

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
**PROPOSED
HIGHWAY PLANS**

F.A.U. RTE. 2886 (HALSTED ST.) OVER THORN CREEK
(S.N. 016-2545)
SECTION: (1976-165-WRS) BDR,BJR 25
PROJECT: BR-916B(759)
BRIDGE JOINT REPLACE/REPAIR
BRIDGE DECK OVERLAY
COOK COUNTY
C-91-190-25

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2886	(1976-165-WRS) BDR,BJR 25	COOK	43	1
		ILLINOIS	CONTRACT NO. 62Y14	

D-91-119-25



LOCATION OF SECTION INDICATED THUS: -

PREPARED BY

GRāEF

8501 W. Higgins Road; Suite 280
Chicago, Illinois 60631; (773) 399-0112

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Aug 13th 2025
REGIONAL ENGINEER
October 3, 2025
ENGINEER OF DESIGN AND ENVIRONMENT
October 3, 2025
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

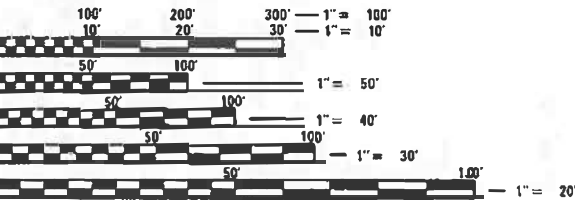
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OF THE STATE OF ILLINOIS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE PROJECT IS LOCATED IN
THE CITY OF CHICAGO HEIGHTS

TRAFFIC DATA

HALSTED STREET
POSTED SPEED LIMIT: 35 MPH
2023 ADT: 6800
FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR



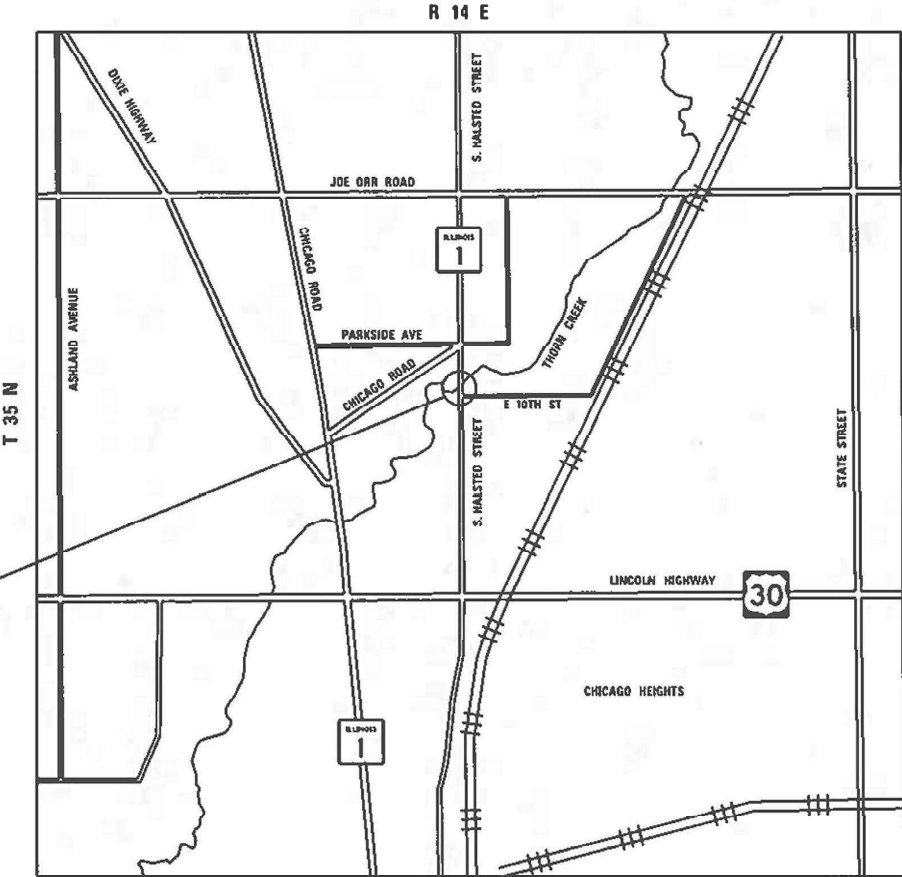
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS
1-800-892-0123 OR 811
MEADE ELECTRIC CO.
DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR
LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND
CABLES: 773-287-7672

PROJECT ENGINEER: RODRIGO LEDEZMA, PE, PHONE (847-705-4580)
PROJECT MANAGER: J. ALAIN MIDY, PE, PHONE (847-221-3056)
CONTRACT NO. 62Y14



HALSTED ST. OVER THORN CREEK
(S.N. 016-2545)



GROSS LENGTH = 296 FT = 0.056 MI
NET LENGTH = 296 FT = 0.056 MI



JEFFREY S. ORZEC
ILLINOIS P.E. 062-053695
EXPIRES 11/30/2025
SIGNATURE AND SEAL
APPLY TO ALL SHEETS
AS NOTED BELOW:
SHEETS 1-18, 36-43



SCOTT D. HINCH
ILLINOIS S.E. 081-005750
EXPIRES 11/30/2026
SIGNATURE AND SEAL
APPLY TO ALL SHEETS
AS NOTED BELOW:
SHEETS 19-35

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HIGHWAY STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ± 45 MPH
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701-901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

GENERAL NOTES

1.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).
2.

IDOT FACILITIES ARE NOT LOCATED BY JULIE OR DIGGER. IDOT ELECTRICAL FACILITIES INCLUDING ROADWAY LIGHTING, FIBER OPTIC, ITS EQUIPMENT, TRAFFIC SIGNAL AND PUMP STATION FACILITIES ARE LOCATED BY THE DEPARTMENT'S ELECTRICAL MAINTENANCE CONTRACTOR. AS OF THE LETTING DATE, CONTACT THE MEADE ELECTRIC COMPANY AT 773-287-7672.
3.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, PACE BUSES AND THE CITY OF CHICAGO HEIGHTS.
4.

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

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE DISTRICT ONE "BUTT JOINT AND HMA TAPER DETAILS" (BD-32).
6.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
7.

THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OF REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
8.

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.
9.

THE RESIDENT ENGINEER SHALL CONTACT THE IDOT AREA TRAFFIC ENGINEER A MINUMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT.
10.

FOR ALL PAVEMENT WORK OUTSIDE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT SHALL BE EPOXY COATED UNLESS NOTED ON THE PLANS.
11.

RAISED REFLECTIVE PAVEMENT MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS-RAISED REFLECTIVE PAVEMENT MAKERS (SNOW-PLOW RESISTANT)" SHOWN IN PLAN.
12.

FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
13.

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
14.

PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
15.

NO REMOVAL OF TREES MEASURING THREE (3) INCHES IN DIAMETER OR GREATER AT BREAST HEIGHT SHALL OCCUR BETWEEN APRIL 1 AND OCTOBER 31 OF ANY GIVEN YEAR TO CONSERVE THE THREATENED AND ENDANGERED NORTHERN LONG-EARED BAT (NLEB).
16.

THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE CITY OF CHICAGO HEIGHTS. THE CONTRACTOR SHALL TAKE PRECAUTION BY PRESERVING EXISTING TREES NOT SHOWN FOR REMOVAL. THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. IF ANY DAMAGE OCCURS, TREES SHALL BE REPLACED IN KIND PER ARTICLE 201.07. REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL REQUIREMENTS STATED HEREIN.
17.

EXISTING VEGETATED AREAS (TREES, SHRUBS, VEGETATIVE BUFFERS, TURF AREAS, ETC.) WHERE DISTURBANCE IS NOT OCCURRING (INCLUDING AREAS OUTSIDE THE PROJECT LIMITS) SHALL NOT BE DISTURBED TO ENSURE THAT EXISTING VEGETATION IS PRESERVED HEALTHY TO MINIMIZE SOIL EROSION AND TO ELIMINATE SOIL COMPACTION. NO MATERIALS ARE TO BE STORED OR VEHICLES DRIVEN OR PARKED WITHIN THESE UNDISTURBED AREAS AT ANY TIME.
18.

IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE ROADSIDE DEVELOPMENT UNIT AT 847.705.4171 TO SCHEDULE A WALK THROUGH TO DETERMINE TREE PROTECTION, TREE REMOVAL, SELECTIVE CLEARING, AND OTHER FORESTRY WORK A MINIMUM OF 14 DAYS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. ALL TREE PROTECTION, TREE REMOVAL, SELECTIVE CLEARING, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ROADSIDE DEVELOPMENT UNIT.
19.

PHOSPHORUS FERTILIZER HAS BEEN INTENTIONALLY OMITTED FROM THE CONTRACT DUE TO THE PROXIMITY TO THE EXISTING WETLANDS/BODY OF WATER. PHOSPHORUS WOULD BE DETRIMENTAL TO THE QUALITY OF THORN CREEK. A PHOSPHORUS-FREE FERTILIZER SHALL BE USED (MIDDLE NUMBER SHOULD EQUAL 0).
20.

THE CONTRACTOR SHALL OBSERVE AND COMPLY WITH ALL SECTIONS OF THE ILLINOIS CUSTOM SPRAY LAW, INCLUDING LICENSING. CONTRACTOR PERSONNEL APPLYING HERBICIDES SHALL HAVE A VALID PESTICIDE APPLICATOR LICENSE ISSUED BY THE ILLINOIS DEPARTMENT OF AGRICULTURE. THE LICENSED PESTICIDE APPLICATOR SHALL SUBMIT THEIR CURRENT LICENSE TO THE ENGINEER. THE LICENSED PESTICIDE APPLICATOR SHALL BE QUALIFIED AT A MINIMUM IN RIGHT-OF-WAY AND AQUATICS. THE LICENSED APPLICATOR SHALL WORK ON-SITE.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS &
GENERAL NOTES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2886	(1976-165-WRS) BDR,BJR 25	COOK	43	2
CONTRACT NO. 62Y14				
		ILLINOIS	FED. AID PROJECT	

USER NAME	= 2189	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	= 8/15/2025 3:59:37 PM	DATE	-	REVISED	-

MODEL: SQQ.01
FILE NAME: X:\CH\2025\20250016\Design\CADD\Row\WO2\Sheets\Plan\162Y14-shl-SN016-2545-SQQ.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				HALSTED STREET (016-2545) 0047
				HWY-INF-BFP-S 80% Fed 20% State
20200100	EARTH EXCAVATION	CU YD	5	5
21101600	TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH	SQ YD	52	52
25000115	SEEDING, CLASS 1B	ACRE	0.40	0.40
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	45	45
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	45	45
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	566	566
40600370	LONGITUDINAL JOINT SEALANT	FOOT	284	284
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	444	444
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	130	130
40800025	BITUMINOUS MATERIALS (PRIME COAT)	POUND	222	222
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	30	30
42001300	PROTECTIVE COAT	SQ YD	16	16
44000150	HOT-MIX ASPHALT SURFACE REMOVAL, 1/4"	SQ YD	719	719
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	388	388

GR

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8501 W. Higgins Road Suite 280
Chicago, Illinois 60634 (773) 399-0162

USER NAME	= 2189	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	= 8/15/2025 3:59:38 PM	DATE	-	REVISED	-

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES				
SCALE:	SHEET 1	OF 6	SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2886	(1976-165-WRS) BDR,BJR 25	COOK	43	3
CONTRACT NO. 62Y14				
ILLINOIS FED. AID PROJECT				

MODEL: SQQ.02
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				HALSTED STREET (016-2545) 0047
				HWY-INF-BFP-S 80% Fed 20% State
44000600	SIDEWALK REMOVAL	SQ FT	890	890
44213200	SAW CUTS	FOOT	285	285
45000120	RELIEF JOINT 3"	FOOT	147	147
50102400	CONCRETE REMOVAL	CU YD	15.3	15.3
50300225	CONCRETE STRUCTURES	CU YD	0.9	0.9
50300255	CONCRETE SUPERSTRUCTURE	CU YD	16.4	16.4
50300300	PROTECTIVE COAT	SQ YD	589	589
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	980	980
50800515	BAR SPLICERS	EACH	12	12
52000110	PREFORMED JOINT STRIP SEAL	FOOT	171	171
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	4	4
52100520	ANCHOR BOLTS, 1"	EACH	8	8
58700300	CONCRETE SEALER	SQ FT	2,276	2,276
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1

GRAEF

8501 W. Higgins Road, Suite 280

Chicago, Illinois 60634 (773) 399-0162

USER NAME	= 2189
PLOT DATE	= 8/15/2025 3:59:39 PM

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DATE	-

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
SCALE:	SHEET 2 OF 6 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2886	(1976-165-WRS) BDR,BJR 25	COOK	43	4
CONTRACT NO. 62Y14				
ILLINOIS FED. AID PROJECT				

MODEL: SQO.03
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				HALSTED STREET (016-2545) 0047 HWY-INF-BFP-S 80% Fed 20% State
60260100	INLETS TO BE ADJUSTED	EACH	8	8
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	388	388
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3	3
63200310	GUARDRAIL REMOVAL	FOOT	113	113
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	20	20
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	35	35
67100100	MOBILIZATION	L SUM	1	1
70107004	PAVEMENT MARKING BLACKOUT TAPE, 4"	FOOT	4,617	4,617
70107006	PAVEMENT MARKING BLACKOUT TAPE, 6"	FOOT	221	221
70107012	PAVEMENT MARKING BLACKOUT TAPE, 12"	FOOT	73	73
70107024	PAVEMENT MARKING BLACKOUT TAPE, 24"	FOOT	39	39

* SPECIALTY ITEM

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				CONSTRUCTION CODE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	HALSTED STREET (016-2545) 0047
				HWY-INF-BFP-S 80% Fed 20% State
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	650	650
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	10	10
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	24	24
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	24	24
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	62	62
*				
*				
X0325748	ACRYLIC COATING	SQ YD	20	20
X0325749	FIBER WRAP	SQ FT	180	180
X2010350	TREE REMOVAL, ACRES (SPECIAL)	ACRE	0.40	0.40
X2100002	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	UNIT	7	7
X2511630	EROSION CONTROL BLANKET (SPECIAL)	SQ YD	1,936	1,936
X5060700	CLEANING AND PAINTING BEARINGS	EACH	20	20
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	6	6

* SPECIALTY ITEM

 8501 W. Higgins Road, Suite 280 Chicago, Illinois 60634 (773) 399-0162	USER NAME = 2189	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					2886	(1976-165-WRS) BDR,BJR 25	COOK	43	7
		CHECKED -	REVISED -					CONTRACT NO. 62Y14				
	PLOT DATE = 8/15/2025 3:59:42 PM	DATE -	REVISED -		SCALE:	SHEET 5	OF 6 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				HALSTED STREET (016-2545) 0047
				HWY-INF-BFP-S 80% Fed 20% State
X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	64	64
X8900104	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	4	4
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	4	4
Z0006016	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES	SQ YD	559	559
Z0010400	CLEANING BRIDGE SEATS	SQ FT	517	517
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	559	559
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	46	46
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	3	3
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	559	559
Z0043800	PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR	SQ FT	2	2



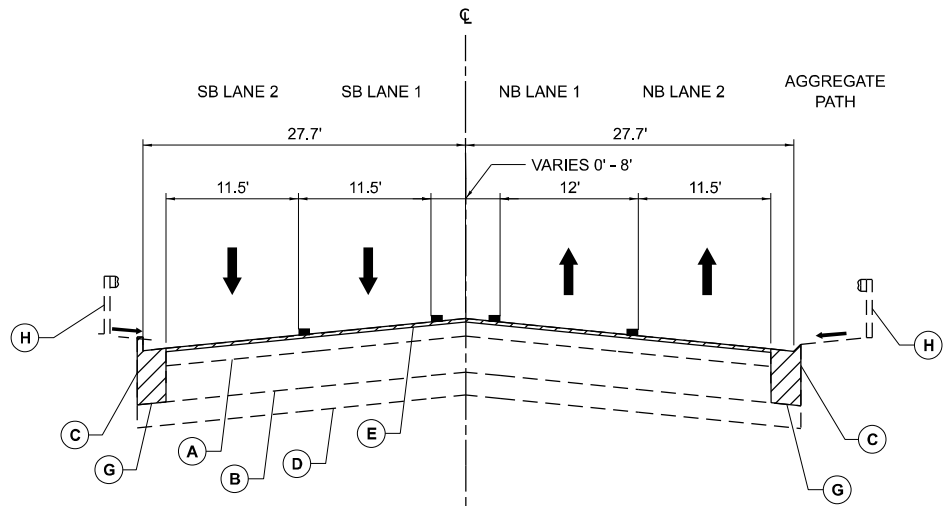
8501 W. Higgins Road, Suite 280
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
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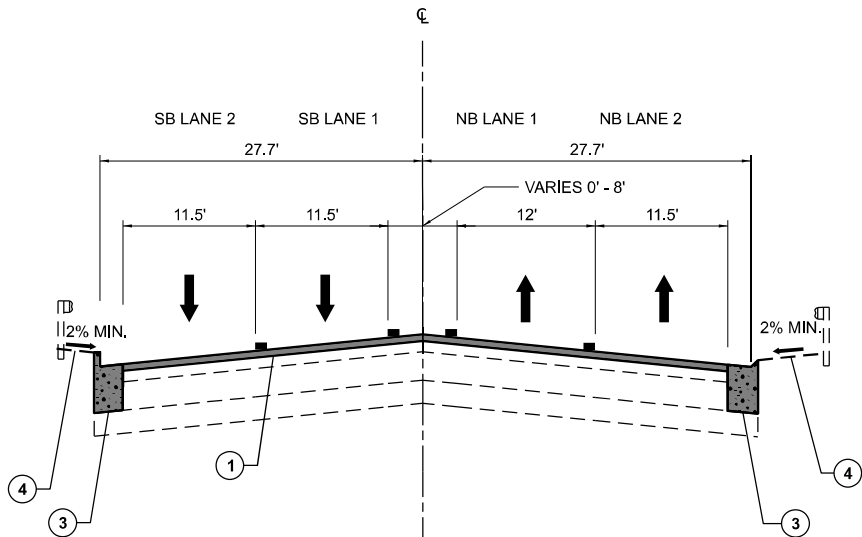
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
SCALE:	SHEET 6 OF 6 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2886	(1976-165-WRS) BDR,BJR 25	COOK	43	8
CONTRACT NO. 62Y14				
ILLINOIS FED. AID PROJECT				



HALSTED STREET OVER THORN CREEK (SN 016-2545)
EXISTING CONDITIONS
LOOKING NORTH
NORTH OF BRIDGE



HALSTED STREET OVER THORN CREEK (SN 016-2545)
PROPOSED CONDITIONS
LOOKING NORTH
NORTH OF BRIDGE

EXISTING LEGEND

- (A) — EXISTING HOT-MIX ASPHALT SURFACE COURSE, 5"
- (B) — EXISTING PCC BASE COURSE, 9"
- (C) — EXISTING CURB AND GUTTER, SEE PLAN FOR SPECIFIC TYPES
- (D) — AGGREGATE SUBGRADE
- (E) — HMA SURFACE REMOVAL, 1/4"
- (F) — SIDEWALK REMOVAL (ASPHALT), 5"
- (G) — CURB AND GUTTER REMOVAL
- (H) — GUARDRAIL

PROPOSED LEGEND

- (1) — HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 2"
- (2) — INCIDENTAL HOT-MIX ASPHALT SURFACING, 5"
- (3) — COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SEE PLAN FOR LOCATION OF DEPRESSED SECTION)
- (4) — TOPSOIL SODDING, SALT TOLERANT, MAINTAIN 2% MIN. SLOPE (IF NEEDED)

NOTES

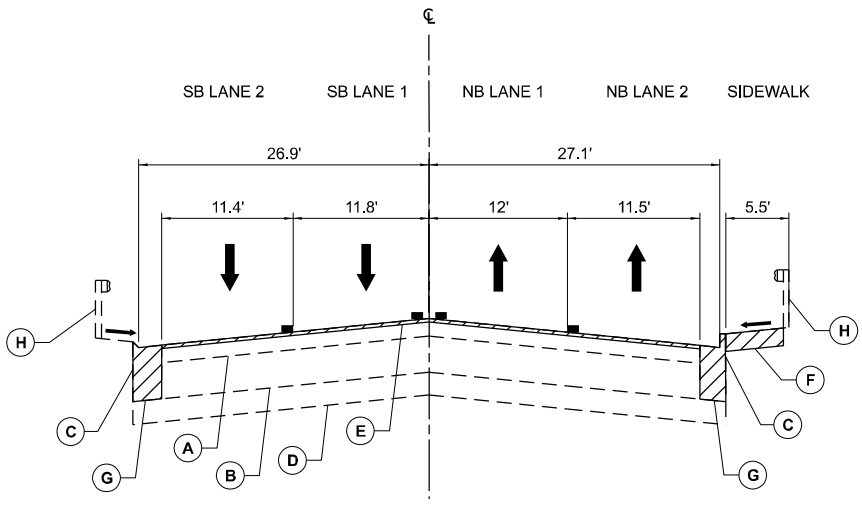
- EXISTING ROADWAY PLANS ARE NOT AVAILABLE.
- PROPOSED CURB AND GUTTER SHALL REPLACE EXISTING CURB AND GUTTER IN KIND.
- ALL DRAINAGE APPURTENANCES SHALL REMAIN.
- EXISTING GUARDRAIL TO REMAIN EXCEPT WHERE NOTED ON PLAN.
- THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE HMA SURFACE COURSE MIX.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

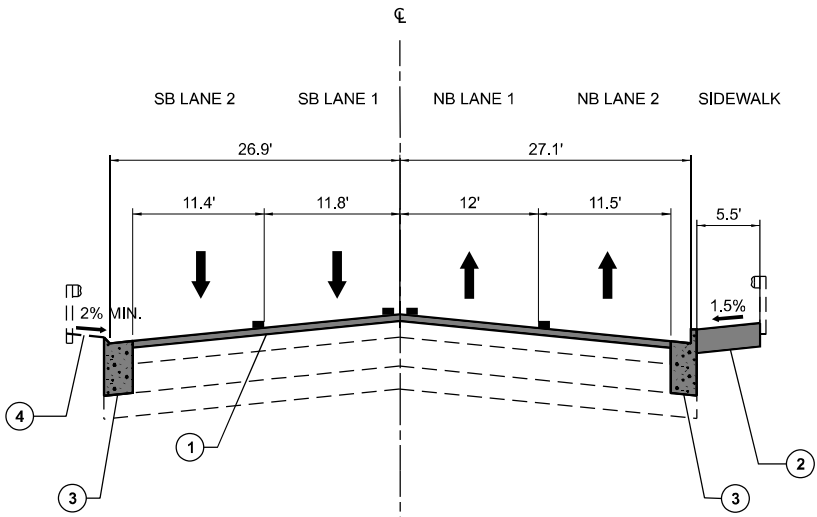
MIXTURE TYPE	AIR VOIDS @ N DES	QUALITY MANAGEMENT PROGRAM (QMP)
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	4% @ 70 GYR.	QC/QA
INCIDENTAL HOT-MIX ASPHALT SURFACING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 (5", IN 2 LIFTS)	4% @ 70 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL / QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

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

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

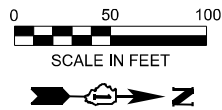
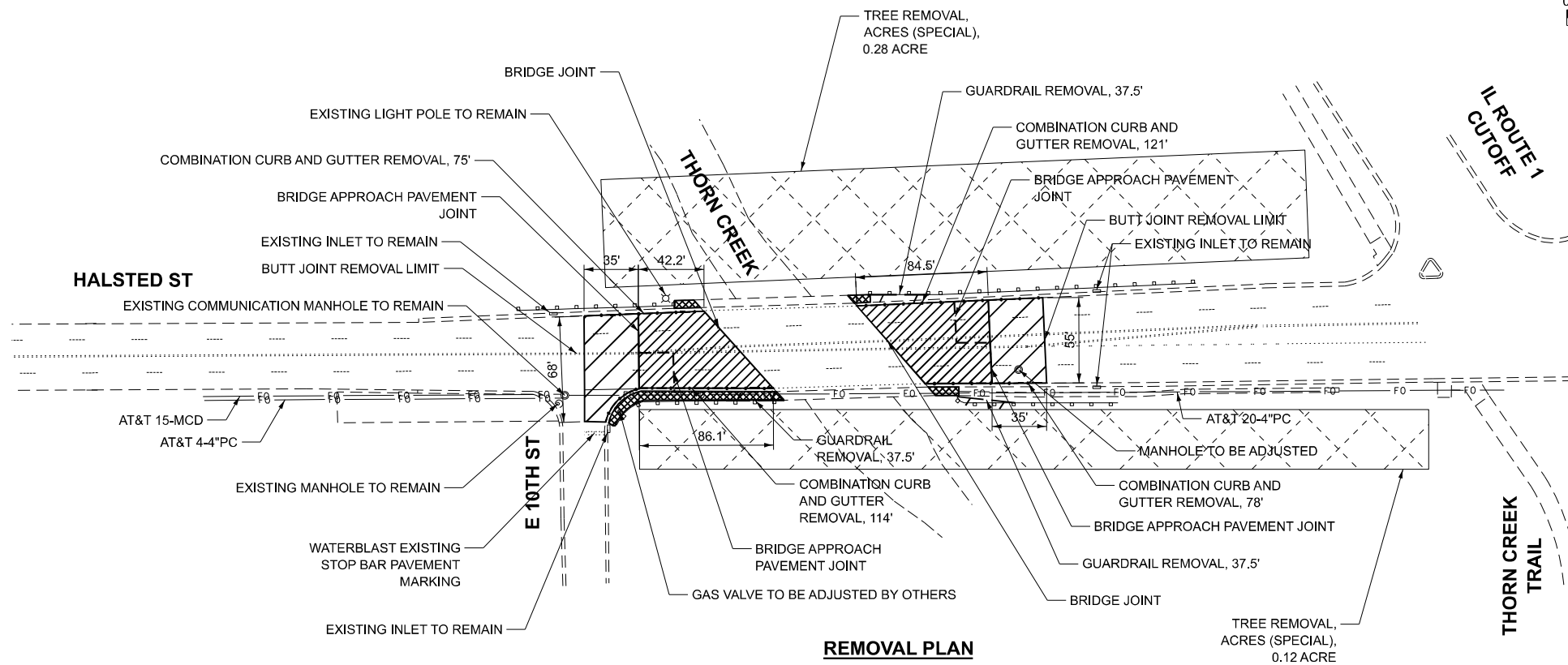


HALSTED STREET OVER THORN CREEK (SN 016-2545)
EXISTING CONDITIONS
LOOKING NORTH
SOUTH OF BRIDGE



HALSTED STREET OVER THORN CREEK (SN 016-2545)
PROPOSED CONDITIONS
LOOKING NORTH
SOUTH OF BRIDGE

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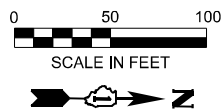
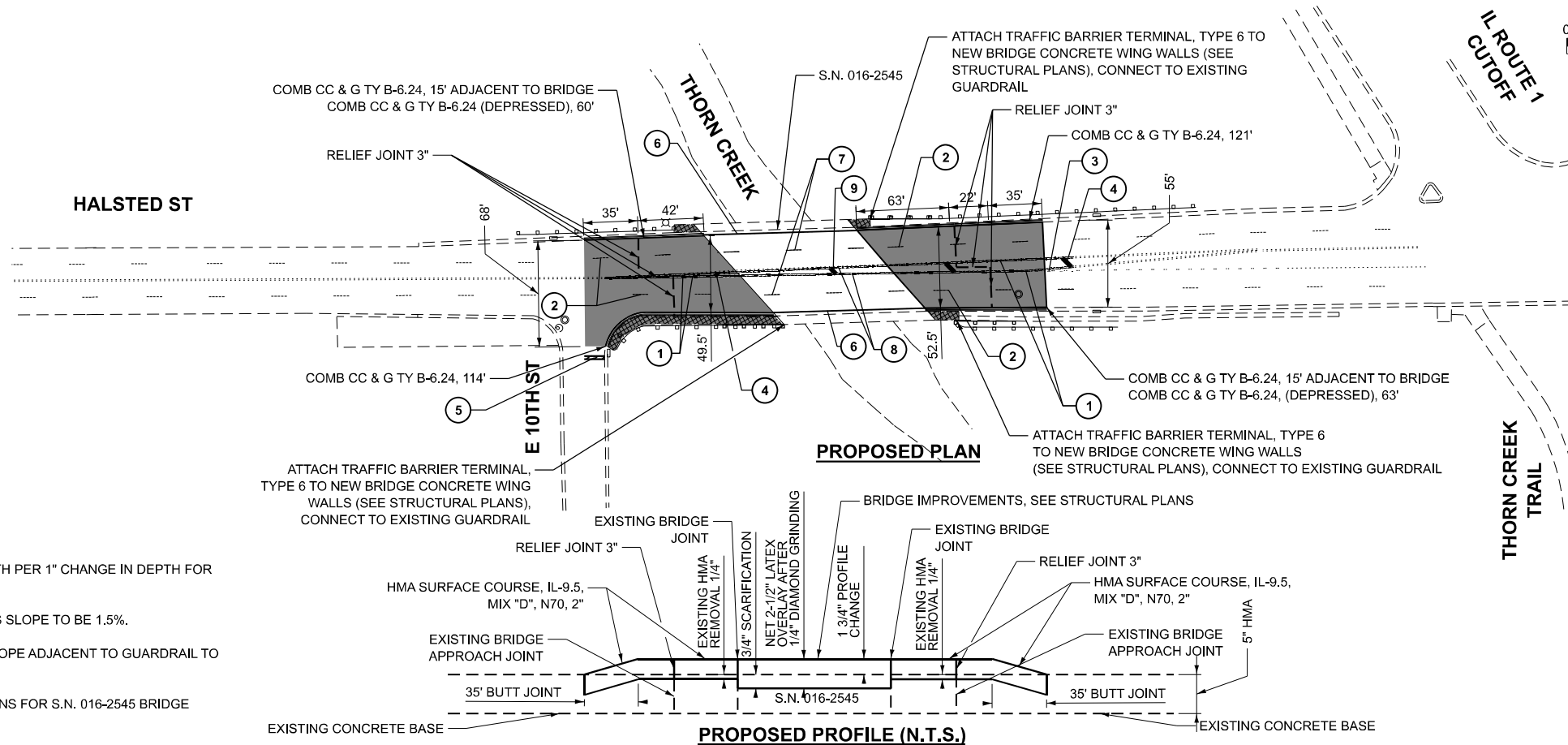


REMOVAL LEGEND

- [Hatched pattern] HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- [Diagonal lines] HMA SURFACE REMOVAL, 1/4"
- [Cross-hatched pattern] SIDEWALK REMOVAL (ASPHALT)
- [Dashed line] TREE REMOVAL, ACRES (SPECIAL)
- [Dashed line] GUARDRAIL REMOVAL
- [Dashed line] COMBINATION CURB AND GUTTER REMOVAL

REMOVAL NOTES

- CONTRACTOR TO MEASURE LANE LINES, TAPERS, AND HATCHING BEFORE CONSTRUCTION BEGINS.
- APPROXIMATE LIMITS OF TREE REMOVAL SHOWN ON PLAN.



PROPOSED LEGEND

- [Solid grey] HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 2"
- [Cross-hatched pattern] INCIDENTAL HOT-MIX ASPHALT SURFACING, 5"

PROPOSED PAVEMENT MARKINGS

HMA PAVEMENT

- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW, DOUBLE SOLID)
- 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE, 10' LINE WITH 30' SPACE)
- 3 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE, 2' LINE WITH 6' SPACE)
- 4 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW, SOLID, 75' C-C)
- 5 THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE, SOLID)

CONCRETE BRIDGE DECK AND JOINTS

- 6 MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (WHITE, SOLID)
- 7 MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (WHITE, 10' LINE WITH 30' SPACE)
- 8 MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (YELLOW, DOUBLE SOLID)
- 9 MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (YELLOW, SOLID, 75' C-C)

PROPOSED NOTES

- MINIMUM OF 20' LENGTH PER 1" CHANGE IN DEPTH FOR ALL BUTT JOINTS.
- HMA SIDEWALK CROSS SLOPE TO BE 1.5%.
- MINIMUM PARKWAY SLOPE ADJACENT TO GUARDRAIL TO BE 2%.
- SEE STRUCTURAL PLANS FOR S.N. 016-2545 BRIDGE IMPROVEMENTS.

PROPOSED PROFILE (N.T.S.)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
HALSTED ST. OVER THORN CREEK (S.N. 016-2545)

SCALE: 1" = 50' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2886	(1976-165-WRS) BDR,BJR 25	COOK	43	10
CONTRACT NO. 62Y14				
ILLINOIS FED. AID PROJECT				

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE TRAFFIC CONTROL DEPICTED HEREIN IS THE MINIMUM REQUIREMENT, ADDITIONAL TRAFFIC CONTROL DEVICES AS SPECIFIED IN THE HIGHWAY STANDARDS, SHOWN IN THE INDEX OF SHEETS, AND THE SPECIAL PROVISIONS SHALL BE PLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. ALL TRAFFIC CONTROL DEVICES SHALL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL) UNLESS OTHERWISE INDICATED.
2. THE FURNISHING, INSTALLATION, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL). ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
3. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.
4. ALL EXISTING LANE RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS LOCATED WITHIN TEMPORARY LANE CLOSURE TAPERS, LANE SHIFT TAPERS, OR IN LOCATIONS THAT CONFLICT WITH THE TEMPORARY PAVEMENT MARKING TAPE USED FOR STAGING SHALL BE REMOVED IF THE STAGING WILL REMAIN IN PLACE FOR MORE THAN FOUR (4) DAYS. THE EXISTING RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS THAT WERE REMOVED SHALL BE RESTORED IN-KIND AFTER THE COMPLETION OF THE STAGING.
5. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO (2) WEEKS PRIOR TO ALL ROAD CLOSURE, TRAFFIC STAGE CHANGES, AND NEW TRAFFIC SIGNAL TURN-ON EVENTS ON EACH APPROACH OF THE AFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO (2) WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN TWO (2) WEEKS ON THE SAME APPROACH OF THE AFFECTED ROADWAY. THE SIGNS SHALL BE PLACED AS DIRECTED BY THE ENGINEER.
6. TEMPORARY INFORMATION SIGNS ON TEMPORARY SUPPORTS SHALL BE PROVIDED FOR ALL COMMERCIAL DRIVEWAYS THAT ARE LOCATED WITHIN A WORK ZONE. THIS WORK SHALL BE PAID FOR PER DISTRICT 1 DETAIL TC-26. THESE SIGNS SHALL BE RELOCATED AS REQUIRED FOR EACH CONSTRUCTION STAGE AND SHALL BE PLACED AS DIRECTED BY THE ENGINEER. THIS SIGN RELOCATION WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR TEMPORARY INFORMATION SIGNING.
7. THE NORTHBOUND AND SOUTHBOUND HALSTED SIGNALIZED YELLOW AND GREEN LEFT TURN ARROWS SHALL BE COVERED AND BAGGED DURING BOTH MOT STAGES AS NO DEDICATED LEFT TURN LANES ARE PRESENT.
8. MILLING AND OVERLAY AT THE EAST 10TH STREET INTERSECTION SHALL BE COMPLETED WITHIN ONE DAY, IN ACCORDANCE WITH HIGHWAY STANDARD 701306-04.

SEQUENCE OF CONSTRUCTION NOTES - HALSTED ST.

STAGE 1

1. INSTALL TEMPORARY PAVEMENT MARKINGS TO SHIFT SOUTHBOUND TRAFFIC TO THE INSIDE NORTHBOUND LANE AND NORTHBOUND TRAFFIC TO THE OUTSIDE NORTHBOUND LANE.
3. PERFORM BRIDGE DECK SCARIFICATION AND OVERLAY, JOINT REPAIR, AND PARAPET MODIFICATION.
4. REMOVE AND REPLACE THE GUARDRAIL, COMBINATION CONCRETE CURB AND GUTTER, AND SIDEWALK.
5. MILL AND OVERLAY BUTT JOINT AREA, THE HMA PAVEMENT, AND APPROACH PAVEMENT NORTH AND SOUTH OF THE BRIDGE ALONG THE SOUTHBOUND LANES.

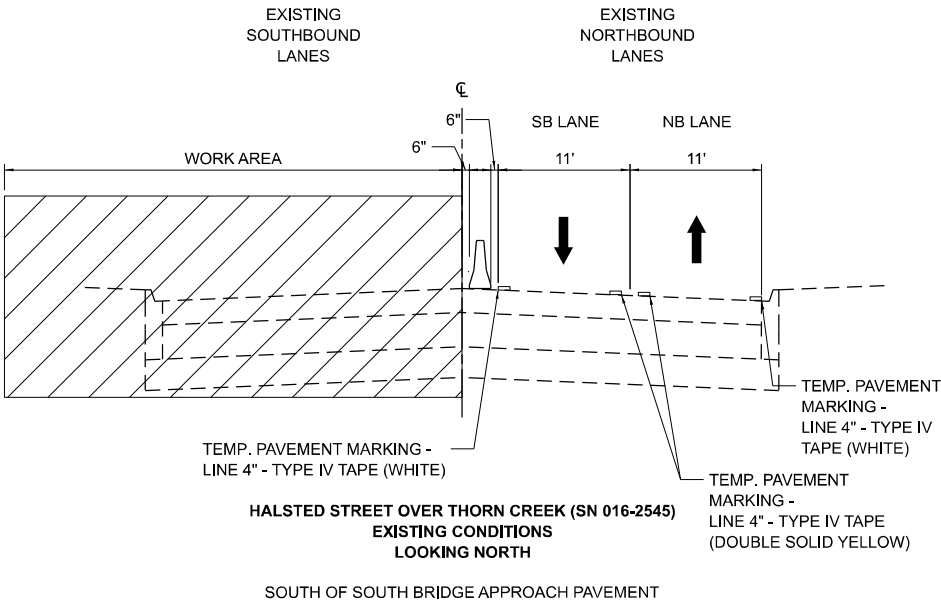
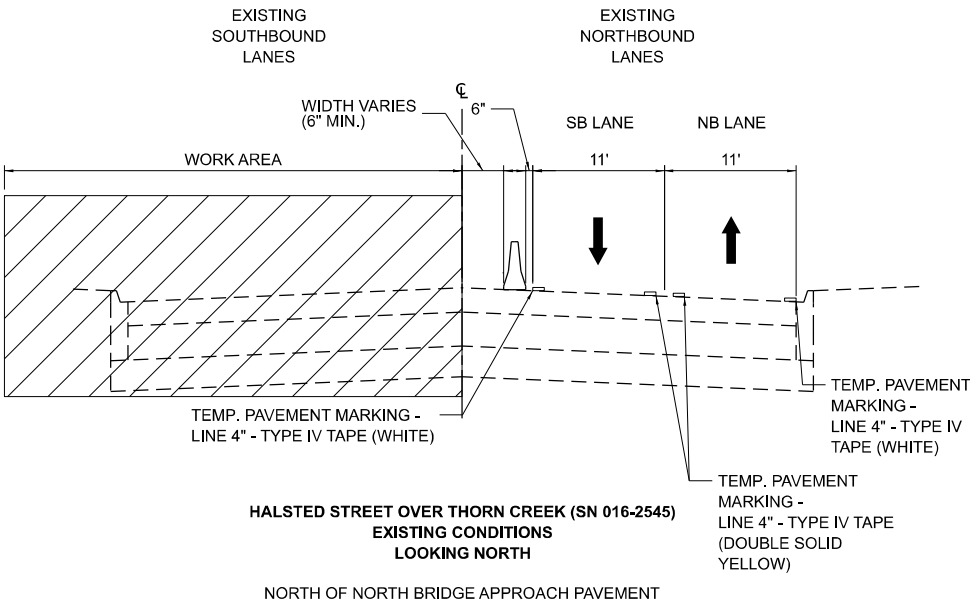
STAGE 2

1. INSTALL TEMPORARY PAVEMENT MARKINGS TO SHIFT SOUTHBOUND TRAFFIC TO THE OUTSIDE SOUTHBOUND LANE AND NORTHBOUND TRAFFIC TO THE INSIDE SOUTHBOUND LANE.
3. PERFORM BRIDGE DECK SCARIFICATION AND OVERLAY, JOINT REPAIR, AND PARAPET MODIFICATION.
4. REMOVE AND REPLACE THE GUARDRAIL, COMBINATION CONCRETE CURB AND GUTTER, AND SIDEWALK.
5. MILL AND OVERLAY BUTT JOINT AREA, THE HMA PAVEMENT, AND APPROACH PAVEMENT NORTH AND SOUTH OF THE BRIDGE ALONG THE NORTHBOUND LANES.

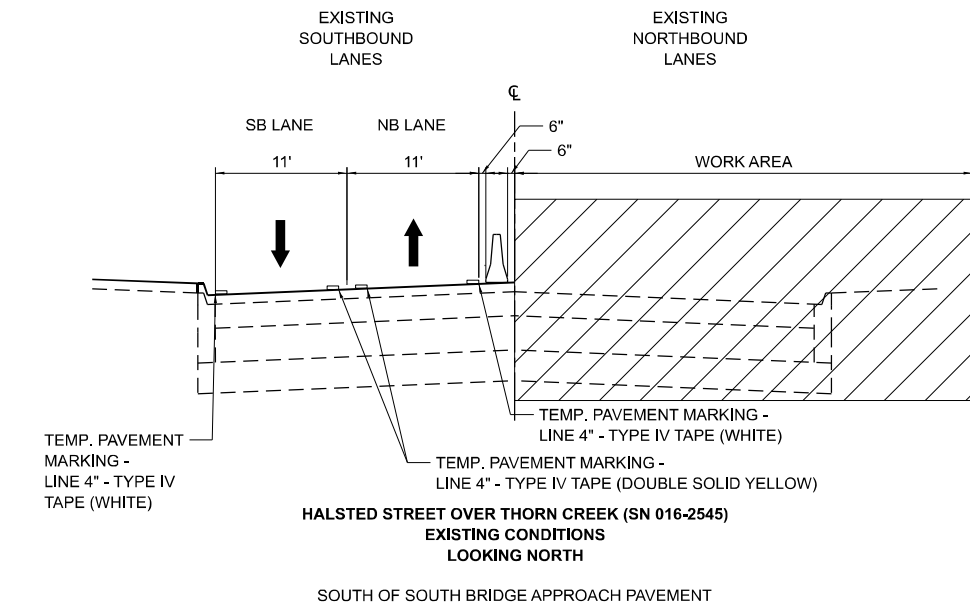
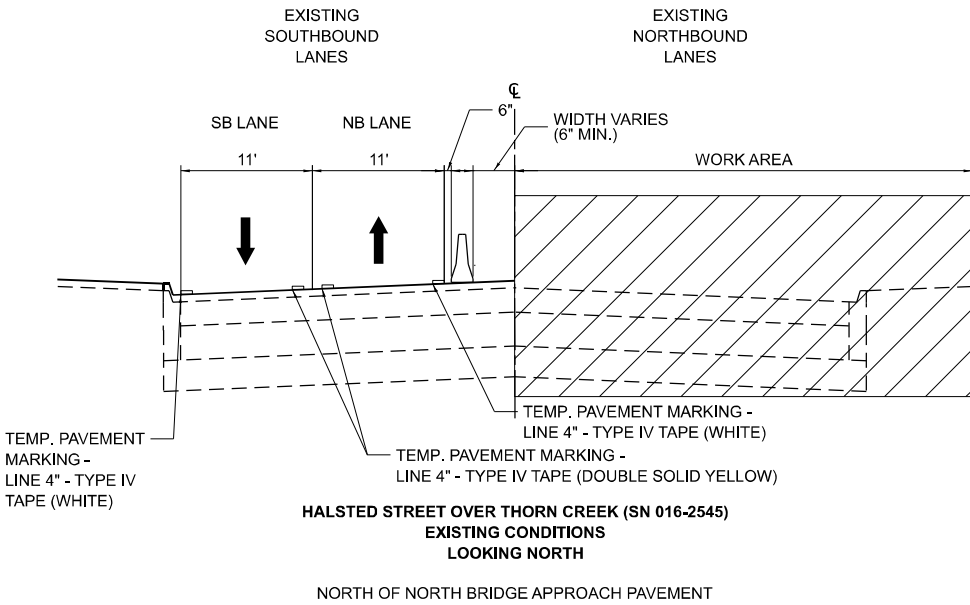
PROJECT COMPLETION

6. INSTALL PERMANENT PAVEMENT MARKINGS.

STAGE 1

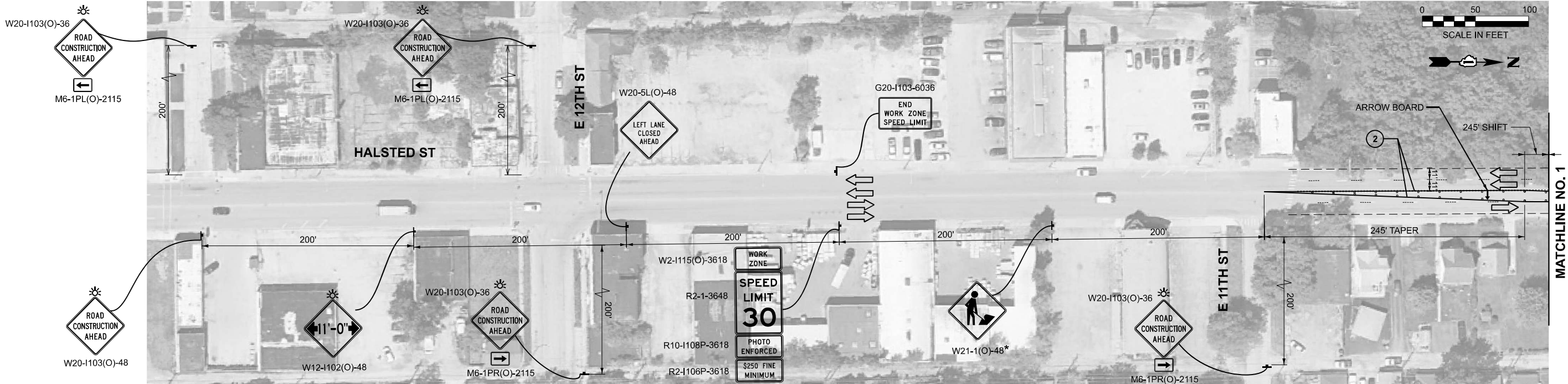


STAGE 2



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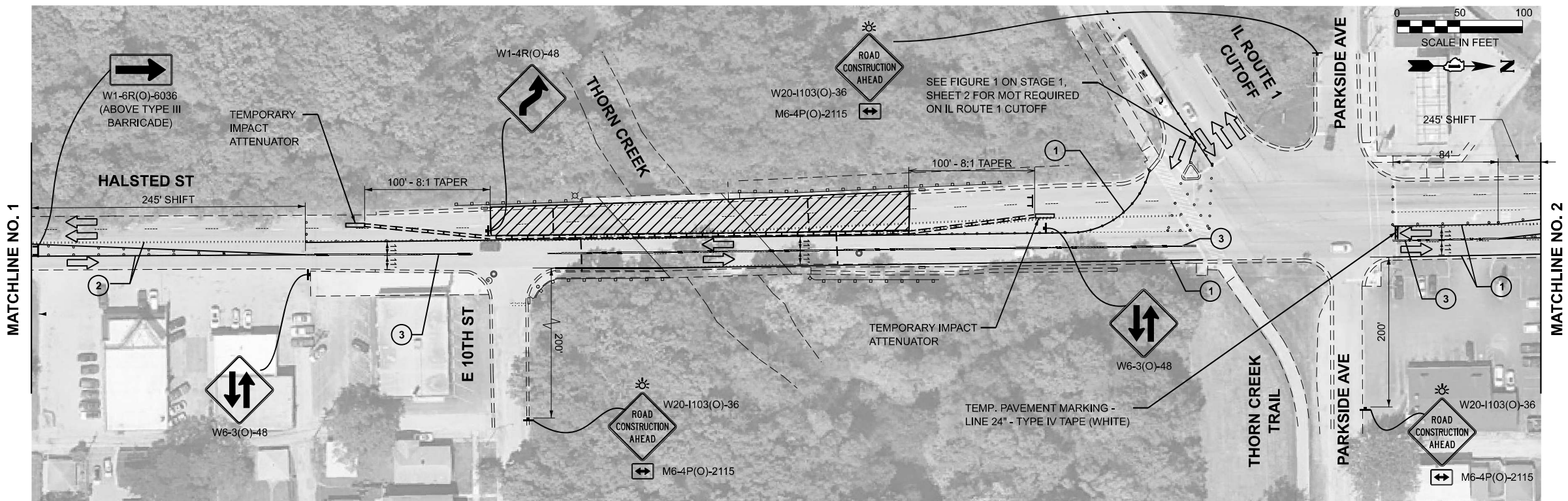
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MOT LEGEND

- WORK AREA
- DRUMS OR TYPE II BARRICADES, 20' SPACING ON TAPERS, 25' SPACING ON TANGENTS
- TYPE III BARRICADE WITH FLASHING AMBER LIGHTS
- DIRECTION OF TRAFFIC FLOW
- TEMPORARY SIGN
- FLASHING AMBER LIGHT
- ARROW BOARD
- TEMP. PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (WHITE)
- TEMP. PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (YELLOW)
- TEMP. PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (DOUBLE SOLID YELLOW)
- INDICATES SIGN TO BE REMOVED WHEN WORKERS ARE NOT PRESENT

NOTE: ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH MOT PLANS SHALL BE COVERED WITH PAVEMENT MARKING BLACKOUT TAPE, 4"



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DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC PLAN - STAGE 1
HALSTED ST. (S.N. 016-2545)

SCALE: 1" = 50' SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2886	(1976-165-WRS) BDR,BJR 25	COOK	43	12
CONTRACT NO. 62Y14				
ILLINOIS FED. AID PROJECT				

Existing Structure: SN 016-2545 was rebuilt in 1986. The structure has a back to back length of 98'-6" and an out-to-out width of 67'-8 1/4". The superstructure consists of a 7 1/2" thick reinforced concrete slab supported on Precast Prestressed Concrete beams.

No Salvage: Traffic will be maintained utilizing stage construction.

LOADING HS20-44

Existing and Proposed

DESIGN SPECIFICATIONS

1983, 1984 and 1985 AASHTO Standard Specifications with 1986 Interims

DESIGN STRESSES

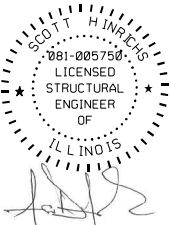
FIELD UNITS (NEW CONST.)

f_c = 4,000 psi (Superstructure)
f_y = 60,000 psi (Reinforcement)

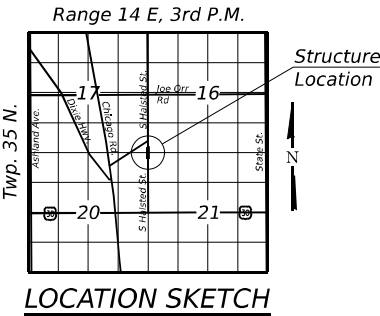
FIELD UNITS (EXIST. CONST.)

f_c = 3,500 psi
f_y = 60,000 psi (Reinforcement)
f_c = 6,000 psi (PPC I-Beams)
f_{ci} = 5,000 psi (PPC I-Beams)
f_s = 270,000 psi (1/2" Ø Strands)
f_{si} = 189,000 psi (1/2" Ø Strands)

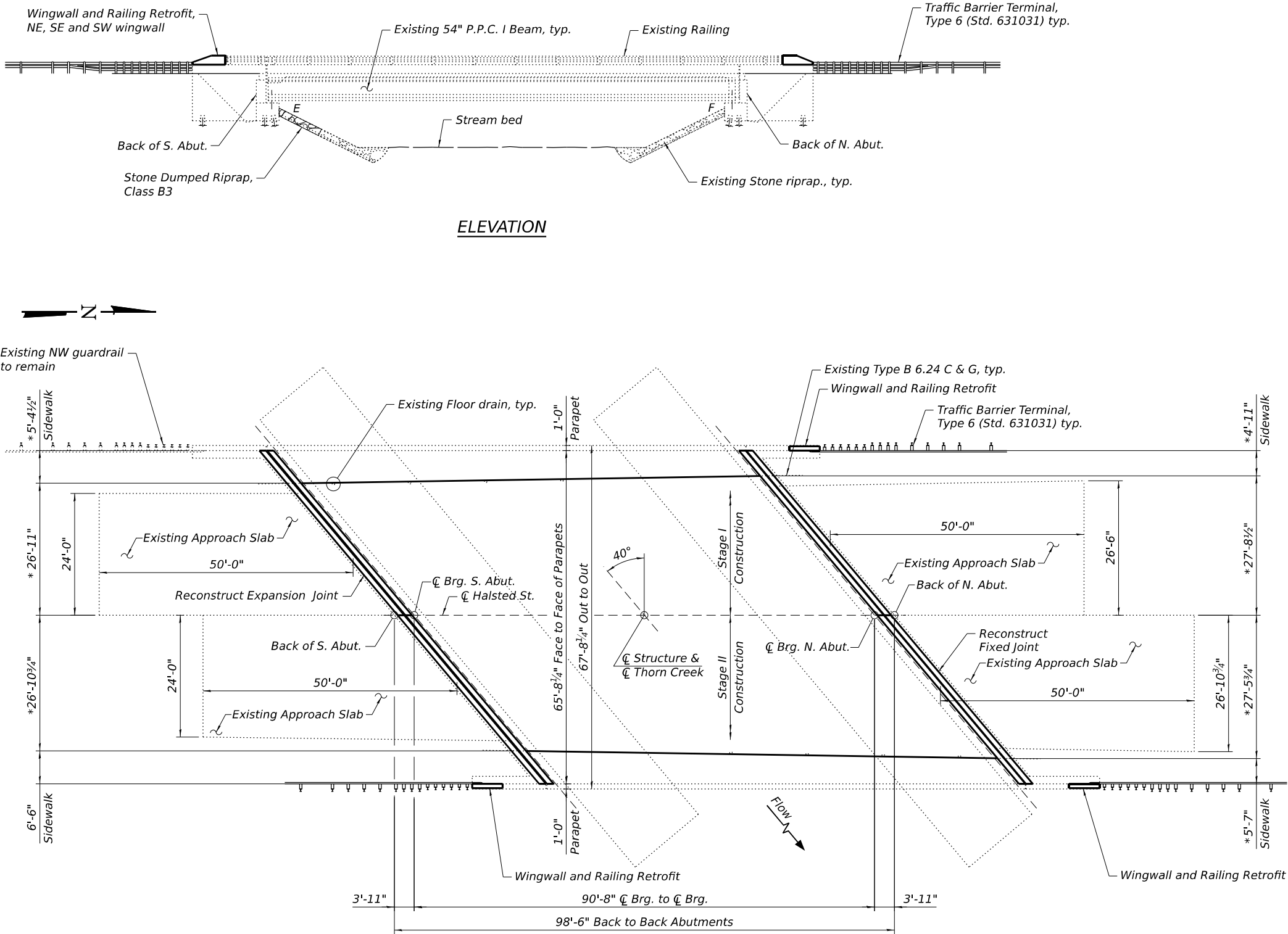
Note:
See Roadway plans for approach joint.



ENGINEER FULL NAME: SCOTT HINRICHS DATE: 7-23-2025
ILLINOIS REGISTERED ENGINEER NO. 081-005750
REGISTRATION EXPIRES 11. 30, 2026



GENERAL PLAN & ELEVATION
F.A.U. RTE. 2886 (HALSTED STREET)
OVER THORN CREEK
SECTION (1976-165-WRS) BDR, BJR 25
COOK COUNTY
STRUCTURE NO. 016-2545



* Field measured dimension, Contractor to field verify.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 16 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2886	(1976-165-WRS) BDR, BJR 25	COOK	33	13
CONTRACT NO. 62Y14				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES:

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
3. Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the contractor's expense.
4. The Contractor shall use extreme care during concrete removal so as not to damage the PPC I-Beam.
5. Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.
6. The protective coat shall be applied to new Concrete Superstructure, except for the outside faces of parapets, after it has properly cured.
7. The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructure.
8. Concrete sealer shall be applied to beam seats after they have been cleaned.
9. The steel components of all expansion bearings at the abutments shall be blasted and painted according to the Special Provision "Cleaning and Painting Bearings." All bearings shall be cleaned per Near White Blast Cleaning (SSPC-SP10). The designated areas cleaned per Near White Blast Cleaning (SSPC-SP10) shall be painted according to the requirements of Organic Zinc-Rich Epoxy/Urethane. The color of the final finish coat for all steel surfaces shall be Gray, Munsell No. 5B 7/1.
10. Containment of cleaning residue is required to control nuisance dust. See special provisions.
11. See Special Provisions for "FRP Strengthening for PPC I-Beam Repairs".

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction Details
4. Deck Overlay and Repairs
- 5-6. South Abutment Expansion Joint Details I & II
- 7-8. North Abutment Expansion Joint Details I & II
9. Preformed Joint Strip Seal
10. Wingwall Modification Details
11. Framing Plan
12. PPC I-Beam Repairs
13. Bearing Details
14. Abutments Repairs
15. Bar Splicer Assembly and Mechanical Splicer Details
16. Existing Plans Reference Sheet

SCOPE OF WORK

1. Scarify ¾” from the bridge deck.
2. Remove and reconstruct expansion joints at north and south abutments, and install new Preformed Joint Strip Seals.
3. Apply a 2¾” Concrete Overlay on the bridge deck.
4. Perform concrete repairs of the approach slab curbs.
5. Apply Protective Coat to the reconstructed transverse expansion joints and new deck overlay.
6. Apply Concrete Sealer to existing sidewalk, front face and top of existing parapet.
7. Cleaning and Painting Bearings.
8. Replace elastomeric bearings at south abutment girders 1, 2, 11, and 12.
9. Perform concrete repairs to S. Abutment Cap.
10. Remove debris from abutments and slope.
11. Clean and reseal abutment seats using Concrete Sealer.
12. Fiber wrap repair of all spalling and delamination areas of PPC Beams.
13. Seal existing concrete and parapet.
14. Place additional riprap in thin area at south abutment. Riprap placement must not be placed within the streambed or impact the stream. No equipment or construction work will be allowed in the stream.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Dumped Riprap, Class B3	Sq Yd	-	33	33
Concrete Removal	Cu Yd	15.3	-	15.3
Concrete Structures	Cu Yd	0.9	-	0.9
Concrete Superstructure	Cu Yd	16.4	-	16.4
Protective Coat	Sq Yd	589	-	589
Reinforcement Bars, Epoxy Coated	Pound	980	-	980
Bar Splicers	Each	12	-	12
Preformed Joint Strip Seal	Foot	171	-	171
Elastomeric Bearing Assembly, Type I	Each	-	4	4
Anchor Bolts, 1"	Each	-	16	16
Concrete Sealer	Sq Ft	1,759	517	2276
Acrylic Coating	Sq Yd	20	-	20
FRP Strengthening for PPC I-Beam Repairs	Sq Ft	180	-	180
Cleaning and Painting Bearings	Each	-	20	20
Jack and Remove Existing Bearings	Each	-	4	4
Bridge Deck Latex Concrete Overlay, 2 3/4 Inches	Sq Yd	559	-	559
Cleaning Bridge Seats	Sq Ft	-	517	517
Bridge Deck Scarification 3/4"	Sq Yd	559	-	559
Structural Repair of Concrete (Depth Equal to or less than 5 Inches)	Sq Ft	-	46	46
Deck Slab Repair (Full Depth, Type II)	Sq Yd	3	-	3
Diamond Grinding (Bridge Section)	Sq Yd	559	-	559
Precast Prestressed Concrete I-Beam Repair	Sq Fd	2	-	2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 016-2545

SHEET 2 OF 16 SHEETS

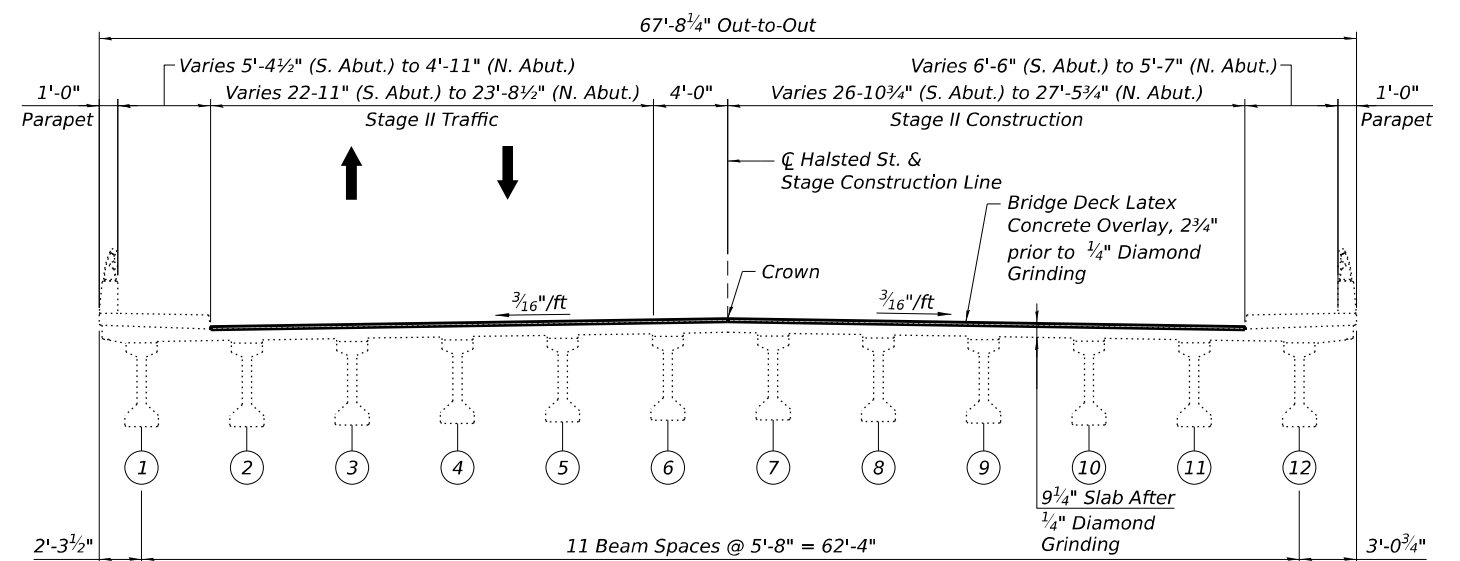
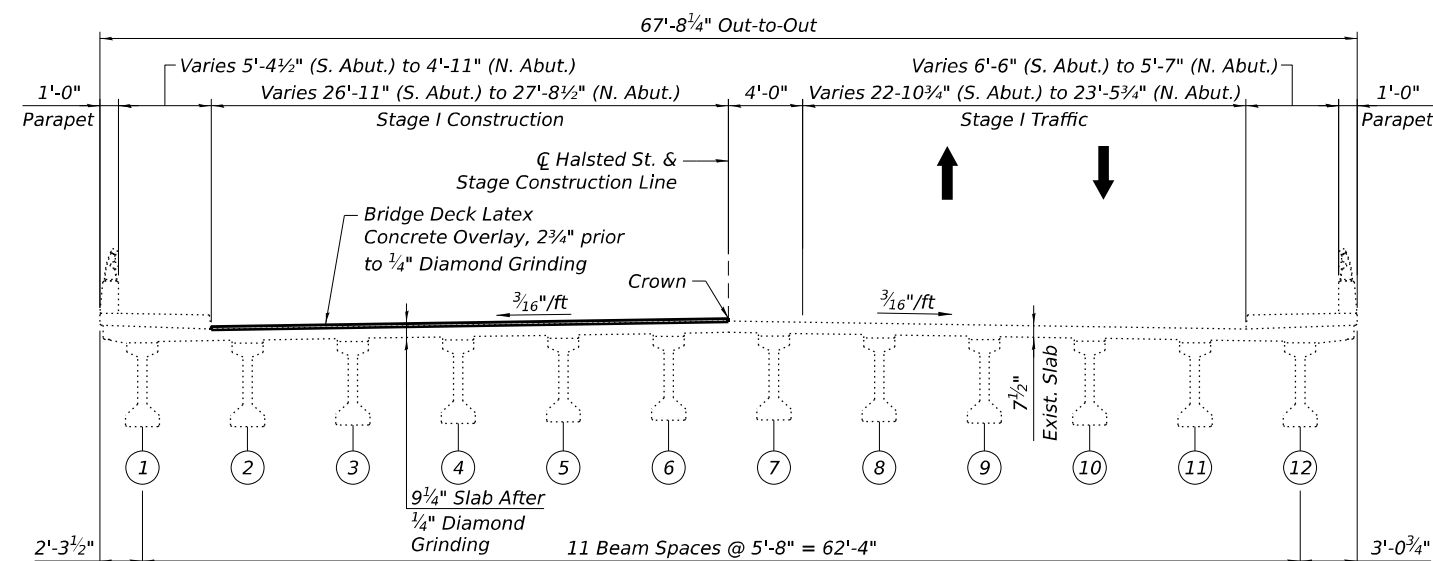
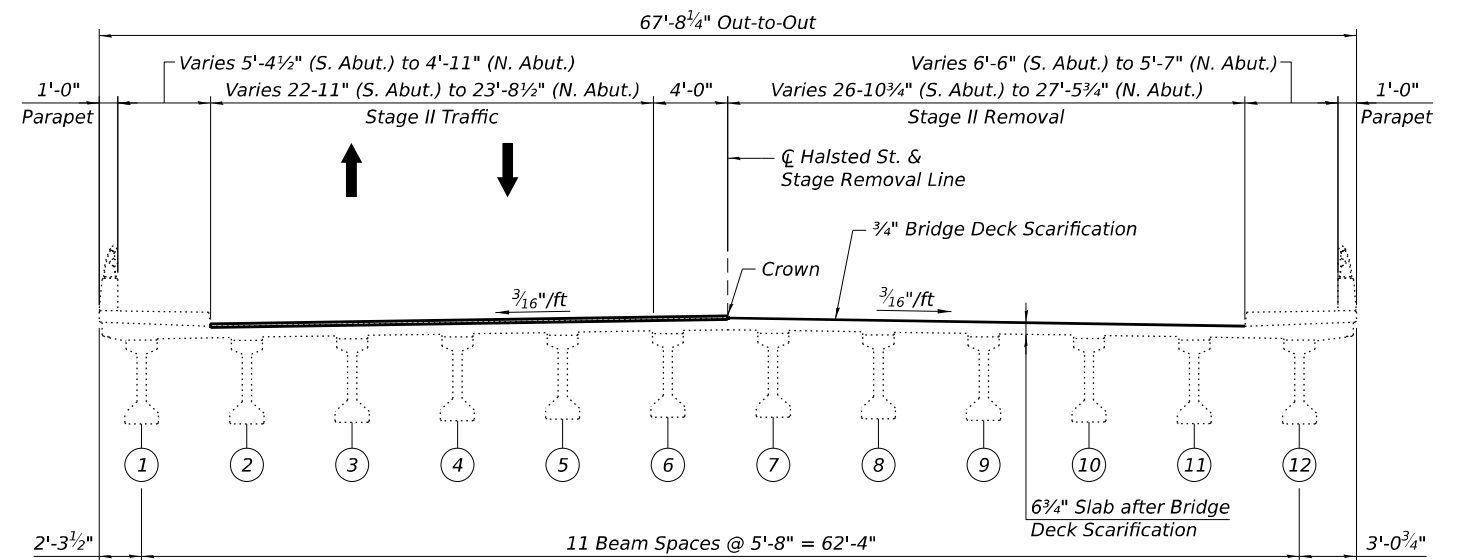
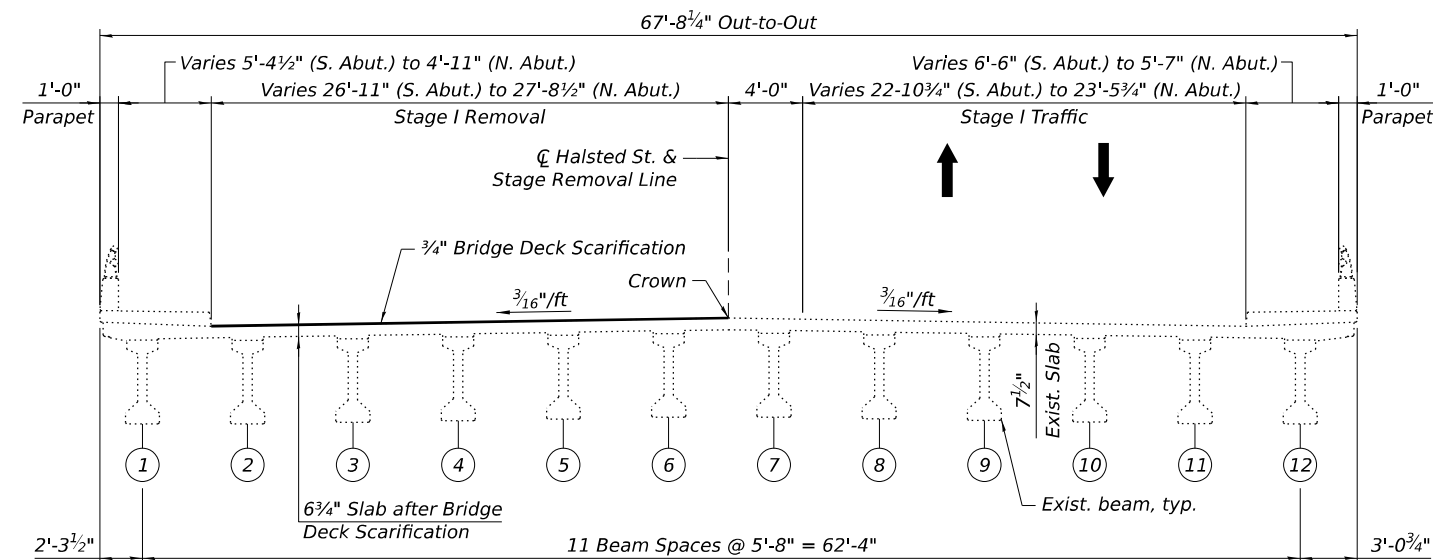
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2886	(1976-165-WRS) BDR, BJR 25	COOK	33	14
		CONTRACT NO. 62Y14		
		ILLINOIS	FED. AID PROJECT	



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Note:

A full roadway detour has been implemented for the project duration. Bridge staging as shown may be altered with the approval of the Resident Engineer.

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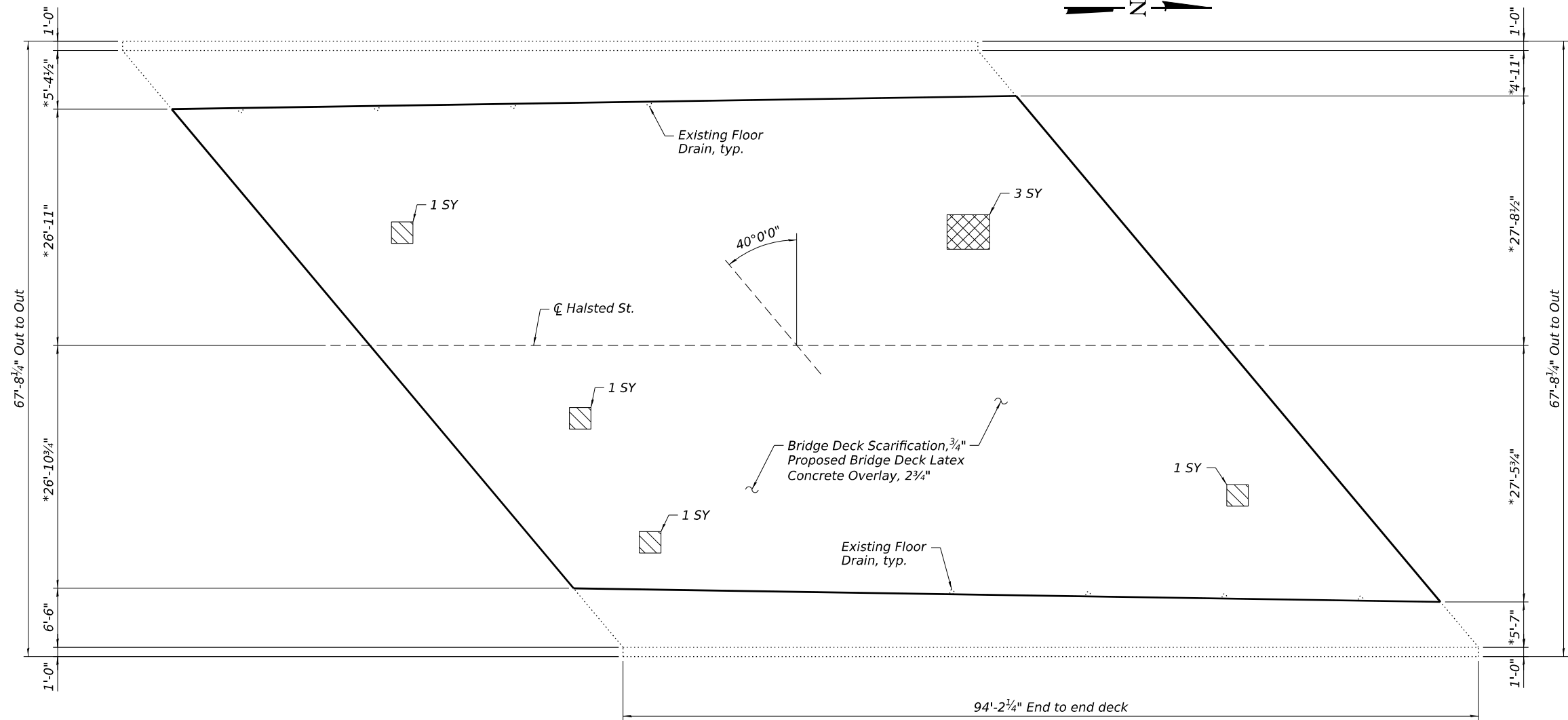
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DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 016-2545

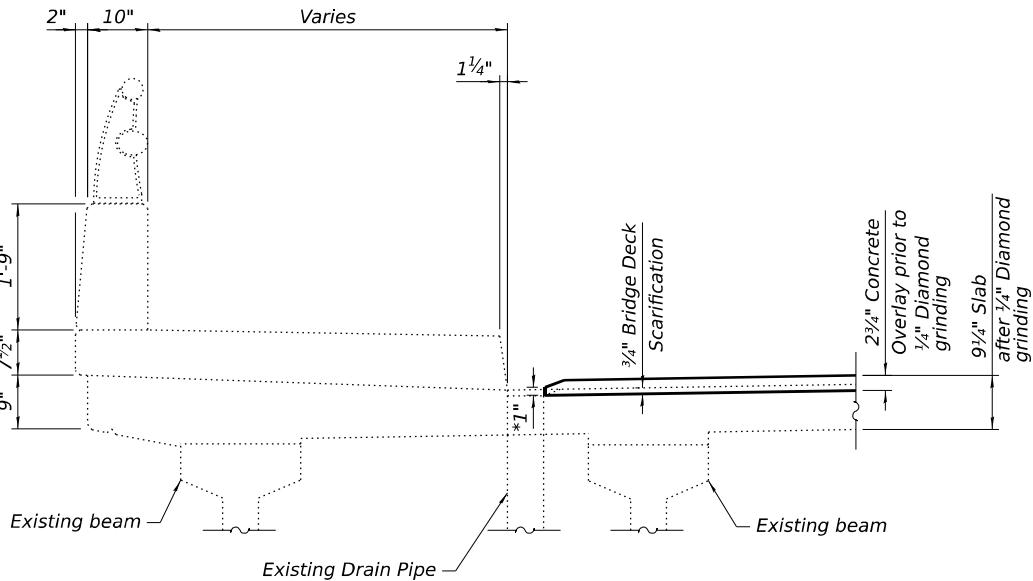
SHEET 3 OF 16 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62Y14				
ILLINOIS FED AID PROJECT				

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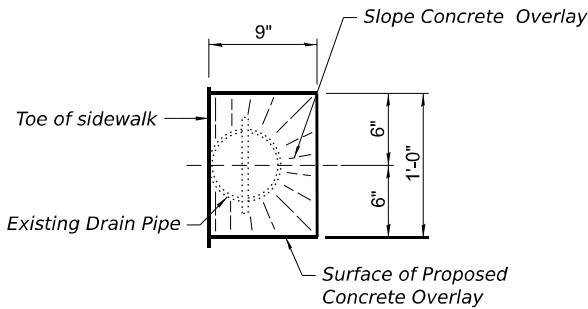


PLAN



FLOOR DRAIN PRESERVATION

* Minimum thickness overlay
at edge of drain = 1"



TOP PLAN OF FLOOR DRAIN

Notes:

- Areas of deck repair shown are estimated. The Engineer shall show actual location of deck repairs at the time of construction.
- Areas of Deck Slab Repair (Partial) are provided for information only and shall be included in the cost of Bridge Deck Latex Concrete Overlay, 2 3/4".
- Concrete Sealer shall be applied to sidewalk, top and inside face of parapets

LEGEND

- Deck Slab Repair (Partial Depth)
- Deck Slab Repair (Full Depth), Type II

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Protective Coat	Sq Yd	585
Concrete Sealer	Sq Ft	1,759
Bridge Deck Latex Concrete Overlay, 2 3/4 Inches	Sq Yd	559
Bridge Deck Scarification 3/4"	Sq Yd	559
Deck Slab Repair (Full Depth, Type II)	Sq Yd	3
Diamond Grinding (Bridge Section)	Sq Yd	559

* Field measured dimension, Contractor to field verify.

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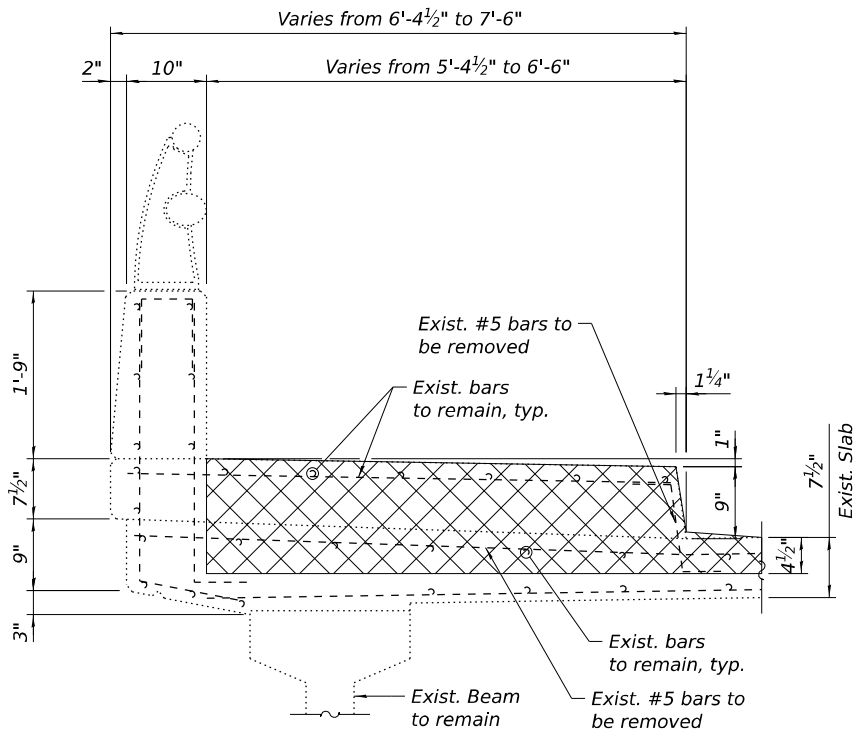
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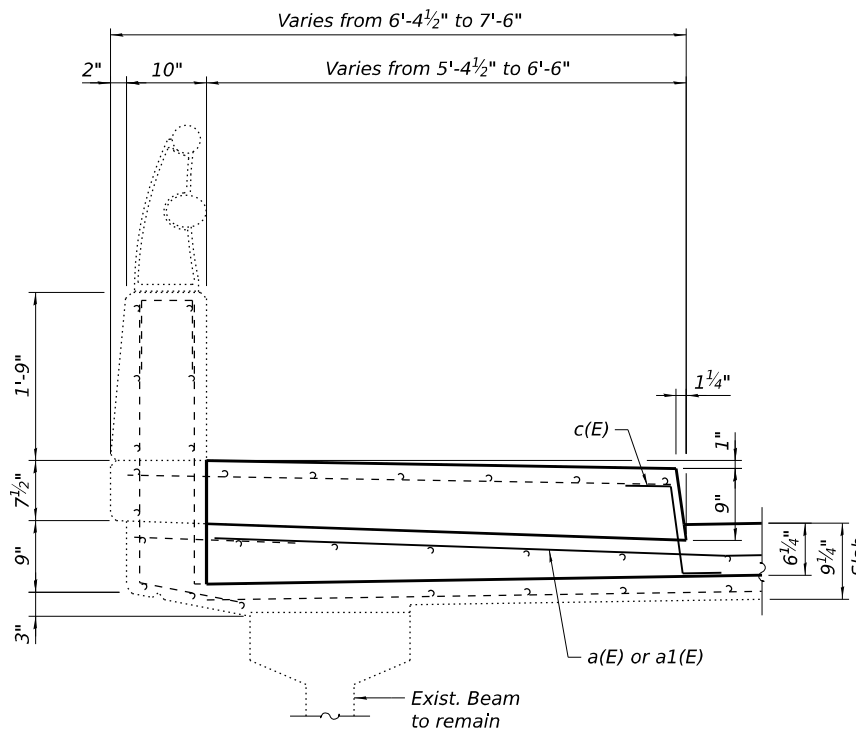
SOUTH ABUTMENT EXPANSION JOINT DETAILS II
STRUCTURE NO. 016-2545

SHEET 6 OF 16 SHEETS

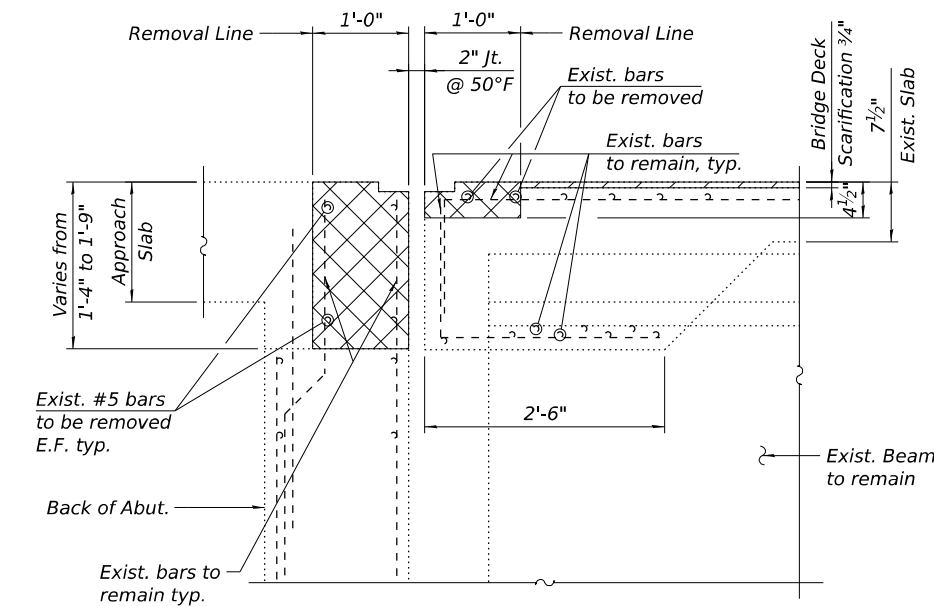
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2886	(1976-165-WRS) BDR, BJR 25	COOK	33	18
CONTRACT NO. 62Y14				
ILLINOIS FED. AID PROJECT				



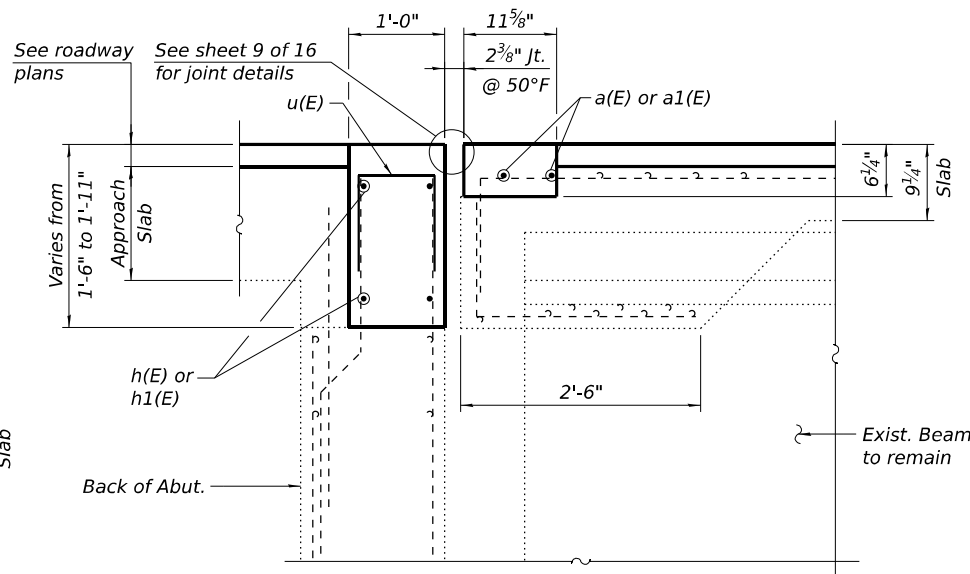
SECTION A-A



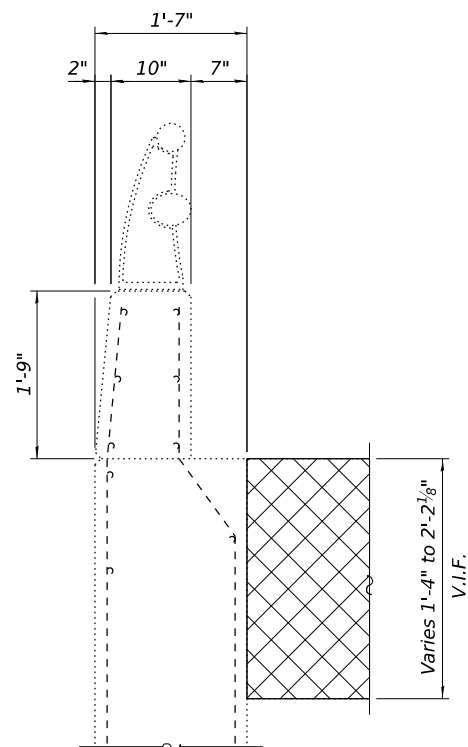
SECTION AA-AA



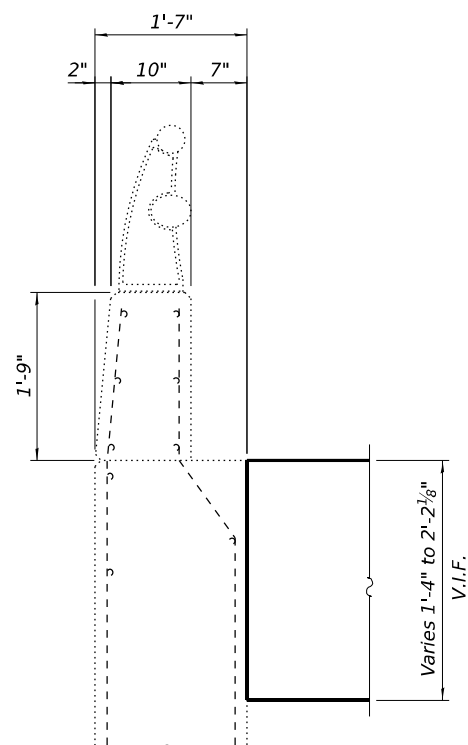
SECTION B-B



SECTION BB-BB



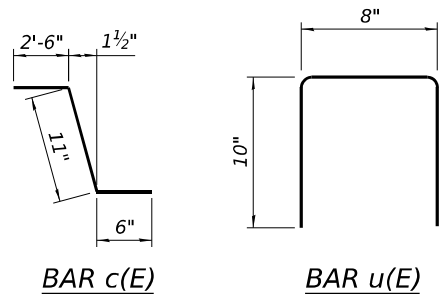
SECTION C-C



SECTION CC-CC

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	2	#6	41'-11"	
a1(E)	2	#6	43'-5"	
c(E)	4	#5	3'-11"	
h(E)	4	#5	41'-11"	
h1(E)	4	#5	43'-5"	
u(E)	69	#4	2'-4"	
Concrete Removal			Cu. Yd.	7.8
Reinforcement Bars, Epoxy Coated			Pound	460
Concrete Superstructure			Cu. Yd.	8.0



MINIMUM BAR LAP

#5 bar = 3'-10"
#6 bar = 5'-3"

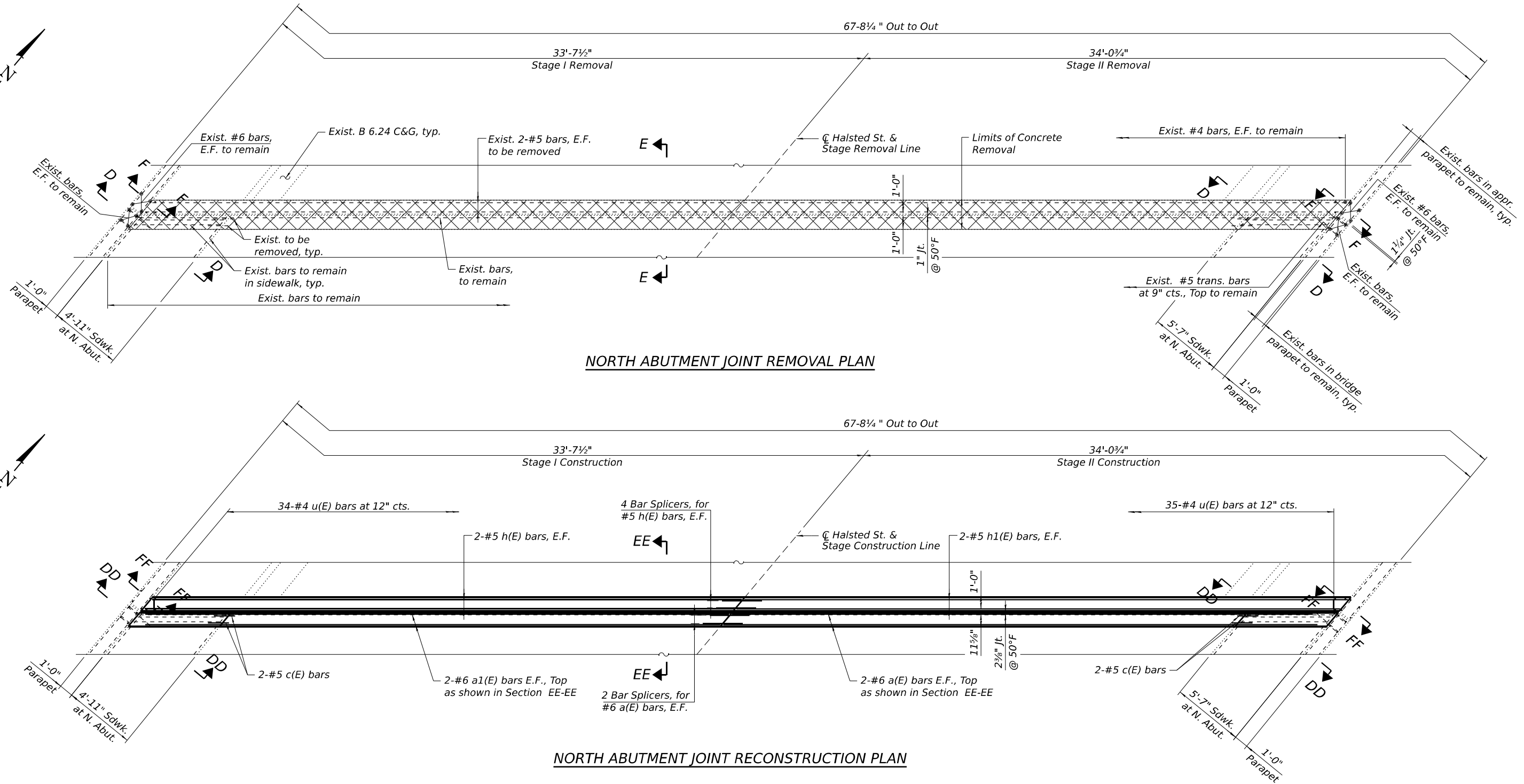
LEGEND

	Concrete Removal
E.F.	Each Face
V.I.F.	Verify in Field

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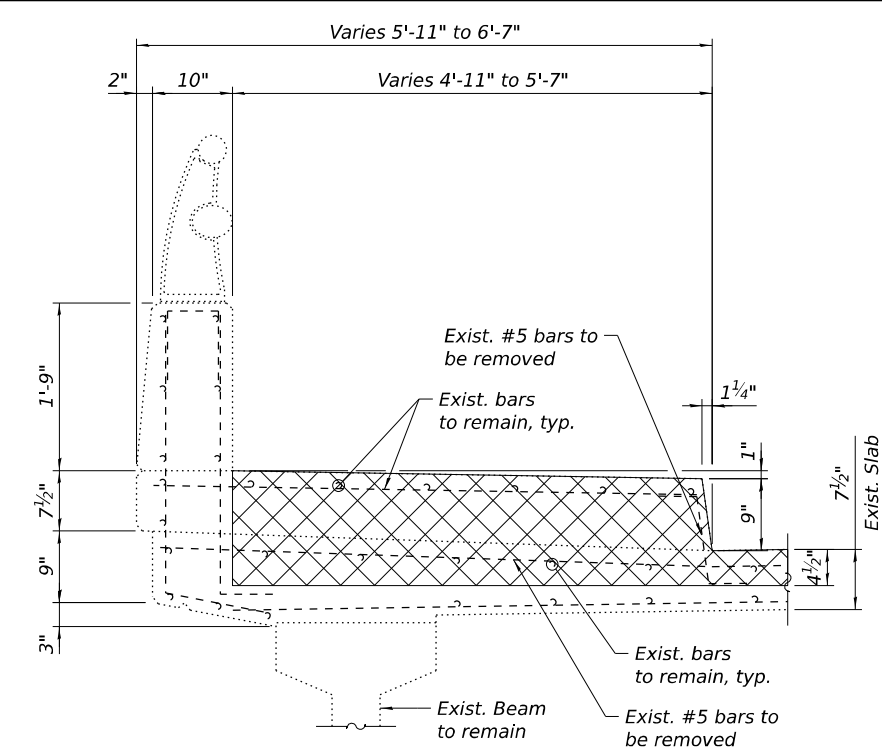
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CONTRACT NO. 62Y14				
ILLINOIS		FED. AID PROJECT		



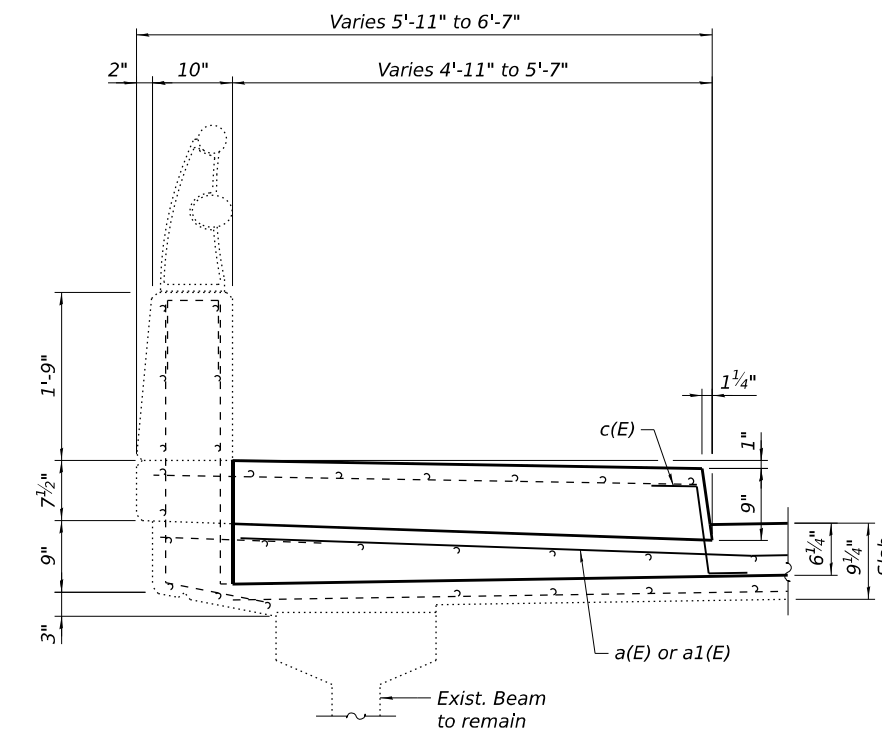
LEGEND

	Concrete Removal
I.F.	Inside Face
O.F.	Outside Face
E.F.	Each Face

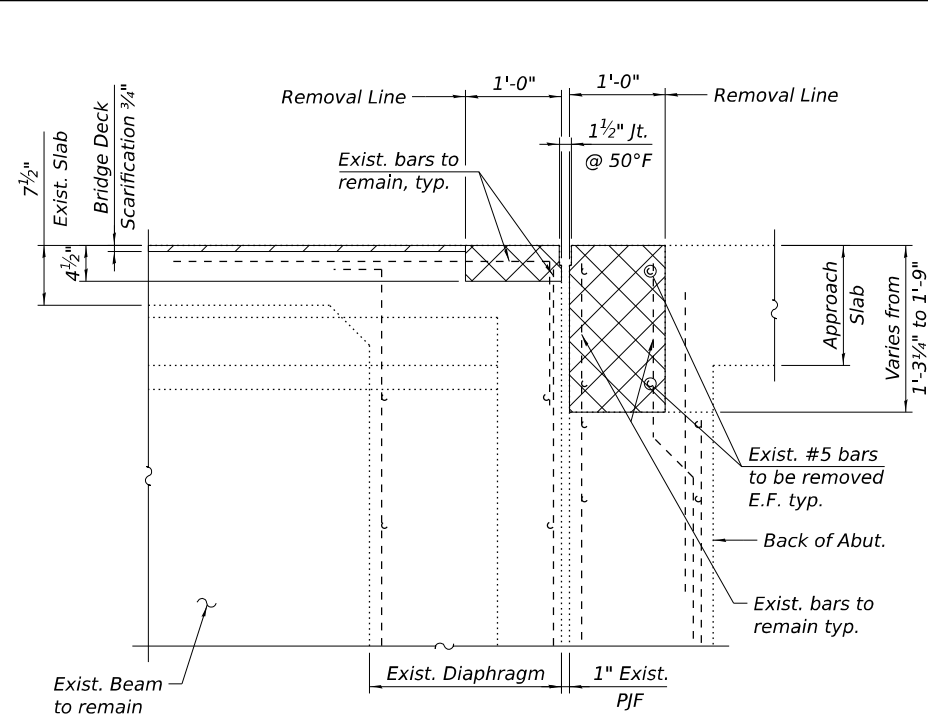
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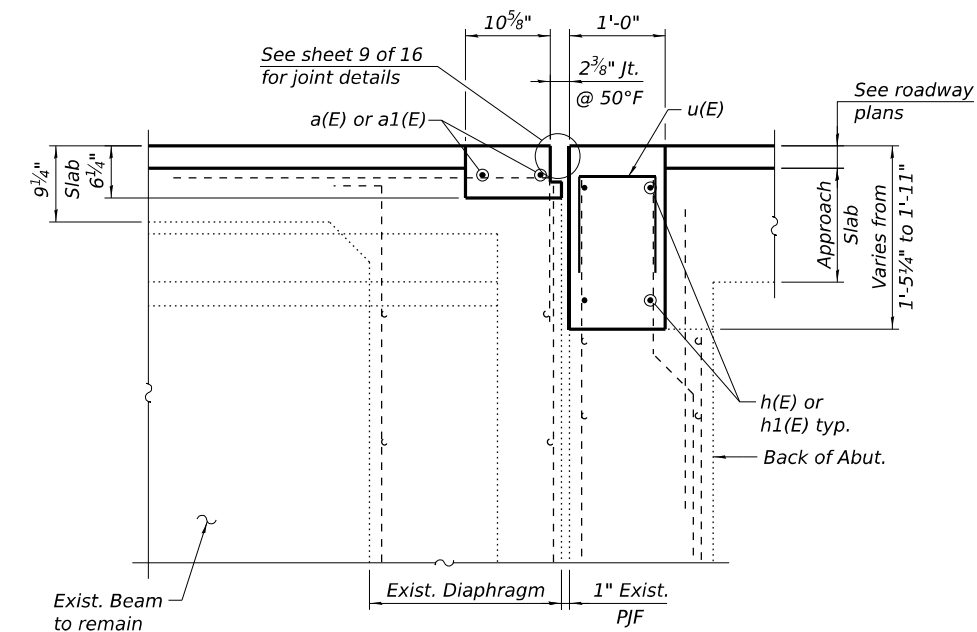
SECTION D-D



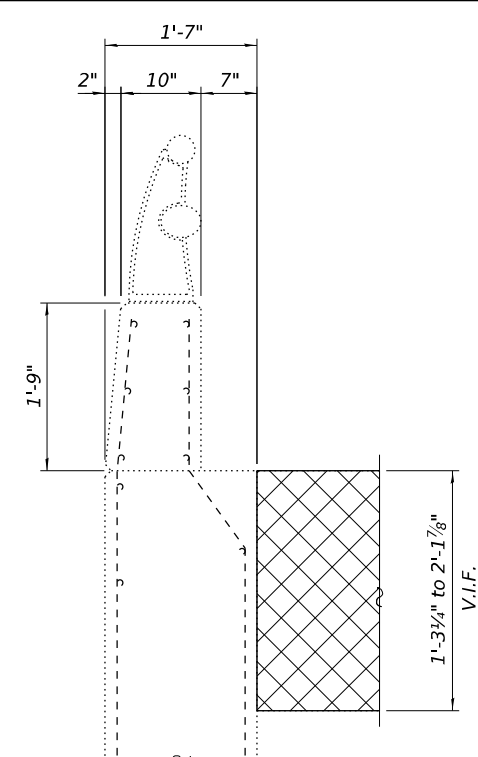
SECTION DD-DD



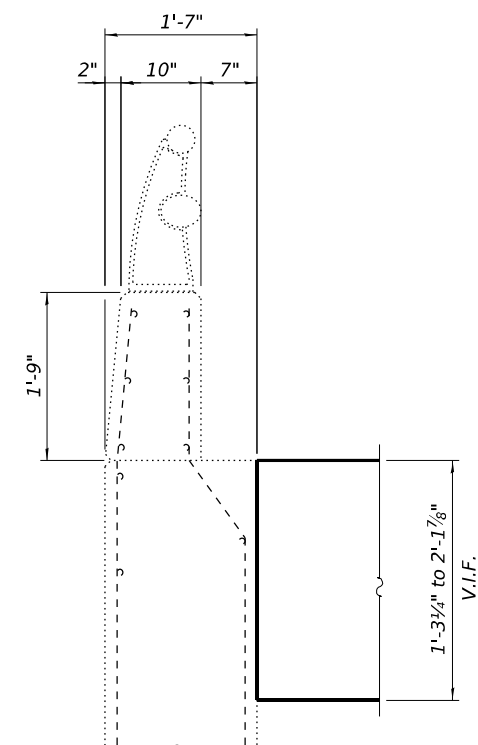
SECTION E-E



SECTION EE-EE



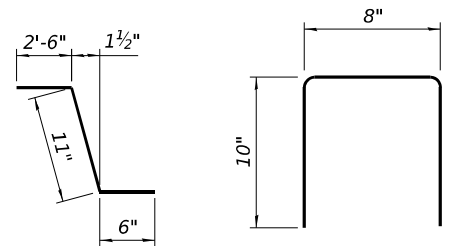
SECTION F-F



SECTION FF-FF

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	2	#6	42'-5"	
a1(E)	2	#6	44'-2"	
c(E)	4	#5	3'-11"	
h(E)	4	#5	42'-5"	
h1(E)	4	#5	44'-2"	
u(E)	69	#4	2'-4"	
Concrete Removal			Cu. Yd.	7.5
Reinforcement Bars, Epoxy Coated			Pound	400
Concrete Superstructure			Cu. Yd.	8.4



BAR c(E)

BAR u(E)

MINIMUM BAR LAP

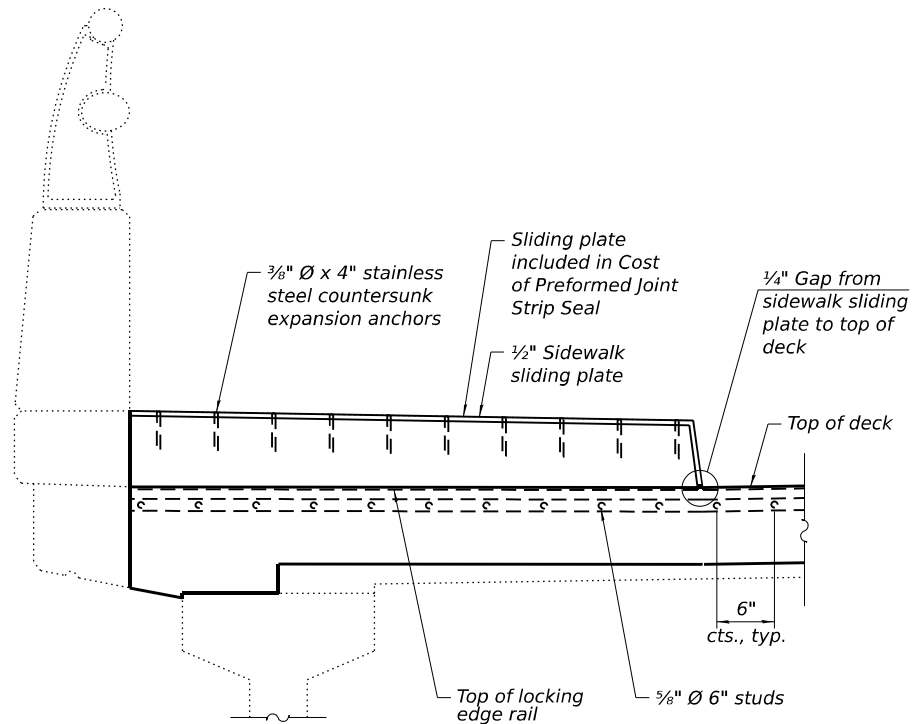
#5 bar = 3'-10"
#6 bar = 5'-3"

LEGEND

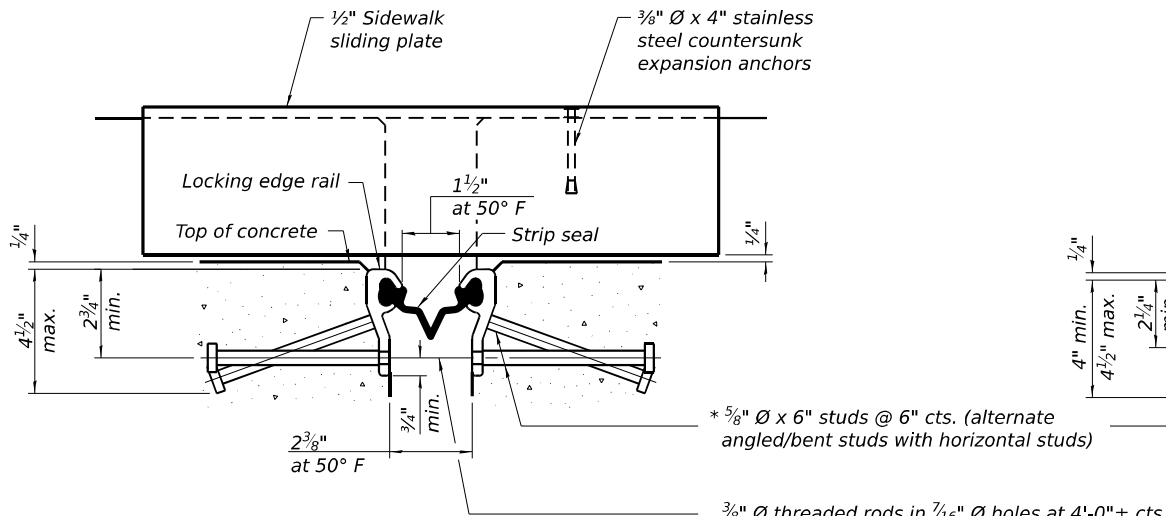
	Concrete Removal
E.F.	Each Face
V.I.F.	Verify in Field

USER NAME =	DESIGNED - CG	REVISED -
	CHECKED - KM	REVISED -
PLOT SCALE =	DRAWN - DCP	REVISED -
PLOT DATE =	CHECKED - BB	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2886	(1976-165-WRS) BDR, BJR 25	COOK	33	20
CONTRACT NO. 62Y14				
ILLINOIS FED. AID PROJECT				



TYPICAL END TREATMENTS AT SIDEWALK
See sheets 6 through 9 for sidewalk dimensions

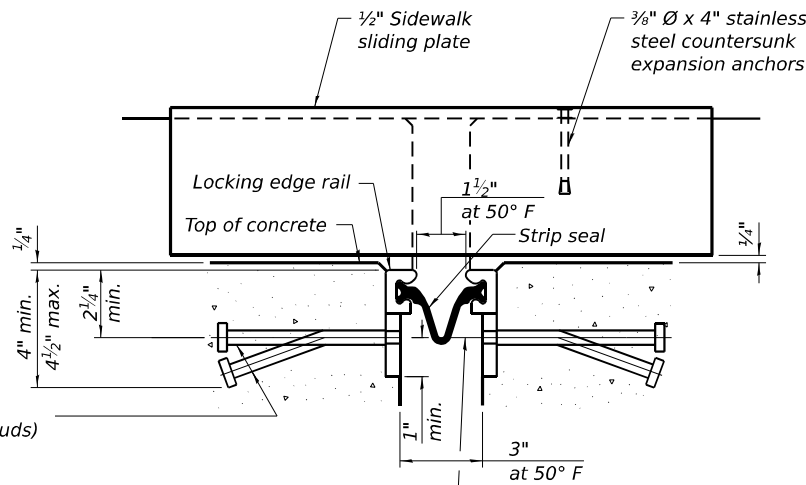


SHOWING ROLLED RAIL JOINT

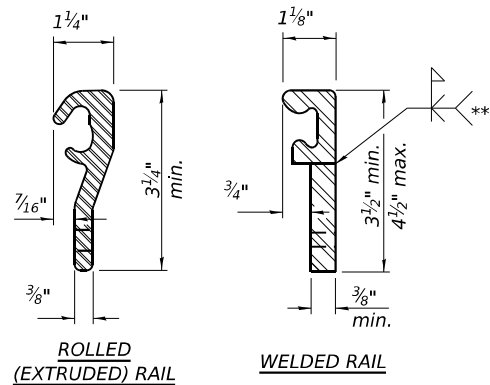
3/8" Ø threaded rods in 7/16" Ø holes at 4'-0"± cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

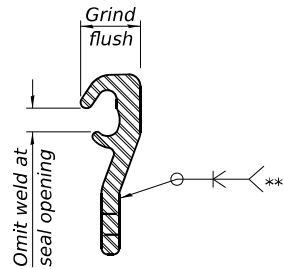


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	171

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

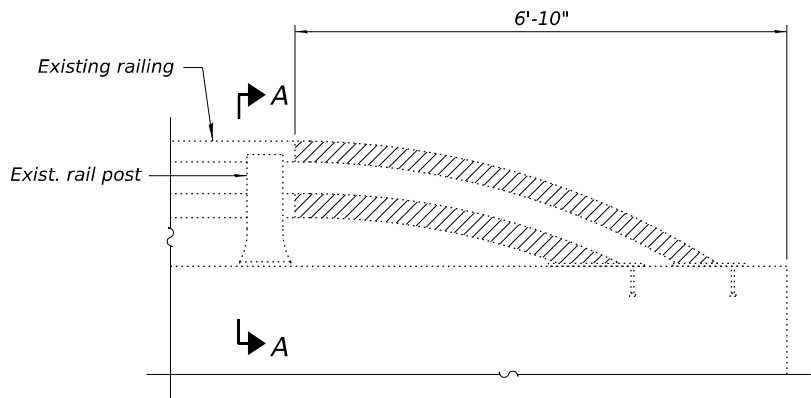
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be 6" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

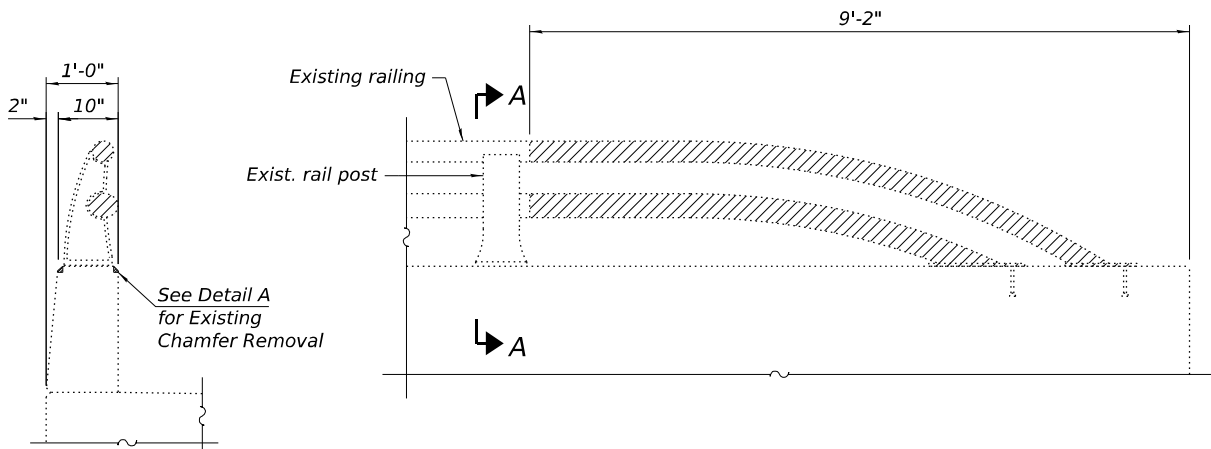
Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

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

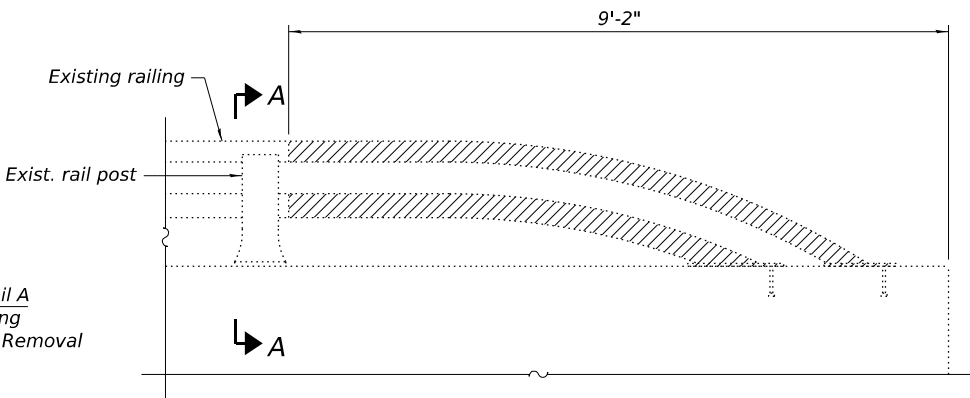
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



SE WINGWALL REMOVAL ELEVATION

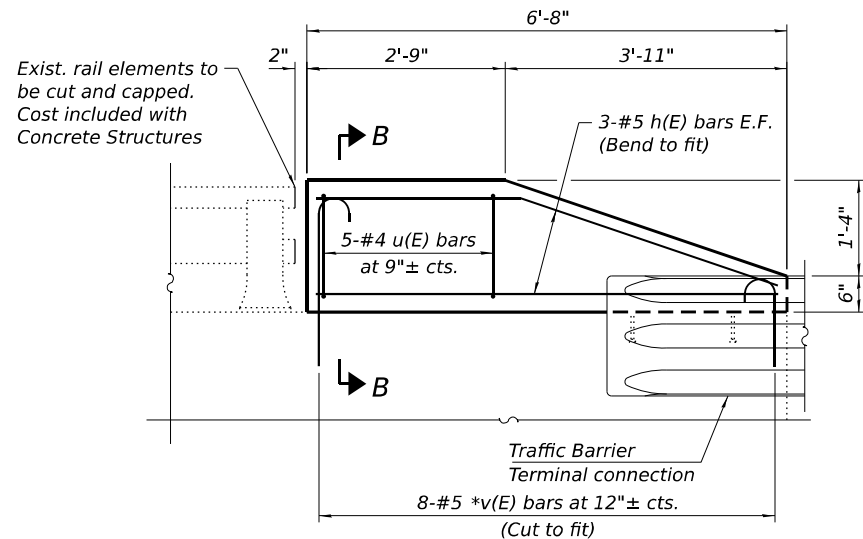


SECTION A-A

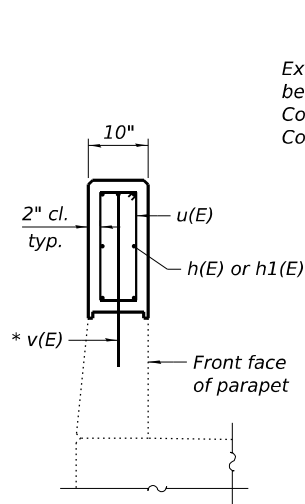


NW & NE WINGWALL REMOVAL ELEVATION

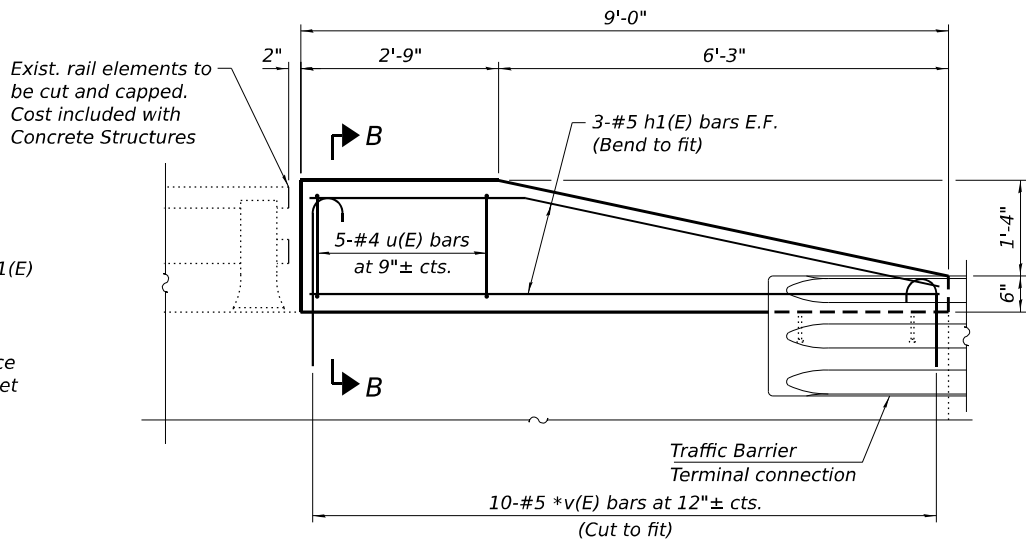
(NW wingwall shown, NE wingwall similar)



SE WINGWALL RECONSTRUCTION ELEVATION

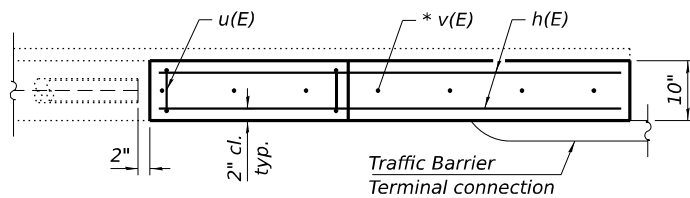


SECTION B-B

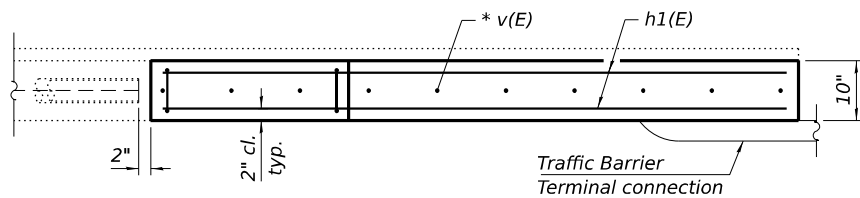


NW & NE WINGWALL RECONSTRUCTION ELEVATION

(NW wingwall shown, NE wingwall similar)

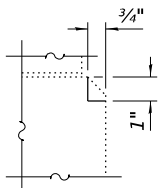


SE WINGWALL PLAN

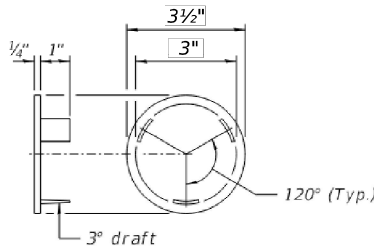


NW & NE WINGWALL PLAN

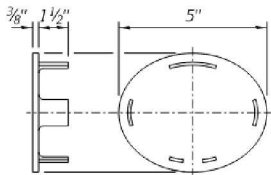
(NW wingwall shown, NE wingwall similar)



DETAIL A



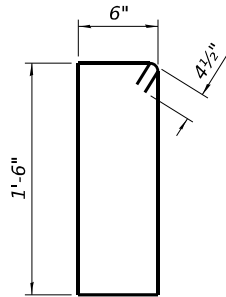
CAST END CAP
Drive Fit Type
(Top Rail)



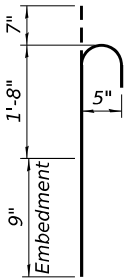
CAST END CAP
Drive Fit Type
(Bottom Rail)

BILL OF MATERIAL
NE, NW & SE WINGWALLS

Bar	No.	Size	Length	Shape
h(E)	6	#5	6'-4"	—
h1(E)	12	#5	8'-8"	—
u(E)	15	#4	4'-9"	□
v(E)	28	#5	3'-0"	⌋
Concrete structures			Cu Yd	0.9
Protective Coat			Sq Yd	4
Reinforcement Bars, Epoxy Coated			Pound	120



BAR u(E)



BAR v(E)

Notes:

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

LEGEND



Hatched areas indicate areas of railing removal. Cost included with Concrete Structures

E.F. Each Face

* Epoxy grout v(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.

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GRÄEF
8501 W. Higgins Road, Suite 280
Chicago, Illinois 60634 (773) 399-002

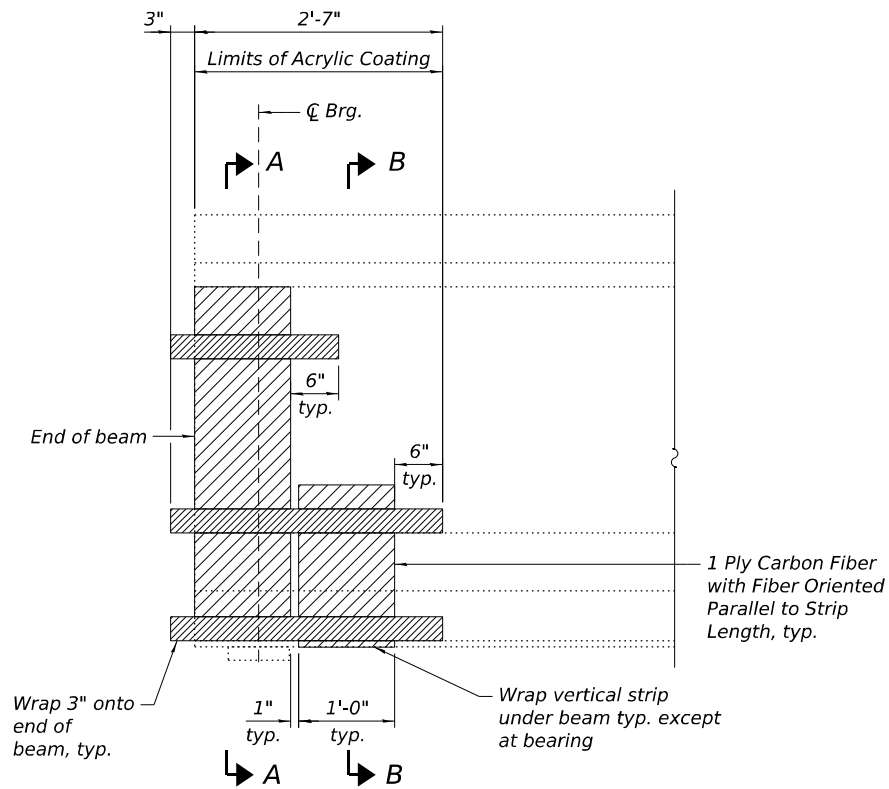
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PLOT DATE =	CHECKED - BB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WINGWALL MODIFICATION DETAILS
STRUCTURE NO. 016-2545

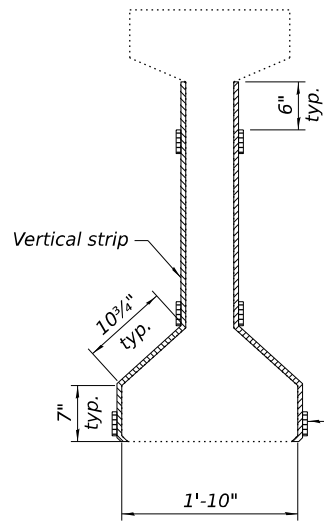
SHEET 10 OF 16 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62Y14				
ILLINOIS FED. AID PROJECT				

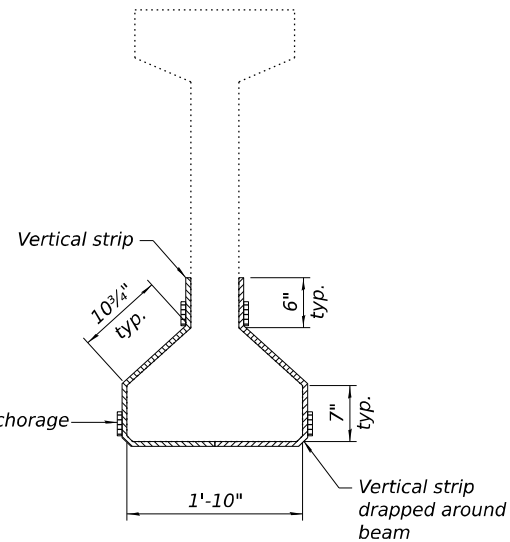


FIBER WRAP REPAIR DETAIL - SOUTH ABUT.

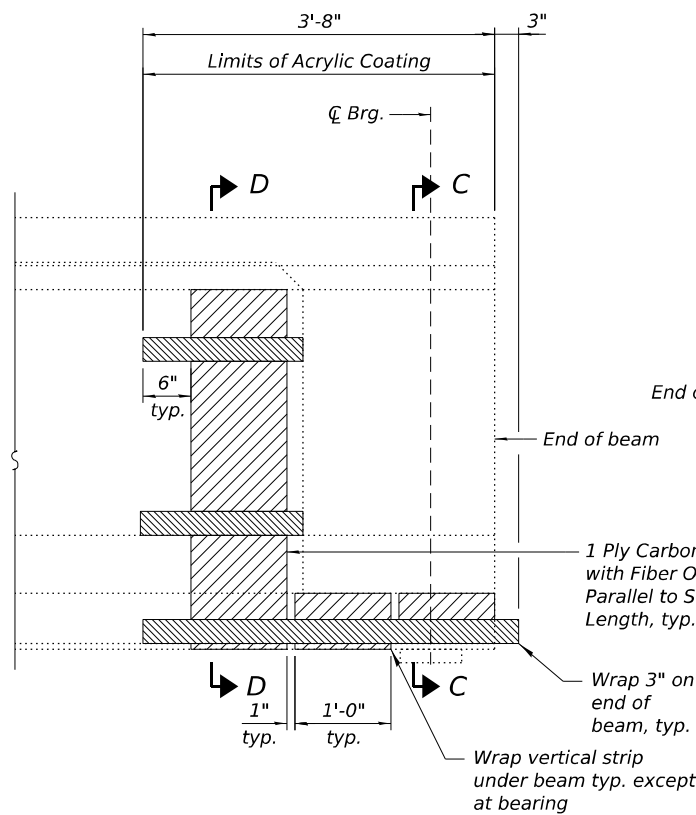
See framing plan, see sheet 11 of 16 for locations



SECTION A-A

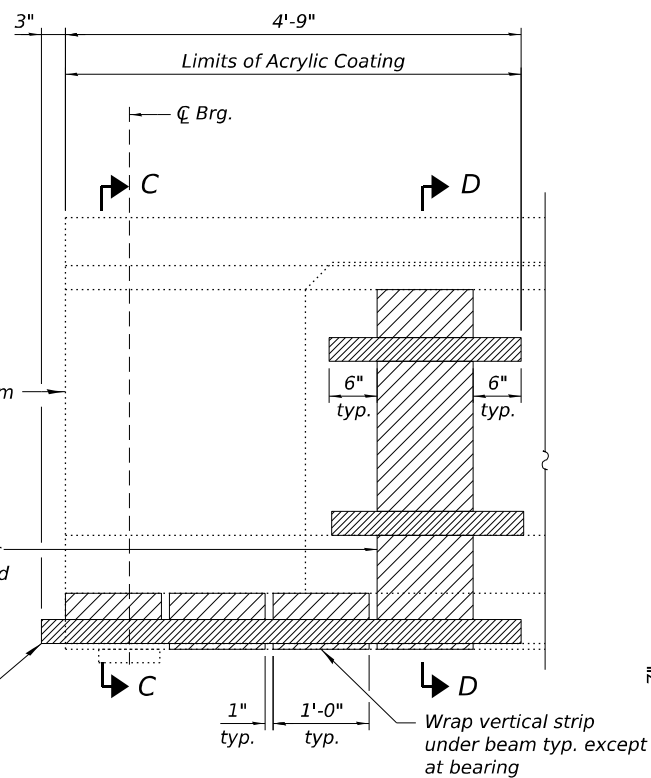


SECTION B-B



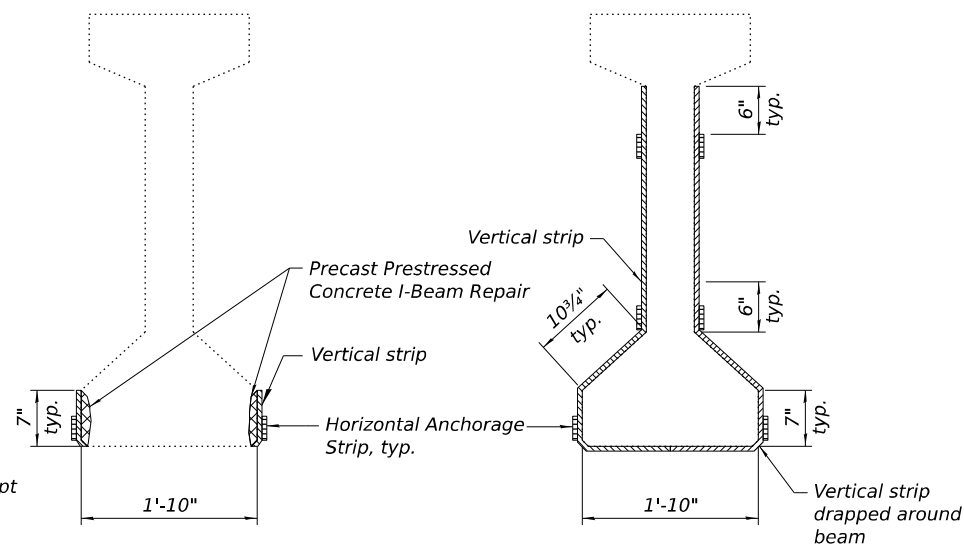
FIBER WRAP REPAIR DETAIL - NORTH ABUT.

See framing plan, see sheet 11 of 16 for locations
(Looking West)

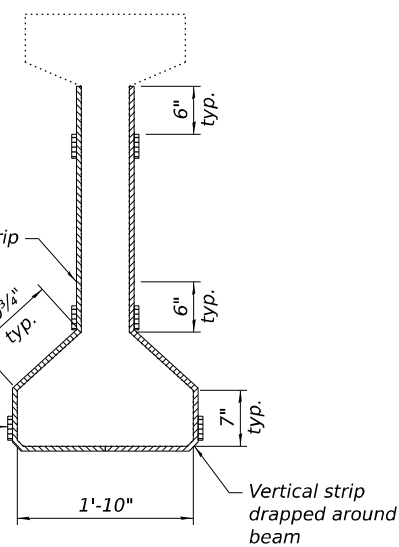


FIBER WRAP REPAIR DETAIL - NORTH ABUT.

See framing plan, see sheet 11 of 16 for locations
(Looking East)



SECTION C-C



SECTION D-D

LEGEND

	Fiber Wrap Repair
	Horizontal Anchorage Strip

Notes:
See Sheet 13 of 16 for bearing details.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Acrylic Coating	Sq Yd	20
Fiber Wrap	Sq Ft	180
Precast Prestressed Concrete I-Beam Repair	Sq Ft	2

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8501 W. Higgins Road, Suite 280
Chicago, Illinois 60634 (773) 399-0182

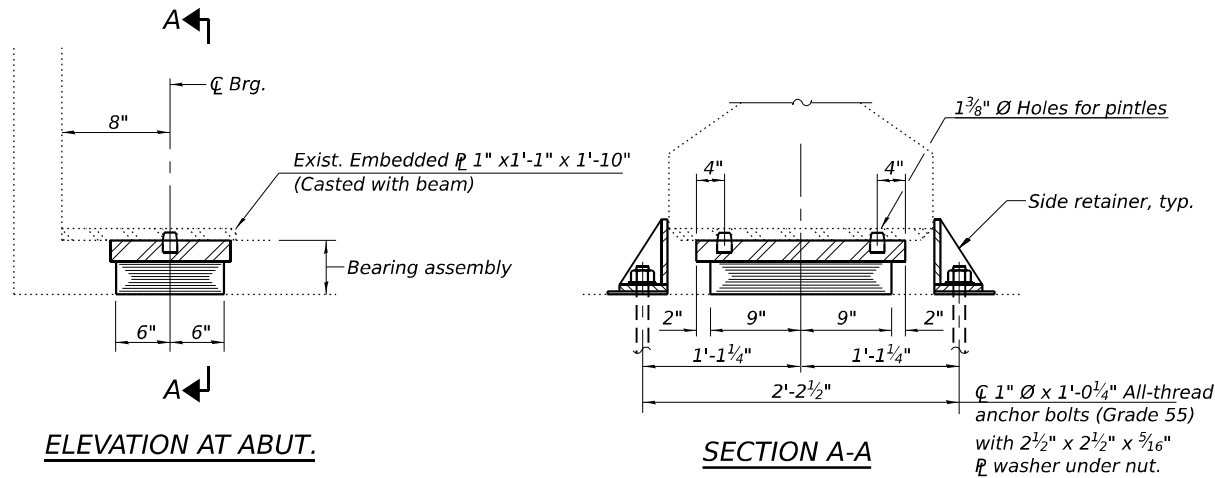
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

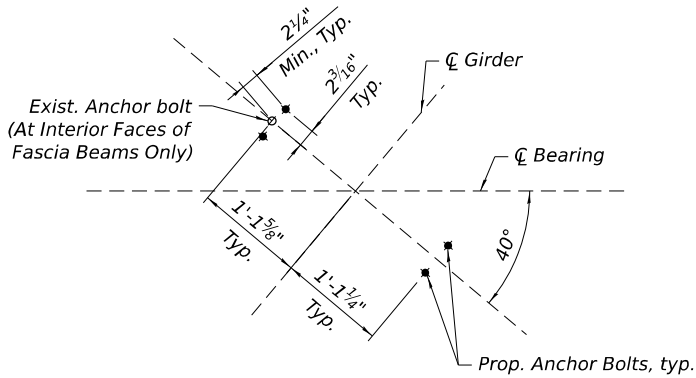
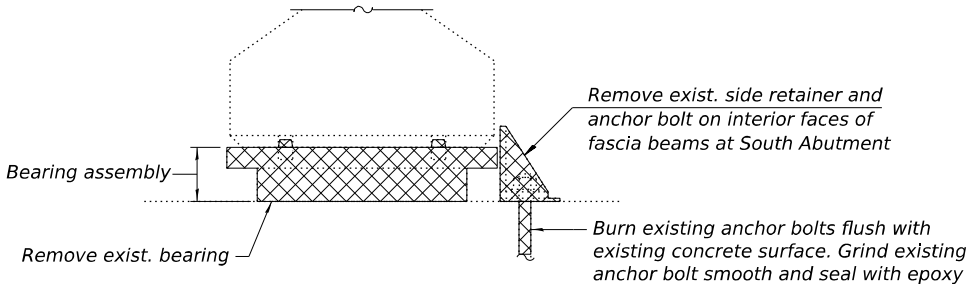
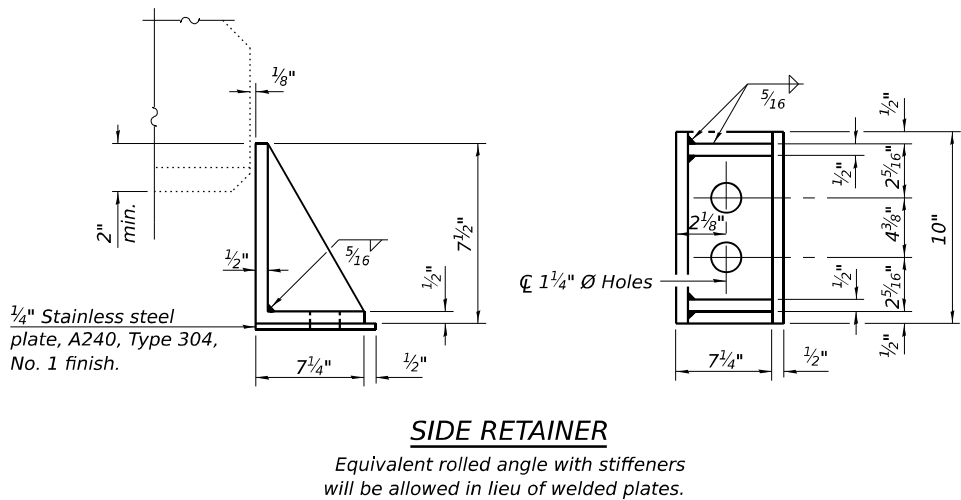
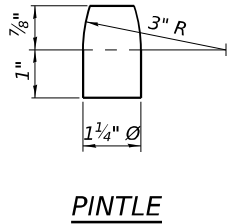
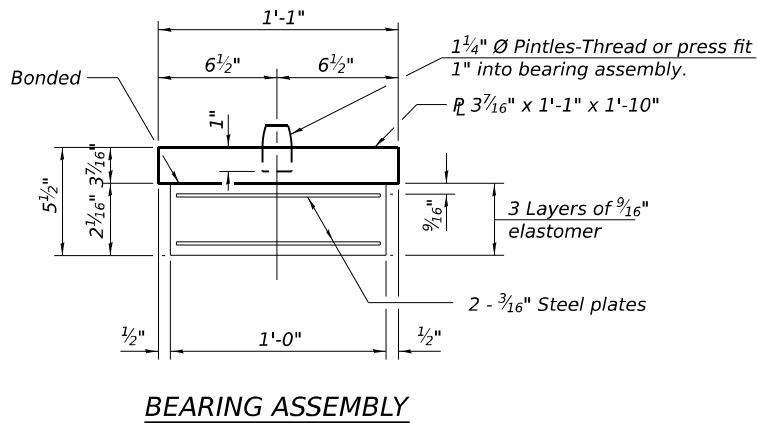
**PPC I-BEAM REPAIRS
STRUCTURE NO. 016-2545**

SHEET 12 OF 16 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2886	(1976-165-WRS) BDR, BJR 25	COOK	33	24
CONTRACT NO. 62Y14				
ILLINOIS FED. AID PROJECT				



TYPE I ELASTOMERIC EXP. BRG.
(4 Req'd)



Notes:

Existing elastomeric bearing are to be removed and replaced at south abutment - 4 Total. For locations of bearing replacements, see sheet 11 of 16

Contractor to jack beams only once traffic is removed from overlying deck.

Cost to jack bearings, remove existing bearings & anchor bolts, prepare surfaces, position bearings and set included with Jack and Remove Existing Bearings.

Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Adjustment must account for heave due to pack-rust (if present).

All dirt and debris shall be cleaned off the abutment seats such that the seats are clean and smooth before placement of the bearing plates. Cost included with Jack and Remove Existing Bearings.

Min. jack capacity = 50 Tons

Anchor bolts shall be ASTM F 1554 all-thread (or an Engineer approved alternate material) of the grade(s) and diameter(s) specified. Astm A307 Grade C anchor bolts may be used.

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.

All exposed bearing plates and side retainers shall be hot dip galvanized according to AASHTO M111.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	4
Anchor Bolts, 1"	Each	16
Jack and Remove Existing Bearings	Each	4

ABUT. GIRDER REACTIONS (KIPS)

	S. Abut.
R ϕ (K)	71.3
R \perp (K)	91.0
Imp. (K)	7.2

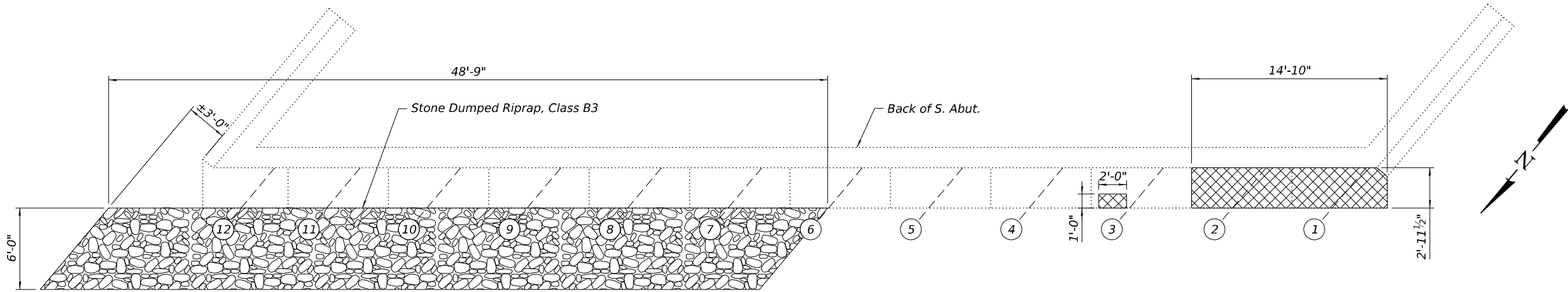
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 016-2545

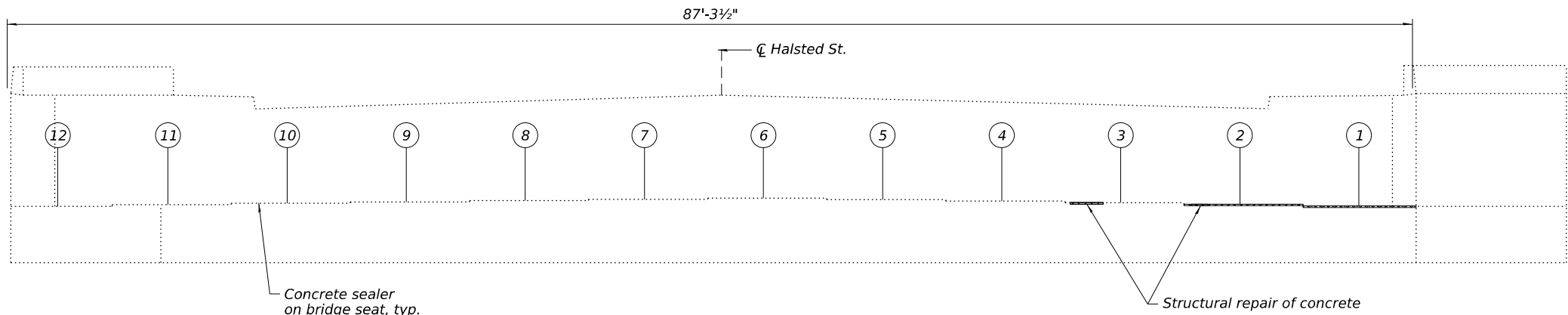
SHEET 13 OF 16 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2886	(1976-165-WRS) BDR, BJR 25	COOK	33	25
CONTRACT NO. 62Y14				
ILLINOIS FED. AID PROJECT				

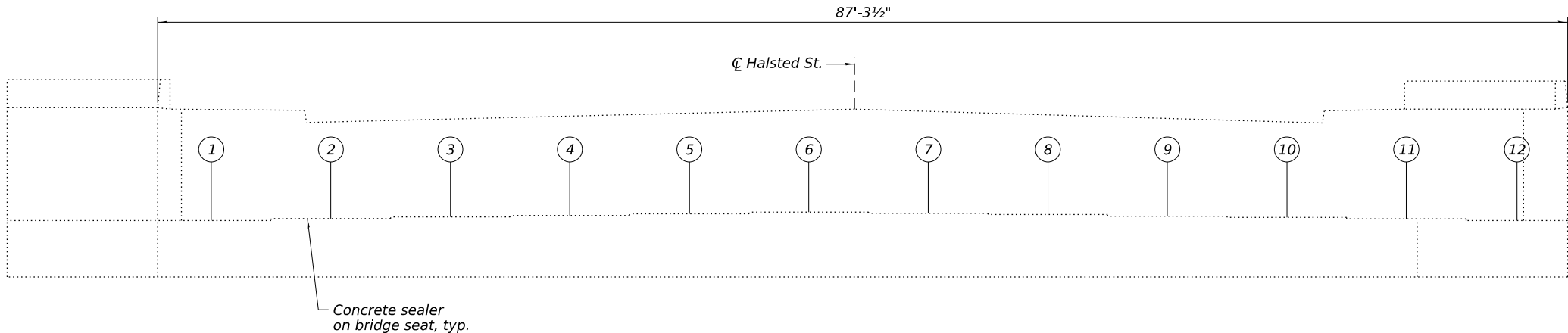
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	CHECKED - KM	REVISED -
PLOT SCALE =	DRAWN - DCP	REVISED -
PLOT DATE =	CHECKED - BB	REVISED -



EXISTING SOUTH ABUTMENT PLAN




EXISTING SOUTH ABUTMENT ELEVATION
(Looking South)



EXISTING NORTH ABUTMENT ELEVATION
(Looking North)

Notes:
Quantities and limits shown are estimated for bidding purposes only. The actual areas to be repaired, and the typs(s) of repairs to be used, will be determined by the Engineer in the field at the time of construction.
All horizontal surfaces (Bridge Seats) are to be cleaned and sealed

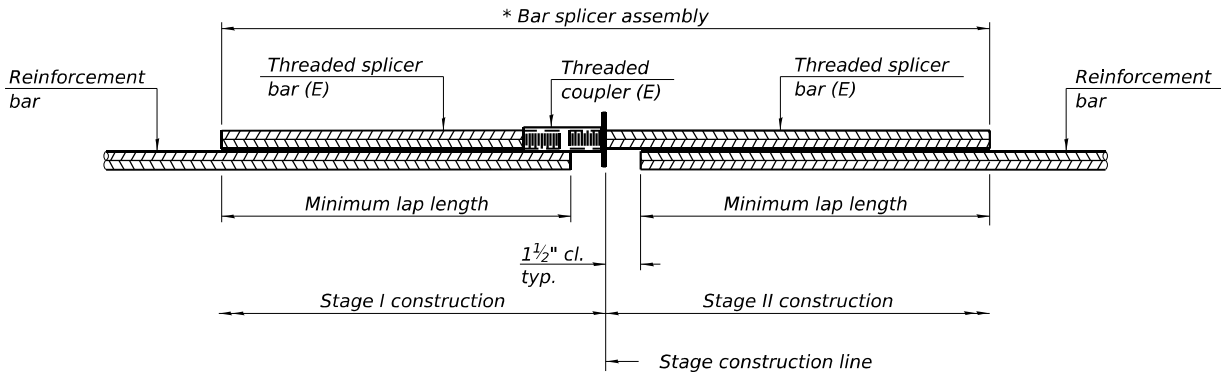
LEGEND

 Structural Repair of Concrete (Depth Equal to ro less than 5 Inches)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Stone Dumped Riprap, Class B3	Sq Yd	33
Structural Repair of Concrete (Depth Equal to or less than 5 Inches)	Sq Ft	46
Concrete Sealer	Sq Ft	517
Cleaning Bridge Seats	Sq Ft	517

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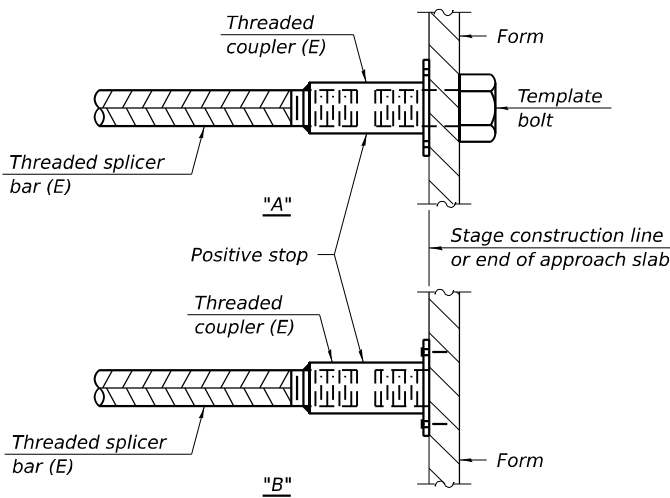
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1½" + thread length

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

Location	Bar size	No. assemblies required	Minimum lap length
South Abutment	#5	4	3'-10"
	#6	2	5'-3"
North Abutment	#5	4	3'-10"
	#6	2	5'-3"

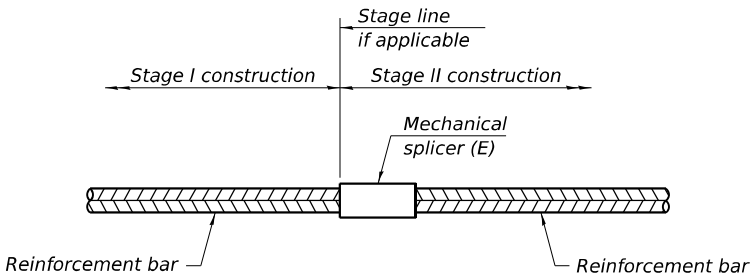


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

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

BSD-1

5-15-2023

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 016-2545

SHEET 15 OF 16 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2886	(1976-165-WRS) BDR, BJR 25	COOK	33	27
CONTRACT NO. 62Y14				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.U. SHEET NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	1976-165-WRS	COOK	107	73

SHEET No. 1
OF 10 SHEETS

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A519, Grade D26 and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C881, Type I, Grade I and of a Class suitable for the temperature at installation.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or in accordance with the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel". All bearing steel shall be AASHTO M183.

INSTALLATION PROCEDURE FOR THE ILLINOIS COIL-LOCK ANCHOR BOLT

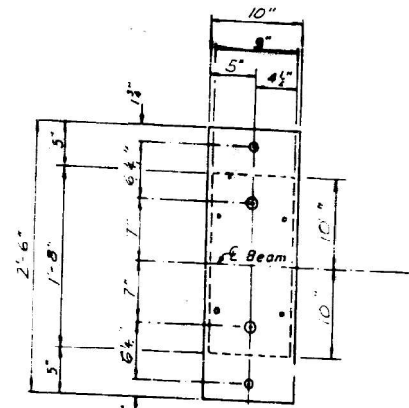
- With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
- Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

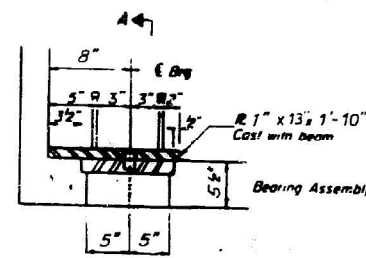
The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes in accordance with the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

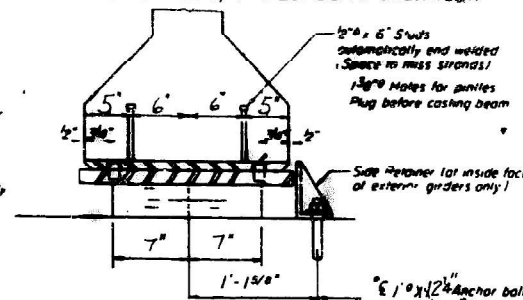
- A threaded rod stud with nut and washer conforming to ASTM A307.
- A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.



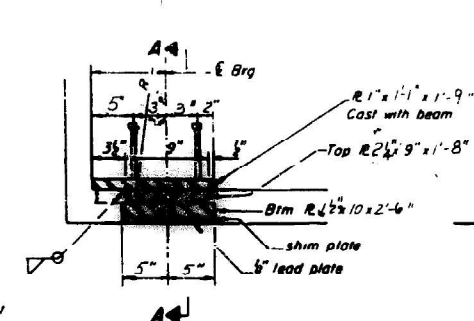
PLAN OF
TOP & BOTTOM PLATES



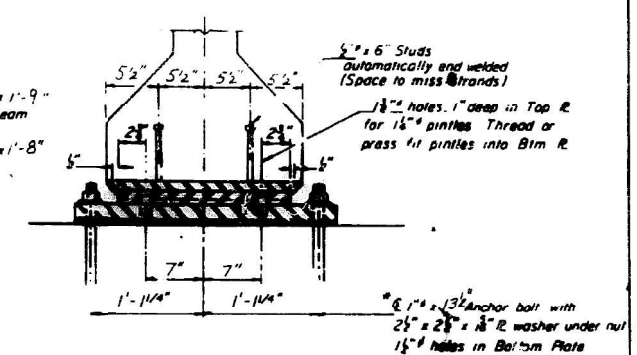
SECTION AT ABUT.



SECTION A-A

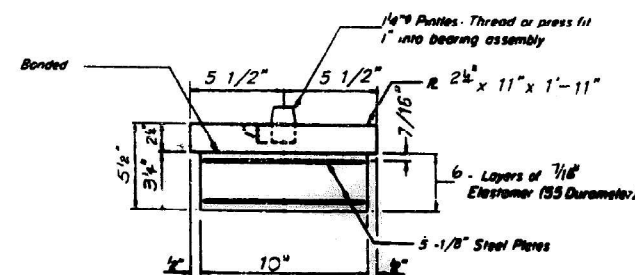


SECTION AT ABUT.



SECTION A-A

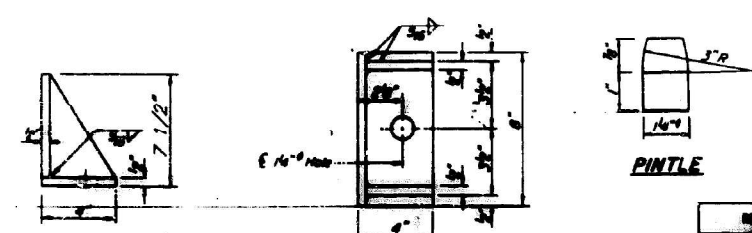
TYPE I ELASTOMERIC EXP. BRG.



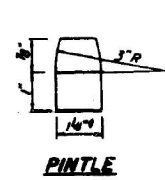
BEARING ASSEMBLY

Note: After beams have been erected holes at bearing locations shall be drilled and anchor bolts grouted in place.

FIXED BEARING



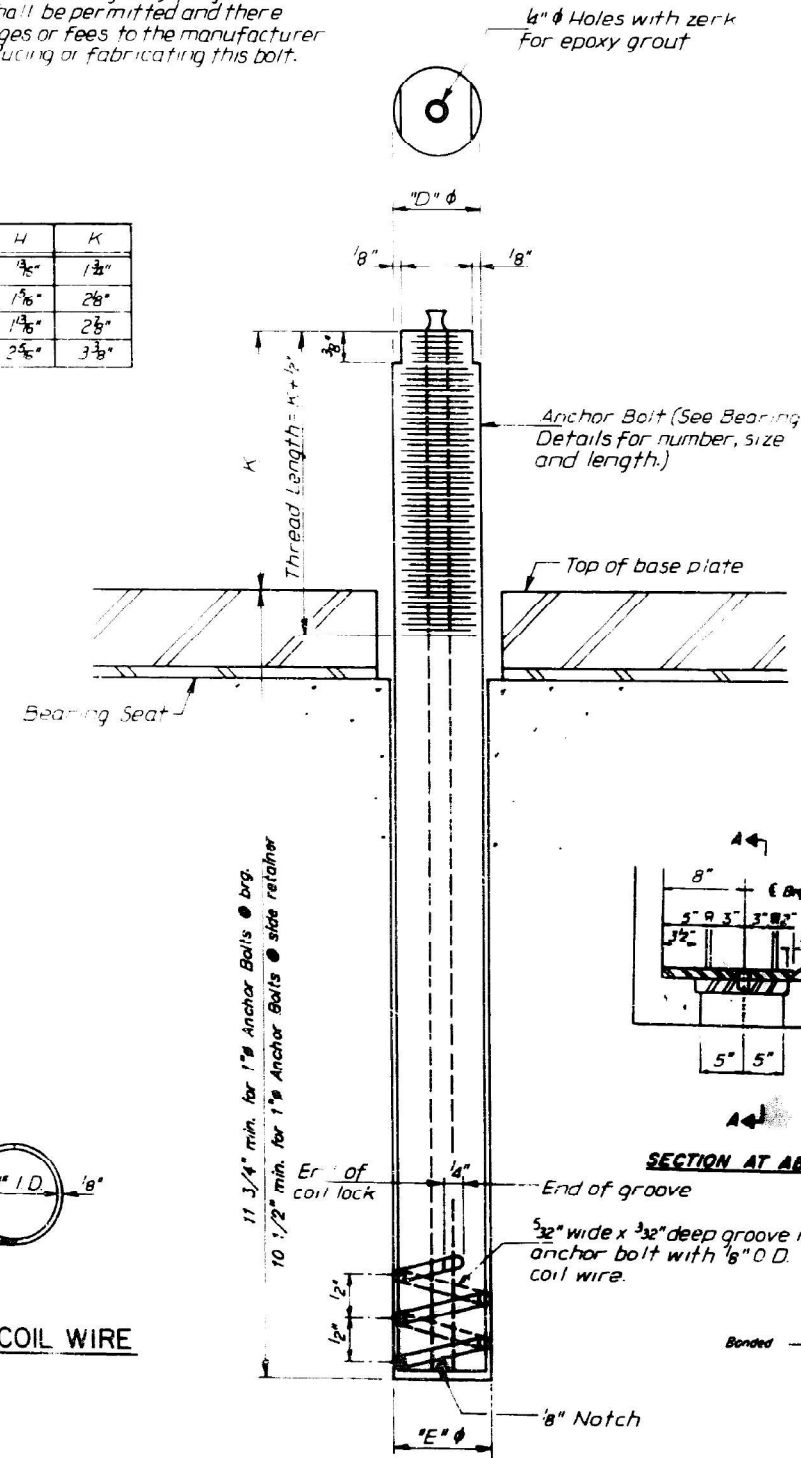
SIDE RETAINER



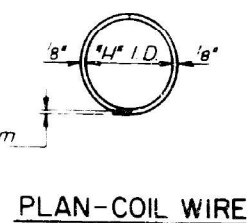
PINTE

FOR INFORMATION ONLY

D	E	H	K
1"	1/8"	3/4"	1 1/4"
1 1/2"	1/8"	1 1/8"	2 1/8"
2"	1/8"	1 3/8"	2 5/8"
2 1/2"	1/8"	2 1/8"	3 1/8"



ILLINOIS COIL-LOCK ANCHOR BOLT



PLAN-COIL WIRE

DESIGNED
CHECKED
DRAWN
CHECKED

REVISIONS	REMARKS
1	ANCHOR BOLTS F.A.U. 2886 (HALSTED ST.) OVER THORN CREEK SECTION 165-165-WRS, COOK COUNTY STA. 34+30.09 STRUCTURE NO. 016-2545

DESIGNED	CHECKED	DRAWN	CHECKED
USER NAME =	DESIGNED - CG	REVISOR -	
PLOT SCALE =	CHECKED - KM	REVISOR -	
PLOT DATE =	DRAWN - DCP	REVISOR -	
	CHECKED - BB	REVISOR -	

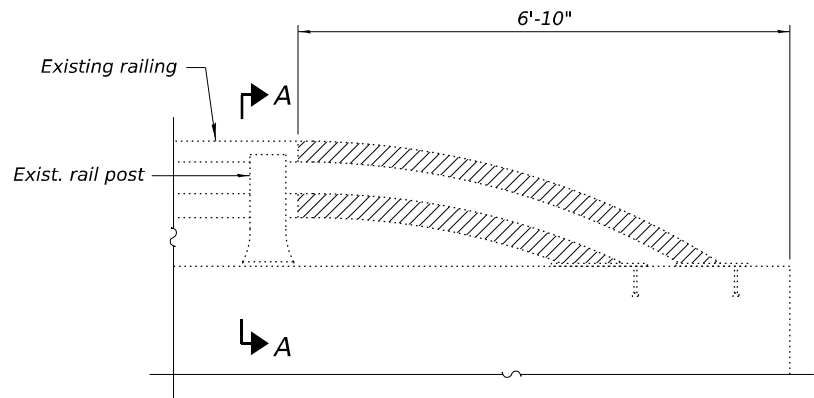
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS REFERENCE SHEET
STRUCTURE NO. 016-2545

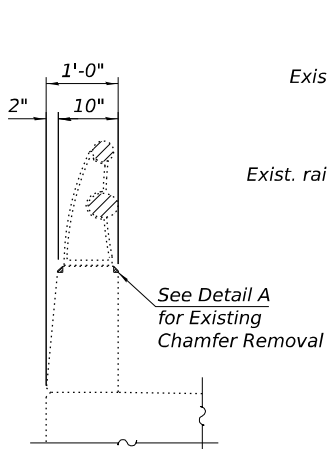
SHEET 16 OF 16 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2886	(1976-165-WRS) BDR, BJR 25	COOK	33	28
CONTRACT NO. 62Y14				
ILLINOIS FED. AID PROJECT				

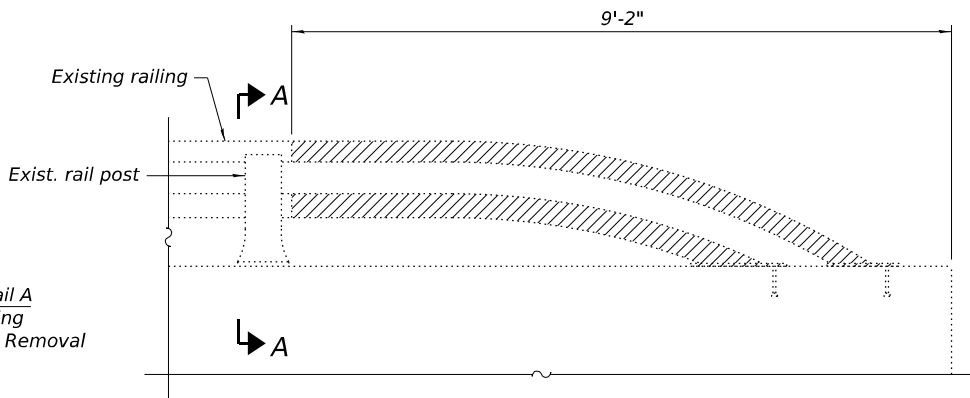
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SE WINGWALL REMOVAL ELEVATION

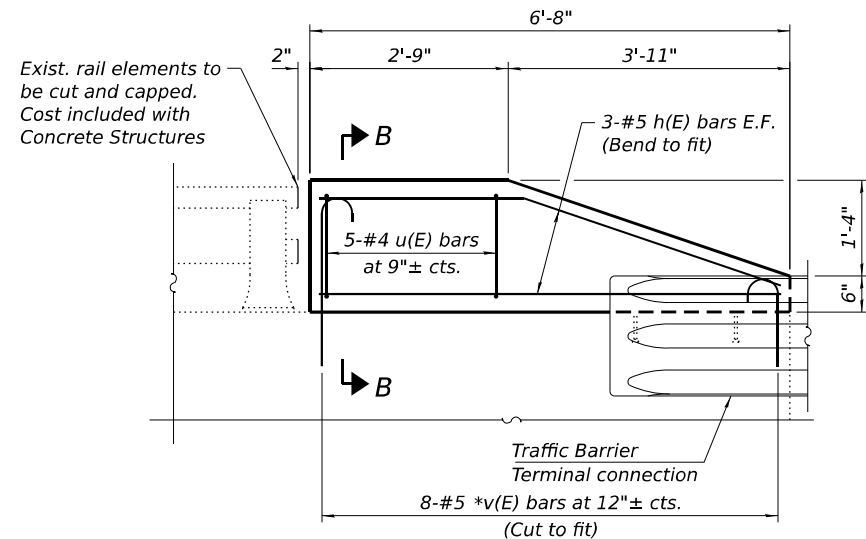


SECTION A-A

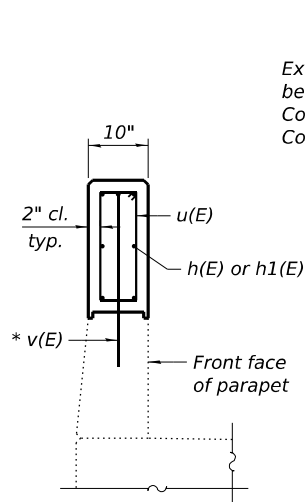


NW & NE WINGWALL REMOVAL ELEVATION

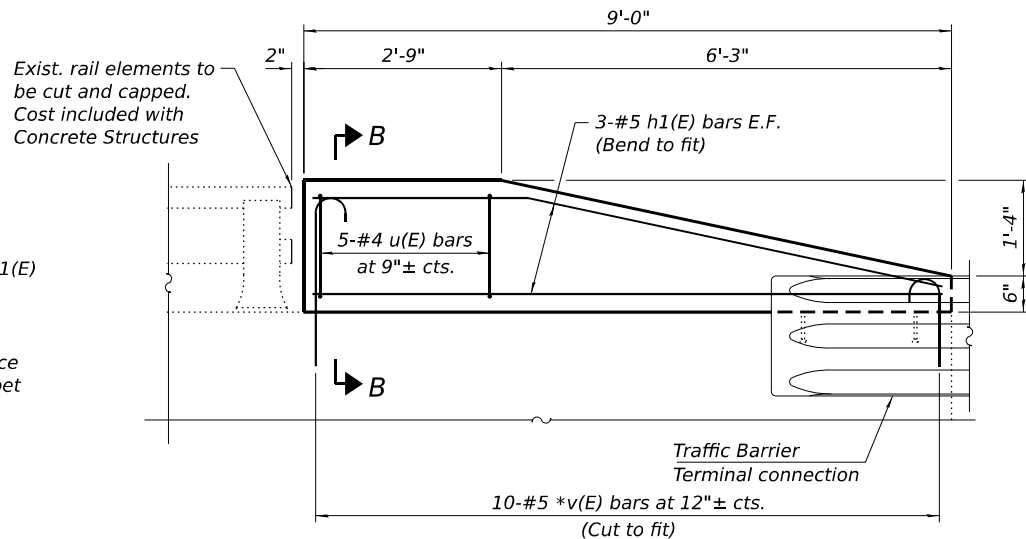
(NW wingwall shown, NE wingwall similar)



SE WINGWALL RECONSTRUCTION ELEVATION

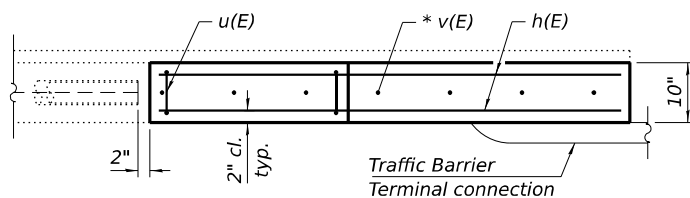


SECTION B-B

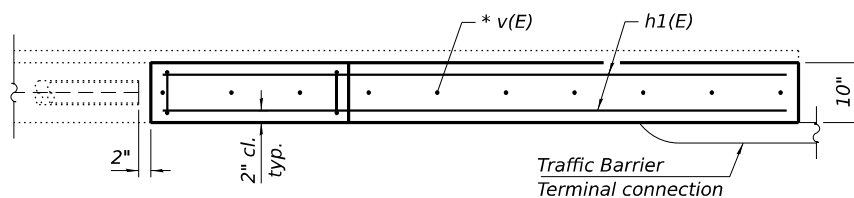


NW & NE WINGWALL RECONSTRUCTION ELEVATION

(NW wingwall shown, NE wingwall similar)

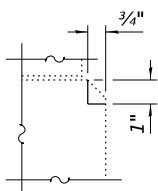


SE WINGWALL PLAN

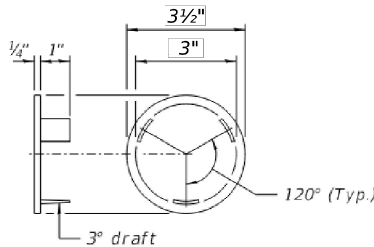


NW & NE WINGWALL PLAN

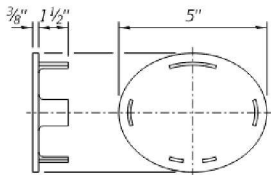
(NW wingwall shown, NE wingwall similar)



DETAIL A



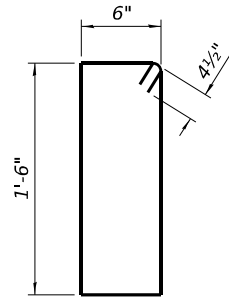
CAST END CAP
Drive Fit Type
(Top Rail)



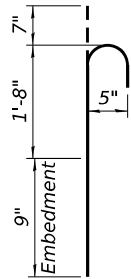
CAST END CAP
Drive Fit Type
(Bottom Rail)

BILL OF MATERIAL
NE, NW & SE WINGWALLS

Bar	No.	Size	Length	Shape
h(E)	6	#5	6'-4"	—
h1(E)	12	#5	8'-8"	—
u(E)	15	#4	4'-9"	□
v(E)	28	#5	3'-0"	⌋
Concrete structures			Cu Yd	0.9
Protective Coat			Sq Yd	4
Reinforcement Bars, Epoxy Coated			Pound	120



BAR u(E)



BAR v(E)

Notes:

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

LEGEND



Hatched areas indicate areas of railing removal. Cost included with Concrete Structures

E.F. Each Face

* Epoxy grout v(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.

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GRÄEF
8501 W. Higgins Road, Suite 280
Chicago, Illinois 60634 (773) 399-0102

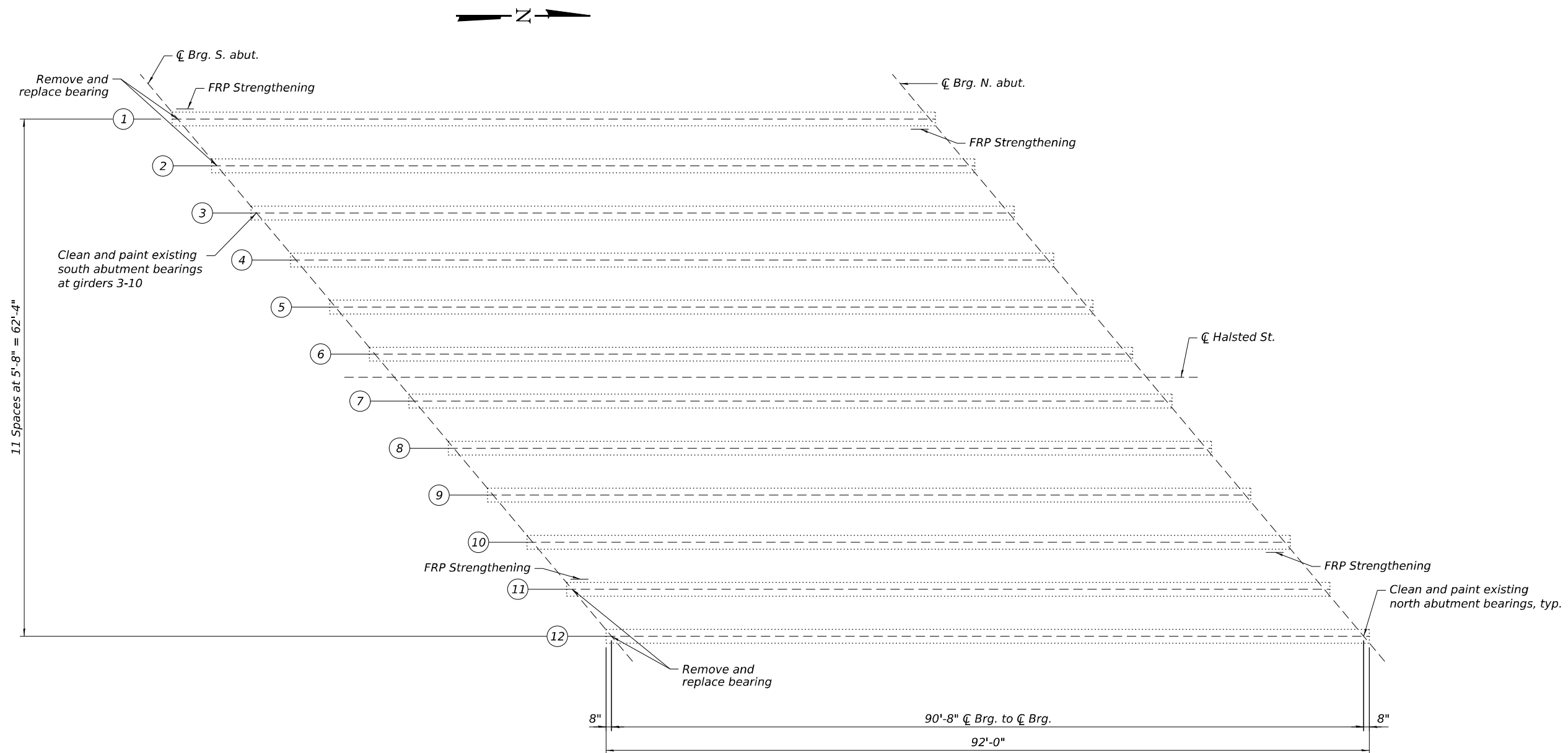
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PLOT DATE =	DRAWN - DCP	REVISED -
	CHECKED - VG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WINGWALL MODIFICATION DETAILS
STRUCTURE NO. 016-2545

SHEET 11 OF 17 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2886	(1976-165-WRS) BDR, BJR 25	COOK	43	29
CONTRACT NO. 62Y14				
ILLINOIS FED. AID PROJECT				



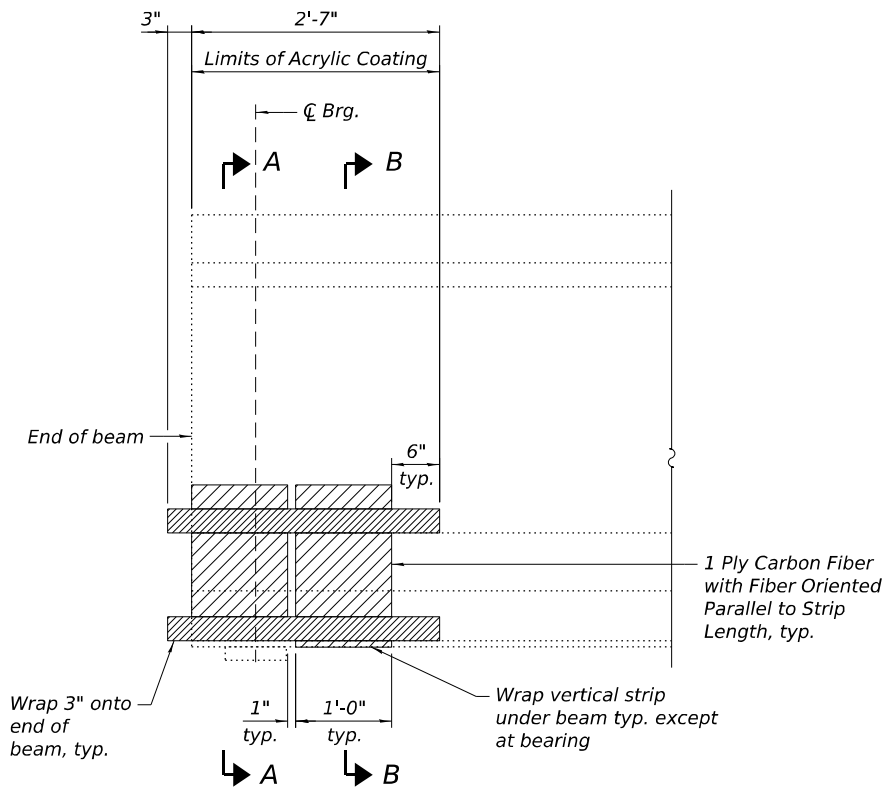
PLAN

- Notes:
- For FRP Strengthening, see sheet 13 of 17.
 - For removing and replace bearings detail, see sheet 14 of 17.

BILL OF MATERIAL

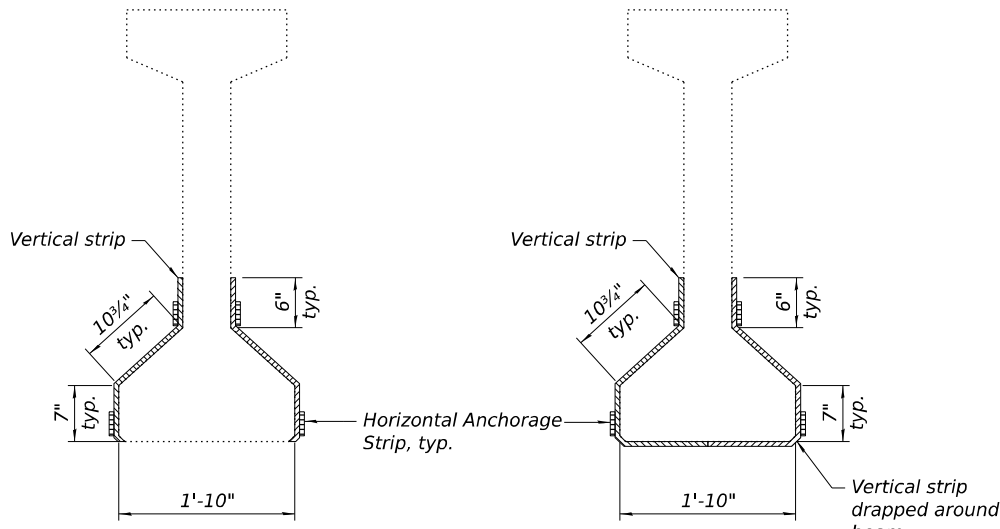
ITEM	UNIT	QUANTITY
Clean and Paint Bearings	Each	20

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FIBER WRAP REPAIR DETAIL

See framing plan, see sheet 12 of 17 for locations



SECTION A-A

SECTION B-B

LEGEND



Fiber Wrap Repair



Horizontal Anchorage Strip

Notes:
See Sheet 14 of 17 for bearing details.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Acrylic Coating	Sq Yd	7
Fiber Wrap	Sq Ft	62

MODEL: Default
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GRaEF

8501 W. Higgins Road, Suite 280
Chicago, Illinois 60634 (773) 399-082

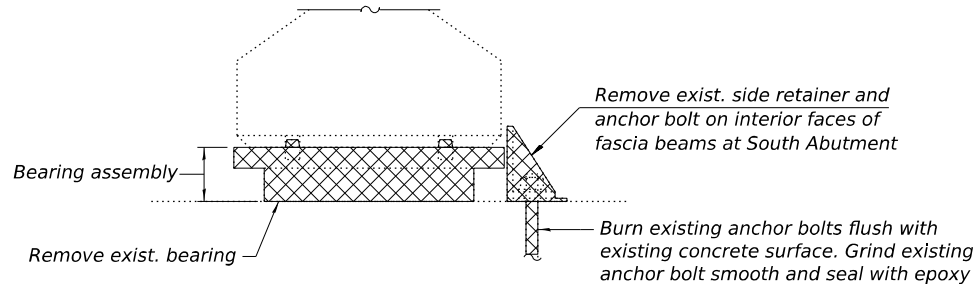
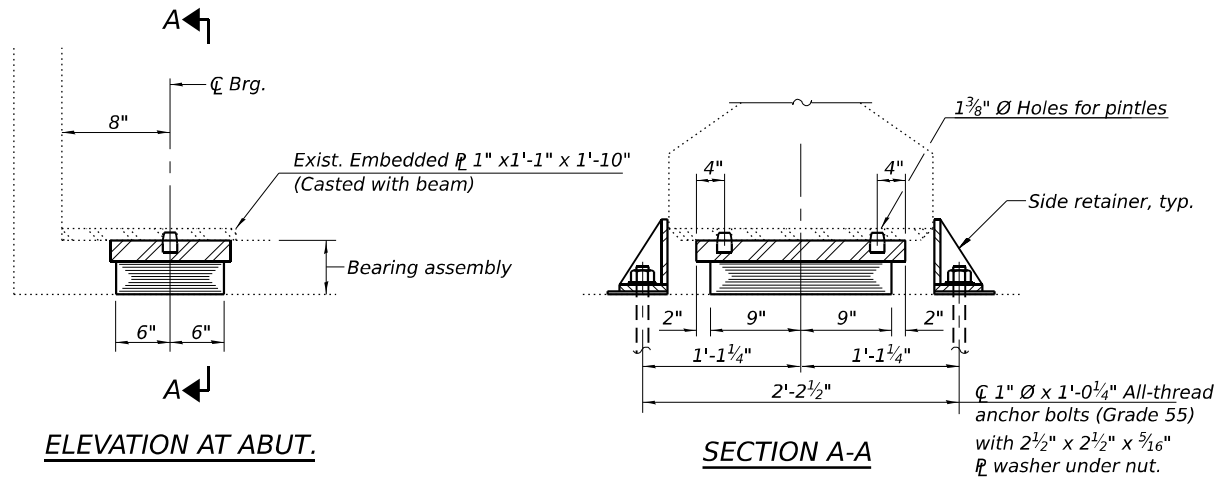
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

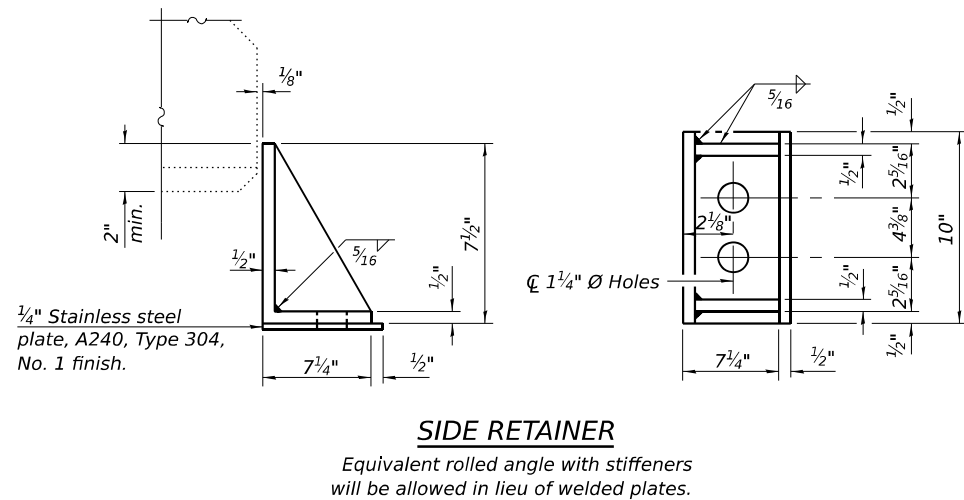
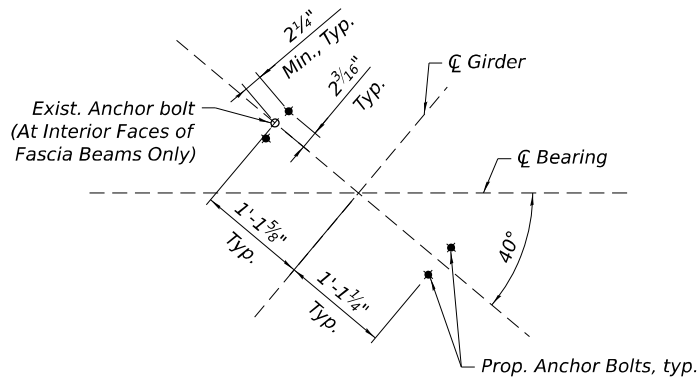
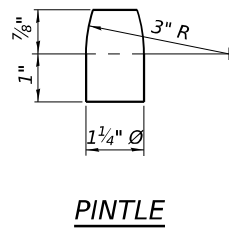
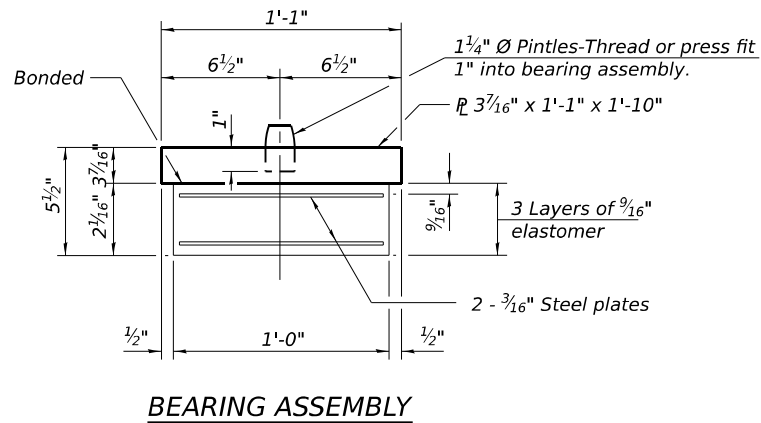
**PPC I-BEAM REPAIRS
STRUCTURE NO. 016-2545**

SHEET 13 OF 17 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2886	(1976-165-WRS) BDR, BJR 25	COOK	43	31
CONTRACT NO. 62Y14				
ILLINOIS FED. AID PROJECT				



TYPE I ELASTOMERIC EXP. BRG.
(4 Req'd)



ABUT. GIRDER REACTIONS (KIPS)

		S. Abut.
R ϕ	(K)	71.3
R ϕ	(K)	91.0
Imp.	(K)	7.2

Notes:

Existing elastomeric bearing are to be removed and replaced at south abutment - 4 Total. For locations of bearing replacements, see sheet 12 of 17

Contractor to jack beams only once traffic is removed from overlying deck.

Cost to jack bearings, remove existing bearings & anchor bolts, prepare surfaces, position bearings and set included with Jack and Remove Existing Bearings.

Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Adjustment must account for heave due to pack-rust (if present).

All dirt and debris shall be cleaned off the abutment seats such that the seats are clean and smooth before placement of the bearing plates. Cost included with Jack and Remove Existing Bearings.

Min. jack capacity = 50 Tons

Anchor bolts shall be ASTM F 1554 all-thread (or an Engineer approved alternate material) of the grade(s) and diameter(s) specified. Astm A307 Grade C anchor bolts may be used.

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

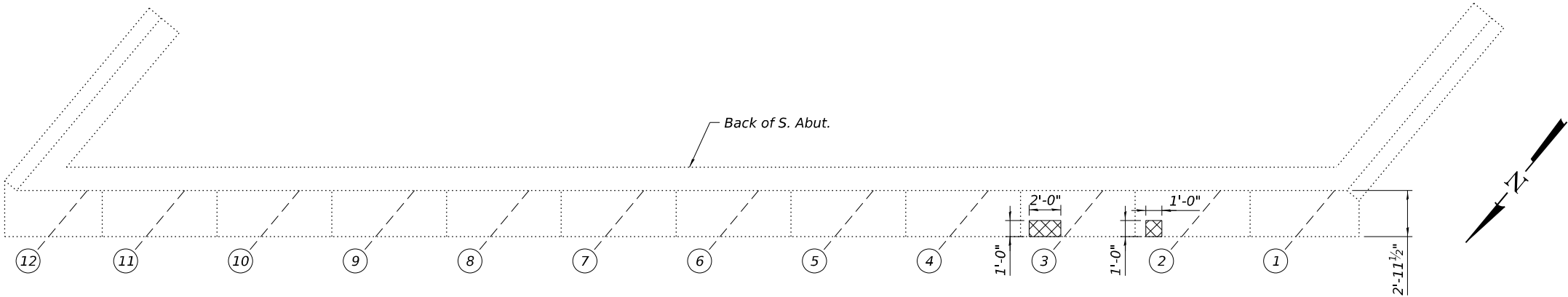
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

All exposed bearing plates and side retainers shall be hot dip galvanized according to AASHTO M111.

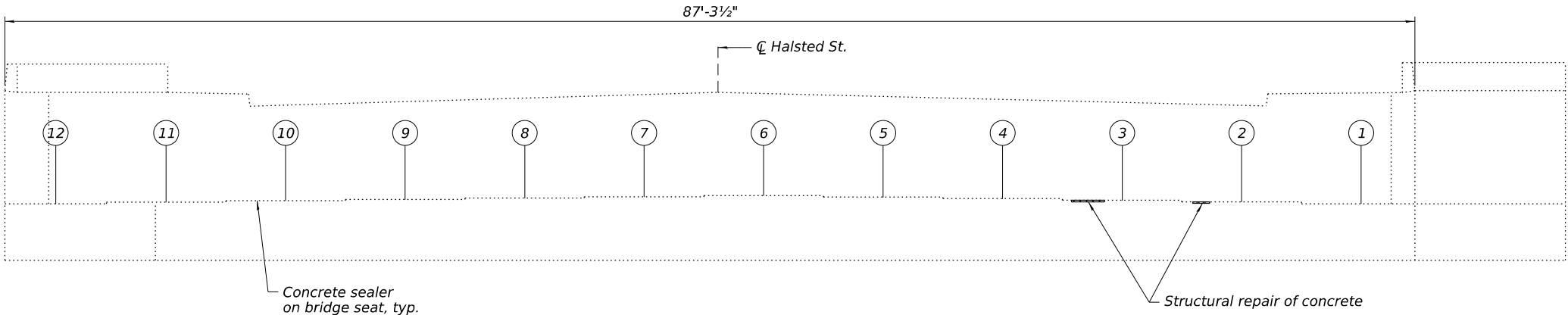
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	4
Anchor Bolts, 1"	Each	16
Jack and Remove Existing Bearings	Each	4

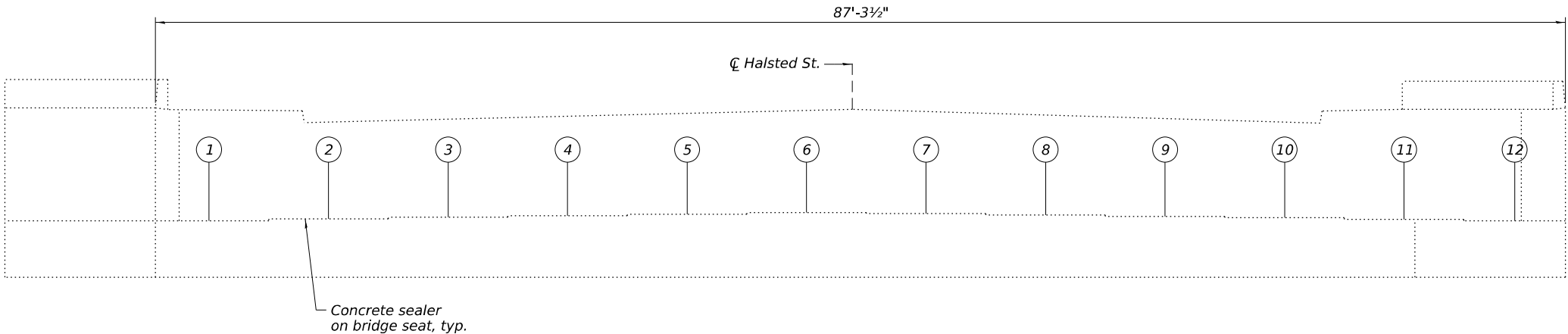
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EXISTING SOUTH ABUTMENT PLAN




EXISTING SOUTH ABUTMENT ELEVATION
(Looking South)



EXISTING NORTH ABUTMENT ELEVATION
(Looking North)

Notes:
Quantities and limits shown are estimated for bidding purposes only. The actual areas to be repaired, and the typs(s) of repairs to be used, will be determined by the Engineer in the field at the time of construction.
All horizontal surfaces (Bridge Seats) are to be cleaned and sealed

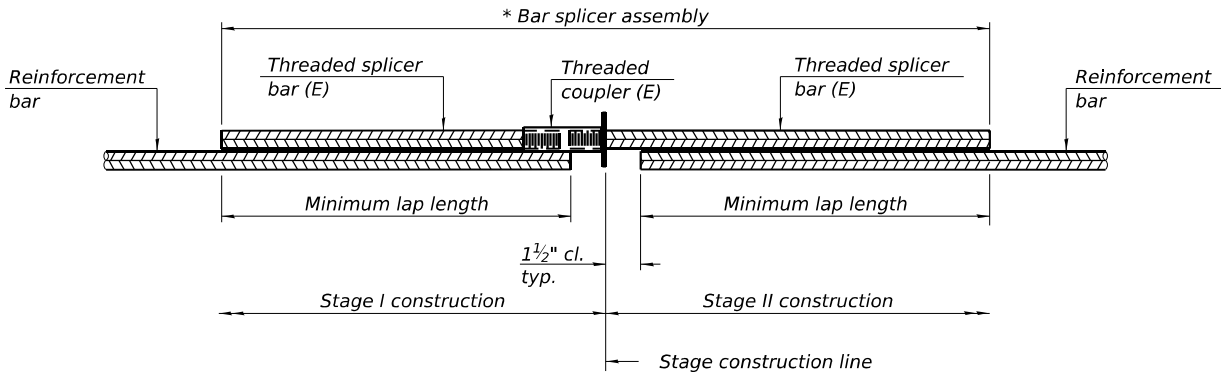
LEGEND

 Structural Repair of Concrete (Depth Equal to ro less than 5 Inches)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal to ro less than 5 Inches)	Sq Ft	3
Concrete Sealer	Sq Ft	517
Cleaning Bridge Seats	Sq Ft	517

MODEL: Default
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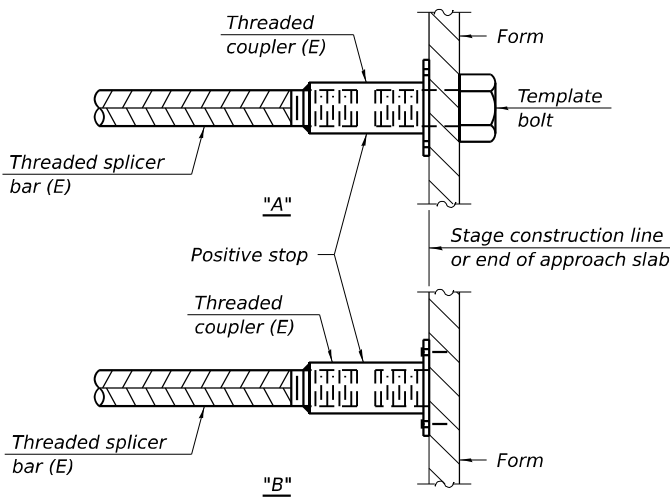
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1½" + thread length

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

Location	Bar size	No. assemblies required	Minimum lap length
South Abutment	#5	4	3'-10"
	#6	2	5'-3"
North Abutment	#5	4	3'-10"
	#6	2	5'-3"

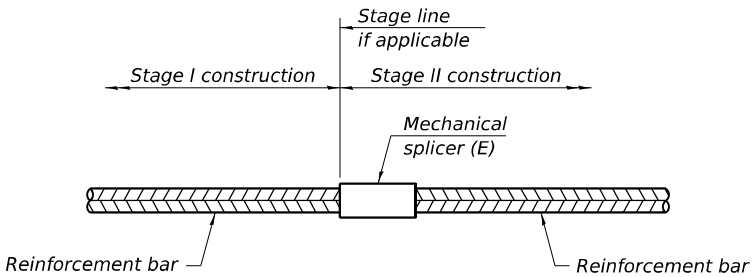


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

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

BSD-1

5-15-2023

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 016-2545

SHEET 16 OF 17 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2886	(1976-165-WRS) BDR, BJR 25	COOK	43	34
CONTRACT NO. 62Y14				
ILLINOIS FED. AID PROJECT				

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.U. SHEET NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	1976-165-WRS	COOK	107	73

SHEET No. 1
OF 10 SHEETS

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A519, Grade D26 and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C881, Type I, Grade I and of a Class suitable for the temperature at installation.

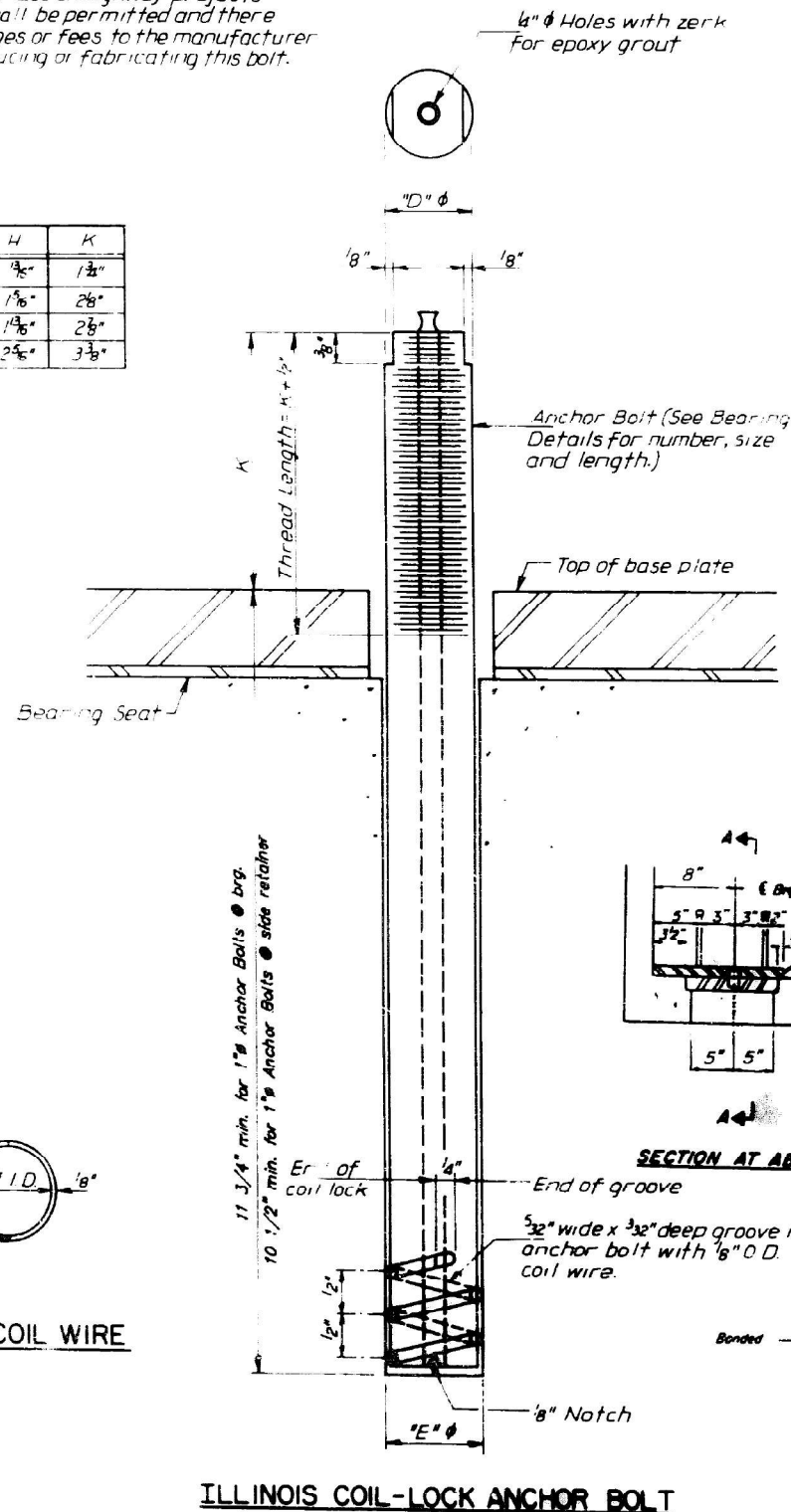
GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or in accordance with the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel". All bearing steel shall be A514 or A572.

D	E	H	K
1"	1/8"	3/4"	1 3/4"
1 1/2"	1/8"	1 1/8"	2 5/8"
2"	2/8"	1 3/8"	2 5/8"
2 1/2"	2 3/8"	2 3/8"	3 3/8"



INSTALLATION PROCEDURE FOR THE ILLINOIS COIL-LOCK ANCHOR BOLT

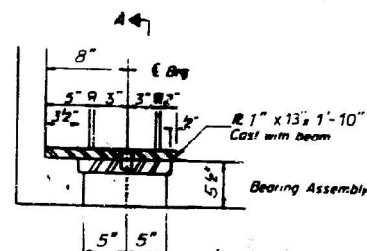
1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

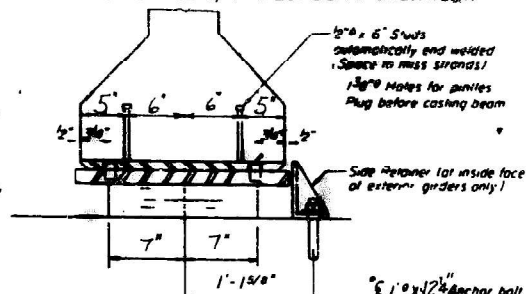
The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes in accordance with the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

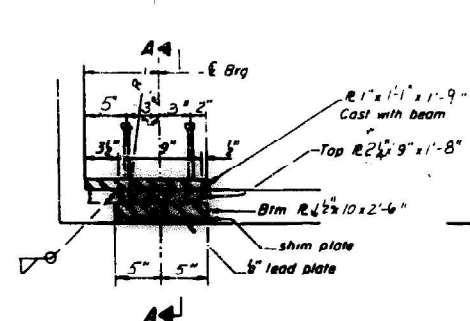
1. A threaded rod stud with nut and washer conforming to ASTM A307.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.



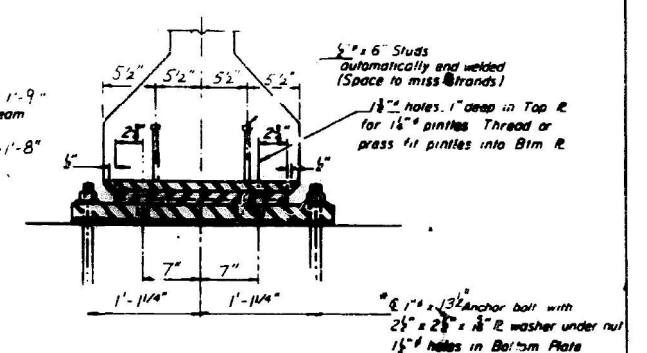
SECTION AT ABUT.



SECTION A-A

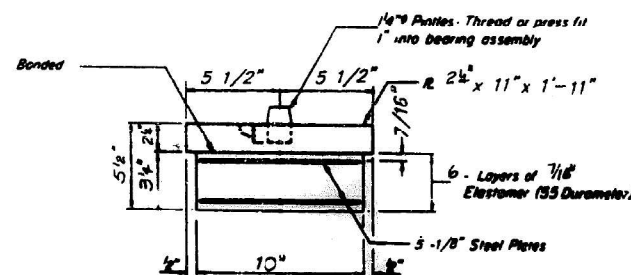


SECTION AT ABUT.



SECTION A-A

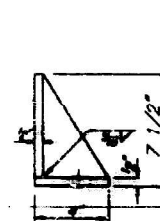
TYPE I ELASTOMERIC EXP. BRG.



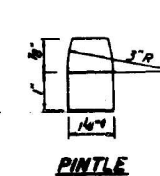
BEARING ASSEMBLY

Note: After beams have been erected holes at abutments shall be drilled and anchor bolts grouted in place.

FIXED BEARING



SIDE RETAINER



PINLE

FOR INFORMATION ONLY

*Anchor bolts may be built into the masonry or drilled and grouted in place after all beams have been erected.

DESIGNED
CHECKED
DRAWN
CHECKED

REVISIONS	REMARKS
1	ANCHOR BOLTS F.A.U. 2886 (HALSTED ST.) OVER THORN CREEK SECTION 165-165-WRS, COOK COUNTY STA. 34+30.09 STRUCTURE NO. 016-2545

R. W. DORRISON AND ASSOCIATES COMPANY
PROFESSIONAL ENGINEERS AND LAND SURVEYORS
221 N. 4700
NORTH HAVEN, ILLINOIS 60068-1955

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS REFERENCE SHEET
STRUCTURE NO. 016-2545

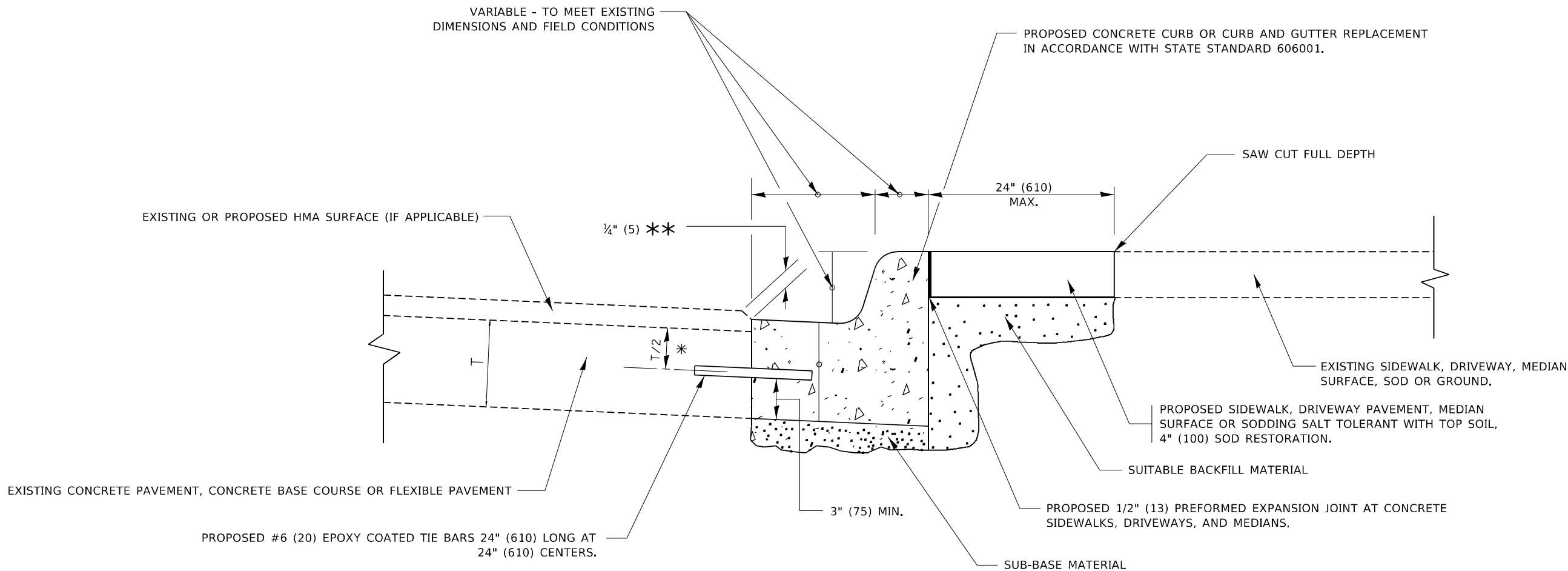
SHEET 17 OF 17 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2886	(1976-165-WRS) BDR, BJR 25	COOK	43	35

CONTRACT NO. 62Y14
ILLINOIS FED. AID PROJECT

USER NAME =	DESIGNED - CG	REVISED -
PLOT SCALE =	CHECKED - KM	REVISED -
PLOT DATE =	DRAWN - DCP	REVISED -
	CHECKED - VG	REVISED -

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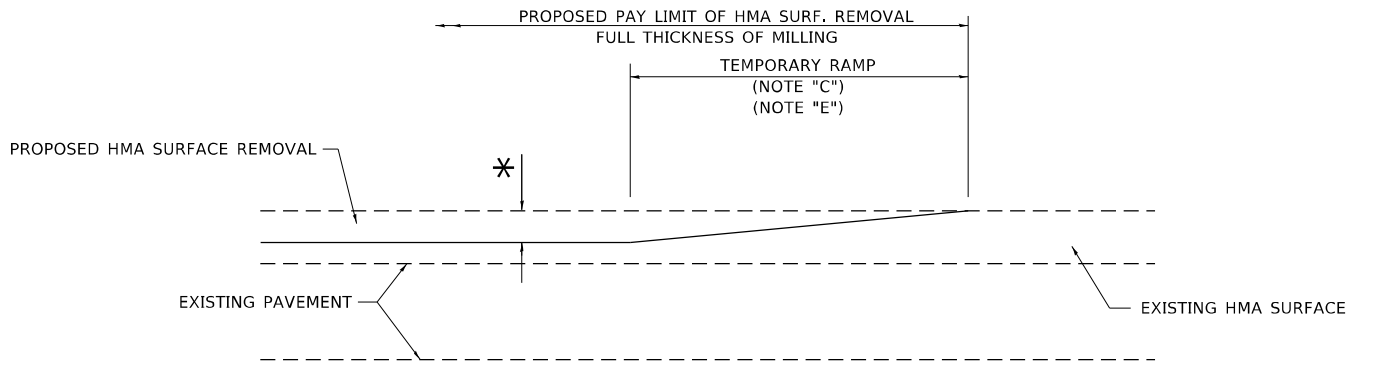


- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

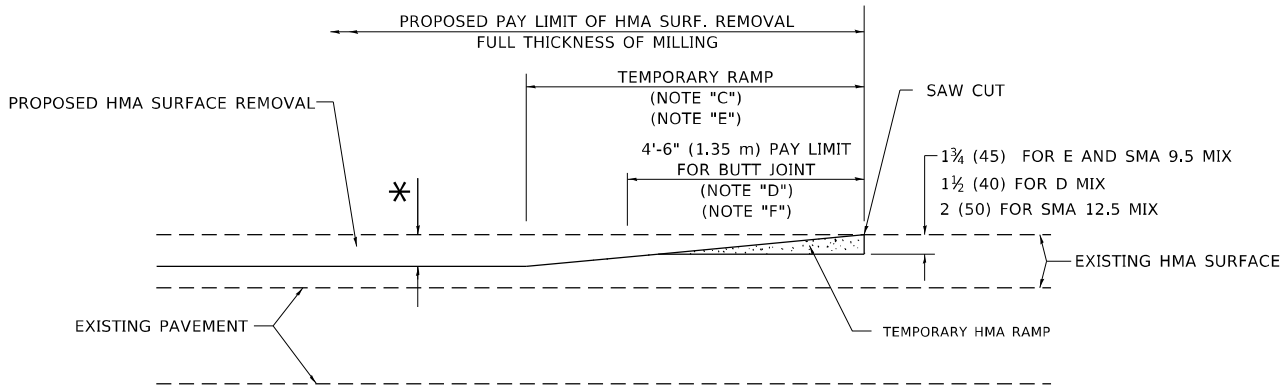
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

	USER NAME = footemj	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - M. GOMEZ 01-22-01								43	36
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 12-15-09					BD600-06 (BD-24)				
	PLOT DATE = 7/11/2019	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

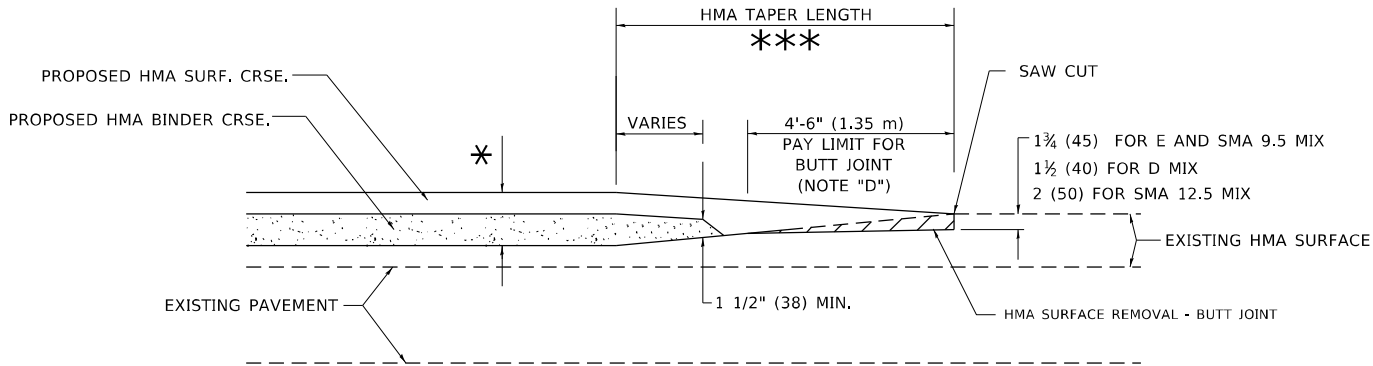
OPTION 1



HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

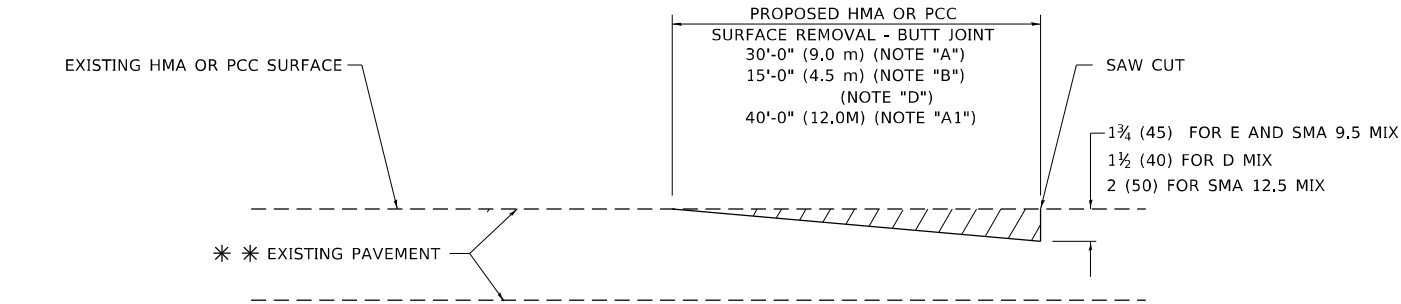
OPTION 2

TYPICAL TEMPORARY RAMP

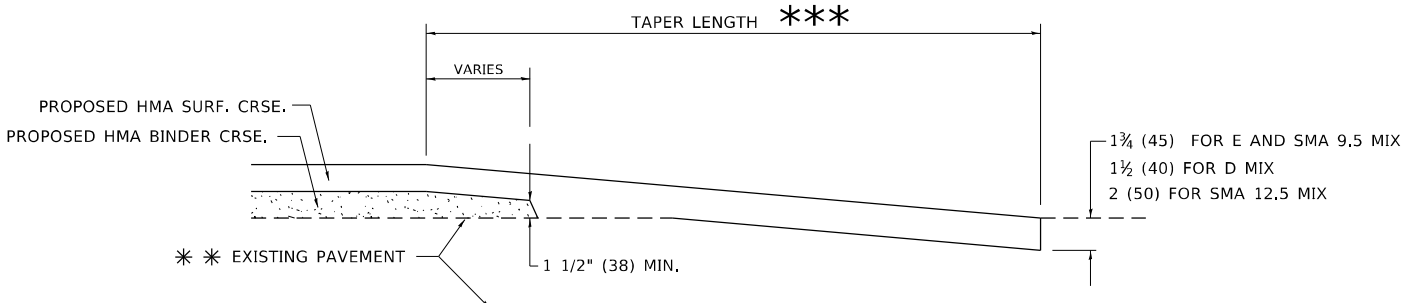


**BUTT JOINT AND
HMA TAPER**

**TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING**



BUTT JOINT DETAIL



HMA TAPER DETAIL

**TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY**

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

- 1. THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

MODEL: Default
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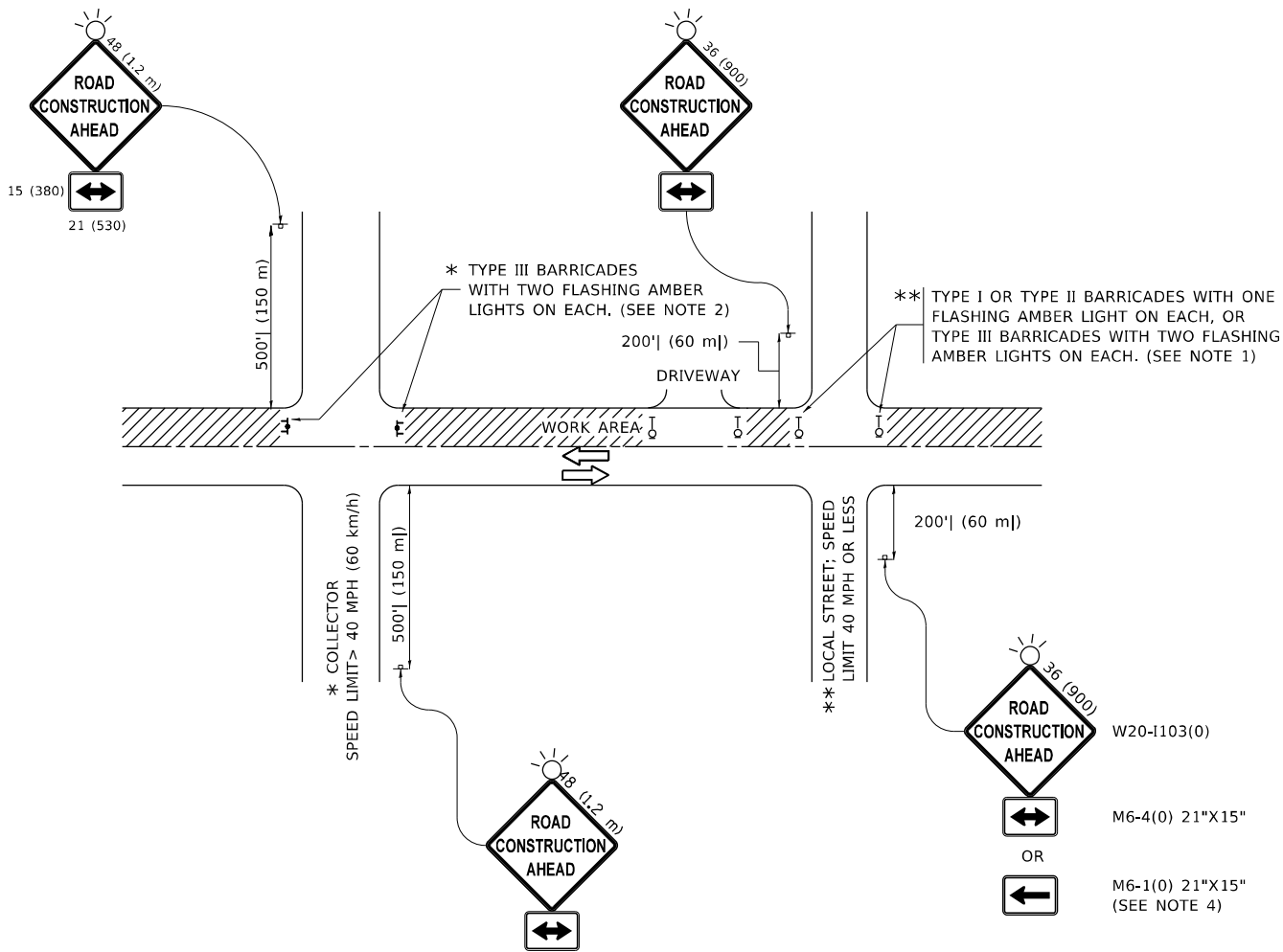
USER NAME = Lawrence,DeManche	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
	DRAWN -	REVISED - M. GOMEZ 04-06-01
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	37
BD400-05 BD-32		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

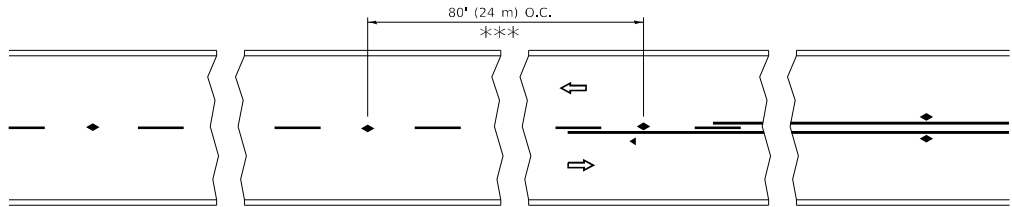


NOTES:

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

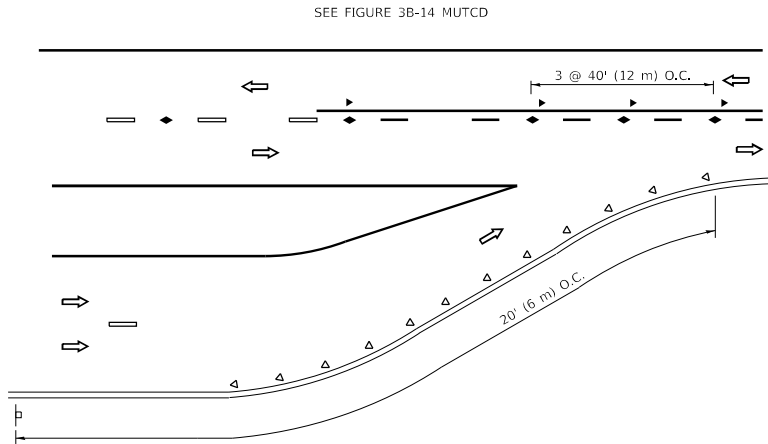
All dimensions are in inches (millimeters) unless otherwise shown.

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		DRAWN -	REVISED - A. SCHUETZE 07-01-13									43	38
	PLOT SCALE = 100,000 ' / In.	CHECKED -	REVISED - A. SCHUETZE 09-15-16						CONTRACT NO.				
	PLOT DATE = 5/3/2024	DATE - 06-89	REVISED - D. SENDERAK 05-03-24		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

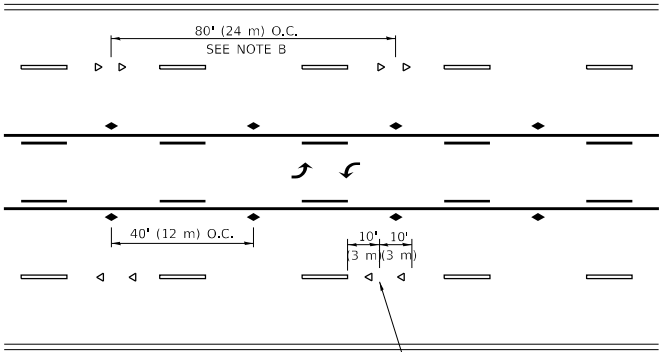


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

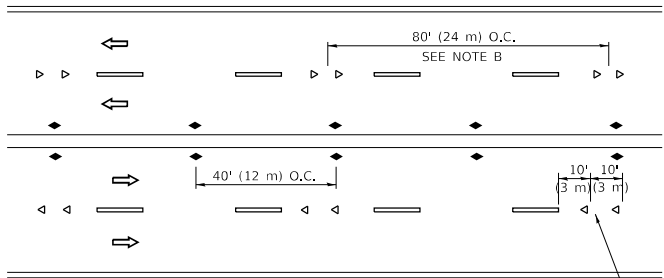
TWO-LANE/TWO-WAY



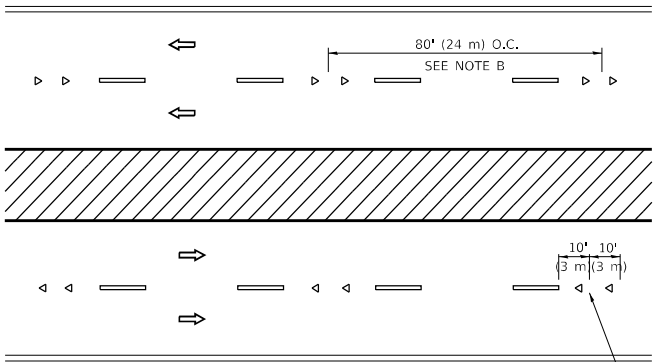
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

- MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
- MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
- MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.
- MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

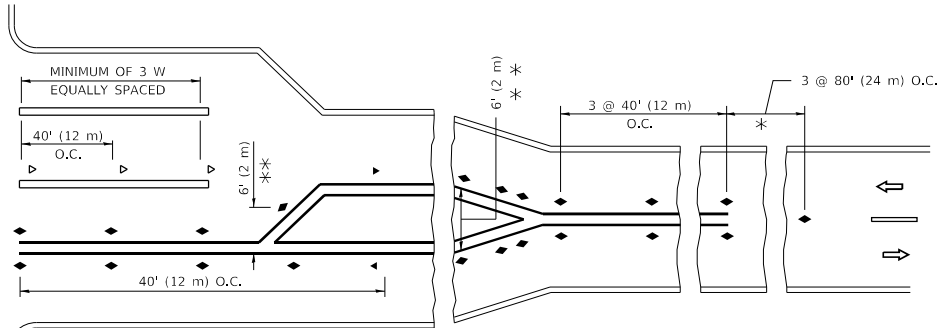
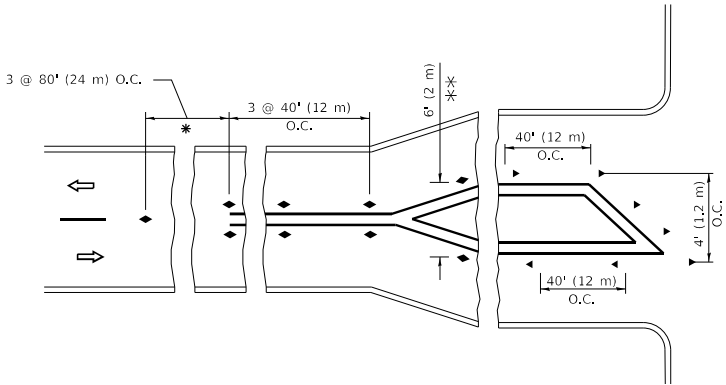
- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

DESIGN NOTES

- DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
- EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
- THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
- MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

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

MODEL: Default
FILE NAME: p:\110848\BID\NTEC\Illinois.gov-PWD\DOT\Documents\DOT Offices\District 1\Projects\DH45422\340\ADData\CAD\Sheet\TC11.dgn



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

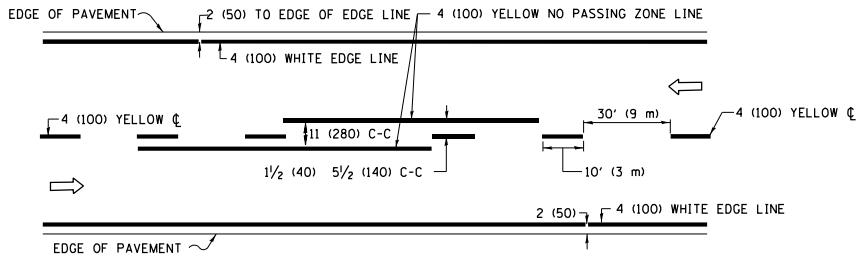
TURN LANES

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

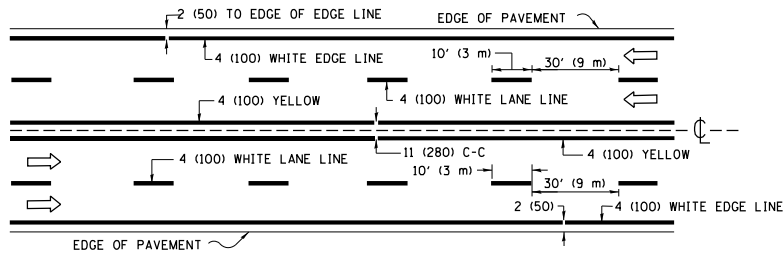
TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

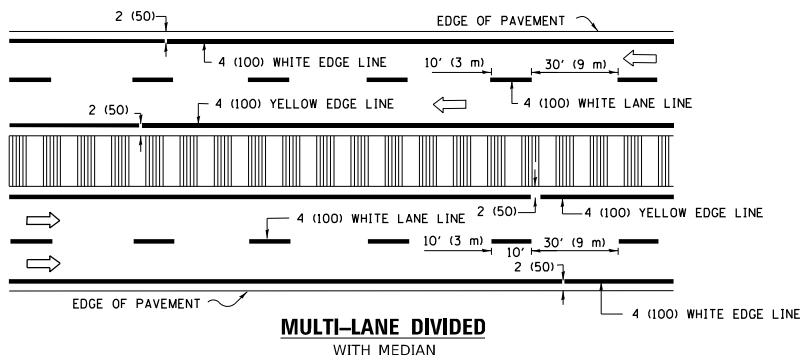
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	39
TC-11		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	



2-LANE ROADWAY

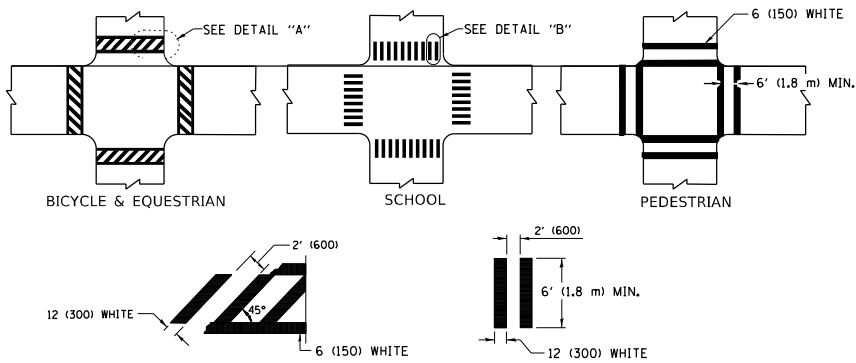


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

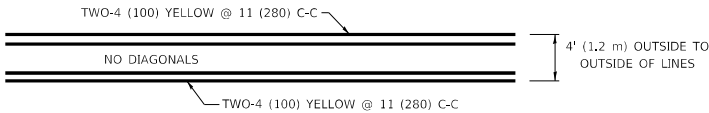


DETAIL "A"

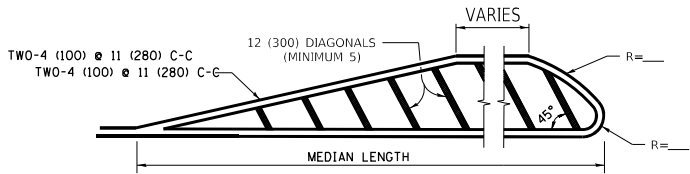
DETAIL "B"

TYPICAL CROSSWALK MARKING

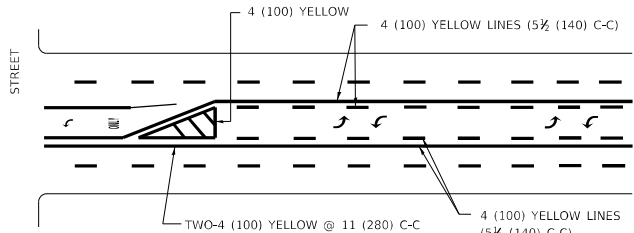
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



4' (1.2 m) WIDE MEDIANS ONLY

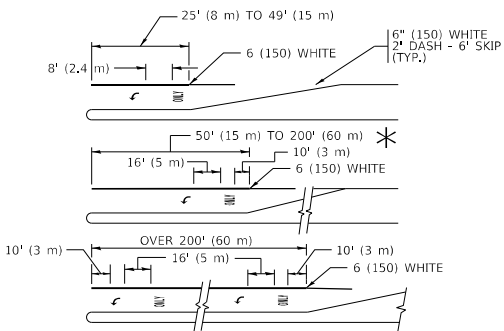


MEDIANS OVER 4' (1.2 m) WIDE



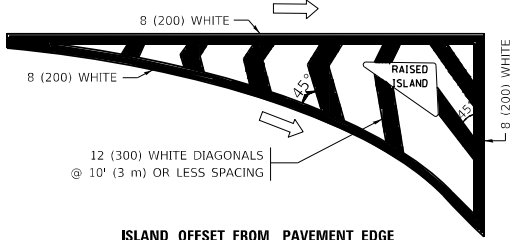
MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

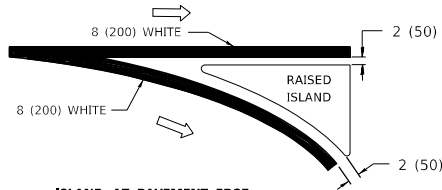


TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

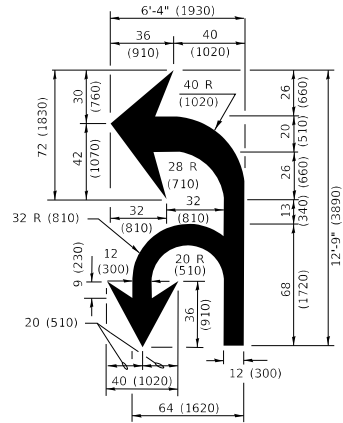


ISLAND OFFSET FROM PAVEMENT EDGE

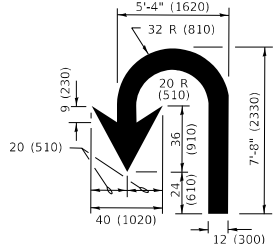


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGTUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: *R*=3.6 SQ. FT. (0.33 m²) EACH *X*=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

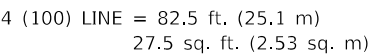
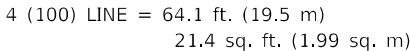
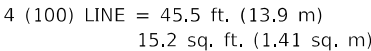
All dimensions are in inches (millimeters) unless otherwise shown.

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13-Jan-24/2019 10:34:37 AM User:footeam

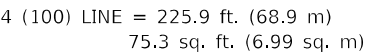
USER NAME = footeam]	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
	DRAWN -	REVISED - C. JUCIUS 07-01-13
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
							43	40
				TC-13		CONTRACT NO.		
SCALE: NONE				SHEET 1 OF 2 SHEETS		STA. TO STA.	ILLINOIS FED. AID PROJECT	



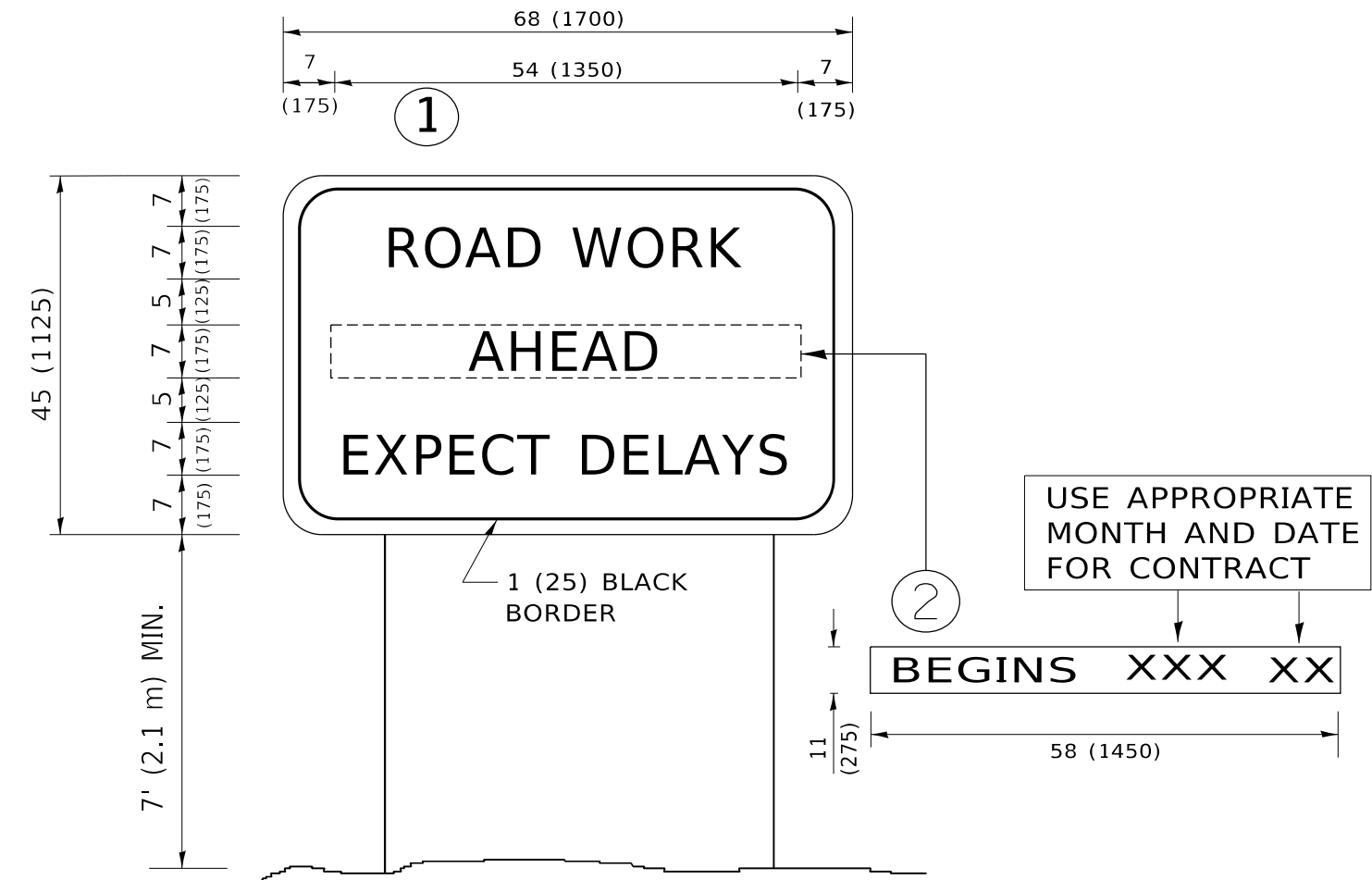
ALL QUANTITIES OF PLACEMENT ARE REPRESENTED
IN LINEAR FEET OF 4" LINES TO MATCH THE
4" TEMPORARY TAPE PAY ITEM AND REPRESENTS
THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



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

MODEL: D:\drgs\p0301\p0301.dwg FILE NAME: D:\drgs\p0301\p0301.dwg	USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 03-02-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - E. GOMEZ 08-28-00									43	41
	PLOT SCALE = 50,0068 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00		TC-16				CONTRACT NO.				
	PLOT DATE = 3/4/2019	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.			
									ILLINOIS FED. AID PROJECT				

MODEL: Default
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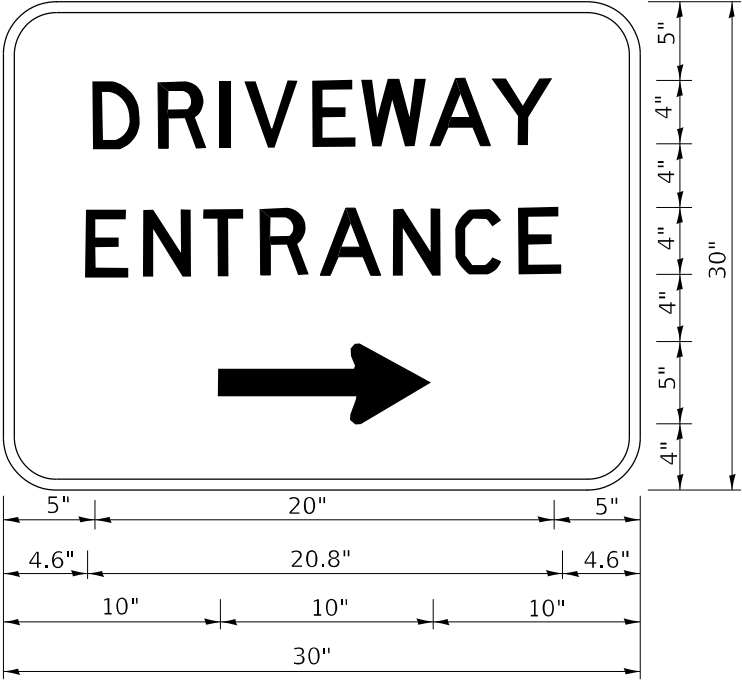


NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN①WITH INSTALLED PANEL②ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL②SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

	USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. MIRS 12-11-97									43	42
	PLOT SCALE = 50,0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 02-02-99						TC-22		CONTRACT NO.		
	PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE		SHEET 1	OF 1 SHEETS	STA.	TO STA.			



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
"DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

- NOTES:
1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
 2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE
PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN)
SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY
AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE
FAR LEFT SIDE OF THE DRIVEWAY.
 3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

Model: Default
File Name: p:\planning\m\dot\illinois.gov\PIW\DOT Documents\DOT Office\District 1\Projects\Dist5\22340\CD\Data\CD\sheetstc26.dgn
c26.dgn 8/6/2021 8:37:02 AM User: jeyan

	USER NAME = lleya	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -								43	43
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -		TC-26			CONTRACT NO.				
	PLOT DATE = 8/6/2021	DATE -	REVISED -		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		