01-16-2026 LETTING ITEM 026

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION
LOCAL STREET

TRAFFIC DATA
ADT:
5,656 (2023)

SPEED LIMIT
30 MPH (POSTED)
30 MPH (DESIGN)

THE PROJECT IS LOCATED IN THE CITY OF CHICAGO

SUBSURFACE UTILITY ENGINEERING (SUE) UTILIZED ON THIS PROJECT

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

F.A.I. 290 (INTERSTATE 290) AT LOOMIS STREET SECTION FAI 290 22 BRIDGE 3 PROJECT NHPP–1REM(318) SUPERSTRUCTURE REPLACEMENT COOK COUNTY

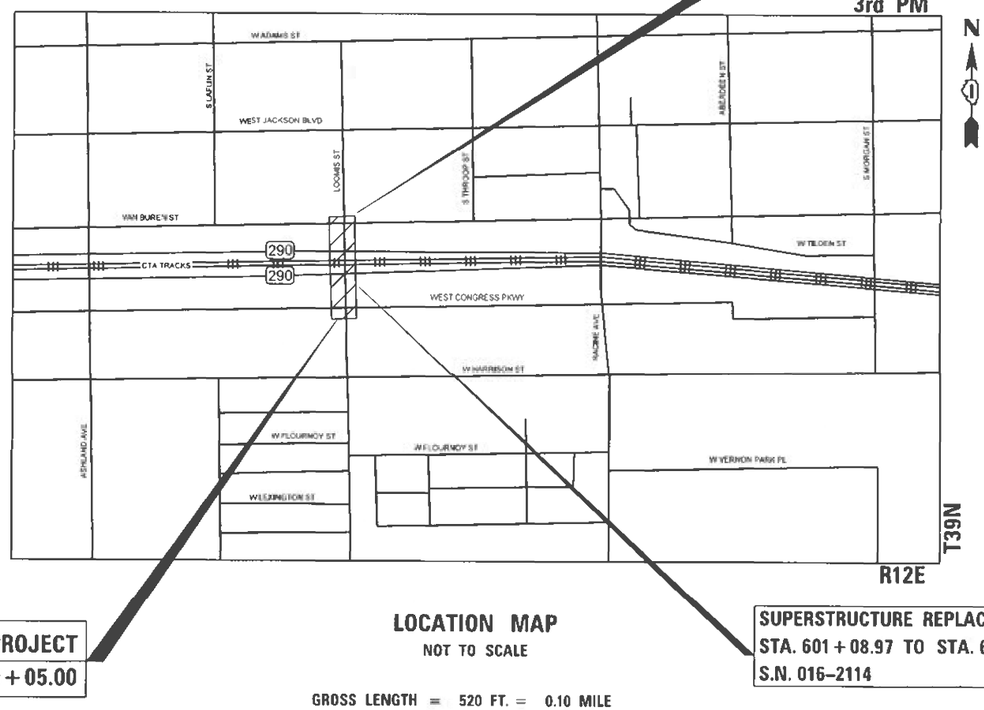
C–91–005–23

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3	COOK	161	1
	ILLINOIS	CONTRACT NO. 62U12		

* 161 + 3 = 164 TOTAL SHEETS
** 164 + 2 = 166 TOTAL SHEETS

D-91-323-22

LOCATION OF SECTION INDICATED THUS: –

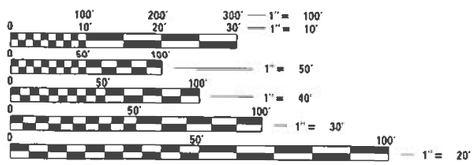


LOCATION MAP
NOT TO SCALE

BEGIN PROJECT
STA 600 + 05.00

SUPERSTRUCTURE REPLACEMENT
STA. 601 + 08.97 TO STA. 604 + 18.97
S.N. 016–2114

GROSS LENGTH = 520 FT. = 0.10 MILE



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 EXCAVATORS
1–800–892–0123
OR 811

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Sept. 23 20 25
REGIONAL ENGINEER

December 5 20 25
ENGINEER OF DESIGN AND ENVIRONMENT

December 5 20 25
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PROJECT MANAGER: PRAVEEN KAINI (847) 705–4237

CONTRACT NO. 62U12

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

AMES Engineering, Inc.
CONSULTING ENGINEERS
6330 Belmont Road, Suite 4B
Downers Grove, IL 60516

EFK•Moen
Civil Engineering Design

CONSULTING ENGINEERS
BLA, Inc.
333 PIERCE ROAD SUITE 200 ITASCA, IL 60143
P:(630) 438 6400 F:(630) 438 6444 www.bla-inc.com

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1 REVISED SHEET 12/31/2025

REV-SEP

GENERAL NOTES (CONTINUED)

26. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A SATISFACTORY PROGRESS SCHEDULE AND CRITICAL PATH SCHEDULE WHICH SHALL SHOW THE PROPOSED SEQUENCE OF WORK AT THE TIME OF THE PRE-CONSTRUCTION CONFERENCE.

27. ALL ELEVATIONS ARE ON THE U.S.G.S. DATUM NAVD 88.

28. ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES, BACK OF CURBS, ETC. ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.

29. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.

30. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

31. THE COST OF PLUGGING EXISTING SEWER SHALL BE INCLUDED IN THE COST OF THE SEWER BEING REMOVED.

32. BACKFILLING STORM SEWER CONSTRUCTED UNDER THE ROADWAY SPECIFIED UNDER ARTICLE 550.07(B,C) OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION WILL NOT BE ALLOWED.

33. THE CONTRACTOR SHALL COORDINATE WITH THE CTA ON THE CLOSURE OF THE RAMP ON THE PLATFORM.

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

35. 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.

COMMITMENTS

1. COMMITMENTS ARE NOT TO BE ALTERED WITHOUT WRITTEN APPROVAL OF ALL PARTIES.
2. ADJACENT I-290 OVERHEAD BRIDGES SHALL NOT BE CLOSED/DETOURED CONCURRENTLY DURING CONSTRUCTION.

CITY OF CHICAGO NOTES

1. ALL NEW CURB INSTALLATION 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. THE COST SHALL BE INCLUDED WITH THE COST OF THERMOPLASTIC PAVEMENT MARKING - LINE 24".
2. PERMITS FROM THE DEPARTMENT OF WATER MANAGEMENT - SEWER SECTION ARE REQUIRED FOR RESURFACING WORK INVOLVING ADJUSTMENT OF CITY OF CHICAGO SEWER STRUCTURES. THE PERMIT MUST BE OBTAINED BY A LICENSED SEWER DRAIN LAYER PRIOR TO START OF CONSTRUCTION. THE LICENSED SEWER CONTRACTOR OR SUBCONTRACTOR MUST SUBMIT TWO (2) SETS OF PLANS APPROVED BY THE DEPARTMENT OF SEWERS FOR THE ISSUE OF THE SEWER PERMIT IN SUITE 410 - 333 SOUTH STATE STREET CHICAGO, IL 60604. INSPECTION WILL BE PROVIDED BY THE DEPARTMENT OF SEWERS.
3. IN CASE OF DAMAGE TO CITY OF CHICAGO SEWERS, PRIVATE AND PUBLIC DRAINS, SEWER STRUCTURES AND/OR BENCH MONUMENTS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE DEPARTMENT OF WATER MANAGEMENT - SEWER SECTION AT (312) 747-7892 OR (312) 747-7893.
4. THE CONTRACTOR MUST NOTIFY CHICAGO'S OFFICE OF EMERGENCY MANAGEMENT AND COMMUNICATION (OEMC) 48 HOURS BEFORE COMMENCING CONSTRUCTION OR CHANGING TRAFFIC FLOW.
5. 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 AND/OR DEPARTMENT OF WATER MANAGEMENT SEWER SECTION.
6. THE CONTRACTOR SHALL CONTACT THE CHICAGO TRANSIT AUTHORITY AT TRAFFIC.PLANNING@TRANSITCHICAGO.COM OR BY PHONE AT (312)-681-4151 SIX (6) WEEKS PRIOR TO CONSTRUCTION, TO REPORT TRAFFIC IMPACTS.
7. THE CTA REQUIRES THAT NO TWO CONSECUTIVE BUS STOPS IN ONE DIRECTION OF TRAVEL ARE ELIMINATED AT THE SAME TIME. THE CONTRACTOR SHALL SUBSTAGE WORK AS NECESSARY OR PROVIDE TEMPORARY ADA COMPLIANT PEDESTRIAN ACCESS THROUGH THE WORK ZONE TO AN EXISTING OR TEMPORARILY RELOCATED BUS STOP.
8. CTA TRAFFIC PLANNING MUST BE NOTIFIED AT LEAST 2 WEEKS IN ADVANCE OF THE TIME CONSTRUCTION WILL COMMENCE, AND IN ADVANCE OF ANY IMPACT TO BUS STOPS OR BUS OPERATIONS. TRAFFIC.PLANNING@TRANSITCHICAGO.COM.
9. CTA OPERATES BUSES ON VAN BUREN STREET AND REQUIRE A MINIMUM OF 11 FOOT LANE WIDTHS. THE CONTRACTOR AND ENGINEER SHALL CONTACT CTA TRAFFIC PLANNING TO DISCUSS IMPACTS SHOULD THERE BE DISRUPTIONS TO THE BUS ROUTING. AT LEAST TWO WEEKS NOTICE IS REQUIRED FOR ANY BUS SERVICE CHANGES. CTA'S POINT OF CONTACT: JACK CHALABIAN - COORINATOR, TRAFFIC PLANNING. JCHALABIAN@TRANSITCHICAGO.COM OR DIRECT OFFICE LINE AT 312-681-4176
10. EXISTING CROWN CASTLE FACILITIES ARE IN THE AREA AND EXTREME CAUTION SHALL BE USED. HAND TRENCH WITHIN 3 FEET OF CROWN CASTLE FACILITIES TO VISUALLY LOCATED AND A MINIMUM OF 12 INCH CLEARANCE (VERTICAL & HORIZONTAL) FROM EXISTING CROWN CASTLE FACILITIES IS REQUIRED. CONTACT DIGGER FOR LOCATES A MINIMUM OF 48 HOURS BEFORE BEGINNING CONSTRUCTION.
11. THE CONTRACTOR SHALL COORDINATE TRAFFIC CONTROL (INCLUDING LANE CLOSURES, VEHICLE AND EQUIPMENT PLACEMENT, ETC) WITH CDOT-DIVISION OF INFRASTRUCTURE MANAGEMENT PRIOR TO IMPLEMENTATION OF ASSOCIATED WORK STAGES. DETOUR ROUTING TO BE REVIEWED AT THE TIME OF CONSTRUCTION TO RESOLVE ANY SHORT TERM CONFLICTS WITH NEARBY WORK ZONES OR OTHER CLOSURES. CONTRACTOR TO SUBMIT CLOSURE PERMIT REQUEST TO CDOT-PERMITS (THIS TYPE OF ACTIVITY CANNOT BE REQUESTED ONLINE AND MUST BE GENERATED BY CDOT) AND PROVIDE A MINIMUM OF 2 WEEKS NOTICE TO CTA FOR IMPACTS TO BUS SERVICE.
12. THE CONTRACTOR SHALL USE EXTREME CAUTION WHEN WORKING NEAR AND ABOVE TRACK STRUCTURES, NEAR THE TRACKS AND THEIR FOUNDATIONS, AND BELOW EXISTING SIGNAL AND COMMUNICATION CABLES. ALL EXCAVATION AND DEMOLITION WORK, MINIMUM 4' - 6" NEAR EXISTING CTA'S STRUCTURES SHALL BE DONE BY HAND. THE CONTRACTOR SHALL PROTECT ALL CTA'S STRUCTURES AND TRAINS FROM CONSTRUCTION DEBIRS. FLAGMEN MAY BE REQUIRED AT TRACK LEVEL IF ANY TRAINS NEED TO BE STOPPED FOR ANY POTENTIALLY DANGEROUS CRANE PICKS OR ANY OTHER WORK THAT MIGHT AFFECT A TRAIN ROUTE.
13. THE CONTRACTOR SHALL RESTORE ALL DAMAGED STRUCTURES AND UTILITIES TO THE SATISFACTION OF THE CTA. THE CONTRACTOR SHALL FOLLOW THE CTA'S ADJACENT CONSTRUCTION MANUAL, CURRENT ADDITION. COORDINATION OF THE INSURANCE REQUIREMENTS SHALL OCCUR WITH LINDA LEE, CPCU, ARM, AIC, AINS, CSM - CTA RISK COMPLIANCE - LAW DEPARTMENT (PH: 312-681-2921 / EMAIL: LLEE@TRANSITCHICAGO.COM) THIS WORK IS SUBJECT TO THE REQUIREMENTS ESTABLISHED IN THE CTA ADJACENT CONSTRUCTION MANUAL AND "CTA REQUIREMENTS FOR CONTRACTOR'S WORKING ALONG RIGHT-OF-WAY (R.O.W.)" WHICH CAN BE FOUND AT HTTP://WWW.TRANSITCHICAGO.COM/NEARBYCONSTRUCTION
14. ALL CONSTRUCTION ACTIVITIES SHALL BE COORDINATED WITH THE CTA WITH ABDIN CARRILLO CONSTRUCTION PROJECT MANAGER III, CAPITAL.
15. PEOPLES GAS MAINS AND SERVICES ARE PRESENT. THE CONTRACTOR SHALL USE CAUTION. CONTACT 811 CHICAGO/DIGGER 312-744-7000 FOR LOCATES 48 HOURS PRIOR TO START 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. A MINIMUM OF 3' HORIZONTAL EDGE TO EDGE CLEARANCE IS REQUIRED FOR GAS FACILITIES WITH DIAMETERS OF 16" OR SMALLER, AND 5FT EDGE TO EDGE CLEARANCE FOR GAS FACILITIES WITH DIAMETERS 18" AND LARGER. MAINTAIN A MINIMUM OF 18" EDGE TO EDGE VERTICAL CLEARANCE WHEN CROSSING GAS FACILITIES 16" OR LESS IN DIAMETER, AND 24" EDGE TO EDGE VERTICAL CLEARANCE WHEN CROSSING 18" AND LARGER DIAMETER GAS FACILITIES.
16. CONTACT 811 CHICAGO/DIGGER 312-744-7000 FOR LOCATES 48 HOURS PRIOR TO START OF CONSTRUCTION. VALVE BASIN FRAMES, COVERS, GAS SHUT-OFF VALVES, ROADWAY BOXES SHALL NOT BE BURIED/COVERED AND REQUIRE UNRESTRICTED ACCESS AT ALL TIMES. FOR VERTICAL ADJUSTMENTS CONTACT PAVING AND RESTORATION AT PGLRESTORATION@PEOPLESGASDELIVERY.COM, 4 WEEKS PRIOR TO THE START OF RESTORATION FOR PLANNING & SCHEDULING. ALL GAS FACILITIES ARE TO BE MAINTAINED. ANY DAMAGES TO PEOPLES GAS FACILITIES SHALL BE THE RESPONSIBILITY OF THE INSTALLING UTILITY AND THEIR CONTRACTOR(S). CALL 866-556-6002 IMMEDIATELY FOR ANY DAMAGES TO THE GAS FACILITIES. 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" SAND IS TO BE USED BETWEEN FLOW FILL AND ALL GAS FACILITIES. A MINIMUM OF 6" 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.
17. ANY ISSUES OR WORK NEEDED WHEN CROSSING OR ADJACENT TO ANY COMED ASSET, THE CONTRACTOR SHALL CONTACT ANGELA WILLIAMS AT THREE LINCOLN CENTRE, SUITE 600, OAK BROOK TERRACE, ILLINOIS 60181 / PH: 779-231-1065 / EMAIL: ANGELA.WILLIAMS@COMED.COM

1

MODEL: Default
FILE NAME: W:\191•179_IDOT_205009_I-290 Loomis & Racine\CADD Sheets\62U12_Loomis Street\62U12_str_General Notes.dgn

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ITASCA, ILLINOIS

USER NAME = cesarlo	DESIGNED -	REVISED - 1 12/16/2025 MC	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 12/16/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX, HIGHWAY STANDARDS, GENERAL NOTES, & COMMITMENTS
LOOMIS STREET OVER I–290 (FAI 290)

SCALE: N.T.S. | SHEET 2 OF 2 SHEETS | STA. N/A | TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3	COOK	161	3
		CONTRACT NO. 62U12		
	ILLINOIS FED. AID PROJECT			

				CONSTRUCTION CODE			
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0005 URBAN	BRIDGE 0013 S.N. 016-2114	IDOT HIGHWAY LIGHTING 0021 URBAN	TRAFFIC SIGNALS & LIGHTING (CDOT) 0021 URBAN
70303210	TEMPORARY PAVEMENT MARKING - LINE 24"- MODIFIED URETHANE	FOOT	712	712			
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	12,834	12834			
70307125	TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE	FOOT	5,220	5220			
70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	1,550	1550			
70307140	TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE	FOOT	4,894	4894			
70307160	TEMPORARY PAVEMENT MARKING - LINE 12"- TYPE IV TAPE	FOOT	548	548			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,550	1550			
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	48	48			
70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2			
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	4			
* 72000100	SIGN PANEL - TYPE 1	SQ FT	71	71			
* 72000300	SIGN PANEL - TYPE 3	SQ FT	170	169.5			
* 73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	22.5	22.5			
* 73602000	REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	EACH	4	4			

* SPECIALTY ITEM

1 REVISED SHEET 12/30/2025

MODEL: Default
FILE NAME: W:\191-178 IDOT 205009 I-290 Loomis & Racine\CADD Sheets\62U12 Loomis Street\62U12 sht Summary of Quantities.dgn

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ITASCA, ILLINOIS

USER NAME = jrodriguez	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/16/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
LOOMIS STREET OVER I-290 (FAI 290)

SCALE: | SHEET 6 OF 14 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3	COOK	161	9
		CONTRACT NO. 62U12		
	ILLINOIS FED. AID PROJECT			

CHAIN LINK FENCE REMOVAL:
CONGRESS PARKWAY: STA. 2055+20 TO STA. 2056+00 LT
CONGRESS PARKWAY: STA 2056+57 TO STA. 2057+35 LT
VAN BUREN STREET: STA. 1055+48 TO STA. 1055+55 RT
VAN BUREN STREET: STA 1056+16 TP STA. 1056+23 RT

EX/PR CL W CONGRESS PKWY
EX/PR CL W VAN BUREN STEET
HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (TYP)
BEGIN PROJECT STA. 2055+20.00
CHAIN LINK FENCE REMOVAL
HOT-MIX ASPHALT REMOVAL, VARIABLE DEPTH
PAVEMENT REMOVAL
COMBINATION CURB AND GUTTER REMOVAL
SIDEWALK REMOVAL
TEMPORARY EASEMENT
BEGIN PROJECT STA 600+05.00
EX ROW
COMBINATION CURB AND GUTTER REMOVAL
SIDEWALK REMOVAL
REMOVING CATCH BASINS
RELOCATE EXISITNG SIGN PANEL (SPECIAL) [AT LOCATION SPECIFIED BY ENGINEER]
EX/PR CL LOOMIS STREET
I-290 EB
CTA TRACKS
I-290 WB
CONTRACTOR SHALL COORDINATE REMOVAL AND REPLACEMENT OF CAMERAS WITH STATE POLICE
REFER TO STRUCTURAL PLANS FOR SUPERSTRUCTURE REMOVALS FROM STA. 600+70 TO STA. 604+40
LOOMIS STREET
BEGIN PROJECT STA 1054+80.00
EXISTING CONCRETE BUS PAD TO BE MAINTAINED
HOT MIX ASHPALT SURFACE REMOVAL, VARIABLE DEPTH
CLASS D PATCH (TYP)
CHAIN LINK FENCE REMOVAL
SIDEWALK REMOVAL
REMOVING CATCH BASINS
REMOVING INLETS
APPROACH SLAB REMOVAL
COMBINATION CURB AND GUTTER REMOVAL
SIDEWALK REMOVAL
EX ROW
PAVEMENT REMOVAL
REMOVING INLETS
REMOVING CATCH BASINS
SIDEWALK REMOVAL
CHAIN LINK FENCE REMOVAL
COMBINATION CURB AND GUTTER REMOVAL
END PROJECT STA 605+25.00
TEMPORARY EASEMENT
SIDEWALK REMOVAL
COMBINATION CURB AND GUTTER REMOVAL
EX ROW
PAVEMENT REMOVAL
REMOVING CATCH BASINS
SIDEWALK REMOVAL
COMBINATION CURB AND GUTTER REMOVAL
CONTRACTOR SHALL COORDINATE REMOVAL AND REPLACEMENT OF CAMERAS WITH STATE POLICE
EXISTING CTA HEAD HOUSE
CHAIN LINK FENCE REMOVAL
END PROJECT STA 2057+35.00
END PROJECT STA 1057+05.00
CONGRESS PKWY
VAN BUREN ST
600+00
601
602
603
604
605+00
2055+00
2056
2057
1054
1055+00
1056
1057
4.5'
5.0'

NOTES:
1. REFER TO SIGNAL PLANS FOR SIGNAL REMOVAL.
2. REFER TO LIGHTING PLANS FOR LIGHTING REMOVAL.
3. REFER TO ADA PLANS FOR LIMITS OF SIDEWALK REMOVALS.
4. STRUCTURES NOT MARKED FOR ADJUSTMENT ARE PRIVATE UTILITY STRUCTURES.CONTRACTOR TO COORDINATE ADJUSTMENTS BY OTHERS.
5. EXISTING FIRE HYDRANT IS TO REMAIN PROTECTED, VISIBLE, AND ACCESSIBLE AT ALL TIMES.

LEGEND

HOT-MIX ASPHALT REMOVAL, 2"	CLASS D PATCH (TY I - TY IV)
COMBINATION CURB AND GUTTER REMOVAL	SIDEWALK REMOVAL
HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	PAVEMENT REMOVAL
APPROACH SLAB REMOVAL (REFER TO STRUCTRUAL PLANS)	ADJ FRAMES AND LIDS TO BE ADJUSTED
REMOVAL OF EXISTING SUPERSTRUCTURE (REFER TO STRUCTURAL PLANS)	R REMOVING DRAINAGE STRUCTURES

1 REVISED SHEET 12/30/2025

MODEL: Default
FILE NAME: W:\191+179_IDOT_205609_I-290 Loomis & Racine\CADD Sheets\62U12_Loomis Street\62U12_str_Removal Plan.dgn

BLA, Inc.
ITASCA, ILLINOIS

USER NAME = cesarlo	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / In.	CHECKED -	REVISED -
PLOT DATE = 12/22/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
LOOMIS STREET OVER I–290 (FAI 290)

SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. 600+00.00 | TO STA. 605+30.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3	COOK	161	23
		CONTRACT NO. 62U12		
	ILLINOIS FED. AID PROJECT			

EXISTING CC&G TO REMAIN IN PLACE

BEGIN PROJECT STA 2055+20.00

HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, VARIABLE DEPTH

CHAIN LINK FENCE, 6 FT

TEMP EASEMENT (00323001)

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-V.12

CHAIN LINK FENCE, 6 FT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

BEGIN PROJECT STA 600+05.00

EX ROW

I-290 EB

CTA TRACKS

CHAIN LINK FENCE, 6 FT:

CONGRESS PARKWAY: STA. 2055+20 TO STA. 2056+00 LT
CONGRESS PARKWAY: STA 2056+57 TO STA. 2057+35 LT
VAN BUREN STREET: STA. 1055+48 TO STA. 1055+55 RT
VAN BUREN STREET: STA 1056+16 TP STA. 1056+23 RT

EX/PR CL LOOMIS ST

LOOMIS ST

BEGIN PROJECT STA 1054+80.00

EXISTING CC&G TO REMAIN IN PLACE

HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, VARIABLE DEPTH

I-290 WB

CHAIN LINK FENCE, 6 FT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-V.12

CONTRACTOR SHALL COORDINATE WITH CTA REGARDING EXISTING BUS STOP

EXISTING CONCRETE BUS PAD TO BE MAINTAINED

EXISTING CC&G TO REMAIN IN PLACE

EX ROW

EXISTING CC&G TO REMAIN IN PLACE

END PROJECT STA 605+25.00

EXISTING CC&G TO REMAIN IN PLACE

TEMP EASEMENT (00323001)

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

EXISTING CC&G TO REMAIN IN PLACE

END PROJECT STA 1057+05.00

EX ROW

PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB

CHAIN LINK FENCE, 6 FT

PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

COMBINATION CONCRETE CURB AND GUTTER TYPE B-V.12

PR LOOMIS ST STA. 600+49.30 = PR CONGRESS PKWY STA. 2056+7.58

CHAIN LINK FENCE, 6 FT

EX CL CONGRESS PKWY

CONGRESS PKWY

END PROJECT STA 2057+35.00

CTA HEAD HOUSE

PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

CHAIN LINK FENCE, 6 FT

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-V.12

PR LOOMIS ST STA. 604+78.42 = PR VAN BUREN ST STA. 1055+85.20

EX CL VAN BUREN ST

VAN BUREN ST

A REPRESENTATIVE OF THE DWM MUST BE PRESENT DURING THE EXCAVATION AND INSTALLATION OF THE PROPOSED SEWER S4. WHERE IT IS IN CLOSE PROXIMITY TO THE EXISTING 12 INCH WATERMAIN AND THRUST BLOCK. IT IS REQUIRED THAT THE FORCE ACCOUNT CONSTRUCTION MANAGER BE CONTACTED AT FACM@DWMPMO.NET TWO WEEKS PRIOR TO THE ANTICIPATED CONSTRUCTION DATE SO A RESIDENT ENGINEER CAN BE ASSIGNED TO THE PROJECT. THE DWM REPRESENTATIVE WILL ADHERE TO THE SCHEDULE PROVIDED BY IDOT, UNLESS NOTIFIED OTHERWISE. FAILURE TO COMPLY WITH THESE REQUIREMENTS MAY RESULT IN ADDITIONAL EXPENSES TO THE PROPOSED PROJECT TO VERIFY THAT ALL WORK CONFORMS TO DWM'S STANDARDS.

NOTES:
REFER TO ADA RAMP DETAIL SHEETS FOR THE STATION OF THE REMOVAL AND REPLACEMENT OF THE CONCRETE CURB AND GUTTER AND SIDEWALK.

EXISTING FIRE HYDRANT IS TO REMAIN PROTECTED, VISIBLE, AND ACCESSIBLE AT ALL TIMES.

FOR PROPOSED SEWER INSTALLATIONS S3 AND S4, MAX TRENCH WIDTH NOT TO EXCEED 3 FEET.

THE EXISTING CB LATERAL MUST BE CAPPED/PLUGGED AT A DISTANCE FROM THE WATERMAIN THAT IS COMPLIANT WITH IEPA SEPARATION REQUIREMENTS FOR WATER AND SEWER.

VPI STA 602+64.03
ELEVATION 602.11

+4.00%
-4.00%

PR PROFILE GRADE LINE AT PR □ LOOMIS ST

EX PROFILE GRADE-LINE AT PR □ LOOMIS ST

EXISTING ATT DUCT ATTACHED TO STRUCTURE

ex = 0.46'
K = 17
80.00' VC

BEGIN PROJECT STA 600+05.00
ELEV 593.16

593.16
+09.45 EL 593.16

+89.45 EL 595.00

VPI STA 601+10.07
ELEVATION 595.95

+4.60%

+54.03 E. 597.71

SSD = 245'
ex = -2.20'
K = 27
220.00' VC

+74.03 EL 597.71

VPI STA 604+25.87
ELEVATION 595.63

+27.88 EL 595.54

-4.00%

-4.60%

ex = 0.39'
K = 21
80.00' VC

END PROJECT STA 605+25.00
ELEV 593.28

+07.88 EL 593.41

HANDHOLE STA. 604+56.46 OFFSET 32.39' LT

HANDHOLE STA. 604+56.92 OFFSET 33.75' RT

-0.73%

VPI STA 604+67.88
ELEVATION 593.70

EXISTING WATERMAIN APPROX. 8.0 FT COVER

EX. MANHOLE STA. 605+08.63 OFFSET 29.09' RT

EX. MANHOLE STA. 605+07.13 OFFSET 35.27' RT

+0.00%

VPI STA 600+49.45
ELEVATION 593.16

TOP WATERMAIN = APPROX. 5.7' BELOW EXISTING

PR LOOMIS ST STA 600+49.30, ELEV 593.62
PR CONGRESS PKWY STA 2056+27.58, ELEV 593.62

EXISTING ATT DUCT APPROX. 2.5 FT COVER

PR VAN BUREN ST STA 1055+85.20, ELEV 593.83
PR LOOMIS ST STA 604+78.42, ELEV 593.83

TOP WATERMAIN = APPROX 8' BELOW EXISTING

EXISTING ATT DUCT APPROX. 2.5 FT COVER

EXISTING WATERMAIN APPROX. 8.3 FT COVER

	EX	PR
	593.50	593.63
	595.42	595.48
	597.53	597.54
	599.07	599.16
	599.86	599.87
	599.53	599.67
	598.47	598.56
	596.72	596.67
	594.40	594.64
	593.49	593.48

600+50 601+00 601+50 602+00 602+50 603+00 603+50 604+00 604+50 605+00

1 REVISED SHEET 12/30/2025

PLAN
DATE / BY
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.

PROFILE
SURVEYED
PLOTTED
DESIGN CHECKED
B.M. NOTED
STRUCTURE NO(TA'N)S CHKD

MODEL: Default
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BLA, Inc.
ITASCA, ILLINOIS

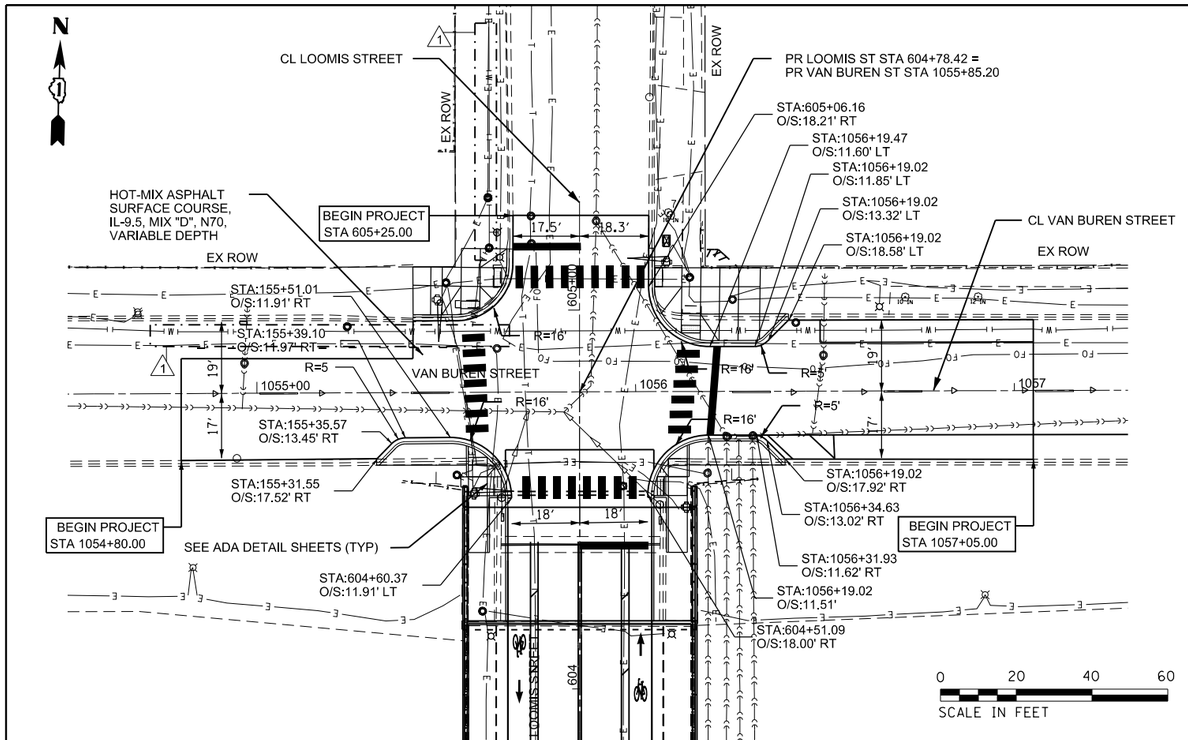
USER NAME = cesarlo	DESIGNED -	REVISED - 1 12/16/2025 MC	
	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 12/22/2025	DATE -	REVISED -	

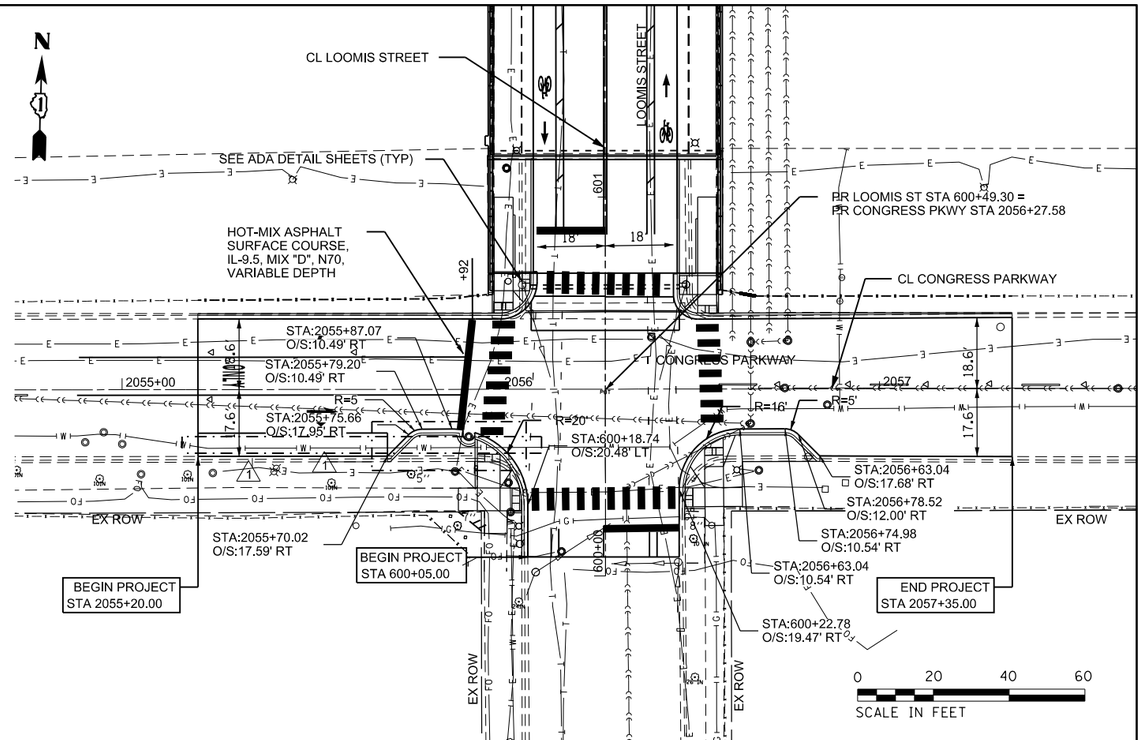
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

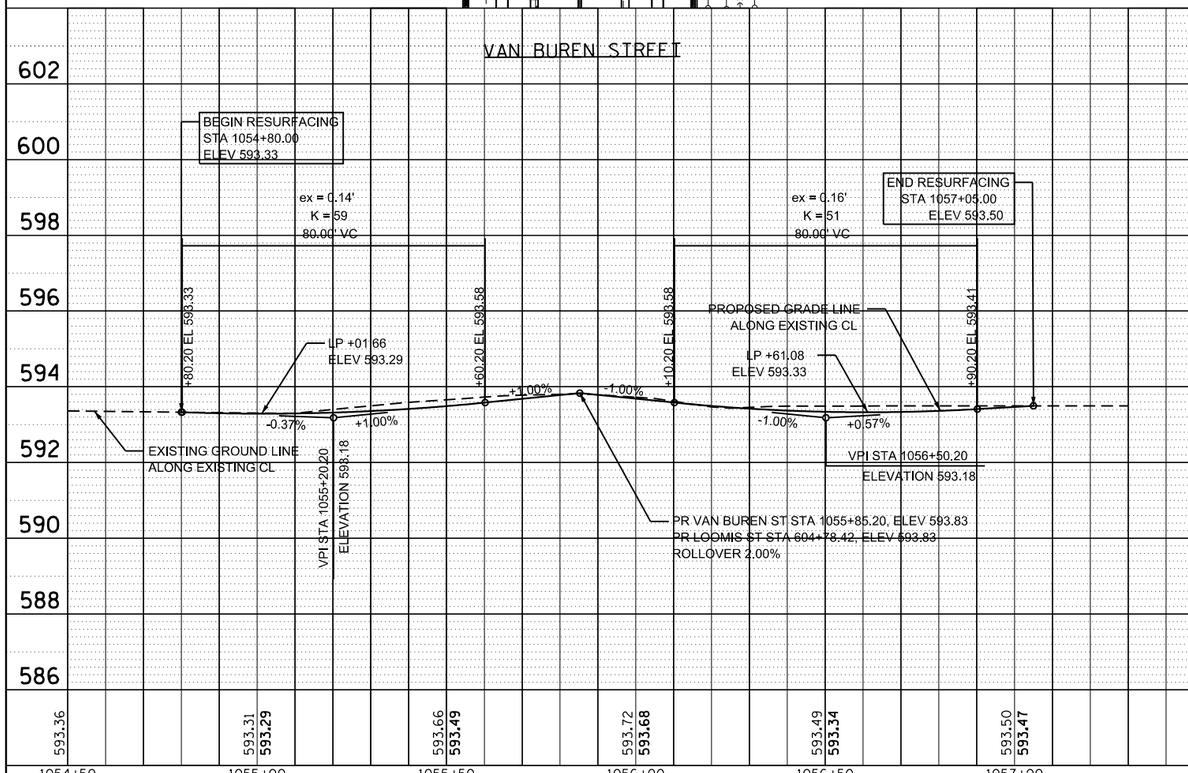
ROADWAY PLAN AND PROFILE
LOOMIS STREET OVER I–290 (FAI 290)

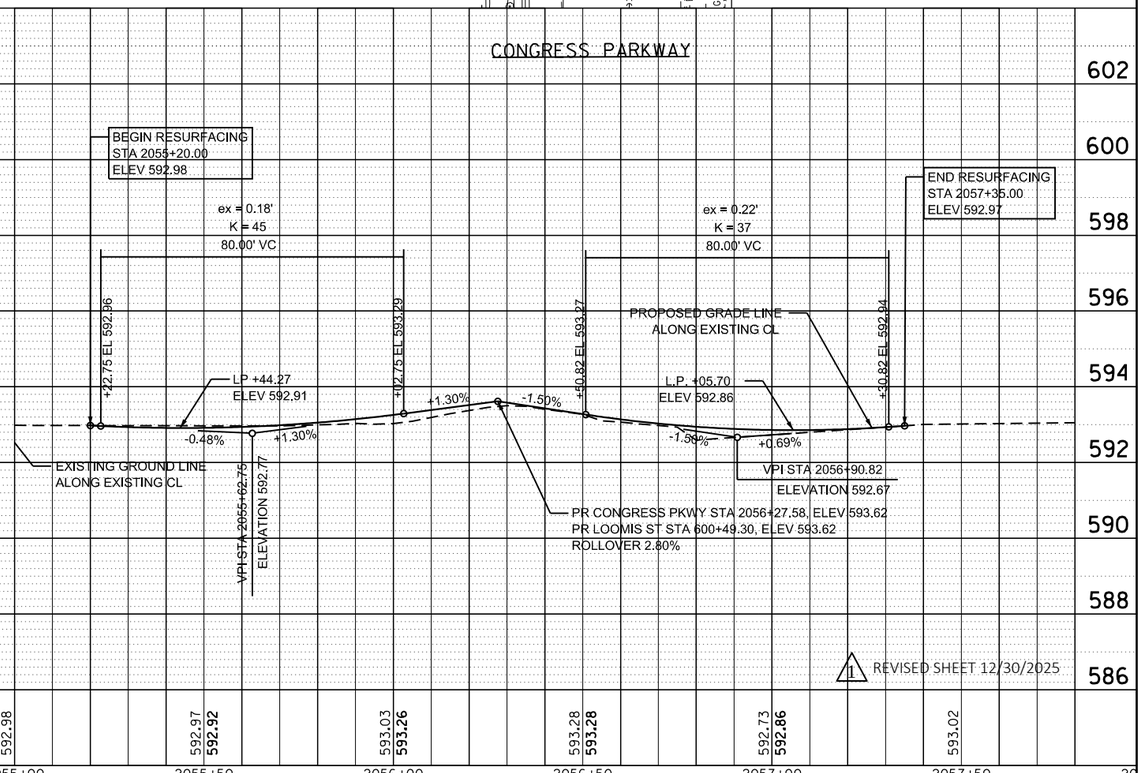
SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3		161	24
		CONTRACT NO. 62U12		
		ILLINOIS	FED. AID PROJECT	









1 REVISED SHEET 12/30/2025

PLAN — SURVEYED | PLOTTED | ALIGNMENT CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO.____ | BY | DATE

PROFILE — SURVEYED | PLOTTED | PROFILE CHECKED | B.M. NOTED | STRUCTURE NOTATIONS CHKD | NOTE BOOK | NO.____ | BY | DATE

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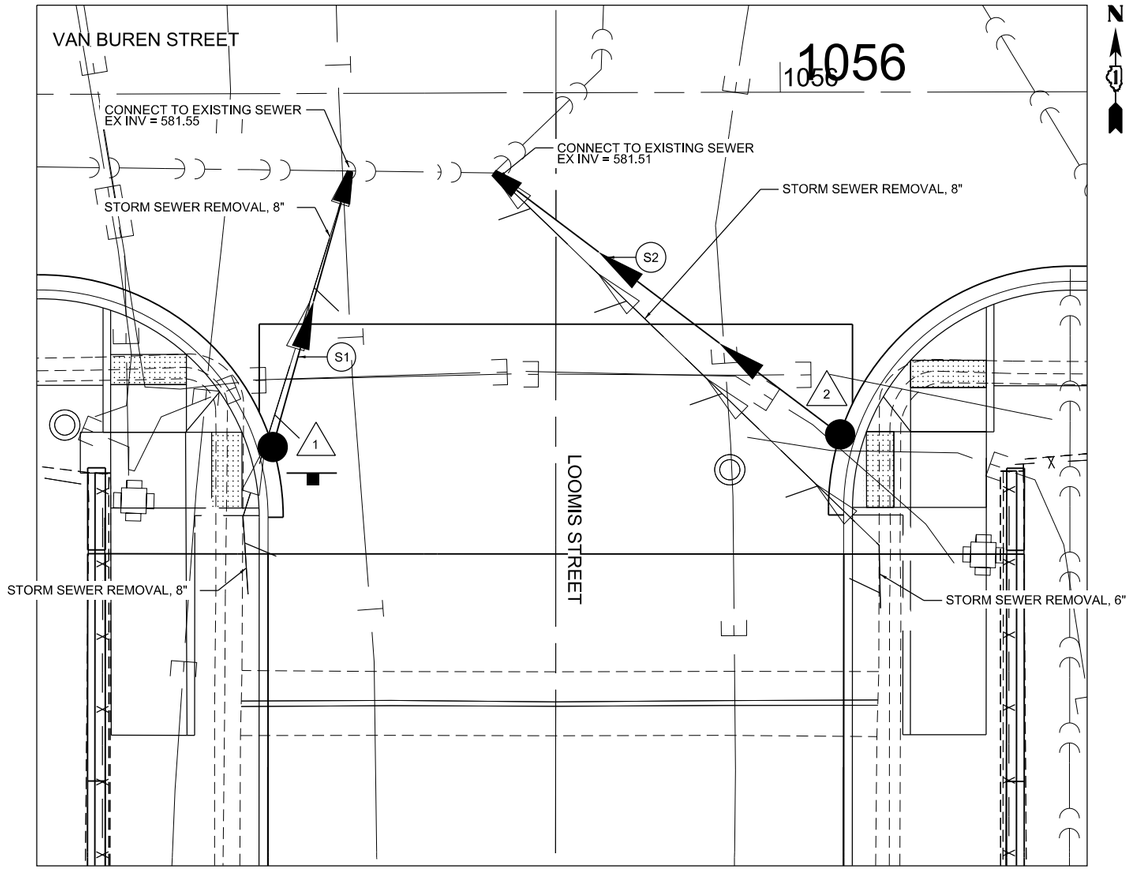
		DRAWN -	REVISED -
Default	PLOT SCALE = 40.0000 ' / in.	CHECKED - JAM	REVISED -
	PLOT DATE = 12/19/2025	DATE - 1/10/2018	REVISED -

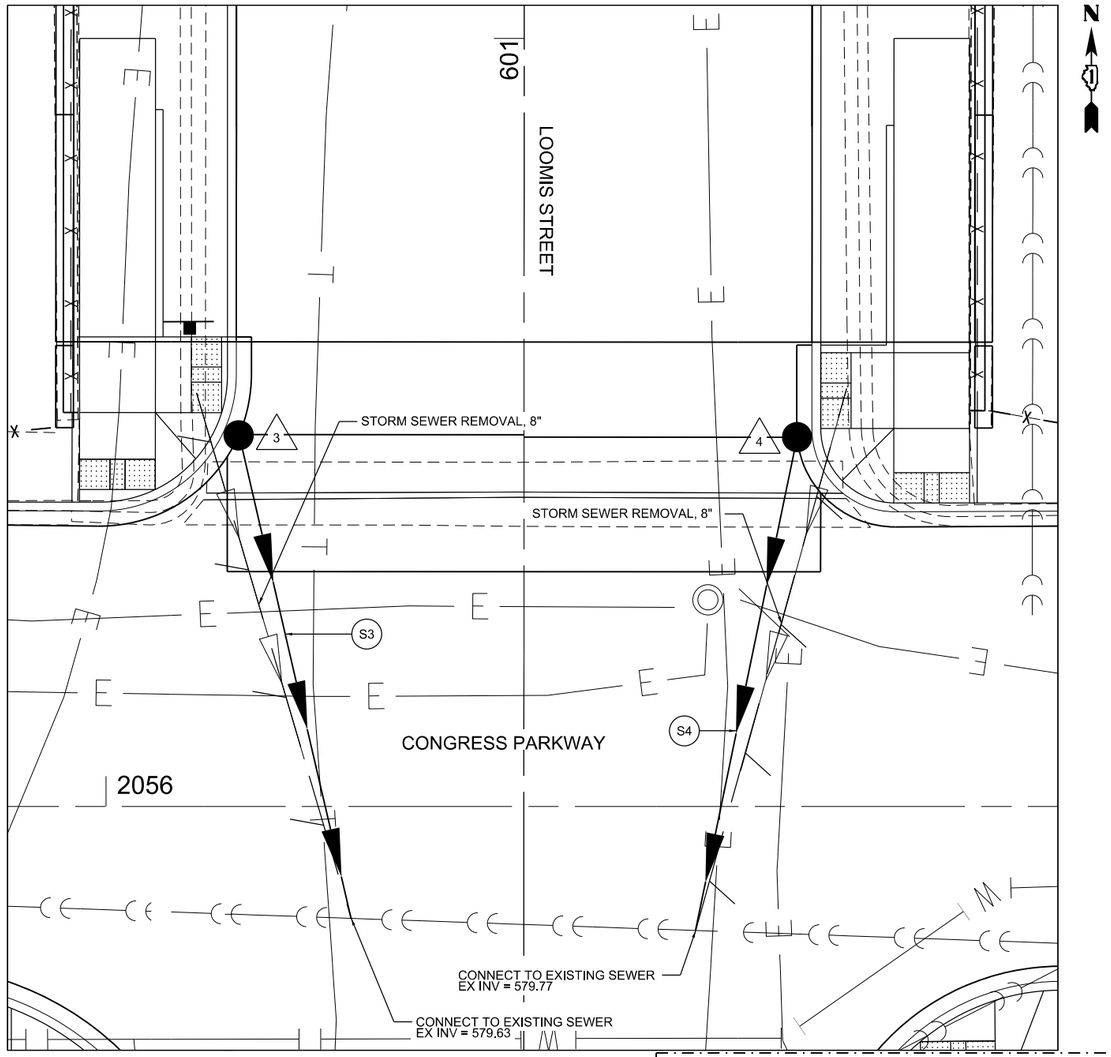
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AND PROFILE
CONGRESS PARKWAY AND VAN BUREN STREET

SCALE: 1" = 20' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2140	FAI 290 22 BRIDGE 3	COOK	161	25
		CONTRACT NO. 62U12		
		ILLINOIS FED. AID PROJECT		





PIPETABLE								
PIPENO.	STRUCTURE		DESCRIPTION	CLASS	TYPE	DIAMETER (IN)	LENGTH (FT)	SLOPE(%)
	FROM	TO						
S1	1	EX	STORM SEWERS (WMQ)	A	2	12	20	1.00%
S2	2	EX	STORM SEWERS (WMQ)	A	2	12	29	1.00%
S3	3	EX	STORM SEWERS (WMQ)	A	2	12	33	1.00%
S4	4	EX	STORM SEWERS (WMQ)	A	2	12	34	1.00%

1 NOTE:
STORM SEWER MATERIAL FOR WATERMAIN QUALITY PIPE FOR S3 AND S4 SHALL BE DUCTILE IRON PIPE

STRUCTURETABLE										
STRUCT. NO.	STATION	OFFSET	RIM ELEVATION	DIAMETER (FT)	TYPE	FRAME AND GRATE	INVERT ELEVATIONS			
							NORTH	EAST	SOUTH	WEST
1	604+55.02	18.68' LT	594.09	4	CATCH BASIN, TYPE A	TYPE24 FRAME AND GRATE - ADA COMPLIANT	590.91			
2	604+55.86	18.76' RT	594.07	4	CATCH BASIN, TYPE A	TYPE24 FRAME AND GRATE - ADA COMPLIANT	591.00			
3	600+73.84	18.80' LT	594.00	4	CATCH BASIN, TYPE A	TYPE24 FRAME AND GRATE - ADA COMPLIANT			591.00	
4	600+73.84	18.02' RT	594.02	4	CATCH BASIN, TYPE A	TYPE24 FRAME AND GRATE - ADA COMPLIANT			591.02	

NOTE:
CONTRACTOR SHALL VERIFY THE EXACT ELEVATION OF THE CONNECTION OF THE PROPOSED STORM SEWER TO THE EXISTING.
THE SLOPE OF THE PROPOSED STORM SEWER PIPE SHALL BE ADJUSTED TO MATCH THE EXISTING INVERT ELEVATION.

LEGEND

STORM SEWER REMOVAL

X PROPOSED STRUCTURE

XX PROPOSED STORM SEWER

1 A REPRESENTATIVE OF THE DWM MUST BE PRESENT DURING THE EXCAVATION AND INSTALLATION OF THE PROPOSED SEWER S4. WHERE IT IS IN CLOSE PROXIMITY TO THE EXISTING 12 INCH WATERMAIN AND THRUST BLOCK. IT IS REQUIRED THAT THE FORCE ACCOUNT CONSTRUCTION MANAGER BE CONTACTED AT FACM@DWMPMO.NET TWO WEEKS PRIOR TO THE ANTICIPATED CONSTRUCTION DATE SO A RESIDENT ENGINEER CAN BE ADDIGNED TO THE PROJECT. THE DWM REPRESENTATIVE WILL ADHERE TO THE SCHEDULE PROVIDED BY IDOT, UNLESS NOTIFIED OTHERWISE. FAILURE TO COMPLY WITH THESE REQUIREMENTS MAY RESULT IN ADDITIONAL EXPENSES TO THE PROPOSED PROJECT TO VERIFY THAT ALL WORK CONFORMS TO DWM'S STANDARDS.

FOR PROPOSED SEWER INSTALLATIONS S3 AND S4, MAX TRENCH WIDTH NOT TO EXCEED 3 FEET.

THE EXISTING CB LATERAL MUST BE CAPPED/PLUGGED AT A DISTANCE FROM THE WATERMAIN THAT IS COMPLIANT WITH IEPA SEPARATION REQUIREMENTS FOR WATER AND SEWER.

1 REVISED SHEET 12/30/2025

MODEL: Default
FILE NAME: W:\191\179_IDOT_205009_I290 Loomis & Racine\CADD Sheets\62U12_Loomis Street\62U12_sht_Utilities.dgn

BLA, Inc.
ITASCA, ILLINOIS

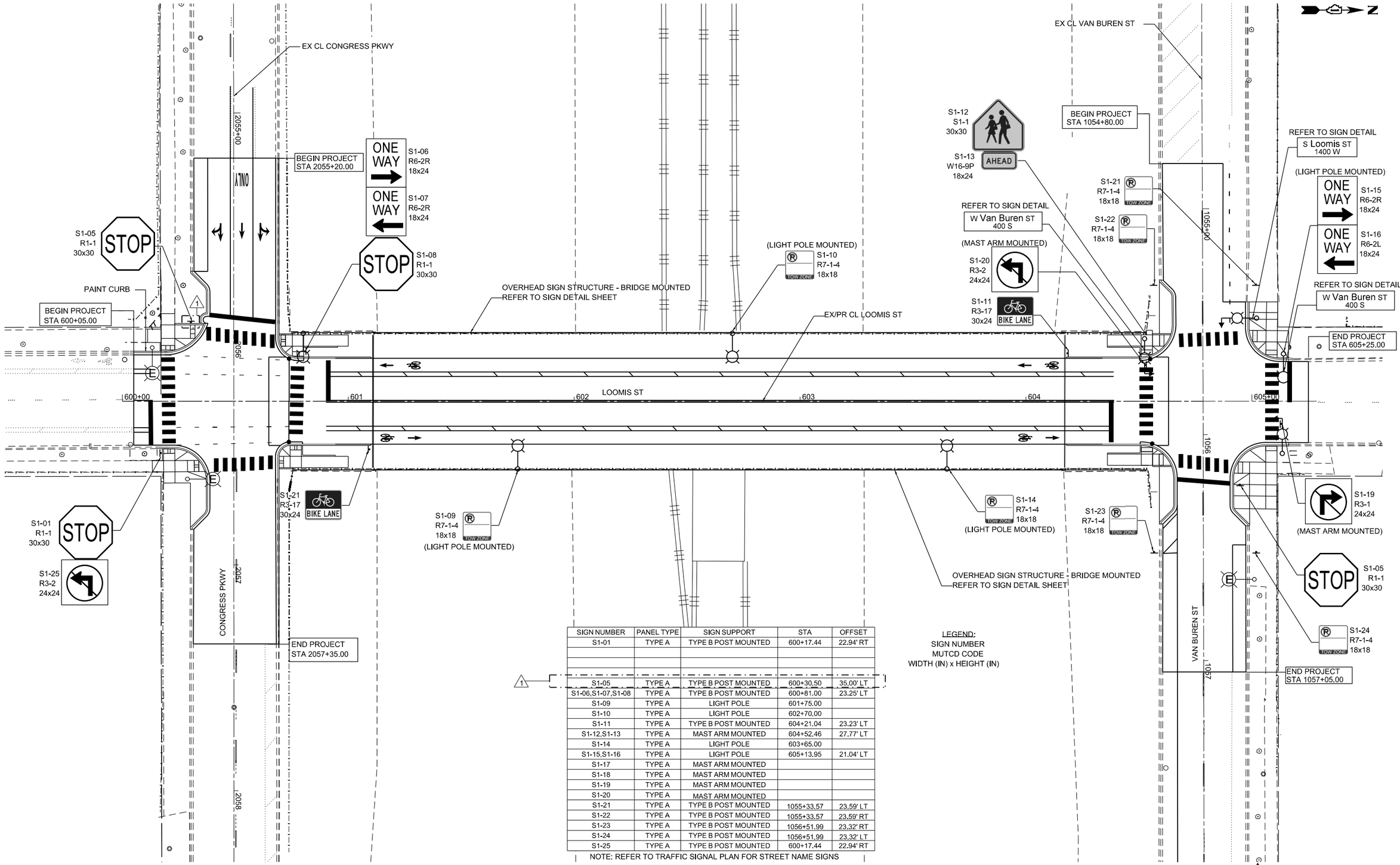
USER NAME = cesarlo	DESIGNED - 1 12/16/2025 MC	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 10.0000 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 12/16/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN
LOOMIS STREET OVER I–290 (FAI 290)

SCALE: 1" = 5' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3	COOK	161	35
		CONTRACT NO. 62U12		
	ILLINOIS	FED. AID PROJECT		



SIGN NUMBER	PANEL TYPE	SIGN SUPPORT	STA	OFFSET
S1-01	TYPE A	TYPE B POST MOUNTED	600+17.44	22.94' RT
S1-05	TYPE A	TYPE B POST MOUNTED	600+30.50	35.00' LT
S1-06,S1-07,S1-08	TYPE A	TYPE B POST MOUNTED	600+81.00	23.25' LT
S1-09	TYPE A	LIGHT POLE	601+75.00	
S1-10	TYPE A	LIGHT POLE	602+70.00	
S1-11	TYPE A	TYPE B POST MOUNTED	604+21.04	23.23' LT
S1-12,S1-13	TYPE A	MAST ARM MOUNTED	604+52.46	27.77' LT
S1-14	TYPE A	LIGHT POLE	603+65.00	
S1-15,S1-16	TYPE A	LIGHT POLE	605+13.95	21.04' LT
S1-17	TYPE A	MAST ARM MOUNTED		
S1-18	TYPE A	MAST ARM MOUNTED		
S1-19	TYPE A	MAST ARM MOUNTED		
S1-20	TYPE A	MAST ARM MOUNTED		
S1-21	TYPE A	TYPE B POST MOUNTED	1055+33.57	23.59' LT
S1-22	TYPE A	TYPE B POST MOUNTED	1055+33.57	23.59' RT
S1-23	TYPE A	TYPE B POST MOUNTED	1056+51.99	23.32' RT
S1-24	TYPE A	TYPE B POST MOUNTED	1056+51.99	23.32' LT
S1-25	TYPE A	TYPE B POST MOUNTED	600+17.44	22.94' RT

NOTE: REFER TO TRAFFIC SIGNAL PLAN FOR STREET NAME SIGNS

LEGEND:
SIGN NUMBER
MUTCD CODE
WIDTH (IN) x HEIGHT (IN)

1 REVISED SHEET 12/30/2025

MODEL: Default
FILE NAME: W:\191-179_IDOT_205009_I-290 Loomis & Racine\CADD Sheets\62U12_Loomis Street\62U12_sht_Signing Plan.dgn

BLA, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED -	REVISED - 1 12/16/2025 MC	
	DRAWN -	REVISED -	
PLOT SCALE = 40.0008 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 12/19/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING PLAN
LOOMIS STREET OVER I–290 (FAI 290)

SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3	COOK	161	46
		CONTRACT NO. 62U12		
		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES:

1. THIS PROJECT INCLUDES THE REPLACEMENT OF LOOMIS STREET BRIDGE DECK AND SUPERSTRUCTURE RESULTING IN THE REPLACEMENT OF UNDER DECK AND OVER DECK LIGHTING. THE UNDER DECK LIGHTING OVER I-290 IS OWNED AND MAINTAINED BY IDOT WHERE AS THE OVER DECK LIGHTING ON THE BRIDGE IS OWNED AND MAINTAINED BY CDOT.

2. THE PROJECT LIMITS ALONG LOOMIS STREET ARE BETWEEN W. VAN BUREN STREET AND W. CONGRESS PARKWAY.

3. THE EXISTING UNDERPASS LIGHTING IS CONNECTED TO EXISTING IDOT LIGHTING CONTROLLER "G" WHICH SHALL CONTINUE TO FEED THE PROPOSED LIGHTING LUMINAIRES AFTER CONSTRUCTION.

4. THE EXISTING UNDERPASS LIGHTING SHALL BE REMOVED WHEN THE BRIDGE DECK ALONG WITH BEAMS ARE REMOVED. MAINLINE LIGHTING SHALL PROVIDE LIGHTING FOR THIS PORTION OF THE ROADWAY DURING CONSTRUCTION. THE PROPOSED UNDERPASS LUMINAIRES SHALL BE INSTALLED DURING CONSTRUCTION OF THE NEW DECK.

5. THE CONTRACTOR SHALL NOTIFY J.U.L.I.E. TO LOCATE AND MARK/STAKE ALL UNDERGROUND UTILITIES. MEADE ELECTRIC CO. DISTRICT 1 ELECTRICAL MAINTENANCE CONTRACTOR LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES, CALL MEADE ELECTRIC CO. TRANSFER IDOT MAINTAINED EQUIPMENT TO THE CONTRACTOR BEFORE THE START OF ANY WORK. THEIR PHONE NUMBER IS 773-287-7672. THE CONTRACTOR SHALL ALSO CONTACT 811 CHICAGO (DIGGER) AT 312-744-7000 TO LOCATE CITY OF CHICAGO EQUIPMENT AND UNDERGROUND CABLES.

6. THE LIGHTING SYSTEM INSTALLATION SHALL CONFORM TO THE LATEST NEC, IDOT STANDARDS, CDOT STANDARD AND LOCAL CODES.

7. ALL ELECTRICAL EQUIPMENT AND PRODUCT SHALL BE UL LISTED AND LABELED.

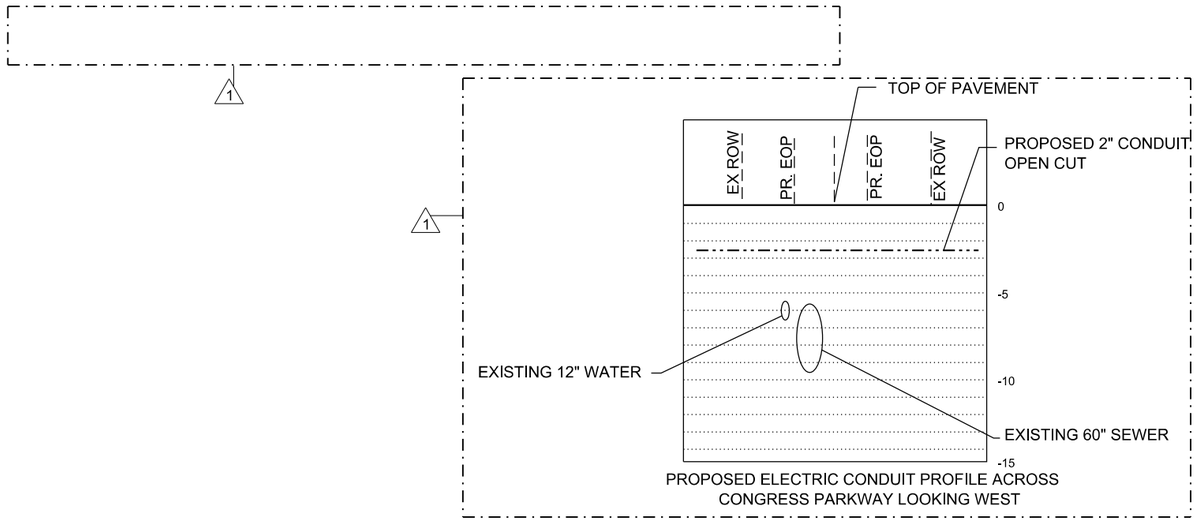
8. THE CONTRACTOR SHALL SUBMIT CDOT EQUIPMENT CATALOG CUTS TO:
   CHICAGO DOT
   2 N LASALLE ST, SUITE 1110
   CHICAGO, IL 60602
   CALL (312) 744-3600 TO COORDINATE.

9. THE CONTRACTOR SHALL PICK UP LIGHTING HARDWARE SUPPLIED BY THE CITY AND SALVAGE AT CITY'S DIVISION OF ELECTRICAL OPERATIONS LOCATED AT 2451 S. ASHLAND AVENUE, CHICAGO, IL.

10. THE COST OF DELIVERING SALVAGED LIGHTING HARDWARE TO CITY OF CHICAGO (CDOT) IS INCLUDED IN PAY ITEM 84200500 REMOVAL OF LIGHTING UNIT, SALVAGE.

11. MAINTENANCE OF THE LIGHTING SYSTEMS BENEATH THE BRIDGE SHALL BE INCLUDED IN PAY ITEM X8000003 MAINTENANCE OF LIGHTING SYSTEM.

12. THERE ARE EXISTING UNDERGROUND ELECTRIC CABLE UNDER THE NB LANES OF LOOMIS STREET AND EXISTING TELEPHONE CABLE LINES UNDER THE SB LANES OF LOOMIS STREET. THESE CABLES WILL NEED TO BE REPLACED AND RELOCATED BETWEEN THE EXISTING HANDHOLES AND MANHOLES AT VAN BUREN STREET AND AT CONGRESS PKWY. THE CONTRACTOR SHALL REPLACE THESE CABLE AND CONDUIT PER STRUCTURAL PLANS IN COOPERATION WITH THE ENGINEER AND CITY OF CHICAGO REQUIREMENTS.



PROPOSED ELECTRIC CONDUIT PROFILE ACROSS CONGRESS PARKWAY LOOKING WEST

BILL OF MATERIALS

DESCRIPTION	UNIT	TOTAL QUANTITY	UNDERPASS IDOT LIGHTING	CDOT LIGHTING
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	106		106
CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	435	435	
CONDUIT ATTACHED TO STRUCTURE, 3" DIA., PVC COATED GALVANIZED STEEL	FOOT	30	30	
CONDUIT EMBEDDED IN STRUCTURE, 1" DIA., PVC	FOOT	42		42
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	708		708
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	8	8	
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	4	4	
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"	EACH	2	2	
JUNCTION BOX EMBEDDED IN STRUCTURE 8" X 8" X 6"	EACH	2		2
UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	130	130	
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1410	1410	
LUMINAIRE, LED, UNDERPASS, SUSPENDED, OUPUT DESIGNATION D	EACH	8	8	
REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	6		6
REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	8	8	
CABLE IN CONDUIT, TRIPLEX, 2-1/C NO. 6 AND 1-1/C NO. 8 GROUND	FOOT	881		881
LUMINAIRE (SPECIAL)	EACH	4		4
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	12	12	
LIGHTING UNIT COMPLETE (SPECIAL)	EACH	4		4
MAINTENANCE OF STREET LIGHTING SYSTEM (CITY OF CHICAGO)	L SUM	1		1

LEGEND

- CABLE IN CONDUIT, TRIPLEX, 2-1/C NO. 6 AND 1-1/C NO. 8 GROUND (CDOT)
- UNIT DUCT, 600V, 3-1C NO. 4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1¼" DIA. POLYTHENE.
- EXISTING UNDERPASS LUMINAIRE TO BE REMOVED, NO SALVAGE (IDOT)
- PROPOSED LUMINAIRE, LED, UNDERPASS, SUSPENDED, OUTPUT DESIGNATION D (MIN. 7690 LUMENS), 240V (LINE TO NEUTRAL)
- A JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" x 6" x 4" (IDOT)
- B JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" x 10" x 6" (IDOT)
- C JUNCTION BOX, STAINLESS STEEL ATTACHED TO STRUCTURE, 18" x 18" x 8" WITH OVERCURRENT PROTECTION (IDOT)
- EXISTING CDOT LIGHTING UNIT TO BE REMOVED AND SALVAGED
- PROPOSED CDOT LIGHTING UNIT MOUNTED ON BRIDGE STRUCTURE, 240V (LINE TO LINE)
- PROPOSED CDOT COMBINATION LIGHTING UNIT
- EXISTING CDOT LIGHTING UNIT TO REMAIN
- EXISTING IDOT LIGHTING UNIT TO REMAIN
- CONDUIT ATTACHED TO STRUCTURE (ELECTRIC CABLE WITHIN) (IDOT)
- UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA. (CDOT)
- CABLE IN CONDUIT, TRIPLEX, 2-1/C NO. 6 AND 1-1/C NO. 8 GROUND, WITHIN CONDUIT EMBEDDED IN STRUCTURE 2" DIA., PVC

1 REVISED SHEET 12/30/2025

EL-01

MODEL: Default
FILE NAME: F:\Projects\1082 - Phase II Loomis Racine LTG - BLAIDesign\Sht\D162U12-sht-dgnt-01.dgn

AMES Engineering, Inc.
CONSULTING ENGINEERS
6330 Belmont Road, Suite 4B
Downers Grove, IL 60516

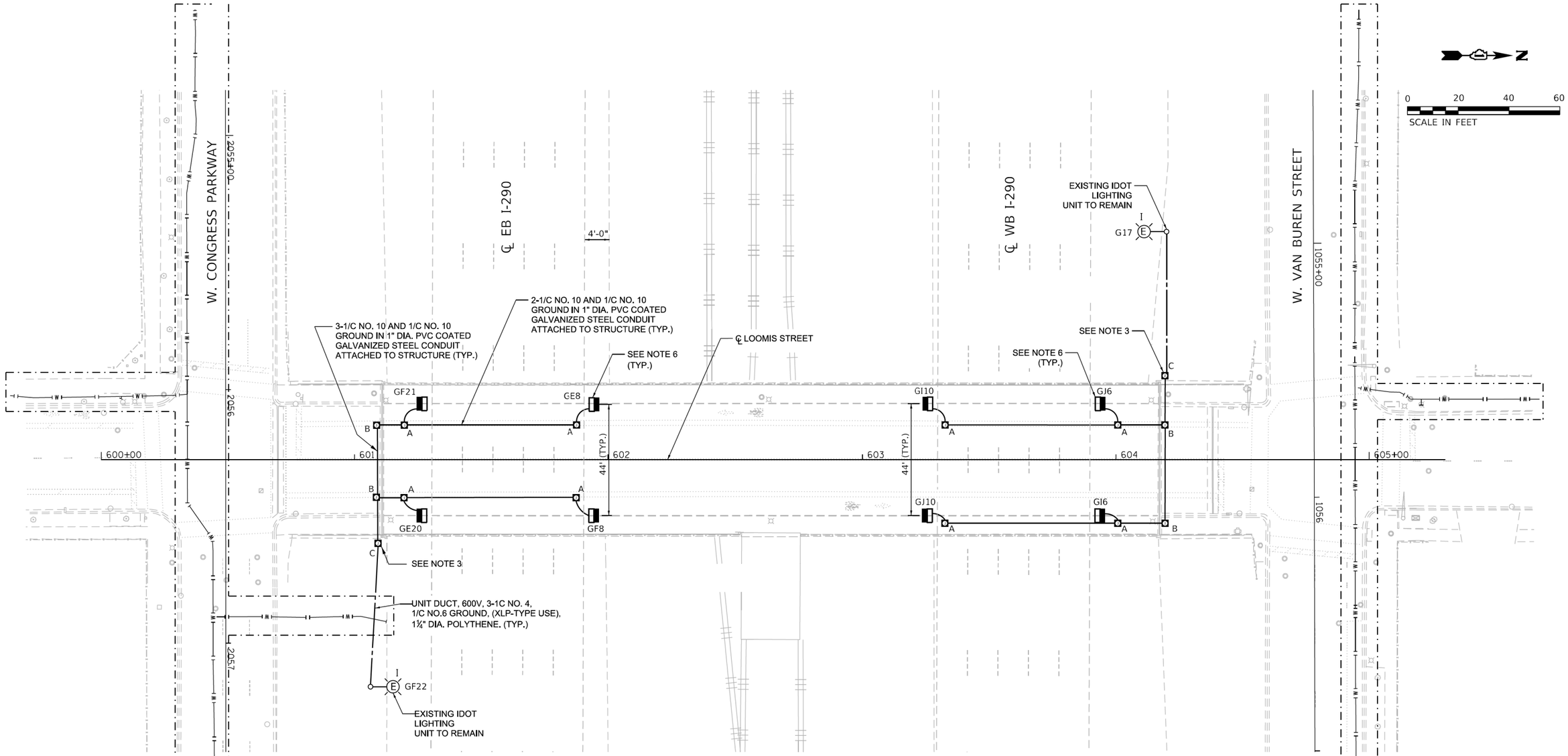
USER NAME = mdeltche	DESIGNED - KV	REVISED - 1 12/16/2025	
	DRAWN - SR	REVISED -	
PLOT SCALE = 40.0017 ' / in.	CHECKED - BL	REVISED -	
PLOT DATE = 10/2/2025	DATE - 06-04-2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, BILL OF MATERIALS AND LEGEND
LOOMIS STREET AT I–290

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2140	FAI 290 22 BRIDGE 3	COOK	161	54
		CONTRACT NO. 62U12		
		ILLINOIS	FED. AID PROJECT	



LEGEND

- PROPOSED LUMINAIRE, LED, UNDERPASS, SUSPENDED, OUTPUT DESIGNATION D (MIN. 7690 LUMENS), 240V (LINE TO NEUTRAL)
- A — JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6"x6"x4"
- B — JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"x10"x6"
- C — JUNCTION BOX, STAINLESS STEEL ATTACHED TO STRUCTURE, 18"x18"x8" WITH OVERCURRENT PROTECTION
- CONDUIT ATTACHED TO STRUCTURE (ELECTRIC CABLE WITHIN)

NOTES:

1. THE PROPOSED UNDERPASS LUMINAIRES OVER EB I-290 SHALL BE RECONNECTED TO CIRCUITS E AND F OF CONTROLLER "G".
2. THE PROPOSED UNDERPASS LUMINAIRES OVER WB I-290 SHALL BE RECONNECTED TO CIRCUITS I AND J OF CONTROLLER "G".
3. THE PROPOSED JUNCTION BOX SHALL BE ATTACHED TO THE ABUTMENT AND INTERCEPT THE EXISTING FEED FROM CONTROLLER "G". THE JUNCTION BOX SHALL BE FURNISHED WITH 30A FUSES, FUSE HOLDERS, AND NEUTRAL SLUG INSIDE THE JUNCTION BOX.
4. FOR GENERAL NOTES AND BILL OF MATERIALS SEE SHEET EL-01.
5. SEE IDOT D1 STANDARD DETAIL BE-901.
6. SET BACK IS 4 FT. FROM THE EDGE OF PAVEMENT TO CENTER OF UNDERPASS LUMINAIRE. MOUNTING HEIGHT OF THE UNDERPASS LUMINAIRES SHALL BE 16 FT.

1 REVISED SHEET 12/30/2025

EL-03

MODEL: $MODELNAME$
FILE NAME= $FILE$

AMES Engineering, Inc.
CONSULTING ENGINEERS
6330 Belmont Road, Suite 4B
Downers Grove, IL 60516

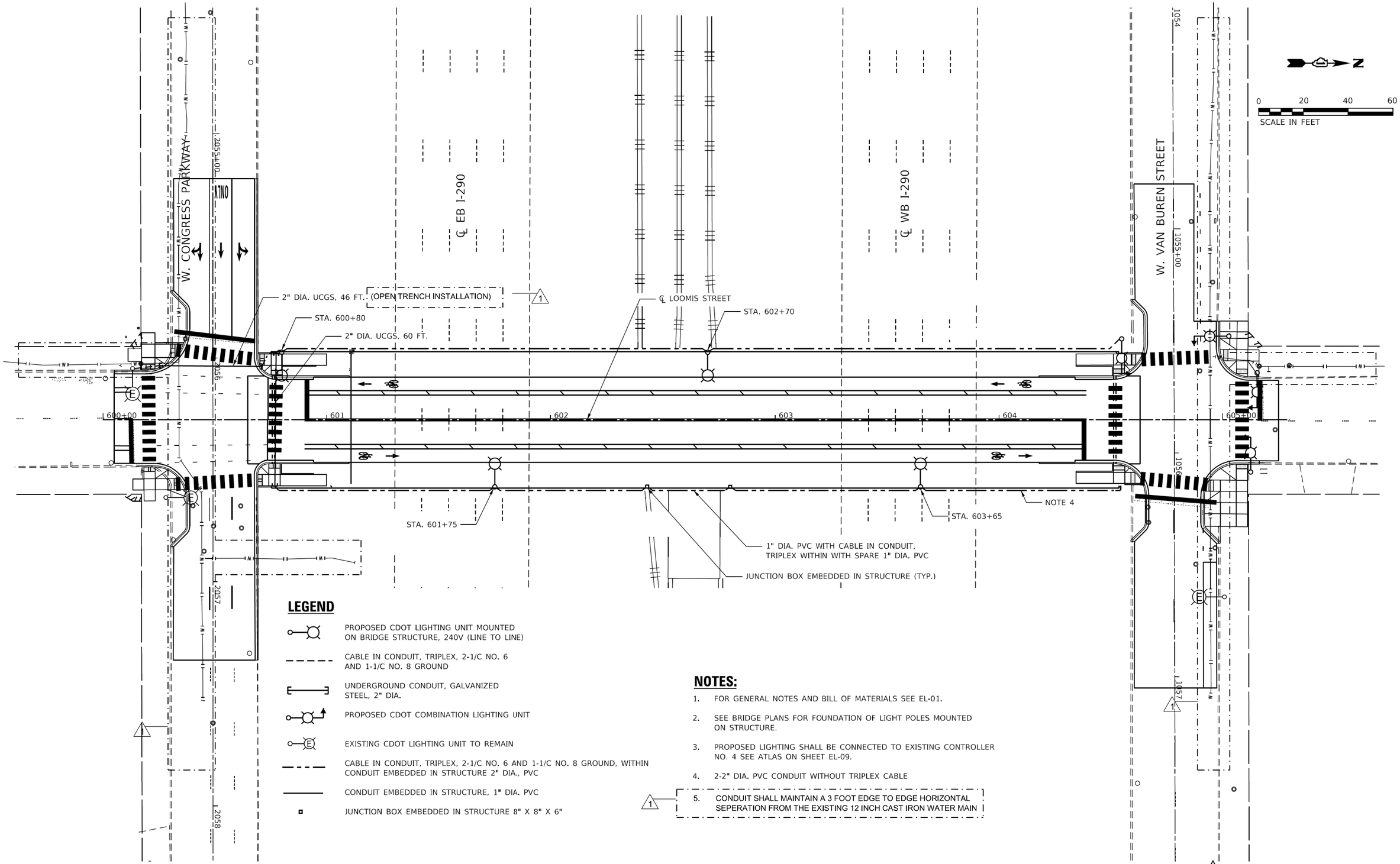
USER NAME = $USER$	DESIGNED - KV	REVISED - 1 12/16/2025
	DRAWN - SR	REVISED -
PLOT SCALE = $SCALE$	CHECKED - BL	REVISED -
PLOT DATE = $DATE$	DATE - 06-04-2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IDOT PROPOSED UNDERPASS LIGHTING
LOOMIS STREET AT I-290

SCALE: 1" = 20' | SHEET OF SHEETS | STA. TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2140	FAI 290 22 BRIDGE 3	COOK	161	56
		CONTRACT NO. 62U12		
	ILLINOIS FED. AID PROJECT			



LEGEND

- PROPOSED CDOT LIGHTING UNIT MOUNTED ON BRIDGE STRUCTURE, 240V (LINE TO LINE)
- CABLE IN CONDUIT, TRIPLEX, 2-1/C NO. 6 AND 1-1/C NO. 8 GROUND
- UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
- PROPOSED CDOT COMBINATION LIGHTING UNIT
- EXISTING CDOT LIGHTING UNIT TO REMAIN
- CABLE IN CONDUIT, TRIPLEX, 2-1/C NO. 6 AND 1-1/C NO. 8 GROUND, WITHIN CONDUIT EMBEDDED IN STRUCTURE 2" DIA., PVC
- CONDUIT EMBEDDED IN STRUCTURE, 1" DIA. PVC
- JUNCTION BOX EMBEDDED IN STRUCTURE 8" X 8" X 6"

NOTES:

1. FOR GENERAL NOTES AND BILL OF MATERIALS SEE EL-01.
2. SEE BRIDGE PLANS FOR FOUNDATION OF LIGHT POLES MOUNTED ON STRUCTURE.
3. PROPOSED LIGHTING SHALL BE CONNECTED TO EXISTING CONTROLLER NO. 4 SEE ATLAS ON SHEET EL-09.
4. 2-2" DIA. PVC CONDUIT WITHOUT TRIPLEX CABLE
5. CONDUIT SHALL MAINTAIN A 3 FOOT EDGE TO EDGE HORIZONTAL SEPERATION FROM THE EXISTING 12 INCH CAST IRON WATER MAIN

1 REVISED SHEET 12/30/2025

EL-05

MODEL: $MODELNAME$
FILE NAME: $FILE$

AMES Engineering, Inc.
CONSULTING ENGINEERS
6330 Belmont Road, Suite 4B
Downers Grove, IL 60516

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	DRAWN - SR	REVISED -
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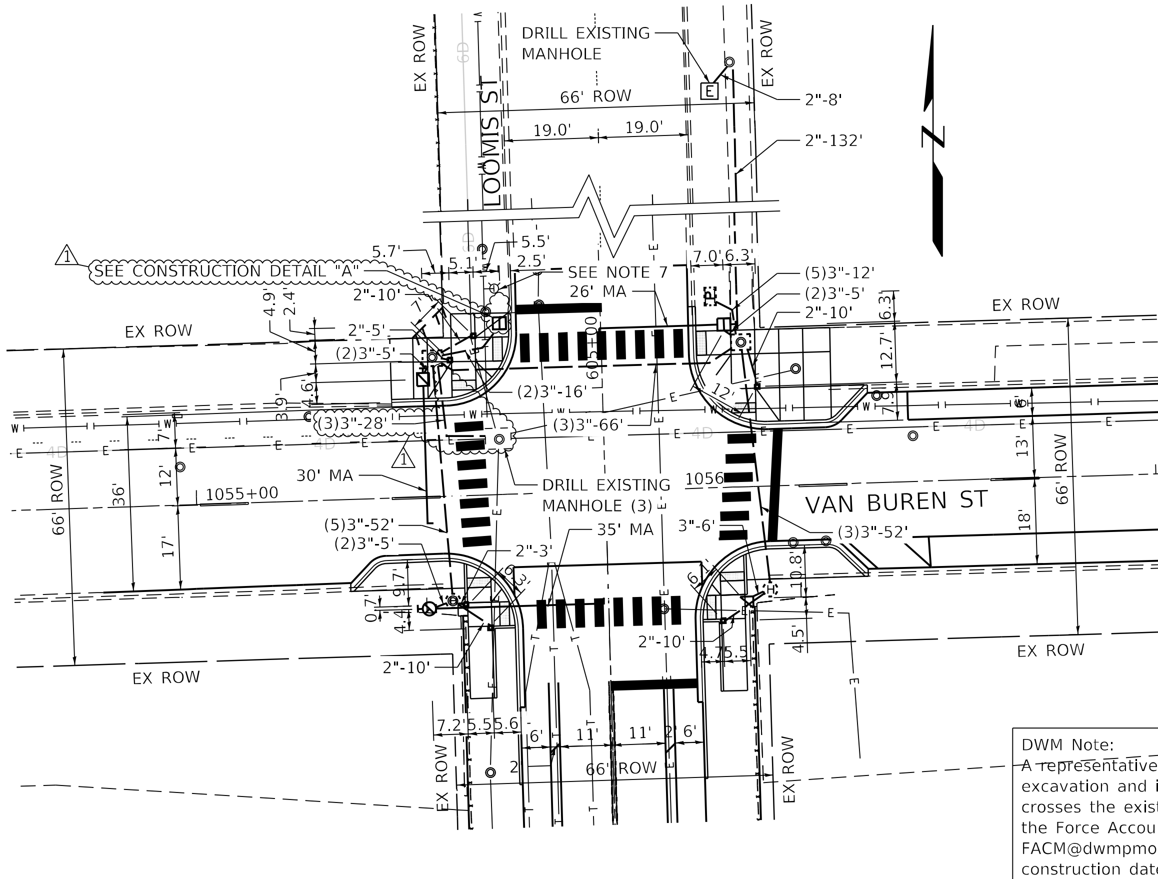
PLOT DATE = $DATE$	DATE - 06-04-2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CDOT PROPOSED LIGHTING PLAN
LOOMIS STREET AT I-290

SCALE: 1" = 20' | SHEET OF SHEETS | STA. | TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2140	FAI 290 22 BRIDGE 3	COOK		
		CONTRACT NO. 62U12		
		ILLINOIS FED. AID PROJECT		



FOUNDATION AND CONDUIT PLAN

1" = 20'

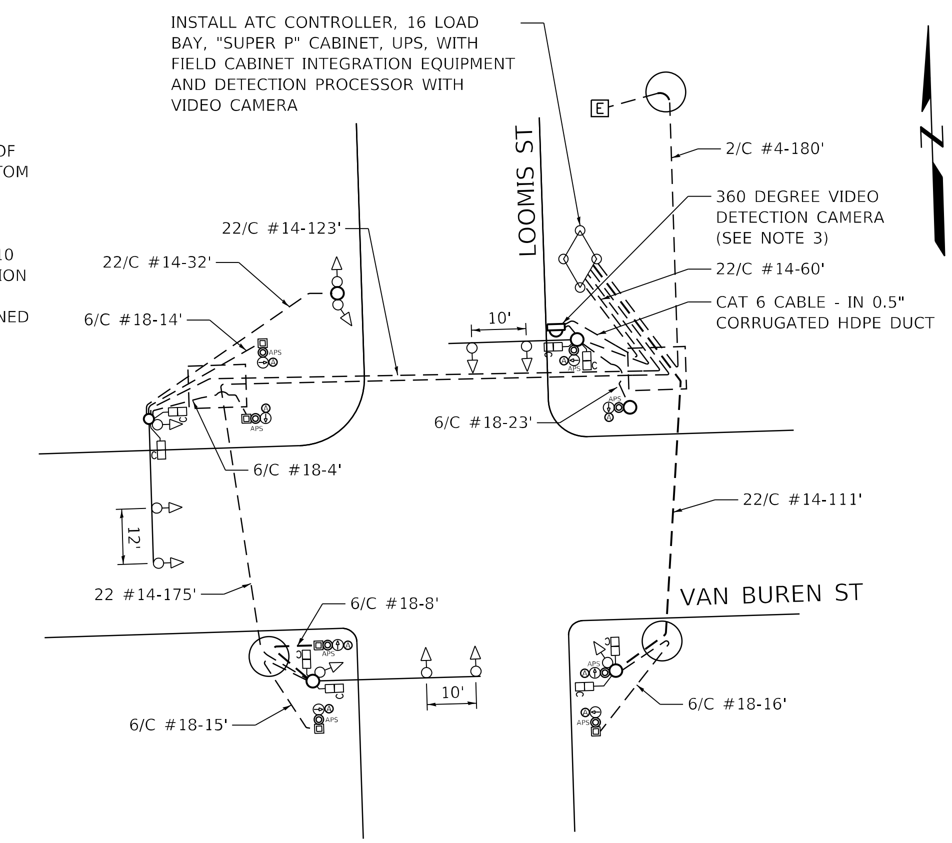
NOTES:

1. SEE STANDARD DRAWING 826 FOR CDOT TRAFFIC SIGNAL AND LIGHTING SYMBOLS.
2. TRAFFIC SIGNAL HEADS MOUNTED ON MAST ARMS SHALL BE A MINIMUM OF 15 FEET ABOVE THE TRAVELED ROADWAY WHEN MEASURED TO THE BOTTOM OF THE SIGNAL HOUSING.
3. THE LOCATION OF THE 360 DEGREE VIDEO DETECTION CAMERA SHALL BE CONFIRMED BY CDOT DEO.
4. IF TWO ACCESSIBLE PEDESTRIAN PUSHBUTTONS ARE PLACED LESS THAN 10 FEET APART OR PLACED ON THE SAME POLE, THE AUDIBLE WALK INDICATION SHALL BE A SPEACH WALK MESSAGE.
5. APS PUSHBUTTONS SHALL BE INSTALLED SO THE TACTILE ARROW IS ALIGNED PARALLEL TO THE DIRECTION OF TRAVEL.
6. ALL CONDUIT SHALL BE SCHEDULE 80.
7. PROTECT EXISTING FIRE HYDRANT.

LEGEND

- EXISTING TRAFFIC SIGNAL HEAD
- PROPOSED TRAFFIC SIGNAL HEAD
- EXISTING COUNTDOWN PEDESTRIAN SIGNAL
- PROPOSED COUNTDOWN PEDESTRIAN SIGNAL
- PROPOSED PUSHBUTTON POST
- PROPOSED ACCESSIBLE PEDESTRIAN PUSH BUTTON (PUSHBUTTON ARROW SHOULD BE INSTALLED PER DIRECTIONS ON SIGNAL AND CABLE PLAN)
- PROPOSED 360 DEGREE VIDEO CAMERA

DWM Note:
A representative of the DWM must be present during the excavation and installation of the proposed conduit where it crosses the existintg 24-inch feeder main. It is required that the Force Account Construction Manager be contacted at FACM@dwmpmo.net two weeks prior to the anticipated construction date so a resident engineer can be assigned to the project. The DWM representative will adhere to the schedule provided by IDOT, unless notified otherwise. Failure to comply with these requirements may result in additional expenses to the proposed project to verify that all work conforms to DWM's standards.

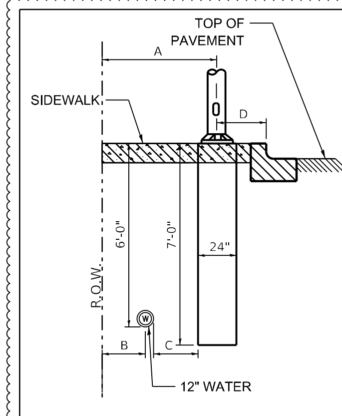


SIGNAL AND CABLE PLAN

NO SCALE

R10-2

Ⓐ



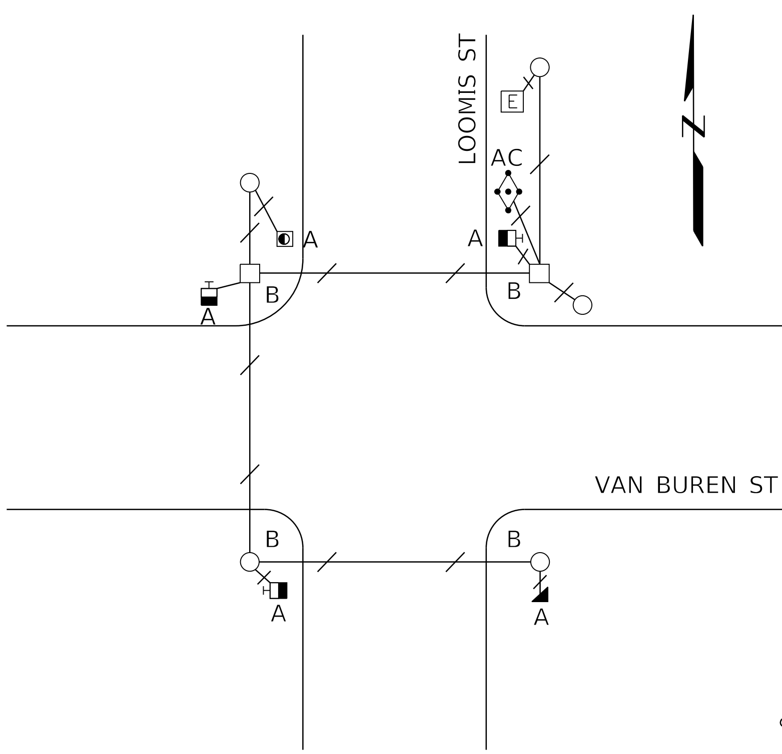
CONSTRUCTION DETAIL "A"

(NOT TO SCALE)

CDWM VARIANCE REQUEST

CDOT REQUESTS CDWM A WAIVER AND PERMISSION TO INSTALL (1) FOUNDATIONS & CONDUIT WITH LESS THAN 3' EDGE TO EDGE HORIZONTAL CLEARANCE FROM THE EXISTING 12" WATER MAIN, ALONG THE WEST FRONTAGE OF S. LOOMIS ST, JUST NORTH OF VAN BUREN ST.

LOCATION			
WEST SIDE OF S. LOOMIS ST, 9' SOUTH OF THE NORTH ROW WITH VAN W. BUREN ST.			
ROW TO POLE (A)	ROW TO PIPE (B)	PIPE TO POLE FOUNDATION (C)	FOC TO POLE FOUNDATION (D)
8.7'	11.75'	1.8'	2.5'

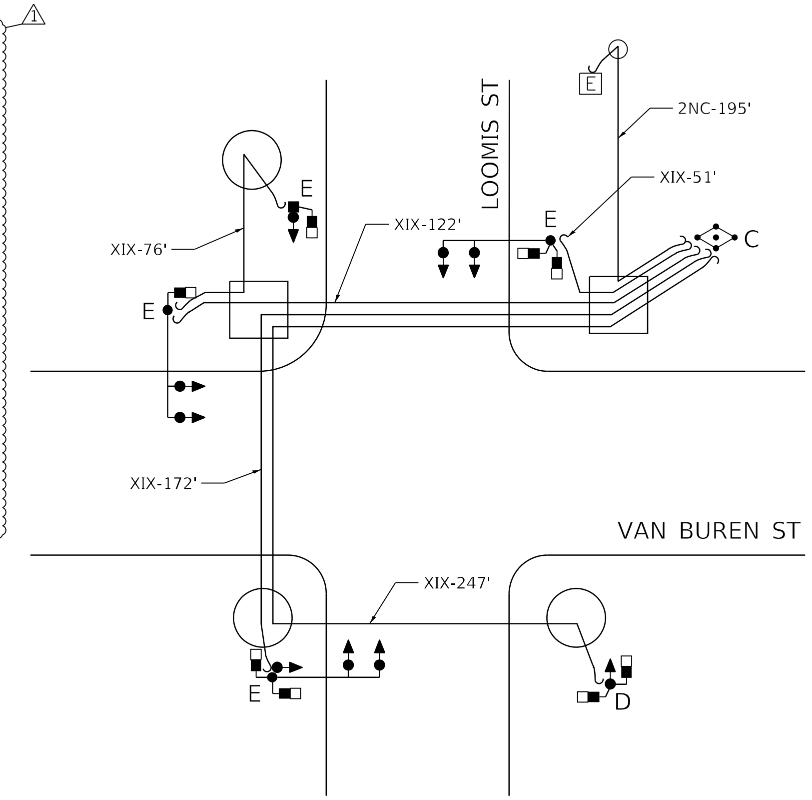


FOUNDATION AND CONDUIT REMOVAL PLAN

NO SCALE

REMOVAL LEGEND

- A - REMOVE FOUNDATION
- B - REMOVE EXISTING HANDHOLE/MANHOLE
- C - REMOVE CONTROLLER AND CABINET
- D - REMOVE POST, JUNCTION BOX, SIGNAL HEAD, AND HARNESS CABLE
- E - REMOVE POLE, JUNCTION BOX, SIGNAL HEAD, AND HARNESS CABLE
- REMOVE EXISTING CABLE
- EXISTING PEDSTRIAN SIGNAL
- EXISTING TRAFFIC SIGNAL
- ABANDON CONDUIT



SIGNAL AND CABLE REMOVAL PLAN

NO SCALE

REVISED SHEET 12/30/2025

A	
DATE	REVISION

SUPERSEDES DWG. #14616 DATED UNKNOWN

TRAFFIC CONTROL SIGNALS
S. LOOMIS ST. & W. VAN BUREN ST.

CITY OF CHICAGO
DEPT. OF TRANSPORTATION
DIVISION OF ELECTRICAL OPERATIONS

DRAFTSMAN: DTJ	CHIEF DRAFTSMAN:	ENGINEER: DTJ
SUPERVISING ENGINEER: JMV	ELEC. DESIGN ENGR.	DWG. NO.
ENGINEER OF ELECTRICITY:		
GEN'L SUPT. OF CONSTRUCTION:		14616
DEPUTY COMMISSIONER:		
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CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Electrical	DESIGNED - DTJ	REVISED - ADD. #1 12/22/2025
	DRAWN - AM	REVISED -
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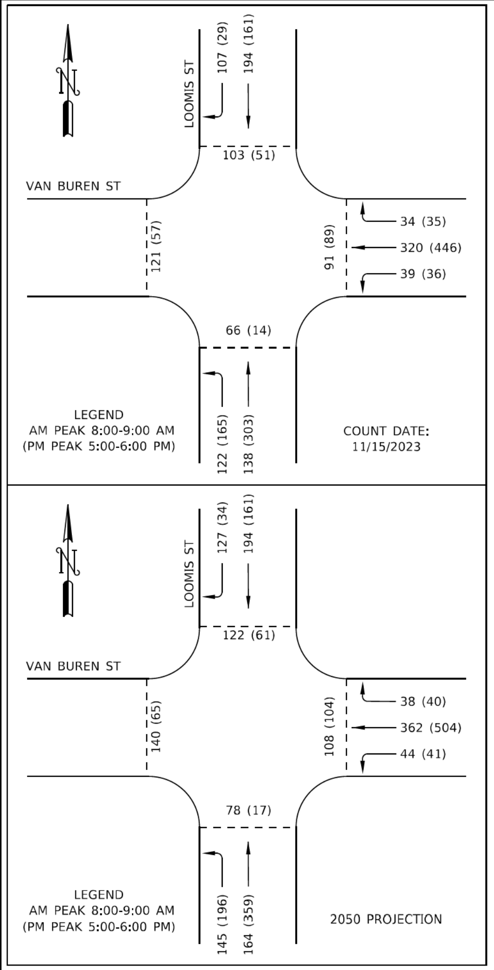
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

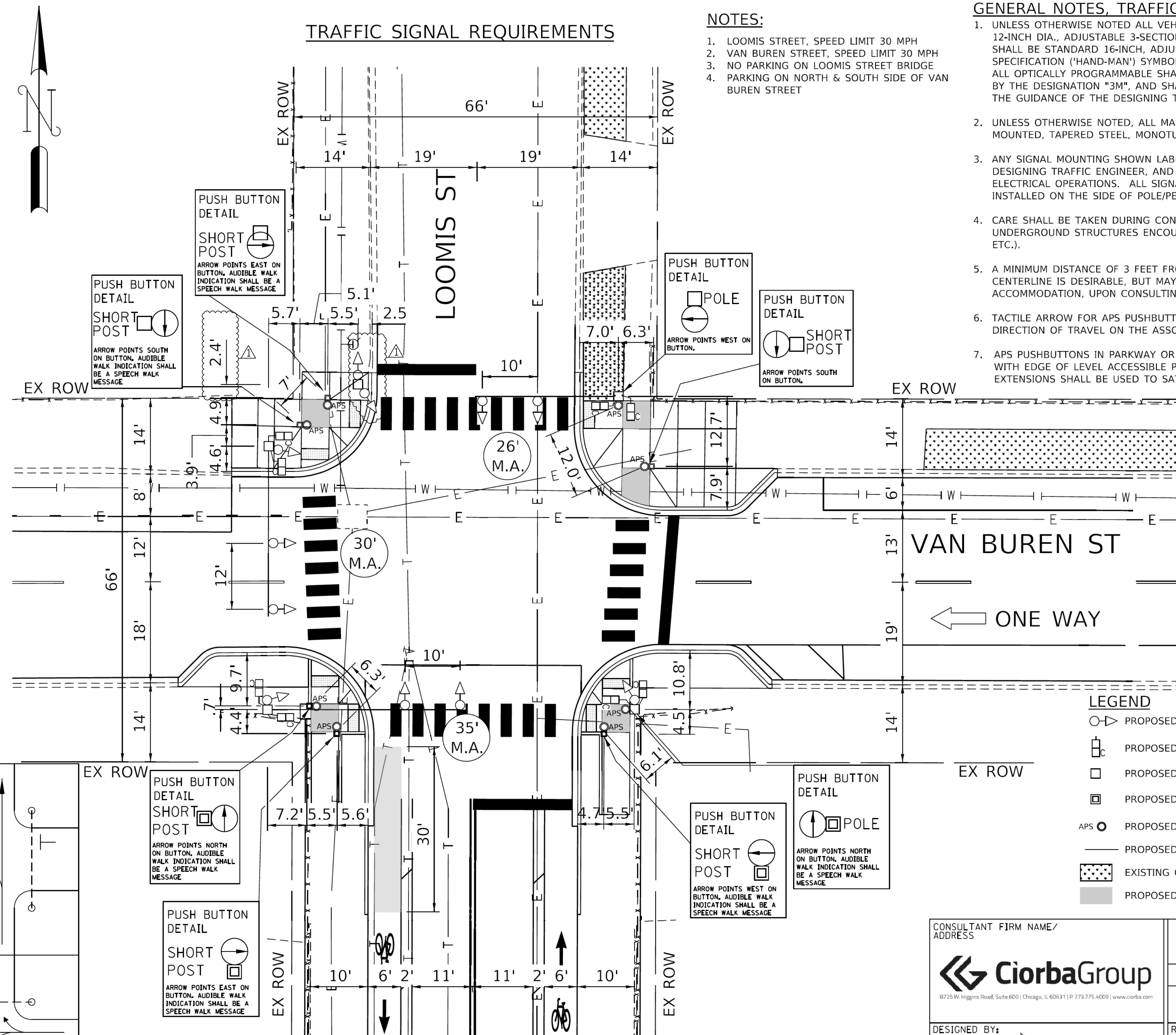
LOOMIS STREET AT I-290
CDOT TRAFFIC SIGNAL PLAN

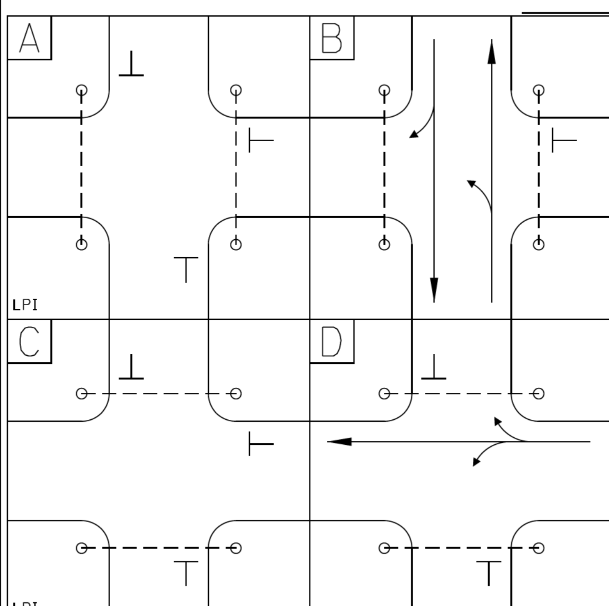
SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3	COOK	161	67
		CONTRACT NO. 62U12		
		ILLINOIS FED. AID PROJECT		

TRAFFIC SIGNAL REQUIREMENTS







NOTES:

1. LOOMIS STREET, SPEED LIMIT 30 MPH
2. VAN BUREN STREET, SPEED LIMIT 30 MPH
3. NO PARKING ON LOOMIS STREET BRIDGE
4. PARKING ON NORTH & SOUTH SIDE OF VAN BUREN STREET

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 PUSHBUTTONS SHALL BE ALIGNED PARALLEL TO THE DIRECTION OF TRAVEL ON THE ASSOCIATED CROSSWALK.
7. APS PUSHBUTTONS IN PARKWAY OR ON LEDGE SHALL BE EITHER ALIGNED FLUSH WITH EDGE OF LEVEL ACCESSIBLE PATH OR LESS THAN 10" FROM IT. APS EXTENSIONS SHALL BE USED TO SATISFY REQUIREMENTS.

LEGEND

- PROPOSED TRAFFIC SIGNAL HEAD
- PROPOSED COUNTDOWN PEDESTRIAN SIGNAL
- PROPOSED TRAFFIC SIGNAL POLE OR POST
- PROPOSED PEDESTRIAN PUSH-BUTTON POST
- APS PROPOSED APS PEDESTRIAN PUSH BUTTON
- PROPOSED TRAFFIC SIGNAL MAST ARM
- EXISTING GRASS PARKWAY
- PROPOSED ADA LEVEL LANDING AREA

REVISED SHEET 12/30/2025

CONSULTANT FIRM NAME/ ADDRESS	CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF TRAFFIC SAFETY
CiorbaGroup 8725 W. Higgins Road, Suite 600 | Chicago, IL 60631 | P 773.775.4009 | www.ciorba.com	TRAFFIC SIGNAL REQUIREMENT PLAN
	LOOMIS STREET AT VAN BUREN STREET
DESIGNED BY: DAN JOHNSON	REVIEWED BY: TRAFFIC ENGINEER
APPROVED BY: JOSEPH VONDRA	APPROVED BY: TRAFFIC ENGINEER
DATE: 11/10/2025	DATE: SCALE: 1"=20' SHEET 1 OF 1

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CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Electrical	DESIGNED - DTJ	REVISED - ADD. #1 12/22/2025
	DRAWN - AM	REVISED -
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PLOT DATE = 12/22/2025	DATE - 9/5/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOOMIS STREET AT I-290
PERMANENT TRAFFIC SIGNAL REQUIREMENTS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3	COOK	161	69
		CONTRACT NO. 62U12		
		ILLINOIS FED. AID PROJECT		

GENERAL NOTES

All new structural steel shall be metallized. See Special Provision for "Metallizing of Structural Steel."

Calculated weight of Structural Steel = 1,004,800 lbs (Gr. 50)
Calculated weight of Structural Steel = 46,710 lbs (Gr. 36)

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

Fasteners shall be ASTM F3125 Grade A325 Type 1, hot-dip galvanized bolts in uncoated metallized areas. Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in coated metallized areas. Bolts 7/8 in. diameter, holes 15/16 in. diameter, unless otherwise noted. See special provisions for "Metallizing of Structural Steel."

Reinforcement bars designated (E) shall be epoxy coated.

Slipforming of the parapets is not allowed.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the designated areas of the abutments and piers. The Concrete Sealer shall be a "film forming" type for horizontal surfaces.

Anti-Graffiti Coating shall be applied to the exposed surfaces of the abutments and piers.

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

The Protective Shield shall extend as shown on Sheet S-01 and as a minimum 2 ft beyond the existing edge of deck.
As a minimum, the following will be required:
2250 Sq. Yd. to remove the existing deck

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

INDEX OF SHEETS

For Existing Bridge Plans, see Sheets SX-1 thru SX-8 immediately following Sheet S-38.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures	Each	1		1
Concrete Removal	Cu. Yd.		127.0	127.0
Bridge Rail Removal	Foot		134	134
Protective Shield	Sq. Yd.	2,250		2,250
Structure Excavation	Cu. Yd.		128	128
Concrete Structures	Cu. Yd.	37.0	100.0	137.0
Bridge Deck Grooving	Sq. Yd.	1,472		1,472
Protective Coat	Sq. Yd.	2,776		2,776
Furnishing and Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	7,410		7,410
Reinforcement Bars, Epoxy Coated	Pound	187,110	13,400	200,510
Bridge Fence Railing, Curved	Foot	705		705
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	124		124
Elastomeric Bearing Assembly, Type I	Each	30		30
Anchor Bolts, 1"	Each	80		80
Granular Backfill For Structures	Cu. Yd.		128	128
Concrete Sealer	Sq. Ft.		2,493	2,493
Epoxy Crack Injection	Foot		60	60
Geocomposite Wall Drain	Sq. Yd.		82	82
Pipe Underdrains For Structures 4"	Foot		302	302
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.		165	165
Expansion Joint (Special)	Foot	29		29
Graffiti Removal	Sq. Yd.		108	108
Anti-Graffiti Coating	Sq. Ft.		7,660	7,660
Concrete Wearing Surface, 5"	Sq. Yd.	413		413
Precast Bridge Approach Slab	Sq. Ft.	3,660		3,660
Bar Terminators	Each	272		272
Concrete Superstructure	Cu. Yd.	878.4		878.4

1

SCOPE OF WORK

1. Relocate or Temporarily support existing utilities.
2. Remove existing superstructure and slabs over utility manhole behind abutment.
3. Fill abandoned utility manhole with granular backfill (see roadway plans).
4. Remove abutment backwalls and convert to semi-integral.
5. Remove Graffiti, as needed.
6. Repair existing substructure and apply concrete sealant to exposed surfaces along splashzones.
7. Construct proposed pier cap extensions.
8. Construct proposed superstructure.
9. Construct proposed approach slabs.
10. Utility work.
11. Reinstall sign structures.
12. Remove Graffiti, as needed.

STA. 602+63.97
BUILT 20 BY
STATE OF ILLINOIS
F.A.I. RTE. 290 SEC. FAI 290 22 BRIDGE 3
LOADING HL-93
STR. NO. 016-2114

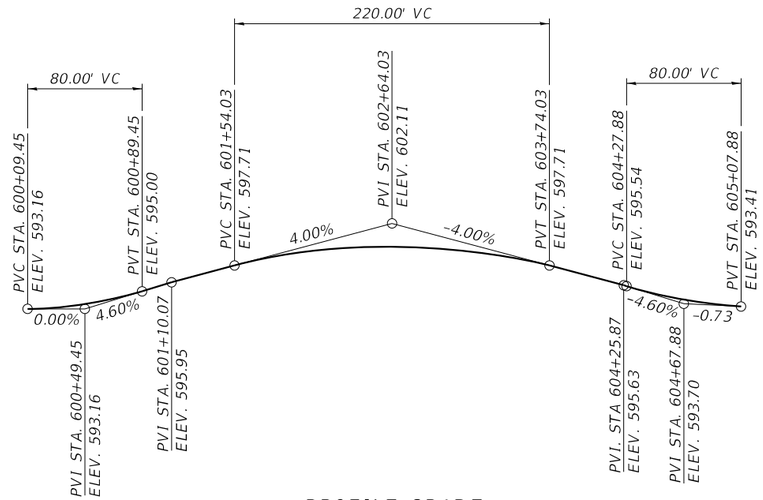
NAME PLATE

See Std. 515001

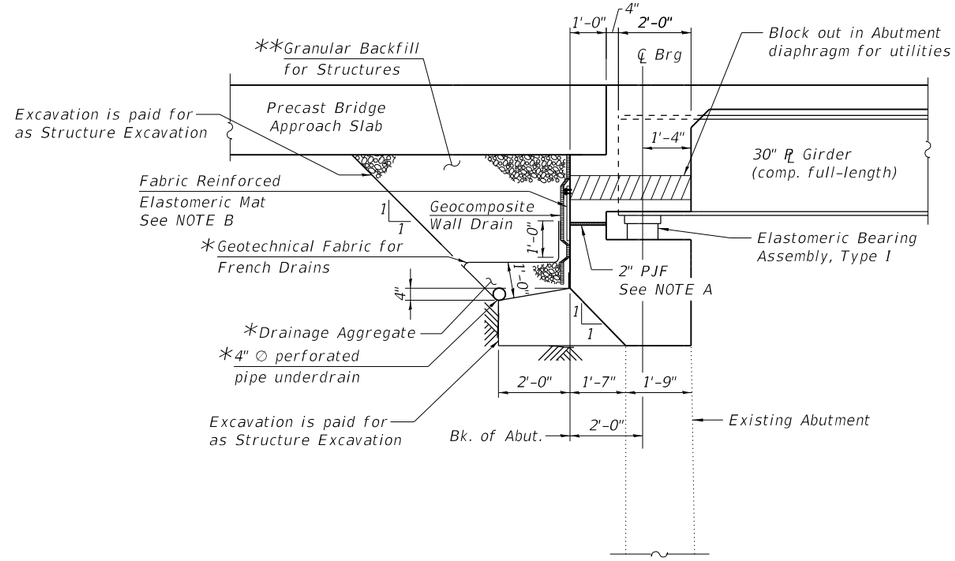
Note

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

1 REVISED SHEET 12/31/2025



PROFILE GRADE
(Along ℄ Loomis Street)



SECTION THRU SEMI-INTEGRAL ABUTMENT

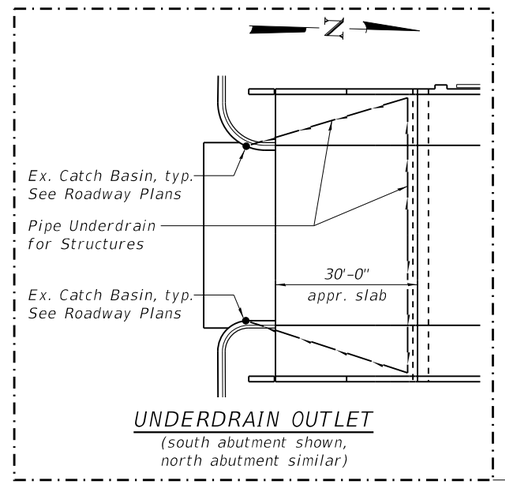
* Included in the cost of Pipe Underdrains for Structures.

** Granular Backfill for Structures shall follow Standard Specification 586 except the course aggregate shall be grade CA7, CA 11, or CA 14.

Note:
Connect the pipe underdrain to the existing catch basin located off the approach slab on each side of the roadway.

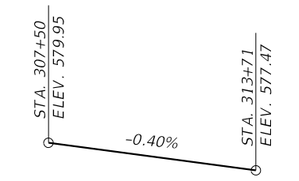
NOTE A
2" PJF (per Article 1051.09 of the Standard Specifications) full width and vertically at edges bonded to abutment cap with suitable adhesive as recommended by supplier.

NOTE B
Fabric Reinforced Elastomeric Mat according to Section 1028 of the Standard Specifications and installed according to applicable requirements of Article 520.09 of the Standard Specifications. Fabric mat shall be 24" wide and attached full width and vertically at edges to the abutment cap with a ⅜" x 5" galvanized plate per Article 509.05 and ½" Ø stainless steel expansion bolts with nuts and washers at 12" cts. according to Article 1006.29(d) of the Standard Specifications. Cost included with Concrete Superstructure.

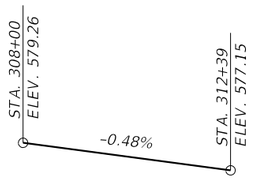


UNDERDRAIN OUTLET
(south abutment shown, north abutment similar)

1



EDGE OF OUTSIDE CURB
EB I-290 PROFILE GRADE



EDGE OF OUTSIDE CURB
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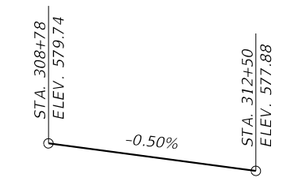

MEDIAN EDGE OF SHOULDER
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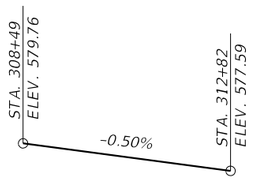

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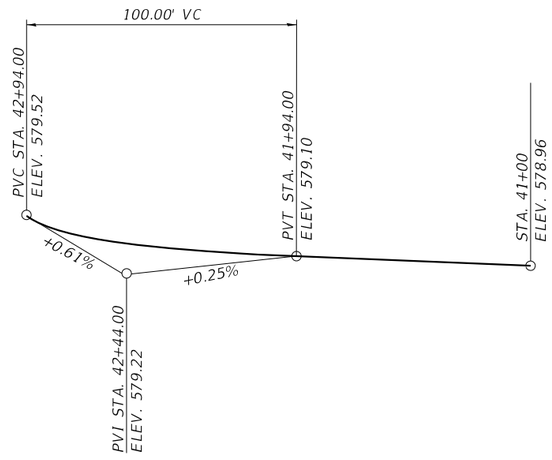
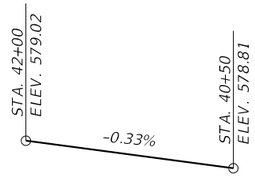


TOP OF RAIL
(Track C)



Top of Rail
(Track D)

1 REVISED SHEET 12/31/2025

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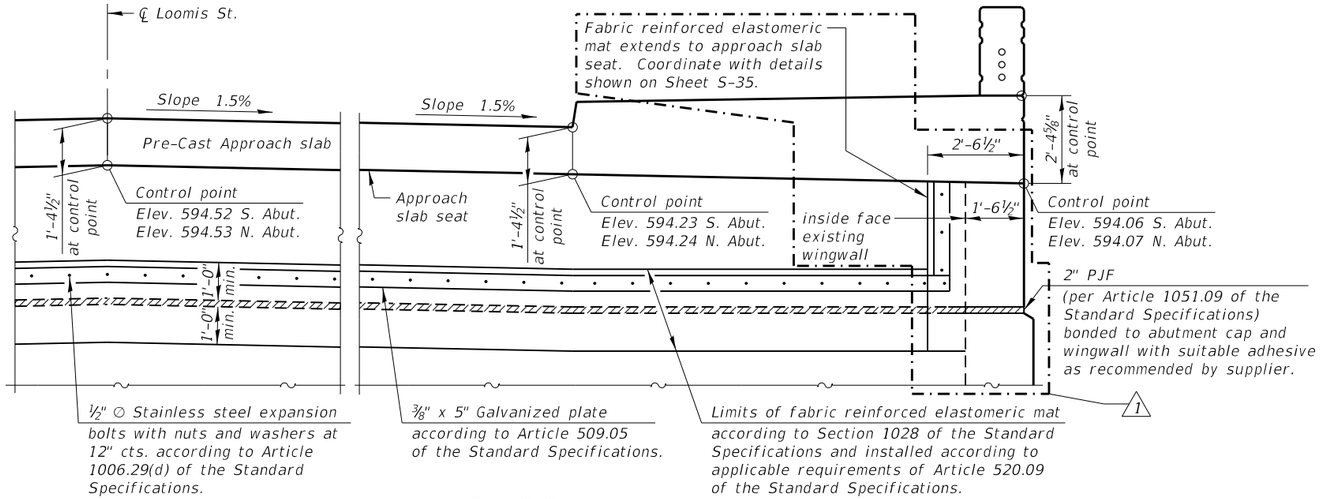
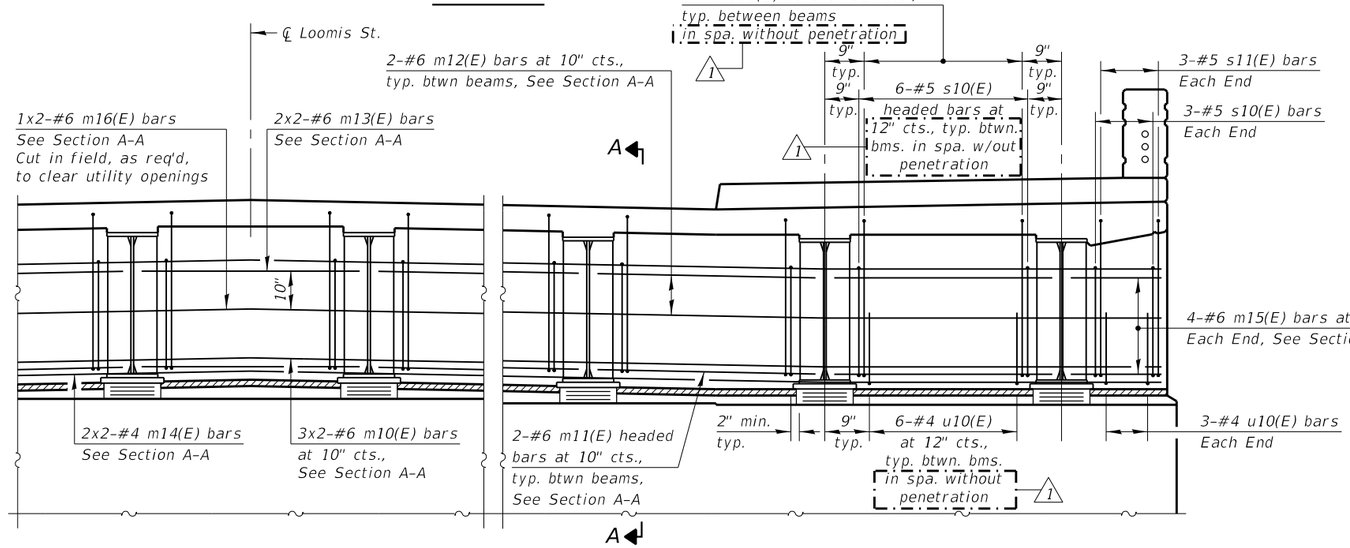
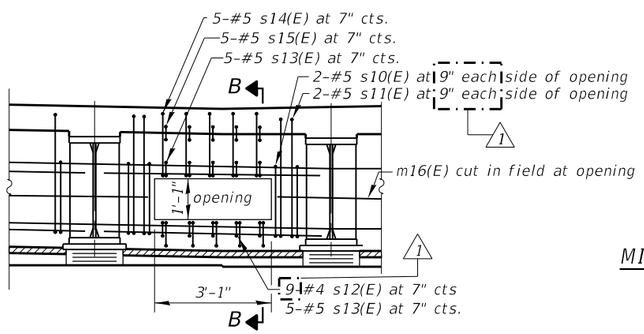


VIEW C-C



DIAPHRAGM ELEVATION AT ABUTMENT



DIAPHRAGM ELEVATION AT PENETRATION

5 Penetrations (See Cross Section for locations)

MINIMUM BAR LAP

#4 bar = 1'-7"
#6 bar = 3'-1"

Notes:

Reinforcement bars in diaphragm are billed with superstructure on Sheet S-17.

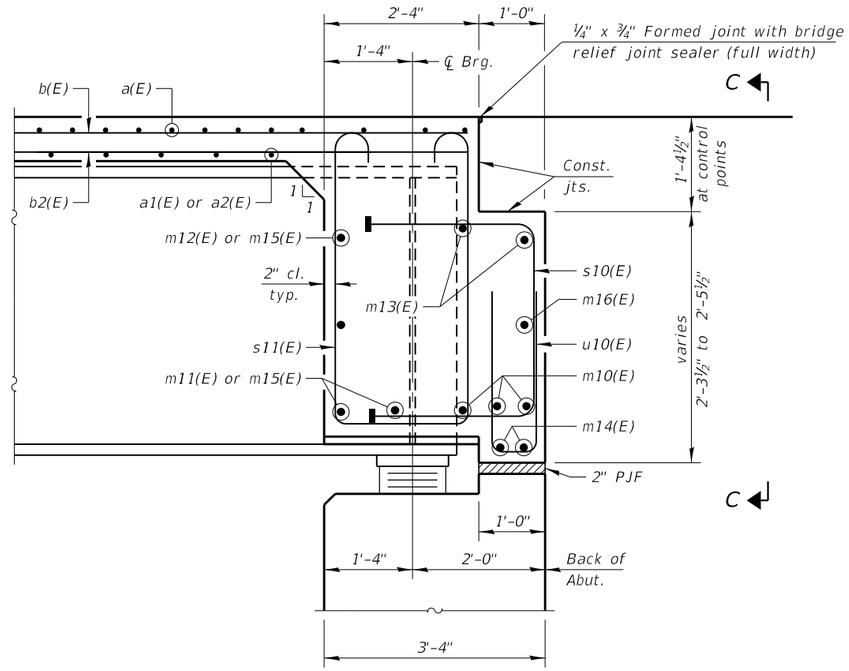
Concrete in diaphragm is included with Concrete Superstructure on Sheet S-17.

See Sheet S-31 for bearing details.

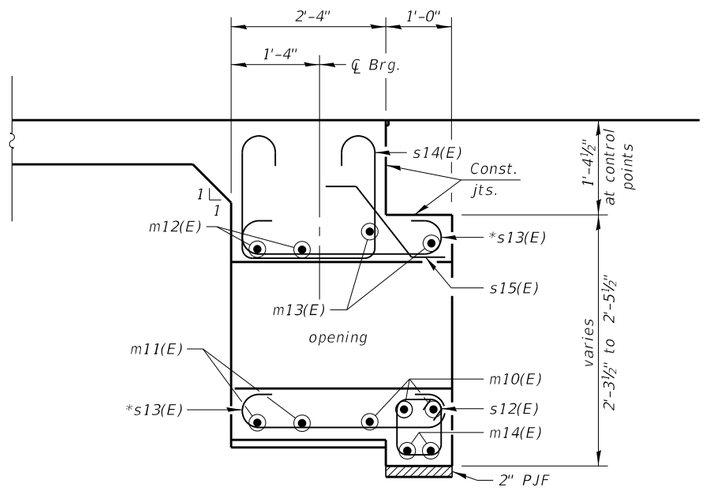
See Sheet S-17 for details of bars s10(E), s11(E), s12(E), s13(E), s14(E), s15(E) and u10(E). 1

The approach slab seat shall have a constant slope determined from the control points shown.

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.



SECTION A-A



SECTION B-B

* Tilt s13(E) bars as needed to maintain clearances.

1 REVISED SHEET 12/31/2025

BLA, Inc.	USER NAME = idot	DESIGNED - TB	REVISED - 1 10/24/2025 TB	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK DIAPHRAGM DETAILS STRUCTURE NO. 016-2114
		CHECKED - PRD	REVISED -		SHEET S-16 OF 38 SHEETS
	PLOT SCALE = NONE	DRAWN - TB	REVISED -		
	PLOT DATE = 11/5/2025	CHECKED - PRD	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3	COOK	161	108
		CONTRACT NO. 62U12		
		ILLINOIS	FED. AID PROJECT	

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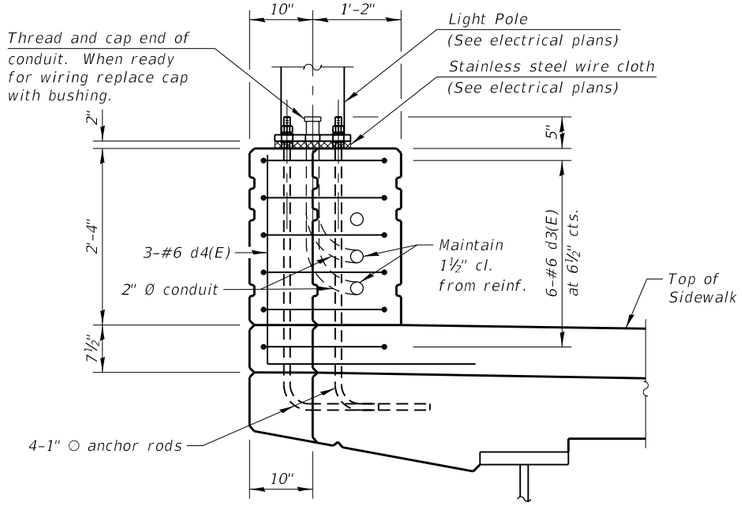
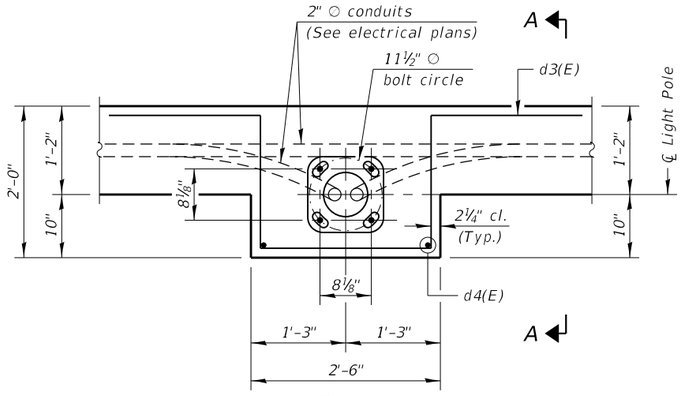
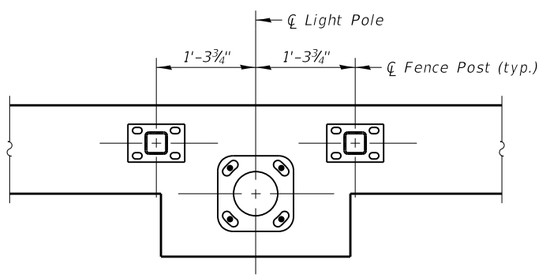


SECTION A-A

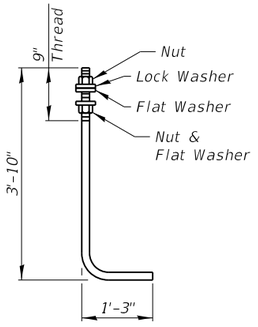


PLAN



PLAN - LIGHT POLE & FENCE POSTS

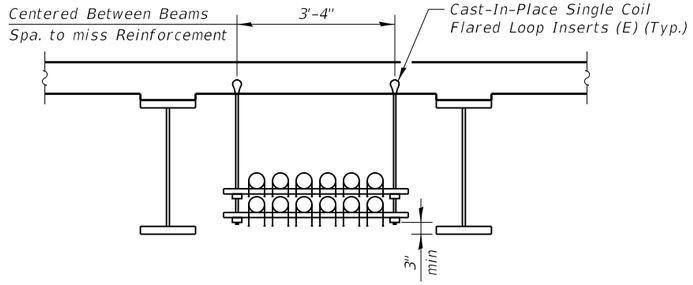
LIGHT POLE PEDESTAL DETAILS



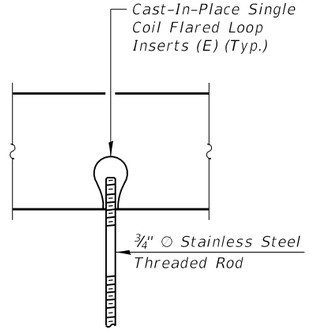
1" ∅ ANCHOR ROD

(ASTM F 1554 Grade 105)
Full length hot dipped galvanized.

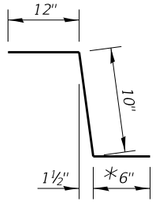
Cost of anchor rods is included with Concrete Superstructure. 1



CONDUIT SUPPORT DETAIL



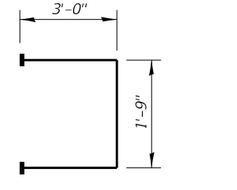
THREADED COIL LOOP INSERTS DETAIL



BAR c(E)

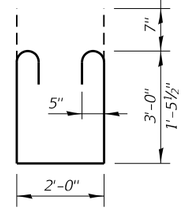
*In lieu of bottom leg, c(E) bars may be drilled and set according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Max. depth of hole shall not exceed 6".

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 s10(E)

(Headed. 200-#5 Bar terminators) 1



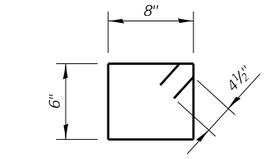
BARS s11(E) & s14(E)

BILL OF MATERIAL

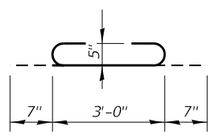
BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	1050	#5	32'-6"	
a1(E)	362	#5	29'-6"	
a2(E)	362	#5	35'-6"	
b(E)	1001	#5	32'-0"	
b1(E)	372	#8	27'-0"	
b2(E)	720	#5	29'-6"	
c(E)	618	#5	2'-4"	
c1(E)	618	#5	11'-6"	
d(E)	608	#4	5'-4"	
d1(E)	608	#6	4'-6"	
d2(E)	130	#4	2'-3"	
d3(E)	24	#6	9'-3"	
d4(E)	12	#6	5'-5"	
e(E)	128	#4	19'-2"	
e1(E)	64	#4	15'-2"	
e2(E)	40	#4	17'-8"	
e3(E)	8	#4	13'-8"	
e4(E)	8	#4	13'-10"	
e5(E)	8	#4	15'-9"	
e6(E)	8	#4	16'-8"	
m10(E)	12	#6	32'-0"	
m11(E)	36	#6	5'-9"	
m12(E)	36	#6	5'-9"	
m13(E)	8	#6	32'-3"	
m14(E)	8	#4	32'-0"	
m15(E)	16	#6	2'-5"	
m16(E)	4	#6	32'-3"	
s10(E)	100	#5	7'-9"	
s11(E)	100	#5	9'-2"	
s12(E)	90	#4	3'-1"	
s13(E)	100	#5	4'-2"	
s14(E)	50	#5	6'-1"	
s15(E)	50	#5	2'-6"	
u10(E)	60	#4	3'-8"	
Reinforcement Bars, Epoxy Coated		Pound	166,400	1
Concrete Superstructure		Cu. Yd.	822.0	
Bridge Deck Grooving		Sq. Yd.	1232	
Protective Coat		Sq. Yd.	2322	

Notes:

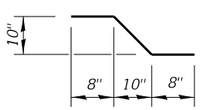
Bar terminators, paid for separately.
See Total Bill of Material on Sheet S-02.



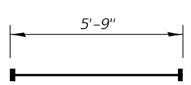
BAR s12(E)



BAR s13(E)

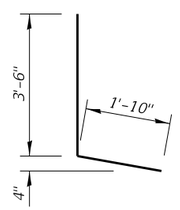


BAR s15(E)

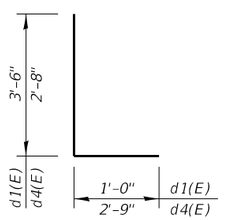


BAR m11(E)

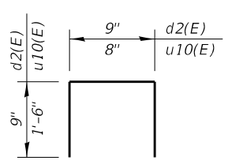
(Headed. 72-#6 Bar terminators)



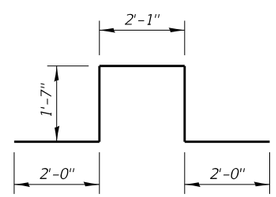
BAR d(E)



BARS d1(E) & d4(E)

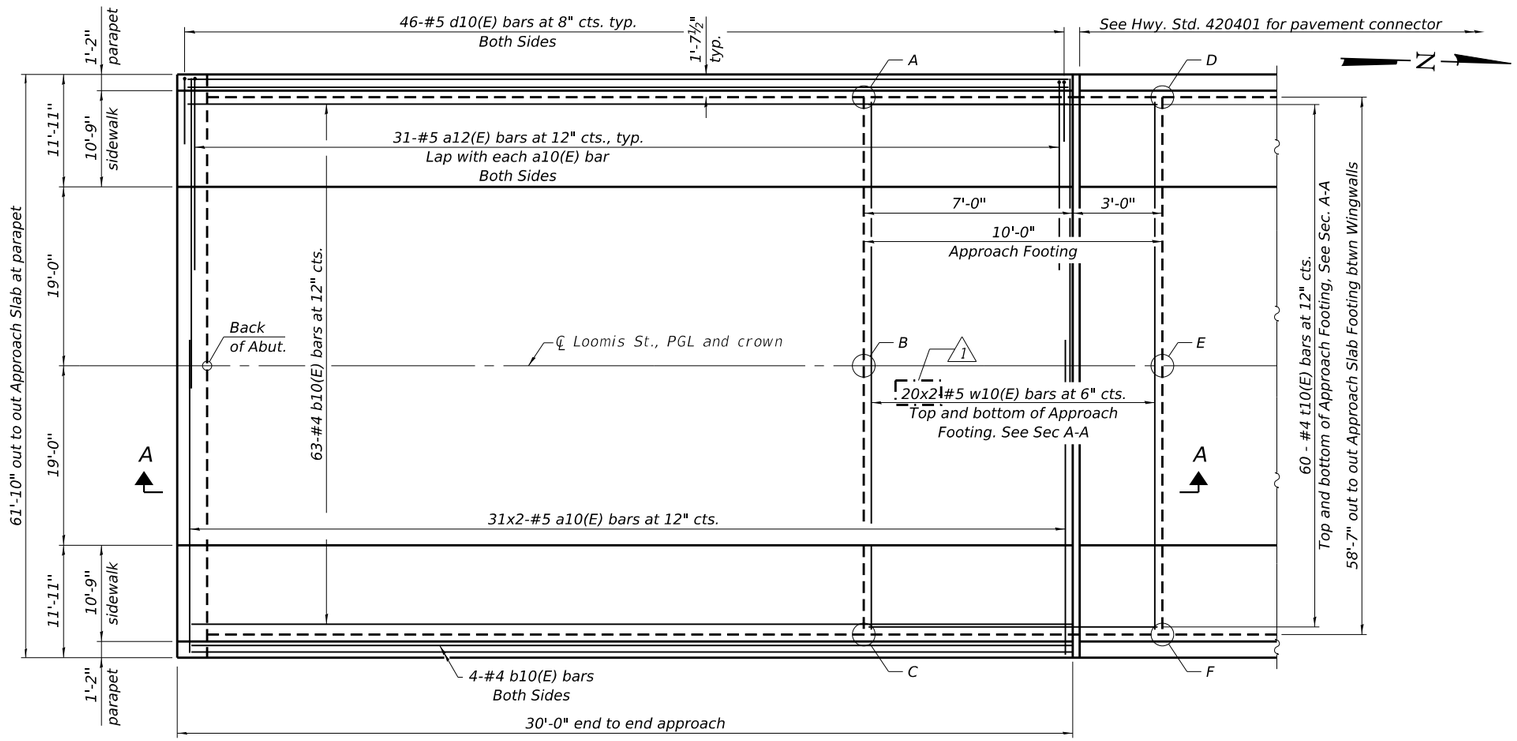


BARS d2(E) & u10(E)



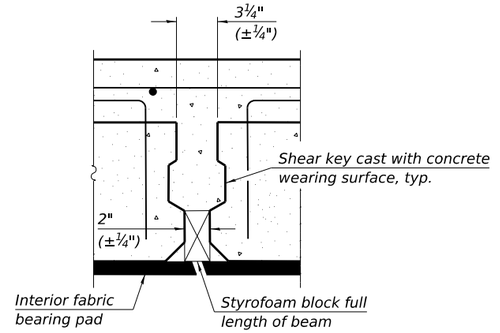
BAR d3(E)

1 REVISED SHEET 12/31/2025



PLAN

(north approach slab shown;
south approach slab similar by 180° rotation)

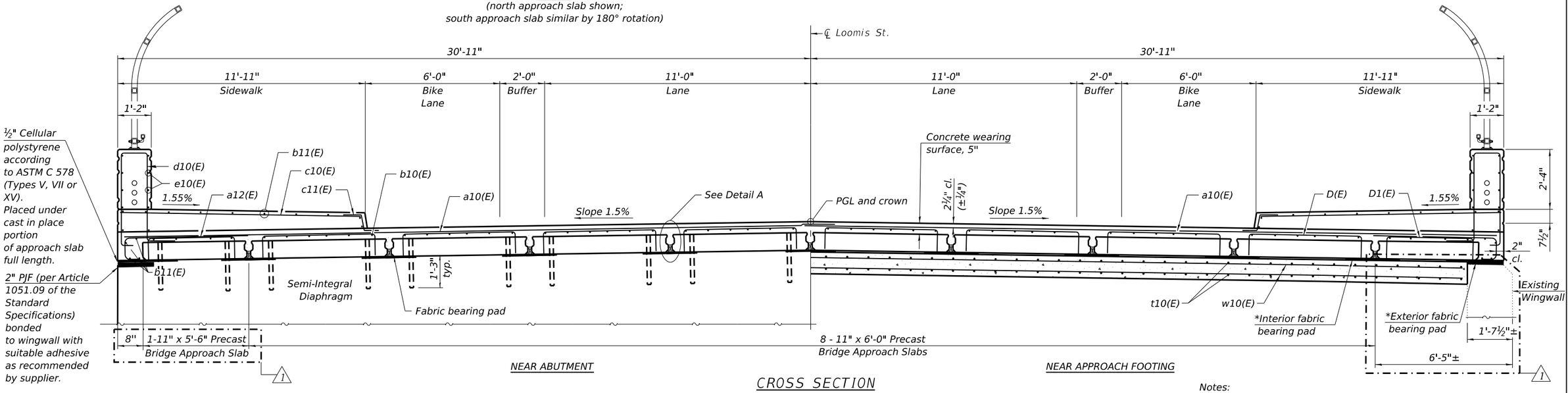


DETAIL 'A'

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

South Approach			North Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A -	593.24	592.41	A -	593.37	592.54
B -	593.53	592.69	B -	593.65	592.82
C -	593.24	592.41	C -	593.37	592.54
D -	592.84	592.01	D -	592.97	592.14
E -	593.13	592.29	E -	593.25	592.42
F -	592.84	592.01	F -	592.97	592.14

** 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.*



NEAR ABUTMENT

NEAR APPROACH FOOTING

CROSS SECTION

(Looking North)

Notes:
Place 1/2" Cellular polystrene (8" wide strip) on 2" PJF (20" wide strip).
Adhere 2" PJF to existing concrete wingwall.
See Sheet S-20 for Section A-A

MINIMUM BAR LAP

#4 bar = 1'-7"
#5 bar = 2'-0"

1 REVISED SHEET 12/31/2025

MODEL: Default
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BLA, Inc.

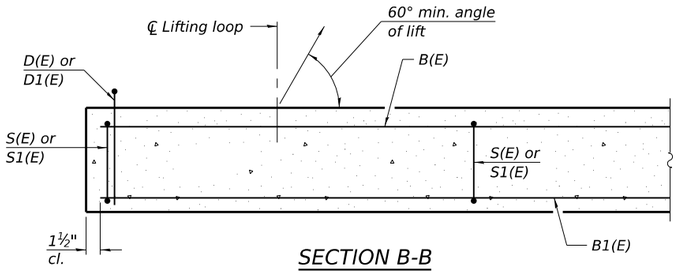
USER NAME = idot		DESIGNED - TB		REVISED - 1 10/24/2025 TB		
		CHECKED - PRD		REVISED -		
PLOT SCALE = NONE		DRAWN - TB		REVISED -		
PLOT DATE = 10/31/2025		CHECKED - PRD		REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

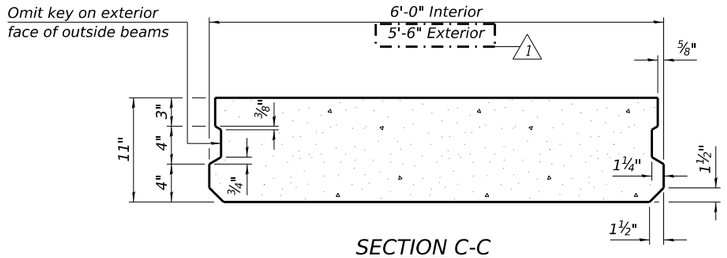
PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 016-2114

SHEET S-18 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3	COOK	161	110
		CONTRACT NO. 62U12		
	ILLINOIS	FED. AID PROJECT		



SECTION B-B



SECTION C-C
(Showing dimensions)

Notes:

The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.

Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.

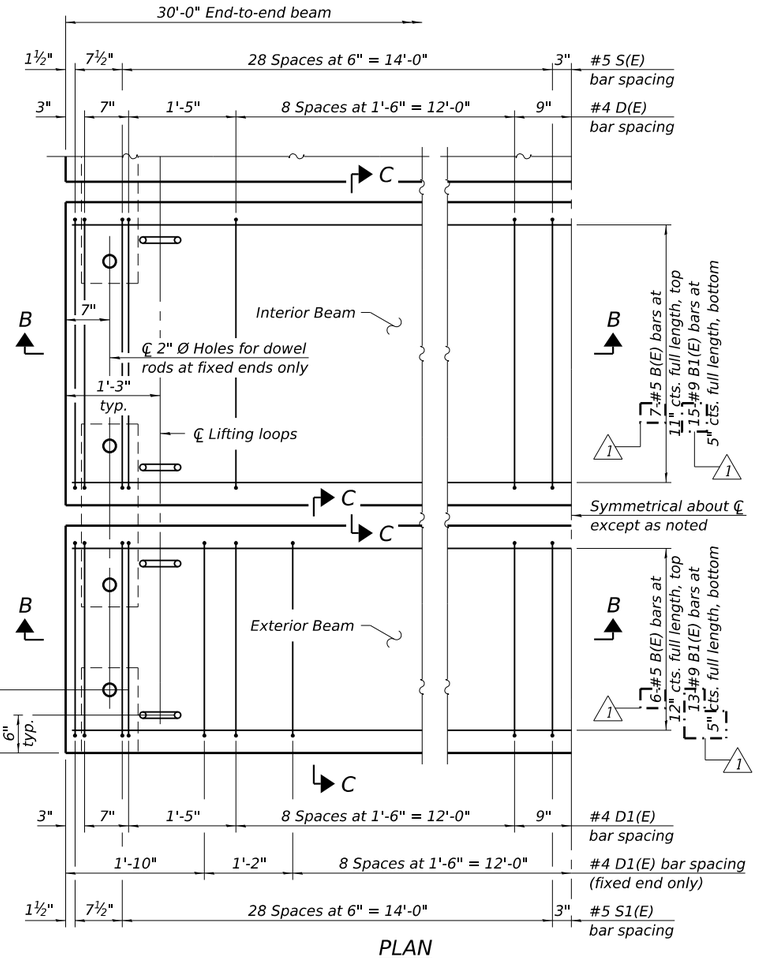
The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."

Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.

A minimum 2½" Ø lifting pins shall be used to engage the lifting loops during handling.

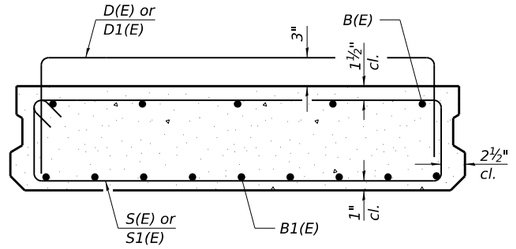
Compressive strength of precast concrete, f 'c shall be 6,000 psi.

Compressive strength of precast concrete during initial lifting, f 'ci shall be 5,000 psi.

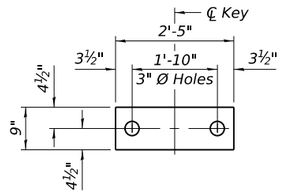


PLAN

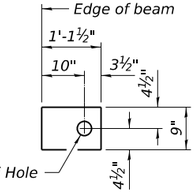
(Beams: 36" min. width; 72" max. width)



SECTION C-C
(Showing reinforcement)



INTERIOR



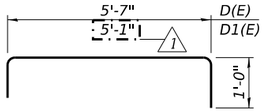
EXTERIOR

FABRIC BEARING PAD

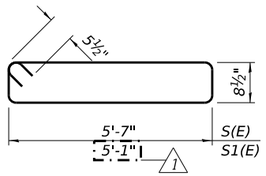
Notes:

Bearing pads at fixed end shall be ½" thick and bearing pads at expansion end shall be ¾" thick.

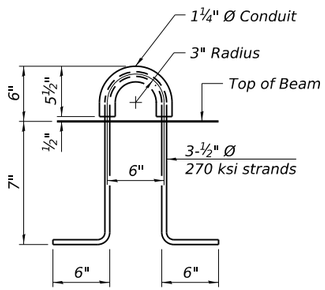
Omit holes for fabric bearing pads at approach slab footing end of beams.



BARS D(E) & D1(E)



BARS S(E) & S1(E)



LIFTING LOOP DETAIL

(An alternate lifting loop with a Safe Working Load of 6,250 lbs. (25,000 lbs. Proof Load / Factor of Safety of 4) and utilized according to the manufacturer's recommendations may be used.)

BAR LIST
EACH INTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	7	#5	29'-8"	—
B1(E)	15	#9	29'-8"	—
D(E)	22	#4	7'-7"	⊓
S(E)	60	#5	13'-6"	▭

BAR LIST
EACH EXTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	13	#9	29'-8"	—
D1(E)	32	#4	6'-1"	⊓
S1(E)	60	#5	12'-6"	▭

1 REVISED SHEET 12/31/2025

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BLA, Inc.

USER NAME = idot	DESIGNED - TB	REVISED - 1 10/24/2025 TB	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB STRUCTURE NO. 016-2114	F.A.I. RTE. 290
	CHECKED - PRD	REVISED -			SECTION FAI 290 22 BRIDGE 3
PLOT SCALE = NONE	DRAWN - TB	REVISED -			COUNTY COOK
PLOT DATE = 10/31/2025	CHECKED - PRD	REVISED -		SHEET S-19 OF 38 SHEETS	TOTAL SHEETS 161
					SHEET NO. 111
					CONTRACT NO. 62U12
					ILLINOIS FED. AID PROJECT

Notes:

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.

After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.

Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".

Parapet concrete shall be paid for as Concrete Superstructure. 1

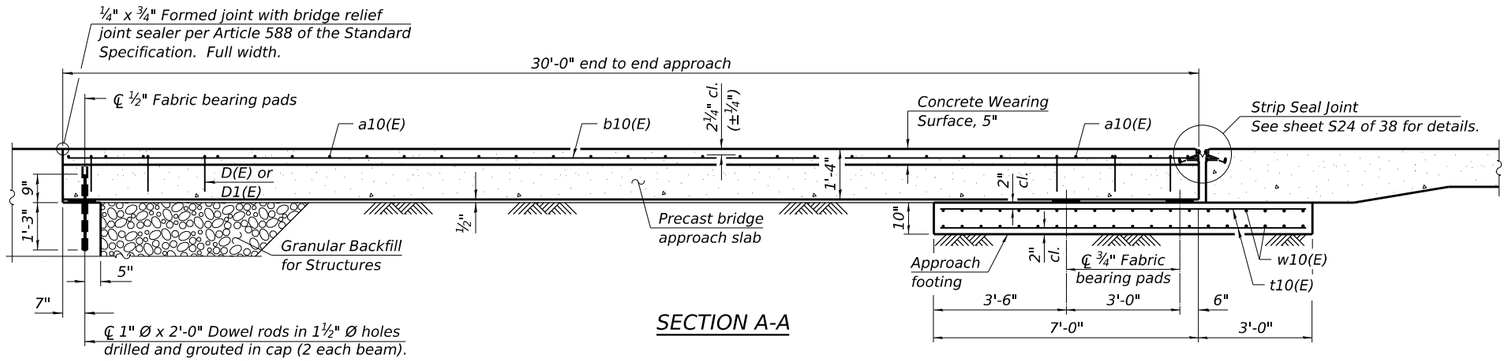
Approach footing concrete shall be paid for as Concrete Structures.

The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

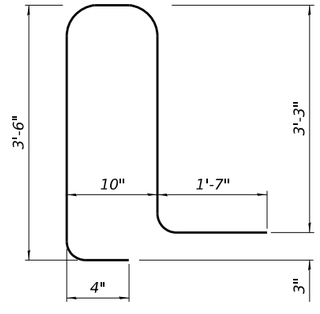
Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet S-03.

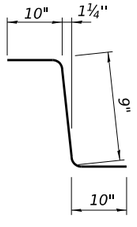
Cost of cellular polystyrene is included with Concrete Superstructure. 1



SECTION A-A



BAR d10(E)



BAR c11(E)

BAR a12(E)

TWO APPROACHES
BILL OF MATERIALS

BAR	NO.	SIZE	LENGTH	SHAPE
a10(E)	124	#5	31'-9"	
a12(E)	124	#5	8'-0"	
b10(E)	142	#4	29'-6"	
b11(E)	64	#5	29'-8"	
c10(E)	124	#5	11'-7"	
c11(E)	124	#5	2'-5"	
d10(E)	184	#5	9'-6"	
e10(E)	64	#4	14'-8"	
t10(E)	240	#4	9'-8"	
w10(E)	160	#5	29'-10"	
1 Concrete Superstructure		Cu. Yd.	51.9	
Concrete Structures		Cu. Yd.	37.0	
Reinforcement Bars, Epoxy Coated		Pound	20,710	
Precast Bridge Approach Slab		Sq. Ft.	3,660	
Concrete Wearing Surface, 5"		Sq. Yd.	413	
Bridge Deck Grooving		Sq. Yd.	240	
Protective Coat		Sq. Yd.	454	

1 REVISED SHEET 12/31/2025

MODEL: Default
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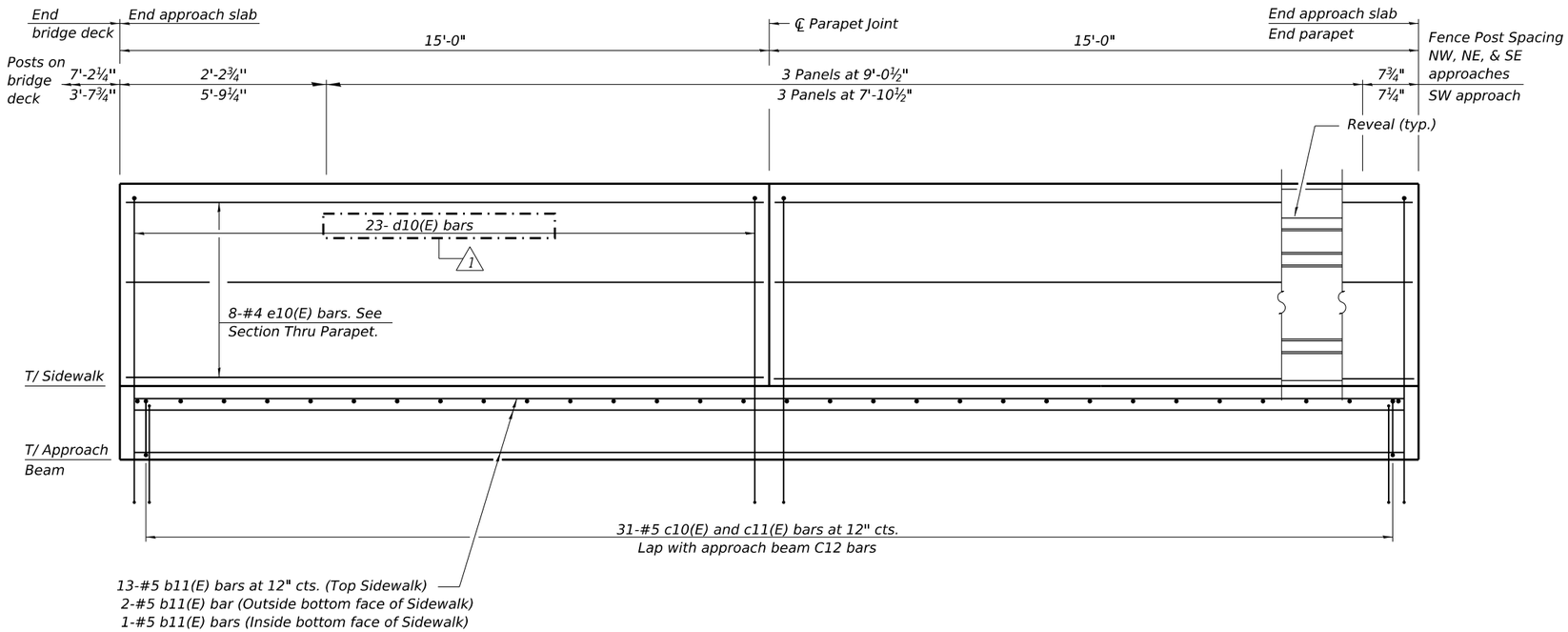
BLA, Inc.

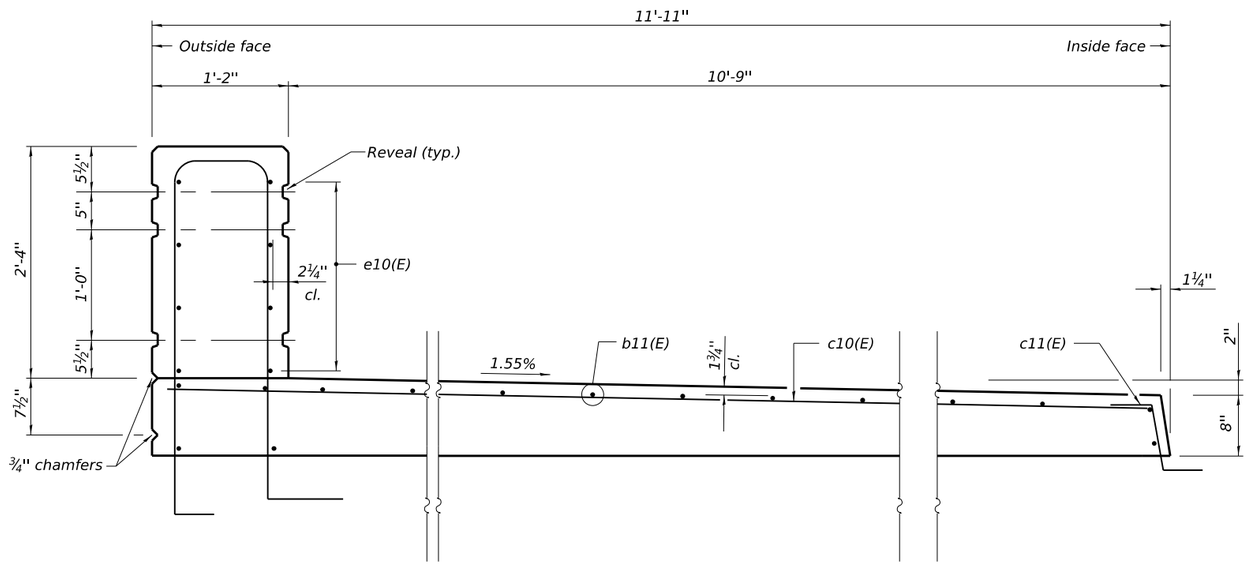
USER NAME = idot	DESIGNED - TB	REVISED - 1 10/24/2025 TB	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB STRUCTURE NO. 016-2114	
	CHECKED - PRD	REVISED -			
PLOT SCALE = NONE	DRAWN - TB	REVISED -			
PLOT DATE = 11/3/2025	CHECKED - PRD	REVISED -		SHEET S-20 OF 38 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3	COOK	161	112
		CONTRACT NO. 62U12		
	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET

SECTION C-C



SECTION THRU SIDEWALK AND PARAPET

1 REVISED SHEET 12/31/2025

(Sheet 4 of 4)

BLA, Inc.	USER NAME = idot	DESIGNED - TB	REVISED - 1 10/24/2025 TB	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB STRUCTURE NO. 016-2114	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - PRD	REVISED -			290	FAI 290 22 BRIDGE 3	COOK	161	113
	PLOT SCALE = NONE	DRAWN - TB	REVISED -					CONTRACT NO. 62U12		
	PLOT DATE = 10/31/2025	CHECKED - PRD	REVISED -		SHEET S-21 OF 38 SHEETS			ILLINOIS	FED. AID PROJECT	

MODEL: Default
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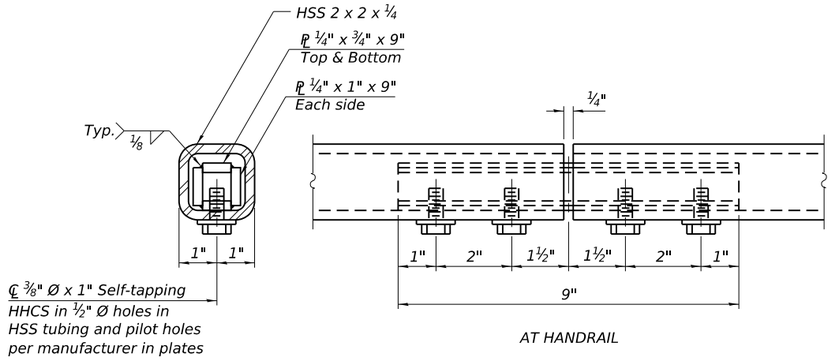
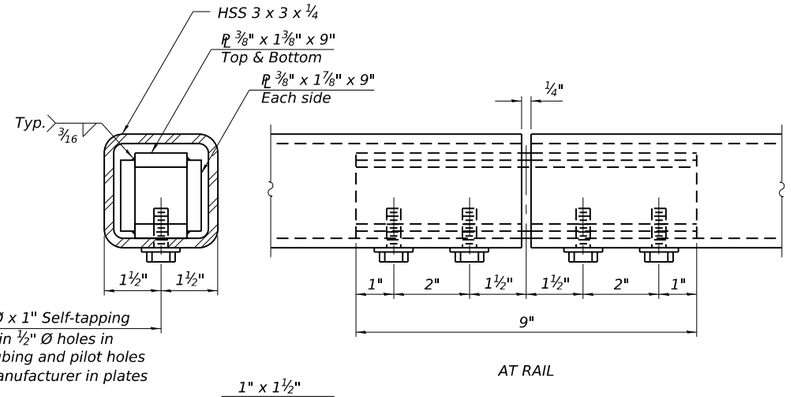
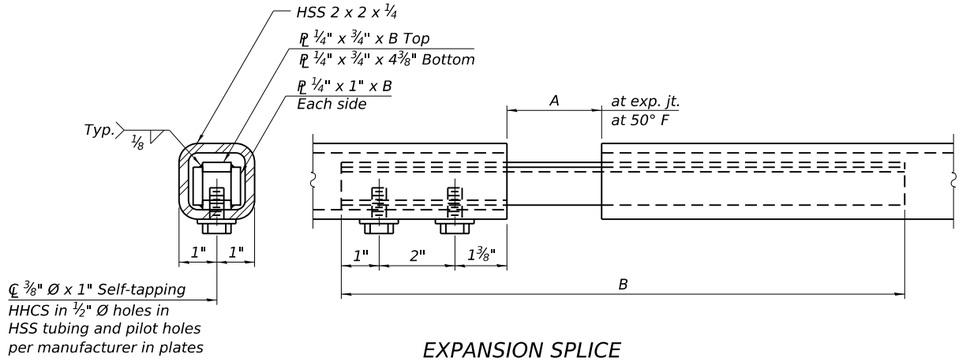


AT HANDRAIL



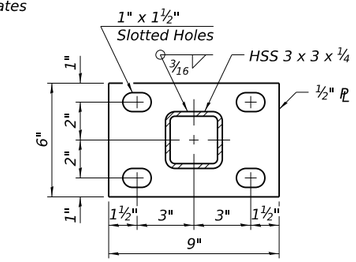
AT RAIL

MATERIAL SPLICE

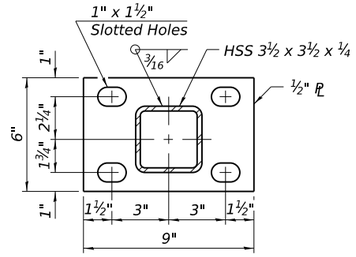


EXPANSION SPLICE

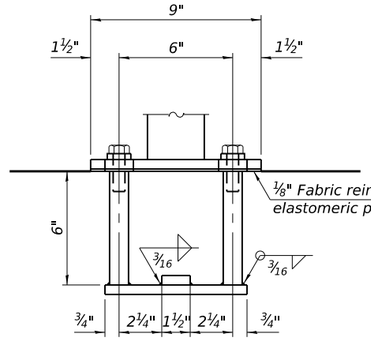
(Weld bottom plate on bolt side)

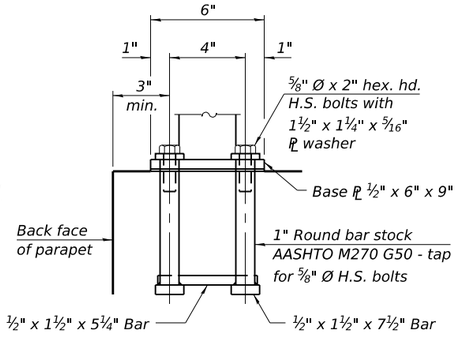


SECTION F-F



SECTION G-G

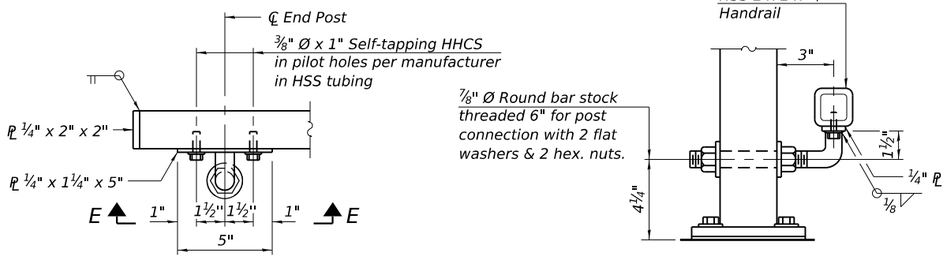




ANCHORAGE ASSEMBLY

The Bridge Fence Railing, Curved fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates.

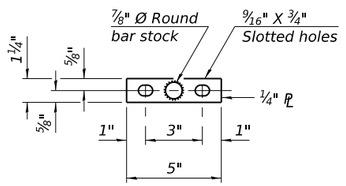
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



HANDRAIL DETAIL

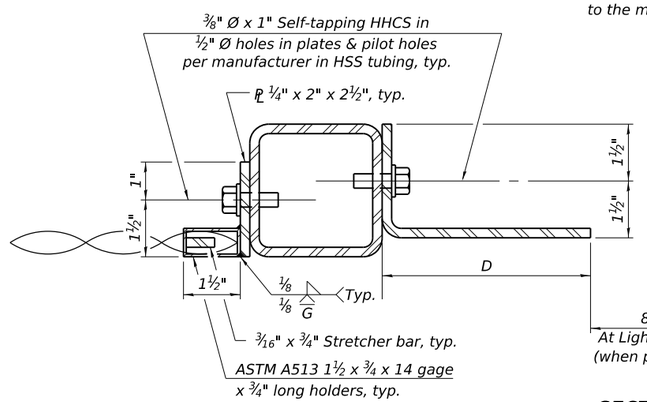
Location	T	A	B	C	D
Over Strip Seal Jt.	≤4"	2½"	1'-5⅞"	6¼"	3¾"
Over Finger or Modular Jt.	≤9½"	5½"	1'-11⅜"	9¾"	6"
Over Finger or Modular Jt.	≤15"	8¼"	2'-5⅛"	13⅜"	8¾"
At Light Poles	8"	NA	NA	11¾"	10"
At Bridge Relief Joints	NA - Material Splices Per Fabricator				

T= ; total movement based on total temperature range from -20°F to 120°F along centerline of roadway at expansion joint.
OR
8" hand-hole access for maintenance of light poles (when present; replace splice with 8" gap)

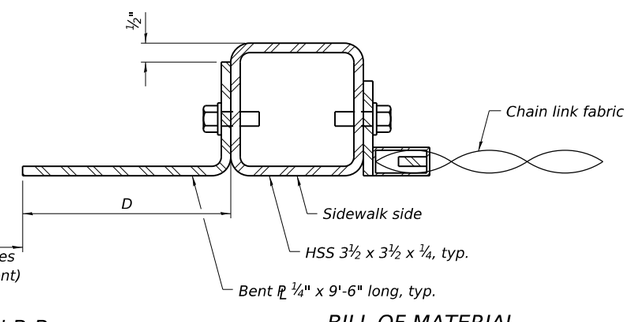


VIEW E-E

(Handrail)



SECTION B-B



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 HSS tubing used for the Handrail shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.

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 ⅛" 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.

When the contract specifies a galvanized railing, all steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications. When the contract specifies a painted railing, all posts, rail, splices, anchor devices and plates of the railing shall be painted according to the paint system for railings as specified in the General Notes.

See sheet S-24 for dimensions of concrete openings at expansion joints.

1 The railing shall be galvanized.

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing, Curved	Foot	705

1 REVISED SHEET 12/31/2025

MODEL: Default
FILE NAME: W:\191-178_IDOT_205009_I-290 Loomis & Racine\CADD Sheets\62U12_Loomis Street\Structural\0162114-D162U12-S23-BridgeFenceRail_Curve2.dgn
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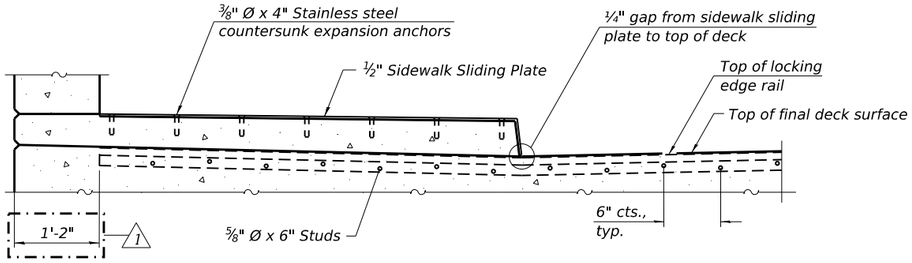
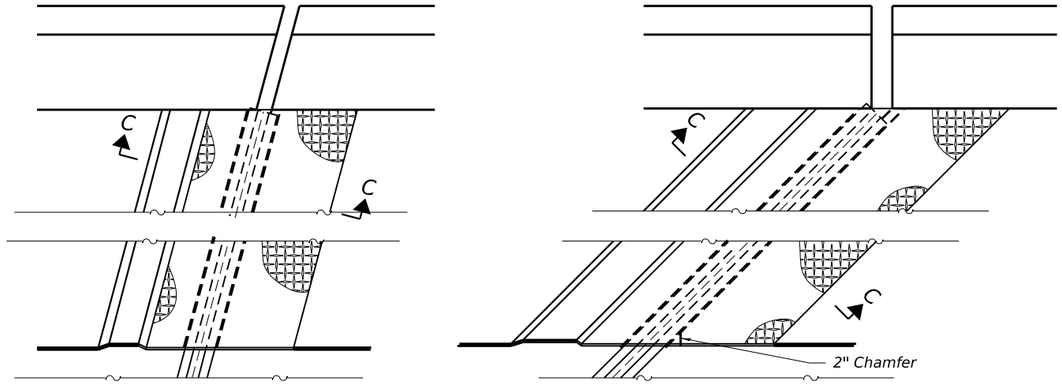
BLA, Inc.

USER NAME = idot	DESIGNED - TB	REVISED - 1 10/24/2025 TB	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE FENCE RAILING, CURVED STRUCTURE NO. 016-2114	F.A.I. RTE. 290
	CHECKED - PRD	REVISED -			SECTION FAI 290 22 BRIDGE 3
PLOT SCALE = NONE	DRAWN - TB	REVISED -			COUNTY COOK
PLOT DATE = 10/31/2025	CHECKED - PRD	REVISED -		SHEET S-23 OF 38 SHEETS	TOTAL SHEETS 161
					SHEET NO. 115
					CONTRACT NO. 62U12
					ILLINOIS FED. AID PROJECT



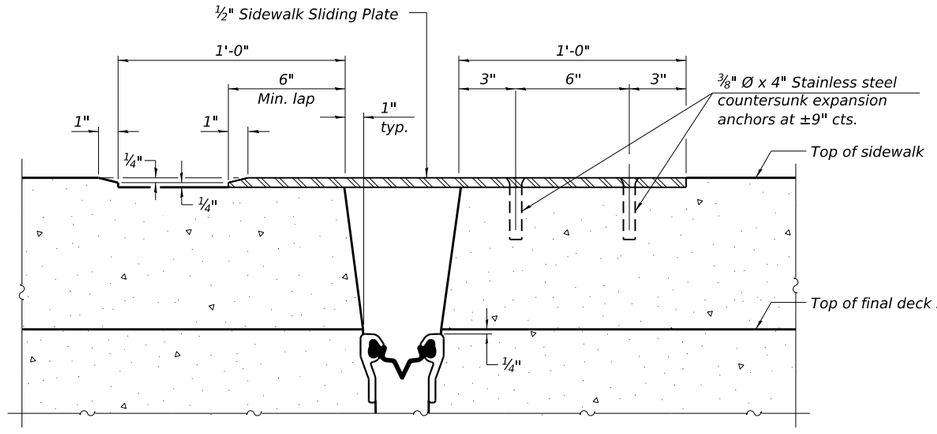
SECTION AT RAISED SIDEWALK



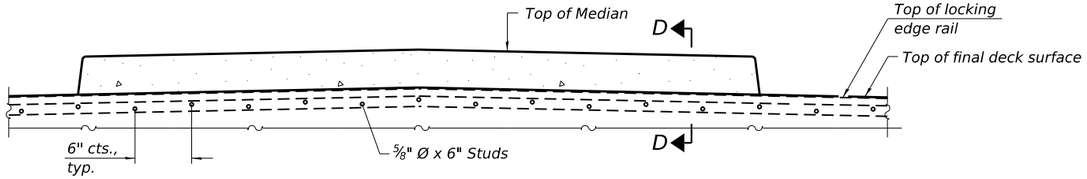
(FOR SKEWS ≤ 30°)

(FOR SKEWS > 30°)

PLAN AT RAISED SIDEWALK

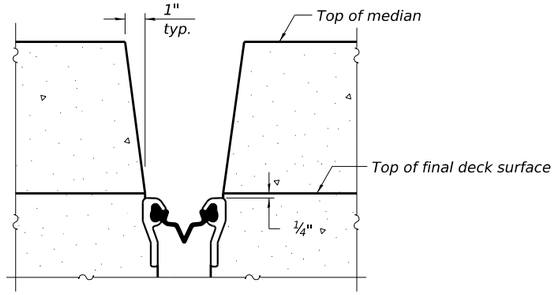


SECTION C-C



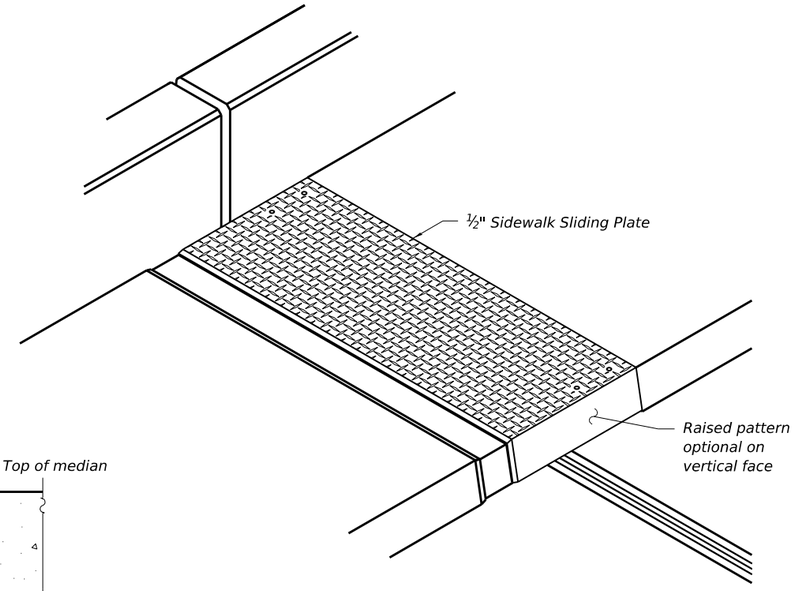
SECTION AT MEDIAN

For skews > 30°, chamfer acute corners 2" similar to sidewalk.



SECTION D-D

(at Rt. ∠'s)



TRIMETRIC VIEW

EJ-SS-S 4-4-2025

(Sheet 2 of 3)

1 REVISED SHEET 12/31/2025

BLA, Inc.	USER NAME = idot	DESIGNED - TB	REVISED - 1 10/24/2025 TB	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PREFORMED JOINT STRIP SEAL - SIDEWALK STRUCTURE NO. 016-2114	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - PRD	REVISED -			290	FAI 290 22 BRIDGE 3	COOK	161	117
	PLOT SCALE = NONE	DRAWN - TB	REVISED -					CONTRACT NO. 62U12		
	PLOT DATE = 10/31/2025	CHECKED - PRD	REVISED -		SHEET S-25 OF 38 SHEETS			ILLINOIS	FED. AID PROJECT	

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INTERIOR GIRDER MOMENT TABLE				
		0.4 Span 1 0.6 Span 3	Pier 1 & Pier 2	0.5 Span 2
I_s	(in^4)	15761	29001	24338
I_c (n)	(in^4)	35180	56136	48982
I_c (3n)	(in^4)	25637	41438	35959
I_c (cr)	(in^4)	———	33623	———
S_s	(in^3)	927	1568	1352
S_c (n)	(in^3)	1233	1989	1734
S_c (3n)	(in^3)	1119	1803	1573
S_c (cr)	(in^3)	———	1666	———
S_x	(in^3)	1178	1872	1665
DC1	(k/')	0.932	1.096	1.042
M_{DC1}	('k)	472	1212	695
DC2	(k/')	0.402	0.402	0.402
M_{DC2}	('k)	220	483	253
DW	(k/')	0.095	0.095	0.095
M_{DW}	('k)	52	114	60
LLDF		0.538	0.526	0.514
$M_{℄+IM}$	('k)	1066	1291	1208
f_f (Strength I)	(ksi)	0.00	0.00	0.00
$M_u + \frac{1}{3} f_f S_x$	('k)	2809	4550	3387
$\Phi_f M_n$	('k)	5446	———	7375
f_s DC1	(ksi)	6.1	9.3	6.2
f_s DC2	(ksi)	2.4	3.5	1.9
f_s DW	(ksi)	0.6	0.8	0.5
f_s (℄+IM)	(ksi)	10.4	9.3	8.4
f_f (Service II)	(ksi)	0.0	0.0	0.0
$f_s + {}^{f_f}/_2$ (Service II)	(ksi)	22.5	25.7	19.4
Service II Resistance	(ksi)	47.5	47.5	47.5
$f_s + {}^{f_f}/_3$ (Strength I)	(ksi)	———	33.5	———
$\Phi_f F_n$	(ksi)	———	50.0	———
V_f	(k)	24.6	27.8	22.0

GIRDER REACTION TABLE			
		Abut.	Pier
LLDF		0.689	0.689
OCF		———	———
R_{DC1}	(k)	56.0	119.2
R_{DC2}	(k)	19.4	48.2
R_{DW}	(k)	4.6	11.4
$R_{℄}$	(k)	77.0	121.8
R_{Im}	(k)	18.6	21.6
R_{Total}(Strength I)(Impact)	(k)	268.5	477.3
R_{Total}(Strength I)(No Impact)	(k)	235.9	439.5

TOP OF WEB ELEVATIONS

(For Fabrication use only)

Girder No.	℄ Brg. S. Abut.	℄ Brg. Pier 1	F.S. 1	F.S. 2	℄ Brg. Pier 2	℄ Brg. N. Abut.
1	594.775	597.853	597.978	597.980	597.855	594.775
2	594.775	597.853	597.978	597.980	597.855	594.775
3	594.827	597.905	598.030	598.032	597.907	594.827
4	594.925	598.003	598.128	598.130	598.005	594.925
5	595.015	598.093	598.218	598.220	598.095	595.015
6	595.015	598.093	598.218	598.220	598.095	595.015
7	594.925	598.003	598.128	598.130	598.005	594.925
8	594.827	597.905	598.030	598.032	597.907	594.827
9	594.775	597.853	597.978	597.980	597.855	594.775
10	594.775	597.853	597.978	597.980	597.855	594.775

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.*

$M_{℄+IM}$: *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 $M_{℄+IM}$

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 (℄+ 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).*
$M_{℄+IM}$/ S_c (n) or $M_{℄+IM}$/ 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 (℄+ 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 (℄+ 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).*

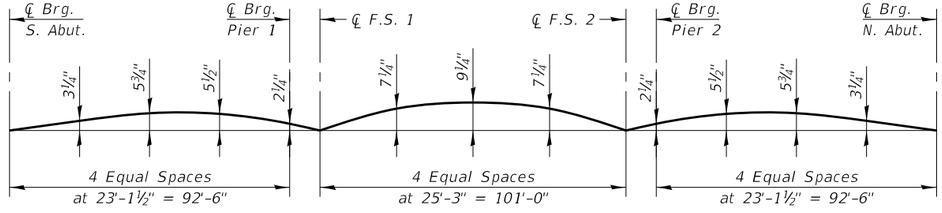
$R_{℄}$: *Un-factored live load reaction (kip).*

R_{IM} : *Un-factored dynamic load allowance (impact) (kip).*

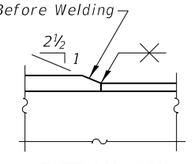
R_{Total}(Strength I)(Impact): *Strength I load combination of factored design reactions (kip).*
1.25 (R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75 ($R_{℄}$ + R_{IM})

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 ($R_{℄}$)

Note:
$M_{℄}$ and $R_{℄}$ include the effects of centrifugal force and superelevation.

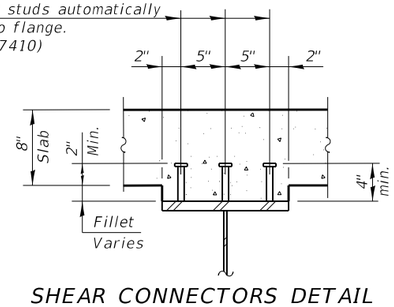


CAMBER DIAGRAM



DETAIL "B"

¾" ○ Granular or solid flux filled headed studs automatically end welded to flange.
(No. Req'd = 7410)



SHEAR CONNECTORS DETAIL

INTERIOR GIRDER DEFLECTION TABLE			
		Span 1 Span 3	Span 2
Δ_{ALLOW}	(in)	1.11	1.45
$\Delta_{℄+IM}$	(in)	1.10	1.35

Δ_{ALLOW}: *Maximum allowable Service I live load plus impact deflection according to AASHTO LRFD Bridge Design Specifications 9.5.2.*

$\Delta_{℄+IM}$: *Calculated value Service I live load plus impact deflection.*

Notes:

All beams, bearing stiffners, connection plates, and splice plate material shall be AASHTO M270 Grade 50.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Requirements, Zone 2.

All span lengths, end of beam dimensions and diaphragm spaces are along horizontal plane of the structure.

1 REVISED SHEET 12/31/2025

MODEL: Default
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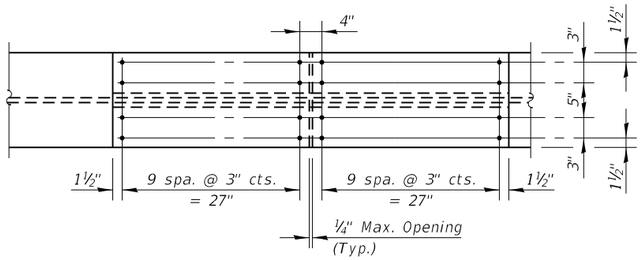
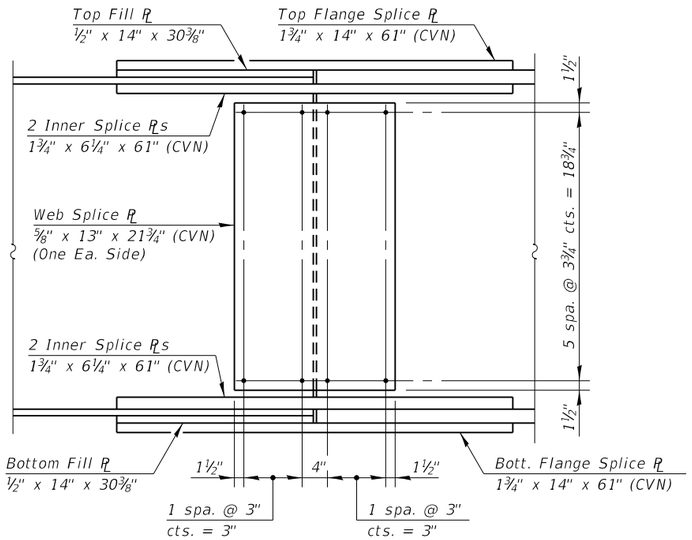
BLA, Inc.

USER NAME = idot	DESIGNED - TB	REVISED - 1 10/24/2025 TB	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GIRDER DETAILS STRUCTURE NO. 016-2114	
	CHECKED - PRD	REVISED -			
PLOT SCALE = NONE	DRAWN - TB	REVISED -		SHEET S-29 OF 38 SHEETS	
PLOT DATE = 10/31/2025	CHECKED - PRD	REVISED -			

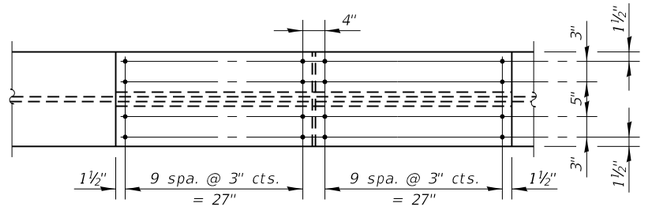
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3	COOK	161	121
		CONTRACT NO. 62U12		
	ILLINOIS FED. AID PROJECT			



TOP FLANGE



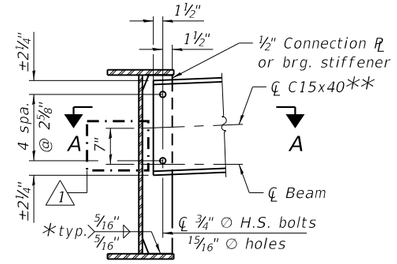
ELEVATION



BOTTOM FLANGE

DETAIL OF SPLICE

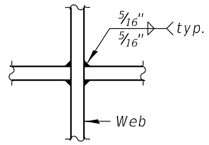
(20 Required)



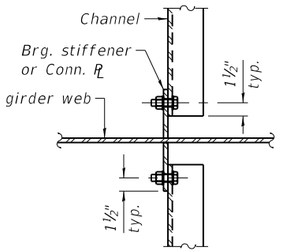
INTERIOR DIAPHRAGM D1

(144 Required)

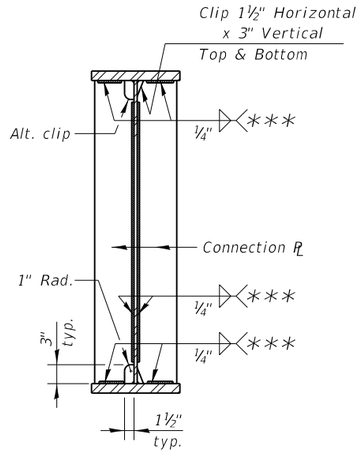
* 3 sides of each stiffener and/or connection PL



WEB WELD DETAIL



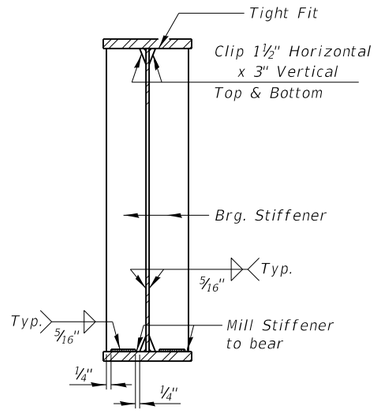
SECTION A-A



CONNECTION PLATE

(140 Required)

***Stop welds ¼" (±⅛") from edges as shown.



BEARING STIFFENER

(40 Required)

NOTES:

All girder plates, bearing stiffners, connection plates, and splice plate material shall be AASHTO M270 Grade 50.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Requirements, Zone 2.

All splice bolts shall be ⅞" ∅ High Strength Bolts.
All splice holes shall be 15/16" ∅ holes.

All diaphragms between girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.

Two hardened washers required for each set of oversized holes.

** Alternate channels C15X50 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on C15X40 sections. The alternate, if utilized, shall be provided at no extra cost to the department.

1 REVISED SHEET 12/31/2025

BLA, Inc.	USER NAME = idot	DESIGNED - TB	REVISED - 1 10/24/2025 TB	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FIELD SPLICE AND DIAPHRAGM DETAILS STRUCTURE NO. 016-2114	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - PRD	REVISED -			290	FAI 290 22 BRIDGE 3	COOK	161	122
	PLOT SCALE = NONE	DRAWN - TB	REVISED -							CONTRACT NO. 62U12
	PLOT DATE = 10/31/2025	CHECKED - PRD	REVISED -		SHEET S-30 OF 38 SHEETS			ILLINOIS	FED. AID PROJECT	

MODEL: Default
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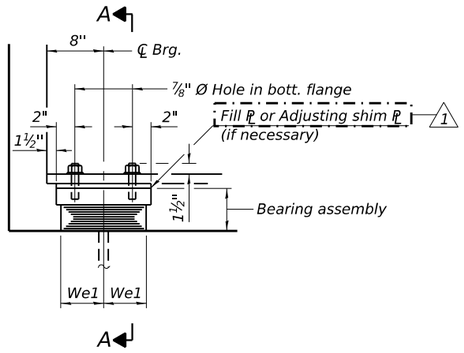
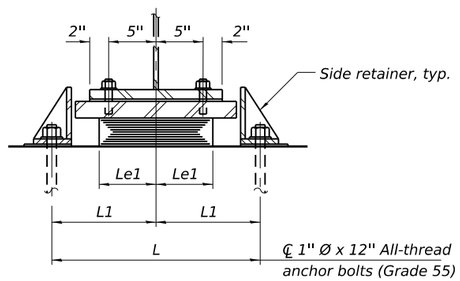


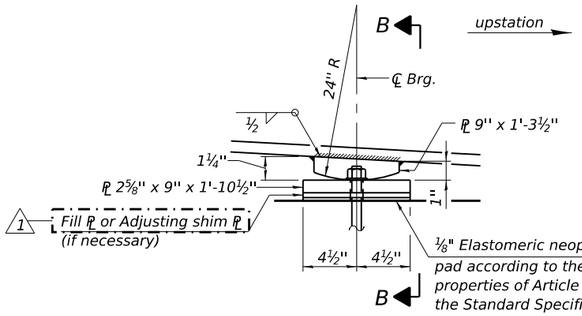
ELEVATION AT ABUT.

Elevation at Pier 1 similar

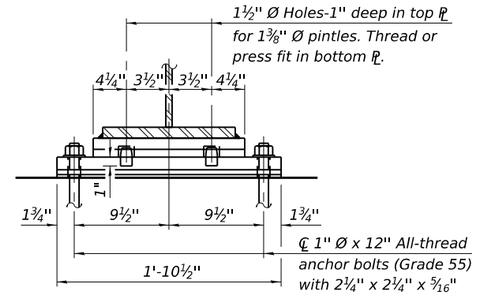


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

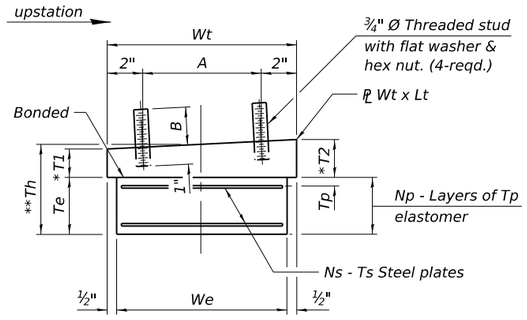


ELEVATION



SECTION B-B

FIXED BEARING AT PIER 2



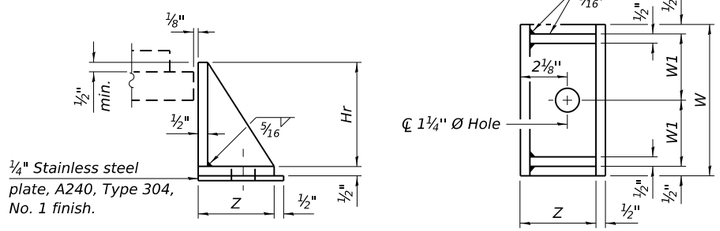
BEARING ASSEMBLY

Note

Shim plates shall not be placed under bearing assembly.

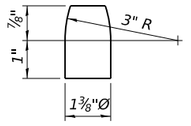
∗ T2 always oriented upstation from T1

∗∗ Measured at ℄ Brg



SIDE RETAINER

Equivalent rolled angle with stiffeners
will be allowed in lieu of welded plates.



PINTLE

NOTES

Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.

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.

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.

All bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable. The fixed bearing components shall be metallized.

TYPE I ELASTOMERIC BEARING DIMENSIONS TABLE

Bearing Location	No. Req'd	Bearing	Th	Elastomer								Top Plate						Side Retainer					
				We	We1	Le1	Te	Tp	Np	Ts	Ns	Wt	Lt	T1	T2	A	B	W	W1	Z	Hr	L	L1
S. Abut.	10	12" x 18"	7 1/16"	12"	6"	9"	5 1/16"	9/16"	7	3/16"	6	13"	20"	2"	2"	9"	3¾"	10"	4½"	7¼"	6 13/16"	2'-0½"	1'-0¼"
N. Abut.	10	12" x 18"	7 1/16"	12"	6"	9"	5 1/16"	9/16"	7	3/16"	6	13"	20"	2"	2"	9"	3¾"	10"	4½"	7¼"	6 13/16"	2'-0½"	1'-0¼"
Pier 1	10	18" x 24"	6⅜"	18"	9"	12"	3 9/16"	¾"	4	3/16"	3	19"	26"	2½"	3⅛"	15"	5¼"	19"	9"	10⅜"	6 7/16"	2'-6½"	1'-3¼"

FILL PLATE THICKNESS TABLE

Girder	S. Abut.	Pier 1	Pier 2	N. Abut.
Girder 3	5/8"	5/8"	5/8"	5/8"
Girder 8	5/8"	5/8"	5/8"	5/8"

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	30
Anchor Bolts, 1"	Each	80

1 REVISED SHEET 12/31/2025

MODEL: Default
FILE NAME: W:\191-178_IDOT_205009_I-290 Loomis & Racine\CADD Sheets\62U12_Loomis Street\Structural\0162114-D162U12-S31-Bearing_D

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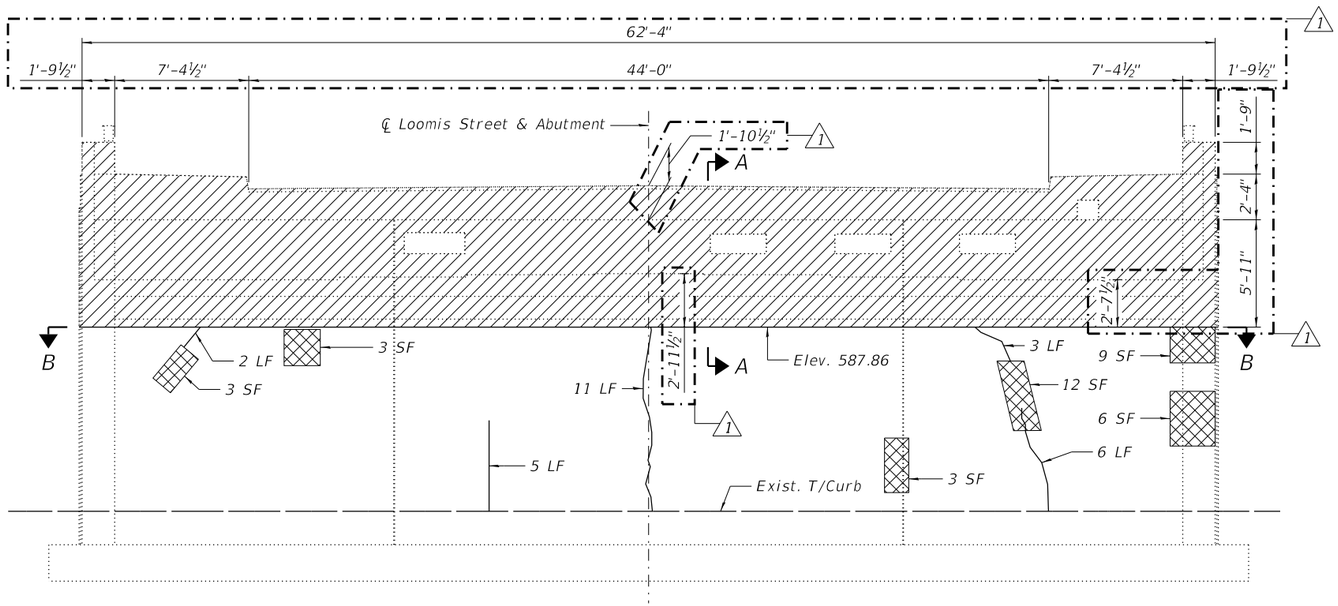
BLA, Inc.

USER NAME = idot		DESIGNED - TB		REVISED - 1 10/24/2025 TB	
		CHECKED - PRD		REVISED -	
PLOT SCALE = NONE		DRAWN - TB		REVISED -	
PLOT DATE = 10/31/2025		CHECKED - PRD		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

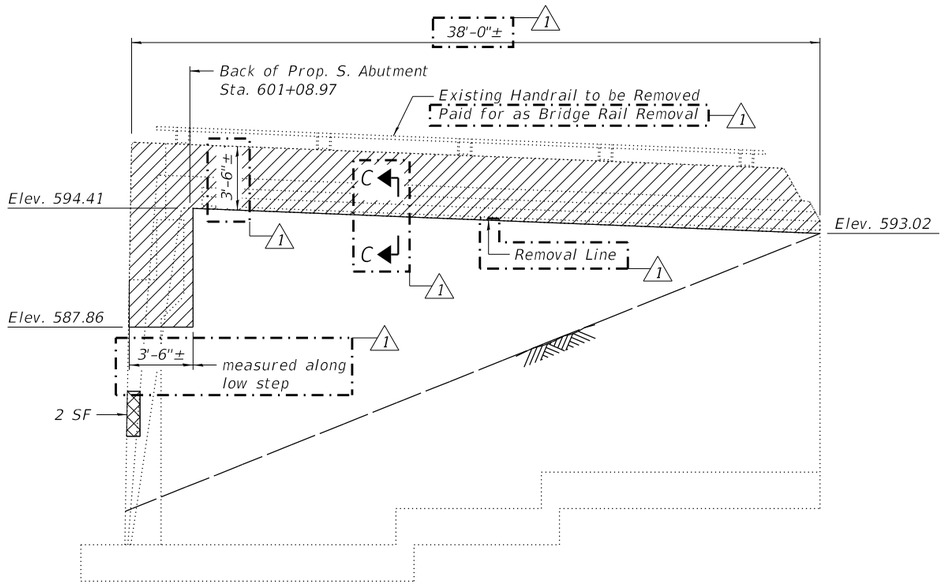
BEARING DETAILS
STRUCTURE NO. 016-2114
SHEET S-31 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3	COOK	161	123
		CONTRACT NO. 62U12		
		ILLINOIS	FED. AID PROJECT	



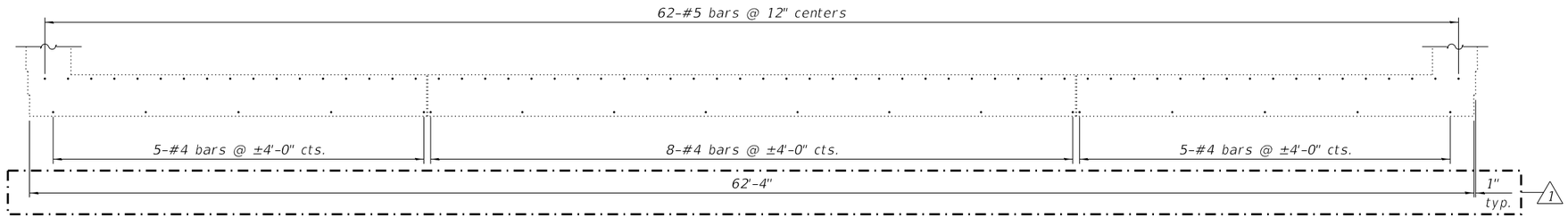
SOUTH ABUTMENT ELEVATION

(Looking South)



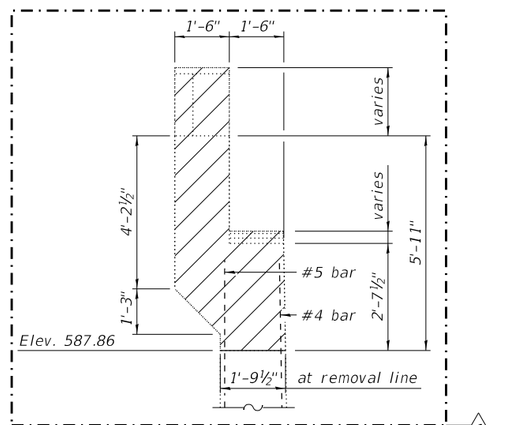
SOUTHWEST WINGWALL ELEVATION

(Looking East)
(Similar concrete and handrail removal for Southeast Wingwall)



SECTION B-B

(Showing existing reinforcement bars to remain)



SECTION A-A

(Showing existing reinforcement bars to remain)

NOTES:

Repairs to the existing abutment below the concrete removal shall include but not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer at the time of construction.

Repairs are to be performed after removal of existing superstructure elements and associated bearings.

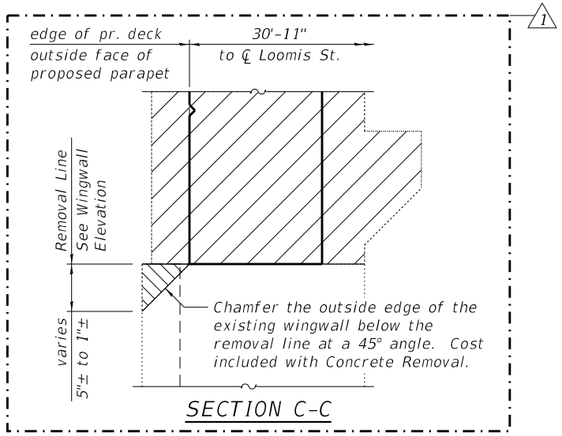
Saw cut to maintain smooth finish on exposed concrete faces. Cost included with Concrete Removal.

Existing reinforcement to remain shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

Seal exposed rebar at top of wingwall with epoxy. Cost included with Concrete Removal.

See Sheet S-34 for South Abutment Modifications.

Removal of the handrail on the deck parapet is included in the cost of Removal of Existing Superstructures. (1)



SECTION C-C

LEGEND

- Structural Repair of Concrete (Depth Equal To Or Less Than 5 Inches)
- Concrete Removal
- Epoxy Crack Injection
- LF Linear Feet
- SF Square Feet
- SY Square Yards

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu Yd	51
Bridge Rail Removal	Foot	67
Epoxy Crack Injection	Foot	27
Structural Repair of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	38

(1) REVISED SHEET 12/31/2025

BLA, Inc.

USER NAME = idot	DESIGNED - JBZ	REVISED - (1) 10/24/2025 TB
	CHECKED - PRD	REVISED -
PLOT SCALE = NONE	DRAWN - JBZ	REVISED -
PLOT DATE = 11/7/2025	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT REMOVAL AND REPAIR
STRUCTURE NO. 016-2114
SHEET S-32 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3	COOK	161	124
		CONTRACT NO. 62U12		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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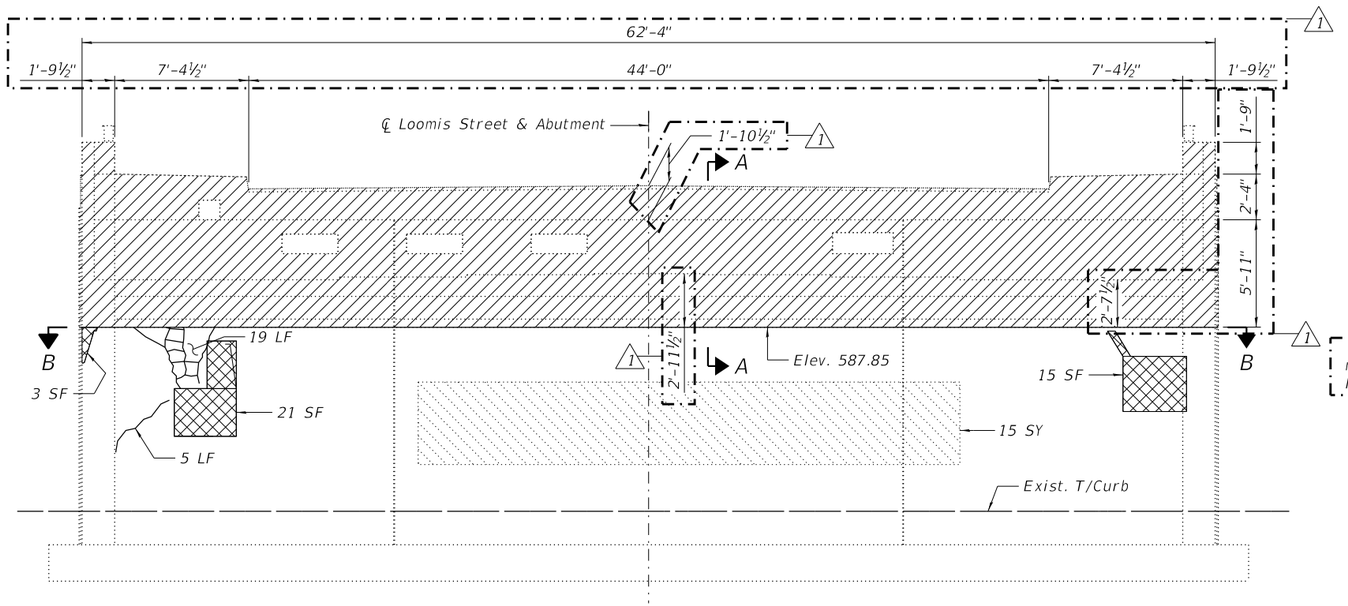
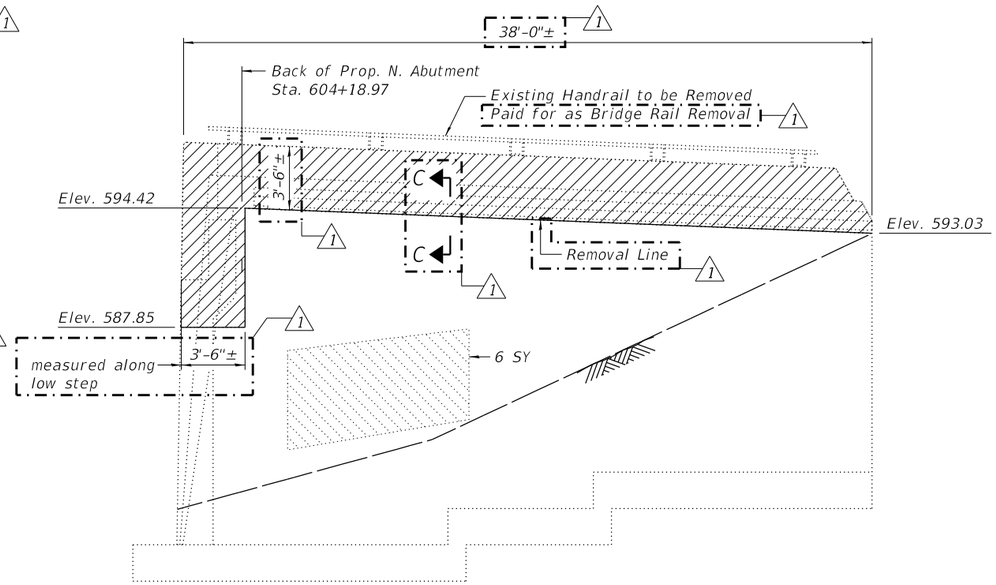


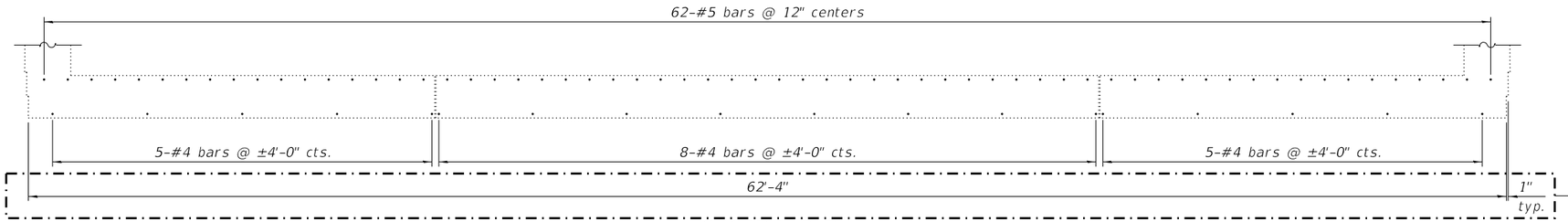
NORTH ABUTMENT ELEVATION

(Looking North)



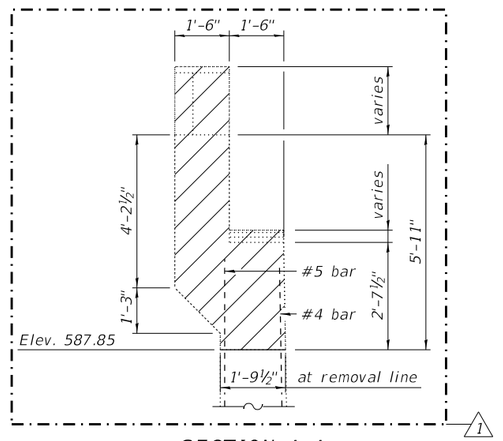
NORTHEAST WINGWALL ELEVATION

(Looking West)
(Similar concrete and handrail removal for Northwest Wingwall)



SECTION B-B

(Showing existing reinforcement bars to remain)



SECTION A-A

(Showing existing reinforcement bars to remain)

NOTES:

Repairs to the existing abutment below the concrete removal shall include but not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer at the time of construction.

Repairs are to be performed after removal of existing superstructure elements and associated bearings.

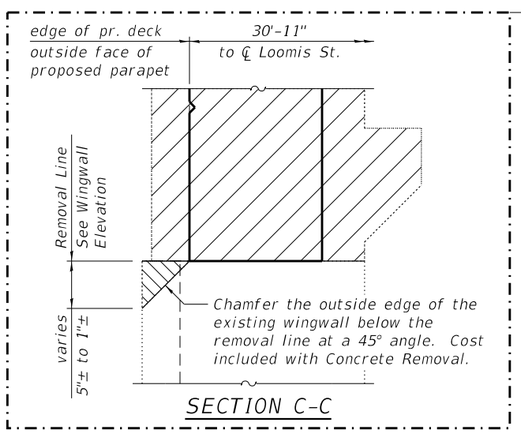
Saw cut to maintain smooth finish on exposed concrete faces. Cost included with Concrete Removal.

Existing reinforcement to remain shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

Seal exposed rebar at top of wingwall with epoxy. Cost included with Concrete Removal.

See Sheet S-34 for North Abutment Modifications.

Removal of the handrail on the deck parapet is included in the cost of Removal of Existing Superstructures.



SECTION C-C

LEGEND

- Structural Repair of Concrete (Depth Equal To Or Less Than 5 Inches)
- Graffiti Removal
- Concrete Removal
- Epoxy Crack Injection
- LF Linear Feet
- SF Square Feet
- SY Square Yards

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu Yd	51
Bridge Rail Removal	Foot	67
Epoxy Crack Injection	Foot	24
Graffiti Removal	Sq Yd	21
Structural Repair of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	39

1 REVISED SHEET 12/31/2025

BLA, Inc.

USER NAME = idot	DESIGNED - JBZ	REVISED - 1 10/24/2025 TB	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH ABUTMENT REMOVAL AND REPAIR STRUCTURE NO. 016-2114	
	CHECKED - PRD	REVISED -			
PLOT SCALE = NONE	DRAWN - JBZ	REVISED -		SHEET S-33 OF 38 SHEETS	
PLOT DATE = 11/7/2025	CHECKED - PRD	REVISED -			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3	COOK	161	125
		CONTRACT NO. 62U12		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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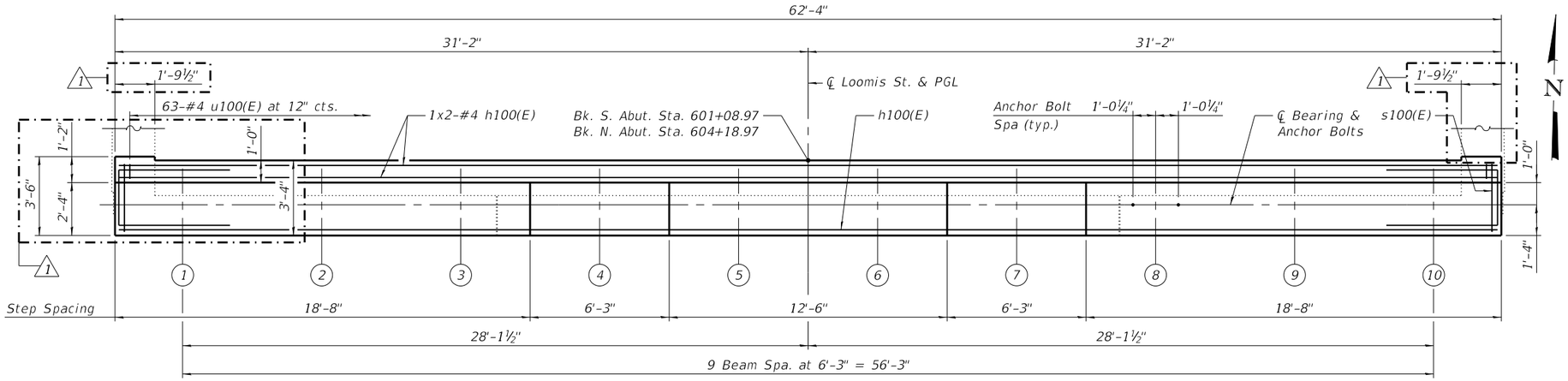
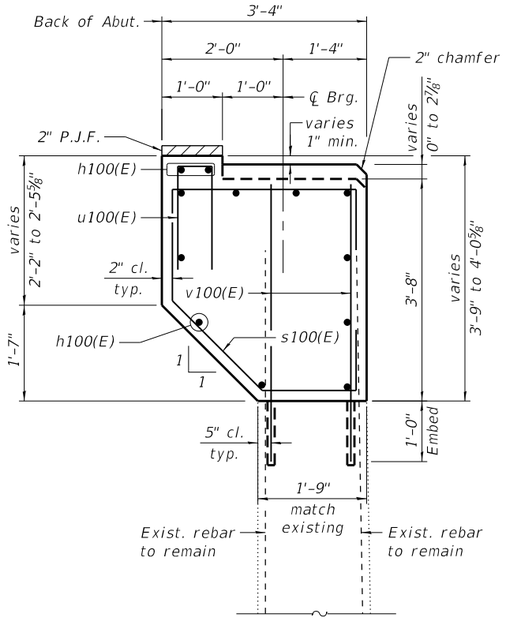
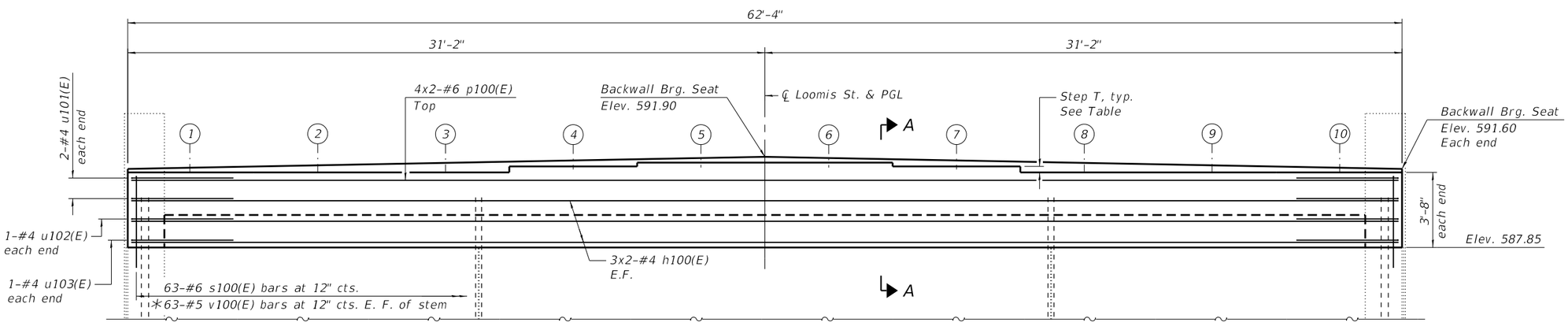


TOP PLAN



SECTION A-A



ELEVATION

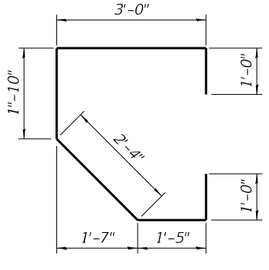
(Looking North at N. Abutment)
(S. Abutment similar, opposite hand)

MINIMUM BAR LAP

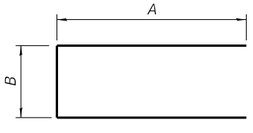
#4 bar = 2'-0"
#6 bar = 4'-0"

Legend

B.F. Back Face
F.F. Front Face
E.F. Each Face



BAR s100(E)



BAR	A	B
u100(E)	2'-0"	8"
u101(E)	2'-0"	3'-0"
u102(E)	2'-0"	2'-7"
u103(E)	2'-0"	1'-5"

BARS u100(E), u101(E), u102(E) & u103(E)

SOUTH ABUTMENT BEARING SEAT ELEVATIONS

Beam No.	BRG. SEAT ELEVATION	STEP T- inch
1	591.52	
2	591.52	0
3	591.52	
4	591.67	1¾
5	591.76	1⅛
6	591.76	0
7	591.67	1⅛
8	591.52	1¾
9	591.52	0
10	591.52	

NORTH ABUTMENT BEARING SEAT ELEVATIONS

Beam No.	BRG. SEAT ELEVATION	STEP T- inch
1	591.52	
2	591.52	0
3	591.52	
4	591.67	1¾
5	591.76	1⅛
6	591.76	0
7	591.67	1⅛
8	591.52	1¾
9	591.52	0
10	591.52	

NOTES:

Bars indicated thus 4x2-#7 etc. indicates 4 lines of bars with 2 lengths per line.

See Sheet S-32 for South Abutment Removal and Repair.

See Sheet S-33 for North Abutment Removal and Repair.

See Sheet S-03 for abutment drainage details.

Existing reinforcement to remain shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

Space reinforcement in cap to miss anchor bolts.

Apply Concrete Sealer to all exposed proposed concrete surfaces of the abutment.

*Drill and grout v100(E) in accordance with Section 584 of the Standard Specifications. Embedment length shall be 1'-0".

TWO ABUTMENTS BILL OF MATERIALS

BAR	NO.	SIZE	LENGTH	SHAPE
h100(E)	32	#4	32'-0"	
p100(E)	16	#6	33'-0"	
s100(E)	126	#6	10'-7"	
u100(E)	126	#4	4'-8"	
u101(E)	8	#4	7'-0"	
u102(E)	4	#4	6'-7"	
u103(E)	4	#4	5'-5"	
v100(E)	252	#5	4'-6"	
Concrete Structures			Cu. Yd.	56.0
Concrete Sealer			Sq. Ft.	830
Reinforcement Bars, Epoxy Coated			Pound	5,130

1 REVISED SHEET 12/31/2025

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BLA, Inc.

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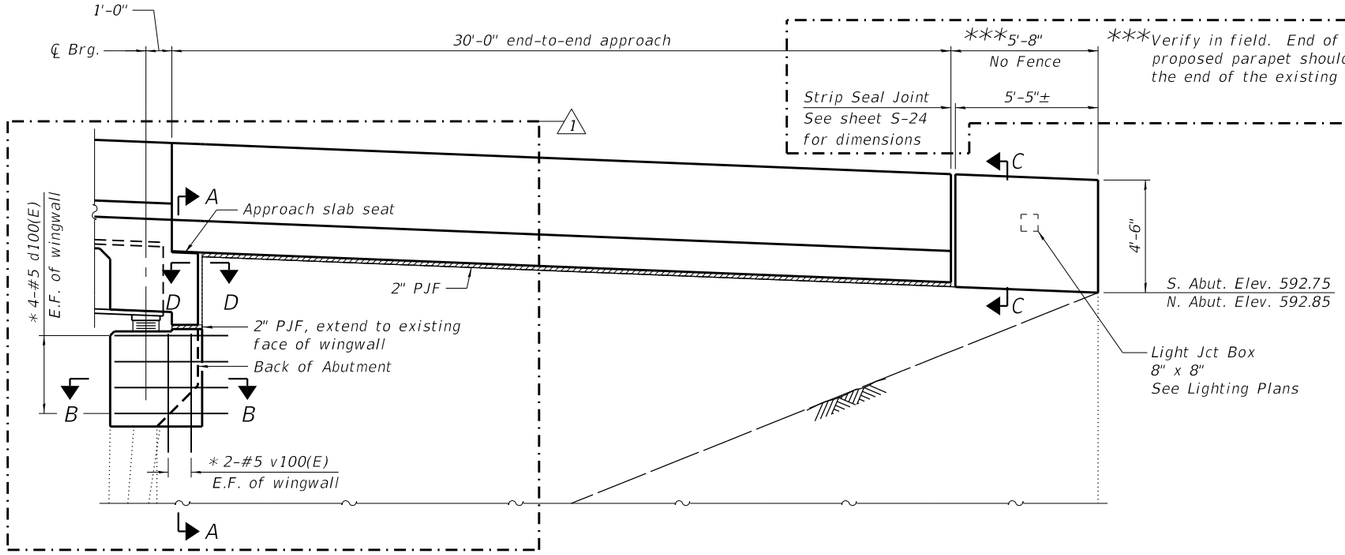
		CHECKED - PRD		REVISED -	
PLOT SCALE = NONE		DRAWN - JBZ		REVISED -	
PLOT DATE = 10/31/2025		CHECKED - PRD		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

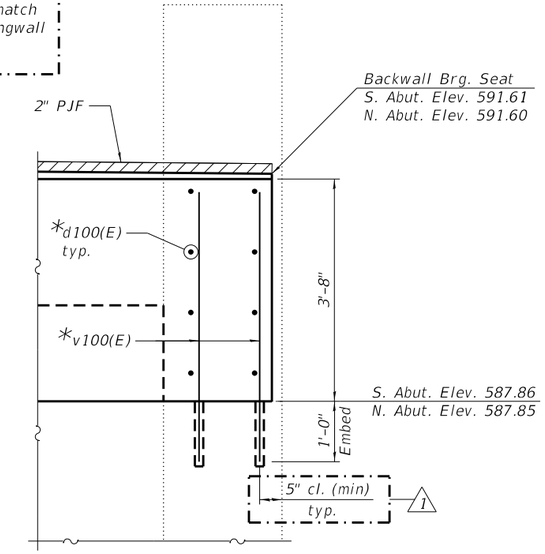
ABUTMENT SEAT MODIFICATIONS
STRUCTURE NO. 016-2114
SHEET S-34 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3	COOK	161	126
		CONTRACT NO. 62U12		
	ILLINOIS	FED. AID PROJECT		



WINGWALL ELEVATION

(Showing Southwest or Northeast Wingwall. Southeast and Northwest Wingwall similar, opposite hand)
(Bridge Fence is not shown for clarity)

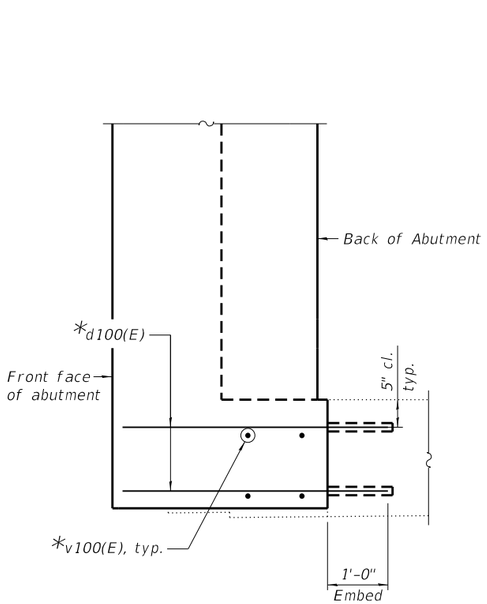


SECTION A-A

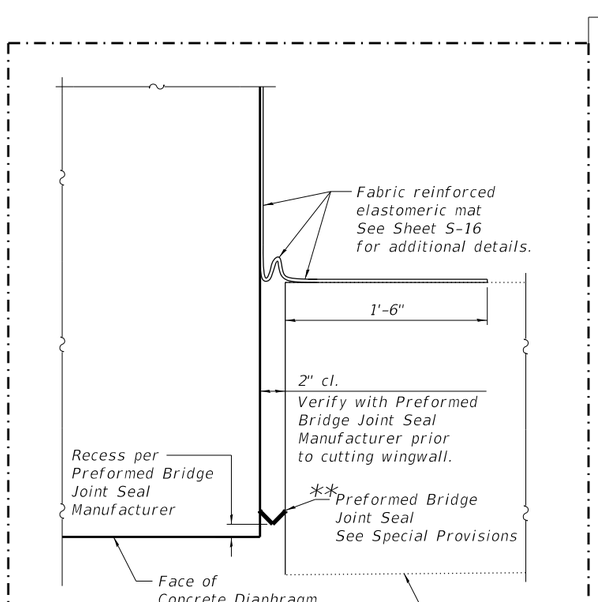
(Prop. diaphragm and approach slab not shown for clarity)

FOUR WINGWALLS BILL OF MATERIALS

Bar	No.	Size	Length	Shape
d100(E)	88	#5	4'-2"	
d101(E)	56	#5	5'-2"	
e20(E)	48	#5	5'-1"	
v100(E)	16	#5	4'-6"	
Concrete Superstructure			Cu. Yd.	4.5
Reinforcement Bars, Epoxy Coated			Pound	1030
Concrete Sealer			Sq. Ft.	109

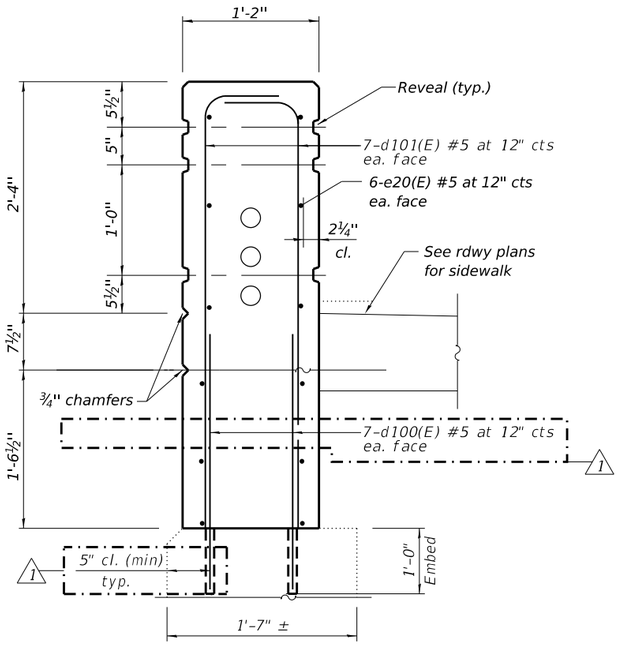


SECTION B-B

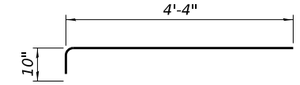


SECTION D-D

**Included in the cost of Concrete Superstructure
Temperature range: -20° F to 120° F
Total movement range: 1.6"



SECTION C-C



BAR d101(E)

NOTES:

See Sheet S-32 for South Abutment Removal and Repair.

See Sheet S-33 for North Abutment Removal and Repair.

See Sheet S-03 for abutment drainage details.

Existing reinforcement to remain shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

Space reinforcement in cap to miss anchor bolts.

Apply Concrete Sealer to all exposed proposed concrete surfaces of the abutment.

* Drill and grout d100(E) and v100(E) in accordance with Section 584 of the Standard Specifications. Embedment length shall be 1'-0".

1 REVISED SHEET 12/31/2025

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BLA, Inc.

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	CHECKED - PRD	REVISED -
PLOT SCALE = NONE	DRAWN - JBZ	REVISED -
PLOT DATE = 11/6/2025	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WINGWALL PARAPET MODIFICATIONS
STRUCTURE NO. 016-2114
SHEET S-35 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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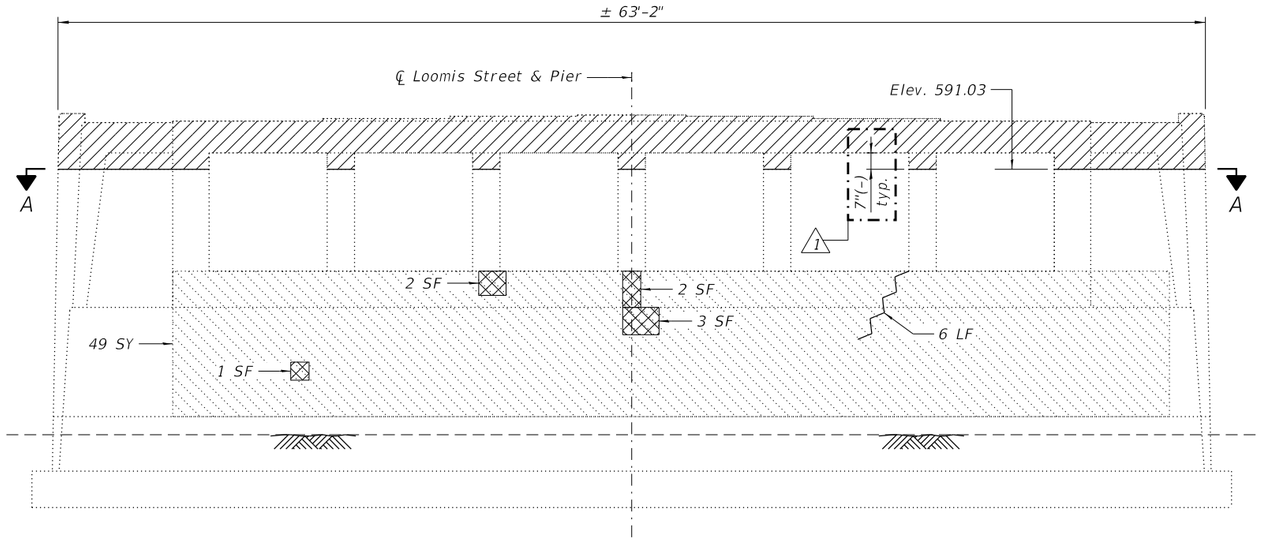
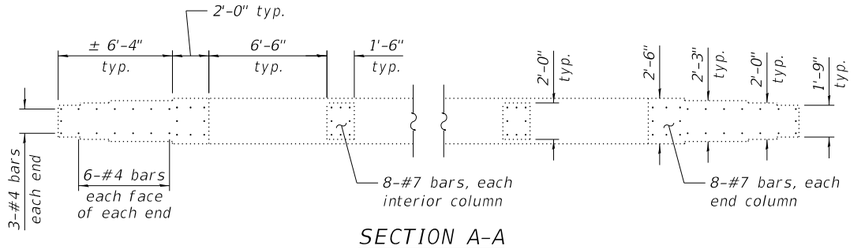
		CONTRACT NO. 62U12		
	ILLINOIS FED. AID PROJECT			



PIER 1 ELEVATION
(Looking South)



SECTION A-A
(Showing existing reinforcement bars to remain)

NOTES:

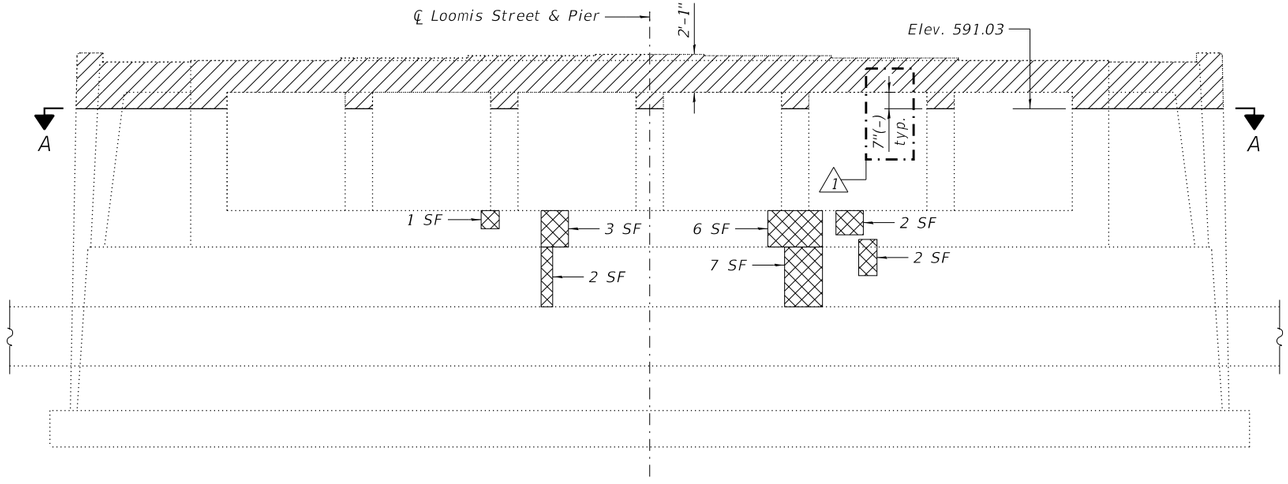
Repairs to the existing pier below the cap shall include but not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer at the time of construction.

Repairs are to be performed after removal of existing superstructure elements and associated bearings.

Saw cut to maintain smooth finish on exposed concrete faces. Cost included with Concrete Removal.

Existing reinforcement to remain shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

See Sheet S-38 for Pier 1 Cap Modifications.



PIER 1 ELEVATION
(Looking North)

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu Yd	12
Epoxy Crack Injection	Foot	6
Graffiti Removal	Sq Yd	49
Structural Repair of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	31

LEGEND

- Structural Repair of Concrete (Depth Equal To Or Less Than 5 Inches)
- Graffiti Removal
- Concrete Removal
- Epoxy Crack Injection

LF Linear Feet

SF Square Feet

SY Square Yards

1 REVISED SHEET 12/31/2025

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BLA, Inc.

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	CHECKED - PRD	REVISED -			
PLOT SCALE = NONE	DRAWN - JBZ	REVISED -			
PLOT DATE = 10/31/2025	CHECKED - PRD	REVISED -		SHEET S-36 OF 38 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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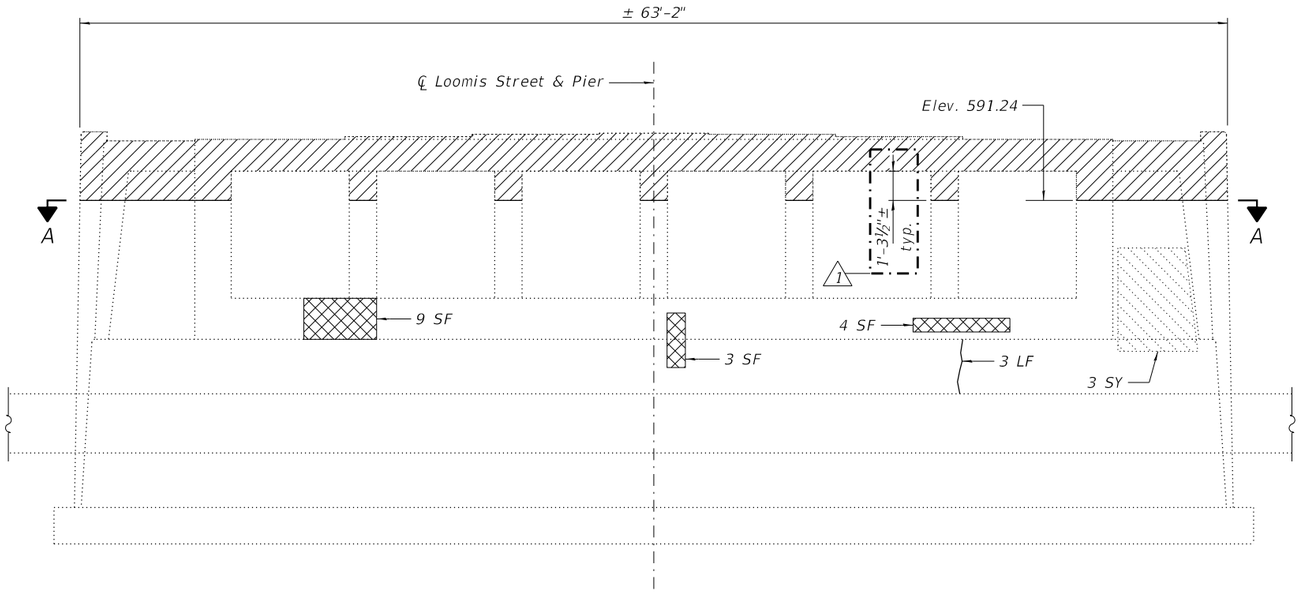
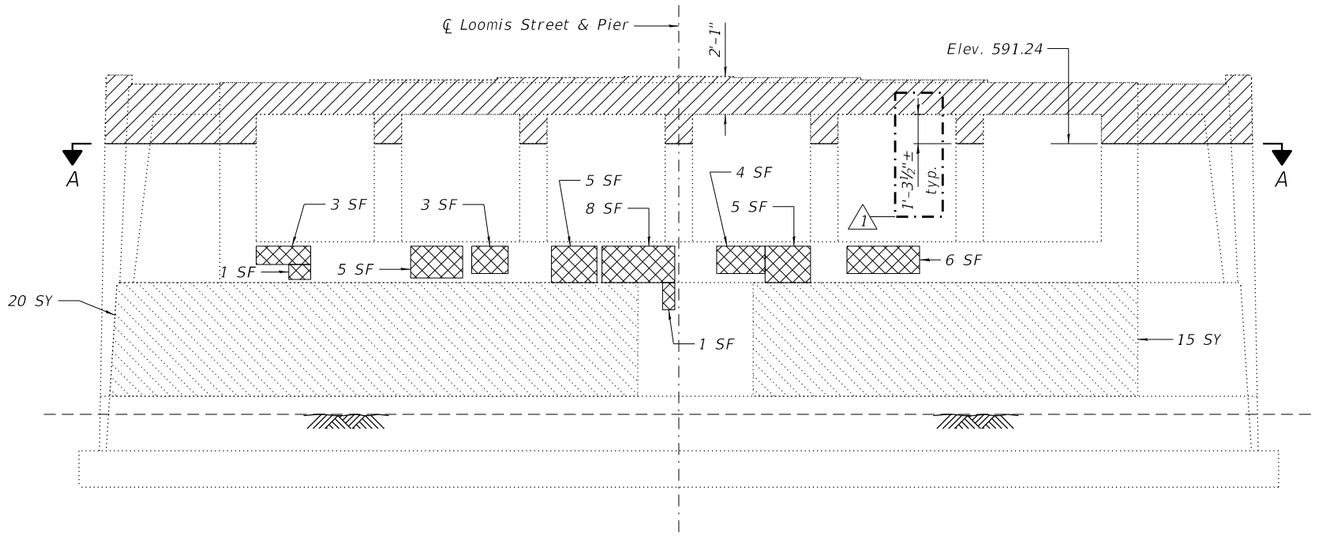
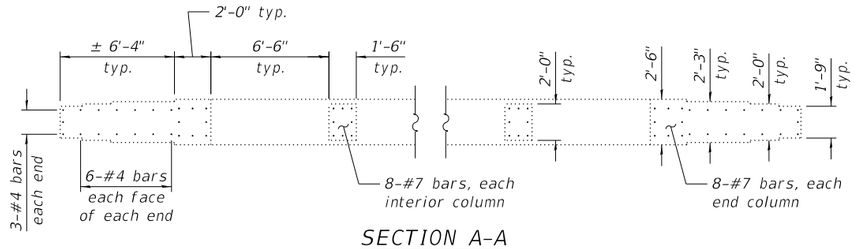
		CONTRACT NO. 62U12		
	ILLINOIS	FED. AID PROJECT		



PIER 2 ELEVATION
(Looking South)



PIER 2 ELEVATION
(Looking North)



SECTION A-A
(Showing existing reinforcement bars to remain)

NOTES:

Repairs to the existing pier below the cap shall include but not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer at the time of construction.

Repairs are to be performed after removal of existing superstructure elements and associated bearings.

Saw cut to maintain smooth finish on exposed concrete faces. Cost included with Concrete Removal.

Existing reinforcement to remain shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

See Sheet S-38 for Pier 2 Cap Modifications.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu Yd	13
Epoxy Crack Injection	Foot	3
Graffiti Removal	Sq Yd	38
Structural Repair of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	57

LEGEND

- Structural Repair of Concrete (Depth Equal To Or Less Than 5 Inches)
- Graffiti Removal
- Concrete Removal
- Epoxy Crack Injection

LF Linear Feet

SF Square Feet

SY Square Yards

1 REVISED SHEET 12/31/2025

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BLA, Inc.

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PLOT DATE = 10/31/2025		CHECKED - PRD		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 REMOVAL AND REPAIR
STRUCTURE NO. 016-2114
SHEET S-37 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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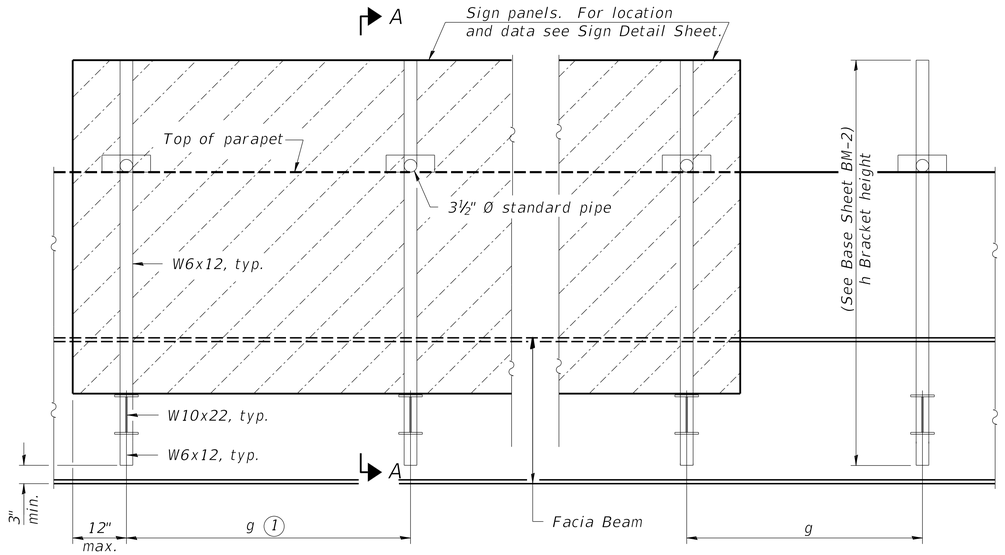
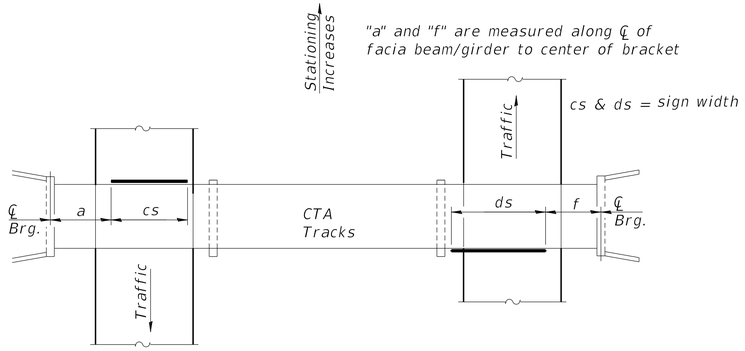
		CONTRACT NO. 62U12		
	ILLINOIS FED. AID PROJECT			



TYPICAL FRONT ELEVATION



PLAN

PLAN SKETCH

(Road plan beneath structure varies.)

Structure Number	Sign Skew Angle (L) or (R)	Bridge Station	Bridge Structure Number	Contract Route Designation	a	cs	f	g	No. of Brackets (Total)
	0	601+21	016-2114	290 EB	5'-6"	11'-0"	-	4'-6"	3
	0	603+99.5	016-2114	290 WB	-	11'-6"	17'-6"	5'-0"	3

Dimensions a, f & g may vary as approved by the Engineer, see (1).

GENERAL NOTES

SPECIFICATIONS:

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

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. For Safety Chain Details and Details D, F and G, see Base Sheet BM-4.

TOTAL BILL OF MATERIAL

(3) OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED	Foot	22.5

1 NEW SHEET

1 ADDED ENTIRE SHEET 12/31/2025

BLA, Inc.

USER NAME = *USER*	DESIGNED - TB	REVISED - 1 10/14/2025 PRD	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE MOUNT SIGN PLAN AND ELEVATION STRUCTURE NO. 016-2114	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED - PRD	REVISED -			290	FAI 290 22 BRIDGE 3	COOK	161	161A
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PLOT DATE = 12/29/2025	CHECKED - PRD	REVISED -					ILLINOIS	FED. AID PROJECT	

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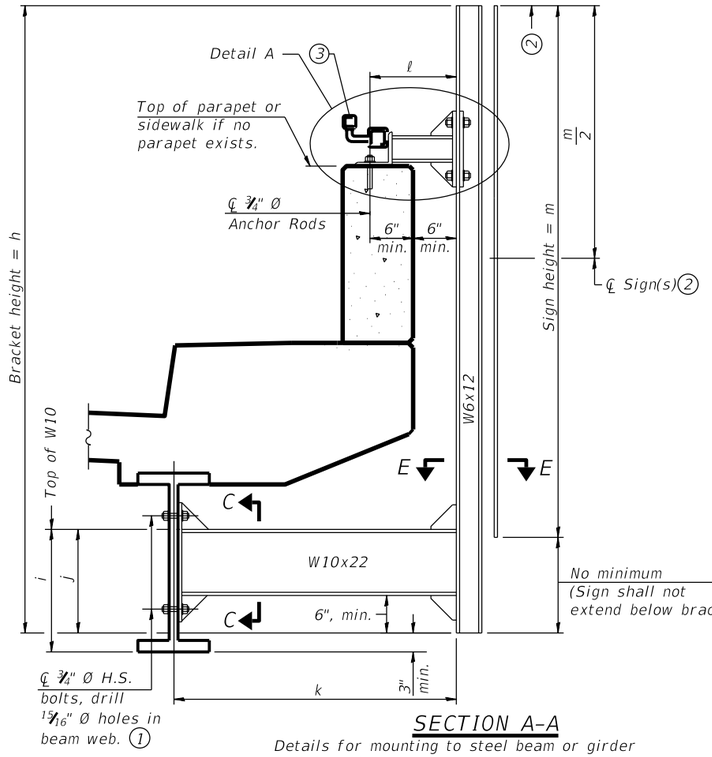


SECTION A-A

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

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.

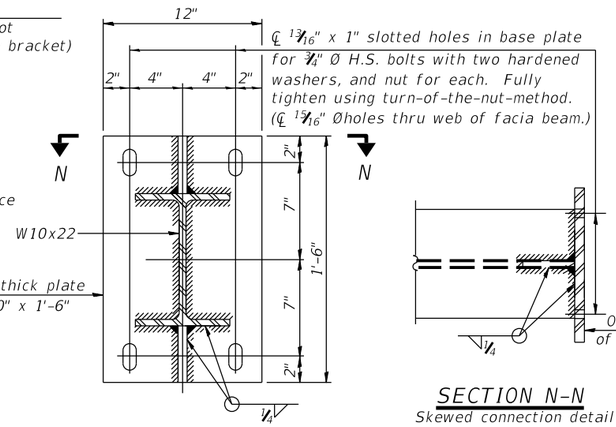
All holes in bridge beams or girders should be located in the middle half of the member. There shall be no holes drilled in the lower quarter of the member's depth. (For R.C. girder, depth = bottom of deck to bottom of the girder.) Proposed exceptions must be approved by the Bureau of Bridges and Structures.

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.*

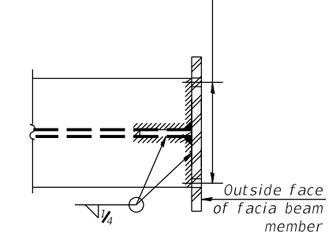
2 *Sign shall not extend more than 6" above top of bracket, and this dimension may vary to keep sign level if bridge is on grade or vertical curve. Multiple signs of various heights shall share a common horizontal centerline and use equal bracket heights. If no sign is attached to a W6x12 vertical (bracket 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.)*

3 *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 fence 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.*



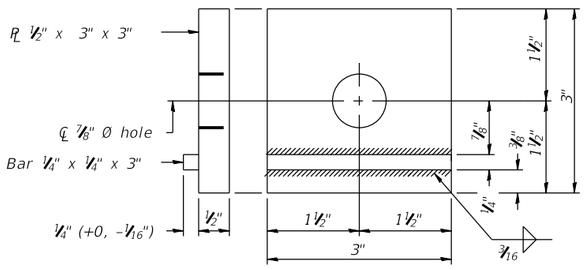
SECTION C-C

Steel beam or girder connection plate details

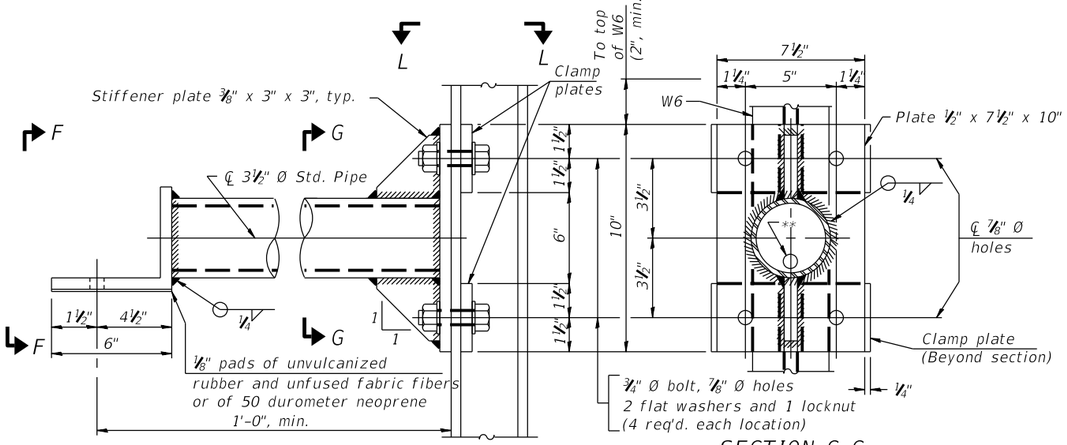


SECTION N-N

Skewed connection detail for W10x22 to facia beam.

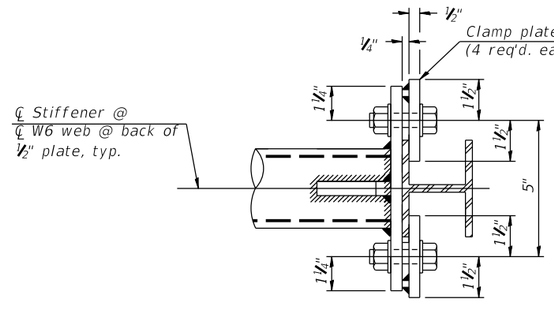


CLAMP PLATE DETAILS

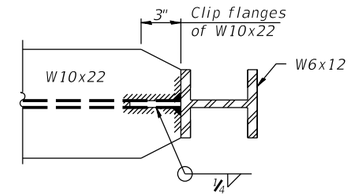


DETAIL A

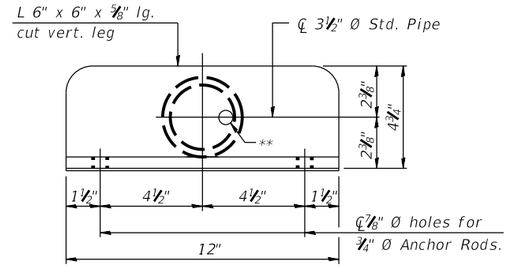
SECTION G-G



SECTION L-L

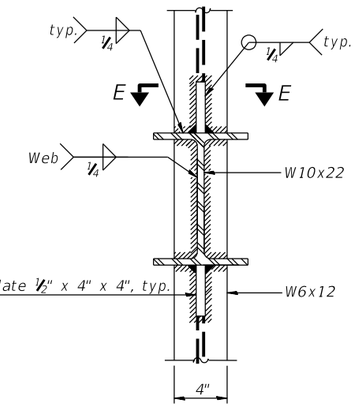


SECTION E-E



VIEW F-F

** 13/16" Ø holes for galvanizing. After galvanizing, install ⅞" Ø A307 hot-dip galvanized bolt to close hole in angle. (No bolt required in ½" plate.)



SECTION H-H

Structure Number	Station	h	i	j	k max. (10'-0" max.)	ℓ max. (8'-0" max.)	m (15'-0" max.)
016-2114	601+21	7'-6"	1'-9"	1'-4"	3'-4"	1'-1"	6'-0"
016-2114	603+99.5	10'-6"	1'-9"	1'-4"	3'-4"	1'-1"	9'-0"

1 ADDED ENTIRE SHEET 12/31/2025

See sheet 105 of 161 for additional dimensions.

1 NEW SHEET

BLA, Inc.	USER NAME = *USER*	DESIGNED - TB	REVISED - 1 10/14/2025 PRD	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE MOUNT SIGN STRUCTURES DETAILS STRUCTURE NO. 016-2114
		CHECKED - PRD	REVISED -		SHEET OF SHEETS
	PLOT SCALE = NONE	DRAWN - TB	REVISED -		
	PLOT DATE = 12/29/2025	CHECKED - PRD	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 BRIDGE 3	COOK	161	161B
		CONTRACT NO. 62U12		
	ILLINOIS FED. AID PROJECT			