

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341&378	2010-070-1	COOK	18	1
		ILLINOIS	CONTRACT NO. 60L55	

D-91-714-10

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**
FAP ROUTE 341 – US 14 (PETERSON AVE) (SN 016-0367) &
FAP ROUTE 378 – US 41 (LINCOLN AVE) (SN 016-1054)
AT NORTH SHORE CHANNEL
SECTION 2010-070-1
COOK COUNTY
BRIDGE APPROACH REPLACEMENT & HAND RAIL REPAIR
C-91-714-10

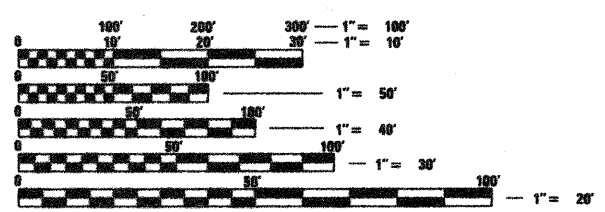


TRAFFIC DATA

US 14 (PETERSON AVE)
EXISTING ADT : 34,300 (2009)
POSTED SPEED LIMIT 30 MPH

US 41 (LINCOLN AVE)
EXISTING ADT : 28,500 (2009)
POSTED SPEED LIMIT 35 MPH

IMPROVEMENT IS LOCATED IN THE CITY OF CHICAGO

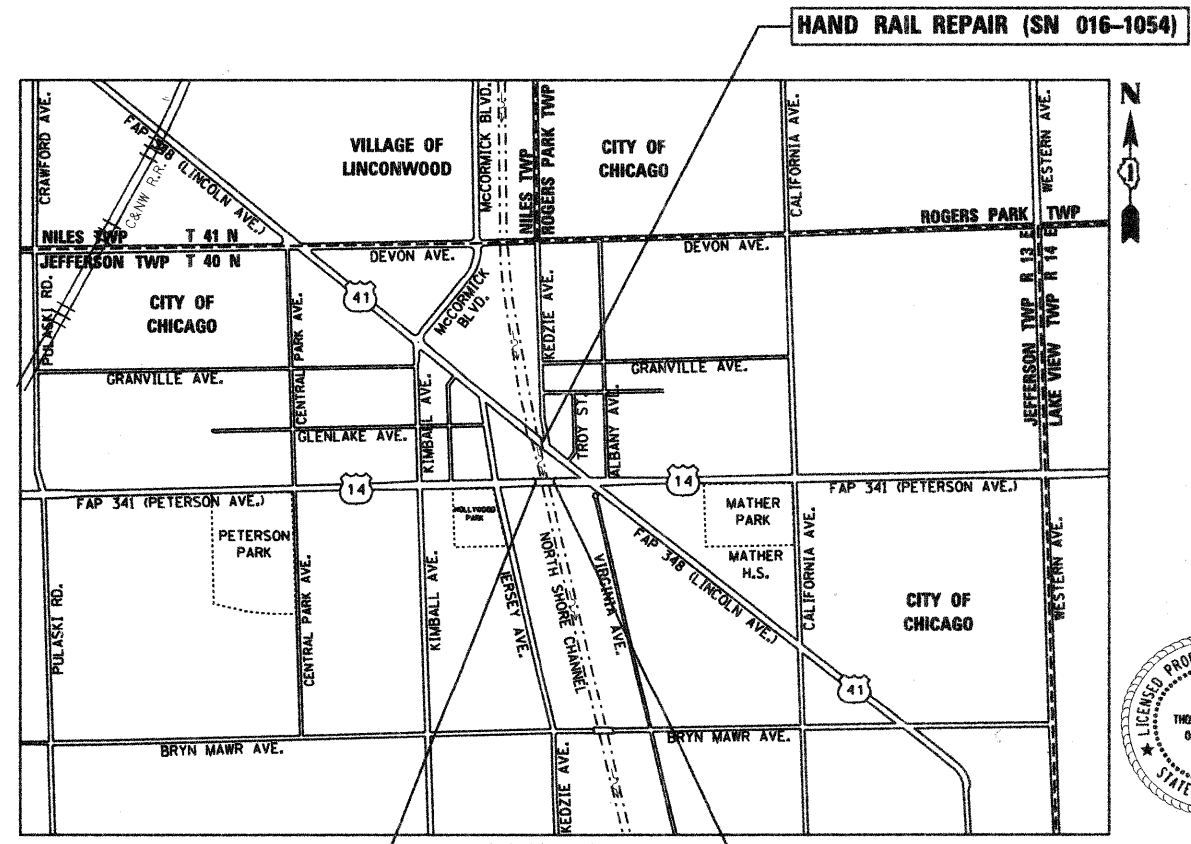


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

DIGGER
CHICAGO UTILITY ALERT NETWORK (C.U.A.N.)
TELEPHONE: (312) 744 - 7000
CALL 72 HOURS PRIOR TO DIGGING

PROJECT ENGINEER **ROBERT BORO**
PROJECT MANAGER **ISSAM RAYYAN**

CONTRACT NO. 60L55

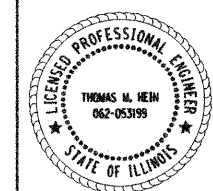


IMPROVEMENT BEGINS
STA. 104 + 00
(SN 016-0367)

LOCATION MAP
NOT TO SCALE

GROSS LENGTH = 200 FT. = 0.038 MILE
NET LENGTH = 200 FT. = 0.038 MILE

IMPROVEMENT ENDS
STA. 106 + 00



Thomas M. Hein
THOMAS M. HEIN, P. E.
IL. LIC. NO. 062-053199
EXP 11-30-2011
DATE 2-25-2011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED FEBRUARY 25, 2011

Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
March 4 2011

Scott E. Stitt
Acting ENGINEER OF DESIGN AND ENVIRONMENT
March 4 2011

Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

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SHEET NO. DESCRIPTION

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GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "DIGGER" AT 1-312-744-7000 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
2. 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE CITY OF CHICAGO.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
5. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
6. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
8. THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TRAFFIC CONTROL DEVICES.
9. THE RESIDENT ENGINEER SHALL CONTACT MR. WALLY CZARNY AREA TRAFFIC FIELD ENGINEER AT (773) 685-8386 A MINIMUM OF TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
10. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
11. SAW CUTS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

GENERAL NOTES - TRAFFIC CONTROL


12. MAINTENANCE OF TRAFFIC DEVICES TO BE INSTALLED IN ACCORDANCE WITH APPLICABLE PORTIONS OF STANDARDS 701311 AND 701601. ADDITIONAL SIGNAGE MAY BE REQUIRED BY THE RESIDENT ENGINEER. THIS WORK AND SIGNAGE IS INCLUDED IN THE PAY ITEM FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
13. THE MAINTENANCE OF TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT, HOWEVER, THE CONTRACTOR MAY MODIFY THE MOT PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF THE PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE MOT PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

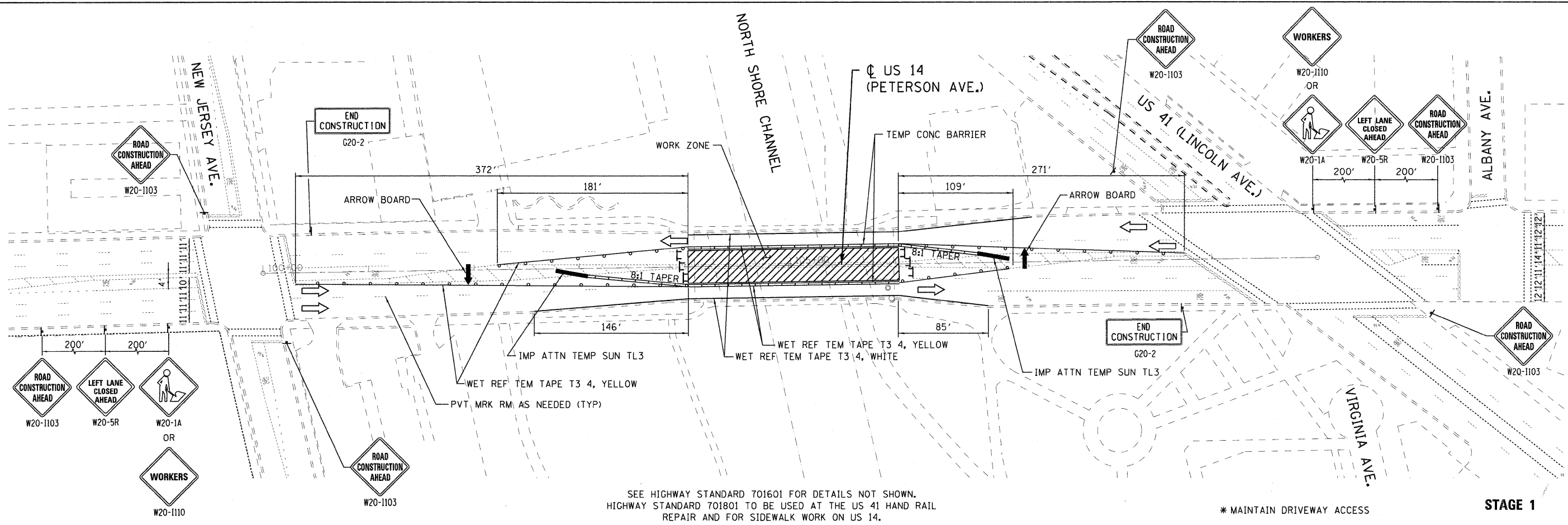
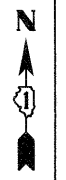
14. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE TO THE MOT PLANS.
15. EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED. THIS WORK SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL.
16. REMOVAL OF THE TEMPORARY PAVEMENT MARKINGS SHALL BE PAID FOR UNDER THE PAY ITEM WORK ZONE PAVEMENT MARKING REMOVAL.
17. THE EXISTING PAVEMENT MARKINGS THAT HAVE BEEN REMOVED SHALL BE REPLACED IN-KIND.
18. THE CONTRACTOR SHALL NOT MOUNT SIGNS ON EXISTING SIGNS.
19. THE CONTRACTOR SHALL PLACE AN ARTERIAL ROAD INFORMATION SIGN AT EACH END OF THE PROJECT AND/OR AS DIRECTED BY THE ENGINEER TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS WITH THE APPROPRIATE INFORMATION SHALL BE IN PLACE TWO WEEKS BEFORE THE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PER SQUARE FOOT. TEMPORARY INFORMATION SIGNING.
21. THE CONTRACTOR SHALL COORDINATE THE EXACT PLACEMENT OF ADVANCED WARNING SIGNAGE WITH THE RESIDENT ENGINEER.

HIGHWAY STANDARDS

420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701601-07	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701801-04	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER

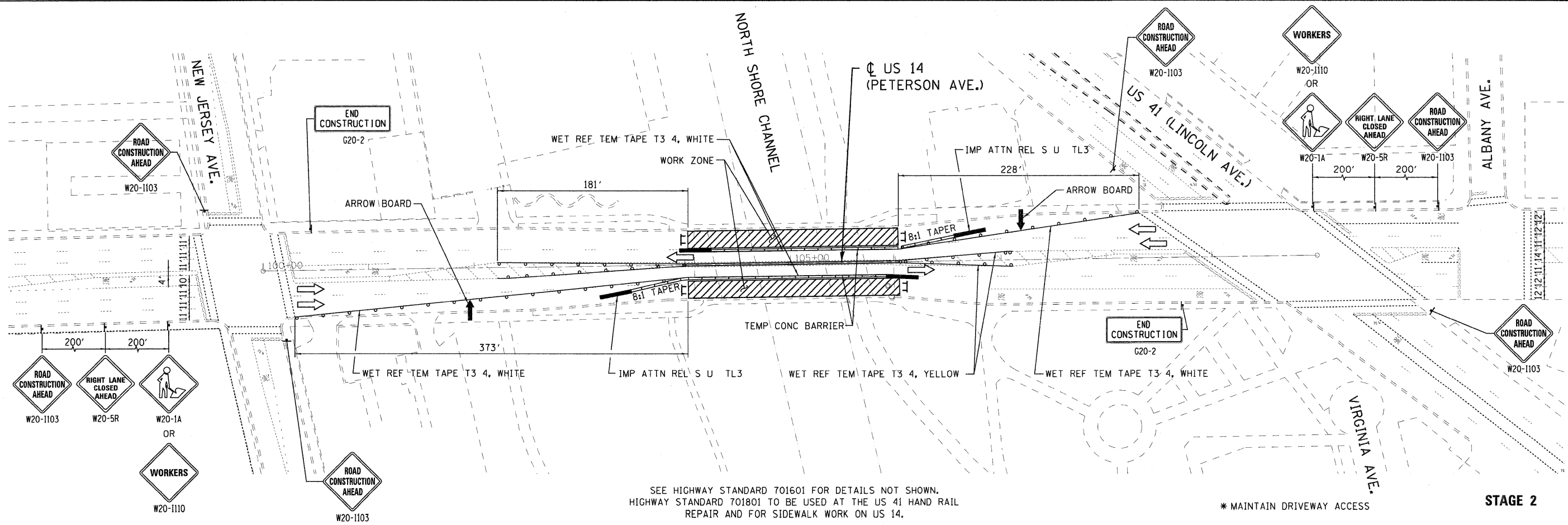
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	DATE - 02/18/11	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



SEE HIGHWAY STANDARD 701601 FOR DETAILS NOT SHOWN.
 HIGHWAY STANDARD 701801 TO BE USED AT THE US 41 HAND RAIL
 REPAIR AND FOR SIDEWALK WORK ON US 14.

STAGE 1



SEE HIGHWAY STANDARD 701601 FOR DETAILS NOT SHOWN.
 HIGHWAY STANDARD 701801 TO BE USED AT THE US 41 HAND RAIL
 REPAIR AND FOR SIDEWALK WORK ON US 14.

STAGE 2

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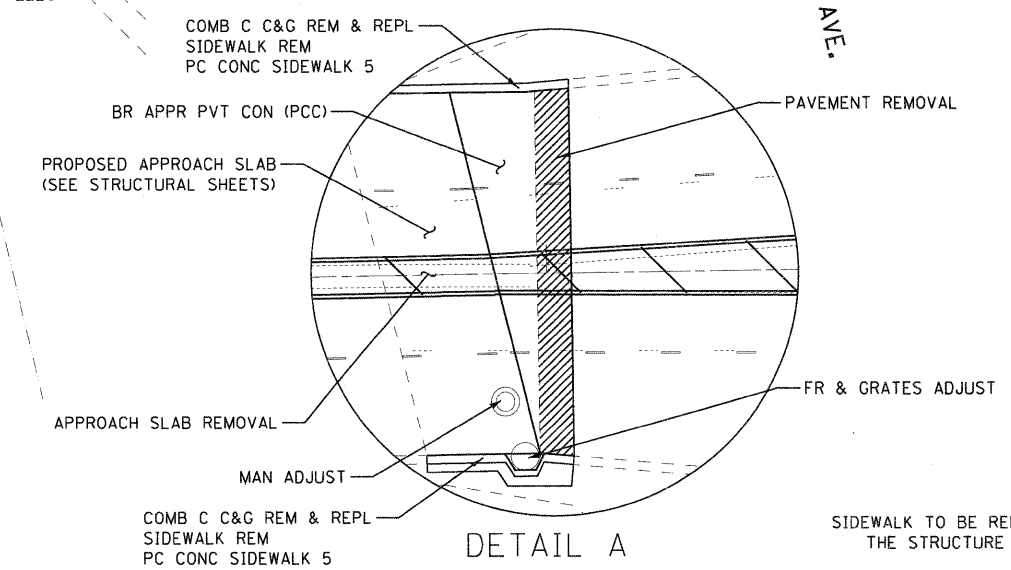
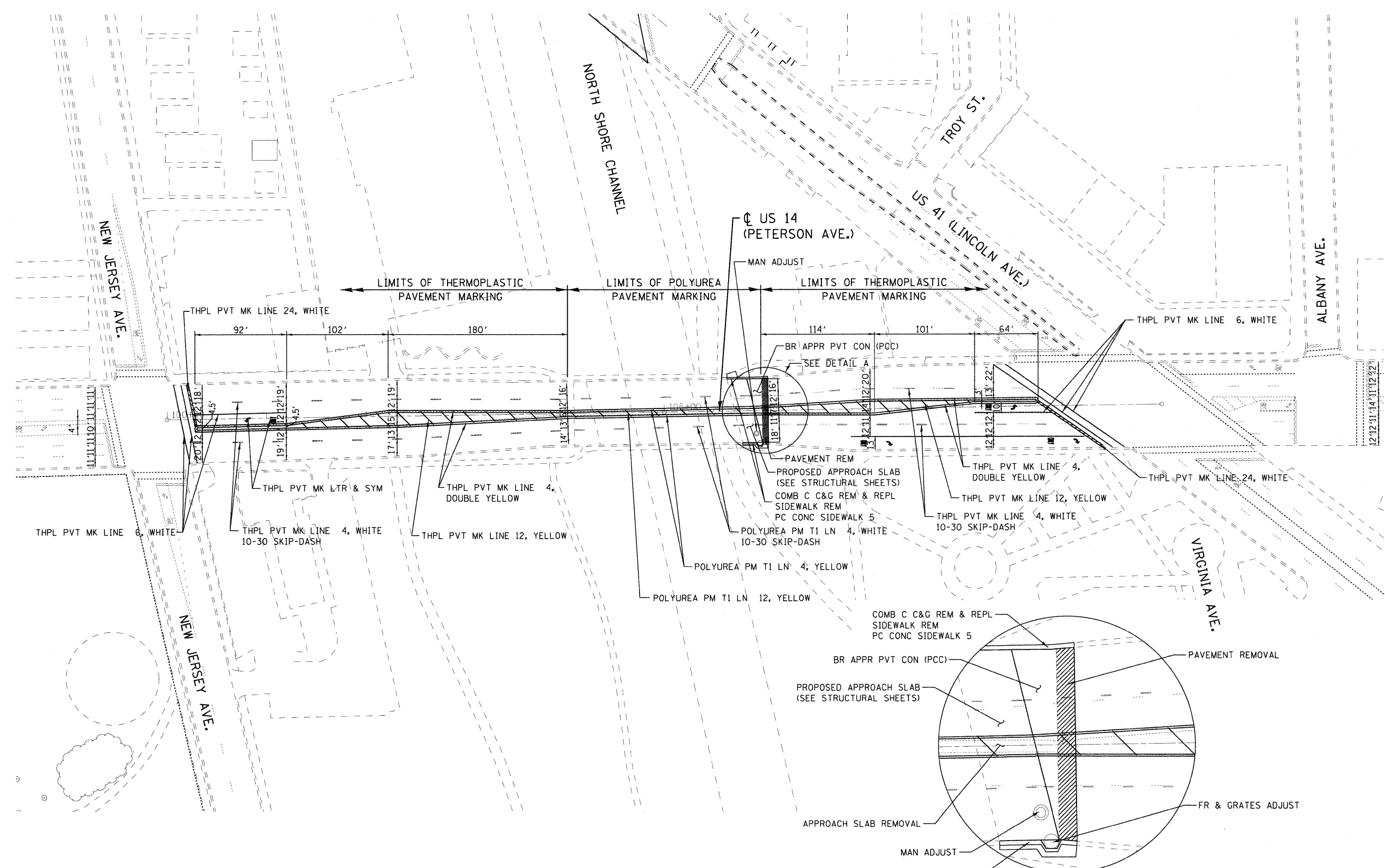
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**US 14 (PETERSON AVE.) & US 41 (LINCOLN AVE.) OVER NORTH SHORE CHANNEL
 MAINTENANCE OF TRAFFIC - STAGES 1 AND 2**

SCALE: 50.00' / IN. SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. 341	SECTION 2010-070-1	COUNTY COOK	TOTAL SHEETS 18	SHEET NO. 4
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L55	



SIDEWALK TO BE REPLACED AT THE EAST CORNERS OF THE STRUCTURE TO CORRECT THE SETTLEMENT

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

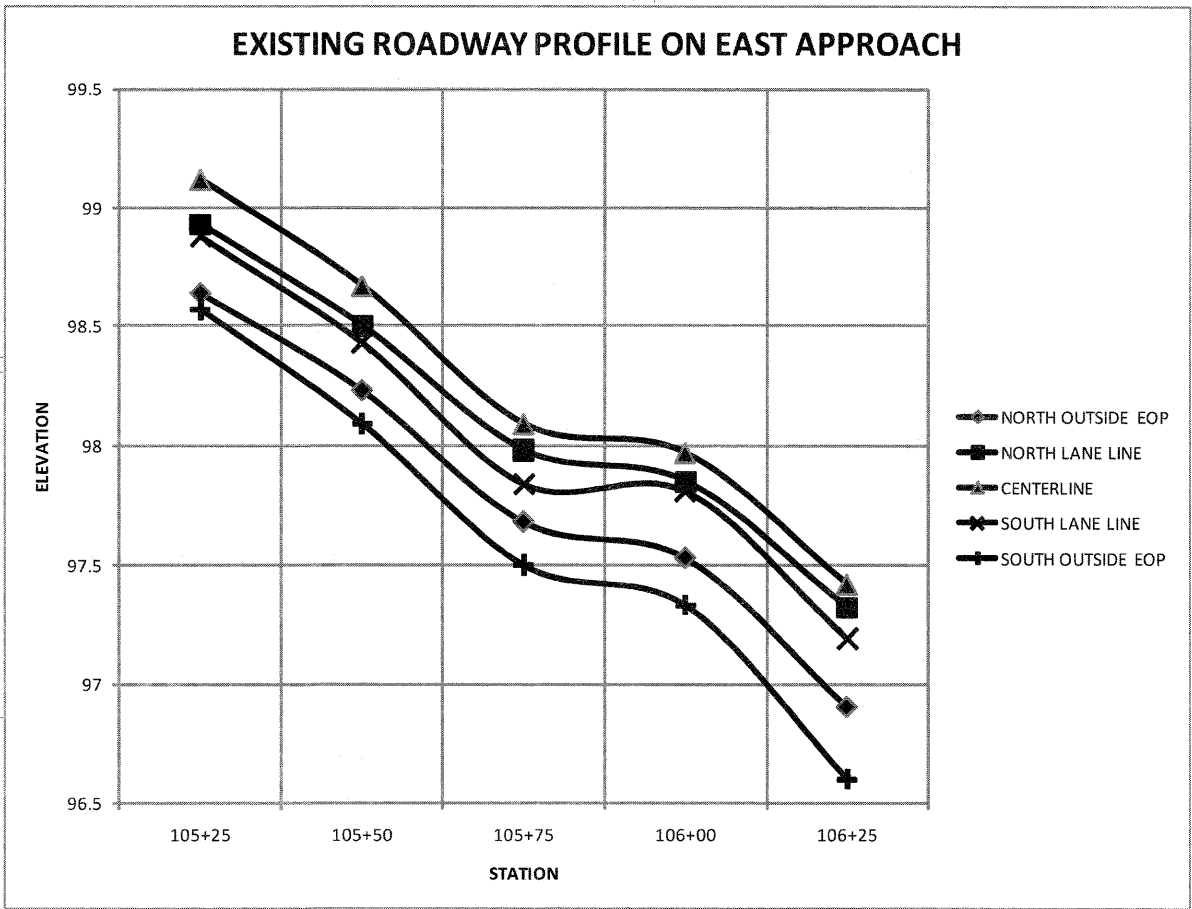
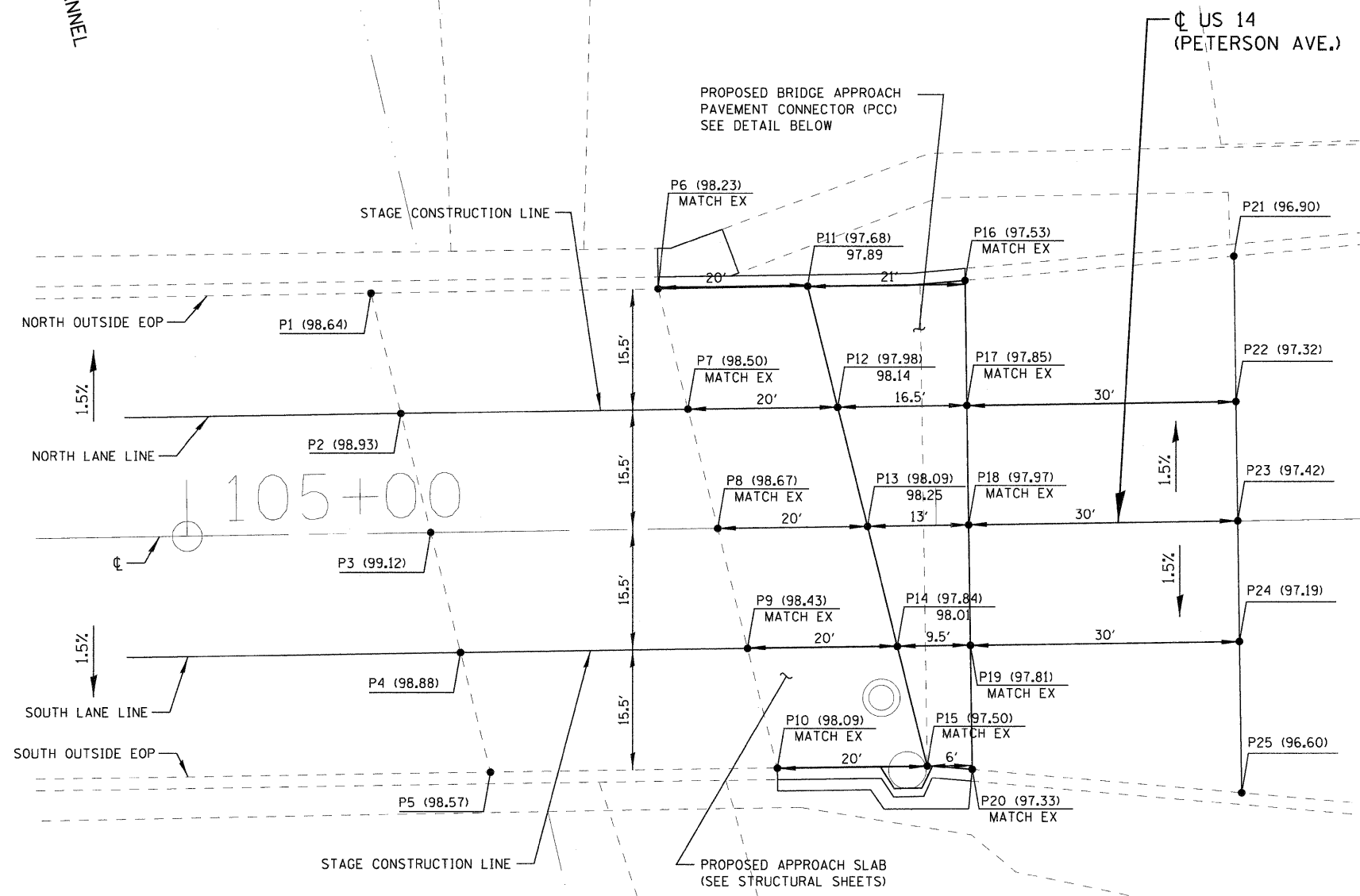
**US 14 (PETERSON AVE.) & US 41 (LINCOLN AVE.) OVER NORTH SHORE CHANNEL
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 50.00' / IN. SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. 341	SECTION 2010-070-1	COUNTY COOK	TOTAL SHEETS 18	SHEET NO. 5
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

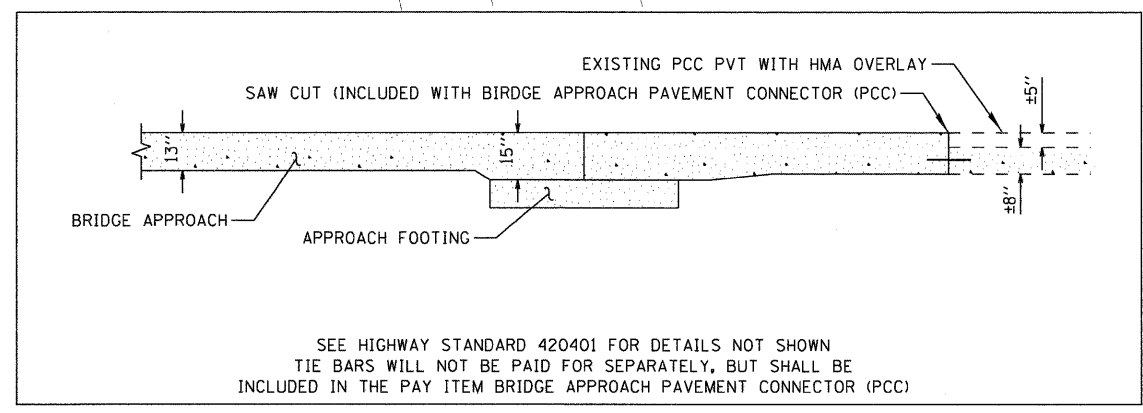
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NORTH SHORE CHANNEL



ESTIMATED QUANTITY OF SUBBASE GRANULAR MATERIAL, TY B = 20 CU YD

BENCHMARK INFORMATION
 TEMPORARY BENCHMARK
 SE WING "□" ON NW CORNER
 ELEVATION: 100.00



SEE HIGHWAY STANDARD 420401 FOR DETAILS NOT SHOWN
 TIE BARS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE
 INCLUDED IN THE PAY ITEM BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)

BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)

PX (EX ELEV)
 PR ELEV

NOTE:
 PER ARTICLE 406.06 A STRINGLINE SHALL BE USED AS A GUIDE.
 THE STRINGLINE SHALL BE SET BY THE ENGINEER USING THE
 BEGINNING AND ENDING ELEVATION GIVEN IN THE EXISTING
 PROFILE.

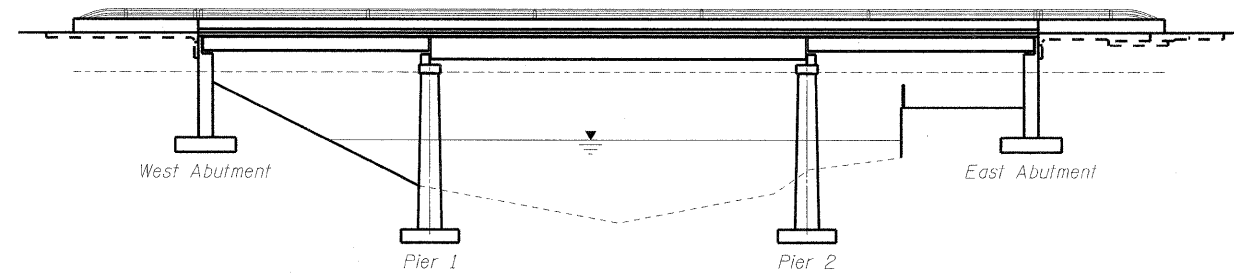
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	PLOT DATE = 3/1/2011	DATE - 02/18/11	REVISED -								

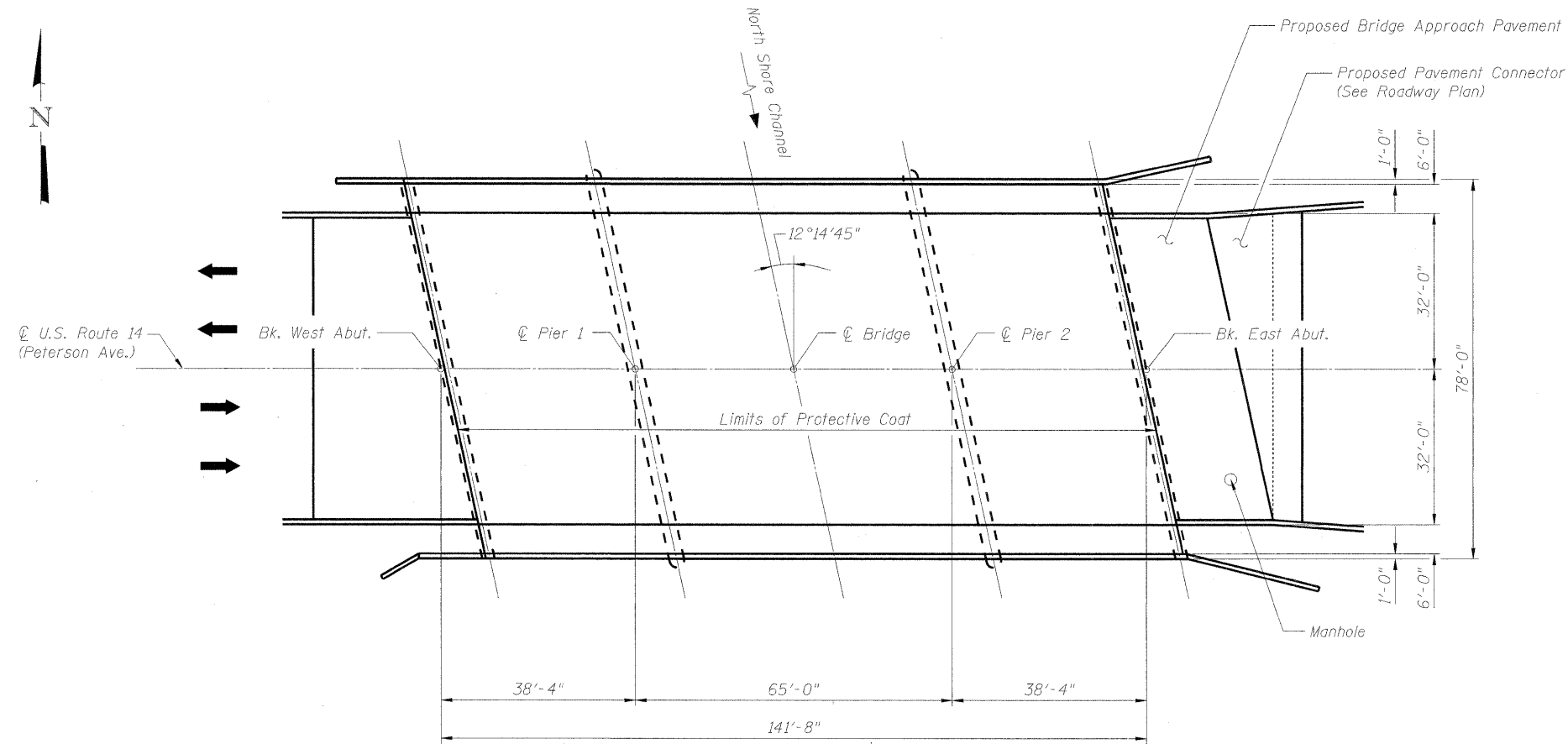
Existing Structure: S.N. 016-0367 was built in 1934 as S.B.I. Route 60, Section 60B&C-NRM, as a three span structure with simply supported steel beams on reinforced concrete abutments and piers. In 1987 as F.A.P. Route 525, Section 60B-1-R(81), the concrete bridge deck was removed and replaced, selected beams were removed and replaced, and other various repairs were performed.

Traffic to be maintained using stage construction.

No salvage.



ELEVATION



PLAN

SCOPE OF WORK

1. Reconstruct East Approach Slab
2. Apply protective coat to East Approach Slab
3. Apply protective coat to existing bridge deck

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

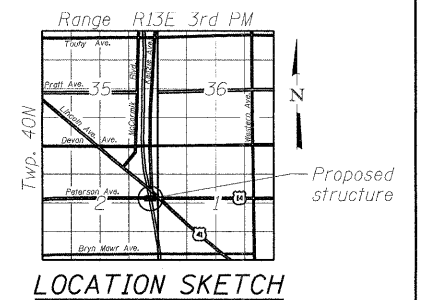
DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)



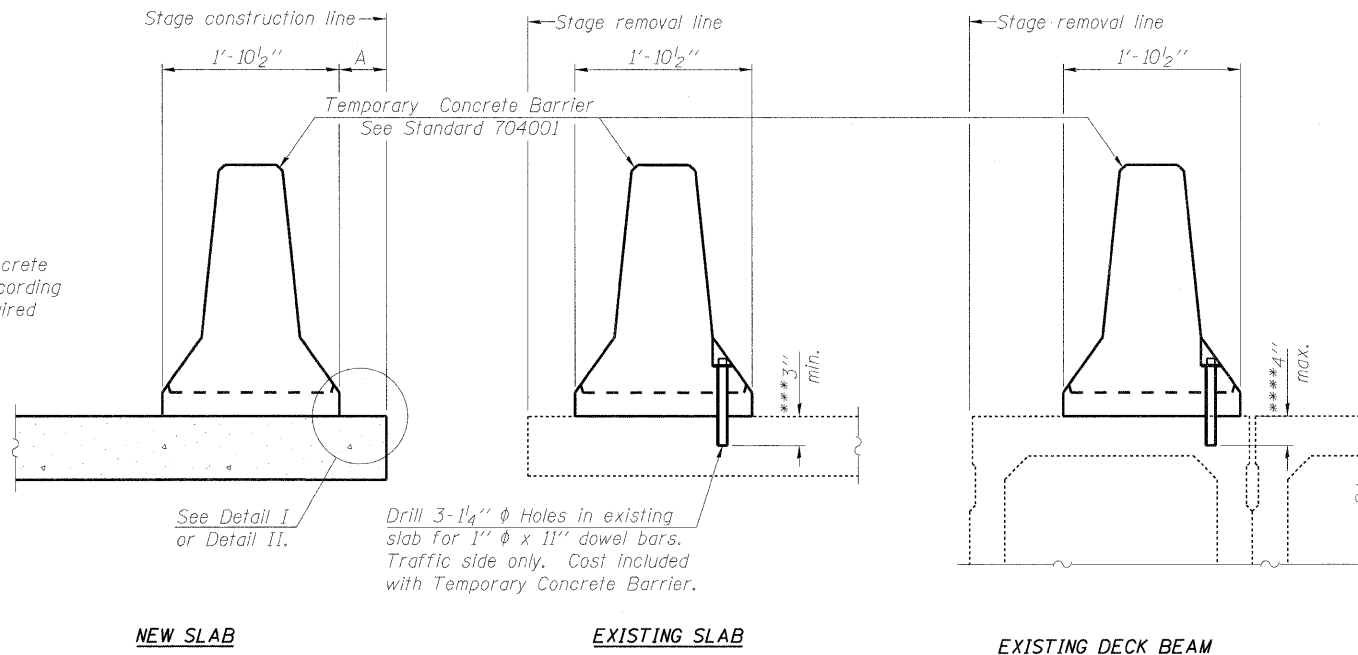
Brad H. Sayers
 BRAD H. SAYERS, S.E.
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 DATE 3/7/11



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	PLOT DATE = 3/7/2011	DRAWN - MJB	REVISED -								
		CHECKED - GSP	REVISED -								

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



Drill 3-1/4" ϕ Holes in existing slab for 1" ϕ x 11" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier.

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{P} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

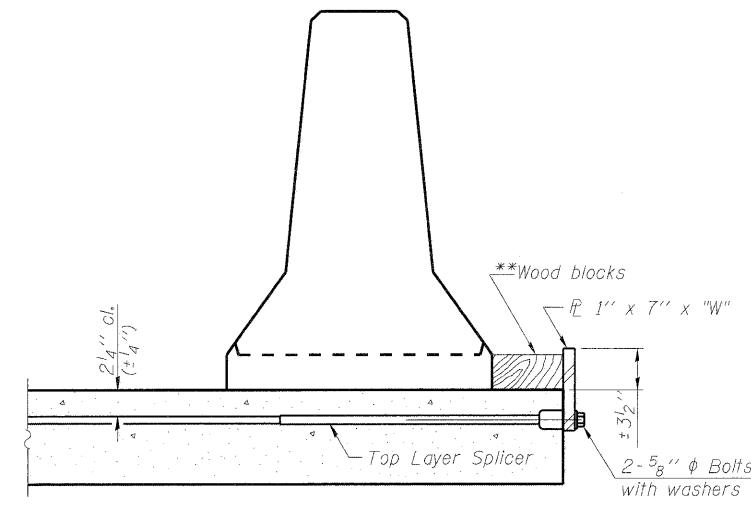
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel \bar{P} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

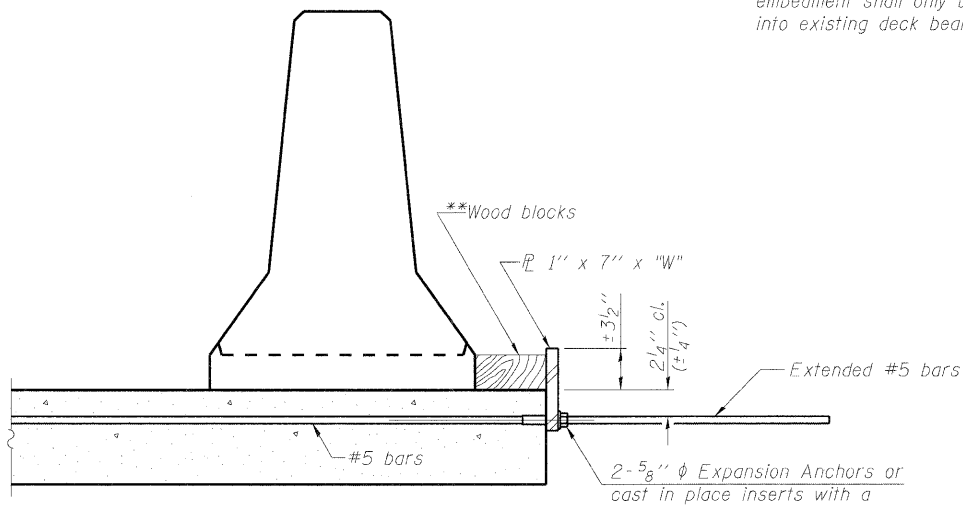
SECTIONS THRU SLAB OR DECK BEAM

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



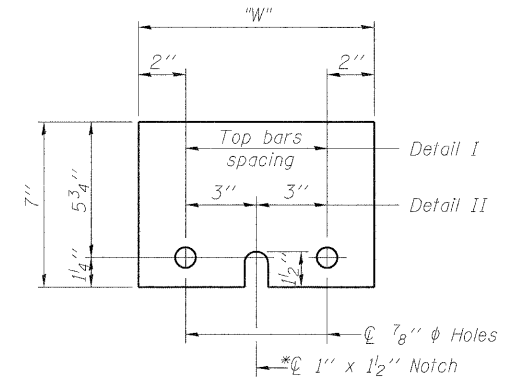
DETAIL I



DETAIL II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"



STEEL RETAINER \bar{P} 1" x 7" x "W"

* Required only with Detail II

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R-27

7-1-10



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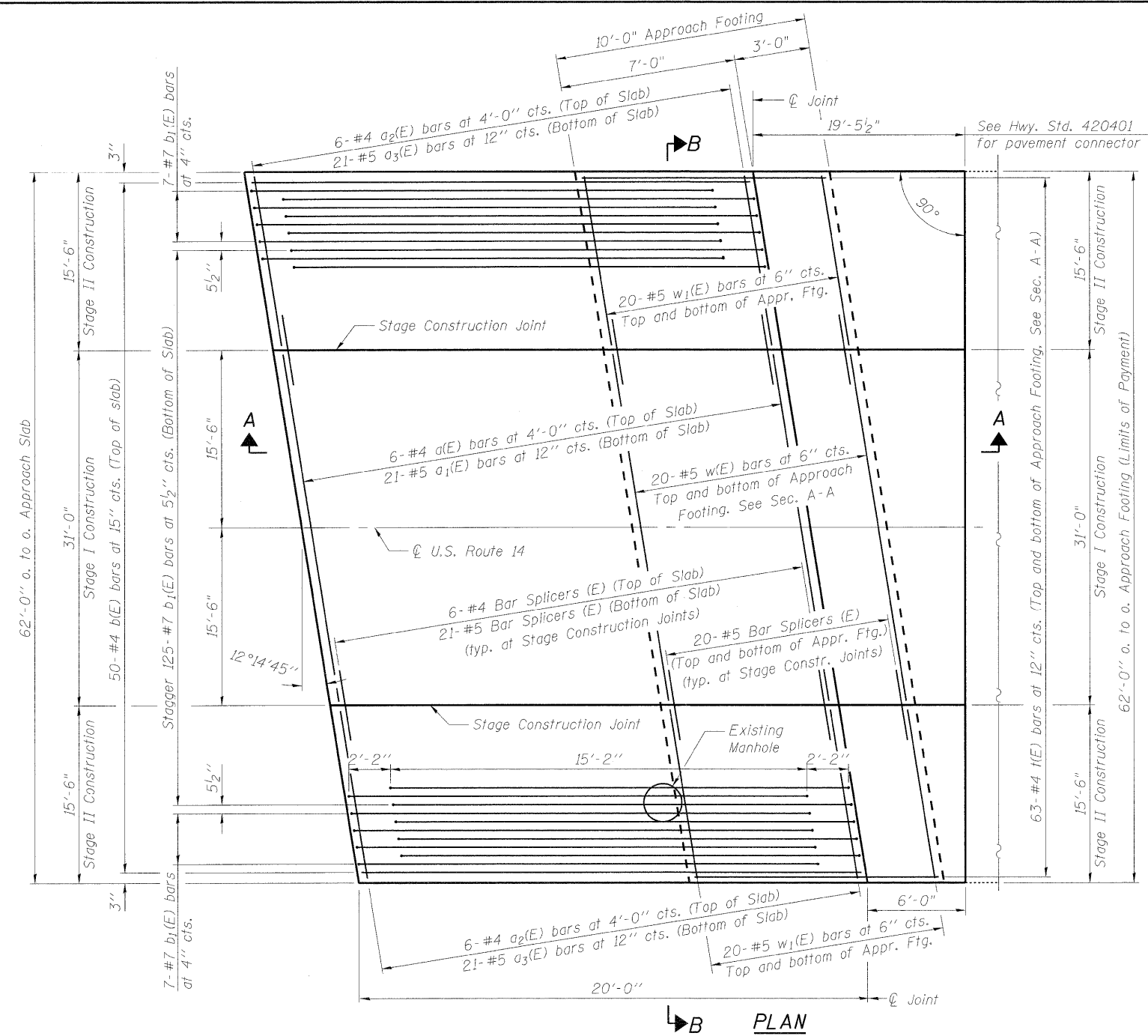
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
S.N. 016-0367**

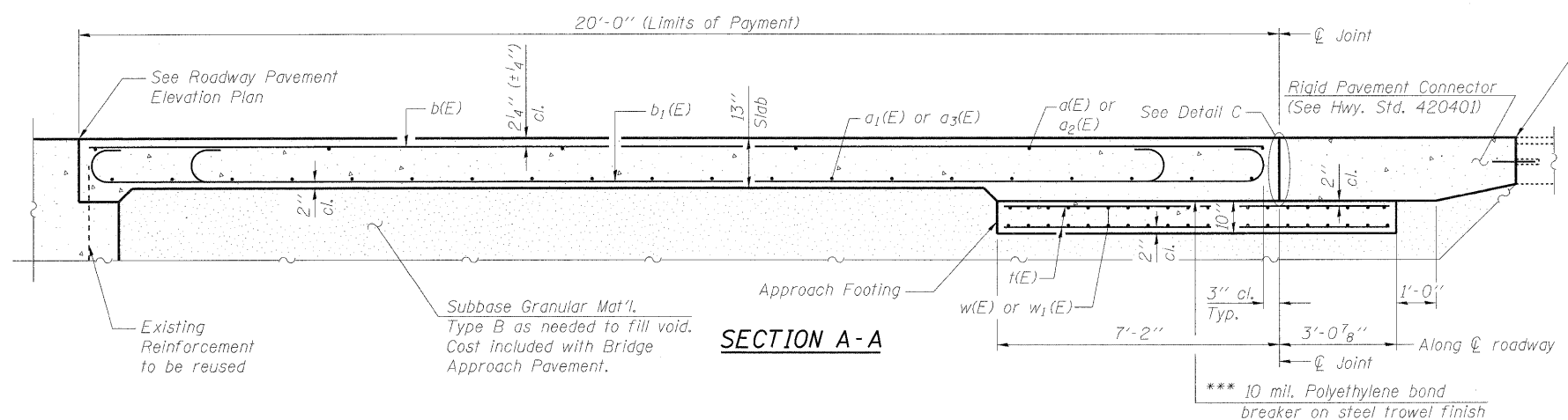
SHEET NO. 53 OF 6 SHEETS

F.A.P. RTE. 0341	SECTION 2010-070-1	COUNTY COOK	TOTAL SHEETS 18	SHEET NO. 9
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 60L55				

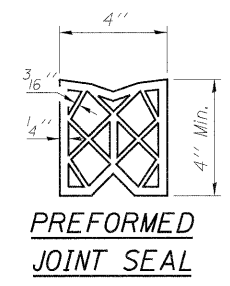
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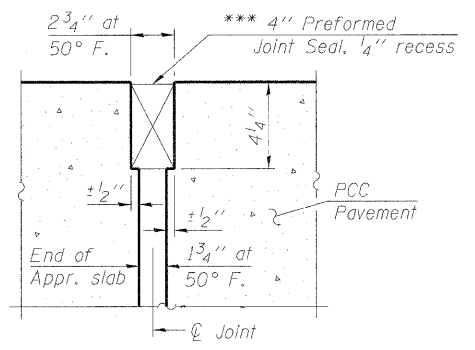
PLAN



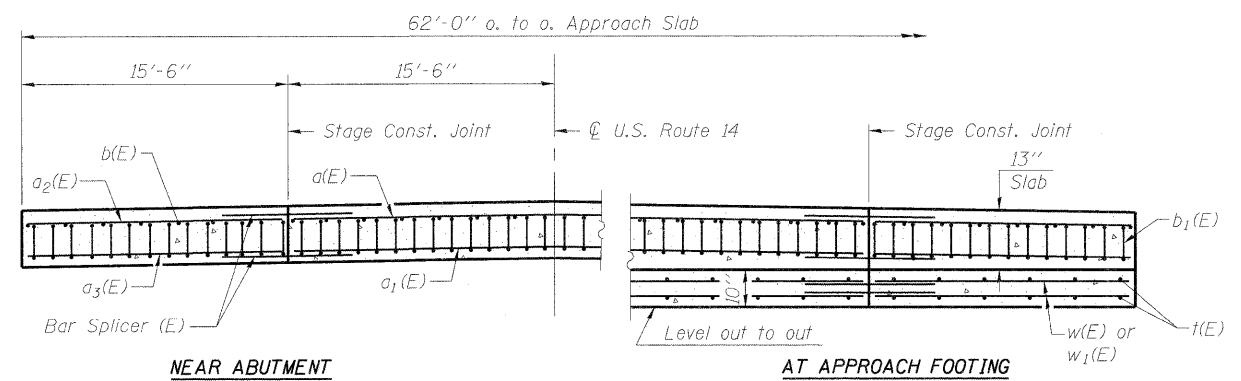
SECTION A-A



PREFORMED JOINT SEAL

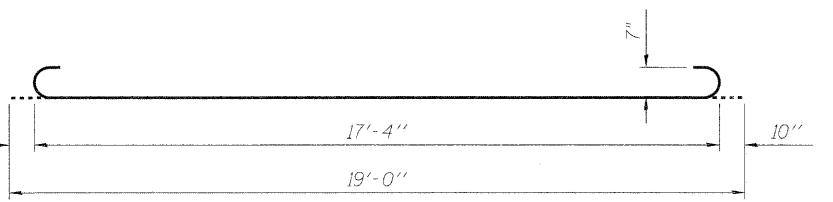


DETAIL AT MANHOLE



SECTION B-B

Notes:
 Cost of concrete, reinforcement, subbase granular material, and bar splicers for Bridge Approach Pavement and approach footing and excavation for approach footing included with Bridge Approach Pavement.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see Sheet S5.



BAR b1(E)



Adjust $a_2(E)$, $a_3(E)$, $b(E)$, $b_1(E)$, $t(E)$ or $w_1(E)$ bars to avoid manhole. Alternatively, cutting of $a_2(E)$, $a_3(E)$, $b(E)$, $t(E)$ and $w_1(E)$ bars to avoid manhole is permitted. Cost of cutting bars included with Bridge Approach Pavement. Cutting of $b_1(E)$ bars is not permitted.

62'-0" o. to o. Approach Slab

NEAR ABUTMENT

AT APPROACH FOOTING

ESTIMATED QUANTITIES
 (for information only)

Bar	No.	Size	Length	Shape
$a(E)$	6	#4	31'-4"	—
$a_1(E)$	21	#5	31'-4"	—
$a_2(E)$	12	#4	15'-6"	—
$a_3(E)$	42	#5	15'-6"	—
$b(E)$	50	#4	19'-8"	—
$b_1(E)$	139	#7	19'-0"	—
$b_2(E)$	8	#5	4'-0"	—
$t(E)$	126	#4	9'-10"	—
$w(E)$	40	#5	31'-4"	—
$w_1(E)$	80	#5	15'-6"	—
Reinforcement Bars, Epoxy Coated			Pound	11,130

BILL OF MATERIAL

Description	Unit	Quantity
Bridge Approach Pavement	Sq. Yd.	138
Protective Coat	Sq. Yd.	226
Approach Slab Removal	Sq. Yd.	184

* Includes Pavement Connector.

*** Cost included with Bridge Approach Pavement



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 PLOT SCALE = N/A
 PLOT DATE = 3/1/2011

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 CHECKED - GSP
 DRAWN - MJB
 CHECKED - GSP

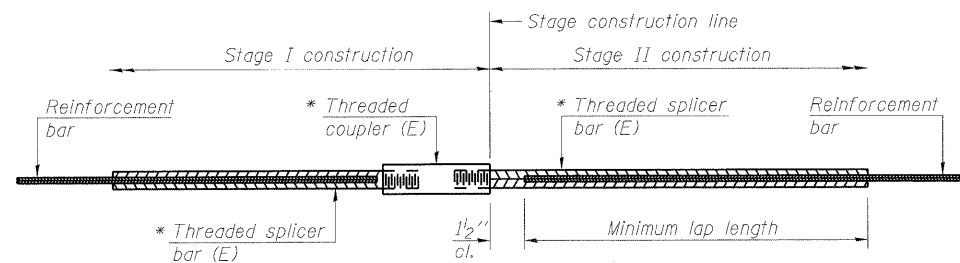
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EAST APPROACH SLAB RECONSTRUCTION
 S.N. 016-0367**

SHEET NO. 54 OF 6 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	2010-070-1	COOK	18	10
CONTRACT NO. 60L55				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

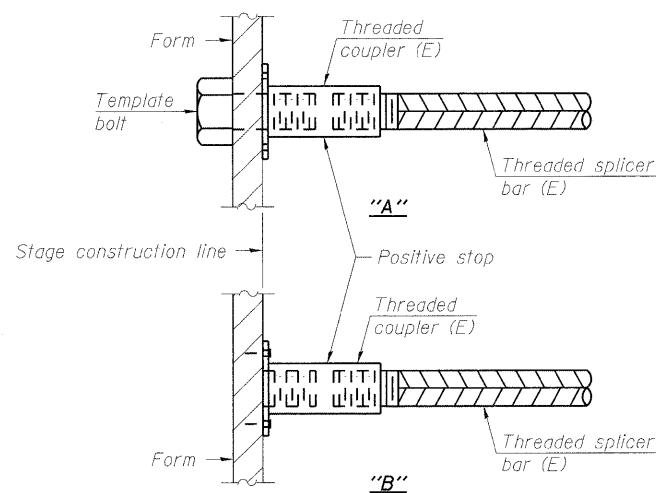
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

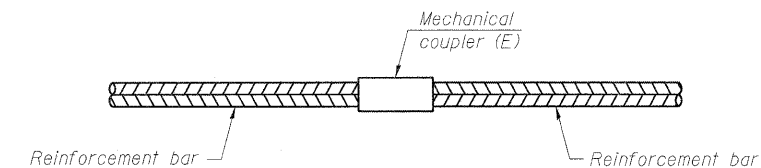
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
East Approach	#4	12	Table 4
East Approach	#5	42	Table 3
E. Appr. Footing	#5	80	Table 3



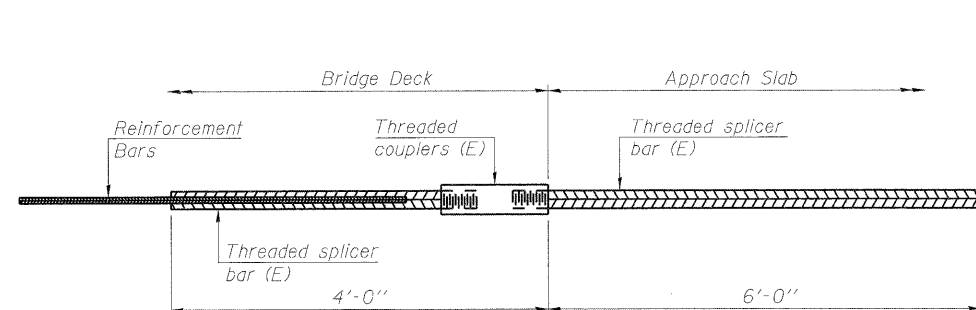
INSTALLATION AND SETTING METHODS

- "A" : Set bar splicer assembly by means of a template bolt.
- "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
- (E) : Indicates epoxy coating.



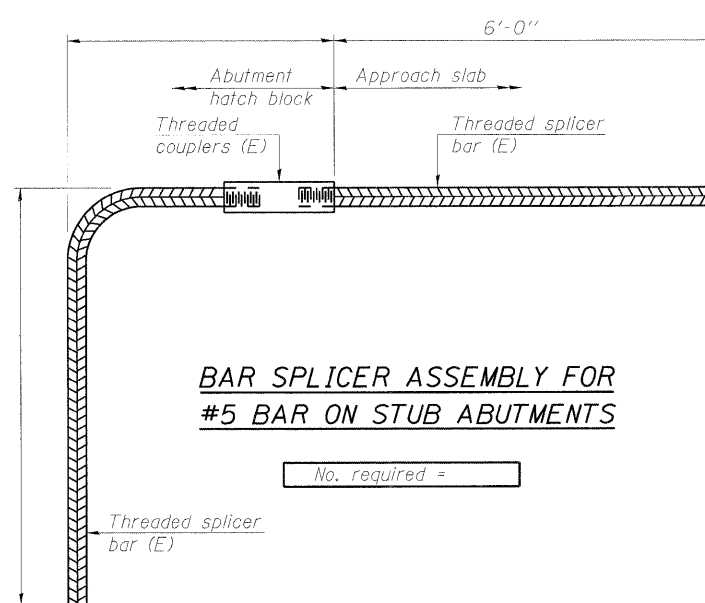
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

- Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
- All reinforcement shall be lapped and tied to the splicer bars.
- Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
- See special provision for Mechanical Splicers.
- See approved list of bar splicer assemblies and mechanical splicers for alternatives.

FILE NAME = G:\p\proj\2102155_0005\CAD\Structure\0160267_62L\55_005_Bar_Splicer.dgn

BSD-1

7-1-10



USER NAME = 2aajerb
 PLOT SCALE = N/A
 PLOT DATE = 3/1/2011

DESIGNED - BHS
 CHECKED - GSP
 DRAWN - MJB
 CHECKED - CSP

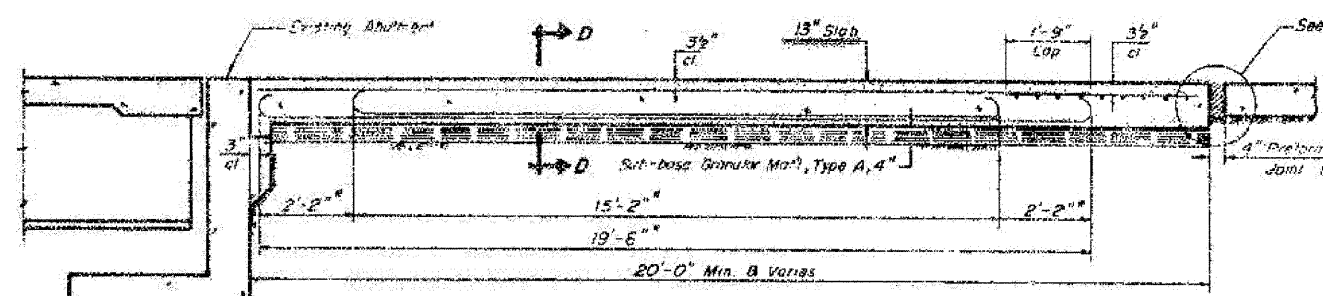
REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 S.N. 016-0367

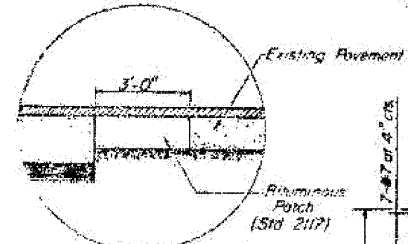
SHEET NO. 55 OF 6 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	2010-070-1	COOK	18	11
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60L55	



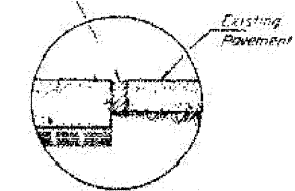
SECTION C-C

*Stagger alternate #7 bars as shown on plan - full width.



DETAIL "A"

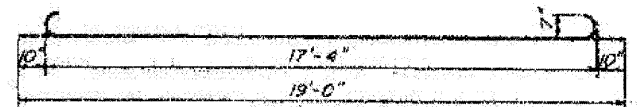
When bituminous surface is being placed



DETAIL "A"
(P.C.C. Pavement Construction)

Keyed Longitudinal Construction Joint in accordance with details shown on Standard 2383.

3/4" # Steel Tie Bars of 2'-0" cts.

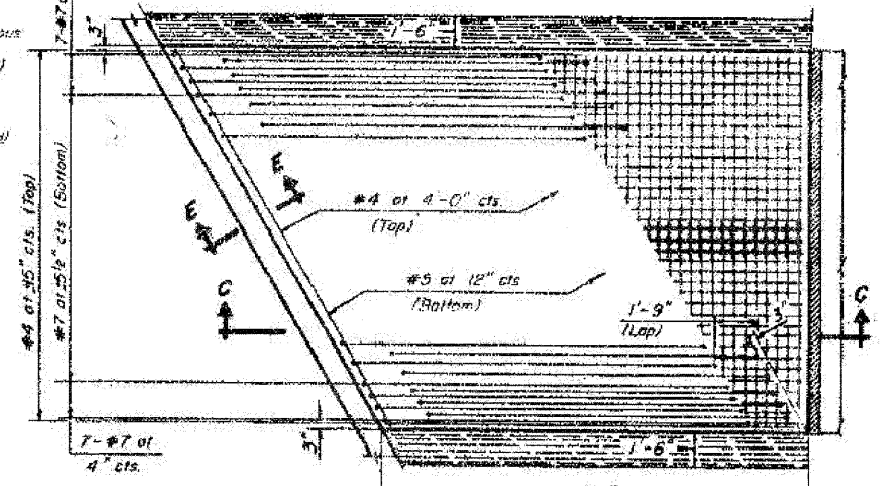


#7 BARS

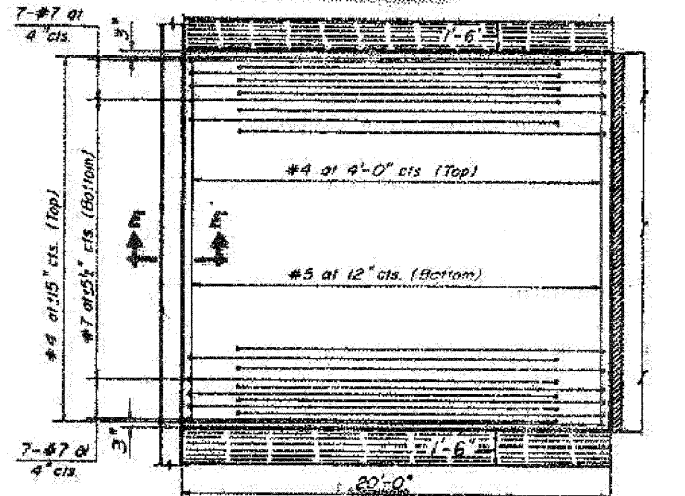


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.

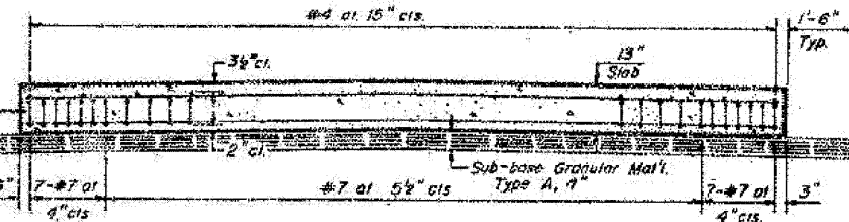


PLAN - WITH SKEW

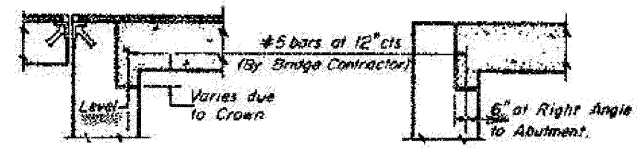


PLAN - WITHOUT SKEW

When the road plans show curb and gutter, gutter, or bridge approach shoulder pavement adjacent to approach slabs, place 3/4" # steel tie bars at 2'-6" centers in accordance with the detail for Bulkhead Longitudinal Construction Joint shown on Standard 2323. Cost of the tie bars will be included in the contract unit price for the adjacent item. Transitions for curb and gutter or gutter shall be as shown on the plans.



SECTION D-D



SECTION E-E

(When bituminous surface is being placed on bridge and approach.)

(P.C.C. Pavement Construction)

Notes:
For skews of less than 10° omit wire fabric. For skews of 10° or more use Welded Wire Fabric, 6"x6"-W5.5 x W5.5, placed 3/8" below top of slab. Expanded Metal weighing not less than 78 Pounds per 100 Sq Ft. or a welded bar mat weighing not less than 78 Pounds per 100 Sq Ft. having members of equal size in both directions and spaced not over 8" apart may be used instead of the Welded Wire Fabric, 6"x6"-W5.5 x W5.5, provided the expanded metal or bar mat is furnished at no additional cost to the State. Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 53, Grade 60.

DESIGN NOTES
This Standard should be used where an existing approach pavement is being replaced and the pavement within 20 ft. of the structure is in good condition.
This Standard should not be used with mainline structures on interstates or Supplemental Freeways.
Design Notes will not appear in the contract plans.

DESIGN STRESSES

$f_y = 60,000$ psi
 $f_c = 3,500$ psi
 $n = 8.5$

GENERAL NOTES

The cost of tie bars, expansion joint filler, sub-base, welded wire fabric and bituminous prime when required shall be considered as included in the unit cost of the Bridge Approach Pavement.

Prefabricated Expansion Joint Filler shall conform to Section 715 of the Standard Specifications. Width of Bridge Approach Slab shall be determined before the reinforcement bars are fabricated.

The bituminous patch, when required, will be paid for in accordance with Section 620 of the Standard Specifications.

BRIDGE APPROACH PAVEMENT

Sheet 1 of 2
STANDARD 2382-1

Illinois Department of Transportation
PASSED: [Signature] 10/19
APPROVED: [Signature] 10/19

FILE NAME: g:\pave\act\2102155_0055\cadd\structure\01600367_00155_006_Existing_Approach.dgn



USER NAME: Zsauerb
PLOT SCALE: N/A
PLOT DATE: 3/1/2011

DESIGNED - BHS
CHECKED - GSP
DRAWN - MJB
CHECKED - GSP

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING APPROACH SLAB DETAILS
S.N. 016-0367

SHEET NO. 56 OF 6 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	2010-070-1	COOK	18	12
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60L55	

H-5.306

Existing Structure: S.N. 016-1054 built in 1935 as Section 048-0202 by the Cook County Department of Highways as a continuous three-span multi-beam bridge with a reinforced concrete deck on pile supported concrete abutments and piers. In 2000 as FAP 378 Section 0202-D-R-1, the superstructure was replaced and widened with a three-span multi-beam superstructure with a reinforced concrete deck measured 217'-11³/₄" back-to-back of abutments and 80'-8¹/₂" out-to-out deck. The abutment caps, wingwalls and pier caps were retrofitted to accommodate the new superstructure.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

SCOPE OF WORK

1. Remove and replace Type L Rail at northeast corner of bridge.
2. Repair end of concrete parapet at northeast corner of bridge.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

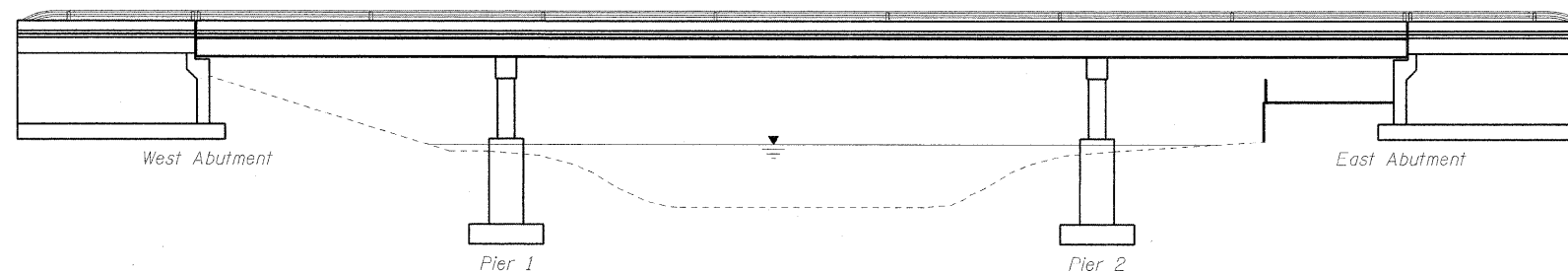
DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)

INDEX OF SHEETS

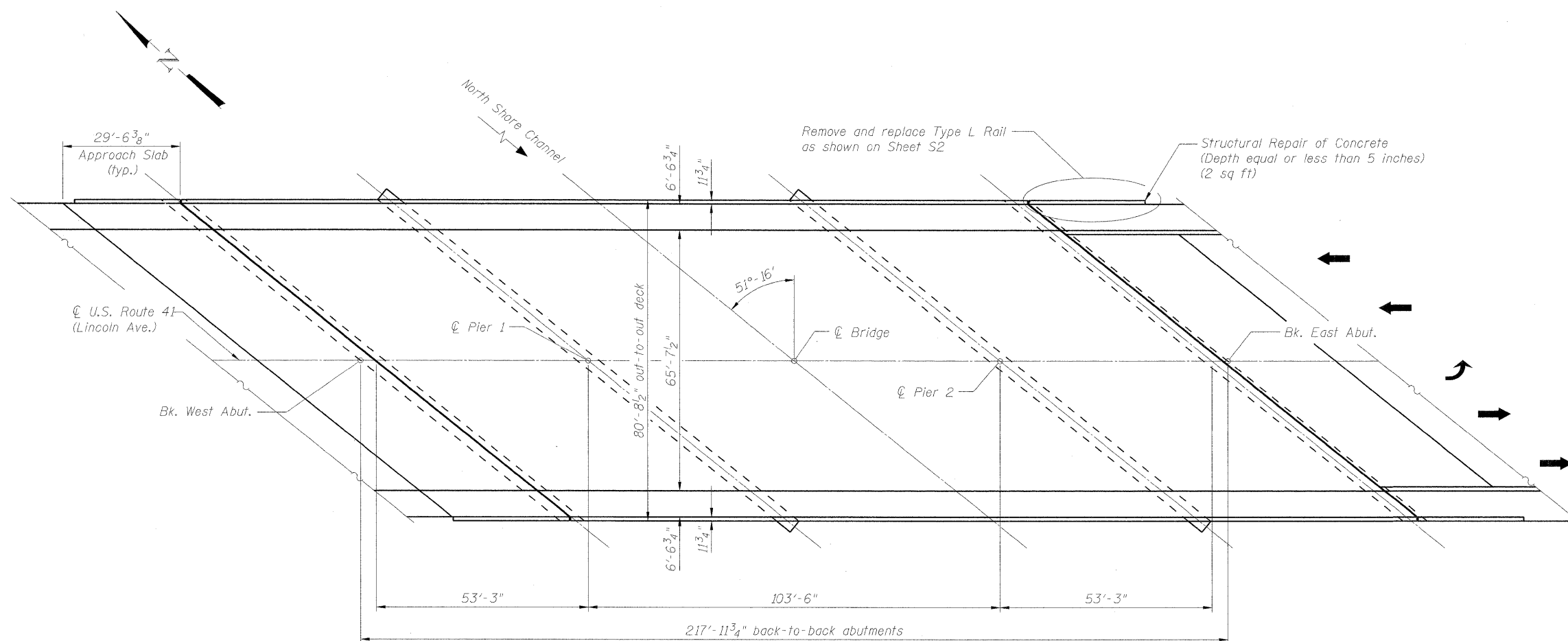
- S1. General Plan & Elevation
- S2. Aluminum Railing, Type L



ELEVATION

TOTAL BILL OF MATERIAL

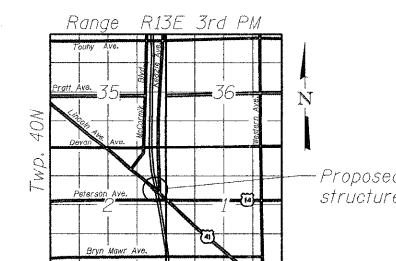
ITEM	UNIT	TOTAL
Aluminum Railing, Type L	Foot	25.5
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	2



PLAN



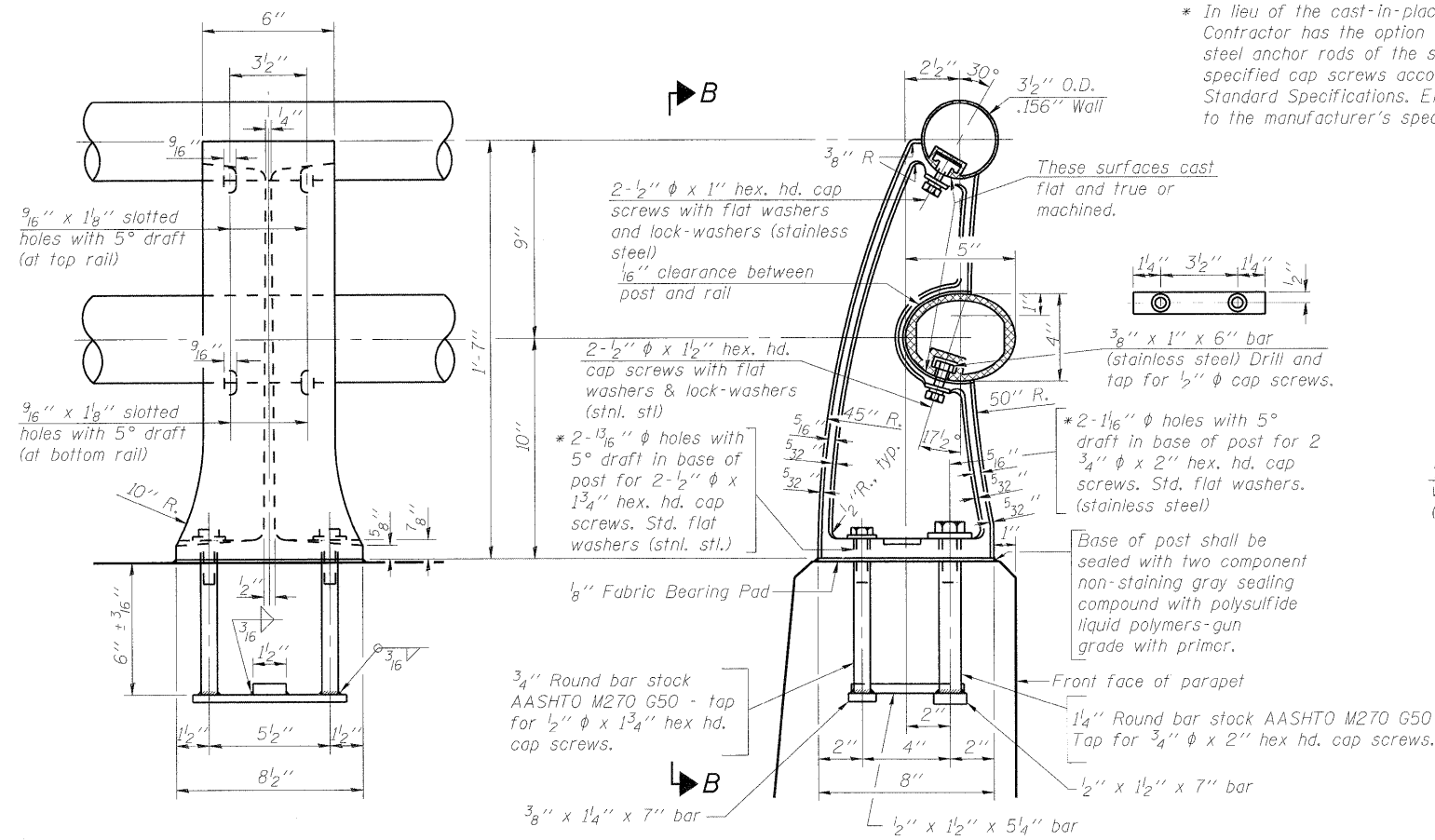
Brad H. Sayers
 BRAD H. SAYERS, S.E.
 IL. LIC. NO. 081-006267
 EXP 11/30/12
 DATE 3/7/11



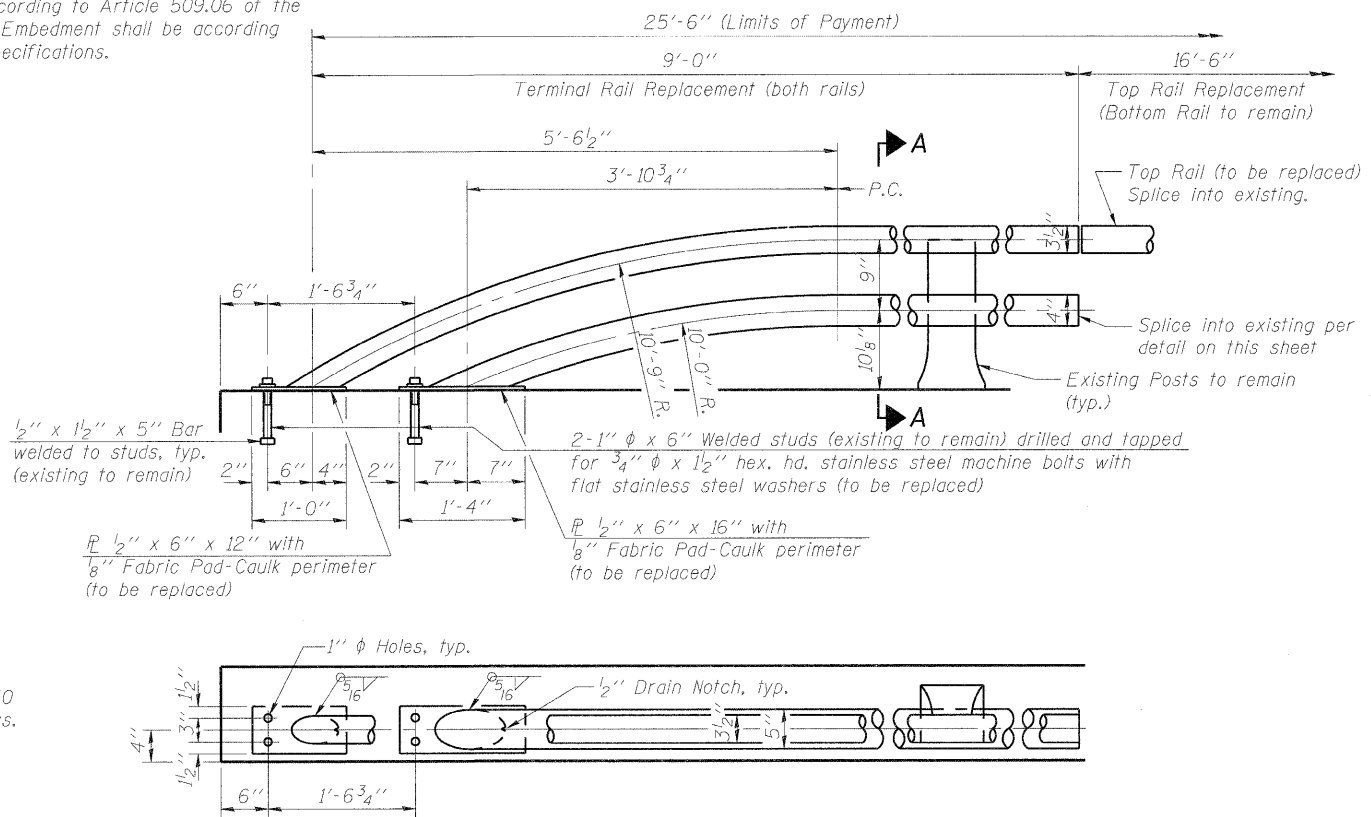
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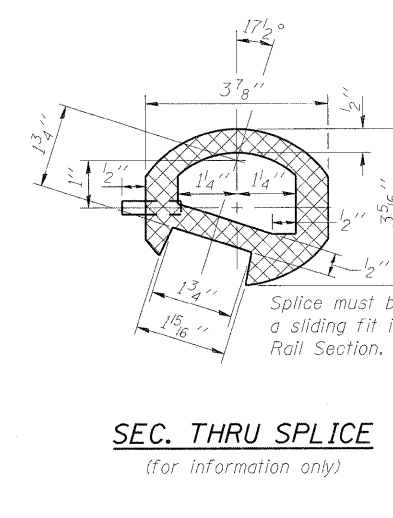
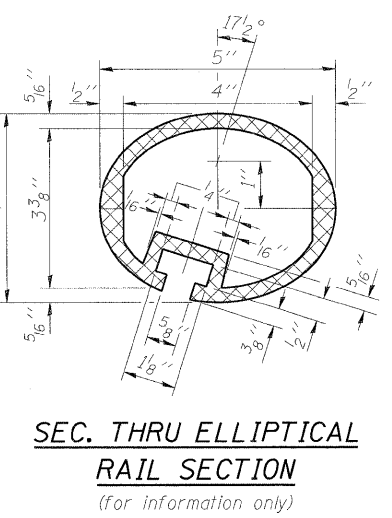
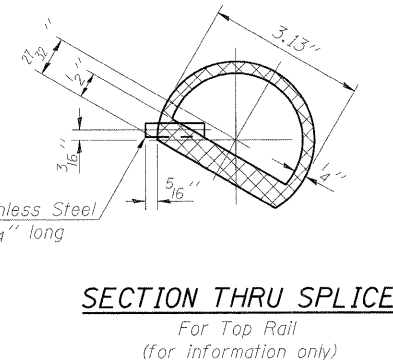
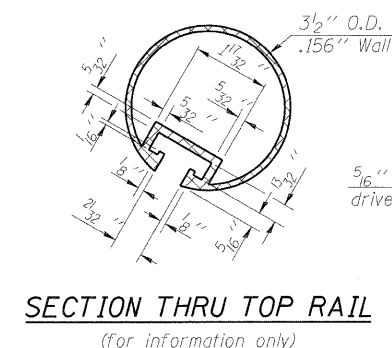
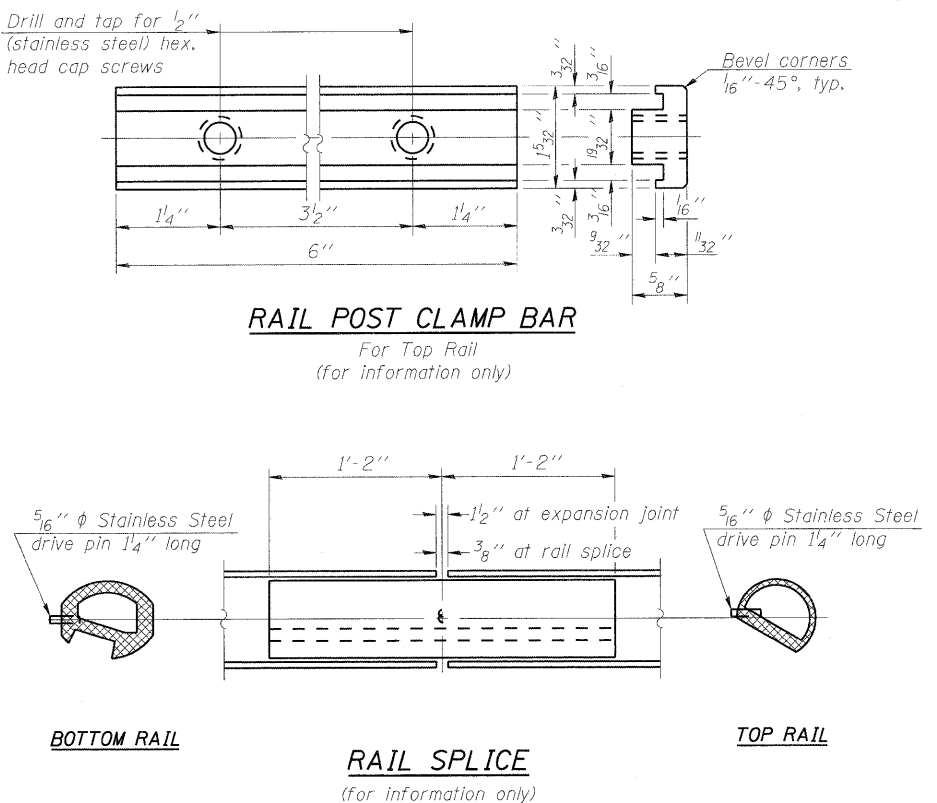
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	PLOT SCALE = N/A	CHECKED - GSP	REVISED -			SHEET NO. S1 OF 2 SHEETS	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 60L55
	PLOT DATE = 3/1/2011	DRAWN - MJB	REVISED -							
		CHECKED - GSP	REVISED -							



* In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



RAIL TERMINAL SECTION AT NORTHEAST CORNER OF BRIDGE



Notes:
Rails for terminal section to be replaced at the northeast corner of the bridge.
Top rail at northeast corner of the bridge to also be replaced to the length specified above. Splice the new top rail into the existing rail.
Items to remain and items to be replaced are shown in the Rail Terminal Section above.

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	25.5

FILE NAME = g:\projects\2102155L\0065\Cadd\Structure\0161014_608_5E_003_Par.L.dgn



USER NAME = zseayrb	DESIGNED - BHS	REVISED -
PLOT SCALE = N/A	CHECKED - GSP	REVISED -
PLOT DATE = 3/1/2011	DRAWN - MJB	REVISED -
	CHECKED - GSP	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

**ALUMINUM RAILING, TYPE L
S.N. 016-1054**

SHEET NO. S2 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0378	2010-070-1	COOK	18	14
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60L55	

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

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

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

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

1/4" (5) **

18" (450) MAX.

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

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

T/2 *

3" (75) MIN.

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

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

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

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

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

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

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

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

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

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

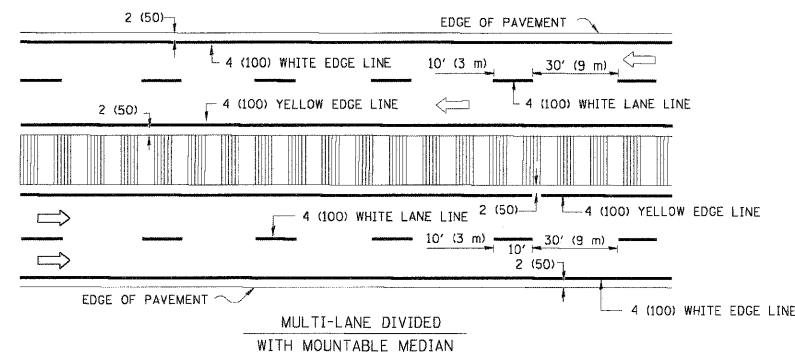
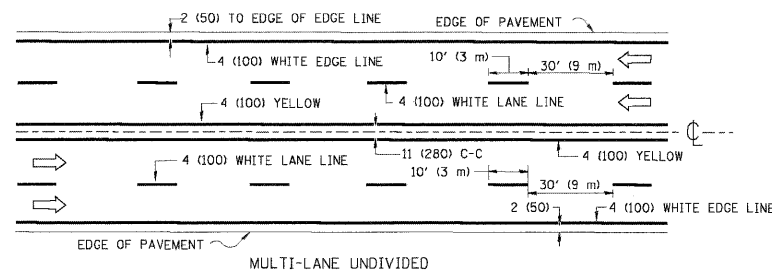
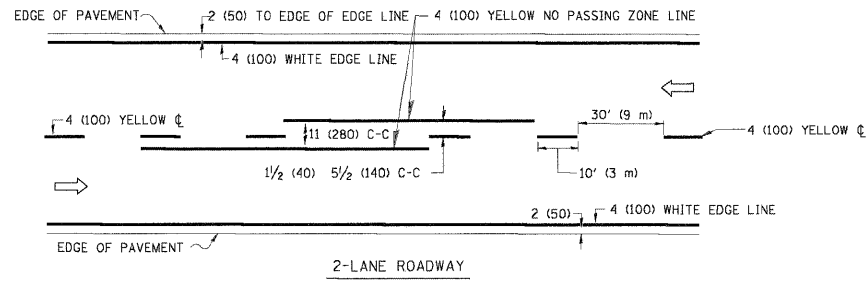
BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

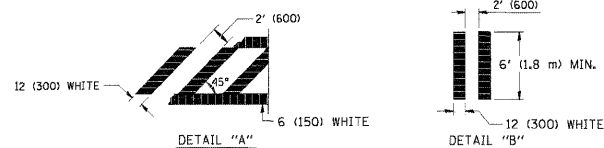
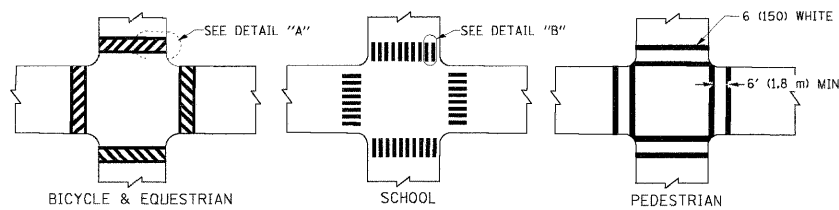
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = drvakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A.P. RTE. 341	SECTION 2010-070-1	COUNTY COOK	TOTAL SHEETS 18	SHEET NO. 15	
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		PLOT SCALE = 50,000' / IN.	REVISED - M. GOMEZ 01-22-01					FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT	
		PLOT DATE = 12/15/2009	REVISED - R. BORO 12-15-09								

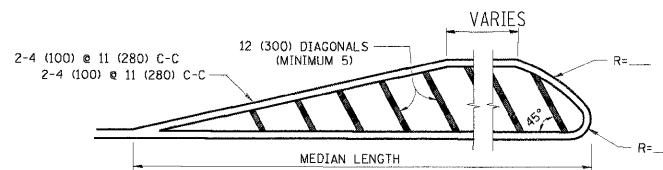
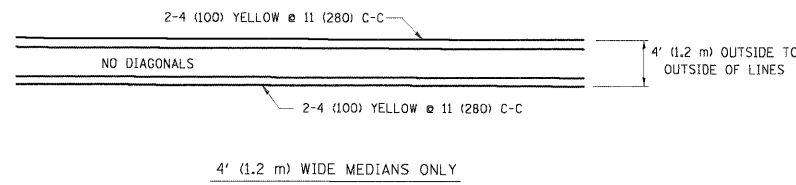


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

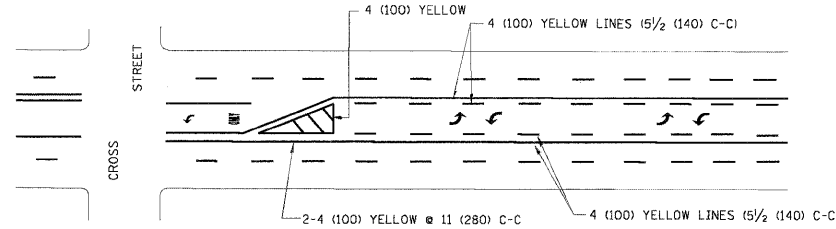


TYPICAL CROSSWALK MARKING

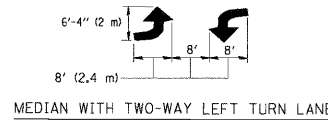


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

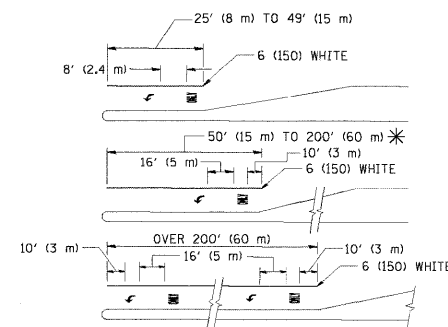
MEDIANS OVER 4' (1.2 m) WIDE



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



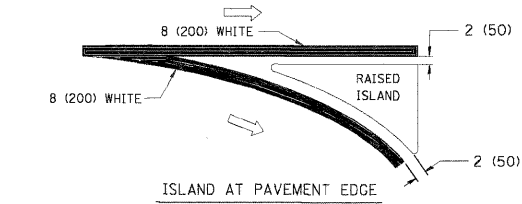
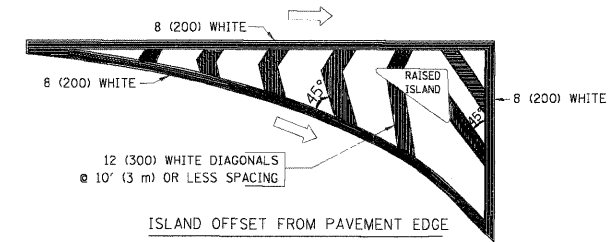
TYPICAL PAINTED MEDIAN MARKING



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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

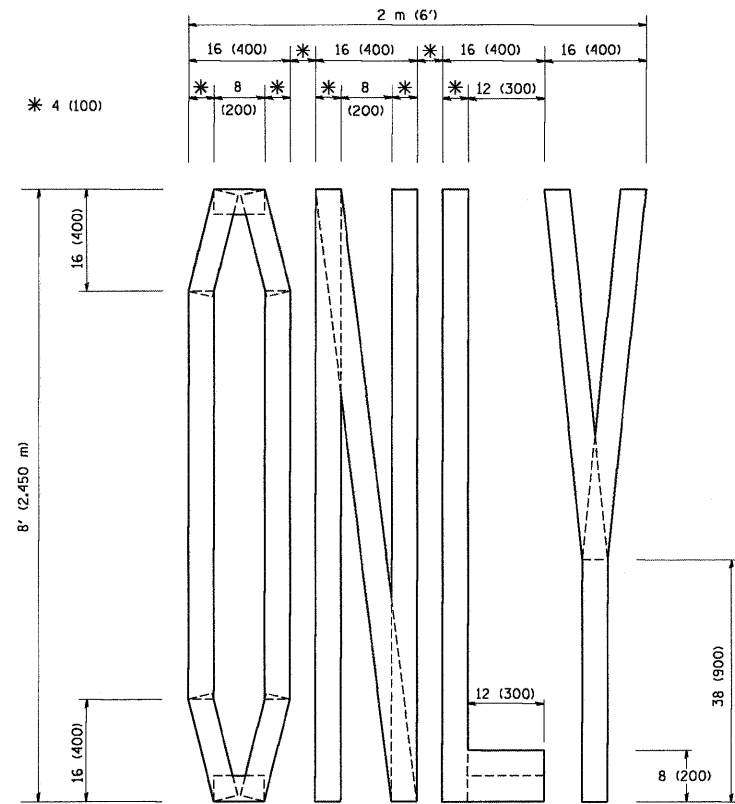


TYPICAL ISLAND MARKING

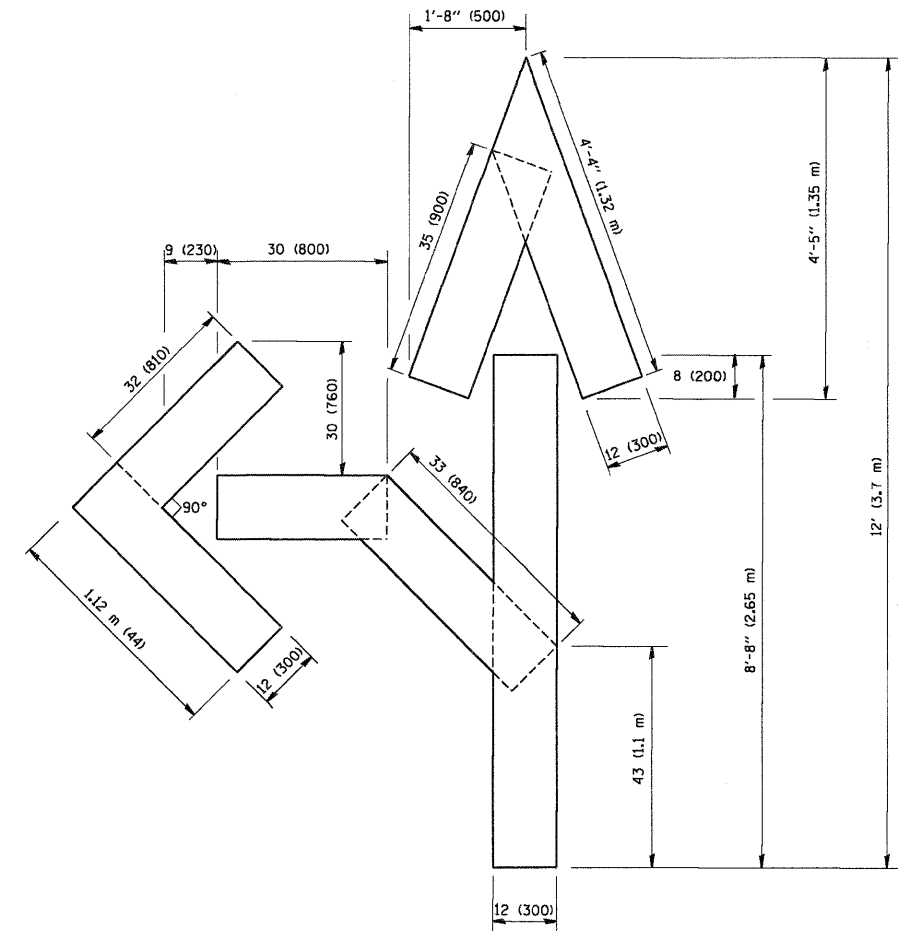
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100)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

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

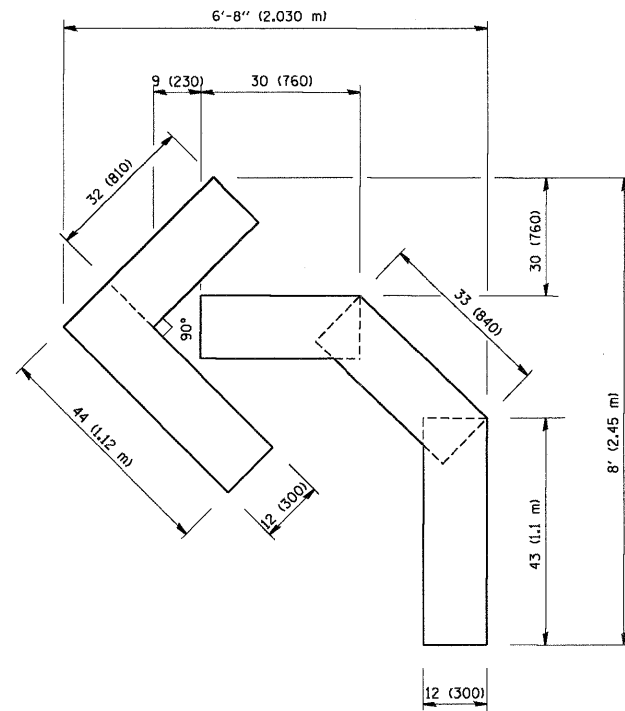
All dimensions are in Inches (millimeters) unless otherwise shown.



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



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



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

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

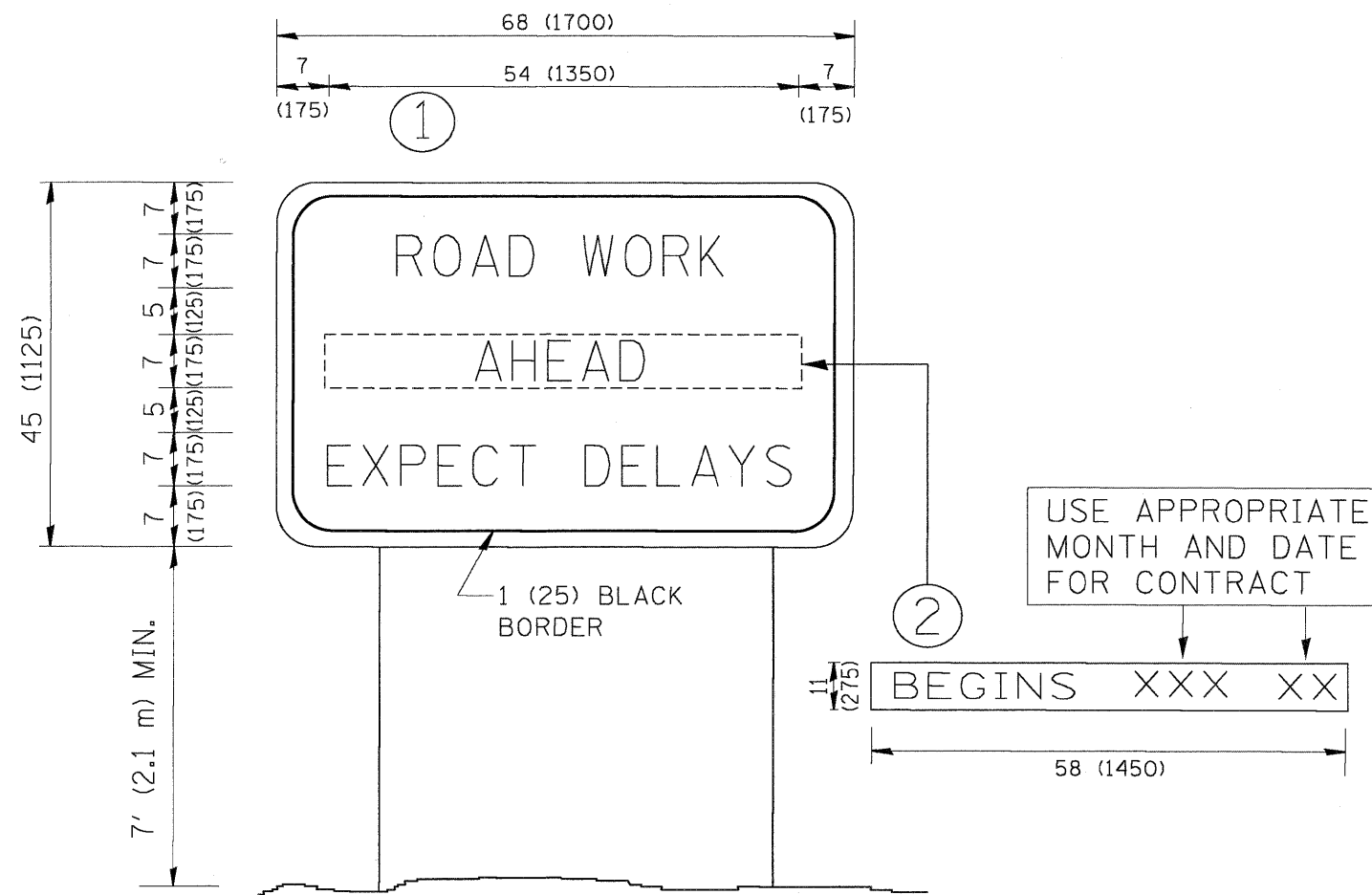
FILE NAME = W:\diststd\22x34\to16.dgn	USER NAME = goglionobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

F.A.P. RTE. 341	SECTION 2010-070-1	COUNTY COOK	TOTAL SHEETS 18	SHEET NO. 17
TC-16			CONTRACT NO. 60L55	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

FILE NAME = W:\disto\22x34\to22.dgn	USER NAME = gaglienobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.P. RTE. 34I	SECTION 2010-070-1	COUNTY COOK	TOTAL SHEETS 18	SHEET NO. 18
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	TC-22			CONTRACT NO. 60L55				
PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	