

GENERAL NOTES - LANDSCAPING:

1. THE CONTRACTOR WILL CONTACT THE ROADSIDE DEVELOPMENT UNIT AT 847-705-4171, TO SCHEDULE A WALK THROUGH TO DETERMINE TREES FOR PRUNING, ROOT PRUNING, REMOVAL, AND PROTECTION AT LEAST 14 DAYS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
2. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL ERECT A TEMPORARY FENCE AROUND ALL TREES WITHIN THE CONSTRUCTION AREA TO ESTABLISH A "TREE PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOBSITE. NO WORK IS TO BE PERFORMED (OTHER THAN ROOT PRUNING), MATERIALS STORED, OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE". REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
4. TREE ROOT PRUNING IS TO BE USED ON EXISTING TREES/SHRUBS WHEN NECESSARY TO CUT MAJOR TREE/SHRUB ROOTS TO PREVENT THE RIPPING UP OF ROOTS WHEN TRENCHING OR EXCAVATION IS WITHIN THE ROOT ZONE OF ADJACENT TREES/SHRUBS TO REMAIN. SUPPLEMENTAL WATERING IS SPECIFIED FOR TREES AND SHRUBS THAT WILL BE DISTURBED BY CONSTRUCTION BUT WILL REMAIN. SUPPLEMENTAL WATERING OF TREES/SHRUBS SHALL BEGIN IMMEDIATELY AFTER ROOT PRUNING OF THE TREES/SHRUBS HAS OCCURRED.
5. THE CONTRACTOR SHALL ENSURE THAT NO CONSTRUCTION ACTIVITY, STORING, OR PARKING OF EQUIPMENT OR VEHICLES OCCURS BEYOND THE PERIMETER EROSION CONTROL BARRIER AND/ OR LIMITS OF CONSTRUCTION.
6. THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
7. THE ENGINEER WILL CONTACT FABIOLA QUIROZ OF THE ROADSIDE DEVELOPMENT UNIT AT (847) 705-4596, AT LEAST 7 DAYS PRIOR TO PLANTING FOR LAYOUT OF THE SEEDING AND TREES.
8. THE CONTRACTOR SHALL OBSERVE AND COMPLY WITH ALL SECTIONS OF THE ILLINOIS CUSTOM SPRAY LAW, INCLUDING LICENSING. CONTRACTOR PERSONNEL APPLYING HERBICIDES SHALL HAVE A VALID PESTICIDE APPLICATOR LICENSE ISSUED BY THE ILLINOIS DEPARTMENT OF AGRICULTURE. THE LICENSED PESTICIDE APPLICATOR SHALL SUBMIT THEIR CURRENT LICENSE TO THE ENGINEER. THE LICENSED PESTICIDE APPLICATOR SHALL BE QUALIFIED AT A MINIMUM IN RIGHT-OF-WAY AND AQUATICS. THE LICENSED APPLICATOR SHALL WORK ON-SITE.

SEDIMENTATION AND EROSION CONTROL NOTES:

- A. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- B. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE.
- C. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DISTURBED AREAS WITHIN 14 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE. PERMANENT STABILIZATION SHALL BE DONE WITHIN 14 DAYS AFTER COMPLETION OF FINAL GRADING.
- D. ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED, OR OTHERWISE TREATED TO REMOVE SEDIMENT.
- E. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT AND OTHER DISTURBED SOIL AREAS SHALL BE PERMANENTLY STABILIZED.
- F. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSPECTION AND REPAIR DURING CONSTRUCTION.
- G. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.
- H. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL PRIOR TO THE START OF ANY EARTHWORK.
- I. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, EROSION CONTROL MEASURES SHALL BE PROVIDED BY THE CONTRACTOR.
- J. EROSION CONTROL MEASURES SHALL COMPLY WITH THE MINIMUM REQUIREMENTS OF THE COOK COUNTY STORMWATER AND FLOODPLAIN ORDINANCE SPECIFICATIONS AT ALL TIMES.



GENERAL NOTES - RAILROAD:

1. REFER TO THE CSX TRANSPORTATION PUBLIC PROJECT INFORMATION MANUAL FOR ADDITIONAL REQUIREMENTS NEEDED FOR WORKING ON/ABOVE/ADJACENT TO CSXT. SPECIFIC SECTIONS THAT PERTAIN TO THIS PROJECT ARE: SPECIAL PROVISIONS FOR CONSTRUCTION NEAR CSXT PROPERTY, OVERHEAD BRIDGE CRITERIA, CONSTRUCTION SUBMISSION CRITERIA, SOIL AND WATER MANAGEMENT POLICY, AND INSURANCE REQUIREMENTS FOR PUBLIC PROJECTS.
2. CONTRACTOR ACCESS WILL BE LIMITED TO THE IMMEDIATE PROJECT AREA ONLY. THE CSXT RIGHT-OF-WAY OUTSIDE THE PROJECT AREA MAY NOT BE USED FOR CONTRACTOR ACCESS TO THE PROJECT SITE AND NO TEMPORARY AT-GRADE CROSSINGS WILL BE ALLOWED.
3. CSXT MAY REQUIRE THE CONTRACTOR TO INSTALL FILTER FABRIC OVER THE TRACK(S) AND BALLAST TO PREVENT ANY CONSTRUCTION DEBRIS FROM FOULING THE BALLAST. THIS WILL BE DETERMINED DURING ACTUAL CONSTRUCTION ACTIVITIES BY CSXT OR ITS REPRESENTATIVE. FABRIC WILL REMAIN IN PLACE UNTIL ALL CONSTRUCTION ACTIVITIES ARE COMPLETE.
4. IF CONTRACTOR HAS THE POTENTIAL TO PENETRATE THE DECK DURING THE DECK REHABILITATION WORK, THEN CONTRACTOR WILL BE REQUIRED TO INSTALL FALSEWORK/DEMO SHIELD PROTECTION DIRECTLY OVER THE CSXT RAILROAD SPAN. THE FALSEWORK/DEMO SHIELD PROTECTION WILL BE INSTALLED PRIOR TO THE DECK BEING PENETRATED AND WILL STAY IN PLACE FOR THE DURATION OF THE CONSTRUCTION ACTIVITIES. THE FALSEWORK/DEMO SHIELD SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE TO CSXT'S CONSTRUCTION SUBMISSION CRITERIA.
5. THE CONTRACTOR MAY NOT USE CSXT RIGHT-OF-WAY FOR STORAGE OF MATERIALS OR EQUIPMENT DURING CONSTRUCTION WITHOUT PRIOR CSXT APPROVAL. THE CSXT RIGHT-OF-WAY MUST REMAIN CLEAR FOR RAILROAD USE AT ALL TIMES. EQUIPMENT MAY NOT BE POSITIONED TO BLOCK THE RAILROAD ACCESS ROAD, TRACK AREA OR ANY PART OF THE CSXT RIGHT-OF-WAY WITHOUT PRIOR CSXT APPROVAL.
6. TEMPORARY CONSTRUCTION CLEARANCE - ENSURE ALL FALSEWORK, BRACING OR FORMS HAVE A MINIMUM HORIZONTAL CLEARANCE OF 9 FEET OR EXISTING, WHICHEVER IS LESS, MEASURED PERPENDICULAR TO THE CENTERLINE OF THE NEAREST TRACK, AND A MINIMUM VERTICAL CLEARANCE OF 21.5 FEET OR EXISTING, WHICHEVER IS LESS, AS MEASURED FROM THE TOP OF RAIL PROFILE.
7. THE CONTRACTOR WILL BE REQUIRED TO ABIDE BY THE PROVISIONS OF THE AGENCY/CSXT CONSTRUCTION AGREEMENT. PERIODICALLY, THROUGHOUT THE PROJECT DURATION, THE CONTRACTOR WILL BE REQUIRED TO MEET, DISCUSS AND, IF NECESSARY, TAKE IMMEDIATE ACTION AT THE DISCRETION OF CSXT PERSONNEL AND/OR THEIR AUTHORIZED REPRESENTATIVE, TO COMPLY WITH PROVISIONS OF THAT AGREEMENT AND THESE SPECIFICATIONS
8. UPON COMPLETION OF THE WORK ON CSXT PROPERTY, THE CONTRACTOR SHALL REQUEST THE OWNER TO ARRANGE A FINAL INSPECTION OF THE PROJECT WITH THE RAILROAD'S PROJECT ENGINEER OR HIS AUTHORIZED REPRESENTATIVE.
9. CSXT SHALL BE NOTIFIED AT LEAST 5 DAYS IN ADVANCE OF THE PRE-CONSTRUCTION MEETING.
10. CSXT HAS SOLE AUTHORITY TO DETERMINE THE NEED FOR TRACK PROTECTION REQUIRED TO PROTECT ITS OPERATIONS AND PROPERTY. IN GENERAL, TRACK PROTECTION WILL BE REQUIRED WHENEVER CONTRACTOR OR EQUIPMENT ARE, OR ARE LIKELY TO BE, WORKING WITHIN FIFTY FEET OF TRACK OR OTHER TRACK CLEARANCES AS SPECIFIED BY CSX.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES CONTINUED
ILLINOIS ROUTE 1 (HALSTED STREET)**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3730	15-00131-01-BR	COOK	109	3
				CONTRACT NO. 61D99
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE				
				ROADWAY	ROADWAY	BRIDGE	BRIDGE	BIKE TRAIL
				SN 016-0194 0004	SN 016-0195 0004	SN 016-0194 0013	SN 016-0195 0013	SN 016-0194 0028
50300255	CONCRETE SUPERSTRUCTURE	CU YD	519.9			106.1	175.6	238.2
50300300	PROTECTIVE COAT	SQ YD	3958			621	1749	1588
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	27730			11490	16240	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	53620			11180	16650	25790
50800515	BAR SPLICERS	EACH	504			204	300	
* 50901720	BICYCLE RAILING	FOOT	789					789
* 50901750	PARAPET RAILING	FOOT	1379					1379
52000110	PREFORMED JOINT STRIP SEAL	FOOT	605			270	335	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	140			60	80	
52100520	ANCHOR BOLTS, 1"	EACH	280			120	160	
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	19					19
55100500	STORM SEWER REMOVAL 12"	FOOT	24					24
59000200	EPOXY CRACK INJECTION	FOOT	358			208	150	
60201330	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	4					4

* = SPECIALTY ITEM

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PLDT DATE: 06/03/2022	DATE: 06/03/2022	REVISED:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SHEET NO. 4 OF 10 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3730	15-00131-01-BR	COOK	109	7
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61099	

GENERAL NOTES

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.

Reinforcement bars designated (E) shall be epoxy coated.

Existing reinforcement bars extending into the new construction shall be cleaned and straightened prior to incorporating into new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved embedded reinforcement or Mechanical Bar Splicer System. Cost included with Concrete Removal.

All structural steel shall conform to AASHTO Classification M-270 Grade 50, unless otherwise noted.

Fasteners shall be high strength bolts. Bolts are $\frac{3}{4}$ " ϕ unless otherwise noted. New bolt holes in new and existing steel shall be $\frac{13}{16}$ " ϕ unless otherwise noted.

Prior to pouring the new concrete deck or overlay, all heavy or loose rust, loose mill scale and other loose and 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 shall be included with Concrete Removal.

Up to $\frac{1}{4}$ " may be ground off the bridge deck. Bridge Deck Grooving shall be completed only after Diamond Grinding (Bridge Section) is completed.

Existing raised reflective pavement markers on the bridge deck and approach slab shall be removed and replaced. See Proposed Pavement Marking Plans for location of proposed markers on the bridge structure.

Cost of removal and re-installation of all structural steel members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included with Furnishing and Erecting Structural Steel.

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

All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel.

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.

No free fall deck drains will be permitted in the spans over the tracks.

Substructure repairs and bearing replacement shall be performed under staged construction when no live load is present.

The Contractor is advised that the existing structure may contain members that are in deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures. An existing structure information package will be provided by the Department to the Contractor upon request.

INDEX OF SHEETS

SA-1	General Plan & Elevation
SA-2	Index of Sheets, General Notes & Bill of Materials
SA-3	Stage Construction Details
SA-4	Temporary Concrete Barrier
SA-5	Approach Slab & Deck Repairs
SA-6	Existing Expansion Joint Removal
SA-7	Expansion Joint Replacement at South Abutment
SA-8	Expansion Joint Replacement at Pier 2
SA-9	Expansion Joint Replacement at Pier 5
SA-10	Expansion Joint Replacement at Pier 8
SA-11	Expansion Joint Replacement at North Abutment
SA-12	Beam Encasement Cross Section Piers 2, 5 & 8
SA-13	Preformed Joint Strip Seal
SA-14	Preformed Joint Strip Seal
SA-15	Beam End Repairs
SA-16	Steel Diaphragm Replacement
SA-17	Drainage Scupper, DS-33
SA-18	Drainage System
SA-19	Type I Bearing Details
SA-20	Type I Bearing Details
SA-21	Abutment Repairs
SA-22	Pier Repairs
SA-23	Bar Splicer Assembly and Mechanical Splicer Details

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Bituminous Materials (Tack Coat)	Pound	540		540
Portland Cement Concrete Surface Removal - Butt Joint	Sq. Yd.	360		360
Hot-Mix Asphalt Surface Course, IL-9.5 Mix "D", N70	Ton	130		130
Concrete Removal	Cu. Yd.	57.0		57.0
Protective Shield	Sq. Yd.	5,147		5,147
Concrete Superstructure	Cu. Yd.	175.6		175.6
Protective Coat	Sq. Yd.	1,749		1,749
Furnishing and Erecting Structural Steel	Pound	16,240		16,240
Reinforcement Bars, Epoxy Coated	Pound	16,650		16,650
Bar Splicers	Each	300		300
Preformed Joint Strip Seal	Foot	335		335
Elastomeric Bearing Assembly, Type I	Each	80		80
Anchor Bolts, 1"	Each	160		160
Epoxy Crack Injection	Foot		150	150
Fiber Wrap	Sq. Ft.		561	561
Clean and Reseal Relief Joint	Foot	114		114
Bridge Drainage System	L. Sum		0.5	0.5
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	3,832		3,832
Pavement Removal and Replacement	Sq. Yd.	2		2
Approach Slab Repair (Partial Depth)	Sq. Yd.	10		10
Jack and Remove Existing Bearings	Each	52		52
Structural Steel Removal	Pound	1,080		1,080
Structural Steel Repair	Pound	430		430
Combination Curb and Gutter Removal and Replacement	Foot	5		5
Bridge Deck Latex Concrete Overlay, 2 $\frac{3}{4}$ "	Sq. Yd.	4,152		4,152
Bridge Deck Scarification, $\frac{3}{4}$ "	Sq. Yd.	4,152		4,152
Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq. Ft.		427	427
Structural Repair of Concrete (Depth Greater than 5 inches)	Sq. Ft.		689	689
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	6		6
Deck Slab Repair (Partial Depth)	Sq. Yd.	48		48
Drainage Scuppers, DS-33	Each	4		4
Diamond Grinding (Bridge Section)	Sq. Yd.	3,670		3,670
Temporary Shoring and Cribbing	Each	28		28

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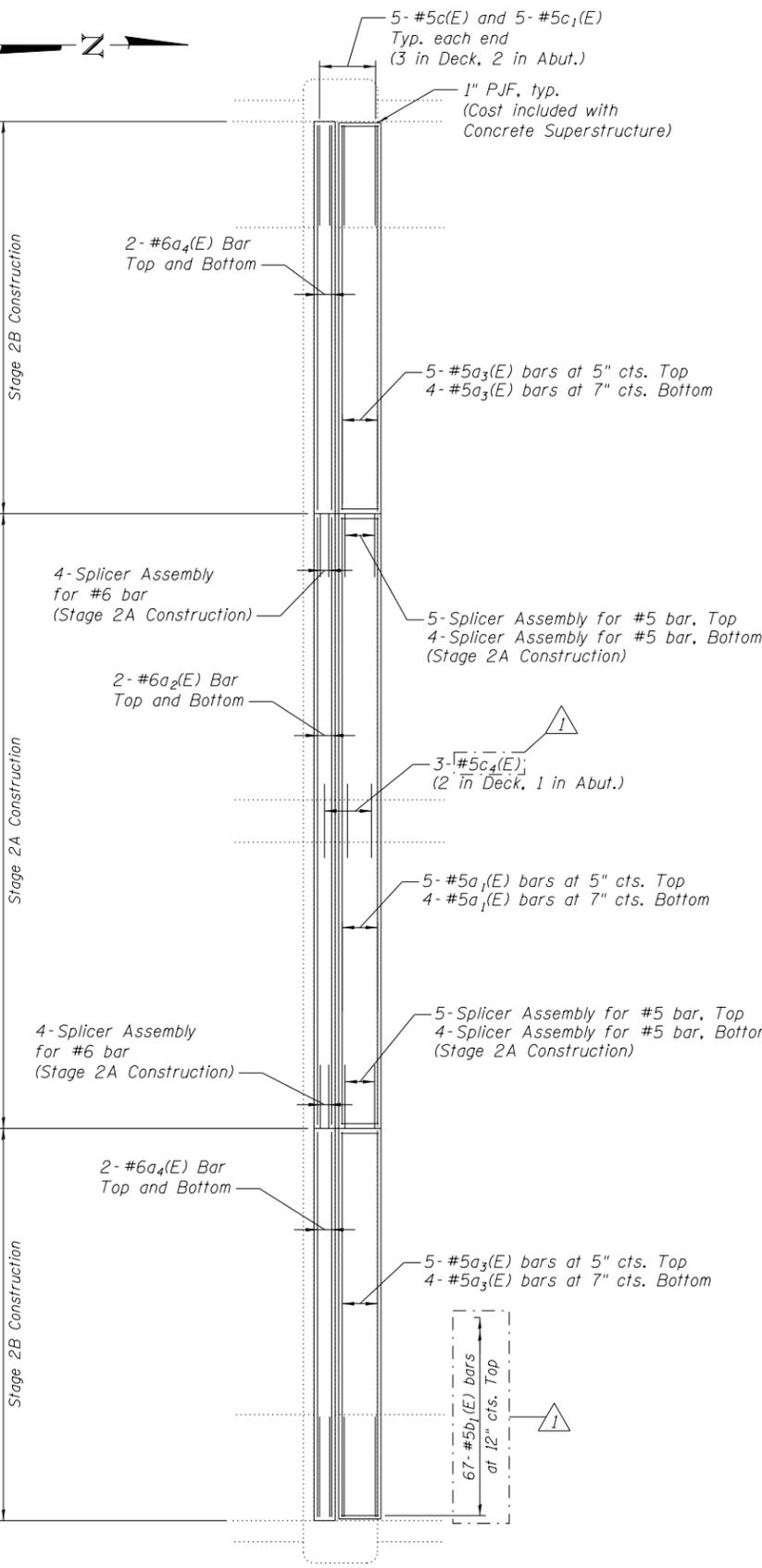
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DEPARTMENT OF TRANSPORTATION**

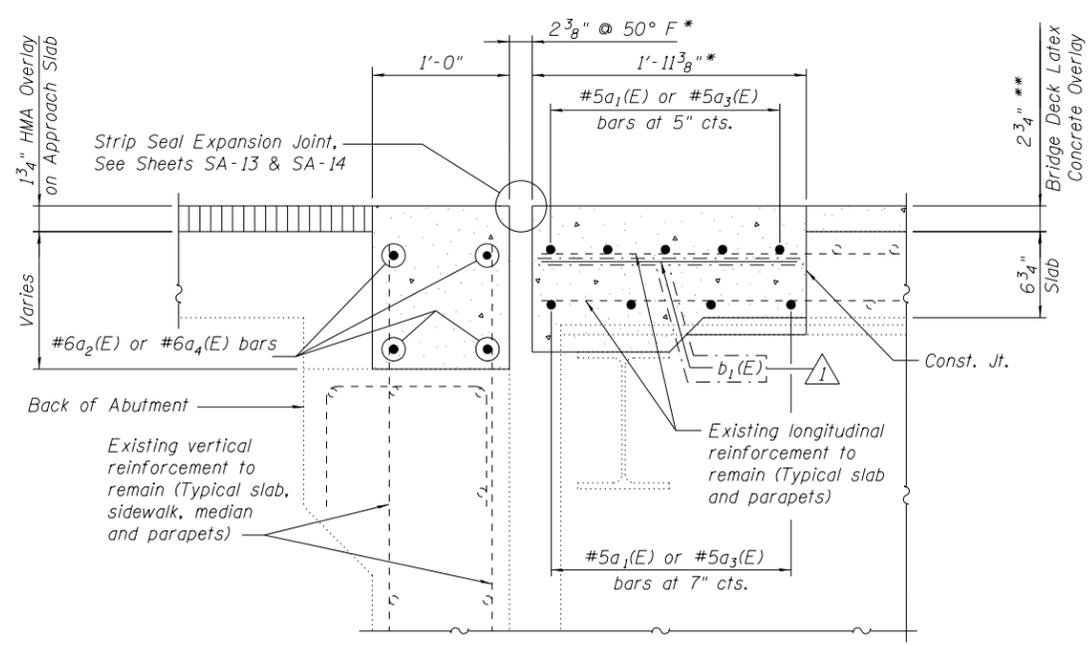
**INDEX OF SHEETS, GENERAL NOTES & BILL OF MATERIALS
STRUCTURE NO. 016-0195**

SHEET NO. SA-2 OF SA-23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3730	15-00131-01-BR	COOK	109	39
CONTRACT NO. 61D99				
ILLINOIS FED. AID PROJECT				

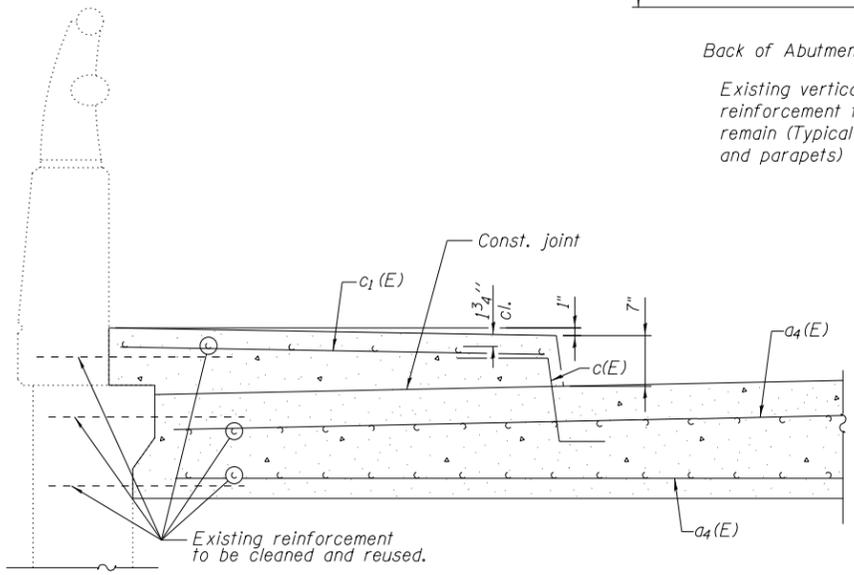


EXPANSION JOINT PLAN
SOUTH ABUTMENT

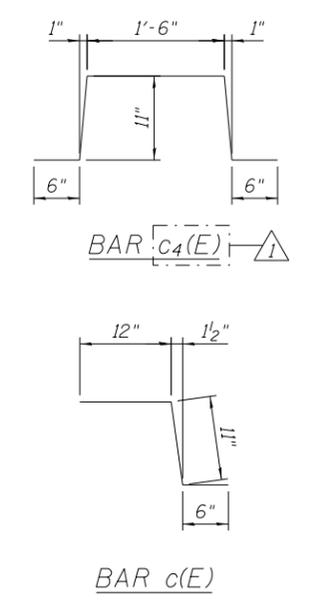


TYPICAL SECTION AT SOUTH ABUTMENT EXPANSION JOINT

* Showing dimension for rolled rail joint.
Contractor shall adjust for welded rail joint.
See Sheet SA-13 & SA-14 for details.
** Prior to grinding

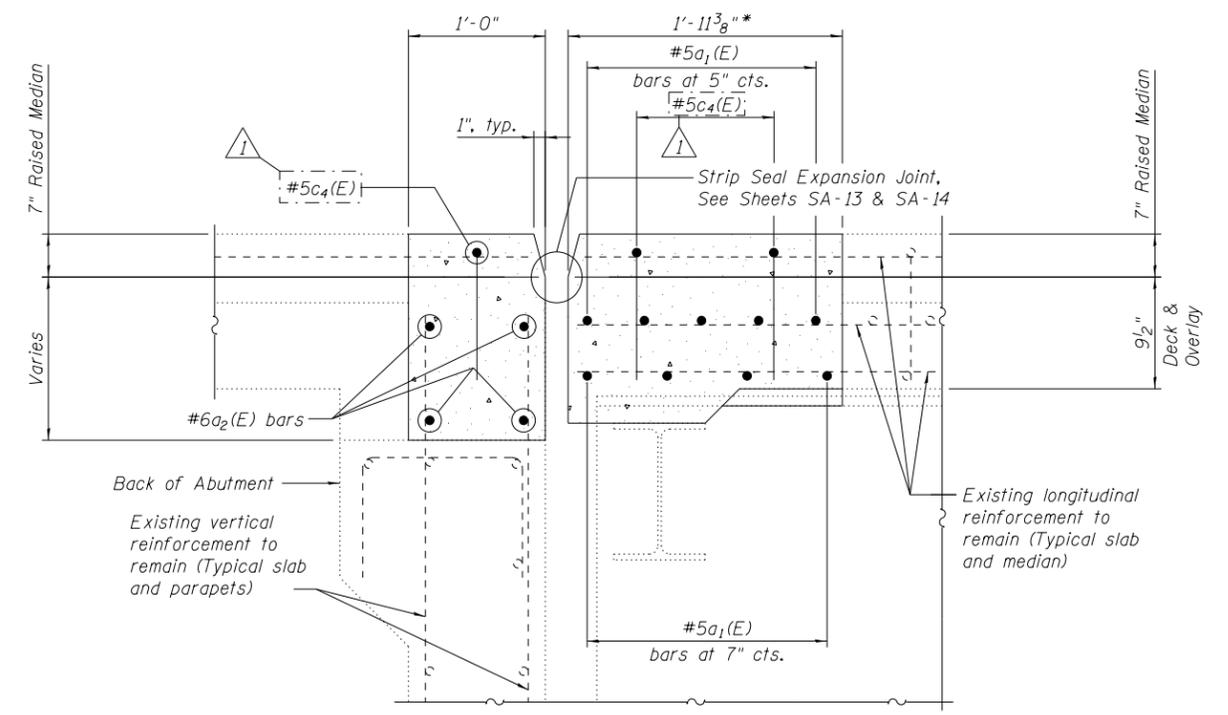


TYPICAL SIDEWALK SECTION THRU ABUTMENT
(Match Adjacent)



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1(E)	9	#5	28'-9"	—
a2(E)	4	#6	28'-9"	—
a3(E)	18	#5	18'-2"	—
a4(E)	8	#6	18'-2"	—
b1(E)	67	#5	1'-9"	—
c(E)	10	#5	2'-5"	—
c1(E)	10	#5	4'-8"	—
c4(E)	3	#5	4'-4"	—
Concrete Superstructure			Cu. Yd.	10.0
Reinforcement Bars, Epoxy Coated			Pound	1,220



TYPICAL SECTION THRU RAISED MEDIAN

NOTES
For details of Strip Seal Expansion Joints, see Sheets SA-13 & SA-14.
Existing longitudinal parapet reinforcement shall remain in place.
See Sheet SA-23 for details of Bar Splicers.

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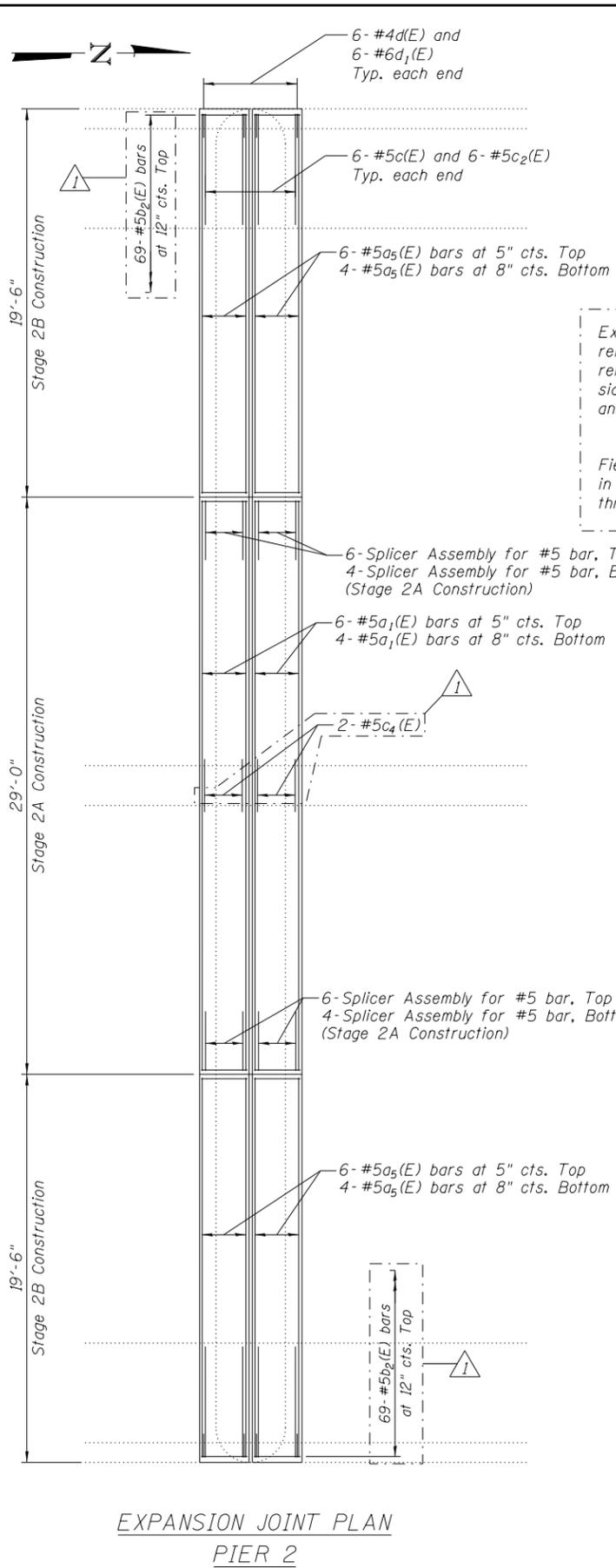
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EXPANSION JOINT REPLACEMENT AT SOUTH ABUTMENT
STRUCTURE NO. 016-0195

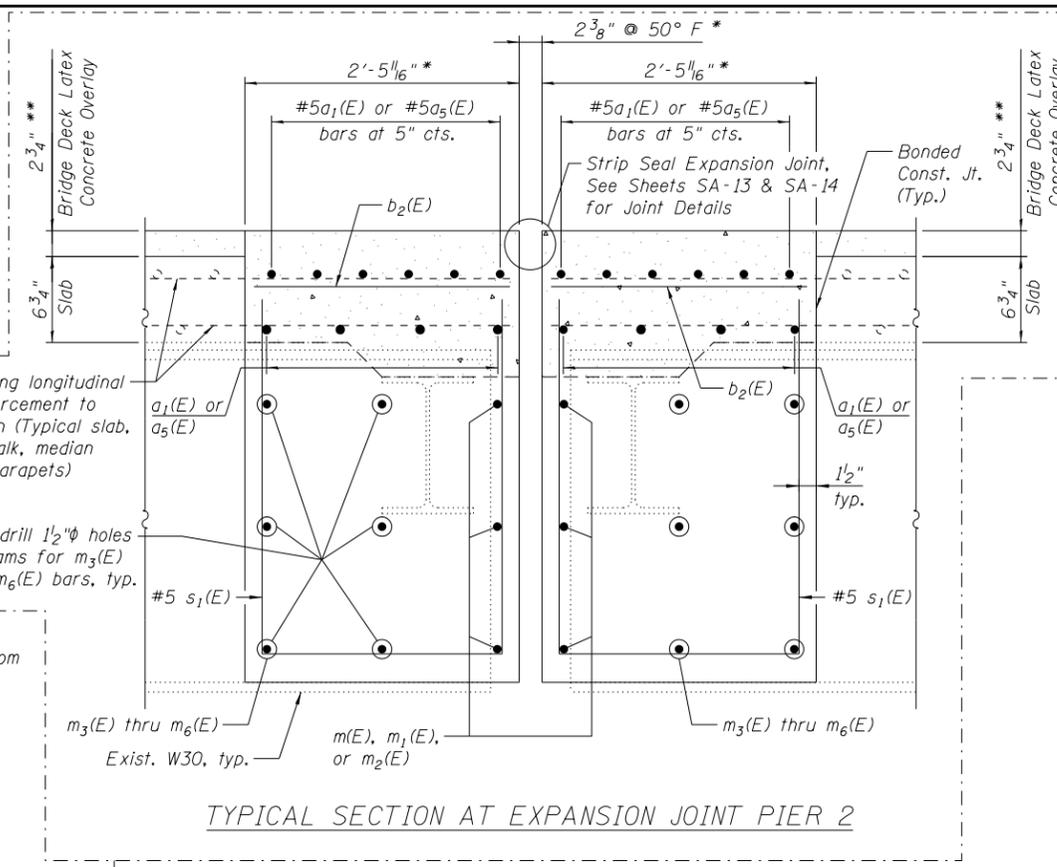
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61D99				

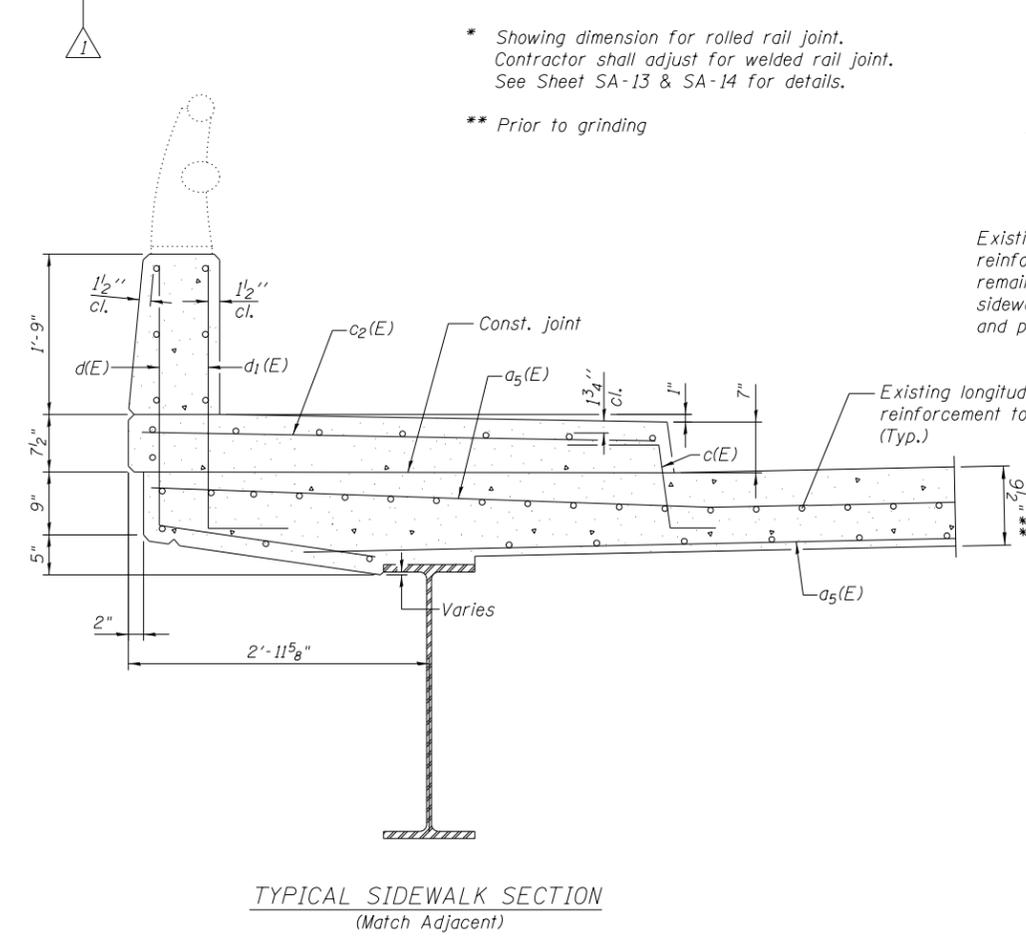
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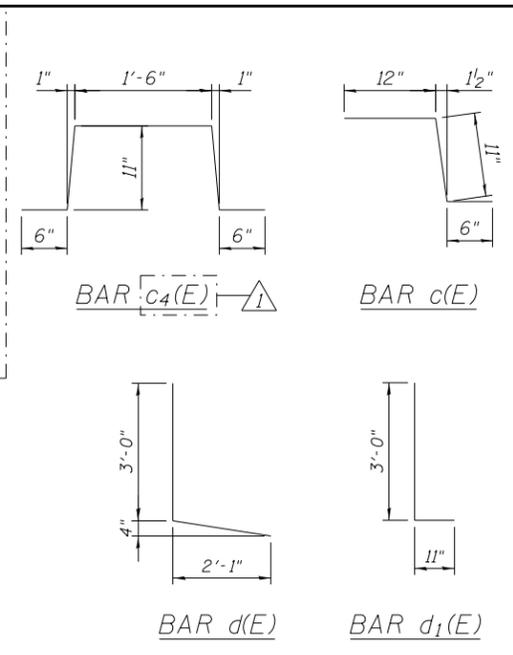
EXPANSION JOINT PLAN
PIER 2



TYPICAL SECTION AT EXPANSION JOINT PIER 2



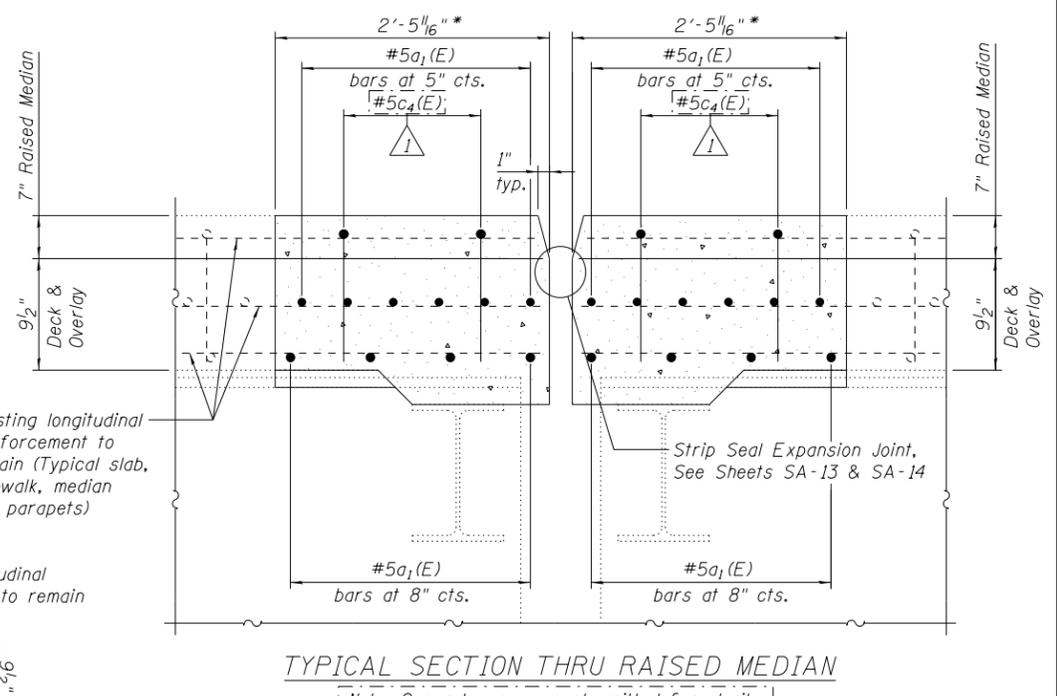
TYPICAL SIDEWALK SECTION
(Match Adjacent)



BAR c4(E) BAR c(E)
BAR d(E) BAR d1(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a ₁ (E)	20	#5	28'-9"	
a ₅ (E)	40	#5	19'-2"	
b ₂ (E)	138	#5	2'-3"	
c(E)	12	#5	2'-5"	
c ₂ (E)	12	#5	5'-8"	
c ₄ (E)	4	#5	4'-4"	
d(E)	12	#4	5'-1"	L
d ₁ (E)	12	#6	3'-11"	L
Concrete Superstructure			Cu. Yd.	13.7
Reinforcement Bars, Epoxy Coated			Pound	1,960



TYPICAL SECTION THRU RAISED MEDIAN

Note: Concrete encasement omitted for clarity.

NOTES
 For details of Strip Seal Expansion Joints, see Sheets SA-13 & SA-14.
 See Sheet SA-12 for Beam Encasement Cross Section Piers 2, 5 & 8 details and bar bill.
 Existing longitudinal parapet reinforcement shall remain in place.
 See Sheet SA-23 for details of Bar Splicers.

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 PHONE: (312) 373-7700 FAX: (312) 373-6800



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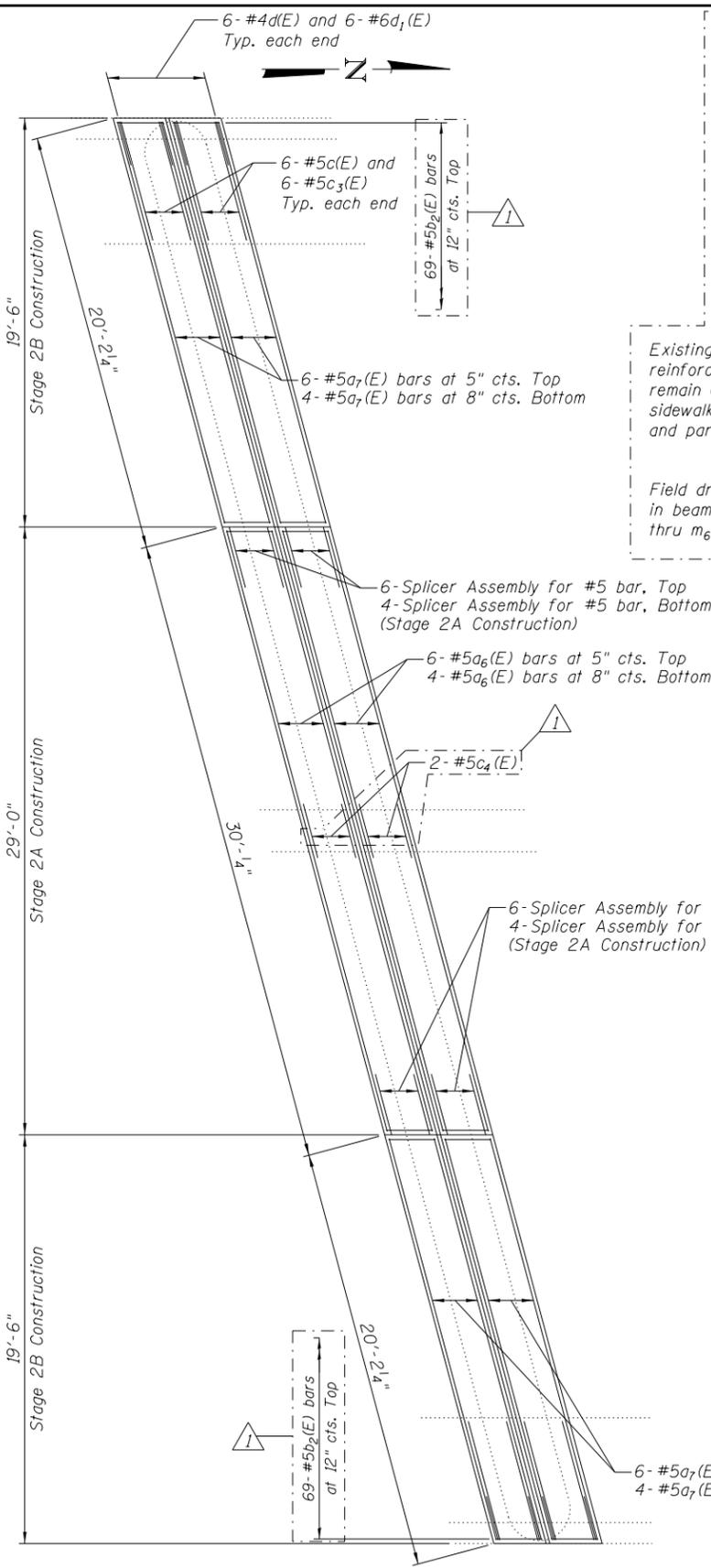
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STRUCTURE NO. 016-0195

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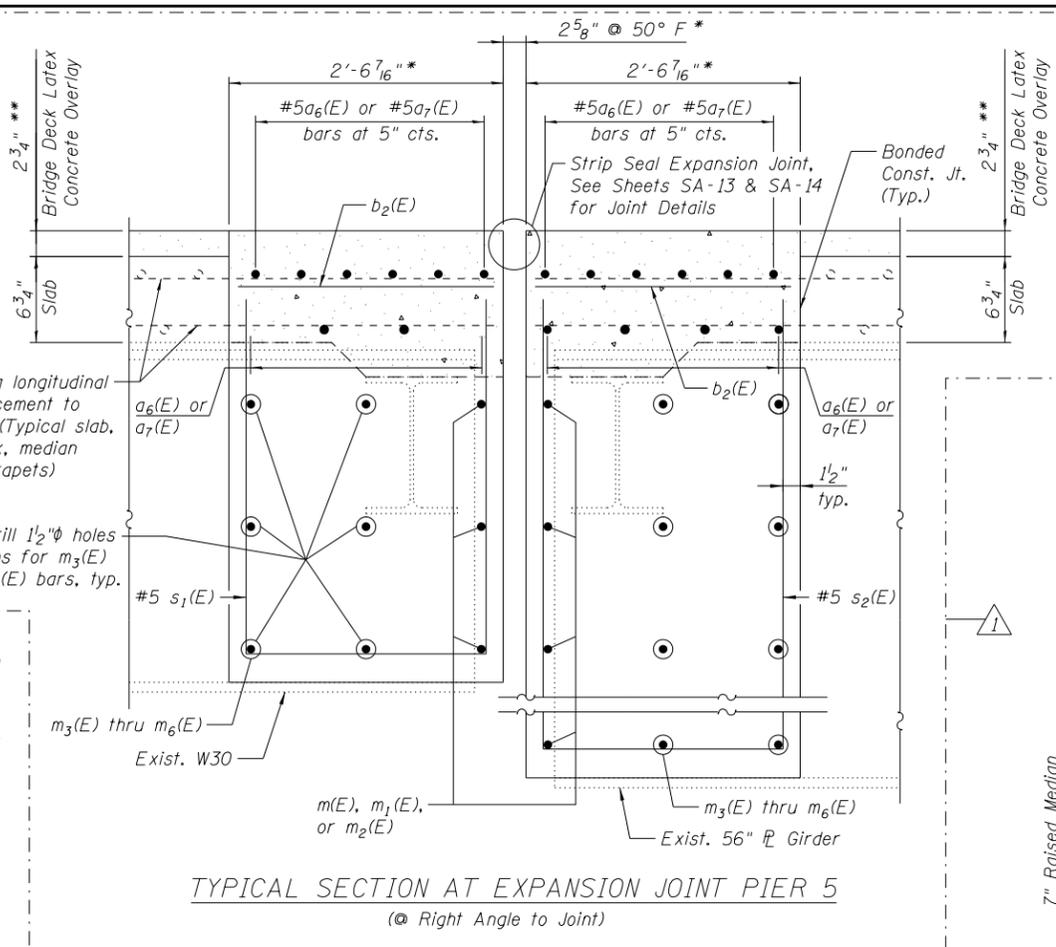
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ILLINOIS FED. AID PROJECT

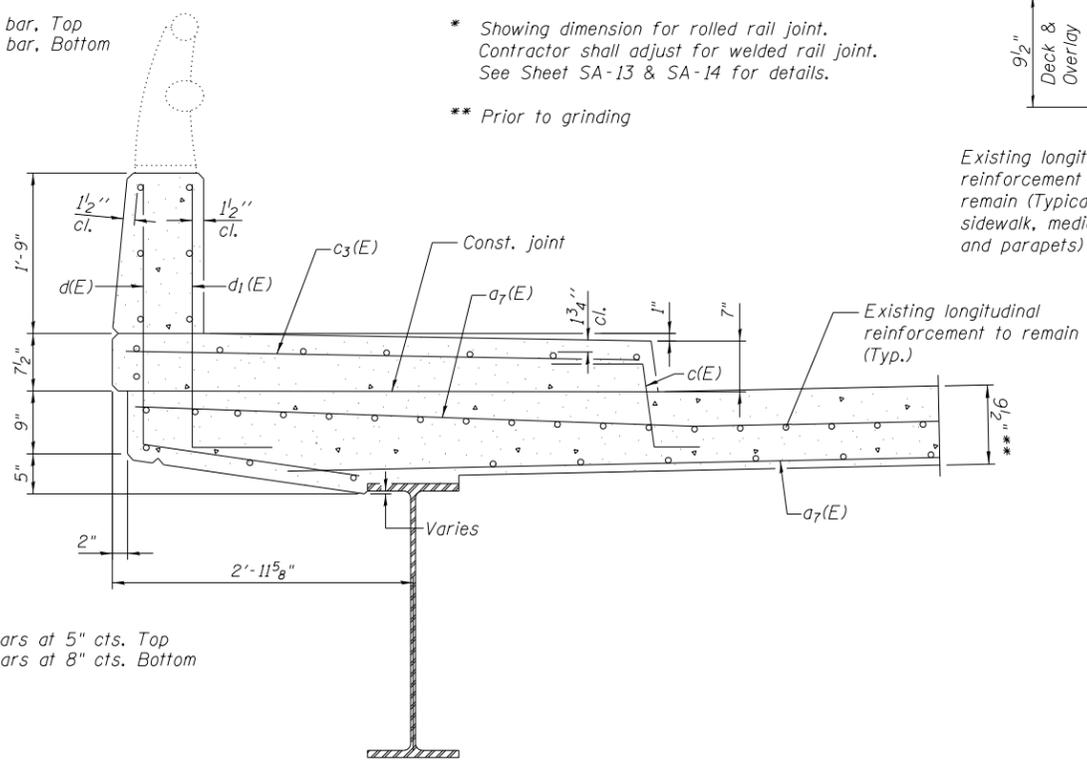
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EXPANSION JOINT PLAN
PIER 5



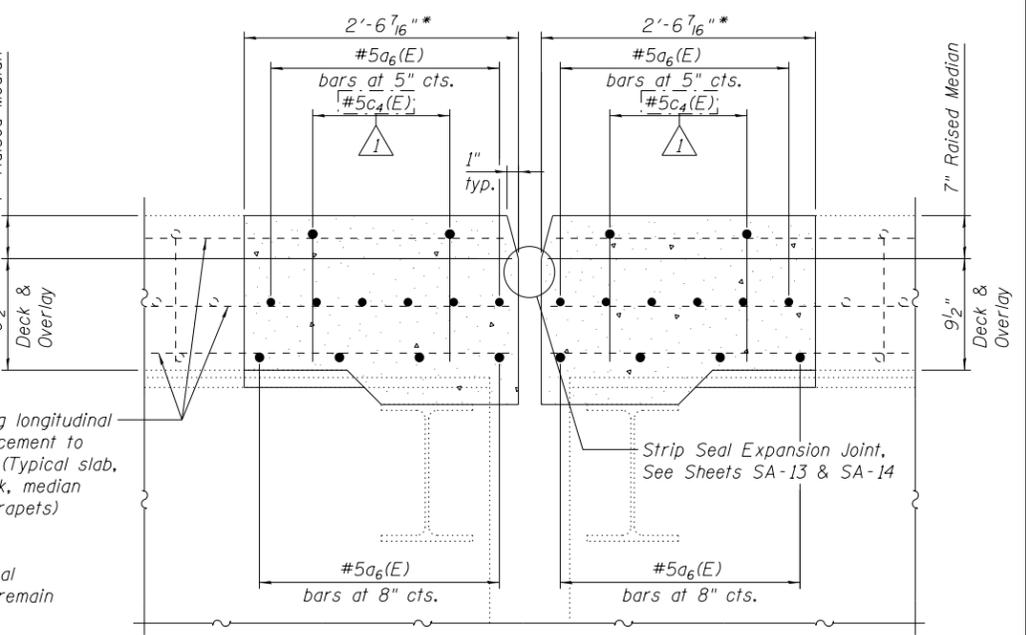
TYPICAL SECTION AT EXPANSION JOINT PIER 5
(@ Right Angle to Joint)



TYPICAL SIDEWALK SECTION
(Match Adjacent)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a ₆ (E)	20	#5	29'-9"	
a ₇ (E)	40	#5	19'-10"	
b ₂ (E)	138	#5	2'-3"	
c(E)	12	#5	2'-5"	
c ₃ (E)	12	#5	5'-10"	
c ₄ (E)	4	#5	4'-4"	
d(E)	12	#4	5'-1"	L
d ₁ (E)	12	#6	3'-11"	L
Concrete Superstructure			Cu. Yd.	14.1
Reinforcement Bars, Epoxy Coated			Pound	2,010



TYPICAL SECTION THRU RAISED MEDIAN
[Note: Concrete encasement omitted for clarity.]

NOTES

For details of Strip Seal Expansion Joints, see Sheets SA-13 & SA-14.

See Sheet SA-12 for Beam Encasement Cross Section Piers 2, 5 & 8 details and bar bill.

Existing longitudinal parapet reinforcement shall remain in place.

See Sheet SA-23 for details of Bar Splicers.



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 CHECKED - MCC
 PLOT DATE = 06/03/2022

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 CHECKED - MCC

REVISED - 6/3/2022 MCC
 REVISED -
 REVISED -
 REVISED -

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DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT AT PIER 5
STRUCTURE NO. 016-0195

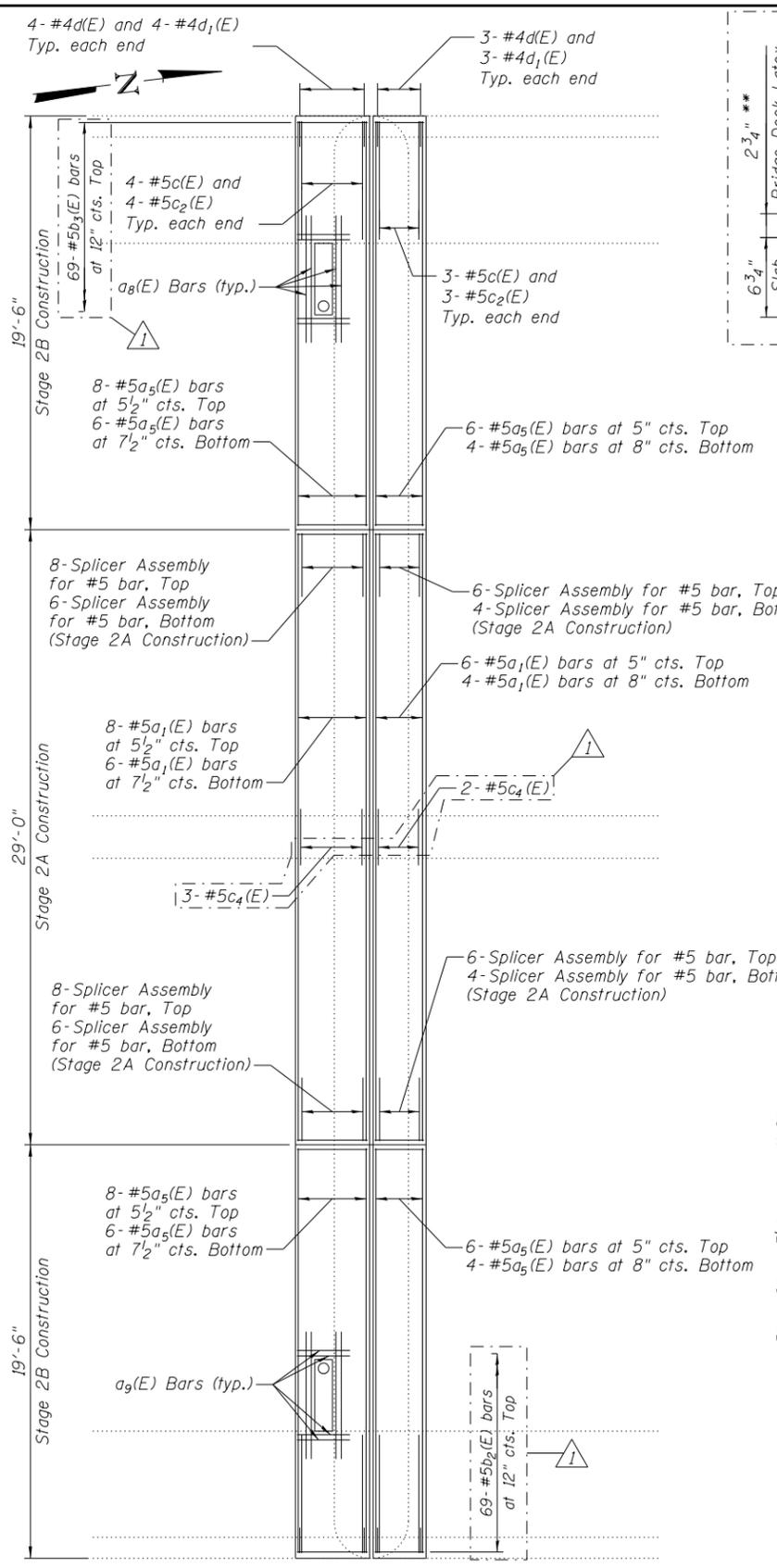
SHEET NO. SA-9 OF SA-21 SHEET 3

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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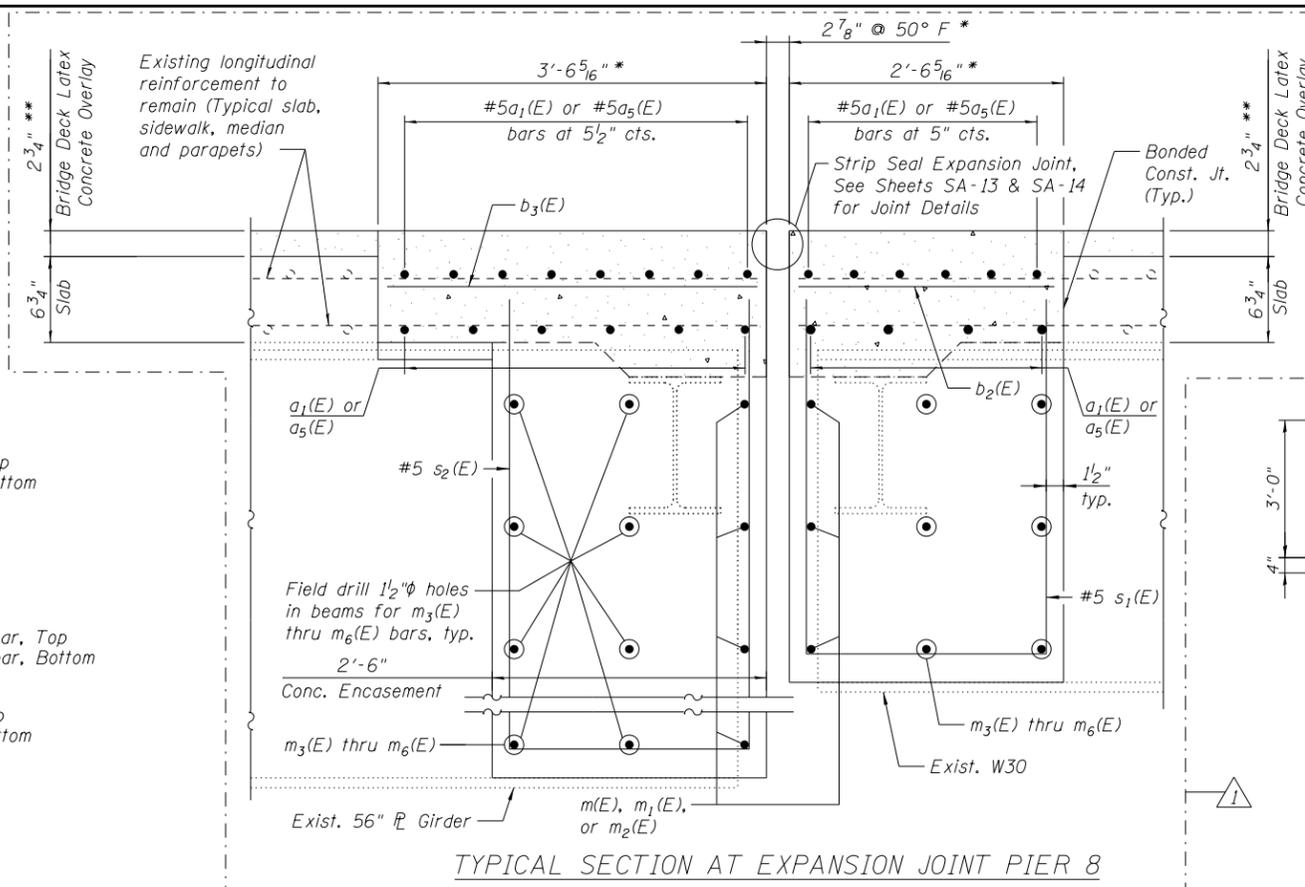
CONTRACT NO. 61D99

ILLINOIS FED. AID PROJECT

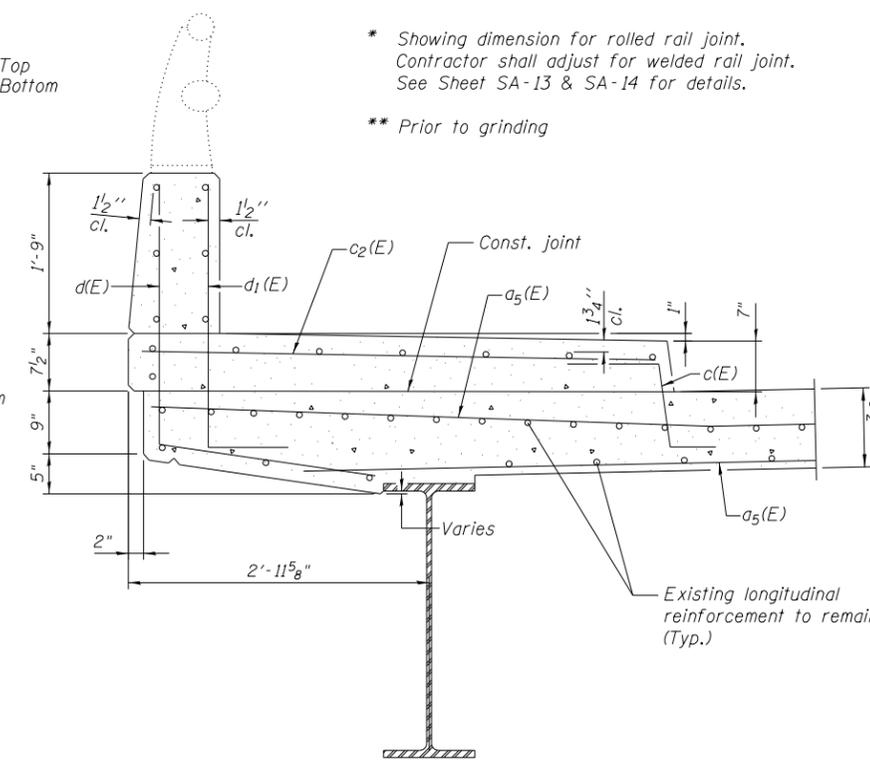
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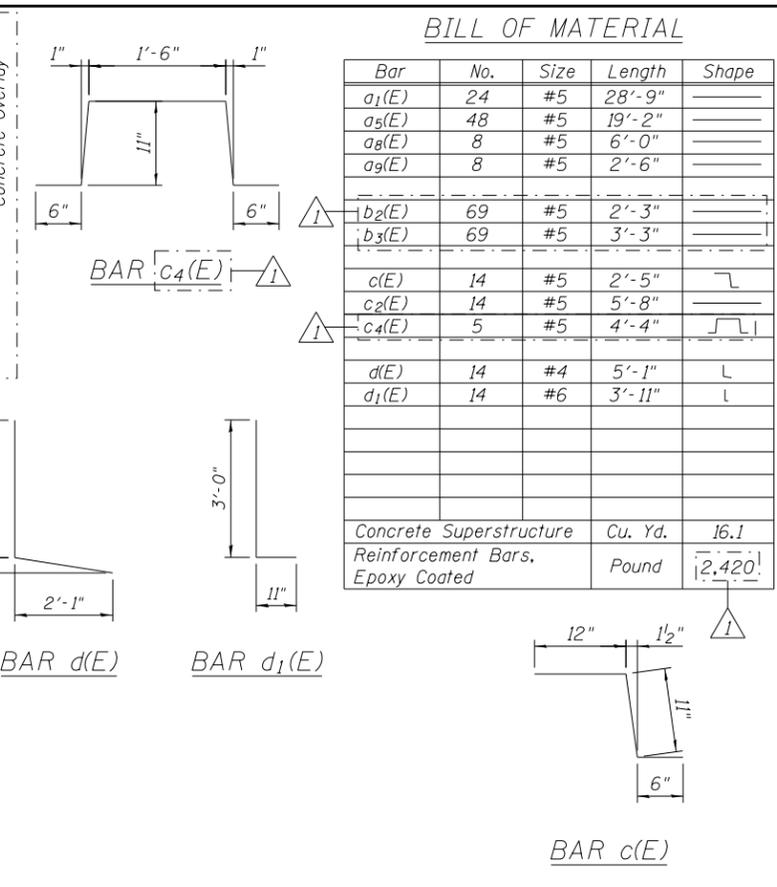
EXPANSION JOINT PLAN
PIER 8



TYPICAL SECTION AT EXPANSION JOINT PIER 8



TYPICAL SIDEWALK SECTION
(Match Adjacent)



TYPICAL SECTION THRU RAISED MEDIAN

Note: Concrete encasement omitted for clarity.

NOTES

- For details of Strip Seal Expansion Joints, see Sheets SA-13 & SA-14.
- See Sheet SA-12 for Beam Encasement Cross Section Piers 2, 5 & 8 details and bar bill.
- Existing longitudinal parapet reinforcement shall remain in place.
- See Sheet SA-23 for details of Bar Splicers.



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 PLOT DATE = 06/03/2022

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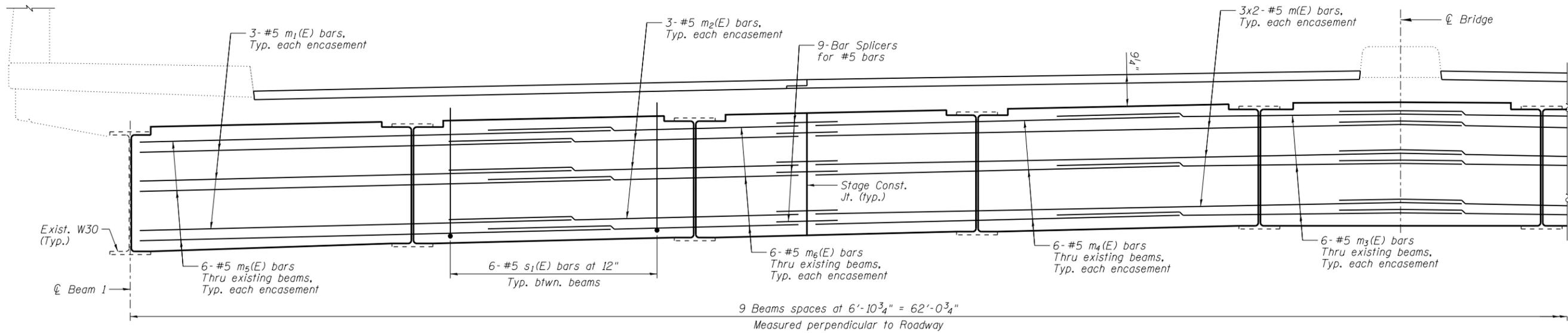
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT AT PIER 8
STRUCTURE NO. 016-0195

SHEET NO. SA-10 OF SA-23 SHEETS

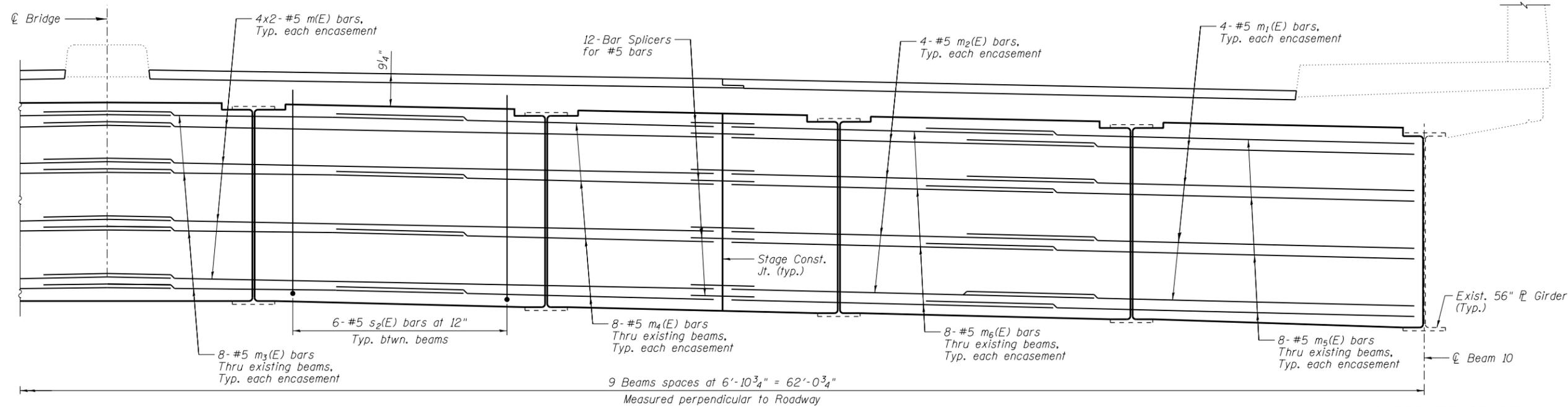
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3730	15-00131-01-BR	COOK	109	47
CONTRACT NO. 61D99				

ILLINOIS FED. AID PROJECT



SECTION AT PIERS 2, 5 & 8 - SPANS 2, 3, 5 & 9

(Looking North, Showing West Side; Opp. side similar)



SECTION AT PIERS 5 & 8 - SPANS 6 & 8

(Looking North, Showing West Side; Opp. side similar)

MINIMUM BAR LAP

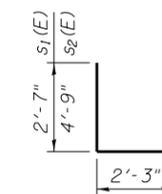
#5 bar = 3'-0"

NOTES:

See Sheets SA-3 for Stage Construction Details.

See Sheets SA-8 thru SA-10 for typical section thru expansion joint and beam encasement.

Clean beam ends of all loose rust and debris prior to pouring encasement concrete.



BARS s₁(E) & s₂(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
m(E)	40	#5	16'-4"	—
m ₁ (E)	40	#5	8'-11"	—
m ₂ (E)	40	#5	10'-11"	—
m ₃ (E)	80	#5	10'-5"	—
m ₄ (E)	80	#5	9'-5"	—
m ₅ (E)	80	#5	11'-11"	—
m ₆ (E)	80	#5	7'-11"	—
s ₁ (E)	216	#5	7'-5"	U
s ₂ (E)	108	#5	11'-9"	U
Concrete Superstructure			Cu. Yd.	111.7
Reinforcement Bars, Epoxy Coated			Pound	7,820

Entire sheet revised



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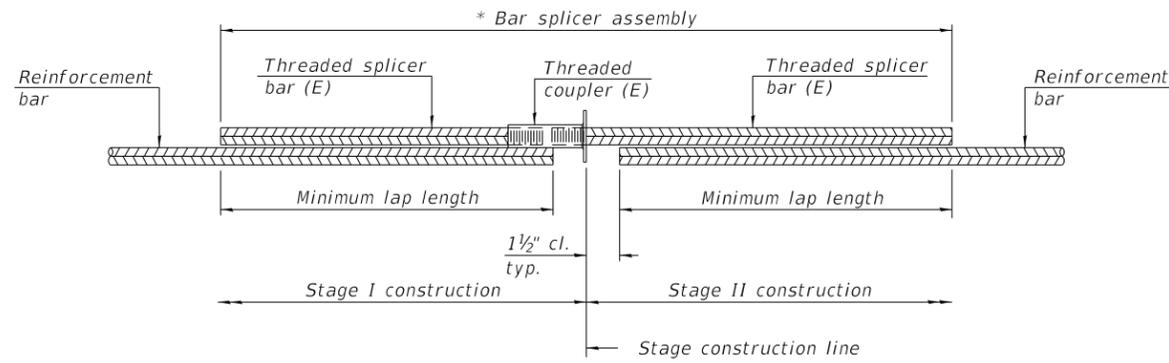
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BEAM ENCASEMENT CROSS SECTION PIERS 2, 5 & 8
STRUCTURE NO. 016-0195**

SHEET NO. SA-12 OF SA-23 SHEETS

F.A.U. RTE. 3730	SECTION 15-00131-01-BR	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 49
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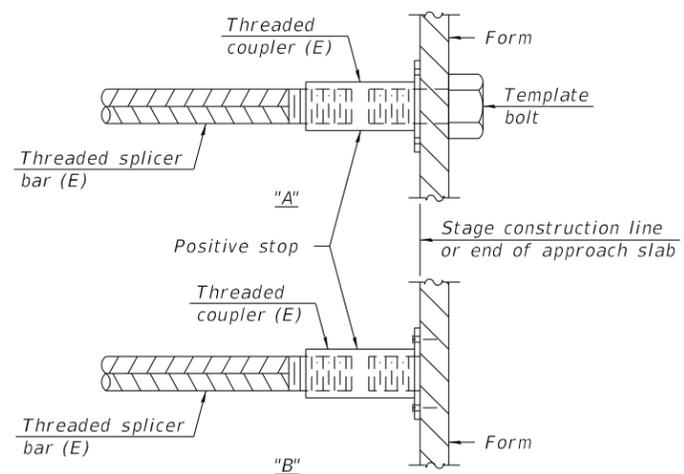


STANDARD BAR SPLICER ASSEMBLY PLAN
 (All components shall be provided from one supplier)

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

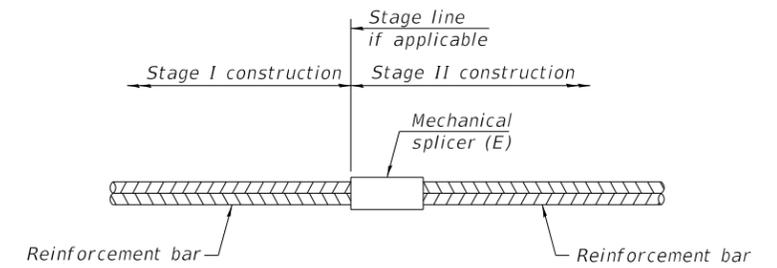
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
South Abutment	#6	8	3'-7"
South Abutment	#5	18	3'-6"
Pier 2	#5	40	3'-6"
Pier 5	#5	40	3'-6"
Pier 8	#5	48	3'-6"
North Abutment	#6	8	3'-7"
North Abutment	#5	18	3'-6"
Beam Encasement	#5	120	3'-0"



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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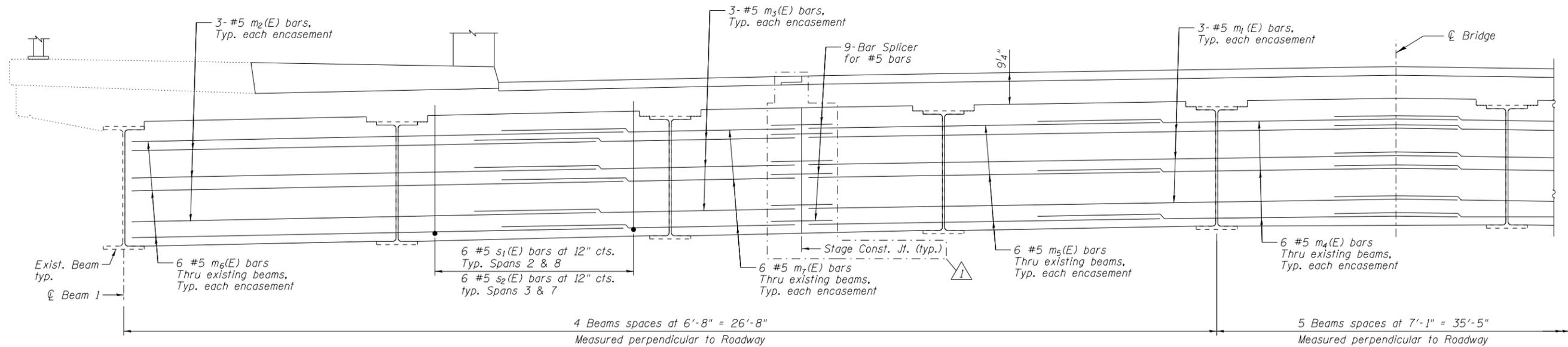
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 016-0195**

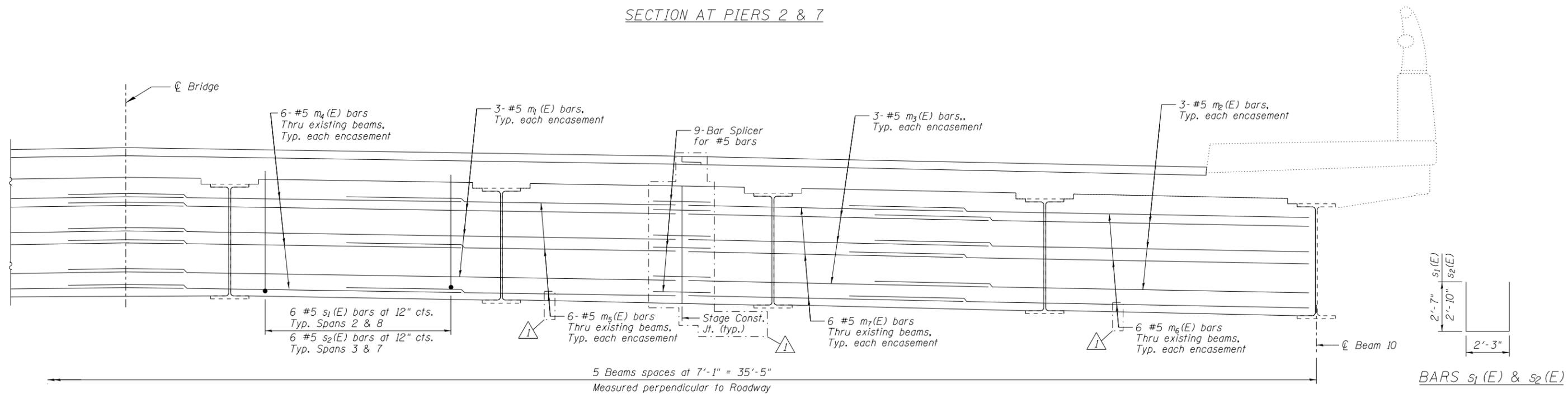
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F.A.U. RTE. 3730	SECTION 15-00131-01-BR	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 60
CONTRACT NO. 61D99				
ILLINOIS FED. AID PROJECT				

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SECTION AT PIERS 2 & 7



SECTION AT PIERS 2 & 7

MINIMUM BAR LAP
 #5 bar = 3'-0"

SUPERSTRUCTURE
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
m ₁ (E)	24	#5	16'-2"	—
m ₂ (E)	24	#5	11'-7"	—
m ₃ (E)	24	#5	8'-0"	—
m ₄ (E)	48	#5	10'-6"	—
m ₅ (E)	48	#5	8'-10"	—
m ₆ (E)	48	#5	12'-3"	—
m ₇ (E)	48	#5	7'-4"	—
s ₁ (E)	108	#5	7'-5"	□
s ₂ (E)	108	#5	7'-11"	□
Concrete Superstructure			Cu. Yd.	59.3
Reinforcement Bars, Epoxy Coated			Pound	4,580

NOTES:

See Sheets SB-3 & SB-4 for Stage Construction Details.

See Sheets SB-14 and SB-15 for typical section thru expansion joint and beam encasement.

Clean beam ends of all loose rust and debris prior to pouring encasement concrete.



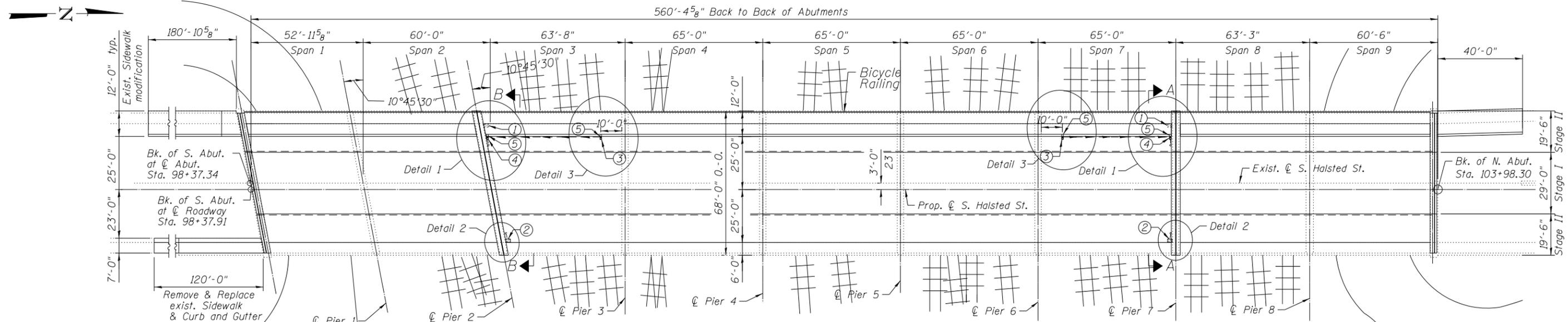
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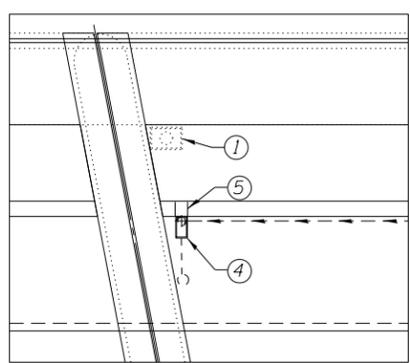
BEAM ENCASEMENT CROSS SECTION PIERS 2 & 7
 STRUCTURE NO. 016-019A

SHEET NO. SB-17 OF SB-30 SHEETS

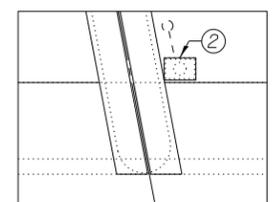
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3730	15-00131-01-BR	COOK	109	77
CONTRACT NO. 61D99				
ILLINOIS FED. AID PROJECT				



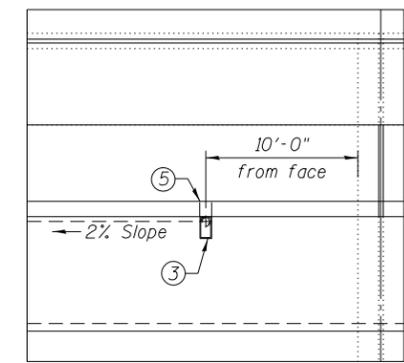
PLAN



DETAIL 1

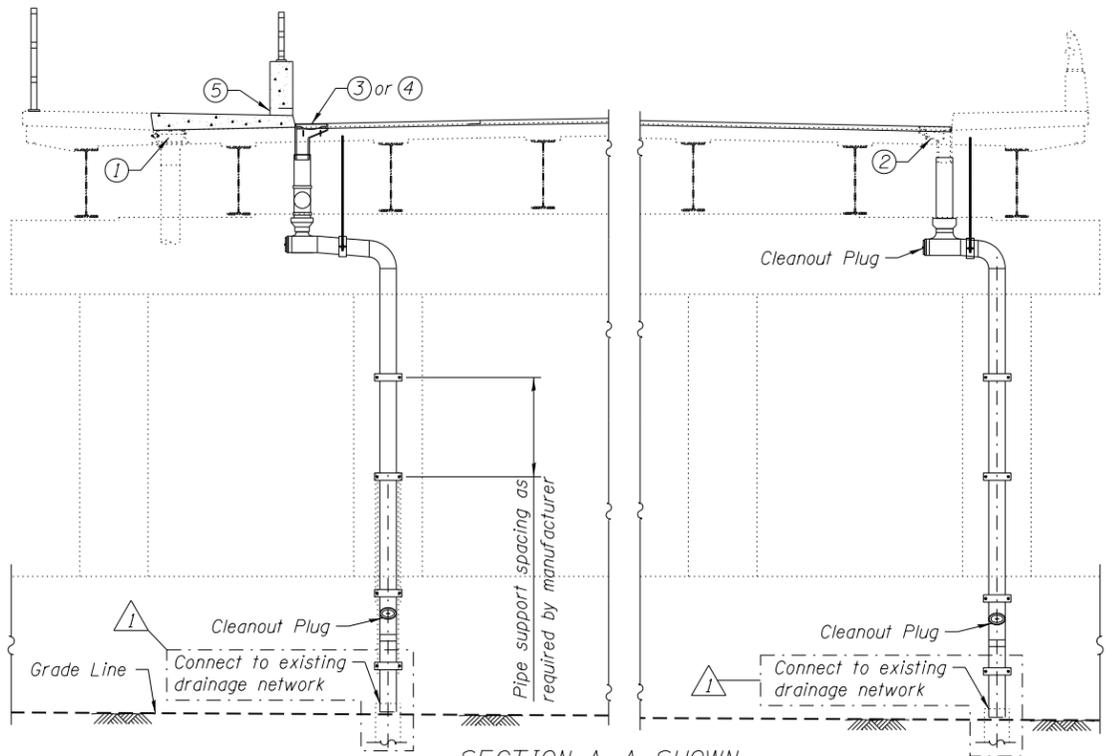


DETAIL 2

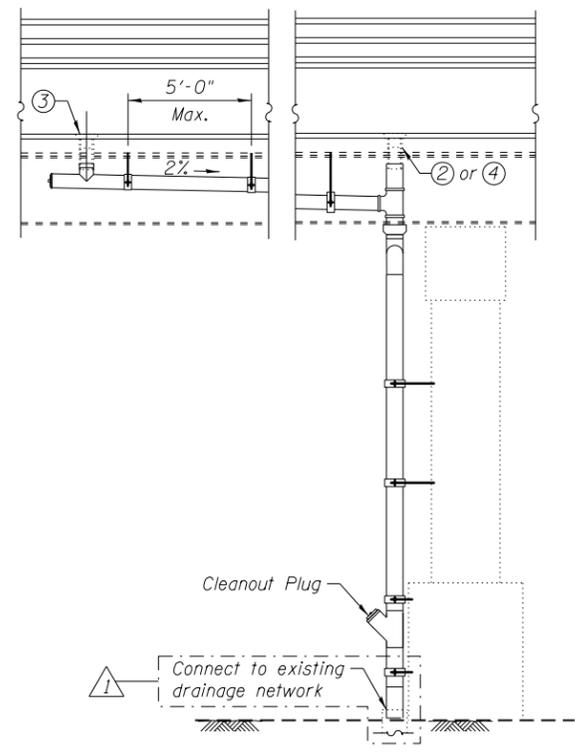


DETAIL 3

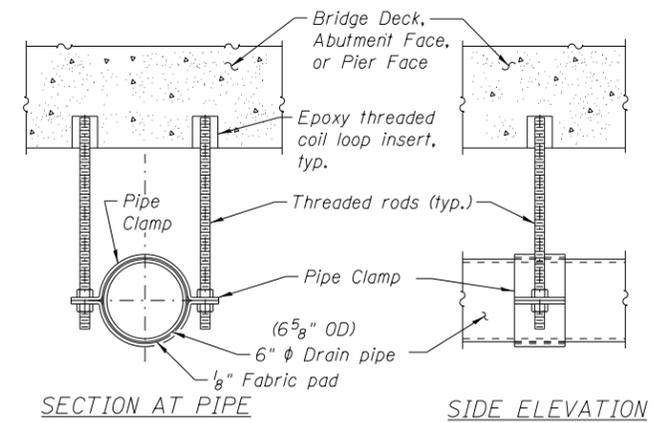
- LEGEND**
- ① Cut downspout to the bottom of deck, Provide steel retainer plate & fill existing scupper with concrete. West side (Typ.) See Sheet SB-10 for additional Section View.
 - ② Adjust and reuse Existing Scupper
 - ③ New Scupper DS-11 placed into deck 10'-0" from face of pier. See Sheet SB-10 for Full Depth Deck Slab Repair Details.
 - ④ New Scupper DS-11 at Piers 2 & 7 West Side. See Sheet SB-21 for drainage scupper details.
 - ⑤ Parapet Drains formed by placing 9" x 3" block-out at sidewalk level at each scupper location. See Sheets SB-8 and SB-10 for additional details.



SECTION A-A SHOWN
SECTION B-B SIMILAR OPPOSITE SIDE



TYPICAL SIDE ELEVATION



PIPE SUPPORT DETAIL

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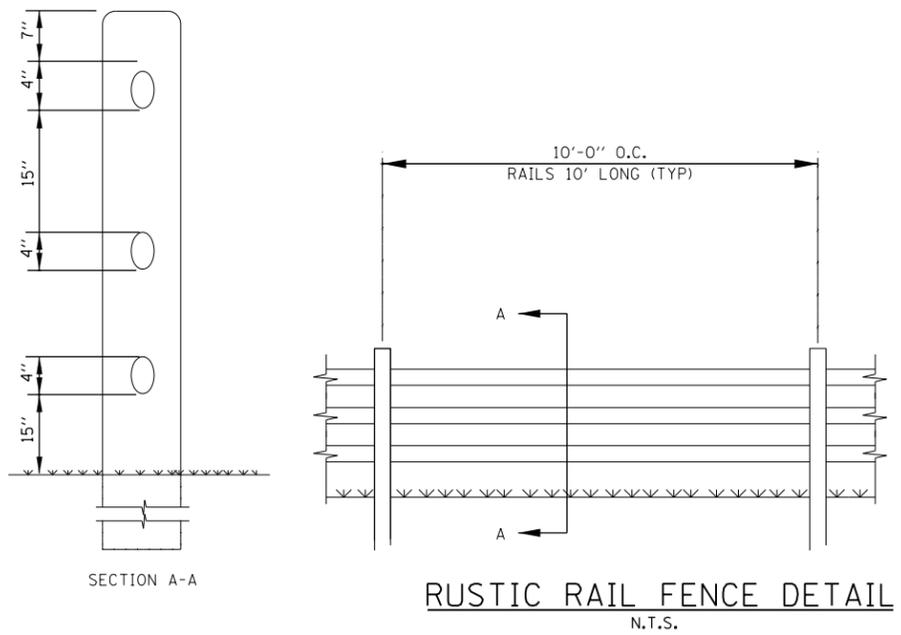
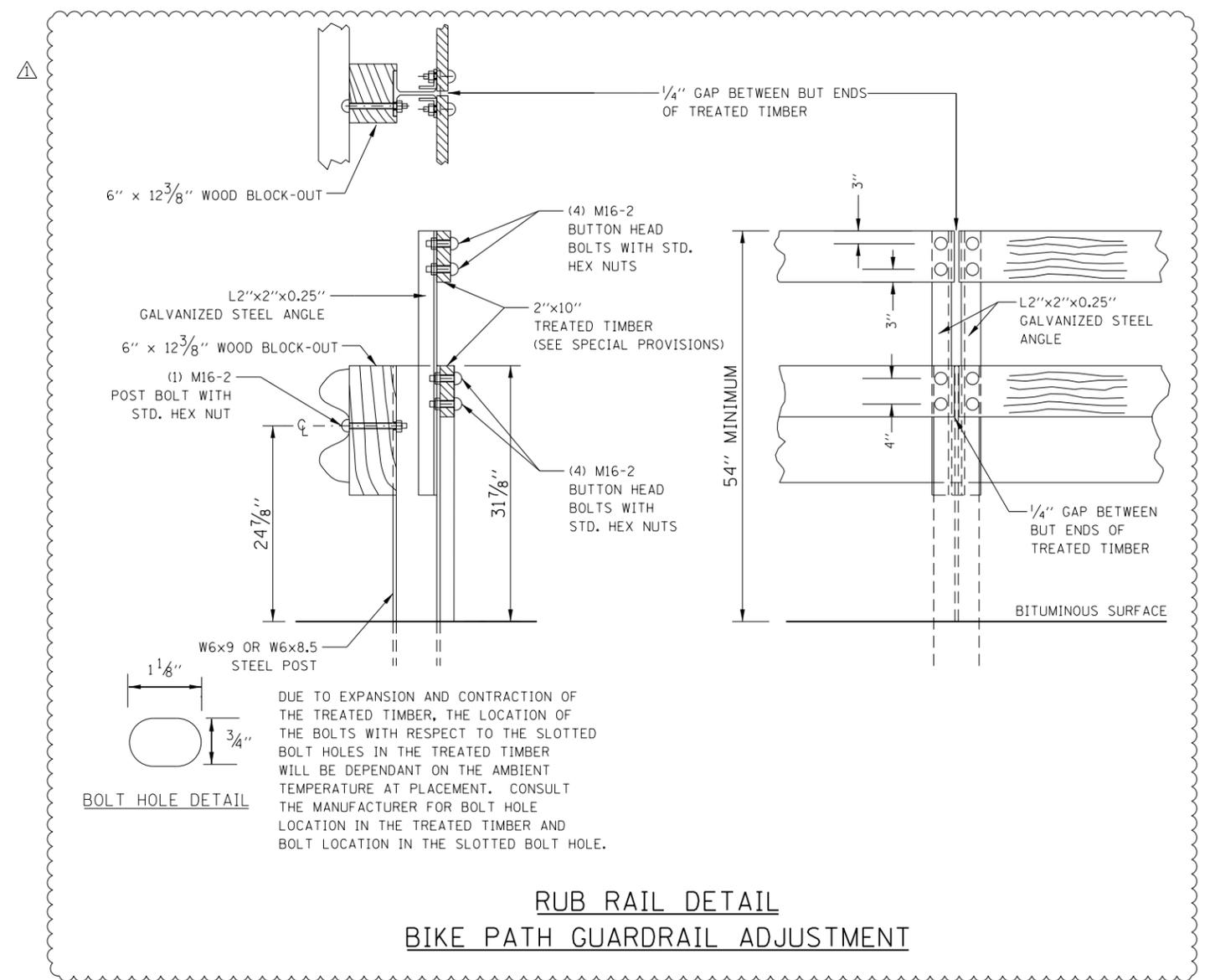
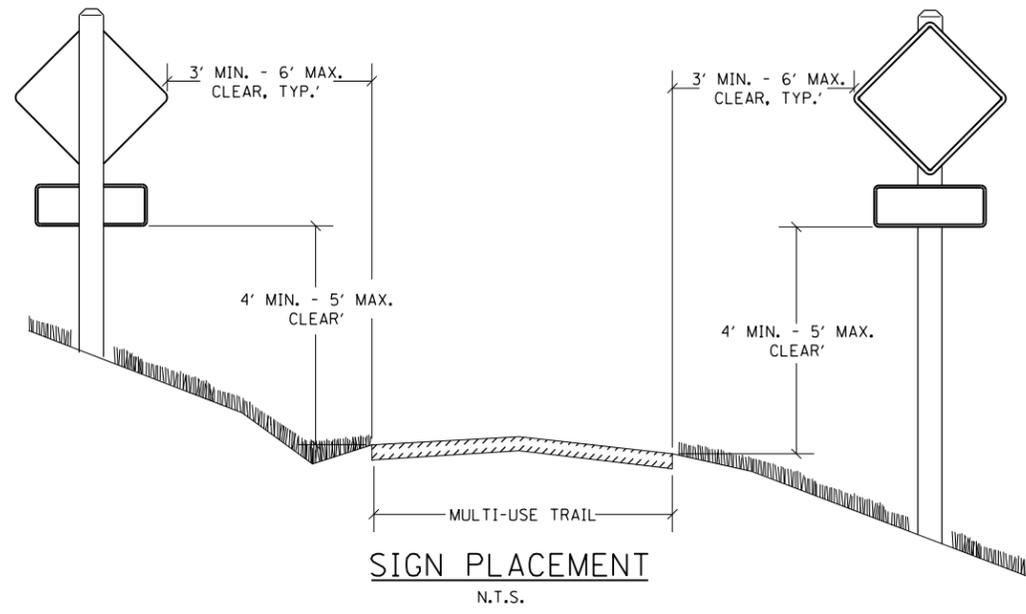
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SYSTEM
STRUCTURE NO. 016-019A

FAU-RTS.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61D99				

SHEET NO. SB-22 OF SB-30 SHEETS

ILLINOIS FED. AID PROJECT



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PLOT DATE = 06/03/2022	DATE - 06/03/2022	REVISED -

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ROADWAY DETAIL
MISCELLANEOUS

SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61D99				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				