FOR INDEX OF SHEETS AND HIGHWAY STANDARDS, SEE SHEET NO. G-3

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	1
	ILLINOIS	CONTRACT NO. 62K62		

CENTRAL PARK AVENUE
FUNCTIONAL CLASSIFICATION
MAJOR COLLECTOR
2022 ADT = 8,450
TRUCKS = 5.0%
DESIGN SPEED = 30 MPH
POSTED SPEED = 30 MPH

INTERSTATE 290 (EISENHOWER)
FUNCTIONAL CLASSIFICATION
INTERSTATE
2022 ADT = 199,700
TRUCKS = 4.0%
DESIGN SPEED = 55 MPH
POSTED SPEED = 55 MPH

DBS | DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

Jacobs

PARSONS

SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

FINAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

01-16-2026 LETTING ITEM 021

PROPOSED HIGHWAY PLANS

FAI 290 (INTERSTATE 290)
AT CENTRAL PARK AVENUE
SECTION: 2019-189-BR
PROJECT NHPP-G73E(408)
BRIDGE REPLACEMENT
COOK COUNTY

C-91-169-20

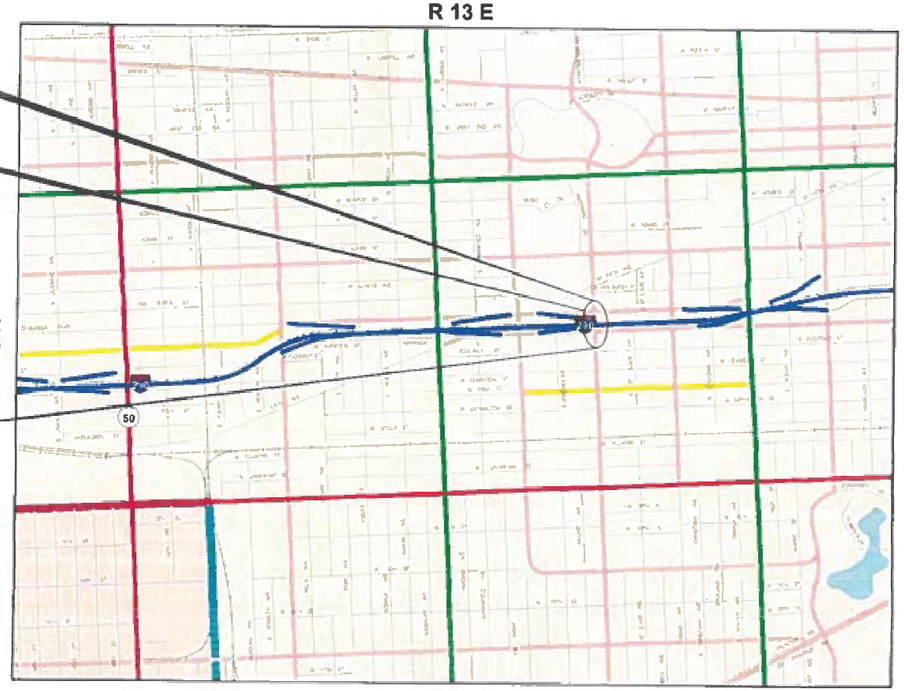
D-91-359-20



LOCATION OF SECTION INDICATED THUS: -

R 13 E

T 39 N



END IMPROVEMENTS
STA. 606+27.00

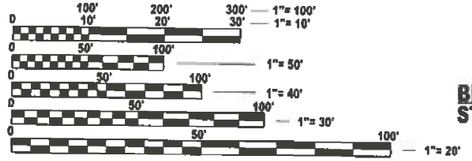
BRIDGE REPLACEMENT
CENTRAL PARK AVE OVER I-290
STA. 602+68.93 TO STA. 605+14.18
PROP. S.N. 016-2091
EXIST. S.N. 016-2072

BEGIN IMPROVEMENTS
STA. 601+47.38

LOCATION MAP
(NOT TO SCALE)

GROSS LENGTH = 479.62 FT. = 0.0908 MILE
NET LENGTH = 479.62 FT. = 0.0908 MILE

PROJECT LOCATED IN THE CITY OF CHICAGO



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

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

MEADE ELECTRIC CO. DISTRICT ONE MAINTENANCE CONTRACTOR LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES (773) 287-7672

Before you dig in Chicago call 811 Chicago

D.I.G.G.E.R. 312-744-7000

PROJECT MANAGER: PRAVEEN KAINI, PE (847) 705-4237

CONTRACT NO. 62K62

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED September 22 20 25

REGIONAL ENGINEER

December 5 20 25

cc

ENGINEER OF DESIGN AND ENVIRONMENT

December 5 20 25

DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

FINAL SUBMITTAL REV-SEP

LICENSED PROFESSIONAL ENGINEER
HANNAH J. MARTENS
062-059491
STATE OF ILLINOIS

OCTOBER 10, 2025

HANNAH MARTENS, PE	DATE
COMPANY	DB STERLIN
LICENSE NUMBER	062.059491
LICENSE EXPIRES	NOVEMBER 30, 2025
SHEET RANGE	G-1 - G-24; C-7; C-16 - C-49; C-58 - C-62; C-81 - C-102

LICENSED PROFESSIONAL ENGINEER
MOHAMMED K. RASHED
062-053645
STATE OF ILLINOIS

OCTOBER 10, 2025

MOHAMMED RASHED, PE	DATE
COMPANY	DB STERLIN
LICENSE NUMBER	062.053645
LICENSE EXPIRES	NOVEMBER 30, 2025
SHEET RANGE	E-53 - E-60

LICENSED PROFESSIONAL ENGINEER
KELSEY R. WATTERWORTH
062-068625
STATE OF ILLINOIS

OCTOBER 10, 2025

KELSEY WATTERWORTH, PE	DATE
COMPANY	JACOBS
LICENSE NUMBER	062.068625
LICENSE EXPIRES	NOVEMBER 30, 2025
SHEET RANGE	C-1 - C-6; C-8 - C-15; C-50 - C-57; C-63 - C-70; C-74 - C-80; XS-1 - XS-13

LICENSED PROFESSIONAL ENGINEER
ROGER L. DIGIULIO
062-046277
STATE OF ILLINOIS

OCTOBER 10, 2025

ROGER DIGIULIO, PE	DATE
COMPANY	PARSONS
LICENSE NUMBER	062.046277
LICENSE EXPIRES	NOVEMBER 30, 2025
SHEET RANGE	C-71 - C-73

LICENSED PROFESSIONAL ENGINEER
GREGORY J. GEDEMER
062-062156
STATE OF ILLINOIS

OCTOBER 10, 2025

GREGORY GEDEMER, PE	DATE
COMPANY	SINGH
LICENSE NUMBER	062.062156
LICENSE EXPIRES	NOVEMBER 30, 2025
SHEET RANGE	E-43 - E-52

LICENSED STRUCTURAL ENGINEER
JAY M. MASI
081-008453
STATE OF ILLINOIS

OCTOBER 10, 2025

JAY MASI, SE	DATE
COMPANY	DB STERLIN
LICENSE NUMBER	081.008453
LICENSE EXPIRES	NOVEMBER 30, 2026
SHEET RANGE	S-1 - S13; S-15 - S-22; S-27 - S-44

LICENSED PROFESSIONAL ENGINEER
RASHESH D. PATEL
062-064617
STATE OF ILLINOIS

OCTOBER 10, 2025

RASHESH PATEL, PE	DATE
COMPANY	SINGH
LICENSE NUMBER	062.064617
LICENSE EXPIRES	NOVEMBER 30, 2025
SHEET RANGE	E-1 - E-42

LICENSED STRUCTURAL ENGINEER
ROGER L. DIGIULIO
081-005197
STATE OF ILLINOIS

OCTOBER 10, 2025

ROGER DIGIULIO, SE	DATE
COMPANY	PARSONS
LICENSE NUMBER	081.005197
LICENSE EXPIRES	NOVEMBER 30, 2026
SHEET RANGE	E-61; S-14; S-23 - S-26; S-45 - S-50

FILE NAME: \\cskfs-dbstlepw21\ICS_prf_work_dir\93215420_261062K62x0202sealk.dgn

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123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1606

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFESSIONAL SEALS

SCALE: | SHEET NO. G-2 OF G-24 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	2
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS

SCALE: | SHEET NO. G-3 OF G-24 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	3
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: \\lcsM-dbstepw21\IC$_pdf_work_dir\93264201_B0360K60-D003-Index.dgn

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664001-02	CHAIN LINK FENCE
666001-01	RIGHT OF WAY MARKERS
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701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
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701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS 45MPH OR MORE
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS < 40 MPH
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867	30" DIA. CONCRETE HANDHOLE
870	STEEL TRAFFIC SIGNAL MAST ARM-MONOTUBE
872	24" DIA. CIRCULAR MANHOLE FRAME & COVER WITH 41 ¾" O.D. FRAME
888A	TYPE SUPER "P" FOUNDATION FOR BASE MOUNTED TRAFFIC SIGNAL CONTROL CABINET
949	ALUMINUM DAVIT ARM - 6" X 12'-0"
954	JUNCTION BOX FOR TRAFFIC SIGNAL & FIRE ALARM
962	LOAD SWITCH AND CONFLICT ASSIGNMENT TYPICAL 8-PHASE INTERSECTION
963	DETAILS OF PEDESTRIAN PUSH BUTTON POST
964	TRAFFIC CONTROLLER CABINET BACK PANEL & POWER SUPPLY - 1 OF 2
965	TRAFFIC CONTROLLER CABINET BACK PANEL & POWER SUPPLY - 2 OF 2
975	ALUMINUM DAVIT POLE 8" X 4.5" X 27' FOR BRIDGE PARAPET WALL
989	ARTERIAL & RESIDENTIAL 240V SINGLE NODE WIRING DIAGRAM FOR COBRA AND PIGGY BACK
11825	ELBOW, CONDUIT, RIGID GALVANIZED STEEL, LARGE RADIUS
11922	JUNCTION BOX FOR ARTERIAL STREET LIGHTING SERVICE ON C.E. CO. POLE
11925	INSTALLATION OF SERVICE EQUIPMENT ON C.E. CO. WOOD POLES
11984	BANDING FITTINGS FOR POLE MOUNTING TRAFFIC SIGNAL
12268-A	TRAFFIC CONTROL SIGNALS STRIP WIRING LAYOUT
A-2-2A	STREET PAVEMENT RESTORATION DETAIL WITH TRENCH BACKFILL
A-2-3A	TYPICAL JOINT LAYOUT FOR P.C. CONCRETE PAVEMENTS
A-2-3B	P.C.C. PAVEMENT JOINT DETAILS
A-2-3C	P.C.C. BASE COURSE JOINT DETAILS
A-2-3D	PROPOSED 10" BUS PAD PAVEMENT
A-2-3E	PROPOSED BUS PAD PAVEMENT AND TRAFFIC CONTROL LAYOUT
A-2-3F	CONTRACTION JOINT ASSEMBLY FOR BUS PAD
A-2-4	PAVEMENT WIDENING ADJACENT TO NEW CONSTRUCTION
A-2-6	CONCRETE CURB & GUTTER DETAIL
A-2-11	CATCH BASIN ADJUSTMENT IN EXISTING PAVEMENT
A-2-12	FRAME ADJUSTMENT IN PAVEMENT
A-3-2	DETAILS OF PORTLAND CEMENT CONCRETE CONSTRUCTION
A-7-1A	CROSSWALK MARKING DETAIL
A-7-2	6' BIKE SYMBOL
A-7-4	BIKE ARROW
A-7-6	BIKE CHEVRON
A-7-7	SHARED LANE MARKING CHEVRON RIGHT LEG DETAIL
B-1-3	2 PERPENDICULAR RAMPS AT CORNER WITH RAMPS IN CURB RADIUS
B-1-8	BLENDED TRANSITION AT CORNER WITH SINGLE CROSSING
B-1-10	SHARED (DIAGONAL) PERPENDICULAR RAMP AT CORNER
B-1-13	BLENDED TRANSITION AT CORNER WITH LARGE CURB RADIUS
B-1-14	RAMPS THAT DO NOT ALIGN WITH CROSSWALK
B-1-21	ON-GRADE RAMP AT BRIDGE OR OVERPASS
B-2-3	DRIVEWAY CONSTRUCTION PLAN VIEWS
B-2-4	DRIVEWAY CONSTRUCTION SECTIONS
B-2-5	ALLEY & DRIVEWAY DETAIL FOR REDUCED WIDTH PEDESTRIAN ACCESS ROUTE
B-3-2	GENERAL NOTES
B-3-3	GENERAL NOTES (CONTINUED)
B-3-4	ADA COMPLIANCE AND TRANSITION GUIDELINES
B-4-1	DETECTABLE WARNING UNITS SIZES
B-4-2	DETECTABLE WARNING UNIT DETAILS
B-4-3	CURB & GUTTER DETAILS

GENERAL NOTES

1. THE CONTRACTOR AND ALL OTHER PARTIES INVOLVED IN THE CONSTRUCTION OPERATIONS WITHIN THE PROJECT LIMITS SHALL BE RESPONSIBLE FOR CONTACTING D.I.G.G.E.R. (CHICAGO UTILITY ALERT NETWORK) AT (312) 744-7000 AND J.U.L.I.E. 72 HOURS PRIOR TO CONSTRUCTION TO HAVE THE LOCATION OF EXISTING UNDERGROUND UTILITIES MARKED IN THE FIELD.

2. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS TO PERFORM WORK.

3. CONTRACTOR TO PROVIDE 10 FOOT TRANSITIONS TO MEET EXISTING CURB AND GUTTER AND BARRIER WALL. TRANSITIONS WILL BE INCLUDED IN THE CURB AND GUTTER AND BARRIER WALL PAY ITEMS.

4. ALL ELEVATIONS IN THE PLANS ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

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

6. EXCEPT WHERE DESIGNATED OTHERWISE, THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM OFFICE RECORD INFORMATION FURNISHED BY THE UTILITY OWNERS AND THE SUE SURVEYS. ALL UNDERGROUND UTILITIES MUST BE CONSIDERED APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY UTILITY LOCATIONS BEFORE BEGINNING WORK.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN IN THE PLANS. ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK AND ANY COSTS INCURRED AS A RESULT WILL BE AT THE CONTRACTOR'S EXPENSE.

8. THE CONTRACTOR MUST COORDINATE WORK WITH RAILROADS AND UTILITIES IN ADVANCE OF WORKING IN THE VICINITY OF THEIR FACILITIES, AND ALLOW SUFFICIENT TIME FOR THEM TO PERFORM ADJUSTMENTS TO THEIR FACILITIES IN ACCORDANCE WITH THE CONTRACTOR'S SCHEDULE. COORDINATION EFFORTS SHALL BE INCLUDED IN THE COST OF THE CONTRACT BID PRICE.

9. THE CONTRACTOR SHALL EXERCISE CAUTION DURING ALL CONSTRUCTION ACTIVITIES TO PREVENT ANY DAMAGE TO ADJACENT STRUCTURES, UTILITIES, TRAINS, VEHICULAR TRAFFIC, AND STRUCTURAL COMPONENTS NOT WITHIN THE SCOPE OF WORK. ANY SUCH COMPONENTS NOT WITHIN THE SCOPE OF WORK AND IMPROVEMENTS THAT ARE DAMAGED DURING CONSTRUCTION ACTIVITIES SHALL BE REPAIRED AT THE EXPENSE OF THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

10. THE CONTRACTOR MUST CALL THE IDOT ELECTRICAL MAINTENANCE CONTRACTOR, MEADE ELECTRIC CO., TO LOCATE IDOT FACILITY CABLES AT (773) 287-7672.

11. THE PROPOSED EMBANKMENT SHALL BLEND INTO THE EXISTING SLOPES TO THE SATISFACTION OF THE ENGINEER. SEE DISTRICT 1 STANDARD BD-51 FOR BENCHING DETAIL.

12. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 INCH WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:.3 (V:H).

13. ALL ROADWAY WIDTHS AND RADII SHOWN ON THE PLANS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

14. RIM ELEVATIONS AND OFFSETS TO CATCH BASINS, INLETS, AND MANHOLES ARE TO THE EDGE OF PAVEMENT OR TO THE CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.

15. THE ENGINEER WILL DETERMINE IN THE FIELD ANY MODIFICATIONS NEEDED TO THE COMBINATION CONCRETE CURB AND GUTTER OR CONCRETE CURB REMOVAL AND REPLACEMENT LOCATIONS SHOWN ON THE PLANS.

16. THE ENGINEER WILL DETERMINE IN THE FIELD ANY MODIFICATIONS NEEDED TO THE SIDEWALK REMOVAL AND PROPOSED P.C.C. SIDEWALK LOCATIONS SHOWN ON THE PLANS.

17. THE ENGINEER WILL DETERMINE IN THE FIELD ANY MODIFICATIONS NEEDED TO THE DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS SHOWN ON THE PLANS.

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

19. THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS, DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURES IS PLACED.

20. WHEN THE PAVEMENT CONSTRUCTED IS PORTLAND CEMENT CONCRETE BASE COURSE OR PORTLAND CEMENT CONCRETE PAVEMENT, IT SHALL NOT BE OPENED TO TRAFFIC, INCLUDING CONSTRUCTION TRAFFIC, UNTIL AFTER THE SPECIFIED CURING PERIOD AS DEFINED IN ARTICLE 707.17(c) OF THE STANDARD SPECIFICATIONS AND UNTIL THE JOINTS HAVE BEEN SEALED.

21. PROTECTIVE COAT SHALL BE APPLIED IN ACCORDANCE WITH ARTICLE 420.18 OF THE STANDARD SPECIFICATIONS TO CONCRETE MEDIAN SURFACES AND BARRIER, APPROACH AND SHOULDER SLABS AND ALL EXPOSED SURFACES OF CURBS AND GUTTERS.

22. ALL REINFORCEMENT BARS, DOWEL BARS, AND TIE BARS SHOULD BE EPOXY COATED UNLESS OTHERWISE NOTED IN THE PLANS.

23. CONTRACTOR TO VERIFY DRAINAGE GRADES IN FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS.

24. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE ON JOB SITE DURING CONSTRUCTION.

GENERAL NOTES (CONTINUED)

25. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING PLANT MATERIAL.

26. REMOVAL OF EXISTING BICYCLE RACKS, CHICAGO TRANSIT AUTHORITY (CTA) APPURTENANCES, AND NEWSPAPER STANDS SHALL BE INCLUDED IN THE COST OF REMOVAL OF EXISTING STRUCTURES. THESE ITEMS SHALL BE SALVAGED AND RETURNED TO THE OWNER. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

27. ANY AGGREGATE SUBGRADE CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OREQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

28. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.

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

30. BACKFILLING STORM SEWER CONSTRUCTED UNDER THE ROADWAY SPECIFIED UNDER ART. 550.07(b, c) OF THE SSRBC WILL NOT BE ALLOWED.

31. PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS AND STANDARD 606001-05. TOP OF PIPE UNDERDRAINS SHALL BE MINIMUM OF 6" BELOW THE AGGREGATE SUBGRADE LAYER. THE COST OF MAKING UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COSTS OF THE PIPE UNDERDRAINS.

32. PAVEMENT MARKING TAPE TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.

33. IN ACCORDANCE WITH SECTION 780 OF THE STANDARD SPECIFICATIONS, ALL CURB INSTALLATIONS ADJACENT TO FIRE HYDRANTS MUST BE PAINTED "SAFETY YELLOW" FOR 15 FEET ON EACH SIDE OF THE FIRE HYDRANT, EXCEPT WHERE THE 15 FOOT DIMENSION INTERSECTS A CROSSWALK, DRIVEWAY, OR SIMILAR FEATURE. THIS WORK IS INCIDENTAL TO COMBINATION CURB AND GUTTER, TYPE B-V.12.

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

PEOPLES GAS GENERAL NOTES

1. PEOPLES GAS FACILITIES ARE PRESENT WITHIN THE AREA OF CONSTRUCTION. USE EXTREME CAUTION NEAR ALL GAS FACILITIES DURING CONSTRUCTION AND RELATED EXCAVATION ACTIVITIES. HAND DIG OR NON-INVASIVE EXCAVATION IS REQUIRED TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF GAS FACILITIES PRIOR TO CROSSING AND WORKING WITHIN 3-FEET OF ALL GAS FACILITIES.

2. A MINIMUM OF 3-FEET HORIZONTAL EDGE TO EDGE CLEARANCE IS REQUIRED FOR GAS FACILITIES WITH DIAMETERS 18-INCHES AND LARGER.

3. MAINTAIN A MINIMUM OF 18-INCHES EDGE TO EDGE VERTICAL CLEARANCE WHEN CROSSING GAS FACILITIES 16-INCHES OR LESS IN DIAMETER, AND 24-INCH EDGE TO EDGE VERTICAL CLEARANCE WHEN CROSSING 18-INCHES AND LARGER DIAMETER FACILITIES.

4. CONTACT 811 CHICAGO/DIGGER (312) 744-7000 FOR LOCATES 48 HOURS PRIOR TO START OF CONSTRUCTION AND SPECIFY EXCAVATION TYPE.

5. DIRECTIONAL DRILLING IS CONSIDERED A HIGH-RISK EXCAVATION AS DETERMINED BY PHMSA AND NTSB; AS SUCH SPECIAL CONSIDERATIONS SHALL TAKE PLACE NEAR NATURAL GAS DISTRIBUTION LINES. CONTRACTOR MUST EXCAVATE OPENING LARGE ENOUGH TO OBSERVE BORE HEAD WHILE CROSSING GAS FACILITIES AND VERIFY THAT MINIMUM VERTICAL CLEARANCE IS OBTAINED.

6. LOCATIONS OF EXISTING GAS FACILITIES MUST BE VERIFIED AT SUFFICIENT INTERVALS, OR A MAXIMUM DISTANCE OF 50-FEET WHEN PARALLELING TO ENSURE MINIMUM HORIZONTAL EDGE TO EDGE SEPARATION IS MAINTAINED.

7. NOTIFY SYSTEM INTEGRITY OPERATIONS SUPERVISOR AT CENTRAL-SHOP-OUC@PEOPLESGASDELIVERY.COM, A MINIMUM OF FIVE (5) BUSINESS DAYS PRIOR TO EXCAVATION TO SET UP ON-SITE INSPECTION.

8. VALVE BASINS FRAMES, COVERS, GAS SHUT-OFF VALVES, ROADWAY BOXES SHALL NOT BE BURIED / COVERED AND REQUIRE UNRESTRICTED ACCESS AT ALL TIMES.

9. FOR VERTICAL ADJUSTMENTS, CONTACT PAVING AND RESTORATION AT PGLRESTORATION@PEOPLESGASDELIVERY.COM FOUR (4) WEEKS PRIOR TO THE START OF RESTORATION FOR PLANNING AND SCHEDULING. ALL GAS FACILITIES ARE TO BE MAINTAINED.

10. ANY DAMAGES TO PEOPLES GAS FACILITIES SHALL BE THE RESPONSIBILITY OF THE INSTALLING UTILITY AND THEIR CONTRACTOS(S). CALL (866) 556-6002 IMMEDIATELY FOR ANY DAMAGES TO THE GAS FACILITIES.

11. THE USE OF CONCRETE, FLOW FILL, OR THE LIKE IS PROHIBITED WITHIN 24-INCHES OF ALL GAS FACILITIES, NOR SHALL IT ENCASE ANY GAS FACILITY. A BUFFER OF 24-INCHES OF SAND IS TO BE USED BETWEEN FLOW FILL AND ALL GAS FACILITIES.

12. A MINIMUM OF 6-INCHES OF FA-02 OR FM-02 SAND SHALL BE USED WHEN BACKFILLING OTHER MATERIALS AROUND ANY EXPOSED GAS FACILITY. CONTRACTOR EXPOSING GAS FACILITY IS RESPONSIBLE FOR PROVIDING THE SAND.

13. GAS MAIN COVER MAY BE LESS THAN 36-INCHES IN SOME LOCATIONS. EXTRA PRECAUTION SHALL BE TAKEN DURING EXCAVATION. IF A STEEL OR REINFORCED PLASTIC PROTECTION PLATE (FRP) FOR GAS MAIN IS EXPOSED DURING ANY EXCAVATION ACTIVITIES, IMMEDIATELY NOTIFY PGL SHOP SUPERVISOR; MARIO MARTINEZ AT (773) 395-4231 AND BY E-MAIL AT: CENTRAL-SHOP-OUC@PEOPLESGASDELIVERY.COM. THE PLATE MUST BE RESTORED OR REPLACED WITH A MINIMUM OF 6-INCHES SAND BARRIER OVER GAS MAIN. INSPECTION BY PEOPLES GAS IS REQUIRED PRIOR TO BACKFILL.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS @ N DESIGN	
PAVEMENT RECONSTRUCTION - MAJOR COLLECTORS		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1.5"	4% @ 70 Gyr.	QC/QA
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 0.75"	3.5% @ 80 Gyr.	QC/QA
PAVEMENT RECONSTRUCTION - INTERSTATE		
STABILIZED SUBBASE - HOT-MIX ASPHALT, 4" (HMA BINDER IL-19.0)	3% @ 50 Gyr.	QC/QA
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)		

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

DBS | DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME = icsM-dbstepw21$	DESIGNED - HJM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES (1 OF 2)	
PLOT SCALE = 40.0000 ' / in.	DRAWN - OM	REVISED -			
PLOT DATE = 10/10/2025	CHECKED - HJM	REVISED -		SCALE:	SHEET NO. G-5 OF G-24 SHEETS
PLOT TIME = 9:05:21 PM	DATE -	REVISED -			

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	5
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: IcsM=dbstepw21\IC5_pdf_work_dir\9325420_50262K62-G005-GenNote1.dgn

CITY OF CHICAGO - GENERAL NOTES

1. THE CONVERSION OF NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) TO CITY OF CHICAGO DATUM IS APPROXIMATELY 579.19 FEET.

2. ALL WORK MUST CONFORM TO THE MOST CURRENT CITY OF CHICAGO STANDARDS FOR CONSTRUCTION IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, (ADA), AVAILABLE ON THE CITY OF CHICAGO WEBSITE.

3. CURB AND GUTTER CONSTRUCTION SHALL PROVIDE A MINIMUM CURB HEIGHT OF 3 INCHES AND MAXIMUM OF 9 INCHES.

4. THE LOCATIONS AND ELEVATIONS OF EXISTING SEWERS AND SEWER STRUCTURES SHOWN ON THE PLANS AND PROFILES HAVE BEEN OBTAINED FROM DRAWINGS AND ATLASES AND THE INFORMATION IS NOT GUARANTEED. THE RESIDENT ENGINEER AND THE CONTRACTOR SHALL FIELD VERIFY THE CITY'S EXISTING SEWER FACILITIES INCLUDING PUBLIC AND PRIVATE DRAIN CONNECTIONS IN THE LIMITS OF THE REFERENCED PROJECT FOR ANY CONFLICTS DUE TO THE PROPOSED IMPROVEMENTS. ANY CONFLICT SHOULD BE RESOLVED WITH THE DEPARTMENT OF WATER MANAGEMENT PRIOR TO START OF CONSTRUCTION.

5. IN CASE OF ANY DAMAGE TO THE CITY'S SEWER SYSTEM, PRIVATE, OR PUBLIC DRAIN CONNECTIONS, THE CONTRACTOR SHALL CONTACT THE CHICAGO DEPARTMENT OF WATER MANAGEMENT IMMEDIATELY AT (312) 747-8117 OR (312) 747-7893. THE CONTRACTOR SHALL AT HIS/HER OWN EXPENSE REPLACE THE AFFECTED SEWERS, DRAIN CONNECTIONS, AND SEWER STRUCTURES AS NECESSARY. THE SEWER FLOWS MUST BE MAINTAINED AT ALL TIMES.

6. CITY OF CHICAGO WATER VALVE VAULTS AND SEWER STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION WITHOUT WRITTEN PERMISSION FROM THE CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT.

7. AS-BUILT PLANS MUST BE SUBMITTED RIGHT AFTER COMPLETION. FINAL PAYMENT SHALL NOT BE MADE TO THE CONTRACTOR UNTIL THE DEPARTMENT OF WATER MANAGEMENT ACKNOWLEDGES RECEIPT OF AS-BUILT PLANS.

8. WHERE SECTION, SUBSECTION, SUBDIVISION OR PROPERTY MONUMENTS ARE ENCOUNTERED; THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

9. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE DEPARTMENT OF TRANSPORTATION OF ANY DAMAGE TO CITY OWNED AND MAINTAINED TRAFFIC SIGNS, SIGNALS, GUARDRAILS, FENCES, ETC.

10. THE CONTRACTOR SHALL SAWCUT A MINIMUM DEPTH OF ONE AND A HALF INCHES (1 1/2") WITH A CONCRETE SAWING MACHINE, TO PREVENT THE SURFACE FROM SPALLING WHEN THE SURFACE COURSE AND THE BASE COURSE ARE BROKEN. THE WORK SHALL BE DONE IN SUCH A MANNER THAT A STRAIGHT JOINT IS SECURED. THE CONTRACTOR SHALL SAWCUT THE PAVEMENT FULL DEPTH FOR PATCHES AND AROUND STRUCTURES. AT CONCRETE CURB AND GUTTER, CONTRACTOR SHALL SAWCUT TO THE BASE OF THE CURB AND GUTTER. ALL SAWCUTTING REQUIRED, WHETHER OR NOT SPECIFIED ON THE PLANS, SHALL BE INCLUDED IN THE COST OF THE ADJACENT REMOVAL PAY ITEMS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

11. 1/2-INCH THICK EXPANSION JOINTS SHALL BE PLACED BETWEEN THE SIDEWALK AND ALL STRUCTURES SUCH AS LIGHT STANDARDS, TRAFFIC LIGHT STANDARDS, AND MANHOLES WHICH EXTEND THROUGH THE SIDEWALK UNLESS OTHERWISE NOTED ON THE PLANS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE PORTLAND CEMENT CONCRETE SIDEWALK PAY ITEM. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

12. THE CONTRACTOR IS ADVISED THAT CERTAIN CONSTRUCTION OPERATIONS MAY REQUIRE COORDINATION WITH THE CITY OF CHICAGO AGENCIES PERFORMING WORK WITHIN THE LIMITS OF THIS PROJECT. THE CONTRACTOR SHALL COOPERATE TO THE FULLEST EXTEND WITH THESE AGENCIES IN COMPLIANCE WITH APPLICABLE PORTIONS OF ARTICLE 105.07 OF THE SSRBC.

13. FLOW RESTRICTORS SHALL BE INSTALLED IN ALL CATCH BASINS OUTSIDE OF THE CENTRAL BUSINESS DISTRICT EXCEPT IN CLOSE PROXIMITY TO VIADUCT AREA, BUS STOPS, OR EMERGENCY ENTRANCES. THE COST OF THE RESTRICTORS SHALL BE INCLUDED IN THE COST OF THE CATCH BASIN.

CHICAGO TRANSIT AUTHORITY (CTA) - GENERAL NOTES

1. THE CONTRACTOR SHALL ATTEND WEEKLY RAIL OPERATIONS MEETING TO DISCUSS PROJECT STATUS AND SCHEDULES.

2. THE CONTRACTOR SHALL PROTECT CTA'S EXISTING BLUE LINE TRACKS, RELAY HOUSE, AND SUPPORTING STRUCTURES DURING CONSTRUCTION.

3. THE CONTRACTOR SHALL ENSURE THAT ALL OPERATIONAL TRACKS ARE CLEAR OF CONSTRUCTION DEBRIS DURING ALL REMOVAL OPERATIONS, INCLUDING PARAPET REMOVAL AND TORCH CUTTING OF STEEL BEAMS.

4. THE CONTRACTOR SHALL INSPECT ALL EXISTING UTILITIES UNDERNEATH THE EXISTING BRIDGE DECK FOR STABLE CONDITIONS AND REMOVE THEM CAREFULLY TO AVOID IMPACTS TO CTA OPERATIONS.

5. THE CONTRACTOR SHALL PROVIDE ESTIMATED SCHEDULES OF EACH PHASE OF WORK UNDER FLAGGING SERVICES, SINGLE TRACK OPERATIONS, AND/OR LINE CUT OPERATIONS.

6. THE CONTRACTOR SHALL PROVIDE ESTIMATED REMOVAL TIME FRAME FOR EACH EXISTING STEEL BEAM AND ALL EXISTING BEAMS.

7. THE CONTRACTOR SHALL PROVIDE ESTIMATED INSTALLATION TIME FRAME FOR EACH PROPOSED STEEL BEAM.

8. THE CONTRACTOR SHALL ENSURE THAT THERE IS DESIGNATED FIRE WATCH PERSONNEL WITH A VALID RAIL SAFETY TRAINING (RST) CARD DURING TORCH CUTTING ACTIVITIES ABOVE THE CTA R.O.W. THIRD RAIL COVERS NEED TO BE DEPLOYED FOR THESE AREAS.

9. THE CONTRACTOR SHALL SUBMIT THEIR PLAN FOR PROTECTION TO CTA FOR APPROVAL BEFORE START OF CONSTRUCTION.

10. THE CONTRACTOR SHALL RESTORE ALL DAMAGED STRUCTURES AND UTILITIES TO THE SATISFACTION OF THE CTA.

11. IF ANY CTA BUS SERVICES CHANGES ARE REQUIRED, PROVIDE A MINIMUM OF A TWO (2) WEEK NOTICE TO CTA TRAFFIC PLANNING.

12. THE CONTRACTOR SHALL SUBMIT FOR CTA REVIEW PROCESS / STAGING PLAN IDENTIFYING EQUIPMENT TYPES AND LOCATIONS FOR :

    - DEMOLITION AND REPLACEMENT OF CENTRAL PARK BRIDGE DECK AND PIER REPLACEMENT.

    - EARTH RETENTION / SHORING PLANS
      SHORING OR SUPPORT OF EXCAVATIONS ADJACENT TO CTA STRUCTURES OR R.O.W. SHALL BE DESIGNED AND SEALED BY AN ILLINOIS LICENSED S.E. AND SHALL BE SUBMITTED TO CTA FOR REVIEW AND APPROVAL PRIOR TO THE START OF WORK.

13. ANY EXCAVATION OR DEMOLITION WORK THAT IS WITHIN 4'-6" OF ANY EXISTING CTA STRUCTURE SHALL BE DONE BY HAND.

14. THIS WORK IS SUBJECT TO THE REQUIREMENTS ESTABLISHED IN:
    CTA ADJACENT CONSTRUCTION MANUAL (LATEST EDITION)
    CTA REQUIREMENTS FOR CONTRACTORS WORKING ALONG THE RIGHT-OF-WAY (R.O.W.)

15. PLAN DIMENSIONS AND DETAILS RELATIVE TO CHICAGO TRANSIT AUTHORITY (CTA) TRACK ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY THE MINIMUM HORIZONTAL CLEARANCE DIMENSIONS FROM CENTERLINE OF TRACK TO THE FACE OF THE PROPOSED PIER PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. THE ALLOWABLE HORIZONTAL PERMANENT CLEARANCE SHALL BE:

    PROPOSED EDGE OF PIER TO ℄ TRACKS

    20'-10" ADJACENT TO EB 290
    20'-2" ADJACENT TO WB 290

    AND THE ALLOWABLE HORIZONTAL TEMPORARY CLEARANCE DURING CONSTRUCTION SHALL BE 6'-1" FROM CENTERLINE OF TRACK TO EDGE OF PIER. A MINIMUM VERTICAL CLEARANCE OF 14'-6" OF THE HIGH RUNNING RAIL OF THE CTA TRACK SHALL BE PROVIDED AT ALL TIMES.

16. COORDINATE INSURANCE REQUIREMENTS WITH:
    TAMIKA PRESS
    COORDINATOR, INSURANCE BENEFITS
    312-681-2901.

17. COORDINATE ALL CONSTRUCTION ACTIVITIES WITH:
    ABDIN CARRILLO
    PROJECT MANAGER III, CONSTRUCTION
    312-681-3913.

18. COORDINATE TRAFFIC PLANNING WITH:
    JACK CHALABIAN
    COORDINATOR, TRAFFIC PLANNING
    312-681-4176.

19. REFERENCE OUC NUMBER: EFP-130196.

DBS | DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME = icsM-dbstepw21$	DESIGNED - HJM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES (2 OF 2)	
PLOT SCALE = 40.0000 ' / in.	DRAWN - OM	REVISED -			
PLOT DATE = 10/10/2025	CHECKED - HJM	REVISED -		SCALE:	SHEET NO. G-6 OF G-24 SHEETS
PLOT TIME = 9:10:28 PM	DATE -	REVISED -			

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	6
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: W:\icsM-dbstepw21\IC5_pdf_work_dir\9325420_2\3D\62K62-5006-Gen-Note2.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED 10% STATE ROADWAY 0010 URBAN	90% FED 10% STATE BRIDGE 0010 016-2091	90% FED 10% STATE UTILITY 0010 URBAN	90% FED 10% STATE IDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT TRAFFIC SIGNALS 0021 URBAN
20101100	TREE TRUNK PROTECTION	EACH	1	1					
20101400	NITROGEN FERTILIZER NUTRIENT	POUND	10.0	10.0					
20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	10.0	10.0					
20200100	EARTH EXCAVATION	CU YD	1,616.3	1,616.3					
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	667	667					
20800150	TRENCH BACKFILL	CU YD	120	120					
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,430.00	1,430.00					
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	2,537	2,537					
25000210	SEEDING, CLASS 2A	ACRE	1	1					
25100630	EROSION CONTROL BLANKET	SQ YD	2,473	2,473					
25200110	SODDING, SALT TOLERANT	SQ YD	65	65					
25200200	SUPPLEMENTAL WATERING	UNIT	1	1					
28000400	PERIMETER EROSION BARRIER	FOOT	325	325					
28000510	INLET FILTERS	EACH	38	38					

* SPECIALTY ITEMS

FILE NAME: \\cskf-dbstepw21\ICS_pdf_work_dir\92250429_19D0X62-G007-SQQ1.dgn

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Chicago, Illinois 60606
312.857.1006

USER NAME = icsM-dbstepw21$	DESIGNED - JMM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES I	
PLOT SCALE = 0.2 '/ in.	DRAWN - MRK	REVISED -			
PLOT DATE = 10/10/2025	CHECKED - HJM	REVISED -			
PLOT TIME = 9:09:06 PM	DATE -	REVISED -		SCALE: NTS	SHEET NO. G-7 OF G-24 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	7
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED 10% STATE ROADWAY 0010 URBAN	90% FED 10% STATE BRIDGE 0010 016-2091	90% FED 10% STATE UTILITY 0010 URBAN	90% FED 10% STATE IDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT TRAFFIC SIGNALS 0021 URBAN
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	1,539	1,539					
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	667.0	667.0					
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	2,267	2,267					
31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	902	902					
31200500	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	SQ YD	728	728					
35102200	AGGREGATE BASE COURSE, TYPE B, 10"	SQ YD	91	91					
35300400	PORTLAND CEMENT CONCRETE BASE COURSE 9"	SQ YD	2,798	2,798					
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	630	630					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	630	630					
40600370	LONGITUDINAL JOINT SEALANT	FOOT	1,128	1,128					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	12	12					
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	116	116					
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	231	231					
42000060	WELDED WIRE REINFORCEMENT	SQ YD	171		171				

* SPECIALTY ITEMS

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PLOT SCALE = 0.2 '-' / in.	DRAWN - MRK	REVISED -	
PLOT DATE = 10/10/2025	CHECKED - HJM	REVISED -	
PLOT TIME = 9:06:04 PM	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES II

SCALE: NTS | SHEET NO. G-8 OF G-24 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	8
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

REV-SEP

FILE NAME: \\cs\M-dbstepw21\ICS_pdf_work_dir\93254420_1\D62K62-G008-SOQ2.dgn

				CONSTRUCTION CODE					
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
				ROADWAY	BRIDGE	UTILITY	IDOT LIGHTING	CDOT LIGHTING	CDOT TRAFFIC SIGNALS
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0010	0010	0010	0021	0021	0021
				URBAN	016-2091	URBAN	URBAN	URBAN	URBAN
42000500	PORTLAND CEMENT CONCRETE PAVEMENT, 10 INCH	SQ YD	178	178					
42000526	PORTLAND CEMENT CONCRETE PAVEMENT, 11 1/4" (JOINTED)	SQ YD	414	414					
42001300	PROTECTIVE COAT	SQ YD	1,978	1,978					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	5,536	5,536					
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	1,047	1,047					
44000100	PAVEMENT REMOVAL	SQ YD	2,918	2,918					
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,201	1,201					
44000600	SIDEWALK REMOVAL	SQ FT	6,346	6,346					
44001980	CONCRETE BARRIER REMOVAL	FOOT	485	485					
44004250	PAVED SHOULDER REMOVAL	SQ YD	516	516					
44200583	CLASS A PATCHES, TYPE IV, 12 INCH	SQ YD	315	315					
44213200	SAW CUTS	FOOT	763	763					
44213204	TIE BARS 3/4"	EACH	450	450					
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1				

* SPECIALTY ITEMS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
				ROADWAY	BRIDGE	UTILITY	IDOT LIGHTING	CDOT LIGHTING	CDOT TRAFFIC SIGNALS
				0010	0010	0010	0021	0021	0021
				URBAN	016-2091	URBAN	URBAN	URBAN	URBAN
50157300	PROTECTIVE SHIELD	SQ YD	1,602		1,602				
50200100	STRUCTURE EXCAVATION	CU YD	4,835.4		4,835.4				
50200450	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES	CU YD	1,208.9		1,208.9				
50300225	CONCRETE STRUCTURES	CU YD	1,482.9		1,482.9				
50300255	CONCRETE SUPERSTRUCTURE	CU YD	654.9		654.9				
50300260	BRIDGE DECK GROOVING	SQ YD	1,340.0		1,340.0				
50300285	FORM LINER TEXTURED SURFACE	SQ FT	2,832		2,832				
50300300	PROTECTIVE COAT	SQ YD	442		442				
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	286		286				
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1				
50500505	STUD SHEAR CONNECTORS	EACH	11,360		11,360				
50800105	REINFORCEMENT BARS	POUND	58,480		58,480				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	399,120		399,120				
50901730	BRIDGE FENCE RAILING	FOOT	188		188				

* SPECIALTY ITEMS

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED 10% STATE ROADWAY 0010 URBAN	90% FED 10% STATE BRIDGE 0010 016-2091	90% FED 10% STATE UTILITY 0010 URBAN	90% FED 10% STATE IDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT TRAFFIC SIGNALS 0021 URBAN
	50901739	BRIDGE FENCE RAILING, CURVED	FOOT	489		489				
	51100100	SLOPE WALL 4 INCH	SQ YD	333		333				
*	51201600	FURNISHING STEEL PILES HP12X53	FOOT	9,950		9,950				
*	51202305	DRIVING PILES	FOOT	9,950		9,950				
*	51203600	TEST PILE STEEL HP12X53	EACH	2		2				
*	51204650	PILE SHOES	EACH	199		199				
*	51500100	NAME PLATES	EACH	1		1				
*	51602000	PERMANENT CASING	FOOT	936		936				
*	51603000	DRILLED SHAFT IN SOIL	CU YD	170		170				
*	51604000	DRILLED SHAFT IN ROCK	CU YD	8		8				
*	52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	30		30				
*	52100520	ANCHOR BOLTS, 1"	EACH	80		80				
	52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	13,095		13,095				
	55100500	STORM SEWER REMOVAL 12"	FOOT	138			138			

* SPECIALTY ITEMS

					CONSTRUCTION CODE					
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
					ROADWAY	BRIDGE	UTILITY	IDOT LIGHTING	CDOT LIGHTING	CDOT TRAFFIC SIGNALS
CODE NO.	ITEM	UNIT	TOTAL QUANTITY		0010	0010	0010	0021	0021	0021
					URBAN	016-2091	URBAN	URBAN	URBAN	URBAN
55100700	STORM SEWER REMOVAL 15"	FOOT	43				43			
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	3,880			3,880				
58700300	CONCRETE SEALER	SQ FT	9,656			9,656				
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	615			615				
60108206	PIPE UNDERDRAINS, TYPE 2, 6"	FOOT	587				587			
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	305			305				
60200305	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	2				2			
60206602	CATCH BASINS, TYPE B, TYPE 8 GRATE	EACH	2				2			
60250200	CATCH BASINS TO BE ADJUSTED	EACH	8				8			
** 60255410	CATCH BASINS TO BE CLEANED	EACH	8				8			
60255500	MANHOLES TO BE ADJUSTED	EACH	13				13			
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	7				7			
60500040	REMOVING MANHOLES	EACH	1				1			
60500050	REMOVING CATCH BASINS	EACH	8				8			

* SPECIALTY ITEMS
** NOT ELIGIBLE FOR FEDERAL FUNDING, 100% STATE FUNDED

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123 N. Wacker Drive, Suite 2000
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312.857.1006

USER NAME = icsM-dbstepw21$	DESIGNED - JMM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES VI
PLOT SCALE = 0.2 '/ in.	DRAWN - MRK	REVISED -		SCALE: NTS / SHEET NO. G-12 OF G-24 SHEETS
PLOT DATE = 10/10/2025	CHECKED - HJM	REVISED -		
PLOT TIME = 9:06:36 PM	DATE -	REVISED -		

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	12
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

REV-SEP

					CONSTRUCTION CODE					
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
					ROADWAY	BRIDGE	UTILITY	IDOT LIGHTING	CDOT LIGHTING	CDOT TRAFFIC SIGNALS
CODE NO.	ITEM	UNIT	TOTAL QUANTITY		0010	0010	0010	0021	0021	0021
					URBAN	016-2091	URBAN	URBAN	URBAN	URBAN
60600605	CONCRETE CURB, TYPE B	FOOT	17		17					
60610400	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24	FOOT	495		495					
63700180	CONCRETE BARRIER, SINGLE FACE, 44 INCH HEIGHT	FOOT	98	*	98					
63700805	CONCRETE BARRIER TRANSITION	FOOT	80		80					
63700900	CONCRETE BARRIER BASE	FOOT	178		178					
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	389		389					
66400305	CHAIN LINK FENCE, 6'	FOOT	429		429					
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	1,170	*	1,170					
66900530	SOIL DISPOSAL ANALYSIS	EACH	3	*	3					
66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	*	1					
66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION PLAN	L SUM	1	*	1					
66901006	REGULATED SUBSTANCES MONITORING	CAL DA	8	*	8					
67100100	MOBILIZATION	L SUM	1		1					
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	56		56					

* SPECIALTY ITEMS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED 10% STATE ROADWAY 0010 URBAN	90% FED 10% STATE BRIDGE 0010 016-2091	90% FED 10% STATE UTILITY 0010 URBAN	90% FED 10% STATE IDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT TRAFFIC SIGNALS 0021 URBAN
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	3,162	3,162					
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	11,392	11,392					
70303120	TEMPORARY PAVEMENT MARKING - LINE 4" - MODIFIED URETHANE	FOOT	6,771	6,771					
70303125	TEMPORARY PAVEMENT MARKING - LINE 5" - MODIFIED URETHANE	FOOT	2,724	2,724					
70303140	TEMPORARY PAVEMENT MARKING - LINE 8" - MODIFIED URETHANE	FOOT	506	506					
70303160	TEMPORARY PAVEMENT MARKING - LINE 12" - MODIFIED URETHANE	FOOT	105	105					
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	17,395	17,395					
70307125	TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE	FOOT	5,546	5,546					
70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	963	963					
70307140	TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE	FOOT	1,422	1,422					
70307160	TEMPORARY PAVEMENT MARKING - LINE 12" - TYPE IV TAPE	FOOT	204	204					
70307210	TEMPORARY PAVEMENT MARKING - LINE 24" - TYPE IV TAPE	FOOT	26	26					
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,213	1,213					

* SPECIALTY ITEMS

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 90% FED 10% STATE ROADWAY 0010 URBAN	90% FED 10% STATE BRIDGE 0010 016-2091	90% FED 10% STATE UTILITY 0010 URBAN	90% FED 10% STATE IDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT TRAFFIC SIGNALS 0021 URBAN
	70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	216	216					
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,375	1,375					
	70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2					
	70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2					
	70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4					
	70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	4					
*	72000100	SIGN PANEL - TYPE 1	SQ FT	113	113					
*	72000300	SIGN PANEL - TYPE 3	SQ FT	201	201					
*	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	17	17					
*	72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	11	11					
*	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	48	48					
*	72900200	METAL POST - TYPE B	FOOT	68	68					
*	73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	4	4					
*	73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	19	19					

* SPECIALTY ITEMS

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USER NAME = lcsM-dbstepw21$	DESIGNED - JMM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES IX
PLOT SCALE = 0.2 '/ in.	DRAWN - MRK	REVISED -		SCALE: NTS / SHEET NO. G-15 OF G-24 SHEETS
PLOT DATE = 10/10/2025	CHECKED - HJM	REVISED -		
PLOT TIME = 9:08:34 PM	DATE -	REVISED -		

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	15
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

REV-SEP

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED 10% STATE ROADWAY 0010 URBAN	90% FED 10% STATE BRIDGE 0010 016-2091	90% FED 10% STATE UTILITY 0010 URBAN	90% FED 10% STATE IDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT TRAFFIC SIGNALS 0021 URBAN
*	73602000	REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	EACH	1	1					
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2,905	2,905					
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	896	896					
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	701	701					
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	454	454					
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	438	438					
*	78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73	73					
*	78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7"	FOOT	141	141					
*	78004640	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 8"	FOOT	2,595	2,595					
*	78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	10	10					
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	3,238	3,238					
*	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	553	553					
*	78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	886	886					
*	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	17	17					

* SPECIALTY ITEMS

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 90% FED 10% STATE ROADWAY 0010 URBAN	90% FED 10% STATE BRIDGE 0010 016-2091	90% FED 10% STATE UTILITY 0010 URBAN	90% FED 10% STATE IDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT TRAFFIC SIGNALS 0021 URBAN
*	78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	187	187					
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	8,423	8,423					
*	80400200	ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1					1	
*	80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	3					3	
*	81022300	CONDUIT ENCASED IN CONCRETE, 4" DIA., PVC	FOOT	150			150			
*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	120						120
*	81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	20			20			
*	81028370	UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	1,117						1,117
*	81028750	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	1,019			20		999	
*	81100320	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	276				276		
*	81100605	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL	FOOT	444				444		
*	81100805	CONDUIT ATTACHED TO STRUCTURE, 3" DIA., PVC COATED GALVANIZED STEEL	FOOT	40				40		
*	81100905	CONDUIT ATTACHED TO STRUCTURE, 3 1/2" DIA., PVC COATED GALVANIZED STEEL	FOOT	2,205					2205	
*	81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	385					385	

* SPECIALTY ITEMS

					CONSTRUCTION CODE					
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0010 URBAN	BRIDGE 0010 016-2091	UTILITY 0010 URBAN	IDOT LIGHTING 0021 URBAN	CDOT LIGHTING 0021 URBAN	CDOT TRAFFIC SIGNALS 0021 URBAN
*	81200270	CONDUIT EMBEDDED IN STRUCTURE, 4" DIA., PVC	FOOT	165			165			
*	81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	8				8		
*	81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	2				2		
*	81300830	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"	EACH	11				11		
*	81603090	UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	339				339		
*	81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1,872				1,872		
*	81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	698				698		
*	81702140	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	2,094				2,094		
*	81702170	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2/0	FOOT	1,608					1608	
*	81800320	AERIAL CABLE, 3-1/C NO. 4 WITH MESSENGER WIRE	FOOT	266				266		
*	82110027	LUMINAIRE, LED, UNDERPASS, SUSPENDED, OUTPUT DESIGNATION E	EACH	8				8		
*	83001500	LIGHT POLE, ALUMINUM, 35 FT. M.H., 12 FT DAVIT ARM	EACH	2					2	
*	87301188	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 12 22	FOOT	1,300						1,300
*	87301800	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 4 2 C	FOOT	275						275

* SPECIALTY ITEMS

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED 10% STATE ROADWAY 0010 URBAN	90% FED 10% STATE BRIDGE 0010 016-2091	90% FED 10% STATE UTILITY 0010 URBAN	90% FED 10% STATE IDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT TRAFFIC SIGNALS 0021 URBAN
*	88040070	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	6						6
*	88040090	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	10						10
*	88040110	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	2						2
*	88040120	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	2						2
*	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	16						16
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1,000						1,000
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2						2
*	89502380	REMOVE EXISTING HANDHOLE	EACH	7						7
*	X0320051	CROSSHOLE SONIC LOGGING ACCESS DUCTS	FOOT	981		981				
*	X0320052	CROSSHOLE SONIC LOGGING TESTING	EACH	18		18				
*	X0322463	CONNECTION TO EXISTING SEWER	EACH	3			3			
*	X0322679	CONCRETE FOUNDATION FOR TYPE SUPER "P" BASEMOUNTED TRAFFIC SIGNAL CONTROLLER CABINET	EACH	2						2
*	X0322691	POLE, STEEL, ANCHOR BASE, 11" DIA., 3-GAUGE, 34'-6"	EACH	1						1

* SPECIALTY ITEMS

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED 10% STATE ROADWAY 0010 URBAN	90% FED 10% STATE BRIDGE 0010 016-2091	90% FED 10% STATE UTILITY 0010 URBAN	90% FED 10% STATE IDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT TRAFFIC SIGNALS 0021 URBAN
*	X0322692	POLE, STEEL, ANCHOR BASE, 12.5" DIA., 3-GAUGE, 34'-6"	EACH	1						1
	X0323706	TRASH RECEPTACLE RELOCATION	EACH	1	1					
	X0324198	REMOVAL OF ASBESTOS CEMENT CONDUIT	FOOT	1,836			1,836			
*	X0324412	CONCRETE FOUNDATION, 24" DIAMETER, 1-1/4" ANCHOR RODS, 15" BOLT CIRCLE	FOOT	39						39
*	X0324487	CONCRETE FOUNDATION, 30" DIAMETER, 1-1/2" ANCHOR RODS, 16 1/2" BOLT CIRCLE	FOOT	11						11
*	X0324517	ELECTRICAL MANHOLE, 3' X 4' X 4', WITH 24" FRAME AND LID	EACH	5						5
*	X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	100						100
*	X0325531	PVC CONDUIT IN TRENCH, 2" (SCHEDULE 40)	FOOT	689					689	
*	X0325839	SIGNAL TIMING	L SUM	1						1
*	X0326326	CABLE IN CONDUIT, TRIPLEX, 2-1/C NO. 6 AND 1-1/C NO. 8 GROUND	FOOT	3,161					3161	
*	X0327976	TRACK MONITORING	CAL DA	120	120					
*	X0933900	PVC CONDUIT IN TRENCH 3" (SCHEDULE #80)	FOOT	2,000						2,000
*	X1400202	LUMINAIRE (SPECIAL)	EACH	15					15	

* SPECIALTY ITEMS

FILE NAME: \\cskf-dbstepw21\ICS_pdf_work_dir\93250420_24D0D582-D2D3-9CD14.dgn

DBS STERLIN CONSULTANTS, INC
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME = icsM-dbstepw21$	DESIGNED - JMM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES XIV
PLOT SCALE = 0.2 '/ in.	DRAWN - MRK	REVISED -		
PLOT DATE = 10/10/2025	CHECKED - HJM	REVISED -		SCALE: NTS / SHEET NO. G-20 OF G-24 SHEETS
PLOT TIME = 9:09:23 PM	DATE -	REVISED -		

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	20
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

REV-SEP

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED 10% STATE ROADWAY 0010 URBAN	90% FED 10% STATE BRIDGE 0010 016-2091	90% FED 10% STATE UTILITY 0010 URBAN	90% FED 10% STATE IDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT TRAFFIC SIGNALS 0021 URBAN
*	X1700001	DRILL EXISTING MANHOLE, HEAVY DUTY HANDHOLE, OR MEDIAN WALL JUNCTION BOX	EACH	20					9	11
	X2080251	TRENCH AND BACKFILL WITH SCREENINGS	FOOT	2,410						2,410
	X2130010	EXPLORATION TRENCH (SPECIAL)	FOOT	50			50			
	X4240116	TEMPORARY SIDEWALK RAMP	EACH	22	22					
*	X4240800	DETECTABLE WARNINGS (SPECIAL)	SQ FT	193	193					
	X4404400	PAVEMENT REMOVAL (SPECIAL)	SQ YD	527	527					
*	X5080530	BAR TERMINATORS	EACH	444		444				
*	X5120013	PILE REMOVAL	EACH	45		45				
	X5504000	STORM SEWER, DUCTILE IRON PIPE, TYPE 2, 8 INCH	FOOT	43			43			
	X6022505	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID (CITY OF CHICAGO)	EACH	3			3			
	X6060045	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-V.12 (CDOT)	FOOT	1,019	1,019					
	X6640104	FENCE REMOVAL	FOOT	824	824					
	X6700410	ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)	CAL MO	18	18					
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1					

* SPECIALTY ITEMS

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
					ROADWAY	BRIDGE	UTILITY	IDOT LIGHTING	CDOT LIGHTING	CDOT TRAFFIC SIGNALS
					0010	0010	0010	0021	0021	0021
					URBAN	016-2091	URBAN	URBAN	URBAN	URBAN
	X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1					
	X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	480	480					
*	X7200052	REMOVE, STORE AND RE-ERECT SIGN PANEL	SQ FT	2	2					
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	201	201					
*	X7370007	REMOVE CONCRETE FOUNDATION (ELECTRICAL)	EACH	12						12
	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	132	132					
*	X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	132	132					
*	X8000003	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	24				24		
*	X8130108	JUNCTION BOX, POLE OR POST MOUNTED	EACH	16						16
*	X8131168	JUNCTION BOX, NON-METALLIC, EMBEDDED IN STRUCTURE, 21" X 11" X 08"	EACH	6			4	2		
*	X8140105	HANDHOLE (SPECIAL)	EACH	2						2
*	X8301802	REMOVE TEMPORARY WOOD POLE	EACH	2				2		
*	X8302151	TEMPORARY WOOD POLE, 50 FT., CLASS 4	EACH	2				2		
*	X8308120	POLE, STEEL, ANCHOR BASE, 10" DIA., 7-GAUGE, 34'-6"	EACH	12						12

* SPECIALTY ITEMS

					CONSTRUCTION CODE					
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0010 URBAN	BRIDGE 0010 016-2091	UTILITY 0010 URBAN	IDOT LIGHTING 0021 URBAN	CDOT LIGHTING 0021 URBAN	CDOT TRAFFIC SIGNALS 0021 URBAN
*	X8400104	MAINTENANCE OF STREET LIGHTING SYSTEM (CITY OF CHICAGO)	L SUM	1					1	
*	X8420111	REMOVAL OF UNDERPASS LIGHTING UNIT, NO SALVAGE	EACH	8				8		
*	X8440124	REMOVE EXISTING STREET LIGHTING EQUIPMENT	EACH	1					1	
*	X8570102	INTERSECTION TECHNOLOGY ENHANCEMENTS	EACH	2						2
*	X8570301	ADVANCED TRANSPORTATION CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	2						2
*	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	16						16
*	X8760201	PEDESTRIAN PUSH-BUTTON POST	EACH	3						3
*	X8774120	MAST ARM, STEEL, MONOTUBE 20 FT	EACH	2						2
*	X8774126	MAST ARM, STEEL, MONOTUBE 26 FT	EACH	2						2
*	X8774130	MAST ARM, STEEL, MONOTUBE 30 FT	EACH	1						1
*	X8774135	MAST ARM, STEEL, MONOTUBE 35 FT	EACH	1						1
*	X8776112	MAST ARM, STEEL, STREET LIGHTING, 12 FOOT	EACH	13					13	
*	X8900100	TEMPORARY TRAFFIC SIGNAL INSTALLATION (SPECIAL)	EACH	2						2
*	X8900104	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2						2

* SPECIALTY ITEMS

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED 10% STATE ROADWAY 0010 URBAN	90% FED 10% STATE BRIDGE 0010 016-2091	90% FED 10% STATE UTILITY 0010 URBAN	90% FED 10% STATE IDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT LIGHTING 0021 URBAN	90% FED 10% STATE CDOT TRAFFIC SIGNALS 0021 URBAN
*	Z0010614	CLEANING EXISTING MANHOLE OR HANDHOLE	EACH	1						1
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1					
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1					
*	X0933904	PVC CONDUIT IN TRENCH 3 1/2" (SCHEDULE #80)	FOOT	790					790	
Ø	Z0076600	TRAINEES	HOUR	1500	1500					
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	1500	1500					

* SPECIALTY ITEMS

Ø 0042

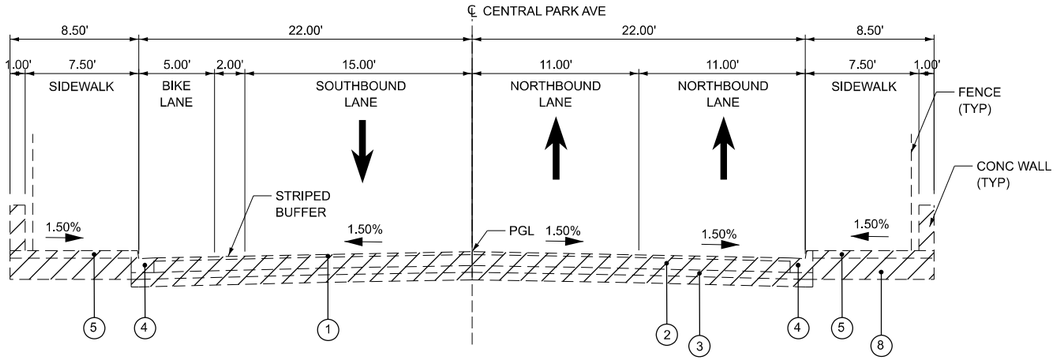
DBS DB STERLIN CONSULTANTS, INC
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

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PLOT DATE = 10/10/2025	CHECKED - HJM	REVISED -		SCALE: NTS / SHEET NO. G-24 OF G-24 SHEETS
PLOT TIME = 9:11:16 PM	DATE -	REVISED -		

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	24
		CONTRACT NO. 62K62		
		ILLINOIS FED. AID PROJECT		

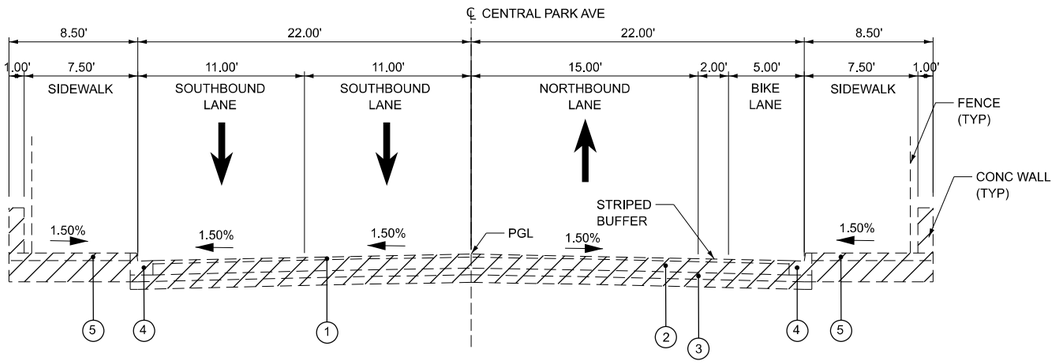
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EXISTING CENTRAL PARK AVENUE

NORTH OF I-290 BRIDGE
(LOOKING NORTH)
STA 605+13.10 TO STA 606+27.00



EXISTING CENTRAL PARK AVENUE

SOUTH OF I-290 BRIDGE
(LOOKING NORTH)
STA 601+47.38 TO STA 602+69.93

LEGEND

1. HMA PAVEMENT
2. PCC PAVEMENT
3. STABILIZED SUBBASE
4. PCC COMBO CURB & GUTTER
5. PCC SIDEWALK
6. HMA SHOULDER
7. PCC SHOULDER
8. AGGREGATE BASE

ITEM TO BE REMOVED

NOTE: SEE SOIL BORINGS FOR EXISTING PAVEMENT DEPTHS.

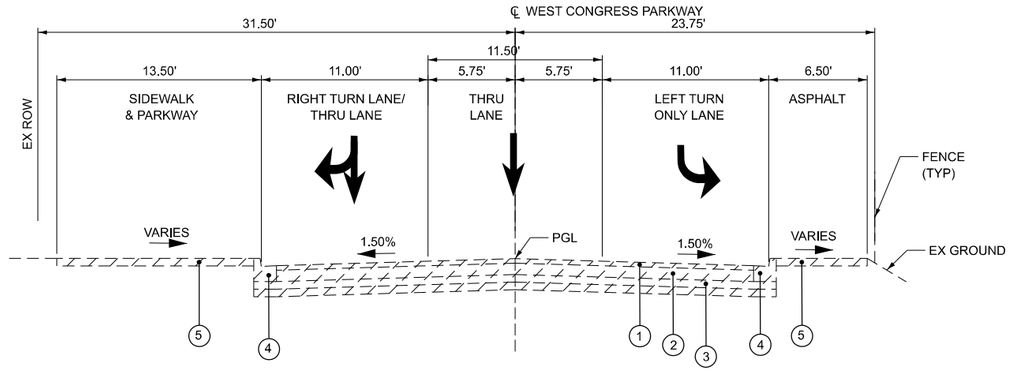
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Jacobs

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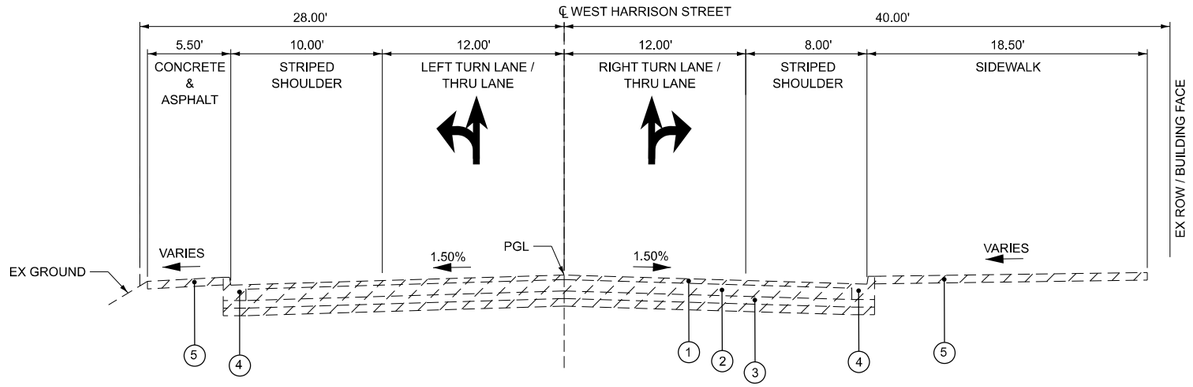
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	25
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

STA. 00+000 TO STA. 00+000



EXISTING WEST CONGRESS PARKWAY

(LOOKING EAST, ONE-WAY WESTBOUND)
STA 10+83.39 TO STA 13+50.00



EXISTING WEST HARRISON STREET

(LOOKING EAST, ONE-WAY EASTBOUND)
STA 2+25.00 TO STA 4+63.53

LEGEND

1. HMA PAVEMENT
2. PCC PAVEMENT
3. STABILIZED SUBBASE
4. PCC COMBO CURB & GUTTER
5. PCC SIDEWALK
6. HMA SHOULDER
7. PCC SHOULDER
8. AGGREGATE BASE

ITEM TO BE REMOVED

NOTE: SEE SOIL BORINGS FOR EXISTING PAVEMENT DEPTHS.

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Jacobs

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PLOT DATE = 10/10/2025	CHECKED - KRW	REVISED -			
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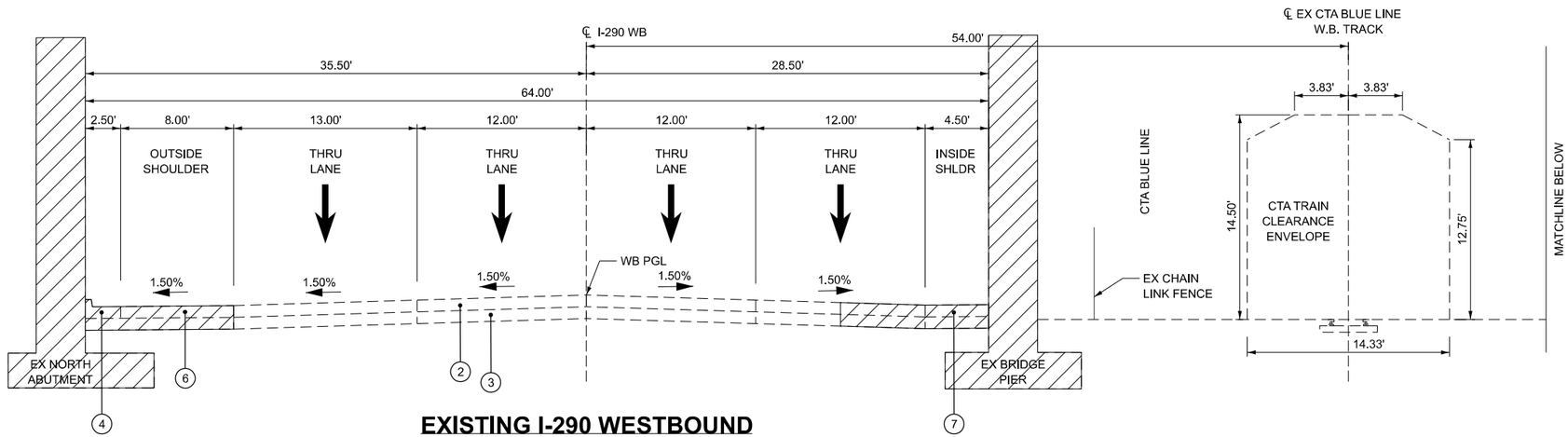
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	26
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

LEGEND

1. HMA PAVEMENT
2. PCC PAVEMENT
3. STABILIZED SUBBASE
4. PCC COMBO CURB & GUTTER
5. PCC SIDEWALK
6. HMA SHOULDER
7. PCC SHOULDER
8. AGGREGATE BASE

ITEM TO BE REMOVED

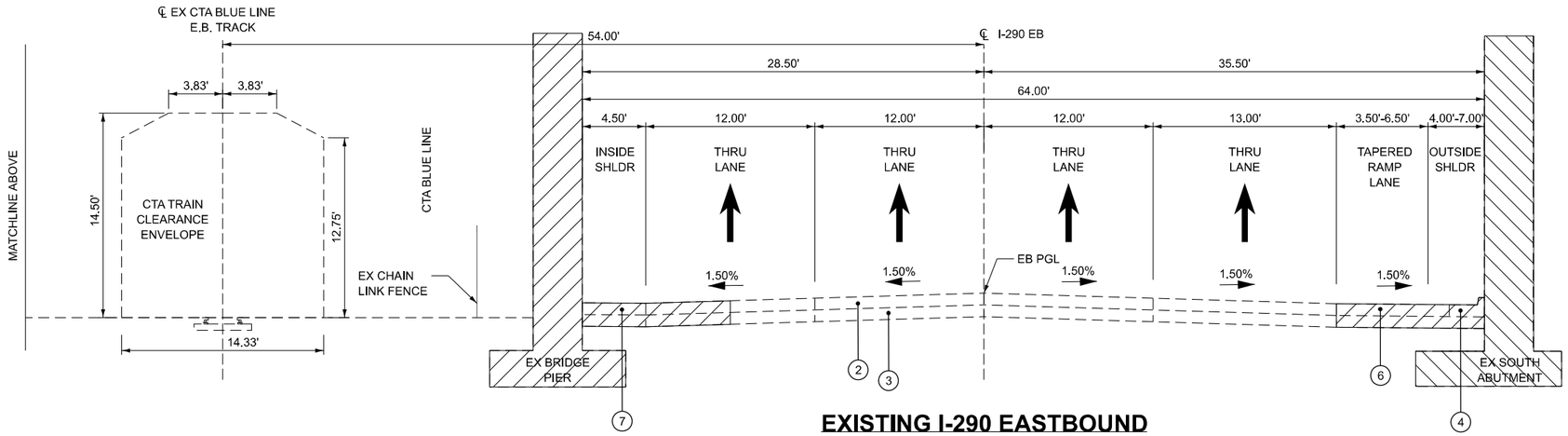
NOTE: SEE SOIL BORINGS FOR EXISTING PAVEMENT DEPTHS.



EXISTING I-290 WESTBOUND

(LOOKING EAST)

STA 172+12.21 TO STA 173+01.26



EXISTING I-290 EASTBOUND

(LOOKING EAST)

STA 172+12.38 TO STA 172+96.37

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Jacobs

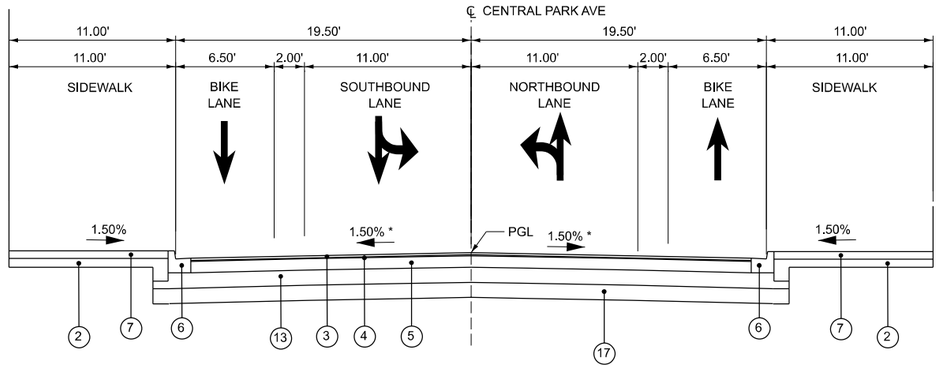
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PLOT DATE = 10/10/2025	CHECKED - KRW	REVISED -			
PLOT TIME = 9:30:42 PM	DATE -	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
EXISTING I-290

SCALE: 1" = 10' | SHEET NO. C-3 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	27
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			



PROPOSED CENTRAL PARK AVENUE

STA 601+47.38 TO STA 602+68.93
STA 605+14.18 TO STA 606+27.00

SEE STRUCTURAL PLANS FOR STA 602+68.93 TO STA 605+14.18

SEE PROPOSED ROADWAY PLANS FOR LIMITS
OF ADDITIONAL AGGREGATE SUBGRADE
IMPROVEMENT (CU YD) AREAS.

* SLOPES VARY THROUGH INTERSECTION.
SEE PROPOSED ROADWAY PROFILES.

LEGEND

1. TOPSOIL FURNISH AND PLACE, 6" (21101625)
2. SUBBASE GRANULAR MATERIAL, TYPE B 6" (31101400)
3. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX D, N70, 1.5" (40604062)
4. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 0.75" (40603200)
5. PORTLAND CEMENT CONCRETE BASE COURSE 9" (35300400)
6. COMBINATION CONCRETE CURB AND GUTTER, TYPE B V-12 (CDOT) (X6060045)
7. PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)
8. 11 1/4" PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) (42000526)
9. AGGREGATE BASE COURSE, TYPE B, 10" (35102200)
10. COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24 (60610400)
11. CLASS A PATCHES, TYPE IV, 12 INCH (442000583)
12. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4" (31200500)
13. AGGREGATE SUBGRADE IMPROVEMENT, 12" (30300112)
14. SHOULDER RUMBLE STRIPS, 16 INCH (64200116)
15. CHAIN LINK FENCE, 6' (66400305)
16. PIPE UNDERDRAINS, TYPE 2, 6" (60108206)
17. AGGREGATE SUBGRADE IMPROVEMENT (30300001)

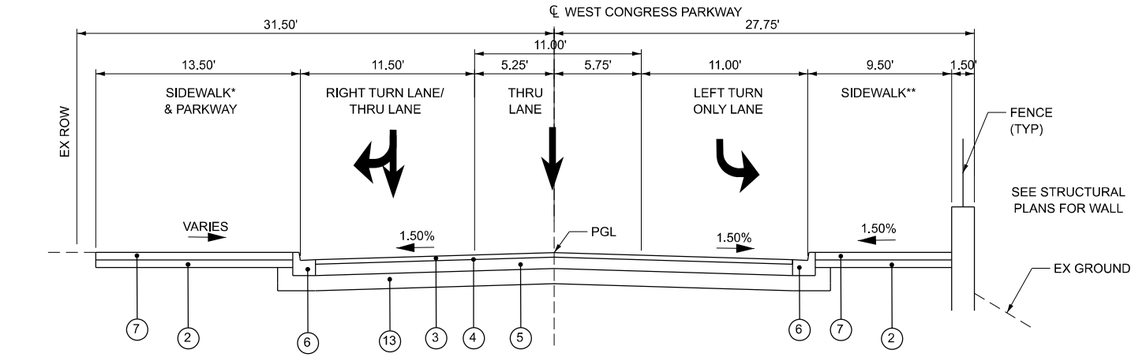
NOTE:
THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED
ON P HMA IL-4.75 N50.

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Jacobs

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PLOT DATE = 10/10/2025	CHECKED - KRW	REVISED -			
PLOT TIME = 10:00:29 PM	DATE -	REVISED -		SCALE: 1" = 10' / SHEET NO. C-4 OF C-102 SHEETS / STA. 00+000 TO STA. 00+000	

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	28
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

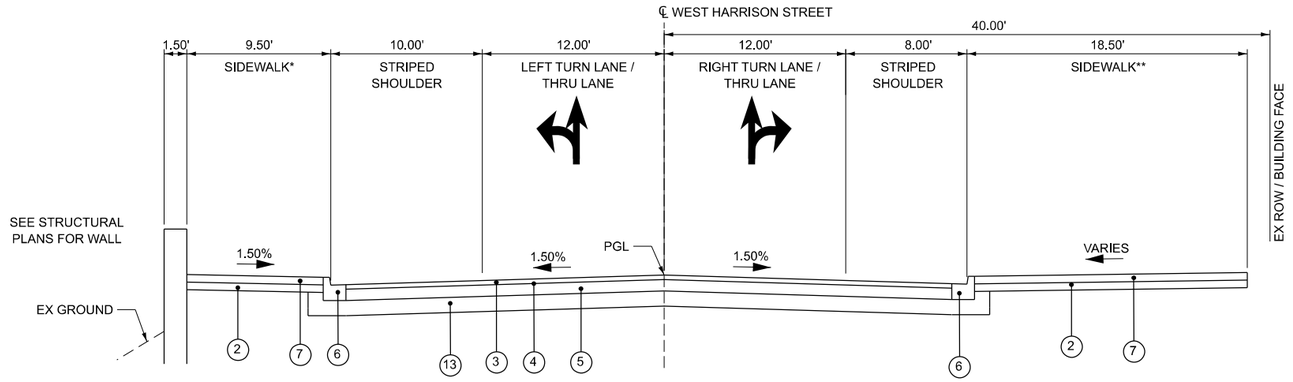


*STA 12+79.00 TO STA 13+11.75

** STA 12+79.00 TO STA 13+05.00

PROPOSED WEST CONGRESS PARKWAY

(LOOKING EAST, ONE-WAY WESTBOUND)
STA 12+79.00 TO STA 13+50.00



* STA 2+71.47 TO STA 2+96.47

** STA 2+35.96 TO STA 2+96.47

PROPOSED WEST HARRISON STREET

(LOOKING EAST, ONE-WAY EASTBOUND)
STA 2+25.00 TO STA 2+96.47

LEGEND

1. TOPSOIL FURNISH AND PLACE, 6" (21101625)
2. SUBBASE GRANULAR MATERIAL, TYPE B 6" (31101400)
3. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX D, N70, 1.5" (40604062)
4. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 0.75" (40603200)
5. PORTLAND CEMENT CONCRETE BASE COURSE 9" (35300400)
6. COMBINATION CONCRETE CURB AND GUTTER, TYPE B V-12 (CDOT) (X6060045)
7. PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)
8. 11 1/4" PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) (42000526)
9. AGGREGATE BASE COURSE, TYPE B, 10" (35102200)
10. COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24 (60610400)
11. CLASS A PATCHES, TYPE IV, 12 INCH (442000583)
12. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4" (31200500)
13. AGGREGATE SUBGRADE IMPROVEMENT, 12" (30300112)
14. SHOULDER RUMBLE STRIPS, 16 INCH (64200116)
15. CHAIN LINK FENCE, 6' (66400305)
16. PIPE UNDERDRAINS, TYPE 2, 6" (60108206)
17. AGGREGATE SUBGRADE IMPROVEMENT (30300001)

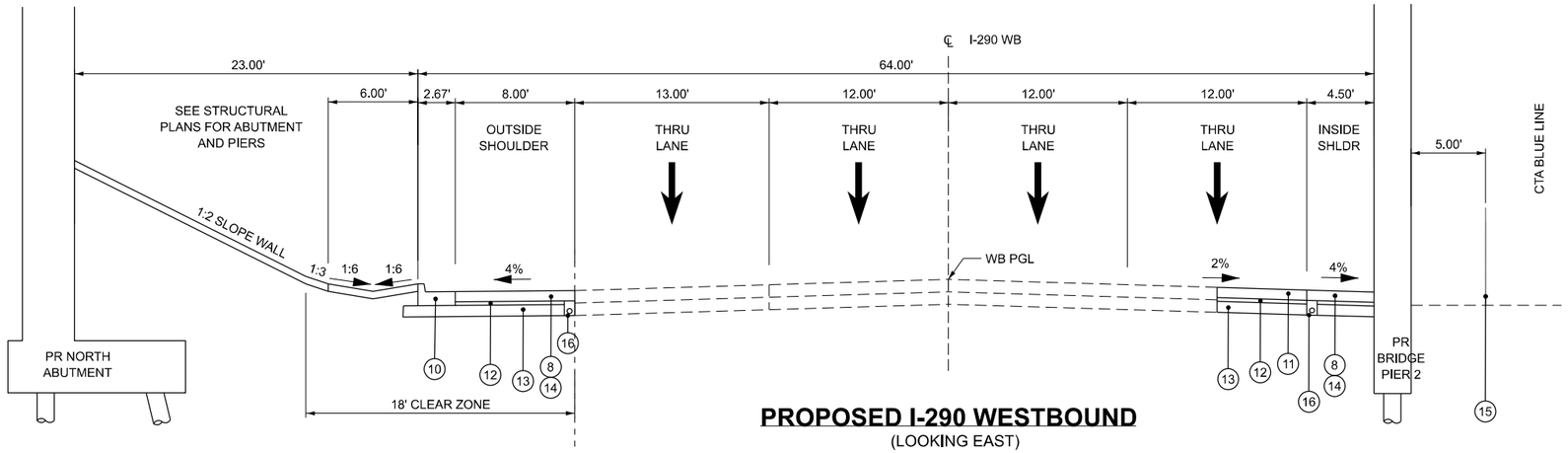
NOTE:
THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON P HMA IL-4.75 N50.

FILE NAME: \\esM-dbstepw21\IC\S_pdf_work_dir\934\5424_311D1629\62ceh\typical-05.dgn

Jacobs

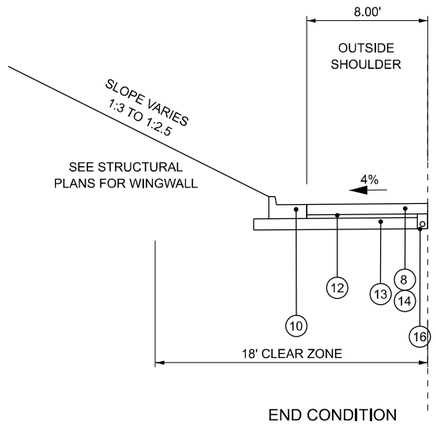
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PLOT SCALE = 0.16666667 ' / in.	DRAWN - KRW	REVISED -			
PLOT DATE = 10/10/2025	CHECKED - KRW	REVISED -			
PLOT TIME = 9:59:42 PM	DATE -	REVISED -		SCALE: 1" = 10' / SHEET NO. C-5 OF C-102 SHEETS / STA. 00+000 TO STA. 00+000	

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	29
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

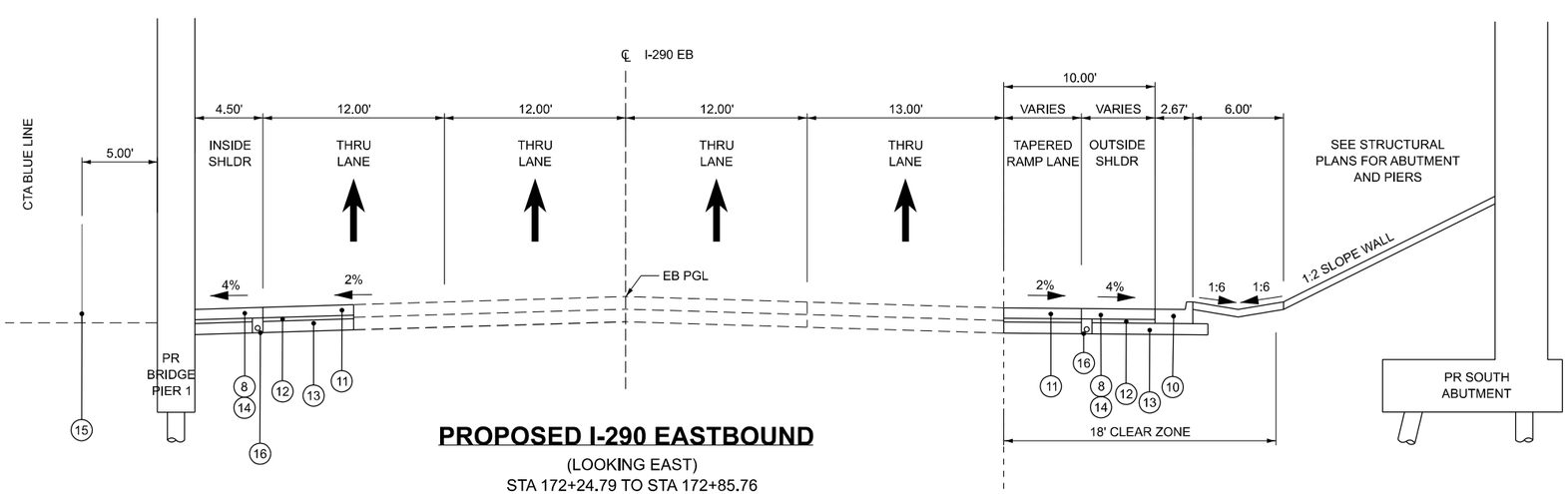


PROPOSED I-290 WESTBOUND

(LOOKING EAST)
STA 172+21.85 TO STA 172+82.87



END CONDITION
(LOOKING EAST)
STA 172+07.04 TO STA 172+21.85
STA 172+82.87 TO STA 174+23.85



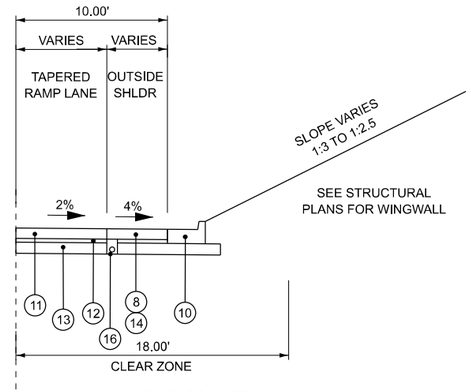
PROPOSED I-290 EASTBOUND

(LOOKING EAST)
STA 172+24.79 TO STA 172+85.76

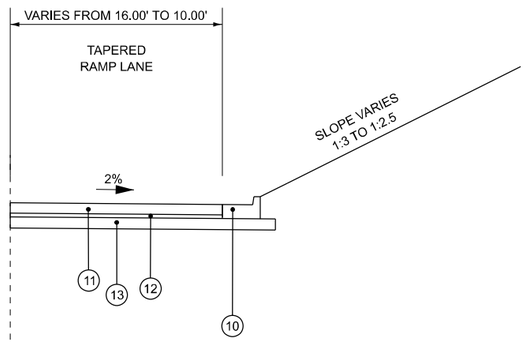
LEGEND

1. TOPSOIL FURNISH AND PLACE, 6" (21101625)
2. SUBBASE GRANULAR MATERIAL, TYPE B 6" (31101400)
3. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX D, N70, 1.5" (40604062)
4. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 0.75" (40603200)
5. PORTLAND CEMENT CONCRETE BASE COURSE 9" (35300400)
6. COMBINATION CONCRETE CURB AND GUTTER, TYPE B V-12 (CDOT) (X6060045)
7. PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)
8. 11 1/4" PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) (42000526)
9. AGGREGATE BASE COURSE, TYPE B, 10" (35102200)
10. COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24 (60610400)
11. CLASS A PATCHES, TYPE IV, 12 INCH (442000583)
12. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4" (31200500)
13. AGGREGATE SUBGRADE IMPROVEMENT, 12" (30300112)
14. SHOULDER RUMBLE STRIPS, 16 INCH (64200116)
15. CHAIN LINK FENCE, 6' (66400305)
16. PIPE UNDERDRAINS, TYPE 2, 6" (60108206)
17. AGGREGATE SUBGRADE IMPROVEMENT (30300001)

NOTE:
THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON P HMA IL-4.75 N50.



END CONDITION
(LOOKING EAST)
STA 171+10.69 TO STA 172+24.79
STA 172+85.76 TO STA 173+26.41



END CONDITION
(LOOKING EAST)
STA 170+48.45 TO STA 171+10.69

FILE NAME: \\icsM-dbstepw21\ICS_pdf_work_dir\93415424_7f01f02fd02e4fa\typical-06.dgn

Jacobs

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PLOT DATE	= 10/10/2025	CHECKED	- KRW	REVISED	-
PLOT TIME	= 9:42:29 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PROPOSED I-290

SCALE: 1" = 10' | SHEET NO. C-6 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	30
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

SITE BENCHMARKS

BM CWA 6 ELEV = 610.40
2 INCH (5 CM) ALUMINUM DISK SET ON A CONCRETE CURB.

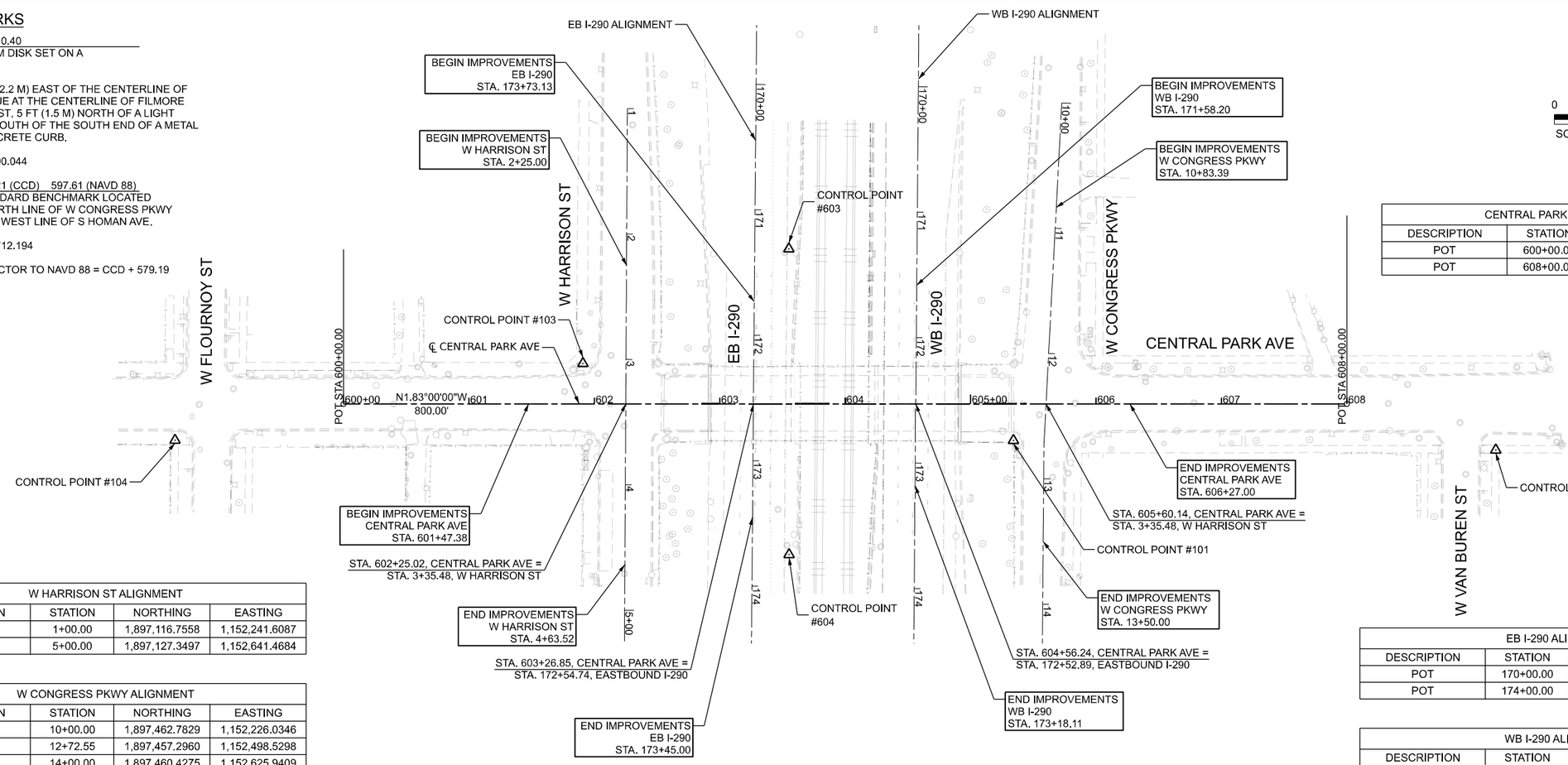
THE STATION IS 40 FT (12.2 M) EAST OF THE CENTERLINE OF SOUTH CENTRAL AVENUE AT THE CENTERLINE OF FILMORE STREET EXTENDED WEST, 5 FT (1.5 M) NORTH OF A LIGHT POLE AND 4 FT (1.2 M) SOUTH OF THE SOUTH END OF A METAL RAILING, ALL ON A CONCRETE CURB.

N 1895005.396 E 1139290.044

BM 277 ELEV = 18.421 (CCD) 597.61 (NAVD 88)
CITY OF CHICAGO STANDARD BENCHMARK LOCATED 11.1' SOUTH OF THE NORTH LINE OF W CONGRESS PKWY AND 53.4' WEST OF THE WEST LINE OF S HOMAN AVE.

N 1897507.461 E 1153712.194

NOTE: CONVERSION FACTOR TO NAVD 88 = CCD + 579.19



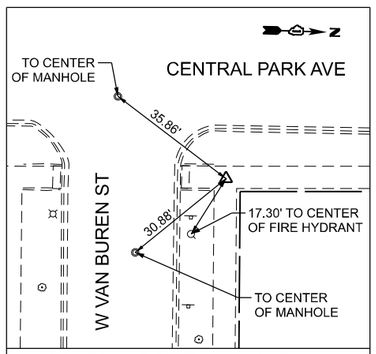
CENTRAL PARK AVENUE ALIGNMENT			
DESCRIPTION	STATION	NORTHING	EASTING
POT	600+00.00	1,896,898.0924	1,152,484.2074
POT	608+00.00	1,897,697.6823	1,152,458.5940

W HARRISON ST ALIGNMENT			
DESCRIPTION	STATION	NORTHING	EASTING
POT	1+00.00	1,897,116.7558	1,152,241.6087
POT	5+00.00	1,897,127.3497	1,152,641.4684

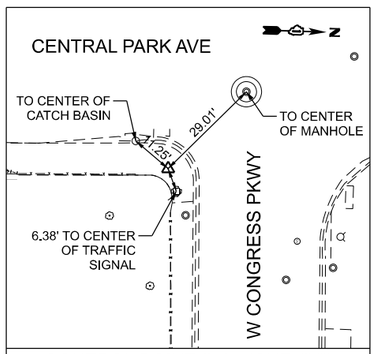
W CONGRESS PKWY ALIGNMENT			
DESCRIPTION	STATION	NORTHING	EASTING
POT	10+00.00	1,897,462.7829	1,152,226.0346
PI	12+72.55	1,897,457.2960	1,152,498.5298
POT	14+00.00	1,897,460.4275	1,152,625.9409

EB I-290 ALIGNMENT			
DESCRIPTION	STATION	NORTHING	EASTING
POT	170+00.00	1,897,218.7205	1,152,219.072
POT	174+00.00	1,897,228.2243	1,152,618.959

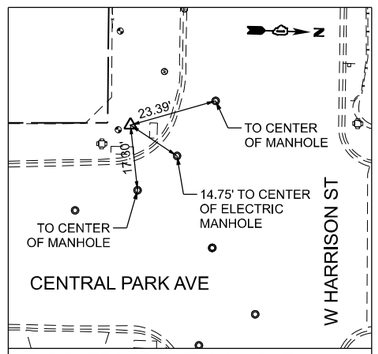
WB I-290 ALIGNMENT			
DESCRIPTION	STATION	NORTHING	EASTING
POT	170+00.00	1,897,348.0939	1,152,216.7853
POT	174+00.00	1,897,357.5976	1,152,616.6724



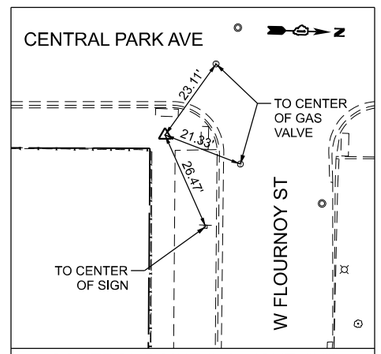
CONTROL POINT #100 (CUT "X")
STA. 609+18.79, 36.68' RT
NORTHING: 1897817.588
EASTING: 1152491.448
ELEV. = 599.618 SCALE: 1" = 20'



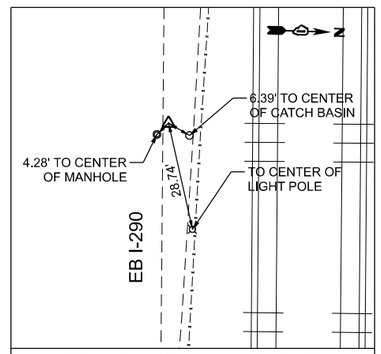
CONTROL POINT #101 (CUT "X")
STA. 605+34.16, 29.10' RT
NORTHING: 1897432.909
EASTING: 1152496.194
ELEV. = 600.242 SCALE: 1" = 20'



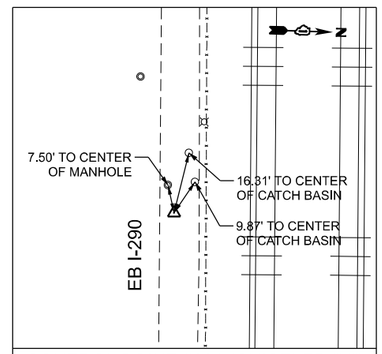
CONTROL POINT #103 (CUT "X")
STA. 601+90.84, 32.29' LT
NORTHING: 1897087.801
EASTING: 1152445.822
ELEV. = 599.807 SCALE: 1" = 20'



CONTROL POINT #104 (CUT "X")
STA. 598+65.65, 28.90' RT
NORTHING: 1896764.737
EASTING: 1152517.394
ELEV. = 599.396 SCALE: 1" = 20'



CONTROL POINT #603 (CHISELED "X")
STA. 603+55.07, 123.66' LT
NORTHING: 1897249.020
EASTING: 1152349.246
ELEV. = 584.302 SCALE: 1" = 20'



CONTROL POINT #604 (CHISELED "X")
STA. 603+55.22, 120.08' RT
NORTHING: 1897256.977
EASTING: 1152592.850
ELEV. = 582.255 SCALE: 1" = 20'

FILE NAME: \\cslt4\dbstepw21\IGS_prd_work_dir\93415424_681D1829\D02\sht\Alignment & BM.dgn

DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

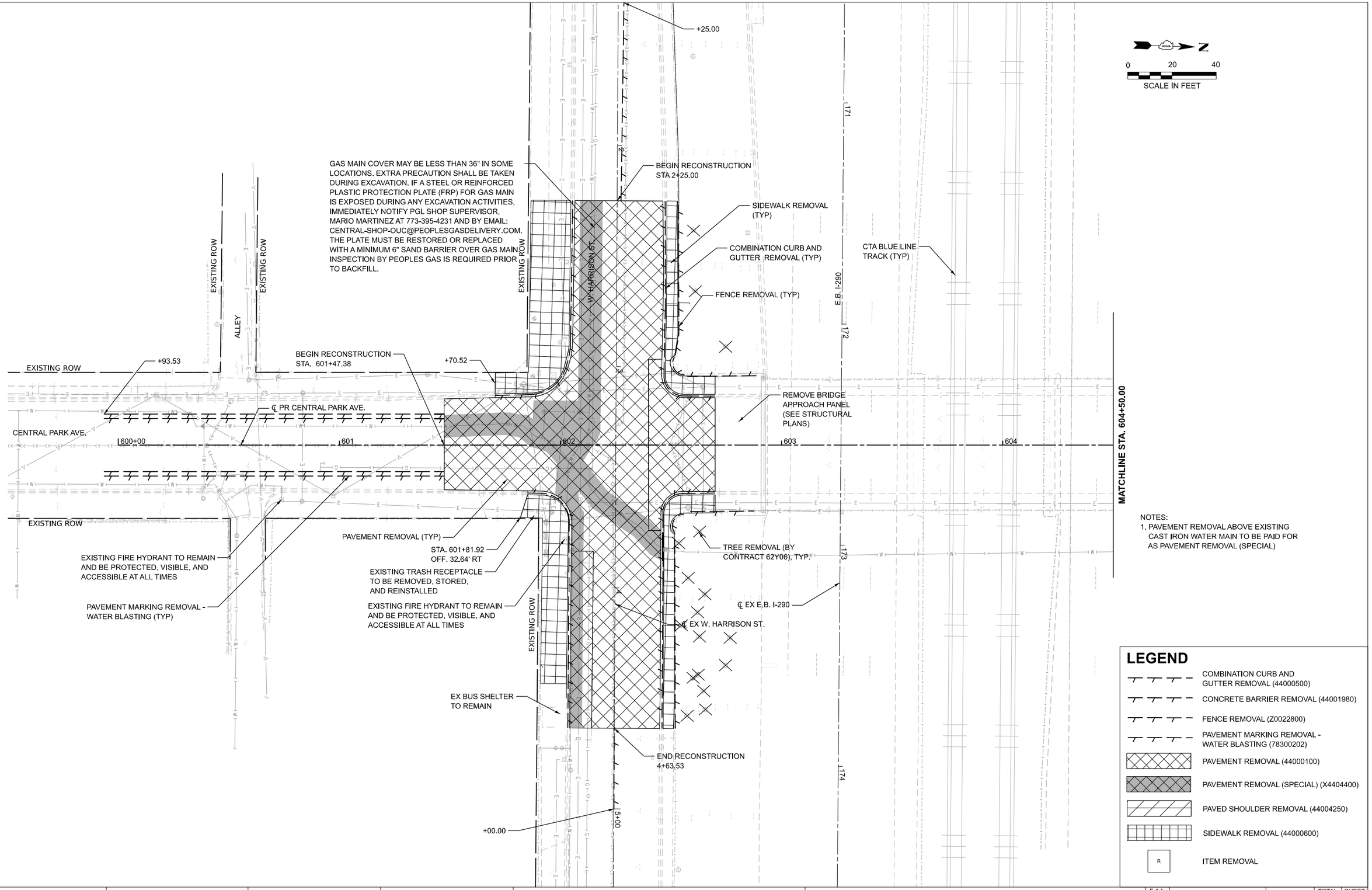
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PLOT SCALE	= 100.0000 ' / in.	DRAWN	- EUB	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:42:29 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

SCALE: | SHEET NO. C-7 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	31
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



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Jacobs

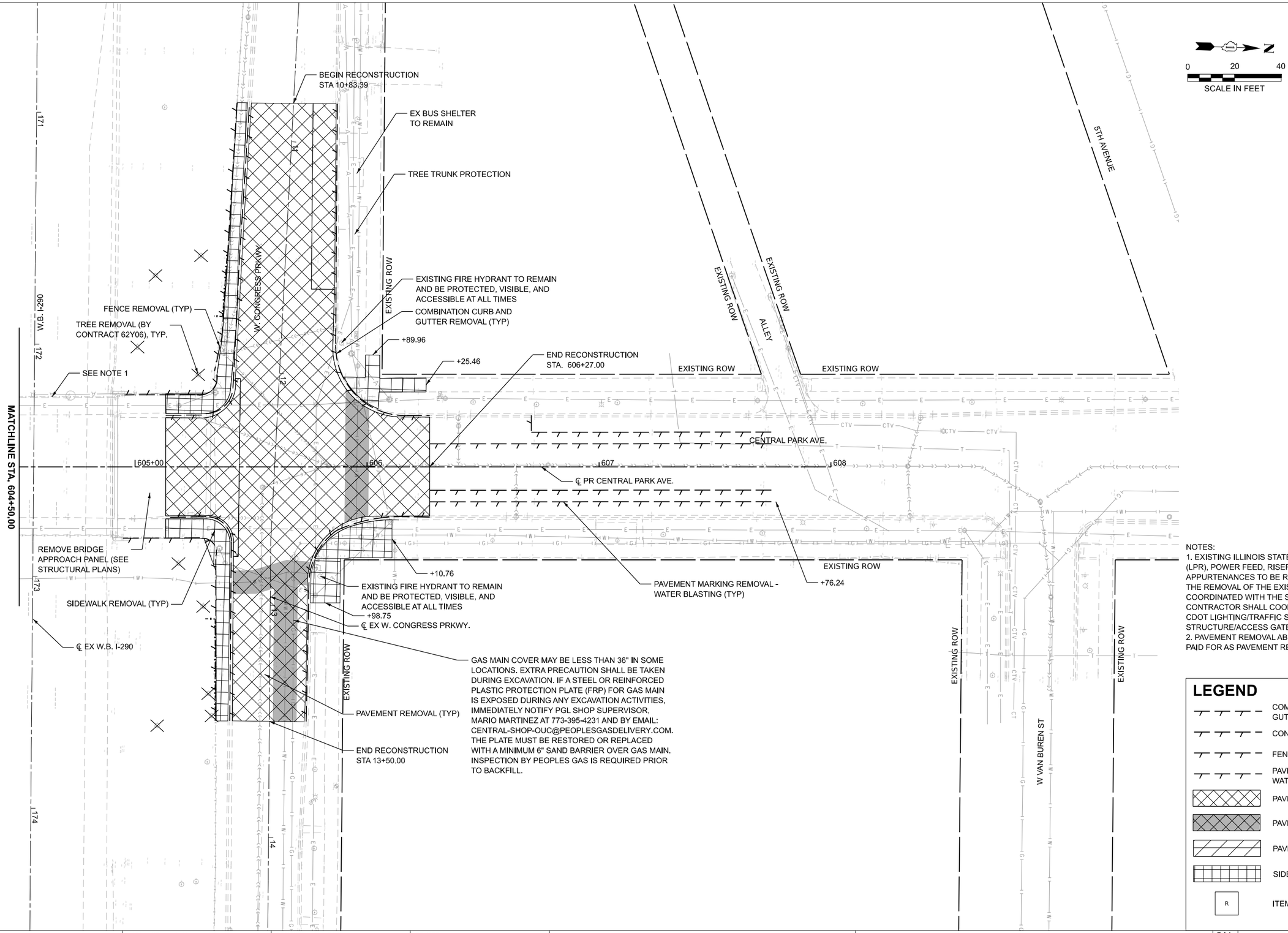
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PLOT DATE	= 10/10/2025	CHECKED	- KRW	REVISED	-
PLOT TIME	= 9:35:40 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN - CENTRAL PARK AVENUE @ W HARRISON STREET

SCALE: 1" = 20' | SHEET NO. C-8 OF C-102 SHEETS | BEGIN TO STA. 604+50.00

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	32
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	



NOTES:
1. EXISTING ILLINOIS STATE POLICE (ISP) LICENSE PLATE READER (LPR), POWER FEED, RISER, AND ASSOCIATED HARDWARE AND APPURTENANCES TO BE REMOVED BY THE ISP CONTRACTOR. THE REMOVAL OF THE EXISTING ISP EQUIPMENT SHALL BE COORDINATED WITH THE STAGED BRIDGE REPLACEMENT. THE CONTRACTOR SHALL COORDINATE THE REMOVAL OF EXISTING CDOT LIGHTING/TRAFFIC SIGNAL EQUIPMENT AND STRUCTURE/ACCESS GATE WITH THE ISP CONTRACTOR.
2. PAVEMENT REMOVAL ABOVE EXISTING WATER MAIN TO BE PAID FOR AS PAVEMENT REMOVAL (SPECIAL)

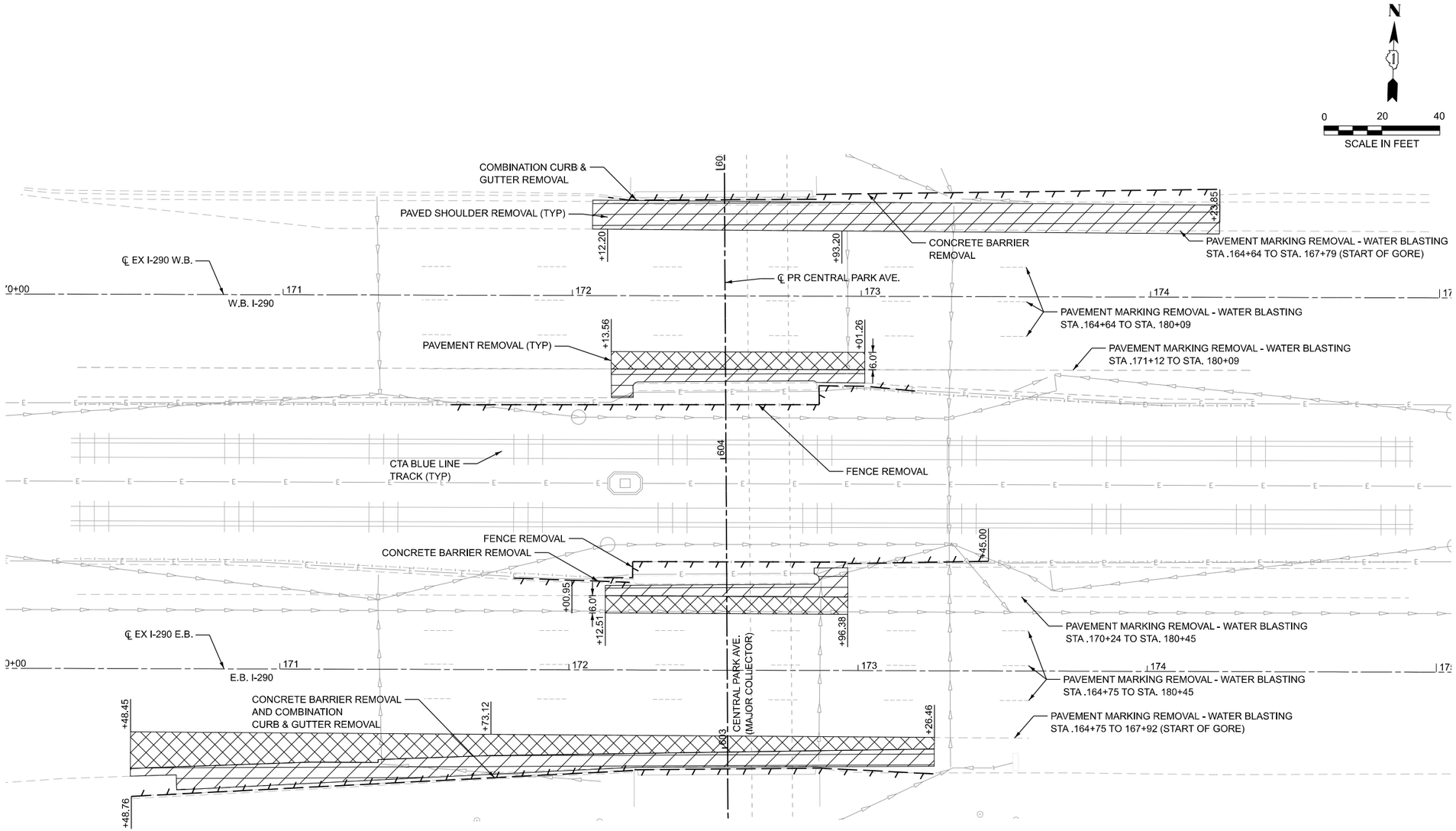
LEGEND

- COMBINATION CURB AND GUTTER REMOVAL (44000500)
- CONCRETE BARRIER REMOVAL (44001980)
- FENCE REMOVAL (Z0022800)
- PAVEMENT MARKING REMOVAL - WATER BLASTING (78300202)
- PAVEMENT REMOVAL (44000100)
- PAVEMENT REMOVAL (SPECIAL) (X4404400)
- PAVED SHOULDER REMOVAL (44004250)
- SIDEWALK REMOVAL (44000600)
- R — ITEM REMOVAL

USER NAME = lcsM-dbstepw21$	DESIGNED - RCH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL PLAN - CENTRAL PARK AVENUE @ W CONGRESS PARKWAY	
PLOT SCALE = 0.16666667 ' / in.	DRAWN - CS	REVISED -		SCALE: 1" = 20'	SHEET NO. C-9 OF C-102 SHEETS
PLOT DATE = 10/10/2025	CHECKED - KRW	REVISED -		STA. 604+50.00 TO END	
PLOT TIME = 10:00:28 PM	DATE -	REVISED -			

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	33
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: \\cslM-dbstepw21\IGS_prd_work_qfr\934\5424_365\D1029052sht\removal\sht-CP-02.dgn



LEGEND

- COMBINATION CURB AND GUTTER REMOVAL (44000500)
- CONCRETE BARRIER REMOVAL (44001980)
- FENCE REMOVAL (X6640104)
- PAVEMENT REMOVAL (44000100) SEE NOTES 1 & 2
- PAVED SHOULDER REMOVAL (44004250) SEE NOTE 2
- SIDEWALK REMOVAL (44000600)
- R — ITEM REMOVAL

NOTE:
1. I-290 PAVEMENT REMOVAL WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF CLASS A PATCHES.
2. PAVEMENT REMOVAL ABOVE EXISTING CAST IRON WATER MAIN TO BE PAID FOR AS PAVEMENT REMOVAL (SPECIAL)

Jacobs

USER NAME = icsM-dbstepw21$	DESIGNED - RCH	REVISED -			
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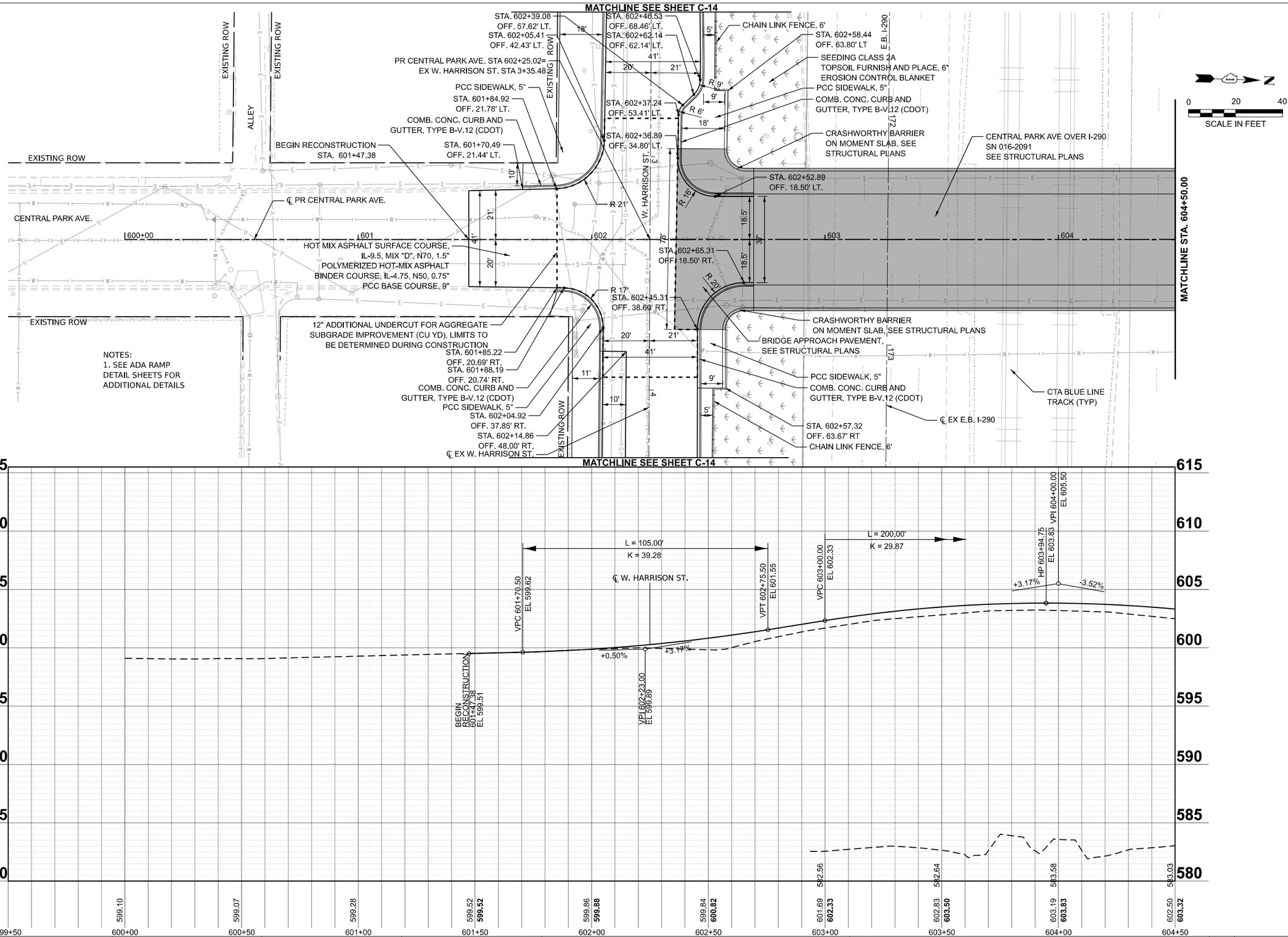
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN - I-290

SCALE: 1" = 20' | SHEET NO. C-10 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	34
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

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USER NAME = lcsM-dbstepw21$	DESIGNED - RCH	REVISED -	**STATE OF ILLINOIS**	**PLAN & PROFILE - CENTRAL PARK AVENUE**	
PLOT SCALE = 0.166667 ' / in.	DRAWN - RCH	REVISED -	**DEPARTMENT OF TRANSPORTATION**		
PLOT DATE = 10/10/2025	CHECKED - KRW	REVISED -		SCALE: 1" = 20'	SHEET NO. C-11 OF C-102 SHEETS
PLOT TIME = 9:40:28 PM	DATE -	REVISED -			BEGIN TO STA. 604+50.00

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	35
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

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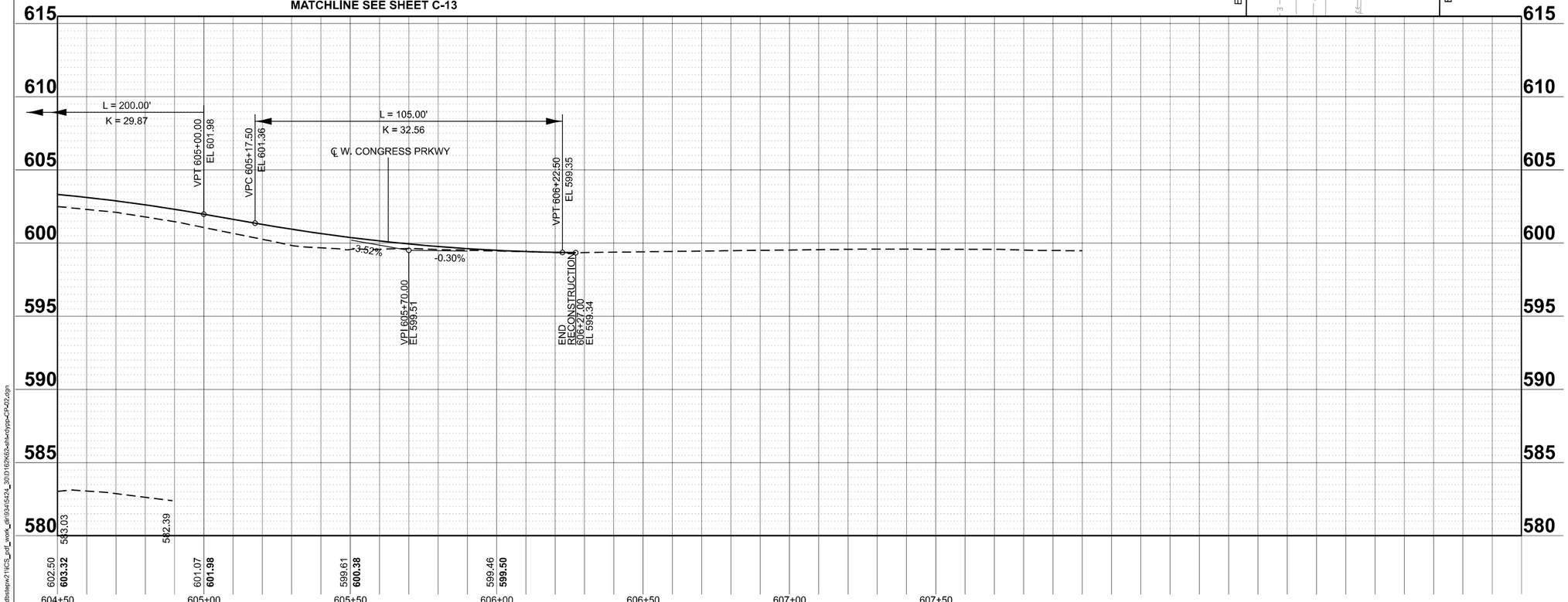
MATCHLINE SEE SHEET C-13

COMB. CONC. CURB AND GUTTER, TYPE B-V.12 (CDOT)
PCC SIDEWALK, 5"
STA. 605+46.38
OFF. 46.06' LT.
CRASHWORTHY BARRIER ON MOMENT SLAB SEE STRUCTURAL PLANS
STA. 605+33.22
OFF. 18.50' LT.
CHAIN LINK FENCE, 6'
W.B. I-290
SEEDING CLASS 2A
TOPSOIL FURNISH AND PLACE, 6"
EROSION CONTROL BLANKET
CENTRAL PARK AVE OVER I-290, SN 016-2091 SEE STRUCTURAL PLANS
MATCHLINE STA. 604+50.00
STA. 605+22.43
OFF. 18.50' RT.
BRIDGE APPROACH PAVEMENT, SEE STRUCTURAL PLANS
CRASHWORTHY BARRIER ON MOMENT SLAB SEE STRUCTURAL PLANS
PCC SIDEWALK, 5"
℄ EX W.B. I-290
CHAIN LINK FENCE, 6'
COMB. CONC. CURB AND GUTTER, TYPE B-V.12 (CDOT)
W. CONGRESS PRKWY
EXISTING ROW
SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 6"
STA. 605+85.49
OFF. 52.60' LT.
PR CENTRAL PARK AVE. STA 605+60.14= EX W. CONGRESS PRKWY. STA 12+40.29
PCC SIDEWALK, 5"
COMB. CONC. CURB AND GUTTER, TYPE B-V.12 (CDOT)
STA. 606+16.85
OFF. 21.10' LT.
STA. 605+44.05
OFF. 51.55' LT.
STA. 605+49.46
OFF. 39.06' LT.
SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 6"
HOT MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1.5"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 0.75"
PCC BASE COURSE, 9"
℄ PR CENTRAL PARK AVE.
END RECONSTRUCTION STA. 606+27.00
STA. 606+04.75
OFF. 21.26' RT.
12" ADDITIONAL UNDERCUT FOR AGGREGATE SUBGRADE IMPROVEMENT (CU YD), LIMITS TO BE DETERMINED DURING CONSTRUCTION
STA. 605+42.43
OFF. 38.64' RT.
COMB. CONC. CURB AND GUTTER, TYPE B-V.12 (CDOT)
PCC SIDEWALK, 5"
STA. 605+73.94
OFF. 52.09' RT.
℄ EX W. CONGRESS PRKWY.
EXISTING ROW
ALLEY
CENTRAL PARK AVE.
5TH AVENUE
W VAN BUREN ST

NOTES:
1. SEE ADA RAMP DETAIL SHEETS FOR ADDITIONAL DETAILS

0 20 40
SCALE IN FEET

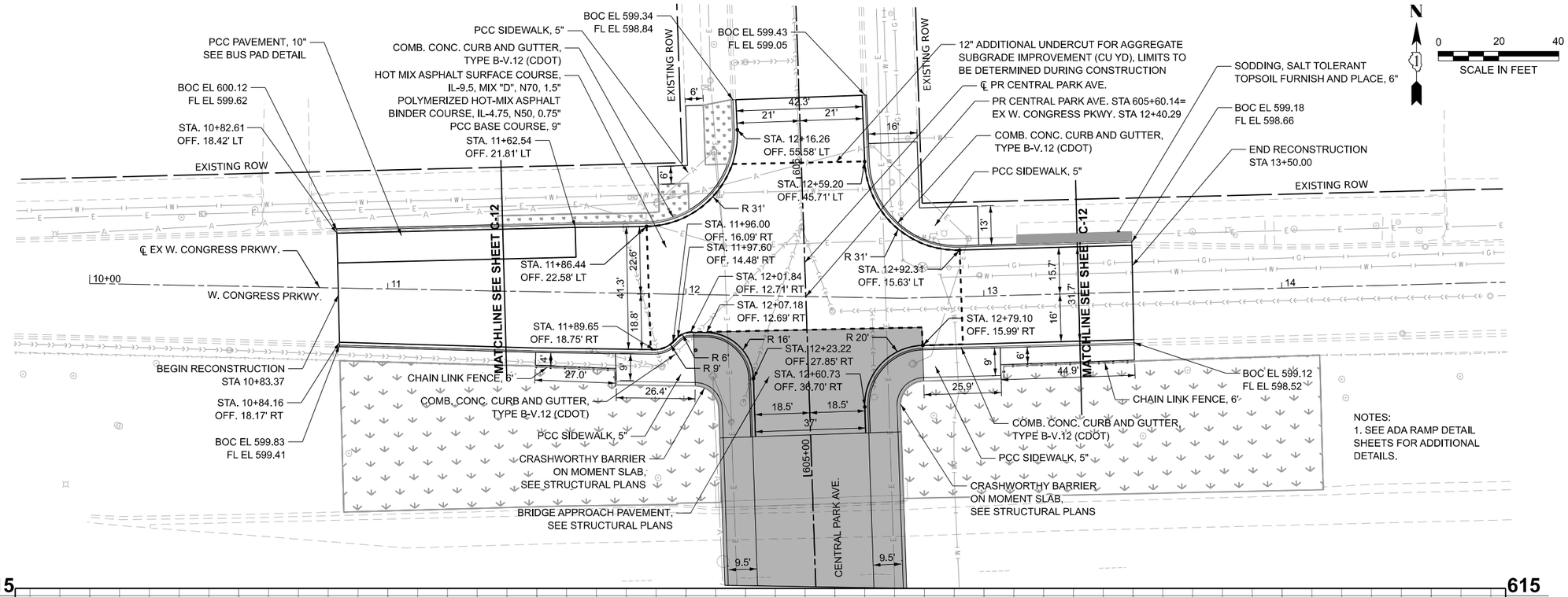
MATCHLINE SEE SHEET C-13

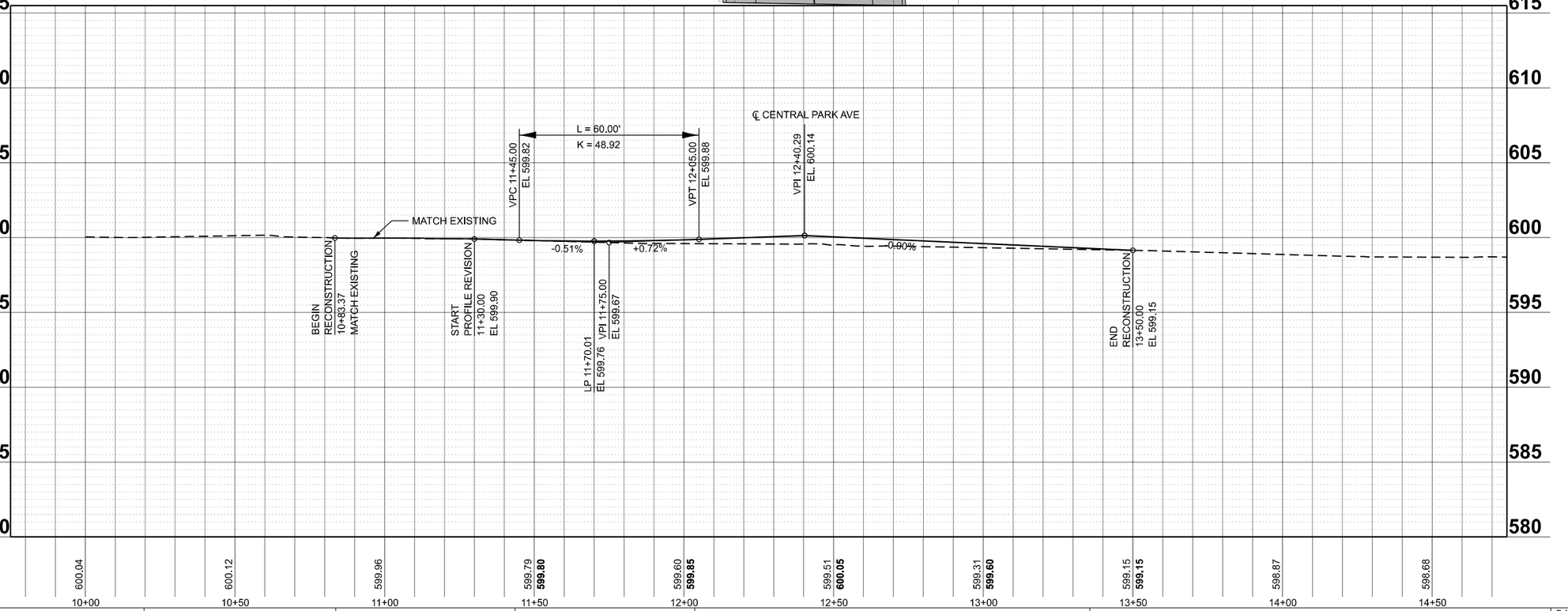


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PLOT DATE = 10/10/2025	CHECKED - KRW	REVISED -		SCALE: 1" = 20'	SHEET NO. C-12 OF C-102 SHEETS
PLOT TIME = 9:59:40 PM	DATE -	REVISED -			STA. 604+50.00 TO STA. END

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	36
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

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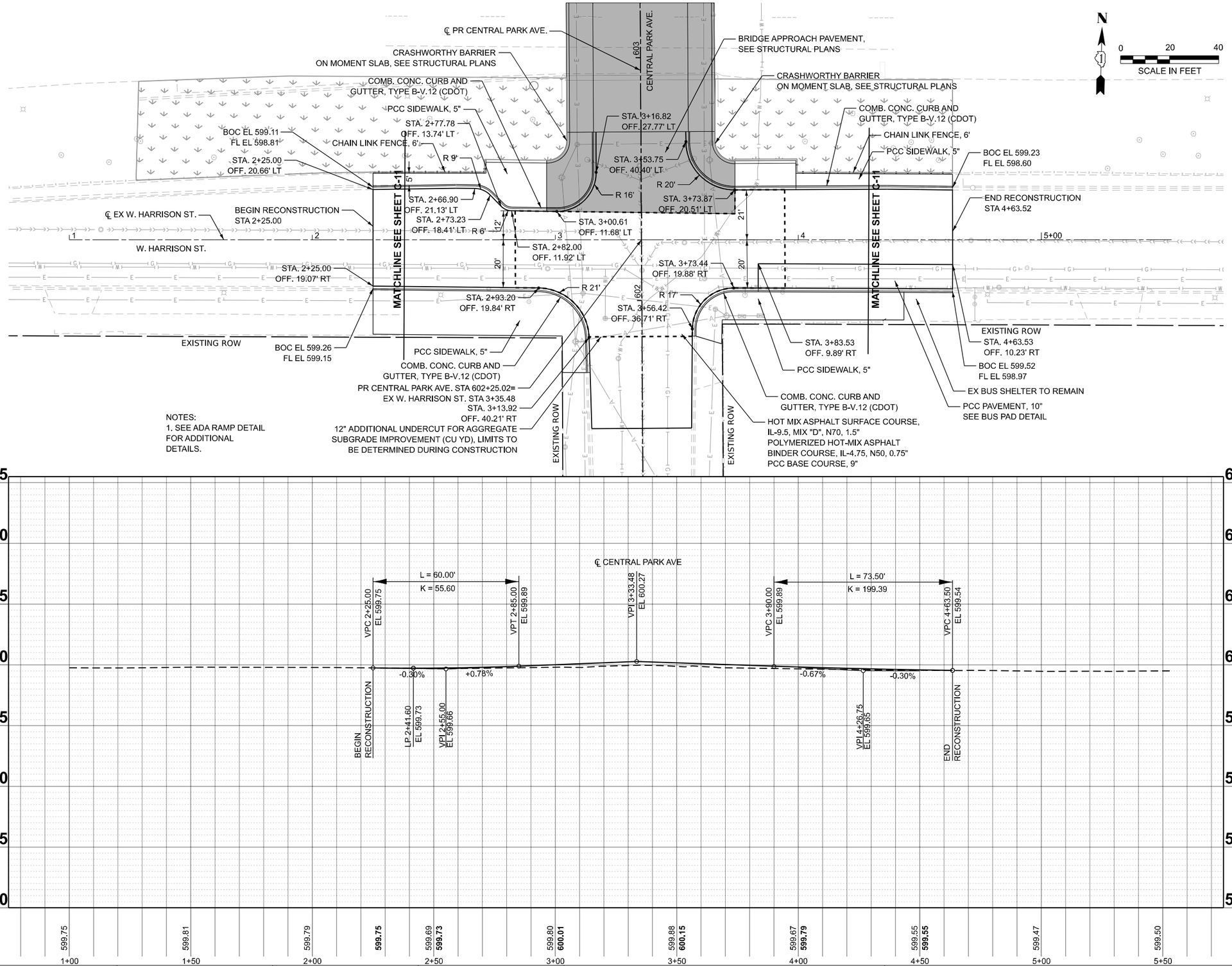




USER NAME = icsM-dbstepw21$	DESIGNED - RCH	REVISED -	**STATE OF ILLINOIS**	**PLAN & PROFILE - W CONGRESS PKWY**	
PLOT SCALE = 0.16666667 ' / in.	DRAWN - RCH	REVISED -	**DEPARTMENT OF TRANSPORTATION**		
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PLOT TIME = 9:38:24 PM	DATE -	REVISED -			STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	37
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

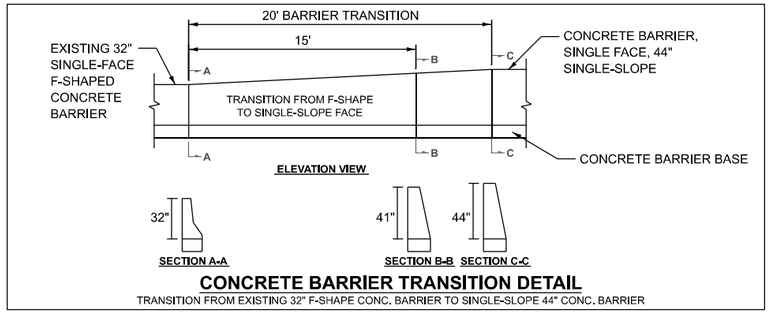
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Jacobs	USER NAME = icsM-dbstepw21$	DESIGNED - RCH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN & PROFILE - W HARRISON STREET
	PLOT SCALE = 0.16666667 ' / in.	DRAWN - RCH	REVISED -		SCALE: 1" = 20' | SHEET NO. C-14 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000
	PLOT DATE = 10/10/2025	CHECKED - KRW	REVISED -		
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	38
		CONTRACT NO. 62K62		
		ILLINOIS | FED. AID PROJECT		

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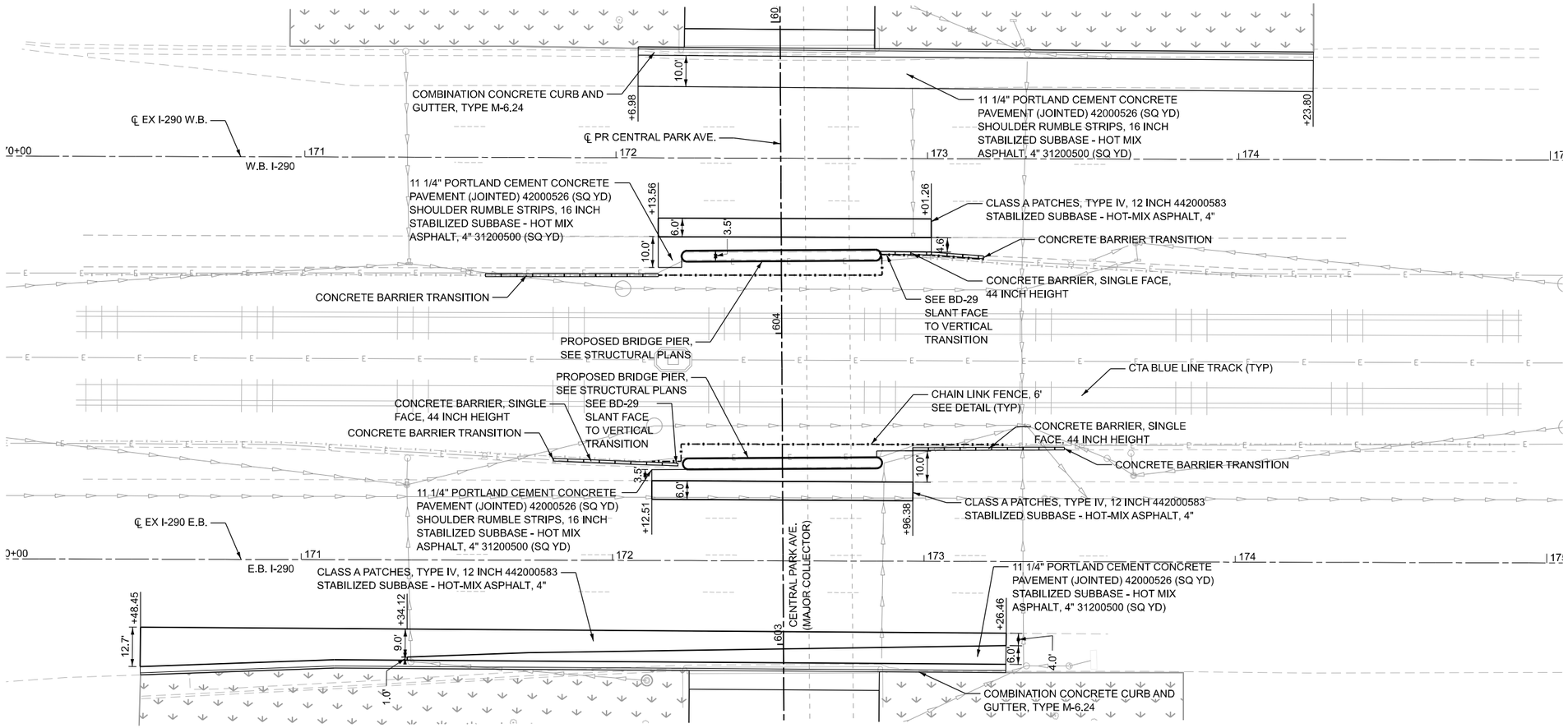


CONCRETE BARRIER TRANSITION DETAIL

TRANSITION FROM EXISTING 32" F-SHAPE CONC. BARRIER TO SINGLE-SLOPE 44" CONC. BARRIER

0 20 40
SCALE IN FEET

N



Jacobs	USER NAME = lcsM-dbstepw21$	DESIGNED - RCH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PLAN - I-290
	PLOT SCALE = 0.16666667 ' / in.	DRAWN - RCH	REVISED -		
	PLOT DATE = 10/10/2025	CHECKED - KRW	REVISED -		SCALE: 1" = 20' / SHEET NO. C-15 OF C-102 SHEETS / STA. 00+000 TO STA. 00+000
	PLOT TIME = 9:33:59 PM	DATE -	REVISED -		

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	39
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

FILE NAME: \\cs\M-dbstepw21\ICS_prf_work_dir\93415424_45D1E62K62-alh-cryalh-I290401.dgn

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. EXACT LOCATION OF ALL WARNING SIGNS AND BARRICADES SHALL BE STAKED IN THE FIELD FOR APPROVAL BY THE ENGINEER PRIOR TO INSTALLATION

2. PRIOR TO START OF CONSTRUCTION, ALL REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE.

3. A MINIMUM 11' LANE WIDTH SHALL BE MAINTAINED ON ALL INTERSTATE LANES OPEN TO TRAFFIC DURING CONSTRUCTION.

4. VERIFY LOCATION OF ALL BUILDING ACCESS, COORDINATE WITH BUILDING OWNERS AND LOCAL AUTHORITIES AND PROVIDE FULL ACCESS TO BUSINESSES OR PROPERTIES DURING THEIR NORMAL WORKING HOURS IN ACCORDANCE WITH ADA AND APPLICABLE CODE REQUIREMENTS.

5. THE CONTRACTOR SHALL MAINTAIN TRAFFIC ON ALL STREETS EXCEPT WHERE NOTED ON THE PLANS AND PROHIBIT PARKING WITHIN FIFTY (50) FEET OF THE CONSTRUCTION AREA AT ALL TIMES. NOTIFY CDOT AND OEMC AT LEAST 72 HOURS BEFORE COMMENCING CONSTRUCTION.

6. PROVIDE CONTINUOUS TEMPORARY ACCESS TO ALL SIDE STREETS, ALLEYS, DRIVEWAYS, AND PARKING LOTS UNLESS SPECIFICALLY IDENTIFIED ON THE PLANS FOR TEMPORARY CLOSURE. LOTS WITH MORE THAN ONE DRIVEWAY MUST BE STAGED TO KEEP AT LEAST ONE DRIVEWAY OPEN AT ALL TIMES.

7. MAINTAIN ACCESS TO FIRE HYDRANTS, BUILDING STANDPIPES AND OTHER EMERGENCY FACILITIES WITHIN THE CONSTRUCTION ZONE.

8. THE CONTRACTOR SHALL COORDINATE WORK WITH PRIVATE UTILITY COMPANIES AND THEIR CONTRACTORS FOR ADJUSTMENTS, SUPPORTS, AND RELOCATION. UTILITY WORK WILL GENERALLY BE CONDUCTED PRIOR TO ROADWAY WORK, BUT CERTAIN ITEMS MAY NEED TO PROCEED IN CONCERT WITH CONSTRUCTION OPERATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT AFFECTED UTILITIES AND COORDINATE WORK WITHIN THE CONSTRUCTION SCHEDULE. THE EFFORT OF WHICH WILL BE CONSIDERED INCLUDED IN THE COST TO THE CONTRACT. A LIST OF UTILITY CONTACTS IS LOCATED WITHIN THE GENERAL NOTES.

9. DEMOLITION AND RECONSTRUCTION OF NORTH & SOUTH PIERS AND SUPERSTRUCTURES SHALL BE COORDINATED WITH THE CTA. CTA TRACK CLOSURES ARE ALLOWED DURING OFF-PEAK HOURS ONLY. ALL CTA TRACK CLOSURES SHALL BE COORDINATED AND PERFORMED IN ACCORDANCE WITH THE DISCRETION OF THE CTA.

10. THE CONTRACTOR SHALL CONTACT THE DISTRICT OF ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 AND THE EXPRESSWAYS TRAFFIC CONTROL SUPERVISOR AT (847) 705-4155 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

11. 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 THREE WORKING DAYS (WEEKENDS AND HOLIDAYS DO NOT COUNT INTO THIS 72 HOUR NOTIFICATION) IN ADVANCE OF ANY PROPOSED CHANGE.

12. A MAINTENANCE OF TRAFFIC PLAN SHALL BE SUBMITTED TO THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR 14 CALENDAR DAYS IN ADVANCE OF ANY STAGE 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 LOCATIONS.

13. TRIPLE LANE CLOSURES ARE ONLY APPROVED CLOSING FROM THE LEFT. TRIPLE LANE CLOSURES STARTING FROM THE RIGHT LANES ARE PROHIBITED.

14. 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.

15. WHEN WORKING ADJACENT TO THE ROAD AND UTILIZING DAILY LANE CLOSURES, DROP-OFFS ADJACENT TO THE TRAVEL LANES SHALL BE KEPT TO A MINIMUM. PROTECTION OF THE DROP-OFF SHALL BE ACCORDING TO THE IDOT BUREAU OF SAFETY PROGRAMS AND ENGINEERING, SAFETY ENGINEERING POLICY MEMORANDUM 4-21. DROP-OFFS GREATER THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY WILL NOT BE ALLOWED AT LOCATIONS WHERE THE DROP-OFF IS LOCATED WITHIN 8 FT OF THE EDGE OF THE NEAREST OPEN TRAFFIC LANE. THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE EXCAVATION REQUIRED FOR THE CONSTRUCTION DURING THE TIME THAT THE ADJACENT LANE IS CLOSED. AS NOTED ABOVE, PRIOR TO REOPENING THE LANE TO TRAFFIC, THE CONTRACTOR SHALL PLACE SUFFICIENT MATERIAL TO REDUCE THE DROP-OFF TO LESS THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY AND ENSURE THAT THE DROP-OFF AREAS MEET THE OFFSET, HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES/DRUMS AT THE END OF EACH WORKDAY. THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE THE AMOUNT OF WORK THAT CAN BE COMPLETED WITHIN THE TIME OF THE DAILY LANE CLOSURE. IF THE ABOVE REQUIREMENTS CAN'T BE MET, AND IT IS DETERMINED THAT OVERNIGHT LANE CLOSURES AND/OR TEMPORARY CONCRETE BARRIER WALL INSTALLATION WILL BE NECESSARY, THEN IDOT WRITTEN APPROVAL WILL BE REQUIRED PRIOR TO THE INSTALLATION OF THESE ITEMS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT. WHERE POSITIVE PROTECTION (TEMPORARY CONCRETE BARRIER PER STD. 704001) IS PROVIDED, THIS REQUIREMENT IS NULLIFIED.

16. PAVEMENT MARKING TAPE, TYPE IV SHOWN ON THE PLANS FOR ANY CONSTRUCTION STAGE THAT THE CONTRACTOR PROPOSES TO EXTEND OVER THE WINTER PERIOD SHALL MEAN MODIFIED URETHANE PAVEMENT MARKING AND WILL BE PAID FOR AT THEIR RESPECTIVE CONTRACT UNIT PRICE.

17. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.

18. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL ROAD CLOSURE, TRAFFIC STAGE CHANGES, AND NEW TRAFFIC SIGNAL TURN-ON-EVENTS ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN TWO WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGN LOCATIONS SHALL BE (DETERMINED BY THE ENGINEER) PLACED AS DIRECTED BY THE ENGINEER.

MAINTENANCE OF TRAFFIC GENERAL NOTES (CONT.)

19. TEMPORARY CONCRETE BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 704 OF THE IDOT STANDARD SPECIFICATIONS. ALL TEMPORARY CONCRETE BARRIER APPROACH AND DEPARTING END UNITS SHALL BE ANCHORED TO THE PAVEMENT USING SIX ANCHOR PINS AS SHOWN IN IDOT STANDARD 704001. PINNING OF ADDITIONAL BARRIER UNITS WITH THREE ANCHOR PINS ON THE TRAFFIC SIDE HOLES WITHIN THE INSTALLATION SHALL BE REQUIRED WHEN EQUIPMENT, VEHICLES, MATERIALS, FIXED OBJECTS, OR A DROP-OFF IS LOCATED WITHIN 24"BEHIND THE BARRIER. THE 24" OF CLEAR PAVEMENT MEASUREMENT SHALL BE FROM THE BASE OF THE NON-TRAFFIC SIDE OF THE BARRIER. TRAFFIC SIDE PINNED BARRIER SHALL HAVE A MINIMUM OF 6" OF CLEAR PAVEMENT BEHIND THE BARRIER. WHERE BOTH PINNED AND UNPINNED BARRIER UNITS ARE USED IN A CONTINUOUS INSTALLATION, A TRANSITION SHALL BE PROVIDED BETWEEN THEM. THE TRANSITION FROM PINNED TO UNPINNED BARRIER SHALL CONSIST OF TWO ANCHOR PINS INSTALLED IN THE END HOLES ON THE TRAFFIC SIDE OF THE FIRST BARRIER BEYOND THE PINNED SECTION AND ONE ANCHOR PIN INSTALLED IN THE MIDDLE HOLE OF THE TRAFFIC SIDE OF THE SECOND BARRIER BEYOND THE PINNED SECTION. THE THIRD BARRIER BEYOND THE PINNED SECTION SHALL THEN BE UNPINNED.

20. ALL EXISTING LANE LINE PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS LOCATED WITHIN TEMPORARY LANE CLOSURE TAPERS, LANE SHIFT TAPERS OR IN LOCATIONS THAT CONFLICT WITH THE TEMPORARY PAVEMENT MARKING TAPE USED FOR STAGING SHALL BE REMOVED VIA WATER BLASTING WITH VACUUM RECOVERY IF THE STAGING WILL REMAIN IN PLACE FOR MORE THAN 14 DAYS. THE EXISTING PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS THAT WERE REMOVED SHALL BE RESTORED IN KIND AFTER THE COMPLETION OF THE STAGING.

SUGGESTED STAGING AND MAINTENANCE OF TRAFFIC

DETOUR

THIS IS A COMPLETE BRIDGE CLOSURE. CENTRAL PARK AVE TRAFFIC WILL BE DETOURED AS FOLLOWS:

NORTHBOUND S CENTRAL PARK AVE TO EASTBOUND W ROOSEVELT RD TO NORTHBOUND S HOMAN AVE TO WESTBOUND W MADISON ST TO NORTHBOUND S CENTRAL PARK AVE.

SOUTHBOUND S CENTRAL PARK AVE TO EASTBOUND W MADISON ST TO SOUTHBOUND S HOMAN AVE TO WESTBOUND W ROOSEVELT RD TO SOUTHBOUND S CENTRAL PARK AVE.

PRE STAGE

WORK PERFORMED: SUPERSTRUCTURE REMOVAL

MAINTENANCE OF TRAFFIC ALONG I-290
THIS WORK WILL BE ACCOMPLISHED WITH NO IMPACTS TO DAYTIME TRAFFIC; TRAFFIC WILL REMAIN IN ITS NORMAL CONFIGURATION. INTERMITTENT NIGHTTIME PARTIAL AND FULL CLOSURES WILL BE NECESSARY FOR PROTECTIVE SHIELD PLACEMENT, DECK DEMOLITION, AND DECK AND BEAM REMOVAL.

STAGE 1

WORK PERFORMED: ABUTMENT DEMOLITION AND RECONSTRUCTION; WING WALL CONSTRUCTION; OUTSIDE SHOULDER/AUXILIARY LANE REPLACEMENT AND ADJACENT CURB & GUTTER REPLACEMENT

MAINTENANCE OF TRAFFIC ALONG I-290
RIGHT SHOULDERS WILL BE CLOSED, TRAFFIC LANES ON BOTH EASTBOUND AND WESTBOUND I-290 WILL BE SHIFTED TO THE LEFT AND REDUCED FROM 12' TO 11' WIDTH, THE LEFT SHOULDERS WILL REMAIN IN THEIR NORMAL CONFIGURATION. IT IS RECOMMENDED THAT THE TEMPORARY CONCRETE BARRIER BE RELOCATED FROM THE EDGE OF THE SHOULDER TO THE EDGE OF THE WORK ZONE DURING ACTIVE DEMOLITION WORK TO PREVENT DEBRIS FROM ENTERING THE TRAFFIC LANES.

STAGE 2

WORK PERFORMED: PIER REMOVAL AND REPLACEMENT; INSIDE SHOULDER AND HALF LANE REPLACEMENT; SUPERSTRUCTURE REPLACEMENT

MAINTENANCE OF TRAFFIC ALONG I-290
PIER AND INSIDE SHOULDER AND LANE CONSTRUCTION:
THE LEFT SHOULDERS AND HALF THE INSIDE LANE (LANE 1) WILL BE REPLACED WITH NEW FULL DEPTH PAVEMENT, LANES WILL BE SHIFTED TO THE RIGHT AND NARROWED TO FOUR 11' LANES FOR BOTH EASTBOUND WESTBOUND I-290 TO CREATE A WORK ZONE ON THE LEFT SIDE OF THE ROADWAY. PIER CONSTRUCTION WILL BE UNDERTAKEN.

SUPERSTRUCTURE REPLACEMENT:
THIS WORK WILL BE ACCOMPLISHED WITH NO IMPACTS TO DAYTIME TRAFFIC; TRAFFIC WILL REMAIN IN THE SHIFTED AND NARROWED CONFIGURATION ESTABLISHED FOR PIER CONSTRUCTION. INTERMITTENT NIGHTTIME PARTIAL AND FULL CLOSURES WILL BE NECESSARY FOR PROTECTIVE SHIELD PLACEMENT, BEAM PLACEMENT, AND DECK CONSTRUCTION.

STAGE 3

WORK PERFORMED: SLOPEWALL CONSTRUCTION ADJACENT TO ABUTMENT AND I-290 EMBANKMENT FINAL GRADING

MAINTENANCE OF TRAFFIC ALONG I-290
RIGHT SHOULDERS WILL BE CLOSED. LANES WILL SHIFTED TO THE LEFT AND NARROWED TO FOUR 11' LANES FOR BOTH EASTBOUND AND WESTBOUND I-290 TO CREATE A WORK ZONE ON THE RIGHT SIDE OF THE ROADWAY.

STAGE 4

WORK PERFORMED: APPROACH SLAB CONSTRUCTION; ADA RAMPS, TRAFFIC SIGNALS, AND PAVEMENT AND CURB AND GUTTER REPLACEMENT AT CORNERS ADJACENT TO BRIDGE

MAINTENANCE OF TRAFFIC ON FRONTAGE ROADS
THE LEFT LANES ON W CONGRESS PARKWAY AND W HARRISON STREET WILL BE CLOSED AND TRAFFIC WILL BE SHIFTED TO THE RIGHT FOR THE CONSTRUCTION OF THE BRIDGE APPROACH SLABS, PAVEMENT, SIDEWALK, ADA RAMPS, TRAFFIC SIGNALS, DRAINAGE, AND CURB AND GUTTER AT THE SOUTH HALF OF THE INTERSECTION OF W CONGRESS PARKWAY AND S CENTRAL PARK AVE AND THE NORTH HALF OF THE INTERSECTION OF W HARRISON ST AND S CENTRAL PARK AVE. TO MINIMIZE THE DURATION OF THE CLOSURES, WORK PERFORMED SHALL BE PER STANDARD 701601 TO ACCOMMODATE TRAFFIC WHEN POSSIBLE.

STAGE 5

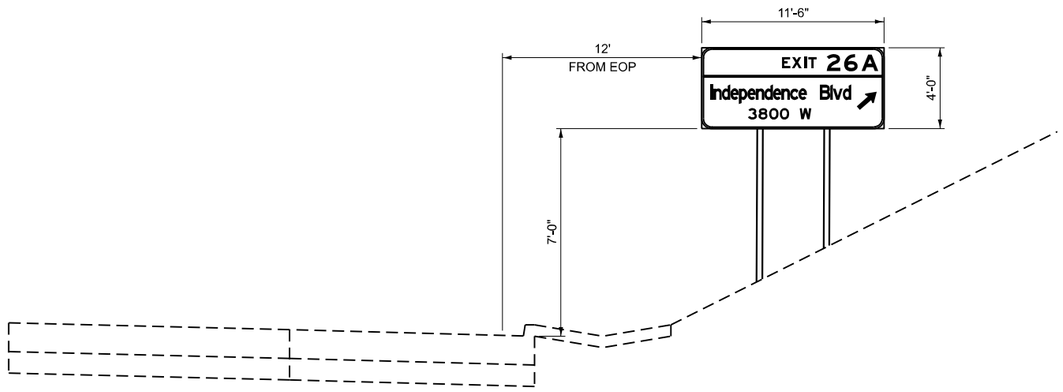
WORK PERFORMED: ADA RAMPS, TRAFFIC SIGNALS, AND PAVEMENT AND DRAINAGE CONSTRUCTION

MAINTENANCE OF TRAFFIC ON FRONTAGE ROADS
THE RIGHT LANES ON W CONGRESS PARKWAY AND W HARRISON STREET WILL BE CLOSED AND TRAFFIC WILL BE SHIFTED TO THE LEFT FOR THE CONSTRUCTION OF THE PAVEMENT, SIDEWALK, ADA RAMPS, TRAFFIC SIGNALS, DRAINAGE, AND CURB AND GUTTER AT THE NORTHEAST QUADRANT OF THE INTERSECTION OF W CONGRESS PARKWAY AND S CENTRAL PARK AVE AND THE SOUTHWEST QUADRANT OF THE INTERSECTION OF W HARRISON ST AND S CENTRAL PARK AVE. TO MINIMIZE THE DURATION OF THE CLOSURES, WORK PERFORMED SHALL BE PER STANDARD 701601 TO ACCOMMODATE TRAFFIC WHEN POSSIBLE.

STAGE 6

WORK PERFORMED: ADA RAMPS, TRAFFIC SIGNALS, AND PAVEMENT AND DRAINAGE CONSTRUCTION

MAINTENANCE OF TRAFFIC ON FRONTAGE ROADS
THE RIGHT LANES ON W CONGRESS PARKWAY AND W HARRISON STREET WILL BE CLOSED AND TRAFFIC WILL BE SHIFTED TO THE LEFT FOR THE CONSTRUCTION OF THE PAVEMENT, SIDEWALK, ADA RAMPS, TRAFFIC SIGNALS, DRAINAGE, AND CURB AND GUTTER AT THE NORTHWEST QUADRANT OF THE INTERSECTION OF W CONGRESS PARKWAY AND S CENTRAL PARK AVE AND THE SOUTHEAST QUADRANT OF THE INTERSECTION OF W HARRISON ST AND S CENTRAL PARK AVE. TO MINIMIZE THE DURATION OF THE CLOSURES, WORK PERFORMED SHALL BE PER STANDARD 701601 TO ACCOMMODATE TRAFFIC WHEN POSSIBLE.



TEMPORARY SIGN
WB I-290 (LOOKING WEST)
STA 174+50

TEMPORARY SIGN NOTES

1. TEMPORARY SIGNAGE AND SIGN SUPPORTS TO BE PAID FOR UNDER PAY ITEM "TEMPORARY INFORMATION SIGNING"
2. WOOD SIGN SUPPORTS SHALL BE CRASH WORTHY

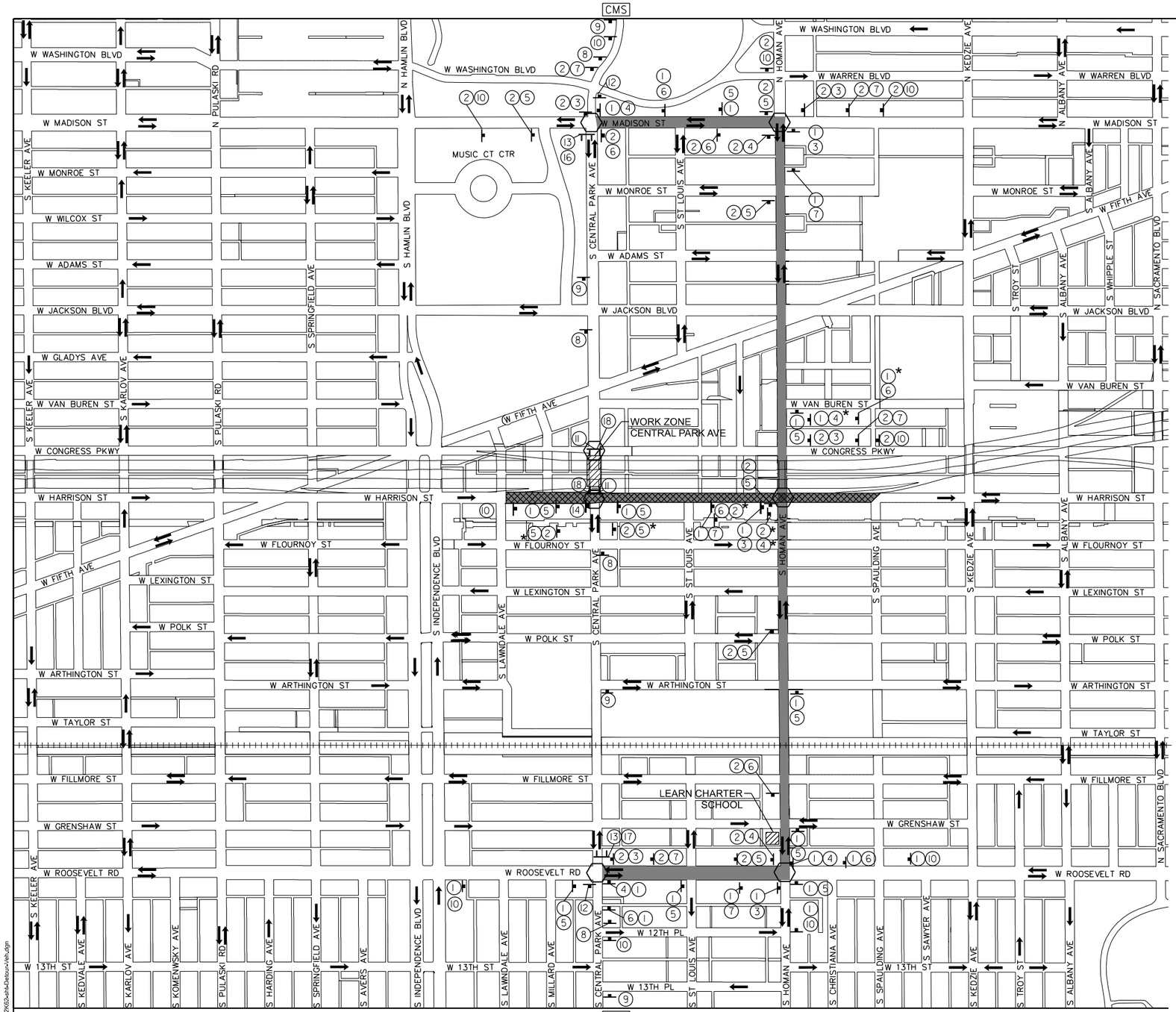
DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME = lcsM-dbstepw21$	DESIGNED - HJM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED CONSTRUCTION SEQUENCE AND STAGING NARRATIVE	
PLOT SCALE = 40.0000 ' / in.	DRAWN - DDC	REVISED -			
PLOT DATE = 10/10/2025	CHECKED - HJM	REVISED -			
PLOT TIME = 9:57:25 PM	DATE -	REVISED -		SCALE:	SHEET NO. C-17 OF C-102 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	41
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

STA. 00+000 TO STA. 00+000

FILE NAME: \\lcsM-dbstepw21\IC\S_pdf_work_dir\9345424_11\D1629\d02-sht-MOT StageNote.dgn



CMS **DETOUR – S CENTRAL PARK AVE FULL DETOUR ROUTE**

SEE RIGHT FOR DETAILS OF S CENTRAL PARK AVENUE SIGN

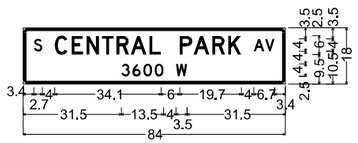
SIGN LEGEND:

NORTH M3-3(0) 24"x12" S CENTRAL PARK AVENUE	SOUTH M3-3(0) 24"x12" S CENTRAL PARK AVENUE	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	ROAD CLOSED 500'	ROAD CLOSED AHEAD	DETOUR AHEAD	ROAD CLOSED	END DETOUR	ROAD CLOSED TO THRU TRAFFIC			DETOUR	DETOUR	BRIDGE OUT
①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯	⑰	⑱
W17-1100(0) 84"x18"	W17-1100(0) 84"x18"	M4-9L(0) 30"x24"	M4-9R(0) 30"x24"	M4-9(0) 30"x24"	M5-1R(0) 30"x24"	M4-9L(0) 48"x36"	W20-3(0) 48"x48"	W20-3(0) 48"x48"	W20-2(0) 48"x48"	R11-2 48"x30"	M4-8a(0) 24"x18"	R11-4 60"x30"	R3-2 24"x24"	R3-1 24"x24"	M4-10L 48"x 18"	M4-10R 48"x 18"	R11-2b 48"x30"

N

NOTES:

1. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE CONSTRUCTION IS IN EFFECT MUST BE COMPLETELY COVERED BY THE CONTRACTOR
2. TYPE III BARRICADE PLACEMENT SHALL FOLLOW HIGHWAY STANDARD 701901.
3. SIGN SPACING SHALL FOLLOW DISTRICT 1 DETAIL TC-21 UNLESS NOTED ON PLAN.
4. DETOUR SIGNAGE FOR VEHICULAR, BICYCLE AND PEDESTRIAN DETOURS SHALL BE CONSIDERED INCLUDED IN THE COST FOR TEMPORARY TRAFFIC CONTROL AND PROTECTION (SPECIAL) EXCEPT AS OTHERWISE NOTED.
5. THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGNAGE WITH PLACEMENT OF THE DETOUR SIGNAGE.
6. COORDINATE TRAFFIC CONTROL AND ANY STREET CLOSURES/DETOURS WITH CDOT DIVISION OF INFRASTRUCTURE MANAGEMENT. A STREET CLOSURE PERMIT REQUEST WILL NEED TO BE PROVIDED BY THE CONTRACTOR VIA EMAIL A MINIMUM OF 4 WEEKS IN ADVANCE FOR SUFFICIENT TIME FOR REVIEW AND APPROVAL BY CDOT AND DISSEMINATION TO STAKEHOLDERS. PLEASE NOTE THAT STREET CLOSURE PERMITS CANNOT BE APPLIED FOR ONLINE.
7. CHANGEABLE MESSAGE SIGNS SHALL REMAIN IN PLACE FOR DURATION OF THE DETOUR (STAGES 1 THRU 6).



1.5" RADIUS, 1.0" BORDER, 6" BLACK LETTERS ON ORANGE BACKGROUND

SIGN DETAIL

NOTE:

SIGNAL TIMING SHALL BE PAID PER LUMP SUM FOR COSTS INVOICED BY CDOT FOR ALL INTERSECTIONS ALONG THE DETOUR ROUTE REQUIRING TRAFFIC SIGNAL TIMING MODIFICATIONS TO THE EXISTING CDOT-MAINTAINED SIGNALS. THE AFFECTED INTERSECTIONS AND THE TEMPORARY TRAFFIC SIGNALS FOR WHICH SIGNAL TIMING IS PROVIDED ARE:

1. W. ROOSEVELT RD AT S. CENTRAL PARK AVE
2. W. ROOSEVELT RD AT S. HOMAN AVENUE
3. W. MADISON ST AT S. HOMAN AVE
4. W. MADISON ST AT S. CENTRAL PARK AVE
5. W. HARRISON ST AT S. HOMAN AVE
6. W. HARRISON ST AT S. CENTRAL PARK AVE

THE ORIGINAL SIGNAL TIMINGS SHALL BE RESTORED AT INTERSECTIONS 1 THRU 6 LISTED ABOVE AFTER THE DETOUR IS REMOVED, THE COST OF WHICH SHALL BE INCLUDED IN THE "SIGNAL TIMING" PAY ITEM.

THE REQUIRED TEMPORARY TRAFFIC SIGNAL TIMING AT THE FOLLOWING INTERSECTIONS SHALL BE PAID PER UNIT PRICE EACH UNDER THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL TIMING":

7. S. CENTRAL PARK AVE AT W. CONGRESS PKWY
8. S. CENTRAL PARK AVE AT W. HARRISON ST.

LEGEND

- WORK ZONE
- TRAFFIC DIRECTION
- DETOUR ROUTE
- DETOUR ROUTE - EB I-290 ENTRANCE RAMP (STAGE 1 ONLY) - SEE SHEET C-19
- TEMPORARY SIGN
- TYPE III BARRICADE
- CMS - CHANGEABLE MESSAGE SIGN
- TS - SIGNALIZED INTERSECTION
- SIGNALS TO BE TEMPORARILY RETIMED
- * - SIGNAGE TO BE USED IN STAGE 5 ONLY

FILE NAME: \\cs\M-dbstepw21\ICS_prd_work_dir\93585422_[09]162k62route1sh1detour1sh1.dgn

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312.897.1106

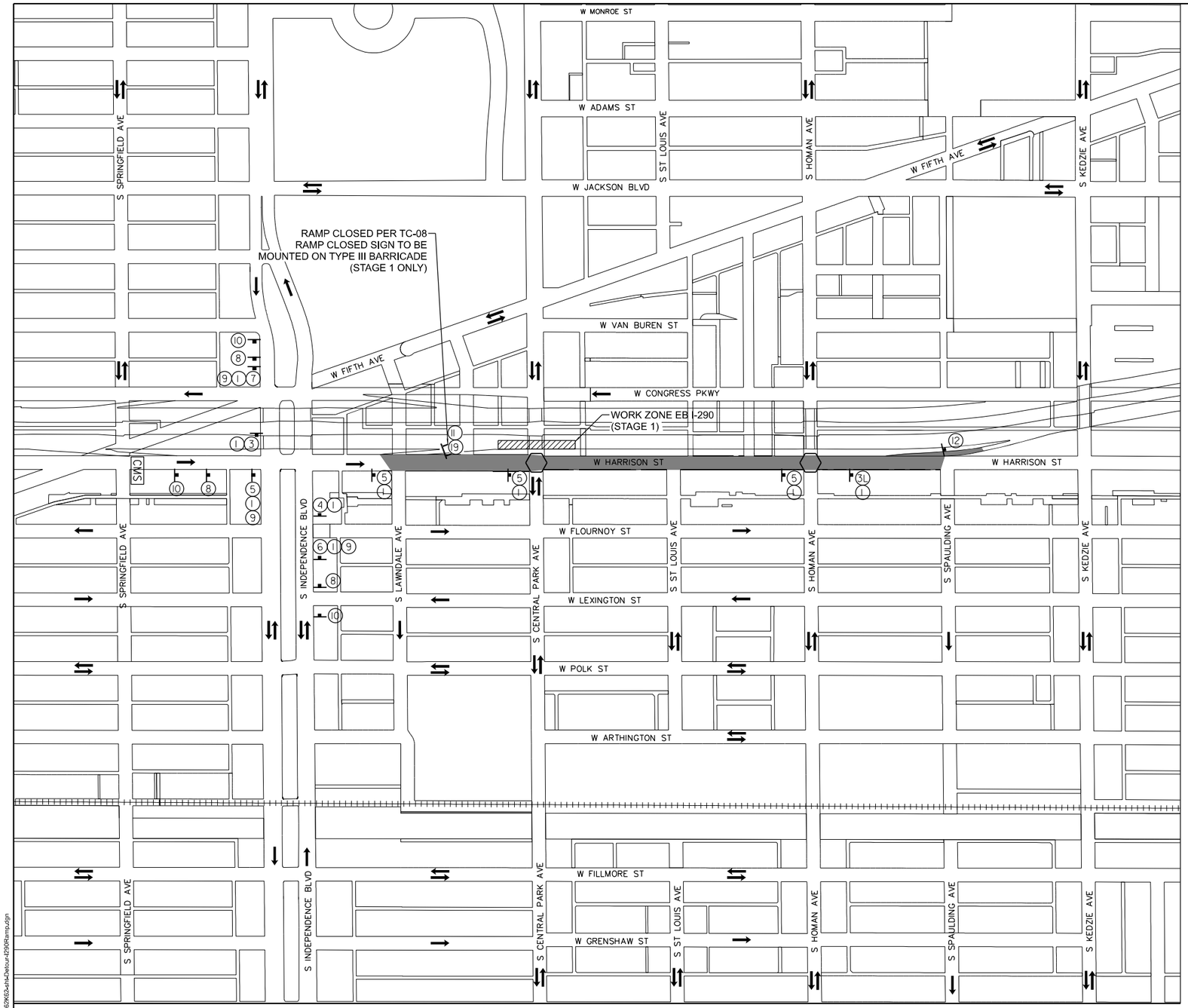
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED DETOUR PLAN
CENTRAL PARK AVE

SCALE: | SHEET NO. C-18 OF C-102 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	42
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	



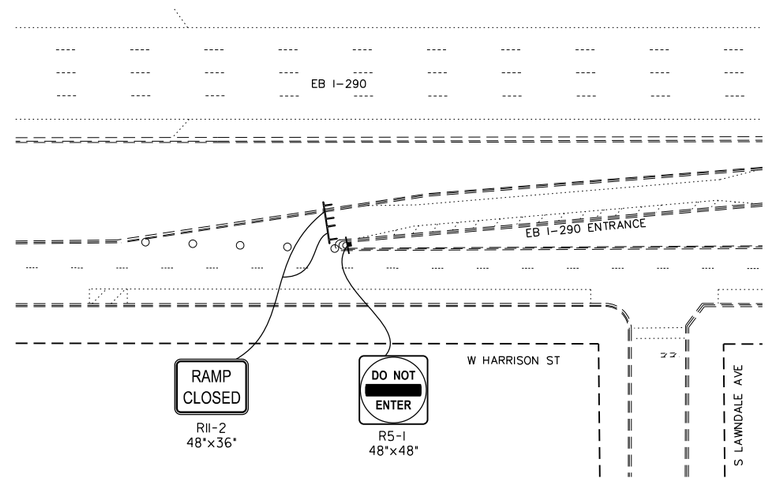
DETOUR – ON RAMP TO EB I–290

N

1

NOTES:

1. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE CONSTRUCTION IS IN EFFECT MUST BE COMPLETELY COVERED BY THE CONTRACTOR.
2. TYPE III BARRICADE PLACEMENT SHALL FOLLOW HIGHWAY STANDARD 701901.
3. SIGN SPACING SHALL FOLLOW DISTRICT 1 DETAIL TC-21 UNLESS NOTED ON PLAN. FOLLOW DETAIL TC-08 FOR ADVANCE SIGN SPACING FOR RAMP CLOSURE.
4. DETOUR SIGNAGE FOR VEHICULAR, BICYCLE AND PEDESTRIAN DETOURS SHALL BE CONSIDERED INCLUDED IN THE COST FOR TEMPORARY TRAFFIC CONTROL AND PROTECTION (SPECIAL) EXCEPT AS OTHERWISE NOTED. SIGNAGE ASSOCIATED WITH RAMP CLOSURE IS INCLUDED IN COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
5. THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGNAGE WITH PLACEMENT OF THE DETOUR SIGNAGE.
6. COORDINATE TRAFFIC CONTROL AND ANY STREET CLOSURES/DETOURS WITH CDOT DIVISION OF INFRASTRUCTURE MANAGEMENT. A STREET CLOSURE PERMIT REQUEST WILL NEED TO BE PROVIDED BY THE CONTRACTOR VIA EMAIL A MINIMUM OF 4 WEEKS IN ADVANCE FOR SUFFICIENT TIME FOR REVIEW AND APPROVAL BY CDOT AND DISSEMINATION TO STAKEHOLDERS. PLEASE NOTE THAT STREET CLOSURE PERMITS CANNOT BE APPLIED FOR ONLINE.
7. CONTRACTOR TO FOLLOW TC-08 FOR REQUIRED BARRICADES AT I-290 EB ON RAMP.
8. SEE SHEET C-18 FOR FULL SIGNAL RETIMING DETAILS.



RAMP CLOSURE DETAIL

SIGN LEGEND:

EAST INTERSTATE 290	WEST INTERSTATE 290	DETOUR		DETOUR	DETOUR	DETOUR	DETOUR	ROAD CONSTRUCTION AHEAD	RAMP CLOSED AHEAD	DETOUR AHEAD	RAMP CLOSED	END DETOUR	ROAD CLOSED TO THRU TRAFFIC			DETOUR	DETOUR	BRIDGE OUT	DO NOT ENTER
M3-3(0) 24"x12"	M3-3(0) 24"x12"																		
①	②	③	③L	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯	⑰	⑱	⑲
MI-5 45"x36"	MI-5 45"x36"	M4-9L(0) 30"x24"	M6-2L(0) 30"x18"	M4-9R(0) 30"x24"	M4-9(0) 30"x24"	M5-IR(0) 30"x24"	M4-9L(0) 48"x36"	W20-3(0) 48"x48"	W20-3(0) 48"x48"	W20-2(0) 48"x48"	RII-2 48"x36"	M4-8a(0) 24"x18"	RII-4 60"x30"	R3-2 24"x24"	R3-1 24"x24"	M4-10L 48"x 18"	M4-10R 48"x 18"	RII-2b 48"x30"	R5-I 48"x48"

LEGEND

- ▨ - WORK ZONE
- ➡ - TRAFFIC DIRECTION
- ▬ - DETOUR ROUTE
- ⊤ - TEMPORARY SIGN
- ⊥⊥ - TYPE III BARRICADE
- CMS - CHANGEABLE MESSAGE SIGN
- ⬡ - SIGNALS TO BE TEMPORARILY RETIMED
- ○ - DRUM OR TYPE I BARRICADE W/ FLASHING AMBER LIGHT @ 25' C-C

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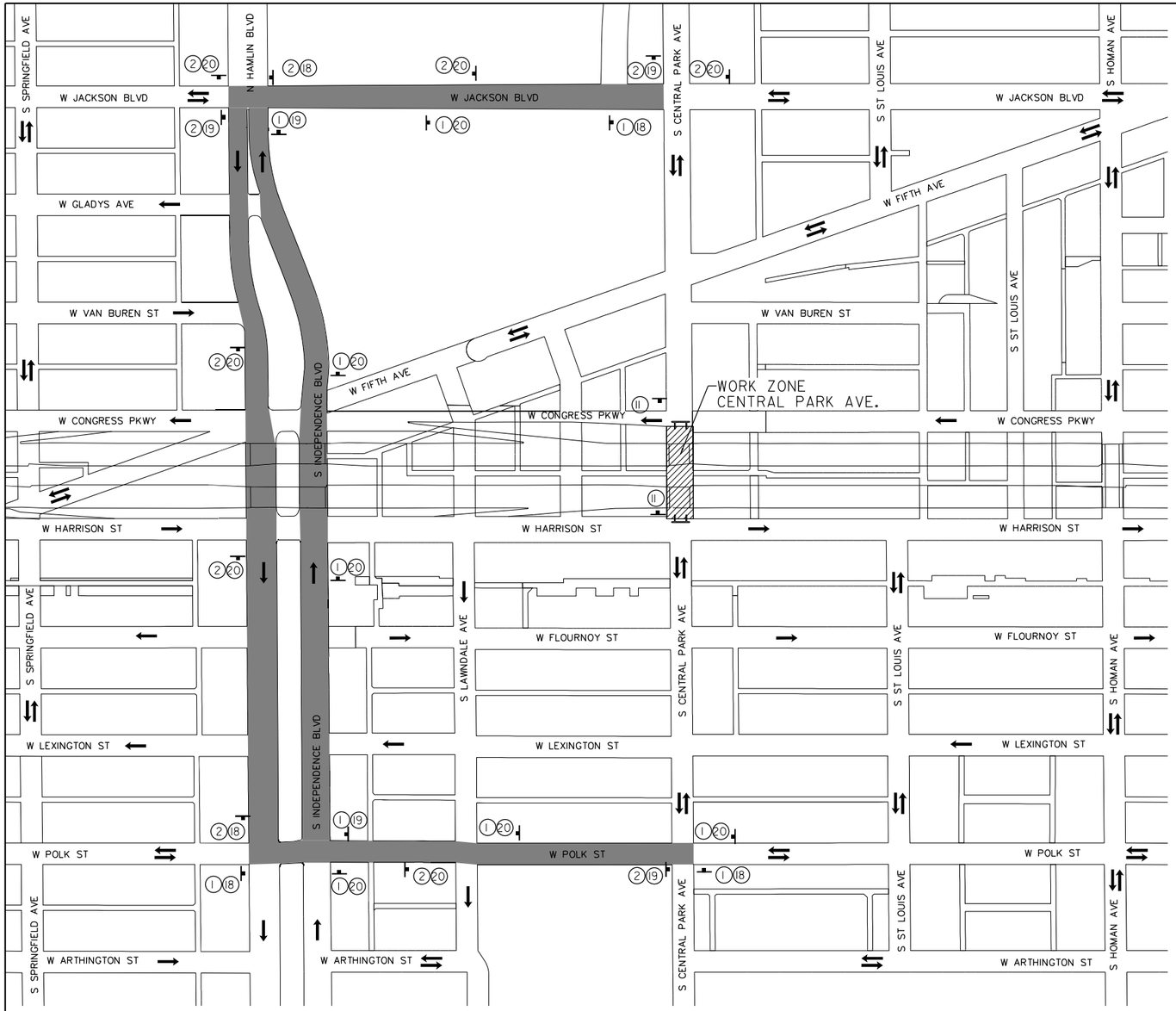
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED DETOUR PLAN
CENTRAL PARK & HARRISON ON RAMP EB–I–290

SCALE: | SHEET NO. C-19 OF C-102 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	43
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

FILE NAME: \\lcsM-dbstepw21\ICS_prd_work_dir\94215422_158\D102\E02\ash\Detour-I290Ramp.dgn



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NOTES:

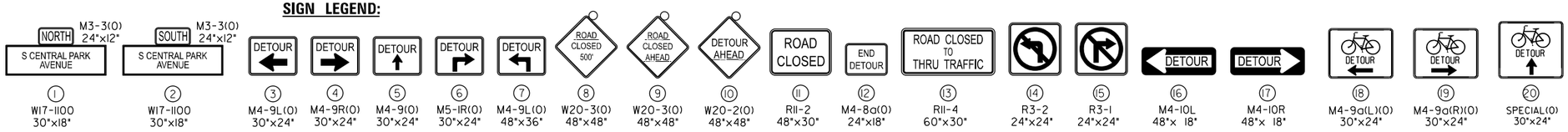
1. TYPE III BARRICADE PLACEMENT SHALL FOLLOW HIGHWAY STANDARD 701901.
2. SIGN SPACING SHALL FOLLOW DISTRICT 1 DETAIL TC-21 UNLESS NOTED ON PLAN.
3. DETOUR SIGNAGE FOR VEHICULAR, BICYCLE AND PEDESTRIAN DETOURS SHALL BE CONSIDERED INCLUDED IN THE COST FOR TEMPORARY TRAFFIC CONTROL AND PROTECTION (SPECIAL) EXCEPT AS OTHERWISE NOTED.
4. THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGNAGE WITH PLACEMENT OF THE DETOUR SIGNAGE.
5. COORDINATE TRAFFIC CONTROL AND ANY STREET CLOSURES/DETOURS WITH CDOT DIVISION OF INFRASTRUCTURE MANAGEMENT. A STREET CLOSURE PERMIT REQUEST WILL NEED TO BE PROVIDED BY THE CONTRACTOR VIA EMAIL A MINIMUM OF 4 WEEKS IN ADVANCE FOR SUFFICIENT TIME FOR REVIEW AND APPROVAL BY CDOT AND DISSEMINATION TO STAKEHOLDERS. PLEASE NOTE THAT STREET CLOSURE PERMITS CANNOT BE APPLIED FOR ONLINE.
6. CHANGEABLE MESSAGE SIGNS SHALL REMAIN IN PLACE FOR DURATION OF THE DETOUR (STAGES 1 THRU 6).

LEGEND

- WORK ZONE
- TRAFFIC DIRECTION
- DETOUR ROUTE
- TEMPORARY SIGN
- TYPE III BARRICADE
- CMS - CHANGEABLE MESSAGE SIGN

STAGE 1 DETOUR – S CENTRAL PARK AVE FULL DETOUR ROUTE

SIGN LEGEND:



①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯	⑰	⑱	⑲	⑳
W17-1100 30"x18"	W17-1100 30"x18"	M4-9L(0) 30"x24"	M4-9R(0) 30"x24"	M4-9(0) 30"x24"	M5-1R(0) 30"x24"	M4-9L(0) 48"x36"	W20-3(0) 48"x48"	W20-3(0) 48"x48"	W20-2(0) 48"x48"	R11-2 48"x30"	M4-8a(0) 24"x18"	R11-4 60"x30"	R3-2 24"x24"	R3-1 24"x24"	M4-10L 48"x 18"	M4-10R 48"x 18"	M4-9a(L)(0) 30"x24"	M4-9a(R)(0) 30"x24"	SPECIAL(0) 30"x24"

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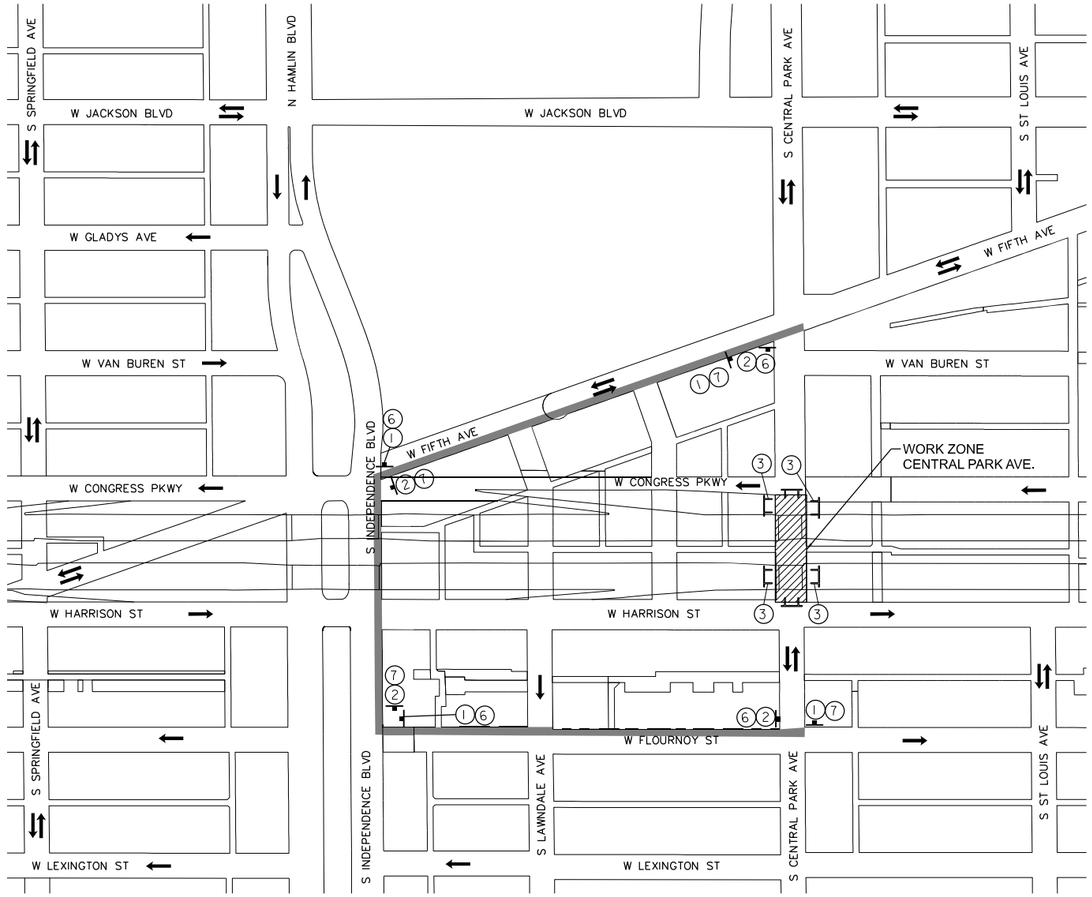
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PLOT TIME	= 9:55:35 PM	DATE	-	REVISED	-		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED BIKE DETOUR PLAN
CENTRAL PARK AVE

SCALE: | SHEET NO. C-20 OF C-102 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	44
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



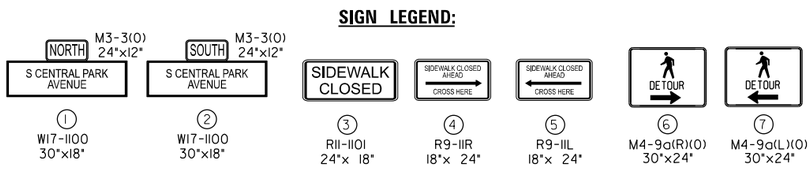
DETOUR – S CENTRAL PARK AVE PEDESTRIAN DETOUR ROUTE

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NOTES:

1. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE CONSTRUCTION IS IN EFFECT MUST BE COMPLETELY COVERED BY THE CONTRACTOR
2. TYPE III BARRICADE PLACEMENT SHALL FOLLOW HIGHWAY STANDARD 701901.
3. SIGN SPACING SHALL FOLLOW DISTRICT 1 DETAIL TC-21 UNLESS NOTED ON PLAN.
4. DETOUR SIGNAGE FOR VEHICULAR, BICYCLE AND PEDESTRIAN DETOURS SHALL BE CONSIDERED INCLUDED IN THE COST FOR TEMPORARY TRAFFIC CONTROL AND PROTECTION (SPECIAL) EXCEPT AS OTHERWISE NOTED.
5. THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGNAGE WITH PLACEMENT OF THE DETOUR SIGNAGE.
6. COORDINATE TRAFFIC CONTROL AND ANY STREET CLOSURES/DETOURS WITH CDOT DIVISION OF INFRASTRUCTURE MANAGEMENT. A STREET CLOSURE PERMIT REQUEST WILL NEED TO BE PROVIDED BY THE CONTRACTOR VIA EMAIL A MINIMUM OF 4 WEEKS IN ADVANCE FOR SUFFICIENT TIME FOR REVIEW AND APPROVAL BY CDOT AND DISSEMINATION TO STAKEHOLDERS. PLEASE NOTE THAT STREET CLOSURE PERMITS CANNOT BE APPLIED FOR ONLINE.
7. CHANGEABLE MESSAGE SIGNS SHALL REMAIN IN PLACE FOR DURATION OF THE DETOUR (STAGES 1 THRU 6).

SIGN LEGEND:



LEGEND

- ▨ - WORK ZONE
- ➡ - TRAFFIC DIRECTION
- ▬ - DETOUR ROUTE
- ⊤ - TEMPORARY SIGN
- ⊥⊥ - TYPE III BARRICADE
- CMS - CHANGEABLE MESSAGE SIGN
- TS - SIGNALIZED INTERSECTION

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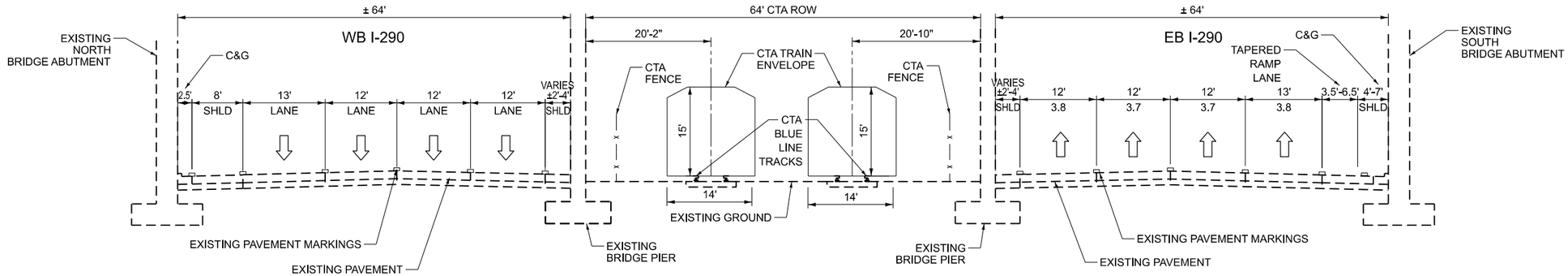
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

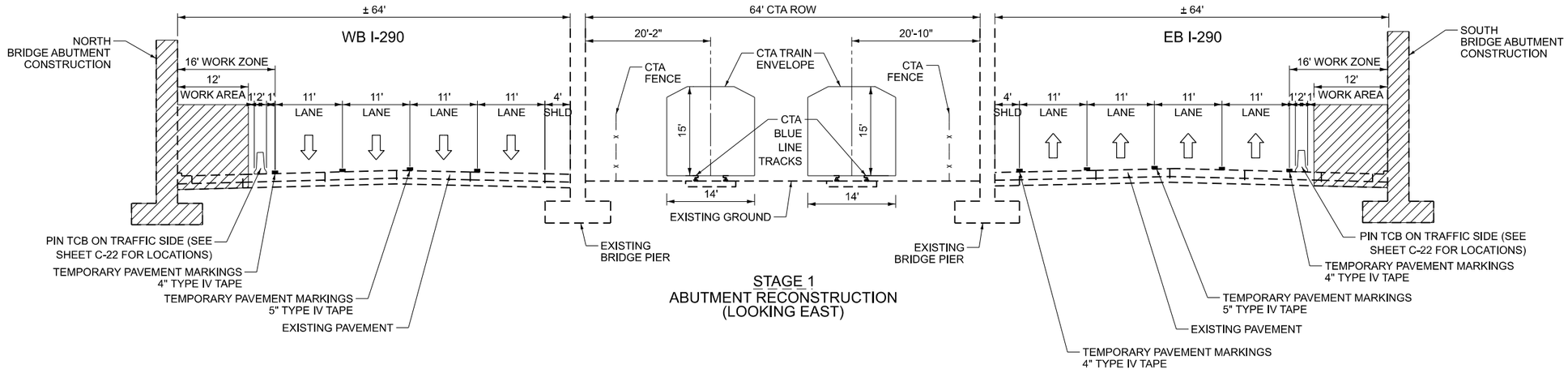
SUGGESTED PEDESTRIAN DETOUR PLAN
CENTRAL PARK AVE

SCALE: | SHEET NO. C-21 OF C-102 SHEETS

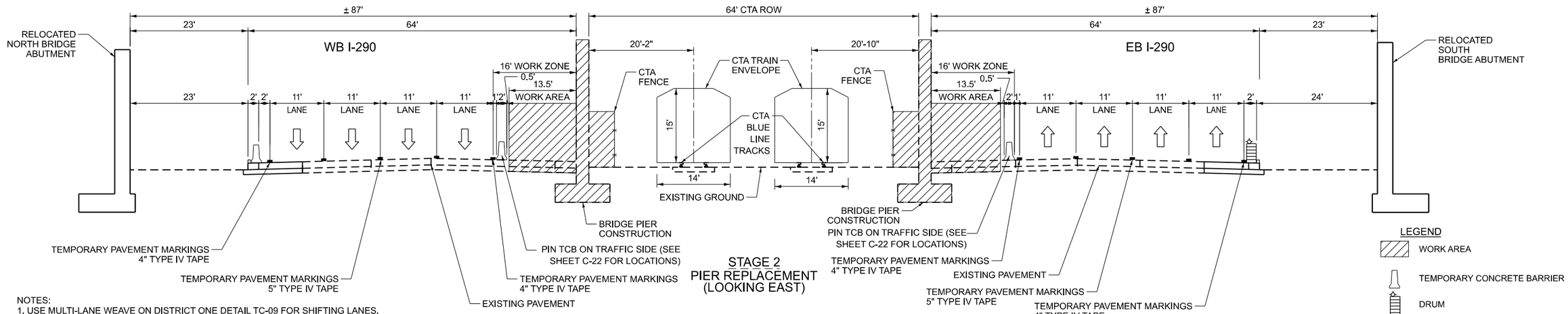
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	45
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	



EXISTING CONDITIONS
(LOOKING EAST)



STAGE 1
ABUTMENT RECONSTRUCTION
(LOOKING EAST)



STAGE 2
PIER REPLACEMENT
(LOOKING EAST)

LEGEND

- WORK AREA
- TEMPORARY CONCRETE BARRIER
- DRUM
- EXISTING PAVEMENT MARKING
- TEMPORARY PAVEMENT MARKING TYPE IV TAPE*

* NOTE: TEMPORARY PAVEMENT MARKING DURING WINTER STAGES SHALL BE MODIFIED URETHANE.

NOTES:
1. USE MULTI-LANE WEAVE ON DISTRICT ONE DETAIL TC-09 FOR SHIFTING LANES.
2. TEMPORARY PAVEMENT MARKINGS SHALL CONFORM TO DISTRICT ONE DETAIL TC-12.
3. SHOULDER CLOSURES SHALL CONFORM WITH THE PERMANENT SHOULDER CLOSURES DETAIL AS SHOWN ON STANDARD PLAN TC-17.

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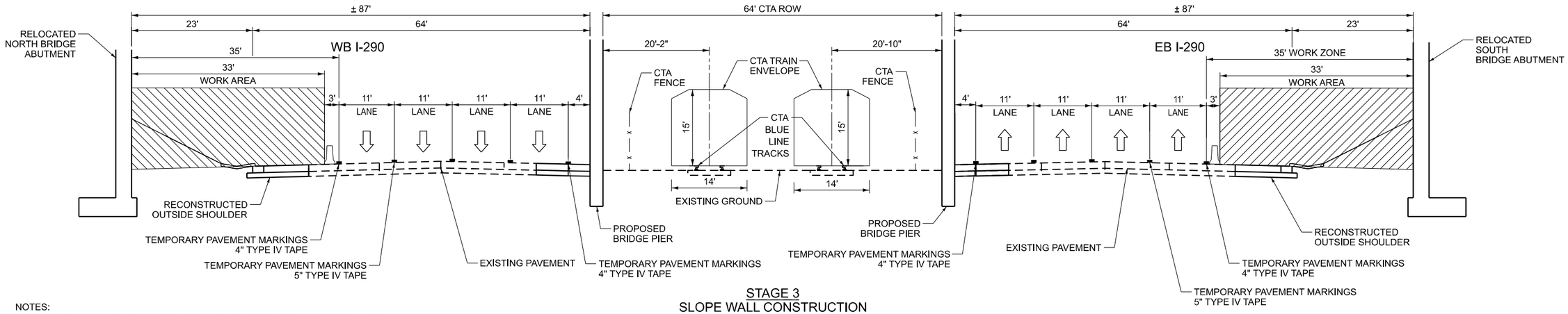
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS
I-290 AND CENTRAL PARK AVE

SCALE: NTS | SHEET NO. C-22 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	46
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

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STAGE 3
SLOPE WALL CONSTRUCTION
(LOOKING EAST)

NOTES:
1. USE MULTI-LANE WEAVE ON DISTRICT ONE DETAIL TC-09 FOR SHIFTING LANES.
2. TEMPORARY PAVEMENT MARKINGS SHALL CONFORM TO DISTRICT ONE DETAIL TC-12.
3. SHOULDER CLOSURES SHALL CONFORM WITH THE PERMANENT SHOULDER CLOSURES DETAIL AS SHOWN ON DISTRICT 1 DETAIL STANDARD PLAN TC-17.

LOCATIONS FOR PINNING TEMPORARY CONCRETE BARRIER						
STAGE NO.	DESCRIPTION / LOCATION	FROM STA.	TO STA.	LENGTH (FT)	NO. OF BARRIER SECTIONS	NO. OF PINS (EACH)
STAGE 1	EB I-290	170+48	173+85	337.0	27.0	81
STAGE 1	WB I-290	172+07	174+24	217.0	18.0	54
STAGE 2	EB I-290	172+12	172+96	84.0	7.0	21
STAGE 2	WB I-290	172+13	173+02	89.0	8.0	24
STAGE 1-3	HARRISON ST AT BRIDGE	2+96	3+74	78.0	7.0	21
STAGE 1-3	CONGRESS PKWY AT BRIDGE	12+19	12+79	60.0	5.0	15
					TOTAL	216

NOTE: 3 PINS PER EACH BARRIER SECTION

LEGEND

- WORK AREA
- TEMPORARY CONCRETE BARRIER
- EXISTING PAVEMENT MARKING
- TEMPORARY PAVEMENT MARKING TYPE IV TAPE*

* NOTE: TEMPORARY PAVEMENT MARKING DURING WINTER STAGES SHALL BE MODIFIED URETHANE.

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PLOT SCALE = 40.0000 ' / in.	DRAWN - MA	REVISED -			
PLOT DATE = 10/10/2025	CHECKED - HJM	REVISED -			
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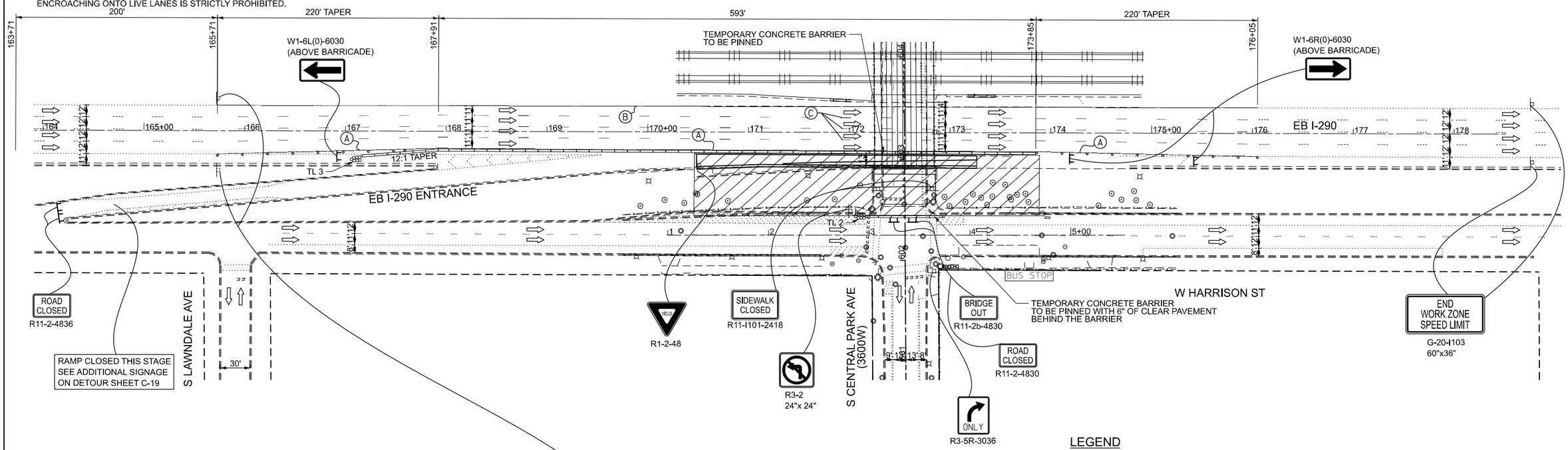
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	47
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

STAGING NOTES

1. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND VEHICULAR, BIKE, AND PEDESTRIAN TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN SHEETS FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.
2. THESE PLANS ARE SUGGESTED MAINTENANCE OF TRAFFIC PLANS. THE CONTRACTOR IS REQUIRED TO SUBMIT MOT PLANS, AND CONSTRUCTION SEQUENCING DETAILS TO IDOT FOR REVIEW AND APPROVAL. ALL MAINTENANCE OF TRAFFIC CLOSURES SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE SPECIAL PROVISION "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC."
3. 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.
4. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE WORK SITES WHEN:
   A. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN ONE HOUR PERIOD.
   B. THE WORK ACTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
5. THE FLAGGER SHALL BE STATIONED 500 FT IN ADVANCE OF OPENING WHERE CONTRACTOR'S VEHICLES ENTER AND EXIT THE WORK AREA.
6. RAISED REFLECTIVE PAVEMENT MARKERS WITHIN LIMITS OF PAVEMENT MARKING REMOVAL FOR MOT WILL BE REMOVED AND REPLACED AFTER THE FINAL STAGE ON I-290 IS COMPLETE.
7. WORK REQUIRING ENCROACHMENT OF OPEN LANES SHALL BE DONE PER NIGHTIME ALLOWABLE HOURS. WORK ACTIVITY ENCROACHING ONTO LIVE LANES IS STRICTLY PROHIBITED.

TAPER LENGTH CALCULATIONS

EASTBOUND I-290 LANE SHIFT
I-290 SPEED LIMIT = 55 MPH
SHIFTING TAPER = 55:1
SHIFT DISTANCE = 4'
TAPER LENGTH (L) = 4*55 = 220'



LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- DRUM OR TYPE I BARRICADE W/ FLASHING AMBER LIGHT @ 25' C-C
- DIRECTION INDICATOR BARRICADE
- TYPE III BARRICADE
- ARROW BOARD
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2 OR 3
- TRAFFIC DIRECTION

(A) - 4" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)*
(B) - 4" YELLOW LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)*
(C) - 5" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 5" TYPE IV TAPE) (10' DASH - 30' SKIP)*
(D) - 8" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 8" TYPE IV TAPE)*
(E) - 4" WHITE DOTTED LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE) (2' DASH - 6' SKIP)*
(F) - 12" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 12" TYPE IV TAPE)*
(G) - 8" YELLOW LINE (TEMPORARY PAVEMENT MARKING - LINE 8" TYPE IV TAPE)*

- TEMPORARY TRAFFIC SIGN
- FLAGGER WITH TRAFFIC CONTROL SIGN

* NOTE: TEMPORARY PAVEMENT MARKING DURING WINTER STAGES SHALL BE MODIFIED URETHANE.

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Chicago, Illinois 60606
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PLOT DATE	= 10/15/2025	CHECKED	- HJM	REVISED	-		
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STAGE 1 - EASTBOUND I-290 AT CENTRAL PARK AVE

SCALE: | SHEET NO. C-24 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	48
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

FILE NAME: \\lcsM-dbstepw21\IDOT_pd_work_dir\0405\24_73\D1162K62c-sht-MOT01-14-2568E.dgn

STAGING NOTES

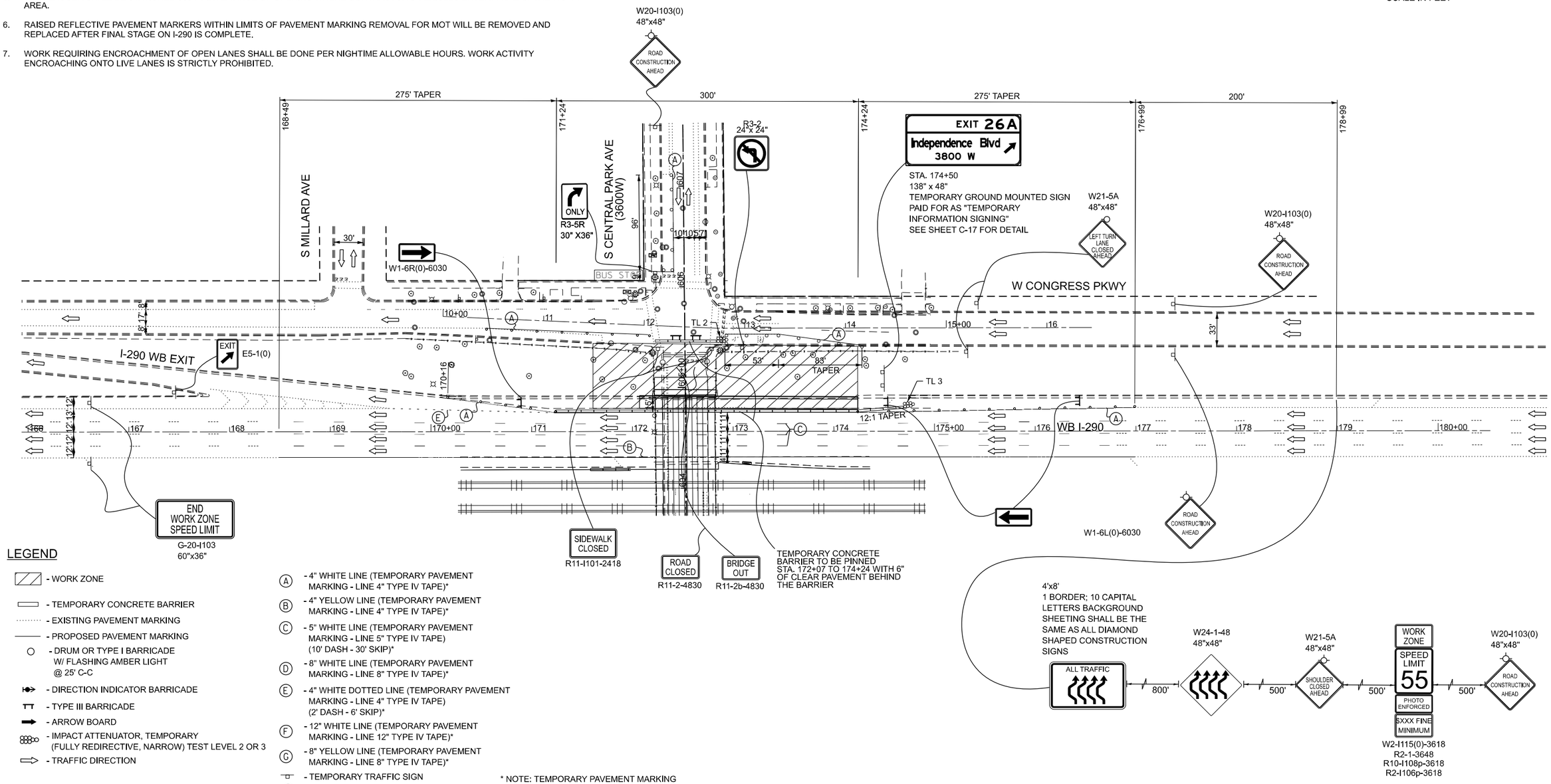
1. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND VEHICULAR, BIKE, AND PEDESTRIAN TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN SHEETS FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.
2. THESE PLANS ARE SUGGESTED MAINTENANCE OF TRAFFIC PLANS. THE CONTRACTOR IS REQUIRED TO SUBMIT MOT PLANS, AND CONSTRUCTION SEQUENCING DETAILS TO IDOT FOR REVIEW AND APPROVAL. ALL MAINTENANCE OF TRAFFIC CLOSURES SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE SPECIAL PROVISION "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC."
3. 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.
4. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE WORK SITES WHEN:
   A. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN ONE HOUR PERIOD.
   B. THE WORK ACTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
5. THE FLAGGER SHALL BE STATIONED 500 FT IN ADVANCE OF OPENING WHERE CONTRACTOR'S VEHICLES ENTER AND EXIT THE WORK AREA.
6. RAISED REFLECTIVE PAVEMENT MARKERS WITHIN LIMITS OF PAVEMENT MARKING REMOVAL FOR MOT WILL BE REMOVED AND REPLACED AFTER FINAL STAGE ON I-290 IS COMPLETE.
7. WORK REQUIRING ENCROACHMENT OF OPEN LANES SHALL BE DONE PER NIGHTTIME ALLOWABLE HOURS. WORK ACTIVITY ENCROACHING ONTO LIVE LANES IS STRICTLY PROHIBITED.

TAPER LENGTH CALCULATIONS

WESTBOUND I-290 LANE SHIFT
I-290 SPEED LIMIT = 55 MPH
SHIFTING TAPER = 55:1
SHIFT DISTANCE = 5'
TAPER LENGTH (L) = 5*55 = 275'

N

0 50 100 150
SCALE IN FEET



LEGEND

- - WORK ZONE
- - TEMPORARY CONCRETE BARRIER
- - EXISTING PAVEMENT MARKING
- - PROPOSED PAVEMENT MARKING
- - DRUM OR TYPE I BARRICADE W/ FLASHING AMBER LIGHT @ 25' C-C
- - DIRECTION INDICATOR BARRICADE
- - TYPE III BARRICADE
- - ARROW BOARD
- - IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2 OR 3
- - TRAFFIC DIRECTION

(A) - 4" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)*
(B) - 4" YELLOW LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)*
(C) - 5" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 5" TYPE IV TAPE) (10' DASH - 30' SKIP)*
(D) - 8" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 8" TYPE IV TAPE)*
(E) - 4" WHITE DOTTED LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE) (2' DASH - 6' SKIP)*
(F) - 12" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 12" TYPE IV TAPE)*
(G) - 8" YELLOW LINE (TEMPORARY PAVEMENT MARKING - LINE 8" TYPE IV TAPE)*

- - TEMPORARY TRAFFIC SIGN
- - FLAGGER WITH TRAFFIC CONTROL SIGN

* NOTE: TEMPORARY PAVEMENT MARKING DURING WINTER STAGES SHALL BE MODIFIED URETHANE.

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Chicago, Illinois 60606
312.857.1006

USER NAME = icsM-dbstepw21$	DESIGNED - DDC	REVISED -	
PLOT SCALE = 100.0000 ' / in.	DRAWN - JH	REVISED -	
PLOT DATE = 10/10/2025	CHECKED - HJM	REVISED -	
PLOT TIME = 10:36:09 PM	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STAGE 1 - WESTBOUND I-290 AT CENTRAL PARK AVE

SCALE: | SHEET NO. C-25 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	49
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

STAGING NOTES

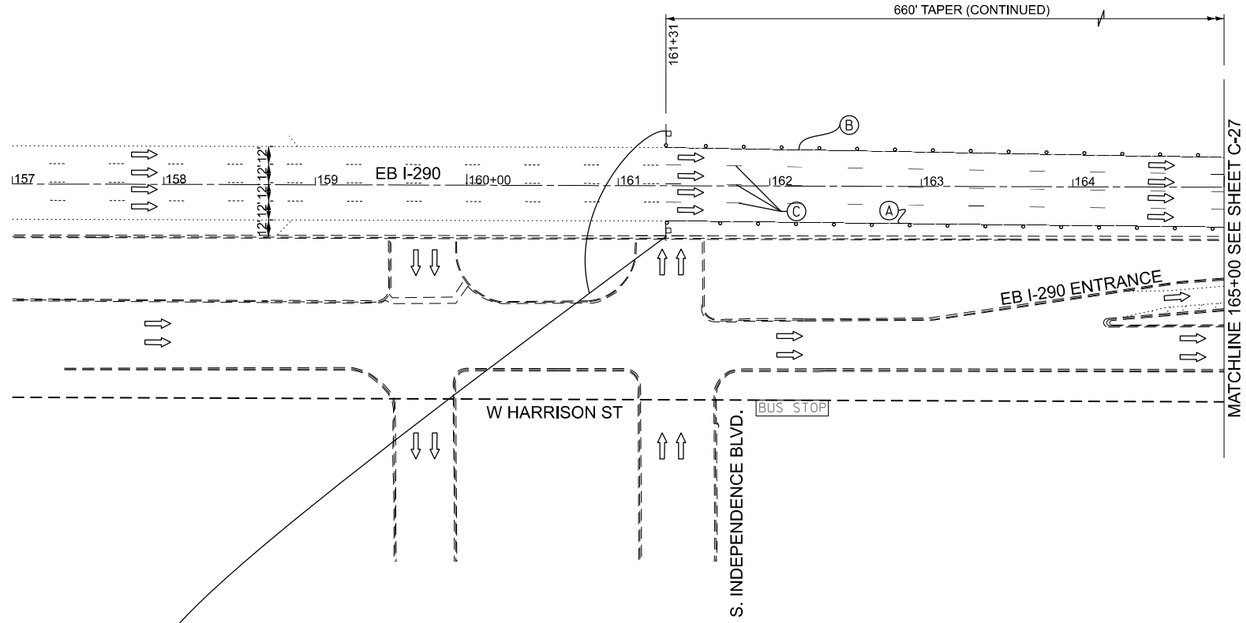
1. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND VEHICULAR, BIKE, AND PEDESTRIAN TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN SHEETS FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.
2. THESE PLANS ARE SUGGESTED MAINTENANCE OF TRAFFIC PLANS. THE CONTRACTOR IS REQUIRED TO SUBMIT MOT PLANS, AND CONSTRUCTION SEQUENCING DETAILS TO IDOT FOR REVIEW AND APPROVAL. ALL MAINTENANCE OF TRAFFIC CLOSURES SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE SPECIAL PROVISION "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC."
3. 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.
4. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE WORK SITES WHEN:
   A. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN ONE HOUR PERIOD.
   B. THE WORK ACTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
5. THE FLAGGER SHALL BE STATIONED 500 FT IN ADVANCE OF OPENING WHERE CONTRACTOR'S VEHICLES ENTER AND EXIT THE WORK AREA.
6. RAISED REFLECTIVE PAVEMENT MARKERS WITHIN LIMITS OF PAVEMENT MARKING REMOVAL FOR MOT WILL BE REMOVED AND REPLACED AFTER THE FINAL STAGE ON I-290 IS COMPLETE.
7. WORK REQUIRING ENCROACHMENT OF OPEN LANES SHALL BE DONE PER NIGHTIME ALLOWABLE HOURS. WORK ACTIVITY ENCROACHING ONTO LIVE LANES IS STRICTLY PROHIBITED.

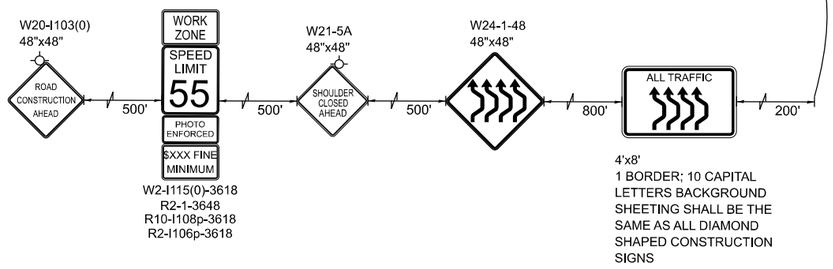
TAPER LENGTH CALCULATIONS

EASTBOUND I-290 LANE SHIFT
I-290 SPEED LIMIT = 55 MPH
SHIFTING TAPER = 55:1
SHIFT DISTANCE = 12'
TAPER LENGTH (L) = 12*55 = 660'

N

0 50 100 150
SCALE IN FEET





LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- DRUM OR TYPE I BARRICADE W/ FLASHING AMBER LIGHT @ 25' C-C
- DIRECTION INDICATOR BARRICADE
- TYPE III BARRICADE
- ARROW BOARD
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2 OR 3
- TRAFFIC DIRECTION

(A) - 4" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)*
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(C) - 5" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 5" TYPE IV TAPE) (10' DASH - 30' SKIP)*
(D) - 8" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 8" TYPE IV TAPE)*
(E) - 4" WHITE DOTTED LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE) (2' DASH - 6' SKIP)
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- TEMPORARY TRAFFIC SIGN
- FLAGGER WITH TRAFFIC CONTROL SIGN

* NOTE: TEMPORARY PAVEMENT MARKING DURING WINTER STAGES SHALL BE MODIFIED URETHANE.

FILE NAME: \\icsM-dbstepw21\ICS_pdf_work_dir\8385424_156D162K62x1hAMOT029H-206EB.dgn

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PLOT SCALE	= 100.0000 ' / in.	DRAWN	- JH	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 10:36:09 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STAGE 2 - EASTBOUND I-290 AT CENTRAL PARK AVE

SCALE: | SHEET NO. C-26 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	50
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

STAGING NOTES

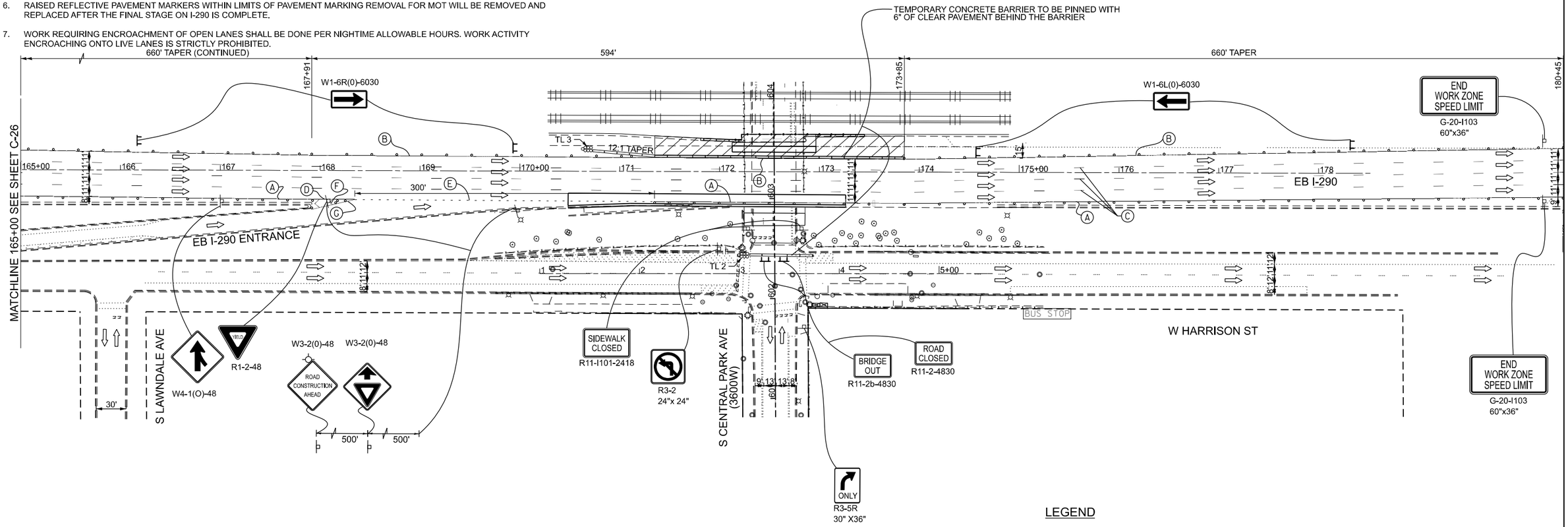
1. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND VEHICULAR, BIKE, AND PEDESTRIAN TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN SHEETS FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.
2. THESE PLANS ARE SUGGESTED MAINTENANCE OF TRAFFIC PLANS. THE CONTRACTOR IS REQUIRED TO SUBMIT MOT PLANS, AND CONSTRUCTION SEQUENCING DETAILS TO IDOT FOR REVIEW AND APPROVAL. ALL MAINTENANCE OF TRAFFIC CLOSURES SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE SPECIAL PROVISION "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC."
3. 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.
4. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE WORK SITES WHEN:
   A. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN ONE HOUR PERIOD.
   B. THE WORK ACTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
5. THE FLAGGER SHALL BE STATIONED 500 FT IN ADVANCE OF OPENING WHERE CONTRACTOR'S VEHICLES ENTER AND EXIT THE WORK AREA.
6. RAISED REFLECTIVE PAVEMENT MARKERS WITHIN LIMITS OF PAVEMENT MARKING REMOVAL FOR MOT WILL BE REMOVED AND REPLACED AFTER THE FINAL STAGE ON I-290 IS COMPLETE.
7. WORK REQUIRING ENCROACHMENT OF OPEN LANES SHALL BE DONE PER NIGHTIME ALLOWABLE HOURS. WORK ACTIVITY ENCROACHING ONTO LIVE LANES IS STRICTLY PROHIBITED.

TAPER LENGTH CALCULATIONS

EASTBOUND I-290 LANE SHIFT
I-290 SPEED LIMIT = 55 MPH
SHIFTING TAPER = 55:1
SHIFT DISTANCE = 12'
TAPER LENGTH (L) = 12*55 = 660'

N

0 50 100 150
SCALE IN FEET



LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- DRUM OR TYPE I BARRICADE W/ FLASHING AMBER LIGHT @ 25' C-C
- DIRECTION INDICATOR BARRICADE
- TYPE III BARRICADE
- ARROW BOARD
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2 OR 3
- TRAFFIC DIRECTION

(A) - 4" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)*
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(C) - 5" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 5" TYPE IV TAPE) (10' DASH - 30' SKIP)*
(D) - 8" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 8" TYPE IV TAPE)*
(E) - 4" WHITE DOTTED LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE) (2' DASH - 6' SKIP)
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- TEMPORARY TRAFFIC SIGN
- FLAGGER WITH TRAFFIC CONTROL SIGN

* NOTE: TEMPORARY PAVEMENT MARKING DURING WINTER STAGES SHALL BE MODIFIED URETHANE.

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PLOT SCALE	= 100.0000 ' / in.	DRAWN	- JH	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 10:36:37 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STAGE 2 - EASTBOUND I-290 AT CENTRAL PARK AVE

SCALE: | SHEET NO. C-27 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	51
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

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STAGING NOTES

1. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND VEHICULAR, BIKE, AND PEDESTRIAN TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN SHEETS FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.
2. THESE PLANS ARE SUGGESTED MAINTENANCE OF TRAFFIC PLANS. THE CONTRACTOR IS REQUIRED TO SUBMIT MOT PLANS, AND CONSTRUCTION SEQUENCING DETAILS TO IDOT FOR REVIEW AND APPROVAL. ALL MAINTENANCE OF TRAFFIC CLOSURES SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE SPECIAL PROVISION "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC."
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4. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE WORK SITES WHEN:
   A. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN ONE HOUR PERIOD.
   B. THE WORK ACTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
5. THE FLAGGER SHALL BE STATIONED 500 FT IN ADVANCE OF OPENING WHERE CONTRACTOR'S VEHICLES ENTER AND EXIT THE WORK AREA.
6. RAISED REFLECTIVE PAVEMENT MARKERS WITHIN LIMITS OF PAVEMENT MARKING REMOVAL FOR MOT WILL BE REMOVED AND REPLACED AFTER THE FINAL STAGE ON I-290 IS COMPLETE.
7. WORK REQUIRING ENCROACHMENT OF OPEN LANES SHALL BE DONE PER NIGHTIME ALLOWABLE HOURS. WORK ACTIVITY ENCROACHING ONTO LIVE LANES IS STRICTLY PROHIBITED.

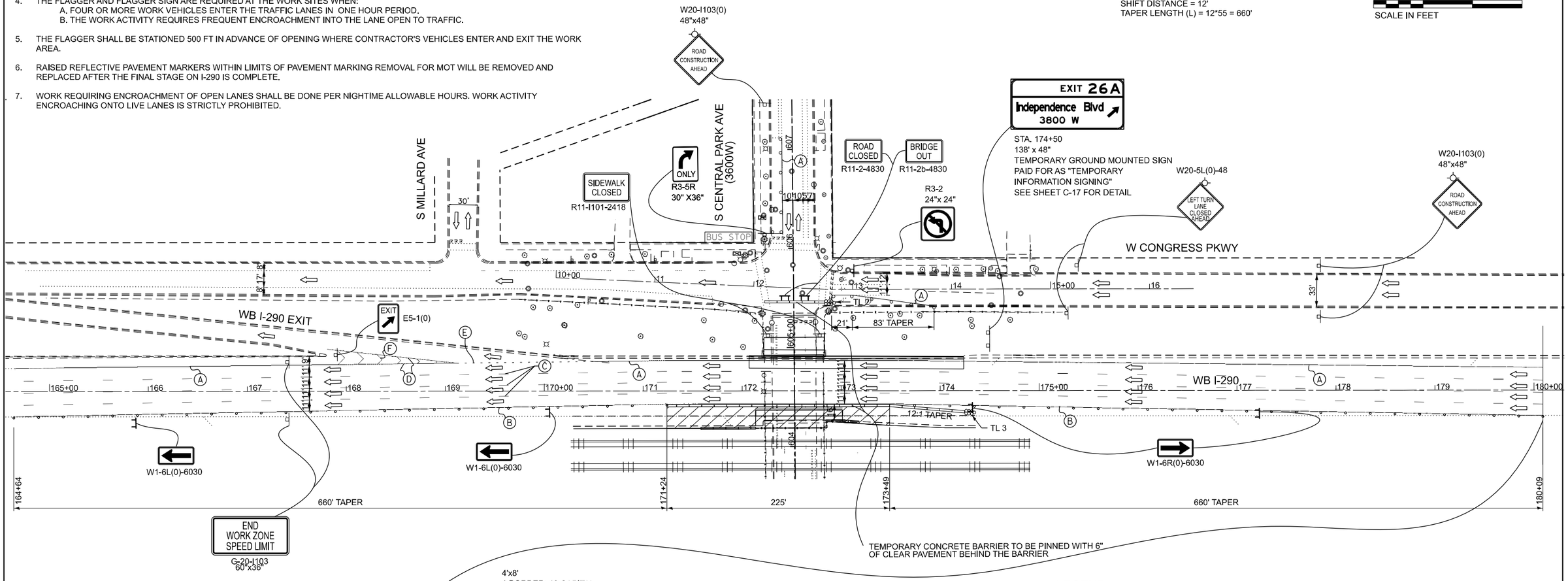
TAPER LENGTH CALCULATIONS

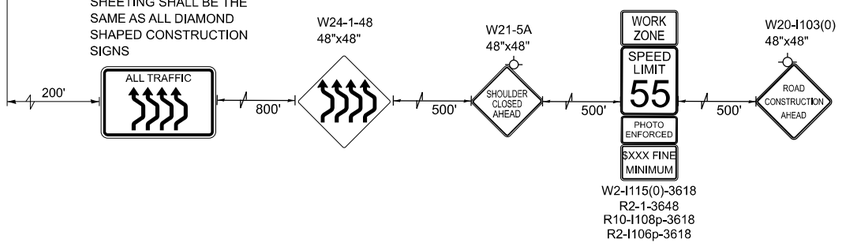
WESTBOUND
W. CONGRESS PKWY. LANE SHIFT
L=W*S*S/60=11*30*30/60=165 FEET
L/2 FOR SHIFT=82.5 FEET
USE 83 FEET

WESTBOUND I-290 LANE SHIFT
I-290 SPEED LIMIT = 55 MPH
SHIFTING TAPER = 55:1
SHIFT DISTANCE = 12'
TAPER LENGTH (L) = 12*55 = 660'

N

0 50 100 150
SCALE IN FEET





LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- DRUM OR TYPE I BARRICADE W/ FLASHING AMBER LIGHT @ 25' C-C
- DIRECTION INDICATOR BARRICADE
- TYPE III BARRICADE
- ARROW BOARD
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2 OR 3
- TRAFFIC DIRECTION

(A) - 4" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)*
(B) - 4" YELLOW LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)*
(C) - 5" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 5" TYPE IV TAPE) (10' DASH - 30' SKIP)*
(D) - 8" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 8" TYPE IV TAPE)*
(E) - 8" WHITE DOTTED LINE (TEMPORARY PAVEMENT MARKING - LINE 8" TYPE IV TAPE) (3 DASH - 9' SKIP)*
(F) - 12" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 12" TYPE IV TAPE)*
(G) - 8" YELLOW LINE (TEMPORARY PAVEMENT MARKING - LINE 8" TYPE IV TAPE)*
- TEMPORARY TRAFFIC SIGN
- FLAGGER WITH TRAFFIC CONTROL SIGN

* NOTE: TEMPORARY PAVEMENT MARKING DURING WINTER STAGES SHALL BE MODIFIED URETHANE.

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PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 10:37:35 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STAGE 2 - WESTBOUND I-290 AT CENTRAL PARK AVE

SCALE: | SHEET NO. C-28 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	52
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

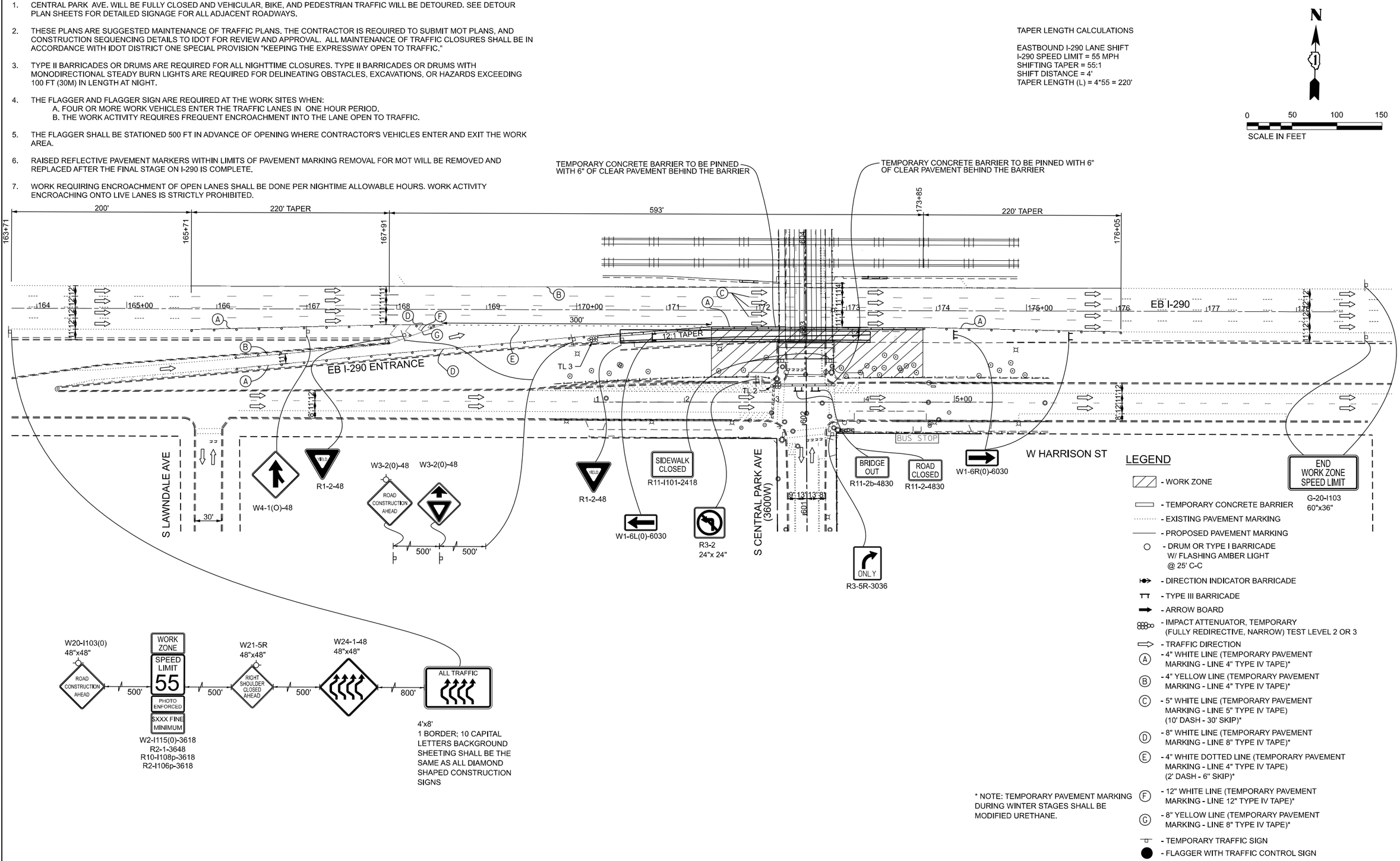
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STAGING NOTES

1. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND VEHICULAR, BIKE, AND PEDESTRIAN TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN SHEETS FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.
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4. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE WORK SITES WHEN:
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   B. THE WORK ACTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
5. THE FLAGGER SHALL BE STATIONED 500 FT IN ADVANCE OF OPENING WHERE CONTRACTOR'S VEHICLES ENTER AND EXIT THE WORK AREA.
6. RAISED REFLECTIVE PAVEMENT MARKERS WITHIN LIMITS OF PAVEMENT MARKING REMOVAL FOR MOT WILL BE REMOVED AND REPLACED AFTER THE FINAL STAGE ON I-290 IS COMPLETE.
7. WORK REQUIRING ENCROACHMENT OF OPEN LANES SHALL BE DONE PER NIGHTIME ALLOWABLE HOURS. WORK ACTIVITY ENCROACHING ONTO LIVE LANES IS STRICTLY PROHIBITED.

TAPER LENGTH CALCULATIONS

EASTBOUND I-290 LANE SHIFT
I-290 SPEED LIMIT = 55 MPH
SHIFTING TAPER = 55:1
SHIFT DISTANCE = 4'
TAPER LENGTH (L) = 4*55 = 220'



LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- DRUM OR TYPE I BARRICADE W/ FLASHING AMBER LIGHT @ 25' C-C
- DIRECTION INDICATOR BARRICADE
- TYPE III BARRICADE
- ARROW BOARD
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2 OR 3
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- (D) - 8" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 8" TYPE IV TAPE)*
- (E) - 4" WHITE DOTTED LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE) (2' DASH - 6" SKIP)*
- (F) - 12" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 12" TYPE IV TAPE)*
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- FLAGGER WITH TRAFFIC CONTROL SIGN

* NOTE: TEMPORARY PAVEMENT MARKING DURING WINTER STAGES SHALL BE MODIFIED URETHANE.

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PLOT TIME	= 10:37:16 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STAGE 3 - EASTBOUND I-290 AT CENTRAL PARK AVE

SCALE: | SHEET NO. C-29 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	53
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

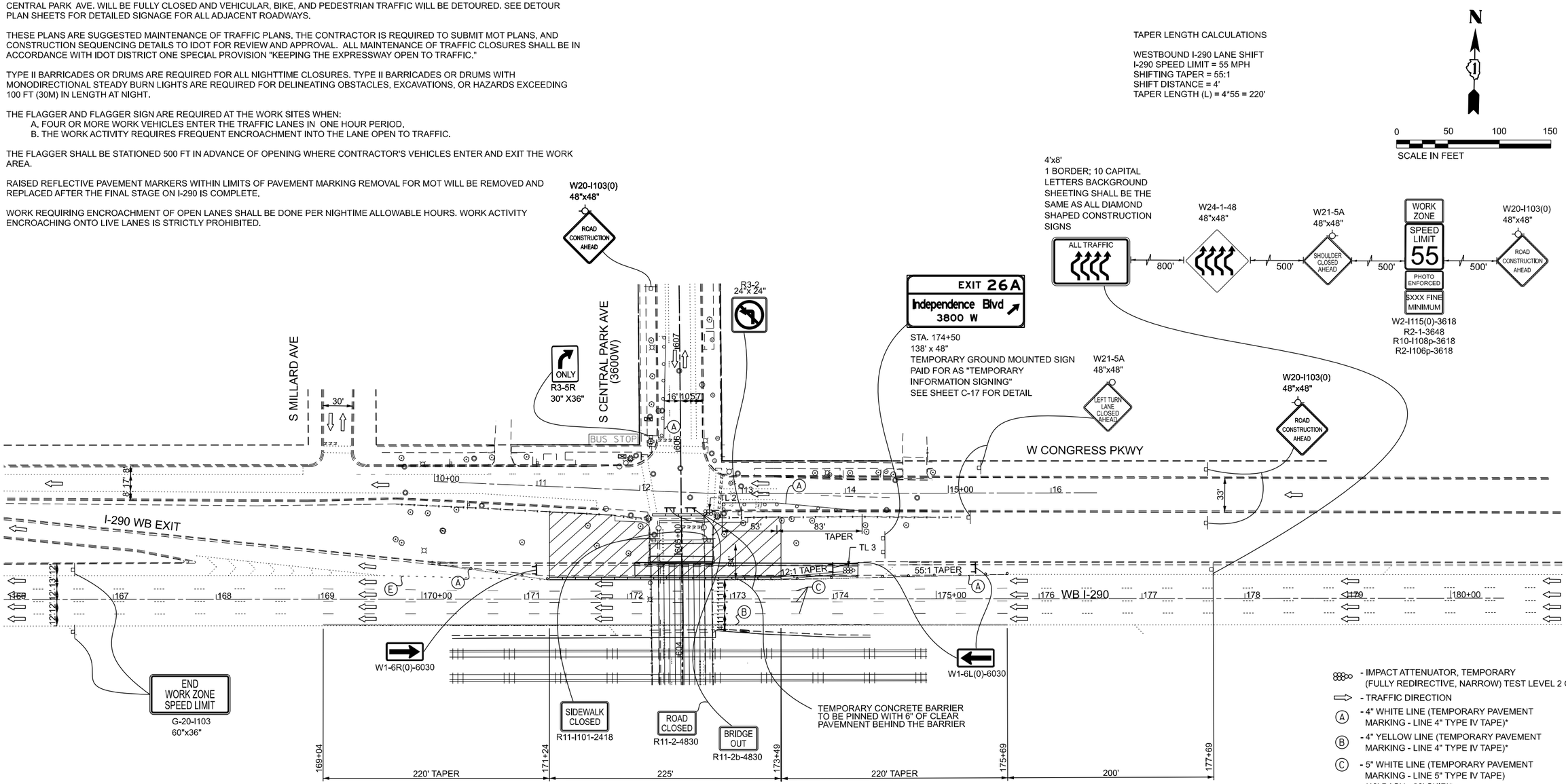
FILE NAME: \\lcsM-dbstepw21\IICS_prd_work_dir\8385424_1019\D162K62x-tmA-MOT033-290EB.dgn

STAGING NOTES

1. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND VEHICULAR, BIKE, AND PEDESTRIAN TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN SHEETS FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.
2. THESE PLANS ARE SUGGESTED MAINTENANCE OF TRAFFIC PLANS. THE CONTRACTOR IS REQUIRED TO SUBMIT MOT PLANS, AND CONSTRUCTION SEQUENCING DETAILS TO IDOT FOR REVIEW AND APPROVAL. ALL MAINTENANCE OF TRAFFIC CLOSURES SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE SPECIAL PROVISION "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC."
3. 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.
4. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE WORK SITES WHEN:
   A. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN ONE HOUR PERIOD.
   B. THE WORK ACTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
5. THE FLAGGER SHALL BE STATIONED 500 FT IN ADVANCE OF OPENING WHERE CONTRACTOR'S VEHICLES ENTER AND EXIT THE WORK AREA.
6. RAISED REFLECTIVE PAVEMENT MARKERS WITHIN LIMITS OF PAVEMENT MARKING REMOVAL FOR MOT WILL BE REMOVED AND REPLACED AFTER THE FINAL STAGE ON I-290 IS COMPLETE.
7. WORK REQUIRING ENCROACHMENT OF OPEN LANES SHALL BE DONE PER NIGHTIME ALLOWABLE HOURS. WORK ACTIVITY ENCROACHING ONTO LIVE LANES IS STRICTLY PROHIBITED.

TAPER LENGTH CALCULATIONS

WESTBOUND I-290 LANE SHIFT
I-290 SPEED LIMIT = 55 MPH
SHIFTING TAPER = 55:1
SHIFT DISTANCE = 4'
TAPER LENGTH (L) = 4*55 = 220'



LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- DRUM OR TYPE I BARRICADE W/ FLASHING AMBER LIGHT @ 25' C-C
- DIRECTION INDICATOR BARRICADE
- TYPE III BARRICADE
- ARROW BOARD
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2 OR 3
- TRAFFIC DIRECTION
- (A) - 4" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)*
- (B) - 4" YELLOW LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)*
- (C) - 5" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 5" TYPE IV TAPE) (10' DASH - 30' SKIP)*
- (D) - 8" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 8" TYPE IV TAPE)*
- (E) - 8" WHITE DOTTED LINE (TEMPORARY PAVEMENT MARKING - LINE 8" TYPE IV TAPE) (2' DASH - 6' SKIP)
- (F) - 12" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 12" TYPE IV TAPE)*
- (G) - 8" YELLOW LINE (TEMPORARY PAVEMENT MARKING - LINE 8" TYPE IV TAPE)*
- TEMPORARY TRAFFIC SIGN
- FLAGGER WITH TRAFFIC CONTROL SIGN

* NOTE: TEMPORARY PAVEMENT MARKING DURING WINTER STAGES SHALL BE MODIFIED URETHANE.

FILE NAME: \\lcsM-dbstepw21\ICS_prof_work_dir\93885424_1\2\D1\82602sht\MOT03-I290WB.dgn

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123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1606

USER NAME = lcsM-dbstepw21$	DESIGNED - DDC	REVISED -	
PLOT SCALE = 100.0000 ' / In.	DRAWN - JH	REVISED -	
PLOT DATE = 10/10/2025	CHECKED - HJM	REVISED -	
PLOT TIME = 10:38:24 PM	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STAGE 3 - WESTBOUND I-290 AT CENTRAL PARK AVE

SCALE: | SHEET NO. C-30 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	54
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

STAGING NOTES

1. CONTRACTOR SHALL NOTIFY NEARBY RESIDENTS AND BUSINESSES OF ON-STREET PARKING CLOSURE.

2. CONSTRUCT FULL STREET RESTORATION AT INTERSECTION OF W. CONGRESS PKWY. AND S. CENTRAL PARK AVE.

3. RESTORE PAVEMENT TO CDOT RULES AND REGULATIONS, REMOVE TEMPORARY MARKINGS AND SIGNS. OPEN LANES TO TRAFFIC.

4. CONTRACTOR MUST NOTIFY CTA TWO WEEKS IN ADVANCE OF ANY LANE OR STREET CLOSURE OR BUS STOP RELOCATION THAT COULD IMPACT CTA BUS SERVICE.

5. CONTRACTOR TO RESTORE ALL LANES AND ALL PEDESTRIAN ACCESS DURING NON-WORKING HOURS.

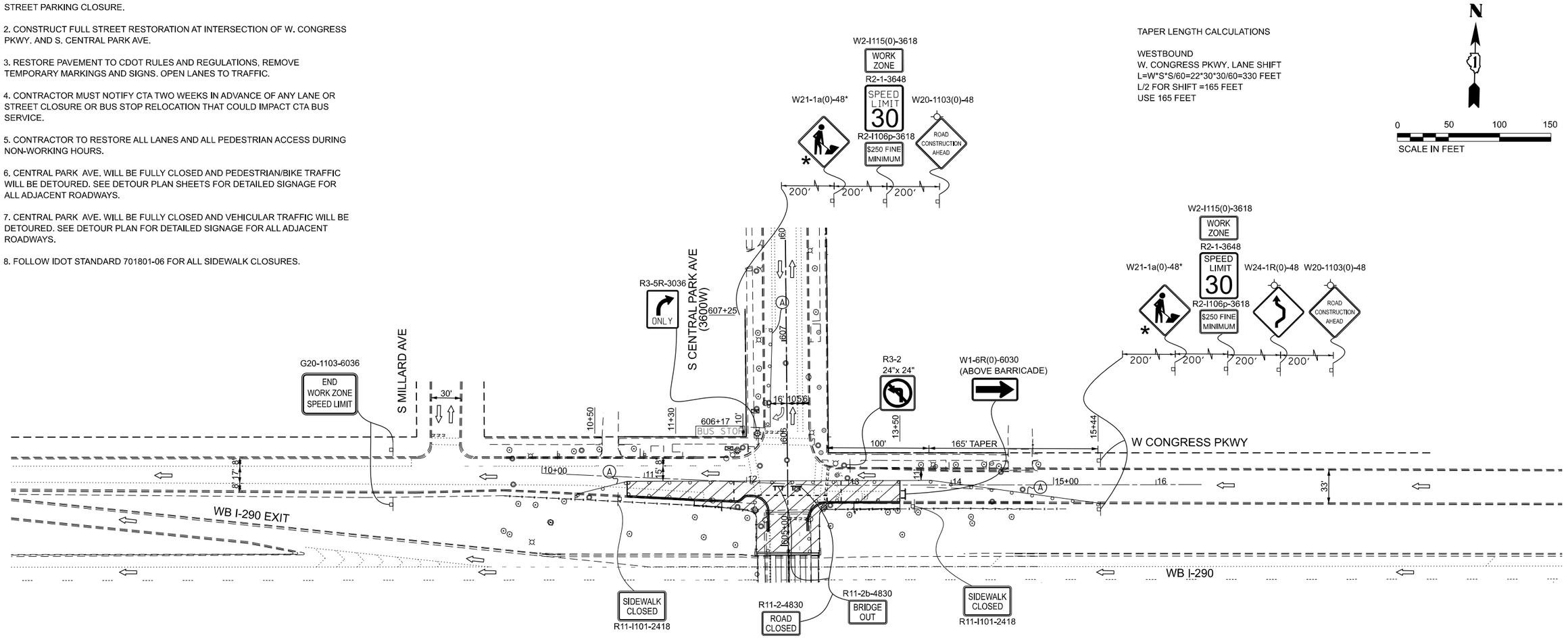
6. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND PEDESTRIAN/BIKE TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN SHEETS FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.

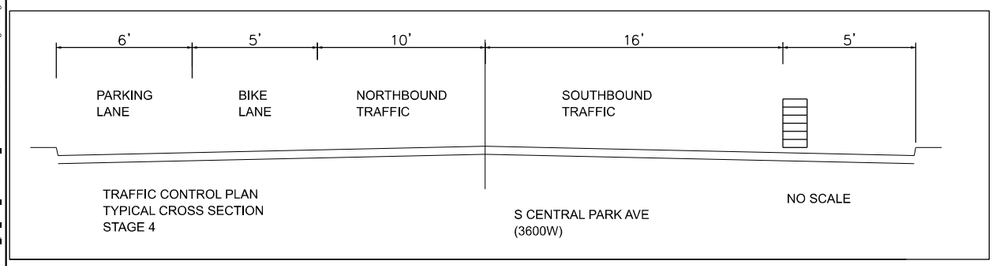
7. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND VEHICULAR TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.

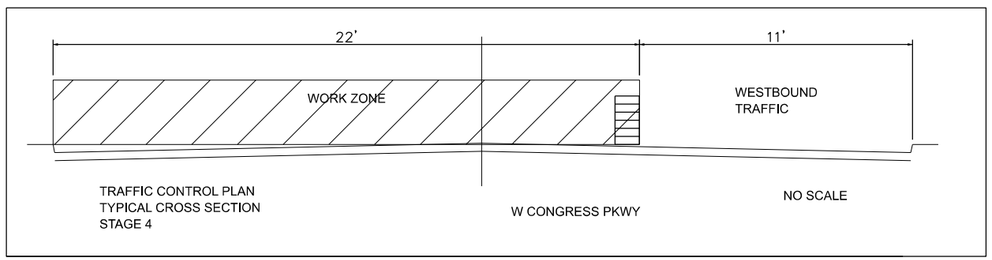
8. FOLLOW IDOT STANDARD 701801-06 FOR ALL SIDEWALK CLOSURES.

TAPER LENGTH CALCULATIONS

WESTBOUND
W. CONGRESS PKWY. LANE SHIFT
L=W*S*S/60=22*30*30/60=330 FEET
L/2 FOR SHIFT =165 FEET
USE 165 FEET







LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- DRUM OR TYPE I BARRICADE W/ FLASHING AMBER LIGHT @ 25' C-C
- DIRECTION INDICATOR BARRICADE
- TYPE III BARRICADE
- ARROW BOARD
- IMPACT ATTENUATOR TEST LEVEL 2
- TRAFFIC DIRECTION
- (A) 4" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)
- (B) 4" YELLOW LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)
- TEMPORARY TRAFFIC SIGN
- FLAGGER WITH TRAFFIC CONTROL SIGN
- * THIS SIGN TO BE REMOVED WHEN WORKERS ARE GONE FOR MORE THAN 1 HOUR

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123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1096

USER NAME	= icsM-dbstepw21$	DESIGNED	- DDC	REVISED	-
PLOT SCALE	= 100.0000 ' / in.	DRAWN	- JH	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:56:32 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STAGE 4 - W CONGRESS PARKWAY

SCALE: | SHEET NO. C-31 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	55
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

FILE NAME: \\icsM-dbstepw21\ICS_prd_work_dir\93415429_1\3D1B2K62cadMOT01-Congress.dgn

STAGING NOTES

1. CONTRACTOR SHALL NOTIFY NEARBY RESIDENTS AND BUSINESSES OF ON-STREET PARKING CLOSURE.

2. CONSTRUCT FULL STREET RESTORATION AT INTERSECTION OF W. HARRISON ST. AND S. CENTRAL PARK AVE.

3. RESTORE PAVEMENT TO CDOT RULES AND REGULATIONS, REMOVE TEMPORARY MARKINGS AND SIGNS. OPEN LANES TO TRAFFIC.

4. CONTRACTOR MUST NOTIFY CTA TWO WEEKS IN ADVANCE OF ANY LANE OR STREET CLOSURE OR BUS STOP RELOCATION THAT COULD IMPACT CTA BUS SERVICE.

5. CONTRACTOR TO RESTORE ALL LANES AND ALL PEDESTRIAN ACCESS DURING NON-WORKING HOURS.

6. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND PEDESTRIAN/BIKE TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN SHEETS FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.

7. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND VEHICULAR TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.

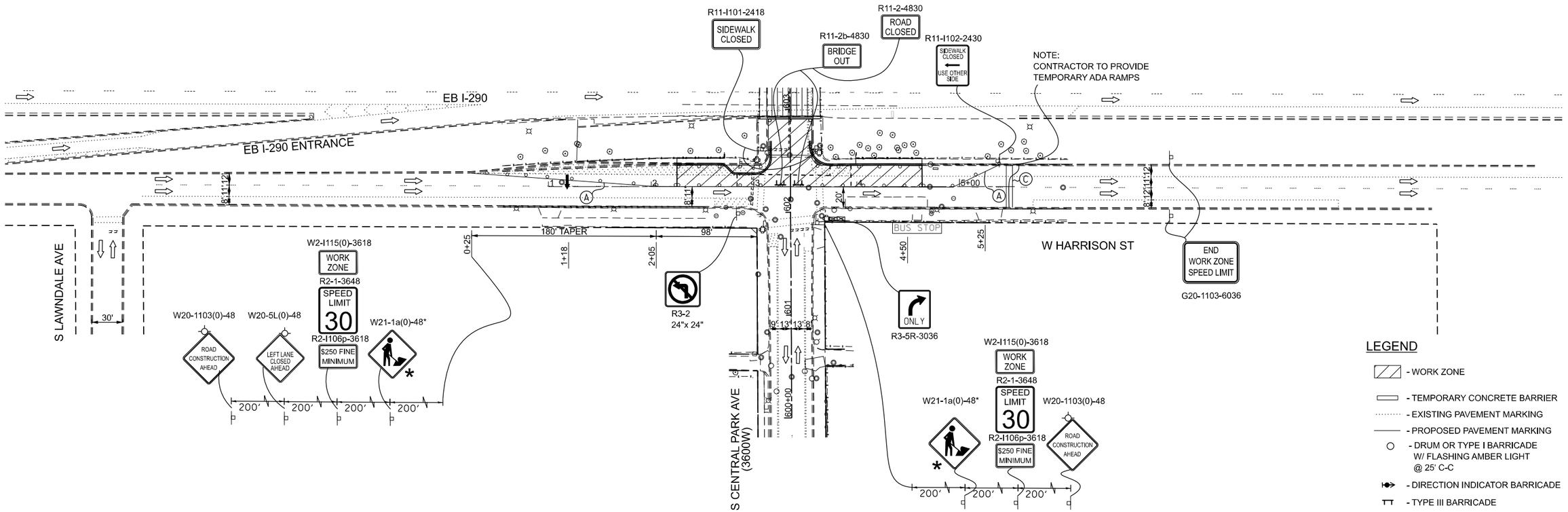
8. FOLLOW IDOT STANDARD 701801-06 FOR ALL SIDEWALK CLOSURES.

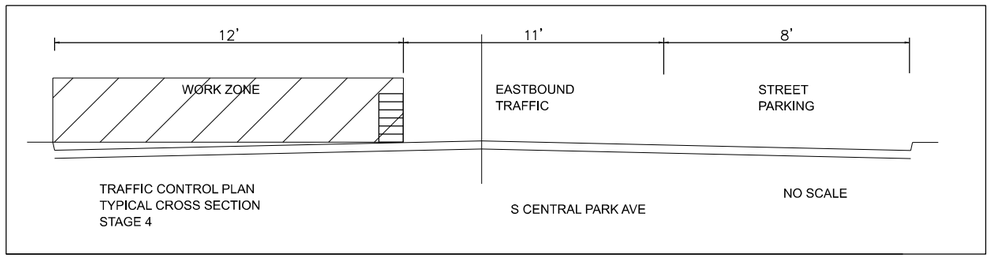
TAPER LENGTH CALCULATIONS

EASTBOUND
W. HARRISON ST. LANE CLOSURE
L=W*S*S/60=12*30*30/60=180 FEET
USE 180 FEET

N

0 50 100 150
SCALE IN FEET





LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- DRUM OR TYPE I BARRICADE W/ FLASHING AMBER LIGHT @ 25' C-C
- DIRECTION INDICATOR BARRICADE
- TYPE III BARRICADE
- ARROW BOARD
- IMPACT ATTENUATOR TEST LEVEL 2
- TRAFFIC DIRECTION
- (A) 4" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)
- (B) 4" YELLOW LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)
- (C) 6" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 6" TYPE IV TAPE)
- TEMPORARY TRAFFIC SIGN
- FLAGGER WITH TRAFFIC CONTROL SIGN
- * THIS SIGN TO BE REMOVED WHEN WORKERS ARE GONE FOR MORE THAN 1 HOUR

FILE NAME: \\dcs\Mdbstepw21\ICS_pdf_work_dir\62k62_t14\D1162k62sheMOT01-Harrison.dgn

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123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME	= icsM-dbstepw21$	DESIGNED	- DDC	REVISED	-
PLOT SCALE	= 100.0000 ' / in.	DRAWN	- JH	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:59:00 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STAGE 4 - W HARRISON ST

SCALE: | SHEET NO. C-32 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	56
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

STAGING NOTES

1. CONTRACTOR SHALL NOTIFY NEARBY RESIDENTS AND BUSINESSES OF ON-STREET PARKING CLOSURE.

2. CONSTRUCT FULL STREET RESTORATION AT INTERSECTION OF W. CONGRESS PKWY. AND S. CENTRAL PARK AVE.

3. RESTORE PAVEMENT TO CDOT RULES AND REGULATIONS, REMOVE TEMPORARY MARKINGS AND SIGNS. OPEN LANES TO TRAFFIC.

4. CONTRACTOR MUST NOTIFY CTA TWO WEEKS IN ADVANCE OF ANY LANE OR STREET CLOSURE OR BUS STOP RELOCATION THAT COULD IMPACT CTA BUS SERVICE.

5. CONTRACTOR TO RESTORE ALL LANES AND ALL PEDESTRIAN ACCESS DURING NON-WORKING HOURS.

6. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND PEDESTRIAN/BIKE TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN SHEETS FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.

7. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND VEHICULAR TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.

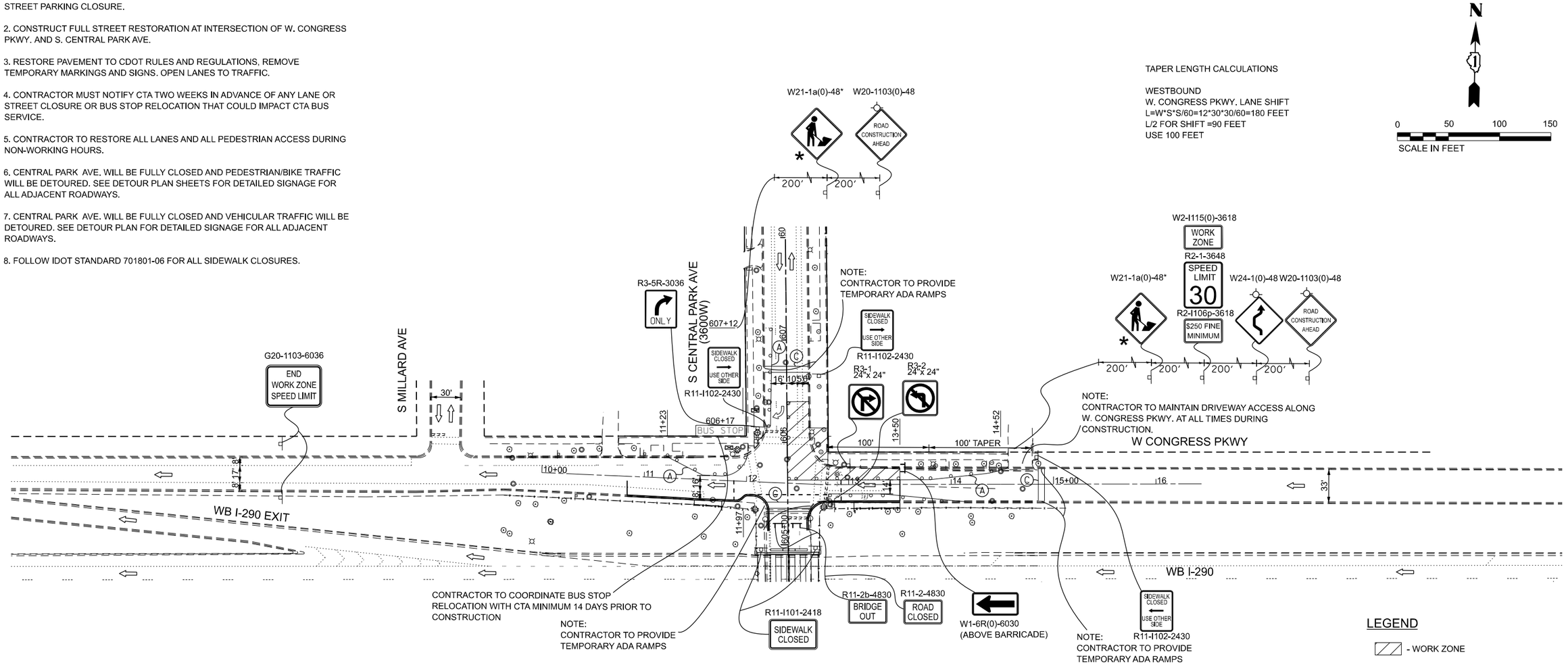
8. FOLLOW IDOT STANDARD 701801-06 FOR ALL SIDEWALK CLOSURES.

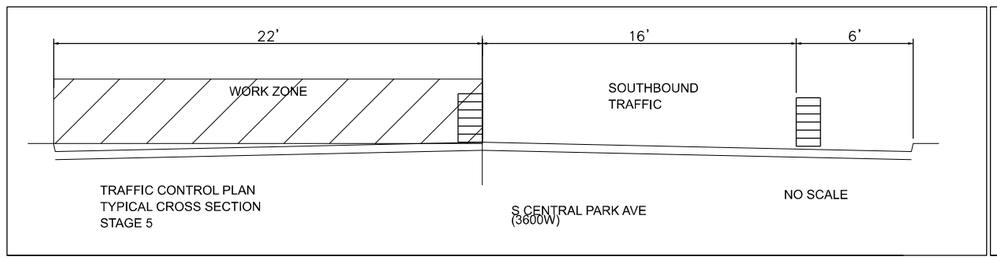
TAPER LENGTH CALCULATIONS

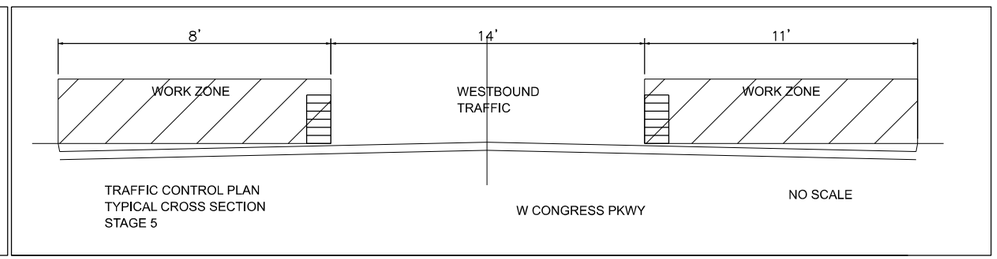
WESTBOUND
W. CONGRESS PKWY, LANE SHIFT
L=W*S*S/60=12*30*30/60=180 FEET
L/2 FOR SHIFT =90 FEET
USE 100 FEET

N

0 50 100 150
SCALE IN FEET







LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- DRUM OR TYPE I BARRICADE W/ FLASHING AMBER LIGHT @ 25' C-C
- DIRECTION INDICATOR BARRICADE
- TYPE III BARRICADE
- ARROW BOARD
- IMPACT ATTENUATOR TEST LEVEL 2
- TRAFFIC DIRECTION
- (A) 4" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)
- (B) 4" YELLOW LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)
- (C) 6" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 6" TYPE IV TAPE)
- TEMPORARY TRAFFIC SIGN
- FLAGGER WITH TRAFFIC CONTROL SIGN
- * THIS SIGN TO BE REMOVED WHEN WORKERS ARE GONE FOR MORE THAN 1 HOUR

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123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1606

USER NAME	= icsM-dbstepw21$	DESIGNED	- DDC	REVISED	-
PLOT SCALE	= 100.0000 ' / in.	DRAWN	- JH	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:38:31 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STAGE 5 - W CONGRESS PARKWAY

SCALE: | SHEET NO. C-33 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	57
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

FILE NAME: \\icsM-dbstepw21\ICS_prof_work_dir\93415427_jDYD1B2K60c-shsAMOT02-Congress.dgn

STAGING NOTES

1. CONTRACTOR SHALL NOTIFY NEARBY RESIDENTS AND BUSINESSES OF ON-STREET PARKING CLOSURE.

2. CONSTRUCT FULL STREET RESTORATION AT INTERSECTION OF W. HARRISON ST. AND S. CENTRAL PARK AVE.

3. RESTORE PAVEMENT TO CDOT RULES AND REGULATIONS, REMOVE TEMPORARY MARKINGS AND SIGNS. OPEN LANES TO TRAFFIC.

4. CONTRACTOR MUST NOTIFY CTA TWO WEEKS IN ADVANCE OF ANY LANE OR STREET CLOSURE OR BUS STOP RELOCATION THAT COULD IMPACT CTA BUS SERVICE.

5. CONTRACTOR TO RESTORE ALL LANES AND ALL PEDESTRIAN ACCESS DURING NON-WORKING HOURS.

6. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND PEDESTRIAN/BIKE TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN SHEETS FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.

7. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND VEHICULAR TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.

8. FOLLOW IDOT STANDARD 701801-06 FOR ALL SIDEWALK CLOSURES.

TAPER LENGTH CALCULATIONS

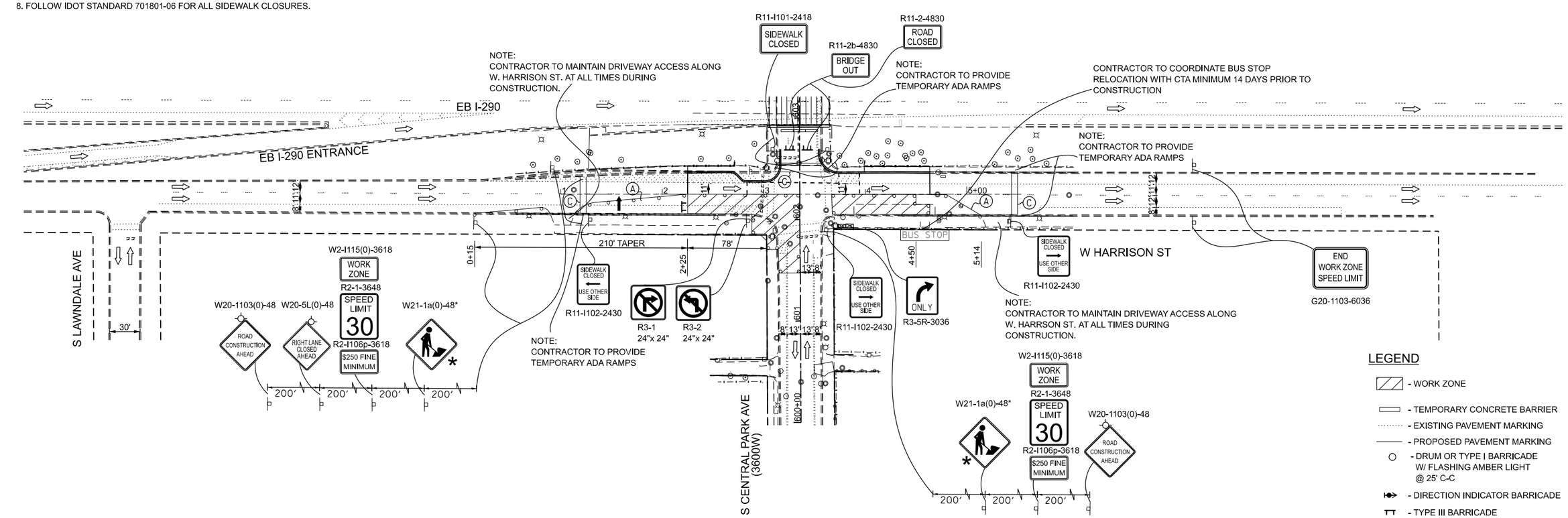
EASTBOUND
W. HARRISON ST. LANE CLOSURE
L=W*S*S/60=11*30*30/60=165 FEET
L FOR CLOSURE =165 FEET
USE 165 FEET

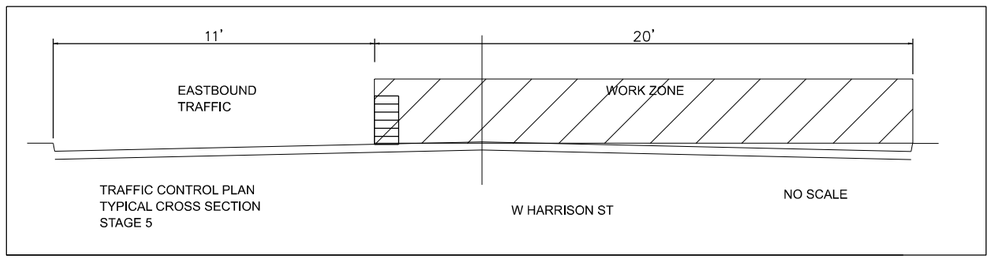
EASTBOUND
W. HARRISON ST. LANE SHOULDER
L=W*S*S/60=9*30*30/60=135 FEET
L/3 FOR SHIFT =45 FEET
USE 45 FEET

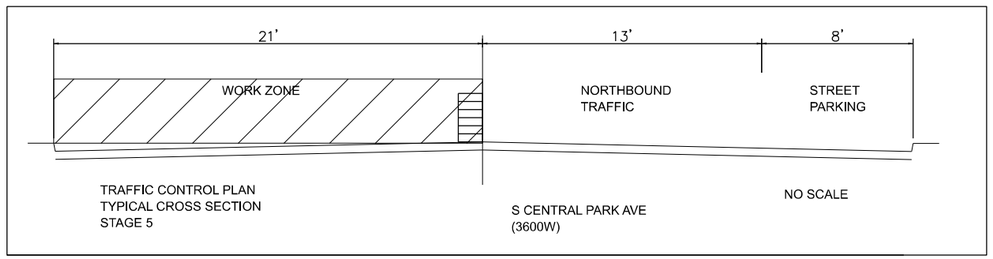
TOTAL TAPER=210 FEET

N

0 50 100 150
SCALE IN FEET







LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- DRUM OR TYPE I BARRICADE W/ FLASHING AMBER LIGHT @ 25' C-C
- DIRECTION INDICATOR BARRICADE
- TYPE III BARRICADE
- ARROW BOARD
- IMPACT ATTENUATOR TEST LEVEL 2
- TRAFFIC DIRECTION
- (A) 4" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)
- (B) 4" YELLOW LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)
- (C) 6" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 6" TYPE IV TAPE)
- TEMPORARY TRAFFIC SIGN
- FLAGGER WITH TRAFFIC CONTROL SIGN
- * THIS SIGN TO BE REMOVED WHEN WORKERS ARE GONE FOR MORE THAN 1 HOUR

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312.857.1006

USER NAME	= lcsM-dbstepw21$	DESIGNED	- DDC	REVISED	-
PLOT SCALE	= 100.0000 ' / in.	DRAWN	- JH	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:28:41 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STAGE 5 - W HARRISON ST

SCALE: | SHEET NO. C-34 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	58
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: lcsM=dbstepw21\IC5_prf_work_gif\934\5424_601\D1629\02=sht\MOT\05-Harrison-dgn

STAGING NOTES

1. CONTRACTOR SHALL NOTIFY NEARBY RESIDENTS AND BUSINESSES OF ON-STREET PARKING CLOSURE.

2. CONSTRUCT FULL STREET RESTORATION AT INTERSECTION OF W. CONGRESS PKWY. AND S. CENTRAL PARK AVE.

3. RESTORE PAVEMENT TO CDOT RULES AND REGULATIONS, REMOVE TEMPORARY MARKINGS AND SIGNS. OPEN LANES TO TRAFFIC.

4. CONTRACTOR MUST NOTIFY CTA TWO WEEKS IN ADVANCE OF ANY LANE OR STREET CLOSURE OR BUS STOP RELOCATION THAT COULD IMPACT CTA BUS SERVICE.

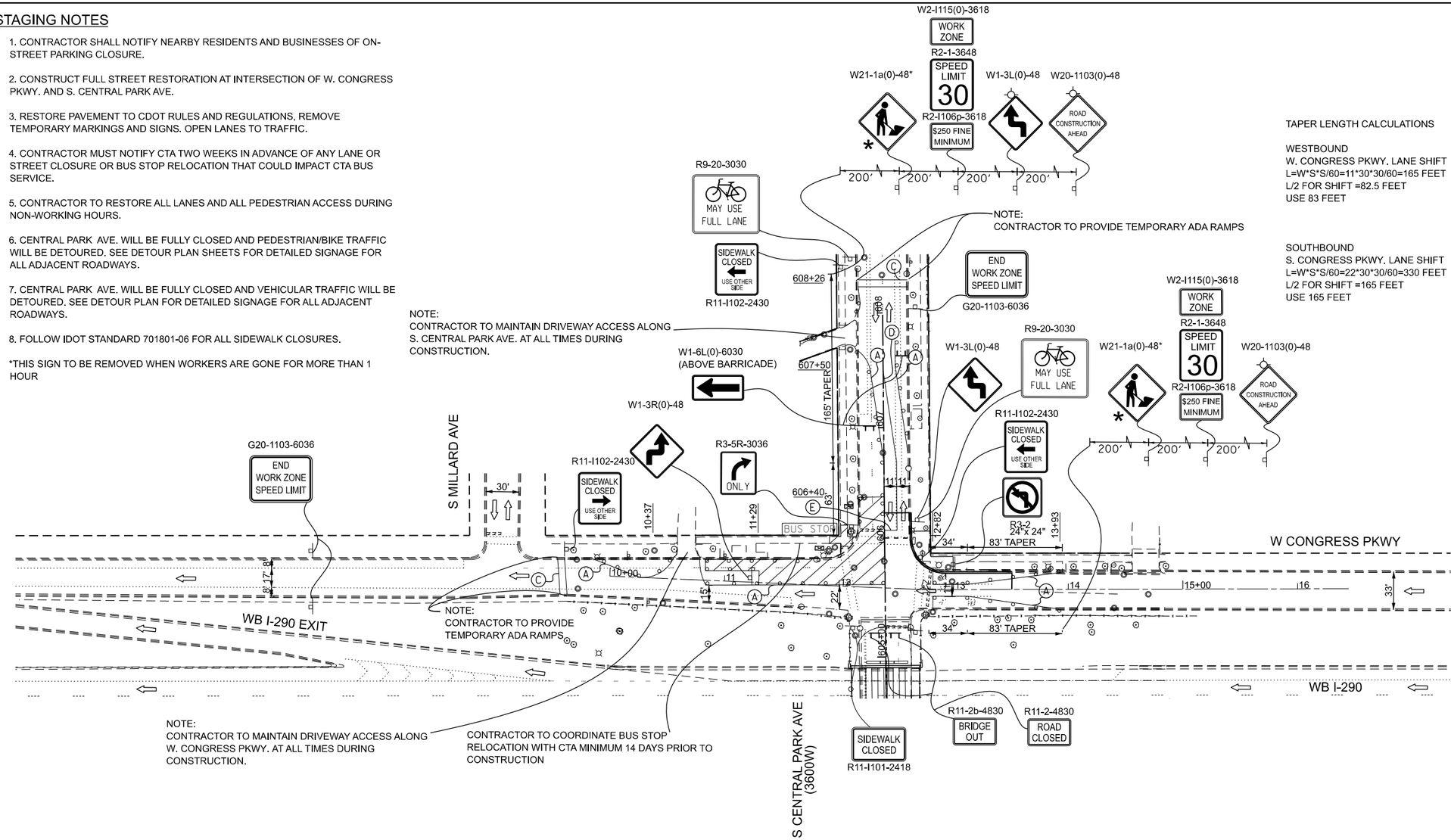
5. CONTRACTOR TO RESTORE ALL LANES AND ALL PEDESTRIAN ACCESS DURING NON-WORKING HOURS.

6. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND PEDESTRIAN/BIKE TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN SHEETS FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.

7. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND VEHICULAR TRAFFIC WILL BE DETOURED, SEE DETOUR PLAN FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.

8. FOLLOW IDOT STANDARD 701801-06 FOR ALL SIDEWALK CLOSURES.

*THIS SIGN TO BE REMOVED WHEN WORKERS ARE GONE FOR MORE THAN 1 HOUR



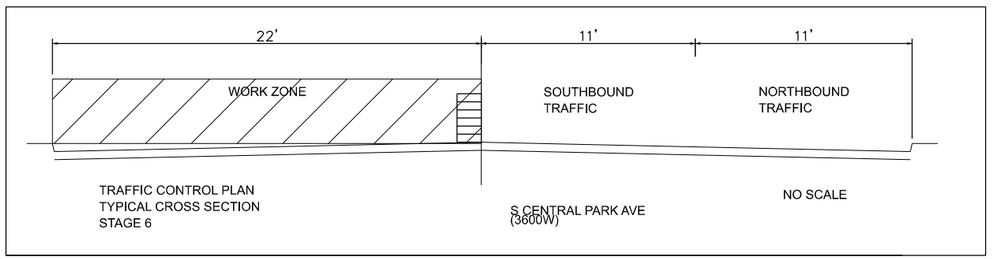
TAPER LENGTH CALCULATIONS

WESTBOUND
W. CONGRESS PKWY, LANE SHIFT
L=W*S*S/60=11*30*30/60=165 FEET
L/2 FOR SHIFT =82.5 FEET
USE 83 FEET

SOUTHBOUND
S. CONGRESS PKWY, LANE SHIFT
L=W*S*S/60=22*30*30/60=330 FEET
L/2 FOR SHIFT =165 FEET
USE 165 FEET

N

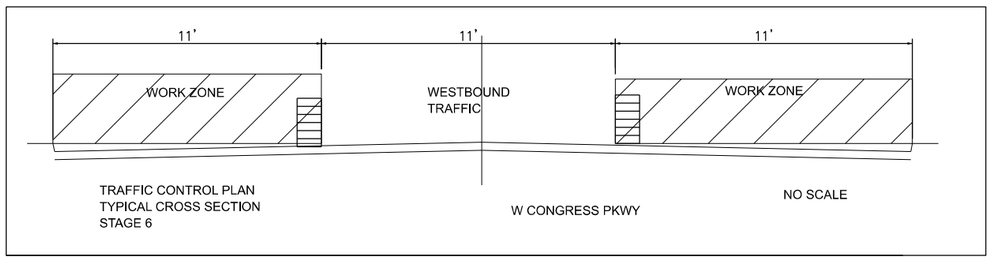
0 50 100 150
SCALE IN FEET



TRAFFIC CONTROL PLAN
TYPICAL CROSS SECTION
STAGE 6

S CENTRAL PARK AVE (3600W)

NO SCALE



TRAFFIC CONTROL PLAN
TYPICAL CROSS SECTION
STAGE 6

W CONGRESS PKWY

NO SCALE

LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- DRUM OR TYPE I BARRICADE W/ FLASHING AMBER LIGHT @ 25' C-C
- DIRECTION INDICATOR BARRICADE
- TYPE III BARRICADE
- ARROW BOARD
- IMPACT ATTENUATOR TEST LEVEL 2
- TRAFFIC DIRECTION
- (A) 4" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)
- (B) 4" YELLOW LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)
- (C) 6" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 6" TYPE IV TAPE)
- (D) 4" DOUBLE YELLOW (TEMPORARY PAVEMENT MARKING (8" C-C) - LINE 4" TYPE IV TAPE)
- (E) 24" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 24" TYPE IV TAPE)
- TEMPORARY TRAFFIC SIGN
- FLAGGER WITH TRAFFIC CONTROL SIGN
- * THIS SIGN TO BE REMOVED WHEN WORKERS ARE GONE FOR MORE THAN 1 HOUR

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312.857.1606

USER NAME	= lcsM-dbstepw21$	DESIGNED	- DDC	REVISED	-
PLOT SCALE	= 100.0000 ' / In.	DRAWN	- JH	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:40:07 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STAGE 6 - W CONGRESS PARKWAY

SCALE: | SHEET NO. C-35 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	59
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

FILE NAME: \\cs\M-dbstepw21\ICS_prf_work_dir\934f5f24_6931f2f9\62x4haM0103-Congress.dgn

STAGING NOTES

1. CONTRACTOR SHALL NOTIFY NEARBY RESIDENTS AND BUSINESSES OF ON-STREET PARKING CLOSURE.

2. CONSTRUCT FULL STREET RESTORATION AT INTERSECTION OF W. HARRISON ST. AND S. CENTRAL PARK AVE.

3. RESTORE PAVEMENT TO CDOT RULES AND REGULATIONS, REMOVE TEMPORARY MARKINGS AND SIGNS. OPEN LANES TO TRAFFIC.

4. CONTRACTOR MUST NOTIFY CTA TWO WEEKS IN ADVANCE OF ANY LANE OR STREET CLOSURE OR BUS STOP RELOCATION THAT COULD IMPACT CTA BUS SERVICE.

5. CONTRACTOR TO RESTORE ALL LANES AND ALL PEDESTRIAN ACCESS DURING NON-WORKING HOURS.

6. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND PEDESTRIAN/BIKE TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN SHEETS FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.

7. CENTRAL PARK AVE. WILL BE FULLY CLOSED AND VEHICULAR TRAFFIC WILL BE DETOURED. SEE DETOUR PLAN FOR DETAILED SIGNAGE FOR ALL ADJACENT ROADWAYS.

8. FOLLOW IDOT STANDARD 701801-06 FOR ALL SIDEWALK CLOSURES.

*THIS SIGN TO BE REMOVED WHEN WORKERS ARE GONE FOR MORE THAN 1 HOUR

TAPER LENGTH CALCULATIONS

EASTBOUND
W. HARRISON ST. LANE CLOSURE
L=W*S*S/60=11*30*30/60=165 FEET
L FOR CLOSURE =165 FEET
USE 165 FEET

EASTBOUND
W. HARRISON ST. LANE SHOULDER
L=W*S*S/60=9*30*30/60=135 FEET
L/3 FOR SHOULDER =45 FEET
USE 45 FEET

TOTAL TAPER=210 FEET

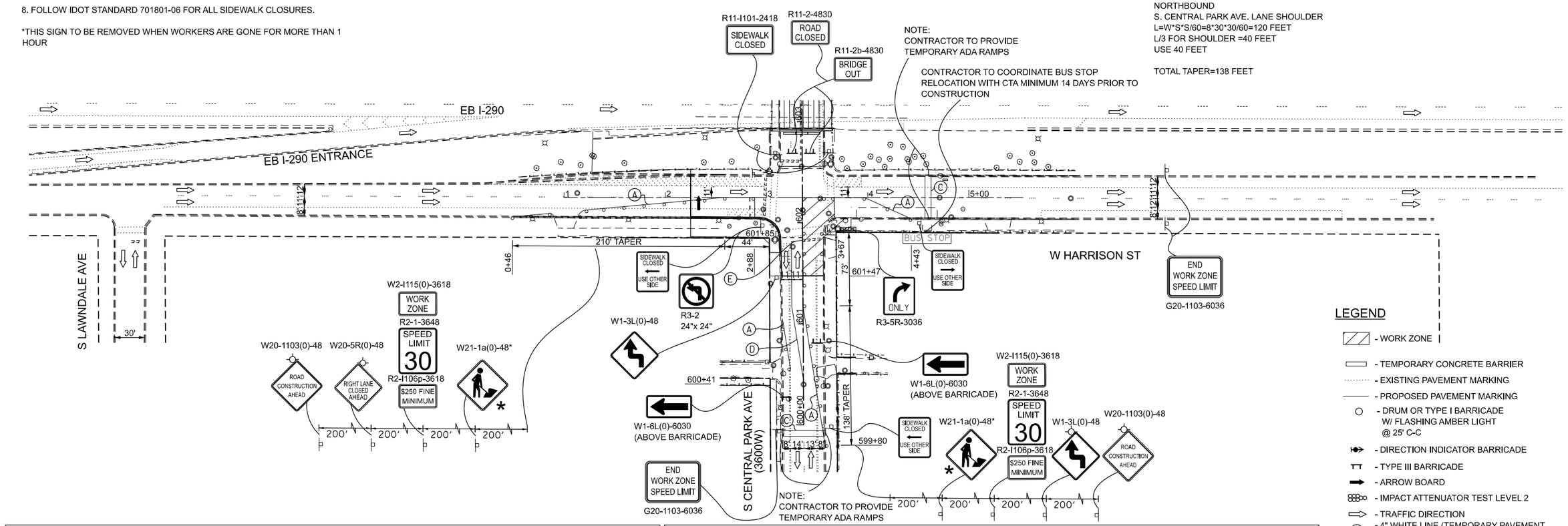
NORTHBOUND
S. CENTRAL PARK AVE. LANE SHIFT
L=W*S*S/60=13*30*30/60=195 FEET
L/2 FOR SHIFT =97.5 FEET
USE 98 FEET

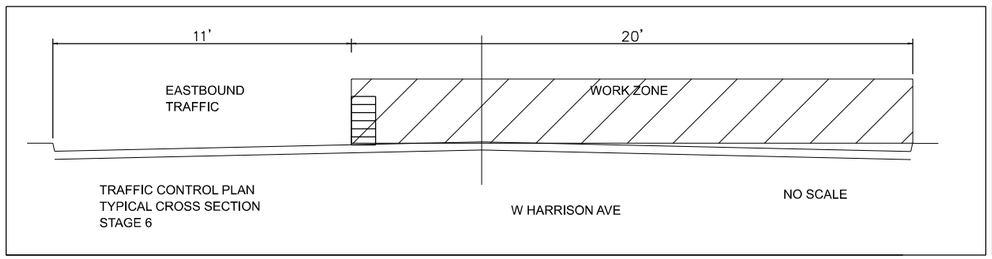
NORTHBOUND
S. CENTRAL PARK AVE. LANE SHOULDER
L=W*S*S/60=8*30*30/60=120 FEET
L/3 FOR SHOULDER =40 FEET
USE 40 FEET

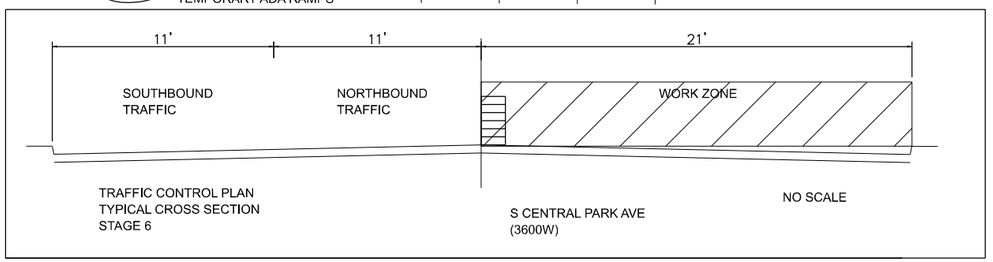
TOTAL TAPER=138 FEET

N

0 50 100 150
SCALE IN FEET







LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- DRUM OR TYPE I BARRICADE W/ FLASHING AMBER LIGHT @ 25' C-C
- DIRECTION INDICATOR BARRICADE
- TYPE III BARRICADE
- ARROW BOARD
- IMPACT ATTENUATOR TEST LEVEL 2
- TRAFFIC DIRECTION
- (A) 4" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)
- (B) 4" YELLOW LINE (TEMPORARY PAVEMENT MARKING - LINE 4" TYPE IV TAPE)
- (C) 6" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 6" TYPE IV TAPE)
- (D) 4" DOUBLE YELLOW (TEMPORARY PAVEMENT MARKING (8" C-C) - LINE 4" TYPE IV TAPE)
- (E) 24" WHITE LINE (TEMPORARY PAVEMENT MARKING - LINE 24" TYPE IV TAPE)
- TEMPORARY TRAFFIC SIGN
- FLAGGER WITH TRAFFIC CONTROL SIGN
- * THIS SIGN TO BE REMOVED WHEN WORKERS ARE GONE FOR MORE THAN 1 HOUR

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PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:39:21 PM	DATE	-	REVISED	-

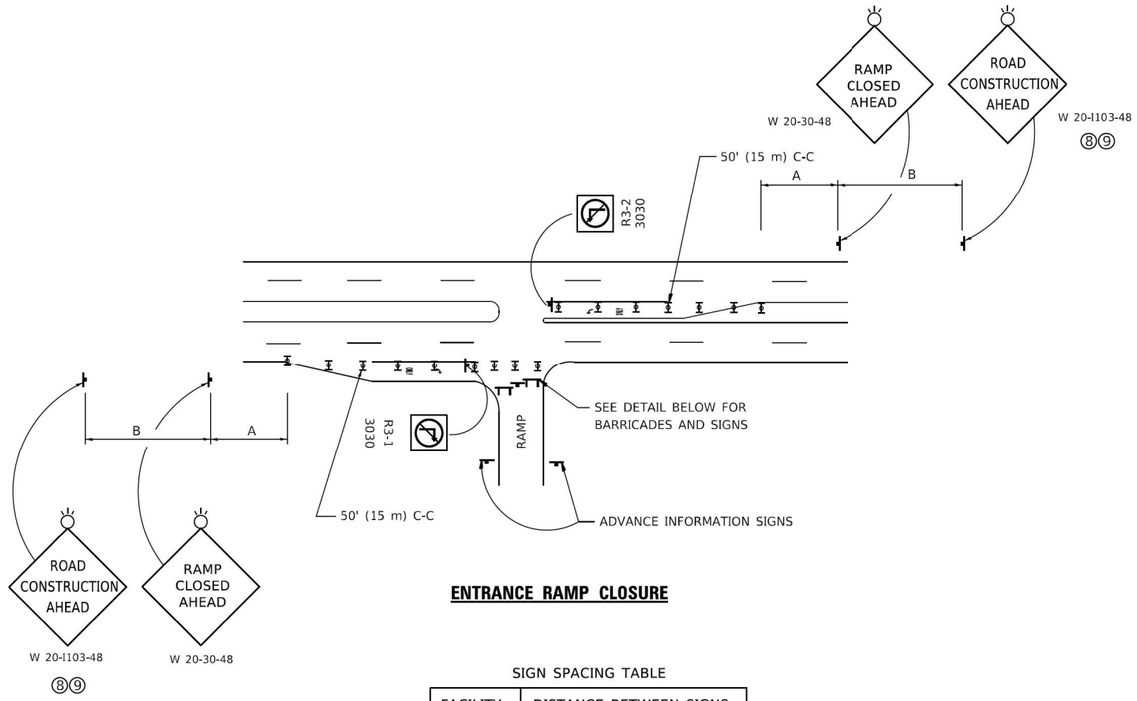
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STAGE 6 - W HARRISON ST

SCALE: | SHEET NO. C-36 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	60
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

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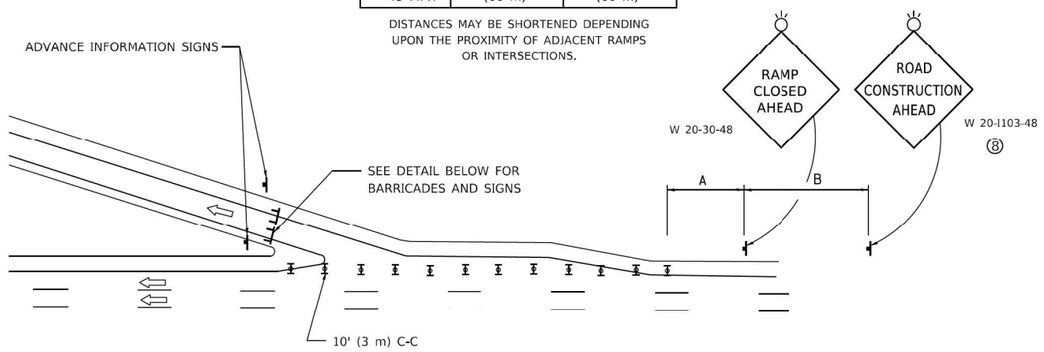


ENTRANCE RAMP CLOSURE

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.

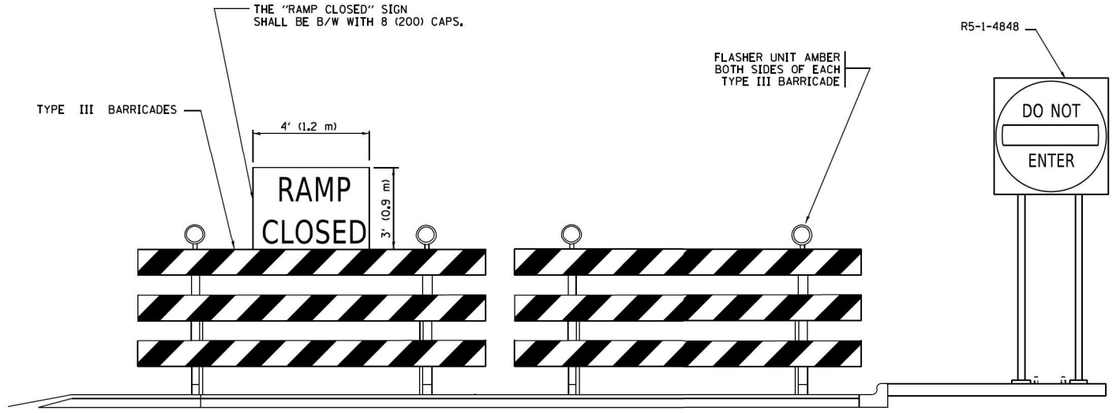


EXIT RAMP CLOSURE

SYMBOLS

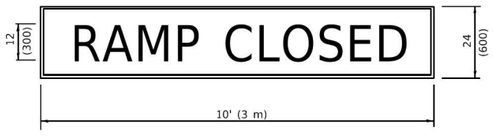
TYPE II BARRICADE OR DRUM

TYPE III BARRICADE WITH 2 FLASHING LIGHTS



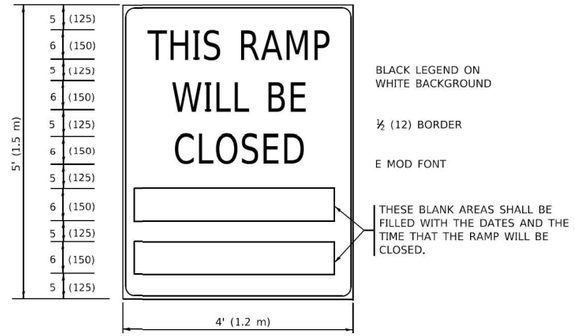
DETAIL FOR REQUIRED BARRICADES & SIGNS

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

RAMP CLOSURE ADVANCE INFORMATION SIGN



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

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, PRECEEDED 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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USER NAME	= icsM-dbstepw21$	DESIGNED	- DDC	REVISED	-
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PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
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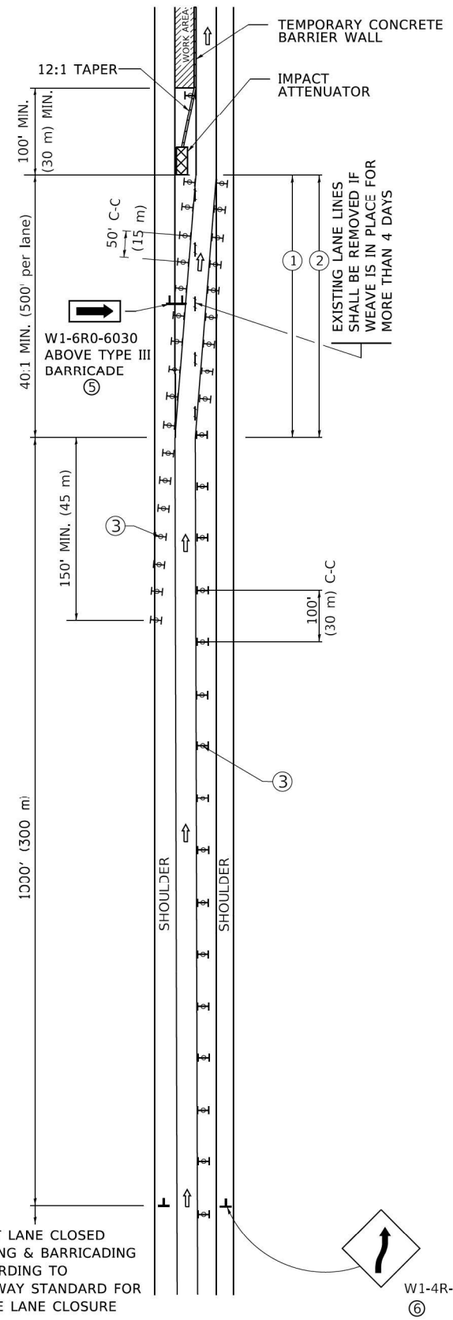
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ENTRANCE AND EXIT RAMP CLOSURE DETAILS

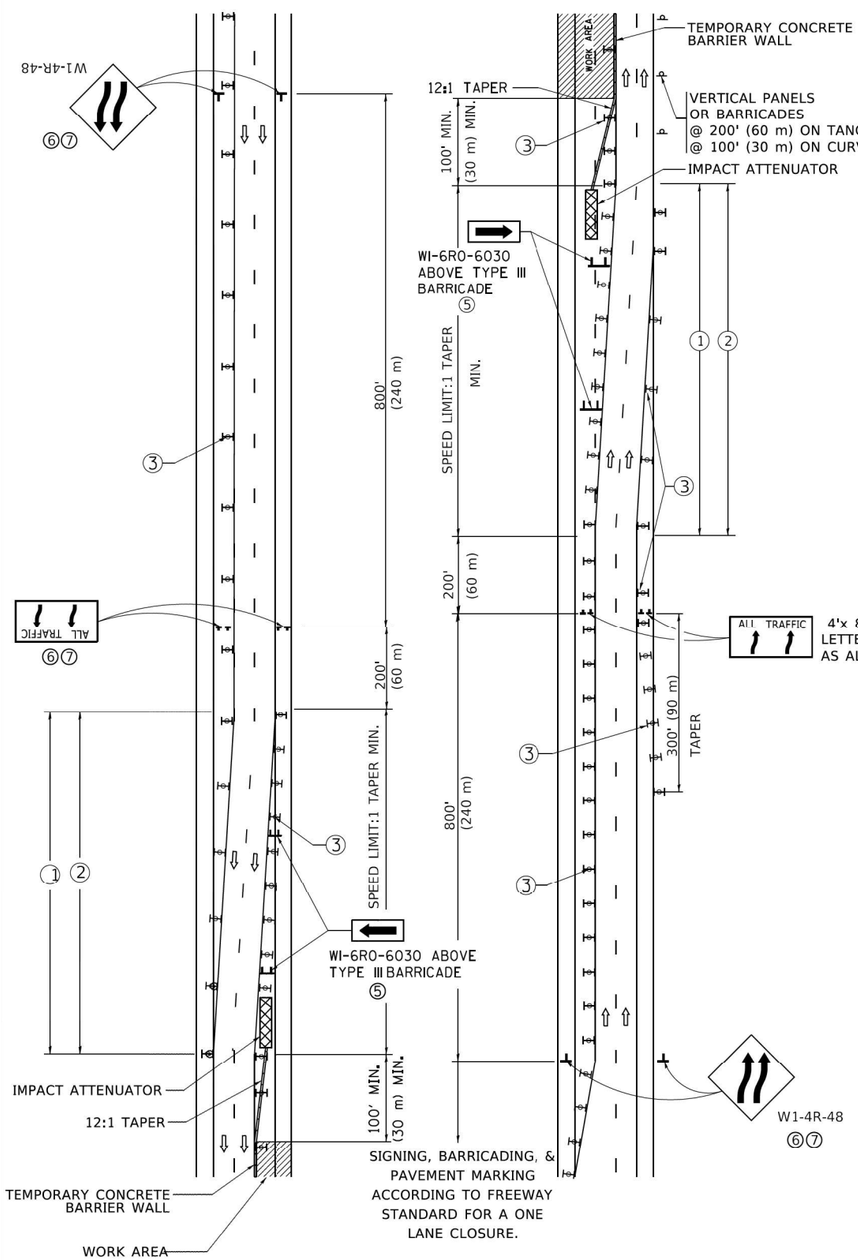
SCALE: | SHEET NO. C-37 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	61
	TC-08	CONTRACT NO. 62K62		
	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 CONTINOUS 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 OMMITTED 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.

SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR
- W24-1-48 ⑦

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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PLOT SCALE	= 40.0000 ' / in.	DRAWN	- JH	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
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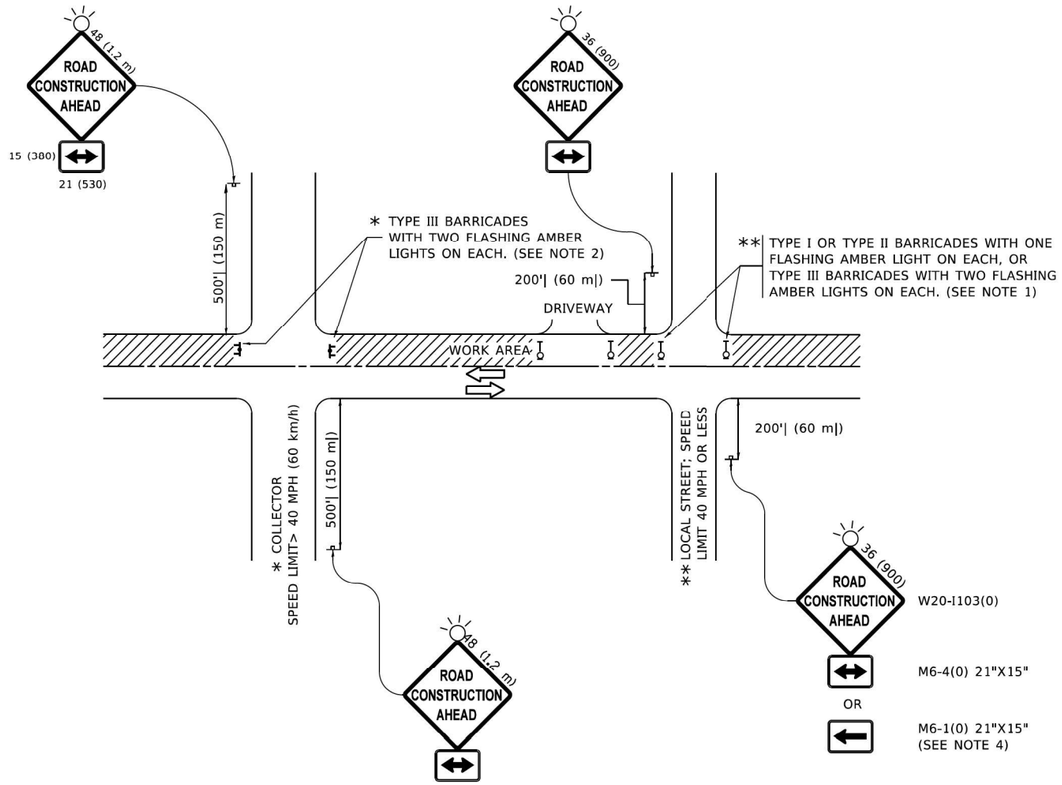
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE

SCALE: | SHEET NO. C-38 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	62
	TC-09	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

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NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

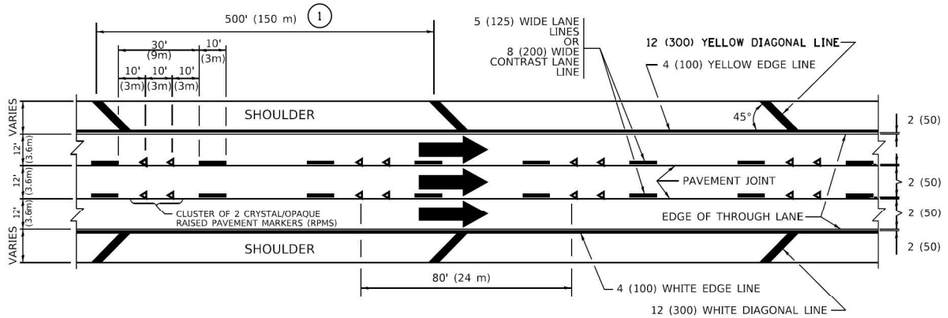
All dimensions are in inches (millimeters) unless otherwise shown.

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PLOT SCALE = 40.0000 ' / in.	DRAWN - JH	REVISED -			
PLOT DATE = 10/10/2025	CHECKED - HJM	REVISED -		SCALE: / SHEET NO. C-39 OF C-102 SHEETS / STA. 00+000 TO STA. 00+000	
PLOT TIME = 9:57:51 PM	DATE -	REVISED -			

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	63
	TC-10	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

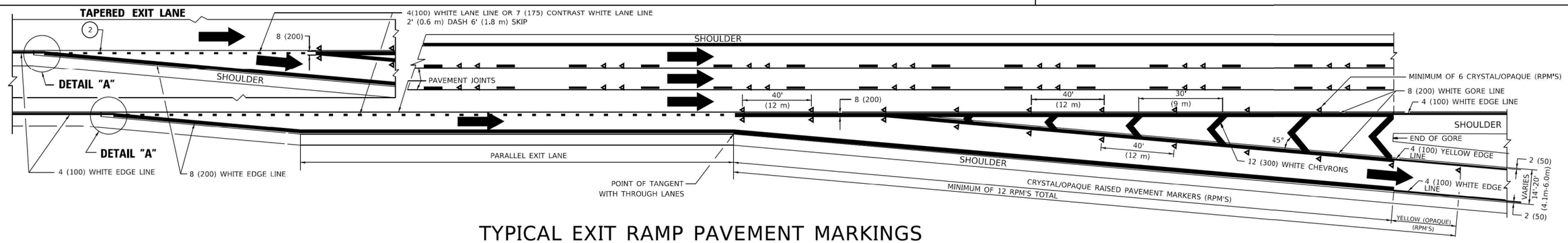
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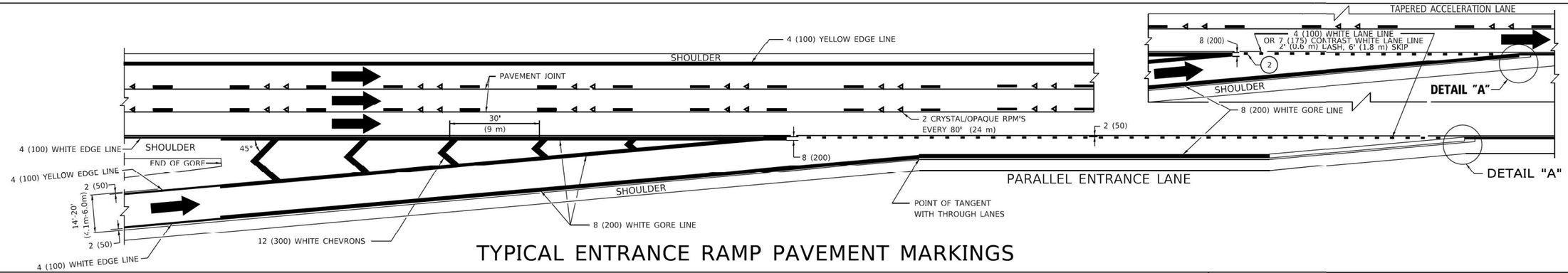
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

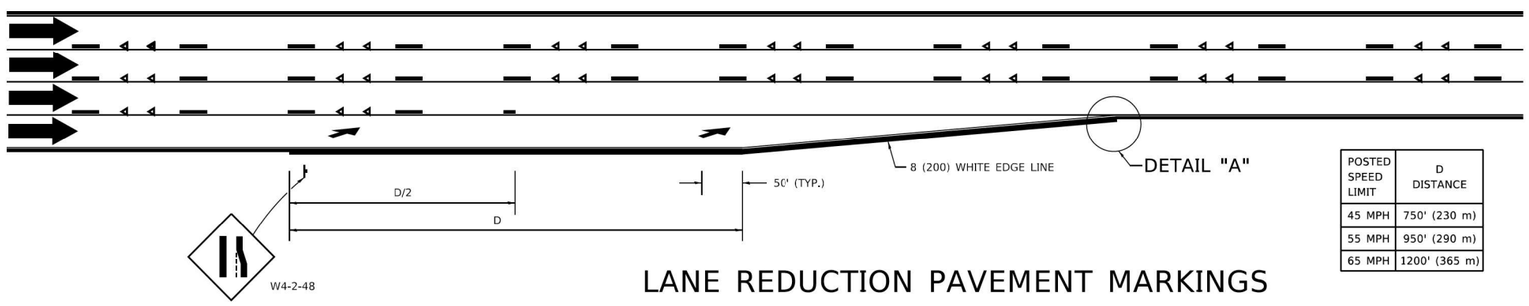
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE D, INLAID OR GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENTS.
4. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.



TYPICAL EXIT RAMP PAVEMENT MARKINGS

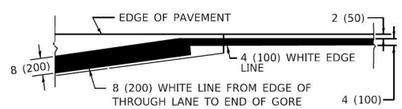


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)

LANE REDUCTION PAVEMENT MARKINGS



DETAIL "A"

NOTES:

1. THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
2. 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

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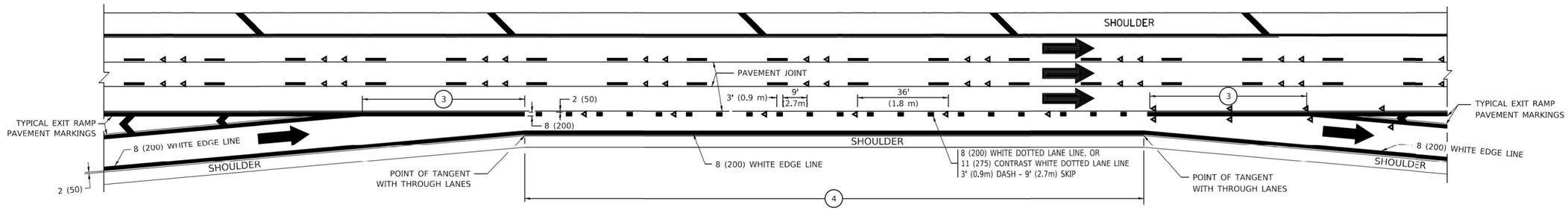
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

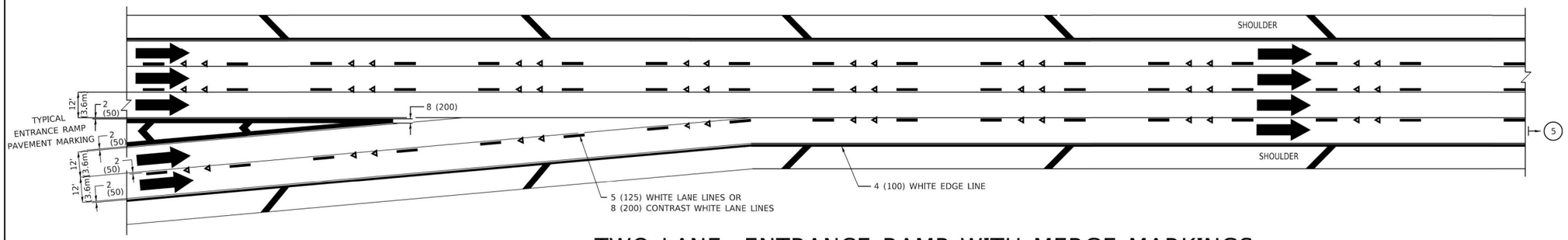
SCALE: | SHEET NO. C-40 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	64
	TC-12	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

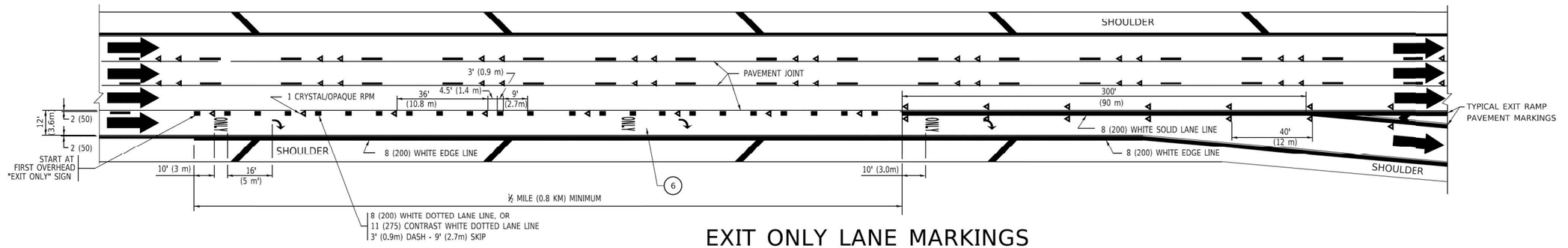
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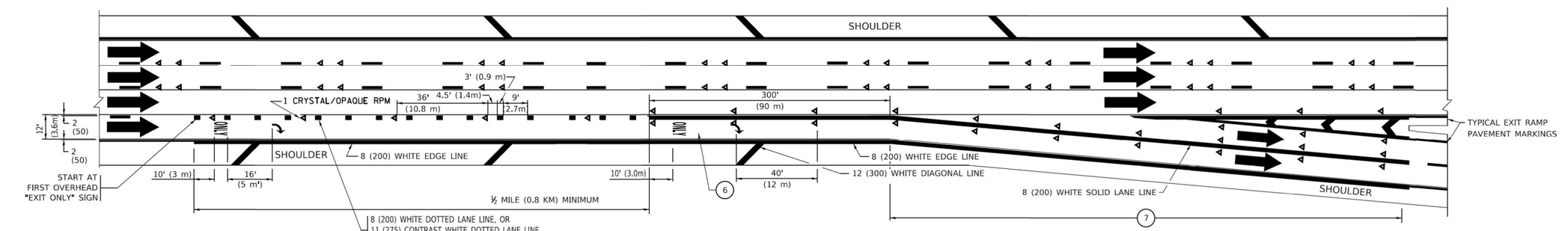
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

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.

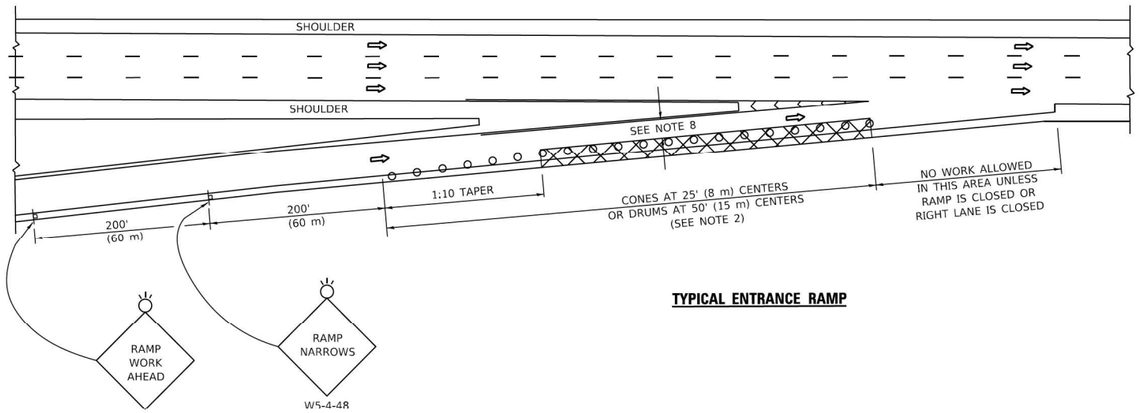
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123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME = lcsM-dbstepw21$	DESIGNED - DDC	REVISED -	**STATE OF ILLINOIS**	**MULTI-LANE FREEWAY**	
PLOT SCALE = 40.0000 ' / in.	DRAWN - JH	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**PAVEMENT MARKING DETAILS**	
PLOT DATE = 10/10/2025	CHECKED - HJM	REVISED -		SCALE:	SHEET NO. C-41 OF C-102 SHEETS
PLOT TIME = 9:55:50 PM	DATE -	REVISED -			STA. 00+000 TO STA. 00+000

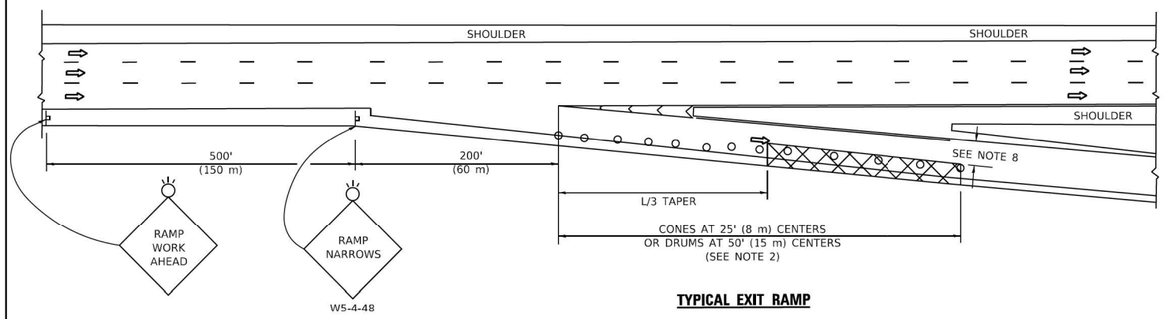
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	65
	TC-12	CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

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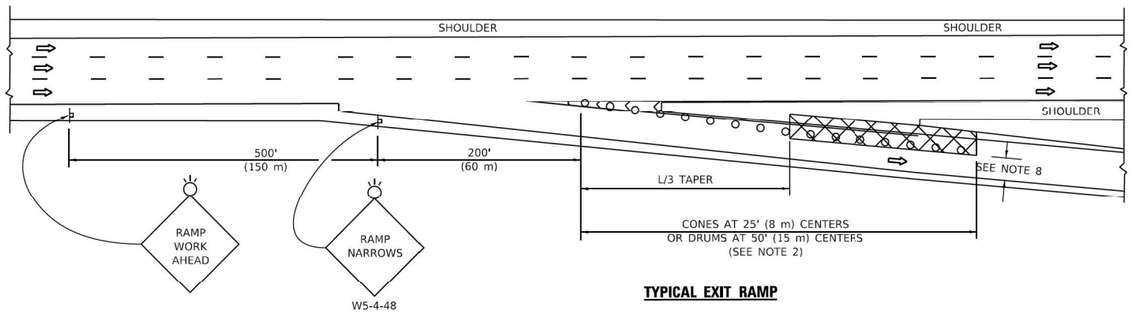
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP

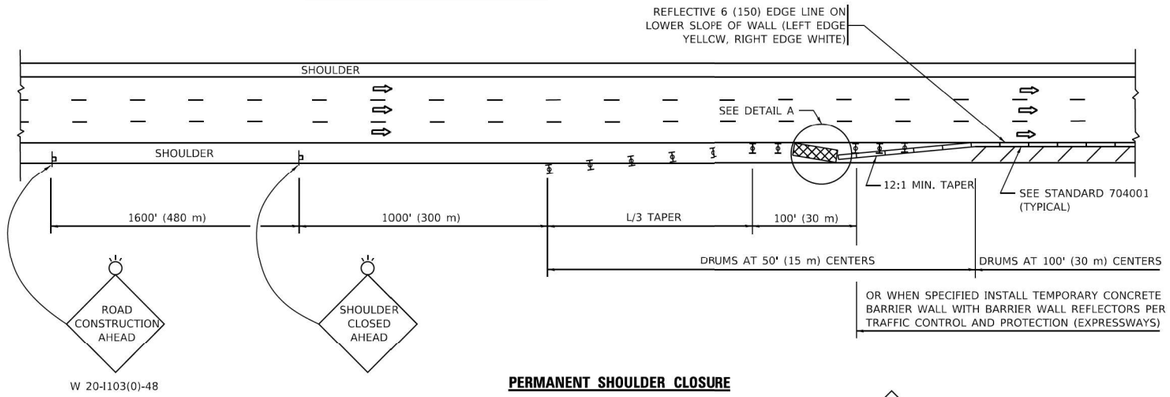


TYPICAL EXIT RAMP

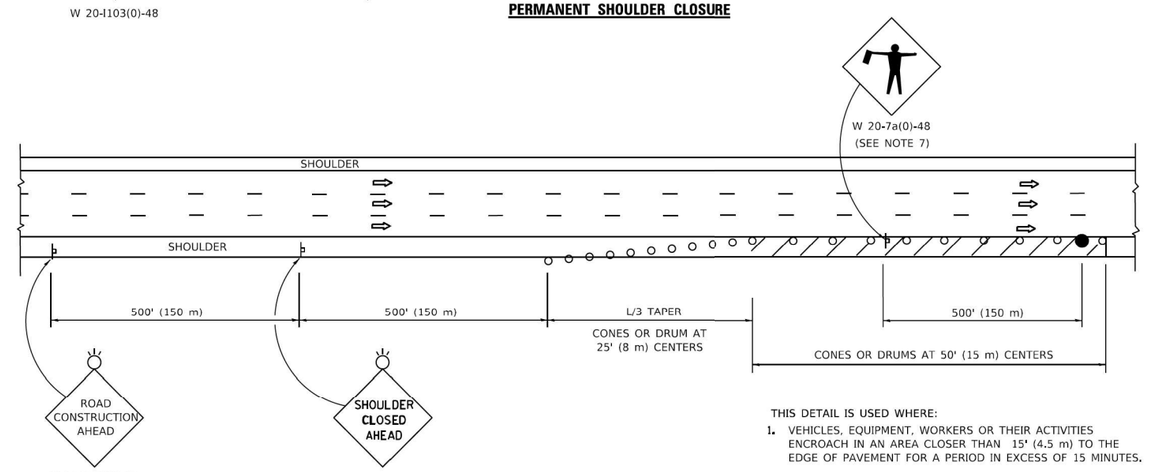
SYMBOLS

- 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

SHOULDER CLOSURE DETAILS



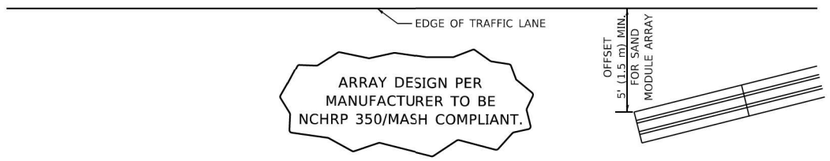
PERMANENT SHOULDER CLOSURE



TEMPORARY SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:

1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH 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 ATTENTUATOR, TEMPORARY
(SEE NOTE 5)

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 NIGHTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTICLES, 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.
5. THE IMPACT ATTENTUATOR, 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 ENCROACHMENT 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.
9. TEMPORARY SHOULDER AND NON-SYSTEM INTERCHANGE PARTIAL RAMP CLOSURES ARE ALLOWED WEEKDAYS BETWEEN 9:00 A.M. AND 3:00 P.M. AND BETWEEN 7:00 P.M. AND 5:00 A.M. OR AS APPROVED BY THE EXPRESSWAY TRAFFIC OPERATIONS ENGINEER. PERMANENT SHOULDER AND PARTIAL RAMP CLOSURES WILL ONLY BE PERMITTED IF CALLED FOR IN THE PLANS OR AS APPROVED BY THE EXPRESSWAY OPERATIONS ENGINEER.

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

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312.657.1006

USER NAME	= icsM-dbstepw21$	DESIGNED	- DDC	REVISED	-
PLOT SCALE	= 40.0000 ' / in.	DRAWN	- JH	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:54:38 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

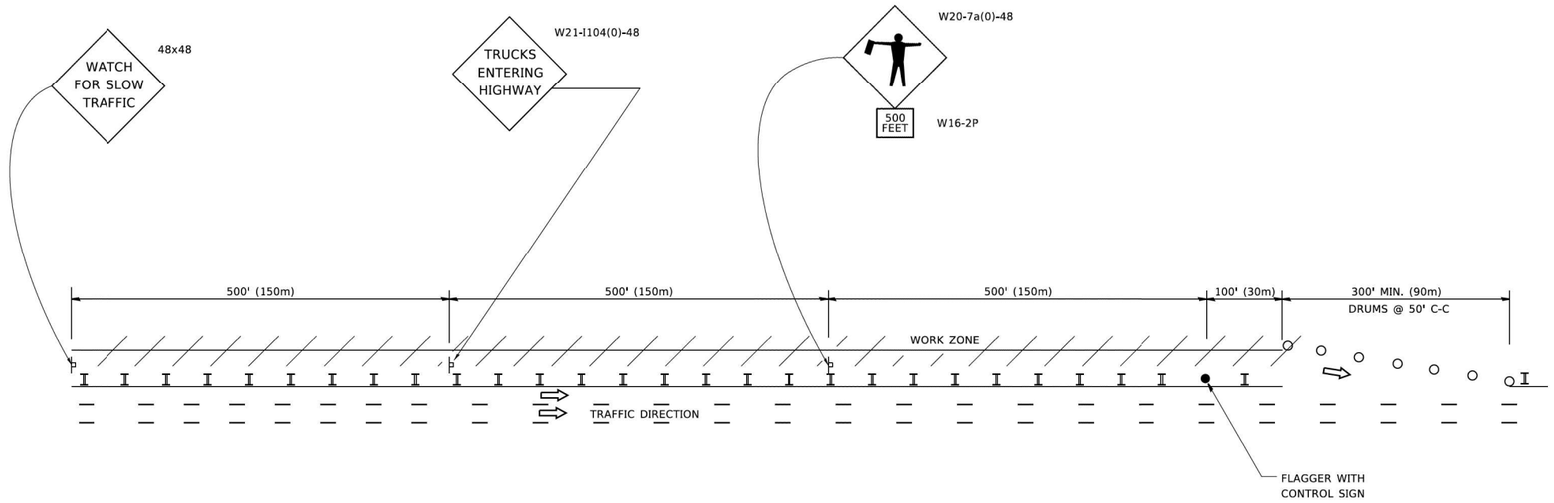
SCALE: | SHEET NO. C-42 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	66
	TC-17	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

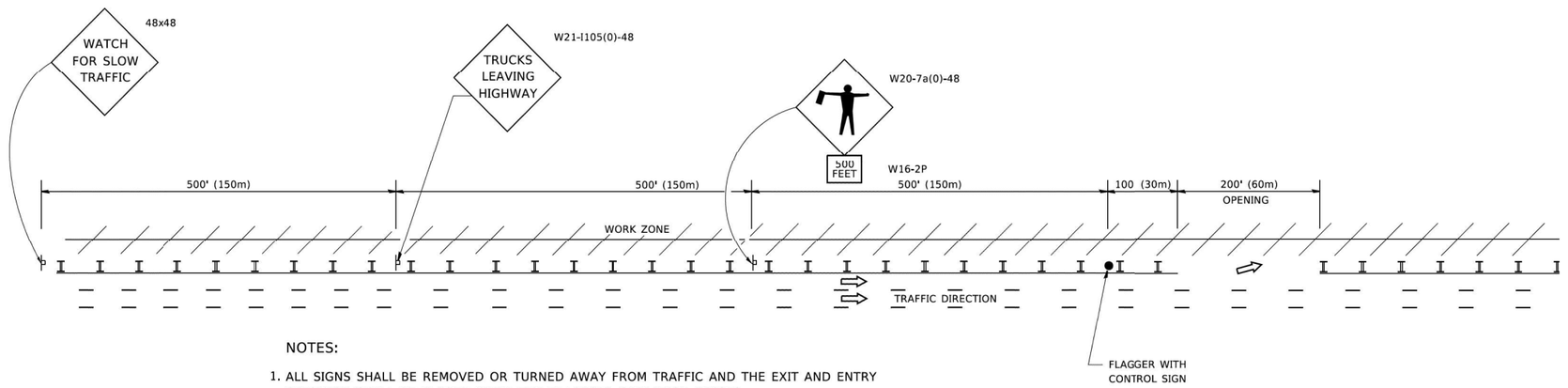
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SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

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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312.857.1006

USER NAME	= lcsM-dbstepw21$	DESIGNED	- DDC	REVISED	-
PLOT SCALE	= 40.0000 ' / in.	DRAWN	- JH	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:35:06 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FREEWAY / EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS / EXPRESSWAYS

SCALE: | SHEET NO. C-43 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	67
	TC-18	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

FILE NAME: \\cskl-dbstepw21\IC\S_pdf_work_df\92d5424_127f-182K63-sht-MOT Details-IDOT.dgn

ROUTE MARKERS

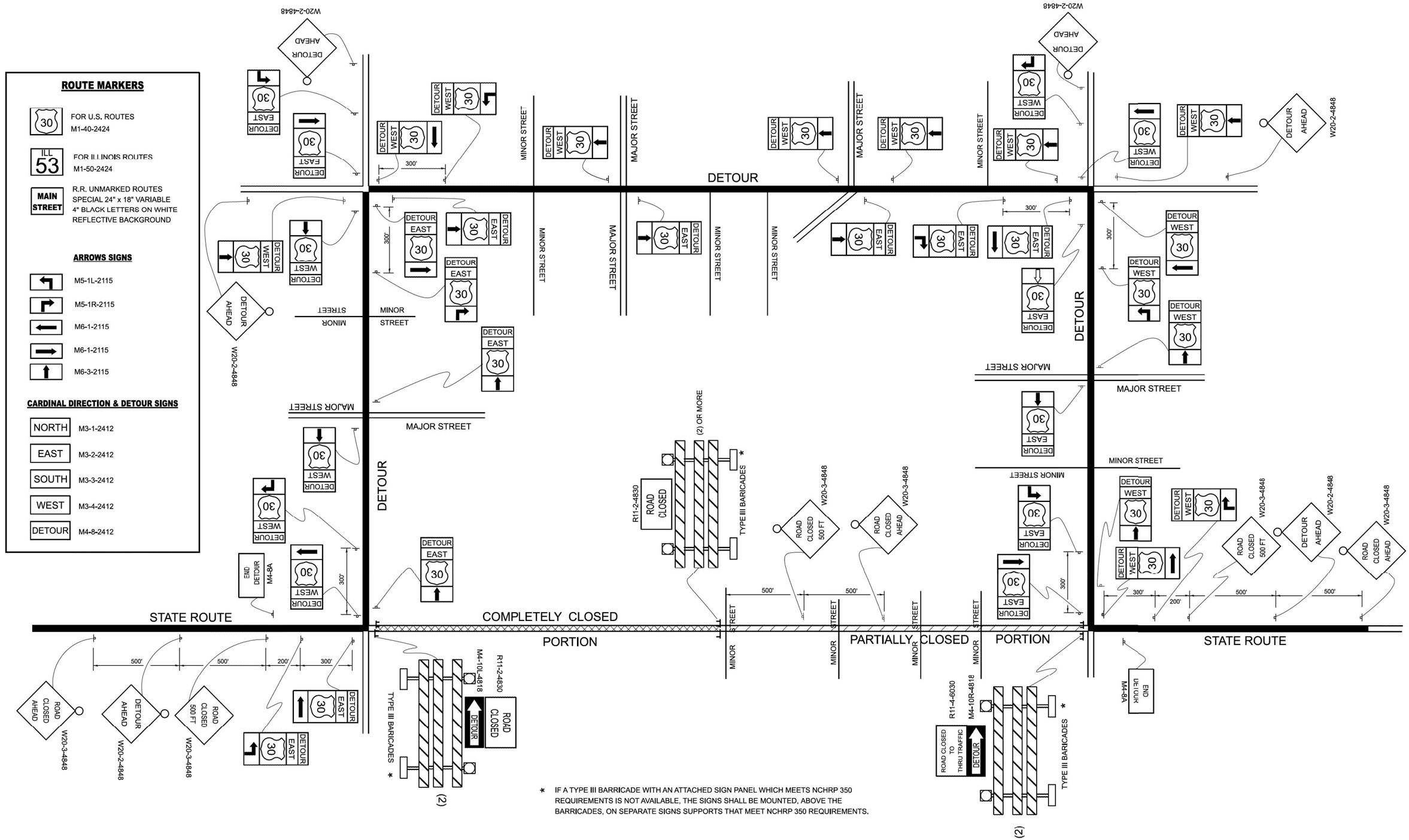
- 30 — FOR U.S. ROUTES M1-40-2424
- ILL 53 — FOR ILLINOIS ROUTES M1-50-2424
- MAIN STREET — R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

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.

FILE NAME: \\dcsM-dbstepw21\IC\S_pdf_work_dir\93459424_1489D162K62s-tha-MOT Details10-tDOT.dgn

DBS — DB STERLIN CONSULTANTS, INC. 123 N. Wacker Drive, Suite 2000 Chicago, Illinois 60606 312.857.1006

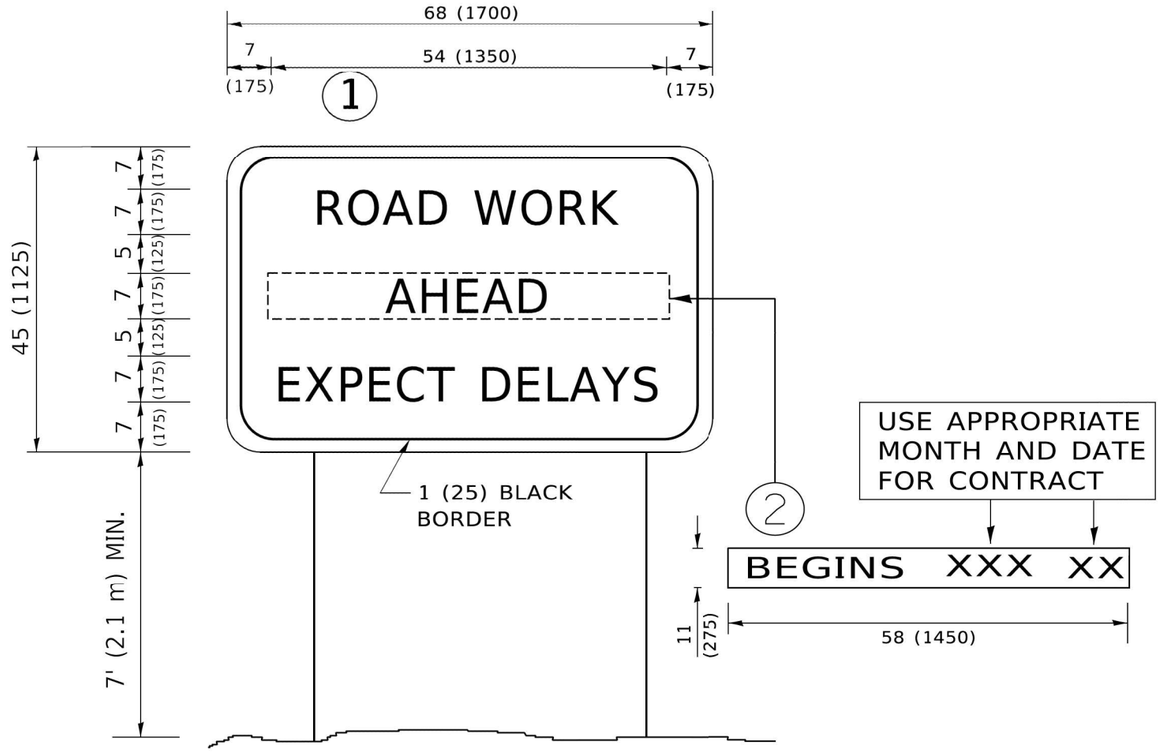
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PLOT TIME	= 9:23:56 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING FOR CLOSING STATE HIGHWAYS

SCALE: | SHEET NO. C-44 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	68
	TC-21	CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	



NOTES:

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

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

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USER NAME	= icsM-dbstepw21$	DESIGNED	- DDC	REVISED	-
PLOT SCALE	= 40.0000 ' / in.	DRAWN	- JH	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:27:26 PM	DATE	-	REVISED	-

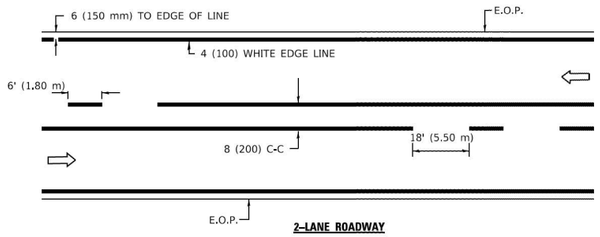
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

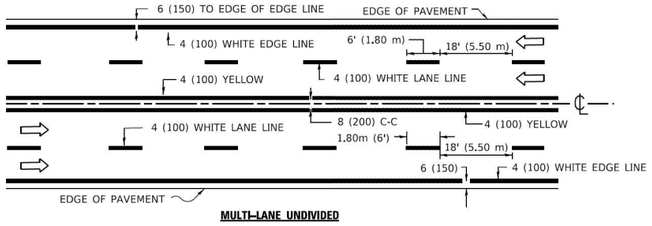
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	69
	TC-22	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

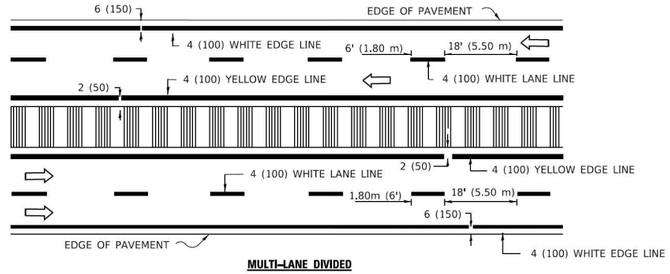
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2-LANE ROADWAY



MULTI-LANE UNDIVIDED

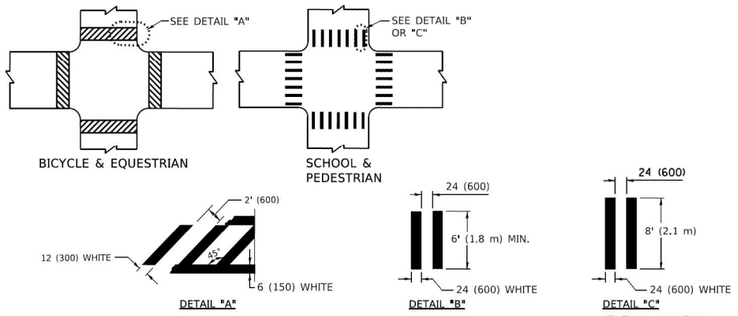


MULTI-LANE DIVIDED

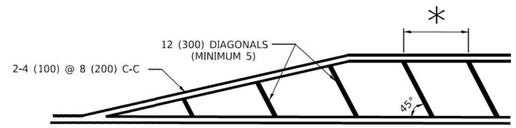
WITH MOUNTABLE MEDIAN

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

TYPICAL LANE AND EDGE LINE MARKING



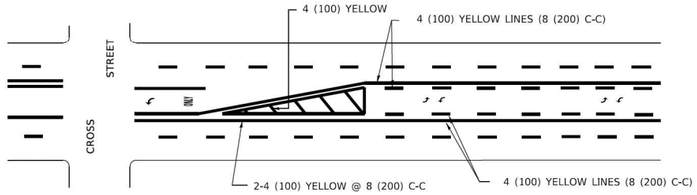
TYPICAL CROSSWALK MARKING



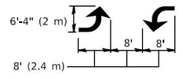
* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

* DIAGONAL LINE SPACING: 20' (6.1 m) C-C

PAINTED MEDIANS

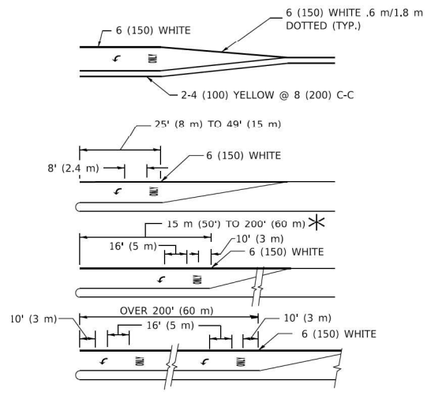


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

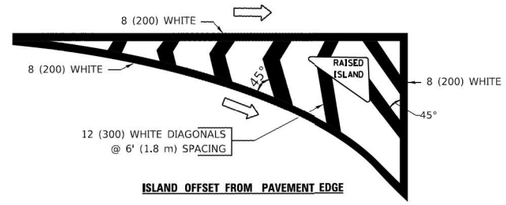


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.8 SQ. FT. (1.47 m²) ONLY AREA = 22.9 SQ. FT. (2.13 m²)

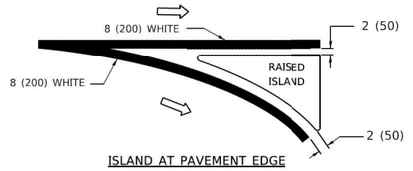
* TJRN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	8 (200) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	 4 (100) 2 @ 4 (100)	 SOLID SOLID	 YELLOW YELLOW	8 (200) C-C
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	6' (1.80 m) LINE WITH 18' (5.50 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) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4 m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL & PEDESTRIAN)	 12 (300) @ 45° 24 (600) @ 90°	 SOLID SOLID	 WHITE WHITE	 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	8 (200) 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: 20' (6.1 m) (LESS THAN 30 MPH (50 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. (0.33m²) EACH "X"=54.0 SQ. FT. (5.0 m²)

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

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

DBS | DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME	= lcsM-dbstepw21$	DESIGNED	- DJB	REVISED	-
PLOT SCALE	= 40.0000 ' / in.	DRAWN	- DJB	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:51:45 PM	DATE	-	REVISED	-

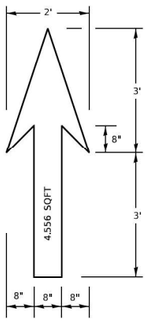
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

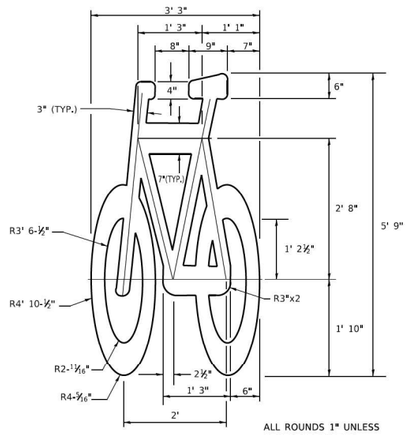
CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SCALE: | SHEET NO. C-46 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	70
	TC-24	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

FILE NAME: \\cskl-dbstepw21\ICS_pdf_work_dir\93415424_1821D162K62-sht-IDOT D1 Details17.dgn





ALL ROUNDS 1" UNLESS OTHERWISE NOTED.

BICYCLE LANE SYMBOL

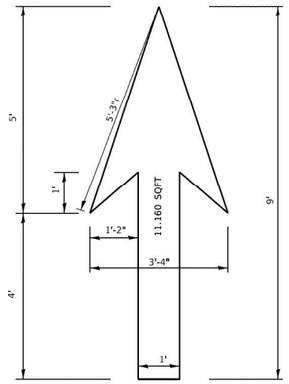
NOTE:

1. FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC WITH A MINIMUM THICKNESS OF 90 MILS, MINIMUM SKID RESISTANCE VALUE OF 60 BPN, & A MINIMUM INDEX OF REFRACTION OF 1.50.

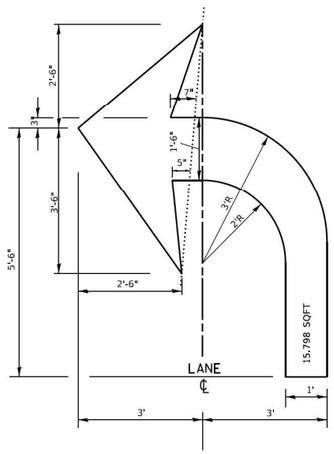
2. THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE LANE SYMBOLS.

TYPICAL BIKE LANE SYMBOLS
DRAWING #28

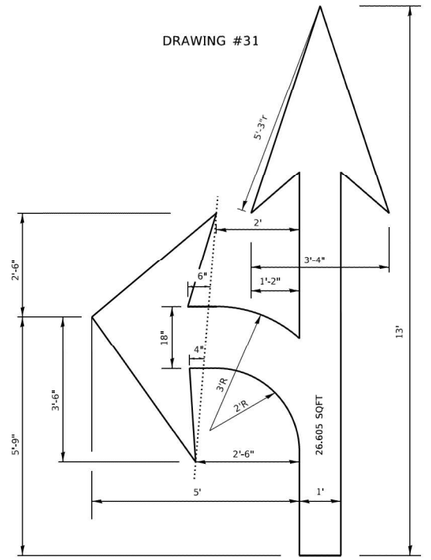
DRAWING #29



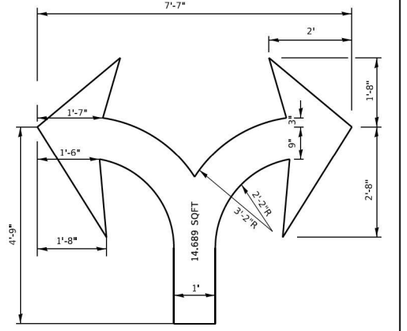
DRAWING #30



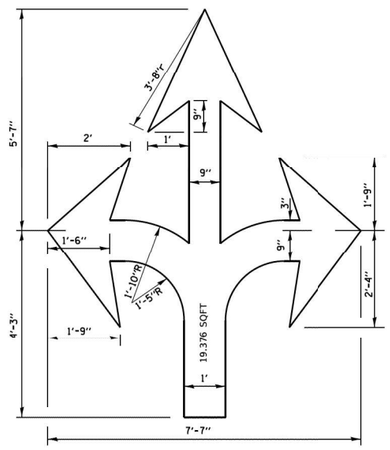
DRAWING #31



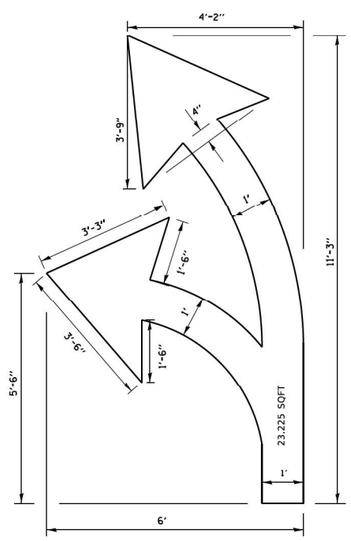
DRAWING #32



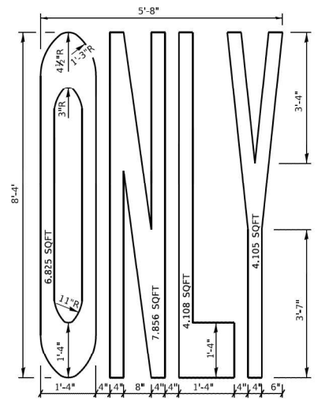
DRAWING #33



DRAWING #34



DRAWING #35



NOTE:

ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS

FILE NAME: \\dcsM-dbstepw21\ICS_pdf_work_dir\93418424_183D162K62-sht-BDOT D1 Details18.dgn

DB STERLIN CONSULTANTS, INC.
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Chicago, Illinois 60606
312.857.1006

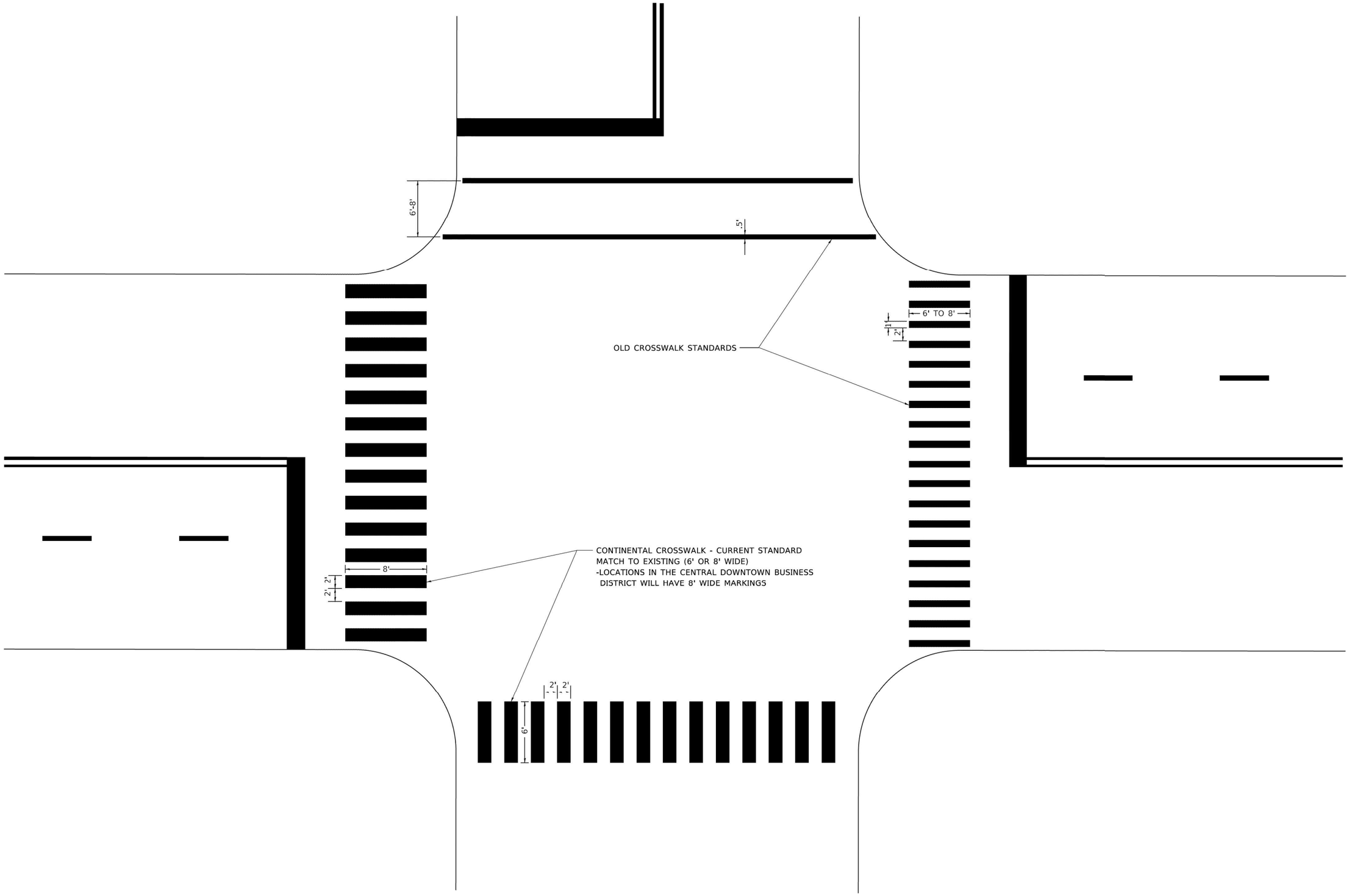
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PLOT SCALE	= 40.0000 ' / in.	DRAWN	- DJB	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:50:18 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SCALE: | SHEET NO. C-47 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	71
	TC-24	CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



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USER NAME	= icsM=dbstepw21$	DESIGNED	- DJB	REVISED	-
PLOT SCALE	= 40.0000 ' / in.	DRAWN	- DJB	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:51:40 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

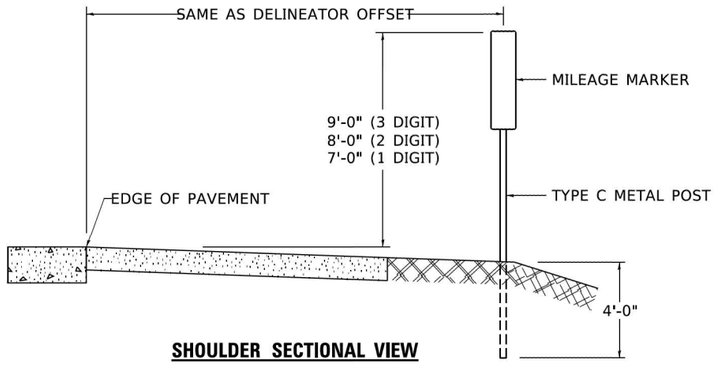
CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SCALE: | SHEET NO. C-48 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

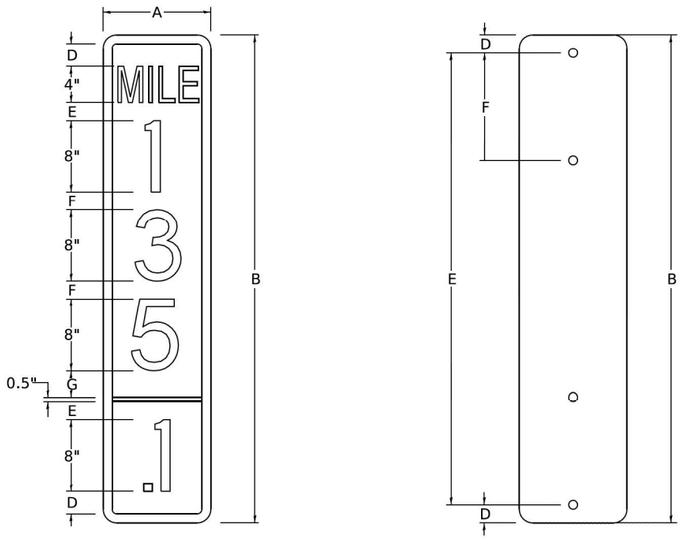
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	72
	TC-24	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

FILE NAME: \\cskl=dbstepw21\ICS_pdf_work_dir\93415424_184\D162K62=sht\IDOT D1 Details 19.dgn

STANDARD DESIGN FOR MILE POST



SHOULDER SECTIONAL VIEW

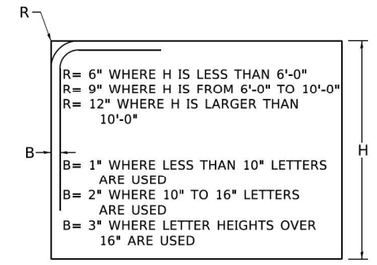


SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	DIGIT
12 x 24	12.0	24.0	1.5	1.5	1.5	N/A	1.5	1
12 x 36	12.0	36.0	1.5	2.0	2.0	2.0	1.5	2
12 x 48	12.0	48.0	1.5	2.5	2.0	2.0	2.5	3

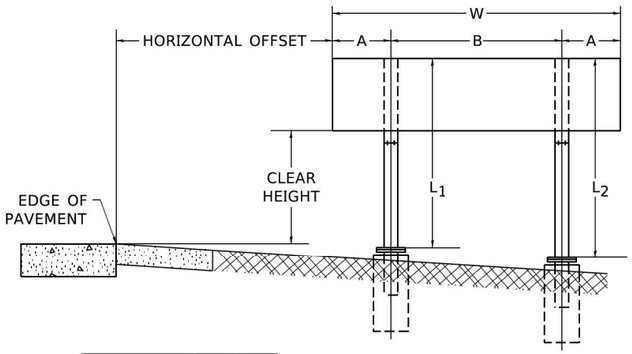
SIGN SIZE	SERIES					BORDER	BLANK STD.
	LINES						
	1	2	3	4	5		
12 x 24	4C	8D	4C	N/A	N/A	0.5	B9-1224
12 x 36	4C	8D	8D	4C	N/A	0.5	B9-1236
12 x 48	4C	8D	8D	8D	4C	0.5	B9-1248

BLANK	A	B	C	D	E	F
B9-1224	12.0	24.0	1.5	2.0	20.0	N/A
B9-1236	12.0	36.0	1.5	2.0	32.0	12.0
B9-1248	12.0	48.0	1.5	2.0	44.0	12.0

BORDER AND RADIUS LAYOUT



MAJOR GUIDE SIGN LAYOUT

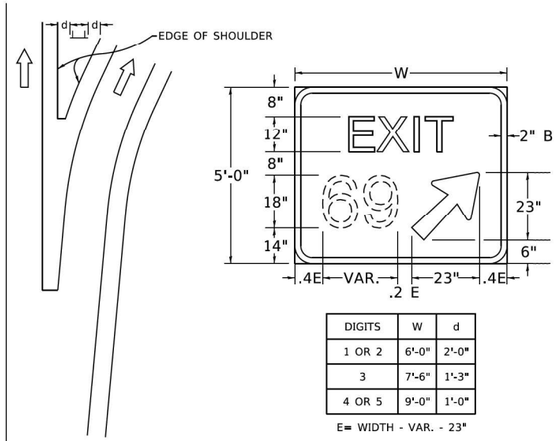


NUMBER OF STEEL SUPPORTS	A	B
2	.2 W	.6 W
3	.15 W	.35 W
4	.125 W	.25 W
5	.1 W	.2 W

"L_1 IS THE LENGTH OF SUPPORT, NOT INCLUDING THE STUB PROJECTION, CLOSEST TO THE EDGE OF THE PAVEMENT.

"A" IS THE DISTANCE FROM THE SIGN EDGE TO THE CENTERLINE OF THE NEAREST SUPPORT. "B" IS THE DISTANCE BETWEEN CENTERLINES OF SUPPORTS.

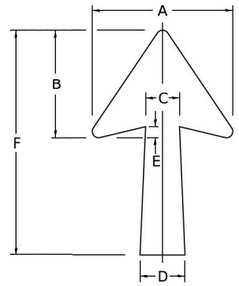
GORE SIGNS



DIGITS	W	d
1 OR 2	6'-0"	2'-0"
3	7'-6"	1'-3"
4 OR 5	9'-0"	1'-0"

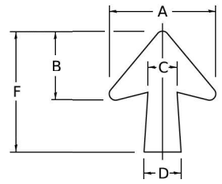
E= WIDTH - VAR. - 23"

STANDARD ARROWS FOR INTERSTATE GUIDE SIGNS



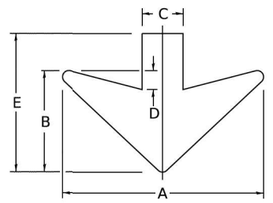
ARROW SYMBOL	A	B	C	D	E	F	R
24¼ x 15⅛	15⅛	11 9/16	3¾	5	1 5/16	24¼	3/16
29¼ x 18¾	18¾	14	4½	6	1½	29¼	¾
35⅝ x 22¼	22¼	17	5⅜	7⅛	1¾	35⅝	1
18¾ x 11¼	11¼	8¾	3⅛	3⅜		18¾	

NOTE: D & F ARE RECOMMENDED DIMENSIONS. TAPER SHOULD BE HELD CONSTANT FOR LONGER OR SHORTER SHAFT LENGTHS



ARROW SYMBOL	A	B	C	D	E	F	R
17¼ x 14¼	14¼	9 9/16	3⅜	4½	5/16	17¼	¾
20¼ x 17¼	17¼	11¾	4⅜	5⅝	1½	20¼	
25 x 21⅞	21⅞	14¼	5	6¾	1¾	25	1
9 3/16 x 8⅞	8⅞	5 7/16	2 5/16	2 15/16		9 3/16	½

DOWN ARROWS



ARROW SYMBOL	A	B	C	D	E	R
16½ x 24	24	12	5	1½	16½	¾
22 x 32	32	16	6½	3	22	1

FILE NAME: \\dcsfs4\dbstepw21\IICS_prd_work_dir\93145424_185D162K62ExhHDOT D1 Details20.dgn

DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME	= lcsM-dbstepw21$	DESIGNED	- DJB	REVISED	-
PLOT SCALE	= 40.0000 ' / in.	DRAWN	- DJB	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:26:51 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MILE POST MARKERS - GORE SIGNS
MAJOR GUIDE SIGN LAYOUT - ARROWS

SCALE: | SHEET NO. C-49 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	73
	TC-27	CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

EARTHWORK QUANTITIES SUMMARY TABLE							
STAGE	LOCATION	* EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (15%)	FILL	BALANCE WASTE (+) OR SHORTAGE (+)	** TOPSOIL FURNISH AND PLACE 6"	*** REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (ROADWAY UNDERCUT)
		CU YD	CU YD	CU YD	CU YD	SQ YD	CU YD
1	EB I-290 OUTSIDE LANE/S ABUT	53	45		45		
	WB I-290 OUTSIDE LANE/N ABUT	29	25		25		
2	EB I-290 INSIDE LANE/S PIER						
	WB I-290 INSIDE LANE/N PIER						
3	EB I-290 SLOPE WALL/WALL CONST					1153	
	WB I-290 SLOPE WALL/WALL CONST					1320	
4	W. CONGRESS PKWY APPROACH	373	317	35	282		178
	W. HARRISON ST APPROACH	393	334	38	296		172
5	W. CONGRESS PKWY APPROACH/NE	201	171	20	151	13	68
	W. HARRISON ST APPROACH/SW	141	120	25	95		21
6	W. CONGRESS PKWY/NW	218	185		185	51	187
	W. HARRISON ST/SE	208	177		177		41
	TOTALS	1616	1374	118	1256	2537	667

* DOES NOT INCLUDE STRUCTURE EXCAVATION FOR STRUCTURES.
** QUANTITY ASSUMES EXISTING TOPSOIL IS NEGLIGIBLE IN DEPTH, OR IF PRESENT, IS UNSUITABLE FOR REUSE.
*** REFERENCE SGR FOR DEPTHS AND LOCATIONS.

TEMPORARY EROSION CONTROL SCHEDULE

	INLET FILTER	PERIMETER EROSION BARRIER	TEMPORARY EROSION CONTROL BLANKET
LOCATION	EACH	FOOT	SQ YD
I-290	17	484	1820
CENTRAL PARK AVE	24	382	1539
TOTAL	41	866	3359

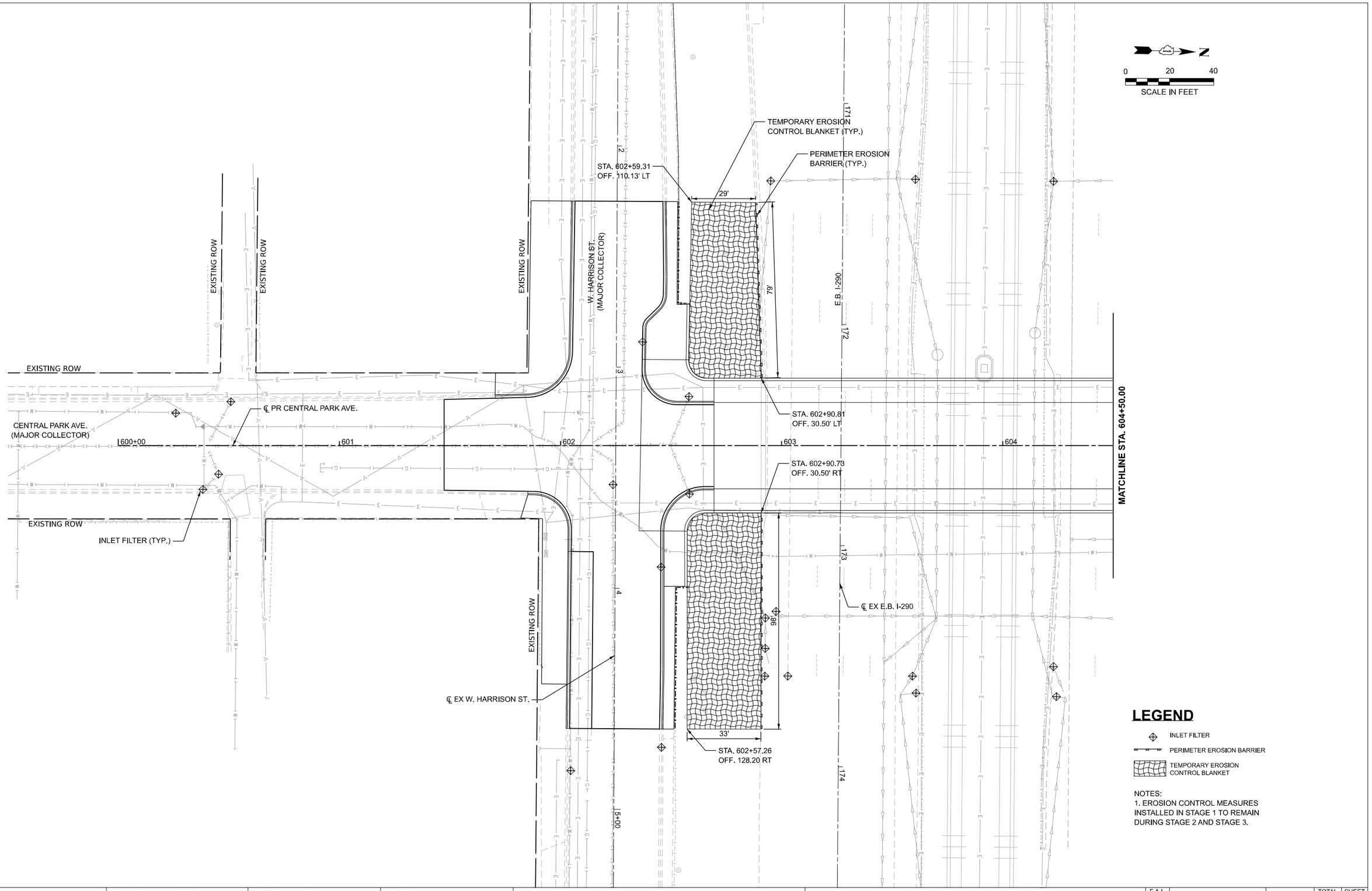
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Jacobs

USER NAME = lcsM-dbstepw21$	DESIGNED - KRW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EARTHWORK AND EROSION AND SEDIMENT CONTROL SCHEDULES	
PLOT SCALE = 0.16666667 ' / in.	DRAWN - CS	REVISED -			
PLOT DATE = 10/10/2025	CHECKED - KRW	REVISED -			
PLOT TIME = 9:36:46 PM	DATE -	REVISED -		SCALE: NTS	SHEET NO. C-50 OF C-102 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	74
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

STA. 00+000 TO STA. 00+000



LEGEND

- INLET FILTER
- PERIMETER EROSION BARRIER
- TEMPORARY EROSION CONTROL BLANKET

NOTES:
1. EROSION CONTROL MEASURES INSTALLED IN STAGE 1 TO REMAIN DURING STAGE 2 AND STAGE 3.

Jacobs

USER NAME	= icsM-dbstepw21$	DESIGNED	- KRW	REVISED	-
PLOT SCALE	= 0.16666667 ' / in.	DRAWN	- CS	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- KRW	REVISED	-
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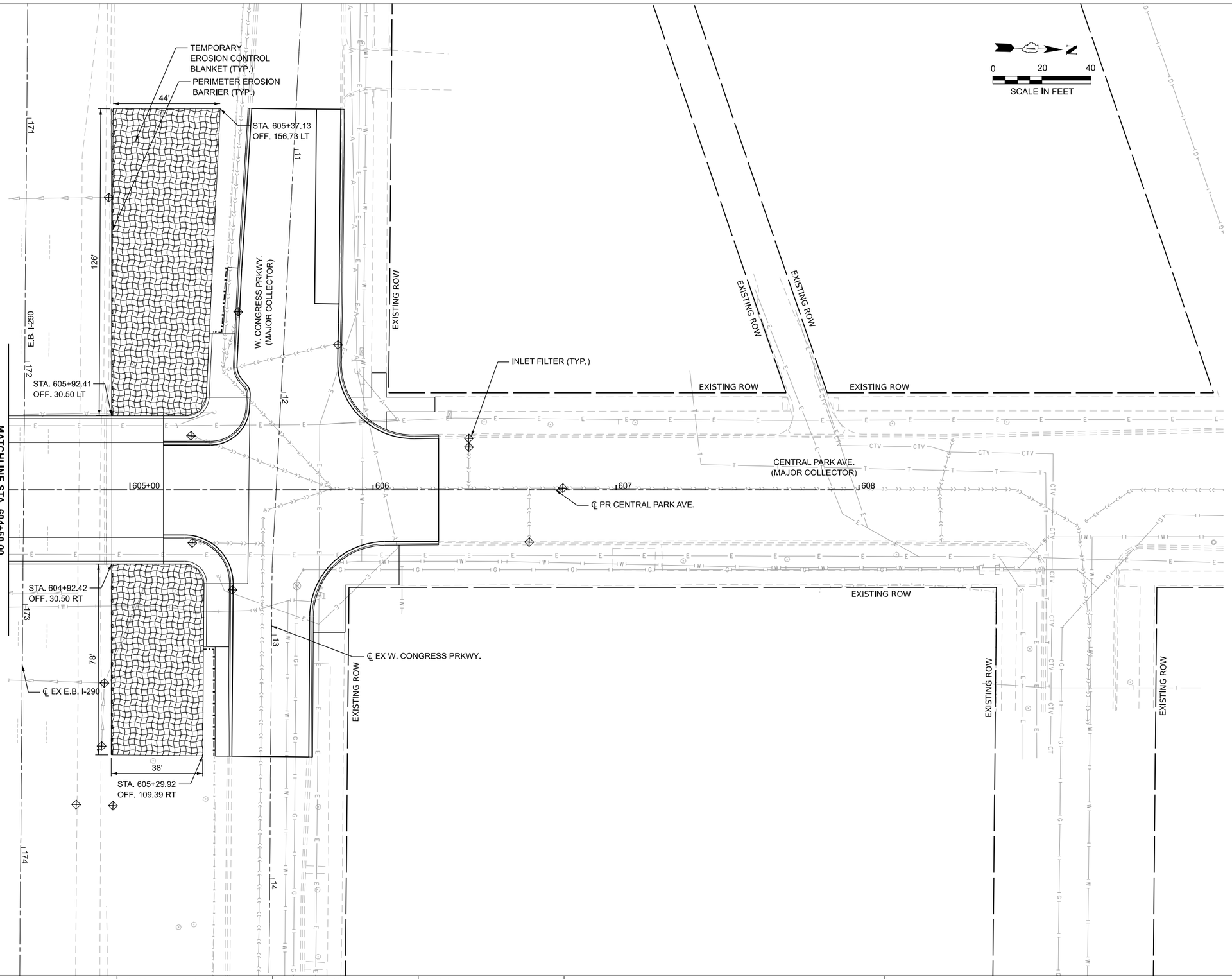
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL PLAN
CENTRAL PARK AVENUE @ W HARRISON STREET

SCALE: 1" = 20' | SHEET NO. C-51 OF C-102 SHEETS | BEGIN TO STA. 604+50.00

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	75
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

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LEGEND

- INLET FILTER
- PERIMETER EROSION BARRIER
- TEMPORARY EROSION CONTROL BLANKET

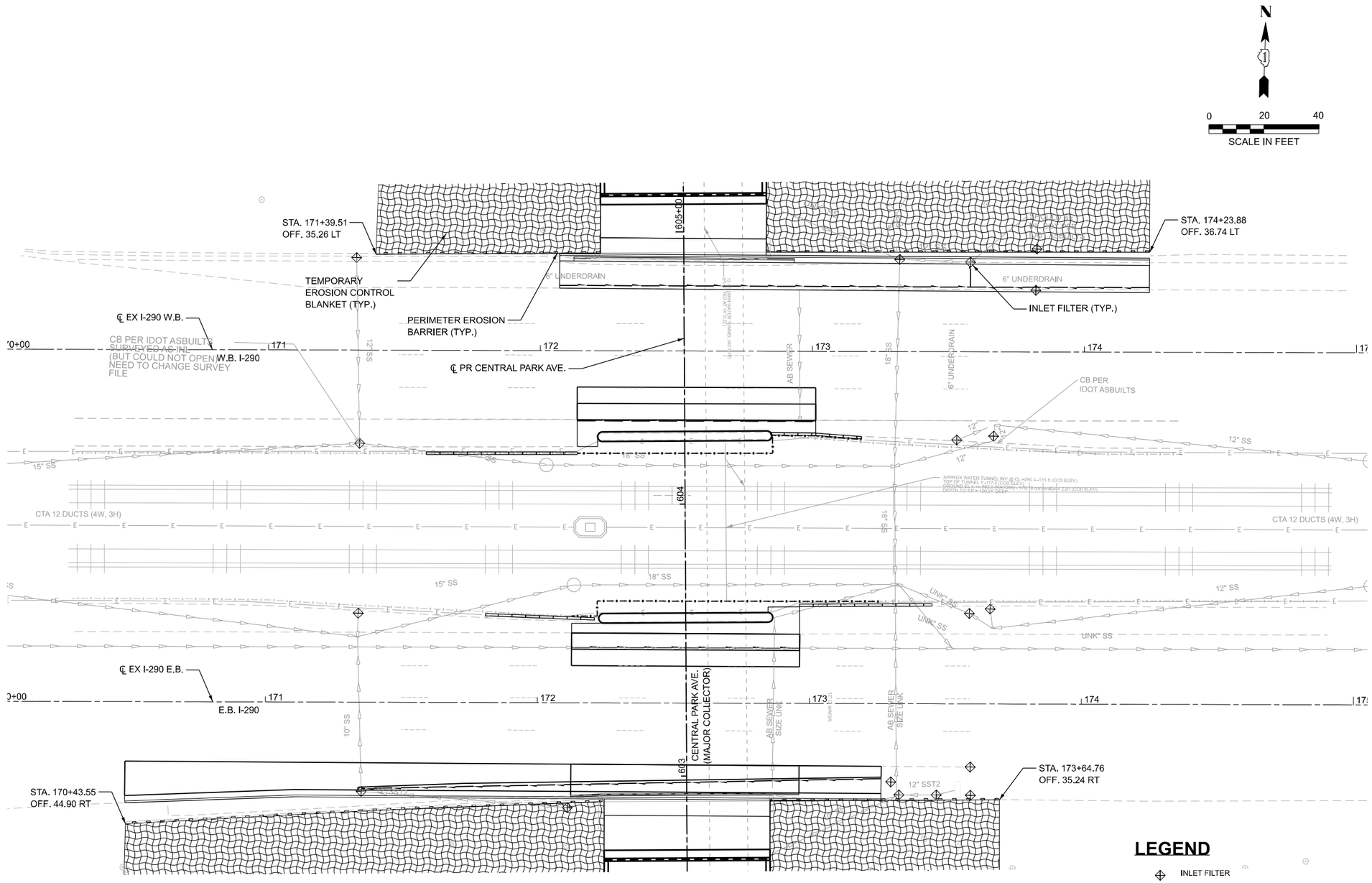
NOTES:
1. EROSION CONTROL MEASURES INSTALLED IN STAGE 1 TO REMAIN DURING STAGE 2 AND STAGE 3.

FILE NAME: \\cskl-dbstepw21\ICS_prf_work_gf\93415424_\2D\162K62\sht\erosdtl-CP-02.dgn

Jacobs

USER NAME = lcskl-dbstepw21$	DESIGNED - KRW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION AND SEDIMENT CONTROL PLAN CENTRAL PARK AVENUE @ W CONGRESS PARKWAY
PLOT SCALE = 0.16666667 ' / in.	DRAWN - CS	REVISED -		SCALE: 1" = 20' | SHEET NO. C-52 OF C-102 SHEETS | STA. 604+50.00 TO END
PLOT DATE = 10/10/2025	CHECKED - KRW	REVISED -		
PLOT TIME = 9:52:26 PM	DATE -	REVISED -		

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	76
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			



LEGEND

- INLET FILTER
- PERIMETER EROSION BARRIER
- TEMPORARY EROSION CONTROL BLANKET

NOTES:
1. EROSION CONTROL MEASURES INSTALLED IN STAGE 1 TO REMAIN DURING STAGE 2 AND STAGE 3.

Jacobs

USER NAME = lcsM-dbstepw21$	DESIGNED - KRW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION AND SEDIMENT CONTROL PLAN - I-290	
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PLOT DATE = 10/10/2025	CHECKED - KRW	REVISED -			
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	77
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

STA. 00+000 TO STA. 00+000

FILE NAME: \\lcsM-dbstepw21\ICS_prd_work_dir\93415424_641D162K62-sht-erosp#-I290d01.dgn

PROPOSED DRAINAGE STRUCTURE SCHEDULE

STR I.D.	STATION (FEET)	OFFSET (FEET)	ALIGNMENT	RIM (ELEV)	N - INV (ELEV)	S - INV (ELEV)	E - INV (ELEV)	W - INV (ELEV)	CATCHBASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID (CITY OF CHICAGO) (EACH)	CATCHBASINS, TYPE-A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE (EACH)	CATCHBASINS, TYPE B TYPE 8 GRATE (EACH)
S-01	02+88.6	11.8 LT	W. HARRISON ST	600.06	-	589.74	-	-	1	-	-
S-02	03+91.5	20.6 LT	W. HARRISON ST	599.74	-	585.41	-	-	1	-	-
S-03	12+81.5	16.0 RT	W. CONGRESS PRKW	600.26	585.61	-	-	-	1	-	-
S-04	173+27.4	44.5 LT	I-290 WESTBOUND	583.50	-	EXIST*	-	-	-	-	1
S-05	173+32.0	33.8 LT	I-290 WESTBOUND	581.84	-	EXIST*	-	-	-	1	-
S-06	173+58.0	32.9 LT	I-290 WESTBOUND	581.82	-	-	-	EXIST*	-	1	-
S-07	172+11.1	38.5 RT	I-290 EASTBOUND	584.40	-	-	-	579.66*	-	-	1
								TOTAL:	3	2	2

* VERIFY AND MATCH EXISTING INVERT ELEV

PROPOSED DRAINAGE PIPE SCHEDULE

PIPE I.D.	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	UPSTREAM INVERT (ELEV)	DOWNSTREAM INVERT (ELEV)	PIPE DIA (IN)	PIPE LENGTH (FOOT)	PIPE SLOPE (%)	STORM SEW, DUCTILE IRON PIPE, TYPE 2, 8 INCH (FOOT)	TRENCH BACKFILL (CUYD)
P-01	S-01	EX 15" PIPE	592.57	592.40**	8	9	2.0	9	6.0
P-02	S-02	EX 24" PIPE	587.91	587.48**	8	22	2.0	22	14.7
P-03	S-03	EX 15" PIPE	588.44	588.19**	8	12	2.0	12	8.0
							TOTAL:	43	28.7

** VERIFY DOWNSTREAM STRUCTURE TIE IN ELEV

PIPE UNDERDRAINS, TYPE 2, 6" SCHEDULE

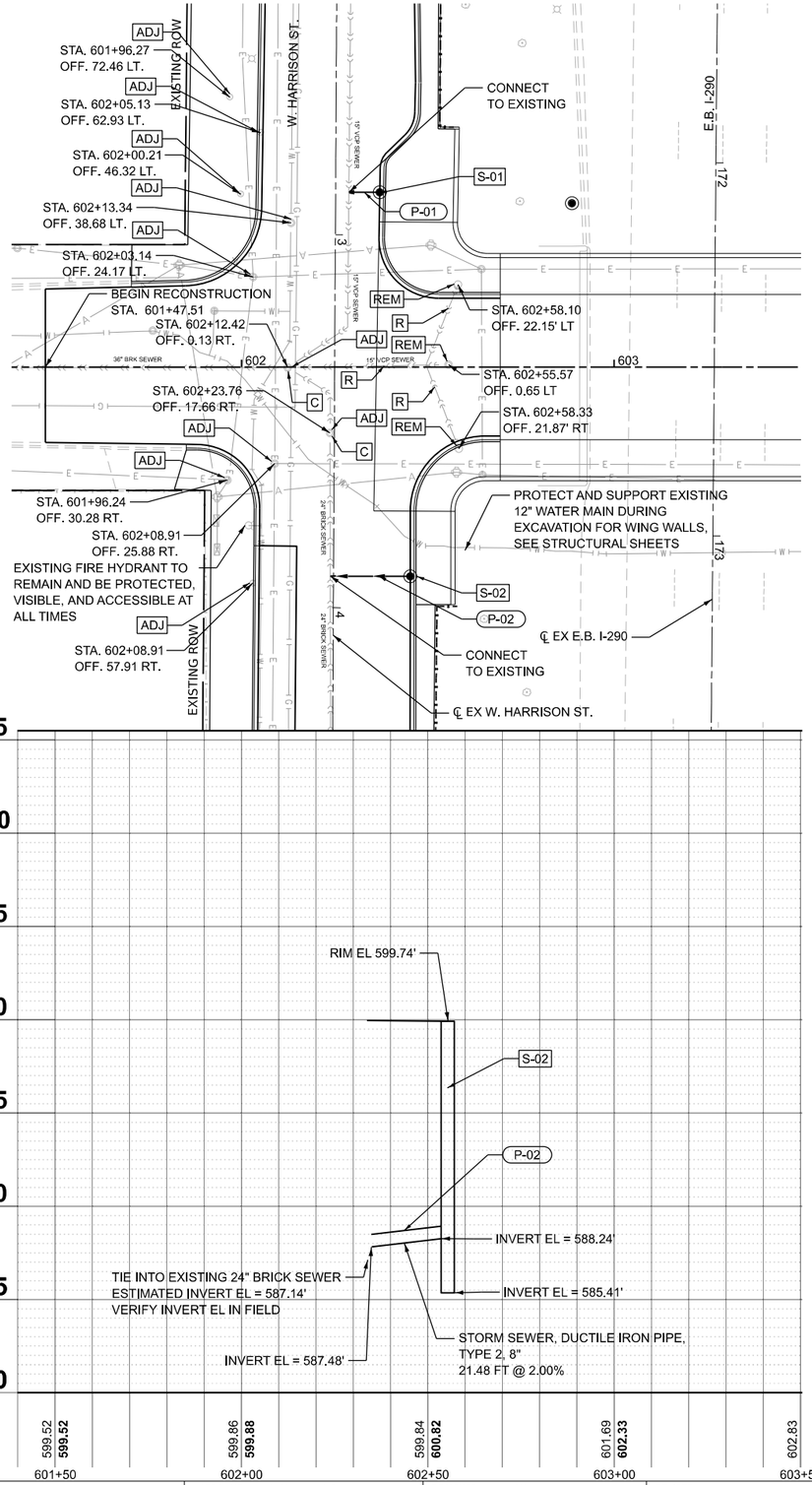
LOCATION	FROM STATION (FEET)	FROM OFFSET (FEET)	TO STATION (FEET)	TO OFFSET (FEET)	PIPE UNDERDRAINS, TYPE 2, 6" (FOOT)
I-290 WB NORTH	172+06.99	23.99 LT	173+58.02	23.77 LT	151.0
I-290 WB NORTH	173+58.02	23.77 LT	173+58.02	31.19 LT	7.4
I-290 WB NORTH	174+23.81	23.77 LT	173+58.02	23.77 LT	65.8
I-290 WB SOUTH	173+13.57	25.76 RT	174+01.26	25.76 RT	87.7
I-290 EB NORTH	172+12.52	20.30 LT	172+96.38	20.29 LT	83.9
I-290 EB SOUTH	171+64.70	31.69 RT	173+26.44	27.55 RT	191.2

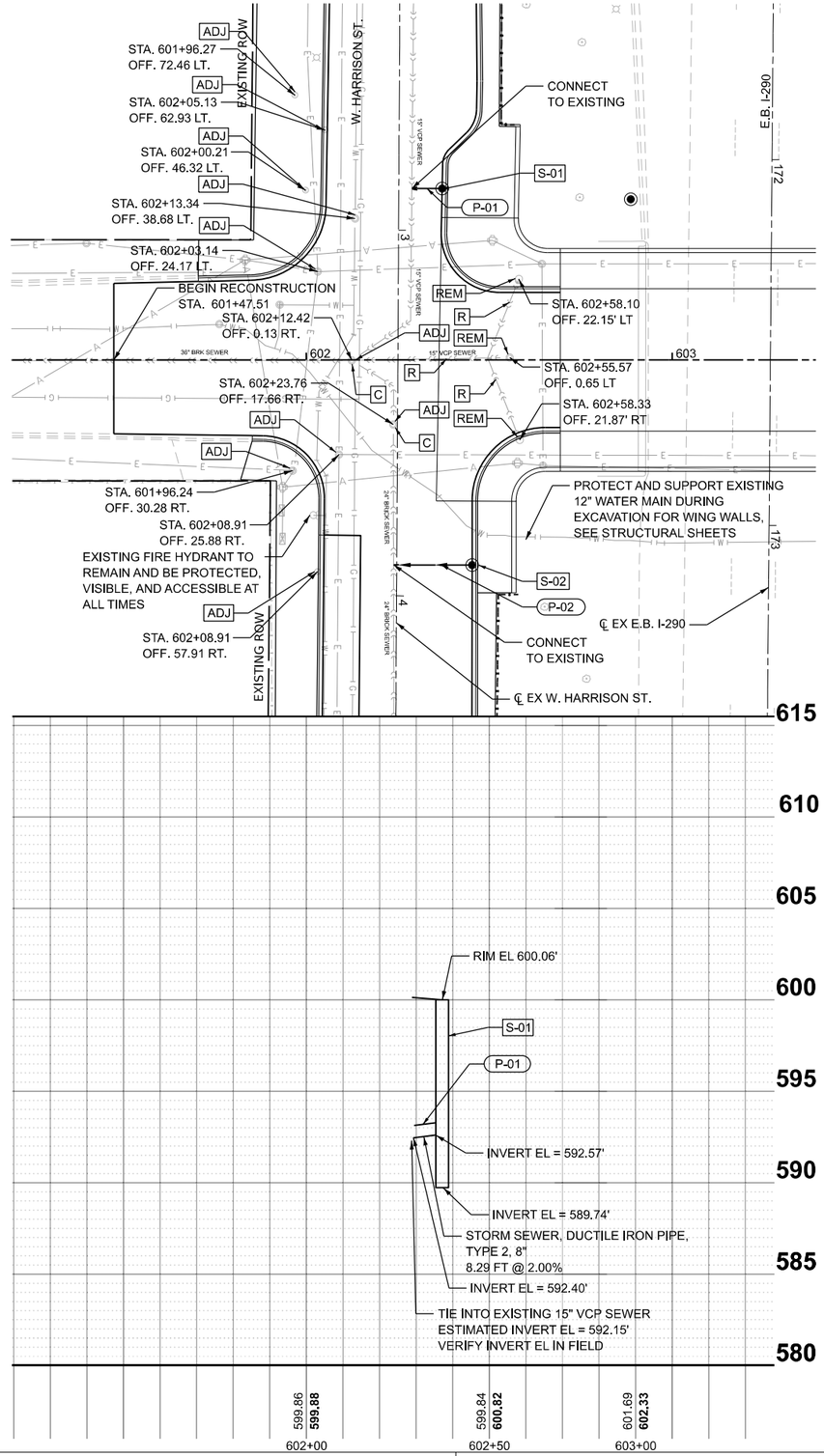
EXISTING DRAINAGE STRUCTURE SCHEDULE

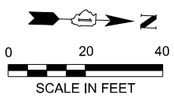
STATION (FEET)	OFFSET (FEET)	ALIGNMENT	CATCH BASINS TO BE ADJUSTED (EACH)	REMOVING CATCH BASINS (EACH)	REMOVING MANHOLES (EACH)	CATCH BASINS TO BE CLEANED (EACH)
602+12.0	00.0 LT	CENTRAL PARK	1	-	-	1
602+23.8	17.5 RT	CENTRAL PARK	1	-	-	1
602+55.0	00.6 LT	CENTRAL PARK	-	-	1	-
602+58.0	22.2 LT	CENTRAL PARK	-	1	-	-
602+59.0	21.8 RT	CENTRAL PARK	-	1	-	-
605+25.1	22.3 LT	CENTRAL PARK	-	1	-	-
605+25.6	21.8 RT	CENTRAL PARK	-	1	-	-
605+39.3	45.3 LT	CENTRAL PARK	1	-	-	1
605+44.5	73.3 LT	CENTRAL PARK	1	-	-	1
605+55.0	10.3 RT	CENTRAL PARK	1	-	-	1
605+83.3	00.5 LT	CENTRAL PARK	1	-	-	1
605+85.6	59.7 LT	CENTRAL PARK	1	-	-	1
173+27.4	44.5 LT	I-290 WESTBOUND	-	1	-	-
173+32.0	33.8 LT	I-290 WESTBOUND	-	1	-	-
173+58.0	32.9 LT	I-290 WESTBOUND	-	1	-	-
171+35.3	32.8 RT	I-290 EASTBOUND	-	1	-	-
172+11.1	38.5 RT	I-290 EASTBOUND	1	-	-	1
		TOTAL:	8	8	1	8

EXISTING DRAINAGE PIPE SCHEDULE

FROM STATION (FEET)	FROM OFFSET (FEET)	TO STATION (FEET)	TO OFFSET (FEET)	ALIGNMENT	STORM SEWER REMOVAL 12" (FOOT)	STORM SEWER REMOVAL 15" (FOOT)	TRENCH BACKFILL (CUYD)
602+58.0	22.2 LT	602+49.5	00.6 LT	CENTRAL PARK	23	-	11.0
602+59.0	21.8 RT	602+49.5	00.6 LT	CENTRAL PARK	23	-	11.0
602+55.0	00.6 LT	602+12.0	00.0 RT	CENTRAL PARK	-	43	24.4
605+25.1	22.3 LT	605+83.3	00.5 LT	CENTRAL PARK	62	-	30.0
605+25.6	21.8 RT	605+55.0	22.0 RT	CENTRAL PARK	30	-	14.6
				TOTAL:	138	43	91.0







DRAINAGE LEGEND

- PROPOSED MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED PIPE
- PROPOSED PIPE UNDERDRAIN
- S-01 — PROPOSED STRUCTURE I.D.
- P-02 — PROPOSED PIPE I.D.
- ADJ — ADJUST EXISTING STRUCTURE
- REM — REMOVE EXISTING STRUCTURE
- C — CLEAN EXISTING STRUCTURE
- R — REMOVE EXISTING PIPE

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Jacobs

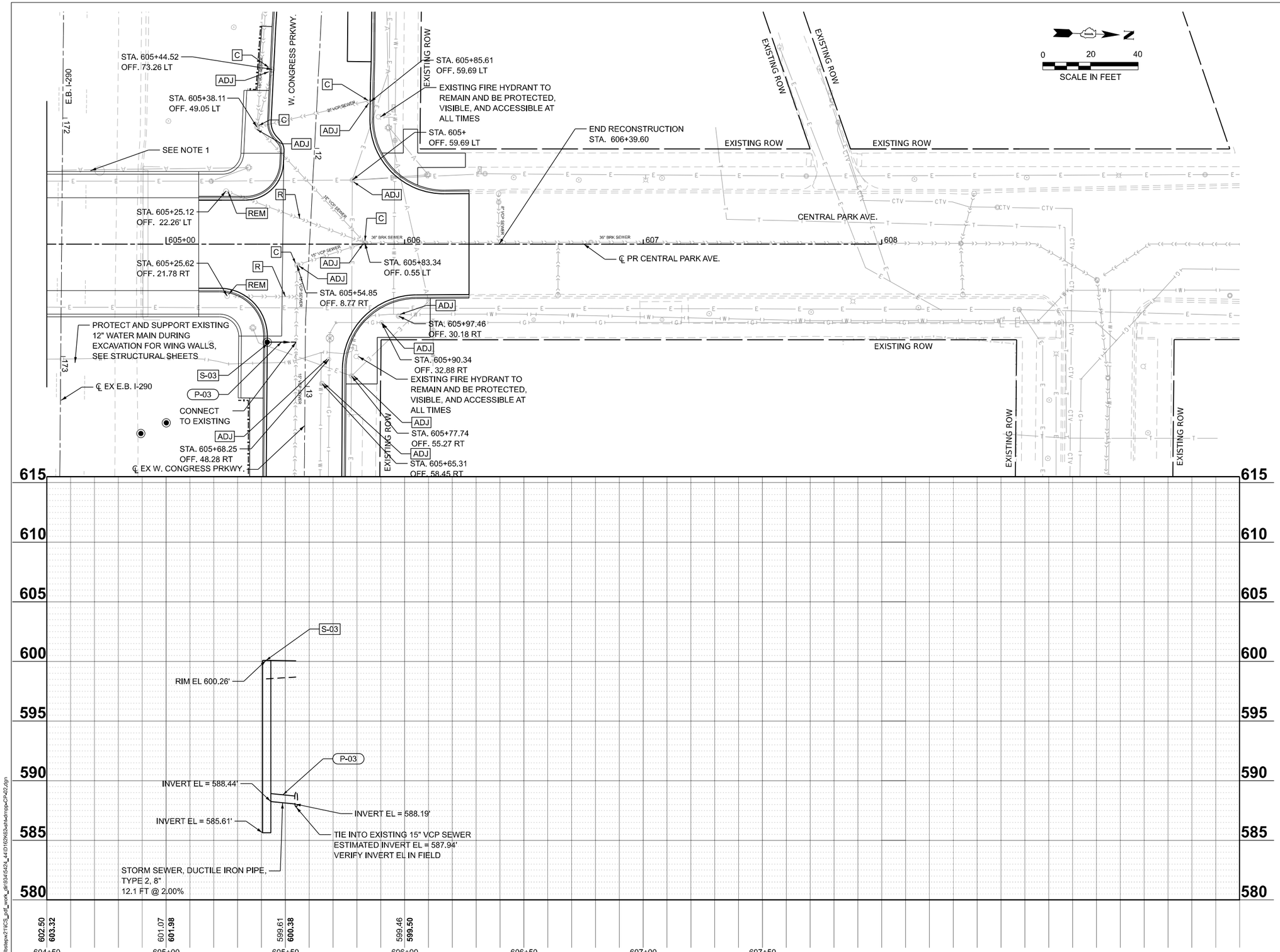
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PLAN AND PROFILE
CENTRAL PARK AVENUE @ W HARRISON STREET

SCALE: 1" = 20' | SHEET NO. C-55 OF C-102 SHEETS | BEGIN TO STA. 604+50.00

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	79
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			



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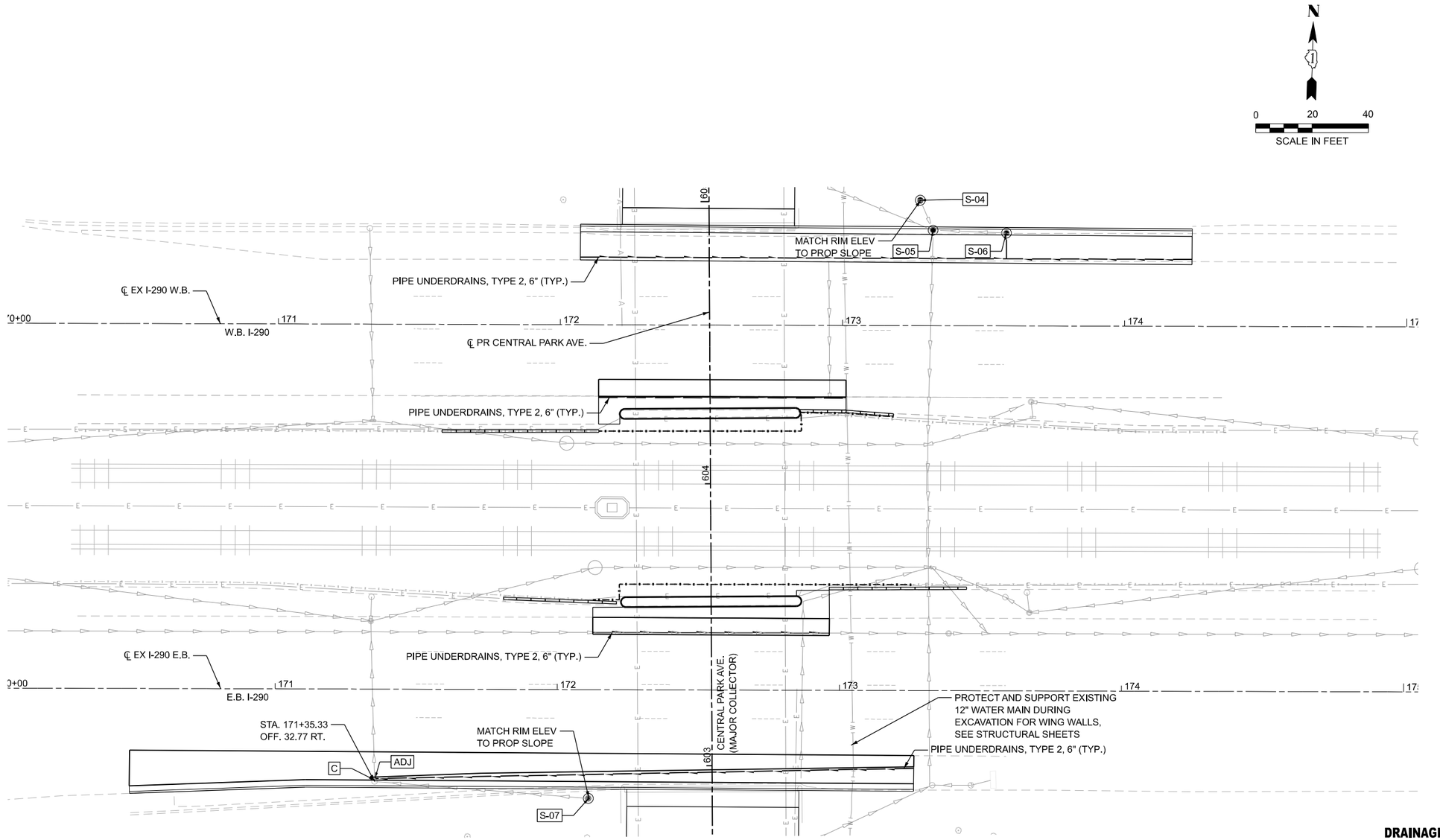
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PLAN AND PROFILE
CENTRAL PARK AVENUE @ W CONGRESS PARKWAY

SCALE: 1" = 20' | SHEET NO. C-56 OF C-102 SHEETS | STA. 604+50.00 TO STA. END

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	80
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



DRAINAGE LEGEND

- PROPOSED MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED PIPE
- PROPOSED PIPE UNDERDRAIN
- S-01 — PROPOSED STRUCTURE I.D.
- P-02 — PROPOSED PIPE I.D.
- ADJ — ADJUST EXISTING STRUCTURE
- REM — REMOVE EXISTING STRUCTURE
- C — CLEAN EXISTING STRUCTURE
- R — REMOVE EXISTING PIPE

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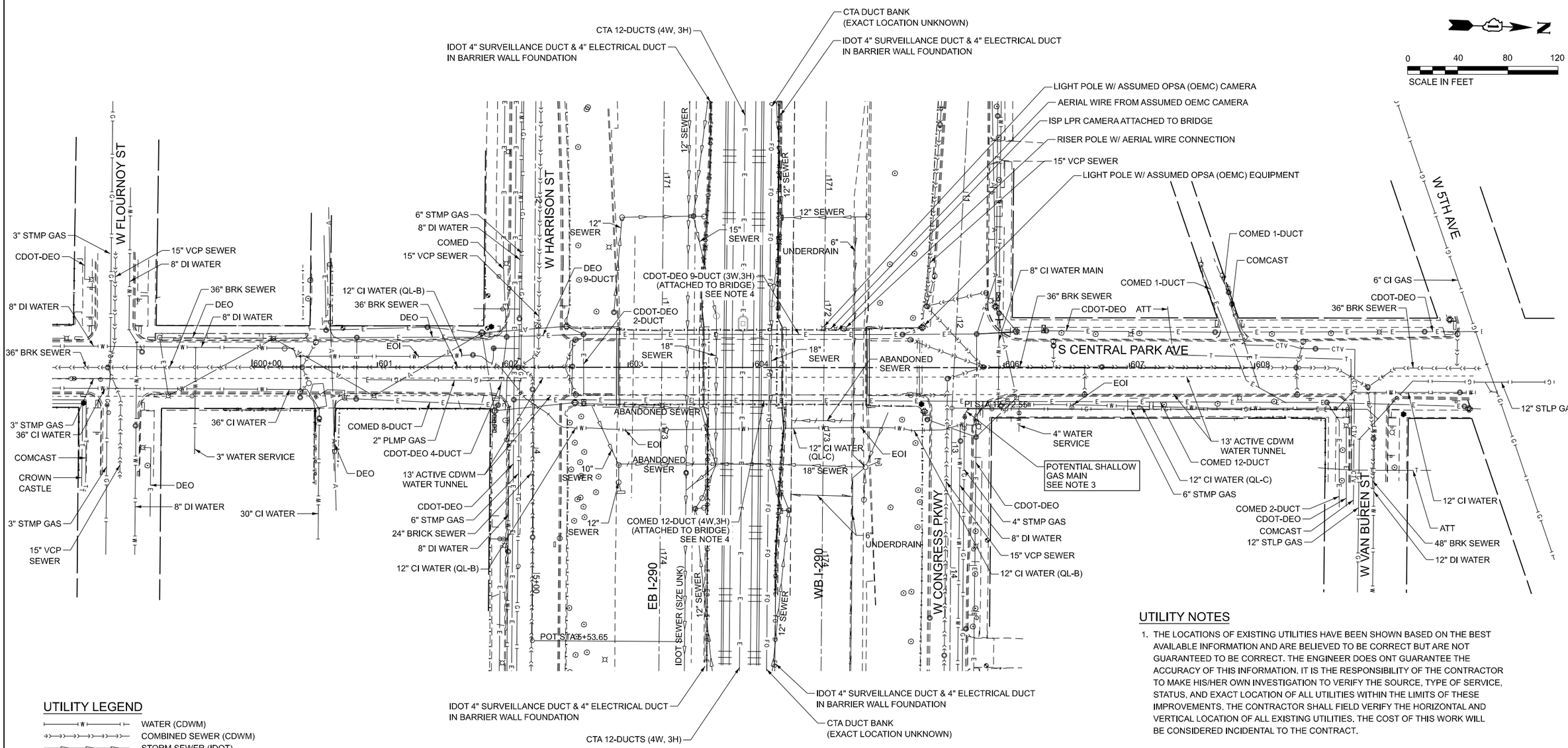
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PLAN - I-290

SCALE: 1" = 20' | SHEET NO. C-57 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	81
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



UTILITY LEGEND

- WATER (CDWM)
- COMBINED SEWER (CDWM)
- STORM SEWER (IDOT)
- UNDERDRAIN (IDOT)
- TELEPHONE (AT&T)
- ELECTRIC (CDOT-DEO, COMED)
- GAS (PEOPLES GAS)
- CABLE TV (COMCAST)
- AERIAL WIRE
- STREET LIGHT
- TRAFFIC SIGNAL
- MANHOLE
- CATCH BASIN
- INLET
- FIRE HYDRANT
- EOI END OF INFORMATION FOR QUALITY LEVEL B LOCATES
- ED ELECTRONIC DEPTH

UTILITY NOTES

1. THE LOCATIONS OF EXISTING UTILITIES HAVE BEEN SHOWN BASED ON THE BEST AVAILABLE INFORMATION AND ARE BELIEVED TO BE CORRECT BUT ARE NOT GUARANTEED TO BE CORRECT. THE ENGINEER DOES ONT GUARANTEE THE ACCURACY OF THIS INFORMATION. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE HIS/HER OWN INVESTIGATION TO VERIFY THE SOURCE, TYPE OF SERVICE, STATUS, AND EXACT LOCATION OF ALL UTILITIES WITHIN THE LIMITS OF THESE IMPROVEMENTS. THE CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UTILITIES. THE COST OF THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

2. THE CONTRACTOR AND ALL OTHER PARTIES INVOLVED IN THE CONSTRUCTION OPERATIONS WITHIN THE PROJECT LIMITS SHALL BE RESPONSIBLE FOR CONTACTING DIGGER (CHICAGO UTILITY ALERT NETWORK) AT (312) 744-7000, 72 HOURS PRIOR TO CONSTRUCTION TO HAVE THE LOCATION OF EXISTING UNDERGROUND UTILITIES MARKED IN THE FIELD.

3. BE AWARE THAT GAS MAIN COVER MAY BE LESS THAN 36" IN SOME LOCATIONS. EXTRA PRECAUTION SHALL BE TAKEN DURING EXCAVATION. IF A STEEL OR REINFORCED PLASTIC PROTECTION PLATE (FRP) FOR GAS MAIN IS EXPOSED DURING ANY EXCAVATION ACTIVITIES, IMMEDIATELY NOTIFY PGL SHOP SUPERVISOR, MARIO MARTINEZ AT (773) 395-4231 AND BY EMAIL: CENTRAL-SHOP-OUC@PEOPLESGASDELIVERY.COM. THE PLATE MUST BE RESTORED OR REPLACED WITH A MINIMUM 6" SAND BARRIER OVER GAS MAIN. INSPECTION BY PEOPLES GAS IS REQUIRED PRIOR TO BACKFILL.

4. EXISTING CONDUITS ATTACHED TO BRIDGE (COMED AND CDOT-DEO) ARE ASBESTOS CEMENT PER 1953 ASBUILT BRIDGE PLANS. REMOVAL OF COMED CONDUITS WILL BE PERFORMED BY COMED. REMOVAL OF CDOT-DEO CONDUITS WILL BE PERFORMED BY THE CONTRACTOR. PAY ITEM IS INCLUDED FOR "REMOVAL OF ASBESTOS CEMENT CONDUIT" FOR CDOT-DEO CONDUITS ONLY.

DBS
DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

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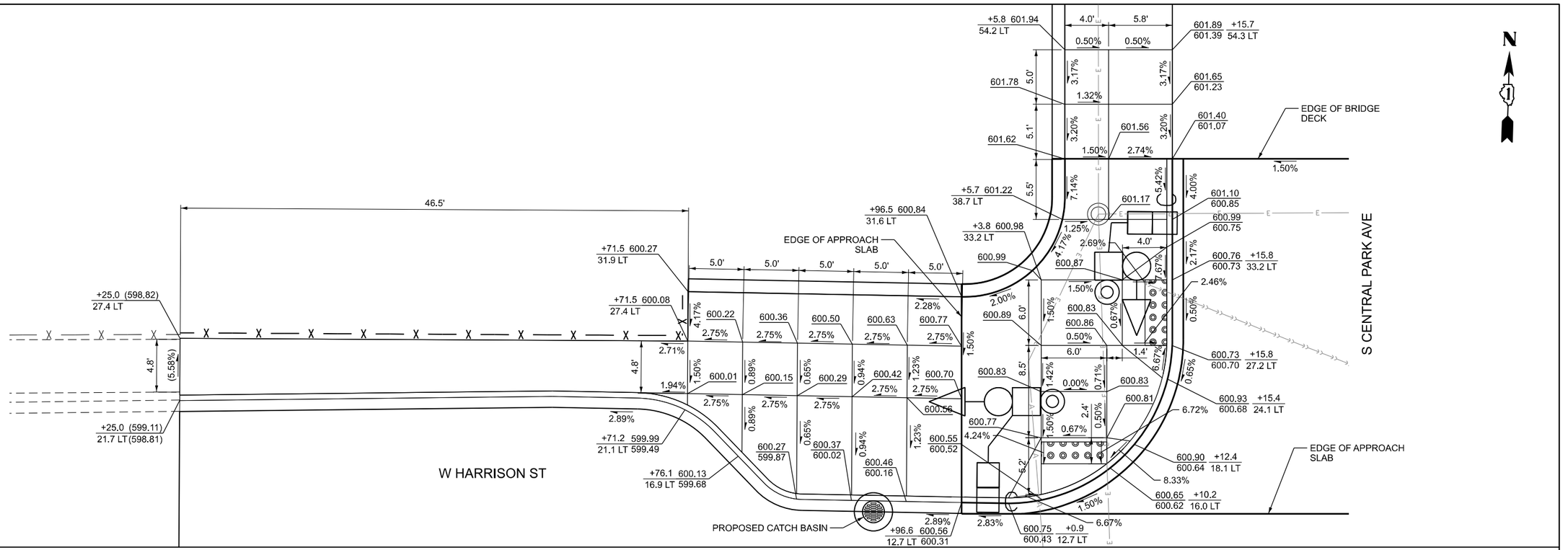
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

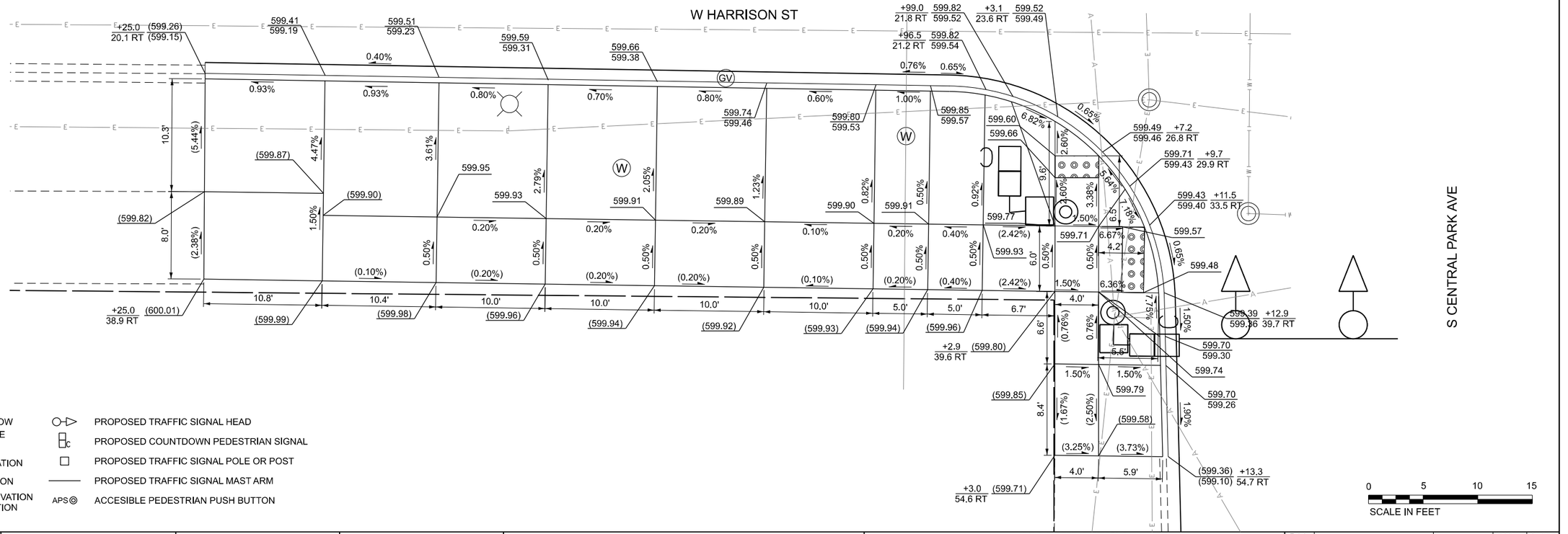
EXISTING UTILITIES
CENTRAL PARK AVE

SCALE: | SHEET NO. C-58 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	82
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

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LEGEND

—→	DIRECTION OF FLOW	○▷	PROPOSED TRAFFIC SIGNAL HEAD
1.50%	PROPOSED GRADE	PC	PROPOSED COUNTDOWN PEDESTRIAN SIGNAL
(1.50%)	EXISTING GRADE	□	PROPOSED TRAFFIC SIGNAL POLE OR POST
123.45	PROPOSED ELEVATION	——	PROPOSED TRAFFIC SIGNAL MAST ARM
(123.45)	EXISTING ELEVATION	APS◎	ACCESIBLE PEDESTRIAN PUSH BUTTON
123.45 / 123.45	TOP OF CURB ELEVATION / FLOWLINE ELEVATION		

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312.857.1006

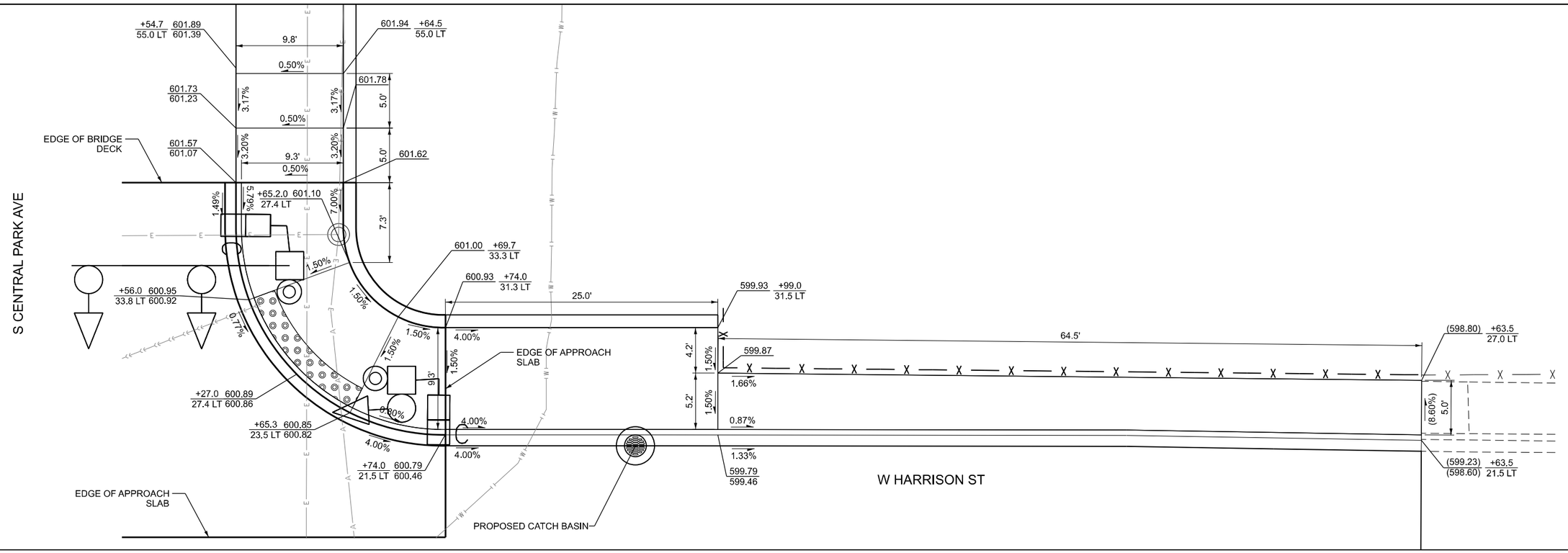
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS
NW AND SW CORNERS OF
S CENTRAL PARK AVE AND W HARRISON ST

SCALE: | SHEET NO. C-59 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	83
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



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312.857.1606

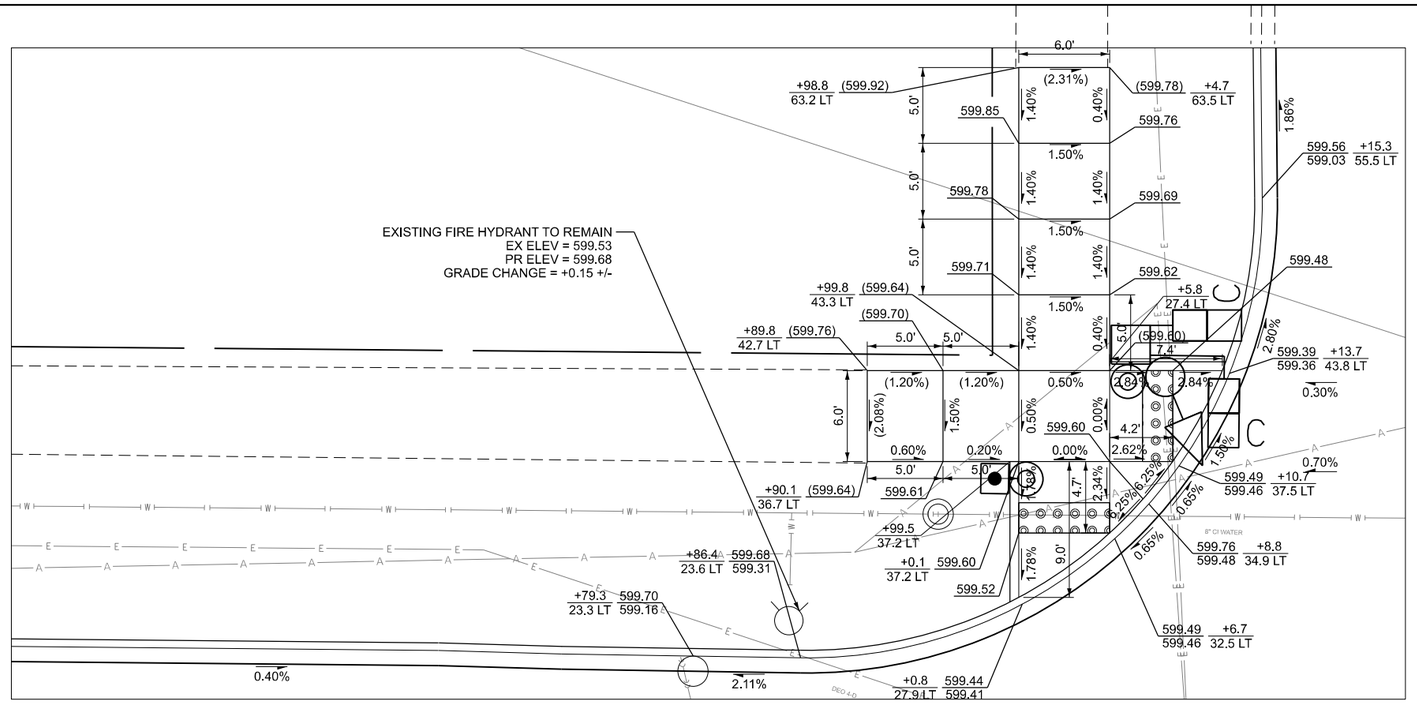
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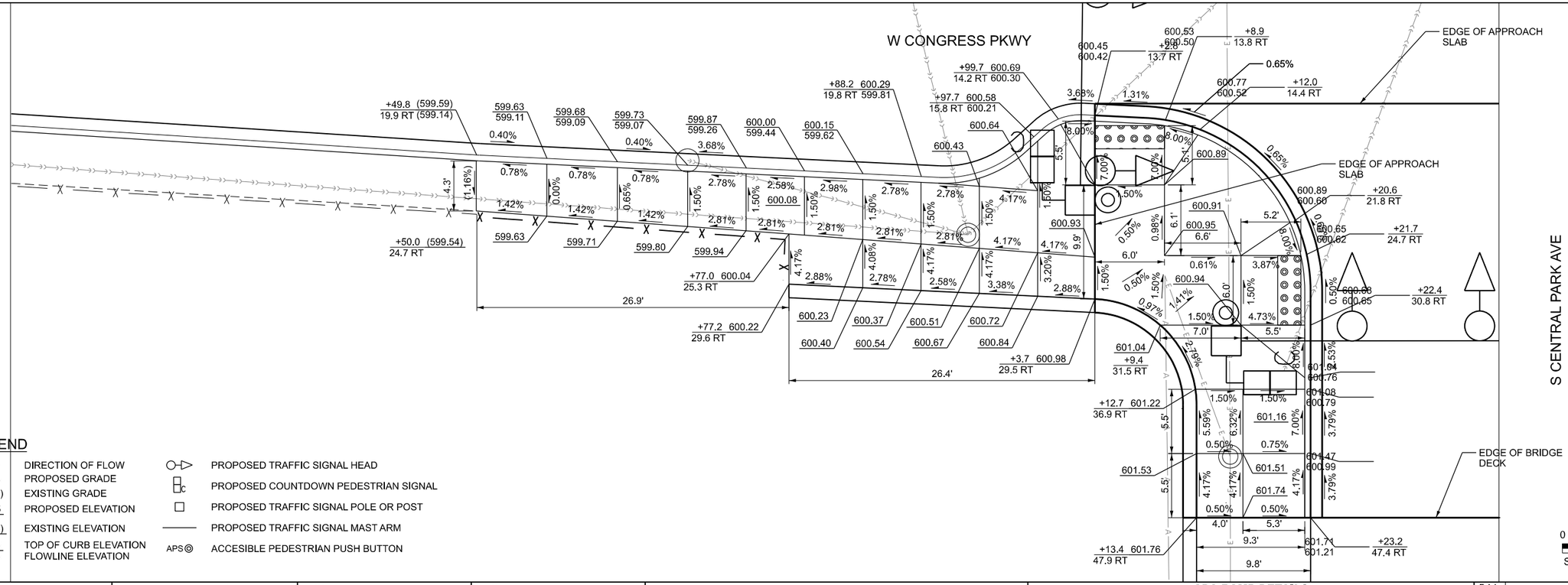
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS
NE AND SE CORNERS OF
S CENTRAL PARK AVE AND W HARRISON ST

SCALE: | SHEET NO. C-60 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	84
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		





LEGEND

→	DIRECTION OF FLOW	○▷	PROPOSED TRAFFIC SIGNAL HEAD
1.50%	PROPOSED GRADE		PROPOSED COUNTDOWN PEDESTRIAN SIGNAL
(1.50%)	EXISTING GRADE	□	PROPOSED TRAFFIC SIGNAL POLE OR POST
123.45	PROPOSED ELEVATION	——	PROPOSED TRAFFIC SIGNAL MAST ARM
(123.45)	EXISTING ELEVATION	APS◎	ACCESIBLE PEDESTRIAN PUSH BUTTON
123.45 / 123.45	TOP OF CURB ELEVATION / FLOWLINE ELEVATION		

SCALE IN FEET: 0 5 10 15

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123 N. Wacker Drive, Suite 2000
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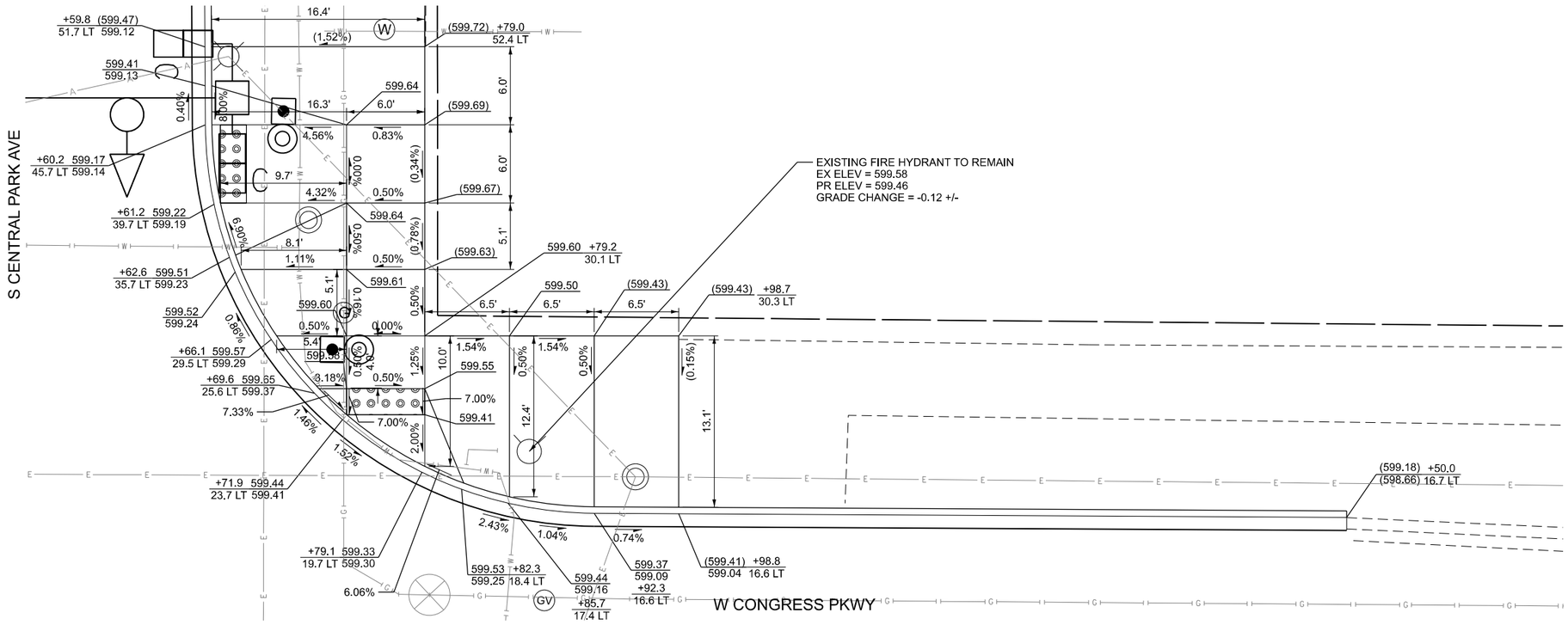
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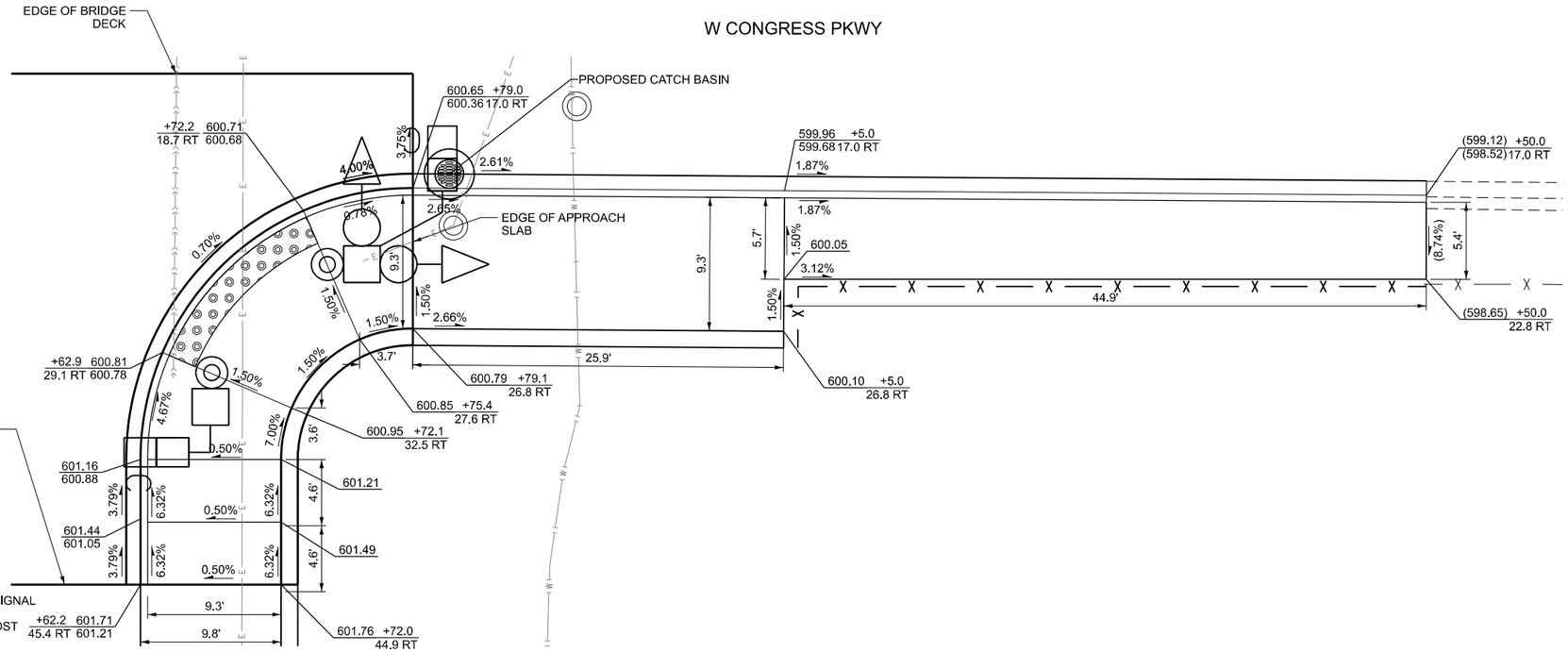
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS
NW AND SW CORNERS OF
S CENTRAL PARK AVE AND W CONGRESS PKWY

SCALE: | SHEET NO. C-61 OF C-102 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	85
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	





LEGEND

→	DIRECTION OF FLOW
1.50%	PROPOSED GRADE
(1.50%)	EXISTING GRADE
123.45	PROPOSED ELEVATION
(123.45)	EXISTING ELEVATION
123.45 / 123.45	TOP OF CURB ELEVATION / FLOWLINE ELEVATION
	PROPOSED TRAFFIC SIGNAL HEAD
C	PROPOSED COUNTDOWN PEDESTRIAN SIGNAL
	PROPOSED TRAFFIC SIGNAL POLE OR POST
	PROPOSED TRAFFIC SIGNAL MAST ARM
APS	ACCESIBLE PEDESTRIAN PUSH BUTTON

0 5 10 15
SCALE IN FEET

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DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.697.1096

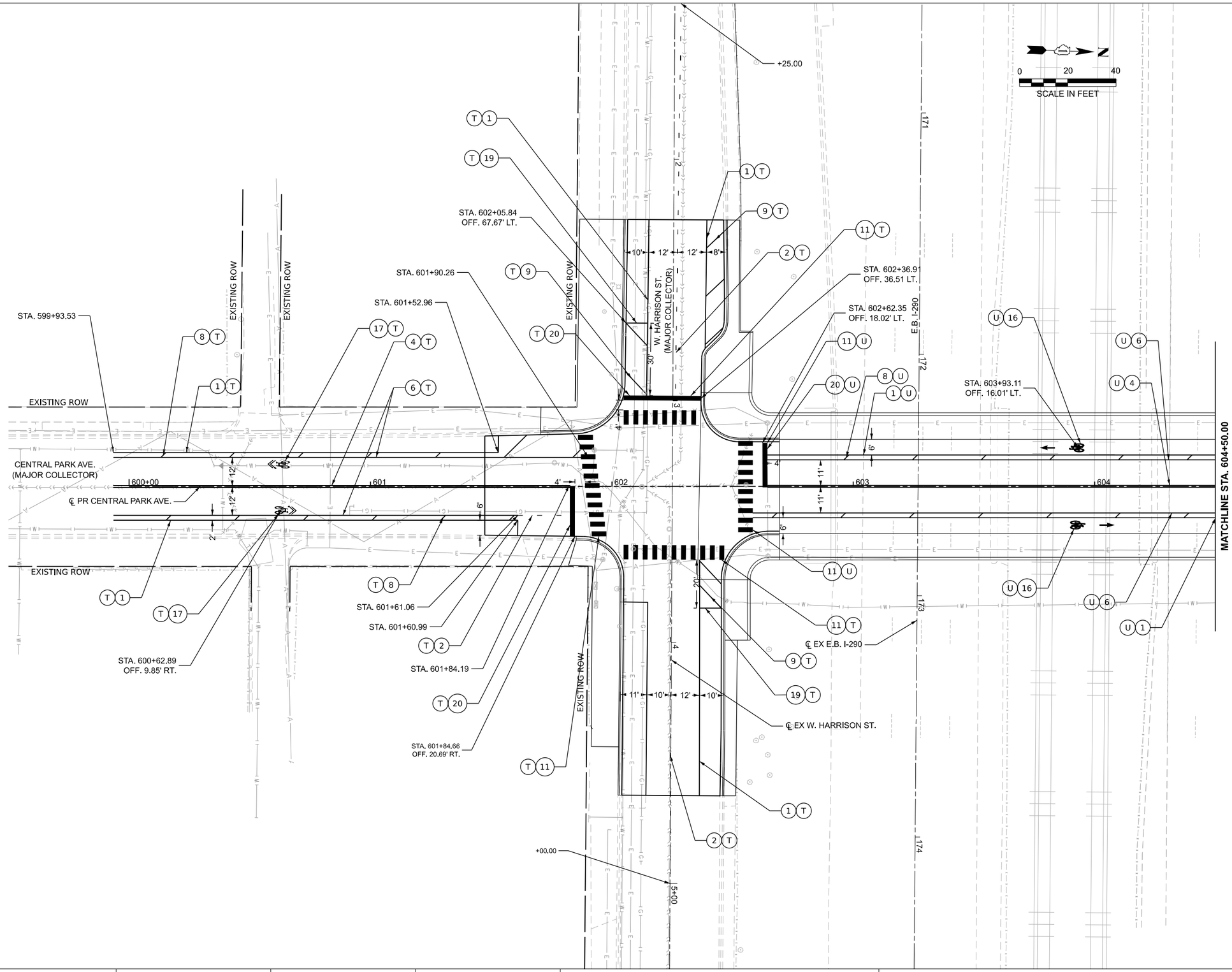
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS
NE AND SE CORNERS OF
S CENTRAL PARK AVE AND W CONGRESS PKWY

SCALE: | SHEET NO. C-62 OF C-102 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	86
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			



NOTE:

1. MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
2. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE D, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.
3. PAVEMENT MARKING REMOVAL AND INSTALLATION FOR I-290 EXTENDS BEYOND THE LIMITS OF THE SHEET TO ACCOMMODATE MOT OPERATIONS. A QUANTITY OF PROPOSED PAVEMENT MARKING HAS BEEN INCLUDED AS NOTED ON THE PAVEMENT MARKING PLAN TO RESTORE AND/OR REFRESH STRIPING AFTER PROPOSED PAVEMENT IS COMPLETE.
4. PAINT CURB 'SAFETY YELLOW' FOR 15 FEET ON EACH SIDE OF A FIRE HYDRANT, EXCEPT WHERE THE 15-FOOT DIMENSION INTERSECTS A CROSSWALK, DRIVEWAY, OR SIMILAR FEATURE.

LEGEND

- (T) THERMOPLASTIC
- (U) MODIFIED URETHANE
- (P) PREFORMED PLASTIC
- (1) 4" WHITE SOLID
- (2) 4" WHITE, SKIP-DASH (6' DASH - 18' SKIP)
- (3) 4" YELLOW SOLID
- (4) 4" DOUBLE YELLOW, SOLID (8" C-C)
- (5) 4" DOUBLE YELLOW, SKIP-DASH AND SOLID (6' DASH - 18' SKIP; 8" C-C BETWEEN SOLID LINE AND SKIP-DASH LINE)
- (6) 6" WHITE, SOLID
- (7) 6" WHITE, DOTTED (2' DASH - 6' SKIP)
- (8) 4" WHITE, 45 DIAGONAL, 10' C-C
- (9) 12" WHITE LINE, 45 DIAGONAL
- (10) 12" YELLOW LINE
- (11) 24" WHITE, 4' C-C
- (12) 4" WHITE, DOTTED (2' DASH - 6' SKIP)
- (13) 7" WHITE, DOTTED (2' DASH - 6' SKIP)
- (14) PAVEMENT MARKINGS LETTERS AND SYMBOLS
- (15) RAISED REFLECTIVE PAVEMENT MARKERS
- (16) BIKE SYMBOL AND ARROW
- (17) BIKE SYMBOL AND CHEVRON
- (18) 8" WHITE LANE LINE (30' DASH - 10' SKIP)
- (19) 12" WHITE, SOLID
- (20) 24" WHITE, SOLID
- (21) 8" WHITE, SOLID

Jacobs

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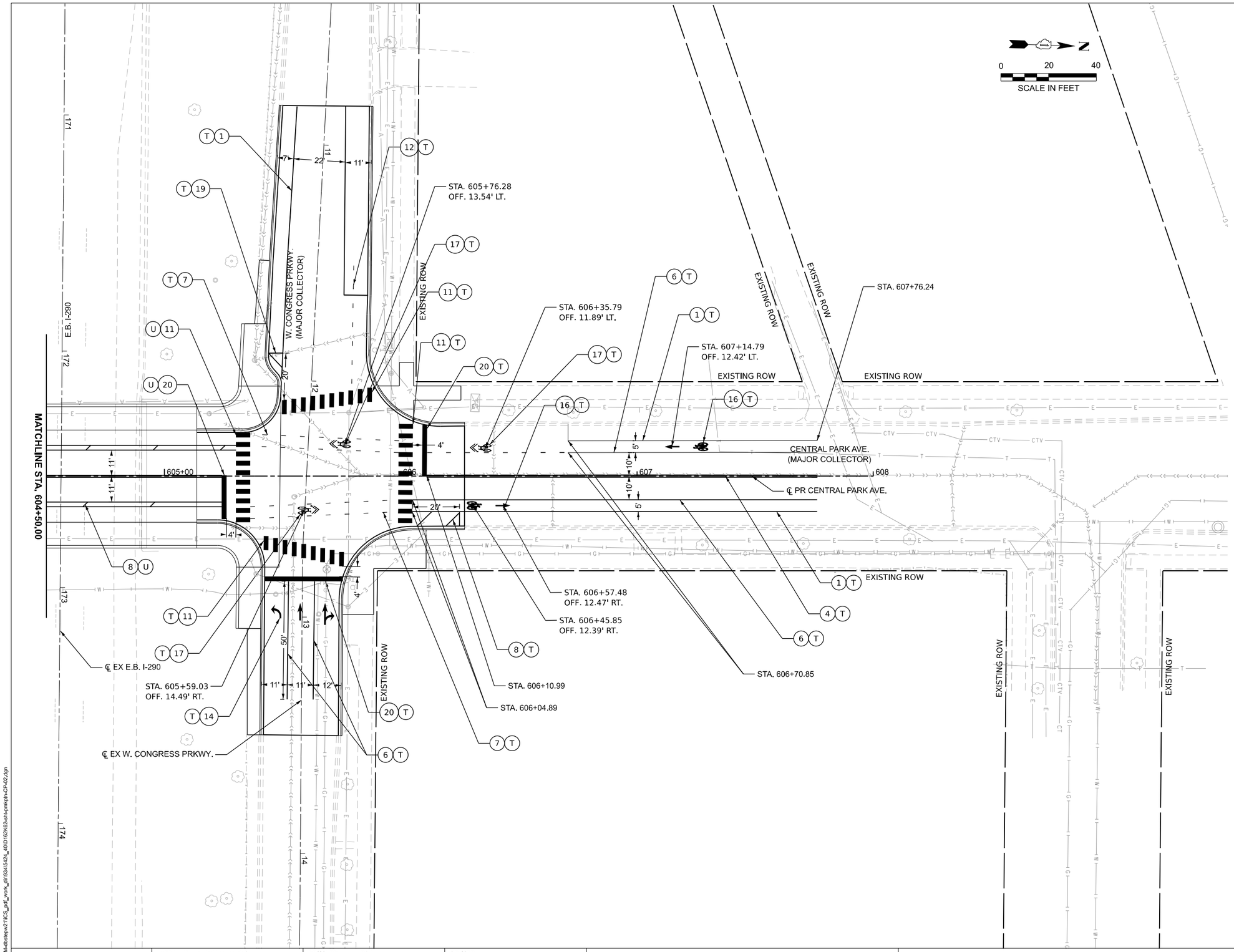
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
CENTRAL PARK AVENUE @ W HARRISON STREET

SCALE: 1" = 20' | SHEET NO. C-63 OF C-102 SHEETS | BEGIN TO STA. 604+50.00

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	87
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: \\icsM-dbstepw21\ICS_prd_work_dir\83415429_39\31162K62\sht\epmkpln-CP-01.dgn



NOTE:

1. MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
2. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE D, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.
3. PAVEMENT MARKING REMOVAL AND INSTALLATION FOR I-290 EXTENDS BEYOND THE LIMITS OF THE SHEET TO ACCOMMODATE MOT OPERATIONS. A QUANTITY OF PROPOSED PAVEMENT MARKING HAS BEEN INCLUDED AS NOTED ON THE PAVEMENT MARKING PLAN TO RESTORE AND/OR REFRESH STRIPING AFTER PROPOSED PAVEMENT IS COMPLETE.
4. PAINT CURB 'SAFETY YELLOW' FOR 15 FEET ON EACH SIDE OF A FIRE HYDRANT, EXCEPT WHERE THE 15-FOOT DIMENSION INTERSECTS A CROSSWALK, DRIVEWAY, OR SIMILAR FEATURE.

LEGEND

- (T) THERMOPLASTIC
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- (P) PREFORMED PLASTIC
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- (5) 4" DOUBLE YELLOW, SKIP-DASH AND SOLID (6' DASH - 18' SKIP; 8" C-C BETWEEN SOLID LINE AND SKIP-DASH LINE)
- (6) 6" WHITE, SOLID
- (7) 6" WHITE, DOTTED (2' DASH - 6' SKIP)
- (8) 4" WHITE, 45 DIAGONAL, 10' C-C
- (9) 12" WHITE LINE, 45 DIAGONAL
- (10) 12" YELLOW LINE
- (11) 24" WHITE, 4' C-C
- (12) 4" WHITE, DOTTED (2' DASH - 6' SKIP)
- (13) 7" WHITE, DOTTED (2' DASH - 6' SKIP)
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Jacobs

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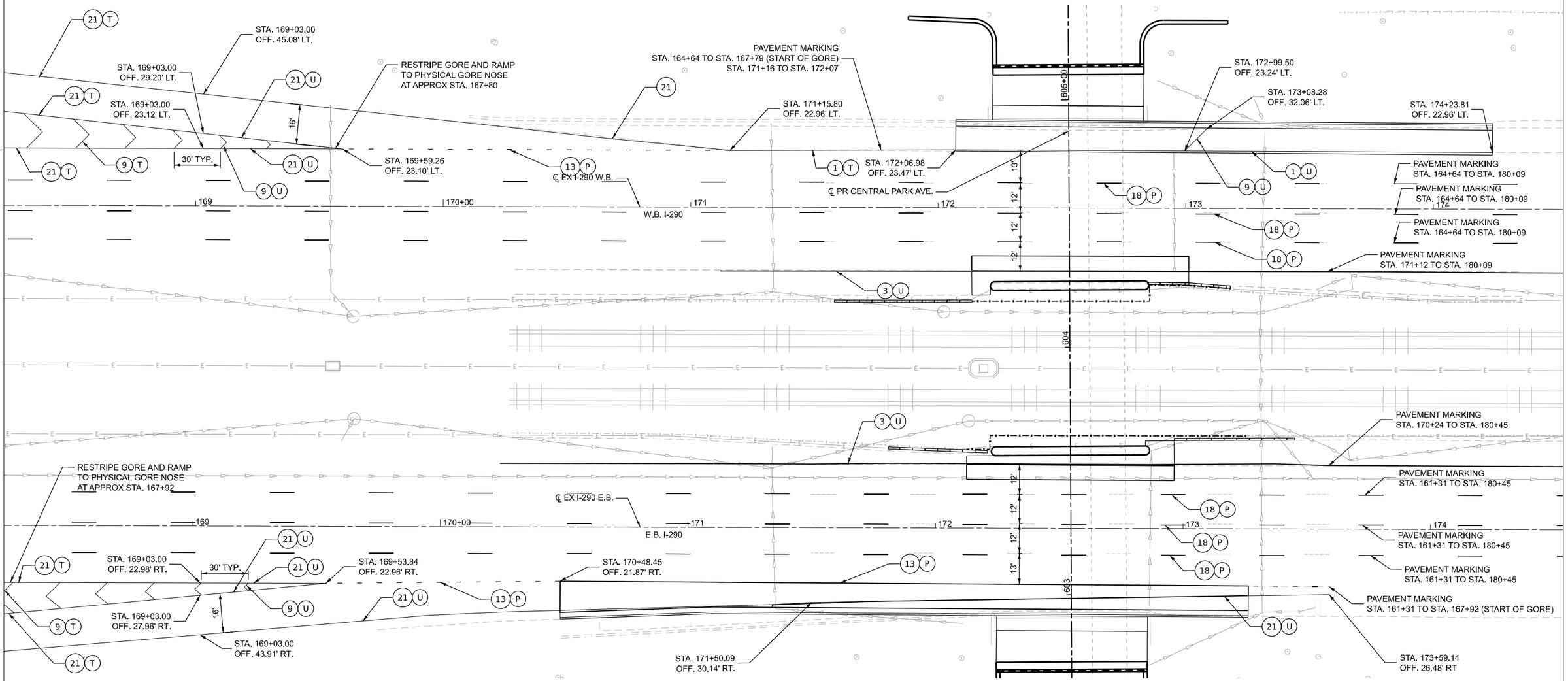
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
CENTRAL PARK AVENUE @ W CONGRESS PARKWAY

SCALE: 1" = 20' | SHEET NO. C-64 OF C-102 SHEETS | STA. 604+50.00 TO END

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	88
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: \\lcsM-dbstepw21\ICS_prd_work_dir\8345425_d01D162K62sheetsmtkph-C2P-22.dgn



NOTE:

1. MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
2. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE D, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.
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- (U) MODIFIED URETHANE
- (P) PREFORMED PLASTIC
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- (2) 4" WHITE, SKIP-DASH (6' DASH - 18' SKIP)
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- (4) 4" DOUBLE YELLOW, SOLID (8" C-C)
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- (9) 12" WHITE LINE, 45 DIAGONAL
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- (11) 24" WHITE, 4' C-C
- (12) 4" WHITE, DOTTED (2' DASH - 6' SKIP)
- (13) 7" WHITE, DOTTED (2' DASH - 6' SKIP)
- (14) PAVEMENT MARKINGS LETTERS AND SYMBOLS
- (15) RAISED REFLECTIVE PAVEMENT MARKERS
- (16) BIKE SYMBOL AND ARROW
- (17) BIKE SYMBOL AND CHEVRON
- (18) 8" WHITE LANE LINE (30' DASH - 10' SKIP)
- (19) 12" WHITE, SOLID
- (20) 24" WHITE, SOLID
- (21) 8" WHITE, SOLID

Jacobs

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN - I-290

SCALE: 1" = 20' | SHEET NO. C-65 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	89
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: \\icsM-dbstepw21\ICS_prd_work_dir\8245425_63\01162K62sht\pmkpln-I290d01.dgn

CE-08-LP
R7-1-4
(18" X 18")
STA. 602+48.59
OFF. 48.13' LT

CE-08-LP-R
R7-1-3
(18" X 18")
REMOVAL

CE-09-SP-R, D3-3,
(48" X 18")
STORE AND
REINSTALL

HONORARY
CLEODIA & JOHN O' QUINN DR

CE-09-SP, D3-3,
(48" X 18")
STA. 602+60.10
OFF. 25.30' LT

HONORARY
CLEODIA & JOHN O' QUINN DR

CE-10-SP-R
R6-2R
CE-11-SP-R
R6-2L
(18" X 24")
REMOVAL

CE-10-SP
R6-2R
CE-11-SP
R6-2L
(18" X 24")
STA. 602+60.10
OFF. 25.30' LT

CE-13-MP-R
M3-2P
(12" X 24")
CE-14-MP-R
M1-1
(30" X 24")
CE-15-MP-R
M6-1PL
(15" X 21")

CE-13-MP
M3-2P
(12" X 24")
CE-14-MP
M1-1
(30" X 24")
CE-15-MP
M6-1PL
(15" X 21")
STA. 602+92.10
OFF. 30.26' LT

0 20 40
SCALE IN FEET

CE-07-LP-R
R7-1-3
(18" X 18")
REMOVAL

CE-07-LP
R7-1-3
(18" X 18")
STA. 602+02.77
OFF. 82.72' LT

EXISTING TO
REMAIN
STA. 600+17.20
OFF. 22.72' LT

EXISTING ROW

W HARRISON ST
600 S

CE-06-SP-R, D3-2,
(60" X 18")
REMOVAL

W Harrison St
600 S

CE-06-SA, D3-2,
(60" X 18")
STA. 601+83.91
OFF. 12.00' LT

W HARRISON ST
(MAJOR COLLECTOR)

E.B. I-290

EXISTING ROW

℄ PR CENTRAL PARK AVE.

CENTRAL PARK AVE.
(MAJOR COLLECTOR)

600+00 601 602 603 604

MATCHLINE STA. 604+50.00

EXISTING ROW

CE-01-LP-R
R7-1-1
(18" X 18")
REMOVAL

CE-01-MP
R7-1-1
(18" X 18")
STA. 601+60.86
OFF. 23.79' RT

CE-02-SP-R
R6-2L
CE-03-SP-R
R6-2R
(18" X 24")
REMOVAL

CE-02-SP
R6-2L
CE-03-SP
R6-2R
(18" X 24")
STA. 601+93.48
OFF. 34.83' RT

HONORARY
DONALD W. BUIK WAY

CE-04-SP, D3-3,
(48" X 18")
STA. 601+93.48
OFF. 34.83' RT

HONORARY
DONALD W. BUIK WAY

CE-04-SP-R, D3-3,
(48" X 18")
STORE AND
REINSTALL

S Central Park Av
3600 W

CE-05-SA, D3-2,
(72" X 18")
STA. 602+14.42
OFF. 32.66' RT

S CENTRAL PARK AV
3600 W

CE-05-SP-R, D3-2,
(60" X 18")
REMOVAL

EXISTING ROW

℄ EX E.B. I-290

℄ EX W. HARRISON ST.

W Harrison St
600 S

CE-12-SA, D3-2,
(60" X 18")
STA. 602+61.61
OFF. 8.73' RT

W HARRISON ST
600 S

CE-12-SP-R, D3-2,
(60" X 18")
REMOVAL

SIGNING NOTES:

1. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RECORD AND RETAIN ALL EXISTING SIGN INFORMATION FOR FUTURE REFERENCE. EXACT LOCATIONS OF ALL SIGNS SHALL BE DIRECTED BY the ENGINEER.

SIGN NUMBERING CODE
EXAMPLE

NB 01 LP

DIRECTION OF TRAFFIC
CE - CENTRAL PARK AVE
WB - WESTBOUND I-290
EB - EASTBOUND I-290
HR - HARRISON ST
CP - CONGRESS PARKWAY

SIGN PANEL NUMBER

MOUNTING TYPE
MP - METAL POST
TS - TELESCOPING STEEL
LP - LIGHT POLE BANDING
SP - SIGNAL POLE BANDING
SA - SIGNAL POLE MAST ARM
BM - BRIDGE MOUNTED

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Jacobs

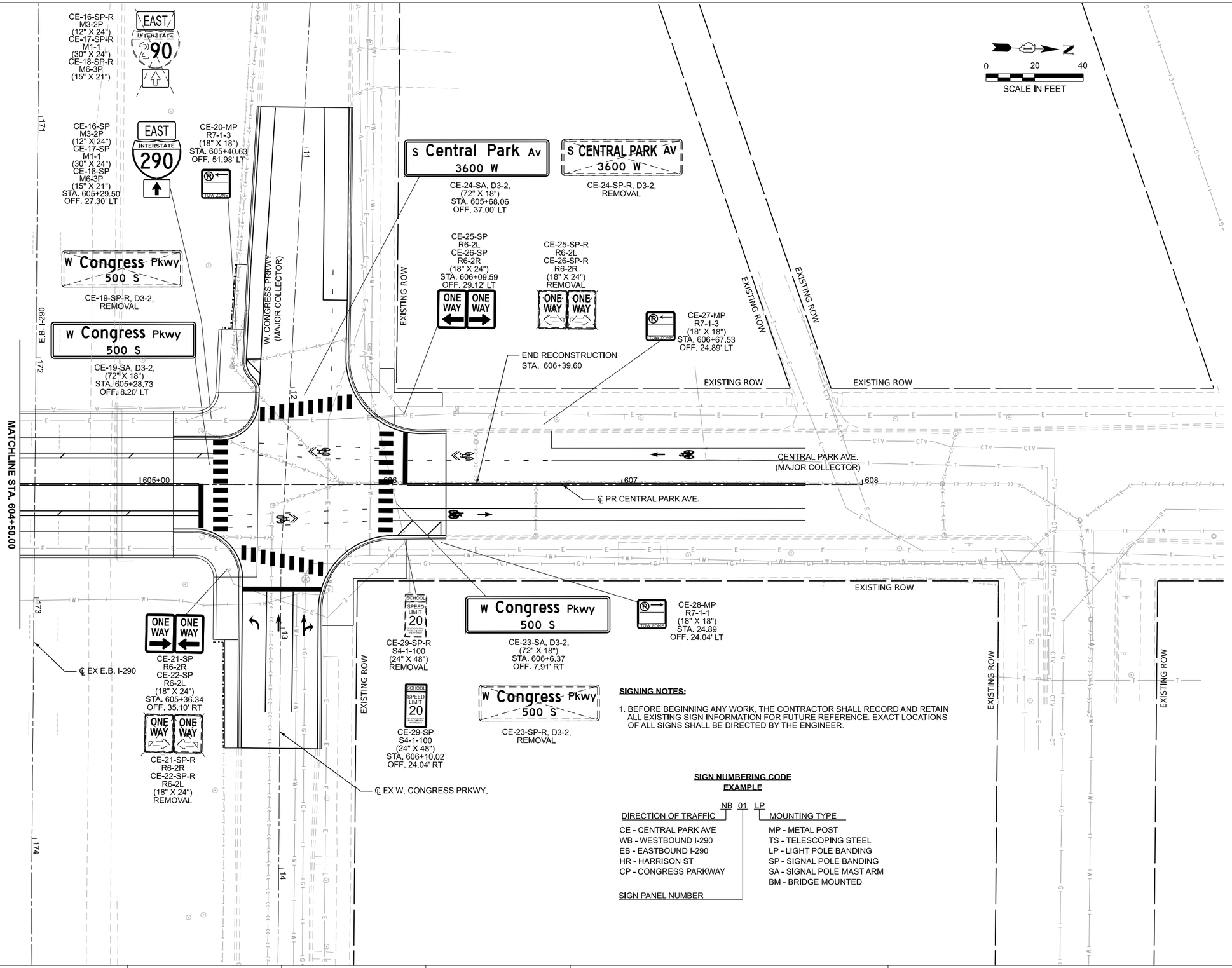
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PLOT TIME	= 7:36:43 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING PLAN - CENTRAL PARK AVENUE @ W HARRISON STREET

SCALE: 1" = 20' | SHEET NO. C-66 OF C-102 SHEETS | BEGIN TO STA. 604+50.00

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	90
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



SIGNING NOTES:

1. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RECORD AND RETAIN ALL EXISTING SIGN INFORMATION FOR FUTURE REFERENCE. EXACT LOCATIONS OF ALL SIGNS SHALL BE DIRECTED BY THE ENGINEER.

SIGN NUMBERING CODE
EXAMPLE

NB 01 LP

DIRECTION OF TRAFFIC
- CE - CENTRAL PARK AVE
- WB - WESTBOUND I-290
- EB - EASTBOUND I-290
- HR - HARRISON ST
- CP - CONGRESS PARKWAY

SIGN PANEL NUMBER

MOUNTING TYPE
- MP - METAL POST
- TS - TELESCOPING STEEL
- LP - LIGHT POLE BANDING
- SP - SIGNAL POLE BANDING
- SA - SIGNAL POLE MAST ARM
- BM - BRIDGE MOUNTED

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Jacobs

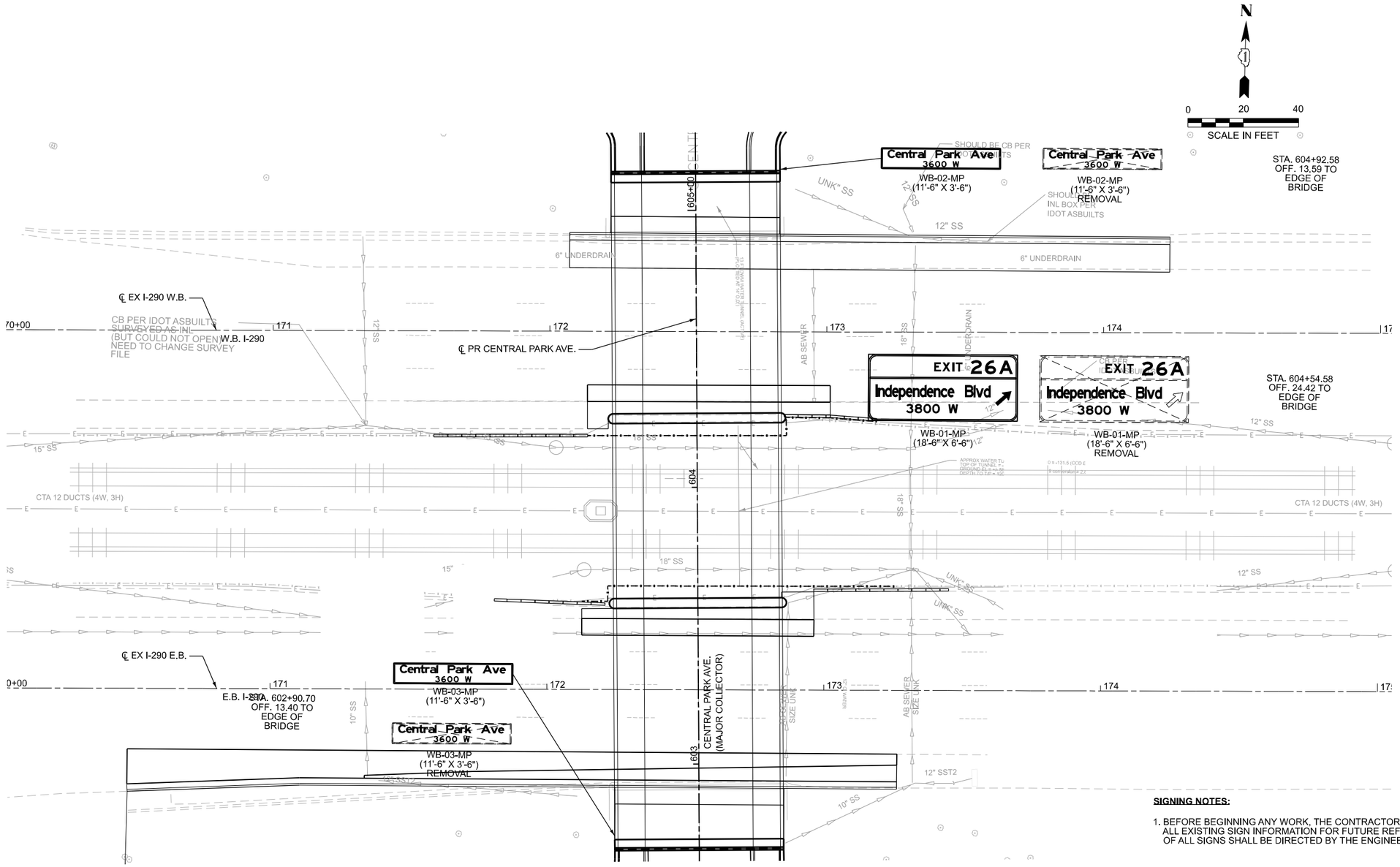
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PLOT DATE	= 11/7/2025	CHECKED	- KRW	REVISED	-
PLOT TIME	= 7:36:43 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING PLAN - CENTRAL PARK AVENUE @ W CONGRESS PARKWAY

SCALE: 1" = 20' | SHEET NO. C-67 OF C-102 SHEETS | STA. 604+50.00 TO END

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	91
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



SIGNING NOTES:

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SIGN NUMBERING CODE
EXAMPLE

NB 01 LP

DIRECTION OF TRAFFIC

CE - CENTRAL PARK AVE
WB - WESTBOUND I-290
EB - EASTBOUND I-290
HR - HARRISON ST
CP - CONGRESS PARKWAY

SIGN PANEL NUMBER

MOUNTING TYPE

MP - METAL POST
TS - TELESCOPING STEEL
LP - LIGHT POLE BANDING
SP - SIGNAL POLE BANDING
SA - SIGNAL POLE MAST ARM
BM - BRIDGE MOUNTED

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Jacobs

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PLOT DATE = 11/7/2025	CHECKED - KRW	REVISED -		SCALE: 1" = 20'	SHEET NO. C-68 OF C-102 SHEETS
PLOT TIME = 7:37:14 PM	DATE -	REVISED -			STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	92
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

SIGN SCHEDULE										
LOCATION			72000100	72000300	72400100	72400200	72800100	72900200	73100100	73602000
			SIGN PANEL - TYPE 1	SIGN PANEL - TYPE 3	REMOVE SIGN PANEL ASSEMBLY - TYPE A	REMOVE SIGN PANEL ASSEMBLY - TYPE B	TELESCOPING STEEL SIGN SUPPORT	METAL POST - TYPE B	BASE FOR TELESCOPING STEEL SIGN SUPPORT	REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED
STATION	OFFSET	SIGN PANEL	SQ FT	SQ FT	EACH	EACH	FOOT	FOOT	EACH	EACH
HARRISON/CENTRAL PARK										
601+93.48	34.83' RT	R6-2L	3.00		1.00					
602+60.10	25.30' LT	R6-2L	3.00		1.00					
601+93.48	34.83' RT	R6-2R	3.00		1.00					
602+60.10	25.30' LT	R6-2R	3.00		1.00					
602+02.77	82.72' LT	R7-1-3	2.25		1.00					
602+48.59	48.13' LT	R7-1-3	2.25		1.00					
602+48.59	48.13' LT	R7-1-4	2.25							
601+60.86	23.79' RT	R7-1-1	2.25		1.00		12		1	
602+92.10	30.26' LT	M3-2P	2.00		1.00					
602+92.10	30.26' LT	M1-1	5.00		1.00					
602+92.10	30.26' LT	M6-1PL	2.19		1.00					
601+83.91	12.00' LT	D3-2	7.50			1				
602+14.42	32.66' RT	D3-2	7.50			1				
602+61.61	8.73' RT	D3-2	7.50			1				
601+93.48	34.83' RT	D3-3	6.00			1				
602+60.10	25.30' LT	D3-3	6.00			1				
CONGRESS PKWY/CENTRAL PARK										
605+29.50	27.30' LT	M3-2P	2.00		1.00					
605+29.51	27.30' LT	M1-1	5.00		1.00					
605+29.52	27.30' LT	M6-3P	2.19		1.00					
605+36.34	35.10' RT	R6-2L	3.00		1.00					
605+36.34	35.10' RT	R6-2R	3.00		1.00					
606+09.59	29.12' LT	R6-2L	3.00		1.00					
606+09.59	29.12' LT	R6-2R	3.00		1.00					
606+77.07	24.86' LT	R7-1-3	2.25				12		1	
TBA	TBA	R7-1-3	2.25				12		1	
TBA	TBA	R7-1-1	2.25				12		1	
605+28.73	8.20' LT	D3-2	7.50			1				
605+68.06	37.00' LT	D3-2	7.50			1				
606+6.37	7.91' RT	D3-2	7.50			1				
606+10.02	24.04' RT	S4-1-100	8.00							
CENTRAL PARK AVE/I-290										
		WB-03-MP		40.25		1				
		WB-02-MP		40.25		1		34		
		WB-01-MP		120.25		1		34		1
TOTAL			124	201	17	11	48	68	4	1

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Jacobs

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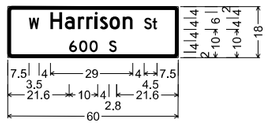
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULES

SCALE: NTS | SHEET NO. C-69 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	93
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

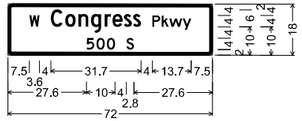
CE-06-SA
CE-12-SA
D3-2
(60" X 18")



1.5" Radius, 1.0" Border, White on Green;
"W Harrison St", D 2K;
"600 S", D 2K;
Table of letter and object lefts

W 7.5								
	H 15.0	a 20.1	r 24.7	r 27.7	i 30.7	s 32.5	o 35.8	n 40.5
	S 48.0	t 50.9						
6 21.6	0 25.2	0 28.8	S 35.6					

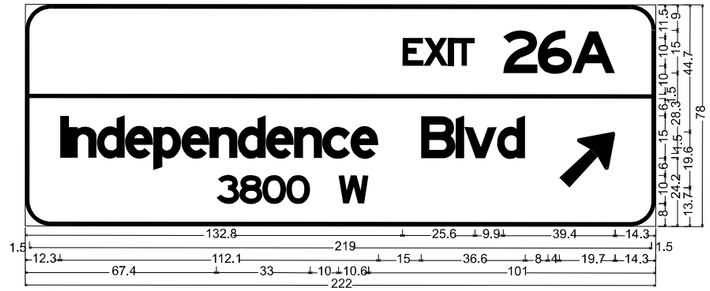
CE-19-SA
CE-23-SA
D3-2
(72" X 18")



1.5" Radius, 1.0" Border, White on Green;
"W Congress Pkwy", D 2K;
"500 S", D 2K;
Table of letter and object lefts

W 7.5								
	C 15.1	o 20.1	n 24.7	g 29.2	r 34.0	e 36.7	s 40.8	s 44.0
	P 50.8	k 54.1	w 56.8	y 61.5				
5 27.6	0 31.2	0 34.8	S 41.6					

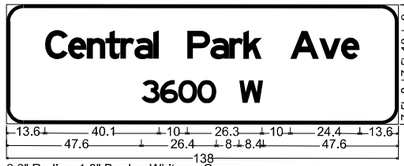
WB-01-BM
(18'-6" X 6'-6")



9.0" Radius, 1.5" Border, White on Green;
"EXIT 26A", Highway E Mod 2K; "Independence Blvd", Highway E Mod 2K; "3800 W", Highway E Mod 2K; Arrow 80 - 25.0" 45°;
Table of letter and object lefts

E 132.8	X 140.2	I 148.9	T 150.9	2 168.3	6 180.4	A 192.6	
_ 1.5							
l 12.3	n 15.3	d 25.2	e 35.1	p 45.1	e 55.0	n 64.9	d 74.8
e 84.7	n 94.7	c 104.6	e 114.5	B 139.4	l 151.5	v 154.6	d 166.1
l 184.0	⇗ 188.0						
3 67.4	8 75.4	O 83.5	O 91.9	W 110.4			

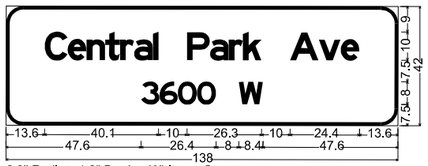
WB-02-AB
(11'-6" X 3'-6")



6.0" Radius, 1.3" Border, White on Green;
"Central Park Ave", Highway E Mod 2K; "3600 W", Highway E Mod 2K;
Table of letter and object lefts

C 13.6	e 21.7	n 28.3	t 34.9	r 40.1	a 45.1	l 51.7	P 63.7	a 71.8
r 78.4	k 83.4	A 100.0	v 110.1	e 117.8				
3 47.6	6 54.0	O 60.5	O 67.2	W 82.0				

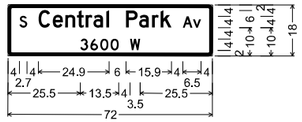
WB-03-AB
(11'-6" X 3'-6")



6.0" Radius, 1.3" Border, White on Green;
"Central Park Ave", Highway E Mod 2K; "3600 W", Highway E Mod 2K;
Table of letter and object lefts

C 13.6	e 21.7	n 28.3	t 34.9	r 40.1	a 45.1	l 51.7	P 63.7	a 71.8
r 78.4	k 83.4	A 100.0	v 110.1	e 117.8				
3 47.6	6 54.0	O 60.5	O 67.2	W 82.0				

CE-05-SA
CE-24-SA
D3-2
(72" X 18")



1.5" Radius, 1.0" Border, White on Green;
"S Central Park Av", D 2K;
"3600 W", D 2K;
Table of letter and object lefts

S 4.0							
	C 10.7	e 15.8	n 20.2	t 24.3	r 27.4	a 30.1	l 34.6
	P 41.6	a 46.1	r 50.7	k 53.7			
	A 61.5	v 65.1					
3 25.5	6 29.0	O 32.5	O 36.1	W 43.0			

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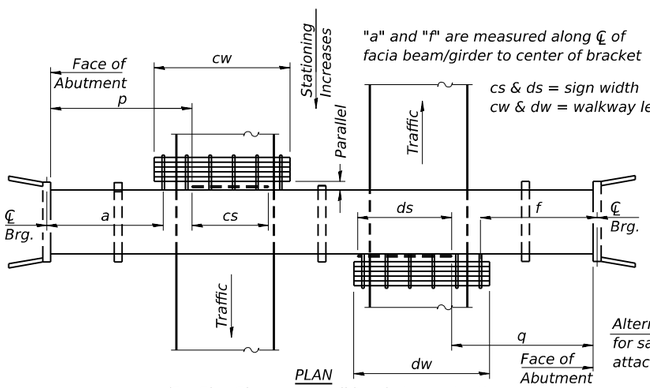
Jacobs

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PLOT TIME = 7:37:19 PM	DATE -	REVISED -		SCALE: 1" = 20'	SHEET NO. C-70 OF C-102 SHEETS

BEGIN TO STA. 604+50.00

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

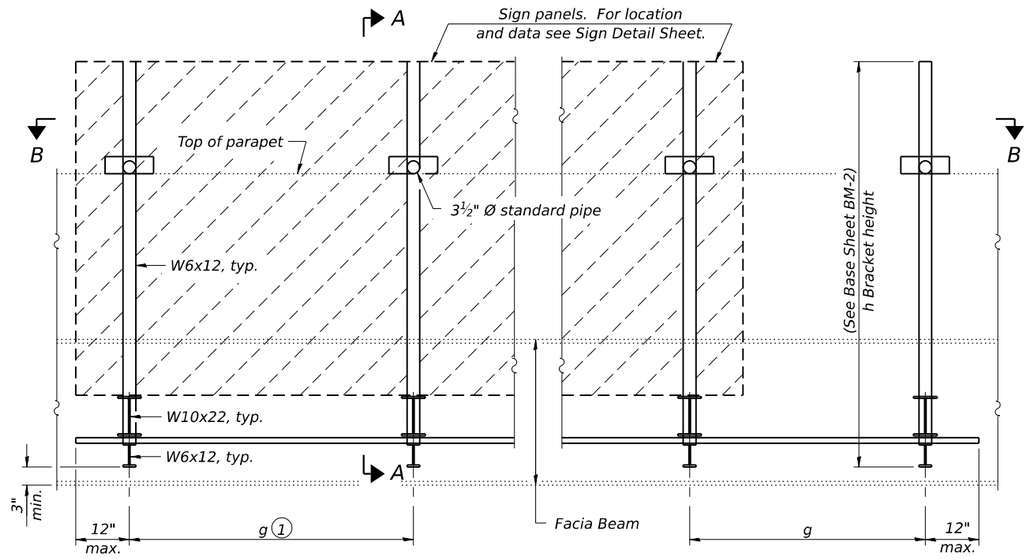
Notes:
"p" and "q" are measured from front face of abutment along CL of fascia beam/girder to edge of sign.
cs and ds are pay item limits for Overhead Sign Structure-Bridge Mounted.



(For Sign Skew ≤ 15°, all brackets constant)

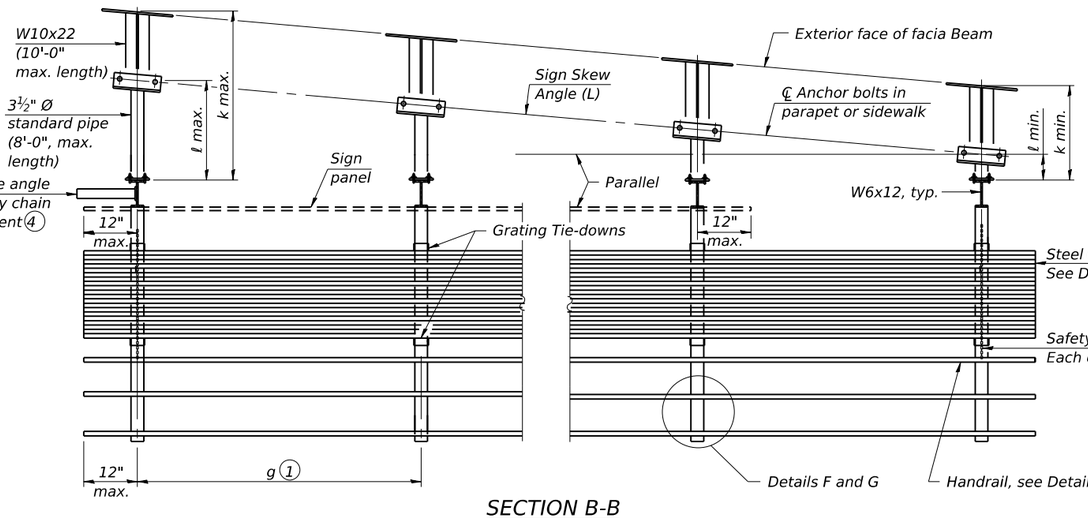
WALKWAY AND HANDRAIL SKETCH

(Road plan beneath structure varies.)



TYPICAL FRONT ELEVATION

(With lights, safety chain and handrail omitted for clarity.)



SECTION B-B

(Shown: Left Sign Skew≥15°)

Note: Omit Walkway and Lights.

Structure Number	Sign Skew Angle (L) or (R)	Bridge Station	Bridge Structure Number	Contract Route Designation	a	b	cs	cw	ds	dw	e	f	g	No. of Brackets (Total)	p	q	Total Grating/ Hndrl. Lengths (cw + dw)
1B016I290L026.2-000	0	172+83	016-2091	WB I-290	-	-	-	-	18'-6"	-	-	30'-0"	4'-4½"	5	-	28'-0"	-

Dimensions a, b, e, f & g may vary as approved by the Engineer, see (1).
When cw < cs and/or dw < ds, use alternate brackets without walkway supports where applicable, see (3).

GENERAL NOTES

SPECIFICATIONS:

DESIGN: AASHTO Standard Specifications for Structural Supports for (2) Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

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

LOADING: 90 M.P.H. WIND VELOCITY

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

MINIMUM CLEARANCE: 3" greater than bridge members at all locations. (All Obstructions)

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

MATERIALS: All Structural Steel Pipe shall be ASTM A53 Grade B with a minimum yield of 35,000 p.s.i., or A500 Grade B or C with a minimum yield of 46,000 p.s.i. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53. All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 (M183, M223 Gr. 50,).

HIGH STRENGTH BOLTS: All bolts, washers, nuts and locknuts shall satisfy the requirements of ASTM designation A307 unless noted as "H.S." which shall require AASHTO M164 (A325), ASTM A449, or approved alternate. All fasteners shall be hot dip galvanized per AASHTO M232 unless otherwise specified.

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

ANCHOR RODS: All-threaded rod shall conform to ASTM F1554 Grade 105, ¾" Ø x 12" long, each with one plate washer and locknut and be hot dip galvanized per AASHTO M232. They shall be either cast into the concrete or epoxy grouted in accordance with Section 584 of the Standard Specifications. Minimum embedment in concrete shall be 9".

(1) Bracket spacing g ≤ 6'-0", max. Spacing shall be uniform if possible but may vary ±6" to miss existing obstruction (rail post, light poles, web stiffeners, splice plates, etc.). Adjust bracket lengths accordingly on skewed structures.

(2) Any design modifications shall be based on the current version of applicable specifications and submitted for the Engineer's approval.

(3) Unit price includes grating, handrail, brackets, supports, anchor bolts, fasteners, fabrication, delivery, erection, field drilling and other necessary items. Limits of payment are based on grating length (cw, dw) unless otherwise specified.

TOTAL BILL OF MATERIAL

(3) OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED	Foot	19

FILE NAME: \\cs\fs-dbstepw21\ICGS_pdf_work_dir\93415424_152X0102R002sh-sBridge Mount 1.dgn

PARSONS

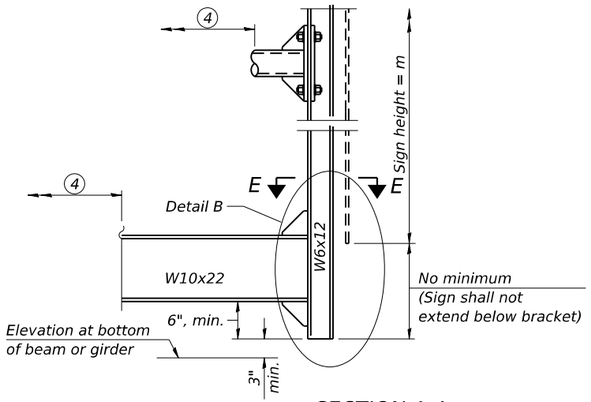
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE MOUNT SIGN STRUCTURES (1 OF 3)
GENERAL PLAN AND ELEVATION

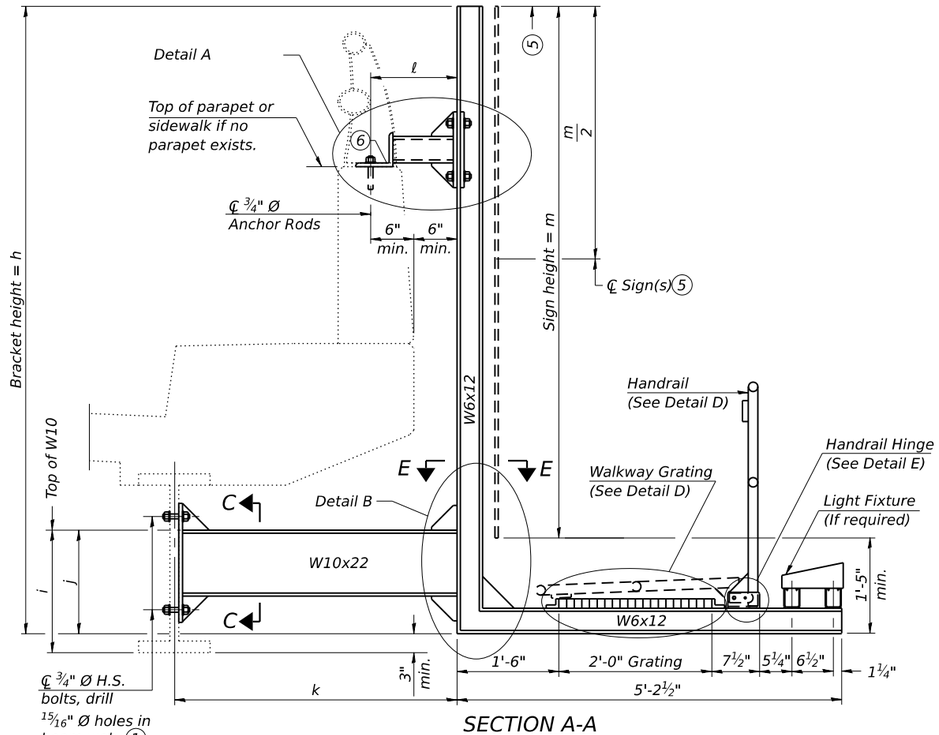
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	95
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			



SECTION A-A

Alternate with no lights or walkways



SECTION A-A

Details for mounting to steel beam or girder
& Details for mounting with existing parapet mounted rail

Notes:

Installations not within dimensional limits shown require special analysis for all components and must be submitted to the Bureau of Bridges and Structures for approval.

Contractor shall field check all pertinent existing bridge dimensions shown on plans before submitting shop drawings.

All holes in bridge beams or girders should be located in the middle half of the member. There shall be no holes drilled in the lower quarter of the member's depth. (For R.C. girder, depth = bottom of deck to bottom of the girder.) Proposed exceptions must be approved by the Bureau of Bridges and Structures.

The Engineer may adjust dimension "i" to meet the above condition and to keep the sign level.

(1) *Holes in new steel members may be drilled in the fabrication shop or in the field. Field drill existing members.*

(2) *For new PPC I beams, holes shall be formed during casting. For existing PPC I beams, prestressing strand locations shall be determined and spaced to miss strands by 6", min. Minimize spalling during field drilling of existing beams.*

(3) *For new construction, form holes. For existing RC beams, locate primary reinforcement and space holes to miss by 6", min. Minimize spalling and concrete fracturing/damage during field drilling of existing concrete. Spalls over ¼" deep or beyond the coverage of the 4x4 plate washer shall be repaired with epoxy mortar before installing washer.*

(4) *For attachment details of 3½" pipe and W10x22, see other sections as applicable.*

(5) *Sign shall not extend more than 6" above top of bracket, and this dimension may vary to keep sign level if bridge is on grade or vertical curve. Multiple signs of various heights shall share a common horizontal centerline and use equal bracket heights. If no sign is attached to a W6x12 vertical (bracket only supporting walkway), dimension h shall be the same as an adjacent bracket with a sign attached, unless Engineer specifically directs shorter brackets due to locational restraints on future uses. (See Detail A for minimum bracket height.)*

(6) *For bridge mounted sign structures installed on new bridges with railing, during design, bracket spacing must be coordinated with railing post spacing and the Contractor must install upper brackets prior to railing installation. For bridge mounted sign structures installed on existing bridges with railing, during design, brackets spacing must be coordinated with railing post spacing and the Contractor must temporarily remove sections of railing to facilitate upper bracket installation. If it is determined during design that existing railings can't be removed, alternate upper connection details must be developed for the contract plans and approved by the Bureau of Bridges and Structures.*

Note: Omit Walkway and Lights.

Structure Number	Station	h	i	j	k max. (10'-0" max.)	ℓ max. (8'-0" max.)	m (15'-0" max.)
1B016I290L026.2-000	172+83	7'-11"	1'-10"	1'-4½"	2'-10½"	1'-0"	6'-6"

For Details A & B, Sections C-C, D-D and E-E, see Base Sheet BM-3.

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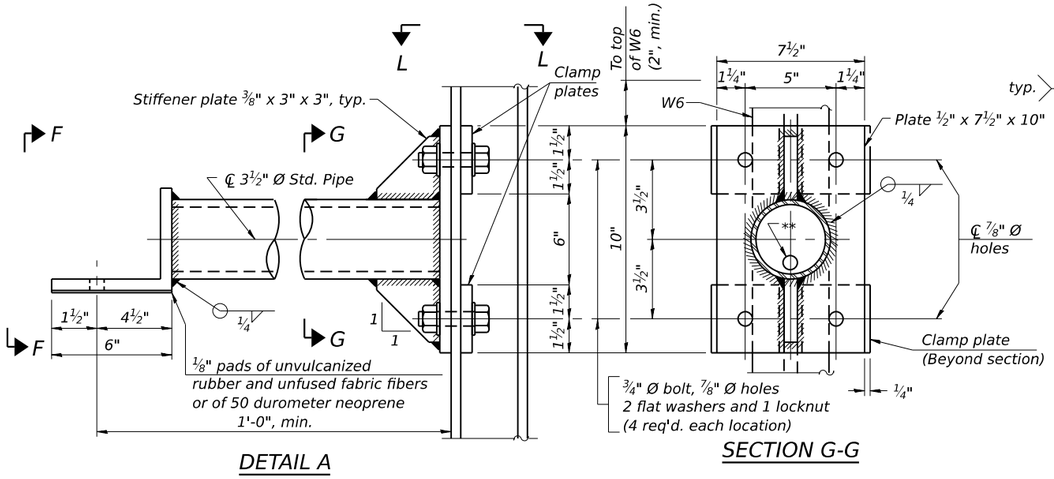
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE MOUNT SIGN STRUCTURES (2 OF 3)
WALKWAY AND CONNECTION DETAILS

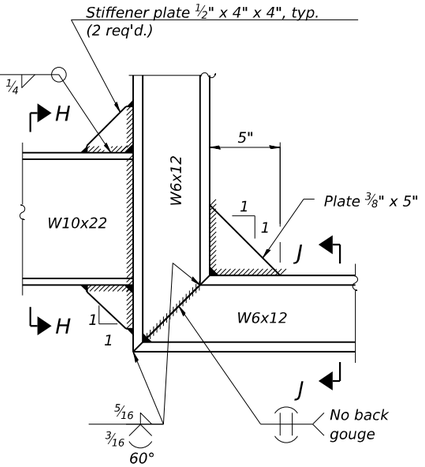
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	ILLINOIS	FED. AID PROJECT		

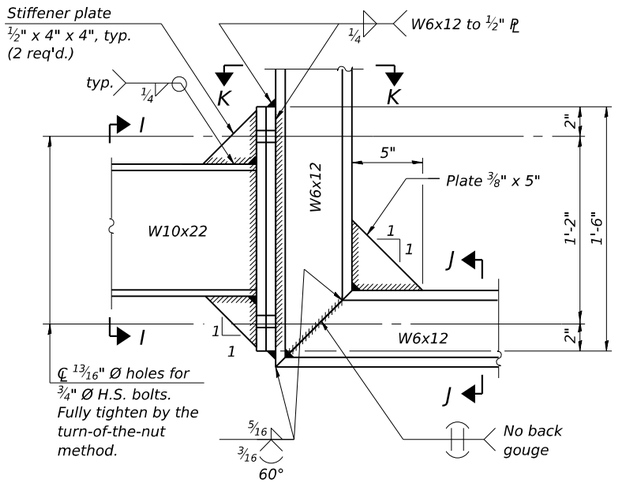


DETAIL A

SECTION G-G

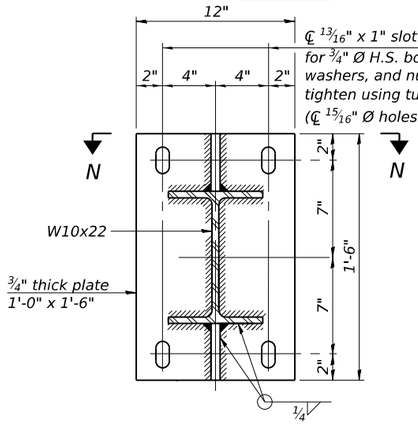


DETAIL B - WELDED W10x22 TO W6x12 CONNECTION



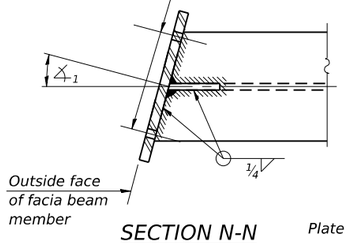
DETAIL B - ALTERNATE BOLTED W10x22 TO W6x12 CONNECTION

Alternate may be substituted by contractor to facilitate construction or galvanizing, especially on long struts for skewed bridges.



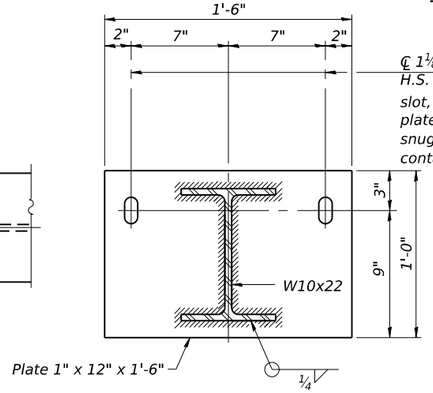
SECTION C-C

Steel beam or girder connection plate details



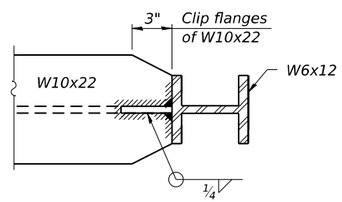
SECTION N-N

Skewed connection detail for W10x22 to facia beam.

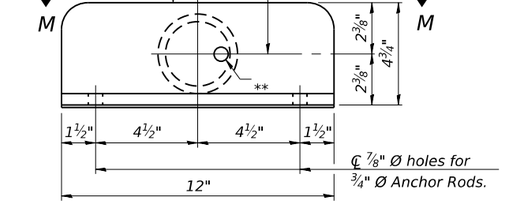


SECTION D-D

Concrete beam or girder connection plate details.

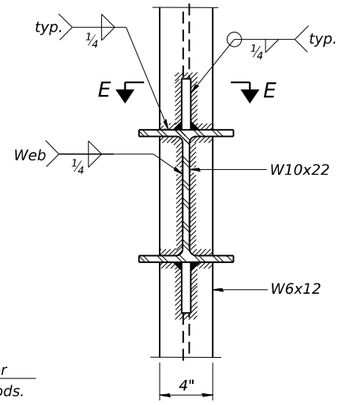


SECTION E-E

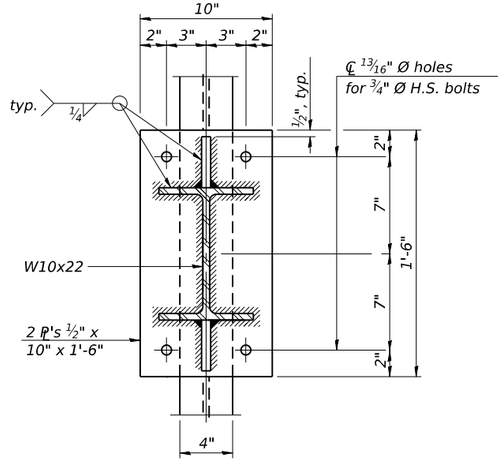


VIEW F-F

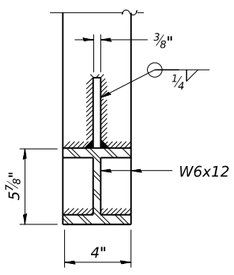
** 13/16" Ø holes for galvanizing. After galvanizing, install 7/8" Ø A307 hot-dip galvanized bolt to close hole in angle. (No bolt required in ½" plate.)



SECTION H-H

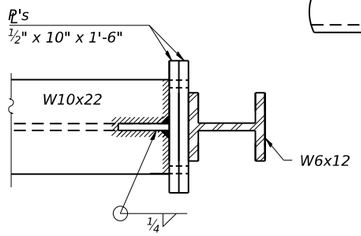


SECTION I-I

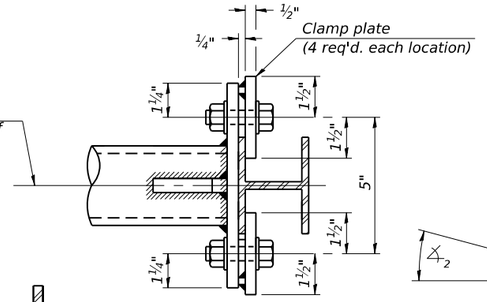


SECTION J-J

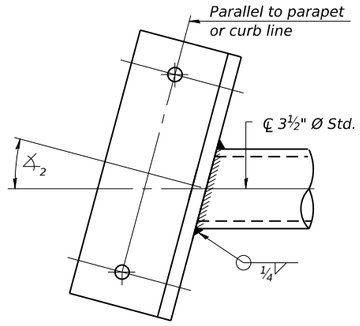
Note: For constant slab overhang at facia beam, ∠1 = ∠2 = sign angle. For flared beams or other special cases where ∠1 ≠ ∠2, ∠1 = sign angle.



SECTION K-K

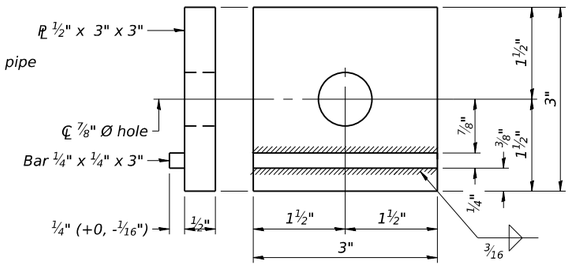


SECTION L-L



SECTION M-M

Skewed connection detail for 3½" Ø pipe to parapet.



CLAMP PLATE DETAILS

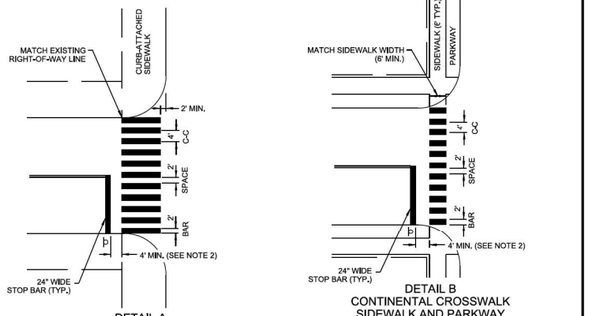
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5-15-2023

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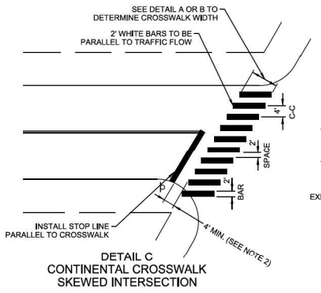
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		ILLINOIS	FED. AID PROJECT	

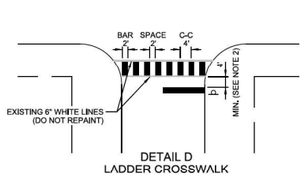


DETAIL A
CONTINENTAL CROSSWALK
CURB-ATTACHED SIDEWALK

DETAIL B
CONTINENTAL CROSSWALK
SIDEWALK AND PARKWAY



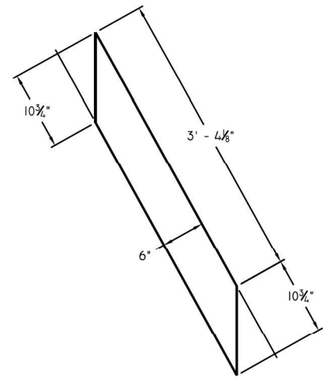
DETAIL C
CONTINENTAL CROSSWALK
SKEWED INTERSECTION



DETAIL D
LADDER CROSSWALK

PAGE 1 OF 2

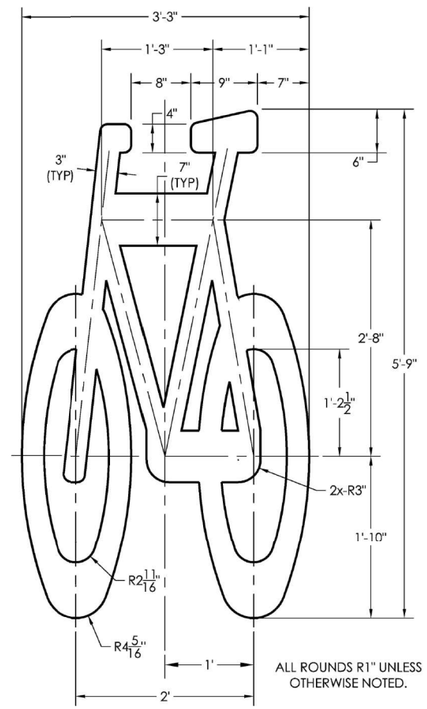
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO
	1/1/2014	REVISION 1	CROSSWALK MARKING DETAIL
			DATE: 06/25/12 · SHEET: A-7-1A · DRAWN BY: CDOT



NOTE:
1. THESE DIMENSIONS SHOULD BE CONSIDERED AN APPROXIMATION, TO BE USED WHEN THE CHEVRON IS CUT, IN THE FIELD, FROM 6" PREFORMED THERMOPLASTIC MARKING.
2. THIS DRAWING REPRESENTS THE RIGHT LEG OF THE CHEVRON. MIRROR THIS DRAWING FOR THE CHEVRON'S LEFT LEG.

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO
	1/1/2014	REVISION 1	SHARED LANE MARKING CHEVRON RIGHT LEG DETAIL
			DATE: 10/24/05 · SHEET: A-7-7 · DRAWN BY: CDOT

AREA = 8.36 ft²



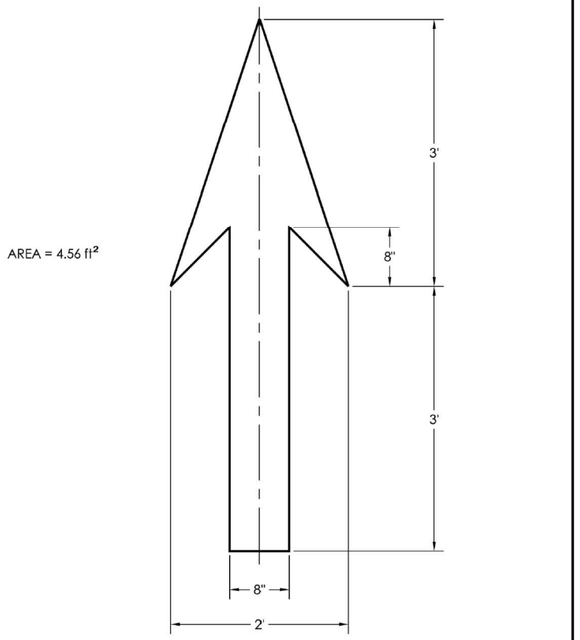
ALL ROUNDS R1" UNLESS OTHERWISE NOTED.

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO
	1/1/2014	REVISION 1	6' BIKE SYMBOL
			DATE: 06/25/12 · SHEET: A-7-2 · DRAWN BY: CDOT

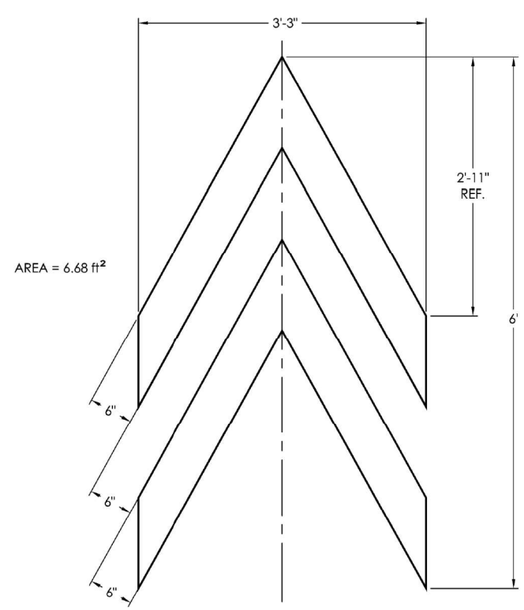
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Jacobs					
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PLOT DATE = 10/10/2025	CHECKED - KRW	REVISED -			
PLOT TIME = 9:33:00 PM	DATE -	REVISED -		SCALE: · SHEET NO. C-74 OF C-102 SHEETS · STA. 00+000 TO STA. 00+000	

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	98
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	



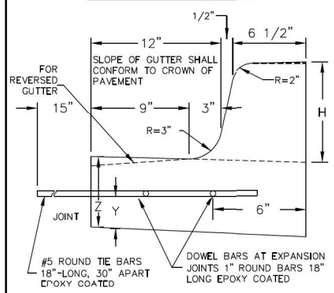
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO
	1/1/2014	REVISION 1	BIKE ARROW
			DATE: 06/25/12 · SHEET: A-7-4 · DRAWN BY: CDOT



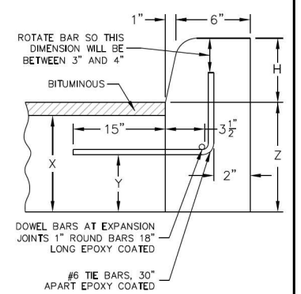
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO
	1/1/2014	REVISION 1	BIKE CHEVRON
			DATE: 06/25/12 · SHEET: A-7-6 · DRAWN BY: CDOT

NOTE: H = VARIABLE 3" TO 9"
X = THICKNESS OF PAVEMENT
Y = ONE HALF THE THICKNESS OF CONCRETE PAVEMENT OR CONCRETE BASE.
Z = 10" OR THICKNESS OF PAVEMENT – WHICHEVER IS GREATER

TYPE BV, 12 OR TYPE 3 CURB & GUTTER



TYPE B OR TYPE 4 CURB BARRIER CURB



JOINTS IN CURB, COMBINED CURB & GUTTER

TRANSVERSE JOINTS OF A TYPE SIMILAR TO THAT USED IN THE ADJACENT PAVEMENT SHALL BE INSTALLED IN THE CURB, GUTTER AND COMBINED CURB & GUTTER IN PROLONGATION WITH THE JOINTS IN THE PAVEMENT. THE DETAILS OF THE TRANSVERSE JOINTS IN THE CURB, GUTTER AND COMBINED CURB & GUTTER SHALL BE APPROVED BY THE COMMISSIONER. CURB, GUTTER OR COMBINED CURB & GUTTER IS CONSTRUCTED ADJACENT TO A FLEXIBLE BASE PAVEMENT, 1" THICK EXPANSION JOINTS COMPOSED OF BITUMINOUS PERFORMED JOINT FILLER SHALL BE INSTALLED IN THE CURB AND/OR GUTTER AT POINTS OF CURVATURE AND AT CONSTRUCTION JOINTS. CONTRACTION JOINTS SHALL ALSO BE PLACED BETWEEN THESE EXPANSION JOINTS AT DISTANCES NOT EXCEEDING 20 FEET. ALL TIE BARS SHALL BE DEFORMED–ALL DOWEL BARS SHALL BE SMOOTH.

NOTE: ALL TIE BARS AND DOWEL BARS TO BE EPOXY COATED.

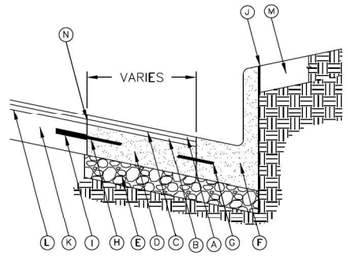
*AT LOCATIONS REQUIRING DEPRESSED CURBS SEE THE ADA STANDARDS FOR CONSTRUCTION DETAILS

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO
	1/1/2014	REVISION 1	CONCRETE CURB & GUTTER DETAIL
			DATE: 12/12/06 · SHEET: A-2-6 · DRAWN BY: CDOT

Jacobs					
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	99
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

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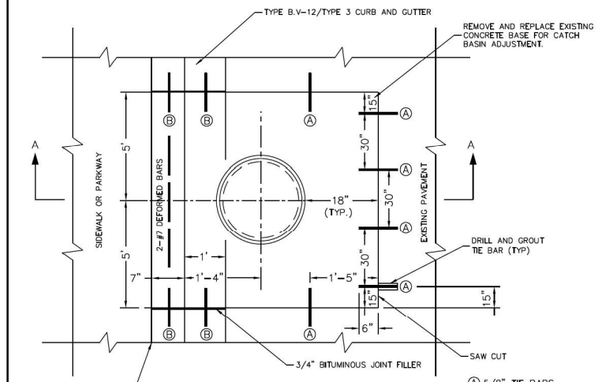


LEGEND:

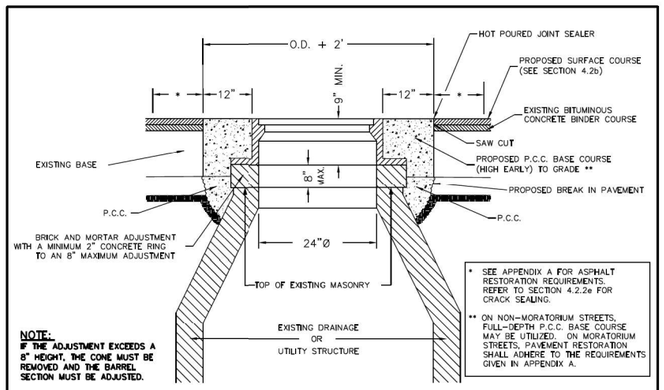
PER 2019 CDOT RULES AND REGULATIONS FOR CONSTRUCTION IN THE PUBLIC WAY

- (A) HOT MIX ASPHALT SURFACE COURSE (SEE TABLE 4.3.1-1)
- (B) HOT MIX ASPHALT BINDER COURSE (SEE TABLE 4.3.1-1)
- ~~(C) BITUMINOUS MATERIAL & AGGREGATE (PRIME COAT)~~ BITUMINOUS MATERIALS (TACK COAT)
- (D) P.C. CONCRETE BASE COURSE (SEE TABLE 4.3.1-1)
- (D) SUBBASE GRANULAR MATERIAL (SEE TABLE 4.3.1-1)
- (F) TYPE 3 CURB AND GUTTER / TYPE 4 CURB
- (G) TIE BAR - SEE CONCRETE CURB & GUTTER STANDARD DETAILS (SEE A-2-6)
- (H) TIE BAR - #5 DOWEL BARS - 18" LONG @ 30" OC; DRILL & GROUT
- (I) DRILL AND GROUT INTO EXISTING CONCRETE BASE
- (J) 3/4" PREFORMED JOINT FILLER
- (K) EXISTING CONCRETE BASE
- (L) EXISTING BITUMINOUS SURFACE
- (M) PROPOSED WALK OR PARKWAY
- (N) SAW CUT EXISTING MATERIAL (FULL DEPTH)

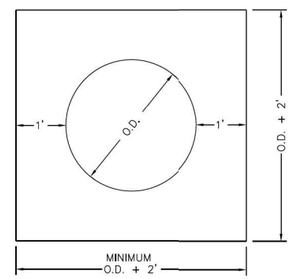
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO
	1/1/2014	REVISION 1	PAVEMENT WIDENING ADJACENT TO NEW CONSTRUCTION
	1/27/2016	REVISION 2	
			DATE: 12/12/06 | SHEET: A-2-4 | DRAWN BY: CDOT



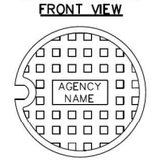
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO
	1/1/2014	REVISION 1	CATCH BASIN ADJUSTMENT IN EXISTING PAVEMENT
			DATE: 12/22/06 | SHEET: A-2-11 | DRAWN BY: CDOT



PLAN VIEW (BASE TO GRADE)



MANHOLE COVER
FRONT VIEW



CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO
	1/1/2014	REVISION 1	FRAME ADJUSTMENT IN PAVEMENT
	1/27/2016	REVISION 2	
	10/18/2019	REVISION 3	DATE: 12/22/06 | SHEET: A-2-12 | DRAWN BY: CDOT

FILE NAME: \\cst\M-dbstepw21\ICS_pdf_work_dir\9345424_1151016\2K62\ed\k-civil\detail43.dgn

Jacobs

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PLOT DATE	= 10/10/2025	CHECKED	- KRW	REVISED	-
PLOT TIME	= 9:34:00 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
CIVIL STANDARD DETAILS 3

SCALE: | SHEET NO. C-76 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	100
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION
1/1/2014	REVISION 1

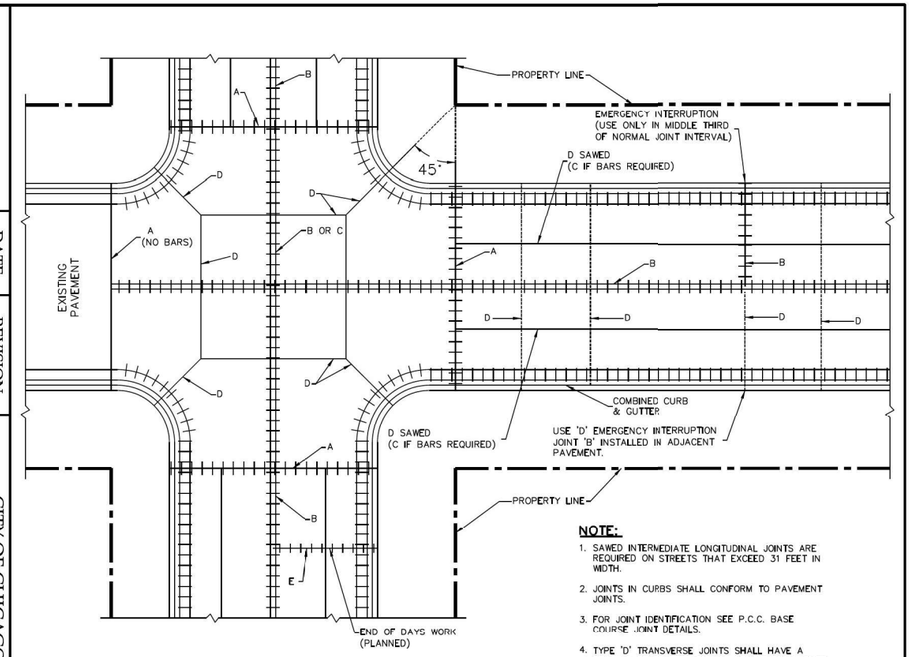
DATE 12/26/06

SHEET A-2-3A

DRAWN BY CDOT

TYPICAL JOINT LAYOUT FOR P.C. CONCRETE PAVEMENTS

CITY OF CHICAGO



NOTE:

1. SAWED INTERMEDIATE LONGITUDINAL JOINTS ARE REQUIRED ON STREETS THAT EXCEED 31 FEET IN WIDTH.
2. JOINTS IN CURBS SHALL CONFORM TO PAVEMENT JOINTS.
3. FOR JOINT IDENTIFICATION SEE P.C.C. BASE COURSE JOINT DETAILS.
4. TYPE 'D' TRANSVERSE JOINTS SHALL HAVE A SPACING OF 20 FEET ON ALL LONGITUDINAL CUTS THAT EXCEED 20 FEET IN LENGTH.
5. SEE SPECIAL PROVISION FOR JOINING P.C.C. PAVEMENT AND P.C.C. BASE.

CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION
1/1/2014	REVISION 1

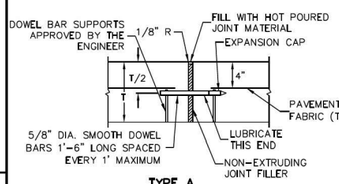
DATE 12/26/06

SHEET A-2-3B

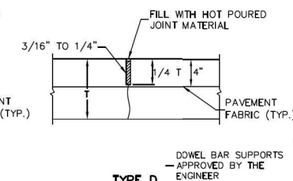
DRAWN BY CDOT

P.C.C. PAVEMENT JOINT DETAILS

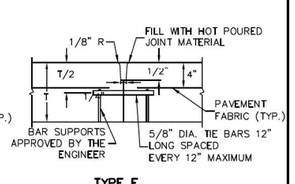
CITY OF CHICAGO



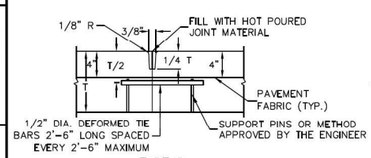
TYPE A
EXPANSION JOINT
(MAY BE CONSTRUCTION JOINT)



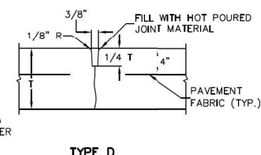
TYPE D
SAWED CONTRACTION JOINT
LONGITUDINAL OR TRANSVERSE



TYPE E
TRANSVERSE CONSTRUCTION JOINT



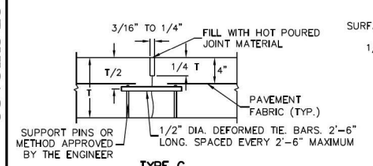
TYPE B
CONSTRUCTION JOINT
LONGITUDINAL OR TRANSVERSE



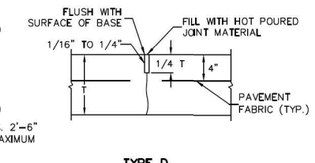
TYPE D
DUMMY GROOVE CONTRACTION JOINT
TRANSVERSE ONLY

NOTES:

1. DEFORMED TIE BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 OR M-53 WITH AN ELONGATION NOT LESS THAN 20%.
2. HOT POURED JOINT MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF AASHTO SPECIFICATION M-173-60 FOR CONCRETE JOINT SEALER.
3. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED.
4. SPLIT BOARD HEADERS WILL NOT BE ALLOWED.



TYPE C
SAWED LONGITUDINAL JOINT



TYPE D
PREMOLDED CONTRACTION JOINT
TRANSVERSE ONLY

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Jacobs

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PLOT TIME	= 9:31:38 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
CIVIL STANDARD DETAILS 4

SCALE: | SHEET NO. C-77 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	101
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION
1/1/2014	REVISION 1

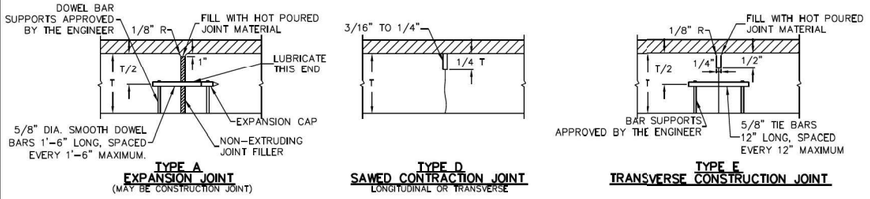
12/27/06 DATE

P.C.C. BASE COURSE JOINT DETAILS

SHEET A-2-3C

CDOT DRAWN BY

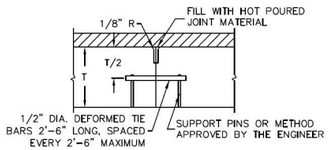
CITY OF CHICAGO



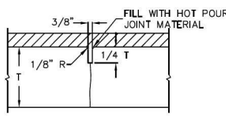
TYPE A
EXPANSION JOINT
(MAY BE CONSTRUCTION JOINT)

TYPE D
SAWED CONTRACTION JOINT
LONGITUDINAL OR TRANSVERSE

TYPE E
TRANSVERSE CONSTRUCTION JOINT



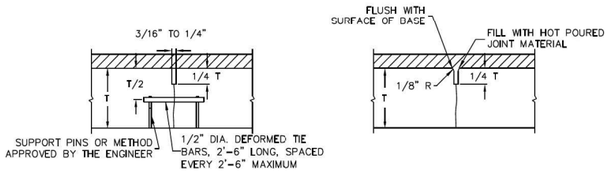
TYPE B
CONSTRUCTION JOINT
LONGITUDINAL OR TRANSVERSE



TYPE D
DUMMY GROOVE CONTRACTION JOINT
TRANSVERSE ONLY

NOTES:

1. DEFORMED TIE BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 OR M-53 WITH AN ELONGATION NOT LESS THAN 20%.
2. HOT POURED JOINT MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF AASHTO SPECIFICATION M-173-60 FOR CONCRETE JOINT SEALER.
3. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED.
4. SPLIT BOARD HEADERS WILL NOT BE ALLOWED.



TYPE C
SAWED LONGITUDINAL JOINT

TYPE D
PREMOLDED CONTRACTION JOINT
TRANSVERSE ONLY

CHICAGO DEPARTMENT OF TRANSPORTATION

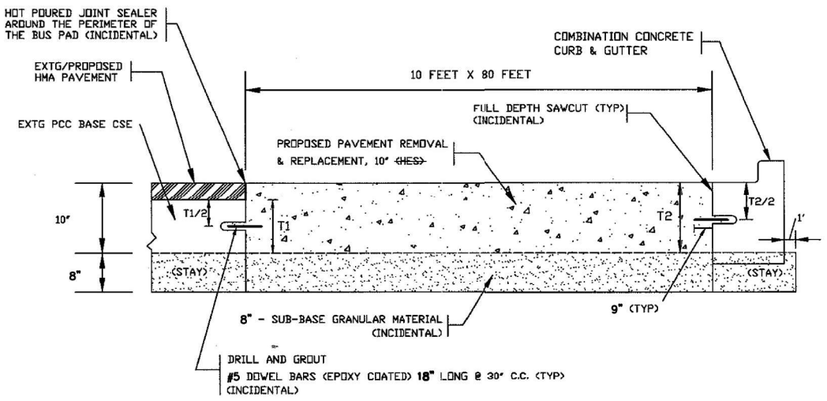
DATE	REVISION
1/1/14	

PROPOSED 10" BUS PAD PAVEMENT

SHEET A-2-3D

CDOT DRAWN BY

CITY OF CHICAGO



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Jacobs

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PLOT DATE	= 10/10/2025	CHECKED	- KRW	REVISED	-
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
CIVIL STANDARD DETAILS 5

SCALE: | SHEET NO. C-78 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	102
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION

CITY OF CHICAGO

PROPOSED BUS PAD PAVEMENT AND TRAFFIC CONTROL LAYOUT

DATE 1/1/14

SHEET A-2-3E

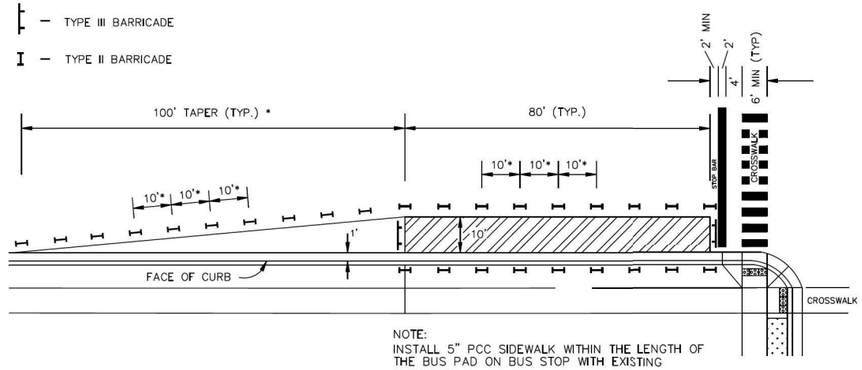
DRAWN BY CDOT

TRAFFIC CONTROL DEVICES

LEGEND:

— TYPE III BARRICADE

— TYPE II BARRICADE



NOTE:
INSTALL 5" PCC SIDEWALK WITHIN THE LENGTH OF THE BUS PAD ON BUS STOP WITH EXISTING PARKWAY.

* SHALL CONFORM TO EITHER SECTION 4.4. THE IDOT HIGHWAY STANDARDS, OR MUTCD, WHICHEVER IS MORE STRINGENT.

CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION

CITY OF CHICAGO

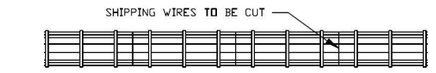
CONTRACTION JOINT ASSEMBLY FOR BUS PAD

DATE 1/1/14

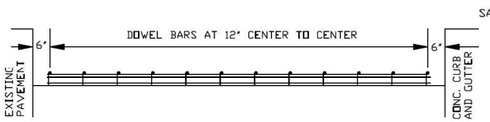
SHEET A-2-3F

DRAWN BY CDOT

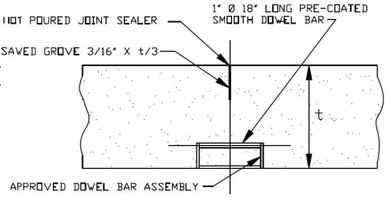
NOTE:
1. MINIMUM WIRE SIZES, W7 OUTSIDE SPACERS, BEARING MEMBERS AND UPRIGHT SUPPORT, W5 INSIDE SPACERS W3 TIE WIRES.
2. DOVELS MUST BE PLASTIC COATED, REBARS MUST BE EPOXY COATED.
3. DOVEL BASKET MUST BE INSTALLED EVERY 20 FEET.
4. TRANSVERSE JOINTS SHALL BE SPACED EVERY 20 FEET.
5. TRANSVERSE JOINTS MUST BE PROVIDED AT THE CENTER OF EVERY STRUCTURES IN THE BUS PAD.



PLAN OF ASSEMBLY



ELEVATION OF ASSEMBLY



SAWED CONTRACTION JOINT

(INCIDENTAL TO PAY ITEM: PAVEMENT REMOVAL & REPLACEMENT FOR 10-INCH, HES)

FILE NAME: \\cst\dbstepw21\ICS_pdf_work_d\93415424_118\31f2fk02-ath-ch\detail-06.dgn

Jacobs

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PLOT DATE	= 10/10/2025	CHECKED	- KRW	REVISED	-
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
CIVIL STANDARD DETAILS 6

SCALE: | SHEET NO. C-79 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	103
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

LEGEND:

- (A) HOT MIX ASPHALT SURFACE COURSE AND BINDER COURSE
- (B) BITUMINOUS MATERIAL & AGGREGATE ~~(PRIME COAT)~~ (TACK COAT)
- (C) PCC BASE COURSE

* PAVEMENT SHALL BE REMOVED & REPAVED TO NEAREST CONSTRUCTION JOINT IF TRENCH EDGE IS 5' OR LESS FROM JOINT. (OR AS REQUIRED BY THE COMMISSIONER)

** W = 9" + O.D. +9", WHEN TRENCH DEPTH ≤ 5 FT.
W = 18" + O.D. + 18", WHEN TRENCH DEPTH > 5 FT.

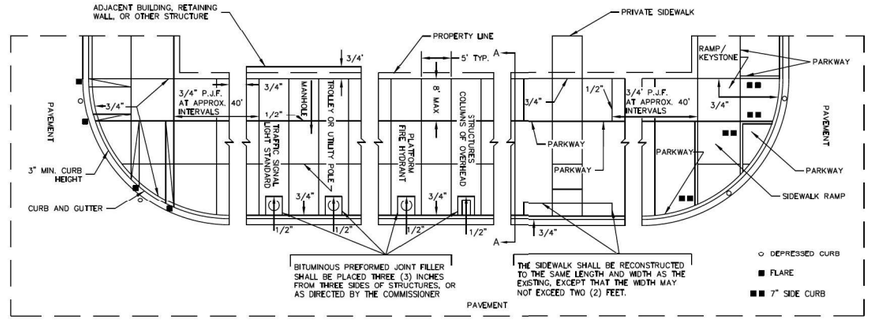
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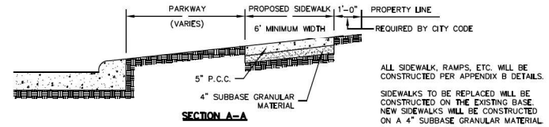
1. THE PORTLAND CEMENT CONCRETE BASE SHALL BE 8" OR MORE (SEE SECTION 4.2b FOR REQUIRED THICKNESS). FOR CONCRETE STREETS THE CONCRETE SHALL BE BROUGHT TO GRADE (INCLUDING 1'-0" OVERLAP) AND FINISHED AS REQUIRED IN THE IDOT SSRBC.
2. ALL EXISTING PAVEMENTS SHALL BE SAW CUT 1'-0" ON BOTH SIDES OF THE TRENCH OR PAVEMENT OPENING. UNDER NO CIRCUMSTANCES SHOULD EXISTING PAVEMENT, WHICH HAS BEEN UNDERMINED OR OTHERWISE DISTURBED, BE LEFT IN PLACE AND NOT RESTORED.
3. ALL STREET PAVEMENT WILL REQUIRE PLACEMENT OF #5 TIE BARS, 18 INCHES LONG DRILLED AND GROUTED (NON SHRINK) AT 30" CENTERS ON ALL SIDES. A MINIMUM OF TWO TIE BARS WILL BE REQUIRED ON EACH SIDE OF SAW CUT BOUNDARIES.
4. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED (INCIDENTAL).

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO
	1/1/2014	REVISION 1	STREET PAVEMENT RESTORATION DETAIL WITH TRENCH BACKFILL
	1/27/2016	REVISION 2	
			DATE: 12/12/06 · SHEET: A-2-2A · DRAWN BY: CDOT

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION	CITY OF CHICAGO
1/1/2014	REVISION 1	DETAILS OF PORTLAND CEMENT CONCRETE CONSTRUCTION
12/22/06		SHEET: A-3-2 · DRAWN BY: CDOT





ALL SIDEWALK, RAMPS, ETC. WILL BE CONSTRUCTED PER APPENDIX B DETAILS.

SIDEWALKS TO BE REPLACED WILL BE CONSTRUCTED ON THE EXISTING BASE. NEW SIDEWALKS WILL BE CONSTRUCTED ON A 4" SUBBASE GRANULAR MATERIAL.

* THE 1/2" AND 3/4" DIMENSIONS REFER TO THE THICKNESS OF THE BITUMINOUS PREFORMED JOINT FILLER REQUIRED AT THE VARIOUS LOCATIONS.

Jacobs

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PLOT DATE	= 10/10/2025	CHECKED	- KRW	REVISED	-
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
CIVIL STANDARD DETAILS 7

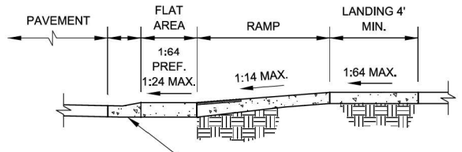
SCALE: · SHEET NO. C-80 OF C-102 SHEETS · STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	104
		CONTRACT NO. 62K62		
	ILLINOIS · FED. AID PROJECT			

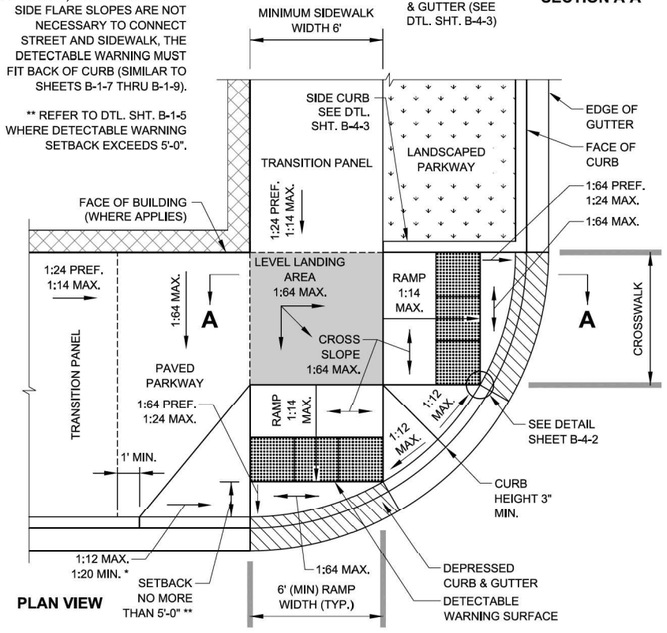
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* SIDE FLARES WITH A MINIMUM SLOPE OF 1:20 (MEASURED PARALLEL TO CURB) ARE NECESSARY FOR DETECTION BY THE BLIND AND VISUALLY IMPAIRED AT PAVED PARKWAYS WHERE DETECTABLE WARNING IS SET BACK FROM BACK OF CURB (TO BE POSITIONED PERPENDICULAR TO THE PATH OF TRAVEL), WHERE RAMP AND SIDE FLARE SLOPES ARE NOT NECESSARY TO CONNECT STREET AND SIDEWALK, THE DETECTABLE WARNING MUST FIT BACK OF CURB (SIMILAR TO SHEETS B-1-7 THRU B-1-9).

** REFER TO DTL. SHT. B-1-5 WHERE DETECTABLE WARNING SETBACK EXCEEDS 5'-0".



SECTION A-A



PLAN VIEW

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
2 PERPENDICULAR RAMPS AT CORNER
WITH RAMPS IN CURB RADIUS

SCALE: NOT TO SCALE
DATE: 10/23/2006

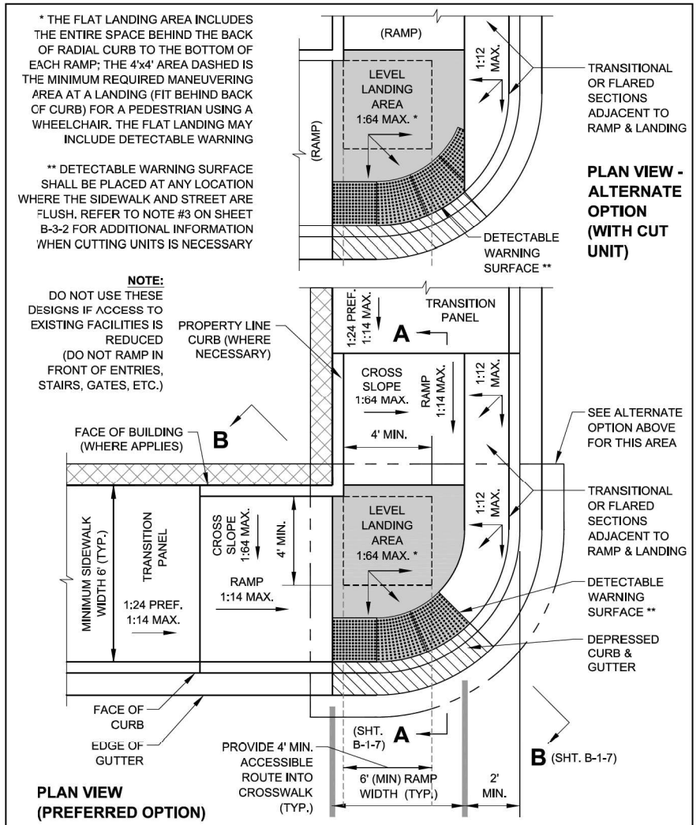
SHEET B-1-3

DRAWN BY: CDOT
CHECKED BY: LCM

* THE FLAT LANDING AREA INCLUDES THE ENTIRE SPACE BEHIND THE BACK OF RADIAL CURB TO THE BOTTOM OF EACH RAMP; THE 4'x4' AREA DASHED IS THE MINIMUM REQUIRED MANEUVERING AREA AT A LANDING (FIT BEHIND BACK OF CURB) FOR A PEDESTRIAN USING A WHEELCHAIR. THE FLAT LANDING MAY INCLUDE DETECTABLE WARNING

** DETECTABLE WARNING SURFACE SHALL BE PLACED AT ANY LOCATION WHERE THE SIDEWALK AND STREET ARE FLUSH, REFER TO NOTE #3 ON SHEET B-3-2 FOR ADDITIONAL INFORMATION WHEN CUTTING UNITS IS NECESSARY

NOTE:
DO NOT USE THESE DESIGNS IF ACCESS TO EXISTING FACILITIES IS REDUCED (DO NOT RAMP IN FRONT OF ENTRIES, STAIRS, GATES, ETC.)



PLAN VIEW - ALTERNATE OPTION (WITH CUT UNIT)

PLAN VIEW (PREFERRED OPTION)

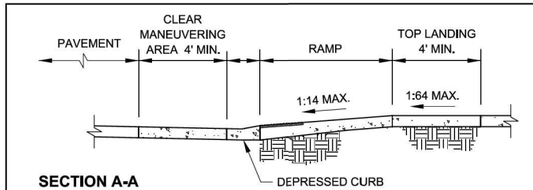
DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
BLENDED TRANSITION AT CORNER
WITH SINGLE CROSSING

SCALE: NOT TO SCALE
DATE: 10/23/2006

SHEET B-1-8

DRAWN BY: CDOT
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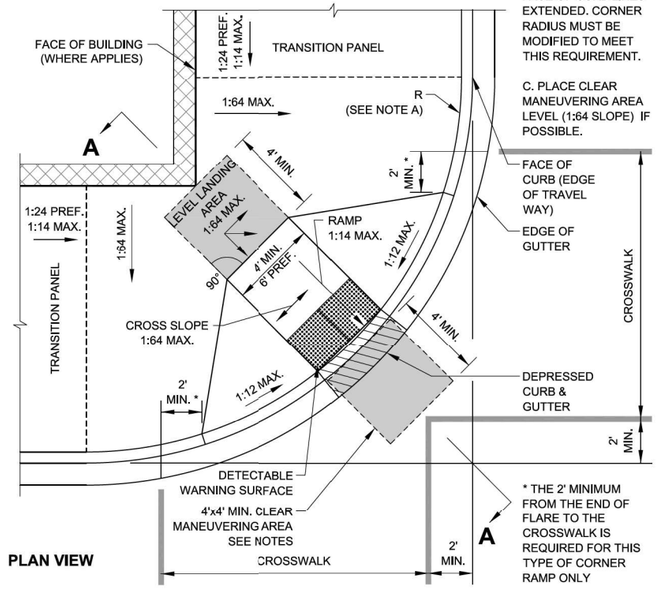
SECTION A-A

NOTES:

A. MIN. 17' RADIUS IS REQUIRED TO PROVIDE 4'x4' MIN. CLEAR MANEUVERING AREA AT BOTTOM OF RAMP AS SHOWN.

B. THE CLEAR MANEUVERING AREA MUST FALL COMPLETELY WITHIN THE AREA BEHIND THE FACE OF CURB LINES EXTENDED. CORNER RADIUS MUST BE MODIFIED TO MEET THIS REQUIREMENT.

C. PLACE CLEAR MANEUVERING AREA LEVEL (1:64 SLOPE) IF POSSIBLE.



PLAN VIEW

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
SHARED (DIAGONAL) PERPENDICULAR RAMP
AT CORNER

SCALE: NOT TO SCALE
DATE: 10/23/2006

SHEET B-1-10

DRAWN BY: CDOT
CHECKED BY: LCM

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312.857.1006

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
ADA STANDARD DETAILS 1

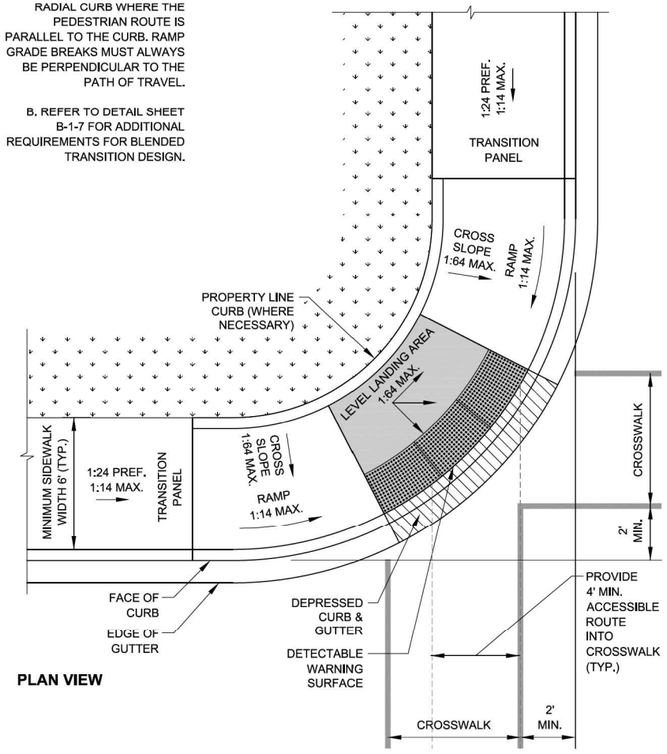
SCALE: | SHEET NO. C-81 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	105
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

NOTES:

A. IT IS ACCEPTABLE TO RAMP DOWN PARALLEL TO THE RADIAL CURB WHERE THE PEDESTRIAN ROUTE IS PARALLEL TO THE CURB. RAMP GRADE BREAKS MUST ALWAYS BE PERPENDICULAR TO THE PATH OF TRAVEL.

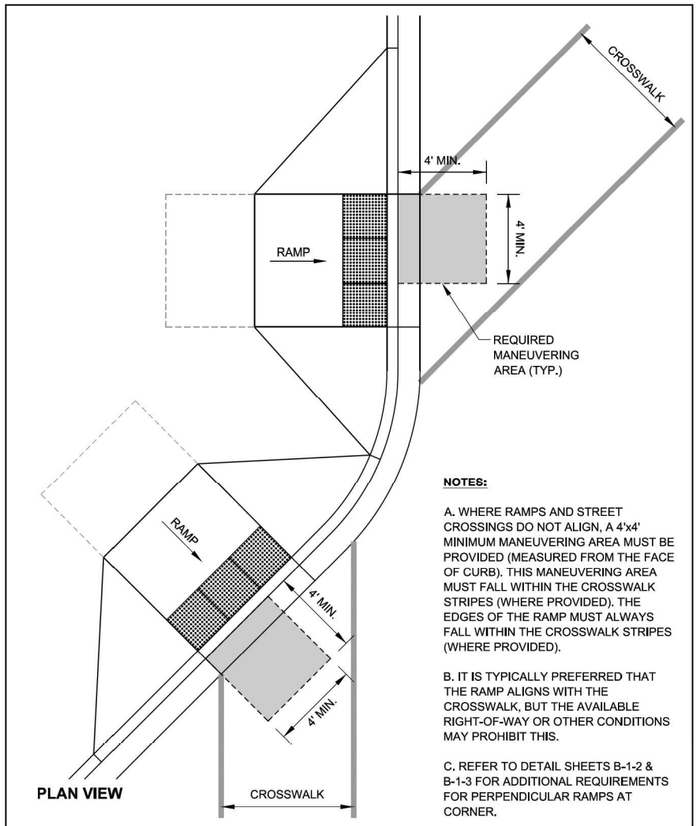
B. REFER TO DETAIL SHEET B-1-7 FOR ADDITIONAL REQUIREMENTS FOR BLENDED TRANSITION DESIGN.



PLAN VIEW

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
BLENDED TRANSITION AT CORNER WITH LARGE CURB RADIUS
SCALE: NOT TO SCALE
DATE: 10/23/2006
SHEET B-1-13
DRAWN BY: CDOT
CHECKED BY: LCM



PLAN VIEW

NOTES:

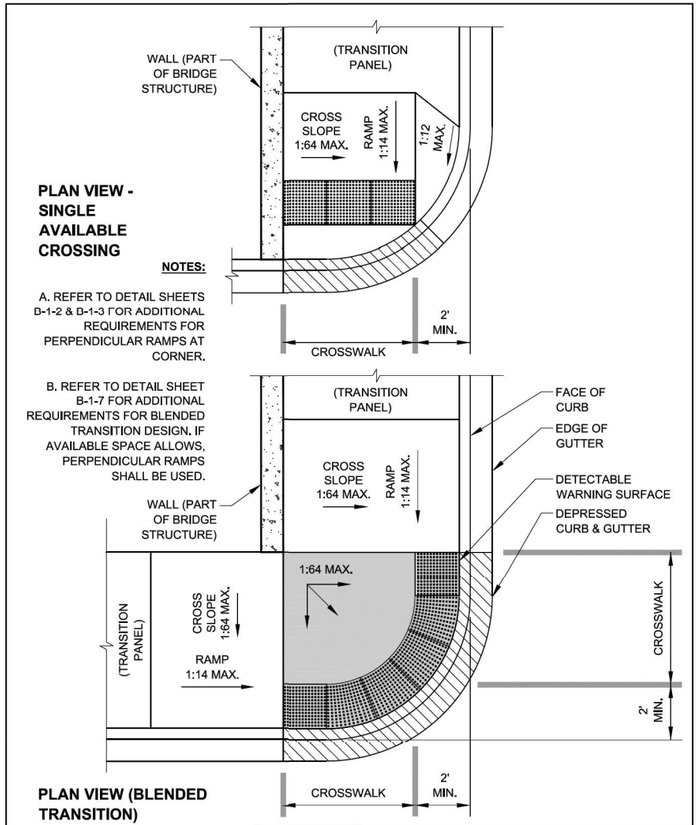
A. WHERE RAMPS AND STREET CROSSINGS DO NOT ALIGN, A 4'x4' MINIMUM MANEUVERING AREA MUST BE PROVIDED (MEASURED FROM THE FACE OF CURB). THIS MANEUVERING AREA MUST FALL WITHIN THE CROSSWALK STRIPES (WHERE PROVIDED). THE EDGES OF THE RAMP MUST ALWAYS FALL WITHIN THE CROSSWALK STRIPES (WHERE PROVIDED).

B. IT IS TYPICALLY PREFERRED THAT THE RAMP ALIGNS WITH THE CROSSWALK, BUT THE AVAILABLE RIGHT-OF-WAY OR OTHER CONDITIONS MAY PROHIBIT THIS.

C. REFER TO DETAIL SHEETS B-1-2 & B-1-3 FOR ADDITIONAL REQUIREMENTS FOR PERPENDICULAR RAMPS AT CORNER.

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
RAMPS THAT DO NOT ALIGN WITH CROSSWALK
SCALE: NOT TO SCALE
DATE: 10/23/2006
SHEET B-1-14
DRAWN BY: CDOT
CHECKED BY: LCM



PLAN VIEW - SINGLE AVAILABLE CROSSING

NOTES:

A. REFER TO DETAIL SHEETS D-1-2 & D-1-3 FOR ADDITIONAL REQUIREMENTS FOR PERPENDICULAR RAMPS AT CORNER.

B. REFER TO DETAIL SHEET B-1-7 FOR ADDITIONAL REQUIREMENTS FOR BLENDED TRANSITION DESIGN. IF AVAILABLE SPACE ALLOWS, PERPENDICULAR RAMPS SHALL BE USED.

PLAN VIEW (BLENDED TRANSITION)

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
ON-GRADE RAMP AT BRIDGE OR OVERPASS
SCALE: NOT TO SCALE
DATE: 10/23/2006
SHEET B-1-21
DRAWN BY: CDOT
CHECKED BY: LCM

DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME	= icsM=dbstepw21$	DESIGNED	- MPC	REVISED	-
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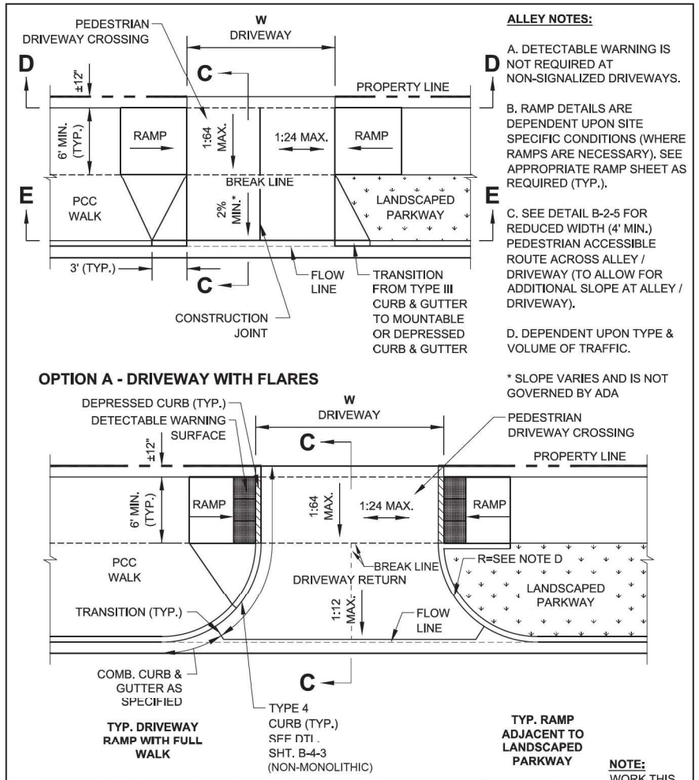
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
ADA STANDARDS DETAILS 2

SCALE: | SHEET NO. C-82 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	106
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

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ALLEY NOTES:

A. DETECTABLE WARNING IS NOT REQUIRED AT NON-SIGNALIZED DRIVEWAYS.

B. RAMP DETAILS ARE DEPENDENT UPON SITE SPECIFIC CONDITIONS (WHERE RAMPS ARE NECESSARY). SEE APPROPRIATE RAMP SHEET AS REQUIRED (TYP.).

C. SEE DETAIL B-2-5 FOR REDUCED WIDTH (4' MIN.) PEDESTRIAN ACCESSIBLE ROUTE ACROSS ALLEY / DRIVEWAY (TO ALLOW FOR ADDITIONAL SLOPE AT ALLEY / DRIVEWAY).

D. DEPENDENT UPON TYPE & VOLUME OF TRAFFIC.

* SLOPE VARIES AND IS NOT GOVERNED BY ADA

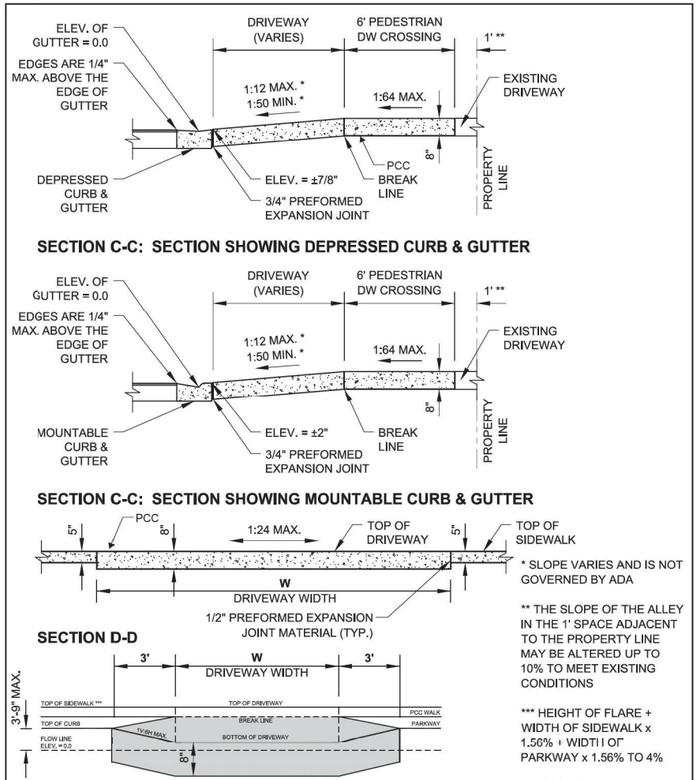
NOTE: WORK THIS SHEET WITH SHEET B-2-4.

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5
01/01/16	REVISION 6

CITY OF CHICAGO
DRIVEWAY CONSTRUCTION PLAN VIEWS
SHEET B-2-3

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: LCM



* SLOPE VARIES AND IS NOT GOVERNED BY ADA

** THE SLOPE OF THE ALLEY IN THE 1' SPACE ADJACENT TO THE PROPERTY LINE MAY BE ALTERED UP TO 10% TO MEET EXISTING CONDITIONS

*** HEIGHT OF FLARE + WIDTH OF SIDEWALK x 1.56% + WIDTH OF PARKWAY x 1.56% TO 4%

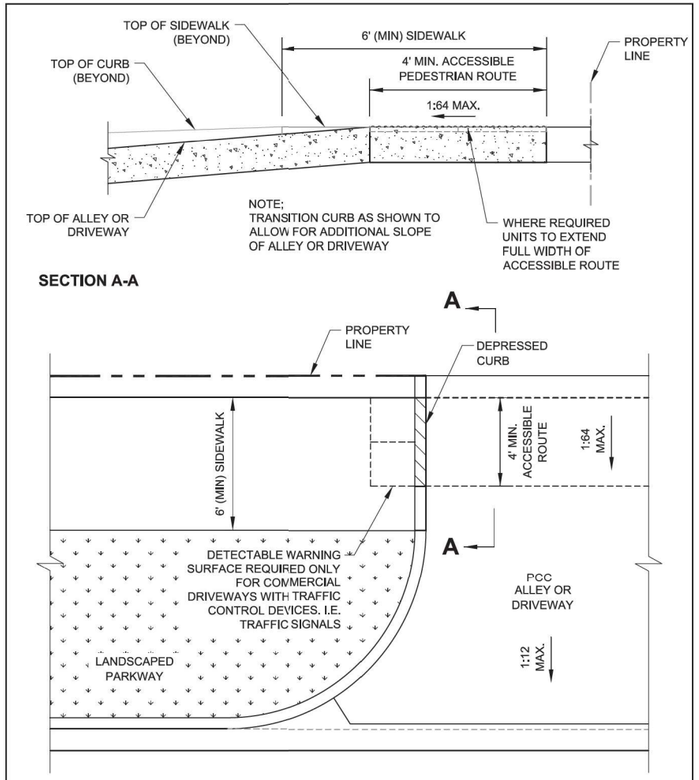
NOTE: WORK THIS SHEET WITH SHEET B-2-3.

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5
01/01/14	REVISION 6

CITY OF CHICAGO
DRIVEWAY CONSTRUCTION SECTIONS
SHEET B-2-4

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: GK



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5
01/01/14	REVISION 6

CITY OF CHICAGO
ALLEY & DRIVEWAY DETAIL FOR REDUCED WIDTH PEDESTRIAN ACCESS ROUTE
SHEET B-2-5

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: GK

FILE NAME: \\cst\4-dbstepw21\ICS_pdf_work_dir\9345424_20131629\02kstsht1DA Detail3.dgn

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312.857.1006

USER NAME	= lcsM-dbstepw21$	DESIGNED	- MPC	REVISED	-		
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
ADA STANDARDS DETAILS 3

SCALE: | SHEET NO. C-83 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	107
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES:

1. THE DETECTABLE WARNING USED SHALL BE CHOSEN FROM THE CHICAGO DEPARTMENT OF TRANSPORTATION LIST OF APPROVED DETECTABLE WARNING PRODUCTS (AVAILABLE ON THE CITY OF CHICAGO WEBSITE). IT IS NOT ACCEPTABLE TO INSTALL TWO DIFFERENT DETECTABLE WARNING PRODUCTS ADJACENT TO ONE ANOTHER AT ANY LOCATION. IN THE CENTRAL BUSINESS DISTRICT, GRANITE OR OTHER SPECIALTY PAVING MATERIALS MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.

2. THE DETECTABLE WARNING MUST BE INSTALLED A MAXIMUM OF 8" OR LESS FROM FACE OF CURB (SEE DETAIL SHEET B-4-2).

3. THE DETECTABLE WARNING MUST COVER FULL WIDTH OF RAMP EXCLUDING SIDE FLARES FOR A MINIMUM UNOBSTRUCTED DEPTH OF 24". THE DETECTABLE WARNING LOCATED ON THE SURFACES OF RAMPS IS TYPICALLY ORIENTED PERPENDICULAR TO THE RUN OF THE RAMP UNLESS SPECIAL CIRCUMSTANCES OCCUR (SEE DETAIL SHEET B-1-5). THE DETECTABLE WARNING MUST BE PROVIDED FOR A MINIMUM DEPTH OF 24" FOR THE ENTIRE LENGTH OF THE SIDEWALK WHERE THE SIDEWALK IS FLUSH WITH THE STREET (DEPRESSED CURB OR FLUSH TRANSITION). IF IT IS NECESSARY TO CUT A UNIT(S) IN THE PROVISION OF A COMPLIANT RAMP OR SIDEWALK WITH 24" MINIMUM DEPTH OF DETECTABLE WARNING, THE UNITS SHALL BE CUT IN A NEAT AND WORKMAN LIKE MANNER PER MANUFACTURER'S REQUIREMENTS WITH A MINIMUM OF THREE PINS OR ANCHOR POINTS (WHERE APPLICABLE). THE UNITS SHALL BE ARRANGED SO THAT THE CUT UNITS ARE LARGE ENOUGH TO BE PROPERLY AND ADEQUATELY SECURED. CUT UNITS SHALL NOT BE USED UNLESS ALL OTHER DESIGN OPTIONS HAVE BEEN EXHAUSTED. THE USE OF SALVAGE PIECES FROM UNITS THAT ARE CUT WILL NOT BE PERMITTED WITHOUT WRITTEN APPROVAL OF THE COMMISSIONER. CUT UNIT SALVAGE PIECES NOT APPROVED FOR USE MUST BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY.

4. WHERE APPLICABLE, A COMBINATION OF STRAIGHT AND RADIAL DETECTABLE WARNING UNITS MAY BE USED ON COMPOUND AND LARGE RADII. CONTRACTOR MUST MAKE THIS DETERMINATION AND VERIFY IN FIELD.

5. THE DETECTABLE WARNING MUST CONTRAST WITH ADJACENT PAVEMENT. IF LIGHT COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE RED. IF A DARK COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE YELLOW. CONTRACTOR TO VERIFY THAT PROPER CONTRAST IS OBTAINED.

6. PRIOR TO PLACING CONCRETE FOR DEPRESSED CURBS, RAMPS, OR SIDEWALKS THE CONTRACTOR SHALL VERIFY THAT LAYOUT OR DESIGN COMPLIES WITH THE REQUIREMENTS OF THE CDOT ADA STANDARDS.

7. RAMP WIDTH MUST BE A MINIMUM OF 6'-0" AND IN INCREMENTS OF 1'-0", EXCEPT WHEN USING THE PERPENDICULAR RAMP AT CORNER (OR OTHER SPECIAL CDOT APPROVED CONDITIONS), WHICH HAS A MINIMUM WIDTH OF 4'-0".

8. THE MAXIMUM ALLOWABLE RAMP RUNNING SLOPE IS 1:14, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED. GRADE BREAKS AT THE TOP AND BOTTOM OF RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF RAMP RUN.

9. THE MAXIMUM ALLOWABLE RAMP CROSS SLOPE IS 1:64, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED.

10. THE MAXIMUM ALLOWABLE RAMP LANDING SLOPE IS 1:64, MEASURED AT ANY LOCATION AND IN ANY DIRECTION ON THE LANDING. THE RAMP LANDING WIDTH SHALL MATCH THE FULL WIDTH OF THE RAMP FOR A MINIMUM UNOBSTRUCTED DEPTH OF 4'-0". RAMP LANDINGS SHALL BE PROVIDED AT THE TOP AND/OR BOTTOM OF RAMPS WHERE TURNING IS REQUIRED.

11. RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK. RAMP SIDE FLARES ARE NOT REQUIRED WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS LANDSCAPED OR IS OCCUPIED BY A BARRIER THAT BLOCKS PEDESTRIAN ACCESS. EXCEPTIONS TO THIS RULE MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.

City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
GENERAL NOTES
SHEET B-3-2

SCALE: NOT TO SCALE
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GENERAL NOTES (CONTINUED):

12. UTILITIES, SUCH AS LIGHT POLES, TRAFFIC POLES AND HYDRANTS, MAY BE LOCATED IN THE FLARE OF THE RAMP BUT ARE NOT ALLOWED ON THE RAMP SURFACE OR LANDING AREAS. EXISTING UTILITY STRUCTURE LIDS MAY REMAIN WITHIN THE FLARE OR ON THE SURFACE OF THE RAMP IF THE REQUIREMENTS OF GENERAL NOTE #19 ARE MET.

13. ALL LOCATIONS WITH TYPE 4 OR TYPE B CURB (EXCEPT ALLEY APRONS) SHALL BE CONSTRUCTED AS CURB AND GUTTER TYPE BV.12 THROUGH THE LIMITS OF THE CORNER AND THE CURB RAMPS.

14. ALTERATIONS SHALL NOT DECREASE THE ACCESSIBILITY TO EXISTING FACILITIES, SIDEWALKS LEADING TO EXISTING FACILITIES, OR DOOR OR GATE ACCESS POINTS TO FACILITIES. THE ELEVATION AT THE EXISTING PROPERTY LINE OR FACILITY ACCESS POINT SHALL BE MAINTAINED AT A MINIMUM. ANY ALTERATIONS ADJACENT TO OR AFFECTING A FACILITY ACCESS POINT SHALL RESULT IN IMPROVED ACCESS OR AT A MINIMUM A REPLICATION OF EXISTING CONDITIONS, INCLUDING SIDEWALK SLOPES AND SURFACE CONDITIONS. FACILITIES INCLUDE, BUT ARE NOT LIMITED TO PRIVATE BUSINESSES, PUBLIC BUILDINGS, RESIDENCES, BUS STOPS, PUBLIC BENCHES, PAY PHONES, AND PARKING METERS.

15. THE MINIMUM CROSSWALK WIDTH IS 6'-0". CROSSWALKS SHALL BE LOCATED AS SHOWN IN THE PLAN SHEETS DEPENDING ON THE TYPE OF CURB RAMP USED. BEYOND THE CURB FACE AT THE BASE OF CURB RAMPS, A CLEAR SPACE OF 4'-0" BY 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE STRIPES OF THE CROSSWALK (WHERE PROVIDED).

16. IF SIDEWALK AND ALLEY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED. IF SIDEWALK AND DRIVEWAY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED BUT DETECTABLE WARNING UNITS ARE STILL REQUIRED IF THE DRIVEWAY HAS TRAFFIC CONTROL DEVICES (I.E. TRAFFIC SIGNALS).

17. MAIN LINE SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE NOT TO EXCEED 1:64 FOR THE FULL WIDTH OF WALK UNLESS OTHERWISE APPROVED BY THE COMMISSIONER. WHERE TURNING IS REQUIRED AND WHERE SIDEWALKS INTERSECT, THE SLOPE OF THE SIDEWALK SHALL NOT EXCEED 1:64 IN ANY DIRECTION.

18. MAIN LINE SIDEWALK RUNNING SLOPES SHALL NOT EXCEED 1:24 OR THE GENERAL GRADE ESTABLISHED FOR THE ADJACENT STREET, WHICH EVER IS HIGHER.

19. THERE SHALL BE NO VERTICAL LEVEL DIFFERENCES BETWEEN SURFACES GREATER THAN 1/4" ON THE MAIN LINE SIDEWALK. THERE SHALL BE NO HORIZONTAL GAPS OR OPENINGS GREATER THAN 1/2" ON THE MAIN LINE SIDEWALK.

20. WHERE OBSTRUCTIONS EXIST ON THE MAINLINE SIDEWALK, THE CLEAR WIDTH OF USEABLE SIDEWALK SHALL NOT BE LESS THAN 4'-0". OBSTRUCTIONS INCLUDE, BUT ARE NOT LIMITED TO SIDEWALK BENCHES, FIRE HYDRANTS, SIGNAL OR LIGHT POLES, NEWSPAPER DISPENSERS, TRASH RECEPTACLES, AND UTILITY PEDESTALS.

21. CURB RAMPS AND LANDING (KEYSTONE) TO BE CONSTRUCTED WITH 8" THICK CONCRETE AT ALL TRAFFIC SIGNALIZED INTERSECTIONS AND INDUSTRIAL STREET INTERSECTIONS. AT ALL OTHER LOCATIONS, 5" THICK CONCRETE TO BE USED.

22. DEPRESSED CURB, RAMP, OR SIDEWALK DESIGNS OR LAYOUTS SHALL MAINTAIN OR IMPROVE EXISTING DRAINAGE AND THE EXISTING INTERSECTION GEOMETRY SHALL NOT BE MODIFIED WITHOUT CDOT APPROVAL.

23. ALL CONSTRUCTION DOCUMENTS MUST BE STAMPED BY A LICENSED ARCHITECT/LANDSCAPE ARCHITECT/ ENGINEER TO CERTIFY THAT THEY ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND ALL CODES AND BUILDING ORDINANCES OF THE CITY OF CHICAGO AND THE STATE OF ILLINOIS.

24. NO DEVIATIONS FROM THESE STANDARDS ARE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.

City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

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01/01/14	REVISION 6

CITY OF CHICAGO
GENERAL NOTES (CONTINUED)
SHEET B-3-3

SCALE: NOT TO SCALE
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ADA COMPLIANCE AND TRANSITION GUIDELINES

POLICY STATEMENT: ANY ALTERATION OF THE PUBLIC WAY MUST BE RESTORED IN AN ADA COMPLIANT MANNER

I. STREET/ALLEY RESTORATION

FOR ANY PROJECT WHERE, WITHIN THE PROJECT LIMITS, A CROSSWALK IS ENCOUNTERED OR WHERE THE PROJECT LIMITS TERMINATE WITHIN 4' OR LESS OF A CROSSWALK, THOSE CROSSWALKS AND THE ASSOCIATED CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A.)

WHEN A PROJECT CALLS FOR ONLY AN INTERSECTION TO BE REPAVED, THE INTERSECTION LIMITS AS DEFINED BY THE AREA OUTLINED BY OUTERMOST CROSSWALK LINES AND ADJACENT CURB FACES AND ALL ADJOINING CROSSWALKS AND CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A).

WHEN WORK IS LIMITED TO A SINGLE CORNER OF AN INTERSECTION, THE CURB RAMP MUST BE IMPROVED TO CURRENT ADA STANDARDS AND THE ADJACENT PAVEMENT MUST BE RESURFACED, AS NECESSARY TO PROVIDE FOR A FLUSH TRANSITION (SEE APPENDIX A).

WHEN ADA WORK IS LIMITED TO A SINGLE CORNER OF AN INTERSECTION, THE ADJACENT PAVEMENT MUST BE RESTORED (SEE APPENDIX A).

FOR ANY CONSTRUCTION WHERE, WITHIN THE PROJECT LIMITS, AN ALLEY APRON IS ENCOUNTERED, THE ASSOCIATED CURB RAMPS, ALLEY APRON, AND SIDEWALKS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A).

II. SIDEWALK INSTALLATION / REPAIRS / RECONSTRUCTION

THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, THAT ABUT AN EXISTING RAMP, KEYSTONE, TRANSITION PANEL, AND/OR LANDING AREA (THIS TOTAL LENGTH INCLUDES THE PRIOR ELEMENTS), SHALL BE EXTENDED TO INCLUDE THE AFFECTED RAMPS AND THESE RAMPS SHALL BE RECONSTRUCTED TO CURRENT ADA STANDARDS. IN ADDITION, ALL NEWLY PLACED SIDEWALK TEN FEET (10') OR MORE IN LENGTH SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL CURRENT APPLICABLE STANDARDS WHICH INCLUDE PROVIDING A MINIMUM FOUR FEET (4') WIDTH ACCESSIBLE PATHWAY WITH A CROSS SLOPE NOT TO EXCEED 1:64 (SEE APPENDIX A).

III. GUIDELINES FOR TRANSITIONING TO EXISTING NON-COMPLIANT CONDITION

NEW SIDEWALK PLACEMENTS GREATER THAN TEN FEET IN CONTIGUOUS LENGTH:

THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, MUST BE EXTENDED FOR A MINIMUM FIVE ADDITIONAL FEET (5') EITHER SIDE IN ORDER TO PROVIDE A TRANSITION TO MATCH THE EXISTING SIDEWALK. THE LENGTH OF TRANSITION SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.

NEW SIDEWALK REPLACEMENTS TEN FEET OR LESS IN CONTIGUOUS LENGTH (REPAIRS):

IT IS ACCEPTABLE PRACTICE TO MATCH ADJACENT SIDEWALKS AT THE EXISTING SLOPE.

CURB RAMP REPLACEMENTS

WHEN REPLACING AN ADA RAMP, THE SIDEWALK REPLACEMENT MUST EXTEND BEYOND THE LIMITS OF THE LANDING AREA AND/OR THE "KEYSTONE" A MINIMUM OF AN ADDITIONAL FIVE FEET (5') ON EITHER SIDE IN ORDER TO PROVIDE A TRANSITION TO MATCH THE EXISTING SIDEWALK. THE TRANSITION PANEL SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION PANEL DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) A~ ANY POINT.

NO EXCEPTIONS TO THE ABOVE WILL BE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.

City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org
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08/10/12	REVISION 5
01/01/14	REVISION 6

CITY OF CHICAGO
ADA COMPLIANCE AND TRANSITION GUIDELINES
SHEET B-3-4

SCALE: NOT TO SCALE
DATE: 10/23/2006
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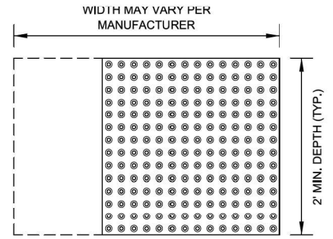
STATE OF ILLINOIS
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CITY OF CHICAGO
ADA STANDARDS DETAILS 4

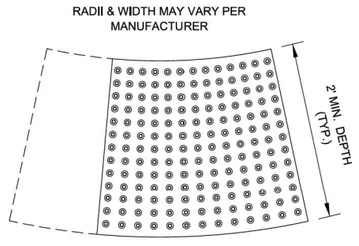
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	108
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

STRAIGHT DETECTABLE WARNING UNITS



RADIAL DETECTABLE WARNING UNITS



DETECTABLE WARNING UNIT SIZES

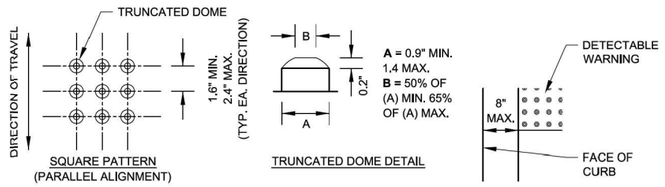
- VERIFY ALL DIMENSIONS WITH THE PRODUCT MANUFACTURER.
- IF USING RADIAL UNITS, VERIFY THAT THE CURB RADIUS MATCHES AVAILABLE UNIT RADII WITH THE PRODUCT MANUFACTURER.
- APPROVED LIST OF DETECTABLE WARNING PRODUCTS CAN BE FOUND ON CDOT'S WEBSITE (www.dtyofchicago.org).

DATE	REVISION
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08/10/12	REVISION 5

CITY OF CHICAGO
DETECTABLE WARNING UNIT SIZES
SHEET B-4-1

SCALE: NOT TO SCALE
DATE: 10/23/2006
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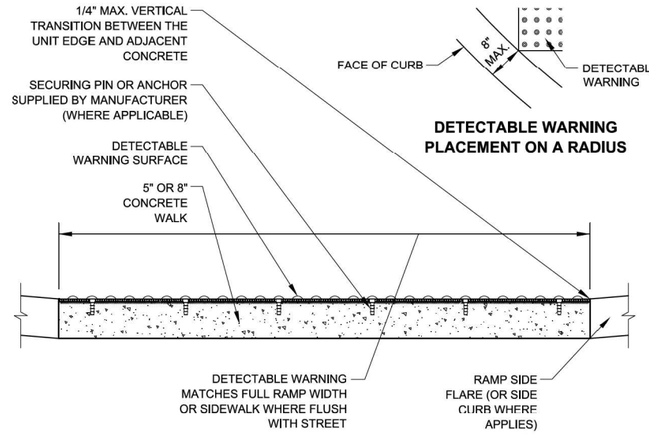
GENERAL NOTE:
THE ROWS OF DOMES IN THE DETECTABLE WARNING MATERIAL MUST BE ALIGNED WITH THE PATH OF WHEELCHAIR TRAVEL WHICH IS REQUIRED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BOTTOM OF THE RAMP TO PERMIT TRACKING BETWEEN DOME ROWS. ON BLENDED TRANSITIONS OR FLUSH TRANSITIONS, WHERE RADIAL UNITS ARE SITUATED ABOUT THE CURB RADIUS, DOME ORIENTATION IS NOT SIGNIFICANT.



UNIT PATTERN & DOME DETAIL

TYPICAL DETECTABLE WARNING PLACEMENT

DETECTABLE WARNING PLACEMENT ON A RADIUS

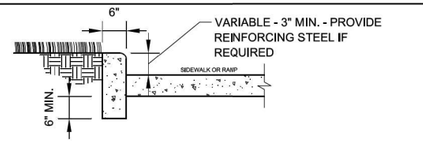


DETECTABLE WARNING UNIT SECTION

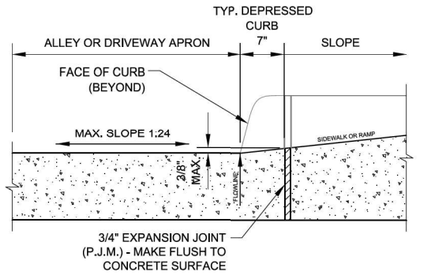
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02/20/07	REVISION 1
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11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
DETECTABLE WARNING UNIT DETAILS
SHEET B-4-2

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SIDE CURB - SECTION



DEPRESSED CURB & GUTTER
AT ALLEY/DRIVEWAY APRON (TYPE 4 OR B CURB)

DEPRESSED CURB & GUTTER
AT BOTTOM OF TYPICAL CURB RAMP

NOTES FOR CURB & GUTTER DETAILS THIS SHEET:

A. CROSS SLOPE AT DEPRESSED CURB & GUTTER NOT TO EXCEED 1:64.

B. DETECTABLE WARNING SURFACE AT DRIVEWAYS REQUIRED ONLY FOR COMMERCIAL DRIVEWAYS WITH TRAFFIC CONTROL DEVICES, I.E. SIGNALS.

C. REFER TO *REGULATIONS FOR OPENINGS, CONSTRUCTION AND REPAIR IN THE PUBLIC WAY (CDOT)* FOR ADDITIONAL REQUIREMENTS FOR CURB AND GUTTER INSTALLATION.

D. RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR SIDE CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK.

E. 'P.J.M.' THIS SHEET REFERS TO PREFORMED JOINT MATERIAL.

DATE	REVISION
02/20/07	REVISION 1
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11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
CURB & GUTTER DETAILS
SHEET B-4-3

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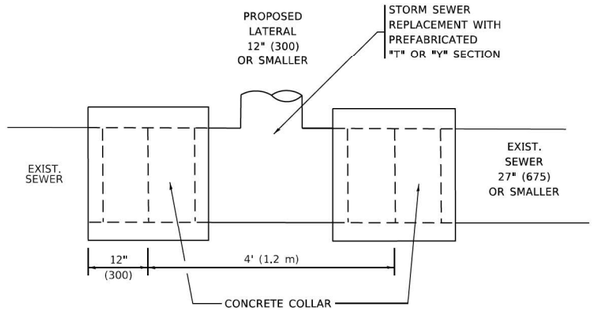
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
ADA STANDARDS DETAILS 5

SCALE: | SHEET NO. C-85 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

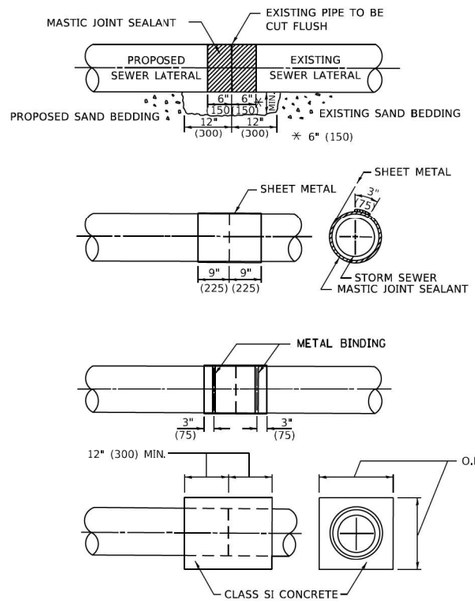
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	109
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

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DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER
OF 27" (675) OR SMALLER

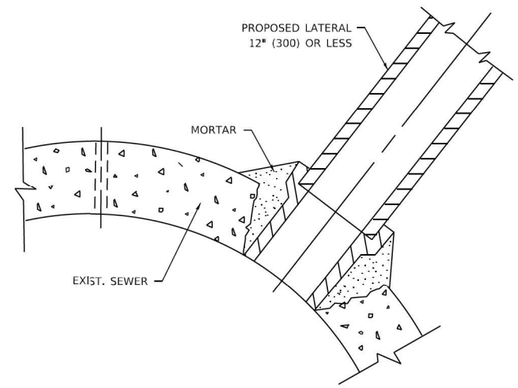


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERANCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 30" (750) OR LARGER

NOTES:

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
- A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
- B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

1. CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.
2. CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

1. TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.
2. REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.
3. TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.
4. CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

DBS STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME	= lcsM-dbstepw21$	DESIGNED	- DJB	REVISED	-
PLOT SCALE	= 40.0000 ' / in.	DRAWN	- DJB	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:27:52 PM	DATE	-	REVISED	-

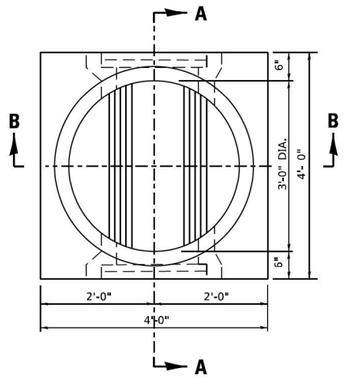
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER

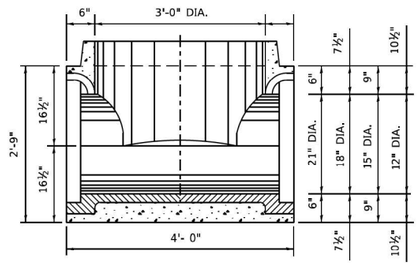
SCALE: | SHEET NO. C-86 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	110
	BD-07	CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

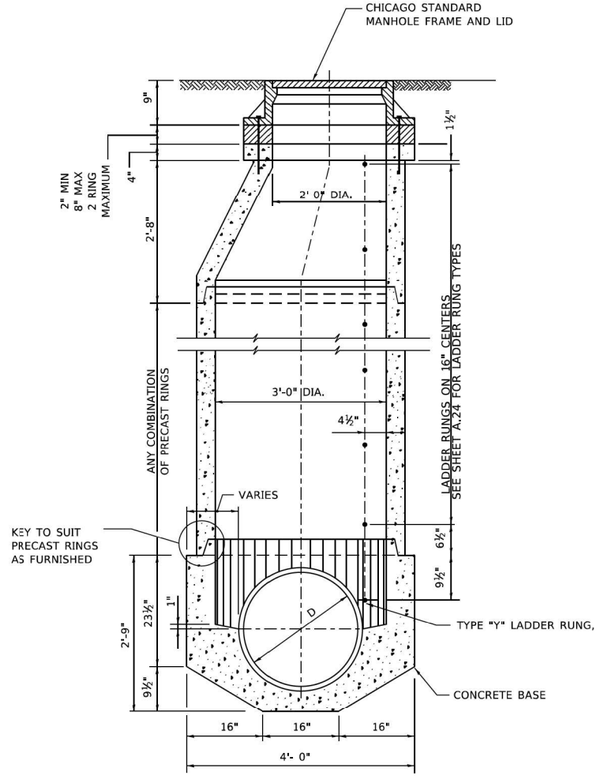
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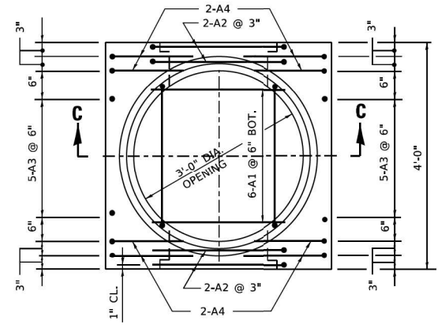
PLAN



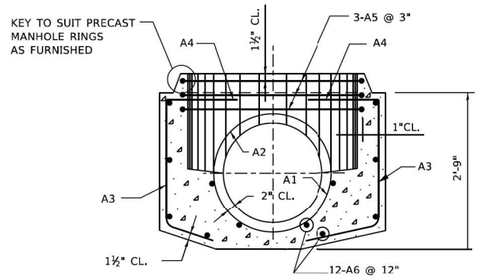
SECTION A–A



SECTION B–B



PLAN
PRECAST BASE



SECTION C–C

NOTE:
6" MINIMUM GRANULAR EMBEDMENT
UNDER ALL PRECAST MANHOLE BASES

SCHEDULE OF REINFORCEMENT

STRUCTURE		REINFORCEMENT BAR						BENDING DIMENSIONS											
		MARK	SIZE NO.	TYPE	LENGTH	NO. REQD.	WEIGHT - LBS EACH	WEIGHT - LBS TOTAL	A	B	C	D	E	F	G	H	J	K	O	R
BASES FOR TYPE "A" MANHOLES (PRECAST)	21" DIA.	21A1	6	9	3'-1"	6	4.63	28		3'-1"						11¼"			2'-1"	12¾"
		21A2	6	T3	8'-8"	4	13.02	52										2'-0"	2'-1½"	
		21A3	5	12	3'-3"	10	3.39	34			22"	17"				14½"		8¼"		
		21A4	5	12	4'-6"	8	4.69	38		15"	22"	17"				14½"		8¾"		
		21A5	5	T3	11'-11"	3	12.43	37										20"	3'-3¼"	
		21A6	4	STR	3'-8"	12	2.45	30												
		TOTAL						219												
	18" DIA.	18A1	6	9	2'-8½"	6	4.07	24		2'-8½"							9¾"		22"	11¼"
		18A2	6	T3	7'-10½"	4	11.83	47										2'-0"	22½"	
		18A3	5	12	3'-3"	10	3.39	34			22"	17"					14½"	8¼"		
		18A4	5	12	4'-6"	8	4.69	38		15"	22"	17"					14½"	8¾"		
		18A5	5	T3	11'-11"	3	12.43	37										2'-0"	3'-3¼"	
		18A6	4	STR	3-8"	12	2.45	30												
		TOTAL						202												
	15" DIA.	15A1	6	9	2'-3½"	6	3.44	21		23½"						8¼"			19"	9¾"
		15A2	6	T3	7'-1"	4	10.64	42										2'-0"	19½"	
		15A3	5	12	3'-3"	10	3.39	34			22"	17"						8¾"		
		15A4	5	12	4'-6"	8	4.69	38		15"	22"	17"				14½"		8¾"		
		15A5	5	T3	11'-11"	3	12.43	37								14½"		20"	3'-3¼"	
		15A6	4	STR	3'-8"	12	2.45	30												
		TOTAL						202												
	12" DIA.	12A1	6	9	1'-11"	6	2.88	17		23"						6¾"			16"	8¼"
		12A2	6	T3	6'-1"	4	9.14	37										2'-0"	16½"	
		12A3	5	12	3'-3"	10	3.39	34			22"	17"				14½"		8¾"		
		12A4	5	12	4'-6"	8	4.69	38			22"	17"				14½"		8¾"		
		12A5	5	T3	11'-11"	3	12.43	37										20"	3'-3¼"	
		12A6	4	STR.	3'-8"	12	2.45	30												
		TOTAL						193												

DBS | DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME	= lcsM-dbstepw21$	DESIGNED	- DJB	REVISED	-
PLOT SCALE	= 40.0000 ' / in.	DRAWN	- DJB	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:26:26 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO DRAINAGE DETAILS
TYPE "A" PRECAST MANHOLE FOR SEWERS 21" DIA. AND SMALLER

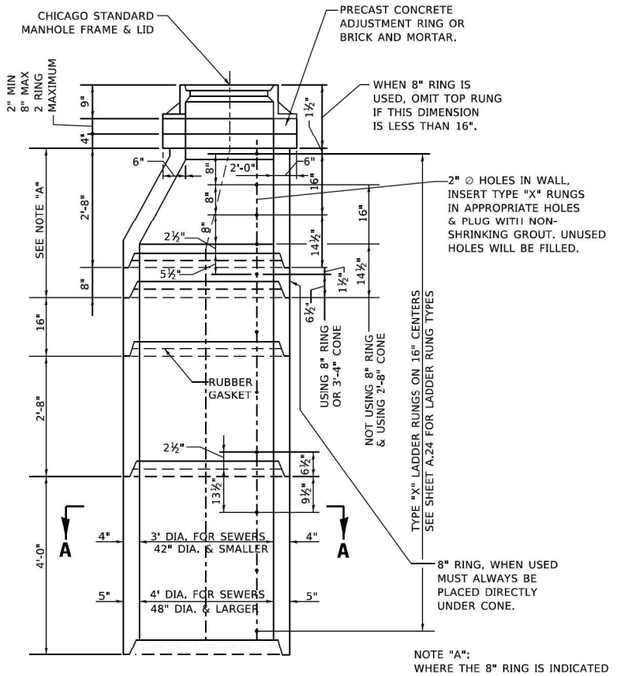
SCALE: | SHEET NO. C-87 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	111
	BD-09	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

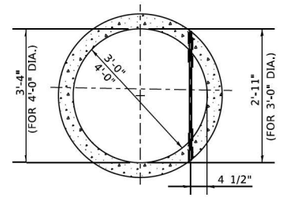
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NUMBER OF PRECAST RINGS REQUIRED FOR MANHOLES OF VARIOUS HEIGHTS

TOTAL HEIGHT "H"	9" FRAME +2'-8" CORBEL =3'-5"	PRECAST RINGS 4'-0"	2'-8"	1'-4"	8"	4"	BRICK AND/OR MORTAR	TOTAL HEIGHT "H"	9" FRAME +2'-8" CORBEL =3'-5"	PRECAST RINGS 4'-0"	2'-8"	1'-4"	8"	4"	BRICK AND/OR MORTAR	TOTAL HEIGHT "H"	9" FRAME +2'-8" CORBEL =3'-5"	PRECAST RINGS 4'-0"	2'-8"	1'-4"	8"	4"	BRICK AND/OR MORTAR
5'-0"	3'-5"			1			3"	12'-0"	3'-5"	2				1	3"	19'-0"	3'-5"	3	1		1		3"
1"	"			1			4"	1"	"	2				1	4"	1"	"	3	1		1		4"
2"	"			1		1	1"	2"	"	2			1		1"	2"	"	3	1		1	1	1"
3"	"			1		1	2"	3"	"	2			1		2"	3"	"	3	1		1	1	2"
4"	"			1		1	3"	4"	"	2			1		3"	4"	"	3	1		1	1	3"
5"	"			1		1	4"	5"	"	2			1		4"	5"	"	3	1		1	1	4"
6"	"			1			1"	6"	"	2			1	1	1"	6"	"	4					1"
7"	"			1			2"	7"	"	2			1	1	2"	7"	"	4					2"
8"	"			1			3"	8"	"	2			1	1	3"	8"	"	4					3"
9"	"			1			4"	9"	"	2			1	1	4"	9"	"	4					4"
10"	"			1		1	1"	10"	"	2		1			1"	10"	"	4				1	1"
11"	"			1		1	2"	11"	"	2		1			2"	11"	"	4				1	2"
6'-0"	3'-5"			1		1	3"	13'-0"	3'-5"	2		1			3"	20'-0"	3'-5"	4				1	3"
1"	"			1		1	4"	1"	"	2		1			4"	1"	"	4				1	4"
2"	"		1		1		1"	2"	"	2		1		1	1"	2"	"	4			1		1"
3"	"		1		1		2"	3"	"	2		1		1	2"	3"	"	4			1		2"
4"	"		1		1		3"	4"	"	2		1		1	3"	4"	"	4			1		3"
5"	"		1		1		4"	5"	"	2		1		1	4"	5"	"	4			1		4"
6"	"		1		1	1	1"	6"	"	2		1	1		1"	6"	"	4			1	1	1"
7"	"		1		1	1	2"	7"	"	2		1	1		2"	7"	"	4			1	1	2"
8"	"		1		1	1	3"	8"	"	2		1	1		3"	8"	"	4			1	1	3"
9"	"		1		1	1	4"	9"	"	2		1	1		4"	9"	"	4			1	1	4"
10"	"		1		1		1"	10"	"	2		1	1	1	1"	10"	"	4		1			1"
11"	"		1		1		2"	11"	"	2		1	1	1	2"	11"	"	4		1			2"
7'-0"	3'-5"		1		1		3"	14'-0"	3'-5"	2		1	1	1	3"	21'-0"	3'-5"	4		1			3"
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2"	"		1		1	1	1"	2"	"	2	1				1"	2"	"	4		1		1	1"
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6"	"	1					1"	6"	"	2	1			1	1"	6"	"	4		1	1		1"
7"	"	1					2"	7"	"	2	1			1	2"	7"	"	4		1	1		2"
8"	"	1					3"	8"	"	2	1			1	3"	8"	"	4		1	1		3"
9"	"	1					4"	9"	"	2	1			1	4"	9"	"	4		1	1		4"
10"	"	1				1	1"	10"	"	2	1		1		1"	10"	"	4		1	1	1	1"
11"	"	1				1	2"	11"	"	2	1		1		2"	11"	"	4		1	1	1	2"
8'-0"	3'-5"	1				1	3"	15'-0"	3'-5"	2	1		1		3"	22'-0"	3'-5"	4		1	1	1	3"
1"	"	1				1	4"	1"	"	2	1		1		4"	1"	"	4		1	1	1	4"
2"	"	1					1"	2"	"	2	1		1	1	1"	2"	"	4	1				1"
3"	"	1					2"	3"	"	2	1		1	1	2"	3"	"	4	1				2"
4"	"	1					3"	4"	"	2	1		1	1	3"	4"	"	4	1				3"
5"	"	1					4"	5"	"	2	1		1	1	4"	5"	"	4	1				4"
6"	"	1				1	1"	6"	"	3					1"	6"	"	4	1			1	1"
7"	"	1				1	2"	7"	"	3					2"	7"	"	4	1			1	2"
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9"	"	1				1	4"	9"	"	3					4"	9"	"	4	1			1	4"
10"	"	1		1			1"	10"	"	3				1	1"	10"	"	4	1		1		1"
11"	"	1		1			2"	11"	"	3				1	2"	11"	"	4	1		1		2"
9'-0"	3'-5"	1		1			3"	16'-0"	3'-5"	3				1	3"	23'-0"	3'-5"	4	1		1		3"
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7"	"	1	1		1	1	2"	7"	"	3		1	1		2"	7"	"	5			1	1	2"
8"	"	1	1		1	1	3"	8"	"	3		1	1		3"	8"	"	5			1	1	3"
9"	"	1	1		1	1	4"	9"	"	3		1	1		4"	9"	"	5			1	1	4"
10"	"	1	1		1		1"	10"	"	3		1	1	1	1"	10"	"	5		1			1"
11"	"	1	1		1		2"	11"	"	3		1	1	1	2"	11"	"	5		1			2"
11'-0"	3'-5"	1	1		1		3"	18'-0"	3'-5"	3		1	1	1	3"	25'-0"	3'-5"	5		1			3"
1"	"	1	1		1		4"	1"	"	3		1	1	1	4"	1"	"	5		1			4"
2"	"	1	1		1	1	1"	2"	"	3	1				1"	2"	"	5		1		1	1"
3"	"	1	1		1	1	2"	3"	"	3	1				2"	3"	"	5		1		1	2"
4"	"	1	1		1	1	3"	4"	"	3	1				3"	4"	"	5		1		1	3"
5"	"	1	1		1	1	4"	5"	"	3	1				4"	5"	"	5		1		1	4"
6"	"	2					1"	6"	"	3	1			1	1"	6"	"	5		1	1		1"
7"	"	2					2"	7"	"	3	1			1	2"	7"	"	5		1	1		2"
8"	"	2					3"	8"	"	3	1			1	3"	8"	"	5		1	1		3"
9"	"	2					4"	9"	"	3	1			1	4"	9"	"	5		1	1		4"
10"	"	2				1	1"	10"	"	3	1		1		1"	10"	"	5		1	1	1	1"
11"	"	2				1	2"	11"	"	3	1		1		2"	11"	"	5		1	1	1	2"



NOTE "A":
WHERE THE 8" RING IS INDICATED A SEPARATE ONE PIECE CONE 3'-4" IN HEIGHT MAY BE USED AS AN ALTERNATE.



1" ∅ LADDER RUNG,TYPE "X", LENGTH 2'-11" OR 3'-4" INSERTED INTO 2" ∅ HOLE IN WALL & PLUGGED BY MANUFACTURER WITH NON-SHRINKING GROUT.

SECTION A–A

DETAIL OF PRECAST RINGS

NOTES:

PRECAST CONCRETE RINGS MUST CONFORM TO A.S.T.M. DESIGNATION C76 FOR "REINFORCED CONCRETE CULVERT STORM DRAIN, AND SEWER PIPE." WALL B.

STANDARD LENGTHS OF RINGS ARE: 4'-0", 2'-8". 1'-4", 0'-8" AND 0'-4" COLLAR.

ALL REINFORCEMENT STEEL REQUIRED FOR PRECAST RINGS MUST BE INCLUDED IN THE PRICE BID FOR ALL MANHOLE ITEMS.

ALL PIPE AND FITTINGS 24 INCHES IN DIAMETER AND LARGER MUST BE CLASS III, IV AND V.

REINFORCED CONCRETE PIPE AS SPECIFIED IN THE SPECIFICATIONS FOR "REINFORCED CONCRETE CULVERT STORM DRAIN, AND SEWER PIPE." A.S.T.M. DESIGNATION C76, TABLE III, IV AND V, WALL B OR WALL C WITH CIRCULAR OR ELLIPTICAL REINFORCEMENT

FILE NAME: \\dot\Mdbstepw21\IGS_pdf_work_dir\93415424_1892D-162K62s-ht-BDOT D1 Details3.dgn

DBS STERLIN CONSULTANTS, INC. 123 N. Wacker Drive, Suite 2000 Chicago, Illinois 60606 312.857.1006

USER NAME = IcsM-dbstepw21$	DESIGNED - DJB	REVISED -			
PLOT SCALE = 40.0000 ' / in.	DRAWN - DJB	REVISED -			
PLOT DATE = 10/10/2025	CHECKED - HJM	REVISED -			
PLOT TIME = 9:29:02 PM	DATE -	REVISED -			

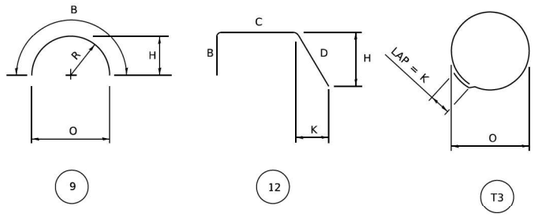
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO DRAINAGE DETAILS
TYPE "A" MANHOLE PRECAST RISERS, AND RINGS 24" AND LARGER

SCALE: | SHEET NO. C-88 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	112
	BD-09	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

STRUCTURE		REINFORCEMENT BAR						BENDING DIMENSIONS											
		MARK	SIZE NO.	TYPE	LENGTH	NO. REQD.	WEIGHT - LBS EACH	WEIGHT - LBS TOTAL	A	B	C	D	E	F	G	H	J	K	O	R
BASES FOR TYPE "A" MANHOLES (Precast)	36" DIA.	36A1	6	T3	12'-7"	6	18.90	113										2'-0"	3'-4½"	
		36A2	5	9	6'-0"	4	6.26	25		6'-0"						2'-2"			3'-0"	20"
		36A3	5	12	4'-6"	4	4.69	19			2'-9"	21"				18"		10¼"		
		36A4	5	12	5'-0"	5	5.22	26		7"	3'-0"	17"				14¼"		8¾"		
		36A5	5	12	5'-9"	5	6.00	30		15"	2'-9"	21"				18"		10¾"		
		36A6	5	T3	11'-11"	3	12.43	37										20"	3'-3¼"	
		36A7	5	12	5'-8"	5	5.91	30		15"	3'-0"	17"				14¼"		8¼"		
		36A8	4	STR.	4'-8"	18	3.12	56												
		TOTAL						336												
	30" DIA.	30A1	6	T3	11'-1"	6	16.65	100										2'-0"	2'-10½"	
		30A2	5	9	4'-4"	4	4.52	18		4'-4"						18"			2'-10"	17"
		30A3	5	12	4'-0"	4	4.17	17			2'-3"	21"				18"		10¾"		
		30A4	5	12	3'-10"	5	4.00	20			2'-7"	15"				12½"		7¾"		
		30A5	5	12	5'-3"	5	5.48	27		15"	2'-3"	21"				18"		10¾"		
		30A6	5	T3	11'-11"	3	12.43	37										20"	3'-3¼"	
		30A7	5	12	5'-1"	5	5.30	26		15"	2'-7"	15"				12½"		7¾"		
		30A8	4	STR	4'-8"	15	3.12	47												
		TOTAL						292												
	24" DIA.	24A1	6	9	3'-5"	6	5.13	31		3'-5"						12"			2'-3½"	11½"
		24A2	6	T3	9'-4"	7	14.02	98										22"	2'-4½"	
		24A3	5	12	3'-6"	10	3.65	37			2'-1"	17"				14¼"		8¾"		
		24A4	5	12	4'-0"	10	4.96	50		15"	2'-1"	17"				14¼"		8¾"		
		24A5	5	T3	11'-11"	3	12.43	37										20"	3'-3¼"	
		24A6	4	STR.	4'-8"	12	3.12	37												
		TOTAL						290												



NOTES:
ALL DIMENSIONS ARE OUT TO OUT OF BAR.
BENDING RADII "R" TO OUTSIDE OF BAR.
NUMBERS IN CIRCLES DENOTE BAR TYPE.

PLACING OF CONCRETE- CONCRETE MUST BE PLACED IN ACCORDANCE WITH THE METHOD OUTLINED IN THE CITY OF CHICAGO STANDARD SPECIFICATIONS.
CONSTRUCTION JOINTS - JOINTS NOT INDICATED ON THE DRAWINGS MUST BE SO MADE AND LOCATED AS NOT TO IMPAIR THE STRENGTH OF THE STRUCTURE AND MUST BE APPROVED BY THE COMMISSIONER. JOINTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE METHOD OUTLINED IN THE SPECIFICATIONS.

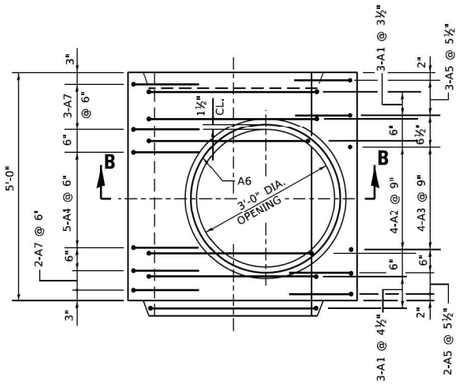
CONCRETE PROTECTION FOR REINFORCEMENT- ALL REINFORCING STEEL MUST HAVE CLEAR CONCRETE COVERING AS FOLLOWS (UNLESS OTHERWISE NOTED) :
3" AT EXTERIOR SURFACES WHERE CONCRETE IS DEPOSITED AGAINST THE GROUND;
2.5" AT SURFACES WHERE CONCRETE IS FORMED BUT SUBSEQUENTLY WILL BE IN CONTACT WITH SEWAGE; 2" AT ALL OTHER SURFACES.

REINFORCING STEEL- ALL REINFORCING BARS MUST BE ACCURATELY PLACED AND SECURELY SUPPORTED BY BAR SUPPORTS, SPACERS OR HIGH CHAIRS.
ALL LAPS IN REINFORCING STEEL MUST BE BASED UPON THE 1989, ACI BUILDING CODE.
UNLESS OTHERWISE NOTED. HOOKS AND BENDS ON BARS MUST CONFORM TO RECOMMENDED DETAILS AS GIVEN IN THE "MANUAL OF STANDARD PRACTICE", C.R.S.I. 1990.

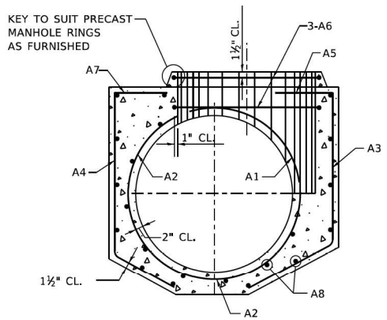
THE FOLLOWING ABBREVIATIONS ARE USED TO INDICATE THE LOCATION OF REINFORCING BARS:

T.	DENOTES	TOP	N.F.	DENOTES	NEAR FACE
BOT.	DENOTES	BOTTOM	F.F.	DENOTES	FAR FACE
I.F.	DENOTES	INSIDE FACE	E.F.	DENOTES	EACH FACE
O.F.	DENOTES	OUTSIDE FACE	E.W.	DENOTES	EACH WAY

PLACING BAR SUPPORTS- ALL REINFORCING BARS MUST BE SUPPORTED, ANCHORED AND TIED AND MUST CONFORM TO THE "RECOMMENDED PRACTICE FOR PLACING REINFORCING BARS", 1986, PREPARED BY THE CONCRETE REINFORCING STEEL INSTITUTE.

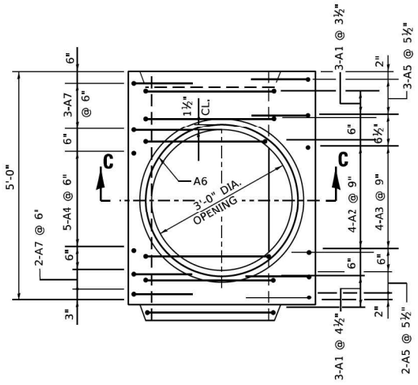


PLAN

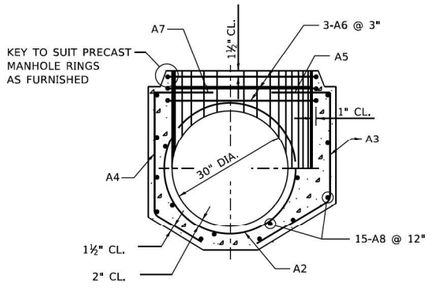


SECTION B–B

MANHOLE BASE FOR SEWERS 36" DIA.

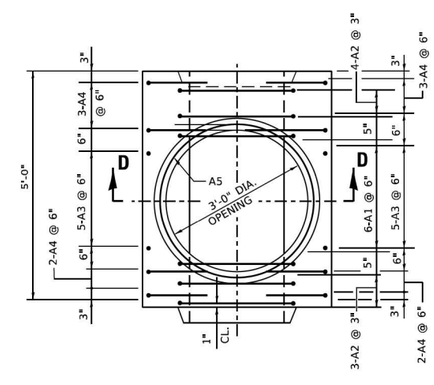


PLAN

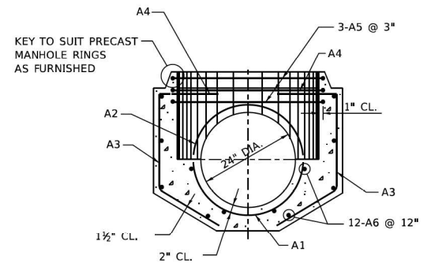


SECTION C–C

MANHOLE BASE FOR 30" DIA. SEWERS

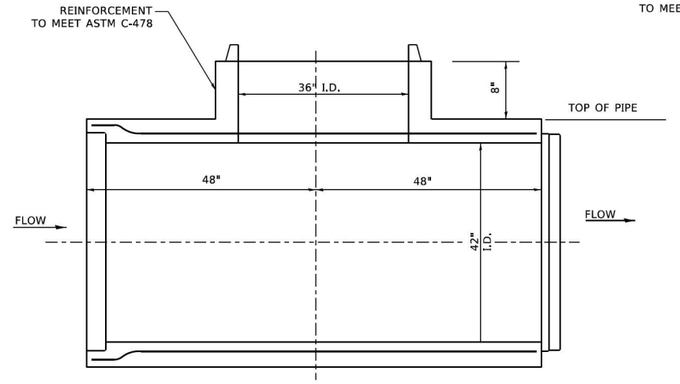


PLAN

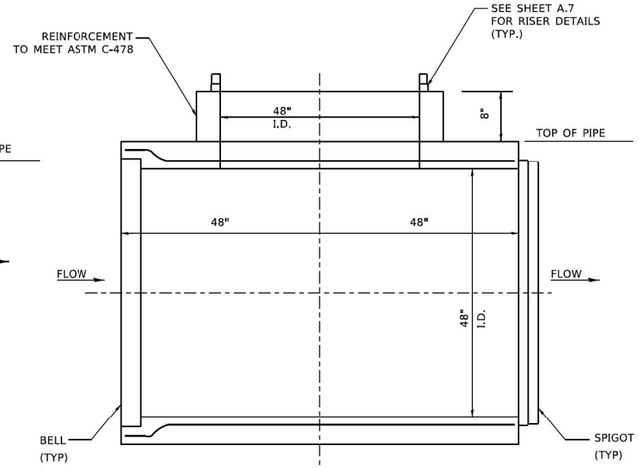


SECTION D–D

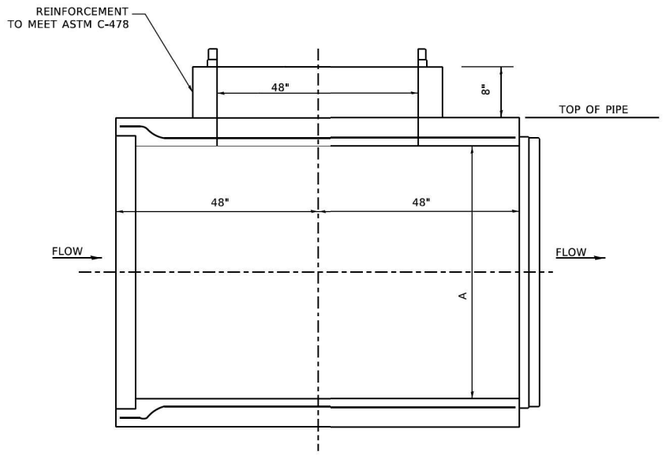
MANHOLE BASE FOR 24" DIA. SEWERS



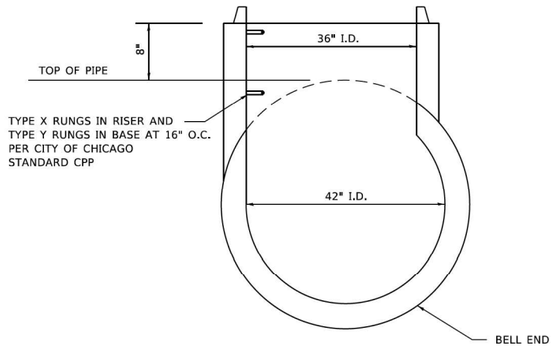
ELEVATION



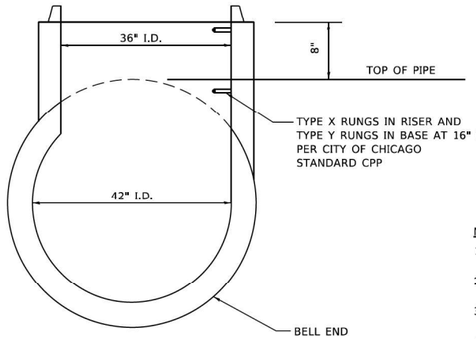
ELEVATION



ELEVATION

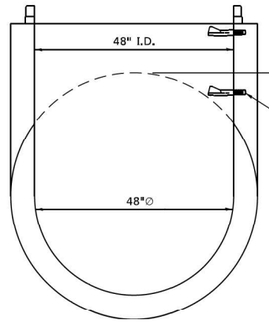


STANDARD (LEFT) RISER



OPTIONAL (RIGHT) RISER

42" x 36" RCP BASE TEE

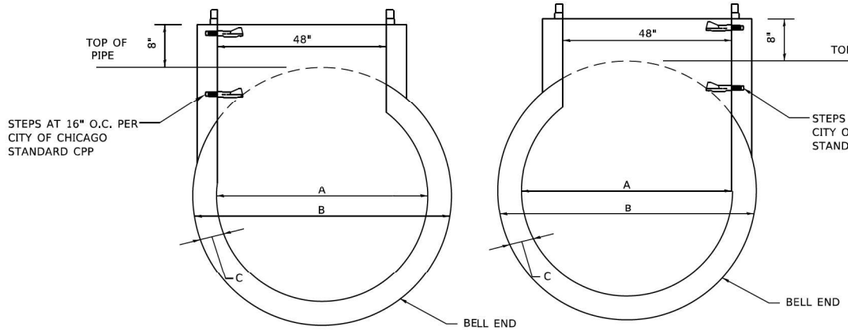


48" x 48" RCP BASE TEE

NOTES:

1. FOR LADDER DETAILS, SEE DETAIL SHEET A.24
2. FOR RISER DETAILS, SEE DETAIL SHEET A.7
3. ALL BASE TEES SHALL BE ASTM C76 CLASS V.
4. THE BASE TEE MUST BE COMPATIBLE WITH THE ADJOINING PIPE, AND GASKET JOINTS COMPLYING WITH ASTM C-76 AND C-443, RESPECTIVELY.
5. ALL PIPE AND FITTINGS 24 INCHES IN DIAMETER AND LARGER MUST BE CLASS III, IV AND V REINFORCED CONCRETE PIPE AS SPECIFIED IN THE SPECIFICATIONS FOR "REINFORCED CONCRETE CULVERT STORM DRAIN, AND SEWER PIPE." A.S.T.M. DESIGNATION C76, TABLE III, IV AND V, WALL B OR WALL C WITH CIRCULAR OR ELLIPTICAL REINFORCEMENT.

DIMENSIONS OF PRECAST MANHOLE BASE			
A	B	C	RUNGS
120"	142"	11"	6
108"	128"	10"	6
96"	114"	9"	5
84"	101½"	8¾"	4
78"	94½"	8¼"	4
72"	87½"	7¾"	4
66"	80½"	7¼"	3
60"	73½"	6¾"	3
54"	66½"	6¼"	3
48"	59½"	5¾"	3
42"	52½"	5¼"	3



STANDARD (LEFT) RISER **OPTIONAL (RIGHT) RISER**

≥ 54" x 48" RCP BASE TEE

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312.857.1006

USER NAME	= lcsM-dbstepw21$	DESIGNED	- DJB	REVISED	-
PLOT SCALE	= 40.0000 ' / in.	DRAWN	- DJB	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:28:18 PM	DATE	-	REVISED	-

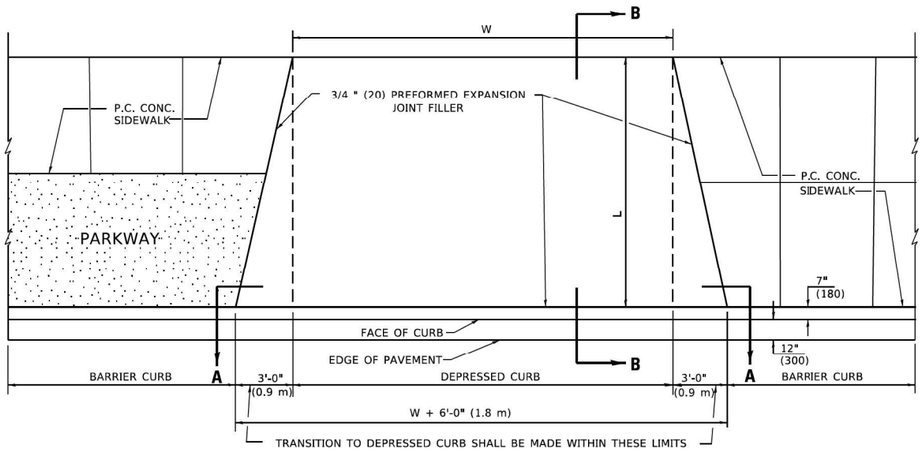
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO DRAINAGE DETAILS
TYPE "A" BASE TEE MANHOLE BASES 42" AND LARGER

SCALE: | SHEET NO. C-90 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	114
	BD-09	CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

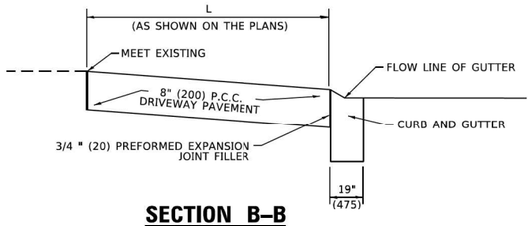
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PLAN VIEW

NOTES:

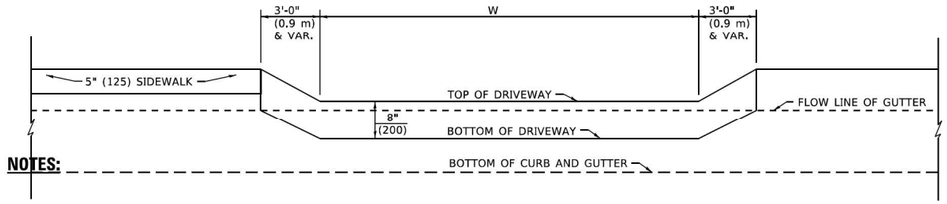
1. EXPANSION JOINTS SHALL BE CONSTRUCTED AS SHOWN ON THE DETAILS FOR P.C.C. SIDEWALK.
2. THE CURB BETWEEN ADJACENT DRIVEWAYS SHALL BE FULL HEIGHT FOR A DISTANCE OF AT LEAST FOUR 4 FEET (1.2 METERS).
3. P.C. CONCRETE DRIVEWAYS SHALL BE CONSTRUCTED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.



SECTION B–B

BASIS OF PAVEMENT

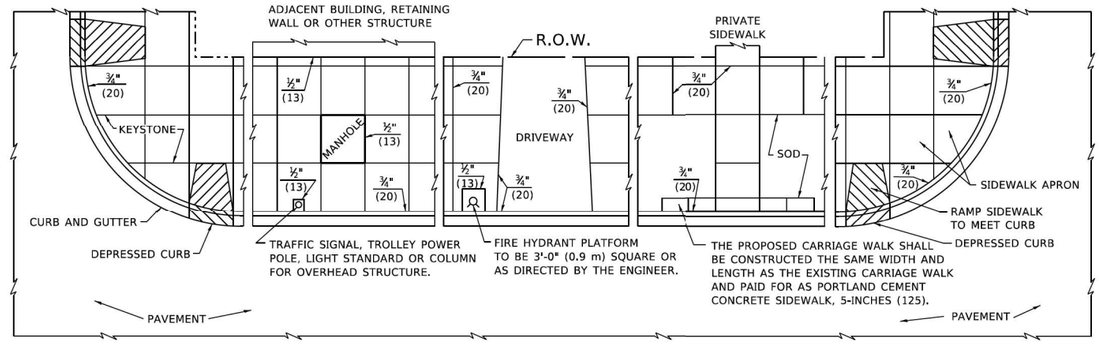
1. 3/4 " (20) PREFORMED EXPANSION JOINTS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN P.C.C. DRIVEWAY PAVEMENT 8" (200).
2. COMBINATION CONC. CURB AND GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE TRANSITION CURB AND GUTTER.

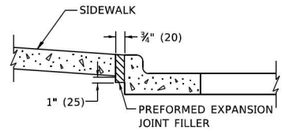


NOTES:

SECTION A–A

P.C.C. DRIVEWAY PAVEMENT DETAIL



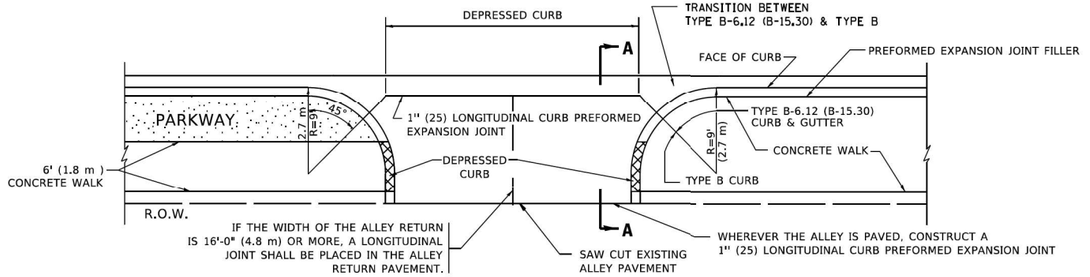


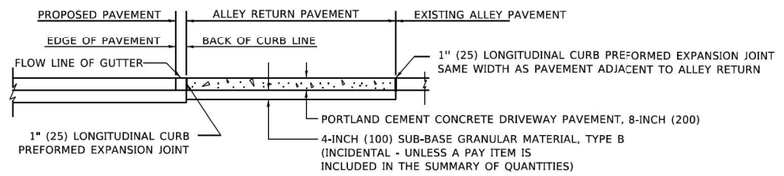
SLOPE FOR SIDEWALK
1" (25) IN 3'-0" (0.9 m) IN CHICAGO

NOTES:

1. ONE-HALF INCH THICK EXPANSION JOINTS SHALL BE PLACED BETWEEN THE SIDEWALK AND ALL STRYCTURES SUCH AS LIGHT STANDARDS, TRAFFIC LIGHT STANDARDS, MANHOLES, WHICH EXTEND THROUGH THE SIDEWALK.
2. 3/4" (20) THICK EXPANSION JOINTS SHALL BE PLACED AT INTERVALS OF NOT MORE THAN 100 FEET (30 METERS) IN THE SIDEWALK. WHERE THE SIDEWALK IS CONSTRUCTED ADJACENT TO PAVEMENT OR CURB HAVING EXPANSION JOINTS, THE EXPANSION JOINTS IN THE SIDEWALK SHALL BE PLACED OPPOSITE THE EXISTING EXPANSION JOINTS AS NEARLY AS PRACTICABLE. EXPANSION JOINTS SHALL ALSO BE PLACED WHERE THE SIDEWALK ABUTS EXISTING SIDEWALKS, BETWEEN DRIVEWAY PAVEMENT AND SIDEWALK, AND BETWEEN SIDEWALK AND CURBS WHERE THE SIDEWALK ABUTS THE CURB.

PORTLAND CEMENT CONCRETE SIDEWALK DETAILS





SECTION A–A

BASIS OF PAVEMENT

1. SUB-BASE GRANULAR MATERIAL TYPE B SHALL BE PAID FOR SEPERATELY.
2. NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE GUTTER FLARE.

ALLEY RETURN DETAIL

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

DBS | DB STERLIN CONSULTANTS, INC., 123 N. Wacker Drive, Suite 2000, Chicago, Illinois 60606, 312.857.1006

USER NAME	= icsM-dbstepw21$	DESIGNED	- DJB	REVISED	-
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PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
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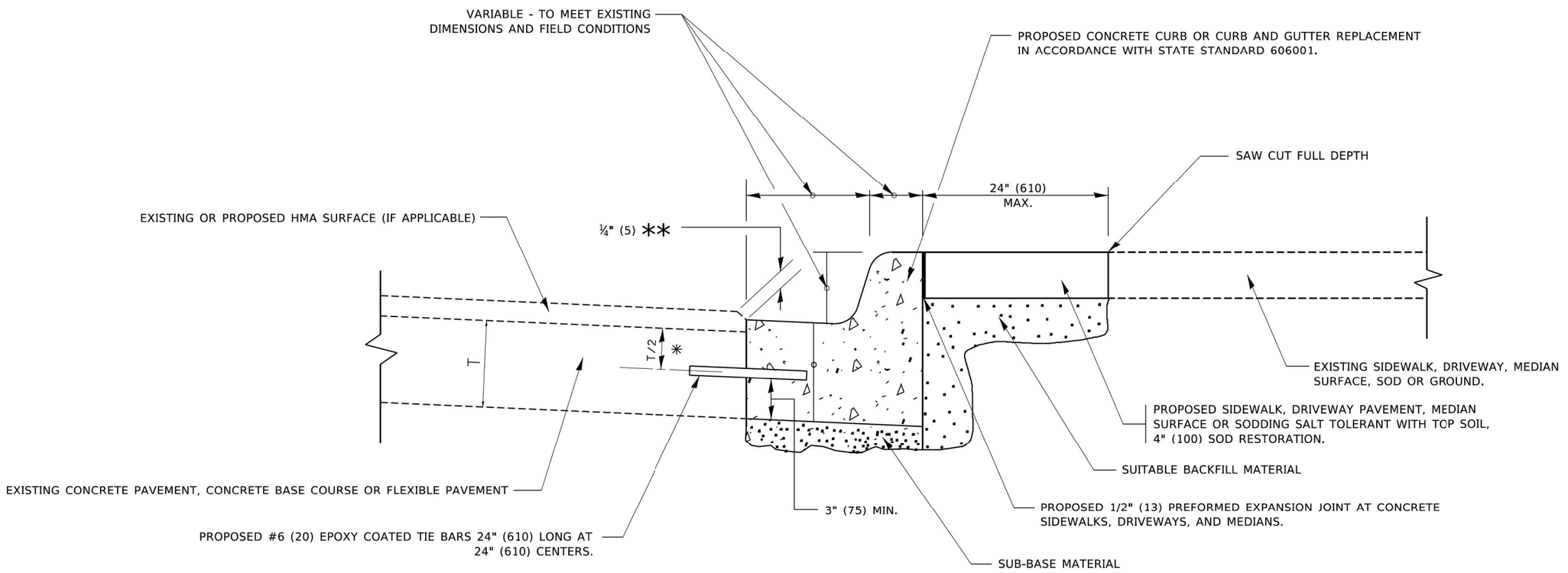
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DETAILS FOR P.C. CONCRETE DRIVEWAY, ALLEY RETURN AND SIDEWALK

SCALE: | SHEET NO. C-91 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	115
	BD-17	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

FILE NAME: \\icsM-dbstepw21\ICS_pdf_work_dir\83415424_1810162K62-sht-BDOT D1 Details6.dgn



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

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME: \\cs\K-dbstepw21\ICS_pdf_work_dir\93415424_165\D162K62ksh-HD01 D1 Details7.dgn

DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
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PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:44:05 PM	DATE	-	REVISED	-

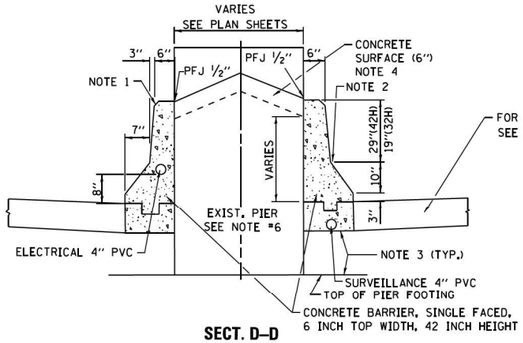
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: | SHEET NO. C-92 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

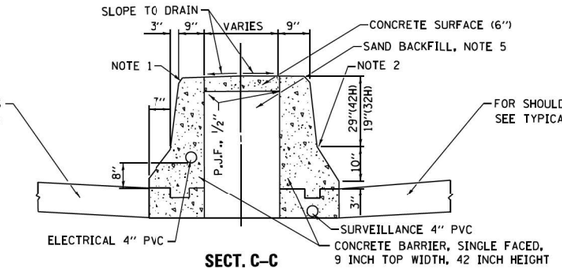
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	BD-24	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

TANGENT CONDITION



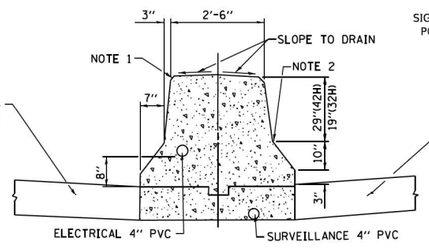
SECT. D–D

CONCRETE BARRIER



SECT. C–C

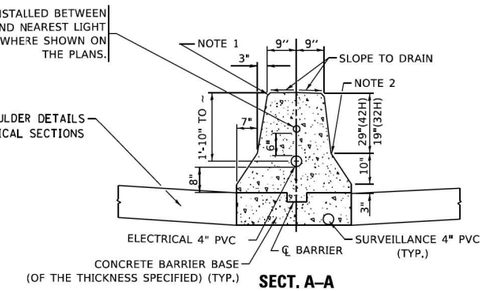
CONCRETE BARRIER



SECT. B–B

CONCRETE BARRIER

CONCRETE BARRIER, DOUBLE FACED
18 INCH VARIABLE TOP WIDTH
42 INCH HEIGHT

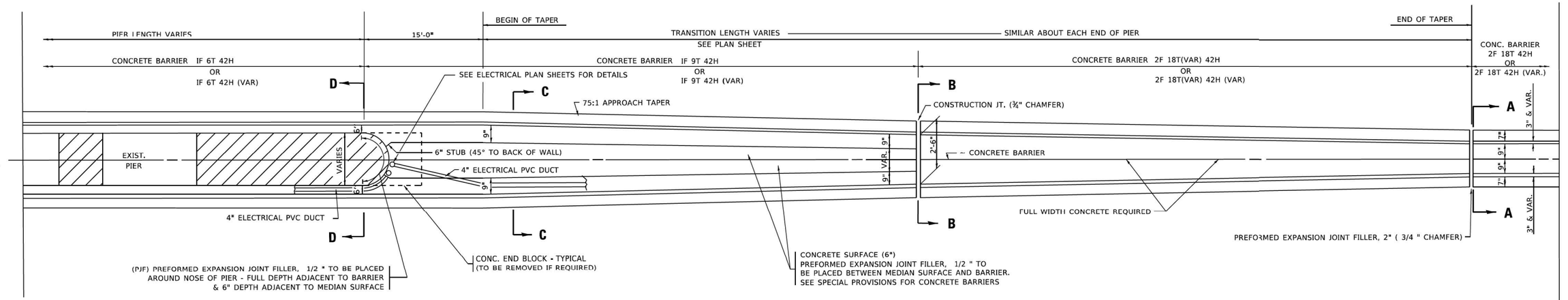


SECT. A–A

CONCRETE BARRIER

CONCRETE BARRIER, DOUBLE FACE,
18 INCH TOP WIDTH,
42 INCH HEIGHT

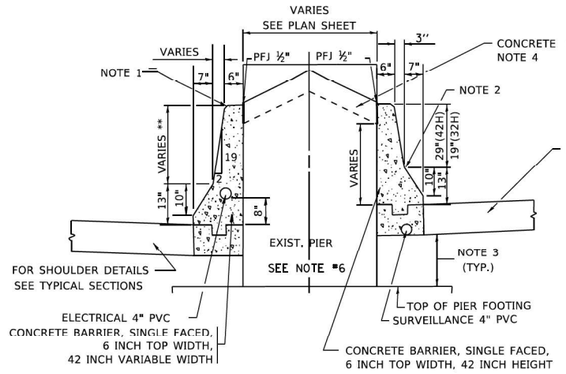
PLAN VIEW OF
CONCRETE BARRIER TRANSITION



(SUPER ELEVATION CONDITION)

SECT. D–D

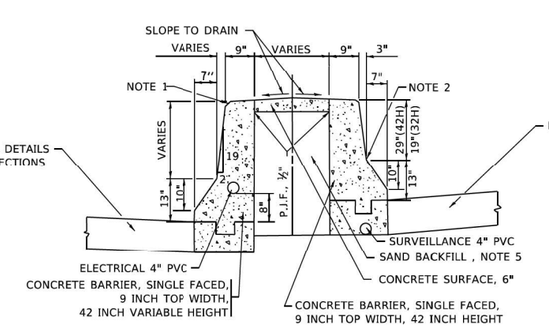
CONCRETE BARRIER



AROUND NOSE OF PIER - FULL DEPTH ADJACENT TO BARRIER
& 6" DEPTH ADJACENT TO MEDIAN SURFACE

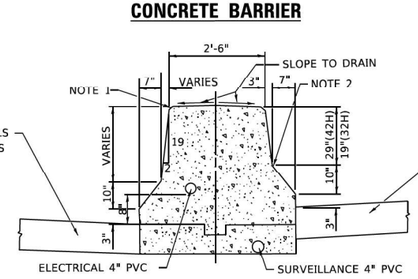
SECT.C–C

CONCRETE BARRIER



SECT. B–B

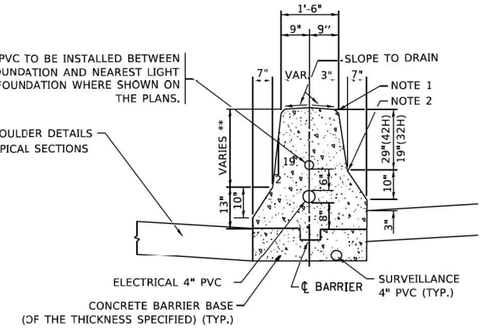
CONCRETE BARRIER



CONCRETE BARRIER, DOUBLE FACE,
18 INCH VARIABLE TOP WIDTH,
42 INCH VARIABLE HEIGHT

SECT. A–A

CONCRETE BARRIER



CONCRETE BARRIER, DOUBLE FACE,
18 INCH TOP WIDTH,
42 INCH VARIABLE HEIGHT

GENERAL NOTES

1. FOR UNDERDRAIN DETAILS SEE TYPICAL SECTIONS.
2. FOR KEYWAY (F) DIMENSIONS, SEE TYPICAL SECTIONS.
3. IF USING JOINTED CONCRETE BARRIER BASE, CONTRACTORS WILL HAVE THE OPTION OF USING A KEYWAY OR #____TIE BARS AT____O.C.
4. MAINTAIN SLOPE OF FACE AS SHOWN ON DETAIL. HEIGHT AND WIDTH OF BARRIER INCREASE WHERE A DIFFERENCE IN MEDIAN EDGE-OF-PAVEMENT GRADE ELEVATION EXISTS.

NOTES:

1. 3/4 " CHAMFER OR 1" RADIUS (OPTIONAL)
2. 10" RADIUS (OPTIONAL)
3. EXTEND BOTTOM OF BARRIER TO FOOTING ONLY WHEN DEPTH IS 6" OR LESS, OTHERWISE MAINTAIN SAME DEPTH AS BOTTOM OF SHOULDER
4. PIER FILLER MATERIAL TO BE CONCRETE IF MINIMUM 6" THICKNESS WILL BE MAINTAINED. IF 6" THICKNESS CANNOT BE MAINTAINED USE ASPHALT FILLER MATERIAL AS DIRECTED BY THE ENGINEER.
5. SAND BACKFILL AND CONCRETE SURFACE WILL BE REQUIRED. FILLING WITH CONCRETE WILL NOT BE ALLOWED.
6. IF PIER IS NEW CONSTRUCTION BARRIER WALL MAY BE MONOLITHIC

BASIS OF PAYMENT

1. COST OF SAND BACKFILL, CONCRETE SURFACE (6"), AND PIER FILLER MATERIAL WILL BE PAID FOR SEPERATELY.
2. PREFORMED JOINT FILLER SHALL BE INCLUDED IN THE UNIT COST FOR THE CONCRETE BARRIER OF THE TYPE INVOLVED.
3. CONCRETE BARRIER BASE PAY ITEM IS TO BE INCLUDED IF THE BARRIER IS CONSTRUCTED MONOLITHIC OR JOINTED TO BASE. #____TIE BARS AT____ O.C.
4. REMOVAL OF CONCRETE BLOCK SHALL BE INCLUDED IN THE UNIT COST OF CONCRETE BARRIER.

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USER NAME	= icsM-dbstepw21$	DESIGNED	- DJB	REVISED	-
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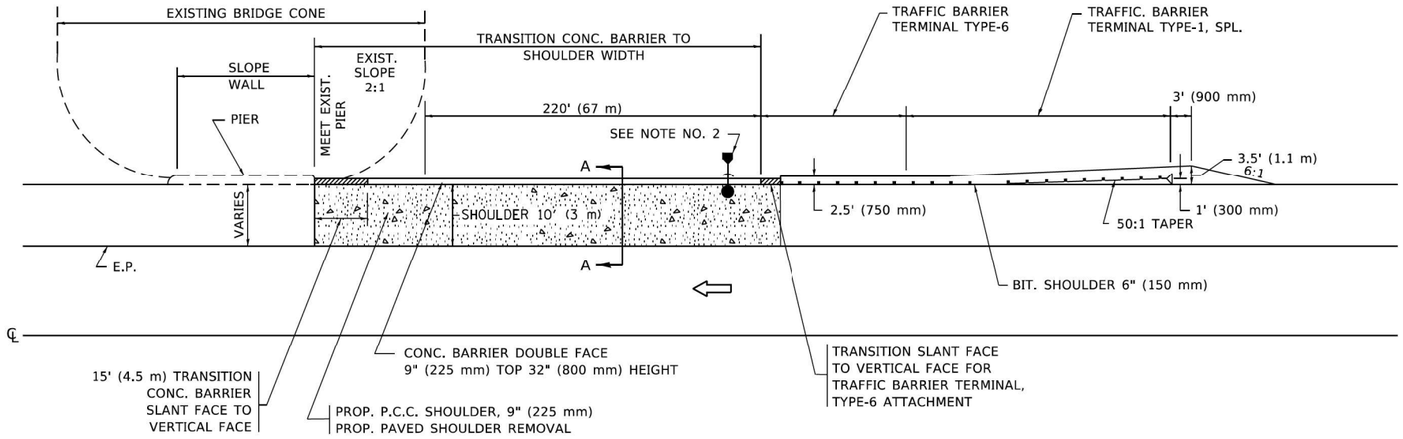
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER TRANSITION &
GENERAL DETAILS, CONCRETE BARRIER BASE

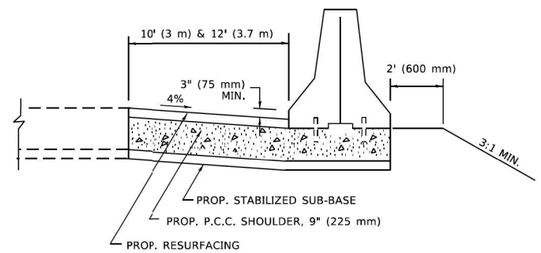
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BD-27		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

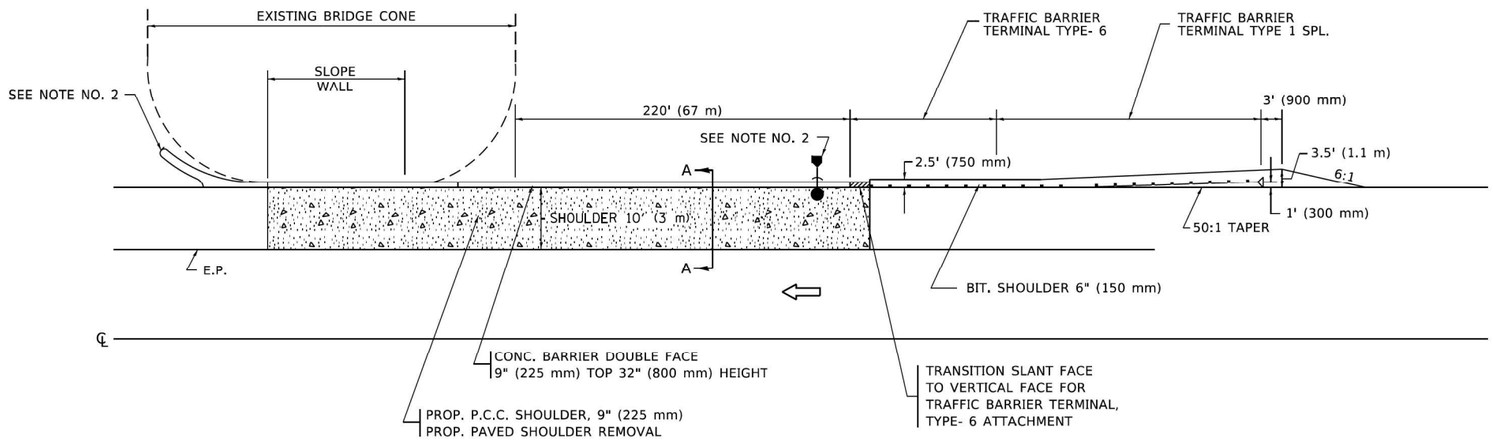
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CONC. BARRIER ADJACENT TO SLOPE WALL WITH PIER (DITCH SECTION)



SECTION A–A



CONC. BARRIER ADJACENT TO SLOPE WALL WITHOUT PIER (DITCH SECTION)

GENERAL NOTES:

1. SEE STATE STANDARD 630201 FOR STABILIZATION FOR GUARDRAIL.

*2. THE GUTTER OUTLET AND CATCH BASIN LOCATION IS DEPENDENT ON DIRECTION OF FLOW.

3. USE CONC. BARRIER SINGLE FACE IF CLEARANCE BETWEEN PIER AND SHOULDER IS LESS THAN 27'' (685 mm).

4. SEE STATE STANDARD 637001 FOR CONCRETE BARRIER.

* CATCH BASIN TYPE C, TYPE 24 FRAME AND GRATE
  STORM SEWERS, 12'' (300 mm)
  END SECTIONS, 12'' (300 mm)

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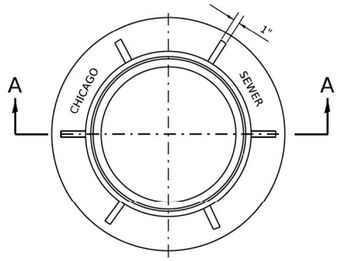
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

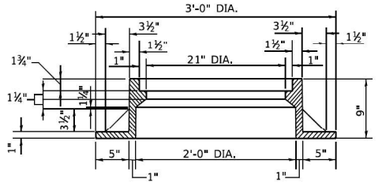
CONCRETE BARRIER PIER AND SLOPE WALL PROTECTION DETAIL

SCALE: | SHEET NO. C-94 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	BD-29	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			



PLAN

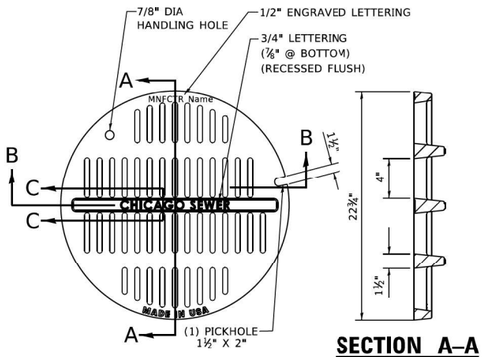


SECTION A–A

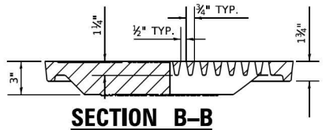
NOTE: METAL PLATES MUST BE FURNISHED FOR PERFORATED LIDS ON MANHOLES.

HEAVYWEIGHT MANHOLE FRAME

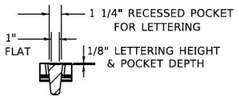
MATERIAL: CAST IRON



SECTION A–A



SECTION B–B



SECTION C–C

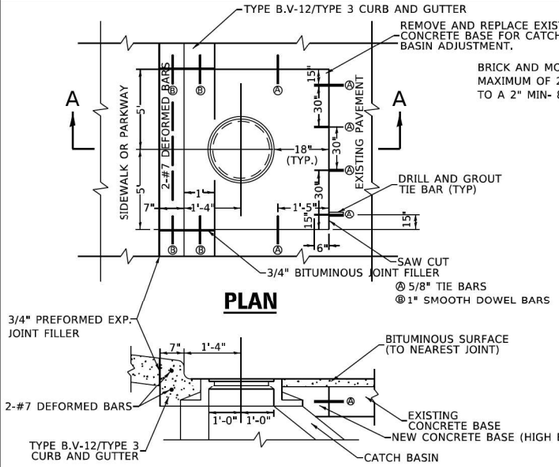
MATERIALS
GRATE-GRAY IRON
ASTM A48 CL35B

DESIGN LOAD
HEAVY DUTY

COATING
UNDIPPED

OPEN AREA
85.6 SQ. IN.

STANDARD CB / MH LID



PLAN

SECTION A–A

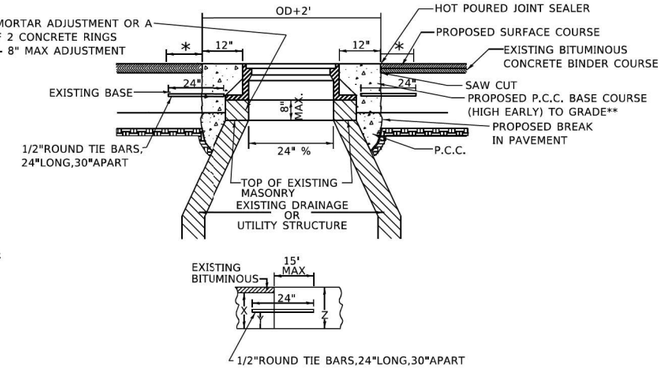
NOTES:

IF THE ADJUSTMENT EXCEEDS AN 8" HEIGHT, THE CONE MUST BE REMOVED AND THE BARREL SECTION MUST BE ADJUSTED.

THE CONTRACTOR IS REQUIRED TO REPLACE ANY BROKEN FRAMES AND LIDS OF SEWER STRUCTURES WITH STANDARD FRAMES AND LIDS OF THE DWM. IN ADJUSTMENT OR RECONSTRUCTION OF SEWER STRUCTURES, ANY NON-STANDARD FRAMES AND LIDS MUST BE REPLACED WITH STANDARD FRAMES AND LIDS. IN ADJUSTMENT OR RECONSTRUCTION OF INLETS, ANY NON-STANDARD INLETS (GUTTER BOXES) MUST BE REPLACED WITH DWM STANDARD INLETS.

THE FRAMES AND LIDS OF SEWER STRUCTURES TO BE ABANDONED, REMOVED, OR FILLED MUST BE SALVAGED AND THE DWM NOTIFIED FOR PICK UP.

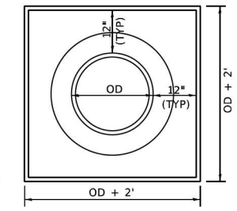
MANHOLES, CATCH BASINS AND INLETS MUST BE PROTECTED FROM THE ENTRY OF ASPHALT/DEBRIS INTO THE SEWER SYSTEM DURING CONSTRUCTION. THE CONTRACTOR MUST MARK LOCATIONS OF ALL SEWER STRUCTURES ON THE SIDEWALK BEFORE STARTING PAVEMENT REMOVAL/REPLACEMENT. ADJUSTMENT OF FRAMES AND LIDS OF SEWER STRUCTURES MUST BE COMPLETED PRIOR TO STREET RESURFACING.



SEE CONSTRUCTION DETAILS (FOR MISCELLANEOUS STRUCTURES)
X = THICKNESS OF PAVEMENT
Y = ONE HALF THE THICKNESS OF CONCRETE PAVEMENT OR CONCRETE BASE.
Z = 10" OR THICKNESS OF PROPOSED PAVEMENT - WHICHEVER IS GREATER

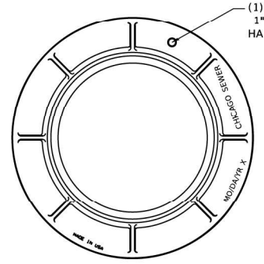
∗REFER TO CDOT FOR ASPHAULT RESTORATION ΞWQUIRE MENRS & CRACK SEAL.

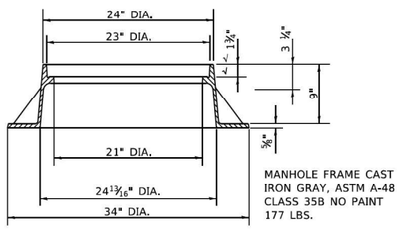
∗∗ON NON-MORATORIUM STREETS, FULL DEPTH. PCC BASE COURSE MAY BE UTILIZED. ON MORATORIUM STREETS, PAVEMENT RESTORATION SHALL ADORE TO CDOT REQUIREDMWNTS.



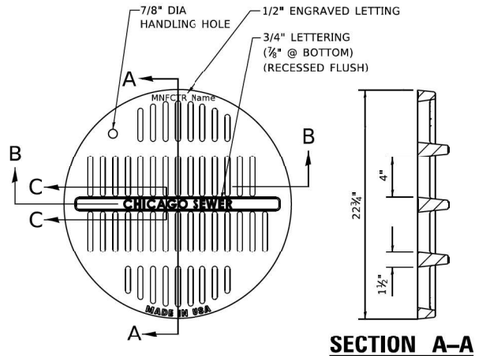
PLAN VIEW
(BASE TO GRADE)

DETAIL OF FRAME ADJUSTMENT

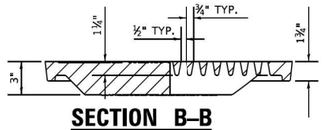




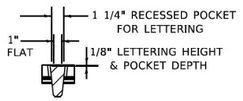
LIGHTWEIGHT MANHOLE FRAME



SECTION A–A



SECTION B–B



SECTION C–C

ADA COMPLIANT CATCH BASIN / MANHOLE LID

NOTE:
NOT TO BE USED WITHOUT
PRIOR APPROVAL OF CDWM

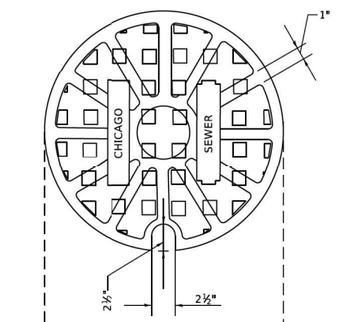
MATERIALS
GRATE-GRAY IRON
ASTM A48 CL35B

DESIGN LOAD
HEAVY DUTY

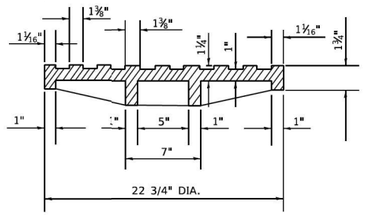
COATING
UNDIPPED

OPEN AREA
85.6 SQ. IN.

SOLID LID FOR MANHOLES

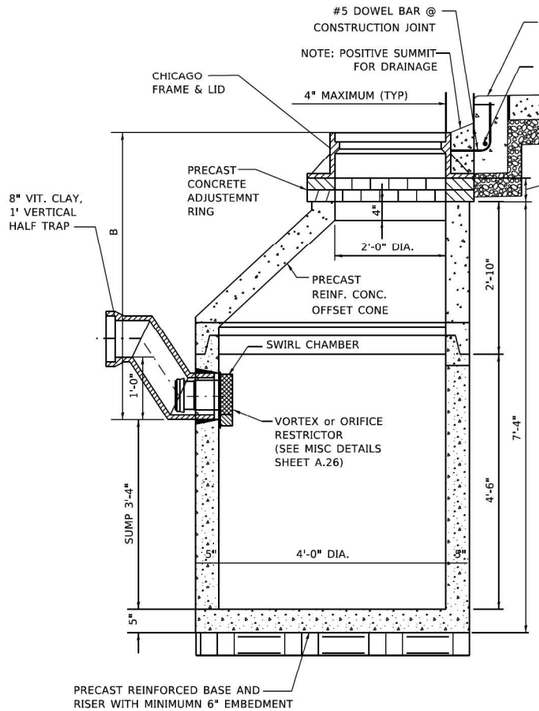


PLAN

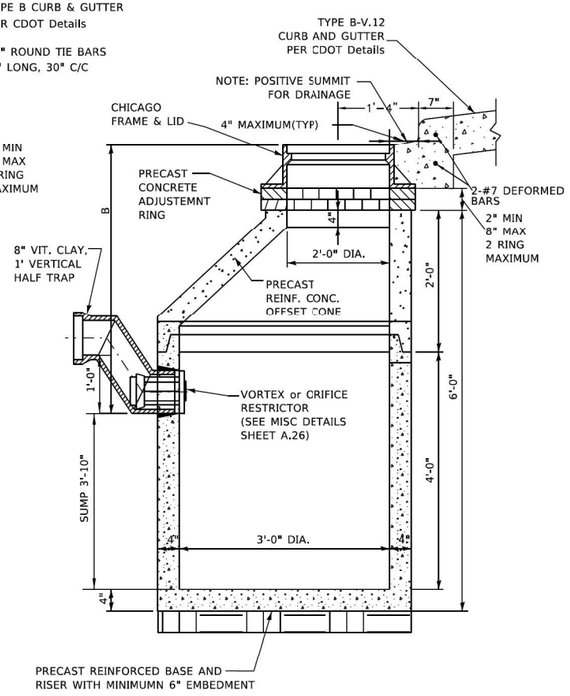


SECTION

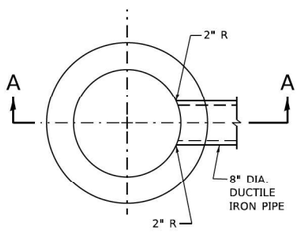
STANDARD DRAINAGE STRUCTURES FOR PUBLIC STREETS



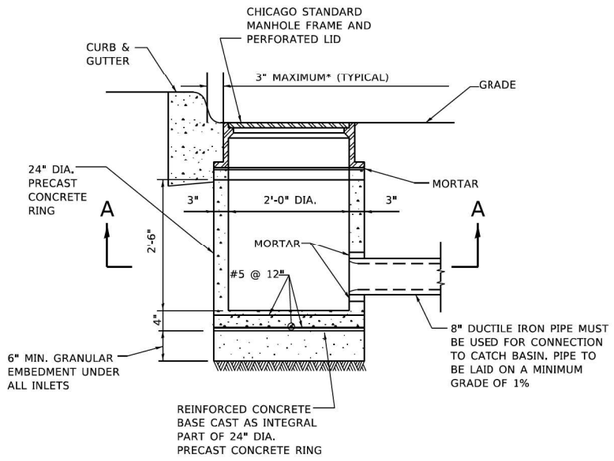
STANDARD CATCH BASIN–4' DIA.



STANDARD CATCH BASIN–3' DIA.

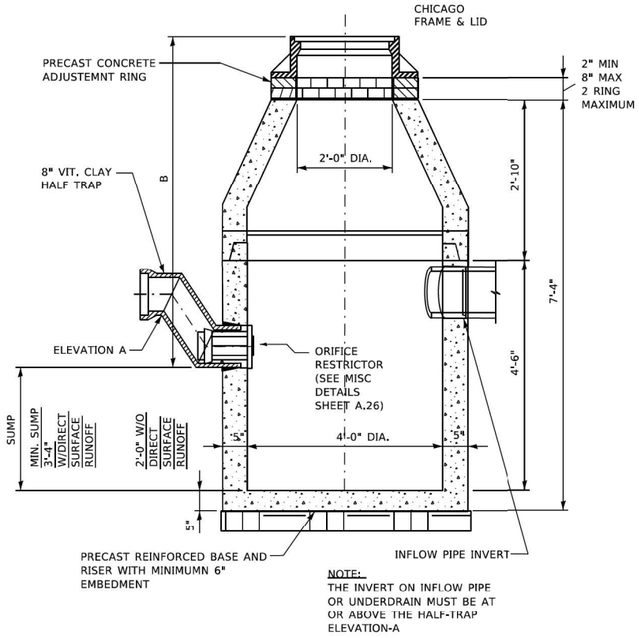


PLAN
(FRAME & LID NOT SHOWN)



STANDARD INLET–2' DIA.

STANDARD DRAINAGE STRUCTURES FOR PUBLIC ALLEYS



NOTE:
THE INVERT ON INFLOW PIPE OR UNDERDRAIN MUST BE AT OR ABOVE THE HALF-TRAP ELEVATION-A

CATCH BASIN–ORIFICE RESTRICTOR

N.T.S.

GENERAL NOTES:

1. CATCH BASIN TO CATCH BASIN CONNECTIONS ARE ALLOWED IN PRIVATE SITES & ALLEYS. ONLY THE DOWNSTREAM CATCH BASIN IS REQUIRED TO HAVE A HALF-TRAP.

2. IF B < 4 FEET, THEN USE A FLAT TOP SLAB CATCH BASIN AS NECESSARY.

3. FOR TRENCH BACKFILL, REFER TO IDOT SSRBC, ARTICLE 1003.04.

4. FOR GRANULAR EMBEDMENT, USE CA-11, CRUSHED GRAVEL, CRUSHED STONE, OR CRUSHED CONCRETE.

5. FOR STABILIZATION STONE, 12" OF CA-1 STONE IS ONLY REQUIRED WHEN UNSTABLE MATERIAL IS ENCOUNTERED AT TRENCH BOTTOM.

6. INLETS AND 3' DIAMETER CATCH BASINS ARE TO BE USED ONLY WITH PRIOR APPROVAL OF THE DEPT OF WATER MANAGEMENT- ENGINEERING SERVICES, SEWER SECTION, AND THE DEPT. OF BUILDINGS STORMWATER REVIEWER.

7. IF COVER OVER VCP IS LESS THAN 3', USE 45 DEGREE DIP BENDS WITH 1 FOOT DROP AS HALF TRAPS AS NEEDED FOR IEPA CLEARANCE REQUIREMENTS

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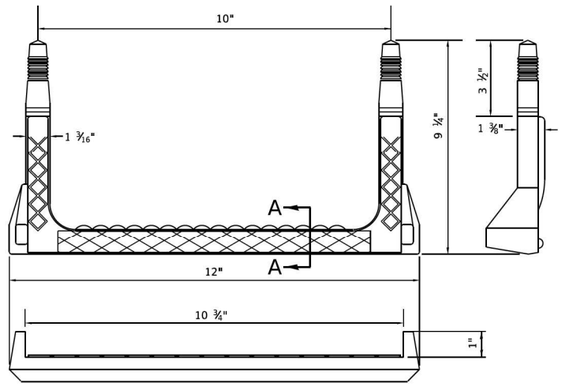
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DRAINAGE STRUCTURE DETAILS

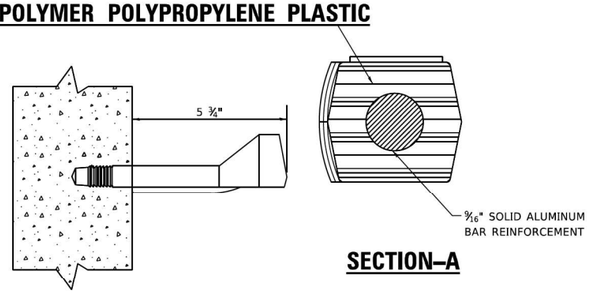
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	120
	BD-47	CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

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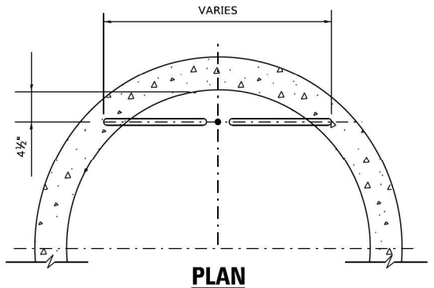
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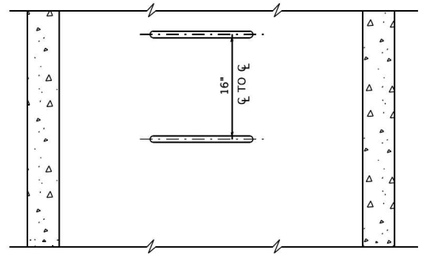
SECTION–A

RECTANGULAR STEP LADDER RUNG

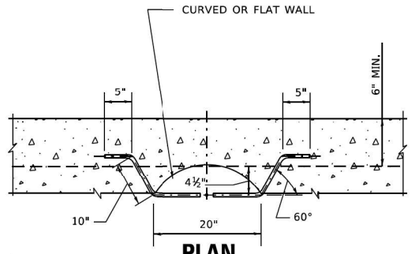
FOR USE ONLY IN 48" DIAMETER
AND LARGER MANHOLES.



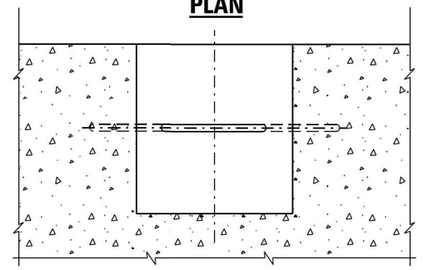
PLAN



ELEVATION TYPE X RISER



PLAN



ELEVATION TYPE Y BASE

NOTES:

1. VERTICAL SPACING = 16" O.C., ON VERTICAL WALL ONLY.
2. STEPS SHALL MEET THE REQUIREMENTS OF ASTM C478 IN ADDITION TO A HORIZONTAL PULL-OUT LOAD OF 1000 LBS. WHEN INSTALLED.
3. ALL STEPS SHALL BE VERTICALLY ALIGNED IN A STRAIGHT LINE.
4. MINIMUM CONCRETE STRENGTH MUST BE 3000 PSI
5. HOLES- PREFORMED/DRILLED
   A. HOLES MUST BE PARALLEL
   B. HOLES MUST BE 10" CENTERED, 1" DIAMETER
   C. MINIMUM DEPTH- 3 1/2" TO 3 3/4"

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Chicago, Illinois 60606
312.857.1006

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

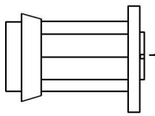
CITY OF CHICAGO
LADDER RUNGS

SCALE: | SHEET NO. C-97 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

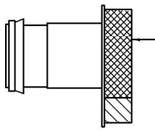
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	ILLINOIS	FED. AID PROJECT		

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DRAINAGE STRUCTURES
RESTRICTORS



INSERT THE RESTRICTOR INTO THE HALF-TRAP. UPON TIGHTENING OF THE CENTER NUT ON THE FACE OF THE RESTRICTOR, THE RUBBER O-RINGS WILL EXPAND INSIDE THE HALF TRAP, PROVIDING A WATER- TIGHT SEAL. PULL ON RESTRICTOR TO VERIFY THAT A TIGHT FIT IS MADE.



PULL ON RESTRICTOR TO VERIFY THAT A TIGHT FIT IS MADE.

INSERT THE RESTRICTOR WITH THE OPENING DOWN. UPON TIGHTENING OF THE 2 BOLTS ON THE FACE OF THE RESTRICTOR, THE RUBBER O-RINGS WILL PROVIDE A WATER-TIGHT SEAL.

GENERAL NOTES:

1. CATCH BASIN TO CATCH BASIN CONNECTIONS ARE ALLOWED IN PRIVATE SITES & ALLEYS. ONLY THE DOWNSTREAM CATCH BASIN IS REQUIRED TO HAVE A HALF-TRAP.

2. IF B < 4 FEET, THEN USE A DUCTILE IRON PIPE HALF TRAP AND FLAT TOP SLAB CATCH BASIN AS NECESSARY.

3. INLETS AND 3' DIAMETER CATCH BASINS ARE TO BE USED ONLY WITH PRIOR APPROVAL OF DWM FIELD INSPECTOR.

RESTRICTOR NOTES:

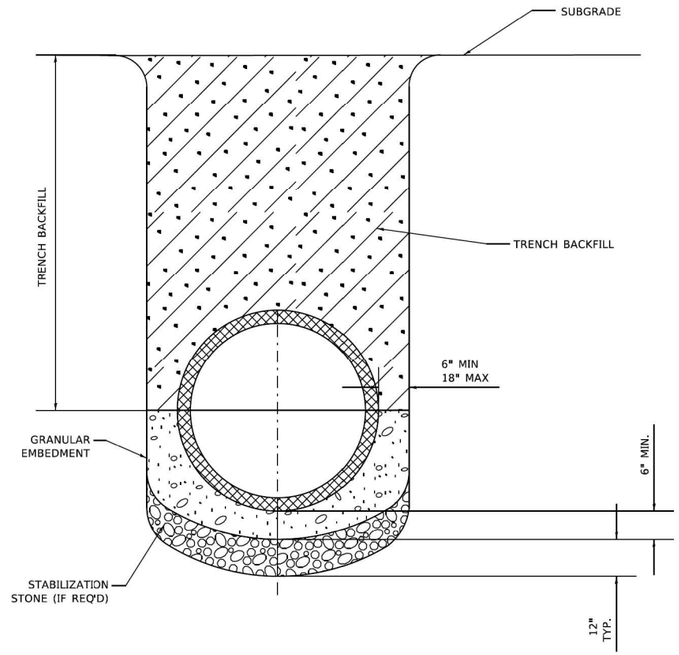
THE DWM'S RAIN BLOCKER RESTRICTOR PROGRAM MUST BE MAINTAINED WITH ANY ROADWAY IMPROVEMENT.

THE DESIGN OF ANY ROADWAY IMPROVEMENT MUST CONSIDER LIMITING THE NUMBER OF CATCH BASINS TO THE EXTENT PRACTICAL. THE NUMBER OF EXISTING STRUCTURES SHOULD NOT BE INCREASED.

THE RESTRICTORS CAN BE OBTAINED FROM DWM CENTRAL DISTRICT AT 3901 S. ASHLAND AVE. THE CONTRACTOR SHOULD ARRANGE FOR PICK UP BY CONTACTING 312-747-8736 (7AM TO 3PM, M-F). CONTRACTOR MUST CALL 48 HOURS IN ADVANCE OF PICK UP DATE AND TIME.

FLOW RESTRICTORS MUST BE INSTALLED IN ALL CATCH BASINS OUTSIDE OF THE CENTRAL BUSINESS DISTRICT(LIMITS: NORTH AVE, CERMAK AVE, HALSTED AVE, LAKE MICHIGAN). RESTRICTORS MUST NOT BE INSTALLED IN CATCH BASINS IN CLOSE PROXIMITY TO VIADUCT AREAS, BUS STOPS, OR EMERGENCY ENTRANCES. THE DWM MUST APPROVE THE NON-INSTALLATION OR REMOVAL OF ANY RESTRICTOR. REQUIREMENTS FOR RESTRICTOR INSTALLATION ARE AS FOLLOWS:

*ARTERIAL STREETS: 3-INCH ORIFICE RESTRICTOR
*BUS ROUTES: 3-INCH ORIFICE RESTRICTOR
*RESIDENTIAL STREETS: 3-INCH VORTEX RESTRICTOR
*ALLEYS: 3-INCH ORIFICE RESTRICTOR IN THE LAST CB.
*CLOSED LIDS ARE REQUIRED ON ALL MANHOLES EXCEPT AT INTERSECTIONS WHERE A PERFORATED LID SHALL BE USED.



NOTE:
1. FOR TRENCH BACKFILL, REFER TO IDOT SSRBC, ARTICLE 1003.04.

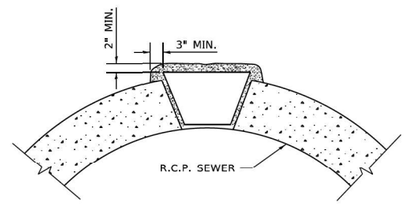
2. FOR GRANULAR EMBEDMENT, USE CA-11, CRUSHED GRAVEL, CRUSHED STONE, OR CRUSHED CONCRETE.

3. FOR STABILIZATION STONE, 12" OF CA-1 STONE IS ONLY REQUIRED WHEN UNSTABLE MATERIAL IS ENCOUNTERED AT TRENCH BOTTOM.

4. AGGREGATE PLACED FOR TEMPORARY SURFACE RESTORATION WILL NOT BE PAID SEPARATELY AND SHALL BE INCIDENTAL TO THE CONTRACT.

SEWER TRENCH DETAIL

NOTE:
PLUG TO BE COATED WITH MORTAR AND DRIVEN INTO PLACE WITH A WOODEN MALLET AND THEN SEALED WITH MORTAR.



LIFTING HOLE PLUG DETAIL FOR CONCRETE PIPE

NOTE:
1. ALL PLUG MATERIALS MUST COMPLY WITH 1042.16 OF THE IDOT SSRBC.

2. LIFT HOLES ON COMBINED SEWERS ARE PROHIBITED WHEN THE WATER TABLE IS WITHIN 2 FEET OF THE PIPE INVERT, OR IF THE PIPE IS FULLY SUBMERGED UNDER NORMAL CONDITIONS.

FILE NAME: \\cs1\dbstepw21\IC5_pdf_work_dir\9345424_171\D162K62\sht\IDOT D1 Details 3.dgn

DBS | DB STERLIN CONSULTANTS, INC. 123 N. Wacker Drive, Suite 2000 Chicago, Illinois 60606 312.857.1006

USER NAME	= lcsM-dbstepw21$	DESIGNED	- DJB	REVISED	-
PLOT SCALE	= 40.0000 ' / in.	DRAWN	- DJB	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:50:47 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
MISCELLANEOUS DETAILS

SCALE: | SHEET NO. C-98 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	122
	BD-47	CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FRAME EXTENSION INTO PAVEMENT	INNER HOOP REINFORCEMENT DIAMETER	SEMI CIRCULAR FORM DIAMETER	OUTER HOOP REINFORCEMENT DIAMETER
UP TO 8" (200)	3'-6" (1.1 m)	4'-0" (1.2 m)	5'-0" (1.5 m)
> 8" (200) TO 14" (360)	4'-0" (1.2 m)	4'-6" (1.4 m)	5'-0" (1.5 m)

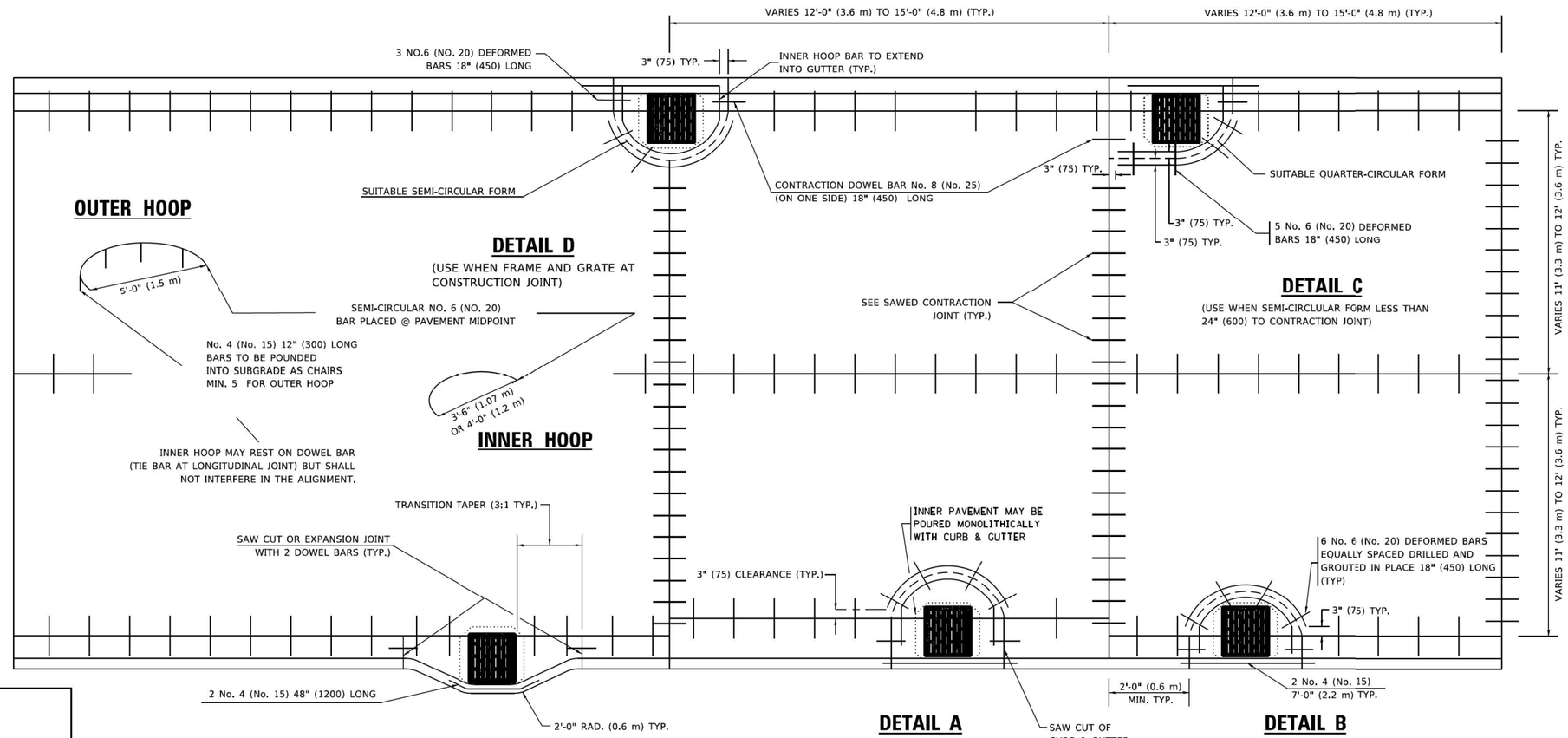
GENERAL NOTES

1. TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT, EDGE OF CIRCULAR JOINT SHALL BE MINIMUM 12" (300) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
2. SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS.
3. ALL REINFORCED BARS SHALL BE EPOXY COATED.
4. DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 2" (50) CLEARANCE.
5. WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON SHRINK GROUT.
6. HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION.
7. CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED.
8. CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT.

BASIS OF PAYMENT

1. THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.

DESIGNER NOTE
THIS DETAIL IS TO BE USED WHEN THE GUTTER FLAG IS LESS THAN 24"



LEGEND

..... CASTING

– – – – – – SUITABLE SEMI-CIRCULAR FORM

TRANSITION CURB & AND GUTTER INTO PARKWAY (PREFERRED BECAUSE PAVING OF MAINLINE NOT AFFECTED.)

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

FILE NAME: \\cskl-dbstepw21\ICS_prf_work_dir\9345424_172\D 62K62x-sht-IDOT D1 Details-1.dgn

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123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

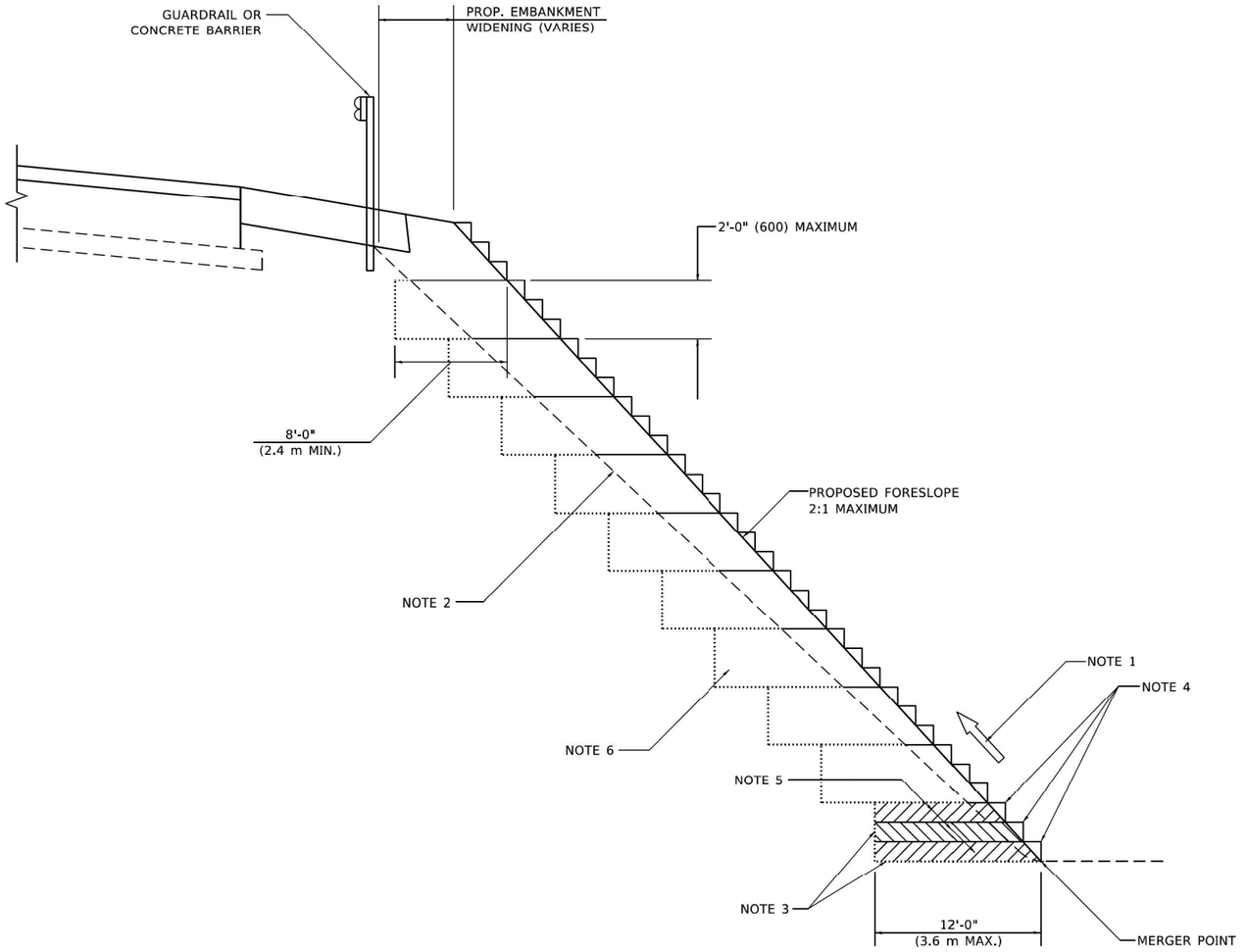
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PLOT TIME	= 9:49:12 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER

SCALE: | SHEET NO. C-99 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	123
	BD-48	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			



TYPICAL BENCHING DETAIL FOR EMBANKMENT

GENERAL NOTES

1. CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
2. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
3. BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
4. TRIM TO FINAL SLOPE.
5. EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.

BASIS OF PAYMENT

1. EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

DB STERLIN CONSULTANTS, INC.
153 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME = lcsM-dbstepw21$	DESIGNED - DJB	REVISED -	
PLOT SCALE = 40.0000 ' / in.	DRAWN - DJB	REVISED -	
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PLOT TIME = 9:51:13 PM	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

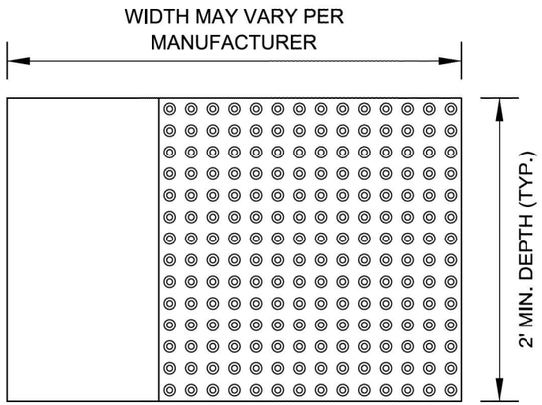
BENCHING DETAIL FOR EMBANKMENT WIDENING

SCALE: | SHEET NO. C-100 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

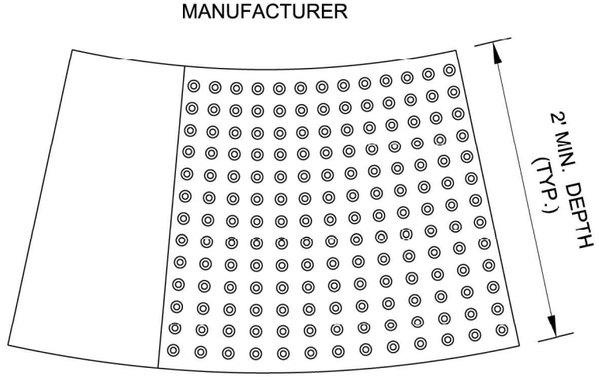
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290	2019-189-BR	COOK	250	124
	BD-51	CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

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STRAIGHT DETECTABLE WARNING UNITS



RADIAL DETECTABLE WARNING UNITS

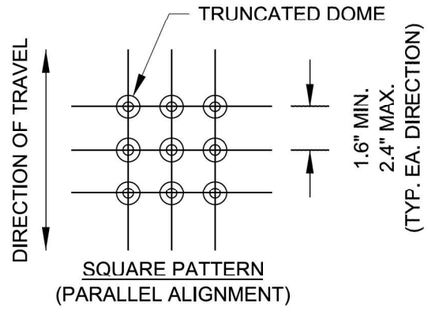


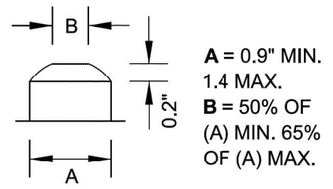
DETECTABLE WARNING UNIT SIZES

- VERIFY ALL DIMENSIONS WITH THE PRODUCT MANUFACTURER.

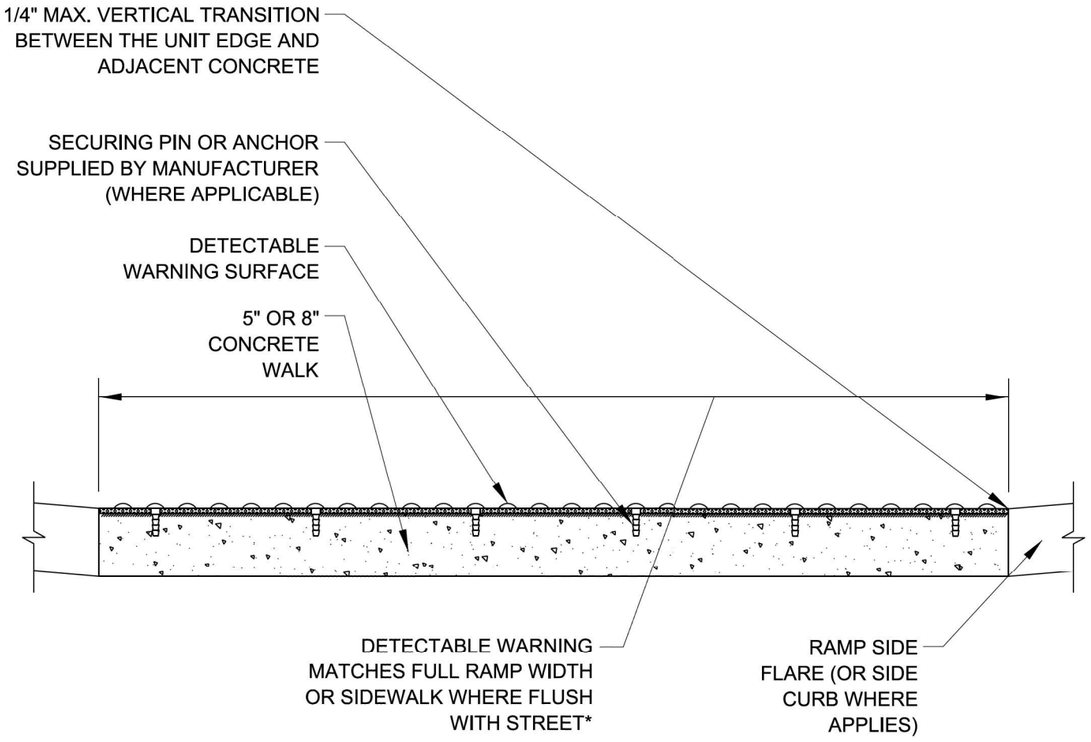
- IF USING RADIAL UNITS, VERIFY THAT THE CURB RADIUS MATCHES AVAILABLE UNIT RADII WITH THE PRODUCT MANUFACTURER.

GENERAL NOTE:
THE ROWS OF DOMES IN THE DETECTABLE WARNING MATERIAL MUST BE ALIGNED WITH THE PATH OF WHEELCHAIR TRAVEL WHICH IS REQUIRED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BOTTOM OF THE RAMP TO PERMIT TRACKING BETWEEN DOME ROWS. ON BLENDED TRANSITIONS OR FLUSH TRANSITIONS, WHERE RADIAL UNITS ARE SITUATED ABOUT THE CURB RADIUS, DOME ORIENTATION IS NOT SIGNIFICANT.





UNIT PATTERN & DOME DETAIL



*A BORDER OF 2 INCHES OR LESS AROUND THE DETECTABLE WARNING SURFACE IS ACCEPTABLE IF REQUIRED FOR PROPER INSTALLATION OF THE DETECTABLE WARNING SURFACE PRODUCT

DETECTABLE WARNING UNIT SECTION

DBS | DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

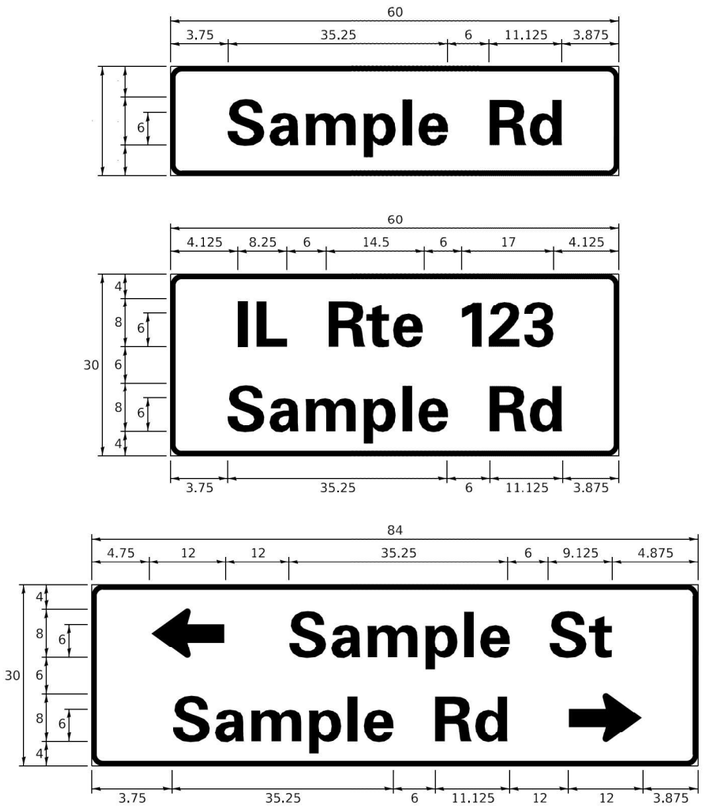
CITY OF CHICAGO
DETECTABLE WARNINGS

SCALE: | SHEET NO. C-101 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	125
	BD-58	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

FILE NAME: \\icsM-dbstepw21\ICS_pdf_work_dir\93245424_17AD192602ca-sh-IDOT D1 Details f5.dgn

SIGN PANEL – TYPE 1 OR TYPE 2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D OR C	-	1 OR 2	ZZ	-

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

NAME	ABBREVATION	WIDTH (INCH)	
		SERIES "C"	SERIES "D"
AVENUE	Ave	15.000	18.250
BOULEVARD	Blvd	17.125	20.000
CIRCLE	Cir	11.125	13.000
COURT	Ct	8.250	9.625
DRIVE	Dr	8.625	10.125
HIGHWAY	Hwy	18.375	22.000
ILLINOIS	IL	7.000	8.250
LANE	Ln	9.125	10.750
PARKWAY	Pkwy	23.375	27.375
PLACE	Pl	7.125	7.750
ROAD	Rd	9.625	11.125
ROUTE	Rte	12.625	14.500
STREET	St	8.000	9.125
TERRACE	Ter	12.625	14.625
TRAIL	Tr	7.750	9.125
UNITED STATES	US	10.375	12.250

GENERAL NOTES

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICAB.E, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
3. THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS IF POSSIBLE. BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
4. A PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE SERIES "D" LETTER ON A ONE-LINE SIGN 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8"-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A 8'-0" SIGN, A 30" HIGH TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION AS TO STREET, AVENUE, ETC. SHOULD BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
5. LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLOGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
6. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

LOCAL SUPPLIERS:

- J.O. HERBERT COMPANY, INC
  MIDLOTHIAN, VA
- WESTERN REMAC, INC.
  WOODRIDGE, IL

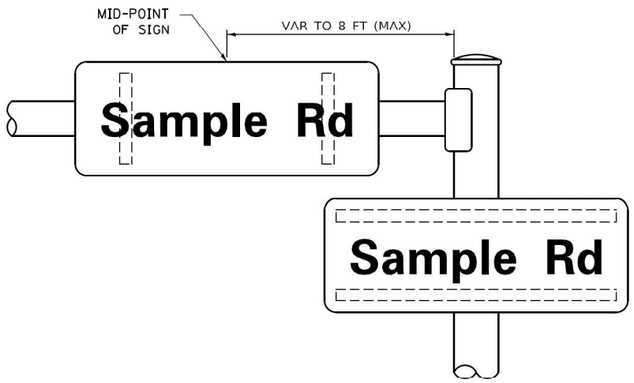
PARTS LISTING:

SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
SIGN SCREWS	1/4" x 14 x 1" H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
BRACKETS	PART #HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

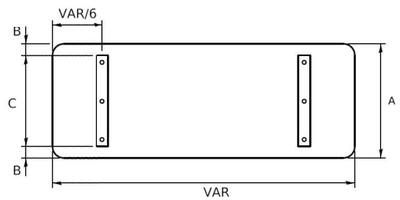
OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

MOUNTING LOCATION

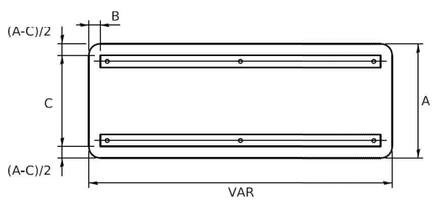
ARM OR POLE MOUNTED



SUPPORTING CHANNELS



A	B	C
18"	2"	14"
30"	2"	24"



A	B	C
18"	2"	12"
30"	2"	22"

STANDARD ALPHABETS SPACING CHART

(8") UPPER CASE AND (6") LOWER CASE

FHWA SERIES "C"				FHWA SERIES "D"			
CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.432	0.480	B	0.960	5.446	0.400
C	0.720	4.432	0.720	C	0.800	5.446	0.800
D	0.880	4.432	0.720	D	0.960	5.446	0.800
E	0.880	4.032	0.480	E	0.960	4.962	0.400
F	0.880	4.032	0.240	F	0.960	4.962	0.240
G	0.720	4.432	0.720	G	0.800	5.446	0.800
H	0.880	4.432	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.032	0.880	J	0.240	5.122	0.960
K	0.880	4.432	0.480	K	0.960	5.604	0.400
L	0.880	4.032	0.240	L	0.960	4.962	0.240
M	0.880	5.234	0.880	M	0.960	6.244	0.960
N	0.880	4.432	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.432	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.432	0.480	R	0.960	5.446	0.400
S	0.480	4.432	0.480	S	0.400	5.446	0.400
T	0.240	4.032	0.240	T	0.240	4.962	0.240
U	0.880	4.432	0.880	U	0.960	5.446	0.960
V	0.240	4.952	0.240	V	0.240	6.084	0.240
W	0.240	6.034	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.432	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.032	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.032	0.720	d	0.480	4.802	0.800
e	0.480	4.032	0.320	e	0.480	4.722	0.320
f	0.320	2.430	0.160	f	0.320	2.882	0.160
g	0.480	4.032	0.720	g	0.480	4.802	0.800
h	0.720	4.032	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.032	0.640	n	0.800	4.722	0.720
o	0.480	4.032	0.480	o	0.480	4.882	0.480
p	0.720	4.032	0.480	p	0.800	4.802	0.480
q	0.480	4.032	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.352	0.240	s	0.320	3.762	0.240
t	0.080	2.832	0.080	t	0.080	3.202	0.080
u	0.640	4.032	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.952	0.160	y	0.160	6.004	0.160
z	0.240	3.352	0.240	z	0.240	4.002	0.240
1	0.720	1.630	0.880	1	0.800	2.000	0.960
2	0.480	4.432	0.480	2	0.800	5.446	0.800
3	0.480	4.432	0.480	3	1.440	5.446	0.800
4	0.240	4.952	0.720	4	0.160	6.004	0.960
5	0.480	4.432	0.480	5	0.800	5.446	0.800
6	0.720	4.432	0.720	6	0.800	5.446	0.800
7	0.240	4.432	0.720	7	0.560	5.446	0.560
8	0.480	4.432	0.480	8	0.800	5.446	0.800
9	0.480	4.432	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME	= lcsM-dbstepw21$	DESIGNED	- DJB	REVISED	-
PLOT SCALE	= 40.0000 ' / in.	DRAWN	- DJB	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- HJM	REVISED	-
PLOT TIME	= 9:45:31 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
MAST ARM MOUNTED STREET NAME SIGNS

SCALE: | SHEET NO. C-102 OF C-102 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	126
	TS-02	CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: \\cskl-dbstepw21\IC2S_pdf_work_dir\93d5422a_185f-192K62-sht-IDOT D1 Details2.dgn

LIGHTING AND ELECTRICAL LEGEND

SYMBOL	DESCRIPTION
	EXISTING LIGHT POLE TO REMAIN
	EXISTING BARRIER/WALL LIGHT POLE TO REMAIN
	EXISTING UNDERPASS LUMINAIRE TO BE REMOVED, NO SALVAGE
	EXISTING JUNCTION BOX TO REMAIN
	EXISTING JUNCTION BOX TO BE REMOVED
	EXISTING LIGHTING CONTROLLER TO REMAIN
	PROPOSED UNDERPASS LED LUMINAIRE, SUSPENDED MOUNT, OUTPUT DESIGNATION E (10,517 MINIMUM LUMENS, 14.5-FT M.H.)
	TEMPORARY WOOD POLE, 50 FT., CLASS 4
	EXISTING WOOD POLE
	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6"X6"X4"
	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"
	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"
	EXISTING CABLE AND CONDUIT TO BE REMOVED
	EXISTING UNIT DUCT TO REMAIN
L	EXISTING CONDUIT IN STRUCTURE TO REMAIN
	PROPOSED CONDUIT, TYPE AND SIZE AS NOTED
	PROPOSED UNIT DUCT, TYPE AND SIZE AS NOTED
A	TEMPORARY AERIAL LIGHTING CABLE WITH MESSENGER WIRE, TYPE AND SIZE AS NOTED
E	EXISTING UNDERGROUND UNIT DUCT TO BE REMOVED OR ABANDONED IN PLACE

ABBREVIATIONS

ABBREVIATION	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
ATS	ATTACHED TO STRUCTURE
B.O.C.	BACK OF CURB
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
COMED	COMMONWEALTH EDISON COMPANY
CP	CONTROL PANEL
CT	CURRENT TRANSFORMER
DA	DAVIT ARM
DC	DIRECT CURRENT
DIA	DIAMETER
DP	DISTRIBUTION PANEL
E	EXISTING UNIT TO REMAIN
EX.	EXISTING
ECA	ELECTRIC CABLE ASSEMBLY
EIS	EMBEDDED IN STRUCTURE
E.O.P.	EDGE OF PAVEMENT
F.O.C.	FACE OF CURB
FT	FEET OR FOOT
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
LED	LIGHT EMITTING DIODE
LP	LIGHT POLE
M	METER
MA	MAST ARM
MC	MULTI-CONDUCTOR
MM	MILLIMETER
M.H.	MOUNTING HEIGHT
MW	MESSENGER WIRE
NESC	NATIONAL ELECRIC SAFETY CODE
NO. #	NUMBER
N.T.S.	NOT TO SCALE
P	PROPOSED
PB	PUSH BUTTON
PNL	PANEL
PVC	POLYVINYL CHLORIDE
PVCC RGC	PVC COATED RIGID GALVANIZED CONDUIT
PT	POTENTIAL TRANSFORMER
R	EXISTING UNIT TO BE REMOVED (OWNER SALVAGED U.N.O.)
RR	EXISTING UNIT TO BE REMOVED AND REINSTALLED
RECP	RECEPTACLE
RGC	RIGID GALVANIZED CONDUIT
ROW	RIGHT OF WAY
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

GENERAL NOTES

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

CDOT NOTES:

1. ALL CDOT PAY ITEMS AND CUTSHEETS SHOULD BE SENT TO CDOT DIVISION OF ELECTRICAL OPERATIONS FOR REVIEW AND APPROVAL.
2. THE CONTRACTOR SHALL SUBMIT CDOT EQUIPMENT CATALOG CUTS TO:

   CHICAGO DOT
   2 N. LASALLE ST, SUITE 1110
   CHICAGO, IL 60602
   CALL (312) 744-3600 TO COORDINATE

IDOT–D1 STANDARDS:

STANDARD NO.	TITLE
BE-702	MISC. ELECTRICAL DETAILS
BE-800	TEMPORARY LIGHT POLE DETAILS
BE-801	TEMPORARY AERIAL CABLE INSTALLATION
BE-901	SUSPENDED MOUNT LED UNDERPASS LUMINAIRE INSTALLATION DETAILS

IDOT INDEX OF DRAWINGS

DRAWING NO.	TITLE
LT-01	IDOT LIGHTING LEGEND, ABBREVIATIONS AND GENERAL NOTES
LT-02	IDOT UNDERPASS LIGHTING STAGE 1 - TEMPORARY AND REMOVAL PLAN I-290 UNDER CENTRAL PARK AVENUE
LT-03	IDOT UNDERPASS LIGHTING PROPOSED PLAN I-290 UNDER CENTRAL PARK AVENUE
LT-04	MODIFIED IDOT LIGHTING CONTROLLER I WIRING DIAGRAM
LT-05	IDOT STANDARD DETAILS
LT-06	IDOT STANDARD DETAILS
LT-07	IDOT STANDARD DETAILS
LT-08	IDOT STANDARD DETAILS

CDOT INDEX OF DRAWINGS

DRAWING NO.	TITLE
LT-09	CDOT STANDARD 826 LEGEND/SYMBOLS
LT-10	CDOT ELECTRICAL GENERAL NOTES
LT-11	PULASKI ROAD OVER I-290 UNDERGROUND CONDUIT FACILITIES PLAN
LT-12	PULASKI ROAD OVER I-290 LIGHTING REMOVAL AND INSTALLATION PLAN
LT-13 THRU -33	CDOT ELECTRICAL STANDARD DETAILS
LT-34 THRU -35	CDOT ELECTRICAL RECORD DRAWINGS

FILE NAME: \\cskfs-dbstepw21\IC\S_pdf_work_dir\93359449_3D1162K62-sht-light 01.dgn

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

USER NAME = lcsM-dbstepw21$	DESIGNED - OT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IDOT LIGHTING LEGEND, ABBREVIATION AND GENERAL NOTES	
PLOT SCALE = 0.16666667 ' / in.	DRAWN - OT	REVISED -			
PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -			
PLOT TIME = 9:16:13 PM	DATE -	REVISED -		SCALE: NTS	SHEET NO. E-1 OF E-61 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	127
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

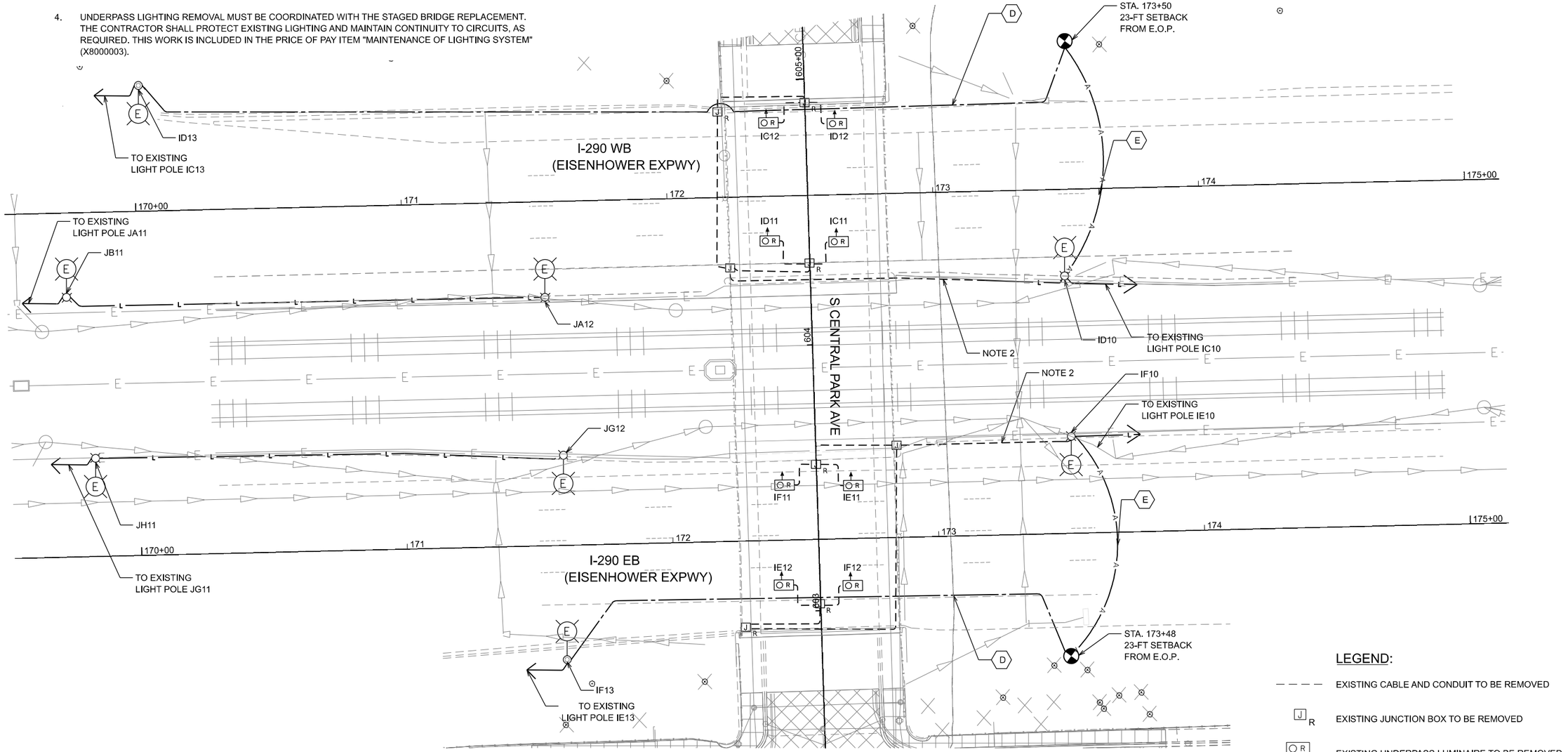
NOTES:

1. THE REMOVAL OF EXISTING SUSPENDED MOUNT UNDERPASS LUMINAIRES MUST INCLUDE THE REMOVAL OF ALL CABLES, CONDUIT, JUNCTION BOXES AND HARDWARE ASSOCIATED WITH THE EXISTING UNDERPASS LIGHTING. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF THE ITEM "REMOVAL OF UNDERPASS LIGHTING UNIT, NO SALVAGE."

2. ELECTRICAL CABLES IN THE EXISTING CONDUIT SHALL BE DISCONNECTED AND REMOVED BACK TO SPLICE POINT AFTER THE CONTRACTOR HAS INSTALLED THE TEMPORARY LIGHTING SYSTEM AND PREPARED IT FOR ACTIVATION.

3. ROD AND CLEAN EXISTING CONDUIT AFTER REMOVAL OF CABLE IN CONDUIT.

4. UNDERPASS LIGHTING REMOVAL MUST BE COORDINATED WITH THE STAGED BRIDGE REPLACEMENT. THE CONTRACTOR SHALL PROTECT EXISTING LIGHTING AND MAINTAIN CONTINUITY TO CIRCUITS, AS REQUIRED. THIS WORK IS INCLUDED IN THE PRICE OF PAY ITEM "MAINTENANCE OF LIGHTING SYSTEM" (X8000003).



LEGEND

D UNIT DUCT, 600V, 3-1/C NO 4, 1/C NO 6, GRD 1 1/4" DIA

E AERIAL CABLE, 3-1/C NO. 4 WITH MESSENGER WIRE

LEGEND:

EXISTING CABLE AND CONDUIT TO BE REMOVED

EXISTING JUNCTION BOX TO BE REMOVED

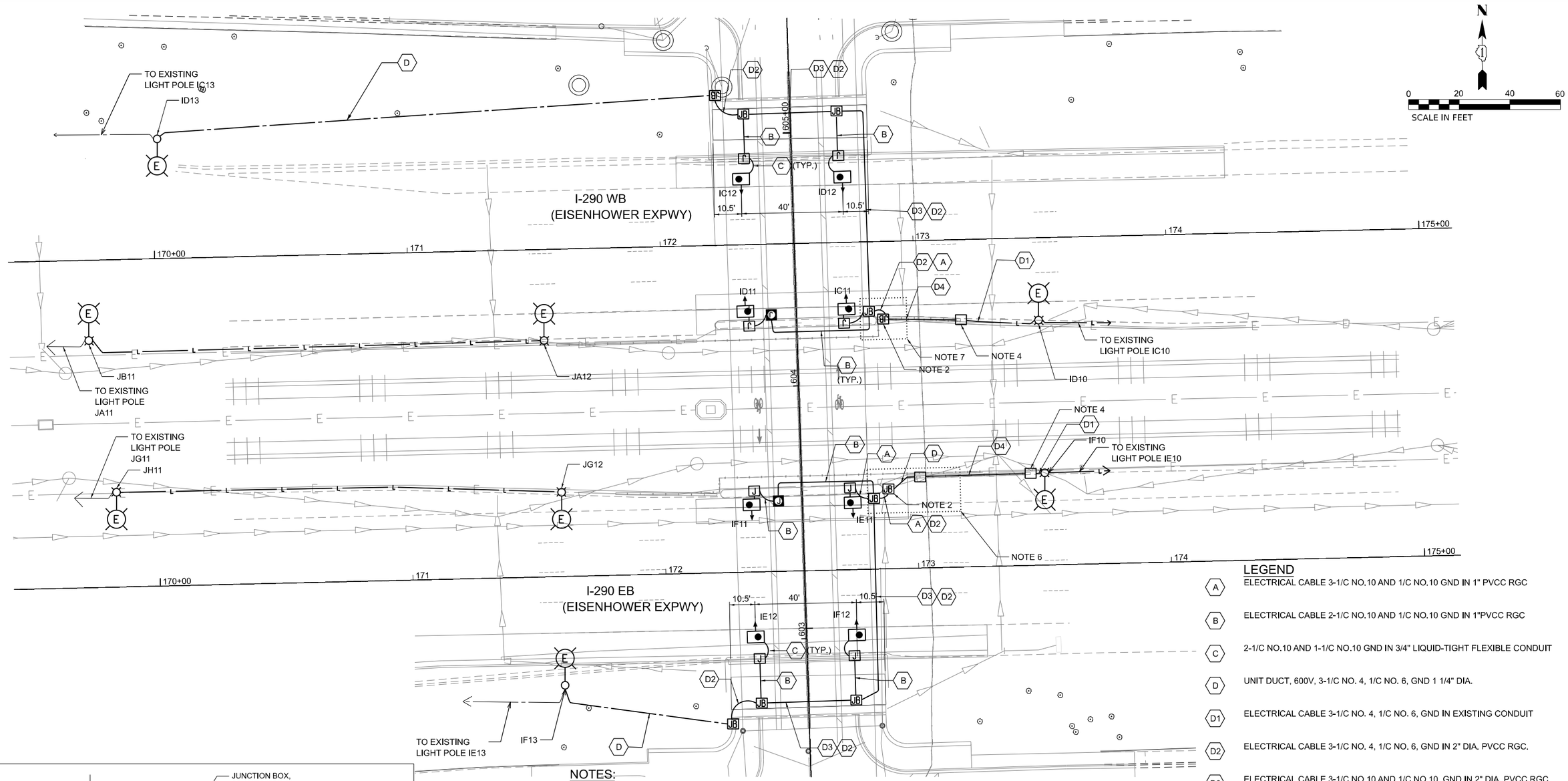
EXISTING UNDERPASS LUMINAIRE TO BE REMOVED

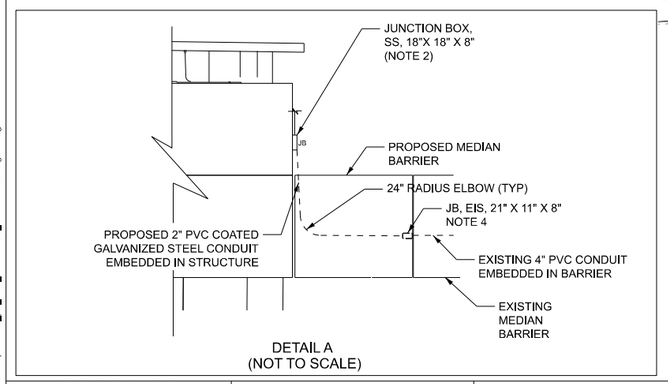
E–2

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS	USER NAME = lcsM-dbstepw21$	DESIGNED - OT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IDOT UNDERPASS LIGHTING TEMPORARY AND REMOVAL PLAN - I-290 UNDER S CENTRAL PARK AVE
	PLOT SCALE = 0.16666667 ' / in.	DRAWN - OT	REVISED -		SCALE: 1" = 20' / SHEET NO. E-2 OF E-61 SHEETS
	PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -		
	PLOT TIME = 9:16:53 PM	DATE - 2025/02/13	REVISED -		

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	128
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

FILE NAME: lcsM-dbstepw21\IC\S_pif_work_pif-9335\5449_\ED162K62-sht-tlight 02.dgn





DETAIL A
(NOT TO SCALE)

NOTES:

1. SEE SHEET LT-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. INSTALL FUSEHOLDER WITH 30 AMP FUSES AND NEUTRAL SLUG INSIDE THE JUNCTION BOX.
3. PROPOSED UNDERPASS LUMINAIRE SUSPENDED FROM THE BRIDGE DECK. LUMINAIRE SHALL BE CENTERED IN THE BEAM SPACE AND SHALL BE POSITIONED AT 3 FT SET BACK FROM EXISTING EDGE OF PAVEMENT.
4. INTERCEPT EXISTING CONDUIT.
5. UNLESS OTHERWISE NOTED, CONDUITS FOR THE PROPOSED UNDERPASS LIGHTING SYSTEM SHALL BE ATTACHED TO STRUCTURE.
6. REFER TO IDOT D1 DETAIL 901 FOR CONDUIT TRANSITION FROM UNDERGROUND CONDUIT TO CONDUIT ATTACHED TO PIER.
7. SEE DETAIL A ON THIS SHEET FOR CONDUIT TRANSITION FROM BARRIER TO PIER.

LEGEND

- A — ELECTRICAL CABLE 3-1/C NO.10 AND 1/C NO.10 GND IN 1" PVCC RGC
- B — ELECTRICAL CABLE 2-1/C NO.10 AND 1/C NO.10 GND IN 1"PVCC RGC
- C — 2-1/C NO.10 AND 1-1/C NO.10 GND IN 3/4" LIQUID-TIGHT FLEXIBLE CONDUIT
- D — UNIT DUCT, 600V, 3-1/C NO. 4, 1/C NO. 6, GND 1 1/4" DIA.
- D1 — ELECTRICAL CABLE 3-1/C NO. 4, 1/C NO. 6, GND IN EXISTING CONDUIT
- D2 — ELECTRICAL CABLE 3-1/C NO. 4, 1/C NO. 6, GND IN 2" DIA. PVCC RGC.
- D3 — ELECTRICAL CABLE 3-1/C NO.10 AND 1/C NO.10, GND IN 2" DIA. PVCC RGC
- D4 — ELECTRICAL CABLE 3-1/C NO. 4, 1/C NO. 6, GND IN 2" DIA. PVCC EMBEDDED IN STRUCTURE
- LUMINAIRE, LED, UNDERPASS, SUSPENDED, OUTPUT DESIGNATION E (15.6-FT WB/ 15.8-FT EB M.H.) (10,517 MINIMUM LUMENS)
- J — JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6"X6"X4"
- JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"
- JB — JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"
- JUNCTION BOX, NON-METALLIC, EMBEDDED IN STRUCTURE, 21" X 11" X 08"

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME	= lcsM-dbstepw21$	DESIGNED	- OT	REVISED	-
PLOT SCALE	= 0.16666667 ' / in.	DRAWN	- OT	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- RP	REVISED	-
PLOT TIME	= 9:17:29 PM	DATE	- 2025/02/13	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IDOT UNDERPASS LIGHTING PROPOSED PLAN
I-290 UNDER S CENTRAL PARK AVE

SCALE: | SHEET NO. E-3 OF E-61 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	129
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: \\lcsM-dbstepw21\ICS_prof_work_dir\9335448_SHD162K62-sht-ltgtn 03.dgn

AUSTIN WEST BOUND → KEDZIE
CONTRACT # 36630

BRIDGE MOUNT 3 FIXTURES

SERVICE POLE 240/480V SINGLE PHASE, 3 WIRE SYSTEM

3 - 1/C NO. 00 AWG ELECTRIC CABLES IN 3" RIGID STEEL CONDUIT

CKTS 'A' AND 'B', 'G' AND 'H' - 1/C NO 2 AWG ELECTRIC CABLES IN 1 1/4" CABLE DUCT AND NO 6 AWG GROUNDING CONDUCTOR IN EACH RUN

CKTS 'E' AND 'F', CKTS 'L', 3 - 1/C NO 4 AWG ELECTRIC CABLES IN 1 1/4" CABLE DUCT AND NO 6 AWG GROUNDING CONDUCTOR

CONTROL CABINET 'I'

CKTS 'C' AND 'D', CKTS 'J' AND 'J3' 3/C NO 4 AWG ELECTRIC CABLES IN 1 1/4" CABLE DUCT AND NO 6 AWG GROUNDING CONDUCTOR

SECTION 2831 - R(80) | SECTION 2528 - R(80)

AS BUILT 2-27-86

I 290 2528 R(80) COOK 204 143

KEDZIE WEST BOUND → PEORIA
CONTRACT # 36632

BRIDGE MOUNT 4 FIXTURES

BRIDGE MOUNT 5 FIXTURES

BRIDGE MOUNT 5 FIXTURES

PARK AVE

EISENHOWER EXPRESSWAY WESTBOUND

CENTRAL AVENUE

HOMAN AVENUE

KEDZIE AVENUE

SACRAMENTO AVENUE

CALIFORNIA AVENUE

CTA TRACKS

EISENHOWER

BRIDGE MOUNT 6 FIXTURES

BRIDGE MOUNT 4 FIXTURES

OFF FRONT BRIDGE UNDER CONSTRUCTION SITE

EXPRESSWAY EASTBOUND

BRIDGE MOUNT 3 FIXTURES

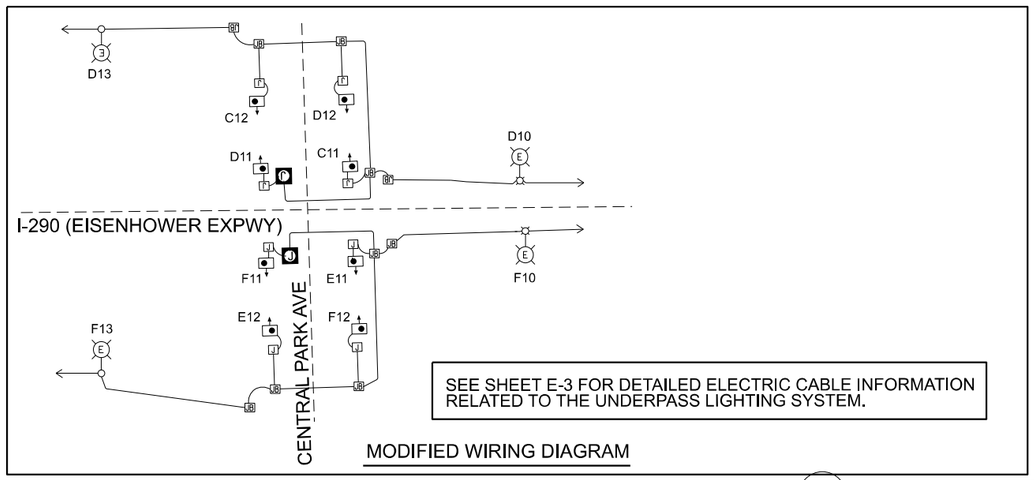
KEDZIE EAST BOUND → PEORIA
CONTRACT # 36622

SECTION 1977-241-R | SECTION 1977-242-R

NOTE 1

AUSTIN EAST BOUND → KEDZIE
CONTRACT # 36629

N
N.T.S.



SEE SHEET E-3 FOR DETAILED ELECTRIC CABLE INFORMATION RELATED TO THE UNDERPASS LIGHTING SYSTEM.

MODIFIED WIRING DIAGRAM

SYMBOLS

———	3-1/C NO. 2 OR 4 AWG ELECTRIC CABLE IN 1 1/4" CABLE DUCT AND NO. 6 AWG GROUNDING CONDUCTOR
———	3-1/C NO. 10 AWG ELECTRIC CABLES IN 1" CONDUIT
37 ○	400WHPS, M-C-III, LUMINAIRE ON RED CABLE
37 ●	400WHPS, M-C-III, LUMINAIRE ON BLACK CABLE
20 △	200WHPS, M-C-III, LUMINAIRE ON RED CABLE
20 ▲	200WHPS, M-C-III, LUMINAIRE ON BLACK CABLE
22 □	55WHPS, UNDERPASS LUMINAIRE ON RED CABLE
22 ■	55WHPS, UNDERPASS LUMINAIRE ON BLACK CABLE
▯	JUNCTION BOX FOR UNDERPASS LUMINAIRES
□	JUNCTION BOX FOR UNDERGROUND DISTRIBUTION
▭	LIGHTED SIGN PANEL WITH 3-1/C NO. 4 AWG CABLE IN 1-1/4" CABLE DUCT AND NO. 6 AWG GROUNDING CONDUCTOR IN TRENCH OR AS NOTED OTHERWISE
⏚	GROUND ROD

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 290
EISENHOWER EXPRESSWAY

WIRING DIAGRAM FOR CONTROL CABINET 'I' AT KEDZIE AVE.

SCALE NONE
DATE: AUG 1983
DRAWN BY: MM
CHECKED BY: RHF

NOTES:

1. THIS UNDERPASS LIGHTING SYSTEM IS BEING UPGRADED AS PART OF THIS CONTRACT WITH LED UNDERPASS LUMINAIRES. REFER TO MODIFIED WIRING DIAGRAM ON THIS SHEET.

FILE NAME: \\cskm-dbstepw21\ICS_pdf_work_de\93\35\449_{80162\62\ed\sht4ght 04.dgn

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME	= lcsM-dbstepw21$	DESIGNED	- OT	REVISED	-
PLOT SCALE	= 0.16666667 ' / in.	DRAWN	- OT	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- RP	REVISED	-
PLOT TIME	= 9:16:54 PM	DATE	- 2025/02/13	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

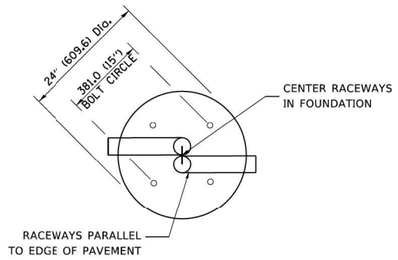
MODIFIED IDOT LIGHTING CONTROLLER I WIRING DIAGRAM

SCALE: | SHEET NO. E-4 OF E-61 SHEETS

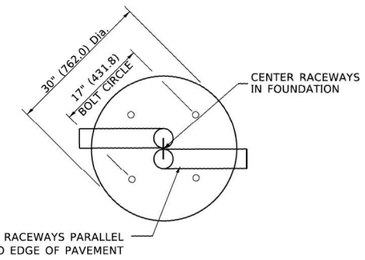
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	130
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

LIGHT POLE FOUNDATION DEPTH TABLE
40 FT. (12.192 m) TO 47.5 FT. (14.478 m) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY Qu = 0.75 TON/SQ.FT	9'-6" (2.09 m)	10'-9" (3.23 m)
STIFF CLAY Qu = 1.50 TON/SQ. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND ∅ = 34°	9'-0" (2.74 m)	10'-0" (3.05 m)
MEDIUM SAND ∅ = 37.5°	8'-3" (2.52 m)	9'-0" (2.74 m)
DENSE SAND ∅ = 40°	7'-9" (2.36 m)	9'-0" (2.74 m)

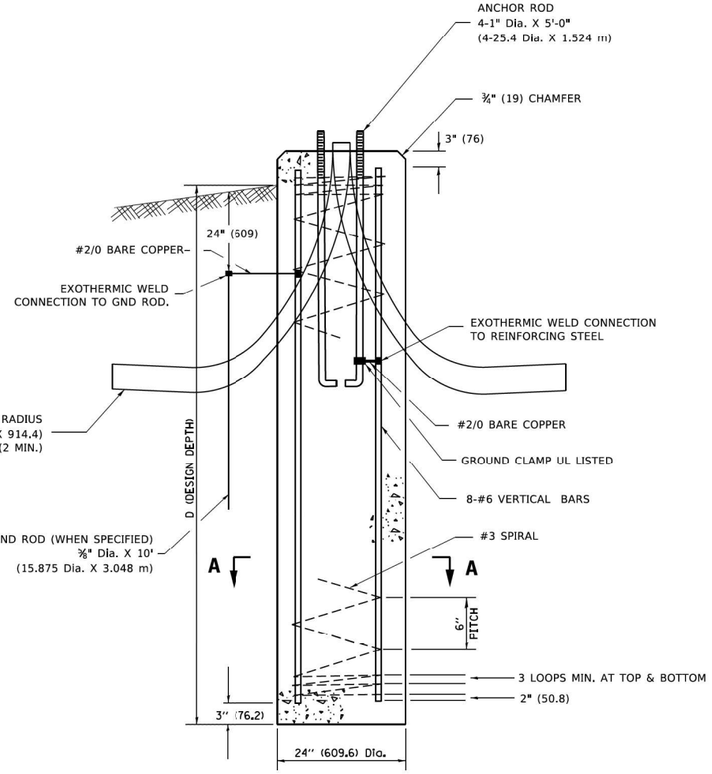


TOP VIEW



TOP VIEW

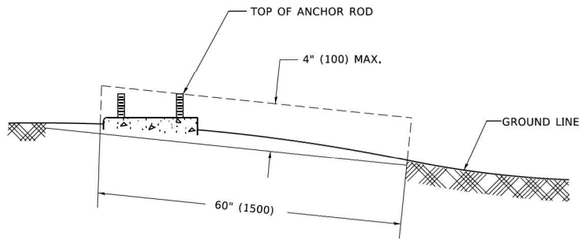
ANCHOR ROD DETAIL



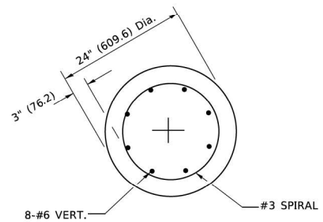
FOUNDATION DETAIL

NOTES

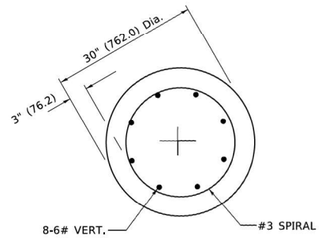
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IN PLACED.
3. THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACRCSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOJNDATION EXTENSION DETAIL.
4. THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SCIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
5. THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3#4-IN. (20 mm).
6. THE CONCRETE SHALL BE CLASS SI, CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
7. THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
8. THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
9. ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
10. THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
11. ANCHOR RODS SHALL PROJECT 23#4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
12. THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
13. THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
14 THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.



FOUNDATION EXTENSION DETAIL



SECTION A–A



SECTION A–A

E–5

FILE NAME: \\icsM-dbstepw21\ICS_pdf_work_dir\93335448_41\D1162K62ksht-light 05.dgn

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

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PLOT DATE	= 10/10/2025	CHECKED	- RP	REVISED	-
PLOT TIME	= 9:21:07 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

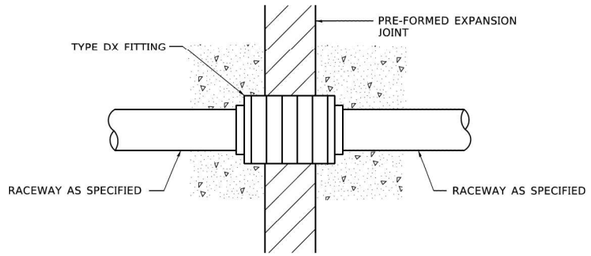
LIGHT POLE FOUNDATION
40' (12.192 m) TO 47 1/2' (14.478 m) M.H. 15" (381 mm) BOLT CIRCLE

SCALE: | SHEET NO. E-5 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

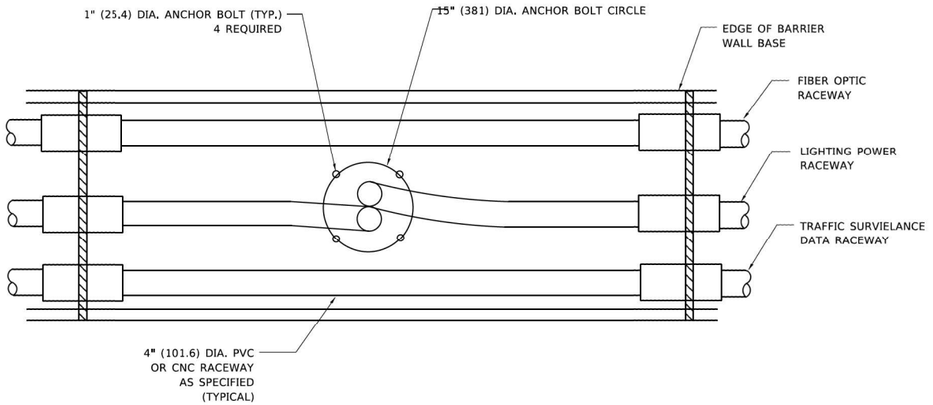
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	BE-301	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

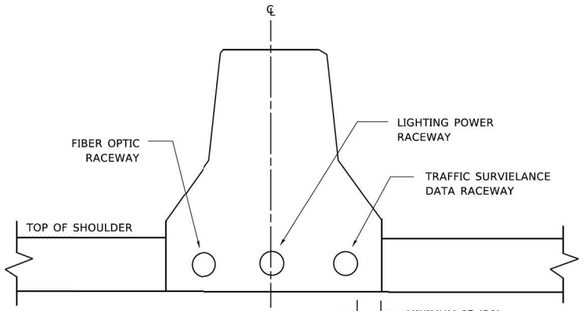
NOTES:

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ANCHOR BOLTS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED IN THE FORMS.
3. THE CONTRACTOR AT HIS OPTION MAY SUBSTITUTE #4 (15 m) TIES AT 12" (304.8 m) CTRS. FOR THE #3 (3 m) SPIRAL. TACKWELDED TYPE BOLT MAY BE SUBSTITUTED FOR THE HOOK TYPE BOLT.
4. COLD BENDING OF THE HOOK BOLT SHALL NOT BE ALLOWED.
5. EXCAVATION FOR THE POLE FOUNDATION SHALL BE MADE WITH AN AUGER 24 INCHES (609.6 m) IN DIAMETER.
6. THE ENGINEER SHALL DETERMINE THE TYPE OF SOIL DURING EXCAVATION AND SELECT THE DESIGN DEPTH OF FOUNDATION FROM THE DESIGN TABLE USING THE DOMINANT CHARACTERISTIC OF THE SOIL ENCOUNTERED.
7. BARRIER WALL EXPANSION AND CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH STANDARD DETAIL 637001-02 AND 637006 AS APPLICABLE.

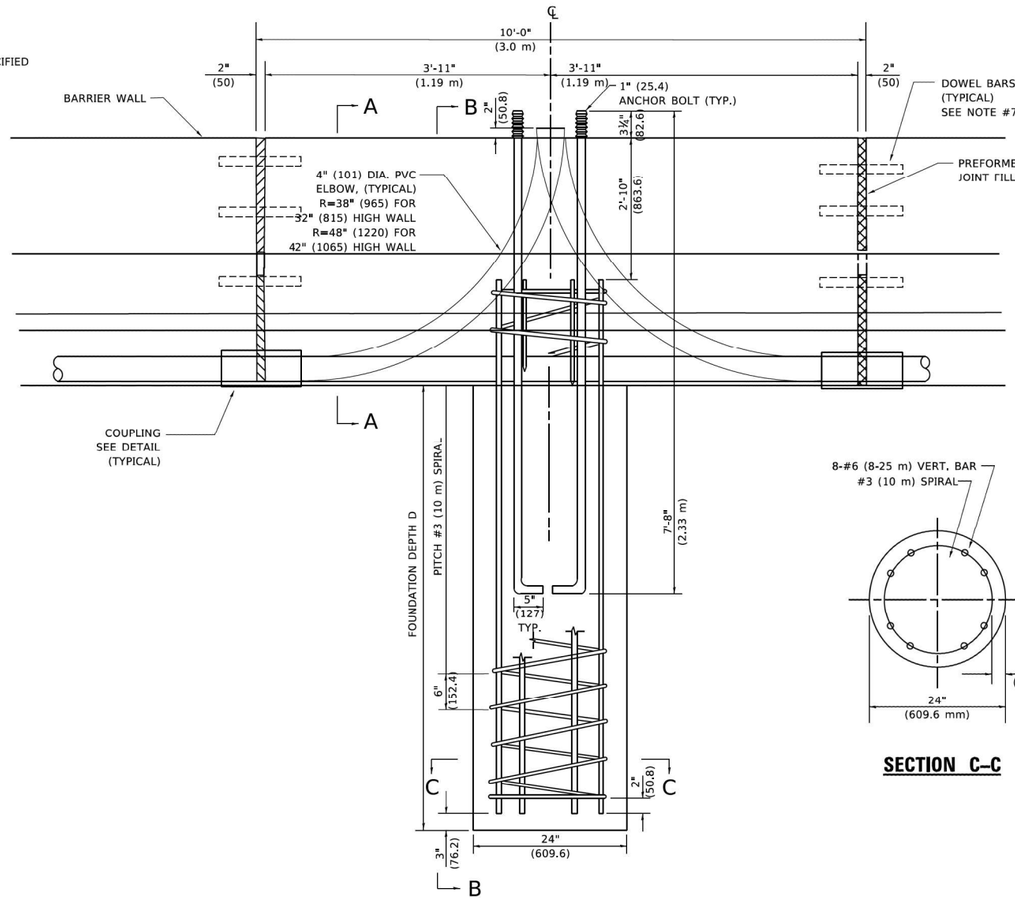


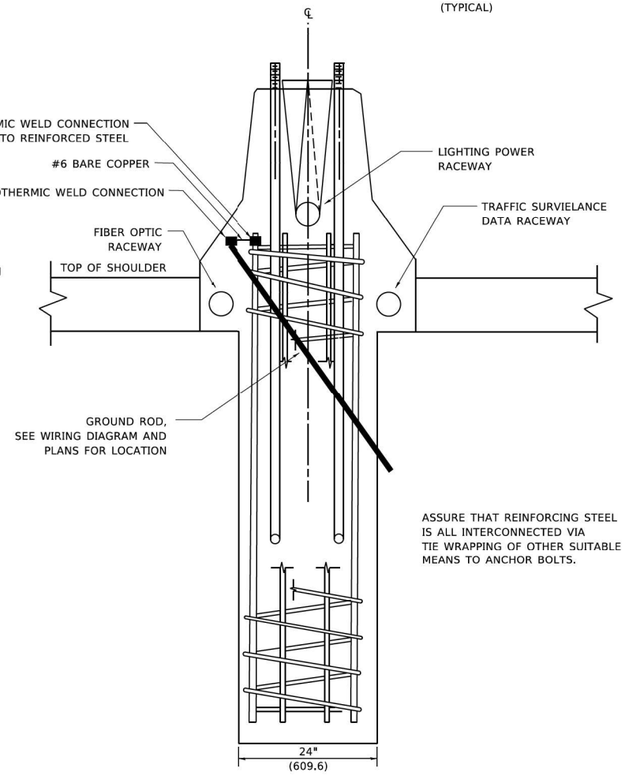
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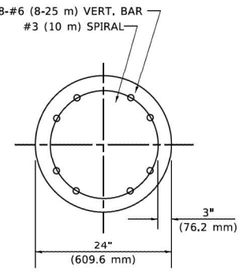


SECTION A–A





SECTION B–B



SECTION C–C

FOUNDATION DEPTH

TYPE OF SOIL	FOUND FEPTH D	REINFORCEMENT IN FOUNDATION	
		VERTICAL BARS	SPIRAL
ROCK OR SOLIDIFIED SLAG	5'-0" (1.52 m)	NONE	NONE
DENSE SAND	7'-9" (2.36 m)	8-#6 x 9'-0" (8-20 m x 2.74 m)	#3 x 90' (3 m x 27.43 m)
MEDIUM SAND	8'-3" (2.51 m)	8-#6 x 9'-5" (8-20 m x 2.87 m)	#3 x 94' (3 m x 28.65 m)
LOOSE SAND	9'-0" (2.74 m)	8-#6 x 10'-2" (8-20 m x 3.09 m)	#3 x 100' (3 m x 30.48 m)
STIFF CLAY	7'-0" (2.13 m)	8-#6 x 10'-8" (8-20 m x 2.48 m)	#3 x 80' (3 m x 24.38 m)
MEDIUM CLAY	9'-6" (2.89 m)	8-#6 x 10'-8" (8-20 m x 3.25 m)	#3 x 104' (3 m x 31.69 m)
SOFT CLAY	13'-0" (3.96 m)	8-#6 x 14'-2" (8-20 m x 4.32 m)	#3 x 144' (3 m x 43.89 m)

DESIGN: 80 MPH AASHTO

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USER NAME	= IcsM-dbstepw21$	DESIGNED	- OT	REVISED	-
PLOT SCALE	= 40.0000 ' / in.	DRAWN	- OT	REVISED	-
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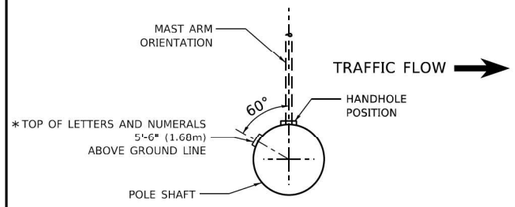
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

24" (609.6 mm) DIA. LIGHT POLE FOUNDATION
INTEGRAL WITH DOUBLE FACE BARRIER WALL

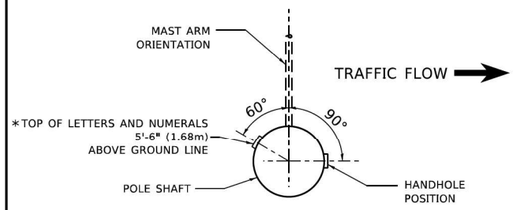
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	BE-322	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

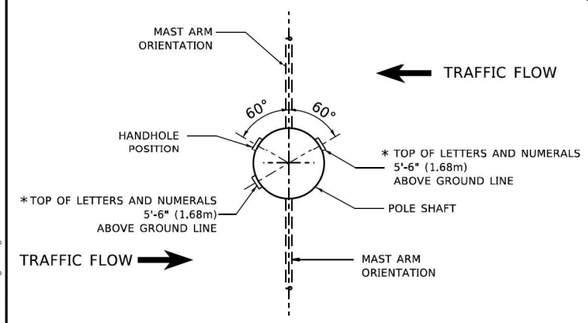
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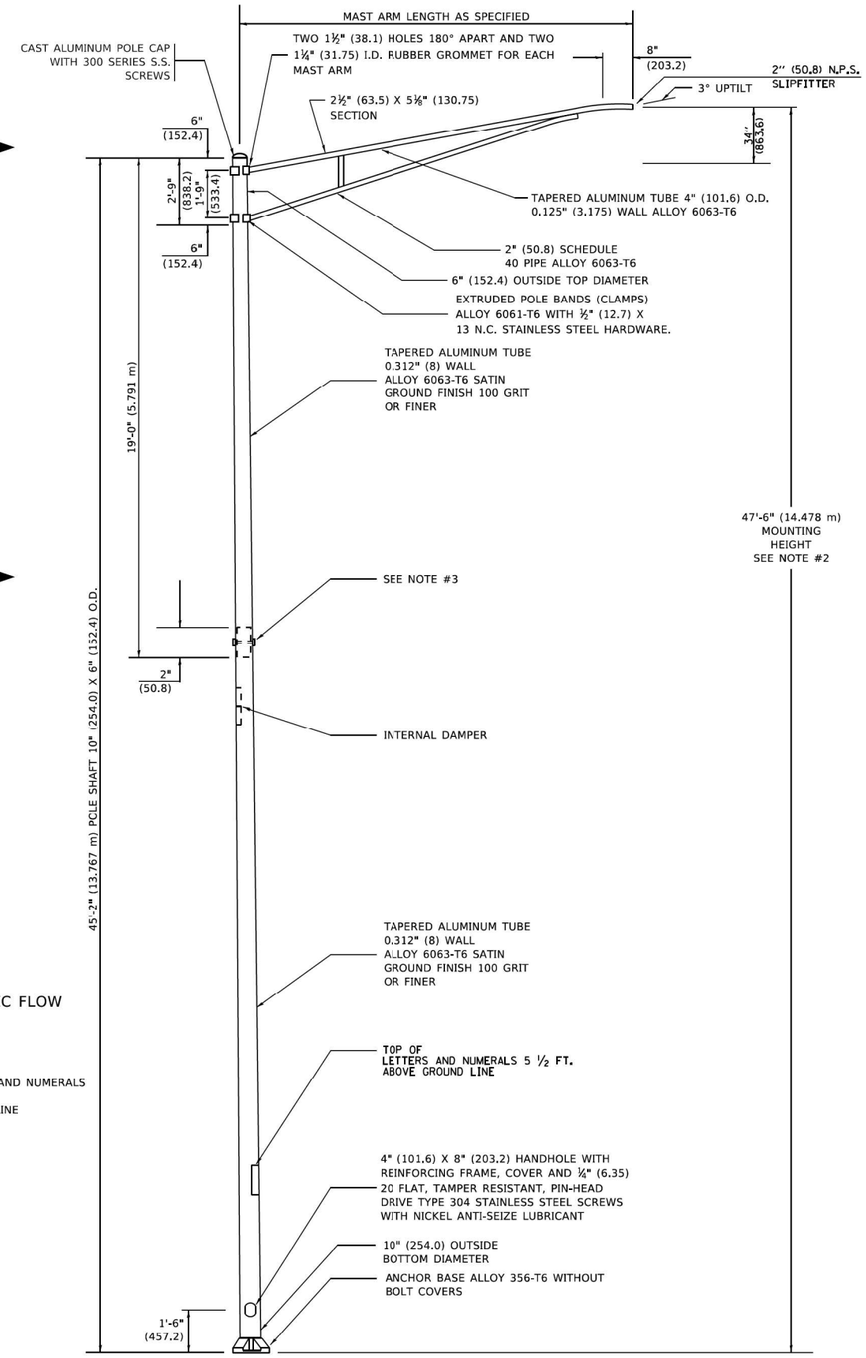
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES

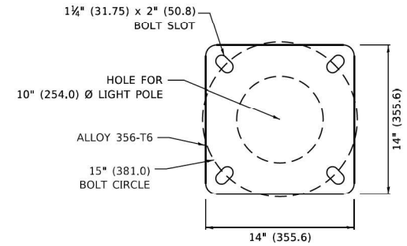


POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



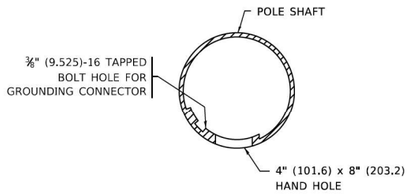
NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
3. TWO PIECE SHAFT WILL BE MATCHED MARKED AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
4. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
5. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR. BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
6. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
7. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
8. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.



LIGHT POLE BASE PLATE DETAIL

15 INCH (381.0) BOLT CIRCLE



HANDHOLE DETAIL
(N.T.S.)

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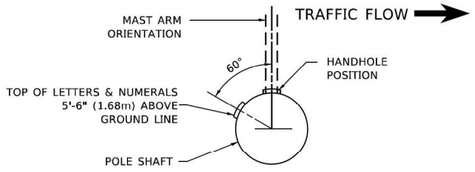
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

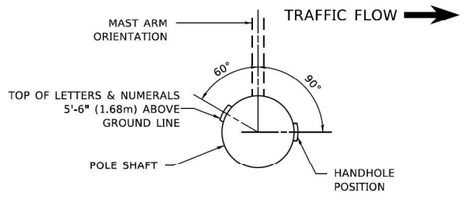
ALUMINUM LIGHT POLE
47'-6" (14.478 m) MOUNTING HEIGHT

SCALE: | SHEET NO. E-7 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

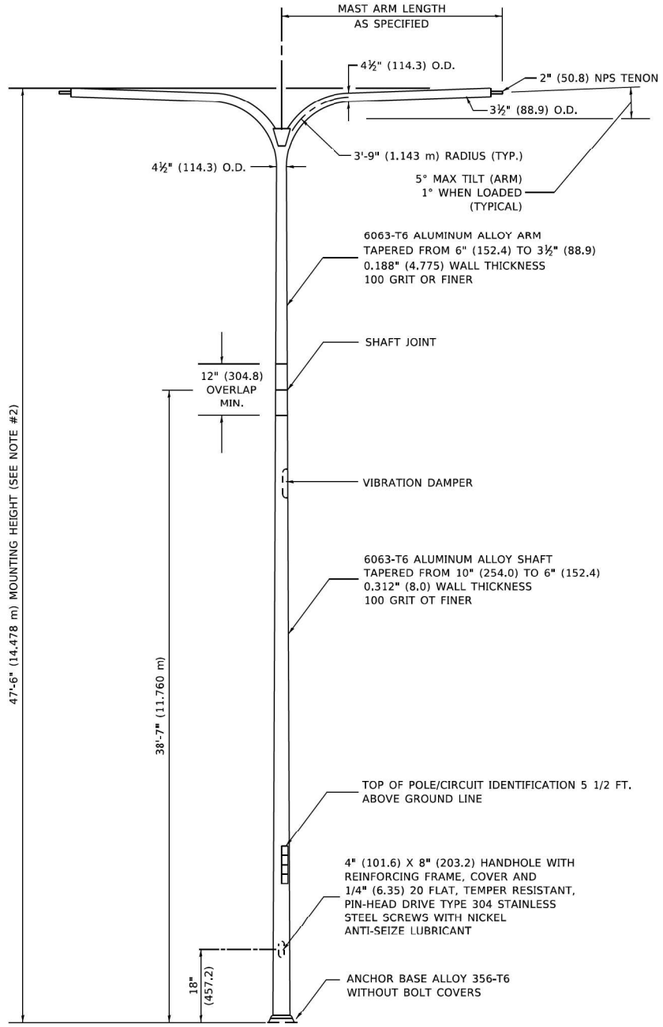
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BE-400		CONTRACT NO. 62K62		
ILLINOIS	FED. AID PROJECT			



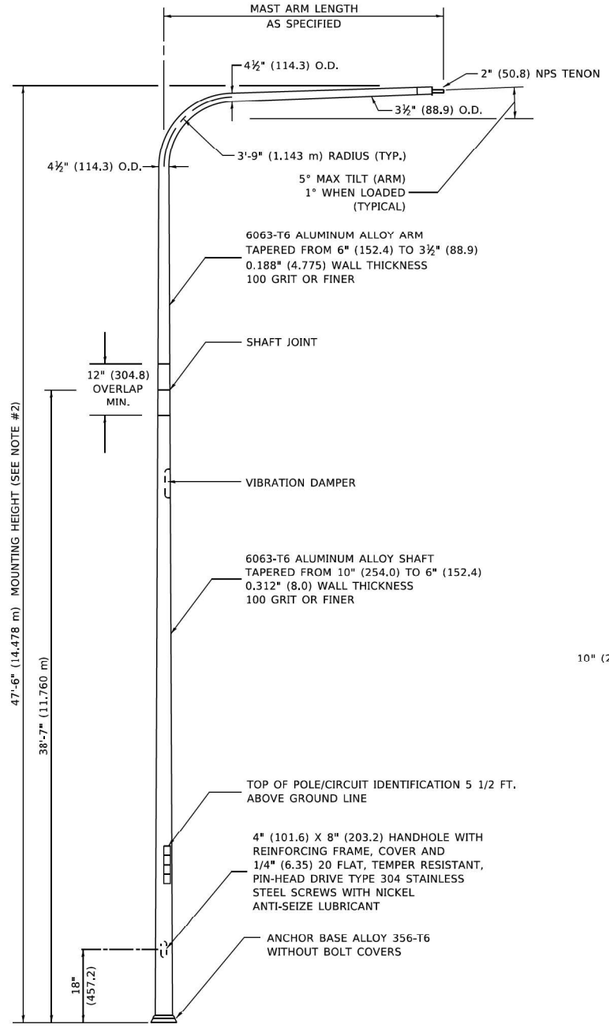
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



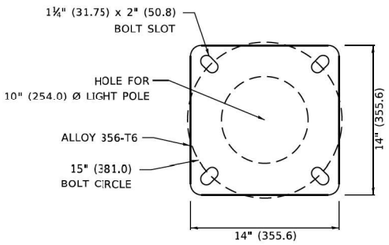
TWIN ARM POLE



SINGLE ARM POLE

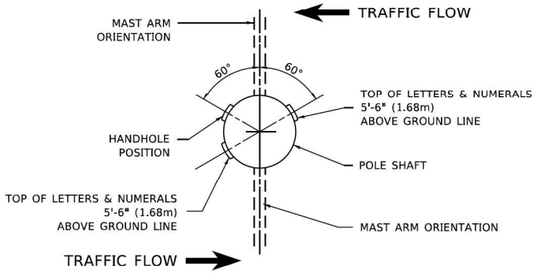
NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
3. TWO PIECE SHAFT WILL BE MATCHED MARKED AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
4. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
5. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR. BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
6. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
7. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
8. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.

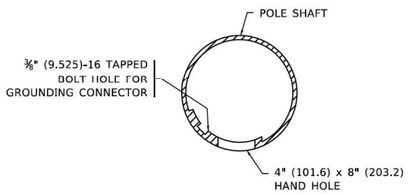


LIGHT POLE BASE PLATE DETAIL

(FOR POLE MOUNTED ON 15 INCH (381.0) BOLT CIRCLE FOUNDATION)

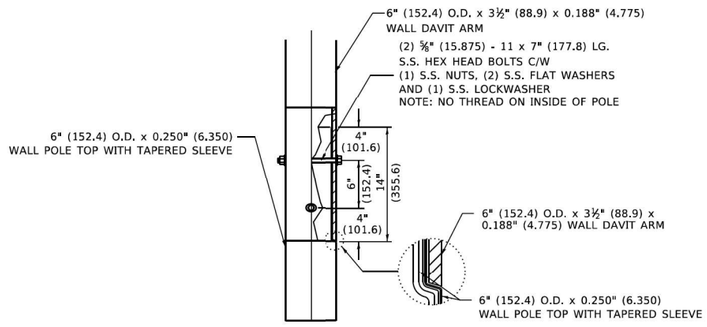


POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



HANDHOLE DETAIL

(N.T.S.)



DAVIT ARM CONNECTION

[14" (355.6) OVERLAP SHOWN]

FILE NAME: \\icsM-dbstepw21\ICS_pdf_work_d\93335449_44\01162K62\exh-light 08.dgn

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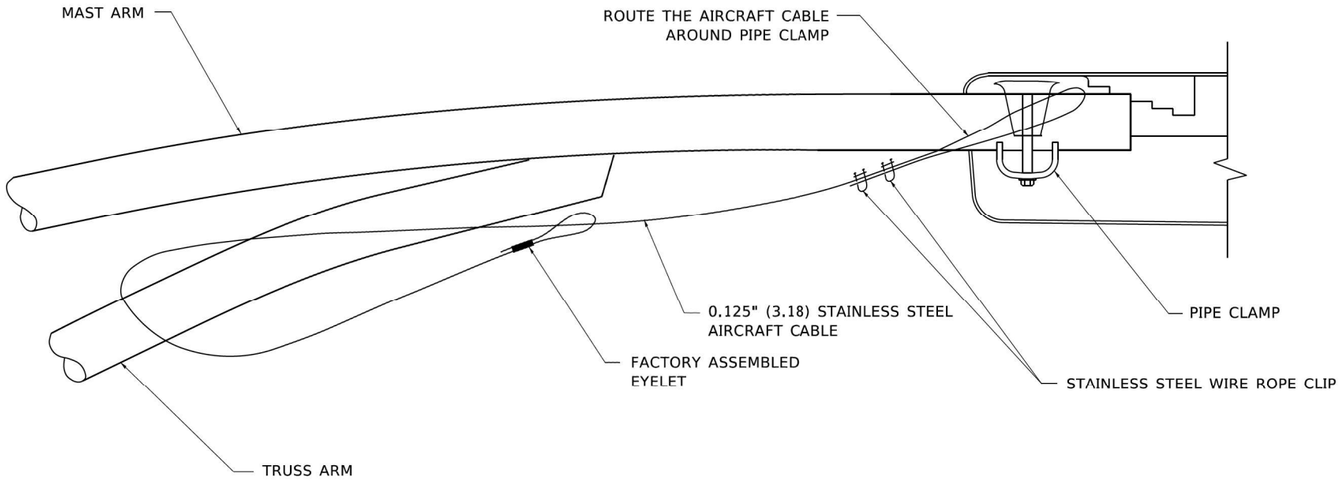
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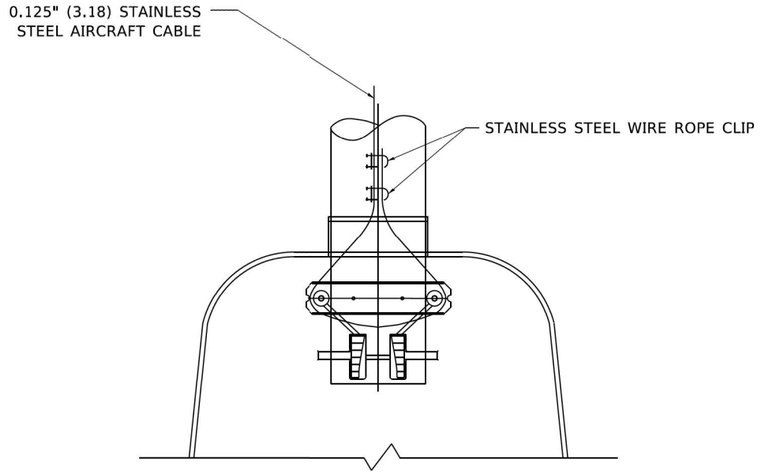
DAVIT LIGHT POLE
47'-6" (14.478 m) MOUNTING LIGHT

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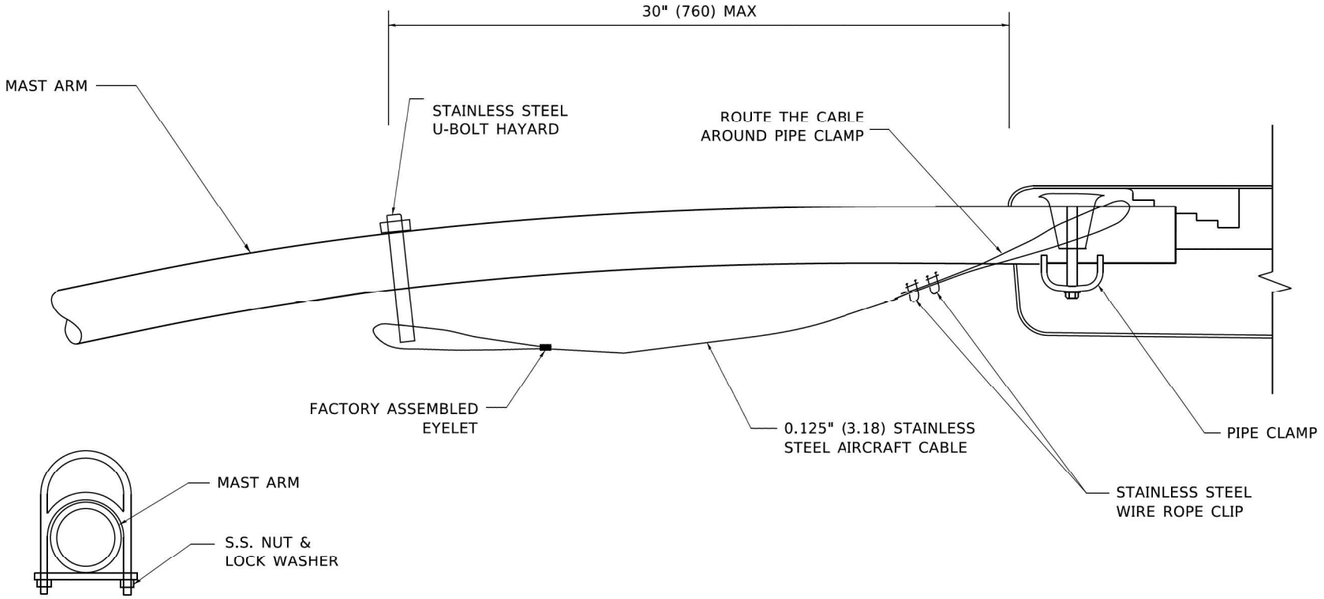
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290	2019-189-BR	COOK	250	134
	BE-410	CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



SIDE VIEW (TRUSS ARM)
N.T.S.



BOTTOM VIEW
N.T.S.



SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)
N.T.S.

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN.

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CONSULTING ENGINEERS

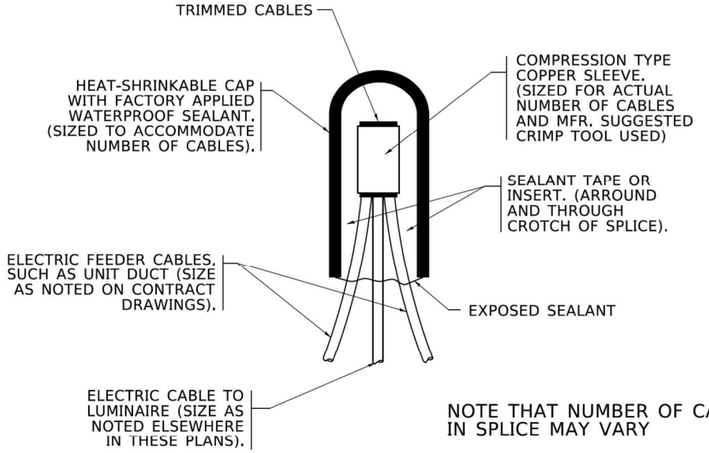
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LUMINAIRE SAFETY CABLE ASSEMBLY

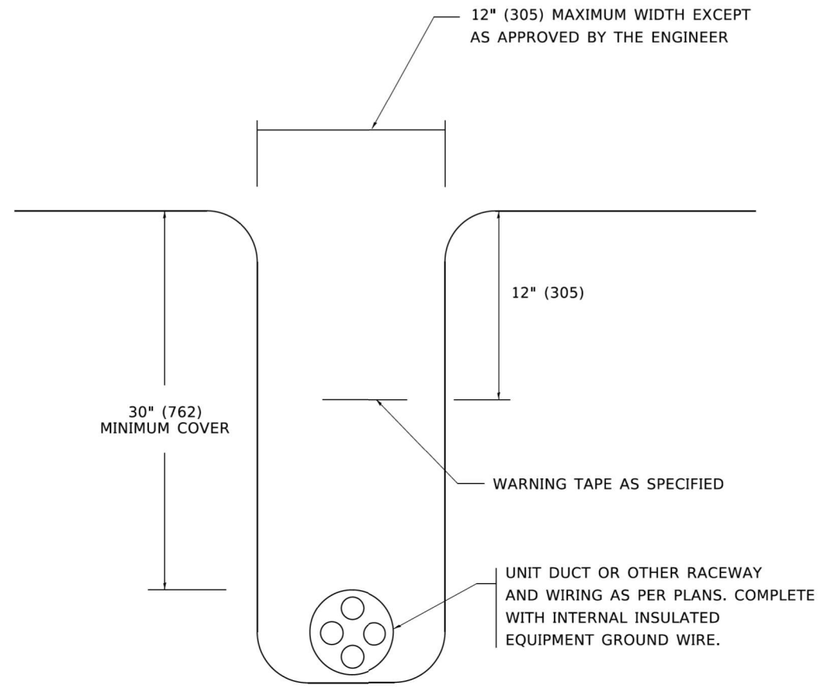
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	ILLINOIS FED. AID PROJECT			

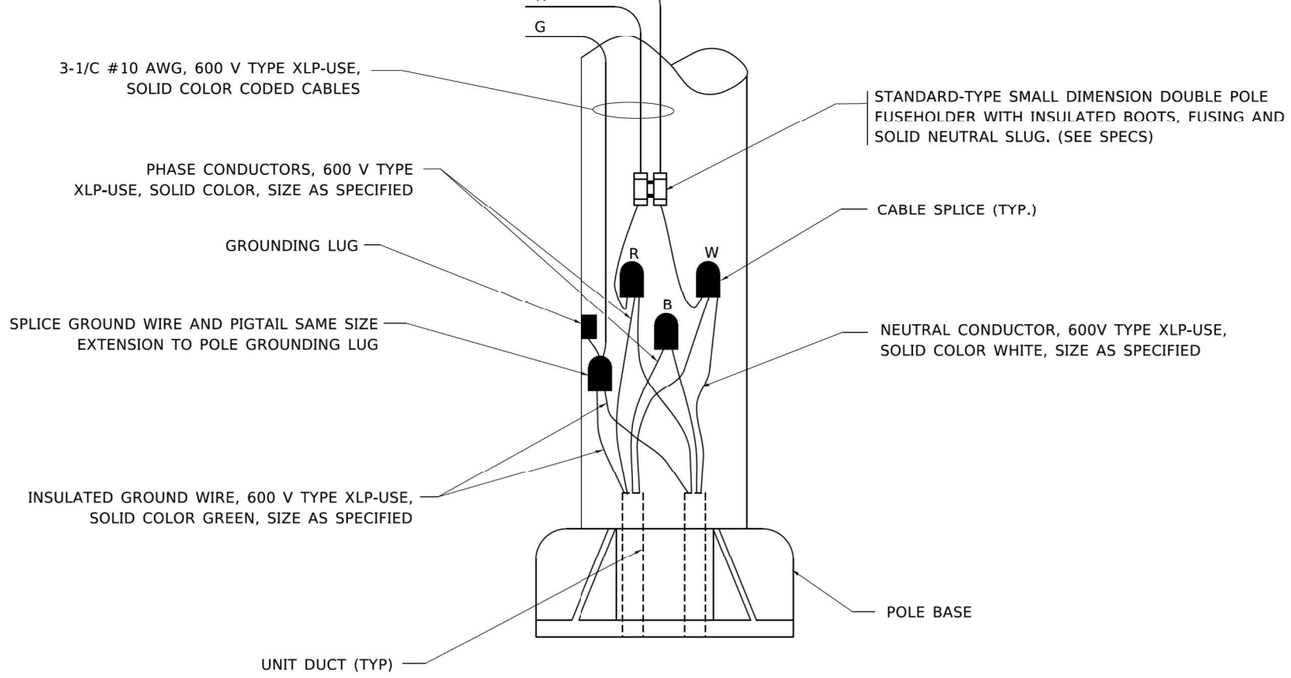


NOTE THAT NUMBER OF CABLES IN SPLICE MAY VARY

TYPICAL SPLICE DETAIL
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL
N.T.S.



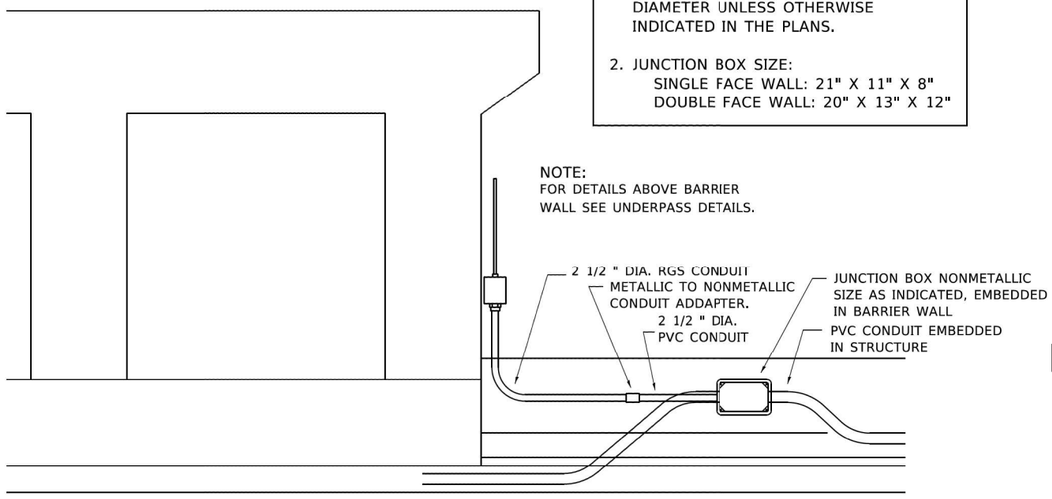
POLE WIRING DETAIL
N.T.S.

FILE NAME: \\cs\M-dbstepw21\IDS_pdf_work_dir\03335449_7f31f02f\d02-sht-tlight 10.dgn

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

USER NAME = lcsM-dbstepw21$	DESIGNED - OT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MISC ELECTICAL DETAILS SHEET A	
PLOT SCALE = 0.16666667 ' / in.	DRAWN - OT	REVISED -		SCALE:	SHEET NO. E-10 OF E-61 SHEETS
PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -			STA. 00+000 TO STA. 00+000
PLOT TIME = 9:18:06 PM	DATE - 2025/02/13	REVISED -			

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	136
	BE-702	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

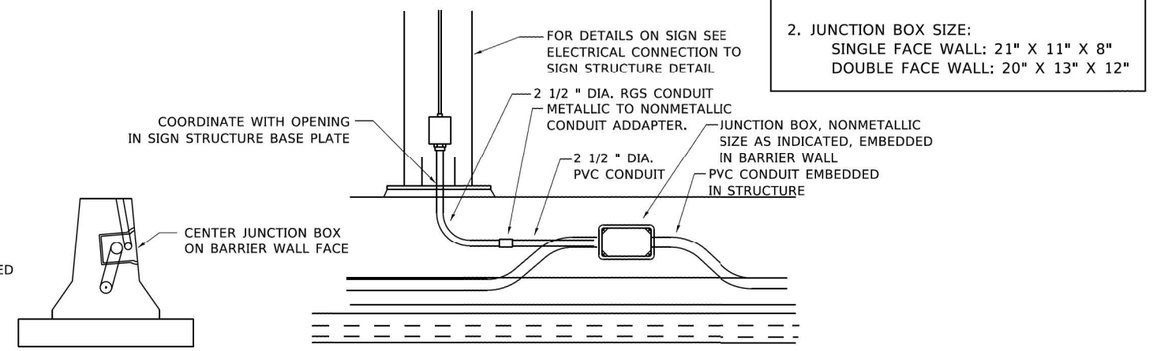


NOTES

1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
2. JUNCTION BOX SIZE:
   SINGLE FACE WALL: 21" X 11" X 8"
   DOUBLE FACE WALL: 20" X 13" X 12"

ED - BWD

ELECTRIC CONNECTION TO UNDERPASS LIGHTING

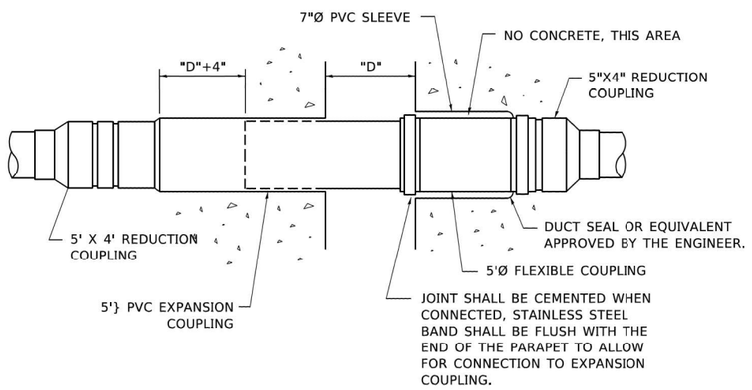


NOTES

1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
2. JUNCTION BOX SIZE:
   SINGLE FACE WALL: 21" X 11" X 8"
   DOUBLE FACE WALL: 20" X 13" X 12"

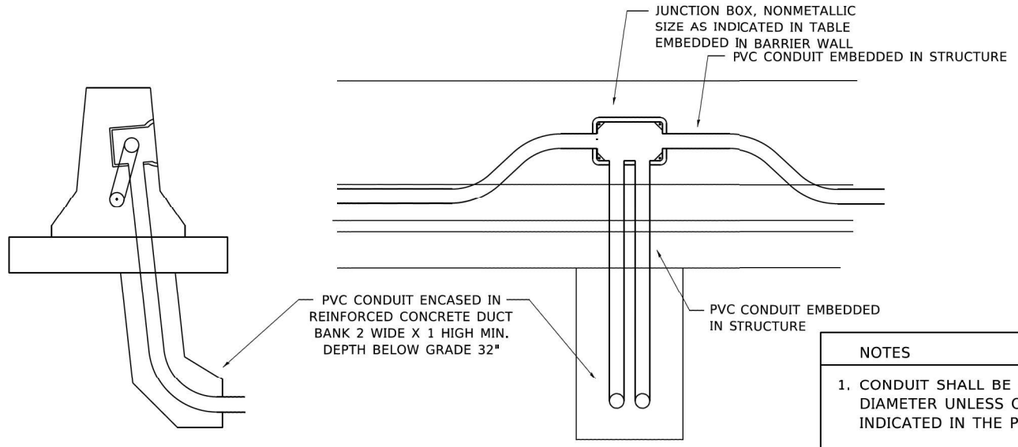
ED - SGN

JUNCTION BOX EMBEDDED IN BARRIER WALL FOR SIGN LIGHTING



INSTALLATION OF CONDUIT IN BRIDGE PARAPET EXPANSION JOINT

(N.T.S.)



NOTES

1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
2. JUNCTION BOX SIZE:
   SINGLE FACE WALL: 21" X 11" X 8"
   DOUBLE FACE WALL: 20" X 13" X 12"

ED - BW

JUNCTION BOX EMBEDDED IN BARRIER WALL

FILE NAME: \\cs\M-dbstepw21\ICS_pdf_work_dir\93359449_46\31625k62-elt-bjbt 11.dgn

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

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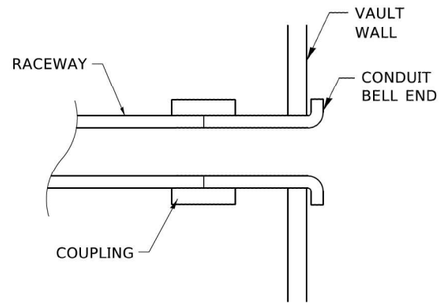
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS ELECTRICAL DETAILS, SHEET B
J BOX EMBEDDED IN BARRIER WALL - INSTALLATION OF CONDUIT IN BRIDGE PARAPET EXPANSION JOINT - ELECTRIC CONNECTION TO UNDERPASS LIGHTING

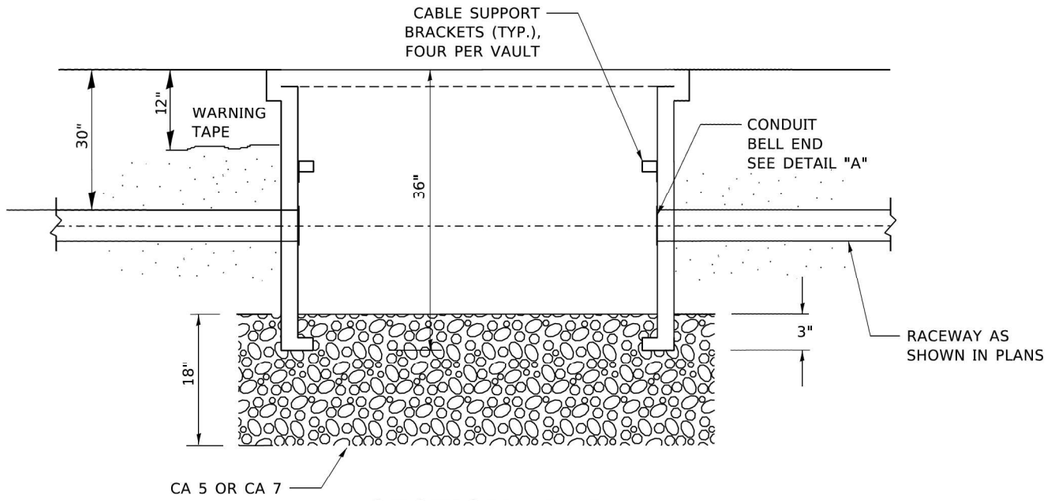
SCALE: | SHEET NO. E-11 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	BE-703	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

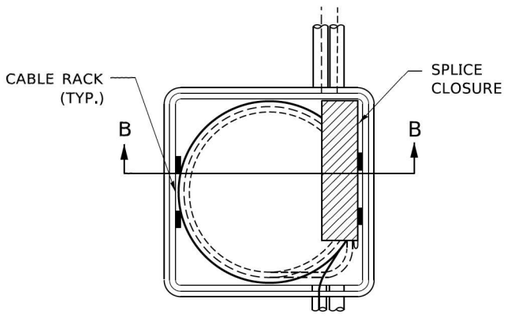
COMMUNICATIONS VAULT LOAD RATINGS			
COMPONENT	ANSI TIER	LOADING	
		DESIGN	TEST
BOX	22	22,500 lbs.	37,750 lbs.
COVER	22	22,500 lbs.	37,750 lbs.



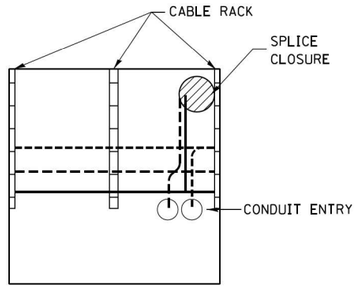
DETAIL A



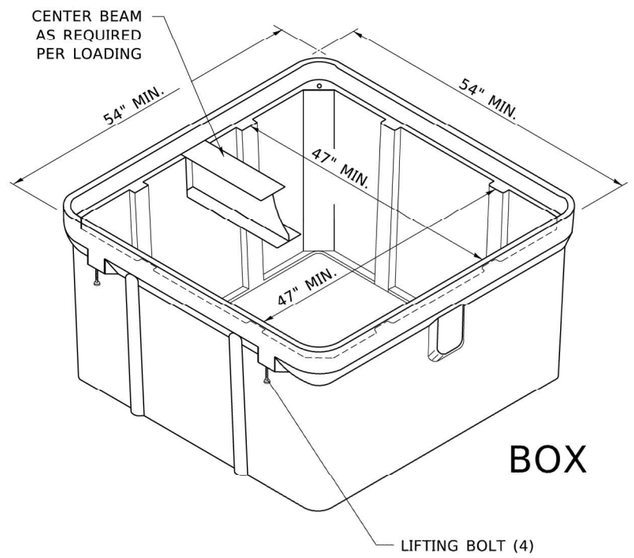
SECTION A–A



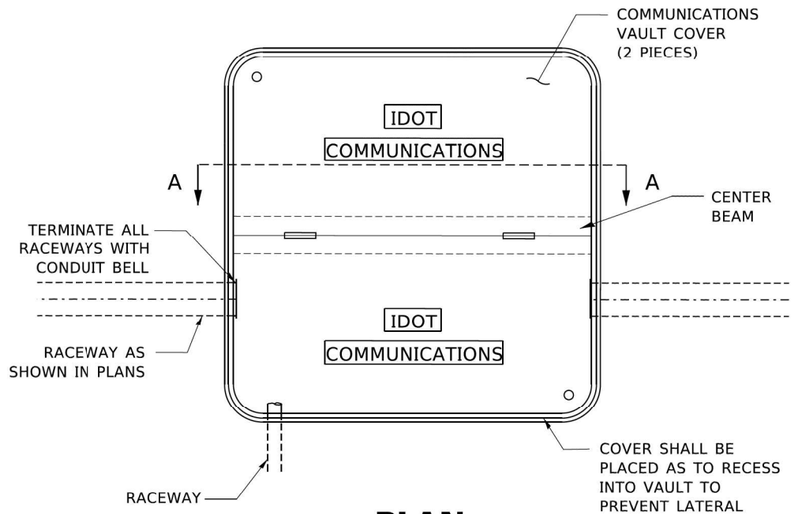
TOP VIEW



SECTION B–B



ISOMETRIC



PLAN

NOTES:

1. BOX SHALL HAVE AN OPEN BASE.
2. ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION OR PUNCH DRIVEN AT TIME OF PLACEMENT. IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS.
3. FIELD PLACEMENT OF COMMUNICATIONS VAULT SHALL BE AS DIRECTED BY THE ENGINEER.
4. ALL DIMENSIONS ARE MINIMUM AND A LARGER SIZE HANDHOLE MAY BE USED, WITH THE APPROVAL OF THE ENGINEER, TO FACILITATE USING A MANUFACTURER'S STANDARD PRODUCT.

FILE NAME: \\cskfs4\dbstepw21\IC\S_pdf_work_dir\93359449_47D1629\02-ahl-tight 12.dgn

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

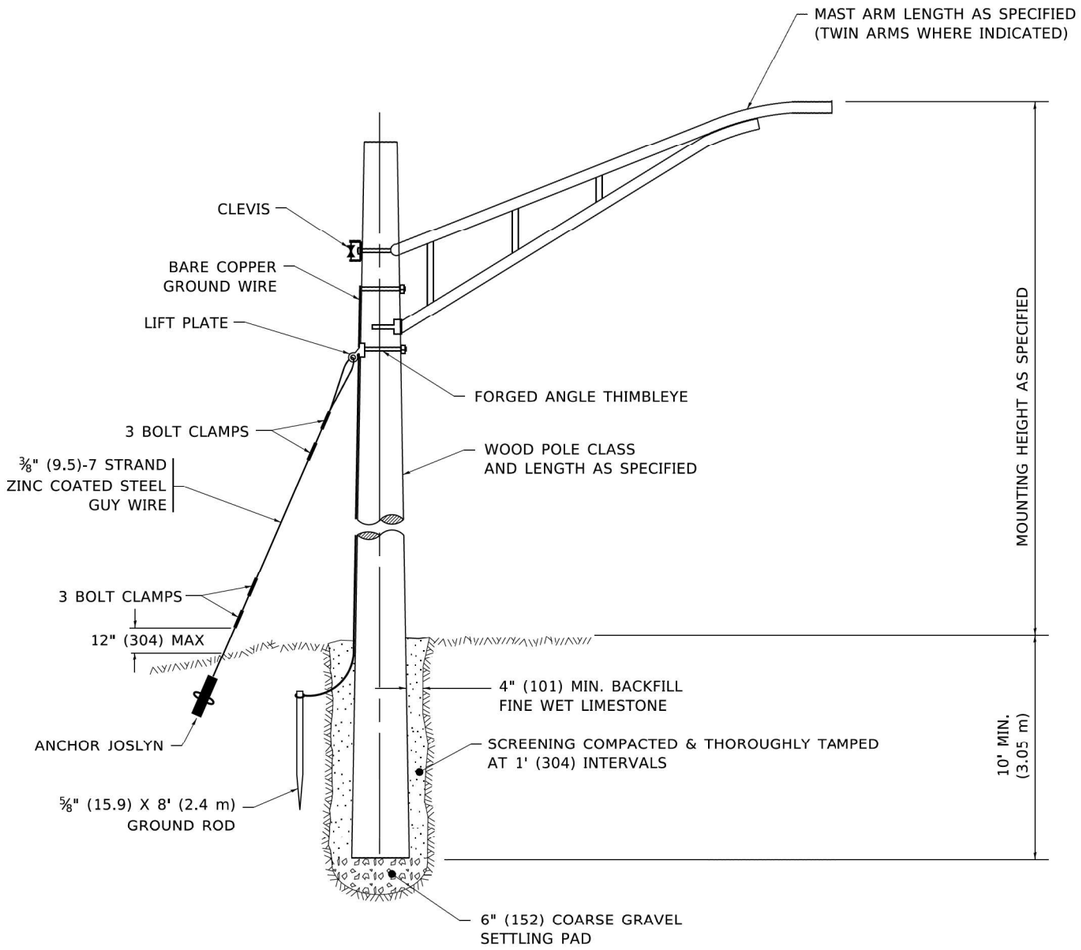
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PLOT TIME	= 9:22:13 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

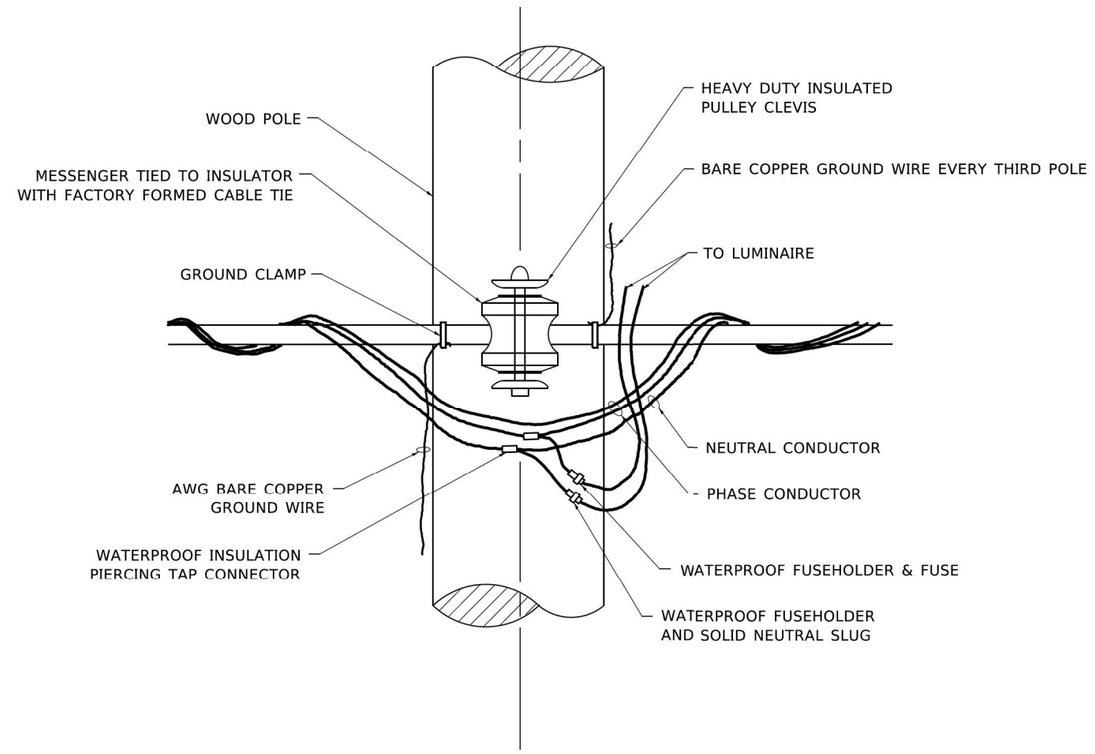
COMMUNICATIONS VAULT, COMPOSITE CONCRETE

SCALE: | SHEET NO. E-12 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	138
	BE-705	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			



TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTE:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. MAST ARM SHALL BE RATED FOR THE SPECIFIED MOUNTING HEIGHT.

FILE NAME: \\cs\fk-dbstepw21\ICS2_pdf_work_dir\093354449_BID162K62-std-8ght 13.dgn

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

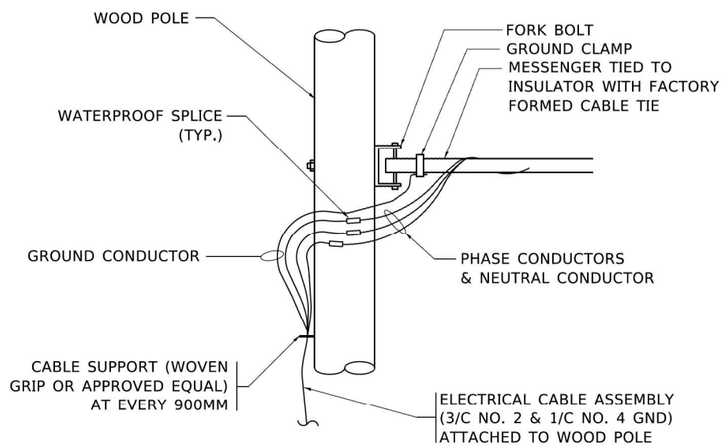
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PLOT TIME =	9:17:33 PM	DATE -	2025/02/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY LIGHT POLE DETAILS

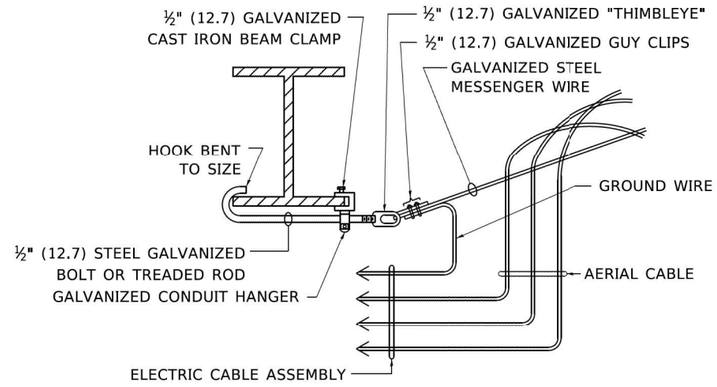
SCALE: | SHEET NO. E-13 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	139
	BE-800	CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			



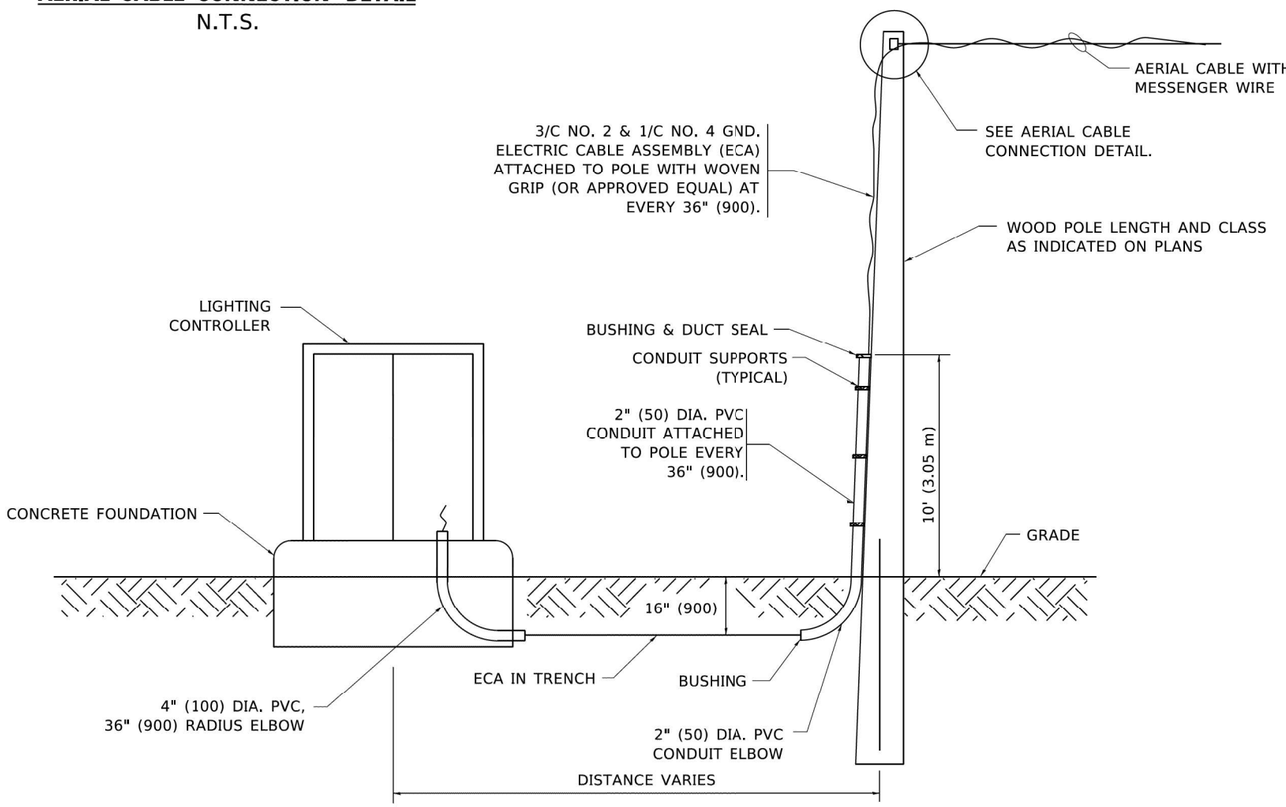
AERIAL CABLE CONNECTION DETAIL

N.T.S.



AERIAL CABLE ATTACHED TO STRUCTURE

NOT TO SCALE



WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL

N.T.S.

NOTES:

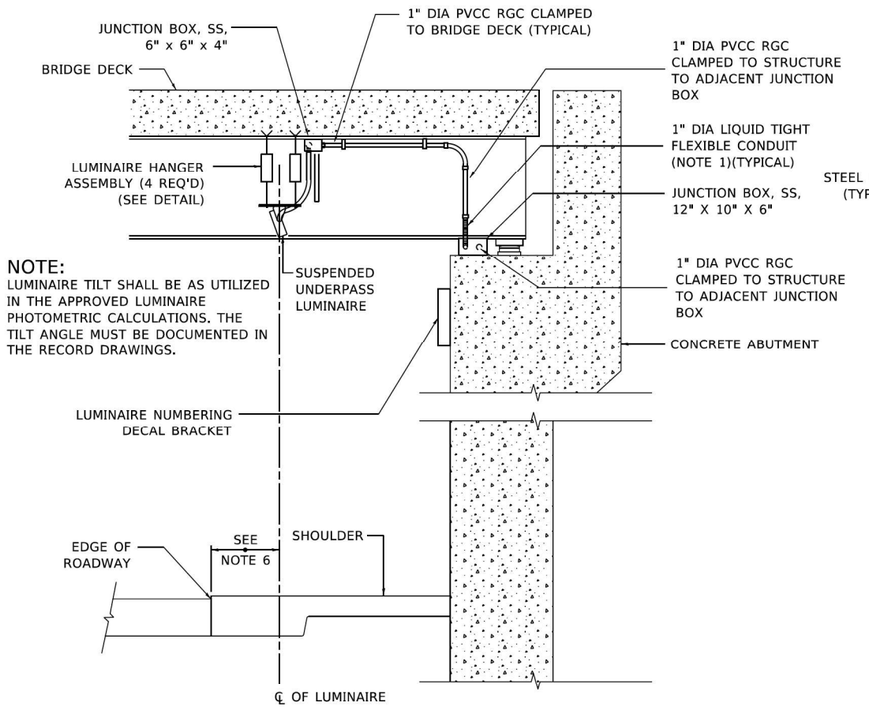
1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.

FILE NAME: \\csd\x-dbstepw21\ICS_pdf_work_dir\93355449_9931f02k62xeh-light 14.dgn

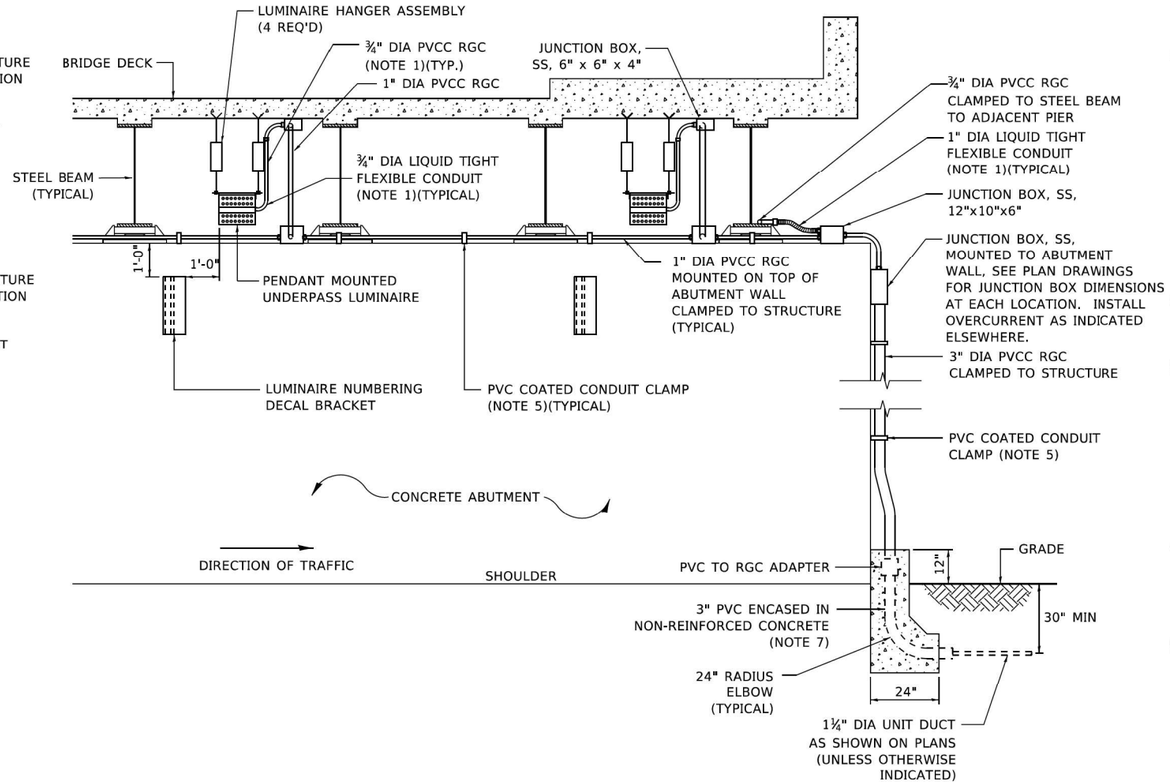
SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

USER NAME = lcsM-dbstepw21$	DESIGNED - OT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY AERIAL CABLE INSTALLATION
PLOT SCALE = 0.16666667 ' / in.	DRAWN - OT	REVISED -		
PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -		SCALE: / SHEET NO. E-14 OF E-61 SHEETS / STA. 00+000 TO STA. 00+000
PLOT TIME = 9:18:48 PM	DATE - 2025/02/13	REVISED -		

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	BE-801	CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

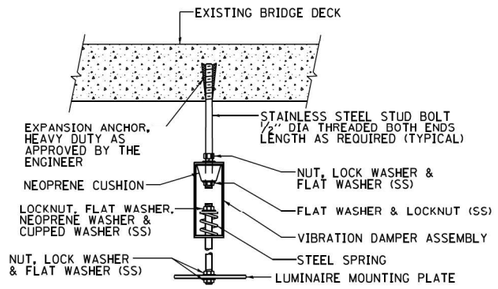


NOTE:
LUMINAIRE TILT SHALL BE AS UTILIZED IN THE APPROVED LUMINAIRE PHOTOMETRIC CALCULATIONS. THE TILT ANGLE MUST BE DOCUMENTED IN THE RECORD DRAWINGS.

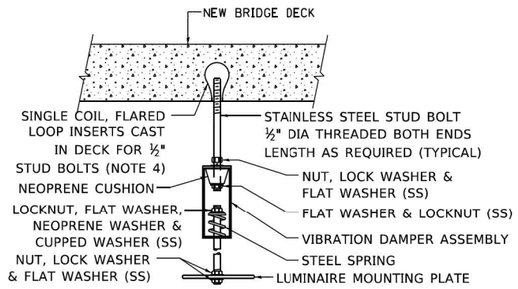


NOTES:

1. LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL FOR EACH INSTANCE AS SHOWN. PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM EXCEPT THAT " DIA. CONDUIT AND " DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE COST OF UNDERPASS LUMINAIRE INSTALLATION.
2. SEE UNDERPASS LIGHTING PLANS FOR INSTALLATION LOCATION OF UNDERPASS LIGHTING LUMINAIRES.
3. THE CONTRACTOR SHALL USE APPROVED SINGLE COIL FLARED LOOP INSERTS WHEN SUSPENDED MOUNTING AN UNDERPASS LUMINAIRE TO A NEW BRIDGE DECK. THE FLARED LOOP INSERTS MUST BE CAST INTO THE CONCRETE DECK. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND COORDINATING THE INSERT LOCATIONS FOR MOUNTING THE UNDERPASS LIGHTING SYSTEM AS SHOWN ON THE PLANS WITH THE BRIDGE DECK CONTRACTOR. SEE DETAIL.
4. THE UNDERPASS LUMINAIRE HANGER ASSEMBLY COMPLETE WITH HEAVY DUTY ANCHORS/INSERTS AND ALL APPLICABLE HARDWARE SHALL BE INCLUDED IN THE COST OF THE UNDERPASS LUMINAIRE PAY ITEM.
5. SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE "CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED" PAY ITEM.
6. ALL UNDERPASS LUMINAIRES MUST BE CENTERED IN THE BEAM SPACE AS INDICATED ON THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGR. LUMINAIRE SETBACK SHALL BE AS INDICATED IN PLANS FOR EACH SPECIFIC UNDERPASS
7. THE CONCRETE ENCASED CONDUIT TRANSITION SHALL BE INCLUDED IN THE COST OF THE GALVANIZED RIGID STEEL CONDUIT PAY ITEMS.
8. ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.
9. IN NO INSTANCE SHALL ANY UNDERPASS LUMINAIRE OR ANY OTHER ELECTRICAL EQUIPMENT BE INSTALLED BELOW THE ELEVATION OF THE BOTTOM OF THE BRIDGE BEAM WHEN OVER ANY PAVEMENT (ROADWAY OR SHOULDER).

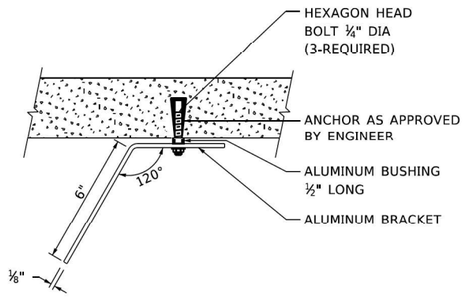


EXISTING BRIDGE DECK INSTALLATION

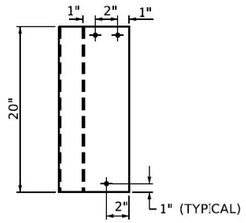


NEW BRIDGE DECK INSTALLATION

TYPICAL LUMINAIRE HANGER ASSEMBLY DETAILS



TOP VIEW



ELEVATION

LUMINAIRE NUMBERING DECAL BRACKET

NOT TO SCALE



PVC COATED CONDUIT BEAM CLAMP
NOT TO SCALE



PVC COATED CONDUIT CLAMP
NOT TO SCALE

FILE NAME: \\esfil4\dbstepw21\IC5_pdf_work_dir\9393\6449_1013102\605ash-tight15.dgn

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUSPENDED MOUNT LED UNDERPASS LUMINAIRE INSTALLATION DETAILS

SCALE: | SHEET NO. E-15 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	141
	BE-901	CONTRACT NO. 62K62		
	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 ¼" ANCHOR RODS DRG. #818.
		POLE, CITY STEEL, ANCHOR BASE, 34'–6", 3 GA. 10" DIA. AND 15" B.C. 24"X9' FND. W/1 ¼" ANCHOR RODS DRG. #818 (16',20'or 26'M.A.)
		POLE, CITY STEEL, ANCHOR BASE, 34"–6", 3GA., 11" DIA. AND 17 ¼" B.C. 30"X9' FND. W/1 ¼" ANCHOR RODS DRG. #816. (30' M.A.)
		POLE, CITY STEEL, ANCHOR BASE 34'–6", 3 GA. 12 ½" DIA. AND 16 ½"B.C. 30"X11' FND. W/1 ½" 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 ¼" 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 DWG.#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 RODSDWG#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 DWG. #565 (CONCRETE) OR DWG.#936 (HELIX).
		POLE , CITY STEEL, ANCHOR BASE, 32'–6", 7 GA., AND FND. WITH 11½" B.C. AND 1" ANCHOR RODS DWG. #753.
		POLE, CITY STEEL, ANCHR BASE, 32'–6", 3 GA., AND FND. WITH 11½" B.C. AND 1" ANCHOR RODS DWG. #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"X 7' WITH 1" ANCHOR RODS DWG. #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=ILL.BELL 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)
2D	2D	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
PR.	PR	CABLE, TRAFFIC SIGNAL, COMMUNICATION, 1–PAIR #14 SHIELDED, IN CONDUIT
2	2	CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2/C– #4, 600 V. EPR. IN CONDUIT
III	III	CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2 1/C–#2 or #1/0 600V. EPR IN CONDUIT
II	II	CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2/C–#10 or #6, 600V NSRI, IN CONDUIT
VII	VII	CABLE, TRAFFIC SIGNAL, 7/C–#12 or #14, 600V, EPR IN CONDUIT
X	X	CABLE, TRAFFIC SIGNAL, 10/C–#12 600V. EPR IN CONDUIT
	XIV	CABLE, TRAFFIC SIGNAL, 14/C–#14, 600V. EPR IN CONDUIT
XIX	XIX	CABLE, TRAFFIC SIGNAL, 19/C–#12 600V, EPR IN CONDUIT
2N	2N	CABLE, STREET LIGHT, 2 1/C–#6, 600V. RINS IN PARKWAY
2NC	2NC	CABLE, STREET LIGHT, 2 1/C–#6, 600V. RINS IN CONDUIT
3TC	3TC	CABLE, STREET LIGHT, 2 1/C–#6 EPRN 600V. & 1 1/C–#8 GREEN, TRIPLEXED,IN CONDUIT
3NC	3NC	CABLE, STREET LIGHT, 3 1/C–#1/0, or #2/0, or #4, 600V. EPR IN CONDUIT
2W	2W	WIRE, STREET LIGHT, 2 1/C–#6, HDNS. AERIAL
3W	3W	WIRE, STREET LIGHT, 2 1/C–#6 & 1 1/C #8, HDNS. AERIAL
111C	111C	CABLE, STREET LICHT AERIAL, 3 1/C–#4 or #2 SELF SUPPORTING, 600V EPR
W FA	W FA	WIRE, F.A. & P.C. AERIAL, 1/C–#10, NUMERAL DENOTES QUANTITY
PR	PR	CABLE, F.A. & P.C. AERIAL, W/ MESSENGER #19–(NUMBER OF PAIRS AS INDICATED)
6 PR	6 PR	CABLE, F.A. & P.C. AERIAL, SELF SUPPORTING, #19–(NUMBER OF PAIRS AS INDICATED)
37 PR	37 PR	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

	DATE	REVISION
F	01–08–14	ADDED LED LUMINAIRES A.VIEU
E	09–19–13	ADDED CMH LUMINAIRES A.VIEU
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

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:	CHIEF DRAFTSMAN:	ENGINEER:
R, IVY	R. CARTER	R. POOL/R.C/W.T.

SUPERVISING ENGINEER:	ELEC. DESIGN ENGR.	DWG. NO.
ENGINEER OF ELECTRICITY:		826
GEN'L SUPT. OF CONSTRUCTION:		
DEPUTY COMMISSIONER:		

SIZE: 22" | 36" SCALE: NONE DATE: 09–19–13

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

USER NAME	= icsM-dbstepw21$	DESIGNED	- MH	REVISED	-
PLOT SCALE	= 0.16666667 ' / in.	DRAWN	- MH	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- RP	REVISED	-
PLOT TIME	= 9:18:42 PM	DATE	- 02/13/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CDOT ELECTRICAL LEGEND

SCALE: NTS | SHEET NO. E-16 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	142
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: \\icsM-dbstepw21\ICS_pdf_work_dir\93335448_11101162K62-sht-ldgnl 16.dgn

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 APRIL 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 CHICAGO DEPARTMENT OF TRANSPORTATION, 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 CHICAGO DEPARTMENT OF TRANSPORTATION 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 CHICAGO DEPARTMENT OF TRANSPORTATION, 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. 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.

17. 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.

18. 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.

19. EXISTING EMBEDDED AND UNDERGROUND RACEWAYS BETWEEN EXISTING LIGHTING UNITS OR EXISTING EQUIPMENT SHALL BE ABANDONED, UNLESS NOTED OTHERWISE.

20. 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.

21. 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.

22. 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.

23. 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.

24. 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 CHICAGO DEPARTMENT OF TRANSPORTATION. 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 CHICAGO DEPARTMENT OF TRANSPORTATION WILL BE SUBJECTED TO CORRECTIVE ACTION AT THE CONTRACTOR'S EXPENSE.

25. 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.

26. CONDUIT STUBOUTS IN EQUIPMENT FOUNDATIONS WILL NOT BE MEASURED FOR PAYMENT, BUT WILL BE CONSIDERED AS PART OF THE APPLICABLE FOUNDATION PAY ITEM. REFER TO SPECIFICATIONS.

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 CHICAGO DEPARTMENT OF TRANSPORTATION, 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 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.

FILE NAME: \\esh4-dbstepw21\ICS_pdf_work_dir\93393449_20251029\62k62-esh-light 17.dgn

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = IcsM-dbstepw21$	DESIGNED - MH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CDOT GENERAL NOTES			
PLOT SCALE = 0.16666667 ' / in.	DRAWN - MH	REVISED -					
PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -					
PLOT TIME = 9:12:01 PM	DATE - 02/13/2025	REVISED -		SCALE: NTS	SHEET NO. E-17 OF E-61 SHEETS	STA. 00+000 TO STA. 00+000	

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	143
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

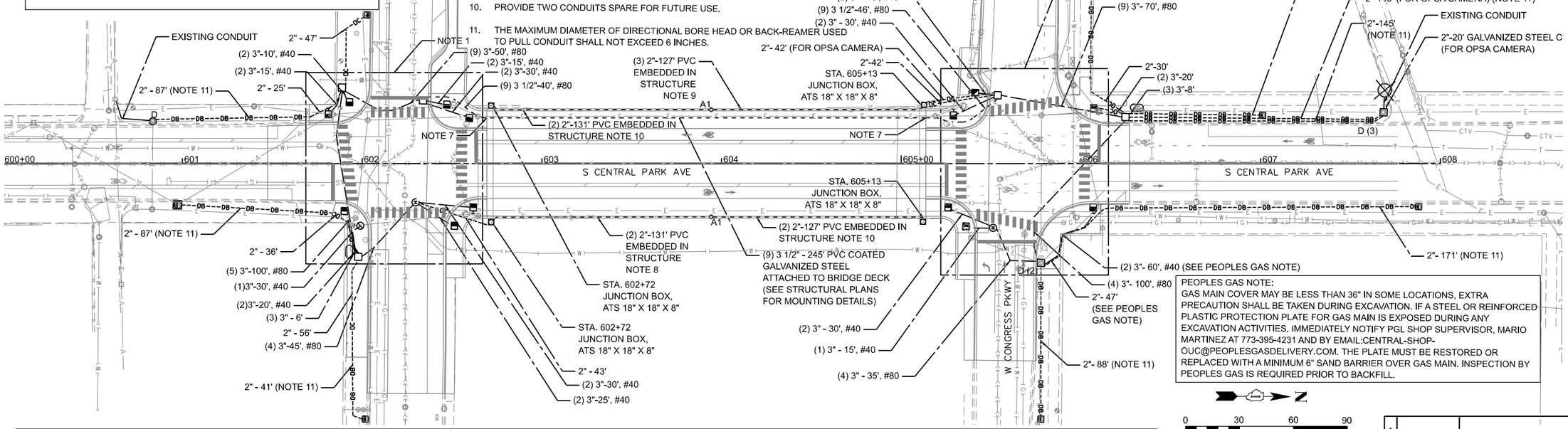
DWM NOTE:
AT A MINIMUM, THE CONTRACTOR IS REQUIRED TO DO THE FOLLOWING, UNLESS CDOT'S REQUIREMENTS ARE MORE STRINGENT: THE MAXIMUM DIAMETER OF DIRECTIONAL BORE HEAD OR BACK-REAMER USED TO PULL CONDUIT OR CONDUIT PACKAGE SHALL NOT EXCEED SIX INCHES (6"). IF A LARGER DIAMETER BORE HEAD OR BACK-REAMER IS NECESSARY, CONTRACTOR MUST STOP WORK AND CONTACT THE DWM FORCE ACCOUNT CONSTRUCTION MANAGER AT FACM@DWMPMO.NET. THE CONTRACTOR IS REQUIRED TO DO TEST HOLES OVER ALL SERVICES THAT ARE TO BE DIRECTIONALLY BORED ACROSS. THE TEST HOLES MUST BE EXCAVATED TO A MINIMUM DEPTH OF 12 INCHES BELOW THE BOTTOM OF THE PROPOSED FACILITY INSTALLATION. TO VALIDATE THAT TEST HOLING IS BEING COMPLETED, 4 PICTURES PER BLOCK ARE TO BE TAKEN (APPROXIMATELY EVERY 150 FEET) OF DIRECTIONAL BORING LENGTH DISPLAYING THE TEST HOLE. IF WATER FACILITY IS EXPOSED DURING THIS PROCESS THE PICTURE IS TO INCLUDE BOTH EXPOSED WATER FACILITY ALONG WITH EITHER THE BORE ROD, BORE HEAD OR INSTALLED CONDUIT. IMAGES SHOULD CLEARLY INDICATE THE DATE, OUC FILE NUMBER, AND THE LOCATION OF THE CROSSING ON EACH PHOTOGRAPH. THESE PHOTOGRAPHS AND OTHER SUPPORTING INFORMATION MUST BE RETAINED AND ARCHIVED. AS-BUILTS AND PHOTOGRAPHS MUST BE STORED INDEFINITELY. DWM MAY REQUEST THIS INFORMATION BE SUBMITTED FOR VERIFICATION OR INVESTIGATION OF DAMAGE TO INFRASTRUCTURE, AND THE INFORMATION MUST BE SUBMITTED TO DWM EXPEDITIOUSLY, BUT NOT LONGER THAN 30 DAYS AFTER THE REQUEST. DWM MAY REQUIRE ADDITIONAL PHOTOS IF DEEMED NECESSARY.

NOTES:

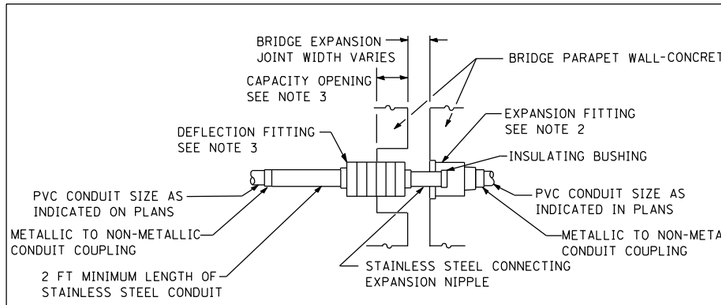
1. SIGNALIZED INTERSECTION CONDUIT CROSSINGS SHOULD BE INSTALLED AS SHOWN ON TRAFFIC SIGNAL PLANS. QUANTITIES OF THESE CONDUIT INSTALLATION ARE NOT INCLUDED IN THE LIGHTING DESIGN.
2. ALL SERVICE CONTROL VALVE AND METER VAULT LOCATIONS MUST BE VERIFIED PRIOR TO CONSTRUCTION AND 3-FEET OF HORIZONTAL SEPARATION MUST BE MAINTAINED. SHOULD FIELD CONDITIONS REQUIRE ADDITIONAL ENGINEERING SERVICES OR RELOCATION, THEN CDOT SHALL SUBMIT FUNDING AND/OR RFI FOR DWM APPROVAL PRIOR TO INSTALLATION.
3. ALL TRENCHED CONDUITS TO BE PVC SCHEDULE 40, UNLESS NOTED OTHERWISE, SIZE AS NOTED. CONDUITS UNDER ROADWAY OR DRIVEWAYS SHALL BE SCHEDULE 80.
4. REFER TO IDOT HIGHWAY STANDARD 812001-01 FOR DETAILS.
5. REFER TO SHEETS E-41 AND E-43 FOR THE CONDUIT PROFILE AND SHALLOW CONDUIT PROTECTION DETAIL.
6. HAND DIG OPEN CUT WHEN CROSSING UTILITIES.
7. EXPANSION/DEFLECTION COUPLING (SEE DETAILS ON THIS SHEET)
8. PROVIDE TWO CONDUITS: ONE FOR LIGHTING ELECTRICAL CABLES AND ONE SPARE FOR FUTURE USE. ROUTE BOTH CONDUITS INTO AND OUT OF THE LIGHT POLE FOUNDATION.
9. PROVIDE THREE CONDUITS: ONE FOR LIGHTING ELECTRICAL CABLES, ONE FOR OPSA AND ONE SPARE FOR FUTURE USE.
10. PROVIDE TWO CONDUITS SPARE FOR FUTURE USE.
11. THE MAXIMUM DIAMETER OF DIRECTIONAL BORE HEAD OR BACK-REAMER USED TO PULL CONDUIT SHALL NOT EXCEED 6 INCHES.

KEY:

A1	LIGHT POLE FOUNDATION, 15" B.C. PARAPET MOUNTED
D	DRILL EXISTING MANHOLE/HANDHOLE
F	EXISTING LIGHTING CONTROLLER
----OC------	UNDERGROUND CONDUIT IN TRENCH, PVC SCHEDULE 80
---DB---DB--	CONDUIT, DIRECTIONAL BORED, COILABLE NONMETALLIC CONDUIT, SCHEDULE 80, 2" DIA."
- - - - - - -	EMBEDDED CONDUIT IN STRUCTURE 2" P.V.C.
———	EXISTING CONDUIT
J	STAINLESS STEEL JUNCTION BOX ATTACHED TO BACK OF PARAPET 12"X12"X6"



PEOPLES GAS NOTE:
GAS MAIN COVER MAY BE LESS THAN 36" IN SOME LOCATIONS, EXTRA PRECAUTION SHALL BE TAKEN DURING EXCAVATION. IF A STEEL OR REINFORCED PLASTIC PROTECTION PLATE FOR GAS MAIN IS EXPOSED DURING ANY EXCAVATION ACTIVITIES, IMMEDIATELY NOTIFY PGL SHOP SUPERVISOR, MARIO MARTINEZ AT 773-395-4231 AND BY EMAIL:CENTRAL-SHOP-OUC@PEOPLESGASDELIVERY.COM. THE PLATE MUST BE RESTORED OR REPLACED WITH A MINIMUM 6" SAND BARRIER OVER GAS MAIN. INSPECTION BY PEOPLES GAS IS REQUIRED PRIOR TO BACKFILL.



EXPANSION/DEFLECTION CONDUIT COUPLING DETAIL

EXPANSION/DEFLECTION CONDUIT COUPLING NOTES:

1. THE CONTRACTOR SHALL INSTALL A CONDUIT EXPANSION/DEFLECTION COUPLING AT THE JOINT LOCATIONS IN THE CONCRETE PARAPET ON THE BRIDGE CAPABLE OF ACCEPTING THE LONGITUDINAL MOVEMENT. ALL METALLIC PARTS OF THE COUPLING SHALL BE MADE OF STAINLESS STEEL OR AS APPROVED BY THE ENGINEER. ANY NON-STAINLESS METAL SHALL BE HOT DIP GALVANIZED AND COATED TO PREVENT ANY REACTION WITH THE CONCRETE. THE COST OF THE COUPLING SHALL BE PART OF AND INCLUDED WITH THE CONDUIT SYSTEM.
2. THE BARREL IN THE EXPANSION FITTING TYPE SHALL BE IN THE CONCRETE ON ONE SIDE OF THE EXPANSION JOINT. ONE HALF THE LENGTH OF THE DEFLECTION FITTING SHALL BE EMBEDDED IN THE CONCRETE ON THE OTHER SIDE OF THE COUPLING.
3. A CAVITY OPENING 3" LARGER IN DIAMETER THAN THE DEFLECTION FITTING SHALL BE PROVIDED IN THE CONCRETE TO ENSURE PROPER PERFORMANCE OF THE COUPLING.
4. CAREFUL ATTENTION TO JOINT MOVEMENT OVER A RANGE OF TEMPERATURES SHALL BE COORDINATED WITH THE SELECTION AND INSTALLATION OF THE COUPLING TO ENSURE THE RANGE OF MOVEMENT OF THE COUPLING IS NOT EXCEEDED AT TEMPERATURE EXTREMES.
5. ALL MANUFACTURER'S INSTALLATION INSTRUCTIONS SHALL BE CAREFULLY FOLLOWED TO ENSURE OPTIMUM PERFORMANCE OF THE EXPANSION/DEFLECTION COUPLING.
6. THE CONTRACTOR SHALL INSTALL COUPLINGS AT ALL BRIDGE EXPANSION JOINTS AND SHALL BE RESPONSIBLE TO DETERMINE THE PROPER NUMBER OF COUPLINGS REQUIRED. SEE STRUCTURAL DRAWINGS FOR THE EXPANSION JOINT LOCATIONS

DIRECTIONAL DRILLING IS APPROVED TO A MAXIMUM DEPTH OF 33-INCHES. ALL SERVICE CONTROL VALVE AND METER VAULT LOCATIONS MUST BE VERIFIED PRIOR TO CONSTRUCTION AND 3-FEET OF HORIZONTAL SEPARATION MUST BE MAINTAINED. SHOULD FIELD CONDITIONS REQUIRE ADDITIONAL ENGINEERING SERVICES OR RELOCATION, THEN CDOT SHALL SUBMIT FUNDING AND/OR RFI FOR DWM APPROVAL PRIOR TO INSTALLATION

0 30 60 90
SCALE IN FEET

	DATE	REVISION
A		

WORK ORDER NO.
COST ALLOCATION ACCOUNT
APPROPRIATION ACCOUNT { MATERIAL / LABOR

UNDERGROUND CONDUIT FACILITIES PLAN SOUTH CENTRAL PARK AVENUE FROM WEST HARRISON STREET TO WEST CONGRESS PARKWAY

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ELECTRICAL OPERATIONS

DRAFTSMAN:	CHIEF DRAFTSMAN:	ENGINEER:
MH		MG

SUPERVISING ENGINEER: RP
ENGINEER OF ELECTRICITY:
GEN'L SUPT. OF ELECTRICITY:
DEPUTY COMMISSIONER:
DWG. NO. 25–285

E–18

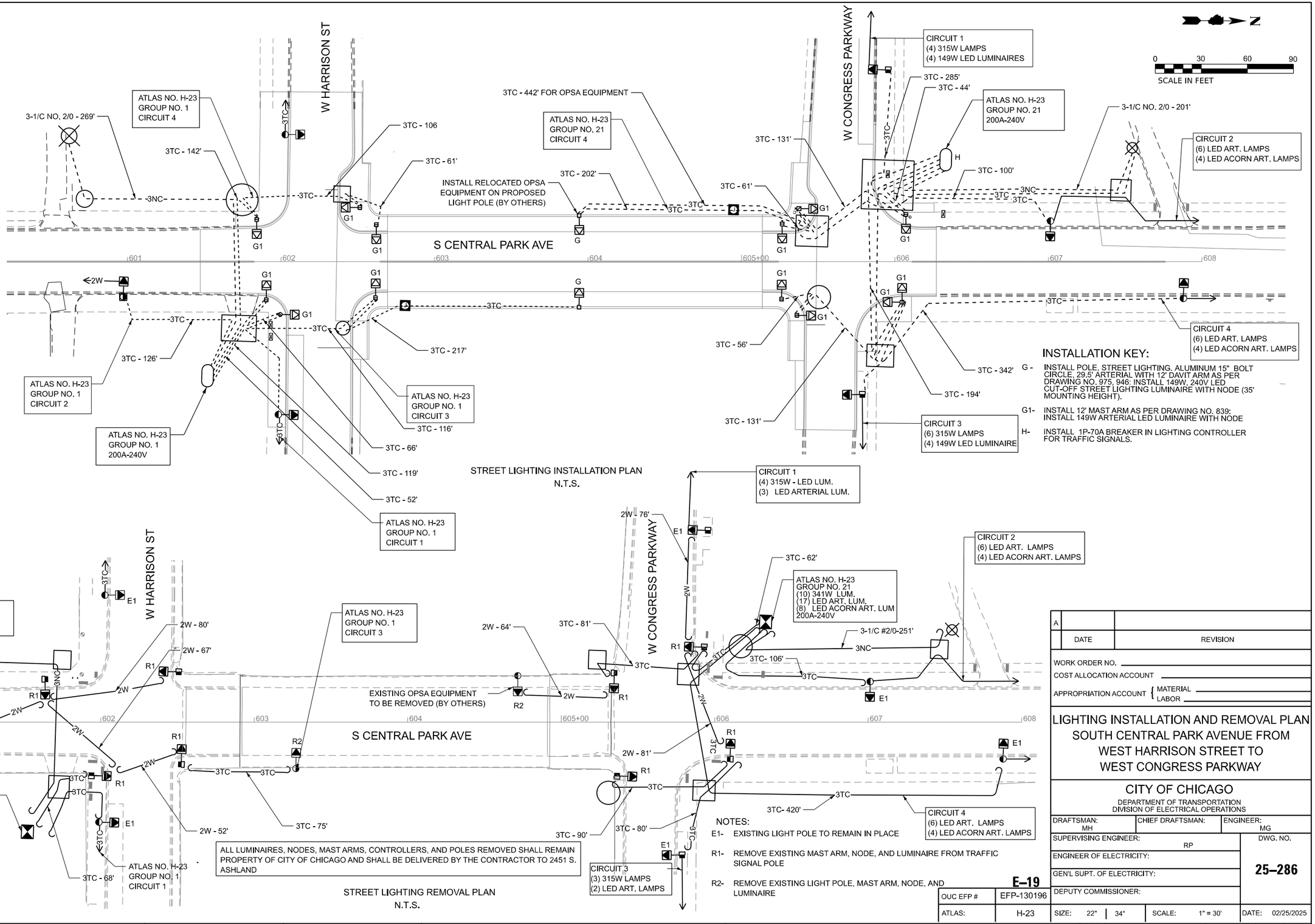
OUC EFP #	EFP-130196	SIZE: 22" | 34"	SCALE: 1" = 30'	DATE: 02/25/2025
ATLAS:	H-23			

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

USER NAME = icsM-dbstepw21$	DESIGNED - MH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	UNDERGROUND CONDUIT FACILITIES PLAN S CENTRAL PARK AVE	
PLOT SCALE = 0.16666667 ' / in.	DRAWN - MH	REVISED -			
PLOT DATE = 11/7/2025	CHECKED - RP	REVISED -			
PLOT TIME = 4:44:51 PM	DATE - 02/13/2025	REVISED -		SCALE: 1" = 30' | SHEET NO. E-18 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000	

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	144
		CONTRACT NO. 62K62		
		ILLINOIS | FED. AID PROJECT		

FILE NAME: \\icsM-dbstepw21\IOS_pdf_work_dir\97254\d_12\31162R65\sht\sht-light 18.dgn



A		
	DATE	REVISION

WORK ORDER NO.

COST ALLOCATION ACCOUNT

APPROPRIATION ACCOUNT { MATERIAL / LABOR

LIGHTING INSTALLATION AND REMOVAL PLAN SOUTH CENTRAL PARK AVENUE FROM WEST HARRISON STREET TO WEST CONGRESS PARKWAY

CITY OF CHICAGO

DEPARTMENT OF TRANSPORTATION
DIVISION OF ELECTRICAL OPERATIONS

DRAFTSMAN:	CHIEF DRAFTSMAN:	ENGINEER:
MH		MG

SUPERVISING ENGINEER: RP

ENGINEER OF ELECTRICITY:

GEN'L SUPT. OF ELECTRICITY:

DEPUTY COMMISSIONER:

DWG. NO. **25–286**

E–19

OUC EFP #	EFP-130196	SIZE: 22" | 34"	SCALE: 1" = 30'	DATE: 02/25/2025
ATLAS:	H-23			

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

USER NAME	= lcsM-dbstepw21$	DESIGNED	- MH	REVISED	-
PLOT SCALE	= 0.16666667 ' / in.	DRAWN	- MH	REVISED	-
PLOT DATE	= 10/29/2025	CHECKED	- RP	REVISED	-
PLOT TIME	= 11:02:34 PM	DATE	- 02/13/2025	REVISED	-

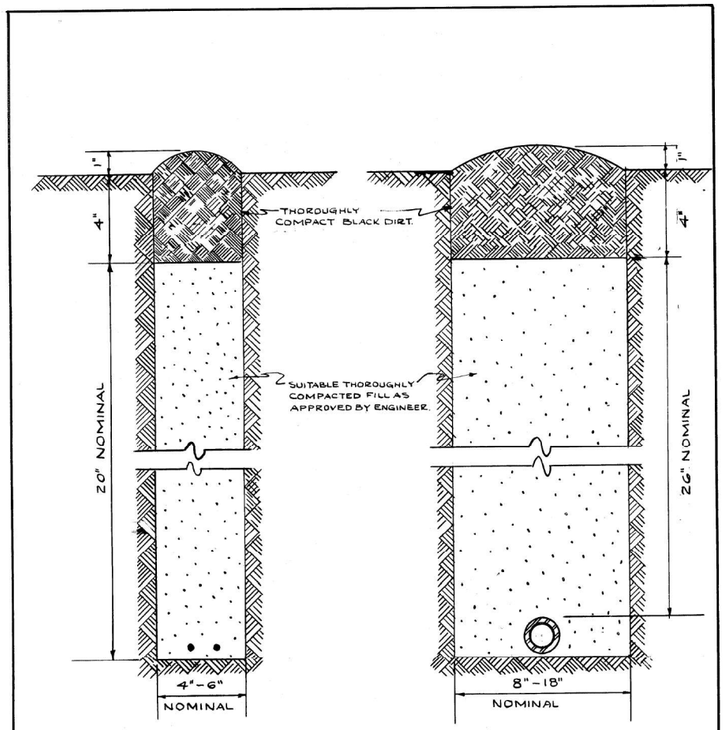
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING INSTALLATION AND REMOVAL PLAN
S CENTRAL PARK AVE

SCALE: NTS | SHEET NO. E-19 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	145
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

FILE NAME: \\lcsM-dbstepw21\ICS_pdf_work_dir\69263449_1310162\K62sht-sht-light 19.dgn



CABLE TRENCH

CONDUIT TRENCH

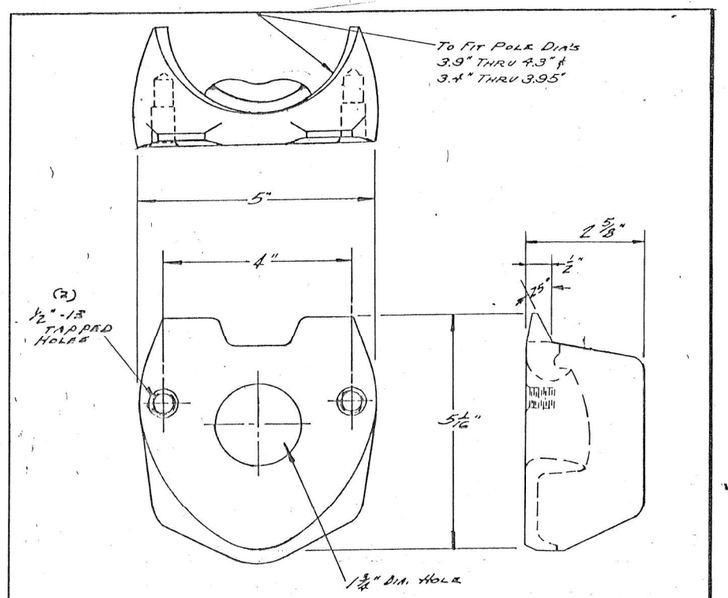
NOTE

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

REVISION	CITY OF CHICAGO DEPT. OF STREETS & SANITATION DIVISION OF ELECTRICAL ENGINEERING		
A	DRAWN W. E. HAEP.	CHECKED M. J. Kline	ENGINEER J.O'CONNOR
B	ENGR. IN CHARGE Dudley A. Bixby		DRG. NO.
C	SUPT. OF CONST. Joseph Slaughter		579
D	DEPUTY COMM. Walter J. Kelley		
E			
F			
G	SIZE 8½"X14"	SCALE: N	DATE: 7-14-61
H			



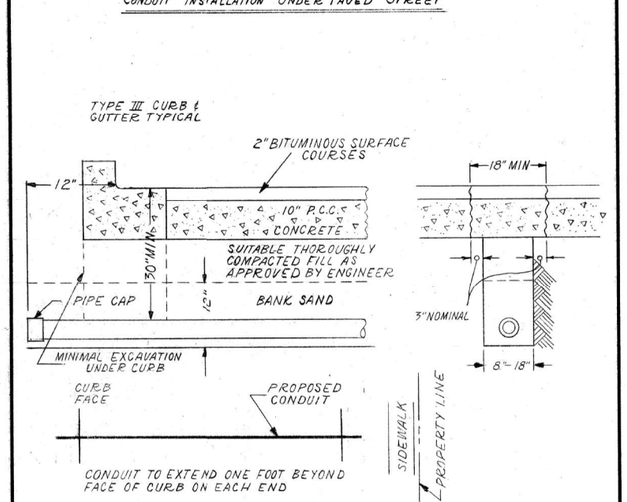
MATERIAL: CAST STEEL

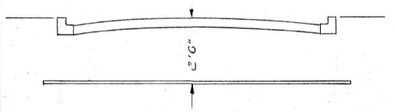
A	J.O'C.	MATERIAL NOTE ADDED.

2 BOLT MAST ARM ATTACHMENT POLE PLATE DETAILS

REVISED	CITY OF CHICAGO DEPT. OF STREETS AND SANITATION DIVISION OF ELECTRICAL ENGINEERING		
A 5-27-76	DRAWN J. WAHLFELDT	CHECKED J. BORE	ENGINEER J. BORE
B	ENGR. IN CHARGE Leonard A. Bixby		DRG. NO.
C	SUPT. OF CONST. Joseph Slaughter		659
D	DEPUTY COMM. Walter J. Kelley		
E			
F	SIZE 8½"X14"	SCALE N	DATE 10-25-66
G			

CONDUIT INSTALLATION UNDER PAVED STREET





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

INSTALLATION METHOD OF INSTALLING CONDUIT UNDER PAVED ROADWAY

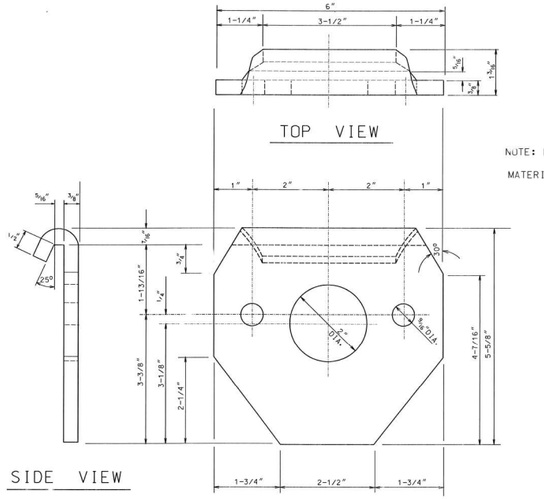
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING		
DRAWN A.M. JOHNSON	CHECKED R. SYCKOWSKI	ENGINEER R.L. MARTIN
ENGINEER OF ELECTRICITY Thomas Hildreth		DRG. NO. 813
DEPUTY COMM. Charles E. Buckley		
SIZE 8½"X14"	SCALE N.T.S.	DATE 3-13-81

E-20

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS	USER NAME = lcsM-dbstepw21$	DESIGNED - MH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CDOT ELECTRICAL STANDARD DETAILS
	PLOT SCALE = 0.16666667 ' / in.	DRAWN - MH	REVISED -		
	PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -		
	PLOT TIME = 9:19:15 PM	DATE - 02/13/2025	REVISED -		SCALE: NTS / SHEET NO. E-20 OF E-61 SHEETS / STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	146
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

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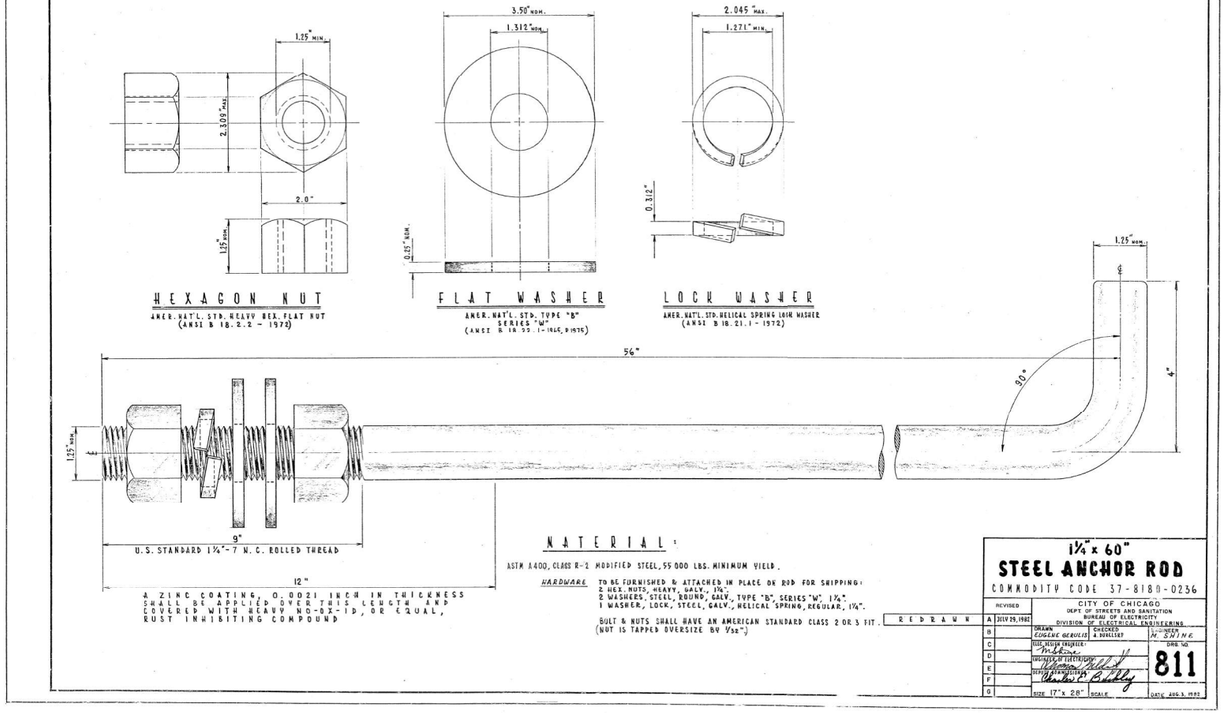


03-01-02	REDRAWN

TWO BOLT
MAST ARM ATTACHMENT
(BRACKET DETAILS)

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

DRAFTSMAN: ROBERT IVY	CHIEF DRAFTSMAN: ROBERT CARTER	ENGINEER: RON POOL
SUPERVISING ENGINEER:	ELEC. DESIGN ENGR.:	DWG. NO. 724
ENGINEER OF ELECTRICITY:		
GEN'L SUPT. OF ELECTRICITY:		
DEPUTY COMMISSIONER:		
SIZE:	SCALE: NONE	DATE: 03-01-73



MATERIAL:

ASTM A400, CLASS R-2 MODIFIED STEEL, 55 000 LBS. MINIMUM YIELD.

HARDWARE TO BE FURNISHED & ATTACHED IN PLACE ON ROD FOR SHIPPING:
2 HEX. NUTS, HEAVY, GALV., 1¼".
2 WASHERS, STEEL, ROUND, GALV., TYPE "B", SERIES "W", 1¼".
1 WASHER, LOCK, STEEL, GALV., HELICAL SPRING, REGULAR, 1¼".

BOLT & NUTS SHALL HAVE AN AMERICAN STANDARD CLASS 2 OR 3 FIT (NOT IS TAPPED OVERSIZE BY 1/32").

1¼" x 60"
STEEL ANCHOR ROD
COMMODITY CODE 37-8180-0236

REVISED		CITY OF CHICAGO DEPT OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING	
A	JULY 29, 1982	DRAWN: EUGENE GERULIS	CHECKED: A. BAKLEY
B		SUPERVISING ENGINEER:	DESIGNED: M. SMITH
C		ENGINEER OF ELECTRICITY:	DWG. NO. 811
D		DEPUTY COMMISSIONER:	
E			
F			
G		SIZE: 17" x 28" SCALE:	DATE: AUG 3, 1982

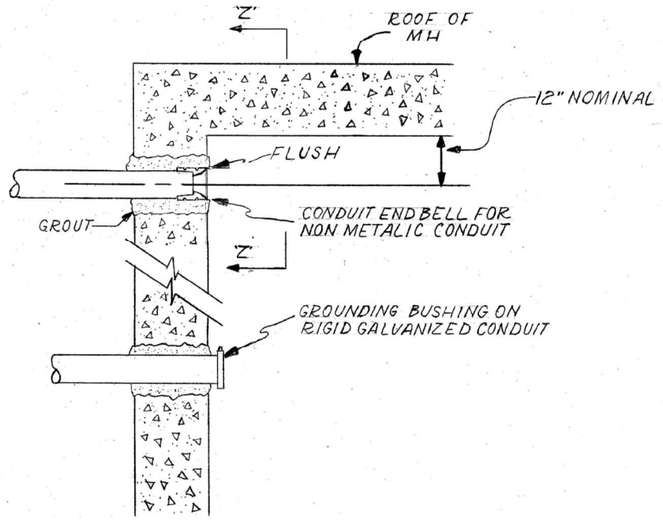
REDRAWN

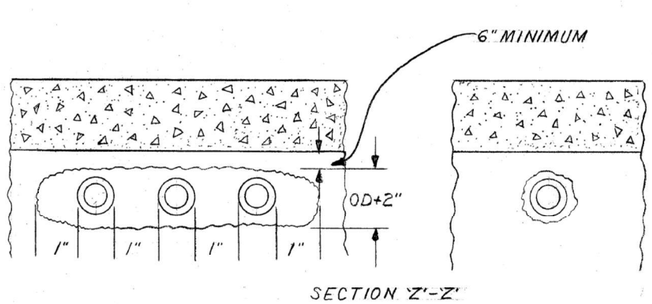
SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS	USER NAME = lcsM-dbstepw21$	DESIGNED - MH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CDOT ELECTRICAL STANDARD DETAILS
	PLOT SCALE = 0.16666667 ' / in.	DRAWN - MH	REVISED -		
	PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -		SCALE: NTS / SHEET NO. E-21 OF E-61 SHEETS / STA. 00+000 TO STA. 00+000
	PLOT TIME = 9:21:02 PM	DATE - 02/13/2025	REVISED -		

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	147
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

FILE NAME: \\cs\M-dbstepw21\ICS_pdf_work_dir\933935449_1931102\62x62-ahl-light 21.dgn

CONDUIT INSTALLATION THROUGH EXISTING MANHOLE OR HANDHOLE WALL





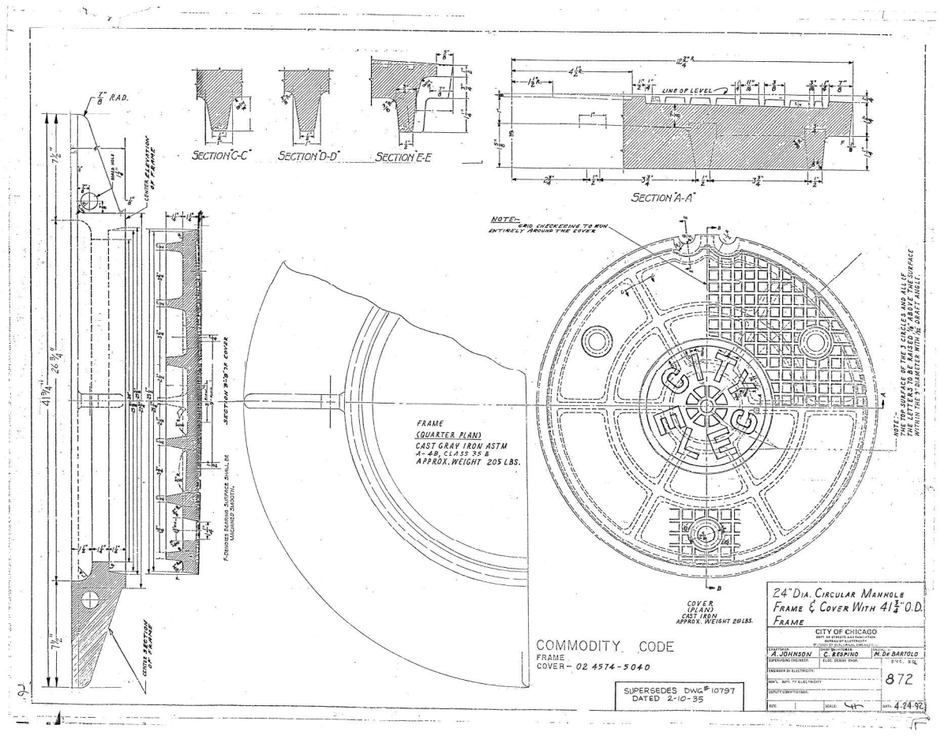
SECTION 'Z'-Z'

OPENING THROUGH WALL TO BE KEPT TO MININIMUN SIZE TO ADMIT CONDUIT AND SUFFICIENT GROUT TO ASSURE SEALING WALL.

INSTALLATION METHOD OF INSTALLING CONDUIT THRU MANHOLE WALL

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

DRAWN	CHECKED	ENGINEER
A.M. JOHNSON	R. SYCKOWSKI	R.L. MARTIN
ENGINEER OF ELECTRICITY		DRG. NO. 814
DEPT. COMMISSNR.		
SIZE 8½"X14"	SCALE N.T.S.	DEPUTY COMM. DATE 3-13-81



COMMODITY CODE
FRAME
COVER - 02 4574-5040

SUPERSEDES DWG # 10797 DATED 2-10-35

24" DIA. CIRCULAR MANHOLE FRAME & COVER WITH 41¼" O.D. FRAME

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

DRAWN	CHECKED	ENGINEER
A. JOHNSON	C. REBINO	M. DE BARTOLO
ENGINEER OF ELECTRICITY		DRG. NO. 872
DEPUTY COMMISSNR.		
SCALE		DATE 4-24-92

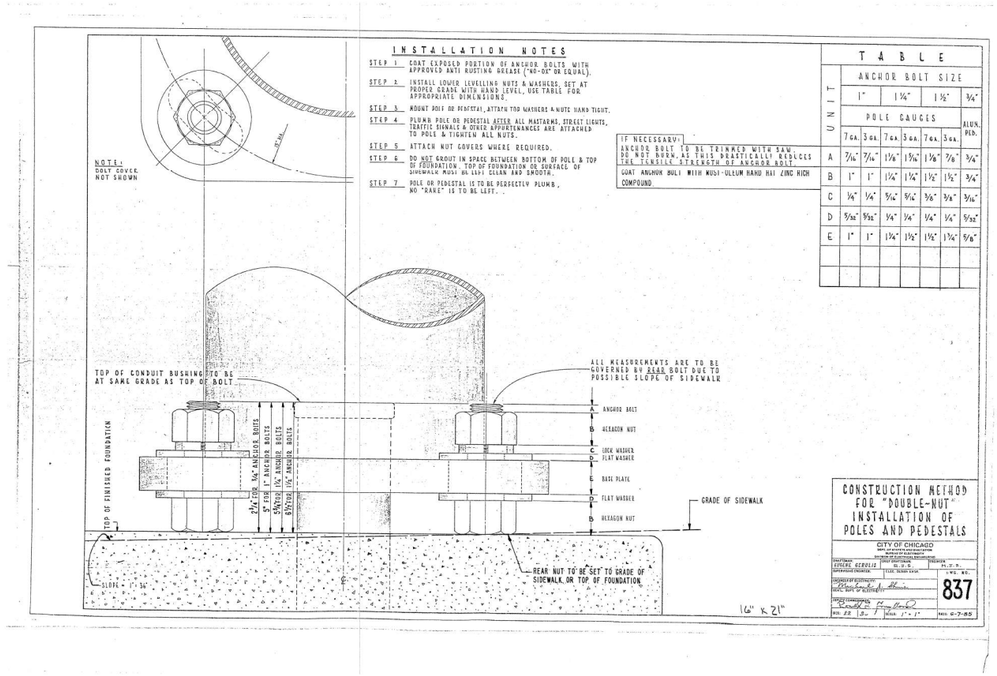


TABLE							
UNIT	ANCHOR BOLT SIZE						
	1"		1¼"		1½"		¾"
	POLE GAUGES						ALUM. PED.
	7 ga.	3 ga.	7 ga.	3 ga.	7 ga.	3 ga.	
A	7⅛"	7¼"	11⅛"	11⅜"	11⅛"	7⅛"	3¼"
B	1"	1"	1¼"	1¼"	1½"	1½"	¾"
C	⅛"	¼"	5⅛"	5⅛"	3⅛"	3⅛"	3⅛"
D	5/32"	9/32"	¼"	¼"	¼"	¼"	5/32"
E	1"	1"	1¼"	1½"	1½"	1¼"	5/8"

CONSTRUCTION METHOD FOR "DOUBLE-NUT" INSTALLATION OF POLES AND PEDESTALS

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

DRAWN	CHECKED	ENGINEER
EDGAR ACEVEDO	M. DE B.	M. DE B.
ENGINEER OF ELECTRICITY		DRG. NO. 837
DEPUTY COMMISSNR.		
SCALE		DATE 6-7-85

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

USER NAME	= lcsM-dbstepw21$	DESIGNED	- MH	REVISED	-
PLOT SCALE	= 0.16666667 ' / in.	DRAWN	- MH	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- RP	REVISED	-
PLOT TIME	= 9:19:42 PM	DATE	- 02/13/2025	REVISED	-

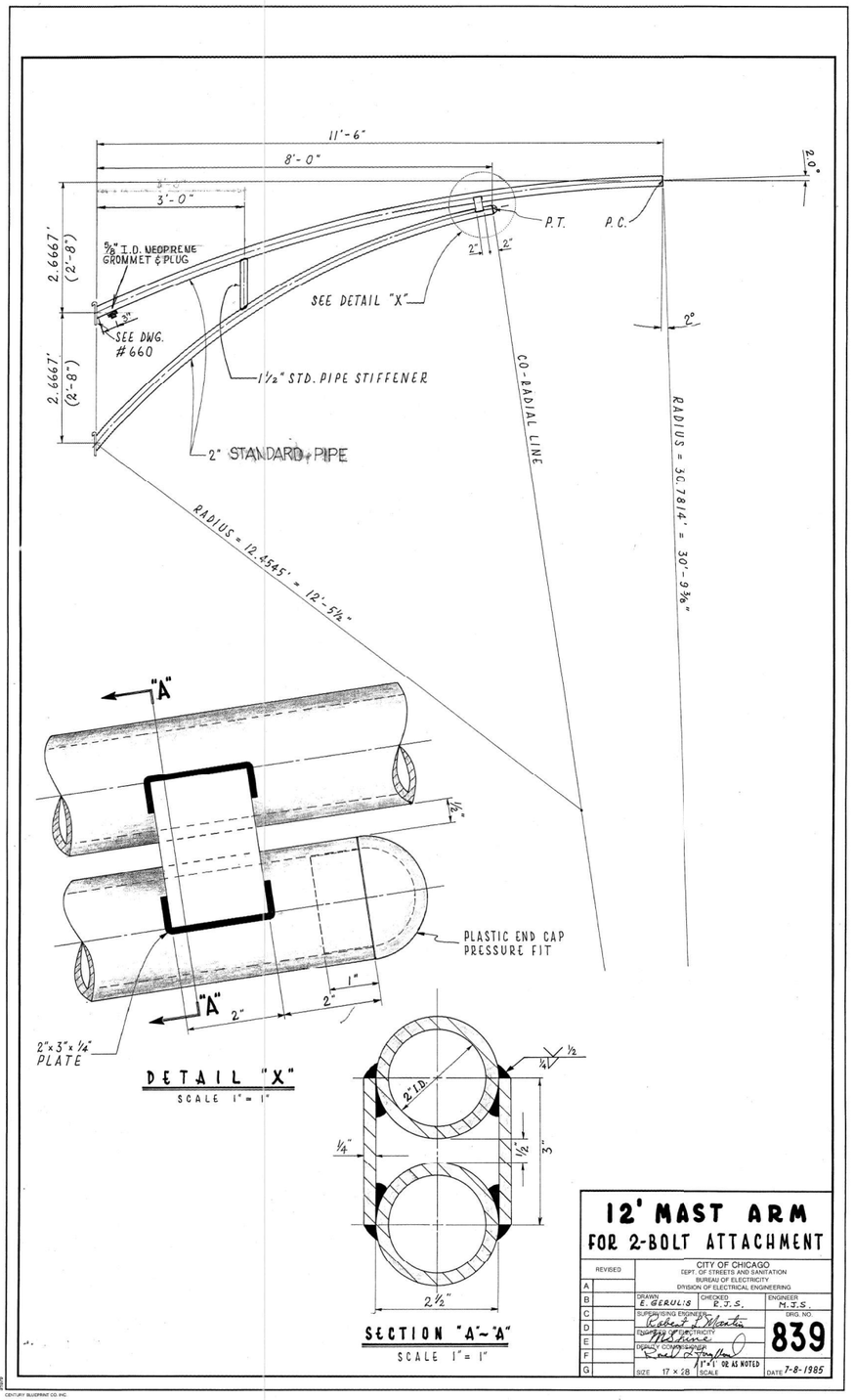
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CDOT ELECTRICAL STANDARD DETAILS

SCALE: NTS | SHEET NO. E-22 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

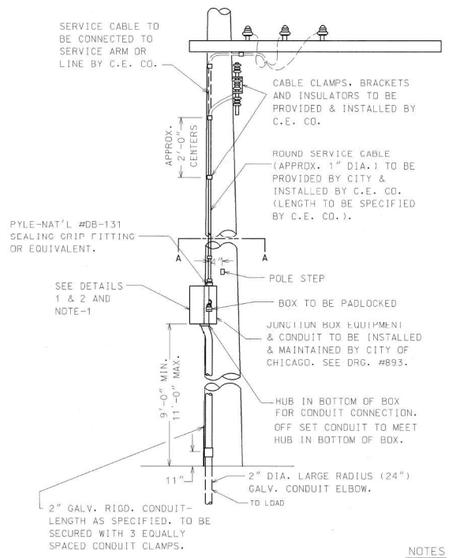
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	148
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

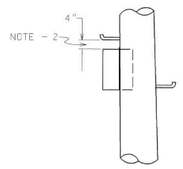


12' MAST ARM FOR 2-BOLT ATTACHMENT

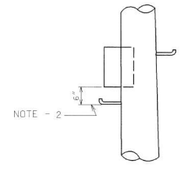
REVISED		CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING		
A		DRAWN: E. GERULIS	CHECKED: R.T.S.	ENGINEER: M.T.S.
B		SUPERVISING ENGINEER: Robert L. Mantia		DRG. NO. 839
C		CHIEF OF ELECTRICITY: M.T. Sime		
D		DEPUTY COMMISSIONER: Rod L. Hayden		
E		SIZE 17 x 28	SCALE 1"=1" OR AS NOTED	DATE 7-8-1985
F				
G				

CENTURY BLUEPRINT CO. INC.





DETAIL-1
BOTTOM POLE STEP ON SIDE OF POLE OPPOSITE JUNCTION BOX.



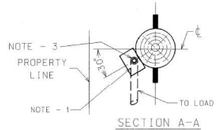
DETAIL-2
BOTTOM POLE STEP ON JUNCTION BOX SIDE OF POLE.

NOTES

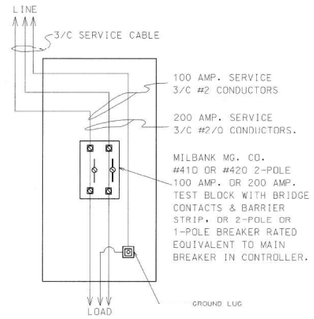
1 - WHERE POSSIBLE THE JUNCTION BOX SHALL BE LOCATED FACING THE PROPERTY LINE.

2 - BOX SHALL HAVE A MINIMUM CLEARANCE OF 4" BELOW POLE STEP. DETAIL-1. OR 6" ABOVE STEP. DETAIL-2.

3 - SERVICE CABLE TO ENTER BOX THROUGH SEALING GRIP FITTING IN TOP.



SECTION A-A



WIRING DIAGRAM OF JUNCTION BOX MOUNTED ON C.E.Co. POLE.

DATE	REVISION
A 9-3-96	REDRAW MP.

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.	DWG. NO. 11925
ENGINEER OF ELECTRICITY:		
CEN'L. SUPT. OF ELECTRICITY:		
DEPUTY COMMISSIONER: Brian J. Murphy		
SIZE:	SCALE:	DATE: 12-26-56

FILE NAME: \\cdot\dbstepw21\DCS_pdf_work_dir\933545\d_7\7D162K65\sht-ilgm 23.dgn

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

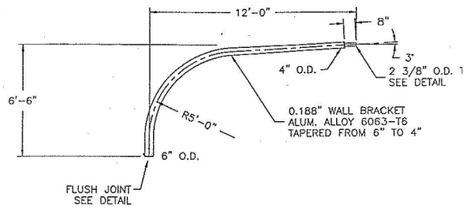
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PLOT DATE	= 10/10/2025	CHECKED	- RP	REVISED	-
PLOT TIME	= 9:21:33 PM	DATE	- 02/13/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

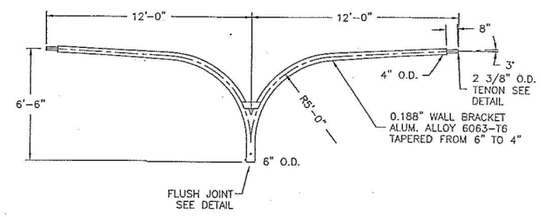
CDOT ELECTRICAL STANDARD DETAILS

SCALE: NTS | SHEET NO. E-23 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

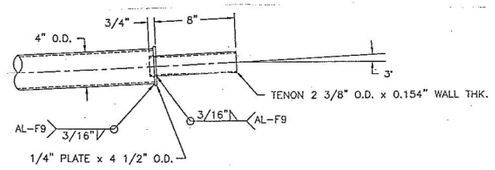
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	149
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	



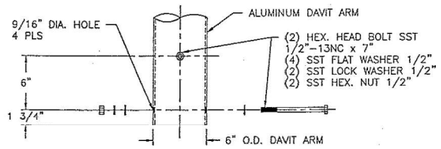
SINGLE DAVIT ARM



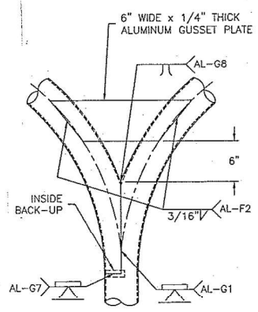
TWIN DAVIT ARM AT 180°



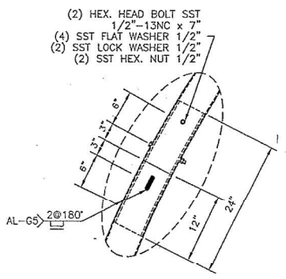
DETAIL OF TENON



DETAIL OF FLUSH JOINT



TWIN ARM (180°) WELD DETAIL



SPLICE DETAIL

REVISED	05-15-2012

ALUMINUM DAVIT ARM
6" x 12'-0"

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ELECTRICAL OPERATIONS

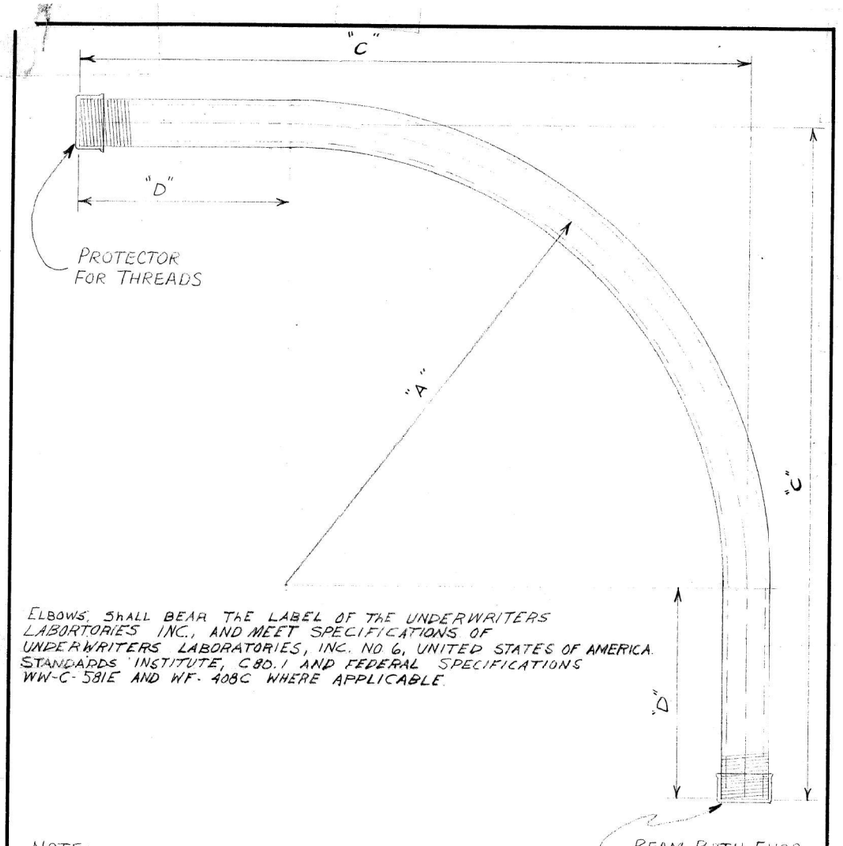
DRAFTSMAN	CHIEF DRAFTSMAN	ENGINEER
SUPERVISING ENGINEER	ELEC. DESIGN ENGR.	DWG. NO.
ENGINEER OF ELECTRICITY		949
GEN'L SUPT. OF CONSTRUCTION		
DEPUTY COMMISSIONER		
SIZE:	SCALE:	DATE: 7-27-12

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = lcsM-dbstepw21$	DESIGNED - MH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CDOT ELECTRICAL STANDARD DETAILS	
PLOT SCALE = 0.16666667 ' / in.	DRAWN - MH	REVISED -		SCALE: NTS	SHEET NO. E-24 OF E-61 SHEETS
PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -			STA. 00+000 TO STA. 00+000
PLOT TIME = 9:20:20 PM	DATE - 02/13/2025	REVISED -			

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	150
		CONTRACT NO. 62K62		
		ILLINOIS FED. AID PROJECT		

FILE NAME: \\cskM-dbstepw21\ICS_pdf_work_dir\93354449_18D162K62-ahl-light 24.dgn



ELBOWS SHALL BEAR THE LABEL OF THE UNDERWRITERS LABORTORIES INC., AND MEET SPECIFICATIONS OF UNDERWRITERS LABORATORIES, INC. NO 6, UNITED STATES OF AMERICA. STANDARDS INSTITUTE, C80.1 AND FEDERAL SPECIFICATIONS WW-C-581E AND WF-408C WHERE APPLICABLE.

NOTE:
TWO THREAD PROTECTORS TO BE FURNISHED ON EACH ELBOW, PROTECTOR TO COVER A MINIMUM OF TEN THREADS.

TABLE OF DIMENSIONS

CONDUIT SIZE	DIMENSIONS "A"	"C"	"D"	COMMODITY CODE
1¼"	24"	35"	11"	09-4001-0510
1½"	24"	35"	11"	09-4001-0520
2"	24"	35"	11"	09-4001-4126
2½"	24"	35"	11"	09-4001-4128
3"	24"	35"	11"	09-4001-4230
4"	24"	35"	11"	09-4001-0000

REVISED	
B	SPECIFICATIONS REVISED
A	REVISED DIMENSIONS ON 3" & 4" CONDUIT L.P.

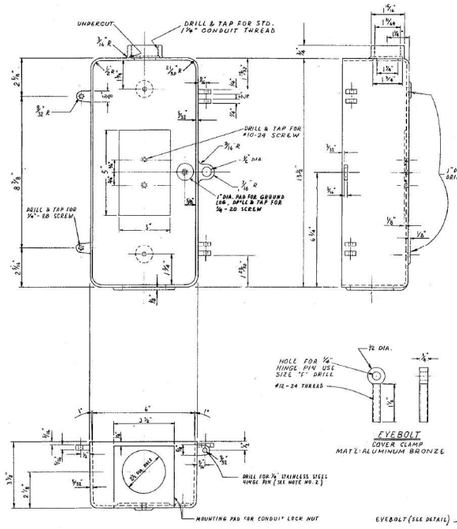
ELBOW, CONDUIT, RIGID GALVANIZED STEEL, LARGE RADIUS

REVISED	
A	7-22-71
B	4-3-79
C	
D	
E	
F	
G	

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

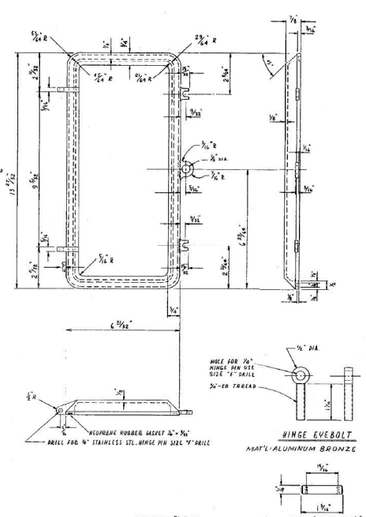
DRAWN: LON BURDY | CHECKED: M.S. | ENGINEER: M. SHINE
DRG. NO. 11825
SIZE 8½" x 14" | DEPUTY COMM. SCALE: 3/16" | DATE 6-2-71

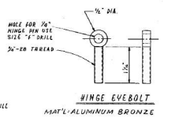
BODY



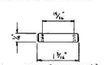
EYEBOLT
COVER CLAMP
MAT'L: ALUMINUM BRONZE

COVER



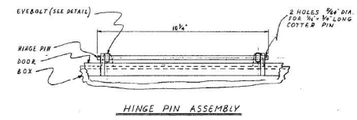


HINGE EYEBOLT
MAT'L: ALUMINUM BRONZE



HINGE PIN
COVER CLAMP
MAT'L: STAINLESS STEEL

NOTES:
1. MATERIAL - CAST ALUMINUM ALLOY
2. COVER CLAMP ASSEMBLY TO CONSIST OF EYEBOLT, HINGE PIN (SEE DETAILS) AND NO. 12-24 BRASS WINGNUT



HINGE PIN ASSEMBLY

A	5-7-1979	ARGUEN LNS & LAG BOLT BOSS RELOCATED	S.DEL
DATE		REVISION	

WORK ORDER NO. _____ DATE _____
COST ALLOCATION ACCOUNT _____
APPROPRIATION ACCOUNT _____ MATERIAL _____ LABOR _____

JUNCTION BOX
FOR ARTERIAL STREET LIGHTING SERVICE ON C. S. CO. POLE

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

DRAWN: K. NEBELUS | CHECKED: M. Shine | APPROVED: J. Burke
DRG. NO. 11922
DATE: 11-14-56 | SCALE: 3/8" = 1" | DATE: APR 18, 1979

FILE NAME: \\cdot\dbstepw21\ICS_pdf_work_dir\933\5449_1991\1629\635ash\dgn\125.dgn

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

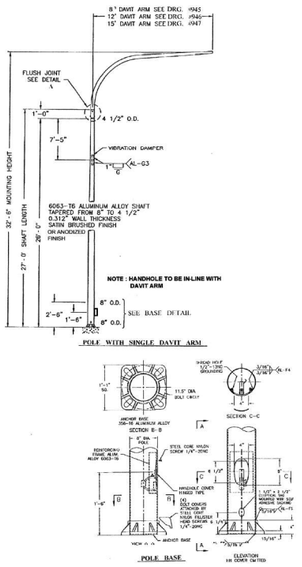
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PLOT DATE = 10/10/2025		CHECKED - RP		REVISED -	
PLOT TIME = 9:11:46 PM		DATE - 02/13/2025		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CDOT ELECTRICAL STANDARD DETAILS

SCALE: NTS | SHEET NO. E-25 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	151
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

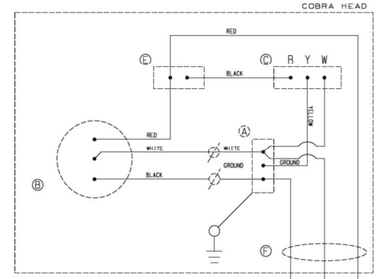


A	DATE	REVISION

ALUMINUM DAVIT POLE
8" x 4.5" x 27'
FOR BRIDGE PARAPET WALL

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

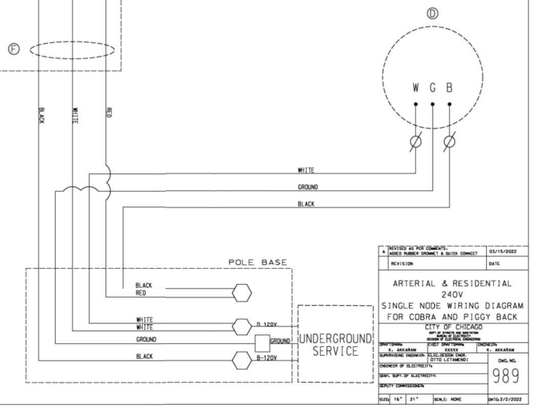
DRAFTSMAN :	C.M.PADIYAR	DWG. NO.
ENGINEER :	D.LETAMENDI	975
SUPERVISING ENGINEER :	R.POOL	
ENGINEER OF ELECTRICITY :		
DEPUTY COMMISSIONER :		
SIZE:	SCALE: NONE	DATE: 10/02/13



GROMMET NOTES:
-INSTALL RUBBER GROMMET AT WIRE RACE ENTRY POINT
-APPROPRIATE RUBBER GROMMET SIZE TO FIT COBRA HEAD'S METAL ORIFICE TO BE DETERMINED AT THE SHOP

NOTES
A- GROUNDED TERMINAL BLOCK
B- NEMA SOCKET
C- DRIVER
D- PIGGY BACK ACORN
E- QUICK CONNECT
F- RUBBER GROMMET

⬡ - DENOTES BURNDY WIRE CONNECTOR TERMINAL KIT - TYPICAL
□ - DENOTES GROUND LUG ON POLE



A	REVISED AS PER COMMENTS, ADDED RUBBER GROMMET & QUICK CONNECT	03/15/2022
	REVISION	DATE

ARTERIAL & RESIDENTIAL
240V
SINGLE NODE WIRING DIAGRAM
FOR COBRA AND PIGGY BACK

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
BUREAU OF ELECTRICITY

DRAFTSMAN : K. ARARAM	CHECKED BY : (CITY LETAMENDI)	DWG. NO.
SUPERVISING ENGINEER : R.POOL		989
ENGINEER OF ELECTRICITY :		
DEPUTY COMMISSIONER :		
SIZE: 16" 21"	SCALE: NONE	DATE: 2/2/2022

E-26

FILE NAME: \\cdot\dfs\bstepw21\ICS_pdf_work_dir\93315449_23\D1162K65\sht-ilgn 26.dgn

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS	USER NAME = icsM-dbstepw21$	DESIGNED - MH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CDOT ELECTRICAL STANDARD DETAILS
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	PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -		
	PLOT TIME = 9:13:10 PM	DATE - 02/13/2025	REVISED -		SCALE: NTS / SHEET NO. E-26 OF E-61 SHEETS / STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

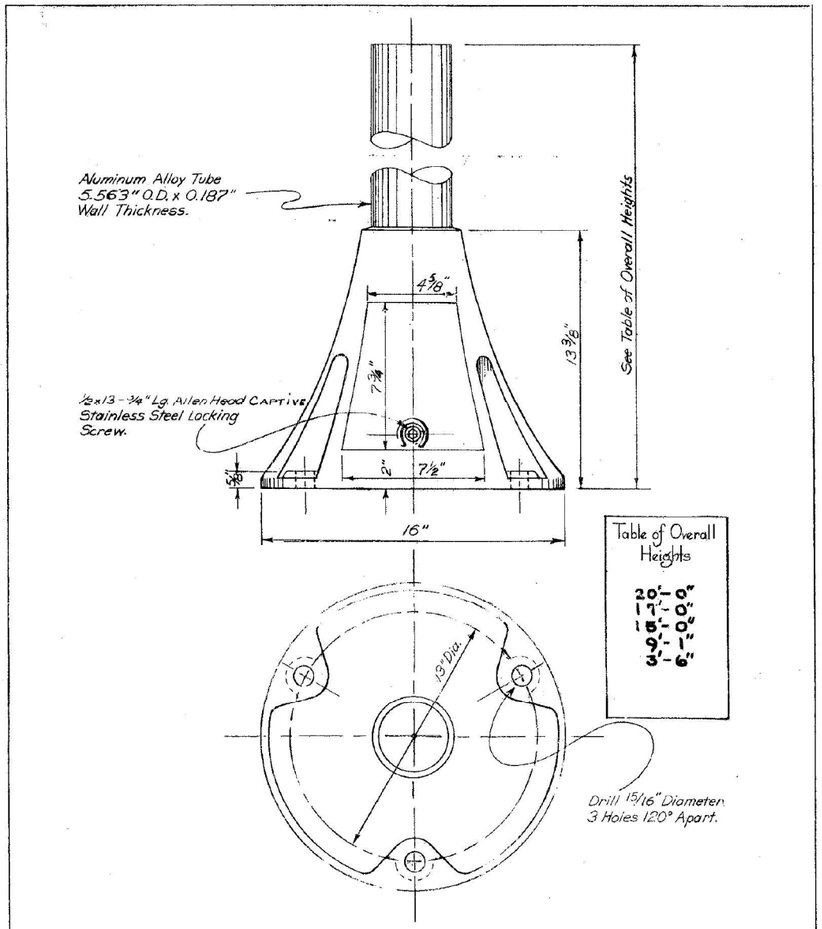


Table of Overall Heights
20'-0"
17'-0"
15'-0"
9'-1"
3'-6"

ALUMINUM PEDESTAL BASE WITH HANDHOLE

for

Street Lighting Controller, Traffic Signal Controller and Traffic Signal Heads.

	REVISED	
J	CHANGED OVERALL HEIGHTS 5-22-81	
	Revised Table of Overall Heights	A 5-5-60
	Revised O.D. of Pedestal	B 6-30-60
	Revised Specification Number	C 12-21-60
	REVISED TABLE OF OVERALL HEIGHTS	D 3-23-62
	REVISED DOOR DIMENSIONS	E 6-4-64
	Revised Overall Heights.	F 7-14-71
	REVISED OVERALL HEIGHTS	G OCT. 26, 73
	REVISED OVERALL HEIGHTS	H 5-4-79

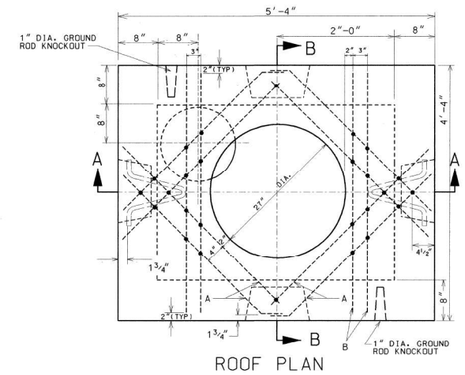
CITY OF CHICAGO
DEPT. OF STREETS AND SANITATION
DIVISION OF ELECTRICAL ENGINEERING

DRAWN	CHECKED	ENGINEER
R. COLLEY	J. BURKE	Ruzicka

ENG. IN CHARGE: David D. Butler
SUPT. OF CONSTRUCTION: Joseph Ruzicka
DEPUTY COMMISSIONER: Walter J. Kuny

SIZE 8½"x14" SCALE 1 DATE 4-13-60

DRG. NO. 526



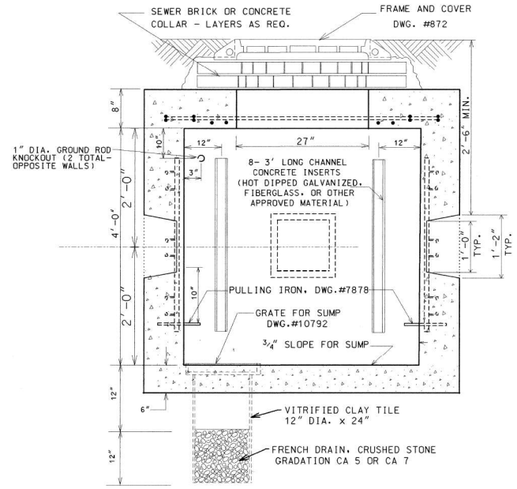
ROOF PLAN

EXCAVATION (CONSTRUCTION INFORMATION)
COMPLETE MANHOLE 6.0 CU. YDS.
NEW ROOF ONLY 2.0 CU. YDS
SHEETING MANHOLE 150.0 SQ. FT.

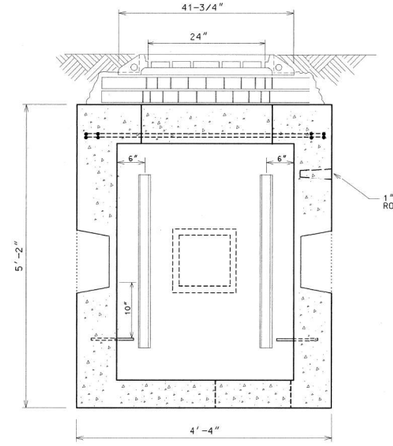
#5 REINFORCING BARS			
DAR	LENGTH	NO. OF RODS	TOTAL FT.
A	3'-4"	4	13'-4"
B	4'-0"	10	40'-0"

MATERIALS FOR ROOF ONLY	
CONCRETE	0.45 CU. YDS.
REINFORCING BARS #5	54'

DRG.	MATERIAL	CODE	SIZE	No. Req.
	FORM FOR MANHOLE	17-6674-6000 17-6648-5320	3x4x4	1
	CONDUIT END BELL		AS REQ.	
	TILE. SEWER	39-4038-3200	12"/24"	1
	SLAB BOLSTER		2"	20'
	BAR. REINFORCING	20-5472-9650	⅝" ø	54'
	TIE WIRE	13-9938-6106	#20GA.	35'
7878	PULLING IRON	02-4483-6970	¾" ø	2
	CONCRETE	05-3267-2940	3 CU.	YDS
	SEWER BRICK	05-1452-9720	STD.	50
10792	GRATE FOR SUMP	02-4368-7100	15" ø	1
	GROUND ROD	09-7796-9200	¾"x10'	1
	GROUND ROD CLAMP	09-2636-3240	¾"	1
	CRUSHED STONE	05-9057-5471	¾"	TWO BAGS
872	MANHOLE FRAME	02-4299-5524	24"	1
872	MANHOLE COVER	02-4574-5040	24"	1
	CONC. CHANNEL INSERT	02-4574-5040	3'	8



SECTION A-A



SECTION B-B

NOTES:
1. PRECAST MANHOLES MUST BE PROVIDED WITH CHANNEL INSERTS. PULLING IRONS. AND CONDUIT KNOCK-OUTS.
2. ALL CONCRETE MUST BE PORTLAND CEMENT CONCRETE MEETING IDOT REQUIREMENTS FOR CLASS PC CONCRETE FOR PRE-CAST STRUCTURES. OR CLASS SI CONCRETE FOR CAST-IN-PLACE STRUCTURES.
3. REINFORCING BARS MUST MEET ASTM A615 GRADE 60.

DATE	REVISION
8/21/02	SUPERCEDES DWG. 730 DATED JAN 12. 1996
1/12/96	SUPERCEDES DWG. 730 DATED NOV. 21. 1973

3' x 4' x 4' CONCRETE MANHOLE WITH 24" FRAME AND COVER

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

DRAFTSMAN:	CHIEF DRAFTSMAN:	ENGINEER:
B. GARNSEY	R. CARTER	B. GARNSEY

ELECTRICAL DESIGN ENGINEER: David D. Butler
ENGINEER OF ELECTRICITY:
GENERAL SUPERINTENDENT: Chris Burke
DEPUTY COMMISSIONER: Walter J. Kuny

DRAWING NO. 730

SIZE: 17" x 22" SCALE: NONE DATE: 8/21/02

E-27

FILE NAME: \\cdot\dbstepw21\IDS_pdf_work_dir\03315449_37101626\E60-sht-sign 27.dgn

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

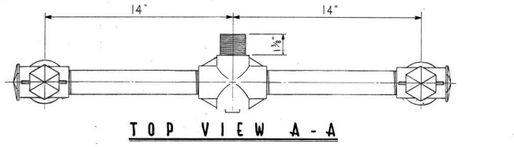
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PLOT DATE	= 10/10/2025	CHECKED	- RP	REVISED	-
PLOT TIME	= 9:20:43 PM	DATE	- 02/13/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

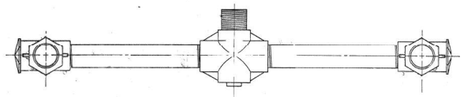
CDOT ELECTRICAL STANDARD DETAILS

SCALE: NTS | SHEET NO. E-27 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

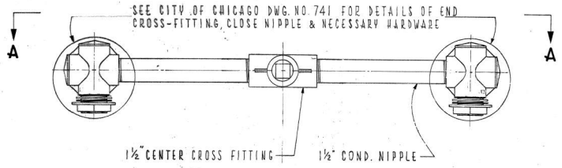
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	153
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

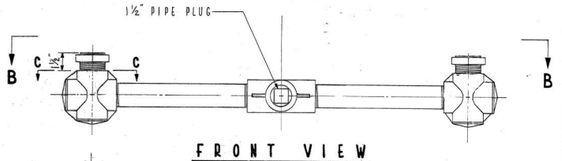


TOP VIEW A-A



TOP VIEW B-B





FRONT VIEW

SCALE ⅜"=1"

SECTION C-C

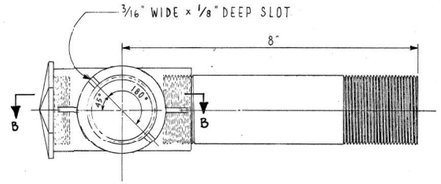
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3/16" WIDE BY 1/8" DEEP SLOT

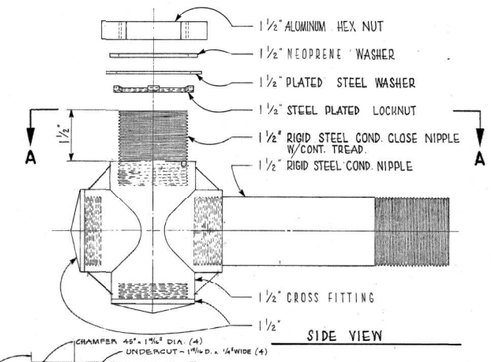
TRAFFIC SIGNAL UPPER & LOWER BRACKET ARM ASSEMBLY

CITY OF CHICAGO
DEPT. OF STREETS & SANITATION
BUREAU OF ELECTRICITY
DIVISION OF ELEC. ENGINEERING

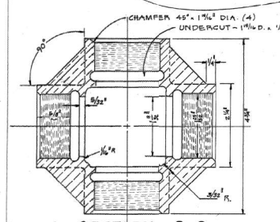
REVISED		DRAWN: E. GERULIS	CHECKED: D.C. / M.S.	ENGINEER: L. CUCCI
CHANGE TYPE TA CONDUCT TO CENTER CROSS & DELETE CENTER CONDUIT	A 1-23-1981	ENG. OF ELEC.		PWD. NO.
	B	DEPT. BUREAU		740
	C	DEPUTY COMM.		
	D			
	E	SIZE:	SCALE: AS NOTED	DATE: 8-21-74
	F			



TOP VIEW A-A



SIDE VIEW

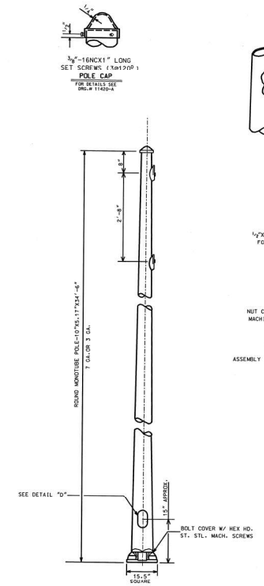


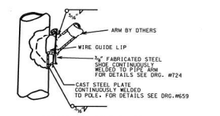
SECTION B-B

TRAFFIC SIGNAL BRACKET ARM ASSEMBLY

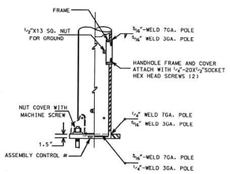
CITY OF CHICAGO
DEPT. OF STREETS & SANITATION
BUREAU OF ELECTRICITY
DIVISION OF ELEC. ENGINEERING

REVISED		DRAWN: E. GERULIS	CHECKED: D.C. / M.S.	ENGINEER: L. CUCCI
DELETE SET SCREWS	A 1-23-81	ENG. OF ELEC.		PWD. NO.
ADDED SECTION B-B	B 12-6-88	DEPT. BUREAU		741
	C	DEPUTY COMM.		
	D			
	E	SIZE:	SCALE: 1½" = 1"	DATE: 8-21-74
	F			

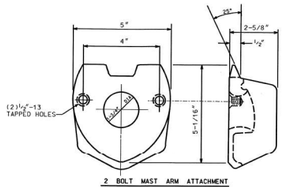




SECTION AT POLE PLATE

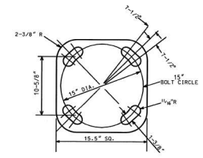


DETAIL "D"



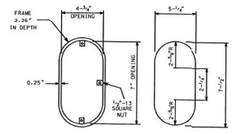
2 BOLT MAST ARM ATTACHMENT

FOR DETAILS SEE DRG.# 659 MATERIAL: CAST STEEL



DETAIL "A"

BOLT SLOTS



FRAME DOOR

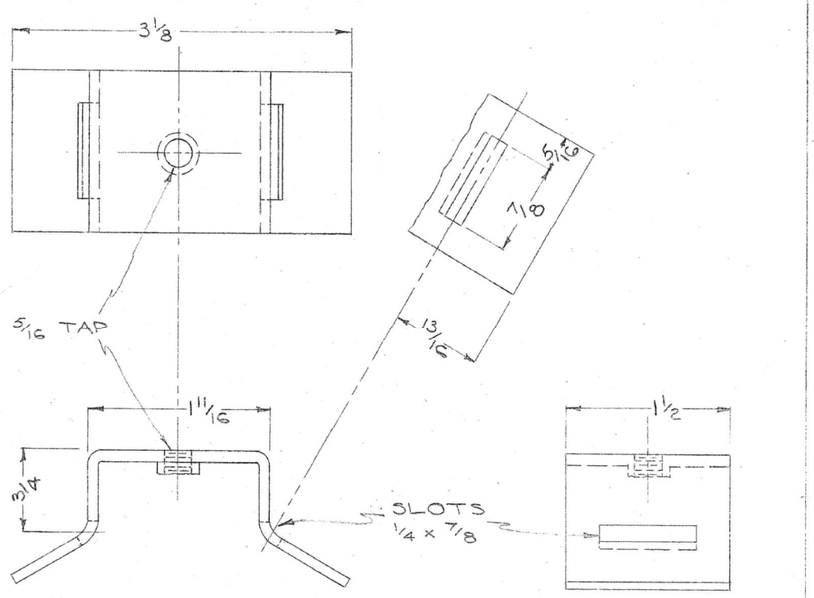
HANDHOLE DETAIL

5.17"x10.0" STEEL/34'-6" POLE 7 OR 3 GAUGE			
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING			
DESIGNED: ROBERT IVY	CHECKED: ROBERT CARTER	APPROVED: RON POOL	
SUPERVISING ENGINEER,	ELEC. DESIGN ENGR.		DWG. NO. 808
ENGINEER OF ELECTRICITY			
HEAD, DEPT. OF ELECTRICITY			
DEPUTY COMMISSIONER			10-03-01

E-28

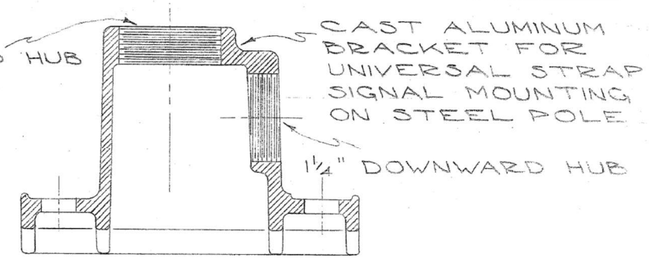
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BANDING FITTING FOR POLE MOUNTING JUNCTION BOX



MATERIAL: STAINLESS STEEL - 4 13/16 x 1 1/2 x 3/32

BANDING FITTING FOR POLE MOUNTING SIGNALS



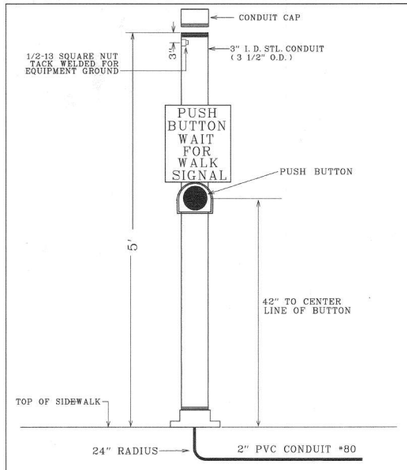
MATERIAL: CAST ALUMINUM

CROUSE HINDS
TL-3301 - WITHOUT DOWNWARD HUB
TL-3302 WITH 1 1/4" DOWNWARD HUB

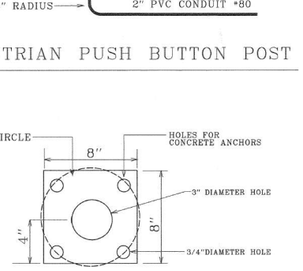
BANDING FITTINGS FOR POLE MOUNTING TRAFFIC SIGNAL
CITY OF CHICAGO
DEPT. OF STREETS AND SANITATION
DIVISION OF ELECTRICAL ENGINEERING

DRAWN	CHECKED	ENGINEER
S.NE		

ENG. IN CHARGE	DRG. NO.
Charles Thompson	11934
SUPT. OF CONST.	8 1/2 x 14" 11-14-67
DEPUTY COMM.	

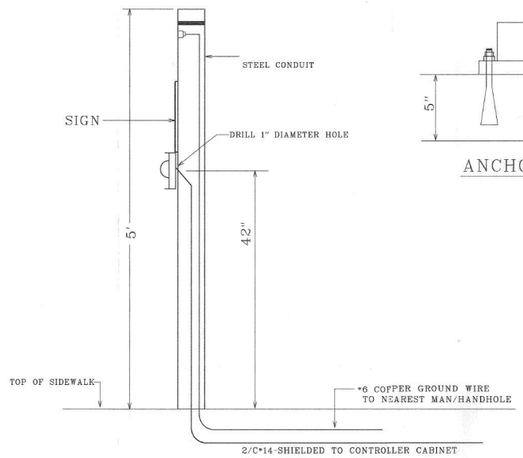


PEDESTRIAN PUSH BUTTON POST

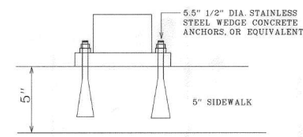


BASE PLATE

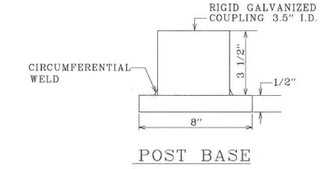
1/2" THICK ASTM A595, GRADE A STEEL



PUSH BUTTON & SIGN
SIDE VIEW



ANCHOR DETAIL



POST BASE

DETAIL OF PEDESTRIAN PUSH BUTTON POST

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

DRAWN / CHECKED	CHIEF DRAFTSMAN	ENGINEER
RICK BYRNE		RICK BYRNE
SUPERVISING ENGINEER	ELEC. DESIGN ENGR.	
ENGINEER OF ELECTRICITY		DWG. NO.
GEN'L SUPT. & CHIEF ENGINEER		963
DEPUTY COMMISSIONER		
SIZE: 22" x 36"	SCALE: NO SCALE	DATE: 2/20/08

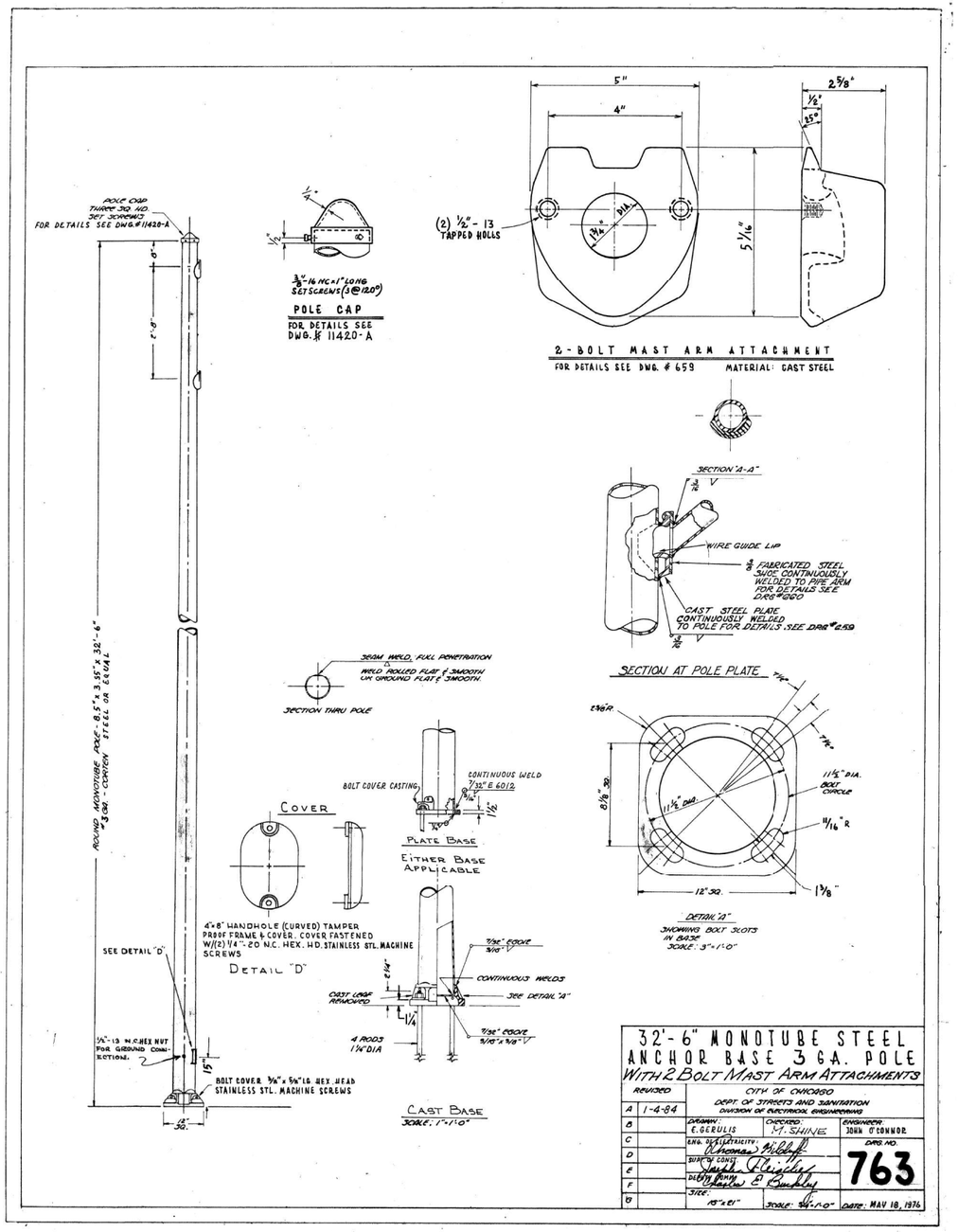
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E-29

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SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS	USER NAME = icsM-dbstepw21$	DESIGNED - MH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CDOT ELECTRICAL STANDARD DETAILS		
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	PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -				
	PLOT TIME = 9:16:27 PM	DATE - 02/13/2025	REVISED -		SCALE: NTS	SHEET NO. E-29 OF E-61 SHEETS	STA. 00+000 TO STA. 00+000

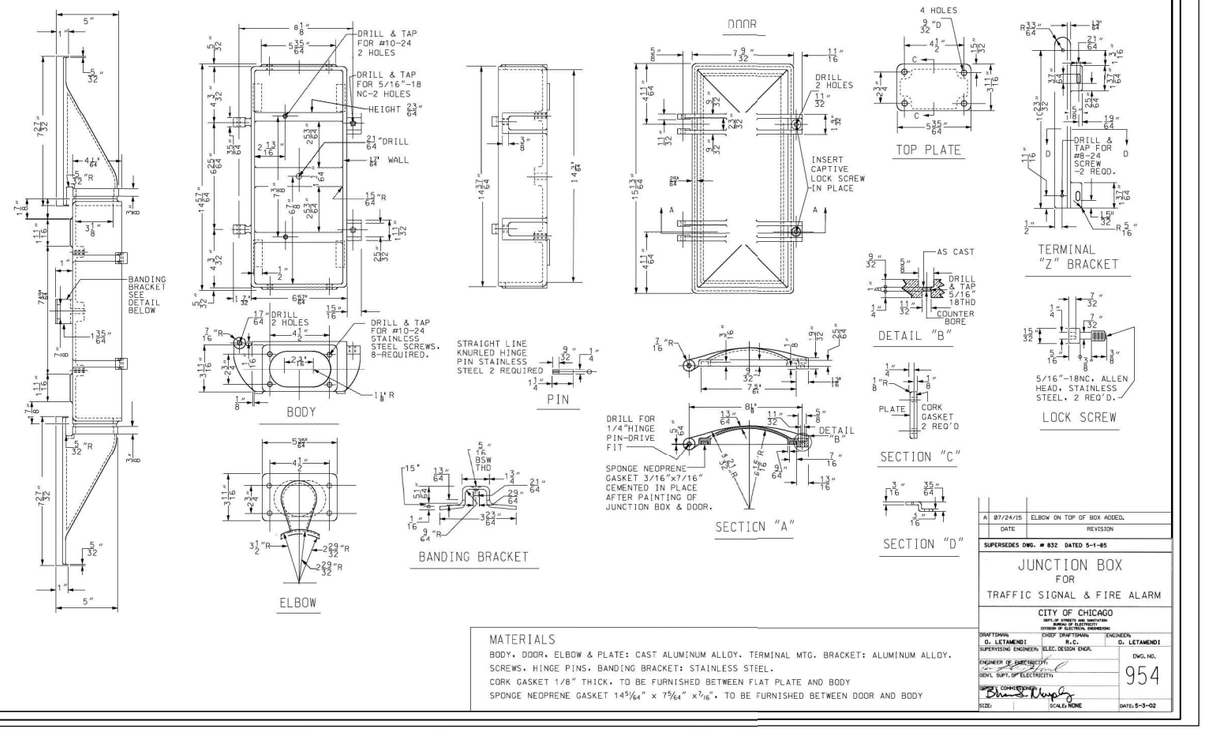
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	155
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



REVISED		CITY OF CHICAGO
A	1-4-84	DEPT. OF STREETS AND SANITATION
B		DIVISION OF ELECTRICAL ENGINEERING
C		DRAWN: E. GERULIS — CHECKED: M. SHINE — ENGINEER: JOHN O'CONNOR
D		ENG. OF ELECTRICITY: Thomas Gilhooley
E		SUPT. OF CONST: Joseph Kleinlein
F		DEPUTY COMM'R: Charles E. Buckley
G		SIZE: 15"x21" — SCALE: 3/4"=1'-0" — DATE: MAY 18, 1976

32'-6" MONOTUBE STEEL ANCHOR BASE 3 GA. POLE WITH 2 BOLT MAST ARM ATTACHMENTS

DRG. NO. 763



MATERIALS

BODY, DOOR, ELBOW & PLATE: CAST ALUMINUM ALLOY. TERMINAL MTG. BRACKET: ALUMINUM ALLOY.
SCREWS, HINGE PINS, BANDING BRACKET: STAINLESS STEEL.
CORK GASKET 1/8" THICK, TO BE FURNISHED BETWEEN FLAT PLATE AND BODY
SPONGE NEOPRENE GASKET 14 5/64" x 7 5/64" x 7/16". TO BE FURNISHED BETWEEN DOOR AND BODY

DATE	REVISION
A 07/24/15	ELBOW ON TOP OF BOX ADDED.

SUPERSEDES DWG. # 832 DATED 5-1-85

JUNCTION BOX FOR TRAFFIC SIGNAL & FIRE ALARM

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

DRAFTSMAN: D. LETAMENDI	CHIEF DRAFTSMAN: R.C.	ENGINEER: D. LETAMENDI
SUPERVISING ENGINEER: ELEC. DESIGN ENGR.		DWG. NO. 954
ENGINEER OF ELECTRICITY:		
ASST. SUPT. OF ELECTRICITY:		
SUPT. OF CONSTRUCTION: Edward M. Kump Jr.		
SIZE:	SCALE: NONE	DATE: 5-3-02

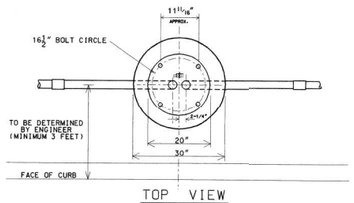
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E-30

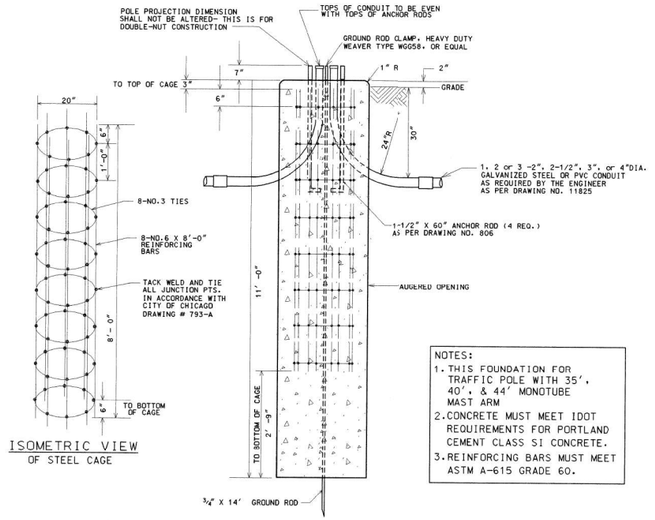
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SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS	USER NAME = IcsM-dbstepw21$	DESIGNED - MH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CDOT ELECTRICAL STANDARD DETAILS
	PLOT SCALE = 0.16666667 ' / in.	DRAWN - MH	REVISED -		
	PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -		
	PLOT TIME = 9:15:54 PM	DATE - 02/13/2025	REVISED -		SCALE: NTS — SHEET NO. E-30 OF E-61 SHEETS — STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	156
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



TOP VIEW



ISOMETRIC VIEW
OF STEEL CAGE

ELEVATION

NOTES:
1. THIS FOUNDATION FOR TRAFFIC POLE WITH 35', 40', & 44' MONOTUBE MAST ARM
2. CONCRETE MUST MEET IDOT REQUIREMENTS FOR PORTLAND CEMENT CLASS SI CONCRETE.
3. REINFORCING BARS MUST MEET ASTM A-615 GRADE 60.

NOTE:
HOLE FOR FOUNDATION MUST BE AUGERED IN UNDISTURBED SOIL

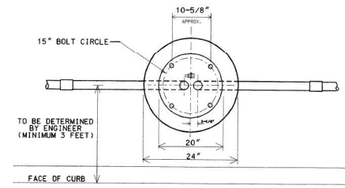
CODE	COMMODITY	SIZE	QUANTITY
05-3267-2940	REDI-MIX CONCRETE	CU. YD.	2.20
09-4001-	ELBOW, LARGE RADIUS	2"-2-1/2"-3"-4"	AS REQUIRED
37-8180-0200	ANCHOR ROD	1-1/2" X 60"	4
05-5054-6910	RE-BAR CAGE	20"Ø X 8'-0"	1
09-7796	GROUND ROD	¾" X 14'-0"	1
09-2636-	GROUND ROD CLAMP	3/4"	1
09-2092-	GROUND BUSHING	2"-2-1/2"-3"-4"	AS REQUIRED

DATE	REVISION
8/21/02	SUPERCEDES DWG #817 DRAWN 4/20/81

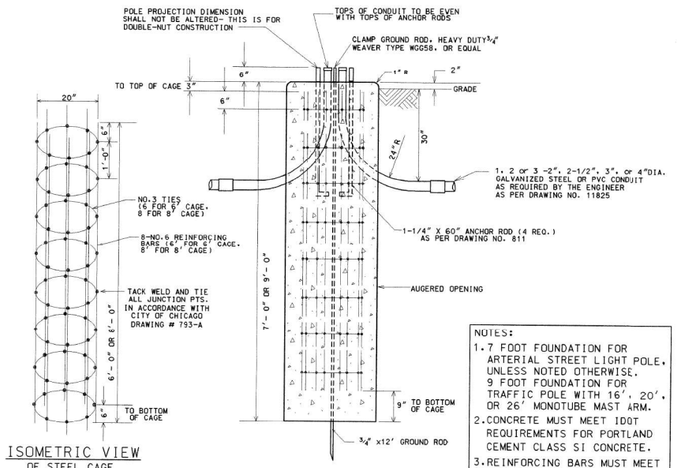
FOUNDATION FOR 34'-6" TRAFFIC SIGNAL POLE WITH 16½" BOLT CIRCLE

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

DRAFTSMAN: B. GARNSEY | ASST DRAFTSMAN: R. CARTER | ENGINEER: B. GARNSEY
ELECTRICAL DIVISION ENGINEER:
ENGINEER OF ELECTRICITY:
GENERAL SUPERINTENDENT:
DEPUTY COMMISSIONER: Brian P. Murphy
SIZE: 11" x 17" | SCALE: NONE | DATE: 8/21/02
DRAWING NO. 817



TOP VIEW



ISOMETRIC VIEW
OF STEEL CAGE

ELEVATION

NOTES:
1. 7 FOOT FOUNDATION FOR ARTERIAL STREET LIGHT POLE, UNLESS NOTED OTHERWISE. 9 FOOT FOUNDATION FOR TRAFFIC POLE WITH 16', 20', OR 26' MONOTUBE MAST ARM.
2. CONCRETE MUST MEET IDOT REQUIREMENTS FOR PORTLAND CEMENT CLASS SI CONCRETE.
3. REINFORCING BARS MUST MEET ASTM A-615 GRADE 60.

NOTE: HOLE FOR FOUNDATION MUST BE AUGURED IN UNDISTURBED SOIL

CODE	COMMODITY	SIZE	QUANTITY
05-3267-2940	REDI-MIX CONCRETE	CU. YD.	0.82 OR 1.05
09-4001-	ELBOW, LARGE RADIUS	2"-2-1/2"-3"-4"	VARIES
37-8180-0200	ANCHOR ROD	1-1/4" X 60"	4
05-5054-6910	RE-BAR CAGE	20"Ø X 6'(or 8')	1
09-7796-9200	GROUND ROD	¾" X 12'-0"	1
09-2636-3240	GROUND ROD CLAMP	3/4"	1
09-2092-	GRAUND BUSHING	2"-2 1/2"-3" OR 4"	VARIES

DATE	REVISION
8/21/02	SUPERCEDES DWG #818 DRAWN 4/21/81

FOUNDATION FOR 34'-6" ARTERIAL STREET LIGHT OR TRAFFIC SIGNAL POLE -3 OR 7 GAUGE WITH 15" BOLT CIRCLE

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

DRAFTSMAN: B. GARNSEY | ASST DRAFTSMAN: R. CARTER | ENGINEER: B. GARNSEY
ELECTRICAL DIVISION ENGINEER:
ENGINEER OF ELECTRICITY:
GENERAL SUPERINTENDENT:
DEPUTY COMMISSIONER: Brian P. Murphy
SIZE: 11" x 17" | SCALE: NONE | DATE: 8/21/02
DRAWING NO. 818

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME	= lcsM-dbstepw21$	DESIGNED	- MH	REVISED	-
PLOT SCALE	= 0.16666667 ' / in.	DRAWN	- MH	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- RP	REVISED	-
PLOT TIME	= 9:15:39 PM	DATE	- 02/13/2025	REVISED	-

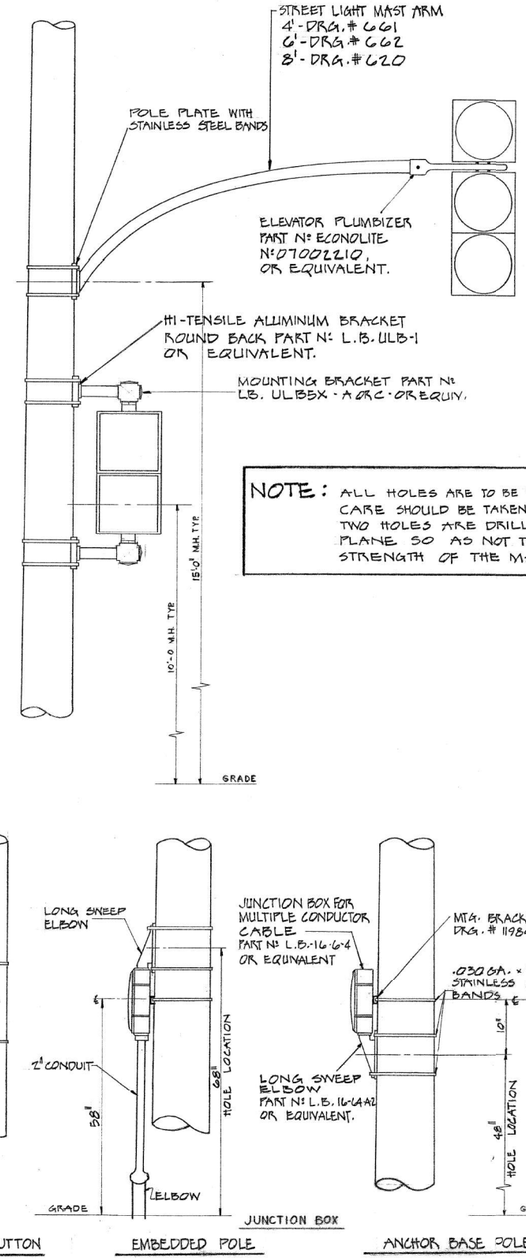
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CDOT ELECTRICAL STANDARD DETAILS

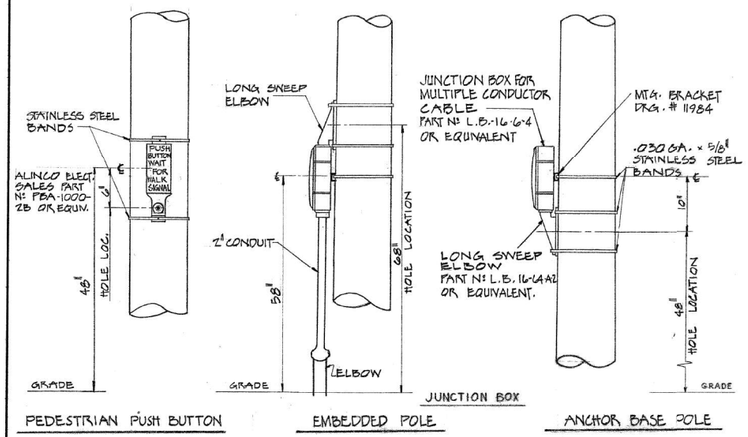
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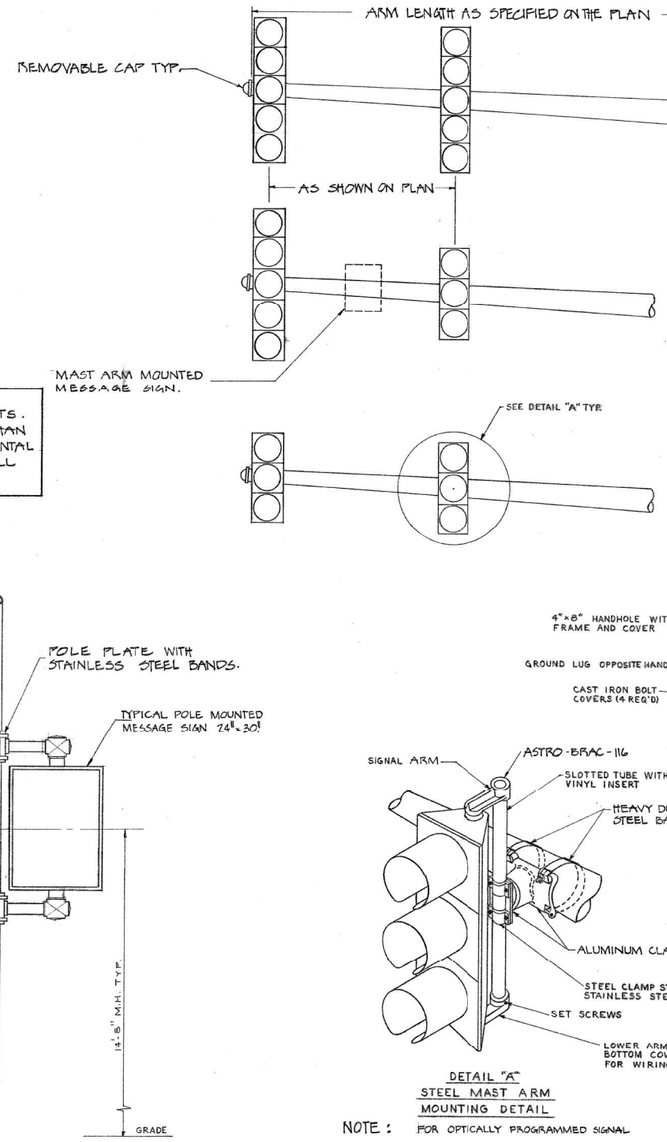
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	157
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

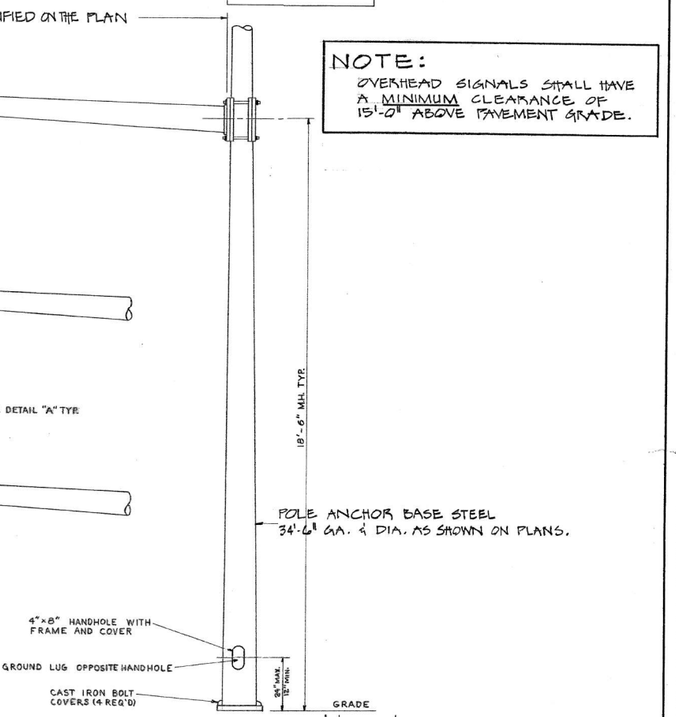
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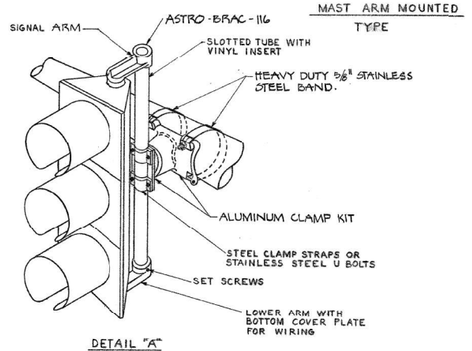
NOTE: ALL HOLES ARE TO BE DRILLED IN POLES OR POSTS. CARE SHOULD BE TAKEN TO SEE THAT NO MORE THAN TWO HOLES ARE DRILLED IN THE SAME HORIZONTAL PLANE SO AS NOT TO WEAKEN THE OVERALL STRENGTH OF THE MATERIAL.







MAST ARM MOUNTED TYPE



DETAIL "A"
STEEL MAST ARM MOUNTING DETAIL

NOTE: FOR OPTICALLY PROGRAMMED SIGNAL LONGER SIGNAL ARMS REQUIRED. (ASTRO-BRAC AB-103)

NOTE: OVERHEAD SIGNALS SHALL HAVE A MINIMUM CLEARANCE OF 15'-0" ABOVE PAVEMENT GRADE.

APPROVED AS WORKING PLAN
BY
REVISIONS OF WORKING PLAN

FEDERAL-AID ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FHWA REG. NO.	ILLINOIS	PROJECT		

DATE	REVISION
A	

WORK ORDER NO. _____ DATE _____
COST ALLOCATION ACCOUNT _____
APPROPRIATION ACCOUNT { MATERIAL _____ LABOR _____

TYPICAL TRAFFIC SIGNAL MOUNTING DETAILS

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

DRAFTSMAN: K. Fuge/OL	CHIEF DRAFTSMAN: RJS	ENGINEER: M. DEFRANCOLO
SUPERVISING ENGINEER:	ELECT. DESIGN ENGR.: R. J. Winter	DWG. NO. 834
ENGINEER OF ELECTRICITY: Michael J. Sheridan		
GEN'L. SUPT. OF ELECTRICITY: Preston N. Lee		
DEPUTY COMMISSIONER: Frank A. Taylor		
SIZE:	SCALE: N.T.S.	DATE: 12-10-84

E-32

FILE NAME: \\cdot\dbstepw21\IDS_pdf_work_dir\0335449_321D162K62x-ahs-light 32.dgn

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

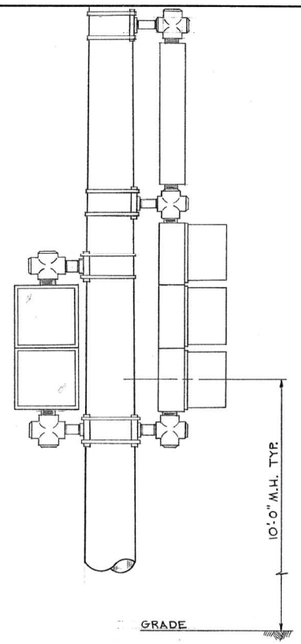
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PLOT SCALE	= 0.16666667 ' / in.	DRAWN	- MH	REVISED	-
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PLOT TIME	= 9:15:09 PM	DATE	- 02/13/2025	REVISED	-

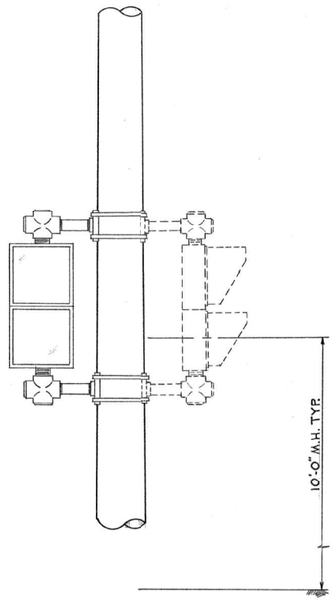
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

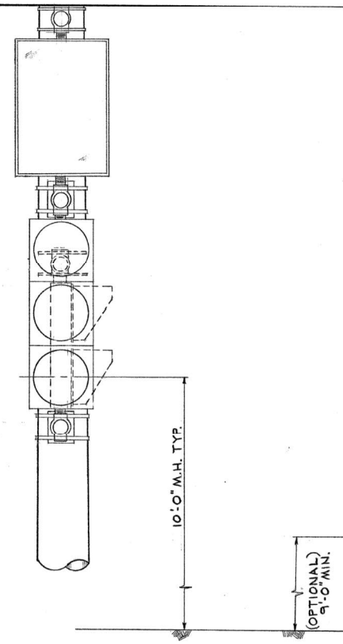
CDOT ELECTRICAL STANDARD DETAILS

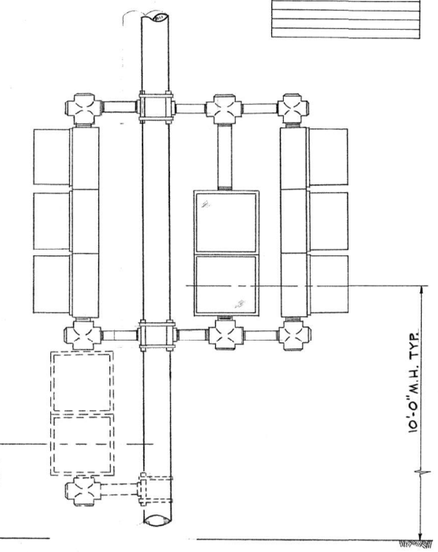
SCALE: NTS | SHEET NO. E-32 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	158
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	



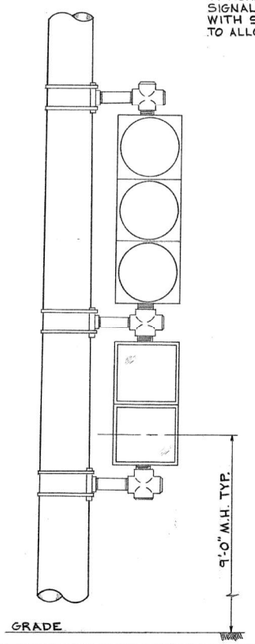


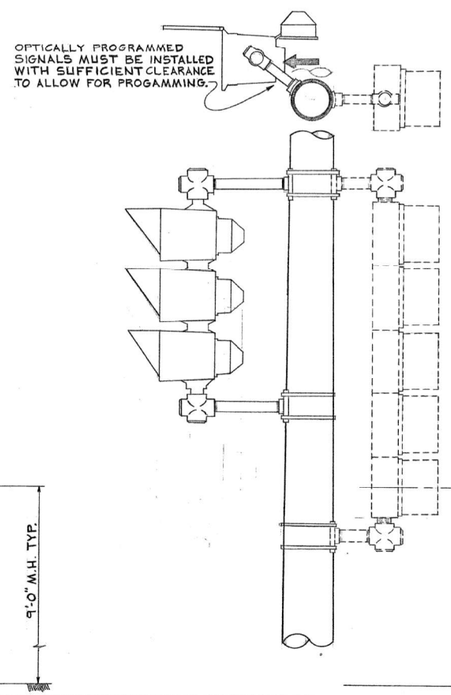


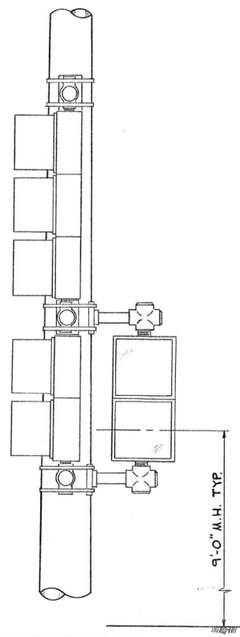


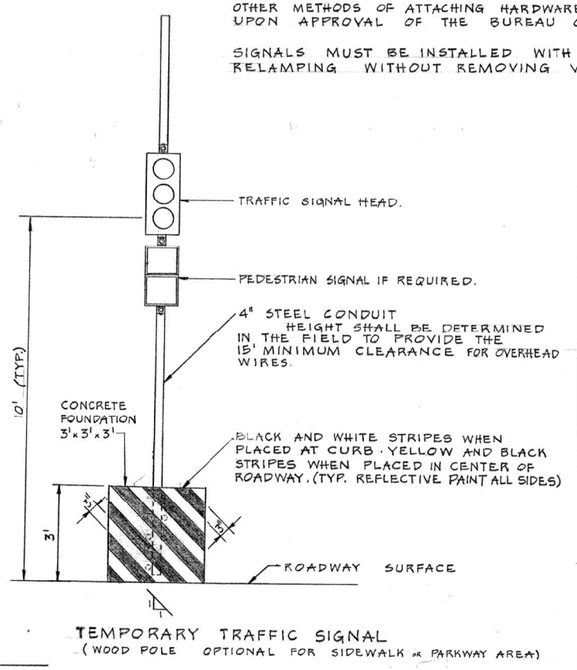
NOTE:
OTHER METHODS OF ATTACHING HARDWARE FOR SIGNAL HEADS MAY BE USED UPON APPROVAL OF THE BUREAU OF ELECTRICITY.

SIGNALS MUST BE INSTALLED WITH ADEQUATE CLEARANCE FOR RELAMPING WITHOUT REMOVING VISOR OR ROTATING SIGNAL.









TEMPORARY TRAFFIC SIGNAL
(WOOD POLE OPTIONAL FOR SIDEWALK OR PARKWAY AREA)

APPROVED AS WORKING PLAN
BY
REVISIONS OF WORKING PLAN

FEDERAL-AID ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FHWA REG. NO.	ILLINOIS PROJECT			

DATE	REVISION
A 3-5-93	ADDED TEMP. SIGNAL DETAIL

WORK ORDER NO. _____ DATE _____
COST ALLOCATION ACCOUNT _____
APPROPRIATION ACCOUNT { MATERIAL _____ LABOR _____

TYPICAL TRAFFIC SIGNAL MOUNTING DETAILS

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

DRAFTSMAN:	CHIEF DRAFTSMAN:	ENGINEER:
W. TROMPKA	R.J.S.	M. DeBARTOLO

SUPERVISING ENGINEER: ELECT. DESIGN ENGR. R. Mork
ENGINEER OF ELECTRICITY: Michael A. Shore
GEN. SUPT. OF ELECTRICITY: Peter M. Lodwick
DEPUTY COMMISSIONER: Ronald Zaglow
DWG. NO. 835
SIZE: 22 | 36 SCALE: NONE DATE: 12-10-84

E-33

FILE NAME: \\cs\M-dbstepw21\ICS_pdf_work_d\193\5449_31\D1R262\d-sht-tlght 33.dgn

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME =	lcs\M-dbstepw21$	DESIGNED -	MH	REVISED -	
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PLOT DATE =	10/10/2025	CHECKED -	RP	REVISED -	
PLOT TIME =	9:15:04 PM	DATE -	02/13/2025	REVISED -	

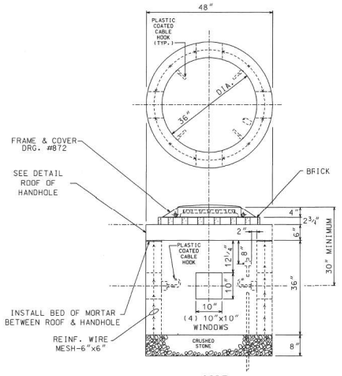
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CDOT ELECTRICAL STANDARD DETAILS

SCALE: NTS | SHEET NO. E-33 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	159
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

TOP VIEW
FRAME, COVER & TOP
OF HANDHOLE REMOVED



SIDE
ELEVATION

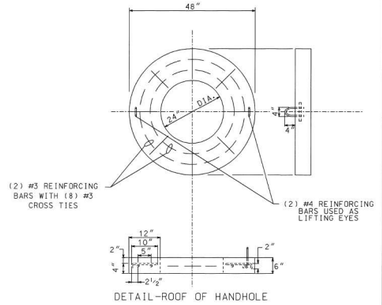
COMPLETE COMMODITY CODE NO. 05-6610-5310M			
CODE NO.	MATERIALS	SIZE	QUAN.
(1) 05-6610-5312	PRE-CAST HANDHOLE	36″ x 36″	
(2) 05-6610-5312	PRE-CAST ROOF	SEE DETAIL	1
05-9075-5470	STONE ¾″ CRUSHED SCREENINGS	BAG	5
05-1452-9720	BRICK		24
02-4299-5524	FRAME, MANHOLE	24″	1
02-4574-5624	COVER, MANHOLE	24″	1
09-7796-9312	GROUND ROD	¾″ x12′	1
09-2636-3240	GROUND CLAMP		1
(3) 05-5082-5330	SONO TUBE	36″	1
(3) 05-5082-5342	SONO TUBE	48″	1
(3) 05-3267-2940	CONC. REDI-MIX	CU. YD.	¾
(3) 20-5472-9630	REINFORCING BAR	#3 (⅜″)	20′
(3) 20-5472-9630	REINFORCING BAR	#3 (⅜″)	8′
(3) 20-5472-9640	REINFORCING BAR	#4 (½″)	4′
(3) 57-0770-0000	(MESH (6″ X6″)	36″ X 11′	1

(1) PRE-CAST HANDHOLE SHALL INCLUDE CABLE HOOKS AND CONDUIT KNOCK-OUTS.
(2) PRE-CAST ROOF SHALL INCLUDE LIFTING EYES.
(3) THESE ITEMS ARE FOR POURED-IN-PLACE HANDHOLES ONLY.

CONSTRUCTION NOTES:

1 – 8″ BED OF STONE FOR DRAINAGE.

2 – ALL METALLIC CONDUIT(S) ENTERING HANDHOLE SHALL EXTEND MIN. 1″ & MAX. OF 3″ INSIDE INNER WALL & BE EQUIPPED WITH AN APPROVED TYPE THREADED GROUNDING BUSHING.



DETAIL-ROOF OF HANDHOLE

DATE	REVISION	
B 01-23-02	ADDED CABLE HOOKS PER COMMISSIONER MURPHY	RIC/FEI
A 12-8-95	REDRAW (CAD)	MP

36″ DIA. HEAVY DUTY
CONCRETE HANDHOLE
WITH 24″ FRAME &
COVER

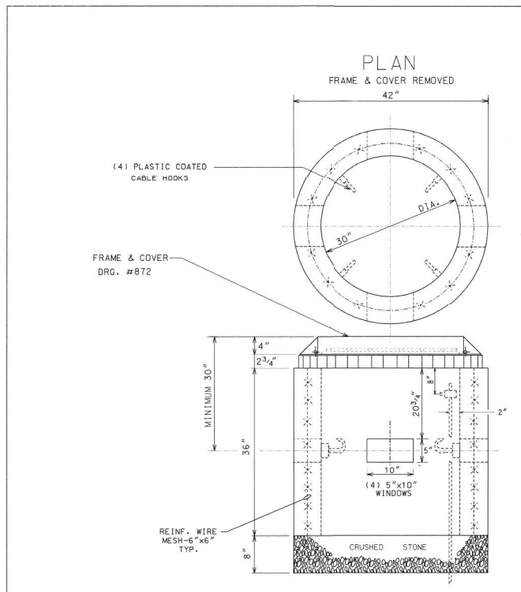
CITY OF CHICAGO
DEPT. OF STREETS AND SANITATION
DEPT. OF TRANSPORTATION
DIVISION OF ELECTRICAL ENGINEERING

DRAFTSMAN	CHIEF DRAFTSMAN	ENGINEER	ENGINEER
M. PATTON	B. CARTER	R. DEMATTEO	A. TROMPKA

SUPERVISING ENGINEER, ELEC. DESIGN ENGR.
ENGINEER OF ELECTRICITY
DEPT. OF ELECTRICITY
SERVICE ENGINEER

DWG. NO. 866

SIZE: 17" 22" SCALE: NONE DATED: 1-12-96



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 ¾″ CRUSHED	BAG	5
(2) 05-5082-5330	SONO TUBE	30″	1
(2) 05-5082-5342	SONO TUBE	42″	1
(2) 05-3267-2940	CONC. REDI-MIX	CU. YD.	½
(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	¾″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:

1. 8″ BED OF STONE FOR DRAINAGE.
2. 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	
B 01-23-02	ADDED CABLE HOOKS PER COMMISSIONER MURPHY	RIC/FEI
A 12-8-95	REDRAW (CAD)	MP

30″ DIA.
CONCRETE HANDHOLE

CITY OF CHICAGO
DEPT. OF STREETS AND SANITATION
DEPT. OF TRANSPORTATION
DIVISION OF ELECTRICAL ENGINEERING

DRAFTSMAN	CHIEF DRAFTSMAN	ENGINEER	ENGINEER
M. PATTON	B. CARTER	R. DEMATTEO	A. TROMPKA

SUPERVISING ENGINEER, ELEC. DESIGN ENGR.
ENGINEER OF ELECTRICITY
DEPT. OF ELECTRICITY
SERVICE ENGINEER

DWG. NO. 867

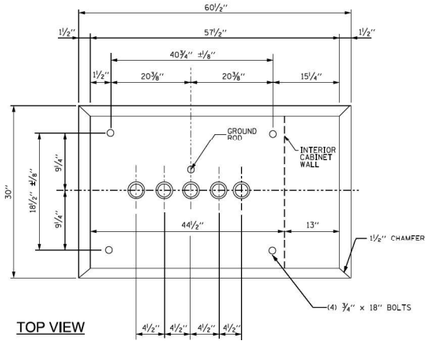
SIZE: 11" 17" SCALE: NONE DATED: 12-8-95

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SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

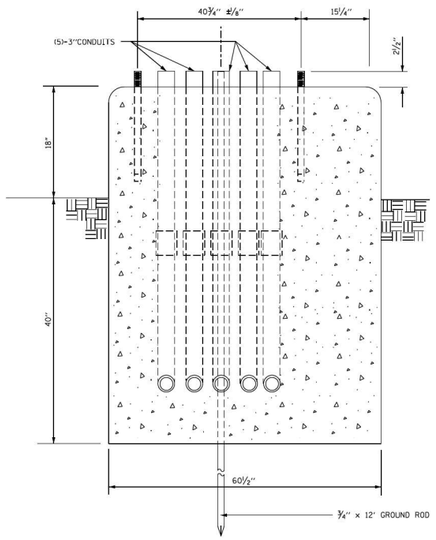
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PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -			
PLOT TIME = 9:14:37 PM	DATE - 02/13/2025	REVISED -		SCALE: NTS / SHEET NO. E-34 OF E-61 SHEETS / STA. 00+000 TO STA. 00+000	

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	160
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

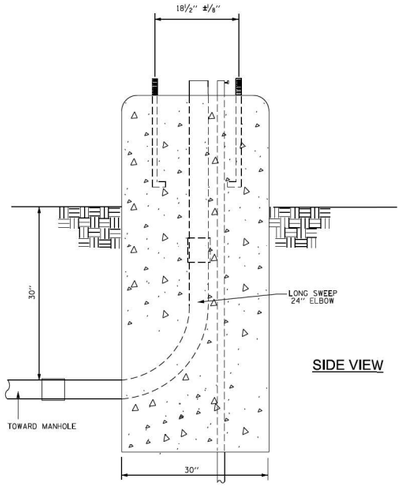


TOP VIEW

DIMENSIONS FOR LOCATIONS OF ANCHOR BOLTS TO BE STRICTLY ADHERED TO.



FRONT VIEW



SIDE VIEW

TYPE SUPER "P" FOUNDATION

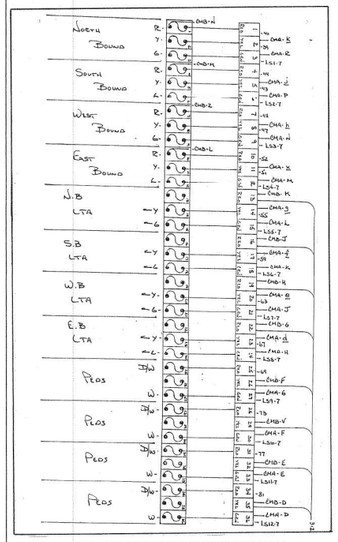
FOR BASE MOUNTED
TRAFFIC SIGNAL CONTROL CABINET

SUPERSEDES DWG. # 888 DATED 6-23-1993

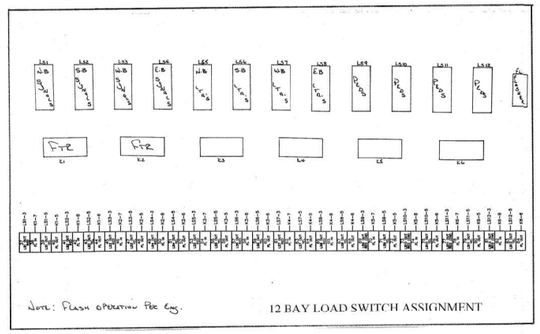
CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

REV	DATE	DESCRIPTION
D	2-28-22	CORRECTED GROUND ROD LENGTH
C	10-09-20	ADJUSTED ANCHOR ROD SPACING
B	6-10-05	LENGTH OF BASE TO 60 ½"
A	5-24-96	BOLT DIMENSIONS FOR P-38 & P-44 CABINETS

DRAFTSMAN: A. MAROTTA
ENGINEER: J. VONDRA
ENGINEER OF ELECTRICITY: J. ZHANG
DEPUTY COMMISSIONER:
SIZE: 16" | 21" SCALE: NONE
DWG. NO. **888A**
DATE: 1/28/21

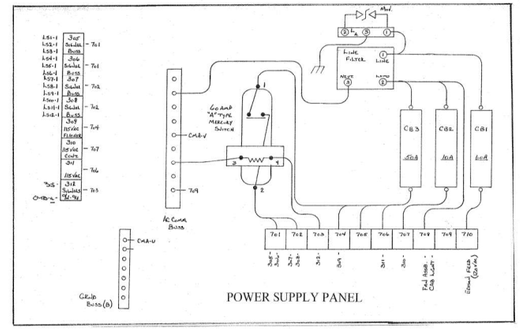


12 POSITION FIELD TERMINATION

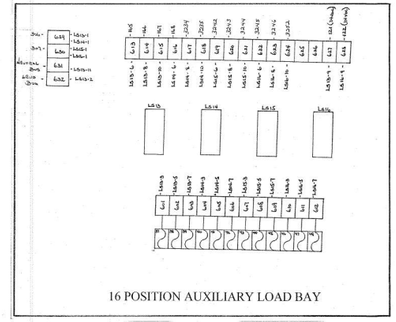


Note: Flash operation for Eg.

12 BAY LOAD SWITCH ASSIGNMENT



POWER SUPPLY PANEL



16 POSITION AUXILIARY LOAD BAY

LOAD SWITCH AND CONFLICT ASSIGNMENT TYPICAL 8- PHASE INTERSECTION

CITY OF CHICAGO
DEPT. OF STREETS AND SANITATION
DEPT. OF TRANSPORTATION
DIVISION OF ELECTRICAL ENGINEERING

DRAFTSMAN	CHIEF DRAFTSMAN: C. KRUEGER
SUPERVISING ENGINEER:	ELEC. DESIGN ENGR.
ENGINEER OF ELECTRICITY	DWG. NO. 962
GEN'L. SUPT. OF ELECTRICITY	
DEPUTY COMMISSIONER	
SIZE:	SCALES: DATE: 6/27/07

E-35

USER NAME = icsM-dbstepw21$	DESIGNED - MH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CDOT ELECTRICAL STANDARD DETAILS	
PLOT SCALE = 0.16666667 ' / in.	DRAWN - MH	REVISED -			
PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -			
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SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	161
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

STA. 00+000 TO STA. 00+000

FILE NAME: \\icsM-dbstepw21\IDOT_pdf_work_dir\93355449_29\01162R65\ant-align 35.dgn

—A— CONTROLLER A CABLE ASSY

PIN	COLOR	FUNCTION	TERM	PIN	COLOR	FUNCTION	TERM	PIN	COLOR	FUNCTION	TERM
A	BLU	FAULT MONITOR	81	W	BLU	LOGIC GROUND	55	C	BLU	STATUS BIT A #1	122
B	BLU	24 VDC EXTERNAL	27	X	BLU	FL LOGIC	83	D	BLU	↑ GREEN	257
C	BLU	CONT VOLT MON	9	Y	BLU	STATUS BIT C #1	123	E	BLU	↑ WALK	143
D	BLU	↑ RED	255	Z	BLU	↑ YELLOW	256	F	BLU	↑ CHECK	39
E	BLU	↑ DONT WALK	141	a	BLU	↑ PED CLEAR	142	G	BLU	↑ PED OMIT	58
F	BLU	↑ RED	258	b	BLU	↑ YELLOW	116	H	BLU	↑ DONT WALK	59
G	BLU	↑ DONT WALK	144	c	BLU	↑ GREEN	260	A	BLU	RED REST #1	69
H	BLU	↑ PED CLEAR	145	d	BLU	↑ CHECK	100	B	BLU	MODE B	114
J	BLU	↑ WALK	146	e	BLU	↑ ON	30	C	BLU	CNA E	52
K	BLU	↑ VEH CALL	2	f	BLU	¢ VEH CALL	1	AA	BLU	TEST B	25
L	BLU	↑ PED CALL	16	g	BLU	¢ PED CALL	15	BB	BLU	WALK REST NCO	53
M	BLU	↑ HOLD	72	h	BLU	¢ HOLD	71	CC	BLU	STATUS BIT A #1	121
N	BLU	STOP TIMING RT	11	j	BLU	FORCE OFF RT	10	DD	BLU	¢ ON	29
P	BLU	INH MAX TERM RT	41	k	BLU	EXT MIN RECALL	79	EE	BLU	¢ PED OMIT	57
R	BLU	EXTERNAL START	10	L	BLU	MAN CONT ENABLE	13	FF	BLU	PED RECYCLE RT	67
S	BLU	INT ADV CONT	14	m	BLU	CNA C	51	GG	BLU	MAX E RT	39
T	BLU	IND LAMP CONT	33	n	BLU	TEST A	24	HH	BLU	MODE C	115
U	WH	AC COMMON	83	P	BLK	AC +	84				
V	GRN	CHASSIS GROUND	98	R	BLU	MODE A	113	SH	GRN	SHIELD GROUND	98

—B— CONTROLLER B CABLE ASSY

PIN	COLOR	FUNCTION	TERM	PIN	COLOR	FUNCTION	TERM	PIN	COLOR	FUNCTION	TERM
A	BLU	# NEXT	85	W	BLU	PREEMPT 4	117	r	BLU	¢ CHECK	101
B	BLU	PREEMPT 2	116	X	BLU	PREEMPT 5	118	s	BLU	¢ ON	31
C	BLU	↑ NEXT	86	Y	BLU	$ WALK	149	t	BLU	$ NEXT	87
D	BLU	$ GREEN	263	Z	BLU	$ PED CLEAR	148	u	BLU	OLD RED	136
E	BLU	$ YELLOW	262	a	BLU	$ DONT WALK	147	v	BLU	PREEMPT 6	119
F	BLU	$ RED	261	b	BLU	↑ GREEN	264	w	BLU	OLD GREEN	135
G	BLU	↑ RED	264	c	BLU	↑ YELLOW	265	x	BLU	↑ PED OMIT	60
H	BLU	↑ PED CLEAR	101	d	BLU	↑ WALK	152	z	BLU	FREE	120
J	BLU	↑ DONT WALK	150	e	BLU	↑ ON	32	AA	BLU	MAX E #2	40
K	BLU	↑ CHECK	102	f	BLU	↑ NEXT	88	AA	BLU	OLA GREEN	129
L	BLU	↑ VEH CALL	4	g	BLU	↑ OMIT	46	BB	BLU	OLB YELLOW	131
M	BLU	↑ PED CALL	18	h	BLU	↑ HOLD	74	CC	BLU	OLB RED	130
N	BLU	$ VEH CALL	3	j	BLU	$ HOLD	73	DD	BLU	OLC RED	133
P	BLU	$ PED CALL	17	k	BLU	$ PED OMIT	59	EE	BLU	OLD YELLOW	137
R	BLU	$ OMIT	45	L	BLU	¢ PED OMIT	62	FF	BLU	OLC GREEN	134
S	BLU	↑ OMIT	44	m	BLU	¢ PED OMIT	63	GG	BLU	OLB GREEN	132
T	BLU	↑ PED OMIT	61	n	BLU	¢ PED OMIT	64	HH	BLU	OLC YELLOW	134
U	BLU	# OMIT	43	P	BLU	OLA YELLOW	128				
V	BLU	PED RECYCLE R2	68	R	BLU	OLA RED	127	SH	GRN	SHELL GROUND	99

—C— CONTROLLER C CABLE ASSY

PIN	COLOR	FUNCTION	TERM	PIN	COLOR	FUNCTION	TERM	PIN	COLOR	FUNCTION	TERM
A	BLU	STATUS BIT A #2	124	Y	BLU	FORCE OFF R2	38	Y	BLU	OMIT RED CL R2	66
B	BLU	STATUS BIT B #2	125	Z	BLU	STOP TIMING R2	12	W	BLU	↑ PED CLEAR	165
C	BLU	↑ DONT WALK	164	g	BLU	INH MAX TERM R2	42	S	BLU	↑ GREEN	280
D	BLU	↑ RED	278	h	BLU	RED REST C	26	Z	BLU	¢ DONT WALK	161
E	BLU	¢ YELLOW	276	j	BLU	STATUS BIT C #2	126	E	BLU	↑ DONT WALK	158
F	BLU	¢ RED	275	k	BLU	↑ WALK	166	AA	BLU	↑ PED CLEAR	159
G	BLU	↑ RED	272	L	BLU	↑ YELLOW	279	BB	BLU	↑ CHECK	104
H	BLU	↑ RED	269	S	BLU	↑ GREEN	277	CC	BLU	↑ ON	34
J	BLU	↑ YELLOW	270	A	BLU	↑ GREEN	274	DD	BLU	↑ NEXT	90
K	BLU	↑ PED CLEAR	168	b	BLU	↑ YELLOW	273	EE	BLU	¢ HOLD	77
L	BLU	↑ DONT WALK	155	J	BLU	↑ GREEN	271	FF	BLU	↑ CHECK	106
M	BLU	↑ NEXT	89	L	BLU	↑ WALK	157	GG	BLU	↑ ON	36
N	BLU	↑ ON	33	S	BLU	↑ CHECK	105	HH	BLU	↑ NEXT	92
P	BLU	↑ VEH CALL	5	dr	BLU	↑ HOLD	75	JJ	BLU	¢ WALK	163
R	BLU	↑ PED CALL	19	D	BLU	↑ OMIT	47	KK	BLU	¢ PED CLEAR	162
S	BLU	↑ VEH CALL	6	B	BLU	↑ HOLD	76	LL	BLU	↑ WALK	160
T	BLU	↑ PED CALL	20	S	BLU	¢ OMIT	48	MM	BLU	¢ CHECK	103
U	BLU	¢ PED CALL	21	c	BLU	¢ OMIT	49	NN	BLU	¢ ON	35
V	BLU	¢ VEH CALL	7	B	BLU	↑ OMIT	50	PP	BLU	¢ NEXT	91
W	BLU	↑ PED CALL	22	A	BLU	↑ VEH CALL	8				
X	BLU	↑ HOLD	78	W	BLU	RED REST R2	70	SH	GRN	SHELL GROUND	97

LEGEND

SYMBOL	DESCRIPTION
	CHASSIS/EARTH GROUNDS
	LOGIC GND
	EQUIP NEUT
	AC NEUT (SIG RET)
	INDICATES PRESSURE CONNECTION FROM CHASSIS GND OUT TO CABINET/PANEL
CNA	INDICATES CONDUCTOR GAUGE & INSUL COLOR
	MOLEX/AMPMODU MALE (PLUG)
	FEMALE (JACK)
—C—	TYPICAL PANEL AND
—MP—	CABLE DESIGNATORS

SYMBOL	DESCRIPTION
	SOLDER CONNECTION BEHIND PANEL
	SCREW CONNECTION
N	PC BD SOLDER EYELET
	DIODE
	RC NOISE SUPPRESSOR
	VITROLOID M.O.V.
	INDICATES CONNECTION TO TERMINAL SHOWN ON "A" PAGE OF THIS PRINT
	UNTERMINATED, SHRINK TUBING APPLIED
	TWISTED PAIR
	MODIFICATION TO STD BACKPANEL WIRING

NOTES:

1) ALL EARTH & NEUT BUS BARS INTERCONNECT WITH 8 GAUGE WIRE.
2) ALL SWITCHES & RELAYS ARE SHOWN FOR "NORMAL", STOP AND GO OPERATION.
3) ALL CROSS REFERENCES TO THE MAIN PANEL FROM A SIDE PANEL ASSEMBLY SHALL BE WIRED BY THE SIDE PANEL LINE.

   ALL OTHER CROSS REFERENCES ON THE MAIN PANEL SHALL BE WIRED BY MAIN PANEL CW.

—BACK PANEL—

A CABLE ASSEMBLY MS CONNECTOR

B CABLE ASSEMBLY MS CONNECTOR

C CABLE ASSEMBLY MS CONNECTOR

ADD JUMPER HERE TO CONNECT LOGIC GROUND AND NEUTRAL

TYPICAL LOADSWITCH BASE

NOTE: ALL UNUSED LOADSWITCH POSITIONS MUST HAVE THEIR REDS TIED TO SIGNAL POWER TO SATISFY THE SIGNAL MONITOR'S ASSENCE OF SIGNAL FUNCTION USE JUMPER KIT PROVIDED WITH CABINET.

TYPICAL JUMPER ARRANGEMENT FOR UNUSED FLASH TRANSFER RELAYS

ALL UNUSED FLASH TRANSFER RELAYS MUST HAVE THE LOADSWITCH OUTPUT JUMPERED TO THE SIGNAL OUTPUT. (SEE DIAGRAM). USE JUMPER KIT PROVIDED WITH CABINET

—MA/MB—
12 CHAN MMU ASSIGN CHART

—MA— PIN	COLOR	—MB— PIN	COLOR	CHAN/ COLOR	TERM	WDO
		M	BLK	1 RED	501	
h	BLK			1 YEL	503	
N	BRN			1 GRN	502	
		M	BRN	2 RED	504	
J	PAD			2 YEL	506	
P	ORA			2 GRN	505	
		Z	RED	3 RED	507	
h	YEL			3 YEL	508	
N	GRN			3 GRN	509	
		L	ORA	4 RED	510	
S	BLU			4 YEL	511	
M	VIO			4 GRN	512	
		K	YEL	5 RED	513	
S	GRA			5 YEL	514	
L	WH			5 GRN	515	
		J	GRN	6 RED	516	
C	W/BLK			6 YEL	517	
K	W/BRN			6 GRN	518	
		H	BLU	7 RED	519	
S	W/RED			7 YEL	520	
J	W/ORA			7 GRN	521	
		G	RED	8 RED	522	
g	W/YEL			8 YEL	523	
H	W/GRN			8 GRN	524	
		F	GRA	9 RED	525	
C	W/BLU			9 YEL	526	
J	W/VIO			9 GRN	527	
		V	WHI	10 RED	528	
b	W/GRA			10 YEL	529	
F	W/BLK/BRN			10 GRN	530	
		E	W/BLK	11 RED	531	
Z	W/BLK/RED			11 YEL	532	
E	W/BLK/ORA			11 GRN	533	
		R	W/WHI	12 RED	534	
Y	W/BLK/YEL			12 YEL	535	
D	W/BLK/GRN			12 GRN	536	
		T	W/RED	13 RED	730	▲
W	W/BLK/BLU			13 YEL	731	▲
A	W/BLK/VIO			13 GRN	732	▲
		W	W/ORA	14 RED	736	▲
EE	W/BLK/GRA			14 YEL	737	▲
Z	W/BRN/RED			14 GRN	738	▲
		X	W/YEL	15 RED	727	▲
X	W/BRN/ORA			15 YEL	735	▲
L	W/BRN/YEL			15 GRN	739	▲
		Y	W/GRN	16 RED	733	▲
U	W/BRN/GRN			16 YEL	734	▲
FF	W/ORN/BLU			16 GRN	740	▲
L	W/BRN/VIO			SPARE	~~~	
R	W/BRN/ORA			SPARE	~~~	
S	W/RED/YEL			SPARE	~~~	
E	W/RED/YEL			SPARE	~~~	

MODIFICATIONS TO STANDARD CABLE WIRING = ▲

—MA/MB—
MMU A & B CONTROL FUNCTIONS

—MA— PIN	COLOR	—MB— PIN	COLOR	FUNCTION	TERM
A	BLK			AC+ C	646
		A	BLK	AC+ E	646
V	WHI			AC- (NEUTRAL)	647
U	W/GRN			CHASSIS GROUND	601
T	BLU			LOGIC GROUND	601
B	ORA			24V INHIBIT	603
D	BRN			VOLT MONITOR	607
S	RED			24V C	605
		R	RED	24V E	606
B9	YEL			RESET	604
HH	VIO			NON-TYPE 9BL	602
R	GRAY			BFI,ASY-1 N.O.	AVA
N	W/BLK			RELAY 1 COM	609
P	W/BRN			RELAY 1 N.C.	610
		S	ORA	RED ENABLE	650
R	W/RED			RELAY 2 N.O.	612
X	W/ORA			RELAY 2 COM	613
C	W/YEL			RELAY 2 N.C.	614
		C	YEL	START DELAY N.O.	615
		B	BLU	START DELAY COM	616
		U	VIO	START DELAY N.C.	617
		P	GRA	INTERLOCK A	618
W	W/VIO			INTERLOCK B	619
AA	W/ORA			A SPARE 1	631
GG	W/BLU/BRN			A SPARE 2	611
		P	GRA	B SPARE 1	620
		S	WHI	B SPARE 2	621
		b	BRN	B SPARE 3	622
		C	W/BLK	B SPARE 4	637
SH	GRN	SH	GRN	SHELL GROUND	651

FLASH COLOR PROGRAMMING

CABINET & ACCESSORIES

TRAFFIC CONTROLLER CABINET BACK PANEL & POWER SUPPLY 1 OF 2

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

DRAFTSMAN: A. BAUTISTA	CHIEF DRAFTSMAN:	ENGINEER: R. POOL
SUPERVISING ENGINEER:	ELEC. DESIGN ENGR.	DWG. NO. 964
ENGINEER OF ELECTRICITY:		
GEN'L SUPT. OF ELECTRICITY:		
DEPUTY COMMISSIONER:		
SIZE: 22" | 36"	SCALE: AS SHOWN	DATE: 03/04/2008

DATE: 5/16/2008
FILE: JAVAL_2\STANDARD\Traffic Controller Cabiner.dgn

...\Traffic Controller Cabiner.dgn 5/15/2008 11:20:10 AM

E-36

FILE NAME: \\cdot\dbstepw21\ICS_pdf_work_dir\09335443_2801102k62\sh-tight-36.dgn

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

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PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -			
PLOT TIME = 9:14:03 PM	DATE - 02/13/2025	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

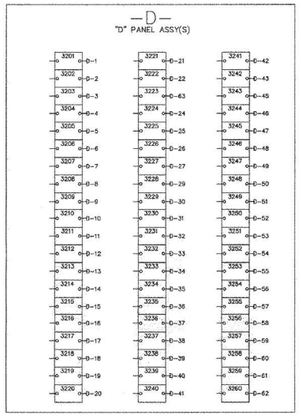
CDOT ELECTRICAL STANDARD DETAILS

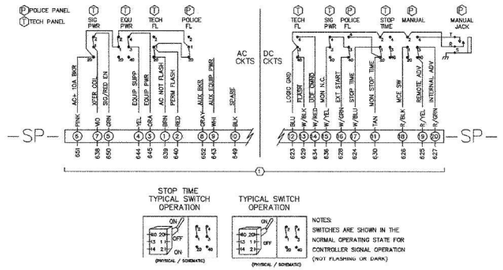
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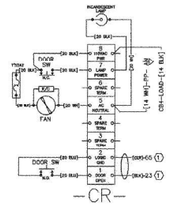
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		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

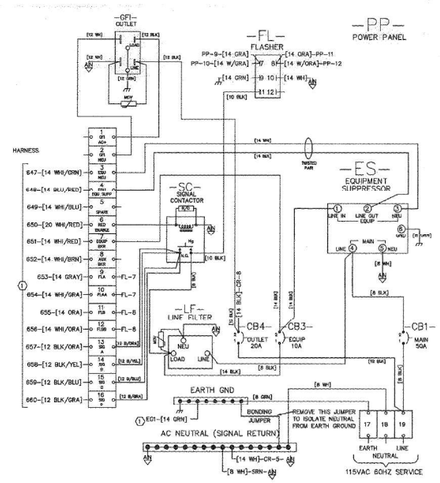
"D" CABLE ASSY(S)

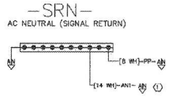
PIN	WIRE	WIRE	FUNCTION	TERM
1	D-1	BROWN	FLASH MONITOR 1	3201
2	D-2	RED	CYCLE 5	3202
3	D-3	ORANGE	PE #1 CLEAR	3203
4	D-4	YELLOW	PE #3 CLEAR	3204
5	D-5	BLUE	FLASH MONITOR 2	3205
6	D-6	VIOLET	SPARE INPUT 7	3206
7	D-7	GRAY	SYSTEM INPUT	3207
8	D-8	WHI/BLK	AZ RES	3208
9	D-9	WHI/BRN	PE #2 CLEAR	3209
10	D-10	WHI/RED	UD 6 INPUT	3210
11	D-11	WHI/ORA	CALL TO WEEK 10	3211
12	D-12	WHI/YEL	SIGNAL PLAN 6	3212
13	D-13	WHI/GRN	SIGNAL PLAN 7	3213
14	D-14	WHI/BLUE	SIGNAL PLAN 8	3214
15	D-15	WHI/VIO	ACTUATION 5	3215
16	D-16	WHI/GRAY	ACTUATION 6	3216
17	D-17	WHI/BLK/BRN	ACTUATION 7	3217
18	D-18	WHI/BLK/RED	SPARE INPUT 4	3218
19	D-19	WHI/BLK/ORA	UD 7 INPUT	3219
20	D-20	WHI/BLK/YEL	ACTUATION 8	3220
21	D-21	WHI/BLK/GRN	ACTUATION 9	3221
22	D-22	WHI/BLK/BLUE	ACTUATION 10	3222
23	D-23	WHI/BLK/VIO	SPARE INPUT 5	-----
24	D-24	WHI/BLK/GRAY	UD 8 INPUT	3224
25	D-25	WHI/BRN/RED	SYSTEM (CKT 13)	3225
26	D-26	WHI/BRN/ORA	FLASH ATTAINED	3226
27	D-27	WHI/BRN/YEL	PE ACTIVE	3227
28			POLARIZING KEY	-----
29	D-29	WHI/BRN/GRN	SYSTEM OUT	3228
30	D-30	WHI/BRN/BLUE	PE 3 INPUT	3229
31	D-31	WHI/BRN/VIO	PE 4 INPUT	3230
32	D-32	WHI/BRN/GRAY	PE 5 INPUT	3231
33	D-33	WHI/RED/ORA	SIGNAL PLAN 5 INPUT	3232
34	D-34	WHI/RED/YEL	CALL TO FREE OP	3233
35	D-35	WHI/RED/GRN	OUTPUT 41	3234
36	D-36	WHI/RED/BLUE	OUTPUT 42	3235
37	D-37	WHI/RED/BIO	INTERCONNECT INHIBIT	3236
38	D-38	WHI/RED/GRAY	SPARE INPUT 6	3237
39	D-39	WHI/ORA/YBL	SYNC INHIBIT	3238
40	D-40	WHI/ORA/GRN	DIMMING	3239
41	D-41	WHI/ORA/BLUE	ADDED TIME INHIBIT	3240
42	D-42	WHI/ORA/VIO	TIME CLOCK SYNC	3241
43	D-43	WHI/ORA/GRAY	OUTPUT 43	3242
44			POLARIZING KEY	-----
45	D-45	WHI/YEL/GRN	OUTPUT 44	3243
46	D-46	WHI/YEL/BLUE	OUTPUT 45	3244
47	D-47	WHI/YEL/VIO	OUTPUT 46	3245
48	D-48	WHI/YEL/GRAY	OUTPUT 47	3246
49	D-49	WHI/GRN/BLUE	SIGNAL PLAN 4	3247
50	D-50	WHI/GRN/VIO	AUX 1 (CKT 9)	3248
51	D-51	WHI/GRN/GRAY	AUX 2 (CKT 10)	3249
52	D-52	WHI/BLUE/VIO	AUX 3 (CKT 11)	3250
53	D-53	WHI/BLUE/GRAY	AUX 4 (CKT 12)	3251
54	D-54	WHI/VIO/GRAY	OUTPUT 48 (FAST FLASH ENABLE)	3252
55	D-55	WHI/BLK/BRN/RED	FLASH OUT (CKT 8)	3253
56	D-56	WHI/BLK/BRN/ORA	OFFSET 1 (CKT 3)	3254
57	D-57	WHI/BLK/BRN/YEL	OFFSET 2 (CKT 4)	3255
58	D-58	WHI/BLK/BRN/GRN	OFFSET 3 (CKT 5)	3256
59	D-59	WHI/BLK/BRN/BLUE	CYCLE 2 (CKT 1)	3257
60	D-60	WHI/BLK/BRN/VIO	CYCLE 3 (CKT 2)	3258
61	D-61	BLACK	SPLIT 2 (CKT 6)	3259
62	D-62	WHITE	SPLIT 3 (CKT 7)	3260
63	D-63	GREEN	FAST FL IMAGE (OUT)	3223











DATE: 5/16/2008
FILE: J:\ALL_2\STANDARD\Traffic Controller Cabinet.dgn

TRAFFIC CONTROLLER CABINET
BACK PANEL & POWER SUPPLY
2 OF 2

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

DRAFTSMAN: A. BAUTISTA	CHIEF DRAFTSMAN:	ENGINEER: R. POOL
SUPERVISING ENGINEER:	ELEC. DESIGN ENGR.	DWG. NO. 965
ENGINEER OF ELECTRICITY:		
GEN'L SUPT. OF ELECTRICITY:		
DEPUTY COMMISSIONER:		
SIZE: 22" | 36"	SCALE: AS SHOWN	DATE: 03/04/2008

...\Traffic Controller Cabinet.dgn 5/16/2008 11:20:19 AM

E-37

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SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

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PLOT SCALE	= 0.16666667 ' / in.	DRAWN	- MH	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- RP	REVISED	-
PLOT TIME	= 9:13:58 PM	DATE	- 02/13/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CDOT ELECTRICAL STANDARD DETAILS

SCALE: NTS | SHEET NO. E-37 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	163
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

• 7 CONDUCTOR - 7 POINT STRIP •

7	COMMON WHITE	
6	WHITE BLK. TR.	E & W RED
5	BLACK - SOLID	" AMBER
4	BLUE - "	" GREEN
3	RED - "	N & S RED
2	ORANGE - "	" AMBER
1	GREEN "	" GREEN

• 14 CONDUCTOR - 10 POINT STRIP •

10	COMMON WHITE
9	RED WHITE TRACER
8	ORANGE " "
7	GREEN " "
6	RED BLACK TRACER
5	ORANGE " "
4	GREEN " "
3	RED - SOLID
2	ORANGE - SOLID
1	GREEN - SOLID

GREEN BLUE TRACER
ORANGE " "
RED " "
BLACK - SOLID
} SPLICED & TAPED

• 22 CONDUCTOR - CODE •
• 19/c CODE - OMIT #19 - #21 & #22 •

1	WH	RED (BLACK TR. COMMON
2	WH	RED (GREEN TR. COMMON (SPARE)
3	R	BLACK TR. NO. BOUND
4	A	" " " "
5	G	" " " "
6	R	SOLIDS SO. BOUND
7	A	" " "
8	G	" " "
9	BK	" NEON OR ARROW
10	R	BLUE TR. EAST BOUND
11	A	" " " "
12	G	" " " "
13	R	WHITE TR. WEST BOUND
14	A	" " " "
15	G	" " " "
16	BL	SOLID — SPECIAL
17	BL	AMBER TR — "
18	BL	WHITE TR — "
19	WH	RED TR — "
20	WH	SOLID — "
21	WH	BLACK TR — "
22	BK	WHITE TR — "

• 10 CONDUCTOR - 7 POINT STRIP •

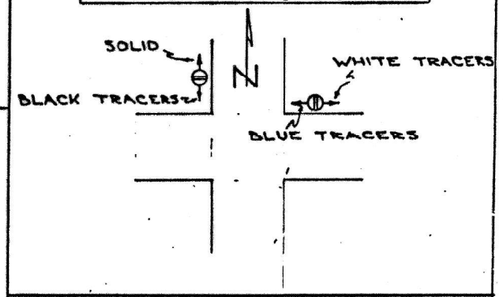
7	COMMON - WHITE	
6	RED BLK. TR.	E & W RED
5	ORANGE BLK. TR.	" AMBER
4	GREEN BLK. TR.	" GREEN
3	RED - SOLID	N & S RED
2	ORANGE - "	" AMBER
1	GREEN - "	" GREEN

SOLID BLUE
SOLID BLACK
BLUE BLK. TR
} SPLICED & TAPED

• 14 CONDUCTOR - 14 POINT STRIP •

14	COMMON WHITE
13	BLACK
12	RED - BLUE TRACER
11	ORANGE - " "
10	GREEN " "
9	RED - WHITE TRACER
8	ORANGE - " "
7	GREEN - " "
6	RED - BLACK TRACER
5	ORANGE - " "
4	GREEN - " "
3	SOLID RED
2	SOLID ORANGE
1	SOLID GREEN

• SPLIT CORNER •

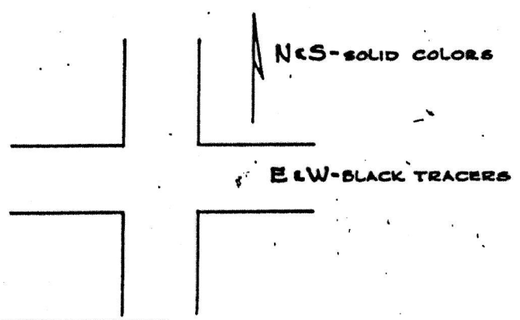


• 10 CONDUCTOR - 10 POINT STRIP •

10	COMMON - WHITE	
9	BLUE BLK. TRACER #	
8	BLACK - SOLID #	
7	BLUE - SOLID #	
6	RED BLK. TRACER	E & W RED
5	ORANGE BLK "	" AMBER
4	GREEN BLK. "	" GREEN
3	RED - SOLID	N & S RED
2	ORANGE - SOLID	" AMBER
1	GREEN - SOLID	" GREEN

- SOLID BLUE - GREEN LIGHT
- SOLID BLACK - AMBER "
- BLUE BLACK TR. RED "
} IF USED

• STRAIGHT CORNER •



NOTE:
CONDUCTORS FOR WALK SIGNALS & VARIOUS MESSAGE SIGNS AT DISCRETION OF INSTALLER

TRAFFIC CONTROL SIGNALS STRIP WIRING LAYOUT

REVISED	
A	5-4-61
B	11-10-64
C	
D	
E	
F	
G	

CITY OF CHICAGO
DEPT OF STREETS AND SANITATION
DIVISION OF ELECTRICAL OPERATION

DRAWN H.R.G. | CHECKED | ENGINEER C.C. Bubly
BUS. MGR. | SUPERINTENDENT | DEG. NO. 12268-A
SIZE 16" x 21" | COMMISSIONER | DATE 11-8-56

5

30

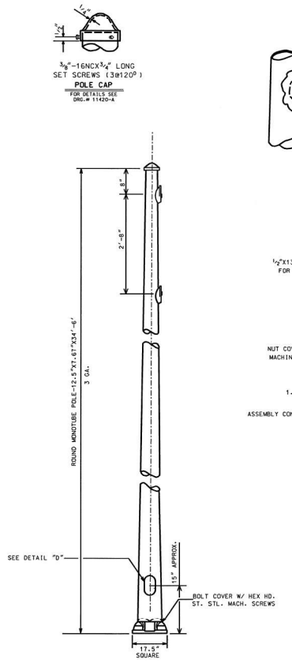
E-38

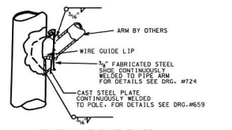
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SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

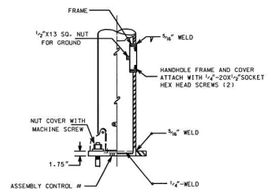
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PLOT SCALE = 0.16666667 ' / in.	DRAWN - MH	REVISED -		SCALE: NTS	SHEET NO. E-38 OF E-61 SHEETS
PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -			STA. 00+000 TO STA. 00+000
PLOT TIME = 9:13:38 PM	DATE - 02/13/2025	REVISED -			

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	CONTRACT NO. 62K62			
	ILLINOIS FED. AID PROJECT			

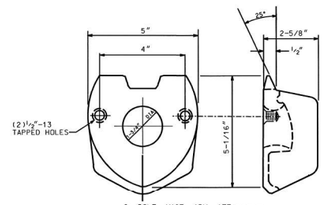




SECTION AT POLE PLATE

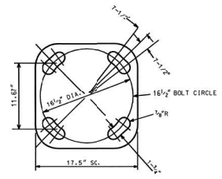


DETAIL "D"



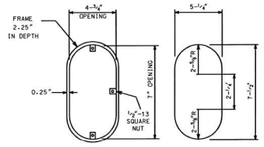
2 BOLT MAST ARM ATTACHMENT

FOR DETAILS SEE DRG.# 659 MATERIAL: CAST STEEL



DETAIL "A"

BOLT SLOTS

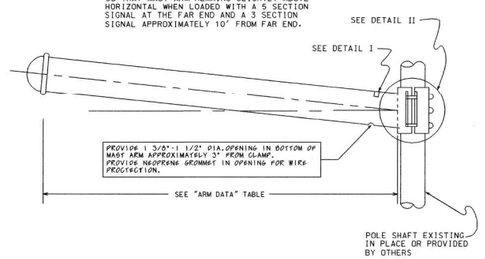


FRAME DOOR

HANDHOLE DETAIL

7.67"x12.5" STEEL/34'-6" POLE 3 GAUGE		
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING		
DRAFTSMAN: ROBERT IVY	SENIOR DRAFTSMAN: ROBERT CARTER	ENGINEER-IN-CHARGE: RON POOL
SUPERVISING ENGINEER:	ELEC. DESIGN ENGR.	DWG. NO.
ENGINEER OF ELECTRICITY:		827
GEN'L SUPT. OF ELECTRICITY: Lloyd A. Fiegel		
DEPUTY COMMISSIONER: Brian S. Murphy		10-03-01

PROVIDE SUFFICIENT MAST ARM RISE (3' MIN.) SO THAT MAST ARM REMAINS SLIGHTLY ABOVE HORIZONTAL WHEN LOADED WITH A 5 SECTION SIGNAL AT THE FAR END AND A 3 SECTION SIGNAL APPROXIMATELY 10' FROM FAR END.

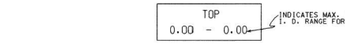


ARM DATA

CLAMP RANGE (INCHES)	POLE END (INCHES)	SIGNAL END (INCHES)	LENGTH (FEET)	GAUGE	WEIGHT (POUNDS)	TEST LOAD (POUNDS)	MAX. DEFLECTION (INCHES)
7.45-7.95	7.0	4.76	16	7	241	1700	6.5
7.45-7.95	7.0	4.20	20	7	274	1300	12.0
7.45-7.95	7.0	3.36	26	7	315	1000	24.0
8.45-8.95	8.0	3.80	30	7	409	1100	29.0
9.95-10.45	9.0	4.10	35	7	529	1200	36.0
9.95-10.45	9.0	3.40	40	7	559	1000	52.0
9.95-10.45	10.0	3.84	44	7		1200	57.0

NOTES:

1. TRAFFIC SIGNAL ARM SHAFT ASTM DESIGNATION: A595 GRADE C, 60,000 PSI MINIMUM YIELD STRENGH WITH A LINEAR TAPER -0.14"/FT.
2. TRAFFIC SIGNAL ARM END CAP SECURED IN PLACE WITH 3 SET SCREWS AND 1 THRU ARM END BOLT. (PLATED HARDWARE)
3. ALL THREADED FASTENERS TO BE GALVANIZED TO ASTM DESINATION: A153
4. ALL VEHICULAR AND/OR PEDESTRIAN SIGNAL LIGHTS AND NECESSARY HARDWARE FOR ATTACHMENT TO BE FIELD LOCATED AND FURNISHED BY OTHERS.
5. ALL ARM END CAPS AND ARM CLAMPS TO BE FULLY ASSEMBLED AND ATTACHED TO THE ARM PRIOR TO SHIPPING.
6. ARM ASSEMBLY TO BE DEGREASED; CLEANED; CHEMICALLY PRETREATED; GIVEN AN EXTERIOR THERMOSETTING POLYESTER POWDER COAT; AND AN INTERIOR THERMOPLASTIC HYDROCARBON RESIN POWDER COAT. ALL PAINTING TO BE IN ACCORDANCE WITH SPECIFICATION 1454, SECTION 8, "PAINTING".
7. MAST ARM SHALL BE TESTED IN ACCORDANCE WITH SPECIFICATION 1454, SECTION 9 WITH TEST VALUES AS SHOWN ON THE "ARM DATA" TABLE.
8. HOLE IN CLAMP TO BE 4.0" (MIN.). HOLE TO BE GROUND SMOOTH AND DEBURRED TO PROVIDE A SMOOTH WIRE ENTRY FROM POLE TO MAST ARM.

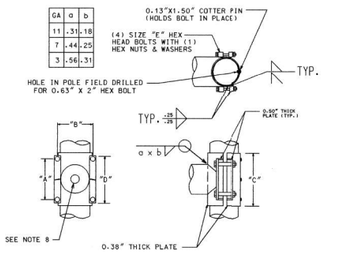


I. D. TAG TO BE MOUNTED ON THE TOP OF THE POLE AS INDICATED. USING 2 "GRIP-NAIL" FASTENERS.

DETAIL I

I. D. TAG

SIGNAL ARM ATTACHMENT DATA					
CLAMP RANGE	"A"	"B"	"C"	"D"	"E"
7.45" - 7.95"	7.25"	9.92"	10.80"	10.32"	1.00" X 7.50"
8.45" - 8.95"	9.00"	10.66"	13.06"	12.50"	1.00" X 8.00"
9.95" - 10.45"	10.25"	12.66"	15.30"	13.50"	1.25" X 8.50"



DETAIL II

ARM ATTACHMENT

G	10-29-02	REFERENCES SPEC. 1454
A	8-6-93	WIRE OPENING ON MAST ARM
DATE		REVISION

SUPERSEDES DWG. DATED DEC. 1991

STEEL TRAFFIC SIGNAL MAST ARM-MONOTUBE

CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING		
DRAFTSMAN: R. IVY	CHIEF DRAFTSMAN: ROBERT CARTER	ENGINEER-IN-CHARGE: RON POOL
SUPERVISING ENGINEER:	ELEC. DESIGN ENGR.	DWG. NO.
ENGINEER OF ELECTRICITY:		870
GEN'L SUPT. OF ELECTRICITY: Lloyd A. Fiegel		
DEPUTY COMMISSIONER: Brian S. Murphy		
SIZE: 8"	SCALE: NTS	DATE: DEC. 1991

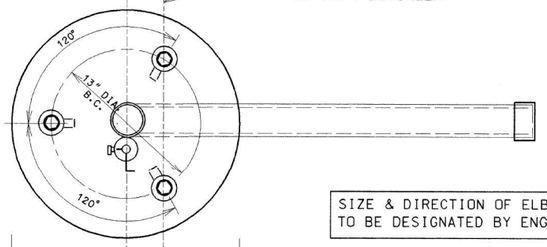
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SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS				
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PLOT SCALE = 0.16666667 ' / in.	DRAWN - MH	REVISED -		
PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -		
PLOT TIME = 9:13:15 PM	DATE - 02/13/2025	REVISED -		SCALE: NTS / SHEET NO. E-39 OF E-61 SHEETS / STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	165
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

ORIENTATION OF BASE
TO BE DESIGNATED
BY ENGINEER

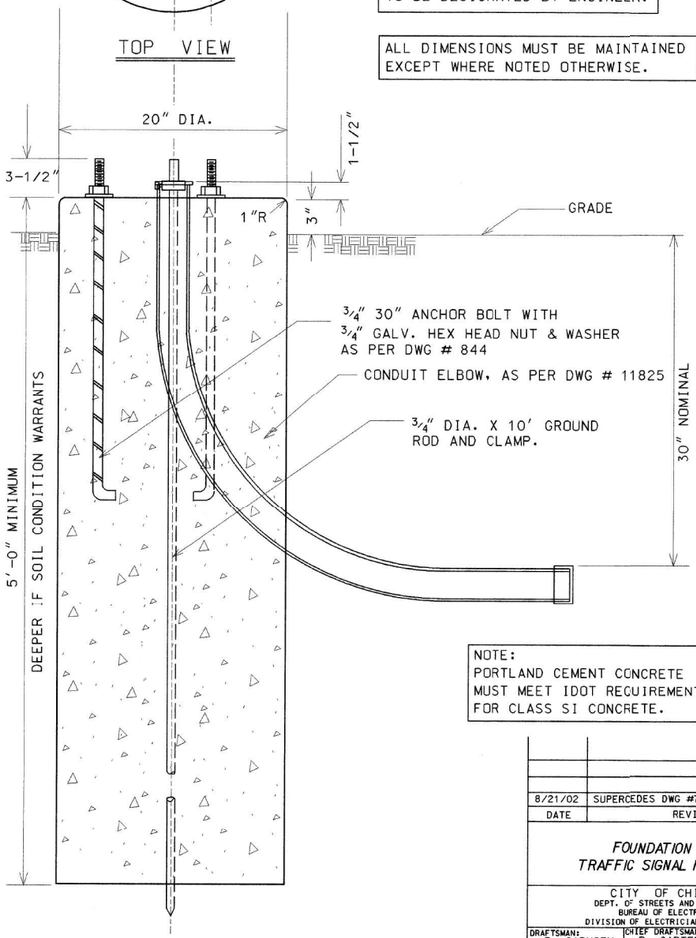
C/L OF BOLTS TO BE PERPENDICULAR TO
ENTERING LATERALS OR AS DESIGNATED
BY CITY ENGINEER.



TOP VIEW

SIZE & DIRECTION OF ELBOWS
TO BE DESIGNATED BY ENGINEER.

ALL DIMENSIONS MUST BE MAINTAINED
EXCEPT WHERE NOTED OTHERWISE.



ELEVATION

NOTE:
PORTLAND CEMENT CONCRETE
MUST MEET IDOT REQUIREMENTS
FOR CLASS SI CONCRETE.

8/21/02	SUPERCEDES DWG #709 DRAWN 7/22/80
DATE	REVISION

FOUNDATION FOR
TRAFFIC SIGNAL PEDESTAL

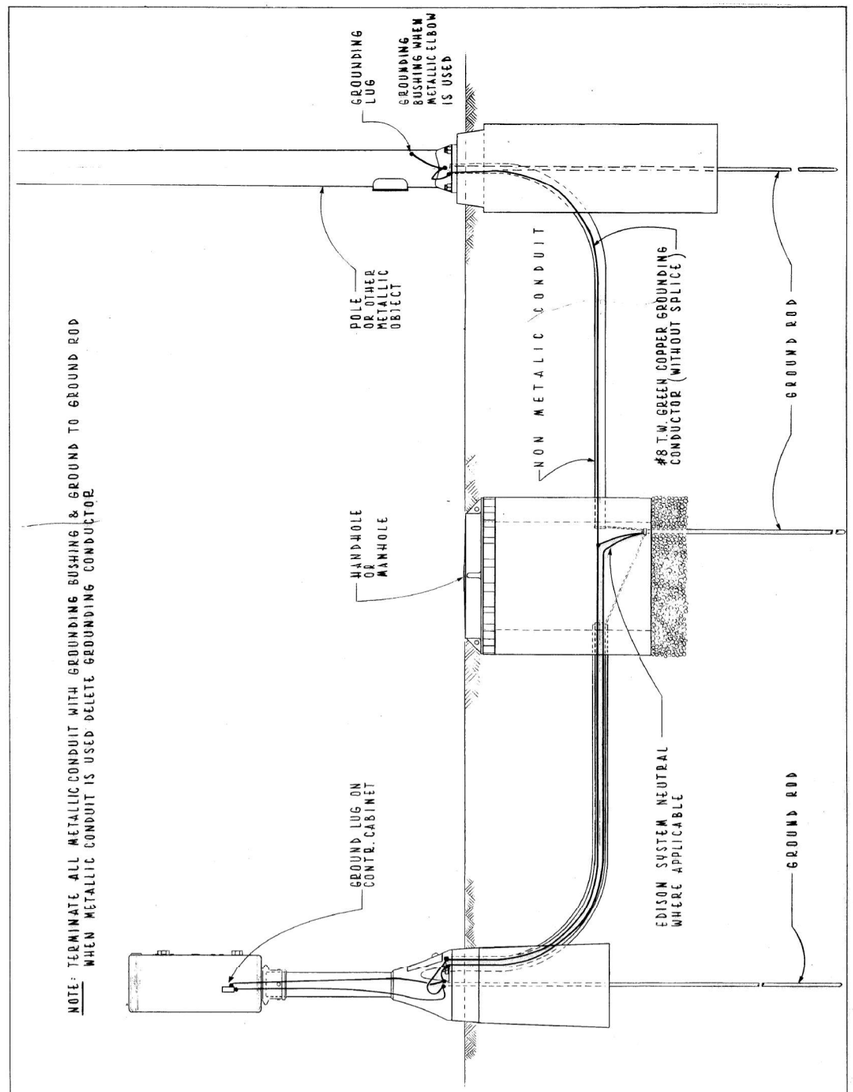
CITY OF CHICAGO
DEPT. OF STREETS AND SANITATION
BUREAU OF ELECTRICITY
DIVISION OF ELECTRICAL ENGINEERING

DRAFTSMAN:	CHIEF DRAFTSMAN:	ENGINEER:
B. GARNSEY	R. CARTER	B. GARNSEY

ELECTRICAL SECTION ENGINEER
ENGINEER OF ELECTRICITY
GENERAL SUPERINTENDENT
DEPUTY COMMISSIONER

DRAWING NO. 709

SIZE: 11" x 17" | SCALE: NONE | DATE: 8/21/02



NOTE: TERMINATE ALL METALLIC CONDUIT WITH GROUNDING BUSHING & GROUND TO GROUND ROD
WHEN METALLIC CONDUIT IS USED DELETE GROUNDING CONDUCTOR

TYPICAL GROUNDING METHODS FOR BUREAU OF ELECTRICITY EQUIPMENT

CITY OF CHICAGO
DEPT. OF STREETS & SANITATION
BUREAU OF ELECTRICITY
DIVISION OF ELEC. ENGINEERING

REVISED	DRAWN: E. GERULIS	CHECKED: M. SHINE	ENGINEER: J. O'CONNOR
A	ENG. OF ELEC.		DWG. NO. 736
B	SUPT. OF CONST.		
C			
D	DEPUTY COMM.		
E			
F	SIZE: 8½" x 14"	SCALE: 1" = 1'	DATE: 5-12-72

E-40

FILE NAME: \\cs\M-dbstepw21\ICS_pdf_work_dir\9335\649_24\31f2fk02-sht-tight 40.dgn

SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

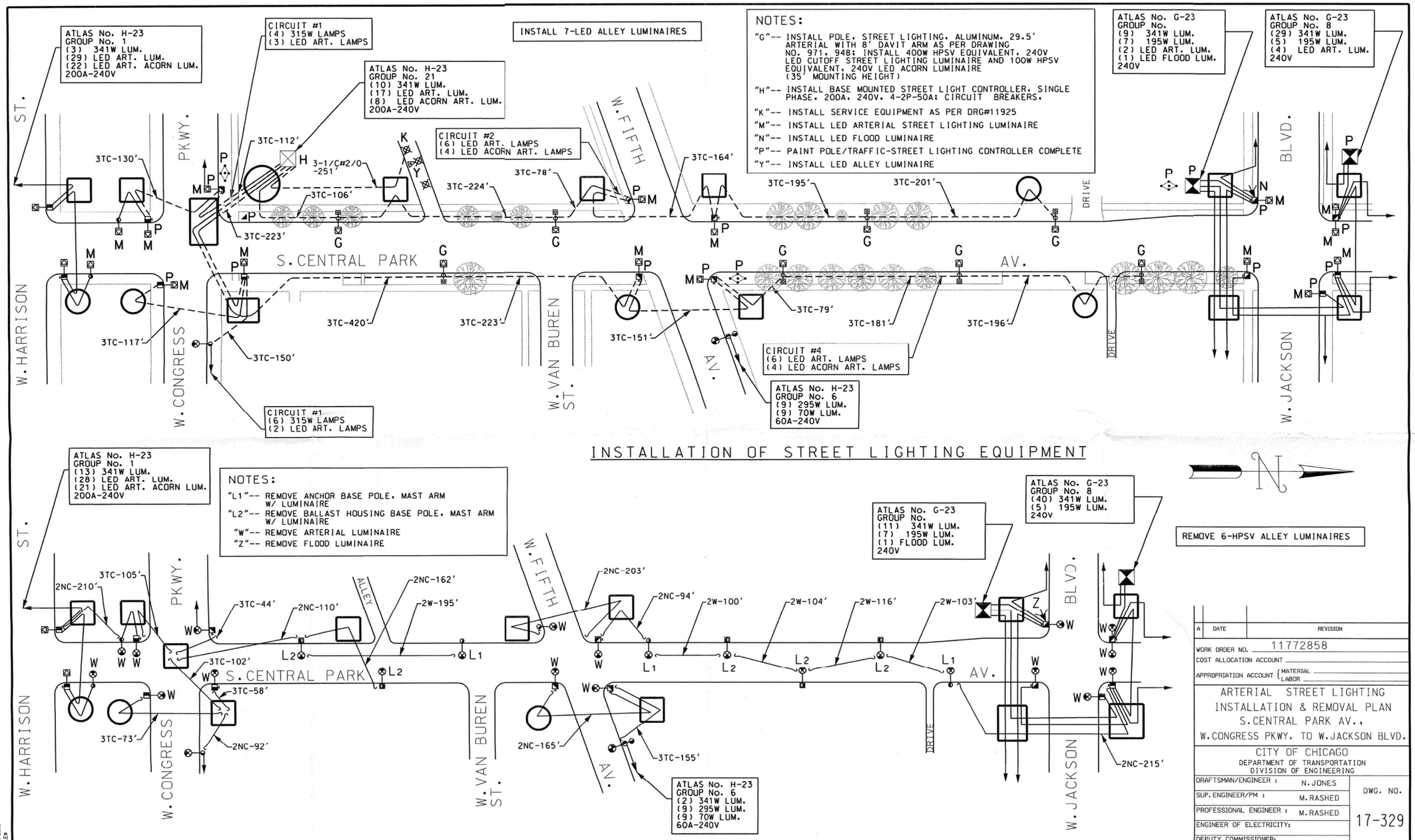
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PLOT TIME	= 9:12:50 PM	DATE	- 02/13/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CDOT ELECTRICAL STANDARD DETAILS

SCALE: NTS | SHEET NO. E-40 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	166
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



A	DATE	REVISION

WORK ORDER NO. 11772858
COST ALLOCATION ACCOUNT
APPROPRIATION ACCOUNT { MATERIAL / LABOR

ARTERIAL STREET LIGHTING INSTALLATION & REMOVAL PLAN
S.CENTRAL PARK AV.,
W.CONGRESS PKWY. TO W.JACKSON BLVD.

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

DRAFTSMAN/ENGINEER :	N.JONES	DWG. NO.
SUP. ENGINEER/PM :	M.RASHED	
PROFESSIONAL ENGINEER :	M.RASHED	17-329
ENGINEER OF ELECTRICITY:		
DEPUTY COMMISSIONER:		

SIZE: 22" | 36" SCALE: NONE DATE: 7/10/2018

E-41

FILE NAME: \\cskl-dbstepw21\IC2S_pdf_work_dir\9359448_211102\602ash-light 41.dgn

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = lcsM-dbstepw21$	DESIGNED - MH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CDOT ELECTRICAL RECORD DRAWINGS	
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PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -			STA. 00+000 TO STA. 00+000
PLOT TIME = 9:12:18 PM	DATE - 02/13/2025	REVISED -			

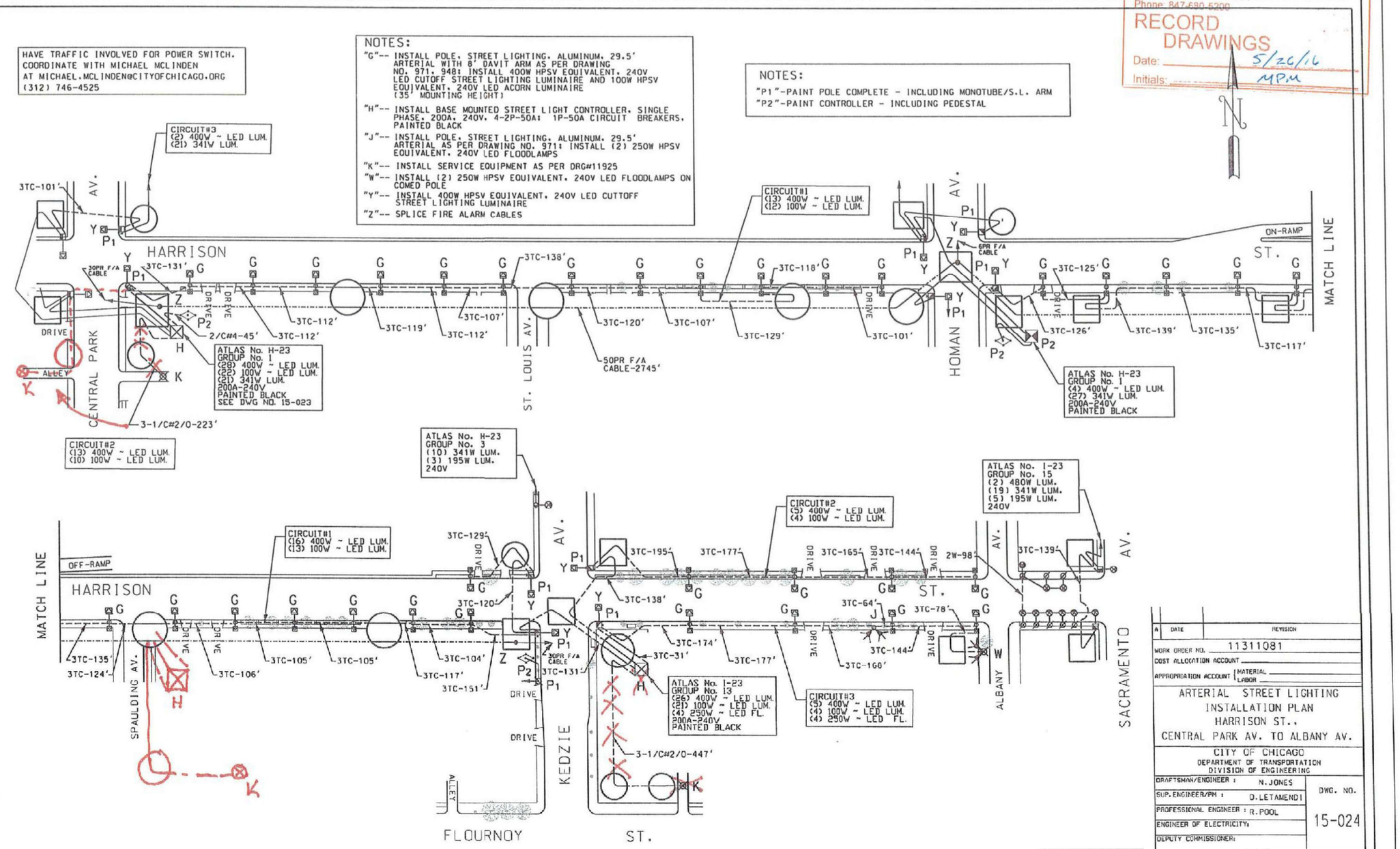
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	167
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

ALDRIDGE ELECTRIC, INC.
844 East Rockland Road
Libertyville, IL 60048-9504
Phone: 847-680-5200
RECORD DRAWINGS
Date: 5/20/16
Initials: MPM

HAVE TRAFFIC INVOLVED FOR POWER SWITCH.
COORDINATE WITH MICHAEL MCLINDEN
AT MICHAEL.MCLINDEN@CITYOFCHICAGO.ORG
(312) 746-4525

NOTES:
"G"-- INSTALL POLE, STREET LIGHTING, ALUMINUM, 29.5' ARTERIAL WITH 8' DAVIT ARM AS PER DRAWING NO. 971, 948; INSTALL 400W HPSV EQUIVALENT, 240V LED CUTOFF STREET LIGHTING LUMINAIRE AND 100W HPSV EQUIVALENT, 240V LED ACORN LUMINAIRE (35' MOUNTING HEIGHT)
"H"-- INSTALL BASE MOUNTED STREET LIGHT CONTROLLER, SINGLE PHASE, 200A, 240V, 4-2P-50A; 1P-50A CIRCUIT BREAKERS, PAINTED BLACK
"J"-- INSTALL POLE, STREET LIGHTING, ALUMINUM, 29.5' ARTERIAL AS PER DRAWING NO. 971; INSTALL (2) 250W HPSV EQUIVALENT, 240V LED FLOODLAMPS
"K"-- INSTALL SERVICE EQUIPMENT AS PER DRG#11925
"W"-- INSTALL (2) 250W HPSV EQUIVALENT, 240V LED FLOODLAMPS ON COMED POLE
"Y"-- INSTALL 400W HPSV EQUIVALENT, 240V LED CUTTOFF STREET LIGHTING LUMINAIRE
"Z"-- SPLICE FIRE ALARM CABLES

NOTES:
"P1"-PAINT POLE COMPLETE - INCLUDING MONOTUBE/S.L. ARM
"P2"-PAINT CONTROLLER - INCLUDING PEDESTAL



A	DATE	REVISION

WORK ORDER NO. 11311081
COST ALLOCATION ACCOUNT
APPROPRIATION ACCOUNT | MATERIAL | LABOR

ARTERIAL STREET LIGHTING INSTALLATION PLAN HARRISON ST., CENTRAL PARK AV. TO ALBANY AV.

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

DRAFTSMAN/ENGINEER :	N. JONES
SUP. ENGINEER/PM :	O. LETAMENDI
PROFESSIONAL ENGINEER :	R. POOL
ENGINEER OF ELECTRICITY:	
DEPUTY COMMISSIONER:	

DWG. NO. 15-024

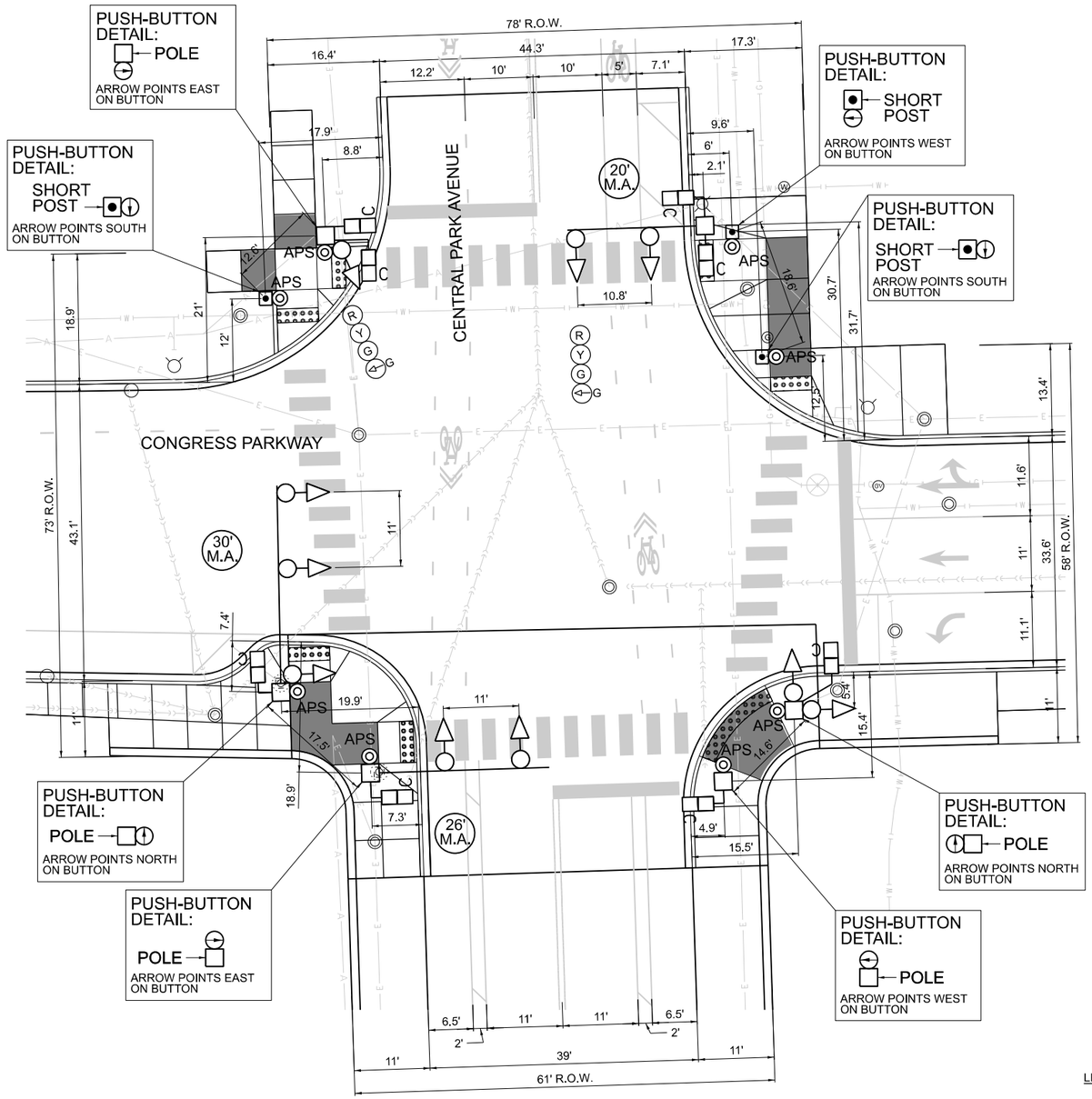
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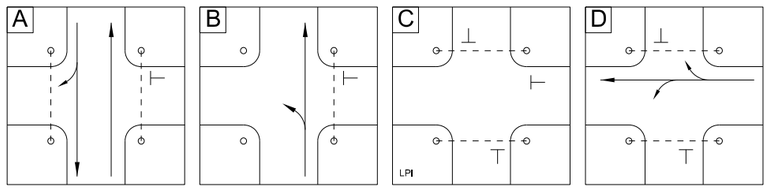
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SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS	USER NAME = lcsM-dbstepw21$	DESIGNED - MH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CDOT ELECTRICAL RECORD DRAWINGS
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	PLOT DATE = 10/10/2025	CHECKED - RP	REVISED -		
	PLOT TIME = 9:12:24 PM	DATE - 02/13/2025	REVISED -		

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	168
		CONTRACT NO. 62K62		
		ILLINOIS | FED. AID PROJECT		

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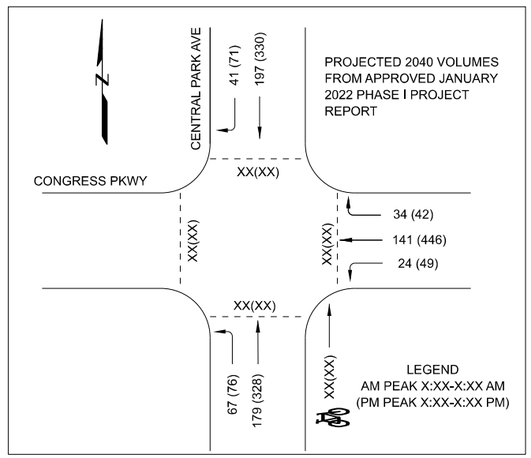


LEGEND

- PROPOSED TRAFFIC SIGNAL HEAD
- PROPOSED COUNTDOWN PEDESTRIAN SIGNAL
- PROPOSED TRAFFIC SIGNAL POLE OR POST
- PROPOSED TRAFFIC SIGNAL MAST ARM
- APS ACCESIBLE PEDESTRIAN PUSH BUTTON
- VIDEO DETECTION ZONE
- PROPOSED LEVEL LANDING AREA

GENERAL NOTES, TRAFFIC SIGNAL REQUIREMENTS

1. UNLESS OTHERWISE NOTED ALL VEHICULAR SIGNALS SHALL BE STANDARD 12-INCH DIA., ADJUSTABLE 3-SECTION UNITS, AND ALL PEDESTRIAN SIGNALS SHALL BE STANDARD 16-INCH, ADJUSTABLE, 1-SECTION UNITS WITH I.T.E.-SPECIFICATION ('HAND-MAN') SYMBOLIC LENSES AND COUNTDOWN TIMERS. ALL OPTICALLY PROGRAMMABLE SHALL BE DENOTED BY AN ASTERISK (*), OR BY THE DESIGNATION "3M", AND SHALL BE AIMED AND PROGRAMMED WITH THE GUIDANCE OF THE DESIGNING TRAFFIC ENGINEER.
2. UNLESS OTHERWISE NOTED, ALL MAST ARMS SHOWN SHALL BE CANTILEVER MOUNTED, TAPERED STEEL, MONOTUBE ARM.
3. ANY SIGNAL MOUNTING SHOWN LABELED IS THE RECOMMENDATION OF THE DESIGNING TRAFFIC ENGINEER, AND SHALL BE FINALIZED BY THE DIVISION OF ELECTRICAL OPERATIONS. ALL SIGNAL HARDWARE SHALL PREFERABLY BE INSTALLED ON THE SIDE OF POLE/PEDESTAL AWAY FROM THE TRAVELED WAY.
4. CARE SHALL BE TAKEN DURING CONSTRUCTION TO ACCOMMODATE ANY UNDERGROUND STRUCTURES ENCOUNTERED (VAULTS, MANHOLES, CONDUITS, ETC.).
5. A MINIMUM DISTANCE OF 3 FEET FROM CURB FACE TO POLE/PEDESTAL CENTERLINE IS DESIRABLE, BUT MAY BE CHANGED FOR THE ABOVE MENTIONED ACCOMMODATION, UPON CONSULTING WITH THE DESIGNING TRAFFIC ENGINEER.
6. TACTILE ARROW FOR APS PUSH BUTTONS SHALL BE ALIGNED PARALLEL TO THE DIRECTION OF TRAVEL ON THE ASSOCIATED CROSSWALK.
7. APS PUSH BUTTONS IN PARKWAY OR ON LEDGE SHALL BE EITHER FLUSH WITH LEVEL ACCESSIBLE PATH OR LESS THAN 10" FROM IT. APS EXTENSIONS SHALL BE USED TO SATISFY THE REQUIREMENT.



PROJECTED 2040 VOLUMES FROM APPROVED JANUARY 2022 PHASE I PROJECT REPORT

SPEED LIMIT:
CENTRAL PARK AVE = 30 MPH
CONGRESS PKWY = 30 MPH

10 0 10 20
SCALE FEET

NOTES:
1. UNLESS OTHERWISE NOTED, APS TO BE INSTALLED USING PERCUSSIVE TONE DURING WALK INTERVAL.

CONSULTANT FIRM NAME/ ADDRESS SINGH SINGH & ASSOCIATES, INC. 230 WEST MONROE STREET, SUITE 1400 CHICAGO IL, 60606	CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF TRAFFIC SAFETY
	TRAFFIC SIGNAL REQUIREMENT PLAN
	CENTRAL PARK AVE & CONGRESS PKWY
DESIGNED BY: SEAN ATKINSON	REVIEWED BY: TRAFFIC ENGINEER
APPROVED BY: GREG GEDEMER, P.E.	APPROVED BY: TRAFFIC ENGINEER
DATE:	DATE: SCALE: 1"=20' SHEET 1 OF 1

SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME	= lcsM-dbstepw21$	DESIGNED	- MH	REVISED	-
PLOT SCALE	= 20.000 ' / in.	DRAWN	- MH	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- GJG	REVISED	-
PLOT TIME	= 9:38:52 PM	DATE	-	REVISED	-

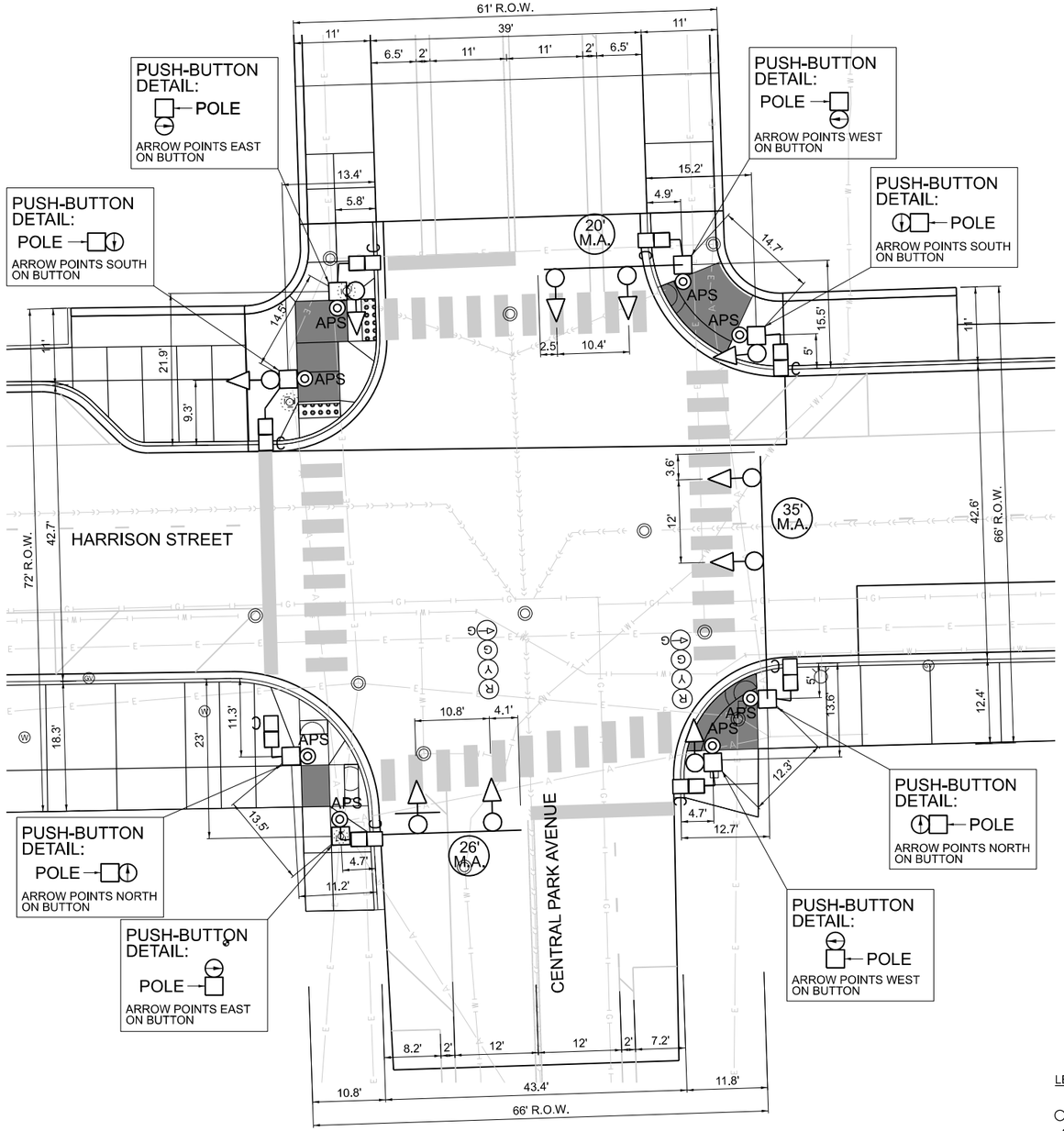
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

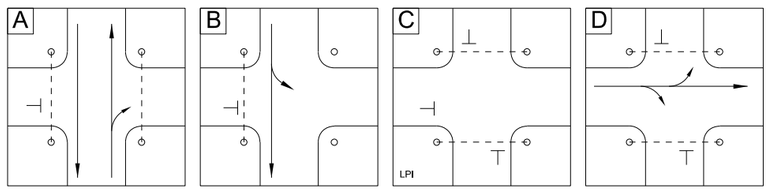
TRAFFIC SIGNAL REQUIREMENT PLAN
CENTRAL PARK AVE & CONGRESS PKWY

SCALE: | SHEET NO. E-43 OF E-61 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	169
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

FILE NAME: \\lcsM-dbstepw21\ICS$_prof_work_dir\93415421_5791D162K62-sht-SIGNOT-TSR-01.dgn



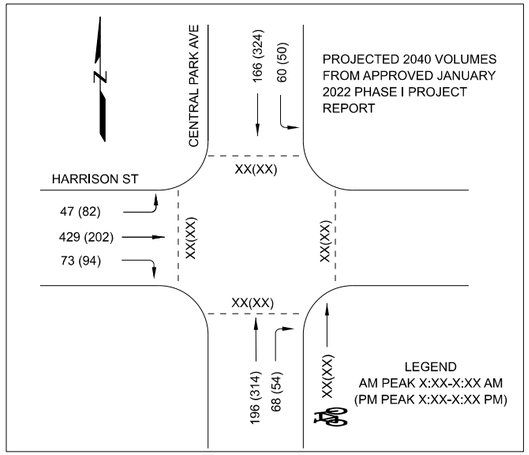


LEGEND

- PROPOSED TRAFFIC SIGNAL HEAD
- PROPOSED COUNTDOWN PEDESTRIAN SIGNAL
- PROPOSED TRAFFIC SIGNAL POLE OR POST
- PROPOSED TRAFFIC SIGNAL MAST ARM
- APS ACCESIBLE PEDESTRIAN PUSH BUTTON
- VIDEO DETECTION ZONE
- PROPOSED LEVEL LANDING AREA

GENERAL NOTES, TRAFFIC SIGNAL REQUIREMENTS

1. UNLESS OTHERWISE NOTED ALL VEHICULAR SIGNALS SHALL BE STANDARD 12-INCH DIA., ADJUSTABLE 3-SECTION UNITS, AND ALL PEDESTRIAN SIGNALS SHALL BE STANDARD 16-INCH, ADJUSTABLE, 1-SECTION UNITS WITH I.T.E.-SPECIFICATION ('HAND-MAN') SYMBOLIC LENSES AND COUNTDOWN TIMERS. ALL OPTICALLY PROGRAMMABLE SHALL BE DENOTED BY AN ASTERISK (*), OR BY THE DESIGNATION "3M", AND SHALL BE AIMED AND PROGRAMMED WITH THE GUIDANCE OF THE DESIGNING TRAFFIC ENGINEER.
2. UNLESS OTHERWISE NOTED, ALL MAST ARMS SHOWN SHALL BE CANTILEVER MOUNTED, TAPERED STEEL, MONOTUBE ARM.
3. ANY SIGNAL MOUNTING SHOWN LABELED IS THE RECOMMENDATION OF THE DESIGNING TRAFFIC ENGINEER, AND SHALL BE FINALIZED BY THE DIVISION OF ELECTRICAL OPERATIONS. ALL SIGNAL HARDWARE SHALL PREFERABLY BE INSTALLED ON THE SIDE OF POLE/PEDESTAL AWAY FROM THE TRAVELED WAY.
4. CARE SHALL BE TAKEN DURING CONSTRUCTION TO ACCOMMODATE ANY UNDERGROUND STRUCTURES ENCOUNTERED (VAULTS, MANHOLES, CONDUITS, ETC.).
5. A MINIMUM DISTANCE OF 3 FEET FROM CURB FACE TO POLE/PEDESTAL CENTERLINE IS DESIRABLE, BUT MAY BE CHANGED FOR THE ABOVE MENTIONED ACCOMMODATION, UPON CONSULTING WITH THE DESIGNING TRAFFIC ENGINEER.
6. TACTILE ARROW FOR APS PUSH BUTTONS SHALL BE ALIGNED PARALLEL TO THE DIRECTION OF TRAVEL ON THE ASSOCIATED CROSSWALK.
7. APS PUSH BUTTONS IN PARKWAY OR ON LEDGE SHALL BE EITHER FLUSH WITH LEVEL ACCESSIBLE PATH OR LESS THAN 10" FROM IT. APS EXTENSIONS SHALL BE USED TO SATISFY THE REQUIREMENT.



SPEED LIMIT:
CENTRAL PARK AVE = 30 MPH
HARRISON ST = 30 MPH

10 0 10 20
SCALE FEET

NOTES:
1. UNLESS OTHERWISE NOTED, APS TO BE INSTALLED USING PERCUSSIVE TONE DURING WALK INTERVAL.

CONSULTANT FIRM NAME/ ADDRESS SINGH SINGH & ASSOCIATES, INC. 230 WEST MONROE STREET, SUITE 1400 CHICAGO IL, 60606	CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF TRAFFIC SAFETY
	TRAFFIC SIGNAL REQUIREMENT PLAN
	CENTRAL PARK AVE & CONGRESS PKWY
DESIGNED BY: SEAN ATKINSON	REVIEWED BY: TRAFFIC ENGINEER
APPROVED BY: GREG GEDEMER, P.E.	APPROVED BY: TRAFFIC ENGINEER
DATE:	DATE: SCALE: 1"=20' SHEET 1 OF 1

SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME	= lcsM-dbstepw21$	DESIGNED	- SMA	REVISED	-
PLOT SCALE	= 20.000 ' / in.	DRAWN	- SMA	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- GJG	REVISED	-
PLOT TIME	= 9:37:56 PM	DATE	-	REVISED	-

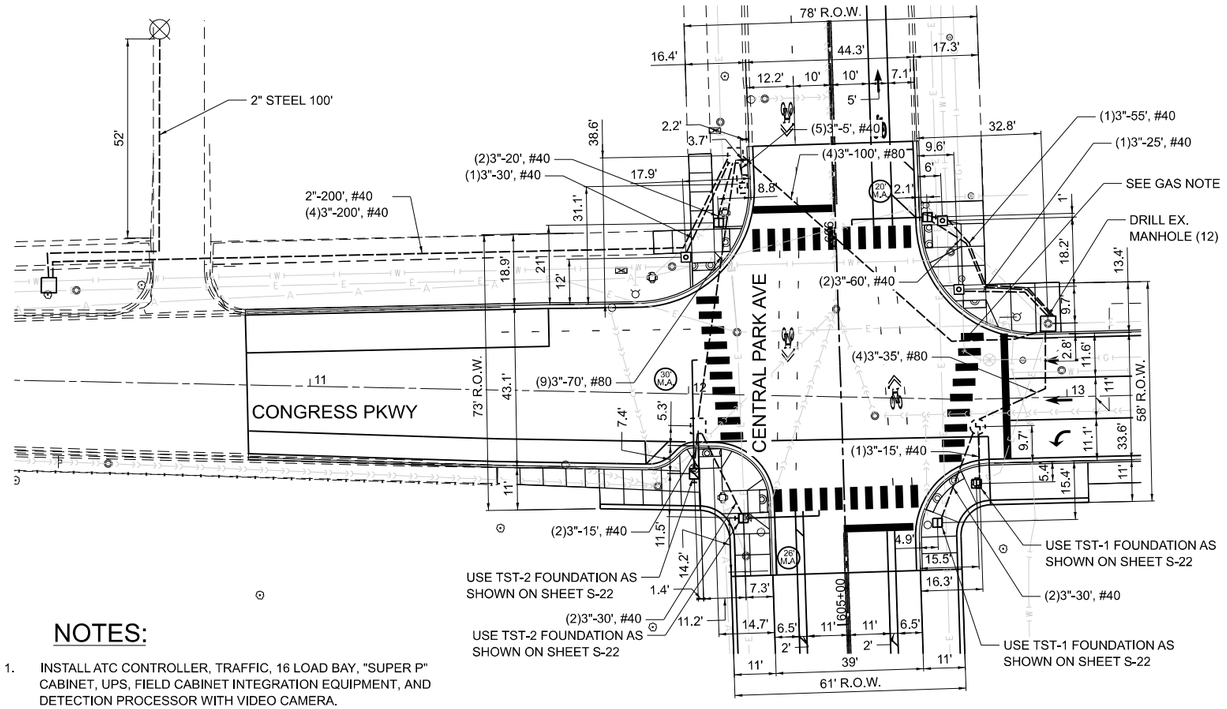
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL REQUIREMENT PLAN
CENTRAL PARK AVE & HARRISON ST

SCALE: | SHEET NO. E-44 OF E-61 SHEETS

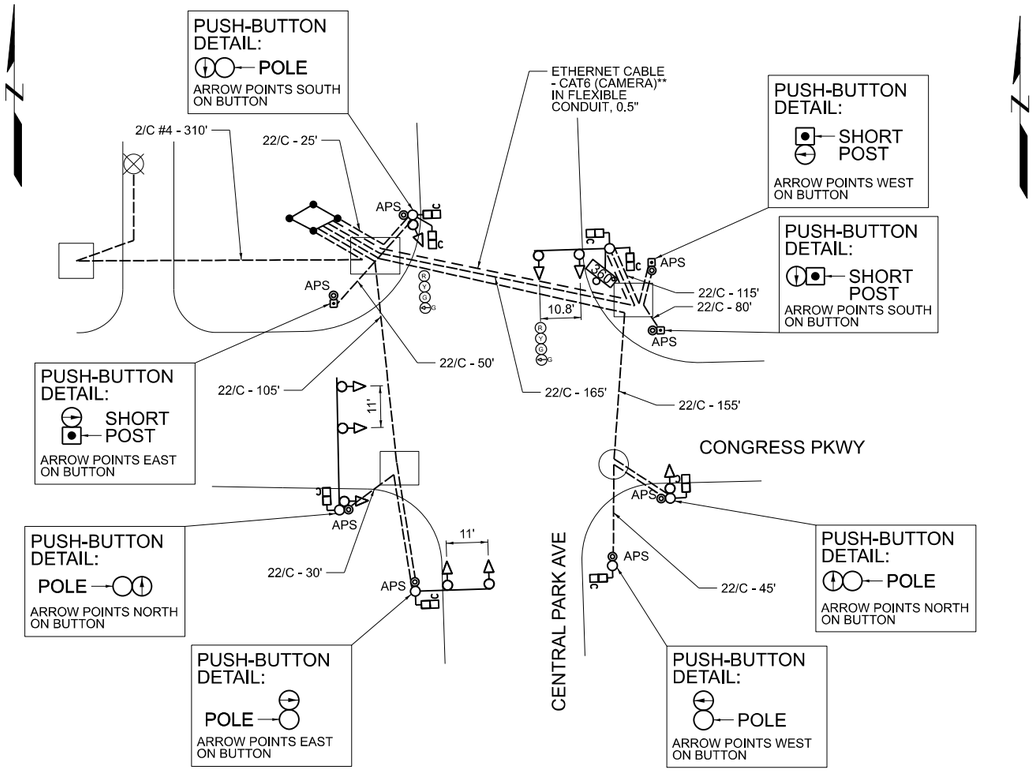
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	170
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: \\cs\M-dbstepw21\IC\S_prf_work_dir\93415424_681D1629\d02-anh-CDOT-TSR-02.dgn



FOUNDATION AND CONDUIT PLAN

SCALE: 1"=20'



SIGNAL AND CABLE PLAN

NOT TO SCALE

NOTES:

1. INSTALL ATC CONTROLLER, TRAFFIC, 16 LOAD BAY, "SUPER P" CABINET, UPS, FIELD CABINET INTEGRATION EQUIPMENT, AND DETECTION PROCESSOR WITH VIDEO CAMERA.
2. INSTALL CONCRETE FOUNDATION FOR BASE MOUNTED "SUPER P" CABINET (DWG 888A)
3. FOR CODE SHEET SEE DRAWING #826.
4. CONDUITS SHALL BE SCHEDULE 40 UNDER SIDEWALK OR PARKWAY AND SCHEDULE 80 UNDER PAVEMENT UNLESS OTHERWISE SPECIFIED.
5. ALL UNDERGROUND UTILITIES SHOWN IN THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL CALL DIGGER AT (312)744-7000 48 HOURS BEFORE STARTING ANY EXCAVATION.
6. ALL CONDUITS ARE LAID AT 30" BELOW THE GROUND LEVEL EXCEPT AT LOCATIONS INDICATED IN THE PLAN.
7. ALL FIELD CHANGES TO POLE AND STRUCTURE LAYOUTS MUST BE COORDINATED WITH CDOT DIVISION OF ENGINEERING.
8. ALL SIGNAL POSTS TO BE 15 FEET.
9. TRAFFIC SIGNALS MOUNTED ON MAST ARMS SHALL BE 15 FEET ABOVE THE TRAVELED ROADWAY WHEN MEASURED TO THE BOTTOM OF THE SIGNAL HOUSING.
10. CLEAN ALL EXISTING HANDHOLES/MANHOLES.
11. ROD AND CLEAN ALL EXISTING CONDUITS.
12. CONDUITS INSTALLED UNDER PARKWAY OR CROSSING UTILITIES SHALL BE OPEN TRENCH PER DRAWING #579. CONDUITS INSTALLED UNDER EXISTING SIDEWALK SHALL BE DIRECTIONALLY BORED, AND DISTURBED SIDEWALK PANELS SHALL BE RESTORED.
13. CONDUIT FOR CONNECTION TO BUS SHELTERS TO BE INSTALLED BY OTHERS. THE CONTRACTOR SHALL COORDINATE WORK WITH JCDECAUX.
14. CONTRACTOR SHALL COORDINATE WITH TIM KING (630-699-0408, TKING@SPAANTECH.COM) FOR THE RELOCATION OF DAS EQUIPMENT IN THE NORTHEAST CORNER AT LEAST 2 MONTHS PRIOR TO BREAKING GROUND. TIM'S CONTACT INFOMATION IS PROVIDED BELOW.
15. CONTRACTOR SHALL COORDINATE WITH OPSA (JEFF CAIRNS, 312-746-9840) FOR THE REMOVAL AND RELOCATION OF ALL OPSA EQUIPMENT AT THE INTERSECTION BY OPSA.
16. GAS MAIN COVER MAY BE LESS THAN 36" IN SOME LOCATIONS. EXTRA PRECAUTION SHALL BE TAKEN DURING EXCAVATION. IF A STEEL OR REINFORCED PLASTIC PROTECTION PLATE (FRP) FOR GAS MAIN IS EXPOSED DURING ANY EXCAVATION ACTIVITIES, IMMEDIATELY NOTIFY PGL SHOP SUPERVISOR MARIO MARTINEZ AT 773-395-4231 AND BY EMAIL: CENTRAL-SHOP-OUC@PEOPLESGASDELIVERY.COM. THE PLATE MUST BE RESTORED OR REPLACED WITH A MINIMUM 6" SAND BARRIER OVER GAS MAIN. INSPECTION BY PEOPLES GAS IS REQUIRED PRIOR TO BACKFILL.

SIGNAL INSTALLATION LEGEND:

- ⊗ - EXISTING WOOD POLE (COMED SERVICE)
- ○ ▽ - PROPOSED SIGNAL HEAD
- - PROPOSED PEDESTRIAN COUNTDOWN SIGNAL
- 360° - INSTALL 360 DEGREE VIDEO DETECTION CAMERA
- ** - PAID FOR AS PART OF INTERSECTION TECHNOLOGY ENHANCEMENTS

A	
DATE	REVISION

SUPERSEDES DWG. #

TRAFFIC CONTROL SIGNALS
S. CENTRAL PARK AVE. &
W. CONGRESS PKWY.

CITY OF CHICAGO
DEPT. OF TRANSPORTATION
DIVISION OF ELECTRICAL OPERATIONS

DRAFTSMAN:	CHIEF DRAFTSMAN:	ENGINEER:	
SMA		SMA	
SUPERVISING ENGINEER: GJG	ELEC. DESIGN ENGR.		DWG. NO.
ENGINEER OF ELECTRICITY:			14774
GEN'L SUPT. OF CONSTRUCTION:			
DEPUTY COMMISSIONER:			
SIZE:	SCALE: AS NOTED		DATE: X/XX/2024

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = lcsM-dbstepw21$	DESIGNED - SMA	REVISED -
PLOT SCALE = 40,000 ' / in.	DRAWN - SMA	REVISED -
PLOT DATE = 10/29/2025	CHECKED - GJG	REVISED -
PLOT TIME = 11:04:35 PM	DATE -	REVISED -

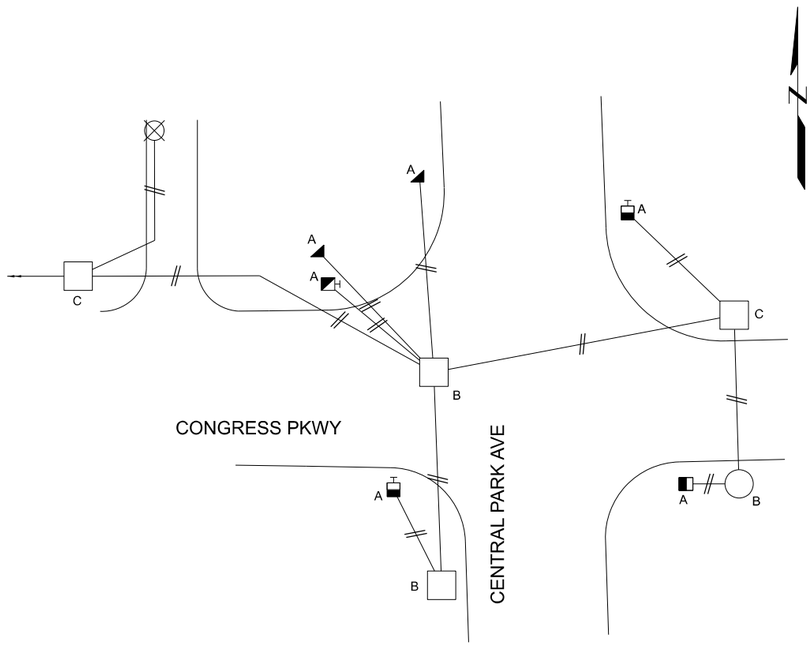
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CENTRAL PARK AVENUE OVER I-290
TRAFFIC CONTROL SIGNALS:
S. CENTRAL PARK AVE. & W. CONGRESS PKWY.

SCALE: | SHEET NO. E-45 OF E-61 SHEETS

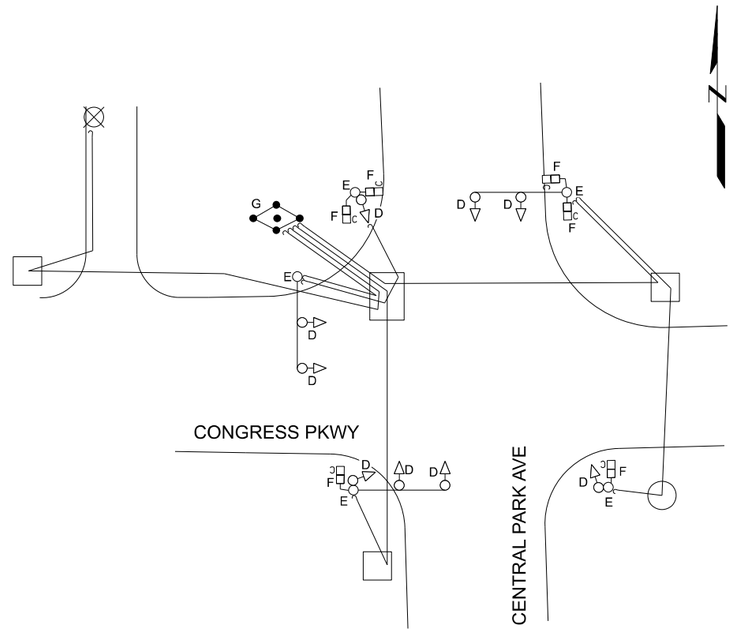
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	171
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

FILE NAME: \\cskl-dbstepw21\ICS_prf_work_dir\63535424_891D1629\02-sht-CH01-TCS-01.dgn



FOUNDATION REMOVAL PLAN

NOT TO SCALE



SIGNAL AND CABLE REMOVAL PLAN

NOT TO SCALE

FOUNDATION REMOVAL NOTES:

A - BREAKDOWN FOUNDATION
B - BREAKDOWN MANHOLE/HANDHOLE
C - CLEAN MANHOLE/HANDHOLE
// - ABANDON CONDUIT

SIGNAL AND CABLE REMOVAL NOTES:

D - REMOVE TRAFFIC SIGNAL HEAD
E - REMOVE TRAFFIC SIGNAL POST OR POLE (WITH ARM WHERE APPLICABLE)
F - REMOVE PEDESTRIAN SIGNAL HEAD
G - REMOVE TRAFFIC SIGNAL CONTROLLER AND CABINET
H - RELOCATE EXISTING DAS EQUIPMENT (BY OTHERS) COORDINATE WITH CDOT DAS GROUP FOR RELOCATION
I - REMOVE CAMERA

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME	= icsM-dbstepw21$	DESIGNED	- SMA	REVISED	-
PLOT SCALE	= 40.000 ' / in.	DRAWN	- SMA	REVISED	-
PLOT DATE	= 10/29/2025	CHECKED	- GJG	REVISED	-
PLOT TIME	= 11:03:50 PM	DATE	-	REVISED	-

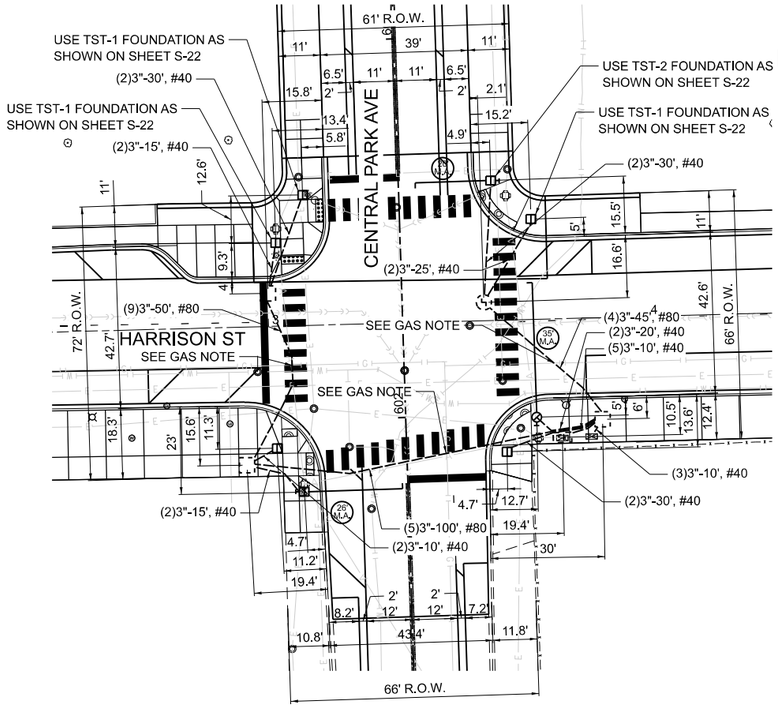
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CENTRAL PARK AVENUE OVER I-290
TRAFFIC CONTROL SIGNALS:
S. CENTRAL PARK AVE. & W. CONGRESS PKWY.

SCALE: | SHEET NO. E-46 OF E-61 SHEETS

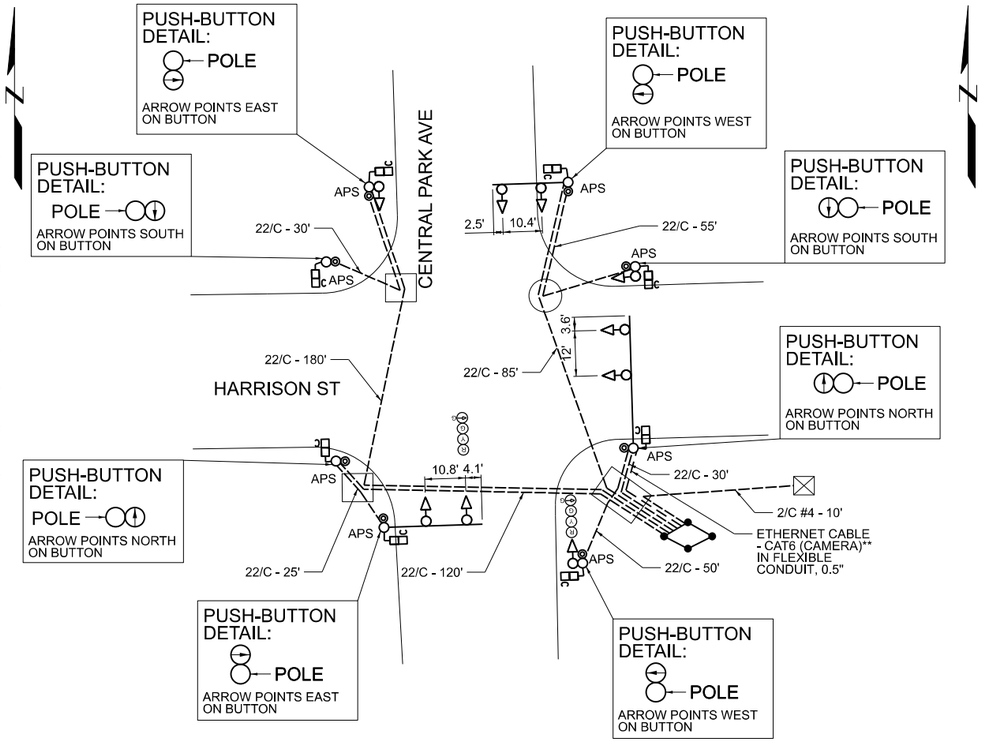
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	172
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: \\icsM-dbstepw21\ICS_pdf_work_dir\08635424_64\31162K62x4h-CDOT-TCS-02.dgn



FOUNDATION AND CONDUIT PLAN

SCALE: 1"=20'



SIGNAL AND CABLE PLAN

NOT TO SCALE

NOTES:

1. INSTALL ATC CONTROLLER, TRAFFIC, 16 LOAD BAY, "SUPER P" CABINET, UPS, FIELD CABINET INTEGRATION EQUIPMENT, AND DETECTION PROCESSOR WITH VIDEO CAMERA.
2. INSTALL CONCRETE FOUNDATION FOR BASE MOUNTED "SUPER P" CABINET (DWG 888A)
3. FOR CODE SHEET SEE DRAWING #826.
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SIGNAL INSTALLATION LEGEND:

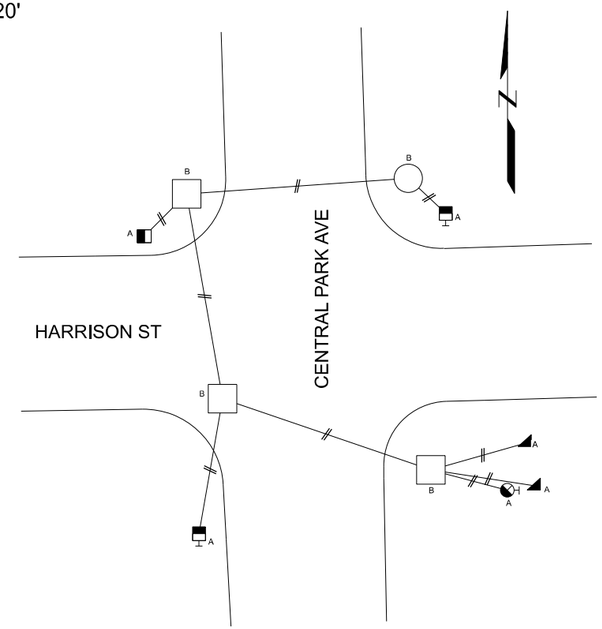
- ⊗ - EXISTING WOOD POLE (COMED SERVICE)
- ⊙ - PROPOSED SIGNAL HEAD
- - PROPOSED PEDESTRIAN COUNTDOWN SIGNAL
- 360° - INSTALL 360 DEGREE VIDEO DETECTION CAMERA
- ** - PAID FOR AS PART OF INTERSECTION TECHNOLOGY ENHANCEMENTS

FOUNDATION REMOVAL NOTES:

A - BREAKDOWN FOUNDATION
B - BREAKDOWN MANHOLE/HANDHOLE
C - CLEAN MANHOLE/HANDHOLE
// - ABANDON CONDUIT

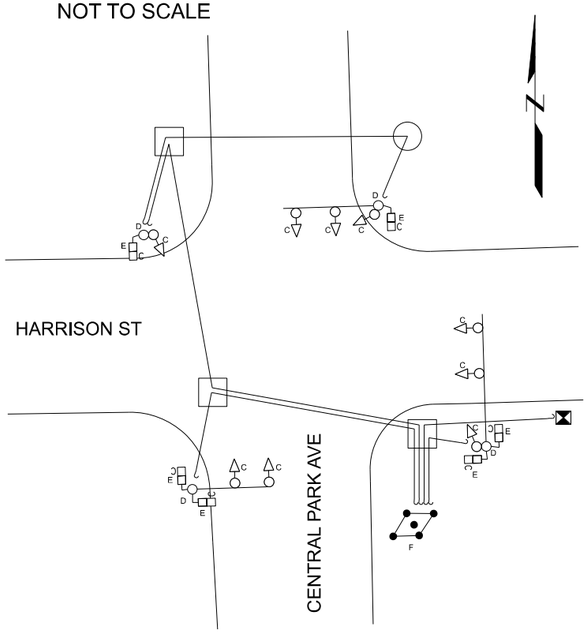
SIGNAL AND CABLE REMOVAL NOTES:

C - REMOVE TRAFFIC SIGNAL HEAD
D - REMOVE TRAFFIC SIGNAL POST OR POLE (WITH ARM WHERE APPLICABLE)
E - REMOVE PEDESTRIAN SIGNAL HEAD
F - REMOVE TRAFFIC SIGNAL CONTROLLER AND CABINET
G - RELOCATE EXISTING DAS EQUIPMENT (BY OTHERS) COORDINATE WITH CDOT DAS GROUP FOR RELOCATION



FOUNDATION REMOVAL PLAN

NOT TO SCALE



SIGNAL AND CABLE REMOVAL PLAN

NOT TO SCALE

A	
DATE	REVISION

SUPERSEDES DWG. #

TRAFFIC CONTROL SIGNALS
S. CENTRAL PARK AVE. &
W. HARRISON ST.

CITY OF CHICAGO
DEPT. OF TRANSPORTATION
DIVISION OF ELECTRICAL OPERATIONS

DRAFTSMAN:	CHIEF DRAFTSMAN:	ENGINEER:
SMA		SMA
SUPERVISING ENGINEER: GJG	ELEC. DESIGN ENGR.	DWG. NO.
ENGINEER OF ELECTRICITY:		14773
GEN'L SUPT. OF CONSTRUCTION:		
DEPUTY COMMISSIONER:		
SIZE:	SCALE: AS NOTED	DATE: X/XX/2024

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

USER NAME	= lcsM-dbstepw21$	DESIGNED	- SMA	REVISED	-
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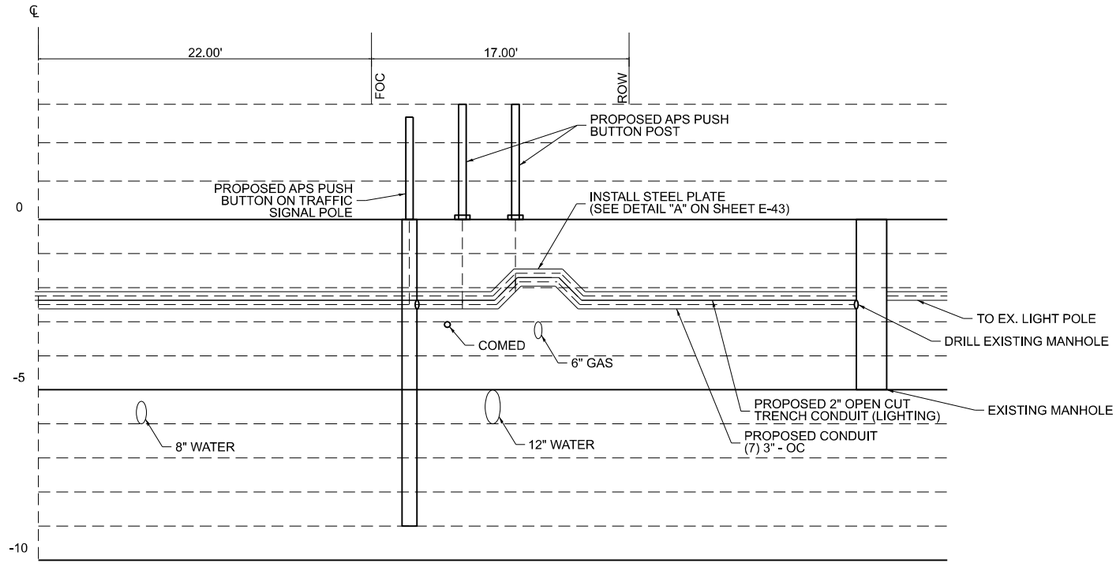
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CENTRAL PARK AVENUE OVER I-290
TRAFFIC CONTROL SIGNALS:
S. CENTRAL PARK AVE. & W. HARRISON ST.

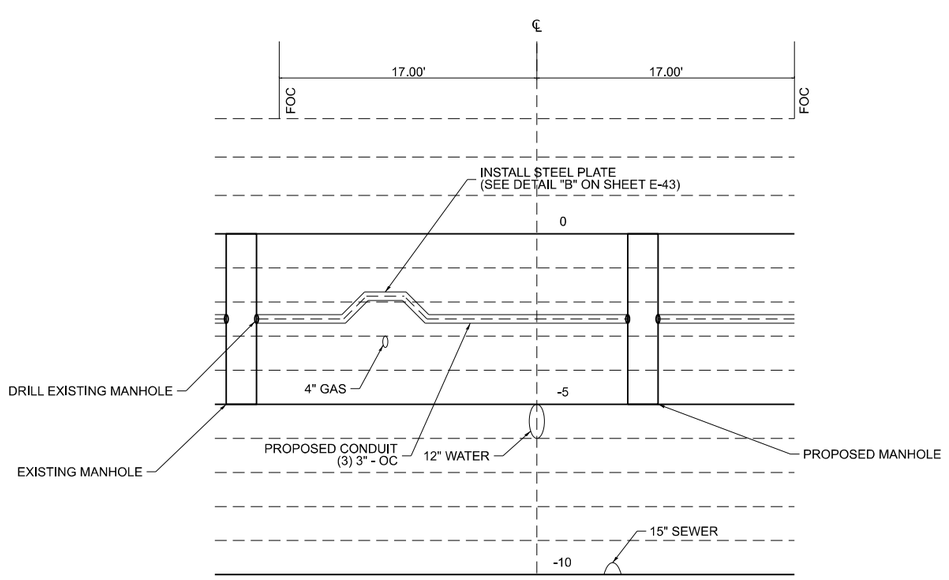
SCALE: | SHEET NO. E-47 OF E-61 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	173
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: \\lcsM-dbstepw21\IC\S_pdf_work_dir\97115424_65D1182fd0zaha\CDOT-TCS-03.dgn



PROPOSED CONDUIT PROFILE ON CENTRAL PARK AVE AT CONGRESS PKWY LOOKING NORTH (NORTH LEG)



PROPOSED CONDUIT PROFILE ON CENTRAL PARK AVE AT CONGRESS PKWY LOOKING EAST (EAST LEG)

NOTE:

GAS MAIN COVER MAY BE LESS THAN 36" IN SOME LOCATIONS. EXTRA PRECAUTION SHALL BE TAKEN DURING EXCAVATION. IF A STEEL OR REINFORCED PLASTIC PROTECTION PLATE (FRP) FOR GAS MAIN IS EXPOSED DURING ANY EXCAVATION ACTIVITIES, IMMEDIATELY NOTIFY PGL SHOP SUPERVISOR MARIO MARTINEZ AT 773-395-4231 AND BY EMAIL: CENTRAL-SHOP-OUC@PEOPLESGASDELIVERY.COM. THE PLATE MUST BE RESTORED OR REPLACED WITH A MINIMUM 6" SAND BARRIER OVER GAS MAIN. INSPECTION BY PEOPLES GAS IS REQUIRED PRIOR TO BACKFILL.

FILE NAME: \\cs\M-dbstepw21\IC$_pdf_work_dir\8635424_1390116\2K62xsht-CDOT-TC5-04.dgn

SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

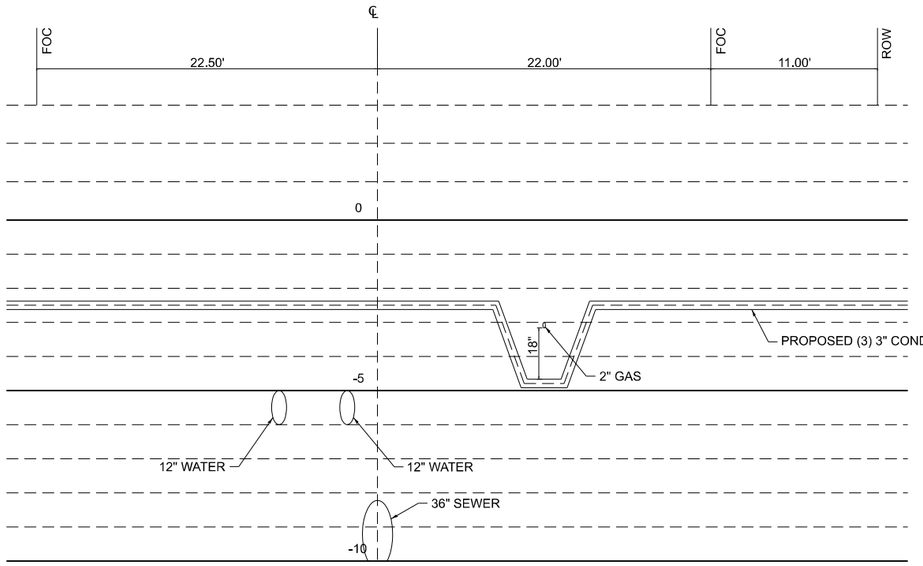
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PLOT SCALE	= 10.000 ' / in.	DRAWN	- SMA	REVISED	-
PLOT DATE	= 10/29/2025	CHECKED	- GJG	REVISED	-
PLOT TIME	= 11:04:16 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

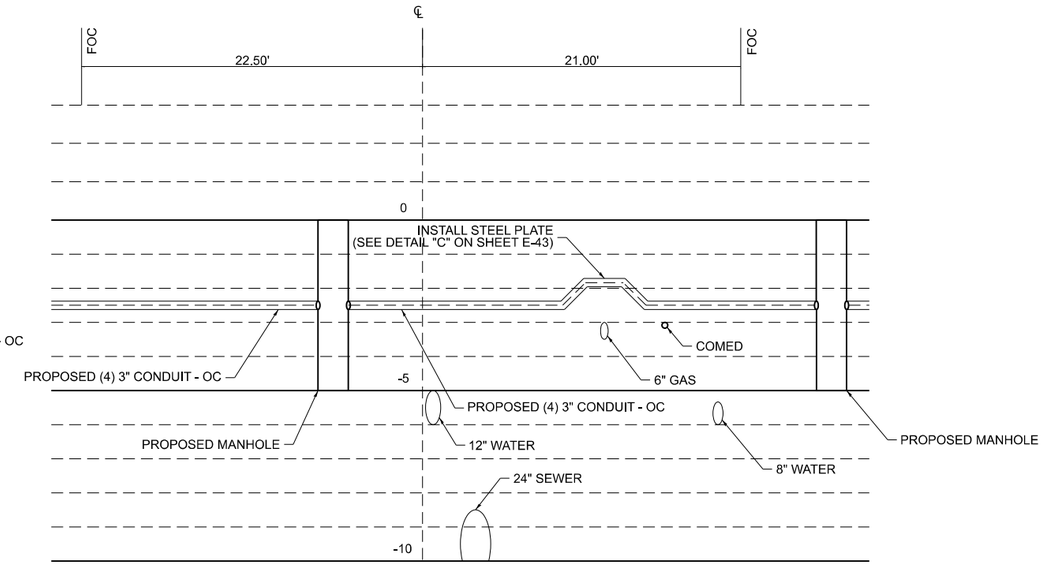
TRAFFIC CONTROL SIGNALS

SCALE: | SHEET NO. E-48 OF E-61 SHEETS

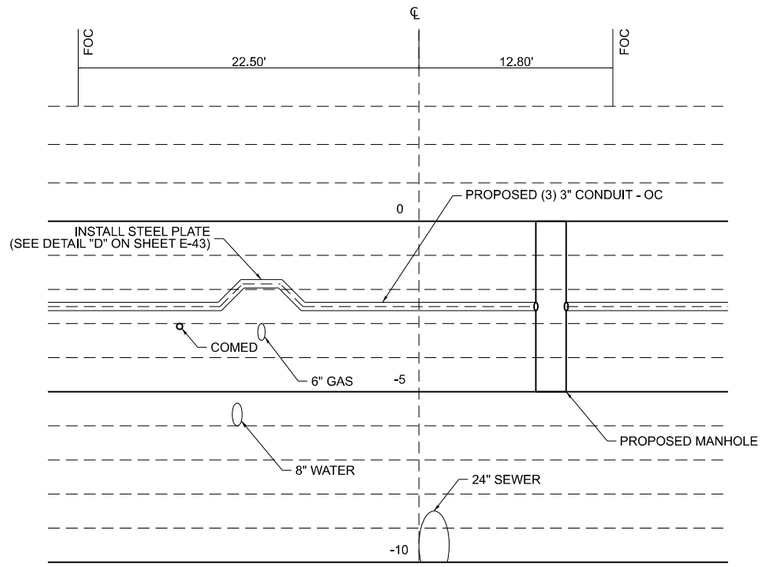
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	174
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	



PROPOSED CONDUIT PROFILE ON CENTRAL PARK AVE AT HARRISON ST LOOKING NORTH (SOUTH LEG)



PROPOSED CONDUIT PROFILE ON CENTRAL PARK AVE AT HARRISON ST LOOKING EAST (EAST LEG)



PROPOSED CONDUIT PROFILE ON CENTRAL PARK AVE AT HARRISON ST LOOKING WEST (WEST LEG)

NOTE:

GAS MAIN COVER MAY BE LESS THAN 36" IN SOME LOCATIONS. EXTRA PRECAUTION SHALL BE TAKEN DURING EXCAVATION. IF A STEEL OR REINFORCED PLASTIC PROTECTION PLATE (FRP) FOR GAS MAIN IS EXPOSED DURING ANY EXCAVATION ACTIVITIES, IMMEDIATELY NOTIFY PGL SHOP SUPERVISOR MARIO MARTINEZ AT 773-395-4231 AND BY EMAIL: CENTRAL-SHOP-OUC@PEOPLESGASDELIVERY.COM. THE PLATE MUST BE RESTORED OR REPLACED WITH A MINIMUM 6" SAND BARRIER OVER GAS MAIN. INSPECTION BY PEOPLES GAS IS REQUIRED PRIOR TO BACKFILL.

FILE NAME: \\csd\c4\bstepw21\ICS_pdf_work_dir\9839424_129\9169\K62sht-CDOT-TCS-05.dgn

SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME	= lcsM-dbstepw21$	DESIGNED	- SMA	REVISED	-
PLOT SCALE	= 10.000 ' / in.	DRAWN	- SMA	REVISED	-
PLOT DATE	= 10/29/2025	CHECKED	- GJG	REVISED	-
PLOT TIME	= 11:03:29 PM	DATE	-	REVISED	-

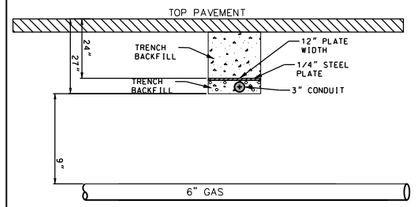
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SIGNALS

SCALE: | SHEET NO. E-49 OF E-61 SHEETS

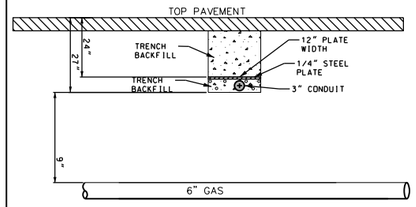
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	175
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

CDOT REQUEST DWM A WAIVER TO INSTALL A STEEL PLATE AS SHOWN
9" SEPARATION TO OBTAIN 2' COVER



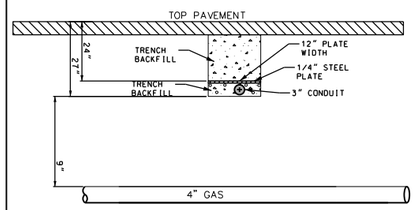
CONSTRUCTION DETAIL "A"
(NOT TO SCALE)

CDOT REQUEST DWM A WAIVER TO INSTALL A STEEL PLATE AS SHOWN
9" SEPARATION TO OBTAIN 2' COVER



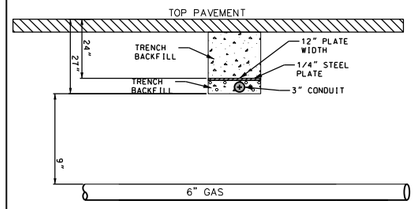
CONSTRUCTION DETAIL "D"
(NOT TO SCALE)

CDOT REQUEST DWM A WAIVER TO INSTALL A STEEL PLATE AS SHOWN
9" SEPARATION TO OBTAIN 2' COVER



CONSTRUCTION DETAIL "B"
(NOT TO SCALE)

CDOT REQUEST DWM A WAIVER TO INSTALL A STEEL PLATE AS SHOWN
9" SEPARATION TO OBTAIN 2' COVER

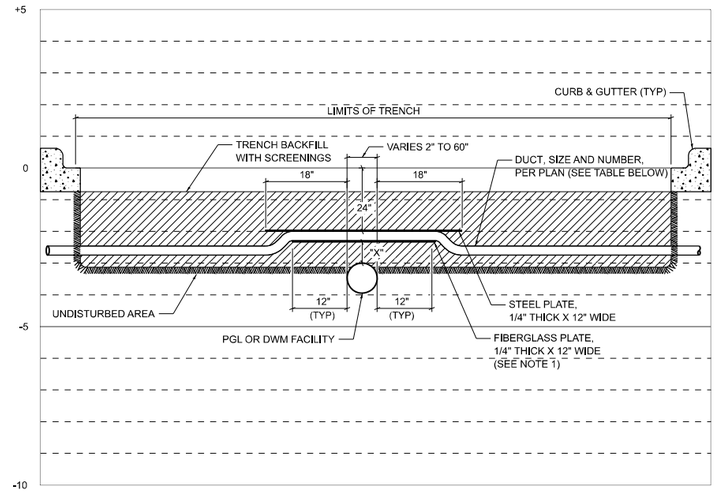


CONSTRUCTION DETAIL "C"
(NOT TO SCALE)

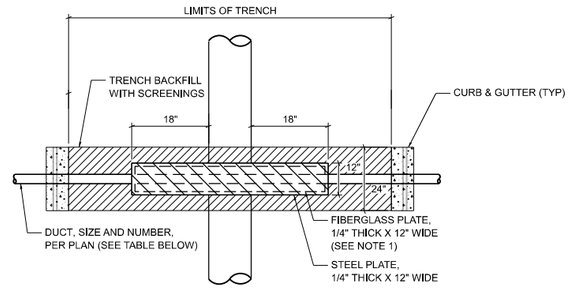
NOTES

1. ELEVATIONS SHOWN FOR EXISTING UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT DEPTH AND LOCATION IN THE FIELD DURING CONSTRUCTION.
2. MAXIMIMUM TRENCH WIDTH SHALL NOT EXCEED 3' WHEN CROSSING BELOW DWM FACILITIES.

SHALLOW CONDUIT PROTECTION DETAIL



PROFILE VIEW
NOT TO SCALE



PLAN VIEW
NOT TO SCALE

SIZE	OUTSIDE DIAMETER	VERTICAL CLEARANCE (X) CONDUIT OVER METALLIC GAS MAINS (TWO PLATE)	VERTICAL CLEARANCE (X) CONDUIT OVER PLASTIC GAS MAINS & DWM MAINS (ONE PLATE)
1-1/4"	1.66"	9.84"	10.09"
2"	2.375"	9.13"	9.38"
3"	3.5"	8"	8.25"

NOTES:

1. FIBERGLASS PLATE TO BE PROVIDED ONLY WHEN CROSSING METALLIC GAS MAINS OF ANY SIZE.

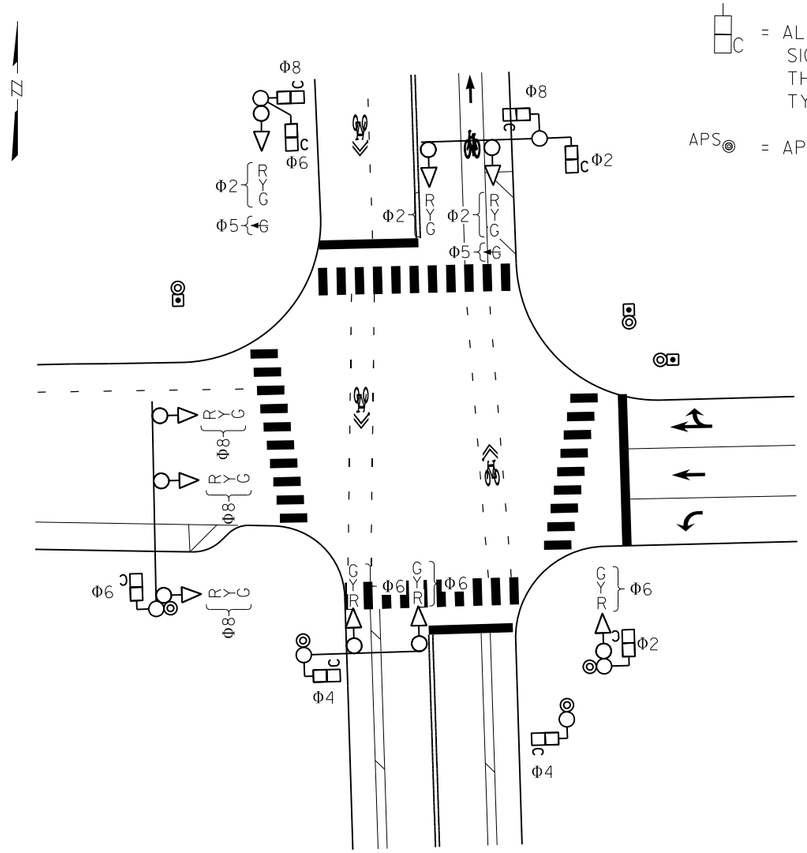
2. INSTALLATION PROCEDURE:
   A. ALL WORK SHALL BE COMPLETED IN THE PRESENCE OF A CDOT AND UTILITY INSPECTOR.
   B. EXPOSE UTILITY BY HAND DIGGING AND/OR VACUUM EXCAVATOR.
   C. BACKFILL UTILITY AS REQUIRED.
   D. INSTALL FIBERGLASS PLATE (IF REQUIRED).
   E. INSTALL DUCT.
   F. BACKFILL TO TOP OF DUCT.
   G. INSTALL STEEL PLATE.
   H. BACKFILL TO BOTTOM OF PAVEMENT STRUCTURE.
   I. CONCRETE OR ASPHALT RESTORATION.

DIAL	CYCLE LENGTH	OFFSET	TIMES OF OPERATION	FLASH OPERATION
1	65"	0"	ALL OTHER TIMES	RΦ2, RΦ4, RΦ6, RΦ8, ALL ARROWS AND WALK/DON'T WALK OFF STARTUP FROM FLASH: 6" ALL-RED THEN GREEN FOR PHASE 2 & 6
2	65"	0"	6:00 AM TO 10:00 AM MONDAY - FRIDAY	
3	65"	0"	3:00 PM TO 7:00 PM MONDAY - FRIDAY	
4				

= VIDEO DETECTION ZONE

C = ALL PEDESTRIAN SIGNALS ARE OF THE COUNTDOWN TYPE.

APS = APS PUSHBUTTON



DEO Drwg No: XXXXX

N. CENTRAL PARK AVE. & W. CONGRESS PKWY.

DIAL 1

	PHASE							
PHASE NUMBER	1	2	3	4	5	6	7	8
DIRECTION	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB
MIN GREEN								
VEHICLE EXT.								
MAX GREEN		33			6	24		16
TRAILING GREEN								
YELLOW CHANGE		3				3		3
RED CLEARANCE		2				2		2
WALK		9		27				14
PED CLEARANCE		10		9				13
SPLITS		65				65		65
SEQUENCE								
ADVANCE PED(LPI)								
HOLDING PED(LAG PED)								
RECALL								
DET. NON-LOCK								
FORCE MODE	FLOATING							

DIAL 2

	PHASE							
PHASE NUMBER	1	2	3	4	5	6	7	8
DIRECTION	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB
MIN GREEN								
VEHICLE EXT.								
MAX GREEN		33			6	24		16
TRAILING GREEN								
YELLOW CHANGE		3				3		3
RED CLEARANCE		2				2		2
WALK		9		27				14
PED CLEARANCE		10		9				13
SPLITS		65				65		65
SEQUENCE								
ADVANCE PED(LPI)								
HOLDING PED(LAG PED)								
RECALL								
DET. NON-LOCK								
FORCE MODE	FLOATING							

DIAL 3

	PHASE							
PHASE NUMBER	1	2	3	4	5	6	7	8
DIRECTION	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB
MIN GREEN								
VEHICLE EXT.								
MAX GREEN		33			6	24		16
TRAILING GREEN								
YELLOW CHANGE		3				3		3
RED CLEARANCE		2				2		2
WALK		9		27				14
PED CLEARANCE		10		9				13
SPLITS		65				65		65
SEQUENCE								
ADVANCE PED(LPI)								
HOLDING PED(LAG PED)								
RECALL								
DET. NON-LOCK								
FORCE MODE	FLOATING							

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC SAFETY

TRAFFIC SIGNAL TIMING SCHEDULE

N. CENTRAL PARK AVE. AT W. CONGRESS PKWY.

SINGH AND ASSOCIATES, INC.
230 W. MONROE ST CHICAGO, IL 60606
SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

XXXX N./XXXX W.

DESIGNED BY:

TRAFFIC ENGINEER

DESIGNED BY:

NAME: SEAN ATKINSON

REVIEWED BY:

TRAFFIC ENGINEER

APPROVED BY:

NAME: GREG GEDEMER, P.E.

APPROVED BY:

TRAFFIC ENGINEER

DATE: 8-6-2025

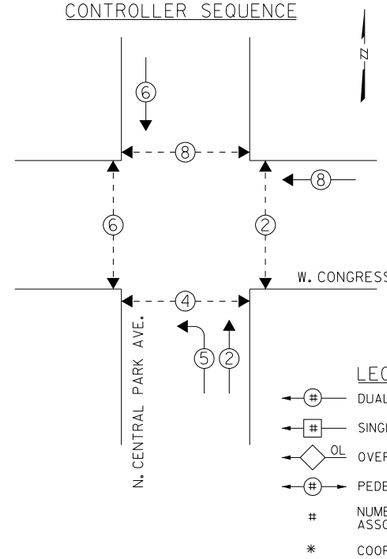
DATE:

SHEET: 1 OF 1

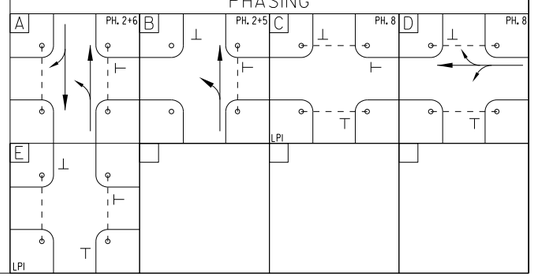
SENT:

INSTALLED:

CONTROLLER SEQUENCE



PHASING

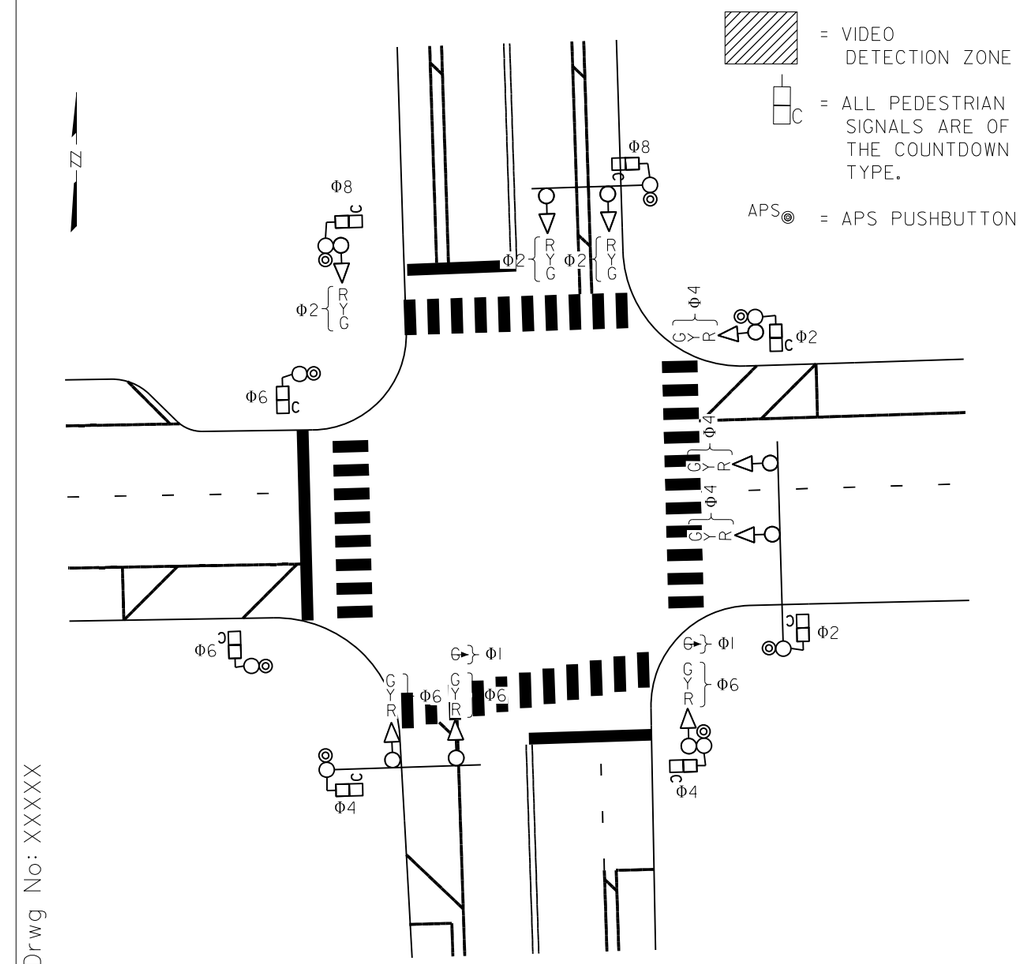


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SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS	USER NAME = IcsM-dbstepw21$	DESIGNED - SMA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TIMING SCHEDULE N. CENTRAL PARK AVE. & W. CONGRESS PARKWAY
	PLOT SCALE = 46.000 ' / in.	DRAWN - SMA	REVISED -		
	PLOT DATE = 10/10/2025	CHECKED - GJG	REVISED -		SCALE: / SHEET NO. E-51 OF E-61 SHEETS / STA. 00+000 TO STA. 00+000
	PLOT TIME = 9:36:15 PM	DATE -	REVISED -		

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	177
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

DIAL	CYCLE LENGTH	OFFSET	TIMES OF OPERATION	FLASH OPERATION
1	65"	0"	ALL TIMES	RΦ2, RΦ4, RΦ6, RΦ8, ALL ARROWS AND WALK/DON'T WALK OFF STARTUP FROM FLASH: 6" ALL-RED THEN GREEN FOR PHASE 2 & 6
2	65"	0"	6:00 AM TO 10:00 AM MONDAY - FRIDAY	
3	65"	0"	3:00 PM TO 7:00 PM MONDAY - FRIDAY	
4				



N. CENTRAL PARK AVE. & W. HARRISON ST.

DIAL 1

	PHASE							
PHASE NUMBER	1	2	3	4	5	6	7	8
DIRECTION	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB
MIN GREEN								
VEHICLE EXT.								
MAX GREEN	10	25				38		16
TRAILING GREEN								
YELLOW CHANGE		3				3		3
RED CLEARANCE		1				1		1
WALK		15		9		28		9
PED CLEARANCE		10		10		10		10
SPLITS		65				65		65
SEQUENCE								
ADVANCE PED(LPI)								
HOLDING PED(LAG PED)								
RECALL								
DET. NON-LOCK								
FORCE MODE	FLOATING							

DIAL 2

	PHASE							
PHASE NUMBER	1	2	3	4	5	6	7	8
DIRECTION	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB
MIN GREEN								
VEHICLE EXT.								
MAX GREEN	10	25				38		16
TRAILING GREEN								
YELLOW CHANGE		3				3		3
RED CLEARANCE		1				1		1
WALK		15		9		28		9
PED CLEARANCE		10		10		10		10
SPLITS		65				65		65
SEQUENCE								
ADVANCE PED(LPI)								
HOLDING PED(LAG PED)								
RECALL								
DET. NON-LOCK								
FORCE MODE	FLOATING							

DIAL 3

	PHASE							
PHASE NUMBER	1	2	3	4	5	6	7	8
DIRECTION	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB
MIN GREEN								
VEHICLE EXT.								
MAX GREEN	10	25				38		16
TRAILING GREEN								
YELLOW CHANGE		3				3		3
RED CLEARANCE		1				1		1
WALK		15		9		28		9
PED CLEARANCE		10		10		10		10
SPLITS		65				65		65
SEQUENCE								
ADVANCE PED(LPI)								
HOLDING PED(LAG PED)								
RECALL								
DET. NON-LOCK								
FORCE MODE	FLOATING							

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC SAFETY

TRAFFIC SIGNAL TIMING SCHEDULE

N. CENTRAL PARK AVE. & W. HARRISON ST.

SINGH AND ASSOCIATES, INC.
230 W. MONROE ST CHICAGO, IL 60606
SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

XXXX N./XXXX W.

DESIGNED BY:
TRAFFIC ENGINEER

DESIGNED BY:
NAME: SEAN ATKINSON

REVIEWED BY:
TRAFFIC ENGINEER

APPROVED BY:
NAME: GREG GEDEMER, P.E.

APPROVED BY:
TRAFFIC ENGINEER

DATE: 3-7-2025

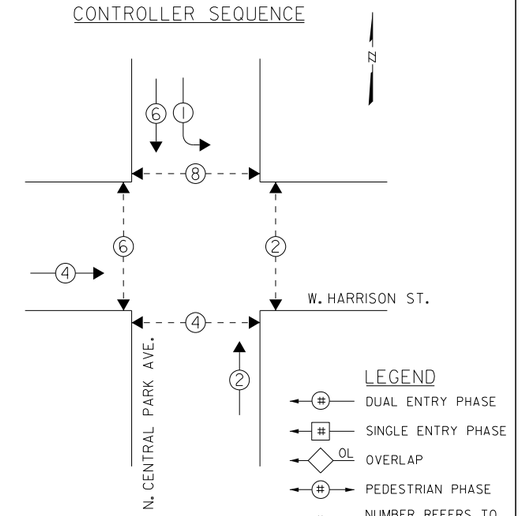
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SHEET: 1 OF 1

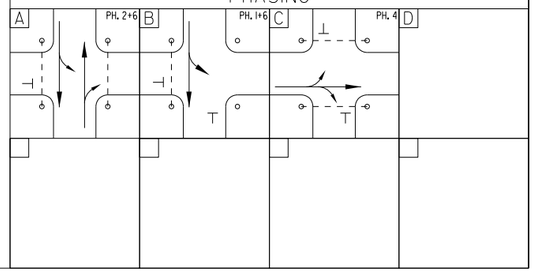
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INSTALLED:

CONTROLLER SEQUENCE



PHASING



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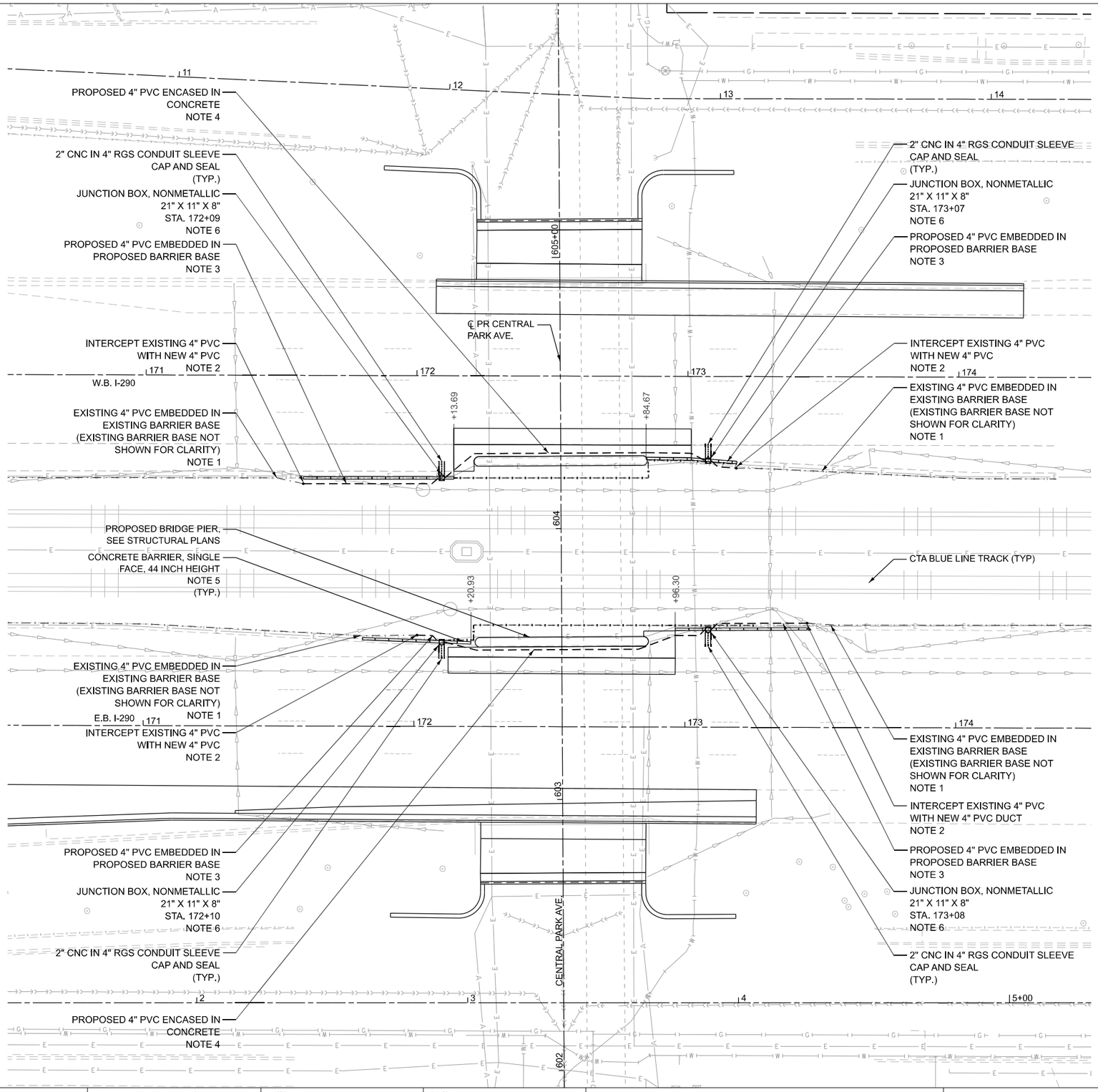
SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TIMING SCHEDULE
N. CENTRAL PARK AVE. & W. HARRISON ST.

SCALE: | SHEET NO. E-52 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	178
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	



N

0 20 40

SCALE IN FEET

SCHEDULE OF QUANTITIES

PAY ITEM DESCRIPTION	UNIT	QTY
CONDUIT ENCASED IN CONCRETE, 4" DIA., PVC	FOOT	150
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	20
UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	20
CONDUIT EMBEDDED IN STRUCTURE, 4" DIA., PVC	FOOT	165
JUNCTION BOX, NON-METALLIC, EMBEDDED IN STRUCTURE, 21" X 11" X 08"	EACH	4

NOTES:
1. SEE "EXISTING BARRIER BASE DETAIL" ON SHEET E-47.
2. SEE "CONDUIT CONNECTION IN PROPOSED BARRIER WALL BASE DETAIL" ON SHEET E-47.
3. SEE "PROPOSED BARRIER BASE DETAIL" ON SHEET E-47.
4. SEE "CONDUIT ENCASED IN CONCRETE DETAIL" AND "CONDUIT ENCASED IN CONCRETE AT PROPOSED PIER DETAIL" ON SHEET E-47.
5. SEE ROADWAY PLAN FOR DETAILS.
6. CONTRACTOR SHALL INSTALL 4" RGS SLEEVE UNDER THE SHOULDER. CONDUIT SHALL BE STUBBED AND CAPPED 5' UNDER THE SHOULDER.

FILE NAME: \\cbsfs4\dbstepw21\IDOT_prd_work_dir\63415429_1390162K62\e4ht-ITS-0290-01.dgn

DBS | DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME = icsM<dbstepw21$	DESIGNED - MAA	REVISED -	
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PLOT DATE = 10/10/2025	CHECKED - MKR	REVISED -	
PLOT TIME = 9:48:38 PM	DATE -	REVISED -	

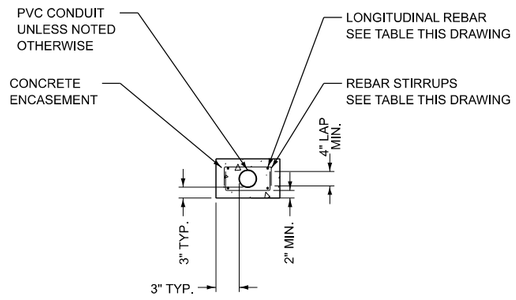
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ITS PROPOSED PLAN - I-290

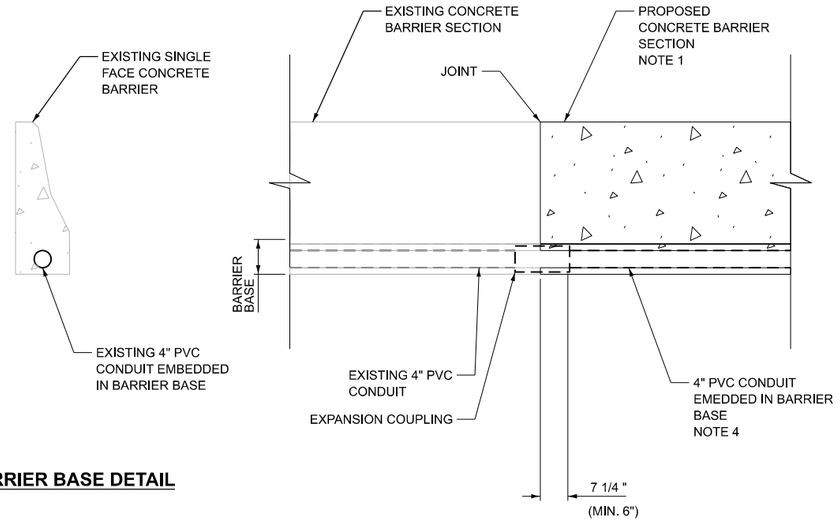
SCALE: 1" = 20' | SHEET NO. E-53 OF E-61 SHEETS | STA. 170+50 TO STA. 174+50

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	179
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

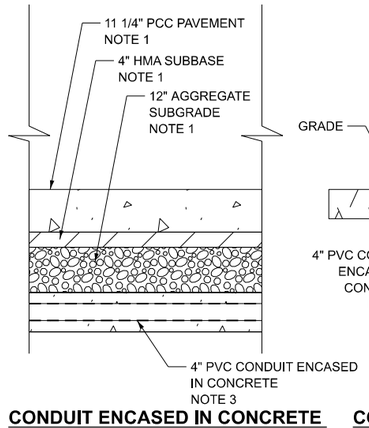
DUCTBANK REINFORCEMENT TABLE		
DUCTBANK CONCRETE CROSS-SECTIONAL AREA SQ. INCHES	LONGITUDINAL REBAR BARS	REBAR STIRUPS
LESS THAN 450	#4	#3 AT 12" SPACING
451 TO 650	#5	#3 AT 12" SPACING
GREATER THAN 651	#6	#3 AT 12" SPACING



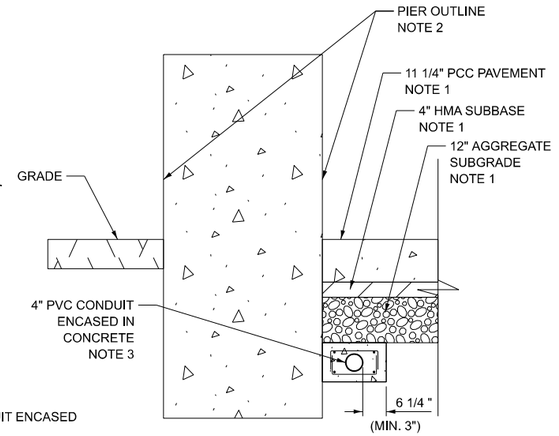
1 X 1 DUCTBANK DETAIL IN REINFORCED CONCRETE



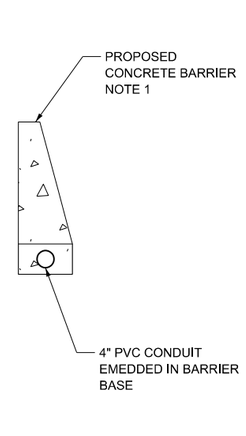
EXISTING BARRIER BASE DETAIL



CONDUIT ENCASED IN CONCRETE DETAIL



CONDUIT ENCASED IN CONCRETE AT PROPOSED PIER DETAIL



PROPOSED BARRIER BASE DETAIL

CONDUIT CONNECTION IN PROPOSED BARRIER WALL BASE DETAIL

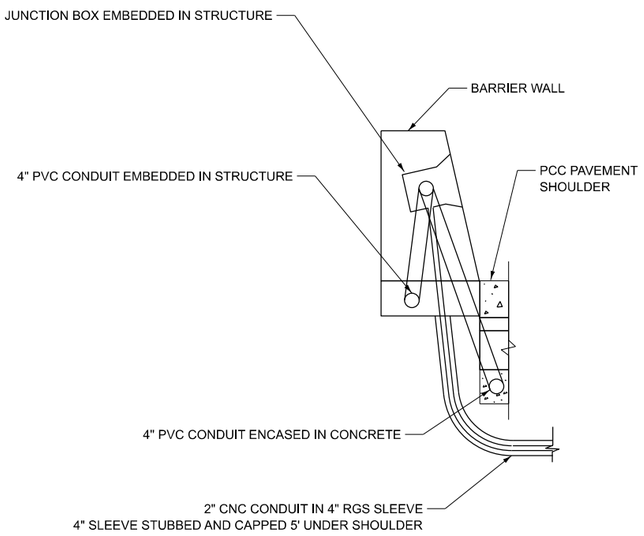
NOTES:
1. SEE ROADWAY PLANS FOR DETAILS.
2. SEE STRUCTURAL PLANS FOR DETAILS.
3. CONDUIT ENCASED IN CONCRETE SHALL HAVE A MINIMUM OF 3" OF CONCRETE COVER ALL AROUND THE EMBEDDED CONDUIT RUN.
4. CONTRACTOR SHALL EXPOSE AND INTERCEPT CONDUIT EMBEDDED IN EXISTING BARRIER BASE WITH NEW CONDUIT IN PROPOSED SECTION OF BARRIER BASE WTIH A NONMETALLIC CONDUIT COUPLER.

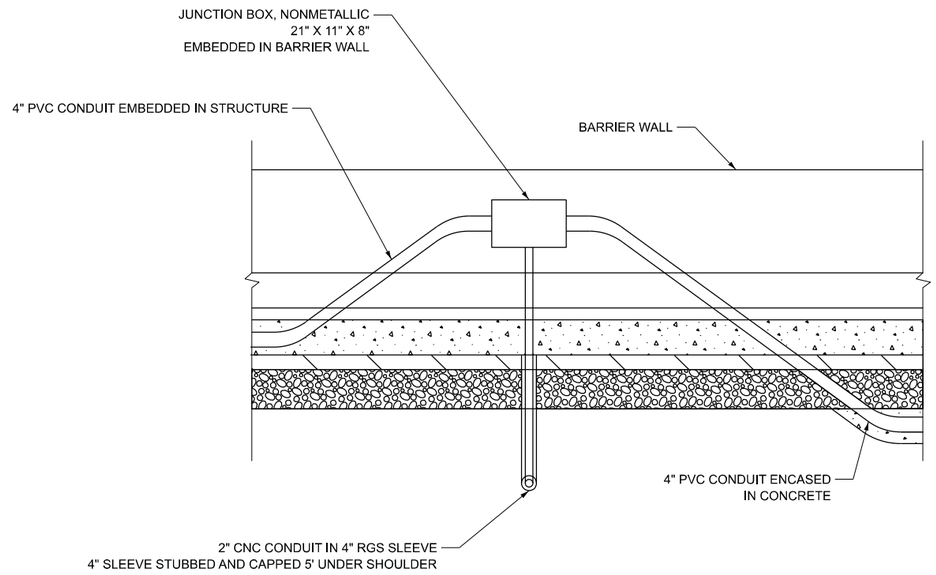
DBS | DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1096

USER NAME = icsM-dbstepw21$	DESIGNED - MAA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ITS DETAILS - I-290	
PLOT SCALE = 0.16666667 ' / in.	DRAWN - MAA	REVISED -		SCALE: NONE	SHEET NO. E-54 OF E-61 SHEETS
PLOT DATE = 10/10/2025	CHECKED - MKR	REVISED -			STA. 00+000 TO STA. 00+000
PLOT TIME = 9:47:32 PM	DATE -	REVISED -			

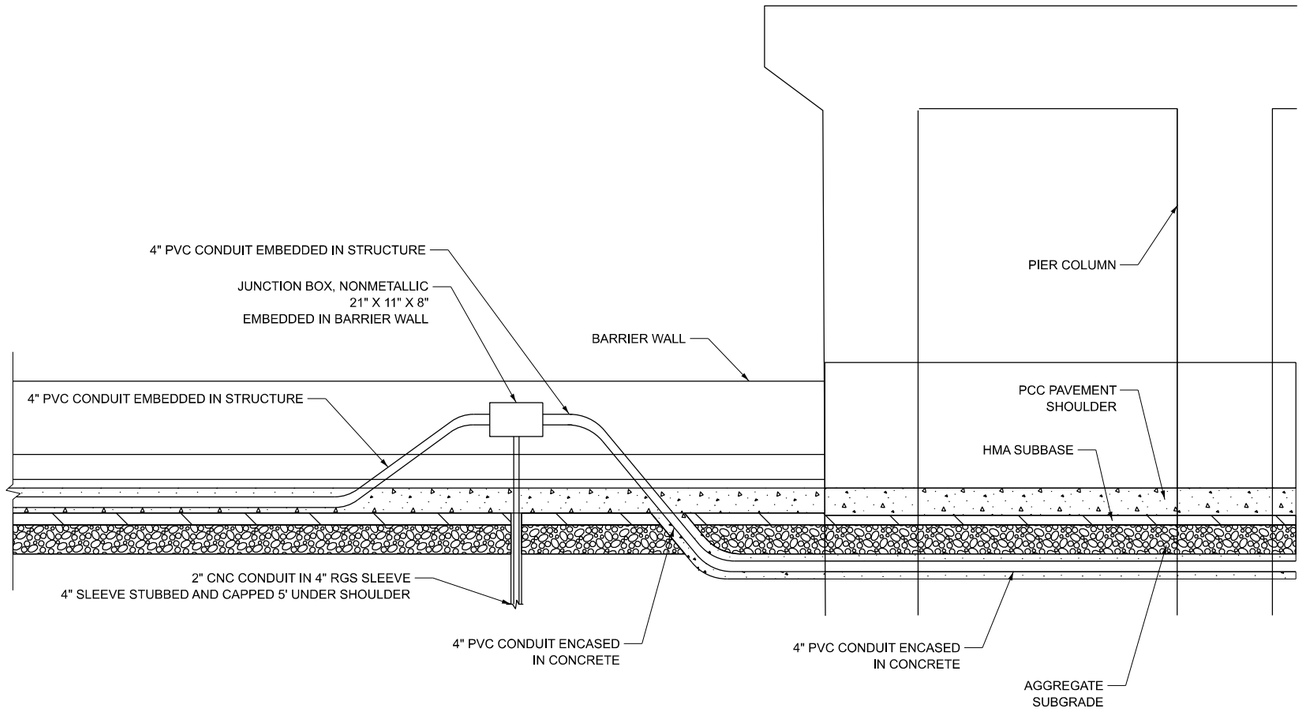
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	180
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

FILE NAME: \\icsM-dbstepw21\ICS_pdf_work_d\635415424_1409\1629\62k62-sht-ITS-0290-d02.dgn





JUNCTION BOX EMBEDDED IN BARRIER WALL DETAIL



ITS CONDUIT AROUND MEDIAN PIER DETAIL

DBS | DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

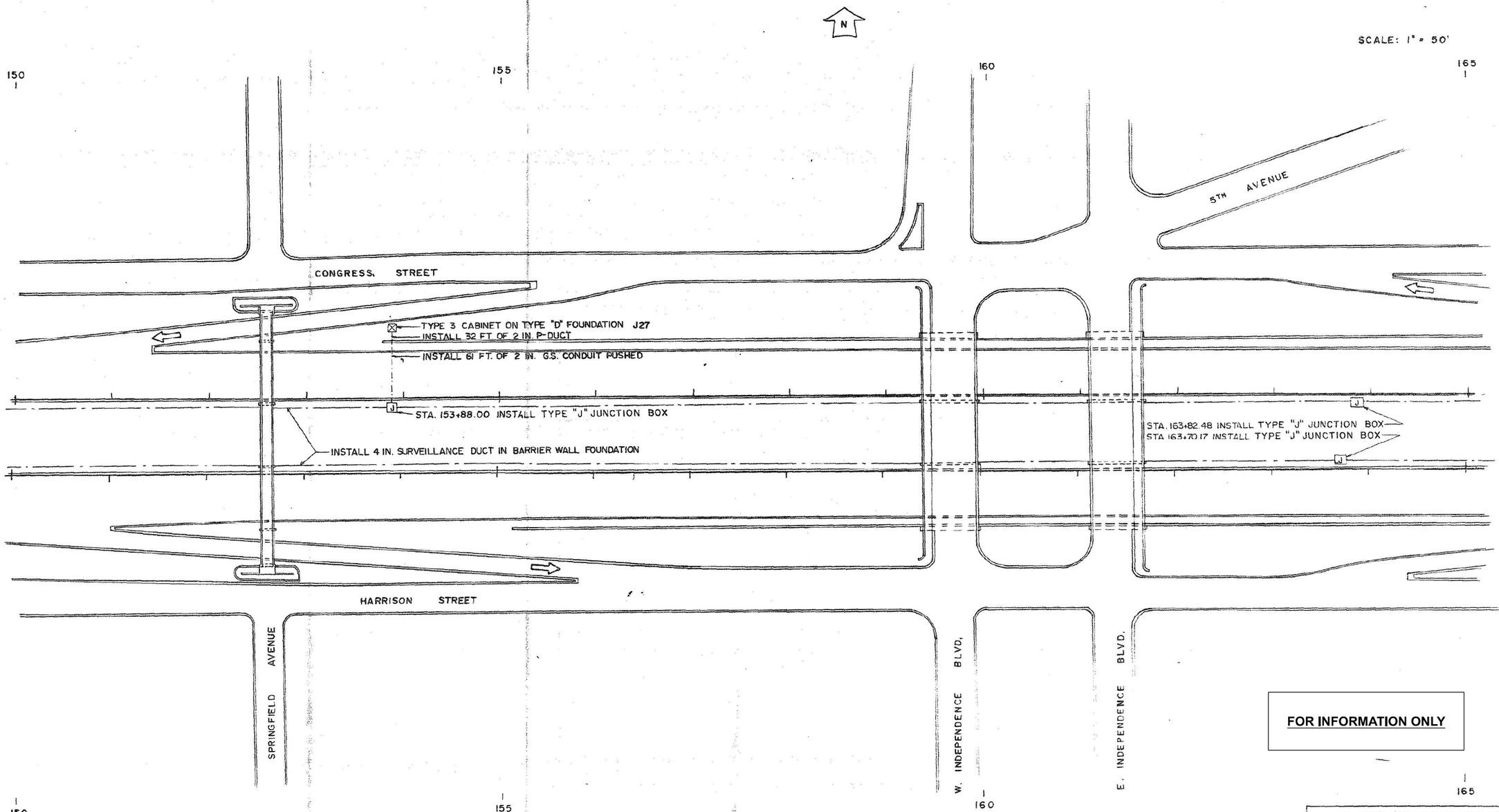
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PLOT SCALE = 0.16666667 ' / in.	DRAWN - MAA	REVISED -	**DEPARTMENT OF TRANSPORTATION**	SCALE: NONE	SHEET NO. E-55 OF E-61 SHEETS
PLOT DATE = 10/10/2025	CHECKED - MKR	REVISED -			STA. 00+000 TO STA. 00+000
PLOT TIME = 9:46:25 PM	DATE -	REVISED -			

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	181
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: \\lcsM-dbstepw21\ICS_pdf_work_dir\93415\d24_1410\162K62\sht\ITS-P290d3.dgn

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-290	1977-241-R	COOK	221	175
STA		TO STA		
FED. ROAD DIST. NO. 7	ILLINOIS			

SCALE: 1" = 50'



FOR INFORMATION ONLY

S29

REVISIONS	
NAME	DATE
P.A.H.	10/83

ILLINOIS DIVISION OF HIGHWAYS

TRAFFIC SYSTEMS CENTER

SURVEILLANCE DUCT SYSTEM

SCALE VERT. HORIZ DRAWN BY

DATE CHECKED BY

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DBS DB STERLIN CONSULTANTS, INC. 123 N. Wacker Drive, Suite 2000 Chicago, Illinois 60606 312.857.1096

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS

SCALE: NONE | SHEET NO. E-56 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	182
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-290	1977-241-R	COOK	221	176
STA		TO STA		
FED. ROAD DIST. NO. 7	ILLINOIS	[redacted] FED. AID PROJ.		

N

SCALE 1" = 50'

165 170 175 180

CONGRESS STREET

STA. 178+82.48 INSTALL TYPE "J" JUNCTION BOX

STA 178+70.17 INSTALL TYPE "J" JUNCTION BOX

INSTALL 4 IN. SURVEILLANCE DUCT IN BARRIER WALL FOUNDATION

STA. 165+13.00 INSTALL TYPE "J" JUNCTION BOX

INSTALL 61 FT. OF 2 IN. GS. CONDUIT PUSHED

INSTALL 27 FT. OF 2 IN. P-DUCT

INSTALL 25 FT. OF 2 IN. G.S. CONDUIT PUSHED

INSTALL 5 FT. OF 2 IN. P-DUCT

TYPE 3 CABINET ON TYPE "D" FOUNDATION J 22

HARRISON STREET

CENTRAL PARK AVE.

FOR INFORMATION ONLY

165 170 175 180

S28

ILLINOIS DIVISION OF HIGHWAYS

TRAFFIC SYSTEMS CENTER

SURVEILLANCE DUCT SYSTEM

REVISIONS	
NAME	DATE
P.A.H.	10/83

SCALE: VERT. HORIZ.

DRAWN BY

DATE

CHECKED BY R.W.

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312.857.1006

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

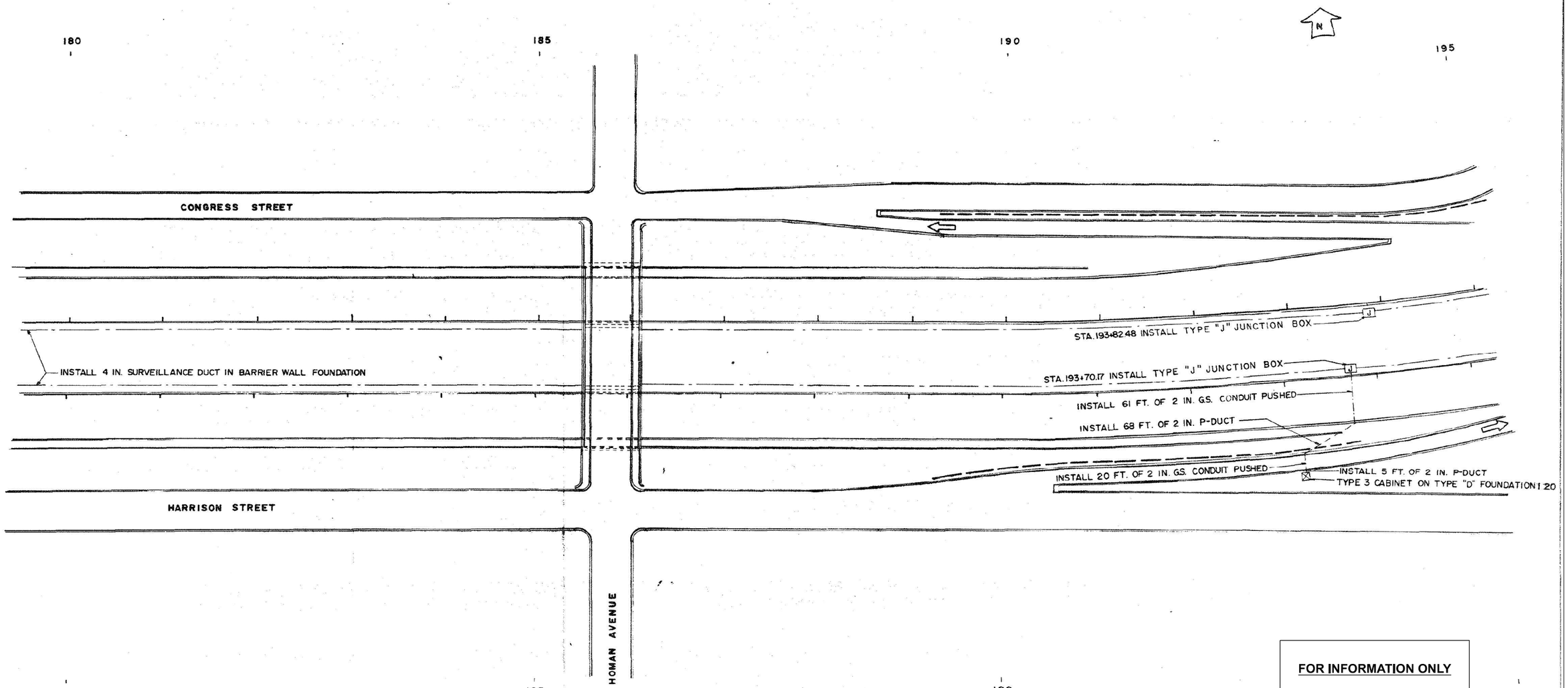
EXISTING PLANS

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		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-290	1977-241-R	COOK	221	177
STA		TO STA		
FED ROAD DIST NO 7	ILLINOIS			

SCALE 1"=50'



FOR INFORMATION ONLY

S27

REVISIONS	
NAME	DATE
P.A.H.	10/83

ILLINOIS DIVISION OF HIGHWAYS

TRAFFIC SYSTEMS CENTER

SURVEILLANCE DUCT SYSTEM

SCALE: VERT
HORIZ.

DRAWN BY

DATE

CHECKED BY

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312.857.1006

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

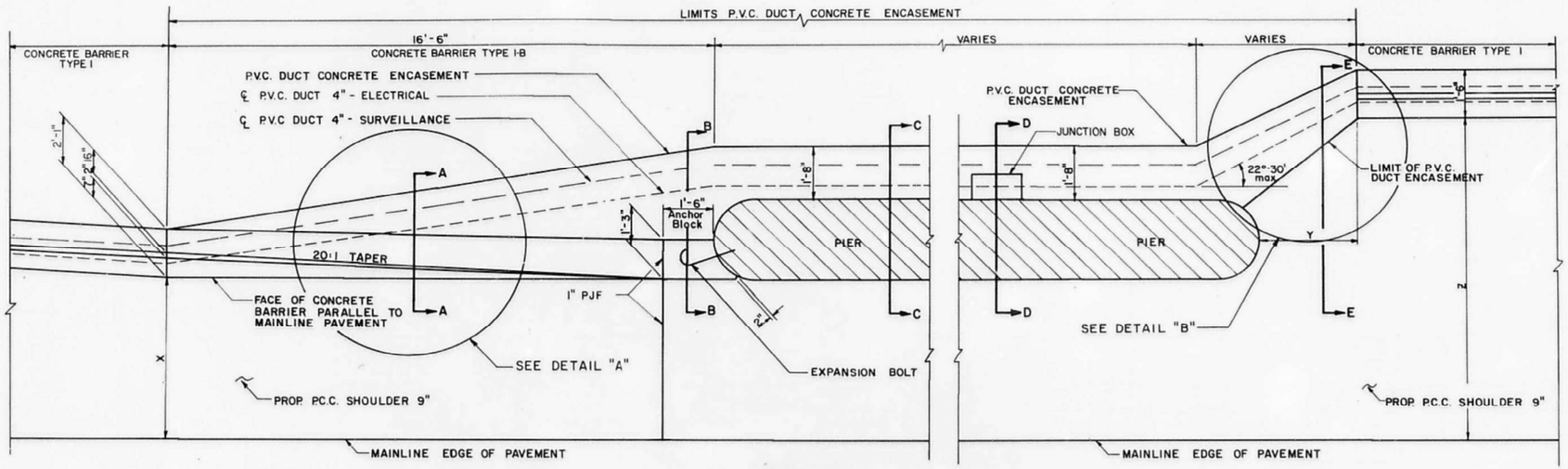
EXISTING PLANS

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		ILLINOIS	FED. AID PROJECT	

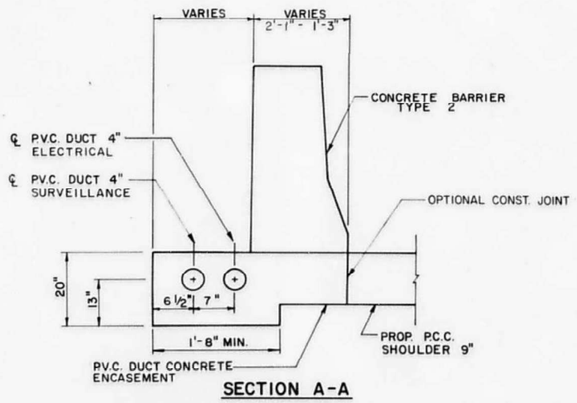
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FAI 290	*	COOK	246	79
STA		TO STA		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	IR-1-290-4	

* 2831-R(80)

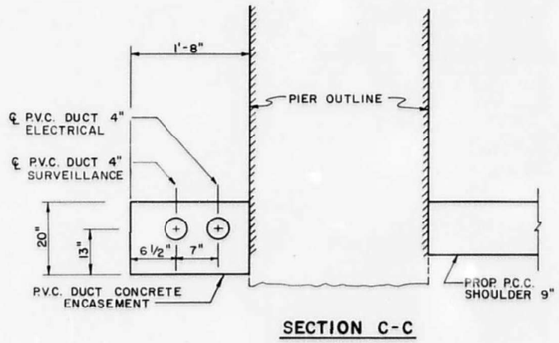


PLAN

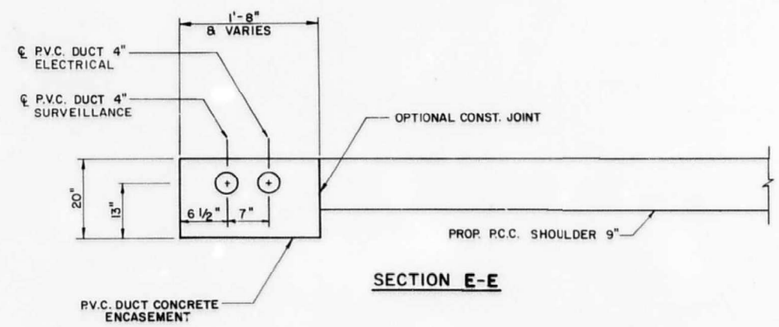
LOCATION	X	Y	Z
LARAMIE AVE.	4.5'	3.0'	7.0'
LAVERGNE AVE.	4.6'	10.0'	10.0'
CICERO AVE.	4.6'	10.0'	10.0'
BELT R.R.	4.7'	10.0'	10.0'
KOSTNER AVE.	10.0'	--	10.0'
KILDARE AVE.	5.0'	10.0'	10.0'
KEELER AVE.	4.6'	10.0'	10.0'
PULASKI ROAD	4.5'	10.0'	10.0'
SPRINGFIELD AVE.	4.4'	10.0'	10.0'
W. INDEP. BLVD.	4.8'	10.0'	10.0'
E. INDEP. BLVD.	4.5'	--	5.1'
CENTRAL PARK AVE.	4.6'	10.0'	10.0'
HOMAN AVE.	4.7'	10.0'	10.0'
KEDZIE AVE.	4.5'	10.0'	10.0'



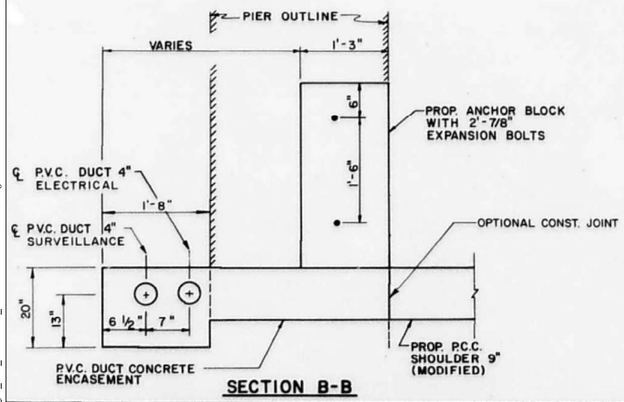
SECTION A-A



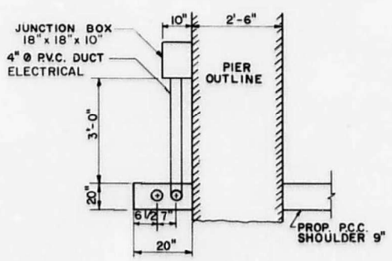
SECTION C-C



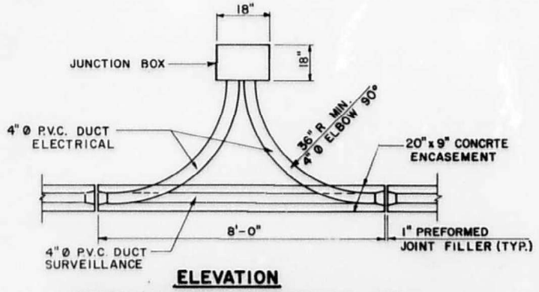
SECTION E-E



SECTION B-B



SECTION D-D



ELEVATION
JUNCTION BOX IN BACK OF PIER

FOR INFORMATION ONLY

REVISIONS	
NAME	DATE
P.A.H.	10/83

ILLINOIS DEPARTMENT OF TRANSPORTATION
EISENHOWER EXPRESSWAY
BARRIER WALL DETAIL
PIER PROTECTION

SCALE: NONE — DRAWN BY P.A.H.
DATE — CHECKED BY T.R.D.

FILE NAME: \\cbsfs4\dbstepw21\IDS_pdf_work_dir\83415424_1450\162K62sht\ITS-0298-07.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

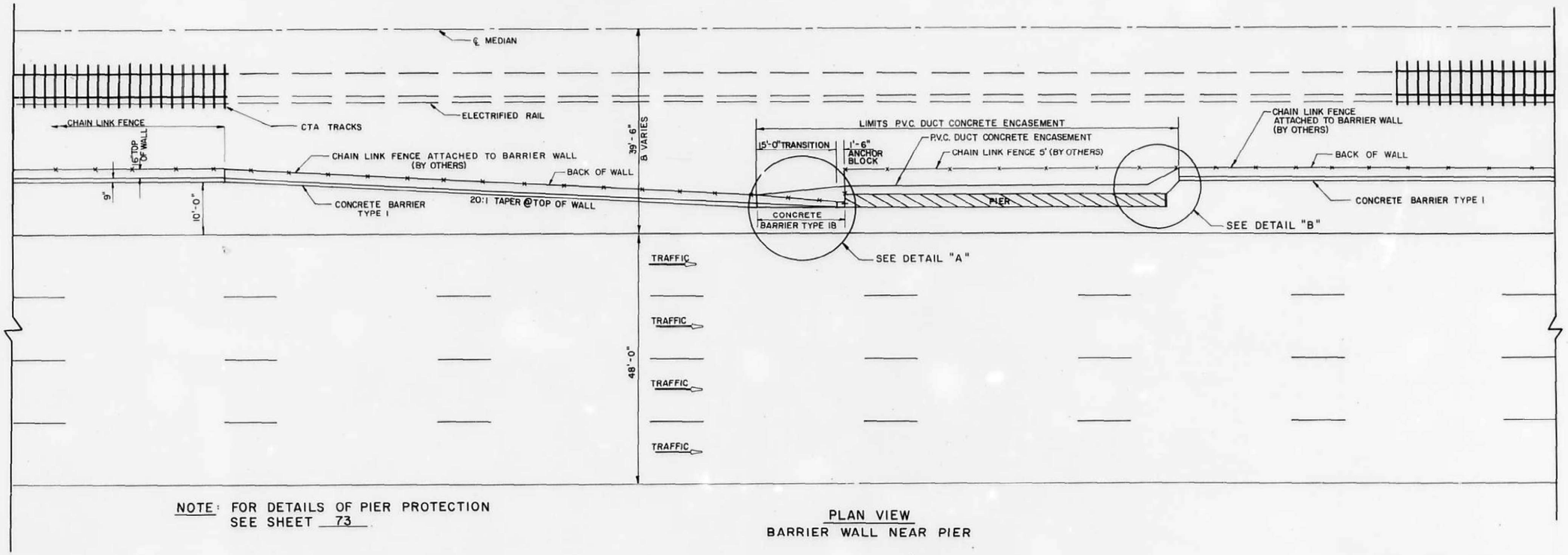
EXISTING PLANS

SCALE: NONE | SHEET NO. E-59 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

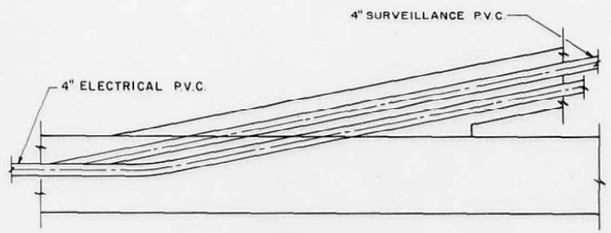
ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	*	COOK	221	*72
STA		TO STA		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT I-IR-290-2		

* 1977-241-R

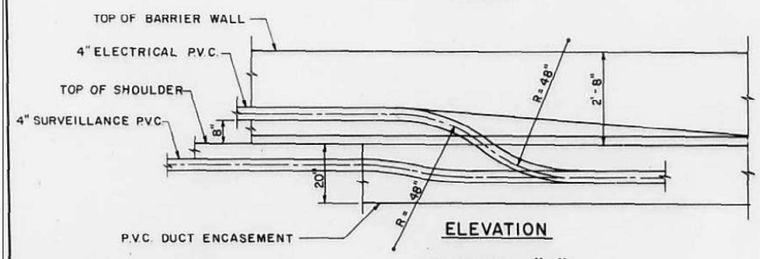


NOTE: FOR DETAILS OF PIER PROTECTION SEE SHEET 73

PLAN VIEW
BARRIER WALL NEAR PIER

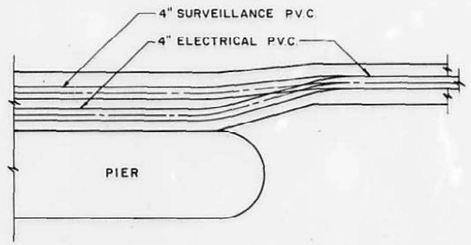


PLAN

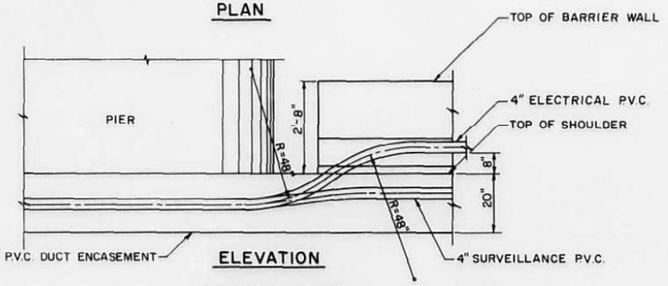


ELEVATION

DETAIL "A"



PLAN



ELEVATION

DETAIL "B"

FOR INFORMATION ONLY

REVISIONS	
NAME	DATE
P.A.H.	10/83
C.D.C.	11/83

ILLINOIS DEPARTMENT OF TRANSPORTATION
EISENHOWER EXPRESSWAY
EASTBOUND
BARRIER WALL DETAILS
MEDIAN SHOULDER
PIER PROTECTION
SCALE: 1"=10' DRAWN BY PAH
DATE CHECKED BY TRD

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS

SCALE: NONE | SHEET NO. E-60 OF E-61 SHEETS | STA. 00+000 TO STA. 00+000

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	186
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

Bridge Mounted Conduit Notes:

Conduit shall be supported at a maximum interval per the Standard Specifications, except as noted. Support shall be located at a maximum of 3' away from any connection.

All hardware shall be stainless steel unless noted otherwise.

The electrical contractor shall coordinate the location of the concrete inserts with the bridge contractor.

Conduits shall be centered between the girders.

Conduits shall not come into contact with any cross bracing or other structural members.

Provide 1" minimum clearance to all structural members.

The contractor shall furnish and install a pull tape from junction box to junction box.

Do not drill deck. Hangers shall be cast into deck.

All hardware shall be stainless steel in accordance with Article 1006.12 and 1006.29(d) of the Standard Specifications.

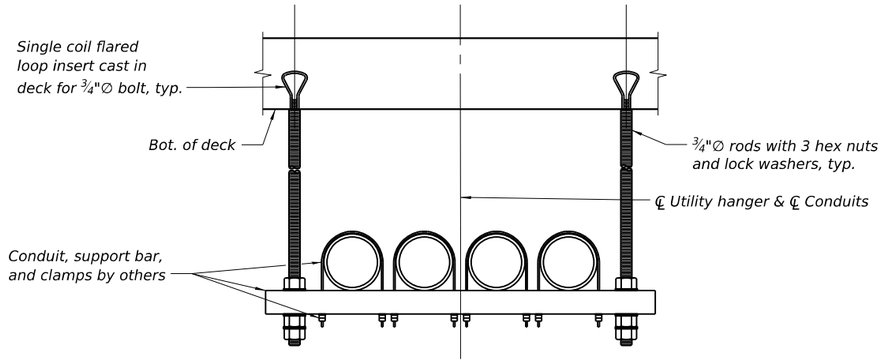
The contractor shall submit shop drawings showing the details of the exposed raceway system, including junction boxes, to the Engineer and obtain the Engineer's approval before ordering any material.

The contractor must use approved single coil flared loop inserts when pendant mounting threaded rods to a new bridge deck. The flared loop inserts must be cast into the concrete deck. The contractor is responsible for locating and coordinating the insert locations with the bridge deck contractor.

The contractor must coordinate threaded rod end sizes with the C-channel and flared loop insert manufacturers.

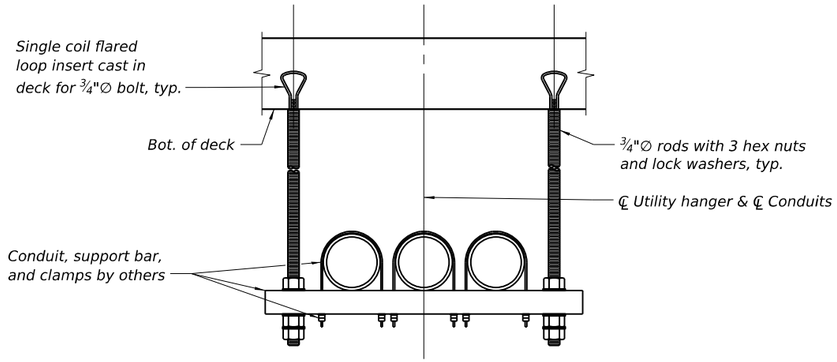
The conduit support system attached to the bridge deck, including the inserts, will not be paid for separately, but shall be considered as included in the price for the "Conduit Attached to Structure" pay item.

Single coil loop inserts in adjacent conduit runs shall be offset a minimum of 12".



UTILITY HANGER DETAIL

(ComEd conduit)



UTILITY HANGER DETAIL

(City of Chicago Bureau of Electricity conduit)

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PARSONS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UTILITY ATTACHED TO STRUCTURE DETAILS
STRUCTURE NO. 016-2091

SCALE: NTS | SHEET NO. E-61 OF E-61 SHEETS

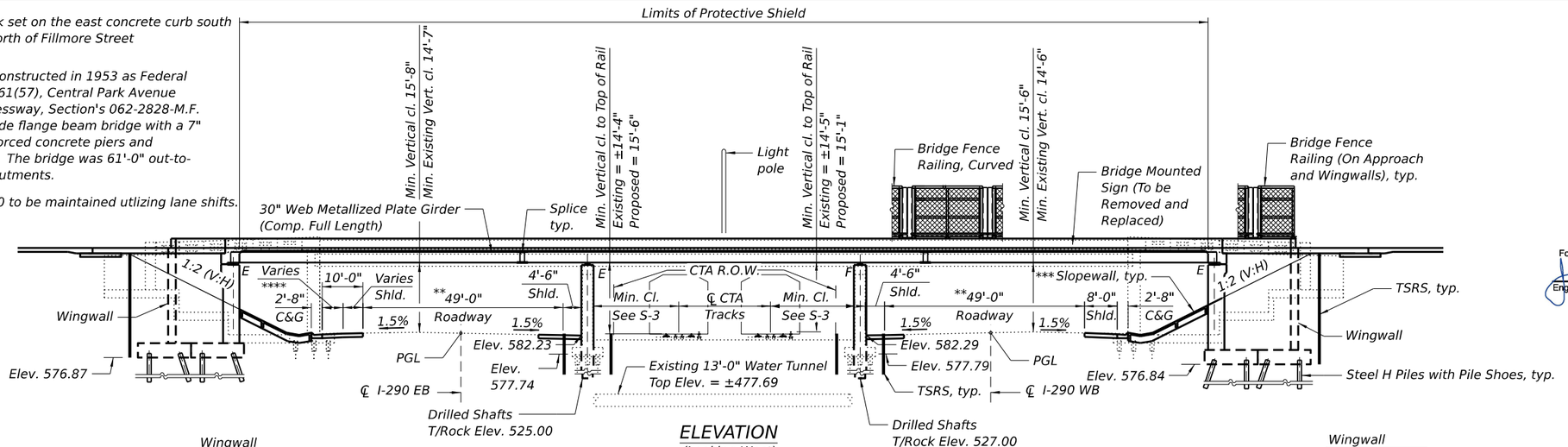
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290	2019-189-BR	COOK	250	187
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

B.M.: Benchmark CWA 6 is a 2 inch aluminum disk set on the east concrete curb south of the metal railing on south Central Ave. north of Fillmore Street
Elev. 610.40

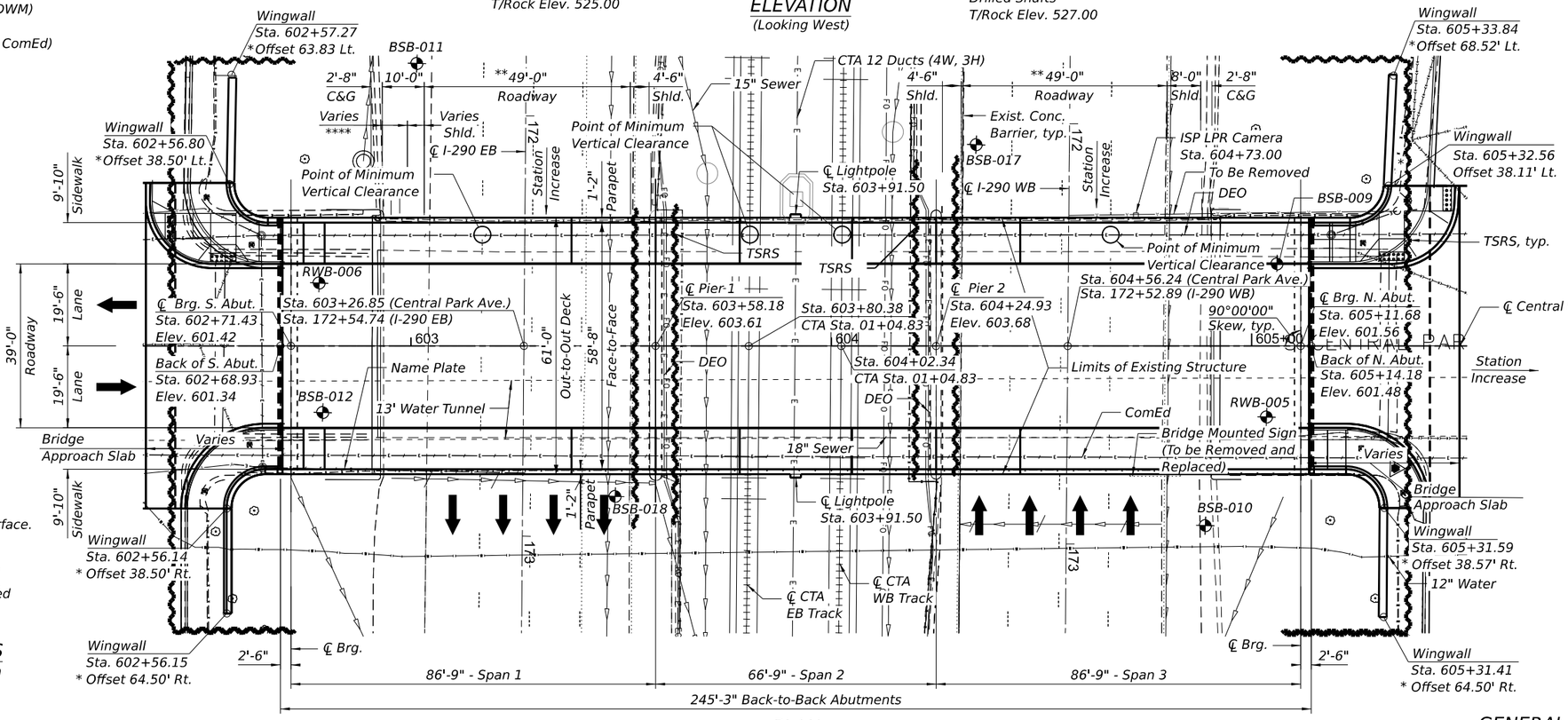
Existing Structure: S.N. 016-2072 was originally constructed in 1953 as Federal Aid Highway on F.A. Route 131, Project U.I. 261(57), Central Park Avenue Grade Separation over Congress Street Expressway, Section's 062-2828-M.F. The Structure is a 3-span continuous steel wide flange beam bridge with a 7" reinforced concrete deck, supported on reinforced concrete piers and abutments founded on creosote timber piles. The bridge was 61'-0" out-to-out of deck and 202'-9" long back-to-back abutments.

Traffic to be re-routed on a detour. Traffic on I-290 to be maintained utlizing lane shifts.

Salvage: None.



ELEVATION
(Looking West)



PLAN

UTILITY LEGEND

- Water (CDWM)
- Combined Sewer (CDWM)
- Telephone (AT&T)
- Electric (CDOT-DEO, ComEd)
- Gas (Peoples Gas)
- Cable TV (Comcast)
- Aerial Wire
- Fiber Optic
- Storm Sewer

LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

LIVE LOAD DEFLECTION
Maximum deflection shall not exceed Span Length / 1,000

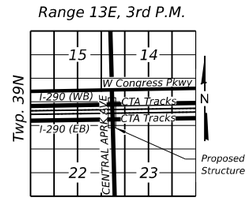
DESIGN SPECIFICATIONS
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)
(All Structural Steel Shall be Metallized)

SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.096g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.146g
Soil Site Class D

* Offsets Measured from the F.F. of Wingwalls
** Dimensions Measured at Existing I-290.
*** Final Condition Only. See MOT Sheets.
**** Tapered Ramp Lane

NOTES:
1. For Profile Grade Lines. Index Sheets and Total Bill of Materials, see Sheet S-2.
2. For General Notes, Section Thru Semi-Integral Abutment and CTA Train Clearance Diagram, see Sheet S-3.



LOCATION SKETCH

LICENSED STRUCTURAL ENGINEER
JAY M. MASI
081-008453
STATE OF ILLINOIS
Expires: Nov. 30, 2026

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

GENERAL PLAN AND ELEVATION
CENTRAL PARK AVENUE OVER I-290 (EISENHOWER EXPRESSWAY) AND CTA
F.A.I. RTE. 290 - SECTION 2019-189-BR
COOK COUNTY
STA. 603+91.56
STRUCTURE NO. 016-2091

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312.657.1066

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 016-2091

SCALE: NTS | SHEET NO. S-1 OF S-50 SHEETS

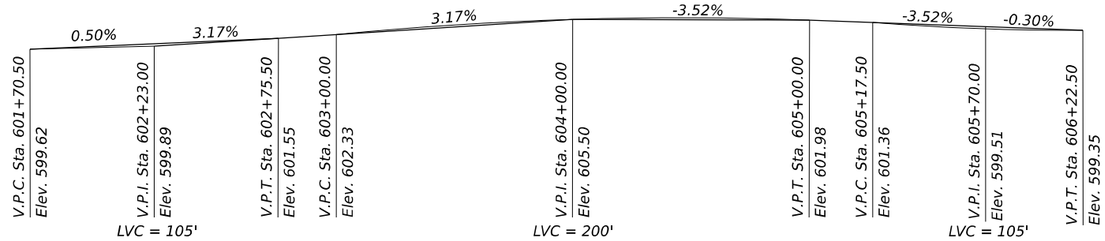
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	188
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

INDEX OF SHEETS

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S-2	Alignments, Index of Sheets, and Total Bill of Materials
S-3	General Notes and Data
S-4	Existing Structure Removal Plan, Elevation, and Section
S-5	Existing Structure Removal Details
S-6	Substructure Layout Plan and TSRS Details
S-7	Temporary Soil Retention System Details
S-8	Top of Deck Elevation Locations
S-9	Top of Deck Elevations (1 of 2)
S-10	Top of Deck Elevations (2 of 2)
S-11	Top of North Approach Slab Elevations
S-12	Top of South Approach Slab Elevations
S-13	Deck Plan and Cross Section
S-14	Deck Details (1 of 2)
S-15	Deck Details (2 of 2)
S-16	Parapet Elevations and Details
S-17	Concrete Diaphragm Details
S-18	North Approach Slab Details (1 of 2)
S-19	North Approach Slab Details (2 of 2)
S-20	South Approach Slab Details (1 of 2)
S-21	South Approach Slab Details (2 of 2)
S-22	Typical Approach Slab Details
S-23	Bridge Fence Railing, Curved (1 of 2)
S-24	Bridge Fence Railing, Curved (2 of 2)
S-25	Bridge Fence Railing (1 of 2)
S-26	Bridge Fence Railing (2 of 2)
S-27	Framing Plan and Girder Elevation
S-28	Structural Steel Details
S-29	Girder Moment and Reaction Tables
S-30	Elastomeric Bearing Type I and Fixed Bearing Details
S-31	North Abutment Plan and Elevation
S-32	North Abutment Foundation Plan, Sections, and Details
S-33	North Wingwalls Plan and Elevation
S-34	North Wingwalls Foundation Plan
S-35	North Wingwalls Details
S-36	South Abutment Plan and Elevation

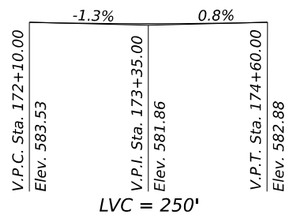
INDEX OF SHEETS (CONT.)

S-37	South Abutment Foundation Plan, Sections, and Details
S-38	South Wingwalls Plan and Elevation
S-39	South Wingwalls Foundation Plan
S-40	South Wingwalls Details
S-41	Typical Abutment and Wingwall Reveal Elevations
S-42	Pier 1 Details
S-43	Pier 2 Details
S-44	HP Pile Details
S-45	Soil Borings (1 of 6)
S-46	Soil Borings (2 of 6)
S-47	Soil Borings (3 of 6)
S-48	Soil Borings (4 of 6)
S-49	Soil Borings (5 of 6)
S-50	Soil Borings (6 of 6)



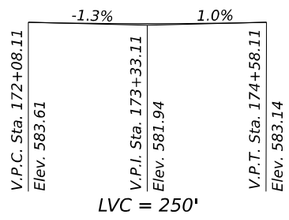
PROFILE GRADE

(Along ℄ Central Park Ave.)



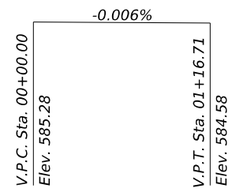
EXISTING PROFILE GRADE

(Along ℄ Existing I-290 EB)



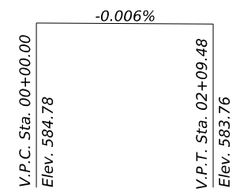
EXISTING PROFILE GRADE

(Along ℄ Existing I-290 WB)



EXISTING PROFILE GRADE

(Along ℄ Existing CTA EB Track at Top of Rail)



EXISTING PROFILE GRADE

(Along ℄ Existing CTA WB Track at Top of Rail)

TOTAL BILL OF MATERIALS

ITEM	UNIT	SUPER	SUB	TOTAL
WELDED WIRE REINFORCEMENT	SQ YD	171		171
REMOVAL OF EXISTING STRUCTURES	EACH	1		1
PROTECTIVE SHIELD	SQ YD	1,602		1,602
STRUCTURE EXCAVATION	CU YD		4,835.4	4,835.4
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES	CU YD		1,208.9	1,208.9
CONCRETE STRUCTURES	CU YD		1,482.9	1,482.9
CONCRETE SUPERSTRUCTURE	CU YD	654.9		654.9
BRIDGE DECK GROOVING	SQ YD	1,340		1,340
FORM LINER TEXTURED SURFACE	SQ FT		2,832	2,832
PROTECTIVE COAT	SQ YD	415	27	442
CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	286.2		286.2
FURNISHING AND ERECTING STRUCTURAL STEEL	L. SUM	1		1
STUD SHEAR CONNECTORS	EACH	11,360		11,360
REINFORCEMENT BARS	POUND		58,480	58,480
REINFORCEMENT BARS, EPOXY COATED	POUND	239,340	159,780	399,120
BRIDGE FENCE RAILING	FOOT	188		188
BRIDGE FENCE RAILING, CURVED	FOOT	489		489
SLOPE WALL 4 INCH	SQ YD		333	333
FURNISHING STEEL PILES HP12X53	FOOT		9,950	9,950
DRIVING PILES	FOOT		9,950	9,950
TEST PILE STEEL HP12X53	EACH		2	2
PILE SHOES	EACH		199	199
NAME PLATES	EACH	1		1
PERMANENT CASING	FOOT		936	936
DRILLED SHAFT IN SOIL	CU YD		169.5	169.5
DRILLED SHAFT IN ROCK	CU YD		8.4	8.4
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	30		30
ANCHOR BOLTS, 1"	EACH	80		80
TEMPORARY SOIL RETENTION SYSTEM	SQ FT		11,483	11,483
GRANULAR BACKFILL FOR STRUCTURES	CU YD		3,880.2	3,880.2
CONCRETE SEALER	SQ FT		9,656	9,656
GEOCOMPOSITE WALL DRAIN	SQ YD		615	615
PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT		305	305
CROSSHOLE SONIC LOGGING ACCESS DUCTS	FOOT		981	981
CROSSHOLE SONIC LOGGING TESTING	EACH		18	18
PILE REMOVAL	EACH		45	45
BAR TERMINATORS	EACH	444		444

STA. 603+91.56
BUILT 20____ BY
STATE OF ILLINOIS
F.A.I. RT. 290 SEC. 2019-189-BR
LOADING HL-93
STR. NO. 016-2091

NAME PLATE

See Std. 515001

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENTS, INDEX OF SHEETS, AND TOTAL BILL OF MATERIALS
STRUCTURE NO. 016-2091

SCALE: NTS | SHEET NO. S-2 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	189
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: \\cs\M-dbstepw21\ICS_pdf_work_dir\92805302_3801162091-D162K62-S002-Gen Data 1.dgn

GENERAL NOTES:

1. All new structural steel shall be shall be metallized. See Special Provision for "Metallizing of Structural Steel".

2. Calculated weight of Structural Steel:
   Grade 36 = 35,460 lb
   Grade 50 = 508,480 lb

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

4. Fasteners shall be ASTM F3125 Grade A325 Type 1, hot-dipped galvanized bolts in metallized areas. Bolts $\frac{7}{8}$ in. diameter, holes $\frac{15}{16}$ in. diameter, unless otherwise noted. See Special Provision for "Metallizing of Structural Steel"

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

6. Slipforming of the parapets is not allowed.

7. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

8. Concrete Sealer shall be applied to the designated areas of the abutments, wingwalls, and piers. The Concrete Sealer shall be a "film forming" type of horizontal surfaces.

9. Excavation behind the existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure.

10. Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

11. The existing bearings contain lead plates. The Contractor shall take appropriate precautions to address the presence of lead on this project.

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

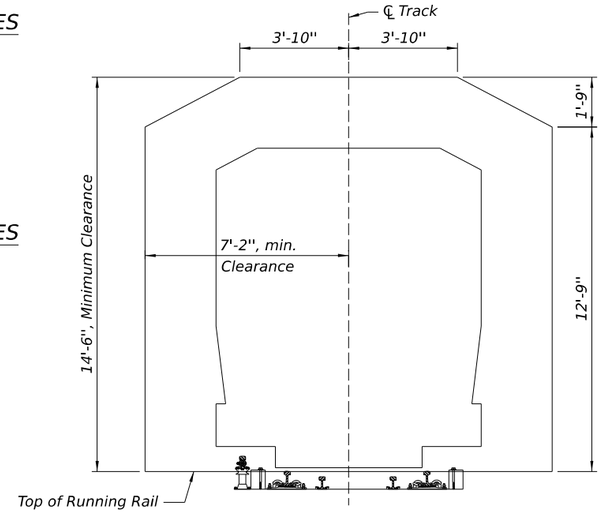
13. All work adjacent to the CTA Right-of-Way shall conform to the CTA Adjacent Construction Manual (latest version).

CTA HORIZONTAL MINIMUM CLEARANCES
EASTBOUND TRACKS

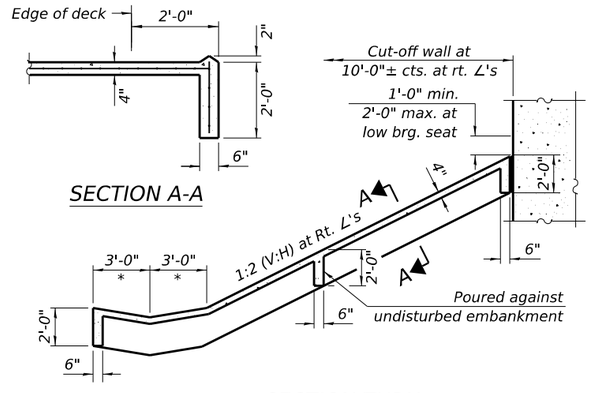
LOCATION	TOTAL
Pier 1 Face to ℄ Track	20'-10"
Pier 1 Face to Edge of CTA Train Envelope	13'-8"
T.S.R.S. to ℄ Track	16'-7"
T.S.R.S to Edge of CTA Train Envelope	9'-9"

CTA HORIZONTAL MINIMUM CLEARANCES
WESTBOUND TRACKS

LOCATION	TOTAL
Pier 2 Face to ℄ Track	20'-2"
Pier 2 Face to Edge of CTA Train Envelope	13'-0"
T.S.R.S. to ℄ Track	15'-11"
T.S.R.S to Edge of CTA Train Envelope	9'-1"



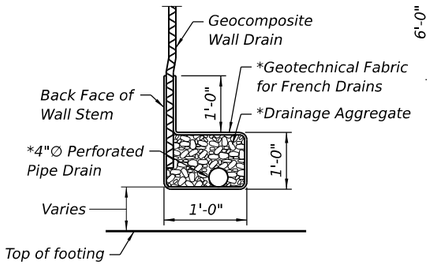
CTA TRAIN CLEARANCE DIAGRAM



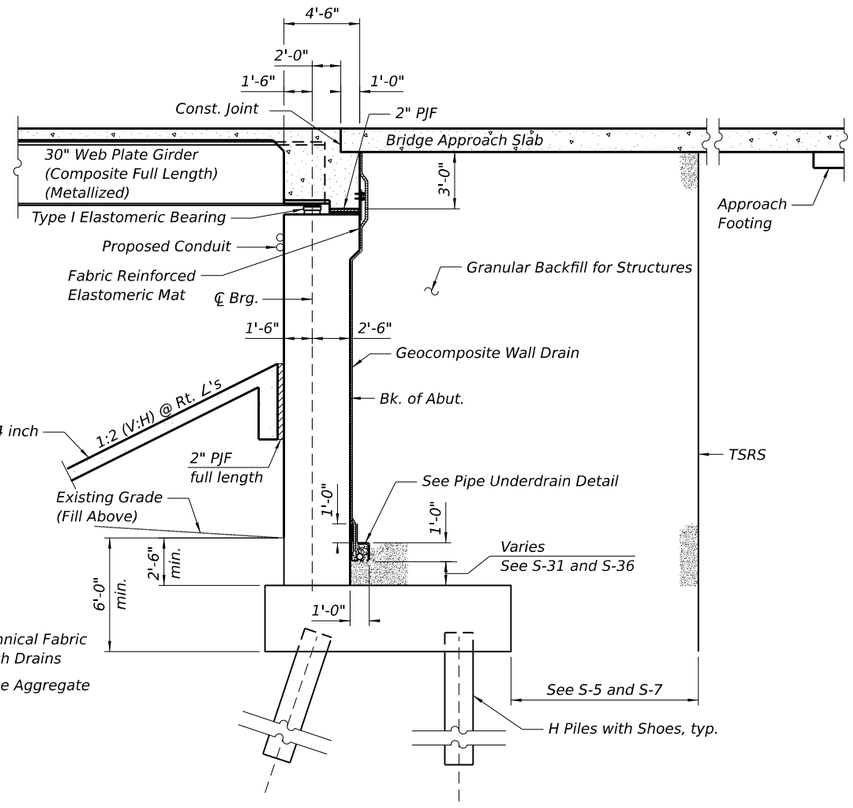
SECTION A-A

* 1:6 (V:H)

SECTION THRU
CONCRETE SLOPEWALL



PIPE UNDERDRAIN DETAIL



SECTION THRU SEMI-INTEGRAL ABUTMENT

* Include in the cost of "Pipe Underdrains for Structures."

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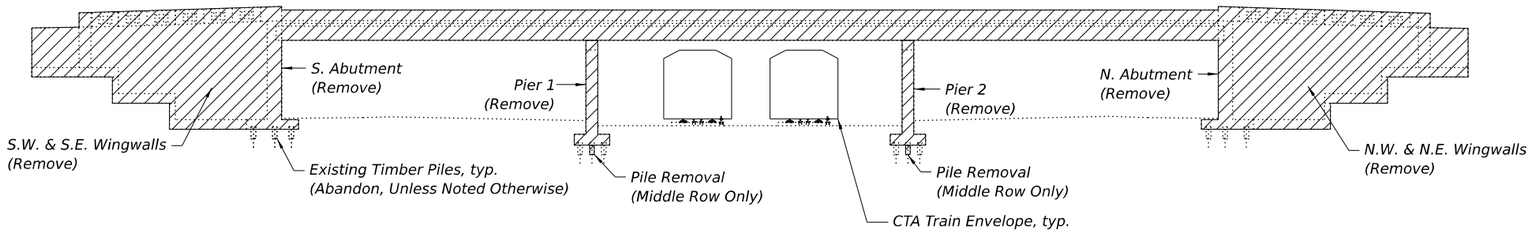
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND DATA
STRUCTURE NO. 016-2091

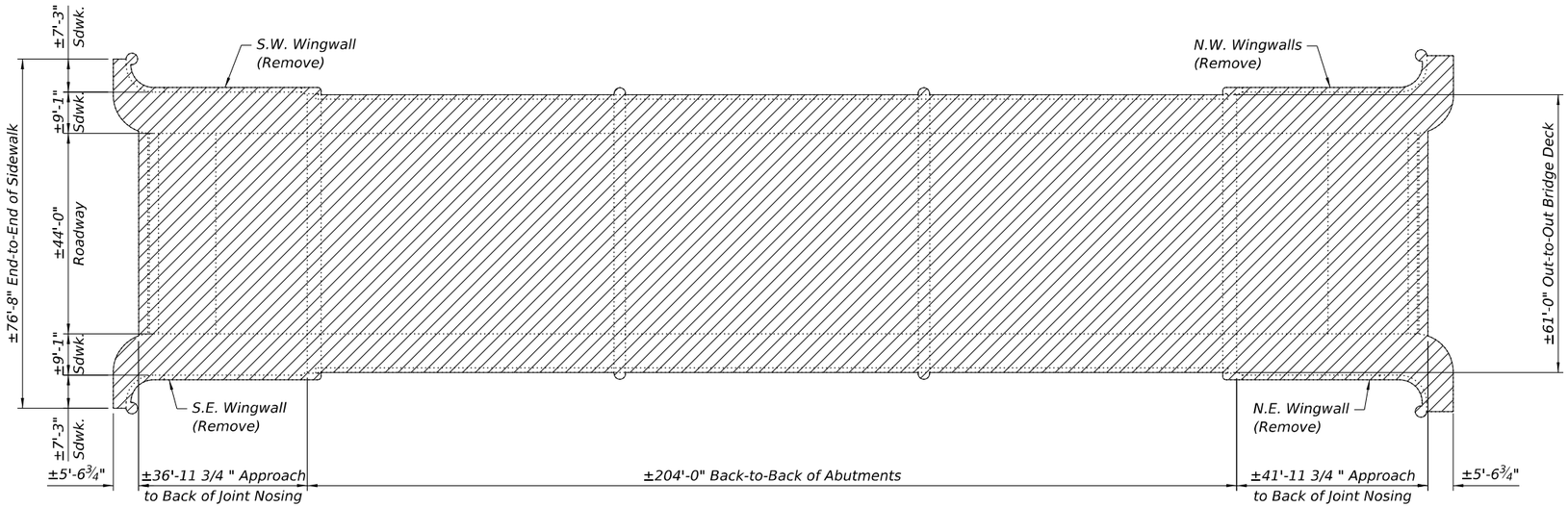
SCALE: NTS | SHEET NO. S-3 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	190
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

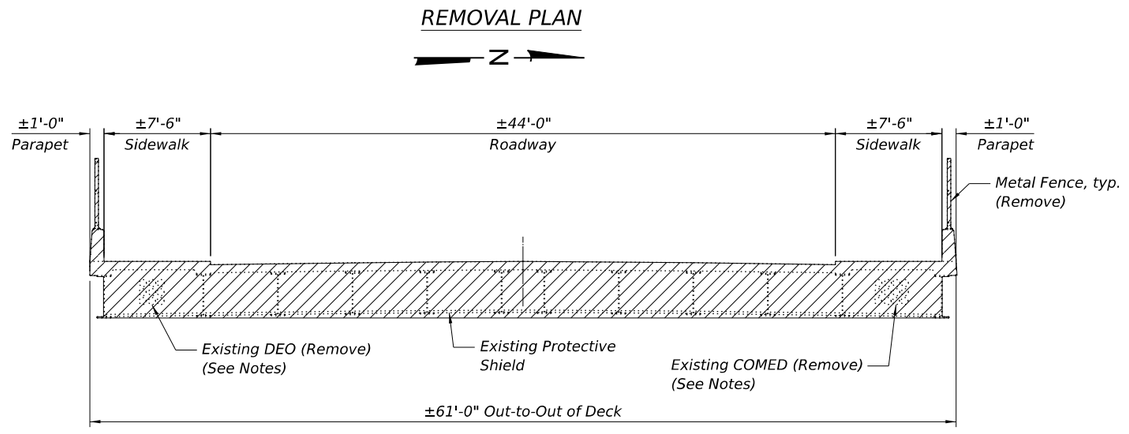


REMOVAL ELEVATION

(Looking West)



REMOVAL PLAN



CROSS SECTION REMOVAL

(Showing Bridge)
(Looking North)

LEGEND

Removal of Existing Structures

NOTES:

1. Before construction commences, all existing bridge attached utilities shall be removed as required by the Utility Owner. These utilites contain asbestos, see Special Provisions. ComEd owned conduits will not be included in Removal of Asbestos Cement Conduit.
2. Dimensions shown have been taken from historical design drawings and may not represent "as built" conditions. The Contractor must verify all dimensions in the field. Variation in the field dimensions shall not warrant additional compensation for Removal of Existing Structures.
3. Any damages to the CTA tracks by the Contractor during construction shall be Contractor's responsibility. Cost of any repair required due to these damages shall be paid by the Contractor.
4. The Contractor is responsible to protect the CTA tracks and I-290 during removal of the superstructure and substructure elements from falling objects and debris. Protective Shield shall be installed prior to demolition above the CTA tracks and I-290.
5. Existing utilities in conflict with new construction shall be abandoned or relocated according to directions given on the Roadway Plans.
6. For Bill of Material, see Sheet S-5.

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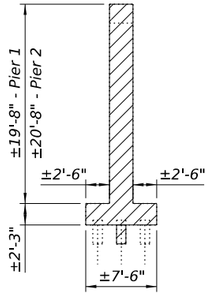
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

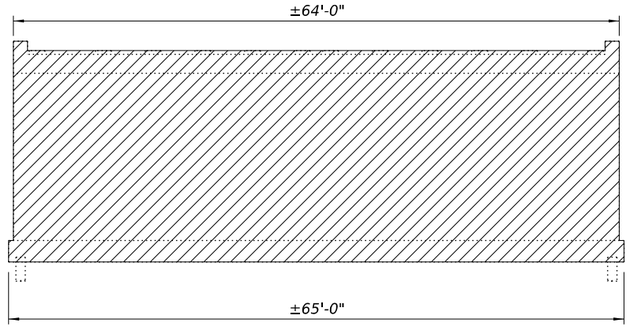
EXISTING STRUCTURE REMOVAL PLAN, ELEVATION, AND SECTION
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-4 OF S-50 SHEETS

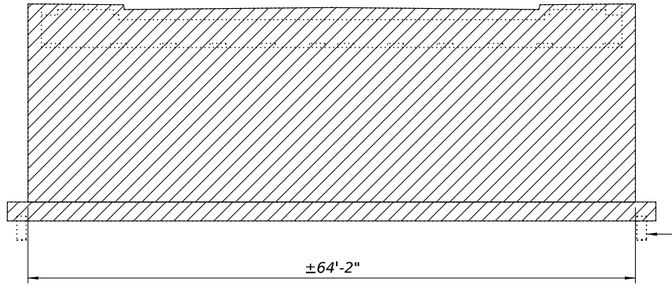
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		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



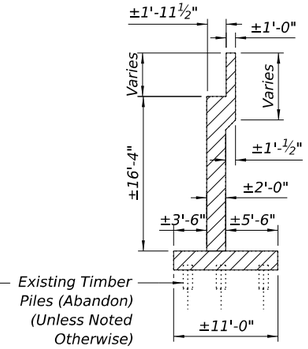
END ELEVATION - TYPICAL PIER



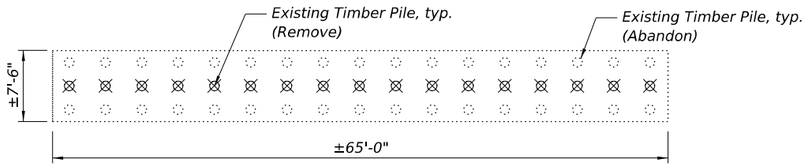
ELEVATION - TYPICAL PIER REMOVAL



ELEVATION - TYPICAL ABUTMENT REMOVAL

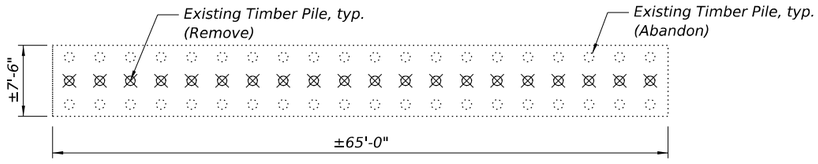


SECTION - TYPICAL ABUTMENT REMOVAL



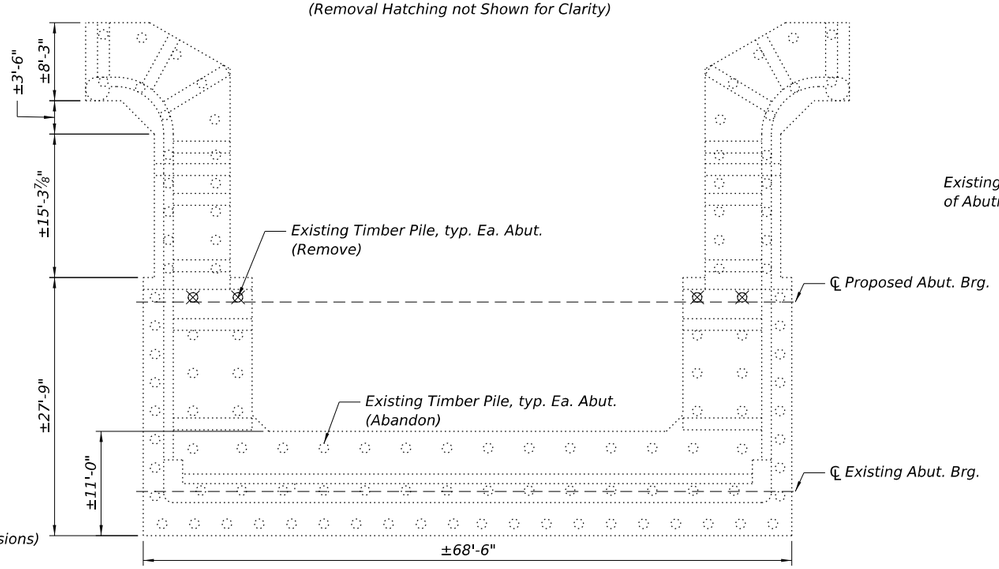
PLAN - PIER 1 REMOVAL

(Removal Hatching not Shown for Clarity)



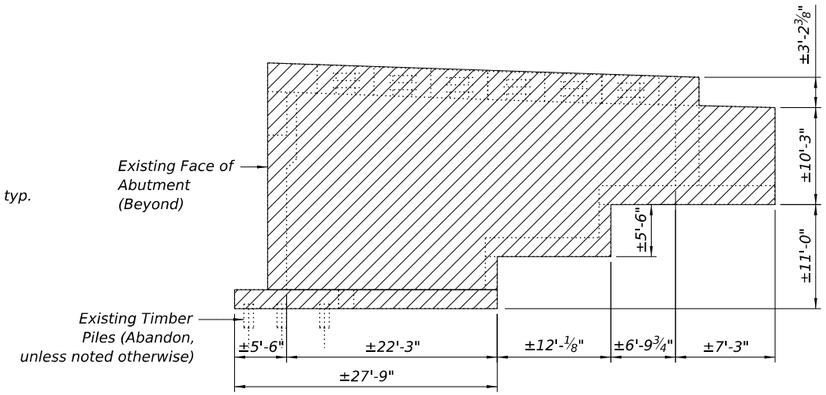
PLAN - PIER 2 REMOVAL

(Removal Hatching not Shown for Clarity)

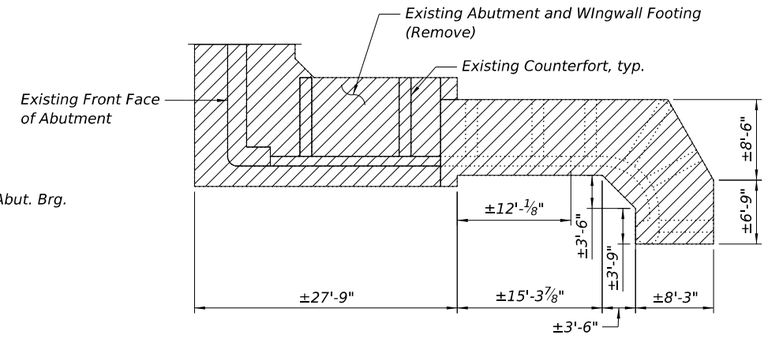


PLAN - ABUTMENT AND WINGWALL PILE REMOVAL

(North Abutment and Wingwalls shown, South Abutment and Wingwalls Similar)



UNFOLDED ELEVATION - TYPICAL WINGWALL REMOVAL



PLAN - TYPICAL WINGWALL REMOVAL

LEGEND

Pile Removal
(See Special Provisions)

Removal of Existing Structures

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Removal of Existing Structures	Each	1
Pile Removal	Each	45

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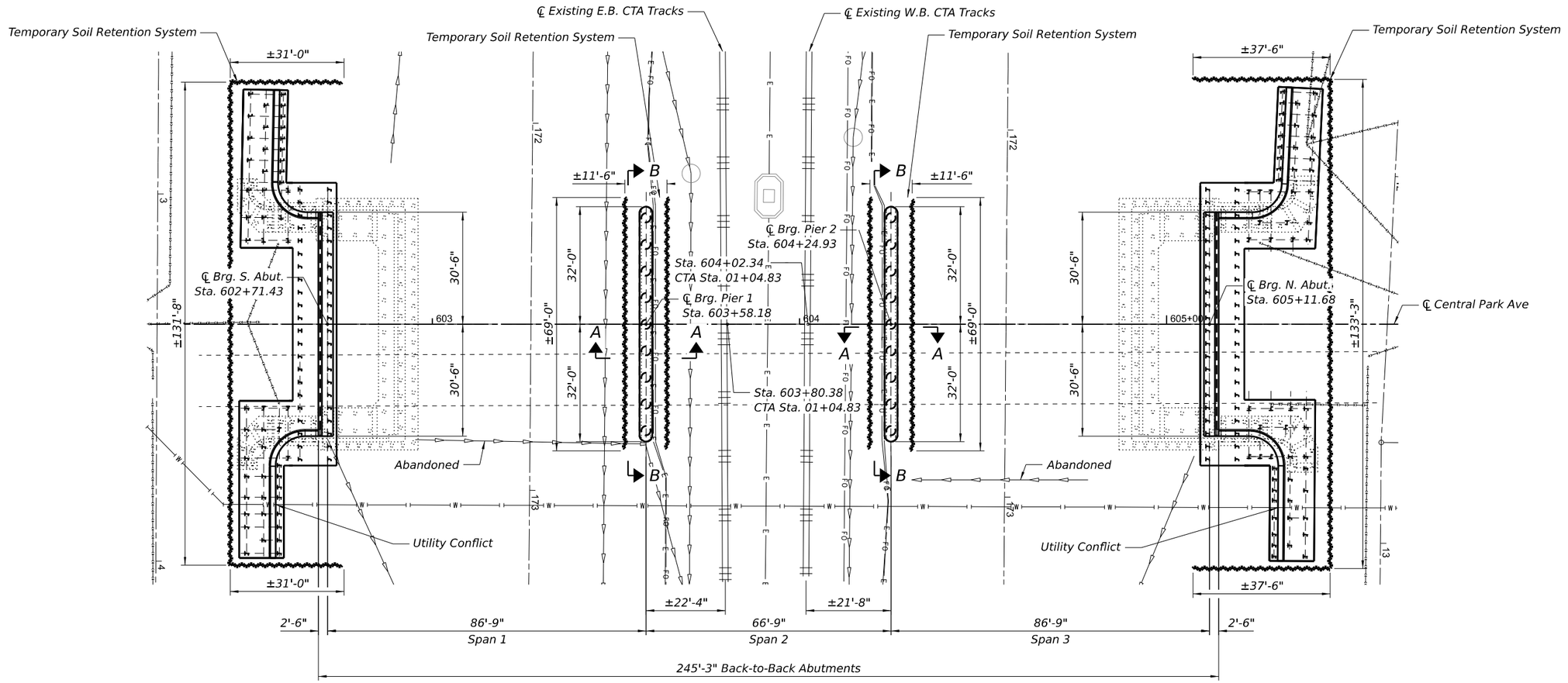
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE REMOVAL DETAILS
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-5 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	192
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	



UTILITY LEGEND

- W — *Existing Underground Water Line (CDWM)*
- *Existing Underground Combined Sewer (CDWM)*
- T — *Existing Underground Telephone (AT&T)*
- E — *Existing Electrical (DCOT-DEO, ComEd)*
- G — *Existing Underground Gas (Peoples Gas)*
- FO — *Existing Fiber Optic*
- *Existing Storm Sewer*

SUBSTRUCTURE LAYOUT AND TSRS PLAN

NOTES

1. The Contractor shall locate and ensure that all existing utilities interfering with the Temporary Soil Retention System and/or open cut excavation are protected and temporarily supported to minimize vertical and horizontal movement of the utilities. Cost is included with Temporary Soil Retention System.
2. Any damage to the existing utilities that may incur during construction operations shall be paid for at the expense of the Contractor.
3. Peak Particle Velocity (PPV) of TSRS construction near existing CTA facilities shall not exceed 1-ft/sec. or CTA approved PPV value.
4. For minimum horizontal clearances to the CTA, see Sheet S-3.

NOTES (CONT.)

6. For structure removal plan, elevation, sections, and details, see Sheets S-4 and S-5.
7. For Temporary Soil Retention System details, see Sheet S-7.
8. For North Abutment foundation details, see Sheet S-32.
9. For Northeast and Northwest Wingwall foundation details, see Sheet S-34.
10. For South Abutment foundation details, see Sheet S-37.
11. For Southeast and Southwest Wingwall foundation details, see Sheet S-39.
12. For Pier 1 foundation details, see Sheet S-42.
13. For Pier 2 foundation details, see Sheet S-43.

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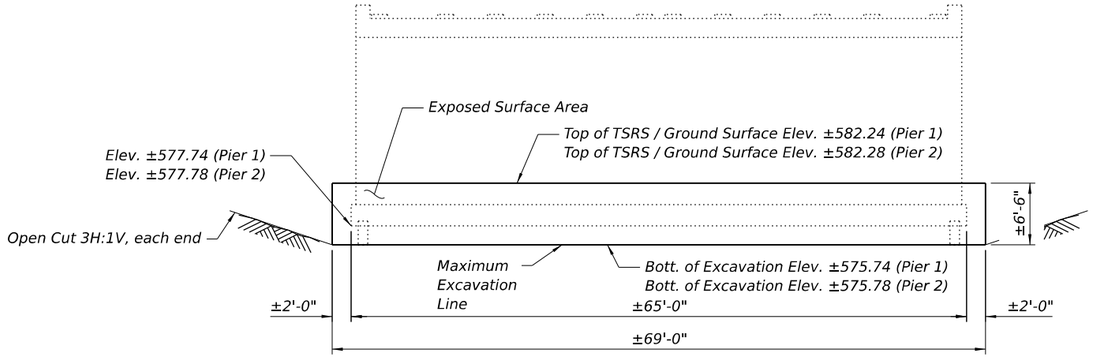
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE LAYOUT PLAN AND TSRS DETAILS
STRUCTURE NO. 016-2091

SCALE: NTS | SHEET NO. S-6 OF S-50 SHEETS

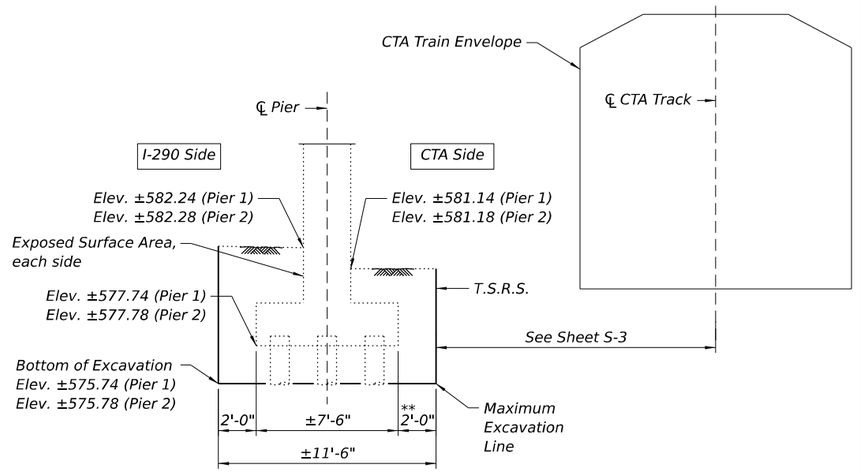
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		CONTRACT NO. 62K62		
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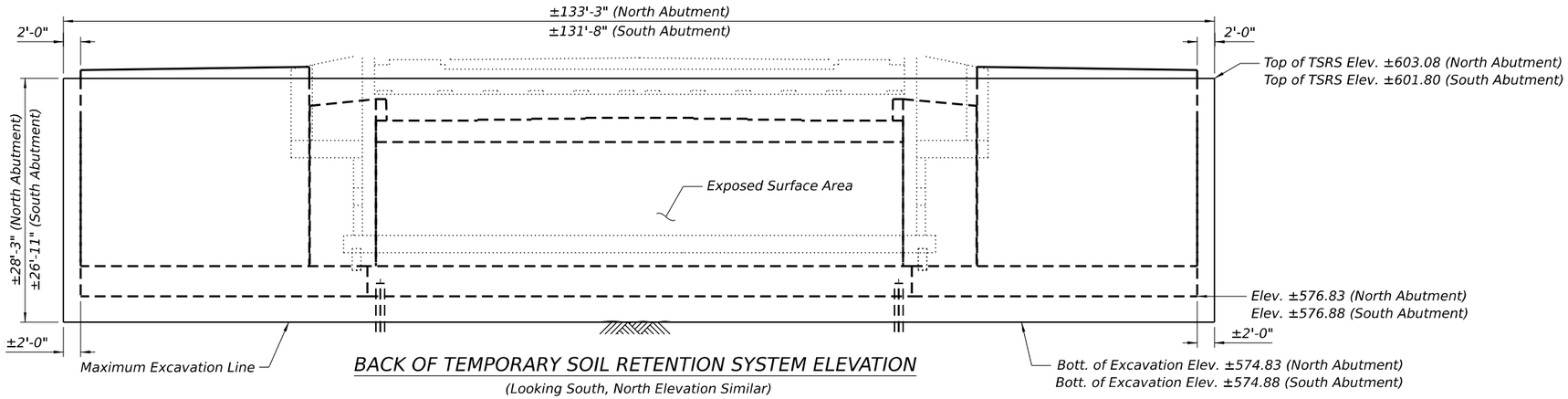
SECTION B-B

(Looking North, South Elevation Similar)



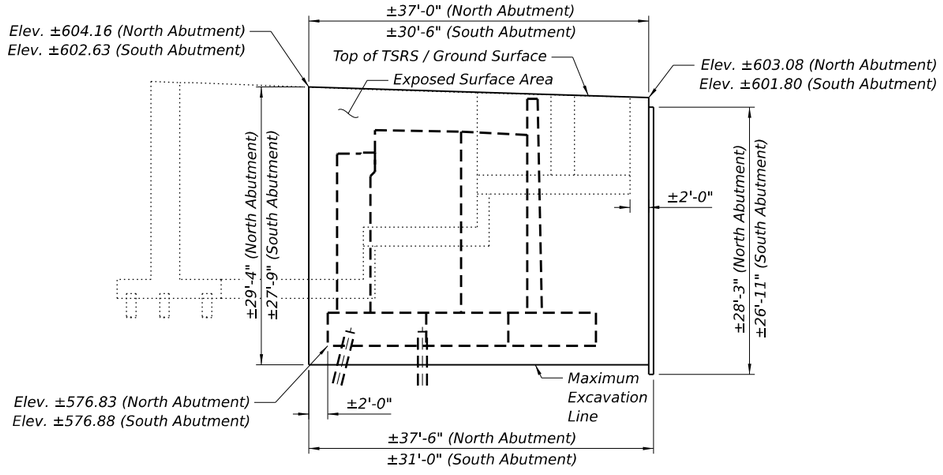
SECTION A-A

** Min. of 2'-0" or CTA R.O.W. Line



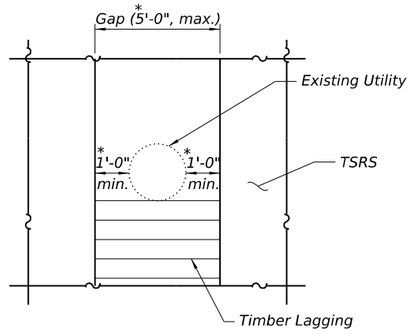
BACK OF TEMPORARY SOIL RETENTION SYSTEM ELEVATION

(Looking South, North Elevation Similar)



ABUTMENT AND WINGWALL TEMPORARY SOIL RETENTION SYSTEM ELEVATION

(Looking West, East Elevation Similar)



EXISTING UTILITY CONFLICT DETAIL

* Contractor shall confirm with Utility Owner for minimum clearances.

NOTES

1. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
2. For locations of section, see Sheet S-6.

TOTAL BILL OF MATERIAL

DESCRIPTION	UNIT	TOTAL
Temporary Soil Retention System	Sq Ft	12,380

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DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

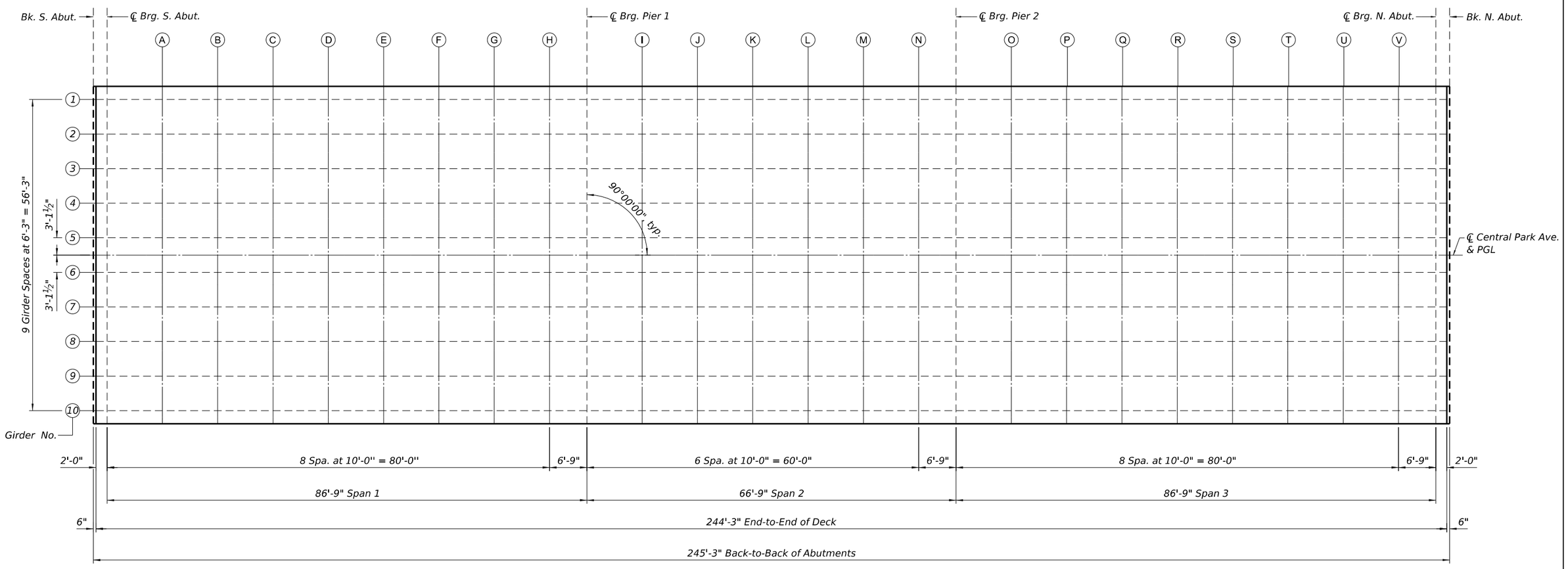
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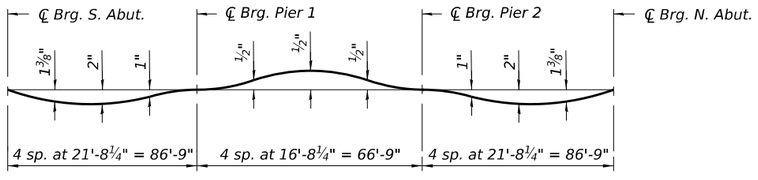
TEMPORARY SOIL RETENTION SYSTEM DETAILS
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-7 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	194
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



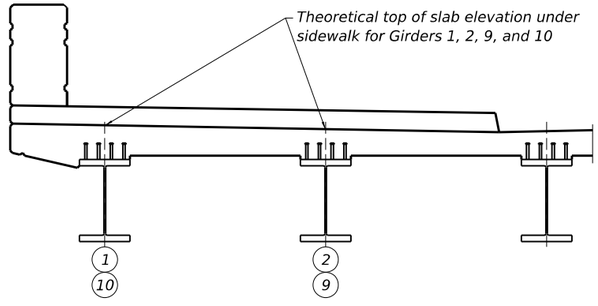
PLAN



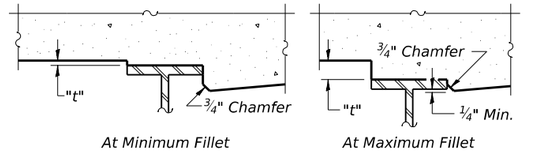
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-9 and S-10.



THEORETICAL TOP OF SLAB ELEVATION FOR GIRDERS UNDER SIDEWALK



At Minimum Fillet — At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-9 and S-10, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

FILE NAME: I:\lcsM-dbstepw21\ICS_pdf_work_dir\928\5302_5401622091-D162K62-S000-TOS Loc.dgn

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TOP OF DECK ELEVATION LOCATIONS
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-8 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	195
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Defelction
Bk. S. Abut.	602+68.93	- 28.13	601.12	601.12
CL Brg. S. Abut.	602+71.43	- 28.13	601.20	601.20
A	602+81.43	- 28.13	601.52	601.58
B	602+91.43	- 28.13	601.84	601.94
C	603+01.43	- 28.13	602.16	602.29
D	603+11.43	- 28.13	602.45	602.61
E	603+21.43	- 28.13	602.71	602.85
F	603+31.43	- 28.13	602.94	603.06
G	603+41.43	- 28.13	603.14	603.20
H	603+51.43	- 28.13	603.30	603.33
CL Brg. Pier 1	603+58.18	- 28.13	603.39	603.39
I	603+68.18	- 28.13	603.49	603.48
J	603+78.18	- 28.13	603.57	603.54
K	603+88.18	- 28.13	603.61	603.57
L	603+98.18	- 28.13	603.61	603.57
M	604+08.18	- 28.13	603.58	603.55
N	604+18.18	- 28.13	603.52	603.50
O	604+28.18	- 28.13	603.43	603.43
CL Brg. Pier 2	604+34.93	- 28.13	603.34	603.38
P	604+44.93	- 28.13	603.19	603.27
Q	604+54.93	- 28.13	603.01	603.13
R	604+64.93	- 28.13	602.79	602.94
S	604+74.93	- 28.13	602.54	602.70
T	604+84.93	- 28.13	602.25	602.40
U	604+94.93	- 28.13	601.93	602.03
V	605+04.93	- 28.13	601.58	601.64
CL Brg. N. Abut.	605+11.68	- 28.13	601.35	601.35
Bk. N. Abut.	605+14.18	- 28.13	601.26	601.26

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Defelction
Bk. S. Abut.	602+68.93	- 21.88	601.07	601.07
CL Brg. S. Abut.	602+71.43	- 21.88	601.15	601.15
A	602+81.43	- 21.88	601.47	601.53
B	602+91.43	- 21.88	601.79	601.89
C	603+01.43	- 21.88	602.10	602.24
D	603+11.43	- 21.88	602.40	602.56
E	603+21.43	- 21.88	602.66	602.80
F	603+31.43	- 21.88	602.89	603.00
G	603+41.43	- 21.88	603.08	603.15
H	603+51.43	- 21.88	603.25	603.28
CL Brg. Pier 1	603+58.18	- 21.88	603.34	603.34
I	603+68.18	- 21.88	603.44	603.42
J	603+78.18	- 21.88	603.51	603.49
K	603+88.18	- 21.88	603.55	603.52
L	603+98.18	- 21.88	603.56	603.52
M	604+08.18	- 21.88	603.53	603.50
N	604+18.18	- 21.88	603.47	603.44
O	604+28.18	- 21.88	603.37	603.37
CL Brg. Pier 2	604+34.93	- 21.88	603.29	603.33
P	604+44.93	- 21.88	603.14	603.22
Q	604+54.93	- 21.88	602.95	603.07
R	604+64.93	- 21.88	602.74	602.88
S	604+74.93	- 21.88	602.48	602.64
T	604+84.93	- 21.88	602.20	602.35
U	604+94.93	- 21.88	601.88	601.98
V	605+04.93	- 21.88	601.53	601.58
CL Brg. N. Abut.	605+11.68	- 21.88	601.29	601.29
Bk. N. Abut.	605+14.18	- 21.88	601.20	601.20

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Defelction
Bk. S. Abut.	602+68.93	- 15.63	601.11	601.11
CL Brg. S. Abut.	602+71.43	- 15.63	601.19	601.19
A	602+81.43	- 15.63	601.51	601.57
B	602+91.43	- 15.63	601.82	601.93
C	603+01.43	- 15.63	602.14	602.28
D	603+11.43	- 15.63	602.44	602.59
E	603+21.43	- 15.63	602.70	602.84
F	603+31.43	- 15.63	602.93	603.04
G	603+41.43	- 15.63	603.12	603.19
H	603+51.43	- 15.63	603.28	603.31
CL Brg. Pier 1	603+58.18	- 15.63	603.37	603.37
I	603+68.18	- 15.63	603.48	603.46
J	603+78.18	- 15.63	603.55	603.52
K	603+88.18	- 15.63	603.59	603.55
L	603+98.18	- 15.63	603.60	603.56
M	604+08.18	- 15.63	603.57	603.53
N	604+18.18	- 15.63	603.51	603.48
O	604+28.18	- 15.63	603.41	603.41
CL Brg. Pier 2	604+34.93	- 15.63	603.33	603.37
P	604+44.93	- 15.63	603.18	603.26
Q	604+54.93	- 15.63	602.99	603.11
R	604+64.93	- 15.63	602.77	602.92
S	604+74.93	- 15.63	602.52	602.68
T	604+84.93	- 15.63	602.24	602.39
U	604+94.93	- 15.63	601.92	602.01
V	605+04.93	- 15.63	601.57	601.62
CL Brg. N. Abut.	605+11.68	- 15.63	601.33	601.33
Bk. N. Abut.	605+14.18	- 15.63	601.24	601.24

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Defelction
Bk. S. Abut.	602+68.93	- 9.38	601.20	601.20
CL Brg. S. Abut.	602+71.43	- 9.38	601.28	601.28
A	602+81.43	- 9.38	601.60	601.66
B	602+91.43	- 9.38	601.92	602.02
C	603+01.43	- 9.38	602.23	602.37
D	603+11.43	- 9.38	602.53	602.69
E	603+21.43	- 9.38	602.79	602.93
F	603+31.43	- 9.38	603.02	603.13
G	603+41.43	- 9.38	603.22	603.28
H	603+51.43	- 9.38	603.38	603.41
CL Brg. Pier 1	603+58.18	- 9.38	603.47	603.47
I	603+68.18	- 9.38	603.57	603.56
J	603+78.18	- 9.38	603.65	603.62
K	603+88.18	- 9.38	603.68	603.65
L	603+98.18	- 9.38	603.69	603.65
M	604+08.18	- 9.38	603.66	603.63
N	604+18.18	- 9.38	603.60	603.58
O	604+28.18	- 9.38	603.50	603.51
CL Brg. Pier 2	604+34.93	- 9.38	603.42	603.46
P	604+44.93	- 9.38	603.27	603.35
Q	604+54.93	- 9.38	603.09	603.21
R	604+64.93	- 9.38	602.87	603.02
S	604+74.93	- 9.38	602.62	602.78
T	604+84.93	- 9.38	602.33	602.48
U	604+94.93	- 9.38	602.01	602.11
V	605+04.93	- 9.38	601.66	601.71
CL Brg. N. Abut.	605+11.68	- 9.38	601.42	601.42
Bk. N. Abut.	605+14.18	- 9.38	601.34	601.34

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Defelction
Bk. S. Abut.	602+68.93	- 3.13	601.30	601.30
CL Brg. S. Abut.	602+71.43	- 3.13	601.37	601.37
A	602+81.43	- 3.13	601.69	601.75
B	602+91.43	- 3.13	602.01	602.12
C	603+01.43	- 3.13	602.33	602.47
D	603+11.43	- 3.13	602.62	602.78
E	603+21.43	- 3.13	602.89	603.02
F	603+31.43	- 3.13	603.11	603.23
G	603+41.43	- 3.13	603.31	603.37
H	603+51.43	- 3.13	603.47	603.50
CL Brg. Pier 1	603+58.18	- 3.13	603.56	603.56
I	603+68.18	- 3.13	603.67	603.65
J	603+78.18	- 3.13	603.74	603.71
K	603+88.18	- 3.13	603.78	603.74
L	603+98.18	- 3.13	603.78	603.75
M	604+08.18	- 3.13	603.76	603.72
N	604+18.18	- 3.13	603.69	603.67
O	604+28.18	- 3.13	603.60	603.60
CL Brg. Pier 2	604+34.93	- 3.13	603.52	603.56
P	604+44.93	- 3.13	603.36	603.45
Q	604+54.93	- 3.13	603.18	603.30
R	604+64.93	- 3.13	602.96	603.11
S	604+74.93	- 3.13	602.71	602.87
T	604+84.93	- 3.13	602.43	602.58
U	604+94.93	- 3.13	602.11	602.20
V	605+04.93	- 3.13	601.76	601.81
CL Brg. N. Abut.	605+11.68	- 3.13	601.52	601.52
Bk. N. Abut.	605+14.18	- 3.13	601.43	601.43

℄ CENTRAL PARK AVE. & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Defelction
Bk. S. Abut.	602+68.93	0.00	601.34	601.34
CL Brg. S. Abut.	602+71.43	0.00	601.42	601.42
A	602+81.43	0.00	601.74	601.80
B	602+91.43	0.00	602.06	602.16
C	603+01.43	0.00	602.37	602.51
D	603+11.43	0.00	602.67	602.83
E	603+21.43	0.00	602.93	603.07
F	603+31.43	0.00	603.16	603.28
G	603+41.43	0.00	603.36	603.42
H	603+51.43	0.00	603.52	603.55
CL Brg. Pier 1	603+58.18	0.00	603.61	603.61
I	603+68.18	0.00	603.71	603.70
J	603+78.18	0.00	603.79	603.76
K	603+88.18	0.00	603.82	603.79
L	603+98.18	0.00	603.83	603.79
M	604+08.18	0.00	603.80	603.77
N	604+18.18	0.00	603.74	603.72
O	604+28.18	0.00	603.65	603.65
CL Brg. Pier 2	604+34.93	0.00	603.56	603.60
P	604+44.93	0.00	603.41	603.49
Q	604+54.93	0.00	603.23	603.35
R	604+64.93	0.00	603.01	603.16
S	604+74.93	0.00	602.76	602.92
T	604+84.93	0.00	602.47	602.62
U	604+94.93	0.00	602.15	602.25
V	605+04.93	0.00	601.80	601.85
CL Brg. N. Abut.	605+11.68	0.00	601.56	601.56
Bk. N. Abut.	605+14.18	0.00	601.48	601.48

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS (1 OF 2)
STRUCTURE NO. 016-2091

SCALE: NTS | SHEET NO. S-9 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	196
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Defelction
Bk. S. Abut.	602+68.93	+ 3.13	601.30	601.30
CL Brg. S. Abut.	602+71.43	+ 3.13	601.37	601.37
A	602+81.43	+ 3.13	601.69	601.75
B	602+91.43	+ 3.13	602.01	602.12
C	603+01.43	+ 3.13	602.33	602.47
D	603+11.43	+ 3.13	602.62	602.78
E	603+21.43	+ 3.13	602.89	603.02
F	603+31.43	+ 3.13	603.11	603.23
G	603+41.43	+ 3.13	603.31	603.37
H	603+51.43	+ 3.13	603.47	603.50
CL Brg. Pier 1	603+58.18	+ 3.13	603.56	603.56
I	603+68.18	+ 3.13	603.67	603.65
J	603+78.18	+ 3.13	603.74	603.71
K	603+88.18	+ 3.13	603.78	603.74
L	603+98.18	+ 3.13	603.78	603.75
M	604+08.18	+ 3.13	603.76	603.72
N	604+18.18	+ 3.13	603.69	603.67
O	604+28.18	+ 3.13	603.60	603.60
CL Brg. Pier 2	604+34.93	+ 3.13	603.52	603.56
P	604+44.93	+ 3.13	603.36	603.45
Q	604+54.93	+ 3.13	603.18	603.30
R	604+64.93	+ 3.13	602.96	603.11
S	604+74.93	+ 3.13	602.71	602.87
T	604+84.93	+ 3.13	602.43	602.58
U	604+94.93	+ 3.13	602.11	602.20
V	605+04.93	+ 3.13	601.76	601.81
CL Brg. N. Abut.	605+11.68	+ 3.13	601.52	601.52
Bk. N. Abut.	605+14.18	+ 3.13	601.43	601.43

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Defelction
Bk. S. Abut.	602+68.93	+ 9.38	601.20	601.20
CL Brg. S. Abut.	602+71.43	+ 9.38	601.28	601.28
A	602+81.43	+ 9.38	601.60	601.66
B	602+91.43	+ 9.38	601.92	602.02
C	603+01.43	+ 9.38	602.23	602.37
D	603+11.43	+ 9.38	602.53	602.69
E	603+21.43	+ 9.38	602.79	602.93
F	603+31.43	+ 9.38	603.02	603.13
G	603+41.43	+ 9.38	603.22	603.28
H	603+51.43	+ 9.38	603.38	603.41
CL Brg. Pier 1	603+58.18	+ 9.38	603.47	603.47
I	603+68.18	+ 9.38	603.57	603.56
J	603+78.18	+ 9.38	603.65	603.62
K	603+88.18	+ 9.38	603.68	603.65
L	603+98.18	+ 9.38	603.69	603.65
M	604+08.18	+ 9.38	603.66	603.63
N	604+18.18	+ 9.38	603.60	603.58
O	604+28.18	+ 9.38	603.50	603.51
CL Brg. Pier 2	604+34.93	+ 9.38	603.42	603.46
P	604+44.93	+ 9.38	603.27	603.35
Q	604+54.93	+ 9.38	603.09	603.21
R	604+64.93	+ 9.38	602.87	603.02
S	604+74.93	+ 9.38	602.62	602.78
T	604+84.93	+ 9.38	602.33	602.48
U	604+94.93	+ 9.38	602.01	602.11
V	605+04.93	+ 9.38	601.66	601.71
CL Brg. N. Abut.	605+11.68	+ 9.38	601.42	601.42
Bk. N. Abut.	605+14.18	+ 9.38	601.34	601.34

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Defelction
Bk. S. Abut.	602+68.93	+ 15.63	601.11	601.11
CL Brg. S. Abut.	602+71.43	+ 15.63	601.19	601.19
A	602+81.43	+ 15.63	601.51	601.57
B	602+91.43	+ 15.63	601.82	601.93
C	603+01.43	+ 15.63	602.14	602.28
D	603+11.43	+ 15.63	602.44	602.59
E	603+21.43	+ 15.63	602.70	602.84
F	603+31.43	+ 15.63	602.93	603.04
G	603+41.43	+ 15.63	603.12	603.19
H	603+51.43	+ 15.63	603.28	603.31
CL Brg. Pier 1	603+58.18	+ 15.63	603.37	603.37
I	603+68.18	+ 15.63	603.48	603.46
J	603+78.18	+ 15.63	603.55	603.52
K	603+88.18	+ 15.63	603.59	603.55
L	603+98.18	+ 15.63	603.60	603.56
M	604+08.18	+ 15.63	603.57	603.53
N	604+18.18	+ 15.63	603.51	603.48
O	604+28.18	+ 15.63	603.41	603.41
CL Brg. Pier 2	604+34.93	+ 15.63	603.33	603.37
P	604+44.93	+ 15.63	603.18	603.26
Q	604+54.93	+ 15.63	602.99	603.11
R	604+64.93	+ 15.63	602.77	602.92
S	604+74.93	+ 15.63	602.52	602.68
T	604+84.93	+ 15.63	602.24	602.39
U	604+94.93	+ 15.63	601.92	602.01
V	605+04.93	+ 15.63	601.57	601.62
CL Brg. N. Abut.	605+11.68	+ 15.63	601.33	601.33
Bk. N. Abut.	605+14.18	+ 15.63	601.24	601.24

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Defelction
Bk. S. Abut.	602+68.93	+ 21.88	601.07	601.07
CL Brg. S. Abut.	602+71.43	+ 21.88	601.15	601.15
A	602+81.43	+ 21.88	601.47	601.53
B	602+91.43	+ 21.88	601.79	601.89
C	603+01.43	+ 21.88	602.10	602.24
D	603+11.43	+ 21.88	602.40	602.56
E	603+21.43	+ 21.88	602.66	602.80
F	603+31.43	+ 21.88	602.89	603.00
G	603+41.43	+ 21.88	603.08	603.15
H	603+51.43	+ 21.88	603.25	603.28
CL Brg. Pier 1	603+58.18	+ 21.88	603.34	603.34
I	603+68.18	+ 21.88	603.44	603.42
J	603+78.18	+ 21.88	603.51	603.49
K	603+88.18	+ 21.88	603.55	603.52
L	603+98.18	+ 21.88	603.56	603.52
M	604+08.18	+ 21.88	603.53	603.50
N	604+18.18	+ 21.88	603.47	603.44
O	604+28.18	+ 21.88	603.37	603.37
CL Brg. Pier 2	604+34.93	+ 21.88	603.29	603.33
P	604+44.93	+ 21.88	603.14	603.22
Q	604+54.93	+ 21.88	602.95	603.07
R	604+64.93	+ 21.88	602.74	602.88
S	604+74.93	+ 21.88	602.48	602.64
T	604+84.93	+ 21.88	602.20	602.35
U	604+94.93	+ 21.88	601.88	601.98
V	605+04.93	+ 21.88	601.53	601.58
CL Brg. N. Abut.	605+11.68	+ 21.88	601.29	601.29
Bk. N. Abut.	605+14.18	+ 21.88	601.20	601.20

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Defelction
Bk. S. Abut.	602+68.93	+ 28.13	601.12	601.12
CL Brg. S. Abut.	602+71.43	+ 28.13	601.20	601.20
A	602+81.43	+ 28.13	601.52	601.58
B	602+91.43	+ 28.13	601.84	601.94
C	603+01.43	+ 28.13	602.16	602.29
D	603+11.43	+ 28.13	602.45	602.61
E	603+21.43	+ 28.13	602.71	602.85
F	603+31.43	+ 28.13	602.94	603.06
G	603+41.43	+ 28.13	603.14	603.20
H	603+51.43	+ 28.13	603.30	603.33
CL Brg. Pier 1	603+58.18	+ 28.13	603.39	603.39
I	603+68.18	+ 28.13	603.49	603.48
J	603+78.18	+ 28.13	603.57	603.54
K	603+88.18	+ 28.13	603.61	603.57
L	603+98.18	+ 28.13	603.61	603.57
M	604+08.18	+ 28.13	603.58	603.55
N	604+18.18	+ 28.13	603.52	603.50
O	604+28.18	+ 28.13	603.43	603.43
CL Brg. Pier 2	604+34.93	+ 28.13	603.34	603.38
P	604+44.93	+ 28.13	603.19	603.27
Q	604+54.93	+ 28.13	603.01	603.13
R	604+64.93	+ 28.13	602.79	602.94
S	604+74.93	+ 28.13	602.54	602.70
T	604+84.93	+ 28.13	602.25	602.40
U	604+94.93	+ 28.13	601.93	602.03
V	605+04.93	+ 28.13	601.58	601.64
CL Brg. N. Abut.	605+11.68	+ 28.13	601.35	601.35
Bk. N. Abut.	605+14.18	+ 28.13	601.26	601.26

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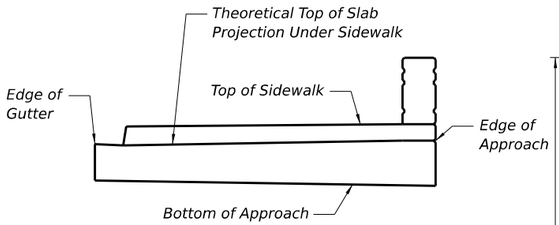
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

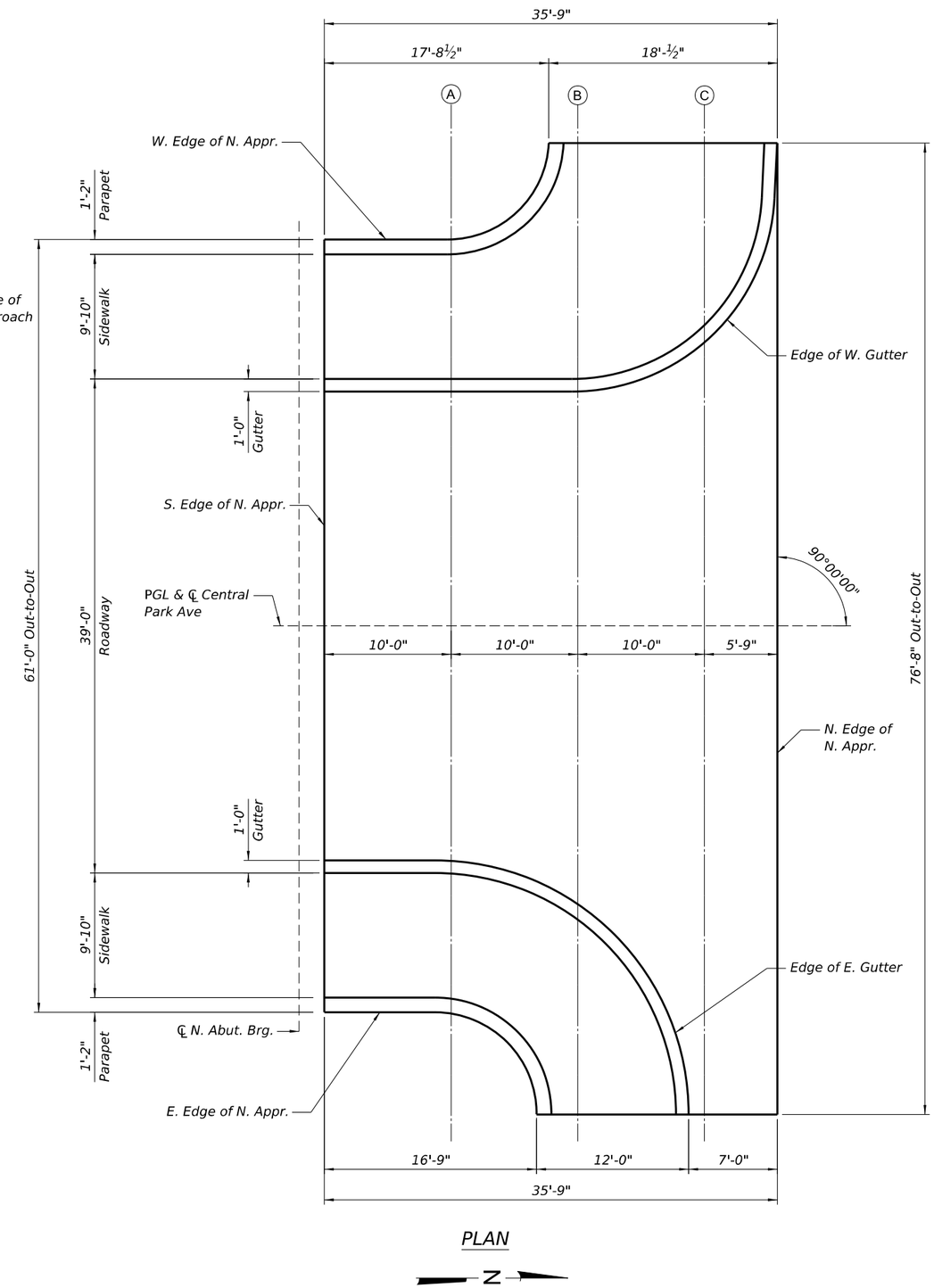
TOP OF DECK ELEVATIONS (2 OF 2)
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-10 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	197
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



THEORETICAL LOCATION OF ELEVATION UNDER SIDEWALK



PLAN

N

WEST EDGE OF NORTH APPROACH

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of N. Appr.	605+13.68	- 30.50	601.11
A	605+23.68	- 30.50	600.89
B	605+33.68	- 38.11	600.57
C	605+43.68	- 38.11	600.26
N. Edge of N. Appr.	605+49.43	- 38.11	600.10

EDGE OF WEST GUTTER

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of N. Appr.	605+13.68	- 18.50	601.09
A	605+23.68	- 18.50	600.87
B	605+33.68	- 18.50	600.55
C	605+43.68	- 22.39	600.24
N. Edge of N. Appr.	605+49.43	- 38.11	600.08

PGL AND ℄ CENTRAL PARK AVENUE

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of N. Appr.	605+13.68	0.00	601.49
A	605+23.68	0.00	601.15
B	605+33.68	0.00	600.83
C	605+43.68	0.00	600.54
N. Edge of N. Appr.	605+49.43	0.00	600.39

EDGE OF EAST GUTTER

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of N. Appr.	605+13.68	+ 18.50	601.07
A	605+23.68	+ 18.50	600.73
B	605+33.68	+ 21.97	600.36
C	605+43.68	+ 38.56	599.91
N. Edge of N. Appr.	605+49.43	+ 38.56	599.79

EAST EDGE OF NORTH APPROACH

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of N. Appr.	605+13.68	+ 30.50	601.09
A	605+23.68	+ 30.50	600.75
B	605+33.68	+ 38.56	600.38
C	605+43.68	+ 38.56	599.93
N. Edge of N. Appr.	605+49.43	+ 38.56	599.81

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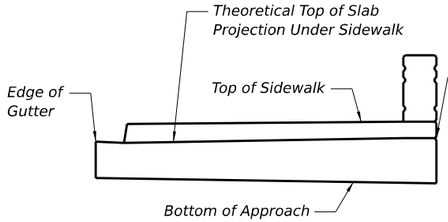
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

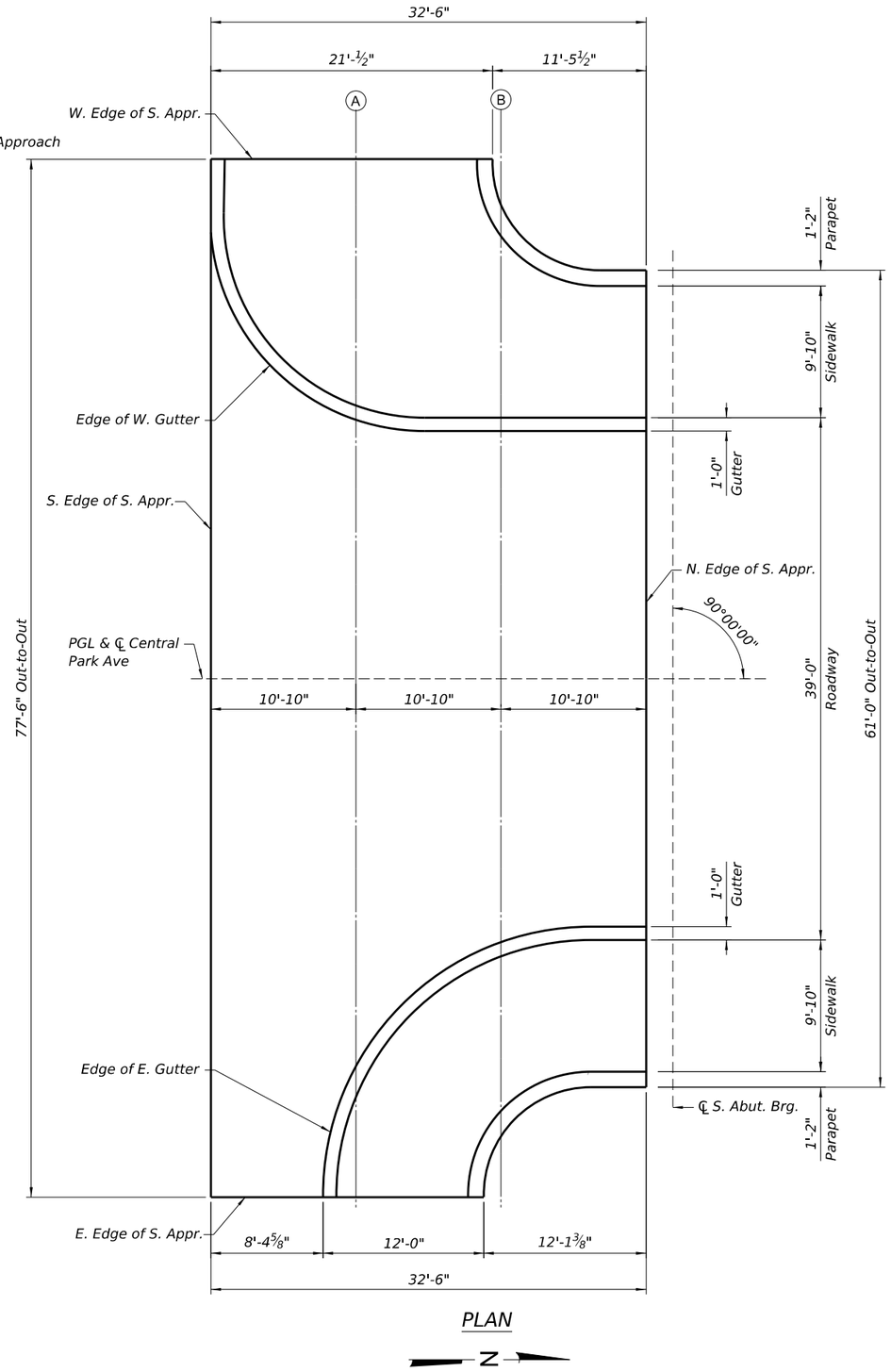
TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-11 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	198
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	



THEORETICAL LOCATION OF ELEVATION UNDER SIDEWALK



PLAN

N

WEST EDGE OF SOUTH APPROACH

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of N. Appr.	602+36.93	- 38.80	600.17
A	602+47.76	- 38.80	600.50
B	602+58.60	- 34.39	600.79
N. Edge of N. Appr.	602+69.43	- 30.50	601.11

EDGE OF WEST GUTTER

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of N. Appr.	602+36.93	- 38.80	600.15
A	602+47.76	- 38.80	600.48
B	602+58.60	- 34.39	600.77
N. Edge of N. Appr.	602+69.43	- 30.50	601.09

PGL AND ℄ CENTRAL PARK AVENUE

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of N. Appr.	602+36.93	0.00	600.52
A	602+47.76	0.00	600.77
B	602+58.60	0.00	601.05
N. Edge of N. Appr.	602+69.43	0.00	601.36

EDGE OF EAST GUTTER

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of N. Appr.	602+36.93	+ 38.69	600.00
A	602+47.76	+ 28.90	600.27
B	602+58.60	+ 19.66	600.61
N. Edge of N. Appr.	602+69.43	+ 18.50	600.94

EAST EDGE OF SOUTH APPROACH

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of N. Appr.	602+36.93	+ 38.69	600.02
A	602+47.76	+ 38.69	600.29
B	602+58.60	+ 34.15	600.63
N. Edge of N. Appr.	602+69.43	+ 30.50	600.96

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123 N. Wacker Drive, Suite 2000
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312.857.1606

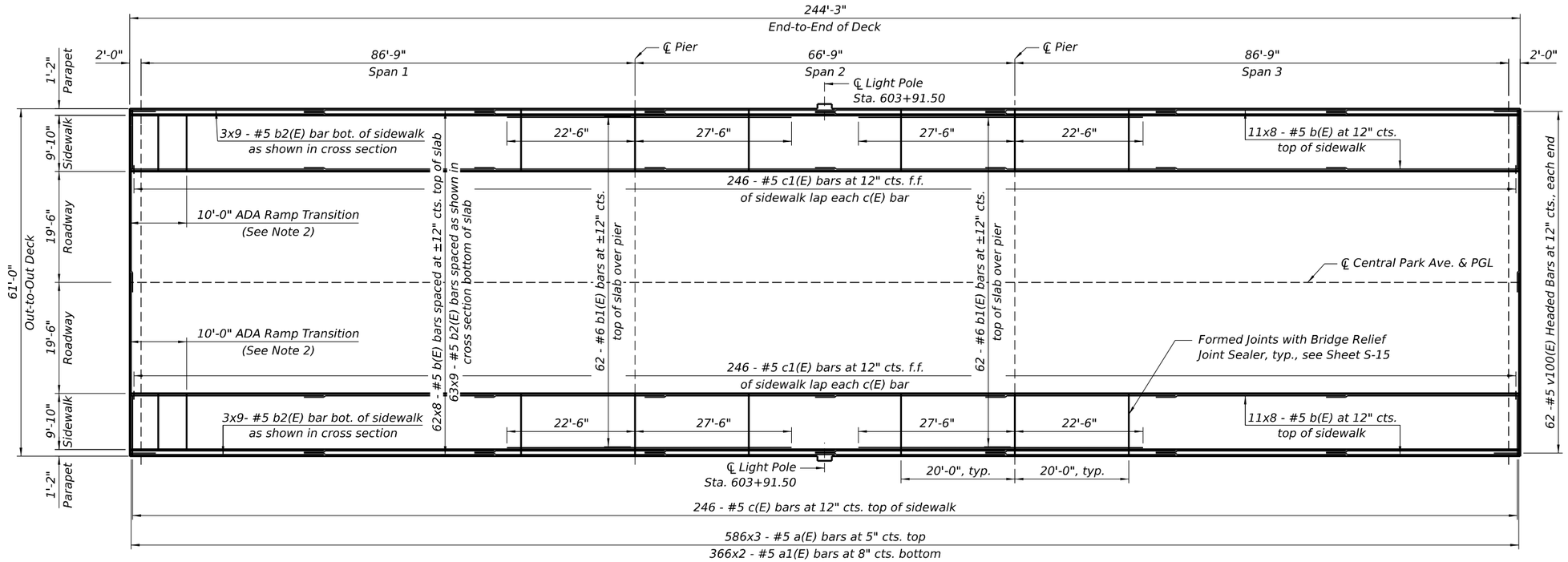
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-2091

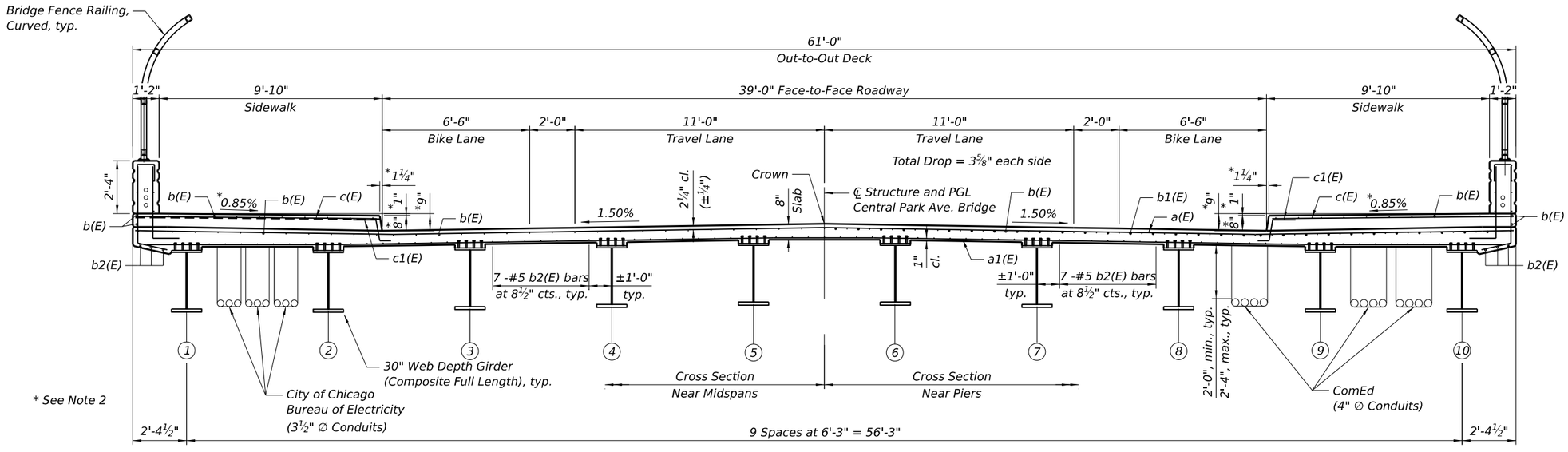
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	199
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			



PLAN VIEW

N



CROSS SECTION
(Looking North)

NOTES

1. Bars noted thus 3x2 - #5 indicates 3 lines of bars with 2 bars per line.
2. Sidewalk dimensions and slopes shown in Cross Section are typical except at locations indicated in the Plan View where the dimensions vary for ADA Ramp transitions. At these locations, bend reinforcement as required by slope change while maintaining a 1¾" top clear cover.
3. For ADA Ramp slopes, see Roadway Sheets.
4. For light pole bump out details, see Sheet S-14.
5. For Section Thru Parapet and Bill of Materials, see Sheet S-15
6. For Parapet Elevations, see Sheet S-16.
7. For utility connections details, see Utility sheets and Sheet S-48.

DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

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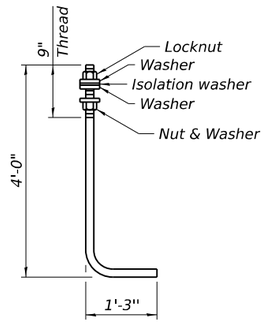
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN AND CROSS SECTION
STRUCTURE NO. 016-2091

SCALE: NTS | SHEET NO. S-13 OF S-50 SHEETS

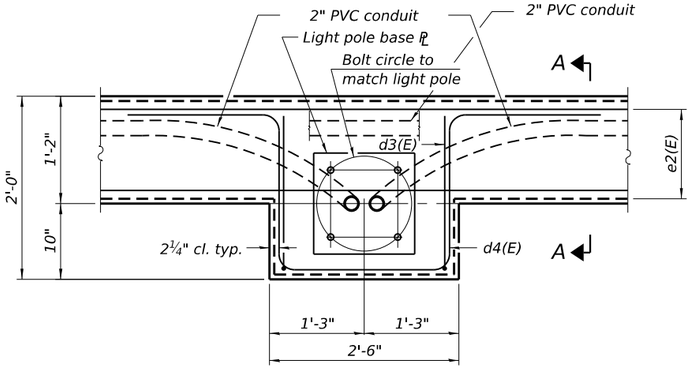
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		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

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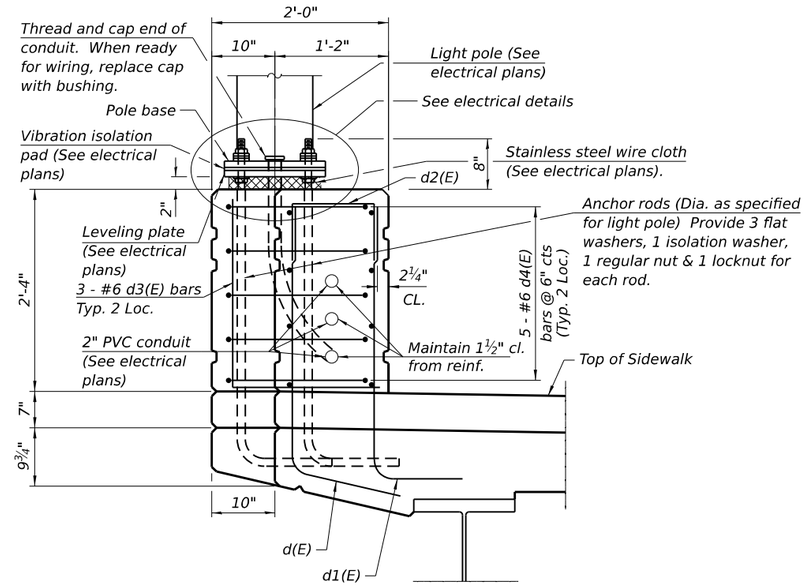
ANCHOR ROD

Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized.



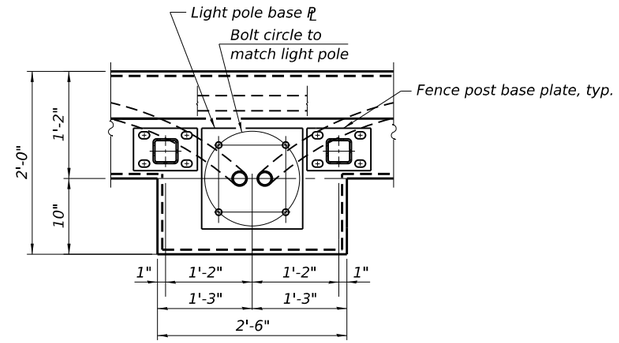
PLAN AT LIGHTPOLE BUMPOUT

Note:
Cost of anchor rods is included with Concrete Superstructure.

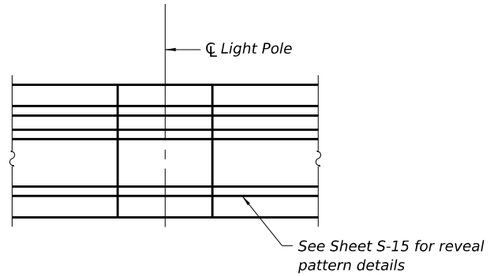


SECTION A-A

(For conduit layout, see Sheets S-13 and S-15.)



FENCE DETAIL AT LIGHTPOLE BUMPOUT



CHICAGO PARAPET ELEVATION - REVEAL PATTERN DETAILS AT LIGHTPOLE

(Outside Elevation Shown, Inside Elevation Similar)

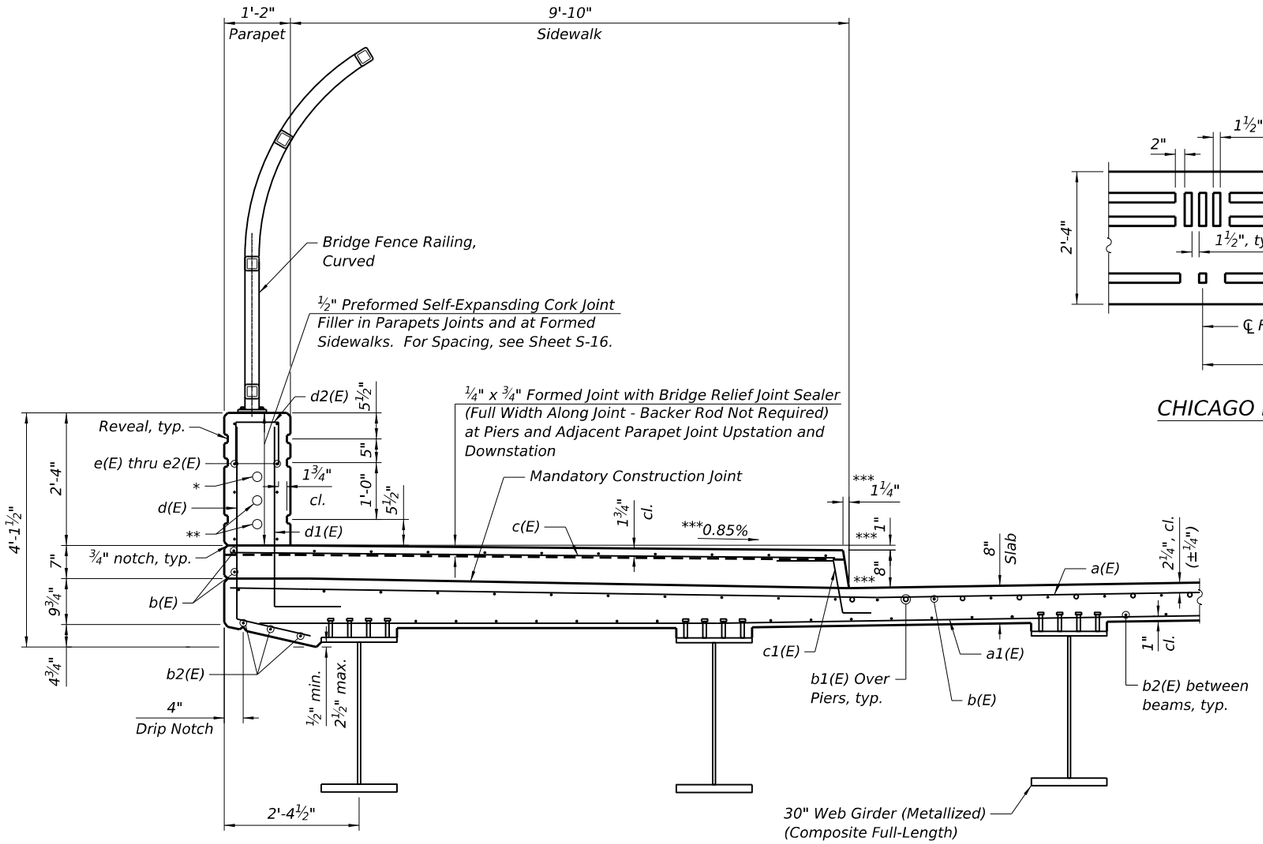
NOTES:

1. For parapet details, see Sheet S-16.
2. For light pole location, bolt circle, and quantity of embedded PVC conduits, see Electrical plans.

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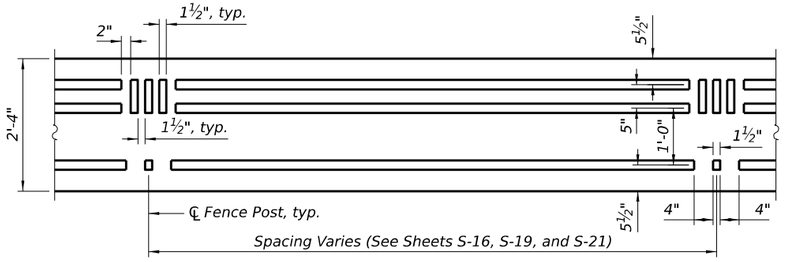
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	201
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

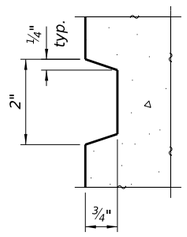


SECTION THRU SIDEWALK AND PARAPET

(Deck Attached Utilities not Shown)



CHICAGO PARAPET ELEVATION - REVEAL PATTERN DETAILS



REVEAL DETAIL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1,758	#5	22'-10"	
a1(E)	732	#5	32'-3"	
b(E)	672	#5	35'-0"	
b1(E)	122	#6	50'-0"	
b2(E)	621	#5	31'-8"	
c(E)	492	#5	10'-7"	
c1(E)	492	#5	2'-4"	
d(E)	558	#5	5'-1"	
d1(E)	558	#5	4'-7"	
d2(E)	558	#5	2'-4"	
d3(E)	6	#6	3'-7"	
d4(E)	10	#6	9'-1"	
e(E)	32	#4	8'-5"	
e1(E)	160	#4	19'-8"	
e2(E)	16	#4	26'-5"	
m10(E)	20	#6	31'-4"	
m11(E)	36	#6	5'-10"	
m12(E)	8	#6	2'-0"	
m13(E)	8	#4	31'-8"	
m14(E)	8	#6	2'-0"	
m15(E)	36	#6	5'-10"	
n(E)	24	#4	1'-6"	
n1(E)	24	#4	2'-6"	
s10(E)	116	#5	7'-11"	
s11(E)	116	#5	9'-4"	
u10(E)	116	#4	3'-8"	
v100(E)	124	#5	3'-10"	
Concrete Superstructure		Cu. Yd.	632.6	
Bridge Deck Grooving		Sq. Yd.	1,059	
Reinforcement Bars, Epoxy Coated		Pound	141,910	
Protective Coat		Sq. Yd.	209	

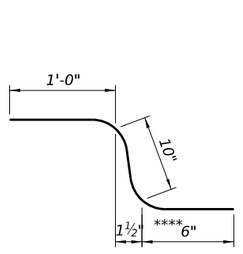
Minimum Bar Laps	
Bar	Lap
#4	2'-7"
#5	3'-10"
#6	5'-3"

* 2" Ø PVC City of Chicago lighting conduits embeded in the east and west parapets between the South and North Abutments.

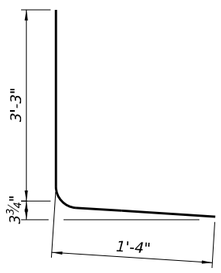
** Spare embedded 2" ∅ PVC conduits for future use. Two (2) in the west parapet and one (1) in the east parapet. For layout, see Sheet S-13.

*** See Note 2 on Deck Plan and Cross Section sheet.

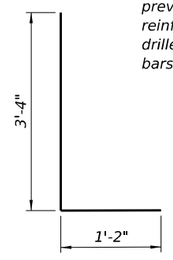
**** In lieu of bottom leg, c1(E) bars may be drilled and set according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of the drilled hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.



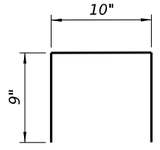
BAR c1(E)



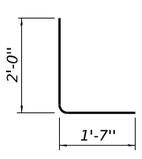
BAR d(E)



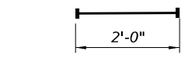
BAR d1(E)



BAR d2(E)

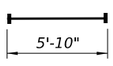


BAR d3(E)



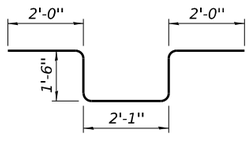
BAR m14(E)

(Headed 16 -#6 Bar Terminators)

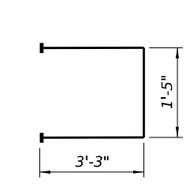


BAR m15(E)

(Headed 72 -#6 Bar Terminators)

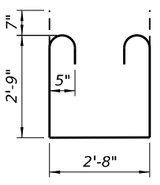


BAR d4(E)

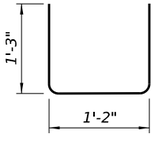


BAR s10(E)

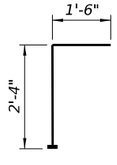
(Headed 232 -#5 Bar Terminators)



BAR s11(E)



BAR u10(E)



BAR v100(E)

(Headed 124 -#5 Bar Terminators)

NOTES:

1. Bars noted thus 3x2 - #5 indicates 3 lines of bars with 2 bars per line.
2. The Chicago Parapet reveal pattern may vary at terminal ends, lightpole bump outs, and other site conditions. In all other situations, the center vertical notch shall be centered with the center of the Bridge Fence Railing and Bridge Fence Railing, Curved posts.
3. The Chicago Parapet pattern will not be paid for separately, but will be included in the unit bid price per cubic yard for Concrete Superstructure.
4. The Contractor shall submit shop drawings for the Chicago Parapet reveal pattern that includes bridge fence post locations and lightpoles.
5. For lightpole bump out details, see Sheet S-14.
6. Bar Terminators paid for separately, see Total Bill of Material.
7. For parapet details, see Sheet S-16.
8. For Concrete Diaphragm details, see Sheet S-17.
9. For light pole location, bolt circle, and quantity of conduits attached to structure, see Electrical plans.

FILE NAME: \\cs\M-dbstepw21\ICS_pdf_work_dir\92865302_20\01620\91-D162K62-S015-Deck Dets2.dgn

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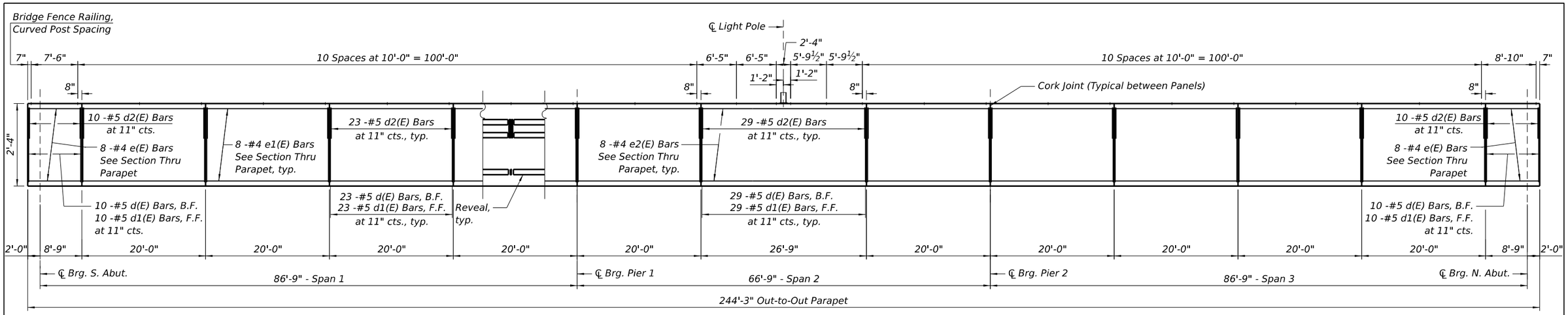
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK DETAILS (2 OF 2)
STRUCTURE NO. 016-2091

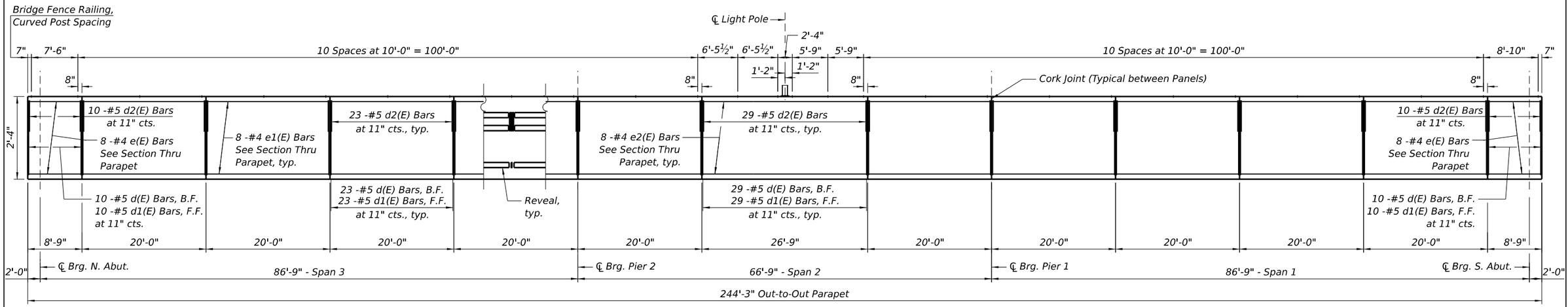
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



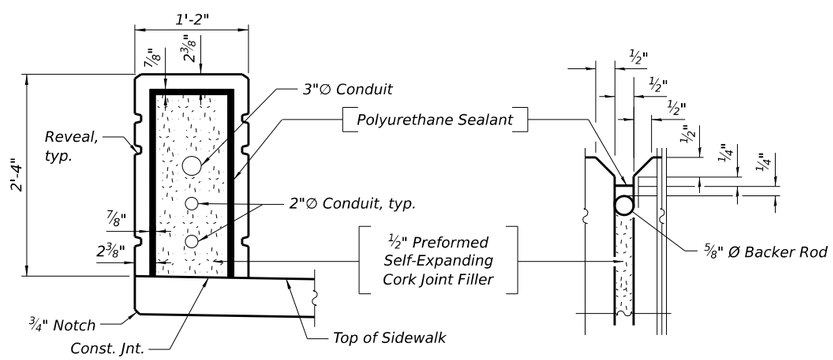
INSIDE ELEVATION OF WEST PARAPET

(Looking West)



INSIDE ELEVATION OF EAST PARAPET

(Looking East)



PARAPET JOINT DETAILS

NOTES:

1. The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
2. For lightpole bump out details, see Sheet S-14.
3. For notes, reveal pattern details, bar diagrams, and Bill of Material, see Sheet S-15.
4. All edges shall be chamfered ¾".
5. For Bridge Fence Railing, Curved, see Sheets S-23 and S-24.

FILE NAME: \\cs\M-dbstepw21\ICS_pdf_work_dir\9285302_4201162091-D162K62-S016-Parapet Elev Det.dgn

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Chicago, Illinois 60606
312.857.1606

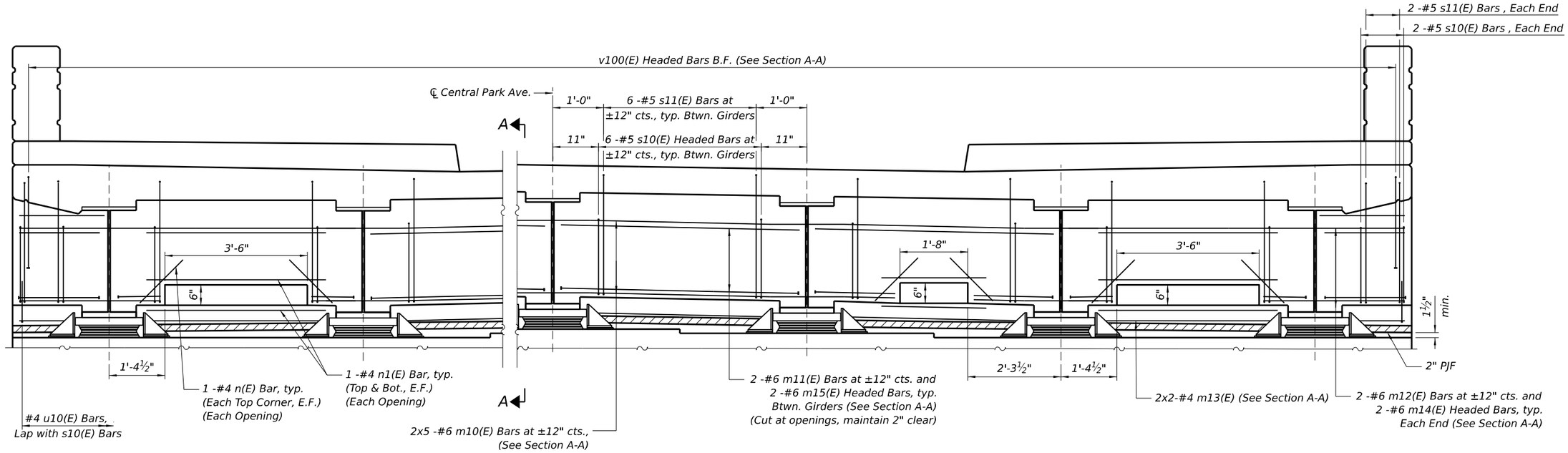
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATIONS AND DETAILS
STRUCTURE NO. 016-2091

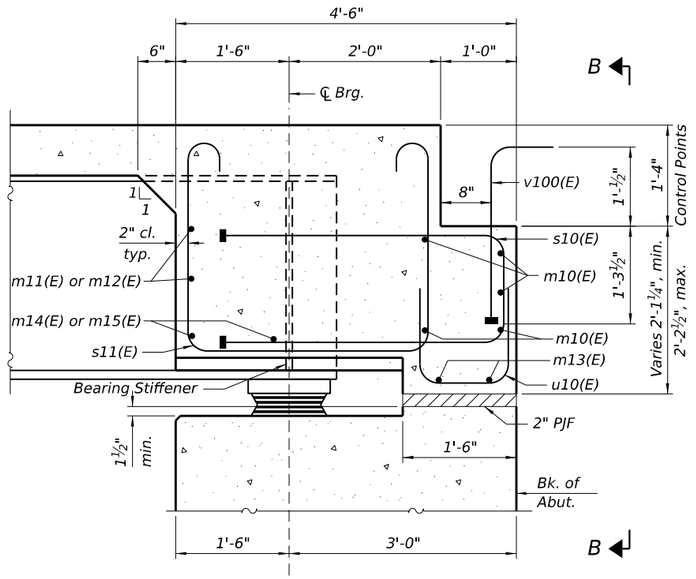
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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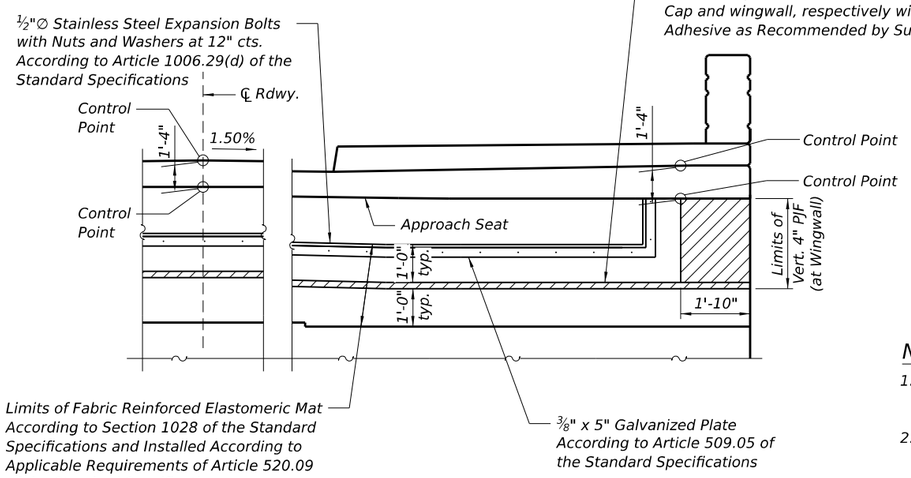


DIAPHRAGM AT ABUTMENT

(Looking North)
(North Abutment Shown - South Abutment Similar)



SECTION A-A



VIEW B-B

NOTES:

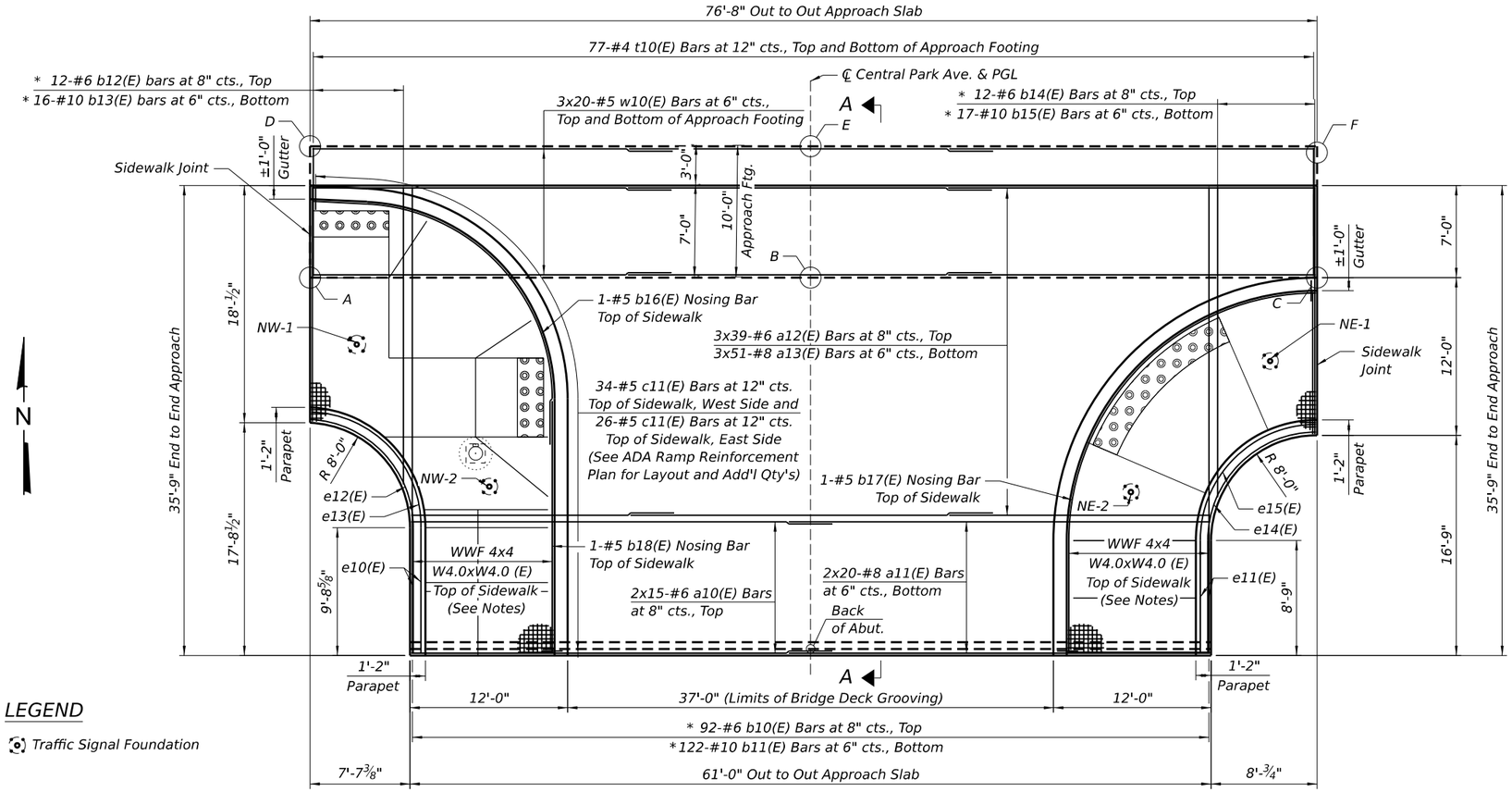
1. Bars noted thus 3x2 - #5 indicates 3 lines of bars with 2 bars per line.
2. Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers, and installation are included in the cost of Concrete Superstructure.
3. Cut bars as required at utility openings.
4. Concrete in diaphragm is included in Concrete Superstructure.
5. Approach slab seat shall have a constant slope determined from Control Points shown.
6. For Bill of Materials, see Sheet S-15.
7. For orientation of vertical 4" PJF behind diaphragm at wingwalls, see Sheets S-33 and S-38.

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USER NAME = lcsM-dbstepw21$	DESIGNED - JMM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE DIAPHRAGM DETAILS STRUCTURE NO. 016-2091	
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		ILLINOIS	FED. AID PROJECT	

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PLAN

* Cut bars to fit. Maintain 2" min. clear cover.

LEGEND

Traffic Signal Foundation

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

North Approach		
Point/ Location	Top	Bottom
A	598.83	597.99
B	599.25	598.41
C	598.59	597.75
D	598.71	597.87
E	598.99	598.15
F	598.41	597.57

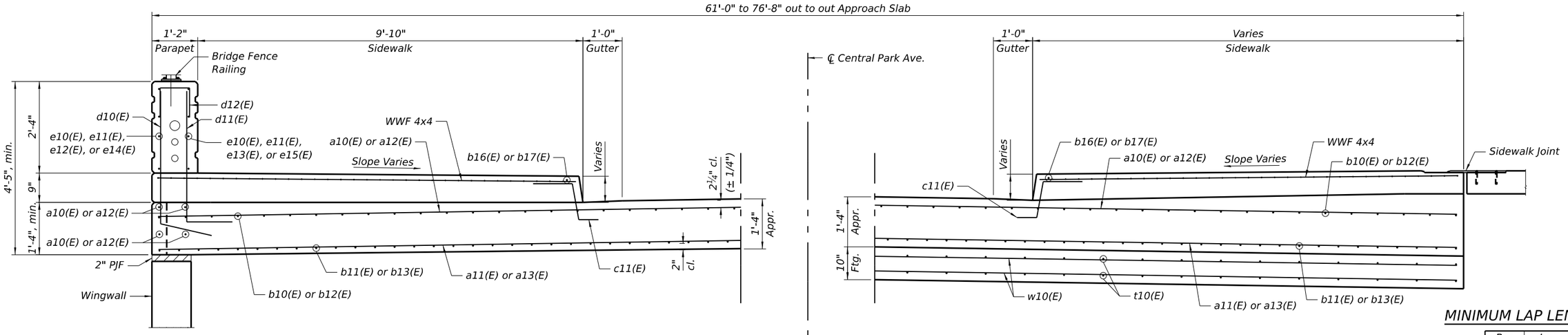
* Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.

TRAFFIC SIGNAL FOUNDATION LOCATIONS AND TYPES

Foundation Tag	Station	Offset	Foundation Type
NW-1	605+37.43	34.56', Lt.	TS-2
NW-2	605+26.53	24.46', Lt.	TS-1
NE-1	605+36.08	34.99', Rt.	TS-1
NE-2	605+26.11	24.39', Rt.	TS-1

NOTES

1. Bars noted thus 3x2 - #5 indicates 3 lines of bars with 2 bars per line.
2. ADA sidewalk ramp concrete and reinforcement shall be paid for as part of Concrete Superstructure (Approach Slab) and Welded Wire Reinforcement, respectively.
3. For ADA sidewalk ramps slopes and dimesnions, see Roadway ADA sheets.
4. For parapet details, bar bends, Bill of Materials, and details, see Sheet S-19.
5. For ADA Ramp reinforcement plan, sidewalk joint detail, and traffic signal foundation details, see Sheet S-22.
6. For embedded conduit layout plan, see Electrical sheets.



NEAR ABUTMENT

CROSS SECTION
(Looking North)

AT APPROACH FOOTING

MINIMUM LAP LENGTHS

Bar	Lap
#5	2'-1"
#6	3'-1"
#8	5'-2"

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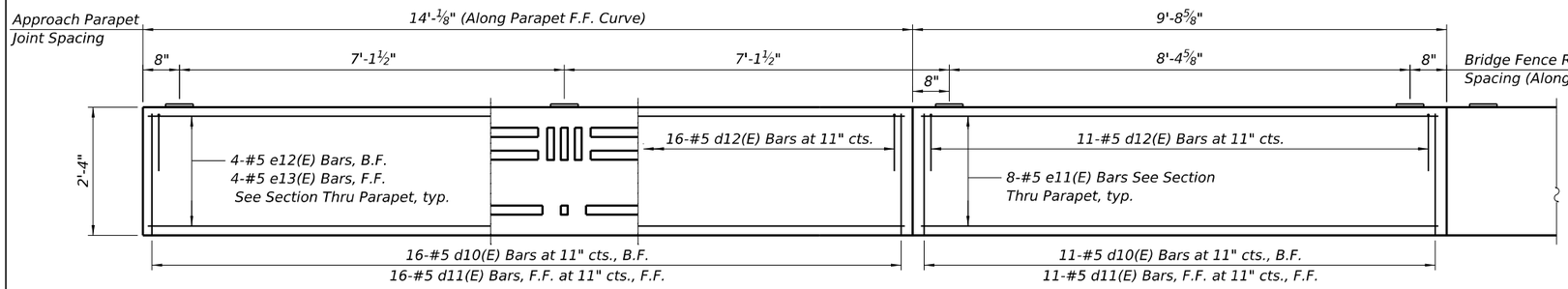
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

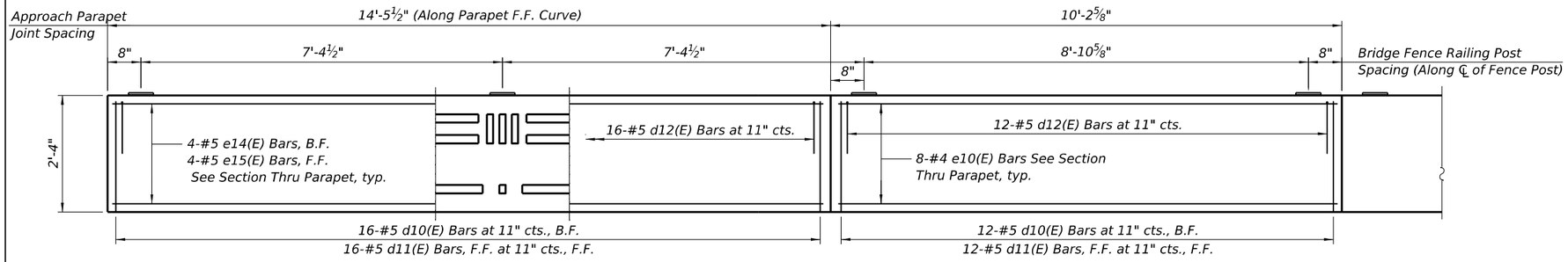
NORTH APPROACH SLAB DETAILS (1 OF 2)
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-18 OF S-50 SHEETS

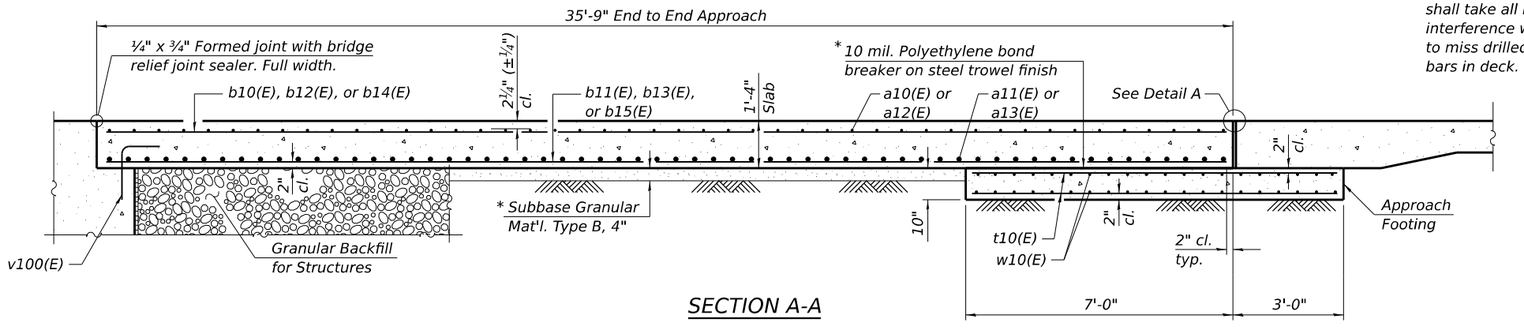
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290	2019-189-BR	COOK	250	205
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



UNFOLDED INSIDE ELEVATION OF NORTHEAST APPROACH PARAPET

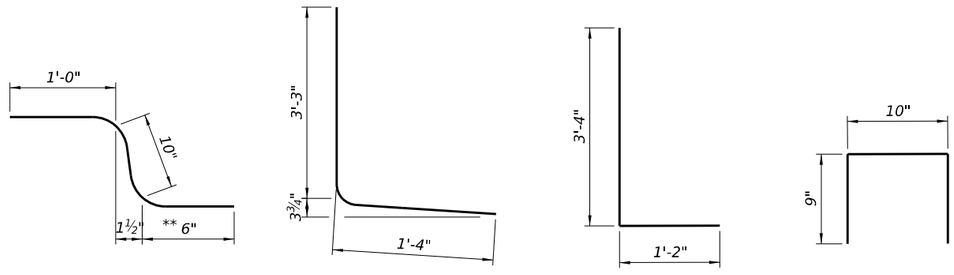


UNFOLDED INSIDE ELEVATION OF NORTHWEST APPROACH PARAPET



SECTION A-A

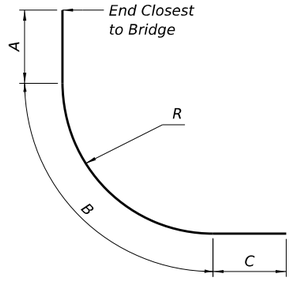
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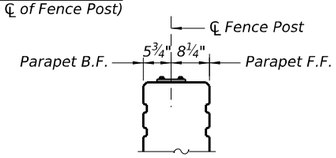
BAR c11(E) | BAR d10(E) | BAR d11(E) | BAR d12(E)

CURVED BAR DIMENSION TABLE

Bar Tag	A	B	C	R
b16(E)	2'-10"	22'-7"	4'-2"	14'-10"
b17(E)	8'-7"	29'-0"	0'-0"	18'-10"
e12(E)	2'-10"	12'-2"	0'-0"	8'-2"
e13(E)	2'-10"	13'-5"	0'-0"	9'-0"
e14(E)	2'-10"	12'-7"	0'-0"	8'-2"
e15(E)	2'-10"	13'-11"	0'-0"	9'-0"



CURVED BARS



PARAPET SPACING LOCATION DETAIL

NORTH APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	30	#6	31'-10"	—
a11(E)	40	#8	32'-11"	—
a12(E)	117	#6	27'-6"	—
a13(E)	153	#8	28'-10"	—
b10(E)	92	#6	35'-5"	—
b11(E)	122	#10	35'-5"	—
b12(E)	12	#6	23'-0"	—
b13(E)	16	#10	23'-0"	—
b14(E)	12	#6	23'-8"	—
b15(E)	17	#10	23'-8"	—
b16(E)	1	#5	29'-7"	⌒
b17(E)	1	#5	37'-7"	⌒
b18(E)	1	#5	19'-5"	—
c11(E)	100	#5	2'-4"	⌐
d10(E)	55	#5	4'-8"	L
d11(E)	55	#5	4'-6"	L
d12(E)	55	#5	2'-4"	⊓
e10(E)	8	#5	9'-5"	—
e11(E)	8	#5	8'-5"	—
e12(E)	4	#5	15'-0"	⌒
e13(E)	4	#5	16'-3"	⌒
e14(E)	4	#5	15'-5"	⌒
e15(E)	4	#5	16'-9"	⌒
t10(E)	154	#4	9'-8"	—
w10(E)	120	#5	27'-4"	—
Welded Wire Reinforcement		Sq. Yd.	93	
Concrete Superstructure		Cu. Yd.	5.3	
Bridge Deck Grooving		Sq. Yd.	147	
Protective Coat		Sq. Yd.	107	
Concrete Superstructure (Approach Slab)		Cu. Yd.	147.3	
Concrete Structures		Cu. Yd.	23.7	
Reinforcement Bars, Epoxy Coated		Pound	55,050	

** *In lieu of bottom leg, c11(E) bars may be drilled and set according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of the drilled hole shall not exceed 6". Contractor shall take all necessary precaustions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.*

NOTES

1. Parapet concrete shall be paid for as Concrete Superstructure.
2. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
3. Approach footing concrete shall be paid for as Concrete Structures.
4. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
5. Cost of excavation for approach footing included with Concrete Structures.
6. Protective Coat shall be applied to exposed faces of parapets and sidewalks.
7. For Granular Backfill for Structures and drainage treatment, see Sheet S-3.
8. For Detail A, see Sheet S-22.
9. For parapet reveal detail, see Sheet S-16.
10. For Bridge Fence Railing details, see Sheets S-25 and S-26.

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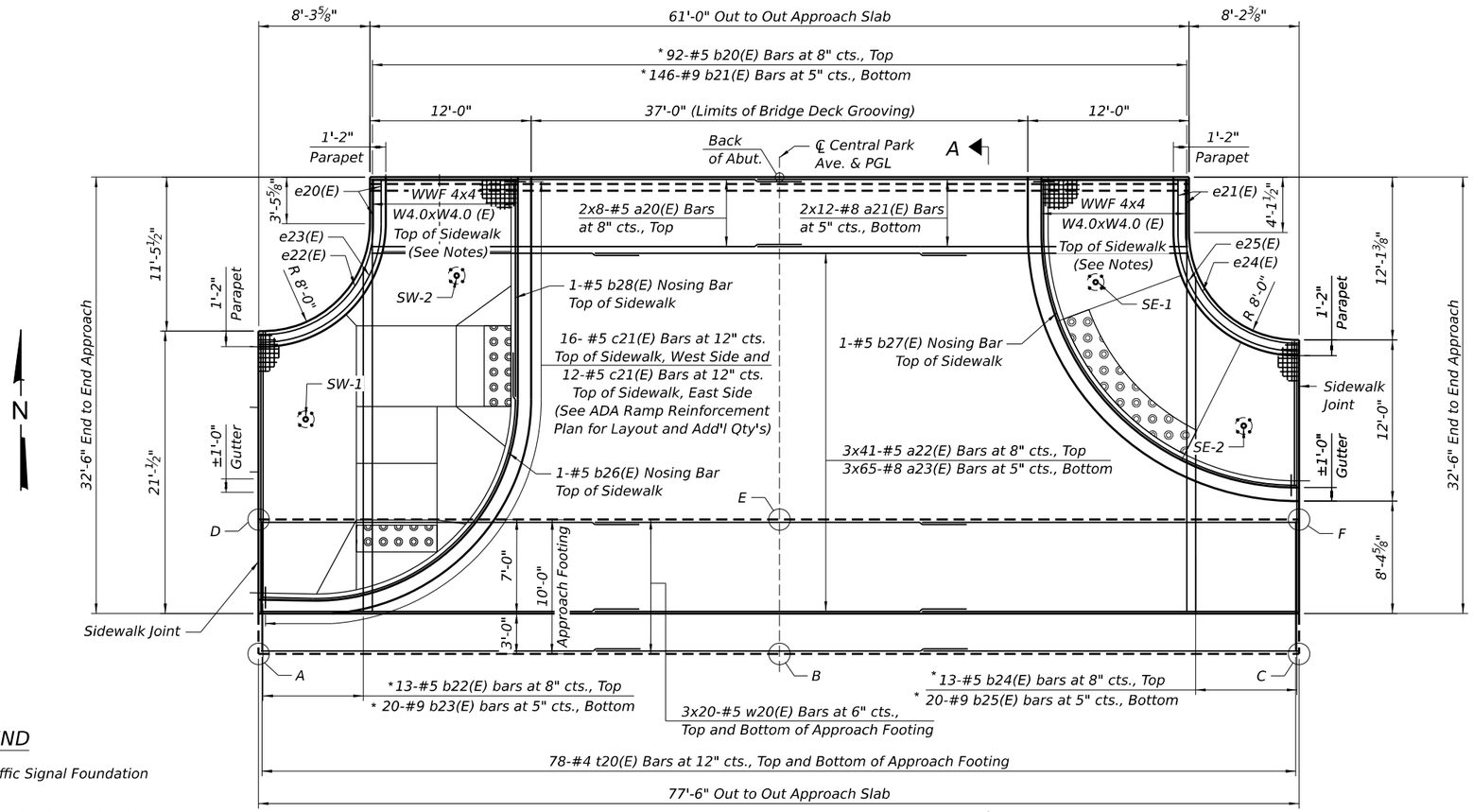
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH APPROACH SLAB DETAILS (2 OF 2)
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-19 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

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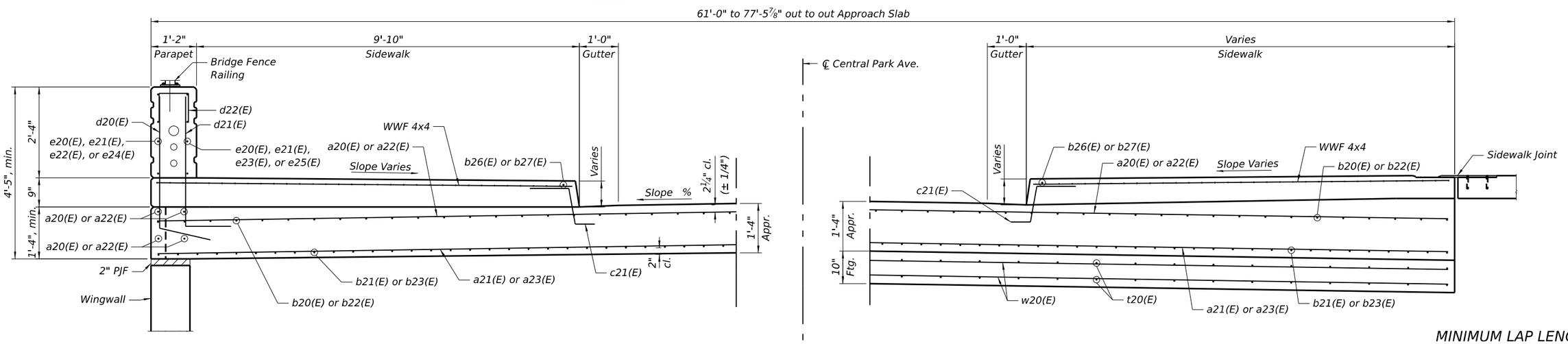
LEGEND

Traffic Signal Foundation

* Cut bars to fit. Maintain 2" min. clear cover.

PLAN

A



NEAR ABUTMENT

CROSS SECTION
(Looking North)

AT APPROACH FOOTING

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

South Approach		
Point/ Location	Top	Bottom
A	598.71	597.87
B	599.04	598.20
C	598.58	597.74
D	598.87	598.03
E	599.25	598.41
F	598.72	597.88

* Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.

TRAFFIC SIGNAL FOUNDATION LOCATIONS AND TYPES

Foundation Tag	Station	Offset	Foundation Type
SW-1	602+51.40	35.29, Lt.	TS-1
SW-2	602+62.10	24.05', Lt.	TS-1
SE-1	602+61.61	23.54', Rt.	TS-1
SE-2	602+50.91	34.57', Rt.	TS-1

NOTES

1. Bars noted thus 3x2 - #5 indicates 3 lines of bars with 2 bars per line.
2. ADA sidewalk ramp concrete and reinforcement shall be paid for as part of Concrete Superstructure (Approach Slab) and Welded Wire Reinforcement, respectively.
3. For ADA sidewalk ramps slopes and dimesnions, see Roadway ADA sheets.
4. For parapet details, bar bends, Bill of Materials, and details, see Sheet S-21.
5. For ADA Ramp reinforcement plan, sidewalk joint detail, and traffic signal foundation details, see Sheet S-22.
6. For embedded conduit layout plan, see Electrical sheets.

MINIMUM LAP LENGTHS

Bar	Lap
#5	2'-10"
#8	5'-2"

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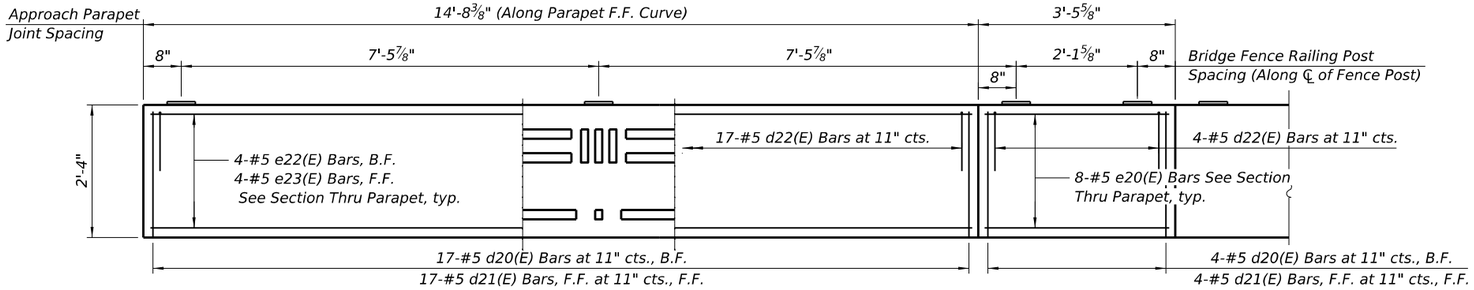
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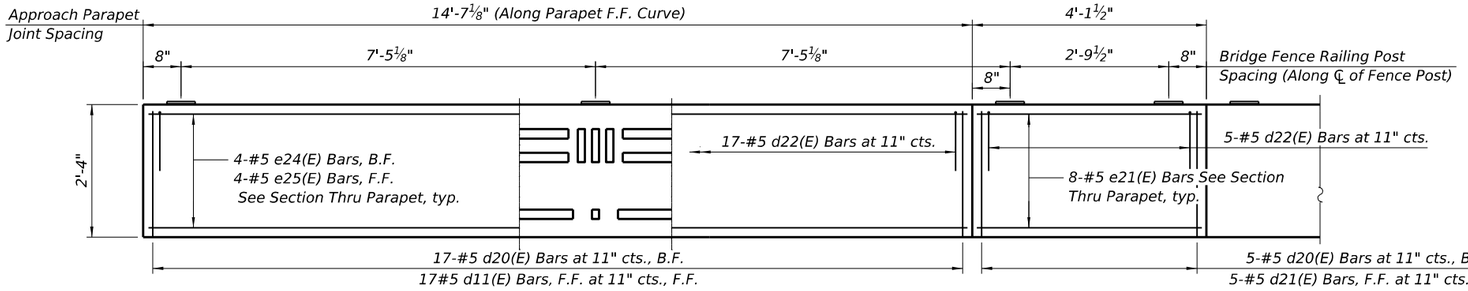
SOUTH APPROACH SLAB DETAILS (1 OF 2)
STRUCTURE NO. 016-2091

SCALE: NTS | SHEET NO. S-20 OF S-50 SHEETS

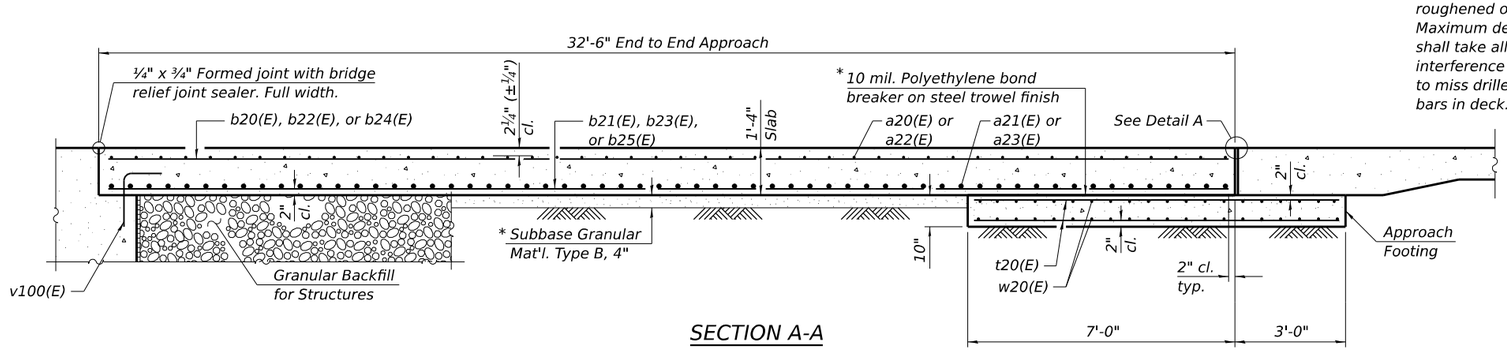
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290	2019-189-BR	COOK	250	207
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			



UNFOLDED INSIDE ELEVATION OF SOUTHWEST APPROACH PARAPET

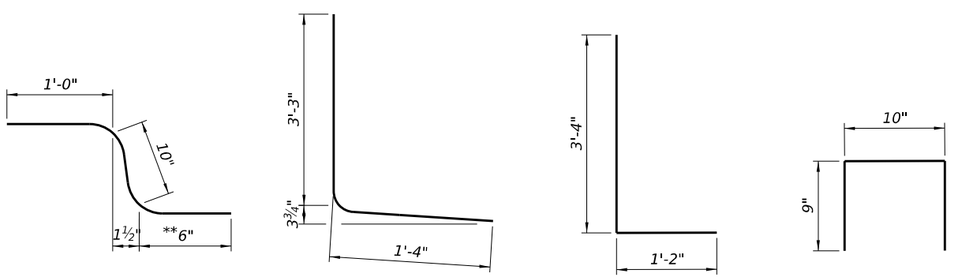


UNFOLDED INSIDE ELEVATION OF SOUTHEAST APPROACH PARAPET



SECTION A-A

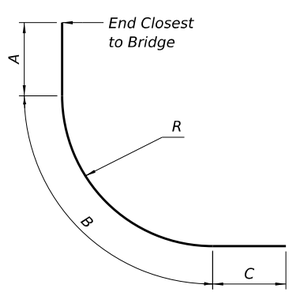
* Cost included in Concrete Superstructures (Approach Slab)



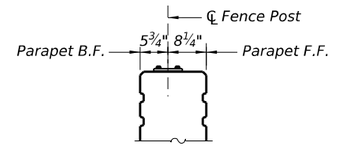
BAR c21(E) BAR d20(E) BAR d21(E) BAR d22(E)

CURVED BAR DIMENSION TABLE

Bar Tag	A	B	C	R
b26(E)	2'-10"	23'-7"	3'-10"	14'-10"
b27(E)	4'-0"	29'-9"	0'-0"	18'-10"
e22(E)	2'-10"	12'-10"	0'-0"	8'-2"
e23(E)	2'-10"	14'-1"	0'-0"	9'-0"
e24(E)	2'-10"	12'-8"	0'-0"	8'-2"
e25(E)	2'-10"	14'-0"	0'-0"	9'-0"



CURVED BARS



PARAPET SPACING LOCATION DETAIL

SOUTH APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a20(E)	16	#5	31'-9"	
a21(E)	24	#8	32'-11"	
a22(E)	123	#5	27'-3"	
a23(E)	195	#8	28'-10"	
b20(E)	92	#5	32'-2"	
b21(E)	146	#9	32'-2"	
b22(E)	13	#5	23-10"	
b23(E)	20	#9	23'-10"	
b24(E)	13	#5	24'-3"	
b25(E)	20	#9	24'-3"	
b26(E)	1	#5	30'-3"	
b27(E)	1	#5	33'-9"	
b28(E)	1	#5	16'-5"	
c21(E)	68	#5	2'-4"	
d20(E)	43	#5	4'-8"	
d21(E)	43	#5	4'-6"	
d22(E)	43	#5	2'-4"	
e20(E)	8	#5	3'-2"	
e21(E)	8	#5	3'-8"	
e22(E)	4	#5	12'-10"	
e23(E)	4	#5	14'-1"	
e24(E)	4	#5	12'-8"	
e25(E)	4	#5	14'-0"	
t20(E)	156	#4	9'-8"	
w20(E)	120	#5	28'-4"	
Welded Wire Reinforcement		Sq. Yd.	78	
Concrete Superstructure		Cu. Yd.	4.1	
Bridge Deck Grooving		Sq. Yd.	134	
Protective Coat		Sq. Yd.	99	
Concrete Superstructure (Approach Slab)		Cu. Yd.	138.9	
Concrete Structures		Cu. Yd.	24.0	
Reinforcement Bars, Epoxy Coated		Pound	49,790	

** *In lieu of bottom leg, c21(E) bars may be drilled and set according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of the drilled hole shall not exceed 6". Contractor shall take all necessary precaustions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.*

NOTES

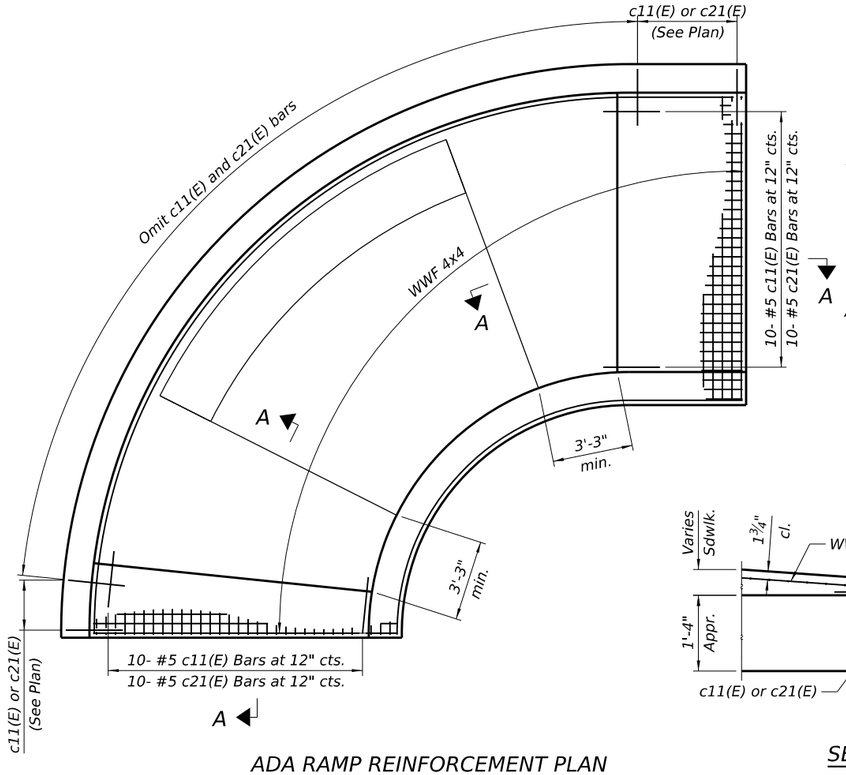
1. Parapet concrete shall be paid for as Concrete Superstructure.
2. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
3. Approach footing concrete shall be paid for as Concrete Structures.
4. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
5. Cost of excavation for approach footing included with Concrete Structures.
6. Protective Coat shall be applied to exposed faces of parapets and sidewalks.
7. For Granular Backfill for Structures and drainage treatment, see Sheet S-3.
8. For parapet reveal pattern details, see Sheet S-16.
9. For Detail A, see Sheet S-22.
10. For Bridge Fence Railing details, see Sheet S-25 and S-26.

DBS STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME = icsM-dbstepw21$	DESIGNED - JMM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH APPROACH SLAB DETAILS (2 OF 2) STRUCTURE NO. 016-2091	
PLOT SCALE =	DRAWN - JMM	REVISED -			
PLOT DATE = 10/10/2025	CHECKED - BJN	REVISED -		SCALE:	SHEET NO. S-21 OF S-50 SHEETS
PLOT TIME = 8:19:26 PM	DATE -	REVISED -			

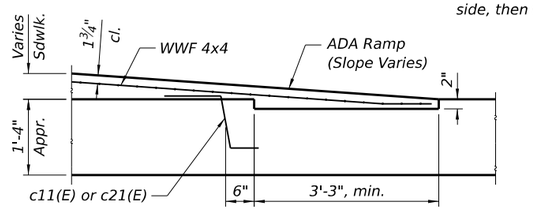
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	208
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

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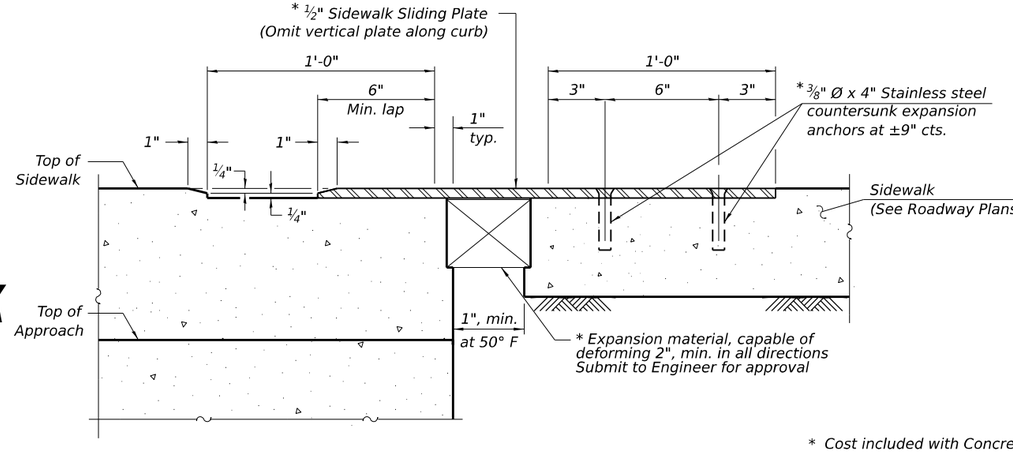


ADA RAMP REINFORCEMENT PLAN

(SE Corner Ramp Shown, Other Corners are Similar)

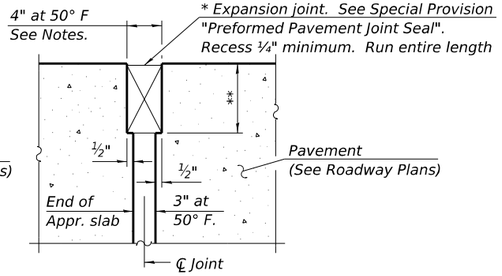


SECTION A-A



SIDEWALK JOINT DETAIL

(If the Department wants the steel plate fastened to the approach side, then the plate shall be trimmed 1" along the back end.)

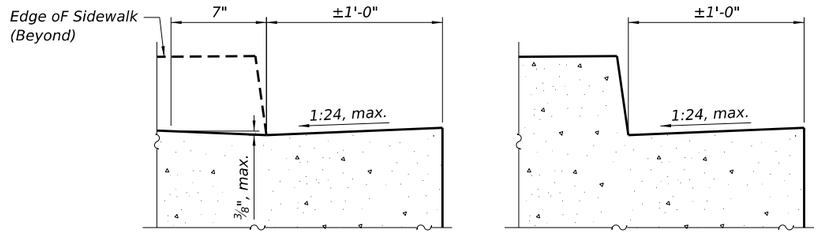


DETAIL A

(at Rt. ∠'s)

* Cost included with Concrete Superstructure (Approach Slab).

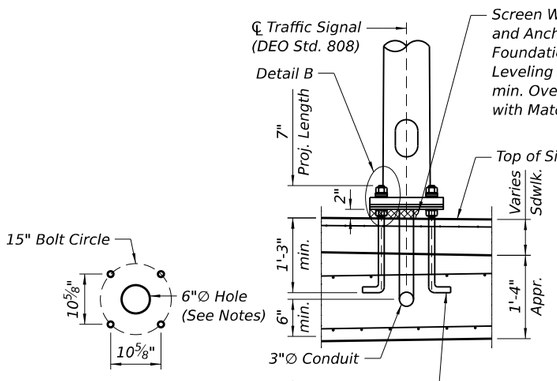
** Per manufacturer recommendations



AT ADA RAMP TYPICAL

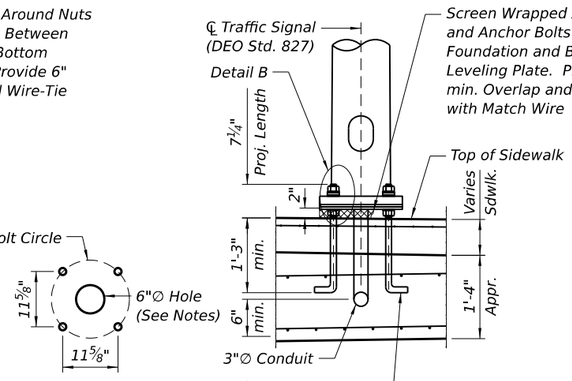
GUTTER DETAIL

(Reinforcement not shown for clarity)



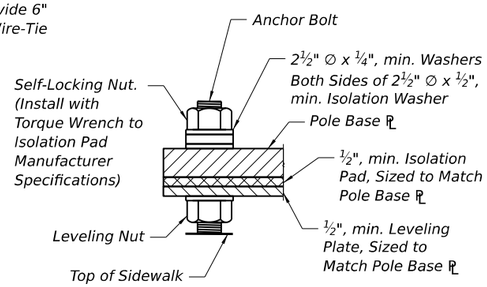
TST-1 FOUNDATION BOLT CIRCLE

TST-1 FOUNDATION



TST-2 FOUNDATION BOLT CIRCLE

TST-2 FOUNDATION



DETAIL B

NOTES

1. The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
2. For North Approach Slab Plan, see Sheet S-18.
3. For South Approach Slab Plan, see Sheet S-20.
4. For ADA sidewalk ramps slopes and dimesnions, see Roadway ADA sheets.

FILE NAME: \\cs\M-dbstepw21\ICS_pdf_work_dir\9285302_9\20162091-D162K62-S022-Typ Appr Det.dgn

DBS DB STERLIN CONSULTANTS, INC. 123 N. Wacker Drive, Suite 2000 Chicago, Illinois 60606 312.857.1006

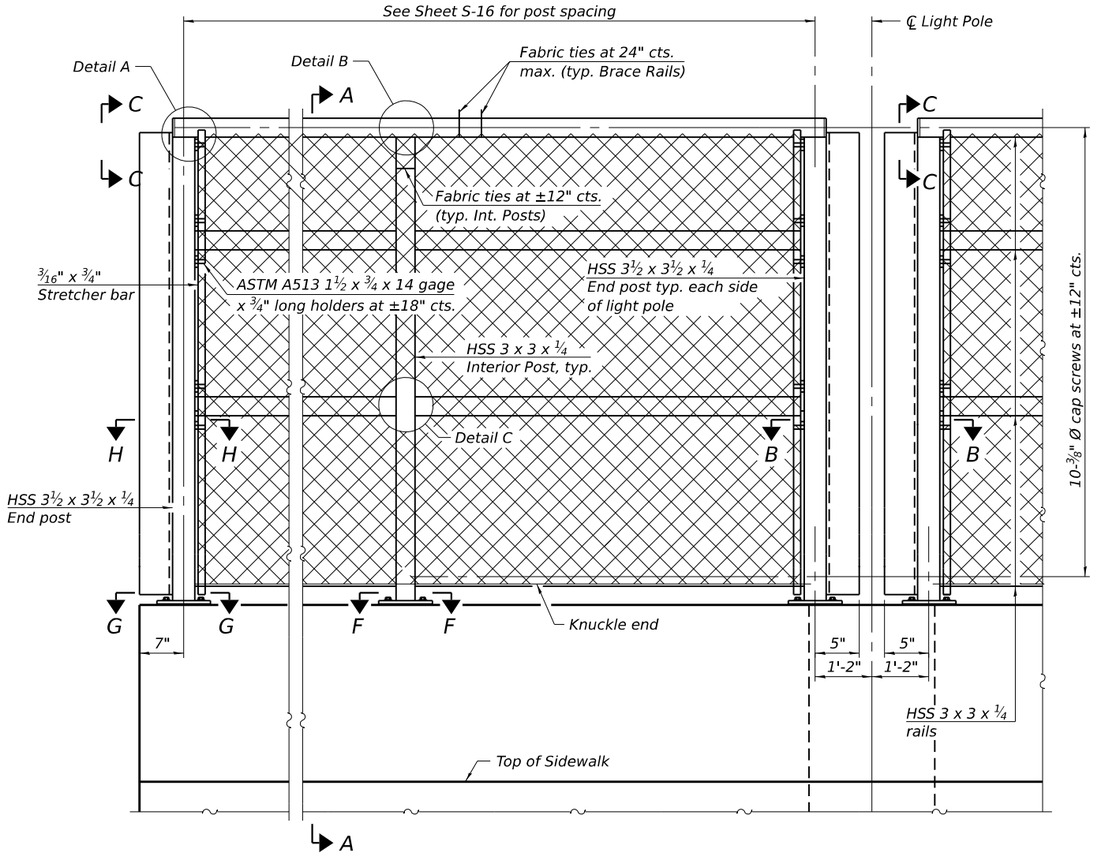
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PLOT SCALE	=	DRAWN	- JMM	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- BJN	REVISED	-
PLOT TIME	= 8:09:40 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPROACH SLAB DETAILS
STRUCTURE NO. 016-2091

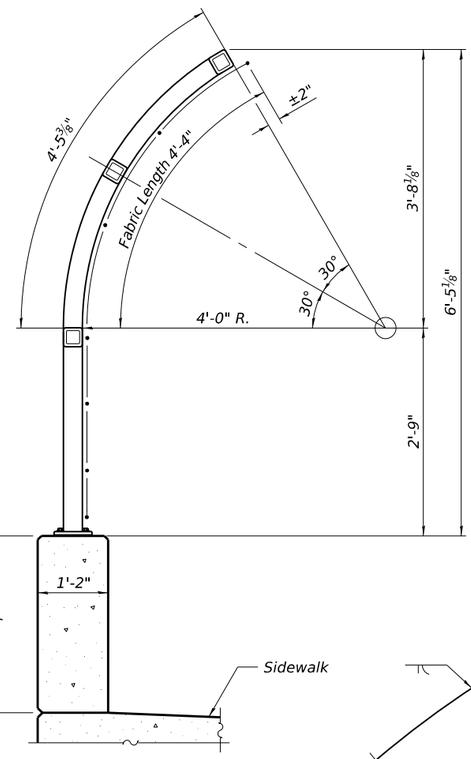
SCALE: | SHEET NO. S-22 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

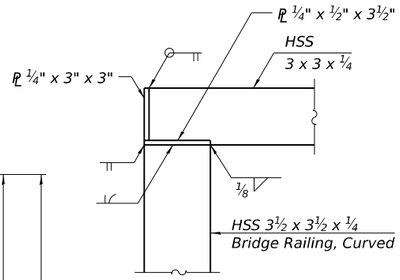


ELEVATION BRIDGE FENCE RAILING, CURVED

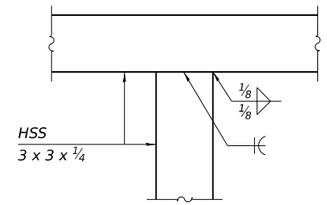
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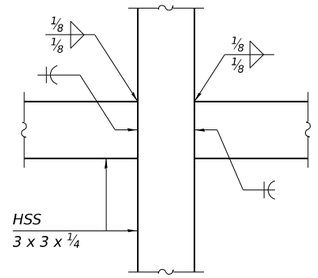
SECTION A-A



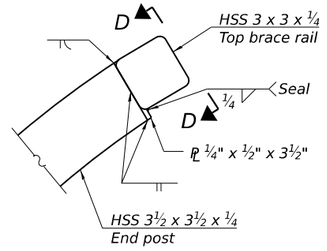
DETAIL A



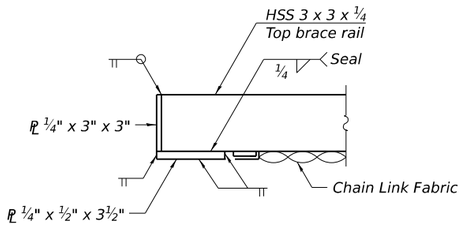
DETAIL B



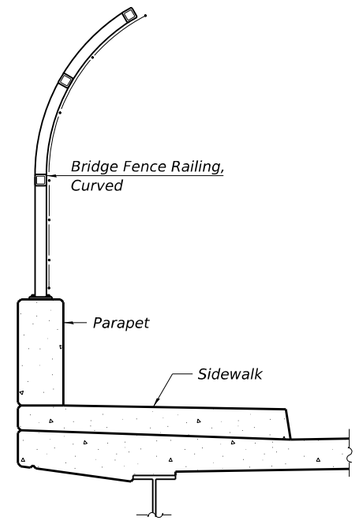
DETAIL C



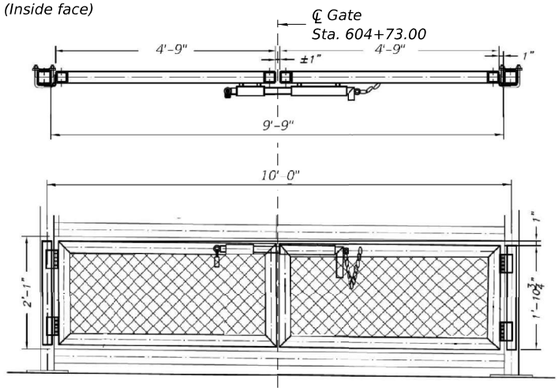
VIEW C-C



VIEW D-D



SECTION THRU DECK



CAMERA ACCESS DETAIL

(1 location)

RAILING CRITERIA

NCHRP 350 Test Level	4
Railing Weight (plf)	70
Max Post Spacing	10'-0"

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PARSONS

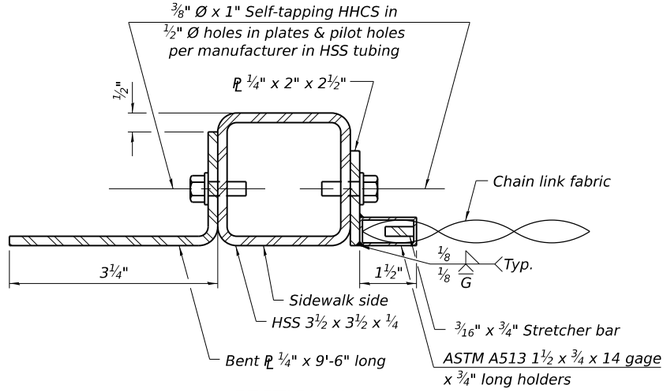
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

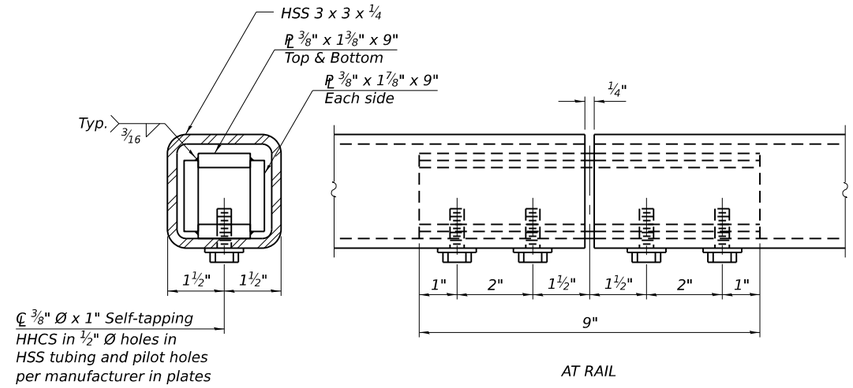
BRIDGE FENCE RAILING, CURVED (1 OF 2)
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-23 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	210
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



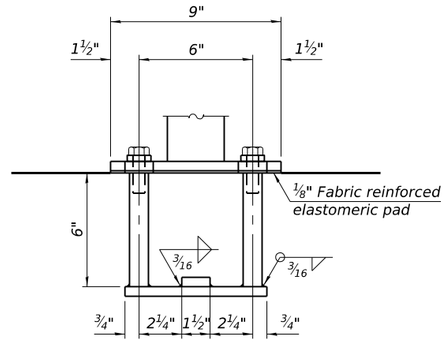
SECTION H-H

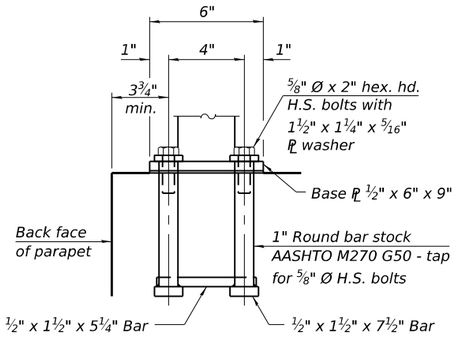


AT RAIL

MATERIAL SPLICE

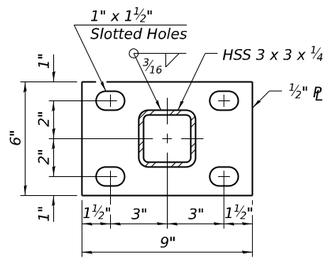
Notes:
Place reinforcement bars to miss anchor rod locations.
CVN testing is not required for the HSS tubing used in the Bridge Fence Railing, Curved.
All heavy hex nuts shall be according to ASTM A 563 grade DH.
All fully threaded anchor rods shall be ASTM F1554 grade 105.
The post base plate shall be fastened to the curb snug tight and given an additional 1/8" turn.
Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
Contractor shall offset posts to miss any aluminum sheet or cork joints for sufficient installation of the anchorage assembly.



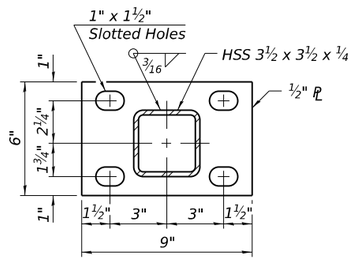


ANCHORAGE ASSEMBLY

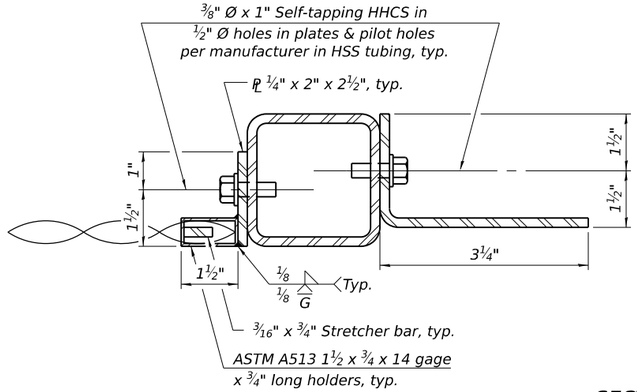
The Bridge Fence Railing, Curved fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates.
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



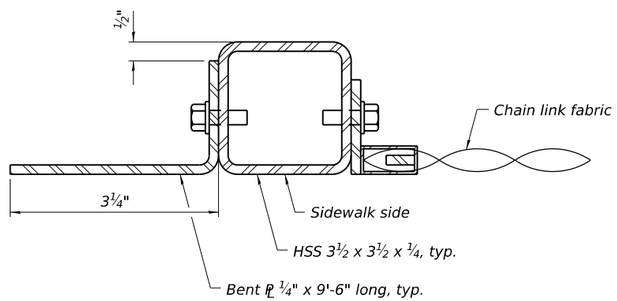
SECTION F-F



SECTION G-G



SECTION B-B



BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing, Curved	Foot	489

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PARSONS

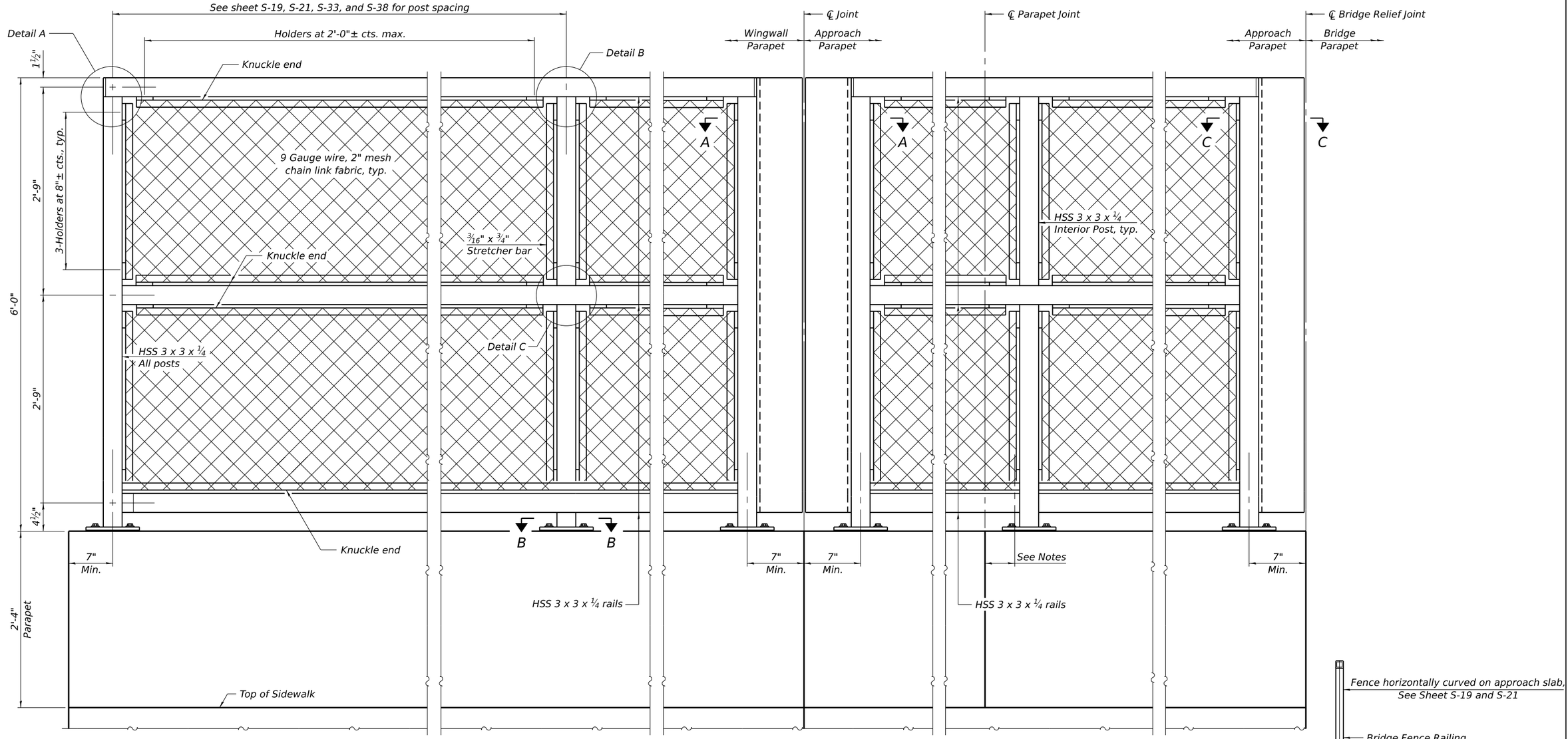
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PLOT DATE = 10/10/2025	CHECKED - RLD	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE FENCE RAILING, CURVED (2 OF 2)
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-24 OF S-50 SHEETS

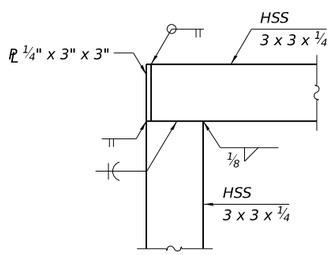
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	211
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			



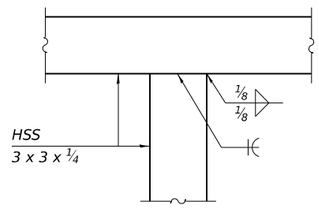
ELEVATION BRIDGE FENCE RAILING
(Inside face)

RAILING CRITERIA

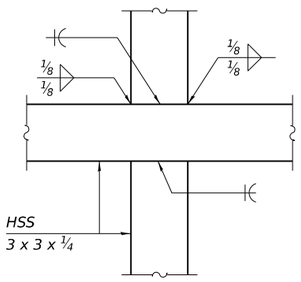
NCHRP 350 Test Level	4
Max Post Spacing	10'-0''
Railing Weight (plf)	50



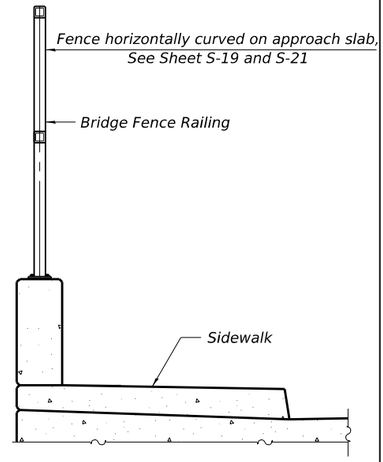
DETAIL A



DETAIL B



DETAIL C



SECTION THRU APPROACH SLAB

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PARSONS

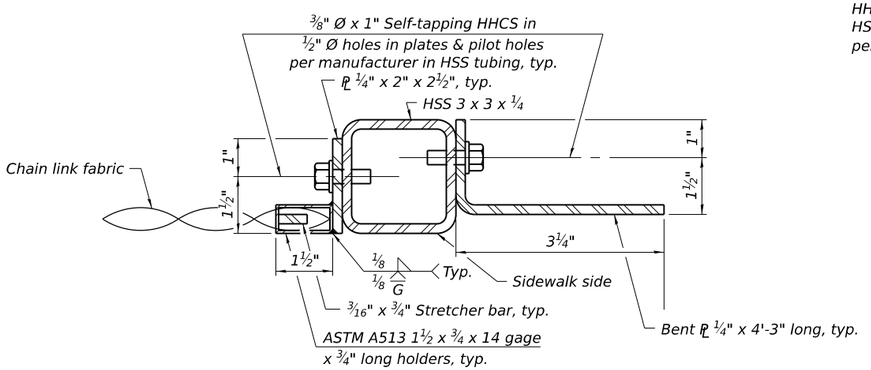
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

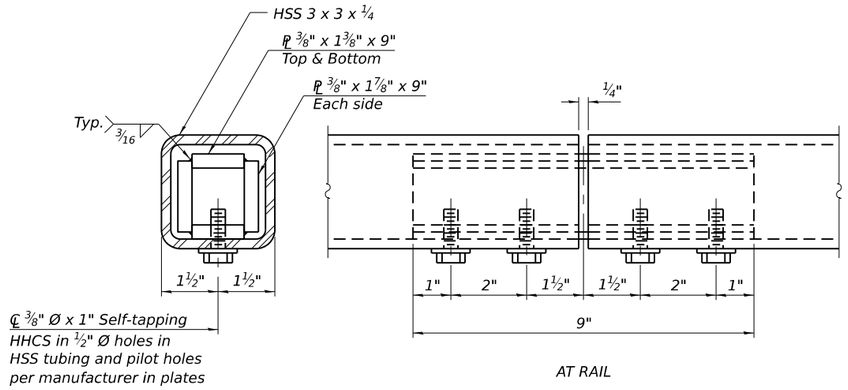
BRIDGE FENCE RAILING (1 OF 2)
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-25 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	212
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			



SECTION C-C



AT RAIL

MATERIAL SPLICE

Notes:

Place reinforcement bars to miss anchor rod locations.

CVN testing is not required for the HSS tubing used in the Bridge Fence Railing.

All heavy hex nuts shall be according to ASTM A 563 grade DH.

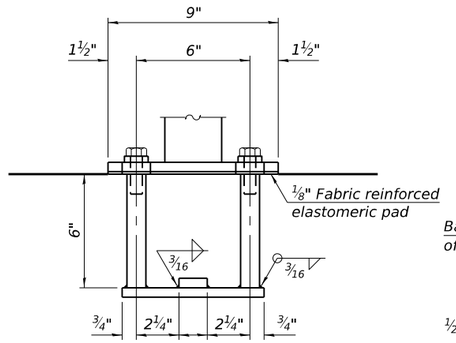
All fully threaded anchor rods shall be ASTM F1554 grade 105.

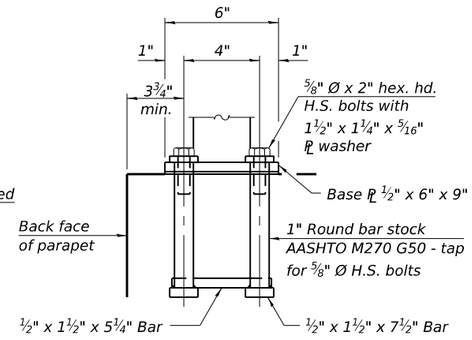
The post base plate shall be fastened to the curb snug tight and given an additional 1/8" turn.

Contractor shall offset posts to miss any aluminum sheet or cork joints for sufficient installation of the anchorage assembly.

Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.

All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

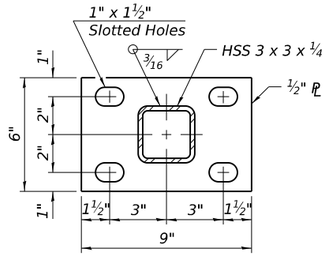




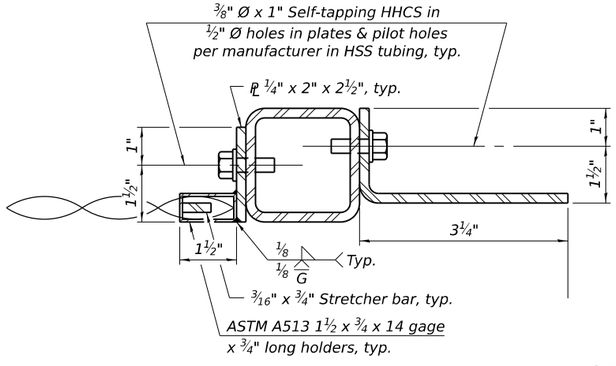
ANCHORAGE ASSEMBLY

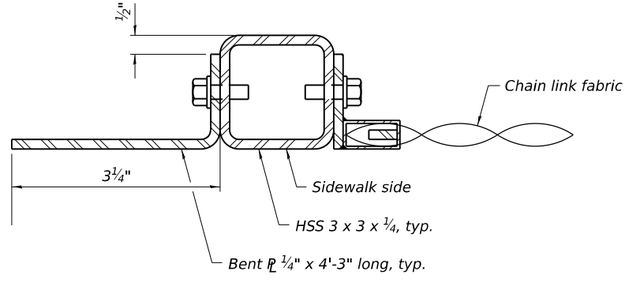
The Bridge Fence Railing fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates.

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



SECTION B-B





SECTION A-A

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing	Foot	188

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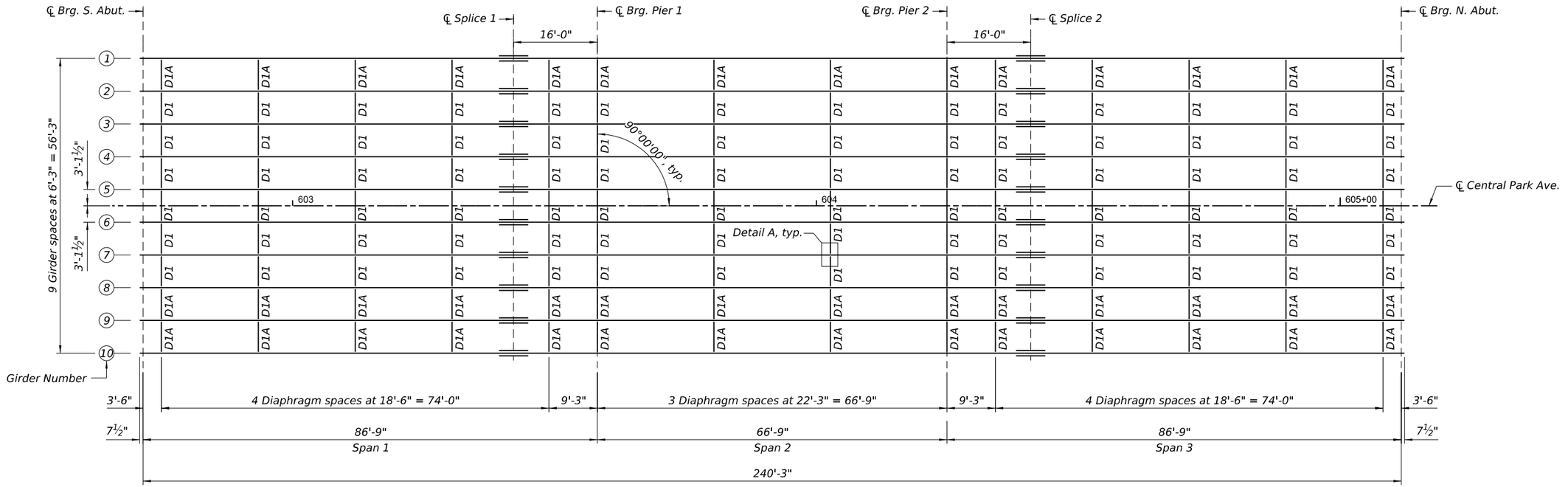
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

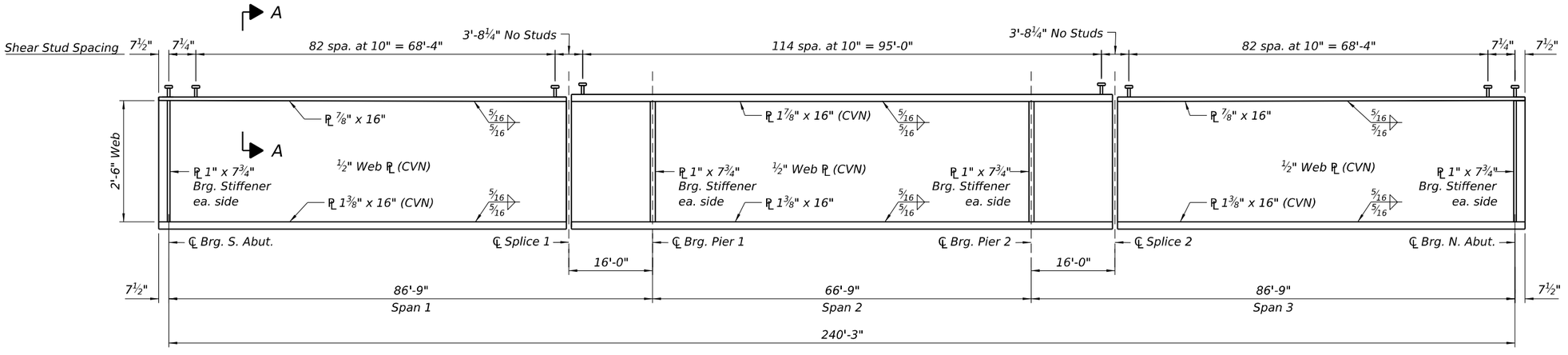
BRIDGE FENCE RAILING (2 OF 2)
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-26 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	213
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	



FRAMING PLAN



GIRDER ELEVATION

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.

All girder web and flange plates shall be AASHTO M270, Gr. 50.

NOTES

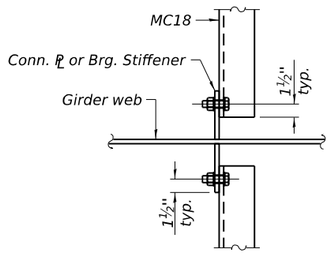
1. *All Structural Steel shall be metallized. Cost included with Furnishing and Erecting Structural Steel.*
2. *All diaphragms shall be installed as steel is erected and secured with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual diaphragms at supports may temporarily disconnected to install bearing anchor bolts.*
3. *For diaphragm details, see Sheet S-17.*
4. *For Section A-A, Detail A, and steel details, see Sheet S-28.*

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123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.657.1006

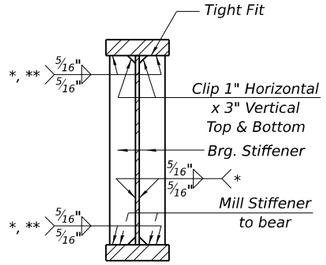
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PLOT DATE = 10/10/2025	CHECKED - BJN	REVISED -		SCALE:	SHEET NO. S-27 OF S-50 SHEETS
PLOT TIME = 8:14:49 PM	DATE -	REVISED -			

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	214
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

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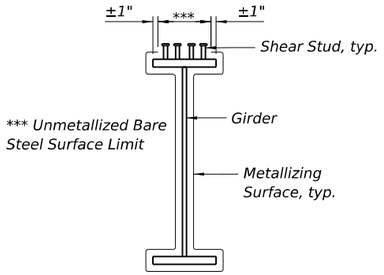


DETAIL A

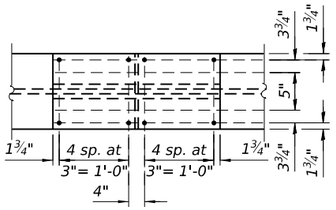


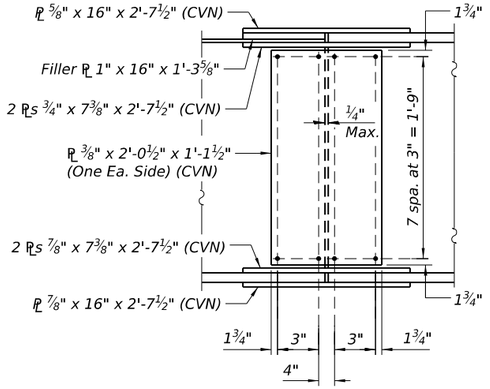
BEARING STIFFENER

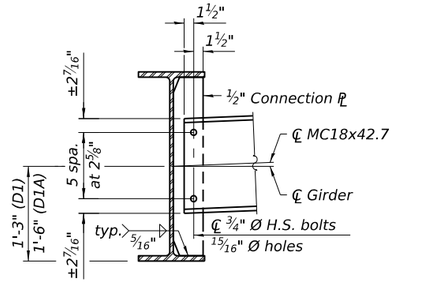
* Terminate ¼" (±⅛") from the end of plate intersects.
** Only weld the bearing stiffeners to the Girder flanges at the Piers.



STEEL GIRDER METALLIZING LIMIT

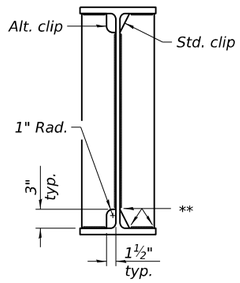






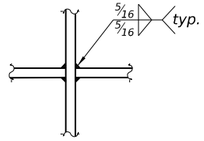
INTERIOR DIAPHRAGM - D1 & D1A

(84 Total D1
42 Total D1A)

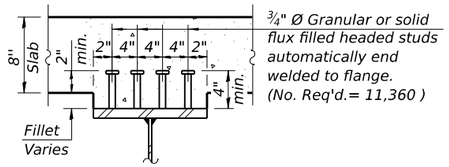


WELD LIMITS AND CLIP DETAILS

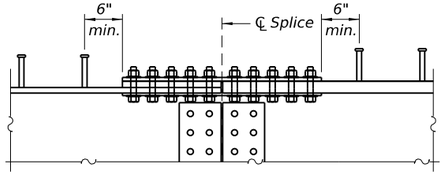
** Stop welds ¼" (±⅛") from edges as shown. Typical.



WEB WELD DETAIL

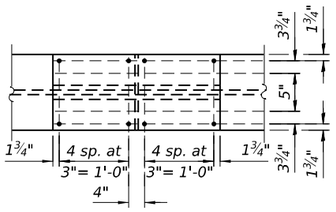


SECTION A-A



SHEAR STUD DETAIL AT SPLICES

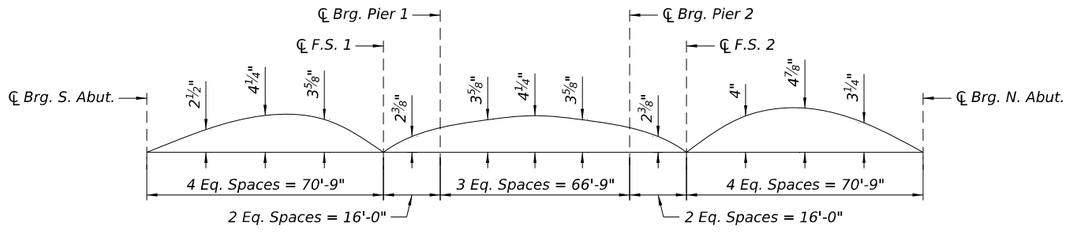
DO NOT place shear studs on splice plates. Move row of studs to 6" beyond nearest esdge of splice plate from measured location.



FIELD SPLICE DETAIL

(15/16" ∅ Holes for ⅞" ∅ Bolts)
(2 Splices each Girder = 20 Total Splices)

Two hardened washers required for each set of oversized holes. Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.



CAMBER DIAGRAM

TOP OF WEB ELEVATIONS

(For Fabrication Only)

Girder	℄ Brg. S. Abut.	℄ F.S. 1	℄ Pier 1	℄ Pier 2	℄ F.S. 2	℄ Brg. N. Abut.
1	600.29	602.18	602.39	602.47	602.29	600.44
2	600.29	602.18	602.39	602.47	602.29	600.44
3	600.39	602.27	602.49	602.56	602.38	600.53
4	600.48	602.37	602.58	602.65	602.47	600.63
5	600.58	602.46	602.68	602.75	602.57	602.72
6	600.58	602.46	602.68	602.75	602.57	602.72
7	600.48	602.37	602.58	602.65	602.47	600.63
8	600.39	602.27	602.49	602.56	602.38	600.53
9	600.29	602.18	602.39	602.47	602.29	600.44
10	600.29	602.18	602.39	602.47	602.29	600.44

NOTES

1. All splice plates and bearing stiffeners shall be AASHTO M270, Grade 50.
2. All splice plates except fill plates shall be designated "CVN" and shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.

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123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME = lcsM-dbstepw21$	DESIGNED - JMM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL DETAILS STRUCTURE NO. 016-2091	
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PLOT DATE = 10/10/2025	CHECKED - BJN	REVISED -		SCALE:	SHEET NO. S-28 OF S-50 SHEETS
PLOT TIME = 8:17:15 PM	DATE -	REVISED -			

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	215
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: \\cs\M-dbstepw21\ICS_pdf_work_dir\928\5302_58\0162091-D162K62-S028-Steel Det.dgn

INTERIOR GIRDER MOMENT TABLE - GIRDERS 2 THRU 9						
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3
I_s	(in^4)	9,554	15,273	15,273	15,273	9,554
I_c (n)	(in^4)	26,889	28,770	28,770	28,770	26,889
I_c (3n)	(in^4)	19,277	21,998	21,998	21,998	19,277
I_c (cr)	(in^4)	———	16,175	16,175	16,175	———
S_s	(in^3)	690	832	832	832	690
S_c (n)	(in^3)	955	985	985	985	955
S_c (3n)	(in^3)	878	914	914	914	878
S_c (cr)	(in^3)	———	804	804	804	———
S_x	(in^3)	908	797	993	797	908
DC1	(k/ft)	0.84	0.90	0.90	0.90	0.84
M_{DC1}	('k)	498	600	115	600	498
DC2	(k/ft)	0.47	0.47	0.47	0.47	0.47
M_{DC2}	('k)	260	268	42	268	260
DW	(k/ft)	0.31	0.31	0.31	0.31	0.31
M_{DW}	('k)	125	129	20	129	125
LLDF		0.504	0.524	0.524	0.524	0.504
M_{LL+IM}	('k)	898	842	566	842	898
f_f (Strength I)	(ksi)	0.00	0.00	0.00	0.00	0.00
$M_u + {}^1/_3\, f_f\, S_x$	('k)	2,707	2,751	1,217	2,751	2,707
$\Phi_f M_n$	('k)	4,404	4,099	4,581	4,099	4,404
f_s DC1	(ksi)	8.67	8.66	1.67	8.66	8.67
f_s DC2	(ksi)	3.55	4.00	0.62	4.00	3.55
f_s DW	(ksi)	1.70	1.92	0.30	1.92	1.70
f_s (LL+IM)	(ksi)	11.29	12.57	8.45	12.57	11.29
f_f (Service II)	(ksi)	0.00	0.00	0.00	0.00	0.00
$f_s + {}^{f_f}/_2$ (Service II)	(ksi)	28.59	30.92	13.57	30.92	28.59
Service II Resistance	(ksi)	47.50	47.50	47.50	47.50	47.50
$f_s + {}^{f_f}/_3$ (Strength I)	(ksi)	37.58	40.70	18.10	40.70	37.58
$\Phi_f F_n$	(ksi)	———	———	———	———	———
V_f	(k)	17.35	29.31	16.20	29.31	17.35

INTERIOR GIRDER REACTION TABLE - GIRDERS 2 THRU 9					
		S. Abut.	Pier 1	Pier 2	N. Abut.
LLDF		0.689	0.689	0.689	0.689
OCF		———	———	———	———
R_{DC1}	(k)	* 62.01	72.09	72.09	* 62.01
R_{DC2}	(k)	14.53	34.29	34.29	14.53
R_{DW}	(k)	6.98	16.45	16.45	6.98
R_{LL}	(k)	59.54	92.51	92.51	59.54
R_{Im}	(k)	14.10	16.55	16.55	14.10
R_{Total} (Strength I)(Impact)	(k)	235.02	348.51	348.51	235.02
R_{Total} (Strength I)(No Impact)	(k)	210.35	319.53	319.53	210.35

* Includes tributary weight of cast-in-place diaphragm and contributing portion of the approach slab.

INTERIOR GIRDER DEFLECTION TABLE - GIRDERS 2 THRU 9						
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3
Δ_{LL+IM}	(in)	0.64	———	0.22	———	0.64
Δ_{ALLOW}	(in)	1.04	———	0.80	———	1.04

I_s , S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).

I_c (n), S_c (n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).

I_c (3n), S_c (3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

I_c (cr), S_c (cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).

S_x : Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.³).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.

M_{LL+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u : Strength I load combination of factored design moments (kip-ft.).
$1.25\,(M_{DC1} + M_{DC2}) + 1.5\,M_{DW} + 1.75\,M_{LL+IM}$

f_f : Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).

$\Phi_f M_n$: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_s

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
M_{DC2} / S_c (3n) or M_{DC2} / S_c (cr) as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
M_{DW} / S_c (3n) or M_{DW} / S_c (cr) as applicable.

f_s (LL+ IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
M_{LL+IM} / S_c (n) or M_{LL+IM} / S_c (cr) as applicable.

$f_s + f_f / 2$ (Service II): Sum of stresses as computed below (ksi).
f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (LL+ IM) + f_f /2

Service II Resistance: Composite ($0.95R_hF_{yf}$) or noncomposite ($0.80R_hF_{yf}$) stress capacity according to Article 6.10.4.2 (ksi).

$f_s + f_f / 3$ (Strength I): Sum of stresses as computed below on non-compact sections (ksi).
1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (LL+ IM) + f_f /3

$\Phi_f F_n$: Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).

V_f: Maximum factored shear range in span computed according to Article 6.10.10.

OCF: Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.

R_{DC1}: Un-factored reaction due to non-composite dead load (kip).

R_{DC2}: Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).

R_{DW} : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).

R_{LL} : Un-factored live load reaction (kip).

R_{IM} : Un-factored dynamic load allowance (impact) (kip).

R_{Total} (Strength I)(Impact): Strength I load combination of factored design reactions (kip).
$1.25\,(R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75\,(R_{LL} + R_{IM})$

R_{Total} (Strength I)(No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).
$1.25\,(R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75\,(R_{LL})$

Δ_{LL+IM}: Calculated value Service I live load plus impact deflection.

Δ_{ALLOW}: Maximum allowable Service I live load plus impact deflection according to AASHTO LRFD Bridge Design Specifications 9.5.2.

FILE NAME: \\cs\M-dbstepw21\ICS_pdf_work_dir\92865302_470\1622091-D162K62-S029-Mom Reaction.dgn

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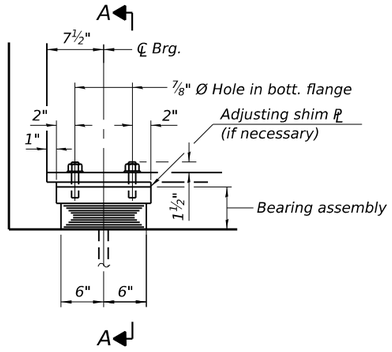
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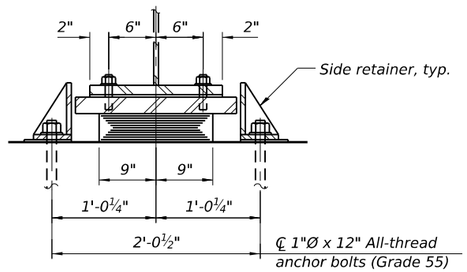
GIRDER MOMENT AND REACTION TABLES
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-29 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

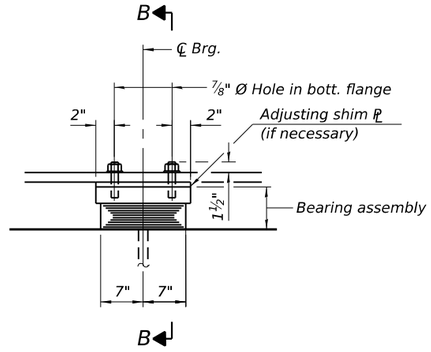


ELEVATION AT ABUT.

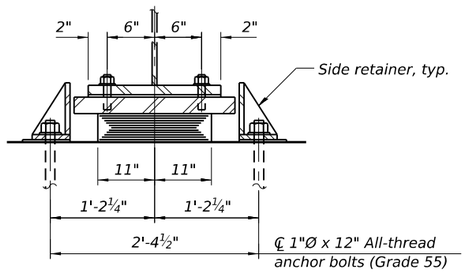


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG. AT ABUT.

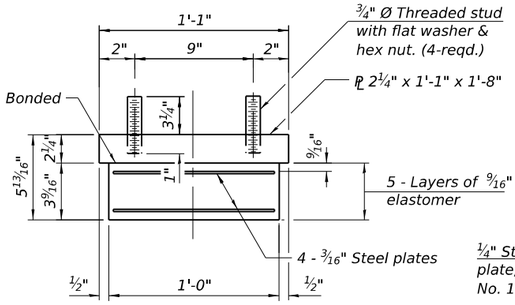


ELEVATION AT PIER 1



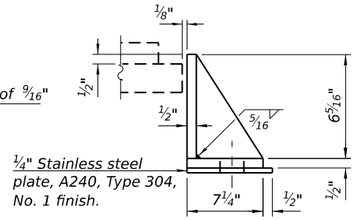
SECTION B-B

TYPE I ELASTOMERIC EXP. BRG. AT PIER 1



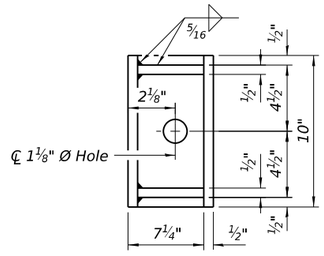
BEARING ASSEMBLY AT ABUT.

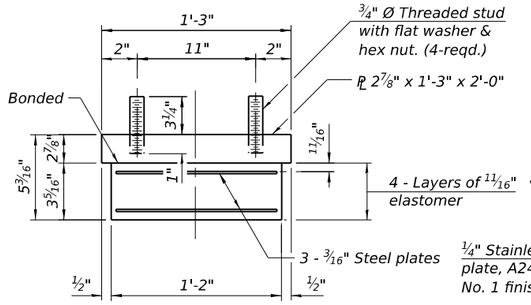
Note:
Shim plates shall not be placed under bearing assembly.



SIDE RETAINER AT ABUT.

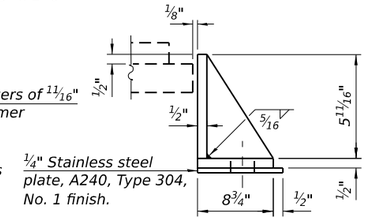
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.





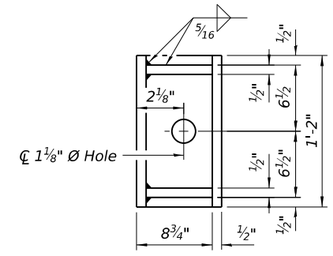
BEARING ASSEMBLY AT PIER 1

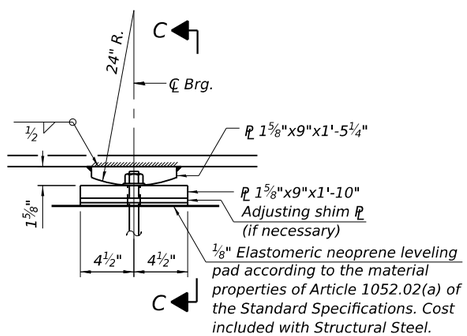
Note:
Shim plates shall not be placed under bearing assembly.



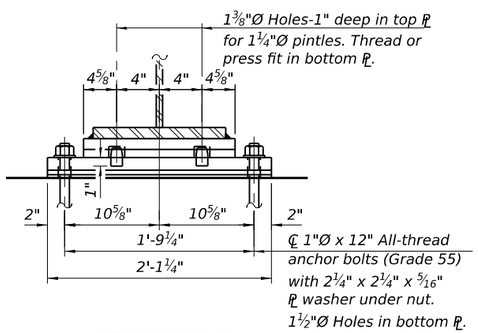
SIDE RETAINER AT PIER 1

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

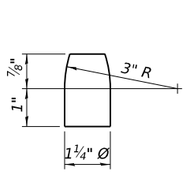




ELEVATION AT PIER 2



SECTION C-C



PINTLE

FIXED BEARING AT PIER 2

NOTES

1. Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
2. Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
3. The structural steel plates of the Bearing Assembly and the structural steel plates and pintles of the fixed bearings shall conform to the requirements of AASHTO M270 Grade 50.
4. All bearing plates, side retainers, shim plates, anchor bolts, nuts, and washers of the Elastomeric Expansion Bearings shall be galvanized according to AASHTO M111 or M232 as applicable.
5. All bearing plates, side retainers, shim plates, anchor bolts, nuts, washers, and pintles of the Fixed Bearings shall be metalized.
6. Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
7. Cost of steel plates for Fixed Bearings shall be included with Furnishing and Erecting Structural Steel.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	30
Anchor Bolts, 1"	Each	80

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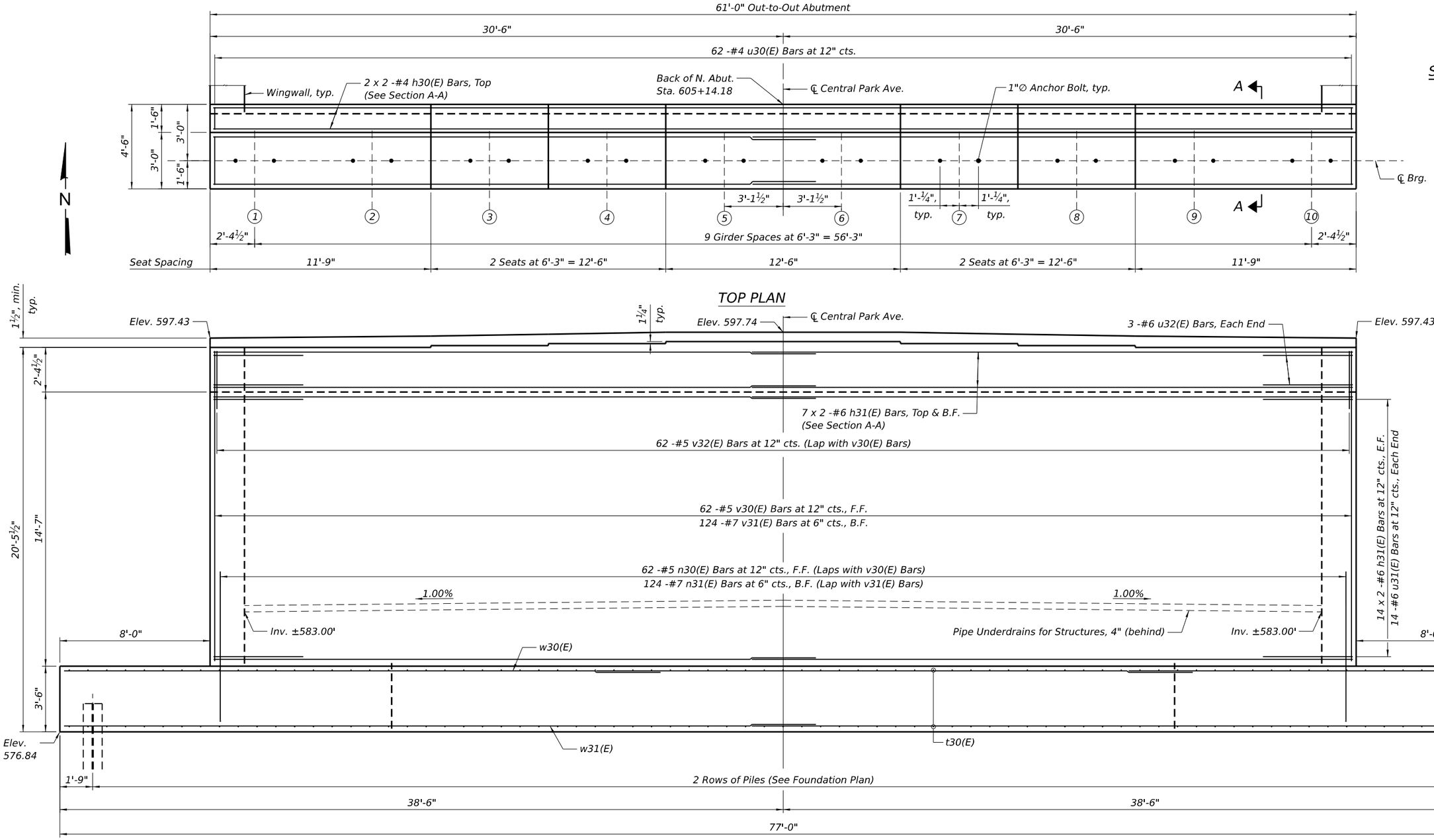
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELASTOMERIC BEARING TYPE I AND FIXED BEARING DETAILS
STRUCTURE NO. 016-2091

SCALE: NTS | SHEET NO. S-30 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	217
		CONTRACT NO. 62K62		
		ILLINOIS FED. AID PROJECT		

FILE NAME: \\cs\M-dbstepw21\ICS_pdf_work_dir\9286302_230162091-D162K62-S030-Brg Dets.dgn



SEAT ELEVATIONS

Girder	Elev.
1	597.30
2	597.30
3	597.40
4	597.51
5	597.61
6	597.61
7	597.51
8	597.40
9	597.30
10	597.30

MINIMUM LAP LENGTHS

Bar	Lap
#6	4'-2"

TOP PLAN

ELEVATION
(Looking North)

NOTES

1. Bars noted thus 3x2 - #5 indicates 3 lines of bars with 2 bars per line.
2. Space reinforcement to miss anchor bolts.
3. For Section A-A, bar bending diagrams, Foundation Plan, and Bill of Material, see Sheet S-32
4. For reveal pattern details, see Sheet S-41.
5. For utilities and conduits attached to structure and embedded in structure quantities and details, see Civil and Electrical sheets.

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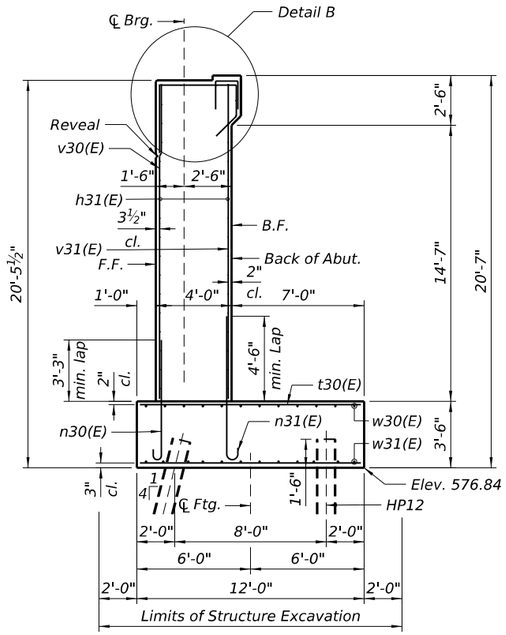
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT PLAN AND ELEVATION
STRUCTURE NO. 016-2091

SCALE: NTS | SHEET NO. S-31 OF S-50 SHEETS

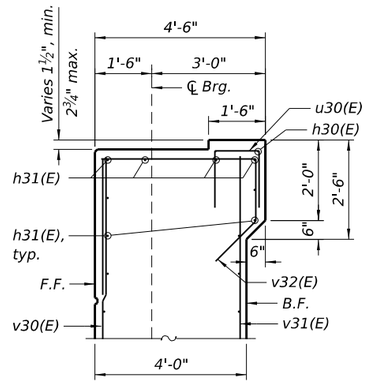
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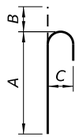


SECTION A-A

(Drainage not Shown for Clarity)

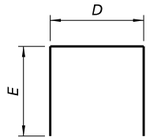


DETAIL B



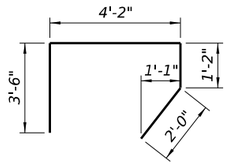
BARS n30(E) OR n31(E)

Bar	A	B	C
n30(E)	6'-7"	8"	5"
n31(E)	7'-7"	10"	7"



BARS u30(E), u31(E), OR u32(E)

Bar	D	E
u30(E)	1'-2"	1'-6"
u31(E)	3'-8"	4'-9"
u32(E)	4'-2"	4'-9"



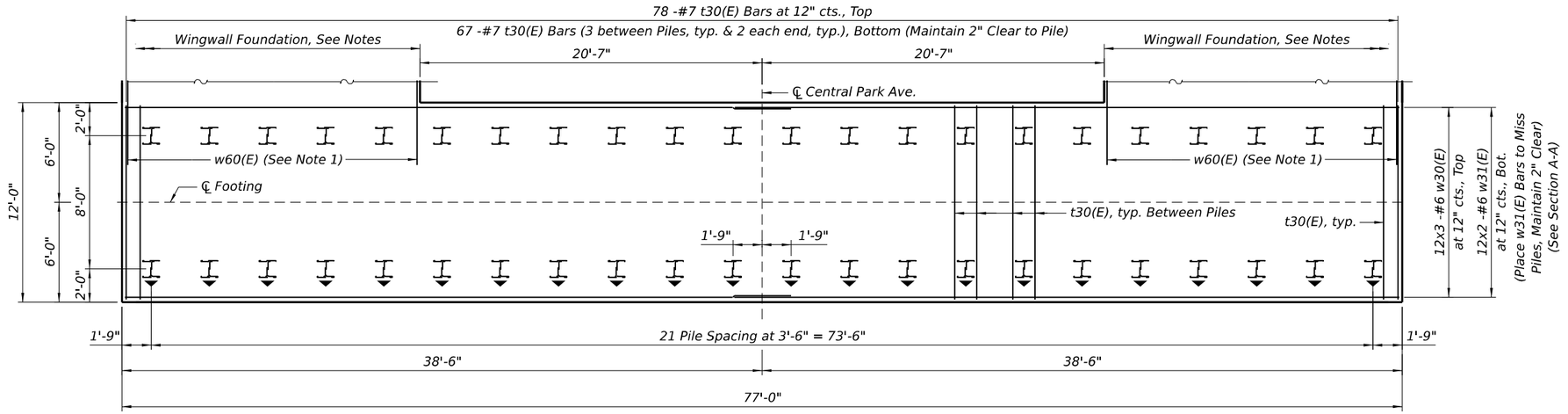
BAR v32(E)

NORTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h30(E)	4	#4	31'-9"	
h31(E)	70	#6	32'-5"	
n30(E)	62	#5	7'-3"	
n31(E)	124	#7	8'-8"	
u30(E)	62	#4	4'-2"	
u31(E)	28	#6	12'-8"	
u32(E)	6	#6	13'-2"	
v30(E)	62	#5	16'-9"	
v31(E)	124	#7	16'-9"	
v32(E)	62	#5	10'-4"	
t30(E)	145	#7	11'-8"	
w30(E)	36	#6	28'-4"	
w31(E)	24	#6	33'-5"	
Structure Excavation			Cu. Yd.	1,032.0
Concrete Structures			Cu. Yd.	276.8
Reinforcement Bars, Epoxy Coated			Pound	19.240
Furnishing Steel Piles HP12 x 53			Foot	2,200
Driving Piles			Foot	2,200
Test Pile Steel HP12 x 53			Each	1
Pile Shoes			Each	44
Concrete Sealer			Sq. Ft.	915
Granular Backfill for Structures			Cu. Yd.	1,171.4
Geocomposite Wall Drain			Sq. Yd.	116
Pipe Underdrains for Structures, 4"			Foot	61

MINIMUM LAP LENGTHS

Bar	Lap
#6	4'-2"



PILE DATA

Type: HP12 x 53 with Pile Shoes
Nominal Required Bearing: 251 kip
Factored Resistance Available: 138 kip
Est. Length: 50'-0"
No. Production Piles: 43
No. Test Piles: 1
▼ Battered Pile

N

FOUNDATION PLAN

(Wingwall foundations not shown for clarity, see Notes)

NOTES

1. The North Abutment foundation will be poured monolithically with the Northeast and Northwest wingwall foundations. For wingwall foundation details, see Sheet S-34.
2. Concrete Sealer shall be applied to all exposed surfaces of the abutment per Section 587 of the Standard Specifications.
3. Bars noted thus 3x2 - #5 indicates 3 lines of bars with 2 bars per line.
4. For drainage details, see Sheet S-3.
5. For reveal pattern and layout, see Sheet S-41.

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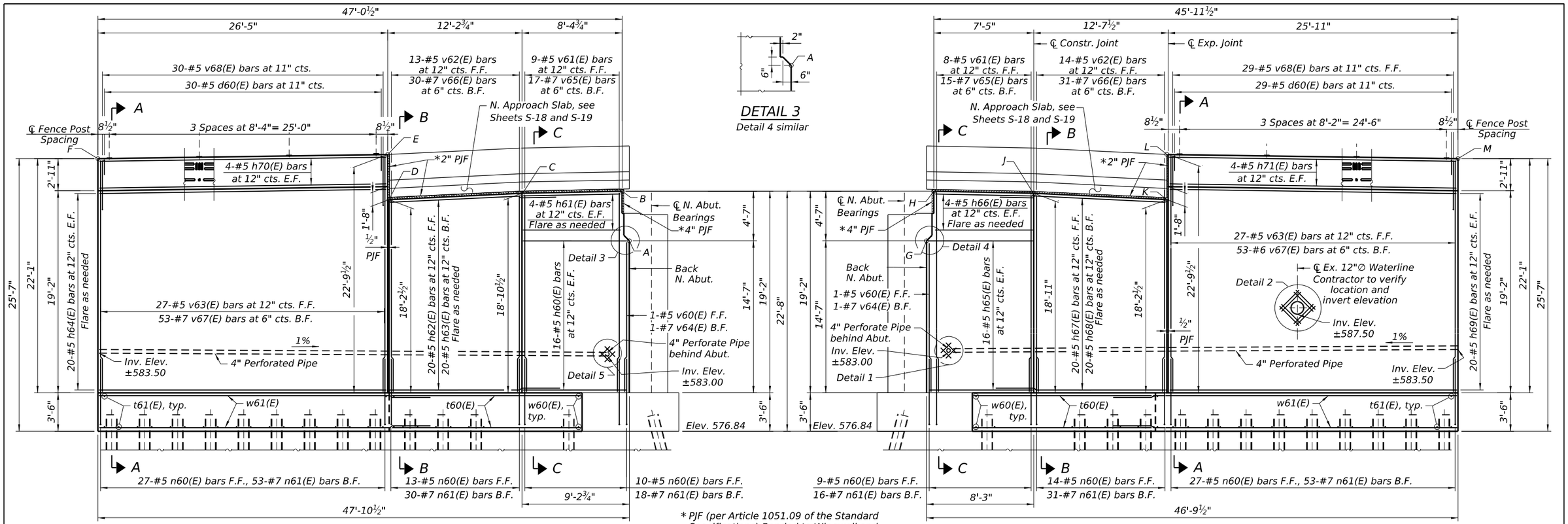
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT FOUNDATION PLAN, SECTIONS, AND DETAILS
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-32 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	219
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

FILE NAME: \\cs\M-dbstepw21\ICS_pdf_work_dir\92865302_639\0162091-D162K62-S032-North Abut Fdn.dgn



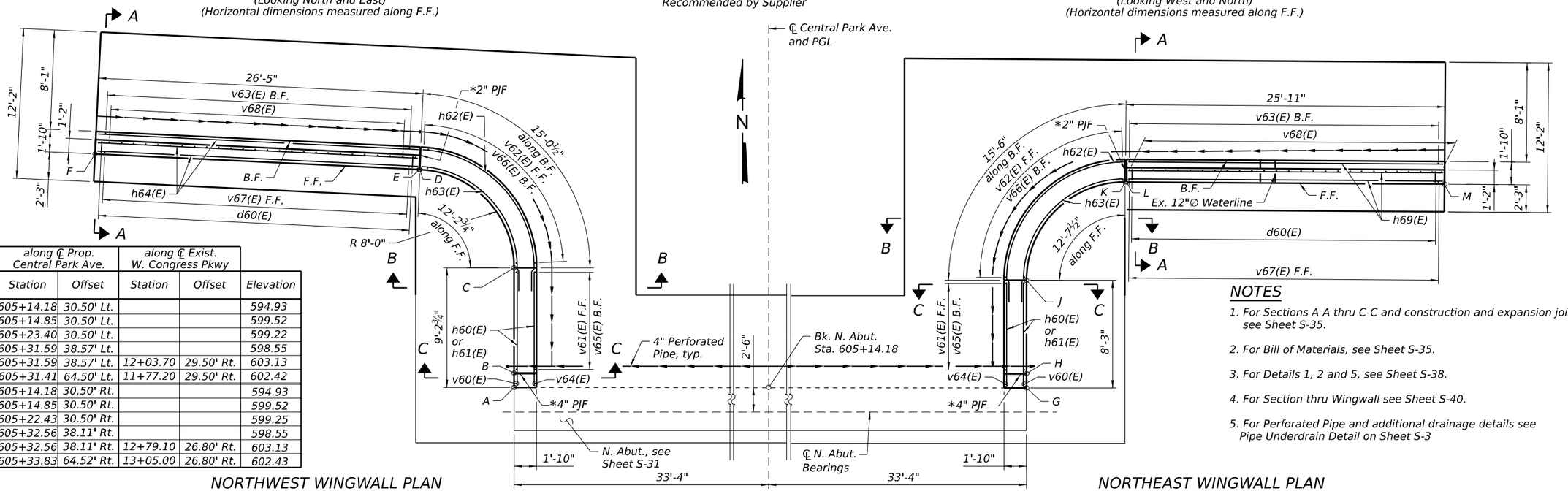
NORTHWEST UNFOLDED WINGWALL ELEVATION

NORTHEAST UNFOLDED WINGWALL ELEVATION

* PJF (per Article 1051.09 of the Standard Specifications) Bonded to Wingwall and diaphragm with Suitable Adhesive as Recommended by Supplier

(Looking North and East)
(Horizontal dimensions measured along F.F.)

(Looking West and North)
(Horizontal dimensions measured along F.F.)



	Point	along ℄ Prop. Central Park Ave. Station	Offset	along ℄ Exist. W. Congress Pkwy Station	Offset	Elevation
NW Wingwall	A	605+14.18	30.50' Lt.			594.93
	B	605+14.85	30.50' Lt.			599.52
	C	605+23.40	30.50' Lt.			599.22
	D	605+31.59	38.57' Lt.			598.55
	E	605+31.59	38.57' Lt.	12+03.70	29.50' Rt.	603.13
	F	605+31.41	64.50' Lt.	11+77.20	29.50' Rt.	602.42
NE Wingwall	G	605+14.18	30.50' Rt.			594.93
	H	605+14.85	30.50' Rt.			599.52
	J	605+22.43	30.50' Rt.			599.25
	K	605+32.56	38.11' Rt.			598.55
	L	605+32.56	38.11' Rt.	12+79.10	26.80' Rt.	603.13
	M	605+33.83	64.52' Rt.	13+05.00	26.80' Rt.	602.43

NORTHWEST WINGWALL PLAN

NORTHEAST WINGWALL PLAN

NOTES

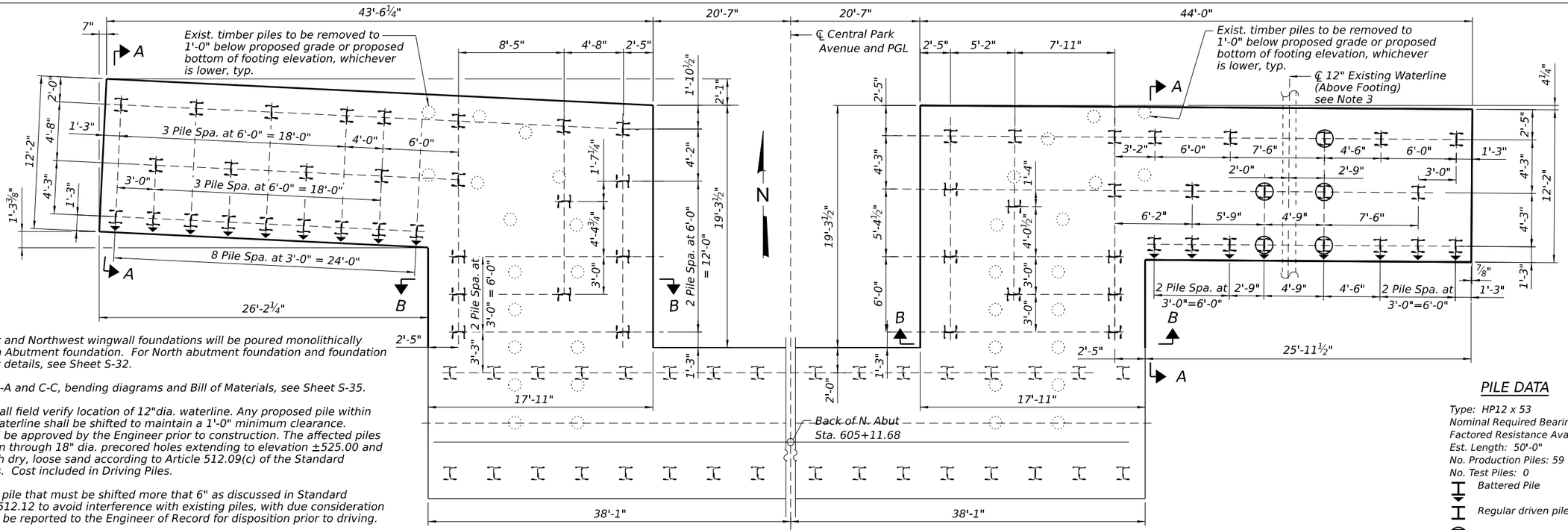
1. For Sections A-A thru C-C and construction and expansion joints, see Sheet S-35.
2. For Bill of Materials, see Sheet S-35.
3. For Details 1, 2 and 5, see Sheet S-38.
4. For Section thru Wingwall see Sheet S-40.
5. For Perforated Pipe and additional drainage details see Pipe Underdrain Detail on Sheet S-3

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PLOT SCALE =	DRAWN - SFM	REVISED -		
PLOT DATE = 10/10/2025	CHECKED - BJN	REVISED -		SCALE: NTS / SHEET NO. S-33 OF S-50 SHEETS
PLOT TIME = 8:16:50 PM	DATE -	REVISED -		

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	220
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: \\cs\M-dbstepw21\ICS_pdf_work_dir\9285302_2501162091-D162K62-SI033-North Wing Plan and Elev.dgn



NOTES

1. The Northeast and Northwest wingwall foundations will be poured monolithically with the North Abutment foundation. For North abutment foundation and foundation reinforcement details, see Sheet S-32.
2. For sections A-A and C-C, bending diagrams and Bill of Materials, see Sheet S-35.
3. Contractor shall field verify location of 12"dia. waterline. Any proposed pile within 1'-0" of the waterline shall be shifted to maintain a 1'-0" minimum clearance. Location shall be approved by the Engineer prior to construction. The affected piles shall be driven through 18" dia. precored holes extending to elevation ±525.00 and backfilled with dry, loose sand according to Article 512.09(c) of the Standard Specifications. Cost included in Driving Piles.
4. Any proposed pile that must be shifted more that 6" as discussed in Standard Specification 512.12 to avoid interference with existing piles, with due consideration of batter shall be reported to the Engineer of Record for disposition prior to driving.

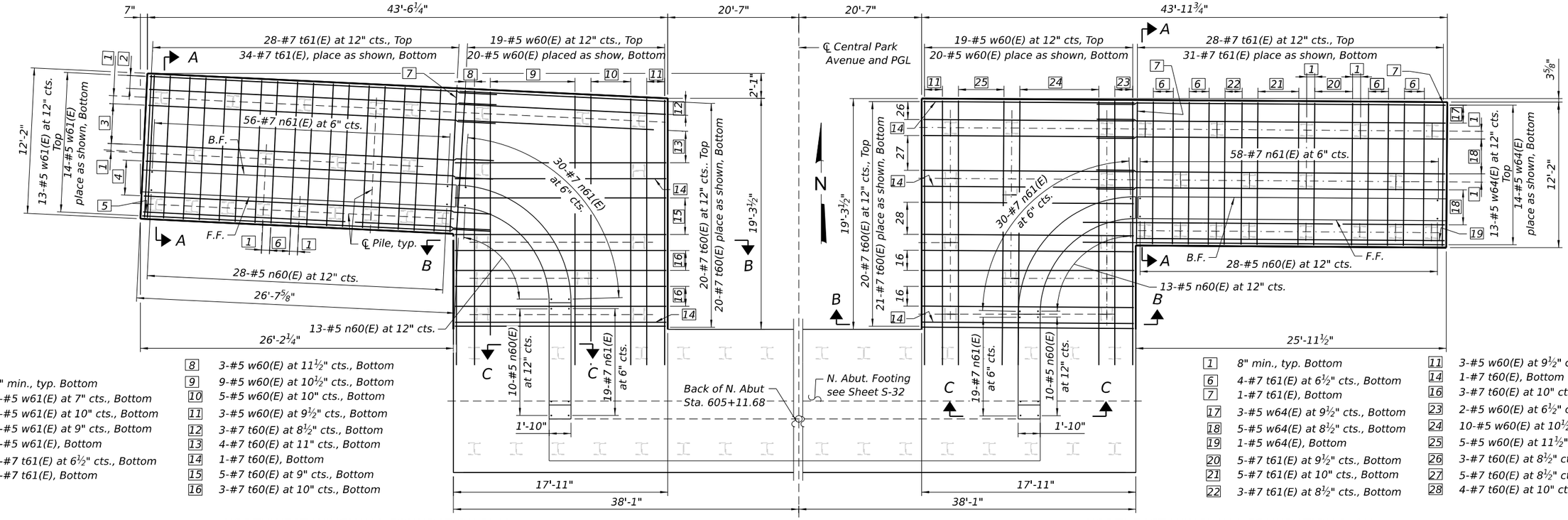
PILE DATA

Type: HP12 x 53
Nominal Required Bearing: 251 kip
Factored Resistance Available: 138 kip
Est. Length: 50'-0"
No. Production Piles: 59
No. Test Piles: 0

Battered Pile
Regular driven pile
Pre-core driven pile (See Note 3)

NORTHWEST WINGWALL PILE PLAN

NORTHEAST WINGWALL PILE PLAN



1 8" min., typ. Bottom
2 3-#5 w61(E) at 7" cts., Bottom
3 5-#5 w61(E) at 10" cts., Bottom
4 5-#5 w61(E) at 9" cts., Bottom
5 1-#5 w61(E), Bottom
6 4-#7 t61(E) at 6½" cts., Bottom
7 1-#7 t61(E), Bottom
8 3-#5 w60(E) at 11½" cts., Bottom
9 9-#5 w60(E) at 10½" cts., Bottom
10 5-#5 w60(E) at 10" cts., Bottom
11 3-#5 w60(E) at 9½" cts., Bottom
12 3-#7 t60(E) at 8½" cts., Bottom
13 4-#7 t60(E) at 11" cts., Bottom
14 1-#7 t60(E), Bottom
15 5-#7 t60(E) at 9" cts., Bottom
16 3-#7 t60(E) at 10" cts., Bottom
17 3-#5 w64(E) at 9½" cts., Bottom
18 5-#5 w64(E) at 8½" cts., Bottom
19 1-#5 w64(E), Bottom
20 5-#7 t61(E) at 9½" cts., Bottom
21 5-#7 t61(E) at 10" cts., Bottom
22 3-#7 t61(E) at 8½" cts., Bottom
23 2-#5 w60(E) at 6½" cts., Bottom
24 10-#5 w60(E) at 10½" cts., Bottom
25 5-#5 w60(E) at 11½" cts., Bottom
26 3-#7 t60(E) at 8½" cts., Bottom
27 5-#7 t60(E) at 8½" cts., Bottom
28 4-#7 t60(E) at 10" cts., Bottom

NORTHWEST WINGWALL FOUNDATION PLAN

NORTHEAST WINGWALL FOUNDATION PLAN

DBS DB STERLIN CONSULTANTS, INC. 123 N. Wacker Drive, Suite 2000 Chicago, Illinois 60606 312.857.1006

USER NAME = lcsM-dbstepw21$	DESIGNED - EV	REVISED -
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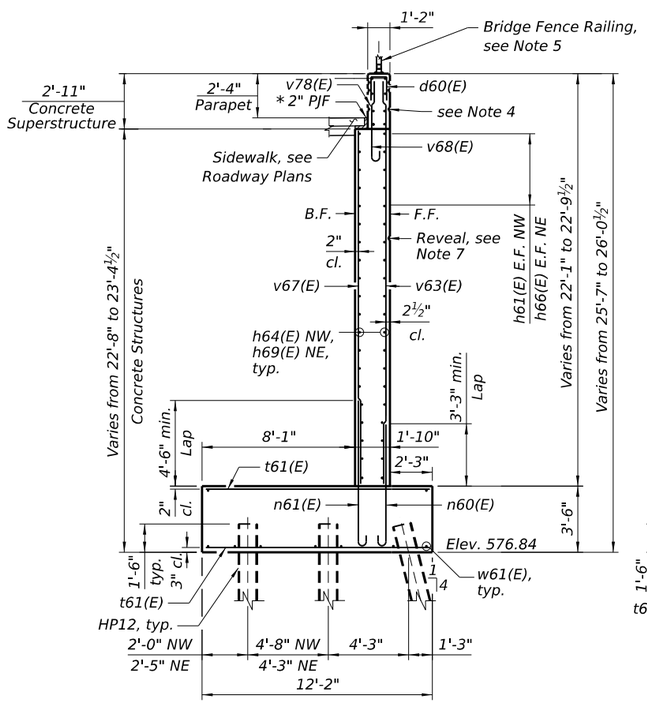
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH WINGWALLS FOUNDATION PLAN
STRUCTURE NO. 016-2091

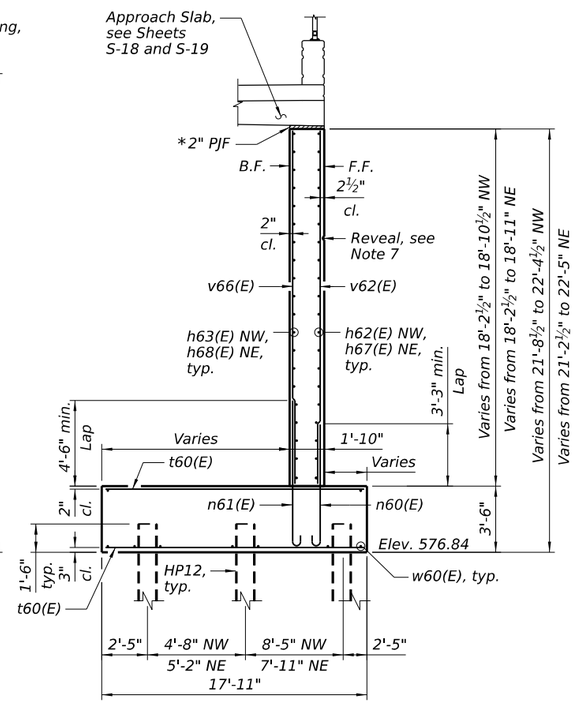
SCALE: | SHEET NO. S-34 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

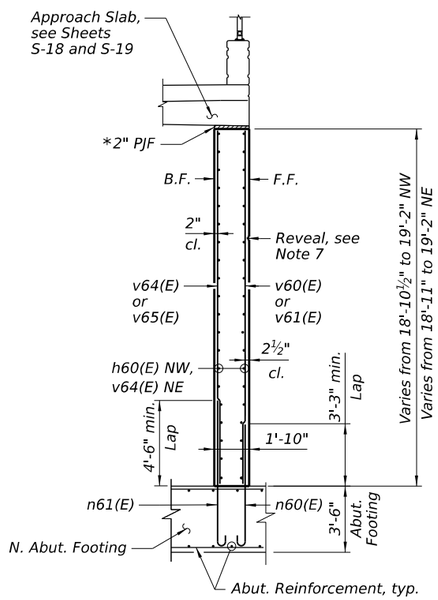
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SECTION A-A



SECTION B-B



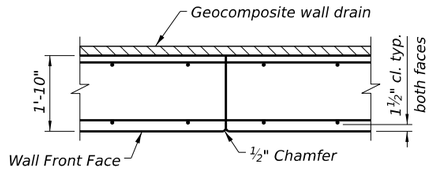
SECTION C-C

TOTAL BILL OF MATERIAL

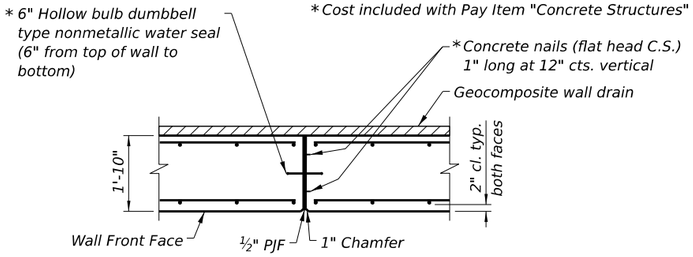
NW and NE Wingwalls

Bar	No.	Size	Length	Shape
d60(E)	59	#5	2'-5"	⊓
h60(E)	32	#5	9'-0"	—
h61(E)	8	#5	8'-4"	—
h62(E)	20	#5	15'-6"	⌒
h63(E)	20	#5	17'-10"	⌒
h64(E)	40	#5	26'-0"	—
h65(E)	32	#5	7'-5"	—
h66(E)	8	#5	6'-9"	—
h67(E)	20	#5	15'-11"	⌒
h68(E)	20	#5	18'-3"	⌒
h69(E)	40	#5	25'-6"	—
h70(E)	8	#5	26'-0"	—
h71(E)	8	#5	25'-6"	—
h72(E)	8	#5	0'-9"	—
h73(E)	16	#5	3'-9"	—
n60(E)	101	#5	7'-11"	↳
n61(E)	204	#7	9'-4"	↳
t60(E)	81	#7	17'-7"	—
t61(E)	121	#7	11'-10"	—
v60(E)	2	#5	14'-3"	—
v61(E)	17	#5	18'-8"	—
v62(E)	27	#5	18'-9"	—
v63(E)	55	#5	21'-11"	—
v64(E)	2	#7	14'-3"	—
v65(E)	32	#7	18'-8"	—
v66(E)	63	#7	18'-9"	—
v67(E)	107	#7	17'-9"	—
v68(E)	59	#5	5'-4"	↳
w60(E)	78	#5	22'-5"	—
w61(E)	54	#5	47'-1"	—

Structure Excavation	Cu Yd	1,349.0
Concrete Structures	Cu Yd	304.4
Concrete Superstructure	Cu Yd	6.6
Protective Coat	Sq Yd	14
Reinforcement Bars, Epoxy Coated	Pound	30,130
Furnishing Steel Piles HP12x53	Foot	2,950
Driving Piles	Foot	2,950
Pile Shoes	Each	59
Concrete Sealer	Sq Ft	1,680
Granular Backfill for Structures	Cu Yd	932.3
Geocomposite Wall Drain	Sq Yd	200
Pipe Underdrains for Structures 4"	Foot	98



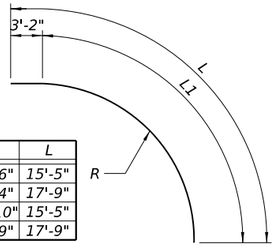
CONSTRUCTION JOINT



EXPANSION JOINT

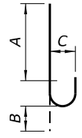


BAR d60(E)



Bar	R	L1	L
h62(E)	8'-2"	12'-6"	15'-5"
h63(E)	9'-4½"	14'-4"	17'-9"
h67(E)	8'-2"	12'-10"	15'-5"
h68(E)	9'-4½"	14'-9"	17'-9"

BARS h62(E), h63(E),h67(E) AND h68(E)



Bar	A	B	C
n60(E)	7'-3"	8''	5''
n61(E)	8'-6"	10''	7''
v68(E)	4'-3"	8''	5''

BARS n60(E), n61(E) AND v68(E)

NOTES

1. For location of Sections A-A thru C-C, see Sheets S-33 and S-34.
2. For Section thru Wingwall see Sheet S-40.
3. Protective Coat shall be applied to front face of parapet.
4. For parapet reveal detail, see Detail 1 Sheet S-40 and Sheet S-16 for additional details.
5. For Bridge Fence Railing details, see Sheets S-25 and S-26.
6. Concrete Sealer shall be applied to exposed front face of wingwalls per Section 587 of the Standard Specifications.
7. For drainage details behind wingwalls, see Section Thru Wingwall on Sheet S-40.
8. For reveal pattern and layout, see Sheet S-41.

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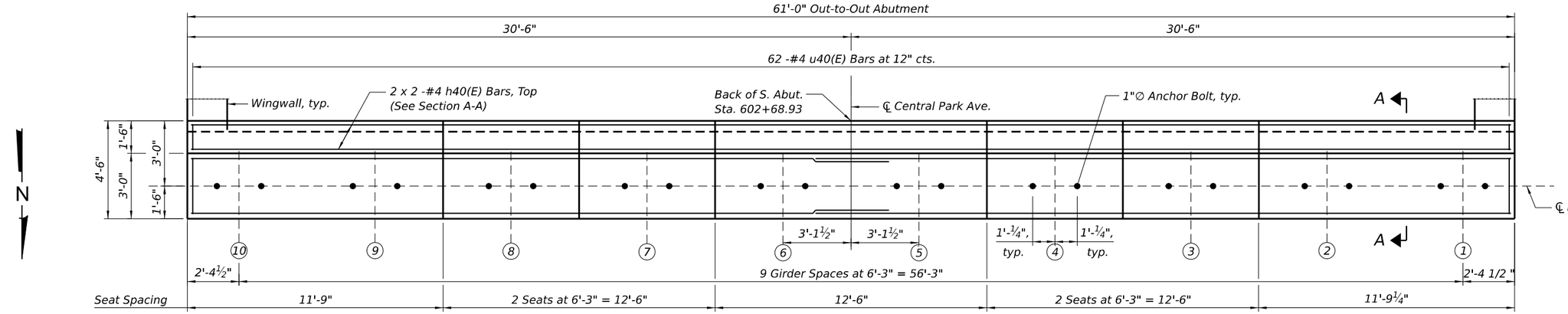
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH WINGWALLS DETAILS
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-35 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	222
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

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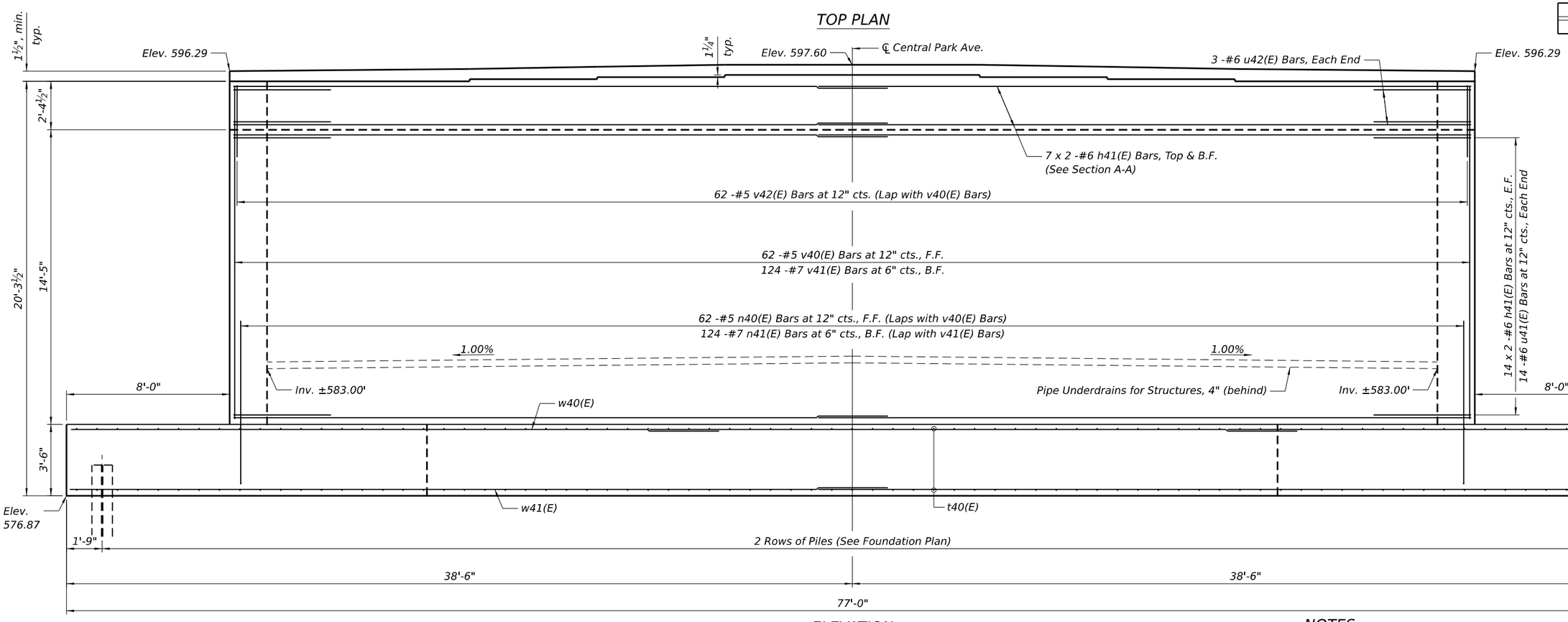
SEAT ELEVATIONS

Girder	Elev.
1	597.16
2	597.16
3	597.26
4	597.37
5	597.47
6	597.47
7	597.37
8	597.26
9	596.16
10	596.16

MINIMUM LAP LENGTHS

Bar	Lap
#6	4'-2"

TOP PLAN



ELEVATION
(Looking South)

NOTES

1. Bars noted thus 3x2 - #5 indicates 3 lines of bars with 2 bars per line.
2. Space reinforcement to miss anchor bolts.
3. For Section A-A, bar bending diagrams, Foundation Plan, and Bill of Material, see Sheet S-37.
4. For reveal pattern details, see Sheet S-41.
5. For utilities and conduits attached to structure and embedded in structure quantities and details, see Civil and Electrical sheets.

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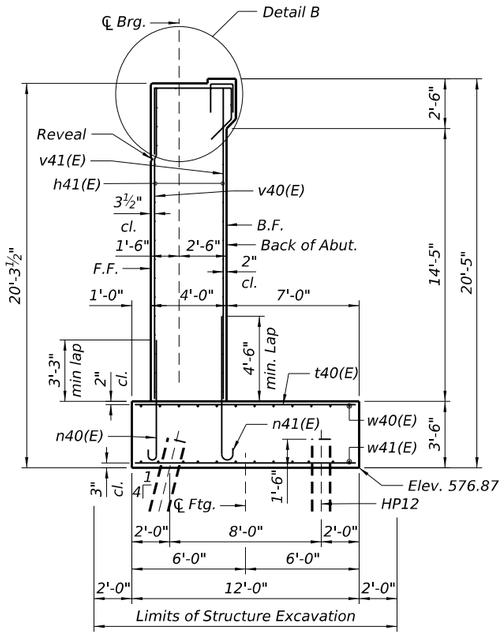
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT PLAN AND ELEVATION
STRUCTURE NO. 016-2091

SCALE: NTS | SHEET NO. S-36 OF S-50 SHEETS

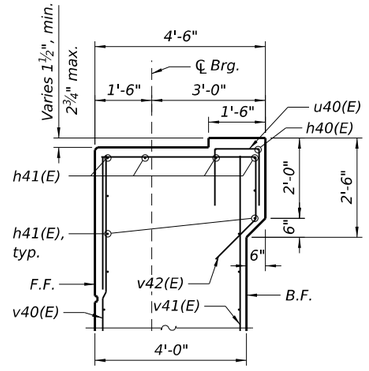
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

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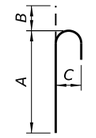


SECTION A-A

(Drainage not Shown for Clarity)

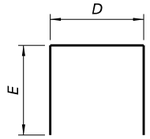


DETAIL B



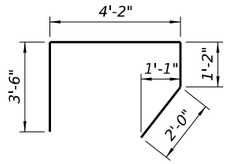
BARS n40(E) OR n41(E)

Bar	A	B	C
n40(E)	6'-7"	8"	5"
n41(E)	7'-10"	10"	7"



BARS u40(E), u41(E), OR u42(E)

Bar	D	E
u40(E)	1'-2"	1'-6"
u41(E)	3'-8"	4'-9"
u42(E)	4'-2"	4'-9"



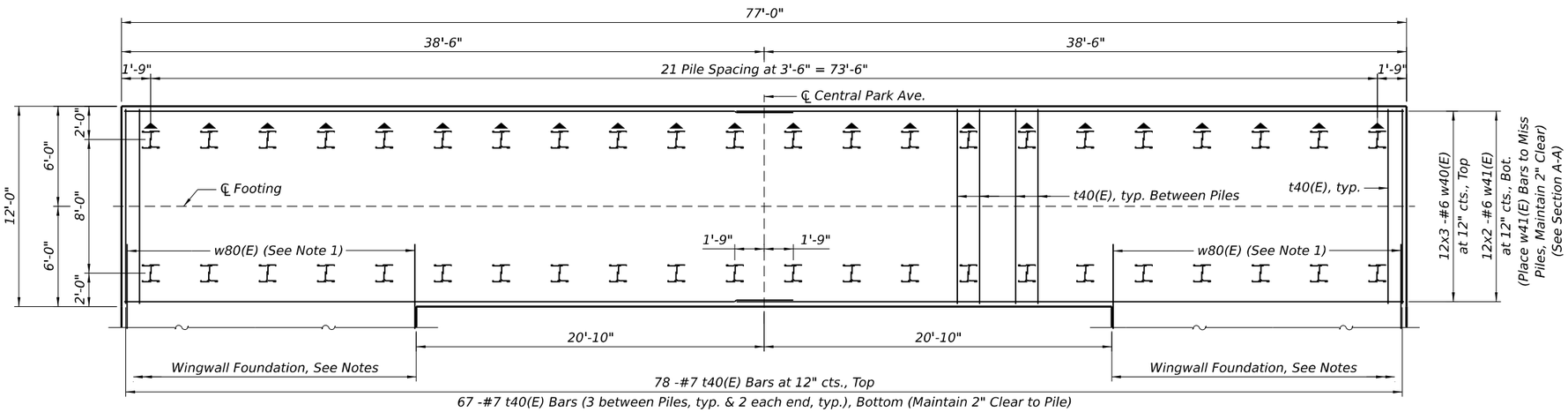
BAR v42(E)

SOUTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h40(E)	4	#4	31'-9"	
h41(E)	70	#6	32'-5"	
n40(E)	62	#5	7'-3"	
n41(E)	124	#7	8'-8"	
u40(E)	62	#4	4'-2"	
u41(E)	28	#6	13'-2"	
u42(E)	6	#6	13'-8"	
v40(E)	62	#5	16'-7"	
v41(E)	124	#7	16'-7"	
v42(E)	62	#5	10'-10"	
t40(E)	145	#7	11'-8"	
w40(E)	36	#6	28'-4"	
w41(E)	24	#6	33'-5"	
Structure Excavation			Cu. Yd.	1,032.0
Concrete Structures			Cu. Yd.	275.2
Reinforcement Bars, Epoxy Coated			Pound	19,180
Furnishing Steel Piles HP12 x 53			Foot	2,200
Driving Piles			Foot	2,200
Test Pile Steel HP12 x 53			Each	1
Pile Shoes			Each	44
Concrete Sealer			Sq. Ft.	915
Granular Backfill for Structures			Cu. Yd.	921.8
Geocomposite Wall Drain			Sq. Yd.	116
Pipe Underdrains for Structures, 4"			Foot	61

MINIMUM LAP LENGTHS

Bar	Lap
#6	4'-2"



FOUNDATION PLAN

(Wingwall foundations not shown for clarity, see Notes)

N

PILE DATA

Type: HP12 x 53 with Pile Shoes
Nominal Required Bearing: 251 kip
Factored Resistance Available: 138 kip
Est. Length: 50'-0"
No. Production Piles: 43
No. Test Piles: 1
▲ Battered Pile

NOTES

1. The South Abutment foundation will be poured monolithically with the Southeast and Southwest wingwall foundations. For wingwall foundation details, see Sheet S-39.
2. Concrete Sealer shall be applied to all exposed surfaces of the abutment per Section 587 of the Standard Specifications.
3. Bars noted thus 3x2 - #5 indicates 3 lines of bars with 2 bars per line.
4. For drainage details, see Sheet S-3.
5. For reveal pattern and layout, see Sheet S-41.

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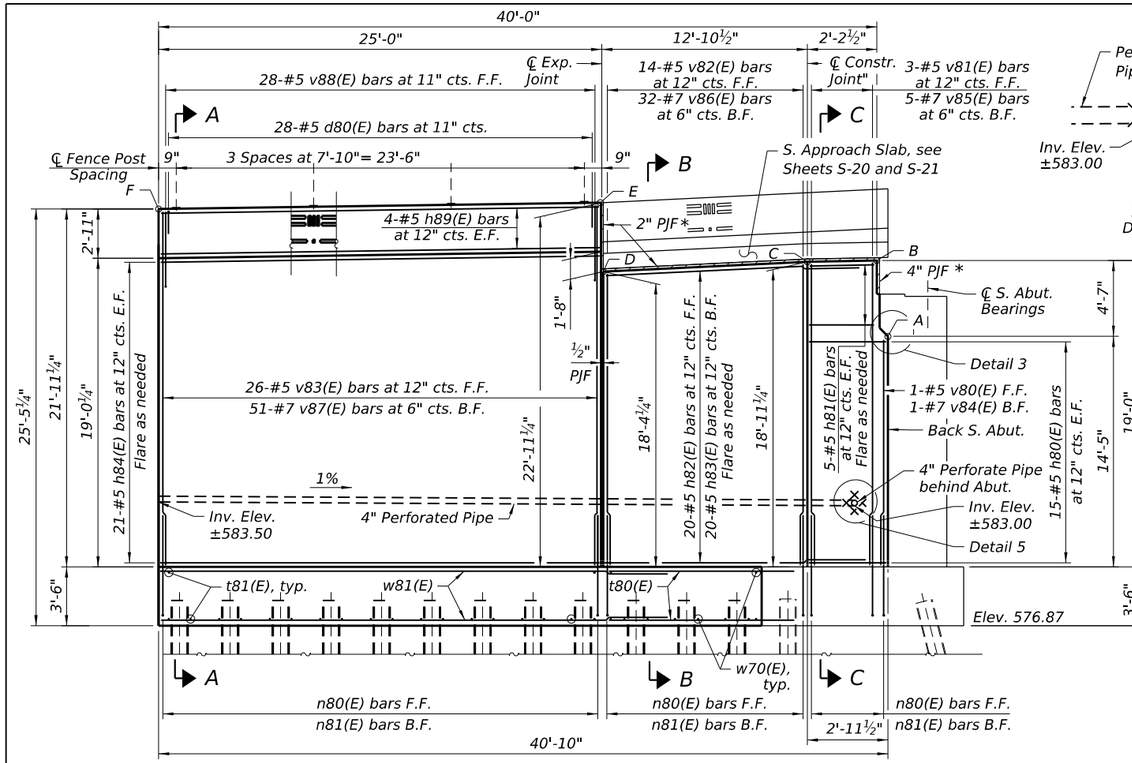
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT FOUNDATION PLAN, SECTIONS, AND DETAILS
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-37 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	224
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

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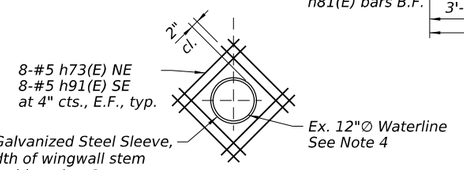


SOUTHWEST UNFOLDED WINGWALL ELEVATION

(Looking South and East)
(Horizontal dimensions measured along F.F.)

SOUTHEAST WINGWALL ELEVATION

(Looking West and South)
(Horizontal dimensions measured along F.F.)



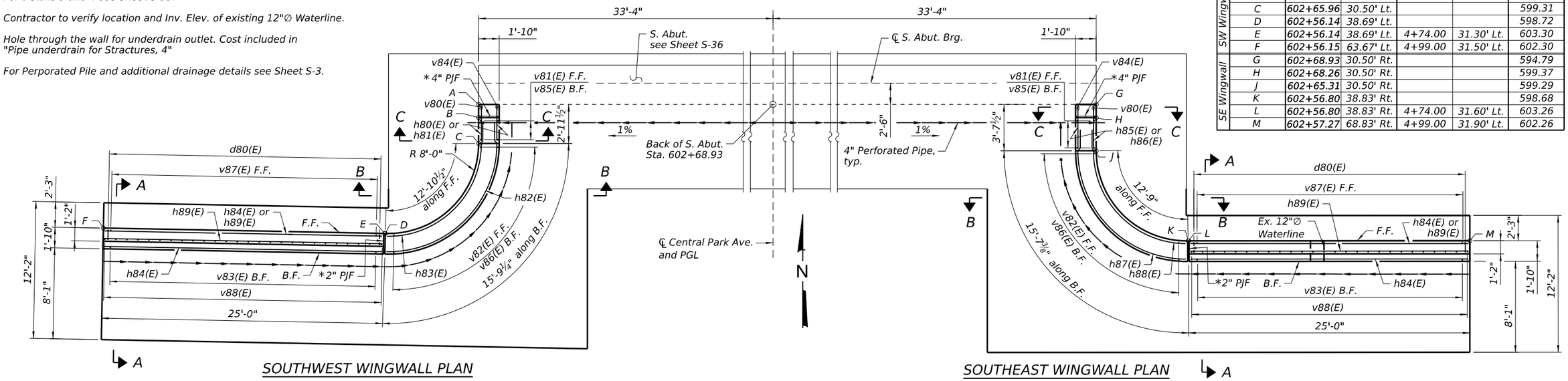
DETAIL 2

NOTES

1. For Sections A-A thru C-C, Section thru Wingwall and Bill of Materials, see Sheet S-40.
2. For construction and expansion joints details see Sheet S-35.
3. For Details 3 and 4 see Sheet S-33.
4. Contractor to verify location and Inv. Elev. of existing 12"∅ Waterline.
5. Hole through the wall for underdrain outlet. Cost included in "Pipe underdrain for Structures, 4"
6. For Perporated Pile and additional drainage details see Sheet S-3.

* PJF (per Article 1051.09 of the Standard Specifications) Bonded to Wingwall and diaphragm with Suitable Adhesive as Recommended by Supplier

	Point	along ℄ Prop. Central Park Ave. Station	Offset	along ℄ Exist. W. Harrison Street Station	Offset	Elevation
SW Wingwall	A	602+68.93	30.50' Lt.			594.79
	B	602+68.26	30.50' Lt.			599.37
	C	602+65.96	30.50' Lt.			599.31
	D	602+56.14	38.69' Lt.			598.72
	E	602+56.14	38.69' Lt.	4+74.00	31.30' Lt.	603.30
	F	602+56.15	63.67' Lt.	4+99.00	31.50' Lt.	602.30
SE Wingwall	G	602+68.93	30.50' Rt.			594.79
	H	602+68.26	30.50' Rt.			599.37
	J	602+65.31	30.50' Rt.			599.29
	K	602+56.80	38.83' Rt.			598.68
	L	602+56.80	38.83' Rt.	4+74.00	31.60' Lt.	603.26
	M	602+57.27	68.83' Rt.	4+99.00	31.90' Lt.	602.26



SOUTHWEST WINGWALL PLAN

SOUTHEAST WINGWALL PLAN

DB STERLIN CONSULTANTS, INC. 123 N. Wacker Drive, Suite 2000 Chicago, Illinois 60606 312.857.1006	USER NAME = lcsM-dbstepw21$	DESIGNED - EV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH WINGWALLS PLAN AND ELEVATION STRUCTURE NO. 016-2091
	PLOT SCALE =	DRAWN - SFM	REVISED -		
	PLOT DATE = 10/10/2025	CHECKED - BJN	REVISED -		SCALE: SHEET NO. S-38 OF S-50 SHEETS
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	225
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

FILE NAME: \\cas\M-dbstepw21\ICS_pdf_work_dir\92815302_65\0162091\D162K62-S038-South Wing Plan and Elev.dgn

PILE DATA

Type: HP12 x 53
Nominal Required Bearing: 251 kip
Factored Resistance Available: 138 kip
Est. Length: 50'-0"
No. Production Piles: 52
No. Test Piles: 0

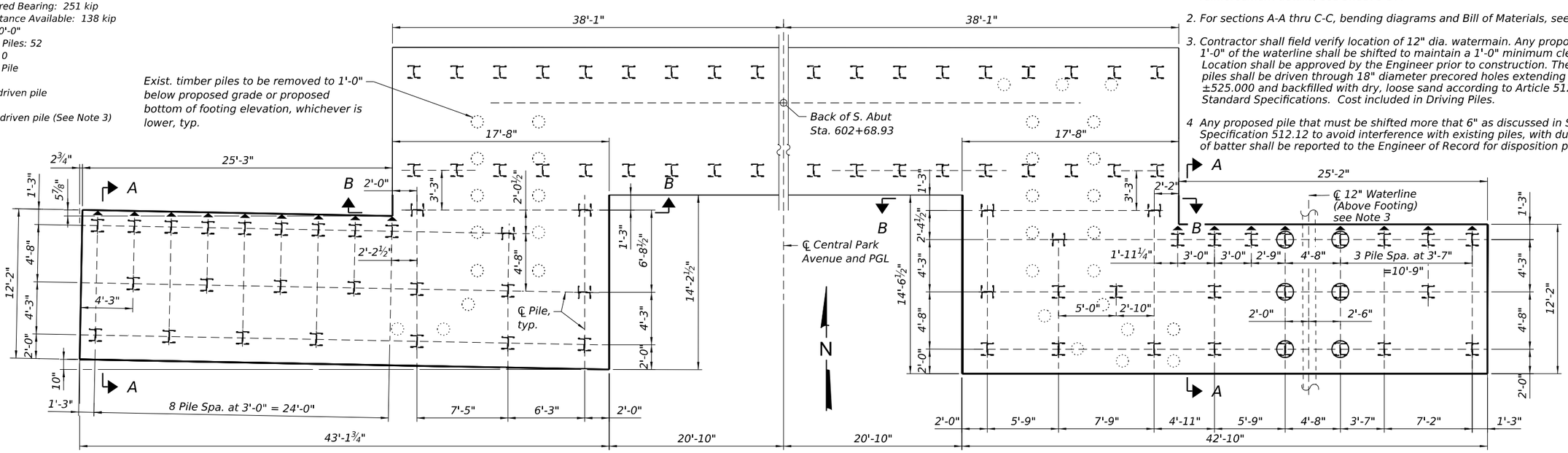
Battered Pile

Regular driven pile

Pre-core driven pile (See Note 3)

NOTES

1. The Southeast and Southwest wingwall foundations will be poured monolithically with the South Abutment foundation. For South abutment foundation and reinforcement details, see Sheet S-37.
2. For sections A-A thru C-C, bending diagrams and Bill of Materials, see Sheet S-40.
3. Contractor shall field verify location of 12" dia. watermain. Any proposed pile within 1'-0" of the waterline shall be shifted to maintain a 1'-0" minimum clearance. Location shall be approved by the Engineer prior to construction. The affected piles shall be driven through 18" diameter precored holes extending to elevation ±525.000 and backfilled with dry, loose sand according to Article 512.09(c) of the Standard Specifications. Cost included in Driving Piles.
4. Any proposed pile that must be shifted more that 6" as discussed in Standard Specification 512.12 to avoid interference with existing piles, with due consideration of batter shall be reported to the Engineer of Record for disposition prior to driving.

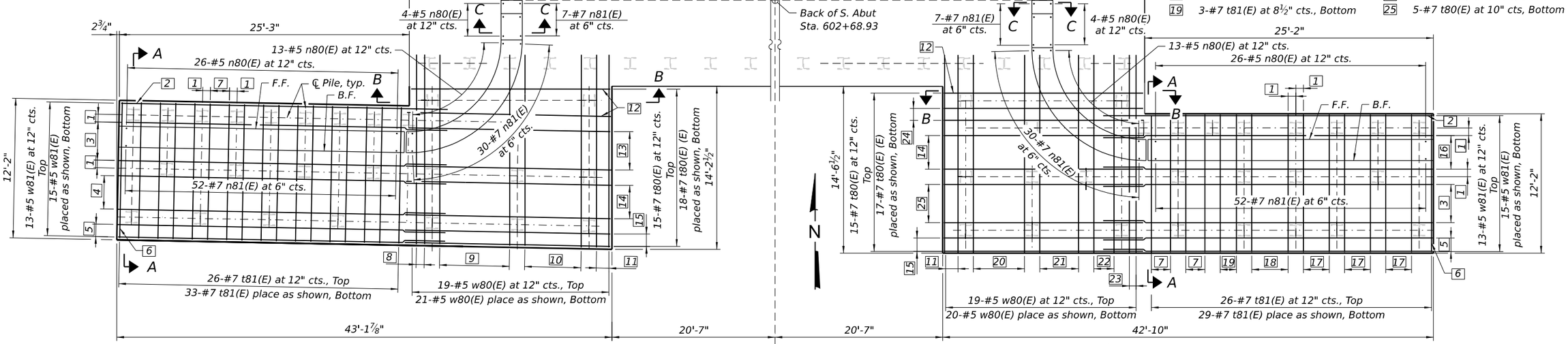


SOUTHWEST WINGWALL PILE PLAN

SOUTHEAST WINGWALL PILE PLAN

1	8" min., typ. Bottom
2	1-#5 w81(E), Bottom
3	5-#5 w81(E) at 10" cts., Bottom
4	5-#5 w81(E) at 8½" cts., Bottom
5	3-#5 w81(E) at 7" cts, Bottom
6	1-#7 t81(E), Bottom
7	4-#7 t81(E) at 6½" cts., Bottom typ. 8 locations
8	2-#5 w80(E) at 9" cts., Bottom
9	9-#5 w80(E) at 9" cts., Bottom
10	7-#5 w80(E) at 9½" cts, Bottom
11	3-#7 w80(E) at 7" cts., Bottom
12	1-#7 t80(E), Bottom
13	8-#7 t80(E) at 9" cts, Bottom
14	5-#7 t80(E) at 8¾" cts,Bottom
15	3-#7 t80(E) at 7" cts, Bottom

1	8" min., typ. Bottom
2	1-#5 w81(E), Bottom
3	5-#5 w81(E) at 10" cts., Bottom
5	2-#5 w81(E) at 7" cts, Bottom
6	1-#7 t81(E), Bottom
7	4-#7 t81(E) at 6½" cts., Bottom
16	5-#5 w81(E) at 8¾ cts., Bottom
17	4-#7 t81(E) at 9" cts., Bottom
18	5-#7 t81(E) at 9½" cts., Bottom
19	3-#7 t81(E) at 8½" cts., Bottom
11	2-#5 w80(E) at7" cts., Bottom
12	1-#7 t80(E), Bottom
14	5-#7 t80(E) at 8¾" cts,Bottom
15	2-#7 t80(E) at 9" cts, Bottom
20	6-#5 w80(E) at 10½" cts., Bottom
21	6-#5 w80(E) at 8¾" cts., Bottom
22	3-#5 w80(E) at 10" cts., Bottom
23	2-#5 w80(E) at 7" cts., Bottom
24	3-#7 t80(E) at 6" cts, Bottom
25	5-#7 t80(E) at 10" cts, Bottom



SOUTHWEST WINGWALL FOUNDATION PLAN

SOUTHEAST WINGWALL FOUNDATION PLAN

FILE NAME: \\cs\M-dbstepw21\ICS_pdf_work_dir\92805302_9001162091-D162K62-St039-South Wingwalls Fdn Plan.dgn

DBS DB STERLIN CONSULTANTS, INC. 123 N. Wacker Drive, Suite 2000 Chicago, Illinois 60606 312.857.1006

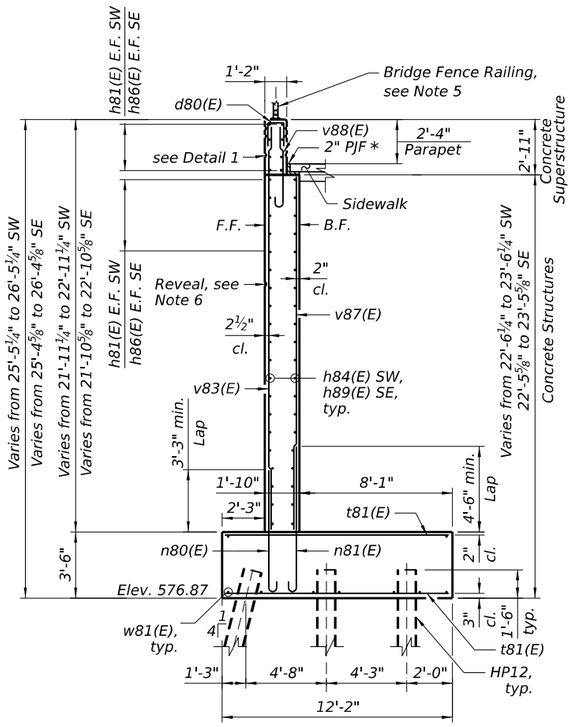
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PLOT TIME	= 8:10:39 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
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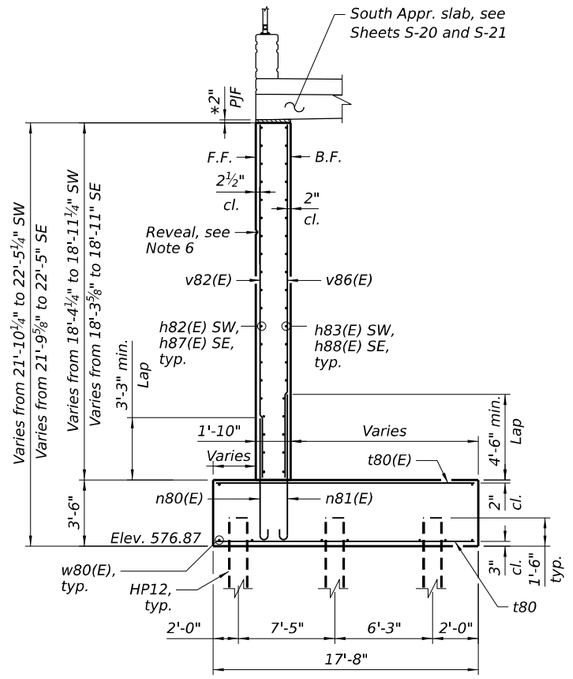
SOUTH WINGWALLS FOUNDATION PLAN
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-39 OF S-50 SHEETS

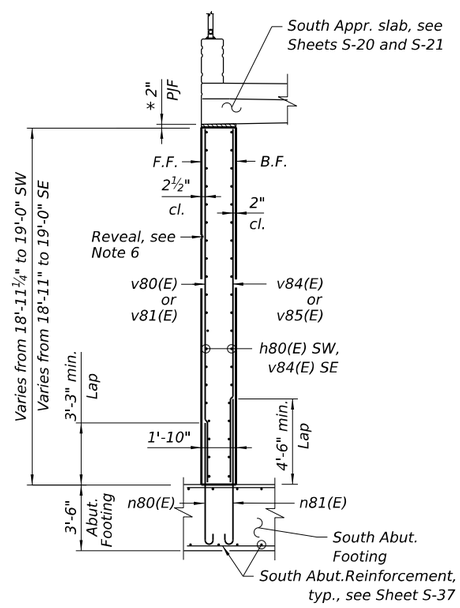
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	226
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			



SECTION A-A



SECTION B-B



SECTION C-C

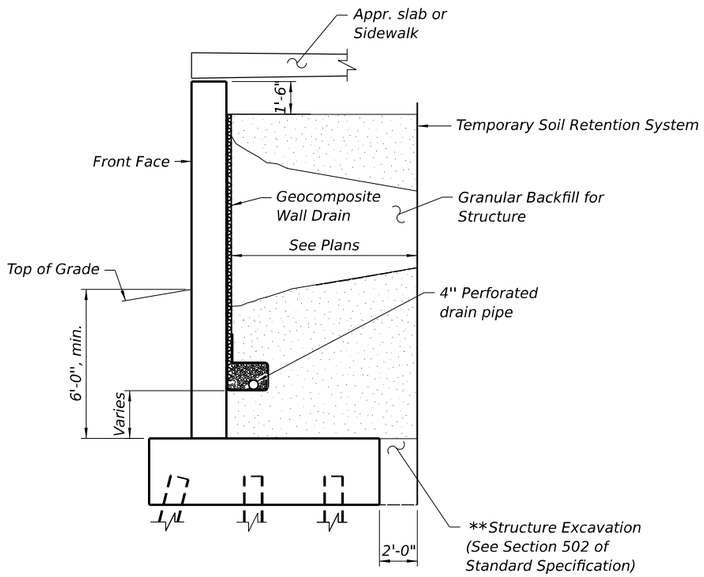
* Cost included with Concrete Structures

TOTAL BILL OF MATERIAL

SW and SE Wingwalls

Bar	No.	Size	Length	Shape
d80(E)	56	#5	2'-5"	⊓
h80(E)	30	#5	2'-9"	—
h81(E)	10	#5	1'-11"	—
h82(E)	20	#5	16'-2"	⌒
h83(E)	20	#5	18'-6"	⌒
h84(E)	84	#5	24'-7"	—
h85(E)	30	#5	3'-5"	—
h86(E)	10	#5	2'-7"	—
h87(E)	20	#5	16'-0"	⌒
h88(E)	20	#5	18'-5"	⌒
h89(E)	16	#5	24'-7"	—
h90(E)	8	#5	0'-9"	—
h91(E)	16	#5	3'-9"	—
n80(E)	89	#5	7'-9"	⌊
n81(E)	180	#7	8'-6"	⌊
t80(E)	65	#7	17'-6"	—
t81(E)	114	#7	11'-10"	—
v80(E)	2	#5	14'-1"	—
v81(E)	7	#5	18'-9"	—
v82(E)	28	#5	18'-4"	—
v83(E)	52	#5	18'-9"	—
v84(E)	2	#7	14'-1"	—
v85(E)	12	#7	18'-9"	—
v86(E)	64	#7	18'-4"	—
v87(E)	102	#7	21'-9"	—
v88(E)	59	#5	5'-4"	⌊
w80(E)	80	#5	18'-4"	—
w81(E)	56	#5	43'-2"	—

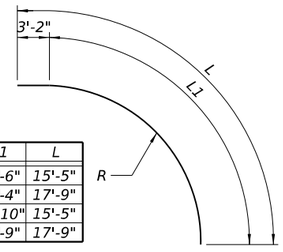
Structure Excavation	Cu Yd	1,144.3
Concrete Structures	Cu Yd	265.8
Concrete Superstructure	Cu Yd	6.3
Protective Coat	Sq Yd	13
Reinforcement Bars, Epoxy Coated	Pound	26,940
Furnishing Steel Piles HP12x53	Foot	2,600
Driving Piles	Foot	2,600
Pile Shoes	Each	52
Concrete Sealer	Sq Ft	1,456
Granular Backfill for Structures	Cu Yd	854.7
Geocomposite Wall Drain	Sq Yd	183
Pipe Underdrains for Structures 4"	Foot	85



SECTION THRU WINGWALL

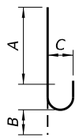


BAR d80(E)



Bar	R	L1	L
h82(E)	8'-2"	12'-6"	15'-5"
h83(E)	9'-4½"	14'-4"	17'-9"
h87(E)	8'-2"	12'-10"	15'-5"
h88(E)	9'-4½"	14'-9"	17'-9"

BARS h82(E), h83(E),h87(E) AND h88(E)

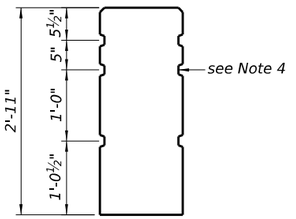


Bar	A	B	C
n80(E)	7'-3"	8"	5"
n81(E)	8'-6"	10"	7"
v88(E)	4'-3"	8"	5"

BARS n80(E), n81(E) AND v88(E)

NOTES

1. For location of Sections A-A thru C-C, see Sheets S-38 and S-39
2. Concrete Sealer shall be applied to exposed front face of wingwalls per Section 587 of the Standard Specifications.
3. Protective Coat shall be applied to front face of parapet.
4. For additional parapet reveal details, see Sheet S-16.
5. For Bridge Fence Railing details, see Sheets S-25 and S-26.
6. For reveal pattern and layout, see Sheet S-41.



DETAIL 1

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DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

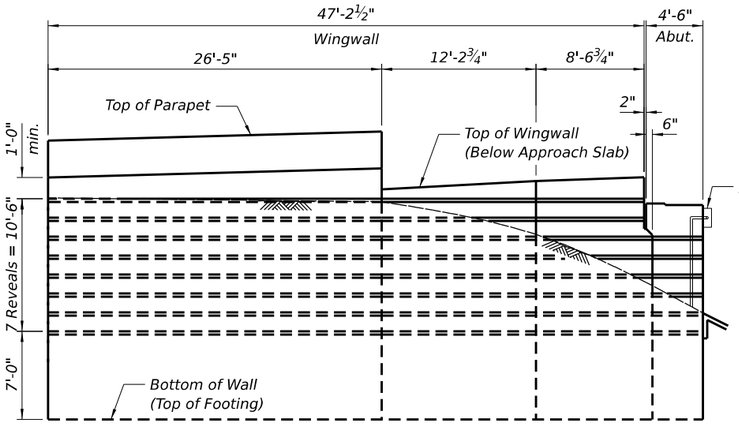
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PLOT TIME	= 8:09:10 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH WINGWALLS DETAILS
STRUCTURE NO. 016-2091

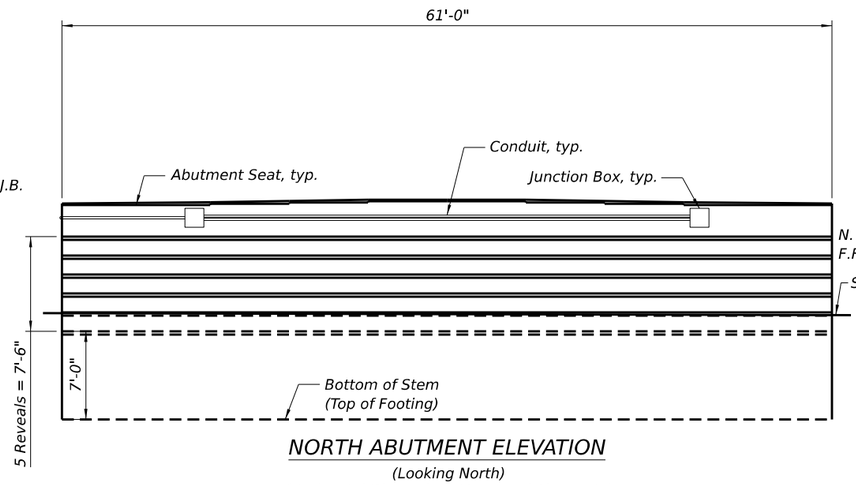
SCALE: | SHEET NO. S-40 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			



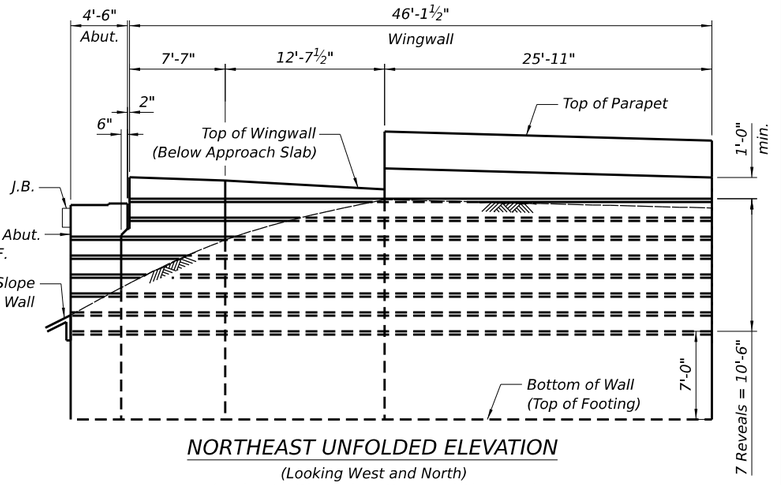
NORTHWEST UNFOLDED ELEVATION

(Looking North and East)
(Horizontal Dimensions Measured Along F.F.)
(Footing not Shown for Clarity)



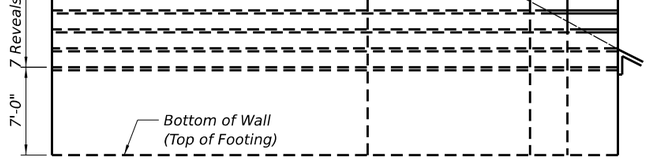
NORTH ABUTMENT ELEVATION

(Looking North)
(Horizontal Dimensions Measured Along F.F.)
(Footing not Shown for Clarity)



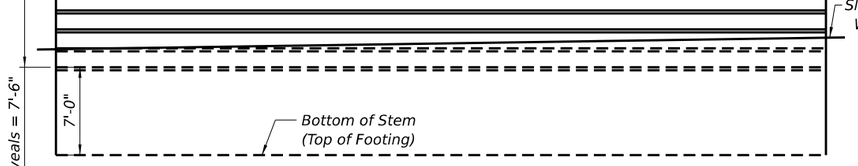
NORTHEAST UNFOLDED ELEVATION

(Looking West and North)
(Horizontal Dimensions Measured Along F.F.)
(Footing not Shown for Clarity)



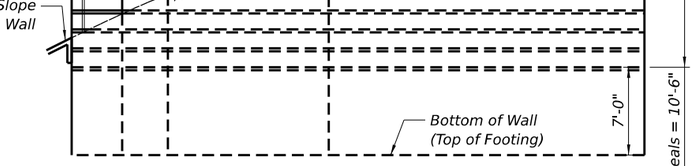
SOUTHEAST UNFOLDED ELEVATION

(Looking South and West)
(Horizontal Dimensions Measured Along F.F.)
(Footing not Shown for Clarity)



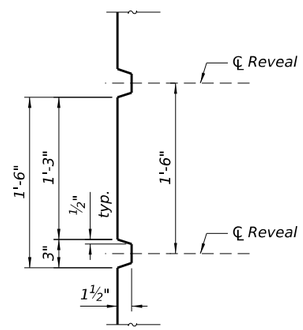
SOUTH ABUTMENT ELEVATION

(Looking South)
(Horizontal Dimensions Measured Along F.F.)
(Footing not Shown for Clarity)



SOUTHWEST UNFOLDED ELEVATION

(Looking East and South)
(Horizontal Dimensions Measured Along F.F.)
(Footing not Shown for Clarity)



REVEAL DETAIL

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Form Liner Textured Surface	Sq. Ft.	2,832

FILE NAME: \\cslM-dbstepw21\ICS_pdf_work_dir\92815302_96\01620\91-D162K62-S041-Typ Abut Wing Reveal Elev.dgn

DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

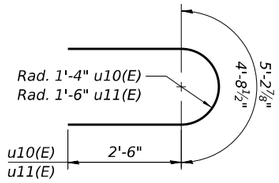
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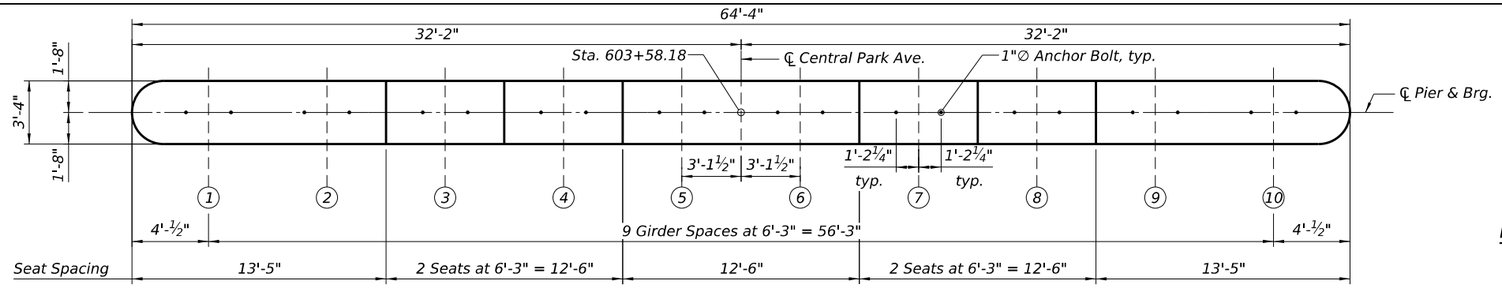
TYPICAL ABUTMENT AND WINGWALL REVEAL ELEVATIONS
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-41 OF S-50 SHEETS

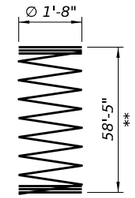
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	228
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



BAR u10(E) & u11(E)



TOP PLAN



BAR sp100

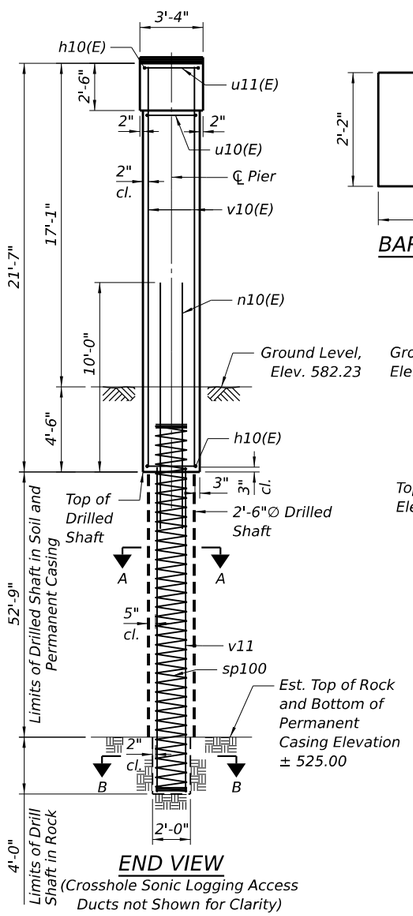
SEAT ELEVATIONS

Girder	Elev.
1	599.32
2	599.32
3	599.42
4	599.53
5	599.63
6	599.63
7	599.53
8	599.42
9	599.32
10	599.32

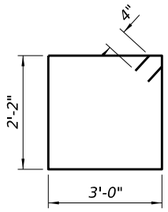
PIER 1 - BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	h10(E)	92	#6	33'-9"	
	n10(E)	108	#9	20'-0"	
	s10(E)	65	#5	11'-0"	
**	sp100	9	#5	58'-5"	
	u10(E)	40	#6	9'-9"	
	u11(E)	6	#6	10'-3"	
	v10(E)	196	#9	21'-3"	
	v11	256	#9	33'-9"	
	Structure Excavation	Cu. Yd.	139.0		
	Concrete Structures	Cu. Yd.	155.9		
	Concrete Sealer	Sq. Ft.	2,332		
	Reinforcement Bars	Pound	29,930		
	Reinforcement Bars, Epoxy Coated	Pound	27,600		
	Permanent Casing	Foot	477		
	Drilled Shaft in Soil	Cu. Yd.	86.4		
	Drilled Shaft in Rock	Cu. Yd.	4.2		
	Crosshole Sonic Logging Acces Ducts	Foot	513		
	Crosshole Sonic Logging Testing	Each	9		

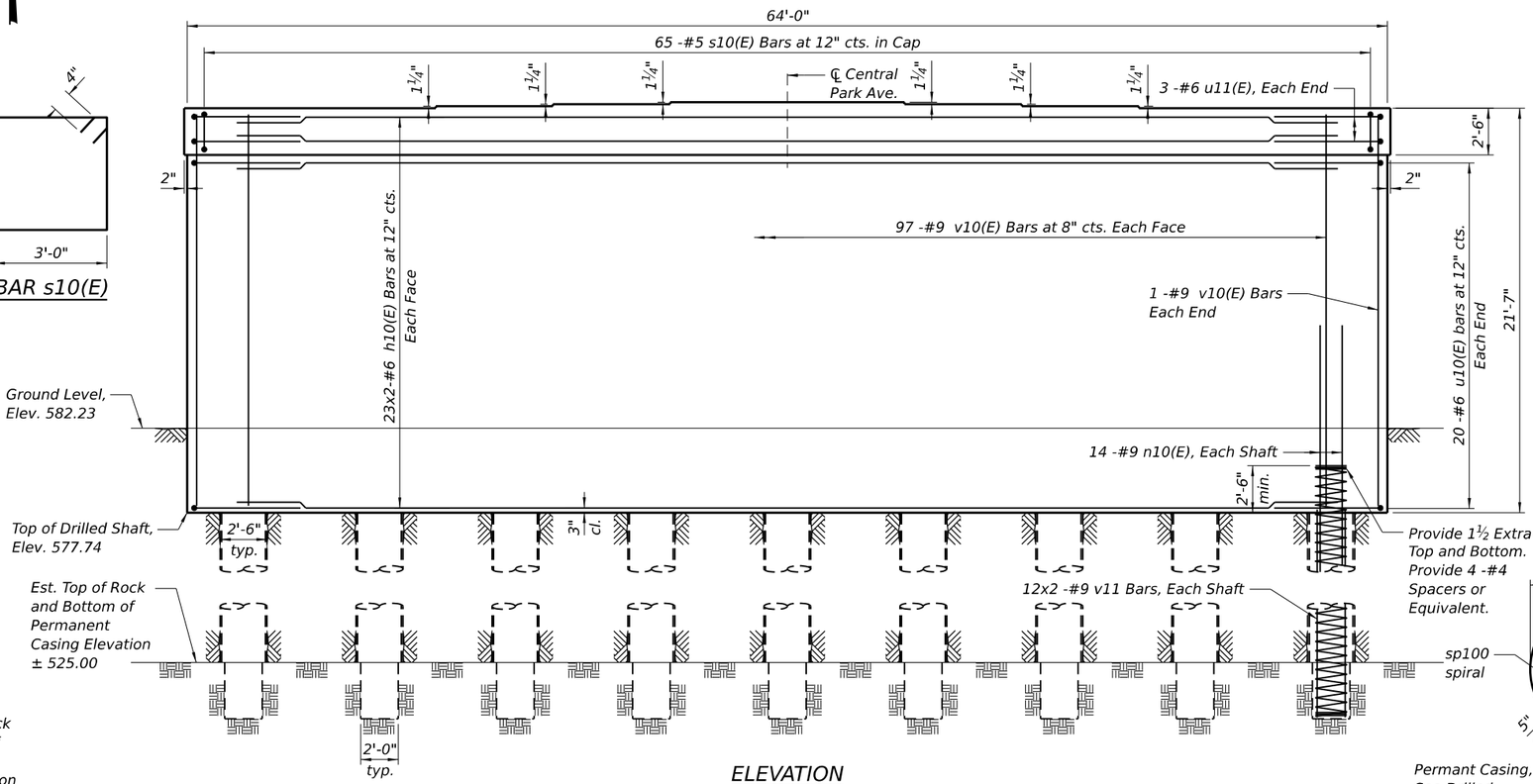
**Length of height of spiral



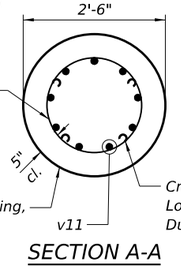
END VIEW
(Crosshole Sonic Logging Access Ducts not Shown for Clarity)



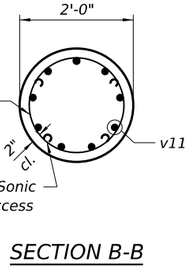
BAR s10(E)



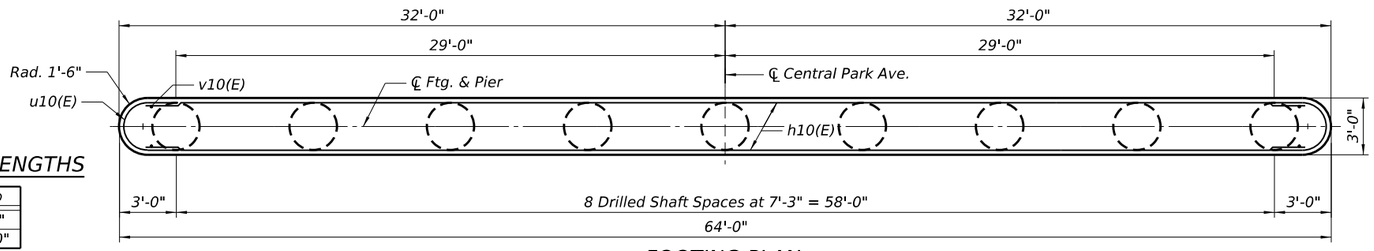
ELEVATION
(Looking North)



SECTION A-A



SECTION B-B



FOOTING PLAN

DRILLED SHAFT NOTES

1. Contractor is responsible for determining the casing thickness and the actual tip elevation to be used. See Article 516.06(d) of the Standard Specifications.
2. Pay limits for the the Permanent Casing shall be based on the minimum length shown

MINIMUM LAP LENGTHS

Bar	Lap
#6	4'-2"
#9	10'-0"

NOTES:

1. All exposed concrete surfaces shall have Concrete Sealer applied per Section 587 of the Standard Specification.
2. Bars noted thus 3x2 - #5 indicates 3 lines of bars with 2 bars per line.
3. Bars equally spaced, unless otherwise noted.
4. All edges shall have standard ¾" chamfer.
5. Spirals are measured vertically.

DBS | DB STERLIN CONSULTANTS, INC.
123 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME	= lcsM-dbstepw21$	DESIGNED	- JMM	REVISED	-
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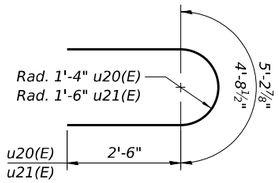
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 DETAILS
STRUCTURE NO. 016-2091

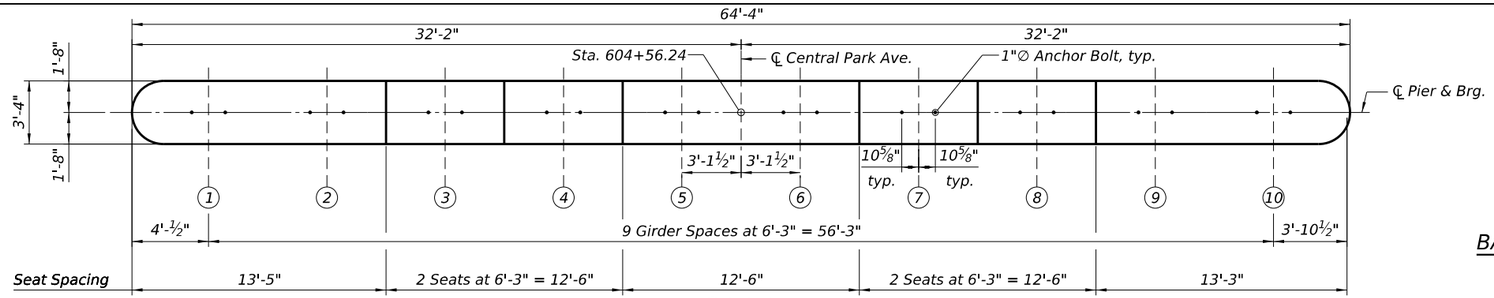
SCALE: | SHEET NO. S-42 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

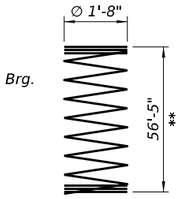
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BAR u20(E) & u21(E)



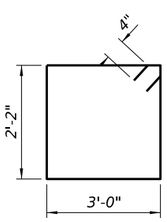
TOP PLAN



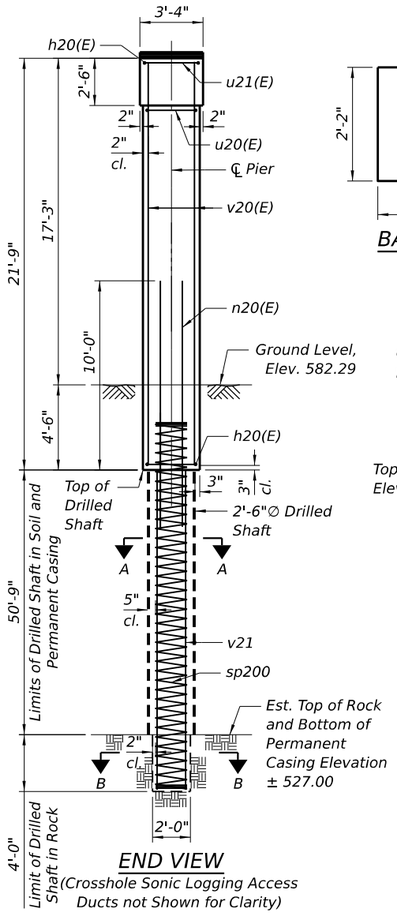
BAR sp200(E)

SEAT ELEVATIONS

Girder	Elev.
1	599.54
2	599.54
3	599.64
4	599.75
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6	599.85
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8	599.64
9	599.54
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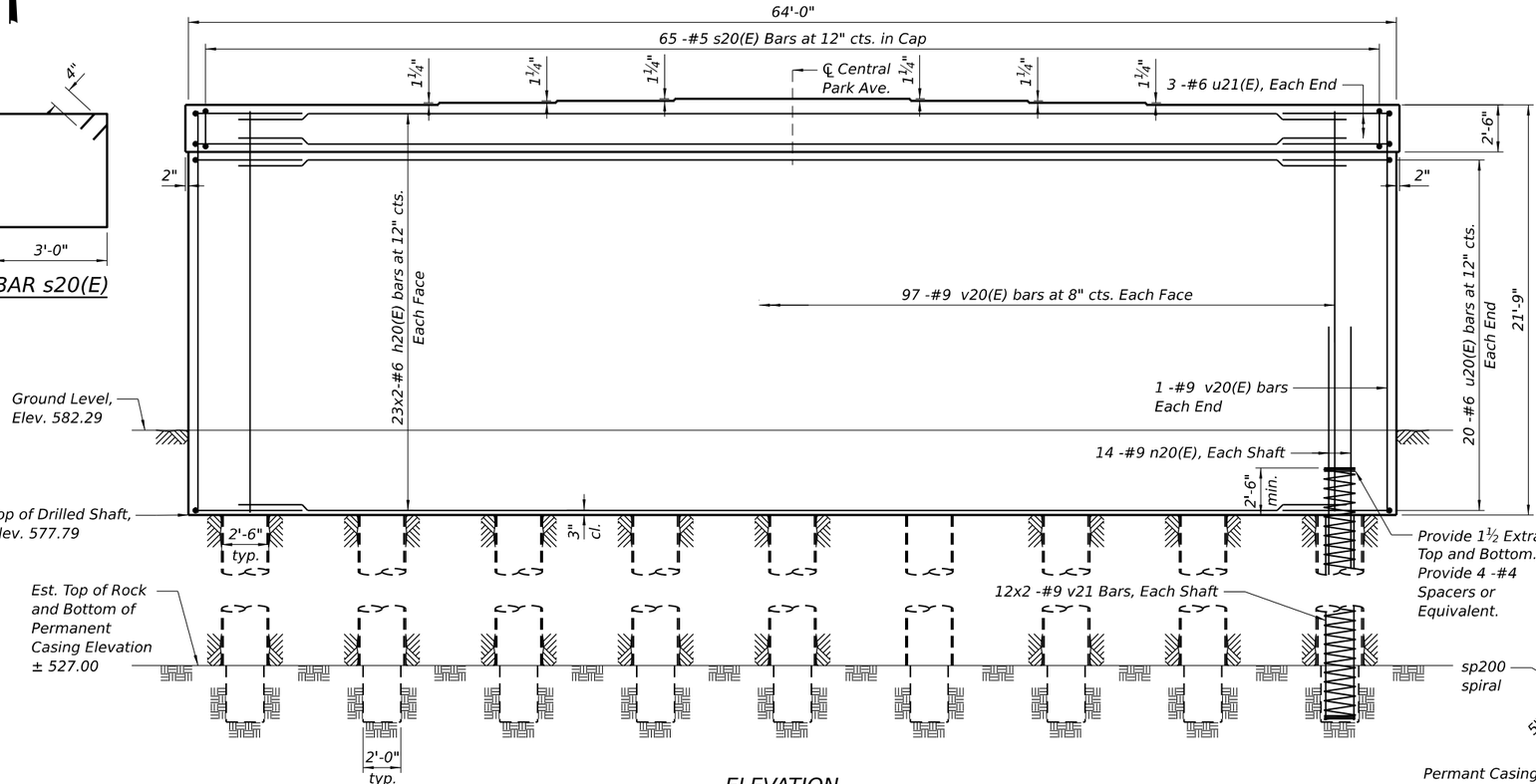


BAR s20(E)



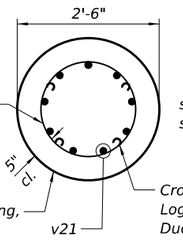
END VIEW

(Crosshole Sonic Logging Access Ducts not Shown for Clarity)

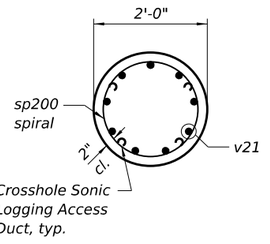


ELEVATION

(Looking North)



SECTION A-A

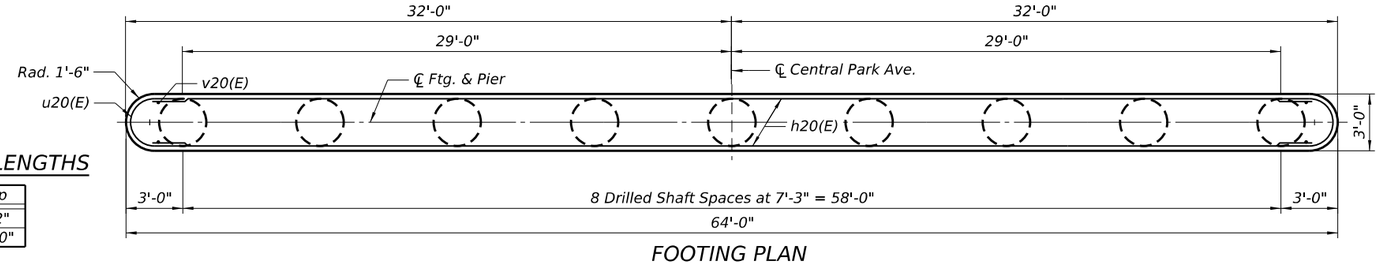


SECTION B-B

PIER 2 - BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	h20(E)	92	#6	33'-9"	
	n20(E)	108	#9	20'-0"	
	s20(E)	65	#5	11'-0"	
**	sp200	9	#5	56'-5"	
	u20(E)	40	#6	9'-9"	
	u21(E)	6	#6	10'-3"	
	v20(E)	196	#9	21'-5"	
	v21	256	#9	32'-3"	
	Structure Excavation		Cu. Yd.	139.0	
	Concrete Structures		Cu. Yd.	157.1	
	Concrete Sealer		Sq. Ft.	2,358	
	Reinforcement Bars		Pound	28,550	
	Reinforcement Bars, Epoxy Coated		Pound	27,710	
	Permanent Casing		Foot	459	
	Drilled Shaft in Soil		Cu. Yd.	83.1	
	Drilled Shaft in Rock		Cu. Yd.	4.2	
	Crosshole Sonic Logging Acces Ducts		Foot	468	
	Crosshole Sonic Logging Testing		Each	9	

**Length of height of spiral



FOOTING PLAN

DRILLED SHAFT NOTES

1. Contractor is responsible for determining the casing thickness and the actual tip elevation to be used. See Article 516.06(d) of the Standard Specifications.
2. Pay limits for the the Permanent Casing shall be based on the minimum length shown

MINIMUM LAP LENGTHS

Bar	Lap
#6	4'-2"
#9	10'-0"

NOTES:

1. All exposed concrete surfaces shall have Concrete Sealer applied per Section 587 of the Standard Specification.
2. Bars noted thus 3x2 - #5 indicates 3 lines of bars with 2 bars per line.
3. Bars equally spaced, unless otherwise noted.
4. All edges shall have standard ¾" chamfer.
5. Spirals are measured vertically.

FILE NAME: \\tcsM-dbstepw21\ICS_pdf_work_dir\92885302_550162091-D162K62-S043-Pier 2 Details.dgn

DBS — DB STERLIN CONSULTANTS, INC., 123 N. Wacker Drive, Suite 2000, Chicago, Illinois 60606, 312.857.1006

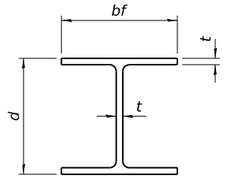
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PLOT SCALE	=	DRAWN	- SFM	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- BJN	REVISED	-
PLOT TIME	= 8:11:58 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 DETAILS
STRUCTURE NO. 016-2091

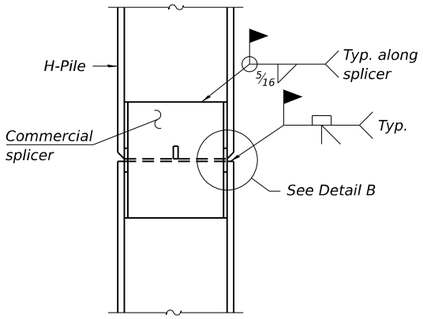
SCALE: | SHEET NO. S-43 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	230
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

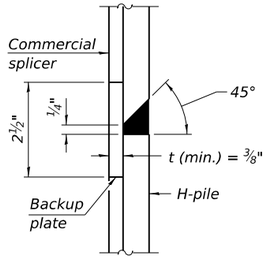


STEEL PILE TABLE

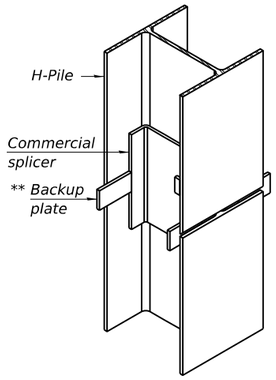
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 18x181	18	18	1	36"
x157	17 3/4"	17 7/8"	7/8"	36"
x135	17 1/2"	17 3/4"	3/4"	36"
HP 16x183	16 1/2"	16 1/2"	1 1/8"	36"
x162	16 1/4"	16 1/8"	1"	36"
x141	16	16	7/8"	36"
x121	15 3/4"	15 7/8"	3/4"	36"
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	11/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	11/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



ELEVATION

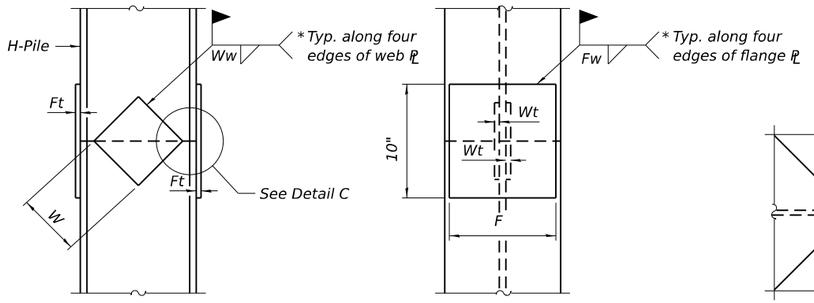


DETAIL B



ISOMETRIC VIEW

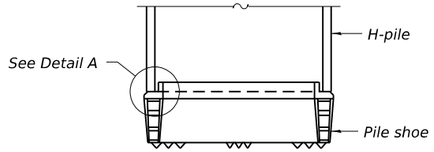
WELDED COMMERCIAL SPLICE



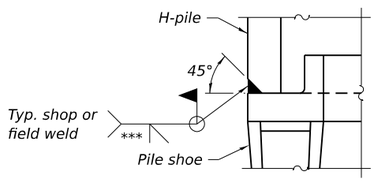
ELEVATION END VIEW DETAIL C

Designation	F	Ft	Fw	W	Wt	Ww
HP 18x181	15 1/2"	1 1/2"	1"	9 1/2"	7/8"	3/4"
x157	15 1/4"	1 1/4"	1"	9 1/2"	7/8"	3/4"
x135	15 1/4"	1 1/4"	1"	9 1/2"	7/8"	3/4"
HP 16x183	13 3/4"	1 1/2"	1"	8 1/4"	7/8"	3/4"
x162	13 1/2"	1 1/2"	1"	8 1/4"	3/4"	5/8"
x141	13 1/2"	1 1/4"	7/8"	8 1/4"	3/4"	5/8"
x121	13 1/2"	1 1/4"	7/8"	8 1/4"	3/4"	5/8"
HP 14x117	12 1/2"	1 1/4"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	1"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	7/8"	11/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	3/4"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	1"	11/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x63	10"	3/4"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	3/4"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	7/8"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	6 3/4"	5/8"	7/16"	4"	1/2"	3/8"

WELDED PLATE FIELD SPLICE



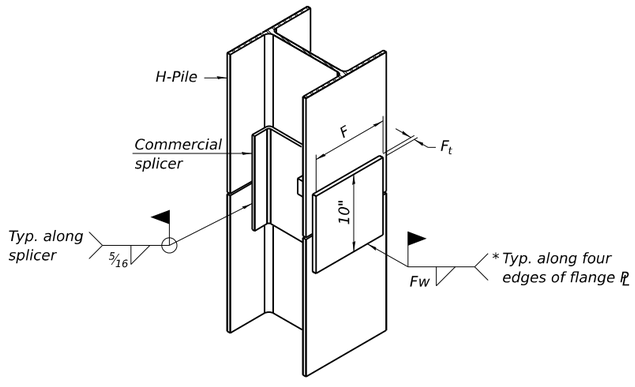
ELEVATION



DETAIL A

SHOE ATTACHMENT

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.



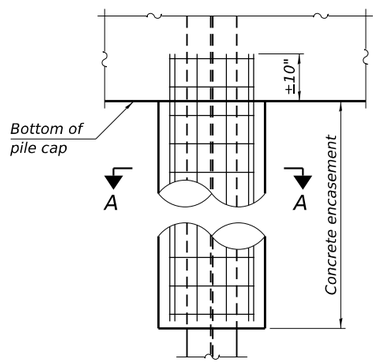
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

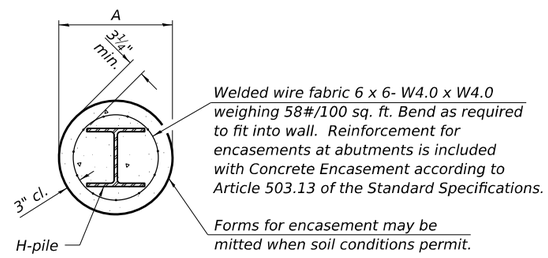
* Interrupt welds 1/4" from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

*** Weld size per pile shoe manufacturer (5/16" min.).



ELEVATION



SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT
(when specified)

F-HP 4-4-2025

FILE NAME: \\cslM-dbstepw21\ICS_pdf_work_dir\92865302_78\0162091-D162K62-St044-HP Piles.dgn

DBS DB STERLIN CONSULTANTS, INC. 123 N. Wacker Drive, Suite 2000 Chicago, Illinois 60606 312.857.1006

USER NAME = lcsM-dbstepw21$	DESIGNED - SFM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HP PILE DETAILS STRUCTURE NO. 016-2091	
PLOT SCALE =	DRAWN - SFM	REVISED -			
PLOT DATE = 10/10/2025	CHECKED - BJN	REVISED -		SCALE:	SHEET NO. S-44 OF S-50 SHEETS
PLOT TIME = 8:07:56 PM	DATE -	REVISED -			

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	231
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
1235 East Davis Street
Arlington Heights, Illinois 60005
(847) 253-3645

SOIL BORING LOG

Date 3/9/23

ROUTE FAI 290 (I-290 Bridges) DESCRIPTION IDOT PTB 195-021 LOGGED BY DJ

SECTION 2019-189-B-R,2019-190-B-R LOCATION , SEC. 14, TWP. T39N, RNG. 13E, 3rd PM, Northing 1897401.763, Easting 1152448.813

COUNTY Cook DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. SN 016-2091
Station 603+91.55

BORING NO. BSB-009
Station 504+04
Offset 2 ft L
Ground Surface Elev. 599.89 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry to -5.0 ft
Upon Completion n/a ft
After ____ Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
599.64			
3" ASPHALT			
598.89			
9" CONCRETE			
NO RECOVERY			
596.89			
CLAY-gray-soft to medium stiff	3		
-5	3	0.50	24
	3	B	
	1		
	2	0.25	28
591.89	1	B	
CLAY LOAM gray stiff	2		
	2	1.25	24
-10	3	B	
589.39			
CLAY LOAM with Gravel-brown & gray-medium stiff	2		
	2	0.50	26
	2	B	
586.89			
SANDY CLAY LOAM-black & gray-medium stiff	1		
	0	0.50	26
-15	1	B	
584.39			
CLAY LOAM-gray-stiff	3		
	6	1.50	19
	7	B	
581.89			
CLAY-gray-stiff	4		
	6	1.50	19
-20	7	B	
579.39			
SILTY CLAY-gray-stiff	5		
	5	1.50	19
	6	B	
576.89			
CLAY-gray-medium stiff to stiff	4		
	5	1.50	19
-25	8	B	
	7		
	9	0.50	29
571.89	12	B	
CLAYEY SILT gray dense	7		
	16		21
-30	22		
566.89			
SANDY SILT-gray-dense	15		
	17		19
-35	21		
561.89			
CLAY LOAM-gray-medium stiff to hard	10		
	15	4.50	15
-40	16	B	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

SOIL BORING 20051_LOG.GPJ IL_DOT.GDT 3/3/25

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
1235 East Davis Street
Arlington Heights, Illinois 60005
(847) 253-3645

SOIL BORING LOG

Date 3/9/23

ROUTE FAI 290 (I-290 Bridges) DESCRIPTION IDOT PTB 195-021 LOGGED BY DJ

SECTION 2019-109-D-R,2019-190-D-R LOCATION , SEC. 14, TWP. T39N, RNG. 13E, 3rd PM, Northing 1897401.763, Easting 1152448.813

COUNTY Cook DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. SN 016-2091
Station 603+91.55

BORING NO. BSB-009
Station 504+04
Offset 2 ft L
Ground Surface Elev. 599.89 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry to -5.0 ft
Upon Completion n/a ft
After ____ Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-gray-medium stiff to hard *(continued)*			
-45	8 12	0.50 B	22
	7		
	10		
	13	3.50	13
-50	20	B	
546.89			
SILTY CLAY with Sand-gray-hard	22		
	23	4.50	13
-55	34	B	
541.89			
SILTY CLAY-gray-hard	18		
	20	4.50	16
-60	27	B	
SILTY CLAY-gray-hard *(continued)*			
536.89			
SILTY LOAM- gray-very dense	50/5"		9
-65			
531.89			
CLAYEY GRAVEL-gray-very dense	50/2"		
529.89 -70			14
Driller's observation: Possible bedrock at 74.0', additional 1'.0' was drilled to confirm the bedrock.			
525.89	50/0"		
-75			
EOB @75.0'. Boring was grouted and the surface patched with concrete.			
-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

SOIL BORING 20051_LOG.GPJ IL_DOT.GDT 3/3/25

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
1235 East Davis Street
Arlington Heights, Illinois 60005
(847) 253-3645

SOIL BORING LOG

Date 2/28/23

ROUTE FAI 290 (I-290 Bridges) DESCRIPTION IDOT PTB 195-021 LOGGED BY TZ

SECTION 2019-180-B-R,2019-100-B-R LOCATION , SEC. 14, TWP. T39N, RNG. 13E, 3rd PM, Northing 1897385.014, Easting 1152520.959

COUNTY Cook DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. SN 016-2091
Station 603+91.55

BORING NO. BSB-010
Station 604+90
Offset 64 ft R
Ground Surface Elev. 581.15 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry to -10.0 ft
Upon Completion n/a ft
After ____ Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12.0" ASPHALT			
580.15			2
SAND & Gravel (Fill)-black-medium dense	4		
	5		4
	7		
578.15			
CLAY LOAM with Gravel-gray-medium stiff to stiff	3		
	4	1.30	17
-5	5	B	
	3		
	5	0.70	18
	6	B	
	3		
	6	0.90	22
-10	6	B	
570.65			
SILTY CLAY-gray-very stiff	19		
	18	3.50	21
	14	B	
568.15			
CLAY LOAM with Gravel-gray-stiff to very stiff	6		
	9	3.40	14
-15	15	B	
	6		
	8	1.60	21
	12	B	
	4		
	7	1.70	18
-20	10	B	
CLAY LOAM with Gravel-gray-stiff to very stiff *(continued)*			
	4		
	7	1.70	21
	11	B	
	6		
	9	1.70	20
-25	11	B	
555.65			
SILTY CLAY LOAM-gray-medium stiff to hard	5		
	11	0.90	25
	11	B	
	5		
	8	1.30	13
-30	8	B	
	14		
	22	3.10	15
-35	29	B	
	25		
	43	4.50	17
40	50/3"		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

SOIL BORING 20051_LOG.GPJ IL_DOT.GDT 3/3/25

Notes:
Boring Log BSB-009 station and offset along BL Central Park Ave. is: Sta. 605+06.01, Offset 19.51' Lt.
Boring Log BSB-010 station and offset along BL Central Park Ave. is: Sta. 604+88.98, Offset 42.75' Rt.

FILE NAME: \\cssM-dbstepw21\ICS_pdf_work_dir\92815302_7700162091-D162K62-S045-Boring 1.dgn

PARSONS

USER NAME = lcsM-dbstepw21$	DESIGNED - SS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORINGS (1 OF 6) STRUCTURE NO. 016-2091	
PLOT SCALE =	DRAWN - SS	REVISED -			
PLOT DATE = 10/10/2025	CHECKED - RLD	REVISED -			
PLOT TIME = 8:08:45 PM	DATE -	REVISED -		SCALE:	SHEET NO. S-45 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	232
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
1235 East Davis Street
Arlington Heights, Illinois 60005
(847) 253-3845

SOIL BORING LOG

Date 2/28/23

ROUTE FAI 290 (I-290 Bridges) DESCRIPTION IDOT PTB 195-021 LOGGED BY TZ

SECTION 2019-189-B-R,2019-190-B-R LOCATION , SEC. 14, TWP. T39N, RNG. 13E, 3rd PM, Northing 1897385.014, Easting 1152520.959

COUNTY Cook DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. SN 016-2091
Station 603+91.55

BORING NO. BSB-010
Station 604+90
Offset 64 ft R
Ground Surface Elev. 581.15 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry to -10.0 ft
Upon Completion n/a ft
After ____ Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY LOAM-gray-medium stiff to hard *(continued)*			
	25		
	31	4.50	14
-45	25		
533.15 GRAVEL gray very dense	50/5"		2
-50			
528.15 Drillers observation: Rock, gravel and boulder between 53.5 to 54.5. Possible bedrock at 55.0', 2.0' was drilled to confirm.	50/2"		4
-55			
524.15 End Of Boring @ -57.0'. Boring was grouted and the surface patched with concrete.			
-60			

SOIL BORING 2065_LOG.GPJ IL_DOT.GDT 3/3/25

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
1235 East Davis Street
Arlington Heights, Illinois 60005
(847) 253-3845

SOIL BORING LOG

Date 4/14/23

ROUTE FAI 290 (I-290 Bridges) DESCRIPTION IDOT PTB 195-021 LOGGED BY DJ

SECTION 2019-189-B-R,2019-190-B-R LOCATION , SEC. 14, TWP. T39N, RNG. 13E, 3rd PM, Northing 1897197.174, Easting 1152407.384

COUNTY Cook DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. SN 016-2091
Station 603+91.55

BORING NO. BSB-011
Station 603+00
Offset 0 ft
Ground Surface Elev. 582.24 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry to -10.0 ft
Upon Completion n/a ft
After ____ Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
8.5" CONCRETE 501.53			
SAND & GRAVEL-brown & gray-medium dense	6		
	5		4
	7		
578.74 CLAY LOAM with Gravel-gray-soft to medium stiff	2		
	3	0.80	17
-5	3	B	
	4		
	3	0.90	19
	5	B	
	3		
	4	0.90	18
-10	8	B	
	4		
	6	0.40	22
	7	B	
	4		
	4	0.40	23
-15	5	B	
	3		
	4	0.40	24
	4	B	
563.74 CLAYEY SILT-gray-medium dense	5		
-20	14 15		22

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAYEY SILT-gray-medium dense *(continued)*			
	14		
	13		19
	16		
568.74 SILTY CLAY LOAM-gray-stiff	12		
	13	1.10	16
-25	15	B	
556.24 SILTY CLAY LOAM with Gravel-gray-stiff to very stiff	10		
	15	2.70	13
	16	B	
	13		
	12	1.10	19
-30	15	B	
	8		
	10	2.40	13
-35	13	B	
543.74 SANDY SILT-gray-very dense	45		
-40	50/4"		11

SOIL BORING 2065_LOG.GPJ IL_DOT.GDT 3/3/25

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
1235 East Davis Street
Arlington Heights, Illinois 60005
(847) 253-3845

SOIL BORING LOG

Date 4/14/23

ROUTE FAI 290 (I-290 Bridges) DESCRIPTION IDOT PTB 195-021 LOGGED BY DJ

SECTION 2019-189-B-R,2019-190-B-R LOCATION , SEC. 14, TWP. T39N, RNG. 13E, 3rd PM, Northing 1897197.174, Easting 1152407.384

COUNTY Cook DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. SN 016-2091
Station 603+91.55

BORING NO. BSB-011
Station 603+00
Offset 0 ft
Ground Surface Elev. 582.24 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry to -10.0 ft
Upon Completion n/a ft
After ____ Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SANDY SILT-gray-very dense *(continued)*			
538.74 SILTY CLAY with Gravel-gray-stiff	15		
	21	1.40	15
-45	29	B	
533.74 SILT with Gravel-gray-very dense	50/5"		
-50			13
529.24 Drillers observation: Possible Top of bedrock at 53.0'. Drilled 6.0" into bed rock to confirm. 528.74			
End Of Boring @ -53.5'. Boring was grouted and the surface patched with concrete.			
-55			
-60			

SOIL BORING 2065_LOG.GPJ IL_DOT.GDT 3/3/25

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Notes:
Boring Log BSB-010 station and offset along BL Central Park Ave. is: Sta. 604+88.98, Offset 42.75' Rt.
Boring Log BSB-011 station and offset along BL Central Park Ave. is: Sta. 603+01.39, Offset 67.21' Lt.

FILE NAME: I:\lcsM-dbstepw21\ICS_pdf_work_dir\9285302_7601602091-D162K62-S046-Boring 2.dgn

PARSONS

USER NAME = lcsM-dbstepw21$	DESIGNED - SS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORINGS (2 OF 6) STRUCTURE NO. 016-2091	
PLOT SCALE =	DRAWN - SS	REVISED -			
PLOT DATE = 10/10/2025	CHECKED - RLD	REVISED -			
PLOT TIME = 8:07:15 PM	DATE -	REVISED -		SCALE:	SHEET NO. S-46 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	233
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
1235 East Davis Street
Arlington Heights, Illinois 60005
(847) 253-3845

SOIL BORING LOG

Date

ROUTE FAI 290 (I-290 Bridges) DESCRIPTION IDOT PTB 195-021 LOGGED BY DJ

SECTION 2019-189-B-R,2019-190-B-R LOCATION , **SEC.** 14, **TWP.** T39N, **RNG.** 13E, 3rd **PM**, **Northing** 1897177.439, **Easting** 1152491.107

COUNTY Cook DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. SN 016-2091
Station 603+91.55

BORING NO. BSB-012
Station 602+78
Offset 37 ft R
Ground Surface Elev. 599.59 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry to -10.0 ft
Upon Completion n/a ft
After ____ Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
599.34 / 588.84			
3" ASPHALT / 6" CONCRETE			
CLAY LOAM-brown, black & gray-stiff	3		
	3 4	1.00 B	20
	3		
	4 5	1.00 B	22
-5			
594.09			
CLAY LOAM-gray-medium stiff to stiff	3		
	3 4	1.00 B	25
	2		
	3 3	1.50 B	17
-10			
	2		
	4 5	1.50 B	20
	2		
	3 3	0.50 B	21
-15			
584.09			
CLAY LOAM-brown & gray-soft	2		
	2 2	0.25 B	29
581.59			
CLAY-gray-soft to stiff	3		
	3 5	0.25 B	25
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY-gray-soft to stiff *(continued)*	4		
	6 6	1.00 B	18
	4		
	7 8	1.00 B	21
-25			
574.09			
CLAY LOAM-gray-stiff	5		
	6 8	1.00 B	20
	4		
	5 7	1.50 B	19
-30			
566.59			
CLAY LOAM with Gravel-gray-hard	4		
	6 12	4.50 B	18
-35			
561.59			
CLAY LOAM-gray-stiff to very stiff	9		
	9 13	2.00 B	18
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

SOIL BORING 2005 LOG.GPJ IL_DOT.GDT 3/3/25

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
1235 East Davis Street
Arlington Heights, Illinois 60005
(847) 253-3845

SOIL BORING LOG

Date

ROUTE FAI 290 (I-290 Bridges) DESCRIPTION IDOT PTB 195-021 LOGGED BY DJ

SECTION 2019-189-B-R,2019-190-B-R LOCATION , **SEC.** 14, **TWP.** T39N, **RNG.** 13E, 3rd **PM**, **Northing** 1897177.439, **Easting** 1152491.107

COUNTY Cook DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. SN 016-2091
Station 603+91.55

BORING NO. BSB-012
Station 602+78
Offset 37 ft R
Ground Surface Elev. 599.59 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry to -10.0 ft
Upon Completion n/a ft
After ____ Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-gray-stiff to very stiff *(continued)*			
	8		
	14 13	1.00 B	15
-45			
551.59			
CLAY LOAM with Sand-gray-medium stiff	5		
	6 6	0.75 B	23
-50			
546.59			
CLAY LOAM with Gravel-gray-hard	16		
	21 23	4.50 B	13
-55			
541.59			
CLAY LOAM with Gravel-gray-hard	17		
	25 30	4.50 B	16
-60			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM with Gravel-gray-hard *(continued)*			
536.59			
SANDY CLAY with Gravel & Sand-gray-very stiff	34		
	25 26	2.50 B	10
-65			
531.59			
CLAY with Gravel -gray-very stiff	50/5"		
		3.00 B	8
-70			
526.59			
SILTY LOAM-gray-very dense			
524.59 -75	50/5"		10
Driller's observation: Possible bedrock at 75.0', additional 2.0' was drilled to confirm the bedrock.			
522.59			
FOR @ 77.0' Boring was grouted and the surface patched with concrete.			
-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

SOIL BORING 2005 LOG.GPJ IL_DOT.GDT 3/3/25

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
1235 East Davis Street
Arlington Heights, Illinois 60005
(847) 253-3845

SOIL BORING LOG

Date 3/7/23

ROUTE FAI 290 (I-290 Bridges) DESCRIPTION IDOT PTB 195-021 LOGGED BY DJ

SECTION 2019-189-B-R,2019-190-B-R LOCATION , **SEC.** 14, **TWP.** T39N, **RNG.** 13E, 3rd **PM**, **Northing** 1897403.622, **Easting** 1152482.423

COUNTY Cook DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. SN 016-2091
Station 603+91.55

BORING NO. RWB-005
Station 605+07
Offset 36 ft R
Ground Surface Elev. 599.45 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry to -5.0 ft
Upon Completion n/a ft
After ____ Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
2.0" ASPHALT, 10.0" CONCRETE			
598.45			
CLAY LOAM-brown & gray-medium stiff	0		
	3 3	0.80 B	25
	3		
	2 4	0.50 B	20
-5			
	2		
	2 5	0.50 B	24
591.45			
SANDY CLAY with Gravel-black & gray-very soft	3		
	2 3	<0.25	29
-10			
	3		
	2 2	<0.25	29
	W		
	O H	<0.25	31
-15			
	W		
	O H	<0.25	27
581.45			
No Recovery	1		
	2 3		NR
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
No Recovery *(continued)*			
578.45			
CLAY LOAM-gray-stiff to very stiff	4		
	6 8	1.50 P	21
	5		
	7 11	2.00 P	21
-25			
	4		
	8 12	1.50 P	21
571.45			
SILTY CLAY LOAM with Gravel-gray-very stiff to hard	13		
	17 26	4.50 P	19
-30			
	15		
	15 23	4.50 P	14
-35			
	14		
40	18 22	4.50 P	14

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

SOIL BORING 2005 LOG.GPJ IL_DOT.GDT 3/3/25

Notes:
Boring Log BSB-012 station and offset along BL Central Park Ave. is: Sta. 602+78.98, Offset 15.84' Rt.
Boring Log RWB-005 station and offset along BL Central Park Ave. is: Sta. 605+03.52, Offset 16.91' Rt.

FILE NAME: \\cssM-dbstepw21\ICS_pdf_work_dir\92815302_75\0162091-D162K62-S047-Boring 3.dgn

PARSONS

USER NAME = lcsM-dbstepw21$		DESIGNED - SS		REVISED -	
PLOT SCALE =		DRAWN - SS		REVISED -	
PLOT DATE = 10/10/2025		CHECKED - RLD		REVISED -	
PLOT TIME = 8:15:51 PM		DATE -		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS (3 OF 6)
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-47 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	234
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
1235 East Davis Street
Arlington Heights, Illinois 60005
(847) 253-3845

SOIL BORING LOG

Date 3/7/23

ROUTE FAI 290 (I-290 Bridges) DESCRIPTION IDOT PTB 195-021 LOGGED BY DJ

SECTION 2019-189-B-R,2019-190-B-R LOCATION , SEC. 14, TWP. T39N, RNG. 13E, 3rd PM, Northing 1897403.622, Easting 1152482.423

COUNTY Cook DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. SN 016-2091
Station 603+91.55

BORING NO. RWB-005
Station 605+07
Offset 36 ft R
Ground Surface Elev. 599.45 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry to -5.0 ft
Upon Completion n/a ft
After ____ Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY LOAM with Gravel-gray-very stiff to hard *(continued)*			
	7		
	12	3.00	23
-45	14	P	
	10		
	15	3.50	14
549.45 -50	16	P	
End Of Boring @ -50.0'. Boring was grouted and the surface patched with concrete.			
-55			
-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

SOIL BORING 20051_LOG.GPJ IL_DOT.GDT 3/3/25

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
1235 East Davis Street
Arlington Heights, Illinois 60005
(847) 253-3845

SOIL BORING LOG

Date 3/6/23

ROUTE FAI 290 (I-290 Bridges) DESCRIPTION IDOT PTB 195-021 LOGGED BY DJ

SECTION 2019-189-B-R,2019-190-B-R LOCATION , SEC. 14, TWP. T39N, RNG. 13E, 3rd PM, Northing 1897175.601, Easting 1152460.336

COUNTY Cook DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. SN 016-2091
Station 603+91.55

BORING NO. RWB-006
Station 602+87
Offset 0 ft
Ground Surface Elev. 599.62 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry to -5.0 ft
Upon Completion n/a ft
After ____ Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
2.0" ASPHALT, 10.0" CONCRETE			
598.62			12
SILTY CLAY LOAM with Gravel-brown-soft to medium stiff	3		
	2	0.40	23
	4	B	
	2		
	3	0.90	23
-5	3	B	
594.12			
CLAY LOAM-gray-soft to medium stiff	2		
	2	0.50	23
	3	P	
	4		
	3	0.50	17
-10	5	P	
	3		
	2	0.25	17
	3	P	
	4		
	3	0.25	24
-15	2	P	
	3		
	3	0.50	28
	4	P	
581.62			
SILTY CLAY LOAM-gray-stiff to hard	5		
	6	4.50	16
-20	5	P	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY LOAM-gray-stiff to hard *(continued)*			
	5		
	6	1.50	18
	8	P	
576.62			
CLAY LOAM-gray-medium stiff to stiff	6		
	5	1.00	17
-25	8	P	
	5		
	6	0.50	19
	9	P	
	5		
	7	1.00	23
-30	8	P	
566.62			
SILTY CLAY LOAM-gray-stiff	10		
	12	1.50	19
-35	17	P	
561.62			
CLAY LOAM-gray-very stiff	8		
	8	2.00	16
-40	12	P	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

SOIL BORING 20051_LOG.GPJ IL_DOT.GDT 3/3/25

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
1235 East Davis Street
Arlington Heights, Illinois 60005
(847) 253-3845

SOIL BORING LOG

Date 3/6/23

ROUTE FAI 290 (I-290 Bridges) DESCRIPTION IDOT PTB 195-021 LOGGED BY DJ

SECTION 2019-189-B-R,2019-190-B-R LOCATION , SEC. 14, TWP. T39N, RNG. 13E, 3rd PM, Northing 1897175.601, Easting 1152460.336

COUNTY Cook DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. SN 016-2091
Station 603+91.55

BORING NO. RWB-006
Station 602+87
Offset 0 ft
Ground Surface Elev. 599.62 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry to -5.0 ft
Upon Completion n/a ft
After ____ Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-gray-very stiff *(continued)*			
556.62			
SILTY CLAY LOAM-gray-very stiff	6		
	7	3.50	32
-45	9	P	
551.62			
CLAY LOAM-gray-stiff	8		
	7	1.75	13
549.62 -50	10	P	
End Of Boring @ -50.0'. Boring was grouted and the surface patched with concrete.			
-55			
-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

SOIL BORING 20051_LOG.GPJ IL_DOT.GDT 3/3/25

Notes:
Boring Log RWB-005 station and offset along BL Central Park Ave. is: Sta. 605+03.52, Offset 16.91' Rt.
Boring Log RWB-006 station and offset along BL Central Park Ave. is: Sta. 602+78.13, Offset 14.97' Lt.

FILE NAME: \\cssM-dbstepw21\ICS_pdf_work_dir\92815302_7401622091-D162K62-S048-Boring 4.dgn

PARSONS

USER NAME	= lcsM-dbstepw21$	DESIGNED	- SS	REVISED	-
PLOT SCALE	=	DRAWN	- SS	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- RLD	REVISED	-
PLOT TIME	= 8:19:40 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS (4 OF 6)
STRUCTURE NO. 016-2091

SCALE: | SHEET NO. S-48 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	235
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2868

SOIL BORING LOG

GEO Job No. 20051
Page 1 of 2
Date 9/20/24

PROJECT FAI 290 (I-290 Bridges)
LOCATION Central Park Ave, NB Independence and SB Independence Bridge over I-290 Chicago, IL
COUNTY Cook DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

CLIENT DB Sterlin
BORING NO. BSB-017
Northing 1897331
Easting 1152422
Ground Surface Elev. 583.0 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft
Groundwater Elev.:
First Encounter Dry to -10.0 ft
Upon Completion n/a ft
After Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DRY DENSITY (pcf)
582.3				
9.0" CONCRETE			2	
581.0	3			
SAND & GRAVEL-brown-very dense	2 3		18	
SILTY CLAY LOAM-brown-very stiff	2			
	5 4	2.50 P	11	128
-5				
577.0	2			
CLAY LOAM-gray-stiff to hard becoming gray @ -6.0'	3 4	1.00 P	16	114
	5			
	5 8	4.00 P	20	107
-10				
	4 5 7	1.75 P	18	108
569.5				
SILT-gray-dense	13			
	12 18		22	
-15				
	19			
	20 18		14	
564.5				
SILTY CLAY LOAM-gray-hard	6			
	12 17	4.50 P	11	127
-20				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DRY DENSITY (pcf)
SILTY CLAY LOAM-gray-hard *(continued)*				
562.0				
SILT-gray-medium dense to dense	11			
	14 20		30	
	18			
	15 13		14	
-25				
557.0				
SILTY CLAY LOAM-gray-very stiff to hard	6			
	13 14	2.50 P	15	120
	10			
	9 11	2.75 P	12	128
-30				
	13			
	15 21	4.50 P	13	125
-35				
	16			
	21 27	4.50 P	11	130
-40				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), GP-Geoprobe Hand Auger
BBS, from 137 (Rev. 8-99)

Z:\PROJECTS\20202051 DB STERLIN, IDOT PTB 195-021, I-290 AT INDEP. BLVD & CENTRAL PARK\20051 BORING LOGS\20051_LOG.GPJ 3/5/25

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2868

SOIL BORING LOG

GEO Job No. 20051
Page 2 of 2
Date 9/20/24

PROJECT FAI 290 (I-290 Bridges)
LOCATION Central Park Ave, ND Independence and SD Independence Dridge over I-290 Chicago, IL
COUNTY Cook DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

CLIENT DB Sterlin
BORING NO. BSB-017
Northing 1897331
Easting 1152422
Ground Surface Elev. 583.0 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft
Groundwater Elev.:
First Encounter Dry to -10.0 ft
Upon Completion n/a ft
After Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DRY DENSITY (pcf)
SILTY CLAY LOAM-gray-very stiff to hard *(continued)*				
	14			
-45	18 35	4.50 P	11	129
534.5				
CRUSHED LIME STONE, SILT, ROCKS	50/4"			
			2	
-50				
529.5				
Driller's obserevation: Aparent top of becrock @ -53.5', drilled 2.5' into bedrock to confirm.			NR	
-55				
527.0				
Borehole continued with rock coring.				
-60				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), GP-Geoprobe Hand Auger
BBS, from 137 (Rev. 8-99)

Z:\PROJECTS\20202051 DB STERLIN, IDOT PTB 195-021, I-290 AT INDEP. BLVD & CENTRAL PARK\20051 BORING LOGS\20051_LOG.GPJ 3/5/25

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
1235 East Davis Street
Arlington Heights, Illinois 60005
(847) 253-1845

SOIL BORING LOG

Page 1 of 2
Date 9/19/24

ROUTE FAI 290 (I-290 Bridges) DESCRIPTION IDOT PTB 195-021 LOGGED BY ZP
SECTION 2019-189-B-R,2019-190-B-R LOCATION , SEC. , TWP. , RNG. , 3rd PM.
Northing 1897247.603, Easting 1152508.837
COUNTY Cook DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. SN 016-2091
Station 603+91.55

BORING NO. BSB-018
Station 603+50
Offset 36 ft R
Ground Surface Elev. 582.00 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft
Groundwater Elev.:
First Encounter 578.5 ft
Upon Completion n/a ft
After Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
581.25			
9.0" CONCRETE			7
CLAYEY SAND & GRAVEL-very loose	2		
	1 1		13
578.50			
SILTY SAND-gray-loose	3		
	3 4		23
-5			
576.00			
CLAY LOAM-gray-stiff	2		
	3 5	1.00 P	17
	3		
	4 5	1.00 P	21
-10			
	3		
	3 6	1.00 P	21
	2		
	4 7	1.00 P	21
-15			
566.00			
SILTY LOAM-gray-medium dense	10		
	13 15		17
	8		
	10 12		14
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY LOAM-gray-medium dense *(continued)*	10		
	13 15		18
558.50			
SILTY CLAY LOAM-gray-hard	9		
	10 12	4.50 P	12
-25			
	8		
	10 12	4.50 P	15
553.50			
SILTY LOAM-gray-medium dense	3		
	6 7		30
-30			
548.50			
SILTY LOAM-gray-dense to very dense	12		
	19 26		11
-35			
	12		
	22 30		12
40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

SOIL BORING 20051_LOG.GPJ IL_DOT.GDT 3/3/25

Notes:
Boring Log BSB-017 station and offset along BL Central Park Ave. is: Sta. 604+34.46, Offset 47.88' Lt.
Boring Log BSB-018 station and offset along BL Central Park Ave. is: Sta. 603+48.54, Offset 35.81' Rt.

FILE NAME: I:\lcsM-dbstepw21\ICS_pdf_work_dir\928\5302_730\162091-D162K62-S049-Boring 5.dgn

PARSONS

USER NAME	= lcsM-dbstepw21$	DESIGNED	- SS	REVISED	-
PLOT SCALE	=	DRAWN	- SS	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- RLD	REVISED	-
PLOT TIME	= 8:08:17 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS (5 OF 6)
STRUCTURE NO. 016-2091
SCALE: SHEET NO. S-49 OF S-50 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	236
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
1235 East Davis Street
Arlington Heights, Illinois 60005
(847) 253-3645

SOIL BORING LOG

Date 9/19/24

ROUTE FAI 290 (I-290 Bridges) DESCRIPTION IDOT PTB 195-021 LOGGED BY ZP

SECTION 2019-189-B-R,2019-190-B-R LOCATION , SEC. , TWP. , RNG. , 3rd PM.
Northing 1897247.603, Easting 1152508.837

COUNTY Cook DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. SN 016-2091
Station 603+91.55

BORING NO. BSB-018
Station 603+50
Offset 36 ft R
Ground Surface Elev. 582.00 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter 578.5 ft
Upon Completion n/a ft
After ____ Hrs. n/a ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY LOAM-gray-dense to very dense *(continued)*				
		12		
	-45	17 36		12
		50/5"		
	-50			9
		50/4"		
	527.00 -55			6
Driller's obserevation: Aparent top of bedrock @ -55.0', drilled 2.0' into bedrock to confirm.				
	525.00			
Borehole continued with rock coring.	-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Notes:
Boring Log BSB-018 station and offset along BL Central Park Ave. is: Sta. 603+48.54, Offset 35.81' Rt.

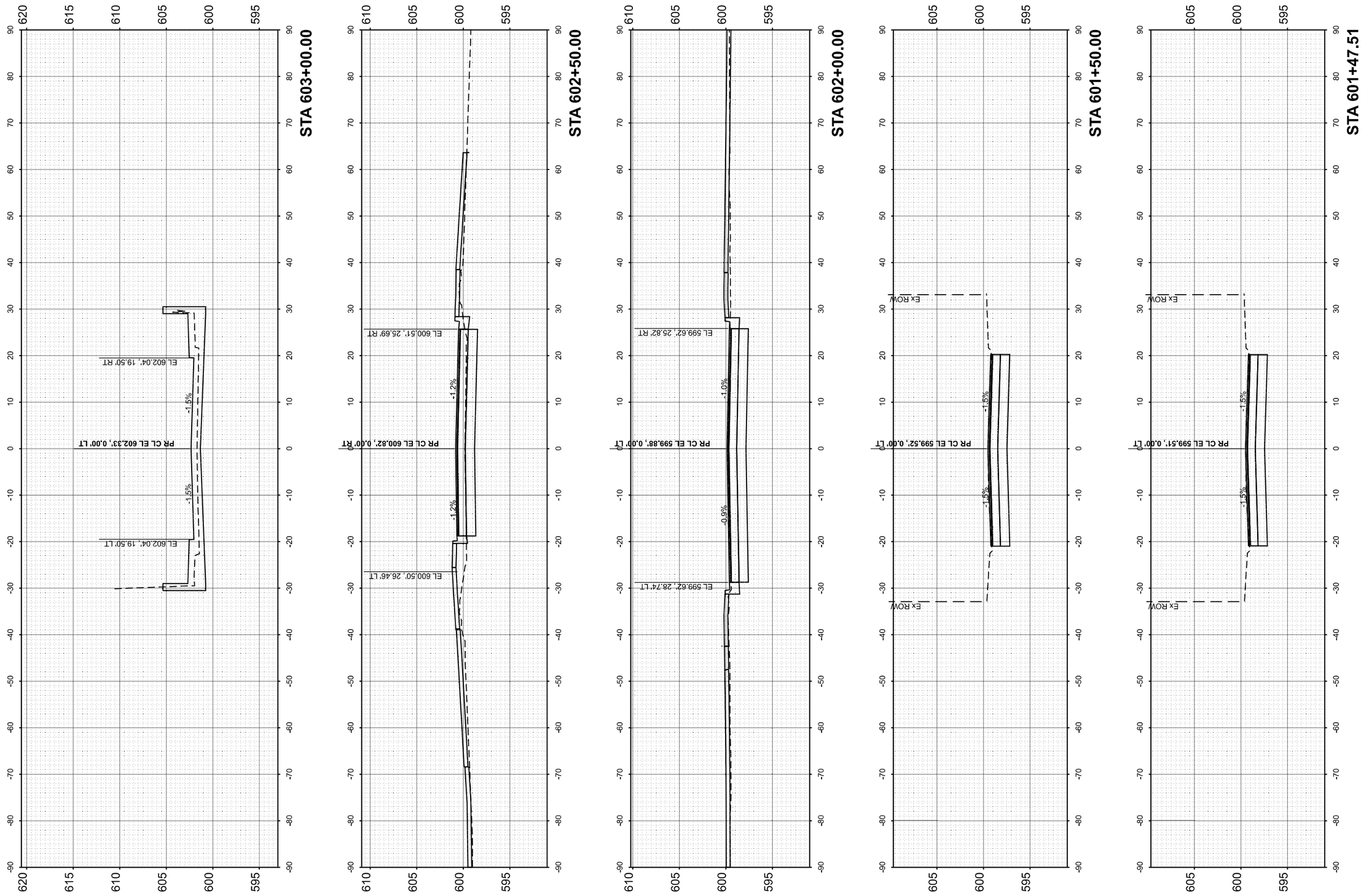
SOIL BORING 2005 LOG.GPJ IL_DOT.GDT 3/3/25

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PARSONS

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PLOT DATE = 10/10/2025	CHECKED - RLD	REVISED -			
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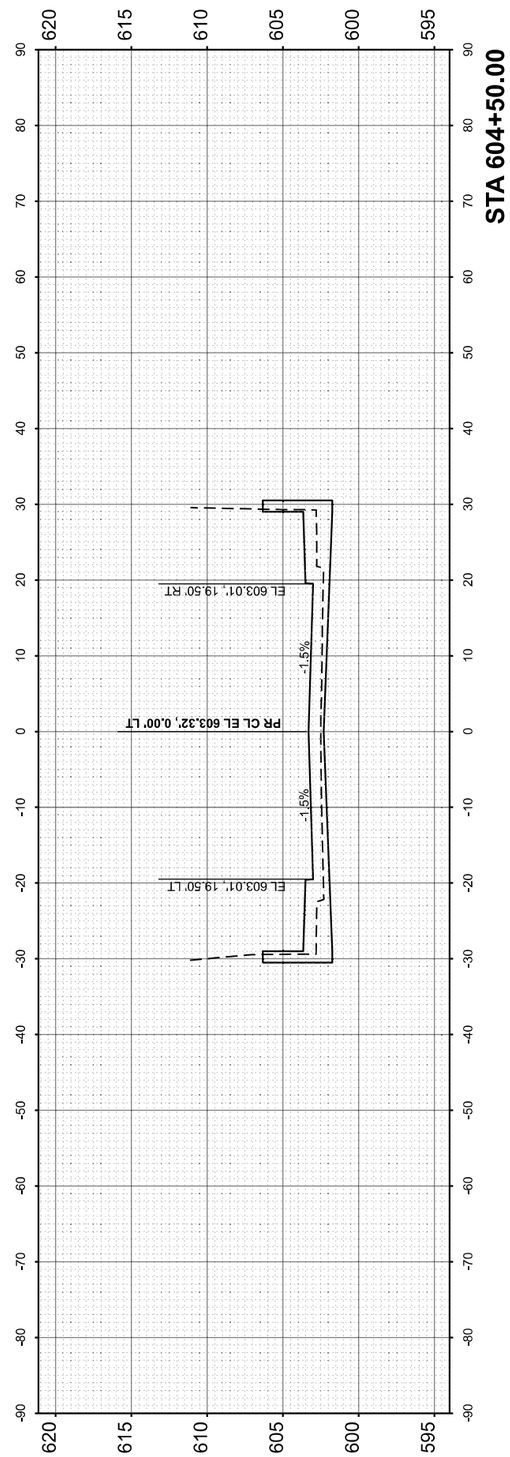
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	237
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

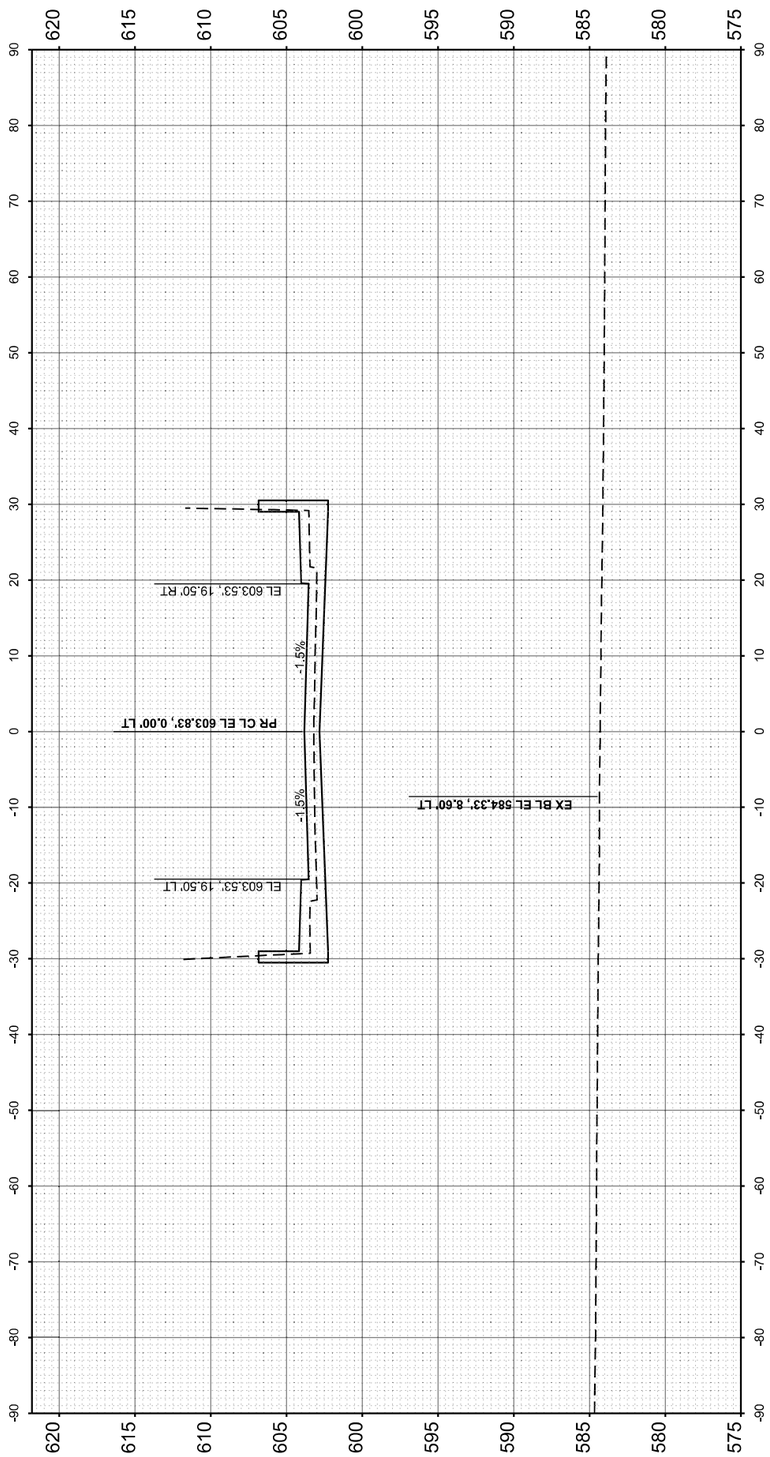


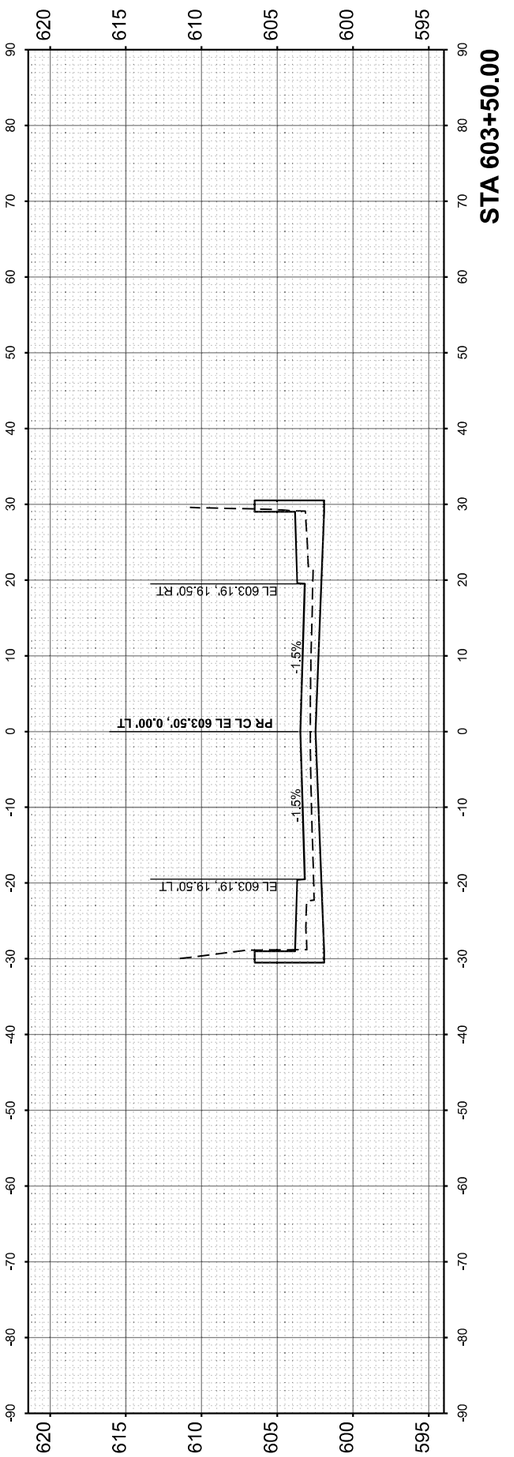
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PLOT TIME = 9:44:40 PM	DATE -	REVISED -			STA. 601+47.51 TO STA. 603+00

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	238
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

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Jacobs

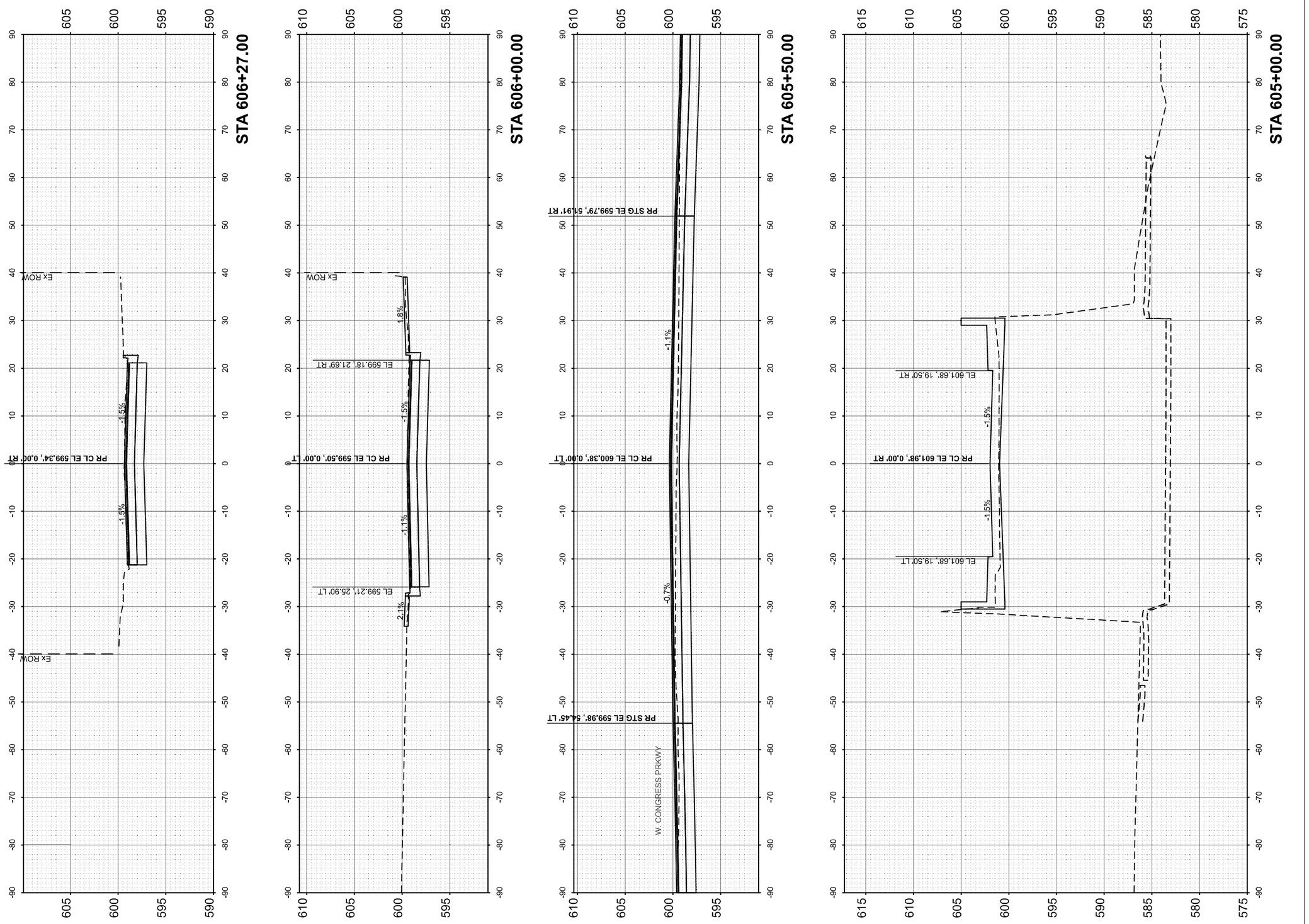
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PLOT DATE	= 10/10/2025	CHECKED	- KRW	REVISED	-
PLOT TIME	= 9:43:35 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CENTRAL PARK AVENUE
CROSS SECTIONS

SCALE: 1" = 10' | SHEET NO. XS-2 OF XS-13 SHEETS | STA. 603+50 TO STA. 604+50

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	239
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



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Jacobs

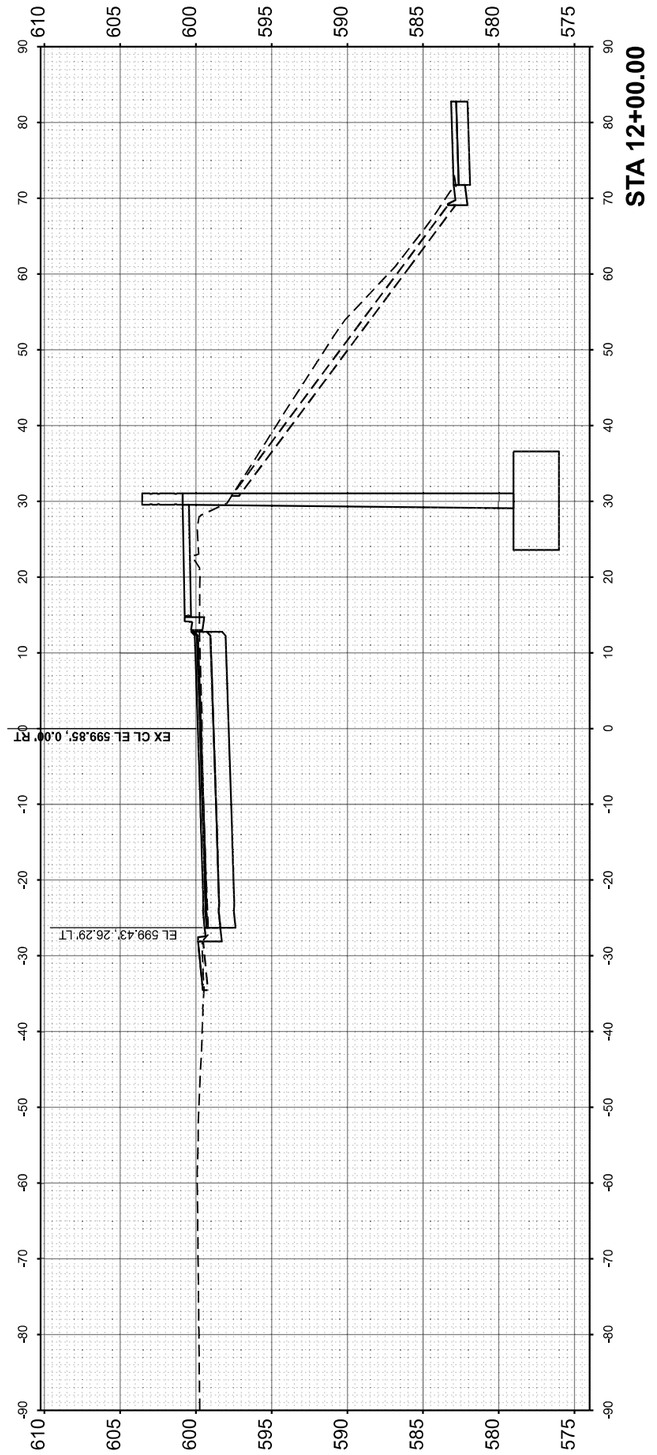
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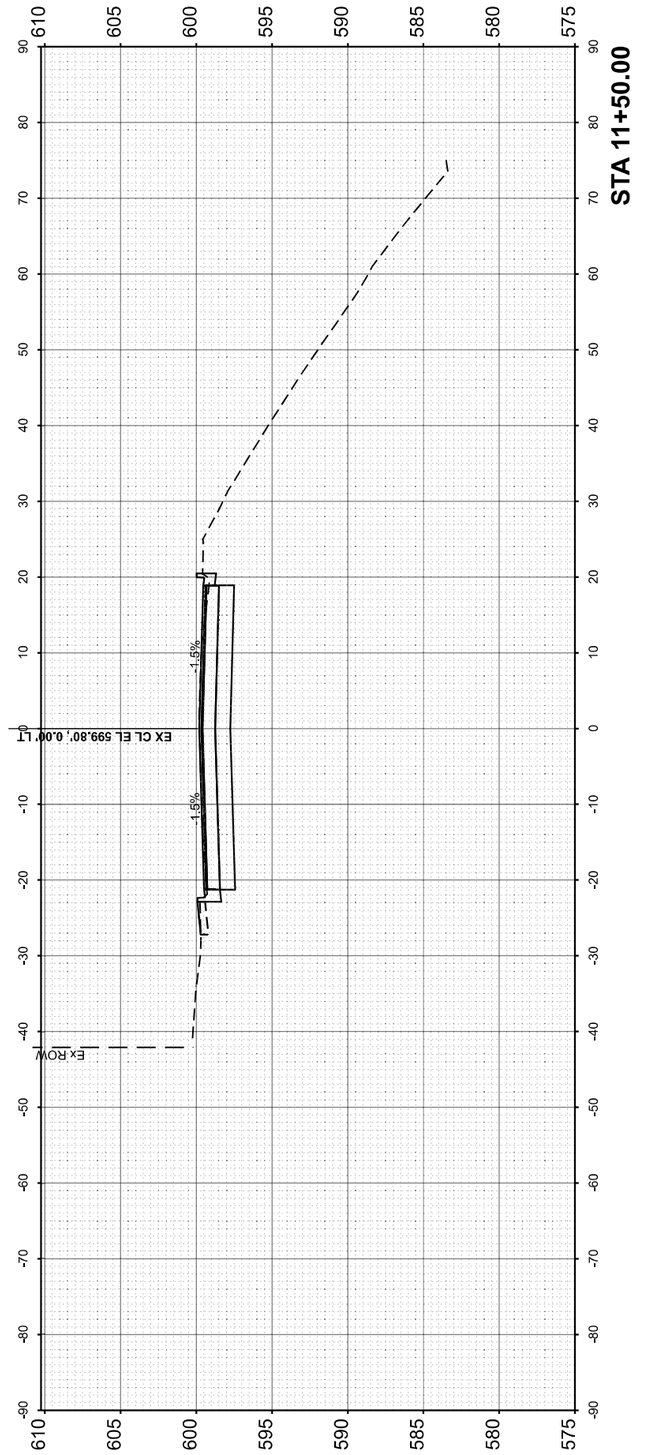
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

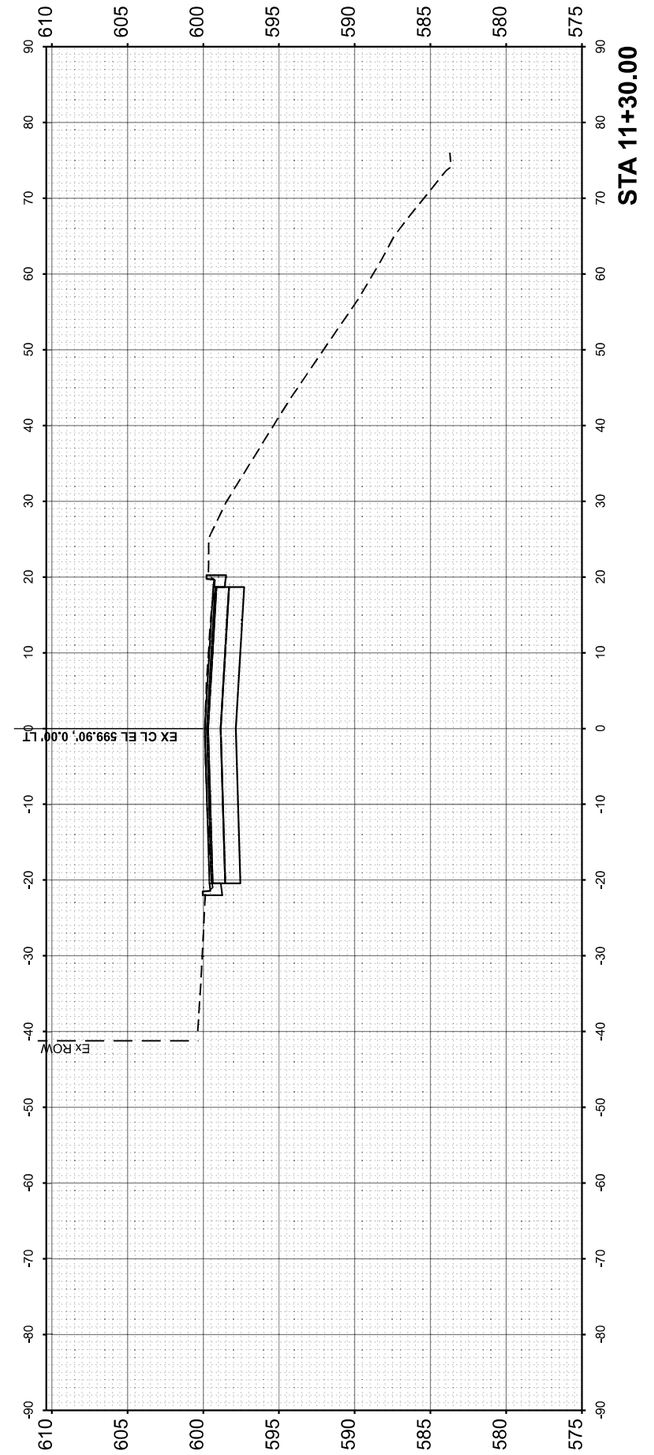
CENTRAL PARK AVENUE
CROSS SECTIONS

SCALE: 1" = 10' | SHEET NO. XS-3 OF XS-13 SHEETS | STA. 605+00 TO STA. 606+27

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	240
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		







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Jacobs

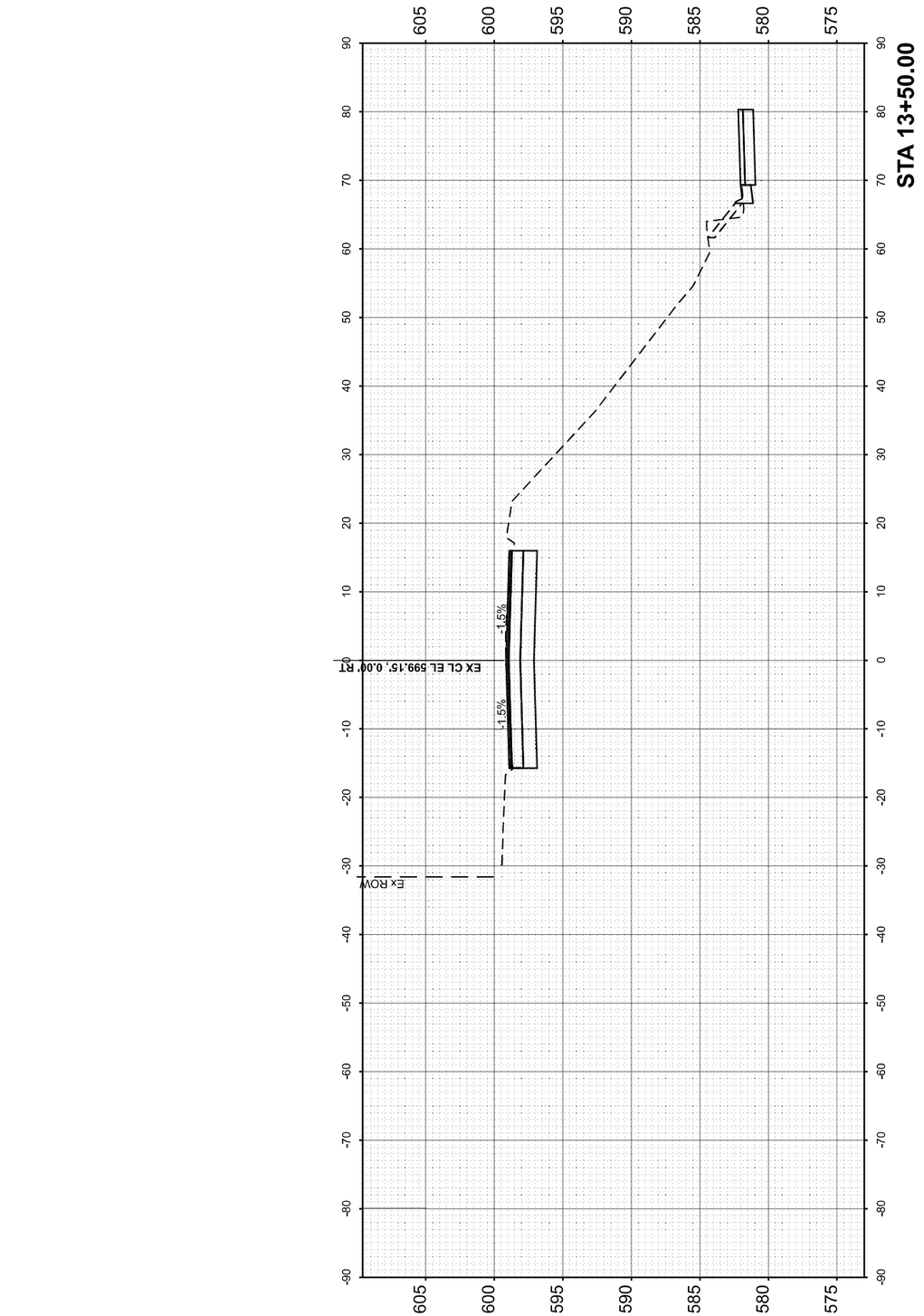
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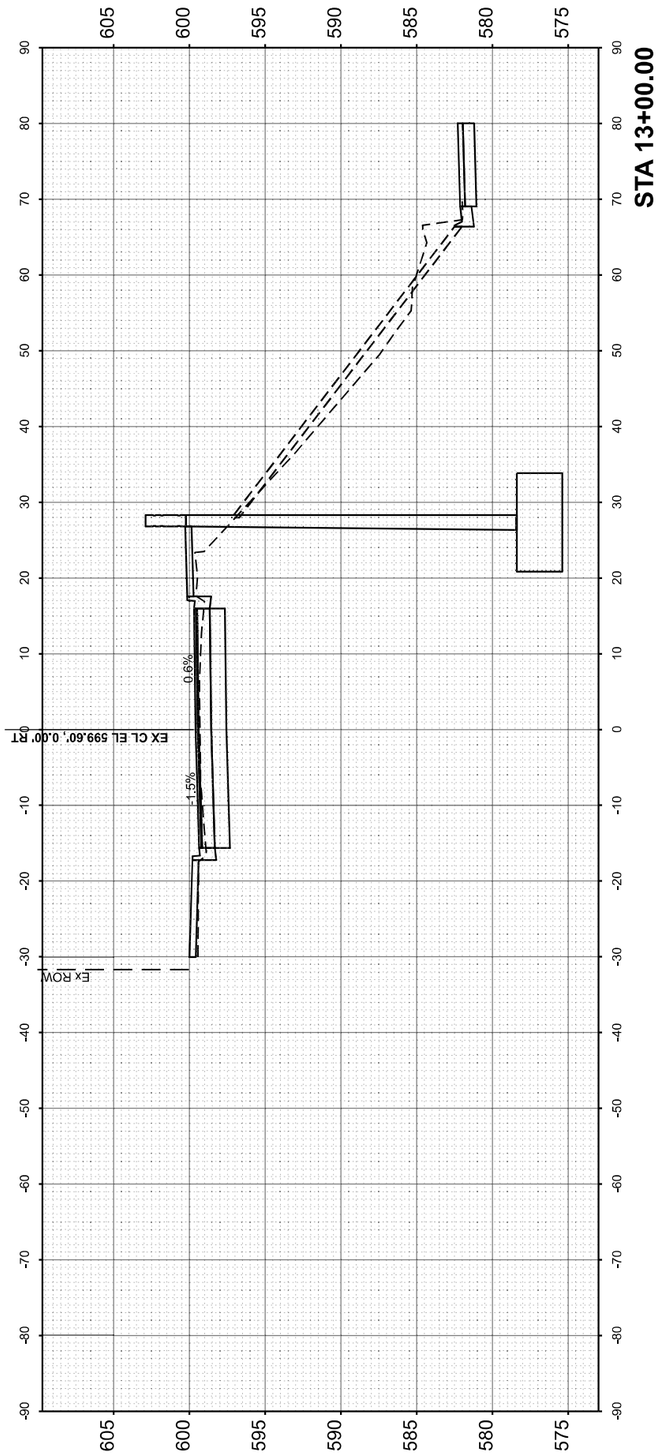
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

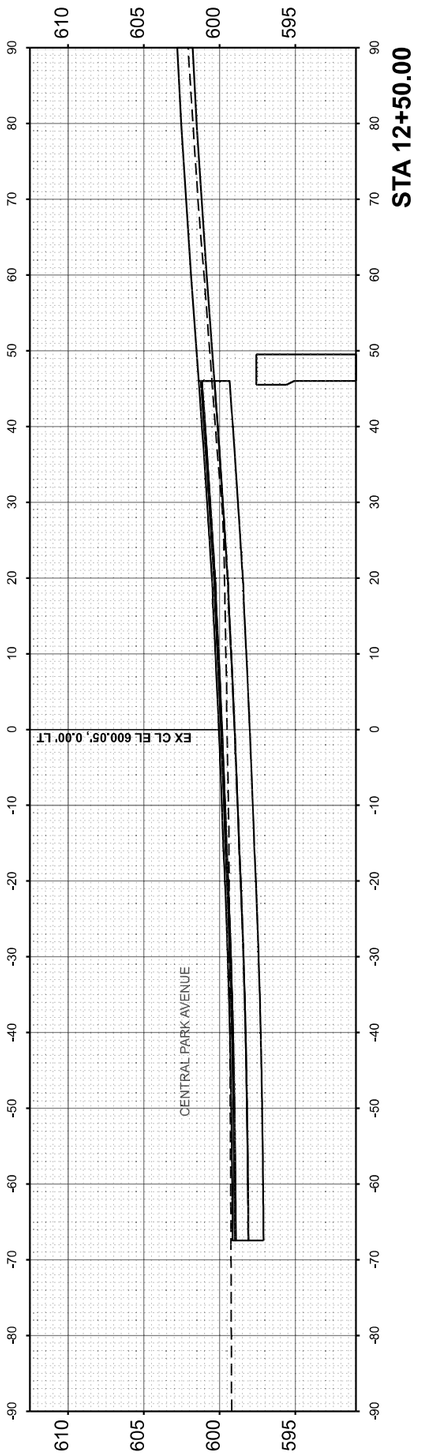
W CONGRESS PKWY
CROSS SECTIONS

SCALE: 1" = 10' | SHEET NO. XS-4 OF XS-13 SHEETS | STA. 11+30 TO STA. 12+00

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	241
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		







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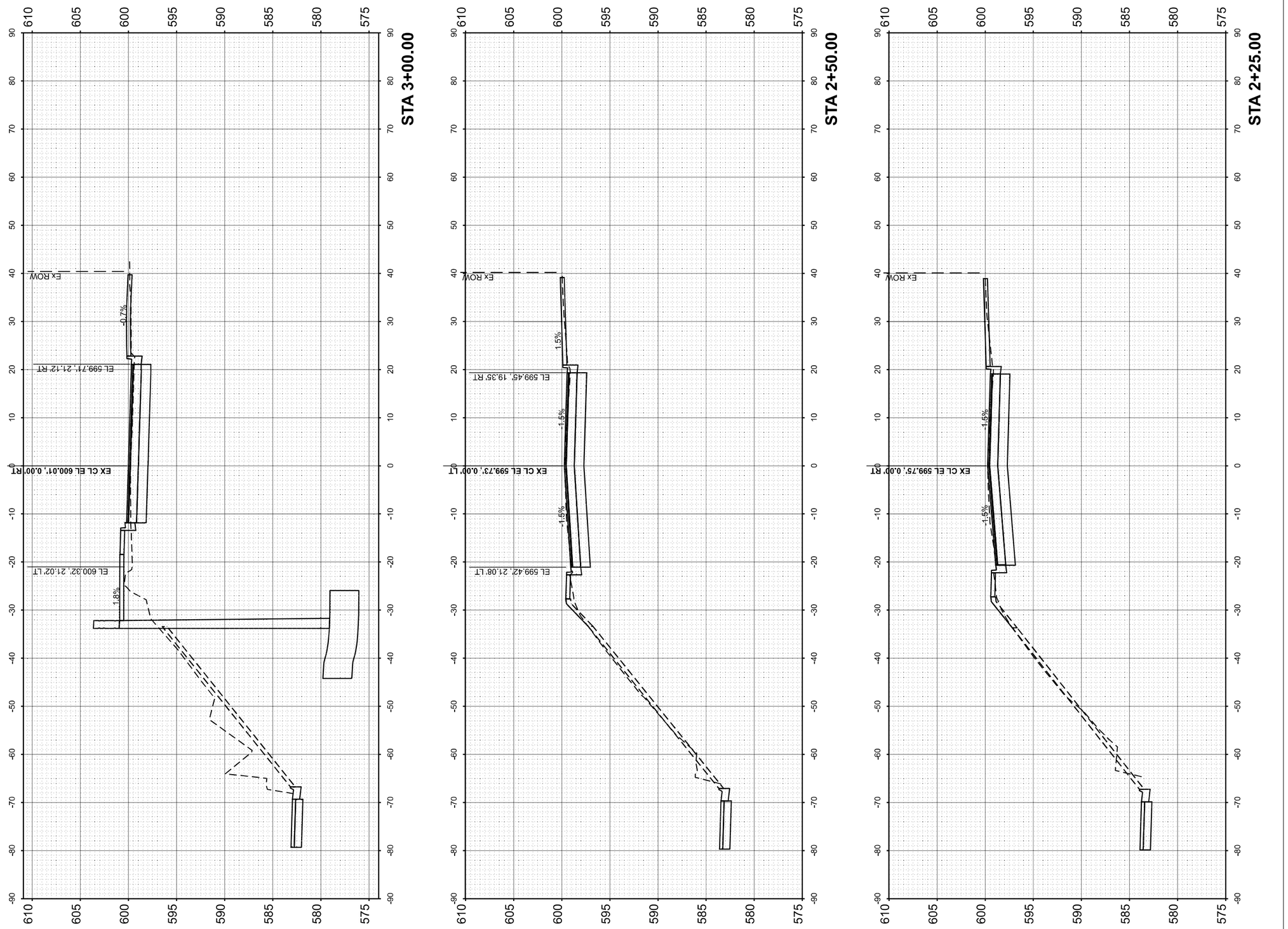
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PLOT TIME	= 9:54:09 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

W CONGRESS PKWY
CROSS SECTIONS

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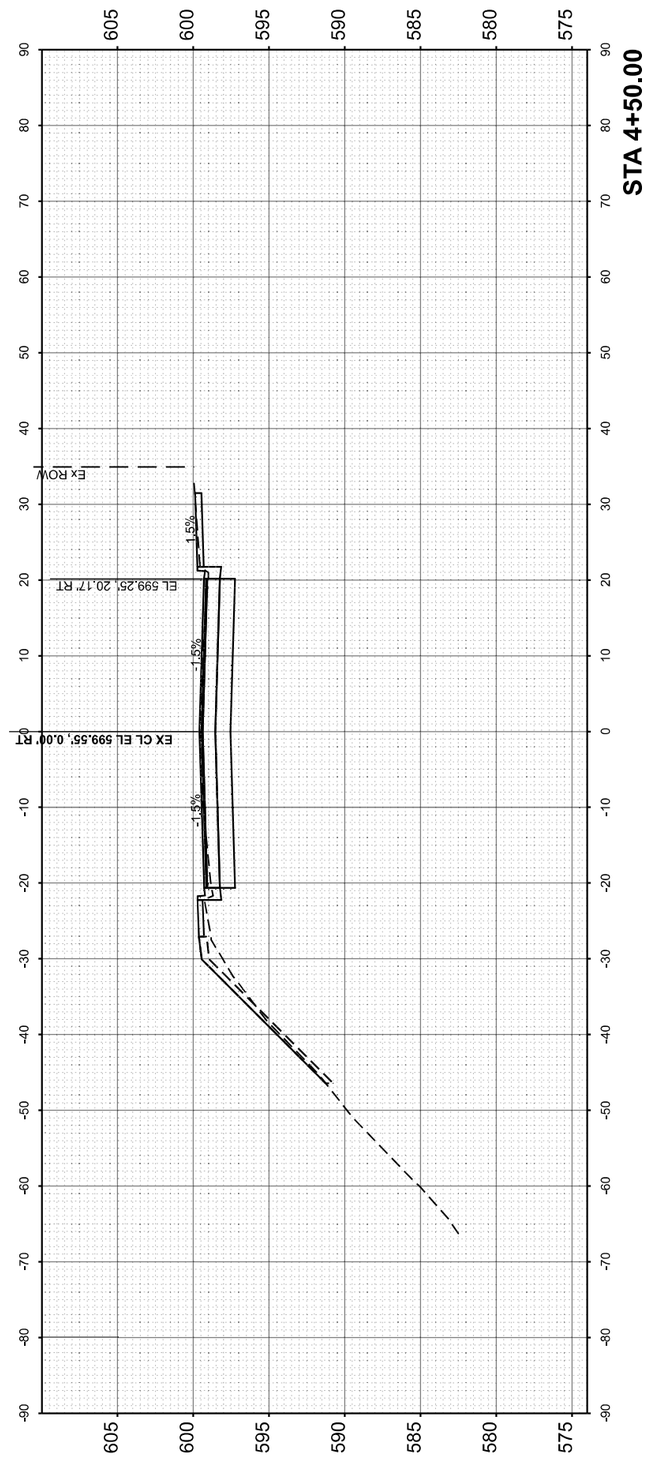
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	242
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		

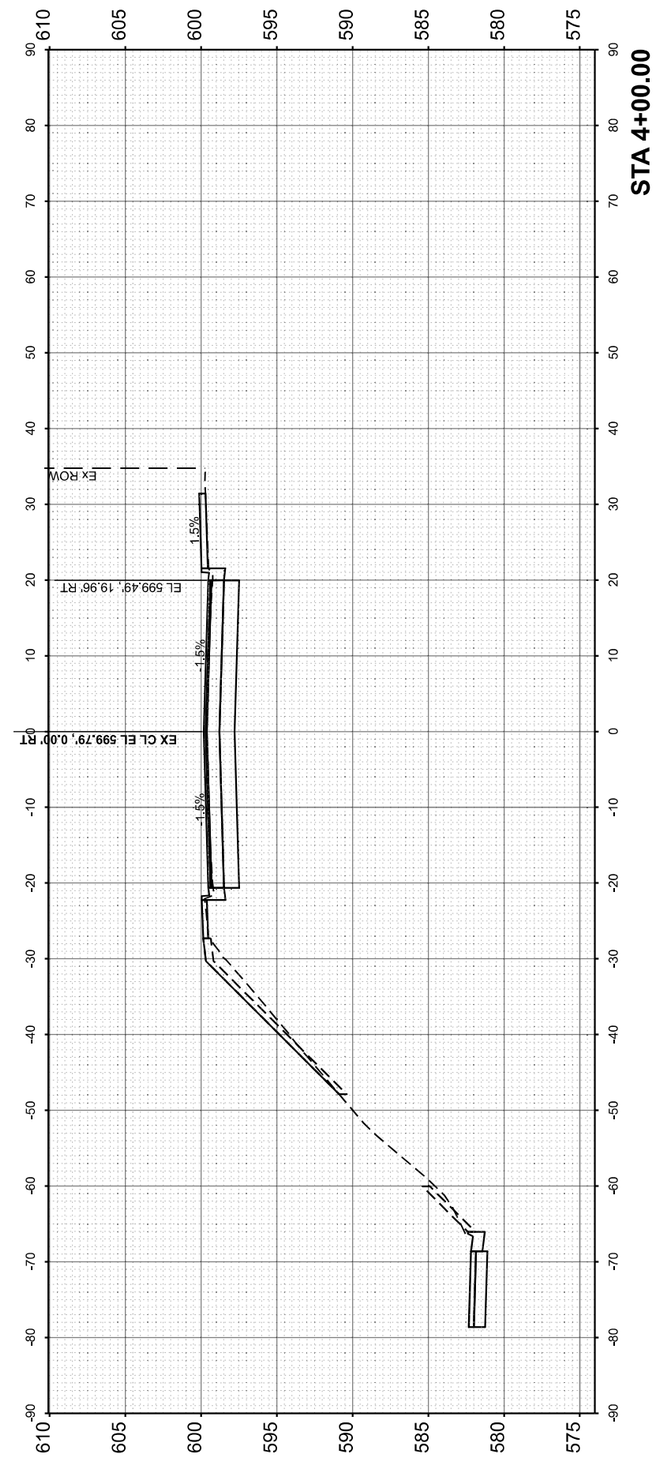


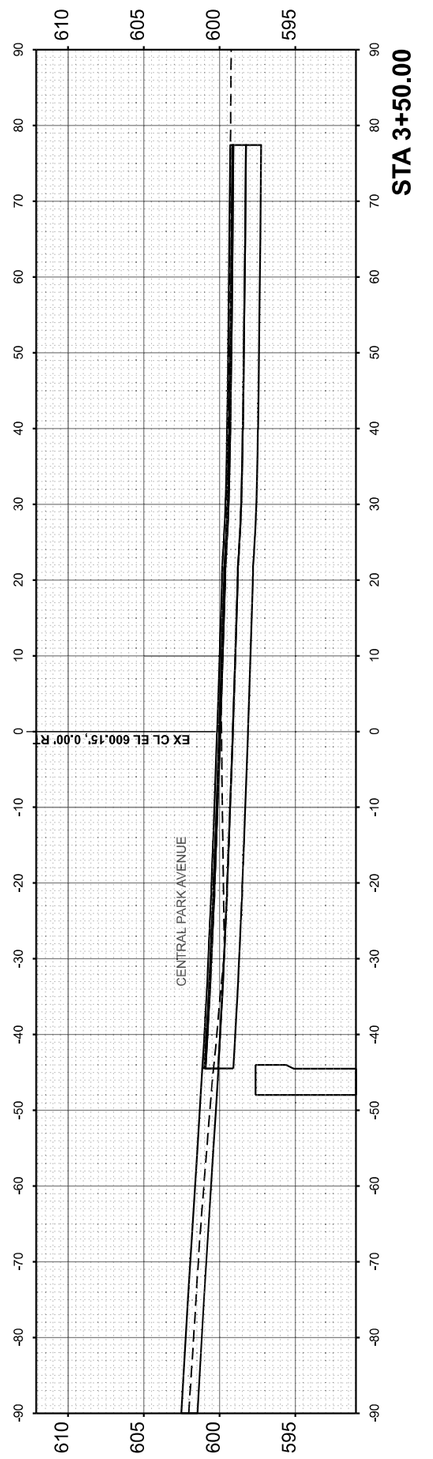
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	PLOT DATE = 10/10/2025	CHECKED - KRW	REVISED -		
	PLOT TIME = 9:52:21 PM	DATE -	REVISED -		

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	243
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			

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Jacobs

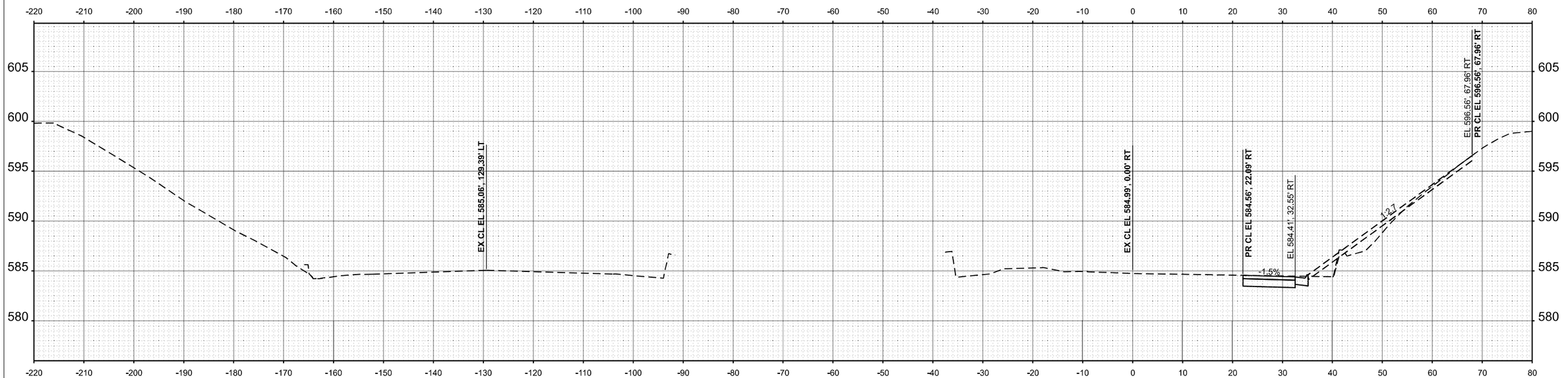
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

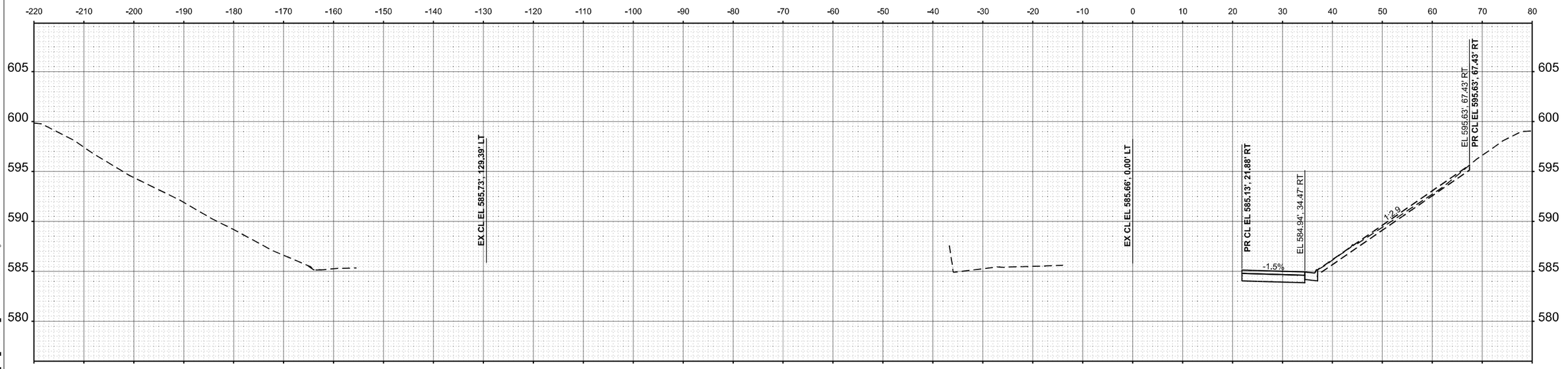
W HARRISON ST
CROSS SECTIONS

SCALE: 1" = 10' | SHEET NO. XS-7 OF XS-13 SHEETS | STA. 3+50 TO STA. 4+50

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	244
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



STA 171+00.00



STA 170+50.00

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Jacobs

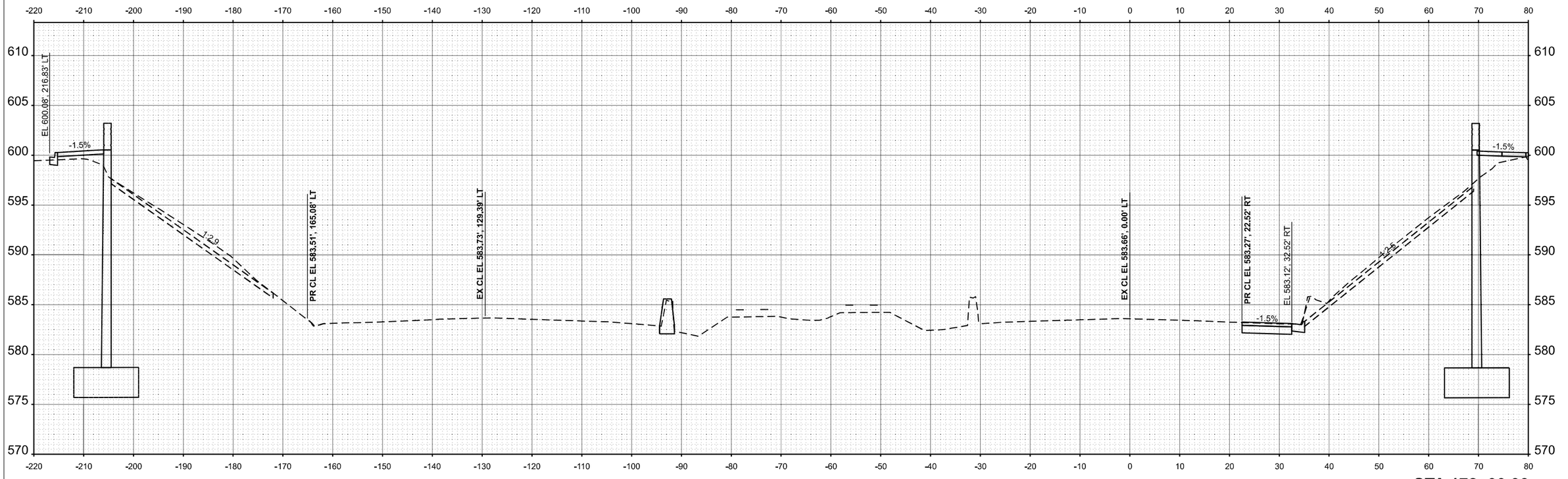
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

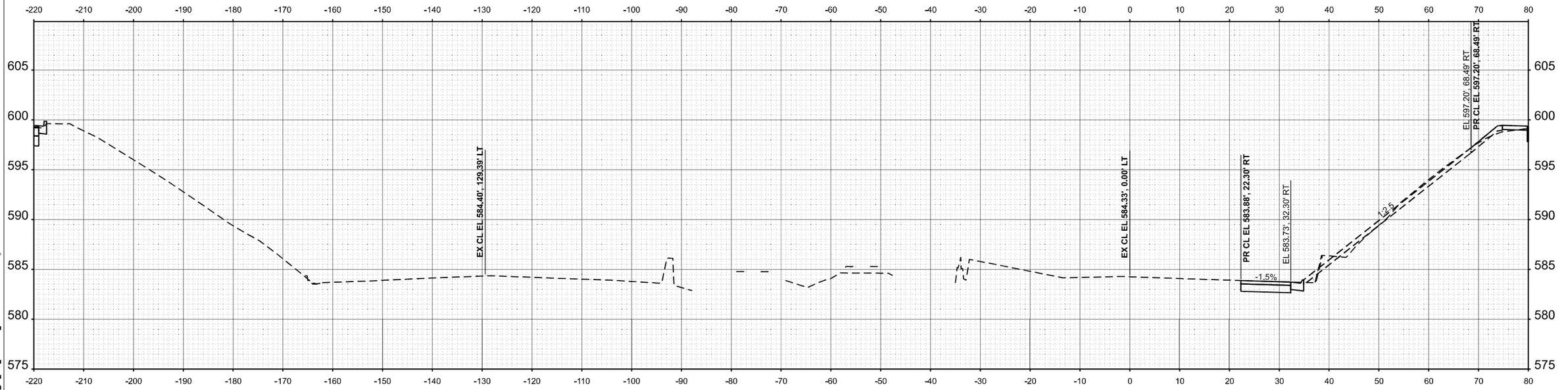
I-290
CROSS SECTIONS

SCALE: 1" = 10' | SHEET NO. XS-8 OF XS-13 SHEETS | STA. 170+50 TO STA. 171+00

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	245
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	



STA 172+00.00



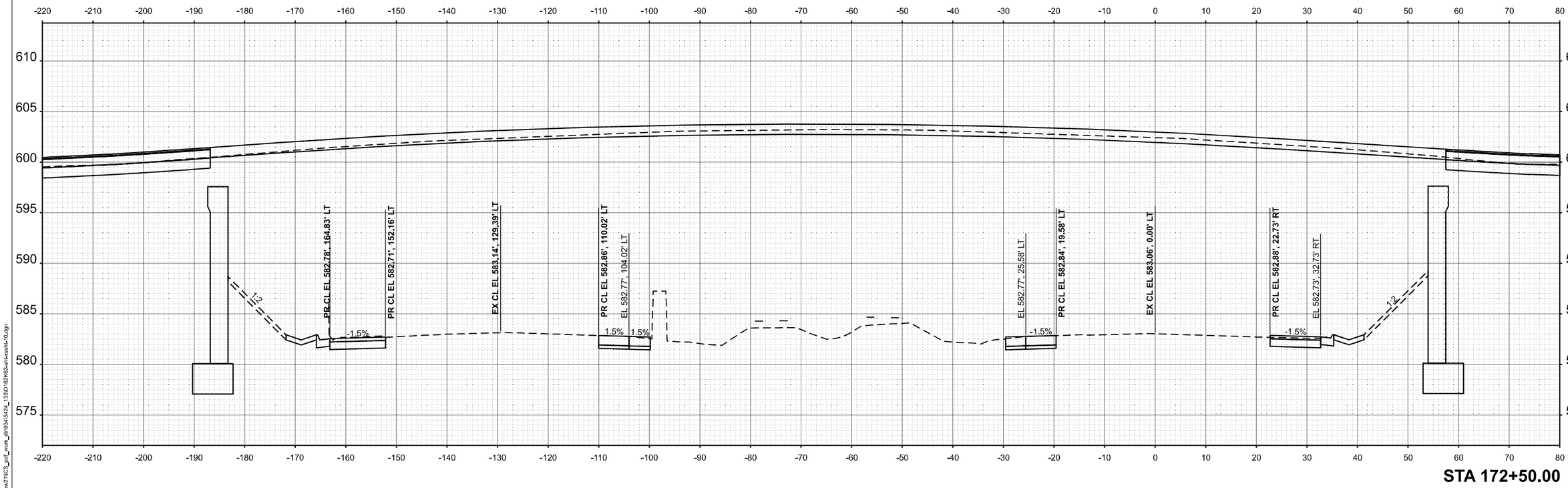
STA 171+50.00

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Jacobs

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PLOT SCALE = 0.16666667 ' / in.	DRAWN - RCH	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**CROSS SECTIONS**	
PLOT DATE = 10/10/2025	CHECKED - KRW	REVISED -		SCALE: 1" = 10'	SHEET NO. XS-9 OF XS-13 SHEETS
PLOT TIME = 9:30:40 PM	DATE -	REVISED -			STA. 171+50 TO STA. 172+00

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	246
		CONTRACT NO. 62K62		
		ILLINOIS	FED. AID PROJECT	



STA 172+50.00

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Jacobs

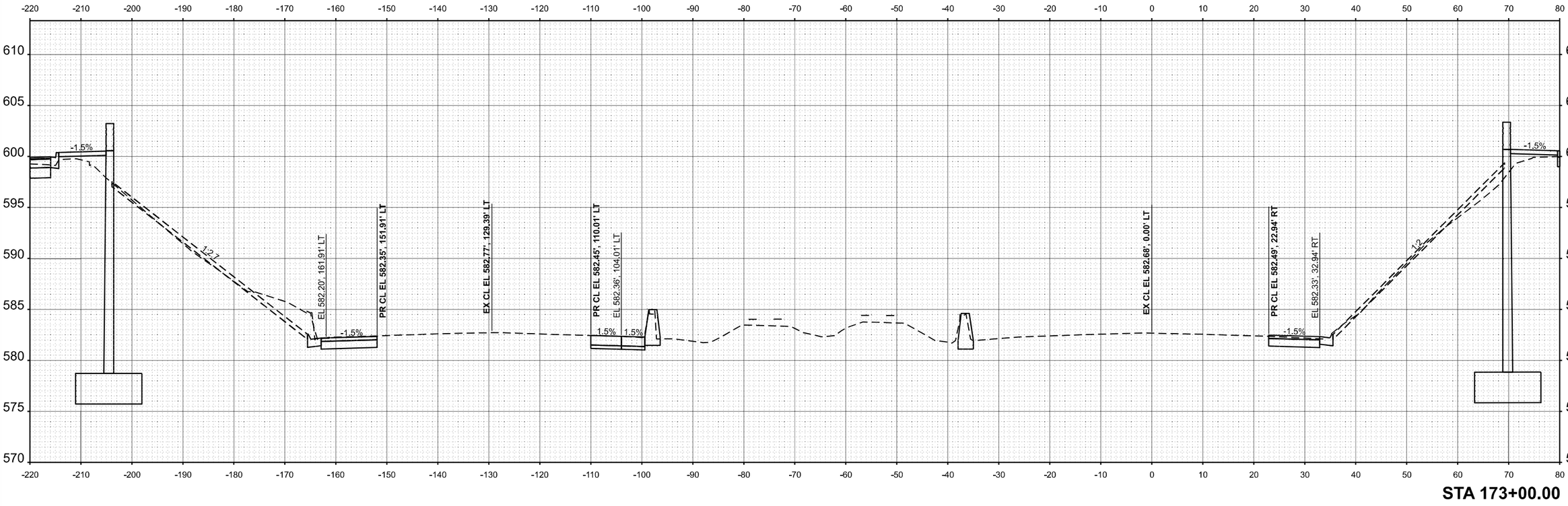
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–290
CROSS SECTIONS

SCALE: 1" = 10' | SHEET NO. XS-10 OF XS-13 SHEETS | STA. 172+50

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	247
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



STA 173+00.00

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Jacobs

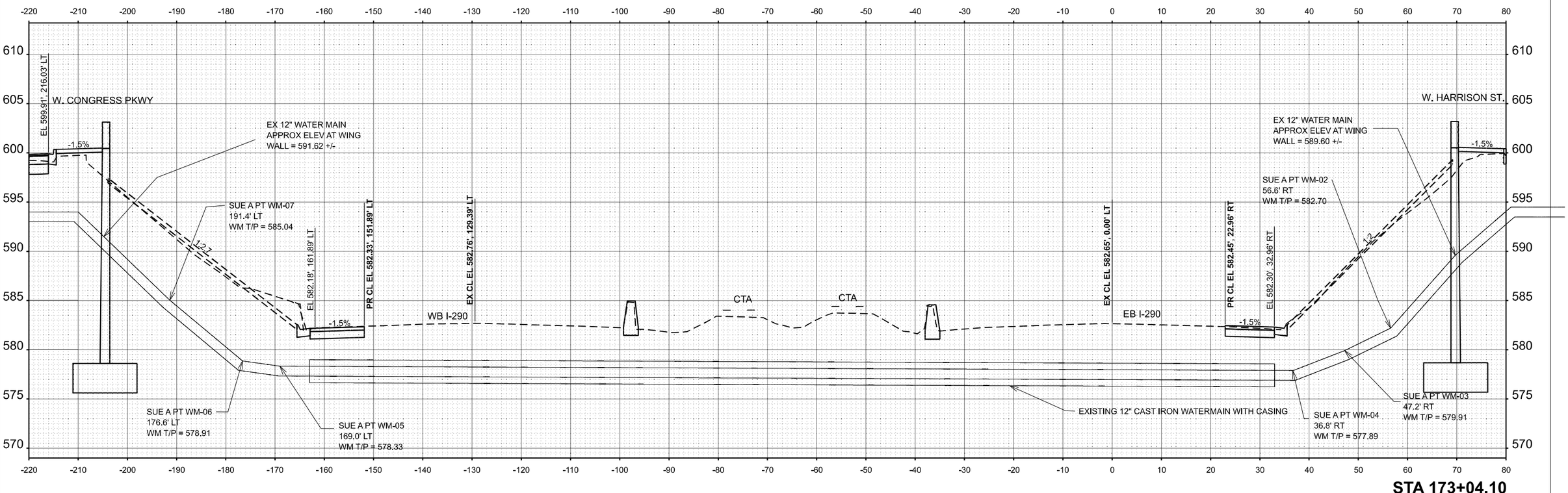
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PLOT DATE = 10/10/2025	CHECKED - KRW	REVISED -
PLOT TIME = 9:44:45 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–290
CROSS SECTIONS

SCALE: 1" = 10' | SHEET NO. XS-11 OF XS-13 SHEETS | STA. 173+00

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	248
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		



FILE NAME: \\icsM-dbstepw21\ICS_prd_work_dir\96115424_1371D1928\02ashkesith-12.dgn

Jacobs

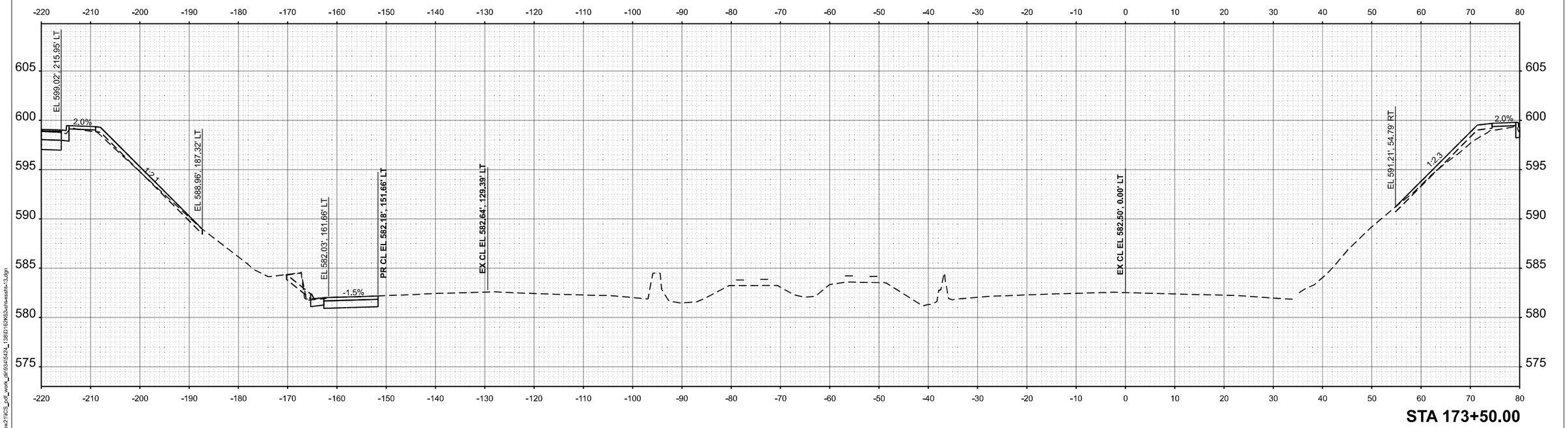
USER NAME	= IcsM-dbstepw21$	DESIGNED	- RCH	REVISED	-
PLOT SCALE	= 0.16666667 ' / in.	DRAWN	- RCH	REVISED	-
PLOT DATE	= 10/29/2025	CHECKED	- KRW	REVISED	-
PLOT TIME	= 11:01:11 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–290
CROSS SECTIONS

SCALE: 1" = 10' | SHEET NO. XS-12 OF XS-13 SHEETS | STA. 173+04.10

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	249
		CONTRACT NO. 62K62		
	ILLINOIS FED. AID PROJECT			



STA 173+50.00

FILE NAME: \\lcsM-dbstepw21\IICS_prd_work_dir\934\542\4_1389\1169K62\sht\xssht-13.dgn

Jacobs

USER NAME	= lcsM-dbstepw21$	DESIGNED	- RCH	REVISED	-
PLOT SCALE	= 0.16666667 ' / in.	DRAWN	- RCH	REVISED	-
PLOT DATE	= 10/10/2025	CHECKED	- KRW	REVISED	-
PLOT TIME	= 9:45:30 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–290
CROSS SECTIONS

SCALE: 1" = 10' | SHEET NO. XS-13 OF XS-13 SHEETS | STA. 173+50

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2019-189-BR	COOK	250	250
		CONTRACT NO. 62K62		
	ILLINOIS	FED. AID PROJECT		