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HIGHWAY STANDARDS

STANDARD NUMBER

DESCRIPTION

701400-12	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-13	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-09	LANE CLOSURE, MULTILANE AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
701422-10	LANE CLOSURE, MULTILANE FOR SPEEDS > 45 MPH TO 55 MPH
701423-10	LANE CLOSURE, MULTILANE WITH BARRIER, FOR SPEEDS > 45 MPH TO 55 MPH
701427-05	LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≤ 40 MPH
701428-01	TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
701446-11	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
701601-09	LANE CLOSURE, URBAN MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-10	LANE CLOSURE, URBAN MULTILANE INTERSECTION
701901-09	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

LIST OF DISTRICT 1 DETAILS

DETAIL NUMBER

DESCRIPTION

TC-08	ENTRANCE AND EXIT RAMP CLOSURE DETAILS
TC-09	FREEWAY SINGLE AND MULTI LANE WEAVE
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
TC-12	MULTI-LANE FREEWAY PAVEMENT MARKING
TC-13	DISTRICT 1 TYPICAL PAVEMENT MARKINGS
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC-17	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
TC-18	FREEWAY/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS/EXPRESSWAYS
TC-21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
TC-25	FREEWAY CENTER LANE CLOSURE SHOULDER LANE

GENERAL NOTES

1. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
3. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
4. THE ENGINEER SHALL CONTACT KALPANA KANNAN-HOSADURGA, AREA TRAFFIC FIELD ENGINEER, AT (847) 705-4091 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
5. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
6. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF ALL EMERGENCY SERVICES, SCHOOL DISTRICTS, I.D.O.T.'S COMMUNICATIONS CENTER, SPRINGFIELD TRUCK PERMIT SECTION AND OTHER AGENCIES AFFECTED BY THE CLOSURE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR POSTING SIGNS THAT WILL INDICATE THE DATES THE CLOSURE WILL BE IN PLACE.
8. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL JULIE AT 811, OR (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED. WHEN WITHIN THE CITY OF CHICAGO'S CORPORATE LIMITS ALSO CALL 811 OR (312) 744-7000.
9. IDOT FACILITIES ARE NOT LOCATED BY JULIE OR DIGGER. IDOT ELECTRICAL FACILITIES INCLUDING ROADWAY LIGHTING, FIBER OPTIC, ITS EQUIPMENT, TRAFFIC SIGNAL AND PUMP STATION FACILITIES ARE LOCATED BY THE DEPARTMENT'S ELECTRICAL MAINTENANCE CONTRACTOR. AS OF THE LETTING DATE, CONTACT THE MEADE ELECTRIC COMPANY AT 733-287-7672.
10. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
11. THE DEPARTMENT HAS NOT COORDINATED ACCESS TO THE CHICAGO TRIBUNE PARKING LOT. THE CONTRACTOR SHALL COORDINATE ACCESS TO THE CHICAGO TRIBUNE PARKING LOT THROUGH THE FOLLOWING PHONE NUMBER: (312) 222-2159

GENERAL NOTES: (CITY OF CHICAGO)

1. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CHICAGO AND OBTAIN ALL NECESSARY PERMITS.
2. THE CITY OF CHICAGO IS TO MAKE ADJUSTMENTS TO THEIR STREET LIGHTING AND/OR TRAFFIC SIGNAL FACILITIES. THE CONTRACTOR SHALL COORDINATE HIS WORK AND COOPERATE WITH THE CITY OF CHICAGO IN THESE ADJUSTMENTS. THIS COORDINATION AND COOPERATION BY THE CONTRACTOR WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COSTS OF THE CONTRACT.
3. BENCH MONUMENT LOCATIONS WITHIN THE LIMITS OF THE IMPROVEMENT CAN BE OBTAINED IN SUITE 410 - 333 SOUTH STATE STREET, CHICAGO, IL 60604.

GENERAL NOTES: (UNION PACIFIC RAILROAD)

1. THE CONTRACTOR SHALL OBTAIN APPROVAL FROM THE UPRR PRIOR TO COMMENCING WORK ON RAILROAD RIGHT OF WAY. REFERENCE FOLDER NO. 0515530 WHEN COMMUNICATING WITH THE UPRR.
2. THE CONTRACTOR MUST CONTACT A FLAGGING COMPANY DIRECTLY AND SCHEDULE FLAGGERS TO BE PRESENT DURING THE CONTRACTOR'S WORK OPERATIONS. VISIT [HTTPS://WWW.UP.COM/REAL_ESTATE/THIRD-PARTY-FLAGGING/INDEX.HTM](https://www.up.com/real_estate/third-party-flagging/index.htm) FOR INFORMATION ON THIRD-PARTY APPROVED UPRR FLAGGING COMPANIES:
3. THE CONTRACTOR AND SUB-CONTRACTOR(S) SHALL PARTICIPATE IN A SHORT PRE-CONSTRUCTION MEETING WITH REPRESENTATIVES OF THE ENGINEER AND THE UPRR. THE TOPICS TO BE DISCUSSED INCLUDE, BUT ARE NOT LIMITED TO, FLAGGING, TRAFFIC CONTROL, SAFETY, AND BADGING REQUIREMENTS.
4. ALL CONTRACTOR AND SUB-CONTRACTOR EMPLOYEES THAT INTEND TO ACCESS THE UPRR ROW MUST SUCCESSFULLY COMPLETE ERAILSAFE TRAINING. THE CONTRACTOR AND SUB-CONTRACTOR(S) SHALL PROVIDE COPIES OF EACH EMPLOYEE'S SUCCESSFULLY COMPLETED TRAINING CERTIFICATE TO THE APPROPRIATE UPRR REPRESENTATIVE. VISIT [HTTPS://WWW.UP.COM/ABOUTUP/COMMUNITY/SAFETY/ERAILSAFE/UP-PAT/INDEX.HTM](https://www.up.com/aboutup/community/safety/erailsafe/up-pat/index.htm) FOR INFORMATION ON ERAILSAFE TRAINING. THE AUDIT NUMBER REFERENCED IN THE TRAINING IS THE UPRR FOLDER NO. 0515530.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS,
LIST OF HIGHWAY STANDARDS AND GENERAL NOTES**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	2
			CONTRACT NO. 62L31	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE	BRIDGE	BRIDGE	ROADWAY
				0013	0013	0013	0013
				016-1061	016-0202	016-1053	URBAN
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	46	46			
50102400	CONCRETE REMOVAL	CU YD	221.8	82.7	86.9	52.2	
50157300	PROTECTIVE SHIELD	SQ YD	14919	5675	3718	5526	
50200100	STRUCTURE EXCAVATION	CU YD	82	82			
50300225	CONCRETE STRUCTURES	CU YD	63.4	63.4			
50300255	CONCRETE SUPERSTRUCTURE	CU YD	198.4	55.2	88.4	54.8	
50300300	PROTECTIVE COAT	SQ YD	14498	6635	1407	6456	
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	153.6	153.6			
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	175120	9400	160910	4810	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	94470	68150	18160	8160	
50800515	BAR SPLICERS	EACH	2244	704	1348	192	
50901760	PIPE HANDRAIL	FOOT	79		79		
52000110	PREFORMED JOINT STRIP SEAL	FOOT	662.5	342.5		320.0	
52100400	STEEL BEARING ASSEMBLY	EACH	2		2		

* DENOTES SPECIAL PROVISION **DENOTES SPECIALTY ITEM *** DENOTES SPECIAL PROVISION AND SPECIALTY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 1 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	3
CONTRACT NO. 62L31			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE	BRIDGE	BRIDGE	ROADWAY
				0013	0013	0013	0013
				016-1061	016-0202	016-1053	URBAN
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	78	78			
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	82	82			
58700300	CONCRETE SEALER	SQ FT	3828	719	2403	706	
59000200	EPOXY CRACK INJECTION	FOOT	21		21		
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	61	61			
59200101	BRIDGE WASHING NO. 1	EACH	1		1		
64300260	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	1			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12				12
67100100	MOBILIZATION	L SUM	1				1
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	484				484
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1				1
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	38977				38,977
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	36833				36,833
70307125	TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE	FOOT	2067				2,067

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 2 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	4
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE	BRIDGE	BRIDGE	ROADWAY
				0013	0013	0013	0013
				016-1061	016-0202	016-1053	URBAN
70307160	TEMPORARY PAVEMENT MARKING - LINE 12"- TYPE IV TAPE	FOOT	77				77
70400100	TEMPORARY CONCRETE BARRIER	FOOT	7113				7,113
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	10788				10,788
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4				4
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4				4
* 78004640	PREFORMED PLASTIC PAVMENT MARKING, TYPE D - LINE 8"	FOOT	2775				2775
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	146				146
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	15818				15818
* 78009005	MODIFIED URETHANE PAVEMENT MARKING - LINE 5"	FOOT	844				844
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	628				628
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	1356				1356
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	406				406
* 78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	42				42
* 78011045	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	2775				2,775

DENOTES SPECIAL PROVISION * DENOTES SPECIALTY ITEM * DENOTES SPECIAL PROVISION AND SPECIALTY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 3 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	5
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE	BRIDGE	BRIDGE	ROADWAY
				0013	0013	0013	0013
				016-1061	016-0202	016-1053	URBAN
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	245				245
78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	1219				1219
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	116				116
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	12605				12605
***	81100220	CONDUIT ATTACHED TO STRUCTURE, 3/4" DIA., PVC COATED GALVANIZED STEEL	FOOT	470			470
***	81100300	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., GALVANIZED STEEL	FOOT	1620			1620
***	81100605	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL	FOOT	500			500
***	81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	34			34
***	81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	2			2
**	81702101	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 14	FOOT	2258			2258
**	82110007	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G	EACH	30			30
**	88600100	DETECTOR LOOP, TYPE I	FOOT	50			50
*	X0322215	CLEANING BRIDGE SCUPPERS AND DOWNSPOUTS	EACH	54	8	38	8
**	X0327407	CORRUGATED FIBERGLASS SIDING PANELS	SQ FT	3654		3654	

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE: NONE	SHEET 4 OF 9 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	6
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE	BRIDGE	BRIDGE	ROADWAY
				0013	0013	0013	0013
				016-1061	016-0202	016-1053	URBAN
*** X0328025	TIMBER FENDER REPLACEMENT	FOOT	40		40		
*** X0328027	SECURITY GATE	EACH	1		1		
*** X0328028	ROOF HATCH	EACH	1		1		
*** X0328029	FIXED LOUVER	EACH	1		1		
*** X0328030	FORMED METAL WALL PANELS	EACH	1		1		
* X5230146	BRIDGE DRAINAGE SYSTEM REPAIR	FOOT	14	2	12		
* X0900033	BRIDGE BALANCING	L SUM	1		1		
* X1000001	THIN POLYMER OVERLAY REMOVAL	SQ YD	2110		2110		
* * X1400023	CONDUIT, FLEXIBLE, LIQUID TIGHT, METALLIC, 2" DIAMETER	FOOT	6				6
*** X1400280	OPTIMIZE TRAFFIC SIGNAL SYSTEM (SPECIAL)	EACH	30				30
*** X1400341	REMOVAL OF LUMINAIRE, SALVAGE	EACH	30				30
* X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	9680	4756	480	4444	
* X6430120	REMOVE IMPACT ATTENUATORS, NO SALVAGE	EACH	1	1			
* X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1				1

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 5 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	7
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62L31	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE	BRIDGE	BRIDGE	ROADWAY
				0013	0013	0013	0013
				016-1061	016-0202	016-1053	URBAN
* X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1				1
* X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	484				484
* X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	335				335
*** X8400104	MAINTENANCE OF LIGHTING SYSTEM (CITY OF CHICAGO)	L SUM	1				1
*** X8420105	REMOVAL OF WATERWAY OBSTRUCTION WARNING LUMINAIRE	EACH	13				13
*** X8430100	REMOVE EXISTING CONDUIT ATTACHED TO STRUCTURE	FOOT	970				970
* Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	2		2		
* Z0001903	STRUCTURAL STEEL REMOVAL	POUND	173600	9820	158920	4860	
* Z0001905	STRUCTURAL STEEL REPAIR	POUND	27630	22220	2730	2680	
* Z0004552	APPROACH SLAB REMOVAL	SQ YD	407	407			
* Z0006016	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES	SQ YD	10966	5280	547	5139	
* Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1		1		
* Z0010400	CLEANING BRIDGE SEATS	SQ FT	219			219	
* Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1		1		

* DENOTES SPECIAL PROVISION **DENOTES SPECIALTY ITEM *** DENOTES SPECIAL PROVISION AND SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 6 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	8
CONTRACT NO. 62L31			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE	BRIDGE	BRIDGE	ROADWAY
				0013	0013	0013	0013
				016-1061	016-0202	016-1053	URBAN
* Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	10966	5280	547	5139	
* Z0012193	BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ YD	2110		2110		
* Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	4558	508	2403	1647	
* Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	9		9		
* Z0013798	CONSTRUCTION LAYOUT	L SUM	1				1
* Z0015500	DEBRIS REMOVAL	L SUM	1		1		
* Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	3	1	1	1	
* Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	4		4		
* Z0018000	DRAINAGE SCUPPERS (SPECIAL)	EACH	2	2			
* X4005553	HOLES DRILLED	EACH	16		16		
* Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	9910	4772	493	4645	
*** Z0033020	LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	30				30
*** Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	12				12
* Z0041895	POLYMER CONCRETE	CU FT	2		2		

* DENOTES SPECIAL PROVISION ** DENOTES SPECIALTY ITEM *** DENOTES SPECIAL PROVISION AND SPECIALTY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 7 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	9
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62L31	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE	BRIDGE	BRIDGE	ROADWAY
				0013	0013	0013	0013
				016-1061	016-0202	016-1053	URBAN
* Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1			
* X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	219				219
* Z0073200	TEMPORARY SHORING AND CRIBBING	EACH	32	4	22	6	
*** Z0032470	JOINT SEALER	FOOT	182		182		
*** X0327777	STAIR AND GRATING SYSTEM	SQ FT	1490		1490		
*** Z0049798	REMOVAL AND DISPOSAL OF FRIABLE ASBESTOS, SPECIAL	L SUM	1		1		
*** Z0049900	REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, SPECIAL	L SUM	1		1		
*** X8220002	NAVIGATIONAL LUMINAIRE, LED, CHANNEL CENTER, SUSPENDED MOUNT	EACH	8				8
*** X8220006	NAVIGATION LUMINAIRE, LED, CHANNEL MARGIN, BASE MOUNT	EACH	6				6
*** X2080255	TRENCH AND BACKFILL WITH SCREENINGS	FOOT	100				100
*** X8140105	HANDHOLE (SPECIAL)	EACH	1				1
*** X8140102	GROUND EXISTING HANDHOLE	EACH	1				1

* DENOTES SPECIAL PROVISION **DENOTES SPECIALTY ITEM *** DENOTES SPECIAL PROVISION AND SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 8 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	10
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62L31	

Ø 0042

REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE	BRIDGE	BRIDGE	ROADWAY
				0013	0013	0013	0013
				016-1061	016-0202	016-1053	URBAN
*** X0322701	SERVICE INSTALLATION, 100 AMPERE	EACH	1				1
*** X0324900	SERVICE CONNECTION TO CECO LINE	EACH	1				1
*** X8100002	GALVANIZED STEEL CONDUIT, PUSHED, 2"	FOOT	100				100
*** 81702140	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C, NO. 4	FOOT	300				300
*** 81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C, NO. 10	FOOT	4860				4860
*** 81702100	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C, NO. 12	FOOT	1600				1600
*** X8250516	CONTROLLER, UNDERPASS LIGHTING, CONSTANT POWER, 1-PHASE, 120/240V, 60A	EACH	1				1
*** X1400013	REMOVE OF CABLE IN CONDUIT	FOOT	1600				1600
*** X8950060	REMOVE EXISTING CONTROLLER	EACH	1				1
*** X8130125	REMOVE EXISTING JUNCTION BOX	EACH	17				17
Ø Z0076600	TRAINEES	HOURS	1000	1000			
Ø Z0076604	TRAINING PROGRAM GRADUATE	HOURS	1000	1000			

* DENOTES SPECIAL PROVISION **DENOTES SPECIALTY ITEM *** DENOTES SPECIAL PROVISION AND SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 9 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	11
			CONTRACT NO. 62L31	
ILLINOIS FED. AID PROJECT				

Ø 0042

REV-SEP

PAVEMENT MARKING SCHEDULE

LOCATION			MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS 78009000	MODIFIED URETHANE PAVEMENT MARKING - LINE 4" 78009004		MODIFIED URETHANE PAVEMENT MARKING - LINE 5" 78009005	MODIFIED URETHANE PAVEMENT MARKING - LINE 6" 78009006		MODIFIED URETHANE PAVEMENT MARKING - LINE 8" 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 12" 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 24" 78009024	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 8" 78004640	GROOVING FOR RECESSED PAVEMENT MARKING 9" 78011045	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL X7830050	RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT Z0049100	RAISED REFLECTIVE PAVEMENT MARKER 78100100	PAVEMENT MARKING REMOVAL - WATER BLASTING 78300202
STATION TO STATION	ROADWAY	OFFSET	SOLID WHITE (SQ FT)	SOLID WHITE (FOOT)	SOLID YELLOW (FOOT)	SOLID WHITE (FOOT)	SOLID WHITE WHITE (FOOT)	SKIP DASH WHITE (FOOT)	SOLID WHITE (FOOT)	SOLID WHITE (FOOT)	(FOOT)	(FOOT)	(FOOT)	(EACH)	(EACH)	(EACH)	(SQ FT)
94+85 TO 122+87	OHIO ST.	EB		2325	2752			142	236	87		1148	1148	116	116	116	7838
122+87 TO 138+44	OHIO ST.	EB		1559	1559	184						596	596	84	26		4494
138+44 TO 144+35	OHIO ST.	EB	146		491	208	385		450	319	42					22	3749
94+85 TO 122+87	OHIO ST.	WB		1218	1158			101				326	326	34	34	34	3129
122+87 TO 138+44	OHIO ST.	WB		1559	1559	184						596	596	90	32		4494
138+44 TO 144+35	OHIO ST.	WB		501	477	268										28	2057
94+85 TO 122+87	90/94	EB							670								670
94+85 TO 122+87	90/94	WB		660								109	109	11	11	45	878

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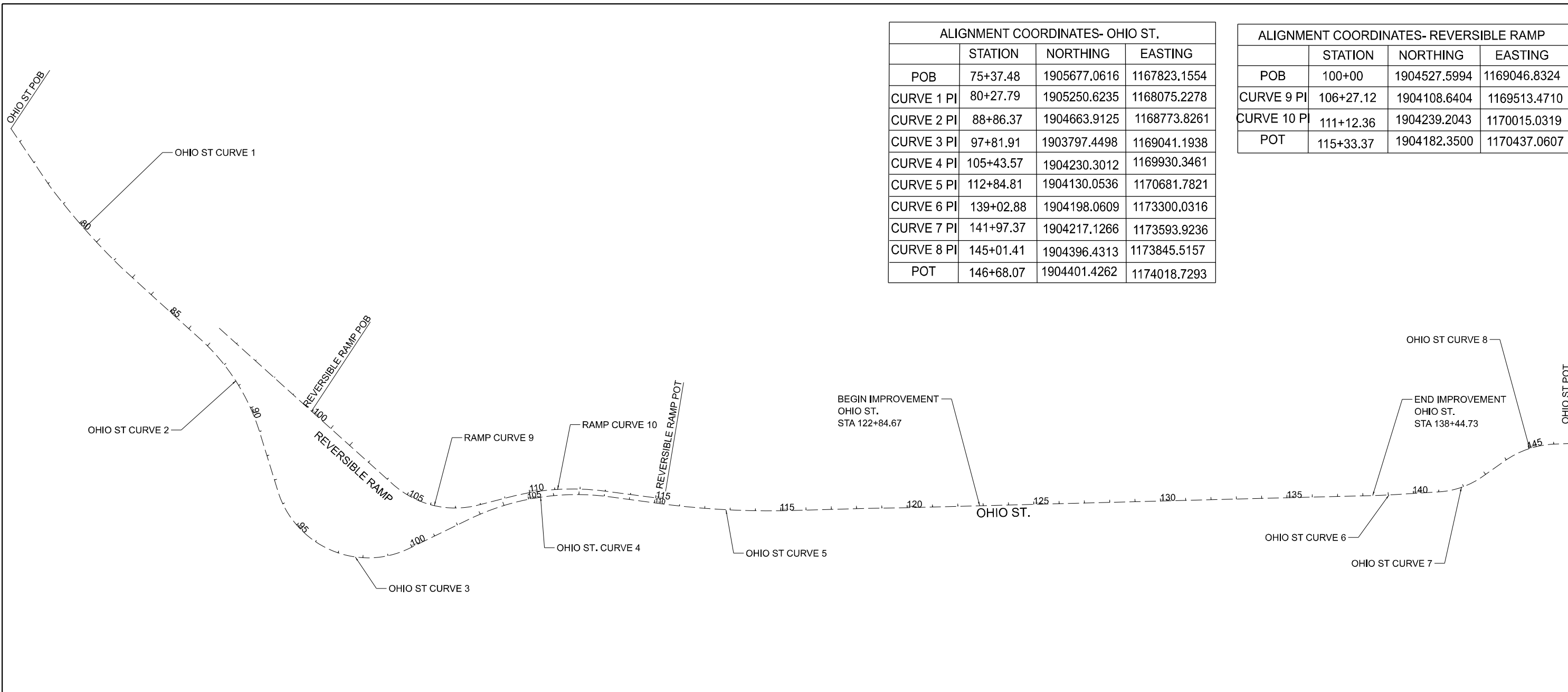


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DATE - 02/28/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A.P. RTE. 383	SECTION D-91-450-20	COUNTY COOK	TOTAL SHEETS 201	SHEET NO. 12
CONTRACT NO. 62L31				ILLINOIS FED. AID PROJECT



ALIGNMENT COORDINATES- OHIO ST.			
	STATION	NORTHING	EASTING
POB	75+37.48	1905677.0616	1167823.1554
CURVE 1 PI	80+27.79	1905250.6235	1168075.2278
CURVE 2 PI	88+86.37	1904663.9125	1168773.8261
CURVE 3 PI	97+81.91	1903797.4498	1169041.1938
CURVE 4 PI	105+43.57	1904230.3012	1169930.3461
CURVE 5 PI	112+84.81	1904130.0536	1170681.7821
CURVE 6 PI	139+02.88	1904198.0609	1173300.0316
CURVE 7 PI	141+97.37	1904217.1266	1173593.9236
CURVE 8 PI	145+01.41	1904396.4313	1173845.5157
POT	146+68.07	1904401.4262	1174018.7293

ALIGNMENT COORDINATES- REVERSIBLE RAMP			
	STATION	NORTHING	EASTING
POB	100+00	1904527.5994	1169046.8324
CURVE 9 PI	106+27.12	1904108.6404	1169513.4710
CURVE 10 PI	111+12.36	1904239.2043	1170015.0319
POT	115+33.37	1904182.3500	1170437.0607

OHIO ST CURVE 1
 PI STA. = 80+27.79
 $\Delta = 9^\circ 15' 22''$ (LT)
 R = 2,643.86'
 T = 214.02'
 L = 427.11'
 E = 8.65'
 e = N/A
 P.C. STA. = 78+13.77
 P.T. STA. = 82+40.88

OHIO ST CURVE 2
 PI = 88+86.37
 $\Delta = 30^\circ 55' 25''$ (RT)
 R = 833.00'
 T = 230.41'
 L = 449.59'
 E = 31.28'
 e = N/A
 P.C. = 86+55.96
 P.T. = 91+05.55

OHIO ST CURVE 3
 PI STA. = 97+81.91
 $\Delta = 98^\circ 48' 31''$ (LT)
 R = 373.00'
 T = 435.25'
 L = 643.25'
 E = 200.21'
 e = N/A
 P.C. STA. = 93+46.66
 P.T. STA. = 99+89.91

OHIO ST CURVE 4
 PI STA. = 105+43.57
 $\Delta = 33^\circ 33' 23''$ (RT)
 R = 972.00'
 T = 293.06'
 L = 569.27'
 E = 43.22'
 e = N/A
 P.C. STA. = 102+50.51
 P.T. STA. = 108+19.78

OHIO ST CURVE 5
 PI STA. = 112+84.81
 $\Delta = 9^\circ 10' 16''$ (LT)
 R = 3,130.00'
 T = 251.04'
 L = 501.01'
 E = 10.05'
 e = N/A
 P.C. STA. = 110+33.77
 P.T. STA. = 105+34.78

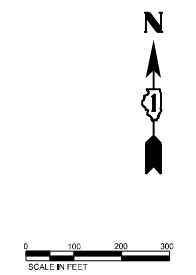
OHIO ST CURVE 6
 PI STA. = 139+02.88
 $\Delta = 2^\circ 09' 18''$ (LT)
 R = 3,130.00'
 T = 58.87'
 L = 117.72'
 E = 0.55'
 e = N/A
 P.C. STA. = 138+44.01
 P.T. STA. = 139+61.73

OHIO ST CURVE 7
 PI STA. = 141+97.37
 $\Delta = 31^\circ 45' 54''$ (LT)
 R = 335.00'
 T = 95.32'
 L = 185.73'
 E = 13.30'
 e = N/A
 P.C. STA. = 141+02.06
 P.T. STA. = 142+87.78

OHIO ST CURVE 8
 PI STA. = 145+01.41
 $\Delta = 33^\circ 49' 30''$ (RT)
 R = 373.00'
 T = 113.41'
 L = 220.20'
 E = 16.86'
 e = N/A
 P.C. STA. = 143+88.00
 P.T. STA. = 146+08.20

RAMP CURVE 9
 PI STA. = 106+27.12
 $\Delta = 56^\circ 30' 34''$ (LT)
 R = 373.00'
 T = 200.46'
 L = 367.88'
 E = 50.45'
 e = N/A
 P.C. STA. = 104+26.66
 P.T. STA. = 107+94.54

RAMP CURVE 10
 PI STA. = 111+12.36
 $\Delta = 22^\circ 15' 49''$ (RT)
 R = 972.00'
 T = 191.26'
 L = 377.69'
 E = 18.64'
 e = N/A
 P.C. STA. = 109+21.10
 P.T. STA. = 112+98.79



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT AND BENCHMARK

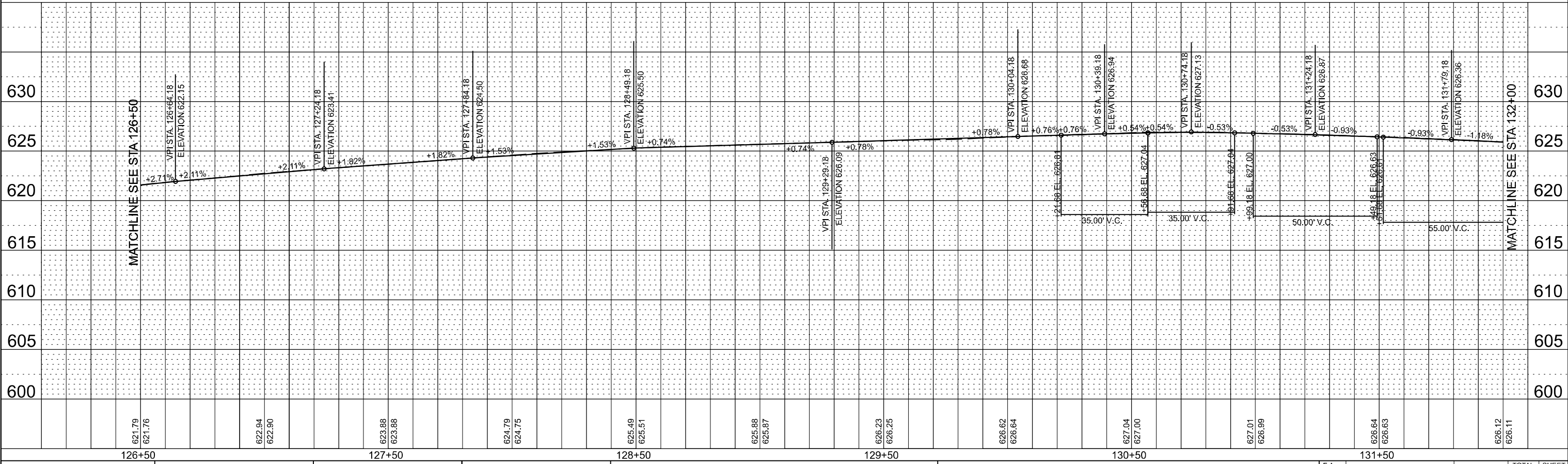
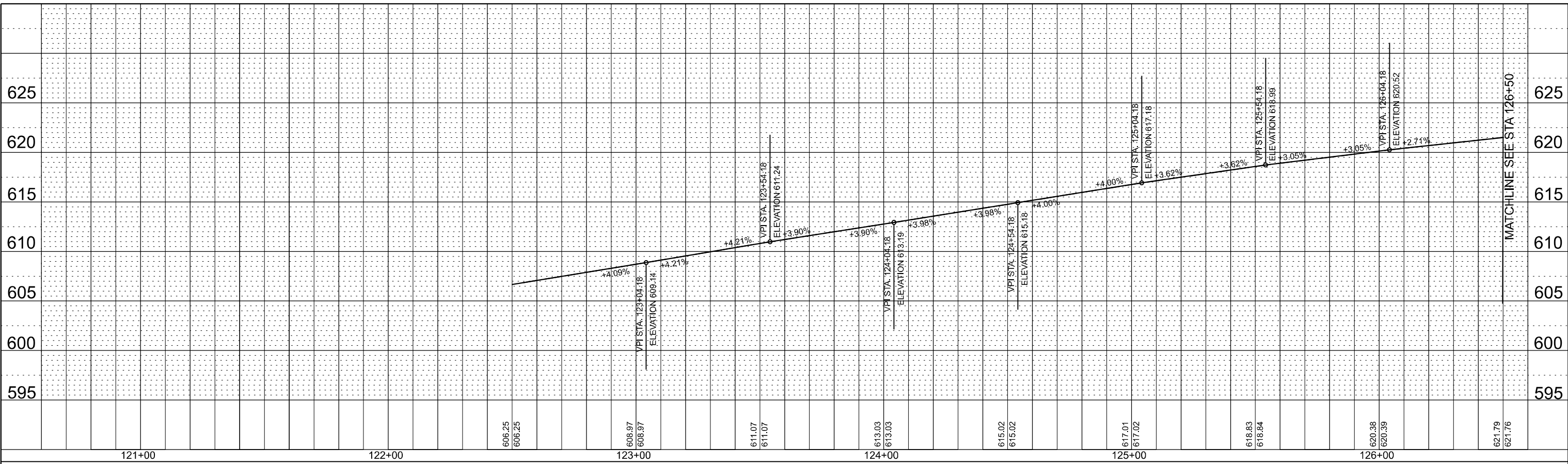
SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE. 383	SECTION D-91-450-20	COUNTY COOK	TOTAL SHEETS 201	SHEET NO. 13
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

PLAN	STRIKED	DATE
	PLOTTED	
NOTE BOOK NO.	ALIGNMENT CHECKED	
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PROFILE	REVIEWED	DATE
	PLOTTED	
NOTE BOOK NO.	GRADES CHECKED	
	STRUCTURE NOTATIONS CHRD	

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126+50	127+50	128+50	129+50	130+50	131+50
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USER NAME = spatadugu	DESIGNED - JRK	REVISED -
DRAWN - DMR	REVISED -	
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DATE - 02/28/2023	REVISED -	

PLOT SCALE = 40,000' / in.
PLOT DATE = 3/5/2024

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
EASTBOUND PROFILE**

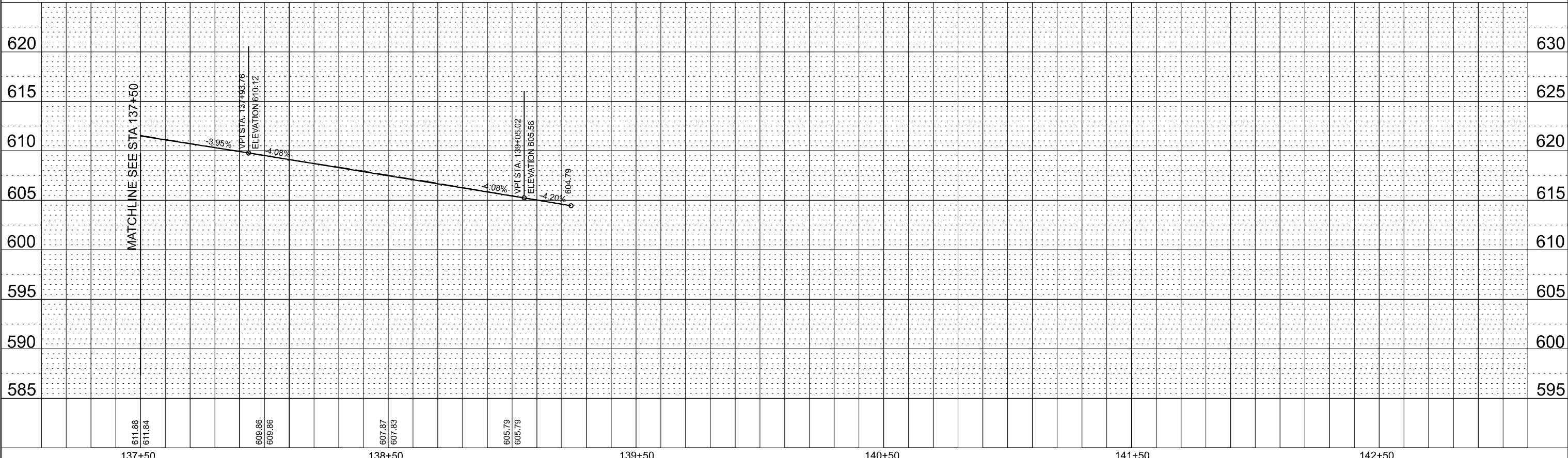
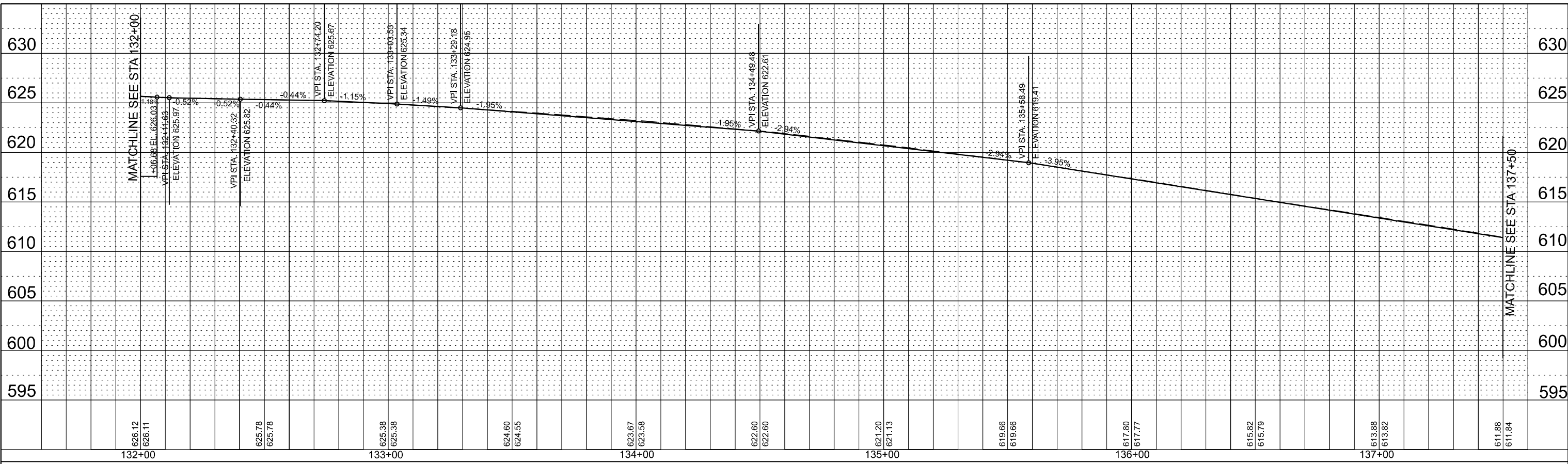
SCALE: 1" = 20' SHEET 1 OF 4 SHEETS STA. 121+00 TO STA. 132+00

F.A. RTE. 3887	SECTION 8HB-2	COUNTY COOK	TOTAL SHEETS 201	SHEET NO. 14
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

PLAN	STRIPPED	DATE
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NOTE BOOK NO.	ALIGNMENT CHECKED	
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PROFILE	STRIPPED	DATE
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NOTE BOOK NO.	GRADES CHECKED	
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132+00	133+00	134+00	135+00	136+00	137+00
626.12 626.11	625.78 625.78	625.38 625.38	624.60 624.55	623.67 623.58	622.60 622.60
619.66 619.66	617.80 617.77	615.82 615.79	613.88 613.82	611.88 611.84	

137+50	138+50	139+50	140+50	141+50	142+50
611.88 611.84	609.86 609.86	607.87 607.83	605.79 605.79	604.79	

USER NAME = spatadugu	DESIGNED - JRK	REVISED -
PLOT SCALE = 40,000' / in.	DRAWN - DMR	REVISED -
PLOT DATE = 3/5/2024	CHECKED - GAO	REVISED -
	DATE - 02/28/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
EASTBOUND PROFILE**

SCALE: 1" = 20' SHEET 2 OF 4 SHEETS STA. 132+00 TO STA. 143+00

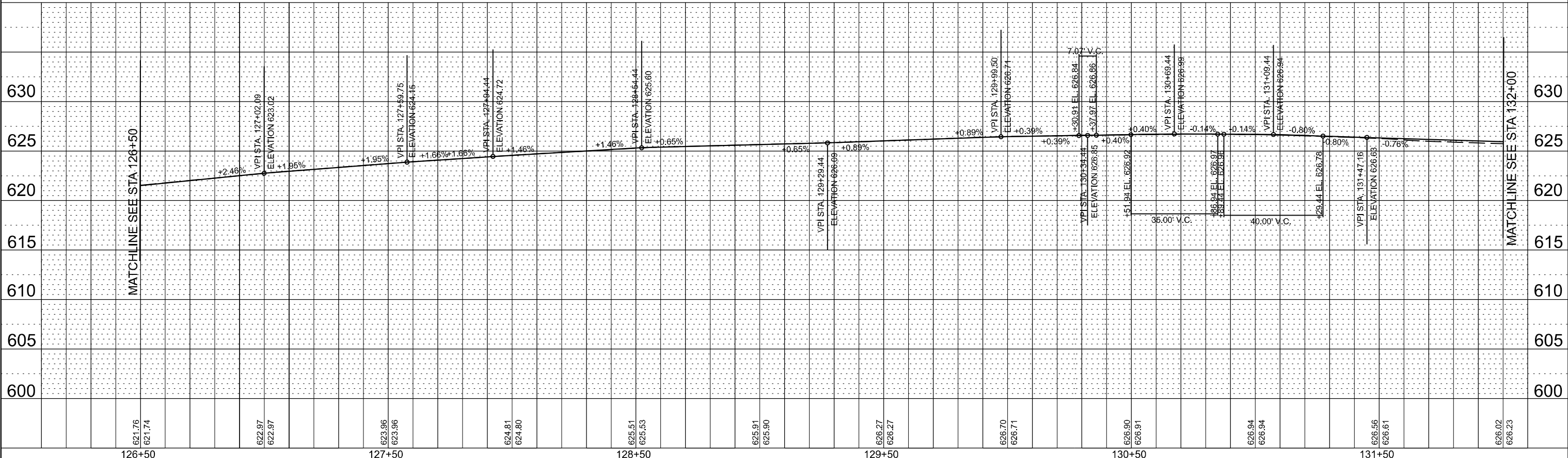
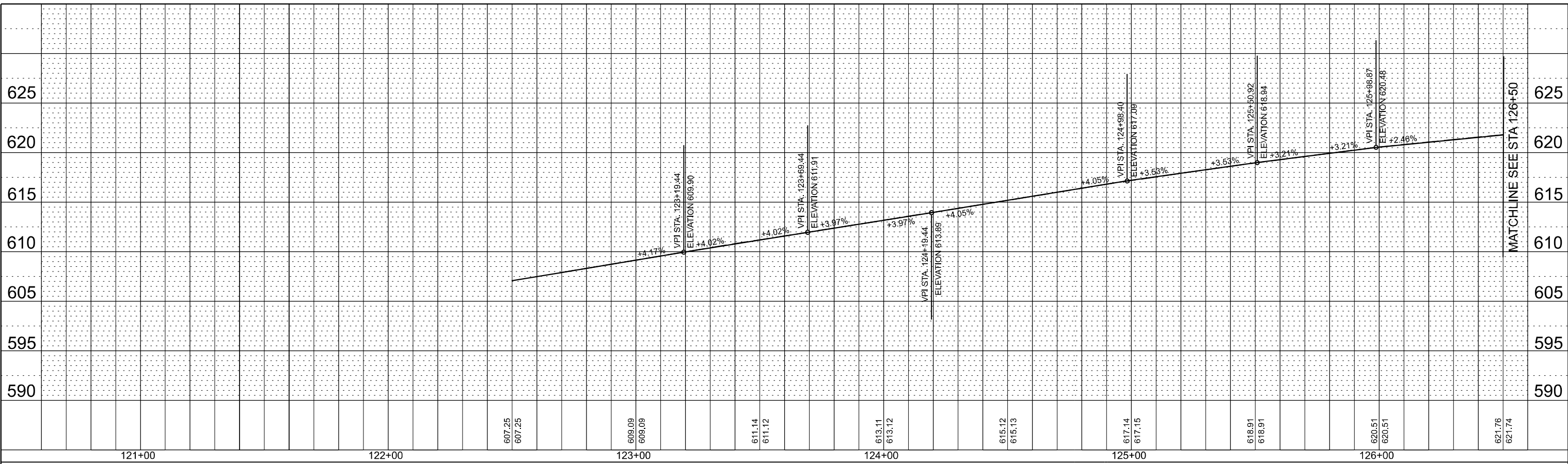
F.A. RTE. 3887	SECTION 8HB-2	COUNTY COOK	TOTAL SHEETS 201	SHEET NO. 15
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



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NOTE BOOK NO.	ALIGNED CHECKED		
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PROFILE	SURVEYED	BY	DATE
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	STRUCTURE NOTATION CHRD		

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621.76	621.74	622.97	622.97	623.96	623.96	624.81	624.80	625.51	625.53	626.27	626.27	626.70	626.71	626.90	626.91	626.94	626.94	626.56	626.61	626.02	626.23
126+50		127+50				128+50				129+50				130+50				131+50			

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PLOT DATE = 3/5/2024	CHECKED - GAO	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

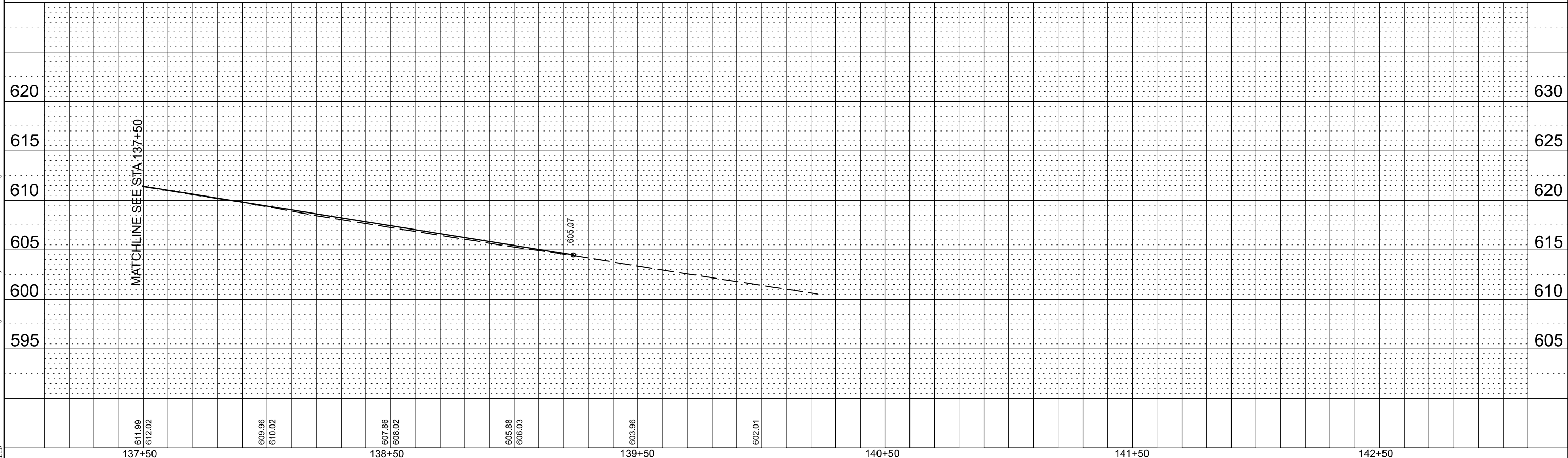
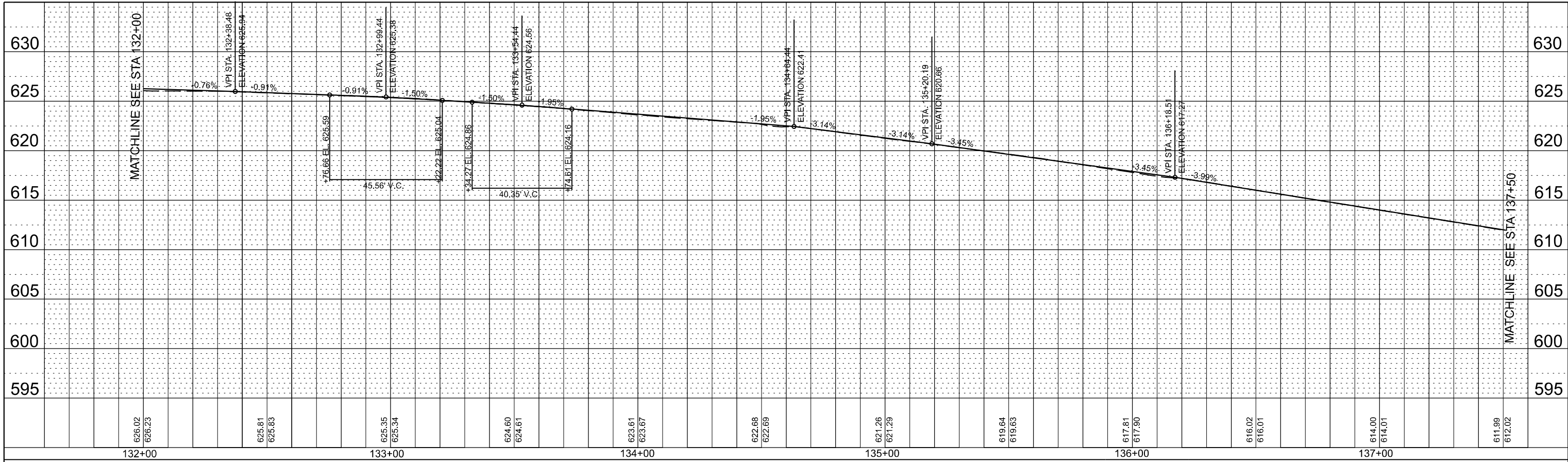
FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER		
WESTBOUND PROFILE		
SCALE: 1" = 20'	SHEET 3 OF 4 SHEETS	STA. 121+00 TO STA. 132+00

F.A. RTE. 3887	SECTION 8HB-2	COUNTY COOK	TOTAL SHEETS 201	SHEET NO. 16
CONTRACT NO. 62L31				

ILLINOIS	FED. AID PROJECT
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PROFILE	STRIPPED	DATE
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	GRADES CHECKED	
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PLOT DATE = 3/5/2024	DATE - 02/28/2023	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
 WESTBOUND PROFILE
 SCALE: 1" = 20' SHEET 4 OF 4 SHEETS STA. 132+00 TO STA. 143+00

F.A. RTE. 3887	SECTION 8HB-2	COUNTY COOK	TOTAL SHEETS 201	SHEET NO. 17
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

SUGGESTED STAGE OF CONSTRUCTION & TRAFFIC CONTROL

THE FOLLOWING SEQUENCE OF TRAFFIC CONTROL INCLUDING THREE STAGES FOR MAINTENANCE OF TRAFFIC IS SUGGESTED. VARIATIONS MAY BE MADE, WITH THE APPROVAL OF THE ENGINEER, IF THE PREVAILING SITE CONDITIONS AT THE TIME OF CONSTRUCTION ALLOW. CONTRACTOR SHALL MAINTAIN TWO LANE TRAFFIC OPEN FOR BOTH EASTBOUND AND WESTBOUND ON OHIO STREET DURING ALL MOT STAGES.

FOR EACH STAGE OF CONSTRUCTION, PROVIDE TRAFFIC CONTROL AS SHOWN ON THE SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL PLANS. COORDINATE INSTALLATION OF OTHER TRAFFIC CONTROL DEVICES WITH THE EXISTING TRAFFIC PATTERNS AT THE LIMITS OF THE PROJECT.

STAGE 1

1. REMOVE EXISTING PAVEMENT MARKINGS & RAISED PAVEMENT MARKERS IN CONFLICT WITH STAGE 1 STRIPING. PLACE TEMPORARY STRIPING & ADVANCED SIGNS TO INDICATE LANE CLOSURES ON EB AND WB OHIO STREET.
2. ESTABLISH EASTBOUND AND WESTBOUND LANE CLOSURES BY PLACING THE TEMPORARY CONCRETE BARRIERS, DRUMS AND BARRICADES AS SHOWN ON CLOSURE A PLANS. TWO LANES SHALL REMAIN OPEN ON EACH DIRECTION DURING THE MOT STAGE 1.
3. COMPLETE ANY BRIDGE MAINTENANCE, REHABILITATION, AND BRDGE DECK SLAB PATCHES/REPAIRS WITHIN THE STAGE 1 WORK ZONE.

STAGE 2

1. REMOVE EXISTING PAVEMENT MARKINGS & RAISED PAVEMENT MARKERS IN CONFLICT WITH STAGE 2 STRIPING. PLACE TEMPORARY STRIPING & ADVANCED SIGNS TO INDICATE MIDDLE LANE CLOSURES ON EB AND WB OHIO STREET.
2. ESTABLISH EASTBOUND AND WESTBOUND MIDDLE LANE CLOSURES BY PLACING THE TEMPORARY CONCRETE BARRIERS, DRUMS AND BARRICADES AS SHOWN ON CLOSURE B PLANS. TWO LANES SHALL REMAIN OPEN IN EACH DIRECTION DURING THE MOT STAGE 2.
3. COMPLETE ANY BRIDGE MAINTENANCE, REHABILITATION, AND BRDGE DECK SLAB PATCHES/REPAIRS WITHIN THE STAGE 2 WORK ZONE.

STAGE 3

1. REMOVE EXISTING AND TEMPORARY PAVEMENT MARKINGS & RAISED PAVEMENT MARKERS IN CONFLICT WITH STAGE 3 STRIPING. PLACE TEMPORARY STRIPING & ADVANCED SIGNS TO INDICATE LANE CLOSURES ON EB AND WB OHIO STREET.
2. ESTABLISH EASTBOUND AND WESTBOUND LANE CLOSURES BY PLACING THE TEMPORARY CONCRETE BARRIERS, DRUMS AND BARRICADES AS SHOWN ON CLOSURE A PLANS. TWO LANES SHALL REMAIN OPEN ON EACH DIRECTION DURING THE MOT STAGE 3.
3. COMPLETE ANY BRIDGE MAINTENANCE, REHABILITATION, AND BRDGE DECK SLAB PATCHES/REPAIRS WITHIN THE STAGE 3 WORK ZONE.

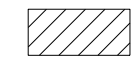









DETOUR


THE DETOUR ROUTES ARE INCLUDED FOR THE CONTRACTORS INFORMATION. THE NEED AND IMPLEMENTATION OF THE DETOUR ROUTES SHALL BE COORDINATED WITH THE ENGINEER, IDOT, AND CDOT. CONTRACTOR SHALL PROVIDE TO IDOT A REQUEST FOR THE DETOUR, REASONS FOR THE DETOUR AND A SCHEDULE INCLUDING DURATION OF THE DETOUR. BOTH DETOURS CAN NOT OCCUR CONCURRENTLY.

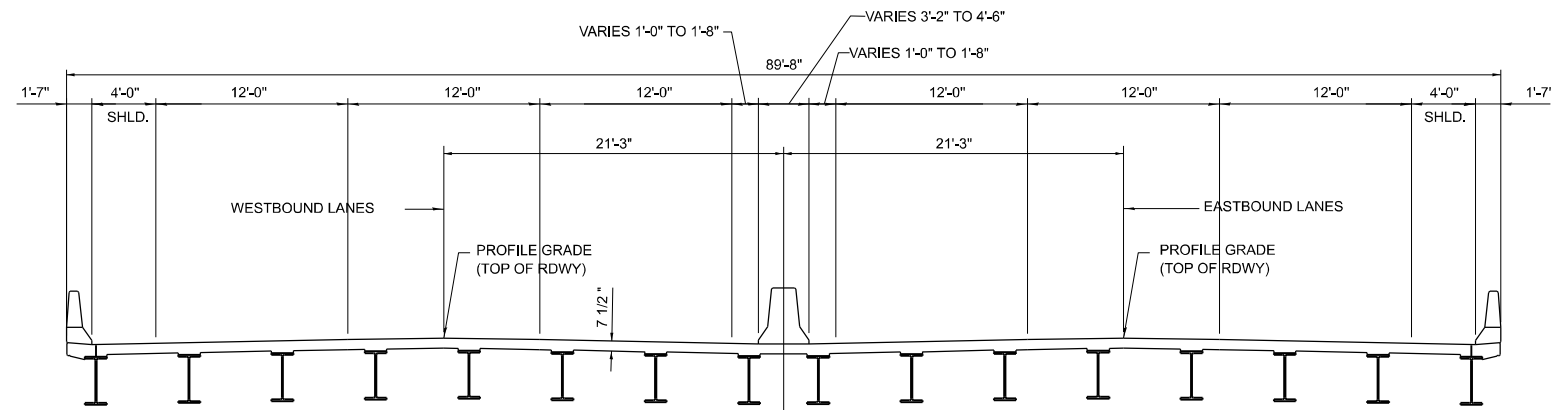
MAINTENANCE OF TRAFFIC GENERAL NOTES

1. ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES. ALL ARROW BOARDS SHALL HAVE SOLAR POWER CAPABILITY.
2. PRIOR TO THE START OF CONSTRUCTION, REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE.
3. IDOT TRAFFIC CONTROL STANDARDS LISTED WITH THE INDEX OF SHEETS SHALL BE USED AS GUIDES IN IMPLEMENTING THE TRAFFIC CONTROL, INCLUDING SIGN LOCATIONS, FOR THIS PROJECT.
4. DEPICTED TRAFFIC CONTROL IS A MINIMUM REQUIREMENT, AND OTHER WORK OR SIGNING MAY BE REQUIRED AS PER THE INSTRUCTION OF THE ENGINEER IN CHARGE. THE COST INCURRED TO COMPLY WILL BE INCLUDED IN THE PAY ITEMS "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
5. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE NAMES AND PHONE NUMBERS OF THEIR REPRESENTATIVES ON THE CONSTRUCTION SITE PRIOR TO THE START OF WORK.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FIELD LOCATION OF ALL DETOUR AND CONSTRUCTION SIGNING. THE CONTRACTOR MAY REQUEST THE ENGINEER TO FIELD VERIFY THE POSITIONS OF ANY SIGNS.
7. THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH IDOT SPECIAL PROVISIONS, IDOT HIGHWAY STANDARDS, IDOT STANDARD SPECIFICATIONS, PLAN SPECIFICATIONS, AND AS DIRECTED BY THE ENGINEER.
8. STAGED CONSTRUCTION SHALL NOT COMMENCE UNTIL ALL CONFLICTING SIGNS, PAVEMENT MARKINGS, AND TRAFFIC CONTROL DEVICES HAVE BEEN REMOVED OR COVERED AND TEMPORARY TRAFFIC CONTROL MEASURES HAVE BEEN PLACED TO THE SATISFACTION OF THE ENGINEER.
9. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH EACH TRAFFIC CONTROL STAGE, AND SHALL BE PAID AS WATER BLASTING.
10. THE FURNISHING, INSTALLATION AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD), ILLINOIS SUPPLEMENT TO THE MUTCD, IDOT SPECIAL PROVISIONS, IDOT HIGHWAY STANDARDS, IDOT STANDARD SPECIFICATIONS, CONTRACT SPECIFICATIONS, AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING EXISTING AND/OR PROPOSED DRAINAGE AND ROADWAY LIGHTING ARE MAINTAINED DURING THE DURATION OF THE PROJECT.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING ALL BARRIERS, LABOR, SIGNS AND TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC UNLESS NOTED OTHERWISE IN THE SPECIAL PROVISIONS.
13. IMMEDIATELY AFTER THE COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL RESTORE ALL PERMANENT PAVEMENT MARKINGS, SIGNS, AND OTHER TRAFFIC CONTROL DEVICES THAT WERE COVERED, REMOVED, DAMAGED, OR OTHERWISE AFFECTED BY CONSTRUCTION.
14. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL TRAFFIC CONTROL STAGE CHANGES AND ROAD CLOSURES ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGN MESSAGES SHALL BE REVISED TWO WEEKS THEREAFTER WITH MESSAGES WARNING TRAFFIC OF POTENTIAL TRAFFIC DELAYS, QUEUEING, AND/OR MESSAGES NOTIFYING TRAFFIC TO USE ALTERNATE ROUTES. THE SIGN LOCATIONS AND MESSAGES SHALL BE DETERMINED BY THE ENGINEER.
15. A MAINTENANCE OF TRAFFIC PLAN SHALL BE SUBMITTED TO THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR 14 DAYS IN ADVANCE OF ANY STAGES CHANGES OR FULL EXPRESSWAY CLOSURES. THE MAINTENANCE OF TRAFFIC PLAN SHALL INCLUDE, BUT NOT BE LIMITED TO: LANE AND RAMP CLOSURES, EXISTING GEOMETRICS, AND EQUIPMENT AND MATERIAL LOCATION. ALL STAGE CHANGES REQUIRING THE STOPPING AND/OR THE PACING OF TRAFFIC SHALL TAKE PLACE DURING THE ALLOWABLE HOURS FOR FULL EXPRESSWAY CLOSURES AND SHALL BE APPROVED BY THE DEPARTMENT. THE CONTRACTOR SHALL NOTIFY THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT LEAST 3 WORKING DAYS (WEEKENDS AND HOLIDAYS DO NOT COUNT INTO THIS 72 HOURS NOTIFICATION) IN ADVANCE OF ANY PROPOSED STAGE CHANGE.

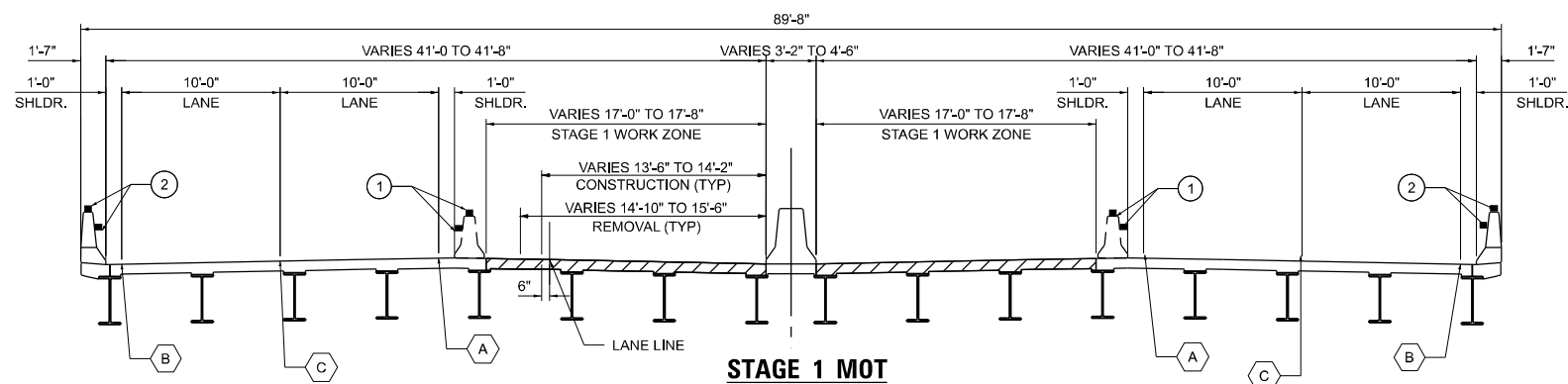
LEGEND

	CONSTRUCTION WORK ZONE
	DRUMS WITH STEADY BURN BEACONS
	TYPE III BARRICADE
	TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C
	IMPACT ATTENUATORS, (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
	DIRECTION OF TRAFFIC FLOW
	MOT SIGNAGE
	EXISTING SIGNAGE
	ARROW BOARD
	FLASHER BEACON

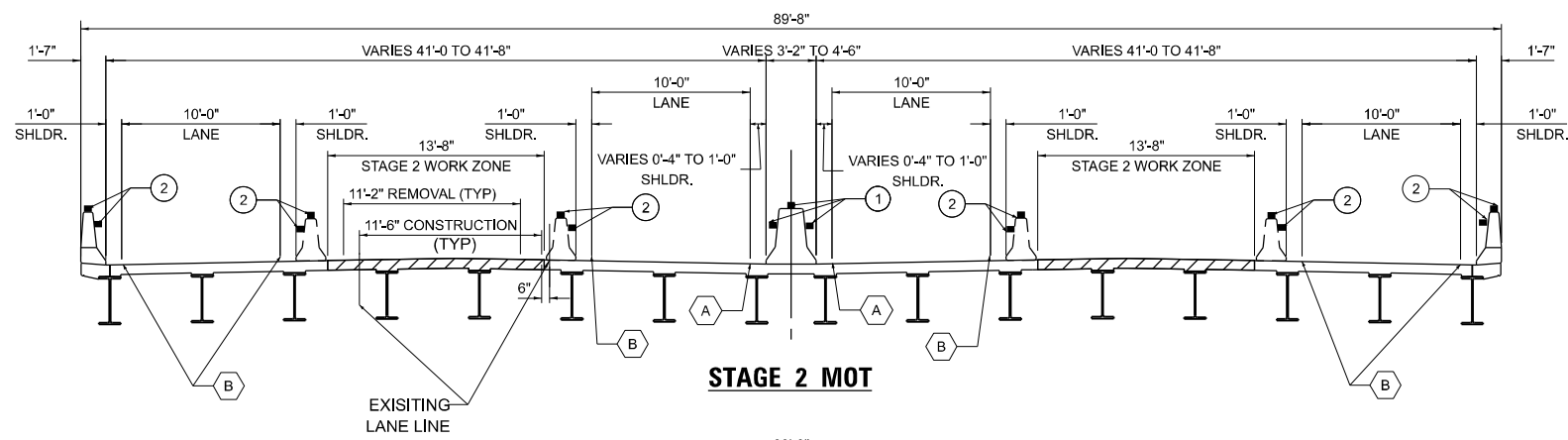
	DESIGNED - _____	REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER MAINTENANCE OF TRAFFIC NOTES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - _____	REVISED - _____		383	D-91-450-20	COOK	201	18				
PLOT SCALE = 10.0000' / in.	CHECKED - _____	REVISED - _____		SCALE: NTS SHEET 1 OF 1 SHEETS STA. NTS TO STA. NTS				CONTRACT NO. 62L31				
PLOT DATE = 3/5/2024	DATE - 02/28/2023	REVISED - _____		ILLINOIS FED. AID PROJECT								



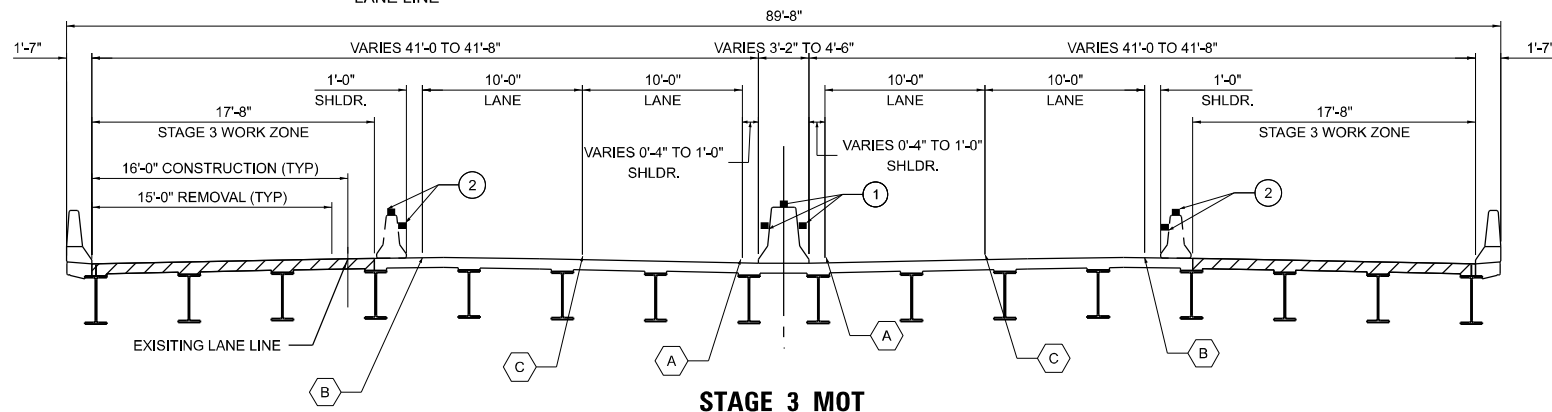
EXISTING CROSS SECTION



STAGE 1 MOT



STAGE 2 MOT



STAGE 3 MOT

TAGGED NOTES

- ① MONO-DIRECTIONAL AMBER TYPE C REFLECTORS PER STANDARDS 704001 AND 782006
- ② MONO-DIRECTIONAL CRYSTAL TYPE C REFLECTORS PER STANDARDS 704001 AND 78206

PAVEMENT MARKING DESCRIPTIONS:

- A PAVEMENT MARKING TAPE TYPE IV, 4" YELLOW EDGE LINE (TYP.)
- B PAVEMENT MARKING TAPE TYPE IV, 4" WHITE EDGE LINE (TYP.)
- C PAVEMENT MARKING TAPE TYPE IV, 5" WHITE LANE LINE (TYP.)

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DRAWN - _____	REVISED - _____
CHECKED - _____	REVISED - _____
DATE - 02/28/2023	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS STAGE 1, 2, AND 3**

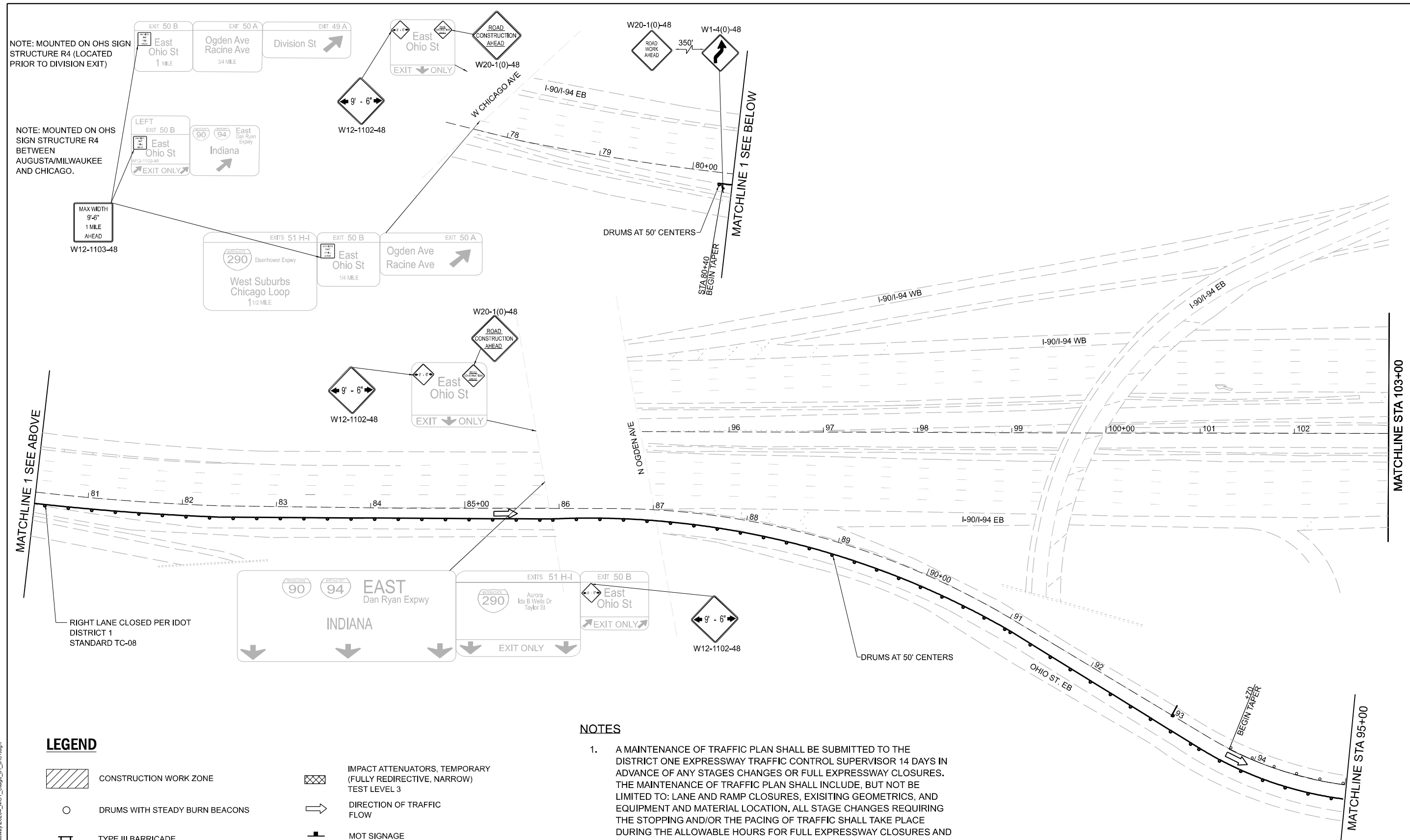
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	19
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



NOTE: MOUNTED ON OHS SIGN STRUCTURE R4 (LOCATED PRIOR TO DIVISION EXIT)

NOTE: MOUNTED ON OHS SIGN STRUCTURE R4 BETWEEN AUGUSTA/MILWAUKEE AND CHICAGO.













MATCHLINE 1 SEE ABOVE

MATCHLINE STA 103+00

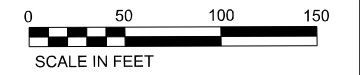
MATCHLINE STA 95+00

LEGEND

-  CONSTRUCTION WORK ZONE
-  IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
-  DRUMS WITH STEADY BURN BEACONS
-  DIRECTION OF TRAFFIC FLOW
-  TYPE III BARRICADE
-  MOT SIGNAGE
-  TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C
-  EXISTING SIGNAGE
-  ARROW BOARD
-  FLASHER BEACON

NOTES

1. A MAINTENANCE OF TRAFFIC PLAN SHALL BE SUBMITTED TO THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR 14 DAYS IN ADVANCE OF ANY STAGES CHANGES OR FULL EXPRESSWAY CLOSURES. THE MAINTENANCE OF TRAFFIC PLAN SHALL INCLUDE, BUT NOT BE LIMITED TO: LANE AND RAMP CLOSURES, EXISTING GEOMETRICS, AND EQUIPMENT AND MATERIAL LOCATION. ALL STAGE CHANGES REQUIRING THE STOPPING AND/OR THE PACING OF TRAFFIC SHALL TAKE PLACE DURING THE ALLOWABLE HOURS FOR FULL EXPRESSWAY CLOSURES AND SHALL BE APPROVED BY THE DEPARTMENT. THE CONTRACTOR SHALL NOTIFY THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT LEAST 3 WORKING DAYS (WEEKENDS AND HOLIDAYS DO NOT COUNT INTO THIS 72 HOURS NOTIFICATION) IN ADVANCE OF ANY PROPOSED STAGE CHANGE.
2. EXISTING PAVEMENT MARKING THAT ARE IN CONFLICT WITH THE PROPOSED STAGED CONSTRUCTION SHALL BE REMOVED



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DATE - 02/28/2023	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**











**FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
MAINTENANCE OF TRAFFIC
STAGE 1**

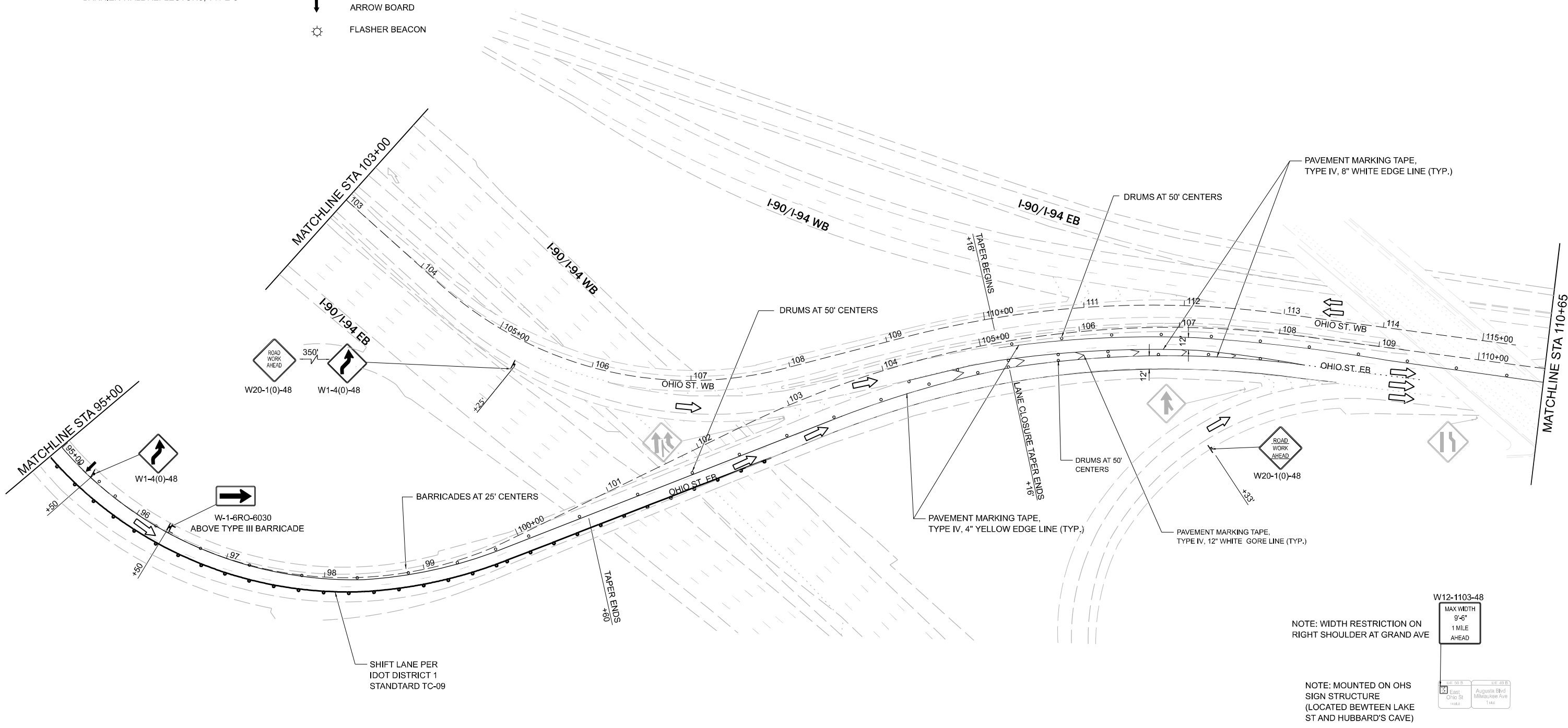
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	20
CONTRACT NO. 62L31				

SCALE: 1" = 50' SHEET 1 OF 5 SHEETS STA. 80+30 TO STA. 95+00
1" = 50'

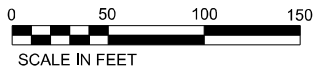
ILLINOIS FED. AID PROJECT

LEGEND

-  CONSTRUCTION WORK ZONE
-  DRUMS WITH STEADY BURN BEACONS
-  TYPE III BARRICADE
-  TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C
-  IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
-  DIRECTION OF TRAFFIC FLOW
-  MOT SIGNAGE
-  EXISTING SIGNAGE
-  ARROW BOARD
-  FLASHER BEACON



- NOTES:
- CONTRACTOR SHALL PROVIDE AN ADDITIONAL WIDTH RESTRICTION SIGN (SKIDMOUNTED WITH FLASHING BEACON) AT THE GRAND AVENUE OVERPASS/ EXIT TO EB OHIO STREET



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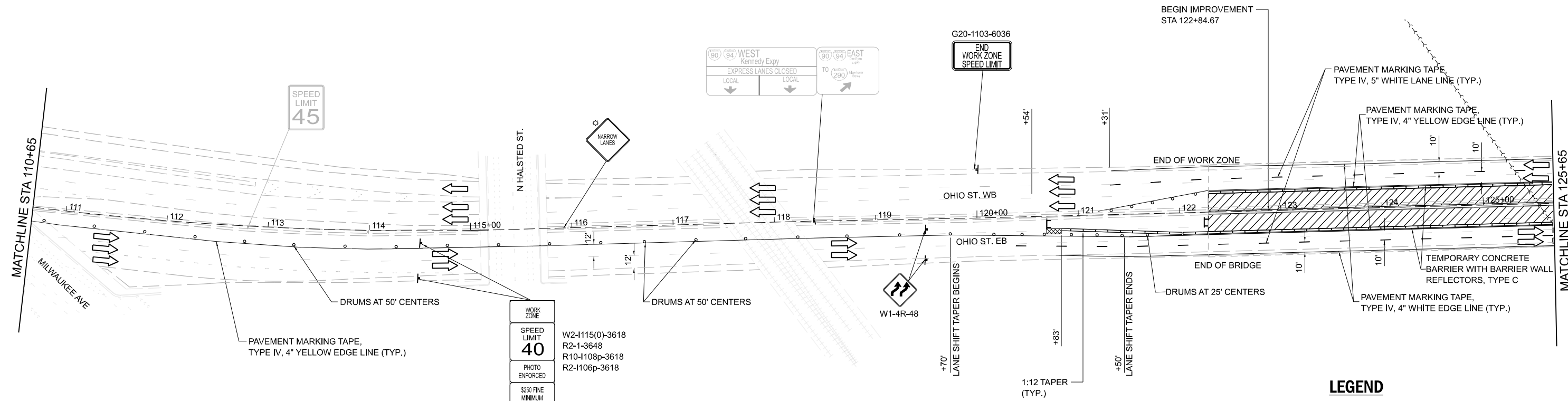
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**











**FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
MAINTENANCE OF TRAFFIC
STAGE 1**

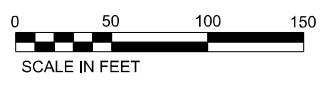
SCALE: 1" = 50' SHEET 2 OF 5 SHEETS STA. 95+00 TO STA. 110+65

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	21
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



LEGEND

-  CONSTRUCTION WORK ZONE
-  DRUMS WITH STEADY BURN BEACONS
-  TYPE III BARRICADE
-  TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C
-  IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
-  DIRECTION OF TRAFFIC FLOW
-  MOT SIGNAGE
-  EXISTING SIGNAGE
-  ARROW BOARD
-  FLASHER BEACON



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DATE - 02/28/2023	REVISED - _____

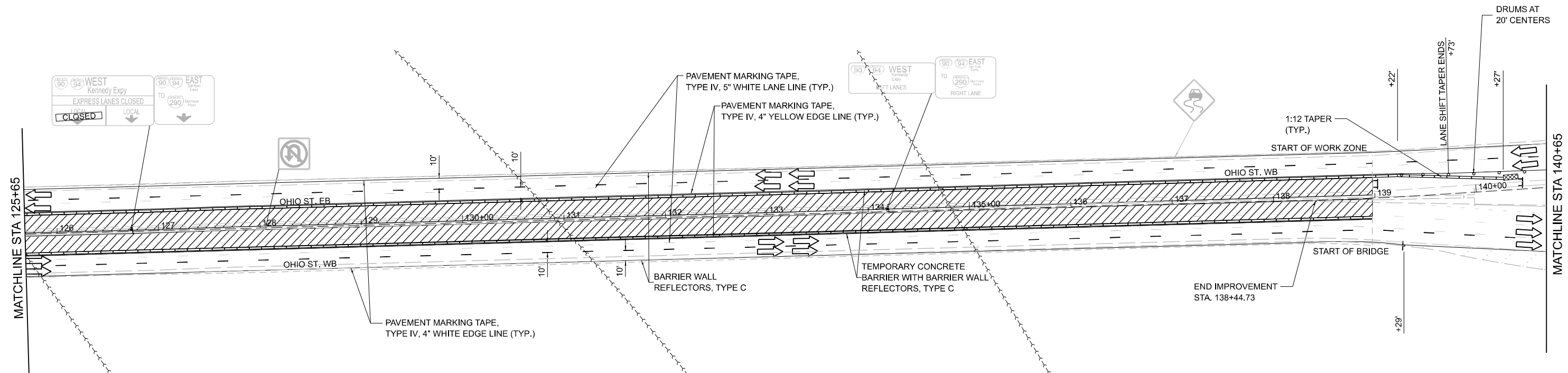
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
MAINTENANCE OF TRAFFIC
STAGE 1











SCALE: 1" = 50' SHEET 3 OF 5 SHEETS STA. 110+65 TO STA. 125+65

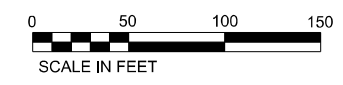
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	22
				CONTRACT NO. 62L31

ILLINOIS FED. AID PROJECT



LEGEND

-  CONSTRUCTION WORK ZONE
-  DRUMS WITH STEADY BURN BEACONS
-  TYPE III BARRICADE
-  TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C
-  IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
-  DIRECTION OF TRAFFIC FLOW
-  MOT SIGNAGE
-  EXISTING SIGNAGE
-  ARROW BOARD
-  FLASHER BEACON



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DATE - 02/28/2023	REVISED - _____

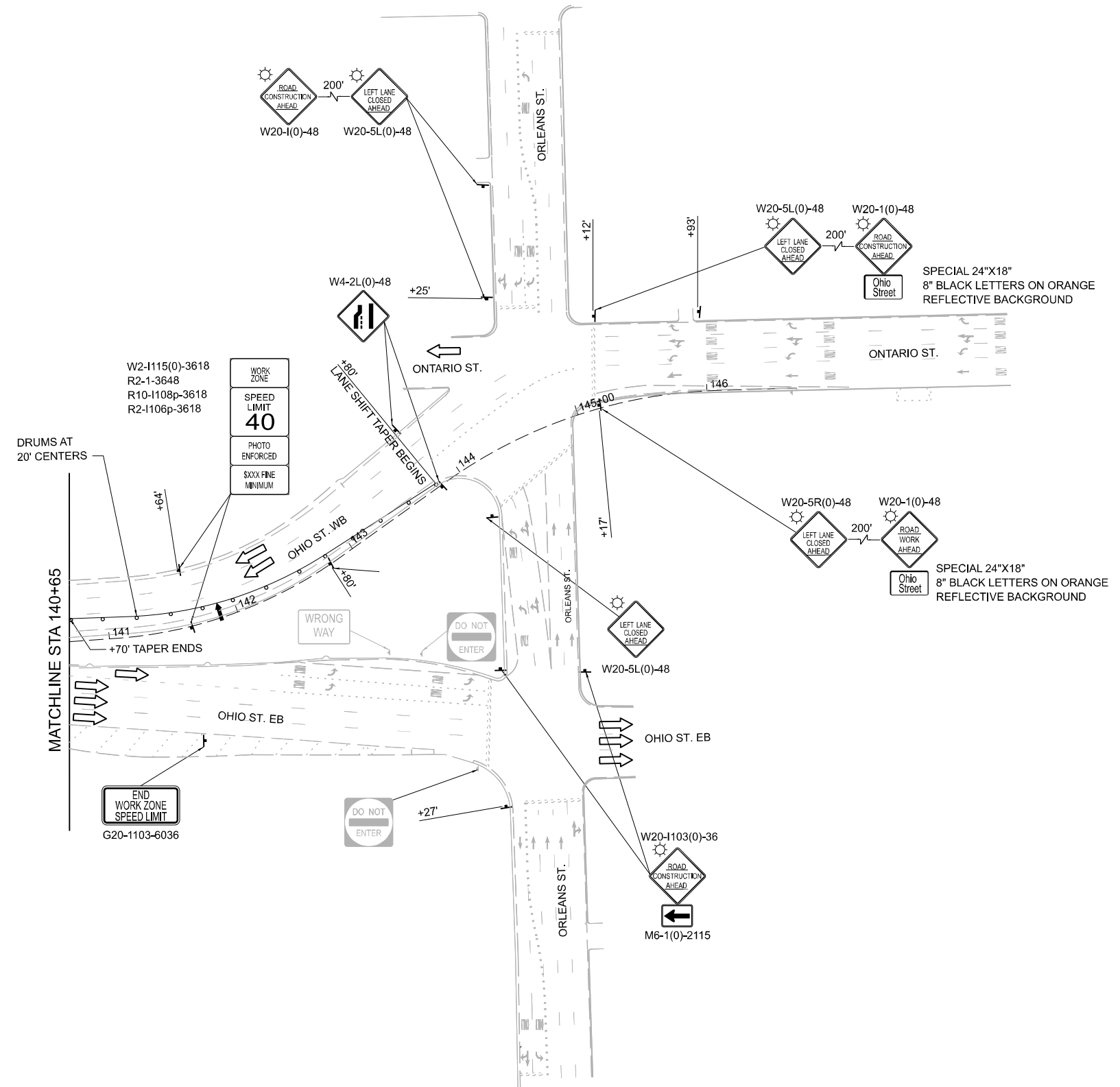
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
 MAINTENANCE OF TRAFFIC
 STAGE 1**

SCALE: 1" = 50' SHEET 4 OF 5 SHEETS STA. 125+65 TO STA. 140+65

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	23
CONTRACT NO. 62L31				

ILLINOIS FED. AID PROJECT



LEGEND

- CONSTRUCTION WORK ZONE
- DRUMS WITH STEADY BURN BEACONS
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
- DIRECTION OF TRAFFIC FLOW
- MOT SIGNAGE
- EXISTING SIGNAGE
- ARROW BOARD
- FLASHER BEACON

0 50 100 150
SCALE IN FEET

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DATE - 02/28/2023	REVISED - _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
MAINTENANCE OF TRAFFIC
STAGE 1

SCALE: 1" = 50' SHEET 5 OF 5 SHEETS STA. 140+65 TO STA. 147+00

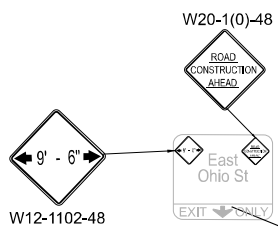
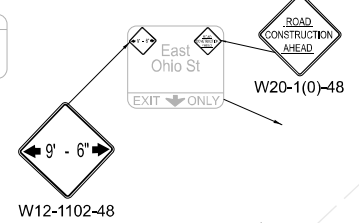
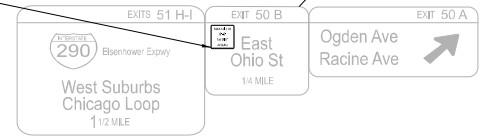
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	24
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



NOTE: MOUNTED ON OHS SIGN STRUCTURE R4 (LOCATED PRIOR TO DIVISION EXIT)

NOTE: MOUNTED ON OHS SIGN STRUCTURE R4 BETWEEN AUGUSTA/MILWAUKEE AND CHICAGO.

MAX WIDTH
9'-6"
1 MILE
AHEAD
W12-1103-48



MATCHLINE SEE ABOVE

MATCHLINE STA 103+00

MATCHLINE STA 95+00

STA 80+40
BEGIN TAPER
MATCHLINE SEE BELOW

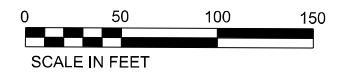
BEGIN TAPER

LEGEND

- CONSTRUCTION WORK ZONE
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
- DRUMS WITH STEADY BURN BEACONS
- DIRECTION OF TRAFFIC FLOW
- TYPE III BARRICADE
- MOT SIGNAGE
- TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C
- EXISTING SIGNAGE
- ARROW BOARD
- FLASHER BEACON

NOTES

- A MAINTENANCE OF TRAFFIC PLAN SHALL BE SUBMITTED TO THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR 14 DAYS IN ADVANCE OF ANY STAGES CHANGES OR FULL EXPRESSWAY CLOSURES. THE MAINTENANCE OF TRAFFIC PLAN SHALL INCLUDE, BUT NOT BE LIMITED TO: LANE AND RAMP CLOSURES, EXISTING GEOMETRICS, AND EQUIPMENT AND MATERIAL LOCATION. ALL STAGE CHANGES REQUIRING THE STOPPING AND/OR THE PACING OF TRAFFIC SHALL TAKE PLACE DURING THE ALLOWABLE HOURS FOR FULL EXPRESSWAY CLOSURES AND SHALL BE APPROVED BY THE DEPARTMENT. THE CONTRACTOR SHALL NOTIFY THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT LEAST 3 WORKING DAYS (WEEKENDS AND HOLIDAYS DO NOT COUNT INTO THIS 72 HOURS NOTIFICATION) IN ADVANCE OF ANY PROPOSED STAGE CHANGE.
- EXISTING PAVEMENT MARKING THAT ARE IN CONFLICT WITH THE PROPOSED STAGED CONSTRUCTION SHALL BE REMOVED



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DATE - 02/28/2023	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

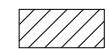


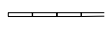






**FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
MAINTENANCE OF TRAFFIC
STAGE 1**

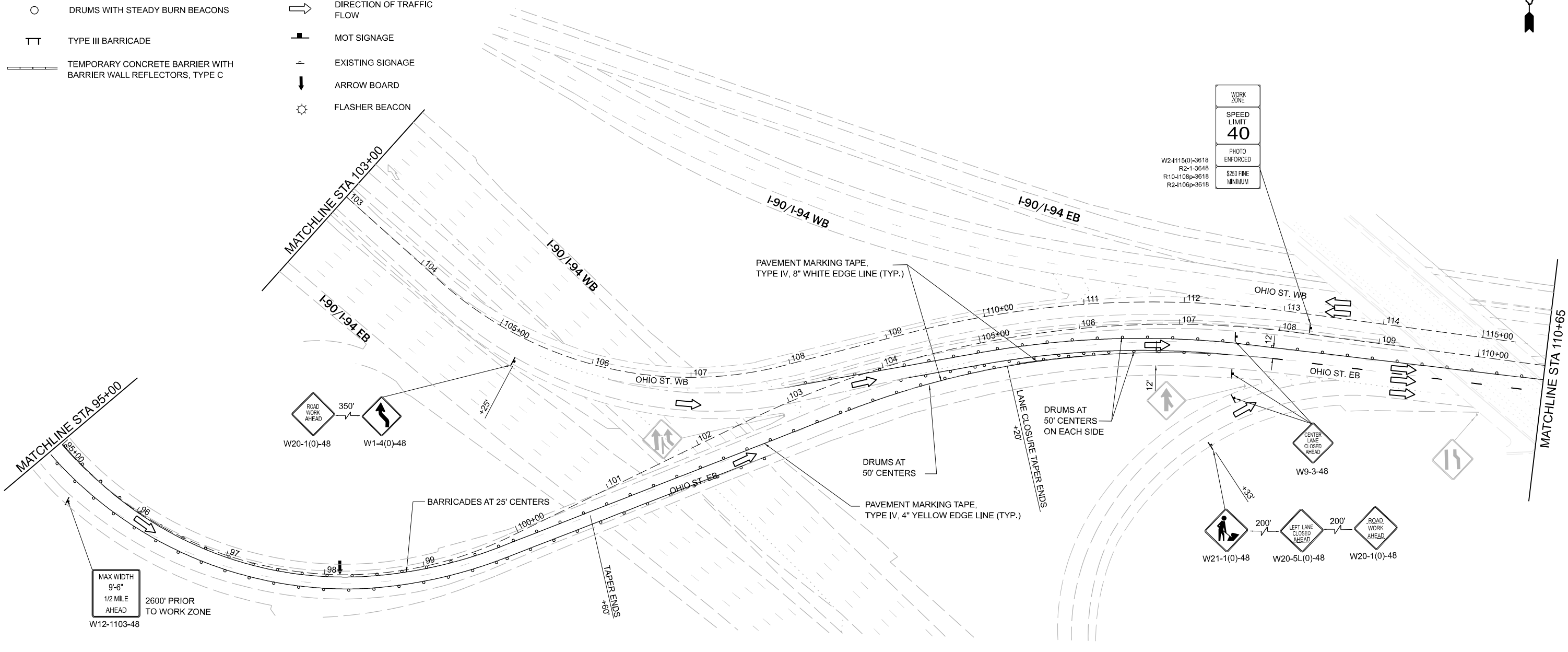
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	25
CONTRACT NO. 62L31				

SCALE: 1" = 50' SHEET 1 OF 5 SHEETS STA. 80+30 TO STA. 95+00

ILLINOIS FED. AID PROJECT

LEGEND

-  CONSTRUCTION WORK ZONE
-  DRUMS WITH STEADY BURN BEACONS
-  TYPE III BARRICADE
-  TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C
-  IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
-  DIRECTION OF TRAFFIC FLOW
-  MOT SIGNAGE
-  EXISTING SIGNAGE
-  ARROW BOARD
-  FLASHER BEACON



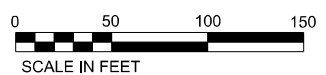
MAX WIDTH
9'-6"
1/2 MILE
AHEAD
2600' PRIOR
TO WORK ZONE
W12-1103-48

WORK ZONE
SPEED LIMIT
40
PHOTO ENFORCED
\$250 FINE
MINIMUM
W2-115(0)-3618
R2-1-3648
R10-1108p-3618
R2-1106p-3618

W12-1103-48
MAX WIDTH
9'-6"
1 MILE
AHEAD

NOTE: MOUNTED ON OHS SIGN STRUCTURE (LOCATED BETWEEN LAKE ST AND HUBBARD'S CAVE)

- NOTES:
- CONTRACTOR SHALL PROVIDE AN ADDITIONAL WIDTH RESTRICTION SIGN (SKIDMOUNTED WITH FLASHING BEACON) AT THE GRAND AVENUE OVERPASS/ EXIT TO EB OHIO STREET



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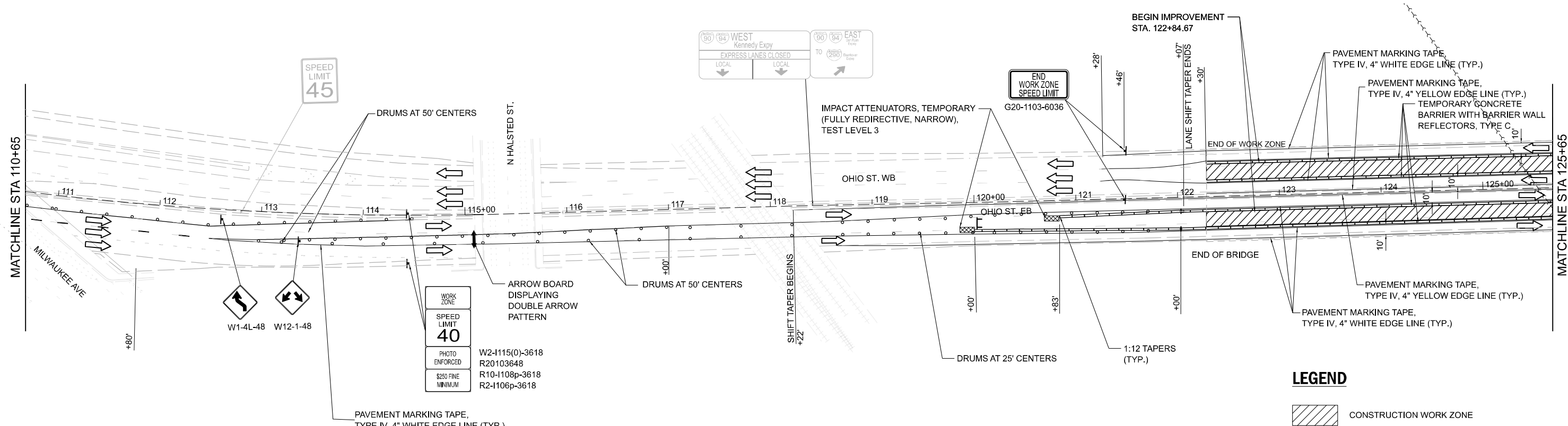
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DATE - 02/28/2023	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**











**FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
MAINTENANCE OF TRAFFIC
STAGE 2**

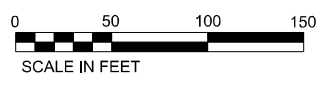
SCALE: 1" = 50' SHEET 2 OF 5 SHEETS STA. 85+60 TO STA. 110+65

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	26
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



LEGEND

-  CONSTRUCTION WORK ZONE
-  DRUMS WITH STEADY BURN BEACONS
-  TYPE III BARRICADE
-  TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C
-  IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
-  DIRECTION OF TRAFFIC FLOW
-  MOT SIGNAGE
-  EXISTING SIGNAGE
-  ARROW BOARD
-  FLASHER BEACON



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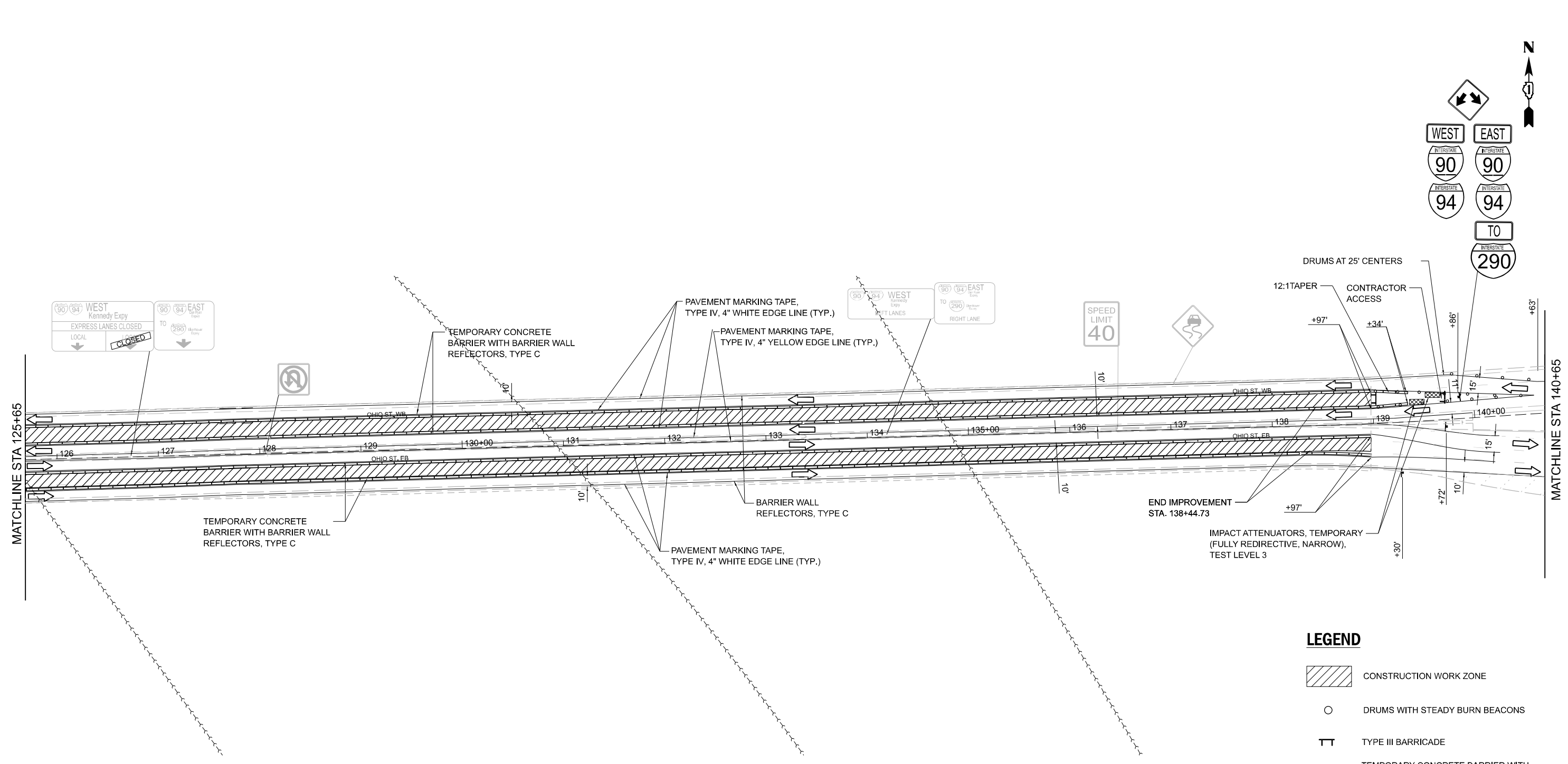
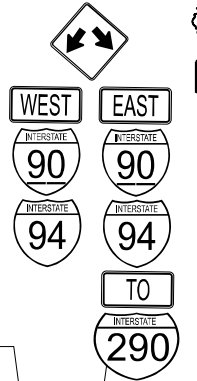


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DRAWN - _____	REVISED - _____
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DATE - 02/28/2023	REVISED - _____











STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

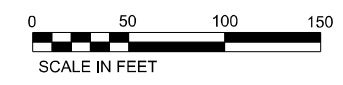
FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER MAINTENANCE OF TRAFFIC STAGE 2			
SCALE: 1" = 50'	SHEET 3	OF 5 SHEETS	STA. 110+65 TO STA. 125+65

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	27
ILLINOIS FED. AID PROJECT CONTRACT NO. 62L31				



LEGEND

-  CONSTRUCTION WORK ZONE
-  DRUMS WITH STEADY BURN BEACONS
-  TYPE III BARRICADE
-  TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C
-  IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
-  DIRECTION OF TRAFFIC FLOW
-  MOT SIGNAGE
-  EXISTING SIGNAGE
-  ARROW BOARD
-  FLASHER BEACON



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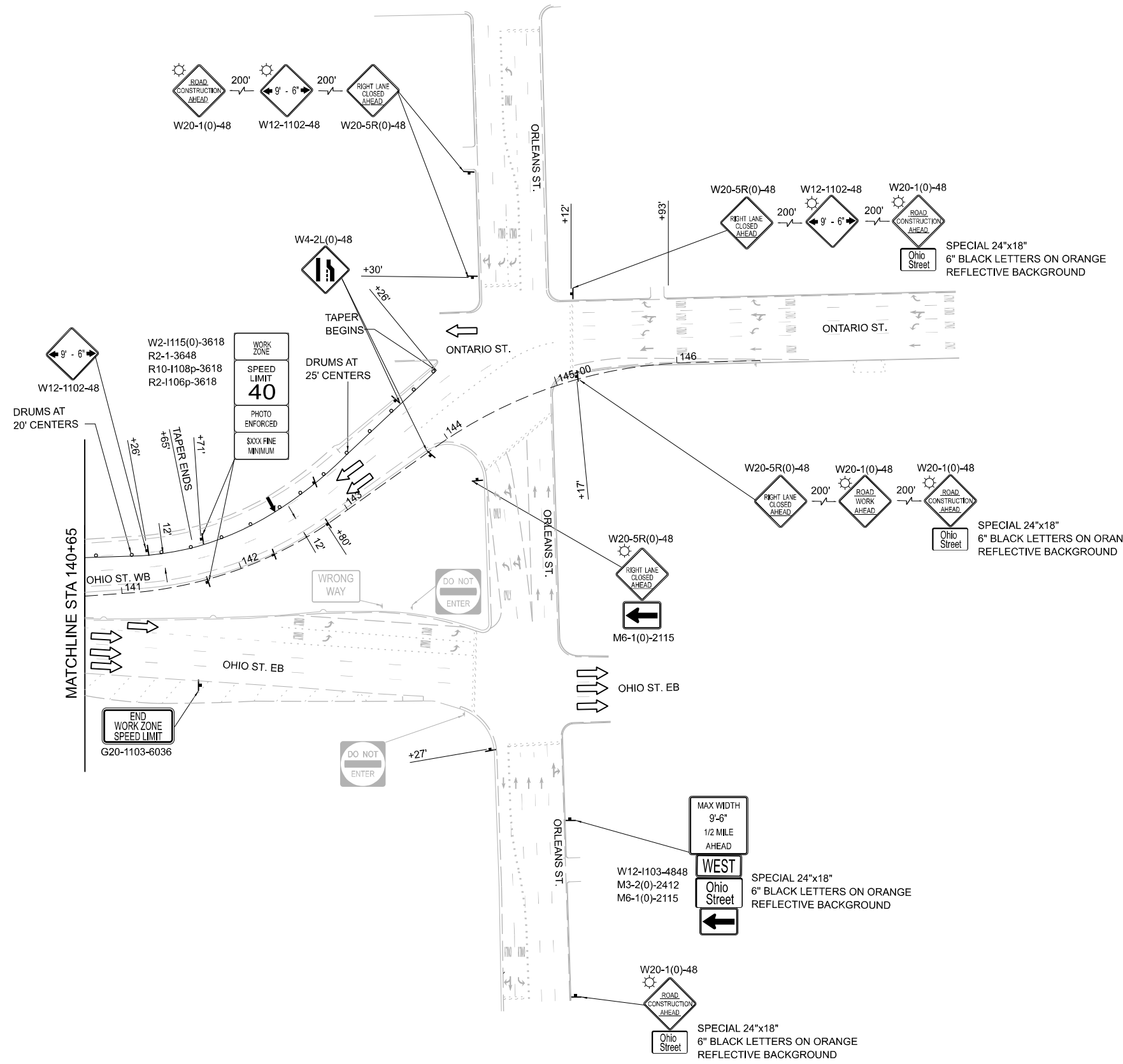
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DATE - 02/28/2023	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**











**FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
MAINTENANCE OF TRAFFIC
STAGE 2**

SCALE: 1" = 50' SHEET 4 OF 5 SHEETS STA. 125+65 TO STA. 140+65

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	28
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62L31	



LEGEND

-  CONSTRUCTION WORK ZONE
-  DRUMS WITH STEADY BURN BEACONS
-  TYPE III BARRICADE
-  TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C
-  IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
-  DIRECTION OF TRAFFIC FLOW
-  MOT SIGNAGE
-  EXISTING SIGNAGE
-  ARROW BOARD
-  FLASHER BEACON



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DATE - 02/28/2023	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**











**FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
MAINTENANCE OF TRAFFIC
STAGE 2**

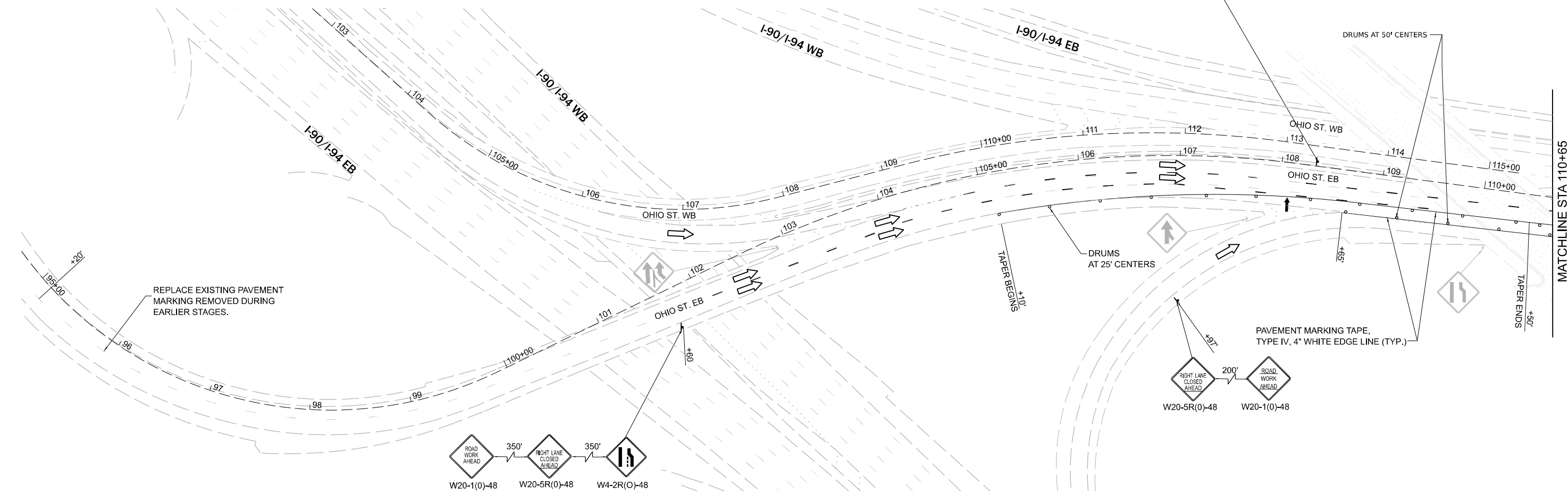
SCALE: 1" = 50' SHEET 5 OF 5 SHEETS STA. 140+65 TO STA. 147+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	29
CONTRACT NO. 62L31				

ILLINOIS FED. AID PROJECT

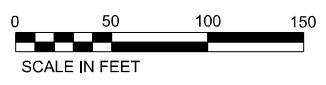
LEGEND

-  CONSTRUCTION WORK ZONE
-  DRUMS WITH STEADY BURN BEACONS
-  TYPE III BARRICADE
-  TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C
-  IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
-  DIRECTION OF TRAFFIC FLOW
-  MOT SIGNAGE
-  EXISTING SIGNAGE
-  ARROW BOARD
-  FLASHER BEACON



NOTES

1. A MAINTENANCE OF TRAFFIC PLAN SHALL BE SUBMITTED TO THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR 14 DAYS IN ADVANCE OF ANY STAGES CHANGES OR FULL EXPRESSWAY CLOSURES. THE MAINTENANCE OF TRAFFIC PLAN SHALL INCLUDE, BUT NOT BE LIMITED TO: LANE AND RAMP CLOSURES, EXISTING GEOMETRICS, AND EQUIPMENT AND MATERIAL LOCATION. ALL STAGE CHANGES REQUIRING THE STOPPING AND/OR THE PACING OF TRAFFIC SHALL TAKE PLACE DURING THE ALLOWABLE HOURS FOR FULL EXPRESSWAY CLOSURES AND SHALL BE APPROVED BY THE DEPARTMENT. THE CONTRACTOR SHALL NOTIFY THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT LEAST 3 WORKING DAYS (WEEKENDS AND HOLIDAYS DO NOT COUNT INTO THIS 72 HOURS NOTIFICATION) IN ADVANCE OF ANY PROPOSED STAGE CHANGE.
2. EXISTING PAVEMENT MARKING THAT ARE IN CONFLICT WITH THE PROPOSED STAGED CONSTRUCTION SHALL BE REMOVED



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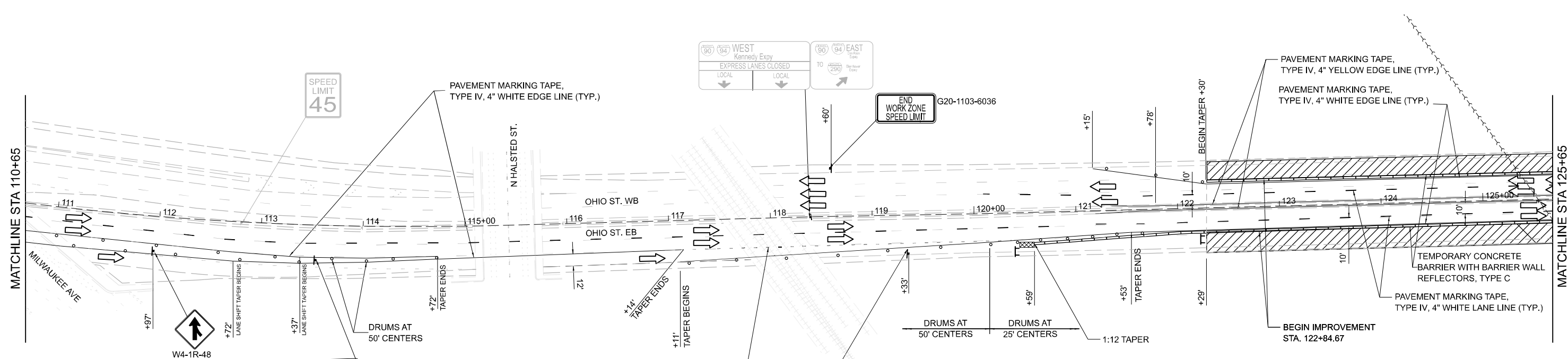
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DATE - 02/28/2023	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
MAINTENANCE OF TRAFFIC
STAGE 3**

SCALE: 1" = 50' SHEET 1 OF 4 SHEETS STA. 85+60 TO STA. 110+65

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	30
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



LEGEND

- CONSTRUCTION WORK ZONE
- DRUMS WITH STEADY BURN BEACONS
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
- DIRECTION OF TRAFFIC FLOW
- MOT SIGNAGE
- EXISTING SIGNAGE
- ARROW BOARD
- FLASHER BEACON

0 50 100 150
SCALE IN FEET

WORK ZONE
SPEED LIMIT
40
PHOTO ENFORCED
\$220 FINE
MINIMUM

W2-1115(0)-3618
R2-1-3648
R10-1108p-3618
R2-4108p-3618

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
MAINTENANCE OF TRAFFIC
STAGE 3**

SCALE: 1" = 50' SHEET 2 OF 4 SHEETS STA. 110+65 TO STA. 125+65

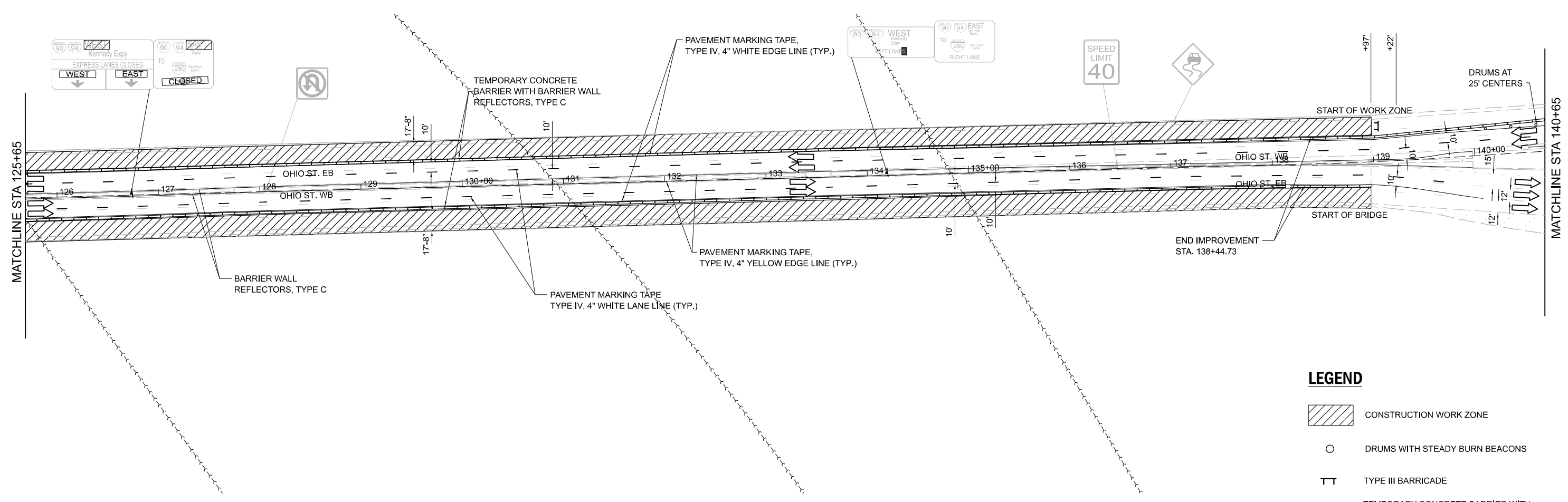
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383	D-91-450-20	COOK	201	31
				CONTRACT NO. 62L31
ILLINOIS FED. AID PROJECT				

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DATE - 02/28/2023	REVISED - _____











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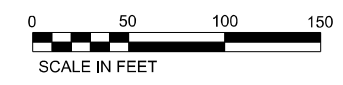
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LEGEND

-  CONSTRUCTION WORK ZONE
-  DRUMS WITH STEADY BURN BEACONS
-  TYPE III BARRICADE
-  TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C
-  IMPACT ATTENUATORS, TEMPORARY (FULLY REDUCTIVE, NARROW) TEST LEVEL 3
-  DIRECTION OF TRAFFIC FLOW
-  MOT SIGNAGE
-  EXISTING SIGNAGE
-  ARROW BOARD
-  FLASHER BEACON



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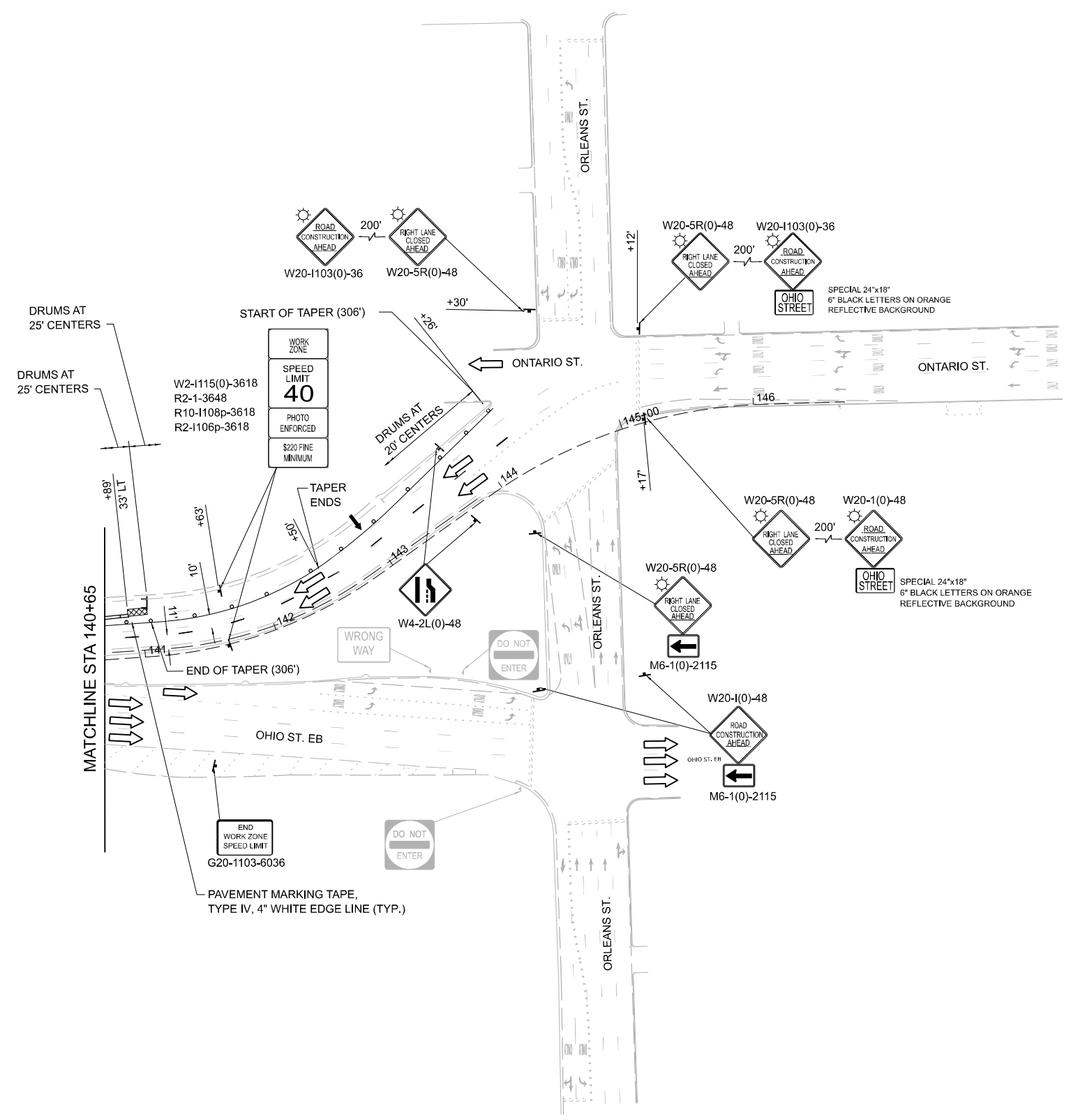
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
MAINTENANCE OF TRAFFIC
STAGE 3











SCALE: 1" = 50' SHEET 3 OF 4 SHEETS STA. 125+65 TO STA. 140+65

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	32
CONTRACT NO. 62L31				

ILLINOIS FED. AID PROJECT



LEGEND

-  CONSTRUCTION WORK ZONE
-  DRUMS WITH STEADY BURN BEACONS
-  TYPE III BARRICADE
-  TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C
-  IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
-  DIRECTION OF TRAFFIC FLOW
-  MOT SIGNAGE
-  EXISTING SIGNAGE
-  ARROW BOARD
-  FLASHER BEACON



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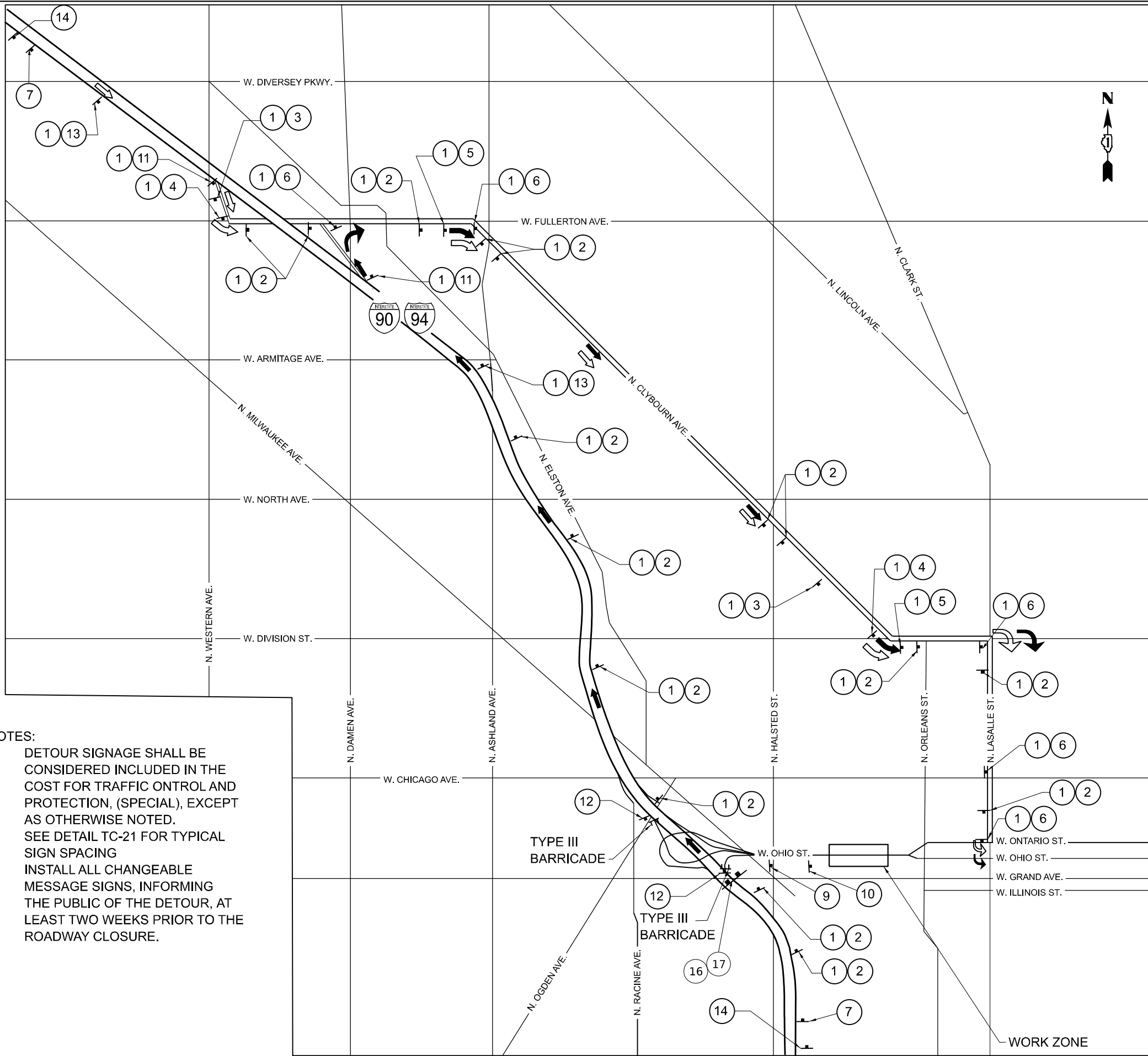
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
MAINTENANCE OF TRAFFIC
STAGE 3

SCALE: 1" = 50' SHEET 4 OF 4 SHEETS STA. 140+65 TO STA. 147+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	33
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



LEGEND:

- E-W DETOUR ROUTE
- W-E DETOUR ROUTE
- SIGN
- OVERHEAD SIGN

M3-2, 24x12 M4-8, 24x12	M-6-3, 21x15
1	2
M-5-1, 21x15	M-6-1, 21x15
3	4
M-5-1, 21x15	M-6-1, 21x15
5	6
DETOUR AHEAD	END DETOUR
W20-2, 36x36	M4-8a, 24x18
7	8
ROAD CLOSED AHEAD	ROAD CLOSED 500 FT
W20-3, 36x36	W20-3, 36x36
9	10
M-6-2, 21x15	RAMP CLOSED
11	12
DETOUR	CMS
M4-9, 30x24	
15	14
DETOUR AHEAD	RAMP CLOSED
17	16
REFLECTIVE STICKERS USED FOR OVERHEAD SIGNS	

- NOTES:**
- DETOUR SIGNAGE SHALL BE CONSIDERED INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL), EXCEPT AS OTHERWISE NOTED.
 - SEE DETAIL TC-21 FOR TYPICAL SIGN SPACING
 - INSTALL ALL CHANGEABLE MESSAGE SIGNS, INFORMING THE PUBLIC OF THE DETOUR, AT LEAST TWO WEEKS PRIOR TO THE ROADWAY CLOSURE.

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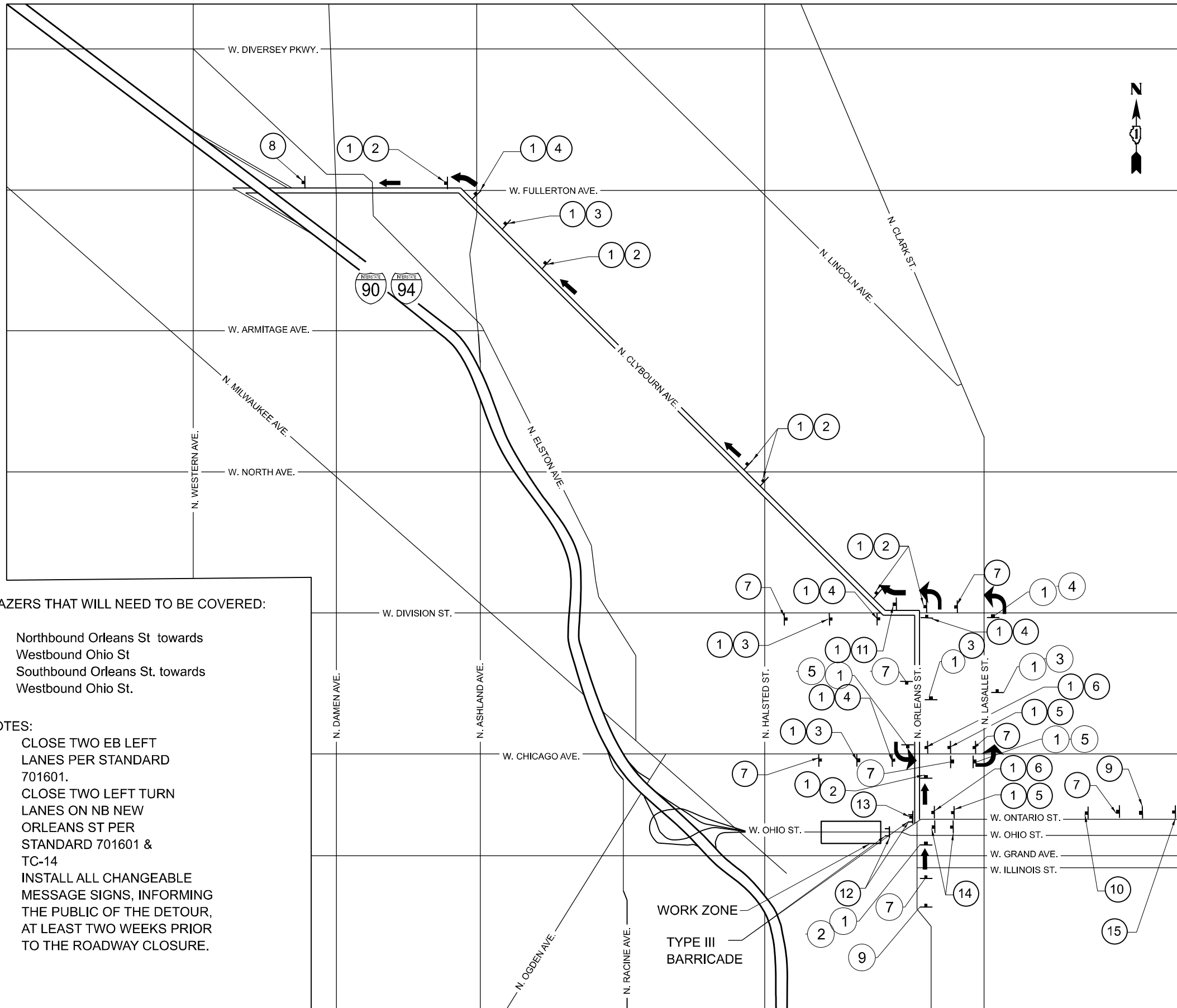
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DATE - 02/28/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
MAINTENANCE OF TRAFFIC
EASTBOUND DETOUR**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	34
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



TRAIL BLAZERS THAT WILL NEED TO BE COVERED:

- A. Northbound Orleans St towards Westbound Ohio St
- B. Southbound Orleans St. towards Westbound Ohio St.

NOTES:

1. CLOSE TWO EB LEFT LANES PER STANDARD 701601.
2. CLOSE TWO LEFT TURN LANES ON NB NEW ORLEANS ST PER STANDARD 701601 & TC-14
3. INSTALL ALL CHANGEABLE MESSAGE SIGNS, INFORMING THE PUBLIC OF THE DETOUR, AT LEAST TWO WEEKS PRIOR TO THE ROADWAY CLOSURE.

LEGEND:

→ INTERSTATE 90-94
DETOUR ROUTE

SIGN

M4-5, 38x18
M4-8, 24x12
M1-1, 24x24

TO
DETOUR

90 94

M4-6-3, 21x15

↑

2

M4-5-1, 21x15

←

M4-6-1, 21x15

←

4

M4-5-1, 21x15

↗

M4-6-1, 21x15

→

6

DETOUR
AHEAD

END
DETOUR

M4-8a, 24x18

W20-2, 36x36

7

8

ROAD
CLOSED
AHEAD

ROAD
CLOSED
500 FT

W20-3, 36x36

9

10

M4-6-2, 21x15

↗

RAMP
CLOSED

11

12

ROAD
CLOSED

R11-2, 48x30
M4-10, 48x18

→

R3-2, 24x24

13

14

CMS

15

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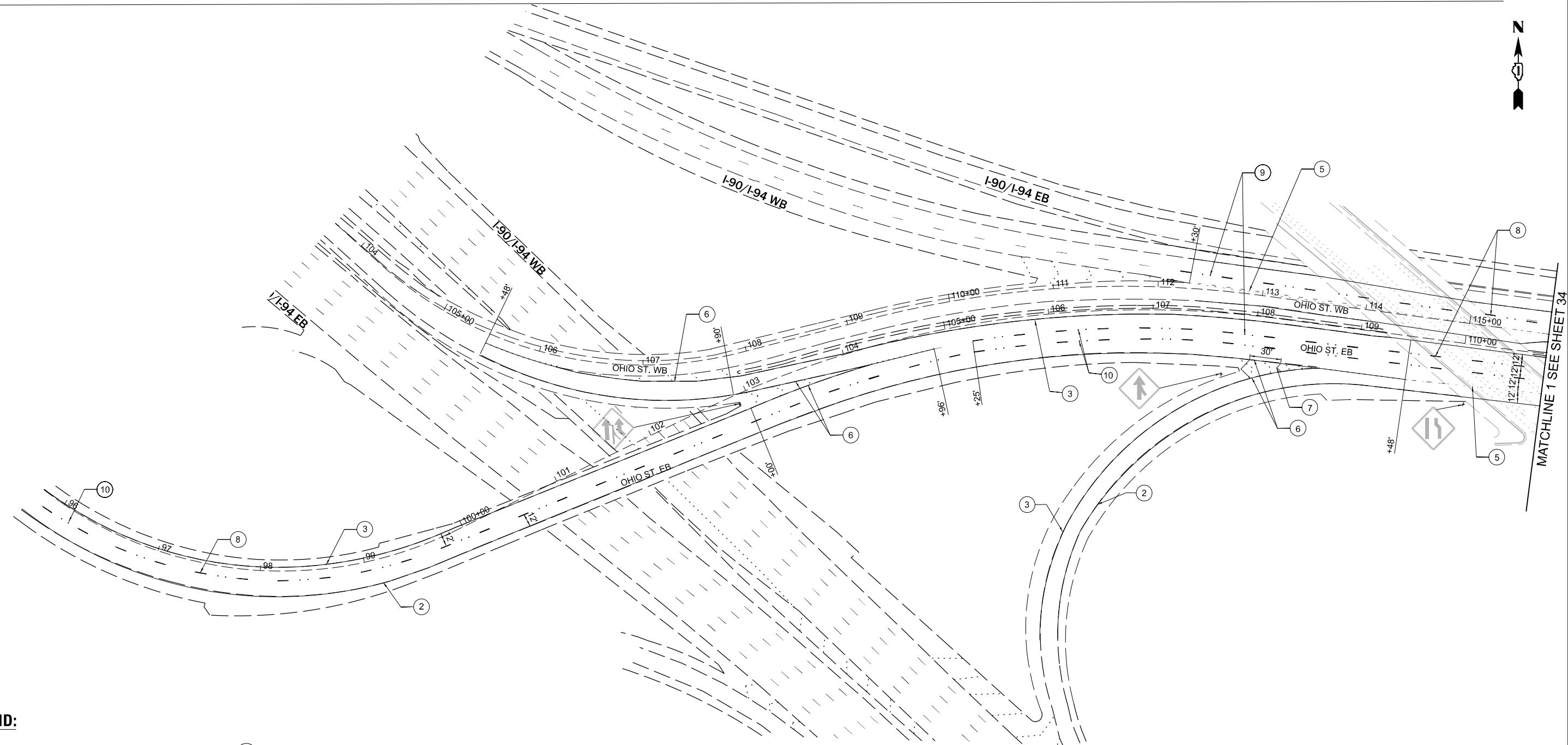
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DATE - 02/28/2023	REVISION -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
MAINTENANCE OF TRAFFIC
WESTBOUND DETOUR**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	35
				CONTRACT NO. 62L31
ILLINOIS FED. AID PROJECT				

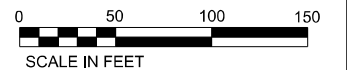


LEGEND:

- | | |
|---|---|
| 1 MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS (78009000) | 7 MODIFIED URETHANE PAVEMENT MARKING - LINE 12" WHITE LINE (78009012) |
| 2 MODIFIED URETHANE PAVEMENT MARKING - LINE 4" WHITE EDGE LINE (78009004) | 8 GROOVING FOR RECESSED PAVEMENT MARKING 9" (78011045)
PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 8" (1.5" BLACK, 5" WHITE, 1.5" BLACK)
WHITE LANE LINE 10' DASH 30' SKIP (78004640) |
| 3 MODIFIED URETHANE PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE (78009004) | 9 RAISED REFLECTIVE PAVEMENT MARKERS INSTALLED PER IDOT STANDARDS (78100100) |
| 4 MODIFIED URETHANE PAVEMENT MARKING - LINE 5" WHITE LANE LINE 10' DASH 30' SKIP (78009005) | 10 RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT (20049100) |
| 5 MODIFIED URETHANE PAVEMENT MARKING - LINE 6" WHITE 2' DASH 6' SKIP (78009006) | 11 MODIFIED URETHANE PAVEMENT MARKING - LINE 24" WHITE STOP BAR (78009024) |
| 6 MODIFIED URETHANE PAVEMENT MARKING - LINE 8" WHITE LINE (78009008) | |

NOTES:

- REMOVE EXISTING BRIDGE RAISED REFLECTIVE PAVEMENT MARKERS AND DO NOT REPLACE ON BRIDGE.



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

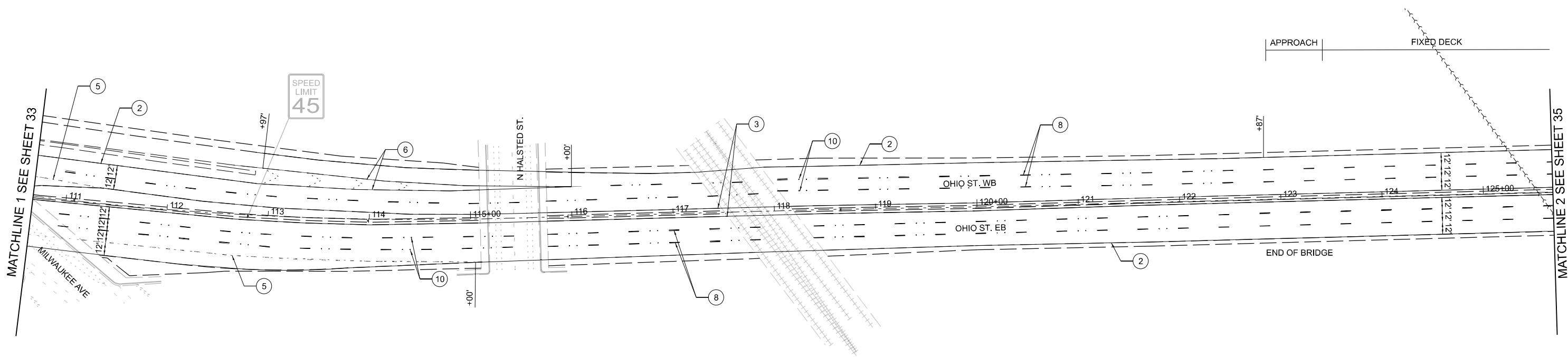
**FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
PAVEMENT MARKING**

SCALE: 1" = 50' SHEET 1 OF 4 SHEETS STA. 85+60 TO STA. 110+65

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	36
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



PREFORMED PLASTIC LANE LINES
AND MODIFIED URETHANE EDGE LINES

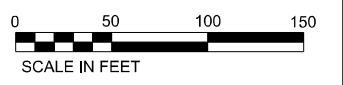


LEGEND:

- ① MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS (78009000)
- ② MODIFIED URETHANE PAVEMENT MARKING - LINE 4" WHITE EDGE LINE (78009004)
- ③ MODIFIED URETHANE PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE (78009004)
- ④ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" WHITE LANE LINE 10' DASH 30' SKIP (78009005)
- ⑤ MODIFIED URETHANE PAVEMENT MARKING - LINE 6" WHITE 2' DASH 6' SKIP (78009006)
- ⑥ MODIFIED URETHANE PAVEMENT MARKING - LINE 8" WHITE LINE (78009008)
- ⑦ MODIFIED URETHANE PAVEMENT MARKING - LINE 12" WHITE LINE (78009012)
- ⑧ GROOVING FOR RECESSED PAVEMENT MARKING 9" (78011045)
PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 8" (1.5" BLACK, 5" WHITE, 1.5" BLACK) WHITE LANE LINE 10' DASH 30' SKIP (78004640)
- ⑨ RAISED REFLECTIVE PAVEMENT MARKERS INSTALLED PER IDOT STANDARDS (78100100)
- ⑩ RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT (Z0049100)
- ⑪ MODIFIED URETHANE PAVEMENT MARKING - LINE 24" WHITE STOP BAR (78009024)

NOTES:

1. REMOVE EXISTING BRIDGE RAISED REFLECTIVE PAVEMENT MARKERS AND DO NOT REPLACE ON BRIDGE.



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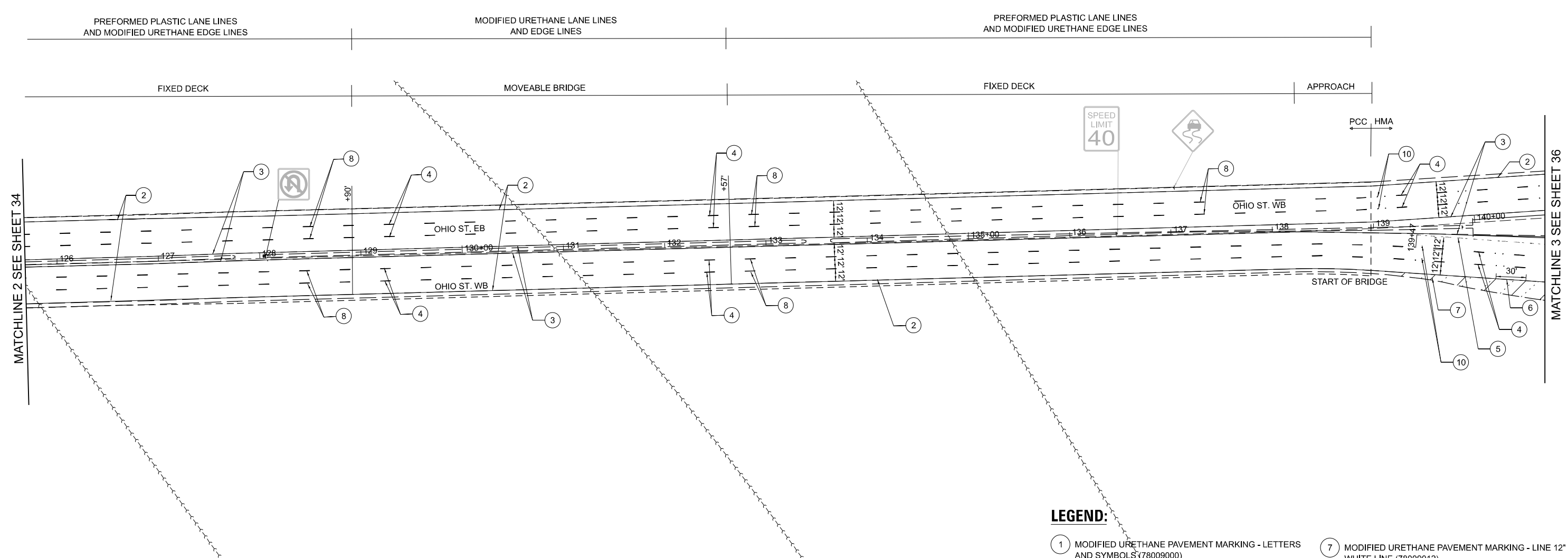
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DATE - 02/28/2023	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
PAVEMENT MARKING**

SCALE: 1" = 50' SHEET 2 OF 4 SHEETS STA. 110+65 TO STA. 125+65

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	37
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

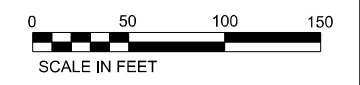


LEGEND:

- ① MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS (78009000)
- ② MODIFIED URETHANE PAVEMENT MARKING - LINE 4" WHITE EDGE LINE (78009004)
- ③ MODIFIED URETHANE PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE (78009004)
- ④ MODIFIED URETHANE PAVEMENT MARKING - LINE 5" WHITE LANE LINE 10' DASH 30' SKIP (78009005)
- ⑤ MODIFIED URETHANE PAVEMENT MARKING - LINE 6" WHITE 2' DASH 6' SKIP (78009006)
- ⑥ MODIFIED URETHANE PAVEMENT MARKING - LINE 8" WHITE LINE (78009008)
- ⑦ MODIFIED URETHANE PAVEMENT MARKING - LINE 12" WHITE LINE (78009012)
- ⑧ GROOVING FOR RECESSED PAVEMENT MARKING 9" (78011045)
PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 8" (1.5" BLACK, 5" WHITE, 1.5" BLACK) WHITE LANE LINE 10' DASH 30' SKIP (78004640)
- ⑨ RAISED REFLECTIVE PAVEMENT MARKERS INSTALLED PER IDOT STANDARDS (78100100)
- ⑩ RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT (Z0049100)
- ⑪ MODIFIED URETHANE PAVEMENT MARKING - LINE 24" WHITE STOP BAR (78009024)

NOTES:

1. REMOVE EXISTING BRIDGE RAISED REFLECTIVE PAVEMENT MARKERS AND DO NOT REPLACE ON BRIDGE.



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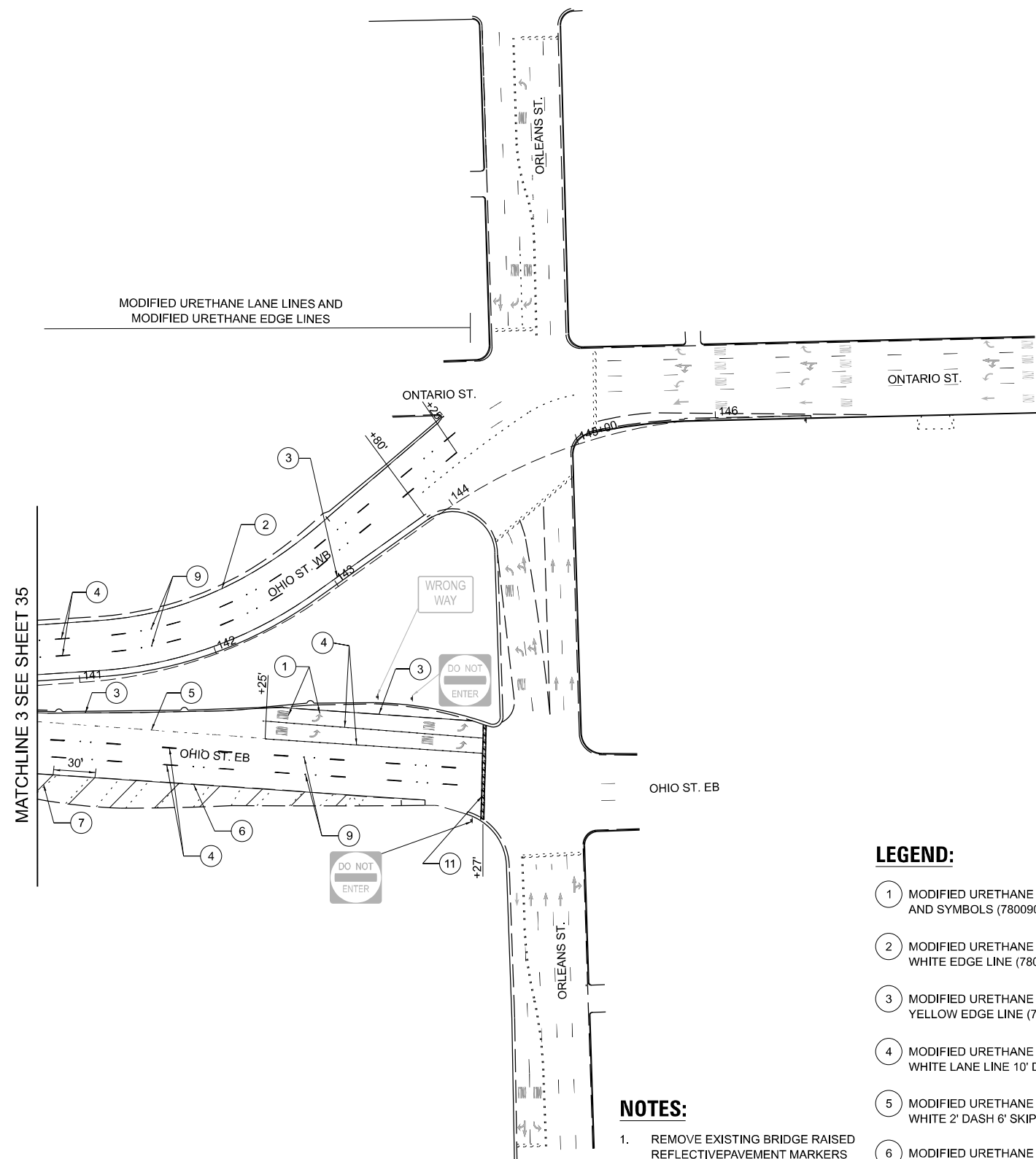
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DATE - 02/28/2023	REVISED - _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
PAVEMENT MARKING

SCALE: 1" = 50' SHEET 3 OF 4 SHEETS STA. 125+65 TO STA. 140+65

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	38
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

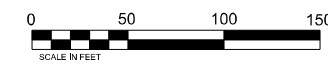


LEGEND:

- 1. MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS (78009000)
- 2. MODIFIED URETHANE PAVEMENT MARKING - LINE 4" WHITE EDGE LINE (78009004)
- 3. MODIFIED URETHANE PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE (78009004)
- 4. MODIFIED URETHANE PAVEMENT MARKING - LINE 5" WHITE LANE LINE 10' DASH 30' SKIP (78009005)
- 5. MODIFIED URETHANE PAVEMENT MARKING - LINE 6" WHITE 2' DASH 6' SKIP (78009006)
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- 7. MODIFIED URETHANE PAVEMENT MARKING - LINE 12" WHITE LINE (78009012)
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PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 8" (1.5" BLACK, 5" WHITE, 1.5" BLACK) WHITE LANE LINE 10' DASH 30' SKIP (78004640)
- 9. RAISED REFLECTIVE PAVEMENT MARKERS INSTALLED PER IDOT STANDARDS (78100100)
- 10. RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT (20049100)
- 11. MODIFIED URETHANE PAVEMENT MARKING - LINE 24" WHITE STOP BAR (78009024)

NOTES:

1. REMOVE EXISTING BRIDGE RAISED REFLECTIVE PAVEMENT MARKERS AND DO NOT REPLACE ON BRIDGE.



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DATE - 02/28/2023	REVISED - _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP 383 (OHIO STREET) AT NORTH BRANCH CHICAGO RIVER
PAVEMENT MARKING**

SCALE: 1" = 50' SHEET 4 OF 4 SHEETS STA. 140+65 TO STA. 147+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

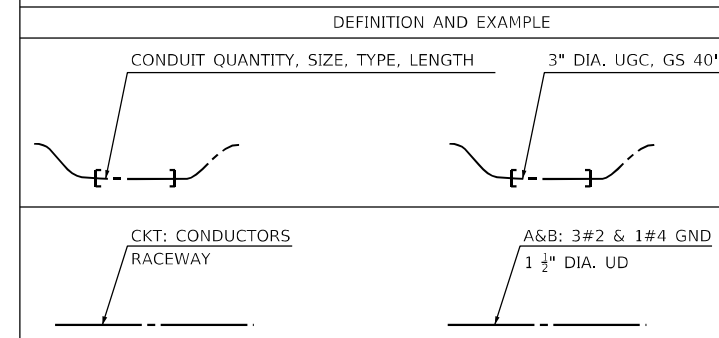
LIGHTING AND ELECTRICAL LEGEND

SYMBOL	DESCRIPTION
	EXISTING MEDIAN MOUNTED LIGHT POLE AND FOUNDATION TO REMAIN, EXISTING LUMINAIRE SAFETY CABLE TO BE REMOVED, EXISTING LUMINAIRE TO BE REMOVED, SALVAGE.
	INSTALL LUMINAIRE, LED, HORIZONTAL MOUNT, OUTPUT DESIGNATION G AND LUMINAIRE SAFETY CABLE ON EXISTING MEDIAN MOUNTED LIGHT POLE
	EXISTING GROUND MOUNTED SINGLE ARM LIGHT POLE AND FOUNDATION TO REMAIN, EXISTING LUMINAIRE SAFETY CABLE TO BE REMOVED, EXISTING LUMINAIRE TO BE REMOVED, SALVAGE.
	INSTALL LUMINAIRE, LED, HORIZONTAL MOUNT, OUTPUT DESIGNATION G AND LUMINAIRE SAFETY CABLE ON EXISTING GROUND MOUNTED SINGLE ARM LIGHT POLE
	EXISTING JUNCTION BOX TO REMAIN
	EXISTING EMBEDDED CONDUIT TO REMAIN

ABBREVIATIONS

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

CALL-OUT SAMPLE



GENERAL NOTES

- THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST CODES, STANDARDS AND THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2022, AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
- THE CONTRACTOR SHALL CONTACT MEADE ELECTRIC CO. DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR TO LOCATE IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES 773-287-7672.

IDOT-D1 STANDARDS:

STANDARD NO.	TITLE
BE-701	LUMINAIRE SAFETY CABLE ASSEMBLY
BE-702	MISC. ELECTRICAL DETAILS SHEET A

INDEX OF SHEETS:

DRAWING NO.	TITLE
LT-01	IDOT LIGHTING LEGEND, GENERAL NOTES, AND INDEX OF DRAWINGS
LT-02	IDOT LIGHTING REMOVAL PLAN OHIO STREET BRIDGE
LT-03	IDOT PROPOSED LIGHTING PLAN OHIO STREET BRIDGE
LT-04 TO LT-05	IDOT D1-BUREAU OF ELECTRICAL DETAIL STANDARDS
LT-06	CDOT LIGHTING LEGEND
LT-07	CDOT GENERAL NOTES AND BILL OF MATERIALS
LT-08	CDOT NAVIGATIONAL LIGHTING PLANS OHIO STREET BRIDGE
LT-09	CDOT NAVIGATIONAL LIGHTING DETAIL
LT-10 TO LT-12	RECORD DRAWING
LT-13	CDOT VIADUCT LIGHTING REMOVAL AND INSTALLATION PLANS OHIO STREET BRIDGE AT KINGSBURY STREET
LT-14 TO LT-16	CDOT ELECTRICAL STANDARD DETAILS

BILL OF MATERIALS - IDOT ROADWAY LIGHTING

ITEM	UNIT	TOTAL QTY
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G	EACH	30
REMOVAL OF LUMINAIRE, NO SALVAGE	EACH	30
LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	30
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	12

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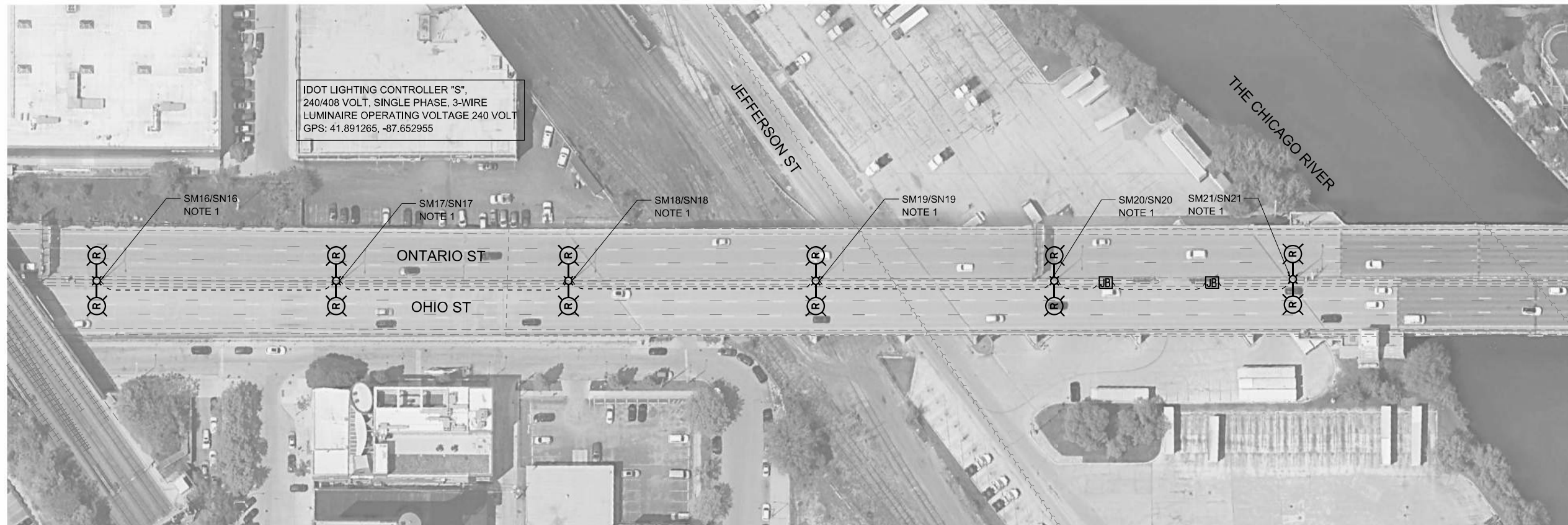
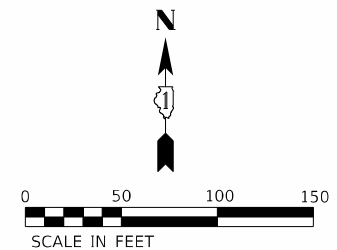
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IDOT LIGHTING LEGEND, GENERAL NOTES, AND INDEX OF DRAWINGS

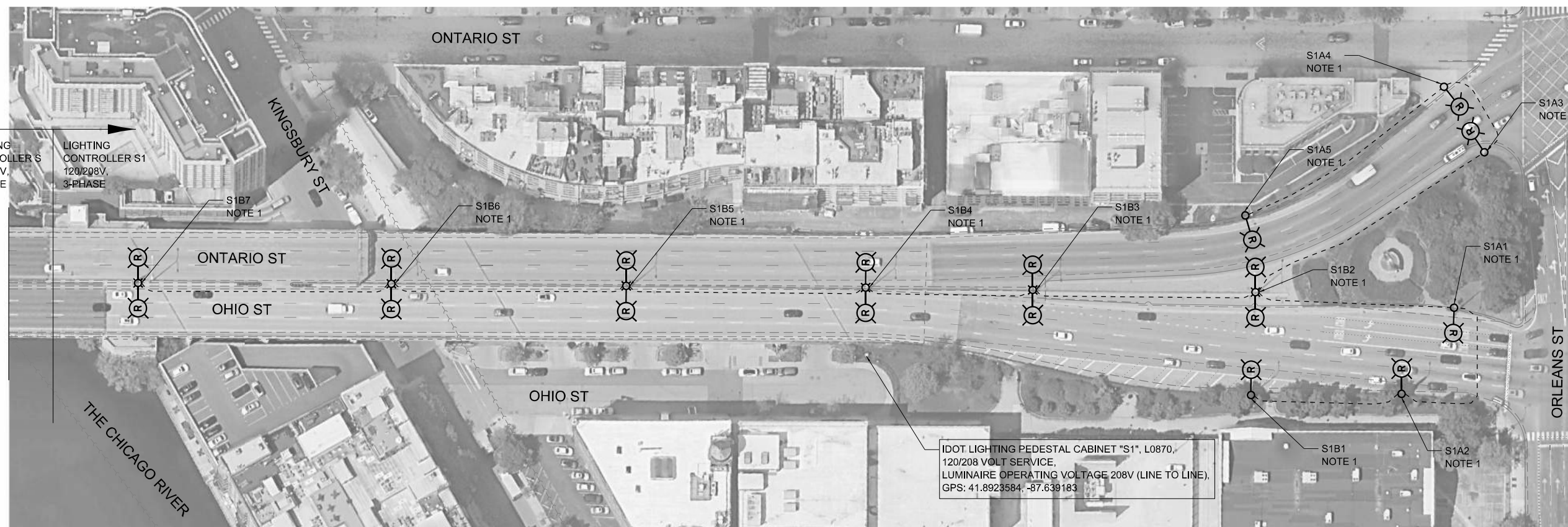
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	40
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

LT-01



MATCHLINE "A"



MATCHLINE "A"

NOTES:

1. EXISTING LUMINAIRE, LUMINAIRE SAFETY CABLE, POLE WIRING AND FUSES SHALL BE REMOVED.
2. UNLESS NOTED OTHERWISE, EXISTING CONDUITS, JUNCTION BOXES, AND LIGHTING UNITS TO REMAIN.

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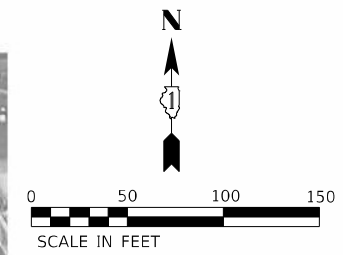
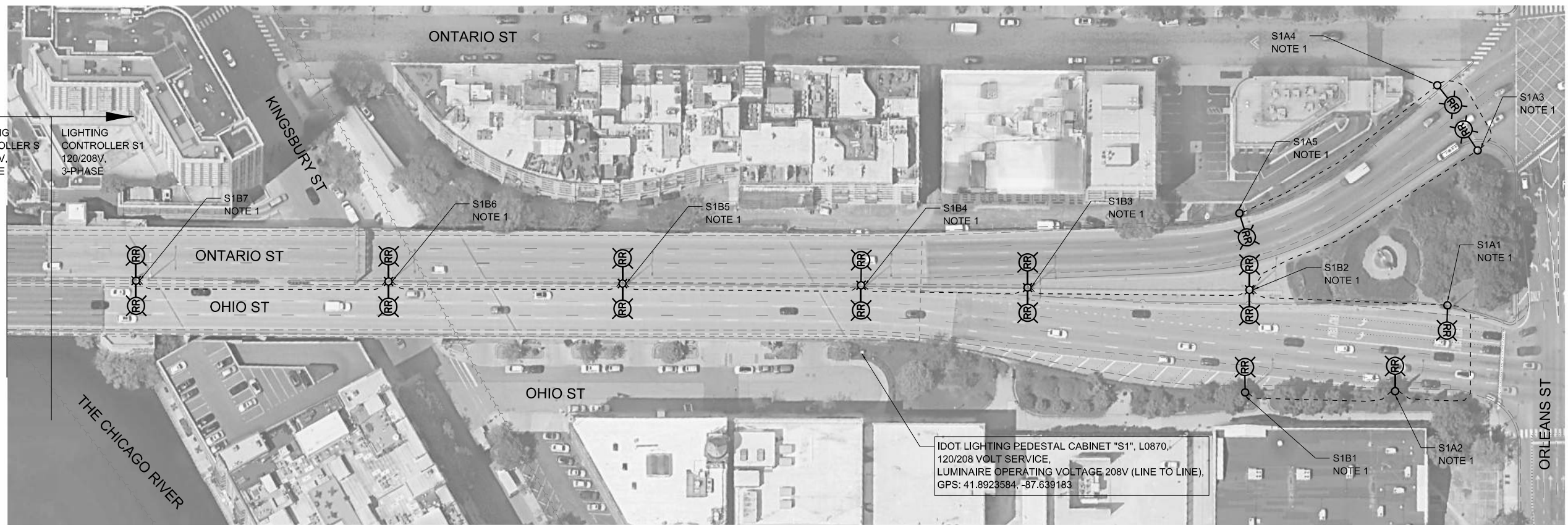
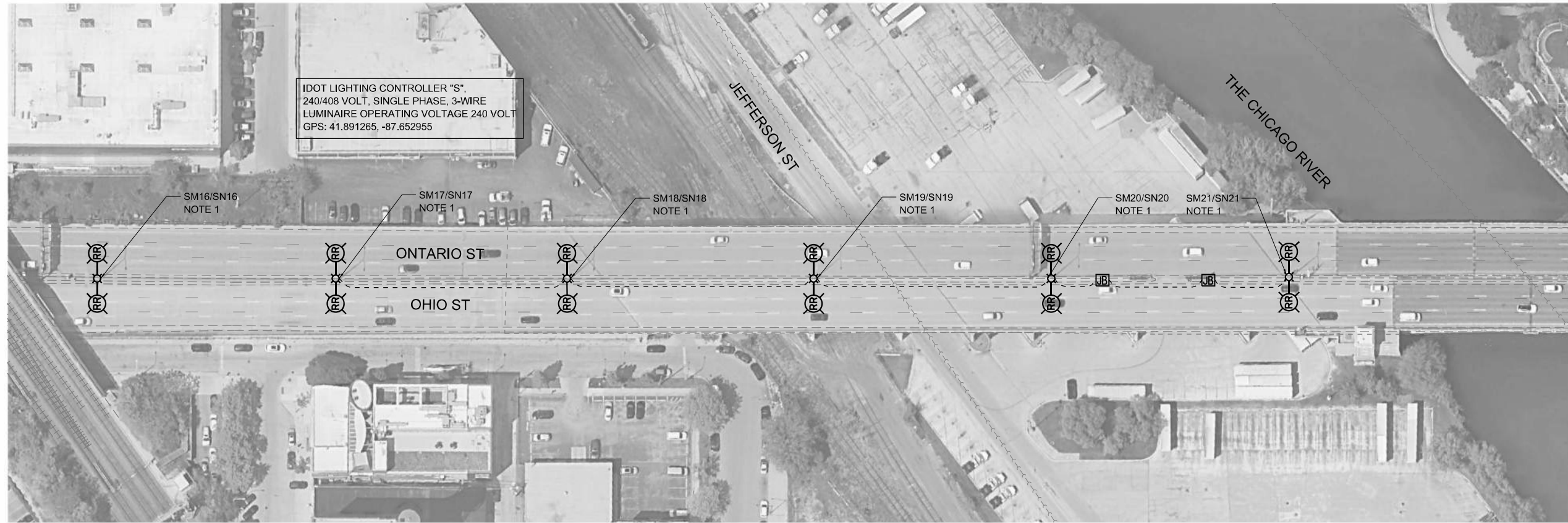
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IDOT LIGHTING REMOVAL PLAN
OHIO STREET BRIDGE**

SCALE: AS NOTED SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 383	SECTION D-91-450-20	COUNTY COOK	TOTAL SHEETS 201	SHEET NO. 41
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



- NOTES:**
1. INSTALL LED LUMINAIRE AND SAFETY CABLES. ALL EXISTING POLE WIRING AND FUSES SHALL BE REMOVED AND REPLACED WITH NEW. COST SHALL BE INCLUDED IN THE LUMINAIRE PAY ITEM.
 2. UNLESS NOTED OTHERWISE, EXISTING CONDUITS, JUNCTION BOXES, AND LIGHTING UNITS TO REMAIN.
 3. EXISTING EMBEDDED CONDUIT TO BE PROTECTED DURING PARAPET REPAIR, ANY DAMAGED CONDUIT TO BE REPLACED IN KIND AND NEW WIRING INSTALLED. EXPOSED CONDUIT TO BE INSPECTED FOR DAMAGE PRIOR TO PARAPET INSTALLATION. SEE STRUCTURAL PLANS FOR PARAPET REPAIR DETAILS.

LT-03

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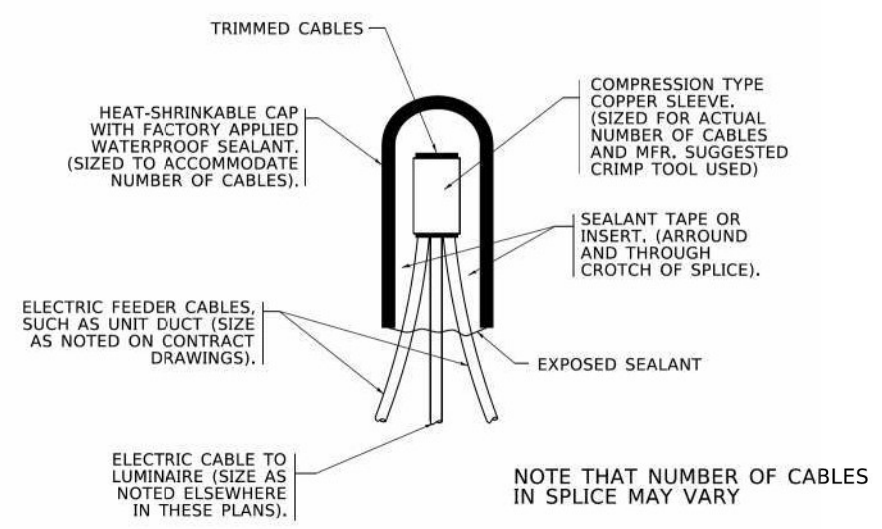


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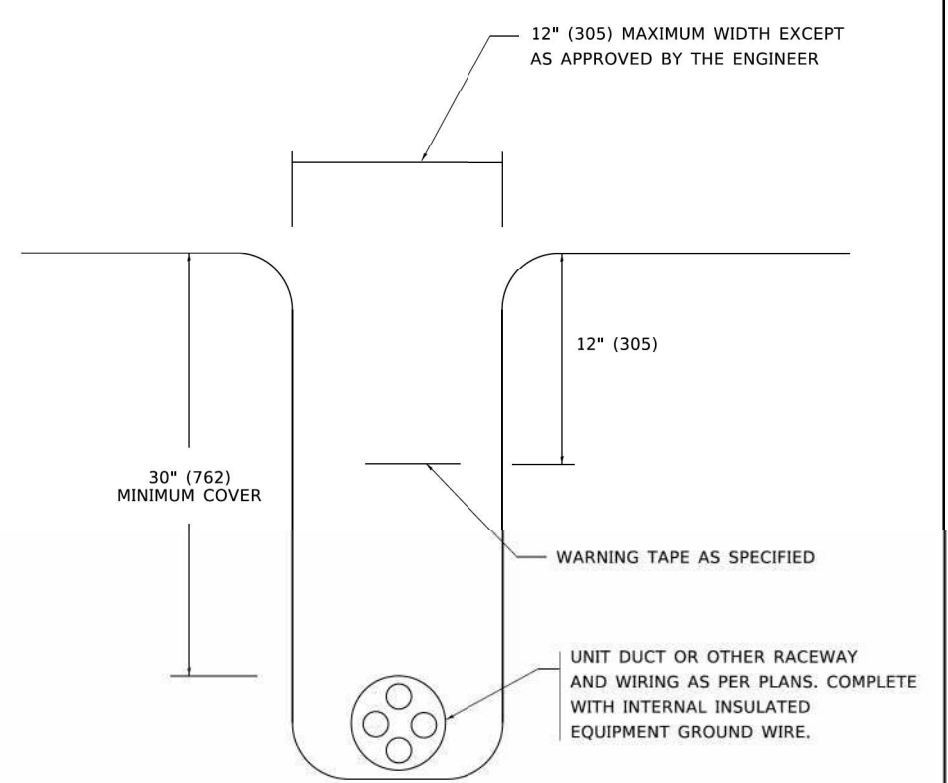
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IDOT PROPOSED LIGHTING PLAN	
OHIO STREET BRIDGE	
SCALE: AS NOTED	SHEET OF SHEETS STA. TO STA.

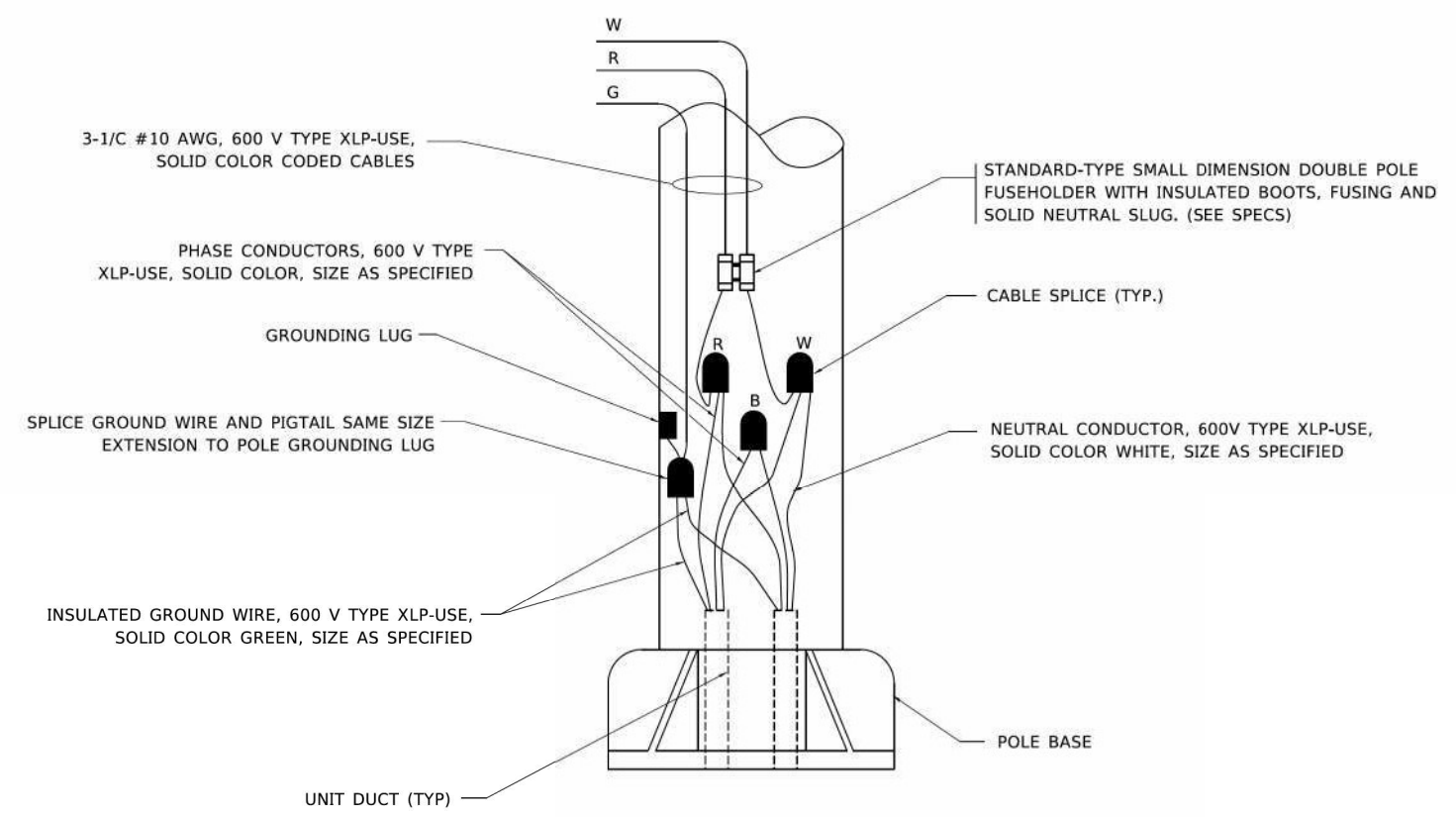
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383	D-91-450-20	COOK	201	42
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



TYPICAL SPLICE DETAIL
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL
N.T.S.



POLE WIRING DETAIL
N.T.S.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISC. ELECTRICAL DETAILS			
SHEET A			
SCALE: NONE	SHEET 1	OF 1	SHEETS
STA.	TO STA.		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
BE-702		CONTRACT NO.		
ILLINOIS		FED. AID PROJECT		

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 USER: mgarvid
 DATE: 03/14/2024

SINGH
SINGH + ASSOCIATES INC.
CONSULTING ENGINEERS

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PLOT DATE =	3/14/2024	CHECKED -	RP	REVISED -	
		DATE -	03/15/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IDOT D1-BUREAU OF ELECTRICAL DETAIL STANDARDS			
SCALE:	SHEET	OF	SHEETS
STA.	TO STA.		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	44
		CONTRACT NO. 62L31		
ILLINOIS		FED. AID PROJECT		

PROPOSED	PRESENT	
		SIGNAL, TRAFFIC 3 SECTION 1-WAY ADJUSTABLE, 12" OR AS NOTED
		SIGNAL, TRAFFIC 3 SECTION 2-WAY ADJUSTABLE, 12" OR AS NOTED
		SIGNAL OPTICALLY PROGRAMMED
		SIGNAL, PEDESTRIAN, COUNTDOWN
		SIGNAL, PEDESTRIAN, DON'T WALK/WALK
		SIGNAL FACE ARROW, 12" COLOR AS NOTED
		SIGNAL FACE, 1 SECTION YELLOW/GREEN ARROW DUAL INDICATION
		PUSH BUTTON, PEDESTRIAN
		SIGN, ILLUMINATED, WITH MESSAGE OR SYMBOL AS INDICATED
		MAST ARM, MONOTUBE, STEEL. SIZE AS INDICATED (SEE DWG. #870)
		MAST ARM, TRUSS, ALUMINUM. SIZE AS INDICATED
		CONTROLLER, TRAFFIC SIGNAL. PEDESTAL OR BASE MOUNTED AS INDICATED
		CONTROLLER, STREET LIGHTING. PEDESTAL OR BASE MOUNTED. (DWG. 876 or 880)
		CONTROLLER, STREET LIGHTING. POLE MOUNTED (DWG. #11940)
		POLE, WOOD. COMMONWEALTH EDISON COMPANY, SERVICE
		POLE, CITY STEEL, ANCHOR BASE, 34'-6", 7 GA. 10" DI A. AND 15" B.C. 24"x7' FND. W/1 1/4" ANCHOR RODS DRG. #818.
		POLE, CITY STEEL, ANCHOR BASE, 34'-6", 3 GA. 10" DIA. AND 15" B.C. 24"x9' FND. W/1 1/4" ANCHOR RODS DRG. #818 (16', 20' or 26' M.A.)
		POLE, CITY STEEL, ANCHOR BASE, 34'-6", 3GA., 11" DIA. AND 17 3/4" B.C. 30"x9' FND. W/1 1/4" ANCHOR RODS DRG. #816. (30' M.A.)
		POLE, CITY STEEL, ANCHOR BASE 34'-6", 3 GA. 12 1/2" DIA. AND 16 1/2" B.C. 30"x11' FND. W/1 1/2" ANCHOR RODS DRG. #817. (35', 40' or 44' M.A.)
		POLE, CITY STEEL, ANCHOR BASE, 32'-6", 3 GA. 10" DIA., WITH 3 GA. BAL. HSG. BASE AND 17 1/4" B. C. ON 30"x9' FND. W/ 11/4" ANCHOR RODS DRG. #816.
		POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6", 7 GA. WITH STEEL BAL. HSG. BASE AND FND. W/10" D. B.C. AND 1" ANCHOR RODS DRG. #716.
		POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6", 3 GA., WITH STEEL BAL. HSG. BASE AND FND. W/10" D. B.C. AND 1" ANCHOR RODS DRG. #719.
		POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6", 7 GA., AND ALUMINUM RESIDENTIAL DAVIT, AND FND. WITH 10" B.C. AND 1" ANCHOR RODS DRG. #565 (CONCRETE) OR DWG. #936 (HELIX).
		POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6", 3 GA., AND FND. WITH 10" B.C. AND 1" ANCHOR RODS DRG. #565 (CONCRETE) OR DWG. #936 (HELIX).
		POLE, CITY STEEL, ANCHOR BASE, 32'-6", 7 GA., AND FND. WITH 11 1/2" B.C. AND 1" ANCHOR RODS DRG. #753.
		POLE, CITY STEEL, ANCHOR BASE, 32'-6", 3 GA., AND FND. WITH 11 1/2" B.C. AND 1" ANCHOR RODS DRG. #753.
		POLE, CITY STEEL, ANCHOR BASE, 32'-6", 7 GA., ALUM. BHB AND FND. WITH 15" B.C.-24"x7" WITH 1" ANCHOR RODS DRG. #691.
		POLE, CITY STEEL, ANCHOR BASE, 32'-6", 3 GA., ALUM. BHB AND FND. WITH 15" B.C. 24"x7" WITH 1" ANCHOR RODS DRG. #691.
		POLE, CITY ALUMINUM, WITH ROUND BAL. HSG. BASE, 25', 28', or 30' ON FND. WITH 14" B.C., ACQUIRED FROM CHICAGO PARK DISTRICT.
		POLE, CITY STEEL, EMBEDDED, 4"x 9"x 35' 7 GA., TAPERED TUBULAR. (DWG. #658)
		POLE, CITY STEEL, EMBEDDED, 4"x 9"x 35' 3 GA., TAPERED TUBULAR. (DWG. #658)
		POLE, CITY STEEL, EMBEDDED. (ACQUIRED FROM CTA)
		COLUMN, ELEVATED STRUCTURE
		POLE, WOOD. (SIZE AS NOTED)
		POLE, FOUNDATION WITH ELBOWS AS INDICATED. (SIZE AS NOTED)
		POLE, ORNAMENTAL OR OTHER, AS INDICATED ON THE PLANS
		RESIDENTIAL STREET LIGHTING CONTROLLER

PROPOSED	PRESENT	
		MANHOLE, 3'x4'x4' 24" F & C (DWG.#730) (A) 30" F & C (DWG.#729) (B)
		MANHOLE, 4'x6'x6' 24" F & C (DWG.#732) (C) 30" F & C (DWG.#733) (D)
		HANDHOLE, HEAVY DUTY, 36" I.D. (DWG.#866) 24" F & C (E). (DWG.#871) 30" F & C (F)
		HANDHOLE, CIRCULAR WITH 24" FRAME & COVER, 30" I.D. (#867) (G)
		FOUNDATION, CONTROLLER OR PEDESTAL, 13" B.C., 20"x5' (DWG. #709)
		FOUNDATION, TRAFFIC CONTROLLER DWG. #854. F.A. TERMINAL FND. DWG. #11972
		FOUNDATION, TRAFFIC TYPE "P", BASE MOUNT. (DWG. #888)
		FOUNDATION, CONTROLLER STREET LIGHT, SPECIAL, 100A & 200A. (DWG.#876 & # 880)
		FOUNDATION, TRANSCLOSURE; TRANSCLOSURE HOUSING. (DWG.# 583 & #891)
		CONTROLLER, UNDERPASS LIGHTING 120V. & 240V. (DWG. #860 & #861)
		MANHOLE, UTILITY, E=COMMONWEALTH EDISON; T=ILLBELL TEL.; G=PEOPLES GAS; W=CITY WATER; P=CHGO PARK DISTRICT; CTA=C.T.A.; S= SEWER JUNCTION BOX, IN PAVEMENT (DWG. #815)
		DETECTOR LOOP IN PAVEMENT
		CONDUIT or P.V.C., NUMBER, SIZE & TYPE. (AS NOTED)
		CONDUIT or P.V.C. ENCASED IN CONCRETE. (SECTION OR NUMBER OF CONDUIT INDICATED)
		LUMINAIRE, H.P.S.V. 400W LAMP, 240V, SEMI-CUTOFF
		LUMINAIRE, H.P.S.V. 400W LAMP, 240V, CUTOFF
		LUMINAIRE, H.P.S.V. 310W LAMP, 240V
		LUMINAIRE, H.P.S.V. 310W LAMP 240V, CUTOFF
		LUMINAIRE, H.P.S.V. 150W LAMP, 240V
		LUMINAIRE, H.P.S.V. 150W LAMP, 120V
		LUMINAIRE, H.P.S.V. 250W LAMP, 120V, (ALLEY LIGHT)
		LUMINAIRE, H.P.S.V. 250W LAMP, 120V
		LUMINAIRE, H.P.S.V. 400W LAMP, 240V, (FLOOD LIGHT)
		TERMINAL, CABINET F.A. & P.C.
		FIRE ALARM BOX, MOUNTED
		FIRE ALARM BOX, POLE MOUNTED
		CABLE, TRAFFIC SIGNAL, COMMUNICATION, 1-PAIR #14 SHIELDED, IN CONDUIT
		CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2/C- #4, 600 V. EPR. IN CONDUIT
		CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2 1/C-#2 or #1/0 600V. EPR IN CONDUIT
		CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2/C-#10 or #6, 600V NSRI, IN CONDUIT
		CABLE, TRAFFIC SIGNAL, 7/C-#12 or #14, 600V, EPR IN CONDUIT
		CABLE, TRAFFIC SIGNAL, 10/C-#12 600V. EPR IN CONDUIT
		CABLE, TRAFFIC SIGNAL, 14/C-#14, 600V. EPR IN CONDUIT
		CABLE, TRAFFIC SIGNAL, 19/C-#12 600V, EPR IN CONDUIT
		CABLE, STREET LIGHT, 2 1/C-#6, 600V. RINS IN PARKWAY
		CABLE, STREET LIGHT, 2 1/C-#6, 600V. RINS IN CONDUIT
		CABLE, STREET LIGHT, 2 1/C-#6 EPRN 600V. & 1 1/C-#8 GREEN, TRIPLEXED, IN CONDUIT
		CABLE, STREET LIGHT, 3 1/C-#1/0, or #2/0, or #4, 600V. EPR IN CONDUIT
		WIRE, STREET LIGHT, 2 1/C-#6, HDNS. AERIAL
		WIRE, STREET LIGHT, 2 1/C-#6 & 1 1/C #8, HDNS. AERIAL
		CABLE, STREET LIGHT AERIAL, 3 1/C-#4 or #2 SELF SUPPORTING, 600V EPR
		WIRE, F.A. & P.C. AERIAL, 1/C-#10, NUMERAL DENOTES QUANTITY
		CABLE, F.A. & P.C. AERIAL, W/ MESSENGER #19-(NUMBER OF PAIRS AS INDICATED)
		CABLE, F.A. & P.C. AERIAL, SELF SUPPORTING, #19-(NUMBER OF PAIRS AS INDICATED)
		CABLE, F.A. & P.C., IN CONDUIT, #19-(NUMBER OF PAIRS AS INDICATED)
		DOWNLIGHT ASSEMBLY. (DWG. #850)
		LIGHT, TRAFFIC SAFETY ISLAND
		FLASHING BEACON & DOWNLIGHT

C.M.H. LUMINAIRES		
PROPOSED	PRESENT	
		LUMINAIRE, C.M.H. 315W LAMP, 240V
		LUMINAIRE, C.M.H. 315W LAMP, 240V, (FLOOD)
		LUMINAIRE, C.M.H. 210W LAMP, 240V
		LUMINAIRE, C.M.H. 140W LAMP, 240V
		LUMINAIRE, C.M.H. 140W LAMP, 120V, (ALLEY)
		LUMINAIRE, C.M.H. 90W LAMP, 240V
		LUMINAIRE, C.M.H. 90W LAMP, 240V (ACORN)
		LUMINAIRE, C.M.H. 60W LAMP, 240V (ACORN)

H.P.S.V. ORNAMENTAL LUMINAIRES		
PROPOSED	PRESENT	
		310W PENDANT (240V)
		400W PENDANT (240V)
		250W PENDANT (240V)
		150W ACORN (120V)
		150W ACORN (240V)
		50W ACORN (240V)
		100W ACORN (240V)
		150W GLOBE (240V)
		100W GLOBE (240V)
		50W GLOBE (240V)

L.E.D. LUMINAIRES		
PROPOSED	PRESENT	
		(400W HPSV EQUIVALENT), 240V
		(100W HPSV EQUIVALENT), 240V, ACORN
		(310W HPSV EQUIVALENT), 240V
		(100/150W HPSV EQUIVALENT), 240V ACORN
		(250W HPSV EQUIVALENT), 240V
		(50W HPSV EQUIVALENT), 240V, ACORN

F 01-08-14	ADDED LED LUMINAIRES	A.VIEW
E 09-19-13	ADDED CMH LUMINAIRES	A.VIEW
D 02-06-04	REVISED/REDRAW	R.POOL/B.I.
C 04-01-02	REVISED/REDRAW	R.POOL/B.I.
B 12-4-01	ADDED ORNAMENTAL SYMBOLS	
A 8-6-96	REDRAWN	
DATE	REVISION	

SUPERSEDES DWG. # _____

WORK ORDER NO. _____ DATE _____

COST ALLOCATION ACCOUNT _____

APPROPRIATION ACCOUNT { MATERIAL _____ LABOR _____ }

STANDARD CODE FOR TRAFFIC SIGNALS/ STREET LIGHTING

CITY OF CHICAGO
DEPT. OF TRANSPORTATION
DIVISION OF ENGINEERING
ELECTRICAL SECTION

DRAFTSMAN: R. IVY	CHIEF DRAFTSMAN: R. CARTER	ENGINEER: R. POOL/R.C/W.T.
SUPERVISING ENGINEER:	ELEC. DESIGN ENGR.	DWG. NO. 826
ENGINEER OF ELECTRICITY:		
GEN'L SUPT. OF CONSTRUCTION:		
DEPUTY COMMISSIONER:		
SIZE: 22" 36"	SCALE: NONE	DATE: 09-19-13

MODEL Path: \\singer\projects\2011\904_CADD\CADD_Sheets\01621311_cdot-rlt-06.dwg



USER NAME = dwj	DESIGNED - MG	REVISED -
	DRAWN - NG	REVISED -
PLOT SCALE = 2,000' / in.	CHECKED - RP	REVISED -
PLOT DATE = 3/14/2024	DATE - 03/15/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CDOT LIGHTING LEGEND

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 383	SECTION D-91-450-20	COUNTY COOK	TOTAL SHEETS 201	SHEET NO. 45
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

LT-06

ELECTRICAL GENERAL NOTES

1. ALL WORK FOR THIS CONTRACT SHALL BE IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC), CITY OF CHICAGO DIVISION OF ELECTRICAL OPERATIONS STANDARDS (DEO), CHICAGO ELECTRICAL CODE, IDOT STANDARD SPECIFICATIONS ADOPTED JANUARY 1, 2022, AND NEMA.
2. THE CONTRACTOR SHALL PREPARE A PRELIMINARY SCHEDULE WHEN THE CONTRACT COMMENCES WHICH ESTABLISHES THE PROJECT DATES WHEN THE EXISTING AND TEMPORARY ELECTRICAL SERVICES WILL BE TRANSFERRED TO THE NEW PERMANENT SERVICES AS SHOWN ON THE DRAWINGS. THIS SCHEDULE SHALL BE APPROVED BY THE CONTRACTOR AND RESIDENT ENGINEER, THEN FORWARDED IN WRITING TO THE CITY OF CHICAGO, DIVISION OF ELECTRICAL OPERATIONS (DEO), AND COMED. SUBSEQUENT UPDATING OF THE SCHEDULE MUST BE FORWARDED TO THE ABOVE LISTED ENTITIES AS CHANGES OCCUR IN THE DATES, AT LEAST FIVE (5) WORKING DAYS BEFORE THE ELECTRICAL SERVICES ARE SCHEDULED TO BE TRANSFERRED. THE CONTRACTOR SHALL NOTIFY THE CITY OF CHICAGO DEO AND COMED BY PHONE AND CONFIRM THE REQUEST IN WRITING. ALL ELECTRICAL SERVICE WORK DOCUMENTATION MUST BE FORWARDED TO THE CITY FOR REVIEW AND APPROVAL. THE CONTRACTOR SHALL CONTACT THE FOLLOWING PERSONNEL PRIOR TO STARTING ANY WORK ON THE PRIMARY ELECTRICAL SERVICE EQUIPMENT:

 INSPECTIONAL SERVICES, CITY OF CHICAGO DIVISION OF ELECTRICAL OPERATIONS
 312-746-5048,
 MR. STEVE TRIBUZZI, COMED MODIFICATIONS
 773-682-1521
 MR. STEVE BYSTRIANSKY, JC DECAUX
 773-410-6200
 MR. JEFF CAIRNS, CHICAGO OFFICE OF PUBLIC SAFETY ADMINISTRATION
 312-746-9840
3. THE CONTRACTOR SHALL HANDLE COORDINATION OF ALL PROPOSED ELECTRICAL CONNECTIONS, LIGHTING UNITS, CONTROL EQUIPMENT, AND/OR ANY OTHER WORK DEEMED NECESSARY BY THE COMMISSIONER TO ASSURE THAT ANY FUTURE OR CONCURRENT CONTRACT WORK PROCEEDS AS SCHEDULED AND WITHOUT DELAY.
4. THE CONTRACTOR SHALL COORDINATE ALL WORK AND MATERIALS WITH SPECIAL ATTENTION TO ALL OTHER CONSTRUCTION CONTRACTS.
5. THE CONTRACTOR SHALL REFER TO THE CIVIL DRAWINGS FOR LOCATIONS OF EXISTING EQUIPMENT AND UTILITIES NOT SPECIFICALLY SHOWN ON ELECTRICAL DRAWINGS.
6. THE CONTRACTOR SHALL REFER TO THE TRAFFIC CONTROL DRAWINGS AND STATE STANDARDS FOR TRAFFIC CONTROL RELATED TO STREET LIGHTING AND TRAFFIC SIGNAL WORK.
7. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE GENERAL CIVIL, SEWER AND GENERAL TRAFFIC CONTROL NOTES ON DRAWINGS AND/OR SPECIFICATIONS.
8. THE CONTRACTOR SHALL COORDINATE WITH ROADWAY, BRIDGE, SEWER, PIPING, AND TRAFFIC CONTROL CONTRACTORS FOR STAGING AND SEQUENCE OF INSTALLATIONS, BACKFILL, AND/OR CONSTRUCTION SCHEDULING.
9. ALL CITY OF CHICAGO LIGHTING EQUIPMENT REMOVED AS PART OF THIS CONTRACT WILL REMAIN THE PROPERTY OF THE CITY AND SHALL BE DELIVERED TO CITY'S STORAGE FACILITY LOCATED WITHIN THE CITY LIMITS IN ACCORDANCE WITH THE CONTRACT SPECIFICATION, UNLESS NOTED OTHERWISE.
10. RECORD DRAWINGS SHOWING EXISTING STREET LIGHTING INSTALLATIONS AND CABINET LOCATIONS, ARE AVAILABLE FOR THE CONTRACTOR'S INFORMATION AT THE OFFICES OF CITY OF CHICAGO DEPARTMENT OF STREETS AND SANITATION, DIVISION OF ELECTRICAL OPERATIONS.
11. ALL EXISTING AREAS THAT ARE DAMAGED AS A PART OF THIS WORK, INCLUDING BUT NOT LIMITED TO FENCING, CURBS AND GUTTERS, AND SIDEWALKS, WHERE RESTORATION IS NOT COVERED BY THE APPLICABLE CONTRACT PAY ITEMS, SHALL BE RESTORED TO THE SATISFACTION OF THE COMMISSIONER AND SEPARATE PAYMENT WILL NOT BE MADE.
12. ALL NEW ELECTRICAL EQUIPMENT INSTALLED UNDER THIS CONTRACT SHALL BE DONE IN SUCH A MANNER AS NOT TO DAMAGE THE EXISTING LANDSCAPE (TREES, BUSHES, ETC.) DURING THE PROGRESSION OF WORK. IF THE CONTRACTOR HAS A CONFLICT WITH THE EXISTING LANDSCAPE HE SHALL STOP THE WORK, IMMEDIATELY NOTIFY THE RESIDENT ENGINEER, AND WAIT FOR RESOLUTION.
13. THE EXISTING ROADWAY LIGHTING SYSTEM WITHIN THE CONSTRUCTION LIMITS OF THE PROJECT SHALL REMAIN IN OPERATION FOR THE DURATION OF THIS PROJECT UNTIL SUCH TIME THAT THE NEW LIGHTING SYSTEM HAS BEEN INSTALLED, ENERGIZED, TESTED, ADJUSTED, AND ACCEPTED BY THE COMMISSIONER. THE COST OF THIS WORK WILL BE INCLUDED AS PART OF THE MAINTAIN EXISTING LIGHTING SYSTEM PAY ITEM AND SEPARATE PAYMENT WILL NOT BE MADE.
14. WORK FOR ELECTRICAL SYSTEMS SHALL BE COMPLETED, APPROVED, AND FULLY OPERATIONAL BEFORE A FINAL ACCEPTANCE INSPECTION FOR THE WHOLE PROJECT CAN BE SCHEDULED. LIGHTING CONTROLLERS MAY NOT BE TRANSFERRED IN GROUPS OR INDIVIDUALLY TO THE CITY FOR MAINTENANCE PURPOSES PRIOR TO CONTRACT COMPLETION UNLESS OTHERWISE DIRECTED BY THE COMMISSIONER.
15. AT THE COMMENCEMENT OF CONTRACTOR ACTIVITIES, ELECTRICAL OR OTHERWISE, THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PROPER OPERATION AND MAINTENANCE OF ALL EXISTING LIGHTING AND POWER SYSTEMS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, UNLESS OTHERWISE DIRECTED BY THE COMMISSIONER.
16. ALL PROPOSED DUCT BANKS, CONDUITS, JUNCTION BOXES, AND APPURTENANCES ARE ILLUSTRATED DIAGRAMMATICALLY. THE ACTUAL LOCATIONS IN THE FIELD SHALL BE APPROVED BY THE COMMISSIONER.
17. DE-ENERGIZING OF EXISTING LIGHTING UNITS WILL BE INCLUDED IN THE COST OF THE REMOVE EXISTING STREET LIGHTING EQUIPMENT PAY ITEM WORK. SEPARATE PAYMENT WILL NOT BE MADE.
18. DISCONNECTION AND REMOVAL OF EXISTING BEAM CLAMPS, HANGERS, BRACKETS, CONDUITS, WIRES IN CONDUIT, AND AERIAL CABLES ATTACHED TO STRUCTURE AND TO EXISTING LIGHTING UNITS WILL BE INCLUDED IN THE COST OF REMOVE EXISTING STREET LIGHTING EQUIPMENT, SEPARATE PAYMENT WILL NOT BE MADE.
19. REMOVAL OF EXISTING ELECTRICAL CABLES FEEDING EACH OF THE EXISTING LIGHTING/SIGNAL UNITS WILL BE INCLUDED IN THE COST OF REMOVE EXISTING STREET LIGHTING EQUIPMENT AND SEPARATE PAYMENT WILL NOT BE MADE.
20. EXISTING EMBEDDED AND UNDERGROUND RACEWAYS BETWEEN EXISTING LIGHTING UNITS OR EXISTING EQUIPMENT SHALL BE REMOVED, UNLESS NOTED OTHERWISE.
21. THE CONTRACTOR SHALL COORDINATE WITH THE COMMISSIONER AND ALL CONCERNED ORGANIZATIONS AS TO POSSIBLE REMOVAL, REPLACEMENT, DISPLACEMENT, AND/OR METHOD OF AVOIDANCE OF EXISTING OBSTRUCTIONS OR PROPOSED CONSTRUCTION ELEMENTS REQUIRED BY NEW INSTALLATIONS.
22. THE CONTRACTOR SHALL PROVIDE AND INSTALL ANY ADDITIONAL TEMPORARY ELECTRICAL EQUIPMENT CONNECTIONS AS NECESSARY TO MAINTAIN EXISTING LIGHTING CONTINUITY AS THE PROPOSED WORK FOR INSTALLATION AND REMOVAL OF EXISTING LIGHTING EQUIPMENT PROGRESSES. THE COST OF THIS WORK WILL BE INCLUDED IN MAINTAIN EXISTING LIGHTING SYSTEM.
23. WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION OR EXISTING FOUNDATION. THE CONTRACTOR MUST NOTIFY THE COMMISSIONER FOR DIRECTION IN WRITING PRIOR TO FURTHER EXCAVATION. THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO EXISTING SYSTEMS OR UTILITIES AND REMOVE EXISTING OBSTRUCTIONS AND FOUNDATIONS TO THE SATISFACTION OF THE COMMISSIONER. THIS WORK WILL BE INCLUDED IN THE APPROPRIATE EXCAVATION PAY ITEM.
24. THE CONTRACTOR SHALL REFER TO ALL CITY OF CHICAGO EDISON SERVICE ATLAS DRAWINGS, CHICAGO PARK DISTRICT DRAWINGS, COMED DRAWINGS, AND AT&T DRAWINGS FOR POSSIBLE UNDERGROUND WIRES, CABLES, CONDUITS, DUCT RUNS, EQUIPMENT, OR DEVICES.
25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MARKING THE PROPOSED LOCATION OF ALL CITY LIGHT POLES, LUMINAIRES, CABINETS, JUNCTION BOXES, CONDUIT ROUTES, AND OTHER EQUIPMENT AND ITEMS FOR A CONTRACTOR REQUESTED PRE-CONSTRUCTION INSPECTION BY THE COMMISSIONER, THE CITY OF CHICAGO DIVISION OF ELECTRICAL OPERATIONS. THE EXACT LOCATIONS OF ALL ITEMS SHALL BE APPROVED BY THE CITY OF CHICAGO DIVISION OF ELECTRICAL OPERATIONS PRIOR TO STARTING WORK. ANY WORK INSTALLED WITHOUT LOCATION APPROVAL FROM THE CITY OF CHICAGO DIVISION OF ELECTRICAL OPERATIONS WILL BE SUBJECT TO CORRECTIVE ACTION AT THE CONTRACTOR'S EXPENSE.
26. THE CONTRACTOR SHALL IDENTIFY EACH ELECTRIC CABLE ASSEMBLY FOR STREET LIGHTING. CABLES SHALL BE TAGGED IN ALL HANDHOLES, MANHOLES, CONTROLLER CABINETS, AND LIGHT POLE BASES.
27. THE QUANTITIES OF RIGID GALVANIZED STEEL CONDUIT AND PVC, WHERE INDICATED ON THESE PLAN DRAWINGS, ARE APPROXIMATIONS ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL LENGTHS AND SHALL INSTALL RACEWAYS IN COMPLIANCE WITH THE SPECIFIED REQUIREMENTS.
28. THE ELECTRIC CABLE PHASE AND NEUTRAL CONDUCTORS SHALL BE RUN CONTINUOUS WITHOUT ANY UNDERGROUND SPLICES, JUNCTION BOX SPLICES, PULL BOX SPLICES, HANDHOLE SPLICES, OR MANHOLE SPLICES. SPLICES OF ELECTRIC CABLE PHASE AND NEUTRAL CONDUCTORS WILL BE PERMITTED ONLY IN THE BASE OF THE PROPOSED LIGHT POLES AND CONTROLLERS UNLESS NOTED OTHERWISE. THIS WORK WILL BE INCLUDED IN THE ELECTRIC CABLE PAY ITEM AND SEPARATE PAYMENT WILL NOT BE MADE.
29. WHERE DUCT RUN OR EMBEDDED CONDUIT INSTALLATIONS MUST DEVIATE FROM THAT SHOWN ON DRAWINGS AND DEVIATIONS INCREASE DUCT LENGTH OR ADD BENDS BETWEEN MANHOLES/HANDHOLES OR DEVICES, THE CONTRACTOR SHALL NOTIFY THE COMMISSIONER AND PRODUCE EVIDENCE THAT CABLES CAN BE PULLED THROUGH THE EXISTING OR PROPOSED DUCT WITHOUT EXCEEDING MAXIMUM ALLOWABLE CABLE PULLING TENSION.
30. THE CONTRACTOR SHALL SCHEDULE A FINAL ACCEPTANCE INSPECTION WITH THE COMMISSIONER, THE CITY OF CHICAGO DIVISION OF ELECTRICAL OPERATIONS, UPON COMPLETION OF ALL PROPOSED STREET LIGHTING WORK. UPON FINAL ACCEPTANCE BY THE DEO, AND THE COMMISSIONER, THE CONTRACTOR SHALL TRANSFER ALL STREET LIGHTING, AND POWER DISTRIBUTION INSTALLATIONS TO THE CITY DEO FOR MAINTENANCE PURPOSES.
31. ALL EMPTY CONDUIT FOR FUTURE USE SHALL HAVE A PULL STRING OR CABLE INSTALLED TO ASSIST IN FUTURE CABLING. THE COST OF THE CABLE OR STRING WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONDUIT.
32. THE CONTRACTOR IS RESPONSIBLE TO VERIFY CONDUIT INSTALLATION AGAINST EXISTING AND PROPOSED UNDERGROUND UTILITIES. THE MINIMUM HORIZONTAL CLEARANCE OF 3FT MUST BE PROVIDED BETWEEN THE PROPOSED UNDERGROUND CONDUIT AND THE EXISTING OR PROPOSED WATERMAIN. THE CONDUIT INSTALLATION MUST MAINTAIN A MINIMUM VERTICAL CLEARANCE OF 18 INCHES WHERE IT CROSSES THE WATERMAIN.
33. CITY CONTRACTORS ARE REQUESTED TO TAKE EXTRA PRECAUTIONS WHEN WORKING NEAR COMED OVERHEAD WIRES. THESE WIRES ARE NOT INSULATED. WHEN FIELD CONDITIONS REQUIRE COMED ASSISTANCE (SUCH AS MANHOLE FRAME & COVER ADJUSTMENTS), PLEASE CONTACT COMED, PROJECT ENGINEER, CAITLIN BALL, 773-838-2905, 6-WEEKS PRIOR TO START OF WORK.

BILL OF MATERIALS - CDOT NAVIGATIONAL LIGHTING

ITEM	UNIT	TOTAL QTY
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	24
CONDUIT ATTACHED TO STRUCTURE, 1" DIA., GALVANIZED STEEL	FOOT	1,620
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	4,860
REMOVAL OF WATERWAY OBSTRUCTION WARNING LUMINAIRE	EACH	13
MAINTENANCE OF LIGHTING SYSTEM (CDOT)	CAL MO	12
NAVIGATIONAL LUMINAIRE, LED, CHANNEL CENTER, SUSPENDED MOUNT	EACH	8
NAVIGATION LUMINAIRE, LED, CHANNEL MARGIN, BASE MOUNT	EACH	6

MODEL Path: \\s\projects\2011904_CADD\CADD_Sheets\0163131-CDOT-eh-light-07.dgn
FILE NAME: \\s\projects\2011904_CADD\CADD_Sheets\0163131-CDOT-eh-light-07.dgn



USER NAME = dnu	DESIGNED - MG	REVISED -
PLOT SCALE = 2,0000' / in.	DRAWN - NG	REVISED -
PLOT DATE = 3/14/2024	CHECKED - RP	REVISED -
	DATE - 03/15/2024	REVISED -

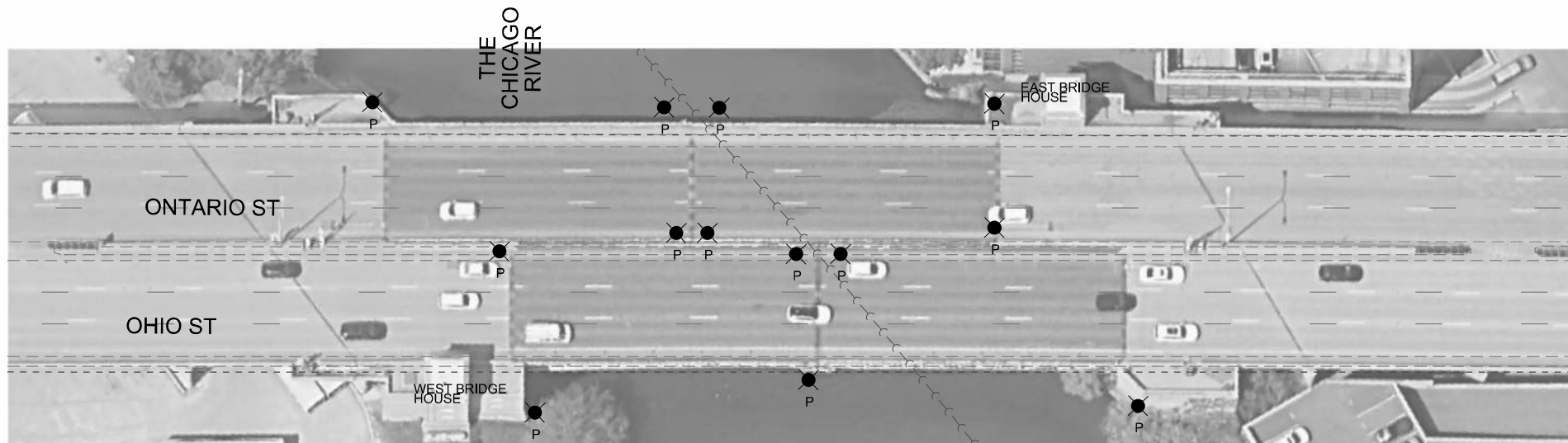
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CDOT GENERAL NOTES AND BILL OF MATERIALS

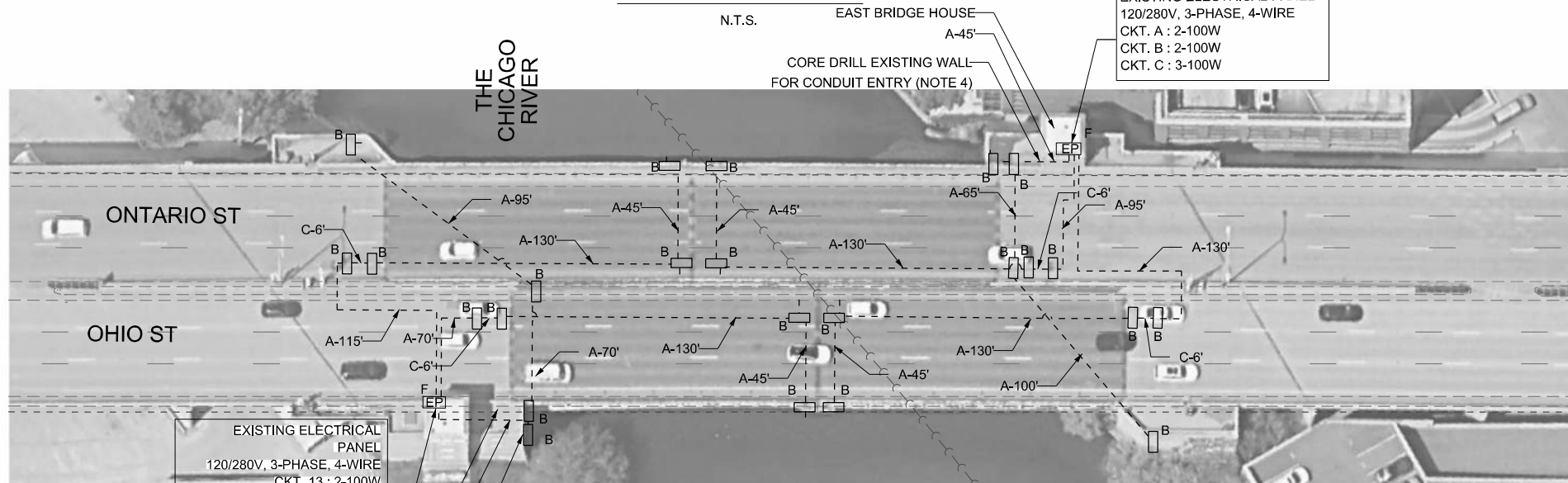
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	46
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

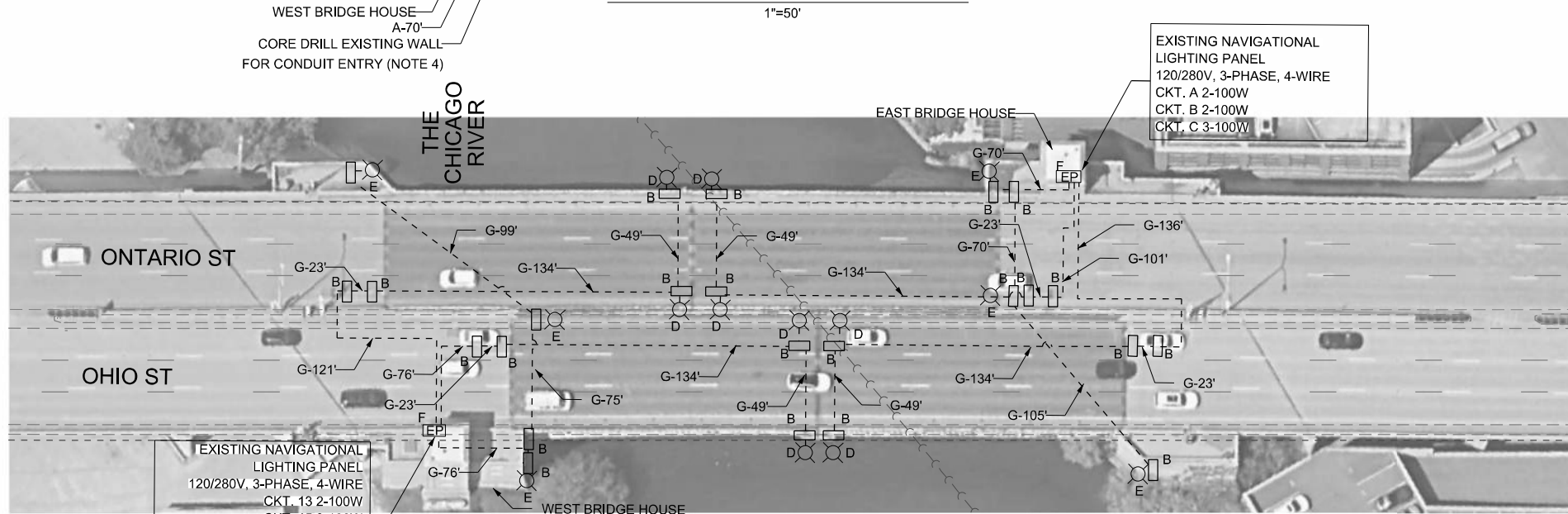
LT-07



LIGHTING REMOVAL PLAN



ATTACHED CONDUIT FACILITIES PLAN



LIGHTING INSTALLATION PLAN

NOTES:

1. COORDINATE WITH STRUCTURAL PLANS FOR INSTALLATION OF NAVIGATION LIGHTING AND ROUTING OF CONDUIT.
2. SEE SHEET LT-09 FOR NAVIGATIONAL LIGHT DETAILS.
3. INSTALL EXPANSION DEFLECTION COUPLINGS AT ALL EXPANSION JOINTS (COST INCLUDED IN CONDUIT INSTALLATION).
4. THIS WORK SHALL BE INCLUDED IN THE COST OF CONDUIT ATTACHED TO STRUCTURE.
5. ROUTING MAY VARY IN FIELD, CONTRACTOR TO MATCH EXISTING ROUTING.

LIGHTING REMOVAL PLAN LEGEND

P- REMOVE NAVIGATION LIGHTING SYSTEM (LUMINAIRES, CABLES, CONDUITS AND ALL RELATED EQUIPMENT)

ATTACHED CONDUIT FACILITIES PLAN LEGEND

A- INSTALL 1" GALVANIZED STEEL CONDUIT ATTACHED TO STRUCTURE
 B- INSTALL STAINLESS STEEL JUNCTION BOX 6"X6"X4", ATTACHED TO STRUCTURE.
 C- INSTALL 1" LIQUID TIGHT METAL FLEXIBLE CONDUIT, MAXIMUM LENGTH 6' LIQUID TIGHT METAL CONDUIT SHALL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE.



WEST BRIDGE HOUSE LIGHTING PANEL
120/280V, 3-PHASE, 4-WIRE



EAST BRIDGE HOUSE LIGHTING PANEL
120/280V, 3-PHASE, 4-WIRE

LIGHTING INSTALLATION PLAN LEGEND

D- INSTALL PIVOT TYPE CENTER OF CHANNEL LIGHT WITH BRONZE HOUSING-USED AS A CENTER OF CHANNEL MARKER LIGHT. FITTED WITH 8" 360 DEGREE GREEN LENS. STAINLESS STEEL HUB HAS A GREASE FITTING.
 E- INSTALL CHANNEL MARKER WITH BRONZE HOUSING -USED FOR MARKING FENDERS, CHANNELS, ETC. FITTED WITH 8" 180 DEGREE RED LENS, LED LAMP. PROVIDE WITH VANDAL RESISTANT CAGE.
 F- EXISTING ELECTRICAL PANEL, NAVIGATION LIGHTING, 120/208V 3 PHASE, 4 WIRE, 100 AMPERE
 G- ELECTRIC CABLE IN CONDUIT, 2 1/C #10 & 1 1/C #10 GROUND

MODEL: Default
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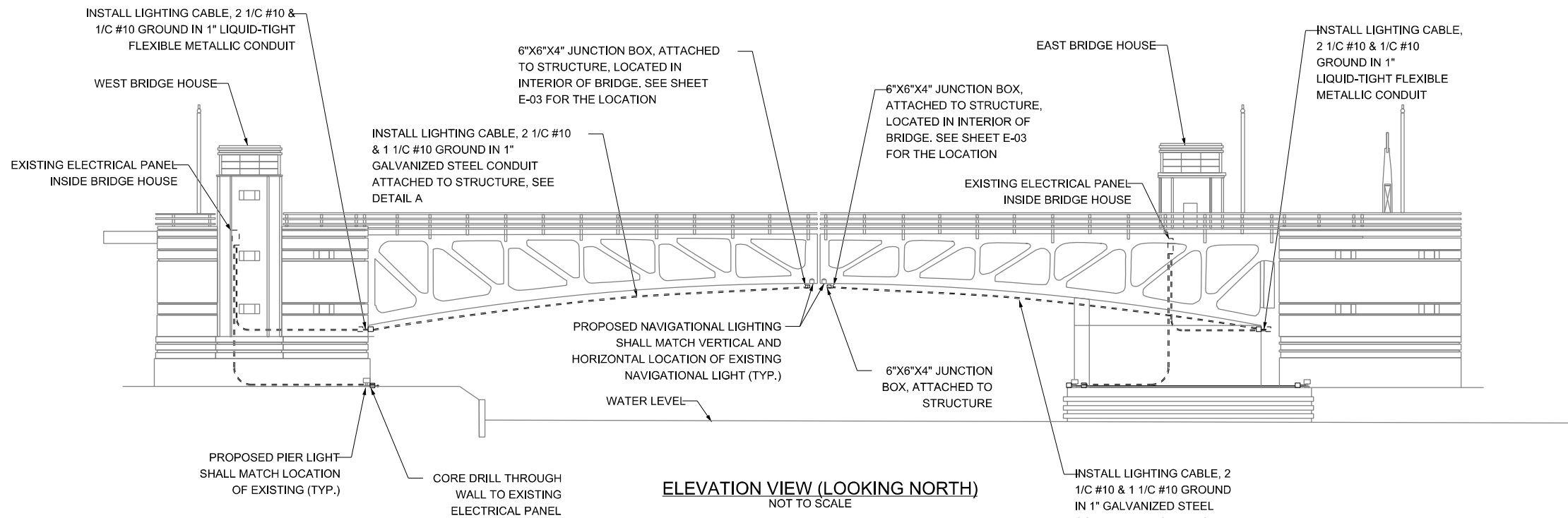


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PLOT DATE = 3/14/2024	CHECKED - RP	REVISED -
	DATE - 03/15/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

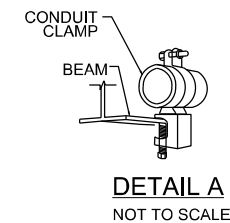
CDOT NAVIGATIONAL LIGHTING PLANS			
OHIO STREET BRIDGE			
SCALE: AS NOTED	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	47
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

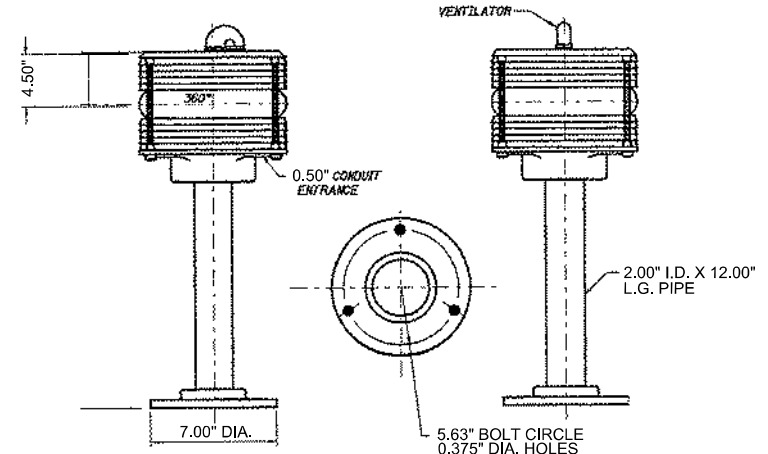


ELEVATION VIEW (LOOKING NORTH)
NOT TO SCALE

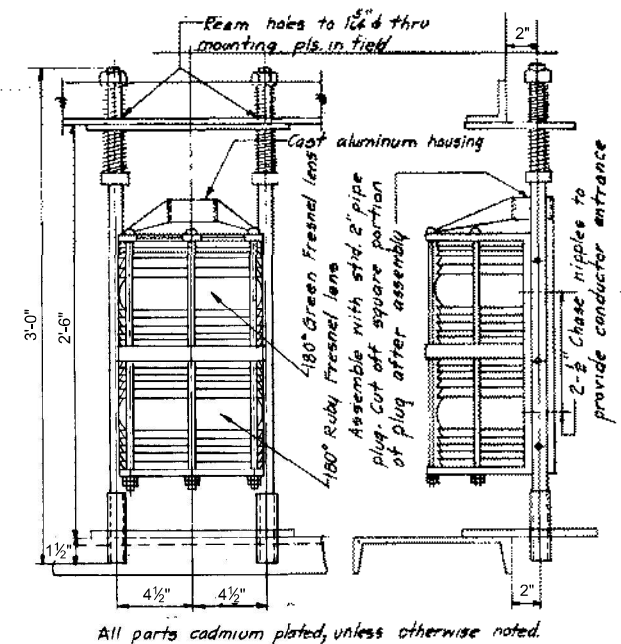
NOTE:
1. SEE SHEET E-03, E-05, E-06, AND E-07 FOR CABLE ROUTING INFORMATION.



DETAIL A
NOT TO SCALE



N3 - CHANNEL MARKER
NOT TO SCALE



CENTER NAVIGATION LAMPS
NOT TO SCALE

MODEL Path: \\...
FILE NAME: \\...CADD\CADD_Sheets\0162131-CDOT-RLT-09.dgn



USER NAME = dwj	DESIGNED - MG	REVISED -
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PLOT DATE = 3/14/2024	CHECKED - RP	REVISED -
	DATE - 03/15/2024	REVISED -

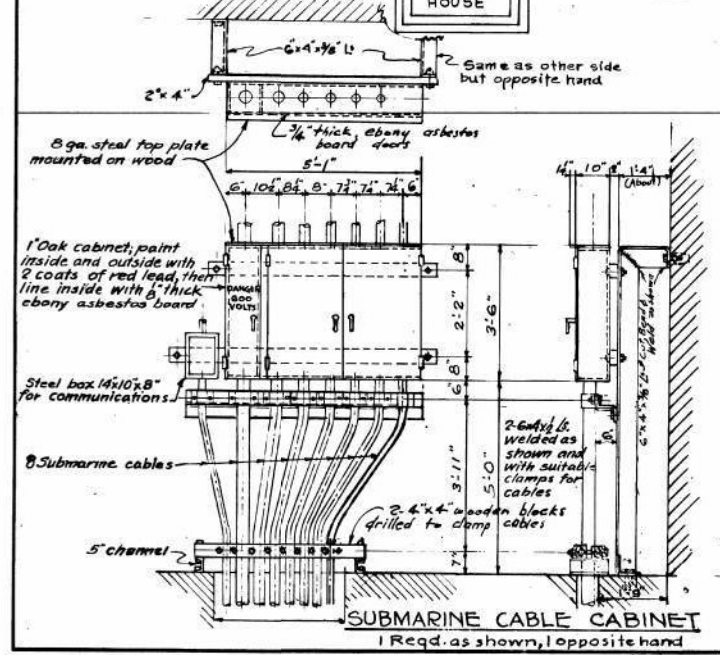
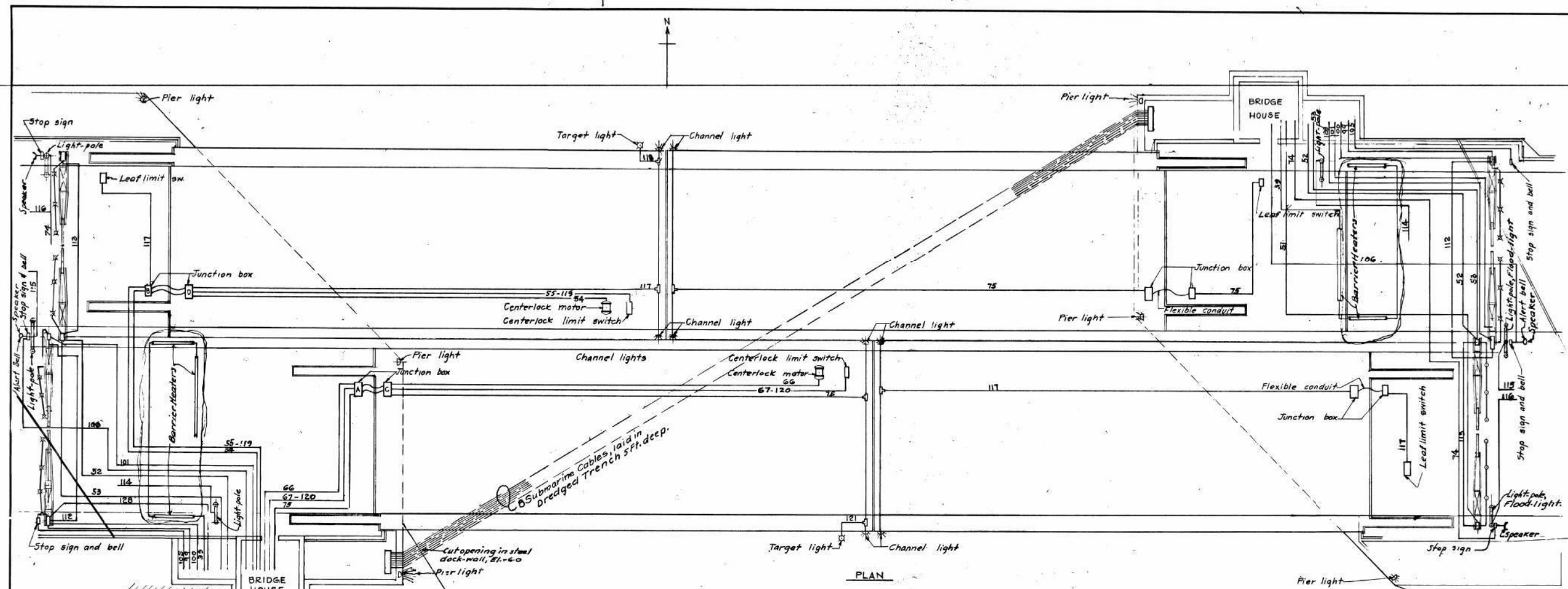
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CDOT NAVIGATIONAL LIGHTING DETAIL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	48
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

LT-09



CONDUIT TABULATION				
NO.	SIZE	WIRES	FROM	TO
109	3/4"	2 12	Buzzer Switch	Amplifier Panel
110	3/4"	2 12	Amplifier Panel	Sub. Cable Box
111	1"	6 12	Gate Switch Box	Gate Panel
112	3/4"	3 12	Near Leaf Near Gate Motor	Near Leaf Far Gate Motor
113	3/4"	3 12	Far " " "	Far " " "
114	3/4"	2 12	Near Light Pole	Service Box
115	3/4"	2 12	Median " " "	" " "
116	3/4"	2 12	Far " " "	" " "
117	3/4"	3 12	Far Leaf Limit Switch	Far Leaf Channel Lights
118	3/4"	2 12	Channel Lights	" " Target Light
119	3/4"	2 12	N.W. Leaf Cent. Lock Lim. Sw.	Indicator Light in House
120	3/4"	2 12	S.W. " " " "	" " " "
121	3/4"	2 12	Near Leaf Channel Lights	Near Leaf Target Light
122	1/2"	8 12	Center-lock Panel	Sub. Cable Box
123				
124	3/4"	2 12	Control Desk	Sub. Cable Box
125	3/4"	2 12	" " "	Lighting Panel
126	3/4"	2 12	Buzzer Switch	Sub. Cable Box
127	1/4"	4 12	Gate Panel	Barrier Panel
128	3/4"	2 12	Near Leaf Near Gate Motor	" " "

NOTE: DEVICES, INTERCONNECTIONS AND CIRCUIT ARRANGEMENT ARE NOT NECESSARILY COMPLETE OR FINAL IN DETAIL. THEY ARE GIVEN ONLY FOR THE GENERAL GUIDANCE OF THE CONTRACTOR, THE OPERATIONAL REQUIREMENTS BEING FULLY OUTLINED IN THE SPECIFICATIONS

All features relating to roadway barriers only are to be omitted.

RECORD DRAWING FOR REFERENCE ONLY

DEPARTMENT OF HIGHWAYS OF THE COUNTY OF COOK

WILLIAM J. MORTIMER SUPERINTENDENT OF HIGHWAYS

NORTHWEST EXPRESSWAY FEEDER NORTH BRANCH CHICAGO RIVER BRIDGE ELECTRICAL EQUIPMENT GENERAL CONDUIT PLAN-PART 2

DESIGNED BY C.M.C. DRAWN BY C.M.C. CHECKED BY C.C. SCALE No Scale

SUHR, BERRYMAN, PETERSON & SUHR CONSULTING ENGINEERS CHICAGO 6, ILLINOIS

SECTION 067-3550-1-15D DRAWING NO. 100 DATE Jun. 1, 1954

1602020106 26907 15-A36-107

MODEL: Defaul FILE NAME: \\G:\projects\2011904_CADD\CADD_Sheets\0162131_cad-shr-rlt-10.dwg

SINGH
SINGH & ASSOCIATES INC.
CONSULTING ENGINEERS

USER NAME = dwj	DESIGNED - MG	REVISED -
PLOT SCALE = 2,000' / in.	DRAWN - NG	REVISED -
PLOT DATE = 3/14/2024	CHECKED - RP	REVISED -
	DATE - 03/15/2024	REVISED -

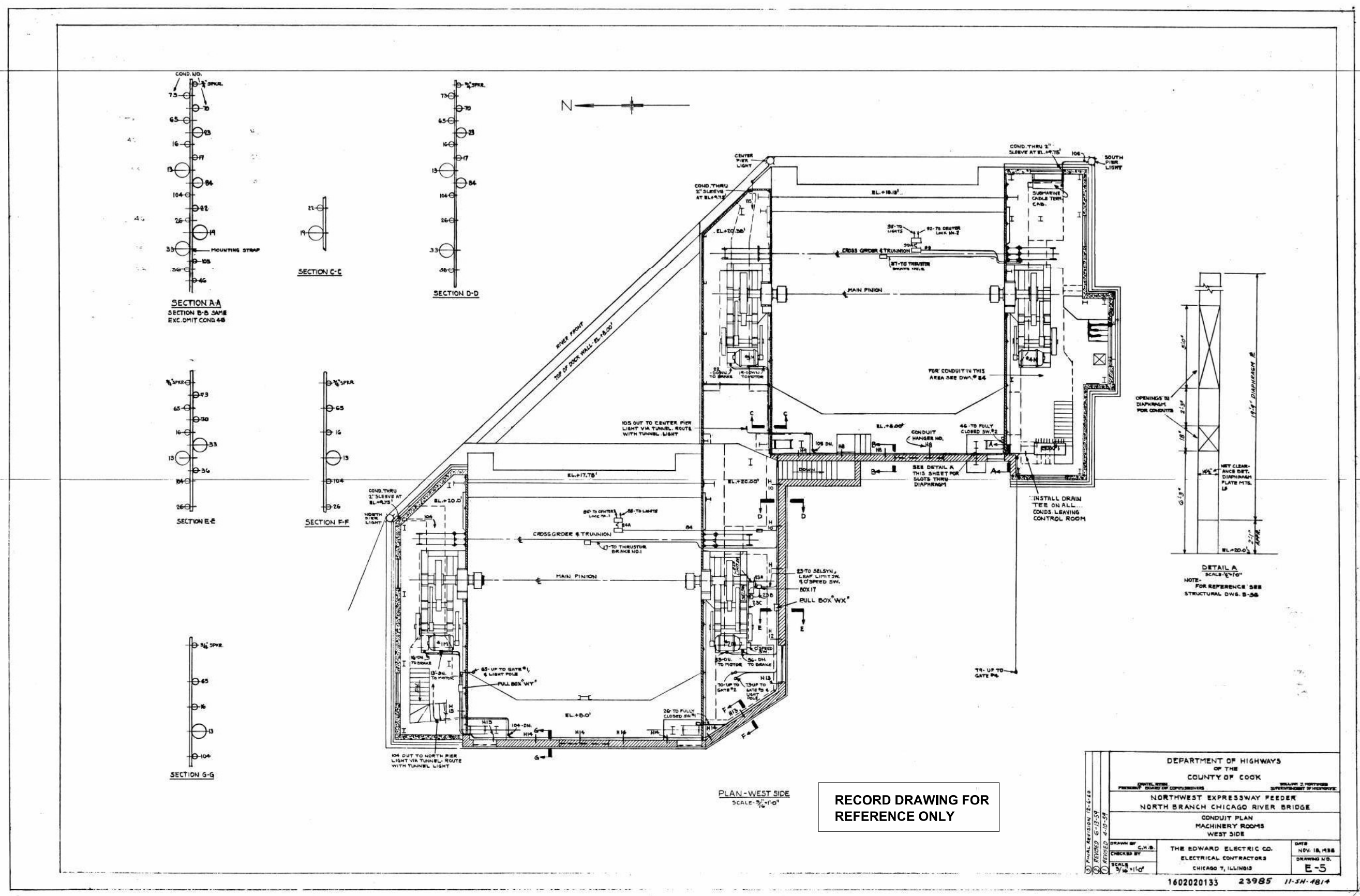
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD DRAWING

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

F.A.P. RTE. 383	SECTION D-91-450-20	COUNTY COOK	TOTAL SHEETS 201	SHEET NO. 49
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

LT-10



DEPARTMENT OF HIGHWAYS OF THE COUNTY OF COOK		WILLIAM J. HORTWINE SUPERVISOR OF HIGHWAYS
NORTHWEST EXPRESSWAY FEEDER NORTH BRANCH CHICAGO RIVER BRIDGE		
CONDUIT PLAN MACHINERY ROOMS WEST SIDE		
DRAWN BY C.H.B.	THE EDWARD ELECTRIC CO. ELECTRICAL CONTRACTORS CHICAGO 7, ILLINOIS	DATE NOV. 18, 1958
CHECKED BY		DRAWING NO. E-5
SCALE 3/16" = 1'-0"	1602020133 23985 11-34-4814	

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	DATE - 03/15/2024	REVISED -

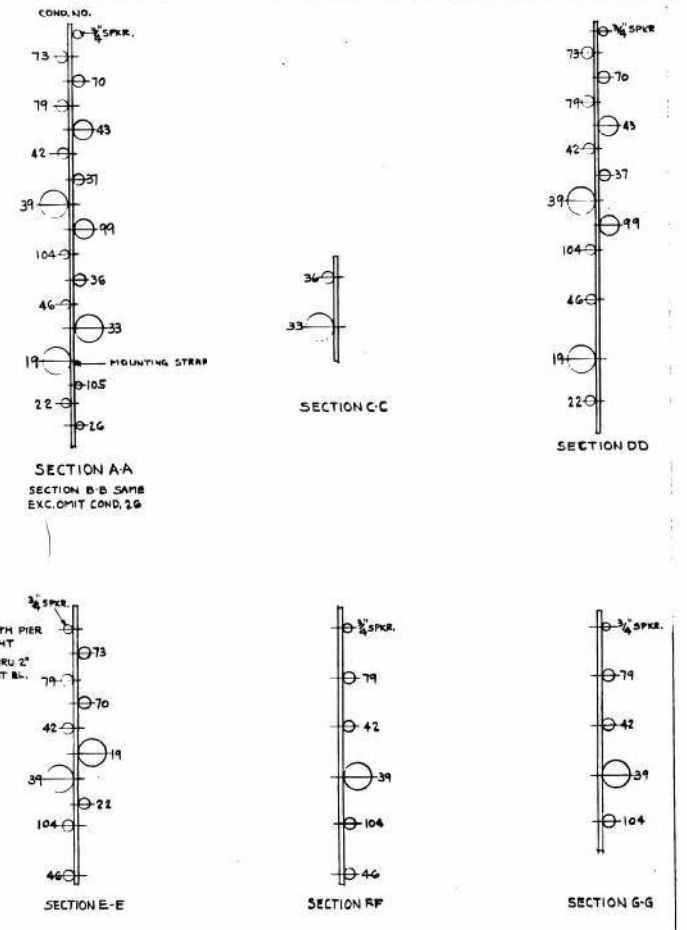
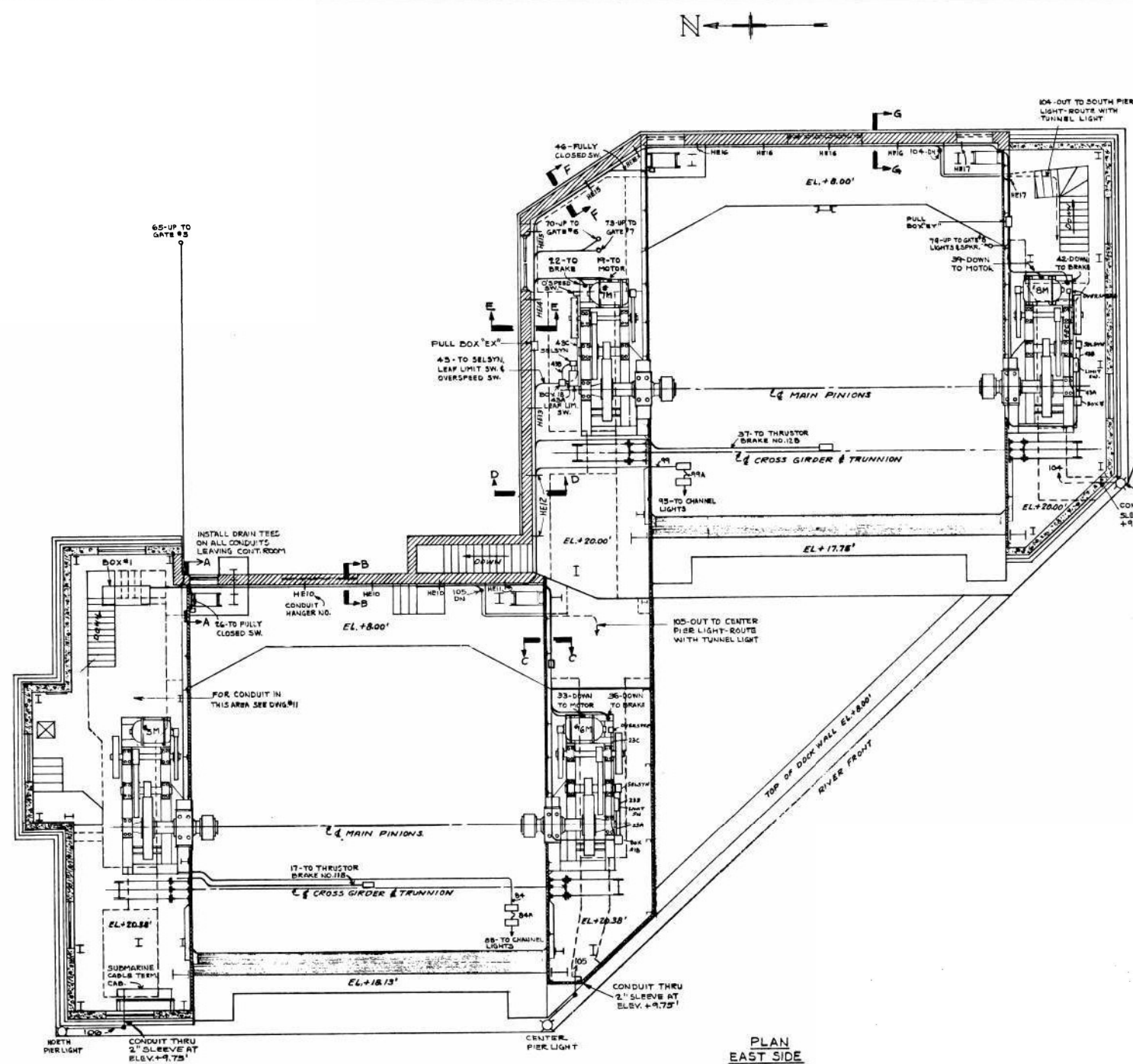
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD DRAWING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	50
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

LT-11



RECORD DRAWING FOR REFERENCE ONLY

DEPARTMENT OF HIGHWAYS OF THE COUNTY OF COOK		DANIEL RYAN PRESIDENT-BOARD OF COMMISSIONERS	WILLIAM J. HORTNER SUPERINTENDENT OF HIGHWAYS
NORTHWEST EXPRESSWAY FEEDER NORTH BRANCH CHICAGO RIVER BRIDGE			
CONDUIT PLAN MACHINERY ROOMS EAST SIDE			
DRAWN BY C.H.D.	THE EDWARD ELECTRIC CO. ELECTRICAL CONTRACTORS CHICAGO 7, ILLINOIS	DATE 7-3-59	DRAWING NO. E-12
CHECKED BY		SCALE 3/8" = 1'-0"	
1602020140		23992	11-54-4821

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

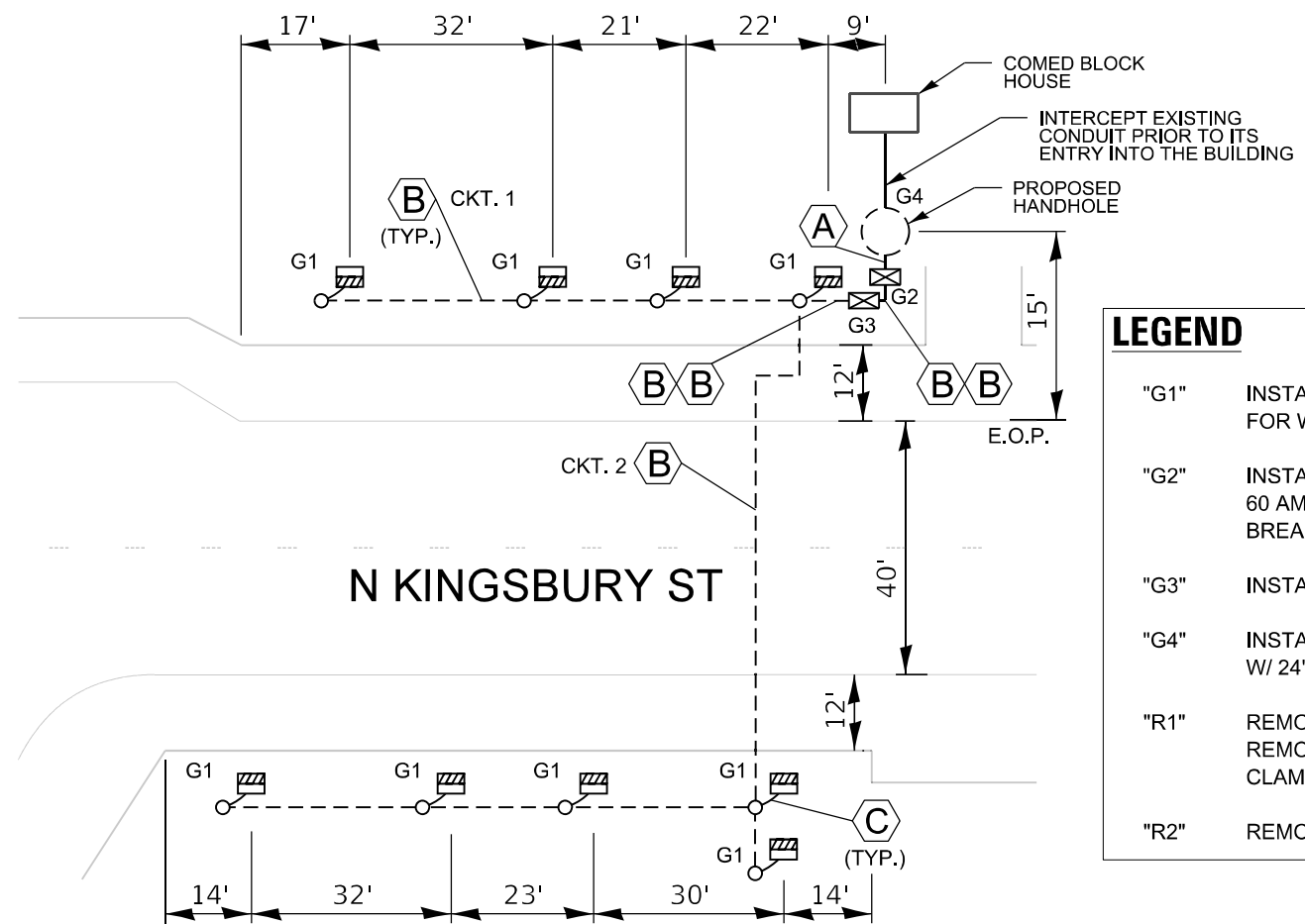
RECORD DRAWING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	51
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

BILL OF MATERIALS - CDOT VIADUCT LIGHTING

ITEM	UNIT	TOTAL QTY
CONDUIT ATTACHED TO STRUCTURE, 3/4" DIA., PVC COATED GALVANIZED STEEL	FOOT	470
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	9
REMOVE EXISTING CONDUIT ATTACHED TO STRUCTURE	FOOT	470
MAINTENANCE OF STREET LIGHTING SYSTEM (CITY OF CHICAGO)	L SUM	1
T & B WITH SCREENINGS	LNFT	100
HANDHOLE, 30" X 36" W/24" FRAME AND LID	EACH	1
GROUND ROD IN HANDHOLE	EACH	1
SERVICE INSTALLATION, 100 AMPERE	EACH	1
SERVICE CONNECTION TO CECO LINE	EACH	1
GALVANIZED STEEL CONDUIT, PUSHED, 2"	LNFT	100
ELECTRIC CABLE IN CONDUIT, 1/C, #4	LNFT	300
ELECTRIC CABLE IN CONDUIT, 1/C, #12	LNFT	1,600
CONTROLLER, UNDERPASS LIGHTING, CONSTANT POWER, 1-PHASE, 120/240V, 60A	EACH	1
REMOVE CABLE IN CONDUIT	EACH	1,600
REMOVE CONTROLLER	EACH	1
REMOVE JUNCTION BOX	EACH	17



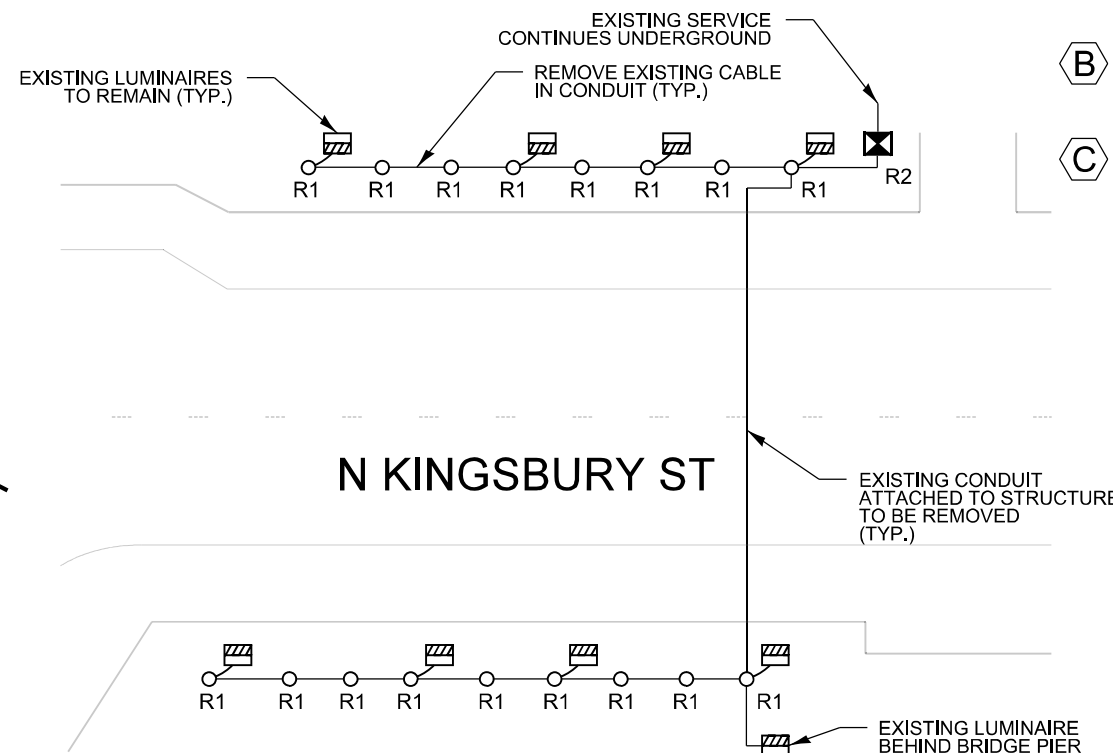
LEGEND

- "G1" INSTALL 6"X6"X4" STAINLESS STEEL JUNCTION BOX FOR WHIP CONNECTION, ATTACHED TO STRUCTURE
- "G2" INSTALL UNDERPASS LIGHTING CONTROLLER WITH 60 AMP MAIN BREAKER AND 4-15 AMP BRANCH BREAKERS PER DRAWING NO. 861A AND 869
- "G3" INSTALL NODE CABINET WITH 2 NODES
- "G4" INSTALL 30" HANDHOLE AS PER DRAWING NO. 867 W/ 24" F. & C.
- "R1" REMOVE JUNCTION BOX, REMOVAL INCLUDES ALL ATTACHED CONDUIT, CLAMPS, STRUT AND CABLE IN CONDUIT
- "R2" REMOVE UNDERPASS CONTROLLER

CABLE AND CONDUIT DESCRIPTION

- (A) SERVICE CABLE 2-1/C #4 AND 1/C #4 GND IN 2" GALVANIZED STEEL CONDUIT PUSHED
- (B) 2-1/C NO. 12 AND 1/C NO. 12 GND IN 3/4" PVC COATED RIGID GALVANIZED STEEL CONDUIT
- (C) 2-1/C NO. 12 AND 1/C NO. 12 GND IN 3/4" LIQUID-TIGHT FLEXIBLE CONDUIT (CONDUIT INCLUDED IN UNDERPASS LUMINAIRE PAY ITEM)

INSTALLATION OF VIADUCT LIGHTING EQUIPMENT



NOTES:

- ALL CONDUITS TO BE FASTENED SECURELY AT 5' INTERVALS WITH STAINLESS STEEL BEAM CLAMPS AND HANGERS AND/OR 1-SCREW MALLEABLE CLAMPS AND CLAMP BACKS.
- ALL NEWLY INSTALLED CONDUITS SHALL BE 3/4" RIGID PVC COATED GALVANIZED STEEL.
- ALL CABLES UNDER VIADUCT SHALL BE IN CONDUIT.
- EXISTING VIADUCT LUMINAIRES ARE TO REMAIN IN PLACE.

REMOVAL OF VIADUCT LIGHTING EQUIPMENT

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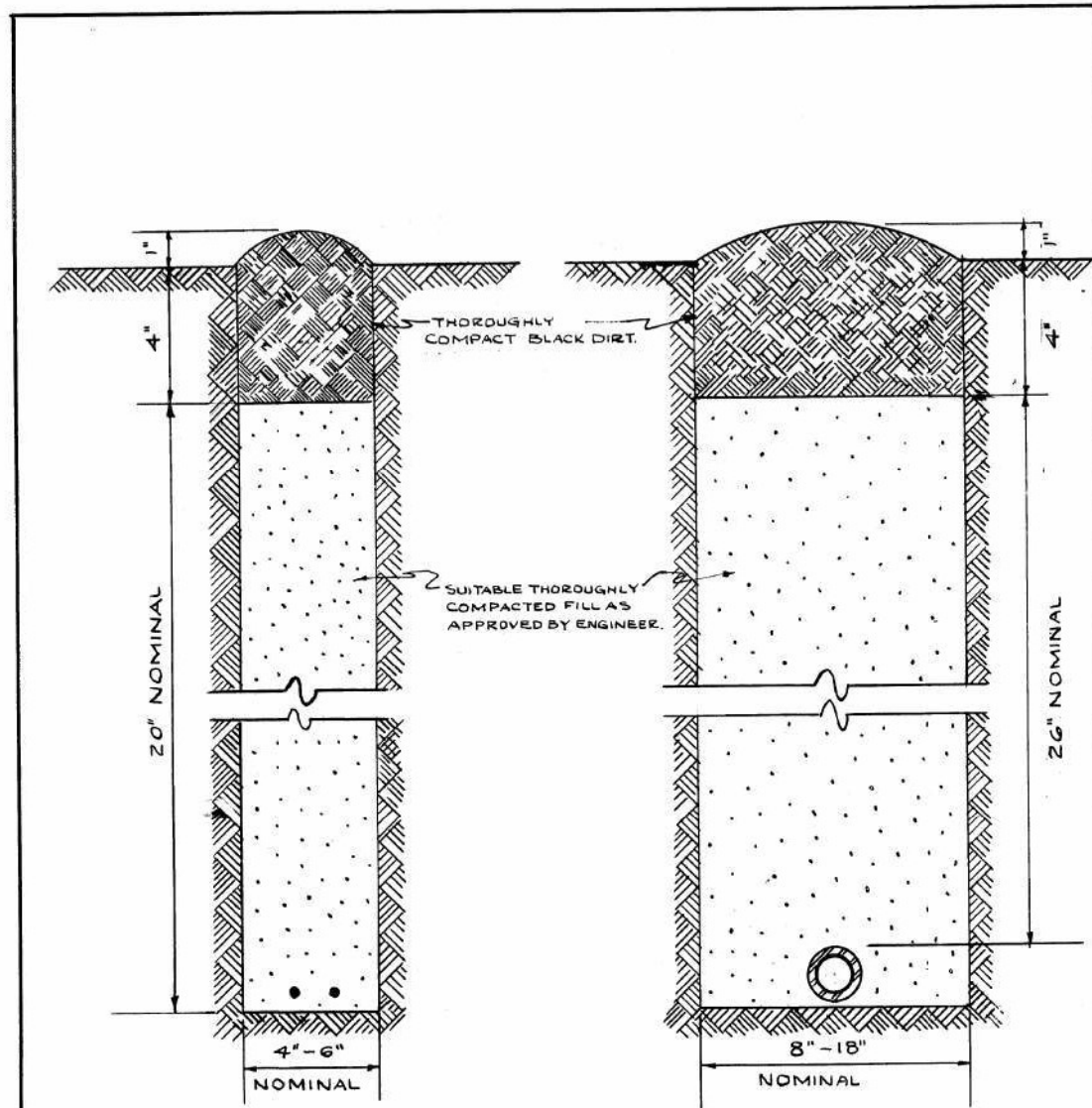
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CDOT VIADUCT LIGHTING REMOVAL AND INSTALLATION PLANS
OHIO STREET BRIDGE AT KINGSBURY STREET

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	52
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

LT-13



CABLE TRENCH

CONDUIT TRENCH

NOTE

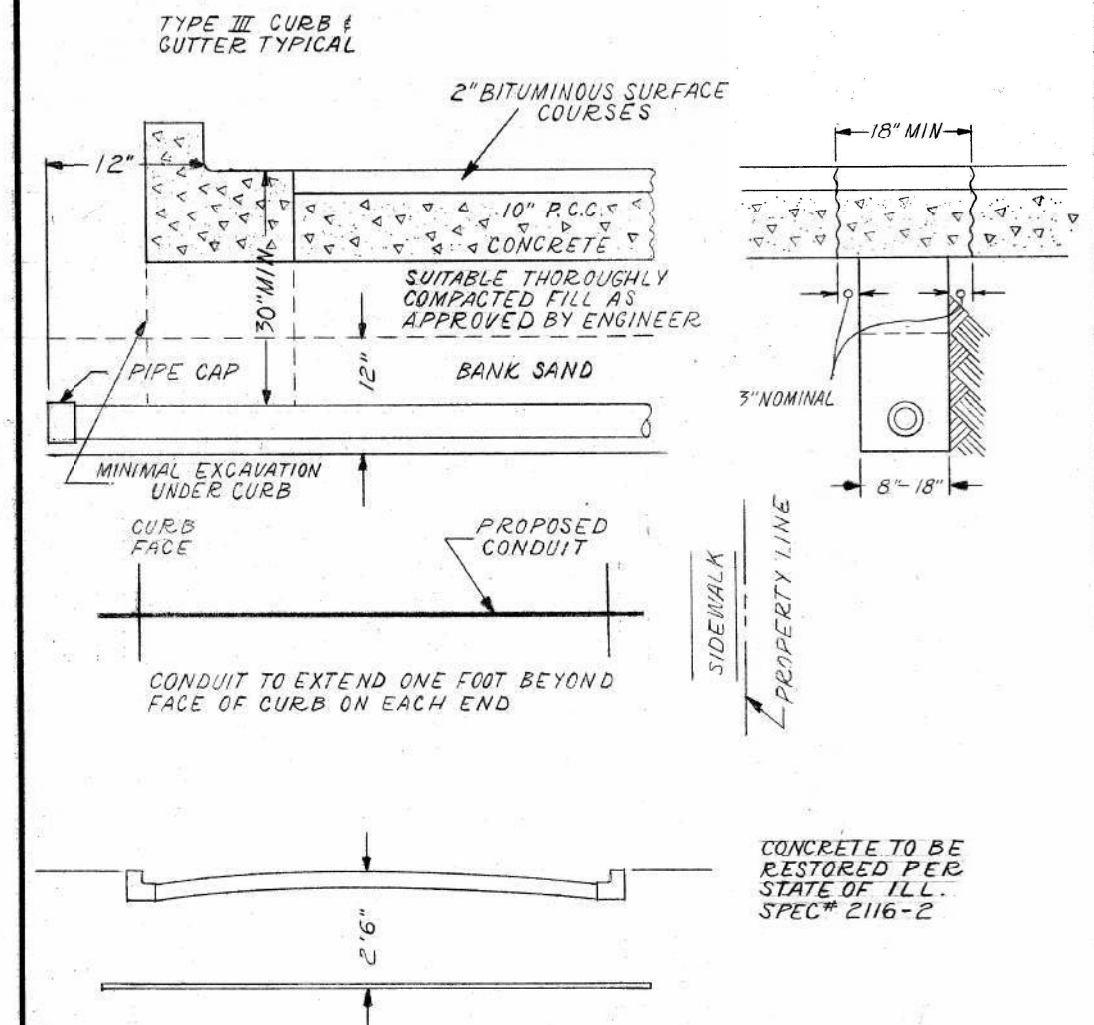
EXCESS SOIL FROM TRENCH TO BE COMPLETELY REMOVED FROM SITE AS SOON AS PRACTICABLE.
BLACK DIRT TO BE TAMPED & THOROUGHLY COMPACTED AS SHOWN.

STANDARD METHOD FOR BACKFILLING CABLE & CONDUIT TRENCHES IN SODDED PARKWAY & LAWNS

CITY OF CHICAGO			
DEPT. OF STREETS & SANITATION			
DIVISION OF ELECTRICAL ENGINEERING			
REVISION	DATE	BY	CHKD.
A			
B			
C			
D			
E			
F			
G			
H			

DRAWN: W. E. HARP
 CHECKED: M. J. HINE
 ENGINEER: J. O'CONNOR
 ENG. IN CHARGE: [Signature]
 Supt. of Conet. [Signature]
 DEPUTY COMM. [Signature]
 SIZE: 8 1/2" x 14" SCALE: N/A DATE: 7-14-61

CONDUIT INSTALLATION UNDER PAVED STREET



CONDUIT TO EXTEND ONE FOOT BEYOND FACE OF CURB ON EACH END

CONCRETE TO BE RESTORED PER STATE OF ILL. SPEC# 2116-2

INSTALLATION METHOD OF INSTALLING CONDUIT UNDER PAVED ROADWAY

CITY OF CHICAGO
 DEPT. OF STREETS AND SANITATION
 BUREAU OF ELECTRICITY
 DIVISION OF ELECTRICAL ENGINEERING

DRAWN A.M. JOHNSON	CHECKED R. SYCKOWSKI	ENGINEER R.L. MARTIN
[Signature]		DRG. NO. 813
[Signature]		ENGINEER OF ELECTRICITY
[Signature]		DEPUTY COMM.
SIZE 8 1/2" x 14"	SCALE N/A	DATE 3-13-81

LT-14

MODEL: Defn11
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	DATE - 03/15/2024	REVISED -

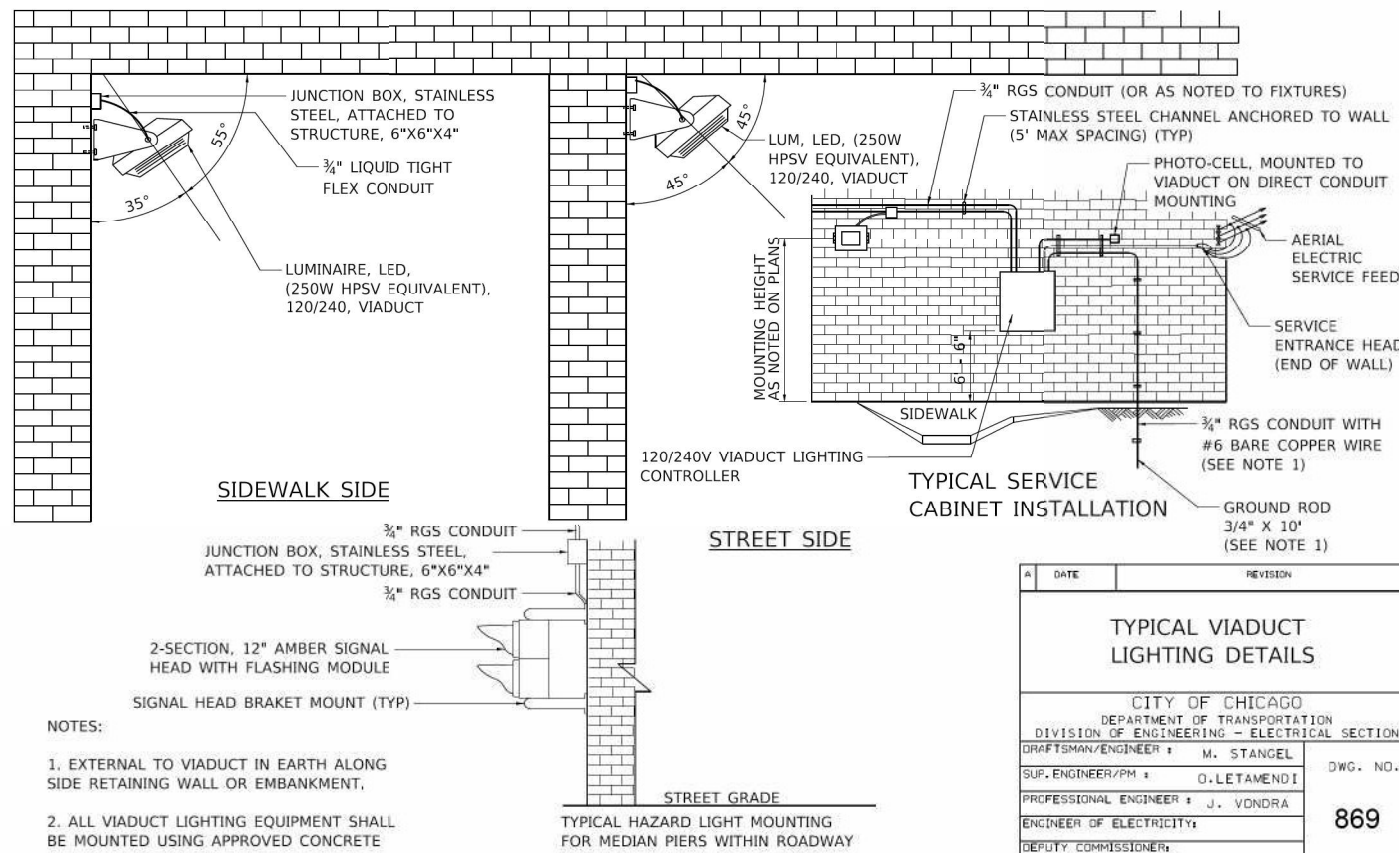
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CDOT ELECTRICAL STANDARD DETAILS

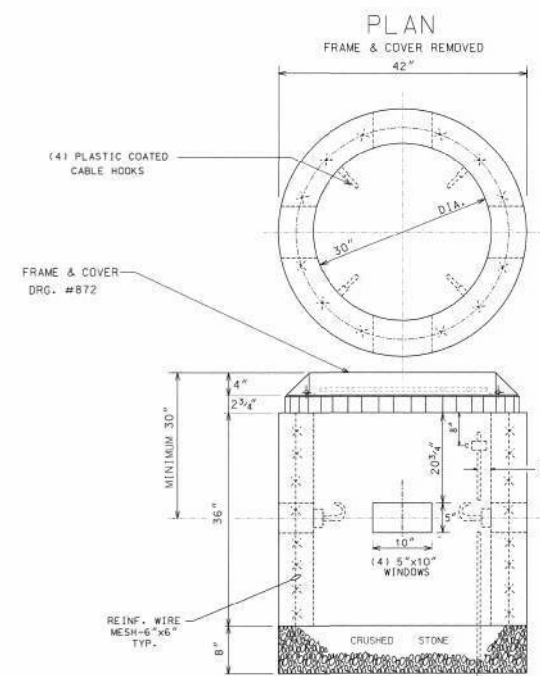
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	53
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

DATE: 11/17/2019
 FILE NAME: \\G:\projects\2011904_CADD\CADD_Sheets\131-CDOT-std-11-15.dwg



DATE	REVISION
TYPICAL VIADUCT LIGHTING DETAILS	
CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING - ELECTRICAL SECTION	
DRAFTSMAN/ENGINEER: M. STANGEL	DWG. NO. 869
SUP. ENGINEER/PM: G. LETAMENDI	
PROFESSIONAL ENGINEER: J. VONDRA	
ENGINEER OF ELECTRICITY:	
DEPUTY COMMISSIONER:	
SIZE: 11" 17"	SCALE: NONE DATE: 11/17/2019

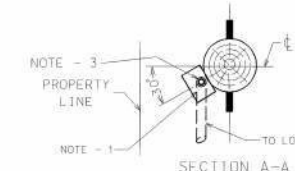
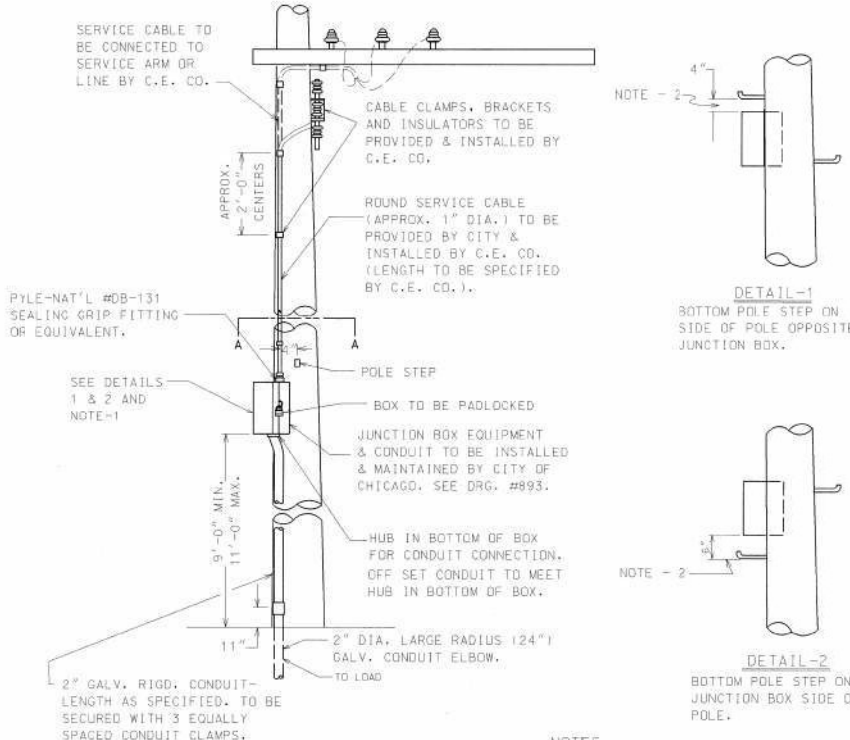


COMPLETE COMMODITY CODE NO. 05-6610-5310M				
CODE NO.	MATERIALS	SIZE	QUAN.	
(1) 05-6610-5310	PRE-CAST HANDHOLE	30"X36"	1	
(2) 05-9075-5470	STONE 3/4" CRUSHED	BAG	5	
(2) 05-5082-5330	SOND TUBE	30"	1	
(2) 05-5082-5342	SOND TUBE	42"	1	
(2) 05-3267-2940	CONC. RED-MIX	CU. YD.	1/2	
(2) 57-0770-0000	6" X 6" MESH	36"X10'	1	
05-1452-9720	BRICK		24	
02-4299-5524	FRAME MANHOLE	24"	1	
02-4574-5040	COVER, MANHOLE	24"	1	
09-7796-9312	GROUND ROD	3/4"X12'	1	
09-2630-3240	GROUND CLAMP		1	

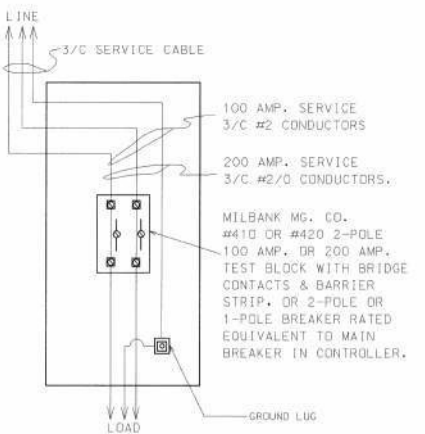
(1) PRE-CAST HANDHOLE SHALL INCLUDE CABLE HOOKS AND CONDUIT KNOCKOUTS.
 (2) THESE ITEMS ARE FOR POURED-IN-PLACE HANDHOLES ONLY.

- CONSTRUCTION NOTES:**
- 8" BED OF STONE FOR DRAINAGE.
 - ALL METALLIC CONDUITS ENTERING HANDHOLE SHALL EXTEND MINIMUM 1" & MAXIMUM 3" INSIDE INNER WALL AND BE EQUIPPED WITH AN APPROVED TYPE OF THREADED GROUNDING BUSHING.

DATE	REVISION
30" DIA. CONCRETE HANDHOLE	
CITY OF CHICAGO DEPT. OF TRANSPORTATION DIVISION OF ENGINEERING - ELECTRICAL SECTION	
DRAFTSMAN/ENGINEER: M. STANGEL	DWG. NO. 867
SUP. ENGINEER/PM: G. LETAMENDI	
PROFESSIONAL ENGINEER: J. VONDRA	
ENGINEER OF ELECTRICITY:	
DEPUTY COMMISSIONER:	
SIZE: 11" 17"	SCALE: NONE DATE: 11/17/2019



- NOTES:**
- WHERE POSSIBLE THE JUNCTION BOX SHALL BE LOCATED FACING THE PROPERTY LINE.
 - BOX SHALL HAVE A MINIMUM CLEARANCE OF 4" BELOW POLE STEP, DETAIL-1, OR 6" ABOVE STEP, DETAIL-2.
 - SERVICE CABLE TO ENTER BOX THROUGH SEALING GRIP FITTING IN TOP.



DATE	REVISION	MP.
9-3-96	REDRAW	
INSTALLATION OF SERVICE EQUIPMENT ON C.E. CO. WOOD POLES		
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING		
DRAFTSMAN: E. LEMASTER	CHIEF DRAFTSMAN: J. BORE	ENGINEER: J. BORE
SUPERVISING ENGINEER: S.W. BERTRAM	ELEC. DESIGN ENGR.:	
ENGINEER OF ELECTRICITY:		DWG. NO. 11925
GEN'L SUPT. OF ELECTRICITY:		
DEPUTY COMMISSIONER: Brian S. Murphy		
SIZE: 11" 17"	SCALE:	DATE: 12-26-96

SINGH
SINGH & ASSOCIATES INC.
CONSULTING ENGINEERS

USER NAME = dnu	DESIGNED - MG	REVISED -
PLOT SCALE = 2,000' / in.	DRAWN - NG	REVISED -
PLOT DATE = 3/14/2024	CHECKED - RP	REVISED -
	DATE - 03/15/2024	REVISED -

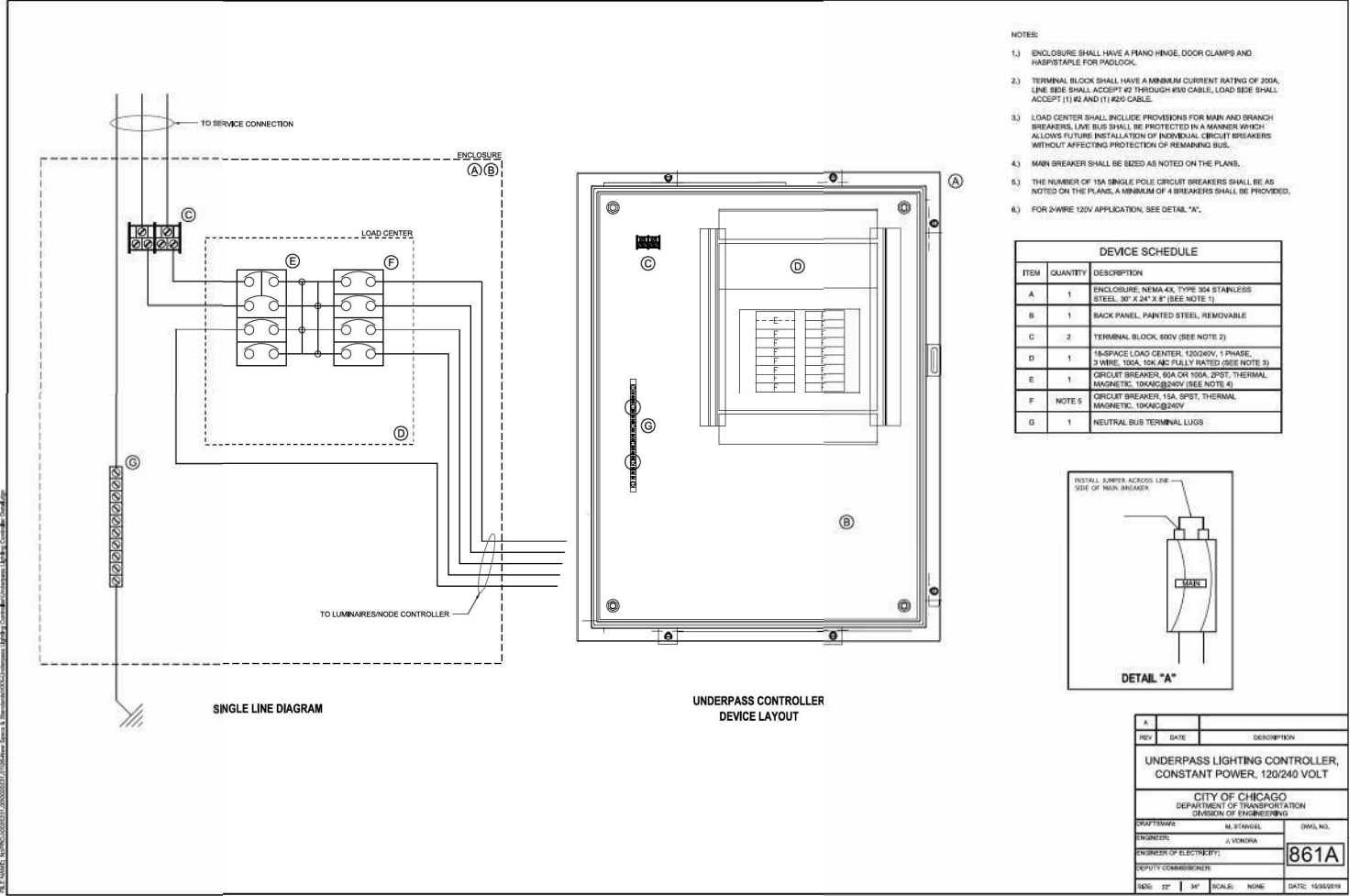
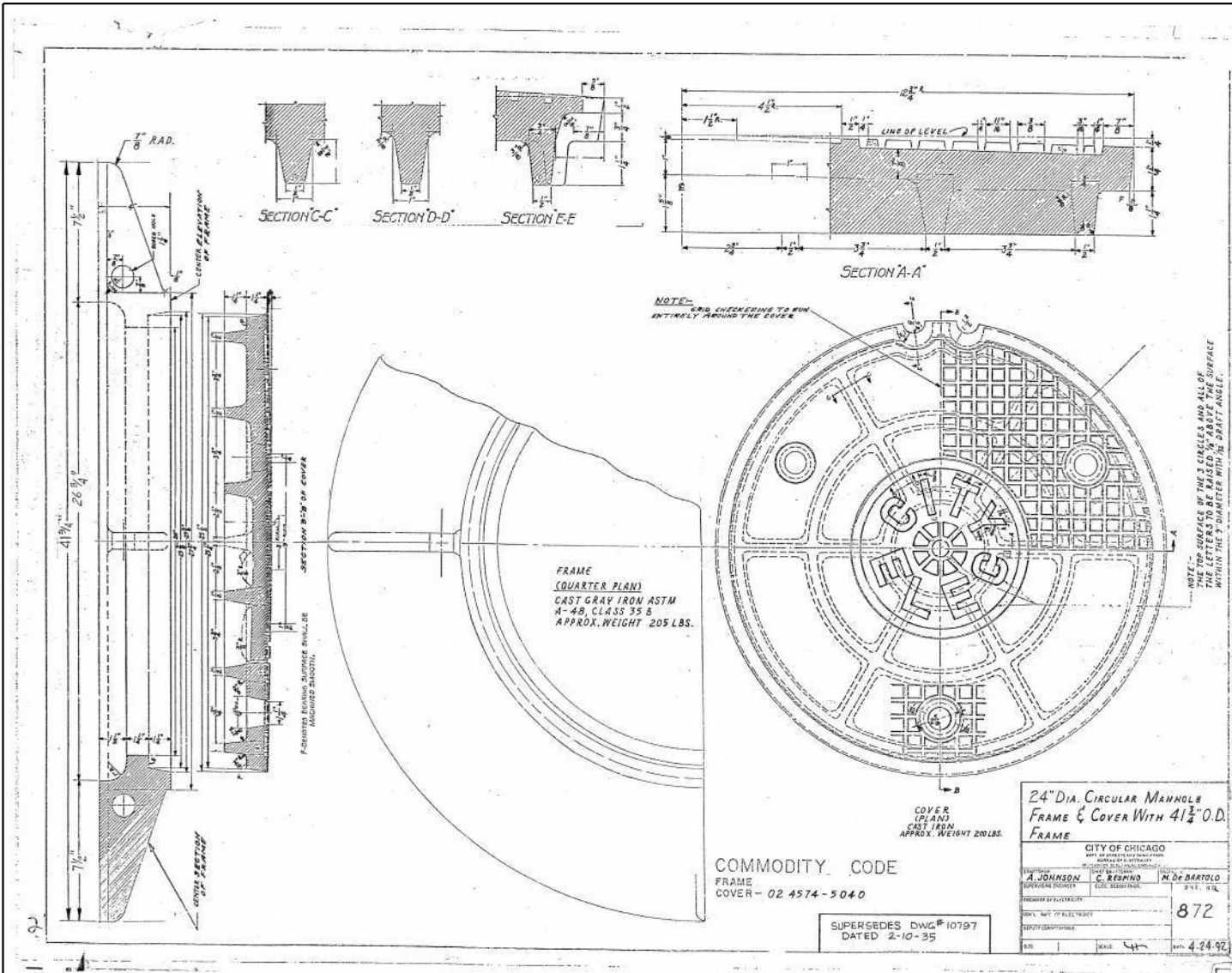
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 383	SECTION D-91-450-20	COUNTY COOK	TOTAL SHEETS 201	SHEET NO. 54
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

LT-15



MODEL: Defaul
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SINGH
SINGH & ASSOCIATES INC.
CONSULTING ENGINEERS

USER NAME = dnu	DESIGNED - MG	REVISED -
PLOT SCALE = 2,000' / in.	DRAWN - NG	REVISED -
PLOT DATE = 3/14/2024	CHECKED - RP	REVISED -
	DATE - 03/15/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION





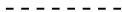
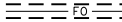






CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 383	SECTION D-91-450-20	COUNTY COOK	TOTAL SHEETS 201	SHEET NO. 55
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

LT-16

LEGEND

-  EXISTING CABINET, TYPE AS NOTED IN PLANS
-  EXISTING JUNCTION BOX
-  EXISTING REV'LAC CONTROLS JUNCTION BOX
-  PROPOSED JUNCTION BOX, SIZE AND TYPE AS NOTED ON THE PLANS
-  PROPOSED CONDUIT ATTACHED TO STRUCTURE, SIZE AND TYPE AS NOTED ON THE PLANS
-  EXISTING UNDERGROUND FIBER OPTIC CABLE IN CONDUIT ATTACHED TO STRUCTURE
-  EXISTING FIXED CCTV CAMERA
-  EXISTING INDUCTOR LOOP
-  PROPOSED INDUCTOR LOOP
-  EXISTING POWER SERVICE
-  EXISTING CONDUIT TO REMAIN
-  EXISTING CCTV CABINET

GENERAL NOTES

1. THE ELECTRICAL MAINTENANCE CONTRACTOR (EMC) SHALL BE CONTACTED FOR EXISTING STATE OWNED FACILITIES AND SYSTEMS LOCATES.
2. ALL UNDERGROUND RACEWAYS SHALL BE INSTALLED AT A MINIMUM DEPTH OF 30-INCHES BELOW GRADE.
3. THE CONTRACTOR SHALL VERIFY ADEQUATE CLEARANCE OVER EXISTING ROADWAY FACILITIES BEFORE INSTALLING DUCTS, CONDUIT AND CABLES.
4. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST CODES, STANDARDS AND THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2022, AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
5. THE LOCATION OF EXISTING FACILITIES, AS SHOWN ON THE DRAWINGS, REPRESENT DATA RECEIVED FROM VARIOUS SOURCES. IT IS NOT GUARANTEED TO BE CORRECT OR ALL INCLUSIVE. THE CONTRACTOR SHALL CONDUCT HIS OWN INVESTIGATION INTO THE LOCATION, SIZE, CONFIGURATION AND NATURE OF ANY AND ALL EXISTING FACILITIES WHICH MAY INTERFERE WITH OR SUPPORT THE WORK UNDER THIS CONTRACT. ANY EXISTING FACILITIES (FIBER OPTIC CABLE, ELECTRIC OR ANY OTHER COMMUNICATIONS CABLES OR EQUIPMENT) NEAR PROPOSED WORK AREAS WHICH ARE TO REMAIN IN SERVICE SHALL BE RECONFIGURED AND BE FULLY PROTECTED BY THE CONTRACTOR. ANY DAMAGE CAUSED BY THE CONSTRUCTION OPERATIONS SHALL BE IMMEDIATELY REPAIRED AT NO ADDITIONAL COST TO IDOT TO THE SATISFACTION OF THE ENGINEER.
6. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH AFFECTED UTILITY COMPANIES AND MUNICIPALITIES. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTIVE MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES AND THEIR OPERATION.
7. THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4155 A MINIMUM OF 72 HOURS PRIOR TO THE START OF WORK.
8. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS, ELEVATIONS, AND EXISTING FIELD CONDITIONS PRIOR TO BIDDING, ORDERING MATERIALS, OR BEGINNING OF CONSTRUCTION ON THIS PROJECT.
9. CONTRACTOR SHALL INSTALL CONDUIT EXPANSION/DEFLECTION COUPLING AT STRUCTURE JOINTS AND AS NEEDED PER BRIDGE CROSSING DETAILS AT NO ADDITIONAL COST.
10. ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES CAUSED BY THE CONTRACTOR, SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF FIBER OPTIC CABLE TO REPAIR CUTS SHALL NOT BE ALLOWED. FIBER OPTIC CABLE SHALL BE REPLACED FROM COMMUNICATION VAULT TO COMMUNICATION VAULT.
11. FLUORESCENT VESTS AND HARD HATS: ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR FLUORESCENT ORANGE, FLUORESCENT YELLOW/GREEN OR A COMBINATION OF FLUORESCENT ORANGE AND FLUORESCENT YELLOW/GREEN VESTS AND HARD HATS AT ALL TIMES WHILE ON THE CONSTRUCTION SITE.
12. DURING CONSTRUCTION OPERATIONS THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO PROTECT ADJACENT EQUIPMENT, FACILITIES, AND STRUCTURE FROM DAMAGE OR INTERFERENCE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR KEEPING THE WORK AREA FREE FROM DEBRIS. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.

IDOT-D1 STANDARDS:

STANDARD NO.	TITLE
TS-05	IDOT DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS

INDEX OF SHEETS:

DRAWING NO.	TITLE
ITS-01	IDOT SURVEILLANCE SYSTEM LEGEND, GENERAL NOTE AND BILL OF MATERIALS
ITS-02	IDOT SURVEILLANCE SYSTEM PLAN OHIO STREET BRIDGE AT DES PLAINES STREET
ITS-03	IDOT SURVEILLANCE SYSTEM PLAN OHIO STREET BRIDGE AT KINGSBURY STREET
ITS-04 TO ITS-05	RECORD DRAWING
ITS-06	IDOT DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS

BILL OF MATERIALS

ITEM	UNIT	TOTAL QTY
CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL	FOOT	500
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	1
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	2
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 14	FOOT	2,258
DETECTOR LOOP, TYPE I	FOOT	50
CONDUIT, FLEXIBLE, LIQUID TIGHT, METALLIC, 2" DIAMETER	FOOT	6
REMOVE EXISTING CONDUIT ATTACHED TO STRUCTURE	FOOT	500

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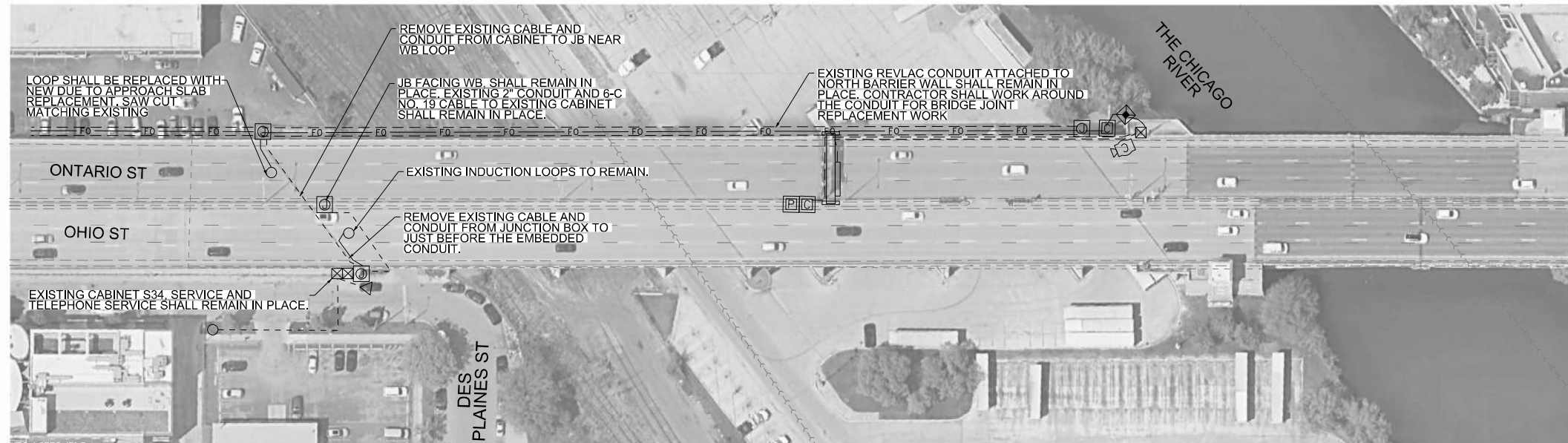
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IDOT SURVEILLANCE SYSTEM LEGEND,
GENERAL NOTES AND BILL OF MATERIALS**

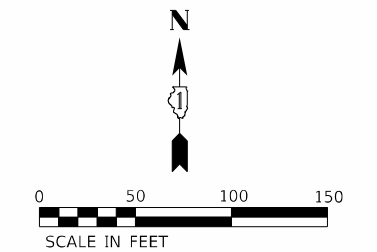
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F.A.P. RTE. 383	SECTION D-91-450-20	COUNTY COOK	TOTAL SHEETS 201	SHEET NO. 56
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

ITS-01



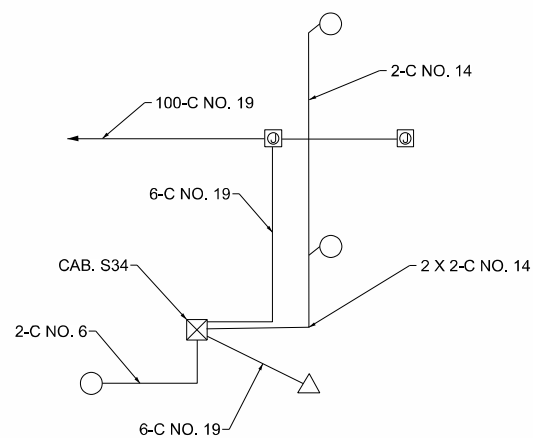
SURVEILLANCE REMOVAL PLAN



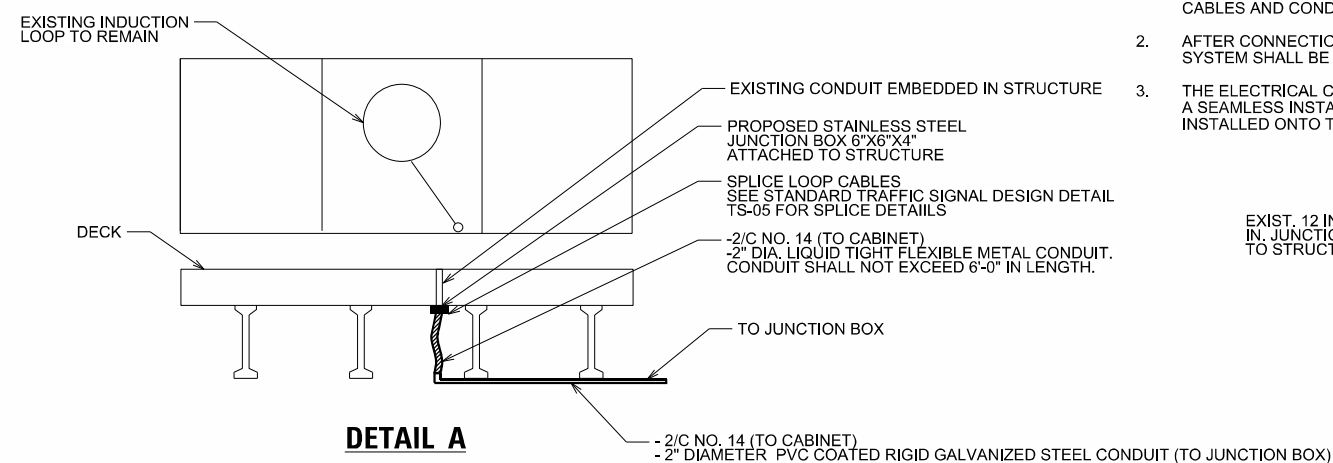
SURVEILLANCE INSTALLATION PLAN

NOTES:

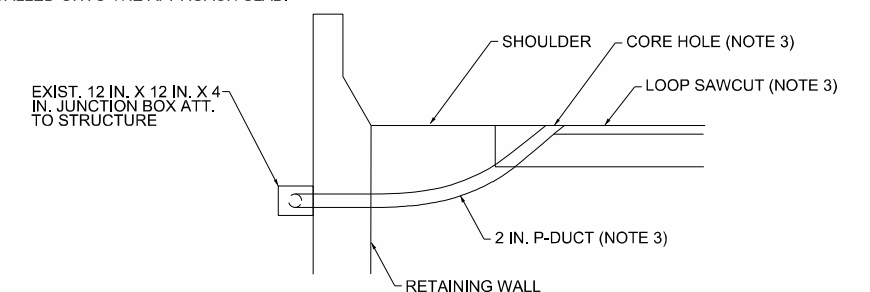
- EXISTING TCS SYSTEM SHALL REMAIN OPERATIONAL DURING CONSTRUCTION. PROPOSED CONDUIT AND CABLE SHALL BE INSTALLED PRIOR TO REMOVAL AND DISCONNECTION OF EXISTING CABLES AND CONDUITS.
- AFTER CONNECTION OF NEW CABLES AT CABINET AND JUNCTION BOXES NEAR LOOPS, TCS SYSTEM SHALL BE TESTED AND MADE OPERATIONAL SAME DAY.
- THE ELECTRICAL CONTRACTOR SHALL COORDINATE WITH STRUCTURAL CONTRACTOR TO ENSURE A SEAMLESS INSTALLATION PROCESS FOR DETECTOR LOOPS, CABLES, AND CONDUIT THAT IS INSTALLED ONTO THE APPROACH SLAB.



WIRING DIAGRAM



DETAIL A



DETAIL B

ITS-02

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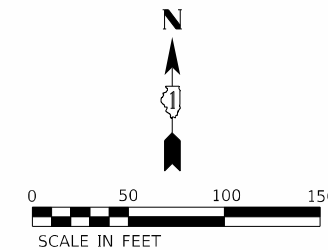
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PLOT DATE = 3/14/2024	CHECKED - RP	REVISED -
	DATE - 03/15/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IDOT SURVEILLANCE SYSTEM PLAN
OHIO STREET BRIDGE AT DES PLAINES STREET**

SCALE: AS NOTED SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	57
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



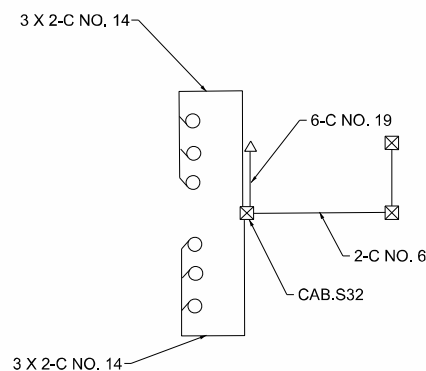
SURVEILLANCE REMOVAL PLAN



SURVEILLANCE INSTALLATION PLAN

NOTES:

1. EXISTING TCS SYSTEM SHALL REMAIN OPERATIONAL DURING CONSTRUCTION. PROPOSED CONDUIT AND CABLE SHALL BE INSTALLED PRIOR TO REMOVAL AND DISCONNECTION OF EXISTING CABLES AND CONDUITS.
2. AFTER CONNECTION OF NEW CABLES AT CABINET AND JUNCTION BOXES NEAR LOOPS, TCS SYSTEM SHALL BE TESTED MADE OPERATIONAL SAME DAY.



WIRING DIAGRAM

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FILE NAME: \\s\projects\2019\04_CADD\CADD_Sheets\162131-1605-ah-traffic-03.dgn



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	DRAWN - NG	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

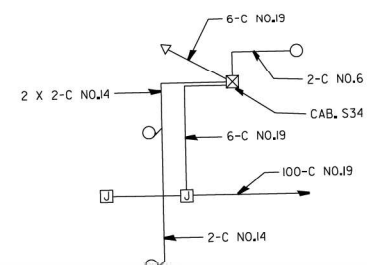
**IDOT SURVEILLANCE SYSTEM PLAN
OHIO STREET BRIDGE AT KINGSBURY STREET**

SCALE: AS NOTED SHEET OF SHEETS STA. TO STA.

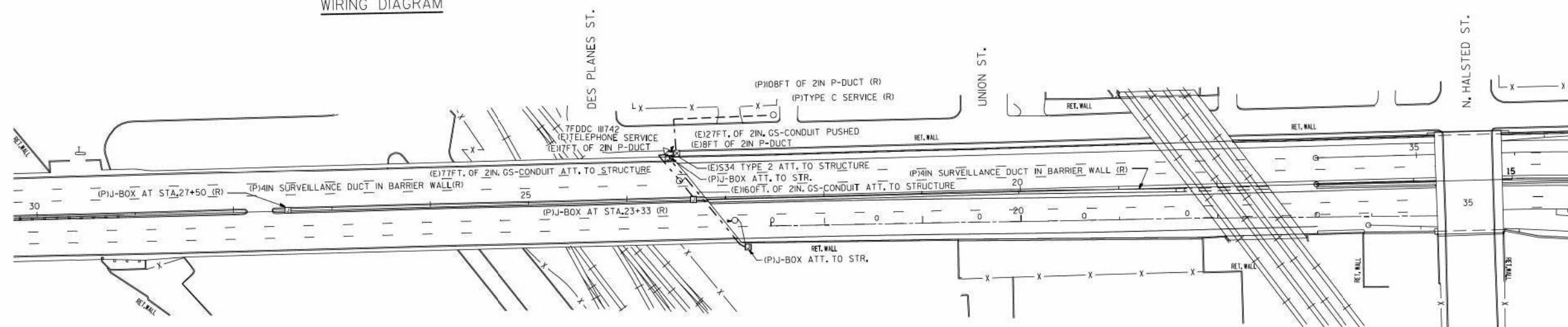
F.A.P. RTE. 383	SECTION D-91-450-20	COUNTY COOK	TOTAL SHEETS 201	SHEET NO. 58
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

ITS-03

SECTION	COUNTY	REG. DIST.	SHEET NO.
STA.	TO STA.		
REG. NO. REG. NO.	ILLINOIS	FED. AID PROJECT	



WIRING DIAGRAM



SYMBOL	LEGEND
○	INDUCTION LOOP
○	ROUND INDUCTION LOOP
⊗	TSC CABINET
○	TELEPHONE SERVICE
□	SERVICE INSTALLATION
□	JUNCTION BOX
■	HEAVY DUTY HAND HOLE
---	POLYETHYLENE DUCT
---	GALVANIZED STEEL CONDUIT
(E)	EXISTING
(P)	PROPOSED
(I)	INSTALL
(R)	REMOVE

REVISIONS	
NAME	DATE
	2013

FOR INFORMATION ONLY
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC SYSTEMS CENTER
 OHIO FEEDER
DES PLANES ST.
 SCALE: VERT. 50ft
 HORIZ. 50ft
 DATE
 DRAWN BY G.M.
 CHECKED BY

TRAFFIC SYSTEMS CENTER

FOR INFORMATION ONLY

ITS-04

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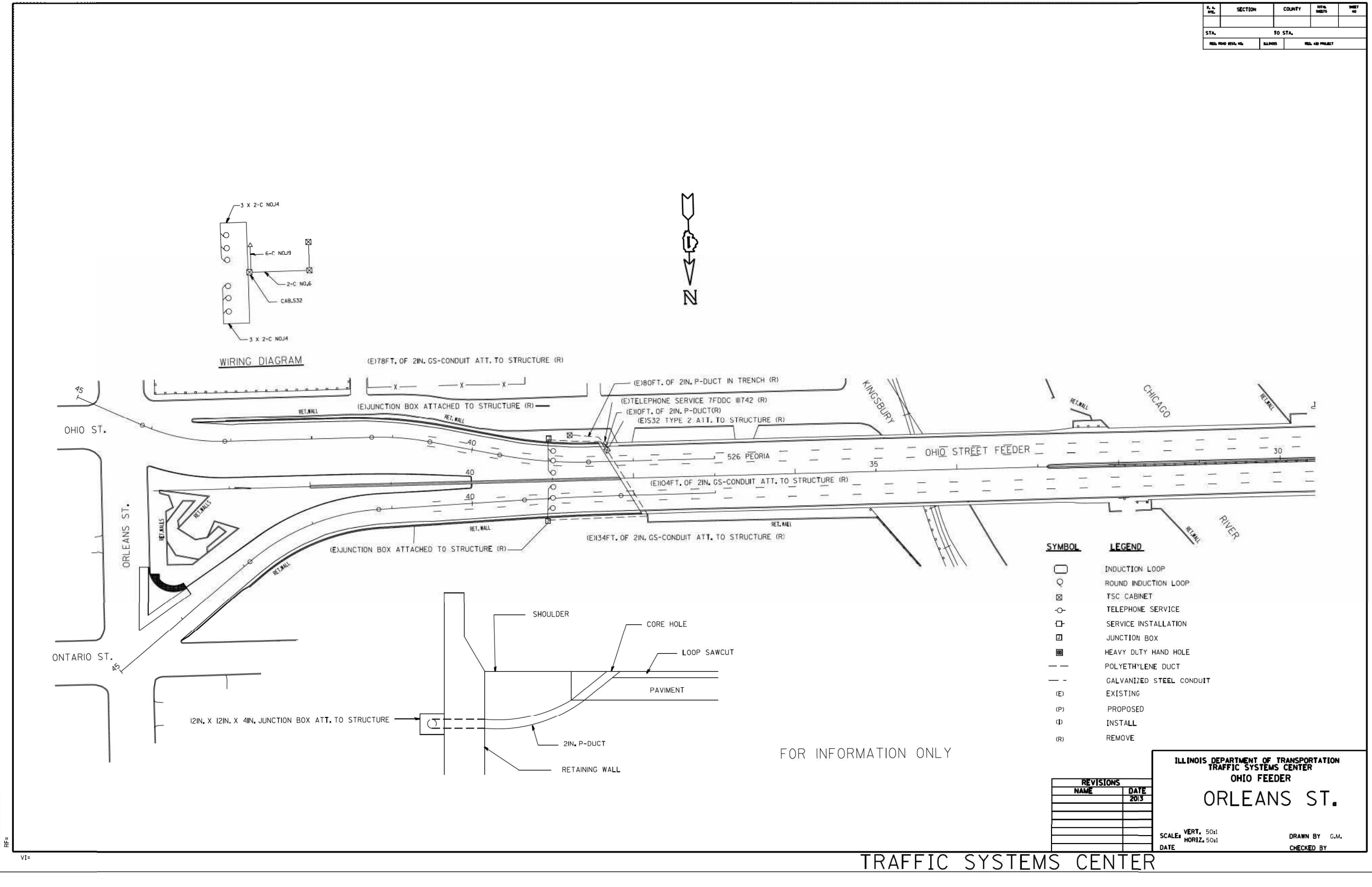
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

RECORD DRAWING

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	59
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

F.A.P. NO.	SECTION	COUNTY	SHEET NO.
STA.	TO STA.		
REL. PROJ. REG. NO.	REL. PROJ. REG. NO.	REL. PROJ. REG. NO.	REL. PROJ. REG. NO.



FOR INFORMATION ONLY

TRAFFIC SYSTEMS CENTER

FOR INFORMATION ONLY

ITS-05

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	DATE - 03/15/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD DRAWING

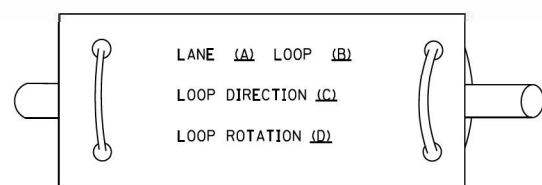
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	60
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

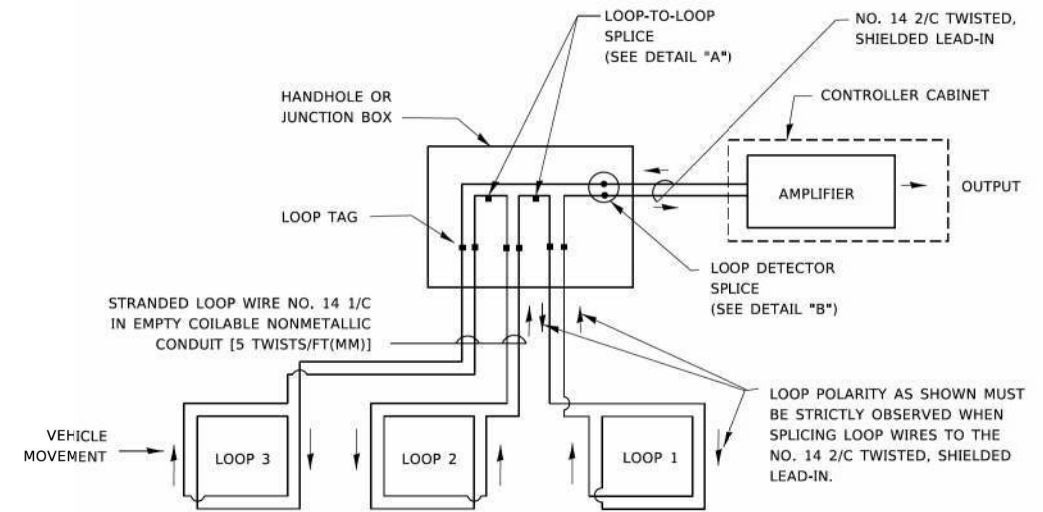
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

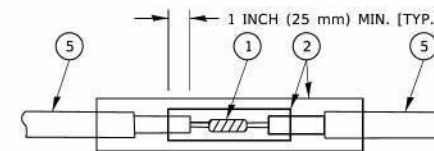


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

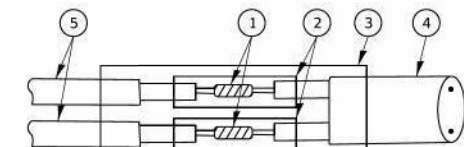


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm), IF IN CONCRETE,
- THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

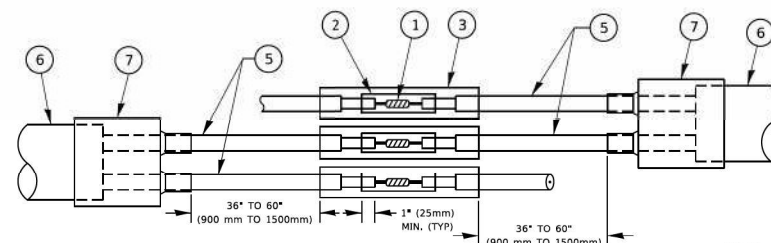


DETAIL "A"
LOOP-TO-LOOP SPLICE

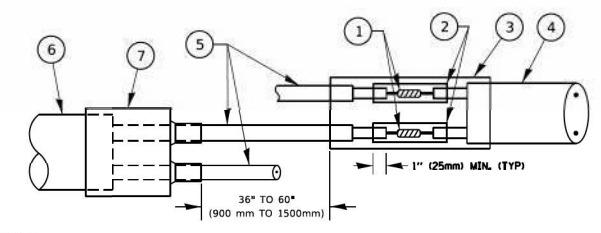


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PREFORMED LOOP
- XL POLYOLEFIN 2 CONDUCTOR
- BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

MODEL: Default
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PROJECT: DISTRICT ONE
DRAWN: DWU
CHECKED: RP
DATE: 03/15/2024

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	DATE -	REVISIONS -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05			
ILLINOIS		FED. AID PROJECT		

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DATE: 03/15/2024



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	DATE -	REVISIONS -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IDOT DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	61
ILLINOIS		FED. AID PROJECT		

Benchmark: Benchmark #1323 is a concrete cut square on top of northern most parapet. It is located adjacent to Southeast corner of the Northeast Bridge Tower. Elevation 629.27

Existing Structure: Structure No. 016-1061, Originally built in 1956 under contract B.U.G.I-265(47) consists of 8 spans of 16W36 steel beams supported by stub abutments and multi-column piers on concrete piles. The structure underwent a rehabilitation in 1992 under contract C-91-056-91 that included reinforced concrete deck replacement, steel superstructure modifications, bearing replacements and substructure repairs. The back of West Abutment to centerline of West Pier measures 572'-3¹/₁₆" and the out to out deck is 89'-8".

Traffic to be maintained utilizing Stage Construction.

No salvage.

SCOPE OF WORK

1. Place Bridge Deck Latex Concrete Overlay
2. Replace Expansion Joints
3. Perform Beam End Repairs
4. Perform Substructure Concrete Repairs
5. Replace Abutment Backwall and Approach Slab
6. Drainage System Repairs

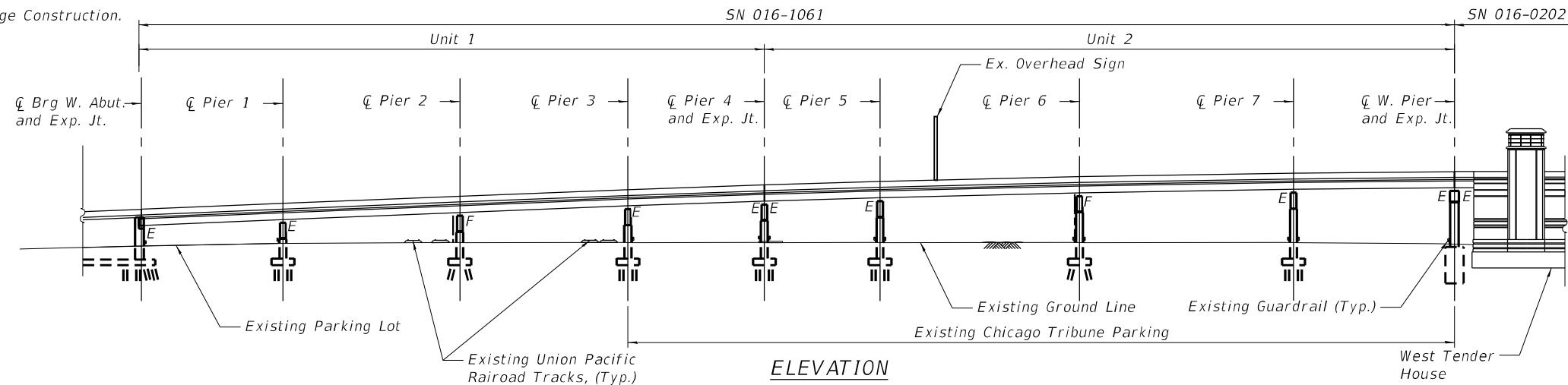
LOADING HS-20-44

EXIST. CONST.:
HS20-S16-44 per AASHTO 1957
PROP. CONST.:
HS20-44 per AASHTO 2002

DESIGN STRESSES

FIELD UNITS (EXIST. CONST.)
f'c = 3,500 psi
fy = 60,000 psi (Rehab Design Reinforcement)
fy = 40,000 psi (Original Reinforcement)
fy = 36,000 psi (Rehab Structural Steel)
fy = 33,000 psi (Original Structural Steel)

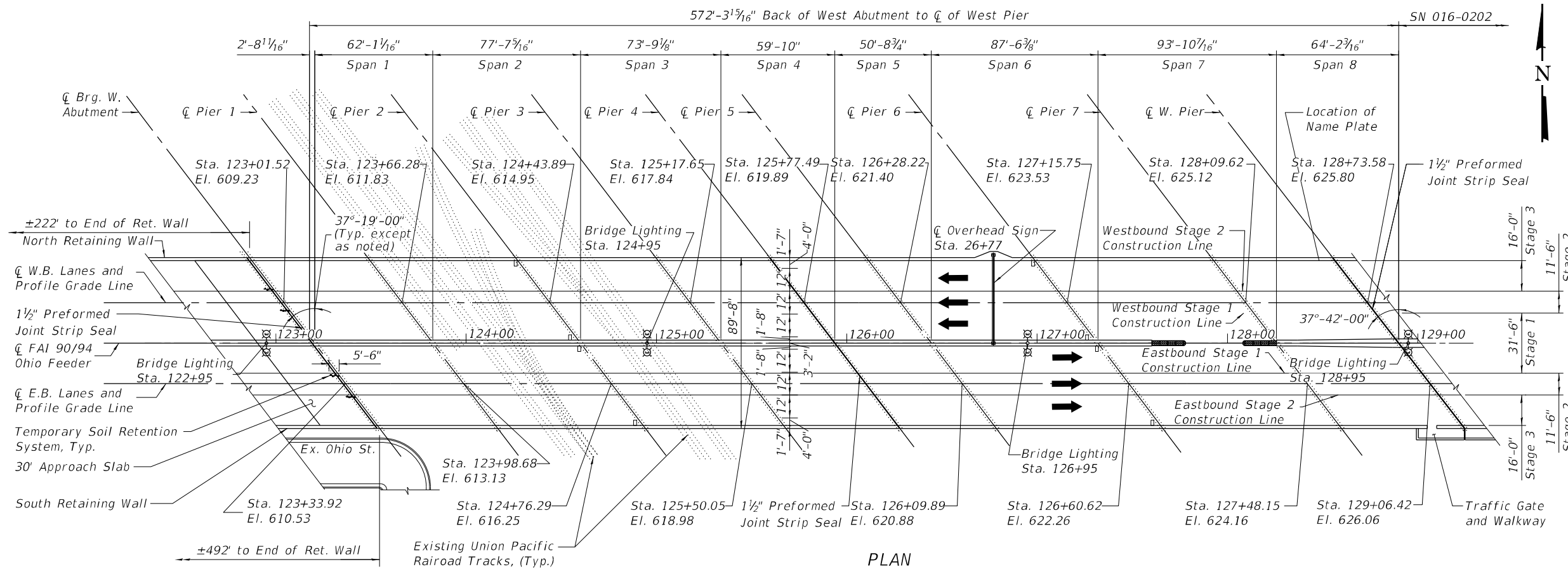
FIELD UNITS (PROP. CONST.)
f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (Structural Steel)
AASHTO M270 Grade 36



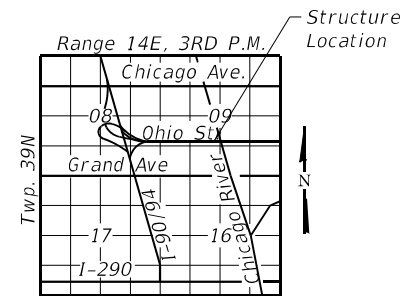
ELEVATION



Timothy G. Hall, Illinois S.E. 081-006644 Date 1/10/2024
Expires 11-30-2024



PLAN



LOCATION SKETCH

Note:
Up to 1/4 inch may be ground off the bridge deck and the bridge approach slabs.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
SN 016-1061

SHEET SA-01 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	62
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. Fasteners shall be ASTM F3125 Grade A325 Type 1. Fasteners shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel." Holes shall be subpunched or subdrilled 11/16" dia. and reamed in the field to 13/16" dia. for 3/4" dia. bolts, unless otherwise noted. Holes shall be subpunched or subdrilled 13/16" dia. and reamed in the field to 15/16" dia. for 7/8" dia. bolts, unless otherwise noted.

2. Calculated weight of Structural Steel AASHTO M270 Grade 36 =31,620 Pounds

3. All structural steel shall be AASHTO M270 Grade 36 (except expansion joints which shall be AASHTO M270 Grade 50).

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

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

6. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding 1/4 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

7. 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.

8. The Contractor shall obtain private property owner approval to gain access to the site, including but not limited to:
 - Union Pacific Railroad - reference UP Folder No. 0515530
 - Chicago Tribune
 - Private Parking Facilities.

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

10. 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".

11. The Contractor shall complete all superstructure steel repairs prior to the placing of the concrete deck overlay.

12. All new structural steel shall be hot-dip galvanized. Cost included with Furnishing and Erecting Structural Steel. See Special Provisions for Hot Dip Galvanizing of Structural Steel.

13. The Contractor shall exercise extreme caution during Concrete Removal to avoid damaging the steel beams and diaphragms to remain. Any damage to the existing steel beams and/or diaphragms to remain caused by the Contractor in the performance of his/her work shall be repaired by the Contractor, to the satisfaction of the Engineer, at no cost to the Department.

14. Contractor to field verify member measurements, connections, bolt/rivet size and spacing prior to ordering or fabricating any new steel. The Contractor's shop drawings must indicate which dimensions were obtained by actual field measurements.

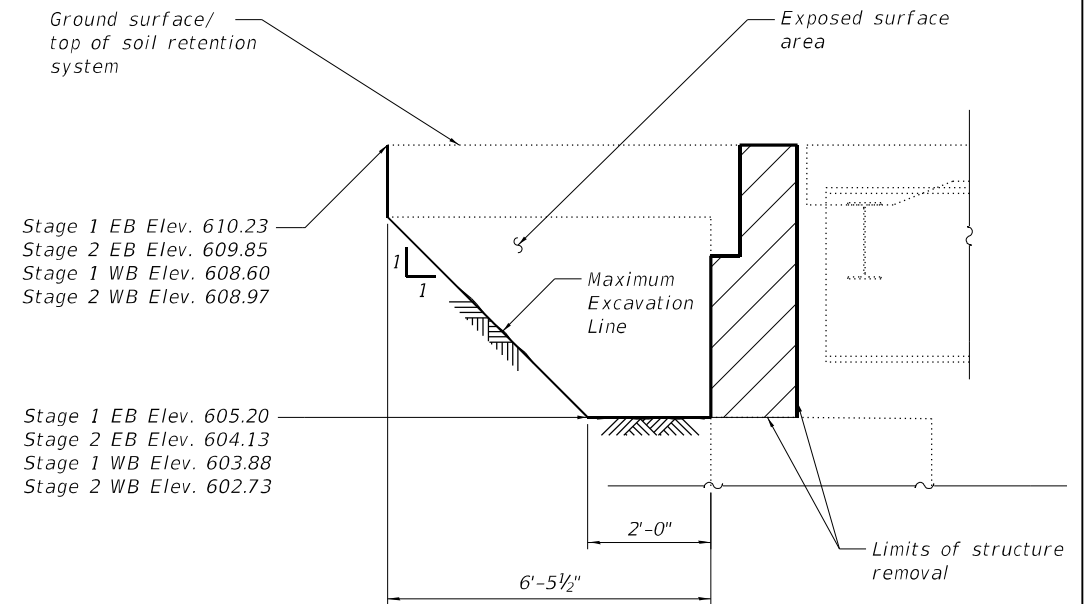
INDEX OF SHEETS

SA-01	General Plan and Elevation
SA-02	General Data
SA-03	Existing Bridge Profiles
SA-04	Deck Plan
SA-05	Construction Staging
SA-06	Deck Sections
SA-07	Temporary Concrete Barrier
SA-08	Top of Deck Elevations Plan
SA-09	Top of Deck Elevations 1 of 3
SA-10	Top of Deck Elevations 2 of 3
SA-11	Top of Deck Elevations 3 of 3
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SA-16	Westbound Parapet Repair Details
SA-17	Eastbound Parapet Repair Details
SA-18	West Abutment Expansion Joint Removal Details
SA-19	Pier 4 Expansion Joint Removal Details
SA-20	West Pier Expansion Joint Removal Details
SA-21	West Abutment Expansion Joint Details
SA-22	Pier 4 Expansion Joint Details
SA-23	West Pier Expansion Joint Details
SA-24	Miscellaneous Deck Details
SA-25	Preformed Joint Strip Seal Details
SA-26	Framing Plan 1 of 2
SA-27	Framing Plan 2 of 2
SA-28	Diaphragm Replacement Details
SA-29	Beam End Repair Details 1 of 2
SA-30	Beam End Repair Details 2 of 2
SA-31	Retaining Wall
SA-32	Pier 1
SA-33	Pier 2
SA-34	Pier 3
SA-35	Pier 4
SA-36	Pier 4 Cap Details
SA-37	Pier 5
SA-38	Pier 6
SA-39	Pier 7
SA-40	Drainage System Repairs 1 of 2
SA-41	Drainage System Repairs 2 of 2
SA-42	Bar Splicer Assembly and Mechanical Splicer Details

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Pavement Connector (PCC) for Bridge Approach Slab	Sq Yd	46	-	46
Concrete Removal	Cu Yd	54.0	28.7	82.7
Protective Shield	Sq Yd	5675	-	5675
Structure Excavation	Cu Yd	-	82	82
Concrete Structures	Cu Yd	-	63.4	63.4
Concrete Superstructure	Cu Yd	55.2	-	55.2
Protective Coat	Sq Yd	6635	-	6635
Concrete Superstructure (Approach Slab)	Cu Yd	153.6	-	153.6
Furnishing and Erecting Structural Steel	Pound	9400	-	9400
Reinforcement Bars, Epoxy Coated	Pound	58330	9820	68150
Bar Splicers	Each	704	-	704
Preformed Joint Strip Seal	Foot	342.5	-	342.5
Temporary Soil Retention System	Sq Ft	-	78	78
Granular Backfill for Structures	Cu Yd	-	82	82
Concrete Sealer	Sq Ft	-	719	719
Geocomposite Wall Drain	Sq Yd	-	61	61
Impact Attenuators (Fully Redirective, Narrow), Test Level 3	Each	1	-	1
Cleaning Bridge Scuppers and Downspouts	Each	8	-	8
Bridge Drainage System Repair	Foot	-	2	2
Bridge Deck Grooving (Longitudinal)	Sq Yd	4756	-	4756
Remove Impact Attenuators, No Salvage	Each	1	-	1
Structural Steel Removal	Pound	9820	-	9820
Structural Steel Repair	Pound	22220	-	22220
Approach Slab Removal	Sq Yd	407	-	407
Bridge Deck Latex Concrete Overlay, 2 3/4 Inches	Sq Yd	5280	-	5280
Bridge Deck Scarification 3/4"	Sq Yd	5280	-	5280
Structural Repair of Concrete (Depth Less than 5 Inches)	Sq Ft	-	508	508
Deck Slab Repair (Full Depth, Type 1)	Sq Yd	1	-	1
Drainage Scuppers (Special)	Each	2	-	2
Diamond Grinding (Bridge Section)	Sq Yd	4772	-	4772
Railroad Protective Liability Insurance	L Sum	-	1	1
Temporary Shoring and Cribbing	Each	4	-	4

Quantities for Deck Slab Repair are approximate. Locations will be determined by the Engineer following the Hydro-Scarification. Actual repair locations shall be shown on the as-built plans.

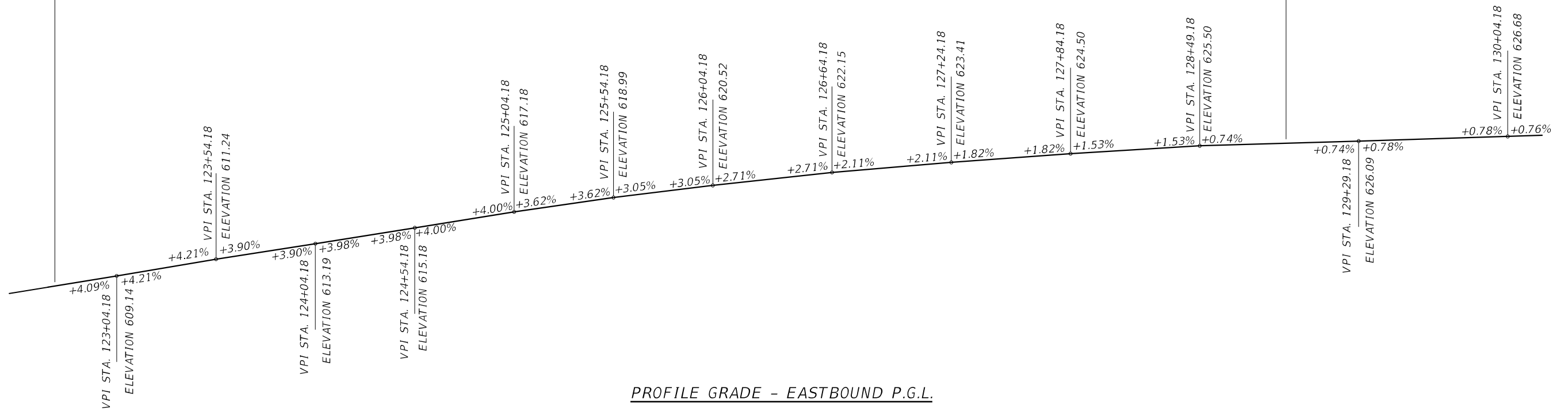


TEMPORARY SOIL RETENTION SYSTEM
 (West Abutment)

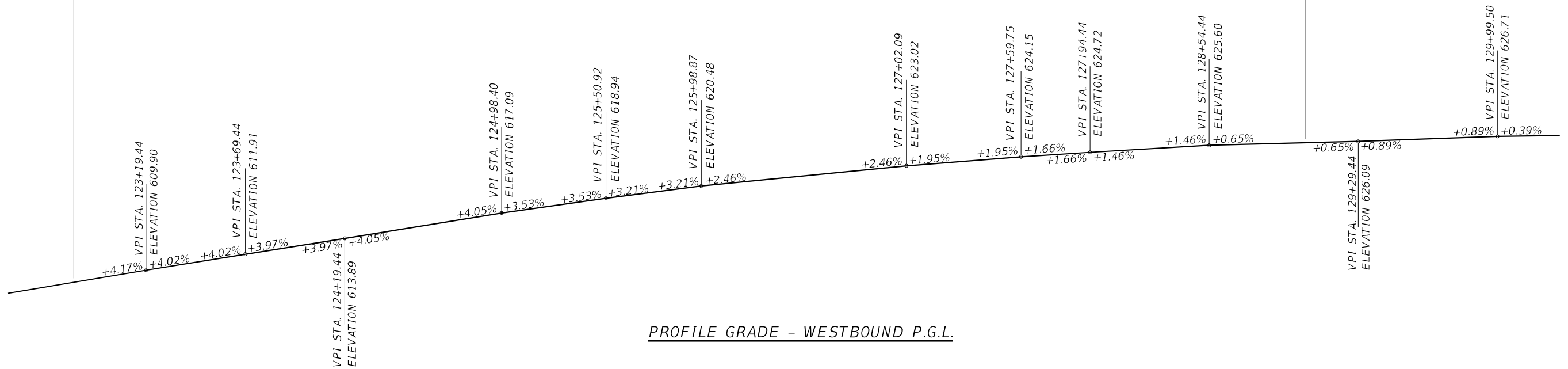
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PLOT DATE =	CHECKED - TCG	REVISED -	SHEET SA-02 OF SA-42 SHEETS							
ILLINOIS FED. AID PROJECT										

S.N. 016-1061 Structure Limits



S.N. 016-1061 Structure Limits



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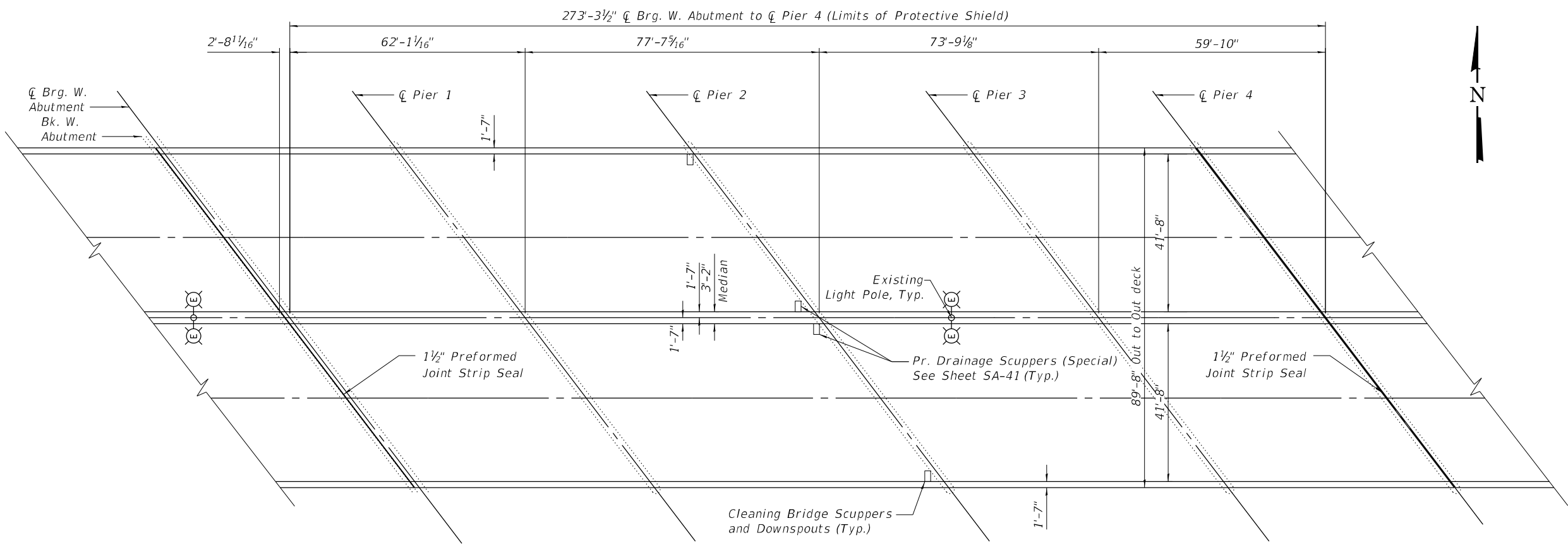
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STATE OF ILLINOIS
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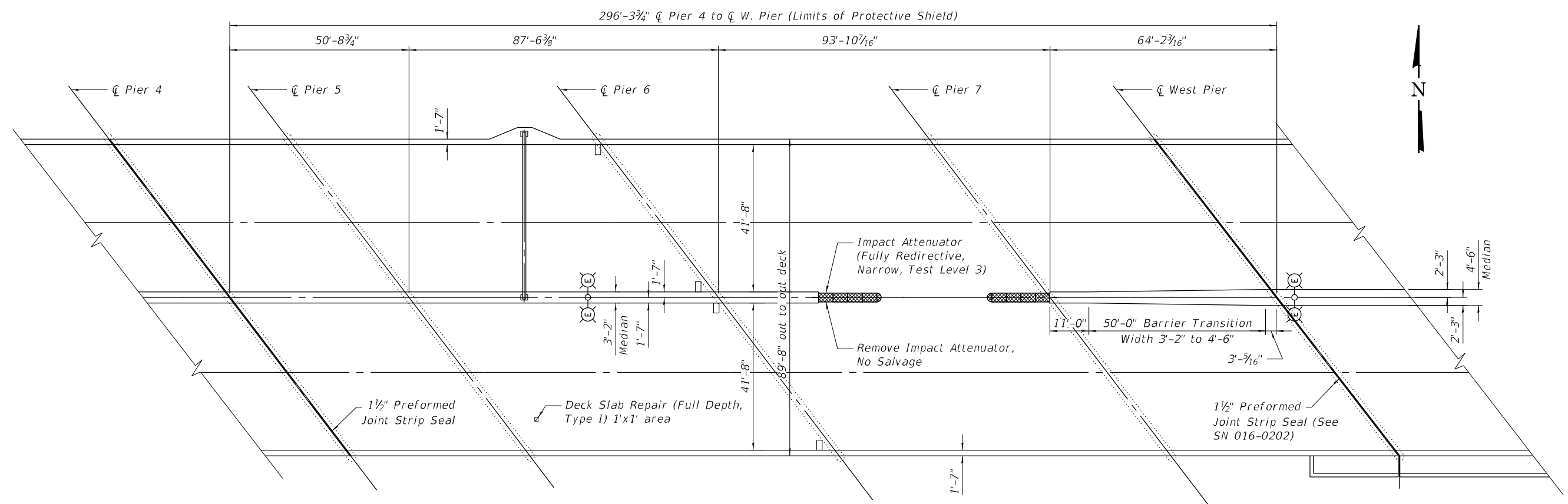
EXISTING BRIDGE PROFILES
 SN 016-1061

SHEET SA-03 OF SA-42 SHEETS

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383	2020-143-BR&BJR	COOK	201	64
CONTRACT NO. 62L31				
		ILLINOIS	FED. AID PROJECT	



PARTIAL PLAN-1



PARTIAL PLAN-2

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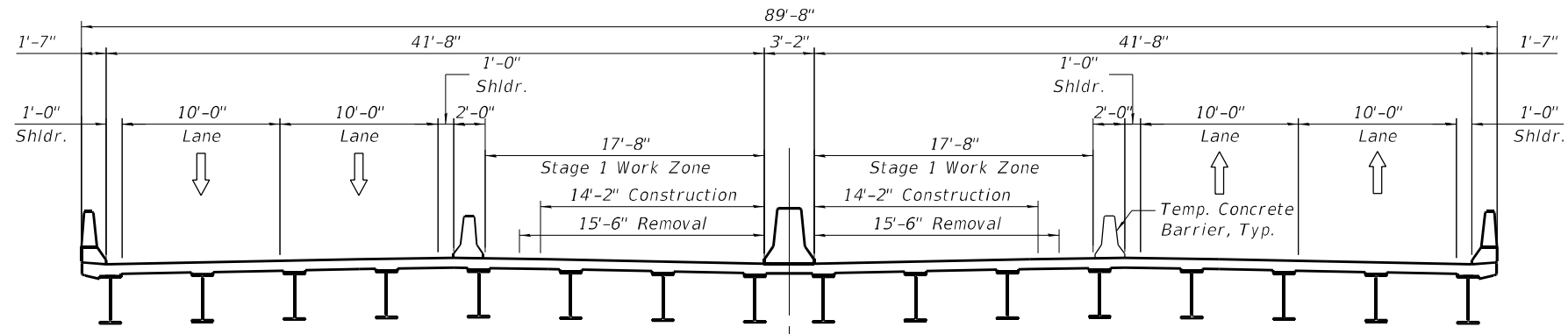
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DEPARTMENT OF TRANSPORTATION

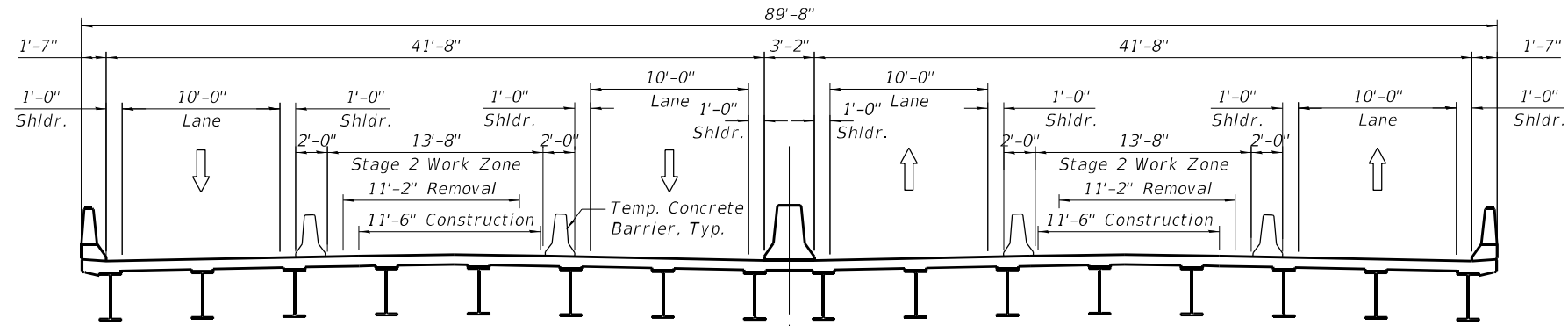
DECK PLAN
SN 016-1061

SHEET SA-04 OF SA-42 SHEETS

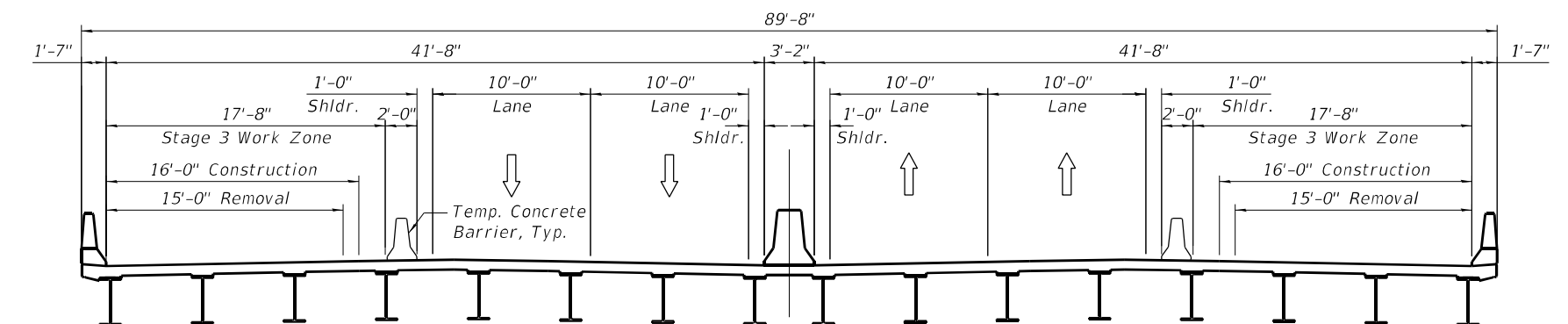
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383	2020-143-BR&BJR	COOK	201	65
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



STAGE 1 CONSTRUCTION
(Looking East)



STAGE 2 CONSTRUCTION
(Looking East)



STAGE 3 CONSTRUCTION
(Looking East)

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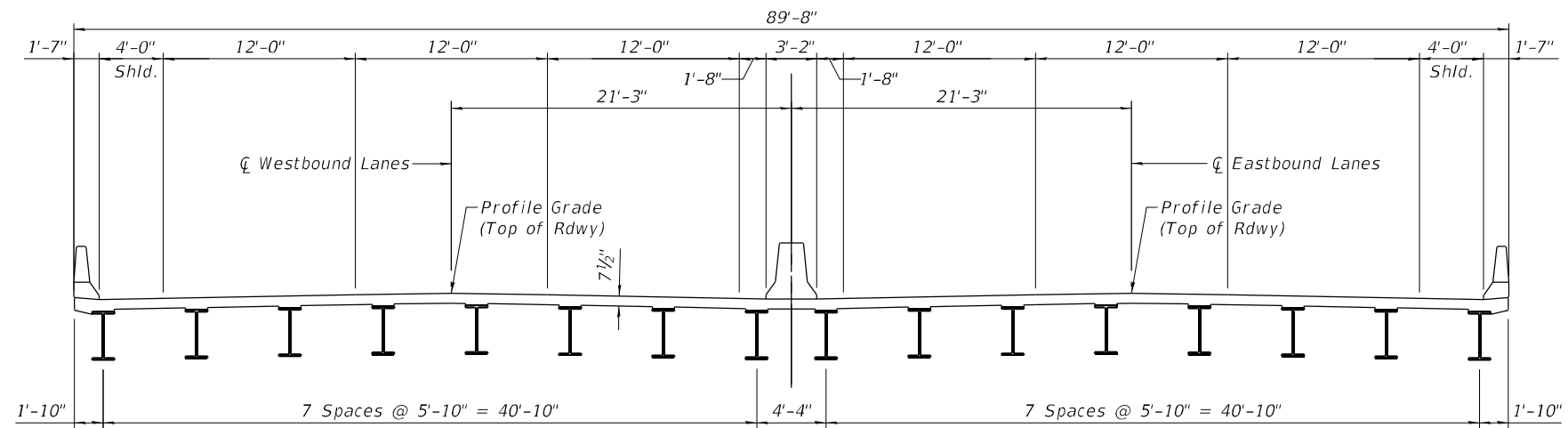
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

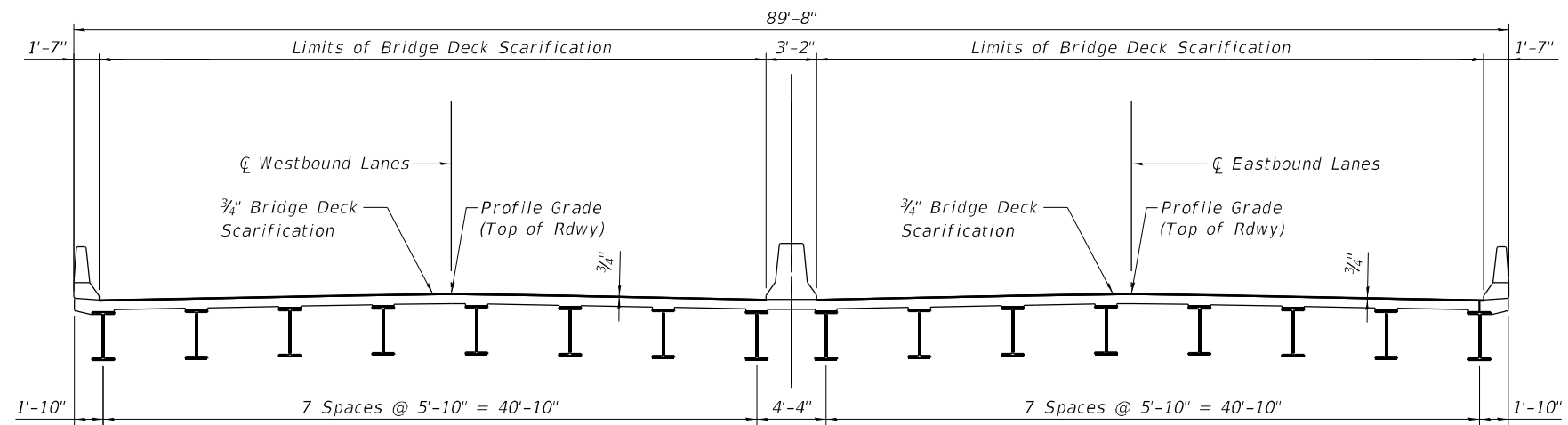
**CONSTRUCTION STAGING
SN 016-1061**

SHEET SA-05 OF SA-42 SHEETS

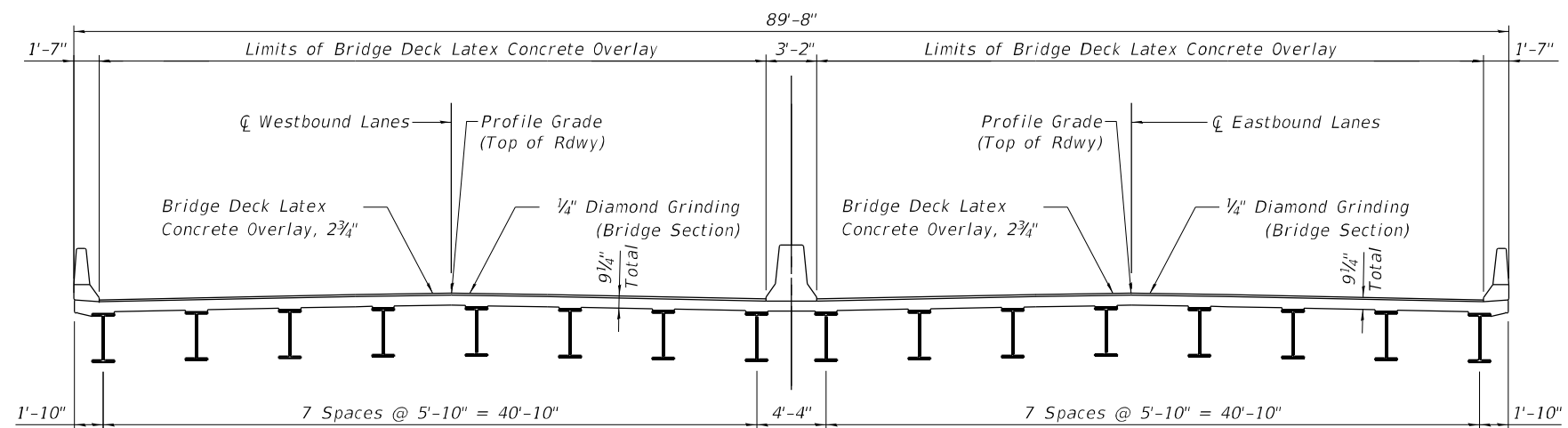
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383	2020-143-BR&BJR	COOK	201	66
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



EXISTING CROSS SECTION



REMOVAL CROSS SECTION



FINAL CROSS SECTION

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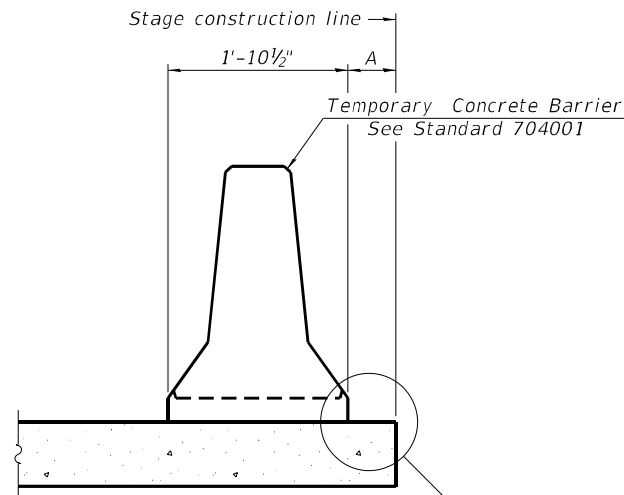
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STATE OF ILLINOIS
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DECK SECTIONS
 SN 016-1061

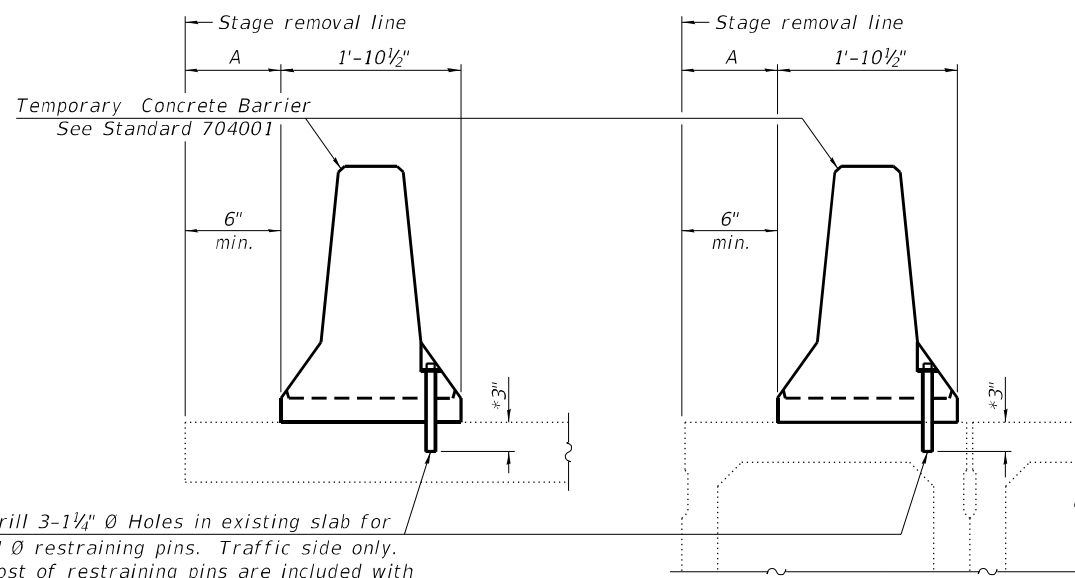
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383	2020-143-BR&BJR	COOK	201	67
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



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

NEW SLAB OR NEW DECK BEAM



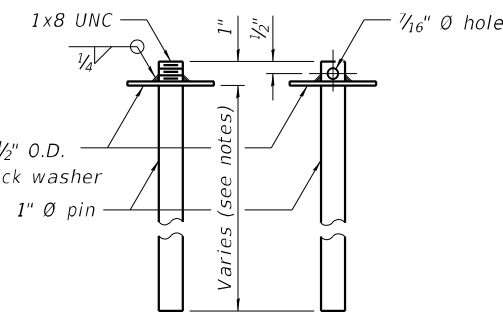
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

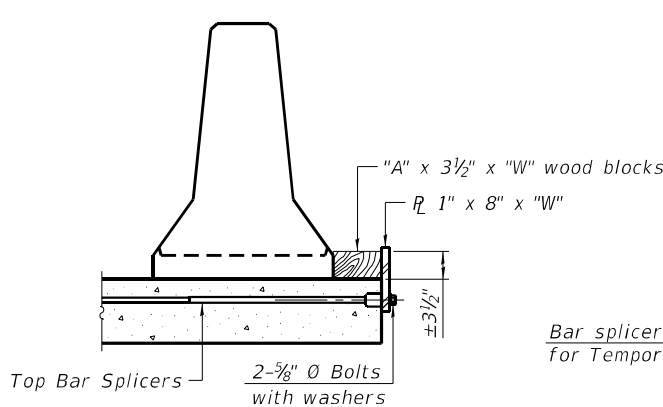
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

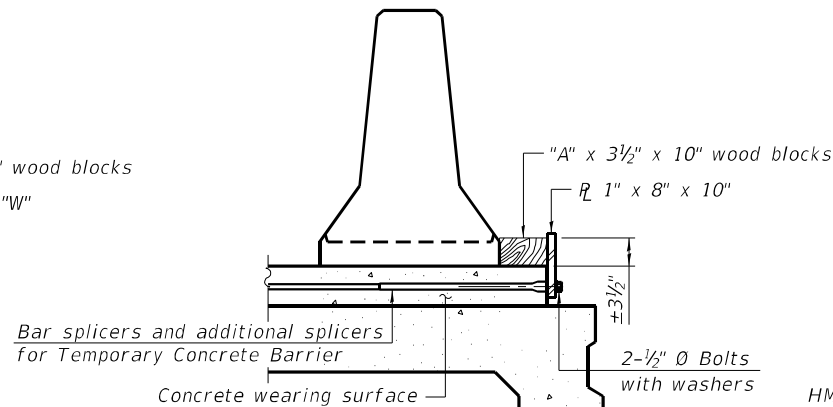


RESTRAINING PIN

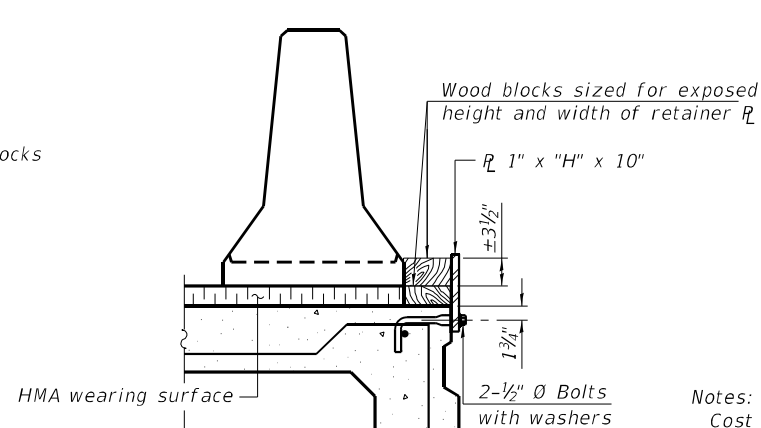
US Std. 1 1/16" I.D. x 2 1/2" O.D. x approx. 8 gauge thick washer



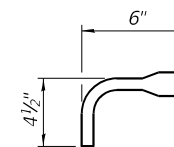
DETAIL I



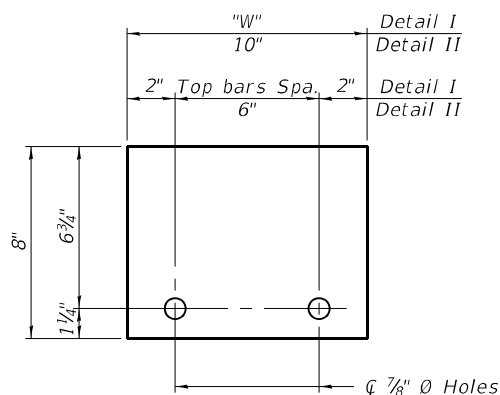
DETAIL II



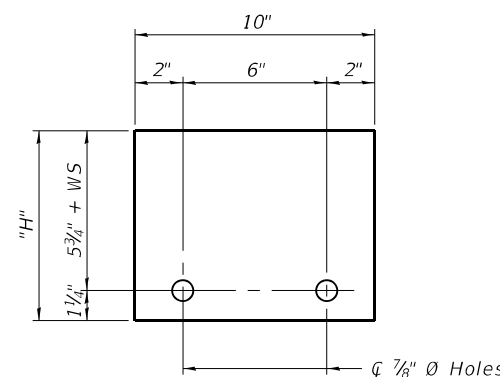
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W" (Detail I and II)



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

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate \bar{C} of each temporary concrete barrier.
 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 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.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

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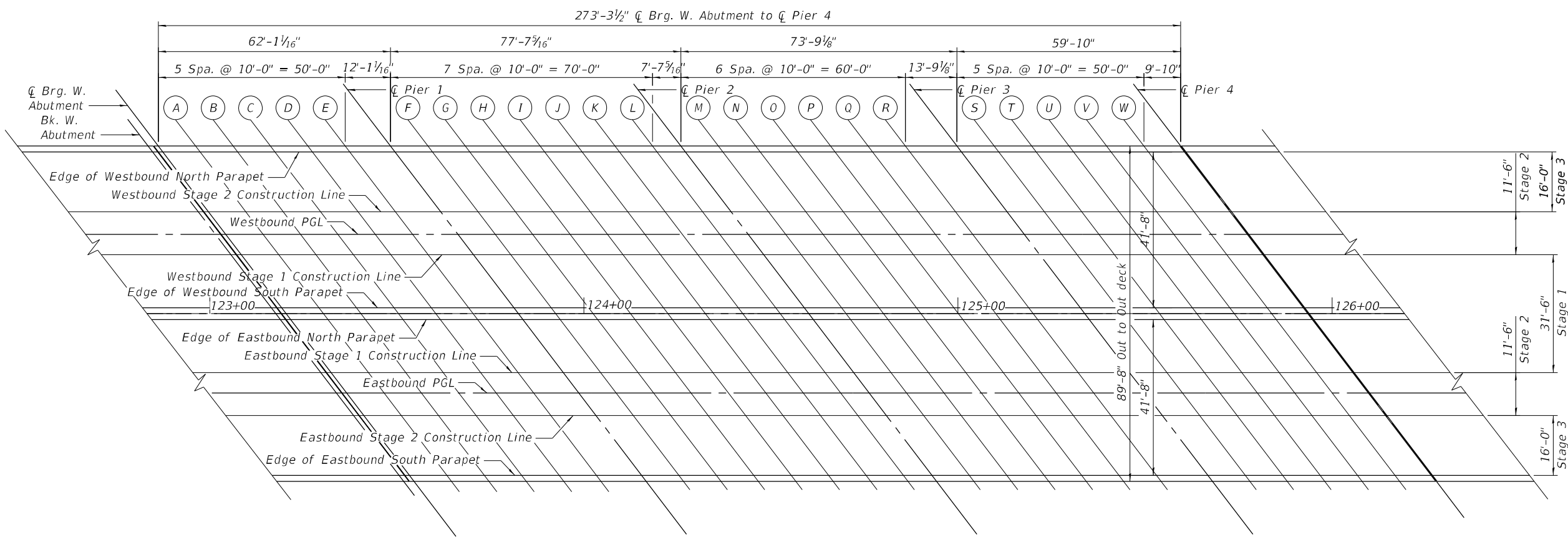
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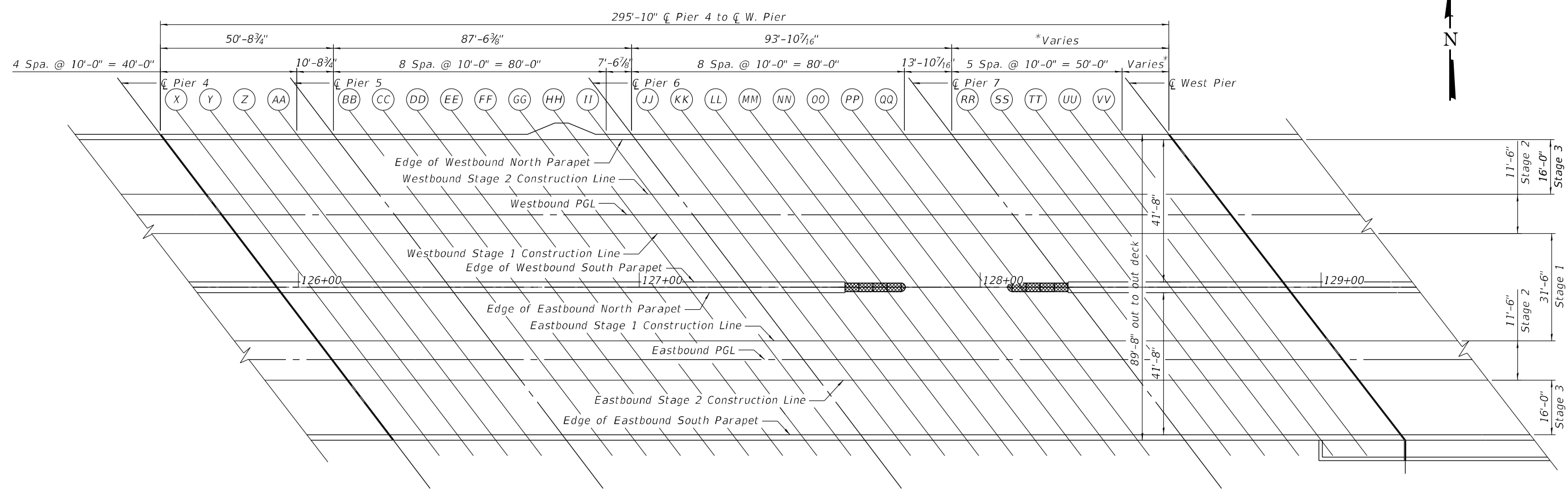
TEMPORARY CONCRETE BARRIER
 STRUCTURE NO. 016-1061

SHEET SA-07 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	68
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



TOP OF DECK ELEVATIONS PLAN-1



TOP OF DECK ELEVATIONS PLAN-2

* Skew angle change at West Pier

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TOP OF DECK ELEVATIONS PLAN
 SN 016-1061

SHEET SA-08 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	69
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

EDGE OF W.B. NORTH PARAPET

W.B. STAGE 2 CONSTRUCTION LINE

WESTBOUND P.G.L.

W.B. STAGE 1 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
W. Brg.	122+84.75	-22.00	608.04	608.21
A	122+87.42	-22.00	608.15	608.32
B	122+97.42	-22.00	608.57	608.74
C	123+07.42	-22.00	608.99	609.15
D	123+17.42	-22.00	609.40	609.57
E	123+27.42	-22.00	609.81	609.97
W. Pier 1	123+37.42	-22.00	610.21	610.38
F	123+49.51	-22.00	610.69	610.86
G	123+59.51	-22.00	611.10	611.26
H	123+69.51	-22.00	611.50	611.67
I	123+79.51	-22.00	611.90	612.06
J	123+89.51	-22.00	612.29	612.46
K	123+99.51	-22.00	612.69	612.86
L	124+09.51	-22.00	613.09	613.25
W. Pier 2	124+19.51	-22.00	613.49	613.65
M	124+27.12	-22.00	613.79	613.96
N	124+37.12	-22.00	614.20	614.37
O	124+47.12	-22.00	614.60	614.77
P	124+57.12	-22.00	615.01	615.18
Q	124+67.12	-22.00	615.41	615.58
R	124+77.12	-22.00	615.82	615.99
W. Pier 3	124+87.12	-22.00	616.22	616.39
S	125+00.88	-22.00	616.77	616.93
T	125+10.88	-22.00	617.12	617.29
U	125+20.88	-22.00	617.47	617.64
V	125+30.88	-22.00	617.99	618.33
Q	125+40.88	-22.00	618.18	618.34
W	125+50.88	-22.00	618.53	618.70
W. Pier 4	125+60.72	-22.00	618.85	619.01
X	125+70.72	-22.00	619.17	619.33
Y	125+80.72	-22.00	619.49	619.65
Z	125+90.72	-22.00	619.81	619.97
AA	126+00.72	-22.00	620.12	620.28
W. Pier 5	126+11.45	-22.00	620.38	620.55
BB	126+21.45	-22.00	620.63	620.79
CC	126+31.45	-22.00	620.87	621.04
DD	126+41.45	-22.00	621.12	621.28
EE	126+51.45	-22.00	621.36	621.53
FF	126+61.45	-22.00	621.61	621.78
GG	126+71.45	-22.00	621.86	622.02
HH	126+81.45	-22.00	622.10	622.27
II	126+91.45	-22.00	622.35	622.51
W. Pier 6	126+98.98	-22.00	622.53	622.70
JJ	127+08.98	-22.00	622.74	622.91
KK	127+18.98	-22.00	622.94	623.11
LL	127+28.98	-22.00	623.13	623.30
MM	127+38.98	-22.00	623.33	623.50
NN	127+48.98	-22.00	623.53	623.69
OO	127+58.98	-22.00	623.74	623.91
PP	127+68.98	-22.00	623.93	624.10
QQ	127+78.98	-22.00	624.12	624.28
W. Pier 7	127+92.85	-22.00	624.37	624.54
RR	128+02.85	-22.00	624.55	624.71
SS	128+12.85	-22.00	624.71	624.88
TT	128+22.85	-22.00	624.88	625.05
UU	128+32.85	-22.00	625.05	625.21
VV	128+42.85	-22.00	625.22	625.38
W. West Pier	128+57.03	-22.00	625.42	625.58

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
W. Brg.	122+96.95	-6.00	608.87	609.04
A	122+99.62	-6.00	608.98	609.15
B	123+09.62	-6.00	609.40	609.56
C	123+19.62	-6.00	609.81	609.98
D	123+29.62	-6.00	610.22	610.38
E	123+39.62	-6.00	610.62	610.78
W. Pier 1	123+49.62	-6.00	611.02	611.19
F	123+61.71	-6.00	611.50	611.67
G	123+71.71	-6.00	611.91	612.07
H	123+81.71	-6.00	612.30	612.47
I	123+91.71	-6.00	612.70	612.87
J	124+01.71	-6.00	613.10	613.26
K	124+11.71	-6.00	613.50	613.66
L	124+21.71	-6.00	613.89	614.06
W. Pier 2	124+31.71	-6.00	614.30	614.47
M	124+39.32	-6.00	614.61	614.77
N	124+49.32	-6.00	615.01	615.18
O	124+59.32	-6.00	615.42	615.58
P	124+69.32	-6.00	615.82	615.99
Q	124+79.32	-6.00	616.23	616.39
R	124+89.32	-6.00	616.63	616.80
W. Pier 3	124+99.32	-6.00	617.03	617.20
S	125+13.08	-6.00	617.52	617.68
T	125+23.08	-6.00	617.87	618.04
U	125+33.08	-6.00	618.22	618.39
V	125+43.08	-6.00	618.58	618.74
Q	125+53.08	-6.00	618.92	619.09
W	125+63.08	-6.00	619.24	619.41
W. Pier 4	125+72.92	-6.00	619.56	619.72
X	125+82.92	-6.00	619.88	620.04
Y	125+92.92	-6.00	620.20	620.37
Z	126+02.92	-6.00	620.49	620.66
AA	126+12.92	-6.00	620.74	620.90
W. Pier 5	126+23.65	-6.00	621.00	621.17
BB	126+33.65	-6.00	621.25	621.41
CC	126+43.65	-6.00	621.49	621.66
DD	126+53.65	-6.00	621.74	621.90
EE	126+63.65	-6.00	621.98	622.15
FF	126+73.65	-6.00	622.23	622.40
GG	126+83.65	-6.00	622.48	622.64
HH	126+93.65	-6.00	622.72	622.89
II	127+03.65	-6.00	622.96	623.13
W. Pier 6	127+11.18	-6.00	623.11	623.27
JJ	127+21.18	-6.00	623.30	623.47
KK	127+31.18	-6.00	623.50	623.66
LL	127+41.18	-6.00	623.69	623.86
MM	127+51.18	-6.00	623.89	624.06
NN	127+61.18	-6.00	624.09	624.25
OO	127+71.18	-6.00	624.26	624.42
PP	127+81.18	-6.00	624.43	624.60
QQ	127+91.18	-6.00	624.60	624.77
W. Pier 7	128+05.05	-6.00	624.82	624.98
RR	128+15.05	-6.00	624.97	625.14
SS	128+25.05	-6.00	625.12	625.29
TT	128+35.05	-6.00	625.27	625.44
UU	128+45.05	-6.00	625.43	625.59
VV	128+55.05	-6.00	625.57	625.74
W. West Pier	128+69.22	-6.00	625.66	625.83

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
W. Brg.	123+01.52	0.00	609.15	609.32
A	123+04.19	0.00	609.26	609.43
B	123+14.19	0.00	609.68	609.84
C	123+24.19	0.00	610.09	610.25
D	123+34.19	0.00	610.49	610.66
E	123+44.19	0.00	610.89	611.06
W. Pier 1	123+54.19	0.00	611.29	611.46
F	123+66.28	0.00	611.78	611.95
G	123+76.28	0.00	612.18	612.34
H	123+86.28	0.00	612.57	612.74
I	123+96.28	0.00	612.97	613.14
J	124+06.28	0.00	613.37	613.54
K	124+16.28	0.00	613.77	613.93
L	124+26.28	0.00	614.17	614.34
W. Pier 2	124+36.28	0.00	614.57	614.74
M	124+43.89	0.00	614.88	615.05
N	124+53.89	0.00	615.29	615.45
O	124+63.89	0.00	615.69	615.86
P	124+73.89	0.00	616.10	616.26
Q	124+83.89	0.00	616.50	616.67
R	124+93.89	0.00	616.91	617.07
W. Pier 3	125+03.89	0.00	617.28	617.45
S	125+17.65	0.00	617.77	617.94
T	125+27.65	0.00	618.12	618.29
U	125+37.65	0.00	618.47	618.64
V	125+47.65	0.00	618.83	618.99
Q	125+57.65	0.00	619.16	619.32
W	125+67.65	0.00	619.48	619.64
W. Pier 4	125+77.49	0.00	619.79	619.96
X	125+87.49	0.00	620.11	620.28
Y	125+97.49	0.00	620.44	620.60
Z	126+07.49	0.00	620.69	620.86
AA	126+17.49	0.00	620.94	621.10
W. Pier 5	126+28.22	0.00	621.20	621.37
BB	126+38.22	0.00	621.45	621.61
CC	126+48.22	0.00	621.69	621.86
DD	126+58.22	0.00	621.94	622.11
EE	126+68.22	0.00	622.19	622.35
FF	126+78.22	0.00	622.43	622.60
GG	126+88.22	0.00	622.68	622.85
HH	126+98.22	0.00	622.92	623.09
II	127+08.22	0.00	623.14	623.31
W. Pier 6	127+15.75	0.00	623.29	623.45
JJ	127+25.75	0.00	623.48	623.65
KK	127+35.75	0.00	623.68	623.84
LL	127+45.75	0.00	623.87	624.04
MM	127+55.75	0.00	624.07	624.23
NN	127+65.75	0.00	624.24	624.41
OO	127+75.75	0.00	624.41	624.58
PP	127+85.75	0.00	624.58	624.74
QQ	127+95.75	0.00	624.74	624.91
W. Pier 7	128+09.62	0.00	624.94	625.11
RR	128+19.62	0.00	625.09	625.26
SS	128+29.62	0.00	625.24	625.40
TT	128+39.62	0.00	625.38	625.55
UU	128+49.62	0.00	625.53	625.69
VV	128+59.62	0.00	625.63	625.80
W. West Pier	128+73.80	0.00	625.72	625.89

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
W. Brg.	123+05.71	5.50	609.24	609.41
A	123+08.38	5.50	609.35	609.52
B	123+18.38	5.50	609.77	609.94
C	123+28.38	5.50	610.17	610.34
D	123+38.38	5.50	610.57	610.74
E	123+48.38	5.50	610.98	611.14
W. Pier 1	123+58.38	5.50	611.38	611.55
F	123+70.47	5.50	611.86	612.03
G	123+80.47	5.50	612.26	612.43
H	123+90.47	5.50	612.66	612.83
I	124+00.47	5.50	613.06	613.22
J	124+10.47	5.50	613.45	613.62
K	124+20.47	5.50	613.85	614.02
L	124+30.47	5.50	614.26	614.42
W. Pier 2	124+40.47	5.50	614.66	614.83
M	124+48.08	5.50	614.97	615.14
N	124+58.08	5.50	615.38	615.54
O	124+68.08	5.50	615.78	615.95
P	124+78.08	5.50	616.18	616.35
Q	124+88.08	5.50	616.59	616.76
R	124+98.08	5.50	616.99	617.16
W. Pier 3	125+08.08	5.50	617.35	617.52
S	125+21.84	5.50	617.83	618.00
T	125+31.84	5.50	618.19	618.35
U	125+41.84	5.50	618.54	618.71
V	125+51.84	5.50	618.89	619.06
Q	125+61.84	5.50	619.21	619.38
W	125+71.84	5.50	619.53	619.70
W. Pier 4	125+81.68	5.50	619.85	620.01
X	125+91.68	5.50	620.17	620.33
Y	126+01.68	5.50	620.47	620.63
Z	126+11.68	5.50	620.71	620.88
AA	126+21.68	5.50	620.96	621.13
W. Pier 5	126+32.41	5.50	621.22	621.39
BB	126+42.41	5.50	621.47	621

EDGE OF W.B. SOUTH PARAPET

EDGE OF E.B. NORTH PARAPET

E.B. STAGE 1 CONSTRUCTION LINE

EASTBOUND P.G.L.

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
W. Brg.	123+16.51	19.67	609.41	609.58
A	123+19.18	19.67	609.52	609.69
B	123+29.18	19.67	609.92	610.09
C	123+39.18	19.67	610.33	610.49
D	123+49.18	19.67	610.73	610.89
E	123+59.18	19.67	611.13	611.30
W. Pier 1	123+69.18	19.67	611.53	611.70
F	123+81.27	19.67	612.01	612.18
G	123+91.27	19.67	612.41	612.58
H	124+01.27	19.67	612.81	612.97
I	124+11.27	19.67	613.20	613.37
J	124+21.27	19.67	613.60	613.77
K	124+31.27	19.67	614.01	614.18
L	124+41.27	19.67	614.41	614.58
W. Pier 2	124+51.27	19.67	614.82	614.99
M	124+58.88	19.67	615.13	615.29
N	124+68.88	19.67	615.53	615.70
O	124+78.88	19.67	615.94	616.10
P	124+88.88	19.67	616.34	616.51
Q	124+98.88	19.67	616.74	616.91
R	125+08.88	19.67	617.10	617.26
W. Pier 3	125+18.88	19.67	617.45	617.62
S	125+32.64	19.67	617.93	618.10
T	125+42.64	19.67	618.29	618.45
U	125+52.64	19.67	618.63	618.80
V	125+62.64	19.67	618.95	619.12
Q	125+72.64	19.67	619.27	619.44
W	125+82.64	19.67	619.60	619.76
W. Pier 4	125+92.48	19.67	619.91	620.08
X	126+02.48	19.67	620.21	620.37
Y	126+12.48	19.67	620.45	620.62
Z	126+22.48	19.67	620.70	620.86
AA	126+32.48	19.67	620.94	621.11
W. Pier 5	126+43.21	19.67	621.21	621.37
BB	126+53.21	19.67	621.45	621.62
CC	126+63.21	19.67	621.70	621.87
DD	126+73.21	19.67	621.95	622.11
EE	126+83.21	19.67	622.19	622.36
FF	126+93.21	19.67	622.44	622.60
GG	127+03.21	19.67	622.68	622.84
HH	127+13.21	19.67	622.87	623.04
II	127+23.21	19.67	623.07	623.24
W. Pier 6	127+30.74	19.67	623.22	623.38
JJ	127+40.74	19.67	623.41	623.58
KK	127+50.74	19.67	623.61	623.77
LL	127+60.74	19.67	623.82	623.99
MM	127+70.74	19.67	624.00	624.17
NN	127+80.74	19.67	624.19	624.35
OO	127+90.74	19.67	624.37	624.54
PP	128+00.74	19.67	624.55	624.71
QQ	128+10.74	19.67	624.71	624.88
W. Pier 7	128+24.61	19.67	624.94	625.11
RR	128+34.61	19.67	625.11	625.27
SS	128+44.61	19.67	625.27	625.44
TT	128+54.61	19.67	625.43	625.59
UU	128+64.61	19.67	625.66	625.81
VV	128+74.61	19.67	625.81	626.02
W. Pier	128+88.79	19.67	625.92	626.19

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
W. Brg.	123+18.93	-22.00	609.35	609.52
A	123+21.60	-22.00	609.46	609.63
B	123+31.60	-22.00	609.88	610.05
C	123+41.60	-22.00	610.30	610.47
D	123+51.60	-22.00	610.72	610.89
E	123+61.60	-22.00	611.12	611.29
W. Pier 1	123+71.60	-22.00	611.51	611.68
F	123+83.69	-22.00	611.98	612.15
G	123+93.69	-22.00	612.37	612.54
H	124+03.69	-22.00	612.76	612.93
I	124+13.69	-22.00	613.16	613.33
J	124+23.69	-22.00	613.56	613.73
K	124+33.69	-22.00	613.96	614.12
L	124+43.69	-22.00	614.36	614.52
W. Pier 2	124+53.69	-22.00	614.75	614.92
M	124+61.30	-22.00	615.06	615.23
N	124+71.30	-22.00	615.46	615.63
O	124+81.30	-22.00	615.86	616.03
P	124+91.30	-22.00	616.26	616.43
Q	125+01.30	-22.00	616.66	616.83
R	125+11.30	-22.00	617.03	617.20
W. Pier 3	125+21.30	-22.00	617.39	617.56
S	125+35.06	-22.00	617.89	618.06
T	125+45.06	-22.00	618.25	618.42
U	125+55.06	-22.00	618.61	618.78
V	125+65.06	-22.00	618.91	619.08
Q	125+75.06	-22.00	619.22	619.39
W	125+85.06	-22.00	619.53	619.69
W. Pier 4	125+94.90	-22.00	619.83	619.99
X	126+04.90	-22.00	620.13	620.30
Y	126+14.90	-22.00	620.40	620.57
Z	126+24.90	-22.00	620.67	620.84
AA	126+34.90	-22.00	620.94	621.11
W. Pier 5	126+45.63	-22.00	621.23	621.40
BB	126+55.63	-22.00	621.50	621.67
CC	126+65.63	-22.00	621.77	621.93
DD	126+75.63	-22.00	621.98	622.14
EE	126+85.63	-22.00	622.19	622.36
FF	126+95.63	-22.00	622.40	622.57
GG	127+05.63	-22.00	622.61	622.78
HH	127+15.63	-22.00	622.82	622.99
II	127+25.63	-22.00	623.03	623.20
W. Pier 6	127+33.16	-22.00	623.17	623.33
JJ	127+43.16	-22.00	623.35	623.52
KK	127+53.16	-22.00	623.54	623.70
LL	127+63.16	-22.00	623.74	623.91
MM	127+73.16	-22.00	623.94	624.11
NN	127+83.16	-22.00	624.15	624.31
OO	127+93.16	-22.00	624.32	624.49
PP	128+03.16	-22.00	624.50	624.66
QQ	128+13.16	-22.00	624.67	624.84
W. Pier 7	128+27.03	-22.00	624.91	625.08
RR	128+37.03	-22.00	625.09	625.25
SS	128+47.03	-22.00	625.26	625.43
TT	128+57.03	-22.00	625.36	625.53
UU	128+67.03	-22.00	625.43	625.60
VV	128+77.03	-22.00	625.51	625.67
W. Pier	128+91.21	-22.00	625.61	625.78

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
W. Brg.	123+29.73	-6.00	610.12	610.29
A	123+32.40	-6.00	610.24	610.40
B	123+42.40	-6.00	610.66	610.82
C	123+52.40	-6.00	611.08	611.24
D	123+62.40	-6.00	611.47	611.64
E	123+72.40	-6.00	611.86	612.03
W. Pier 1	123+82.40	-6.00	612.25	612.42
F	123+94.49	-6.00	612.72	612.89
G	124+04.49	-6.00	613.11	613.28
H	124+14.49	-6.00	613.51	613.68
I	124+24.49	-6.00	613.91	614.08
J	124+34.49	-6.00	614.31	614.48
K	124+44.49	-6.00	614.71	614.87
L	124+54.49	-6.00	615.11	615.27
W. Pier 2	124+64.49	-6.00	615.51	615.67
M	124+72.10	-6.00	615.81	615.98
N	124+82.10	-6.00	616.21	616.38
O	124+92.10	-6.00	616.61	616.78
P	125+02.10	-6.00	617.01	617.18
Q	125+12.10	-6.00	617.38	617.55
R	125+22.10	-6.00	617.74	617.91
W. Pier 3	125+32.10	-6.00	618.10	618.27
S	125+45.86	-6.00	618.60	618.77
T	125+55.86	-6.00	618.95	619.12
U	125+65.86	-6.00	619.26	619.43
V	125+75.86	-6.00	619.56	619.73
Q	125+85.86	-6.00	619.87	620.04
W	125+95.86	-6.00	620.18	620.34
W. Pier 4	126+05.70	-6.00	620.47	620.64
X	126+15.70	-6.00	620.74	620.91
Y	126+25.70	-6.00	621.01	621.18
Z	126+35.70	-6.00	621.28	621.45
AA	126+45.70	-6.00	621.55	621.72
W. Pier 5	126+56.43	-6.00	621.85	622.01
BB	126+66.43	-6.00	622.10	622.27
CC	126+76.43	-6.00	622.31	622.48
DD	126+86.43	-6.00	622.53	622.69
EE	126+96.43	-6.00	622.74	622.90
FF	127+06.43	-6.00	622.95	623.12
GG	127+16.43	-6.00	623.16	623.33
HH	127+26.43	-6.00	623.37	623.53
II	127+36.43	-6.00	623.55	623.71
W. Pier 6	127+43.96	-6.00	623.68	623.85
JJ	127+53.96	-6.00	623.87	624.03
KK	127+63.96	-6.00	624.06	624.22
LL	127+73.96	-6.00	624.24	624.41
MM	127+83.96	-6.00	624.43	624.60
NN	127+93.96	-6.00	624.59	624.76
OO	128+03.96	-6.00	624.75	624.92
PP	128+13.96	-6.00	624.91	625.07
QQ	128+23.96	-6.00	625.07	625.23
W. Pier 7	128+37.83	-6.00	625.29	625.45
RR	128+47.83	-6.00	625.45	625.61
SS	128+57.83	-6.00	625.53	625.70
TT	128+67.83	-6.00	625.61	625.77
UU	128+77.83	-6.00	625.68	625.85
VV	128+87.83	-6.00	625.75	625.92
W. Pier	129+02.00	-6.00	625.86	626.02

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
W. Brg.	123+33.92	0.00	610.39	610.56
A	123+36.59	0.00	610.50	610.67
B	123+46.59	0.00	610.92	611.09
C	123+56.59	0.00	611.34	611.50
D	123+66.59	0.00	611.73	611.89
E	123+76.59	0.00	612.12	612.28
W. Pier 1	123+86.59	0.00	612.51	612.67
F	123+98.68	0.00	612.98	613.14
G	124+08.68	0.00	613.37	613.54
H	124+18.68	0.00	613.77	613.94
I	124+28.68	0.00	614.17	614.33
J	124+38.68	0.00	614.57	614.73
K	124+48.68	0.00	614.96	615.13
L	124+58.68	0.00	615.36	615.53
W. Pier 2	124+68.68	0.00	615.76	615.93
M	124+76.29	0.00	616.07	616.24
N	124+86.29	0.00	616.47	616.64
O	124+96.29	0.00	616.87	617.04
P	125+06.29	0.00	617.26	617.43
Q	125+16.29	0.00	617.62	617.79
R	125+26.29	0.00	617.98	618.15
W. Pier 3	125+36.29	0.00	618.35	618.51
S	125+50.05	0.00	618.84	619.01
T	125+60.05	0.00	619.17	619.34
U	125+70.05	0.00	619.48	619.64
V	125+80.05	0.00	619.78	619.95
Q	125+90.05	0.00	620.09	620.25
W	126+00.05	0.00	620.39	620.56
W. Pier 4	126+09.89	0.00	620.67	620.84
X	126+19.89	0.00	620.95	621.11
Y	126+29.89	0.00	621.22	621.38
Z	126+39.89	0.00	621.49	621.65
AA	126+49.89	0.00	621.76	621.93
W. Pier 5	126+60.62	0.00	622.05	622.22

E.B. STAGE 2 CONSTRUCTION LINE

EDGE OF E.B. SOUTH PARAPET

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
☉ W. Brg.	123+38.49	5.50	610.50	610.67
A	123+41.16	5.50	610.61	610.78
B	123+51.16	5.50	611.03	611.20
C	123+61.16	5.50	611.43	611.60
D	123+71.16	5.50	611.82	611.99
E	123+81.16	5.50	612.21	612.38
☉ Pier 1	123+91.16	5.50	612.60	612.77
F	124+03.25	5.50	613.07	613.24
G	124+13.25	5.50	613.47	613.64
H	124+23.25	5.50	613.87	614.04
I	124+33.25	5.50	614.27	614.43
J	124+43.25	5.50	614.67	614.83
K	124+53.25	5.50	615.06	615.23
L	124+63.25	5.50	615.46	615.63
☉ Pier 2	124+73.25	5.50	615.86	616.03
M	124+80.86	5.50	616.17	616.34
N	124+90.86	5.50	616.57	616.74
O	125+00.86	5.50	616.97	617.14
P	125+10.86	5.50	617.34	617.51
Q	125+20.86	5.50	617.71	617.87
R	125+30.86	5.50	618.07	618.23
☉ Pier 3	125+40.86	5.50	618.43	618.60
S	125+54.62	5.50	618.92	619.09
T	125+64.62	5.50	619.23	619.40
U	125+74.62	5.50	619.53	619.70
V	125+84.62	5.50	619.84	620.01
Q	125+94.62	5.50	620.14	620.31
W	126+04.62	5.50	620.45	620.62
☉ Pier 4	126+14.46	5.50	620.72	620.88
X	126+24.46	5.50	620.99	621.15
Y	126+34.46	5.50	621.26	621.42
Z	126+44.46	5.50	621.53	621.70
AA	126+54.46	5.50	621.80	621.97
☉ Pier 5	126+65.19	5.50	622.08	622.25
BB	126+75.19	5.50	622.30	622.46
CC	126+85.19	5.50	622.51	622.67
DD	126+95.19	5.50	622.72	622.89
EE	127+05.19	5.50	622.93	623.10
FF	127+15.19	5.50	623.14	623.31
GG	127+25.19	5.50	623.35	623.52
HH	127+35.19	5.50	623.53	623.70
II	127+45.19	5.50	623.71	623.88
☉ Pier 6	127+52.72	5.50	623.85	624.02
JJ	127+62.72	5.50	624.04	624.21
KK	127+72.72	5.50	624.23	624.39
LL	127+82.72	5.50	624.41	624.58
MM	127+92.72	5.50	624.58	624.74
NN	128+02.72	5.50	624.73	624.90
OO	128+12.72	5.50	624.89	625.06
PP	128+22.72	5.50	625.05	625.22
QQ	128+32.72	5.50	625.21	625.38
☉ Pier 7	128+46.59	5.50	625.43	625.60
RR	128+56.59	5.50	625.53	625.69
SS	128+66.59	5.50	625.60	625.77
TT	128+76.59	5.50	625.67	625.84
UU	128+86.59	5.50	625.75	625.91
VV	128+96.59	5.50	625.82	625.99
☉ West Pier	129+10.77	5.50	625.93	626.09

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
☉ W. Brg.	123+50.69	19.67	610.73	610.90
A	123+53.36	19.67	610.85	611.01
B	123+63.36	19.67	611.24	611.40
C	123+73.36	19.67	611.63	611.79
D	123+83.36	19.67	612.02	612.18
E	123+93.36	19.67	612.41	612.57
☉ Pier 1	124+03.36	19.67	612.80	612.96
F	124+15.45	19.67	613.28	613.44
G	124+25.45	19.67	613.68	613.84
H	124+35.45	19.67	614.07	614.24
I	124+45.45	19.67	614.47	614.64
J	124+55.45	19.67	614.87	615.04
K	124+65.45	19.67	615.27	615.44
L	124+75.45	19.67	615.67	615.84
☉ Pier 2	124+85.45	19.67	616.07	616.24
M	124+93.06	19.67	616.38	616.54
N	125+03.06	19.67	616.78	616.94
O	125+13.06	19.67	617.14	617.31
P	125+23.06	19.67	617.50	617.67
Q	125+33.06	19.67	617.87	618.03
R	125+43.06	19.67	618.23	618.39
☉ Pier 3	125+53.06	19.67	618.59	618.76
S	125+66.82	19.67	619.02	619.18
T	125+76.82	19.67	619.32	619.49
U	125+86.82	19.67	619.63	619.79
V	125+96.82	19.67	619.93	620.10
Q	126+06.82	19.67	620.23	620.39
W	126+16.82	19.67	620.50	620.67
☉ Pier 4	126+26.66	19.67	620.77	620.93
X	126+36.66	19.67	621.04	621.20
Y	126+46.66	19.67	621.31	621.47
Z	126+56.66	19.67	621.58	621.75
AA	126+66.66	19.67	621.84	622.00
☉ Pier 5	126+77.39	19.67	622.06	622.23
BB	126+87.39	19.67	622.27	622.44
CC	126+97.39	19.67	622.48	622.65
DD	127+07.39	19.67	622.70	622.86
EE	127+17.39	19.67	622.91	623.07
FF	127+27.39	19.67	623.11	623.28
GG	127+37.39	19.67	623.29	623.46
HH	127+47.39	19.67	623.47	623.64
II	127+57.39	19.67	623.67	623.84
☉ Pier 6	127+64.92	19.67	623.82	623.99
JJ	127+74.92	19.67	624.02	624.19
KK	127+84.92	19.67	624.22	624.39
LL	127+94.92	19.67	624.39	624.56
MM	128+04.92	19.67	624.56	624.73
NN	128+14.92	19.67	624.73	624.90
OO	128+24.92	19.67	624.91	625.07
PP	128+34.92	19.67	625.08	625.25
QQ	128+44.92	19.67	625.25	625.42
☉ Pier 7	128+58.79	19.67	625.40	625.56
RR	128+68.79	19.67	625.47	625.64
SS	128+78.79	19.67	625.54	625.71
TT	128+88.79	19.67	625.62	625.78
UU	128+98.79	19.67	625.69	625.86
VV	129+08.79	19.67	625.77	625.93
☉ West Pier	129+22.97	19.67	625.87	626.04

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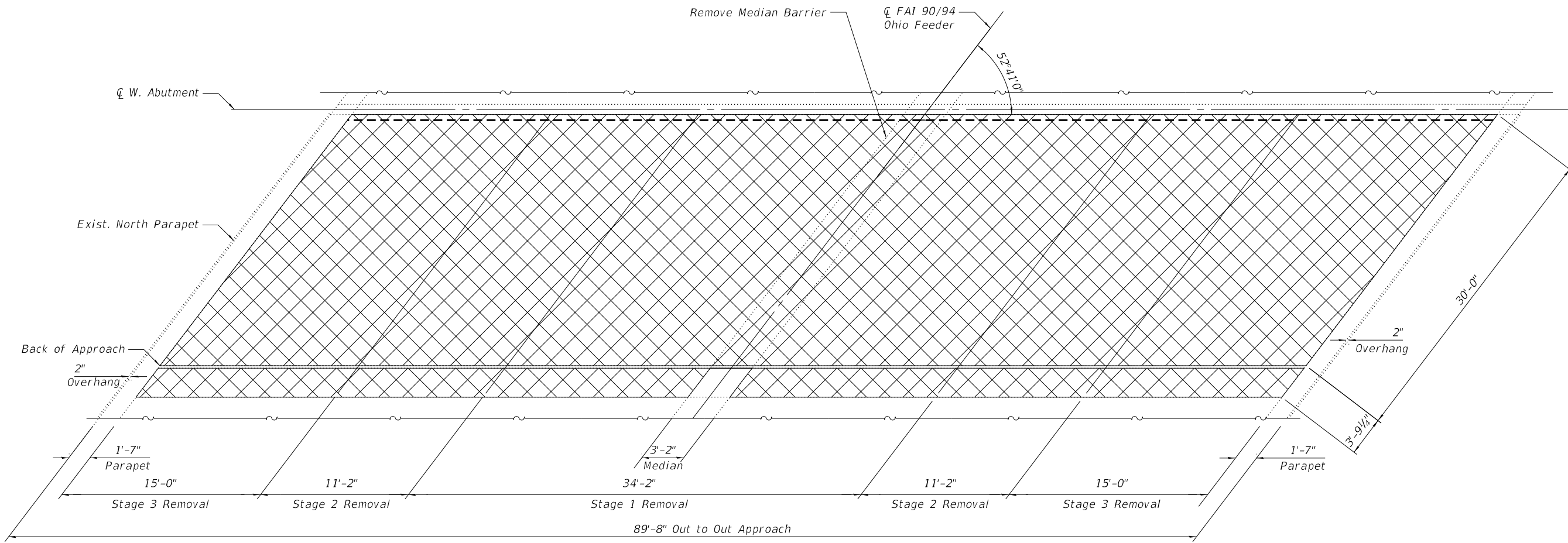
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

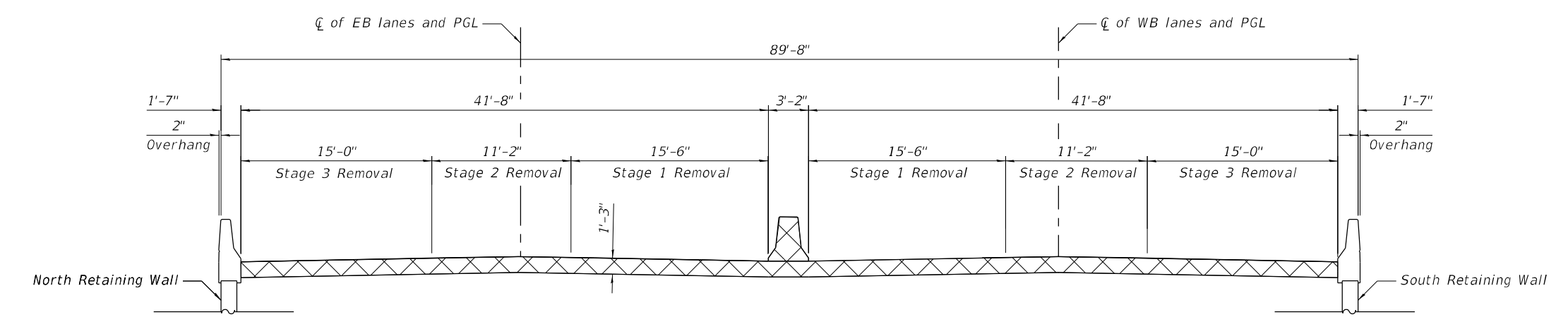
TOP OF DECK ELEVATIONS 3 OF 3
 SN 016-1061

SHEET SA-11 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62L31				
ILLINOIS		FED. AID PROJECT		




PLAN
(Dimensions at Rt. L's)



CROSS SECTION
(Dimensions at Rt. L's)

LEGEND

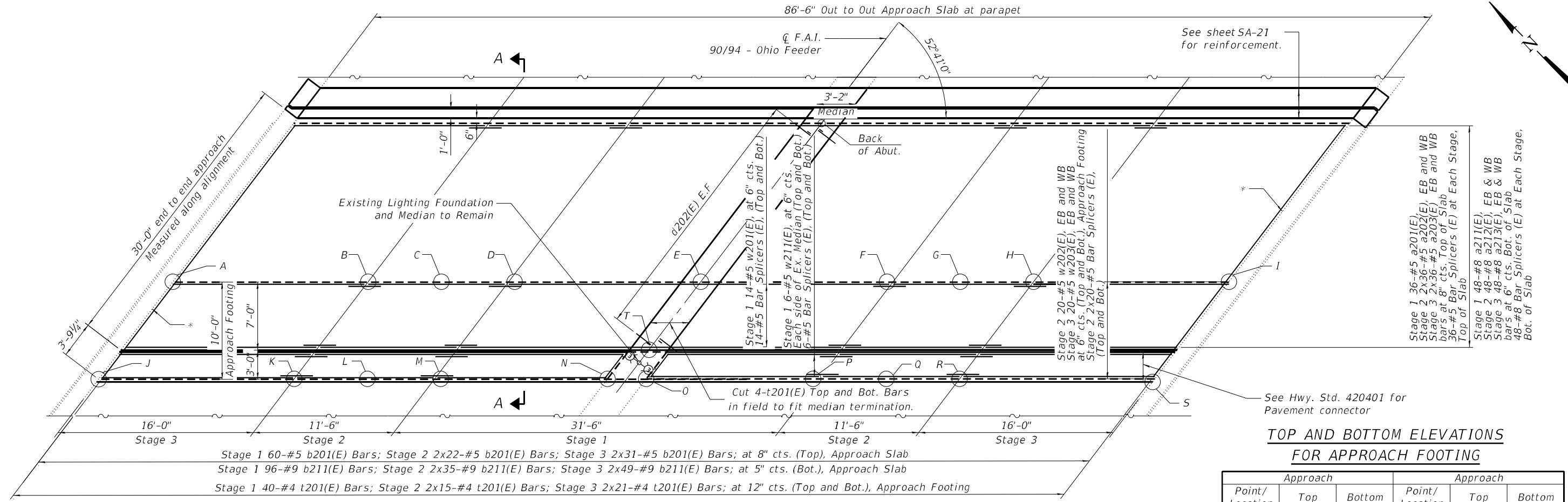
 Approach slab removal

NOTE

Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".

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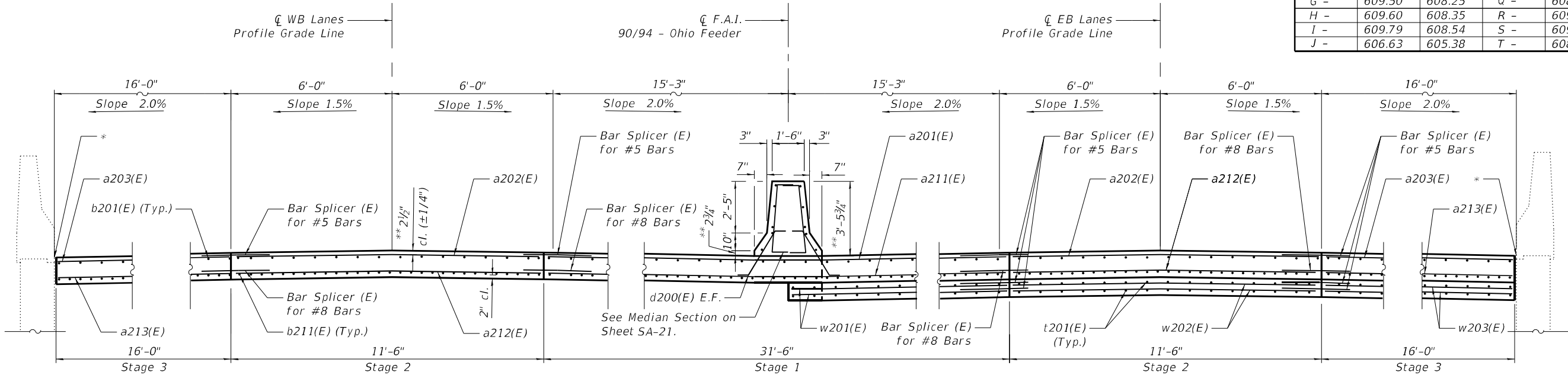
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PLAN
 (Dimensions at Rt. L's)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point/Location	Approach		Point/Location	Approach	
	Top	Bottom		Top	Bottom
A -	607.16	605.91	K -	607.46	606.21
B -	607.98	606.73	L -	607.74	606.49
C -	608.26	607.01	M -	607.83	606.58
D -	608.36	607.11	N -	608.00	606.75
E -	608.54	607.29	O -	608.00	606.75
F -	609.24	607.99	P -	608.72	607.47
G -	609.50	608.25	Q -	608.97	607.72
H -	609.60	608.35	R -	609.07	607.82
I -	609.79	608.54	S -	609.26	608.01
J -	606.63	605.38	T -	608.18	606.93



NEAR ABUTMENT

CROSS SECTION

AT APPROACH FOOTING

* 1/2" Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Typ. each parapet. Included in the cost of Concrete Superstructure (Approach Slab)
 ** Prior to 1/4" Grinding

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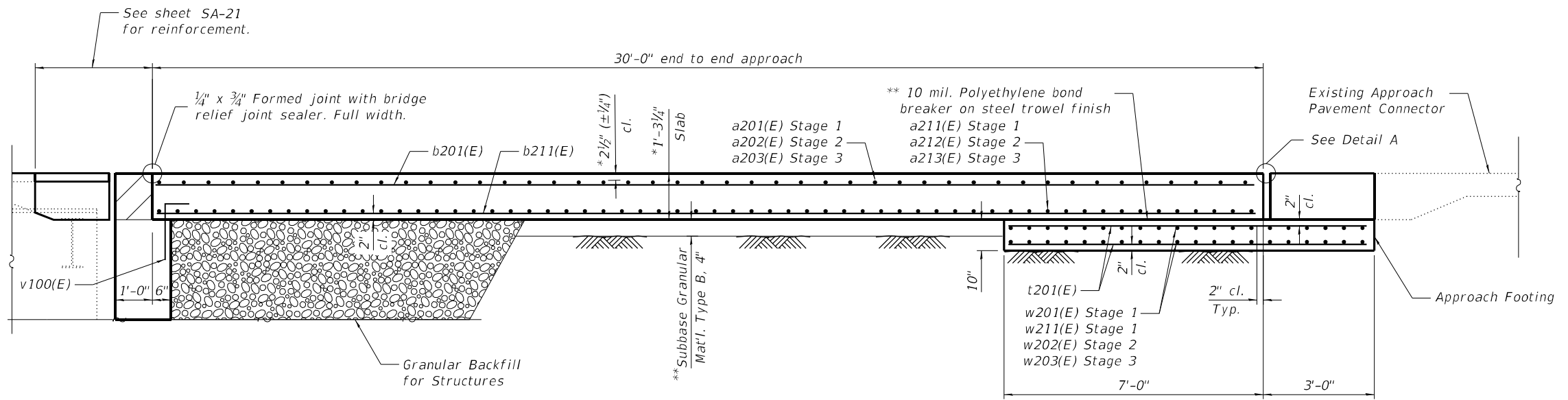
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STATE OF ILLINOIS
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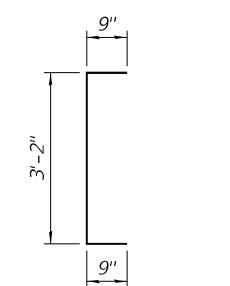
BRIDGE APPROACH SLAB DETAILS 1 OF 2
 SN 016-1061

SHEET SA-13 OF SA-42 SHEETS

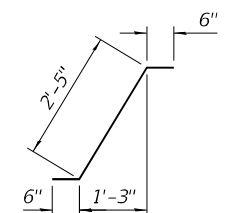
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CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



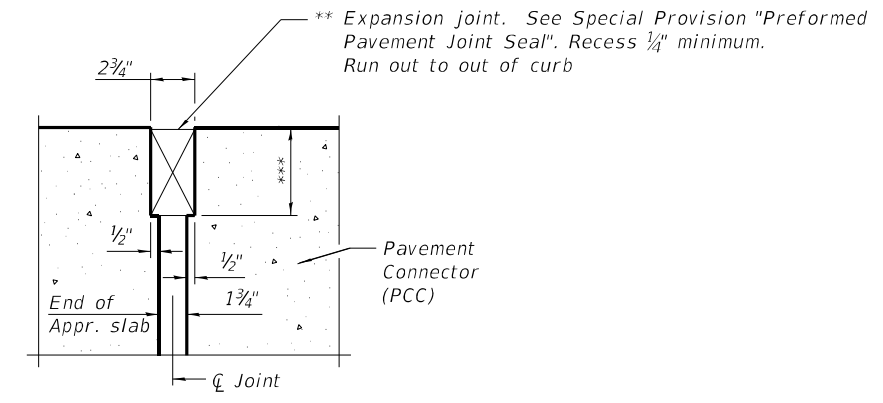
SECTION A-A



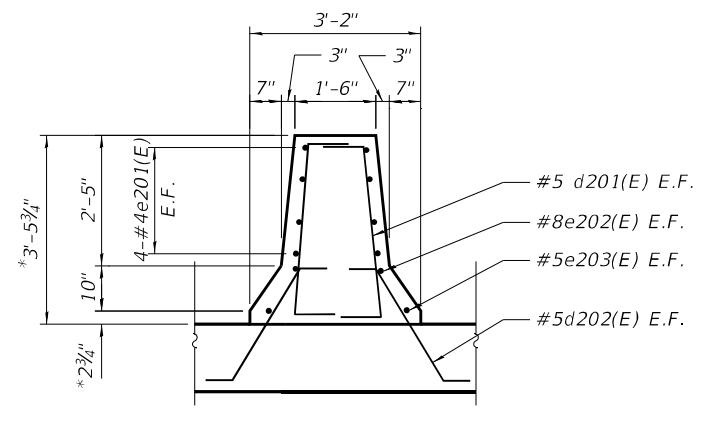
BAR d201(E)



BAR d202(E)



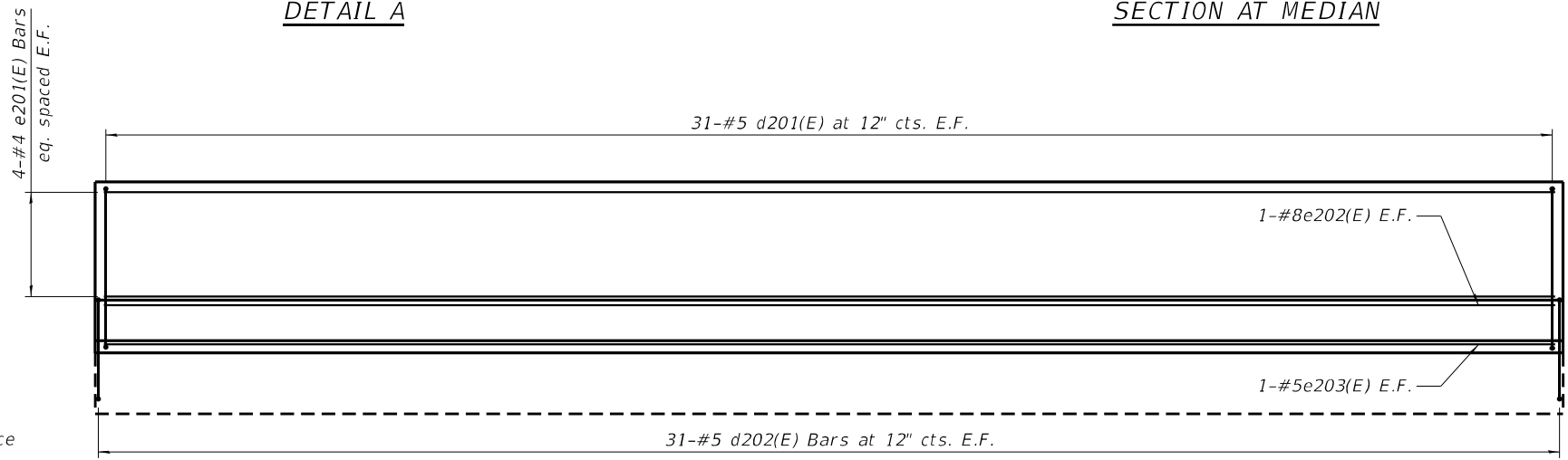
DETAIL A



SECTION AT MEDIAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a201(E)	36	#5	39'-6"	—
a202(E)	72	#5	14'-3"	—
a203(E)	72	#5	19'-10"	—
a211(E)	48	#8	39'-6"	—
a212(E)	96	#8	14'-3"	—
a213(E)	96	#8	19'-10"	—
b201(E)	166	#5	29'-7"	—
b211(E)	264	#9	29'-7"	—
d201(E)	62	#5	4'-8"	—
d202(E)	62	#5	3'-5"	—
e201(E)	8	#4	29'-7"	—
e202(E)	2	#8	29'-7"	—
e203(E)	2	#5	29'-7"	—
t201(E)	224	#4	9'-8"	—
w201(E)	28	#5	39'-6"	—
w202(E)	80	#5	14'-3"	—
w203(E)	80	#5	19'-10"	—
w211(E)	24	#5	17'-7"	—
Concrete Superstructure (Approach Slab)		Cu. Yd.	153.6	
Concrete Structures		Cu. Yd.	33.2	
Bar Splicers		Each	496	
Reinforcement Bars, Epoxy Coated		Pound	56,310	



MEDIAN BARRIER ELEVATION

LEGEND
E.F. Each Face

- NOTES:
- * Prior to 1/4" Grinding
 - ** Cost included with Concrete Superstructure (Approach Slab).
 - *** Per manufacturer recommendations
- Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 - Approach footing concrete shall be paid for as Concrete Structures.
 - The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 - Cost of excavation for approach footing included with Concrete Structures.
 - See sheet SA-21 for hatched block details.
 - Contractor shall coordinate installation of detector loops, cables, and conduit installed in approach slab as shown on sheet ITS-02.

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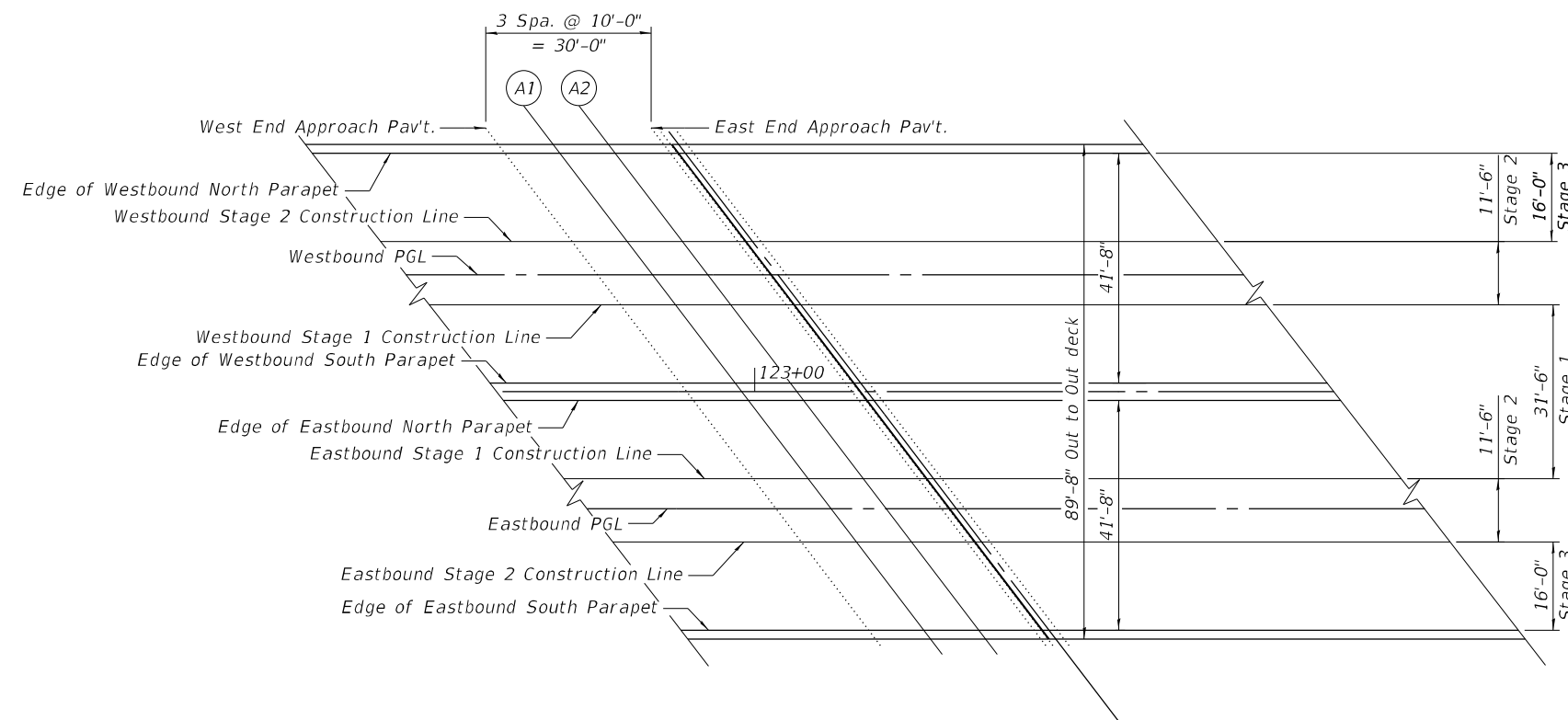
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EDGE OF W.B. NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations
West End Approach Pav't.	122+84.75	-22.00	608.06
A1	122+94.75	-22.00	608.51
A2	123+04.75	-22.00	608.99
East End Approach Pav't.	123+14.75	-22.00	609.46

W.B. STAGE 2 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
West End Approach Pav't.	122+96.95	-6.00	608.89
A1	123+06.95	-6.00	609.34
A2	123+16.95	-6.00	609.81
East End Approach Pav't.	123+26.95	-6.00	610.27



WEST APPROACH SLAB PLAN

WESTBOUND P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
West End Approach Pav't.	123+01.52	0.00	609.17
A1	123+11.52	0.00	609.62
A2	123+21.52	0.00	610.09
East End Approach Pav't.	123+31.52	0.00	610.55

W.B. STAGE 1 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
West End Approach Pav't.	123+05.71	5.50	609.26
A1	123+15.71	5.50	609.71
A2	123+25.71	5.50	610.18
East End Approach Pav't.	123+35.71	5.50	610.63

EDGE OF W.B. SOUTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations
West End Approach Pav't.	123+16.51	19.67	609.43
A1	123+26.51	19.67	609.87
A2	123+36.51	19.67	610.33
East End Approach Pav't.	123+46.51	19.67	610.79

EDGE OF E.B. NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations
West End Approach Pav't.	123+18.93	-22.00	609.37
A1	123+28.93	-22.00	609.83
A2	123+38.93	-22.00	610.30
East End Approach Pav't.	123+48.93	-22.00	610.78

E.B. STAGE 1 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
West End Approach Pav't.	123+29.73	-6.00	610.15
A1	123+39.73	-6.00	610.60
A2	123+49.73	-6.00	611.08
East End Approach Pav't.	123+59.73	-6.00	611.54

EASTBOUND P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
West End Approach Pav't.	123+33.92	0.00	610.41
A1	123+43.92	0.00	610.87
A2	123+53.92	0.00	611.34
East End Approach Pav't.	123+63.92	0.00	611.79

E.B. STAGE 2 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
West End Approach Pav't.	123+38.49	5.50	610.52
A1	123+48.49	5.50	610.98
A2	123+58.49	5.50	611.44
East End Approach Pav't.	123+68.49	5.50	611.89

EDGE OF E.B. SOUTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations
West End Approach Pav't.	123+50.69	19.67	610.75
A1	123+60.69	19.67	611.19
A2	123+70.69	19.67	611.63
East End Approach Pav't.	123+80.69	19.67	612.08

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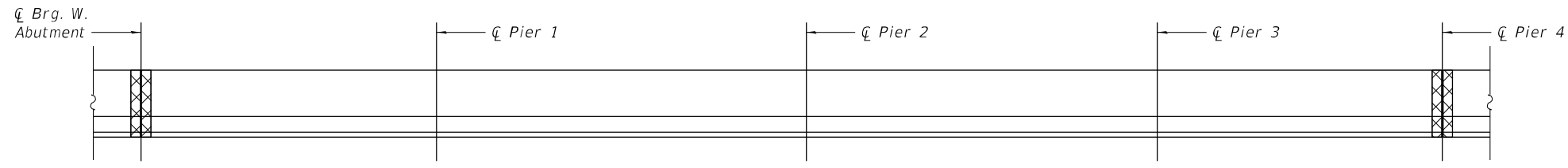
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

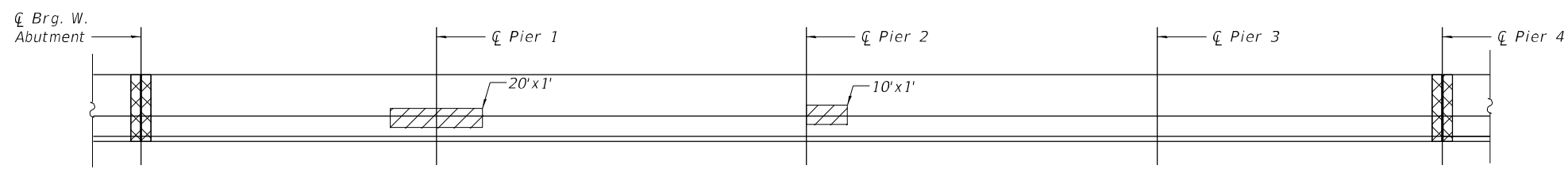
**TOP OF APPROACH SLAB ELEVATIONS
SN 016-1061**

SHEET SA-15 OF SA-42 SHEETS

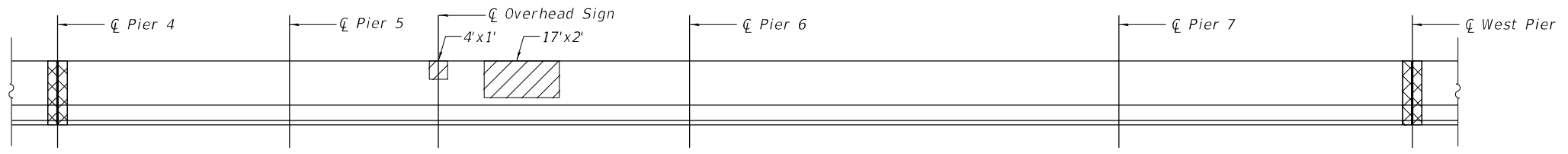
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CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



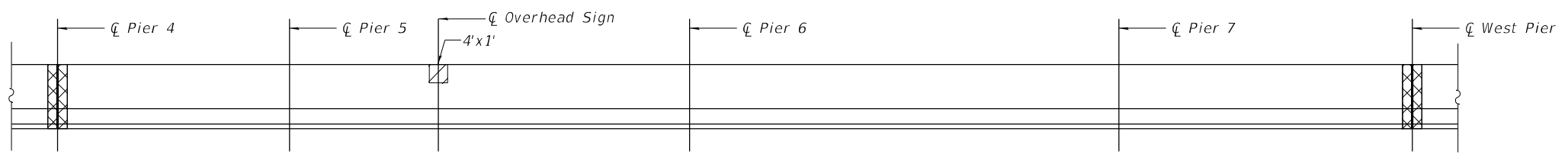
INSIDE ELEVATION OF PARAPET
(North Parapet)



INSIDE ELEVATION OF PARAPET
(South Parapet)



INSIDE ELEVATION OF PARAPET
(North Parapet)



INSIDE ELEVATION OF PARAPET
(South Parapet)

LEGEND

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

NOTES:

1. Repair of the existing parapet shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal"

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	72

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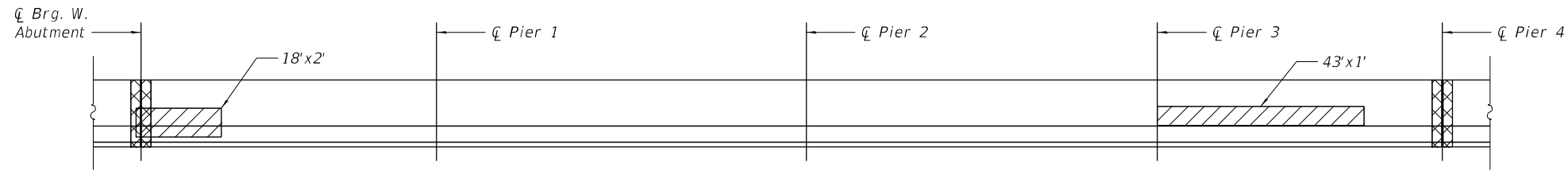
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

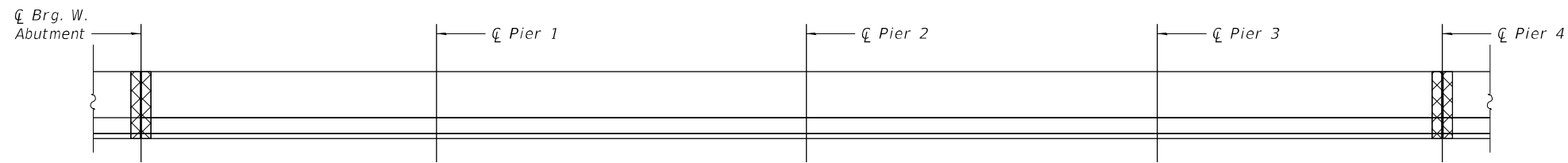
**WESTBOUND PARAPET REPAIR DETAILS
SN 016-1061**

SHEET SA-16 OF SA-42 SHEETS

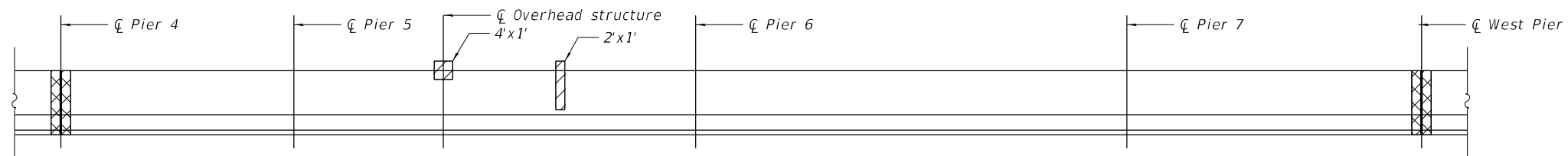
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383	2020-143-BR&BJR	COOK	201	77
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



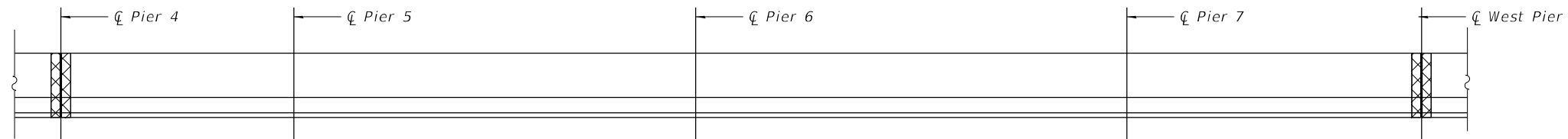
INSIDE ELEVATION OF PARAPET
(North Parapet)



INSIDE ELEVATION OF PARAPET
(South Parapet)



INSIDE ELEVATION OF PARAPET
(North Parapet)



INSIDE ELEVATION OF PARAPET
(South Parapet)

LEGEND

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

NOTES:

1. Repair of the existing parapet shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal"

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	85

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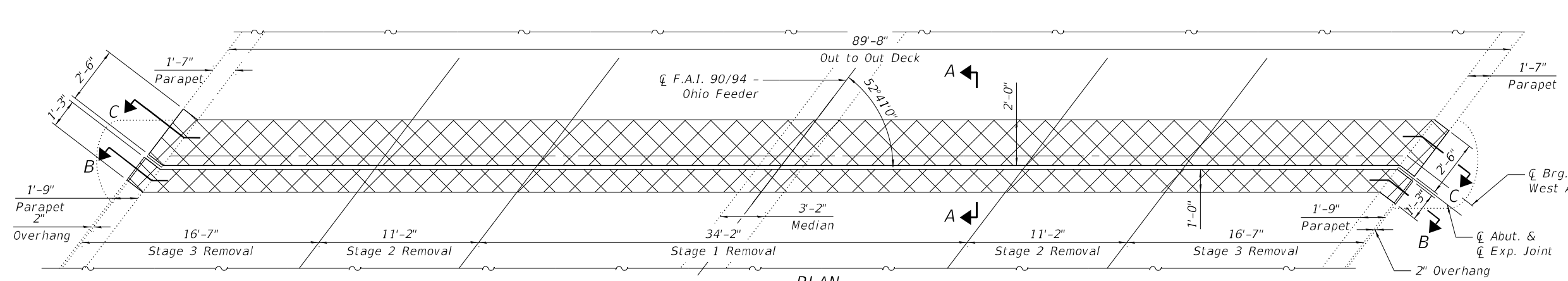
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

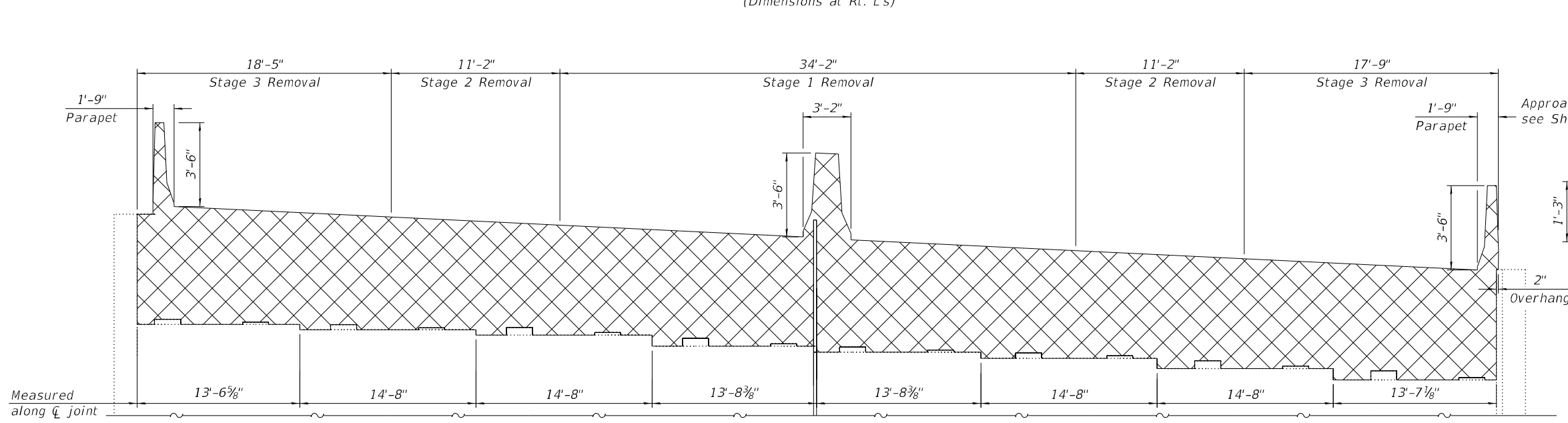
**EASTBOUND PARAPET REPAIR DETAILS
SN 016-1061**

SHEET SA-17 OF SA-42 SHEETS

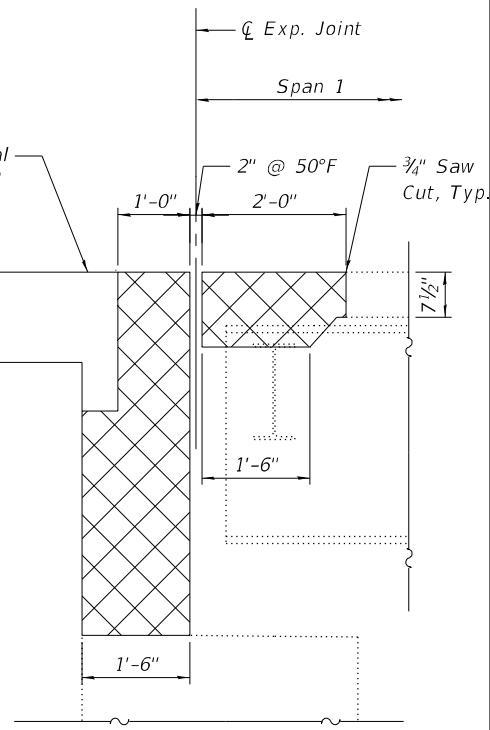
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CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



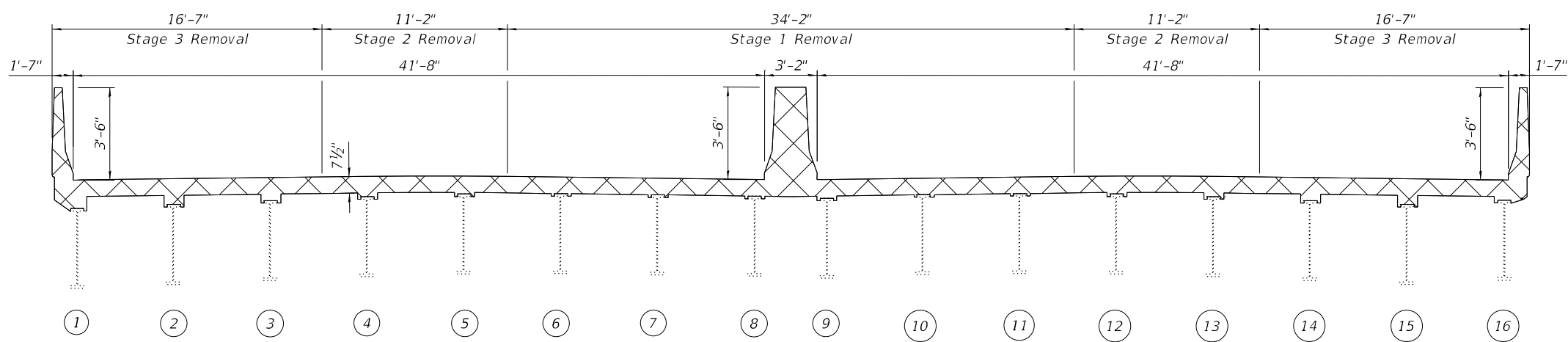
PLAN
(Dimensions at Rt. L's)



SECTION B-B
(Dimensions at Rt. L's)



SECTION A-A
(Dimensions at Rt. L's)



SECTION C-C
(Dimensions at Rt. L's)

LEGEND

- ① Beam No.
- Concrete Removal

NOTES:

1. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
2. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	43.8

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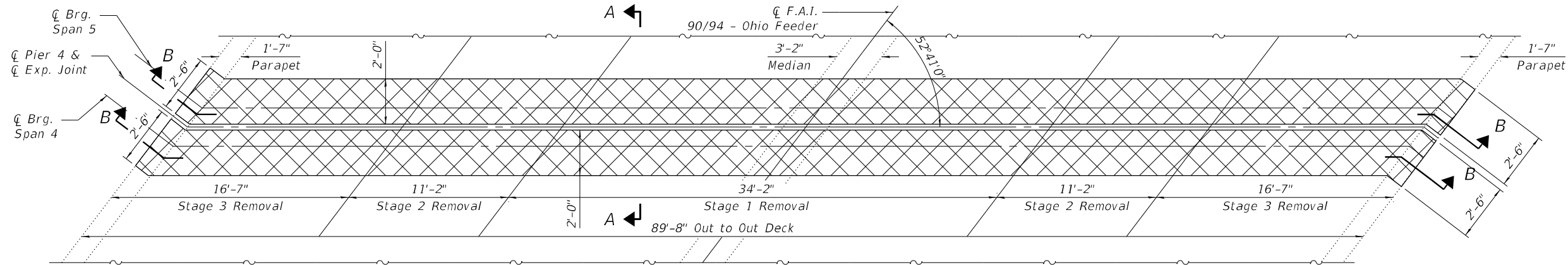
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CHECKED - TCG	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

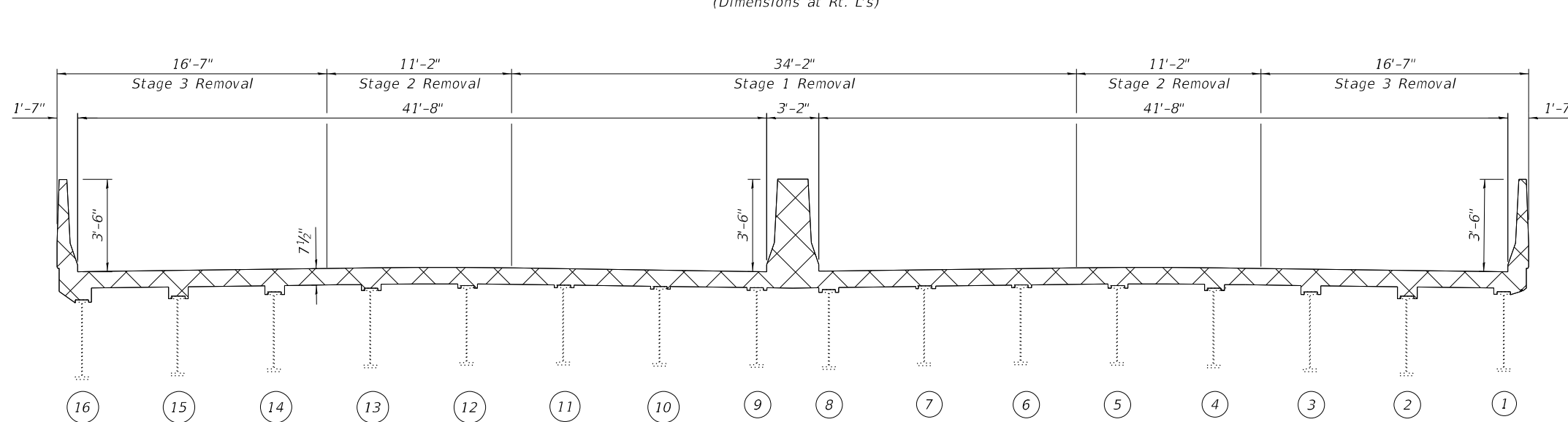
WEST ABUTMENT EXPANSION JOINT REMOVAL DETAILS
SN 016-1061

SHEET SA-18 OF SA-42 SHEETS

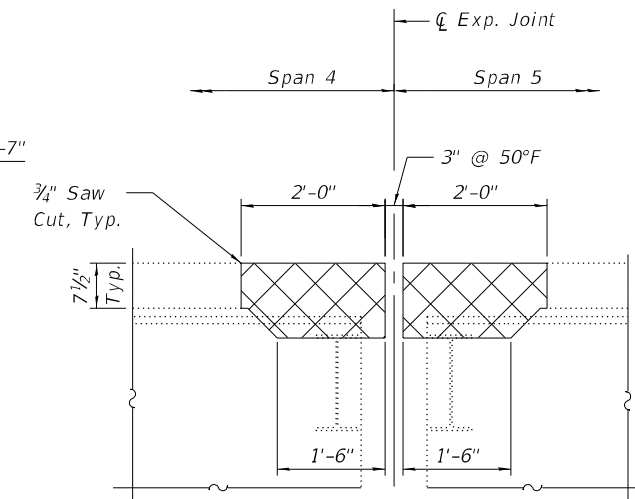
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	79
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



PLAN
(Dimensions at Rt. L's)



SECTION B-B
(Dimensions at Rt. L's)



SECTION A-A
(Dimensions at Rt. L's)

NOTES:

- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
- Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal"

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	17.7

LEGEND

- ① Beam No.
- Concrete Removal

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2/29/2024 11:12:17 AM



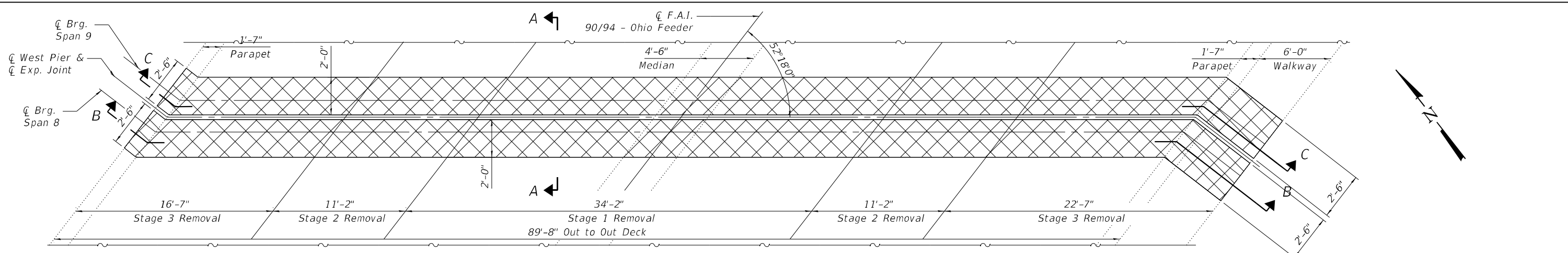
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

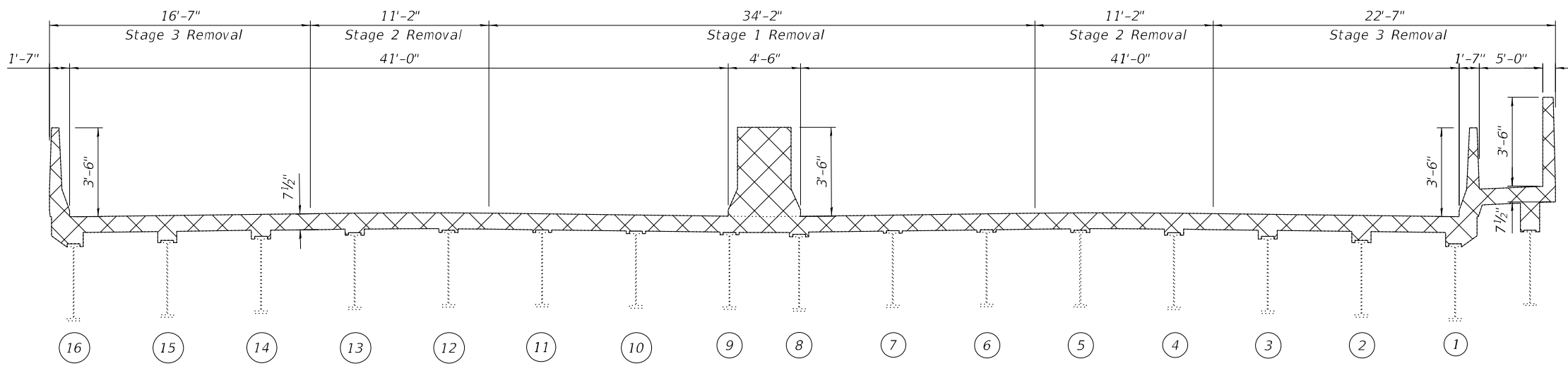
**PIER 4 EXPANSION JOINT REMOVAL DETAILS
SN 016-1061**

SHEET SA-19 OF SA-42 SHEETS

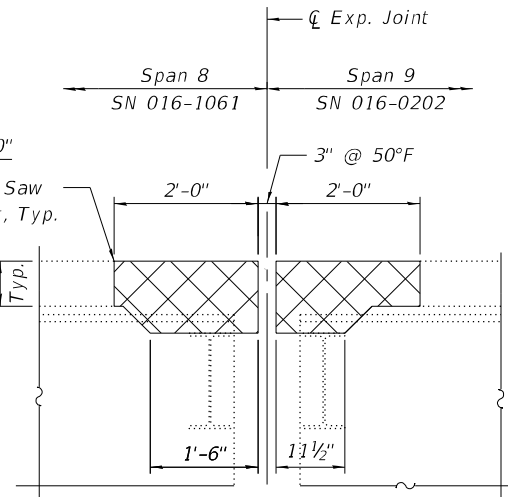
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ILLINOIS FED. AID PROJECT			CONTRACT NO. 62L31	



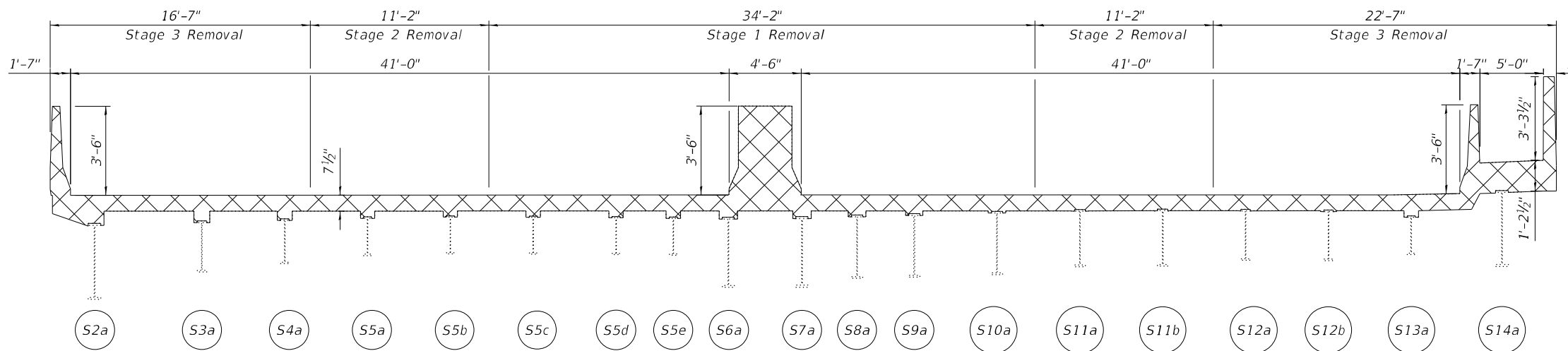
PLAN
(Dimensions at Rt. L's)



SECTION B-B
(Dimensions at Rt. L's)



SECTION A-A
(Dimensions at Rt. L's)



SECTION C-C
(Dimensions at Rt. L's)

- NOTES:**
- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
 - Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".

LEGEND

- ① Beam No.
- Concrete Removal

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	22.0

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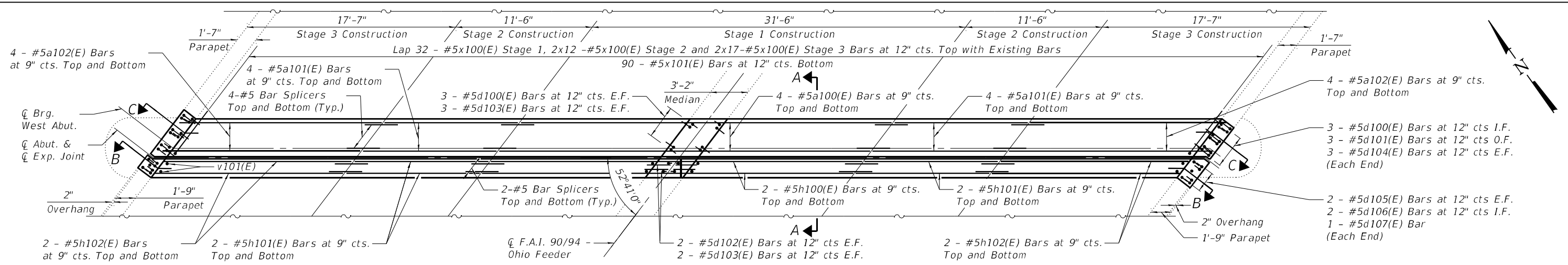
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

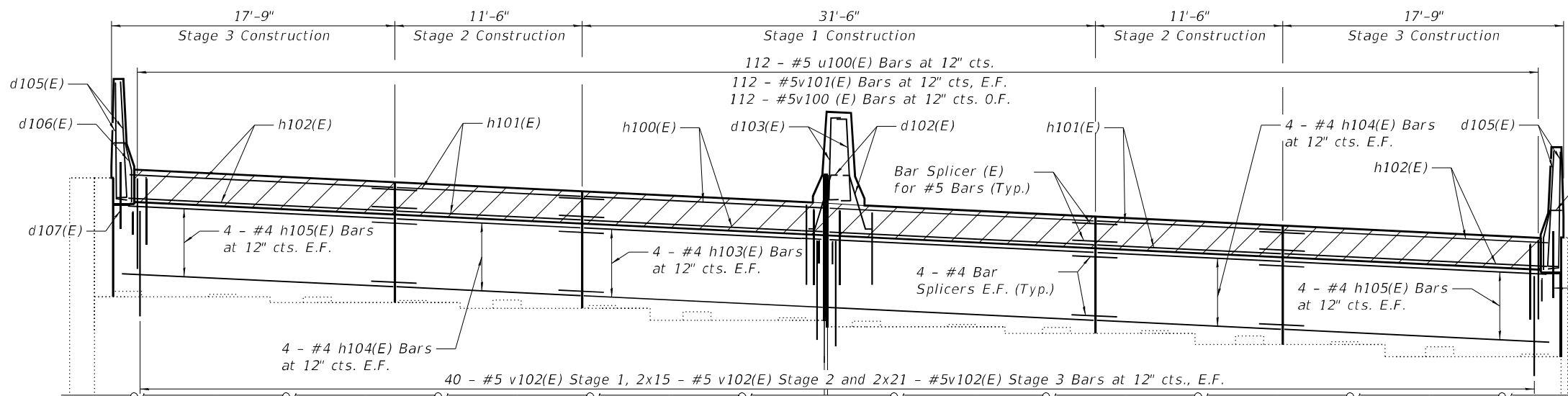
**WEST PIER EXPANSION JOINT REMOVAL DETAILS
SN 016-1061**

SHEET SA-20 OF SA-42 SHEETS

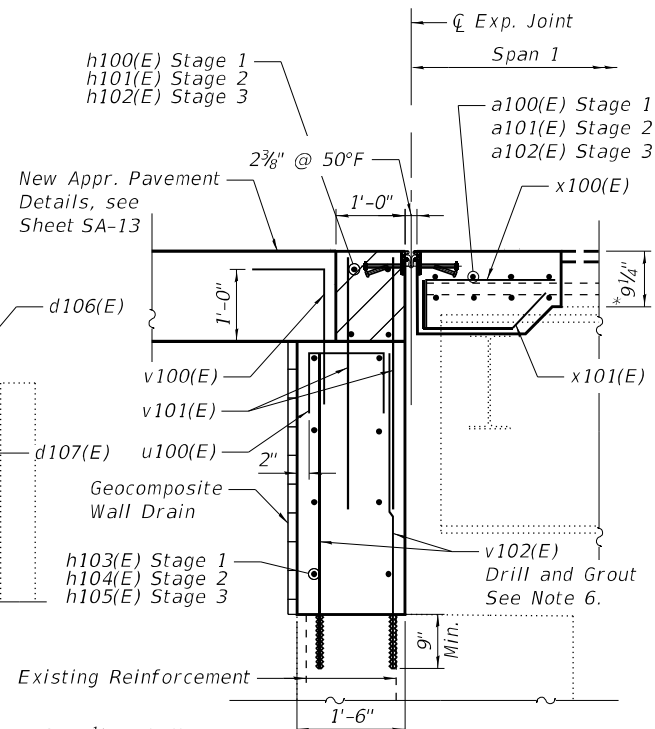
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383	2020-143-BR&BJR	COOK	201	81
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



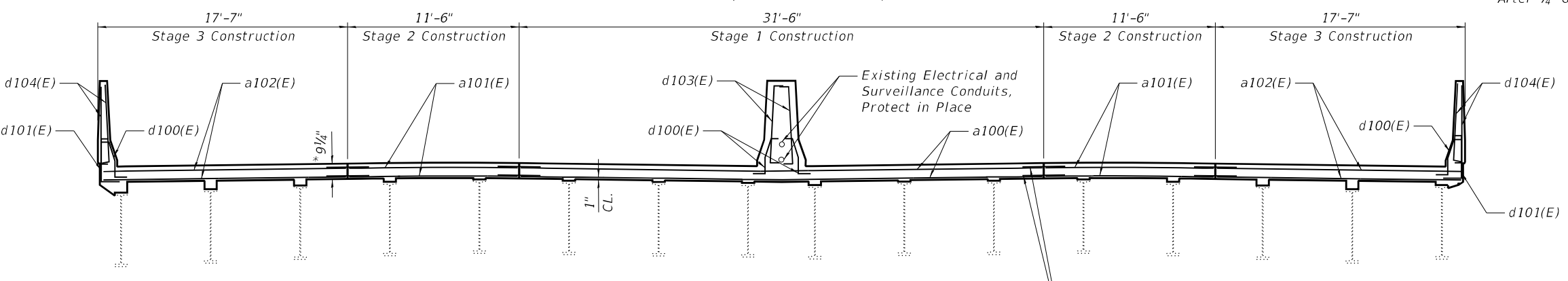
PLAN
(Dimensions at Rt. L's)



SECTION B-B
(Dimensions at Rt. L's)



SECTION A-A
(Dimensions at Rt. L's)



SECTION C-C
(Dimensions at Rt. L's)

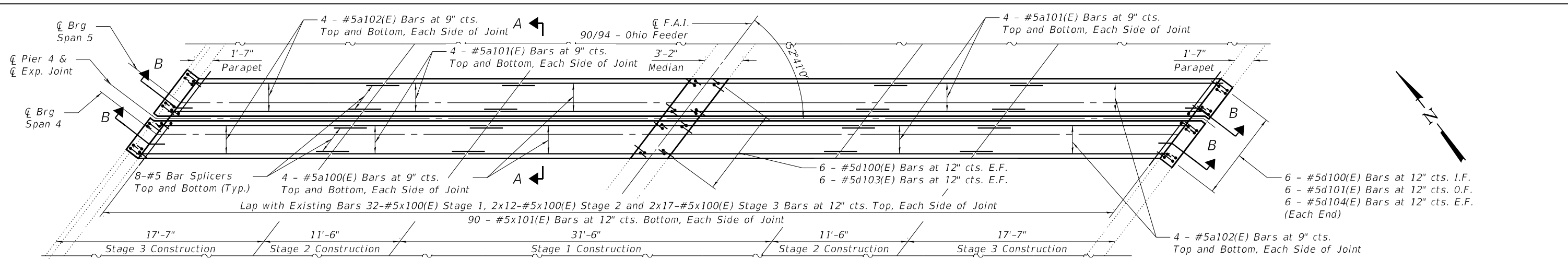
- NOTES:**
- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
 - See Details 1 and 8 for parapet and Details 3 and 7 for median details on Sheet SA-24.
 - Hatched area to be poured separately after superstructure falsework has been removed and after approach slab side formwork has been removed.
 - Quantity of concrete in hatched area included with "Concrete Superstructure" on Sheet SA-24.
 - A film forming "Concrete Sealer" shall be applied to the face of proposed backwall.
 - Epoxy grout bars in 9" min. holes according to Article 584 of the Standard Specifications.

LEGEND

- ① Beam No.
- I.F. Inside Face
- O.F. Outside Face
- E.F. Each Face

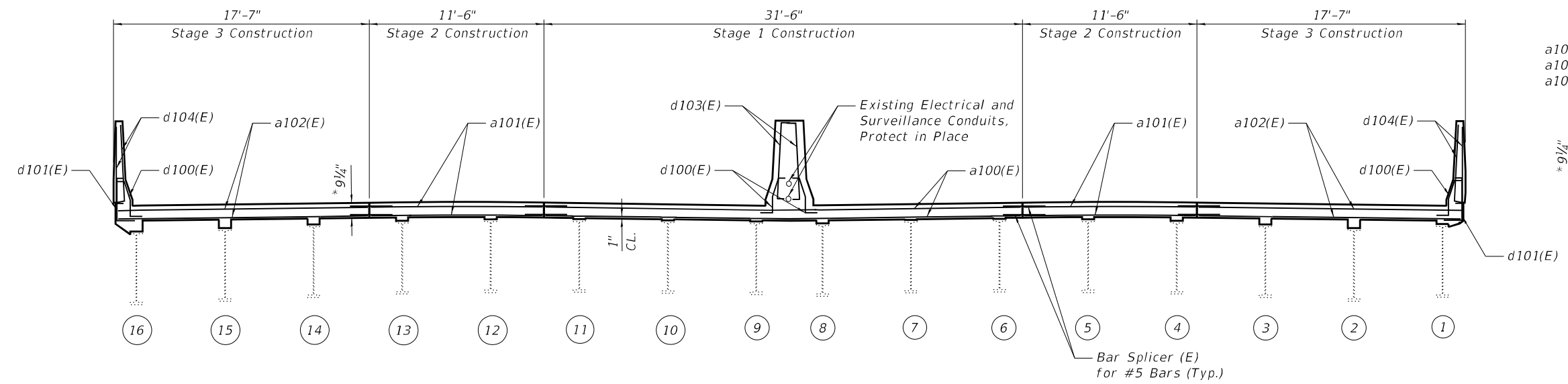
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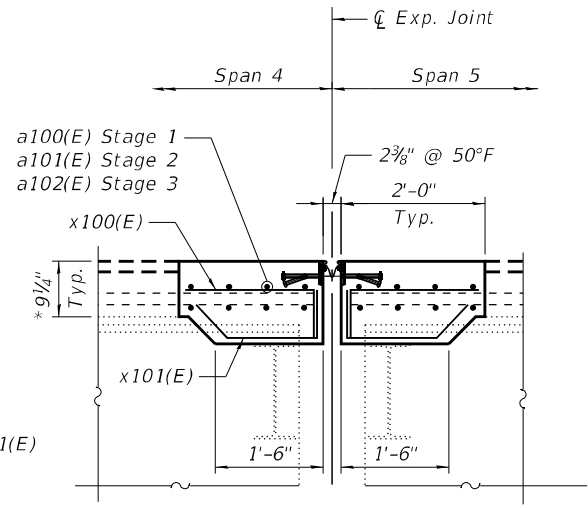
PLAN

(Dimensions at Rt. L's)



SECTION B-B

(Dimensions at Rt. L's)



SECTION A-A

(Dimensions at Rt. L's)

* After 1/4" Grinding

LEGEND

- ① Beam No.
- I.F. Inside Face
- O.F. Outside Face
- E.F. Each Face

NOTES:

1. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
2. See Detail 1 for parapet and Detail 3 for median details on Sheet SA-24.

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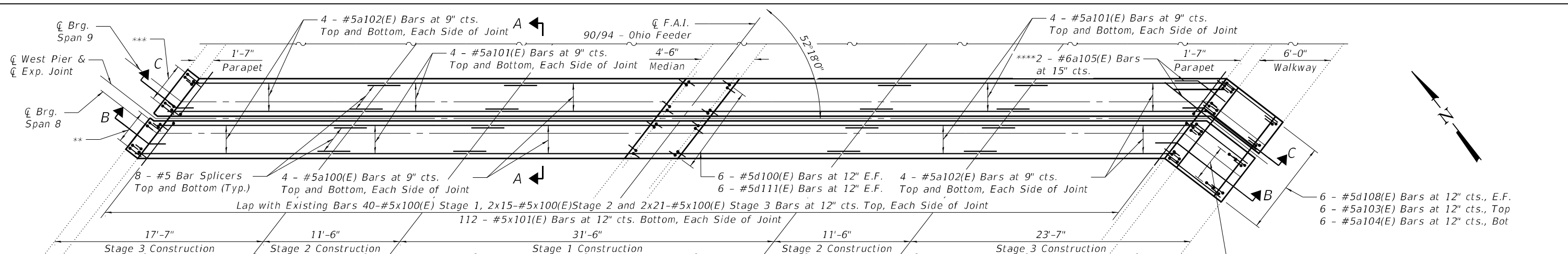
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 4 EXPANSION JOINT DETAILS
SN 016-1061

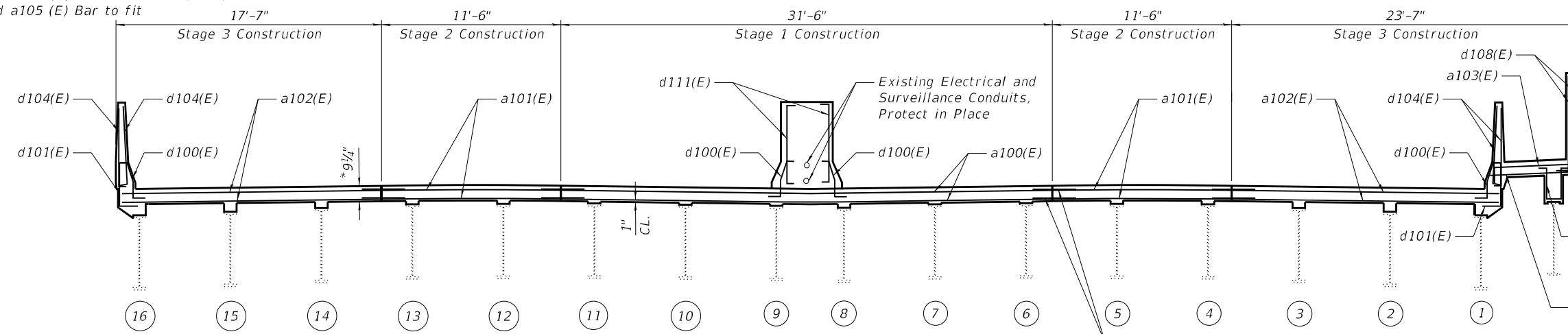
SHEET SA-22 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	83
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

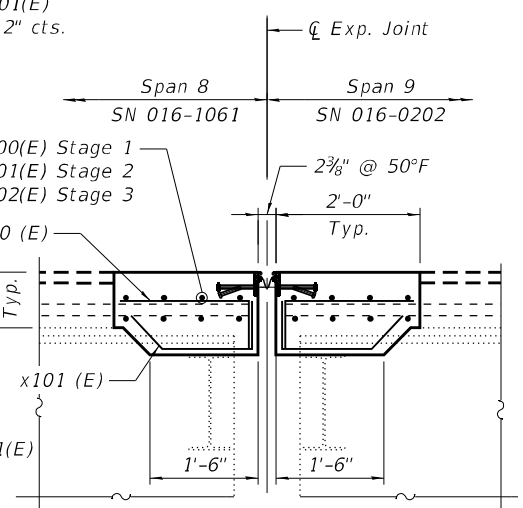


PLAN
(Dimensions at Rt. L's)

- ** 3 - #5d100(E) Bars at 12" cts., I.F., 3 - #5d101(E) Bars at 12" cts., O.F., Each Side
- 3 - #5d104(E) Bars at 12" cts., E.F., Each Side
- *** 3 - #5d109(E) Bars at 12" cts., O.F., 3 - #5d100(E) Bars at 12" cts., I.F., North Parapet
- 3 - #5d100(E) Bars at 12" cts., I.F., 3 - #5d110(E) Bars at 12" cts., Bottom of Slab, South Parapet
- 3 - #5d104(E) Bars at 12" cts., E.F., Each Side
- **** Bend a105 (E) Bar to fit

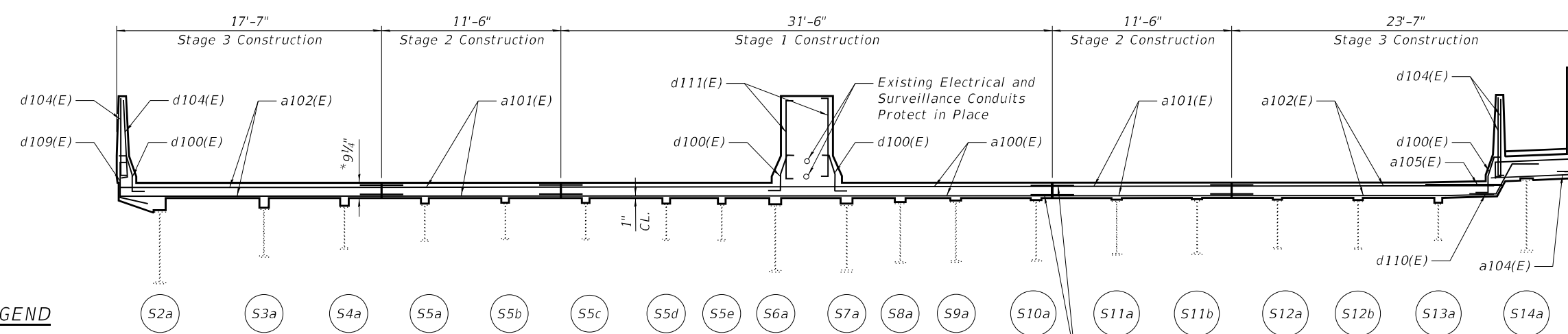


SECTION B-B
(Dimensions at Rt. L's)



SECTION A-A
(Dimensions at Rt. L's)

* After 1/4" Grinding



SECTION C-C
(Dimensions at Rt. L's)

LEGEND

- ① Beam No.
- I.F. Inside Face
- O.F. Outside Face
- E.F. Each Face

NOTES:

1. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
2. See Details 1, 2, 4 and 5 for parapet and Detail 6 for median details on Sheet SA-24.

MODEL: Default
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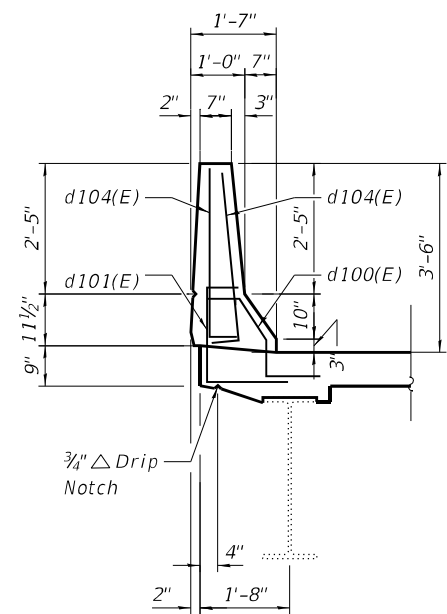
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST PIER EXPANSION JOINT DETAILS
SN 016-1061

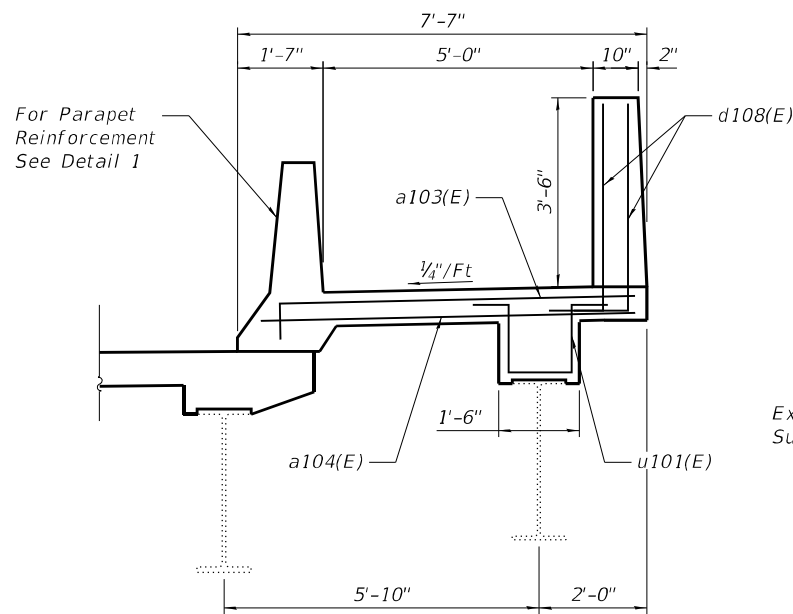
SHEET SA-23 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	84
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



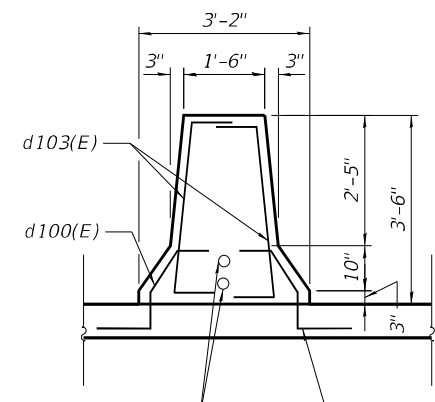
DETAIL 1

West Abut., Pier 4 and West Pier Span 8



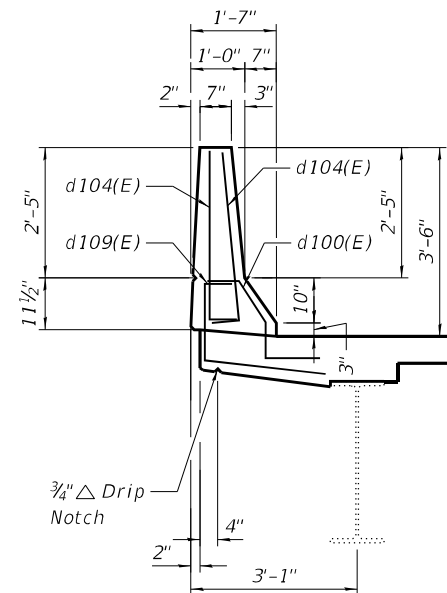
DETAIL 2

West Pier Span 8



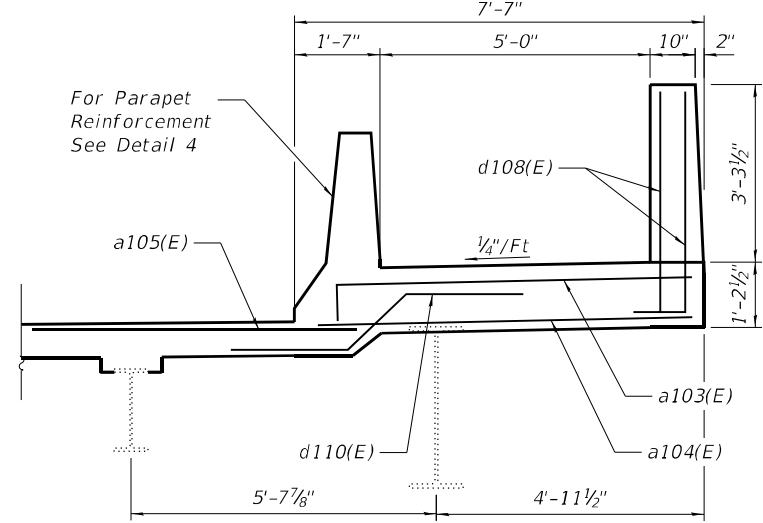
DETAIL 3

Pier 4 and West Abut.



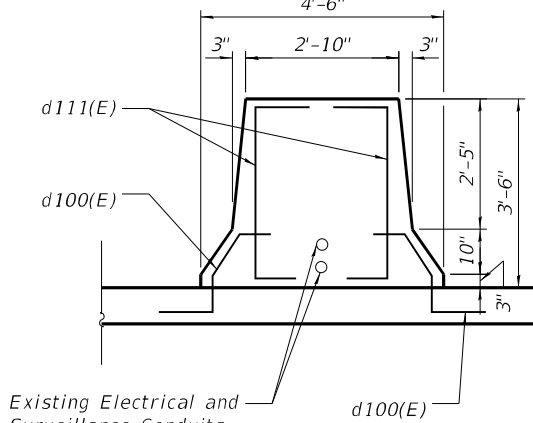
DETAIL 4

West Pier Span 9



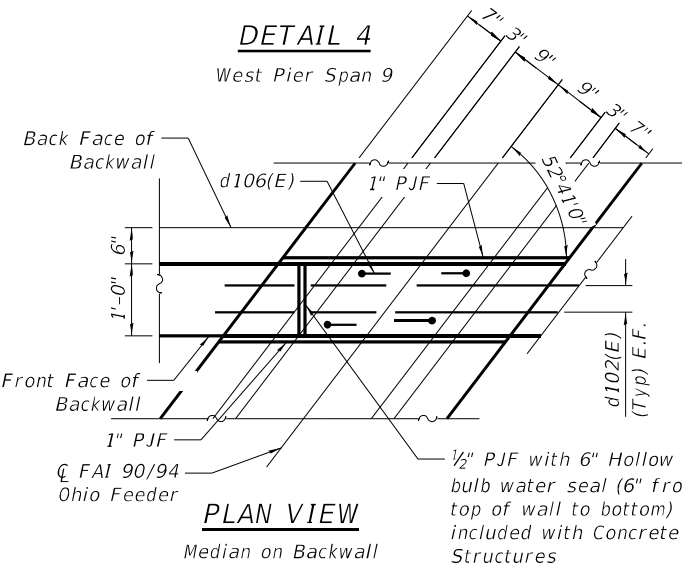
DETAIL 5

West Pier Span 9



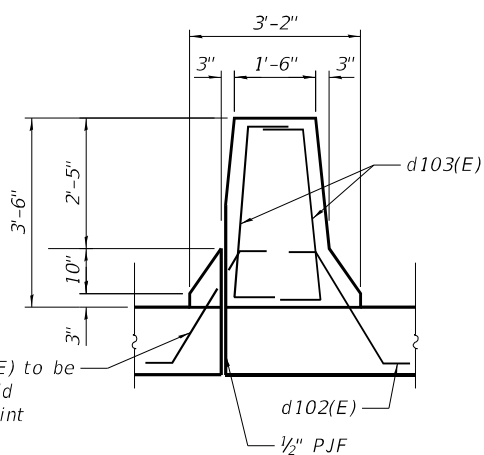
DETAIL 6

West Pier



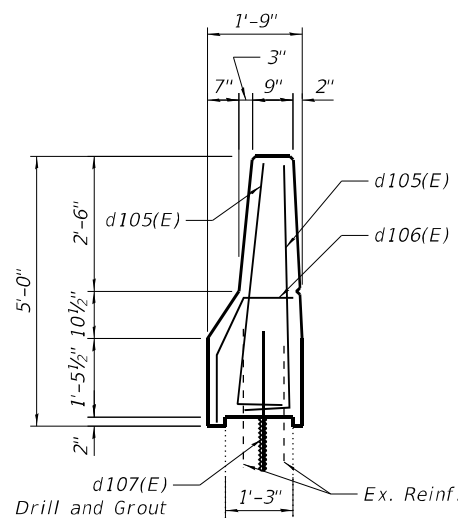
PLAN VIEW

Median on Backwall



DETAIL 7

Median on Backwall



DETAIL 8

Parapet on Retaining Wall

BAR SCHEDULE (WEST ABUT.)

Bar	No	SIZE	LENGTH	SHAPE
a100(E)	8	#5	39'-6"	—
a101(E)	16	#5	14'-3"	—
a102(E)	16	#5	20'-9"	—
d100(E)	12	#5	3'-2"	┌
d101(E)	6	#5	3'-6"	┐
d102(E)	4	#5	3'-5"	┌
d103(E)	10	#5	4'-8"	┐
d104(E)	12	#5	3'-9"	┐
d105(E)	8	#5	5'-4"	┐
d106(E)	4	#5	3'-4"	┐
d107(E)	2	#5	2'-8"	—
h100(E)	4	#5	39'-6"	—
h101(E)	8	#5	14'-3"	—
h102(E)	8	#5	19'-10"	—
h103(E)	8	#4	39'-6"	—
h104(E)	16	#4	14'-3"	—
h105(E)	16	#4	21'-10"	—
v100(E)	112	#5	5'-0"	┐
v101(E)	224	#5	3'-10"	—
v102(E)	224	#5	4'-7"	—
u100(E)	112	#5	2'-10"	┐
x100(E)	90	#5	2'-5"	┐
x101(E)	90	#5	2'-7"	┐
Concrete Superstructure			Cu. Yd.	15.0
Concrete Structures			Cu. Yd.	30.2
Reinforcement Bars, Epoxy Coated			Pound	5,550

BAR SCHEDULE (PIER 4)

Bar	No	SIZE	LENGTH	SHAPE
a100(E)	16	#5	39'-6"	—
a101(E)	32	#5	14'-3"	—
a102(E)	32	#5	20'-9"	—
d100(E)	24	#5	3'-2"	┌
d101(E)	12	#5	3'-6"	┐
d103(E)	12	#5	4'-8"	┐
d104(E)	24	#5	3'-9"	┐
x100(E)	180	#5	2'-5"	┐
x101(E)	180	#5	2'-7"	┐
Concrete Superstructure			Cu. Yd.	17.7
Reinforcement Bars, Epoxy Coated			Pound	3,050

BAR SCHEDULE (WEST PIER)

Bar	No	SIZE	LENGTH	SHAPE
a100(E)	16	#5	39'-6"	—
a101(E)	32	#5	14'-3"	—
a102(E)	32	#5	20'-9"	—
a103(E)	6	#5	7'-3"	┐
a104(E)	6	#5	7'-0"	—
a105(E)	2	#6	6'-0"	—
d100(E)	24	#5	3'-2"	┌
d101(E)	6	#5	3'-6"	┐
d104(E)	24	#5	3'-9"	┐
d108(E)	12	#5	4'-10"	┐
d109(E)	3	#5	4'-2"	┐
d110(E)	3	#5	6'-4"	┐
d111(E)	12	#5	4'-11"	┐
u101(E)	3	#5	5'-0"	┐
x100(E)	180	#5	2'-5"	┐
x101(E)	180	#5	2'-7"	┐
Concrete Superstructure			Cu. Yd.	21.3
Reinforcement Bars, Epoxy Coated			Pound	3,240

MARK	a	b
a103(E)	6'-7"	8"
d104(E)	3'-2"	7"
d105(E)	4'-6"	10"
d108(E)	3'-10"	1'-0"
x100(E)	1'-9"	8"
v100(E)	4'-2"	10"

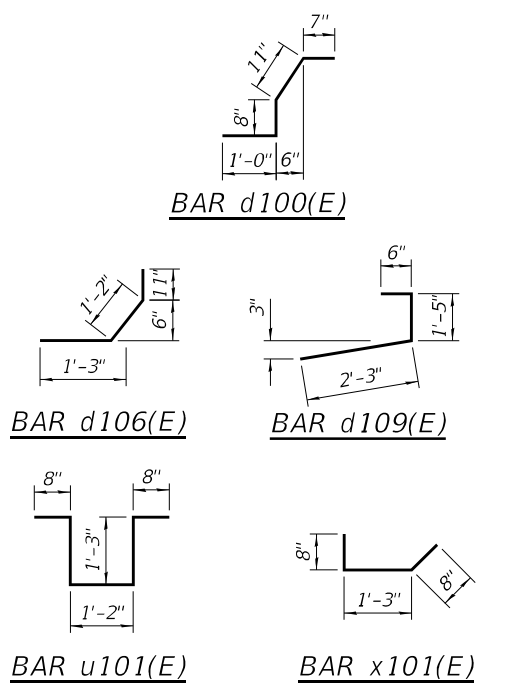
BAR a103(E), d104(E), d105(E), d108(E), x100(E), v100(E)

MARK	a	b	c	d
d102(E)	6"	1'-3"	6"	2'-5"
d110(E)	2'-2"	1'-5"	2'-2"	2'-0"

BAR d102(E), BAR d110(E)

MARK	a	b	c
d101(E)	7"	1'-5"	1'-6"
d103(E)	9"	3'-2"	9"
d111(E)	9"	3'-2"	1'-0"
u100(E)	10"	1'-2"	10"

BAR d101(E), d103(E) BAR d111(E), u100(E)



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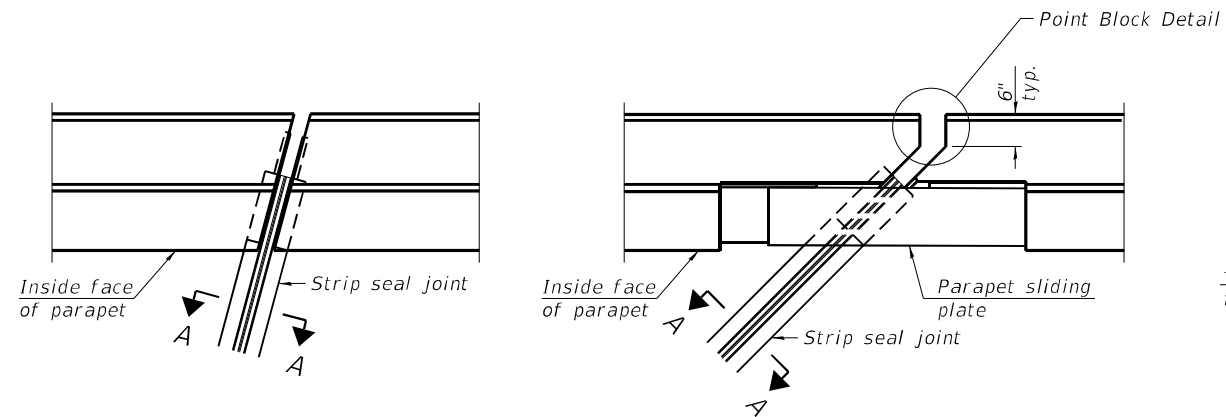
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CHECKED - TCG	REVISIONS -	
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

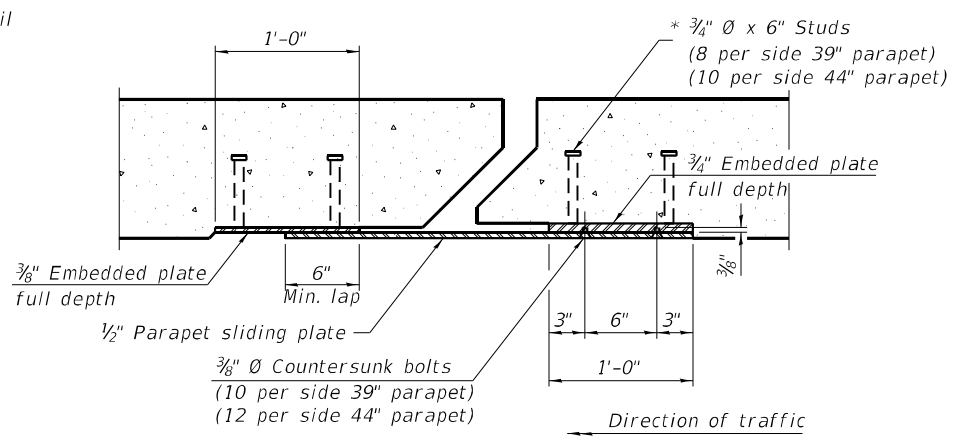
**MISCELLANEOUS DECK DETAILS
SN 016-1061**

SHEET SA-24 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	85
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



PLAN AT PARAPET



SECTION B-B

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 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 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

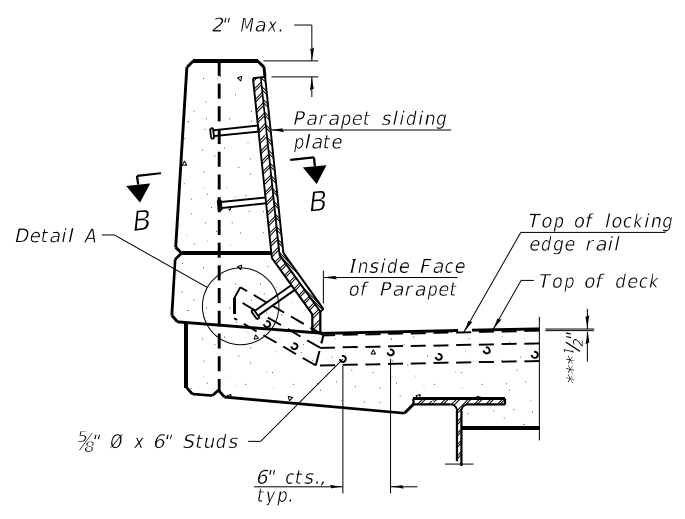
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be 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, and anchorage studs included with Preformed Joint Strip Seal.

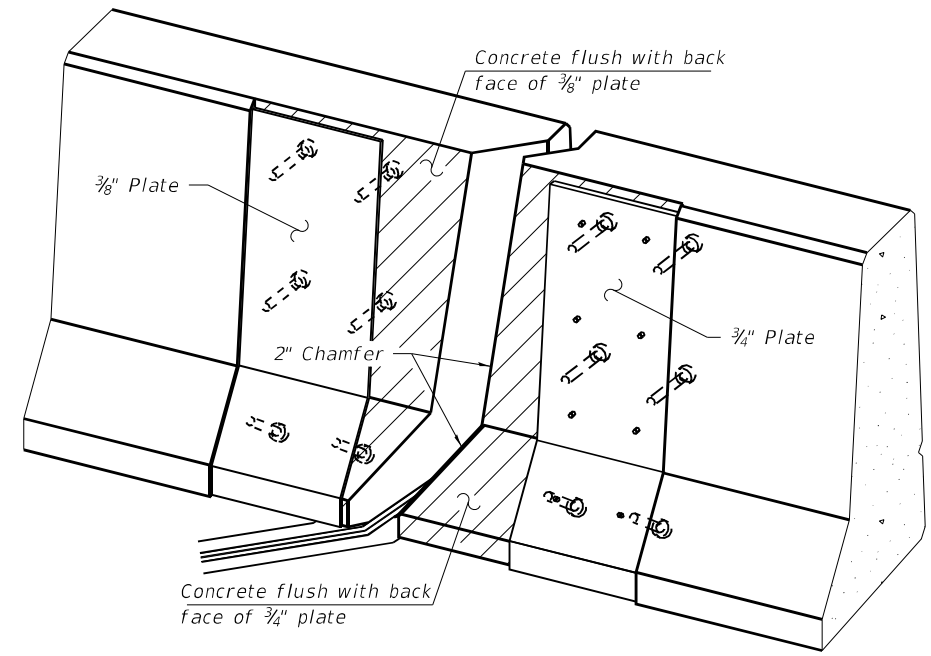
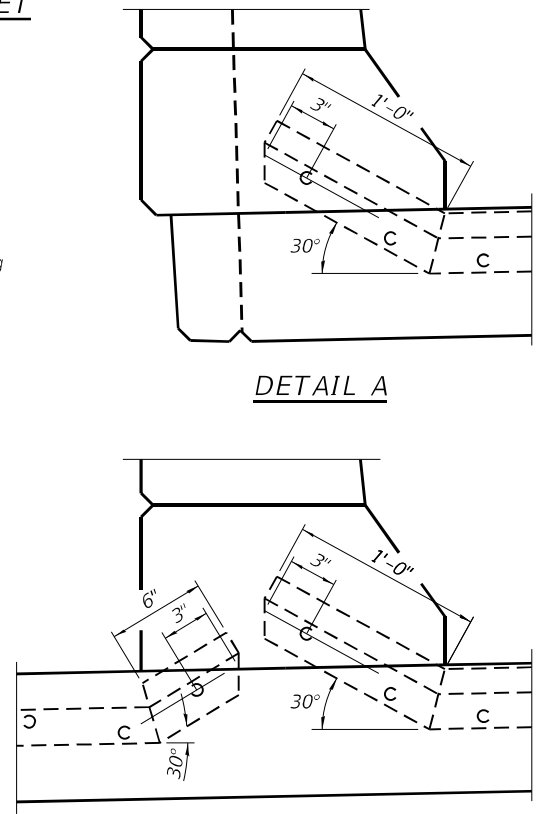
39" constant slope barrier shown, 44" constant slope barrier similar as noted.

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.

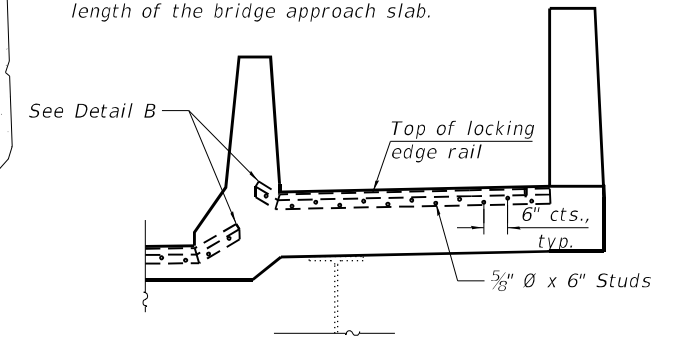


ELEVATION AT PARAPET

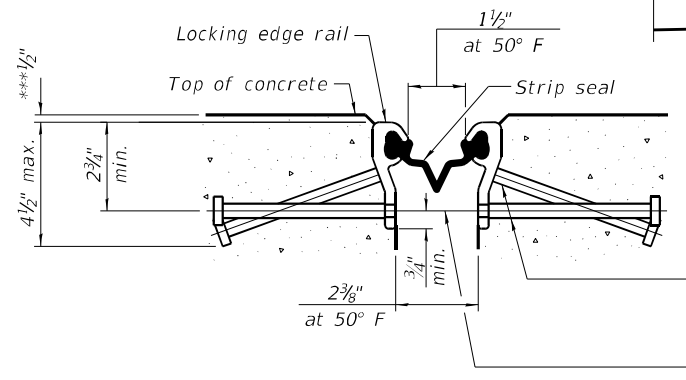
(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)



TRIMETRIC VIEW (Showing embedded plates only)



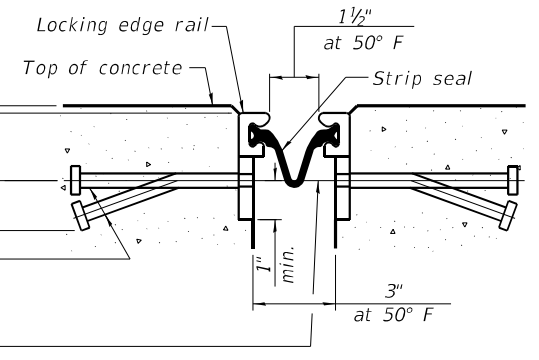
ELEVATION AT DECK LEVEL SIDEWALK (West Pier Only)



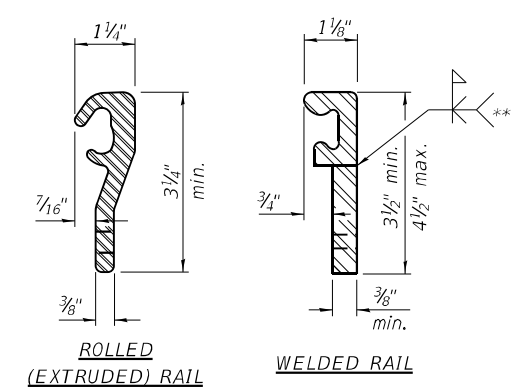
SHOWING ROLLED RAIL JOINT

* 3/8" \emptyset x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

3/8" ϕ threaded rods in 1/16" ϕ holes at ± 4 -0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

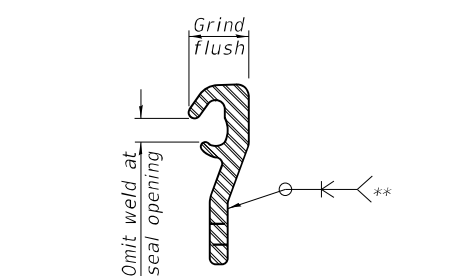


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	342.5

SECTION A-A

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

*** Prior to 1/4" grinding.

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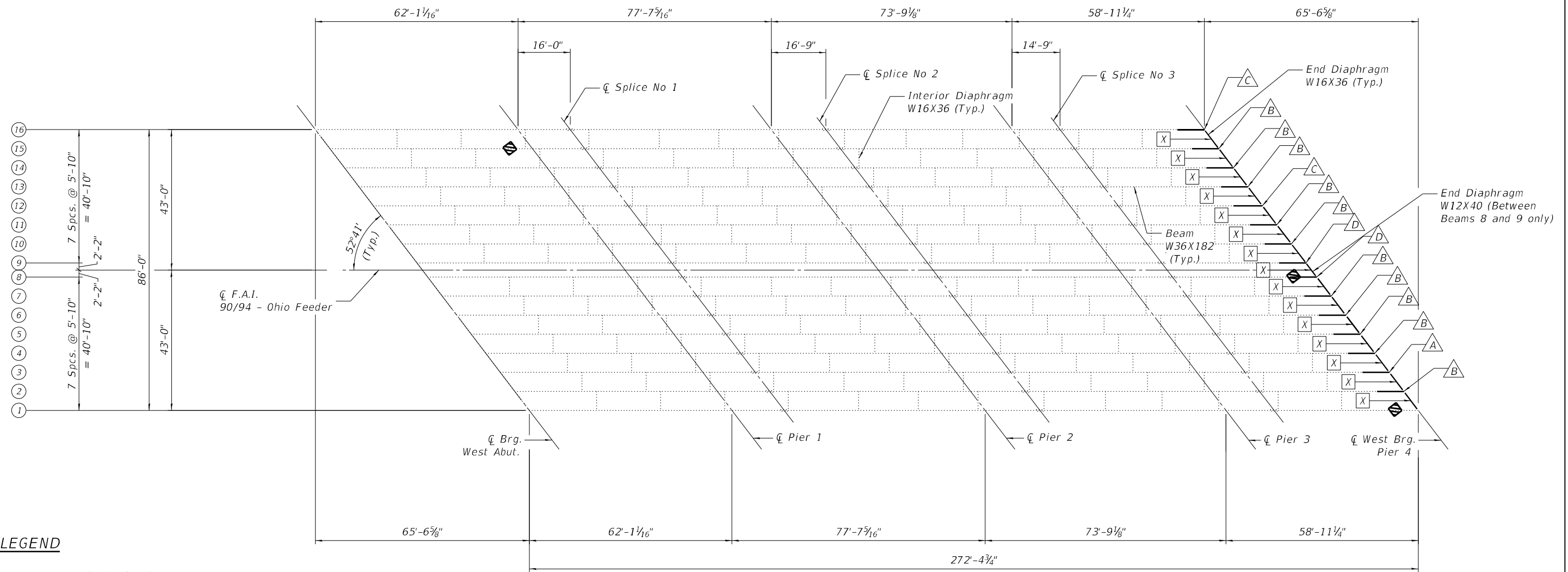
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PLOT DATE =	DRAWN - IL/AIM	REVISED -
	CHECKED - TCG	REVISED -

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PREFORMED JOINT STRIP SEAL DETAILS
SN 016-1061

SHEET SA-25 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	86
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



LEGEND

- Existing Steel
- Proposed Steel
- A Proposed Beam End Repair Type
- X Proposed Diaphragm Replacement
- 1 Beam No.
- Suggested Area for Temporary Shoring

FRAMING PLAN - 1

NOTES:

1. See Sheet SA-30 for end beam repair details.
2. See Sheet SA-28 for diaphragm details.
3. All structural steel shall be hot-dip galvanized.

MODEL: Ohio Street
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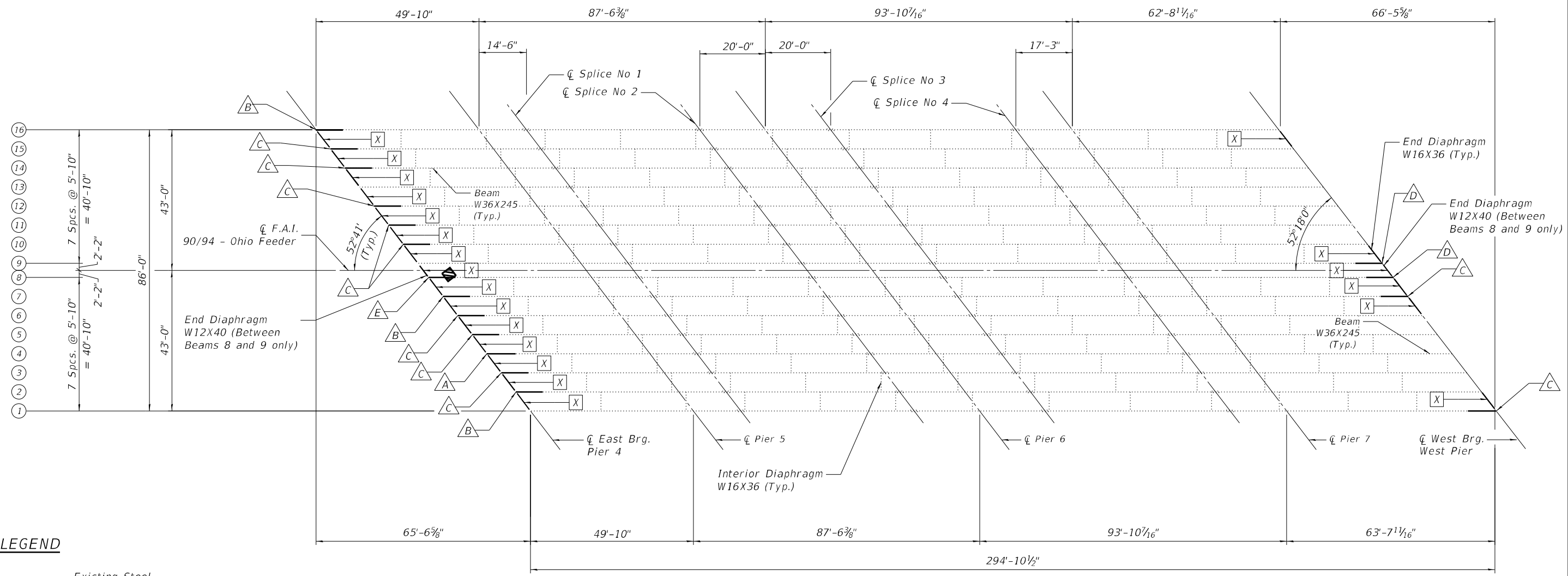
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PLOT DATE =	CHECKED - TCG	REVISIONS -	

**STATE OF ILLINOIS
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**FRAMING PLAN 1 OF 2
SN 016-1061**

SHEET SA-26 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	87
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



LEGEND

- Existing Steel
- Proposed Steel
- △ Proposed Beam End Repair Type
- ⊠ Proposed Diaphragm Replacement
- ① Beam No.
- Suggested Area for Temporary Shoring

FRAMING PLAN-2

NOTES:

1. See Sheet SA-30 for end beam repair details.
2. See Sheet SA-28 for diaphragm details.
3. All structural steel shall be hot-dip galvanized.

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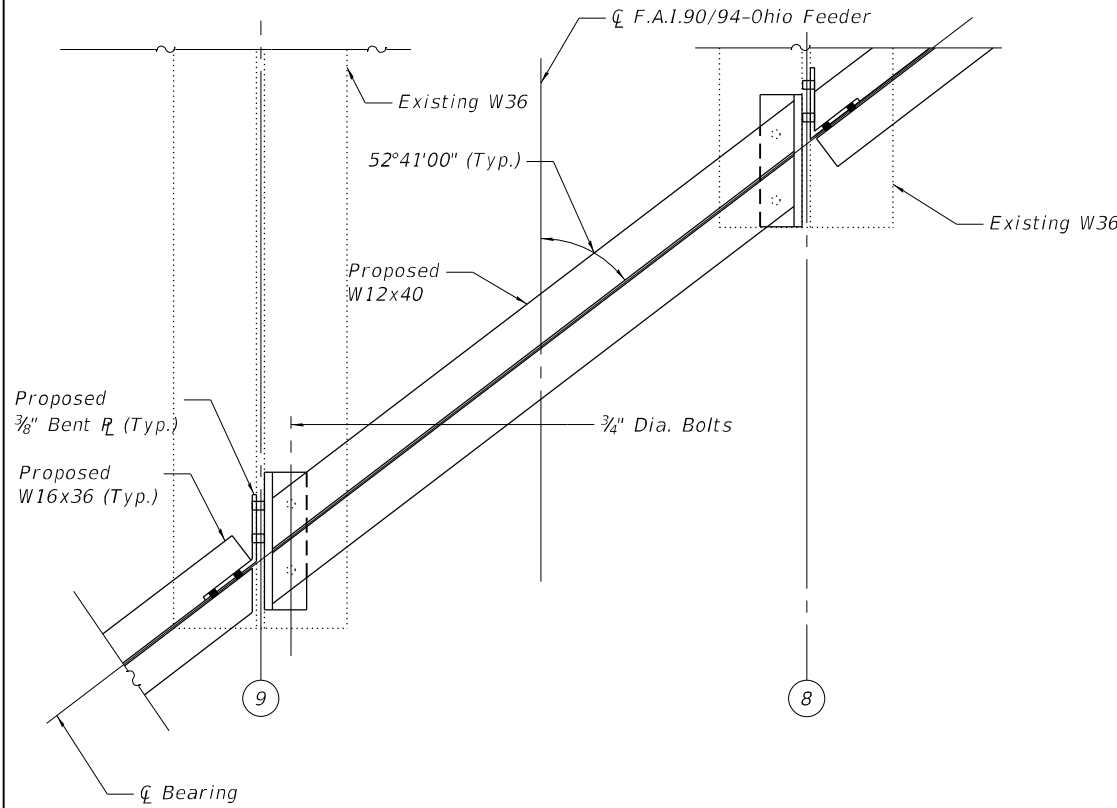
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN 2 OF 2
SN 016-1061

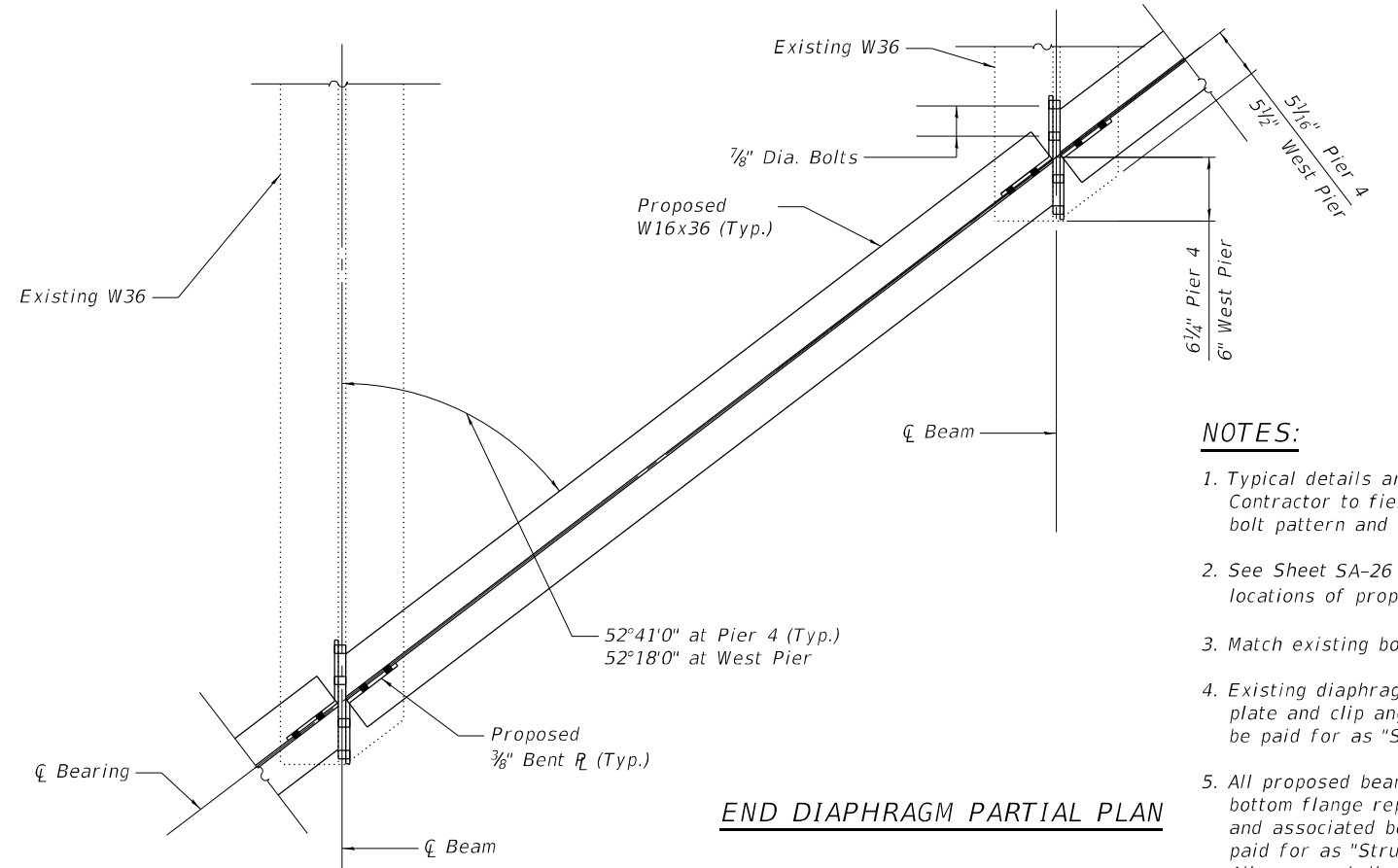
SHEET SA-27 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	88
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

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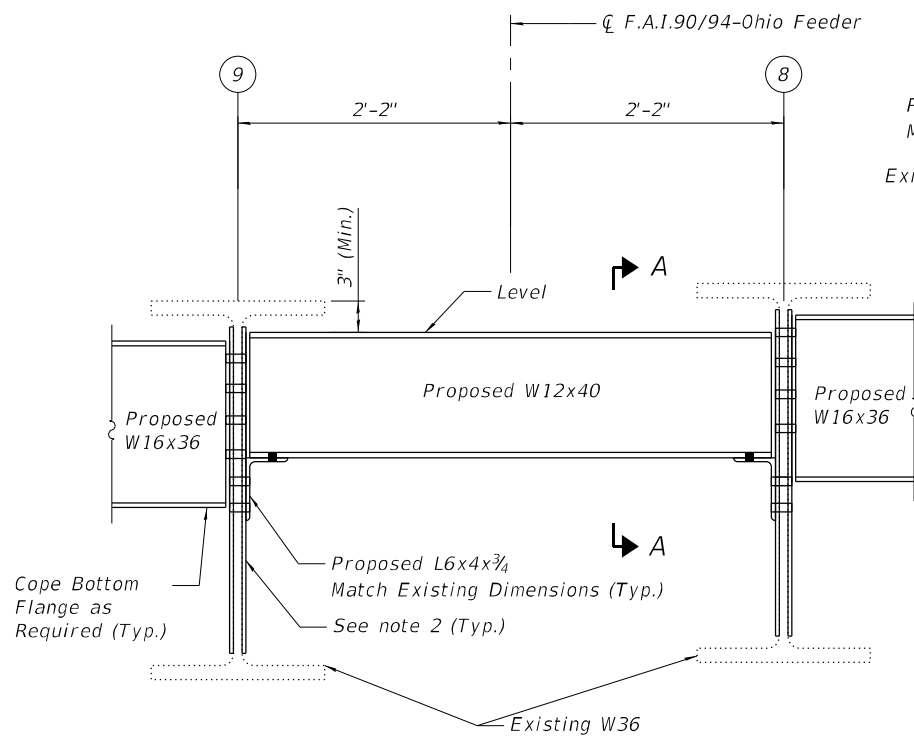


END DIAPHRAGM PARTIAL PLAN
(At Beams 8 and 9)

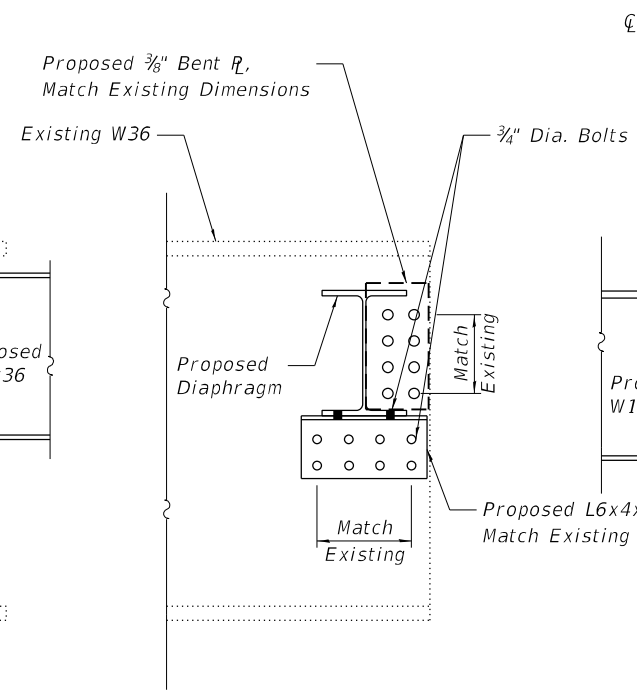


END DIAPHRAGM PARTIAL PLAN

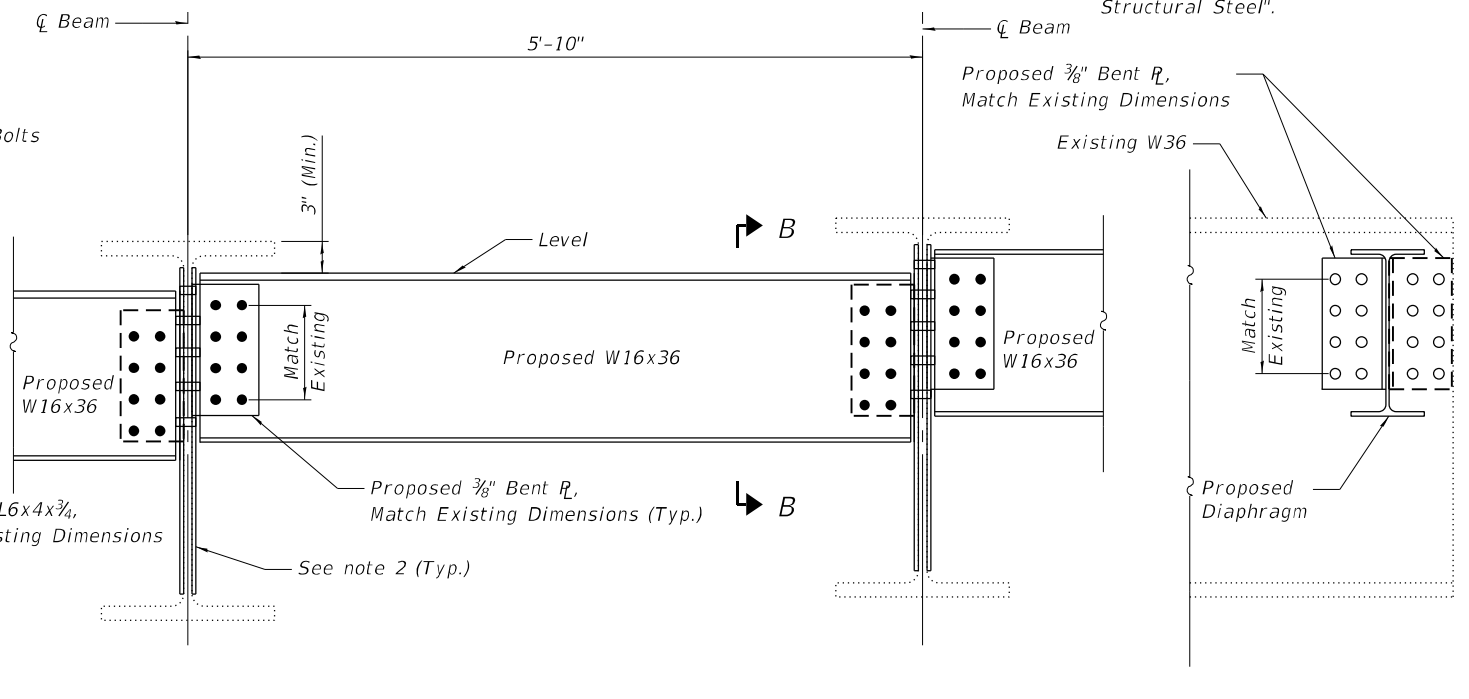
- NOTES:**
1. Typical details are shown, Contractor to field verify existing bolt pattern and dimensions.
 2. See Sheet SA-26 and SA-27 for locations of proposed 1/2" web plates.
 3. Match existing bolt diameter.
 4. Existing diaphragm, connection bent plate and clip angle removal shall be paid for as "Structural Steel Removal".
 5. All proposed beam end repair plates, bottom flange repair angles, fill plates and associated bolts/fasteners shall be paid for as "Structural Steel Repair". All proposed diaphragms, connection bent plates and clip angles and associated bolts/fasteners shall be paid for as "Furnishing and Erecting Structural Steel".



ELEVATION



SECTION A-A



ELEVATION
(Beams 1 thru 8 and 9 thru 16)

SECTION B-B

LEGEND

- New bolt in existing rivet hole. Use existing steel as template for new steel.
- New bolt in field drilled hole through existing steel.
- ⑧ Beam No.



USER NAME =	DESIGNED - IL/AM	REVISED -
	CHECKED - TCG	REVISED -
PLOT SCALE =	DRAWN - IL/AM	REVISED -
PLOT DATE =	CHECKED - TCG	REVISED -

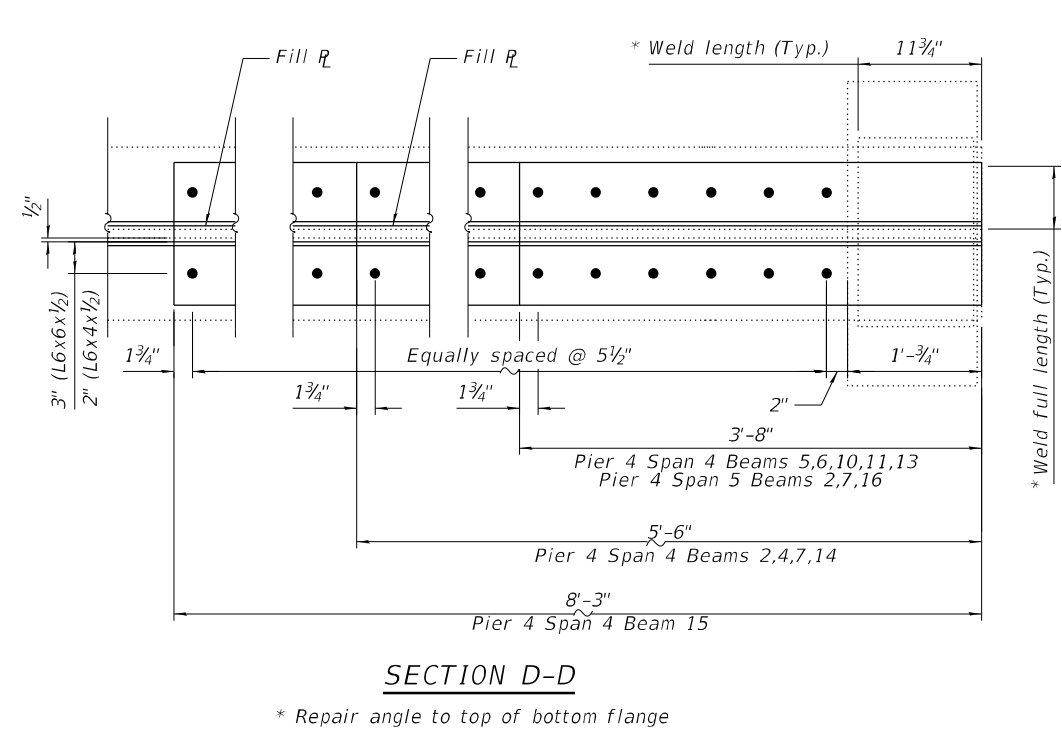
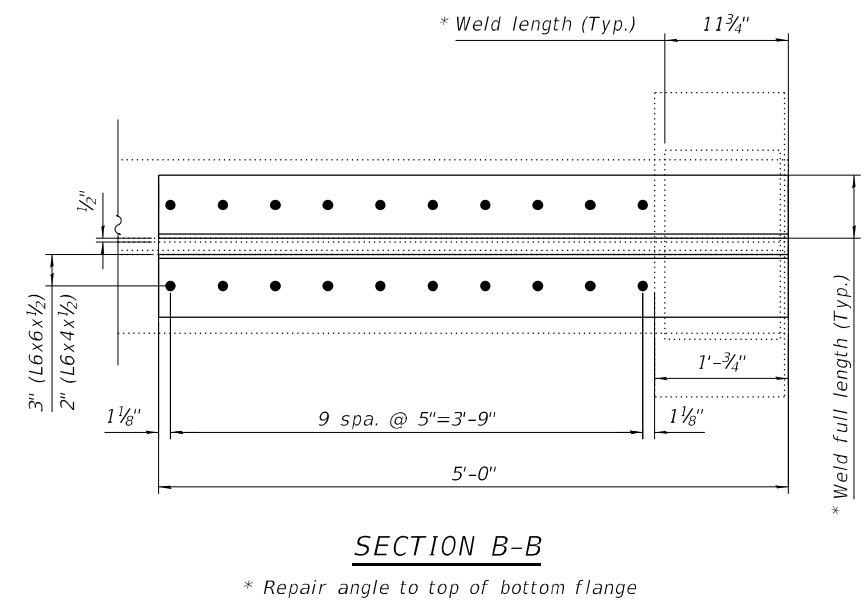
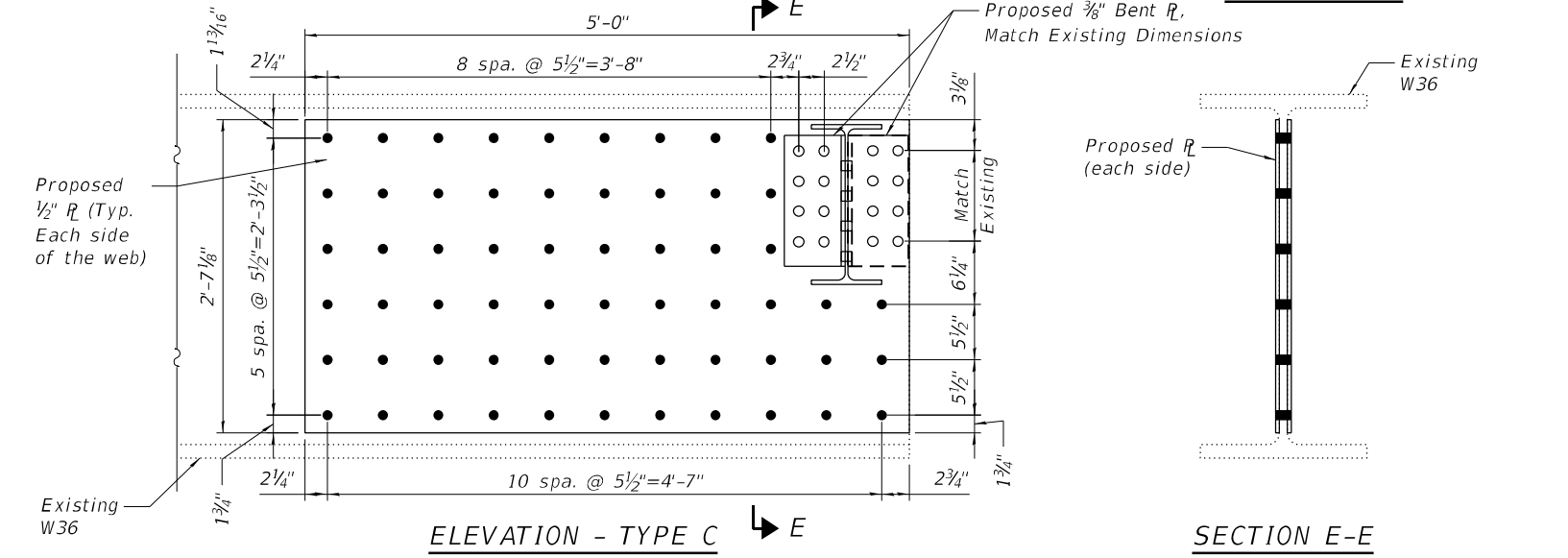
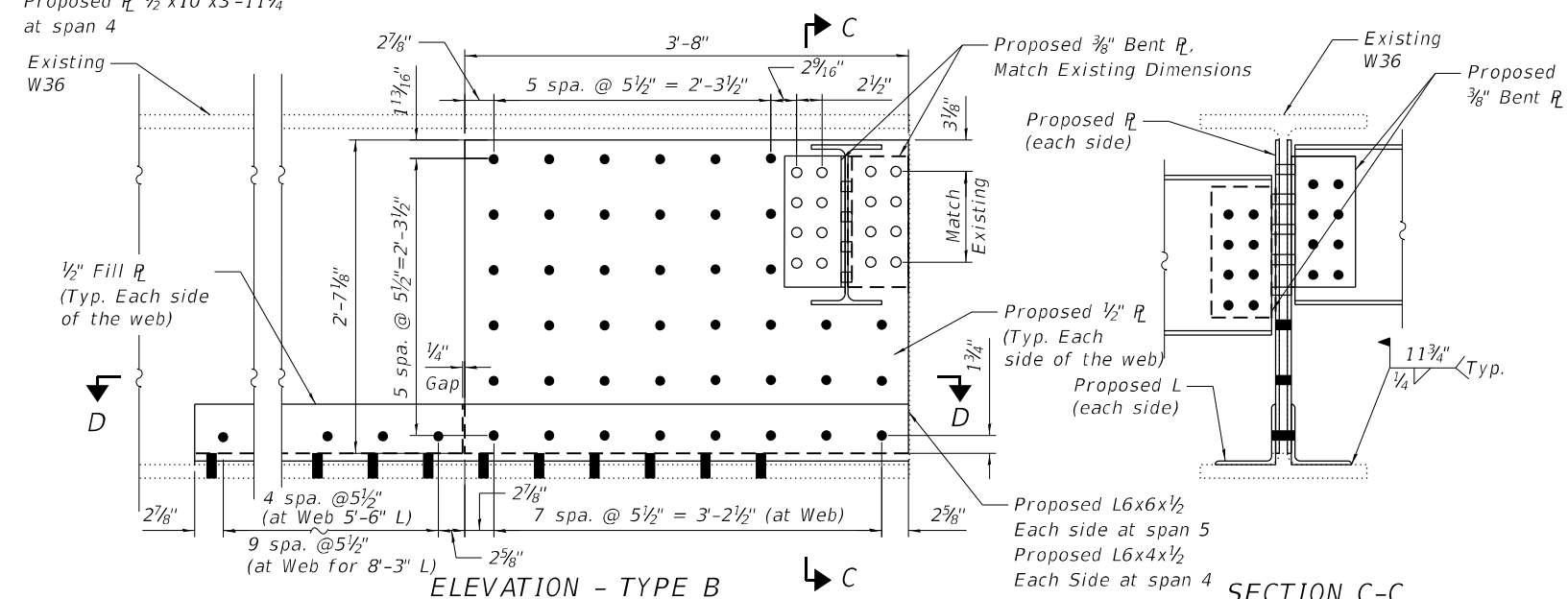
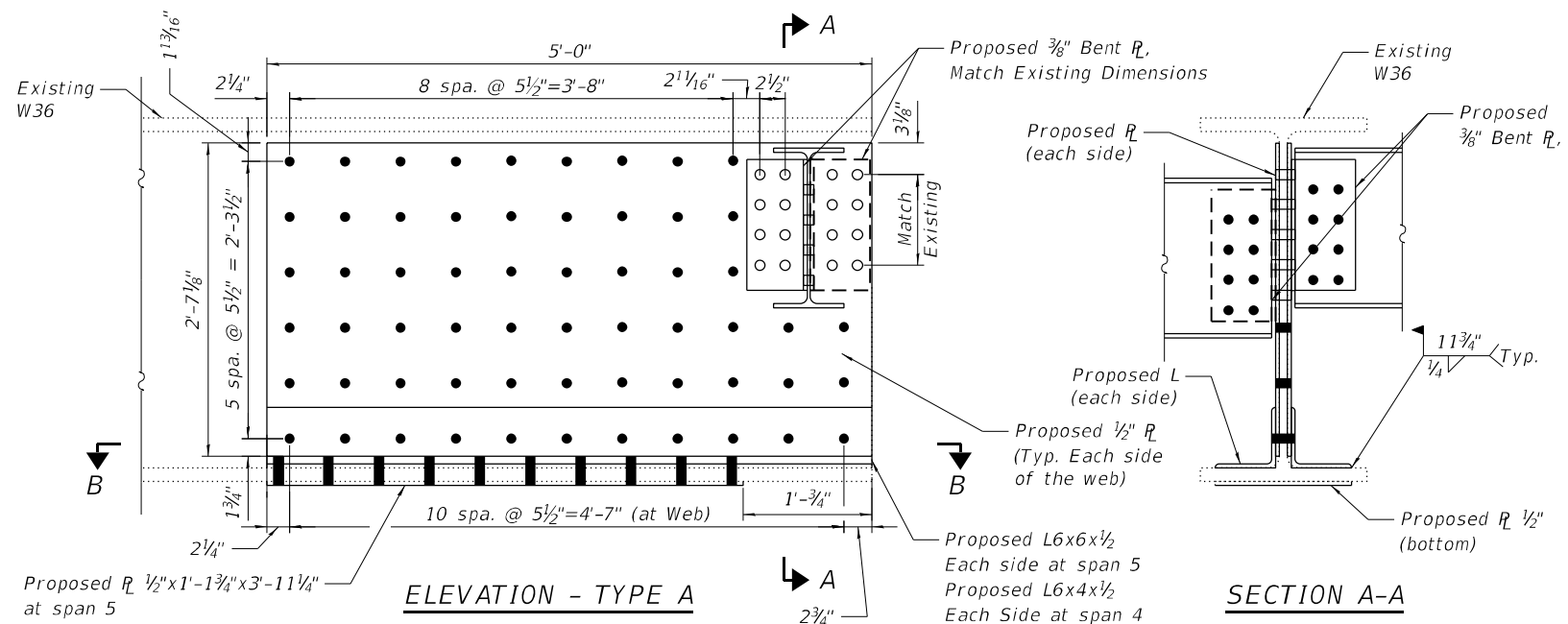
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM REPLACEMENT DETAILS
SN 016-1061**

SHEET SA-28 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	89
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

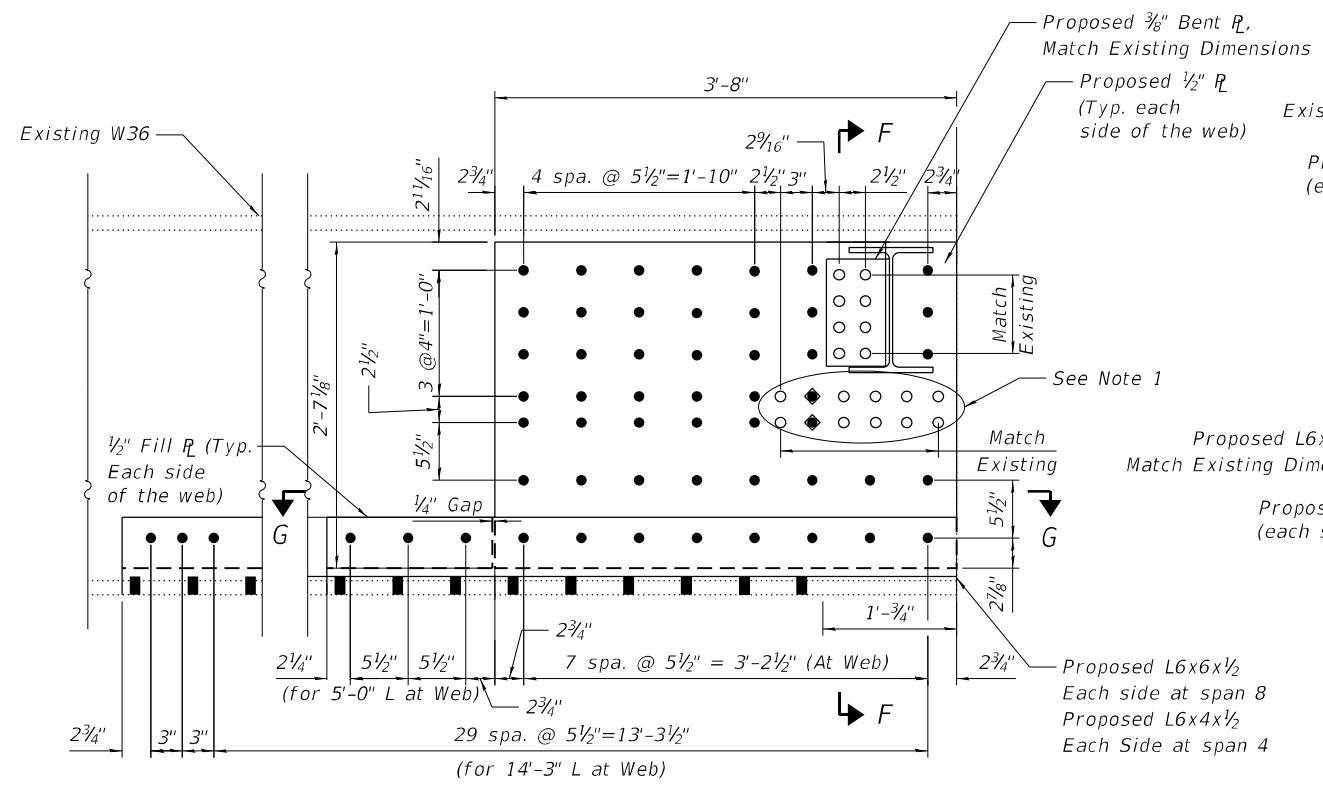
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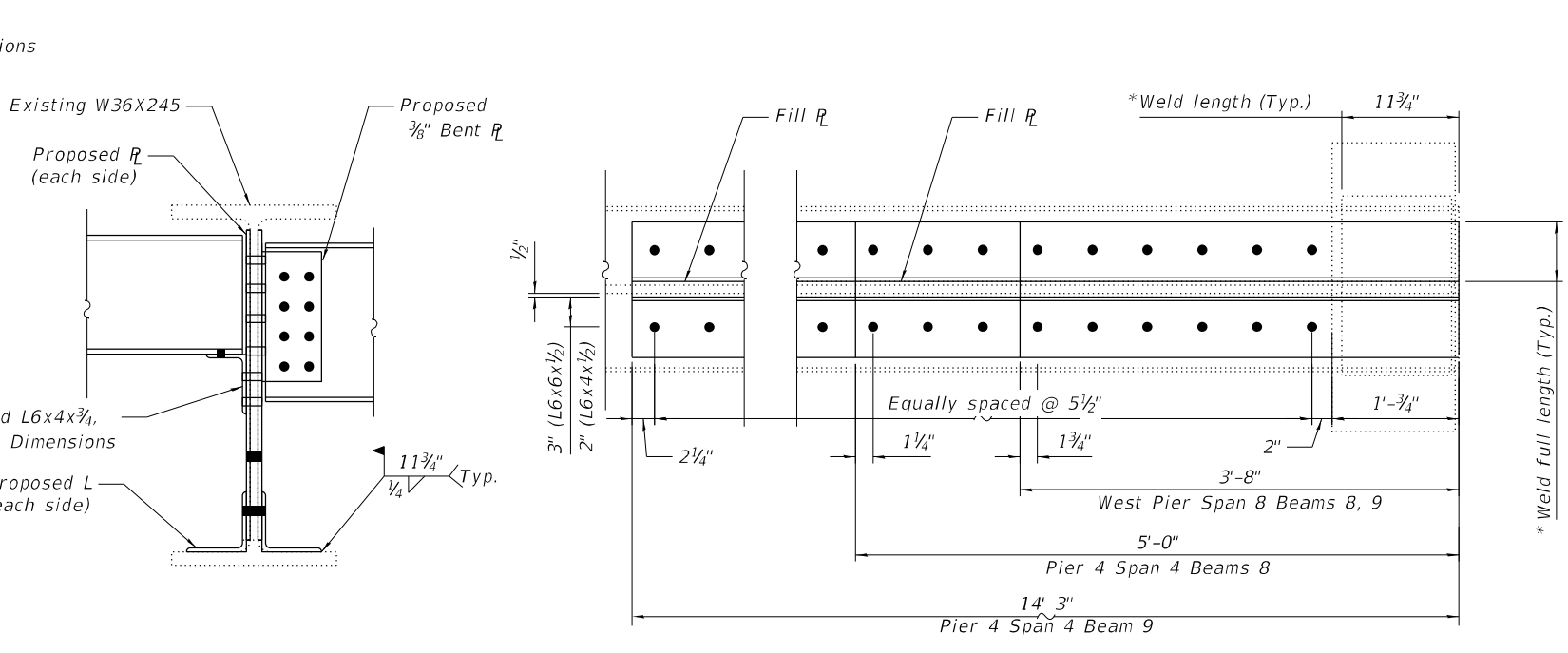
NOTE
 Refer to SA-30 for Legend, General Notes and Notes.

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	CHECKED - TCG	REVISOR -	383			2020-143-BR&BJR	COOK	201	90	
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					ILLINOIS FED. AID PROJECT					

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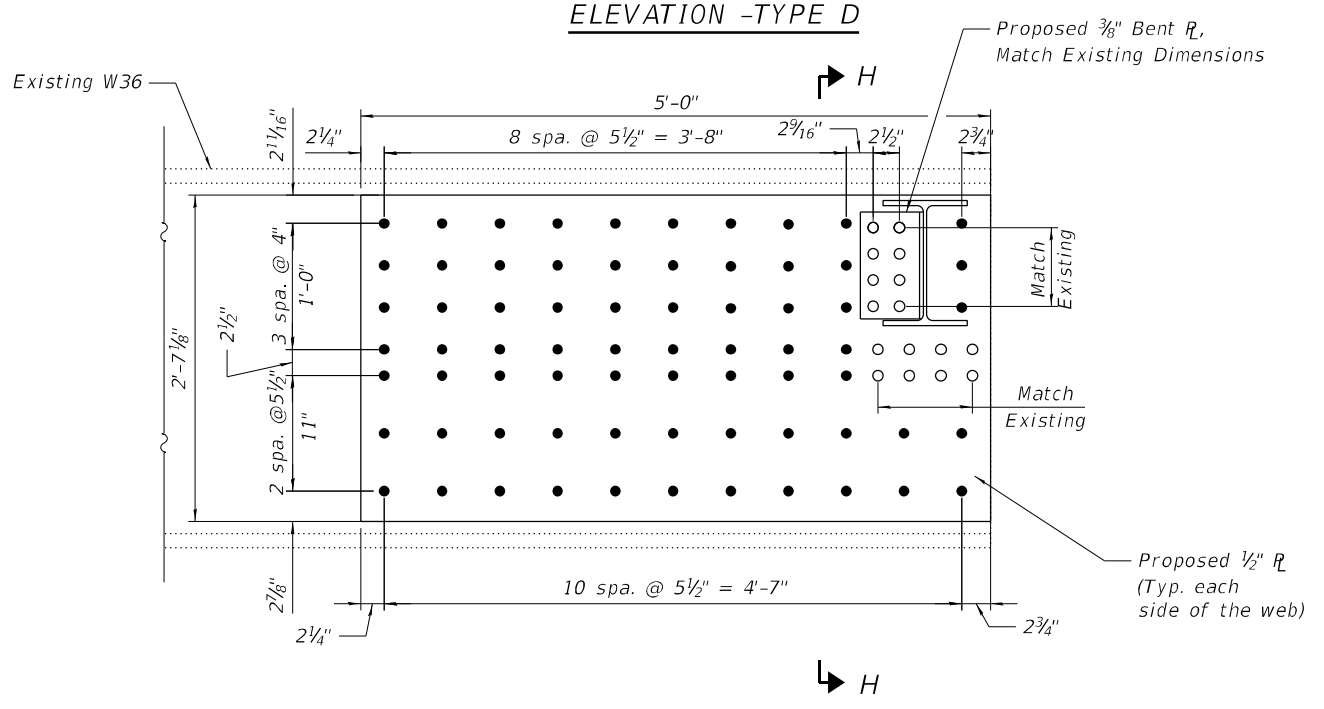
ELEVATION - TYPE D



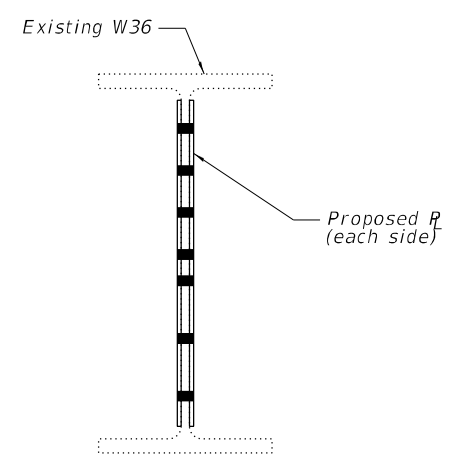
SECTION F-F

SECTION G-G

* Repair angle to top of bottom flange



ELEVATION - TYPE E



SECTION H-H

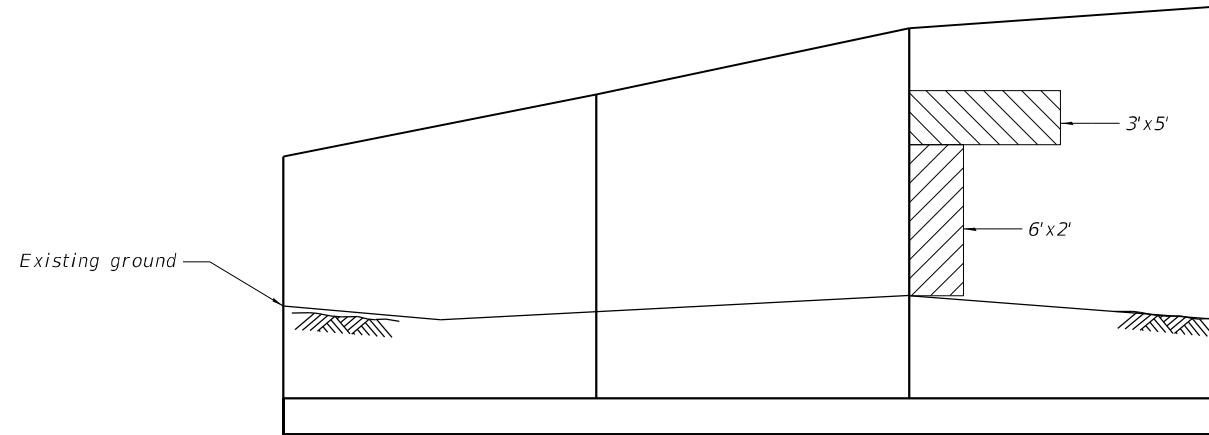
LEGEND

- New bolt in existing rivet hole. Use existing steel as template for new steel.
- New bolt in field drilled hole through existing steel.
- ◆ Proposed holes in new steel at Pier 4 Beam 9 Span 4 and at Pier 8 Beam 9 Span 8.

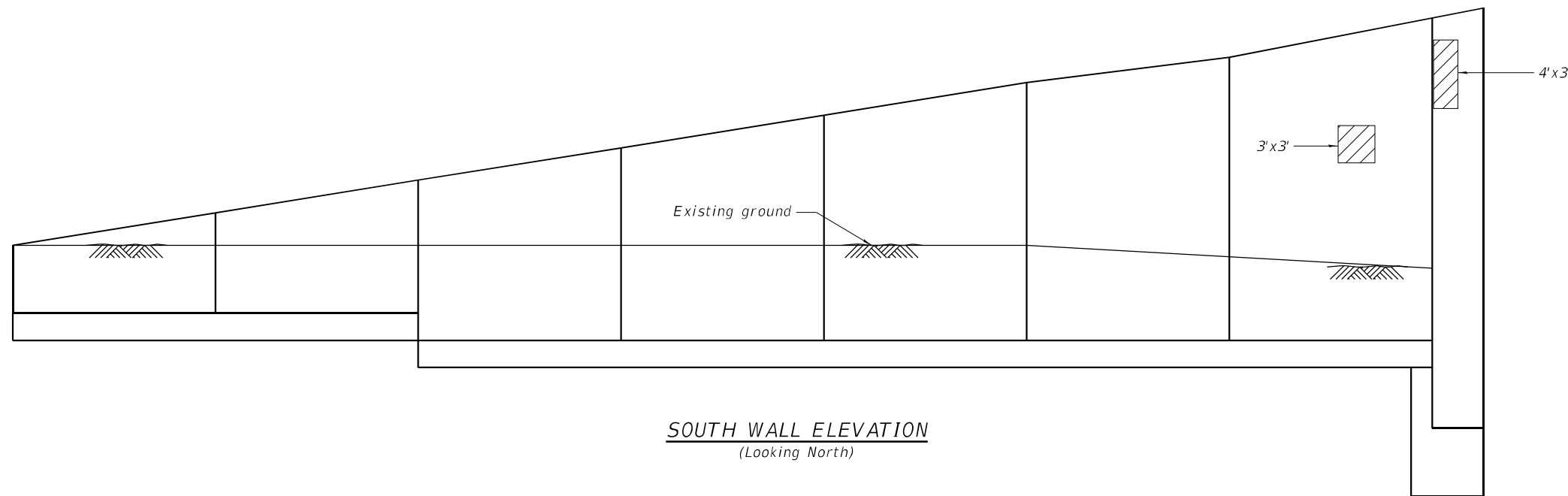
NOTES:

1. Match existing bolts under diaphragm seat at beams 8 and 9. Existing bolt layout varies between 4,5 or 6 columns at equal spacing.
2. Maximum proposed bolt to proposed bolt spacing is 5 1/2" on center.
3. Existing bolt layout shown per as built drawings. Verify in field.
4. Existing clip angle to be removed using the air-arc method and grind smooth all weld material remaining on the web. Cost included with "Structural Steel Removal".
5. Existing diaphragm, connection bent plate and clip angle removal shall be paid for as "Structural Steel Removal".
6. All proposed beam end repair plates, bottom flange repair angles, fill plates and associated bolts/fasteners shall be paid for as "Structural Steel Repair". All proposed diaphragms, connection bent plates and clip angles and associated bolts/fasteners shall be paid for as "Furnishing and Erecting Structural Steel".
7. Fasteners shall be 7/8" Ø high strength bolts, unless otherwise noted.

	USER NAME =	DESIGNED - IL/AIM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEAM END REPAIR DETAILS 2 OF 2 SN 016-1061	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE =	CHECKED - TCG	REVISED -	ILLINOIS FED. AID PROJECT							




NORTH WALL ELEVATION
(Looking South)



SOUTH WALL ELEVATION
(Looking North)

LEGEND

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

NOTES:

1. Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	48

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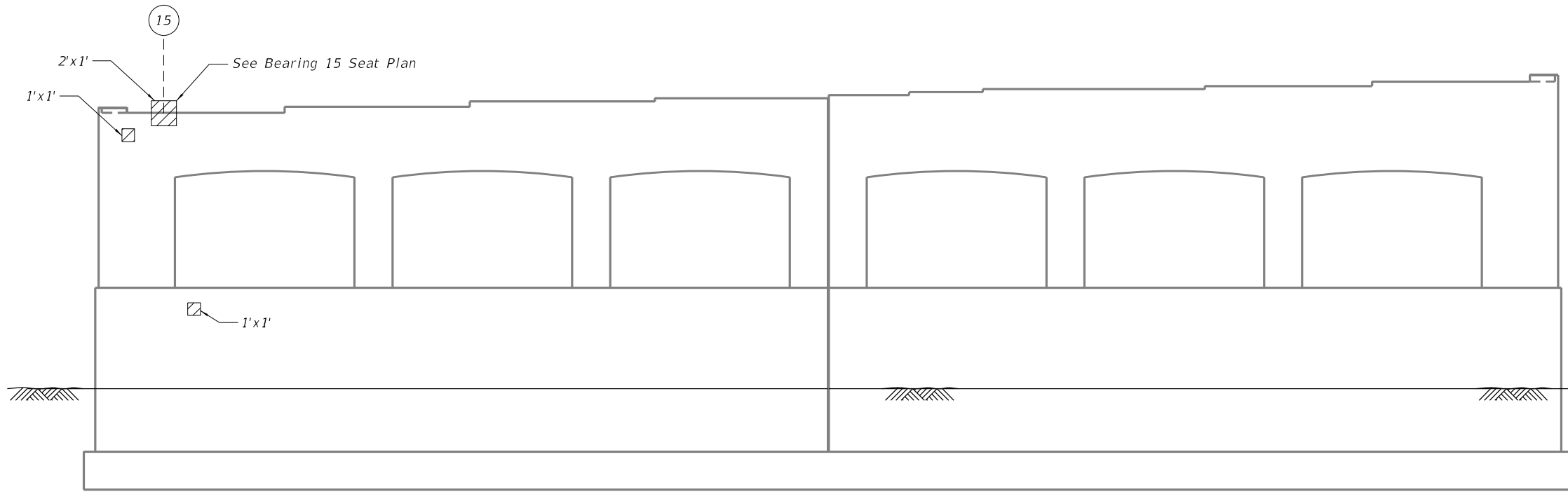
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

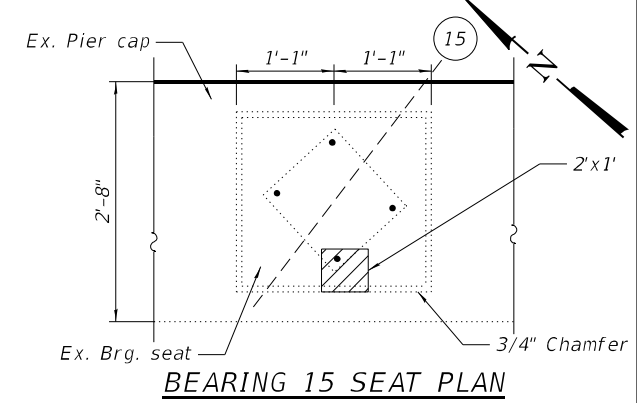
**RETAINING WALL
SN 016-1061**

SHEET SA-31 OF SA-42 SHEETS

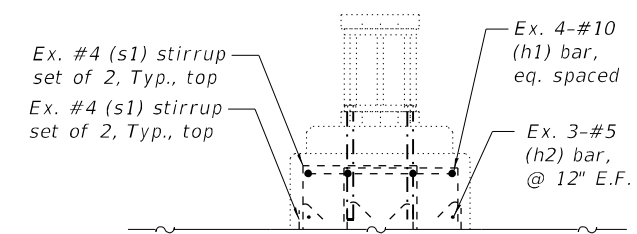
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CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



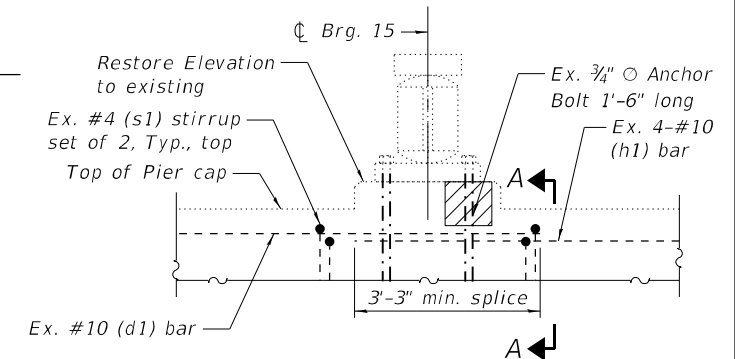
ELEVATION
(Looking East)



BEARING 15 SEAT PLAN



SECTION A-A



BEARING 15 SEAT & PARTIAL PIER CAP ELEVATION

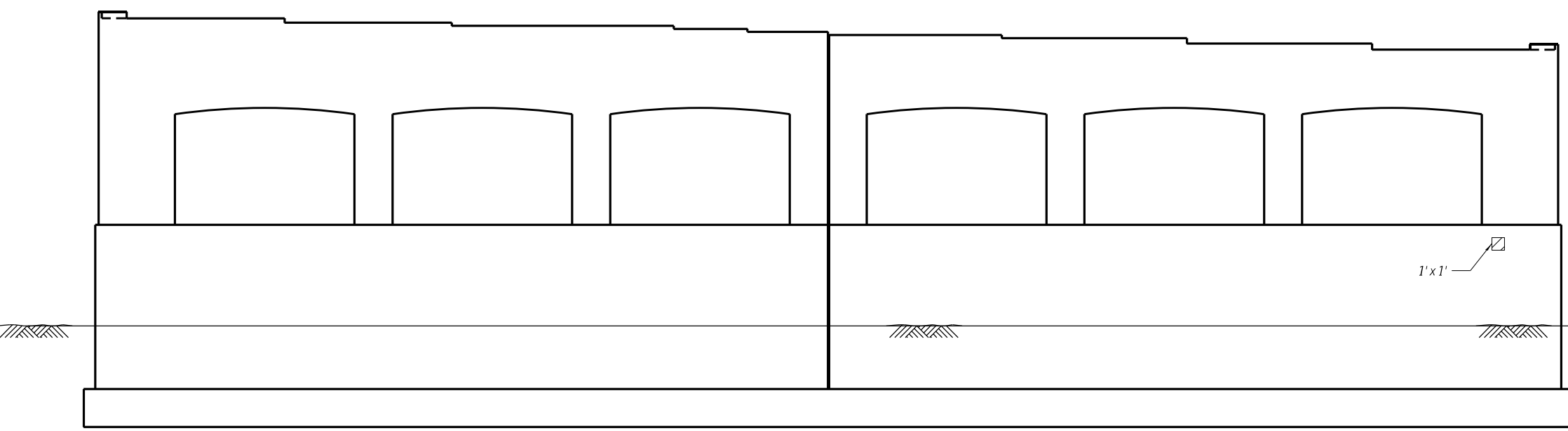
LEGEND

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

Beam Number

NOTES:

1. Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".
4. If the concrete deterioration at the bearing pedestal extends underneath existing steel bearing plates, "Temporary Shoring and Cribbing" is to be used to support the related beam while the concrete work is performed.
5. The jack capacity shall be designed to support the dead load and full live load and impact shown in plans.
6. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".



ELEVATION
(Looking West)

GIRDER SERVICE REACTIONS

	PIER 1
$R_{DL}(K)$	82.1
$R_{LL}(K)$	48.1
$R_{IMP}(K)$	9.1
$R_{TOTAL}(K)$	139.3

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	5

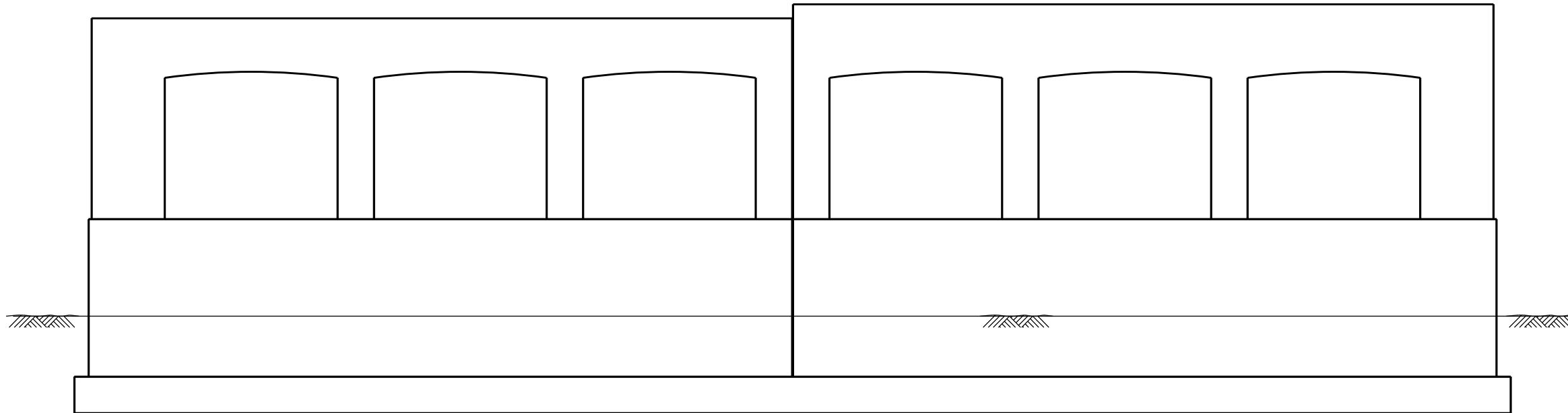
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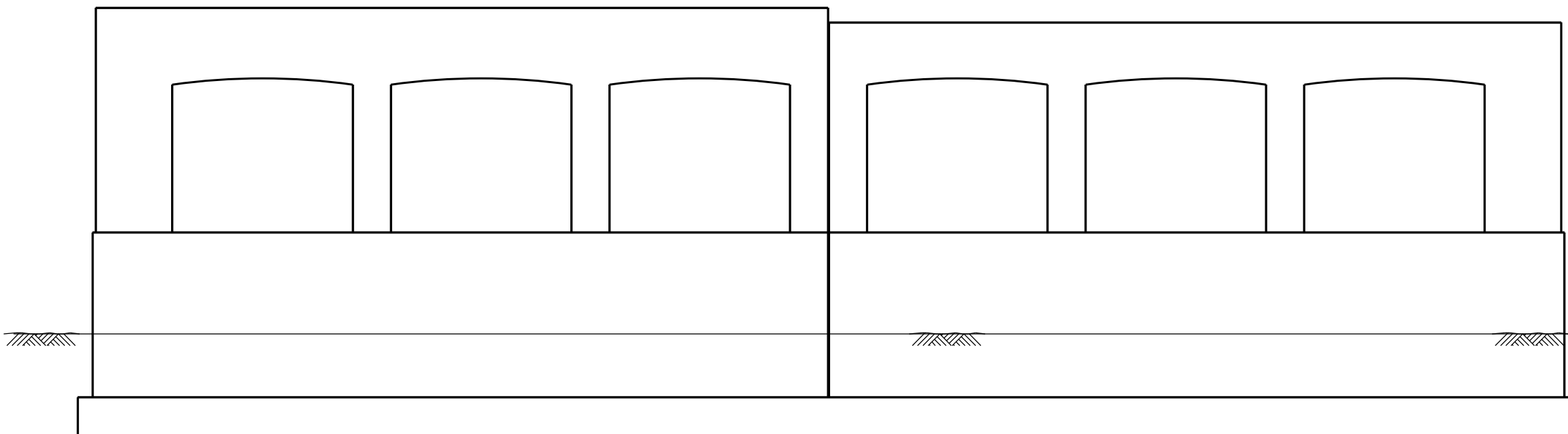
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1
SN 016-1061
SHEET SA-32 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	93
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



ELEVATION
(Looking East)



ELEVATION
(Looking West)

NOTE

Details provided for information only.

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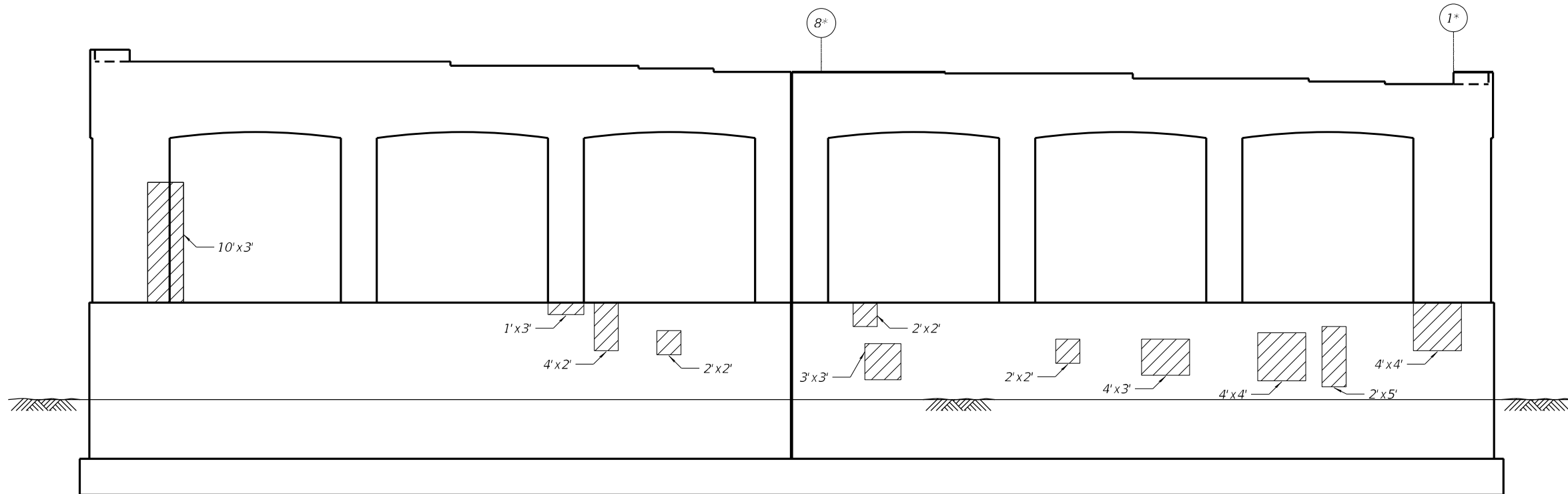
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

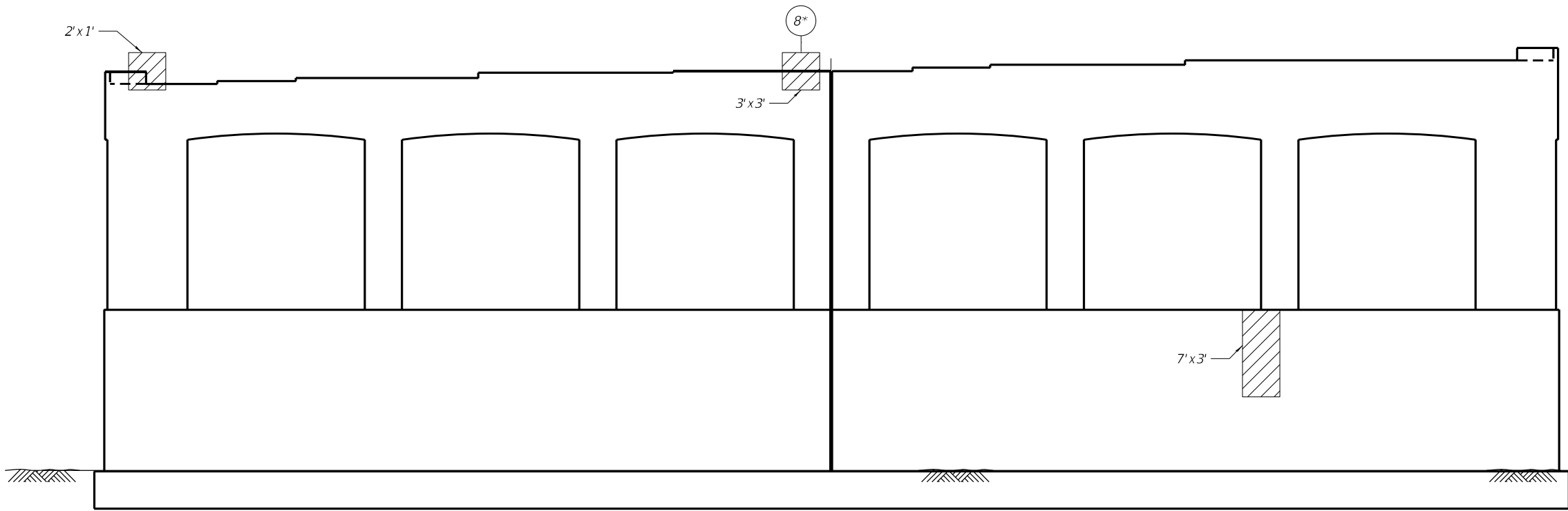
**PIER 3
SN 016-1061**

SHEET SA-34 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	95
CONTRACT NO. 62L31				
		ILLINOIS FED. AID PROJECT		



ELEVATION
(Looking East)



ELEVATION
(Looking West)

LEGEND

- Structural Repair of Concrete
(Depth Equal to or Less Than 5 Inches)
- Location of deteriorated beam seat.

NOTES:

1. Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal"
4. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
5. A film forming "Concrete Sealer" shall be applied to the pier concrete repairs.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	148

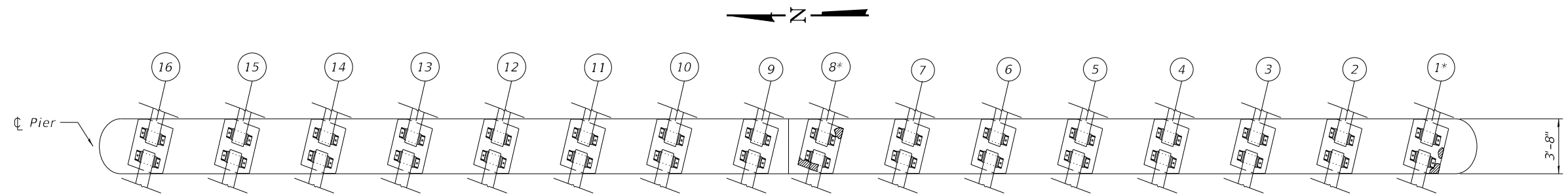
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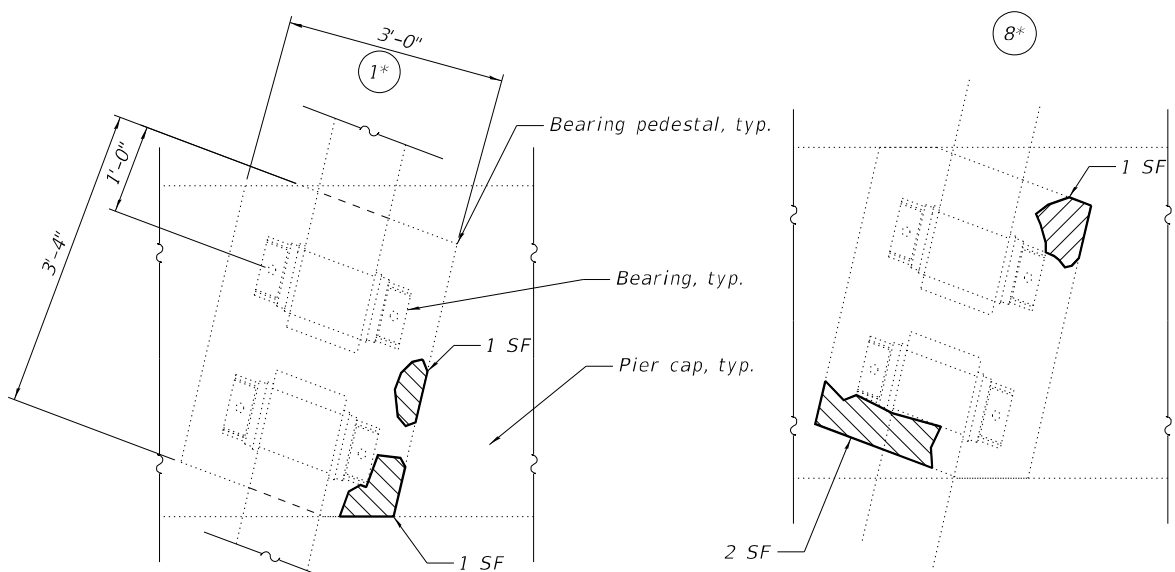
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER 4
SN 016-1061**
SHEET SA-35 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	96
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

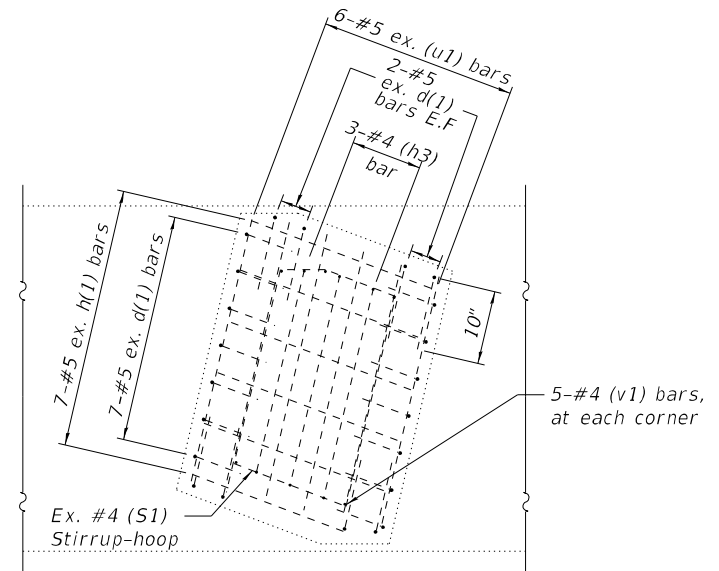


PIER 4 BEARING SEAT PLAN



BEARING 1 SEAT PLAN

BEARING 8 SEAT PLAN



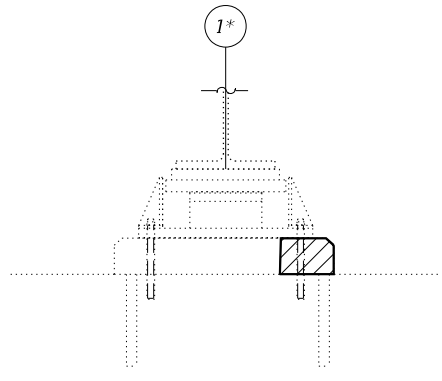
TYPICAL BEARING SEAT REINFORCEMENT PLAN

LEGEND

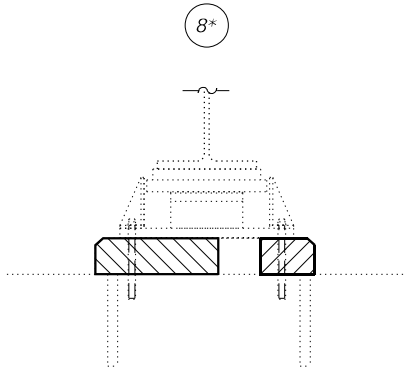
- Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
- Beam Number
- Location of deteriorated bearing seat.

NOTES:

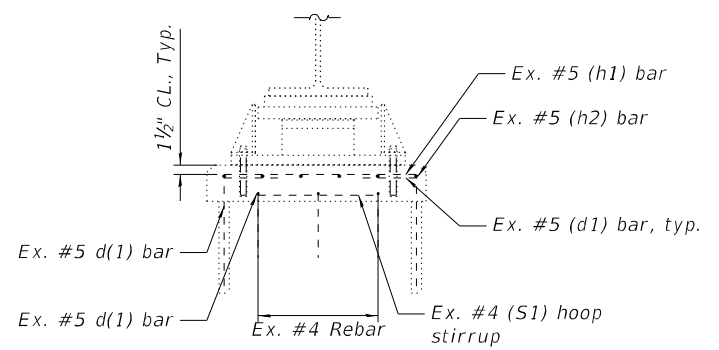
1. Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal"
4. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
5. If the concrete deterioration at the bearing pedestal extends underneath existing steel bearing plates, "Temporary Shoring and Cribbing" is to be used to support the related beam while the concrete work is performed.
6. The jack capacity shall be designed to support the dead load and full live load and impact shown in plans.
7. A film forming "Concrete Sealer" shall be applied to the pier concrete repairs.



BEARING 1 SEAT ELEVATION



BEARING 8 SEAT ELEVATION



BEARING SEAT ELEVATION

GIRDER SERVICE REACTIONS

	Pier 4	Pier 4
	W. Brg.	E. Brg.
$R_{DL}(K)$	23.2	17.4
$R_{LI}(K)$	34.7	33.7
$R_{IMP}(K)$	9.5	9.6
$R_{TOTAL}(K)$	67.4	60.7

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	5

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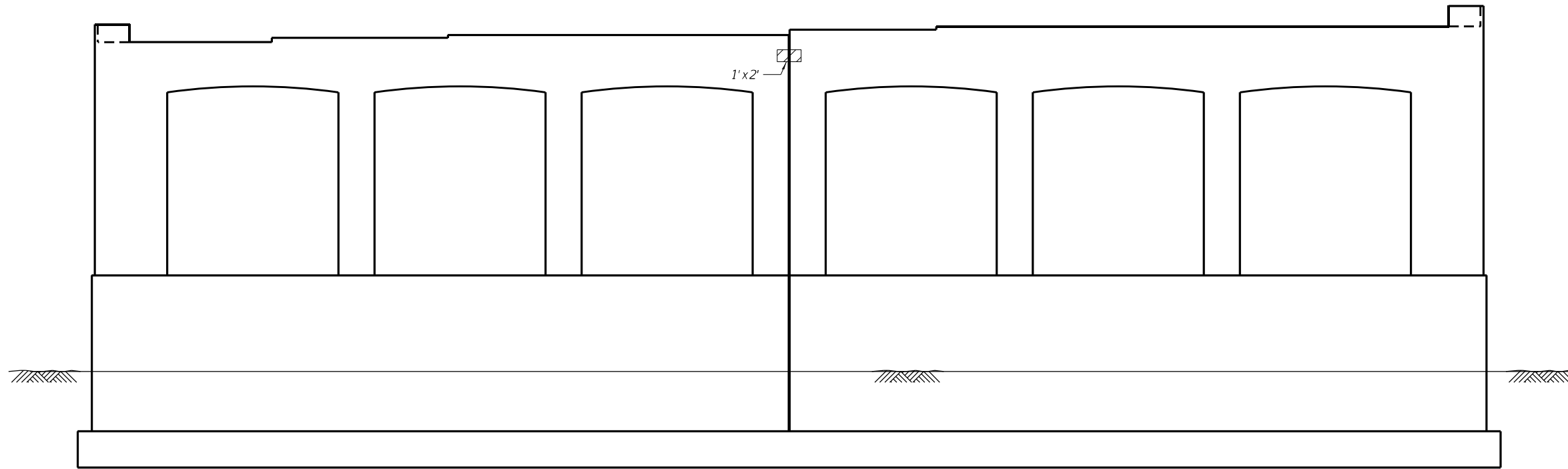
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

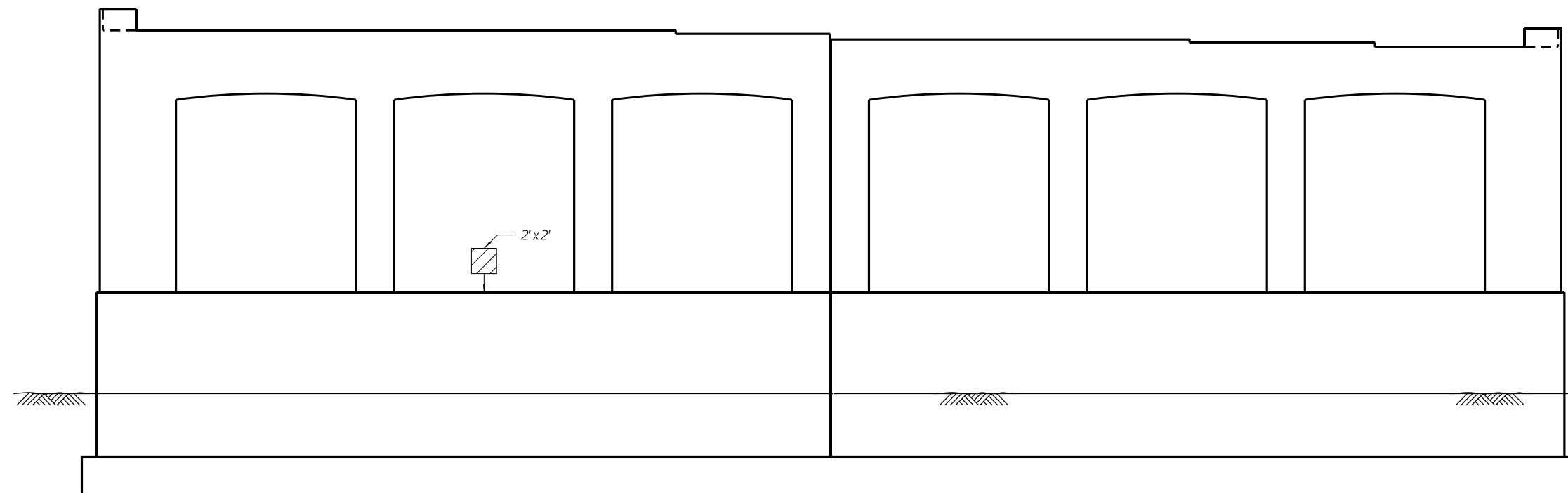
PIER 4 PIER CAP DETAILS
SN 016-1061

SHEET SA-36 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	97
CONTRACT NO. 62L31				
ILLINOIS		FED. AID PROJECT		




ELEVATION
(Looking East)



ELEVATION
(Looking West)

LEGEND

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


NOTES:

1. Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal"
4. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	6

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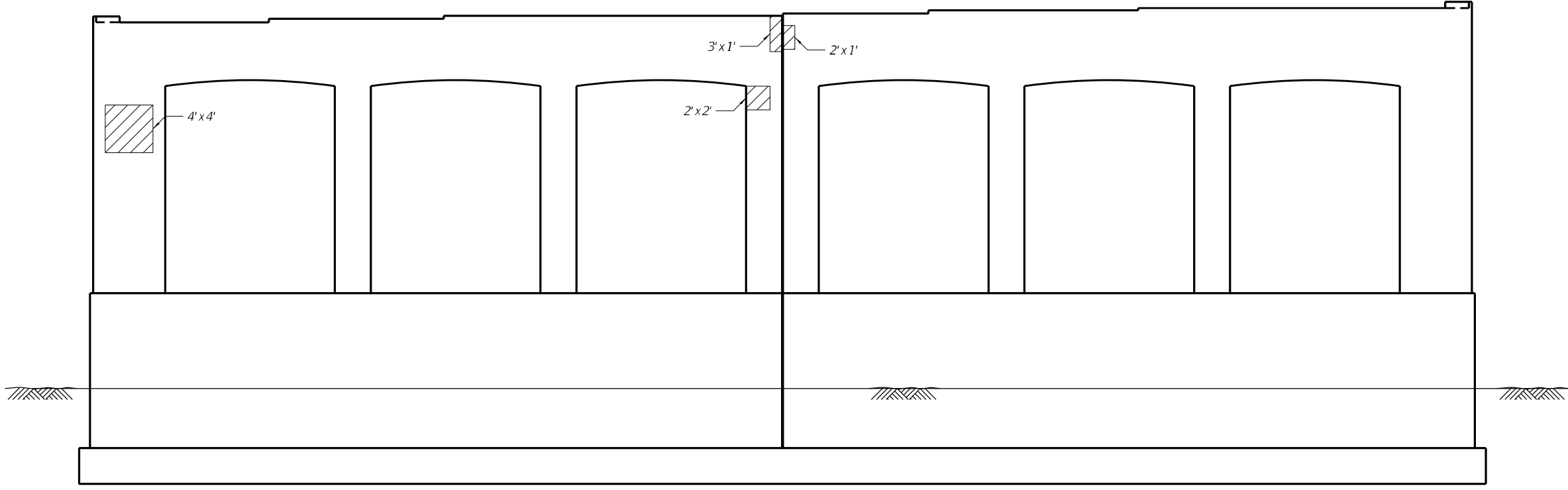
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER 5
SN 016-1061**

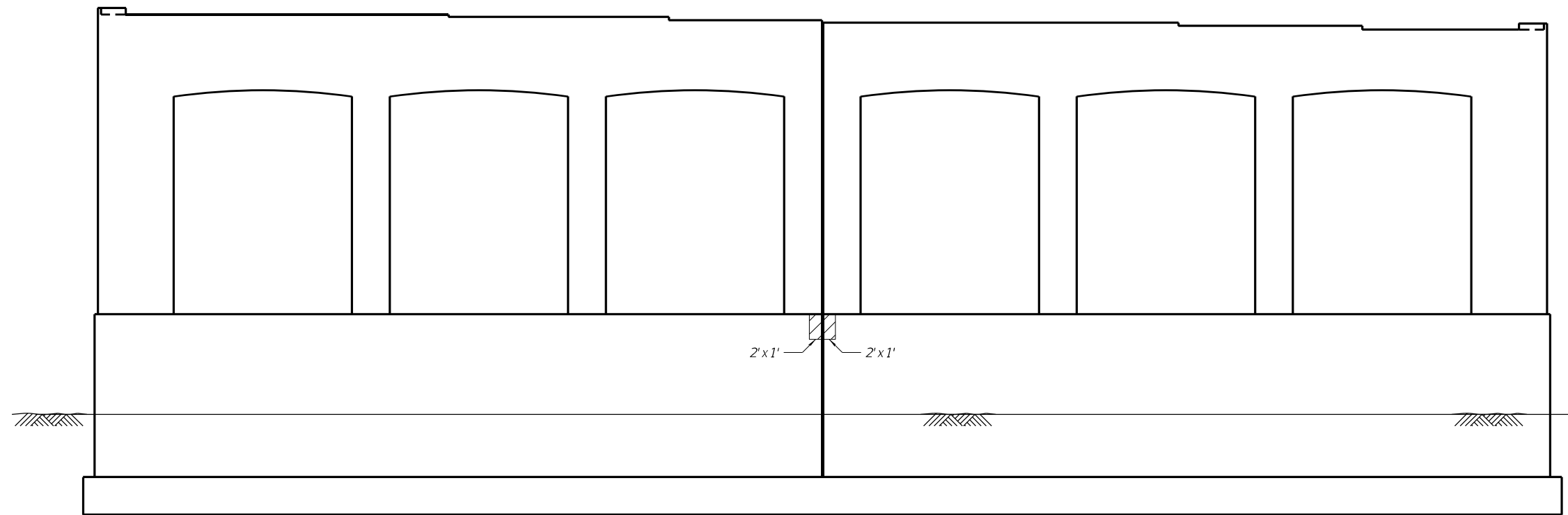
SHEET SA-37 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

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ELEVATION
 (Looking East)



ELEVATION
 (Looking West)

LEGEND


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

NOTES:

1. Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal"
4. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	29

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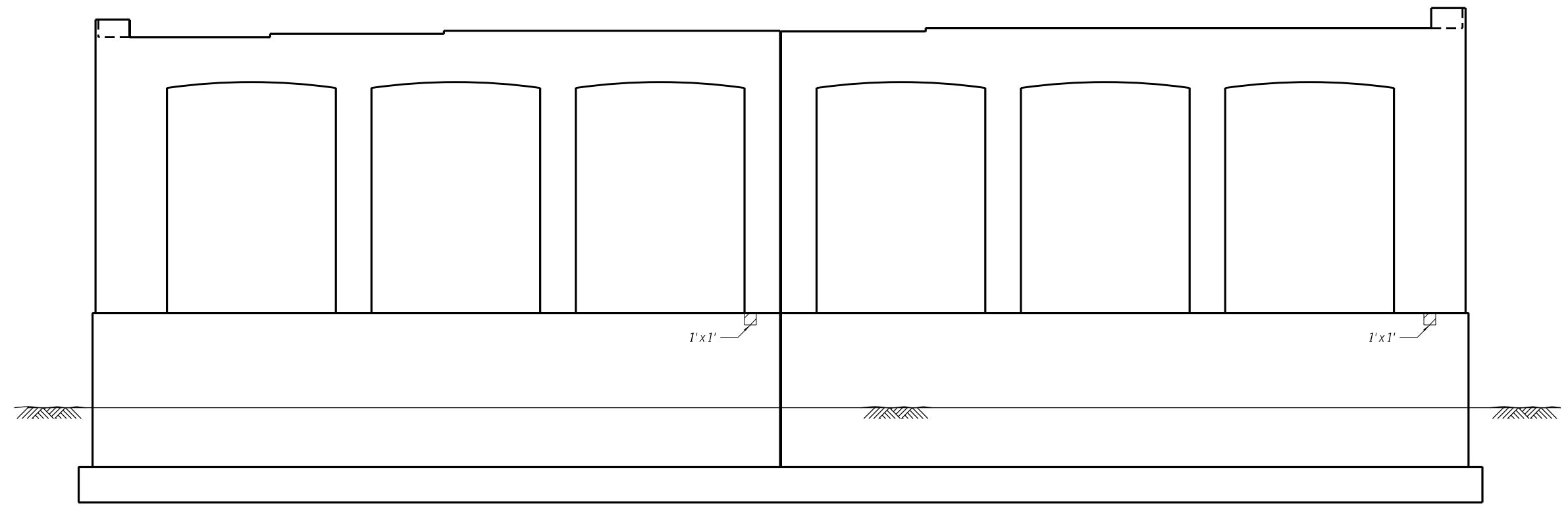
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 6
SN 016-1061

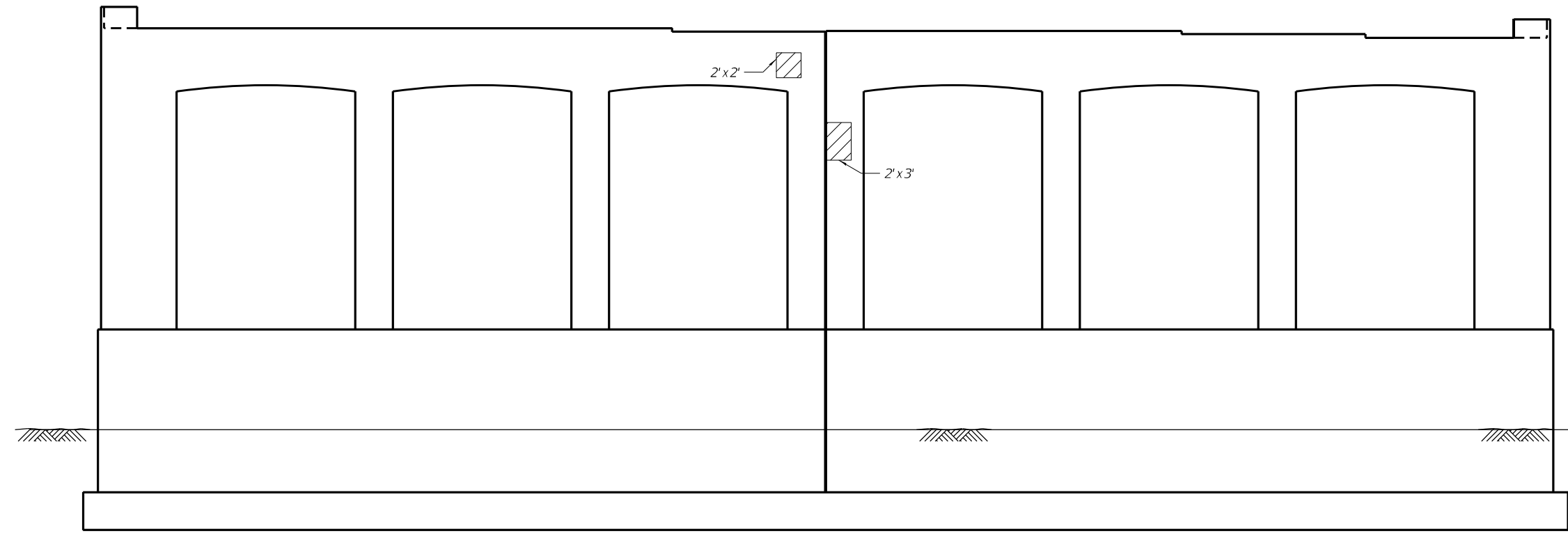
SHEET SA-38 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

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ELEVATION
 (Looking East)



ELEVATION
 (Looking West)

LEGEND


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

NOTES:

1. Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal"
4. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".

BILL OF MATERIAL

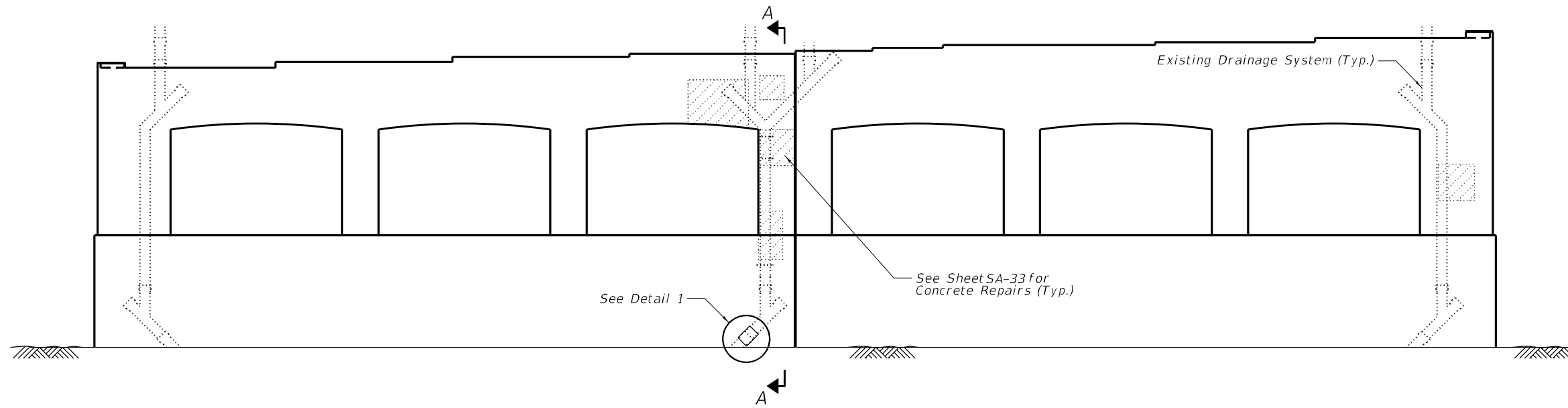
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Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	12

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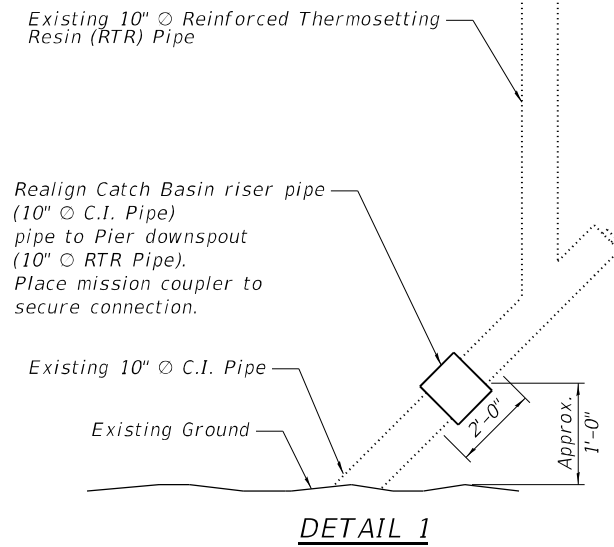
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 7
SN 016-1061
 SHEET SA-39 OF SA-42 SHEETS

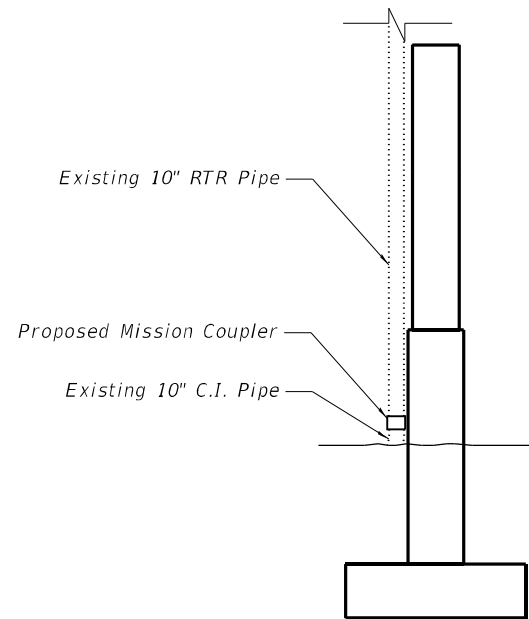
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383	2020-143-BR&BJR	COOK	201	100
			CONTRACT NO. 62L31	
		ILLINOIS FED. AID PROJECT		



PIER 2 ELEVATION
(Looking East)



DETAIL 1



SECTION A-A

NOTE:
Realignment and connection of existing 10" RTR pipe to 10" C.I.P is to be paid for as "Drainage System Repairs".

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Drainage System Repairs	FOOT	2

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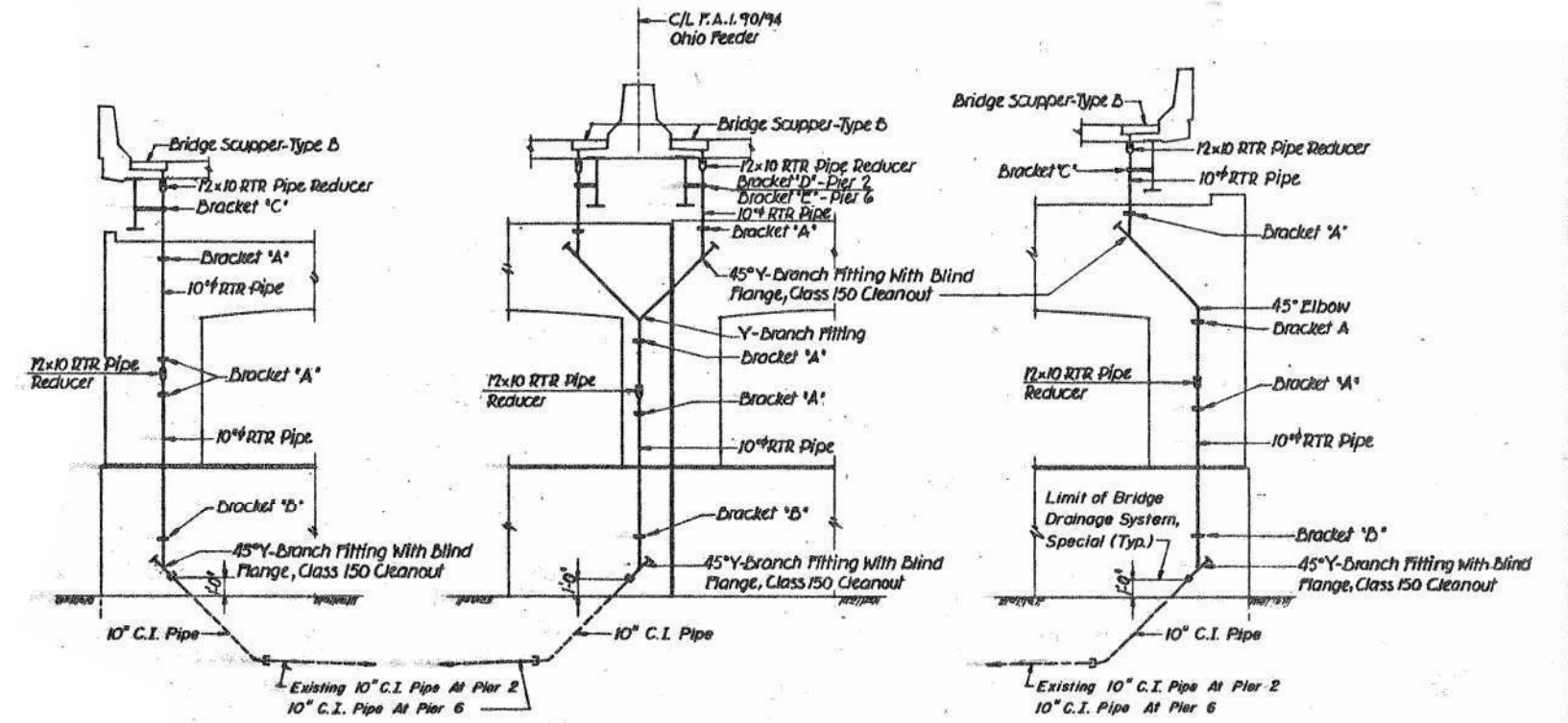
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

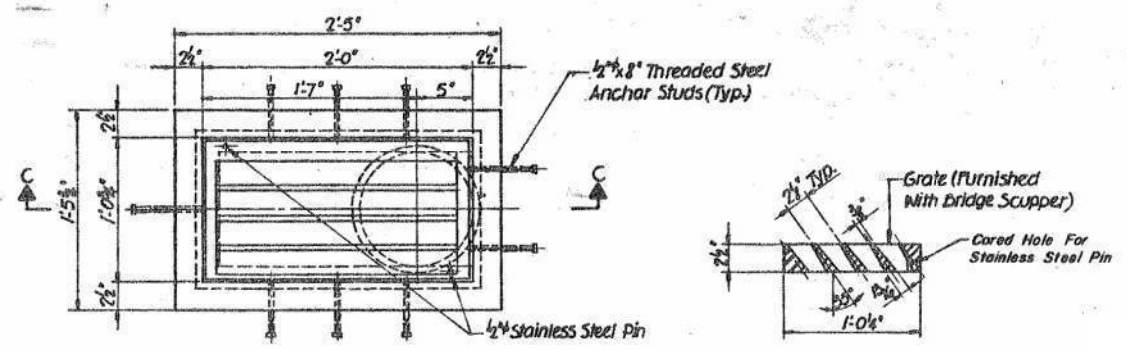
**DRAINAGE SYSTEM REPAIRS 1 OF 2
SN 016-1061**

SHEET SA-40 OF SA-42 SHEETS

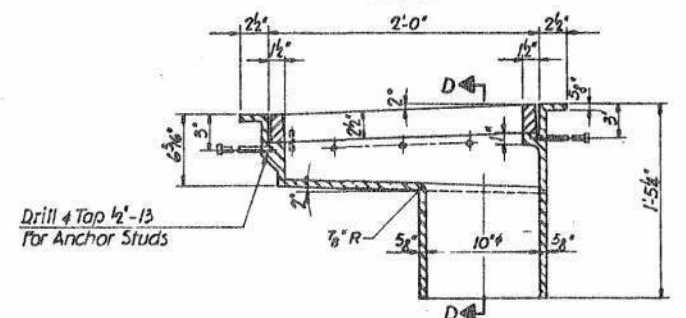
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CONTRACT NO. 62L31				
		ILLINOIS	FED. AID PROJECT	



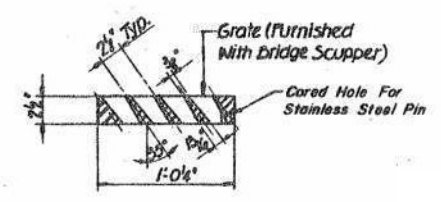
BRIDGE DRAINAGE AT PIER 2 - LOOKING EAST



PLAN

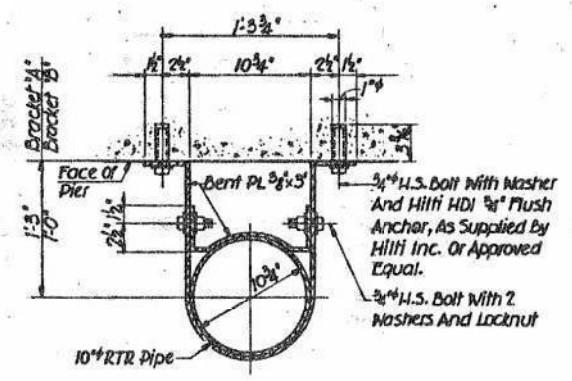


SECTION C-C

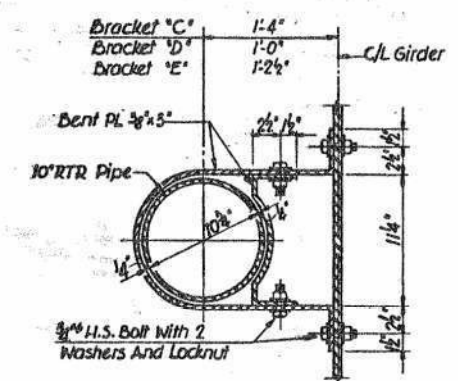


SECTION D-D

BRIDGE SCUPPER TYPE B NF-0932 435 Estimated Weight 255 #



BRACKETS 'A' & 'B'



BRACKETS 'C', 'D' & 'E'

NOTE:
Replace missing scupper grate and anchorage as noted on sheet SA-04 and SA-40. Details provided for information only.

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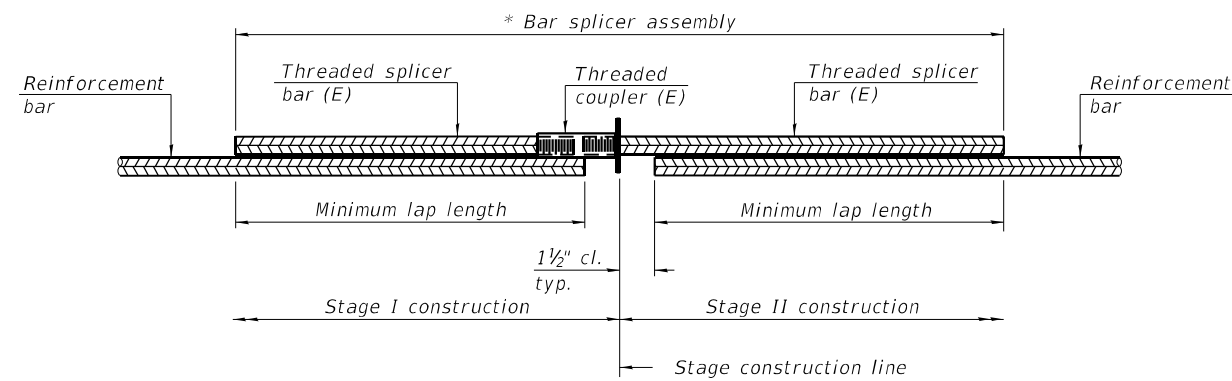
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SYSTEM REPAIRS 2 OF 2
SN 016-1061

SHEET SA-41 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	102
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

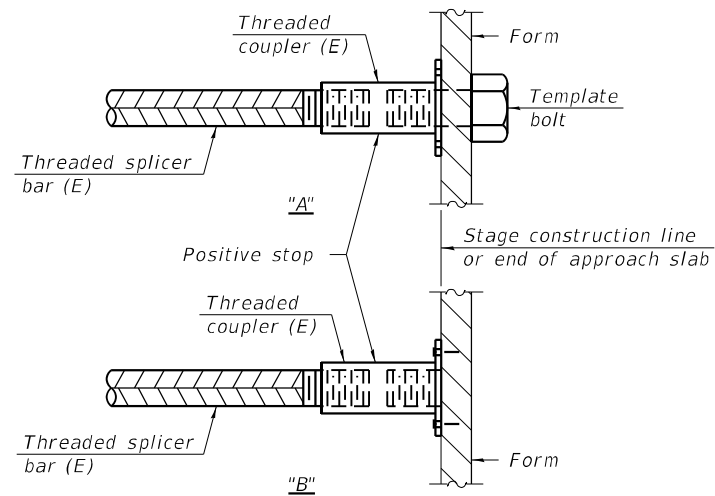


STANDARD BAR SPLICER ASSEMBLY PLAN
 (All components shall be provided from one supplier)

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

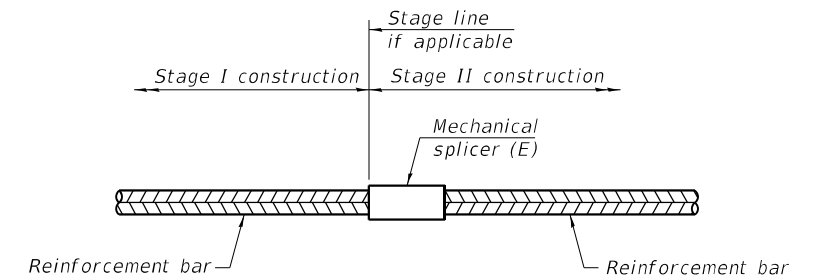
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
W Abutment	#4	32	2'-5"
W Abutment	#5	48	3'-6"
Pier 4	#5	64	3'-6"
West Pier	#5	64	3'-6"
Approach Slab	#8	192	4'-9"
Approach Slab	#5	144	3'-4"
Approach Footing	#5	160	3'-4"



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

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

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BSD-1

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BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 SN 016-1061

SHEET SA-42 OF SA-42 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	103
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

Benchmark: Benchmark #1323 is a concrete cut square on top of northern most parapet. It is located adjacent to Southeast corner of the Northeast Bridge Tower. Elevation 629.27

Existing Structure: The Existing structure (No. 016-0202) was built in 1961. The structure is a double leaf Trunnion Bascule Bridge with a main span of 250'-7" \pm to \pm of trunnion and two fixed approaches. It carries 6 lanes of traffic and is 89'-8" out to out of fixed. The structure underwent a rehabilitation in 1992 that included superstructure modifications, deck replacement and widening.

Traffic to be maintained utilizing Stage Construction.

No salvage.

SCOPE OF WORK

1. Place Bridge Deck Latex Concrete Overlay
2. Place Thin Polymer Overlay on Grid Deck
3. Perform Steel Repairs to Fixed and Movable Spans
4. Perform Substructure Concrete Repairs
5. Replace Inspection Walkway Grating and Support Members.
6. Drainage System Repairs
7. Replace Interior Machinery room corrugated Metal Envelope.
8. Perform Bridge Tender House Concrete Repairs
9. Perform Bridge Tender House Exterior Fixture Repairs

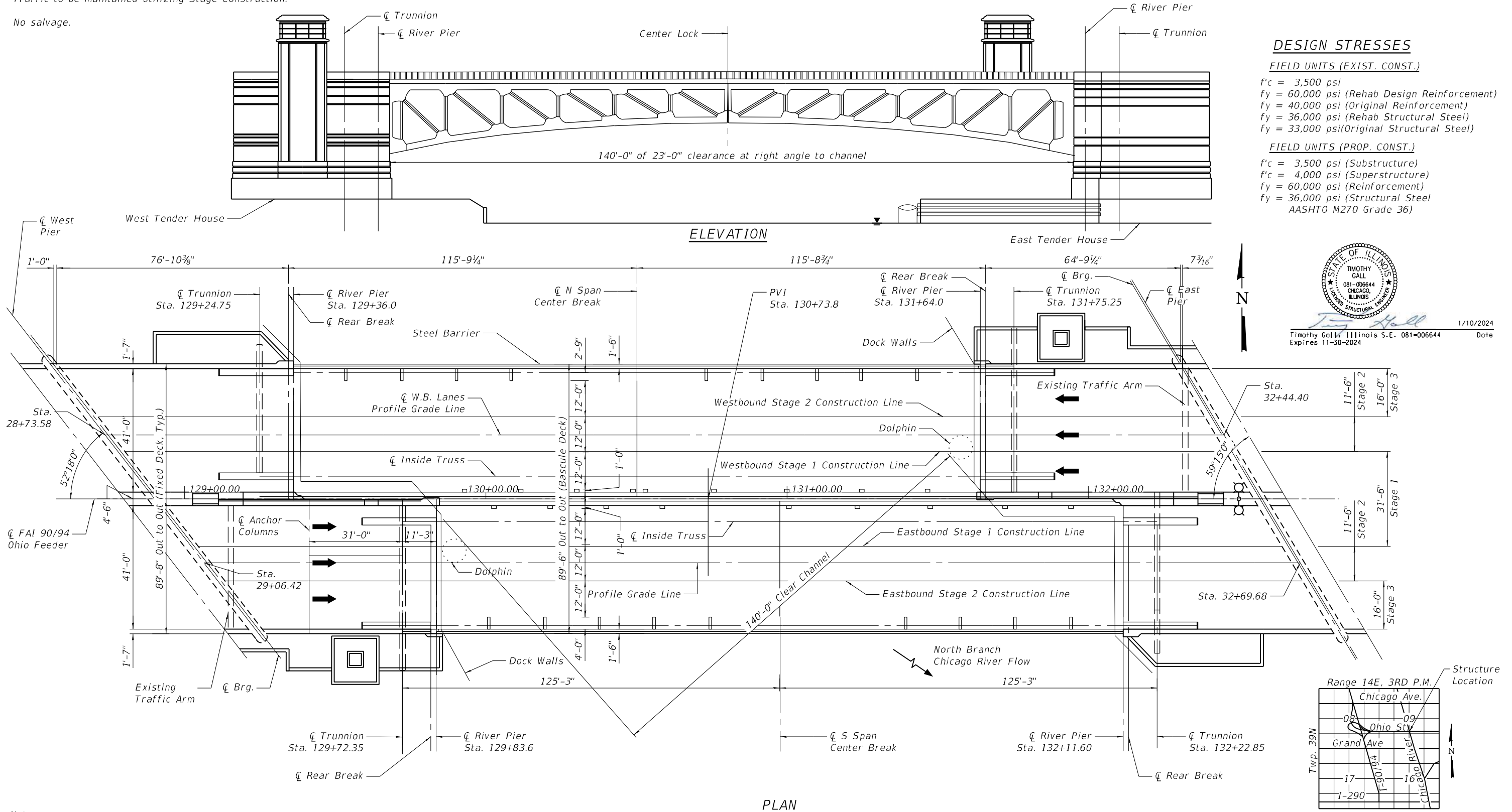
LOADING HS-20-44

EXIST. CONST.:
HS20-S16-44 per AASHTO 1957
PROP. CONST.:
HS20-44 per AASHTO 2002

DESIGN STRESSES

FIELD UNITS (EXIST. CONST.)
f'c = 3,500 psi
fy = 60,000 psi (Rehab Design Reinforcement)
fy = 40,000 psi (Original Reinforcement)
fy = 36,000 psi (Rehab Structural Steel)
fy = 33,000 psi (Original Structural Steel)

FIELD UNITS (PROP. CONST.)
f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (Structural Steel)
AASHTO M270 Grade 36



Note:
Up to 1/4 inch may be ground off the fixed span bridge deck.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN AND ELEVATION
SN 016-0202**

SHEET SB-01 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	104
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Holes shall be subpunched or subdrilled 11/16" dia. and reamed in the field to 13/16" dia. for 3/4" dia. bolts, unless otherwise noted. Holes shall be subpunched or subdrilled 13/16" dia. and reamed in the field to 15/16" dia. for 7/8" dia. bolts, unless otherwise noted.

2. All structural steel shall be AASHTO M270 Grade 36.

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

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

5. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding 1#4 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

6. 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.

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

8. The Contractor shall complete all superstructure steel repairs prior to the placing of the concrete deck overlay.

9. The Inorganic Zinc Rich Primer/Acrylic/Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for steel surfaces shall be light gray, Munsell No. 10 Y 7/1.

10. 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".

11. Cleaning and Painting of existing steel barrier, existing steel plate along concrete parapet, existing U13-U15 top chord, U13-U15' top chord, weep holes, stair and walkway attachments shall be in accordance with IDOT GBSP 25 "Cleaning and Painting Existing Steel Structures". The color of the final finish coat shall be Light Gray, Munsell No. 10 Y 7/1 at outside face of barrier, top chord, weep holes, stair and walkway attachments. The color of the final coat at inside face of barrier and steel plate shall be Reddish Brown, Munsell No. 2.5YR 3/4.

12. The Contractor shall exercise extreme caution during Concrete Removal to avoid damaging the steel beams and diaphragms to remain. Any damage to the existing steel beams and/or diaphragms to remain caused by the Contractor in the performance of his/her work shall be repaired by the Contractor, to the satisfaction of the Engineer, at no cost to the Department.

INDEX OF SHEETS

SB-01	General Plan and Elevation
SB-02	General Data
SB-03	Existing Bridge Profiles
SB-04	Deck Plan
SB-05	Construction Staging
SB-06	Fixed Deck Typical Sections
SB-07	Bascule Deck Typical Sections
SB-08	Deck Details 1 of 2
SB-09	Deck Details 2 of 2
SB-10	Temporary Concrete Barrier
SB-11	Top of West Fixed Span Deck Elevations
SB-12	Top of East Fixed Span Deck Elevations
SB-13	Bascule Parapet Painting Details
SB-14	Fixed Spans Framing Plan
SB-15	North Bascule Framing Plan
SB-16	South Bascule Framing Plan
SB-17	Truss Repair Northwest Leaf North Truss U1-U3
SB-18	Floor Beam 0-0 Repair
SB-19	Floor Beam 12a-12a Repair
SB-20	Sidewalk Bracket and Interior Lateral Bracing Repair
SB-21	Curb Girder Repairs
SB-22	Column and Stringer Repair Details
SB-23	Truss Repair Node M14 Weep Hole
SB-24	Lattice Strut L12-M14 Repair Details
SB-25	Lattice Strut L12-M14 Working Platform Repair Details
SB-26	Lateral Bracing Repairs
SB-27	West Pier
SB-28	West Pier Cap and Bearing Details
SB-29	East Pier
SB-30	East Pier Cap Details
SB-31	East Pier Temporary Shoring Plan
SB-32	East Pier Jacking and Shoring Sections
SB-33	Counterweight Pit Plan
SB-34	Southwest Counter Weight Pit Elevations
SB-35	Northwest Counter Weight Pit Elevations
SB-36	Northeast Counter Weight Pit Elevations
SB-37	Southeast Counter Weight Pit Elevations
SB-38	River Facing Counter Weight Pit Elevations
SB-39	Drainage System Repairs
SB-40	Operator House Elevations
SB-41	Operator House Floor and Wall Concrete Repairs
SB-42	Operator House Windows and Misc. Hardware
SB-43	Pit Partition - Enclosure Walls - Plan
SB-44	Pit Partition - Enclosure Walls - Details
SB-45	Inspection Walkway Plan
SB-46	Inspection Walkway Repair Details
SB-47	Center Lock Platform Repair Details
SB-48	Bar Splicer Assembly and Mechanical Splicer Details

13. 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 the Coast Guard at the address listed below for approval.

Bridge Administrator
US Coast Guard
Ninth Coast Guard District
1240 E. Ninth St.
Cleveland, OH 44199-2060

14. The Contractor shall contact Ms. Moira Kent of CDOT, Moira.Kent@cityofchicago.org, 312-744-9458, for access to the SN 016-0202 bridge houses. The Contractor shall assume all maintenance and operational responsibilities for SN 016-0202 from CDOT for the duration of the contract. Upon completion of the contract, SN 016-0202 must be returned to its current operational state before maintenance and operational responsibilities are transferred back to CDOT. The work required to maintain and operate SN 016-0202 shall be considered included in the cost of the contract.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	86.9	-	86.9
Protective Shield	Sq Yd	3718	-	3718
Concrete Superstructure	Cu Yd	88.4	-	88.4
Protective Coat	Sq Yd	1407	-	1407
Furnishing and Erecting Structural Steel	Pound	160910	-	160910
Reinforcement Bars, Epoxy Coated	Pound	18160	-	18160
Bar Splicers	Each	1348	-	1348
Pipe Handrail	Foot	-	79	79
Steel Bearing Assembly	Each	2	-	2
Concrete Sealer	Sq Ft	-	2403	2403
Epoxy Crack Injection	Foot	-	21	21
Bridge Washing No. 1	Each	1	-	1
Cleaning Bridge Scuppers and Downspouts	Each	38	-	38
Bridge Drainage System Repair	Foot	12	-	12
Bridge Balancing	L Sum	1	-	1
Thin Polymer Overlay Removal	Sq Yd	2110	-	2110
Bridge Deck Grooving (Longitudinal)	Sq Yd	480	-	480
Jack and Remove Existing Bearings	Each	2	-	2
Structural Steel Removal	Pound	158920	-	158920
Structural Steel Repair	Pound	2730	-	2730
Bridge Deck Latex Concrete Overlay, 2 3/4 inches	Sq Yd	547	-	547
Containment and Disposal of Lead Paint Cleaning Residues No. 1	L Sum	1	-	1
Cleaning and Painting Steel Bridge No. 1	L Sum	1	-	1
Bridge Deck Scarification 3/4"	Sq Yd	547	-	547
Bridge Deck Thin Polymer Overlay 1/4"	Sq Yd	2110	-	2110
Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq Ft	-	2403	2403
Structural Repair of Concrete (Depth Greater than 5 inches)	Sq Ft	-	9	9
Debris Removal	L Sum	-	1	1
Deck Slab Repair (Full Depth, Type I)	Sq Yd	1	-	1
Deck Slab Repair (Partial)	Sq Yd	4	-	4
Holes Drilled	Each	16	-	16
Diamond Grinding (Bridge Section)	Sq Yd	493	-	493
Polymer Concrete	Cu Ft	2	-	2
Temporary Shoring and Cribbing	Each	-	22	22
Timber Fender Replacement	Foot	-	40	40
Security Gate	Each	-	1	1
Roof Hatch	Each	-	1	1
Joint Sealants	Foot	-	182	182
Stair and Grating System	Sq Ft	1490	-	1490
Fixed Louver	Each	-	1	1
Formed Metal Wall Panels	Each	-	1	1
Corrugated Fiberglass Siding Panels	Sq Ft	-	3654	3654
Removal and Disposal of Friable Asbestos, Special	L Sum	-	1	1
Removal and Disposal of Non-Friable Asbestos, Special	L Sum	-	1	1

Quantities for Deck Slab Repair and Polymer Concrete are approximate. Locations will be determined by the Engineer following the Hydro-Scarification. Actual repair locations shall be shown on the as-built plans.

15. The Contractor shall take all necessary measures to assure that no debris falls into the River. The cost of this work shall be included in the various Pay Items.

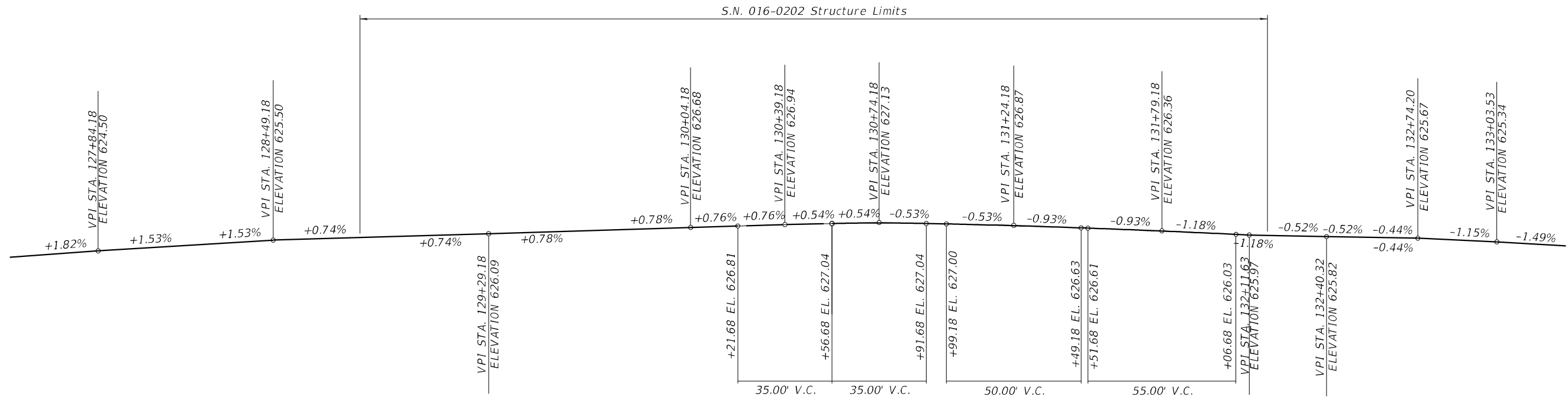
16. The Contractor shall retain the services of an engineering firm, prequalified in the IDOT consultant selection category of Highway Bridges (Advanced Typical), for preparation of the Structural Assessment Report(s). Contractor's pre-approval shall not be applicable for this project. See Special Provision."

17. Contractor to field verify member measurements, connections, bolt/rivet size and spacing prior to ordering or fabricating any new steel. The Contractor's shop drawings must indicate which dimensions were obtained by actual field measurements.

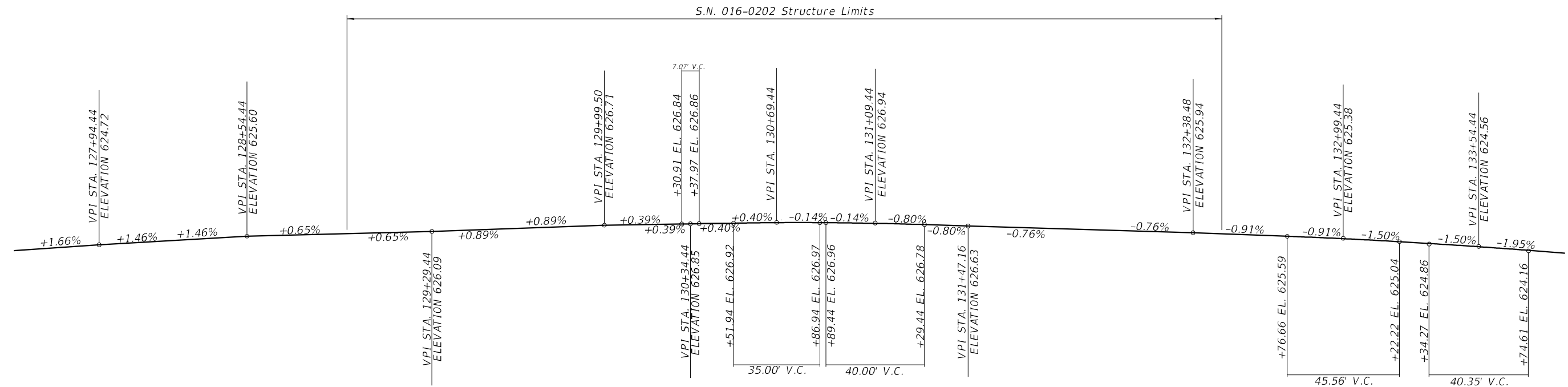
18. It is intended that the structural repair work for SN 016-0202 is performed with all moveable leaves of the bridge in the closed (down) position. If the Contractor wishes to perform structural repair work on SN 016-0202 with moveable leaves in the open (up) position, the Contractor shall verify the stability of the bridge in the open position per the requirements of the "STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS" special provision. Any bridge openings shall be coordinated with the Engineer and CDOT.

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ILLINOIS FED. AID PROJECT										



PROFILE GRADE - EASTBOUND P.G.L.



PROFILE GRADE - WESTBOUND P.G.L.

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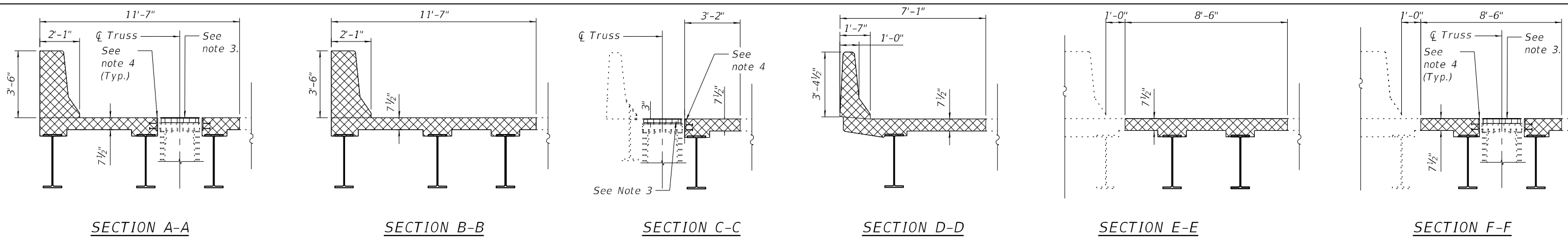
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXISTING BRIDGE PROFILES
 SN 016-0202**

SHEET SB-03 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62L31				
		ILLINOIS	FED. AID PROJECT	



SECTION A-A

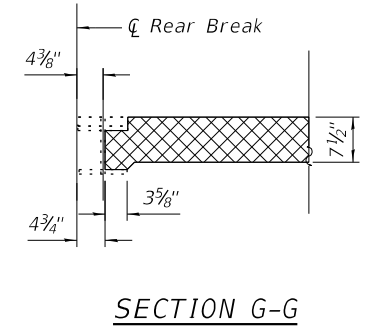
SECTION B-B

SECTION C-C

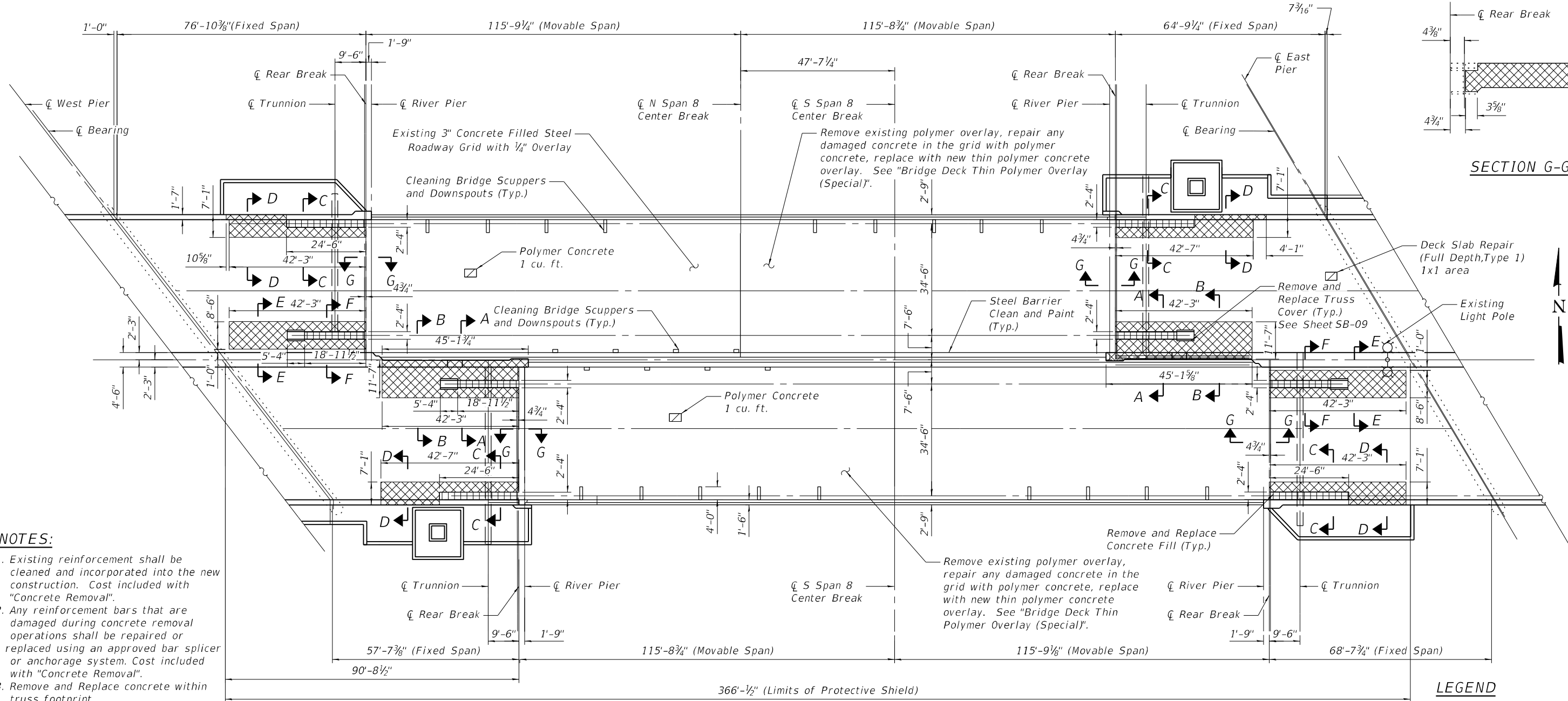
SECTION D-D

SECTION E-E

SECTION F-F



SECTION G-G



PLAN

NOTES:

1. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
2. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".
3. Remove and Replace concrete within truss footprint.
4. Remove and replace existing embedded plate, typ. See Sheet SB-21 for details.

LEGEND

- Concrete Removal
- Concrete Removal within Truss Footprint

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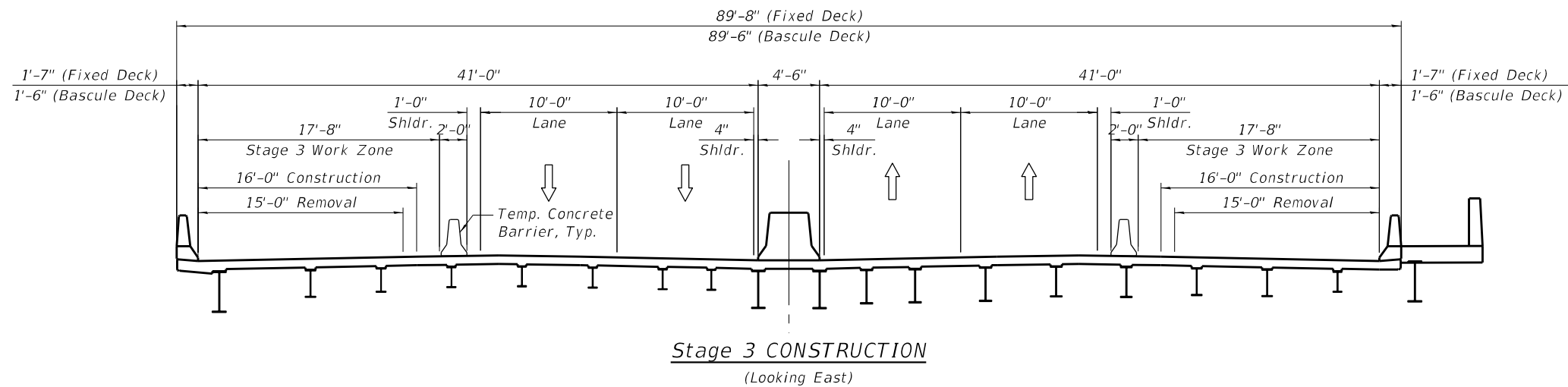
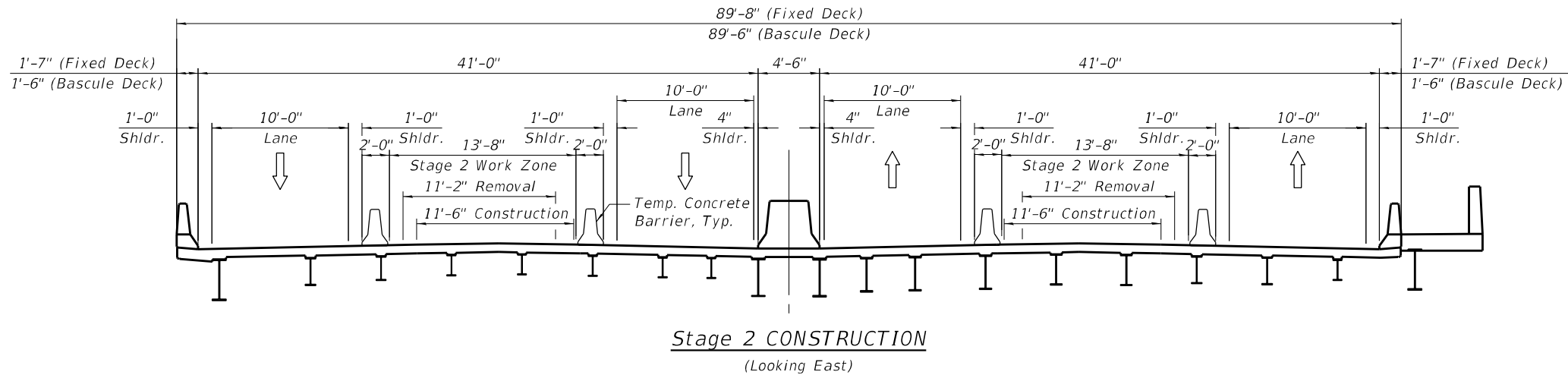
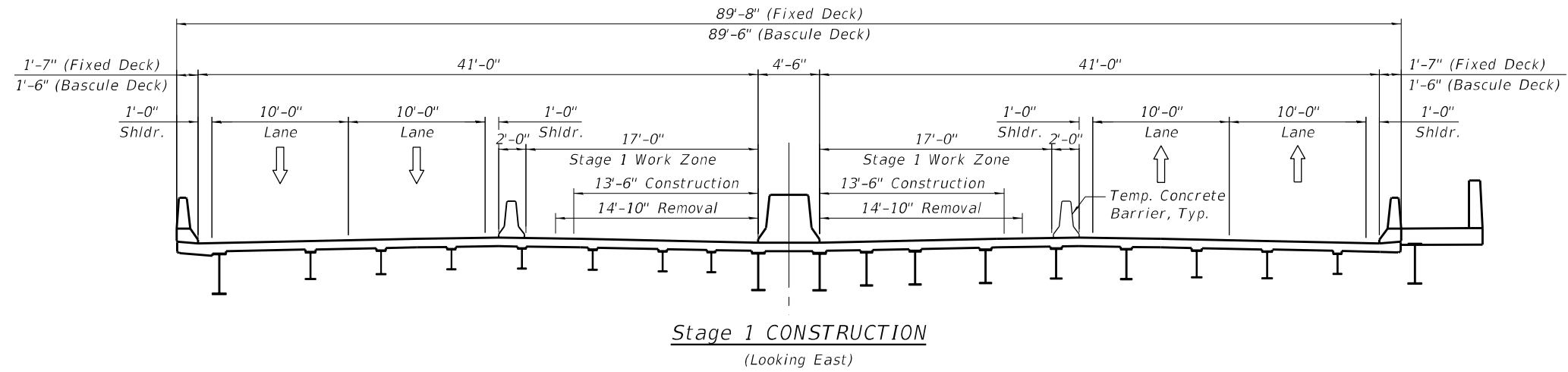
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN
SN 016-0202

SHEET SB-04 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	107
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ILLINOIS FED. AID PROJECT				



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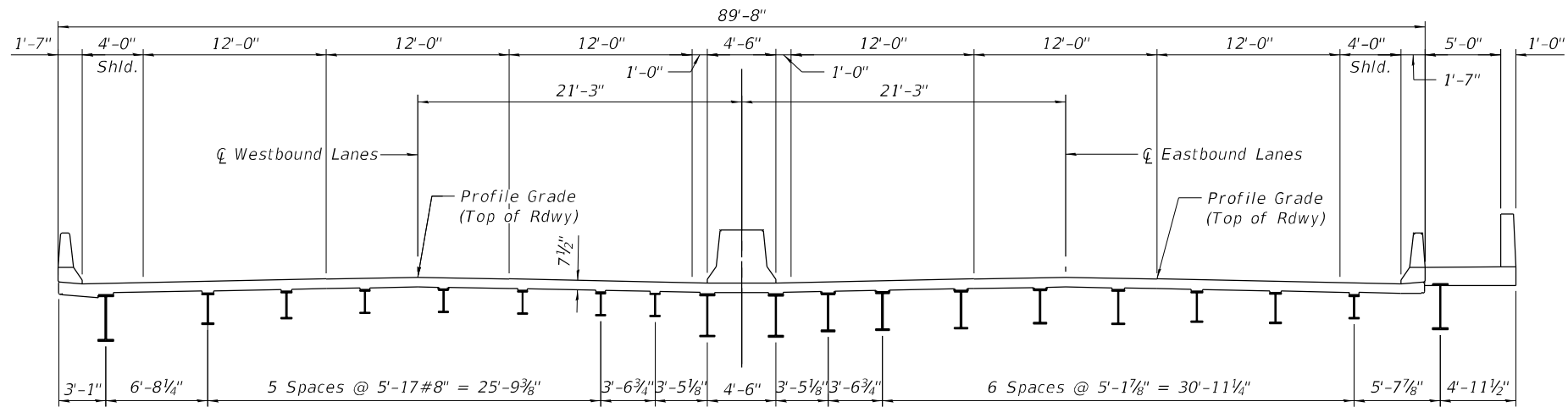
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

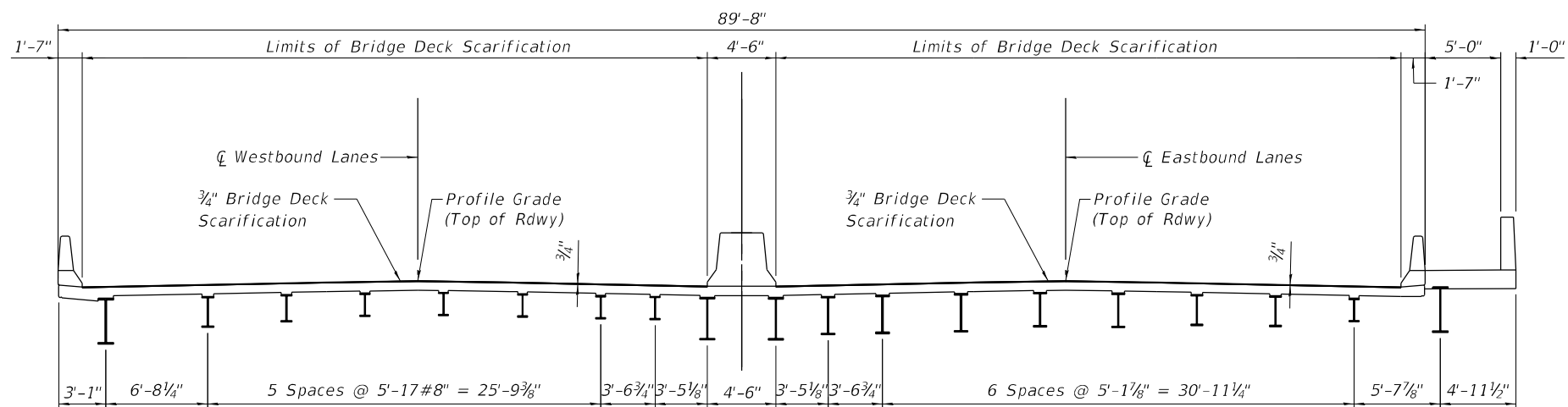
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SN 016-0202**

SHEET SB-05 OF SB-48 SHEETS

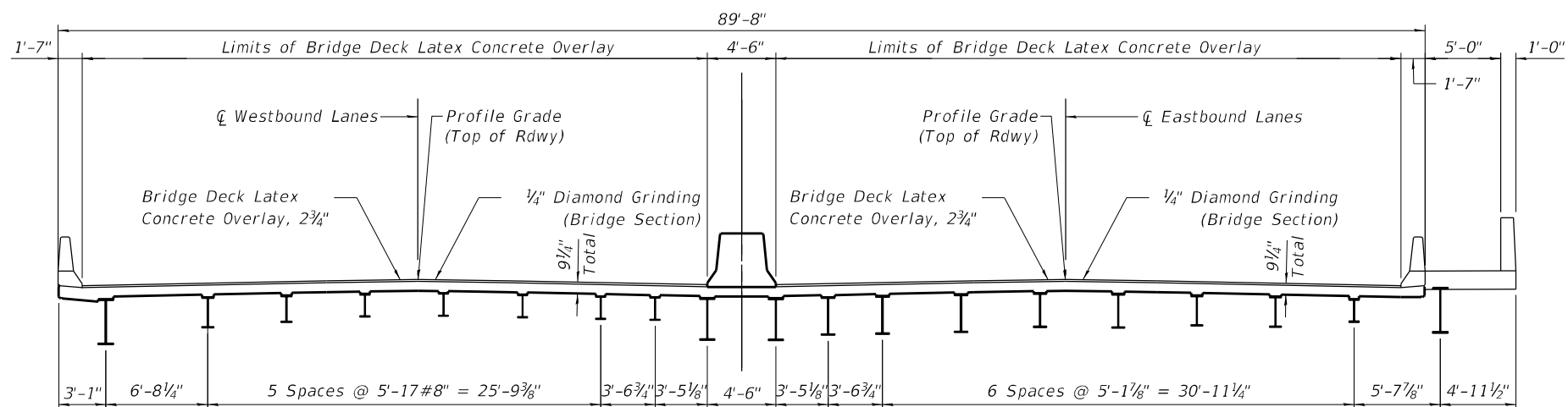
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CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



EXISTING CROSS SECTION



REMOVAL CROSS SECTION



FINAL CROSS SECTION

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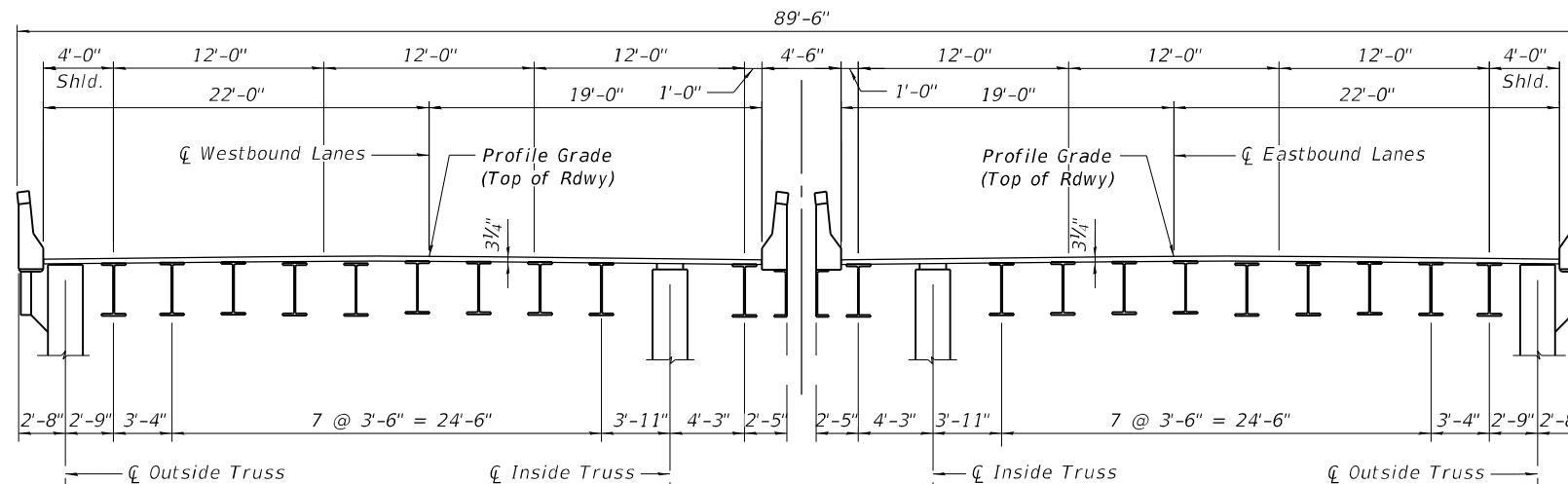
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STATE OF ILLINOIS
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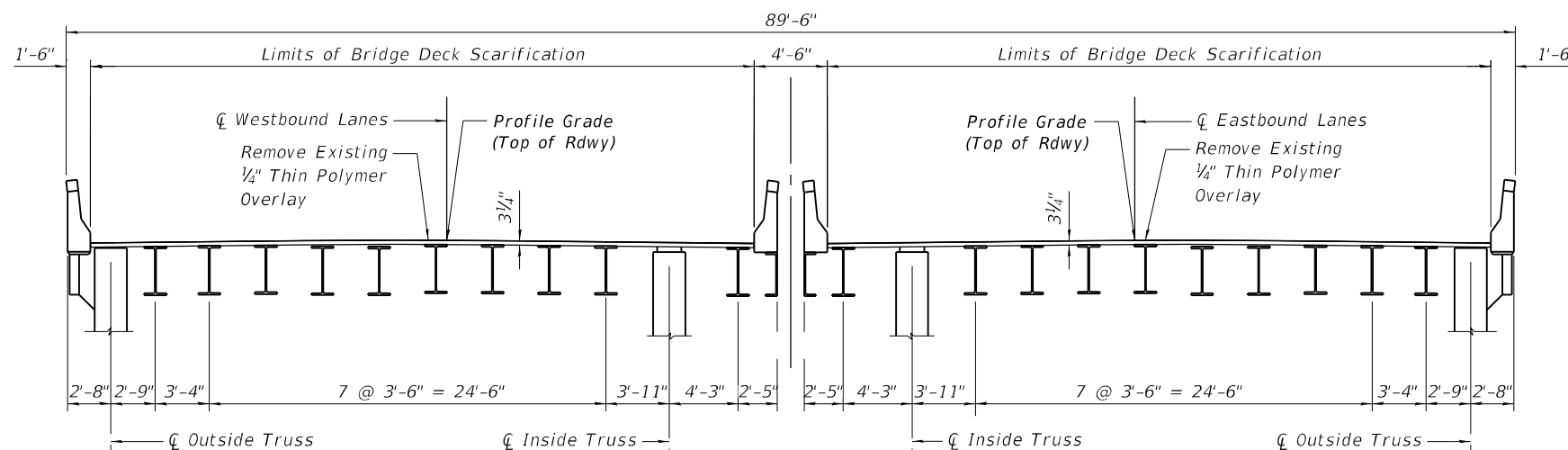
FIXED DECK TYPICAL SECTIONS
 SN 016-0202

SHEET SB-06 OF SB-48 SHEETS

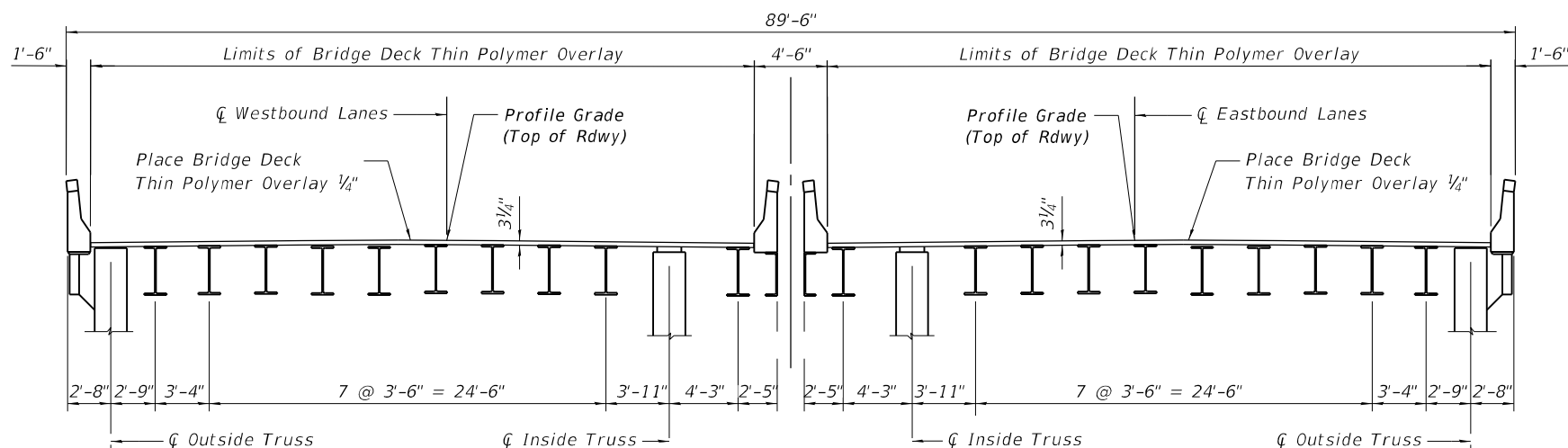
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383	2020-143-BR&BJR	COOK	201	109
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



EXISTING CROSS SECTION



REMOVAL CROSS SECTION



FINAL CROSS SECTION

NOTES:

- Repairs to bascule grid deck in accordance with IDOT Guide Bridge Special Provision 45.
- Remove the existing polymer overlay using scarification techniques approved by the Engineer and in accordance with IDOT Guide Bridge Special Provision 45.

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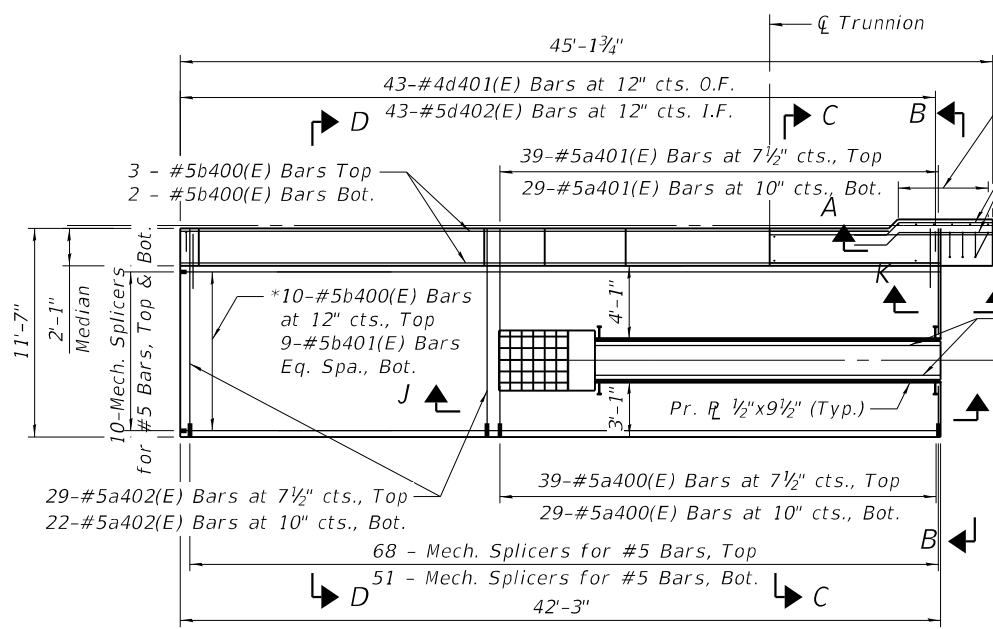
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BASCULE DECK TYPICAL SECTIONS
 SN 016-0202

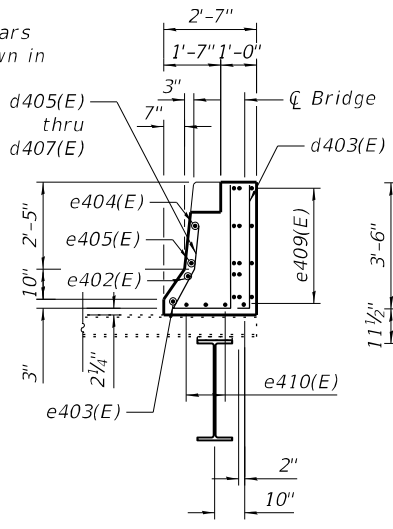
SHEET SB-07 OF SB-48 SHEETS

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		ILLINOIS	FED. AID PROJECT	

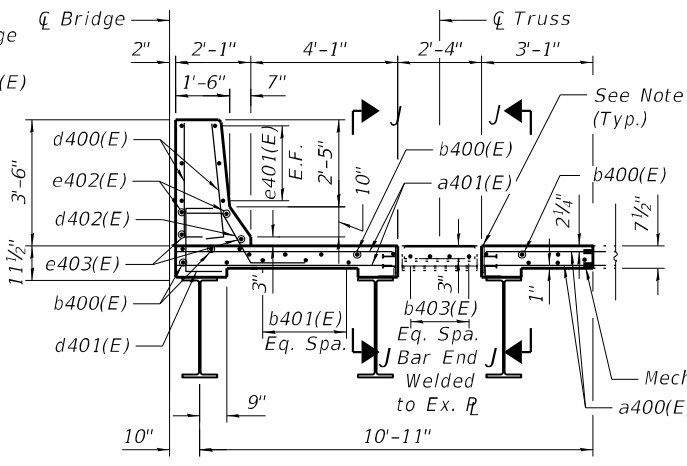


PLAN

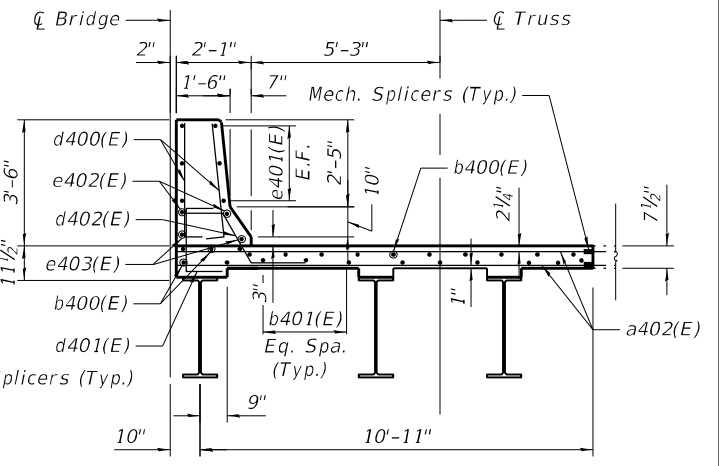
(2 Locations: Inside Truss Southwest Leaf and Northeast Leaf)



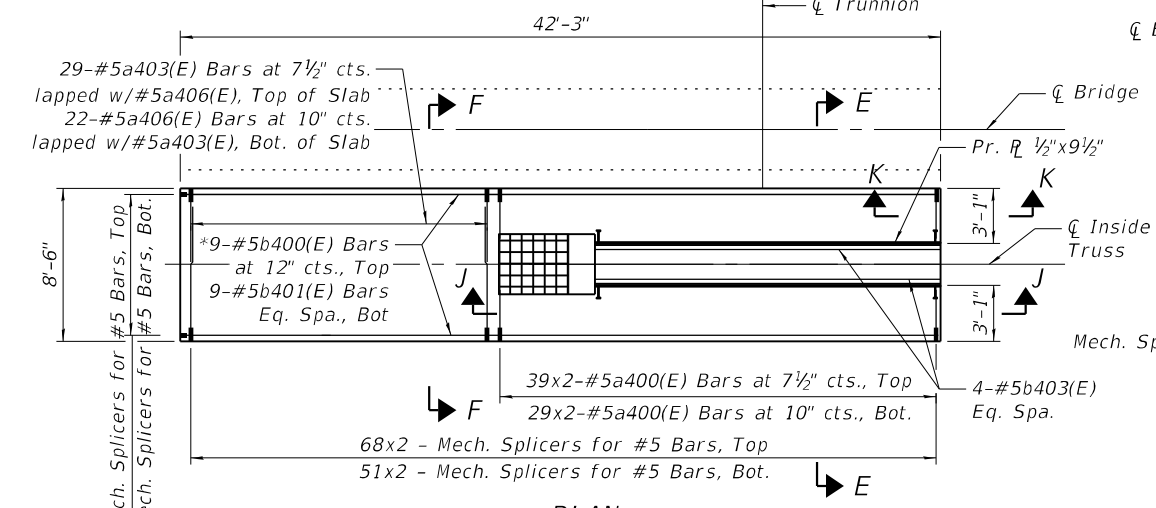
SECTION B-B



SECTION C-C

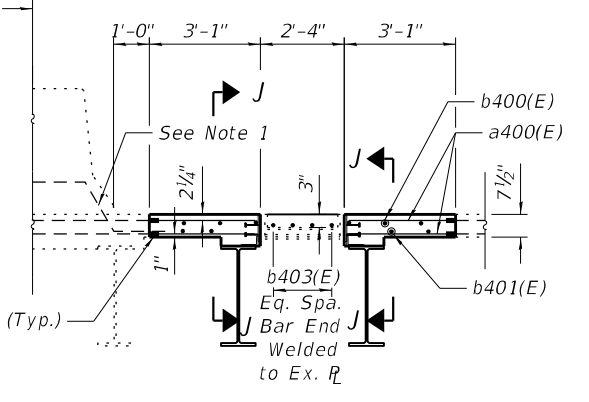


SECTION D-D

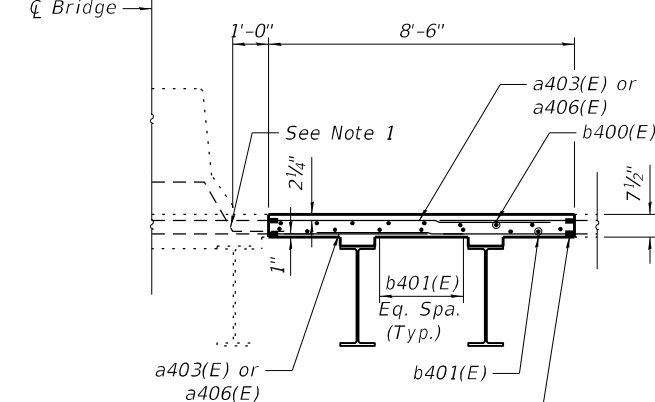


PLAN

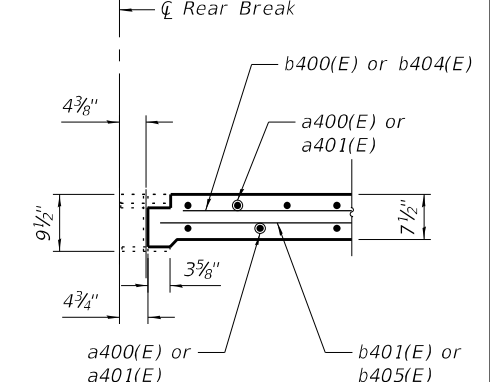
(2 Locations: Inside Truss Northwest Leaf and Southeast Leaf)



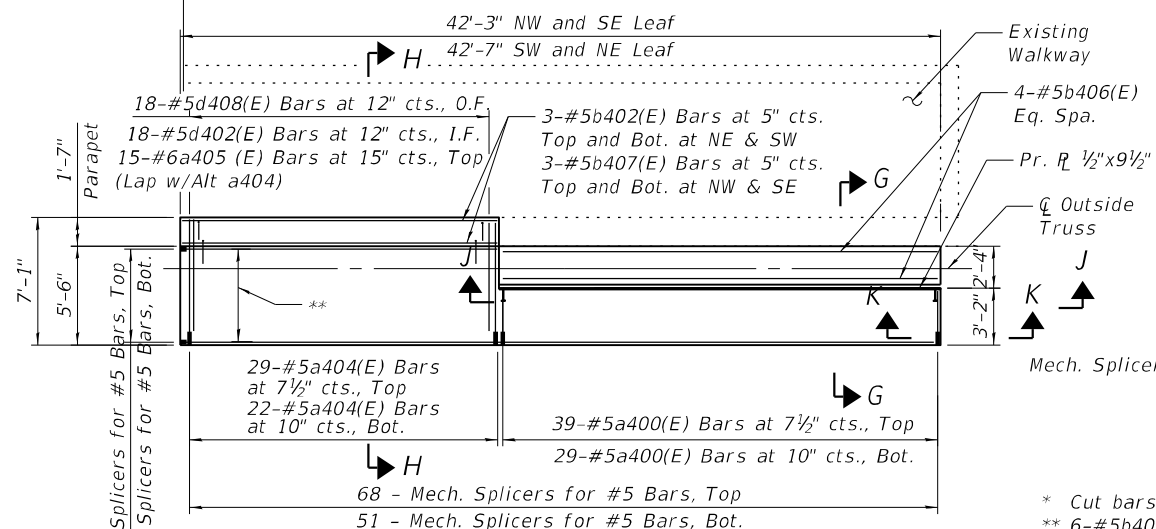
SECTION E-E



SECTION F-F

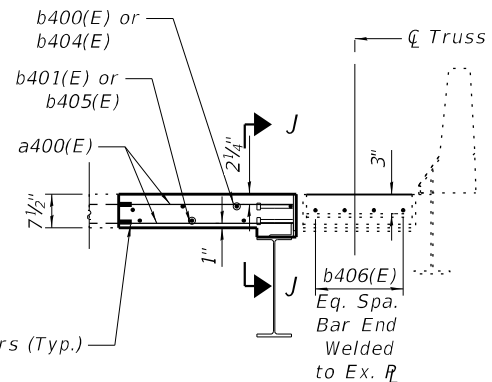


SECTION K-K

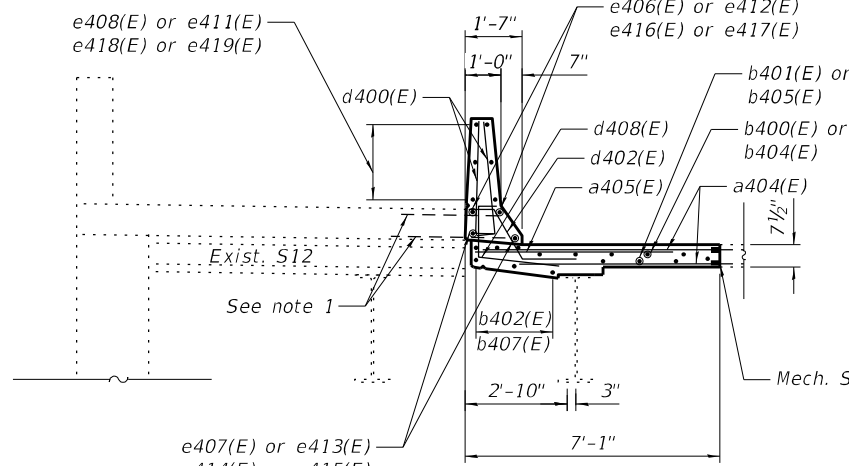


PLAN

(4 Locations: Outside Truss Northwest Leaf and Southeast Leaf Outside Truss Northeast Leaf and Southwest Leaf)



SECTION G-G



SECTION H-H

- * Cut bars to fit at truss cover
- ** 6-#5b400(E) Bars at 12\"/>
- 6-#5b404(E) Bars at 12\"/>
- 4-#5b401(E) Bars Eq. Spa., Bot. at NW&SE.
- 4-#5b405(E) Bars Eq. Spa., Bot. at NE&SW.

NOTES:

1. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
2. See Sheet SB-09 for median barrier elevation and Section A-A details.
3. See Sheet SB-09 for Truss Cover details.
4. See Sheet SB-21 for Section K-K.

LEGEND

- I.F. Inside Face
- O.F. Outside Face
- E.F. Each Face

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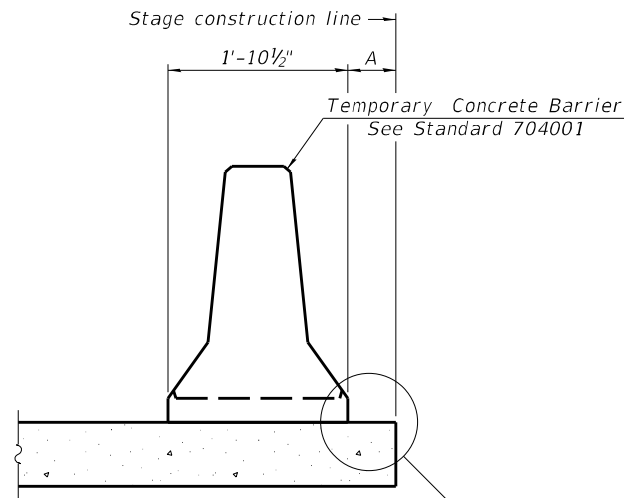
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK DETAILS 1 OF 2
SN 016-0202**

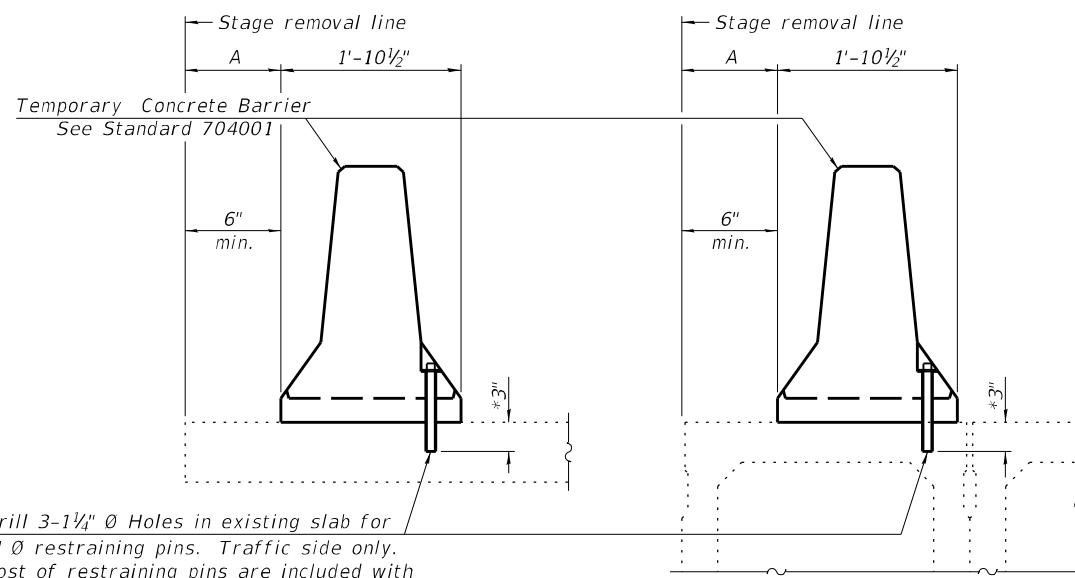
SHEET SB-08 OF SB-48 SHEETS

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383	2020-143-BR&BJR	COOK	201	111
CONTRACT NO. 62L31				
ILLINOIS		FED. AID PROJECT		



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

NEW SLAB OR NEW DECK BEAM

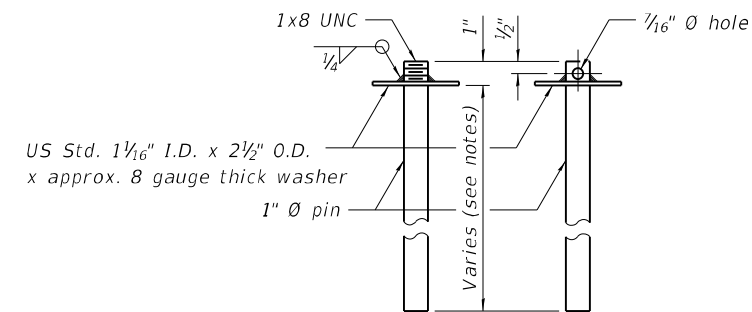


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

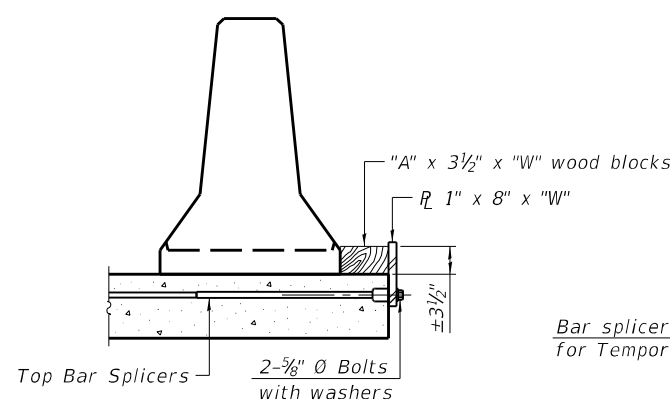
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

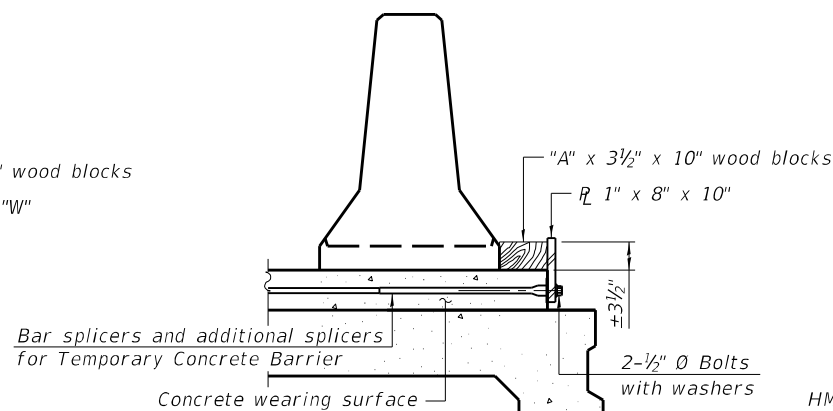


RESTRAINING PIN

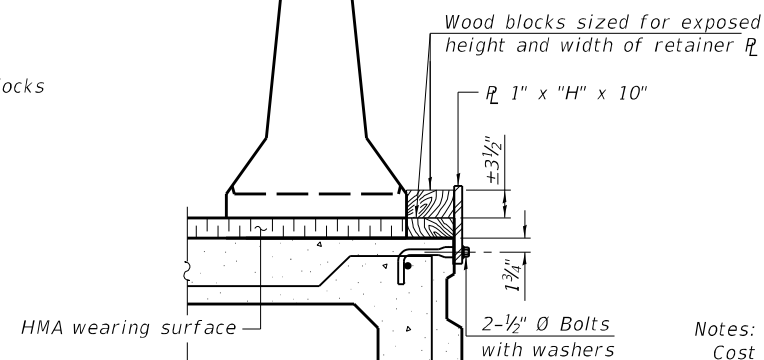
SECTIONS THRU SLAB OR DECK BEAM



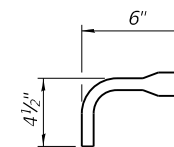
DETAIL I



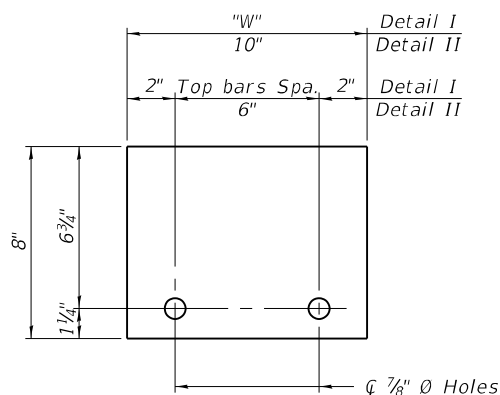
DETAIL II



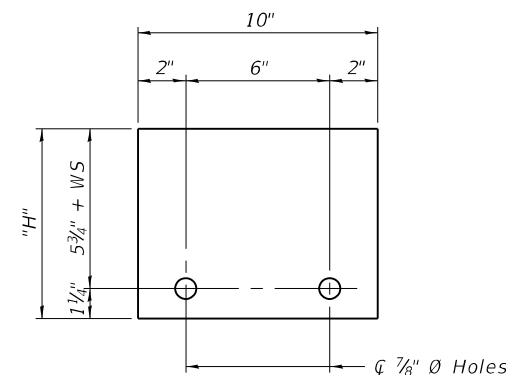
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W"
(Detail I and II)



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

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

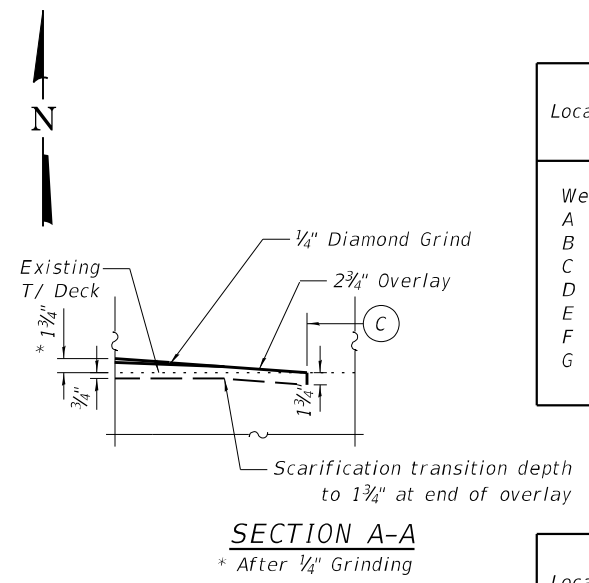
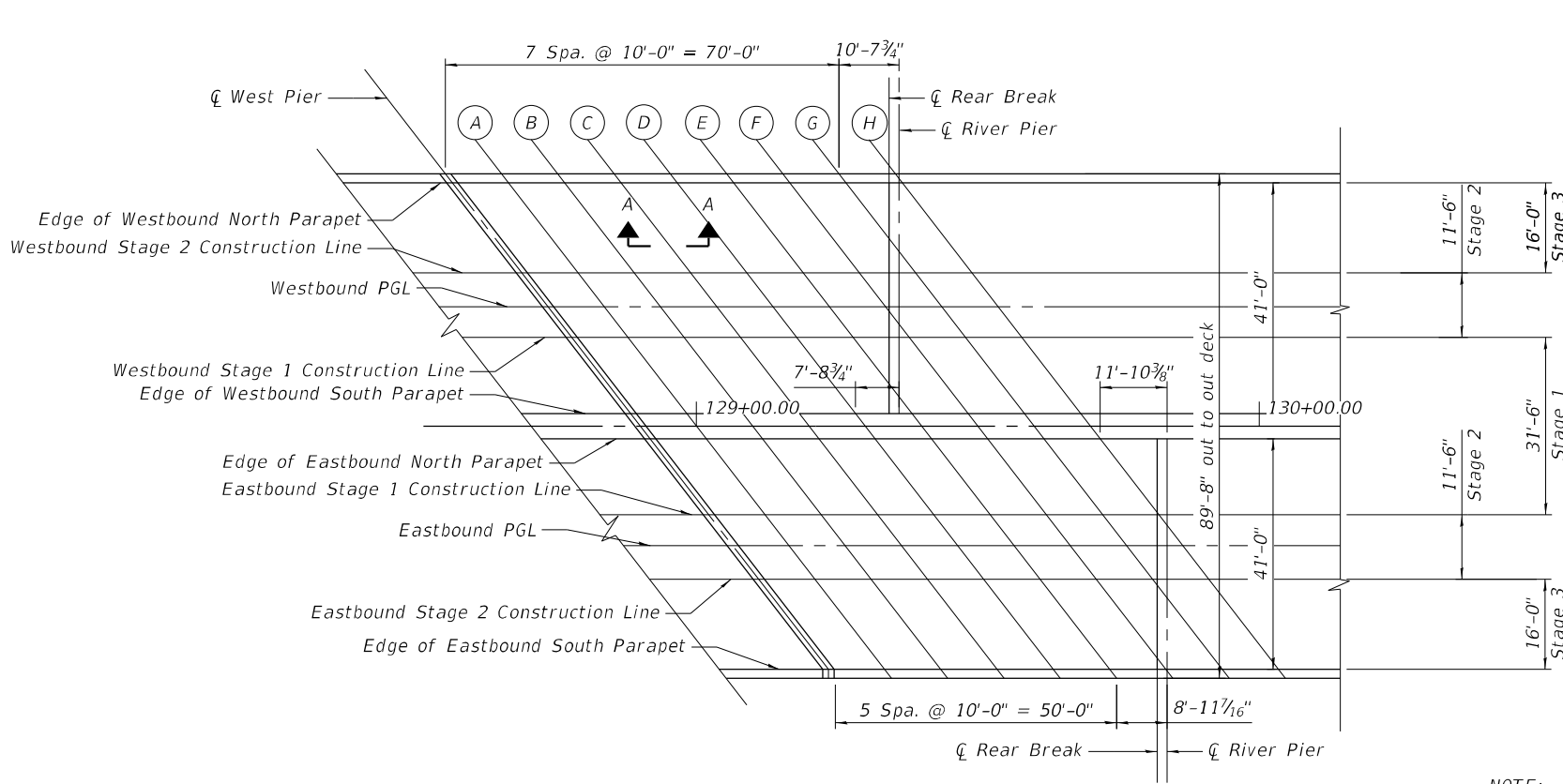
R-27 10-12-2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 016-0202

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	113
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

SHEET SB-10 OF SB-48 SHEETS



TOP OF DECK ELEVATIONS PLAN

NOTE:
Overlay thickness tapers from 0" at line "C" (See Section A-A) to 1 3/4" thickness at West Pier. Transition length: 30'-0".

EDGE OF W.B. NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West Pier	128+57.03	-22.00	625.56
A	128+67.03	-22.00	625.58
B	128+77.03	-22.00	625.60
C	128+87.03	-22.00	625.61
D	128+97.03	-22.00	625.68
E	129+07.03	-22.00	625.74
F	129+17.03	-22.00	625.81
G	129+27.03	-22.00	625.87

W.B. STAGE 2 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West Pier	128+69.22	-6.00	625.81
A	128+79.22	-6.00	625.83
B	128+89.22	-6.00	625.84
C	128+99.22	-6.00	625.86
D	129+09.22	-6.00	625.92
E	129+19.22	-6.00	625.99
F	129+29.22	-6.00	626.06

WESTBOUND P.G.L.

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West Pier	128+73.80	0.00	625.87
A	128+83.80	0.00	625.89
B	128+93.80	0.00	625.90
C	129+03.80	0.00	625.92
D	129+13.80	0.00	625.99
E	129+23.80	0.00	626.05

W.B. STAGE 1 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West Pier	128+77.99	5.50	625.87
A	128+87.99	5.50	625.89
B	128+97.99	5.50	625.90
C	129+07.99	5.50	625.92
D	129+17.99	5.50	625.98
E	129+27.99	5.50	626.05

EDGE OF W.B. SOUTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West Pier	128+88.79	19.67	625.79
A	128+98.79	19.67	625.81
B	129+08.79	19.67	625.83
C	129+18.79	19.67	625.84
D	129+28.79	19.67	625.91

EDGE OF E.B. NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West Pier	128+91.21	-22.00	625.76
A	129+01.21	-22.00	625.78
B	129+11.21	-22.00	625.81
C	129+21.21	-22.00	625.83
D	129+31.21	-22.00	625.91
E	129+41.21	-22.00	625.99
F	129+51.21	-22.00	626.06
G	129+61.21	-22.00	626.14
H	129+71.21	-22.00	626.22

E.B. STAGE 1 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West Pier	129+02.00	-6.00	626.00
A	129+12.00	-6.00	626.03
B	129+22.00	-6.00	626.05
C	129+32.00	-6.00	626.08
D	129+42.00	-6.00	626.16
E	129+52.00	-6.00	626.24
F	129+62.00	-6.00	626.31
G	129+72.00	-6.00	626.39

EASTBOUND P.G.L.

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West Pier	129+06.20	0.00	626.07
A	129+16.20	0.00	626.09
B	129+26.20	0.00	626.12
C	129+36.20	0.00	626.14
D	129+46.20	0.00	626.22
E	129+56.20	0.00	626.30
F	129+66.20	0.00	626.38
G	129+76.20	0.00	626.46

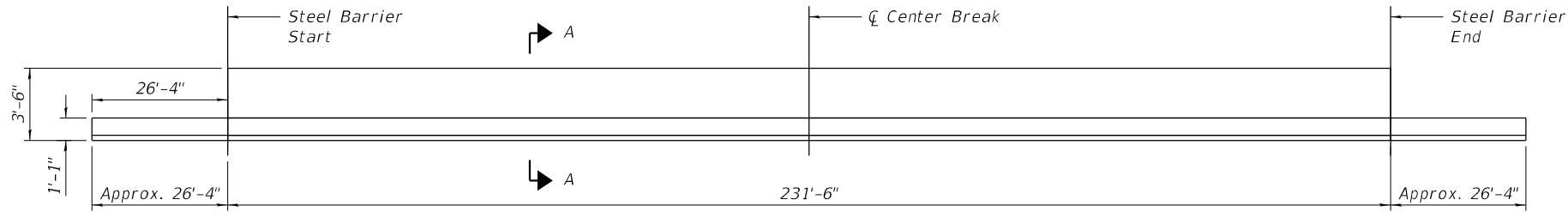
E.B. STAGE 2 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West Pier	129+10.77	5.50	626.07
A	129+20.77	5.50	626.10
B	129+30.77	5.50	626.12
C	129+40.77	5.50	626.15
D	129+50.77	5.50	626.23
E	129+60.77	5.50	626.31
F	129+70.77	5.50	626.39

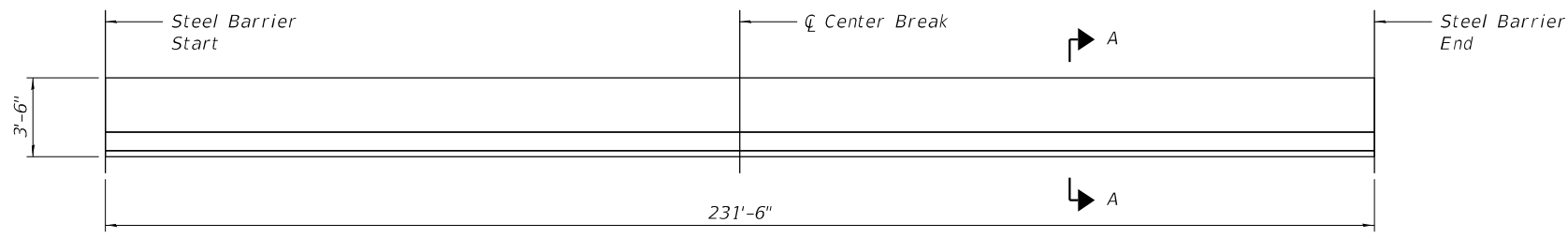
EDGE OF E.B. SOUTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West Pier	129+22.97	19.67	626.02
A	129+32.97	19.67	626.04
B	129+42.97	19.67	626.07
C	129+52.97	19.67	626.10
D	129+62.97	19.67	626.18
E	129+72.97	19.67	626.26

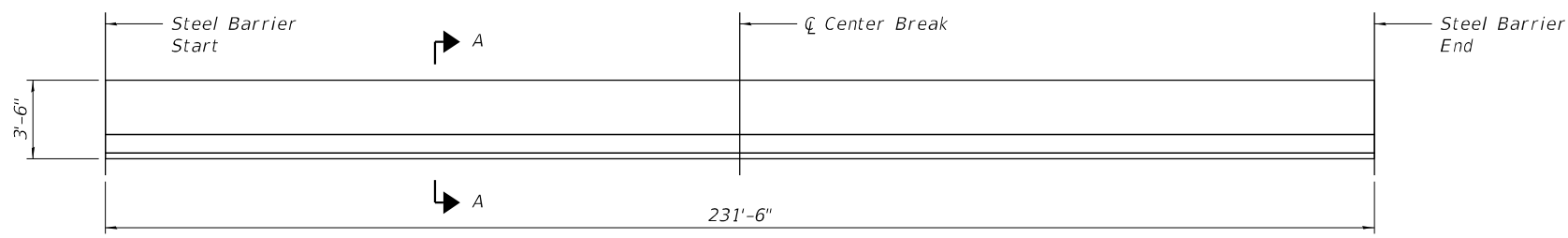
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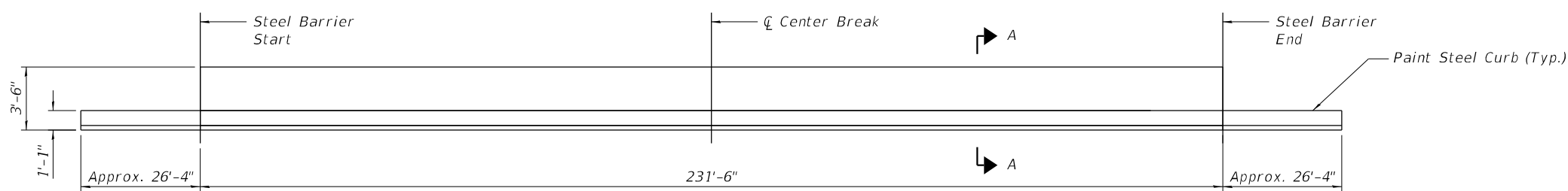
INSIDE ELEVATION OF PARAPET
(North Parapet, Westbound)



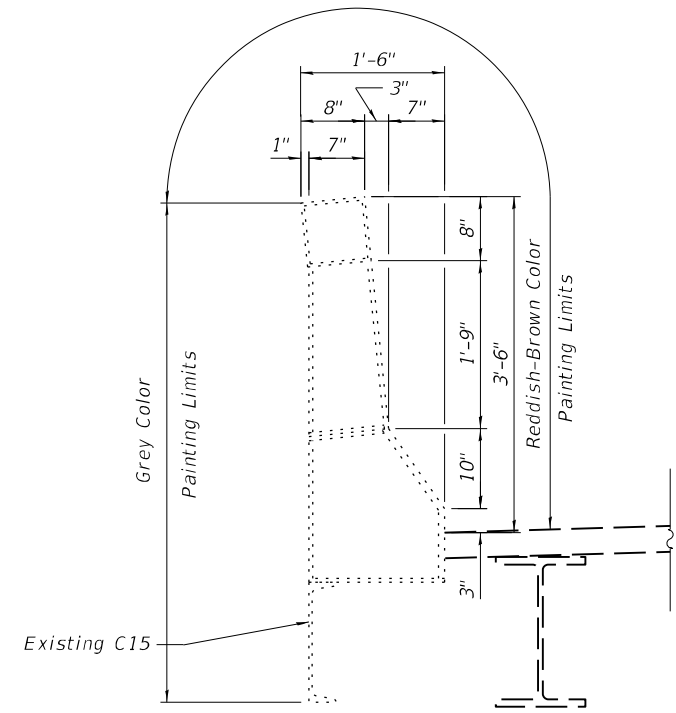
INSIDE ELEVATION OF PARAPET
(South Parapet, Westbound)



INSIDE ELEVATION OF PARAPET
(North Parapet, Eastbound)



INSIDE ELEVATION OF PARAPET
(South Parapet, Eastbound)



SECTION A-A

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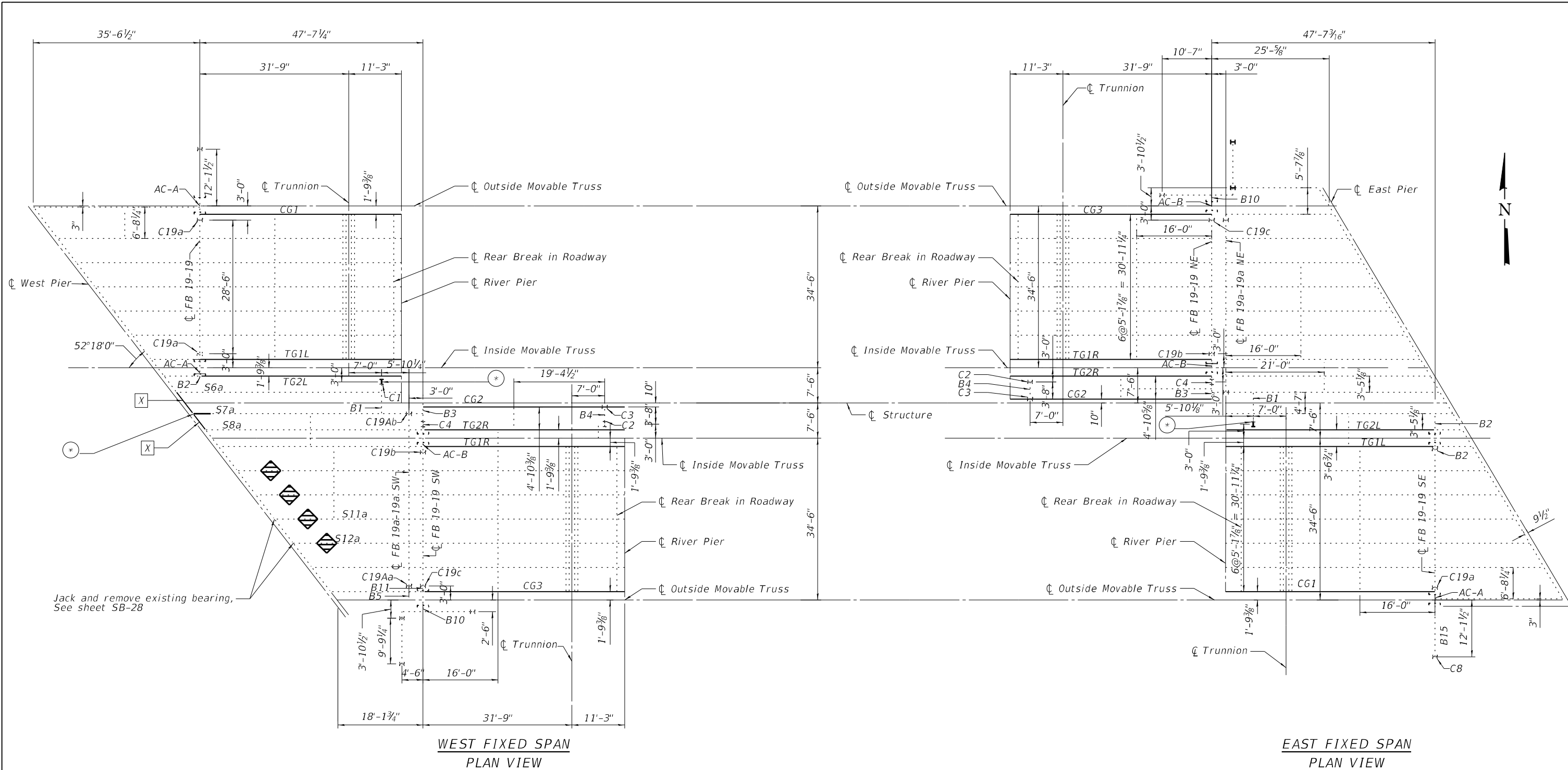
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BASCULE PARAPET PAINTING DETAILS
SN 016-0202

SHEET SB-13 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	116
CONTRACT NO. 62L31				

ILLINOIS FED. AID PROJECT



**WEST FIXED SPAN
PLAN VIEW**

**EAST FIXED SPAN
PLAN VIEW**

NOTES:

1. Column C1 web and flange are to be repaired using steel plates, see sheet SB-22 for details.
2. Stringer S7a beam end is to be repaired using steel plates, see sheet SB-22 for details.
3. For CG and TG girder repairs see sheet SB-21 for details.
4. Members designated to be removed and replaced shall match existing R, Ls, rivet/bolt holes, and locations. The Contractor shall use existing R's, Ls, and other attachments as templates.
5. See sheet SB-31 for "Temporary Shoring and Cribbing" details for fixed deck stringers at the East Pier.
6. CG and TG girders shall be hot-dip galvanized. Cost included with Furnishing and Erecting Structural Steel. See special provisions for Hot Dip Galvanizing of Structural Steel.

LEGEND

- ⊙ Proposed Structural Steel Repair
- ... Existing Steel
- Proposed Steel
- ⊠ Proposed Diaphragm Replacement
- ▨ Suggested Area for Temporary Shoring and Cribbing.

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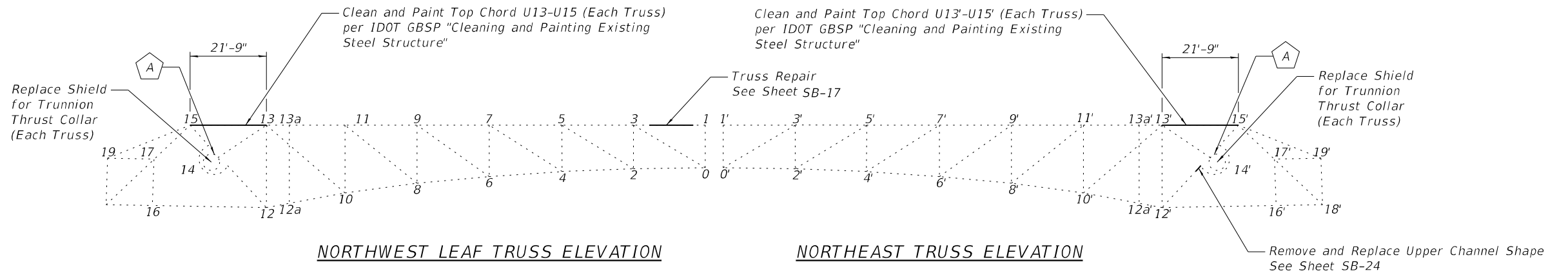
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FIXED SPANS FRAMING PLAN
SN 016-0202**

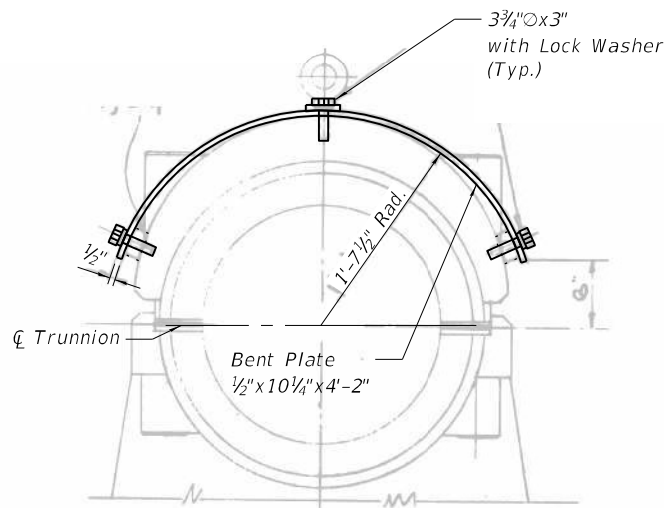
SHEET SB-14 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62L31				
ILLINOIS		FED. AID PROJECT		

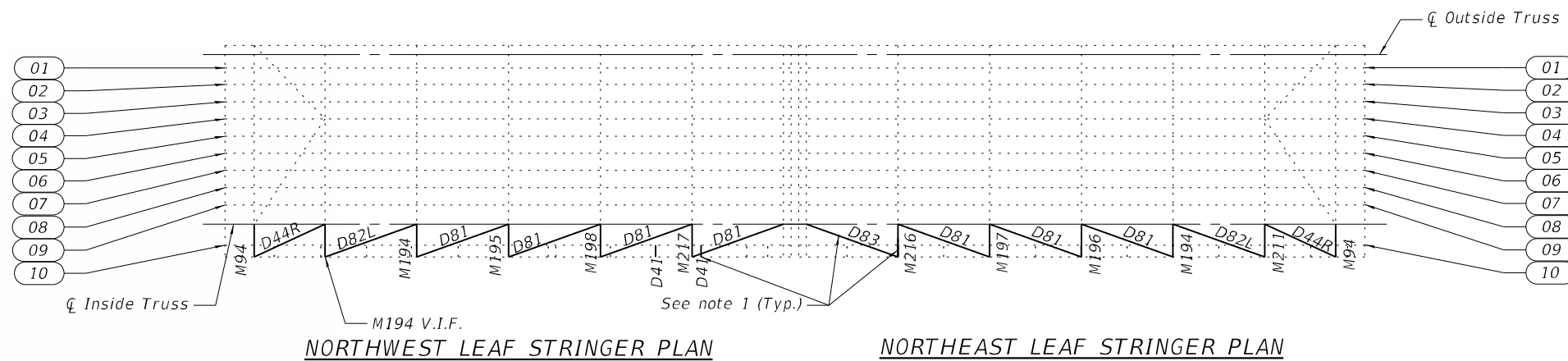


NORTHWEST LEAF TRUSS ELEVATION

NORTHEAST TRUSS ELEVATION

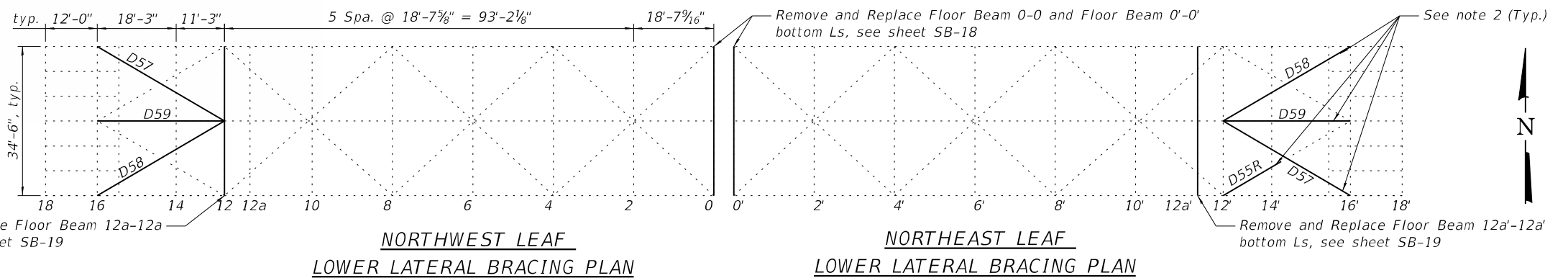


SHIELD FOR TRUNNION THRUST COLLAR



NORTHWEST LEAF STRINGER PLAN

NORTHEAST LEAF STRINGER PLAN



NORTHWEST LEAF LOWER LATERAL BRACING PLAN

NORTHEAST LEAF LOWER LATERAL BRACING PLAN

NOTES:

1. Sidewalk Support Lateral Bracing L's to be removed and replaced, see sheet SB-20 for details.
2. Bottom Chord Lateral Bracing L's to be removed and replaced, see sheet SB-26 for details
3. Weep hole to be drilled into steel plate at both trusses, see sheet SB-25 for details.
4. Sidewalk Support Repair, Top double L's to be removed and replaced, see sheet SB-20 for details.
5. The Diameter of the proposed fasteners must match the size of existing Rivets or Bolts, unless otherwise noted, as required by the existing detail.
6. It is the Contractor's responsibility to take measurements of the existing structure wherever new steel is to be installed or connected into the existing material prior to ordering or fabricating any new steel. The Contractor is responsible for the proper fitting and assembly of all part of his work. The Contractor's shop drawings must indicate which dimensions were obtained by actual field measurements.
7. Contractor shall field verify the required bolt length and length of thread necessary to install all bolts in accordance with the Standard Specifications and Section 8.2.1 of the 2020 RCSC "Specification for Structural Joints using High-Strength Bolts".
8. Bolt and Rivet spacing and sizes must be verified in the field by the Contractor prior to ordering material for fabrication.
9. Members designated to be removed and replaced shall match existing R, L's, rivet/bolt holes, and locations. The Contractor shall use existing R's, L's, and other attachments as templates.
10. Painting truss chord U13-U15 and truss chord U13'-U15' to occur between steel removal and replacement of the curb girders for access.

LEGEND

- Weep hole to be drilled into steel plate at both trusses, see sheet SB-23 for details.
- Stringer number
- Existing Steel Member
- Proposed Steel Member

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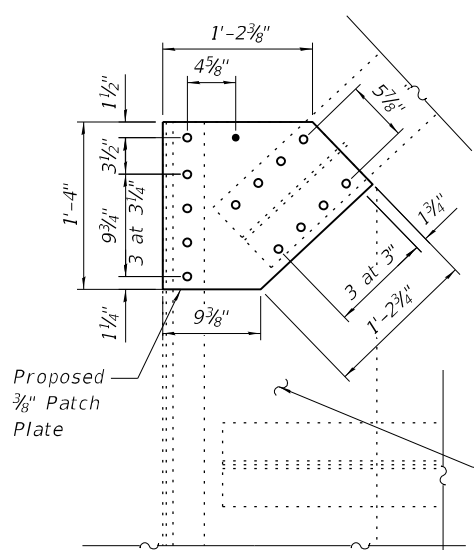
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH BASCULE FRAMING PLAN
SN 016-0202**

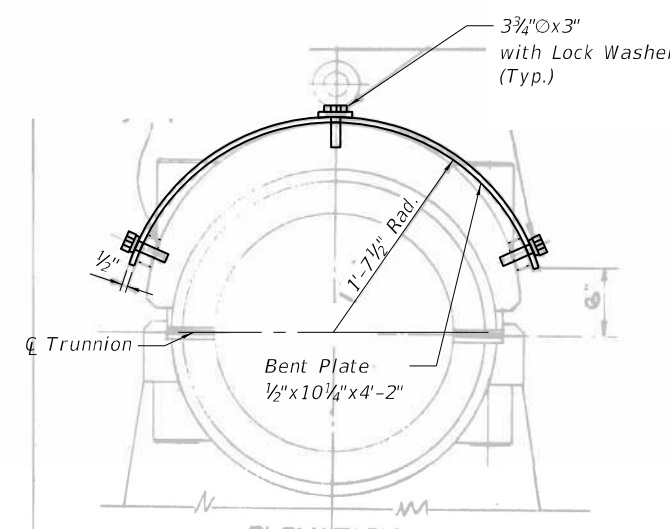
SHEETSB-15 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

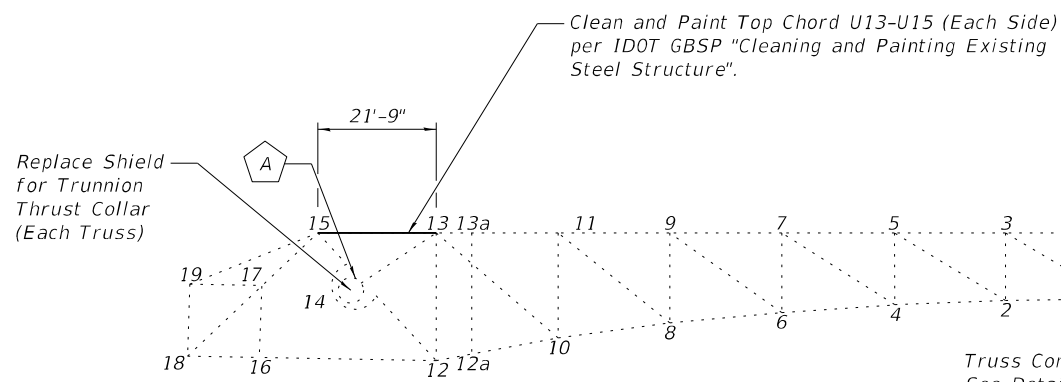
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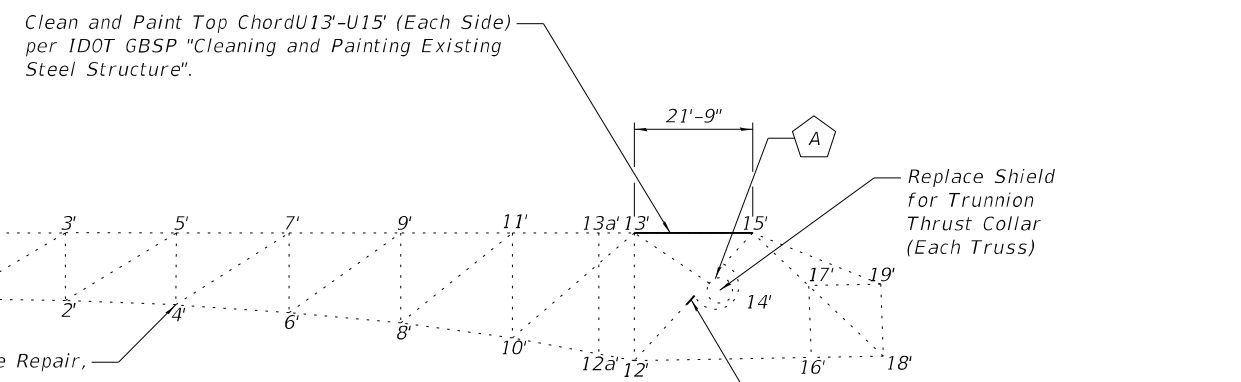
**TRUSS CONNECTION
 PLATE REPAIR**



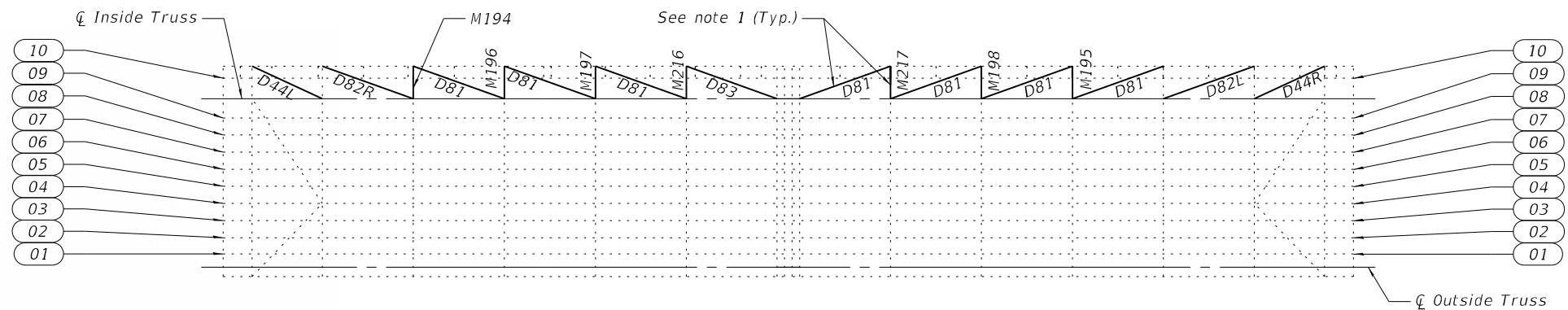
**SHIELD FOR TRUNNION
 THRUST COLLAR**



SOUTHWEST LEAF TRUSS ELEVATION

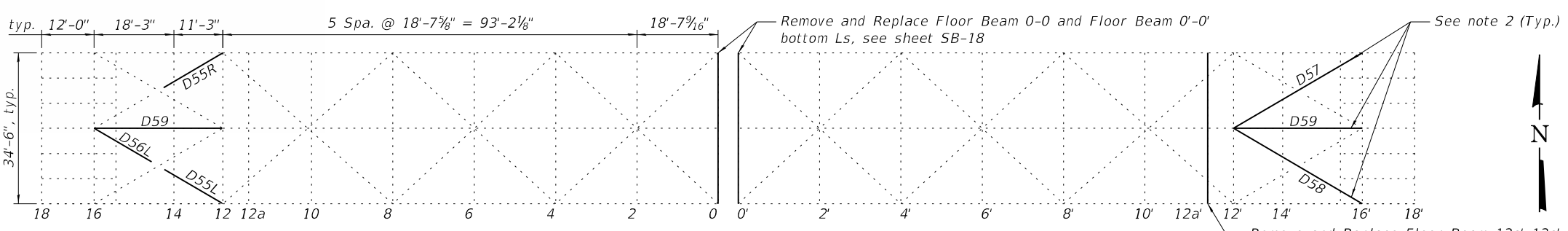


SOUTHEAST TRUSS ELEVATION



SOUTHWEST LEAF STRINGER PLAN

SOUTHEAST LEAF STRINGER PLAN



**SOUTHWEST LEAF
 LOWER LATERAL BRACING PLAN**

**SOUTHEAST LEAF
 LOWER LATERAL BRACING PLAN**

NOTES:

1. Sidewalk Support Lateral Bracing L's to be removed and replaced, see sheet SB-20 for details.
2. Bottom Chord Lateral Bracing L's to be removed and replaced, see sheet SB-26 for details
3. Weep hole to be drilled into steel plate at both trusses, see sheet SB-23 for details.
4. Sidewalk Support Repair, Top double L's to be removed and replaced, see sheet SB-20 for details.
5. The Diameter of the proposed fasteners must match the size of existing Rivets or Bolts, unless otherwise noted, as required by the existing detail.
6. It is the Contractor's responsibility to take measurements of the existing structure wherever new steel is to be installed or connected into the existing material prior to ordering or fabricating any new steel. The Contractor is responsible for the proper fitting and assembly of all part of his work. The Contractor's shop drawings must indicate which dimensions were obtained by actual field measurements.
7. Contractor shall field verify the required bolt length and length of thread necessary to install all bolts in accordance with the Standard Specifications and Section 8.2.1 of the 2020 RCSC "Specification for Structural Joints using High-Strength Bolts".
8. Bolt and Rivet spacing and sizes must be verified in the field by the Contractor prior to ordering material for fabrication.
9. Members designated to be removed and replaced shall match existing R, L's, rivet/bolt holes, and locations. The Contractor shall use existing R's, L's, and other attachments as templates.
10. Proposed connection plate repair steel and associated bolts/fasteners shall be paid for as "Structural Steel Repair".
11. Painting truss chord U13-U15 and truss chord U13-U15' to occur between steel removal and replacement of the curb girders for access.

LEGEND

- ⬡ Weep hole to be drilled into steel plate at both trusses, see sheet SB-23 for details.
- Ⓐ Stringer number
- ⋯ Existing Steel Member
- Proposed Steel Member
- New bolt in existing rivet hole. Use existing steel as template for new steel.
- New bolt in field drilled hole through existing steel.



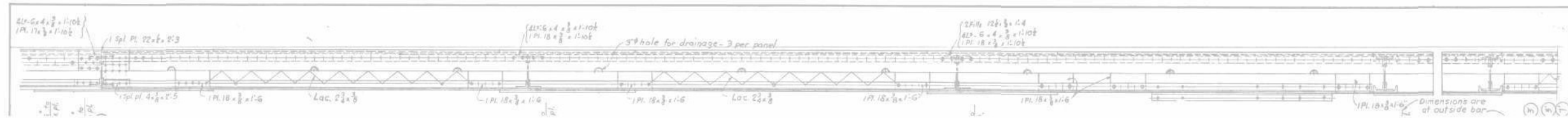
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

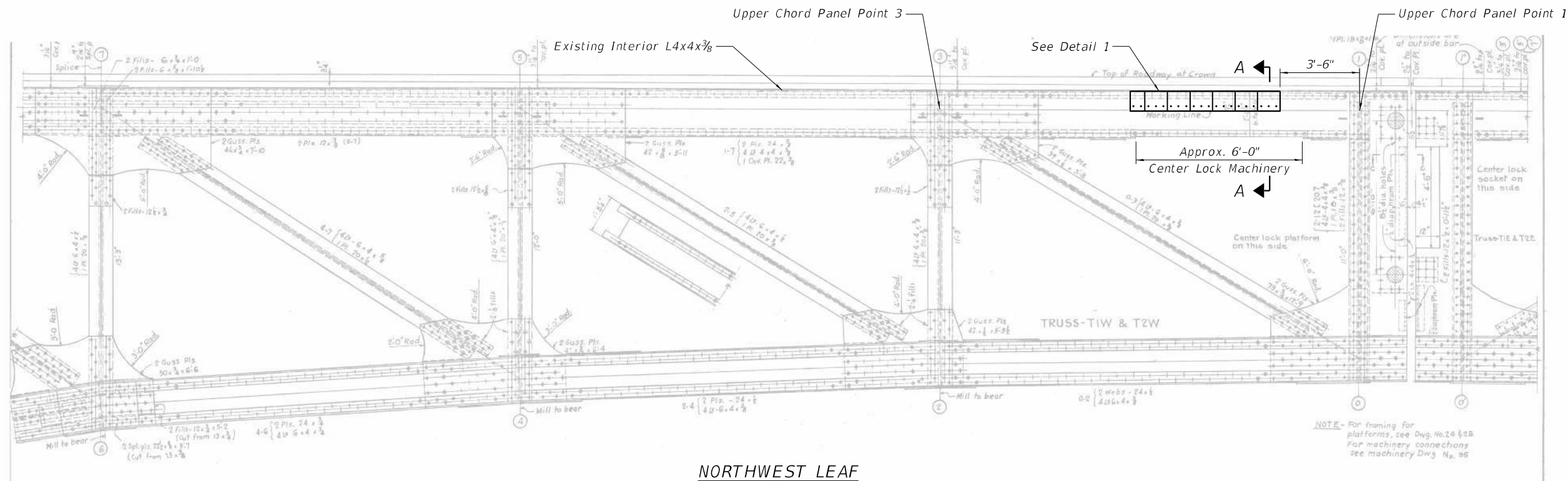
**SOUTH BASCULE FRAMING PLAN
 SN 016-0202**

SHEET SB-16 OF SB-48 SHEETS

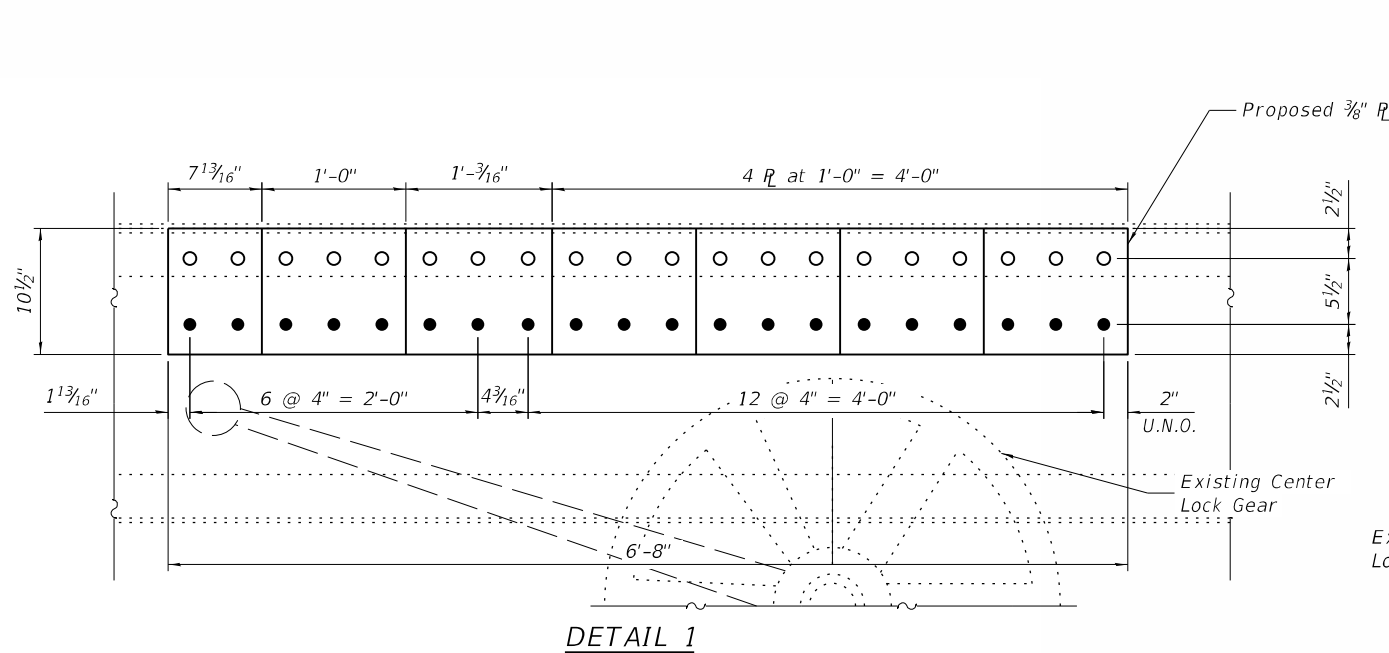
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	119
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



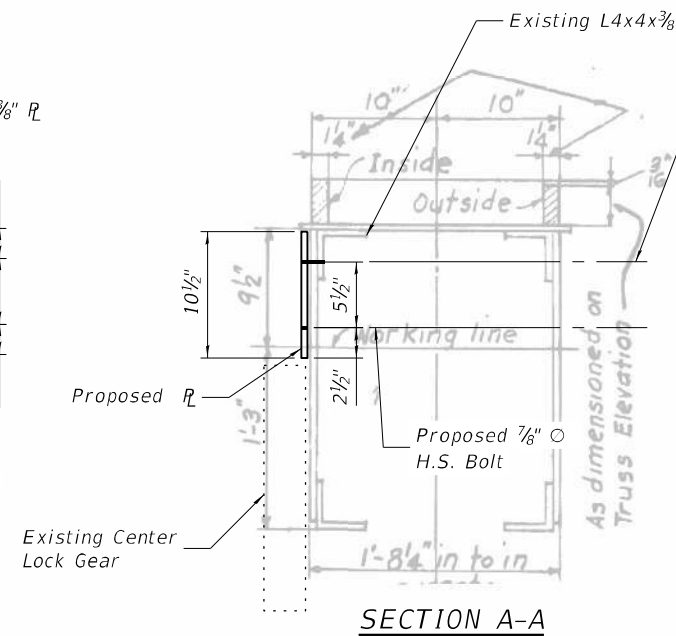
**NORTHWEST LEAF
NORTH TRUSS UPPER CHORD TOP AND BOTTOM PLAN**



**NORTHWEST LEAF
NORTH TRUSS INSIDE ELEVATION**



DETAIL 1



SECTION A-A

Existing rivets to be replaced by 1" O H.S. Bolts

LEGEND

- New bolt in existing rivet hole. Use existing steel as template for new steel.
- New bolt in field drilled hole through existing steel.

NOTES:

1. Repairs shown are based on field inspection. Conditions in field may have changed. Contractor to verify all components for repair as directed by the Engineer.
2. Repair sequence shall install plates one at a time by removing 3 (max.) rivets progressively and replacing with erection pin/rods. Erection pins shall be replaced with H.S. bolts progressively one at a time. Then field drill the existing web using the proposed repair plate as a template and place 3 (max.) H.S. bolts.
3. All proposed repair plates and associated bolts/fasteners shall be paid for Structural Steel Repair.

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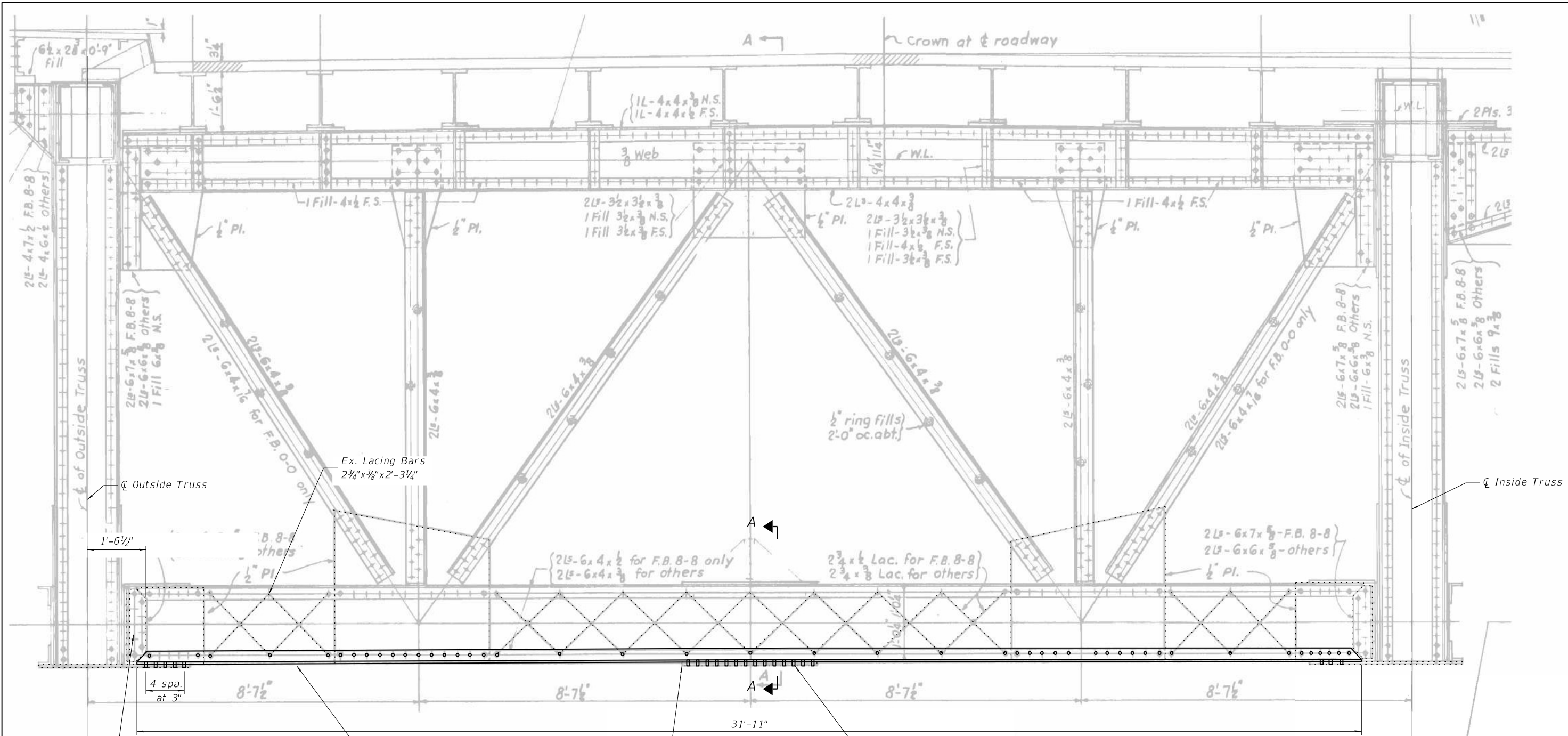
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRUSS REPAIR NORTHWEST LEAF NORTH TRUSS U1-U3
SN 016-0202**

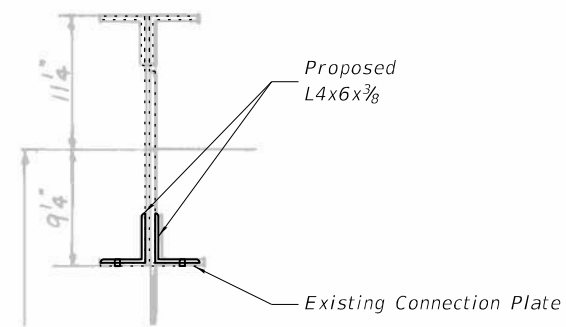
SHEET SB-17 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	120
CONTRACT NO. 62L31				

ILLINOIS FED. AID PROJECT



FLOOR BEAM 0-0 ELEVATION
(Floor Beam 0'-0" similar)



SECTION A-A

LEGEND

- New bolt in existing rivet hole. Use existing steel as template for new steel.

NOTES:

- Steel members to be removed and replaced shall match existing.
- Existing floor beam repair angles removal shall be paid for as "Structural Steel Removal".
- All proposed floor beam repair angles and associated bolts/fasteners shall be paid for as "Furnishing and Erecting Structural Steel".

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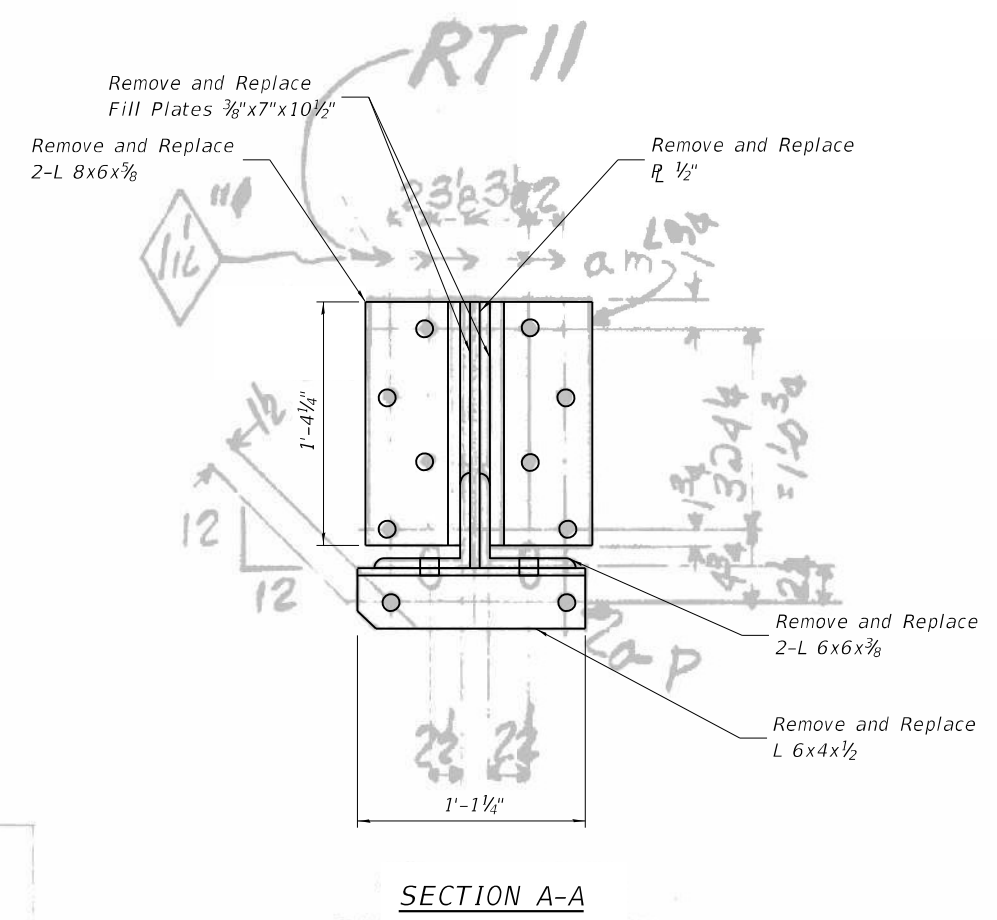
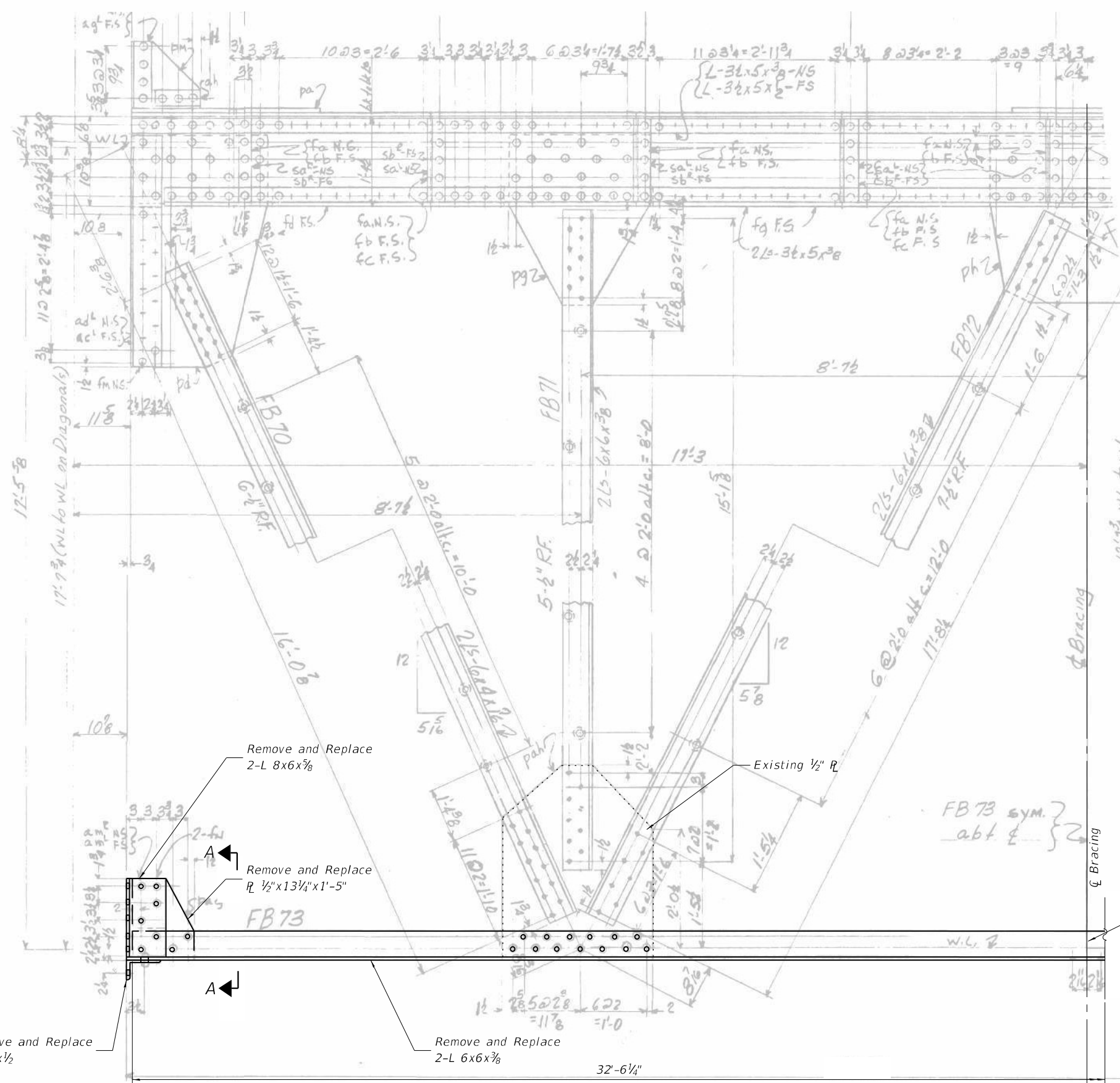
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FLOOR BEAM 0-0 REPAIR
SN 016-0202**

SHEET SB-18 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	121
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

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SECTION A-A

LEGEND

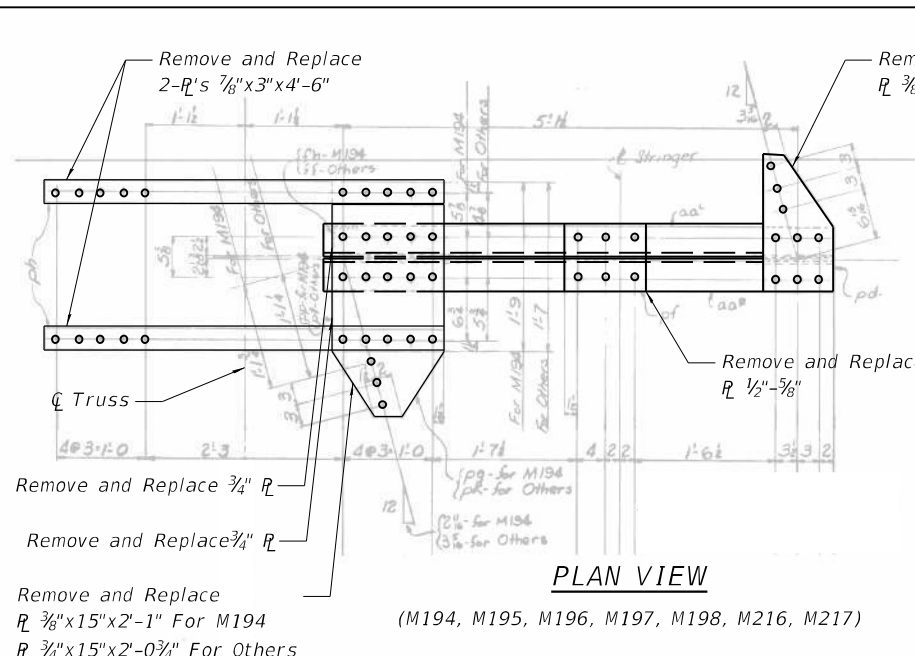
- New bolt in existing rivet hole. Use existing steel as template for new steel.

NOTES:

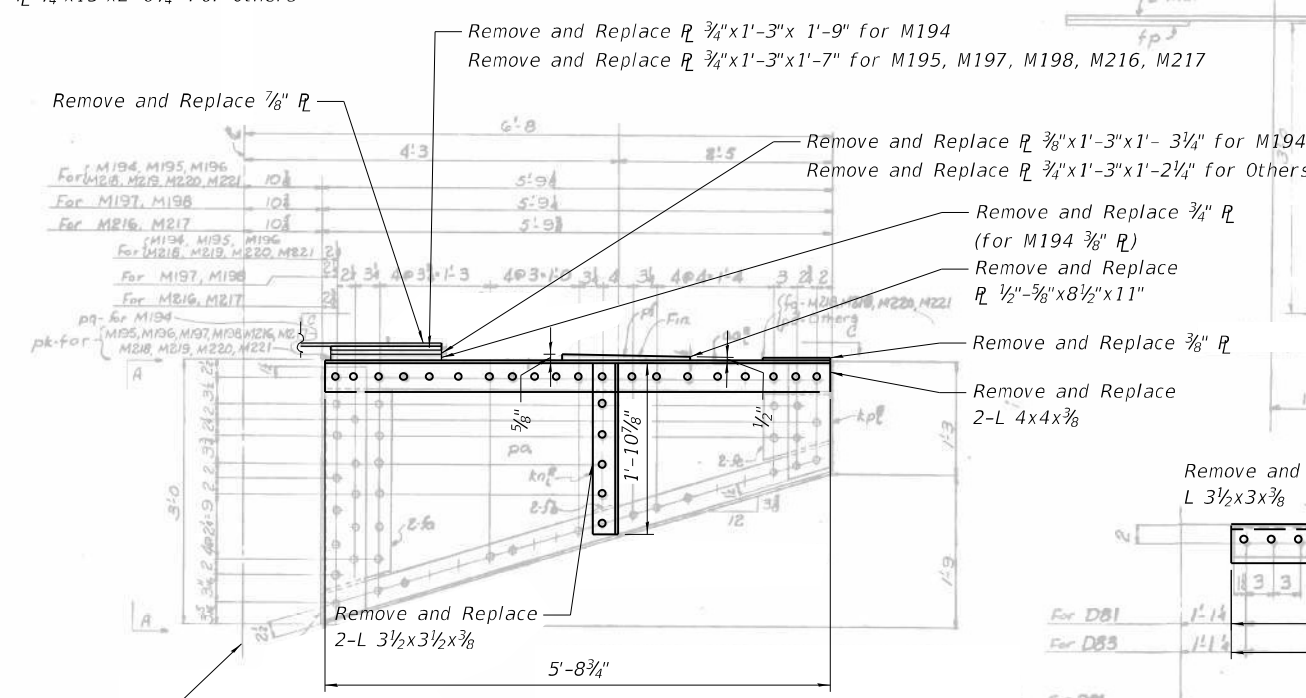
- Steel members to be removed and replaced shall match existing.
- Existing floor beam repair angles removal shall be paid for as "Structural Steel Removal".
- All proposed floor beam repair angles and associated bolts/fasteners shall be paid for as "Furnishing and Erecting Structural Steel".

FLOOR BEAM 12a-12a ELEVATION
 (Floor Beam 12a'-12a' similar)

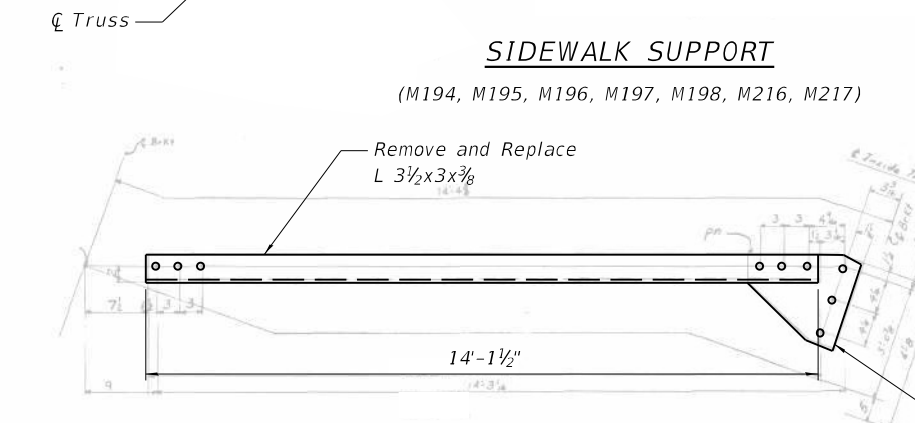
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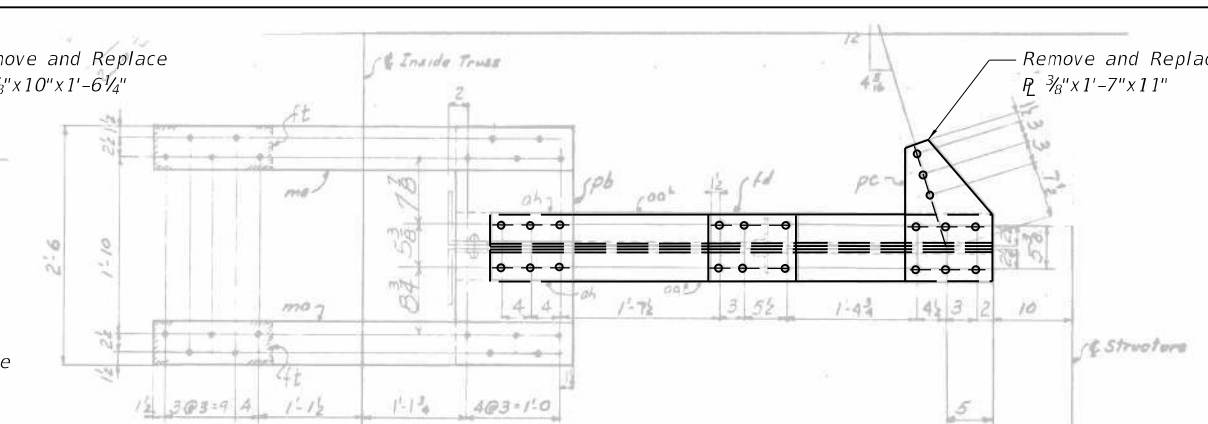
PLAN VIEW
(M194, M195, M196, M197, M198, M216, M217)



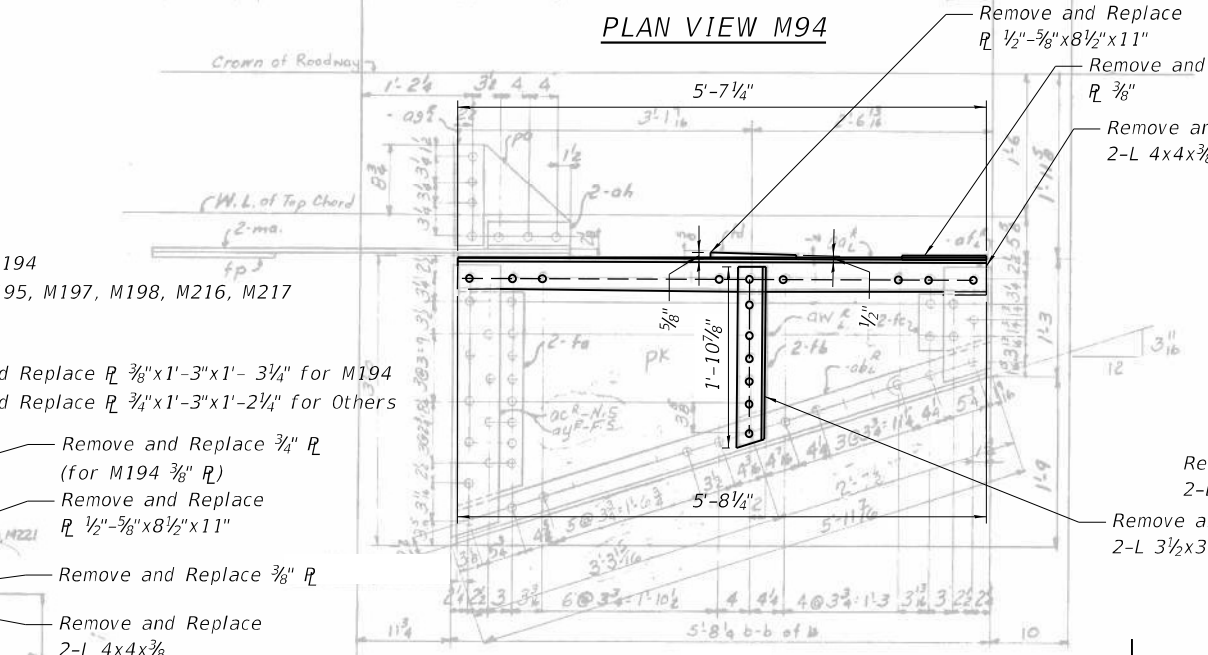
SIDEWALK SUPPORT
(M194, M195, M196, M197, M198, M216, M217)



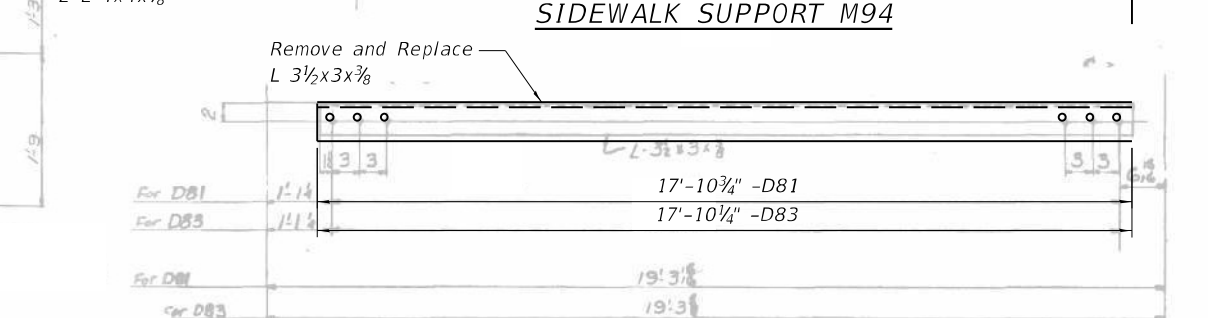
SIDEWALK LATERAL BRACE D44



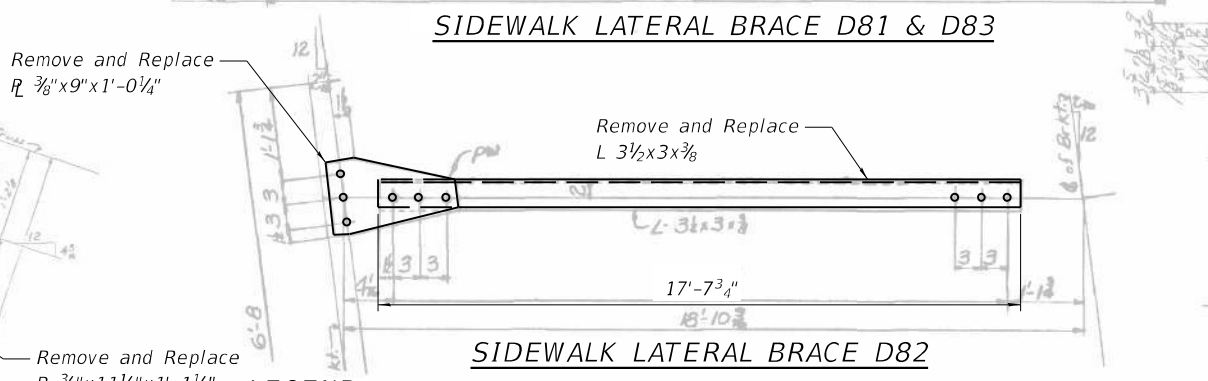
PLAN VIEW M94



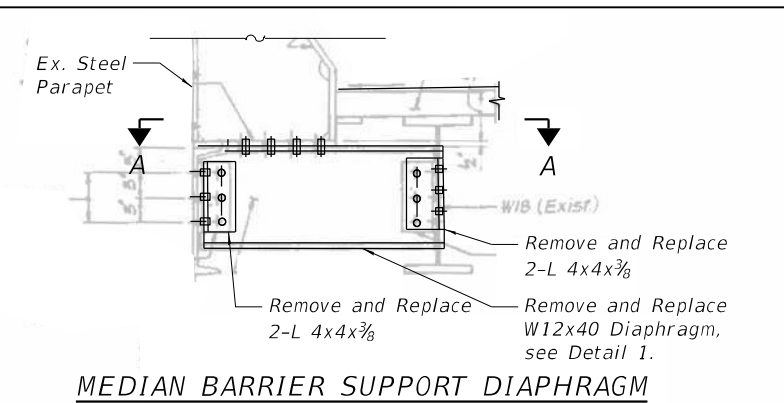
SIDEWALK SUPPORT M94



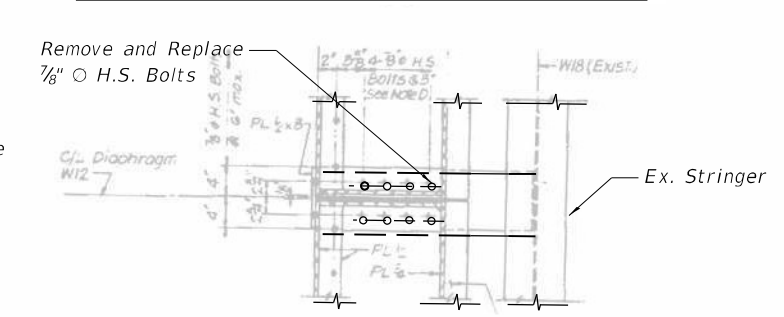
SIDEWALK LATERAL BRACE D81 & D83



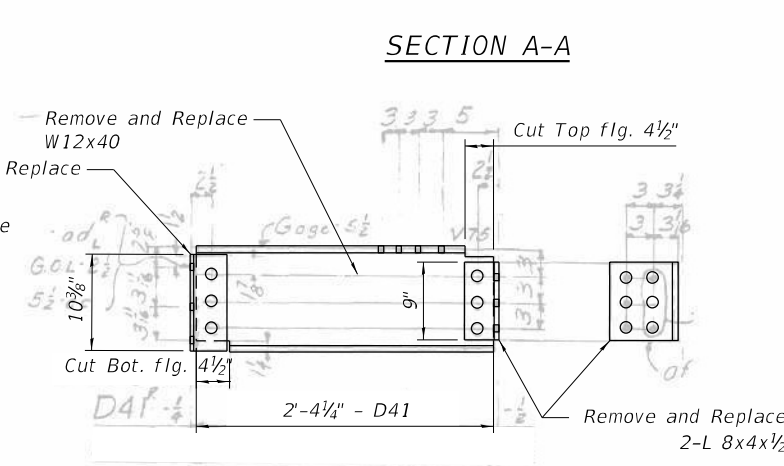
SIDEWALK LATERAL BRACE D82



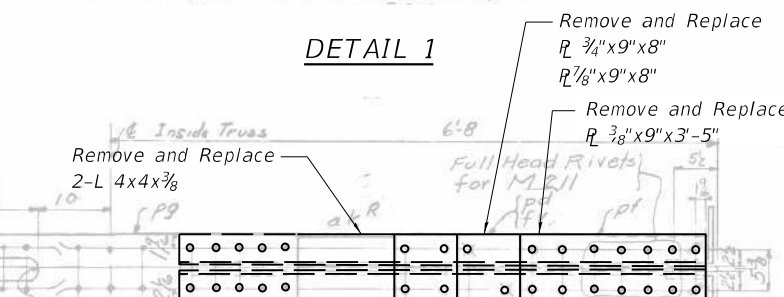
MEDIAN BARRIER SUPPORT DIAPHRAGM



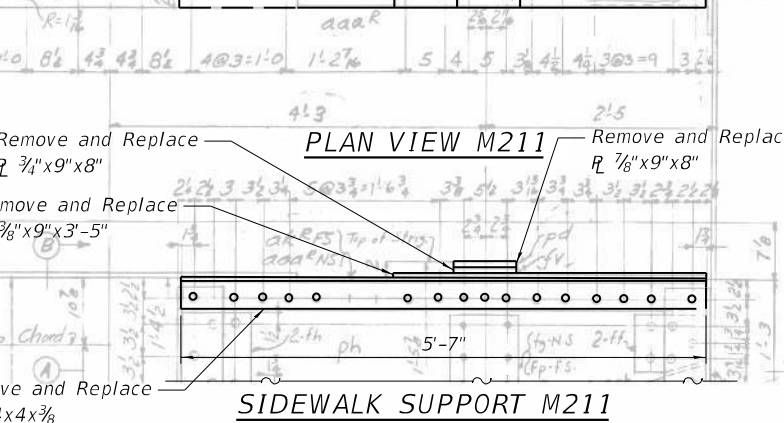
SECTION A-A



DETAIL 1



PLAN VIEW M211



SIDEWALK SUPPORT M211

NOTES:

- Steel members to be removed and replaced shall match existing.
- Existing sidewalk bracket and bracing steel removal shall be paid for as "Structural Steel Removal".
- All proposed sidewalk bracket and bracing steel and associated bolts/fasteners shall be paid for as "Furnishing and Erecting Structural Steel".

LEGEND

- New bolt in existing rivet hole. Use existing steel as template for new steel.

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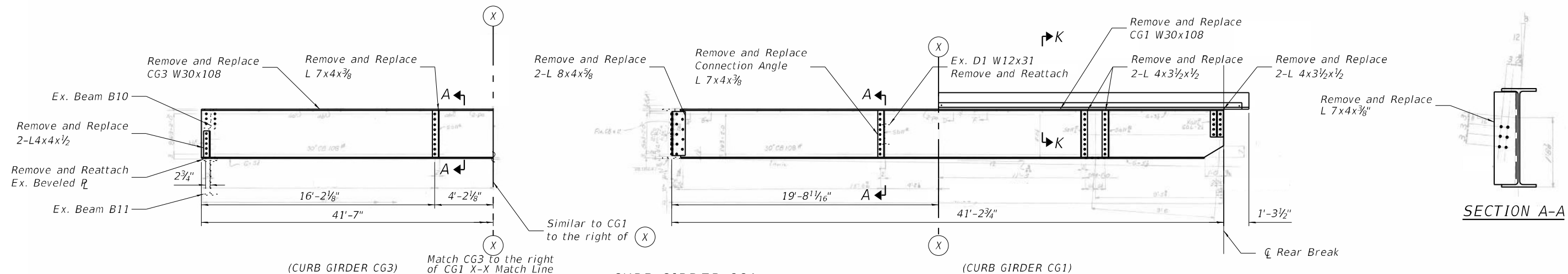
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	CHECKED - TCG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SIDEWALK BRACKET AND INTERIOR LATERAL BRACING REPAIR
SN 016-0202**

SHEET SB-20 OF SB-48 SHEETS

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	123
CONTRACT NO. 62L31				
ILLINOIS		FED. AID PROJECT		



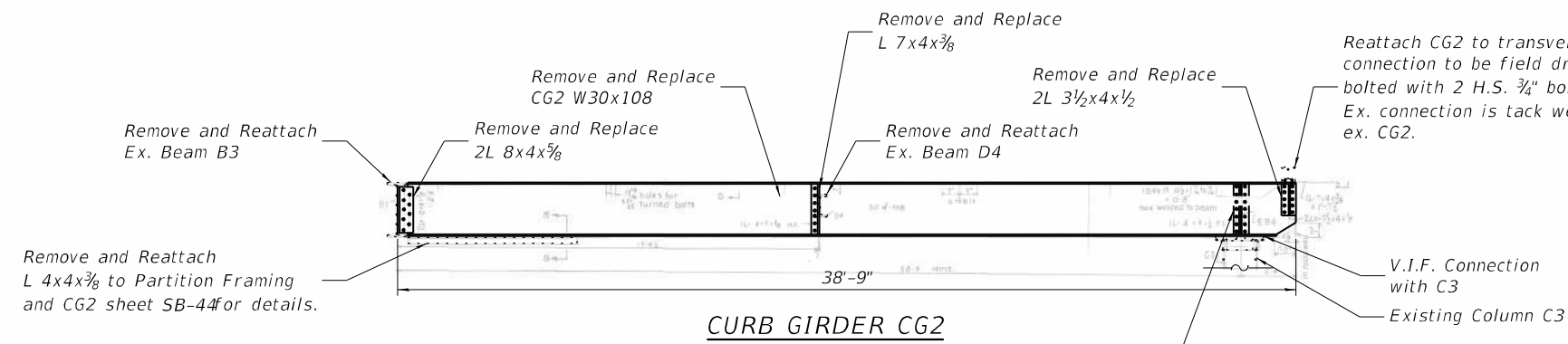
CURB GIRDER CG1
CURB GIRDER CG3 (SIMILAR OPPOSITE HAND)

LEGEND

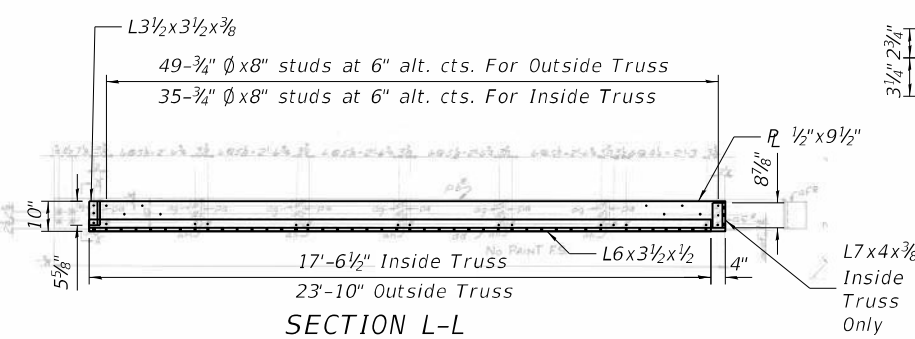
- New bolt in existing rivet hole. Use existing steel as template for new steel.
- New bolt in field drilled hole through existing steel.

NOTES:

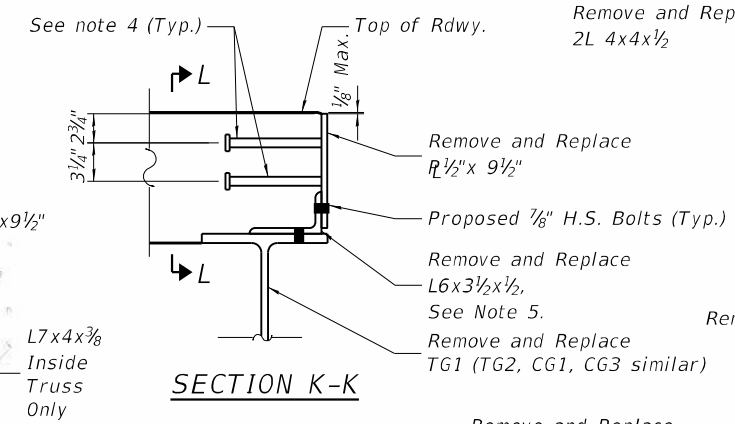
1. Steel members to be removed and replaced shall match existing.
2. Existing curb girder, angle and connection angle removal shall be paid for as "Structural Steel Removal".
3. All proposed curb girders, angles, connection angles and associated bolts/fasteners shall be paid for as "Furnishing and Erecting Structural Steel".
4. 3/4" Øx8" Granular or Solid Flux Filled Headed Studs Conforming to Article 1006.32 of the Standard Specifications Automatically End Welded at 6" Alternating cts. included in the cost of "Furnishing and Erecting Structural Steel".
5. Contractor may omit angle and bolted connection to curb girder if able to attach studded plate to the deck concrete pour directly, based on approval of the Engineer.
6. CG and TG girders shall be hot-dip galvanized. Cost included with Furnishing and Erecting Structural Steel. See Special Provisions for Hot Dip Galvanizing of Structural Steel.
7. Fasteners shall be ASTM F3125 Grade A325 Type 1. Fasteners shall be hot dip galvanized. See Special Provisions for Hot Dip Galvanizing of Structural Steel. Bolts 7/8" dia., holes 1 1/16" dia. unless otherwise noted.



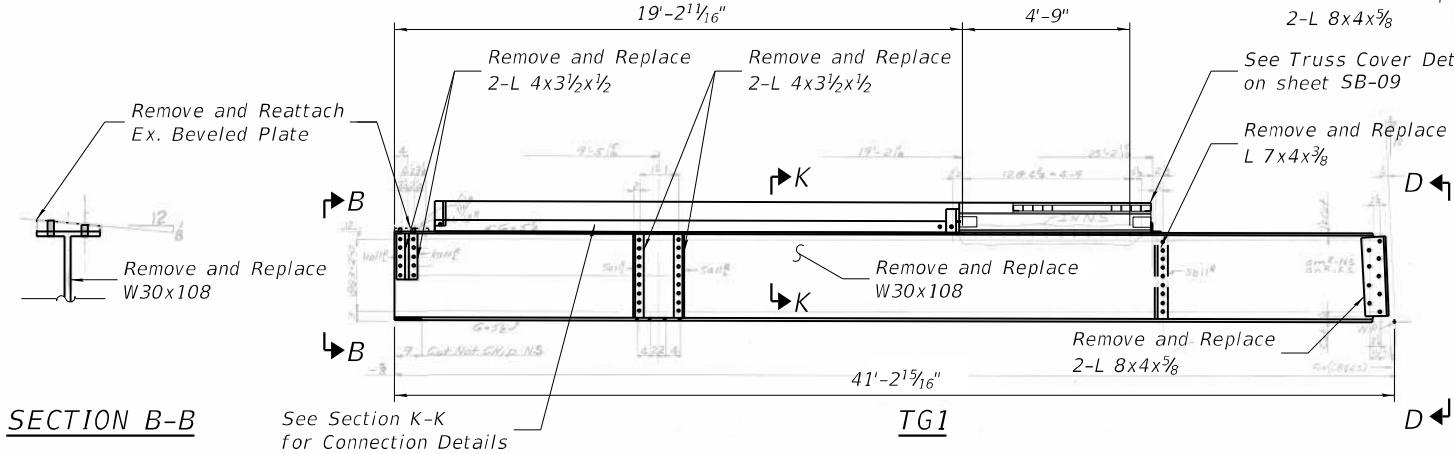
CURB GIRDER CG2



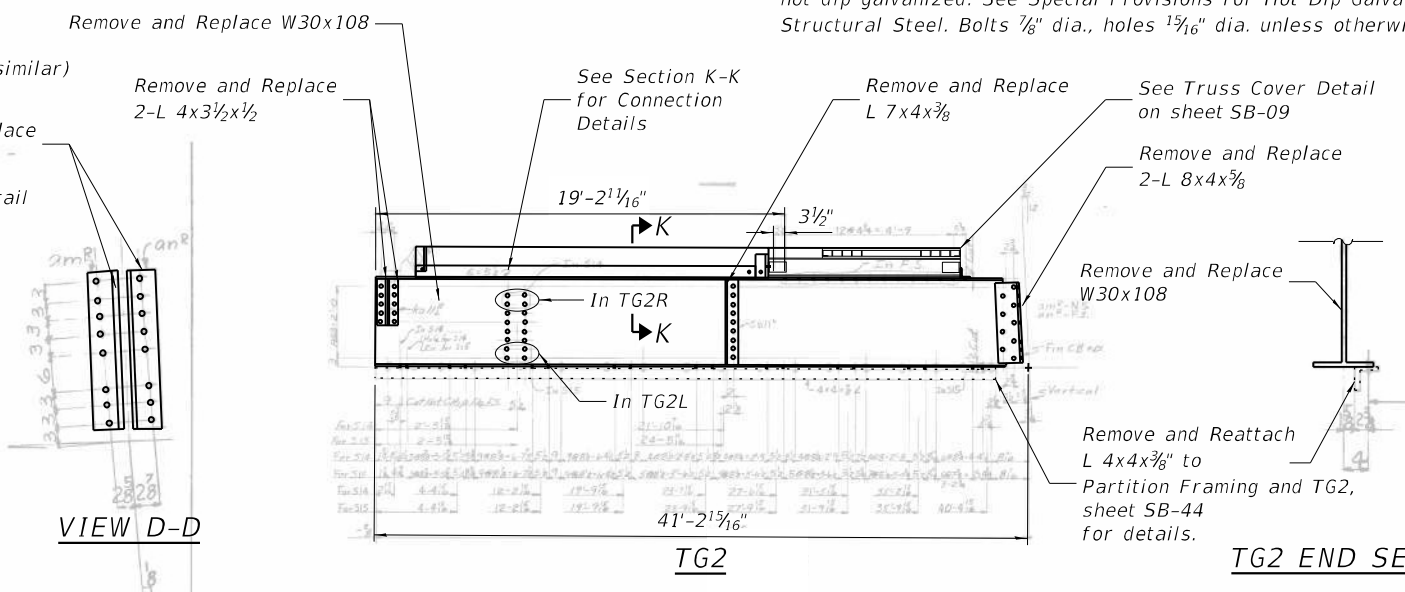
SECTION L-L



SECTION K-K



TG1



TG2

TG2 END SECTION

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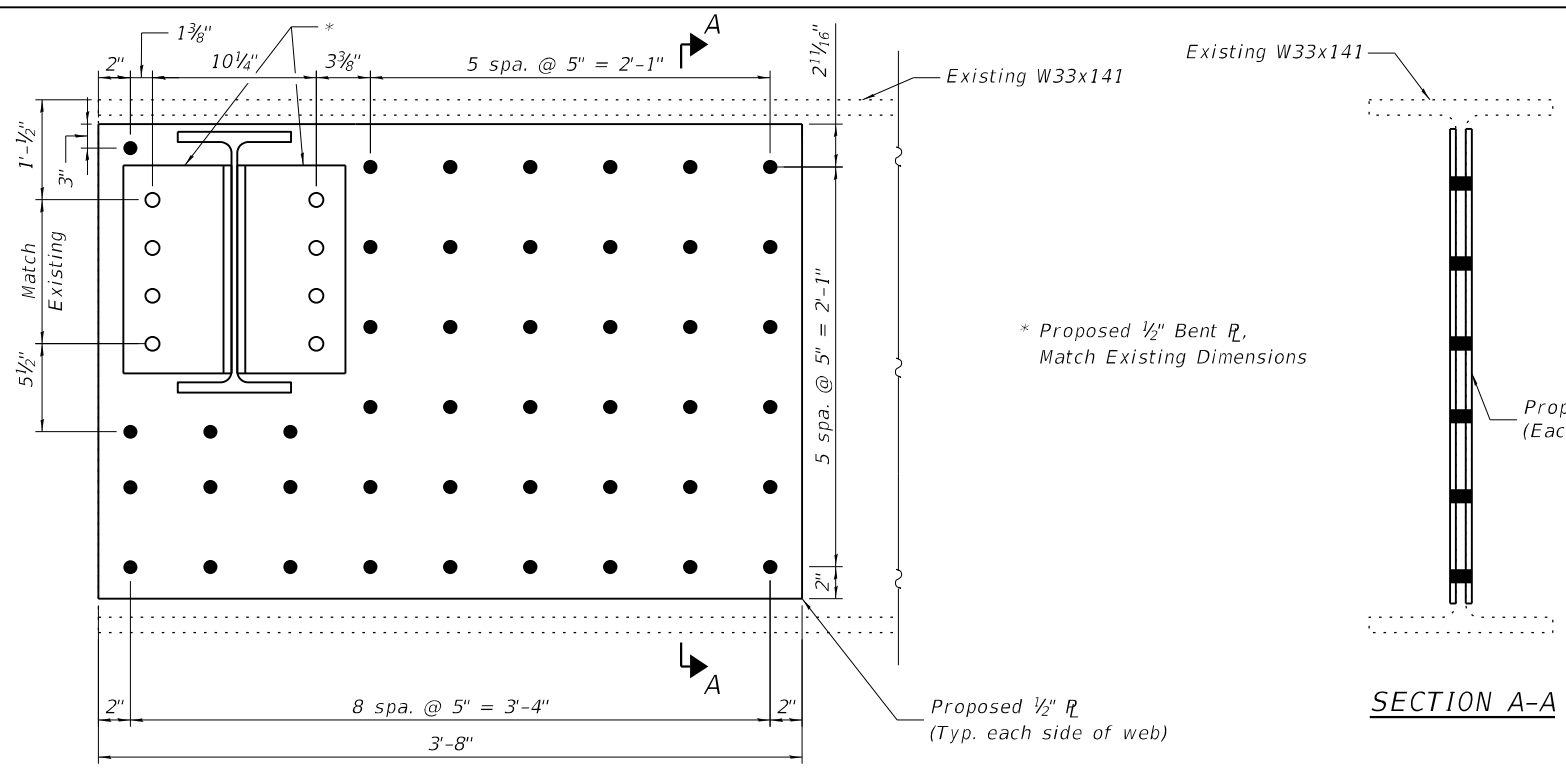


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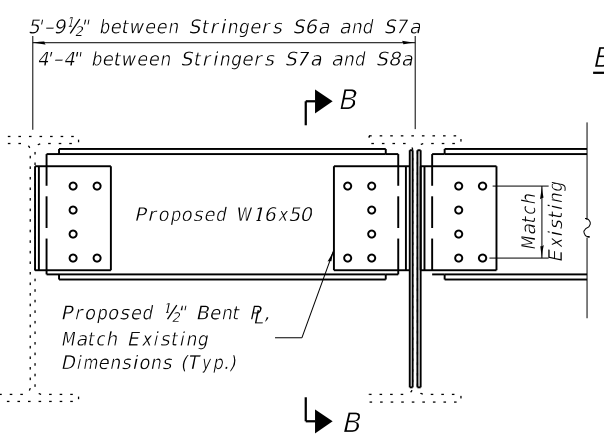
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB GIRDER REPAIRS
SN 016-0202
 SHEET SB-21 OF SB-48 SHEETS

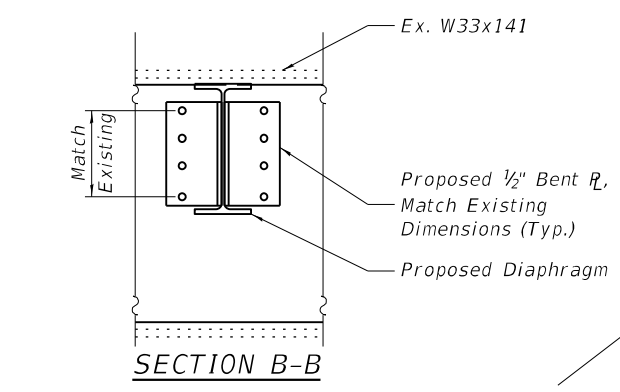
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



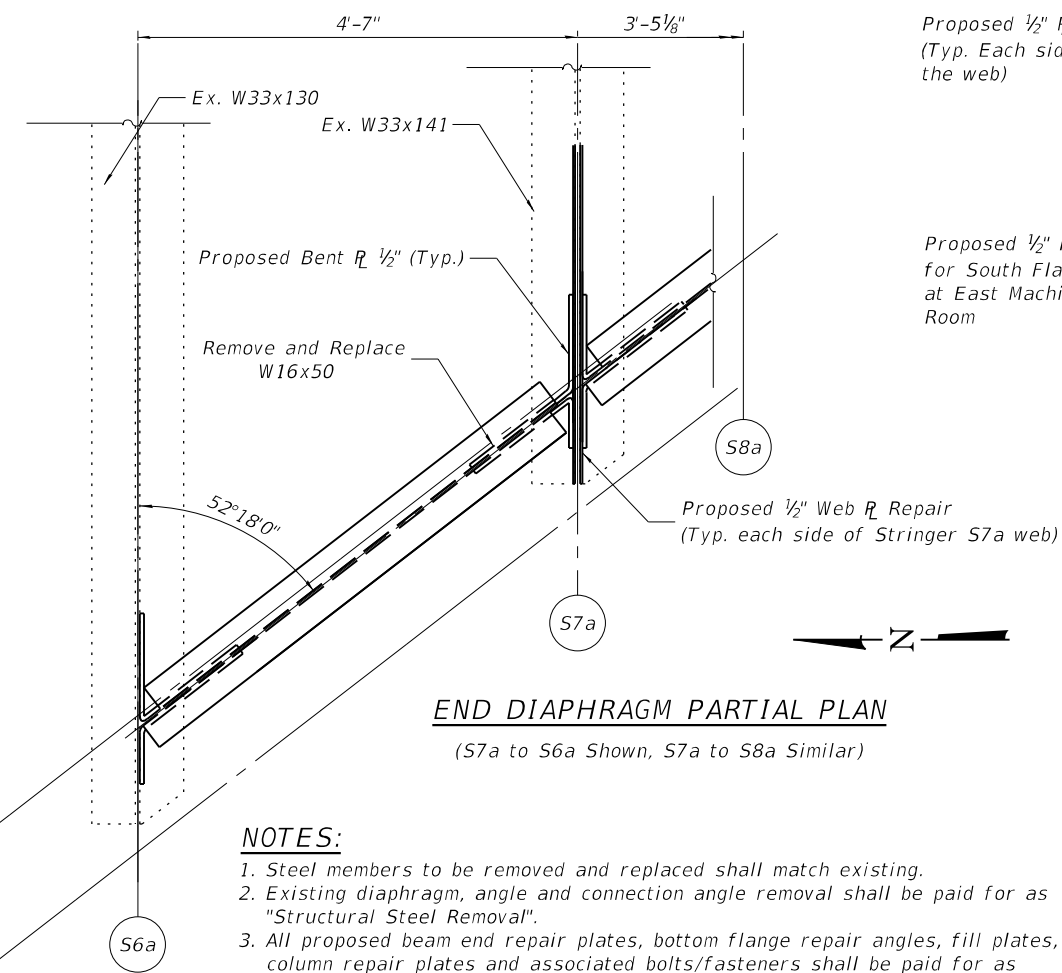
SECTION A-A



PROPOSED DIAPHRAGM ELEVATION
(S7a to S6a Shown, S7a to S8a Similar)

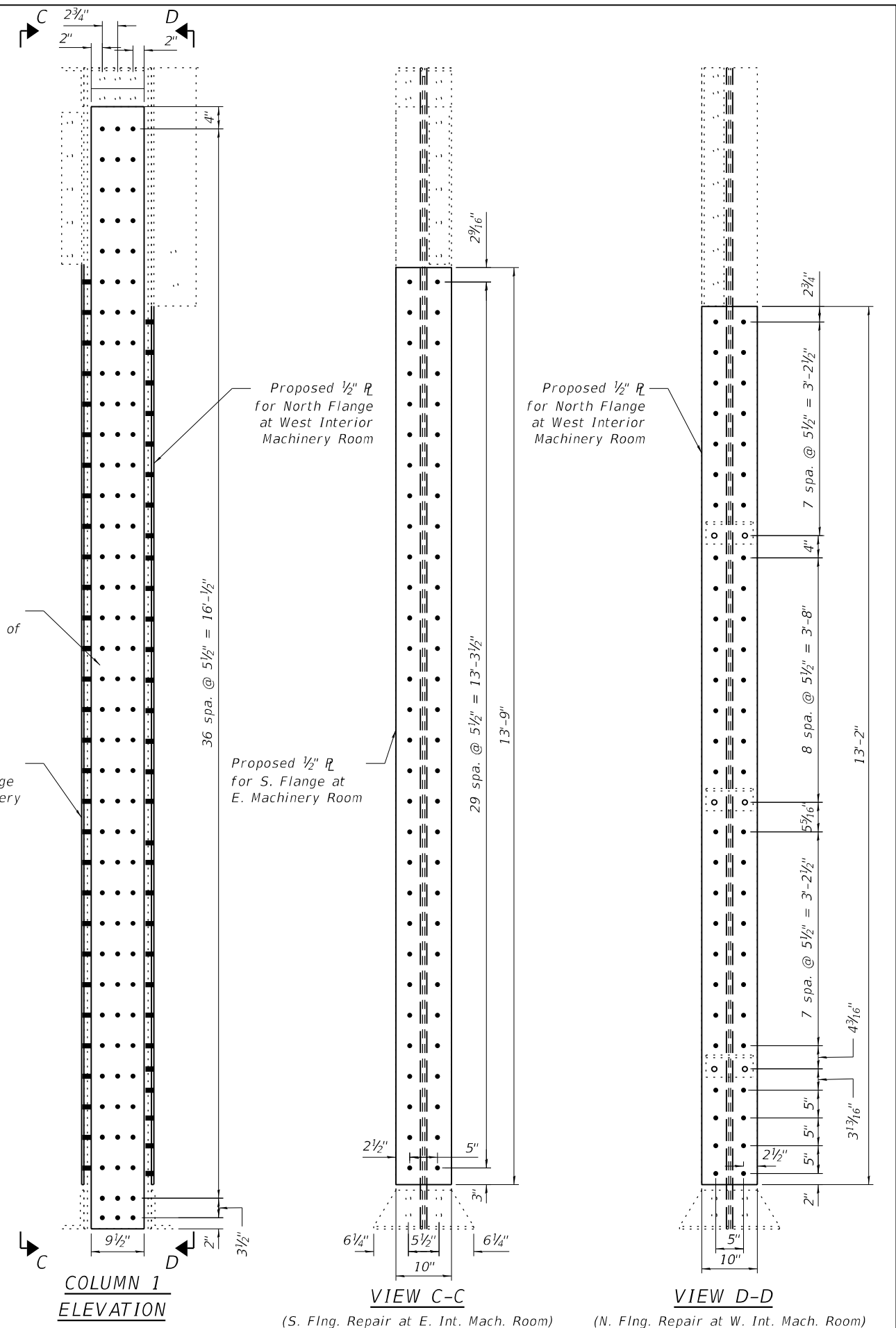


SECTION B-B



END DIAPHRAGM PARTIAL PLAN
(S7a to S6a Shown, S7a to S8a Similar)

- NOTES:**
1. Steel members to be removed and replaced shall match existing.
 2. Existing diaphragm, angle and connection angle removal shall be paid for as "Structural Steel Removal".
 3. All proposed beam end repair plates, bottom flange repair angles, fill plates, column repair plates and associated bolts/fasteners shall be paid for as "Structural Steel Repair". All proposed diaphragms, connection bent plates and associated bolts/fasteners shall be paid for as "Furnishing and Erecting Structural Steel".



COLUMN 1 ELEVATION

VIEW C-C

VIEW D-D

(S. Flng. Repair at E. Int. Mach. Room) (N. Flng. Repair at W. Int. Mach. Room)

- LEGEND**
- New bolt in existing rivet hole. Use existing steel as template for new steel.
 - New bolt in field drilled hole through existing steel.

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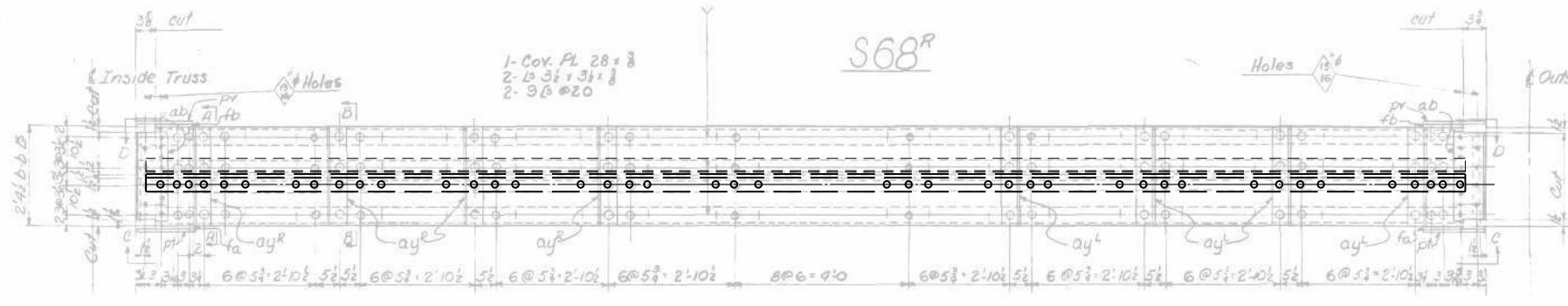
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**COLUMN AND STRINGER REPAIR DETAILS
SN 016-0202**

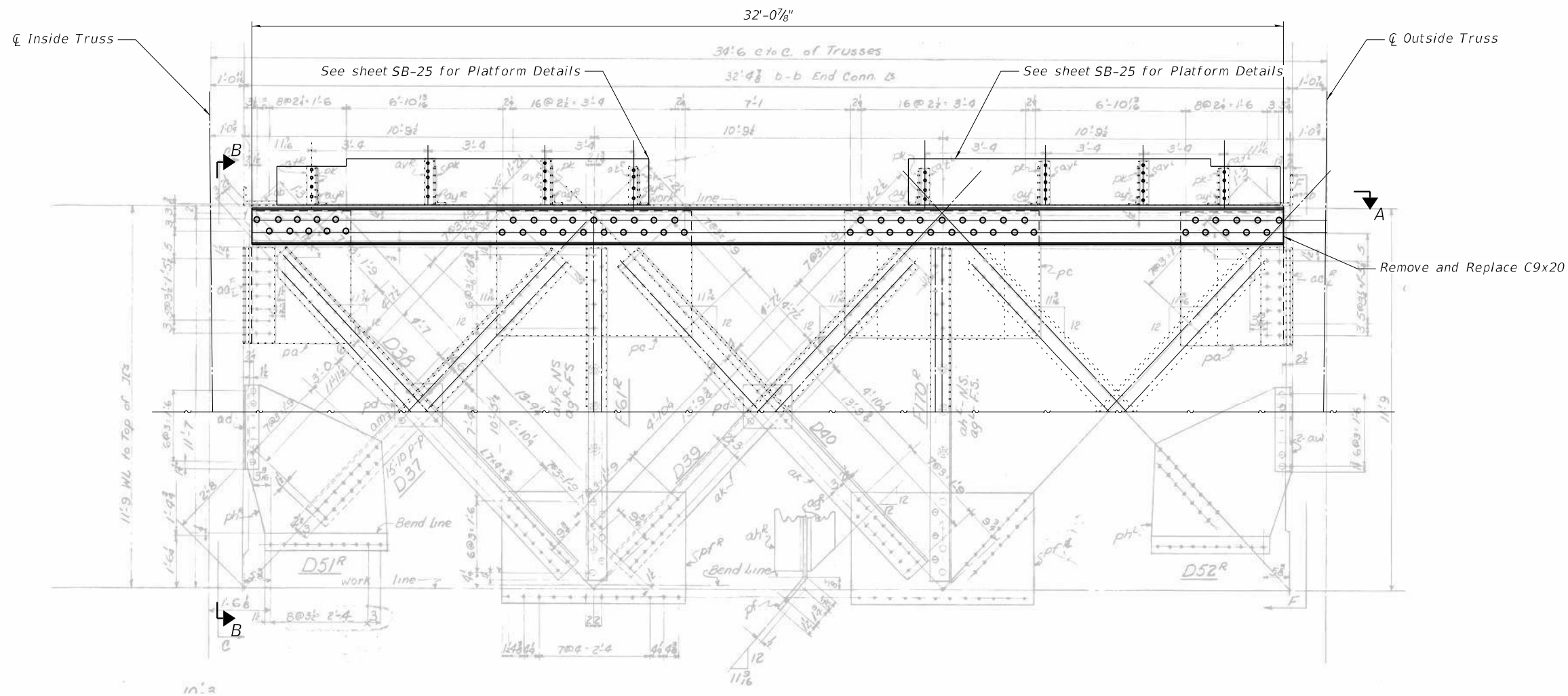
SHEET SB-22 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62L31				

ILLINOIS FED. AID PROJECT



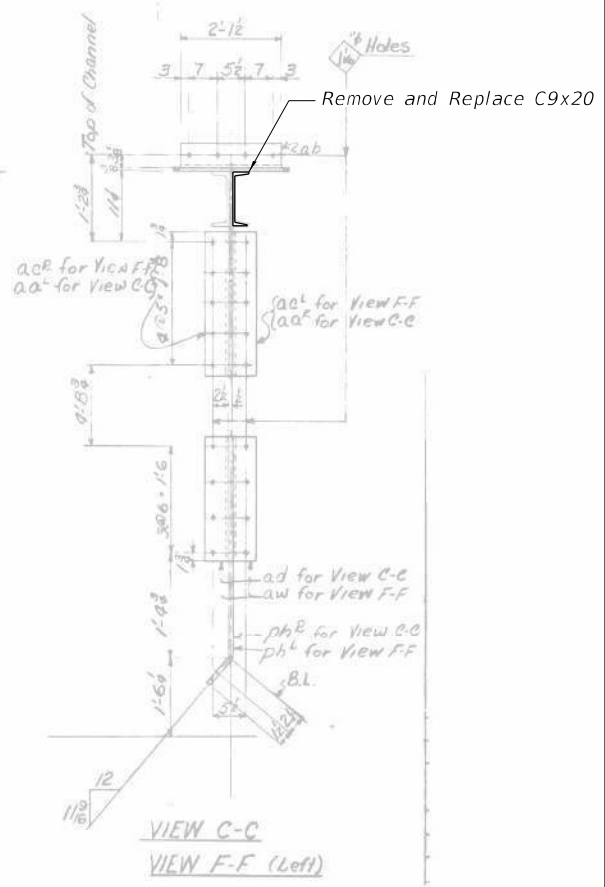
SECTION A-A
(Plan View above Lattice Strut)



LATTICE STRUT L12-M14 ELEVATION

LEGEND

○ New bolt in existing rivet hole. Use existing steel as template for new steel.



VIEW B-B

NOTES:

1. Steel members to be removed and replaced shall match existing.
2. Existing lattice strut steel removal shall be paid for as "Structural Steel Removal".
3. All proposed lattice strut steel and associated bolts/fasteners shall be paid for as "Furnishing and Erecting Structural Steel".

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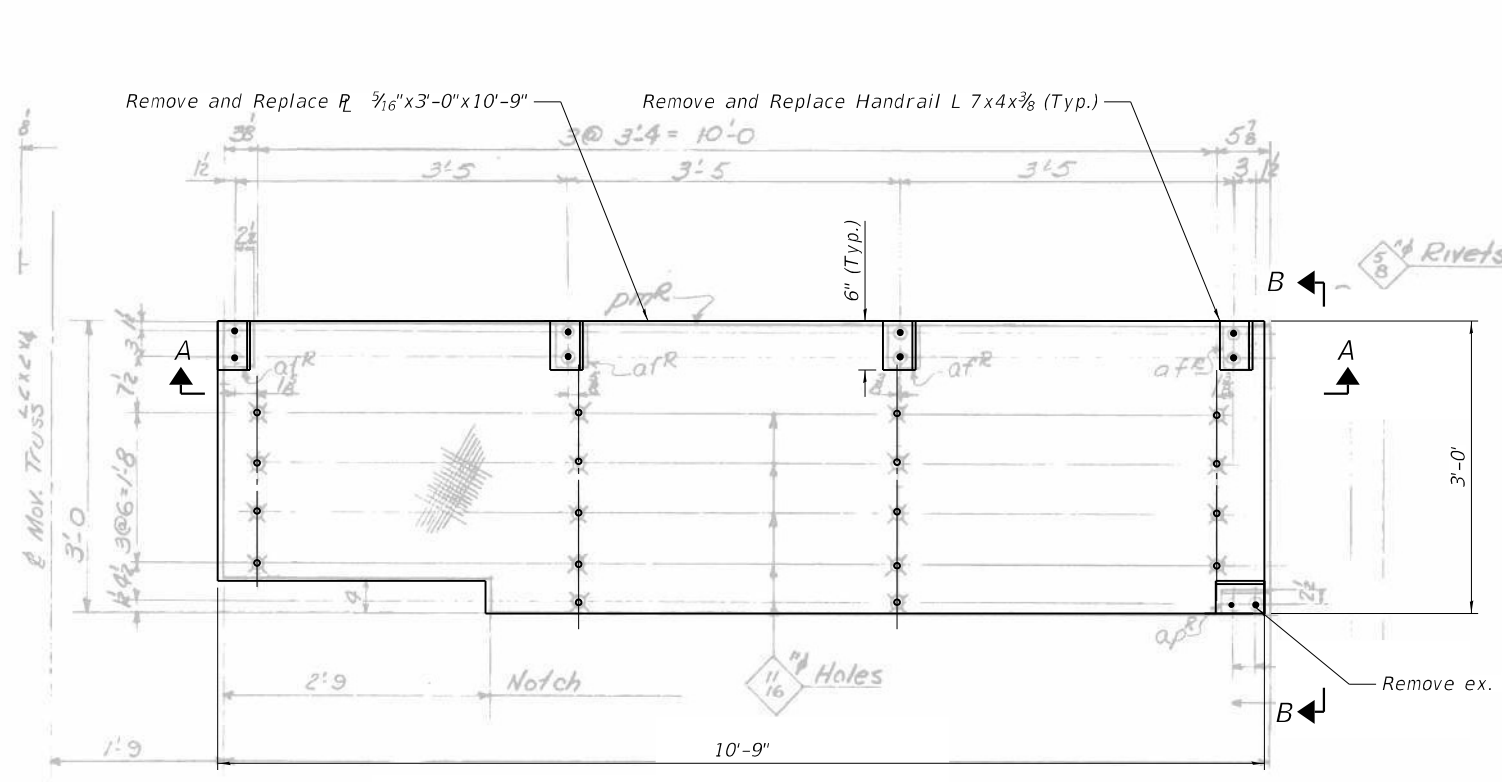
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

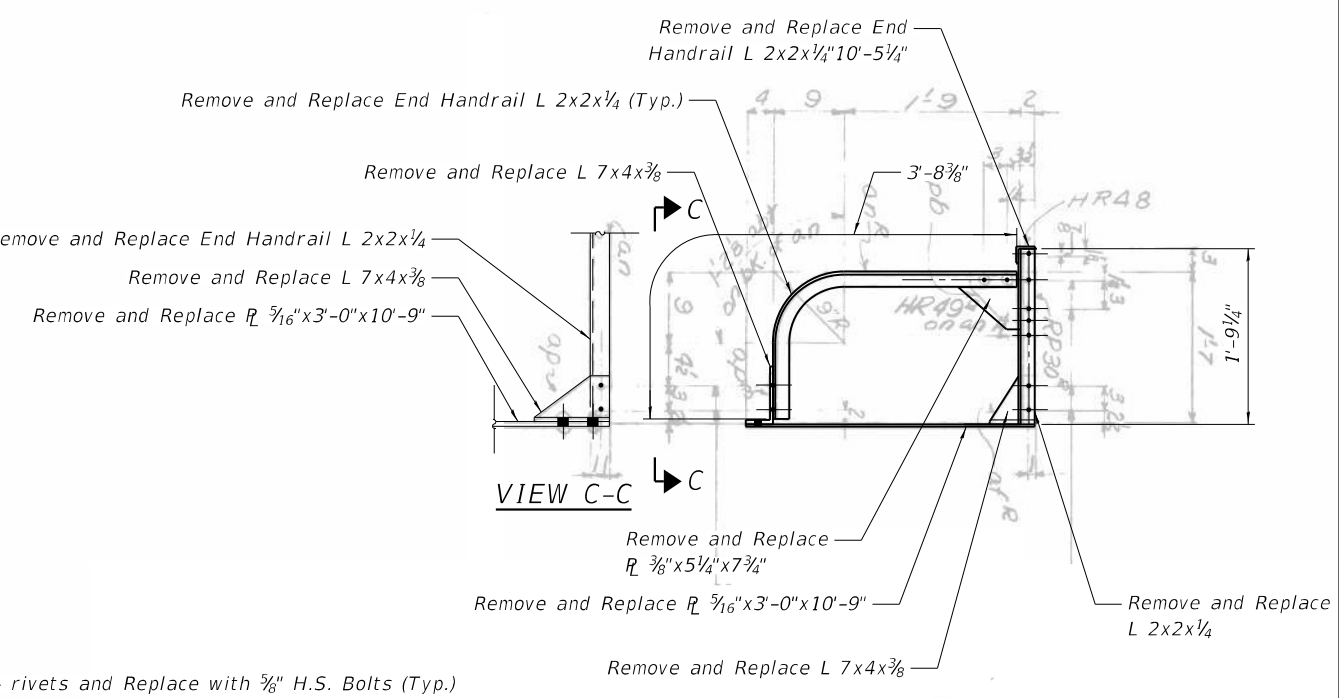
**LATTICE STRUT L12-M14 REPAIR DETAILS
SN 016-0202**

SHEET SB-24 OF SB-48 SHEETS

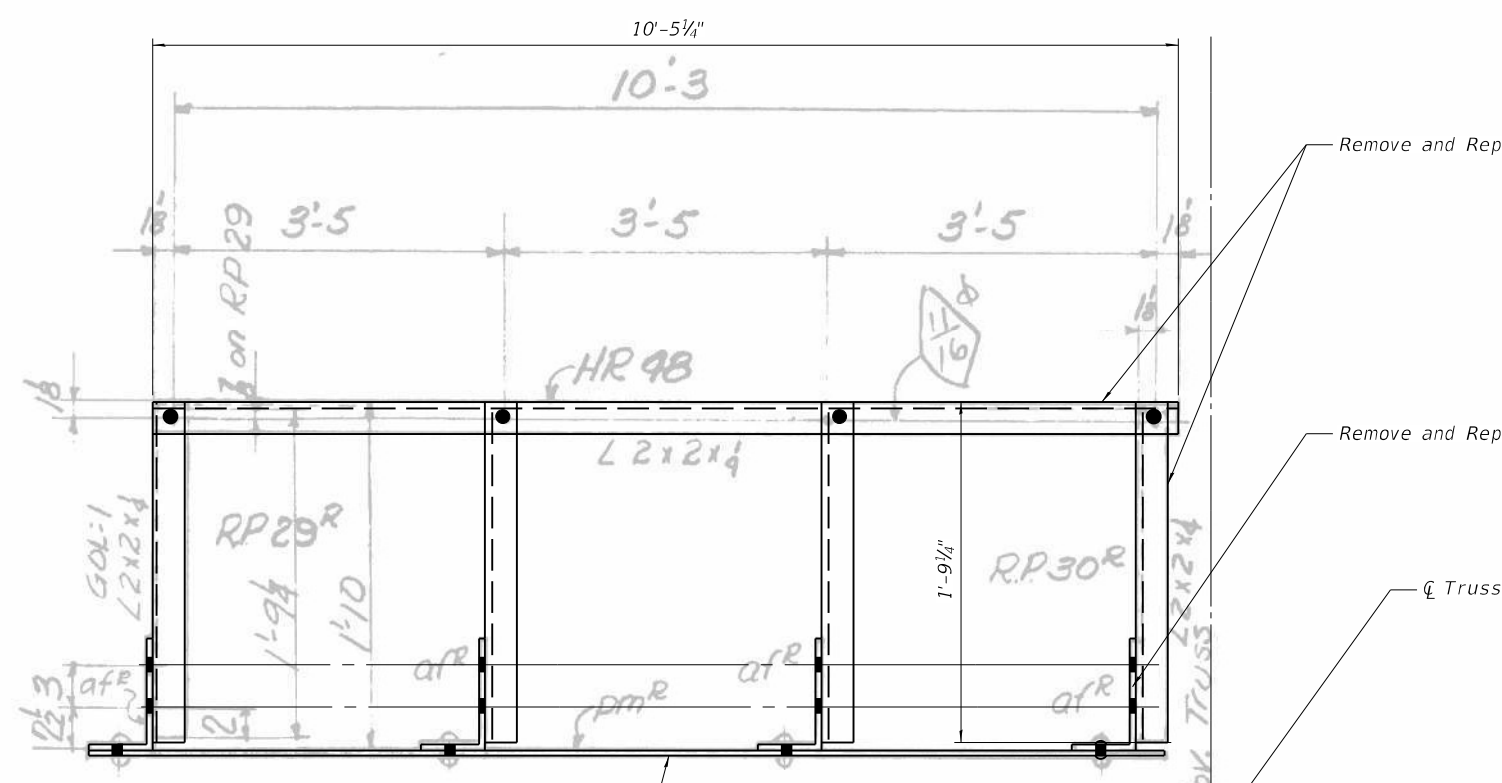
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	127
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



LATTICE STRUT WORKING PLATFORM PLAN



VIEW B-B



SECTION A-A

LEGEND

- New bolt in existing rivet hole. Use existing steel as template for new steel.
- New bolt in field drilled hole through existing steel.

NOTES:

1. Steel members to be removed and replaced shall match existing.
2. Existing lattice strut working platform steel removal shall be paid for as "Structural Steel Removal".
3. All proposed lattice strut working platform steel and associated bolts/fasteners shall be paid for as "Furnishing and Erecting Structural Steel".

MODEL: Ohio Street
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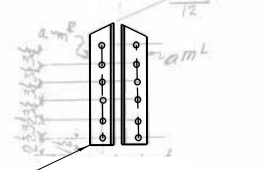
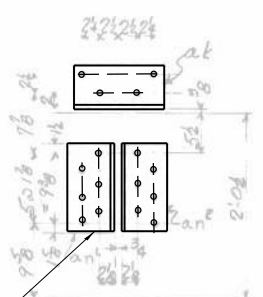
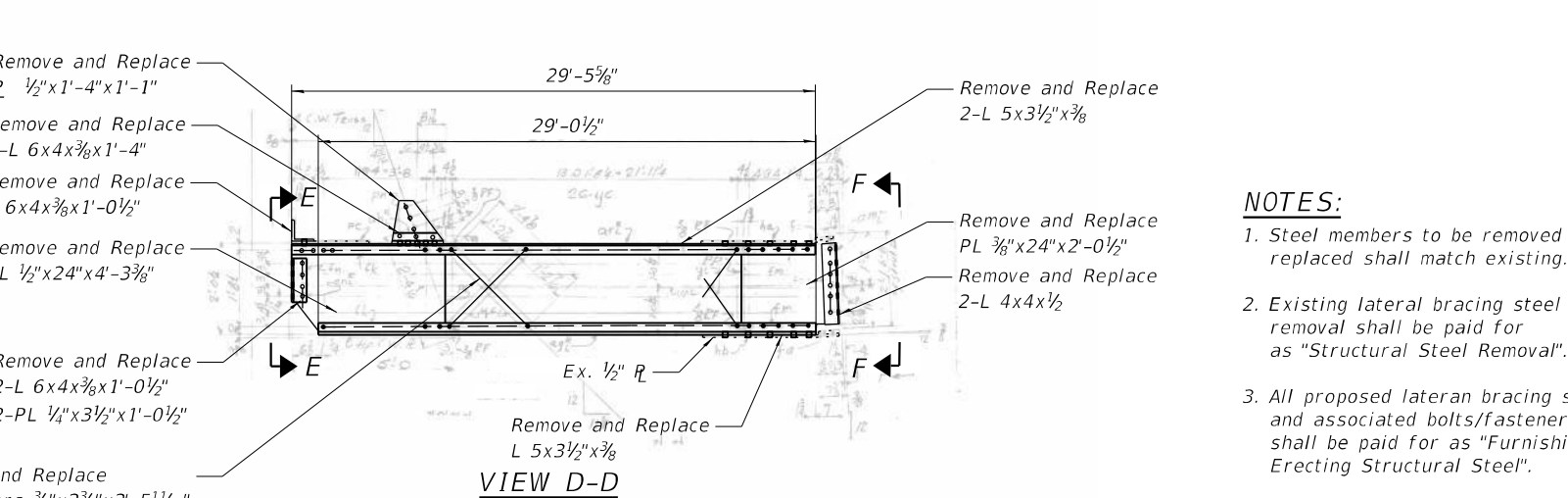
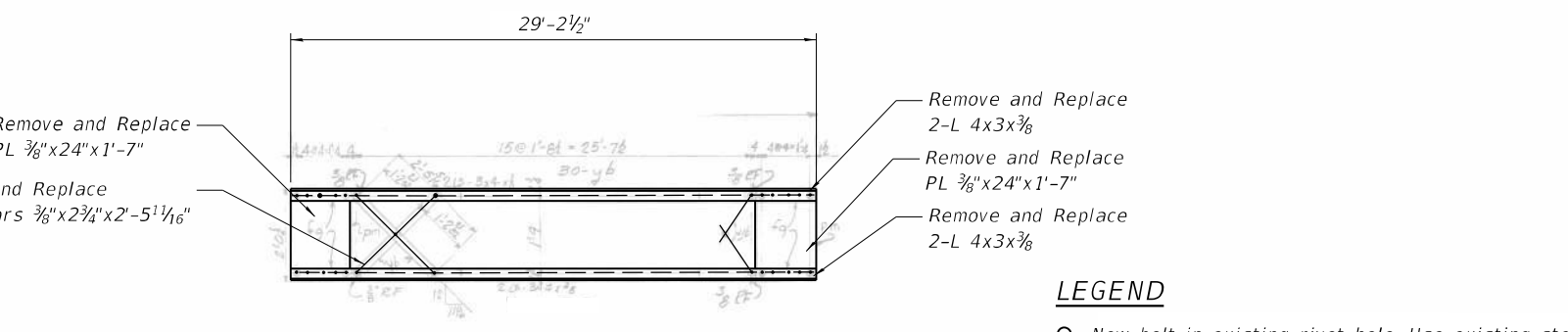
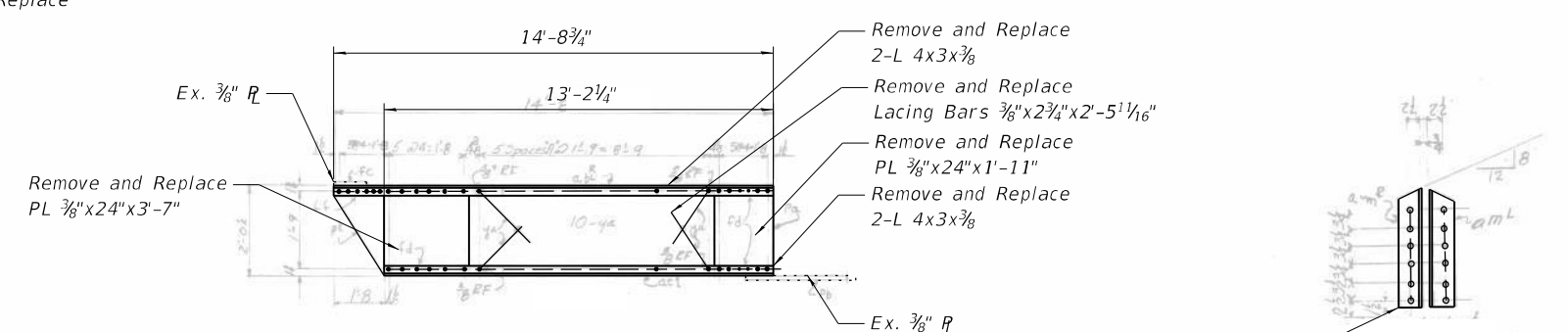
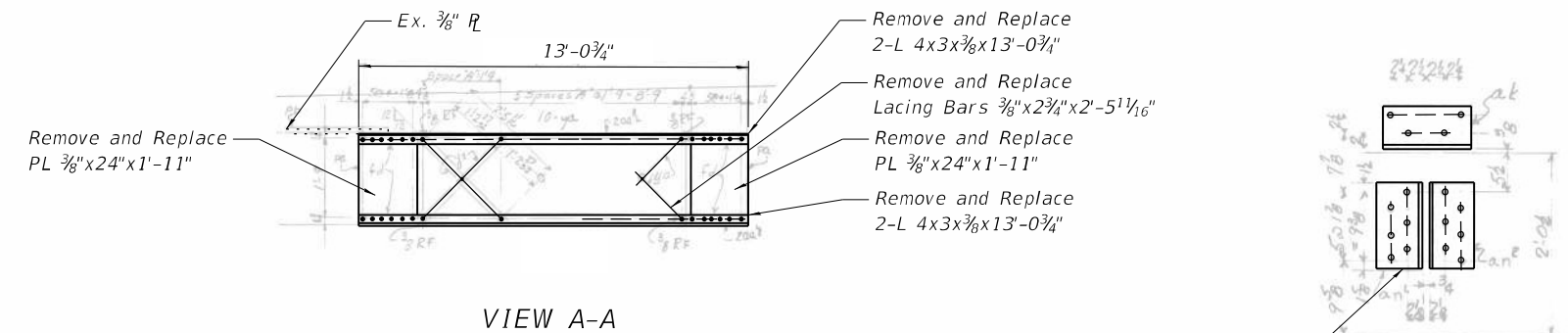
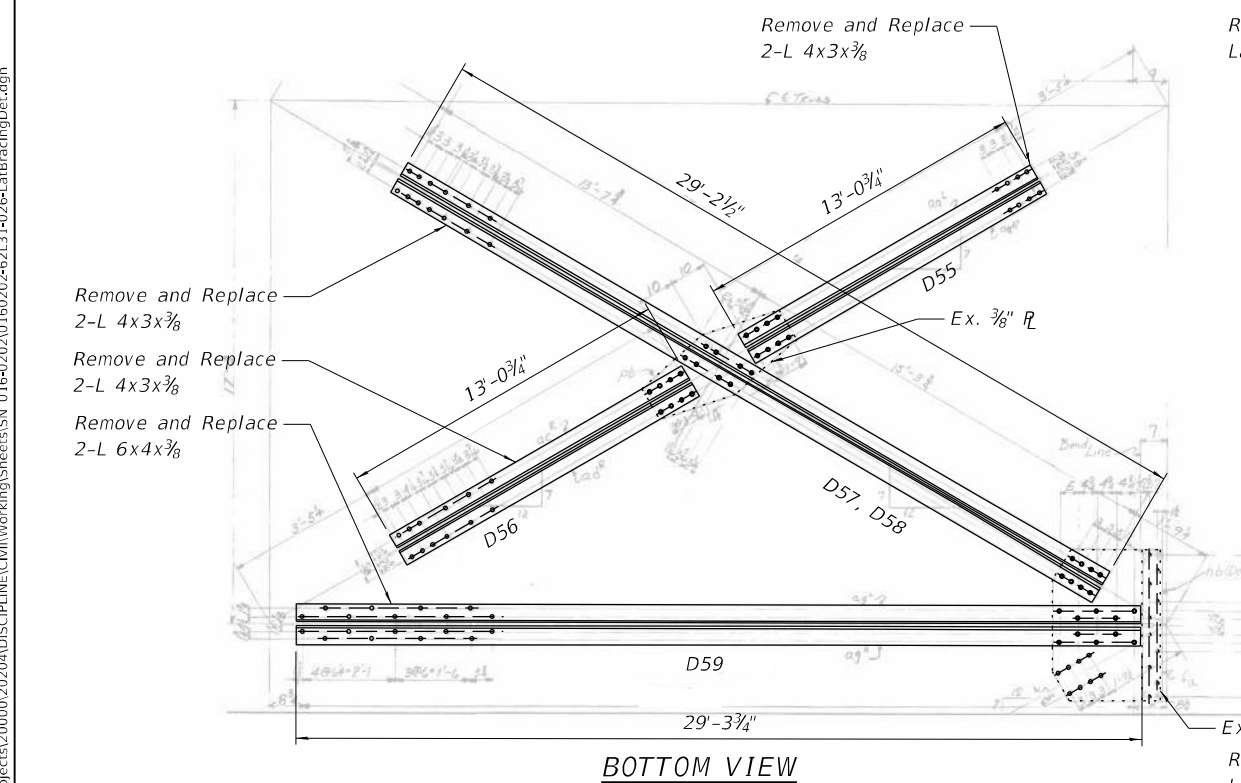
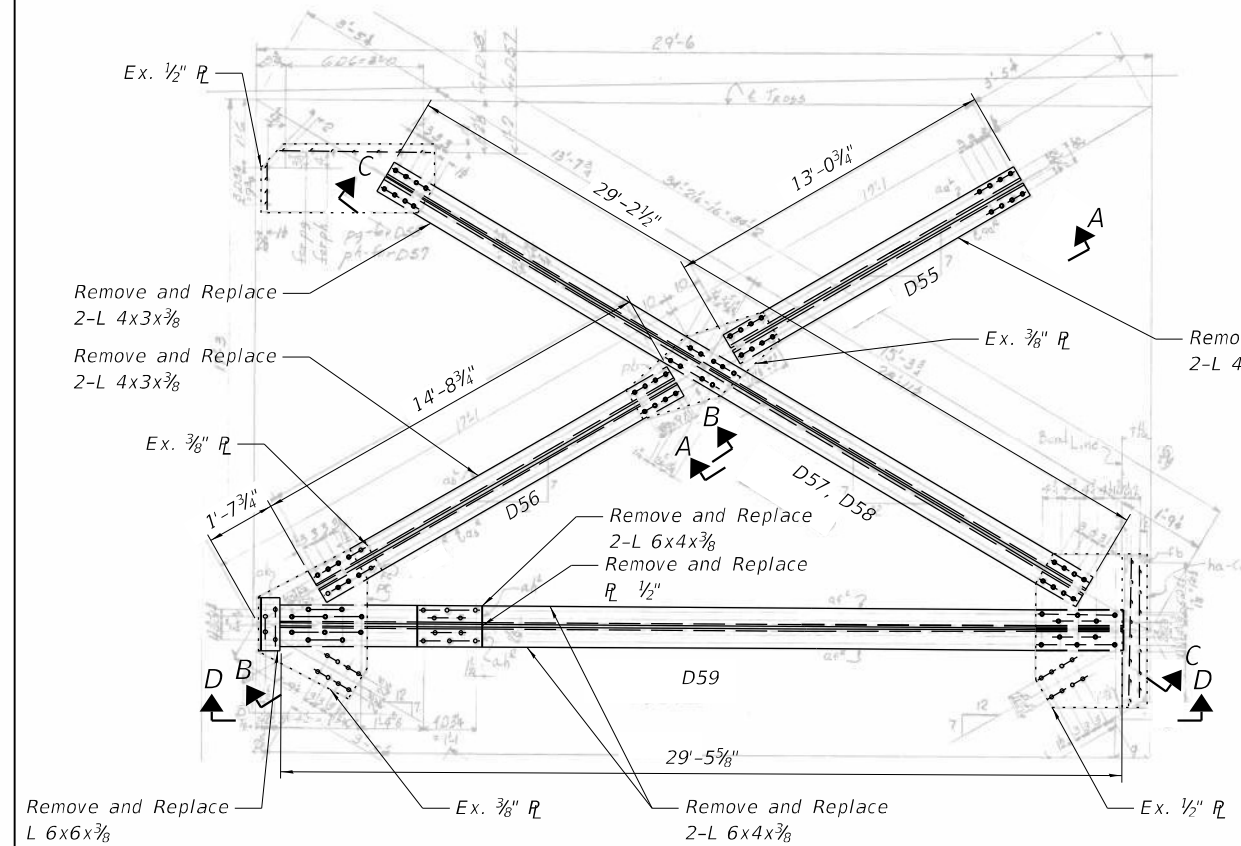
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LATTICE STRUT L12-M14 WORKING PLATFORM REPAIR DETAILS
SN 016-0202

SHEET SB-25 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	128
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

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LEGEND

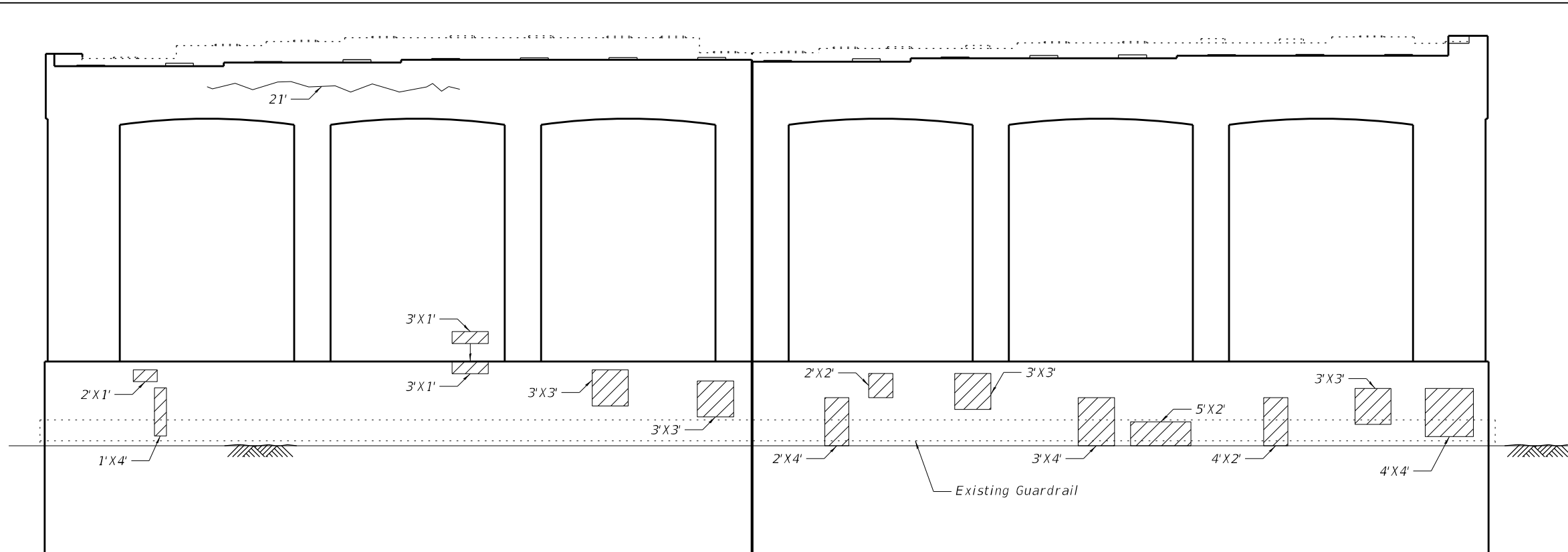
○ New bolt in existing rivet hole. Use existing steel as template for new steel.

● New bolt in field drilled hole through existing steel.

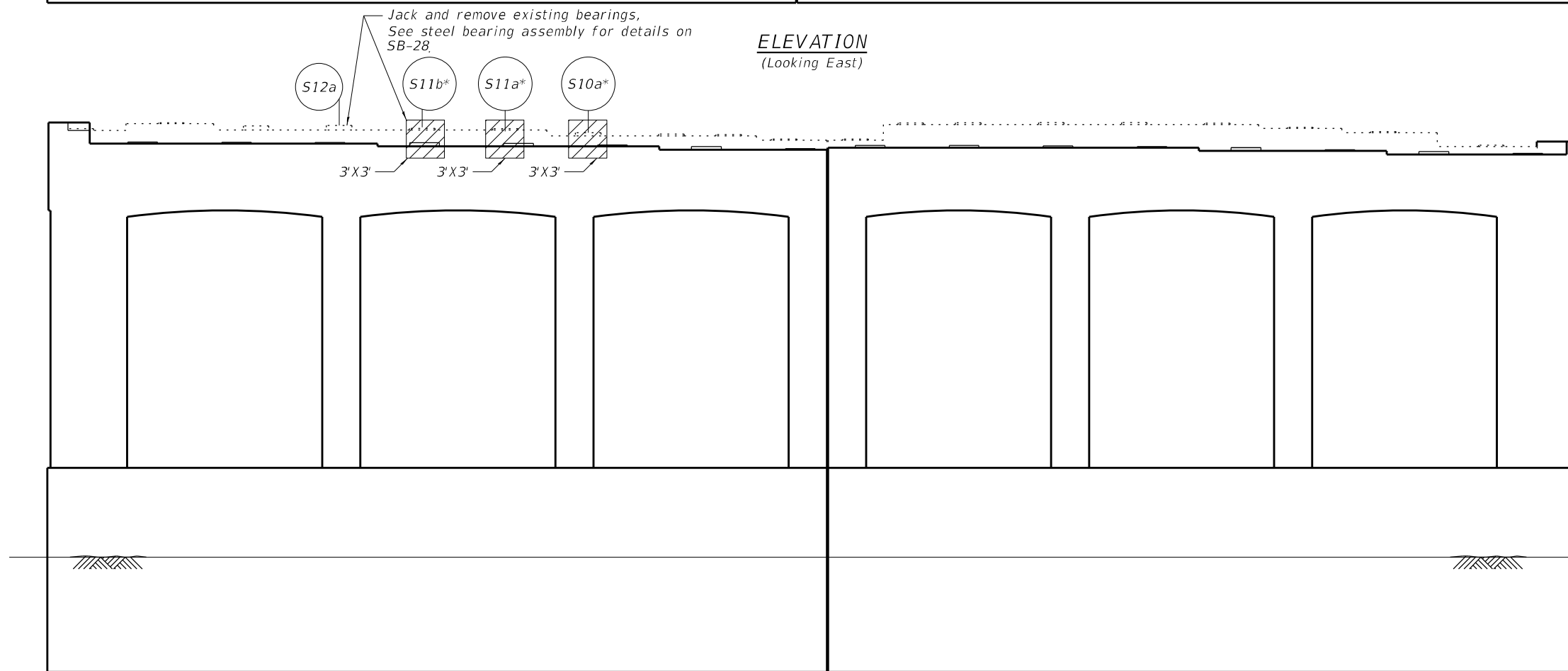
NOTES:

- Steel members to be removed and replaced shall match existing.
- Existing lateral bracing steel removal shall be paid for as "Structural Steel Removal".
- All proposed lateran bracing steel and associated bolts/fasteners shall be paid for as "Furnishing and Erecting Structural Steel".

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ELEVATION
(Looking East)






ELEVATION
(Looking West)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	133
Epoxy Crack Injection	FOOT	21


LEGEND

-  Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
-  Epoxy Crack Injection
-  Location of deteriorated beam/stringer seat

NOTES:

1. Repair of the existing pier and bearing pedestals shall include but may not be limited to the areas shown. The actual area to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".
4. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
5. Removal and reattachment of existing guardrail, if necessary, to perform repair is included in the cost of "Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)".
6. A film forming "Concrete Sealer" shall be applied to the pier concrete repairs.
7. "Structural Repair of Concrete (Depth equal to or less than 5 inches)" shall include matching the existing color and texture. Contractor to perform on-site investigation of existing conditions prior to commencement of work.

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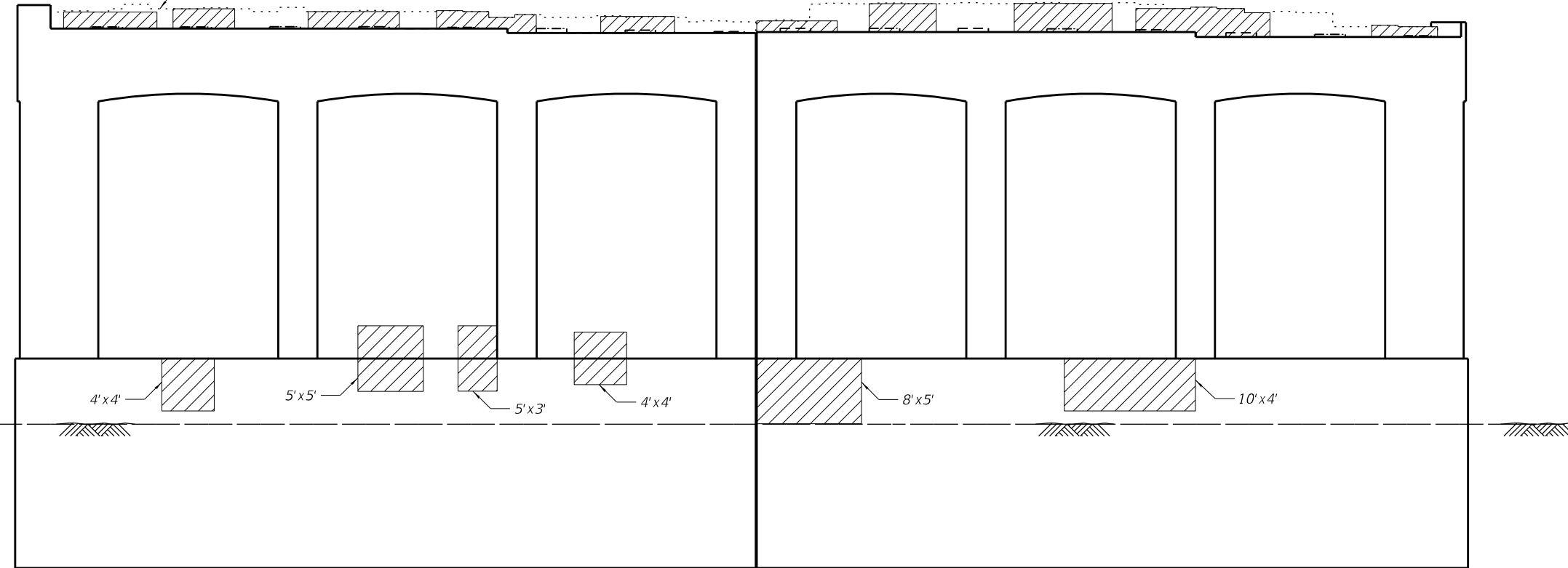
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST PIER
SN 016-0202**

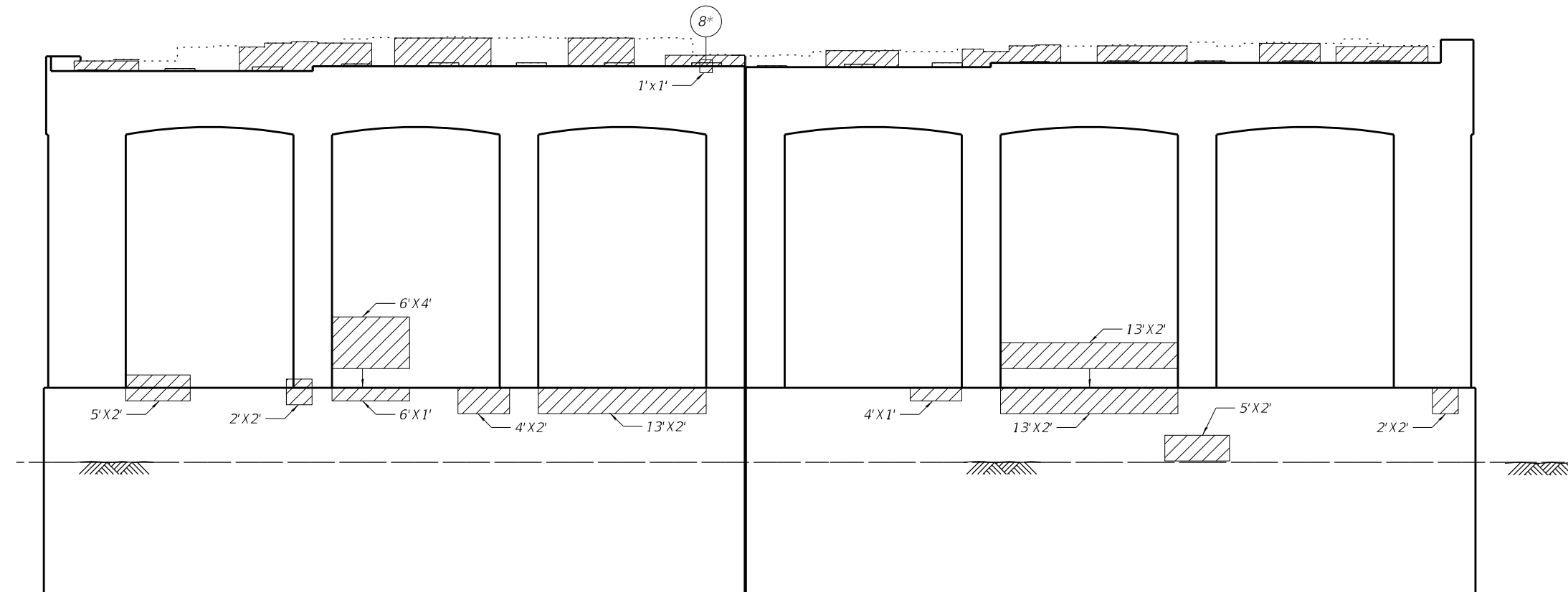
SHEET SB-27 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	130
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

Stringers may require "Temporary Jacking and Shoring for repair". See Sheet SB-32 for sections.



ELEVATION
(Looking East)





ELEVATION
(Looking West)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	301


LEGEND

-  Structural Repair of Concrete
(Depth Equal to or Less Than 5 Inches)
-  Location of deteriorated beam seats

NOTES:

1. Repair of the existing pier and bearing pedestals shall include but may not be limited to the areas shown. The actual area to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".
4. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
5. Removal and reattachment of existing guardrail, if necessary, to perform repair is included in the cost of "Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)".
6. See Sheet SB-30 for deteriorated beam seat details.
7. A film forming "Concrete Sealer" shall be applied to the pier concrete repairs.
8. "Structural Repair of Concrete (Depth equal to or less than 5 inches)" shall include matching the existing color and texture. Contractor to perform on-site investigation of existing conditions prior to commencement of work.

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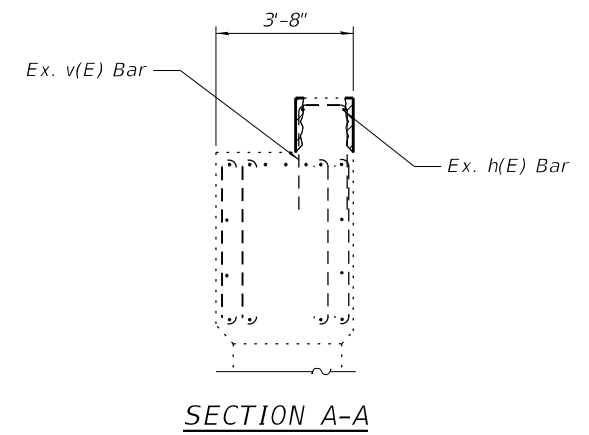
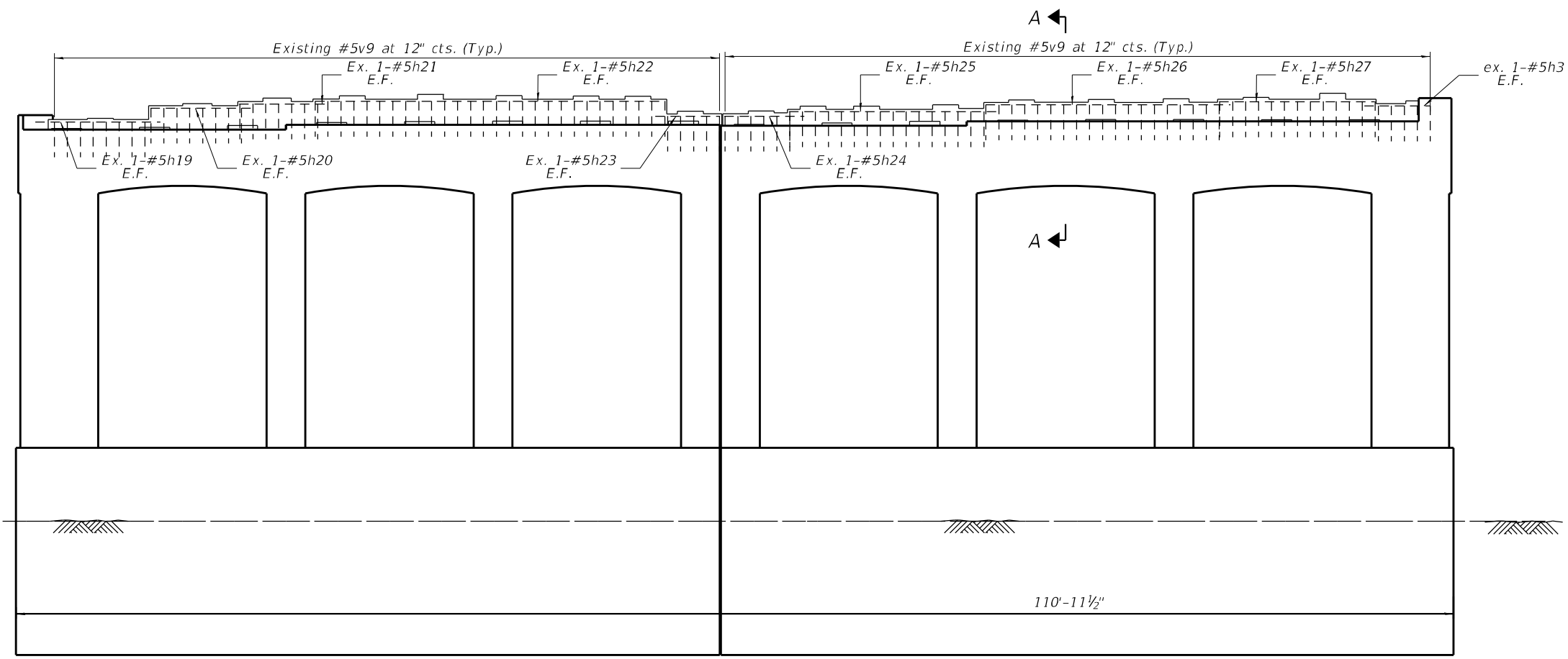
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

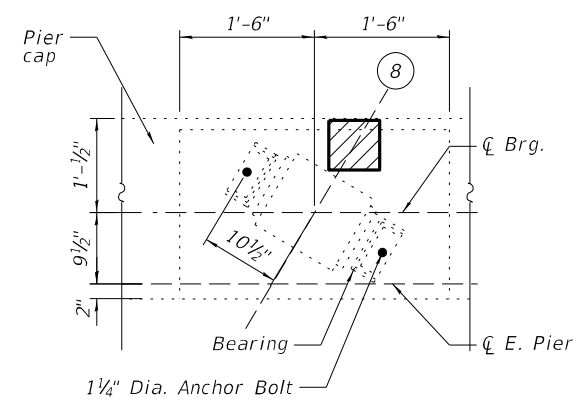
**EAST PIER
SN 016-0202**

SHEET SB-29 OF SB-48 SHEETS

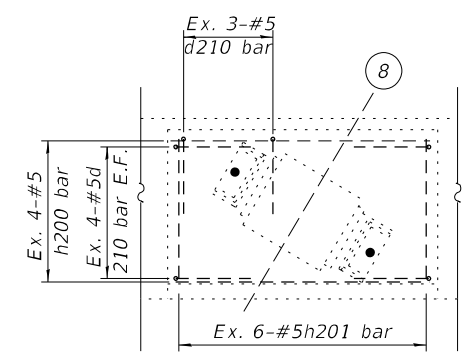
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383	2020-143-BR&BJR	COOK	201	132
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



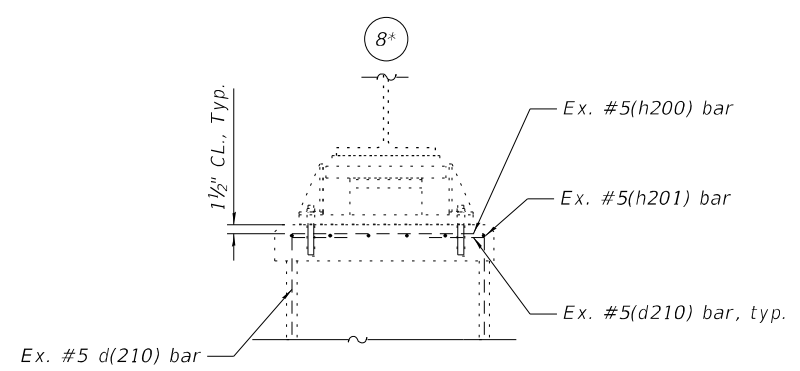
ELEVATION
(Looking West)



BEARING SEAT PLAN



BEARING SEAT REINFORCEMENT PLAN



BEARING SEAT ELEVATION

GIRDER SERVICE REACTIONS

	E. Brg.	W. Brg.
R _{DL} (K)	25.7	35.59
R _{LL} (K)	35.5	61.27
R _{IMP} (K)	9.2	20.22
R _{TOTAL} (K)	70.4	117.08

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	233

LEGEND

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

NOTES:

1. Refer to sheet SB-29 for additional notes.
2. If the concrete deterioration at the bearing pedestal extends underneath existing steel bearing plates, temporary shoring is to be used to support the related beam while the concrete work is performed.
3. The jack capacity shall be designed to support the dead load and full live load and impact shown in plans.
4. A film forming "Concrete Sealer" shall be applied to the pier concrete repairs.

MODEL: Default
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EAST PIER CAP DETAILS
SN 016-0202**

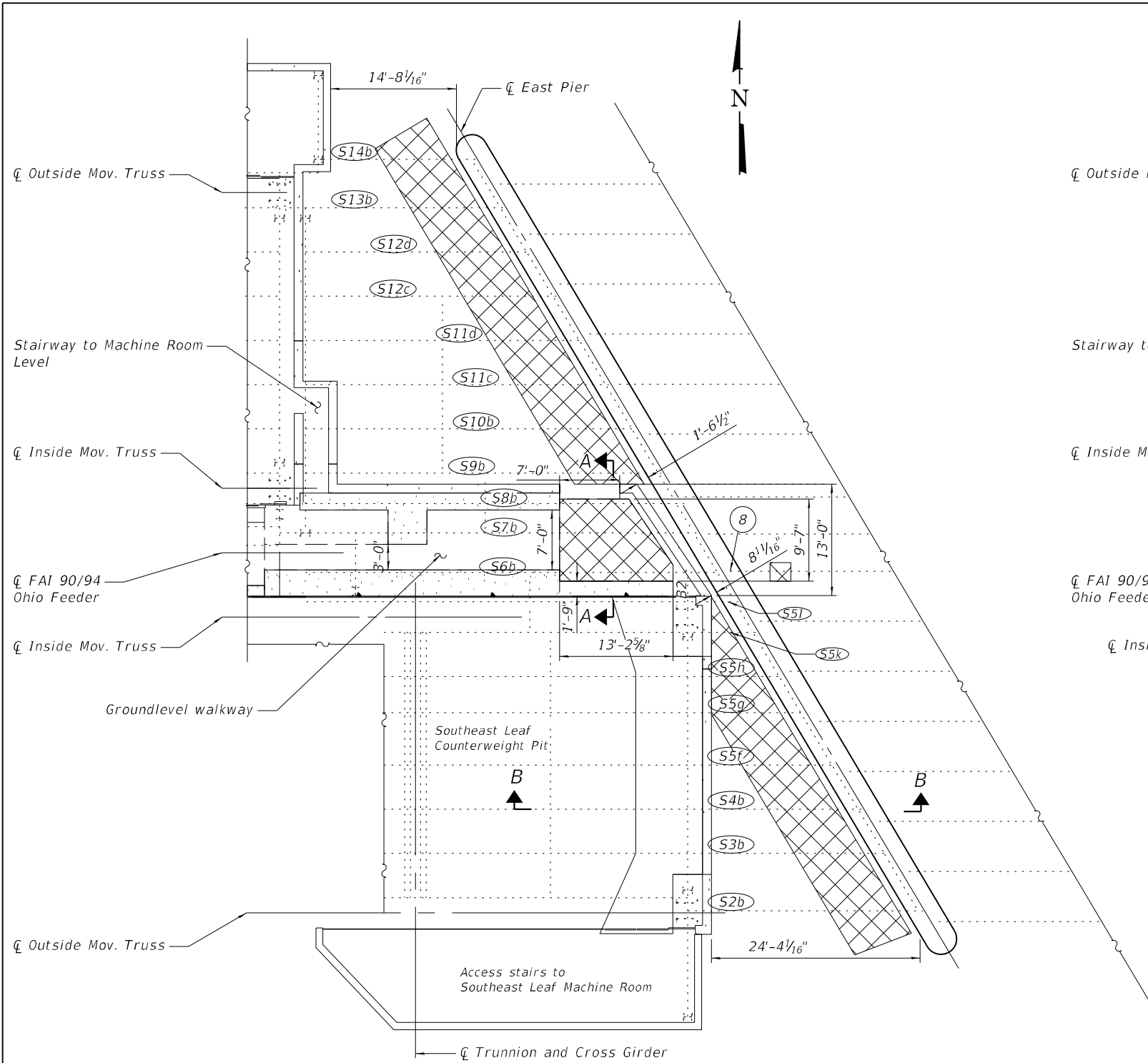
SHEET SB-30 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	133

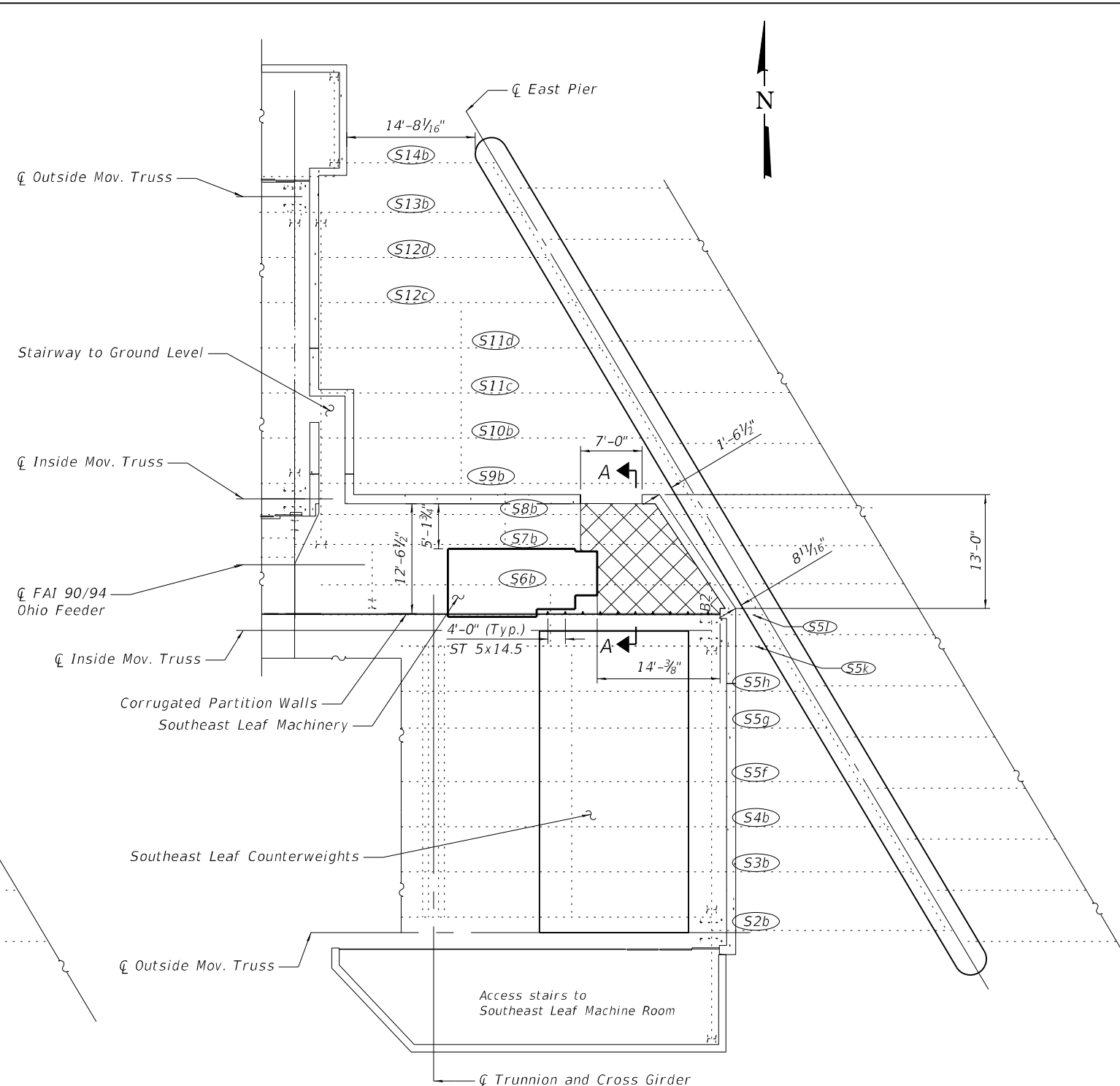
CONTRACT NO. 62L31

ILLINOIS FED. AID PROJECT

MODEL: Ohio Street
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


GROUND LEVEL PLAN



MACHINE ROOM LEVEL PLAN

LEGEND

-  Suggested Area for Temporary Shoring and Cribbing.
-  Stringer Number



USER NAME =	DESIGNED - IL/AM	REVISED -
	CHECKED - TCG	REVISED -
PLOT SCALE =	DRAWN - IL/AM	REVISED -
PLOT DATE =	CHECKED - TCG	REVISED -

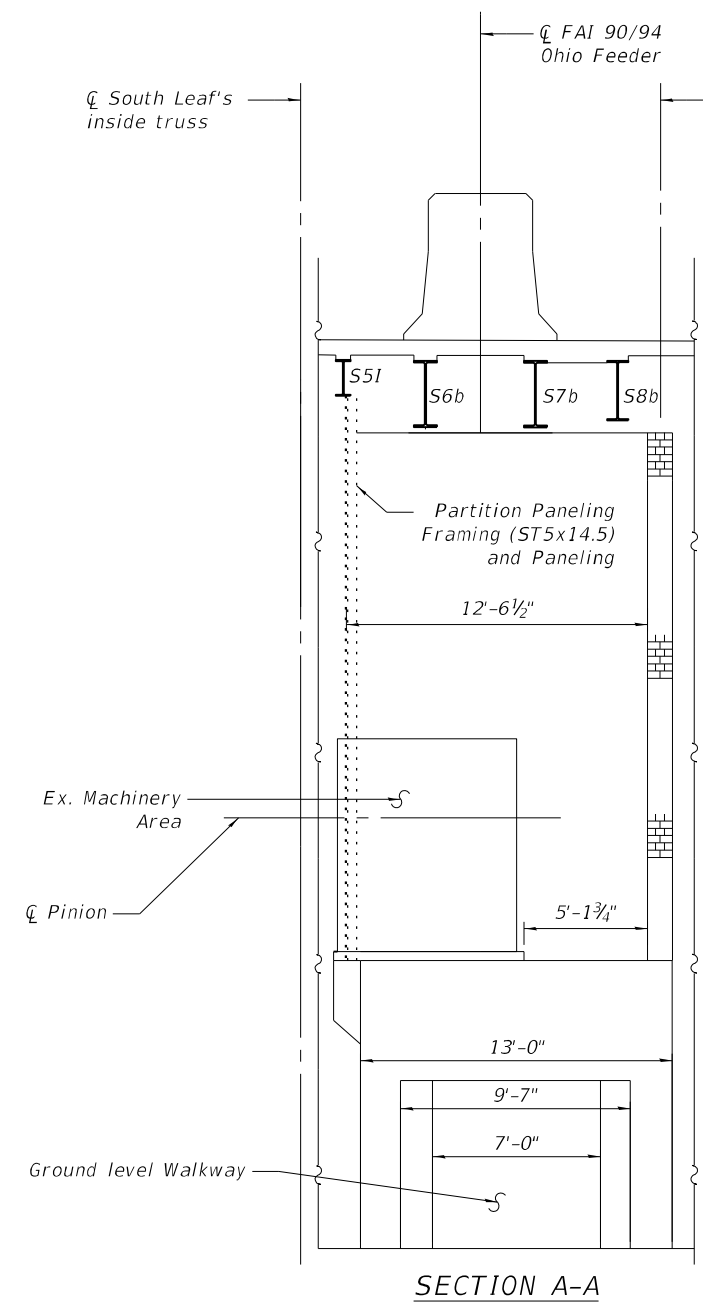
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EAST PIER TEMPORARY SHORING PLAN
 SN 016-0202**

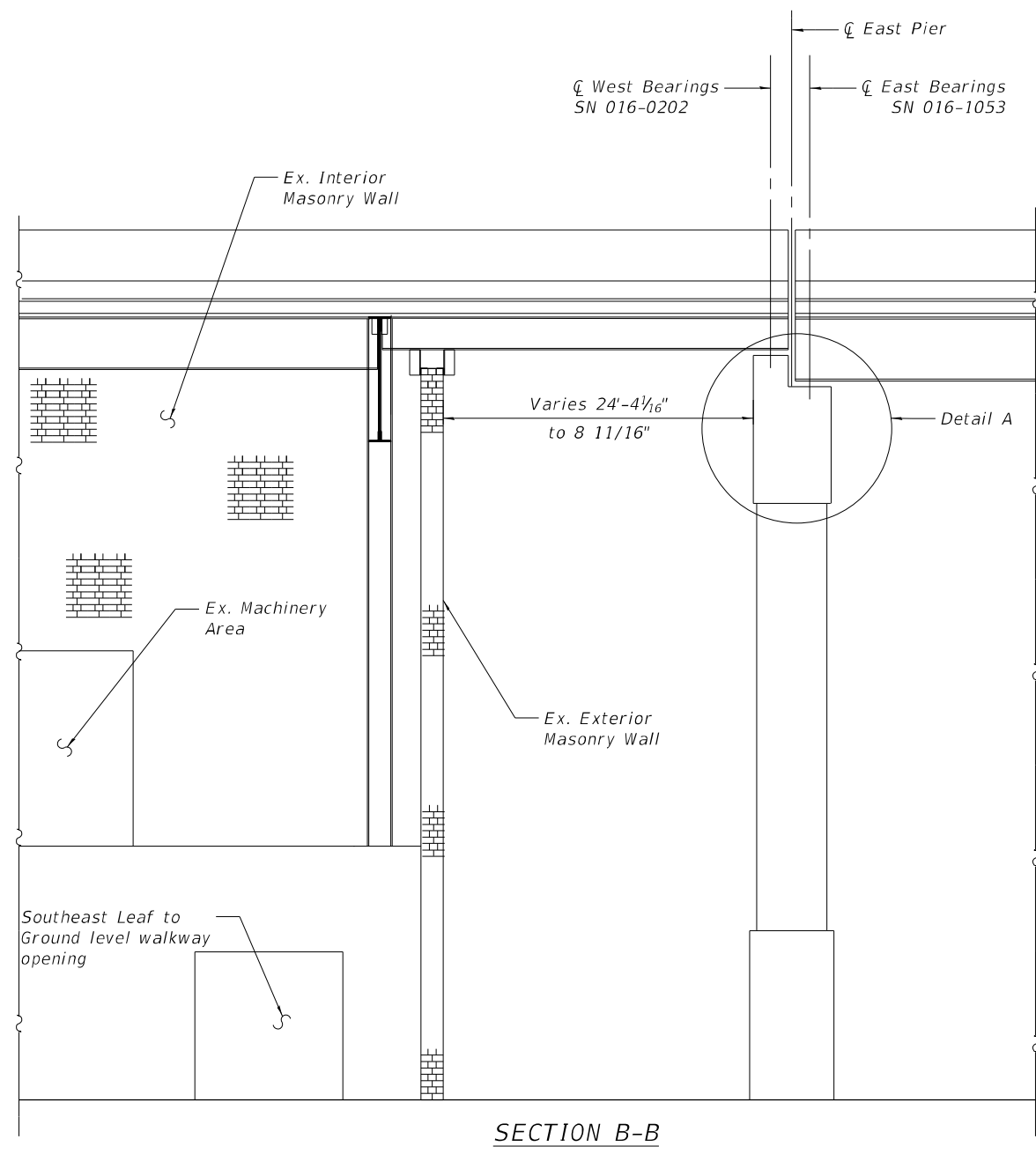
SHEET SB-31 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

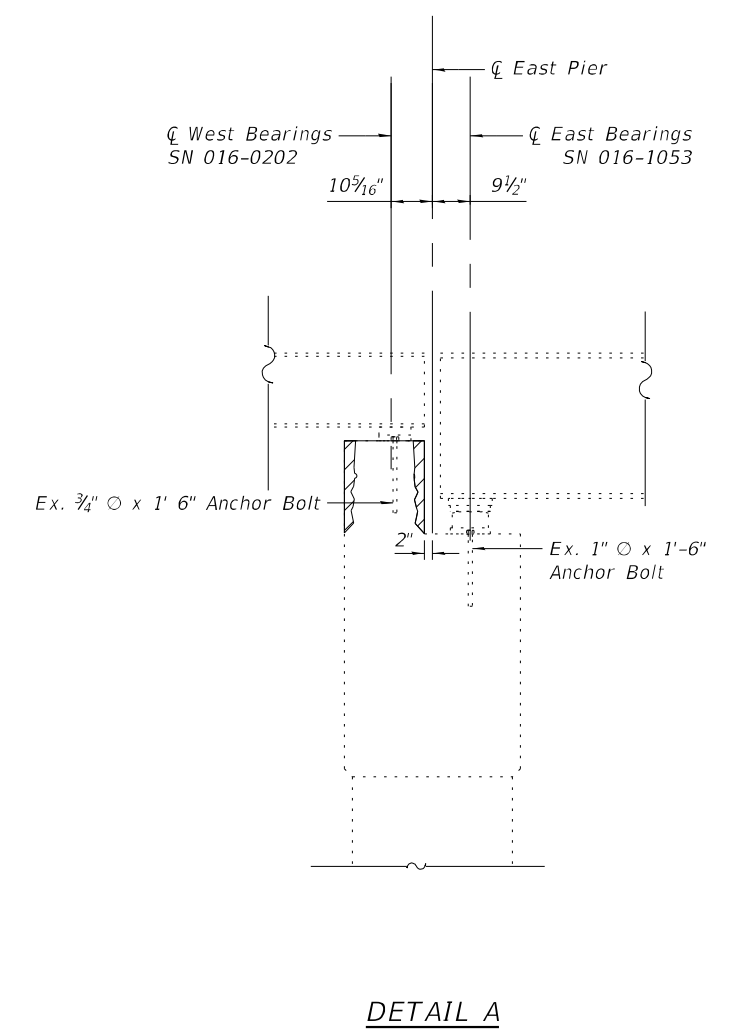
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SECTION A-A



SECTION B-B




DETAIL A

NOTE:

"Structural Repair of Concrete (Depth equal to or less than 5 inches)" shall include matching the existing color and texture. Contractor to perform on-site investigation of existing conditions prior to commencement of work.

LEGEND

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



USER NAME =	DESIGNED - IL/AM	REVISED -
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PLOT DATE =	CHECKED - TCG	REVISED -

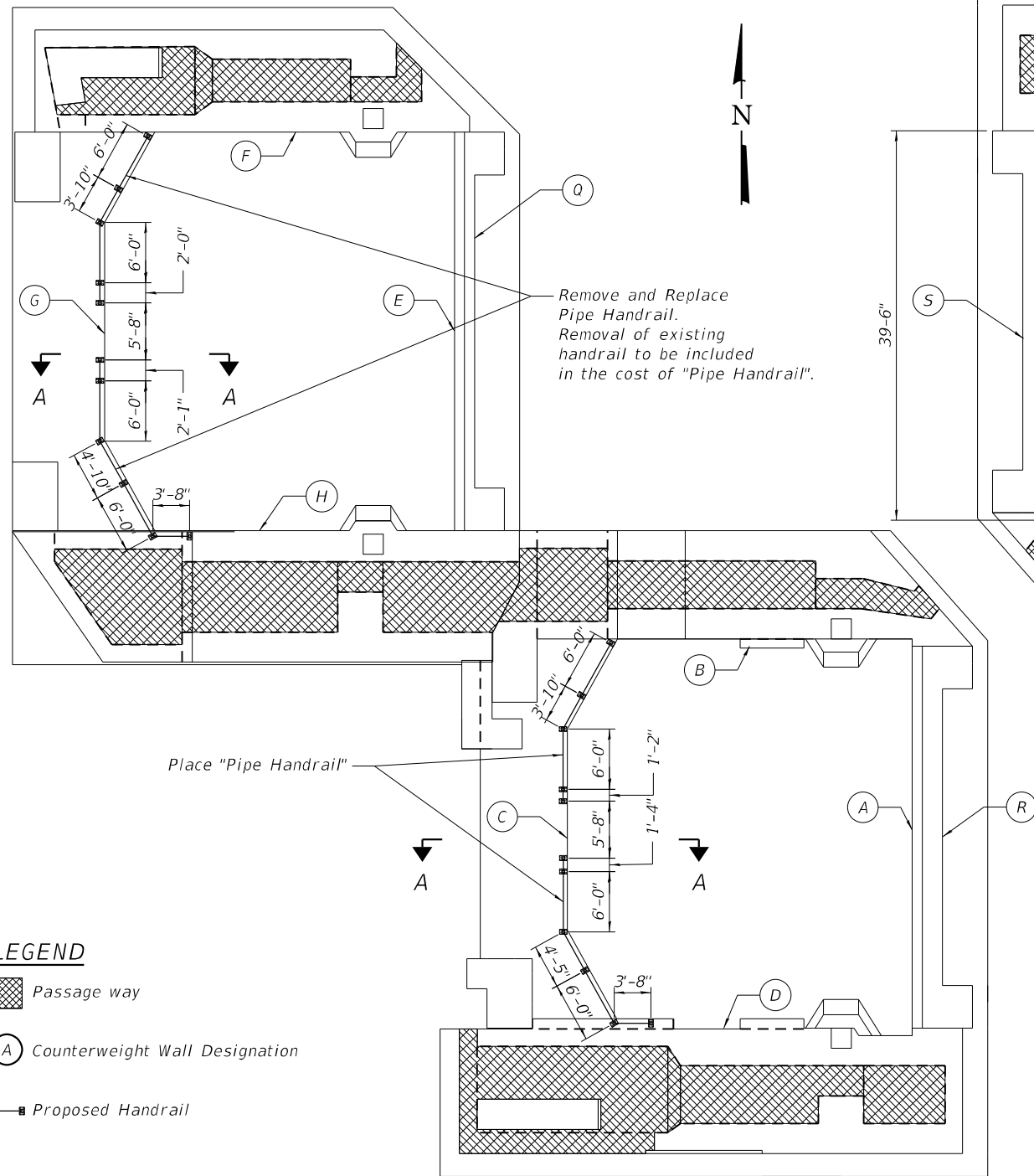
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EAST PIER JACKING AND SHORING SECTIONS
 SN 016-0202**

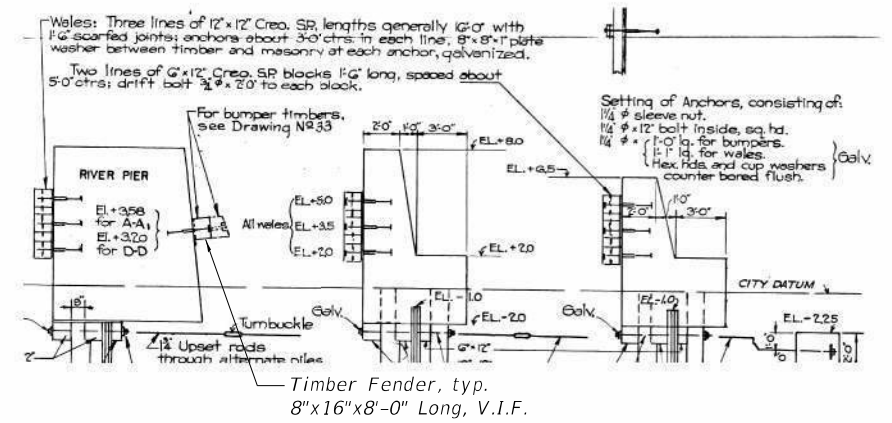
SHEET SB-32 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

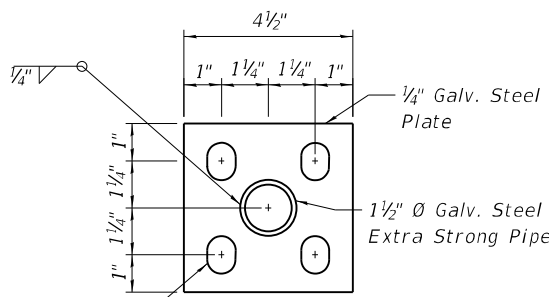
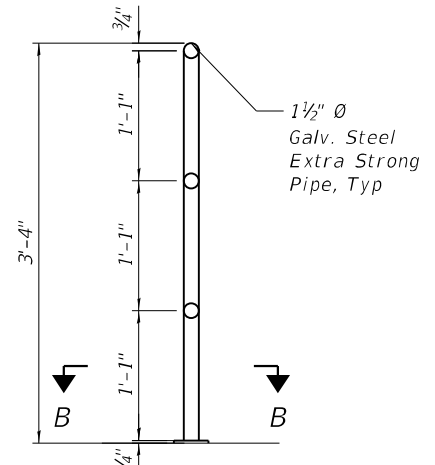
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PLAN OF UPPER MASONRY



TIMBER FENDER AS BUILT DETAILS
 (For Information Only)



1" x 1 1/4" Slotted hole for 3/4" Ø Galv. Steel Anchor Rod. Drill and Grout per Manufacture Recommendations.

NOTES:

- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
- All debris and foreign materials shall be removed from horizontal surfaces at multiple heights within the counterweight pits. The work to be paid for as "Debris Removal".
- Once debris and foreign materials have been removed within the counterweigh pits, Contractor shall wash all surface areas on the counterweigh pits. The work should be paid for as "Bridge Washing No. 1".



USER NAME =	DESIGNED - IL/AM	REVISED -
PLOT SCALE =	CHECKED - TCG	REVISED -
PLOT DATE =	DRAWN - IL/AM	REVISED -
	CHECKED - TCG	REVISED -

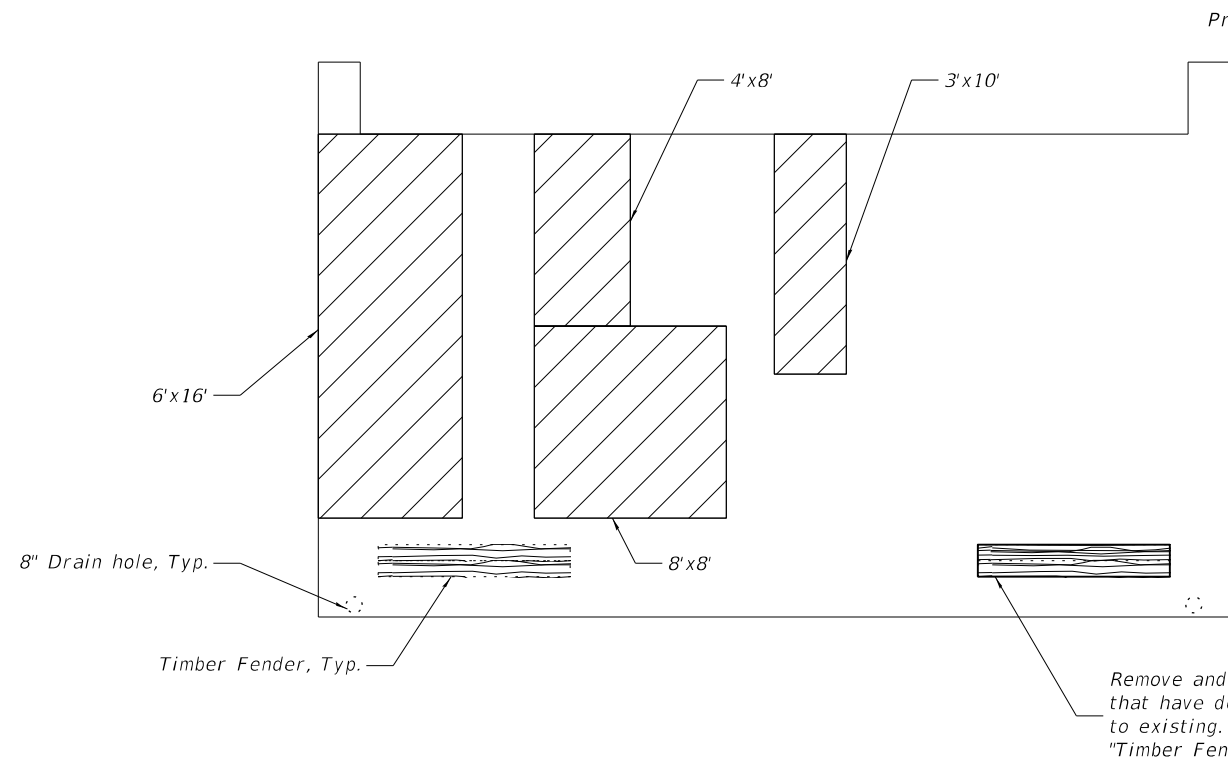
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

COUNTER WEIGHT PIT PLAN
 SN 016-0202

SHEET SB-33 OF SB-48 SHEETS

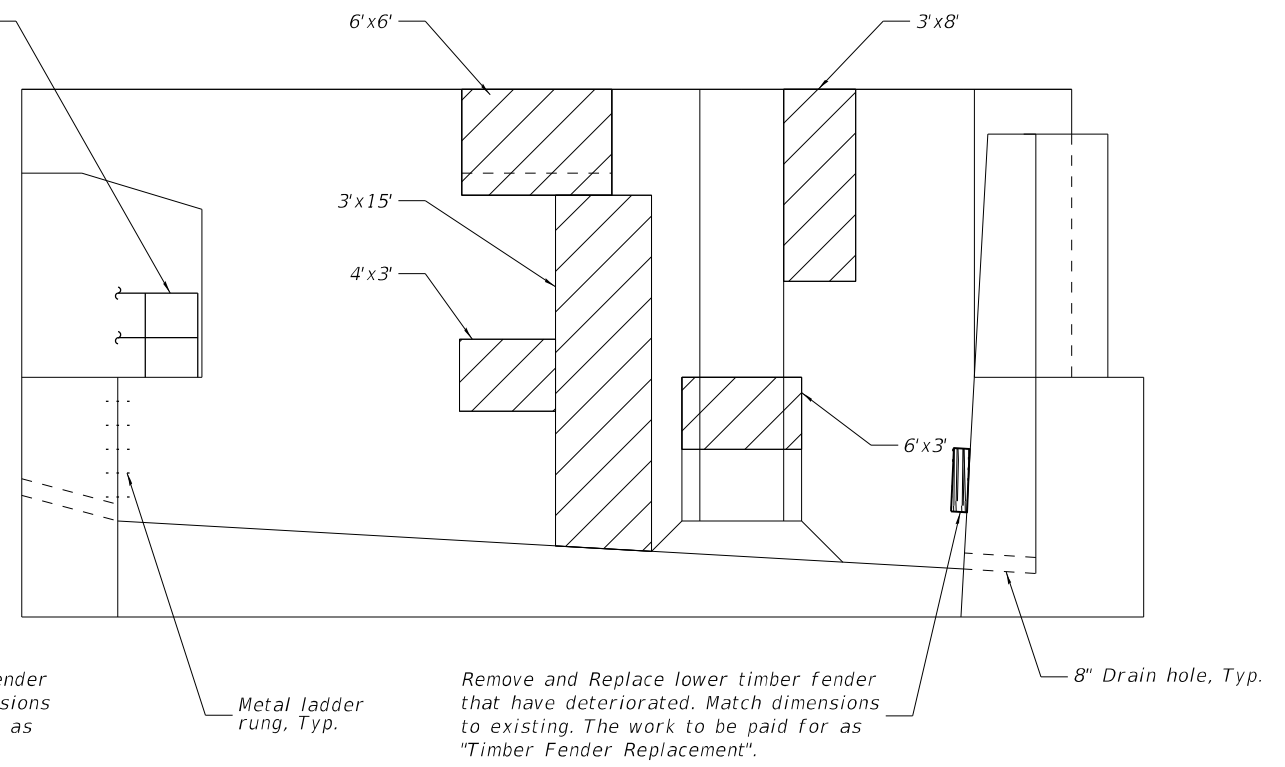
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	136
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

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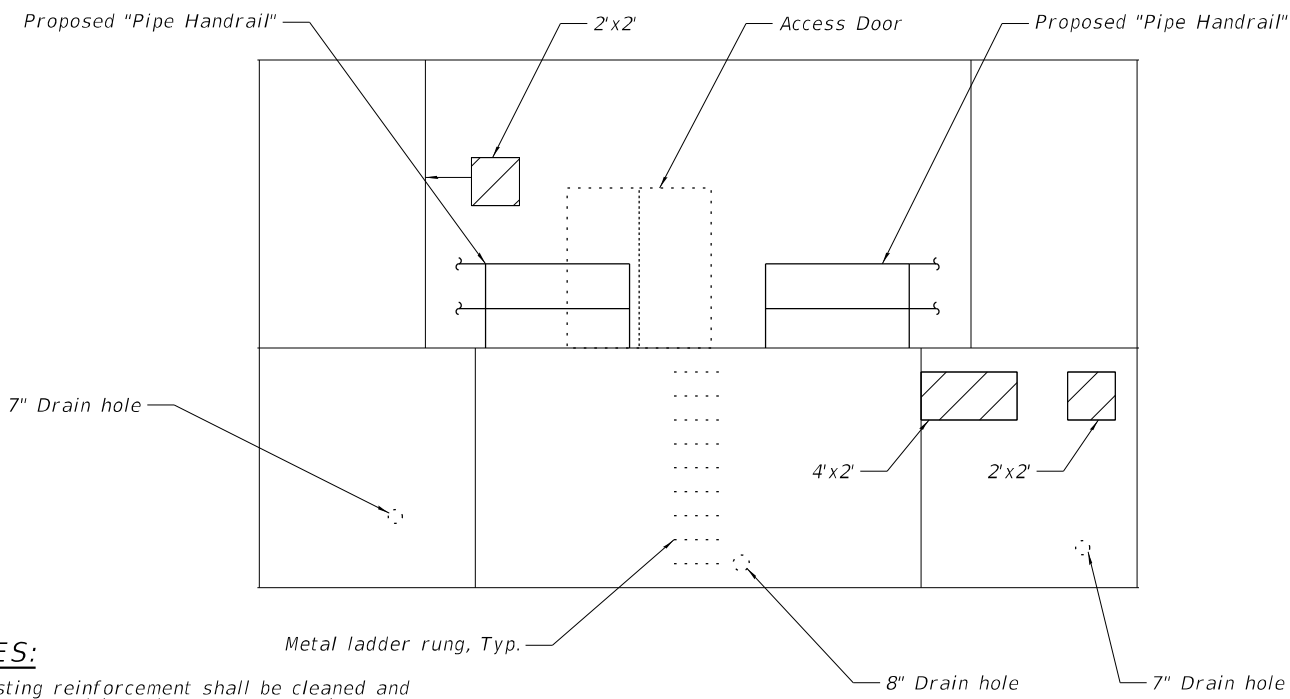
WALL A ELEVATION

Remove and Replace lower timber fender that have deteriorated. Match dimensions to existing. The work to be paid for as "Timber Fender Replacement".



WALL B ELEVATION

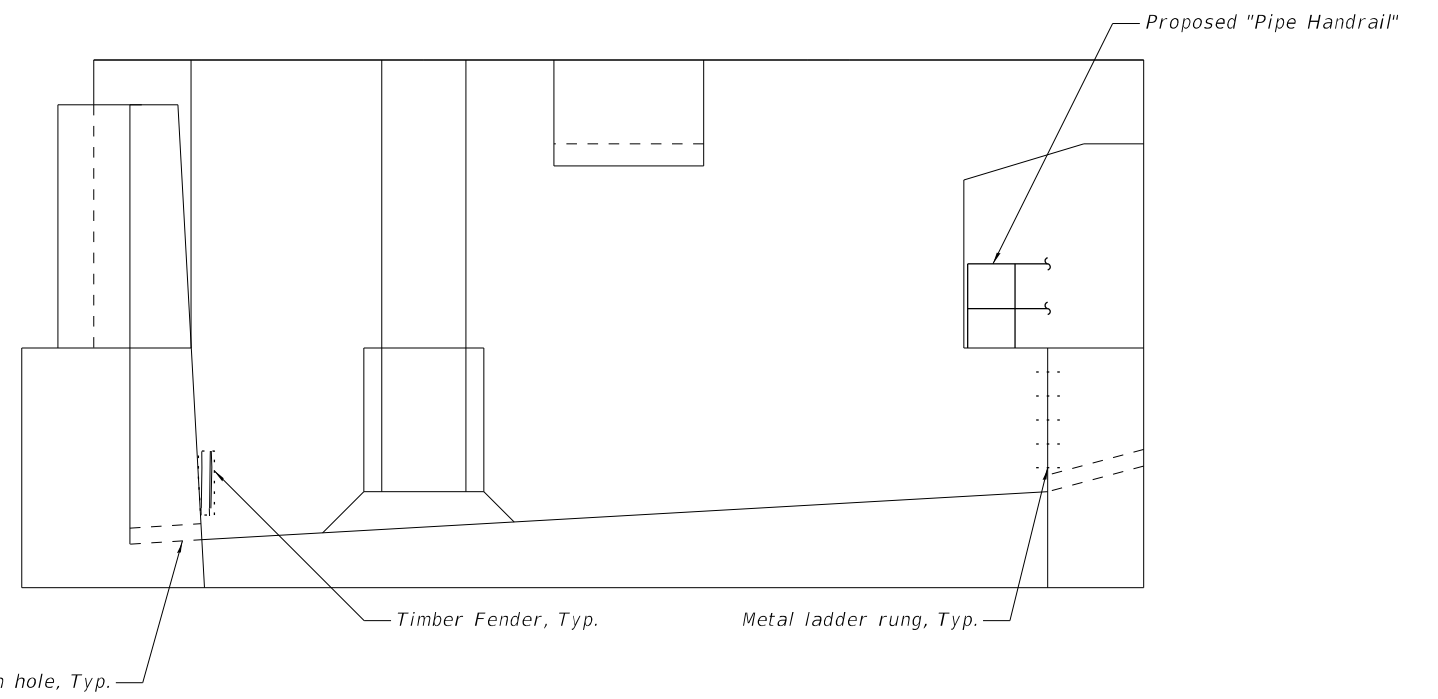
Remove and Replace lower timber fender that have deteriorated. Match dimensions to existing. The work to be paid for as "Timber Fender Replacement".



WALL C ELEVATION

NOTES:

- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
- A film forming "Concrete Sealer" shall be applied to the pier concrete repairs.
- "Structural Repair of Concrete (Depth equal to or less than 5 inches)" shall include matching the existing color and texture. Contractor to perform on-site investigation of existing conditions prior to commencement of work.



WALL D ELEVATION

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	324

LEGEND

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

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SOUTHWEST COUNTER WEIGHT PIT ELEVATIONS
 SN 016-0202**

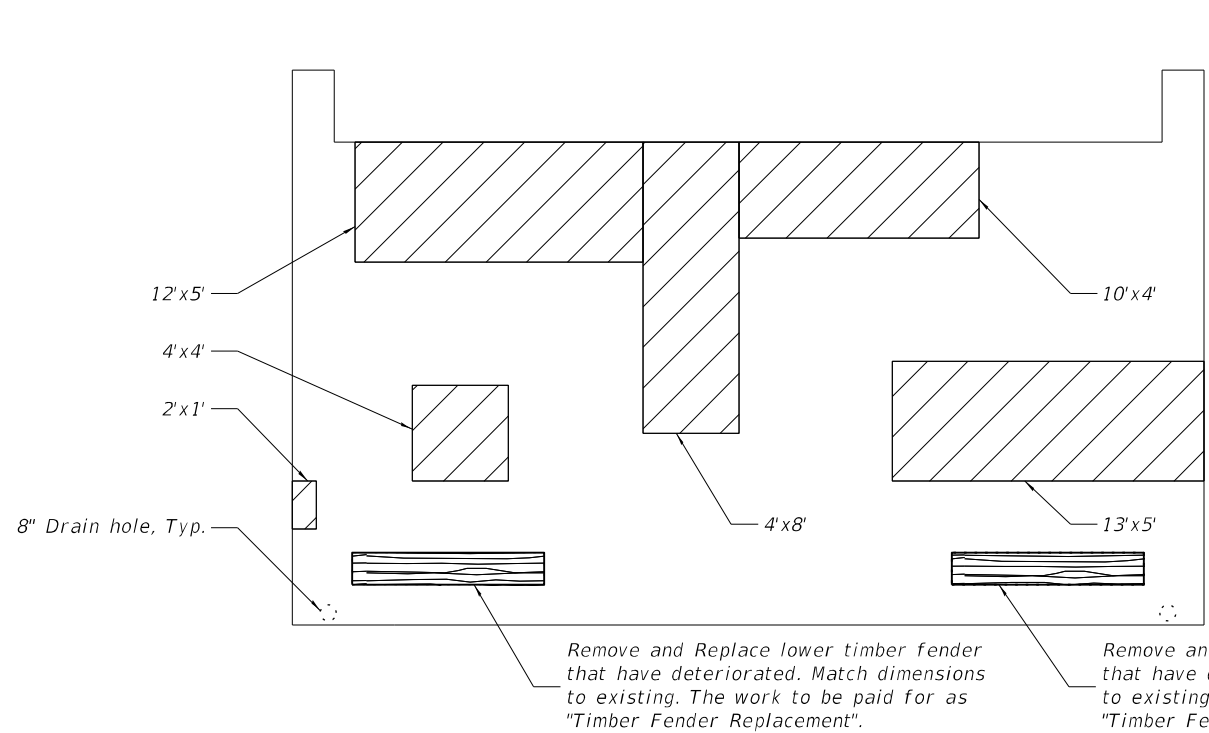
SHEET SB-34 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62L31				

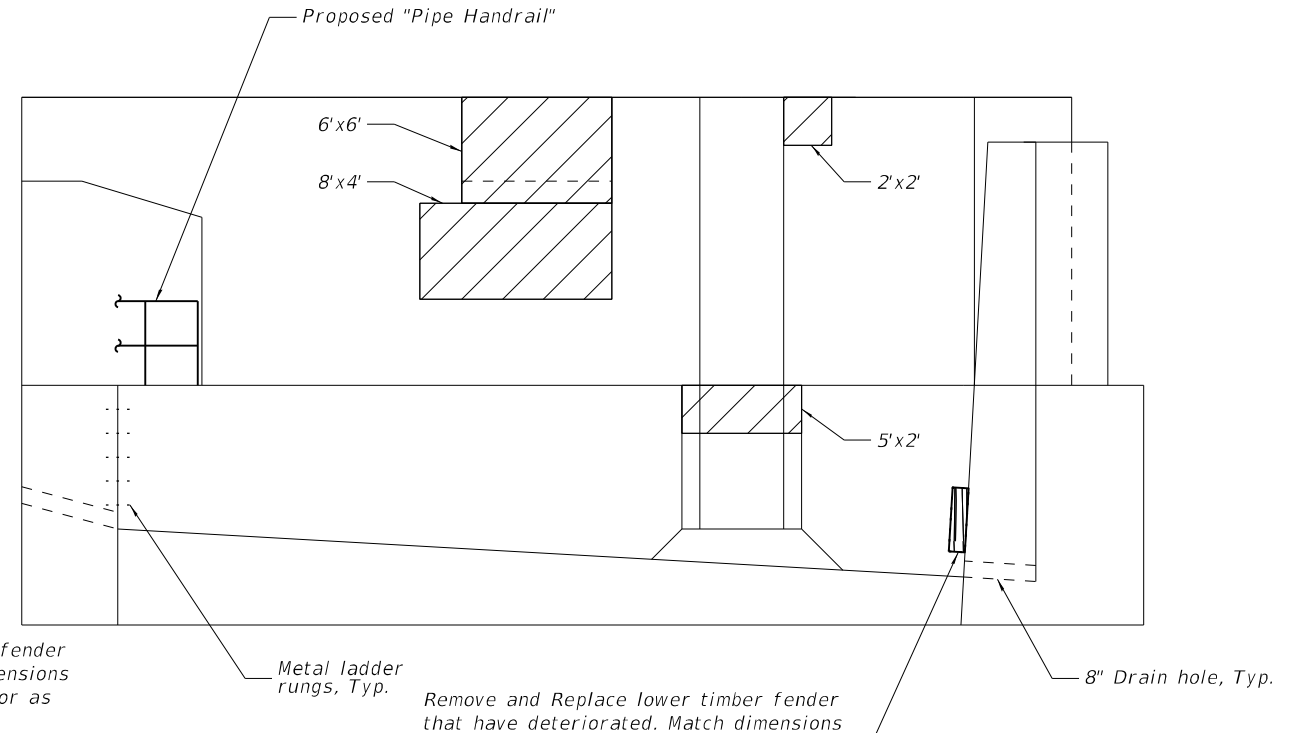
ILLINOIS FED. AID PROJECT



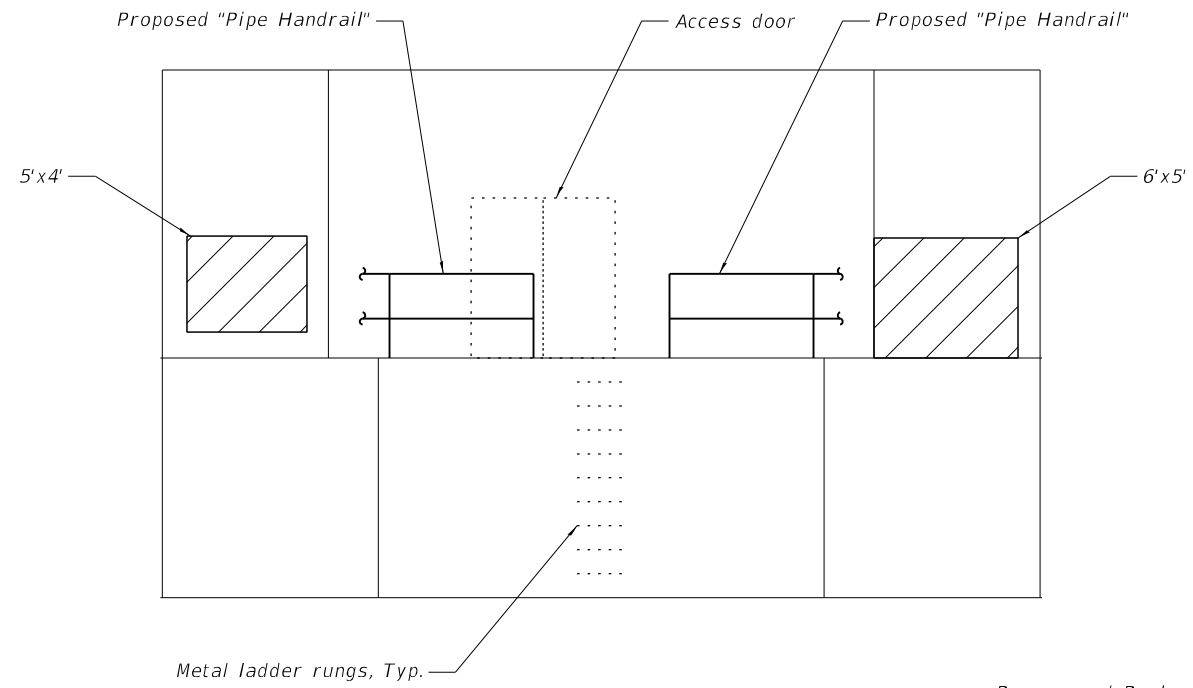
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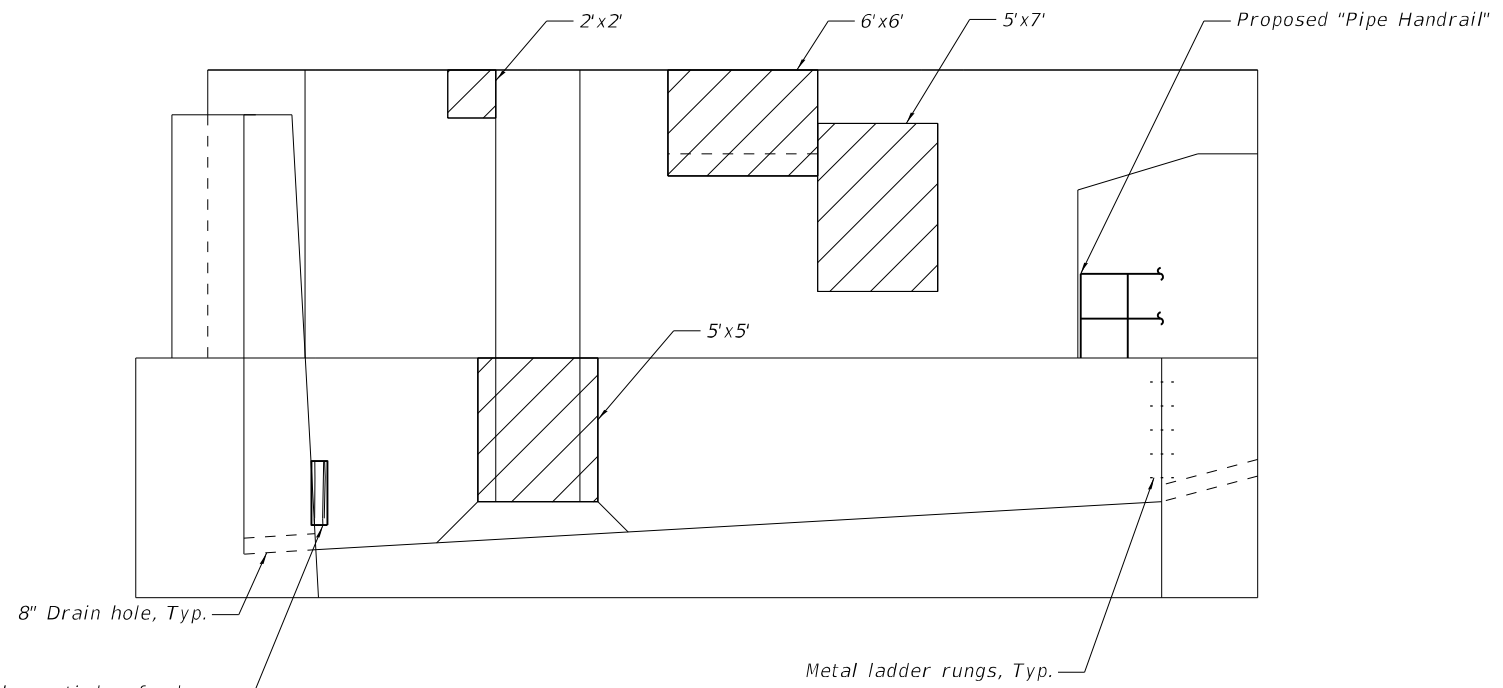
WALL E ELEVATION



WALL F ELEVATION



WALL G ELEVATION



WALL H ELEVATION

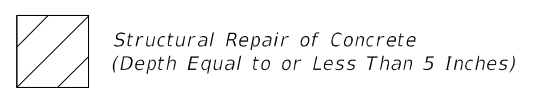
NOTES:

- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
- A film forming "Concrete Sealer" shall be applied to the pier concrete repairs.
- "Structural Repair of Concrete (Depth equal to or less than 5 inches)" shall include matching the existing color and texture. Contractor to perform on-site investigation of existing conditions prior to commencement of work.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	447

LEGEND



USER NAME =	DESIGNED - IL/AM	REVISED -
	CHECKED - TCG	REVISED -
PLOT SCALE =	DRAWN - IL/AM	REVISED -
PLOT DATE =	CHECKED - TCG	REVISED -

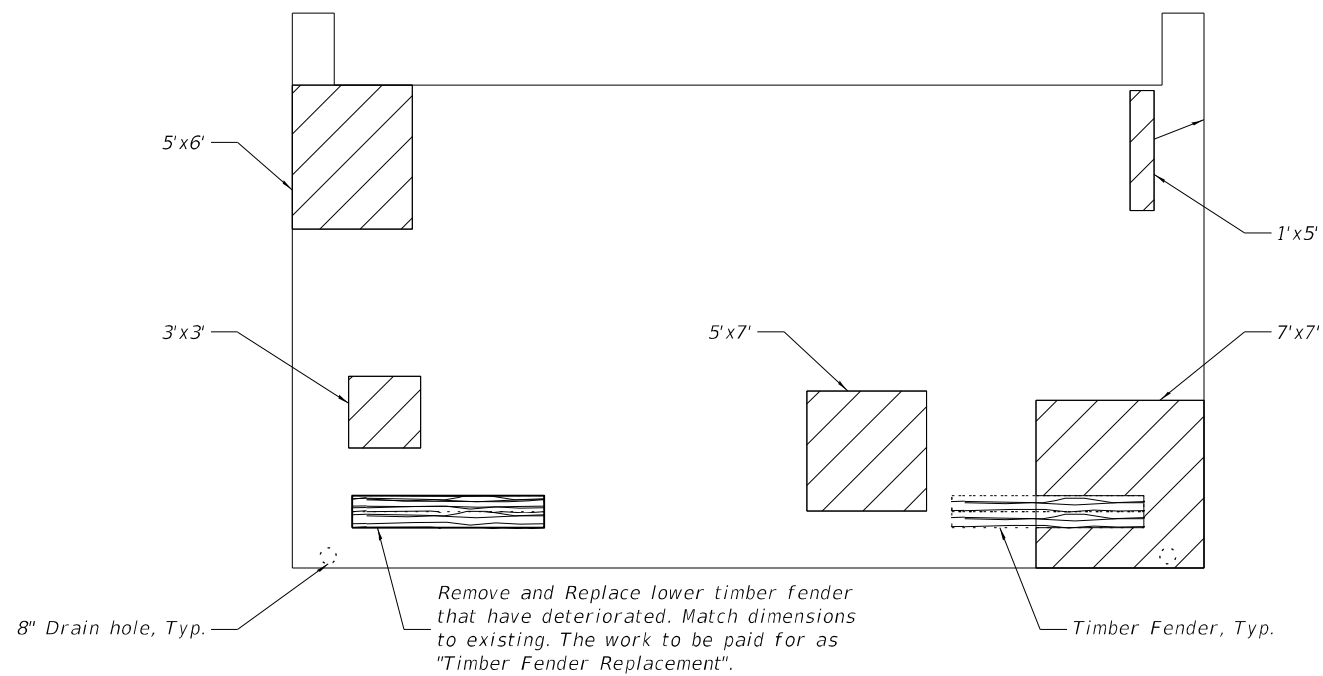
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**NORTHWEST COUNTER WEIGHT PIT ELEVATIONS
 SN 016-0202**

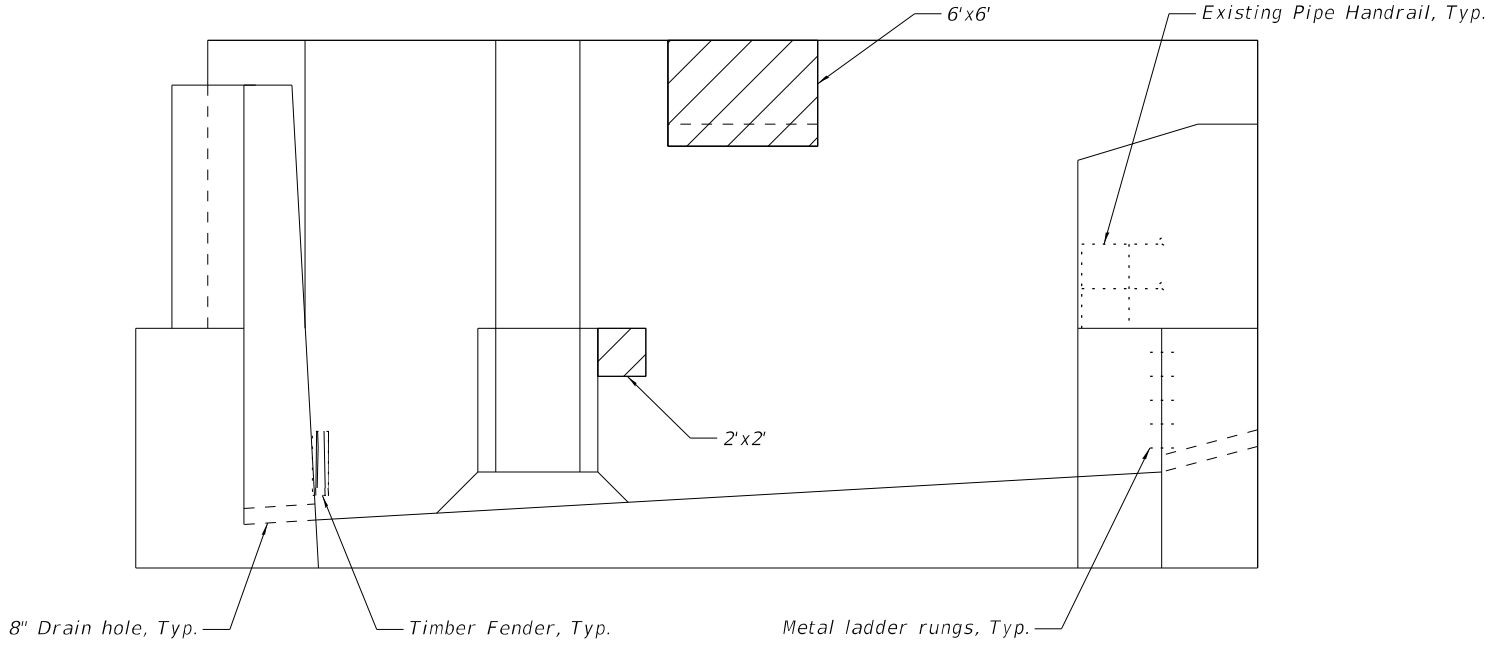
SHEET SB-35 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	138
CONTRACT NO. 62L31				
		ILLINOIS	FED. AID PROJECT	

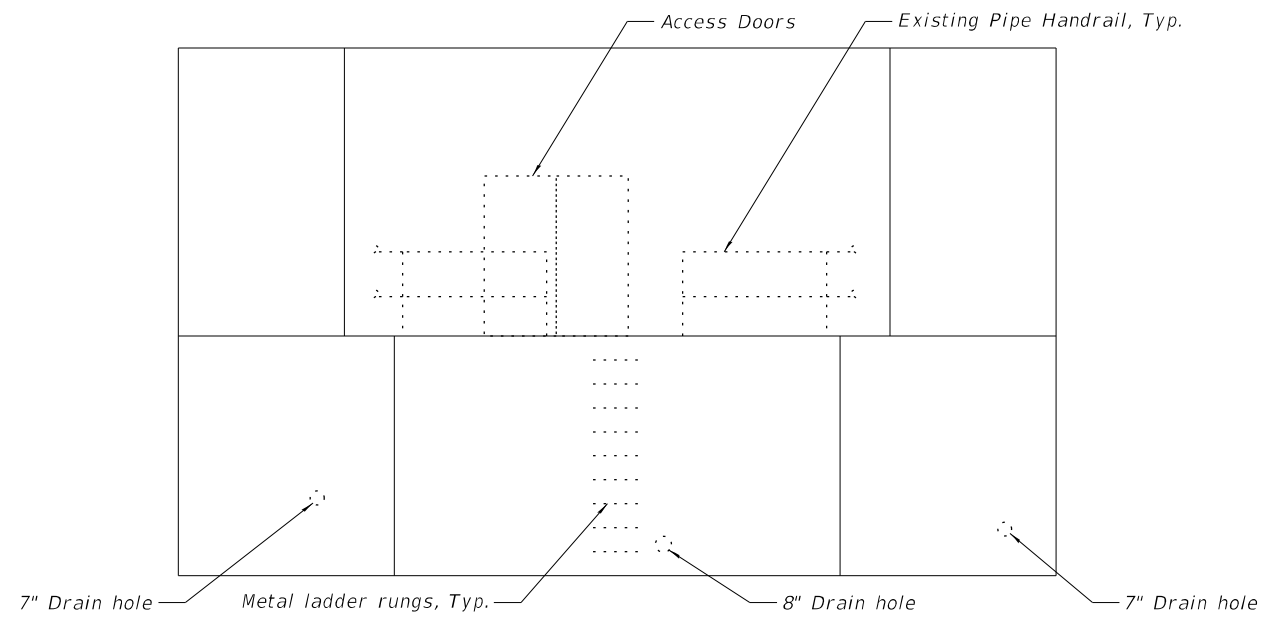
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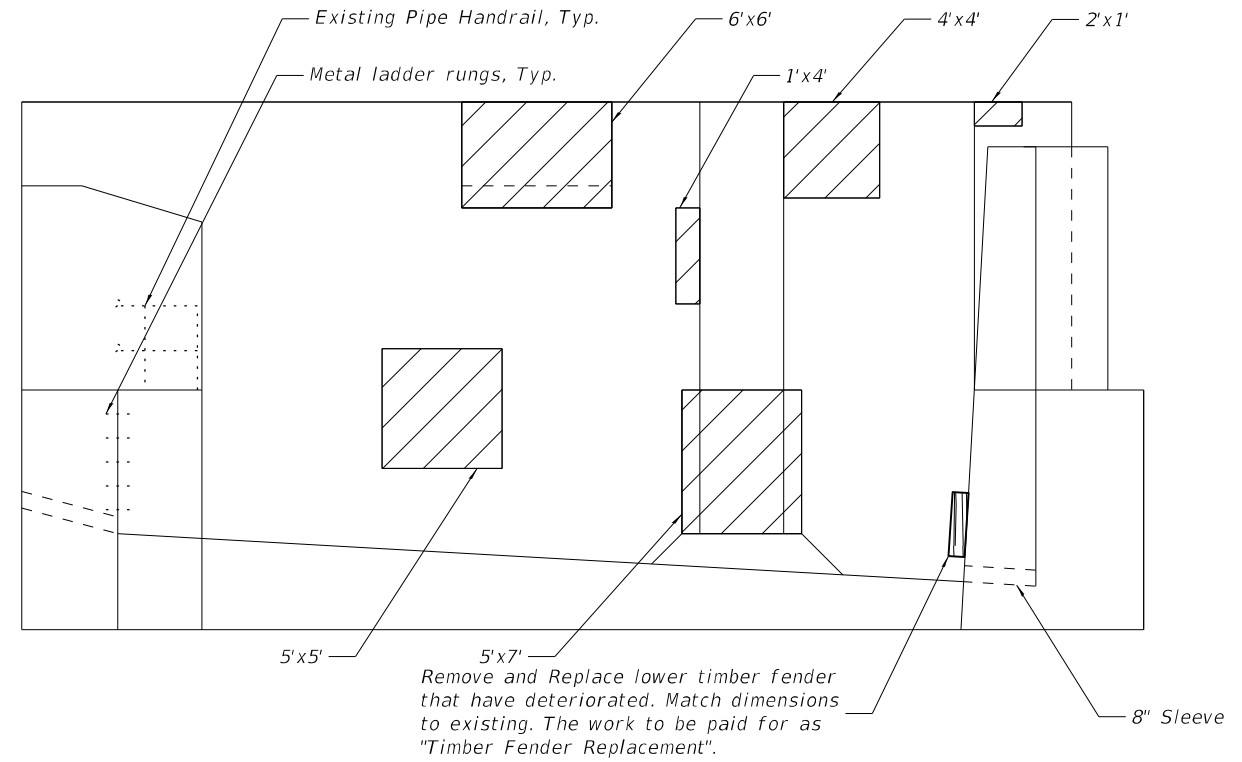
WALL I ELEVATION



WALL J ELEVATION



WALL K ELEVATION



WALL L ELEVATION

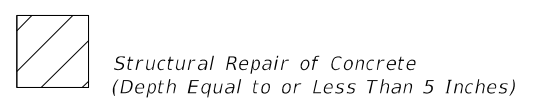
NOTES:

- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
- A film forming "Concrete Sealer" shall be applied to the pier concrete repairs.
- "Structural Repair of Concrete (Depth equal to or less than 5 inches)" shall include matching the existing color and texture. Contractor to perform on-site investigation of existing conditions prior to commencement of work.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	286

LEGEND



USER NAME =	DESIGNED - IL/AM	REVISED -
	CHECKED - TCG	REVISED -
PLOT SCALE =	DRAWN - IL/AM	REVISED -
PLOT DATE =	CHECKED - TCG	REVISED -

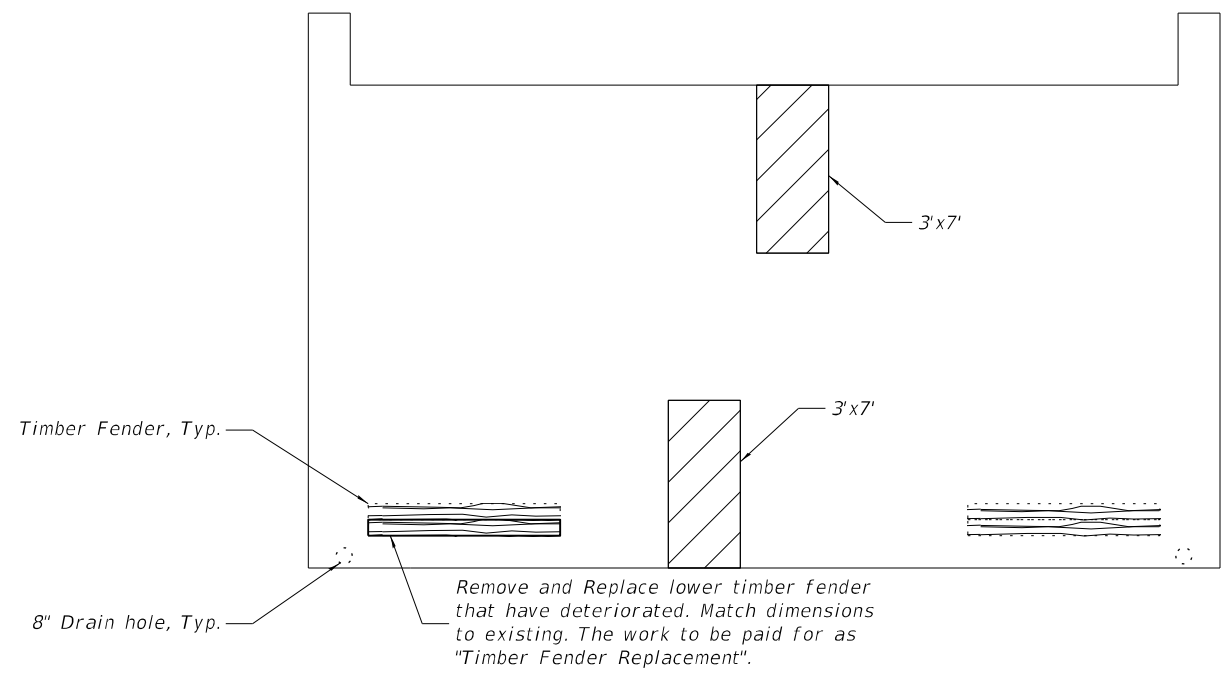
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**NORTHEAST COUNTER WEIGHT PIT ELEVATIONS
 SN 016-0202**

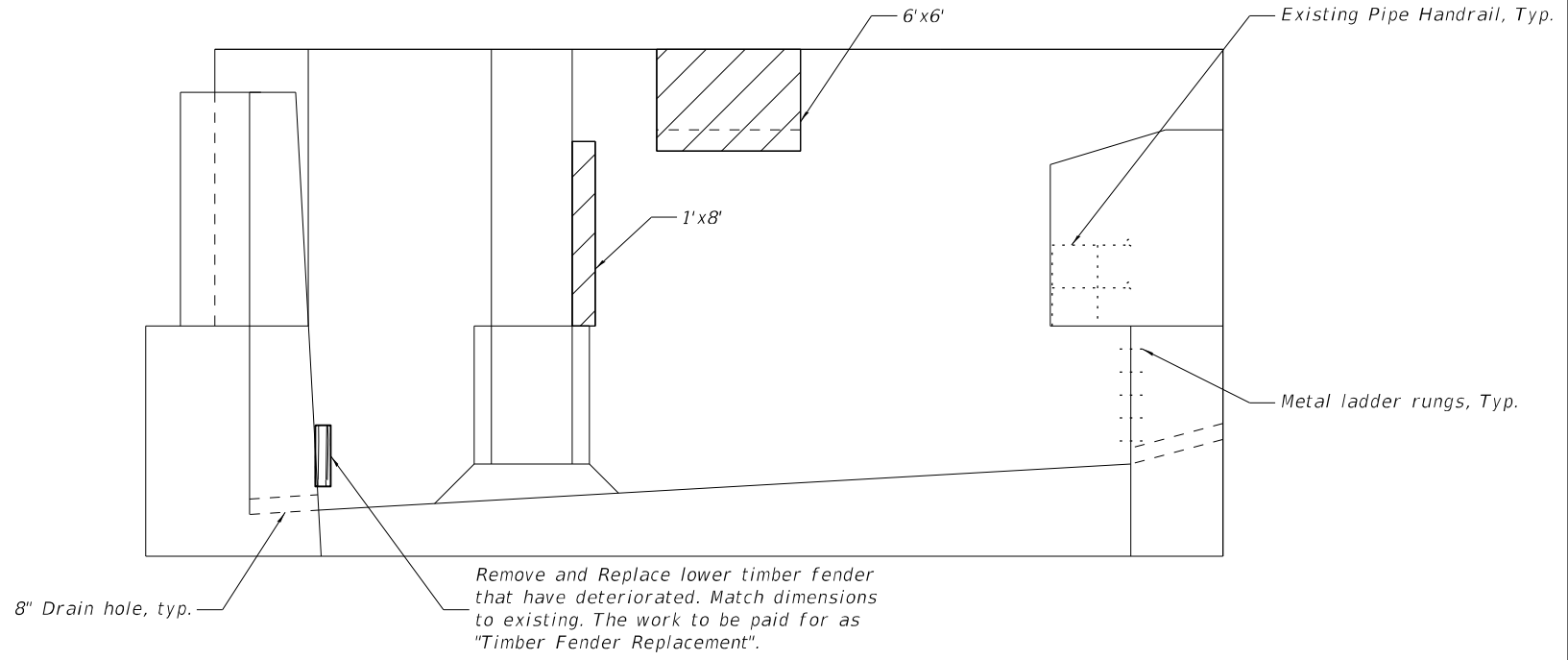
SHEET SB-36 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62L31				

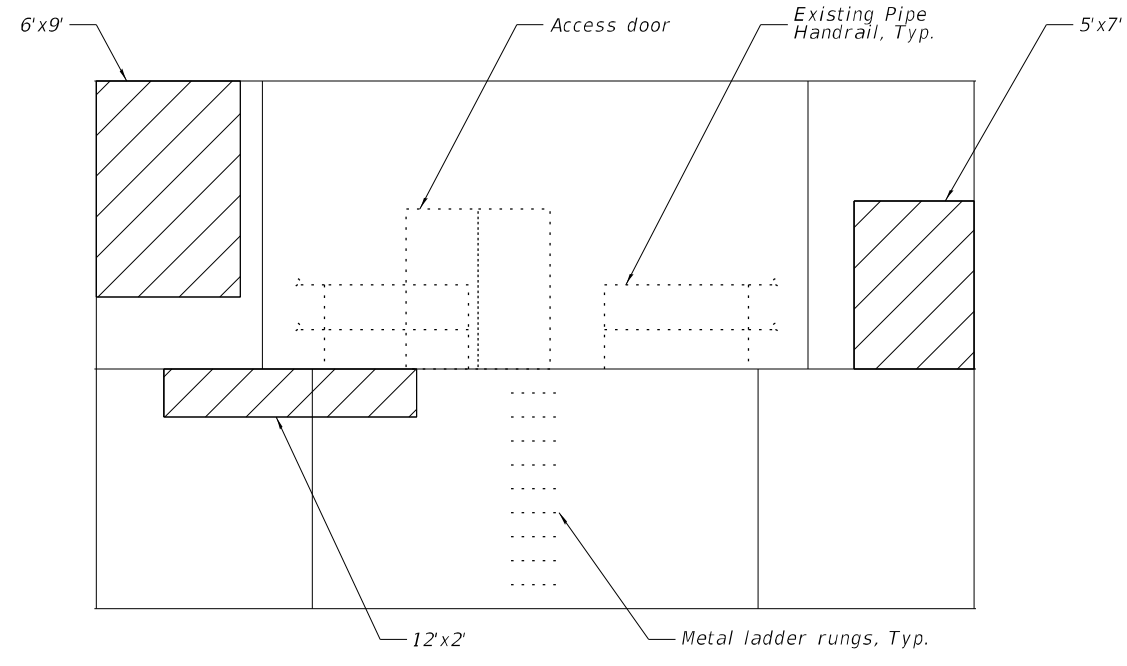
ILLINOIS FED. AID PROJECT



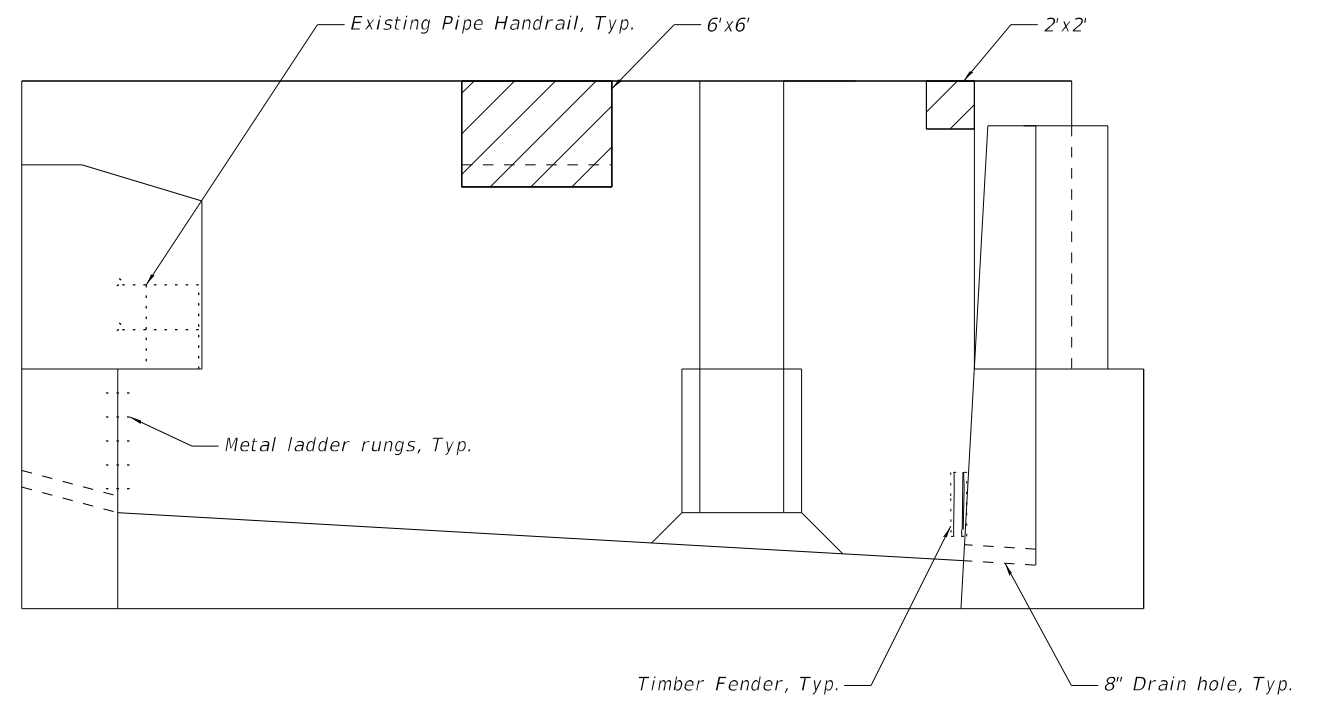
WALL M ELEVATION



WALL N ELEVATION



WALL O ELEVATION



WALL P ELEVATION


NOTES:

- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
- A film forming "Concrete Sealer" shall be applied to the pier concrete repairs.
- "Structural Repair of Concrete (Depth equal to or less than 5 inches)" shall include matching the existing color and texture. Contractor to perform on-site investigation of existing conditions prior to commencement of work.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	239

LEGEND

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

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PLOT SCALE =	DRAWN - IL/AM	REVISED -
PLOT DATE =	CHECKED - TCG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOUTHEAST COUNTER WEIGHT PIT ELEVATIONS
SN 016-0202**

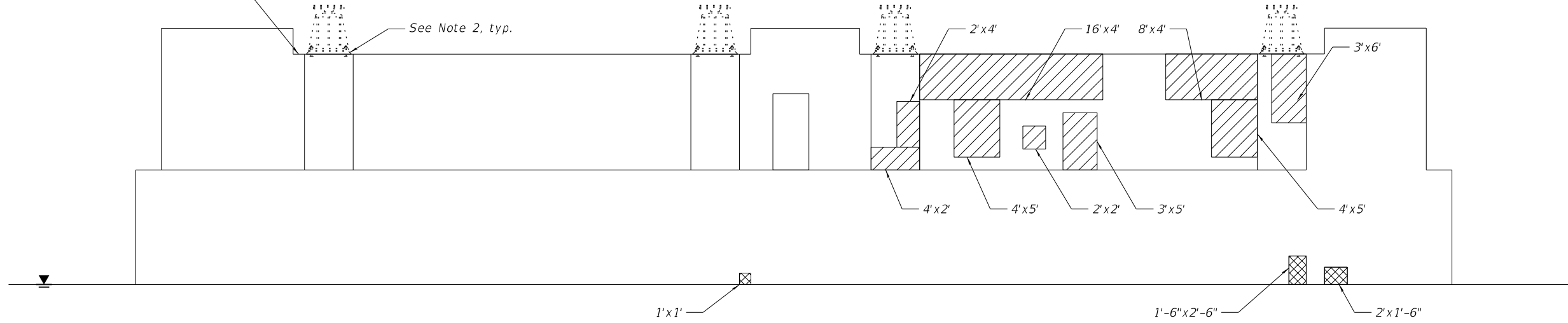
SHEET SB-37 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	140
CONTRACT NO. 62L31				

ILLINOIS FED. AID PROJECT

4'x3' Area on all Live Load Bearings

See Note 2, typ.



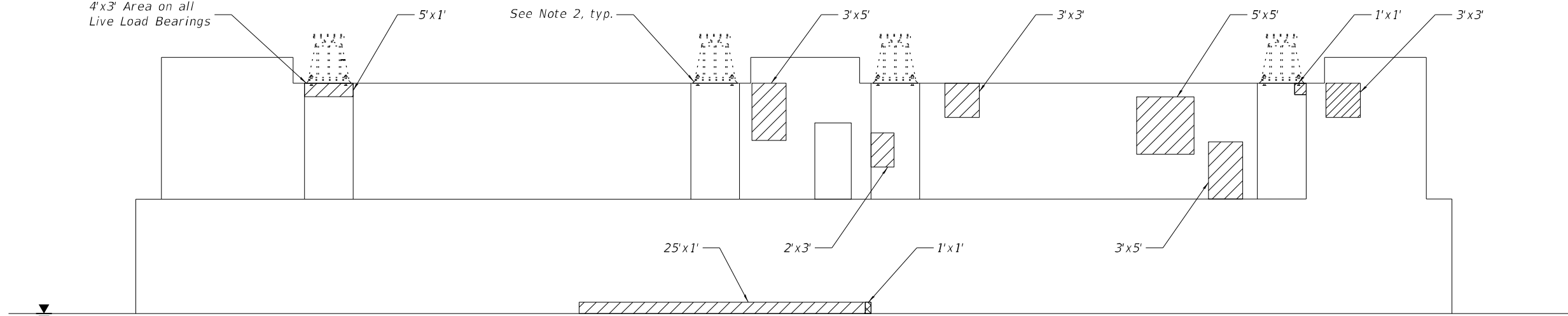
WALL R ELEVATION

WEST RIVER PIER ELEVATION

WALL Q ELEVATION

4'x3' Area on all Live Load Bearings

See Note 2, typ.



WALL S ELEVATION

EAST RIVER PIER ELEVATION

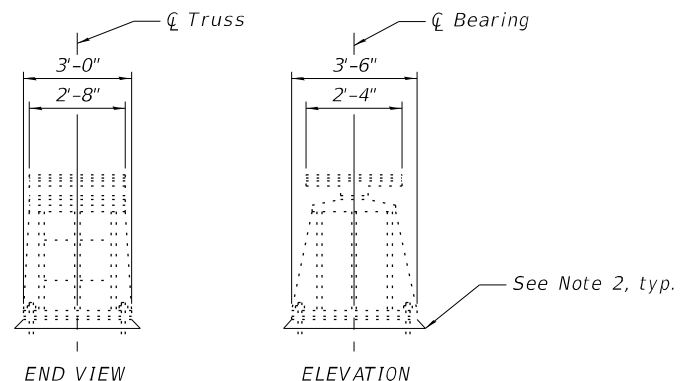
WALL T ELEVATION

LEGEND

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

NOTES:

1. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
2. Replace missing, loose or deteriorated self-leveling non-shrink grout at all live load bearings. Material per Article 1024.02 of the 2022 IDOT SSRBC. Cost included with "Structural Repair of Concrete (depth equal to or less than 5 inches)." Work to be performed with no live load on the structure.
3. A film forming "Concrete Sealer" shall be applied to the pier concrete repairs.
4. "Structural Repair of Concrete (Depth equal to or less than 5 inches)" and "Structural Repair of Concrete (Depth greater than 5 inches)" shall include matching the existing color and texture. Contractor to perform on-site investigation of existing conditions prior to commencement of work.



LIVE LOAD PEDESTAL DETAILS

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	395
Structural Repair of Concrete (Depth greater than 5 inches)	Sq. Ft.	9

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PLOT SCALE =	DRAWN - IL/AM	REVISED -
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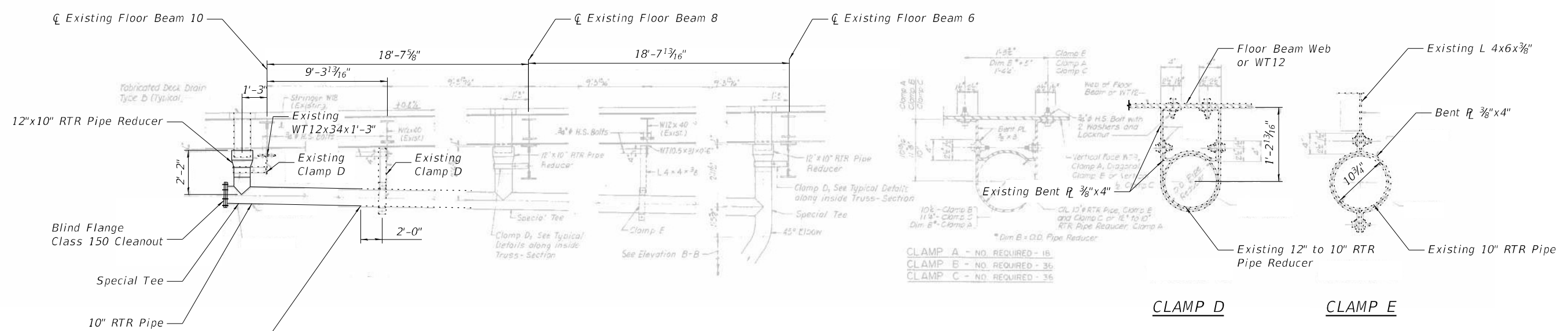
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIVER FACING COUNTER WEIGHT PIT ELEVATIONS
SN 016-0202

SHEET SB-38 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	141
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

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 2/29/2024 2:05:51 PM



S.E. LEAF DETAILS ALONG INSIDE TRUSS

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bridge Drainage System Repair	Sq. Ft.	12



USER NAME =	DESIGNED - IL/AM	REVISED -
	CHECKED - TCG	REVISED -
PLOT SCALE =	DRAWN - IL/AM	REVISED -
PLOT DATE =	CHECKED - TCG	REVISED -

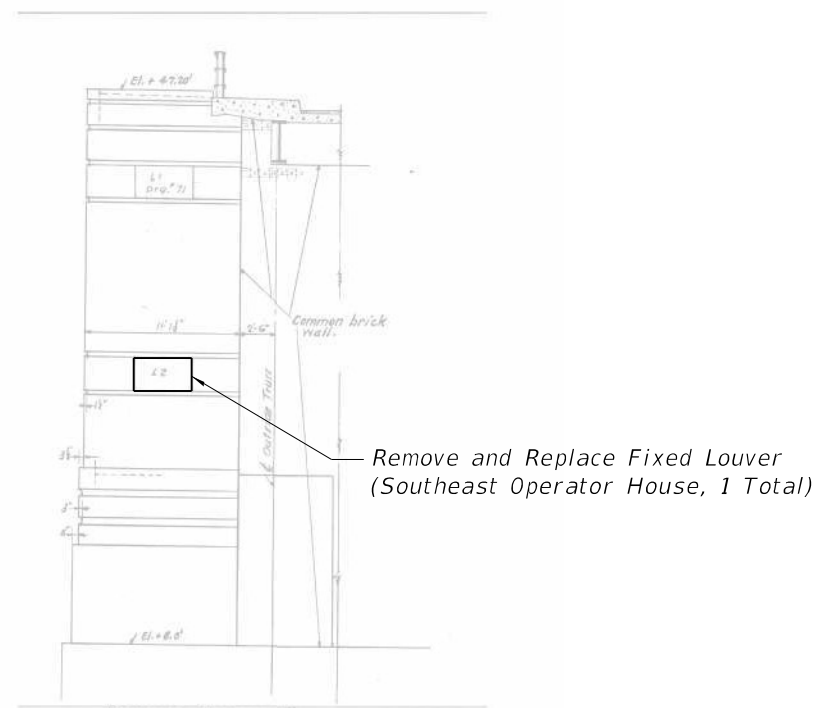
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SYSTEM REPAIRS
 SN 016-0202**

SHEET SB-39 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	142
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

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ENCLOSURE- APPROACH VIEW
 (Southeast Machinery Room, Looking West)



USER NAME =	DESIGNED - IL/AM	REVISED -
	CHECKED - TCG	REVISED -
PLOT SCALE =	DRAWN - IL/AM	REVISED -
PLOT DATE =	CHECKED - TCG	REVISED -

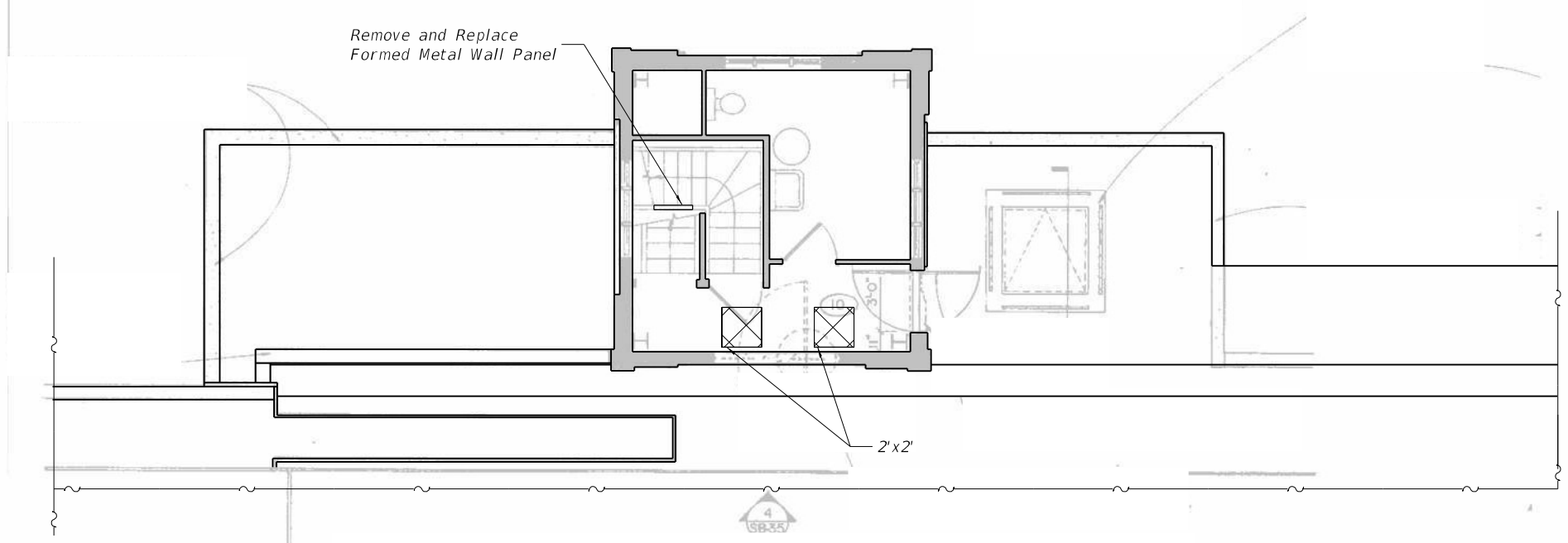
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OPERATOR HOUSE ELEVATIONS
SN 016-0202

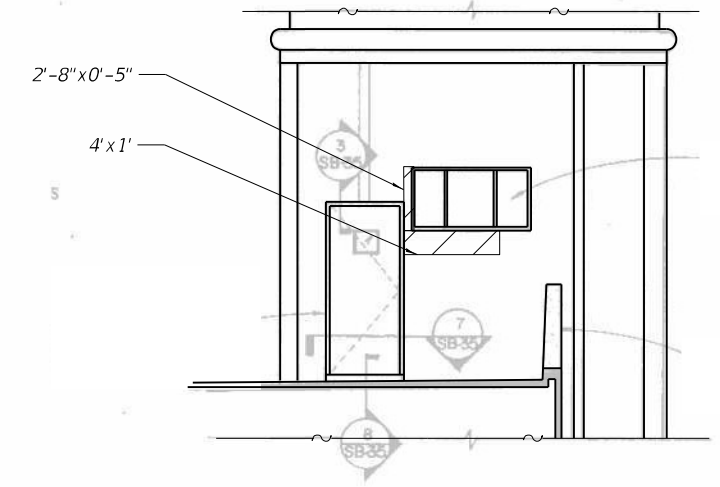
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	143
CONTRACT NO. 62L31				
		ILLINOIS	FED. AID PROJECT	

SHEET SB-40 OF SB-48 SHEETS

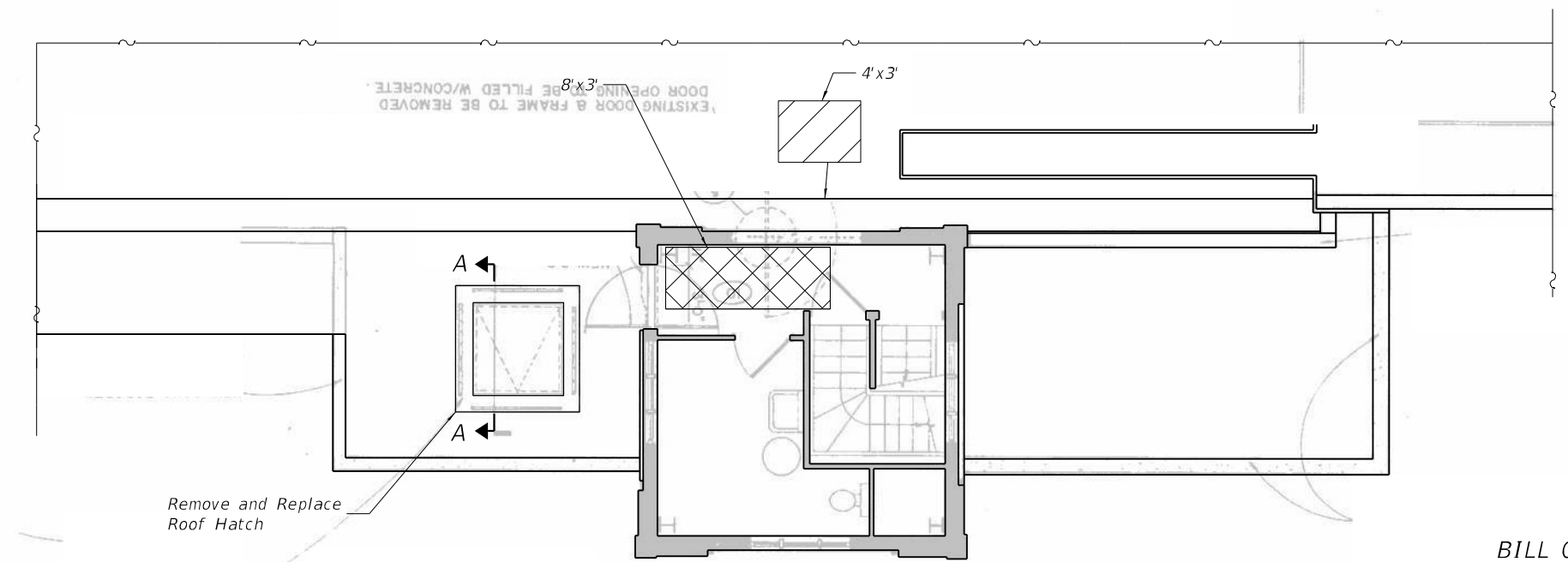
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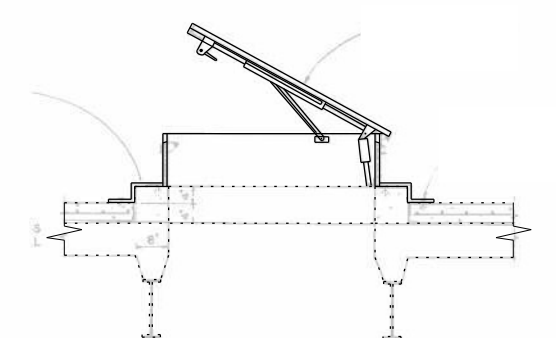
NORTHEAST OPERATORS HOUSE PLAN



ELEVATION-OPERATORS HOUSE



SOUTHWEST OPERATORS HOUSE PLAN



SECTION A-A
 (All necessary components to reattach to existing roof included in "Roof Hatch")

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	18

LEGEND

- Structural Repair of Concrete
(Depth Equal to or Less Than 5 Inches)
- Deck Slab Repair (Partial)

NOTE:

1. A film forming "Concrete Sealer" shall be applied to the exterior concrete repairs.
2. "Structural Repair of Concrete (Depth equal to or less than 5 inches)" shall include matching the existing color and texture. Contractor to perform on-site investigation of existing conditions prior to commencement of work.



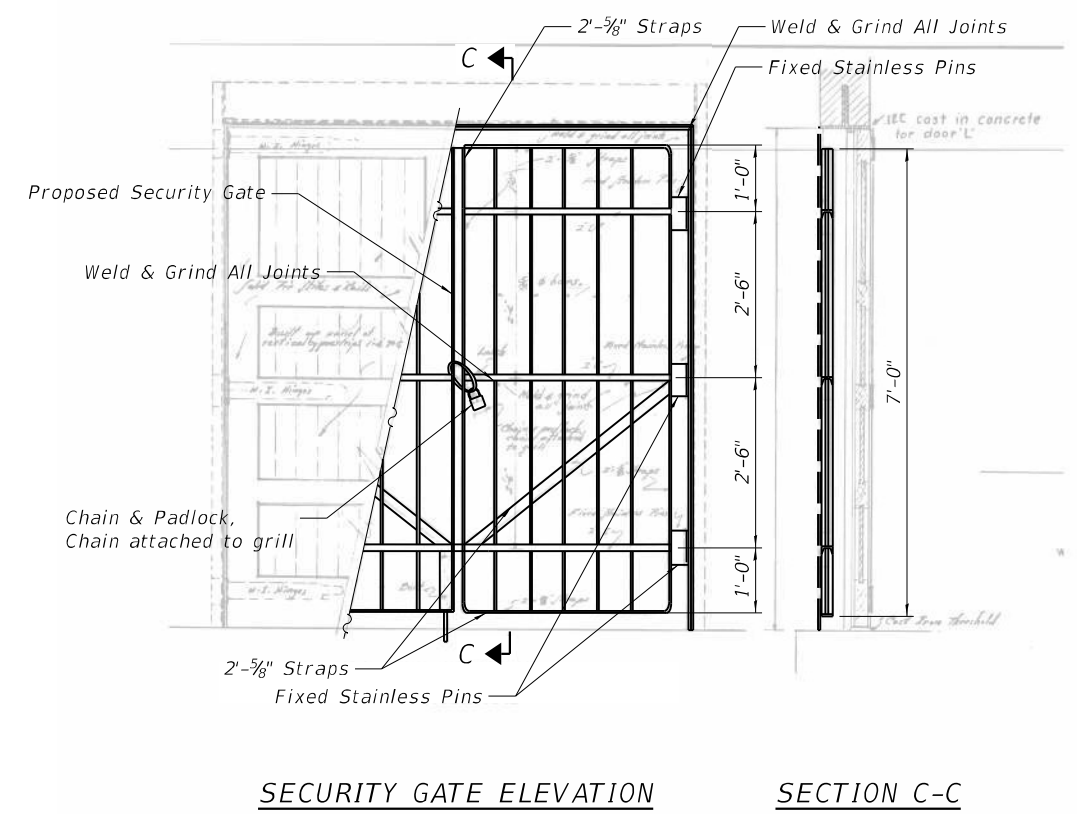
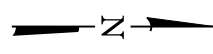
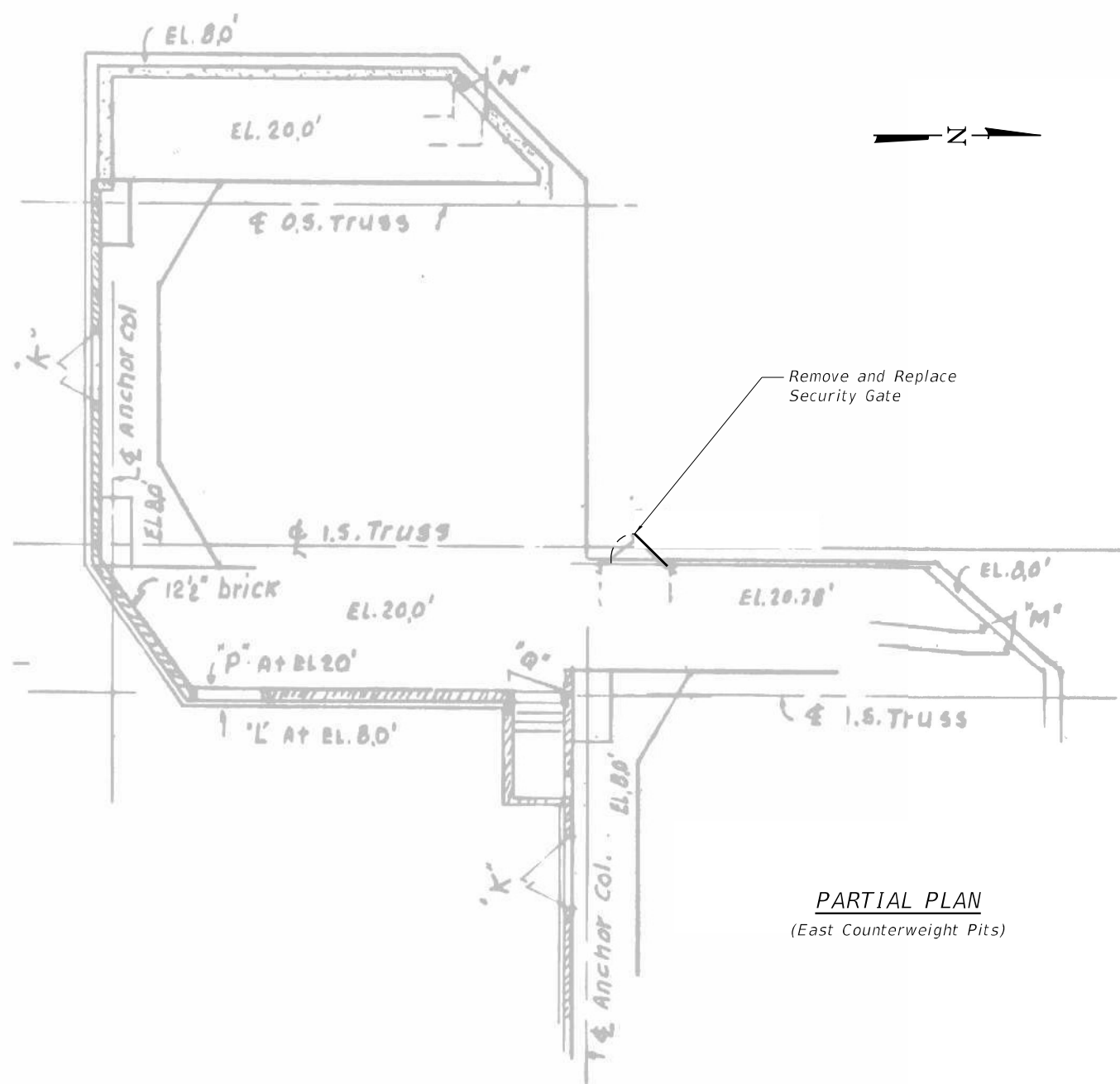
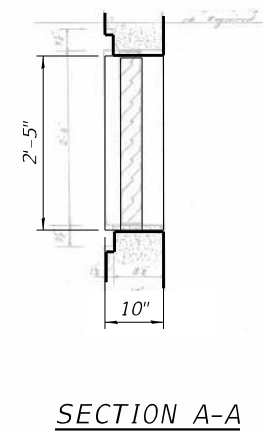
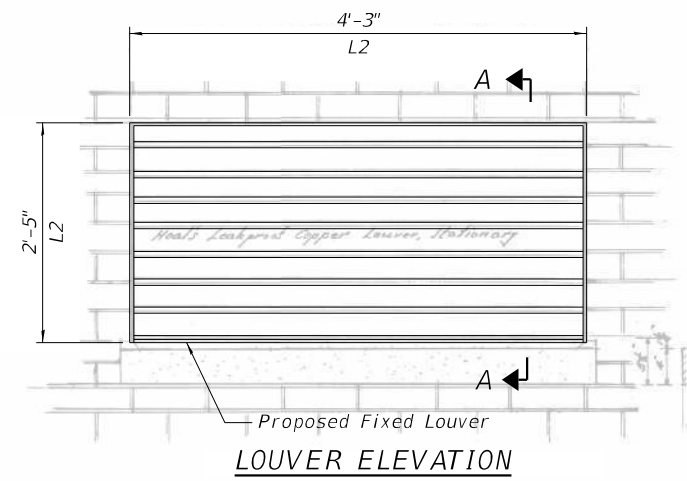
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**OPERATOR HOUSE FLOOR AND WALL CONCRETE REPAIRS
 SN 016-0202**

SHEET SB-41 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	144
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



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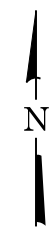
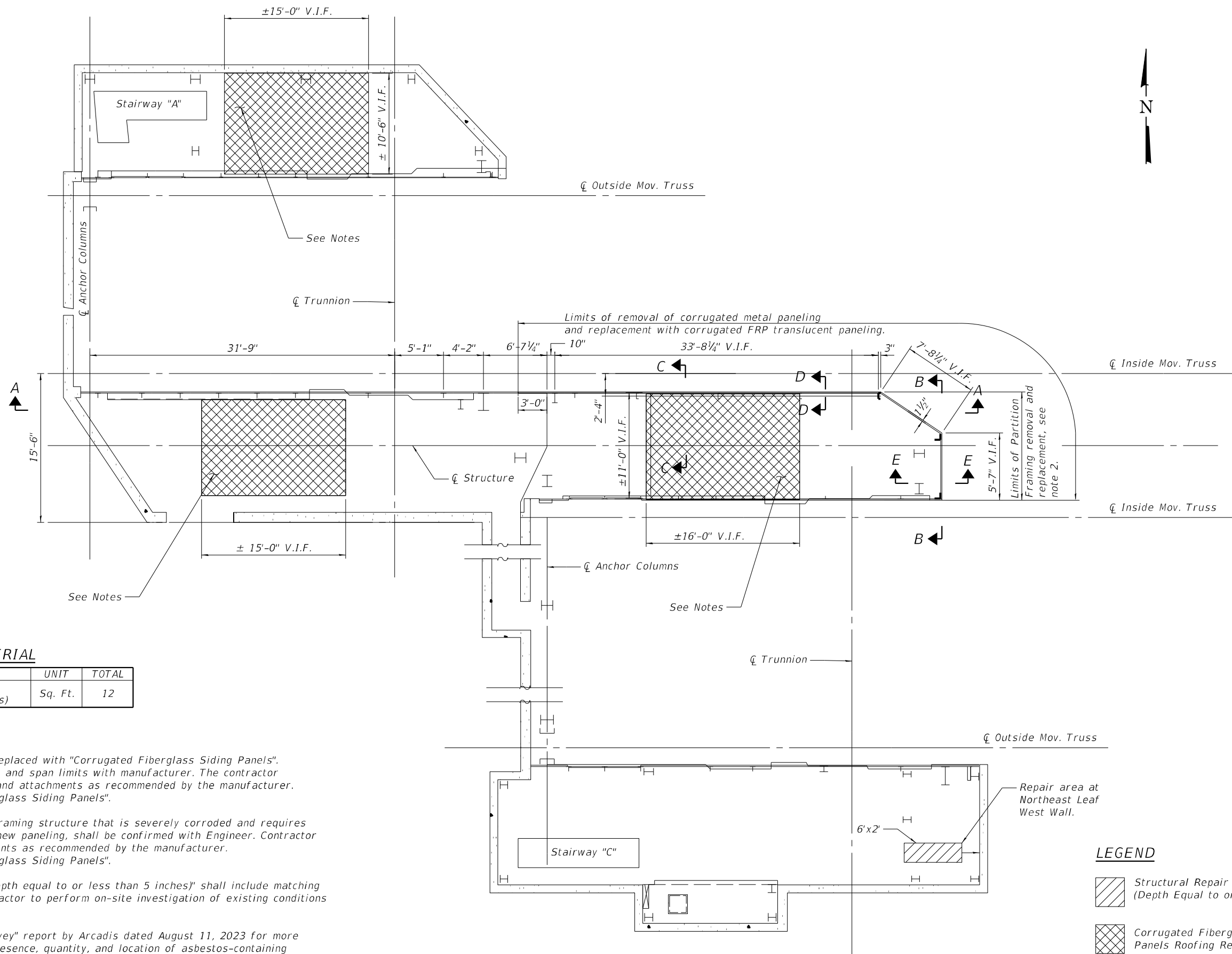
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OPERATOR HOUSE WINDOWS AND MISC. HARDWARE
SN 016-0202

SHEET SB-42 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	145
CONTRACT NO. 62L31				

ILLINOIS FED. AID PROJECT



BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	12

NOTES:

1. Corrugated metal paneling to be replaced with "Corrugated Fiberglass Siding Panels". Contractor to field verify dimensions and span limits with manufacturer. The contractor shall furnish and install all hanger and attachments as recommended by the manufacturer. Cost included with "Corrugated Fiberglass Siding Panels".
2. Existing metal paneling girt and framing structure that is severely corroded and requires replacement prior to installation of new paneling, shall be confirmed with Engineer. Contractor to verify fastener spacing requirements as recommended by the manufacturer. Cost included with "Corrugated Fiberglass Siding Panels".
3. "Structural Repair of Concrete (Depth equal to or less than 5 inches)" shall include matching the existing color and texture. Contractor to perform on-site investigation of existing conditions prior to commencement of work.
4. Refer to "Asbestos Abatement Survey" report by Arcadis dated August 11, 2023 for more information regarding the general presence, quantity, and location of asbestos-containing materials (ACMs) at the site that may be impacted by any planned demolition for this project.

WEST BRIDGE HOUSE MACHINERY FLOOR PLAN

(Partition Walls and Details shown, East same by rotation.)

LEGEND

- Structural Repair of Concrete
(Depth Equal to or Less Than 5 Inches)
- Corrugated Fiberglass Siding
Panels Roofing Replacement

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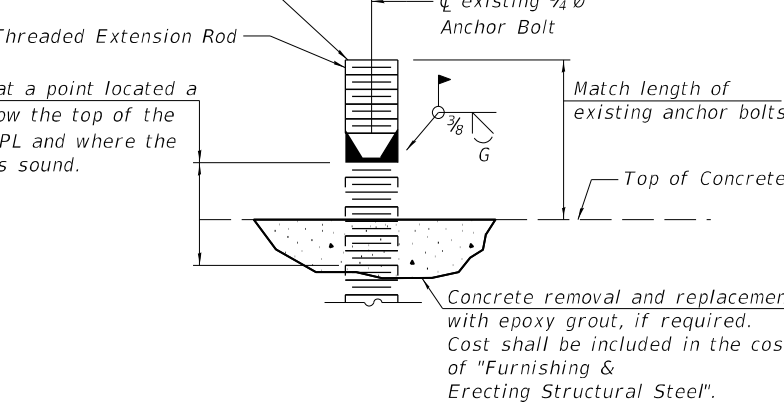
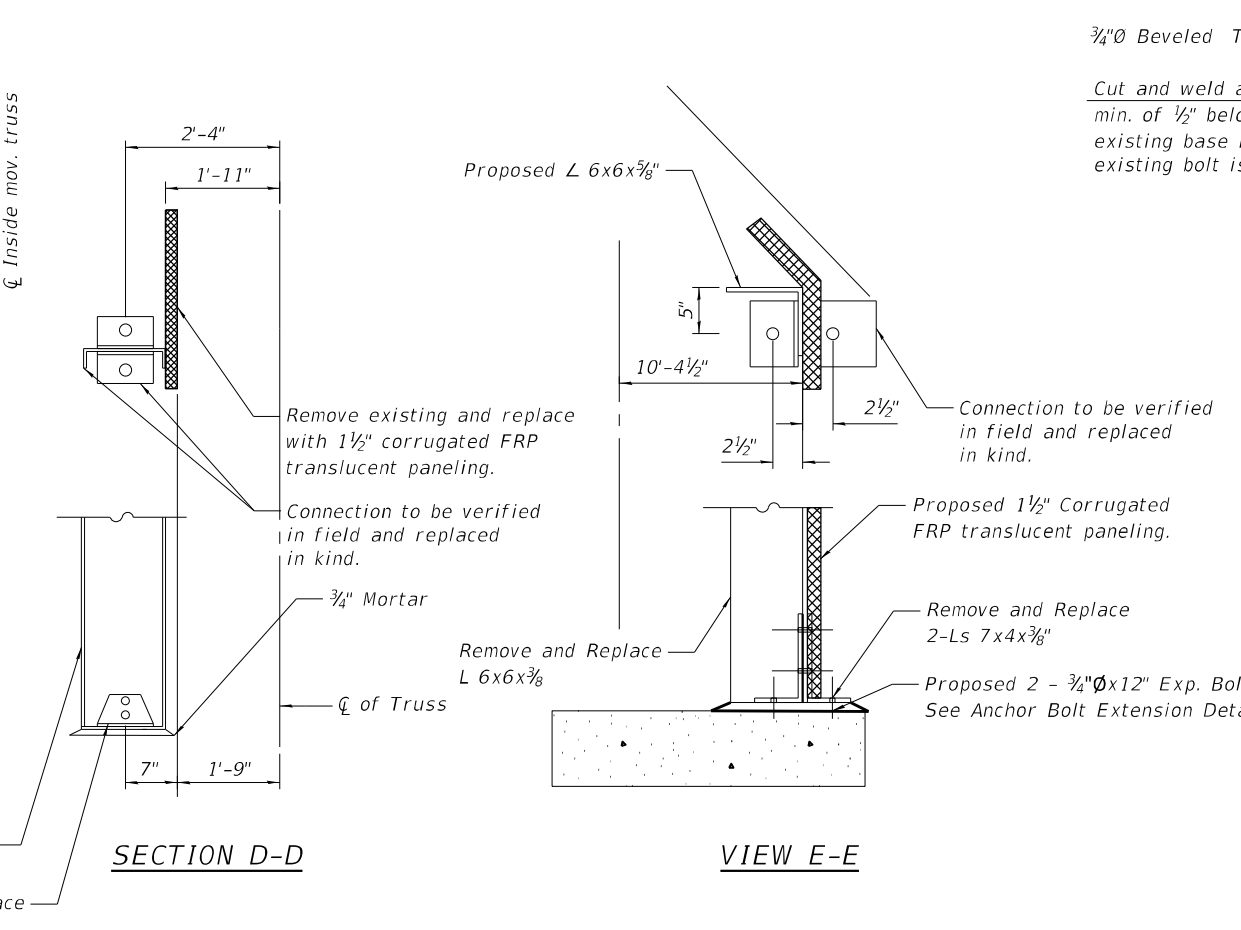
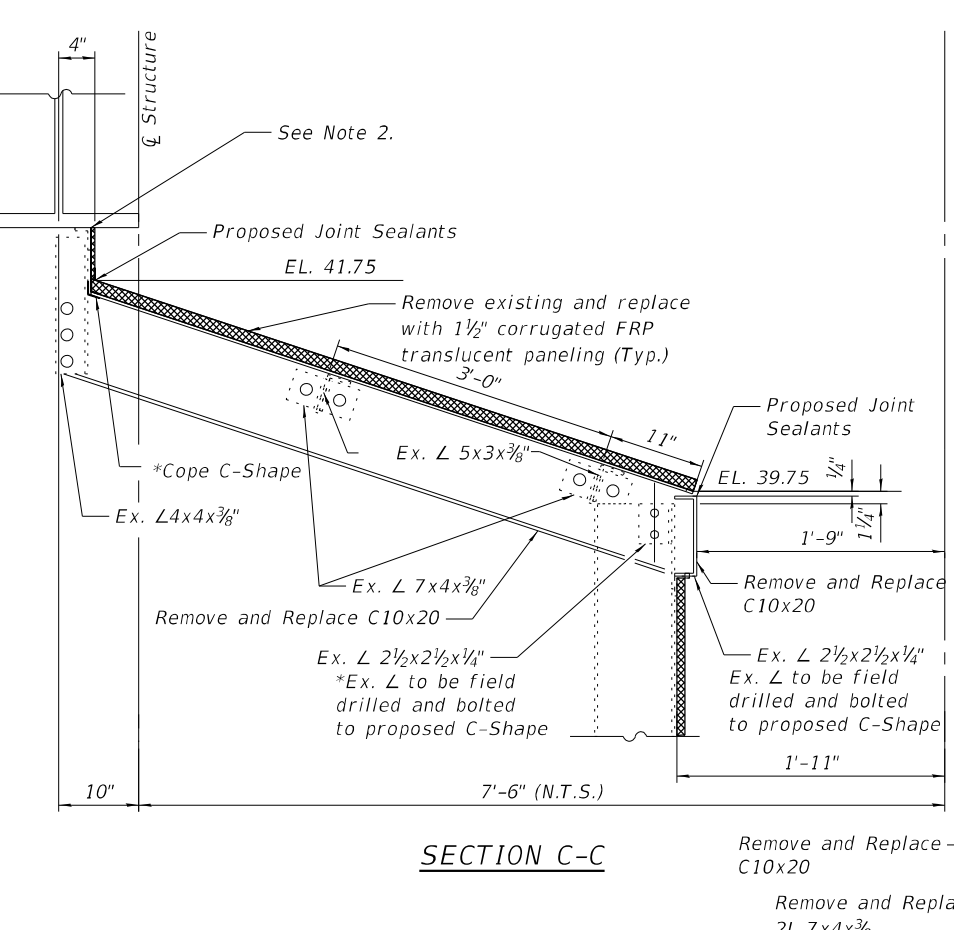
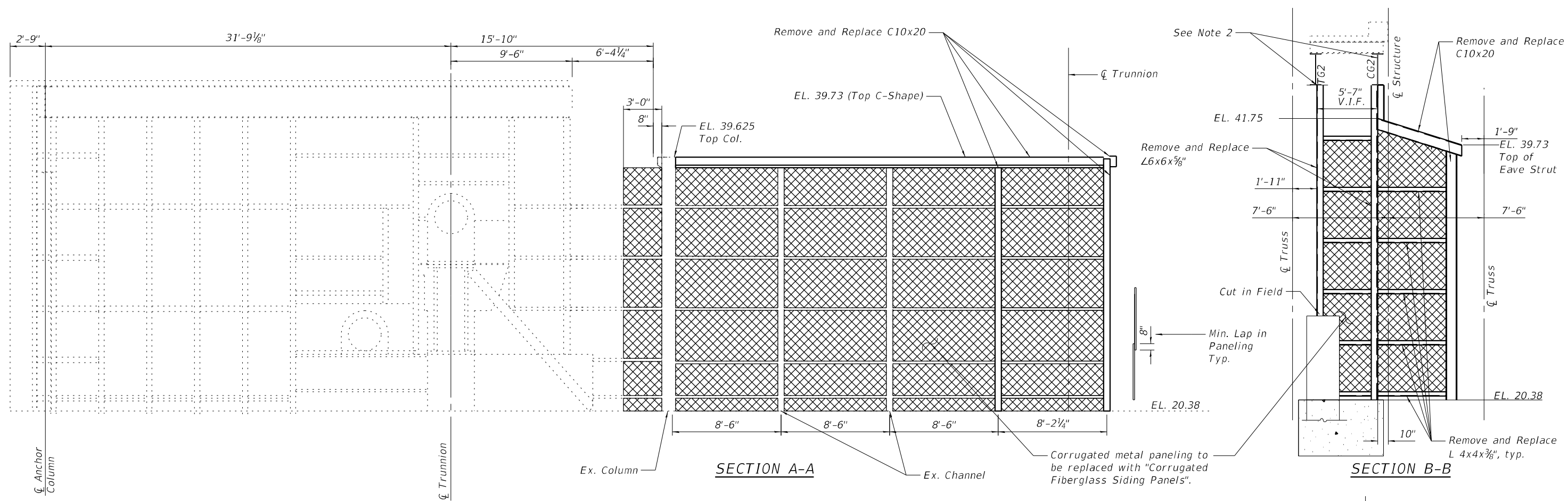
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIT PARTITION - ENCLOSURE WALLS - PLAN
SN 016-0202**

SHEET SB-43 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	146
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



ANCHOR BOLT EXTENSION DETAIL
 The furnishing and installation of required Anchor Bolt Extensions shall be included in the cost of "Furnishing and Erecting Structural Steel".

- NOTES:**
- Existing metal panning girt and framing structure that is severely corroded and requires replacement prior to installation of new panning, shall be confirmed with Engineer. Contractor to verify fastener spacing requirements as recommended by the manufacturer. Cost of fasteners included with "Corrugated Fiberglass Siding Panels".
 - Existing L's are connected to corrugated panel system and CG2 & TG2. Contractor to determine how to support corrugated panel system during TG2 & CG2 replacement. Support method to be submitted and approved by the Engineer prior to the commencement of work.
 - Steel members to be removed and replaced shall match existing.

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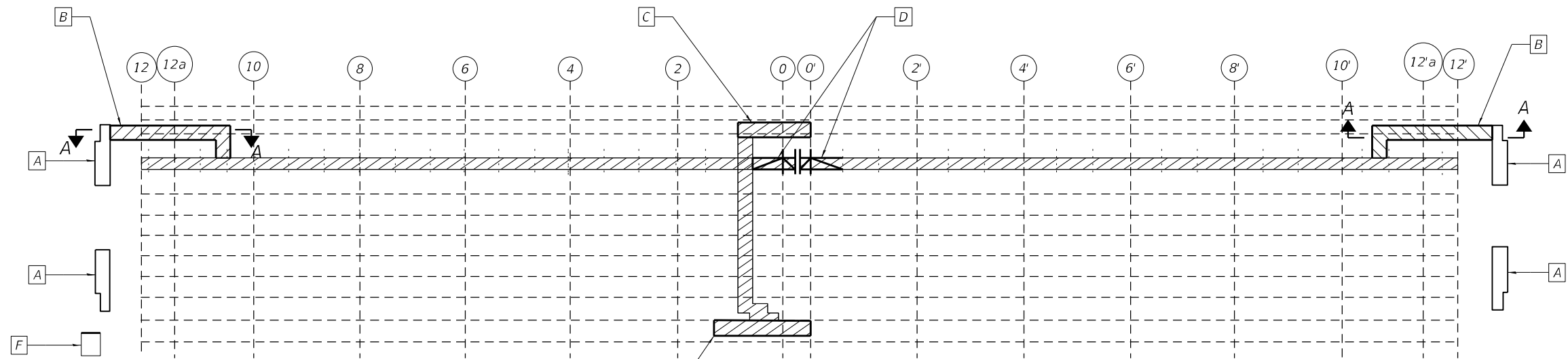
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

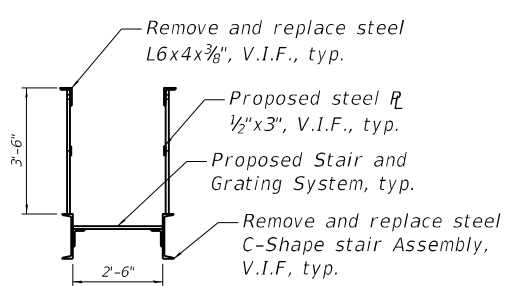
**PIT PARTITION - ENCLOSURE WALLS - DETAILS
 SN 016-0202**

SHEET SB-44 OF SB-48 SHEETS

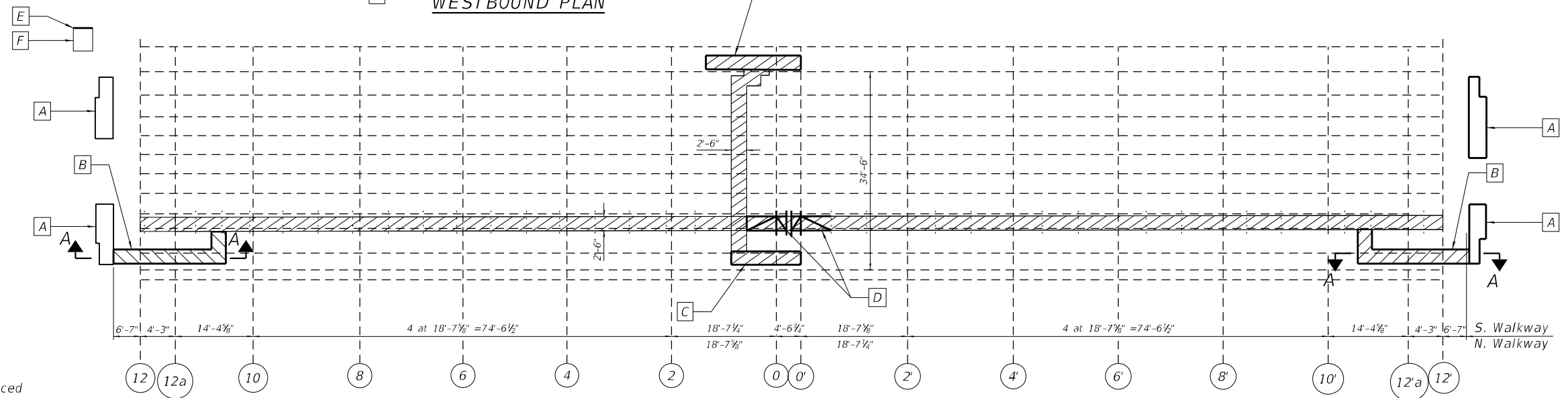
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CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



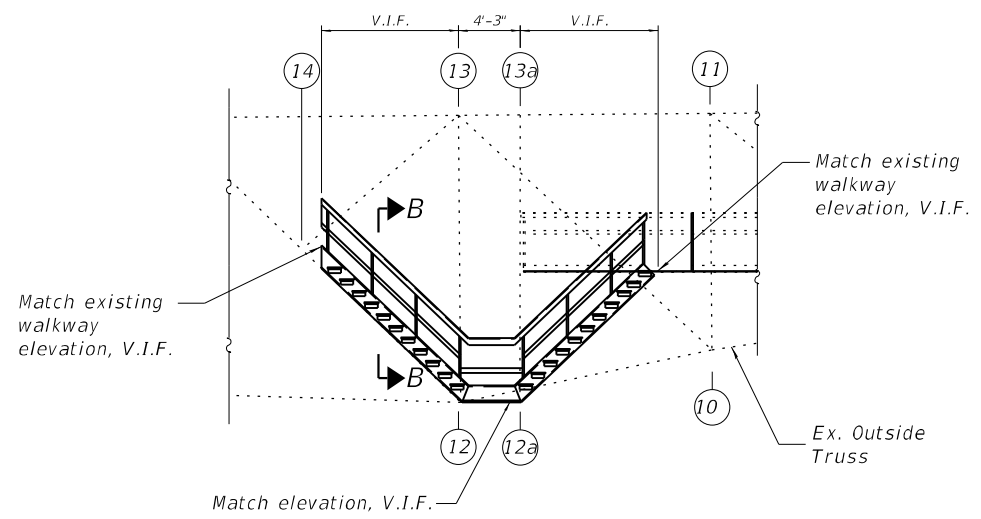
WESTBOUND PLAN



SECTION B-B



EASTBOUND PLAN



VIEW A-A

LEGEND

- Remove and replace existing stair and grating system
- Remove and replace walkway support steel
- Lattice strut platform repairs
- Inspection walkway stairs and landing repairs
- Center lock repairs
- Walkway grating support angle repairs
- Cross girder plate, angle & channel repairs
- Angle & channel repairs

NOTES:

1. Lattice Strut platforms to be removed and replaced see sheet SB-25 for details.
2. Remove and replace the walkway grating support angles, see sheet SB-46 for details.
3. Center lock lower platforms, supporting angles and handrail posts to be removed and replaced, see sheet SB-47 for details.
4. The Diameter of the proposed fasteners must match the size of existing rivets or bolts, unless otherwise noted, as required by the existing detail.
5. It is the Contractor's responsibility to take measurements of the existing conditions wherever new steel is to be installed or connected into the existing material prior to ordering or fabricating any new steel. The Contractor is responsible for the proper fitting and assembly of all part of his work. The Contractor's shop drawings must indicate which dimensions were obtained by actual field measurements.
6. Contractor shall field verify the required bolt length and length of thread necessary to install all bolts in accordance with the Standard Specifications and Section 8.2.1 of the 2020 RCSC "Specification for Structural Joints using High-Strength Bolts".
7. Bolt and Rivet spacings and sizes must be verified in the field by the Contractor prior to ordering material for fabrication.
8. Repaint existing steel members that the new stair and grating system is being attached to per IDOT GBSP 25 "Cleaning and Painting Existing Steel Structures".
9. Existing C-shape stair assembly removal shall be paid for as "Structural Steel Removal".
10. All proposed C-shape steel stair assembly members and associated bolts/fasteners shall be paid for as "Furnishing and Erecting Structural Steel".

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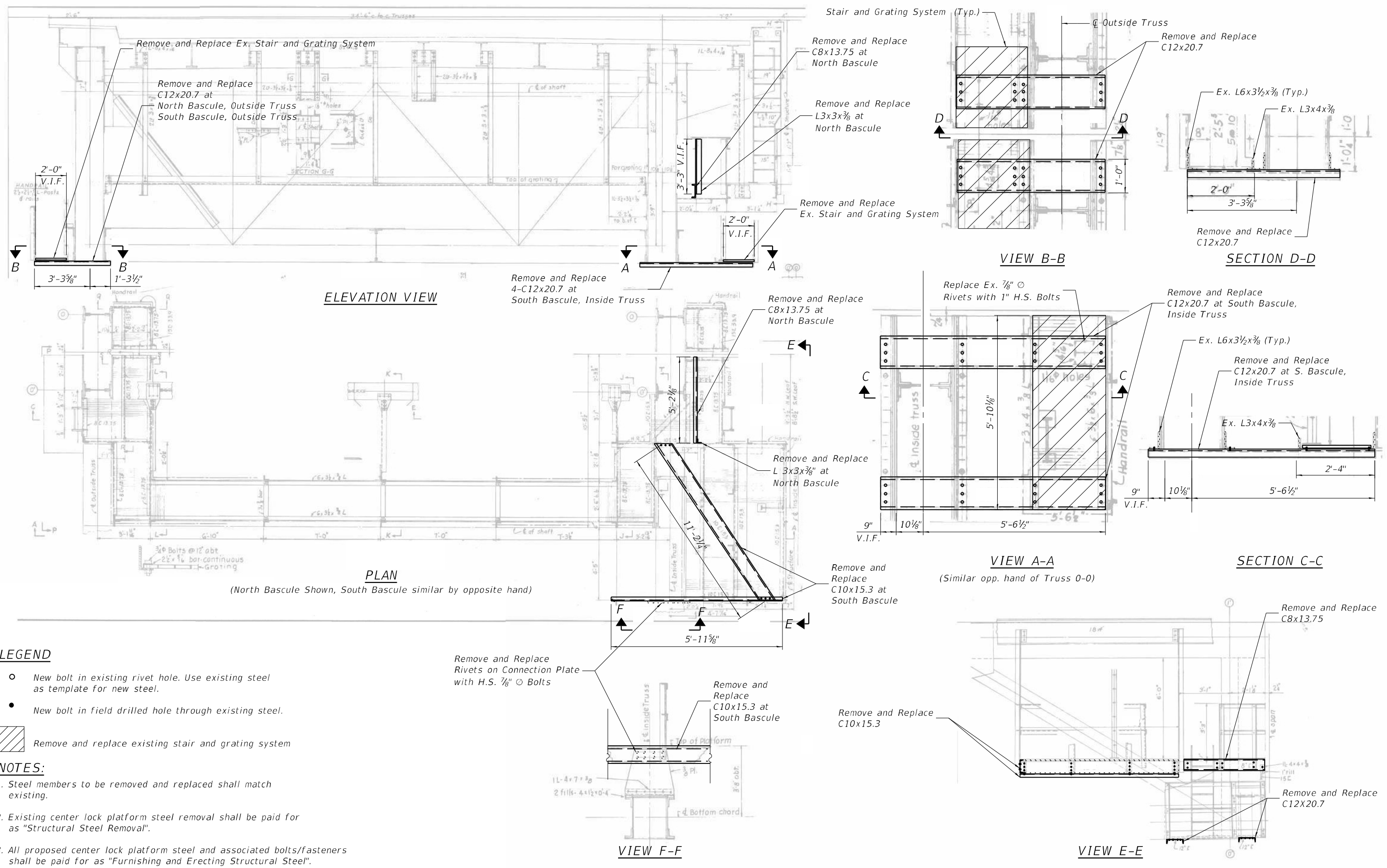
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INSPECTION WALKWAY PLAN
SN 016-0202

SHEET SB-45 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	148
CONTRACT NO. 62L31				

ILLINOIS FED. AID PROJECT



LEGEND

- New bolt in existing rivet hole. Use existing steel as template for new steel.
- New bolt in field drilled hole through existing steel.
- ▨ Remove and replace existing stair and grating system

NOTES:

1. Steel members to be removed and replaced shall match existing.
2. Existing center lock platform steel removal shall be paid for as "Structural Steel Removal".
3. All proposed center lock platform steel and associated bolts/fasteners shall be paid for as "Furnishing and Erecting Structural Steel".

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CENTER LOCK PLATFORM REPAIR DETAILS
SN 016-0202**

SHEET SB-47 OF SB-48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	150
CONTRACT NO. 62L31				
ILLINOIS		FED. AID PROJECT		

Benchmark: Benchmark #1323 is a concrete cut square on top of northern most parapet. It is located adjacent to Southeast corner of the Northeast Bridge Tower. Elevation 629.27

Existing Structure: Structure No. 016-1053, Originally built in 1956 under contract B.U.G.1-265(49) consists of 8 spans of 16 W36 steel beams supported by stub abutments and multi-column piers on concrete piles. The structure underwent a rehabilitation in 1992 under contract C-91-056-91 that included reinforced concrete deck replacement, steel superstructure modifications, bearing replacements and substructure repairs. The back of East Abutment to centerline of East Pier measures 557'-0⁵/₈" and the out to out deck is 89'-8".

Traffic to be maintained utilizing Stage Construction.

No salvage.

SCOPE OF WORK

1. Place Bridge Deck Latex Concrete Overlay
2. Replace Expansion Joints
3. Perform Beam End Repairs
4. Perform Substructure Concrete Repairs

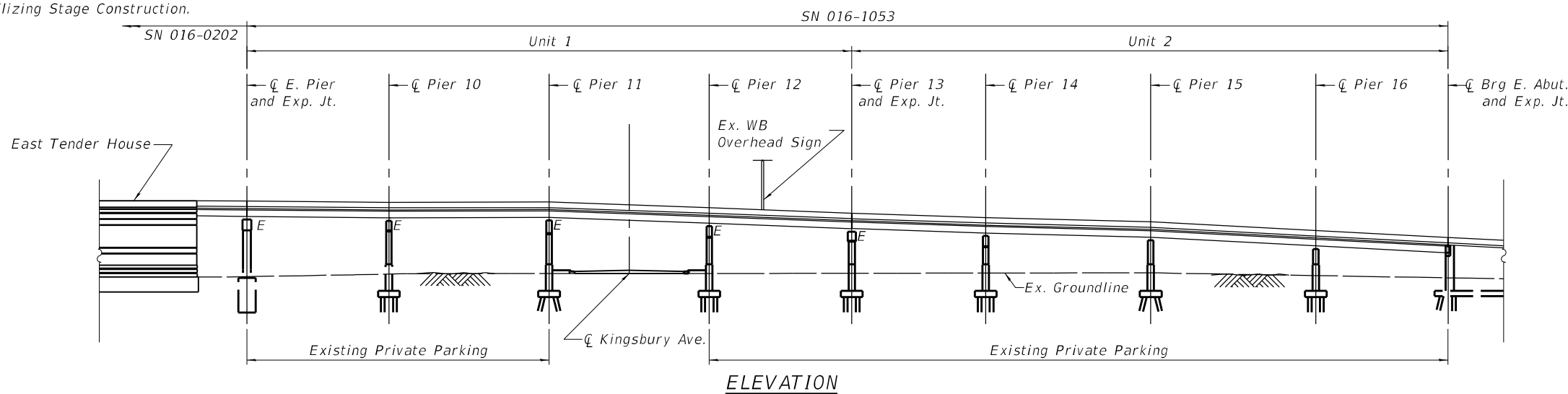
LOADING HS-20-44

EXIST. CONST.:
HS20-516-44 per AASHTO 1957
PROP. CONST.:
HS20-44 per AASHTO 2002

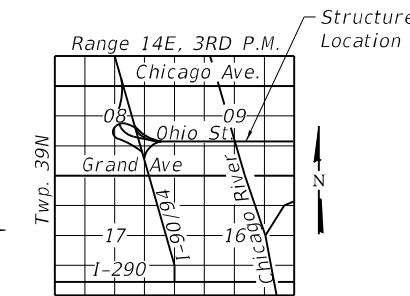
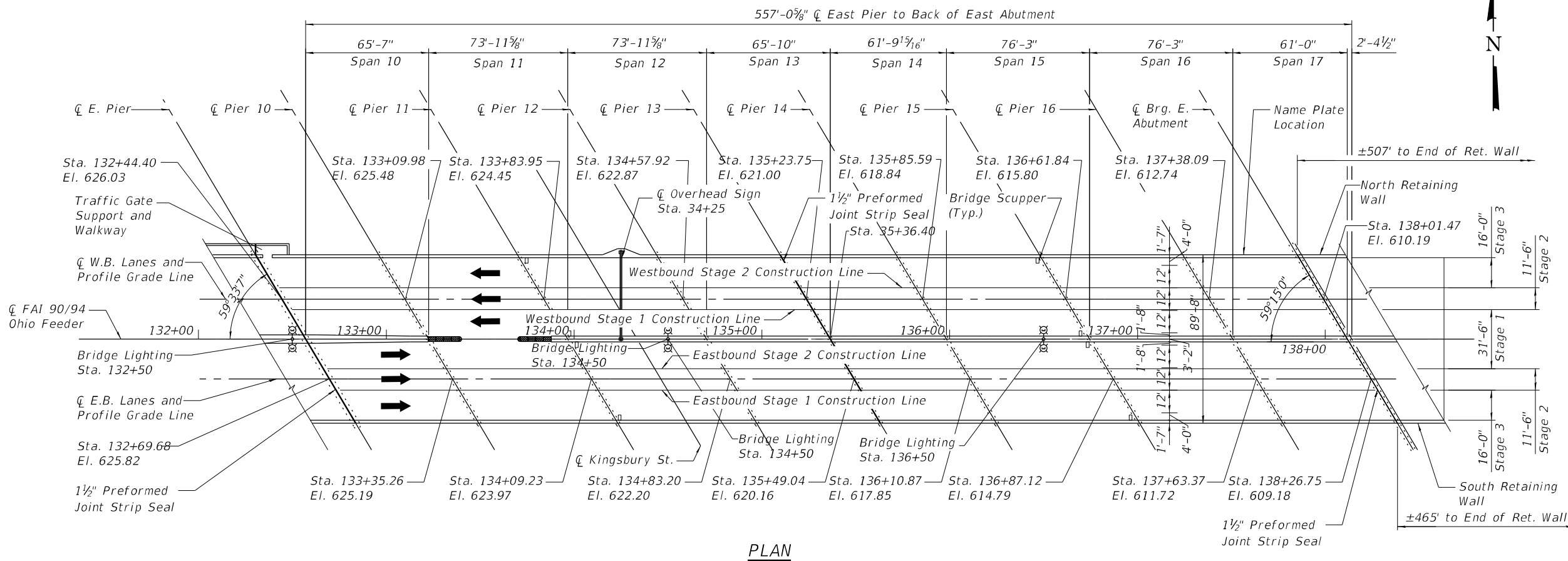
DESIGN STRESSES

FIELD UNITS (EXIST. CONST.)
f'_c = 3,500 psi
f_y = 60,000 psi (Rehab Design Reinforcement)
f_y = 40,000 psi (Original Reinforcement)
f_y = 36,000 psi (Rehab Structural Steel)
f_y = 33,000 psi (Original Structural Steel)

FIELD UNITS (PROP. CONST.)
f'_c = 3,500 psi (Substructure)
f'_c = 4,000 psi (Superstructure)
f_y = 60,000 psi (Reinforcement)
f_y = 36,000 psi (Structural Steel)
AASHTO M270 Grade 36



Timothy Call, Illinois S.E. 081-006644 Date 1/10/2024
Expires 11-30-2024



Note:
Up to 1/4 inch may be ground off the bridge deck and the bridge approach slabs.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
SN 016-1053

SHEET SC-01 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	152
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62L31	

GENERAL NOTES

1. Fasteners shall be ASTM F3125 Grade A325 Type 1. Fasteners shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel." Holes shall be subpunched or subdrilled 11/16" dia. and reamed in the field to 13/16" dia. for 3/4" dia. bolts, unless otherwise noted. Holes shall be subpunched or subdrilled 13/16" dia. and reamed in the field to 15/16" dia. for 7/8" dia. bolts, unless otherwise noted.

2. Calculated weight of Structural Steel AASHTO M270 Grade 36 = 7,490 Pounds

3. All structural steel shall be AASHTO M270 Grade 36 (except expansion joints which shall be AASHTO M270 Grade 50).

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

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

6. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding 1/4 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

7. 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.

8. The Contractor shall obtain private property owner approval to gain access to the site, including but not limited to:
- Private Parking Facilities.

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

10. 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".

11. The Contractor shall complete all superstructure steel repairs prior to the placing of the concrete deck overlay.

12. All new structural steel shall be hot-dip galvanized. Cost included with Furnishing and Erecting Structural Steel. See Special Provisions for Hot Dip Galvanizing of Structural Steel.

13. The Contractor shall exercise extreme caution during Concrete Removal to avoid damaging the steel beams and diaphragms to remain. Any damage to the existing steel beams and/or diaphragms to remain caused by the Contractor in the performance of his/her work shall be repaired by the Contractor, to the satisfaction of the Engineer, at no cost to the Department.

14. Contractor to field verify member measurements, connections, bolt/rivet size and spacing prior to ordering or fabricating any new steel. The Contractor's shop drawings must indicate which dimensions were obtained by actual field measurements.

INDEX OF SHEETS

SC-01	General Plan and Elevation
SC-02	General Data
SC-03	Existing Bridge Profiles
SC-04	Deck Plan
SC-05	Construction Staging
SC-06	Deck Sections
SC-07	Temporary Concrete Barrier
SC-08	Top of Deck Elevations Plan
SC-09	Top of Deck Elevations 1 of 3
SC-10	Top of Deck Elevations 2 of 3
SC-11	Top of Deck Elevations 3 of 3
SC-12	Top of Approach Slab Elevations
SC-13	Westbound Parapet Repair Details
SC-14	Eastbound Parapet Repair Details
SC-15	East Pier Expansion Joint Removal Details
SC-16	Pier 13 Expansion Joint Removal Details
SC-17	East Abutment Expansion Joint Removal Details
SC-18	East Pier Expansion Joint Details
SC-19	Pier 13 Expansion Joint Details
SC-20	East Abutment Expansion Joint Details
SC-21	Miscellaneous Deck Details
SC-22	Preformed Joint Strip Seal Details
SC-23	Framing Plan 1 of 2
SC-24	Framing Plan 2 of 2
SC-25	Diaphragm Replacement Details
SC-26	Beam End Repair Details
SC-27	Retaining Wall
SC-28	East Abutment
SC-29	Pier 10
SC-30	Pier 11
SC-31	Pier 12
SC-32	Pier 13
SC-33	Pier 13 Cap Details
SC-34	Pier 14
SC-35	Pier 15
SC-36	Pier 16
SC-37	Drainage System Repairs
SC-38	Bar Splicer Assembly and Mechanical Splicer Details

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	52.2	-	52.2
Protective Shield	Sq Yd	5526	-	5526
Concrete Superstructure	Cu Yd	54.8	-	54.8
Protective Coat	Sq Yd	6456	-	6456
Furnishing and Erecting Structural Steel	Pound	4810	-	4810
Reinforcement Bars, Epoxy Coated	Pound	7550	610	8160
Bar Splicers	Each	192	-	192
Preformed Joint Strip Seal	Foot	320	-	320
Concrete Sealer	Sq Ft	-	706	706
Cleaning Bridge Scuppers and Downspouts	Each	8	-	8
Bridge Deck Grooving (Longitudinal)	Sq Yd	4444	-	4444
Maintenance of Street Lighting System (City of Chicago)	L Sum	1	-	1
Structural Steel Removal	Pound	4860	-	4860
Structural Steel Repair	Pound	2680	-	2680
Bridge Deck Latex Concrete Overlay, 2 3/4 Inches	Sq Yd	5139	-	5139
Cleaning Bridge Seats	Sq Ft	-	219	219
Bridge Deck Scarification 3/4"	Sq Yd	5139	-	5139
Structural Repair of Concrete (Depth Less than 5 Inches)	Sq Ft	-	1647	1647
Deck Slab Repair (Full Depth, Type 1)	Sq Yd	1	-	1
Diamond Grinding (Bridge Section)	Sq Yd	4645	-	4645
Temporary Shoring and Cribbing	Each	6	-	6

Quantities for Deck Slab Repair are approximate. Locations will be determined by the Engineer following the Hydro-Scarification. Actual repair locations shall be shown on the as-built plans.

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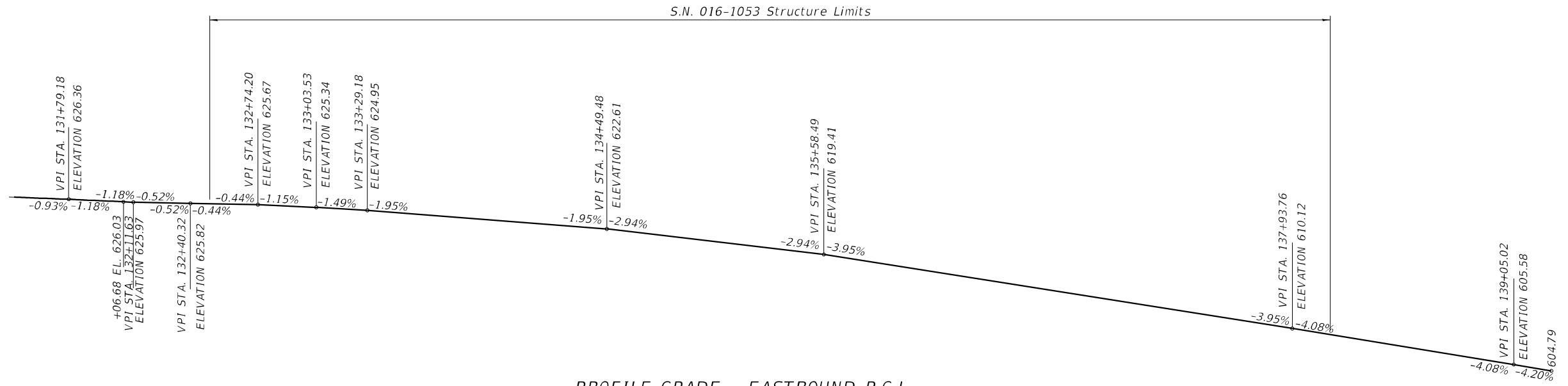
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
SN 016-1053**

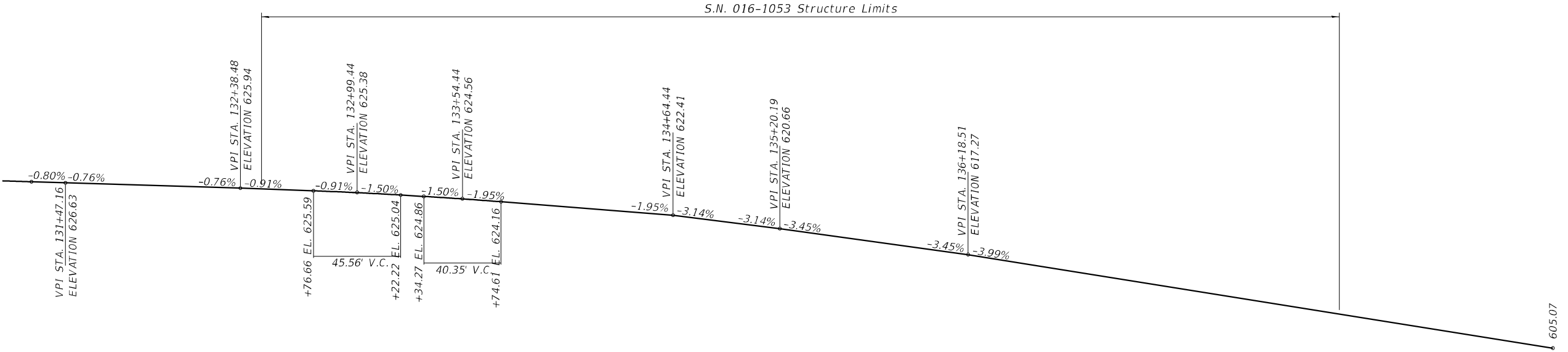
SHEET SC-02 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	153
CONTRACT NO. 62L31				
		ILLINOIS	FED. AID PROJECT	

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PROFILE GRADE - EASTBOUND P.G.L.



PROFILE GRADE - WESTBOUND P.G.L.

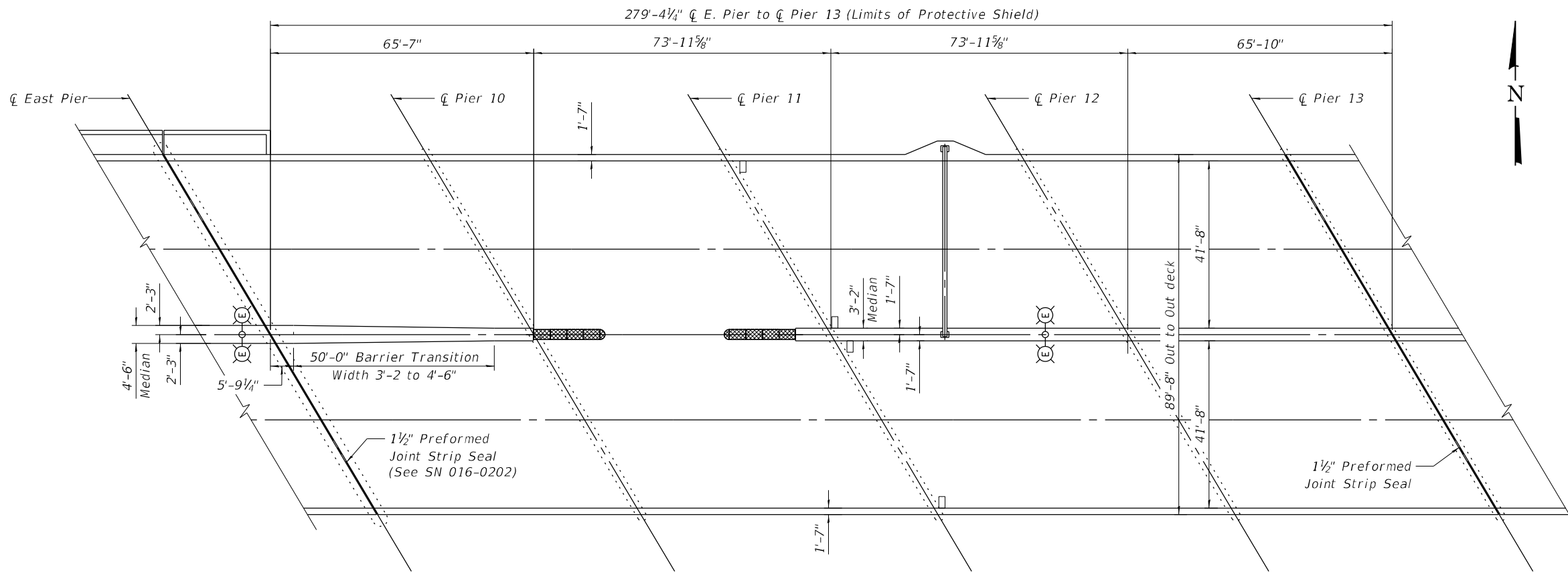
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**STATE OF ILLINOIS
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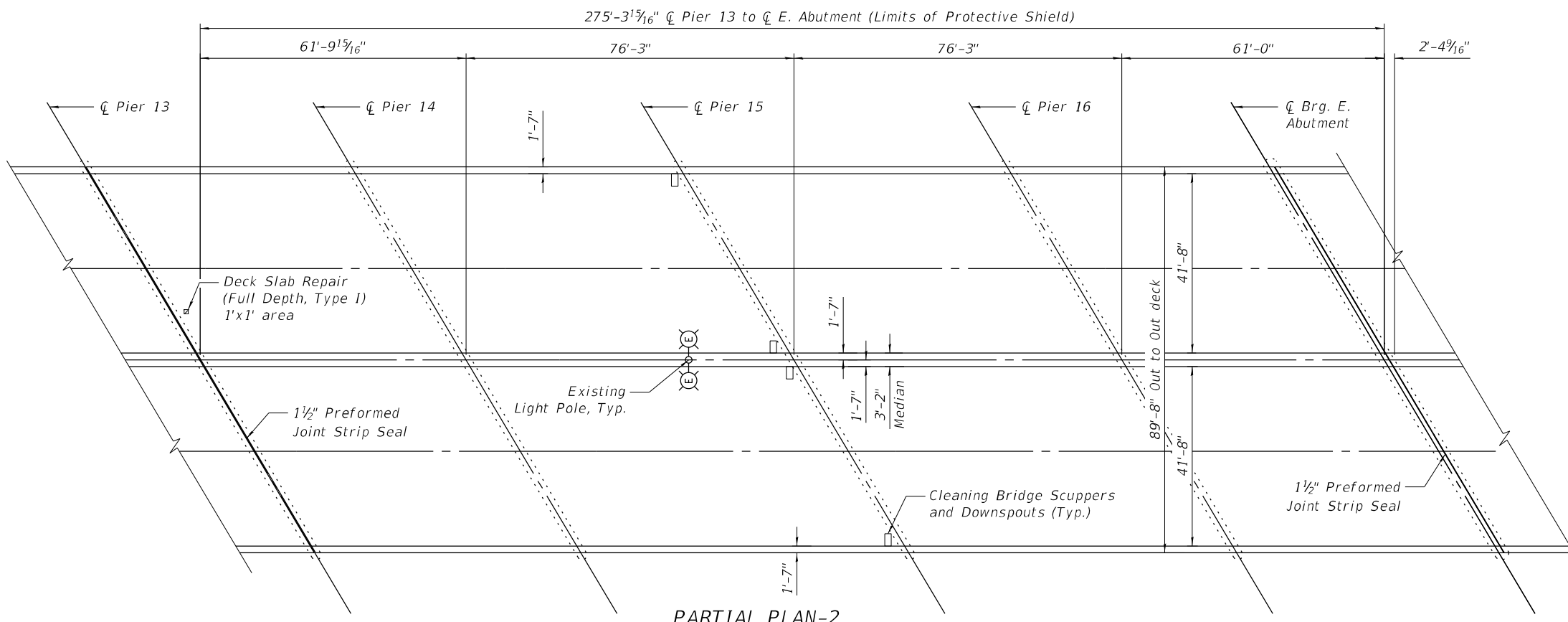
**EXISTING BRIDGE PROFILES
 SN 016-1053**

SHEET SC-03 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	154
CONTRACT NO. 62L31				
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PARTIAL PLAN-1



PARTIAL PLAN-2

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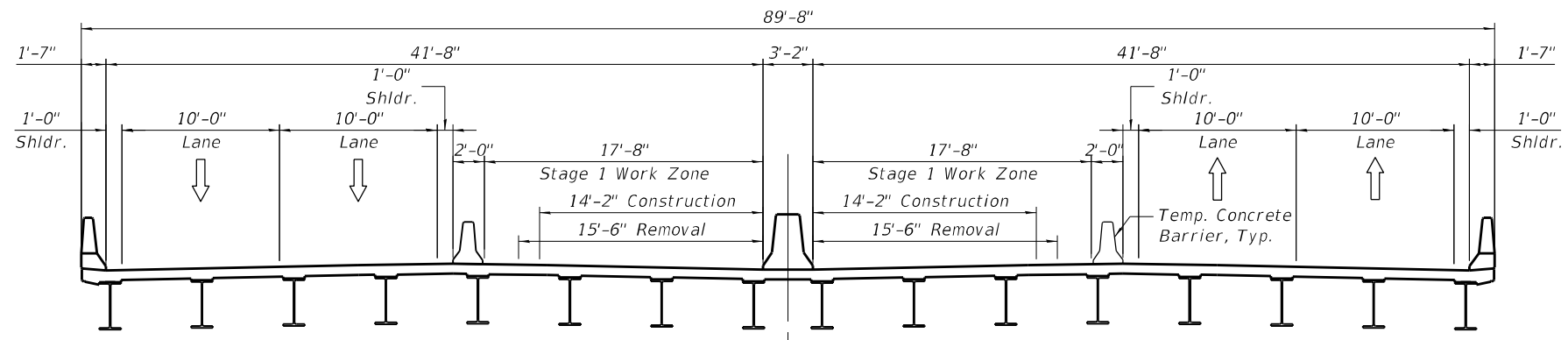
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN
SN 016-1053

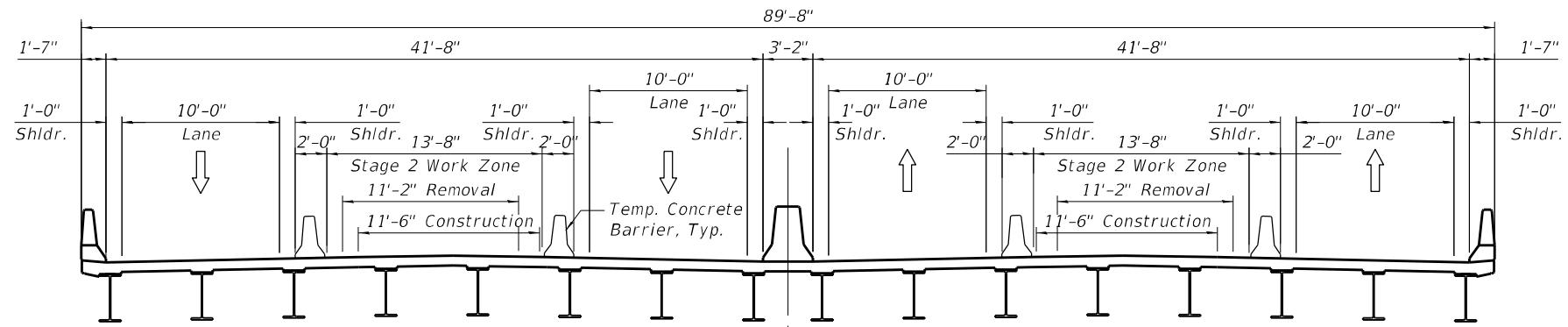
SHEET SC-04 OF 38 SHEETS

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CONTRACT NO. 62L31				

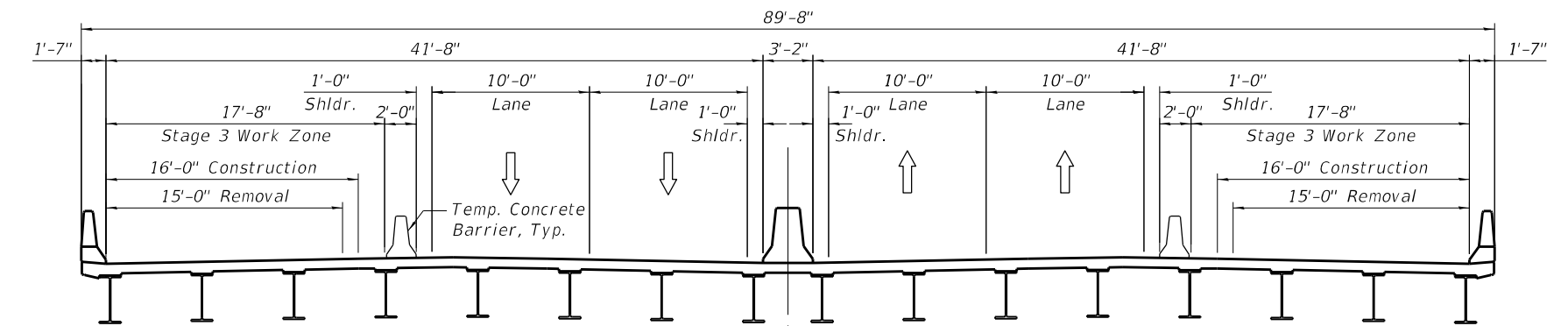
ILLINOIS FED. AID PROJECT



STAGE 1 CONSTRUCTION
(Looking East)



STAGE 2 CONSTRUCTION
(Looking East)



STAGE 3 CONSTRUCTION
(Looking East)

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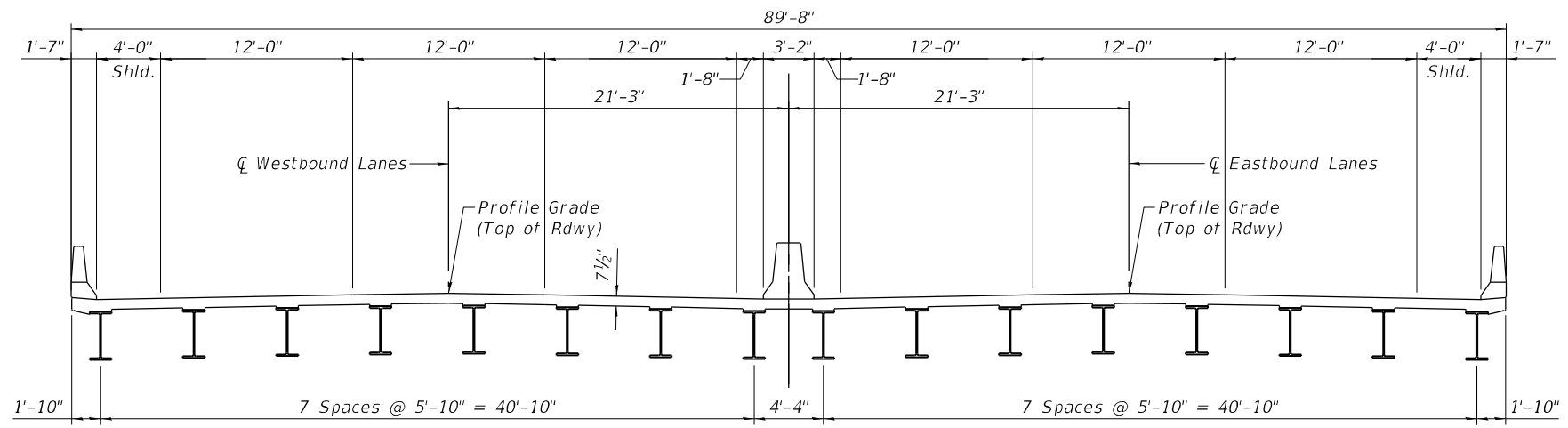


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CHECKED - TCG	REVISIONS -	
PLOT SCALE =	DRAWN - IL/AM	REVISED -
PLOT DATE =	CHECKED - TCG	REVISED -

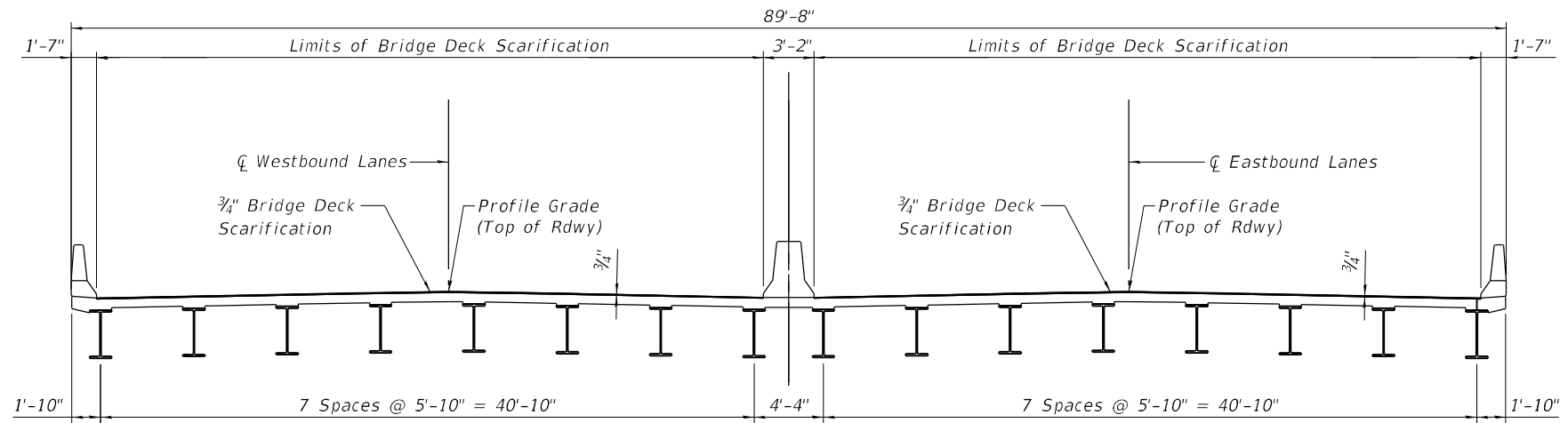
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONSTRUCTION STAGING
SN 016-1053**
SHEET SC-05 OF 38 SHEETS

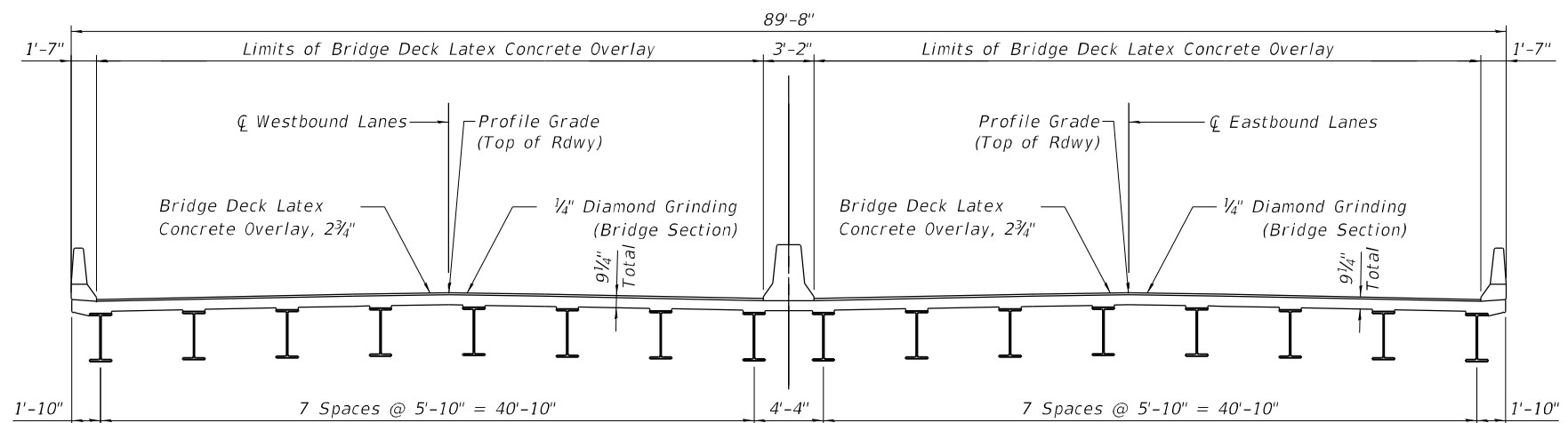
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	156
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



EXISTING CROSS SECTION



REMOVAL CROSS SECTION



FINAL CROSS SECTION

MODEL: Default
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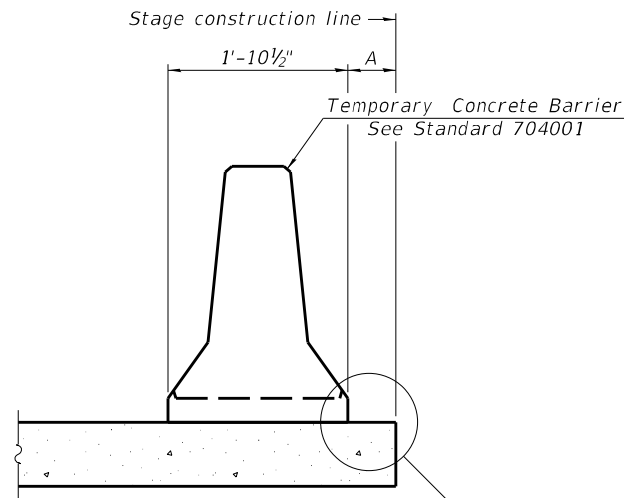
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	CHECKED - TCG	REVISED -
PLOT SCALE =	DRAWN - IL/AM	REVISED -
PLOT DATE =	CHECKED - TCG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK SECTIONS
SN 016-1053

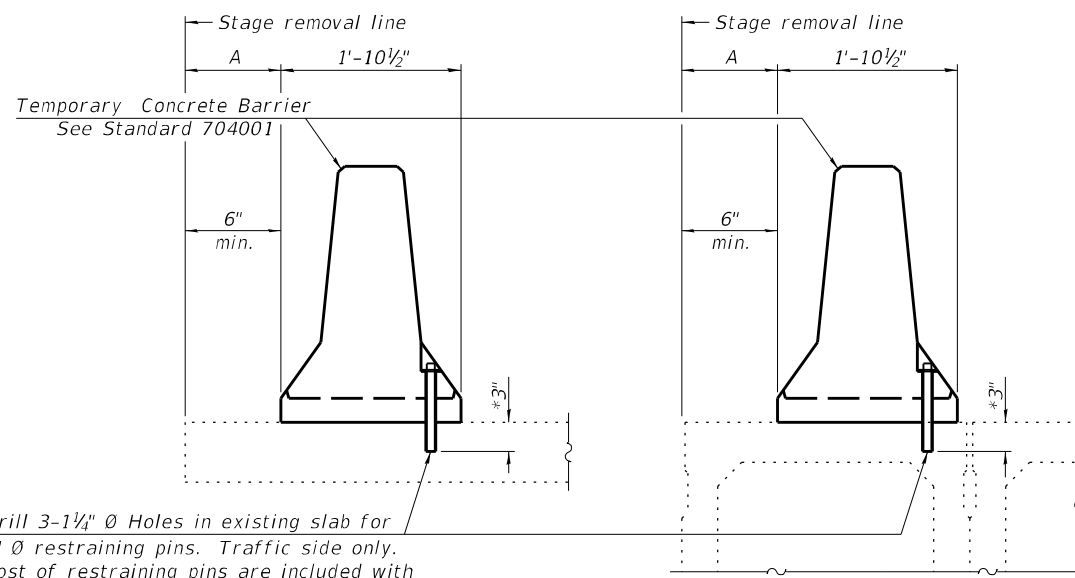
SHEET SC-06 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	157
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



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

NEW SLAB OR NEW DECK BEAM

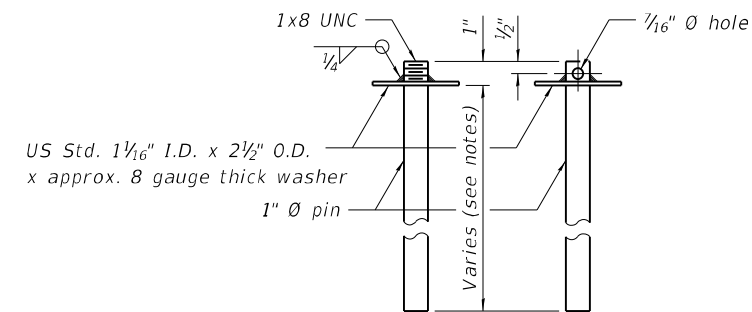


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

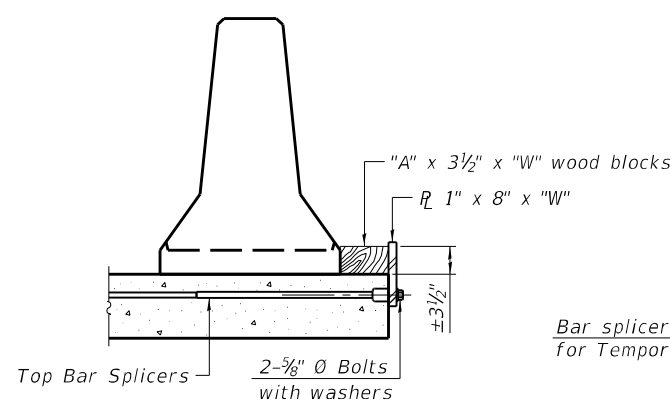
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

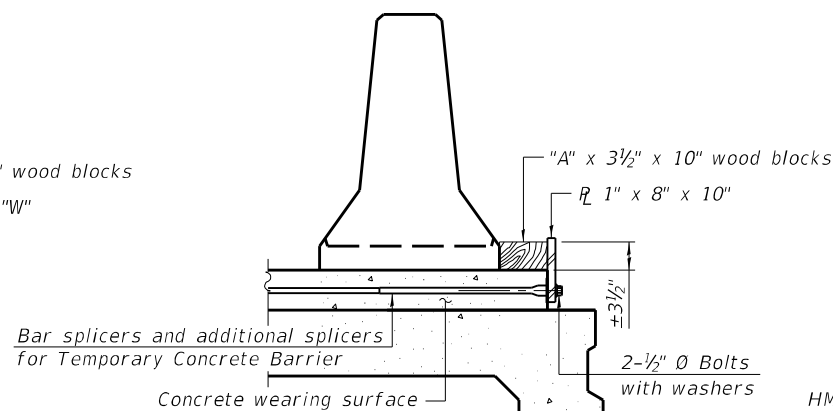


RESTRAINING PIN

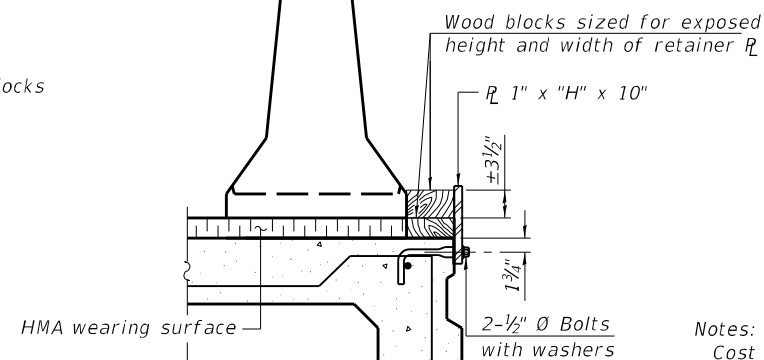
SECTIONS THRU SLAB OR DECK BEAM



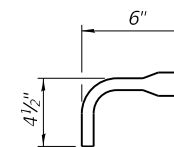
DETAIL I



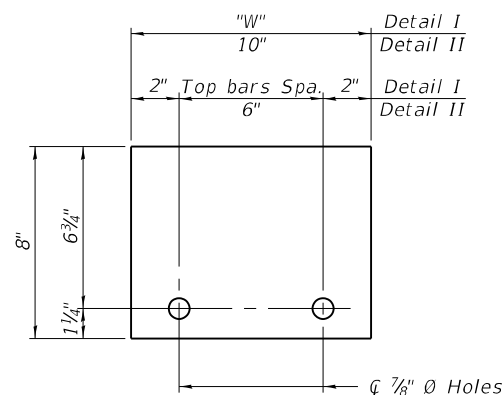
DETAIL II



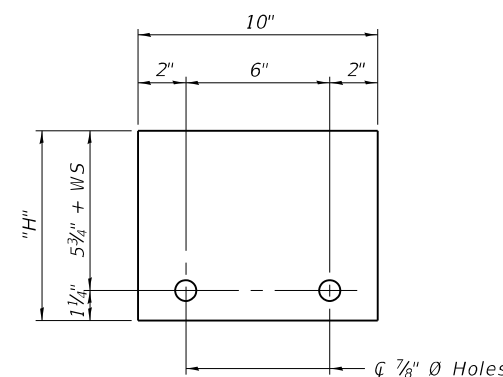
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W"
(Detail I and II)



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

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

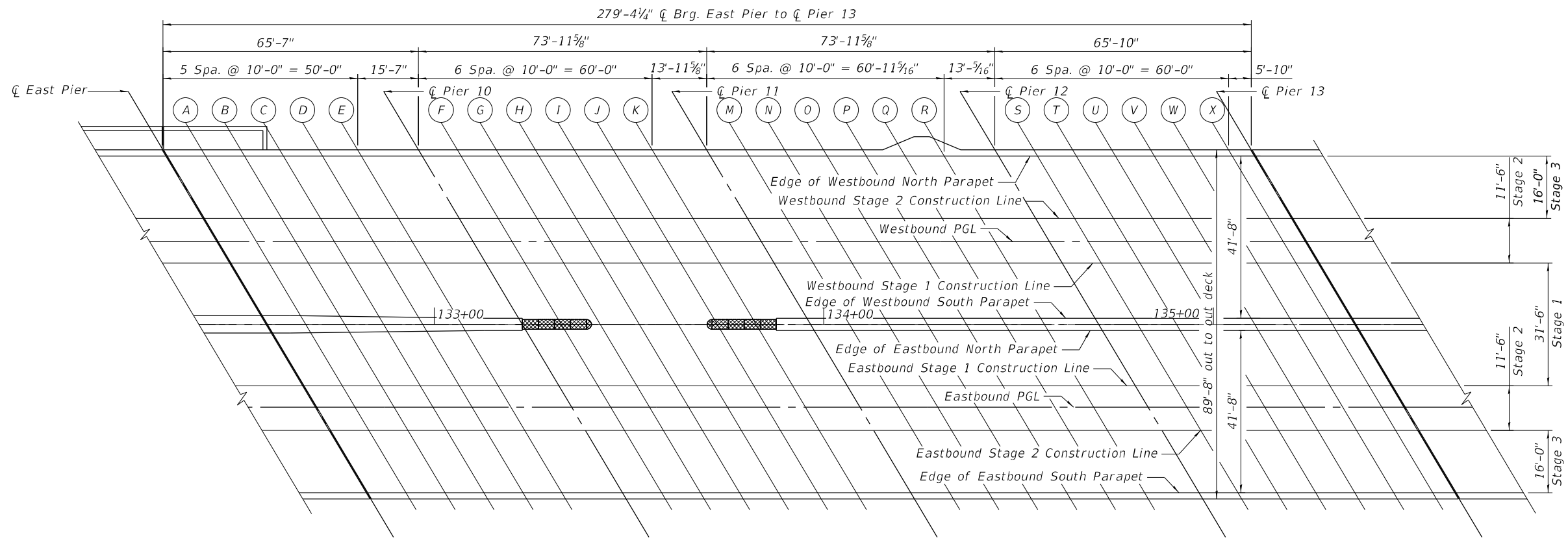
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 016-1053

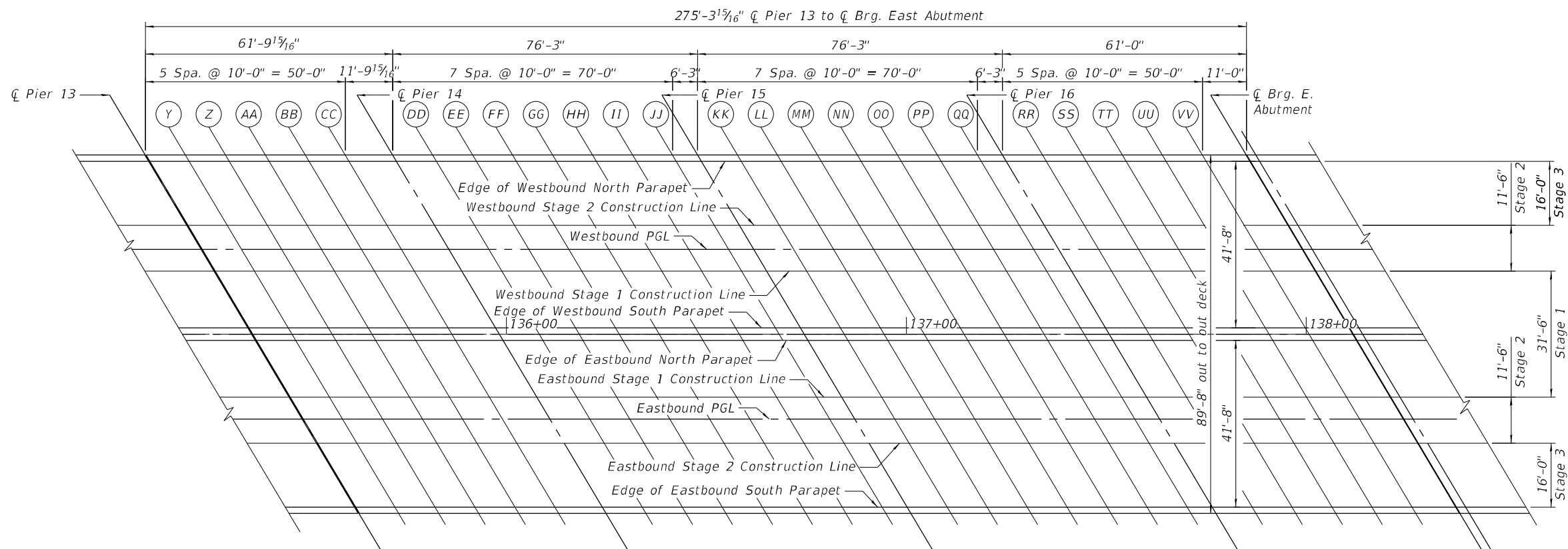
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	158
CONTRACT NO. 62L31				

SHEET SC-07 OF 38 SHEETS

ILLINOIS FED. AID PROJECT



TOP OF DECK ELEVATIONS PLAN-1



TOP OF DECK ELEVATIONS PLAN-2

MODEL: Default
FILE NAME: P:\Projects\120000\2024\DISCIPLINE\Working\Sheets\SN 016-1053\0161053-62L31-008-TOSPlan.dgn



USER NAME =	DESIGNED - IL/AM	REVISED -
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PLOT SCALE =	DRAWN - IL/AM	REVISED -
PLOT DATE =	CHECKED - TCG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS PLAN
SN 016-1053

SHEET SC-08 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	159
CONTRACT NO. 62L31				

ILLINOIS FED. AID PROJECT

EDGE OF W.B. NORTH PARAPET

W.B. STAGE 2 CONSTRUCTION LINE

WESTBOUND P.G.L.

W.B. STAGE 1 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
☒ E. Pier	132+31.26	-22.00	625.80	625.96
A	132+41.26	-22.00	625.72	625.88
B	132+51.26	-22.00	625.62	625.79
C	132+61.26	-22.00	625.53	625.70
D	132+71.26	-22.00	625.44	625.61
E	132+81.26	-22.00	625.35	625.52
☒ Pier 10	132+96.85	-22.00	625.17	625.33
F	133+06.85	-22.00	625.02	625.19
G	133+16.85	-22.00	624.86	625.03
H	133+26.85	-22.00	624.69	624.86
I	133+36.85	-22.00	624.52	624.69
J	133+46.85	-22.00	624.34	624.51
K	133+56.85	-22.00	624.15	624.32
☒ Pier 11	133+70.82	-22.00	623.87	624.03
L	133+80.82	-22.00	623.65	623.82
M	133+90.82	-22.00	623.44	623.60
N	134+00.82	-22.00	623.24	623.41
O	134+10.82	-22.00	623.05	623.21
P	134+20.82	-22.00	622.85	623.02
Q	134+30.82	-22.00	622.65	622.82
R	134+40.82	-22.00	622.46	622.63
☒ Pier 12	134+44.79	-22.00	622.38	622.55
S	134+54.79	-22.00	622.19	622.35
T	134+64.79	-22.00	621.99	622.15
U	134+74.79	-22.00	621.67	621.84
V	134+84.79	-22.00	621.36	621.52
Q	134+94.79	-22.00	621.04	621.21
W	135+04.79	-22.00	620.73	620.90
X	135+10.62	-22.00	620.55	620.71
☒ Pier 13	135+20.62	-22.00	620.23	620.40
Y	135+30.62	-22.00	619.89	620.05
Z	135+40.62	-22.00	619.54	619.71
AA	135+50.62	-22.00	619.20	619.36
BB	135+60.62	-22.00	618.85	619.02
CC	135+72.45	-22.00	618.44	618.61
☒ Pier 14	135+82.45	-22.00	618.10	618.27
DD	135+92.45	-22.00	617.75	617.92
EE	136+02.45	-22.00	617.41	617.58
FF	136+12.45	-22.00	617.07	617.23
GG	136+22.45	-22.00	616.70	616.87
HH	136+32.45	-22.00	616.30	616.47
II	136+42.45	-22.00	615.90	616.07
JJ	136+48.70	-22.00	615.65	615.82
☒ Pier 15	136+58.70	-22.00	615.25	615.42
KK	136+68.70	-22.00	614.85	615.02
LL	136+78.70	-22.00	614.45	614.62
MM	136+88.70	-22.00	614.05	614.22
NN	136+98.70	-22.00	613.65	613.82
OO	137+08.70	-22.00	613.26	613.42
PP	137+18.70	-22.00	612.86	613.02
QQ	137+24.95	-22.00	612.61	612.77
☒ Pier 16	137+34.95	-22.00	612.21	612.37
RR	137+44.95	-22.00	611.81	611.98
SS	137+54.95	-22.00	611.41	611.58
TT	137+64.95	-22.00	611.01	611.18
UU	137+74.95	-22.00	610.61	610.78
VV	137+85.95	-22.00	610.17	610.34
☒ E. Brg.	137+88.32	-22.00	610.08	610.24

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
☒ E. Pier	132+40.83	-6.00	625.89	626.05
A	132+50.83	-6.00	625.79	625.96
B	132+60.83	-6.00	625.70	625.87
C	132+70.83	-6.00	625.61	625.78
D	132+80.83	-6.00	625.52	625.69
E	132+90.83	-6.00	625.42	625.58
☒ Pier 10	133+06.42	-6.00	625.22	625.39
F	133+16.42	-6.00	625.08	625.25
G	133+26.42	-6.00	624.92	625.09
H	133+36.42	-6.00	624.77	624.94
I	133+46.42	-6.00	624.60	624.77
J	133+56.42	-6.00	624.43	624.60
K	133+66.42	-6.00	624.24	624.41
☒ Pier 11	133+80.38	-6.00	623.97	624.13
L	133+90.38	-6.00	623.76	623.93
M	134+00.38	-6.00	623.57	623.74
N	134+10.38	-6.00	623.37	623.54
O	134+20.38	-6.00	623.18	623.35
P	134+30.38	-6.00	622.98	623.15
Q	134+40.38	-6.00	622.79	622.95
R	134+50.38	-6.00	622.59	622.76
☒ Pier 12	134+54.35	-6.00	622.51	622.68
S	134+64.35	-6.00	622.32	622.49
T	134+74.35	-6.00	622.01	622.17
U	134+84.35	-6.00	621.69	621.86
V	134+94.35	-6.00	621.38	621.54
Q	135+04.35	-6.00	621.06	621.23
W	135+14.35	-6.00	620.75	620.92
X	135+20.19	-6.00	620.57	620.73
☒ Pier 13	135+30.19	-6.00	620.22	620.39
Y	135+40.19	-6.00	619.88	620.04
Z	135+50.19	-6.00	619.53	619.70
AA	135+60.19	-6.00	619.19	619.35
BB	135+70.19	-6.00	618.84	619.01
CC	135+82.01	-6.00	618.43	618.60
☒ Pier 14	135+92.01	-6.00	618.09	618.26
DD	136+02.01	-6.00	617.75	617.91
EE	136+12.01	-6.00	617.40	617.57
FF	136+22.01	-6.00	617.04	617.20
GG	136+32.01	-6.00	616.64	616.80
HH	136+42.01	-6.00	616.24	616.40
II	136+52.01	-6.00	615.84	616.01
JJ	136+58.26	-6.00	615.59	615.76
☒ Pier 15	136+68.26	-6.00	615.19	615.36
KK	136+78.26	-6.00	614.79	614.96
LL	136+88.26	-6.00	614.39	614.56
MM	136+98.26	-6.00	613.99	614.16
NN	137+08.26	-6.00	613.59	613.76
OO	137+18.26	-6.00	613.19	613.36
PP	137+28.26	-6.00	612.79	612.96
QQ	137+34.51	-6.00	612.54	612.71
☒ Pier 16	137+44.51	-6.00	612.15	612.31
RR	137+54.51	-6.00	611.75	611.91
SS	137+64.51	-6.00	611.35	611.51
TT	137+74.51	-6.00	610.95	611.11
UU	137+84.51	-6.00	610.55	610.72
VV	137+95.51	-6.00	610.11	610.28
☒ E. Brg.	137+97.89	-6.00	610.01	610.18

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
☒ E. Pier	132+44.40	0.00	625.88	626.05
A	132+54.40	0.00	625.79	625.96
B	132+64.40	0.00	625.70	625.87
C	132+74.40	0.00	625.61	625.78
D	132+84.40	0.00	625.52	625.68
E	132+94.40	0.00	625.41	625.57
☒ Pier 10	133+09.98	0.00	625.21	625.38
F	133+19.98	0.00	625.07	625.24
G	133+29.98	0.00	624.92	625.09
H	133+39.98	0.00	624.77	624.94
I	133+49.98	0.00	624.61	624.78
J	133+59.98	0.00	624.44	624.60
K	133+69.98	0.00	624.25	624.42
☒ Pier 11	133+83.95	0.00	623.98	624.15
L	133+93.95	0.00	623.78	623.95
M	134+03.95	0.00	623.59	623.76
N	134+13.95	0.00	623.39	623.56
O	134+23.95	0.00	623.20	623.37
P	134+33.95	0.00	623.00	623.17
Q	134+43.95	0.00	622.81	622.97
R	134+53.95	0.00	622.61	622.78
☒ Pier 12	134+57.92	0.00	622.53	622.70
S	134+67.92	0.00	622.30	622.46
T	134+77.92	0.00	621.98	622.15
U	134+87.92	0.00	621.67	621.84
V	134+97.92	0.00	621.36	621.52
Q	135+07.92	0.00	621.04	621.21
W	135+17.92	0.00	620.73	620.89
X	135+23.75	0.00	620.53	620.70
☒ Pier 13	135+33.75	0.00	620.19	620.35
Y	135+43.75	0.00	619.84	620.01
Z	135+53.75	0.00	619.50	619.67
AA	135+63.75	0.00	619.15	619.32
BB	135+73.75	0.00	618.81	618.98
CC	135+85.58	0.00	618.40	618.57
☒ Pier 14	135+95.58	0.00	618.06	618.22
DD	136+05.58	0.00	617.71	617.88
EE	136+15.58	0.00	617.37	617.53
FF	136+25.58	0.00	616.98	617.15
GG	136+35.58	0.00	616.58	616.75
HH	136+45.58	0.00	616.19	616.35
II	136+55.58	0.00	615.79	615.95
JJ	136+61.83	0.00	615.54	615.70
☒ Pier 15	136+71.83	0.00	615.14	615.30
KK	136+81.83	0.00	614.74	614.90
LL	136+91.83	0.00	614.34	614.51
MM	137+01.83	0.00	613.94	614.11
NN	137+11.83	0.00	613.54	613.71
OO	137+21.83	0.00	613.14	613.31
PP	137+31.83	0.00	612.74	612.91
QQ	137+38.08	0.00	612.49	612.66
☒ Pier 16	137+48.08	0.00	612.09	612.26
RR	137+58.08	0.00	611.69	611.86
SS	137+68.08	0.00	611.29	611.46
TT	137+78.08	0.00	610.90	611.06
UU	137+88.08	0.00	610.50	610.66
VV	137+99.08	0.00	610.06	610.22
☒ E. Brg.	138+01.46	0.00	609.96	610.13

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
☒ E. Pier	132+47.67	5.50	625.83	625.99
A	132+57.67	5.50	625.74	625.90
B	132+67.67	5.50	625.64	625.81
C	132+77.67	5.50	625.55	625.72
D	132+87.67	5.50	625.45	625.62
E	132+97.67	5.50	625.34	625.50
☒ Pier 10	133+13.25	5.50	625.13	625.30
F	133+23.25	5.50	624.98	625.15
G	133+33.25	5.50	624.82	624.99
H	133+43.25	5.50	624.66	624.83
I	133+53.25	5.50	624.49	624.66
J	133+63.25	5.50	624.31	624.48
K	133+73.25	5.50	624.12	624.28
☒ Pier 11	133+87.22	5.50	623.84	624.00
L	133+97.22	5.50	623.64	623.81
M	134+07.22	5.50	623.44	623.61
N	134+17.22	5.50	623.25	623.41
O	134+27.22	5.50	623.05	623.22
P	134+37.22	5.50	622.86	623.02
Q	134+47.22	5.50	622.66	622.83
R	134+57.22	5.50	622.47	622.63
☒ Pier 12	134+61.19	5.50	622.39	622.55
S	134+71.19	5.50	622.11	622.28
T	134+81.19	5.50	621.80	621.97
U	134+91.19	5.50	621.48	621.65
V	135+01.19	5.50	621.17	621.34
Q	135+11.19	5.50	620.86	621.02
W	135+21.19	5.50	620.54	620.71
X	135+27.03	5.50	620.34	620.50
☒ Pier 13	135+37.03	5.50	619.99	620.16
Y	135+47.03	5.50	619.65	619.81
Z	135+57.03	5.50	619.30	619.47
AA	135+67.03	5.50	618.96	619.13
BB	135+77.03	5.50	618.61	618.78
CC	135+88			

EDGE OF W.B. SOUTH PARAPET

EDGE OF E.B. NORTH PARAPET

E.B. STAGE 1 CONSTRUCTION LINE

EASTBOUND P.G.L.

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
☐ E. Pier	132+56.10	19.67	625.60	625.77
A	132+66.10	19.67	625.51	625.68
B	132+76.10	19.67	625.42	625.59
C	132+86.10	19.67	625.32	625.49
D	132+96.10	19.67	625.20	625.37
E	133+06.10	19.67	625.06	625.23
☐ Pier 10	133+21.68	19.67	624.81	624.98
F	133+31.68	19.67	624.65	624.81
G	133+41.68	19.67	624.47	624.64
H	133+51.68	19.67	624.29	624.46
I	133+61.68	19.67	624.10	624.26
J	133+71.68	19.67	623.89	624.06
K	133+81.68	19.67	623.68	623.84
☐ Pier 11	133+95.65	19.67	623.39	623.56
L	134+05.65	19.67	623.19	623.36
M	134+15.65	19.67	623.00	623.16
N	134+25.65	19.67	622.80	622.97
O	134+35.65	19.67	622.61	622.77
P	134+45.65	19.67	622.41	622.58
Q	134+55.65	19.67	622.22	622.38
R	134+65.65	19.67	622.01	622.17
☐ Pier 12	134+69.62	19.67	621.88	622.05
S	134+79.62	19.67	621.57	621.73
T	134+89.62	19.67	621.25	621.42
U	134+99.62	19.67	620.94	621.11
V	135+09.62	19.67	620.62	620.79
Q	135+19.62	19.67	620.31	620.48
W	135+29.62	19.67	619.97	620.13
X	135+35.45	19.67	619.77	619.93
☐ Pier 13	135+45.45	19.67	619.42	619.59
Y	135+55.45	19.67	619.08	619.24
Z	135+65.45	19.67	618.73	618.90
AA	135+75.45	19.67	618.39	618.55
BB	135+85.45	19.67	618.04	618.21
CC	135+97.28	19.67	617.64	617.80
☐ Pier 14	136+07.28	19.67	617.29	617.46
DD	136+17.28	19.67	616.95	617.11
EE	136+27.28	19.67	616.55	616.72
FF	136+37.28	19.67	616.15	616.32
GG	136+47.28	19.67	615.75	615.92
HH	136+57.28	19.67	615.36	615.52
II	136+67.28	19.67	614.96	615.12
JJ	136+73.53	19.67	614.71	614.87
☐ Pier 15	136+83.53	19.67	614.31	614.47
KK	136+93.53	19.67	613.91	614.07
LL	137+03.53	19.67	613.51	613.68
MM	137+13.53	19.67	613.11	613.28
NN	137+23.53	19.67	612.71	612.88
OO	137+33.53	19.67	612.31	612.48
PP	137+43.53	19.67	611.91	612.08
QQ	137+49.78	19.67	611.66	611.83
☐ Pier 16	137+59.78	19.67	611.26	611.43
RR	137+69.78	19.67	610.86	611.03
SS	137+79.78	19.67	610.46	610.63
TT	137+89.78	19.67	610.06	610.23
UU	137+99.78	19.67	609.67	609.83
VV	138+10.78	19.67	609.23	609.39
☐ E. Brg.	138+13.16	19.67	609.13	609.30

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
☐ E. Pier	132+57.98	-22.00	625.55	625.72
A	132+67.98	-22.00	625.50	625.67
B	132+77.98	-22.00	625.43	625.60
C	132+87.98	-22.00	625.32	625.48
D	132+97.98	-22.00	625.19	625.35
E	133+07.98	-22.00	625.03	625.20
☐ Pier 10	133+23.57	-22.00	624.77	624.94
F	133+33.57	-22.00	624.58	624.75
G	133+43.57	-22.00	624.36	624.53
H	133+53.57	-22.00	624.15	624.31
I	133+63.57	-22.00	623.93	624.10
J	133+73.57	-22.00	623.72	623.88
K	133+83.57	-22.00	623.50	623.67
☐ Pier 11	133+97.53	-22.00	623.22	623.38
L	134+07.53	-22.00	623.02	623.19
M	134+17.53	-22.00	622.83	622.99
N	134+27.53	-22.00	622.63	622.80
O	134+37.53	-22.00	622.44	622.60
P	134+47.53	-22.00	622.24	622.41
Q	134+57.53	-22.00	621.97	622.13
R	134+67.53	-22.00	621.67	621.84
☐ Pier 12	134+71.50	-22.00	621.56	621.72
S	134+81.50	-22.00	621.26	621.43
T	134+91.50	-22.00	620.97	621.13
U	135+01.50	-22.00	620.67	620.84
V	135+11.50	-22.00	620.38	620.55
Q	135+21.50	-22.00	620.09	620.25
W	135+31.50	-22.00	619.79	619.96
X	135+37.34	-22.00	619.62	619.79
☐ Pier 13	135+47.34	-22.00	619.32	619.49
Y	135+57.34	-22.00	619.03	619.20
Z	135+67.34	-22.00	618.65	618.81
AA	135+77.34	-22.00	618.25	618.42
BB	135+87.34	-22.00	617.86	618.02
CC	135+99.16	-22.00	617.39	617.56
☐ Pier 14	136+09.16	-22.00	617.00	617.16
DD	136+19.16	-22.00	616.60	616.77
EE	136+29.16	-22.00	616.21	616.37
FF	136+39.16	-22.00	615.81	615.98
GG	136+49.16	-22.00	615.42	615.58
HH	136+59.16	-22.00	615.02	615.19
II	136+69.16	-22.00	614.63	614.79
JJ	136+75.41	-22.00	614.38	614.55
☐ Pier 15	136+85.41	-22.00	613.98	614.15
KK	136+95.41	-22.00	613.59	613.76
LL	137+05.41	-22.00	613.20	613.36
MM	137+15.41	-22.00	612.80	612.97
NN	137+25.41	-22.00	612.41	612.57
OO	137+35.41	-22.00	612.01	612.18
PP	137+45.41	-22.00	611.62	611.78
QQ	137+51.66	-22.00	611.37	611.54
☐ Pier 16	137+61.66	-22.00	610.97	611.14
RR	137+71.66	-22.00	610.58	610.75
SS	137+81.66	-22.00	610.18	610.35
TT	137+91.66	-22.00	609.79	609.96
UU	138+01.66	-22.00	609.38	609.55
VV	138+12.66	-22.00	608.94	609.10
☐ E. Brg.	138+15.04	-22.00	608.84	609.01

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
☐ E. Pier	132+66.41	-6.00	625.68	625.84
A	132+76.41	-6.00	625.62	625.78
B	132+86.41	-6.00	625.50	625.67
C	132+96.41	-6.00	625.38	625.55
D	133+06.41	-6.00	625.25	625.42
E	133+16.41	-6.00	625.10	625.26
☐ Pier 10	133+31.99	-6.00	624.84	625.01
F	133+41.99	-6.00	624.64	624.81
G	133+51.99	-6.00	624.44	624.61
H	133+61.99	-6.00	624.24	624.41
I	133+71.99	-6.00	624.04	624.21
J	133+81.99	-6.00	623.84	624.01
K	133+91.99	-6.00	623.64	623.81
☐ Pier 11	134+05.96	-6.00	623.37	623.54
L	134+15.96	-6.00	623.18	623.34
M	134+25.96	-6.00	622.98	623.15
N	134+35.96	-6.00	622.79	622.95
O	134+45.96	-6.00	622.59	622.76
P	134+55.96	-6.00	622.33	622.50
Q	134+65.96	-6.00	622.04	622.21
R	134+75.96	-6.00	621.75	621.91
☐ Pier 12	134+79.93	-6.00	621.63	621.80
S	134+89.93	-6.00	621.33	621.50
T	134+99.93	-6.00	621.04	621.21
U	135+09.93	-6.00	620.75	620.91
V	135+19.93	-6.00	620.45	620.62
Q	135+29.93	-6.00	620.16	620.32
W	135+39.93	-6.00	619.86	620.03
X	135+45.76	-6.00	619.69	619.86
☐ Pier 13	135+55.76	-6.00	619.40	619.56
Y	135+65.76	-6.00	619.03	619.20
Z	135+75.76	-6.00	618.63	618.80
AA	135+85.76	-6.00	618.24	618.41
BB	135+95.76	-6.00	617.84	618.01
CC	136+07.59	-6.00	617.38	617.54
☐ Pier 14	136+17.59	-6.00	616.98	617.15
DD	136+27.59	-6.00	616.59	616.75
EE	136+37.59	-6.00	616.19	616.36
FF	136+47.59	-6.00	615.80	615.97
GG	136+57.59	-6.00	615.40	615.57
HH	136+67.59	-6.00	615.01	615.18
II	136+77.59	-6.00	614.61	614.78
JJ	136+83.84	-6.00	614.37	614.53
☐ Pier 15	136+93.84	-6.00	613.97	614.14
KK	137+03.84	-6.00	613.58	613.74
LL	137+13.84	-6.00	613.18	613.35
MM	137+23.84	-6.00	612.79	612.95
NN	137+33.84	-6.00	612.39	612.56
OO	137+43.84	-6.00	612.00	612.16
PP	137+53.84	-6.00	611.60	611.77
QQ	137+60.09	-6.00	611.36	611.52
☐ Pier 16	137+70.09	-6.00	610.96	611.13
RR	137+80.09	-6.00	610.57	610.73
SS	137+90.09	-6.00	610.17	610.34
TT	138+00.09	-6.00	609.77	609.94
UU	138+10.09	-6.00	609.36	609.53
VV	138+21.09	-6.00	608.91	609.08
☐ E. Brg.	138+23.47	-6.00	608.82	608.98

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
☐ E. Pier	132+69.68	0.00	625.69	625.86
A	132+79.68	0.00	625.61	625.78
B	132+89.68	0.00	625.50	625.66
C	132+99.68	0.00	625.38	625.55
D	133+09.68	0.00	625.24	625.41
E	133+19.68	0.00	625.10	625.26
☐ Pier 10	133+35.26	0.00	624.84	625.00
F	133+45.26	0.00	624.64	624.81
G	133+55.26	0.00	624.45	624.61
H	133+65.26	0.00	624.25	624.42
I	133+75.26	0.00	624.06	624.23
J	133+85.26	0.00	623.86	624.03
K	133+95.26	0.00	623.67	623.84
☐ Pier 11	134+09.23	0.00	623.40	623.56
L	134+19.23	0.00	623.20	623.37
M	134+29.23	0.00	623.01	623.18
N	134+39.23	0.00	622.81	622.98
O	134+49.23	0.00	622.62	622.79
P	134+59.23	0.00	622.33	622.49
Q	134+69.23	0.00	622.03	622.20
R	134+79.23	0.00	621.74	621.91
☐ Pier 12	134+83.20	0.00	621.62	621.79
S	134+93.20	0.00	621.33	621.49
T	135+03.20	0.00	621.03	621.20
U	135+13.20	0.00	620.74	620.91
V	135+23.20	0.00	620.45	620.61
Q	135+33.20	0.00	620.15	620.32
W	135+43.20	0.00	619.86	620.02
X	135+49.03	0.00	619.68	619.85
☐ Pier 13	135+59.03	0.00	619.39	619.55
Y	135+69.03	0.00	618.99	619.16
Z	135+79.03	0.00	618.60	618.76
AA	135+89.03	0.00	618.20	618.37
BB	135+99			

E.B. STAGE 2 CONSTRUCTION LINE

EDGE OF E.B. SOUTH PARAPET

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
☉ E. Pier	132+73.25	5.50	625.65	625.82
A	132+83.25	5.50	625.54	625.71
B	132+93.25	5.50	625.42	625.59
C	133+03.25	5.50	625.30	625.47
D	133+13.25	5.50	625.15	625.32
E	133+23.25	5.50	625.00	625.16
☉ Pier 10	133+38.83	5.50	624.71	624.88
F	133+48.83	5.50	624.51	624.68
G	133+58.83	5.50	624.31	624.48
H	133+68.83	5.50	624.11	624.28
I	133+78.83	5.50	623.91	624.08
J	133+88.83	5.50	623.71	623.88
K	133+98.83	5.50	623.52	623.68
☉ Pier 11	134+12.80	5.50	623.25	623.41
L	134+22.80	5.50	623.05	623.22
M	134+32.80	5.50	622.86	623.02
N	134+42.80	5.50	622.66	622.83
O	134+52.80	5.50	622.43	622.60
P	134+62.80	5.50	622.14	622.31
Q	134+72.80	5.50	621.85	622.01
R	134+82.80	5.50	621.55	621.72
☉ Pier 12	134+86.77	5.50	621.43	621.60
S	134+96.77	5.50	621.14	621.31
T	135+06.77	5.50	620.85	621.01
U	135+16.77	5.50	620.55	620.72
V	135+26.77	5.50	620.26	620.42
Q	135+36.77	5.50	619.96	620.13
W	135+46.77	5.50	619.67	619.84
X	135+52.60	5.50	619.50	619.66
☉ Pier 13	135+62.60	5.50	619.16	619.33
Y	135+72.60	5.50	618.77	618.93
Z	135+82.60	5.50	618.37	618.54
AA	135+92.60	5.50	617.98	618.14
BB	136+02.60	5.50	617.58	617.75
CC	136+14.43	5.50	617.12	617.28
☉ Pier 14	136+24.43	5.50	616.72	616.89
DD	136+34.43	5.50	616.33	616.49
EE	136+44.43	5.50	615.93	616.10
FF	136+54.43	5.50	615.54	615.70
GG	136+64.43	5.50	615.14	615.31
HH	136+74.43	5.50	614.75	614.91
II	136+84.43	5.50	614.35	614.52
JJ	136+90.68	5.50	614.10	614.27
☉ Pier 15	137+00.68	5.50	613.71	613.88
KK	137+10.68	5.50	613.31	613.48
LL	137+20.68	5.50	612.92	613.09
MM	137+30.68	5.50	612.53	612.69
NN	137+40.68	5.50	612.13	612.30
OO	137+50.68	5.50	611.74	611.90
PP	137+60.68	5.50	611.34	611.51
QQ	137+66.93	5.50	611.09	611.26
☉ Pier 16	137+76.93	5.50	610.70	610.87
RR	137+86.93	5.50	610.30	610.47
SS	137+96.93	5.50	609.91	610.07
TT	138+06.93	5.50	609.50	609.66
UU	138+16.93	5.50	609.09	609.26
VV	138+27.93	5.50	608.64	608.81
☉ E. Brg.	138+30.31	5.50	608.55	608.71

Location	Station	Offset	Theoretical Existing Grade Elevations	Theoretical Grade Elevations With Proposed Overlay
☉ E. Pier	132+82.77	19.67	625.40	625.57
A	132+92.77	19.67	625.28	625.45
B	133+02.77	19.67	625.15	625.31
C	133+12.77	19.67	624.98	625.15
D	133+22.77	19.67	624.81	624.98
E	133+32.77	19.67	624.63	624.80
☉ Pier 10	133+48.35	19.67	624.30	624.46
F	133+58.35	19.67	624.08	624.25
G	133+68.35	19.67	623.87	624.04
H	133+78.35	19.67	623.66	623.82
I	133+88.35	19.67	623.44	623.61
J	133+98.35	19.67	623.25	623.41
K	134+08.35	19.67	623.05	623.22
☉ Pier 11	134+22.32	19.67	622.78	622.95
L	134+32.32	19.67	622.59	622.75
M	134+42.32	19.67	622.39	622.56
N	134+52.32	19.67	622.17	622.33
O	134+62.32	19.67	621.87	622.04
P	134+72.32	19.67	621.58	621.75
Q	134+82.32	19.67	621.28	621.45
R	134+92.32	19.67	620.99	621.16
☉ Pier 12	134+96.29	19.67	620.87	621.04
S	135+06.29	19.67	620.58	620.75
T	135+16.29	19.67	620.29	620.45
U	135+26.29	19.67	619.99	620.16
V	135+36.29	19.67	619.70	619.86
Q	135+46.29	19.67	619.40	619.57
W	135+56.29	19.67	619.11	619.27
X	135+62.12	19.67	618.90	619.07
☉ Pier 13	135+72.12	19.67	618.50	618.67
Y	135+82.12	19.67	618.11	618.28
Z	135+92.12	19.67	617.72	617.88
AA	136+02.12	19.67	617.32	617.49
BB	136+12.12	19.67	616.93	617.09
CC	136+23.95	19.67	616.46	616.63
☉ Pier 14	136+33.95	19.67	616.06	616.23
DD	136+43.95	19.67	615.67	615.84
EE	136+53.95	19.67	615.27	615.44
FF	136+63.95	19.67	614.88	615.05
GG	136+73.95	19.67	614.48	614.65
HH	136+83.95	19.67	614.09	614.26
II	136+93.95	19.67	613.69	613.86
JJ	137+00.20	19.67	613.45	613.61
☉ Pier 15	137+10.20	19.67	613.05	613.22
KK	137+20.20	19.67	612.66	612.82
LL	137+30.20	19.67	612.26	612.43
MM	137+40.20	19.67	611.87	612.03
NN	137+50.20	19.67	611.47	611.64
OO	137+60.20	19.67	611.08	611.25
PP	137+70.20	19.67	610.68	610.85
QQ	137+76.45	19.67	610.44	610.60
☉ Pier 16	137+86.45	19.67	610.04	610.21
RR	137+96.45	19.67	609.64	609.81
SS	138+06.45	19.67	609.24	609.40
TT	138+16.45	19.67	608.83	609.00
UU	138+26.45	19.67	608.42	608.59
VV	138+37.45	19.67	607.97	608.14
☉ E. Brg.	138+39.83	19.67	607.88	608.04

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USER NAME =	DESIGNED - IL/AIM	REVISED -
PLOT SCALE =	CHECKED - TCG	REVISED -
PLOT DATE =	DRAWN - IL/AIM	REVISED -
	CHECKED - TCG	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS 3 OF 3
 SN 016-1053

SHEET SC-11 OF 38 SHEETS

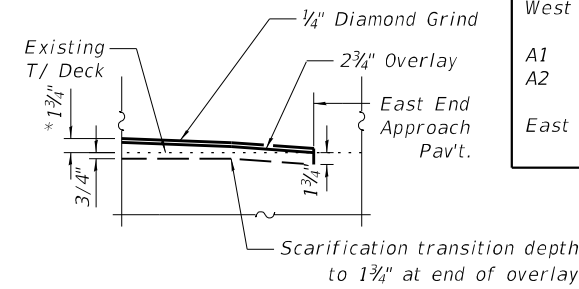
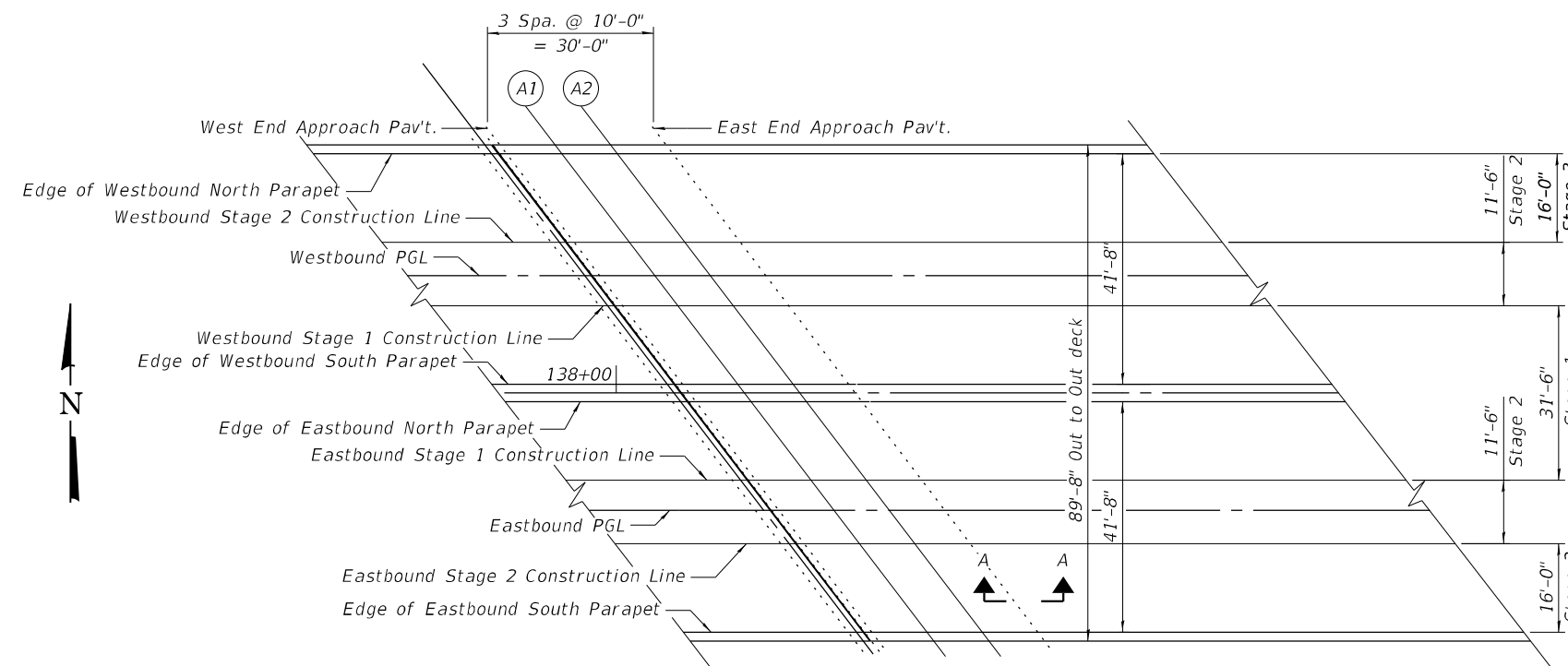
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	162
CONTRACT NO. 62L31				
ILLINOIS		FED. AID PROJECT		

EDGE OF W.B. NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West End Approach Pav't.	137+88.32	-22.00	610.24
A1	137+98.32	-22.00	609.79
A2	138+08.32	-22.00	609.33
East End Approach Pav't.	138+18.32	-22.00	608.90

W.B. STAGE 2 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West End Approach Pav't.	137+97.89	-6.00	610.18
A1	138+07.89	-6.00	609.73
A2	138+17.89	-6.00	609.27
East End Approach Pav't.	138+27.89	-6.00	608.84



SECTION A-A
* After 1/4" Grinding

EAST APPROACH SLAB PLAN

WESTBOUND P.G.L.

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West End Approach Pav't.	138+01.46	0.00	610.13
A1	138+11.46	0.00	609.67
A2	138+21.46	0.00	609.22
East End Approach Pav't.	138+31.46	0.00	608.79

W.B. STAGE 1 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West End Approach Pav't.	138+04.73	5.50	609.92
A1	138+14.73	5.50	609.46
A2	138+24.73	5.50	609.01
East End Approach Pav't.	138+34.73	5.50	608.57

EDGE OF W.B. SOUTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West End Approach Pav't.	138+13.16	19.67	609.30
A1	138+23.16	19.67	608.84
A2	138+33.16	19.67	608.39
East End Approach Pav't.	138+43.16	19.67	607.95

EDGE OF E.B. NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West End Approach Pav't.	138+15.04	-22.00	609.01
A1	138+25.04	-22.00	608.54
A2	138+35.04	-22.00	608.08
East End Approach Pav't.	138+45.04	-22.00	607.64

E.B. STAGE 1 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West End Approach Pav't.	138+23.47	-6.00	608.98
A1	138+33.47	-6.00	608.52
A2	138+43.47	-6.00	608.06
East End Approach Pav't.	138+53.47	-6.00	607.61

EASTBOUND P.G.L.

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West End Approach Pav't.	138+26.74	0.00	608.94
A1	138+36.74	0.00	608.48
A2	138+46.74	0.00	608.01
East End Approach Pav't.	138+56.74	0.00	607.57

E.B. STAGE 2 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West End Approach Pav't.	138+30.31	5.50	608.71
A1	138+40.31	5.50	608.25
A2	138+50.31	5.50	607.79
East End Approach Pav't.	138+60.31	5.50	607.34

EDGE OF E.B. SOUTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations With Proposed Overlay
West End Approach Pav't.	138+39.83	19.67	608.04
A1	138+49.83	19.67	607.58
A2	138+59.83	19.67	607.12
East End Approach Pav't.	138+69.83	19.67	606.67

NOTE

Overlay thickness tapers from to 1 3/4" thickness at West End (See Section A-A) to 0" at East End of Approach.

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2/29/2024 11:14:31 AM

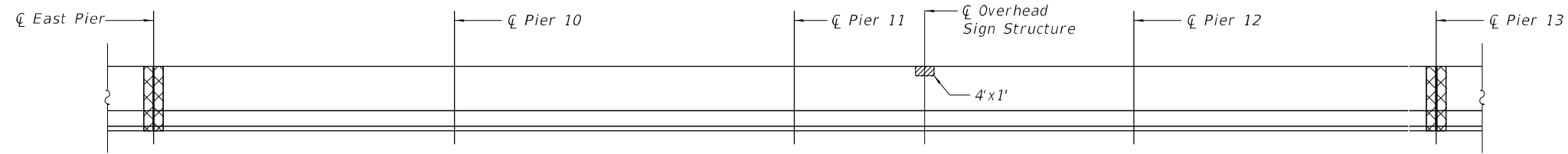
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

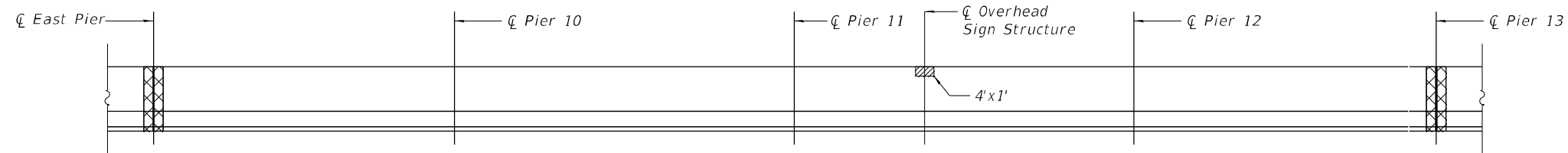
**TOP OF APPROACH SLAB ELEVATIONS
SN 016-1053**

SHEET SC-12 OF 38 SHEETS

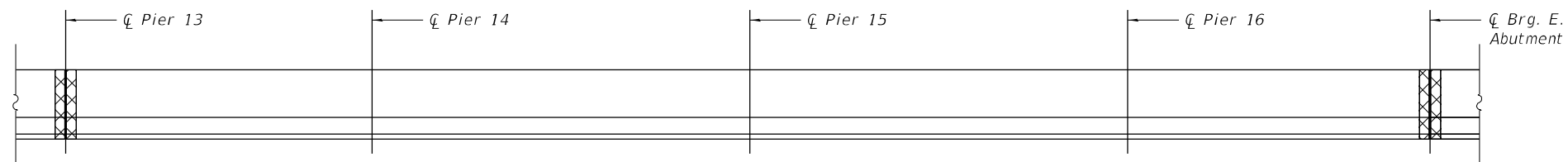
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	163
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



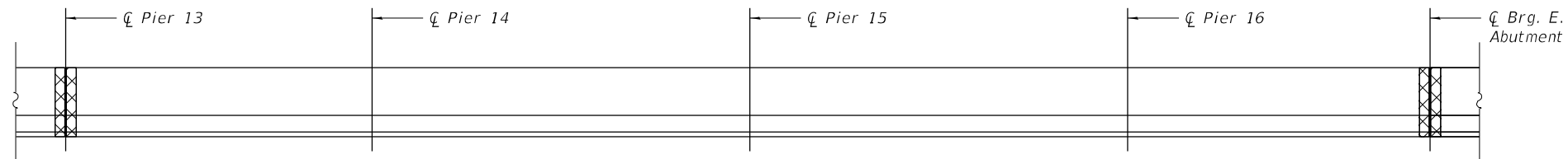
INSIDE ELEVATION OF PARAPET
(North Parapet)



INSIDE ELEVATION OF PARAPET
(South Parapet)



INSIDE ELEVATION OF PARAPET
(North Parapet)



INSIDE ELEVATION OF PARAPET
(South Parapet)

LEGEND

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

NOTES:

1. Repair of the existing parapet shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal"

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	8

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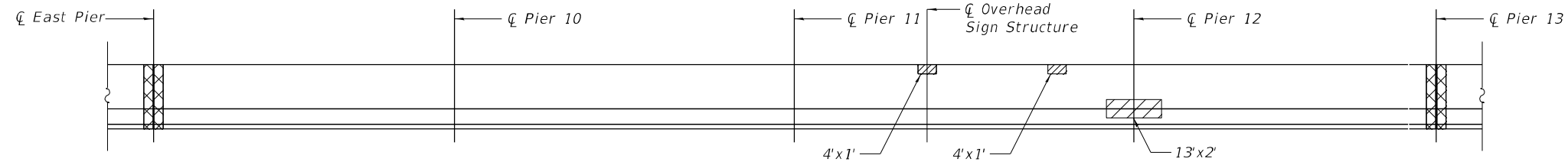
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

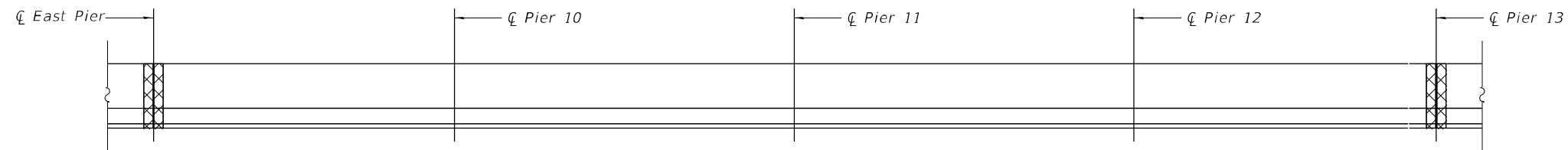
**WESTBOUND PARAPET REPAIR DETAILS
SN 016-1053**

SHEET SC-13 OF 38 SHEETS

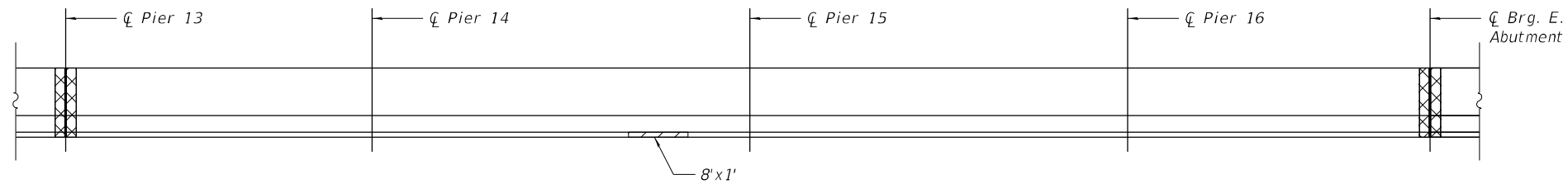
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	164
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



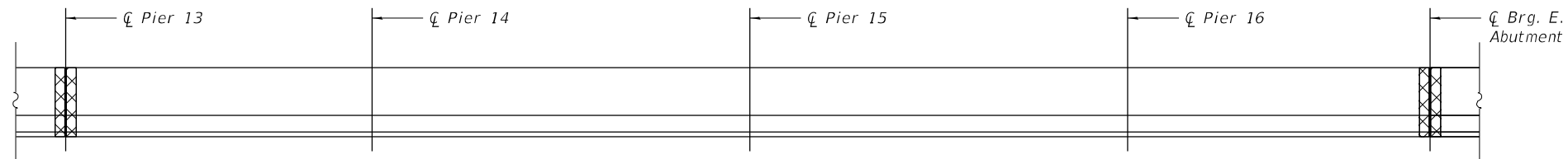
INSIDE ELEVATION OF PARAPET
(North Parapet)



INSIDE ELEVATION OF PARAPET
(South Parapet)



INSIDE ELEVATION OF PARAPET
(North Parapet)



INSIDE ELEVATION OF PARAPET
(South Parapet)

LEGEND

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

NOTES:

1. Repair of the existing parapet shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal"

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	42

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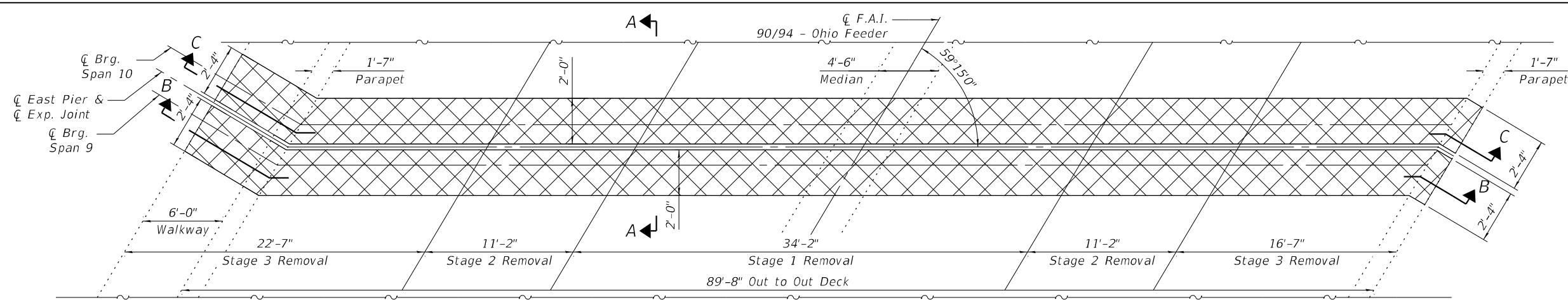
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

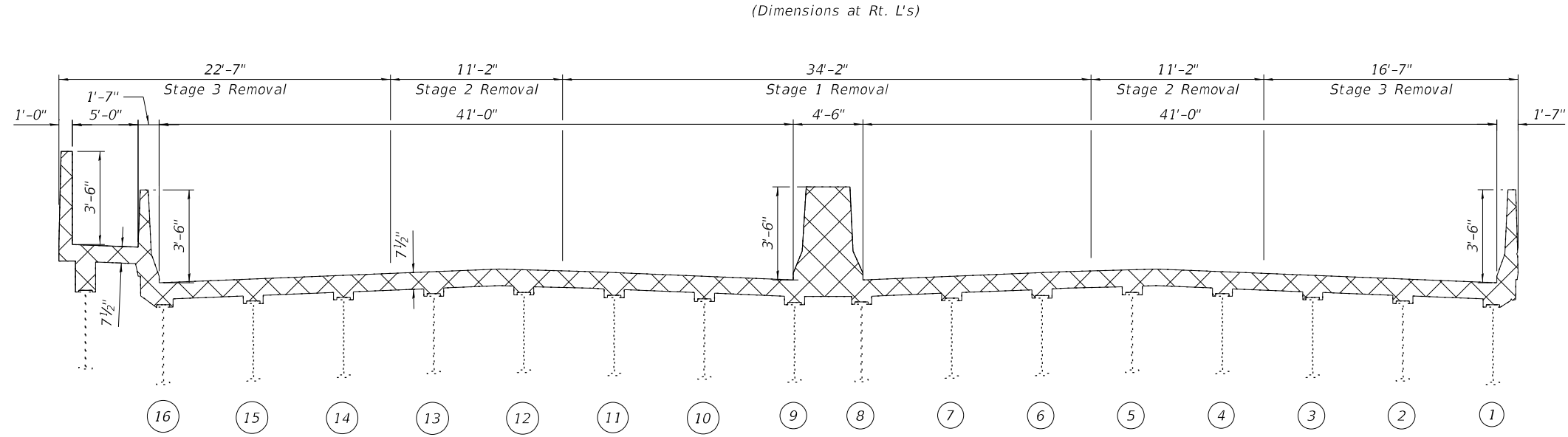
**EASTBOUND PARAPET REPAIR DETAILS
SN 016-1053**

SHEET SC-14 OF 38 SHEETS

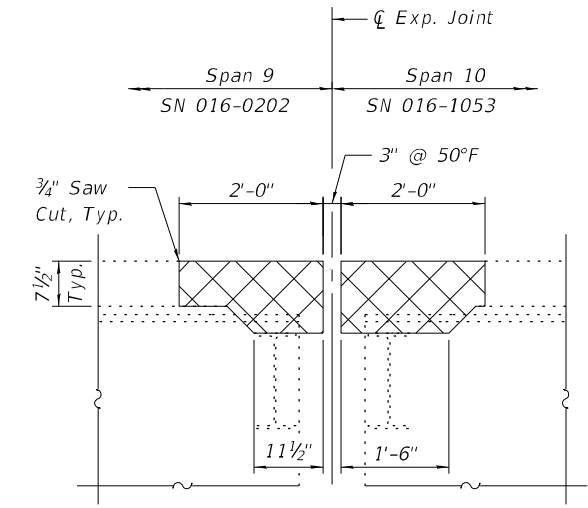
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383	2020-143-BR&BJR	COOK	201	165
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



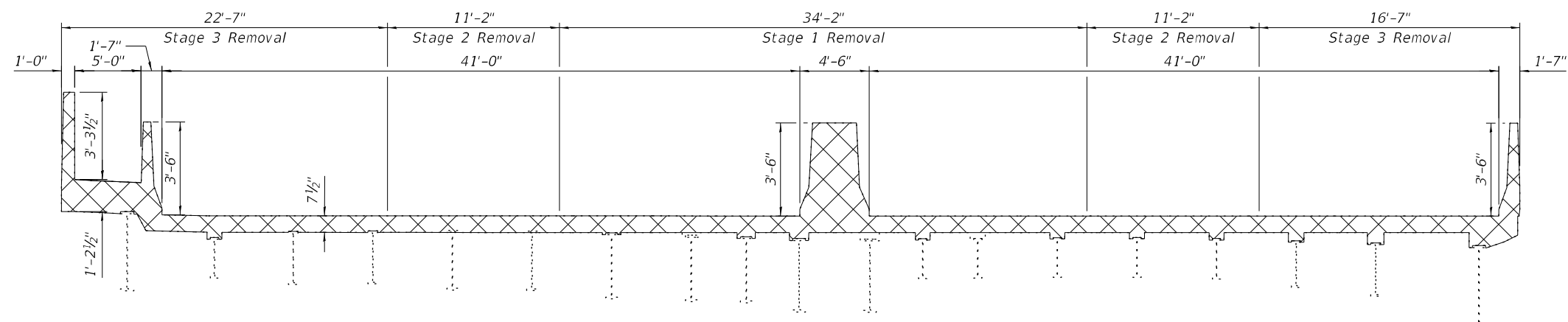
PLAN
(Dimensions at Rt. L's)



SECTION B-B
(Dimensions at Rt. L's)



SECTION A-A
(Dimensions at Rt. L's)



SECTION C-C
(Dimensions at Rt. L's)

LEGEND



Beam No.



Concrete Removal

- S14a
- S13a
- S12b
- S12a
- S11b
- S11a
- S10a
- S9a
- S8a
- S7a
- S6a
- S5e
- S5d
- S5c
- S5b
- S5a
- S4a
- S3a
- S2a

NOTES:

1. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
2. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	19.6

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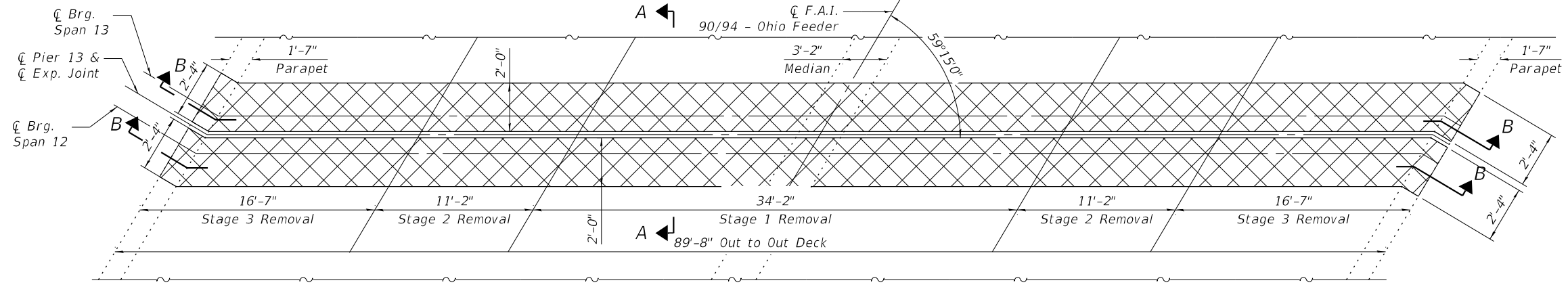
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

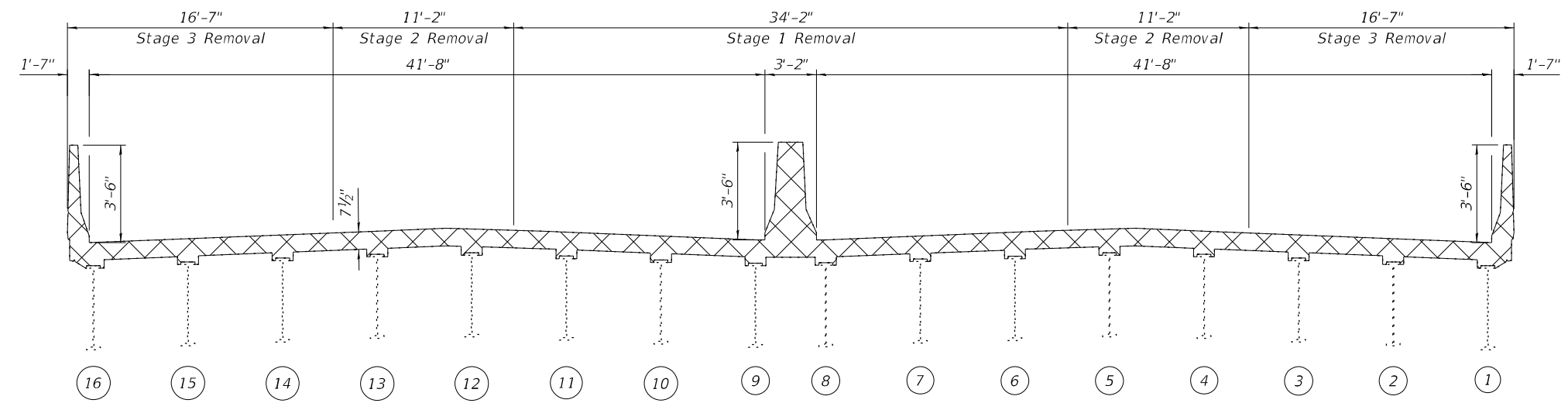
**EAST PIER EXPANSION JOINT REMOVAL DETAILS
SN 016-1053**

SHEET SC-15 OF 38 SHEETS

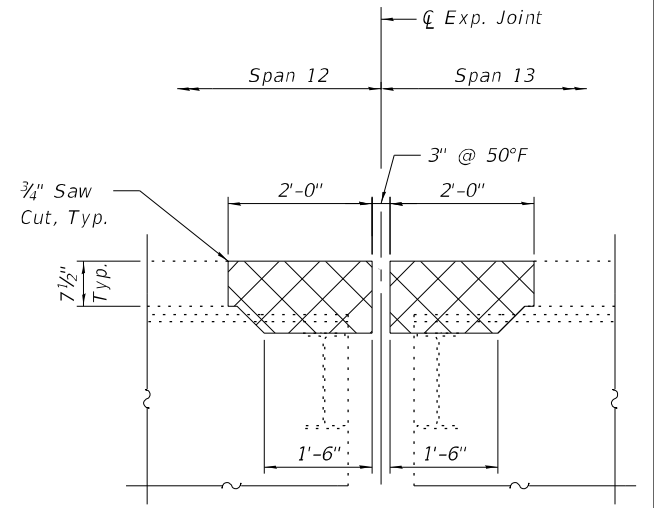
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	166
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



PLAN
(Dimensions at Rt. L's)



SECTION B-B
(Dimensions at Rt. L's)



SECTION A-A
(Dimensions at Rt. L's)

NOTES:

- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
- Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal"

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	16.4

LEGEND

- ① Beam No.
- Concrete Removal

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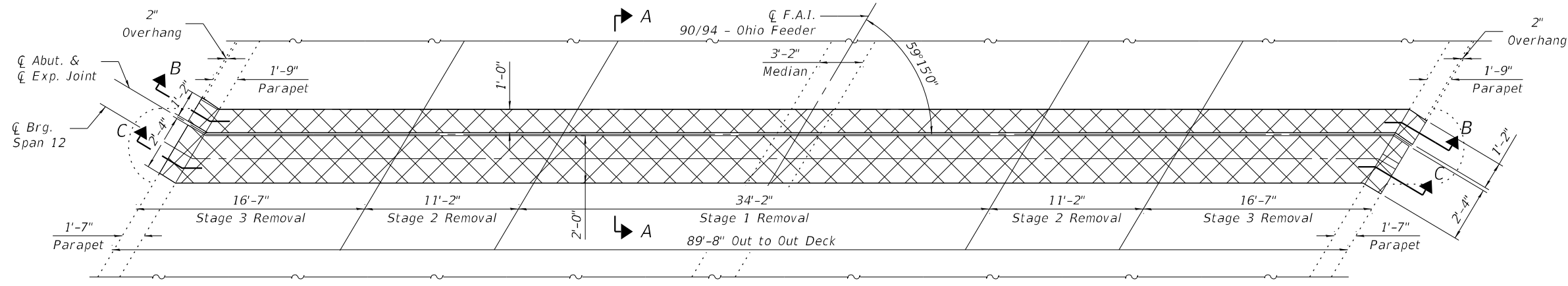
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

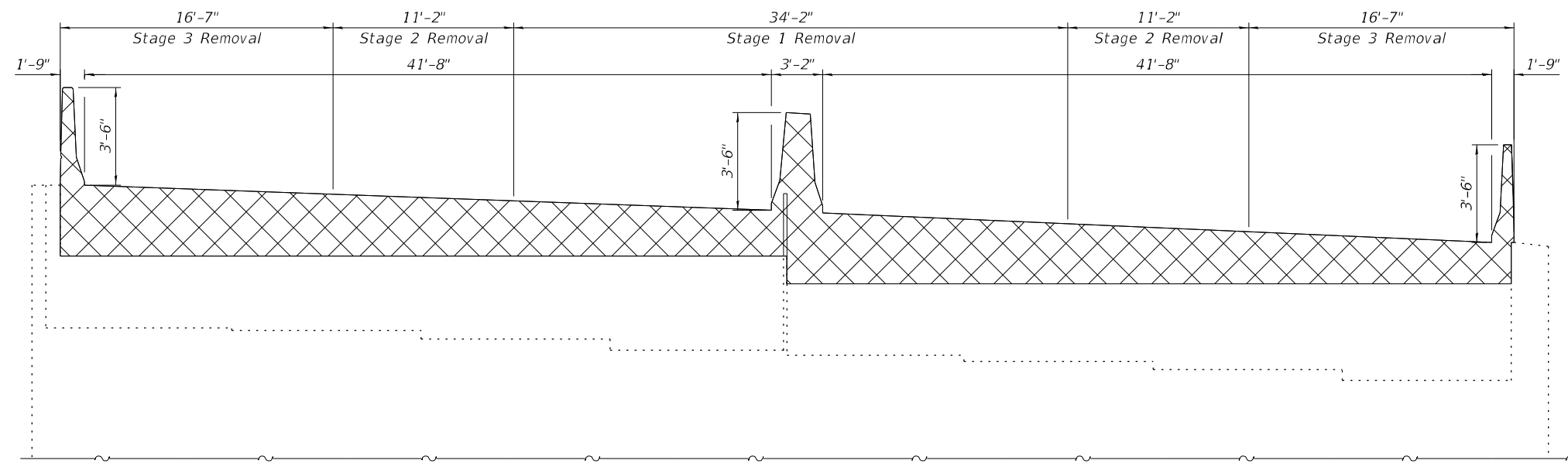
**PIER 13 EXPANSION JOINT REMOVAL DETAILS
SN 016-1053**

SHEET SC-16 OF 38 SHEETS

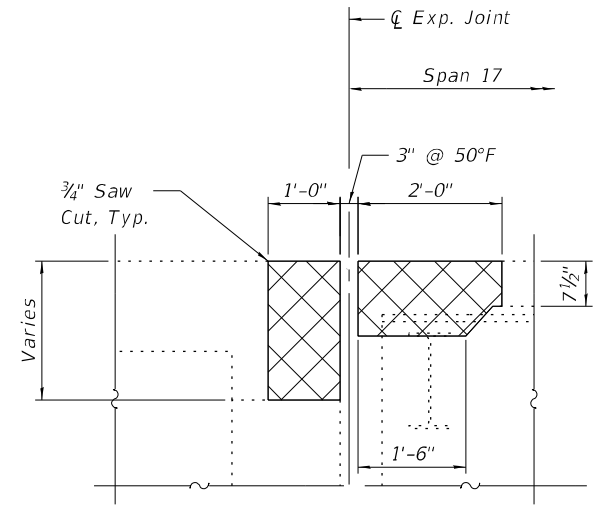
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	167
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



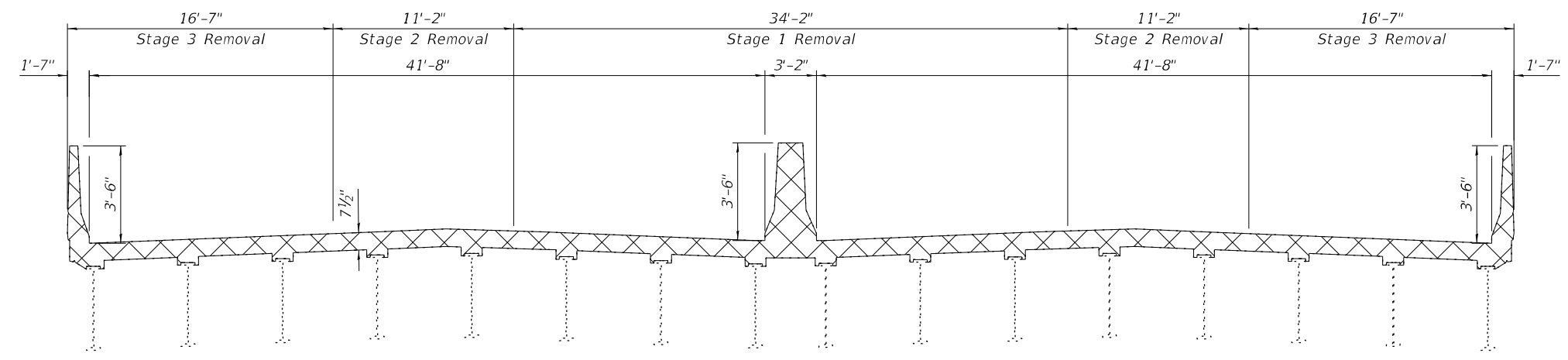
PLAN
(Dimensions at Rt. L's)



SECTION B-B
(Dimensions at Rt. L's)



SECTION A-A
(Dimensions at Rt. L's)



LEGEND

- ① Beam No.
- ② Concrete Removal

NOTES:

1. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
2. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal"

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	16.9

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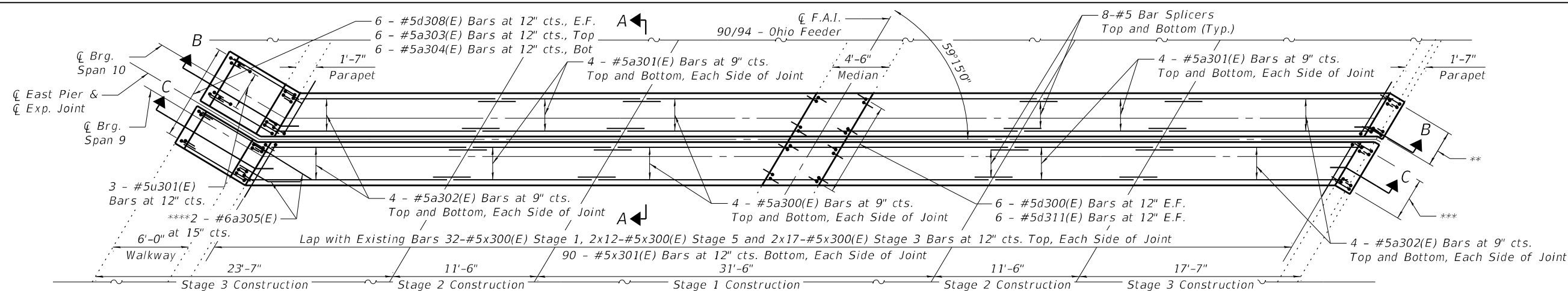
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT EXPANSION JOINT REMOVAL DETAILS
SN 016-1053

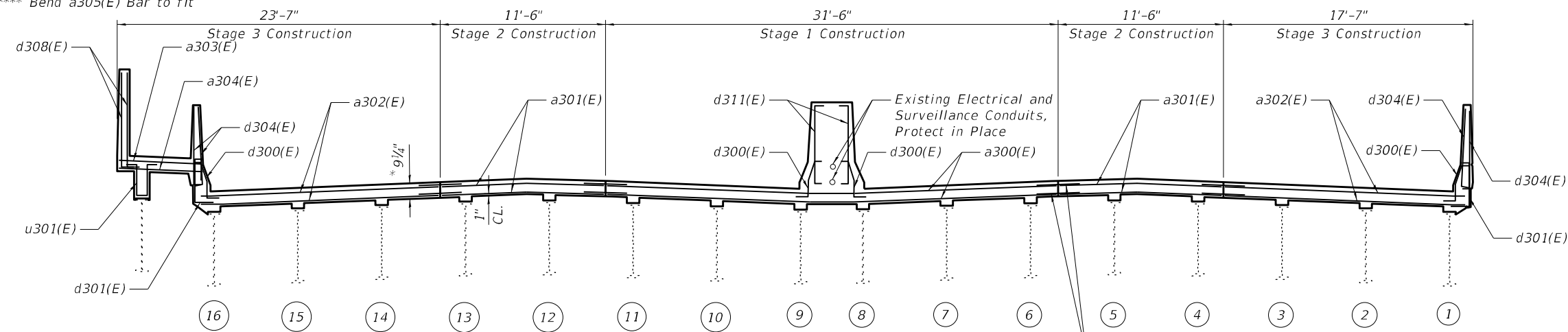
SHEET SC-17 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	168
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

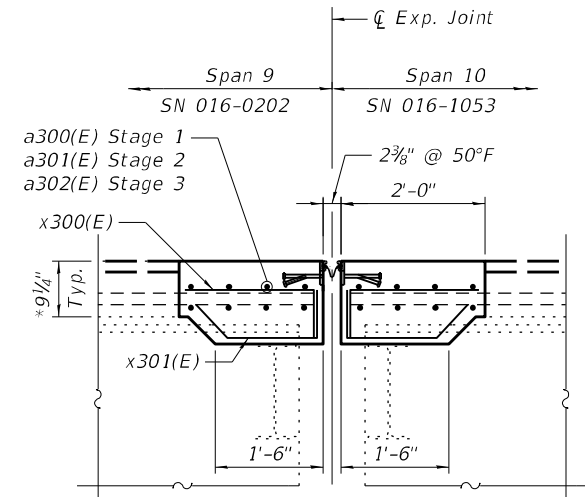


- **** 3 - #5d300(E) Bars at 12" cts., I.F., 3 - #5d301(E) Bars at 12" cts., O.F., Each Side
 3 - #5d304(E) Bars at 12" cts., E.F., Each Side
******* 3 - #5d309(E) Bars at 12" cts., O.F., 3 - #5d300(E) Bars at 12" cts., I.F., South Parapet
 3 - #5d300(E) Bars at 12" cts., I.F., 3 - #5d310(E) Bars at 12" cts., Bottom of Slab, North Parapet
 3 - #5d304(E) Bars at 12" cts., E.F., Each Side
******** Bend a305(E) Bar to fit

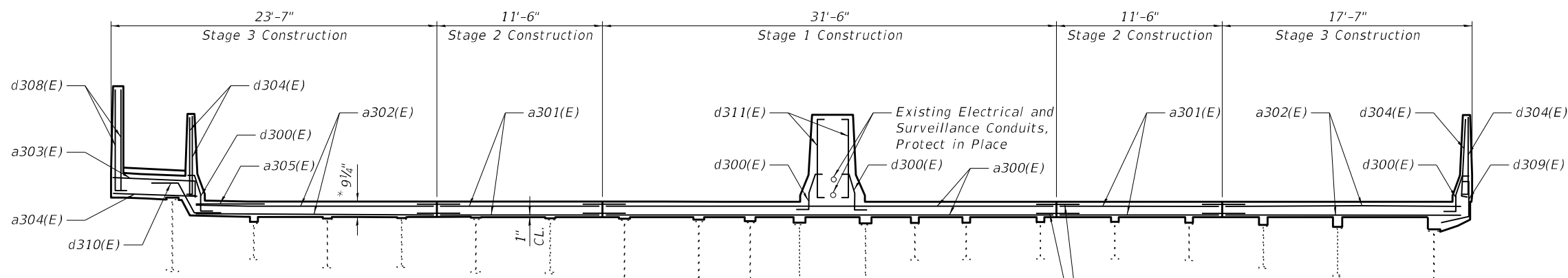
PLAN
(Dimensions at Rt. L's)



SECTION B-B
(Dimensions at Rt. L's)



SECTION A-A
(Dimensions at Rt. L's)
* After 1/4" Grinding



SECTION C-C
(Dimensions at Rt. L's)

NOTES:

- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
- See Details 1, 2, 4 and 5 for parapet and Detail 6 for median details on Sheet SC-20.

LEGEND

- ① Beam No.
 I.F. Inside Face
 O.F. Outside Face
 E.F. Each Face



MODEL: Default
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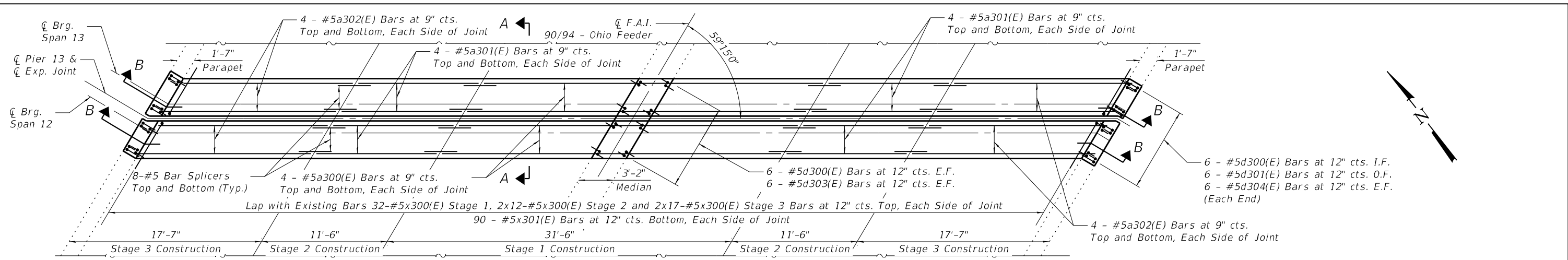
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EAST PIER EXPANSION JOINT DETAILS
 SN 016-1053**

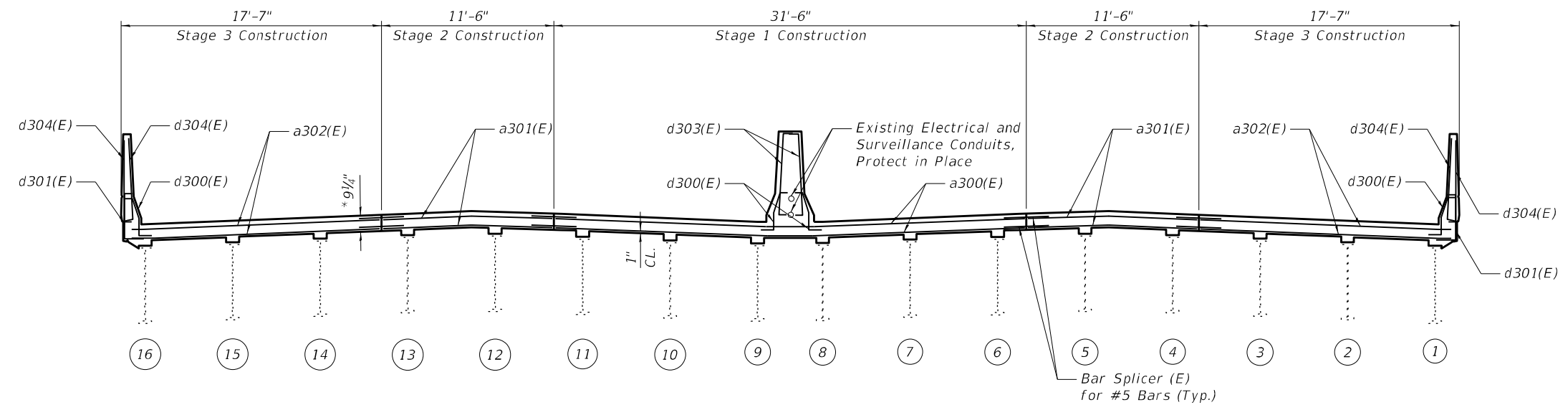
SHEET SC-18 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	169
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



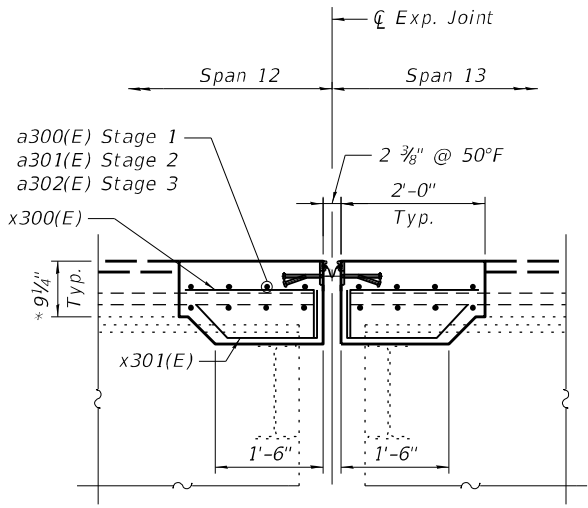
PLAN

(Dimensions at Rt. L's)



SECTION B-B

(Dimensions at Rt. L's)



SECTION A-A

(Dimensions at Rt. L's)

LEGEND

- ① Beam No.
- I.F. Inside Face
- O.F. Outside Face
- E.F. Each Face

NOTES:

1. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
2. See Detail 1 for parapet and Detail 3 for median details on Sheet SC-21.

MODEL: Default
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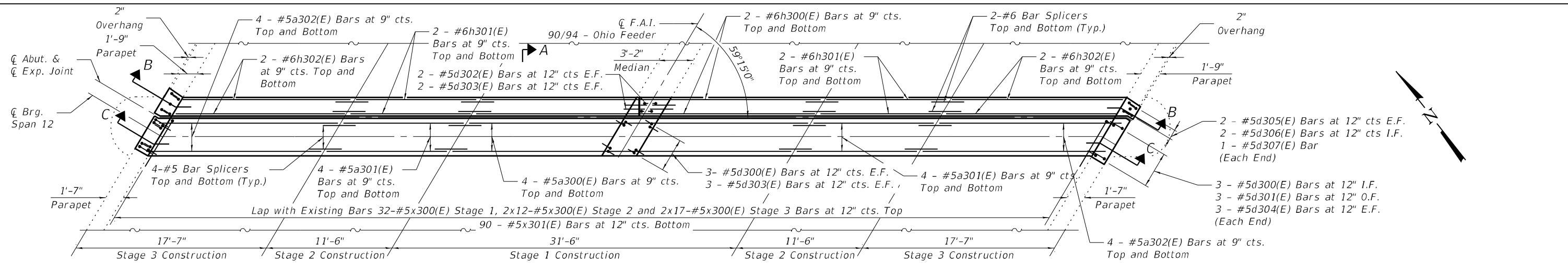
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 13 EXPANSION JOINT DETAILS
SN 016-1053

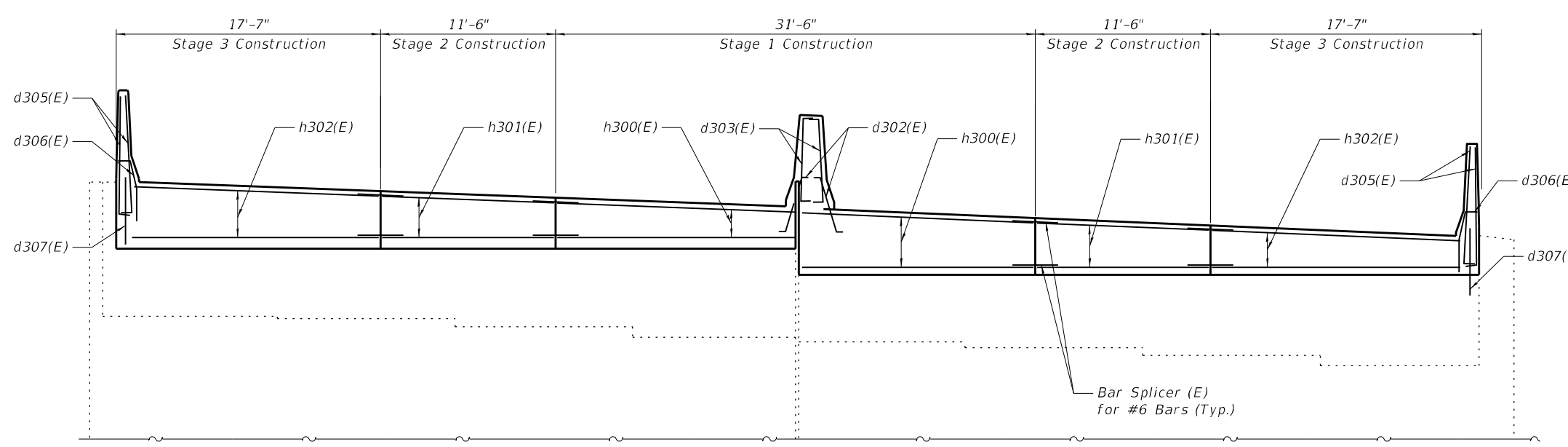
SHEET SC-19 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	170
CONTRACT NO. 62L31				

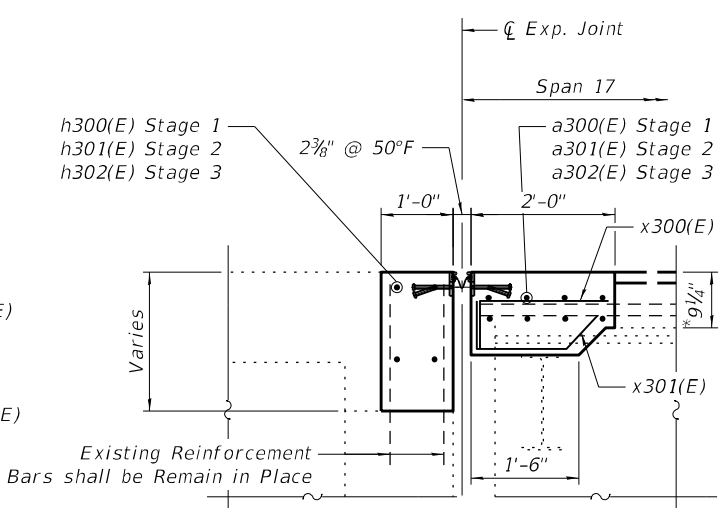
ILLINOIS FED. AID PROJECT



PLAN
(Dimensions at Rt. L's)

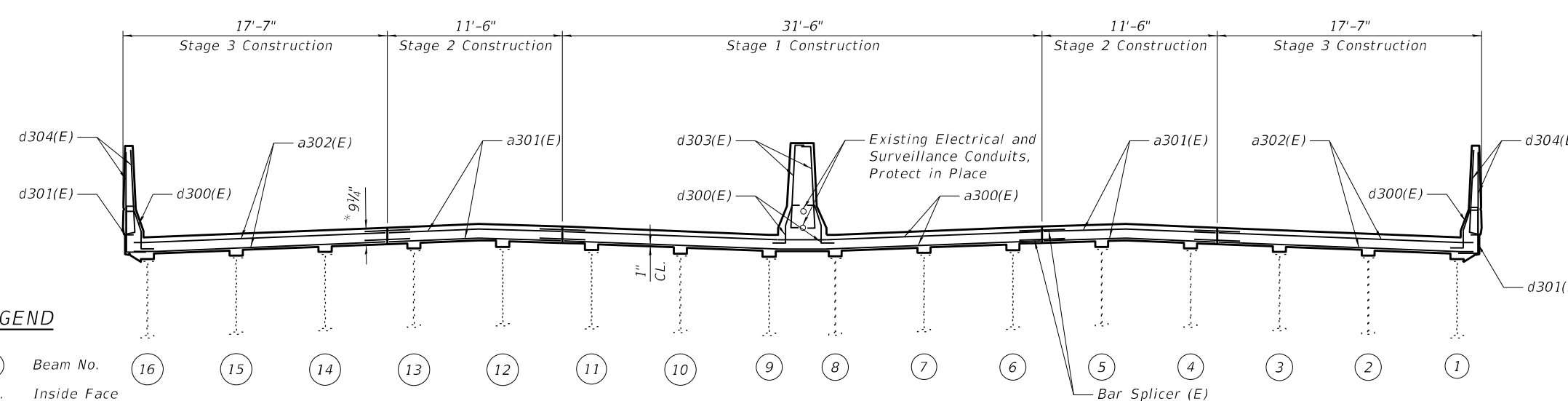


SECTION B-B
(Dimensions at Rt. L's)



SECTION A-A
(Dimensions at Rt. L's)

* After 1/4" Grinding



SECTION C-C
(Dimensions at Rt. L's)

LEGEND

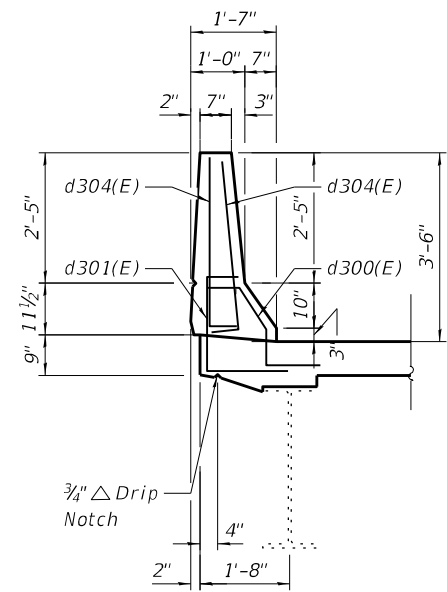
- ① Beam No.
- I.F. Inside Face
- O.F. Outside Face
- E.F. Each Face

NOTES:

1. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
2. See Details 1 and 8 for parapet and Details 3 and 7 for median details on Sheet SC-21.

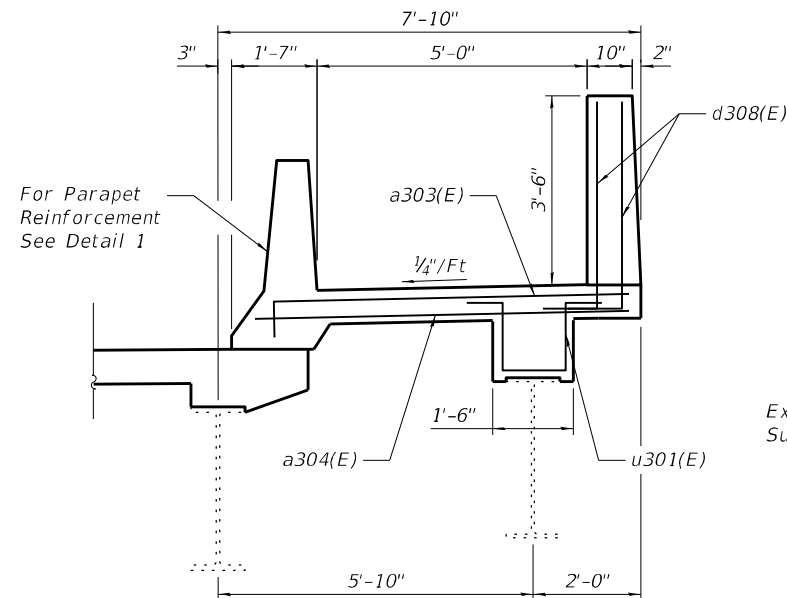
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		CHECKED - TCG	REVISED -			ILLINOIS FED. AID PROJECT				



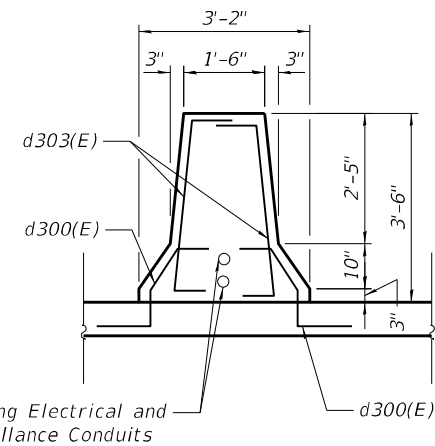
DETAIL 1

East Abut., Pier 13 and East Pier span 10



DETAIL 2

East Pier span 10



DETAIL 3

Pier 13 and East Abut.

BAR SCHEDULE (EAST ABUT.)

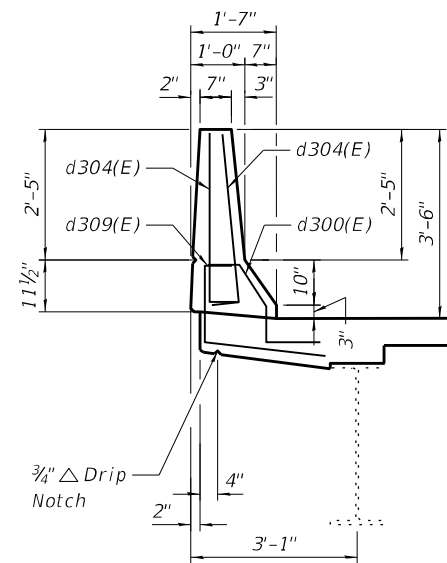
Bar	No	SIZE	LENGTH	SHAPE
a300(E)	8	#5	36'-5"	—
a301(E)	16	#5	13'-2"	—
a302(E)	16	#5	18'-11"	—
d300(E)	12	#5	3'-2"	┌
d301(E)	6	#5	3'-6"	┐
d302(E)	4	#5	3'-5"	┌
d303(E)	10	#5	4'-8"	┐
d304(E)	12	#5	3'-9"	┐
d305(E)	8	#5	5'-4"	┐
d306(E)	4	#5	3'-4"	┐
d307(E)	2	#5	2'-8"	—
h300(E)	4	#6	36'-5"	—
h301(E)	8	#6	13'-2"	—
h302(E)	8	#6	18'-11"	—
x300(E)	90	#5	2'-5"	┐
x301(E)	90	#5	2'-7"	┐
Concrete Superstructure		Cu. Yd.	19.7	
Reinforcement Bars, Epoxy Coated		Pound	2,160	

BAR SCHEDULE (PIER 13)

Bar	No	SIZE	LENGTH	SHAPE
a300(E)	16	#5	36'-5"	—
a301(E)	32	#5	13'-2"	—
a302(E)	32	#5	18'-11"	—
d300(E)	24	#5	3'-2"	┌
d301(E)	12	#5	3'-6"	┐
d303(E)	12	#5	4'-8"	┐
d304(E)	24	#5	3'-9"	┐
x300(E)	180	#5	2'-5"	┐
x301(E)	180	#5	2'-7"	┐
Concrete Superstructure		Cu. Yd.	16.4	
Reinforcement Bars, Epoxy Coated		Pound	2,900	

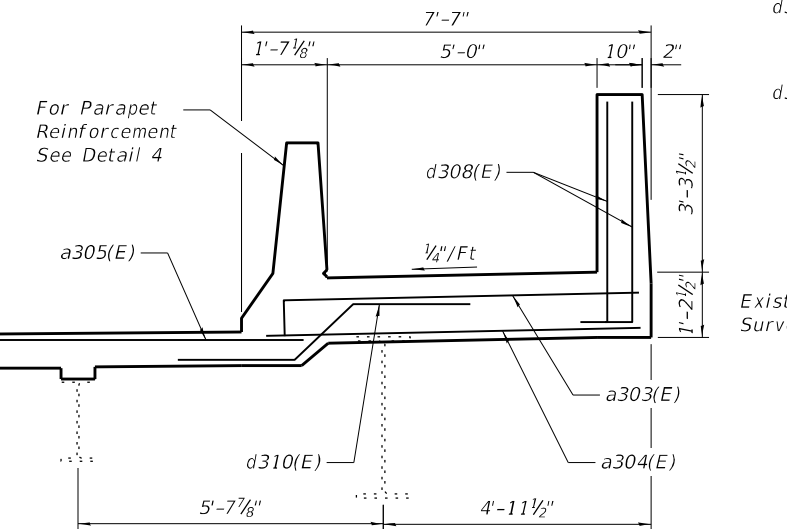
BAR SCHEDULE (EAST PIER)

Bar	No	SIZE	LENGTH	SHAPE
a300(E)	16	#5	36'-5"	—
a301(E)	32	#5	13'-2"	—
a302(E)	32	#5	18'-11"	—
a303(E)	6	#5	7'-3"	┐
a304(E)	6	#5	7'-0"	┐
a305(E)	2	#6	6'-0"	—
d300(E)	24	#5	3'-2"	┌
d301(E)	6	#5	3'-6"	┐
d304(E)	24	#5	3'-9"	┐
d308(E)	12	#5	4'-10"	┐
d309(E)	3	#5	4'-2"	┐
d310(E)	3	#5	6'-4"	┐
d311(E)	12	#5	4'-11"	┐
u301(E)	3	#5	5'-0"	┐
x300(E)	180	#5	2'-5"	┐
x301(E)	180	#5	2'-7"	┐
Concrete Superstructure		Cu. Yd.	16.9	
Reinforcement Bars, Epoxy Coated		Pound	3,100	



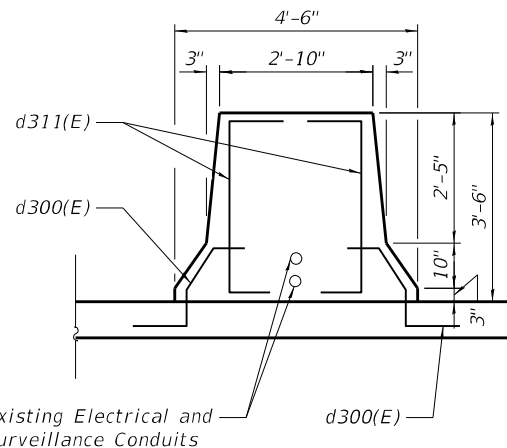
DETAIL 4

East Pier span 9



DETAIL 5

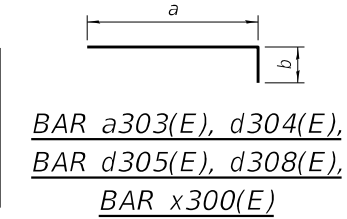
East Pier span 9



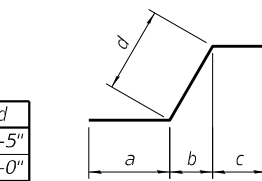
DETAIL 6

East Pier

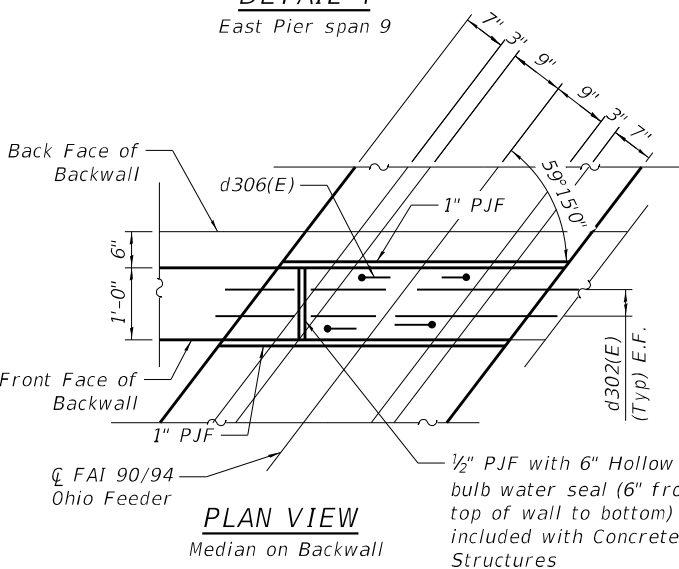
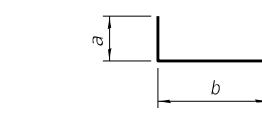
MARK	a	b
a303(E)	6'-7"	8"
d304(E)	3'-2"	7"
d305(E)	4'-6"	10"
d308(E)	3'-10"	1'-0"
x300(E)	1'-9"	8"



MARK	a	b	c	d
d302(E)	6"	1'-3"	6"	2'-5"
d310(E)	2'-2"	1'-5"	2'-2"	2'-0"

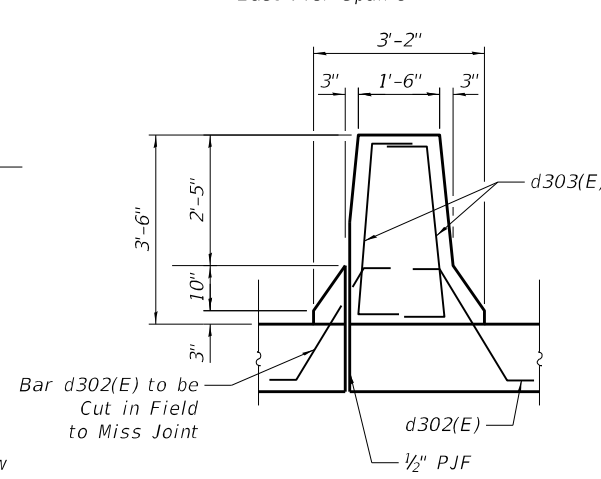


MARK	a	b	c
d301(E)	7"	1'-5"	1'-6"
d303(E)	9"	3'-2"	9"
d311(E)	9"	3'-2"	1'-0"



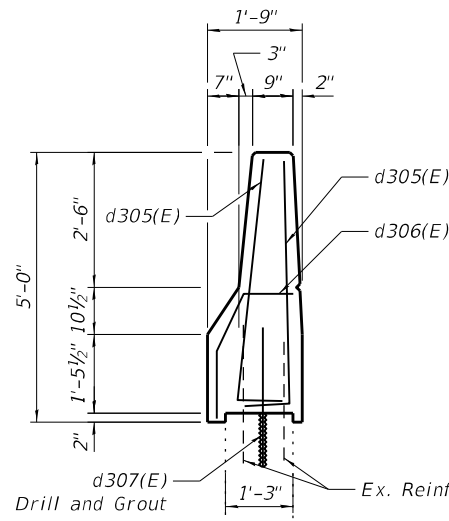
PLAN VIEW

Median on Backwall



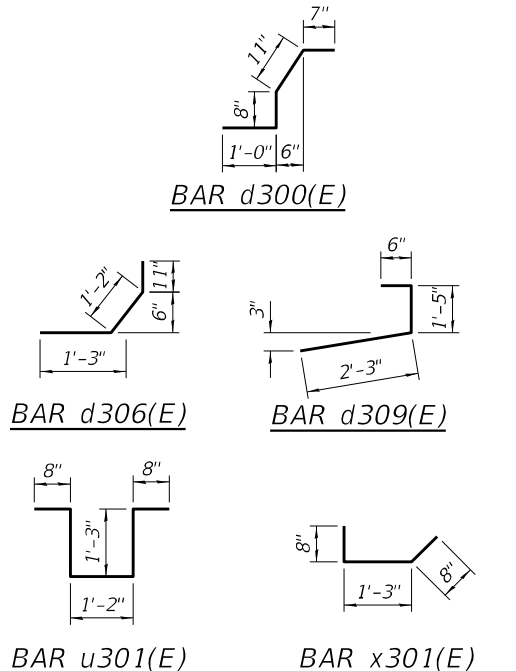
DETAIL 7

Median on Backwall



DETAIL 8

Parapet on Retaining Wall



MODEL: Default
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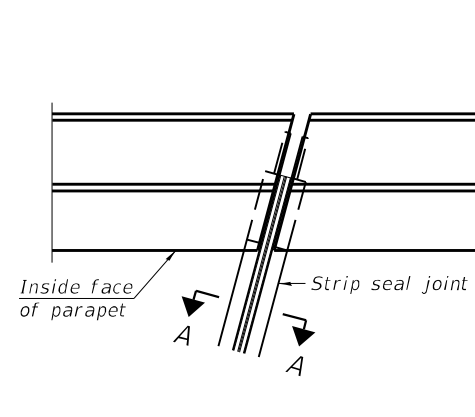
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	PLOT SCALE =	CHECKED - TCG	REVISED -
	PLOT DATE =	DRAWN - IL/AM	REVISED -
		CHECKED - TCG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS DECK DETAILS
SN 016-1053**

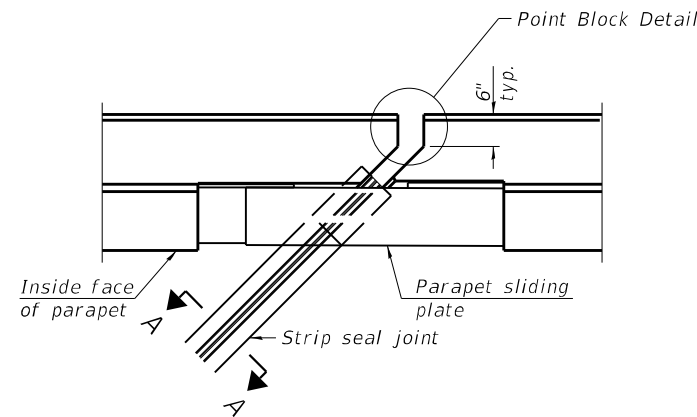
SHEET SC-21 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	172
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

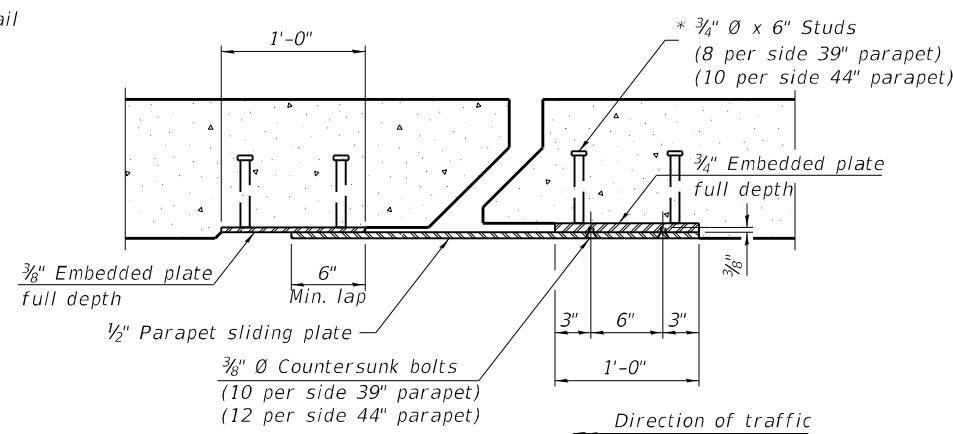


FOR SKEWS ≤ 30°

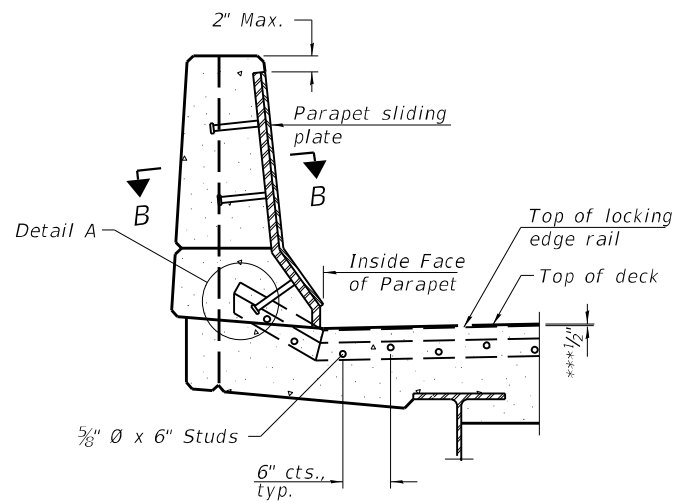
PLAN AT PARAPET



FOR SKEWS > 30°

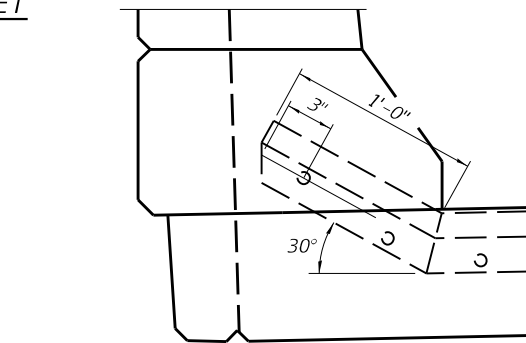


SECTION B-B

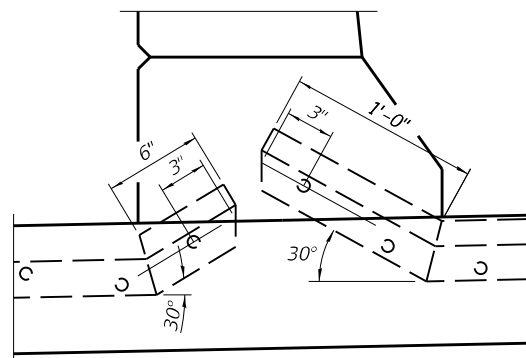


ELEVATION AT PARAPET

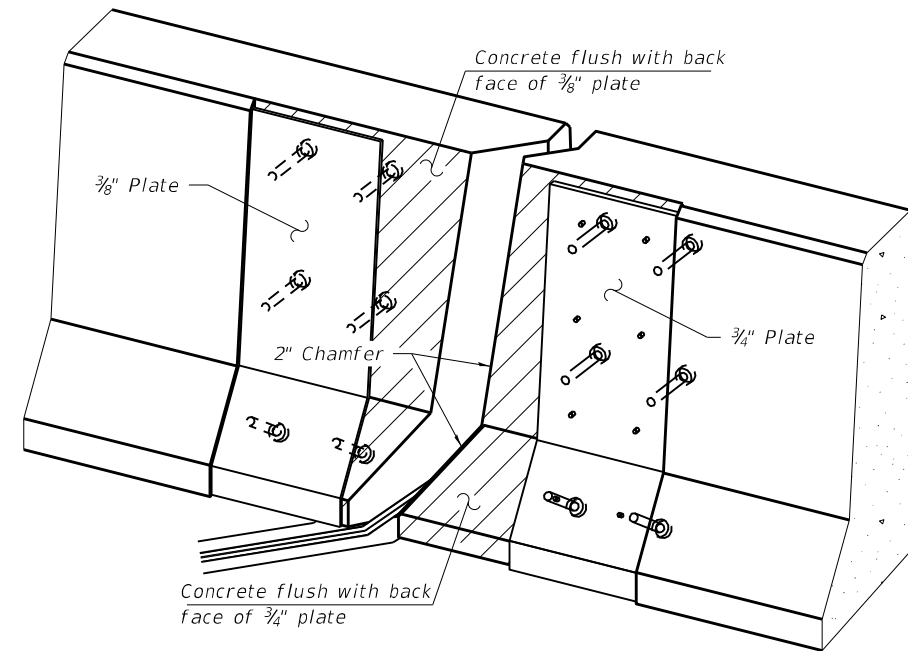
(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



DETAIL A

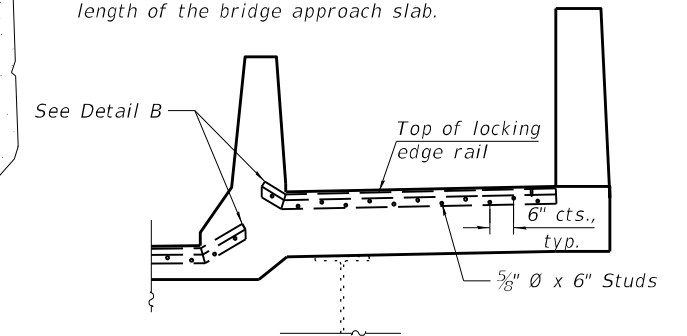


DETAIL B



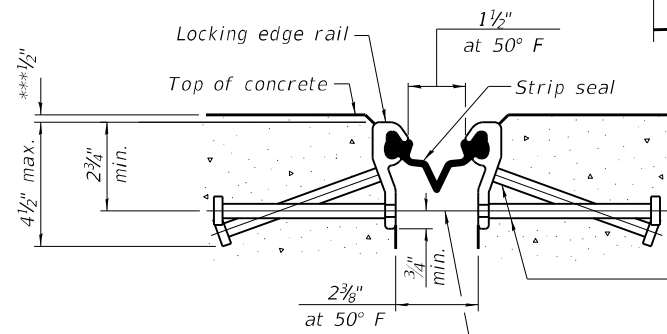
TRIMETRIC VIEW

(Showing embedded plates only)



ELEVATION AT DECK LEVEL SIDEWALK

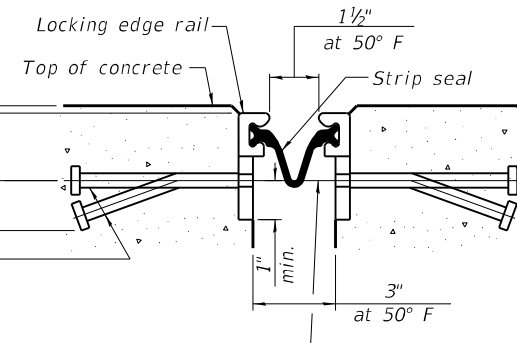
(East Pier Only)



SHOWING ROLLED RAIL JOINT

* 3/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

3/8" Ø threaded rods in 1/16" Ø holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

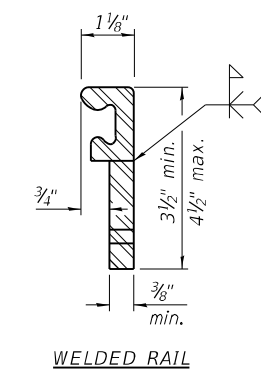
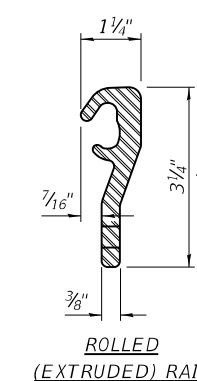


SHOWING WELDED RAIL JOINT

SECTION A-A

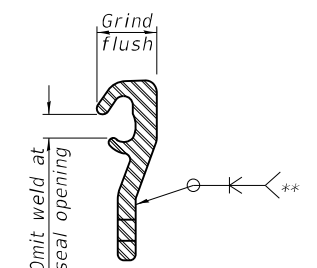
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

*** Prior to 1/4" grinding.



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	320.0

MODEL: Default
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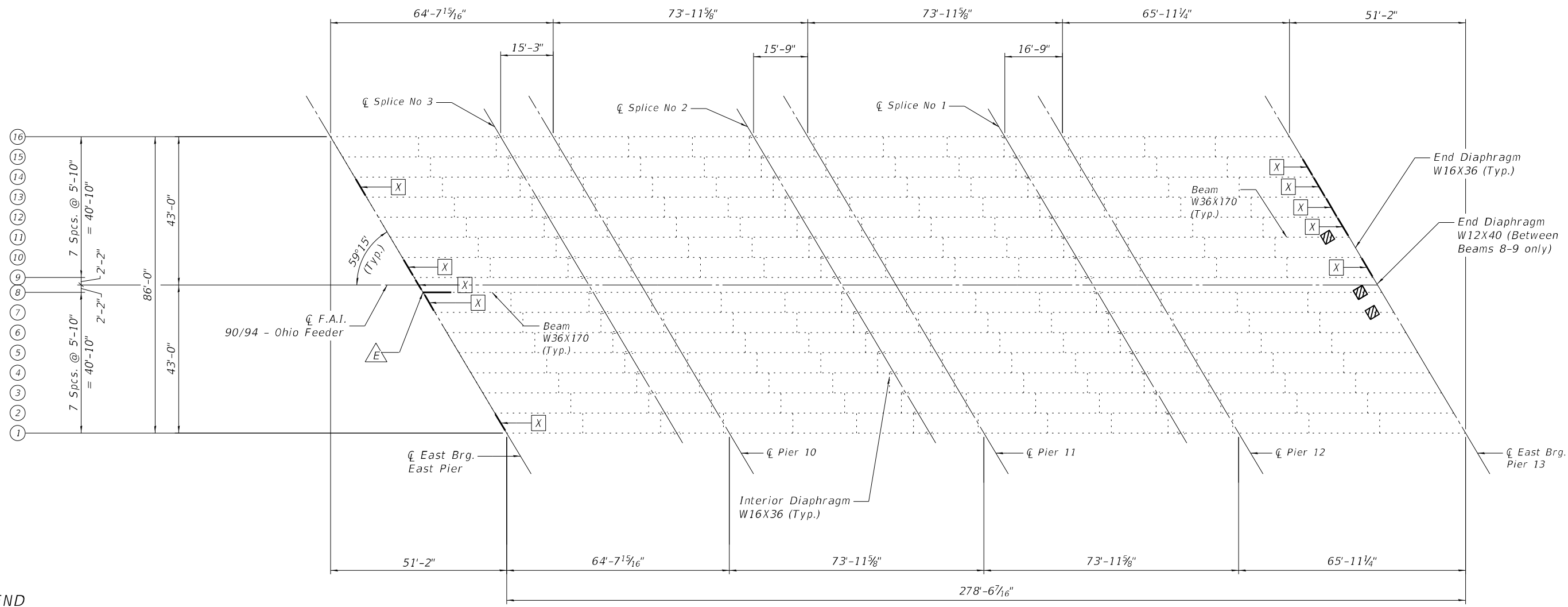
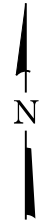
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	CHECKED - TCG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL DETAILS
SN 016-1053

SHEET SC-22 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	173
CONTRACT NO. 62L31				
ILLINOIS		FED. AID PROJECT		



LEGEND

- Existing Steel
- Proposed Steel
- △ Proposed Beam End Repair Type
- ⊠ Proposed Diaphragm Replacement
- ① Beam No.
- ▨ Suggested Area for Temporary Shoring

FRAMING PLAN - 1

NOTES:

1. See Sheet SC-26 for end beam repair details.
2. See Sheet SC-25 for diaphragm details.
3. All structural steel shall be hot-dip galvanized.

MODEL: Ohio Street
 FILE NAME: P:\Projects\20000\20204\DISCIPLINE\Civil\Working\Sheets\SN 016-105\3\0161053-62L31-023-Frame01.dgn

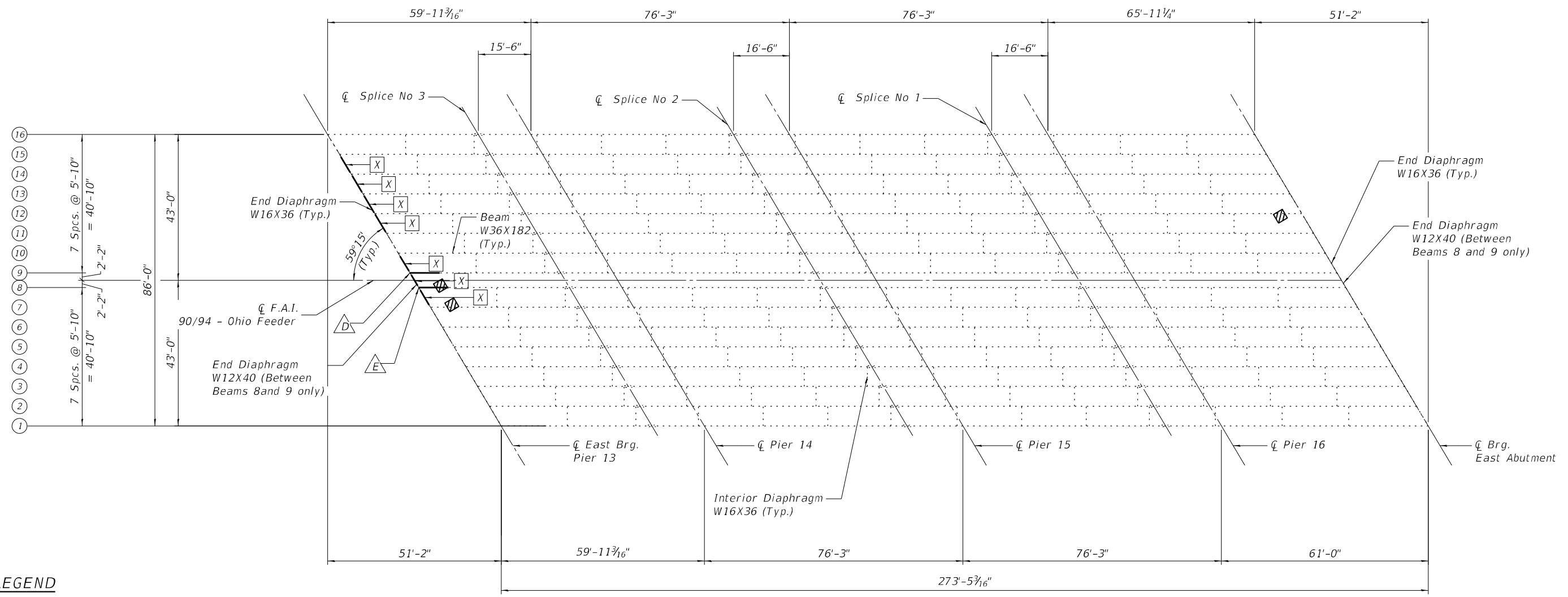
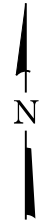


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PLOT DATE =	CHECKED - TCG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN 1 OF 2
SN 016-1053
 SHEET SC-23 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	174
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



LEGEND

- Existing Steel
- Proposed Steel
- △ Proposed Beam End Repair Type
- ⊠ Proposed Diaphragm Replacement
- ① Beam No.
- ▨ Suggested Area for Temporary Shoring

FRAMING PLAN - 2

NOTES:

1. See Sheet SC-26 for end beam repair details.
2. See Sheet SC-25 for diaphragm details.
3. All structural steel shall be hot-dip galvanized.

MODEL: Ohio Street
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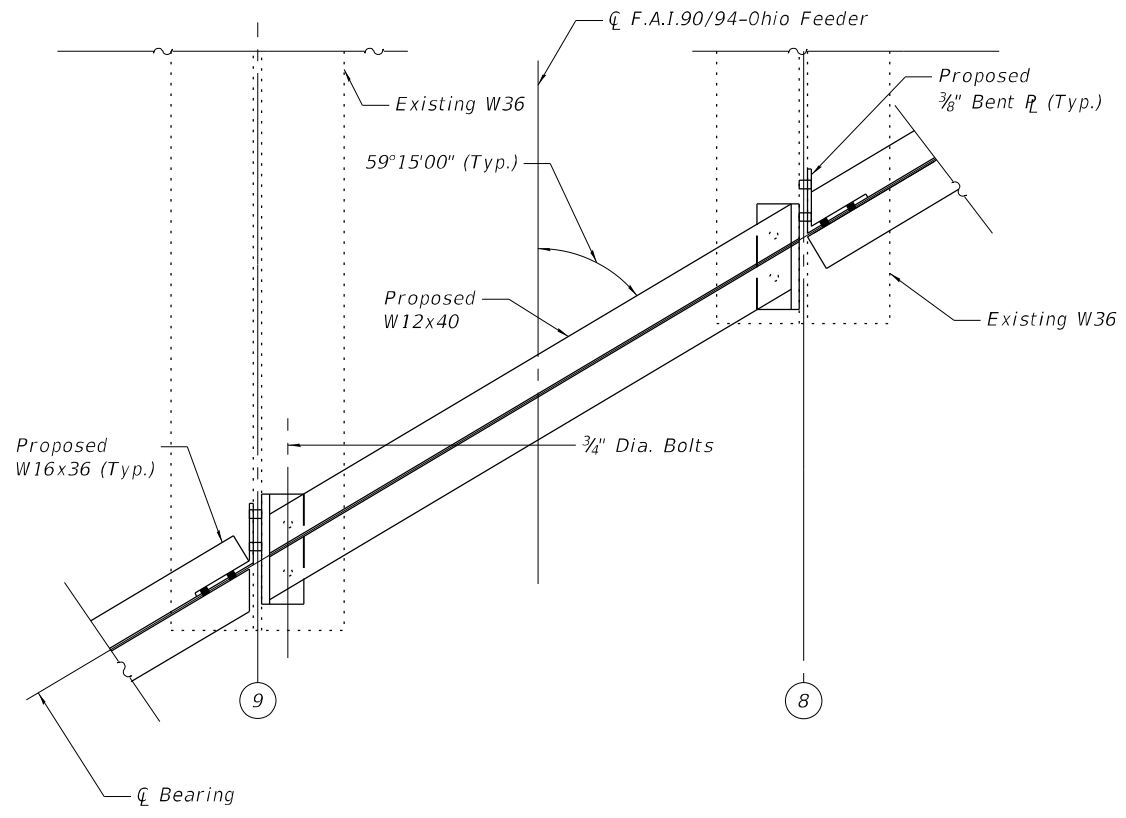
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FRAMING PLAN 2 OF 2
SN 016-1053**

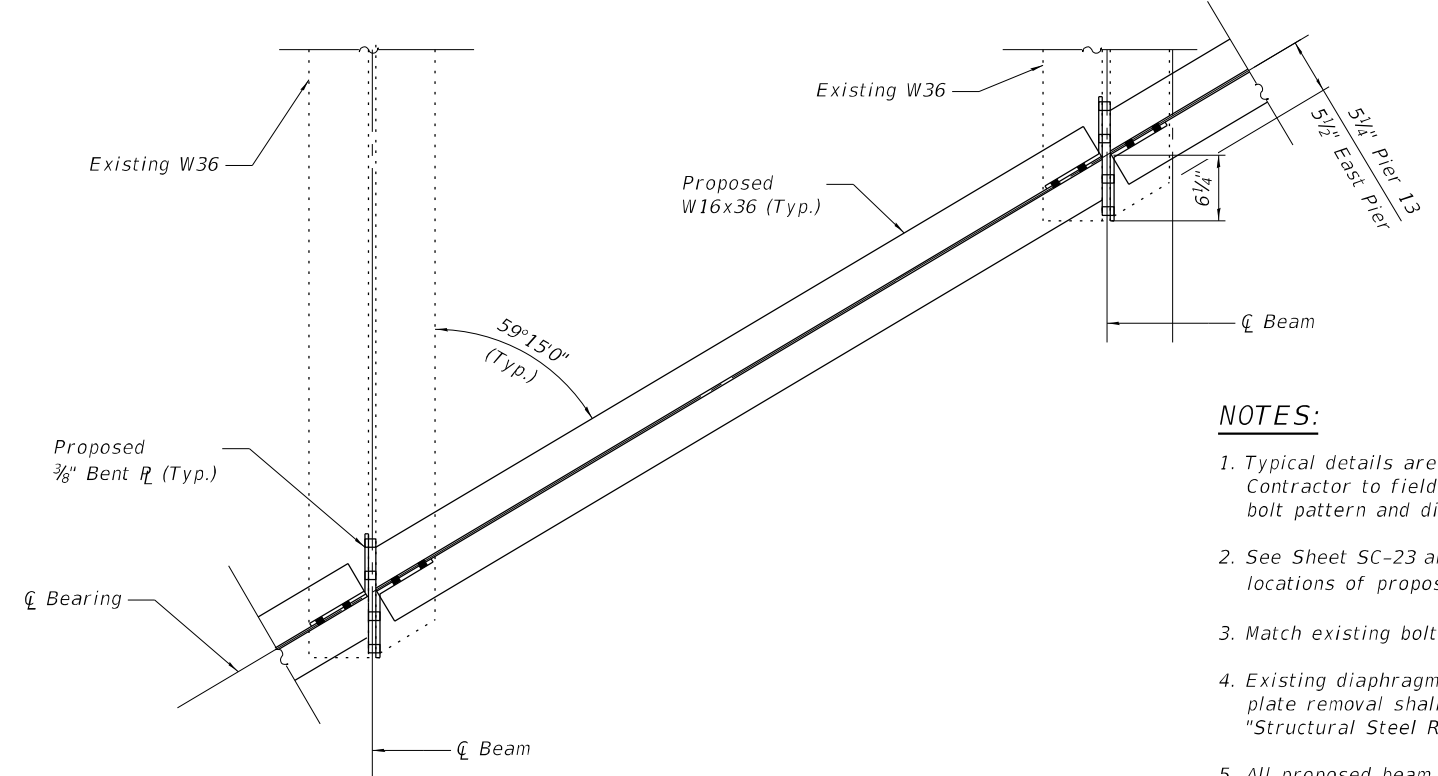
SHEET SC-24 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62L31				

ILLINOIS FED. AID PROJECT

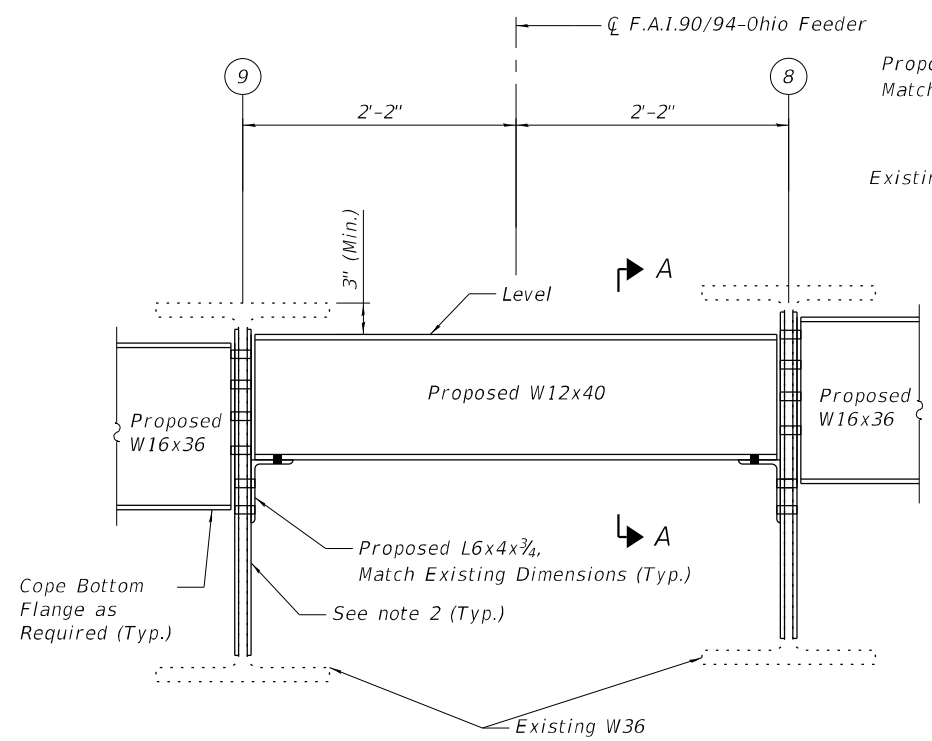


END DIAPHRAGM PARTIAL PLAN
(At Beams 8 and 9)

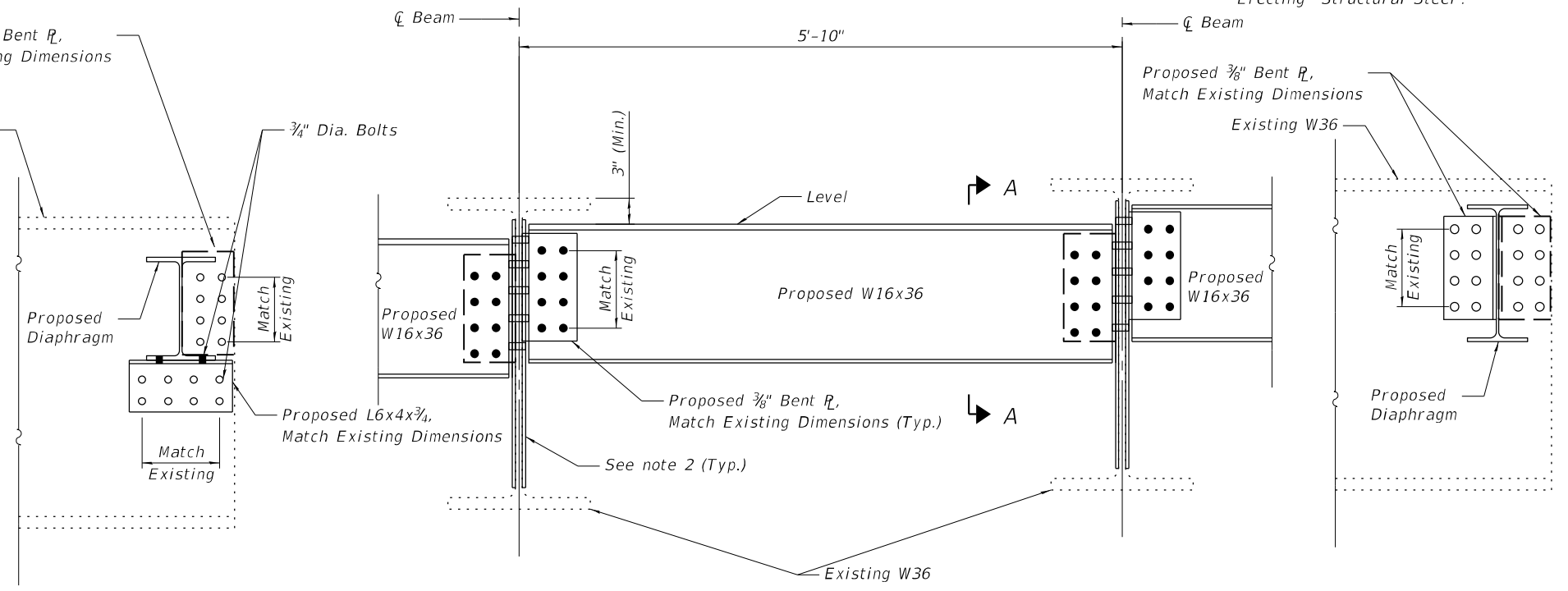


END DIAPHRAGM PARTIAL PLAN

- NOTES:**
1. Typical details are shown, Contractor to field verify existing bolt pattern and dimensions.
 2. See Sheet SC-23 and SC-24 for locations of proposed 1/2\"/>
 - 3. Match existing bolt diameter.
 - 4. Existing diaphragm and connection bent plate removal shall be paid for as "Structural Steel Removal".
 - 5. All proposed beam end repair plates, bottom flange repair angles, fill plates and associated bolts/fasteners shall be paid for as "Structural Steel Repair". All proposed diaphragms, connection bent plates and clip angles and associated bolts/fasteners shall be paid for as "Furnishing and Erecting Structural Steel".



ELEVATION



ELEVATION

SECTION A-A

(Floor Beams 1 thru 8 and 9 thru 16)

- LEGEND**
- New bolt in existing rivet hole. Use existing steel as template for new steel.
 - New bolt in field drilled hole through existing steel.

MODEL: Default
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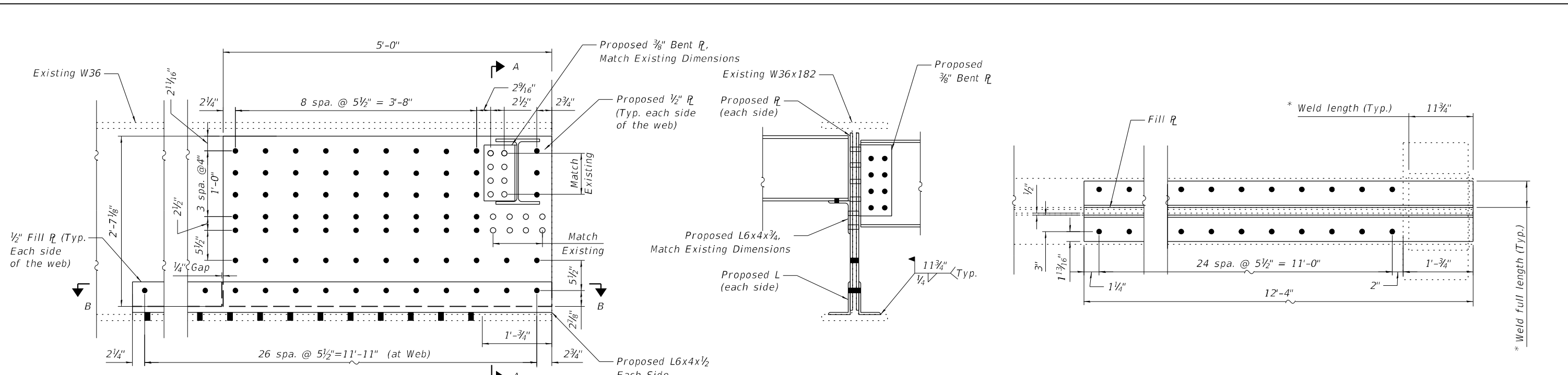
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM REPLACEMENT DETAILS
SN 016-1053**

SHEET SC-25 OF 38 SHEETS

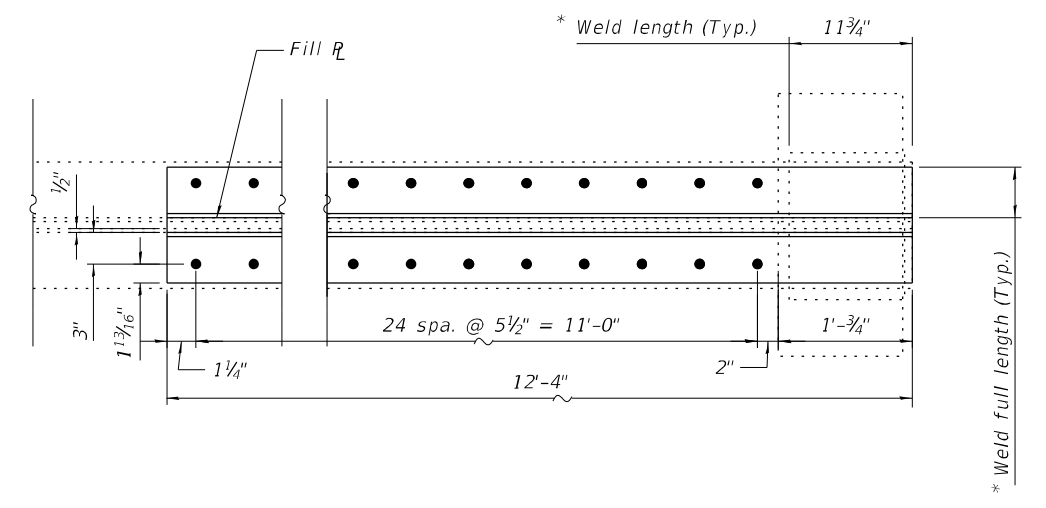
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383	2020-143-BR&BJR	COOK	201	176
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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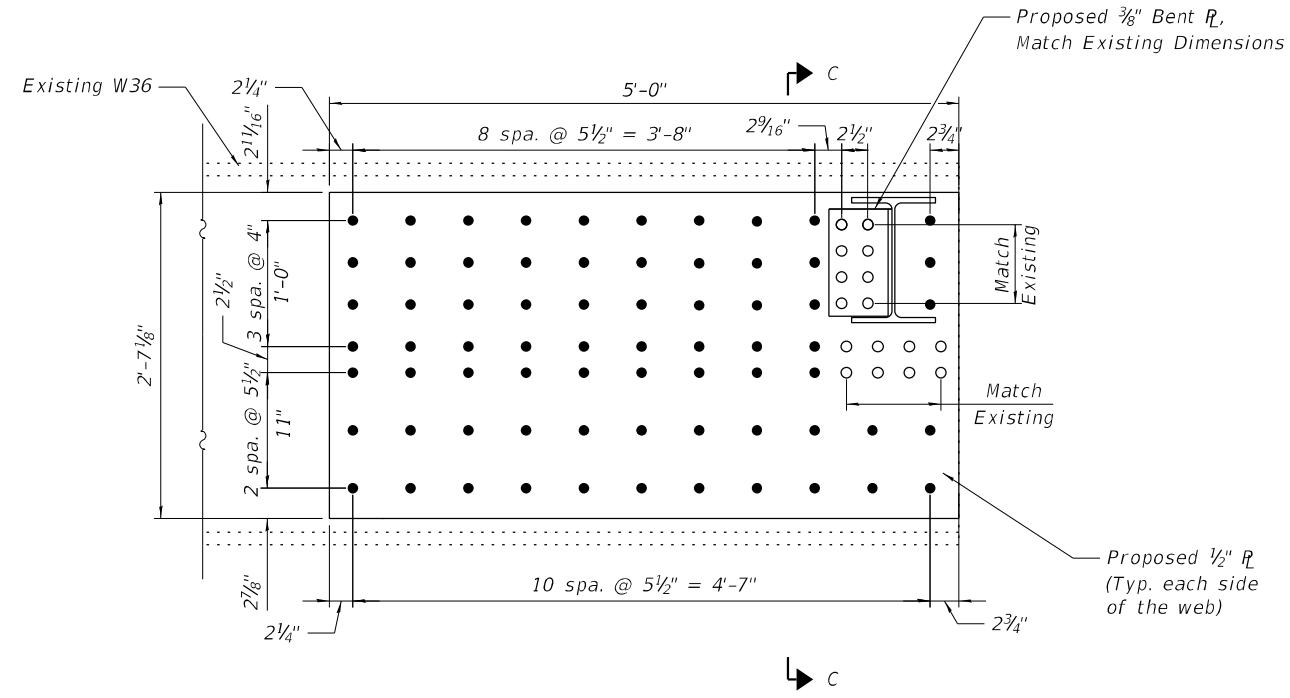
ELEVATION - TYPE D

SECTION A-A

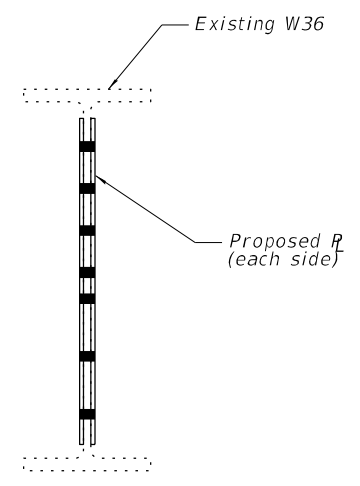


SECTION B-B

* Repair angle to top of bottom flange



ELEVATION - TYPE E



SECTION C-C

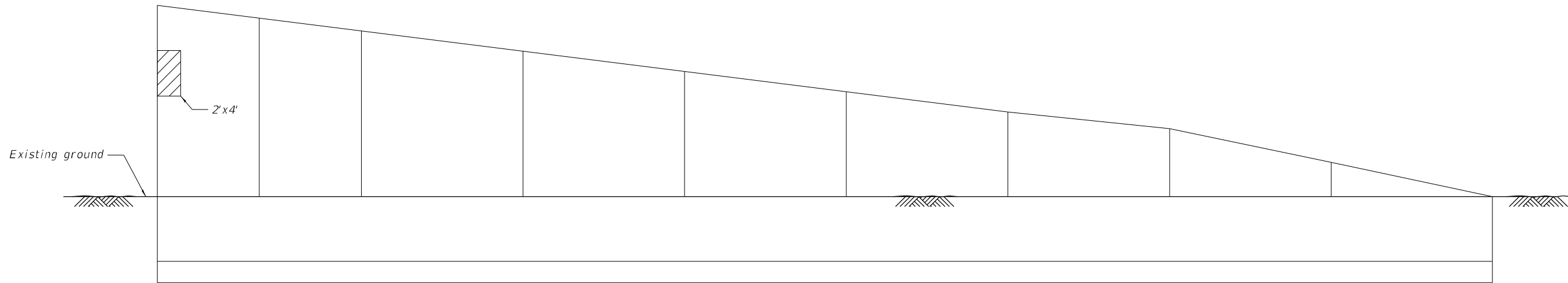
NOTES:

1. Match existing bolts under diaphragm seat at beams 8 and 9.
2. Maximum proposed bolt to proposed bolt spacing is 5 1/2" on center.
3. Existing bolt layout shown per as built drawings. Verify in field.
4. Existing clip angle to be removed using the air-arc method and grind smooth all weld material remaining on the web. Cost included with "Structural Steel Removal".
5. Existing diaphragm and connection bent plate removal shall be paid for as "Structural Steel Removal".
6. All proposed beam end repair plates, bottom flange repair angles, fill plates and associated bolts/fasteners shall be paid for as "Structural Steel Repair". All proposed diaphragms, connection bent plates and associated bolts/fasteners shall be paid for as "Furnishing and Erecting Structural Steel".
7. Fasteners shall be 7/8" Ø high strength bolts, unless otherwise noted.

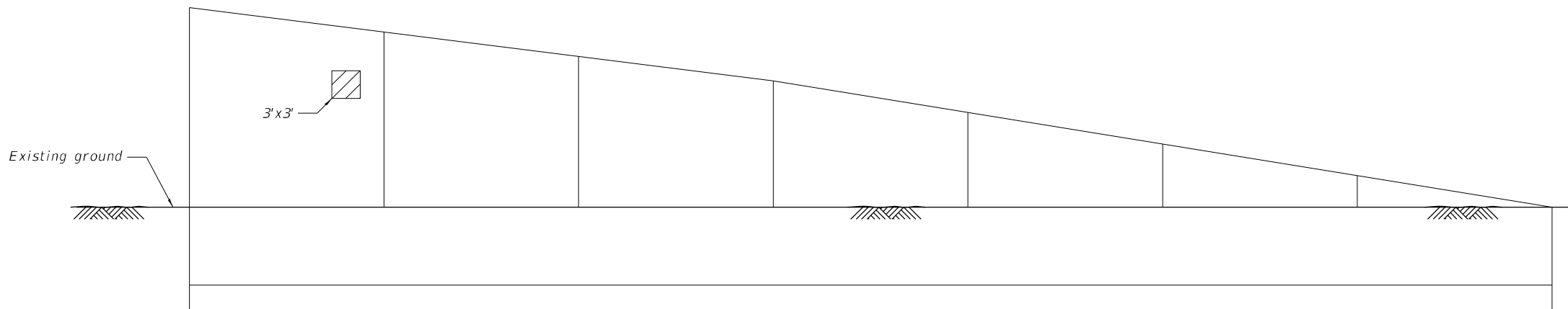
LEGEND

- New bolt in existing rivet hole. Use existing steel as template for new steel.
- New bolt in field drilled hole through existing steel.

	USER NAME =	DESIGNED - IL/AM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEAM END REPAIR DETAILS SN 016-1053	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE =	CHECKED - TCG	REVISED -	ILLINOIS FED. AID PROJECT							
SHEET SC-26 OF 38 SHEETS										




NORTH WALL ELEVATION
(Looking South)



SOUTH WALL ELEVATION
(Looking North)

LEGEND

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


NOTES:

1. Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	17

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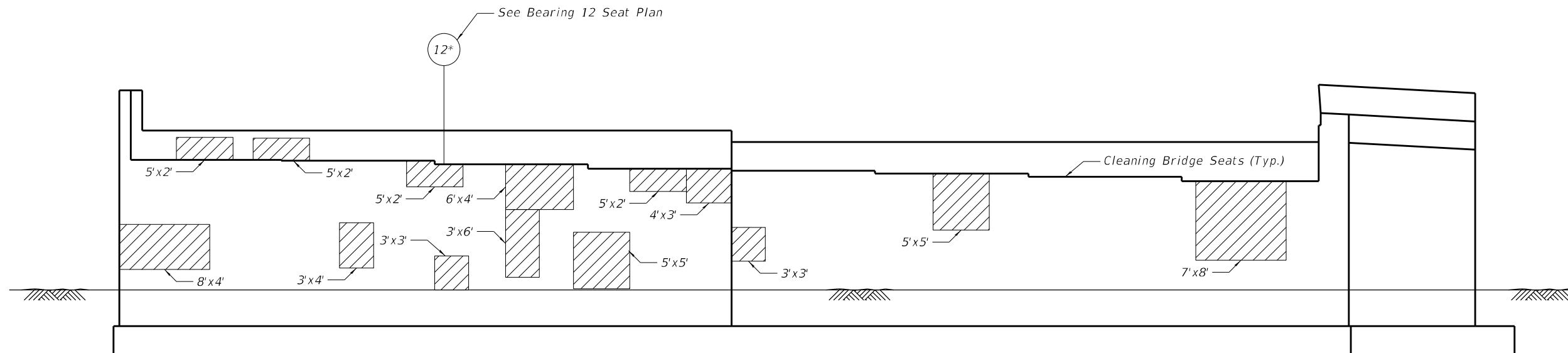
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	PLOT DATE =	CHECKED - TCG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RETAINING WALL
SN 016-1053**

SHEET SC-27 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	178
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



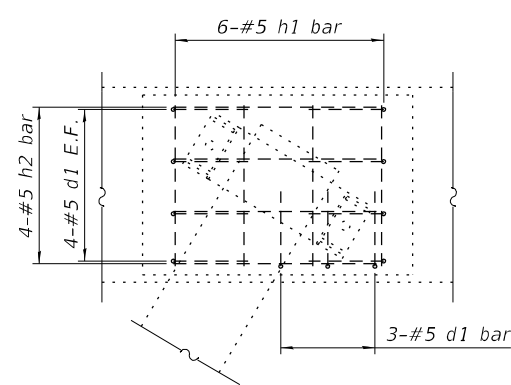
ELEVATION
(Looking East)

LEGEND

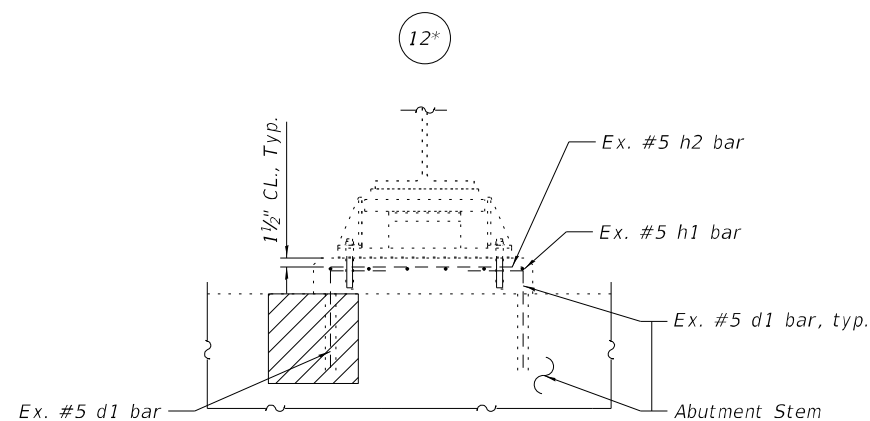
- Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
- Beam Number
- Location of deteriorated bearing seat.

NOTES:

1. Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".
4. If the concrete deterioration at the bearing pedestal extends underneath existing steel bearing plates, "Temporary Shoring and Cribbing" is to be used to support the related beam while the concrete work is performed.
5. The jack capacity shall be designed to support the dead load and full live load and impact shown in plans.
6. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
7. A film forming "Concrete Sealer" shall be applied to the abutment backwall and stem concrete repairs.



BEARING 12 SEAT REINFORCEMENT PLAN



BEARING 12 SEAT ELEVATION

GIRDER SERVICE REACTIONS

	E. Abut
$R_{DL}(K)$	23.9
$R_{LL}(K)$	35.0
$R_{IMP}(K)$	9.4
$R_{TOTAL}(K)$	68.3

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	262
Cleaning Bridge Seats	Sq. Ft.	219

MODEL: Default
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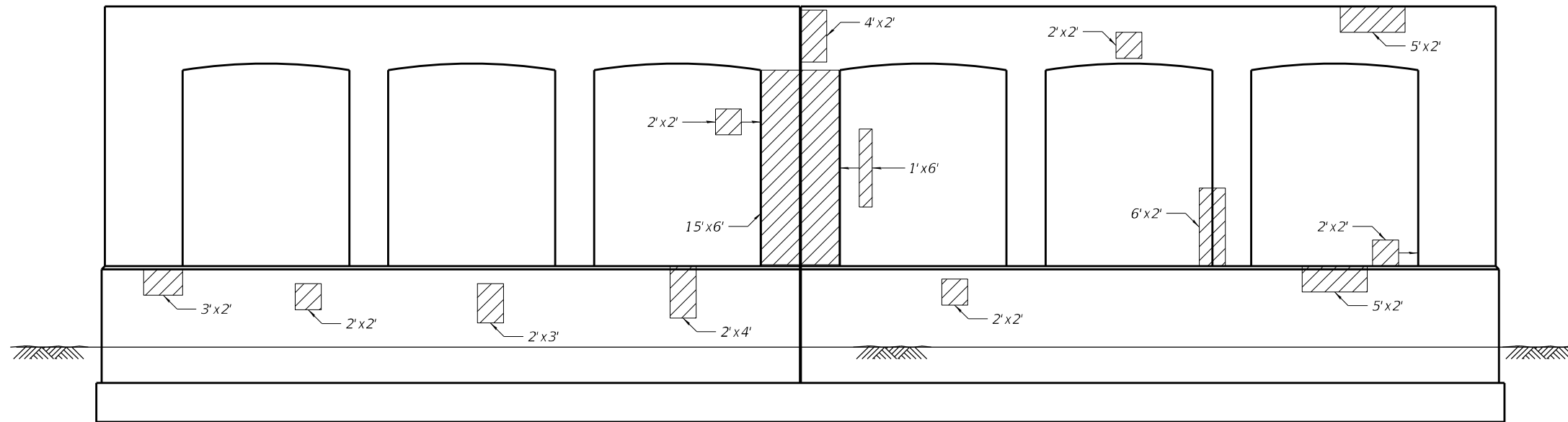
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

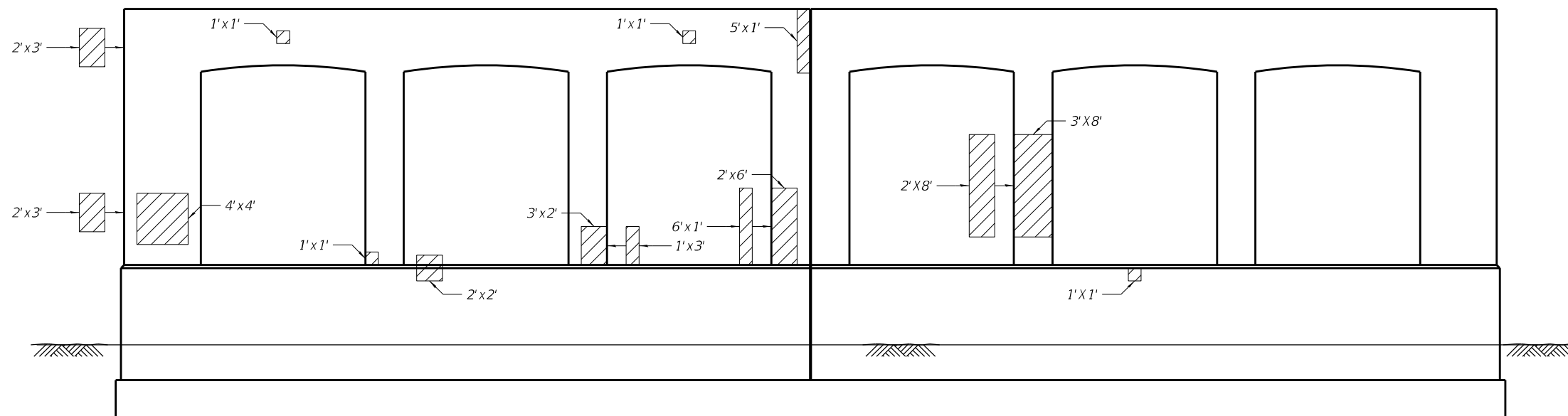
**EAST ABUTMENT
SN 016-1053**

SHEET SC-28 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	179
CONTRACT NO. 62L31				
ILLINOIS		FED. AID PROJECT		



ELEVATION
(Looking East)



ELEVATION
(Looking West)

LEGEND

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

NOTES:

1. Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".
4. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	284

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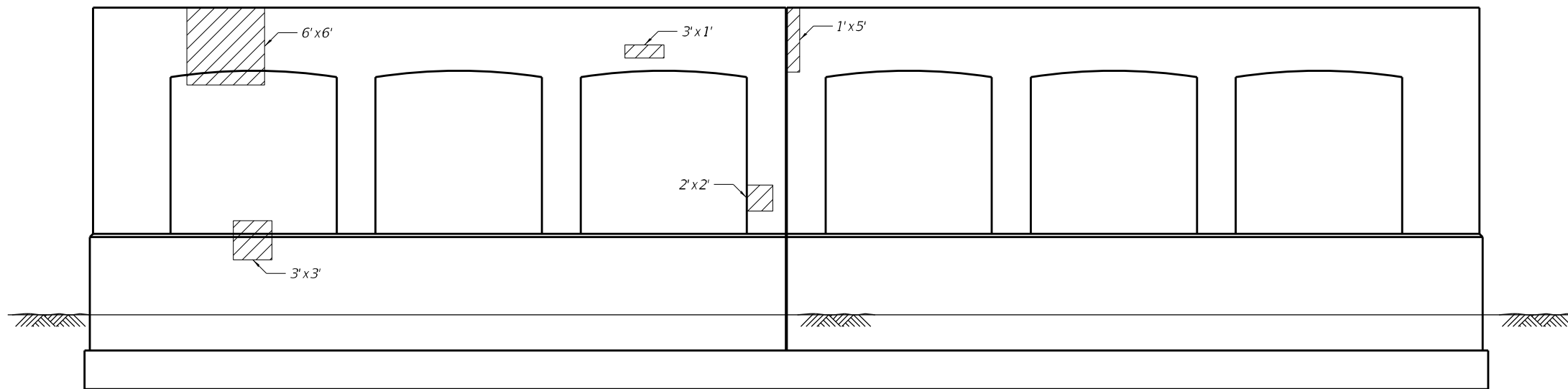
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

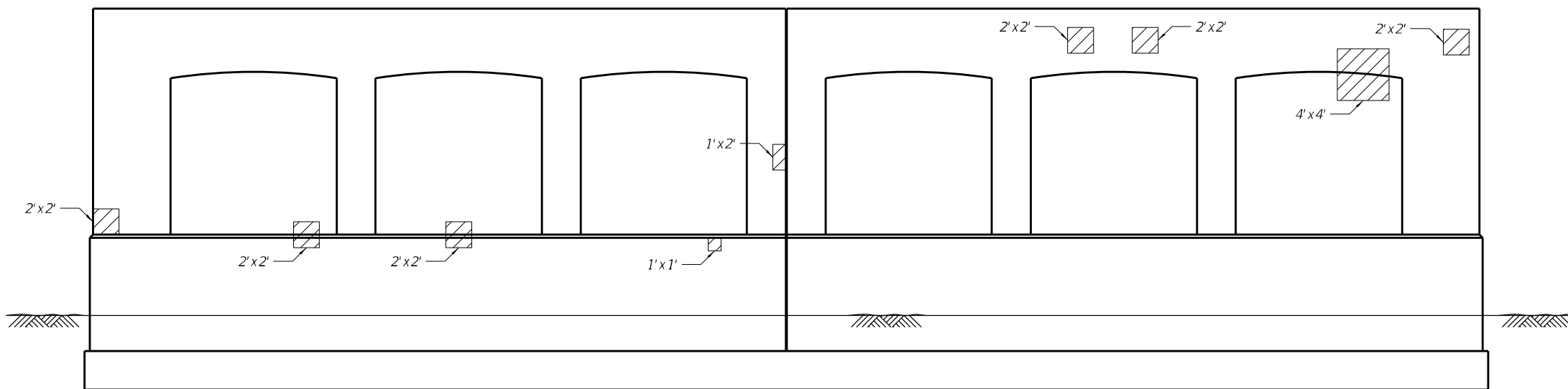
**PIER 10
SN 016-1053**

SHEET SC-29 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	180
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				




ELEVATION
(Looking East)



ELEVATION
(Looking West)

LEGEND

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


NOTES:

1. Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".
4. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
5. The contractor shall maintain the existing CDOT viaduct lighting during construction and shall relocate existing viaduct luminaires and furnish and install temporary cable and conduit as needed. Any existing conduit and cable removed during construction shall be reinstalled or replaced in kind and luminaires shall be reinstalled in their original location. Cost included with "Maintenance of Street Lighting System (City of Chicago)".

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	100

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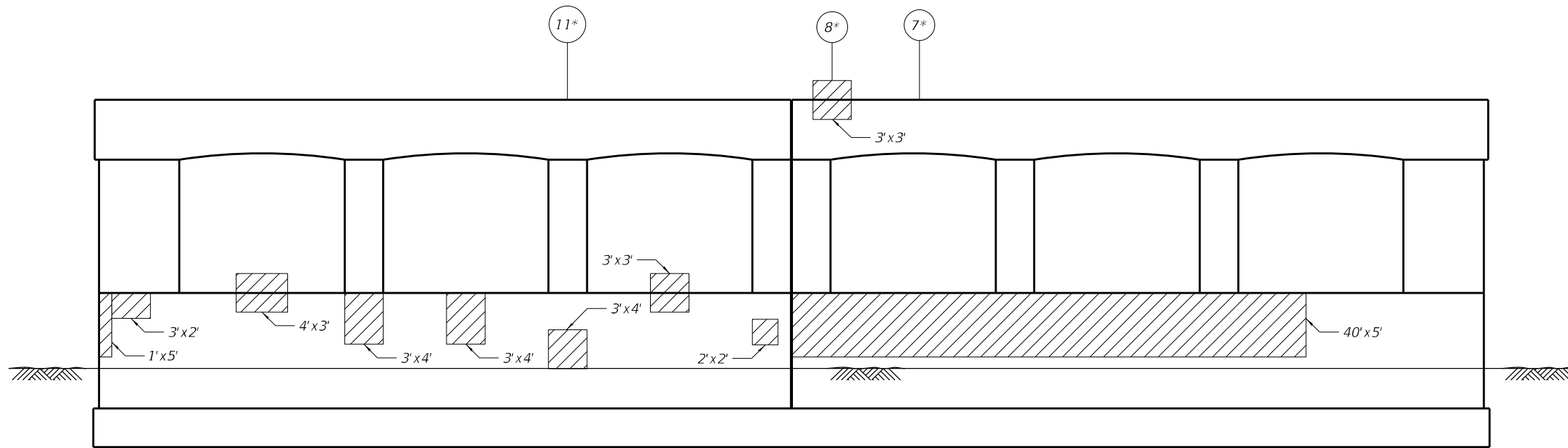
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

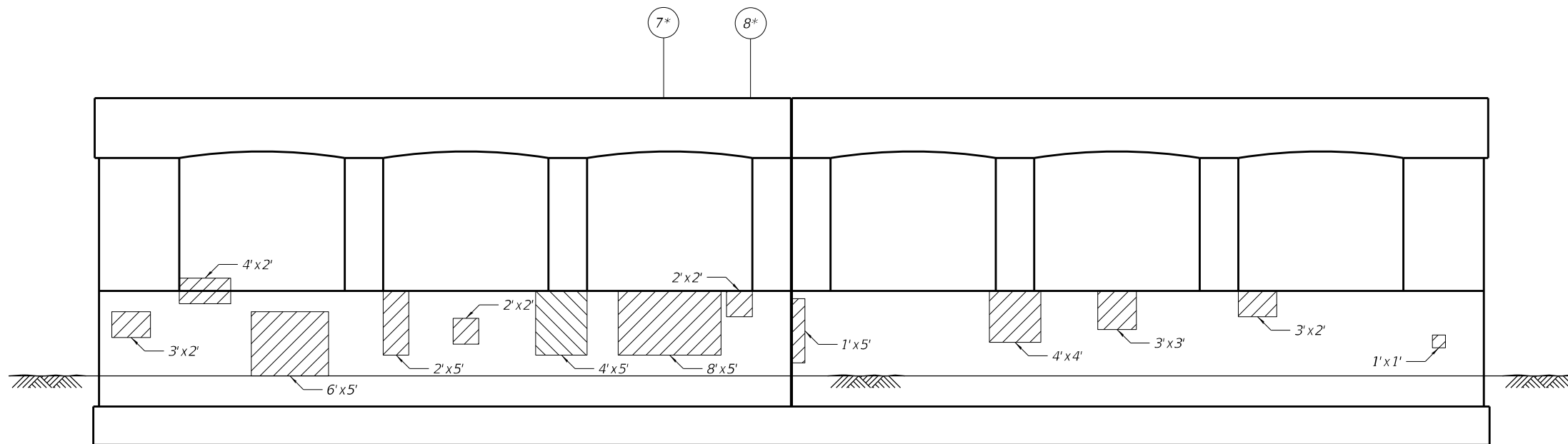
**PIER 12
SN 016-1053**

SHEET SC-31 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	182
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



ELEVATION
(Looking East)



ELEVATION
(Looking West)

LEGEND

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

Location of deteriorated bearing seat.

NOTES:

1. Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".
4. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
5. A film forming "Concrete Sealer" shall be applied to the pier concrete repairs.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	440

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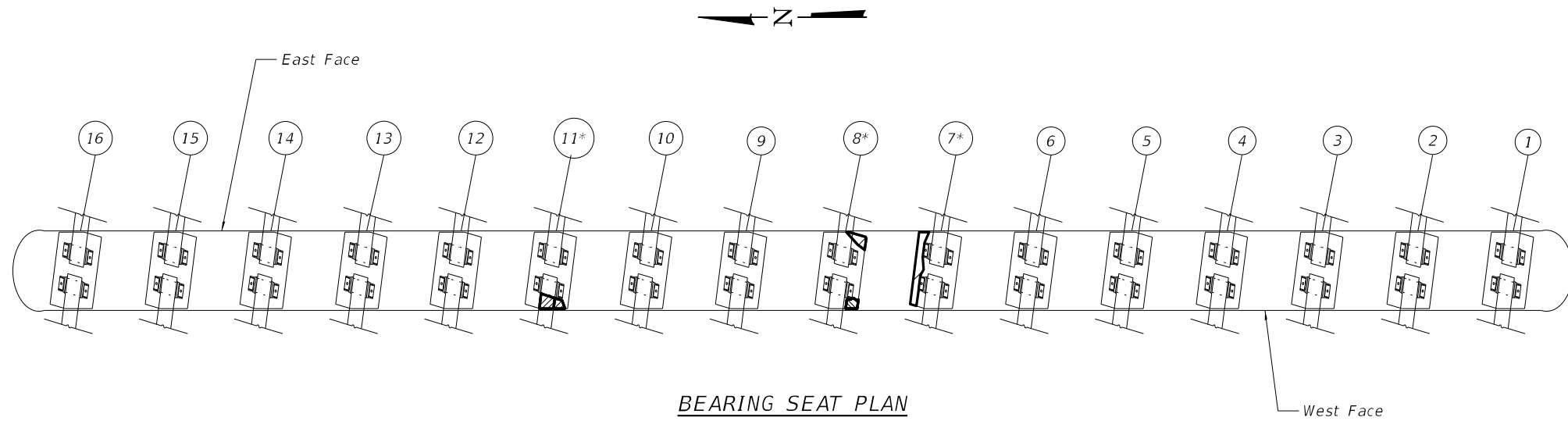
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

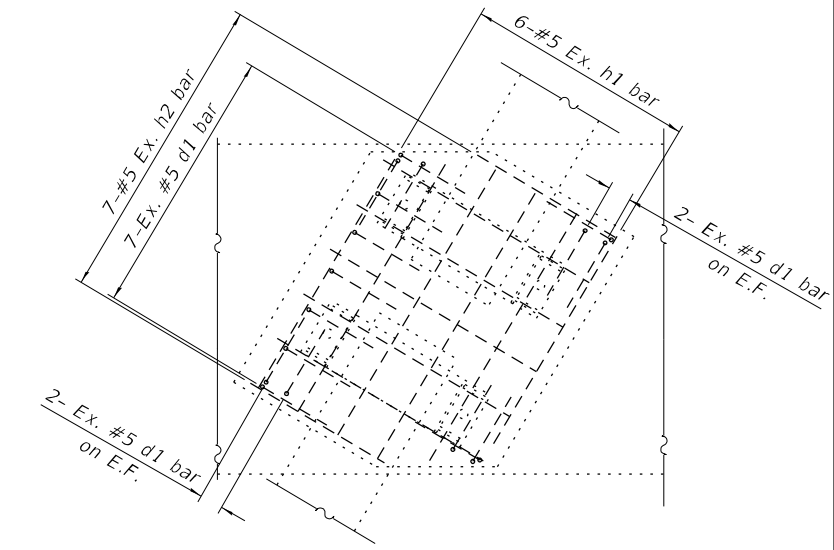
**PIER 13
SN 016-1053**

SHEET SC-32 OF 38 SHEETS

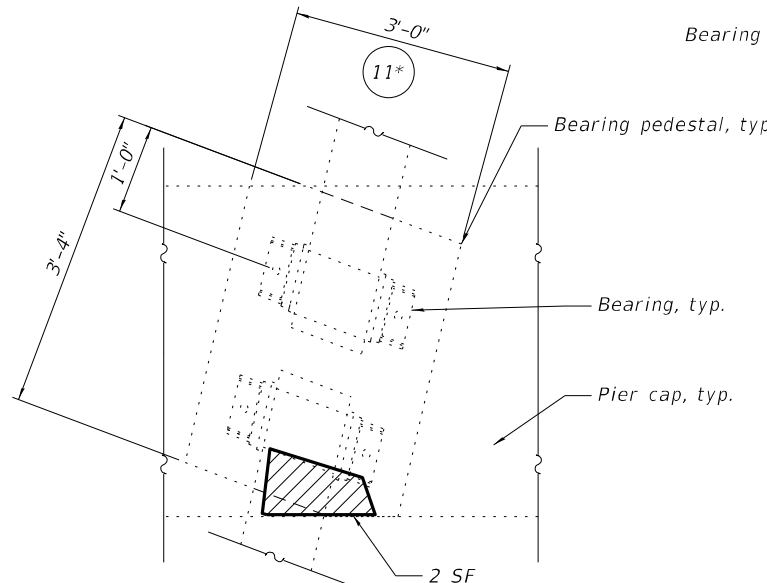
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



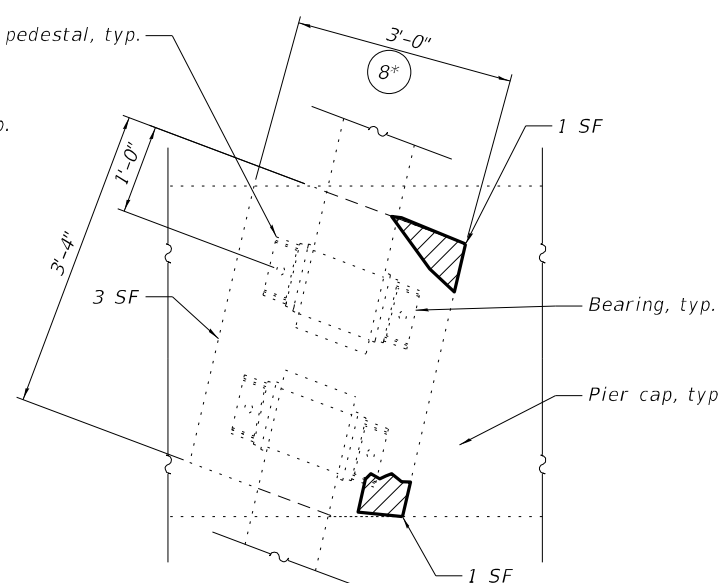
BEARING SEAT PLAN



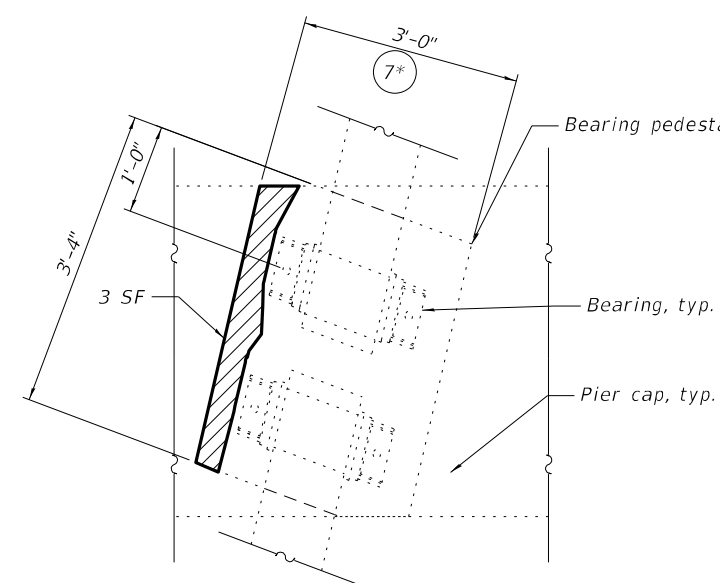
TYPICAL BEARING SEAT REINFORCEMENT PLAN



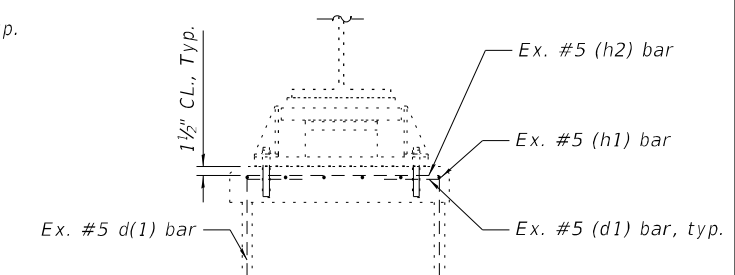
BEARING 11 SEAT PLAN



BEARING 8 SEAT PLAN



BEARING 7 SEAT PLAN



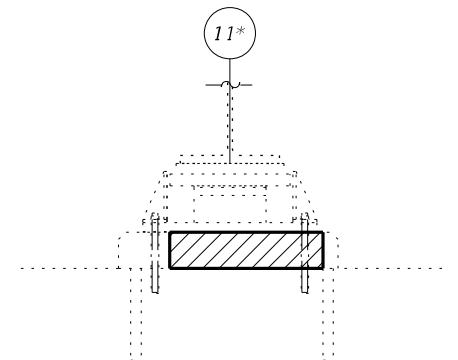
BEARING SEAT ELEVATION

LEGEND

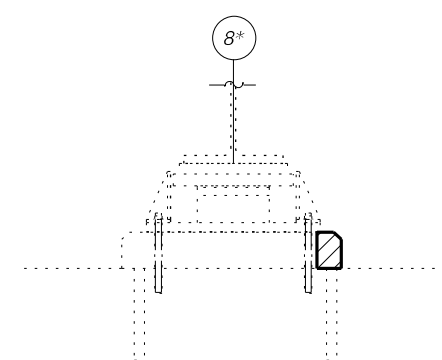
- Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
- Beam Number
- Location of deteriorated bearing seat.

NOTES:

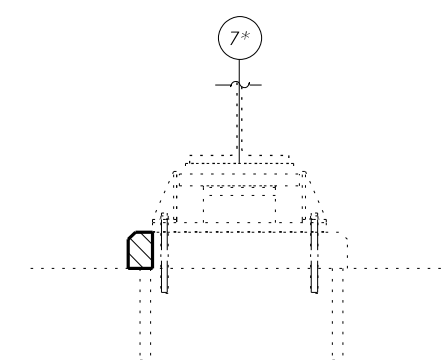
1. Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".
4. If the concrete deterioration at the bearing pedestal extends underneath existing steel bearing plates, "Temporary Shoring and Cribbing" is to be used to support the related beam while the concrete work is performed.
5. The jack capacity shall be designed to support the dead load and full live load and impact shown in plans.
6. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
7. A film forming "Concrete Sealer" shall be applied to the pier concrete repairs.



BEARING 11 SEAT ELEVATION



BEARING 8 SEAT ELEVATION



BEARING 7 SEAT ELEVATION

GIRDER SERVICE REACTIONS

	Pier 13 W. Brg.	Pier 13 E. Brg.
$R_{DL}(K)$	25.8	23.9
$R_{IL}(K)$	35.6	35.1
$R_{IMP}(K)$	9.2	9.5
$R_{TOTAL}(K)$	70.6	68.5

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	7

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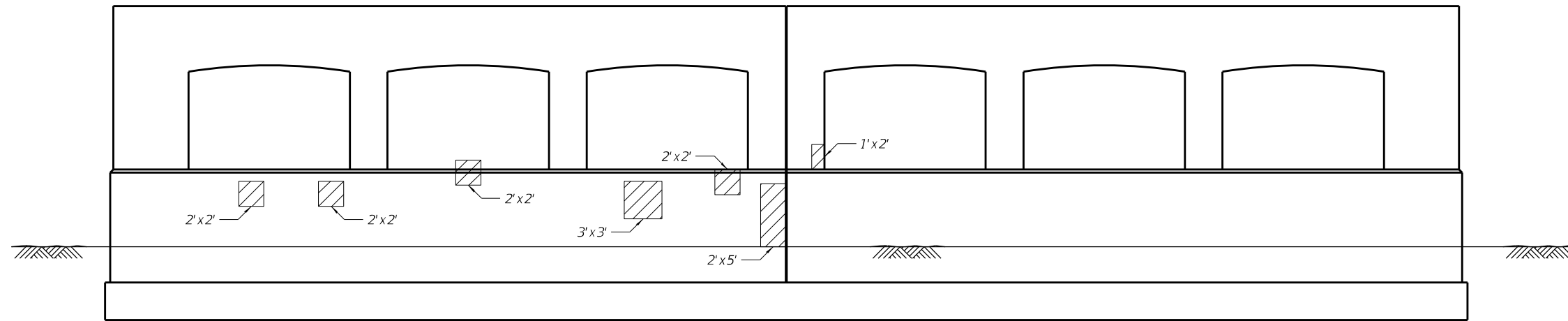
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

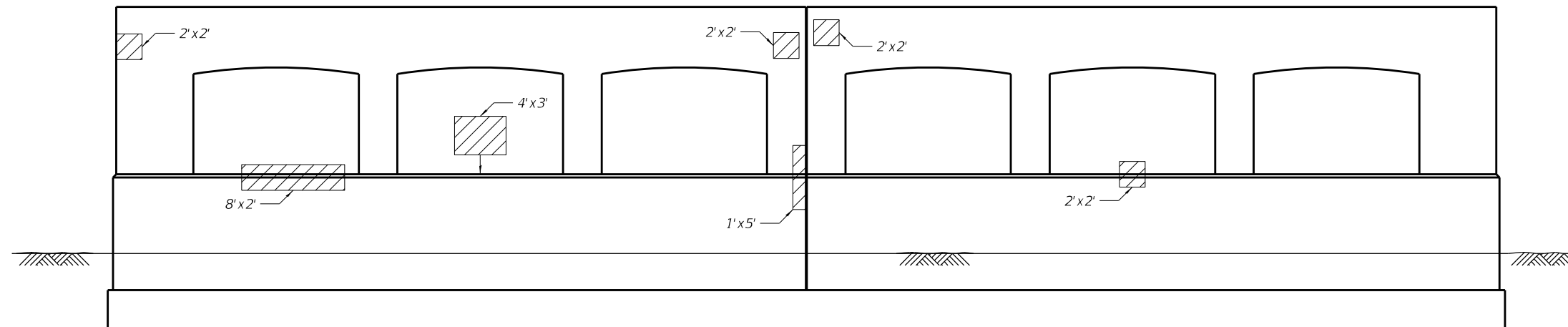
PIER 13 CAP DETAILS
SN 016-1053

SHEET SC-33 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	184
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



ELEVATION
(Looking East)



ELEVATION
(Looking West)

LEGEND

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

NOTES:

1. Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".
4. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	86

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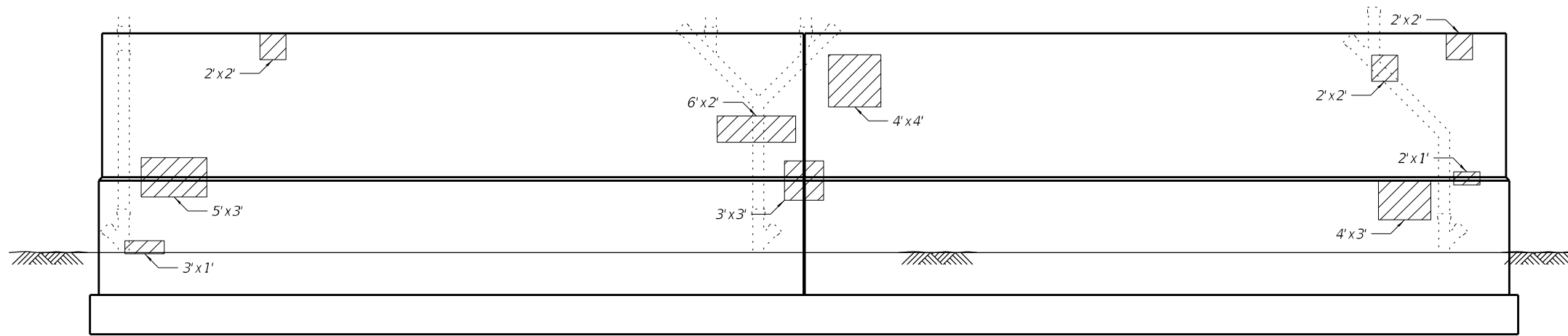
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

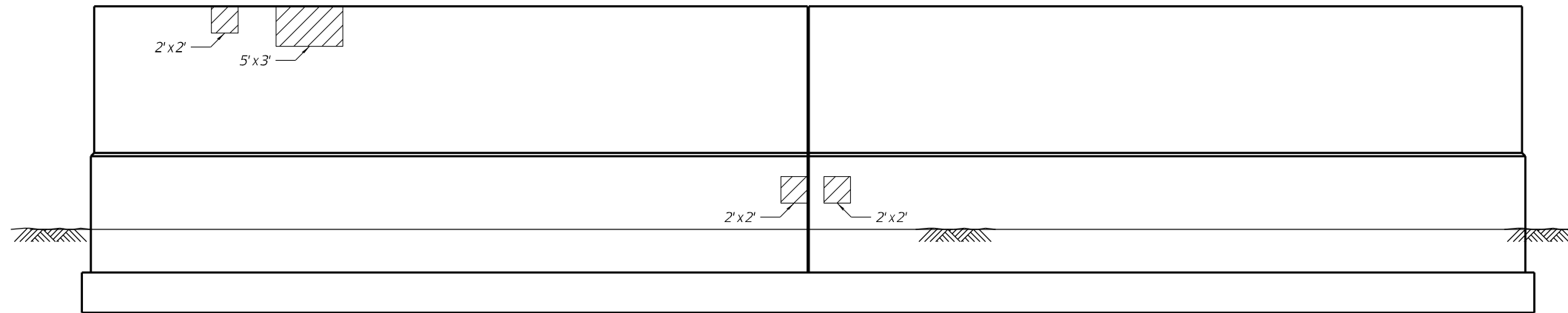
**PIER 14
SN 016-1053**

SHEET SC-34 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	185
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				



ELEVATION
(Looking East)



ELEVATION
(Looking West)

LEGEND

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

NOTES:

1. Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer at the time of construction.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost incidental to "Concrete Removal".
4. Remove and reattach existing pipe assemblies if necessary to perform substructure repair. Removal and reattachment of pipe assemblies is included in the cost of "Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)".
5. Existing pipe clamps may be reused as approved by the Engineer. See Sheet SC-37 for assembly details.
6. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	108

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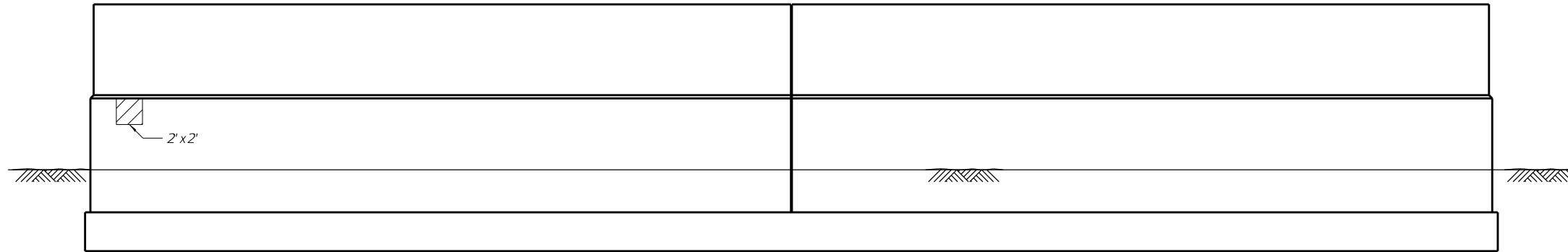
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

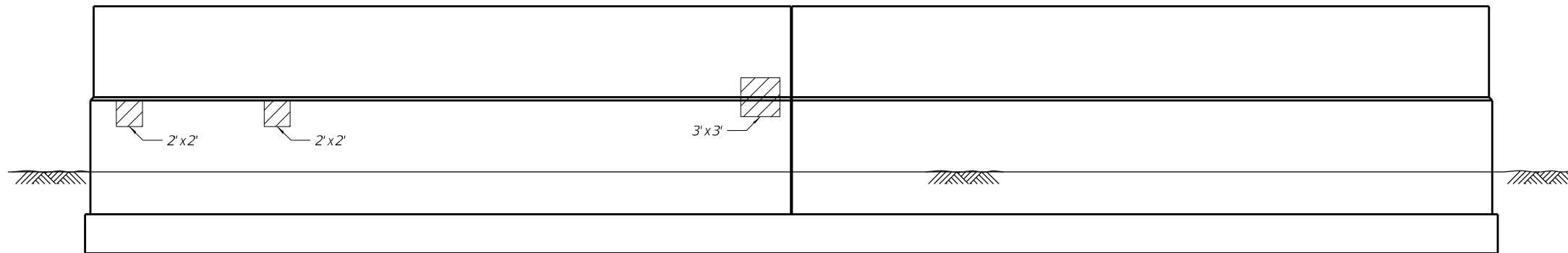
**PIER 15
SN 016-1053**

SHEET SC-35 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	186
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				




ELEVATION
(Looking East)



ELEVATION
(Looking West)

LEGEND

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


NOTES:

1. Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer in field.
2. Where existing rebar has lost 25% or more of its original cross-section due to corrosion remove additional concrete to expose undamaged rebar. Replace the deteriorated bar with a new bar of the same size and spacing.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".
4. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	21

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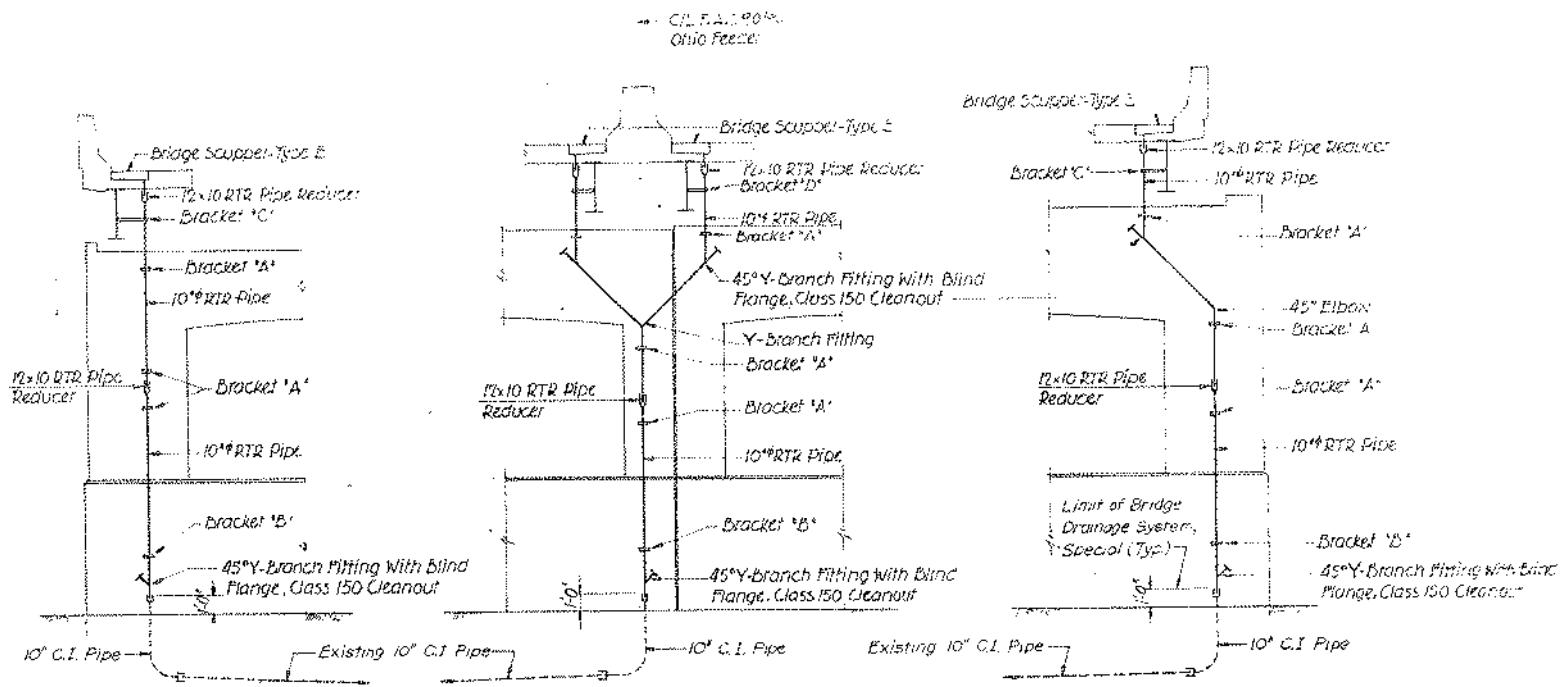
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 16
SN 016-1053

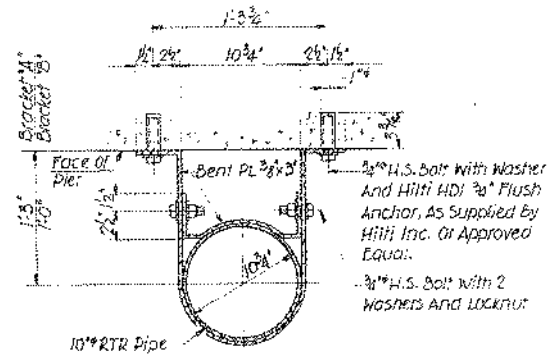
SHEET SC-36 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 62L31	
		ILLINOIS FED. AID PROJECT		

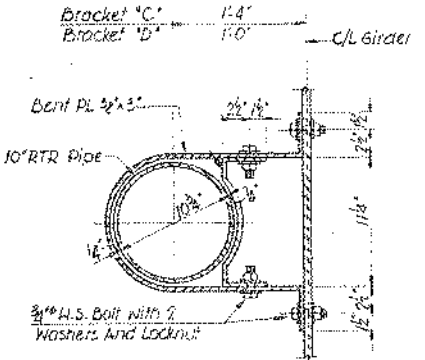
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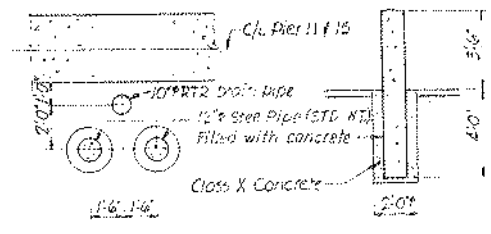
BRIDGE DRAINAGE AT PIER II - LOOKING WEST
 PIER 15 SIMILAR



BRACKETS 'A' & 'B'



BRACKETS 'C' & 'D'



PLAN SECTION
 DRAIN PIPE PROTECTION
 AT PIER II AND 15 BOWNSPETS

NOTE
 Details provided for information only.



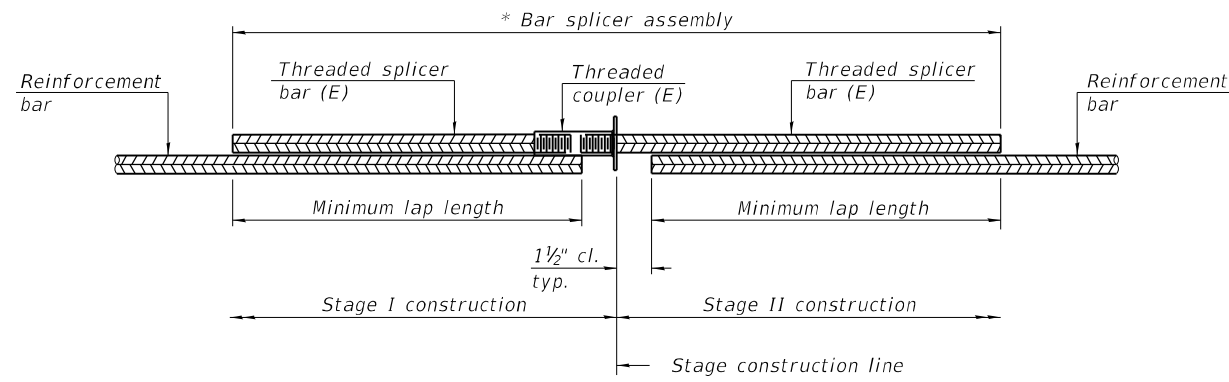
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRAINAGE SYSTEM REPAIRS
 SN 016-1053

SHEET SC-37 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	188
CONTRACT NO. 62L31				
		ILLINOIS	FED. AID PROJECT	

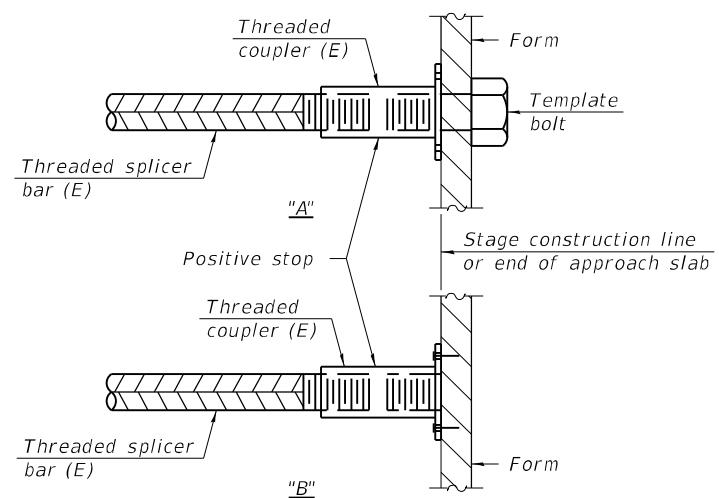


STANDARD BAR SPLICER ASSEMBLY PLAN
 (All components shall be provided from one supplier)

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

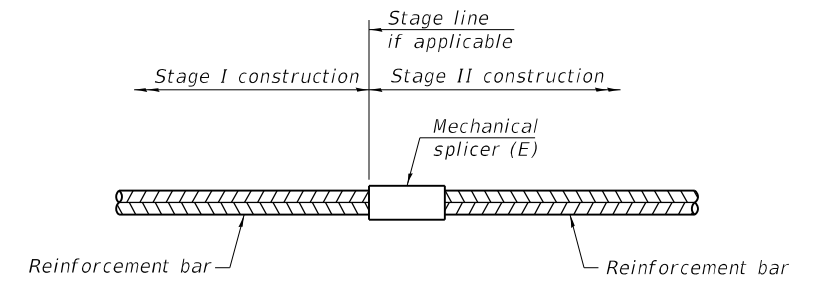
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
E. Abutment	#5	48	3'-6"
E. Abutment	#6	8	3'-7"
E. Abutment	#6	8	4'-0"
Pier 13	#5	64	3'-6"
E. Pier	#5	64	3'-6"



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

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

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BSD-1

1-1-2020



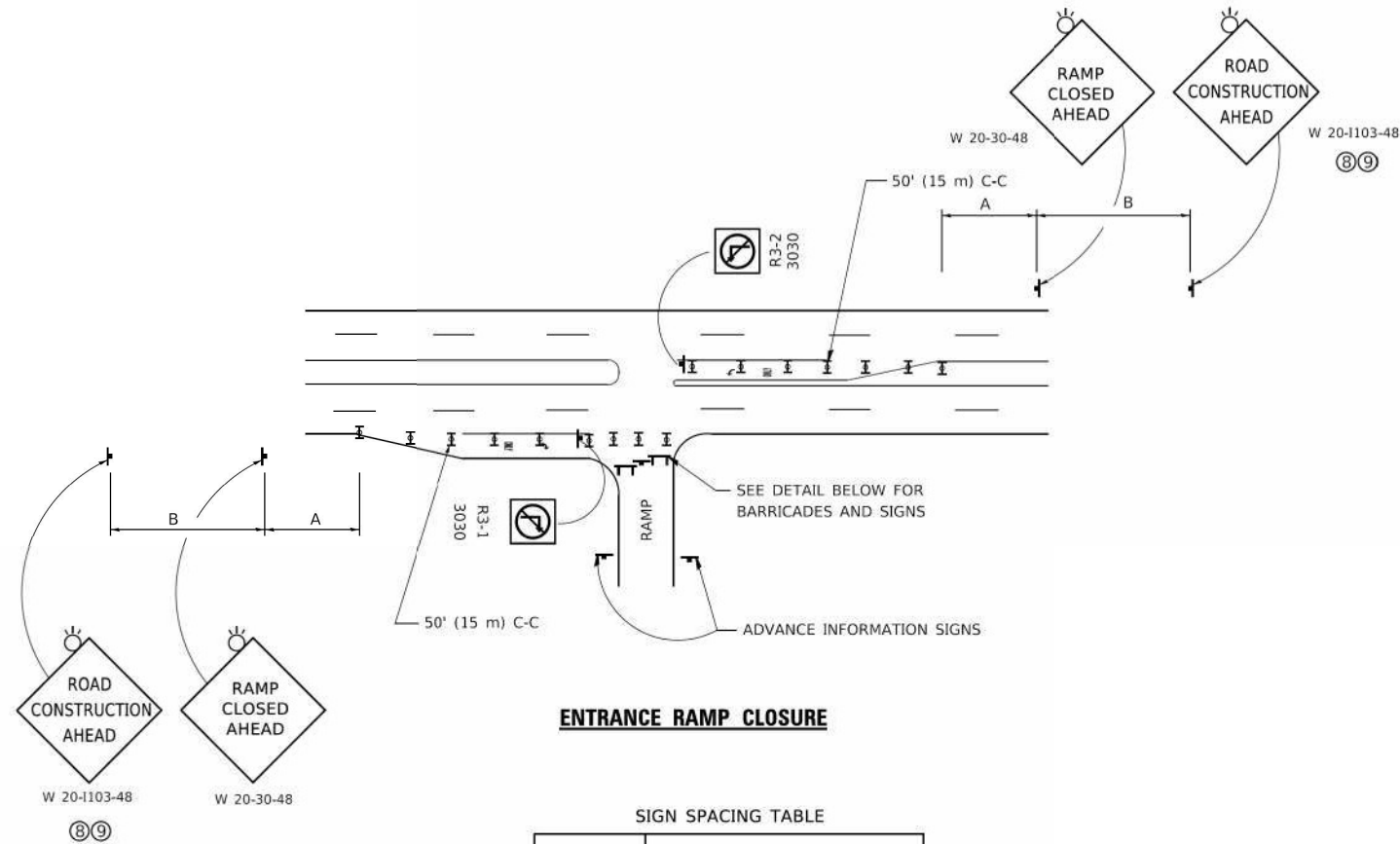
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 SN 016-1053

SHEET SC-38 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	2020-143-BR&BJR	COOK	201	189
CONTRACT NO. 62L31				
ILLINOIS FED. AID PROJECT				

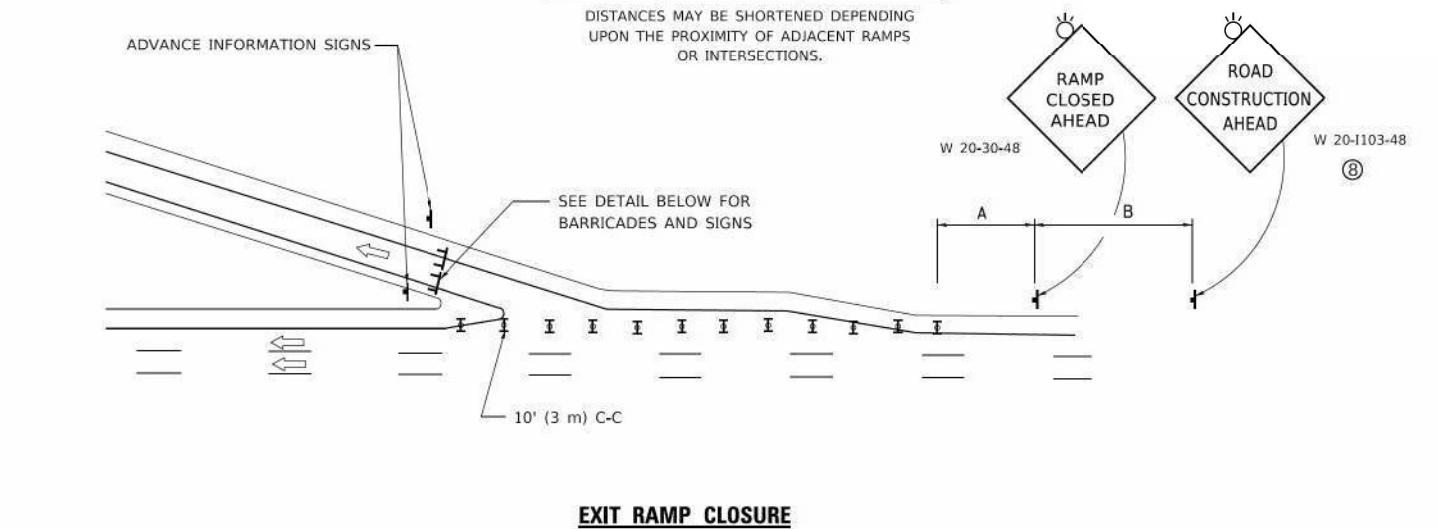


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

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

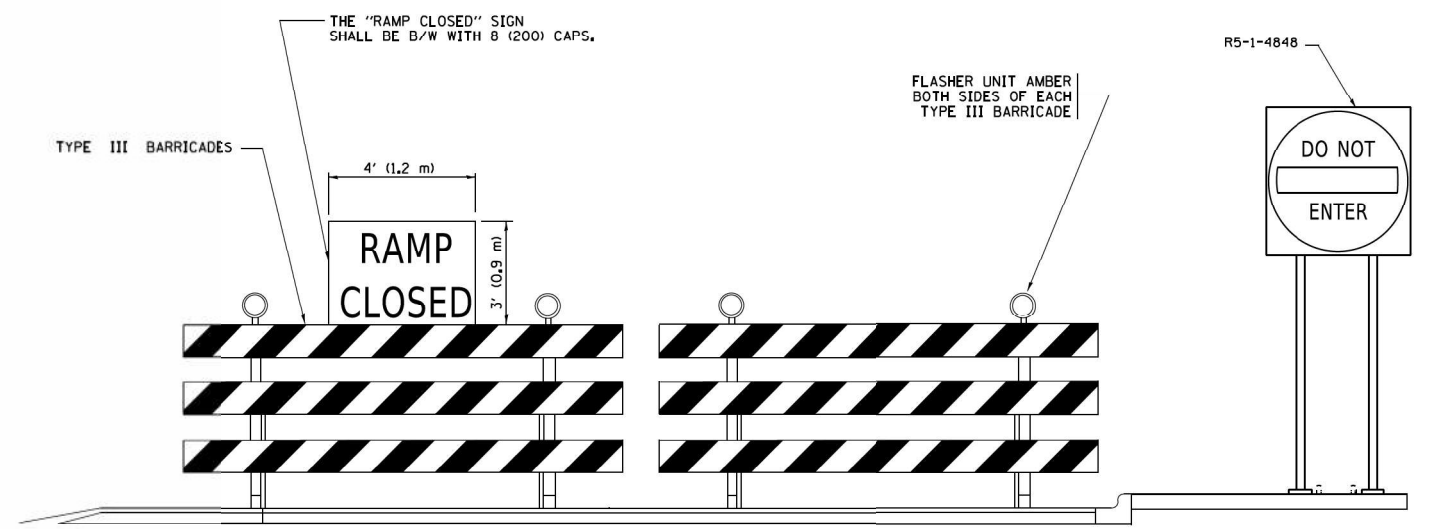
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

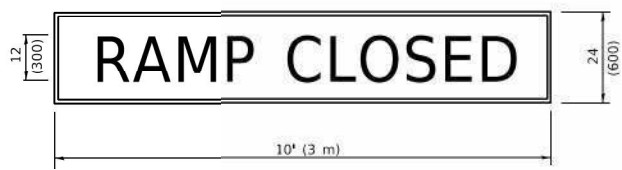
SYMBOLS

- TYPE II BARRICADE OR DRUM
- TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS

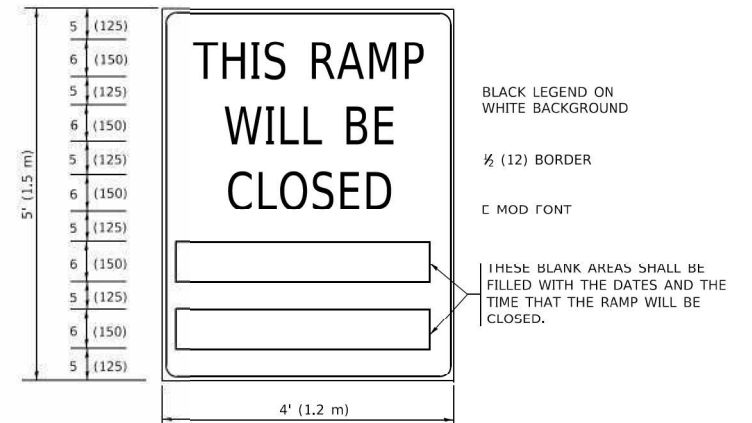
RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER
THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

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

RAMP CLOSURE ADVANCE INFORMATION SIGN



GENERAL NOTES:

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

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

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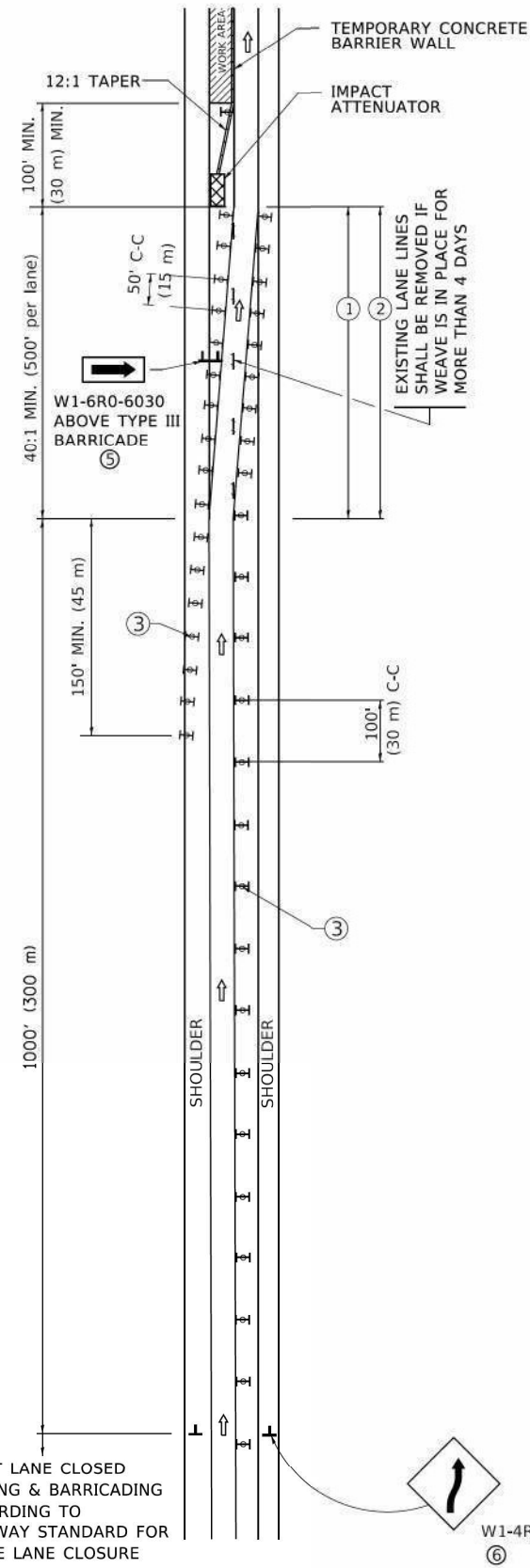
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE AND EXIT RAMP
CLOSURE DETAILS**

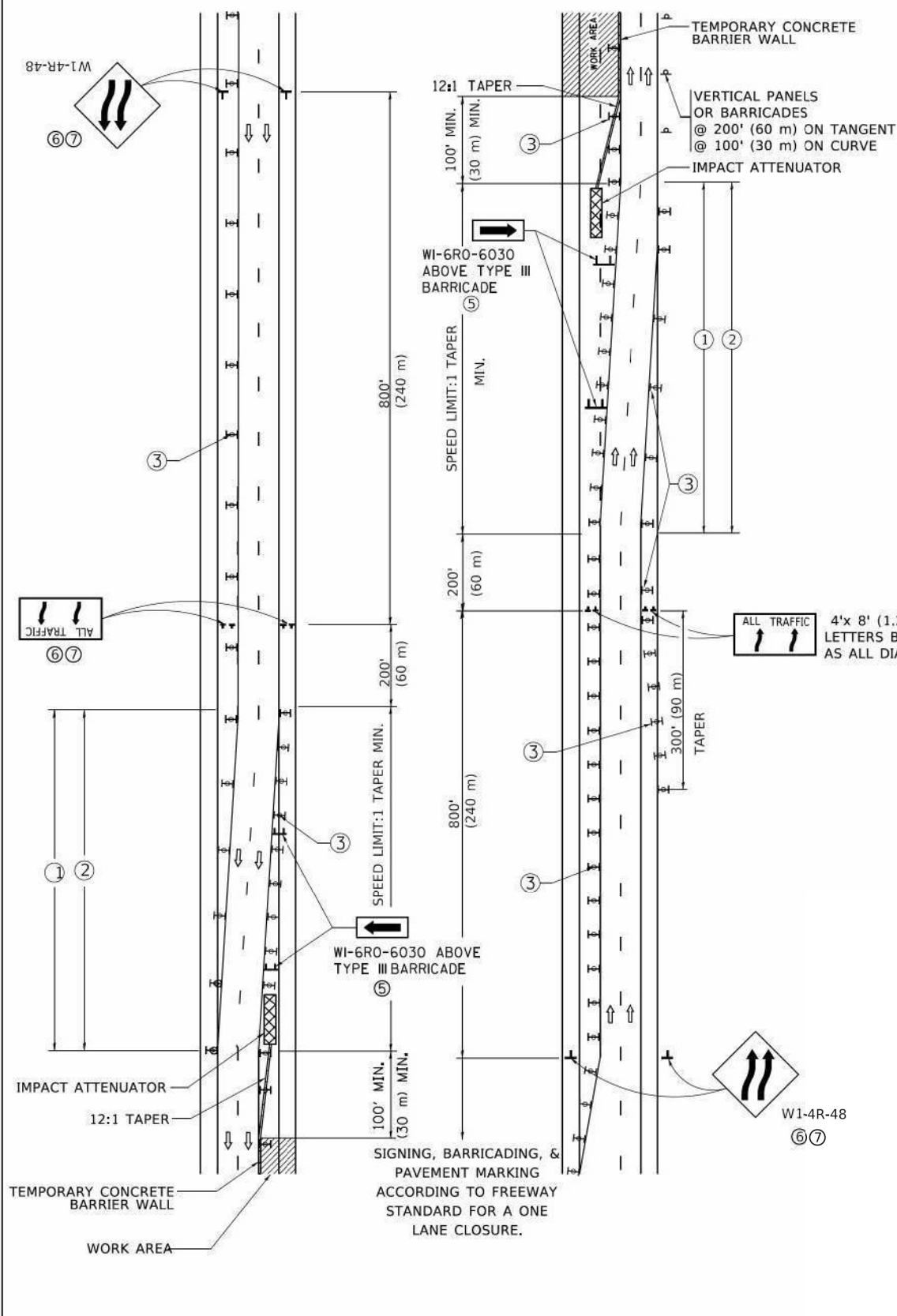
SCALE: NONE SHEET 1 OF 12 SHEETS STA. NONE TO STA. NONE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	190
TC-08		CONTRACT NO. 62L31		
ILLINOIS FED. AID PROJECT				

SINGLE LANE WEAVE

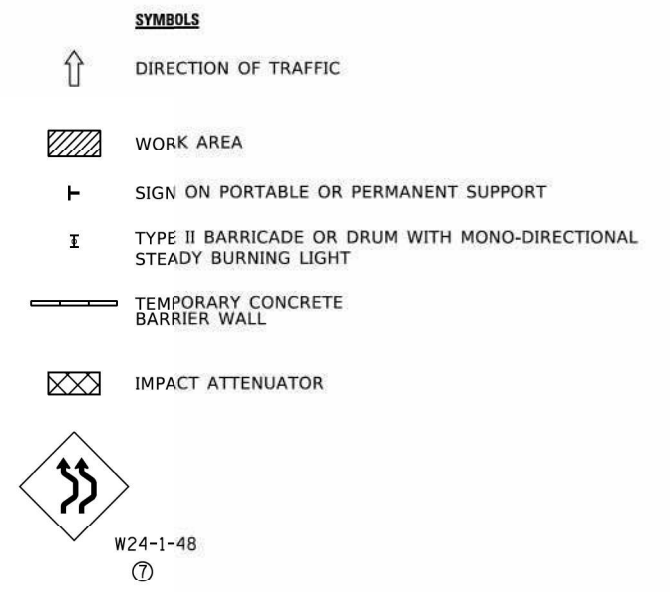


MULTI-LANE WEAVE



GENERAL NOTES:

- ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
- ② CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- ③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ⑤ TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- ⑥ WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- ⑦ THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.



TC-09

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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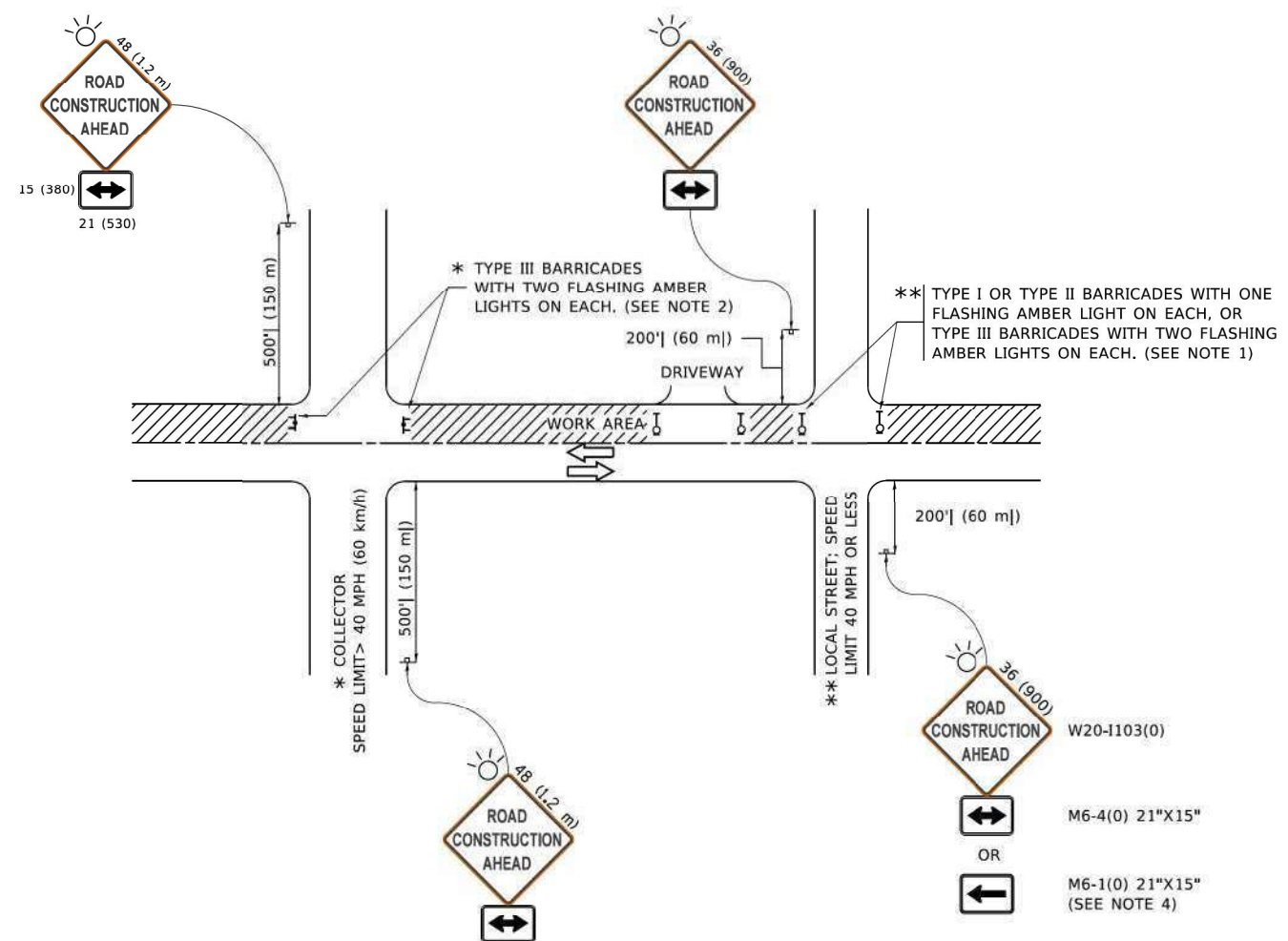
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR
 FREEWAY SINGLE & MULTI-LANE WEAVE

SCALE: NONE SHEET 2 OF 12 SHEETS STA. NONE TO STA. NONE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	191
TC-09		CONTRACT NO. 62L31		
ILLINOIS FED. AID PROJECT				



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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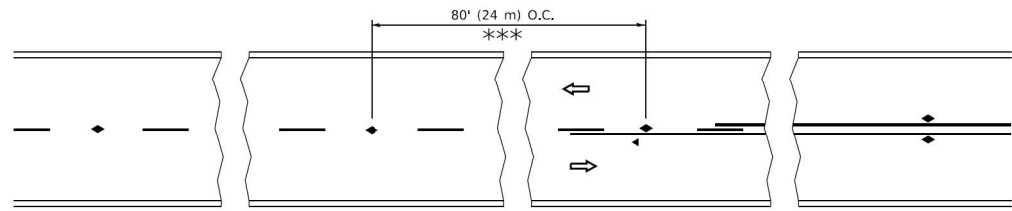
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PLLOT DATE = 2/29/2024

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

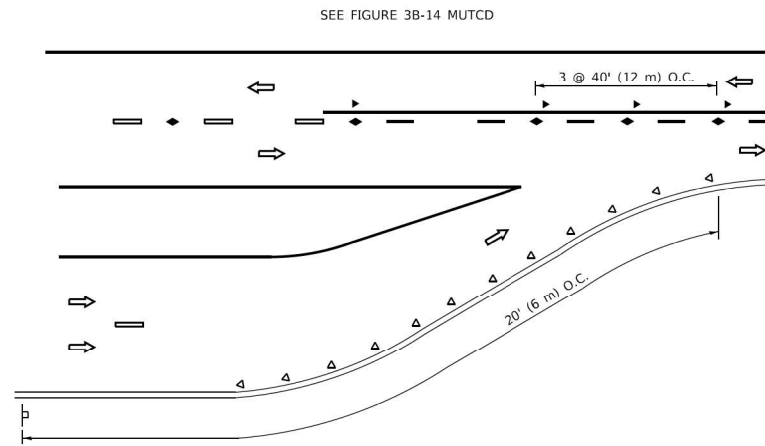
SCALE: NONE SHEET 3 OF 12 SHEETS STA. NONE TO STA. NONE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 62L31	
ILLINOIS FED. AID PROJECT				

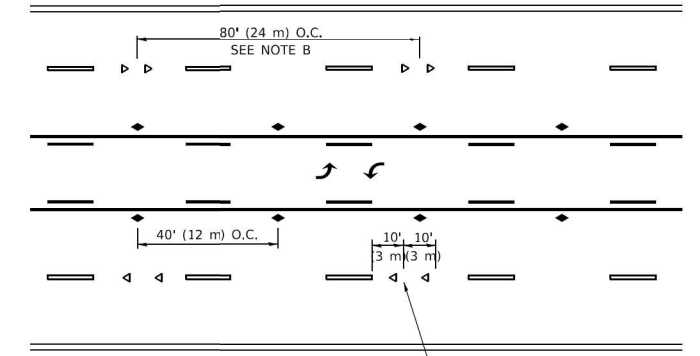


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

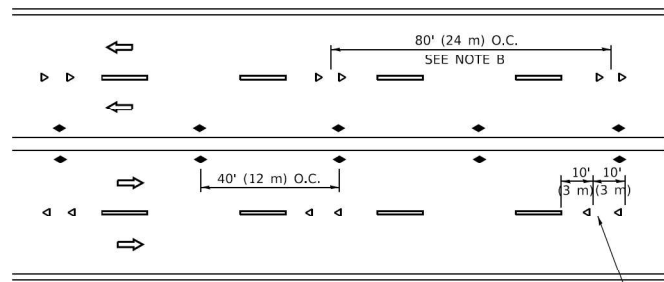
TWO-LANE/TWO-WAY



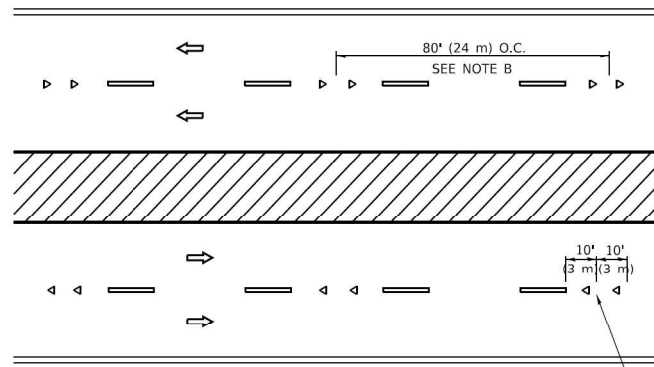
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

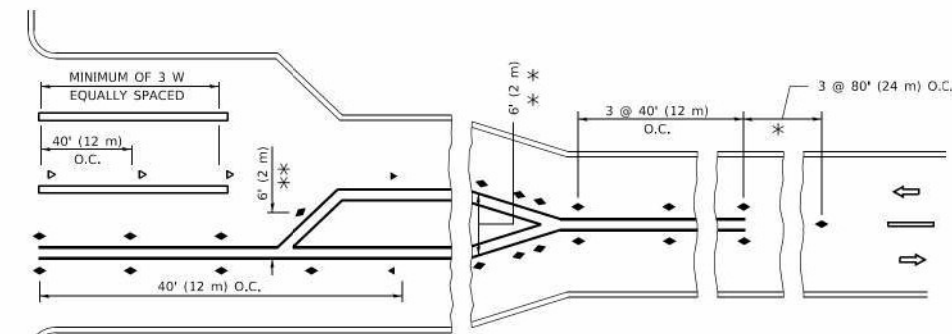
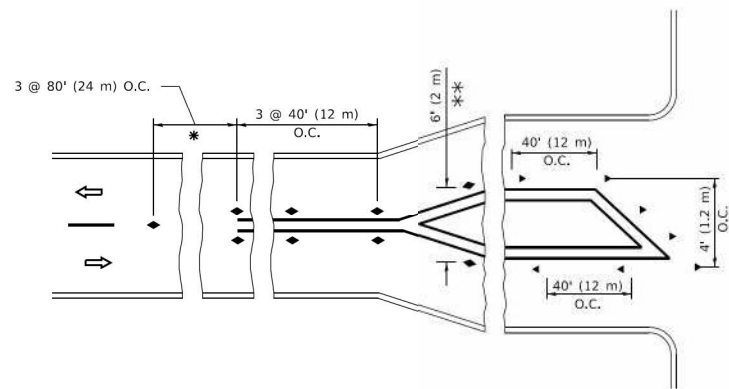
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



TURN LANES

* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

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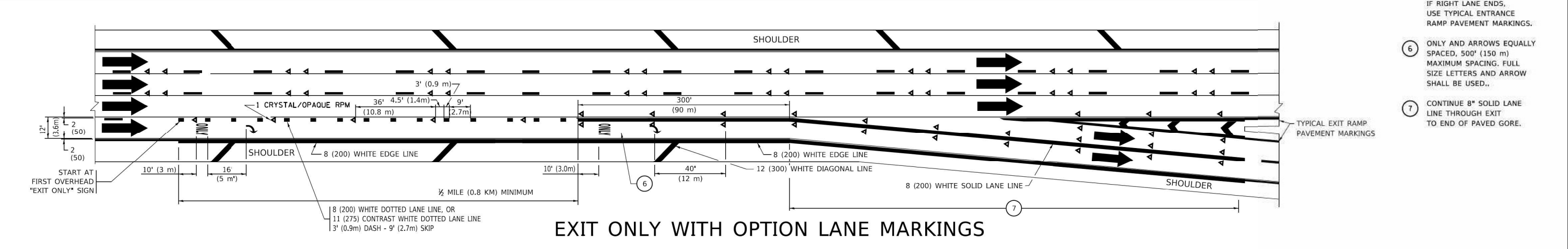
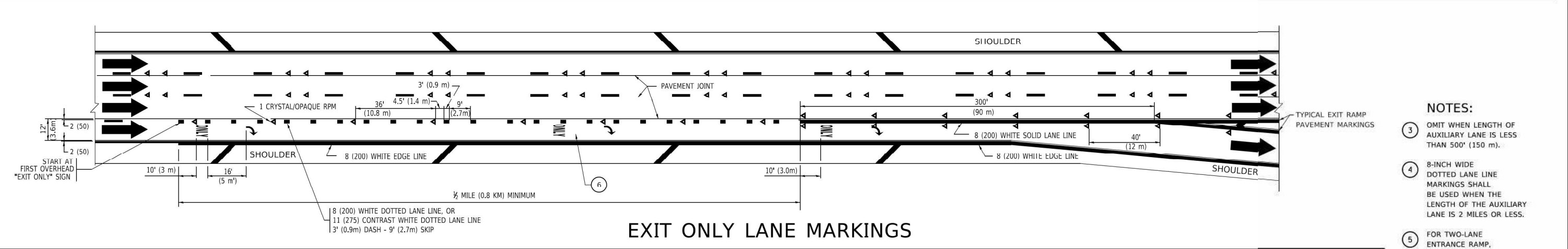
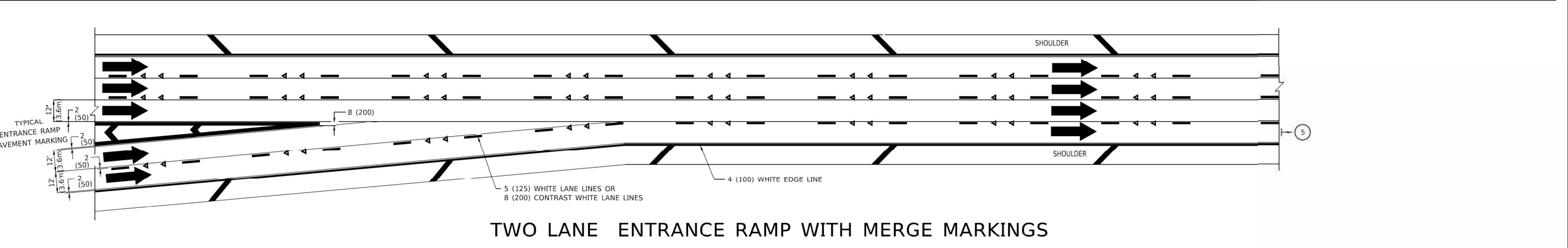
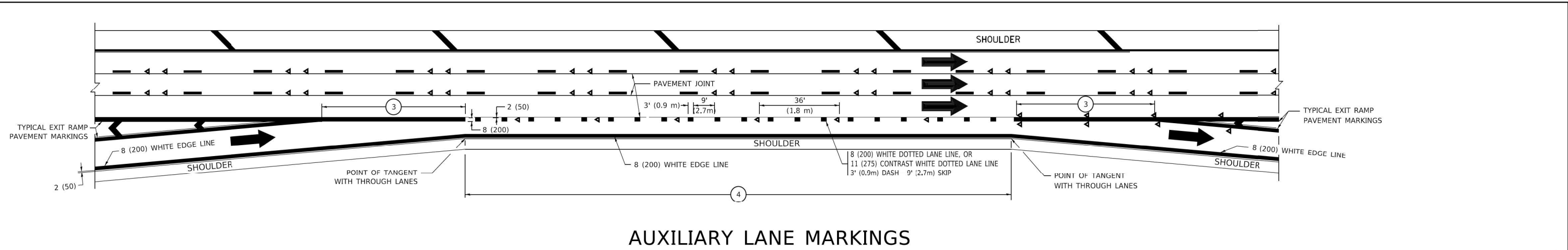
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CHECKED - VI	REVISED -
DATE - 02/28/2023	REVISED -

PLLOT SCALE = 2.0000" / 1"
PLLOT DATE = 2/29/2024

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS	
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)	
SCALE: NONE	SHEET 4 OF 12 SHEETS STA. NONE TO STA. NONE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	193
TC-11			CONTRACT NO. 62L31	
ILLINOIS FED. AID PROJECT				



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

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DATE - 02/28/2023	REVISED -

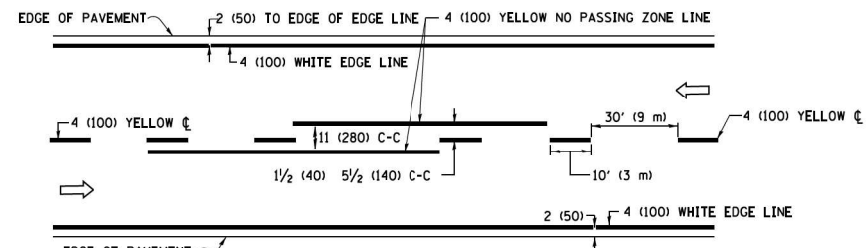
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

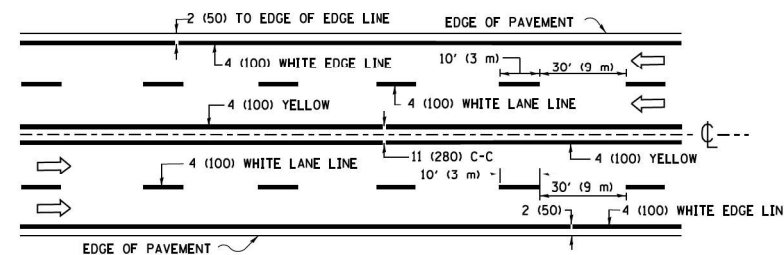
**MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS**

SCALE: NONE SHEET 6 OF 12 SHEETS STA. NONE TO STA. NONE

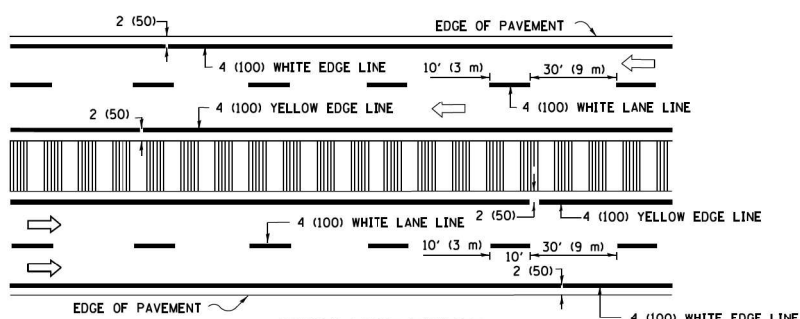
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383	D-91-450-20	COOK	201	195
TC-12		CONTRACT NO. 62L31		
ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

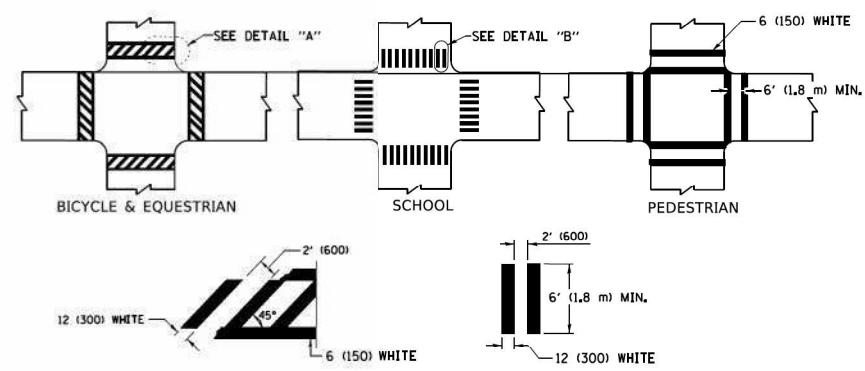


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

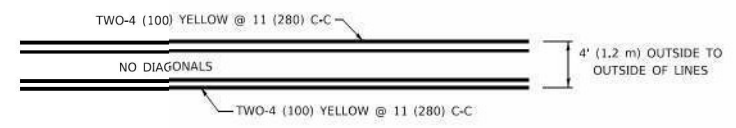


DETAIL "A"

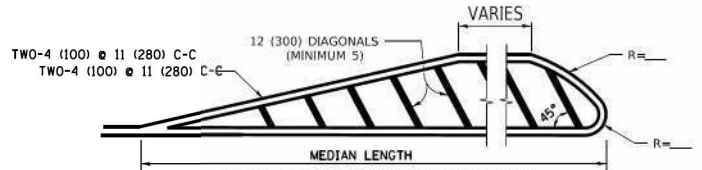
DETAIL "B"

TYPICAL CROSSWALK MARKING

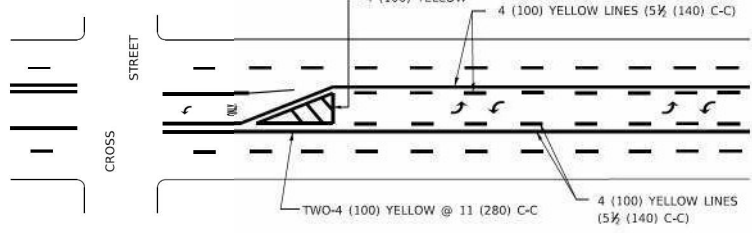
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



4' (1.2 m) WIDE MEDIANS ONLY

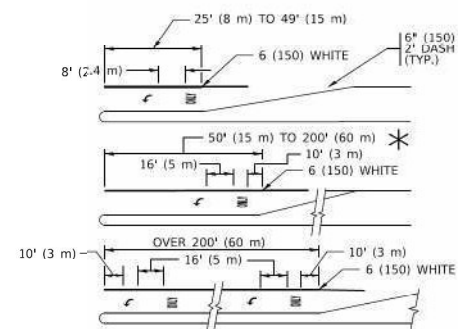


MEDIANS OVER 4' (1.2 m) WIDE



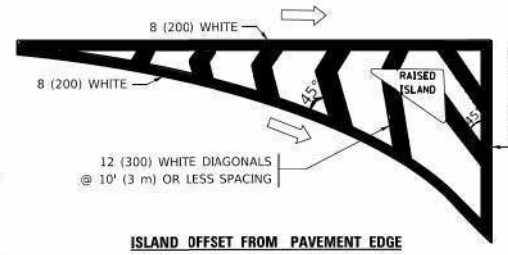
MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

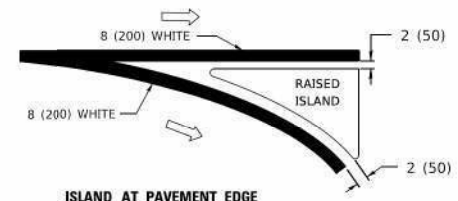


TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

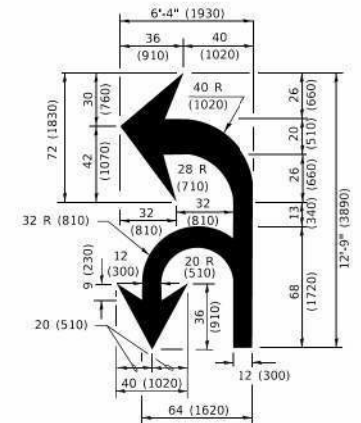


ISLAND OFFSET FROM PAVEMENT EDGE

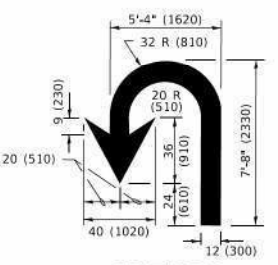


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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 (REQUIRED FOR SHOULDERS > 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET 7 OF 12 SHEETS STA. NONE TO STA. NONE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	196
TC-13			CONTRACT NO. 62L31	
ILLINOIS FED. AID PROJECT				

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

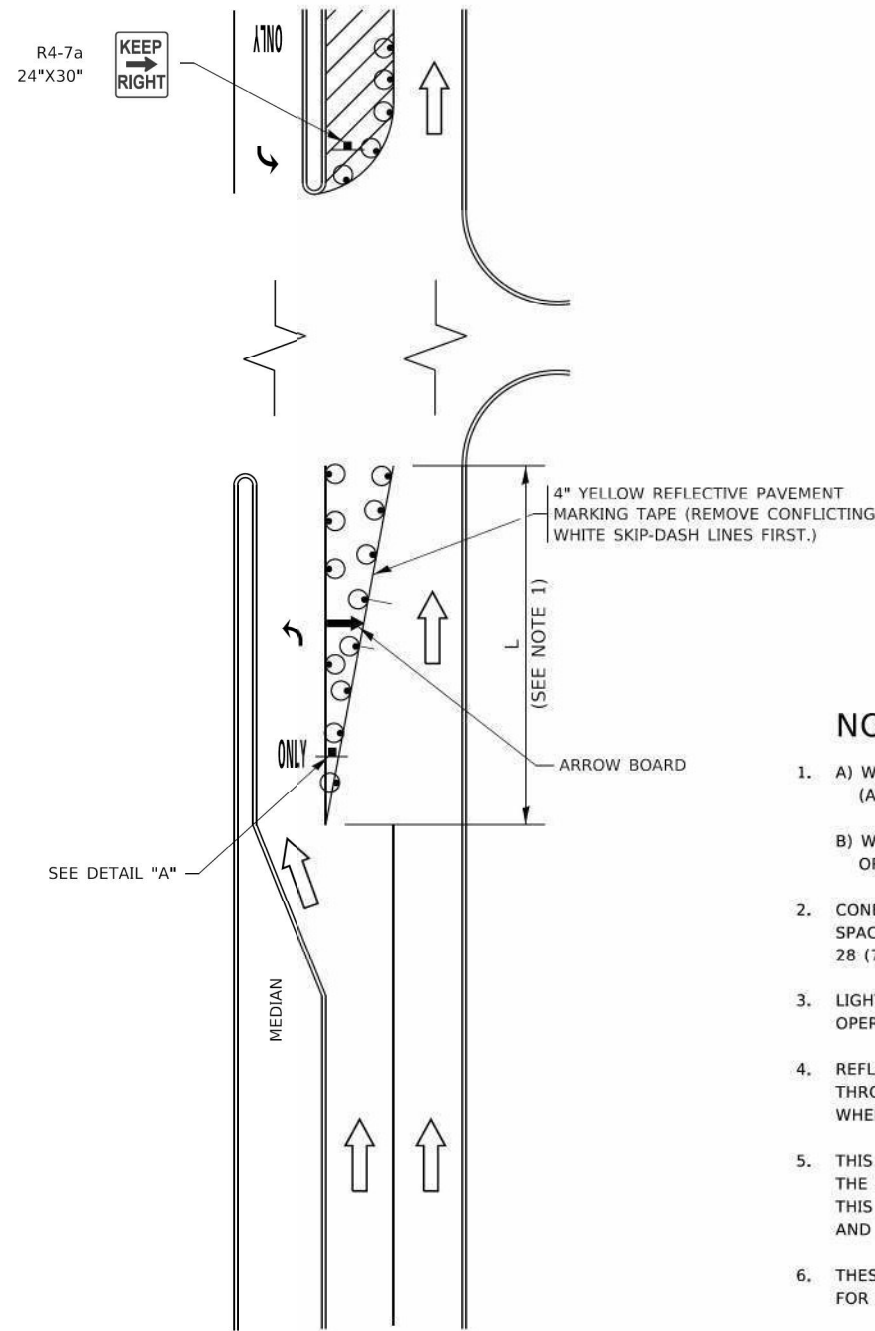


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

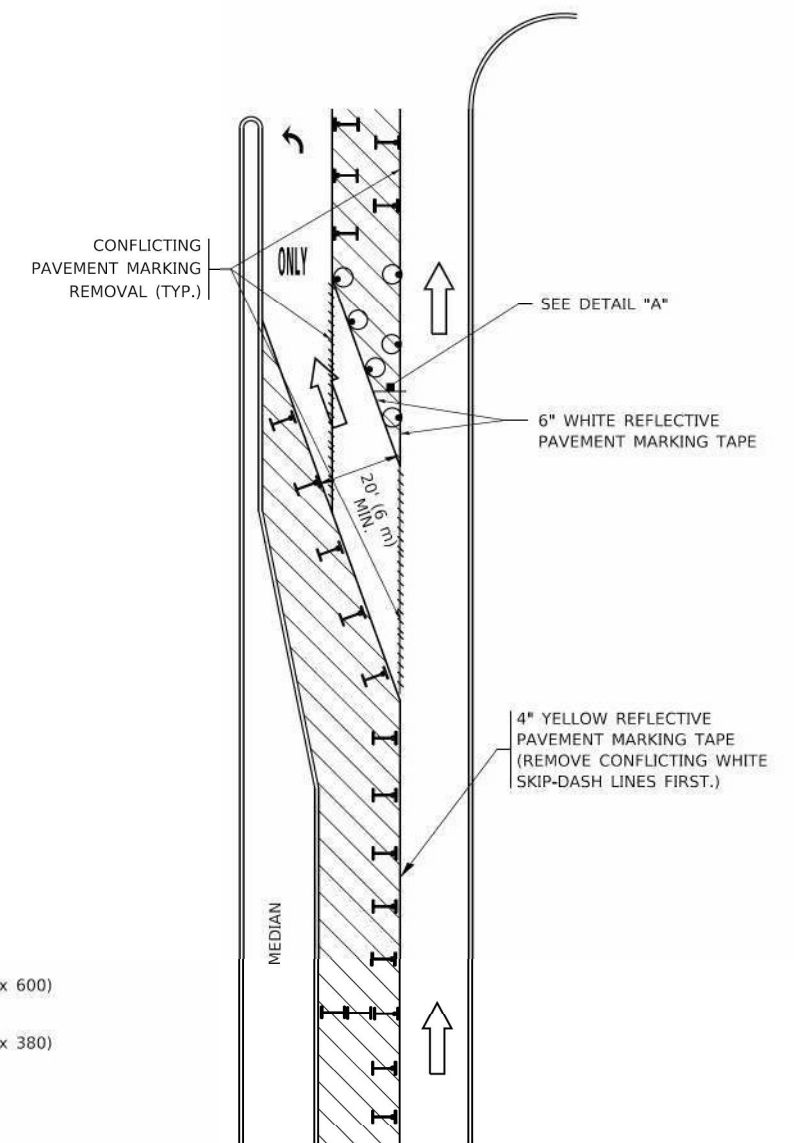


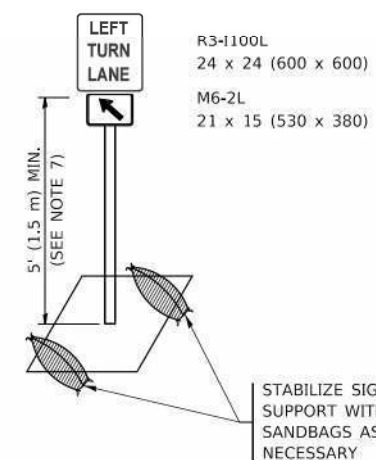
FIGURE 2

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



DETAIL A

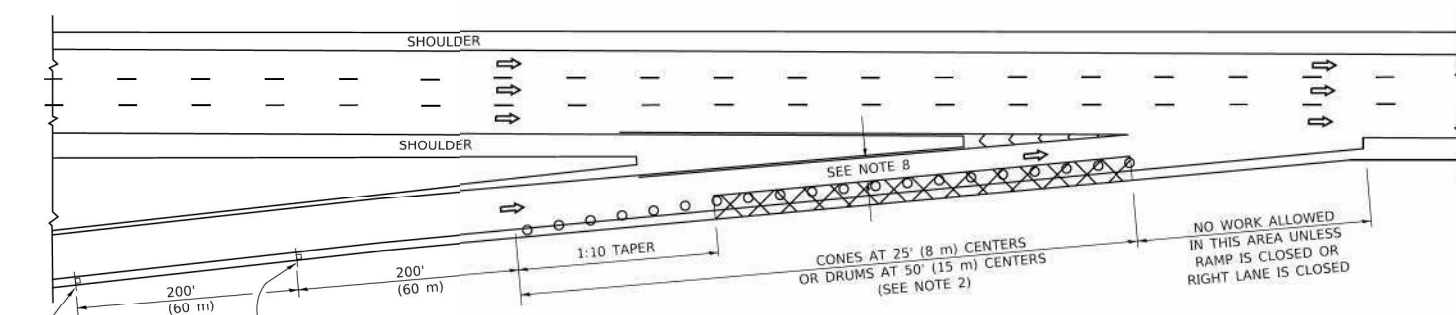
All dimensions are in inches (millimeters) unless otherwise shown.

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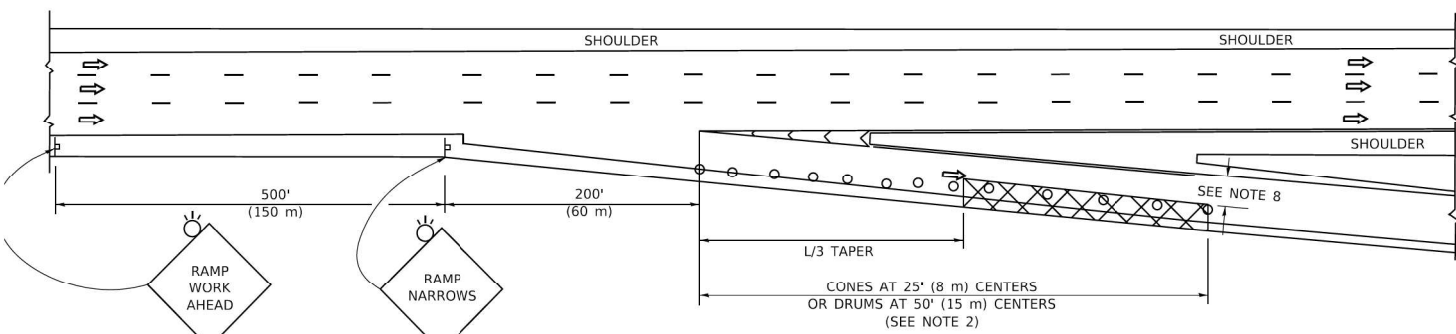
F.A.P. RTE. 383	SECTION D-91-450-20	COUNTY COOK	TOTAL SHEETS 201	SHEET NO. 197
TC-14			CONTRACT NO. 62L31	
ILLINOIS FED. AID PROJECT				

PARTIAL RAMP CLOSURE DETAILS

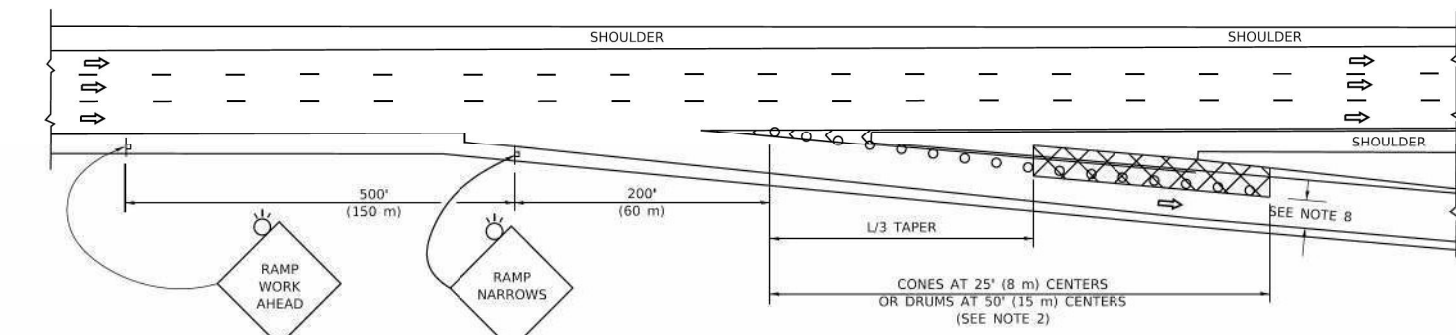
SHOULDER CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

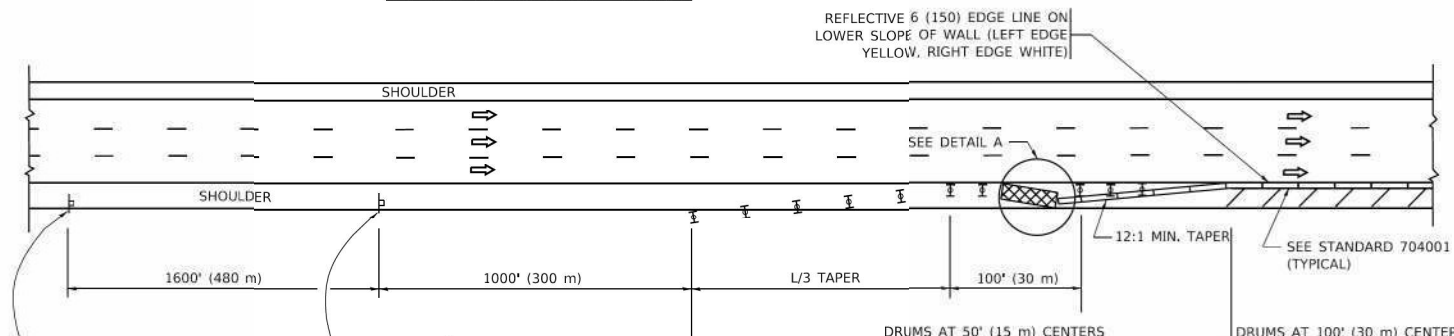
SYMBOLS

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

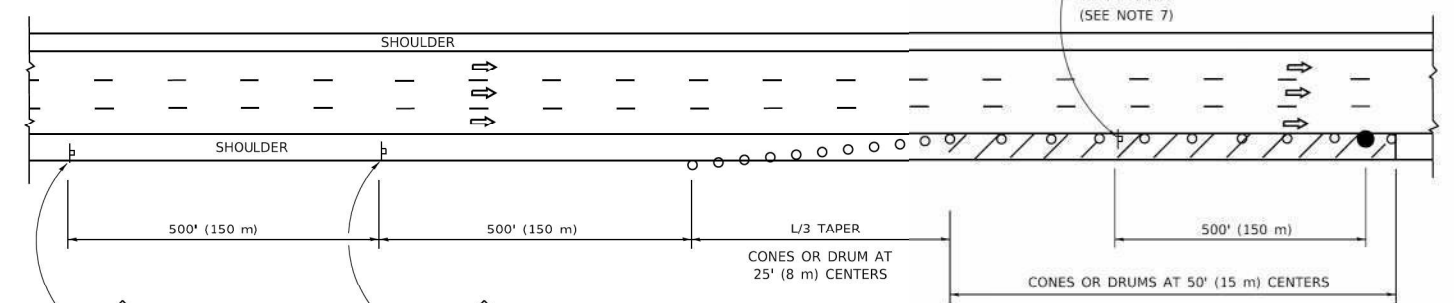
GENERAL NOTES:

1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER	METRIC ENGLISH L=0.65(W/S) L=(W/S)
W = WIDTH OF OFFSET IN FEET (METERS)	
S = NORMAL POSTED SPEED MPH (KM/H)	
2. TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

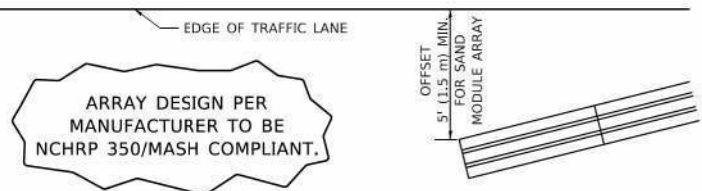


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

- THIS DETAIL IS USED WHERE:
1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCRUCH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.



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

5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - b. THE WORK AVTIVITY REQUIRES FREQUENT ENCRUCHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION
16' MIN. WIDTH CURVE SECTION.

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

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DEPARTMENT OF TRANSPORTATION**

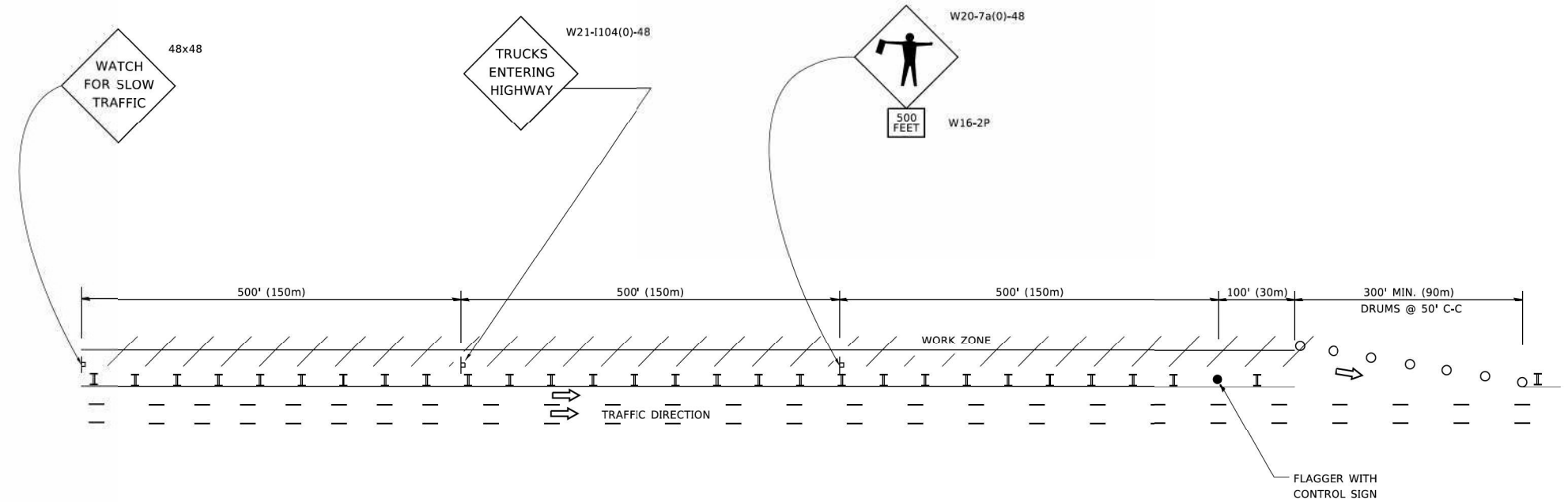
**TRAFFIC CONTROL DETAILS FOR FREEWAY
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES**

SCALE: NONE SHEET 9 OF 12 SHEETS STA. NONE TO STA. NONE

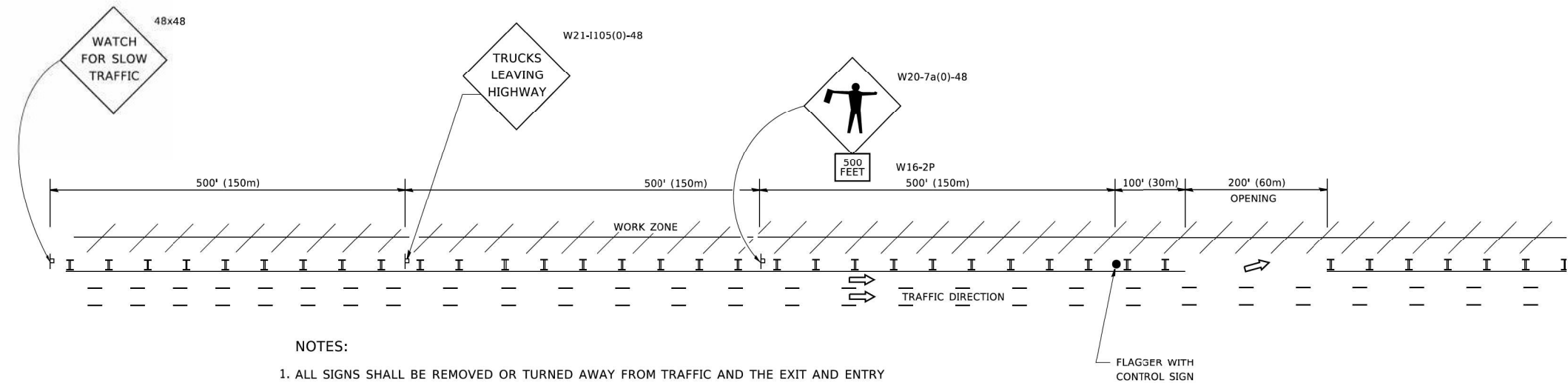
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	198
TC-17			CONTRACT NO. 62L31	
ILLINOIS FED. AID PROJECT				

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM ALL ENTRANCE AND EXIT RAMPS.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS
5. FLAGGERS SHALL NOT STOP TRAFFIC OR DIRECT TRAFFIC INTO AN ADJACENT LANE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FREEWAY / EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS
AT WORK ZONE OPENINGS ON FREEWAYS / EXPRESSWAYS**

SCALE: NONE SHEET 10 OF 12 SHEETS STA. NONE TO STA. NONE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	199
TC-18			CONTRACT NO. 62L31	
ILLINOIS FED. AID PROJECT				

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ROUTE MARKERS

FOR U.S. ROUTES
M1-40-2424

FOR ILLINOIS ROUTES
M1-50-2424

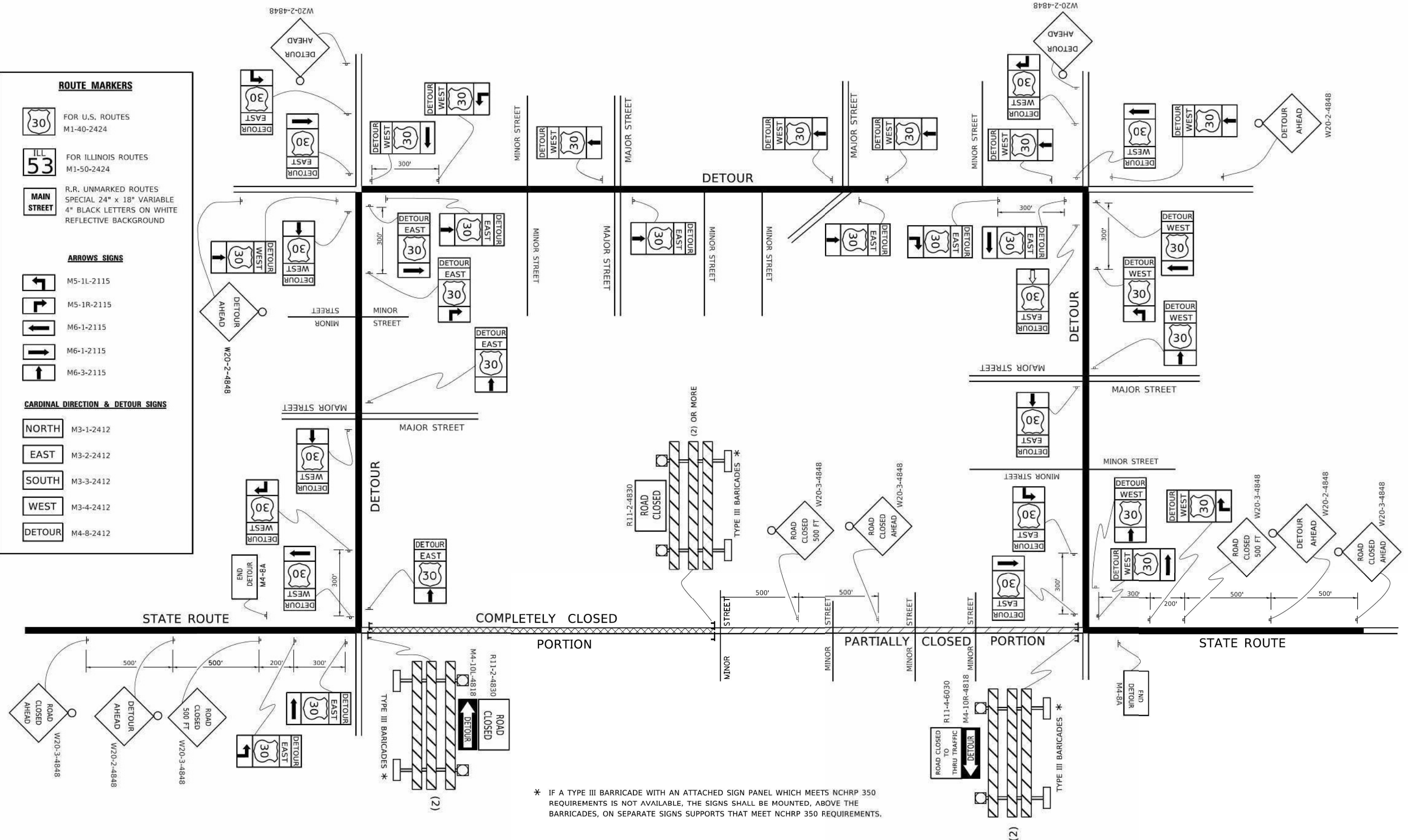
MAIN STREET
R.R. UNMARKED ROUTES
SPECIAL 24" x 18" VARIABLE
4" BLACK LETTERS ON WHITE
REFLECTIVE BACKGROUND

ARROWS SIGNS

M5-1L-2115
 M5-1R-2115
 M6-1-2115
 M6-1-2115
 M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

NORTH M3-1-2412
EAST M3-2-2412
SOUTH M3-3-2412
WEST M3-4-2412
DETOUR M4-8-2412



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



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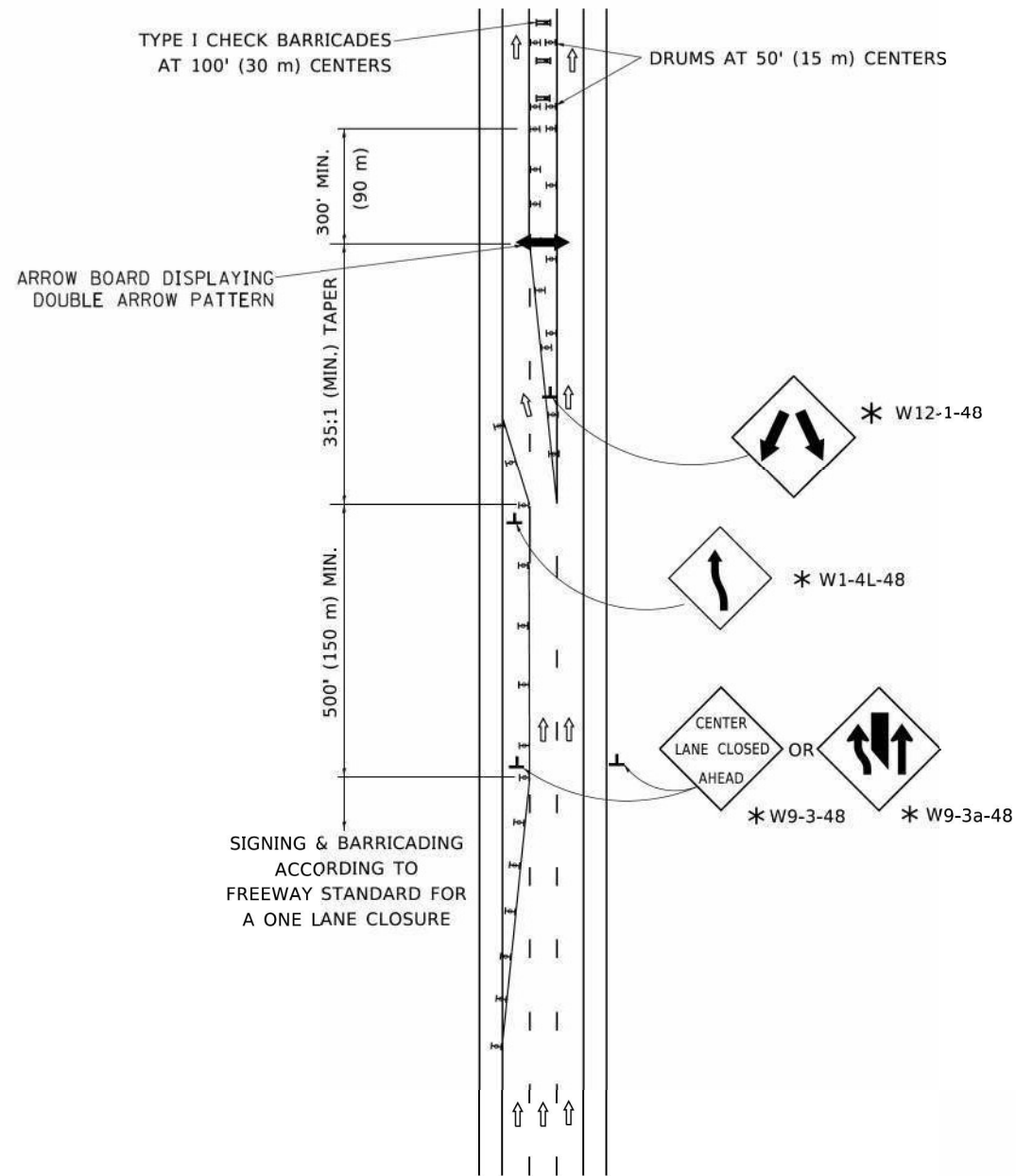
**STATE OF ILLINOIS
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**DETOUR SIGNING
 FOR CLOSING STATE HIGHWAYS**

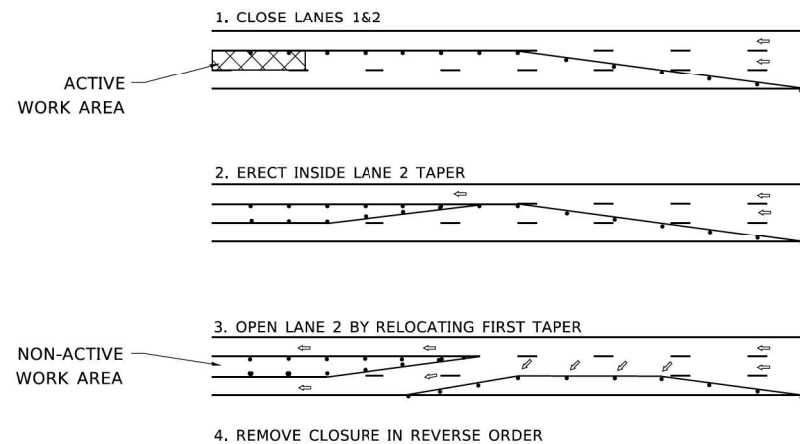
SCALE: NONE SHEET 11 OF 12 SHEETS STA. NONE TO STA. NONE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	200
TC-21			CONTRACT NO. 62L31	
ILLINOIS FED. AID PROJECT				

CENTER LANE CLOSURE



INSTALLATION SEQUENCE

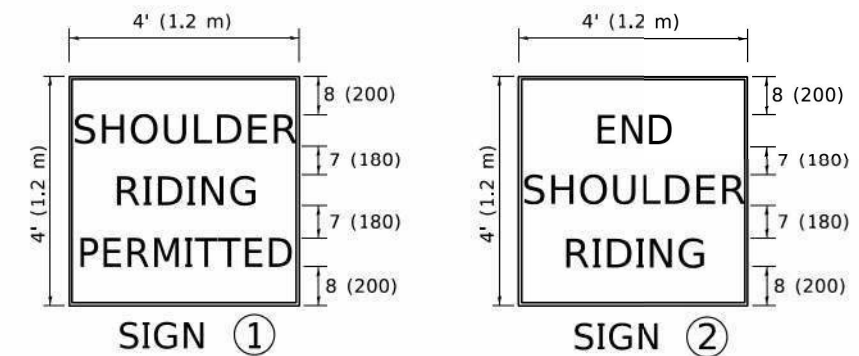
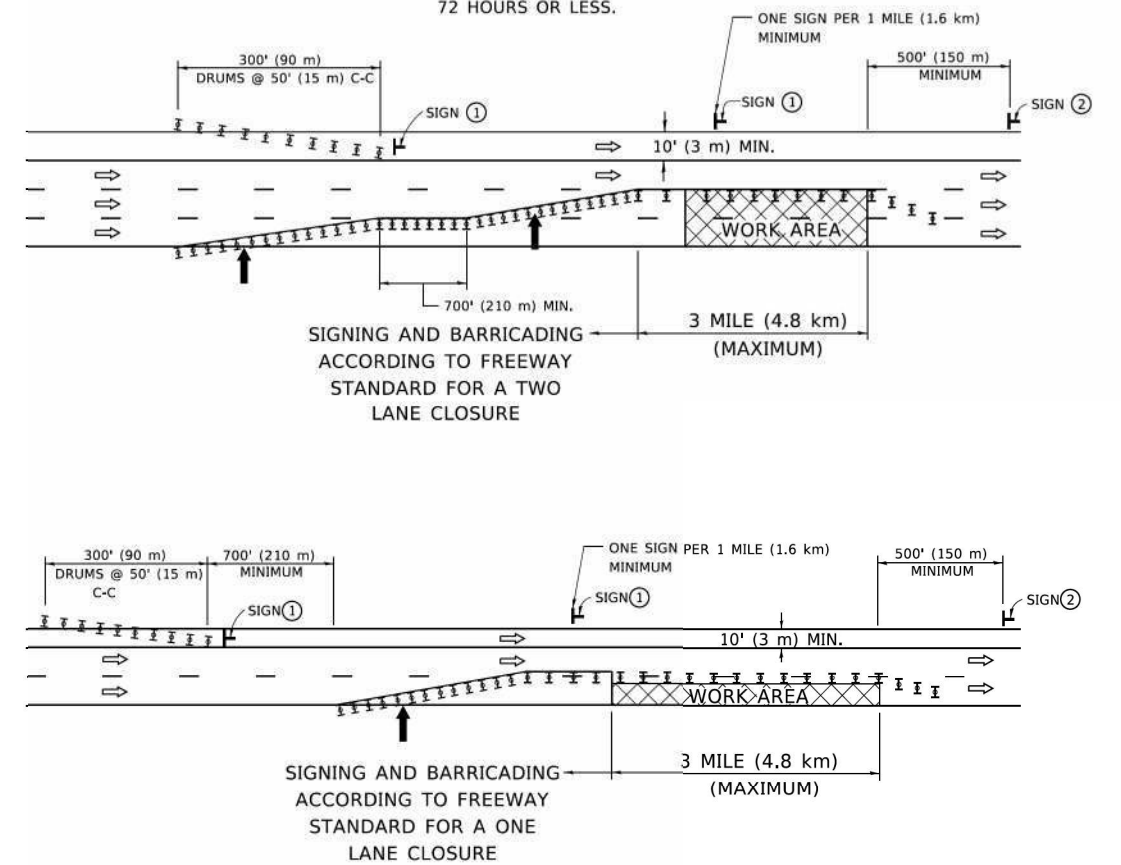


NOTES:

1. DRUMS WITH STEADY BURN LIGHTS SHALL BE USED AT 50' (15 m) CENTERS ON ALL TAPERS AND TANGENTS IN ADVANCE OF WORK AREA.
2. CLOSURE SHALL BE USED ONLY FOR OPERATIONS LASTING 72 HOURS OR LESS.
3. CENTER LANE CLOSURE CONFIGURATION IS NOT TO BE USED WITH WORKERS PRESENT.

SHOULDER LANE

NOTE:
CLOSURE SHALL BE USED ONLY FOR OPERATIONS LASTING 72 HOURS OR LESS.



SYMBOLS

- ↑ DIRECTION OF TRAFFIC
- ➡ ARROWBOARD
- ▣ ACTIVE WORK AREA
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT *
- ⊥ TYPE II BARRICADE, OR DRUM WITH MONO-DIRECTIONAL STEADY BURN LIGHT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

* ALL SIGNS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).

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DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL DETAILS FOR FREEWAY
CENTER LANE CLOSURE SHOULDER LANE**

SCALE: NONE SHEET 12 OF 12 SHEETS STA. NONE TO STA. NONE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
383	D-91-450-20	COOK	201	201
TC-25			CONTRACT NO. 62L31	
ILLINOIS FED. AID PROJECT				