02-27-2026 LETTING ITEM 010

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B)BDR,BJR 25	COOK	60	1
	ILLINOIS	CONTRACT NO. 62Y17		

PROJECT LOCATED IN :
VILLAGE OF NORTH RIVERSIDE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

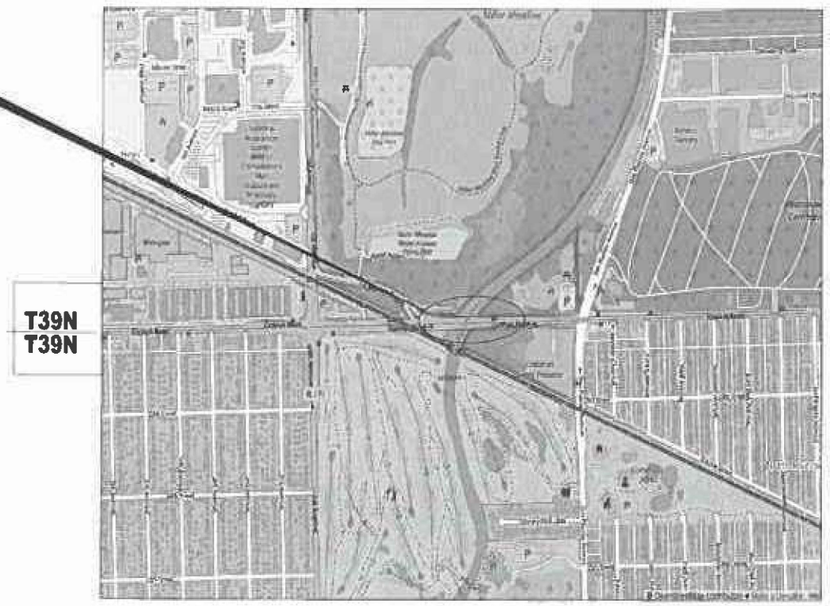
FAU 1453/ CERMAK ROAD
OVER DES PLAINES RIVER
SECTION (551X-B)BDR, BJR 25
PROJECT BR-TQSB(219)
BRIDGE DECK REPAIR & OVERLAY & JOINT REPLACEMENT
COOK COUNTY

C-91-207-25
R12E 3RD PM

D-91-128-25

LOCATION OF SECTION INDICATED THUS: -

PROJECT LOCATION
W. CERMAK RD AND DES PLAINES RIVER STRUCTURE NO. 016-0634



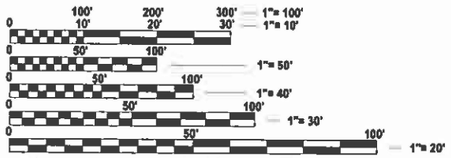
LOCATION MAP
NOT TO SCALE

GROSS LENGTH = 460 FT. = 0.087 MILE
NET LENGTH = 460 FT. = 0.087 MILE

N

TRAFFIC DATA :

W. CERMAK RD.
POSTED SPEED LIMIT = 35 MPH
TRAFFIC = 25,600 ADT (2020)
FUNCTIONAL CLASS:
MINOR ARTERIAL



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

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

IDOT PROJECT MANAGER: PRAVEEN KAINI, PE

CONTRACT NO. 62Y17

LICENSED PROFESSIONAL ENGINEER — DAVE COOK 062-055017 — STATE OF ILLINOIS

David J. Cook

DAVE COOK DATE
LICENSE EXPIRES 11/30/2027
SHEET RANGE 1-17

LICENSED STRUCTURAL ENGINEER — BRAD NOACK 081-007156 — STATE OF ILLINOIS

Brad Noack

BRAD NOACK DATE
LICENSE EXPIRES 11/30/2026
SHEET RANGE 18-53

DBS DEMSTER-BY CONSULTANTS, INC
1214 Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.347.1008

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED November 21 20 25

REGIONAL ENGINEER

January 23 20 26

ENGINEER OF DESIGN AND ENVIRONMENT

January 23 20 26

DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV-SEP

INDEX OF SHEETS

HIGHWAY STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
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701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERABLE MEDIAN
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
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781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL & BARRIER WALL REFLECTOR MOUNTING DETAILS

DISTRICT STANDARDS

BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTION, AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-14	TRAFFIC CONTROL AND PROTECTION AT THE TURN BAYS
TC-16	SHORT TERM PAVEMENT MARKINGS LETTERS AND SYMBOLS
TC-22	ARTERIAL ROAD INFORMATION SIGN

DISTRICT 1 - HOT MIX ASPHALT MIXTURE REQUIREMENTS CHART

OPERATION	MIXTURE TYPE	AIR VOIDS (%) @ NDES	QUALITY MANAGEMENT PROGRAM (QMP)
BUTT JOINT	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70; 1.75"	4% @ 70 Gyr.	QC/QA
TEMPORARY PAVEMENT (VARIABLE DEPTH)	HMA BINDER COURSE, IL-9.5, N70	4% @ 70 Gyr.	QC/QA
QUALITY MANAGEMENT PROGRAM (QMP) DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) QUALITY CONTROL FOR PERFORMANCE (QCP)			

NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LB/SQ. YD./IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.
3. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE HMA SURFACE COURSE.

GENERAL NOTES

1. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND [DOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES.
2. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION AND ORDERING MATERIALS.
4. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURCA THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN.HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
5. THE RESIDENT ENGINEER SHALL CONTACT ABDULLA ALI, AREA TRAFFIC FIELD ENGINEER AT ABDULLA.ALI@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
6. THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM I.D.O.T. FIELD MAINTENANCE ENGINEERS
7. THE CONTRACTOR SHALL USE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
8. SAW CUTTING PRIOR TO ANY REMOVAL ITEMS NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS BEING REMOVED.
9. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT. ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIEBARS IN PAVEMENT SHALL BE EPOXY COATED UNLESS NOTED ON THE PLANS.
10. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS-RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTENT)" SHOWN IN PLANS.
11. THE CENTERLINE IS FOR INFORMATION ONLY.
12. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD, FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS AND DIRECTED BY THE ENGINEER.

COMMITMENTS

NONE

FILE NAME: pw://0bsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/600 CADD Drawings/602 General/Sheets/Index of Drawings, Standards, And General Notes.dgn

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Chicago, Illinois 60606
312.857.1006

USER NAME = maabdo	- MA	-
PLOT SCALE = 0.16666667 ' / In.	- OM	-
PLOT DATE = 11/25/2025	- MA	-
PLOT TIME = 8:15:07 AM	-	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS, STANDARDS, AND GENERAL NOTES

SCALE: NTS | SHEET NO. C-2 OF C-7 SHEETS | STA. 00+000 TO STA. 00+000

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	2
		CONTRACT NO. 62Y17		
		ILLINOIS	FED. AID PROJECT	

REV-SEP

SP	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% STATE 0059 016-0634
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	360	360
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	400	400
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	800	800
	40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70	TON	77	77
	44000100	PAVEMENT REMOVAL	SQ YD	128	128
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	320	320
	50102400	CONCRETE REMOVAL	CU YD	22.2	22.2
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	23.5	23.5
	50300300	PROTECTIVE COAT	SQ YD	3022	3022
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	2800	2800
	50800515	BAR SPLICERS	EACH	24	24
	50900105	ALUMINUM RAILING, TYPE L	FOOT	30	30
	52000110	PREFORMED JOINT STRIP SEAL	FOOT	236	236
	58700300	CONCRETE SEALER	SQ FT	620	620

* - SPECIAL PROVISION

SP	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
					80% FED 20% STATE
					0059
					016-0634
	60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	2	2
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	320	320
	67100100	MOBILIZATION	L SUM	1	1
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	168	168
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	3521	3521
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	6843	6843
	70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	1480	1480
	70307140	TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE	FOOT	502	502
	70307160	TEMPORARY PAVEMENT MARKING - LINE 12" - TYPE IV TAPE	FOOT	191	191
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	1021	1021
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	972	972
	70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4
	70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	221	221

* - SPECIAL PROVISION

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312.857.1006

USER NAME = maabdo	DESIGNED - MA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES 2
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FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	4
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

SP	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
					80% FED 20% STATE
					0059
					016-0634
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2963	2963
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	80	80
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	60	60
*	78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7"	FOOT	144	144
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1298	1298
*	78011040	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	144	144
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1594	1594
	X0300062	GRAFFITI REMOVAL	SQ YD	89	89
☐	X5230154	CLEANING BRIDGE SCUPPERS AND DOWNSPOUTS	EACH	24	24
	X0326766	CLEAN & RESEAL RELIEF JOINT	FOOT	156	156
	X0327638	STREAM GAUGE	EACH	1	1
	X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	2087	2087
	X5060700	CLEANING AND PAINTING BEARINGS	EACH	102	102
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12

* - SPECIAL PROVISION

☐ NON-PART 100% STATE

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USER NAME = maabdo	DESIGNED - MA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES 3
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FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	5
		CONTRACT NO. 62Y17		
	ILLINOIS FED. AID PROJECT			

SP	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% STATE 0059 016-0634
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	196	196
*	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	35	35
	X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	23	23
*	X8860105	DETECTOR LOOP REPLACEMENT	FOOT	159	159
	Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	32	32
	53101410	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES	SQ YD	2146	2146
	53101002	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	2146	2146
	53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	604	604
	53212755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	16	16
	Z0015550	DEBRIS REMOVAL	CU YD	30	30
	53016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	1	1
	X5230172	DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	24	24
☐	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	2	2
	Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	2035	2035

* - SPECIAL PROVISION

☐ NON-PART 100% STATE

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1453	(551X-B) BDR,BJR 25	COOK	60	6
		CONTRACT NO. 62Y17		
		ILLINOIS | FED. AID PROJECT		

REV-SEP

GENERAL

1. THE ENGINEER SHALL BE INFORMED 72 HOURS IN ADVANCE OF ANY CHANCE IN CONSTRUCTION STAGING.

2. BEFORE BEGINNING AT ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE ALL EXITING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING AT THE COMPLETION OF THIS CONTRACT, EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

3. THE CONTRACTOR SHALL PROVIDE AT LEAST 48 HOURS PRIOR NOTICE TO THE RESIDENT ENGINEER, LOCAL EMERGENCY SERVICES, SCHOOLS, AND POST OFFICE PRIOR TO IMPLEMENTING LANE CLOSURES OR MAJOR TRAFFIC CONTROL CHANGES.

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

5. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@LLLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

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

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

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

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

PAVEMENT MARKINGS

1. ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. DIFFICIENT QUANITIES FOR ONE PLACEMENT AND ONE REPLACEMENT HAVE BEEN PROVIDED FOR EACH STAGE. ALL MARKINGS THAT REQUIRE REPLACEMENT PRIOR TO THE 7 DAYS OF SERVICE OR REPLACEMENT AFTER THE SECOND REPLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.

SIGNS

1. CHANGEABLE MESSAGE SIGNS SHALL BE PLACED BY THE CONTRACTOR TWO WEEKS BEFORE THE START OF CONSTRUCTION ACTIVITY AND CHANGES IN STAGES WITH THE APPROPRIATE MESSAGE DISPLAYED AS DIRECTED BY THE ENGINEER. THESE SIGNS SHALL BE PLACED IN ADVANCE OF THE WORK ZONE IN EACH DIRECTION OF IL 171 .ADDITIONAL CHANGEABLE MESSAGE SIGNS HAVE BEEN INCLUDED TO BE USED AT THE RESIDENT ENGFINEER'S DISCRETION. THE WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE FOR CHANGEABLE MESSAGE SIGN.

GENERAL SEQUENCE OF CONSTRUCTION

PRE STAGE

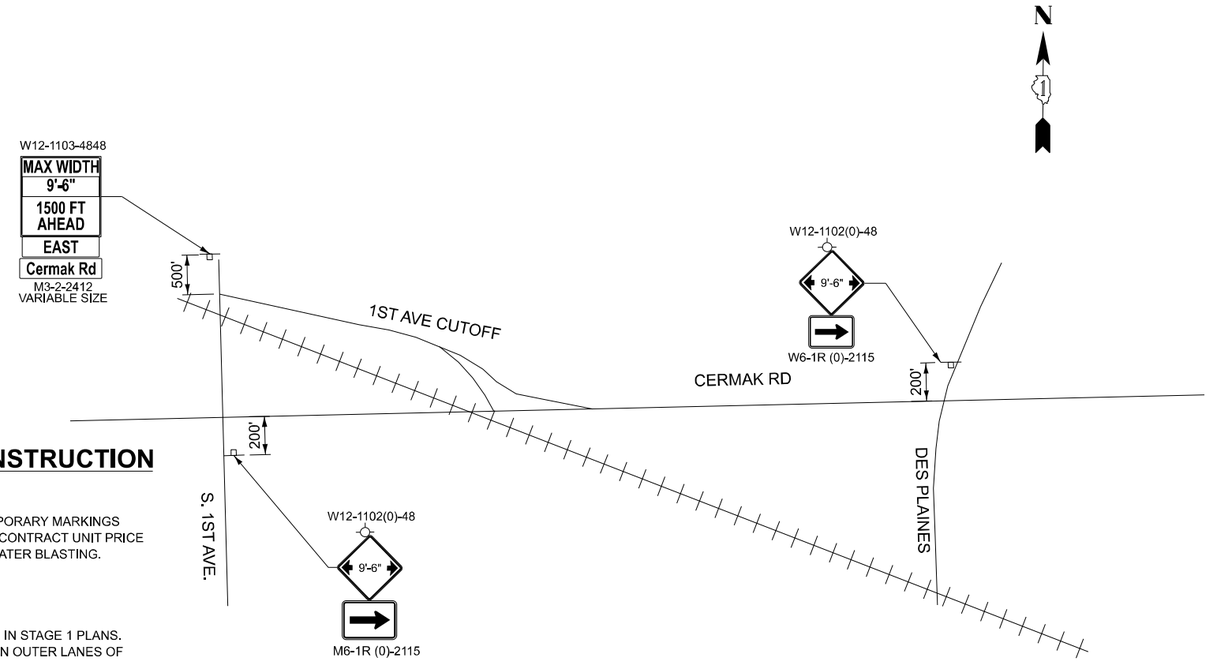
EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY MARKINGS SHALL BE REMOVED. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PAVEMENT MARKING REMOVAL - WATER BLASTING.

STAGE 1

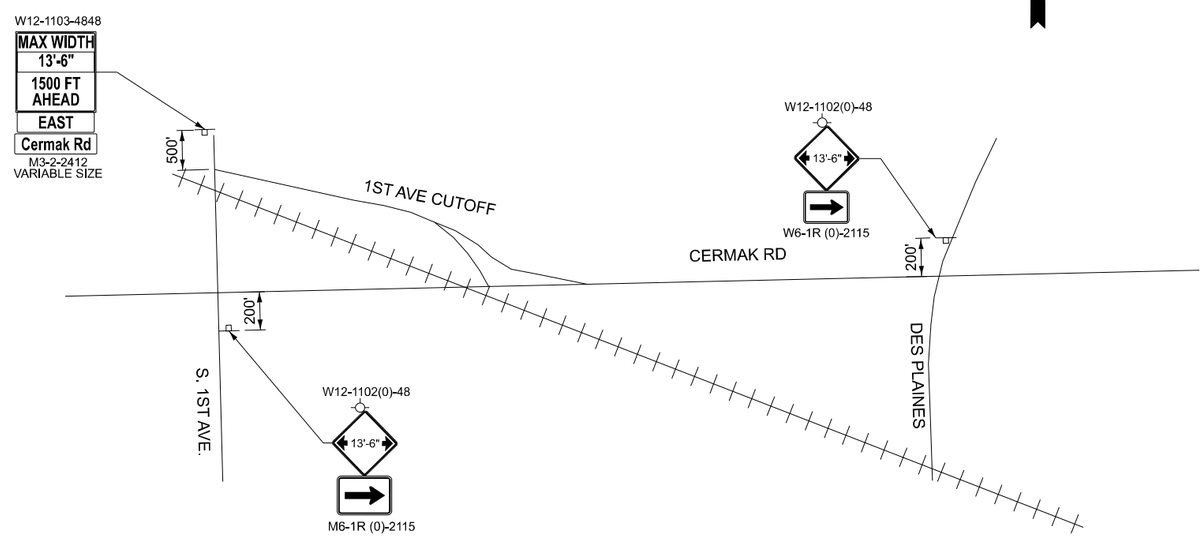
SHIFT TRAFFIC TO INNER LANES OF CERMAK RD AS SHOWN IN STAGE 1 PLANS. PERFORM DECK REPAIRS, SCARIFICATION, AND OVERLAY ON OUTER LANES OF BRIDGE.

STAGE 2

SHIFT TRAFFIC TO OUTER LANES OF CERMAK RD AS SHOWN IN STAGE 2 PLANS. PERFORM DECK REPAIRS, SCARIFICATION, AND OVERLAY ON INNER LANES OF BRIDGE.



ADVANCE SIGNAGE STAGE 1



ADVANCE SIGNAGE STAGE 2

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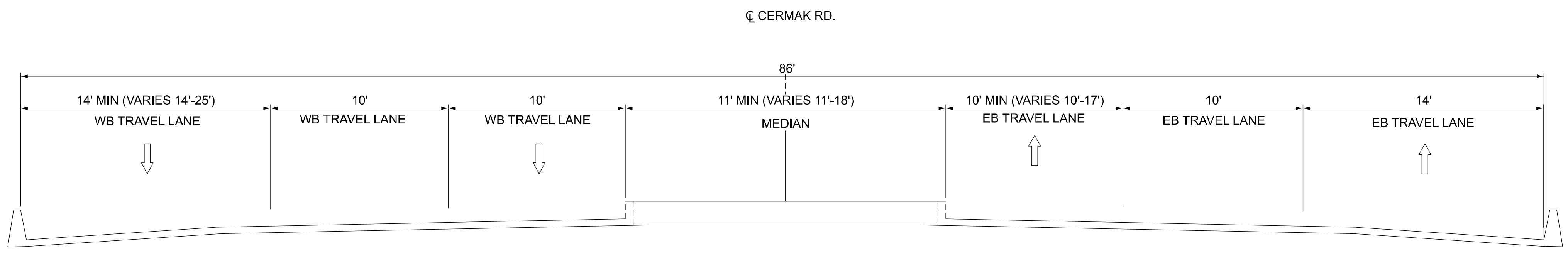
	PLOT SCALE = 0.16666667 ' / in.	DRAWN - DJB	REVISED -	
	PLOT DATE = 11/25/2025	CHECKED - MA	REVISED -	
	PLOT TIME = 9:29:25 AM	DATE -	REVISED -	

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL GENERAL NOTES AND LEGEND

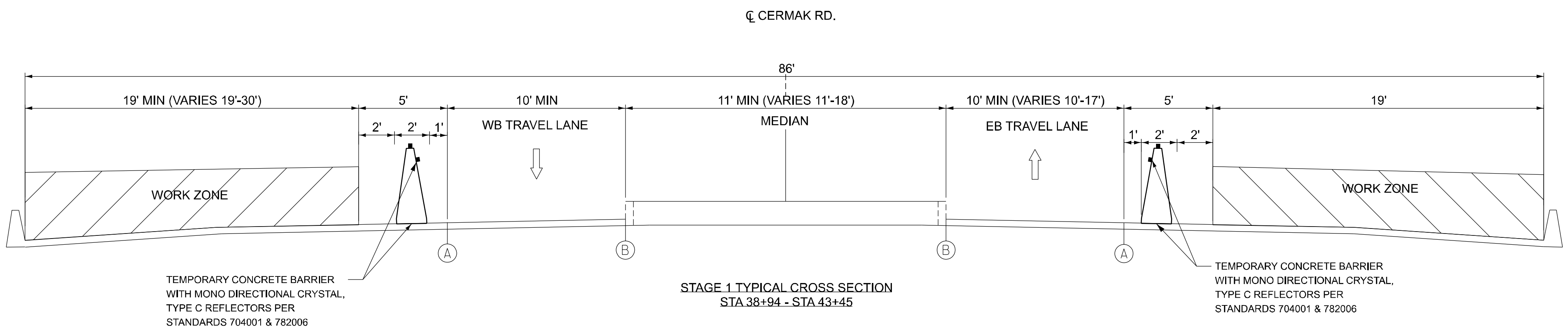
SCALE: NTS | SHEET NO. C-1 OF C-7 SHEETS | STA. 00+000 TO STA. 00+000

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	7
		CONTRACT NO. 62Y17		
	ILLINOIS FED. AID PROJECT			

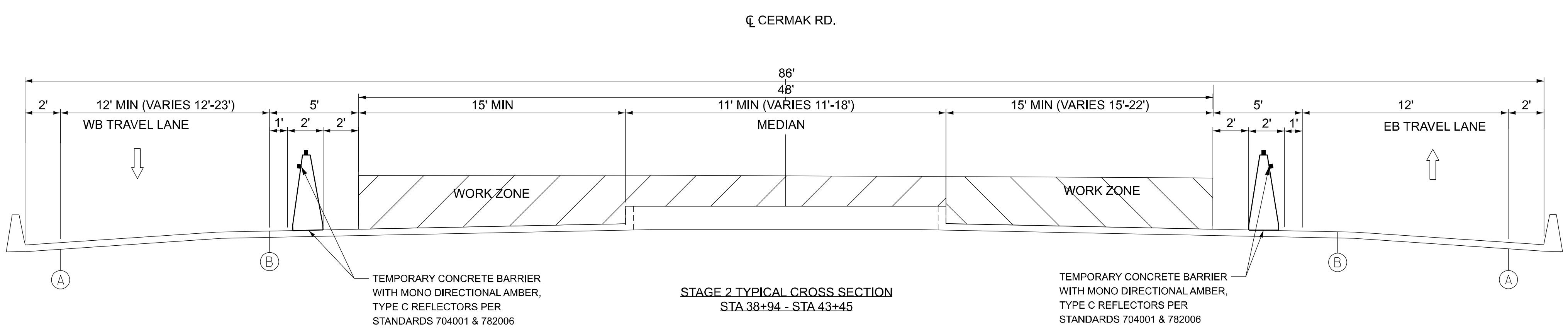
FILE NAME: pw:\dbsterlin-pw.bentley.com:dbsterlinpw\Documents\Projects\PTB 209\017\Task-009\600 CADD Drawings\603 Civil\Sheets\D9116123-sht-Traffic Control-General Notes.dgn



EXISTING TYPICAL CROSS SECTION
STA 38+94 - STA 43+45



STAGE 1 TYPICAL CROSS SECTION
STA 38+94 - STA 43+45



STAGE 2 TYPICAL CROSS SECTION
STA 38+94 - STA 43+45

LEGEND:

- TEMPORARY CONCRETE BARRIER WITH MONO DIRECTIONAL CRYSTAL OR AMBER, TYPE C REFLECTORS. (PER STANDARD 704001 AND 782006)
- WORK ZONE
- (A) - TEMPORARY PAVEMENT MARKING - 4" WHITE
- TRAFFIC DIRECTION
- (B) - TEMPORARY PAVEMENT MARKING - 4" YELLOW

WORK ZONE SPEED LIMIT:

	EXISTING POSTED SPEED	PROPOSED POSTED SPEED
STAGE 1	35 MPH	35 MPH
STAGE 2	35 MPH	35 MPH

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/600 CADD Drawings/603 Civil/Sheets/D9116123-sht-MOT-Typical Sections.dgn

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

USER NAME = maabdo	DESIGNED - MA	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

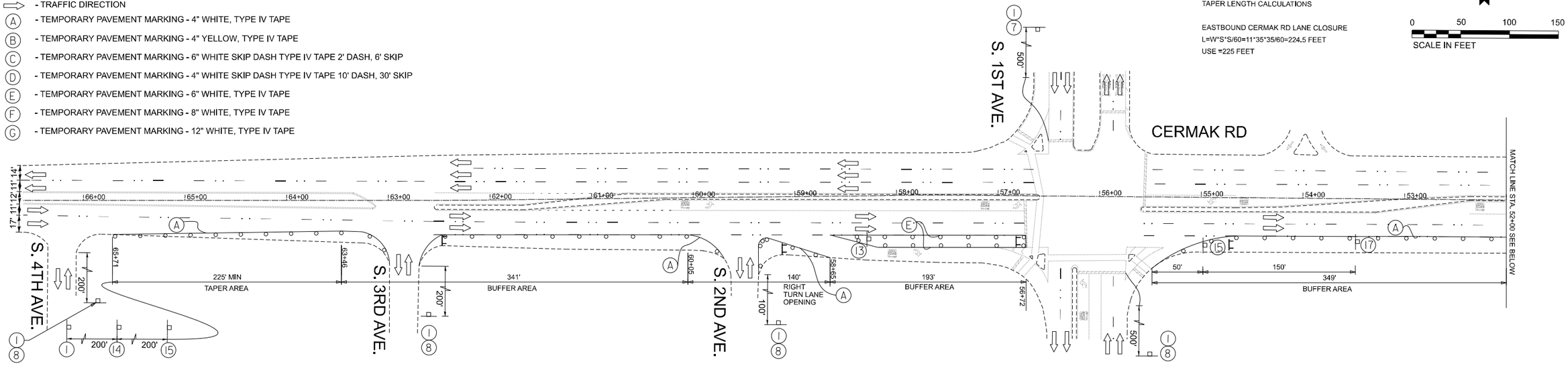
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
CERMAK ROAD TYPICAL SECTIONS

SCALE: NTS	SHEET NO. C-2 OF C-7 SHEETS	STA. 00+000 TO STA. 00+000

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	8
		CONTRACT NO. 62Y17		
		ILLINOIS	FED. AID PROJECT	

LEGEND

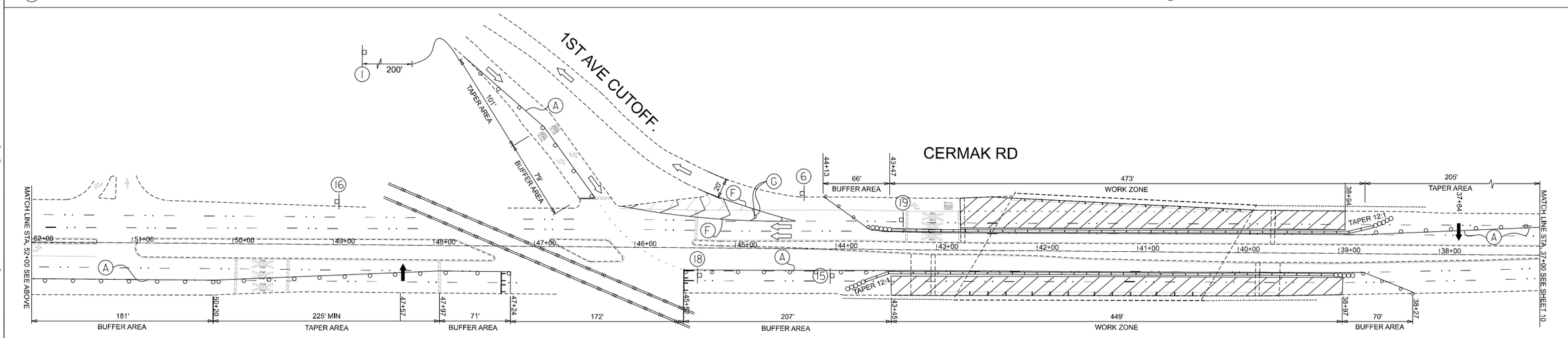
- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- DRUM OR TYPE II BARRICADE WITH SPACING AT 50' C-C ON TANGENT, 25' C-C ON SHIFTS, 10' C-C ON RADII
- DIRECTIONAL INDICATOR BARRIERS
- ARROW BOARD
- TRAFFIC DIRECTION
- (A) TEMPORARY PAVEMENT MARKING - 4" WHITE, TYPE IV TAPE
- (B) TEMPORARY PAVEMENT MARKING - 4" YELLOW, TYPE IV TAPE
- (C) TEMPORARY PAVEMENT MARKING - 6" WHITE SKIP DASH TYPE IV TAPE 2' DASH, 6' SKIP
- (D) TEMPORARY PAVEMENT MARKING - 4" WHITE SKIP DASH TYPE IV TAPE 10' DASH, 30' SKIP
- (E) TEMPORARY PAVEMENT MARKING - 6" WHITE, TYPE IV TAPE
- (F) TEMPORARY PAVEMENT MARKING - 8" WHITE, TYPE IV TAPE
- (G) TEMPORARY PAVEMENT MARKING - 12" WHITE, TYPE IV TAPE
- TEMPORARY TRAFFIC SIGN
- IMPACT ATTENUATOR FULLY REDIRECTIVE, NARROW, TEST LEVEL 2
- CMS - CHANGEABLE MESSAGE SIGN
- TYPE III BARRICADE



TAPER LENGTH CALCULATIONS

EASTBOUND CERMAK RD LANE CLOSURE
L=W*S*S/60=11*35*35/60=224.5 FEET
USE =225 FEET

0 50 100 150
SCALE IN FEET



(1) W20-I103(0)-48 — ROAD CONSTRUCTION AHEAD
(2) W21-I106L(0)-48 — 2 LEFT LANES CLOSED AHEAD
(3) W21-I106R(0)-48 — 2 RIGHT LANES CLOSED AHEAD
(4) W4-2L(0)-48
(5) W4-2R(0)-48
(6) G20-2b 6036 — END WORK ZONE
(7) M6-1L (0)-2115
(8) M6-1R (0)-2115
(9) W1-3R (0)-48
(9A) W1-4B-48
(10) W1-3L (0)-48
(10A) W1-4L (0)-48
(11) W21-1a (0)-48
(12) R3-II00L-24 — LEFT TURN LANE — M6-2L-2II5
(13) R3-II00R-24 — RIGHT TURN LANE — M6-2R-2II5
(14) W12-I102(0)-48 — 9'-6"
(14A) W12-I102(0)-48 — 13'-6"
(15) WORK ZONE / SPEED LIMIT 35 / PHOTO ENFORCED / $250 FINE MINIMUM — W21-I115(0)-3618, R2-1-3648, R10-I108p-3618, R2-I106p-3618
(16) G20-I103-6036 — END WORK ZONE SPEED LIMIT
(17) W20-5R(0)-48 — RIGHT LANE CLOSED AHEAD
(17A) W20-5R(0)-48 — RIGHT LANE CLOSED AHEAD
(18) R4-8A-2430 — KEEP LEFT
(18A) R4-7A-2430 — KEEP RIGHT
(19) TO NORTH / ILLINOIS 171 — M4-5-3018, M3-1-3018, M1-50-3024, M6-2-2115

TAPER LENGTH CALCULATIONS

EASTBOUND CERMAK RD LANE CLOSURE
L=W*S*S/60=11*35*35/60=224.5 FEET
USE =225 FEET

WESTBOUND CERMAK RD LANE CLOSURE
L=W*S*S/60=10*35*35/60=204 FEET
USE =205 FEET

0 50 100 150
SCALE IN FEET

FILE NAME: pw:\dbsterlin-pw.bentley.com:dbsterlin-pw01\Documents\Projects\PTB 203+017\Task+009\600 CADD Drawings\603 Civil\Sheets\D9116123+sht+MOT+Stage1.dgn

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

USER NAME	= maabdo	DESIGNED	- MA	REVISED	-
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
CERMAK ROAD - STAGE 1

SCALE: AS SHOWN | SHEET NO. C-3 OF C-7 SHEETS | STA. 67+000 TO STA. 37+000

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	9
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- DRUM OR TYPE II BARRICADE WITH SPACING AT 50' C-C ON TANGENT, 25' C-C ON SHIFTS, 10' C-C ON RADII
- DIRECTIONAL INDICATOR BARRIERS
- ARROW BOARD
- TRAFFIC DIRECTION
- (A) - TEMPORARY PAVEMENT MARKING - 4" WHITE, TYPE IV TAPE
- (B) - TEMPORARY PAVEMENT MARKING - 4" YELLOW, TYPE IV TAPE
- (C) - TEMPORARY PAVEMENT MARKING - 6" WHITE SKIP DASH TYPE IV TAPE 2' DASH, 6' SKIP
- (D) - TEMPORARY PAVEMENT MARKING - 4" WHITE SKIP DASH TYPE IV TAPE 10' DASH, 30' SKIP
- (E) - TEMPORARY PAVEMENT MARKING - 6" WHITE, TYPE IV TAPE
- (F) - TEMPORARY PAVEMENT MARKING - 8" WHITE, TYPE IV TAPE
- (G) - TEMPORARY PAVEMENT MARKING - 12" WHITE, TYPE IV TAPE

- TEMPORARY TRAFFIC SIGN
- IMPACT ATTENUATOR FULLY REDIRECTIVE, NARROW, TEST LEVEL 2
- CMS - CHANGEABLE MESSAGE SIGN
- TYPE III BARRICADE

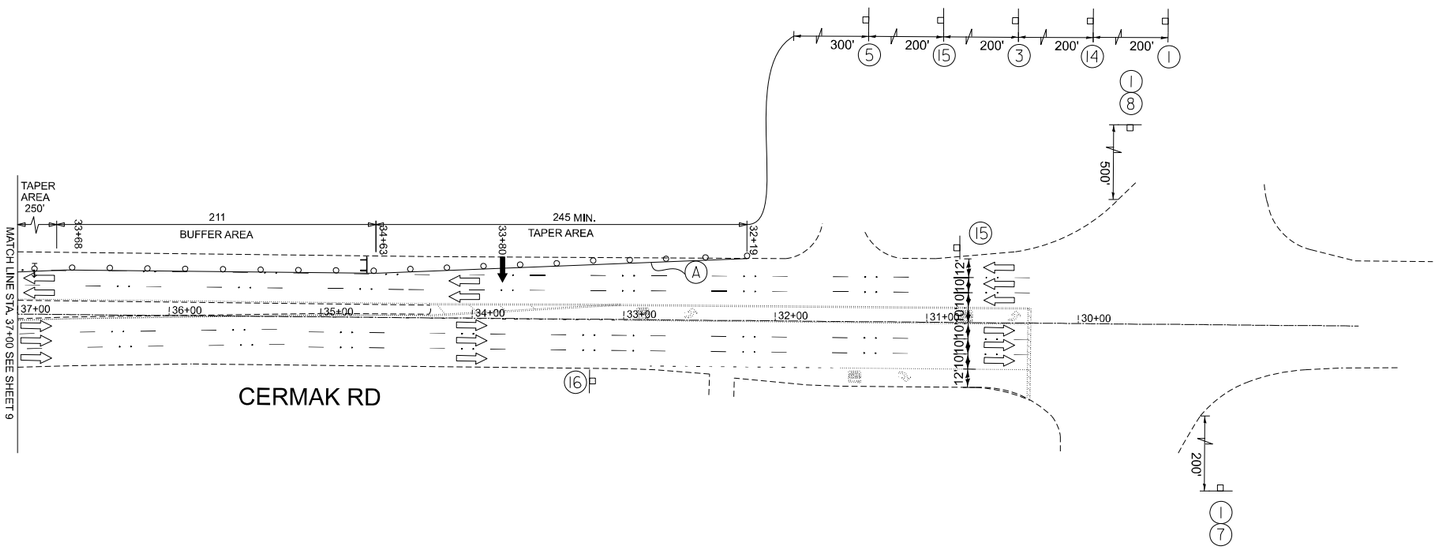
TAPER LENGTH CALCULATIONS

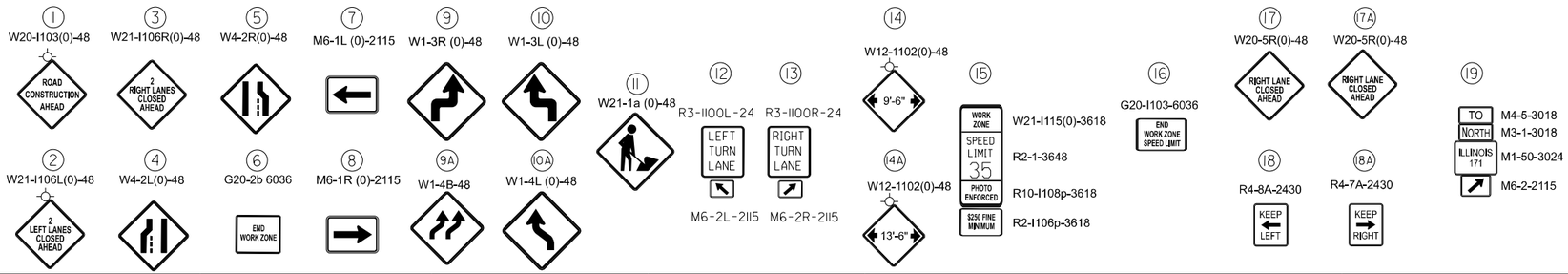
WESTBOUND CERMAK RD LANE CLOSURE
L=W*S*S/60=10*35*35/60=205 FEET
USE =205 FEET

WESTBOUND CERMAK RD LANE CLOSURE
L=W*S*S/60=12*35*35/60=245 FEET
USE =245 FEET

N

0 50 100 150
SCALE IN FEET





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DB STERLIN CONSULTANTS, INC. 123 N. Wacker Drive, Suite 2000 Chicago, Illinois 60606 312.257.1006	USER NAME = maabdo	DESIGNED - MA	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
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SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
CERMAK ROAD - STAGE 1

SCALE: AS SHOWN | SHEET NO. C-4 OF C-7 SHEETS | STA. 37+000 TO STA. 31+000

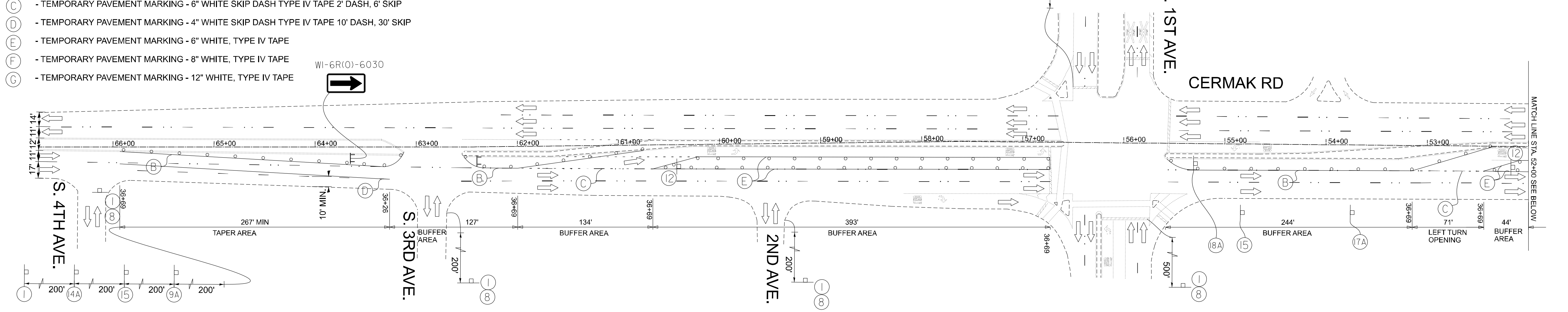
FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	10
		CONTRACT NO. 62Y17		
	ILLINOIS FED. AID PROJECT			

LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- DRUM OR TYPE II BARRICADE WITH SPACING AT 50' C-C ON TANGENT, 25' C-C ON SHIFTS, 10' C-C ON RADII
- DIRECTIONAL INDICATOR BARRIERS
- ARROW BOARD
- TRAFFIC DIRECTION
- (A) TEMPORARY PAVEMENT MARKING - 4" WHITE, TYPE IV TAPE
- (B) TEMPORARY PAVEMENT MARKING - 4" YELLOW, TYPE IV TAPE
- (C) TEMPORARY PAVEMENT MARKING - 6" WHITE SKIP DASH TYPE IV TAPE 2' DASH, 6' SKIP
- (D) TEMPORARY PAVEMENT MARKING - 4" WHITE SKIP DASH TYPE IV TAPE 10' DASH, 30' SKIP
- (E) TEMPORARY PAVEMENT MARKING - 6" WHITE, TYPE IV TAPE
- (F) TEMPORARY PAVEMENT MARKING - 8" WHITE, TYPE IV TAPE
- (G) TEMPORARY PAVEMENT MARKING - 12" WHITE, TYPE IV TAPE
- TEMPORARY TRAFFIC SIGN
- IMPACT ATTENUATOR FULLY REDIRECTIVE, NARROW, TEST LEVEL 2
- CMS - CHANGEABLE MESSAGE SIGN
- TYPE III BARRICADE

TAPER LENGTH CALCULATIONS

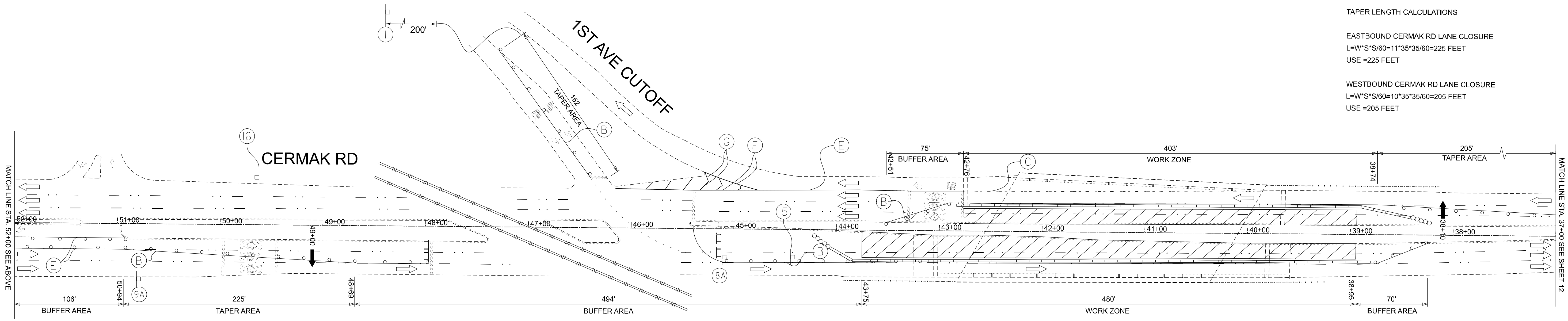
EASTBOUND CERMAK RD LANE CLOSURE
L=W*S*S/60=11*35*35/60=225 FEET
USE =225 FEET

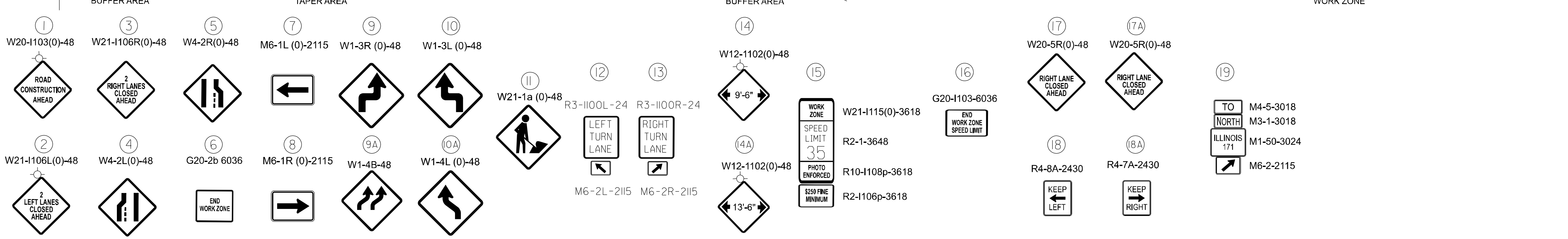


TAPER LENGTH CALCULATIONS

EASTBOUND CERMAK RD LANE CLOSURE
L=W*S*S/60=11*35*35/60=225 FEET
USE =225 FEET

WESTBOUND CERMAK RD LANE CLOSURE
L=W*S*S/60=10*35*35/60=205 FEET
USE =205 FEET





DBS DB STERLIN CONSULTANTS, INC. 123 N. Wacker Drive, Suite 2000 Chicago, Illinois 60606 312.857.1000	USER NAME = maabdo	DESIGNED - MA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL CERMAK ROAD - STAGE 2
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FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	11
		CONTRACT NO. 62Y17		
		ILLINOIS FED. AID PROJECT		

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LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- DRUM OR TYPE II BARRICADE WITH SPACING AT 50' C-C ON TANGENT, 25' C-C ON SHIFTS, 10' C-C ON RADII
- DIRECTIONAL INDICATOR BARRIERS
- ARROW BOARD
- TRAFFIC DIRECTION
- (A) - TEMPORARY PAVEMENT MARKING - 4" WHITE, TYPE IV TAPE
- (B) - TEMPORARY PAVEMENT MARKING - 4" YELLOW, TYPE IV TAPE
- (C) - TEMPORARY PAVEMENT MARKING - 6" WHITE SKIP DASH TYPE IV TAPE 2' DASH, 6' SKIP
- (D) - TEMPORARY PAVEMENT MARKING - 4" WHITE SKIP DASH TYPE IV TAPE 10' DASH, 30' SKIP
- (E) - TEMPORARY PAVEMENT MARKING - 6" WHITE, TYPE IV TAPE
- (F) - TEMPORARY PAVEMENT MARKING - 8" WHITE, TYPE IV TAPE
- (G) - TEMPORARY PAVEMENT MARKING - 12" WHITE, TYPE IV TAPE

- TEMPORARY TRAFFIC SIGN
- IMPACT ATTENUATOR FULLY REDIRECTIVE, NARROW, TEST LEVEL 2
- CMS - CHANGEABLE MESSAGE SIGN
- TYPE III BARRICADE

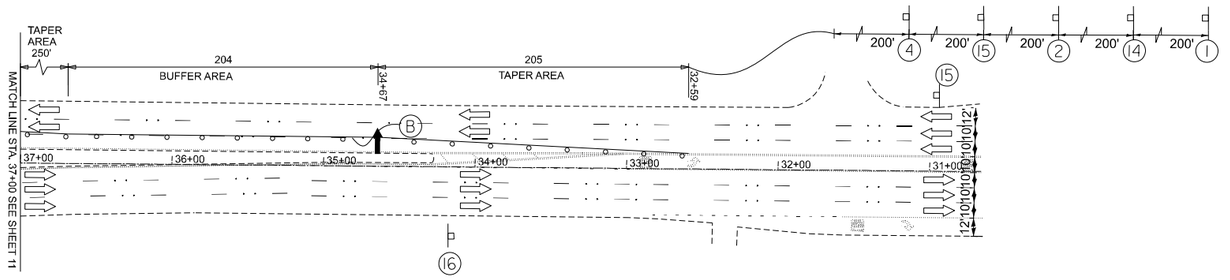
N

SCALE IN FEET 0 50 100 150

TAPER LENGTH CALCULATIONS

WESTBOUND CERMAK RD LANE CLOSURE
L=W*S*S/60=10*35*35/60=205 FEET
USE =205 FEET

WESTBOUND CERMAK RD LANE CLOSURE
L=W*S*S/60=10*35*35/60=205 FEET
USE =205 FEET



(1) W20-I103(0)-48 — ROAD CONSTRUCTION AHEAD

(2) W21-I106L(0)-48 — 2 LEFT LANES CLOSED AHEAD

(3) W21-I106R(0)-48 — 2 RIGHT LANES CLOSED AHEAD

(4) W4-2L(0)-48

(5) W4-2R(0)-48

(6) G20-2b 6036 — END WORK ZONE

(7) M6-1L (0)-2115

(8) M6-1R (0)-2115

(9) W1-3R (0)-48

(9A) W1-4B-48

(10) W1-3L (0)-48

(10A) W1-4L (0)-48

(11) W21-1a (0)-48

(12) R3-II00L-24 — LEFT TURN LANE — M6-2L-2II5

(13) R3-II00R-24 — RIGHT TURN LANE — M6-2R-2II5

(14) W12-1102(0)-48 — 9'-6"

(14A) W12-1102(0)-48 — 13'-6"

(15) WORK ZONE / SPEED LIMIT 35 / PHOTO ENFORCED / $250 FINE MINIMUM
- W21-I115(0)-3618
- R2-1-3648
- R10-I108p-3618
- R2-I106p-3618

(16) G20-I103-6036 — END WORK ZONE SPEED LIMIT

(17) W20-5R(0)-48 — RIGHT LANE CLOSED AHEAD

(17A) W20-5R(0)-48 — RIGHT LANE CLOSED AHEAD

(18) R4-8A-2430 — KEEP LEFT

(18A) R4-7A-2430 — KEEP RIGHT

(19)
- TO NORTH M3-1-3018
- ILLINOIS 171 M1-50-3024
- M6-2-2115
- M4-5-3018

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
CERMAK ROAD - STAGE 2

SCALE: AS SHOWN | SHEET NO. C-6 OF C-7 SHEETS | STA. 37+000 TO STA. 31+000

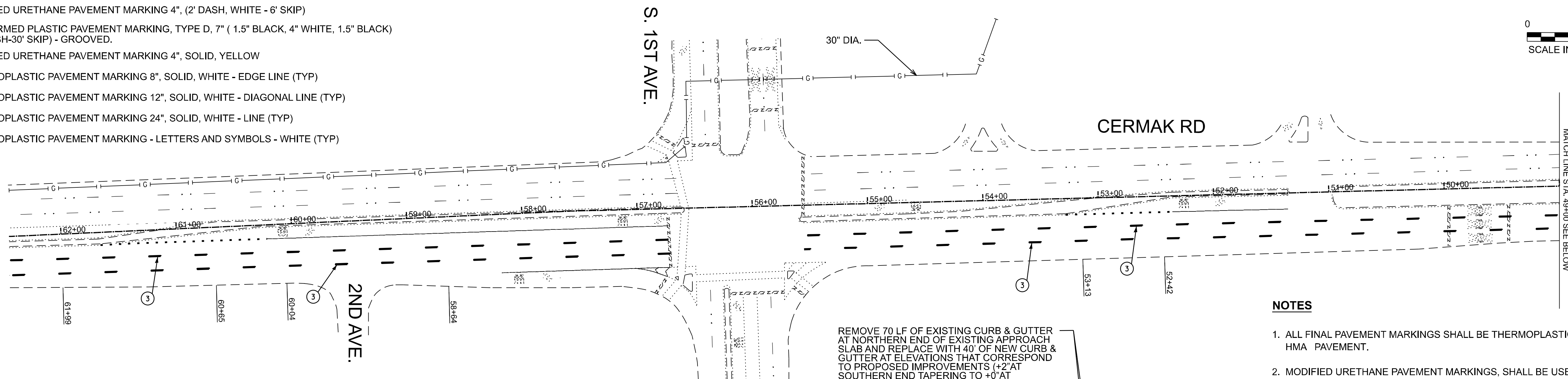
FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	12
		CONTRACT NO. 62Y17		
	ILLINOIS FED. AID PROJECT			

PAVEMENT MARKING LEGEND

1. THERMOPLASTIC PAVEMENT MARKING 4", SOLID, WHITE - EDGE LINE (TYP)
2. THERMOPLASTIC PAVEMENT MARKING 4", (DASH-6' SKIP)
3. THERMOPLASTIC PAVEMENT MARKING 4", SKIP-DASH, WHITE (10' DASH - 30' SKIP) - LANE LINES
4. THERMOPLASTIC PAVEMENT MARKING 4", SOLID, YELLOW - EDGE LINE (TYP)
5. MODIFIED URETHANE PAVEMENT MARKING 4", SOLID, WHITE
6. MODIFIED URETHANE PAVEMENT MARKING 4", (2' DASH, WHITE - 6' SKIP)
7. PREFORMED PLASTIC PAVEMENT MARKING, TYPE D, 7" (1.5" BLACK, 4" WHITE, 1.5" BLACK) (10' DASH-30' SKIP) - GROOVED.
8. MODIFIED URETHANE PAVEMENT MARKING 4", SOLID, YELLOW
9. THERMOPLASTIC PAVEMENT MARKING 8", SOLID, WHITE - EDGE LINE (TYP)
10. THERMOPLASTIC PAVEMENT MARKING 12", SOLID, WHITE - DIAGONAL LINE (TYP)
11. THERMOPLASTIC PAVEMENT MARKING 24", SOLID, WHITE - LINE (TYP)
12. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS - WHITE (TYP)

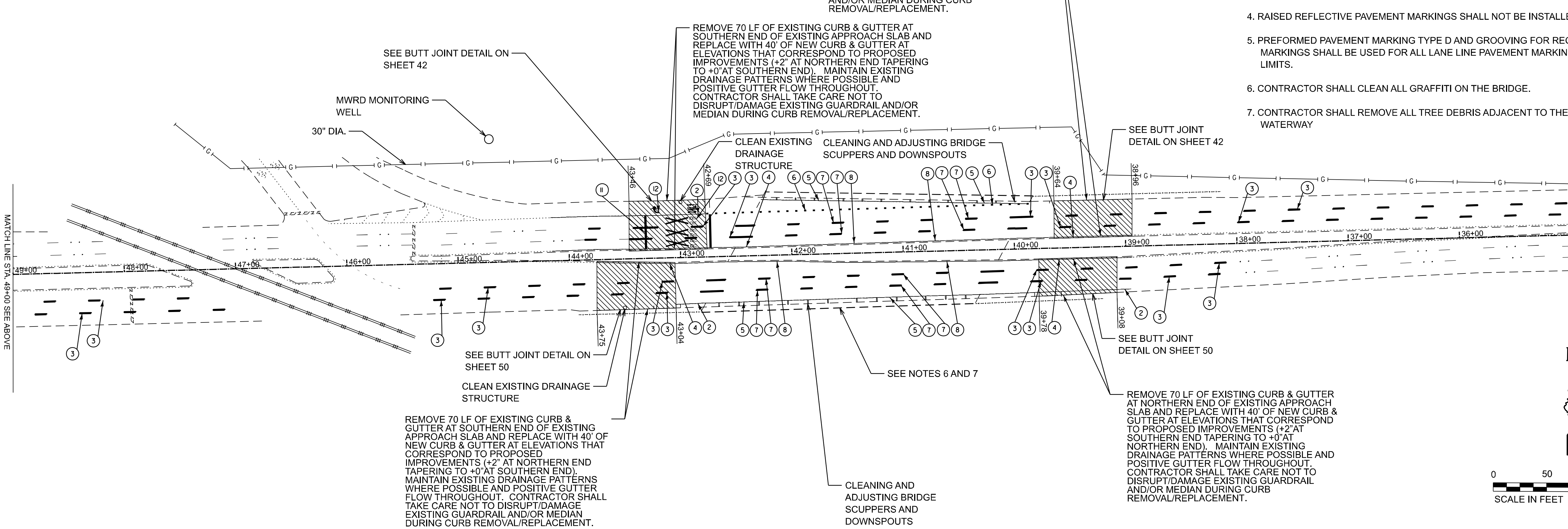
LEGEND

HMA SURFACE COURSE, REFER TO SHEET 2 FOR MORE DETAILS



NOTES

1. ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS ON HMA PAVEMENT.
2. MODIFIED URETHANE PAVEMENT MARKINGS, SHALL BE USED FOR ALL PAVEMENT MARKINGS WITH IN BRIDGE LIMITS AND PCC APPROACH PAVEMENT, EXCEPT LANE LINES.
3. ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.
4. RAISED REFLECTIVE PAVEMENT MARKINGS SHALL NOT BE INSTALLED IN BRIDGE LIMITS.
5. PREFORMED PAVEMENT MARKING TYPE D AND GROOVING FOR RECESSED PAVEMENT MARKINGS SHALL BE USED FOR ALL LANE LINE PAVEMENT MARKINGS WITHIN BRIDGE LIMITS.
6. CONTRACTOR SHALL CLEAN ALL GRAFFITI ON THE BRIDGE.
7. CONTRACTOR SHALL REMOVE ALL TREE DEBRIS ADJACENT TO THE PIERS IN THE WATERWAY



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

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PLOT TIME = 5:32:29 PM	DATE -	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PROPOSED PAVEMENT MARKINGS

SCALE: | SHEET NO. C-7 OF C-7 SHEETS

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	13
		CONTRACT NO. 62Y17		
		ILLINOIS	FED. AID PROJECT	

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED
CONTROLLER CABINET		
COMMUNICATION CABINET	ECC	CC
MASTER CONTROLLER	EMC	MC
MASTER MASTER CONTROLLER	EMMC	MMC
UNINTERRUPTABLE POWER SUPPLY		
SERVICE INSTALLATION -(P) POLE MOUNTED	P	P
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	G GM	G GM
TELEPHONE CONNECTION	ET	T
STEEL MAST ARM ASSEMBLY AND POLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY		BM
WOOD POLE		
GUY WIRE		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD OPTICALLY PROGRAMMED	P P	P P
FLASHER INSTALLATION -(FS) SOLAR POWERED	F FS F FS	F FS F FS
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	APS	APS
RADAR DETECTION SENSOR	R	R
VIDEO DETECTION CAMERA	V	V
RADAR/VIDEO DETECTION ZONE		
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIMATION BEACON		
WIRELESS INTERCONNECT		
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR

ITEM	EXISTING	PROPOSED
HANDHOLE -SQUARE -ROUND		
HEAVY DUTY HANDHOLE -SQUARE -ROUND	H	H
DOUBLE HANDHOLE		
JUNCTION BOX		
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER CABINET		
UNDERGROUND CONDUIT (UC), GALVANIZED STEEL		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
SYSTEM ITEM	S	SP
INTERSECTION ITEM	I	IP
REMOVE ITEM		R
RELOCATE ITEM		RL
ABANDON ITEM		A
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF
MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF
SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF
DETECTOR LOOP, TYPE I		
PREFORMED DETECTOR LOOP	P	P
SAMPLING (SYSTEM) DETECTOR	S	S
INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS	IS
QUEUE AND SAMPLING (SYSTEM) DETECTOR	QS	QS
WIRELESS DETECTOR SENSOR	W	W
WIRELESS ACCESS POINT		

ITEM	EXISTING	PROPOSED
SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	P	P
SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	P RB	P RB
PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D
ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED	5	5
GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)	1#6	1#6
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C	1	1
COAXIAL CABLE	C	C
VENDOR CABLE	V	V
COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	6#18
FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	12F 24F 36F	12F 24F 36F
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/600 CADD Drawings/607 TrafficSheets/D9116123-sht-TS05A.dgn

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312.857.1006

USER NAME	= maabdo	DESIGNED	-	REVISED	-
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PLOT DATE	= 11/24/2025	CHECKED	-	REVISED	-
PLOT TIME	= 5:13:09 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NTS | SHEET NO. TS-1 OF TS-4 SHEETS

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	14
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

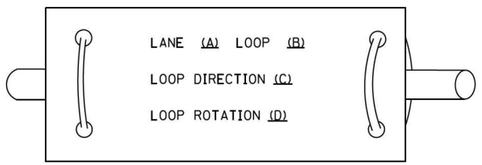
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

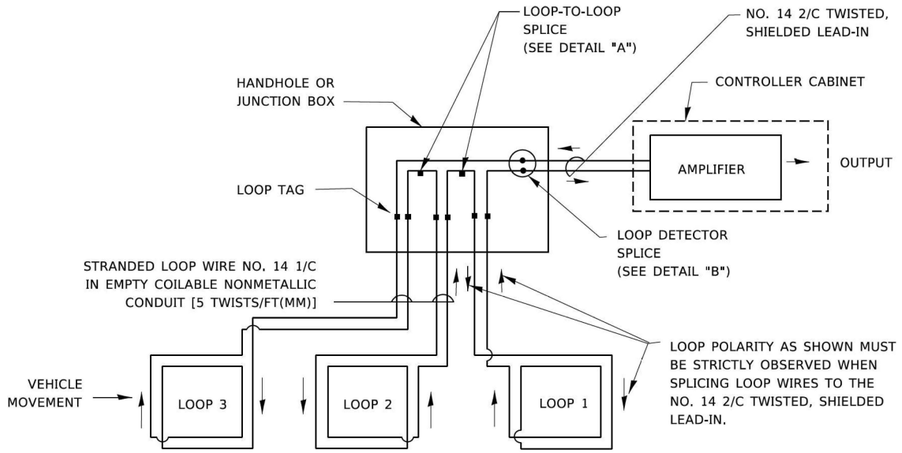


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

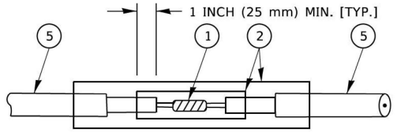
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

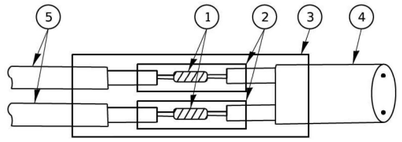


DETECTOR LOOP WIRING SCHEMATIC

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

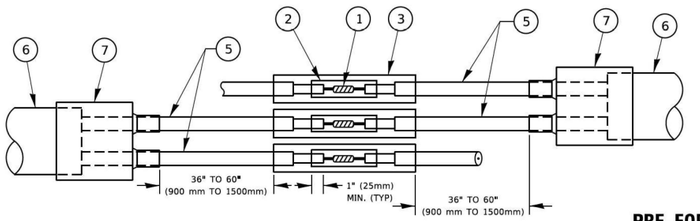


DETAIL "A"
LOOP-TO-LOOP SPLICE



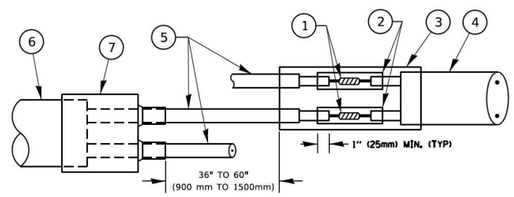
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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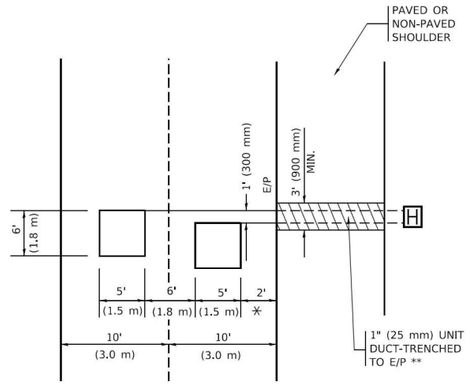
PLOT SCALE = 40.00000000 ' / In.	DRAWN -	REVISED -			
PLOT DATE = 11/24/2025	CHECKED -	REVISED -		SCALE: NTS	SHEET NO. TS-2 OF TS-4 SHEETS
PLOT TIME = 5:13:20 PM	DATE -	REVISED -			

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	15
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

FILE NAME: pw:\\dbsterlin-pw.bentley.com:dbsterlin-pw-01\Documents\Projects\PTB 209-017\Task-009\600 CADD Drawings\607 Traffic\Sheets\D9119123-sht-TS0508.dgn

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.



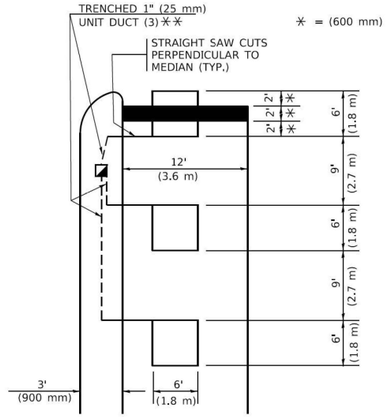
* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING)

HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



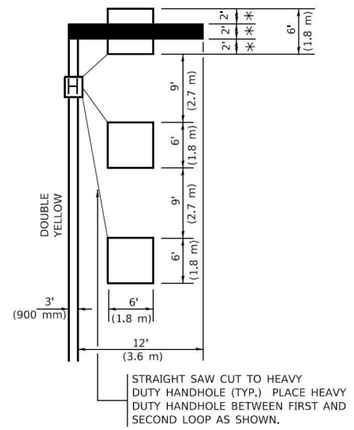
** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS

VOLUME DENSITY (''FAR OUT'' DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

VEHICLES LOOP DETECTORS

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

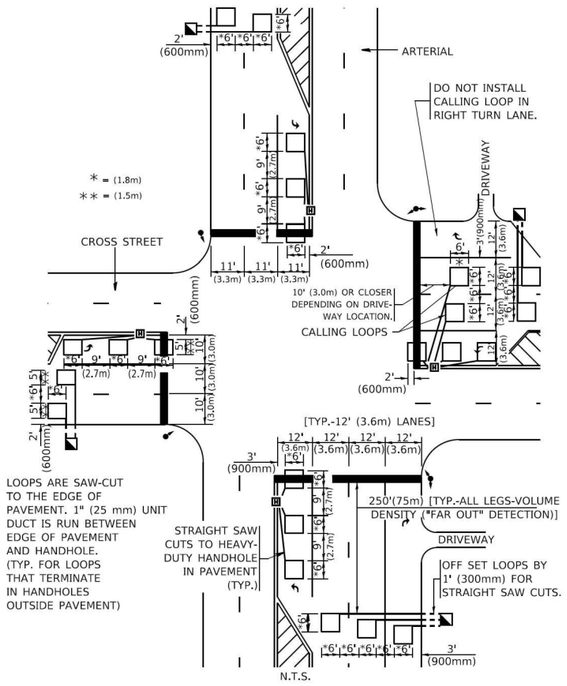
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

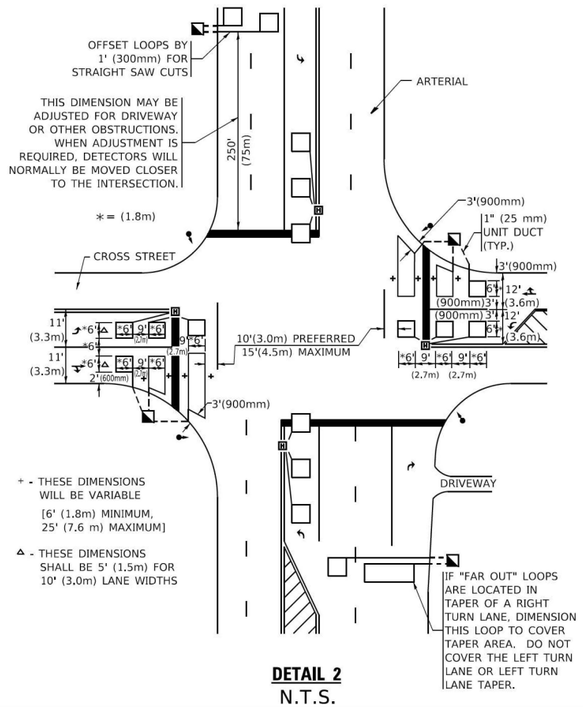
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("FAR OUT" DETECTION)



DETAIL 1
N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



DETAIL 2
N.T.S.

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-006/600 CADD Drawings/607 Traffic/Sheets/D1116123-sht-TS07.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SCALE: NTS | SHEET NO. TS-3 OF TS-4 SHEETS

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	16
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

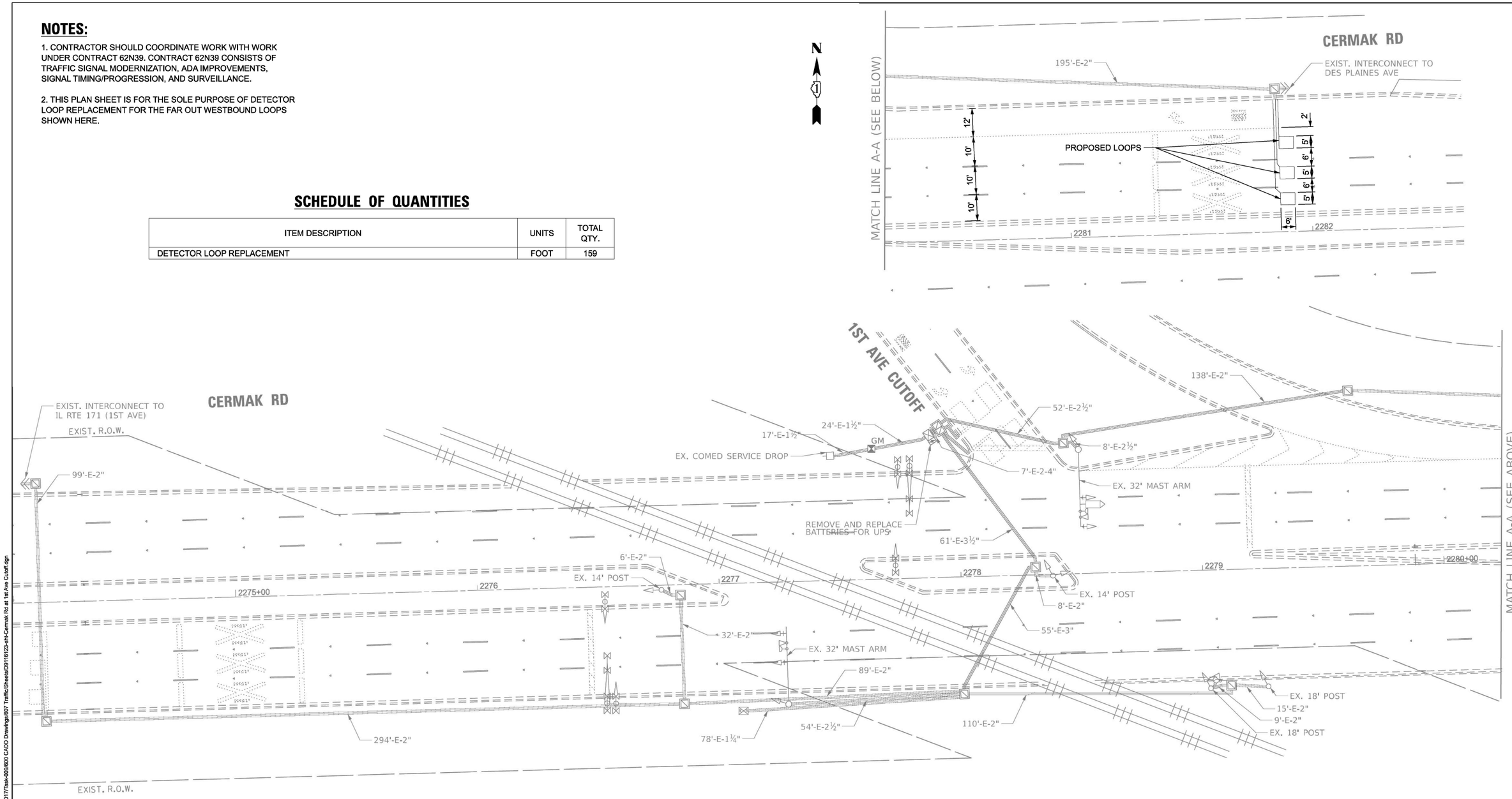
NOTES:

1. CONTRACTOR SHOULD COORDINATE WORK WITH WORK UNDER CONTRACT 62N39. CONTRACT 62N39 CONSISTS OF TRAFFIC SIGNAL MODERNIZATION, ADA IMPROVEMENTS, SIGNAL TIMING/PROGRESSION, AND SURVEILLANCE.

2. THIS PLAN SHEET IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT FOR THE FAR OUT WESTBOUND LOOPS SHOWN HERE.

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
DETECTOR LOOP REPLACEMENT	FOOT	159



TS 11800
IDOT CENTRACS
FORMER ECON 27
PACE TSP

FILE NAME: pw://dbsterlin-ow.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 203-017/Task-008/600 CADD Drawings/807 Traffic/Sheets/D9116123-sht-Cermak Rd at 1st Ave Cutoff.dgn

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PLOT TIME	= 5:13:41 PM	DATE	- 10/22/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

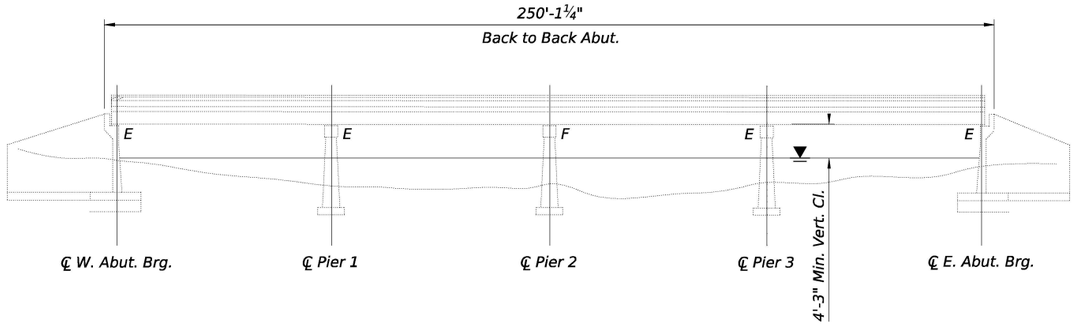
TRAFFIC SIGNAL LOOP REPLACEMENT AND SCHEDULE OF QUANTITIES
CERMAK RD (22ND ST) AND 1ST AVE CUTOFF

SCALE: 1"=20' | SHEET NO. TS-4 OF TS-4 SHEETS

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK		17
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

Existing Structure S.N. 016-0634 is built in 1930 and rehabilitated in 1992.
The structure is a 4-span PPC I-beam bridge with a reinforced concrete deck supported by reinforced concrete piers. The concrete piers and abutments are supported by timber piles with out-to-out width of 109'-7" and length of 250'-1¼" Bk. to Bk. of Abutments.

Traffic to be maintained utilizing staged construction.



ELEVATION
(Looking North)

DESIGN SPECIFICATIONS
(PROPOSED CONSTRUCTION)
2002 AASTHO Standard Specifications for Highway Bridges, 17th Ed.

LOADING HS20-44

LICENSED STRUCTURAL ENGINEER
BRAD NOACK
081-007166
STATE OF ILLINOIS

BRAD NOACK **DATE**
LICENSE EXPIRES 11/30/2026
SHEET RANGE 18–53

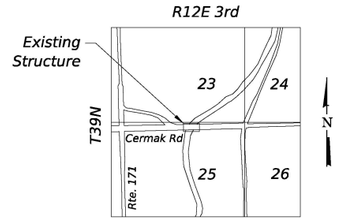
EXISTING DESIGN STRESSES
(Existing Structures)

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

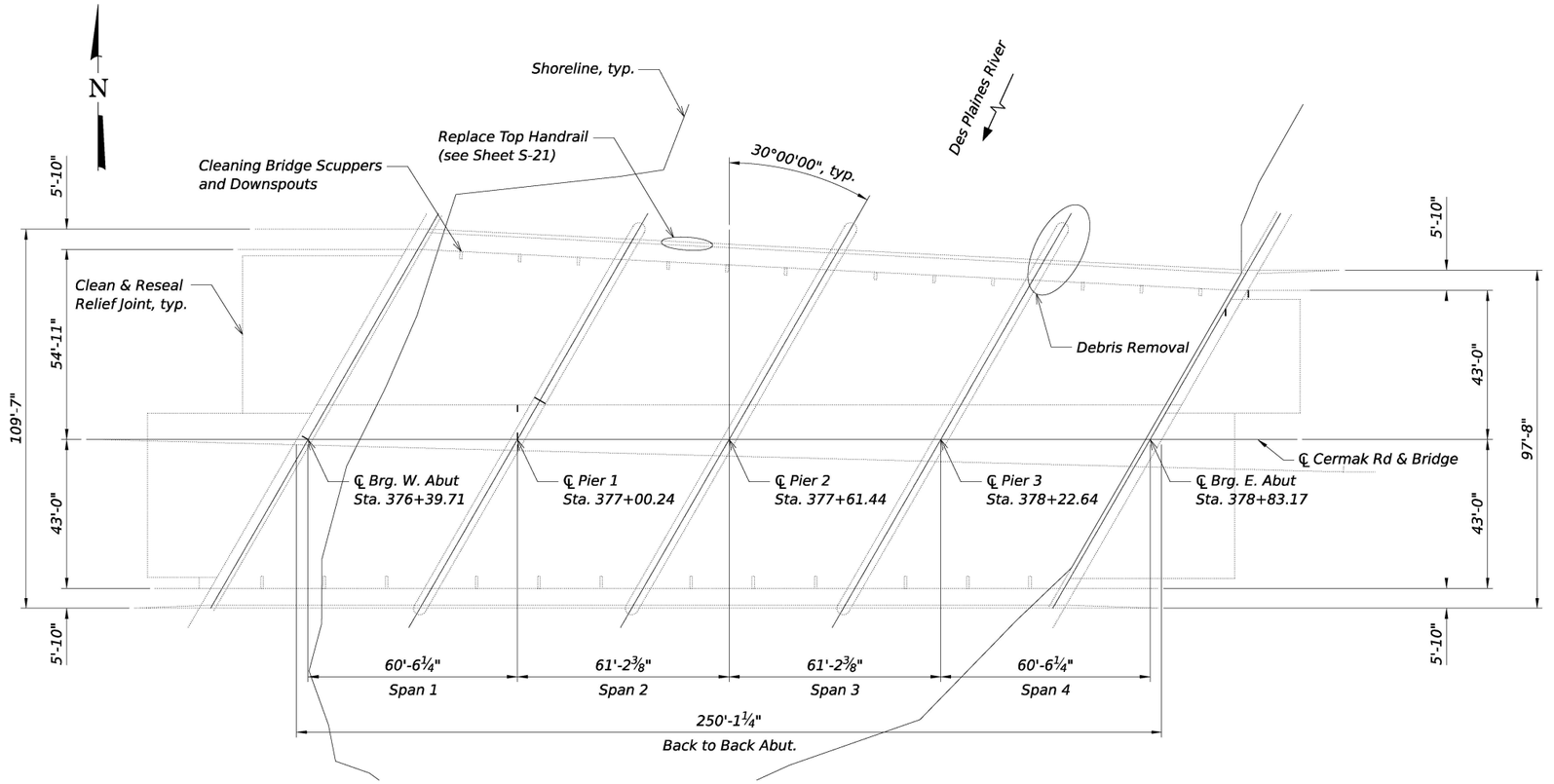
f'c = 6,000 psi
f'ci = 4,000 psi
f's = 270,000 psi (1/2" ∅ Strands)
f'si = 189,000 psi (1/2" ∅ Strands)

PROPOSED DESIGN STRESSES
FIELD UNITS:

f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)



LOCATION SKETCH



PLAN

SCOPE OF WORK:

1. *Scarify Bridge deck ¾".*
2. *Replace expansion joints at Abutments.*
3. *Adjust and clean bridge scuppers.*
4. *Perform Full Depth Deck Slab and Partial Depth Approach Slab Repairs.*
4. *Apply 2¾" Bridge Deck Latex Concrete Overlay on bridge slab.*
5. *Perform Diamond Grinding and Longitudinal Grooving on finished Latex Concrete Overlay.*
6. *Perform Structural Repair of Concrete on Piers and Abutments.*
7. *Apply Concrete Sealer to new substructure concrete.*
8. *Apply Protective Coat to new latex concrete overlay and the top and inside faces of parapets, median and sidewalks.*
9. *Clean and Paint Bearings at Piers and Abutments.*
10. *Install Stream Gauge on Pier 2.*
11. *Clean Channel Debris and remove graffiti on substructure.*
12. *Repair Handrail on North Parapet*

GENERAL PLAN AND ELEVATION
CERMAK RD OVER DES PLAINES RIVER
FAU 1453 - SECTION 551X-B
BRIDGE REPAIR
COOK COUNTY
STATION 377+61.44
STRUCTURE NO. 016-0634

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01\Documents\Projects\PTB 209-017\Task-009\900 CADD Drawings\904 Structural\Sheets\S-01_GPE.dgn

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USER NAME	= maabdo	DESIGNED	- AH	REVISED	-
PLOT SCALE	=	DRAWN	- AH	REVISED	-
PLOT DATE	= 11/25/2025	CHECKED	- BJN	REVISED	-
PLOT TIME	= 7:29:59 AM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 016-0634
SCALE: | SHEET NO. S-1 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	18
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

1. Reinforcement Bars designated (E) shall be Epoxy Coated.

2. Prior to pouring the new Concrete Deck for Expansion Joint Reconstruction, all loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Removal shall be accomplished by methods that will not damage the concrete beams and the cost will be included in the pay item covering removal of the existing concrete.

3. Plan Dimensions and Details relative to Existing Plans are subject to nominal construction variation. 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 variation 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.

4. Existing reinforcement extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any existing reinforcement bars intended for reuse and damaged during the Concrete Removal operations shall be repaired or replaced using an approved Bar Splicer or Anchorage System to the satisfaction of the Engineer. Cost included with Concrete Removal.

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

INDEX OF SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
CONCRETE REMOVAL	CU YD	22.2		22.2
CONCRETE SUPERSTRUCTURE	CU YD	23.5		23.5
PROTECTIVE COAT	SQ YD	3,022		3,022
REINFORCEMENT BARS, EPOXY COATED	POUND	2,800		2,800
BAR SPLICERS	EACH	24		24
ALUMINUM RAILING, TYPE L	FOOT	30		30
PREFORMED JOINT STRIP SEAL	FOOT	236		236
CONCRETE SEALER	SQ FT		620	620
GRAFFITI REMOVAL	SQ YD		89	89
CLEANING BRIDGE SCUPPERS AND DOWNSPOUTS	EACH	24		24
CLEAN & RESEAL RELIEF JOINT	FOOT	156		156
STREAM GAUGE	EACH		1	1
BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	2,087		2,087
CLEANING AND PAINTING BEARINGS	EACH	102		102
APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	32		32
BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES	SQ YD	2,146		2,146
BRIDGE DECK SCARIFICATION 3/4"	SQ YD	2,146		2,146
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT		604	604
STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT		16	16
DEBRIS REMOVAL	CU YD		30	30
DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	1		1
DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	2,035		2,035
DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	24		24

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-gpw-01/Documents/Projects/PTB 209-017/Task-009/600 CADD Drawings/604 Structural/Sheets/S-02_GENERAL NOTES.dgn

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Chicago, Illinois 60606
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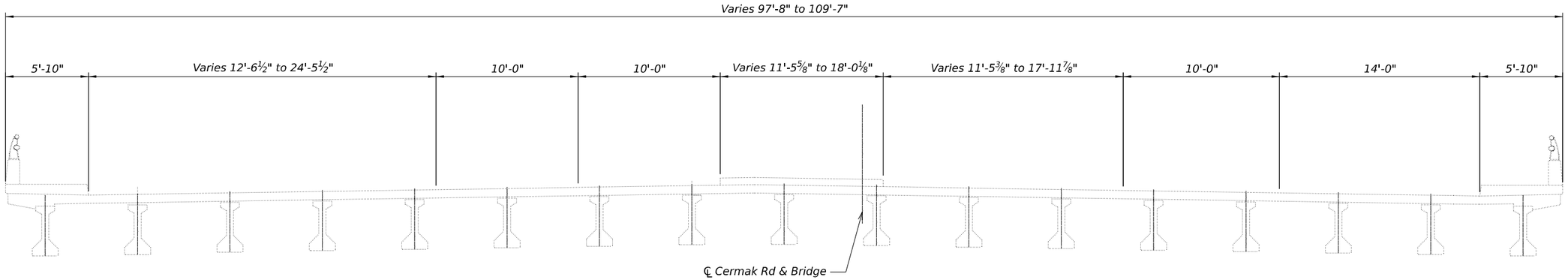
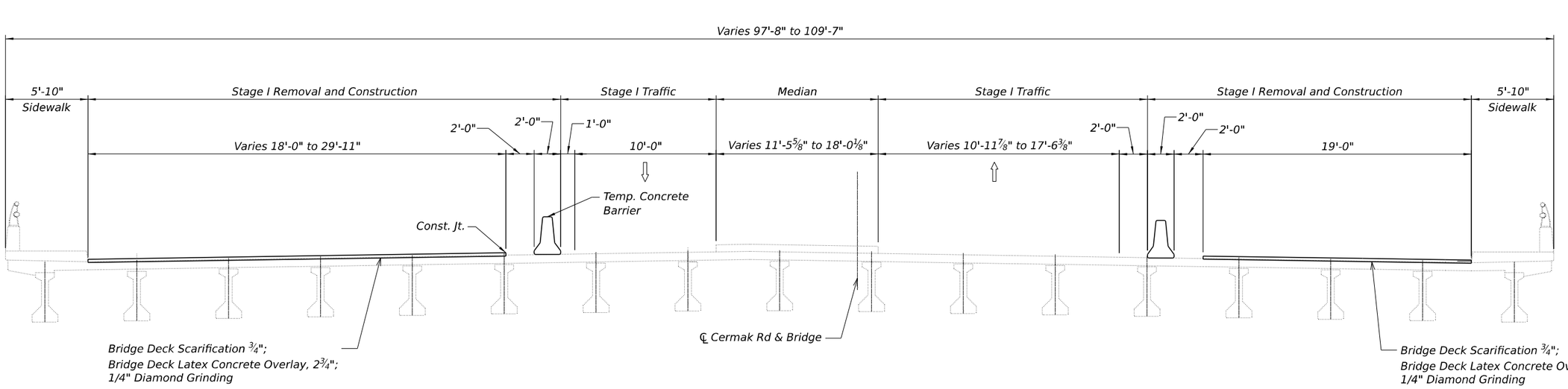
USER NAME = maabdo	DESIGNED - AH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES, INDEX OF SHEETS, AND BILL OF MATERIAL STRUCTURE NO. 016-0634
PLOT SCALE =	DRAWN - AH	REVISED -		
PLOT DATE = 11/24/2025	CHECKED - BJN	REVISED -		SCALE: SHEET NO. S-2 OF S-36 SHEETS
PLOT TIME = 5:14:17 PM	DATE -	REVISED -		

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	19
		CONTRACT NO. 62Y17		
	ILLINOIS FED. AID PROJECT			



EXISTING CROSS SECTION

(Looking East)



STAGE I REMOVAL AND CONSTRUCTION

(Looking East)

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/000 CADD Drawings/004 Structural/Sheets/S-03_STAGING.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS & STAGING CONSTRUCTION (1 OF 2)
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-3 OF S-36 SHEETS

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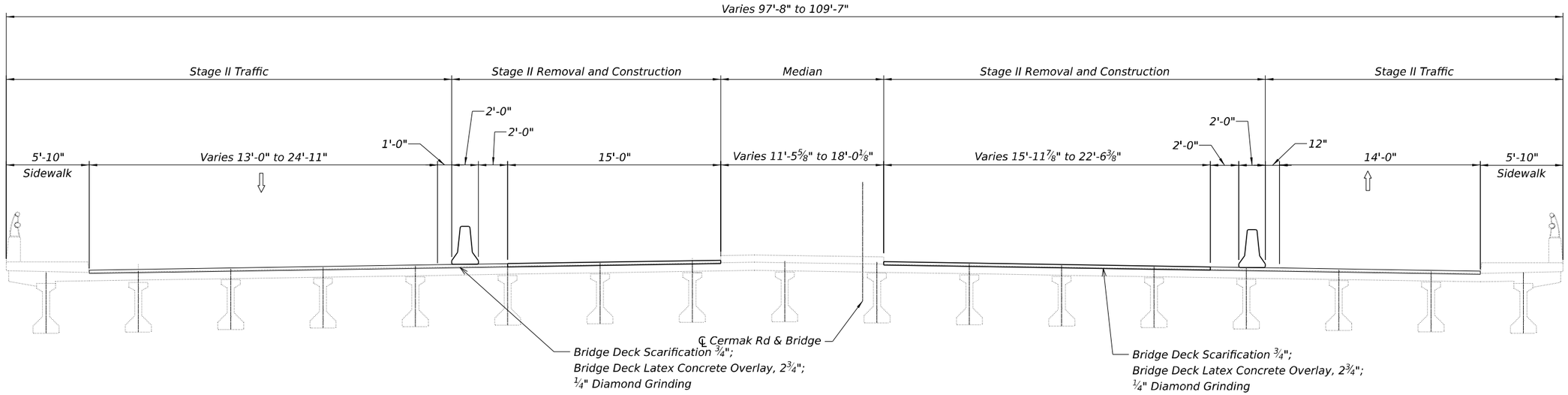
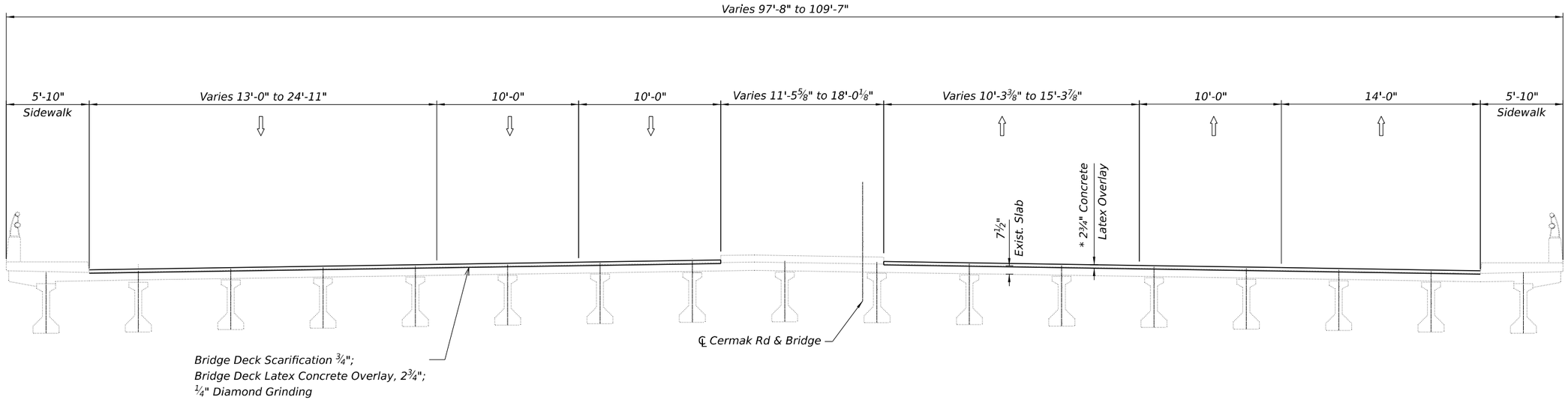
	ILLINOIS	FED. AID PROJECT		



STAGE II REMOVAL AND CONSTRUCTION

(Looking East)



FINAL CROSS SECTION

(Looking East)

* Thickness before Diamond Grinding

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS & STAGING CONSTRUCTION (2 OF 2)
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-4 OF S-36 SHEETS

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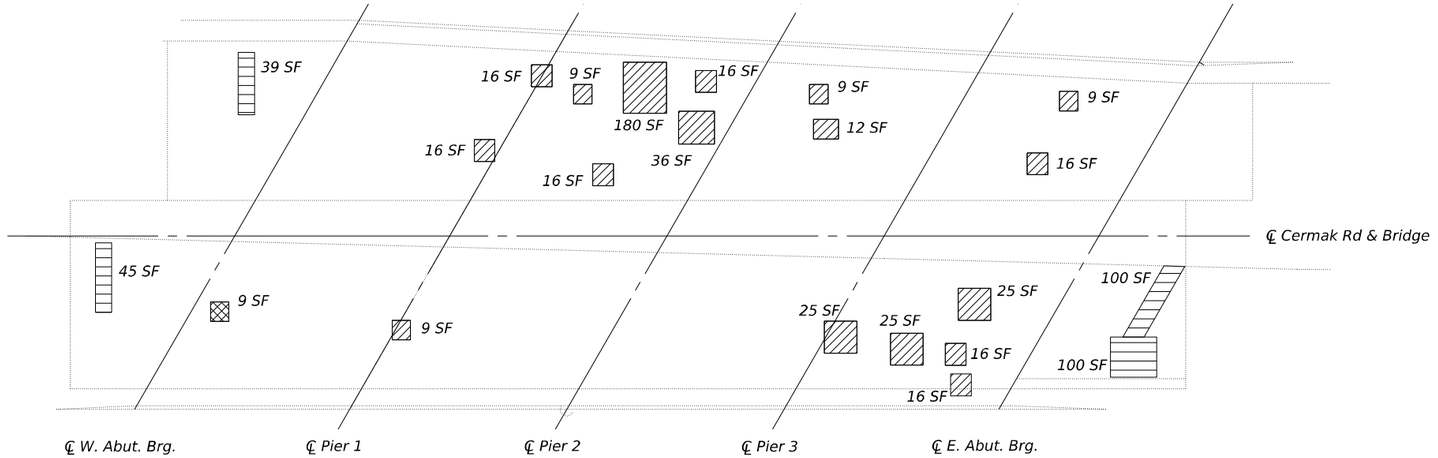
	ILLINOIS	FED. AID PROJECT		



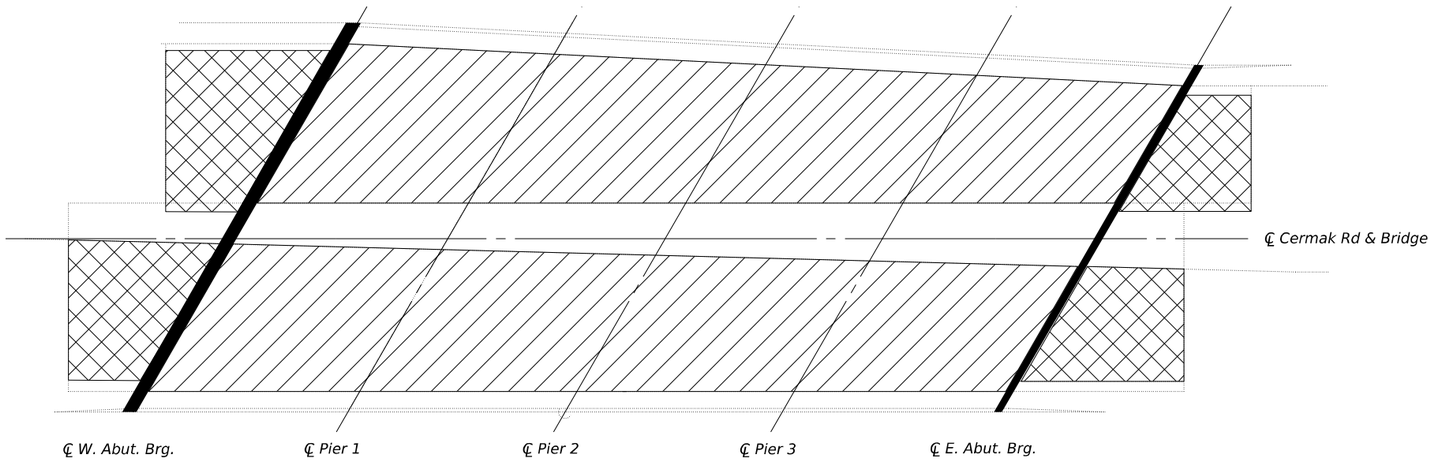
EXISTING DECK PLAN

LEGEND

- Partial-Depth Approach Slab Repair
- Full-Depth Repair
- Partial-Depth Repair

NOTES

1. Areas of Partial Depth Repair are Provided for information only and shall be included in the cost of Bridge Deck Latex Concrete Overlay, 2¾".
2. Partial-Depth Approach Slab Repair Hatches will be repaired under the "Approach Slab Repair (Partial Depth)" Pay Item.
3. Full-Depth Hatches shall be repaired under the "Deck Slab Repair (Full Depth, Type II)" Pay Item.



DECK PLAN

LEGEND

- Concrete Removal at Joints
- Scarify ¾"; Bridge Deck Latex Concrete Overlay, 2¾", Diamond Grinding ¼". Protective Coat
- Pavement Overlay (Butt Joint)

BILL OF MATERIAL

Item	Unit	Quantity
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	1
Approach Slab Repair (Partial Depth)	Sq. Yd.	32
Protective Coat	Sq. Yd.	3,022
Bridge Deck Latex Concrete Overlay, 2¾ Inches	Sq. Yd.	2,146
Bridge Deck Scarification ¾"	Sq. Yd.	2,146
Diamond Grinding (Bridge Section)	Sq. Yd.	2,035
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	2,087

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/000 CADD Drawings/804 Structural/Sheets/S-05_DECK OVERLAY.dgn

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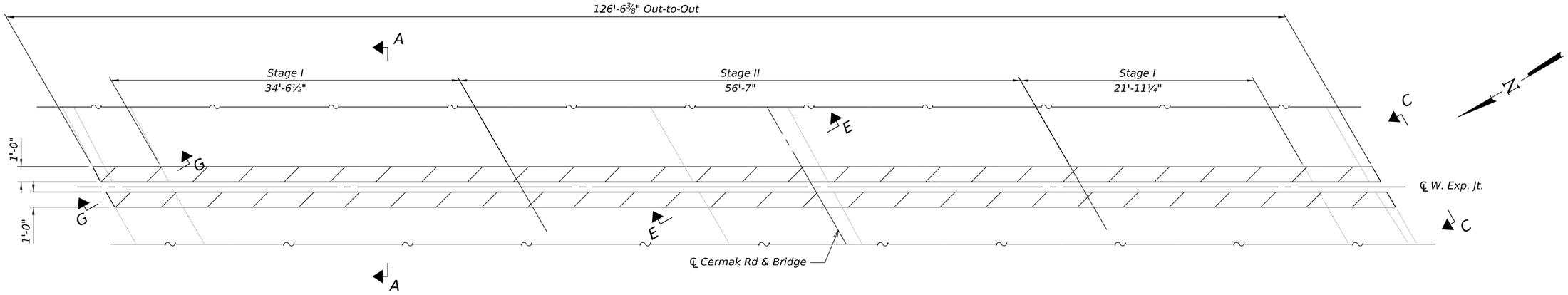
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK OVERLAY AND SLAB REPAIR PLANS
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-5 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	22
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

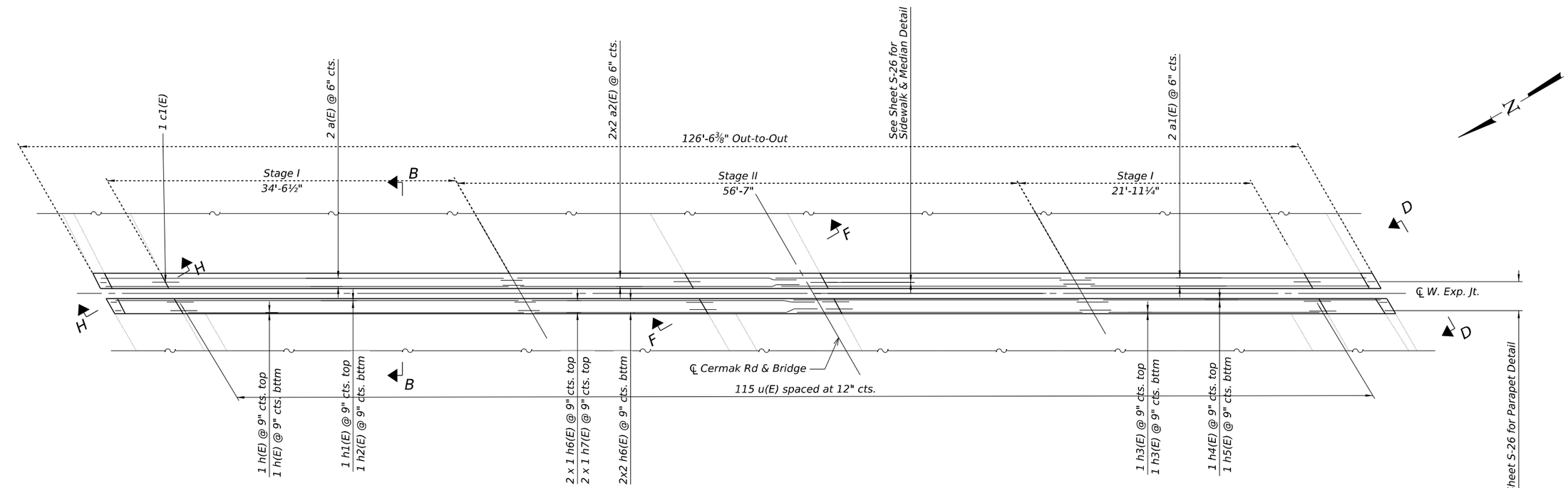


WEST EXPANSION JOINT - CONCRETE REMOVAL PLAN

Concrete Removal

NOTES

1. The contractor shall use extreme care during concrete removal so as not to damage PPC I-Beams.
2. For Sections A-A through H-H, See Sheets S-08 and S-09.
3. For Bill of Material, See Sheet S-09.
4. Dimensions shown are measured parallel to the abutment skew.



WEST EXPANSION JOINT - REBAR PLAN

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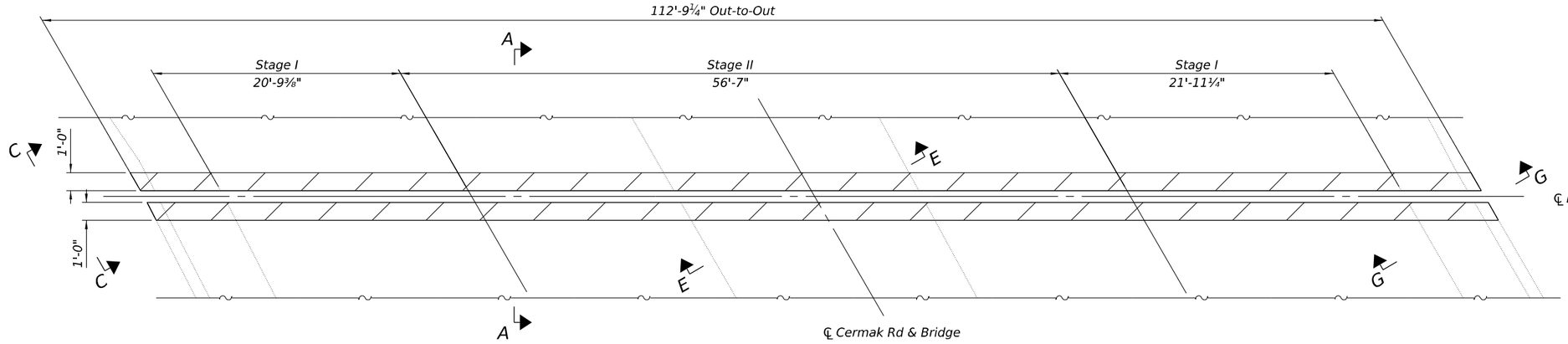
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT PLAN AT WEST ABUTMENT
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-6 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	23
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

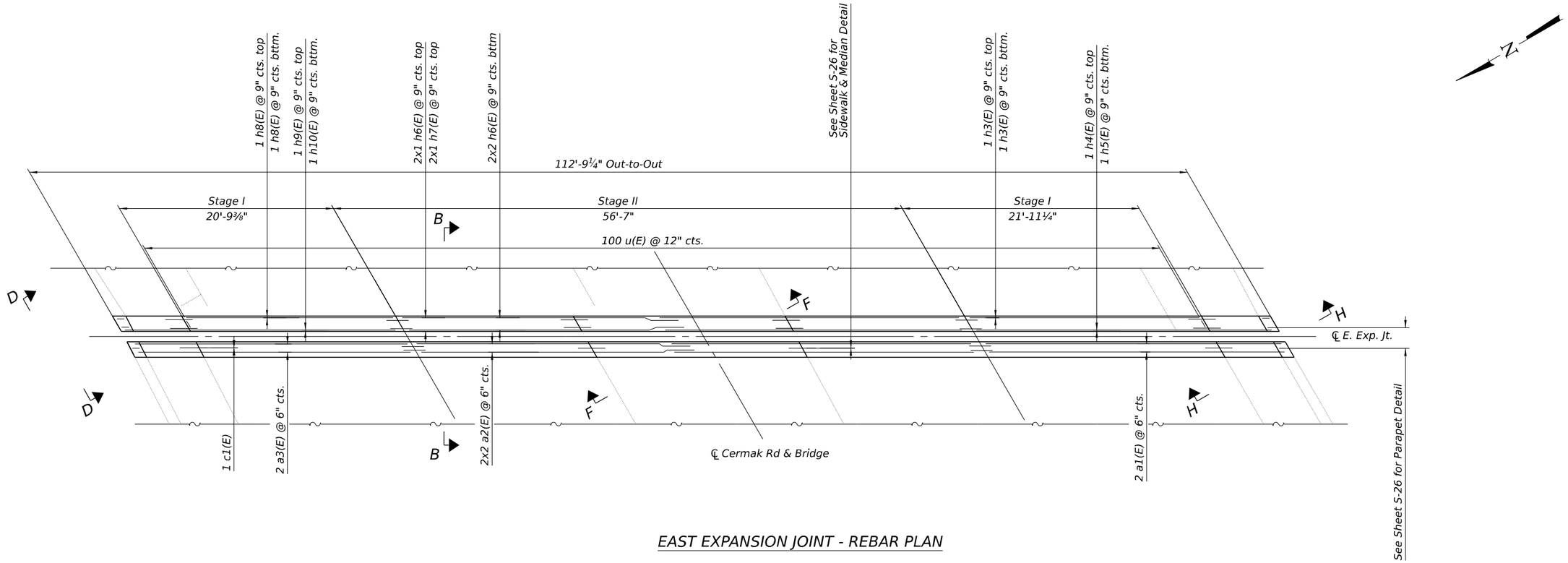


Concrete Removal

EAST EXPANSION JOINT - CONCRETE REMOVAL PLAN

NOTES

1. The contractor shall use extreme care during concrete removal so as not to damage PPC I-Beams.
2. For Sections A-A through H-H, See Sheets S-08 and S-09.
3. For Bill of Material, See Sheet S-09.
4. Dimensions shown are measured parallel to the abutment skew.



EAST EXPANSION JOINT - REBAR PLAN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT PLAN AT EAST ABUTMENT
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-7 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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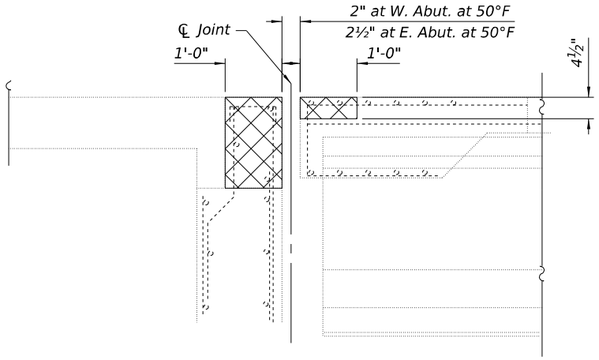
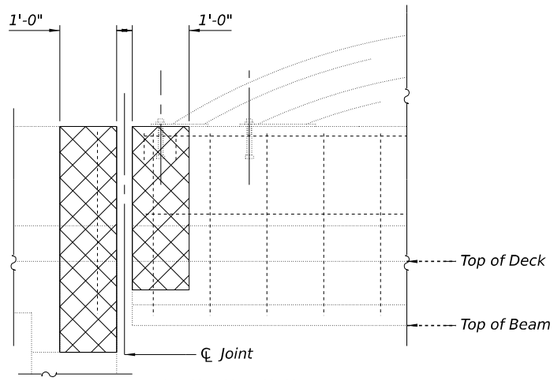
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

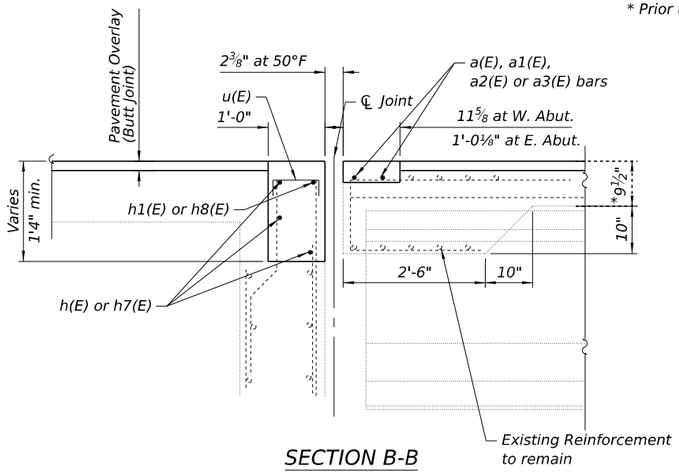


SECTION A-A

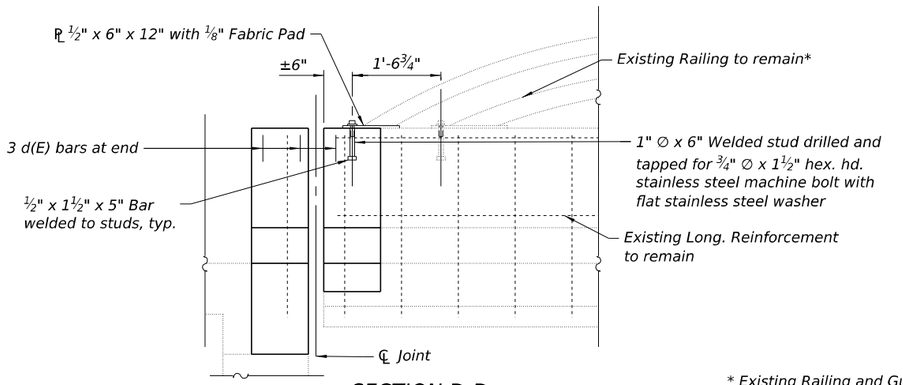


SECTION C-C

* Prior to ¼" Grinding

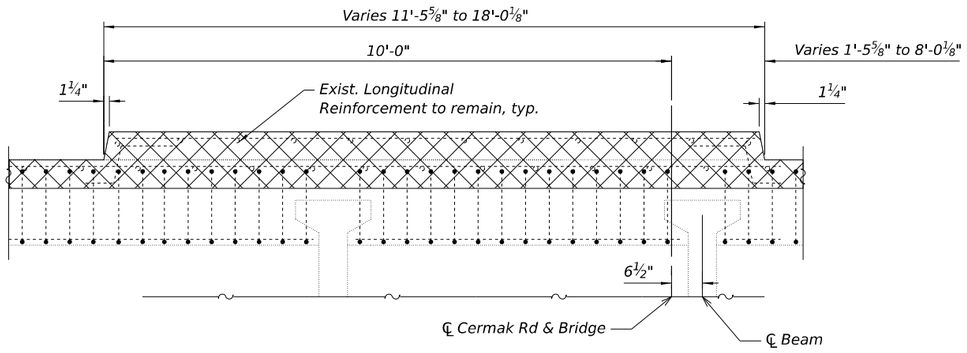


SECTION B-B

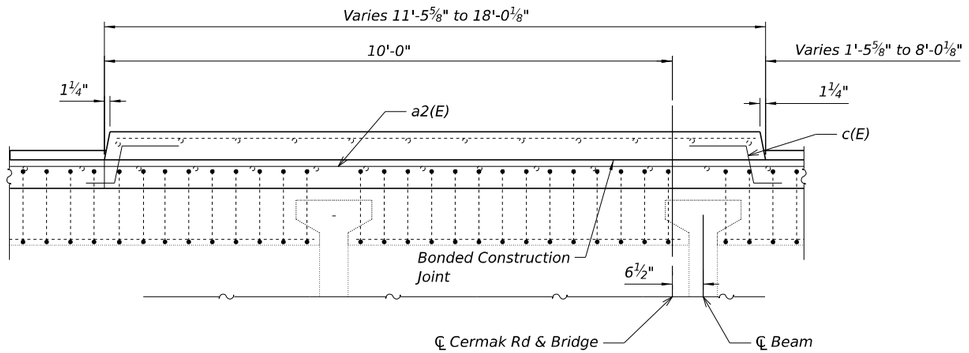


SECTION D-D

* Existing Railing and Guardrail to be temporarily detached and reconnected. This work shall be included under the Pay Item for Concrete Superstructure.



SECTION E-E



SECTION F-F

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT DETAILS (1 OF 2)
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-8 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	25
		CONTRACT NO. 62Y17		
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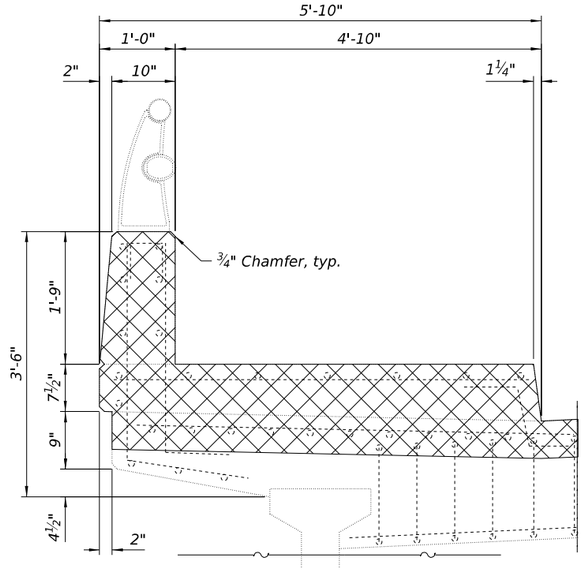
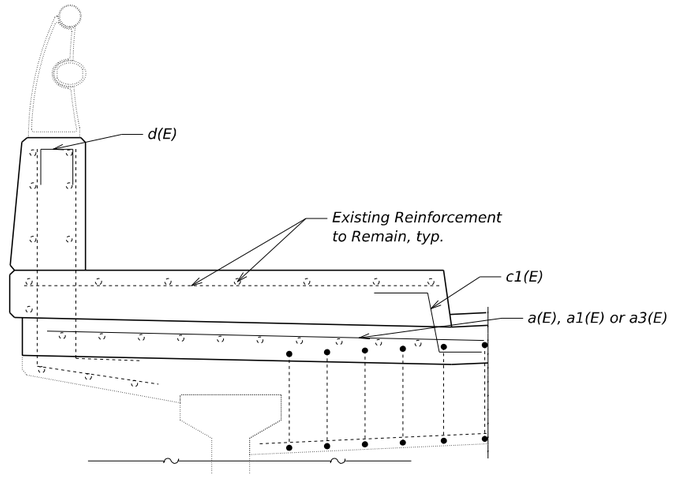
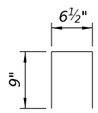


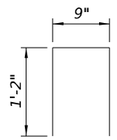
SECTION G-G



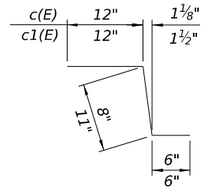
SECTION H-H



d(E) BAR



u(E) BAR



c(E) & c1(E) BARS

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	2	#7	40'-10"	———
a1(E)	4	#7	28'-3"	———
a2(E)	8	#7	28'-3"	———
a3(E)	2	#7	27'-1"	———
c(E)	12	#5	2'-2"	⌐¬
c1(E)	12	#5	2'-5"	⌐¬
d(E)	12	#4	2'-0"	⊏
h(E)	2	#6	34'-7"	———
h1(E)	1	#6	40'-10"	———
h2(E)	1	#6	40'-10"	———
h3(E)	4	#6	22'-0"	———
h4(E)	2	#6	28'-3"	———
h5(E)	2	#6	28'-3"	———
h6(E)	6	#6	30'-1"	———
h7(E)	2	#6	24'-7"	———
h8(E)	2	#6	20'-10"	———
h9(E)	1	#6	27'-1"	———
h10(E)	1	#6	27'-1"	———
u(E)	215	#5	3'-1"	⌐
Reinforcement Bars, Epoxy Coated			Pound	2,800
Bar Splicers			Each	24
Concrete Superstructure			Cu. Yd.	23.5
Concrete Removal			Cu. Yd.	22.2

FILE NAME: pw:\\dbsterlin-pw.bentley.com:dbsterlin-pw-01\Documents\Projects\PTB 209-017\Task 009\600 CADD Drawings\604 Structural\Sheets\S-09_EXP JT DET-2.dgn

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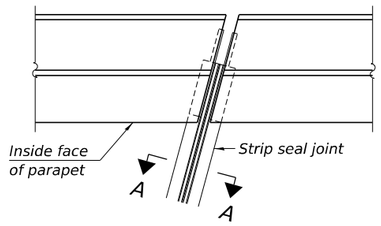
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

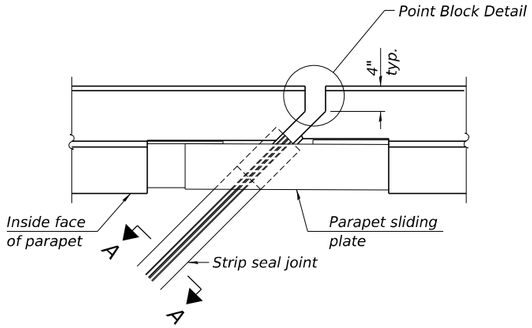
EXPANSION JOINT DETAILS (2 OF 2)
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-9 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	26
		CONTRACT NO. 62Y17		
	ILLINOIS FED. AID PROJECT			

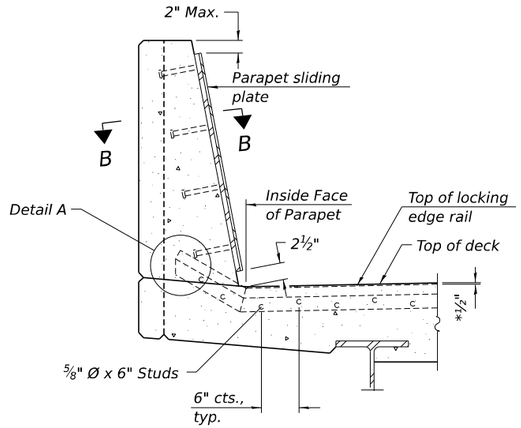


FOR SKEWS ≤ 30°



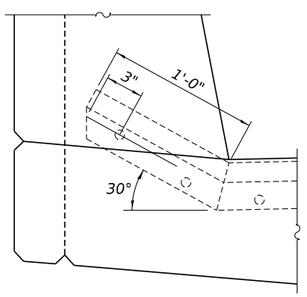
FOR SKEWS > 30°

PLAN AT PARAPET

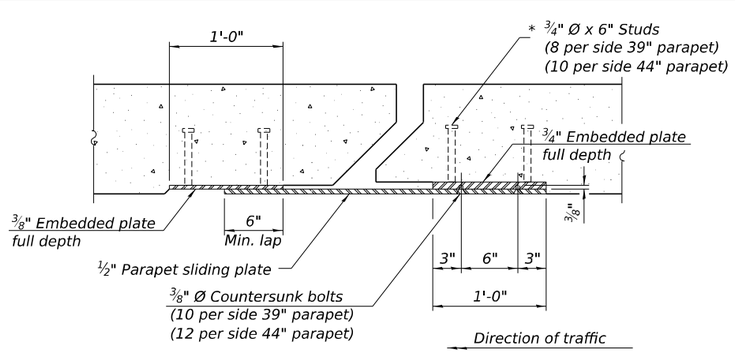


SECTION AT PARAPET

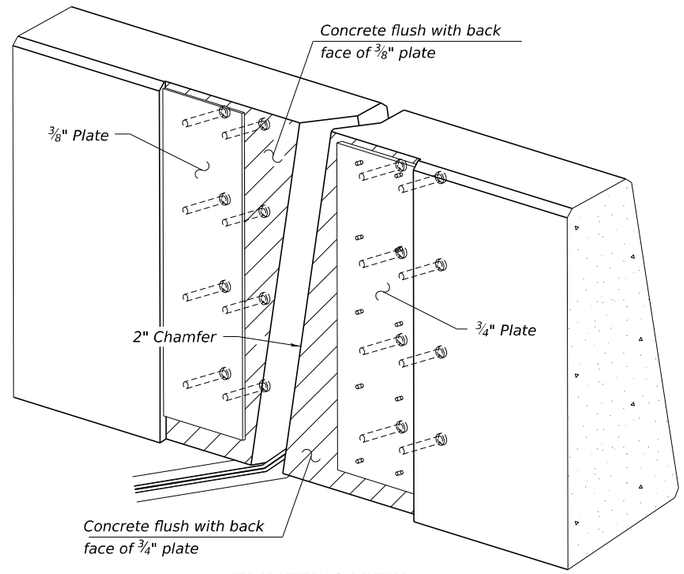
(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



DETAIL A



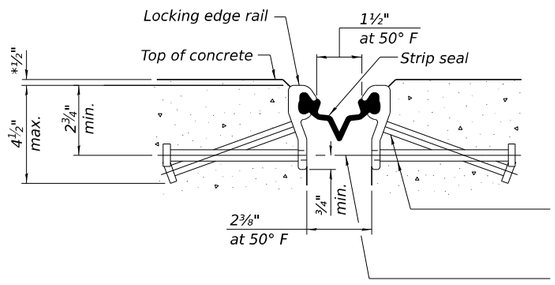
SECTION B-B



TRIMETRIC VIEW

(Showing embedded plates only)

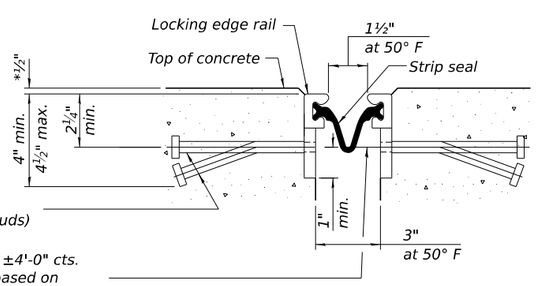
* Prior to ¼" Grinding



SHOWING ROLLED RAIL JOINT

* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

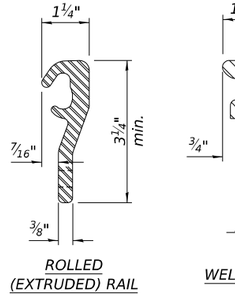
⅜" Ø threaded rods in 7/16" Ø holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.



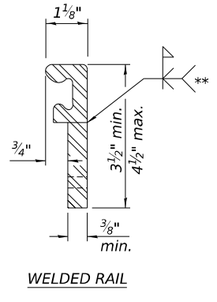
SHOWING WELDED RAIL JOINT

SECTION A-A

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



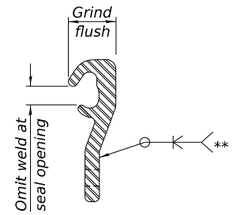
ROLLED
(EXTRUDED) RAIL



WELDED RAIL

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	236

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". 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 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

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

The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.

Cost of parapet sliding plates, sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors 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.

EJ-SS-S

(Sheet 1 of 3)

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/600 CADD Drawings/604 Structural/Sheets/S-10_PREF EXP JT.dgn

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

USER NAME	= maabdo	DESIGNED	- AH	REVISED	-
PLOT SCALE	=	DRAWN	- AH	REVISED	-
PLOT DATE	= 11/24/2025	CHECKED	- BJN	REVISED	-
PLOT TIME	= 5:15:22 PM	DATE	- 2025/04/11	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL - SIDEWALK
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-10 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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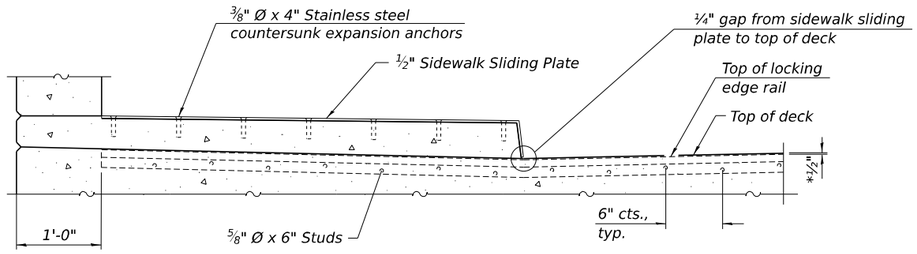
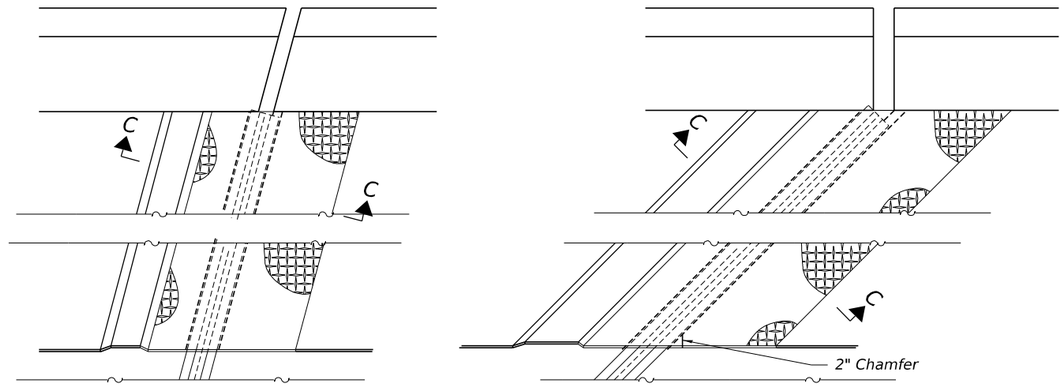
		CONTRACT NO. 62Y17		
		ILLINOIS	FED. AID PROJECT	



SECTION AT RAISED SIDEWALK

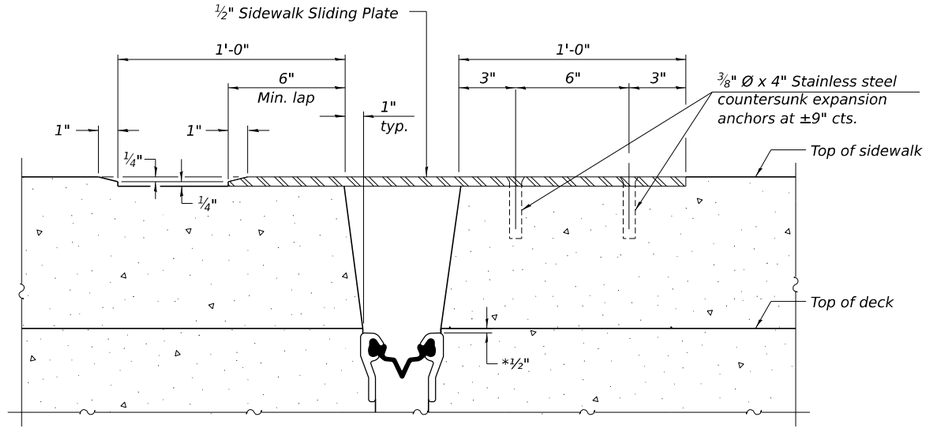
* Prior to ¼" Grinding



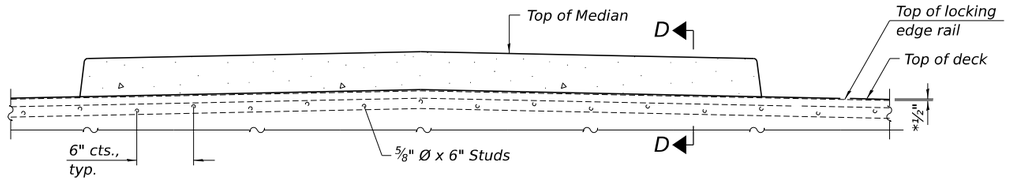
(FOR SKEWS ≤ 30°)

(FOR SKEWS > 30°)

PLAN AT RAISED SIDEWALK

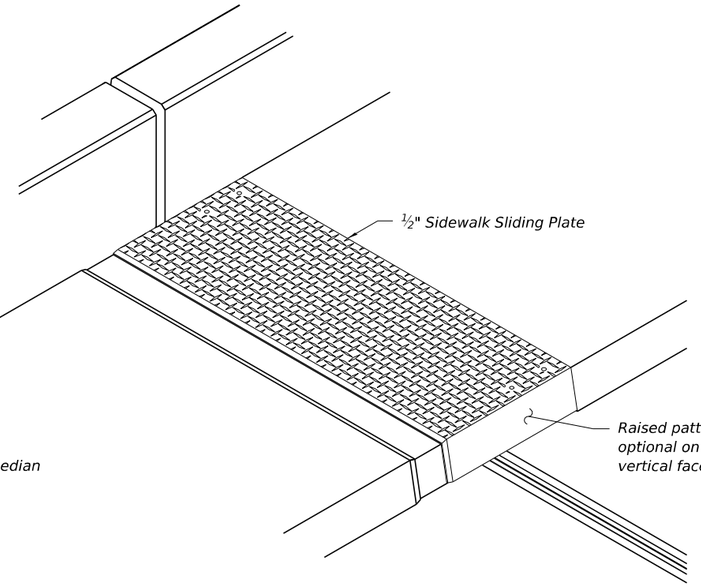


SECTION C-C

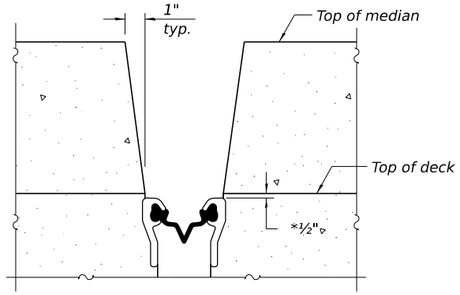


SECTION AT MEDIAN

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



TRIMETRIC VIEW



SECTION D-D

(at Rt. ∠'s)

EJ-SS-S

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312.857.1006

USER NAME = maabdo	DESIGNED - AH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PREFORMED JOINT STRIP SEAL - SIDEWALK STRUCTURE NO. 016-0634
PLOT SCALE =	DRAWN - AH	REVISED -		
PLOT DATE = 11/24/2025	CHECKED - BJN	REVISED -		SCALE: / SHEET NO. S-11 OF S-36 SHEETS
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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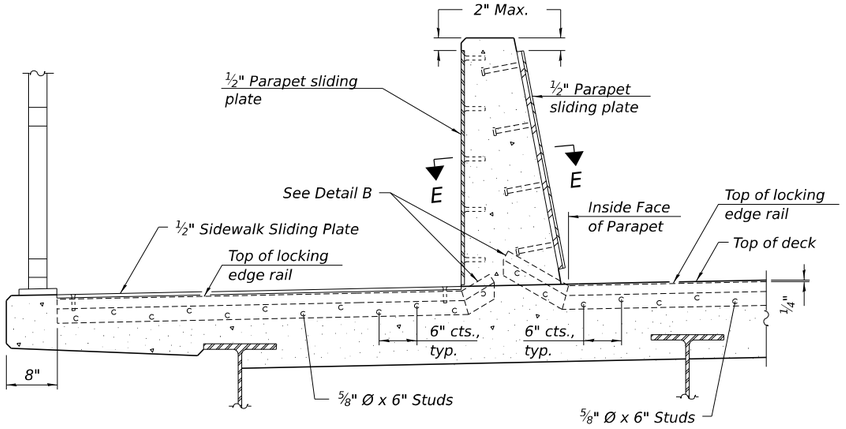
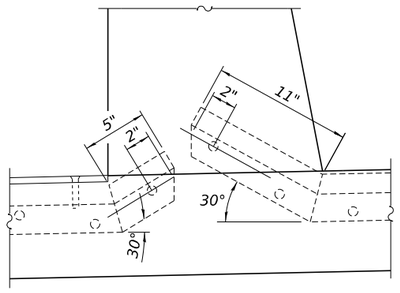
		CONTRACT NO. 62Y17		
		ILLINOIS	FED. AID PROJECT	

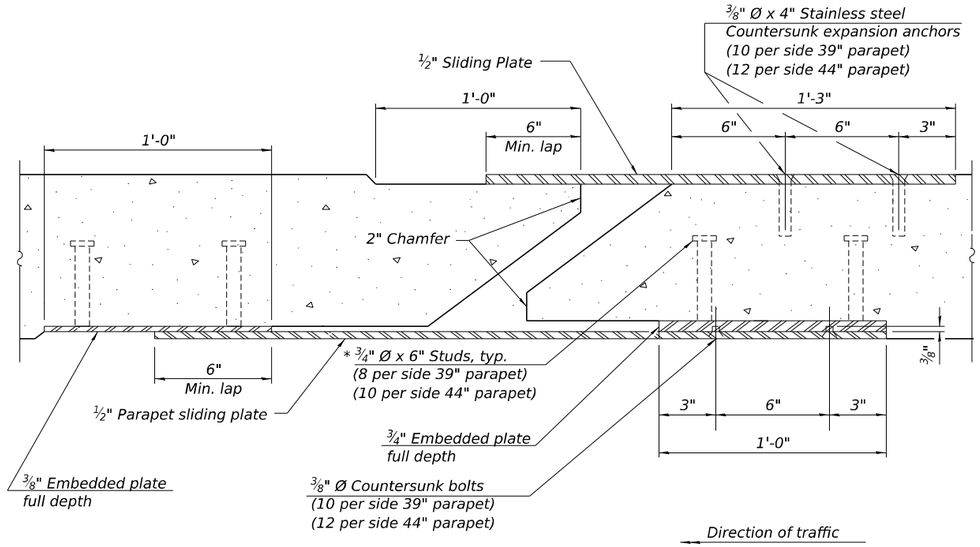


SECTION AT DECK LEVEL SIDEWALK

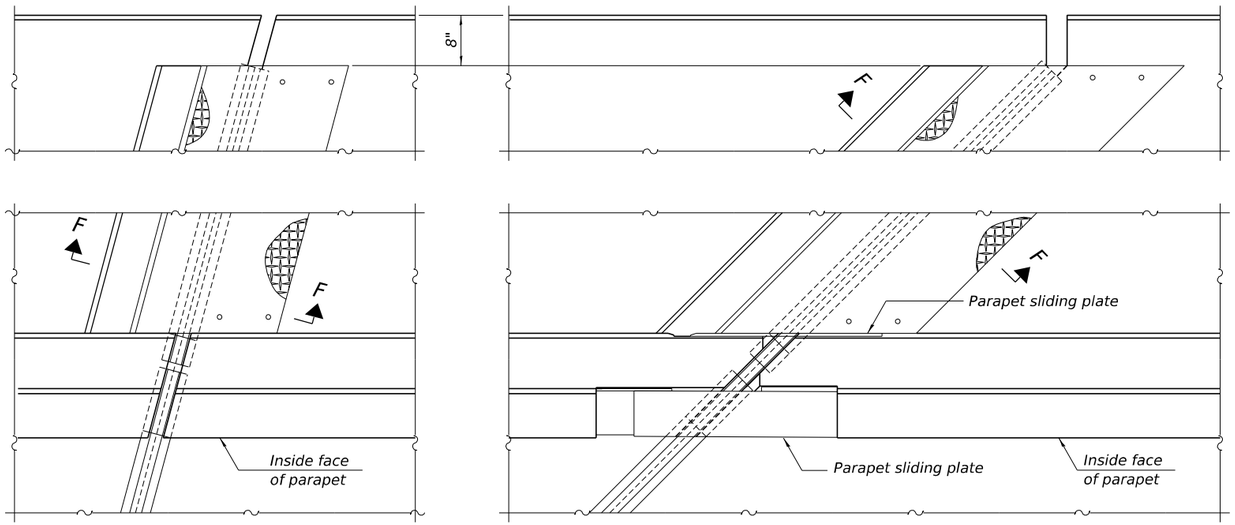
(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



DETAIL B



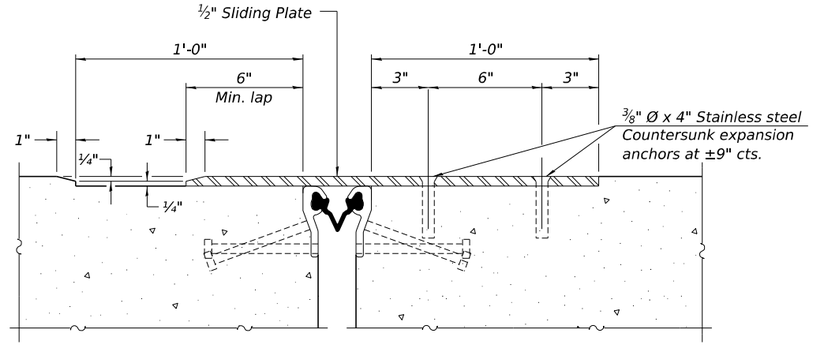
SECTION E-E



(FOR SKEWS ≤ 30°)

(FOR SKEWS > 30°)

PLAN AT DECK LEVEL SIDEWALK



SECTION F-F

EJ-SS-S

(Sheet 3 of 3)

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01\Documents\Projects\PTB 209-017\Task-009\600 CADD Drawings\604 Structural\Sheets\S-12_PREF EXP JT-3.dgn

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USER NAME = maabdo	DESIGNED - AH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PREFORMED JOINT STRIP SEAL - SIDEWALK STRUCTURE NO. 016-0634
PLOT SCALE =	DRAWN - AH	REVISED -		
PLOT DATE = 11/24/2025	CHECKED - BJN	REVISED -		SCALE:
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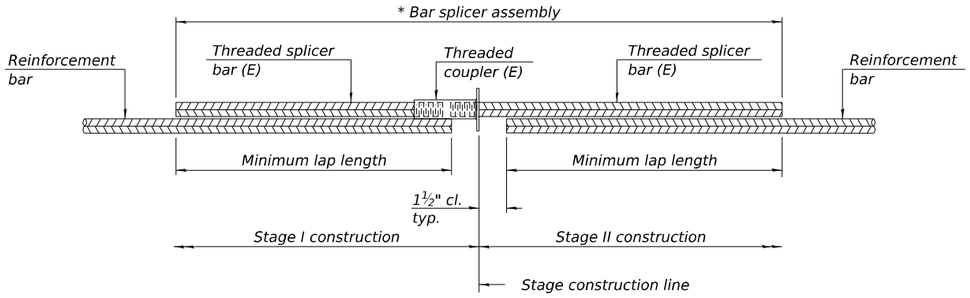
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	29
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		



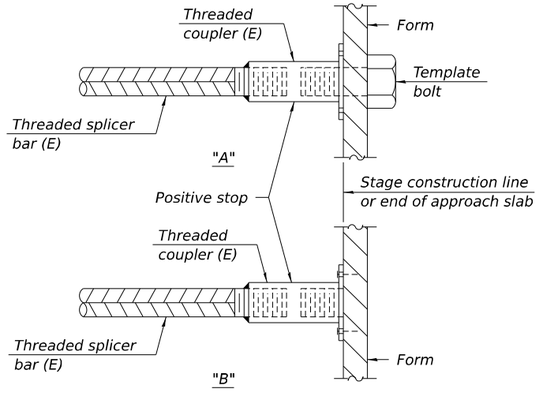
STANDARD BAR SPLICER ASSEMBLY PLAN

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

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

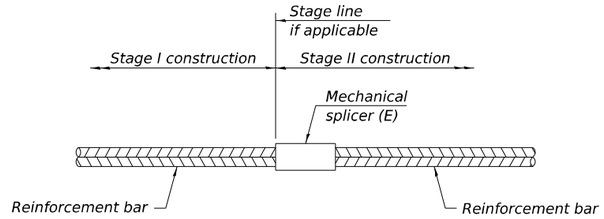
** Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.*

Location	Bar size	No. assemblies required	Minimum lap length
W. Abut. Bk. Wall	#5	2	3'-2"
W. Abut. Bk. Wall	#6	6	4'-5"
W. Abut. Deck	#7	4	5'-1"
E. Abut. Bk. Wall	#5	2	3'-2"
E. Abut. Bk. Wall	#6	6	4'-5"
E. Abut. Deck	#7	4	5'-1"



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*

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/000 CADD Drawings/604 Structural/Sheets/S-13_BAR SPLICERS.dgn

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USER NAME = maabdo	DESIGNED - AH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS STRUCTURE NO. 016-0634	
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F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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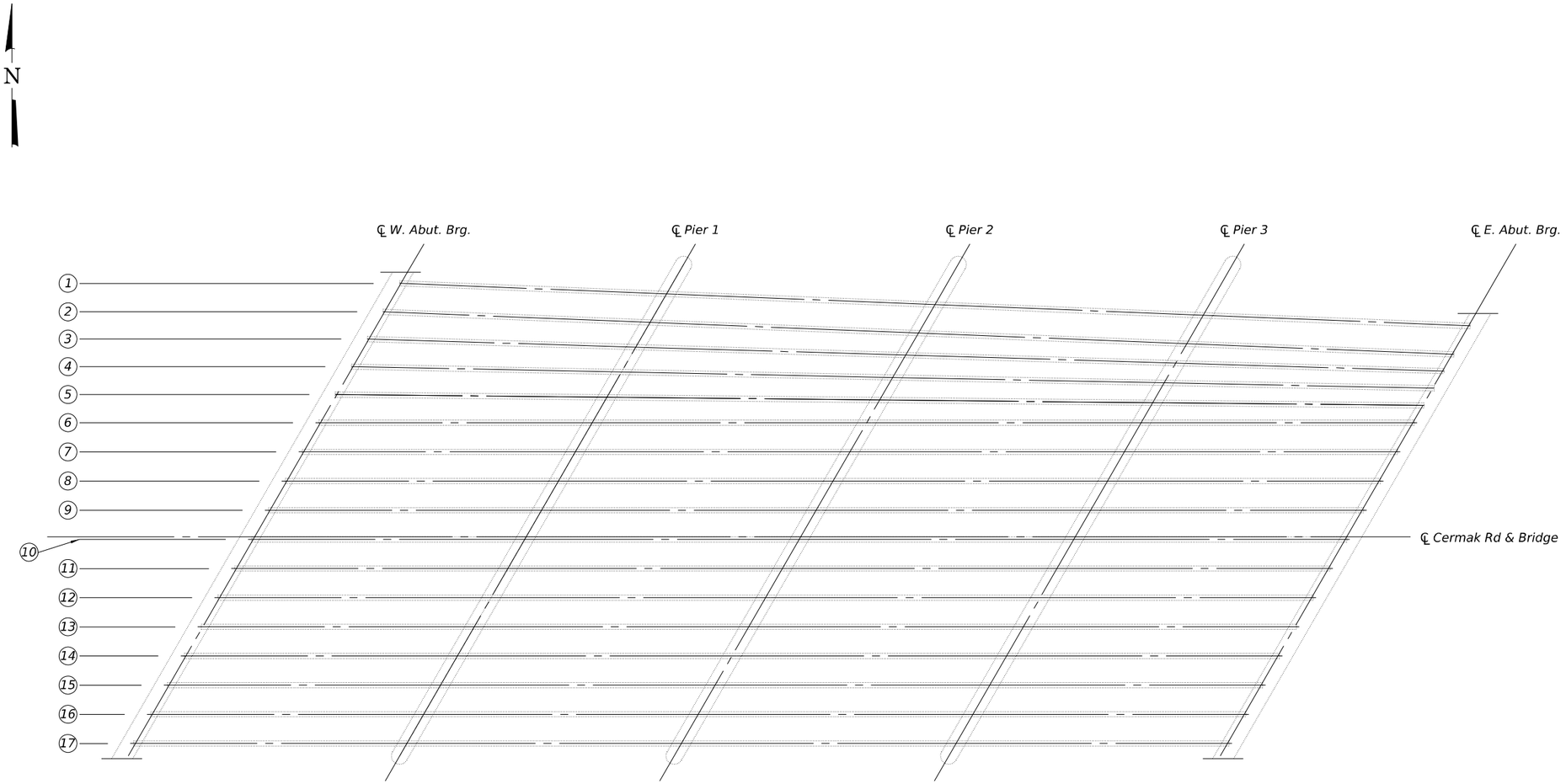
	ILLINOIS	FED. AID PROJECT		



FRAMING PLAN

NOTES

Clean and paint visible steel pieces of the expansion bearings and side retainers at West Abutment, Piers 2 and 3, and the East Abutment.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Cleaning and Painting Bearings	Each	102

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01\Documents\Projects\PTB 209-017\Task-009\600 CADD Drawings\604 Structural\Sheets\S-14_FRAMING.dgn

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PLOT DATE = 11/24/2025	CHECKED - BJN	REVISED -		SCALE:	SHEET NO. S-14 OF S-36 SHEETS
PLOT TIME = 5:15:52 PM	DATE -	REVISED -			

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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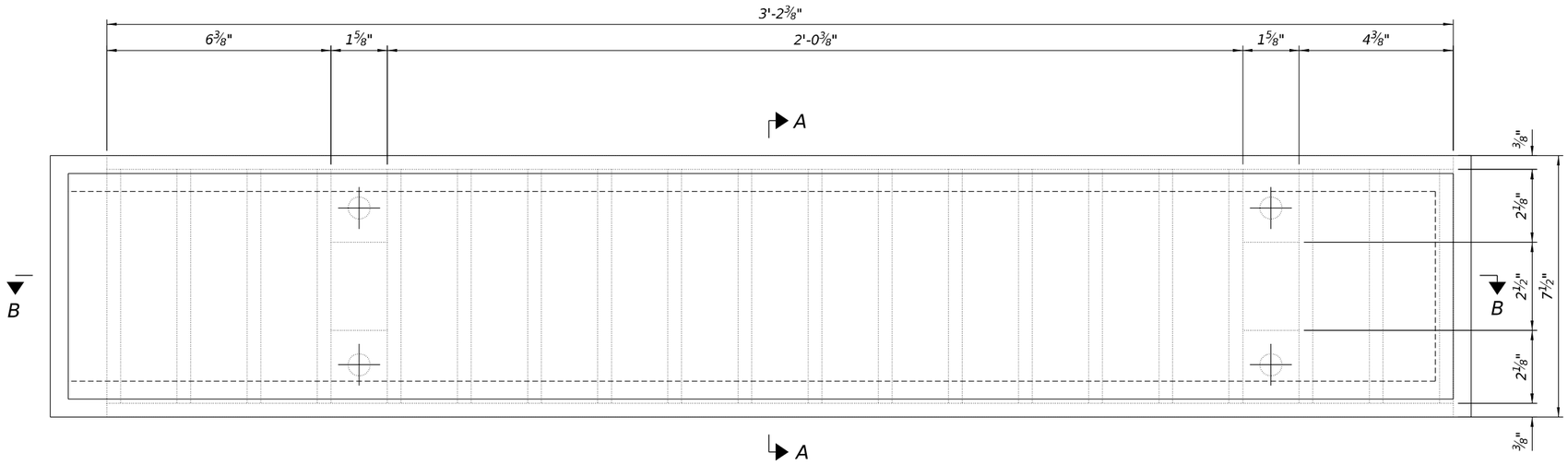
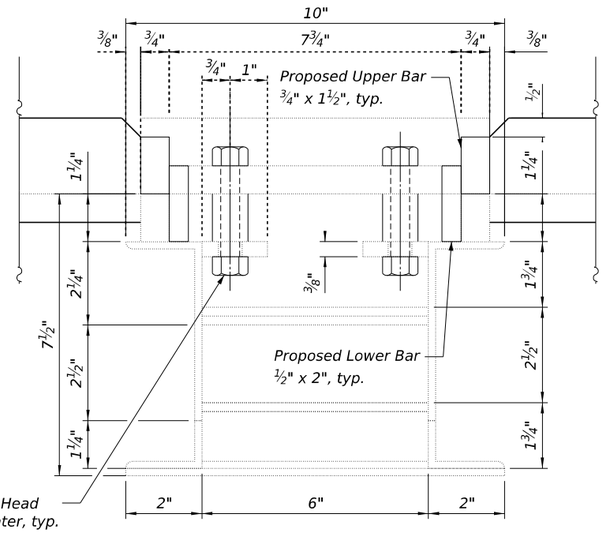
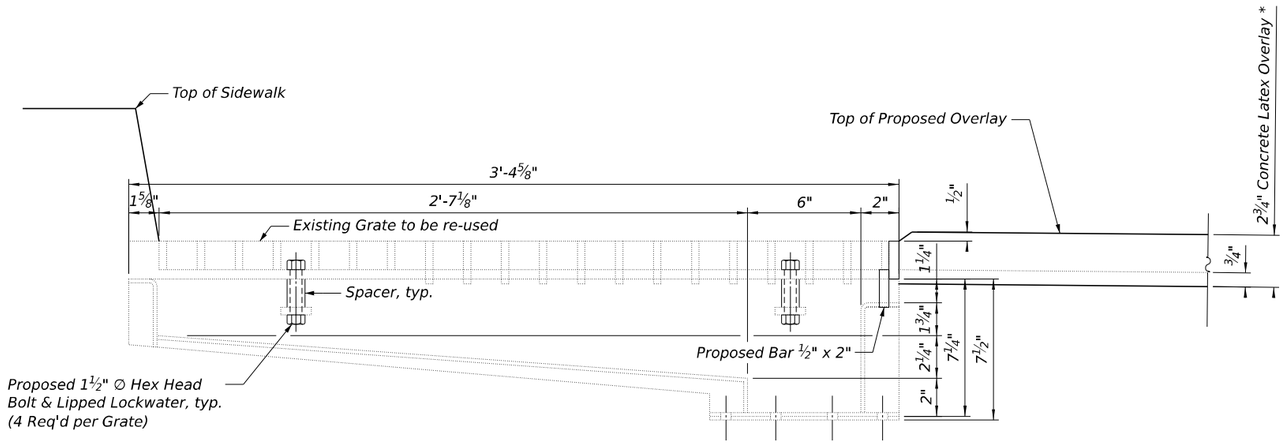
		CONTRACT NO. 62Y17		
		ILLINOIS	FED. AID PROJECT	



TYPICAL CAST IRON DRAINAGE SCUPPER PLAN



SECTION A-A



SECTION B-B

(Looking North)

* Before Diamond Grinding

NOTES

1. Existing drainage scupper grates shall be adjusted so that the top of the existing grate is flush with the top of the bridge deck overlay after diamond grinding.
2. Proposed structural steel for adjusting the scupper grates shall conform to the AASHTO Classification M-270 Gr. 36. All Proposed components adjusting the scupper grates shall be hot dipped galvanized.
3. Bolts shall be ½" ∅ ASTM F3125 Grade A325 Type 1, mechanically galvanized. Spacer may be fabricated from round steel pipe.
4. The Contractor shall ensure that no damage is done to the existing grates to be re-used.
5. Shop plans for the proposed scupper adjustment ring shall be submitted to the Engineer for approval prior to fabrication.
6. See existing scupper plans for details and dimensions not shown. The Contractor shall field verify the type of scupper present and the scupper dimensions.
7. Galvanizing for field welded areas shall be repaired per ASTM A 780.
8. Cost of all labor and materials necessary to remove existing grates, clean existing scuppers and downspouts, furnish and install scupper adjustment ring, and reinstall the grates is included in the cost per unit each for Drainage Scuppers to be Adjusted.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers to be Adjusted	Each	12

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-003/600 CADD Drawings/604 Structural/Sheets/S-15_SCUPPERS.dgn

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PLOT DATE	= 11/24/2025	CHECKED	- BJN	REVISED	-
PLOT TIME	= 5:15:59 PM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER ALTERATIONS (1 OF 2)
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-15 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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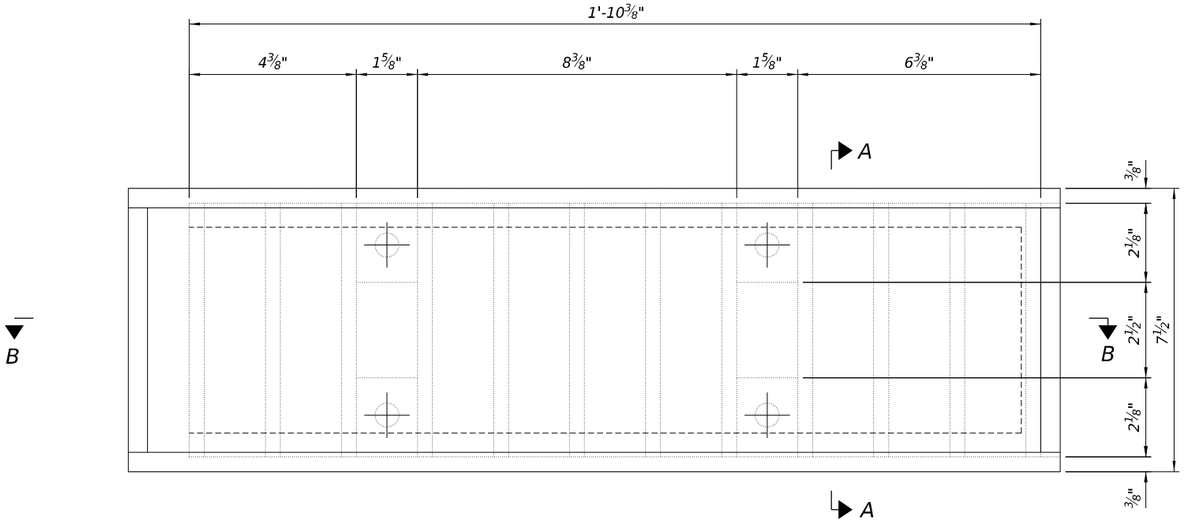
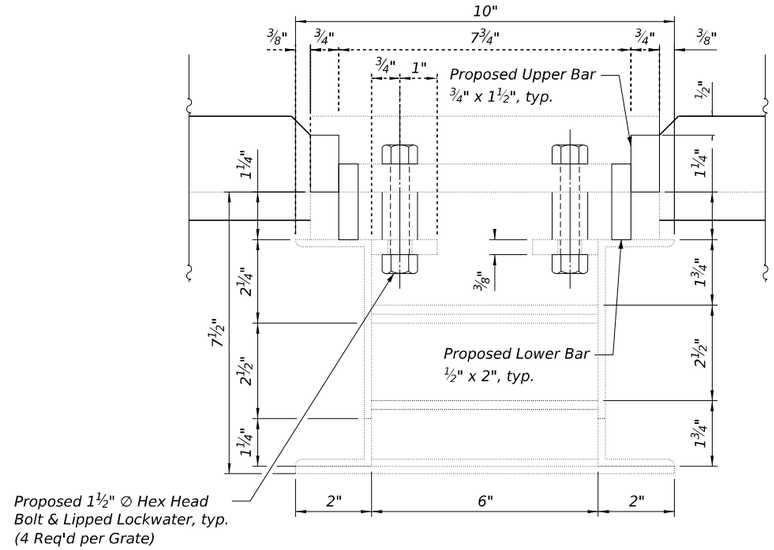
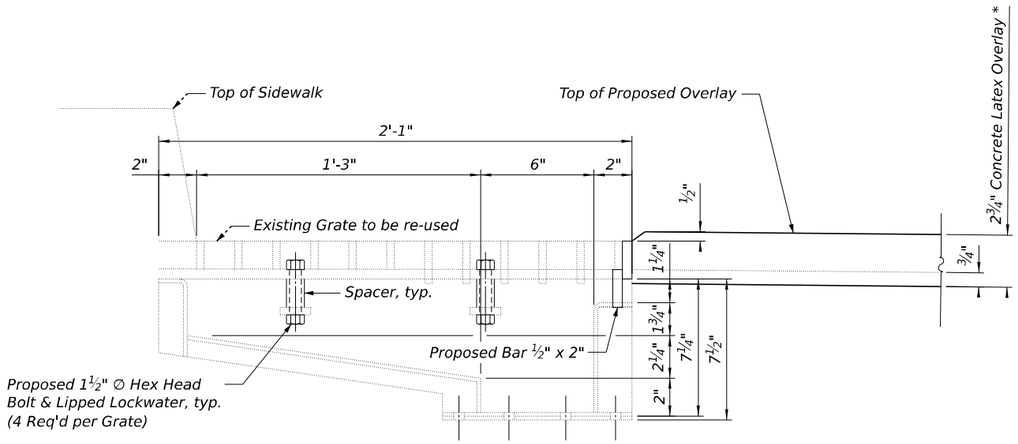
		CONTRACT NO. 62Y17		
		ILLINOIS	FED. AID PROJECT	



TYPICAL CAST IRON DRAINAGE SCUPPER PLAN



SECTION A-A



SECTION B-B

(Looking North)

*Before Diamond Grinding

NOTES

1. Existing drainage scupper grates shall be adjusted so that the top of the existing grate is flush with the top of the bridge deck overlay after diamond grinding.
2. Proposed structural steel for adjusting the scupper grates shall conform to the AASHTO Classification M-270 Gr. 36. All Proposed components adjusting the scupper grates shall be hot dipped galvanized.
3. Bolts shall be 1/2" ∅ ASTM F3125 Grade A325 Type 1, mechanically galvanized. Spacer may be fabricated from round steel pipe.
4. The Contractor shall ensure that no damage is done to the existing grates to be re-used.
5. Shop plans for the proposed scupper adjustment ring shall be submitted to the Engineer for approval prior to fabrication.
6. See existing scupper plans for details and dimensions not shown. The Contractor shall field verify the type of scupper present and the scupper dimensions.
7. Galvanizing for field welded areas shall be repaired per ASTM A 780.
8. Cost of all labor and materials necessary to remove existing grates, clean existing scuppers and downspouts, furnish and install scupper adjustment ring, and reinstall the grates is included in the cost per unit each for Drainage Scuppers to be Adjusted.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers to be Adjusted	Each	12

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01\Documents\Projects\PTB 209-017\Task-009\600 CADD Drawings\604 Structural\Sheets\S-16_SCUPPERS-2.dgn

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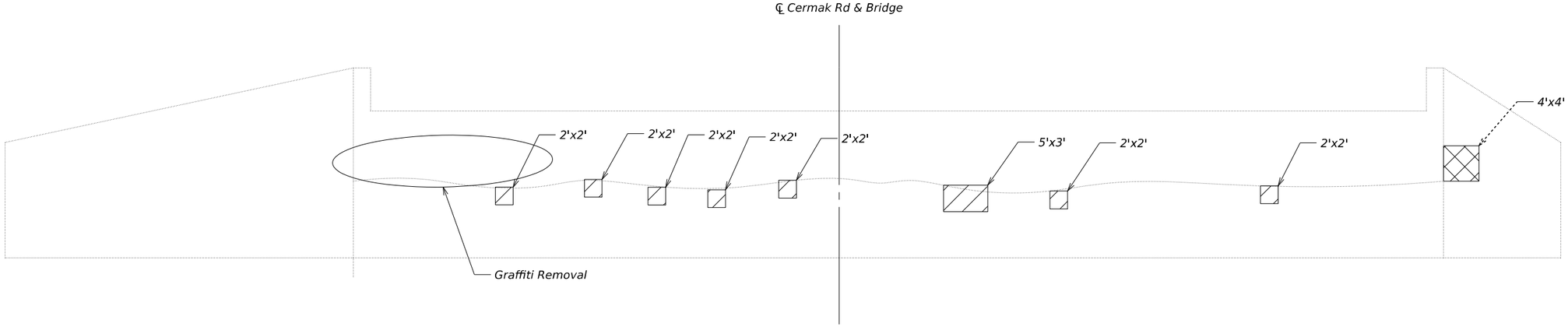
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER ALTERATIONS (2 OF 2)
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-16 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	33
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		



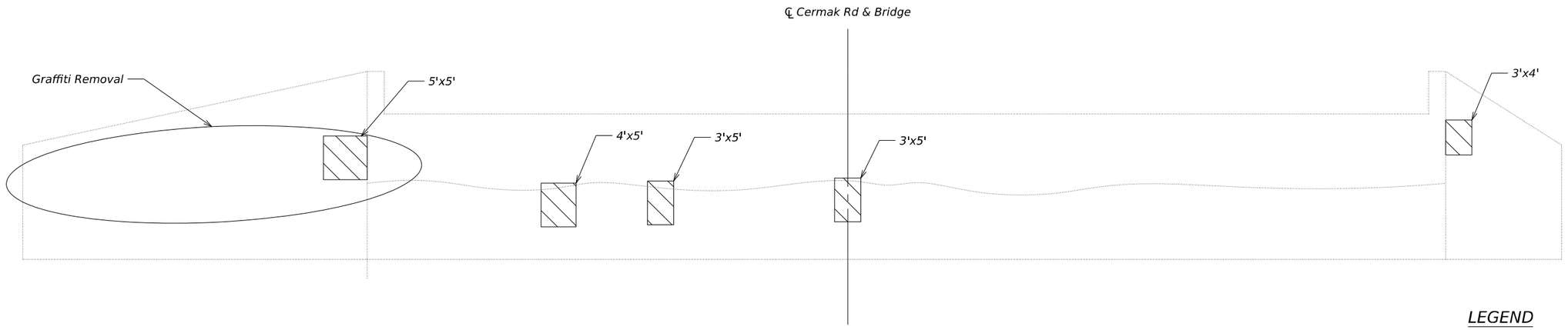
WEST ABUTMENT

(Looking West)

NOTES

1. Pier and abutment repair areas are estimated based on inspection information received. Actual repair areas and locations shall be determined by the Engineer. The Contractor shall be paid for the actual amount of repairs made and at the bid price fo the respective pay item.

2. Existing reinforcement bars that are cut or damaged during repair shall be replaced in kind and lapped with existing rebar. No welding of rebar shall be allowed.



EAST ABUTMENT

(Looking East)

LEGEND

Structural Repair of Concrete (Depth ≤ 5")

Structural Repair of Concrete (Depth > 5")

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01\Documents\Projects\PTB 209-017\Task-009\600 CADD Drawings\604 Structural\Sheets\S-17_ABUTMENTS.dgn

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Chicago, Illinois 60606
312.897.1006

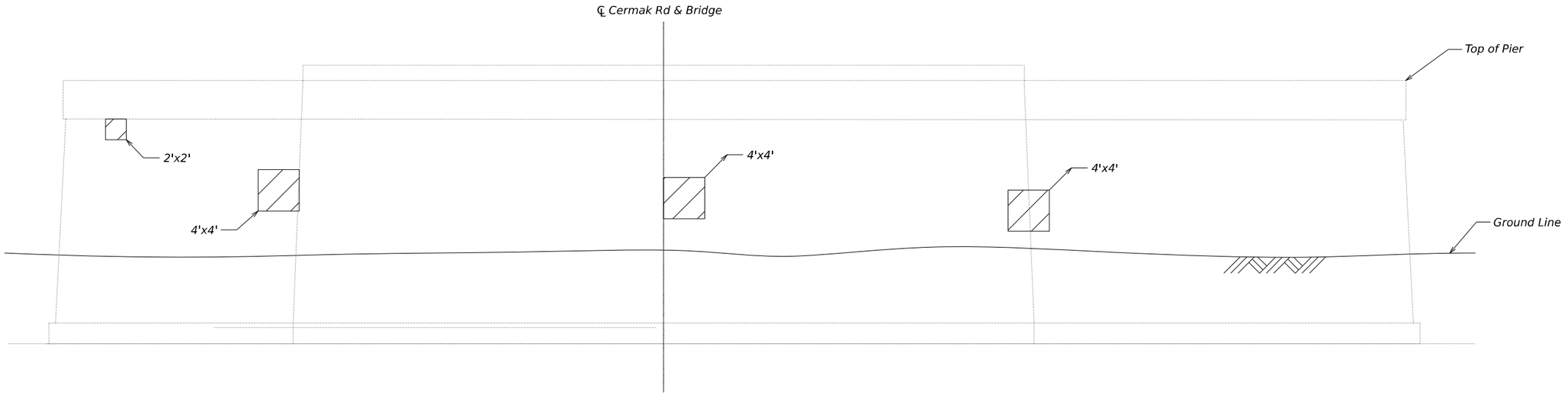
USER NAME	= maabdo	DESIGNED	- FK	REVISED	-
PLOT SCALE	=	DRAWN	- FK	REVISED	-
PLOT DATE	= 11/24/2025	CHECKED	- BJN	REVISED	-
PLOT TIME	= 5:16:15 PM	DATE	- 2025/04/11	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT REPAIRS
STRUCTURE NO. 016-0634

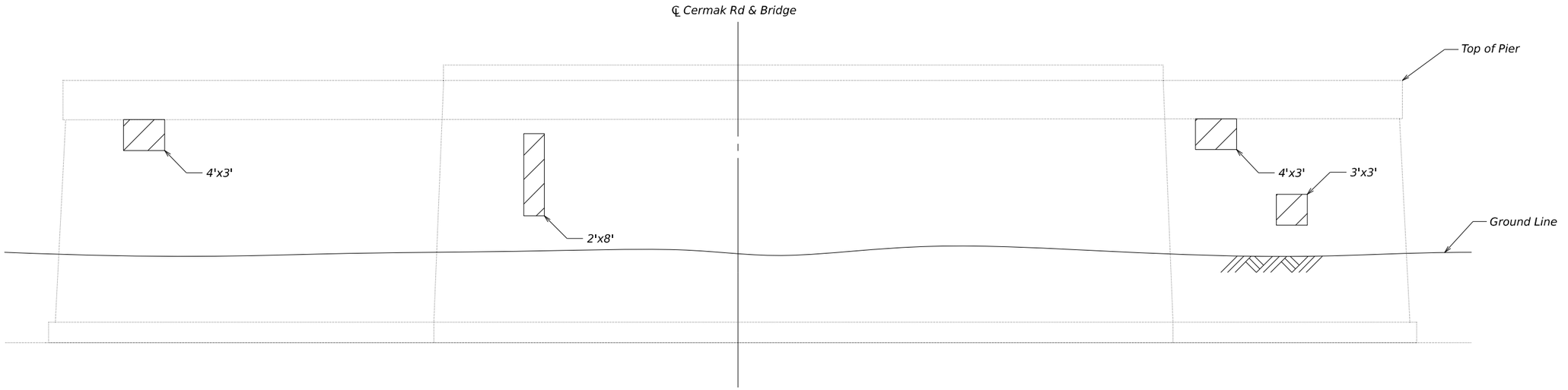
SCALE: | SHEET NO. S-17 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	34
		CONTRACT NO. 62Y17		
	ILLINOIS FED. AID PROJECT			



PIER 1

(Looking West)



PIER 1

(Looking East)

NOTES

1. Pier and abutment repair areas are estimated based on inspection information received. Actual repair areas and locations shall be determined by the Engineer. The Contractor shall be paid for the actual amount of repairs made and at the bid price for the respective pay item.

2. Existing reinforcement bars that are cut or damaged during repair shall be replaced in kind and lapped with existing rebar. No welding of rebar shall be allowed

LEGEND

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

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task 009/600 CADD Drawings/604 Structural/Sheets/IS-18_PIER 1.dgn

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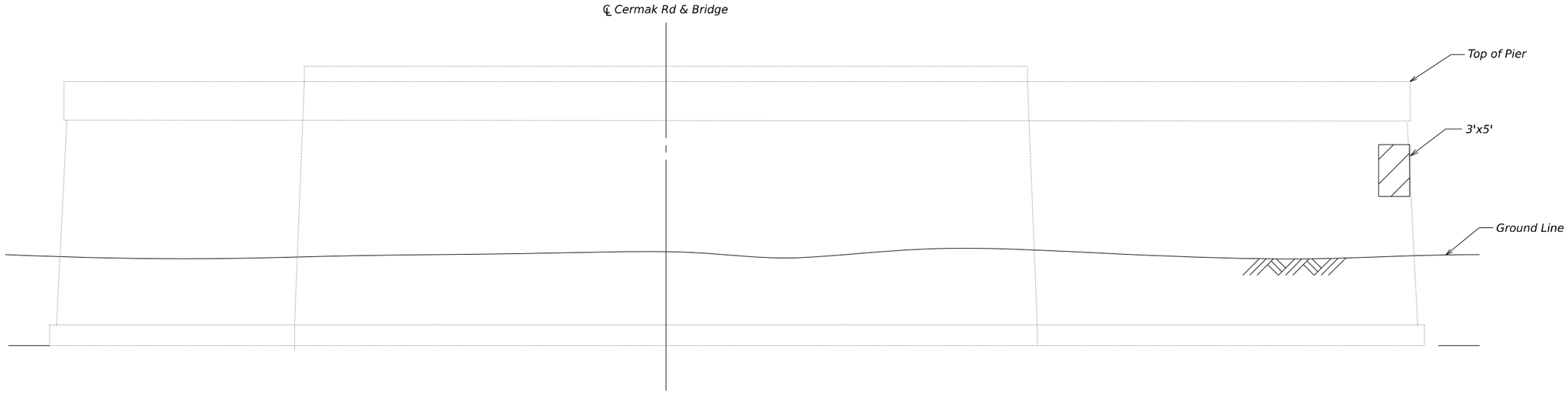
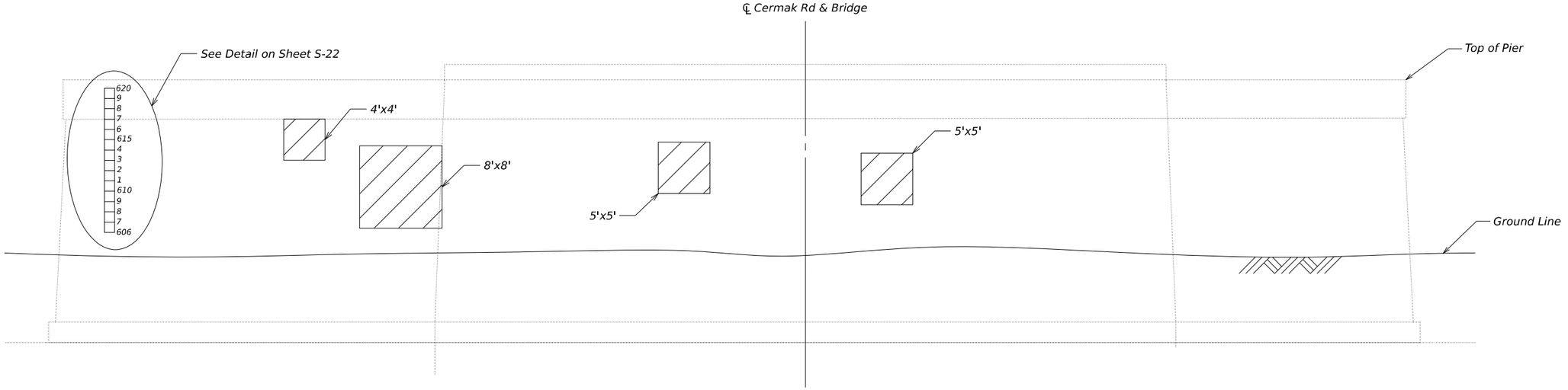
PLOT SCALE =	DRAWN - FK	REVISED -		
PLOT DATE = 11/24/2025	CHECKED - BJN	REVISED -		SCALE: SHEET NO. S-18 OF S-36 SHEETS
PLOT TIME = 5:16:22 PM	DATE - 2025/04/11	REVISED -		

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	35
		CONTRACT NO. 62Y17		
	ILLINOIS FED. AID PROJECT			



PIER 2
(Looking West)



PIER 2
(Looking East)

NOTES

1. *Pier and abutment repair areas are estimated based on inspection information received. Actual repair areas and locations shall be determined by the Engineer. The Contractor shall be paid for the actual amount of repairs made and at the bid price for the respective pay item.*

2. *Existing reinforcement bars that are cut or damaged during repair shall be replaced in kind and lapped with existing rebar. No welding of rebar shall be allowed*

LEGEND

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

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01\Documents\Projects\PTB 209-017\Task-009\600 CADD Drawings\604 Structural\Sheets\S-19_PIER 2.dgn

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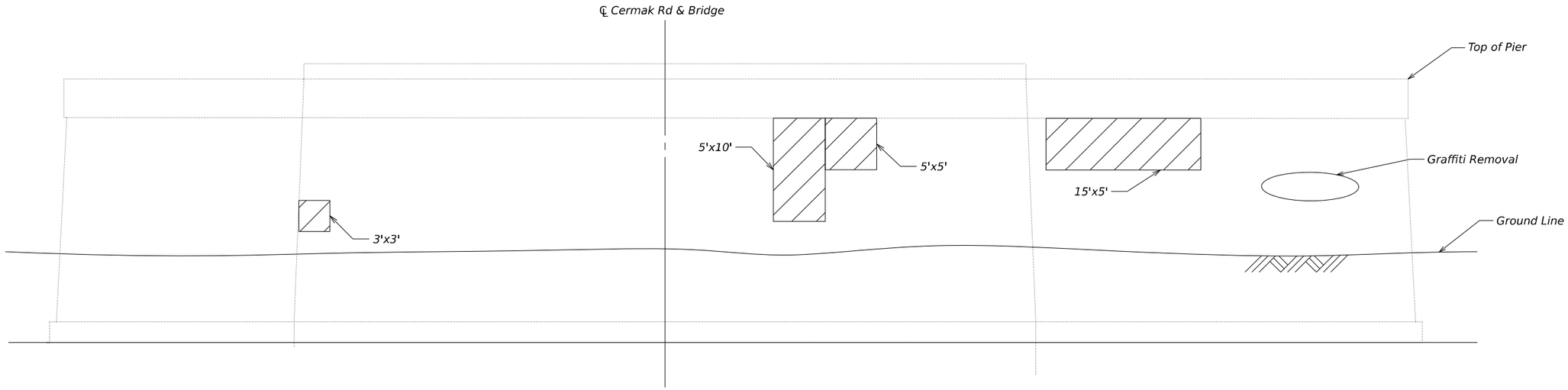
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIRS (2 OF 3)
STRUCTURE NO. 016-0634

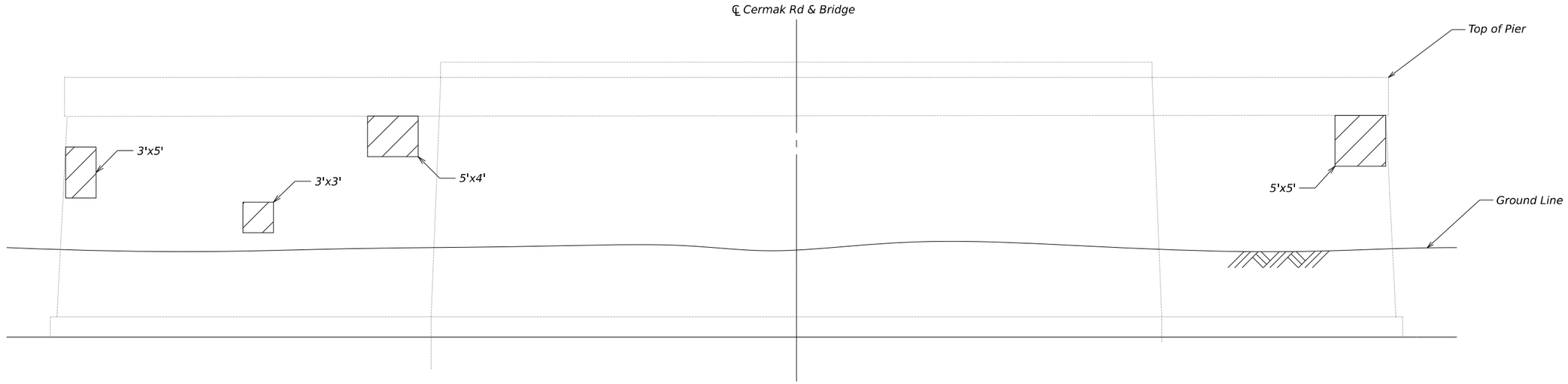
SCALE: | SHEET NO. S-19 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	36
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		



PIER 3

(Looking West)



BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete ≤ 5"	Sq. Ft.	604
Structural Repair of Concrete > 5"	Sq. Ft.	16
Concrete Sealer	Sq. Ft.	620
Stream Gauge	Each	1
Debris Removal	Cu. Yd.	30

PIER 3

(Looking East)

NOTES

1. Pier and abutment repair areas are estimated based on inspection information received. Actual repair areas and locations shall be determined by the Engineer. The Contractor shall be paid for the actual amount of repairs made and at the bid price for the respective pay item.

2. Existing reinforcement bars that are cut or damaged during repair shall be replaced in kind and lapped with existing rebar. No welding of rebar shall be allowed

LEGEND

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

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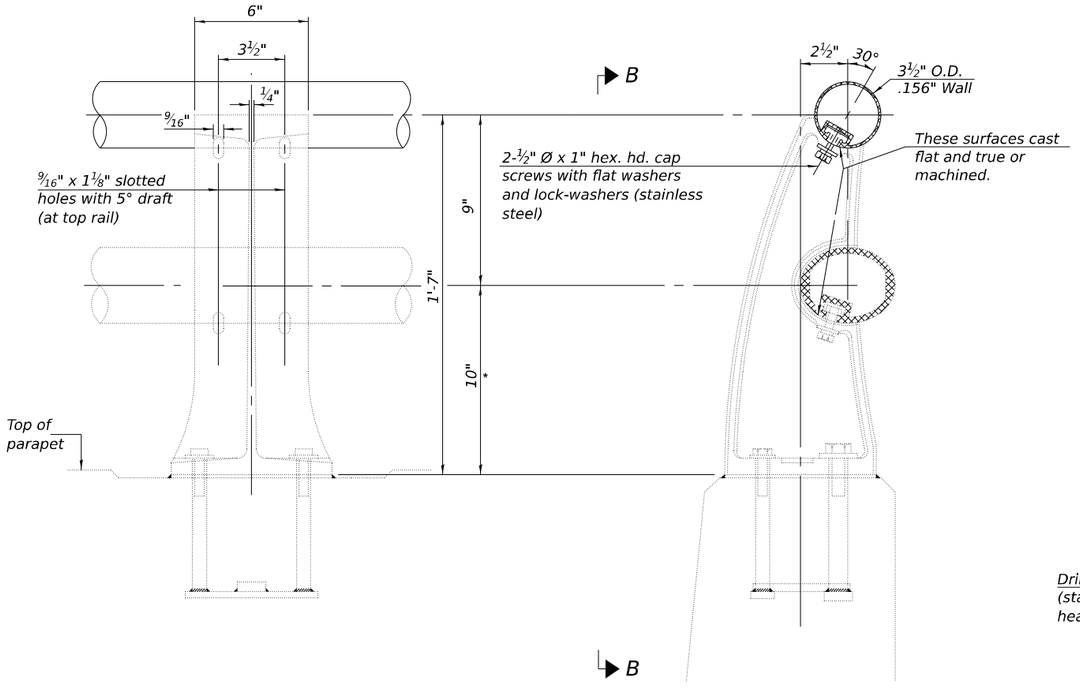
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIRS (3 OF 3)
STRUCTURE NO. 016-0634

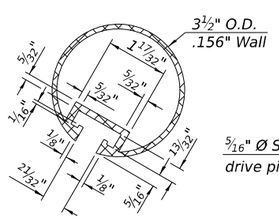
SCALE: | SHEET NO. S-20 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	37
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

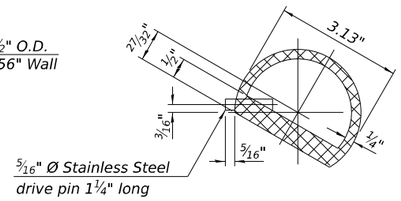


VIEW B-B

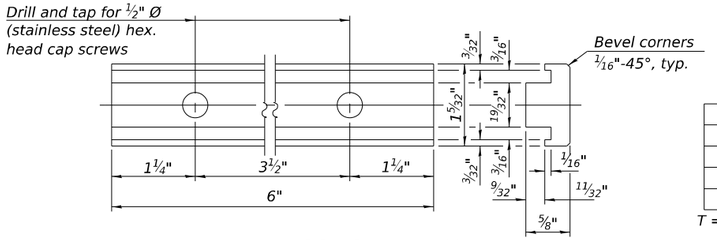
SECTION A-A



SECTION THRU TOP RAIL



SECTION THRU TOP RAIL SPLICE



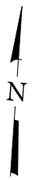
RAIL POST CLAMP BAR

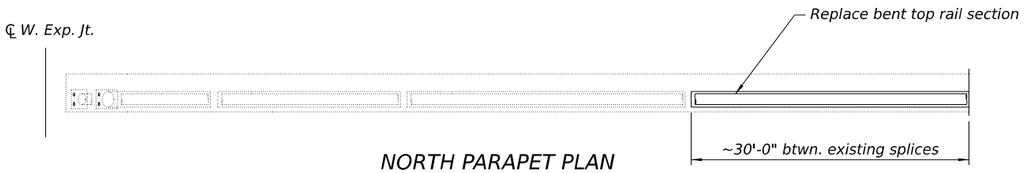
For Top Rail

SPLICE DIMENSIONS

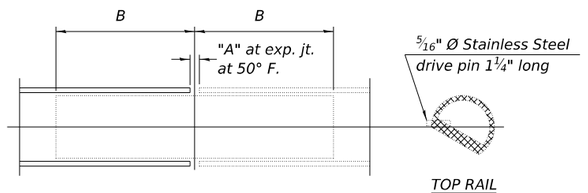
Location	T	A	B
All locs. not over exp. jts.	0	⅜"	1'-2"
Over Strip Seal Jt.	≤4"	2½"	1'-2"
Over Finger or Modular Jt.	≤9½"	5½"	1'-7¾"
Over Finger or Modular Jt.	≤15"	8¼"	2'-1¼"

T = ; total movement along centerline of roadway at expansion joint.





NORTH PARAPET PLAN



TOP RAIL

RAIL SPLICE

RAILING CRITERIA

NCHRP 350 Test Level	4
Rail Weight (plf)	40

Notes:
All joints in rail shall be spliced per detail.

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	30

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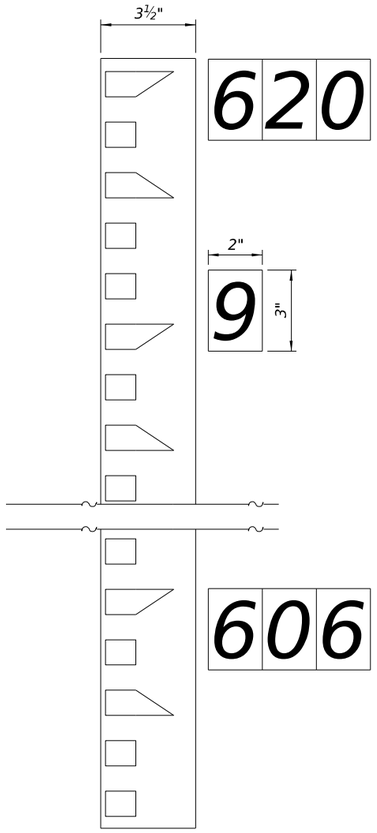
PLOT SCALE =	DRAWN - AH	REVISED -			
PLOT DATE = 11/24/2025	CHECKED - BJN	REVISED -			
PLOT TIME = 5:16:44 PM	DATE -	REVISED -		SCALE:	SHEET NO. S-21 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	38
		CONTRACT NO. 62Y17		
		ILLINOIS FED. AID PROJECT		

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-gpw-01\Documents\Projects\PTB 209-017\Task-009\600 CADD Drawings\604 Structural\Sheets\S-21_RAILING.dgn



STREAM GAUGE DETAIL

NOTES

Stream Gauge shall be installed from the elevation of 606' to 620'.

The gauge plates shall be porcelain enameled iron plates graduated in feet and tenths, unnumbered, and 3 ½" wide. Gauge plates shall be WaterMark Style "E" or approved equivalent.

Each individual number plate should be a black numeral on 2" X 3" white porcelain enameled iron plate. Number plates shall be WaterMark Style "E" or approved equivalent.

Both the gauge plates and number plates shall be fastened directly to the pier with a ¼" diameter, 1½" long masonry screw with a hex washer head.

Three digit elevations to be installed at the top of the gauge at every elevation ending with 0. At all of the other whole elevations, place the last digit as shown in the example to the left.

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task 009/600 CADD Drawings/604 Structural/Sheets/S-22_STREAM GAUGE.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STREAM GAUGE DETAILS
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-22 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	39
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	**	COOK	233	178
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

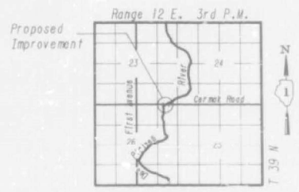
** SECTION 55IWRS & 55I (B, XB, VB & VB-1) BR-89

TBM #6 - Railroad Spike in North face of power pole at Southeast corner of the Intersection of Cermak Rd. & Railroad Crossing. Sta. 373 + 92 / 52' Right (22nd). El. 626.15

TBM #7 - Railroad Spike in South face of South post of Schuth's Grove Forest Preserve sign ± 100' west of Des Plaines Ave. on North side of Cermak Rd. Sta. 381+07 / 52' left (22nd). El. 623.17.

Exist. Structure

Sta. 377+61.44 S.B.I. Rte. 55 - Sect. 55I-XB Built in 1930 & widened in 1958
Structure No. 016-0633
Substructure : R.C. Solid Piers & Abutments
Superstructure : 4-span R.C. girder 4 @ 61'-2⅝"
Superstructure to be totally removed & replaced with 42" P.P.C. I-Beams.
Top portion of abutments & piers to be removed & replaced.
Existing Wingwall to remain.
Traffic to be maintained utilizing stage construction. No salvage.



LOCATION SKETCH

DESIGN SPECIFICATIONS

A.A.S.H.T.O. 1989 & 1990 Interim
& 1983 Seismic Guide Specifications

LOADING HS20-44

Allow 25 #/Sq. Ft. for future Wearing Surface

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi.
fy = 60,000 psi. (Reinf.)

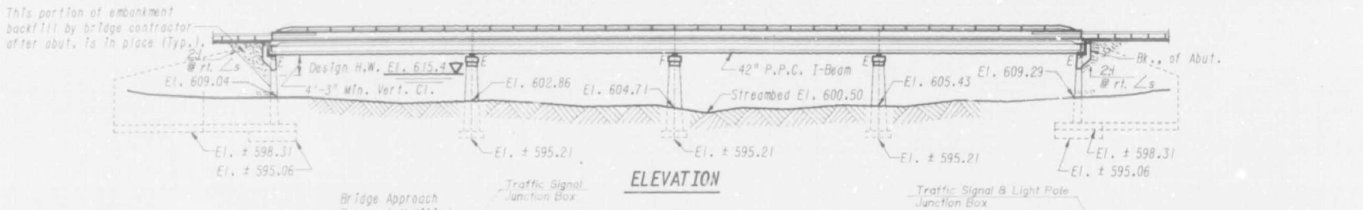
PRECAST PRESTRESSED UNITS

f'c = 6,000 psi.
f'ci= 4,000 psi.
f's = 270,000 psi. (1/2" ø Strands)
f'si = 189,000 psi. (1/2" ø Strands)

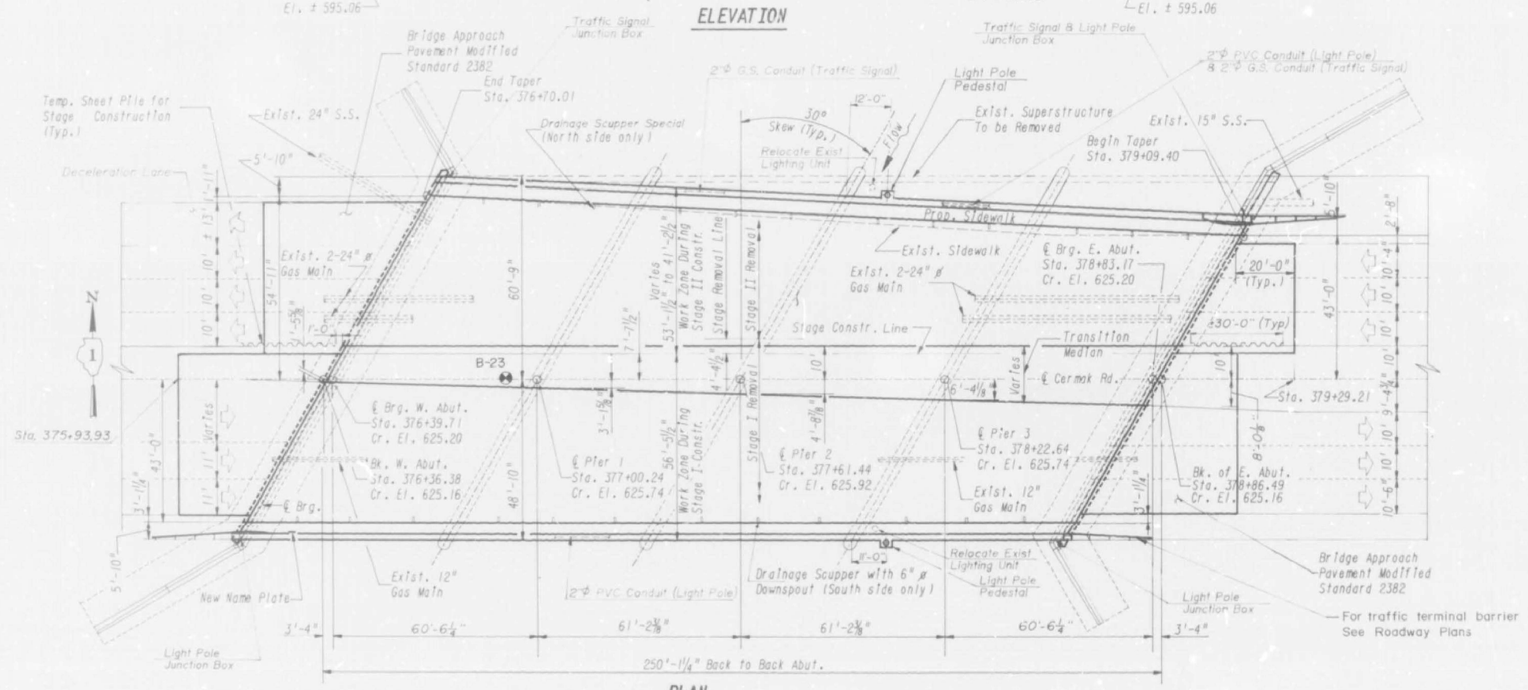
WATERWAY INFORMATION

Drainage Area = 477.00 Sq. Mi. Low Grade Elev. 617.89 @ Sta. 383+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Design	50	5785	2036	2036	615.4	0.0	0.0	615.4	615.4
Base	100	6280	2095	2095	615.7	0.0	0.0	615.7	615.7
Overtopping									
Max. Calc.	500	7275	2232	2232	616.4	0.0	0.0	616.4	616.4



ELEVATION



PLAN

Note: For Drainage Scupper locations, see Sheet 7 of 33.
For Light Poles and Traffic Signal Conduit arrangements see sheet 10 of 33.

V.C. = 350.00'

PROFILE GRADE

℄ Cermak Rd. (22nd St.)
FAU 1453

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
8-28-92
Exp. 11-30-92
Licensed Structural Engineer

Phillip D. Frey
Exp. 11/30/92

Donohue
Engineers & Architects

DESIGN BY:	DESIGN CK'D. BY:	DRAWN BY:	CHECKED BY:
J.H.R.	S.C.L.	E.Z.	H.S.

PROJECT NUMBER 18046.007

DATE:
SCALE:

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER DES PLAINES RIVER

GENERAL PLAN & ELEVATION

F.A.U. RTE 1453
SECTION 55IWRS & 55I (B, XC, VB & VB-1) BR-89
STA. 377+61.44
COOK COUNTY

Structure #: 016-0634 Date: August, 1991

Sheet 1 of 33

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/600 CADD Drawings/604 Structural/Sheets/S-23_EXST PLAN-1.dgn

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PLOT DATE	= 11/25/2025	CHECKED	- BJN	REVISED	-
PLOT TIME	= 9:50:47 AM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

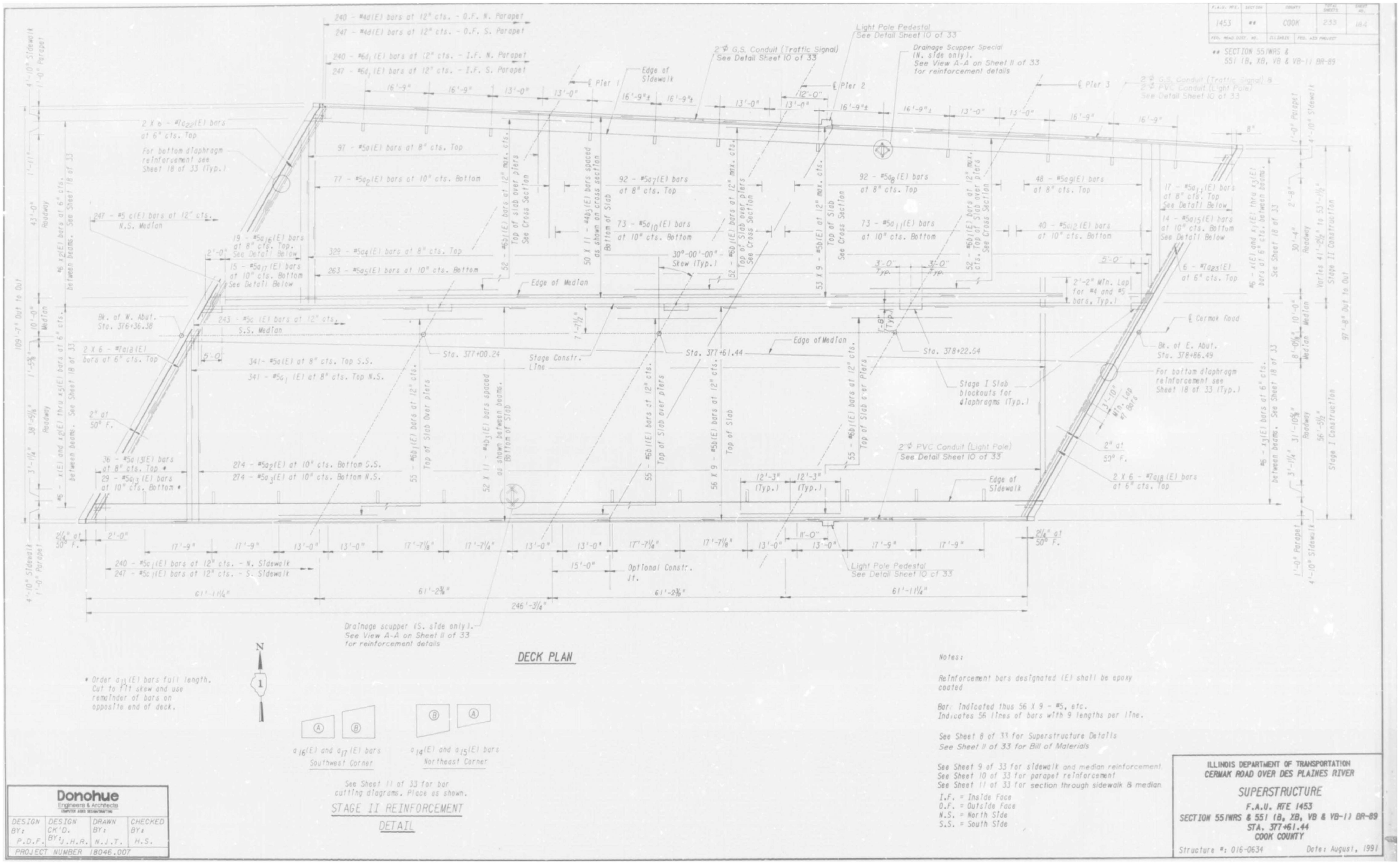
EXISTING PLANS - FOR INFORMATION ONLY (1 of 14)
STRUCTURE NO. 016-0634

SCALE: SHEET NO. S-23 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	40
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	**	COOK	233	18-A
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

** SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89



DECK PLAN

Notes:

Reinforcement bars designated (E) shall be epoxy coated

Bars Indicated thus 56 X 9 - #5, etc. Indicates 56 lines of bars with 9 lengths per line.

See Sheet 8 of 33 for Superstructure Details
See Sheet 11 of 33 for Bill of Materials

See Sheet 9 of 33 for sidewalk and median reinforcement
See Sheet 10 of 33 for parapet reinforcement
See Sheet 11 of 33 for section through sidewalk & median

I.F. = Inside Face
O.F. = Outside Face
N.S. = North Side
S.S. = South Side

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER DES PLAINES RIVER

SUPERSTRUCTURE

F.A.U. RTE 1453
SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89
STA. 377+61.44
COOK COUNTY

Structure #: 016-0634 Date: August, 1991

Donohue
Engineers & Architects

DESIGN BY:	DESIGN CK'D. BY:	DRAWN BY:	CHECKED BY:
P.D.F.	J.H.R.	N.J.T.	H.S.

PROJECT NUMBER 18046.007

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/600 CADD Drawings/604 Structural/Sheets/S-24_EXIST PLAN-2.dgn

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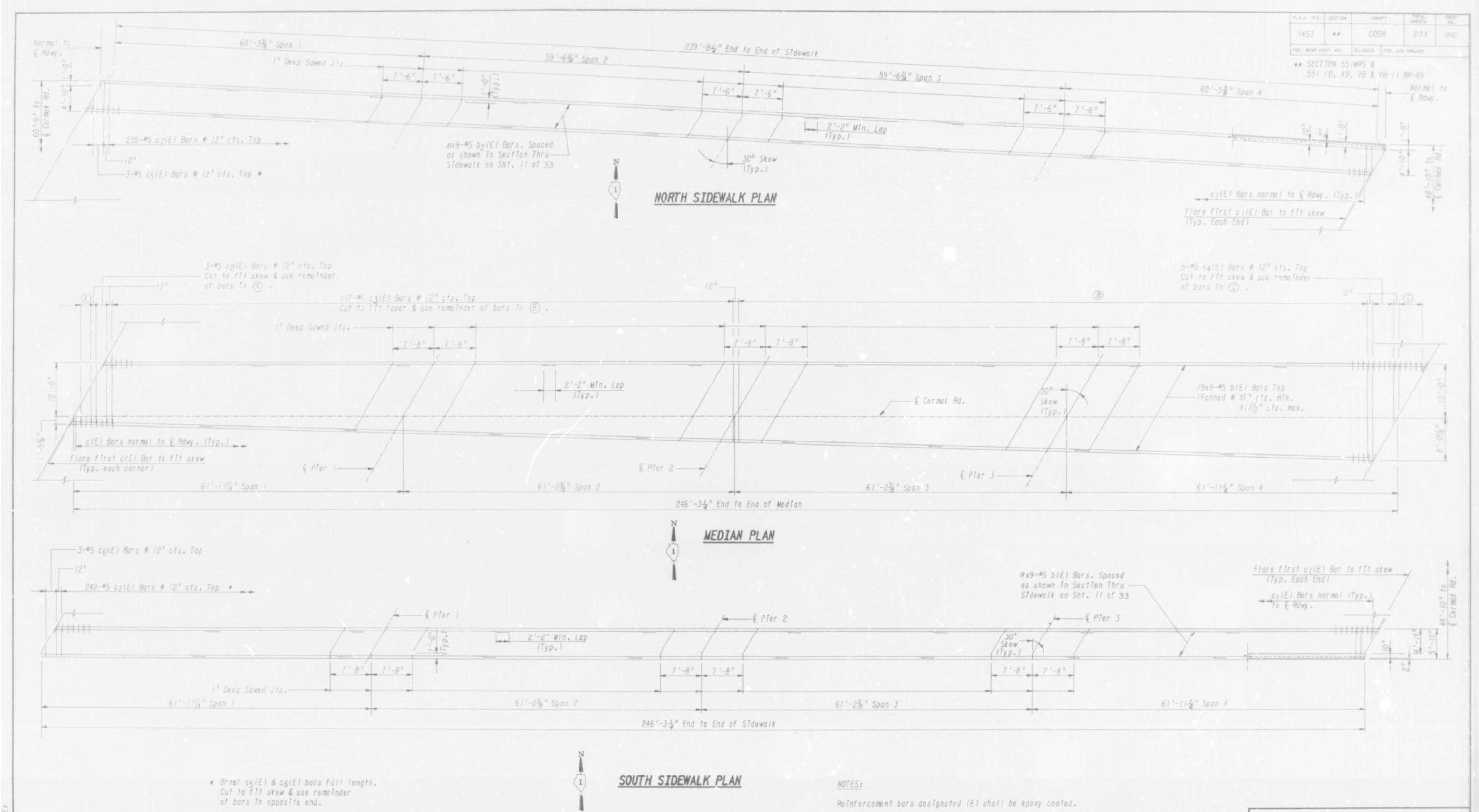
PLOT DATE	= 11/25/2025	CHECKED	- BJN	REVISED	-
PLOT TIME	= 9:53:18 AM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (2 OF 14)
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-24 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	41
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	**	COOK	233	186

** SECTION 55IWRS & 55I (B, XB, VB & VB-I) BR-89

* Order c5(E) & c8(E) bars full length. Cut to fit skew & use remainder of bars in opposite end.

NOTES:

Reinforcement bars designated (E) shall be epoxy coated.

Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

For parapet reinforcement, see Sheets 10 & 11 of 33.

For Section Thru Sidewalk & Section Thru Median, see Sheet 11 of 33.

For Superstructure Bill of Material, see Sheet 11 of 33.

Donohue Engineers & Architects

DESIGN BY:	DESIGN CK'D. BY:	DRAWN BY:	CHECKED BY:
S.C.L.	P.D.F.	E.Z.	S.C.L.

PROJECT NUMBER 18046.007

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER DES PLAINES RIVER

SIDEWALK & MEDIAN

F.A.U. RTE 1453
SECTION 55IWRS & 55I (B, XB, VB & VB-I) BR-89
STA. 377+61.44
COOK COUNTY

Structure #: 016-0634 Date: August, 1991

Sheet 9 of 33

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/900 CADD Drawings/604 Structural/Sheets/S-25_EXST PLAN-3.dgn

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123 N. Wacker Drive, Suite 2000
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312.857.1006

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

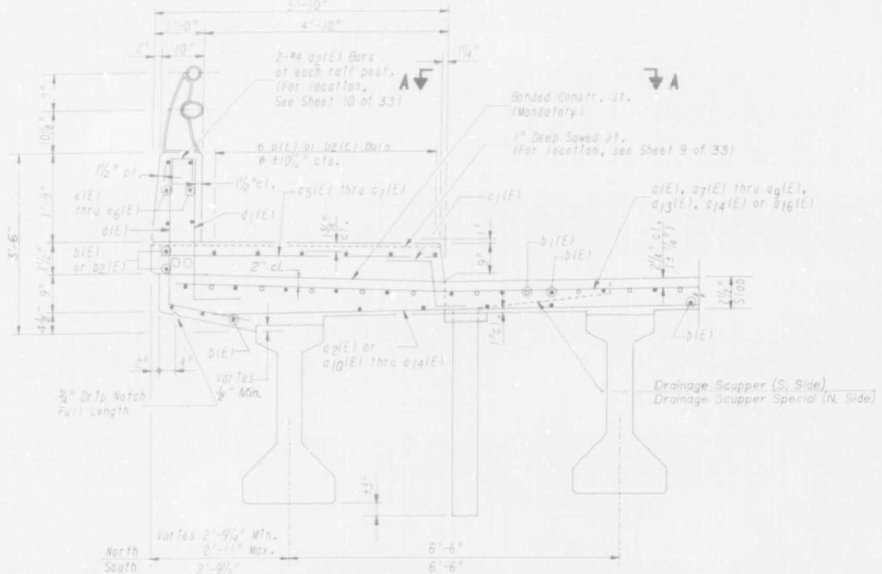
EXISTING PLANS (3 of 14)
STRUCTURE NO. 016-0634

SCALE: SHEET NO. S-25 OF S-36 SHEETS

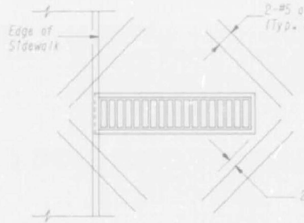
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	42
		CONTRACT NO. 62Y17		
		ILLINOIS	FED. AID PROJECT	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	**	COOK	233	188
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

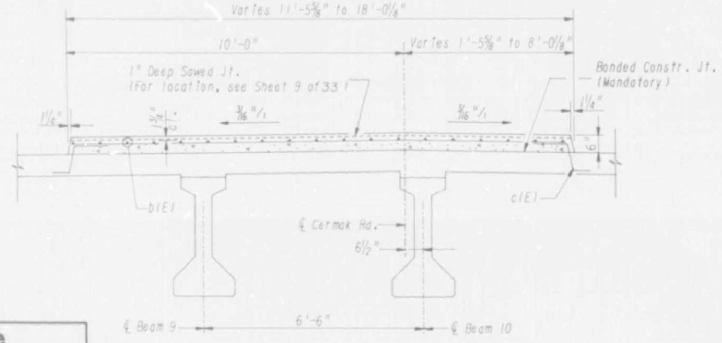
** SECTION 551WRS &
551 (B, XB, VB & VB-1) BR-89



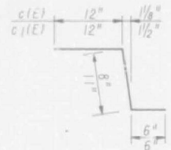
SECTION THRU SIDEWALK



VIEW A-A



SECTION THRU MEDIAN
Looking East
(Reinforcement in deck slab not shown for clarity)



c(E) & c1(E) BARS

d(E) BAR

d1(E) BAR

d2(E) BAR

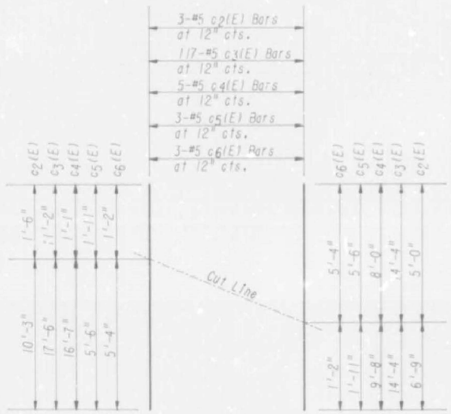
SUPERSTRUCTURE BILL OF MATERIALS

BARS	NO.	SIZE	LENGTH	SHAPE
a (E)	438	#5	32'-10"	
a 1 (E)	341	#5	27'-8"	
a 2 (E)	351	#5	28'-9"	
a 3 (E)	274	#5	30'-11"	
a 4 (E)	329	#5	22'-2"	
a 5 (E)	263	#5	19'-0"	
a 7 (E)	92	#5	30'-0"	
a 8 (E)	92	#5	27'-0"	
a 9 (E)	48	#5	24'-0"	
a 10 (E)	73	#5	33'-4"	
a 11 (E)	73	#5	30'-4"	
a 12 (E)	40	#5	27'-4"	
a 13 (E)	65	#5	48'-9"	
a 14 (E)	17	#5	42'-8"	
a 15 (E)	14	#5	43'-8"	
a 16 (E)	19	#5	49'-2"	
a 17 (E)	15	#5	45'-2"	
a 18 (E)	24	#7	36'-3"	
a 19	140	#6	6'-8"	
a 20	20	#6	3'-3"	
a 21 (E)	192	#5	2'-0"	
a 22 (E)	12	#7	32'-6"	
a 23 (E)	6	#7	47'-0"	
b (E)	981	#5	29'-3"	
b 1 (E)	321	#6	24'-6"	
b 2 (E)	63	#5	28'-7"	
b 3 (E)	1,122	#4	24'-4"	
c (E)	434	#5	2'-2"	
c 1 (E)	491	#5	2'-5"	
c 2 (E)	3	#5	11'-9"	
c 3 (E)	117	#5	28'-8"	
c 4 (E)	5	#5	17'-8"	
c 5 (E)	3	#5	7'-5"	
c 6 (E)	3	#5	6'-6"	
c 7 (E)	477	#5	5'-4"	
c 8 (E)	4	#5	12'-11"	
c 9 (E)	4	#5	20'-5"	
d (E)	487	#4	4'-8"	
d 1 (E)	511	#6	3'-8"	
d 2 (E)	124	#3	2'-0"	
d3 (E)	10	#6	8'-[illegible]	
d4 (E)	6	#6	4'-[illegible]	

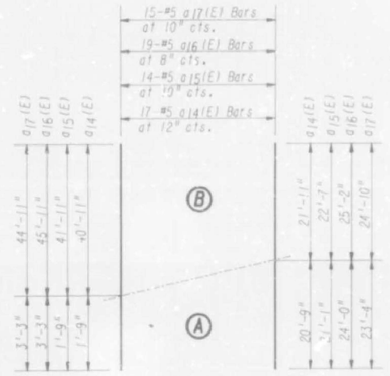
BARS	NO.	SIZE	LENGTH	SHAPE
e (E)	12	#4	17'-6"	
e 1 (E)	24	#4	17'-3"	
e 2 (E)	36	#4	7'-3"	
e 3 (E)	36	#4	14'-3"	
e 4 (E)	36	#4	17'-10"	
e 5 (E)	36	#4	7'-3"	
e 6 (E)	36	#4	15'-0"	
e 7 (E)	24	#4	2'-8"	
m	174	#4	6'-8"	
m 1	16	#4	5'-9"	
m 2	72	#6	5'-2"	
m 3	8	#6	4'-0"	
m 4	51	#8	5'-10"	
m 5	16	#4	4'-11"	
m 6	8	#6	3'-6"	
m 7	16	#4	4'-1"	
m 8	8	#6	2'-3"	
m 9	68	#10	1'-3"	
s	76	#4	3'-11"	
s 1	148	#4	3'-7"	
x (E)	35	#6	7'-5"	
x 1 (E)	21	#6	7'-8"	
x 2 (E)	182	#6	7'-1"	
x 3 (E)	140	#6	8'-1"	
x 4 (E)	14	#6	7'-7"	
x 5 (E)	28	#6	7'-9"	

Reinforcement Bars	Pound	4,790
Reinforcement Bars (Epoxy Coated)	Pound	161,950
Class X Concrete Superstructure	Cu. Yd.	935

Bars indicated thus 1 x 9 - #5 etc. indicates 1 line of bars with 9 lengths per line.
Reinforcement bars designated (E) shall be epoxy coated.



CUTTING DIAGRAM
Order c2(E) thru c6(E) bars full length.
Cut as shown & place the remainder of bars as indicated on Sheet 9 of 33.



CUTTING DIAGRAM
Order a14(E) thru a17(E) bars full length.
Cut as shown & place the bars as shown on Sheet 7 of 33.

Donohue
Engineers & Architects

DESIGN BY: S.C.L.	DESIGN CK'D. BY: P.D.F.	DRAWN BY: E.Z.	CHECKED BY: S.C.L.

PROJECT NUMBER 18046.007

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER DES PLAINES RIVER

SIDEWALK & MEDIAN DETAILS
F.A.U. RTE 1453
SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89
STA. 377+61.44
COOK COUNTY

Structure #: 016-0634 Date: August, 1991

Sheet 11 of 33

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/600 CADD Drawings/604 Structural/Sheets/S-26_EXST PLAN-4.dgn

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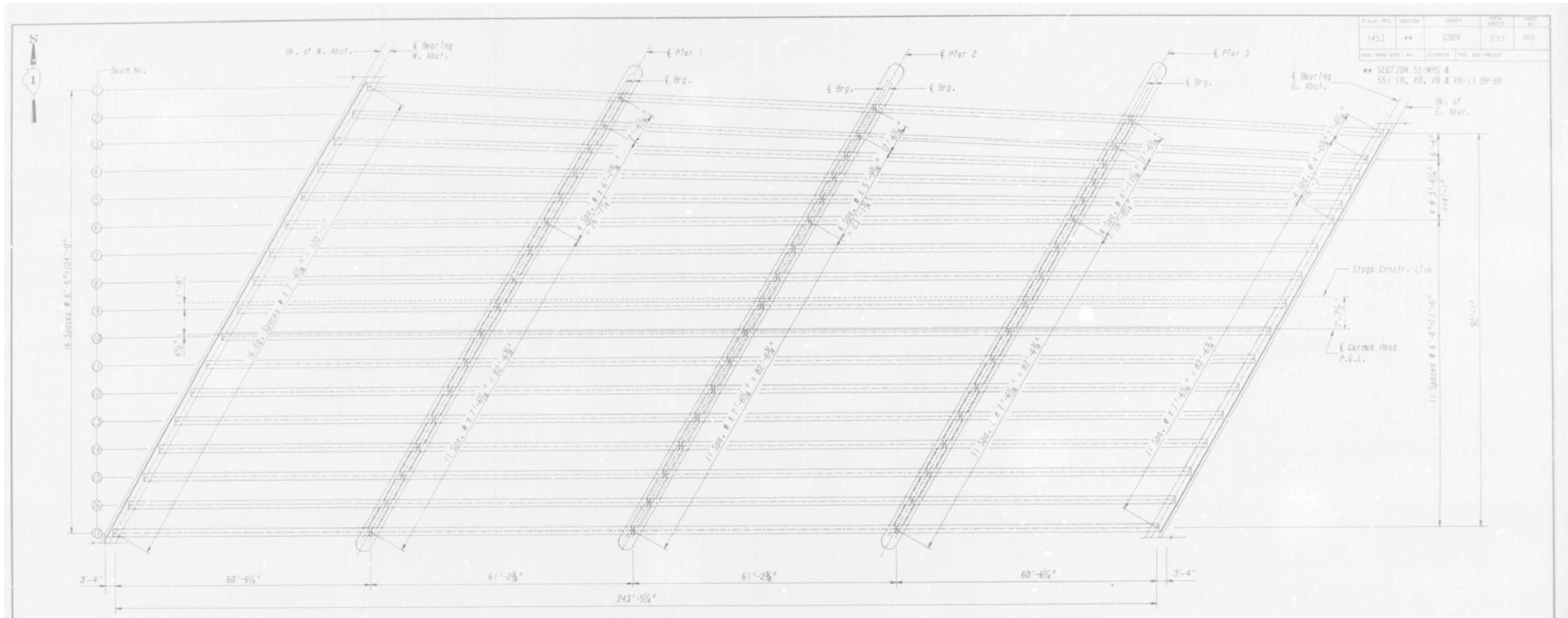
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (4 OF 14)
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-26 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	43
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	**	COOK	233	189
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

** SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89

FRAMING PLAN

INTERIOR BEAM MOMENT TABLE

	0.5 Span 1	Pier 1	0.5 Span 2	Pier 2
In (in⁴)	90,956	90,956	90,956	90,956
Ic (in⁴)	227,225	—	227,225	—
Sbn (in³)	5,153	—	5,153	—
Sbc (in³)	8,731	—	8,731	—
Stn (in³)	3,736	—	3,736	—
Stc (in³)	27,046	—	27,046	—
$(DL)_n$ (k')	1,094	—	1,094	—
$(DL)_c$ (k')	0.285	0.285	0.285	0.285
$M(DL)_s$ ('k)	500	—	500	—
$M(DL)_c$ ('k)	80	-110	40	-80
$M(LL)_c$ ('k)	390	-290	310	-260
M_I ('k)	100	-80	80	-70
Mcap ('k)	2,710	-1,450	2,710	-1,450
Mu ('k)	1,790	-950	1,550	-820

I_n , S_{bn} and S_{tn} are the non-composite section moment of inertia and section moduli

I_c , S_{bc} and S_{tc} are the composite section moment of inertia and section moduli

$M(DL)_n$ = Moments due to dead loads on non-composite section

$M(DL)_c$ = Moments due to dead loads on composite section

$M(LL)_c$ = Moments due to live loads on composite section

M_I = Moments due to live load impact

M_{cap} = Ultimate flexural capacity of the composite section

$M_u = 1.3[\ M(DL) + 5/3\ (M(LL) + M_I\ )]$

INTERIOR GIRDER REACTION TABLE

	Abutments	Piers 1 & 3	Pier 2
R_{DL} (k)	41.5	97.2	93.7
R_{LL} (k)	38.9	45.1	44.7
Imp. (k)	10.5	12.2	12.0
R TOTAL (k)	90.9	154.5	150.4

See Sheets 23 thru 25 for Bearing Pad Arrangement

Donohue
Engineers & Architects

DESIGN BY:	DESIGN CK'D. BY:	DRAWN BY:	CHECKED BY:
J.H.R.	S.C.L.	E.Z.	H.S.

PROJECT NUMBER 18046.007

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER DES PLAINES RIVER

FRAMING PLAN
F.A.U. RTE 1453
SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89
STA. 377+61.44
COOK COUNTY

Structure #: 016-0634 Date: August, 1958

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/000 CADD Drawings/604 Structural/Sheets/S-27_EXIST PLAN-5.dgn

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312.857.1006

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PLOT DATE = 11/25/2025	CHECKED - BJN	REVISED -			
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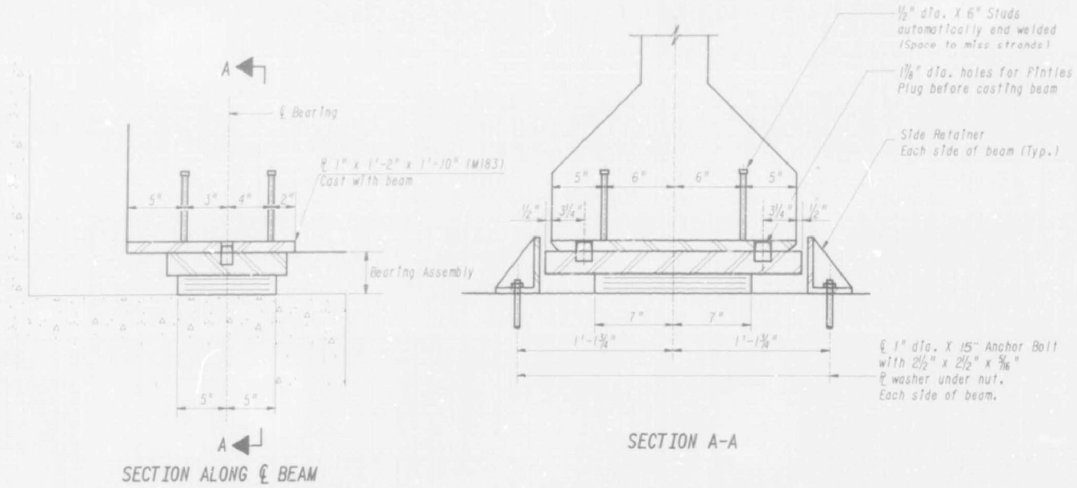
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	44
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	**	COOK	233	59
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

** SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89

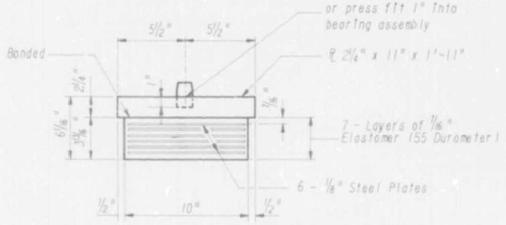


SECTION ALONG ℄ BEAM

SECTION A-A

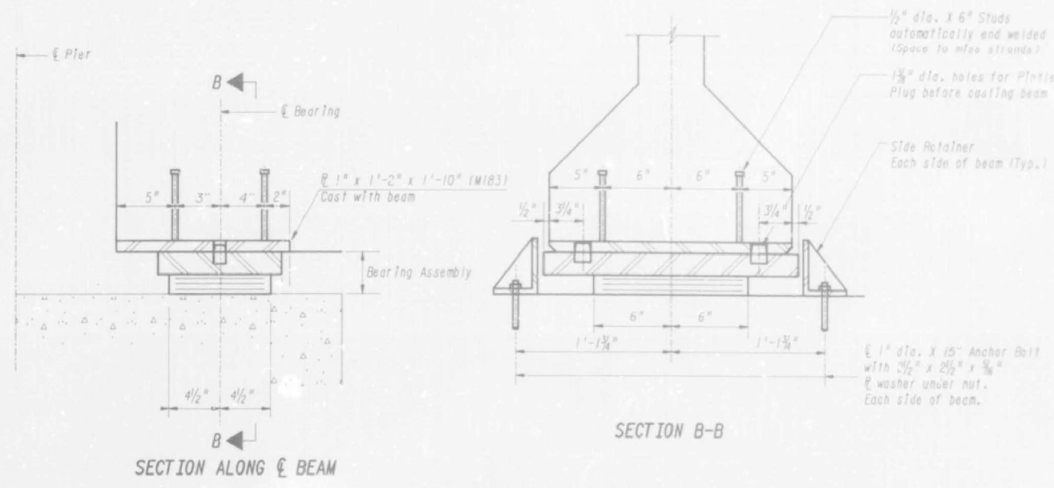
TYPE I ELASTOMERIC EXPANSION BEARINGS AT ABUTMENTS

(34 Required)



BEARING ASSEMBLY AT ABUTMENTS

Note: Shim plates shall not be placed under Bearing Assembly.

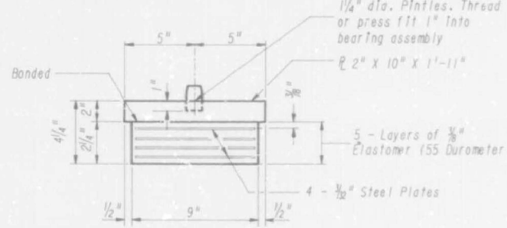


SECTION ALONG ℄ BEAM

SECTION B-B

TYPE I ELASTOMERIC EXPANSION BEARINGS AT PIERS 1 AND 3

(68 Required)



BEARING ASSEMBLY AT PIERS 1 AND 3

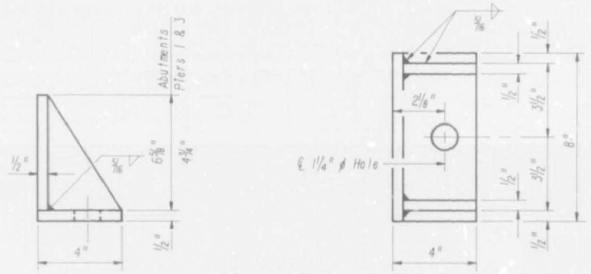
Note: Shim plates shall not be placed under Bearing Assembly.

Notes: After beams have been erected, holes at expansion bearings shall be drilled & anchor bolts grouted in place. See Sheet 15 of 33 for anchor bolt installation.

Automatically and welded studs shall conform to Article 7.10.38 of the Standard Specifications.

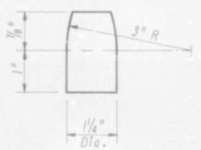
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	102



SIDE RETAINER

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



PINTLE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER DES PLAINES RIVER

ELASTOMERIC BEARINGS

F.A.U. RTE 1453
SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89
STA. 377+61.44
COOK COUNTY

Structure #: 016-0634 Date: August, 1991

Sheet 14 of 33

Donohue
Engineers & Architects

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J.H.R.	P.D.F.	N.J.T.	S.C.L.

PROJECT NUMBER 18046.007

FILE NAME: pw:\\dbsterlin-pw.bentley.com:dbsterlin-pw-01\Documents\Projects\PTB 209-017\Task-009\600 CADD Drawings\804 Structural\Sheets\S-28_EXST PLAN-6.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

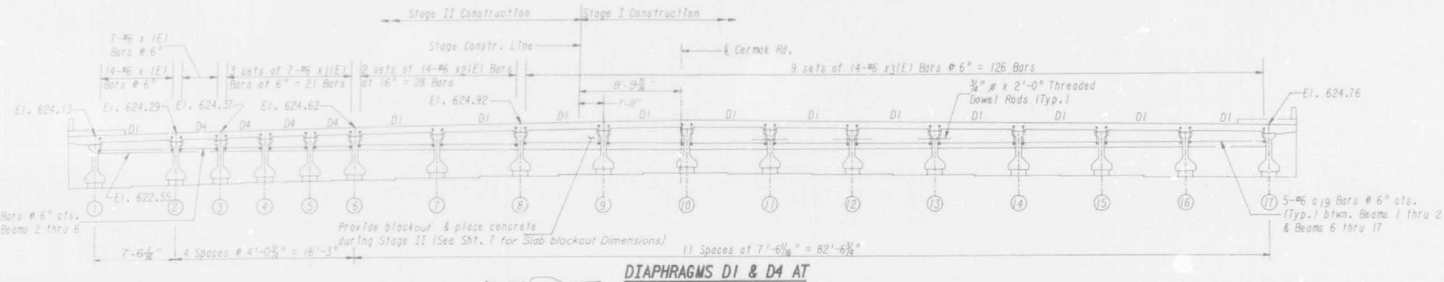
EXISTING PLANS (6 OF 14)
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-28 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	45
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

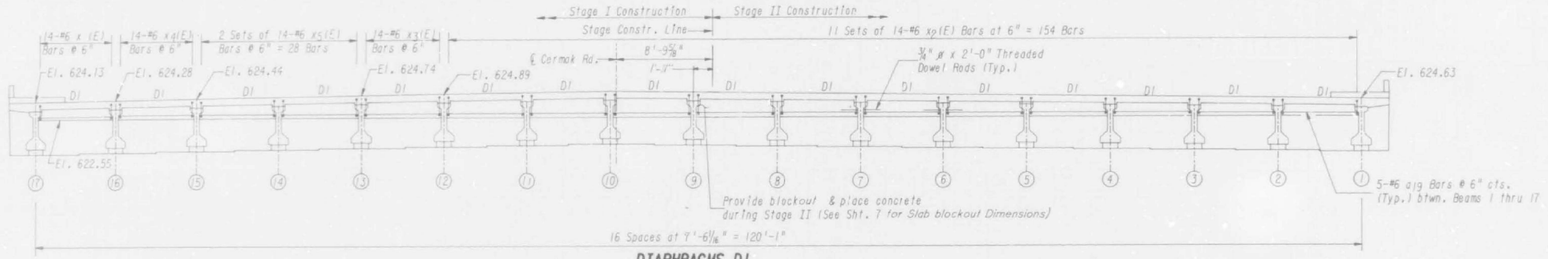
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	**	COOK	233	195
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

** SECTION 55IWRS & 551 IB, XB, VB & VB-1) BR-89



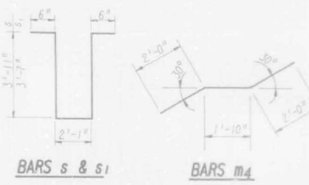
DIAPHRAGMS D1 & D4 AT EAST ABUTMENT

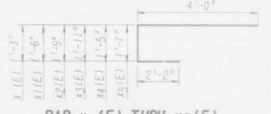
(Looking East)



DIAPHRAGMS D1 WEST ABUTMENT

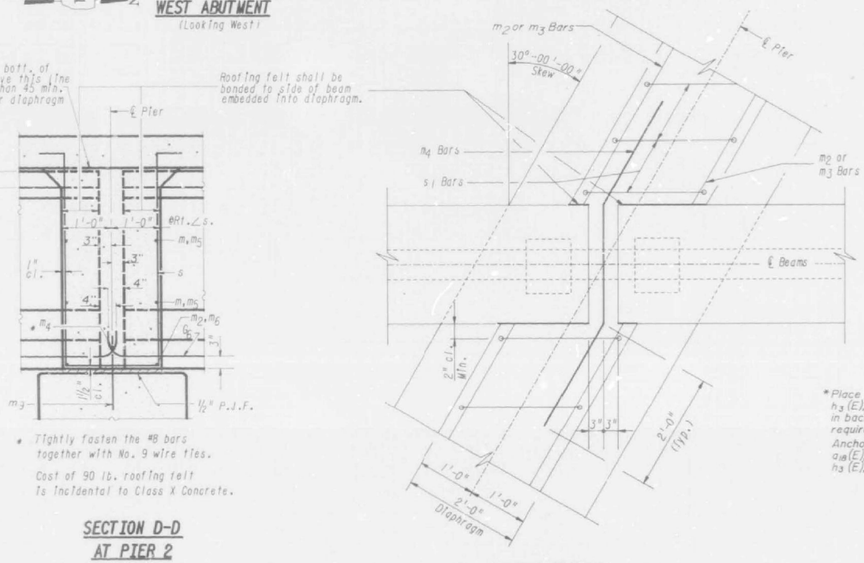
(Looking West)





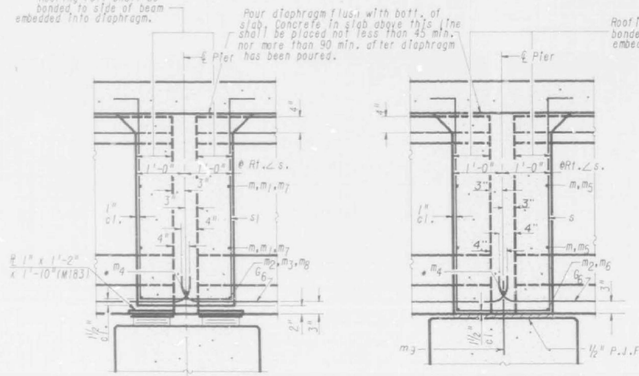
BAR x (E) THRU x5(E)

Note: Class x Concrete & reinforcement bars shown on this sheet are included in Bill of Material on Sheet No. 11



PLAN DIAPHRAGM

Shown At Expansion Piers
Fixed Piers Similar



Note: Horizontal dimensions for Sec. C-C & Sec. D-D are along ℄ of beams unless otherwise noted.

SECTION C-C AT PIERS 1 & 3

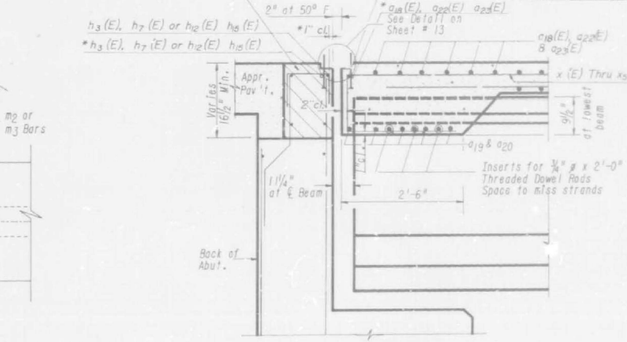
(Expansion)

* Tightly fasten the #8 bars together with No. 9 wire ties.

Cost of 90 lb. roofing felt is incidental to Class X Concrete.

SECTION D-D AT PIER 2

(Fixed)



* Place a18(E), a22(E), a23(E) and h3 (E), h7 (E) or h10 (E), h15 (E) bars in back of anchor bolt as shown if required to maintain 1" cl. (-0-⅛"). Anchor bolts should be tied to a18(E), a22(E), a23(E) and h3 (E), h7 (E) or h12 (E), h15 (E) bars.

SECTION A-A AT ABUTMENT

(at Rt. ∠ s)

Work this sheet with Sheets 7, 11, 17 & 24

Donohue
Engineers & Architects

DESIGN BY:	DESIGN CK'D. BY:	DRAWN BY:	CHECKED BY:
H.S.	S.C.L.	E.Z.	H.S.

PROJECT NUMBER 18046.007

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERWAK ROAD OVER DES PLAINES RIVER

DIAPHRAGM DETAILS

F.A.U. RTE 1453
SECTION 55IWRS & 551 (B, XB, VB & VB-1) BR-89
STA. 377+61.44
COOK COUNTY

Structure #: 016-0634 Date: August, 1991

Sheet 18 of 33

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DATE:

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (7 OF 14)
STRUCTURE NO. 016-0634

SCALE: SHEET NO. S-29 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	46
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

D C B A 0 A B C D
TAMERAN

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	**	COOK	233	196
ST=	TO STA			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

** SECTION 551WRS &
551 (B, XB, VB & VB-I) BR-89

Stage Construction Line

℄ Cermak Rd.

For Cross-Sectional Dimensions of Barrier see Sheet 11 of 33

Existing Wingwall to remain

Exist. EL ±624.95

Exist. EL ±598.31

Exist. EL ±595.06

Bonded Constr. Jt.

Exist. ¼" Prem. Jt. Filler to be replaced with new, Cost incidental to Class X Concrete

Existing Opening for Exist. 10'-6" SS to Remain

Existing Structure to remain

Measured Along Bk. Abut.

PGL El. 625.20 (@ ℄ Brg.)

Bonded Constr. Jt. (Typ.)

Exist El. ±625.63

Existing Wingwall to remain

Exist. ¼" Prem. Jt. Filler to be replaced with new, Cost incidental to Class X Concrete

ELEVATION EAST ABUTMENT

(Looking East)

Stage II Construction

Stage I Construction

℄ Cermak Rd.

Sta. 378+86.50

Temporary Sheet Piling See Sheet 2

Edge of Deck

1" ϕ Anchor Bolts See Std. 2340-4

Bk. of Abut.

℄ Bearing

Existing part of Abutment to remain

Existing Wingwall to remain

Existing Wingwall to remain

B-1 B-2 B-3 B-4 B-5 B-6 B-7 B-8 B-9 B-10 B-11 B-12 B-13 B-14 B-15 B-16 B-17

PLAN

Back of Abutment

℄ BEARING

℄ BEAM

See Sheet 14 of 33 for anchor bolt locations.

LOCATION OF BEARINGS DETAIL

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

NOTES
⊗ For details & quantities see Sheet 11
Work this sheet with Sheets 20 and 26
*Elevations are at F.F. of Abutment Backwall.
Bars indicated thus 1x3 -#5 etc. indicate 1 line of bars with 3 lengths per line.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER DES PLAINES RIVER
EAST ABUTMENT
F.A.U. RTE 1453
SECTION 551WRS & 551 (B, XB, VB & YB-1) BR-89
STA. 377+61.44
COOK COUNTY
Structure #: 016-0634
Date: August, 1991

Sheet 19 of 33.

Donohue
Engineers & Architects

DESIGN BY: J.H.R.	DESIGN CK'D. BY: S.L.	DRAWN BY: J.H.R.	CHECKED BY: H.S.

PROJECT NUMBER 18046.007

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/600 CADD Drawings/604 Structural/Sheets/S-30_EXST PLAN-8.dgn

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

USER NAME	= maabdo	DESIGNED	- AH	REVISED	-
PLOT SCALE	=	DRAWN	- AH	REVISED	-
PLOT DATE	= 11/25/2025	CHECKED	- BJN	REVISED	-
PLOT TIME	= 9:55:08 AM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (8 OF 14)
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-30 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	47
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	**	COOK	233	197
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

** SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89

BAR v_{21} (E)

BARS h_{16} (E) & h_{17} (E)

BAR e_7 (E)

⊗ 3 pair #4 v_{22}(E) @ 10" cts. (Typ)

⊗ 6 #6 d_1(E) (Typ)

Hatched area to be poured after superstructure falsework has been removed. Quantity of concrete included with Class X Concrete Superstructure.

100-#5 v_{14} (E) @ 12" cts. (59 Stage I, 41 Stage II.)
100-#5 u_1 (E) @ 12" cts. (59 Stage I, 41 Stage II.)

7-#5 s_2 (E) @ 12" cts.
7-#5 s_3 (E) @ 12" cts.

Outline Bot. Abut. Stem.

DETAIL OF EAST ABUTMENT
(Showing Reinforcement)

Anchor Bolts ¾" ∅ X 6" Min. See Sheet 13

Varies 1'-4" (Min.) 2'-4" (Max.)

Back of Abut.

Slope ¼" between brgs.

Varies

Low El. 619.31

△Existing Bars to Remain

Bonded Constr. Jt.

El. 614.00 Sawcut 1" Deep & Remove Exist.

Drill ⅞" ∅ holes @ 12" cts. epoxy grout v_{18} (E) bars.

Existing Part of Abutment to Remain

El. 624.95

El. 624.95 for C-C
El. 625.63 for C_1-C_1

v_{12}(E) for C-C or v_{13}(E) for C_1-C_1 @ 12" cts.

s_1(E) or s_2(E) & s_3(E)

h_{18}(E)

v_{18}(E) for C-C or v_{16}(E) for C_1-C_1

v_{20}(E)

Edge of Exist. Deck

Outline Bot. Abut. Stem.

DETAIL OF EAST ABUTMENT
(Showing Dimensions)

BARS v_{11} (E) thru v_{13} (E)

BAR v_{18} (E)

El ±598.31

SECTION A-A

SECTION B-B

SECTION C-C & C_1-C_1

BARS u_1 (E) thru u_3 (E)

BAR v_{14} (E)

BAR s_2 (E)

BAR s_3 (E)

BAR s_5 (E)

BILL OF MATERIAL

Bar	No	Size	Length	Shape
h_{11}(E)	3	# 5	31'-10"	—
h_{12}(E)	50	# 5	36'-5"	—
h_{13}(E)	3	# 5	14'-8"	—
h_{14}(E)	3	# 5	28'-5"	—
h_{15}(E)	50	# 5	25'-6"	—
h_{16}(E)	13	# 5	3'-9"	⌒
h_{17}(E)	13	# 5	4'-8"	⌒
h_{18}(E)	13	# 5	14'-0"	—
h_{19}(E)	4	#6	36'-5"	—
h_{20}(E)	2	# 6	8'-2"	—
h_{21}(E)	2	# 6	7'-5"	—
h_{22}(E)	2	# 6	28'-0"	—
h_{23}(E)	2	# 6	19'-3"	—
h_{24}(E)	4	#6	25'-6"	—
v_{11}(E)	100	# 5	5'-2"	⌐
v_{12}(E)	9	# 5	11'-6"	⌐
v_{13}(E)	9	# 5	12'-1"	⌐
v_{14}(E)	100	# 5	4'-6"	⌒
v_{15}(E)	36	# 5	10'-8"	—
v_{16}(E)	5	# 5	11'-3"	—
v_{17}(E)	94	# 5	4'-6"	—
v_{18}(E)	114	# 6	9'-9"	⌐
v_{19}(E)	114	# 5	5'-1"	—
v_{20}(E)	114	# 5	7'-0"	—
v_{21}(E)	114	# 6	7'-0"	L

BILL OF MATERIAL-CONT.

Bar	No	Size	Length	Shape
u_1(E)	100	# 5	3'-1"	⊓
u_2(E)	12	# 5	3'-8"	⊓
u_3(E)	114	# 5	4'-8"	⊓
s_2(E)	7	# 5	8'-9"	⌐
s_3(E)	7	# 5	3'-3"	⌐
s_5(E)	7	# 5	11'-9"	□
Reinforcement Bars (Epoxy Coated)		Lbs.	12,390	
Class X Concrete		Cu. Yds.	78.5	

NOTES
Lap #5 Bars 2'-2" Min.
#6 Bars 2'-7" Min.
Work this sheet with Sheets 19 and 26

Bridge Seats (steps) shall be poured monolithically with the abutment.

△ Existing Reinforcement Bars Extending into Removal Area shall be cleaned to gray metal, straightened & incorporated into new construction.

* Place h_{12}(E) or h_{15}(E) bars in back of anchor bolt as shown if required to maintain 1" cl. (+0-½"). Anchor bolts should be tied to h_{12}(E) or h_{15}(E) bars

NOTES
Space reinforcement in cap to miss anchor bolts.
Reinforcement bars designated (E) shall be epoxy coated.
⊗ For details & quantities see Sheet 11

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER DES PLAINES RIVER
EAST ABUTMENT DETAILS
F.A.U. RTE 1453
SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89
STA. 377+61.24
COOK COUNTY
Structure #: 016-0634 Date: August, 1991

Donohue Engineers & Architects

DESIGN BY:	DESIGN CK'D. BY:	DRAWN BY:	CHECKED BY:
J.H.R.	S.L.	J.H.R.	H.S.

PROJECT NUMBER 18046.007

Sheet 20 of 33

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/800 CADD Drawings/804 Structural/Sheets/S-31_EXST PLAN-9.dgn

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

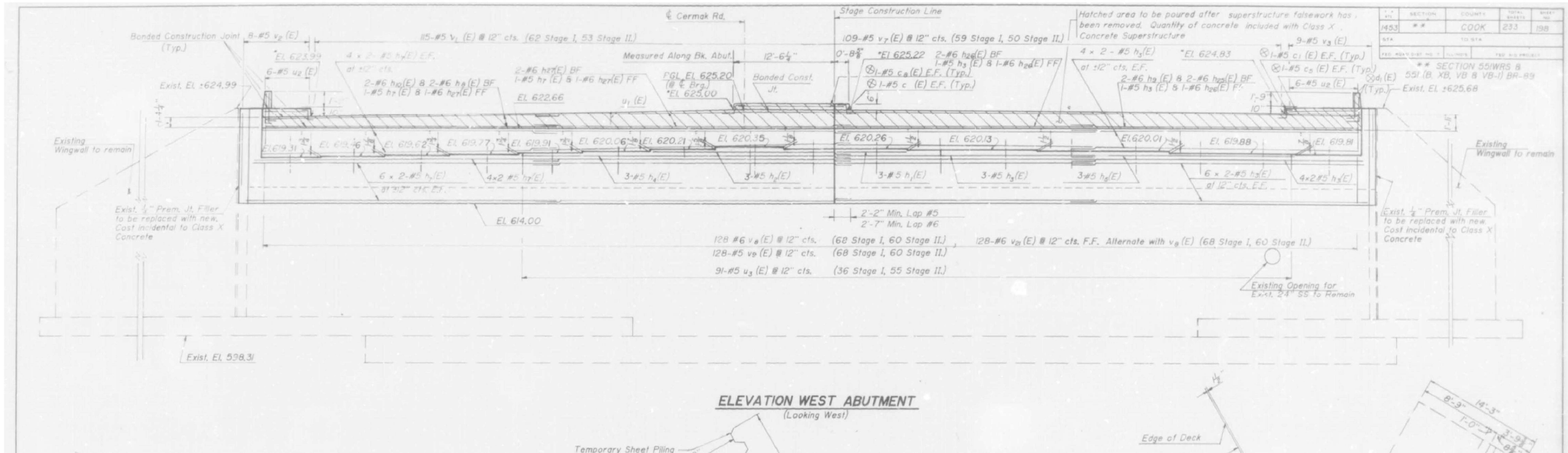
USER NAME	= maabdo	DESIGNED	- AH	REVISED	-
PLOT SCALE	=	DRAWN	- AH	REVISED	-
PLOT DATE	= 11/25/2025	CHECKED	- BJN	REVISED	-
PLOT TIME	= 9:55:19 AM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (9 OF 14)
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-31 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	48
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		



F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	**	COOK	233	198
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/task-009/600 CADD Drawings/604 Structural/Sheets/S-32_EXIST PLAN-10.dgn

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

USER NAME	= maabdo	DESIGNED	- AH	REVISED	-
PLOT SCALE	=	DRAWN	- AH	REVISED	-
PLOT DATE	= 11/25/2025	CHECKED	- BJN	REVISED	-
PLOT TIME	= 9:55:35 AM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

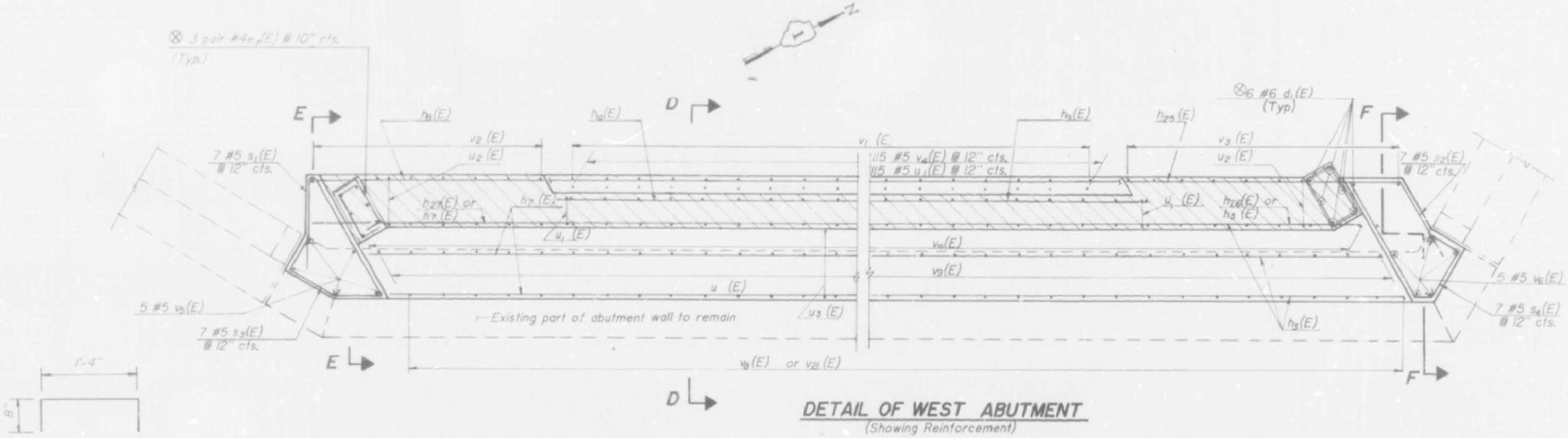
EXISTING PLANS (10 OF 14)
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-32 OF S-36 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	49
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		

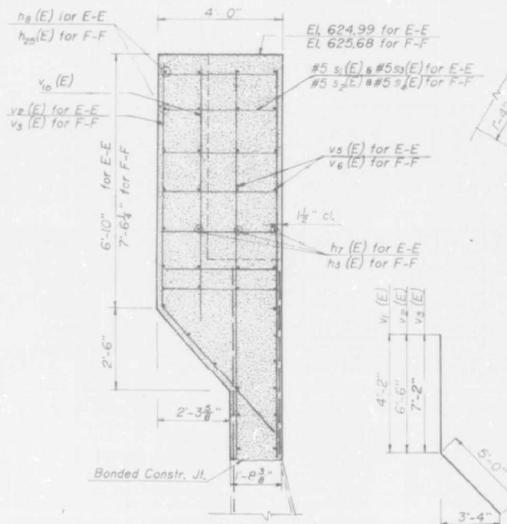
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
**	COOK	233	119
STA.	TO STA.		
FAI ROUTE SEC. NO.	LOCATION	SEC. NO. PROJECT	

** SECTION 55IWRS 8
55I (B, XB, VB & VB-1) BR-89

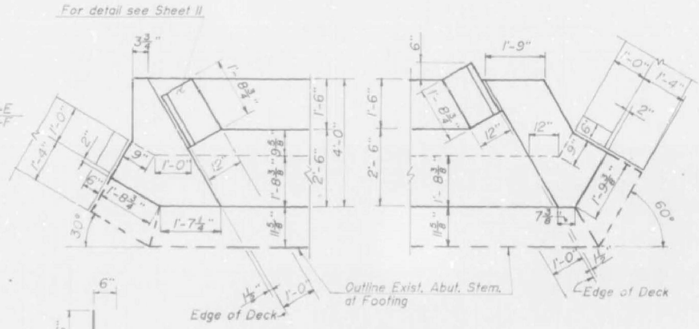


DETAIL OF WEST ABUTMENT
(Showing Reinforcement)

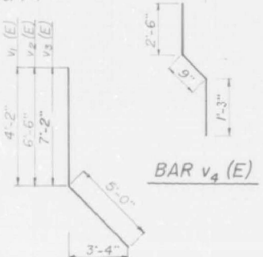
BAR e_7 (E)



SECTION E-E & F-F

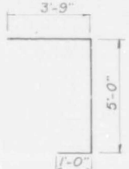


DETAIL OF WEST ABUTMENT
(Showing Dimensions)

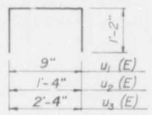


BARS v_1 (E) thru v_3 (E)

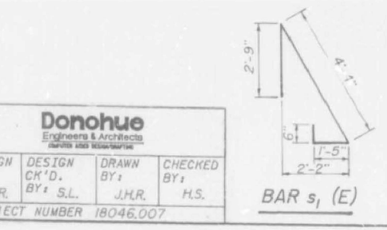
BAR v_4 (E)



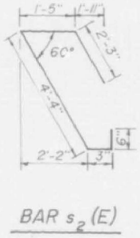
BAR v_8 (E)



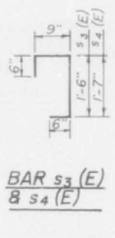
BARS u_1 (E) thru u_3 (E)



BAR s_1 (E)



BAR s_2 (E)



BAR s_3 (E) & s_4 (E)

NOTES:

△ Existing Reinforcement Bars Extending into Removal Area shall be cleaned to gray metal, straightened & incorporated into new construction.

Work this sheet with sheet 21

Bridge Seats (steps) shall be poured monolithically with the abutment.

Space reinforcement in cap to miss anchor bolts.

Reinforcement bars designated (E) shall be epoxy coated.

BILL OF MATERIAL

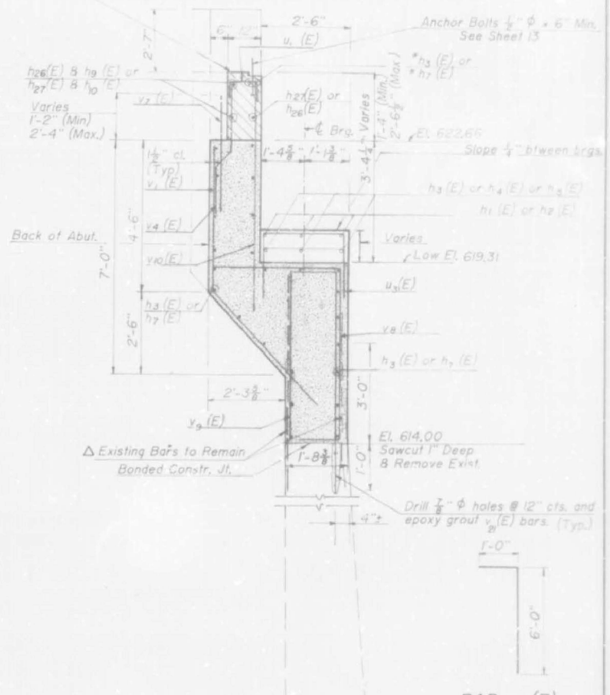
Bar	No.	Size	Length	Shape
h_1 (E)	3	# 5	8'-4"	—
h_2 (E)	3	# 5	23'-6"	—
h_3 (E)	53	# 5	32'-0"	—
h_4 (E)	3	# 5	38'-10"	—
h_5 (E)	3	# 5	24'-10"	—
h_{26}(E)	4	#6	32'-0"	—
h_7 (E)	50	# 5	36'-2"	—
h_8(E)	2	# 6	6'-8"	—
h_9(E)	2	# 6	24'-0"	—
h_{10}(E)	2	# 6	31'-2"	—
h_{25}(E)	2	# 6	8'-2"	—
h_{27}(E)	4	#6	36'-2"	—
v_1 (E)	115	# 5	9'-2"	⌊
v_2 (E)	8	# 5	11'-6"	⌊
v_3 (E)	9	# 5	12'-2"	⌊
v_4 (E)	115	# 5	4'-6"	⌐¬
v_5 (E)	5	# 5	10'-9"	—
v_6 (E)	5	# 5	11'-6"	—
v_7 (E)	109	# 5	4'-6"	—
v_8 (E)	128	# 6	9'-9"	⌐
v_9 (E)	128	# 5	5'-1"	—
v_{10}(E)	128	# 5	7'-0"	—
v_{21} (E)	128	#6	7'-0"	⌊
u_1 (E)	115	# 5	3'-1"	⊏
u_2 (E)	26	# 5	3'-8"	⊏
u_3 (E)	91	# 5	4'-8"	⊏
s_1 (E)	7	# 5	9'-0"	△
s_2 (E)	7	# 5	8'-9"	△
s_3 (E)	7	# 5	3'-3"	⊐
s_4 (E)	7	# 5	3'-7"	⊐
Reinforcement Bars (Epoxy Coated)	Lbs.	12,980		
Class X Concrete	Cu. Yds.	78.2		

* Place h_3 (E) or h_7 (E) bars in back of anchor bolt as shown if required to maintain 1" cl. (±0-⅛"). Anchor bolts should be tied to h_3 (E) or h_7 (E) bars

⊗ For details & quantities see Sheet II

Lap #5 bars 2'-2" min. where required.

Hatched area to be poured after superstructure falsework has been removed. Quantity of concrete included with Class X Concrete Superstructure.



SECTION D-D

Donohue
Engineers & Architects
Bridges and Waterways

DESIGN BY:	DESIGN CK'D. BY:	DRAWN BY:	CHECKED BY:
J.H.R.	S.L.	J.H.R.	H.S.

PROJECT NUMBER 18046.007

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER DES PLAINES RIVER
WEST ABUTMENT DETAILS
F.A.U. RTE 1453
SECTION 55IWRS & 55I (B, XB, VB & VB-1) BR-89
STA. 377+61.4
COOK COUNTY
Structure #: 016-0634 Date: August, 1991

Sheet 22 of 33

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/600 CADD Drawings/664 Structural/Sheets/S-33_EXST PLAN-11.dgn

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

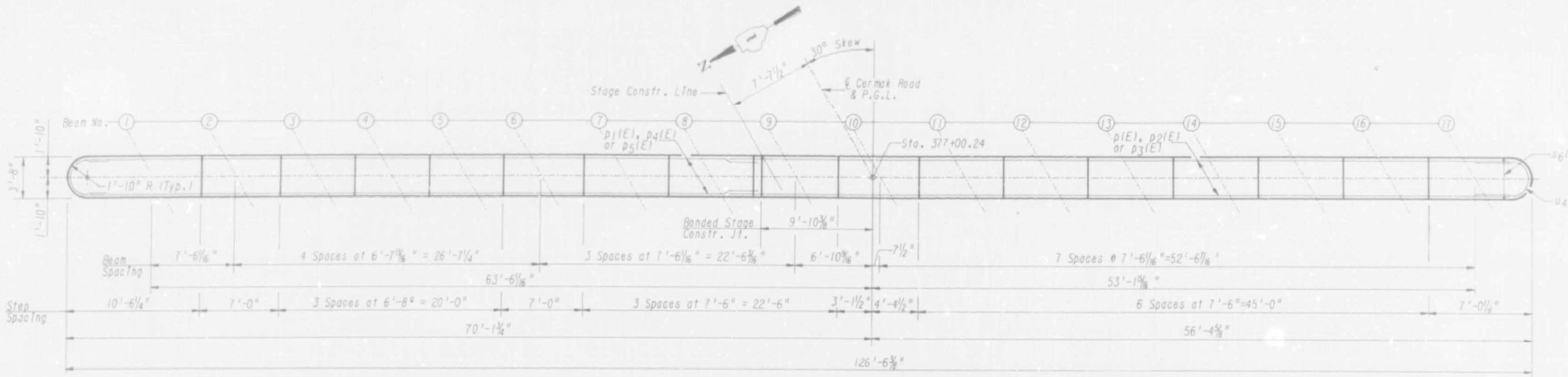
USER NAME	= maabdo	DESIGNED	- AH	REVISED	-
PLOT SCALE	=	DRAWN	- AH	REVISED	-
PLOT DATE	= 11/25/2025	CHECKED	- BJN	REVISED	-
PLOT TIME	= 9:55:53 AM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

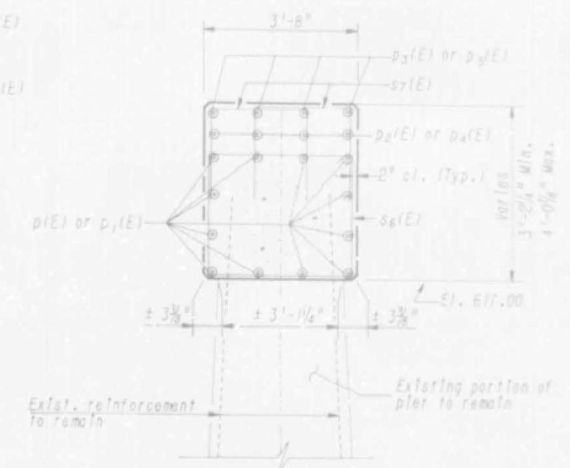
EXISTING PLANS (11 OF 14)
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-33 OF S-36 SHEETS

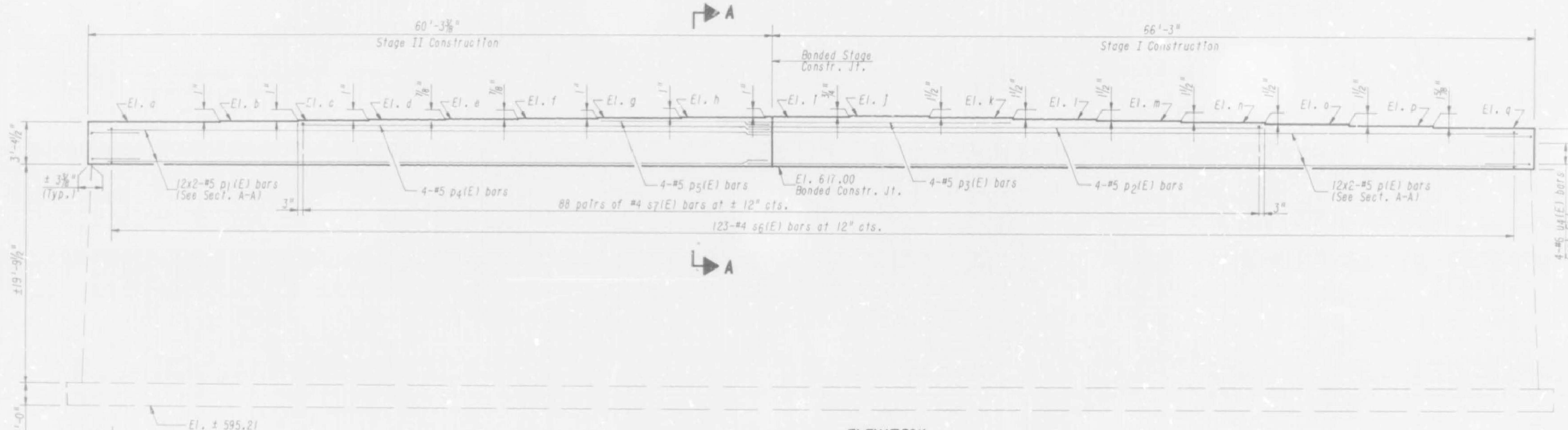
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	50
			CONTRACT NO. 62Y17	
		ILLINOIS	FED. AID PROJECT	



TOP PLAN



SECTION A-A



ELEVATION

(Looking East)

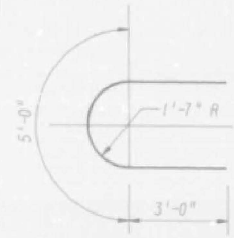
BILL OF MATERIAL

BAR	NUMBER	SIZE	LENGTH	SHAPE
p (E)	24	#5	34'-6"	
p_1(E)	24	#5	30'-3"	
p_2(E)	4	#5	46'-3"	
p_3(E)	4	#5	23'-9"	
p_4(E)	4	#5	42'-5"	
p_5(E)	4	#5	15'-5"	
u_4(E)	8	#6	11'-0"	
s_6(E)	123	#4	13'-1"	
s_7(E)	176	#4	5'-8"	
Reinforcement Bars Epoxy Coated		Lbs.	4,030	
Class X Concrete		Cu. Yd.	62.8	

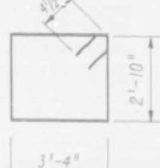
Reinforcement bars designated (E) shall be epoxy coated.

Bars indicated thus 1 x 3-#5 etc. indicates 1 line of bars with 3 lengths per line.

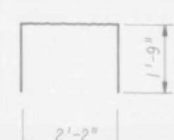
Lap #5 bars 2'-2" min.



BAR u_4(E)



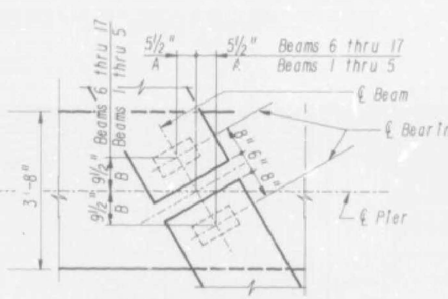
BAR s_6(E)



BAR s_7(E)

A & B DIMENSIONS

Beam No.	A	B
1	5"	9 13/16"
2	5"	9 13/16"
3	5 1/8"	9 3/4"
4	5 1/4"	9 11/16"
5	5 3/8"	9 9/16"



LOCATION OF BEARING

See Sheet 14 of 33 for anchor bolt locations.

ELEVATION TABLE

El. a	620.37
El. b	620.45
El. c	620.54
El. d	620.62
El. e	620.69
El. f	620.77
El. g	620.85
El. h	520.93
El. i	621.02
El. j	621.08
El. k	620.95
El. l	620.83
El. m	620.70
El. n	620.57
El. o	620.45
El. p	620.32
El. q	620.19

Notes:

Space reinforcement in cap to miss anchor bolts.

Pour steps monolithically with cap.

All edges shall have a standard ¾" chamfer except as noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER DES PLAINES RIVER

PIER 1

F.A.U. RTE 1453
SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89
STA. 377+61.44
COOK COUNTY

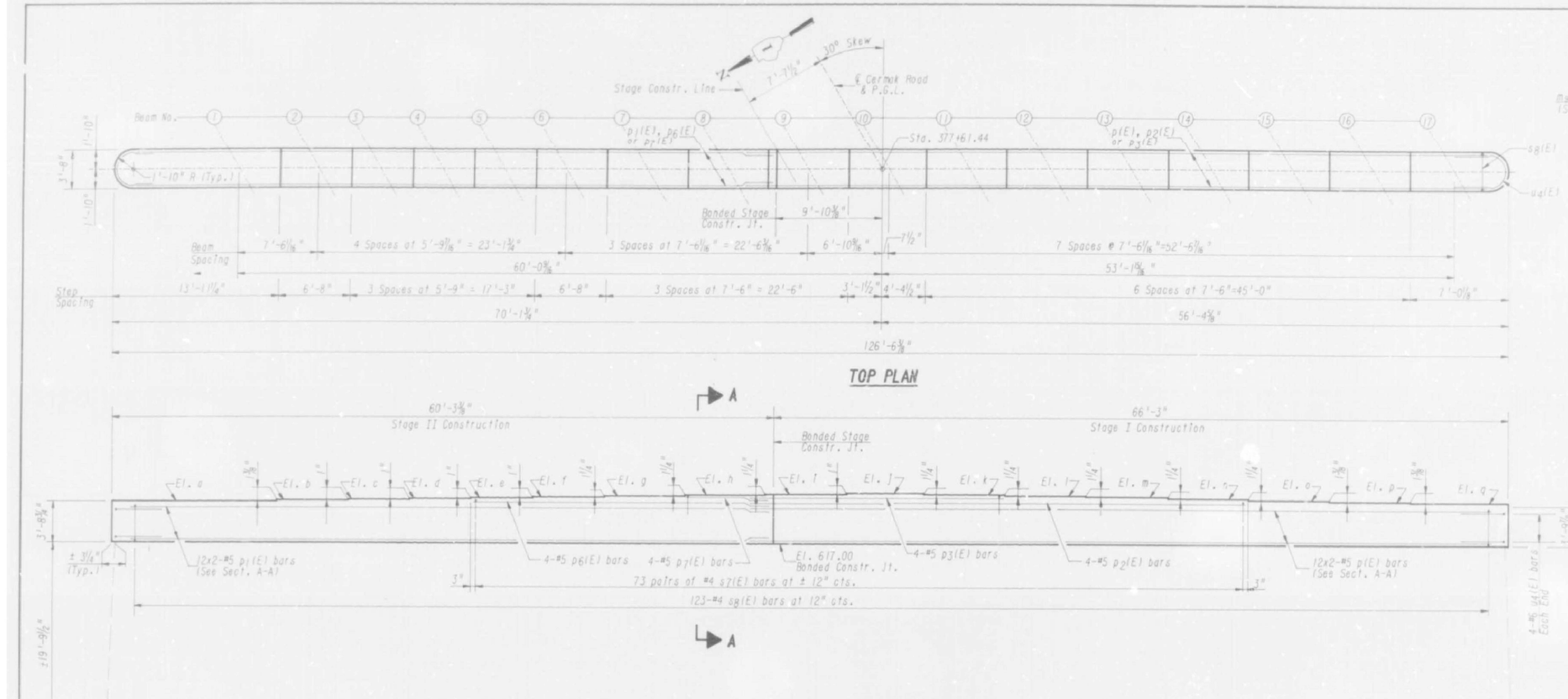
Structure #: 016-0634   Date: August, 1991

Donohue Engineers & Architects

DESIGN BY:	DESIGN CK'D. BY:	DRAWN BY:	CHECKED BY:
J.H.R.	S.C.L.	N.J.T.	H.S.
PROJECT NUMBER 18046.00			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	**	COOK	52	24
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

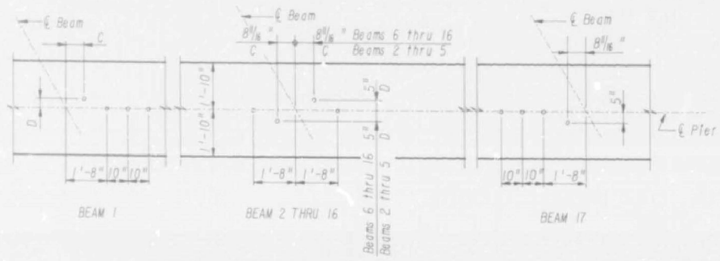
** SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-09



TOP PLAN

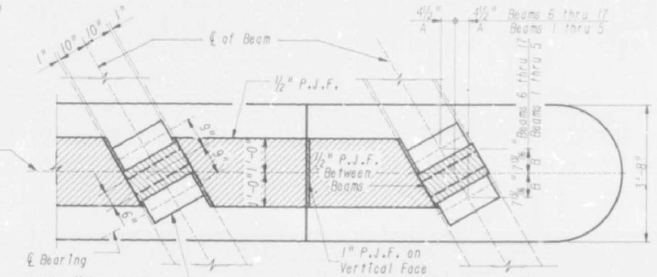
ELEVATION

(Looking East)



LOCATION OF DOWEL BARS

4-mg bars per beam.
Quantity included with Superstructure.



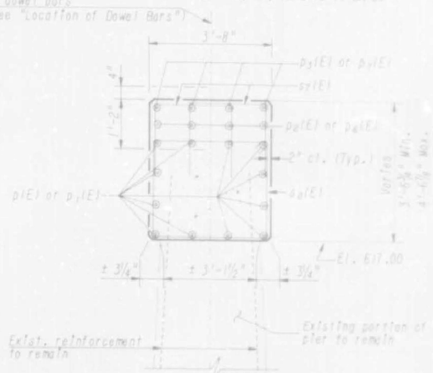
LOCATION OF FIXED BEARING

A THRU D DIMENSIONS

Beam No.	A	B	C	D
1	4⅛"	8"	8⅛"	4⅝"
2	4⅛"	8"	8⅛"	4⅝"
3	4⅜"	7⅝"	8⅛"	4⅛"
4	4⅝"	7⅞"	8⅛"	4⅛"
5	4⅜"	7⅞"	8¾"	4⅞"

ELEVATION TABLE

El. a	620.73
El. b	620.84
El. c	620.93
El. d	621.01
El. e	621.09
El. f	621.18
El. g	621.28
El. h	621.39
El. i	621.49
El. j	621.57
El. k	621.47
El. l	621.37
El. m	621.26
El. n	621.16
El. o	621.05
El. p	620.94
El. q	620.82



SECTION A-A

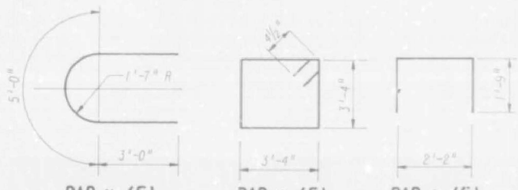
BILL OF MATERIAL

BAR	NUMBER	SIZE	LENGTH	SHAPE
p (E)	24	#5	34'-6"	
p1(E)	24	#5	30'-3"	
p2(E)	4	#5	46'-3"	
p3(E)	4	#5	23'-9"	
p6(E)	4	#5	27'-11"	
p7(E)	4	#5	8'-0"	
u4(E)	8	#6	11'-0"	
s7(E)	146	#4	5'-8"	
s8(E)	123	#4	14'-1"	
Reinforcement Bars Epoxy Coated		Lbs.	3,910	
Class X Concrete		Cu. Yd.	7L7	

Reinforcement bars designated (E) shall be epoxy coated.

Bars indicated thus (x 3-#5 etc. indicates 1 line of bars with 3 lengths per line.

Lap #5 bars 2'-2" min.



Notes:

Space reinforcement in cap to miss anchor bolts.

Pour steps monolithically with cap.

All edges shall have a standard ¾" chamfer except as noted.

Donohue
Engineers & Architects

DESIGN BY:	DESIGN CH'D. BY:	DRAWN BY:	CHECKED BY:
J.H.R.	S.C.L.	N.J.T.	H.S.

PROJECT NUMBER 18046.007

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER DES PLAINES RIVER

PIER 2

F.A.U. RTE 1453
SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-09
STA. 377+61.44
COOK COUNTY

Structure #: 016-0634 Date: August, 1991

Sheet 24 of 33

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/600 CADD Drawings/604 Structural/Sheets/S-35_EXST PLAN-13.dgn

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

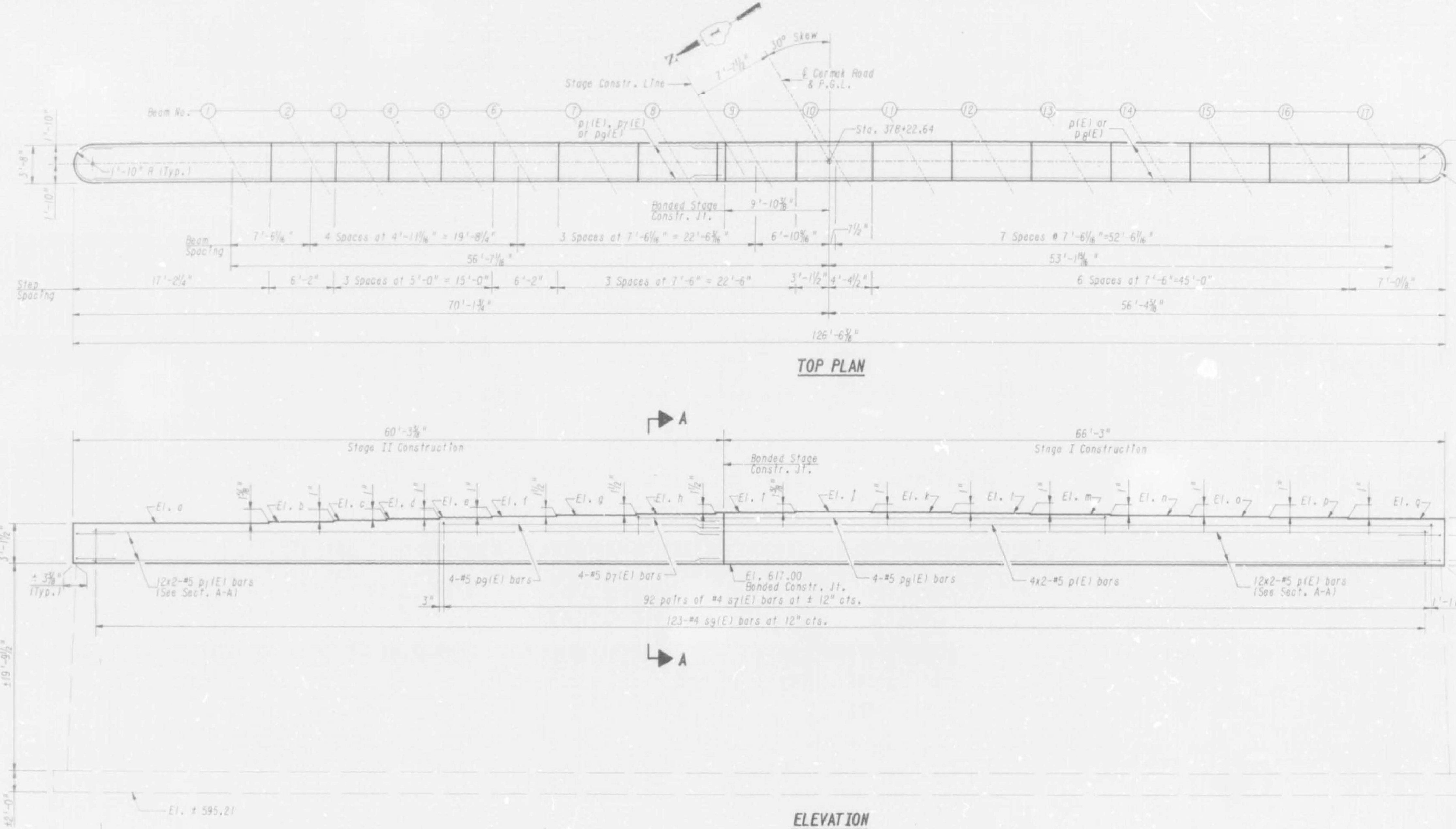
USER NAME	= maabdo	DESIGNED	- AH	REVISED	-
PLOT SCALE	=	DRAWN	- AH	REVISED	-
PLOT DATE	= 11/25/2025	CHECKED	- BJN	REVISED	-
PLOT TIME	= 9:56:29 AM	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (13 OF 14)
STRUCTURE NO. 016-0634

SCALE: | SHEET NO. S-35 OF S-36 SHEETS

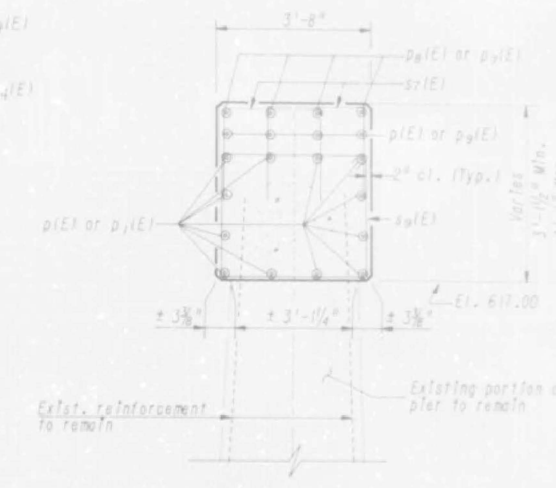
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	52
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		



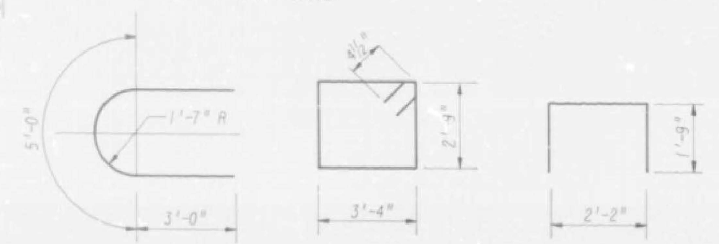
TOP PLAN

ELEVATION

(Looking East)



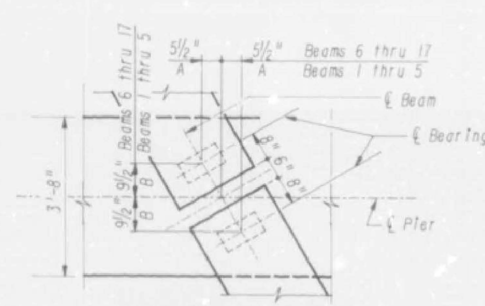
SECTION A-A



BAR u_4(E) BAR s_9(E) BAR s_7(E)

A & B DIMENSIONS

Beam No.	A	B
1	5"	9 13/16"
2	5"	9 13/16"
3	5 1/8"	9 3/4"
4	5 1/4"	9 11/16"
5	5 3/8"	9 9/16"



LOCATION OF BEARING

See Sheet 14 of 33 for anchor bolt locations.

Notes:

Space reinforcement in cap to miss anchor bolts.

Pour steps monolithically with cap.

All edges shall have a standard ¾" chamfer except as noted.

ELEVATION TABLE

El. a	620.12
El. b	620.25
El. c	620.33
El. d	620.42
El. e	620.50
El. f	620.59
El. g	620.71
El. h	620.84
El. i	620.96
El. j	621.08
El. k	621.00
El. l	620.91
El. m	620.83
El. n	620.75
El. o	620.66
El. p	620.58
El. q	620.49

BILL OF MATERIAL

BAR	NUMBER	SIZE	LENGTH	SHAPE
p (E)	32	#5	34'-6"	——
p_1(E)	24	#5	30'-3"	——
p_7(E)	4	#5	8'-0"	——
p_8(E)	4	#5	38'-10"	——
p_9(E)	4	#5	26'-8"	——
u_4(E)	8	#6	11'-0"	⊃
s_7(E)	184	#4	5'-8"	⊓
s_9(E)	123	#4	12'-11"	▭
Reinforcement Bars Epoxy Coated			Lbs.	4,120
Class X Concrete			Cu. Yd.	62.7

Reinforcement bars designated (E) shall be epoxy coated.

Bars indicated thus 1 x 3-#5 etc. indicates 1 line of bars with 3 lengths per line.

Lap #5 bars 2'-2" min.

ILLINOIS DEPARTMENT OF TRANSPORTATION
CERMAK ROAD OVER DES PLAINES RIVER

PIER 3

F.A.U. RTE 1453
SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89
STA. 377+61.44
COOK COUNTY

Structure #: 016-0634 Date: August, 1991

Donohue Engineers & Architects

DESIGN BY:	DESIGN CK'D. BY:	DRAWN BY:	CHECKED BY:
J.H.R.	S.C.L.	N.J.T.	H.S.
PROJECT NUMBER 18046.007			

SCALE = 3/16" DATE:

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/600 CADD Drawings/604 Structural/Sheets/S-36_EXST PLAN-14.dgn

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Chicago, Illinois 60606
312.857.1006

USER NAME = maabdo	DESIGNED - AH	REVISED -	
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PLOT DATE = 11/25/2025	CHECKED - BJN	REVISED -	
PLOT TIME = 9:56:48 AM	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

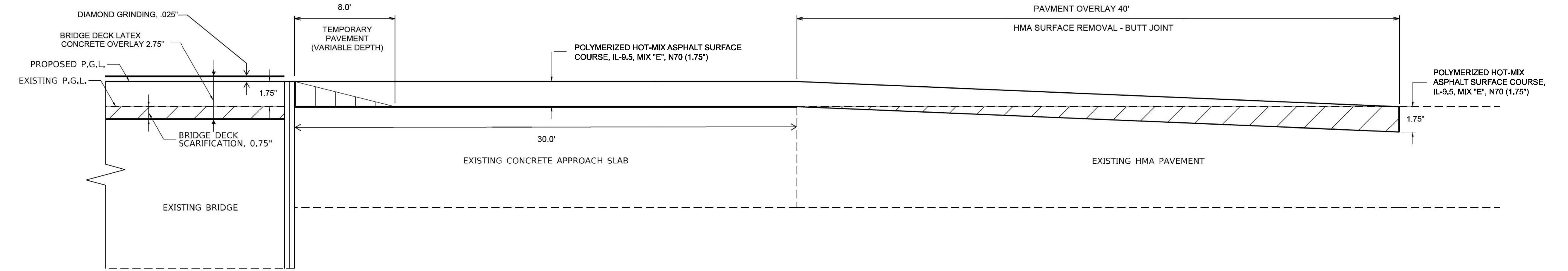
EXISTING PLANS (14 OF 14)
STRUCTURE NO. 016-0634

SCALE: SHEET NO. S-36 OF S-36 SHEETS

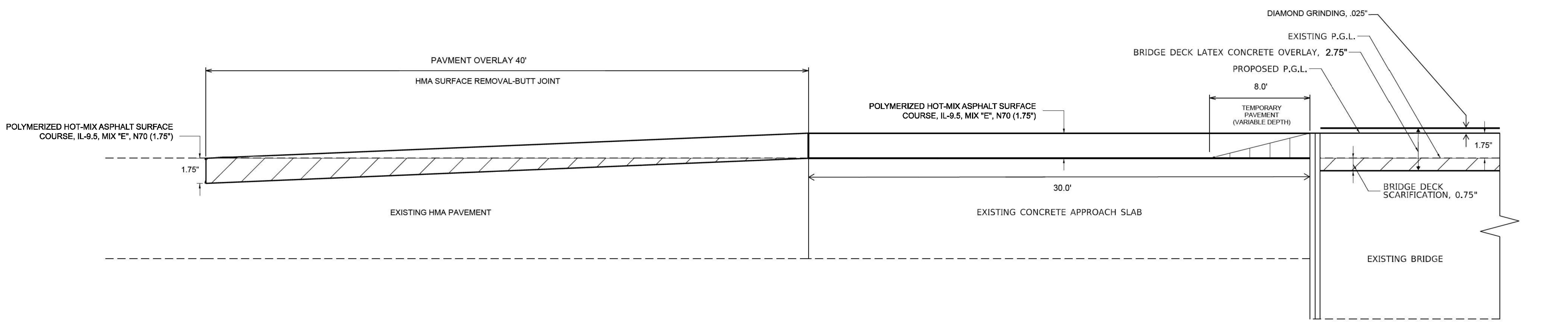
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	53

CONTRACT NO. 62Y17

ILLINOIS FED. AID PROJECT



PAVEMENT OVERLAY DETAIL



PAVEMENT OVERLAY DETAIL

NOTE:
1. THE TEMPORARY PAVEMENT (VAR DEPTH) WEDGE SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-009/600 CADD Drawings/603 Civil/Sheets/D9116123-sht-Butt Joint Details.dgn

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PLOT DATE = 11/24/2025	CHECKED - MA	REVISED -	
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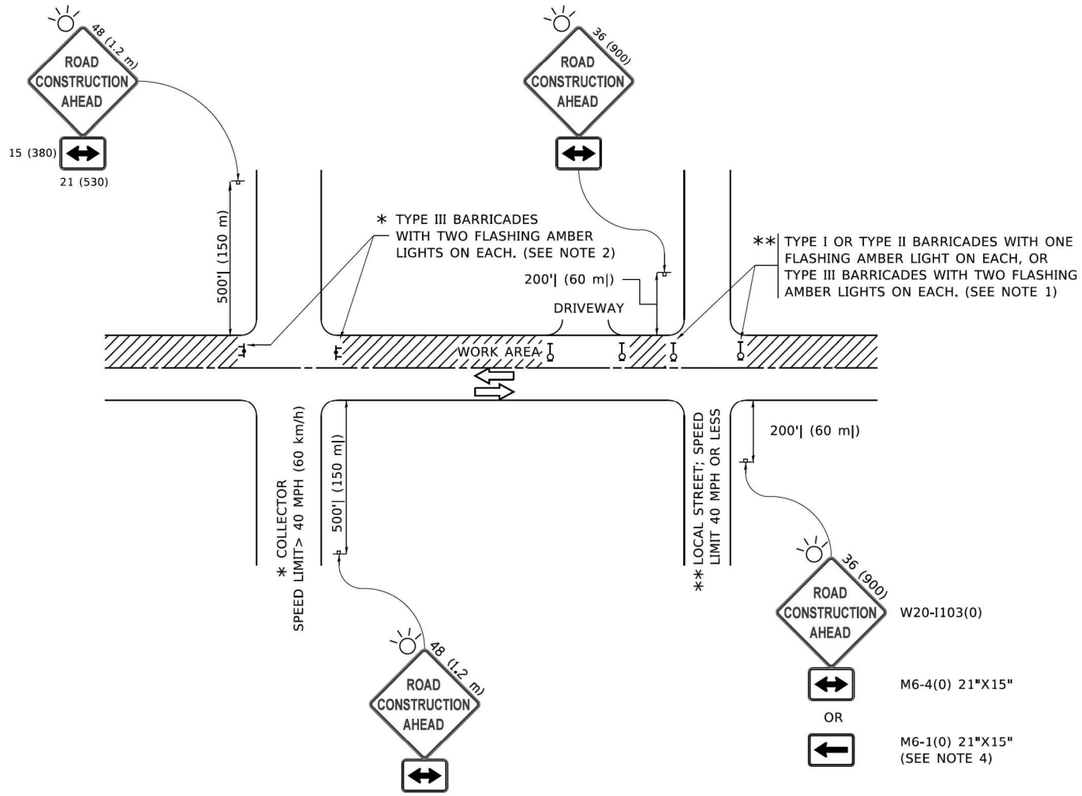
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAIL
BUTT JOINT (MODIFIED)

SCALE:	SHEET NO. D-1 OF D-7 SHEETS	STA. 00+000 TO STA. 00+000

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	54
		CONTRACT NO. 62Y17		
		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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Chicago, Illinois 60606
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USER NAME = maabdo	DESIGNED - MA	REVISED -	
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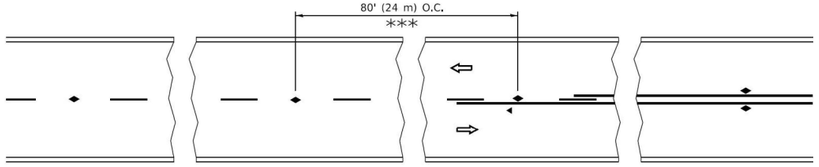
PLOT TIME = 10:14:43 AM	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTION, AND DRIVEWAYS

SCALE: NTS | SHEET NO. D-2 OF D-7 SHEETS | STA. 00+000 TO STA. 00+000

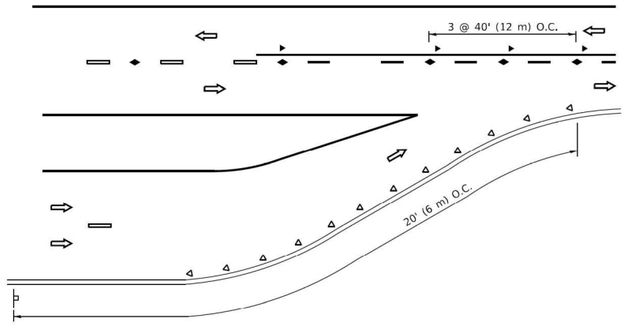
FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	55
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		



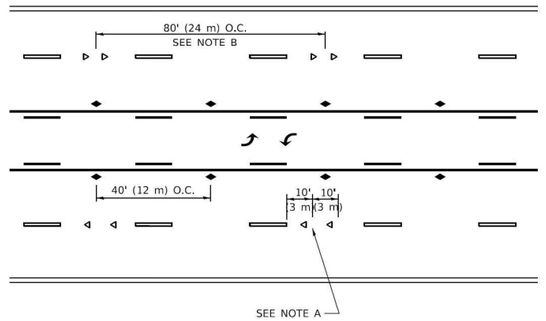
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO–LANE/TWO–WAY

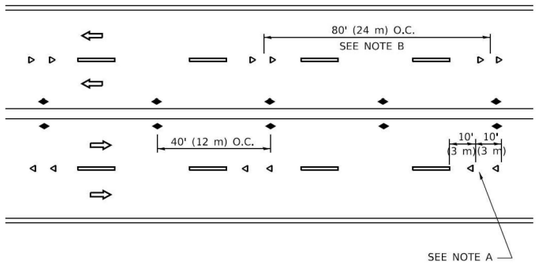
SEE FIGURE 3B-14 MUTCD



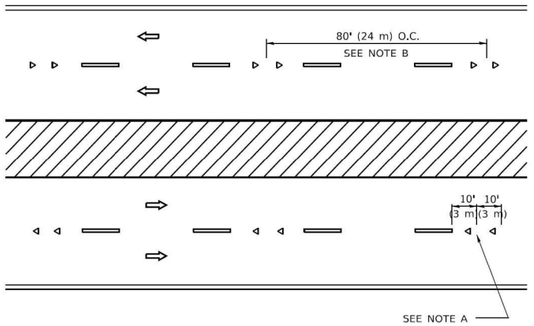
LANE REDUCTION TRANSITION



TWO–WAY LEFT TURN



MULTI–LANE/UNDIVIDED



MULTI–LANE/DIVIDED

GENERAL NOTES

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

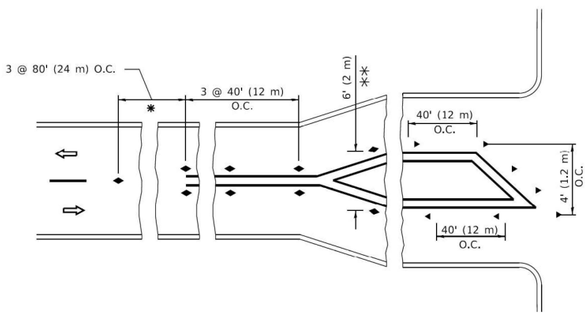
SYMBOLS

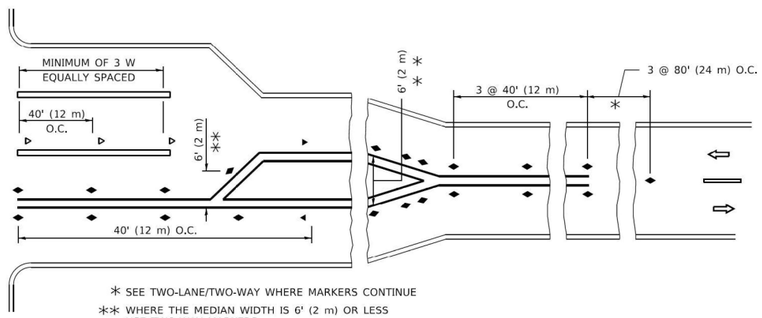
- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.





* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

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

TURN LANES

DESIGN NOTES

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

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

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USER NAME	= maabdo	DESIGNED	- MA	REVISED	-
PLOT SCALE	= 0.16666667 ' / In.	DRAWN	- DJB	REVISED	-
PLOT DATE	= 11/25/2025	CHECKED	- MA	REVISED	-
PLOT TIME	= 10:14:57 AM	DATE	-	REVISED	-

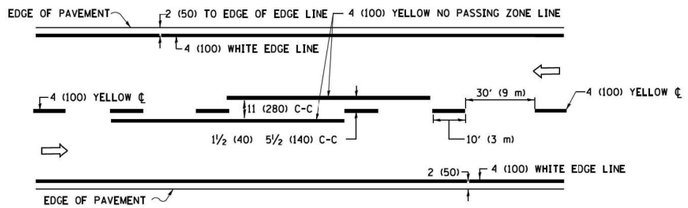
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

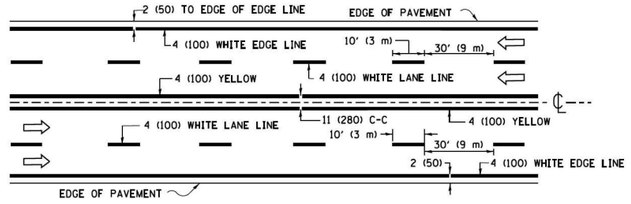
SCALE: NTS | SHEET NO. D-3 OF D-7 SHEETS | STA. 00+000 TO STA. 00+000

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	56
		CONTRACT NO. 62Y17		
		ILLINOIS	FED. AID PROJECT	

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-006/600 CAD Drawings/603 Civil/Sheets/D9116123-sht-TC11.dgn



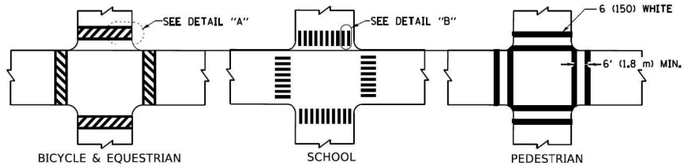
2–LANE ROADWAY

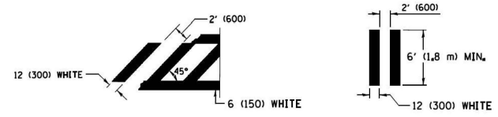


MULTI–LANE UNDIVIDED

MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

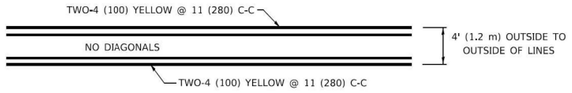




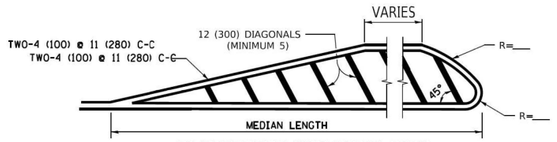
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



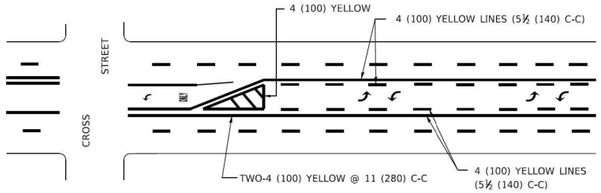
4' (1.2 m) WIDE MEDIANS ONLY



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

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

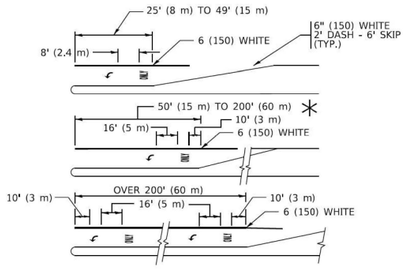
MEDIANS OVER 4' (1.2 m) WIDE



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

MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

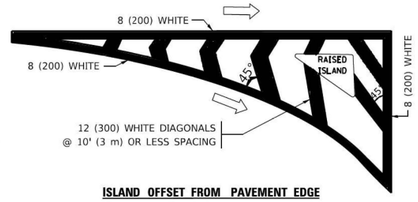


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²

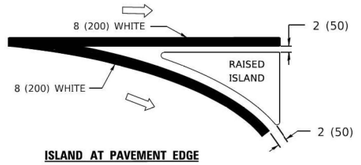
✱ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

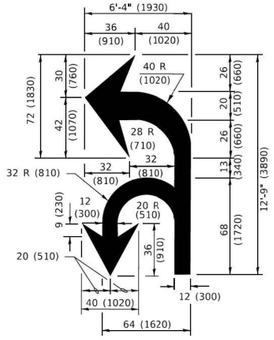


ISLAND OFFSET FROM PAVEMENT EDGE

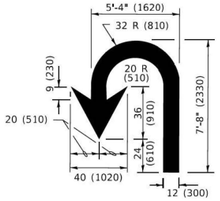


ISLAND AT PAVEMENT EDGE

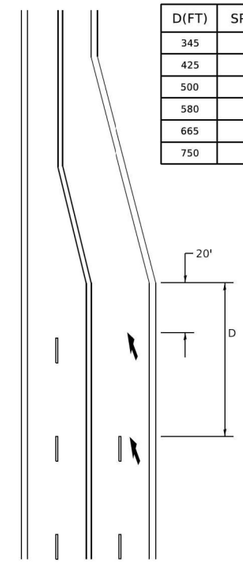
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

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. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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.

FILE NAME: pw://dbsterlin-pw.bentley.com:dbsterlin-pw-01/Documents/Projects/PTB 209-017/Task-006/600 CADD Drawings/603 Civil/Sheets/D91161923-sht-TC13.dgn

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USER NAME	= maabdo	DESIGNED	- MA	REVISED	-
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

SCALE: NTS | SHEET NO. D-4 OF D-7 SHEETS | STA. 00+000 TO STA. 00+000

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	57
		CONTRACT NO. 62Y17		
		ILLINOIS	FED. AID PROJECT	

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

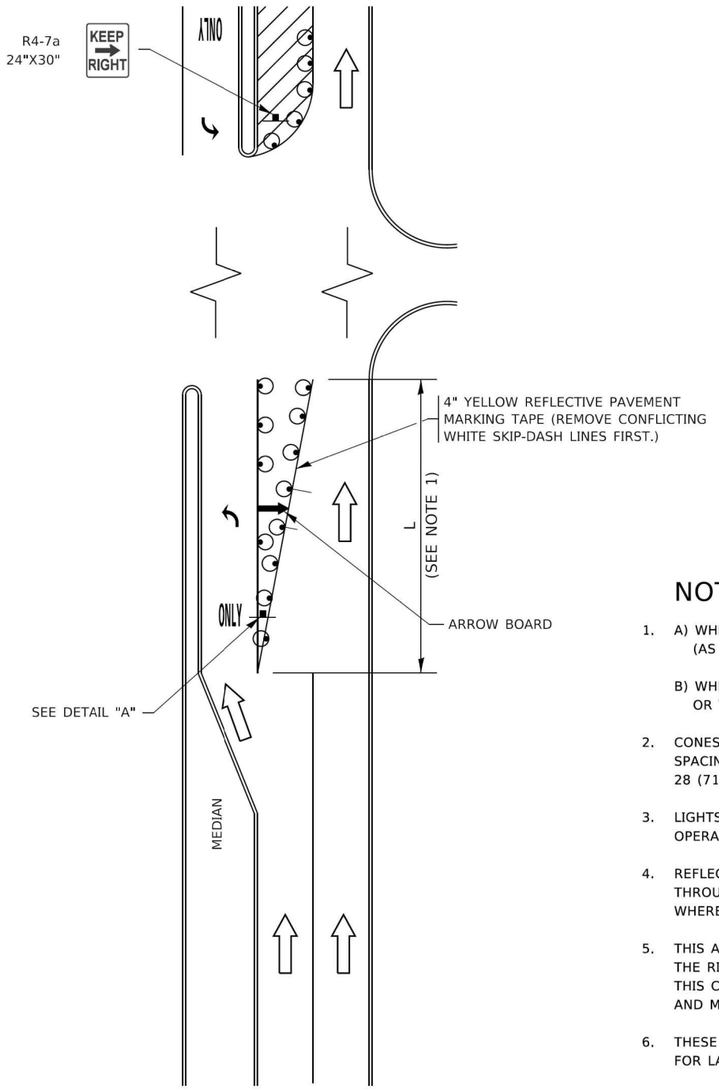


FIGURE 1

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

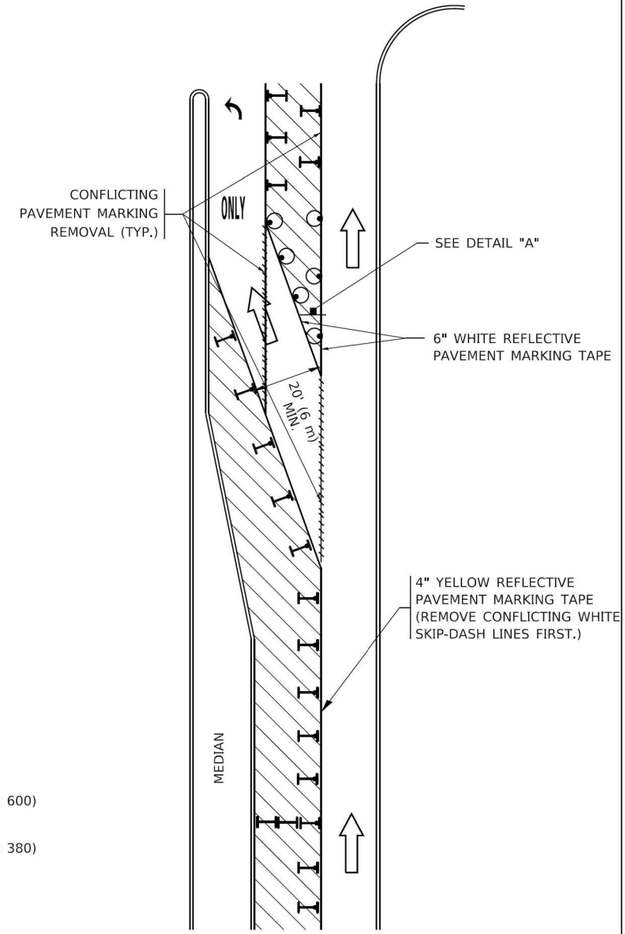
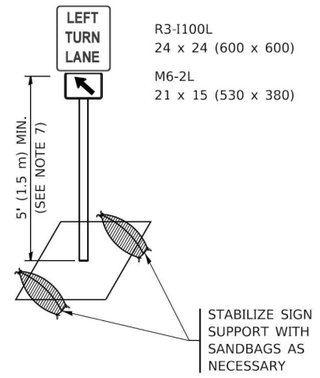


FIGURE 2



DETAIL A

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

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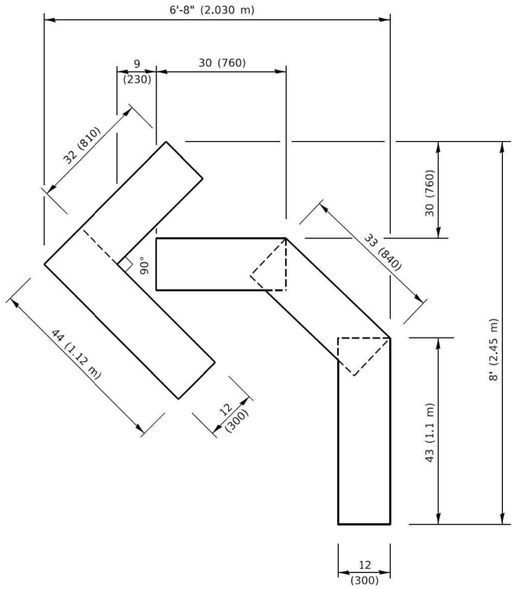
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION AT TURN KEYS (TO REMAIN OPEN TO TRAFFIC)

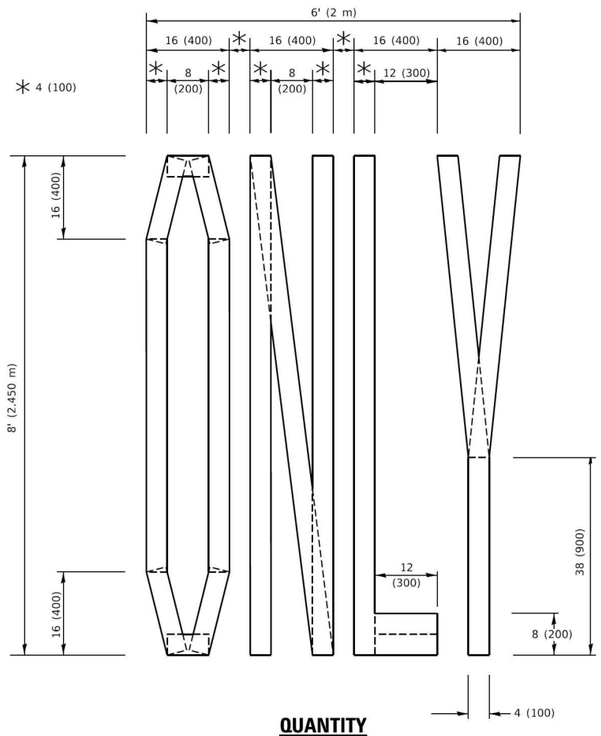
SCALE: NTS | SHEET NO. D-5 OF D-7 SHEETS | STA. 00+000 TO STA. 00+000

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	58
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		



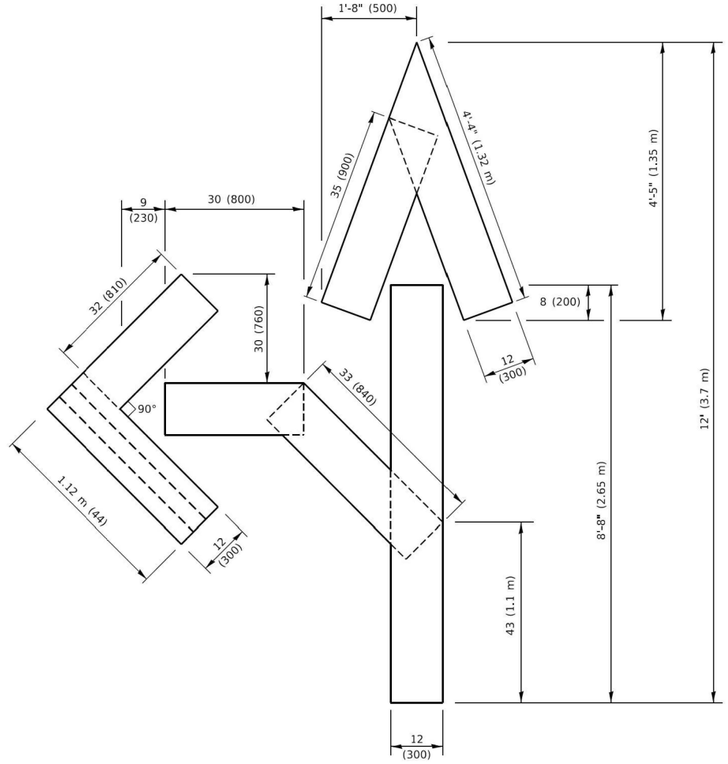
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

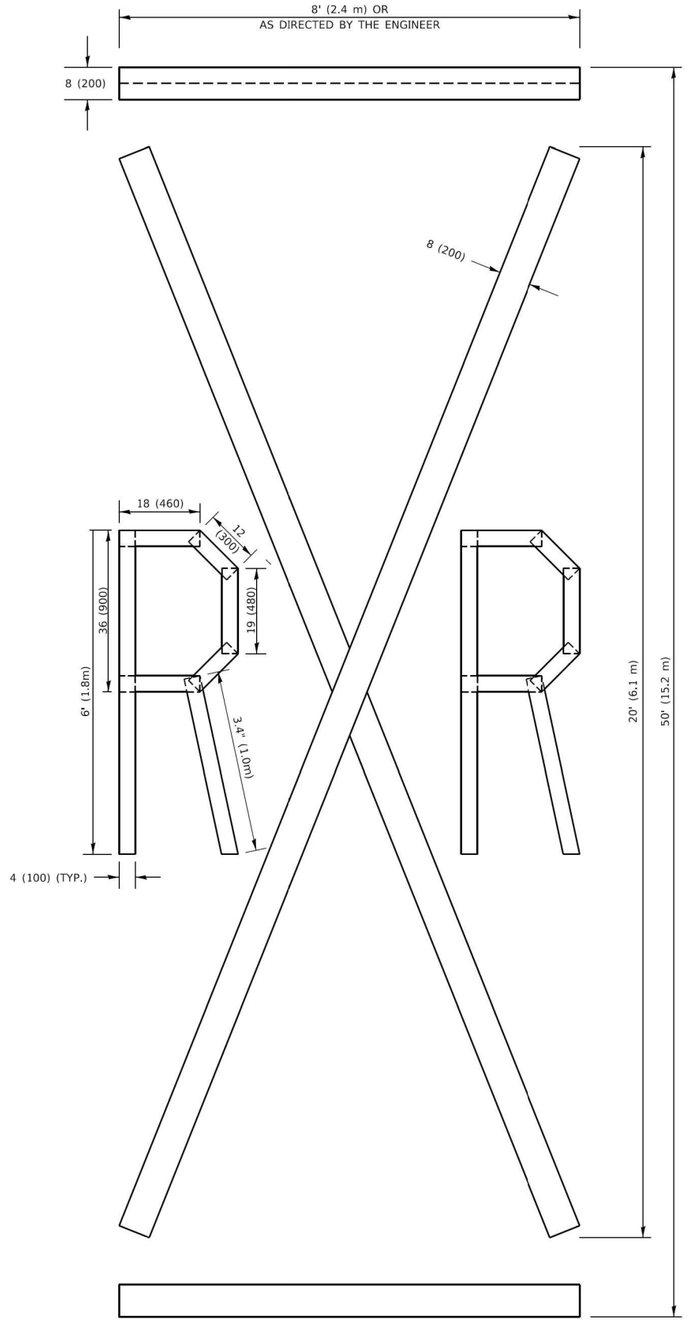


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

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.



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

FILE NAME: pw:\\dbsterlin-pw.bentley.com:dbsterlin-pw-01\Documents\Projects\PTB 209-017\Task-009\600 CADD Drawings\603 Civil\Sheets\D9116123-sht-TC16.dgn

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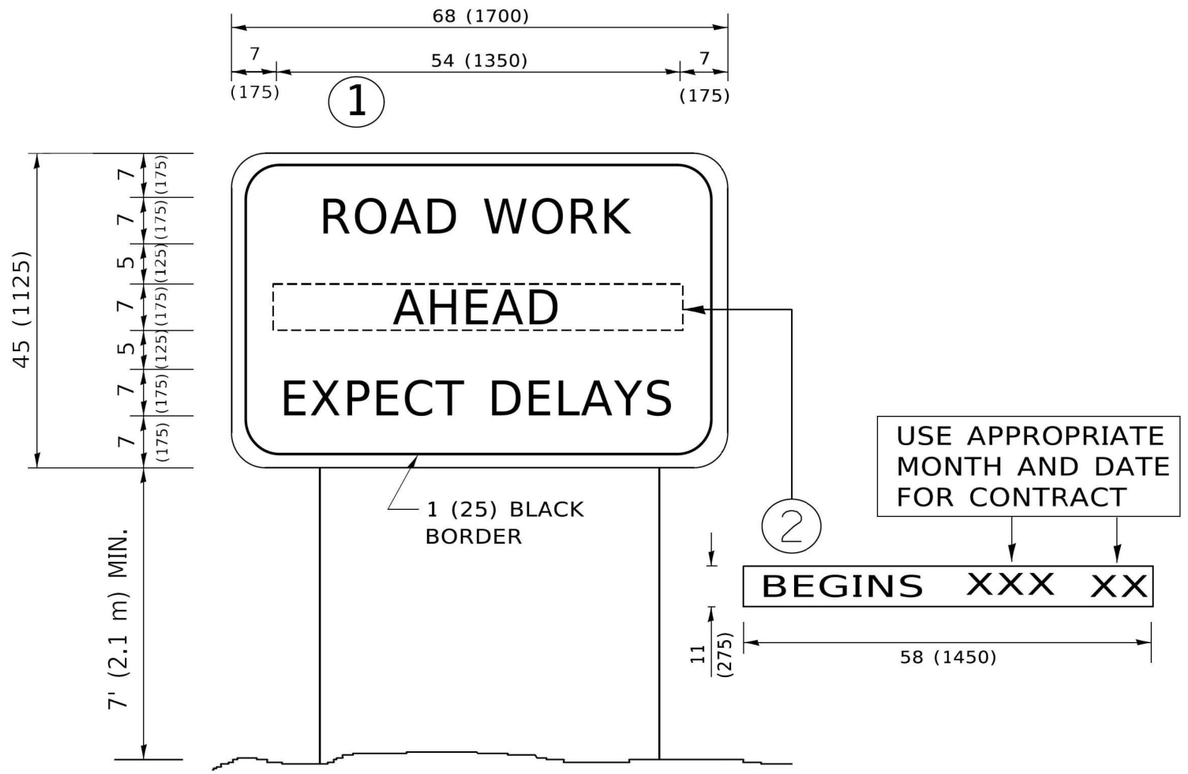
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKINGS
LETTER AND SYMBOLS

SCALE: NTS | SHEET NO. D-6 OF D-7 SHEETS | STA. 00+000 TO STA. 00+000

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	59
		CONTRACT NO. 62Y17		
	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NTS | SHEET NO. D-7 OF D-7 SHEETS | STA. 00+000 TO STA. 00+000

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	60
		CONTRACT NO. 62Y17		
	ILLINOIS FED. AID PROJECT			