWD	REVISED -	STAGE CONSTRUCTION (SHEET 1 OF 2)		F.A.I. BTE	SECTION	COUNTY	TOTAL S	HEET
			DRAWN -	- LR, AWD REVISED - STATE OF ILLINOIS STRUCTURE NO. 016 0150				94	(42-B-11-1) BR. BIR 24	соок 7	761	461
	PLOT SCALE = 6:0.0000 ':" / in.		CHECKED -	MI, JJS	REVISED -	DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 016-0159	CONTRACT N			NO. 62	W87
ENGINEERING GROUP, LLC	PLOT DATE =	12/6/2024	DATE -	12/9/2024	REVISED -		SHEET S01-03 OF S01-38 SHEETS		ILLINOIS FED. /	AID PROJECT		
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## STAGE I REMOVAL

- 1. Install temporary concrete barrier as shown to locate traffic on the east side of the existing structure.
- 2. Perform  $\frac{3}{4}$ " bridge deck scarification.
- 3. Remove areas of existing deck for full-depth deck slab repairs at locations shown in the plans.
- 4. Remove portions of bridge deck/approach slab adjacent to expansion joints at the North and South Abutments and remove portions of bridge deck slab adjacent to expansion joints at Pier 4 and truss Panel Points 3, 6 and 3'.
- 5. Remove Pier 3 finger plate joint trough within the limits of Stage I Removal.

## STAGE I CONSTRUCTION

- 1. Perform bridge deck slab repairs.
- 2. Reconstruct transverse expansion joints and install new preformed joint strip seals within the limits of Stage I Construction.
- 3. Adjust finger plate joint, and replace trough, at Pier 3 within the limits of Stage I Construction.
- 4. Adjust existing drainage scuppers/inlets and extend downspouts per the details shown in the plans.
- 5. Perform temporary shoring and cribbing at the locations shown on the Plans (and as directed by the Engineer) and perform structural repair of concrete for the abutments and piers.
- 6. Apply 3" bridge deck latex concrete overlay.
- 7. Perform  $\frac{1}{4}$  diamond grinding to bridge deck and abutment hatch block.
- 8. Perform Bridge Deck Grooving (Longitudinal) for the 3" bridge deck latex concrete overlay and reconstructed expansion joint areas.
- 9. Apply 2" Stone-Matrix Asphalt (SMA) Overlay to the approach slab and taper into existing roadway. See Roadway Plans.
- 10. Apply protective coat to top and inside faces of parapets, reconstructed transverse expansion joint areas and to the surface of the new overlay.

### NOTES:

- 1. For Temporary Concrete Barrier details, see Sheet S01-05.
- 2. For quantity of Temporary Concrete Barrier, see Roadway Plans.
- \* Match existing cross-slopes
- \*\* After grinding
- \*\*\* Approach span cross-section shown, truss span stage dimensions and sequence similar



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### STAGE II REMOVAL

1. Relocate temporary concrete barrier as shown to locate traffic on the west side of the existing structure.

2. Perform ¾" bridge deck scarification.

3. Remove areas of existing deck for full-depth deck slab repairs at locations shown in the plans.

4. Remove portions of bridge deck/approach slab adjacent to expansion joints at the North and South Abutments and remove portions of bridge deck slab adjacent to expansion joints at Pier 4 and truss Panel Points 3, 6 and 3'.

5. Remove Pier 3 finger plate joint trough within the limits of Stage II Removal.

## STAGE II CONSTRUCTION

1. Perform bridge deck slab repairs.

2. Reconstruct transverse expansion joints and install new preformed joint strip seals within the limits of Stage II Construction.

3. Adjust finger plate joint, and replace trough, at Pier 3 within the limits of Stage II Construction.

4. Adjust existing drainage scuppers/inlets and extend downspouts per the details shown in the plans.

5. Perform temporary shoring and cribbing at the locations shown on the Plans (and as directed by the Engineer) and perform structural repair of concrete for the abutments and piers.

6. Apply 3" bridge deck latex concrete overlay.

7. Perform  $\frac{1}{4}$ " diamond grinding to bridge deck and abutment hatch block.

8. Perform Bridge Deck Grooving (Longitudinal) for the 3" bridge deck latex concrete overlay and reconstructed expansion joint areas.

9. Apply 2" Stone-Matrix Asphalt (SMA) Overlay to the approach slab and taper into existing roadway. See Roadway Plans.

10. Apply protective coat to top and inside faces of parapets, reconstructed transverse expansion joint areas, and to the surface of the new overlay.

## NOTES:

1. For temporary concrete barrier details, see Sheet S01-05.

2. For quantity of temporary concrete barrier, see Roadway Plans.

\* Match Existing Cross-slopes

\*\* After grinding

\*\*\* Approach span cross-section shown, truss span stage dimensions and sequence similar.

N (SHEET 2 OF 2)	F.A.I. RTE	SECT	ION		COUNTY	TOTAL SHEETS	SHEET NO.
. 016-0159		(42-B-11-1)	BR, BJR	24	СООК	761	462
					CONTRACT	NO.	62W87
S01-38 SHEETS			ILLINOIS	FED. AI	D PROJECT		



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ENGINEERING GROUP LLC





## BAR SPLICER FOR #4 BAR - DETAIL III

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

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam. When the 'A' dimension is less than  $1\frac{1}{2}$ ", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

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

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### NOTES:

- 1. Areas of deck repair shown are estimated. The Engineer shall show actual locations of deck repairs at the time of construction.
- For bridge deck final cross section, see Sheet S01-04. 2.
- Perform  $\frac{1}{4}$ " Diamond Grinding to top of bridge deck and abutment hatch block. З.
- For North Abutment expansion joint removal and reconstruction, see Sheets S01-11 thru S01-13. 4.
- For Pier 3 finger plate joint adjustment and trough replacement details, see Sheets S01-14 and S01-15. 5.
- 6. Any reinforcement bars that are damaged during concrete removal operations shall be replaced using an approved bar splicer or anchorage system. Cost incidental to Concrete Removal.

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<u>BILL OF MATERIAL</u>		
Protective Coat	Sq Yd	1,319
Bridge Deck Grooving (Longitudinal)	Sq Yd	743
Bridge Deck Latex Concrete Overlay, 3 Inches	Sq Yd	1,054
Bridge Deck Scarification 3/4"	Sq Yd	1,054
Diamond Grinding (Bridge Section)	Sq Yd	995



\*Areas of Deck Slab Repair (Partial) are provided for information only and shall be included in the cost of Bridge Deck Latex Concrete Overlay, 3"



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cost of Bridge Deck Latex Concrete Overlay, 3"



\*Areas of Deck Slab Repair (Partial) are provided for information only and shall be included in the cost of Bridge Deck Latex Concrete Overlay, 3"

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DECK REPAIR PLAN

STRUCTURE NO.





### NOTES:

1. For expansion joint removal and reconstruction at Pier 4, see Sheets 501-22 and 501-23.

2. For South Abutment expansion joint removal and reconstruction, see Sheets S01-24 thru S01-26.

3. For additional notes, see Sheet S01-06.

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BILL OF MATERIAL	
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ITEM	UNIT	QUANTITY
Protective Coat	Sq Yd	1,319
Bridge Deck Grooving (Longitudinal)	Sq Yd	743
Bridge Deck Latex Concrete Overlay, 3 Inches	Sq Yd	1,054
Bridge Deck Scarification 3/4"	Sq Yd	1,054
Diamond Grinding (Bridge Section)	Sq Yd	995

Deck Slab Repair (Full Depth, Type II)

Square Yard

SY

\*Areas of Deck Slab Repair (Partial) are provided for information only and shall be included in the cost of Bridge Deck Latex Concrete Overlay, 3"



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Bar	No.	Size	Length	Shape	
a100(E)	9	#5	27'-10"		
a101(E)	9	#5	27'-1"		
a102(E)	6	#6	6'-0"		
d100(E)	6	#5	3'-8"	L	
d101(E)	6	#5	2'-7"	$\sim$	
d102(E)	6	#4	3'-8"	L	
d103(E)	6	#4	3'-5"		
h100(E)	6	#6	26'-3"		
h101(E)	6	#6	25'-9"		
u100(E)	54	#5	3'-0"		
v100(E)	54	#5	2'-1"		
Concrete	Removal		Cu Yd	8.0	
Concrete		ructure	Cu Yd	5.0	
Protective	e Coat		Sq Yd	20	
Reinforce Coated	ement Ba	rs, Epoxy	Pound	1,400	



Bar u100(E)



6''



## NOTE:

1. For legend and additional notes, see Sheet S01-11.

\*Before ¼" Diamond Grinding

## BILL OF MATERIAL



BAR d100(E) & d102(E)





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016-0159 CONTRACT NO. 62W87 1-38 SHEETS ILLINOIS FED AID PROJECT



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SHEET 501-20 OF 501-38 SHEETS

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CONTRACT NO. 62W87



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## GENERAL NOTES:

- 1. Reinforcement bars designated (E) shall be epoxy coated.
- 2. Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The Contractor shall field-verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 3. The Contractor may request copies of existing construction plans that are currently on file with the Illinois Department of Transportation (IDOT). The request shall be in writing with the understanding that any reproduction cost will be at the Contractor's expense and at no additional cost to the Department.
- 4. All exposed concrete edges shall have a  $\frac{3}{4}$ " x 45° chamfer except where shown otherwise.
- 5. Protective coat shall be applied to the top of reconstructed transverse joint areas, top of new latex concrete overlay, and top and inside faces of parapets.
- Joint openings shall be adjusted according to Article 520.04 of the Standard 6 Specifications when the deck is poured at an ambient temperature other than 50°F.
- 7. 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 (SSPC-SP3 standards). 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. 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  $\mathcal{V}_4$  inch deep shall be identified and reported to the Bureau of Bridges and 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.
- The Contractor shall take all necessary precautions for the protection of passing vessels from falling objects and/or materials until completion of the work.
- It shall be the Contractor's responsibility to locate and protect any utilities or facilities 9. on, within or under the bridge deck including, but not limited to, under deck lighting, traffic signals or signs attached to the structure. Any damage to existing utilities/facilities caused by the Contractor in the performance of the work shall be repaired by the Contractor, to the satisfaction of the Engineer, at no cost to the Department.
- 10. The Contractor shall exercise extreme caution during Concrete Removal to avoid damaging the steel beams, stringers, floor beams, truss elements and diaphragms to remain. Any damage to existing elements to remain caused by the Contractor in the performance of the work shall be repaired by the Contractor, to the satisfaction of the Engineer, at no additional cost to the Department.
- 11. For SMA overlay on Approach Slabs, see Roadway Plans.
- 12. Adjacent I-94 EB bridge is not shown throughout the plans for clarity.
- 13. The Contractor is responsible to protect the existing conduit and junction box embedded in the parapet during removal and construction. Any damage to the existing conduit and junction box shall be repaired by the Contractor, to the satisfaction of the Engineer at no additional cost to the Department.
- 14. Concrete Sealer shall be applied to the designated areas of the abutments and piers (beneath expansion joints only).
- 15. Prior to the application of the Concrete Sealer, the Contractor shall clean all existing debris from the abutment and pier seats. The method of debris removal shall not damage the existing concrete and shall be approved by the Engineer. See Special Provision for Debris Removal.
- 16. The Engineer shall show actual locations and sizes of deck repairs on As-built Plans.
- 17. The Contractor shall obtain Coast Guard approval for any work that may interfere with navigational operations of the navigable waters. A work plan shall be prepared by the Contractor, reviewed and approved by the Engineer and be submitted by the Engineer to Lee Soule (216-902-6085) of the US Coast Guard at Lee.d.soule@uscg.mil for approval at least 2 weeks in advance prior to starting work.

## GENERAL NOTES (CONT.):

18. Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

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501-01	General Plan and Elevation
S01-02	General Notes, Index of Sheets & TBOM
501-02 501-03	Stage Construction (Sheet 1 of 2)
501-04	Stage Construction (Sheet 2 of 2)
S01-05	Temporary Concrete Barrier
S01-06	Deck Repair Plan (Sheet 1 of 4)
501-07	Deck Repair Plan (Sheet 2 of 4)
501-08	Deck Repair Plan (Sheet 3 of 4)
501-09	Deck Repair Plan (Sheet 4 of 4)
501-10	Drainage Scupper Adjustment Details
501-11	N. Abut. Joint Removal & Replacement (Sht. 1 of 3)
501-12	N. Abut. Joint Removal & Replacement (Sht. 2 of 3)
501-13	N. Abut. Joint Removal & Replacement (Sht. 3 of 3)
501-14	Pier 3 Finger Plate Joint Adjustment (Sht. 1 of 2)
<i>S01-15</i>	Pier 3 Finger Plate Joint Adjustment (Sht. 2 of 2)
501-16	Span 4 Panel Pt. 3 Jt. Rem. & Repl. (Sht. 1 of 2)
501-17	Span 4 Panel Pt. 3 Jt. Rem. & Repl. (Sht. 2 of 2)
501-18	Span 4 Panel Pt. 6 Jt. Rem. & Repl. (Sht. 1 of 2)
501-19	Span 4 Panel Pt. 6 Jt. Rem. & Repl. (Sht. 2 of 2)
501-20	Span 4 Panel Pt. 3' Jt. Rem. & Repl. (Sht. 1 of 2)
501-21	Span 4 Panel Pt. 3' Jt. Rem. & Repl. (Sht. 2 of 2)
501-22	Pier 4 Joint Removal & Replacement (Sht. 1 of 2)
501-23	Pier 4 Joint Removal & Replacement (Sht. 2 of 2)
<i>S01-24</i>	S. Abut. Joint Removal & Replacement (Sht. 1 of 3)
<i>S01-25</i>	S. Abut. Joint Removal & Replacement (Sht. 2 of 3)
501-26	S. Abut. Joint Removal & Replacement (Sht. 3 of 3)
501-27	Preformed Joint Strip Seal
501-28	Partial Framing Plan and Structural Steel Repairs
501-29	Structural Steel Repair Details
501-30	North Abutment Repairs
S01-31	South Abutment Repairs
501-32	Pier 1 Repairs
501-33	Pier 2 Repairs
501-34	Pier 3 Repairs
S01-35	Pier 4 Repairs
501-36	Pier 5 Repairs Dier 6 Repairs
501-37	Pier 6 Repairs

S01-38 Bar Splicer Assembly and Mechanical Splicer Detail

### PROPOSED SCOPE OF WORK

- 1. Provide protective shield within limits indicated on the plans.
- 2. Perform Deck Slab Repairs and adjust/extend existing scuppers and inlets as required.
- 3. Clean Drainage System and perform Bridge Washing.
- 4. Perform 3/4" Bridge Deck scarification.
- 5. Reconstruct Expansion Joints at the North and South Abutments, Pier 4, and Span 4 Panel Points 3, 6, and 3'.
- 6. Adjust finger plate joint and replace trough at Pier 3.
- 7. Apply a 3" bridge deck latex concrete overlay on bridge deck.
- 8. Perform  $\frac{1}{4}$  diamond grinding to top of bridge deck and abutment hatch block
- 9. Perform bridge deck grooving (longitudinal) on traffic lanes.
- 10. Apply protective coat to the top of reconstructed transverse joint areas, top of new latex concrete overlay and top and inside faces of parapets.
- 11. Clean existing stringers, bearings, and support/bearing stiffeners at the locations shown on the Plans.
- 12. Coordinate with IDOT District 1 Bridge Maintenance to have section loss measurements performed at the newly cleaned stringers and support/bearing stiffeners
- 13. Perform painting of stringer ends, bearings and support/bearing stiffeners after section loss measurements have been obtained as directed by the Department
- 14. Perform diaphraum removal/replacement and structural steel repairs at the locations indicated on the Plans and as directed by the Engineer.
- 15. Perform structural repair of concrete to all spalled and delaminated areas of the Abutments, Wingwalls and Piers as noted in the plans.

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ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	52.0	-	52.0
Protective Shield	Sq Yd	2,859	-	2,859
Concrete Superstructure	Cu Yd	50.0	-	50.0
Protective Coat	Sq Yd	5,532	-	5,532
Furnishing And Erecting Structural Steel	Pound	9,300	-	9,300
Cleaning And Painting Structural Steel, Location 2	L Sum	1	-	1
Reinforcement Bars, Epoxy Coated	Pound	9,560	-	9,560
Bar Splicers	Each	114	-	114
Preformed Joint Strip Seal	Foot	330	-	330
Fabric Reinforced Elastomeric Trough	Foot	56	-	56
Concrete Sealer	Sq Ft	-	4378	4,378
Bridge Washing No. 2	Each	1	-	1
Bridge Deck Grooving (Longitudinal)	Sq Yd	3,172	-	3,172
Containment And Disposal Of Non-Lead Paint Cleaning Residues No. 2	L Sum	1	-	1
Deck Drain Extensions	Each	28	-	28
Structural Steel Removal	Pound	280	-	280
Structural Steel Repair	Pound	410	-	410
Bridge Deck Latex Concrete Overlay, 3 Inches	Sq Yd	4,471	-	4,471
Cleaning Drainage System	L Sum	0.33	-	0.33
Bridge Deck Scarification 3/4"	Sq Yd	4,471	-	4,471
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	-	140	140
Deck Slab Repair (Full Depth, Type I)	Sq Yd	0.5	-	0.5
Deck Slab Repair (Full Depth, Type II)	Sq Yd	12	-	12
Drainage Scuppers To Be Adjusted	Each	28	-	28
Diamond Grinding (Bridge Section)	Sq Yd	4,262	-	4,262
Temporary Shoring And Cribbing	Each	_	2	2

## TATAL DULL OF MATERIAL

## PAINT NOTES:

1. Existing Structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures," and the Standard Specifications. The color of the final finish coat shall be Gray, Munsell No. 5B 7/1. Cost included with Structural Steel Repair.

2. Cleaning and painting of the existing structural steel shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures" and as shown in the Plans. All beams, bearings and other structural steel within 5 ft (measured along the beam) of the south side of the deck joint shall be cleaned per Near-White Blast Cleaning (SSPC-SP10).

3. The designated areas cleaned per Near-White Blast Cleaning (SSPC-SP10) shall be painted according to the requirements of the Organic Zinc-Rich Primer/Epoxy Intermediate Coat/Urethane Top Coat (0Z/E/U) Paint System. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1.

4. Containment of cleaning residue is required to control nuisance dust. See Special

5. SSPC QP1 Certification is required for this contract.

Provisions.



: Defau AME: W	HRM	USER NAME = hb	bmepw11ics01\$	DESIGNED DRAWN	- LR - LR	REVISED - REVISED -	STATE OF ILLINOIS	PIER 4 JOINT REMOVAL & REPLA STRUCTURE NO. 01
N S E		PLOT SCALE = 2:0	:0.0000 ':" / in.	CHECKED	- MI, JJS	REVISED -	DEPARTMENT OF TRANSPORTATION	
MOI	ENGINEERING GROUP, LLC	PLOT DATE = 12	2/6/2024	DATE	- 12/9/2024	REVISED -		SHEET S01-23 OF S01-3
	2/C/2024 0-E2-1E DM							

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1-38 SHEETS ILLINOIS FED AID PROJECT



12/6/2024

ENGINEERING GROUP LLC

PLOT DATE = 12/6/2024

DATE

12/9/2024

REVISED -

STRUCTURE NO. 016-0159         94         (42-B-11-1) BR, BJR 24         COOK         761         482           SHEET 501-24 OF 501-38         SHEETS         ILLINOIS         FED. AID PROJECT	REMOVAL & REPLACEMENT (SHT. 1 OF 3)	F.A.I. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO. 62W87		94	(42-B-11-1) BR, BJR	24	СООК	761	482
SHEET 501-24 OF S01-38 SHEETS ILLINOIS FED. AID PROJECT	STREETORE NO: 010-0105				CONTRACT	NO. (	52W87
	SHEET 501-24 OF 501-38 SHEETS		ILLINOIS	FED. A	D PROJECT		



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S. ABUT. JOINT REMOVAL & REP STATE OF ILLINOIS DRAWN - HMI REVISED -STRUCTURE NO. **DEPARTMENT OF TRANSPORTATION** OT SCALE = 2:0.0000 ':" / in. CHECKED - MI, JJS REVISED -PLOT DATE = 12/6/2024 DATE - 12/9/2024 REVISED -SHEET S01-26 OF S0 ENGINEERING GROUP LLC

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	BILL (	DF MAT	ERIAL	
Bar	No.	Size	Length	Shape
a150(E)	9	#5	27'-10"	
a151(E)	9	#5	27'-1"	
a152(E)	6	#6	6'-0"	
d150(E)	6	#5	3'-8''	L
d151(E)	6	#5	2'-7"	$\overline{}$
d152(E)	6	#4	3'-8''	L
d153(E)	6	#4	3'-5"	
h150(E)	6	#6	26'-3"	
h151(E)	6	#6	25'-9"	
u150(E)	54	#5	3'-0"	
v150(E)	54	#5	2'-1"	
Concrete	Removal		Cu Yd	8.0
Concrete		ructure	Cu Yd	5.0
Protective			Sq Yd	20
Reinforce Coated	ment Ba	Pound	1,400	



BAR d150(E) & d152(E)



NOTE: 1. For legend and additional Notes, see Sheet S01-24.

PLACEMENT (SHT. 3 OF 3)	F.A.I. RTE	SEC <sup>-</sup>	FION		COUNTY	TOTAL SHEETS	SHEET NO.
016-0159	94	(42-B-11-1)	BR, BJR	24	СООК	761	484
010-0133					CONTRACT	NO. 6	52W87
01-38 SHEETS			ILLINOIS	FED. AI	D PROJECT		



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ENGINEERING GROUP LLC

PLOT DATE = 12/6/2024

DATE

- 12/9/2024

REVISED -

SHEET S01-27 OF S0

The strip seal shall be made continuous and shall have a minimum thickness of  $\frac{1}{4}$ ". 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 4<sup>1</sup>/<sub>2</sub>" 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  $\frac{3}{16}$ " 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 parapet sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.

34" F-shape barrier shown, 42" F-shape similar as noted. 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.



## 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	QUANTITY
Preformed Joint Strip Seal	Foot	330

T STRIP SEAL		SEC <sup>-</sup>	FION		COUNTY	TOTAL SHEETS	SHEET NO.
. 016-0159	94	(42-B-11-1)	BR, BJR	24	СООК	761	485
. 010-0133					CONTRACT	NO. 6	52W87
01-38 SHEETS			ILLINOIS	FED. AI	D PROJECT		



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REPAIR DETAILS	F.A.I. RTE.	SECTI	ION		COUNTY	TOTAL SHEETS	SHEET NO.
016-0159	94	(42-B-11-1) E	BR. BJR	24	COOK	761	487
010-0100					CONTRACT	NO.	62W87
501-38 SHEETS		1	ILLINOIS	FED. AIL	D PROJECT		



					NORTH ABUTMENT REPAIRS	RTE. SECTION COUNTY SHEETS N
·; <		DRAWN - LR, AWD	REVISED -	STATE OF ILLINOIS	<b>STRUCTURE NO. 016-0159</b>	94 (42-B-11-1) BR, BJR 24 COOK 761 4
	PLOT SCALE = 6:0.0000 :" / in	CHECKED - MI, JJS	REVISED -	DEPARTMENT OF TRANSPORTATION		CONTRACT NO. 62V
	IG GROUP, LLC PLOT DATE = 12/6/2024	DATE - 12/9/2024	REVISED -		SHEET S01-30 OF S01-38 SHEETS	ILLINOIS FED. AID PROJECT

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NOTES:

ITEM	UNIT	QUANTITY
r air of Concrete (Depth Equal to or Less Than 5 Inches)	Sq Ft Sq Ft	232 2
air of Concrete (Depth Equal to or Less Than 5 Inches)	Sq Ft	2
$\begin{array}{c} 16 \\ 19 \\ 19 \\ 19 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10$		
2.0 SF Exist. Ground Line		
LEGEND		

SF Square Foot





STATE OF ILLINOIS

**DEPARTMENT OF TRANSPORTATION** 



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ENGINEERING GROUP, LLC

PLOT DATE = 12/6/2024

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DATE - 12/9/2024

REVISED -

REVISED -

REVISED -

STRUCTURE NO. SHEET S01-31 OF S



## *LEGEND*

SF

Square Foot

or Less than 5 inches)

NT REPAIRS	F.A.I. RTE	SEC <sup>-</sup>	FION		COUNTY	TOTAL SHEETS	SHEET NO.
0.016-0159	94	(42-B-11-1)	BR, BJR	24	СООК	761	489
.010-0100					CONTRACT	NO. 6	52W87
S01-38 SHEETS			ILLINOIS	FED. A	D PROJECT		

Structural Repair of Concrete (Depth Equal to



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|--|

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq Ft	21

1. Quantities and limits shown are estimated for bidding purposes only. The actual areas to be repaired, and the type(s) of repairs to be used, will be determined by the Engineer in the field at the time of construction.

2. The Contractor is responsible to remove, support, and reinstall all existing utilities interfering with the work. Cost shall be included with Structural Repair of Concrete (Depth Equal To or Less Than 5").

Structural Repair of Concrete (Depth Equal to or Less than 5

Square Foot

PAIRS	F.A.I. RTE	SECT	FION		COUNTY	TOTAL SHEETS	SHEET NO.
016-0159	94	(42-B-11-1)	BR, BJR	24	СООК	761	490
. 010-0133					CONTRACT	NO. (	52W87
501-38 SHEETS			ILLINOIS	FED. AI	D PROJECT		



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ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq Ft	46
Temporary Shoring And Cribbing	Each	2

BILL OF MATERIAL

SUMMARY OF REACTIONS						
Pier 2, Beams 14 & 15						
R DL	R DL (k) 91.0					
R LL	R LL (k) 54.0					
R IM (k) 14.6						
R Total	(k)	159.6				

1. Quantities and limits shown are estimated for bidding purposes only. The actual areas to be repaired, and the type(s) of repairs to be used, will be determined by the Engineer in the field at the time of construction.

2. The Contractor is responsible to remove, support, and reinstall all existing utilities interfering with the work. Cost shall be included with Structural Repair of Concrete (Depth Equal To or Less Than 5").

3. Temporary shoring and cribbing shall be installed prior to the start of the structural repair of concrete and shall be removed after completing the structural repair of

PAIRS	F.A.I. RTE	SEC <sup>-</sup>	FION		COUNTY	TOTAL SHEETS	SHEET NO.
. 016-0159	94	(42-B-11-1)	BR, BJR	24	COOK	761	491
.010-0135					CONTRACT	NO. 6	52W87
S01-38 SHEETS			ILLINOIS	FED. AL	PROJECT		



12/6/2024 9:49:05 PM SHEET S01-34 OF S

BILL	0F	MATERIAL

ITEM	UNIT	QUANTITY
Concrete Sealer	Sq Ft	1,957
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq Ft	3

1. Quantities and limits shown are estimated for bidding purposes only. The actual areas to be repaired, and the type(s) of repairs to be used, will be determined by the Engineer in the field at the time of construction.

2. The Contractor is responsible to remove, support, and reinstall all existing utilities interfering with the work. Cost shall be included with Structural Repair of Concrete (Depth Equal To or Less Than 5").

3. Concrete Sealer shall be applied to the beam seats and the faces of the pier cap.

PAIRS	F.A.I. RTE	SEC <sup>-</sup>	FION		COUNTY	TOTAL SHEETS	SHEET NO.
. 016-0159	94	(42-B-11-1)	BR, BJR	24	СООК	761	492
.010-0135					CONTRACT	NO. 6	52W87
S01-38 SHEETS			ILLINOIS	FED. AI	D PROJECT		



BIL	L OF MATERIAL		
ITE	EM	UNIT	QUANTITY
Concrete Sealer		Sq Ft	1957

1. Quantities and limits shown are estimated for bidding purposes only. The actual areas to be repaired, and the type(s) of repairs to be used, will be determined by the Engineer in

2. The Contractor is responsible to remove, support, and reinstall all existing utilities interfering with the work. Cost shall be included with Structural Repair of Concrete

3. Concrete Sealer shall be applied to the beam seats and the faces of the pier cap.

AIRS F.A.L. RTE.		SEC <sup>-</sup>	TION		COUNTY		SHEET NO.
0.016-0159		(42-B-11-1)	BR, BJR	24	СООК	761	493
.010-0100					CONTRACT	NO. (	52W87
S01-38 SHEETS			ILLINOIS	FED. AI	D PROJECT		



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BILL OF MATERI. ITEM	UNIT	QUANTITY
ITEM Structural Repair of Concrete (Depth Equa to or Less Than 5 Inches)	al Sq Ft	25
to or Less Than 5 Inches)	3911	20
are estimated for bidding purposes only. of repairs to be used, will be determined struction.	The actual I by the En	areas to gineer in
e to remove, support, and reinstall all ex	isting utilit	ies
ost shall be included with Structural Repa an 5").	nir of Concr	ete
<i>III 5 )</i> .		
of Concrete (Depth Equal to or Less than	5	

PAIRS	F.A.I. RTE			TOTAL SHEETS	SHEET NO.		
016-0159	94	(42-B-11-1)	BR, BJR	24	СООК	761	494
. 010-0133					CONTRACT	NO. 6	52W87
501-38 SHEETS			ILLINOIS	FED. A	D PROJECT		



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ENGINEERING GROUP, LLC

SHEET S01-37 OF S

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq Ft	33

1. Quantities and limits shown are estimated for bidding purposes only. The actual areas to be repaired, and the type(s) of repairs to be used, will be determined by the Engineer in

2. The Contractor is responsible to remove, support, and reinstall all existing utilities interfering with the work. Cost shall be included with Structural Repair of Concrete

PAIRS	F.A.I. SECTION COUNTY			TOTAL SHEETS	SHEET NO.		
. 016-0159	94	(42-B-11-1)	BR, BJR	24	СООК	761	495
.010-0135					CONTRACT	NO. 6	52W87
S01-38 SHEETS			ILLINOIS	FED. AI	D PROJECT		



Only bar splicer assemblies as presented on the

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

\* Epoxy not required on Bar Splicer Assembly components used in

approved QPL list may be used.

conjunction with black bars.



### INSTALLATION AND SETTING METHODS

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

(E) : Indicates epoxy coating.

Location	Bar Size	No.assemblies required	Minimum Iap length
North Abut.	#5	9	3'-6"
	#6	6	5'-6"

Location	Bar Size	no. assemblies	in the first of the second sec
Location	Dui Size	required	lap length
North Abut.	#5	9	3'-6"
	#6	6	5'-6"
Span 4 P.P. 3 Jt.	#5	21	3'-6"
Span 4 P.P. 6 Jt.	#5	21	3'-6"
Span 4 P.P. 3' Jt.	#5	21	3'-6"
Pier 4	#5	21	3'-6"
South Abut.	#5	9	3'-6"
	#6	6	5'-6"



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efa।		USER NAME = hbmepw11ics01\$	DESIGNED - LR, AWD	REVISED -		BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAIL	FAI.	SECTION	COUNTY	TOTAL SHEET
Ū₩ 			DRAWN - LR, AWD	REVISED -	STATE OF ILLINOIS		94 (42	-B-11-1) BR. BIR 24	СООК	761 496
N N		PLOT SCALE = 0:2.0000 ':" / in.	CHECKED - MI, JJS	REVISED -	DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 016-0159			CONTRACT	NO. 62W87
AOL	ENGINEERING GROUP, LLC	PLOT DATE = 12/6/2024	DATE - 12/9/2024	REVISED -		SHEET S01-38 OF S01-38 SHEETS	<u>}</u>	ILLINOIS FE	D. AID PROJECT	
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BSD-1



# STANDARD MECHANICAL SPLICER

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

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



## GENERAL NOTES:

- 1. Reinforcement bars designated (E) shall be epoxy coated.
- 2. Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The Contractor shall field-verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 3. The Contractor may request copies of existing construction plans that are currently on file with the Illinois Department of Transportation (IDOT). The request shall be in writing with the understanding that any reproduction cost will be at the Contractor's expense and at no additional cost to the Department.
- 4. All exposed concrete edges shall have a  $\frac{3}{4}$ " x 45° chamfer except where shown otherwise.
- 5. Protective coat shall be applied to the top of reconstructed transverse joint areas, top of new latex concrete overlay, and top and inside faces of parapets.
- 6. Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.
- 7. 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 (SSPC-SP3 standards). 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. 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  $\frac{V_4}{4}$ inch deep shall be identified and reported to the Bureau of Bridges and 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. The Contractor shall take all necessary precautions for the protection of passing vessels from falling objects and/or materials until completion of the work.
- 9. It shall be the Contractor's responsibility to locate and protect any utilities or facilities on, within or under the bridge deck including, but not limited to, under deck lighting, traffic signals or signs attached to the structure. Any damage to existing utilities/facilities caused by the Contractor in the performance of the work shall be repaired by the Contractor, to the satisfaction of the Engineer, at no cost to the Department.
- 10. The Contractor shall exercise extreme caution during Concrete Removal to avoid damaging the steel beams, stringers, floor beams, truss elements and diaphragms to remain. Any damage to existing elements to remain caused by the Contractor in the performance of the work shall be repaired by the Contractor, to the satisfaction of the Engineer, at no cost to the Department.
- 11. For SMA overlay on Approach Slabs, see Roadway Plans.
- 12. Adjacent I-94 WB bridge is not shown throughout the plans for clarity.
- 13. The Contractor is responsible to protect the existing conduit and junction box embedded in the parapet during removal and construction. Any damage to the existing conduit and junction box shall be repaired by the Contractor, to the satisfaction of the Engineer, at no additional cost to the Department.
- 14. Concrete Sealer shall be applied to the designated areas of the abutments and piers (beneath expansion joints only).
- 15. Prior to the application of the Concrete Sealer, the Contractor shall clean all existing debris from the abutment and pier seats. The method of debris removal shall not damage the existing concrete and shall be approved by the Engineer. See Special Provision for Debris Removal.
- 16. The Engineer shall show actual locations and sizes of deck repairs on As-built Plans.
- 17. The Contractor shall obtain Coast Guard approval for any work that may interfere with navigational operations of the navigable waters. A work plan shall be prepared by the Contractor, reviewed and approved by the Engineer and be submitted by the Engineer to Lee Soule (216-902-6085) of the US Coast Guard at Lee.d.soule@uscg.mil for approval at least 2 weeks in advance prior to starting work.

### INDEX OF SHEETS

502-01	General Plan and Elevation
502-02	General Notes, Index of Sheets & TBOM
502-03	Stage Construction (Sheet 1 of 2)
502-04	Stage Construction (Sheet 2 of 2)
502-05	Temporary Concrete Barrier
502-06	Deck Repair Plan (Sheet 1 of 4)
502-07	Deck Repair Plan (Sheet 2 of 4)
502-08	Deck Repair Plan (Sheet 3 of 4)
502-09	Deck Repair Plan (Sheet 4 of 4)
502-10	Drainage Scupper Adjustment Details
S02-11	N. Abut. Joint Removal & Replacement (Sht. 1 of 3)
502-12	N. Abut. Joint Removal & Replacement (Sht. 2 of 3)
502-13	N. Abut. Joint Removal & Replacement (Sht. 3 of 3)
502-14	Pier 3 Finger Plate Joint Adjustment (Sht. 1 of 2)
502-15	Pier 3 Finger Plate Joint Adjustment (Sht. 2 of 2)
502-16	Span 4 Panel Pt. 3 Jt. Rem. & Repl. (Sht. 1 of 2)
<i>S02-17</i>	Span 4 Panel Pt. 3 Jt. Rem. & Repl. (Sht. 2 of 2)
502-18	Span 4 Panel Pt. 6 Jt. Rem. & Repl. (Sht. 1 of 2)
502-19	Span 4 Panel Pt. 6 Jt. Rem. & Repl. (Sht. 2 of 2)
502-20	Span 4 Panel Pt. 3' Jt. Rem. & Repl. (Sht. 1 of 2)
502-21	Span 4 Panel Pt. 3' Jt. Rem. & Repl. (Sht. 2 of 2)
502-22	Pier 4 Joint Removal & Replacement (Sht. 1 of 2)
502-23	Pier 4 Joint Removal & Replacement (Sht. 2 of 2)
502-24	S. Abut. Joint Removal & Replacement (Sht. 1 of 3)
502-25	S. Abut. Joint Removal & Replacement (Sht. 2 of 3)
<i>S02-26</i>	S. Abut. Joint Removal & Replacement (Sht. 3 of 3)
502-27	Preformed Joint Strip Seal
S02-27A	Partial Framing Plan & Steel Painting Details
502-28	North Abutment Repairs
502-29	South Abutment Repairs
502-30	Pier 1 Repairs
502-31	Pier 2 Repairs
502-32	Pier 3 Repairs
502-33	Pier 4 Repairs
502-34	Pier 5 Repairs
<i>S02-35</i>	Pier 6 Repairs

502-36 Bar Splicer Assembly and Mechanical Splicer Detail

### Concrete Remo Protective Shie Concrete Super Protective Coat Furnishina And Cleaning And P Location 1 Reinforcement Bar Splicers Preformed Join Fabric Reinfor Concrete Seale Bridge Washing Bridge Deck Gi Containment An Cleaning Resid Deck Drain Ext Bridge Deck La Cleaning Drain Bridge Deck So Structural Rep. To Or Less Tha Deck Slab Repa Drainage Scup Diamond Grind Temporary Sho

## PAINT NOTES:

- Cleaning (SSPC-SP10).
- Provisions.

- PROPOSED SCOPE OF WORK
- 1. Provide protective shield within limits indicated on the plans.
- 2. Perform Deck Slab Repairs and adjust/extend existing scuppers and inlets as required
- 3. Clean Drainage System and perform Bridge Washing.
- 4. Perform ¾" Bridge Deck scarification.
- 5. Reconstruct Expansion Joints at the North and South Abutments, Pier 4, and Span 4 Panel Points 3, 6, and 3'.
- 6. Adjust finger plate joint and replace trough at Pier 3.
- 7. Apply a 3" bridge deck latex concrete overlay on bridge deck
- 8. Perform  $\mathcal{V}_4^{\prime\prime}$  diamond grinding to top of bridge deck and abutment hatch block.
- 9. Perform bridge deck grooving (longitudinal) on traffic lanes.
- 10. Apply protective coat to the top of reconstructed transverse joint areas, top of new latex concrete overlay and top and inside faces of parapets.
- 11. Clean existing stringers, bearings, and support/bearing stiffeners at the locations shown on the Plans.
- 12. Coordinate with IDOT District 1 Bridge Maintenance to have section loss measurements performed at the newly cleaned stringers and support/bearing stiffeners.
- 13. Perform painting of stringer ends, bearings and support/bearing stiffeners after section loss measurements have been obtained as directed by the Department.
- 14. Perform structural repair of concrete to all spalled and delaminated areas of the Abutments, Wingwalls and Piers as noted in the plans.



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TOTAL BILL OF MATERIAL											
ITEM	UNIT	SUPER	SUB	TOTAL							
oval	Cu Yd	52.0	-	52.0							
eld	Sq Yd	2,594	-	2,594							
rstructure	Cu Yd	58.0	-	58.0							
t	Sq Yd	5,532	-	5,532							
l Erecting Structural Steel	Pound	10,120	-	10,120							
Painting Structural Steel,	L Sum	1	-	1							
Bars, Epoxy Coated	Pound	9,560	-	9,560							
	Each	114	-	114							
nt Strip Seal	Foot	330	-	330							
ced Elastomeric Trough	Foot	56	-	56							
er	Sq Ft	-	3,636	3,636							
g No. 1	Each	1	-	1							
rooving (Longitudinal)	Sq Yd	3,172	-	3,172							
nd Disposal Of Non-Lead Paint lues No. 1	L Sum	1	-	1							
tensions	Each	28	-	28							
atex Concrete Overlay, 3 Inches	Sq Yd	4,472	-	4,472							
lage System	L Sum	0.33	-	0.33							
carification 3/4"	Sq Yd	4,472	-	4,472							
pair Of Concrete (Depth Equal an 5 Inches)	Sq Ft	-	847	847							
air (Full Depth, Type I)	Sq Yd	0.5	-	0.5							
pers To Be Adjusted	Each	28	-	28							
ing (Bridge Section)	Sq Yd	4,263	-	4,263							
oring And Cribbing	Each	-	4	4							

TOTAL DILL OF MATERIAL

1. Cleaning and painting of the existing structural steel shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures" and as shown in the Plans. All beams, bearings and other structural steel within 5 ft (measured along the beam) of the south side of the deck joints shall be cleaned per Near-White Blast

2. The designated areas cleaned per Near-White Blast Cleaning (SSPC-SP10) shall be painted according to the requirements of the Organic Zinc-Rich Primer/Epoxy Intermediate Coat/Urethane Top Coat (0Z/E/U) Paint System. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1.

3. Containment of cleaning residue is required to control nuisance dust. See Special

4. SSPC QP1 Certification is required for this contract.

5. After cleaning of the specified stringer ends, bearing and support/bearing stiffeners has been completed, and prior to the start of paint operations, field measurements documenting section loss shall be taken by the Resident Engineer and forwarded to the IDOT District 1 Bridge Maintenance Engineer. Painting may not start until after approval of the field measurements by IDOT District 1 Bridge Maintenance.

OF SHEETS & TBOM	RTE. SECTION			COUNTY	TOTAL SHEETS	SHEET NO.	
016-0158	94	(42-B-11-1)	BR, BJR	24	COOK	761	498
. 010-0130					CONTRACT	NO. 6	52W87
502-36 SHEETS			ILLINOIS	FED. A	D PROJECT		



REVISED -

DATE

- 12/9/2024

## STAGE I REMOVAL

- 1. Install temporary concrete barrier as shown to locate traffic on the west side of the existing structure.
- 2. Perform  $\frac{3}{4}$ " bridge deck scarification.
- 3. Remove areas of existing deck for full-depth deck slab repairs at locations shown in the plans.
- 4. Remove portions of bridge deck/approach slab adjacent to expansion joints at the North and South Abutments and remove portions of bridge deck slab adjacent to expansion joints at Pier 4 and truss Panel Points 3, 6 and 3'.
- 5. Remove Pier 3 finger plate joint trough within the limits of Stage I Removal.

## STAGE I CONSTRUCTION

- 1. Perform bridge deck slab repairs.
- 2. Reconstruct transverse expansion joints and install new preformed joint strip seals within the limits of Stage I Construction.
- 3. Adjust finger plate joint, and replace trough, at Pier 3 within the limits of Stage I Construction.
- 4. Adjust existing drainage scuppers/inlets and extend downspouts per the details shown in the plans.
- 5. Perform temporary shoring and cribbing at the locations shown on the Plans (and as directed by the Engineer), and perform structural repair of concrete for the abutments and piers.
- 6. Apply 3" bridge deck latex concrete overlay.
- 7. Perform  $\frac{1}{4}$ " diamond grinding to bridge deck and abutment hatch block.
- 8. Perform Bridge Deck Grooving (Longitudinal) for the 3" bridge deck latex concrete overlay and reconstructed expansion joint areas.
- 9. Apply 2" Stone-Matrix Asphalt (SMA) Overlay to the approach slab and taper into existing roadway. See Roadway Plans.
- 10. Apply protective coat to top and inside faces of parapets, reconstructed transverse expansion joint areas and to the surface of the new overlay.

### NOTES:

- 1. For Temporary Concrete Barrier details, see Sheet S02-05.
- 2. For quantity of Temporary Concrete Barrier, see Roadway Plans.
- \* Match existing cross-slopes
- \*\* After grinding
- \*\*\* Approach span cross-section shown, truss span stage dimensions and sequence similar

N (SHEET 1 OF 2)					TOTAL SHEETS	SHEET NO.	
016-0158		(42-B-11-1)	BR, BJR	24	СООК	761	499
010-0130					CONTRACT	NO. (	52W87
502-36 SHEETS			ILLINOIS	FED. A	D PROJECT		



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## STAGE II REMOVAL

Relocate temporary concrete barrier as shown to locate traffic on the east side of the existing structure.

2. Perform 3/" bridge deck scarification.

Remove areas of existing deck for full-depth deck slab repairs at locations shown in the plans.

Remove portions of bridge deck/approach slab adjacent to expansion joints at the North and South Abutments and remove portions of bridge deck slab adjacent to expansion joints at Pier 4 and truss Panel Points 3, 6 and 3'.

Remove Pier 3 finger plate joint trough within the limits of Stage II Removal

## STAGE II CONSTRUCTION

1. Perform bridge deck slab repairs.

2. Reconstruct transverse expansion joints and install new preformed joint strip seals within the limits of Stage II Construction.

3. Adjust finger plate joint, and replace trough, at Pier 3 within the limits of Stage II Construction.

4. Adjust existing drainage scuppers/inlets and extend downspouts per the details shown in the plans.

5. Perform temporary shoring and cribbing at the locations shown on the Plans (and as directed by the Engineer), and perform structural repair of concrete for the abutments and piers.

6. Apply 3" bridge deck latex concrete overlay.

7. Perform  $\frac{1}{4}$  diamond grinding to bridge deck and abutment hatch block.

8. Perform Bridge Deck Grooving (Longitudinal) for the 3" bridge deck latex concrete overlay and reconstructed expansion joint areas.

9. Apply 2" Stone-Matrix Asphalt (SMA) Overlay to the approach slab and taper into existing roadway. See Roadway Plans.

10. Apply protective coat to top and inside faces of parapets, reconstructed transverse expansion joint areas, and to the surface of the new overlay.

For temporary concrete barrier details, see Sheet S02-05.

2. For quantity of temporary concrete barrier, see Roadway Plans.

\* Match Existing Cross-slopes

\*\* After grinding \*\*\* Approach span cross-section shown, truss span stage dimensions and sequence similar.

N (SHEET 2 OF 2)	F.A.I. RTE	SECTION			COUNTY	TOTAL SHEETS	SHEET NO.
. 016-0158	94	(42-B-11-1)	BR, BJR	24	СООК	761	500
	_				CONTRACT NO. 62W87		
502-36 SHEETS			ILLINOIS	FED. AI	D PROJECT		

SHEET S02-04 OF SO