

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2

ILLINOIS ROUTE 50
FUNCTIONAL CLASSIFICATION:
OTHER PRINCIPAL ARTERIAL
 EXISTING AADT (2013): 16,600
 PROPOSED AADT (2032): 18,952
 POSTED SPEED LIMIT: 45 MPH
 DESIGN SPEED: 55 MPH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROPOSED
HIGHWAY PLANS
FAI ROUTE 57 (INTERSTATE 57) AT
ILLINOIS ROUTE 50 (CICERO AVE.) (SN 016-1014)
SECTION 0909-1015HB-BR
PROJECT: NHPP-AØEP(762)
BRIDGE REHABILITATION
COOK COUNTY
C-91-356-12

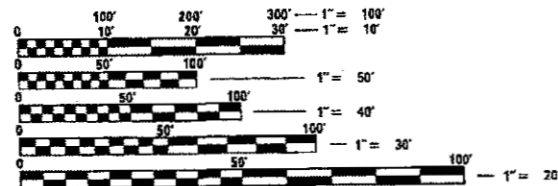
F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	1
ILLINOIS CONTRACT NO. 60T44				

0-91-356-12



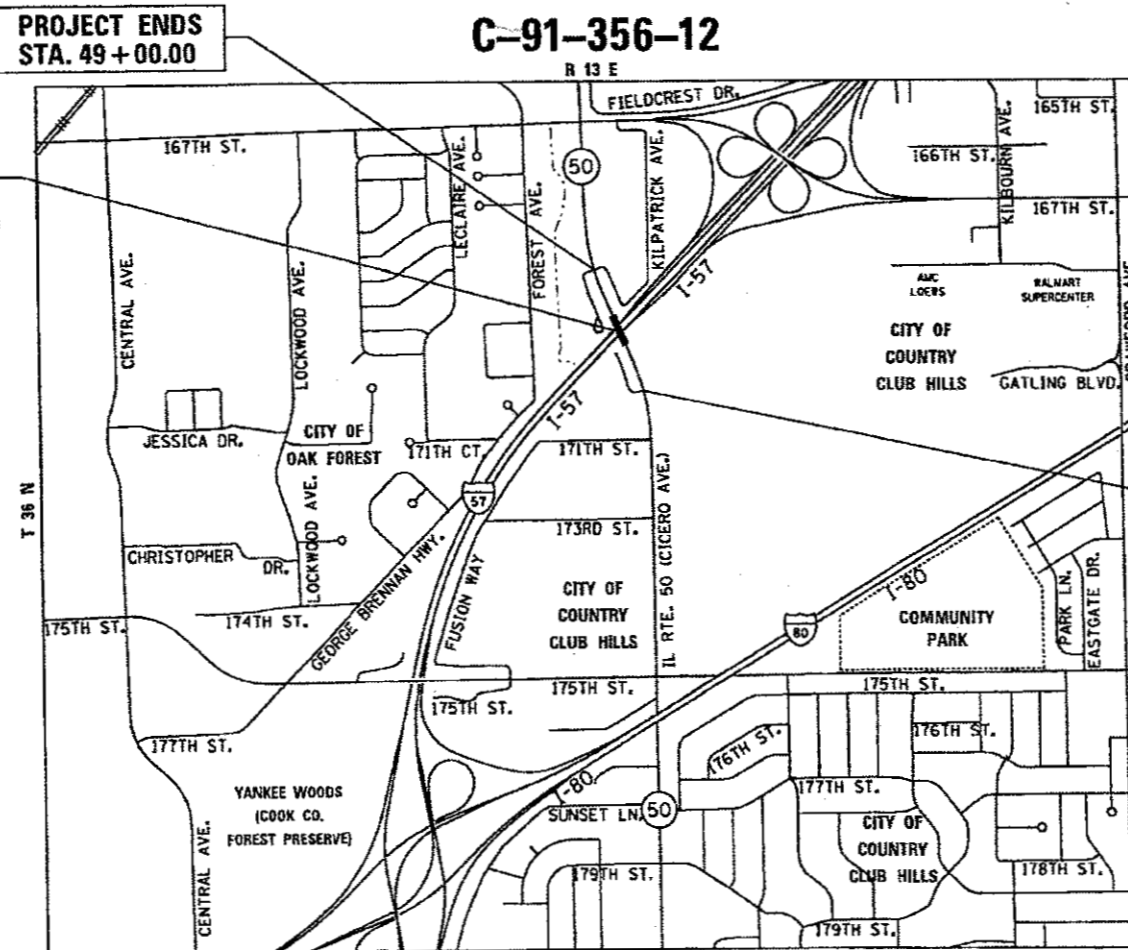
SN 016-1014
 IL 50 STA. 40+00.00 =
 I-57 STA. 450+43.74

IMPROVEMENT IS LOCATED IN THE CITY OF COUNTRY CLUB HILLS



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



PROJECT BEGINS STA. 31+02.32

PROJECT ENDS STA. 49+00.00



DAVID L. PIENIAZEK, P.E.
 IL. LIC. NO. 062-058013
 DATE SIGNED: 11/16/17
 EXPIRE DATE: 11/30/2019

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 SUBMITTED December 8, 2017
Anthony J. Quigley / *AS*
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
 Feb 2 2018
Paul P.
 ENGINEER OF DESIGN AND ENVIRONMENT
 Feb 2 2018
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PROJECT ENGINEER ALAIN MIDY (847) 221-3056
 PROJECT MANAGER ISSAM RAYYAN

CONTRACT NO. 60T44

BREMEN TWP.
 LOCATION MAP
 NOT TO SCALE
 GROSS LENGTH = 1,797.68 FT. = 0.340 MILE
 NET LENGTH = 1,797.68 FT. = 0.340 MILE



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INDEX OF SHEETS

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GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL *JULIE* AT 1-800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
2. 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE CITY OF COUNTRY CLUB HILLS.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
5. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
6. 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 DIRECTED BY THE ENGINEER.
7. THE RESIDENT ENGINEER SHALL CONTACT MS. PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER AT (708) 597-9800 A MINIMUM OF TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
8. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL TYPICAL APPLICATIONS * RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) SHOWN IN THE PLANS.
9. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
10. THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 AND THE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT (847)705-4155 A MINIMUM OF 72 HOURS PRIOR TO START.
11. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
12. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
13. OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS. OVERNIGHT CLOSURES SHALL NOT BE ALLOWED ON CICERO AVENUE. DAYTIME CLOSURES WILL NOT BE ALLOWED ON I-57 FOR THIS CONTRACT.

14. PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR TEMPORARY PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF TEMPORARY PAVEMENT MARKING TAPE REMOVAL SHALL BE INCLUDED IN THE COST OF TEMPORARY PAVEMENT MARKING REMOVAL.
15. FULL DEPTH SAW CUTS SHALL BE MADE AS DIRECTED BY THE ENGINEER TO REMOVE THE CURB AND GUTTER, PAVEMENT, AND MEDIAN. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR THE ITEM BEING REMOVED.
16. THE CONTRACTOR SHALL CONFIRM THE QUANTITY AND LENGTHS OF STORM SEWER, INLETS AND END SECTIONS WITH THE ENGINEER PRIOR TO ORDERING.
17. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
18. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR (4) SAND BAGS PER BARRICADE
19. SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.
20. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
21. THE REMOVAL OF GUARDRAIL TERMINAL SECTIONS SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT *FOR GUARDRAIL REMOVAL.

HIGHWAY STANDARDS

280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-09	PAVEMENT JOINTS
420401-12	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
421001-03	BAR REINFORCEMENT FOR CRC PAVEMENT
515001-03	NAME PLATE FOR BRIDGES
542401-03	METAL END SECTION FOR PIPE CULVERTS
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
610001-08	SHOULDER INLET WITH CURB
630001-12	STEEL PLATE BEAM GUARDRAIL
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-15	TRAFFIC BARRIER TERMINAL, TYPE 6
664001-02	CHAIN LINK FENCE
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701400-09	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-11	LANE CLOSURE, FREEWAY/EXPRESSWAY
701421-08	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS > 45 MPH TO 55 MPH
701428-01	TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
701446-09	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-09	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-07	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
780001-05	TYPICAL PAVEMENT MARKINGS
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 ILLINOIS ROUTE 50 (CICERO AVENUE) OVER I-57
 INDEX OF SHEETS, GENERAL NOTES, AND HIGHWAY STANDARDS

SCALE: 100.0000 SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	2
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T44	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				80% FED 20% STATE	
				ROADWAY 0004	STRUCTURES 0013
* 72000300	SIGN PANEL - TYPE 3	SQ FT	120	120	0
* 73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	16	16	0
73602000	REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	EACH	1	1	0
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	109.0	109.0	0.0
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	16,905	16,905	0
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	574	574	0
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	873	873	0
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	90	90	0
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	60	60	0
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	1,749	1,749	0
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	90	90	0
78100200	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	EACH	32	32	0
78100300	REPLACEMENT REFLECTOR	EACH	135	135	0
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	25	25	0
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	77	77	0
* 81100320	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	533	533	0
* 81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	16	16	0
* 81300420	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 10" X 8" X 6"	EACH	4	4	0
* 81300810	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 12" X 8"	EACH	2	2	0
* 81603090	UNIT DUCT, 600V, 3-1C NO. 4, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	135	135	0
* 81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	557	557	0
* 81702415	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 6	FOOT	557	557	0
* 82107200	UNDERPASS LUMINAIRE, 100 WATT, HIGH PRESSURE SODIUM VAPOR	EACH	16	16	0
* 84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	20	20	0
* X0323927	MAINTENANCE OF LIGHTING SYSTEM	EACH	1	1	0
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	6,241	6,241	0
X6640304	CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED	FOOT	40	40	0
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	0
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1	0
X7015005	CHANGEABLE MESSAGE SIGN	CAL DAY	480	480	0
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	10,423	10,423	0
* X7240600	REMOVE AND RE-ERECT EXISTING SIGN	EACH	3	3	0
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	28	0	28
Z0001903	STRUCTURAL STEEL REMOVAL	POUND	260	0	260
Z0001905	STRUCTURAL STEEL REPAIR	POUND	90	0	90

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				80% FED 20% STATE	
				ROADWAY 0004	STRUCTURES 0013
Z0004552	APPROACH SLAB REMOVAL	SQ YD	265	265	0
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	392	0	392
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	45	0	45
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	0
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	162.0	162.0	0.0
Z0032300	JACKING EXISTING SUPERSTRUCTURE	L SUM	1	0	1
Z0062456	TEMPORARY PAVEMENT	SQ YD	697	697	0
Z0064800	SELECTIVE CLEARING	UNIT	8	8	0
Z0076600	TRAINEES	HOUR	500	500	
Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	500	500	

* SPECIALTY ITEMS
0042

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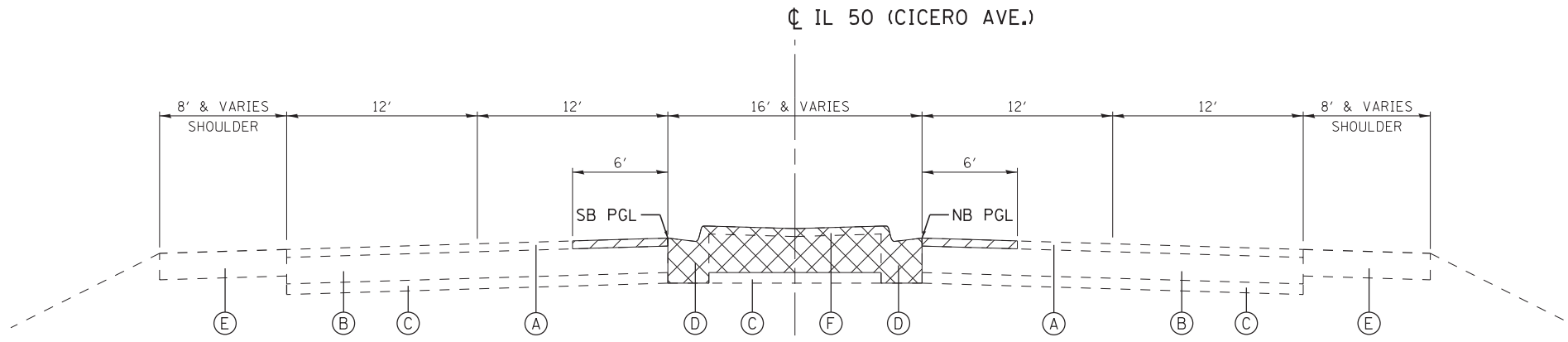
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 50 (CICERO AVENUE) OVER I-57
SUMMARY OF QUANTITIES**

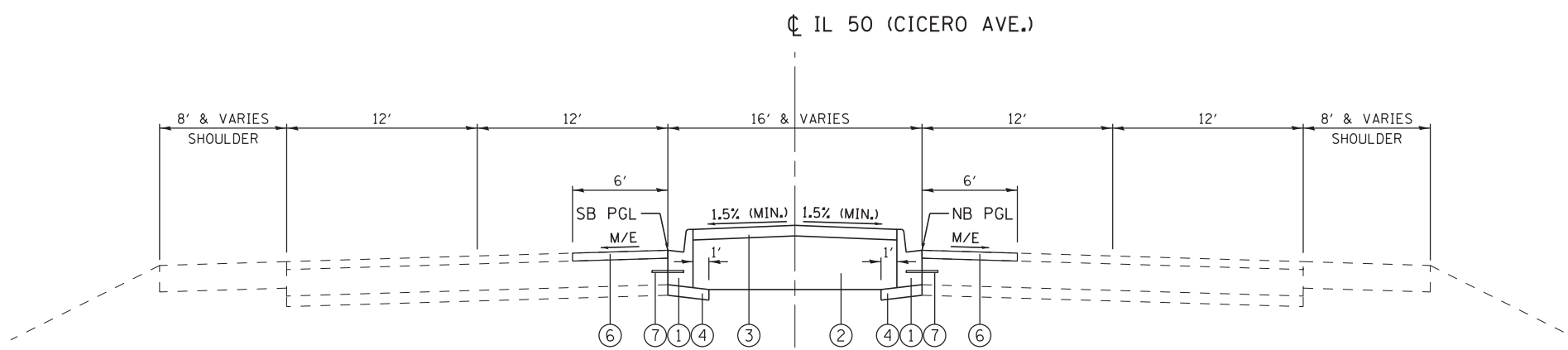
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F.A.I. RTE. 57	SECTION 0909-1015HB-BR	COUNTY COOK	TOTAL SHEETS 86	SHEET NO. 4
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T44	

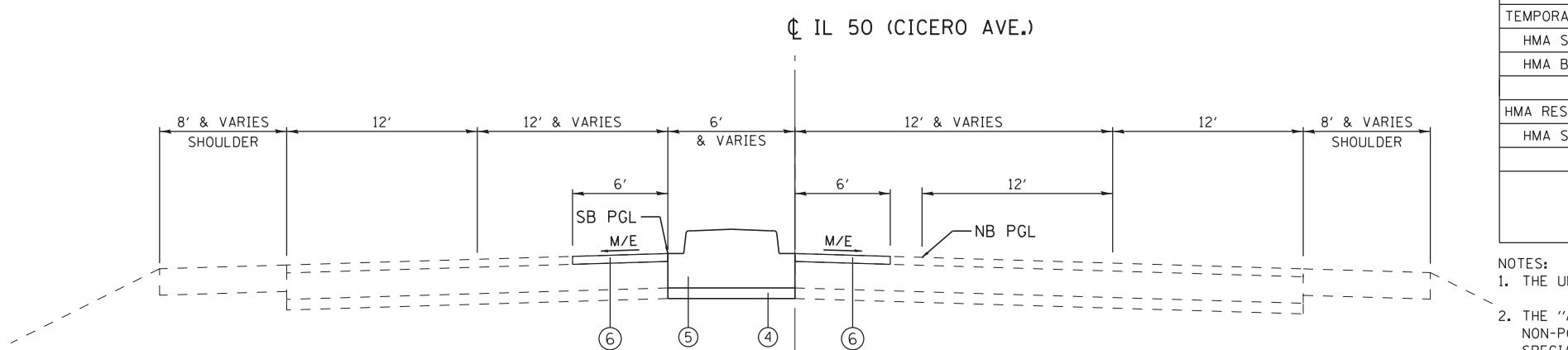
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- EXISTING LEGEND**
- (A) EXIST. HMA SURFACE COURSE, ±3"
 - (B) EXIST. P.C.C. PAVEMENT, ±10"
 - (C) EXIST. SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
 - (D) EXIST. COMBINATION CONCRETE CURB AND GUTTER
 - (E) EXIST. HMA SHOULDER
 - (F) EXIST. TOPSOIL
- COMBINATION CURB & GUTTER REMOVAL
 MEDIAN REMOVAL
 EARTH EXCAVATION
- HOT-MIX ASPHALT SURFACE REMOVAL, 2"



- PROPOSED LEGEND**
- (1) COMBINATION CONCRETE CURB AND GUTTER TYPE, B-9.12
 - (2) EARTH EXCAVATION
 - (3) TOPSOIL EXCAVATION AND PLACEMENT, 4"
SEEDING, CLASS 2A
EROSION CONTROL BLANKET
(SEE PLAN SHEET FOR LOCATIONS)
 - (4) SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
 - (5) CONCRETE MEDIAN, TYPE SB-9.12
 - (6) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
 - (7) #6 (20) EPOXY COATED TIE BAR 24" LONG AT 24" CENTERS
(INCLUDED IN THE PRICE FOR COMB CC&G TB9.12)
- M/E MATCH EXISTING CROSS SLOPE



HMA MIXTURE REQUIREMENTS CHART

MIXTURE TYPE	AIR VOIDS @ NDes	QUALITY MANAGEMENT PROGRAM (QMP)
TEMPORARY PAVEMENT		
HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm), 2"	4% @ 70 GYR.	QC/OA
HMA BINDER COURSE, IL-19.0, N70, 8"	4% @ 70 GYR.	QC/OA
HMA RESURFACING		
HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm), 2"	4% @ 70 GYR.	QC/OA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/OA) QUALITY CONTROL FOR PERFORMANCE (QCP) PAY FOR PERFORMANCE (PFP)		

- NOTES:**
- THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 S/SY/IN.
 - THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
 - FOR USED OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS
 - QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE
 - PC CONCRETE TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ART. 1020 OF THE STANDARD SPECIFICATIONS; 10" THICK. TEMPORARY PCC PAVEMENT DOES NOT REQUIRE DOWEL BARS.

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SCHEDULE OF QUANTITIES

20200100 EARTH EXCAVATION

STATION	CUT/FILL(SF)	STATION	CUT/FILL(SF)	CU	YD
THE CUT/FILL CROSS SECTIONAL AREA IS CALCULATED BY USING THE TOP WIDTH OF THE GRASSED MEDIAN X THE EXCAVATED DEPTH (15")					
EARTH EXCAVATION QUANTITY TO HAUL FROM MEDIAN TO STOCKPILE					
EARTH MEDIAN SOUTH OF STRUCTURE (DEPTH 15")					
34+48.1	7.1	36+00.0	17.0	67.8	
38+16.0	17.1	38+60.2	17.1	28.0	
EARTH MEDIAN NORTH OF STRUCTURE (DEPTH 15")					
41+51.0	16.7	41+95.3	16.7	27.4	
44+00.0	16.5	45+55.4	7.1	67.9	
48+89.9	8.1	49+00.0	8.8	3.2	
SUBTOTAL =				194	
EARTH EXCAVATION QUANTITY TO HAUL FROM STOCKPILE TO MEDIAN					
EARTH MEDIAN SOUTH OF STRUCTURE (DEPTH 15")					
34+48.1	7.1	36+00.0	17.0	67.8	
38+16.0	17.1	38+60.2	17.1	28.0	
EARTH MEDIAN NORTH OF STRUCTURE (DEPTH 15")					
41+51.0	16.7	41+95.3	16.7	27.4	
44+00.0	16.5	45+55.4	7.1	67.9	
48+89.9	8.1	49+00.0	8.8	3.2	
SUBTOTAL =				194	
TOTAL =				389	

21101505 TOPSOIL EXCAVATION AND PLACEMENT

STATION	CUT/FILL(SF)	STATION	CUT/FILL(SF)	CU	YD
THE CUT/FILL CROSS SECTIONAL AREA IS CALCULATED BY USING THE TOP WIDTH OF THE GRASSED MEDIAN X THE EXCAVATED DEPTH (4")					
EARTH EXCAVATION QUANTITY TO HAUL FROM MEDIAN TO STOCKPILE					
EARTH MEDIAN SOUTH OF STRUCTURE (DEPTH 4")					
34+48.1	1.9	36+00.0	4.5	18.1	
38+16.0	4.6	38+60.2	4.6	7.5	
EARTH MEDIAN NORTH OF STRUCTURE (DEPTH 4")					
41+51.0	4.5	41+95.3	4.5	7.3	
44+00.0	4.4	45+55.4	1.9	18.1	
48+89.9	2.2	49+00.0	2.3	0.9	
SUBTOTAL =				52	
EARTH EXCAVATION QUANTITY TO HAUL FROM STOCKPILE TO MEDIAN					
EARTH MEDIAN SOUTH OF STRUCTURE (DEPTH 15")					
34+48.1	1.9	36+00.0	4.5	18.1	
38+16.0	4.6	38+60.2	4.6	7.5	
EARTH MEDIAN NORTH OF STRUCTURE (DEPTH 15")					
41+51.0	4.5	41+95.3	4.5	7.3	
44+00.0	4.4	45+55.4	1.9	18.1	
48+89.9	2.2	49+00.0	2.3	0.9	
SUBTOTAL =				52	
TOTAL =				104	

25000210 SEEDING, CLASS 2A

STATION	WIDTH(FT)	STATION	WIDTH(FT)	ACRE
EARTH MEDIAN SOUTH OF STRUCTURE				
34+48.1	5.7	36+00.0	13.6	0.034
38+16.0	12.8	38+47.5	12.8	0.009
EARTH MEDIAN NORTH OF STRUCTURE				
41+63.7	12.8	41+95.3	12.8	0.009
44+00.0	13.2	45+55.4	5.7	0.034
48+89.9	6.5	49+00.0	7.0	0.002
RESTORATION OF EMBANKMENT FOR DRAINAGE OUTLETS				
LEFT				
38+01.3	0.0	38+24.8	8.5	0.002
38+24.8	50.4	38+44.8	49.9	0.023
38+44.8	49.9	38+57.3	44.8	0.014
38+57.3	43.4	38+74.3	0.0	0.008
41+16.4	0.0	41+24.2	51.0	0.005
41+24.2	51.0	41+53.5	50.5	0.034
41+53.5	4.5	41+76.8	0.0	0.001
RIGHT				
38+35.6	0.0	38+58.0	8.2	0.002
38+58.0	50.0	38+90.4	50.0	0.037
41+50.5	0.0	41+56.2	51.0	0.003
41+56.2	51.0	41+85.9	51.5	0.035
41+85.9	3.5	42+08.0	0.0	0.001
RESTORATION OF STOCKPILE LOCATION				
43+00.0	30.0	46+00.0	30.0	0.207
TOTAL =				0.5

25000350 SEEDING, CLASS 7

STATION	WIDTH(FT)	STATION	WIDTH(FT)	ACRE
TEMPORARY STABILIZATION OF STOCKPILE LOCATION				
43+00.0	30.0	46+00.0	30.0	0.207
TOTAL =				0.2

25100630 EROSION CONTROL BLANKET

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ YD
EARTH MEDIAN SOUTH OF STRUCTURE				
34+48.1	5.7	36+00.0	13.6	162.8
38+16.0	12.8	38+47.5	12.8	44.8
EARTH MEDIAN NORTH OF STRUCTURE				
41+63.7	12.8	41+95.3	12.8	44.9
44+00.0	13.2	45+55.4	5.7	163.0
48+89.9	6.5	49+00.0	7.0	7.6
RESTORATION OF EMBANKMENT FOR DRAINAGE OUTLETS				
LEFT				
38+01.3	0.0	38+24.8	8.5	11.1
38+24.8	50.4	38+44.8	49.9	111.4
38+44.8	49.9	38+57.3	44.8	65.8
38+57.3	43.4	38+74.3	0.0	41.0
41+16.4	0.0	41+24.2	51.0	22.1
41+24.2	51.0	41+53.5	50.5	165.2
41+53.5	4.5	41+76.8	0.0	5.8
RIGHT				
38+35.6	0.0	38+58.0	8.2	10.2
38+58.0	50.0	38+90.4	50.0	180.0
41+50.5	0.0	41+56.2	51.0	16.2
41+56.2	51.0	41+85.9	51.5	169.1
41+85.9	3.5	42+08.0	0.0	4.3
TEMPORARY STABILIZATION OF STOCKPILE LOCATION				
43+00.0	30.0	46+00.0	30.0	1,000.0
FINAL RESTORATION OF STOCKPILE LOCATION				
43+00.0	30.0	46+00.0	30.0	1,000.0
TOTAL =				3,225

28000400 PERIMETER EROSION BARRIER

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
LEFT				
38+01.3	41.4	38+24.8	50.1	25.1
38+24.8	50.1	38+25.3	92.0	41.9
38+25.3	92.0	38+44.8	91.7	19.5
38+44.8	91.7	38+57.3	86.5	13.5
38+57.3	86.5	38+74.3	42.9	46.8
41+16.4	42.8	41+24.2	92.6	50.4
41+24.2	92.6	41+53.5	92.1	29.3
41+53.5	92.1	41+53.5	46.1	46.0
41+53.5	46.1	41+76.8	41.8	23.7
RIGHT				
38+35.6	41.0	38+58.2	49.7	24.2
38+58.2	49.7	38+57.5	91.1	41.4
38+57.5	91.1	38+90.4	91.6	32.9
38+90.4	91.6	38+91.2	41.8	49.8
41+51.0	42.9	41+56.2	92.5	49.9
41+56.2	92.5	41+85.9	93.0	29.7
41+85.9	93.0	41+86.6	44.7	48.3
41+86.6	44.7	42+08.0	41.3	21.7
STOCKPILE LOCATION				
43+00.0	90.0	43+00.0	120.0	30.0
43+00.0	120.0	46+00.0	120.0	300.0
46+00.0	120.0	46+00.0	90.0	30.0
46+00.0	90.0	43+00.0	90.0	300.0
TOTAL =				1,254

28000510 INLET FILTERS

STATION	OFFSET(FT)	EACH
30+92.0	2.7	1.0
31+38.3	1.2	1.0
33+15.4	7.5	1.0
33+23.5	8.2	1.0
34+62.4	3.2	1.0
35+00.6	8.2	1.0
38+44.2	37.4	1.0
38+76.0	37.3	1.0
41+35.2	37.3	1.0
41+67.6	37.3	1.0
45+37.9	8.9	1.0
45+38.1	4.4	1.0
46+14.8	89.6	1.0
46+84.5	8.1	1.0
TOTAL =		14

31101200 SUBBASE GRANULAR MATERIAL, TYPE B 4"

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ YD
CONCRETE MEDIAN, TYPE SB-9.12				
31+02.3	7.4	31+73.8	3.5	43.1
31+73.8	3.5	32+42.0	3.5	26.5
33+16.6	4.0	34+48.1	7.6	84.6
45+55.4	6.2	46+34.4	4.0	44.8
46+34.4	4.0	46+82.1	4.0	21.2
47+55.8	3.5	48+02.5	3.5	18.2
48+02.5	3.5	48+89.9	7.5	53.4
COMBINATION CONCRETE CURB AND GUTTER TYPE, B-9.12 (PROVIDED WIDTH INCLUDES 1-FT BEHIND BACK OF CURB)				
LEFT				
34+48.1	2.6	35+31.1	2.6	24.0
35+31.1	2.6	35+99.7	2.6	19.8
35+99.7	2.6	38+44.9	2.6	70.9
41+61.1	2.6	45+55.4	2.6	113.9
48+89.9	2.6	49+00.0	2.6	2.9
RIGHT				
34+48.1	2.6	36+02.6	2.6	44.6
36+02.6	2.6	38+50.1	2.6	71.5
41+66.3	2.6	43+66.5	2.6	57.8
43+66.5	2.6	44+65.5	2.6	28.6
44+65.5	2.6	45+55.4	2.6	26.0
48+89.9	2.6	49+00.0	2.6	2.9
TOTAL =				755

40603340 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70

STATION	WIDTH(FT)	STATION	WIDTH(FT)	TON
RATE = 112.0 POUND / SQ YD / INCH				
DEPTH = 2.0 INCH				
LEFT				
31+02.3	6.0	32+42.0	6.0	10.4
33+16.6	6.0	38+16.0	6.0	37.3
41+95.3	6.0	46+82.1	6.0	36.4
47+55.8	6.0	49+00.0	6.0	10.8
RIGHT				
31+02.3	6.0	32+42.0	6.0	10.4
33+16.7	6.0	38+16.0	6.0	37.3
41+95.3	6.0	46+82.1	6.0	36.4
47+55.8	6.0	49+00.0	6.0	10.8
TOTAL =				190

FILE NAME = H:\1736\active\173630053_IDOT_157_Cicero_Updates\civ1\dr-awing\shh\0160144-shh-schedule.dgn



USER NAME = dbook	DESIGNED - DJB	REVISED -
	DRAWN - STANTEC	REVISED -
PLOT SCALE = 50.00' / 1" =	CHECKED - DLP	REVISED -
PLOT DATE = 11/6/2017	DATE - 10/24/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 50 (CICERO AVENUE) OVER I-57
SCHEDULE OF QUANTITIES**

SCALE: 50.00' / 1" SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	6
CONTRACT NO. 60T44			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

SCHEDULE OF QUANTITIES

42000080 PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
SOUTH OF BRIDGE - LEFT					
38+16.0	32.0	-	38+30.7	32.0	52.4
38+30.7	32.0	-	38+44.5	0.0	24.5
SOUTH OF BRIDGE - RIGHT					
38+16.0	32.0	-	38+50.8	32.0	123.6
38+50.8	32.0	-	38+64.1	0.0	23.6
NORTH OF BRIDGE - LEFT					
41+47.0	0.0	-	41+60.5	32.0	24.0
41+60.5	32.0	-	41+95.3	32.0	123.6
NORTH OF BRIDGE - RIGHT					
41+67.0	0.0	-	41+80.3	32.0	23.6
41+80.3	32.0	-	41+95.3	32.0	53.3
					=====
TOTAL =					449

44000100 PAVEMENT REMOVAL

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
SOUTH OF THE BRIDGE					
38+16.0	32.0	-	38+44.5	32.0	101.3
38+16.0	32.0	-	38+60.8	32.0	159.3
NORTH OF THE BRIDGE					
41+51.0	32.0	-	41+95.3	32.0	157.4
41+66.7	32.0	-	41+95.3	32.0	101.9
REFER TO "Z0062456 TEMP PAVEMENT" FOR QUANTITY					696.8
					=====
TOTAL =					1,217

44000157 HOT-MIX ASPHALT SURFACE REMOVAL, 2"

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
LEFT					
31+02.3	6.0	-	32+42.0	6.0	93.1
33+16.6	6.0	-	38+16.0	6.0	332.9
41+95.3	6.0	-	46+82.1	6.0	324.6
47+55.8	6.0	-	49+00.0	6.0	96.1
RIGHT					
31+02.3	6.0	-	32+42.0	6.0	93.1
33+16.7	6.0	-	38+16.0	6.0	332.9
41+95.3	6.0	-	46+82.1	6.0	324.6
47+55.8	6.0	-	49+00.0	6.0	96.1
					=====
TOTAL =					1,693

44000500 COMBINATION CURB AND GUTTER REMOVAL

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
LEFT					
34+48.1	0.4	RT	36+00.0	8.0	152.1
36+00.0	8.0	LT	38+60.0	8.0	260.0
41+51.0	8.0	LT	45+55.4	8.0	404.4
48+89.9	1.3	RT	49+00.0	0.8	10.2
RIGHT					
34+48.1	0.0	RT	38+60.0	8.0	412.0
41+51.0	8.0	RT	43+66.5	8.0	215.5
43+66.5	8.0	RT	44+65.6	4.0	99.2
44+65.6	4.0	RT	45+55.4	1.9	90.0
48+89.9	8.9	RT	49+00.0	8.8	10.2
					=====
TOTAL =					1,654

44003100 MEDIAN REMOVAL

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SO FT
31+02.3	7.4	-	31+73.8	3.5	387.7
31+73.8	3.5	-	32+42.0	3.5	238.7
33+16.6	4.0	-	34+48.1	7.6	761.6
45+55.4	6.2	-	46+34.4	4.0	403.2
46+34.4	4.0	-	46+82.1	4.0	191.0
47+55.8	3.5	-	48+02.5	3.5	163.5
48+02.5	3.5	-	48+89.9	7.5	480.2
					=====
TOTAL =					2,626

54213447 END SECTIONS 12"

STATION	OFFSET(FT)	EACH
SOUTH OF STRUCTURE WEST SIDE		
38+44.0	91.0	LT
SOUTH OF STRUCTURE EAST SIDE		
38+76.0	91.0	RT
NORTH OF STRUCTURE WEST SIDE		
41+35.0	92.0	LT
NORTH OF STRUCTURE EAST SIDE		
41+68.0	91.0	RT
		=====
TOTAL =		4

60100945 PIPE DRAINS 12"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SOUTH OF STRUCTURE WEST SIDE					
38+44.0	41.0	LT	38+44.0	91.0	LT
SOUTH OF STRUCTURE EAST SIDE					
38+76.0	41.0	RT	38+76.0	91.0	RT
NORTH OF STRUCTURE WEST SIDE					
41+35.0	41.0	LT	41+35.0	92.0	LT
NORTH OF STRUCTURE EAST SIDE					
41+68.0	41.0	RT	41+68.0	91.0	RT
					=====
TOTAL =					201

60250200 CATCH BASINS TO BE ADJUSTED

STATION	OFFSET(FT)	EACH
ADJUST IN PRE-STAGE FOR MAINTENANCE OF TRAFFIC		
34+62.4	3.0	RT
45+38.0	4.0	LT
ADJUST FOR FINAL PROPOSED CONDITIONS		
34+62.4	3.0	RT
45+38.0	4.0	LT
		=====
TOTAL =		4

60300105 FRAMES AND GRATES TO BE ADJUSTED

STATION	OFFSET(FT)	EACH
ADJUST IN PRE-STAGE FOR MAINTENANCE OF TRAFFIC		
31+38.5	1.3	RT
33+15.4	7.5	RT
33+23.5	8.0	RT
35+00.0	8.0	RT
45+38.0	9.0	LT
46+84.5	8.0	LT
ADJUST FOR FINAL PROPOSED CONDITIONS		
31+38.5	1.3	RT
33+15.4	7.5	RT
33+23.5	8.0	RT
35+00.0	8.0	RT
45+38.0	9.0	LT
46+84.5	8.0	LT
		=====
TOTAL =		12

60500040 REMOVING MANHOLES

STATION	OFFSET(FT)	EACH
41+14.6	34.0	LT
		=====
TOTAL =		1

60500050 REMOVING CATCH BASINS

STATION	OFFSET(FT)	EACH
38+48.7	37.7	LT
38+64.9	38.6	RT
41+47.0	38.0	LT
41+62.9	37.0	RT
		=====
TOTAL =		4

60605900 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
LEFT					
34+48.1	2.0	RT	35+31.1	3.6	LT
35+31.1	3.6	LT	35+99.7	6.4	LT
35+99.7	6.4	LT	38+44.9	6.4	LT
41+61.1	6.4	LT	45+55.4	6.4	LT
48+89.9	2.9	RT	49+00.0	2.4	RT
RIGHT					
34+48.1	6.4	RT	36+02.6	6.4	RT
36+02.6	6.4	RT	38+50.1	6.4	RT
41+66.3	6.4	RT	43+66.5	6.4	RT
43+66.5	6.4	RT	44+65.5	2.6	RT
44+65.5	2.6	RT	45+55.4	3.4	LT
48+89.9	7.3	RT	49+00.0	7.2	RT
					=====
TOTAL =					1,603

60620800 CONCRETE MEDIAN, TYPE SB-9.12

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ FT
31+02.3	7.4	-	31+73.8	3.5	387.7
31+73.8	3.5	-	32+42.0	3.5	238.7
33+16.6	4.0	-	34+48.1	7.6	761.6
45+55.4	6.2	-	46+34.4	4.0	403.2
46+34.4	4.0	-	46+82.1	4.0	191.0
47+55.8	3.5	-	48+02.5	3.5	163.5
48+02.5	3.5	-	48+89.9	7.5	480.2
					=====
TOTAL =					2,626

61000050 CONCRETE THRUST BLOCKS

STATION	OFFSET(FT)	EACH
SOUTH OF STRUCTURE WEST SIDE		
38+44.0	91.0	LT
SOUTH OF STRUCTURE EAST SIDE		
38+76.0	91.0	RT
NORTH OF STRUCTURE WEST SIDE		
41+35.0	92.0	LT
NORTH OF STRUCTURE EAST SIDE		
41+68.0	91.0	RT
		=====
TOTAL =		4

61000115 TYPE E INLET BOX, STANDARD 610001

STATION	OFFSET(FT)	EACH
SOUTH OF STRUCTURE WEST SIDE		
38+44.0	37.0	LT
SOUTH OF STRUCTURE EAST SIDE		
38+76.0	37.0	RT
NORTH OF STRUCTURE WEST SIDE		
41+35.0	37.0	LT
NORTH OF STRUCTURE EAST SIDE		
41+68.0	37.0	RT
		=====
TOTAL =		4

63000001 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
I-57 (SOUTH SHOULDER)					
447+92.0	68.0	RT	450+67.0	69.0	RT
I-57 (NORTH SHOULDER)					
450+33.5	80.0	LT	454+21.0	80.0	LT
					=====
TOTAL =					663

63100045 TRAFFIC BARRIER TERMINAL, TYPE 2

STATION	OFFSET(FT)	EACH
I-57 (SOUTH SHOULDER)		
450+80.0	69.0	RT
I-57 (NORTH SHOULDER)		
450+21.0	80.0	LT
		=====
TOTAL =		2

FILE NAME = H:\1736\active\173630053_IDOT_157_Cicero_Updates\civ1\dr-awing\shh\01601444-shh-schedule.dgn



USER NAME = dbook	DESIGNED - DJB	REVISED -
PLOT SCALE = 50.00' / 1"	DRAWN - STANTEC	REVISED -
PLOT DATE = 11/6/2017	CHECKED - DLP	REVISED -
	DATE - 10/24/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 50 (CICERO AVENUE) OVER FAI-57
SCHEDULE OF QUANTITIES**

SCALE: 50.00' / 1" SHEET NO. OF SHEETS STA. TO STA.

F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	7
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T44	

SCHEDULE OF QUANTITIES

63100085 TRAFFIC BARRIER TERMINAL, TYPE 6

STATION	OFFSET(FT)	EACH
CICERO AVENUE (SOUTH OF STRUCTURE WEST SIDE)		
38+46.4	41.6 LT	1.0
CICERO AVENUE (SOUTH OF STRUCTURE EAST SIDE)		
38+78.7	41.6 RT	1.0
CICERO AVENUE (NORTH OF STRUCTURE WEST SIDE)		
41+32.6	41.6 LT	1.0
CICERO AVENUE (NORTH OF STRUCTURE EAST SIDE)		
41+64.9	41.6 RT	1.0
		=====
TOTAL =		4

63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

STATION	OFFSET(FT)	EACH
I-57 (SOUTH SHOULDER)		
447+42.0	68.0 RT	1.0
I-57 (NORTH SHOULDER)		
454+71.0	80.0 LT	1.0
		=====
TOTAL =		2

63200310 GUARDRAIL REMOVAL

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
CICERO AVENUE (SOUTH OF STRUCTURE WEST SIDE)					
38+03.0	41.4 LT	-	38+61.0	42.0 LT	58.0
CICERO AVENUE (SOUTH OF STRUCTURE EAST SIDE)					
38+36.0	41.0 RT	-	38+94.9	41.9 RT	58.9
CICERO AVENUE (NORTH OF STRUCTURE WEST SIDE)					
41+17.5	41.6 LT	-	41+75.7	41.9 LT	58.2
CICERO AVENUE (NORTH OF STRUCTURE EAST SIDE)					
41+50.1	41.9 RT	-	42+08.0	41.3 RT	57.9
I-57 (SOUTH SHOULDER)					
447+42.2	68.0 RT	-	450+73.8	69.0 RT	331.6
I-57 (NORTH SHOULDER)					
451+21.0	82.0 LT	-	454+71.0	82.0 LT	350.0
					=====
TOTAL =					915

70400100 TEMPORARY CONCRETE BARRIER

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
MOT STAGE 1					
33+76.6	20.0 LT	-	34+98.4	8.1 RT	125.0
34+98.4	8.1 RT	-	35+55.0	8.8 RT	56.6
35+55.0	8.8 RT	-	43+66.8	8.8 RT	811.8
43+66.8	8.8 RT	-	44+00.0	7.7 RT	33.2
44+00.0	7.7 RT	-	45+86.3	20.0 LT	188.4
I-57 (SOUTH SHOULDER)					
448+38.5	65.3 RT	-	449+26.3	58.0 RT	88.1
449+26.3	58.0 RT	-	451+14.2	58.0 RT	187.9
I-57 (NORTH SHOULDER)					
449+76.6	66.0 LT	-	451+64.6	66.0 LT	188.0
451+64.6	66.0 LT	-	453+73.2	84.0 LT	209.4
					=====
TOTAL =					1,888

70400200 RELOCATE TEMPORARY CONCRETE BARRIER

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
MOT STAGE 2					
34+44.6	20.0 RT	-	35+95.1	8.5 LT	153.2
35+95.1	8.5 LT	-	44+02.0	8.5 LT	806.9
44+02.0	8.5 LT	-	44+44.8	6.8 LT	42.8
44+44.8	6.8 LT	-	45+64.6	20.0 RT	122.8
					=====
TOTAL =					1,126

70600250 IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3

STATION	OFFSET(FT)	EACH
MOT (I-57)		
448+38.5	65.3 RT	1.0
453+73.2	84.0 LT	1.0
		=====
TOTAL =		2

70600280 IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3

STATION	OFFSET(FT)	EACH
MOT STAGE 1 (CICERO AVENUE)		
33+76.6	20.0 LT	1.0
45+86.3	20.0 LT	1.0
		=====
TOTAL =		2

70600370 IMPACT ATTENUATORS, RELOCATE (SEVERE USE, NARROW), TEST LEVEL 3

STATION	OFFSET(FT)	EACH
MOT STAGE 2 (CICERO AVENUE)		
34+45.0	20.0 RT	1.0
45+65.0	20.0 RT	1.0
		=====
TOTAL =		2

X6640304 CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SOUTHWEST QUADRANT					
38+87.0	57.5 LT	-	38+87.0	47.5 LT	10.0
SOUTHEAST QUADRANT					
39+28.0	44.0 RT	-	39+28.0	54.0 RT	10.0
NORTHWEST QUADRANT					
40+89.0	50.0 LT	-	40+89.0	40.0 LT	10.0
NORTHEAST QUADRANT					
41+22.0	42.5 RT	-	41+22.0	52.5 RT	10.0
					=====
TOTAL =					40

X7240600 REMOVE AND RE-ERECT EXISTING SIGN

STATION	OFFSET(FT)	EACH
31+26.2	3.6 LT	1.0
34+49.9	3.3 RT	1.0
48+94.0	5.1 RT	1.0
		=====
TOTAL =		3

Z0004552 APPROACH SLAB REMOVAL

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
SOUTHBOUND LANES					
SOUTH APPROACH SLAB					
38+44.5	24.0	-	38+69.4	24.0	66.3
NORTH APPROACH SLAB					
41+26.1	24.0	-	41+51.0	24.0	66.3
NORTHBOUND LANES					
SOUTH APPROACH SLAB					
38+60.8	24.0	-	38+85.6	24.0	66.3
NORTH APPROACH SLAB					
41+41.7	24.0	-	41+66.6	24.0	66.3
					=====
TOTAL =					265

Z0030850 TEMPORARY INFORMATION SIGNING

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ FT
ARTERIAL ROAD INFO SIGN 'TC-22' (2 EA AT 25.7 SF)					
					51.4
DRIVEWAY ENTRANCE SIGN 'TC-26' (1 EA AT 6.25 SF)					
					6.3
TEMPORARY 'EXIT 346 / 167TH ST' SIGN					
					56.0
CAUTION NEW LANES / STOP HERE SIGNS (3 EA AT 16 S					
					48.0
					=====
TOTAL =					162

Z0062456 TEMPORARY PAVEMENT

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
31+02.3	7.4	-	31+73.8	3.5	43.1
31+73.8	3.5	-	32+42.0	3.5	26.5
33+16.6	4.0	-	34+01.5	5.6	45.2
34+01.5	5.6	-	34+48.1	7.6	34.1
34+48.1	7.6	-	36+00.0	16.0	199.0
44+00.0	16.0	-	45+55.0	6.2	191.2
45+55.0	6.2	-	46+82.1	4.0	72.0
47+55.8	4.0	-	48+02.5	4.0	20.8
48+02.5	4.0	-	49+00.0	8.0	65.0
					=====
TOTAL =					697

Z0064800 SELECTIVE CLEARING

STATION	OFFSET(FT)	UNIT
EACH UNIT = 1,000 SF		
NW CORNER		1.80
NE CORNER		1.80
SW CORNER		2.10
SE CORNER		1.80
		=====
TOTAL =		8

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PLOT DATE = 11/6/2017	CHECKED - DLP	REVISED -
	DATE - 10/24/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 50 (CICERO AVENUE) OVER FAI-57
SCHEDULE OF QUANTITIES**

SCALE: 50.00' / in. SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	8
CONTRACT NO. 60T44				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PROP. CURVE PR-CICERO-1
 PI STA. = 31+82.39
 $\Delta = 22^\circ 42' 02''$ (LT)
 $D = 2^\circ 39' 54''$
 $R = 2,150.00'$
 $T = 431.57'$
 $L = 851.83'$
 $E = 42.89'$
 $e = \text{---}$
 T.R. = ---
 S.E. RUN = ---
 P.C. STA = 27+50.81
 P.T. STA = 36+02.64

PROJECT BEGINS
 STA. 31+02.32
 N 1790107.6181
 E 1148397.0893

IL 50 (CICERO AVE.) STA. 40+00.00 =
 I-57 STA. 450+43.74

PROJECT ENDS
 STA. 49+00.00
 N 1791786.2517
 E 1147765.8999

PROP. CURVE PR-CICERO-2
 PI STA. = 49+64.26
 $\Delta = 23^\circ 32' 23''$ (RT)
 $D = 2^\circ 12' 13''$
 $R = 2,600.00'$
 $T = 541.74'$
 $L = 1,068.20'$
 $E = 55.84'$
 $e = \text{---}$
 T.R. = ---
 S.E. RUN = ---
 P.C. STA = 44+22.52
 P.T. STA = 54+90.72

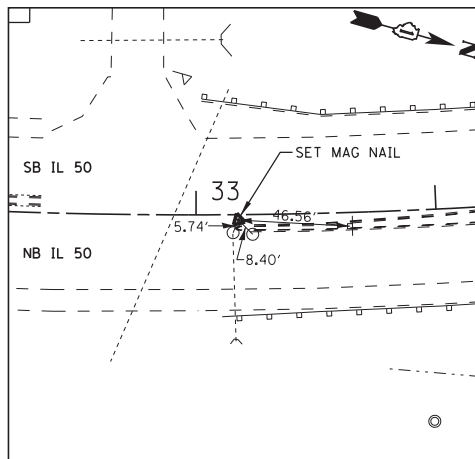
POINT	STATIONING	NORTHING	EASTING
ILLINOIS 50 (CICERO AVENUE)			
PC	27+50.81	1789758.3212	1148432.8171
PI	31+82.39	1790189.8076	1148424.1070
PT	36+02.64	1790584.5073	1148249.5546
POT	40+00.00	1790947.9168	1148088.8402
PC	44+22.52	1791334.3337	1147917.9509
PI	49+64.26	1791829.7867	1147698.8413
PT	54+90.72	1792371.5188	1147695.8415
I-57			
POT	445+43.74	1790947.9168	1148088.8402
POT	450+43.74	1790947.9168	1148088.8402
POT	455+43.74	1790947.9168	1148088.8402

BENCHMARKS

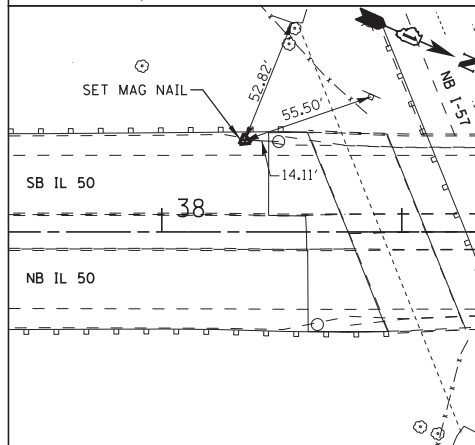
BENCHMARK #1
 CHISELED "□" AT THE NORTHWEST CORNER OF THE WEST WINGWALL OF THE NORTH ABUTMENT.
 ELEVATION= 695.84 (NAVD 88)
 (CONFIRMED BY GPS OBSERVATION)

BENCHMARK #2
 CUT "□" IN CONCRETE PAVEMENT IN FRONT OF EXISTING PUMP STATION.
 ELEVATION= 669.43

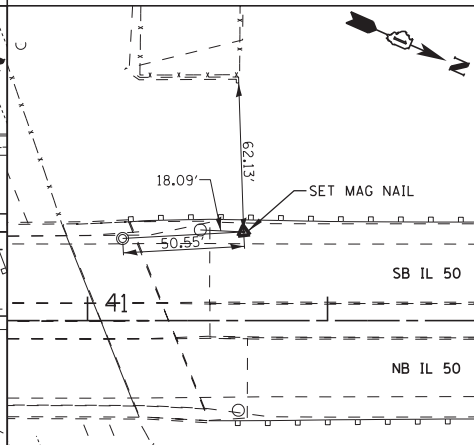
NOTE: VERTICAL AND HORIZONTAL CONTROL NAD83 (r2007) & NAVD 1988 DATUM PER GPS TOPCON PSC NET



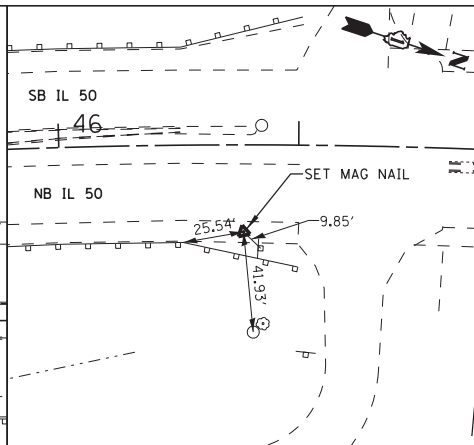
TRAVERSE POINT #1
 EL.=676.36
 N 1790317.6180
 E 1148349.3860
 STA 33+17.64, OFFSET 2.24' RT



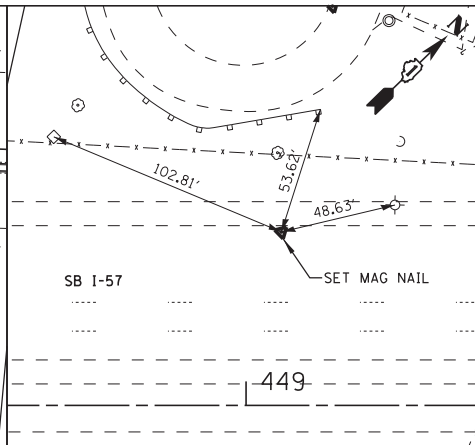
TRAVERSE POINT #2
 EL.=692.64
 N 1790781.2040
 E 1148120.7610
 STA 38+34.62, OFFSET 38.23' LT



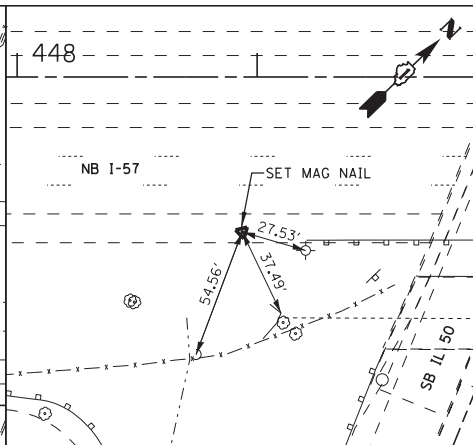
TRAVERSE POINT #3
 EL.=692.69
 N 1791083.9350
 E 1147988.2970
 STA 41+65.06, OFFSET 36.94' LT



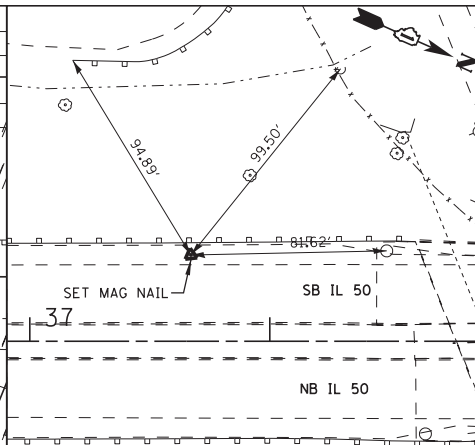
TRAVERSE POINT #4
 EL.=674.97
 N 1791583.0840
 E 1147861.0300
 STA 46+76.99, OFFSET 36.28' RT



TRAVERSE POINT #5
 EL.=672.48
 N 1790905.7120
 E 1147947.1220
 STA 449+14.76, OFFSET 72.30' LT



TRAVERSE POINT #6
 EL.=672.60
 N 1790795.3710
 E 1148030.7510
 STA 448+93.82, OFFSET 64.56' RT



TRAVERSE POINT #7
 EL.=691.54
 N 1790720.3900
 E 1148150.1470
 STA 37+67.12, OFFSET 35.96' LT

TRAVERSE CONTROL POINTS
 NOT TO SCALE

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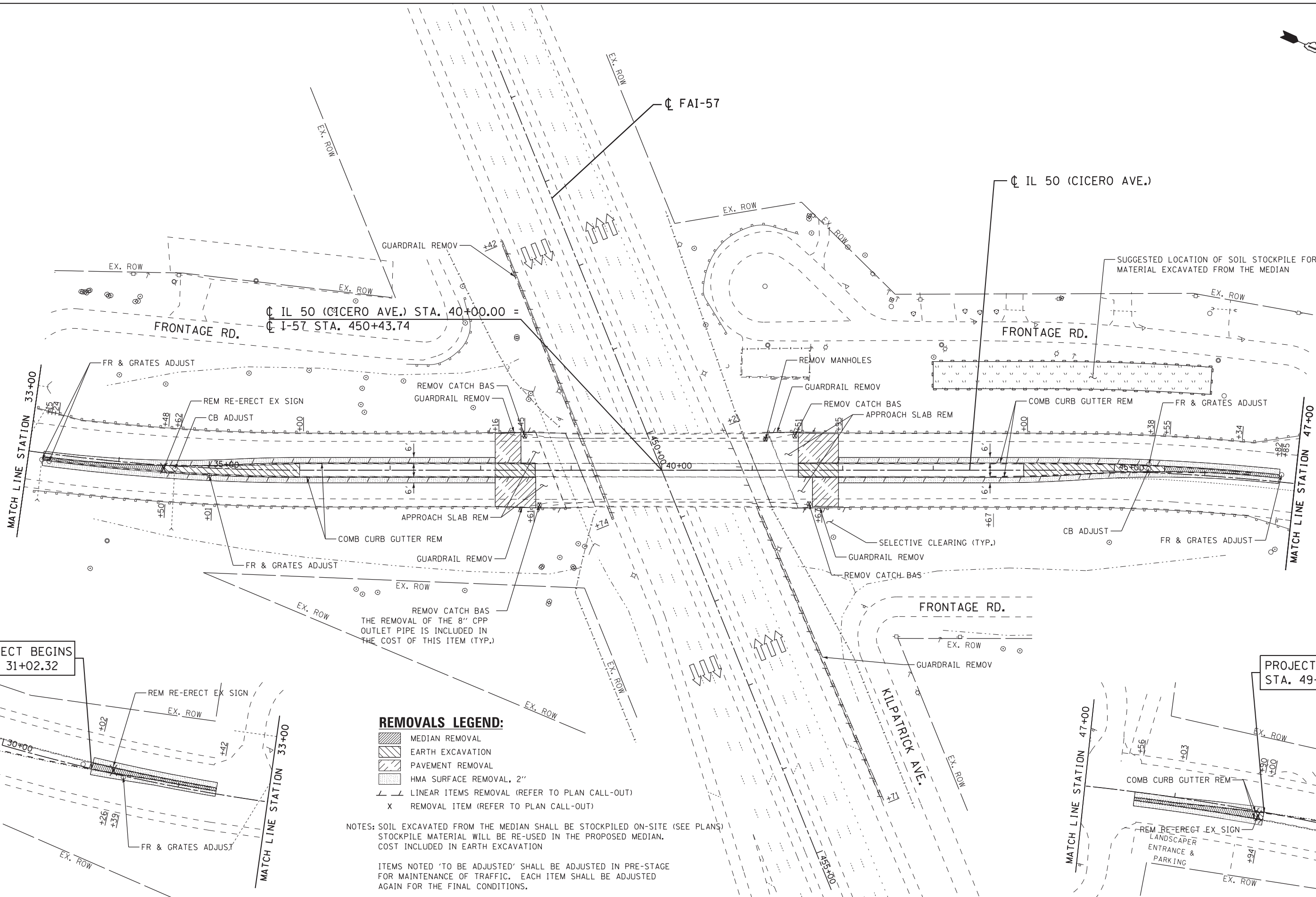
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PLOT DATE = 11/6/2017	CHECKED - DLP	REVISED -
	DATE - 10/24/2017	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 50 (CICERO AVENUE) OVER I-57
 ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 100,0000' / SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE. = 57	SECTION = 0909-1015HB-BR	COUNTY = COOK	TOTAL SHEETS = 86	SHEET NO. = 9
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T44	



PROJECT BEGINS
STA. 31+02.32

PROJECT ENDS
STA. 49+00.00

REMOVALS LEGEND:

- MEDIAN REMOVAL
- EARTH EXCAVATION
- PAVEMENT REMOVAL
- HMA SURFACE REMOVAL, 2"
- LINEAR ITEMS REMOVAL (REFER TO PLAN CALL-OUT)
- REMOVAL ITEM (REFER TO PLAN CALL-OUT)

NOTES: SOIL EXCAVATED FROM THE MEDIAN SHALL BE STOCKPILED ON-SITE (SEE PLANS). STOCKPILE MATERIAL WILL BE RE-USED IN THE PROPOSED MEDIAN. COST INCLUDED IN EARTH EXCAVATION.

ITEMS NOTED 'TO BE ADJUSTED' SHALL BE ADJUSTED IN PRE-STAGE FOR MAINTENANCE OF TRAFFIC. EACH ITEM SHALL BE ADJUSTED AGAIN FOR THE FINAL CONDITIONS.

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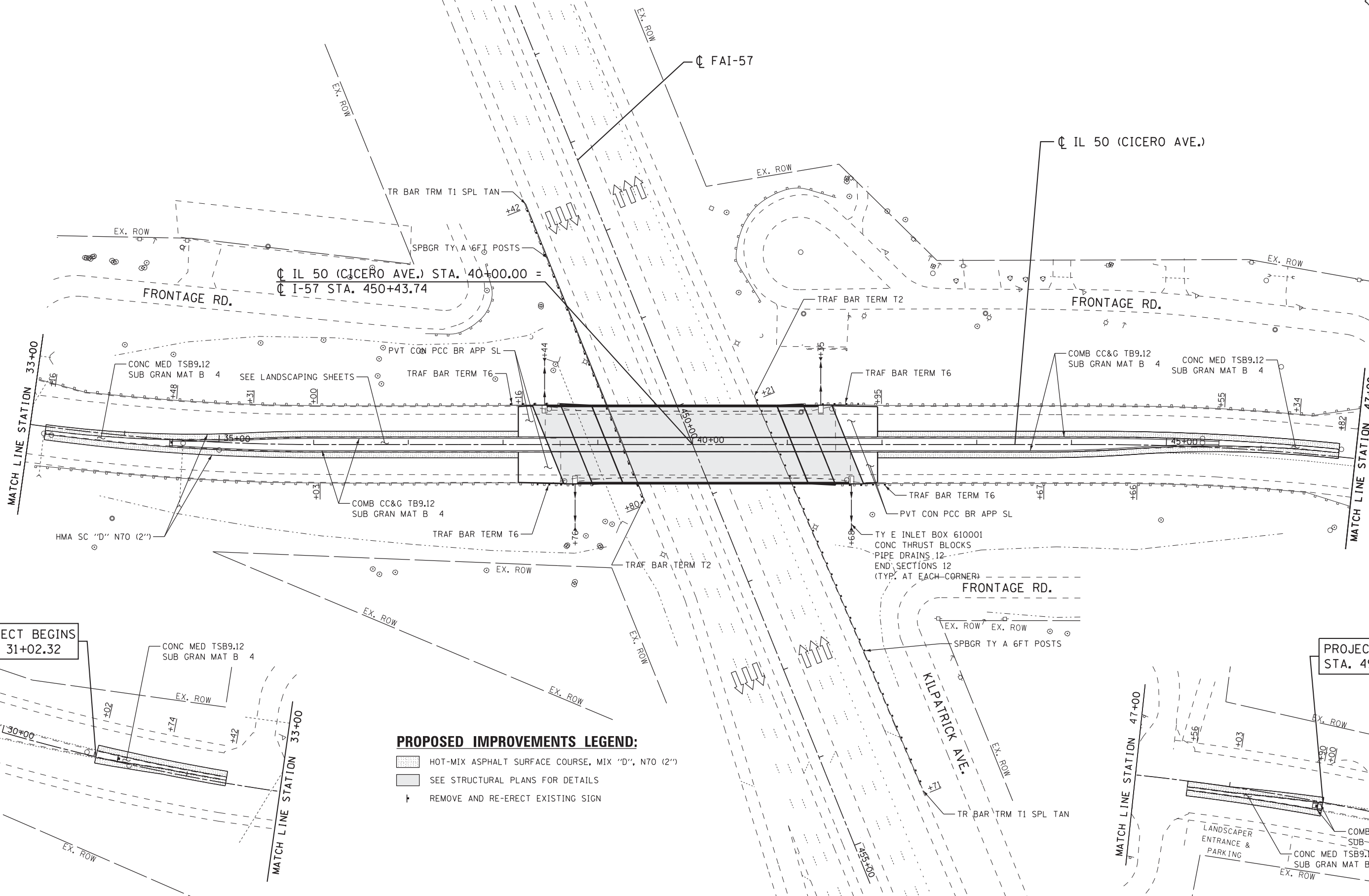
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PLOT DATE = 11/6/2017	DATE - 10/24/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 50 (CICERO AVENUE) OVER FAI-57
REMOVALS PLAN**

SCALE: 50.0000' / SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE. 57	SECTION 0909-1015HB-BR	COUNTY COOK	TOTAL SHEETS 86	SHEET NO. 10
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 60T44	



PROJECT BEGINS
STA. 31+02.32

PROJECT ENDS
STA. 49+00.00

- PROPOSED IMPROVEMENTS LEGEND:**
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (2")
 - SEE STRUCTURAL PLANS FOR DETAILS
 - REMOVE AND RE-ERECT EXISTING SIGN

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PLOT DATE = 11/6/2017	DATE - 10/24/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 50 (CICERO AVENUE) OVER FAI-57
PROPOSED ROADWAY PLAN**

SCALE: 50.0000' / SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	11
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T44	

GENERAL NOTES – TRAFFIC CONTROL

THE MAINTENANCE OF TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY MODIFY THE MOT PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF THE PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE MOT PLANS SHALL BE SUBMITTED TO THE ENGINEER IN WRITING FOR APPROVAL.

THE RESIDENT ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE TO THE MOT PLANS.

EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED. THIS WORK SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL-WATER BLASTING.

REMOVAL OF THE TEMPORARY PAVEMENT MARKINGS SHALL BE PAID FOR UNDER THE PAY ITEM TEMPORARY PAVEMENT MARKING REMOVAL.

THE EXISTING PAVEMENT MARKINGS THAT HAVE BEEN REMOVED SHALL BE REPLACED IN-KIND.

THE CONTRACTOR SHALL NOT MOUNT SIGNS ON EXISTING SIGNS.

THE CONTRACTOR SHALL PLACE AN ARTERIAL ROAD INFORMATION SIGN AT EACH END OF THE PROJECT AND/OR AS DIRECTED BY THE ENGINEER TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS WITH THE APPROPRIATE INFORMATION SHALL BE IN PLACE TWO WEEKS BEFORE THE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PER SQUARE FOOT. TEMPORARY INFORMATION SIGNING.

THE CONTRACTOR SHALL COORDINATE THE EXACT PLACEMENT OF ADVANCED WARNING SIGNAGE WITH THE RESIDENT ENGINEER.

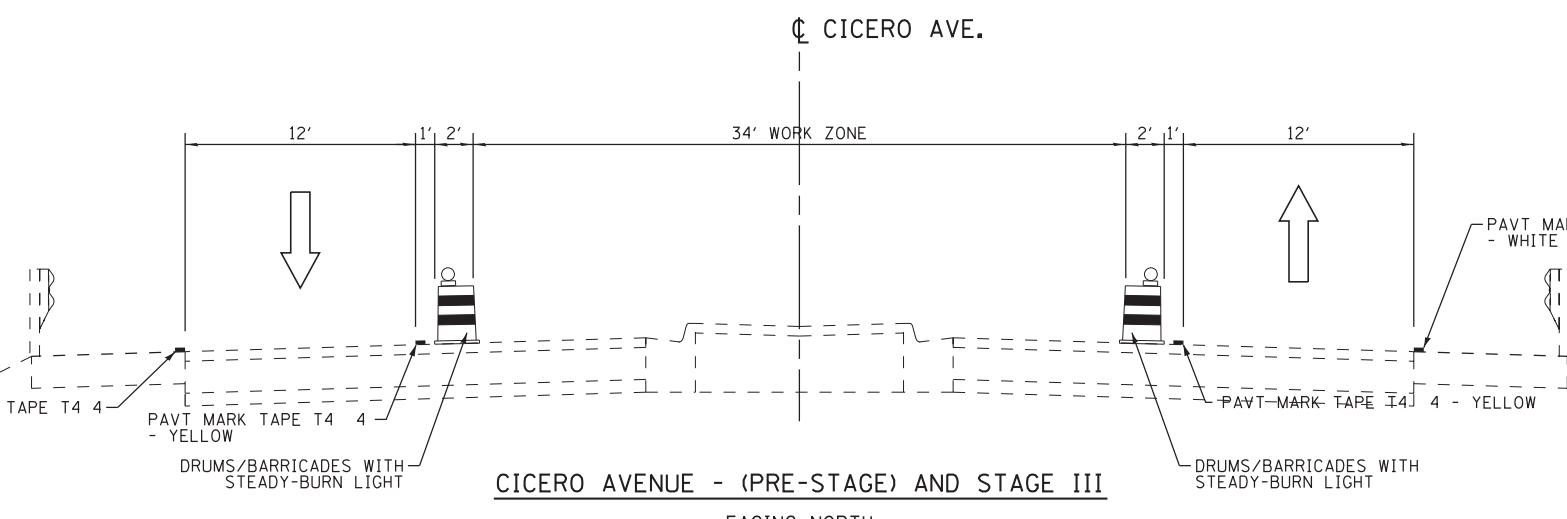
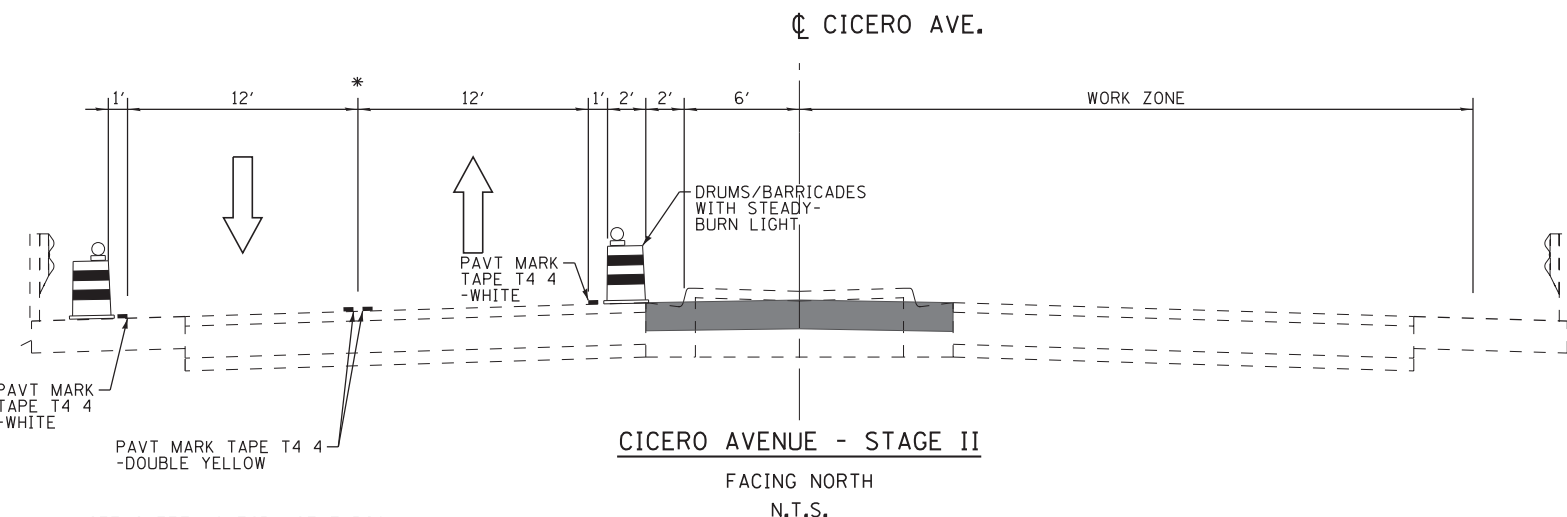
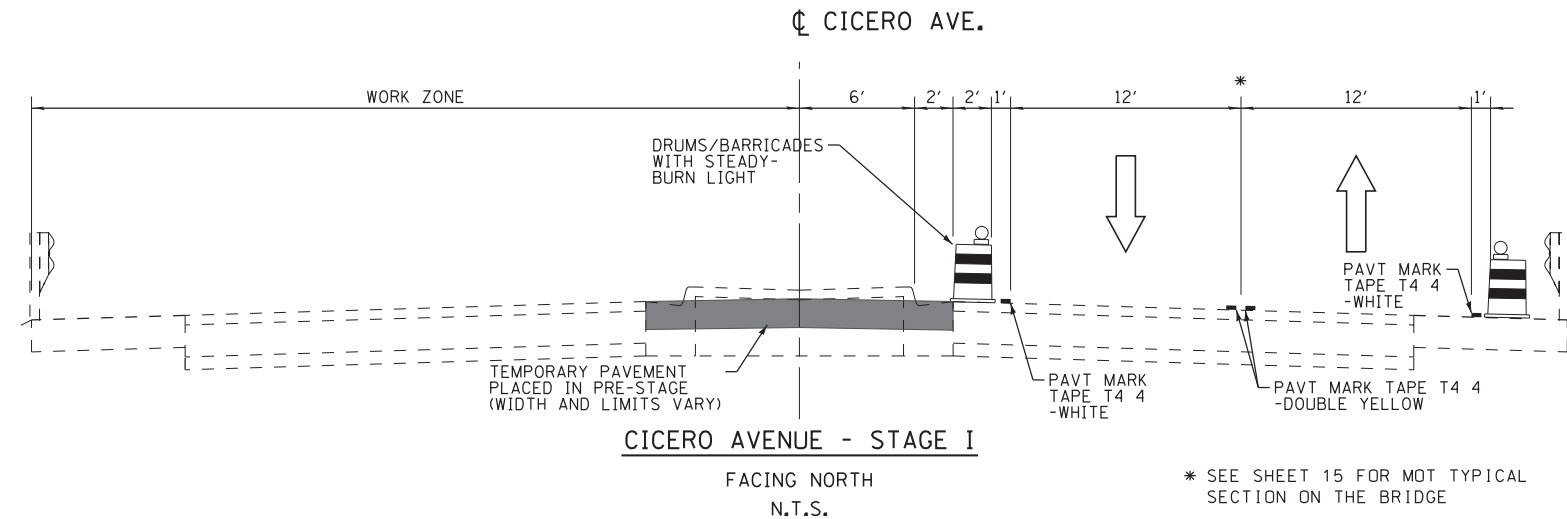
THE REMOVAL OF TEMPORARY PAVEMENT PROVIDED IN THE MEDIAN CROSS OVER SHALL BE PAID FOR AS PAVEMENT REMOVAL.

DRUMS AND TYPE II BARRICADES SHALL HAVE STEADY BURN MONODIRECTIONAL LIGHTS IN THE MULTI-LANE SECTIONS AND BI-DIRECTIONAL LIGHTS IN THE TWO LANE TWO WAY SECTIONS.

DRUMS AND TYPE II BARRICADES SHALL BE PLACED AT 50-FT CENTERS IN TANGENT SECTIONS, 20-FT CENTERS IN TAPERS AND 10-FT CENTERS IN RADII AND CURVES.

THE CONTRACTOR SHALL SUBMIT ALL DAILY LANE CLOSURES VIA WWW.IDOTLCS.COM AT LEAST 24 HOURS IN ADVANCE OF ALL DAILY LANE AND RAMP AND SHOULDER CLOSURES. THE CONTRACTOR SHALL REQUEST AND GAIN APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATIONS EXPRESSWAY TRAFFIC OPERATIONS ENGINEER (847-705-4151 OR 4155).

THE CONTRACTOR SHALL PROVIDE INFORMATION SIGNAGE ON TEMPORARY SUPPORTS FOR ALL ENTRANCES TO REMAIN OPEN WITHIN THE WORK ZONE. THESE SIGNS SHALL BE WHITE ON GREEN IN ACCORDANCE WITH THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES. ALSO, THE CONTRACTOR SHALL PROVIDE "CAUTION NEW LANES STOP HERE" SIGNS AT THE APPROPRIATE LOCATIONS. THIS WORK WILL BE CONSIDERED INCLUDED IN TEMPORARY INFORMATION SIGNING.



SUGGESTED CONSTRUCTION SEQUENCING

PRE-STAGE

 REMOVE CORRUGATED / EARTH MEDIAN AND INSTALL TEMPORARY PAVEMENT FOR THE CROSSOVER BETWEEN STATION 31+08 TO 49+35. PERFORM THIS WORK USING STANDARD 701601. TRAFFIC CONTROL TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

STAGE 1

 SHIFT ALL TRAFFIC TO THE NORTHBOUND LANES OF CICERO AVENUE TO REMOVE AND REPLACE DECK, VAULTED SPAN, ABUTMENT BACKWALLS, AND ABUTMENT BEARINGS. REMOVE APPROACH PAVEMENTS AND REPLACE WITH APPROACH SLABS. REMOVE EXISTING GUARDRAIL. INSTALL PROPOSED GUARDRAIL. TRAFFIC CONTROL TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

STAGE 2

 SHIFT ALL TRAFFIC TO THE SOUTHBOUND LANES OF CIERO AVENUE TO REMOVE AND REPLACE DECK, VAULTED SPAN, ABUTMENT BACKWALLS, AND ABUTMENT BEARINGS. REMOVE APPROACH PAVEMENTS AND REPLACE WITH APPROACH SLABS. REMOVE EXISTING GUARDRAIL. INSTALL PROPOSED GUARDRAIL. TRAFFIC CONTROL TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

STAGE 3

 SHIFT TRAFFIC TO THE OUTSIDE LANES OF CICERO AVENUE USING HIGHWAY STANDARD 701601 TO REMOVE TEMPORARY PAVEMENT AND INSTALL CURBING AND CORRUGATED / EARTH MEDIAN. TRAFFIC CONTROL TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

STAGE 4

 MILL AND RESURFACE CICERO AVENUE HMA PAVEMENT AND PLACE FINAL PAVEMENT MARKINGS UTILIZING HIGHWAY STANDARDS 701426 AND 701601. TRAFFIC CONTROL TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

WORK TO BE CONSTRUCTED ON I-57

 REMOVE EXISTING BRIDGE MOUNTED SIGN AND UNDERPASS LIGHTING. INSTALL PROPOSED BRIDGE MOUNTED SIGNS AND UNDERPASS LIGHTING. PERFORM SLOPEWALL REPAIRS AND STRUCTURAL REPAIR OF CONCRETE ON ABUTMENTS AND PIERS UTILIZING HIGHWAY STANDARDS 701101, 701400, AND 701401 AND DISTRICT ONE DETAILS TC-17 AND TC-25 ON IL ROUTE 57.

ALL CONSTRUCTION STAGING NEEDED TO PERFORM THE WORK AS OUTLINED IN THE PLANS AND BY THE ENGINEER SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, (EXPRESSWAYS).

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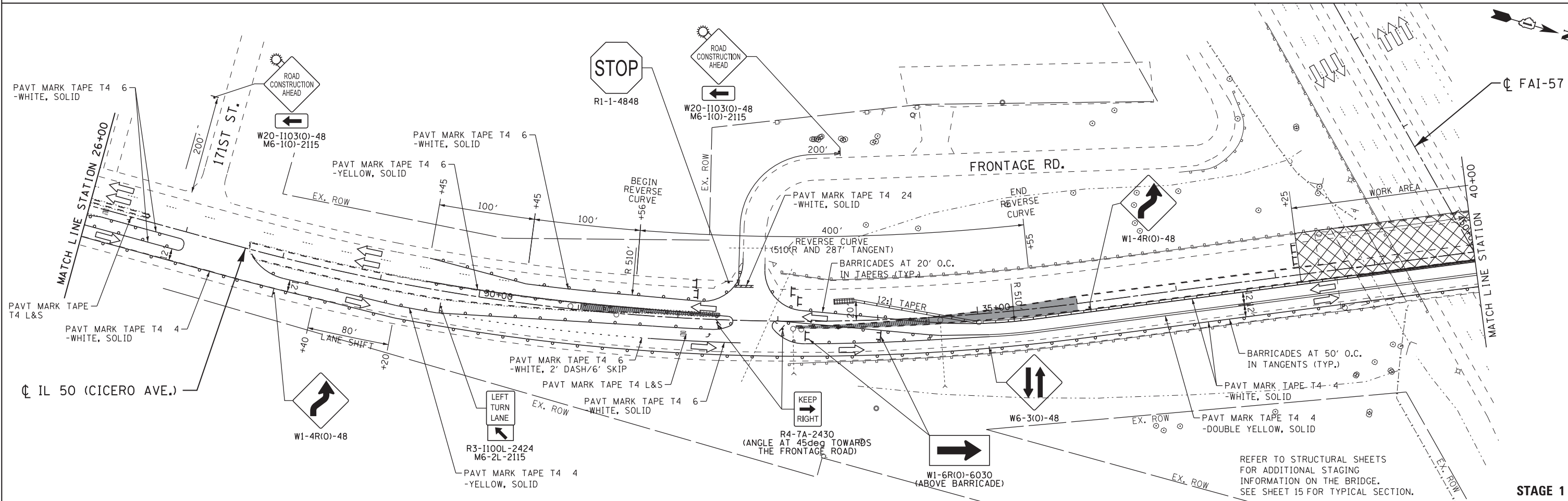
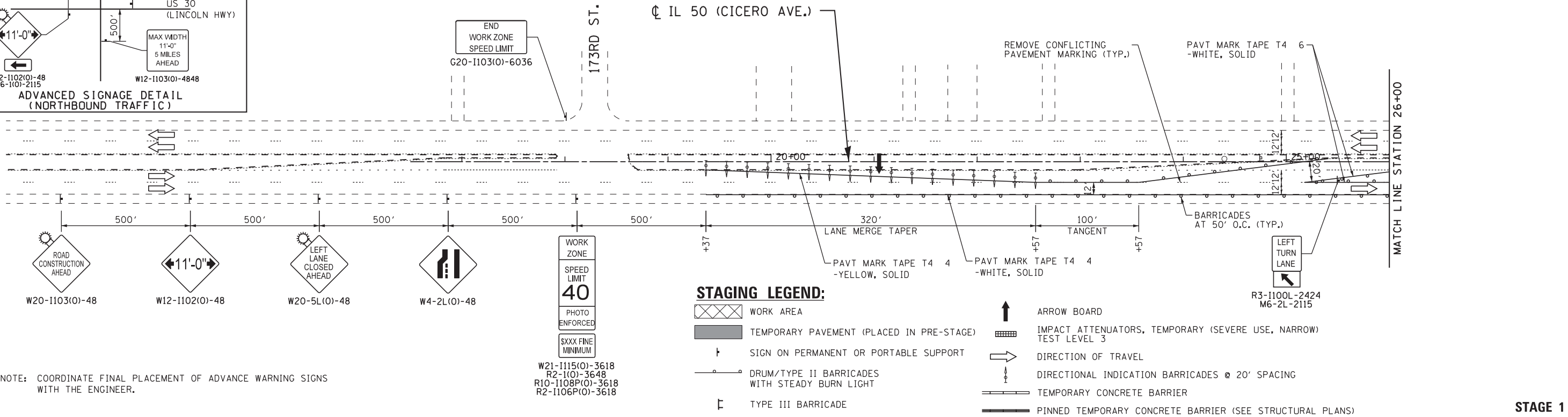
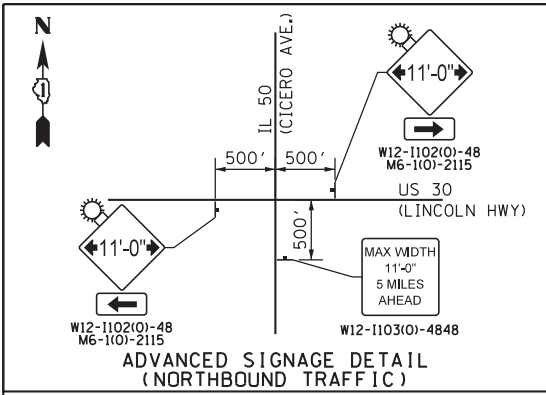
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 50 (CICERO AVENUE) OVER I-57
MAINTENANCE OF TRAFFIC – GENERAL NOTES AND TYPICAL SECTIONS
SCALE: 50,000' / 1" SHEET NO. OF SHEETS STA. TO STA.

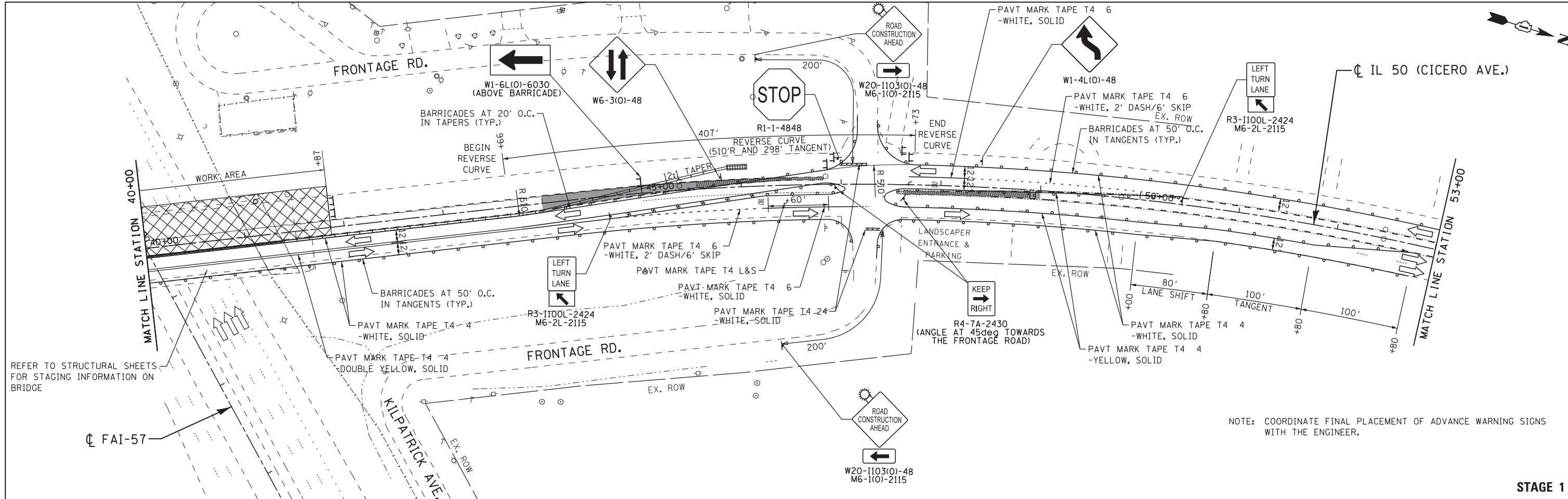
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	13
CONTRACT NO. 60T44				

FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT
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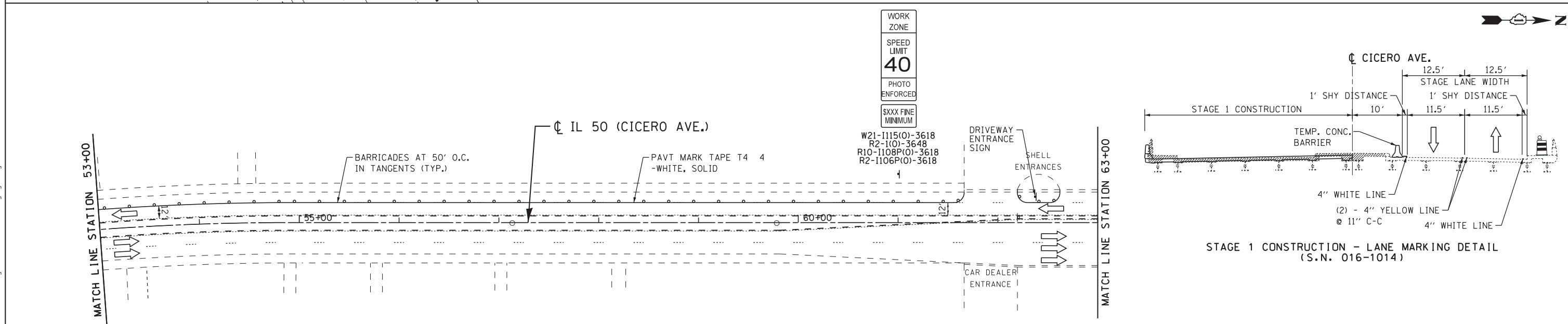




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	PLOT SCALE = 50.00' / 1" =	CHECKED - DLP	REVISED -		SCALE: 50.00' / 1" =	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 60T44		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	
	PLOT DATE = 11/6/2017	DATE = 10/24/2017	REVISED -								



STAGE 1



STAGE 1

STAGING LEGEND:

- WORK AREA
- TEMPORARY PAVEMENT (PLACED IN PRE-STAGE)
- SIGN ON PERMANENT OR PORTABLE SUPPORT
- DRUM/TYPE II BARRICADES WITH STEADY BURN LIGHT
- TYPE III BARRICADE
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW) TEST LEVEL 3
- DIRECTION OF TRAVEL
- DIRECTIONAL INDICATION BARRICADES @ 20' SPACING
- TEMPORARY CONCRETE BARRIER
- PINNED TEMPORARY CONCRETE BARRIER (SEE STRUCTURAL PLANS)

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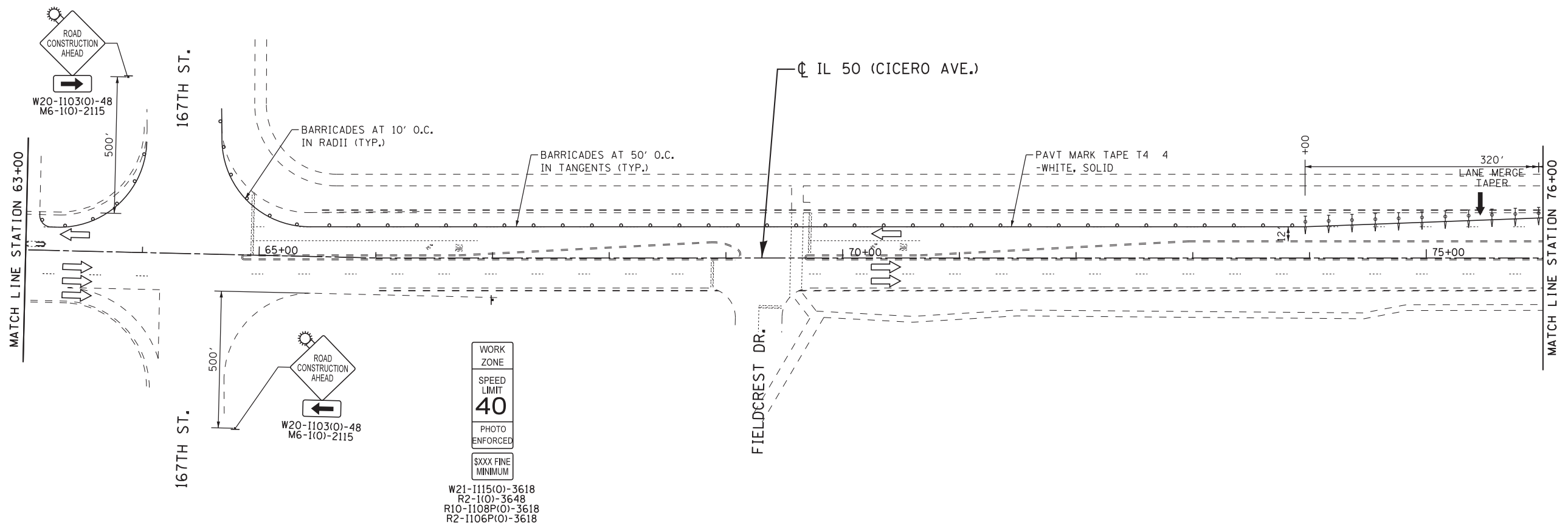


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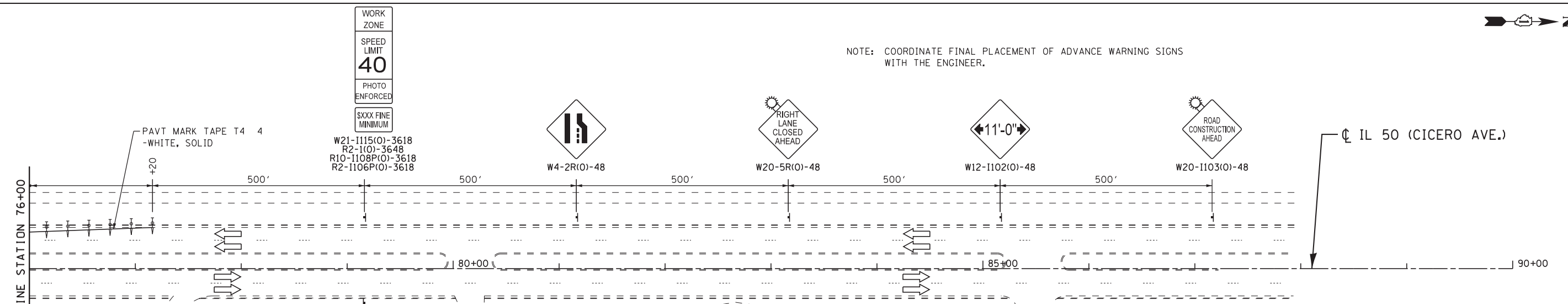
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 50 (CICERO AVENUE) OVER FAI-57 MAINTENANCE OF TRAFFIC - STAGE 1			
SCALE: 50.00' / 1" =	SHEET NO. OF SHEETS	STA. TO STA.	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	15
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T44	

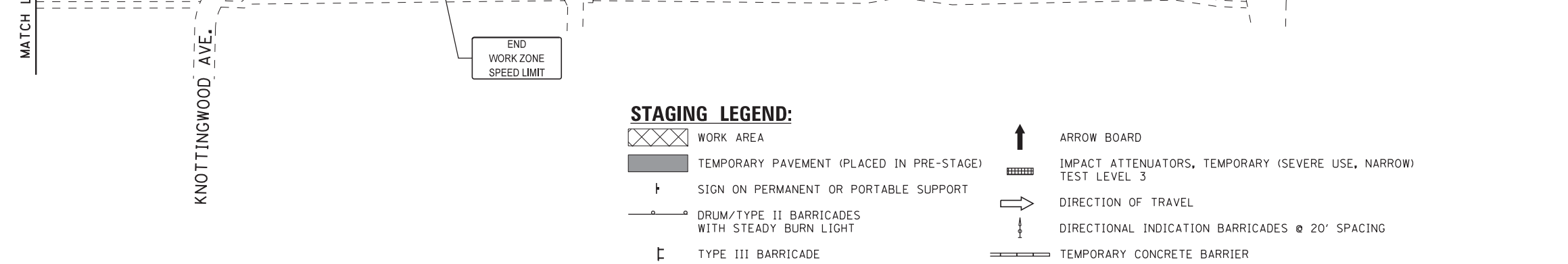


STAGE 1



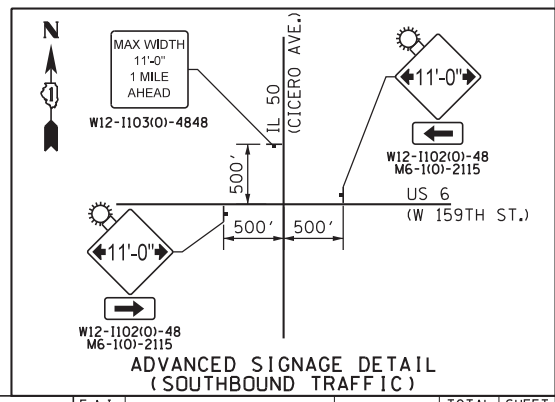
NOTE: COORDINATE FINAL PLACEMENT OF ADVANCE WARNING SIGNS WITH THE ENGINEER.

STAGE 1



STAGING LEGEND:

- WORK AREA
- TEMPORARY PAVEMENT (PLACED IN PRE-STAGE)
- SIGN ON PERMANENT OR PORTABLE SUPPORT
- DRUM/TYPE II BARRICADES WITH STEADY BURN LIGHT
- TYPE III BARRICADE
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW) TEST LEVEL 3
- DIRECTION OF TRAVEL
- DIRECTIONAL INDICATION BARRICADES @ 20' SPACING
- TEMPORARY CONCRETE BARRIER



ADVANCED SIGNAGE DETAIL (SOUTHBOUND TRAFFIC)

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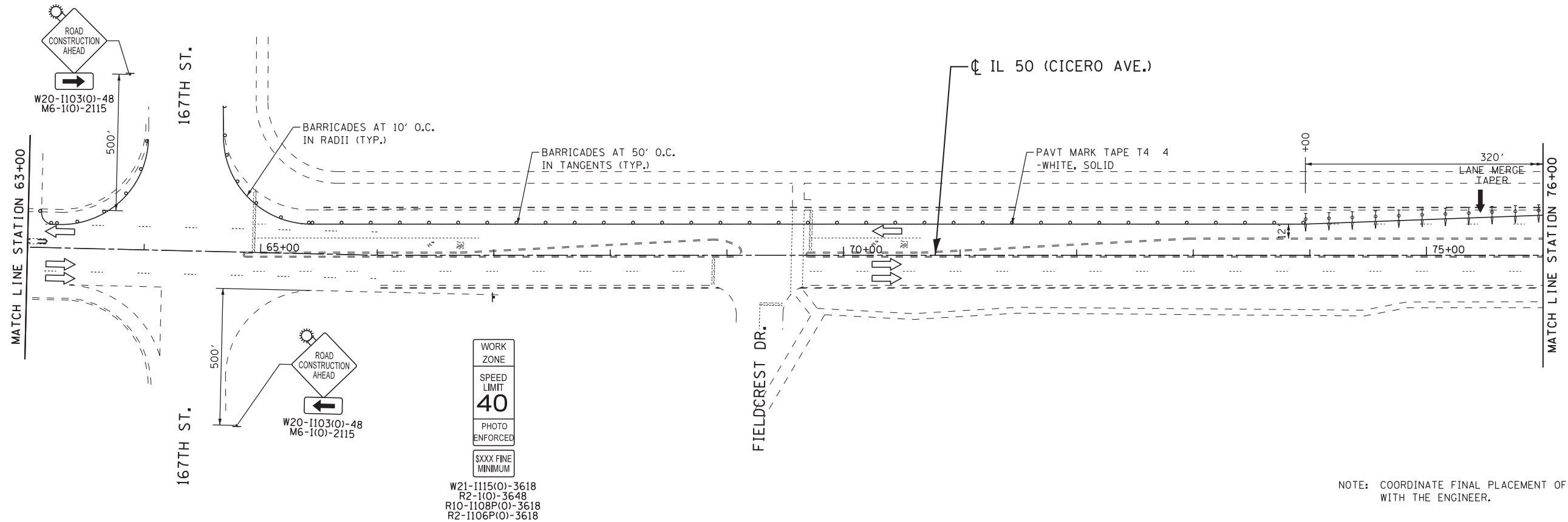
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PLOT DATE = 11/6/2017	CHECKED - DLP	REVISED -
	DATE - 10/24/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 50 (CICERO AVENUE) OVER I-57
MAINTENANCE OF TRAFFIC - STAGE 1**

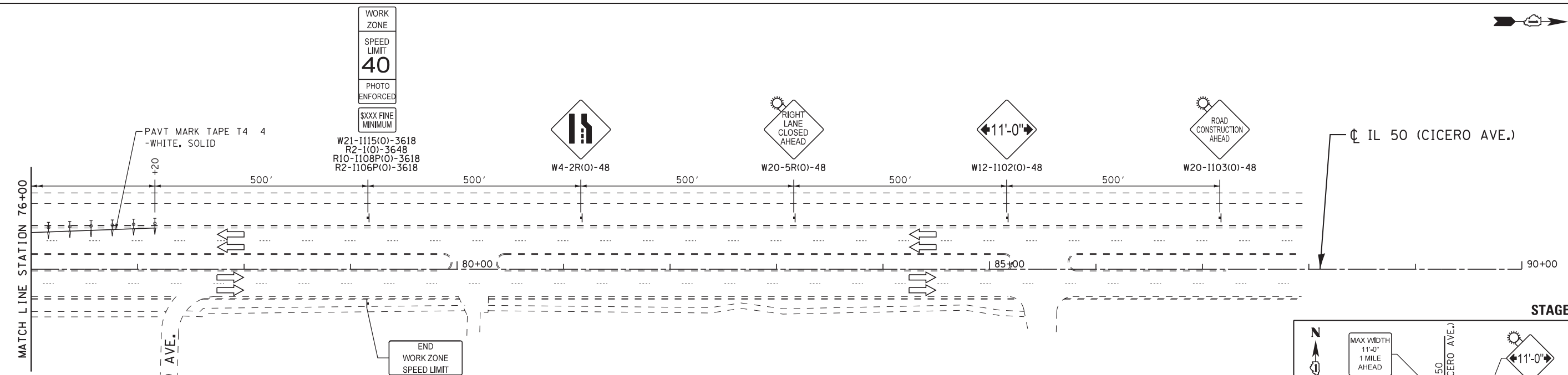
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	16
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T44	



NOTE: COORDINATE FINAL PLACEMENT OF ADVANCE WARNING SIGNS WITH THE ENGINEER.

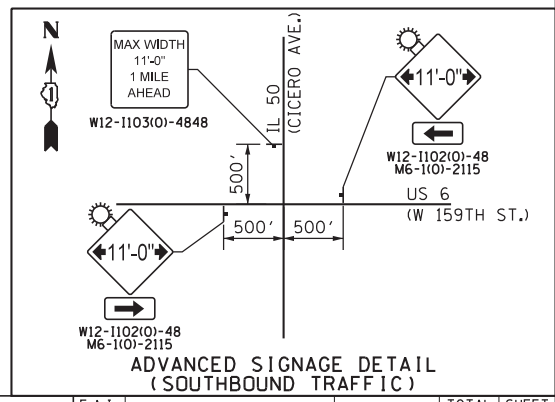
STAGE 2



STAGE 3

STAGING LEGEND:

- WORK AREA
- TEMPORARY PAVEMENT (PLACED IN PRE-STAGE)
- SIGN ON PERMANENT OR PORTABLE SUPPORT
- DRUM/TYPE II BARRICADES WITH STEADY BURN LIGHT
- TYPE III BARRICADE
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW) TEST LEVEL 3
- DIRECTION OF TRAVEL
- DIRECTIONAL INDICATION BARRICADES @ 20' SPACING
- TEMPORARY CONCRETE BARRIER



ADVANCED SIGNAGE DETAIL (SOUTHBOUND TRAFFIC)

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	DRAWN - STANTEC	REVISED -
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PLOT DATE = 11/6/2017	DATE - 10/24/2017	REVISED -

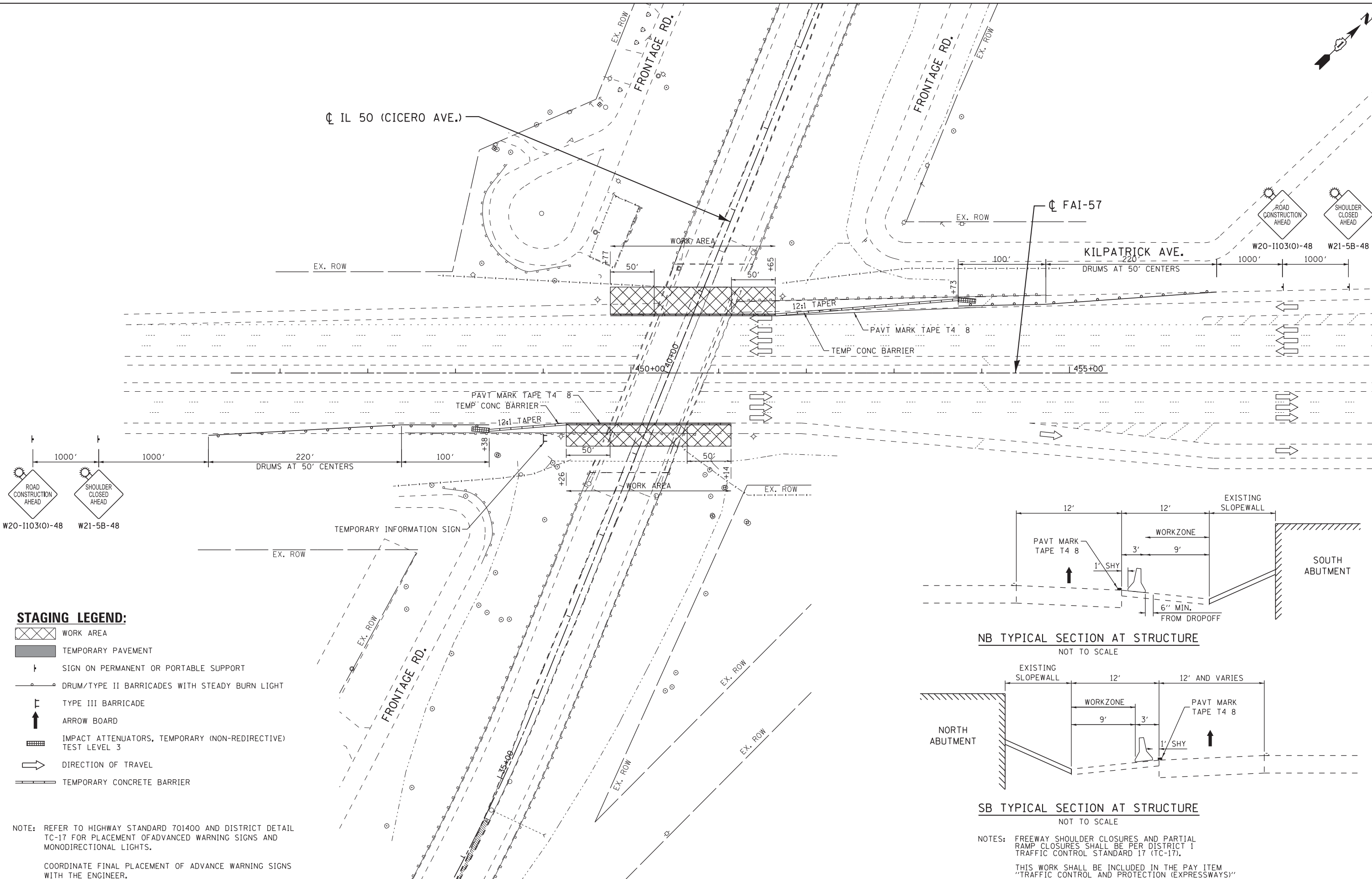
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 50 (CICERO AVENUE) OVER I-57
MAINTENANCE OF TRAFFIC - STAGE 2**

SCALE: 50.00' / 1" SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	19
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T44	

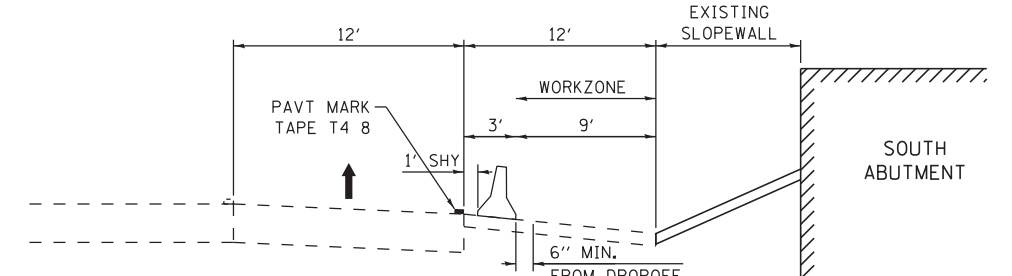
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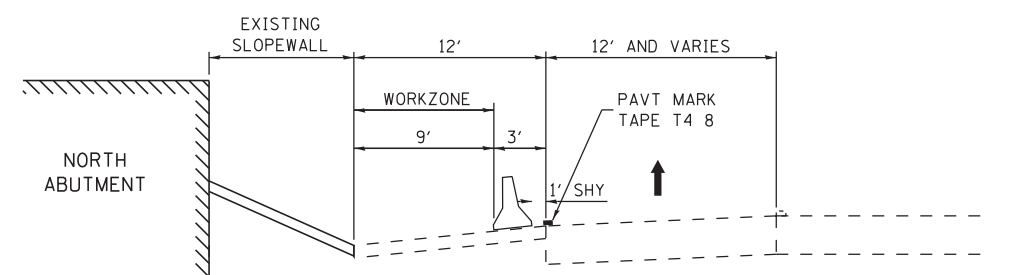
- STAGING LEGEND:**
- WORK AREA
 - TEMPORARY PAVEMENT
 - SIGN ON PERMANENT OR PORTABLE SUPPORT
 - DRUM/TYPE II BARRICADES WITH STEADY BURN LIGHT
 - TYPE III BARRICADE
 - ARROW BOARD
 - IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3
 - DIRECTION OF TRAVEL
 - TEMPORARY CONCRETE BARRIER

NOTE: REFER TO HIGHWAY STANDARD 701400 AND DISTRICT DETAIL TC-17 FOR PLACEMENT OF ADVANCED WARNING SIGNS AND MONODIRECTIONAL LIGHTS.

COORDINATE FINAL PLACEMENT OF ADVANCE WARNING SIGNS WITH THE ENGINEER.



NB TYPICAL SECTION AT STRUCTURE
NOT TO SCALE



SB TYPICAL SECTION AT STRUCTURE
NOT TO SCALE

NOTES: FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES SHALL BE PER DISTRICT 1 TRAFFIC CONTROL STANDARD 17 (TC-17).

THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)"



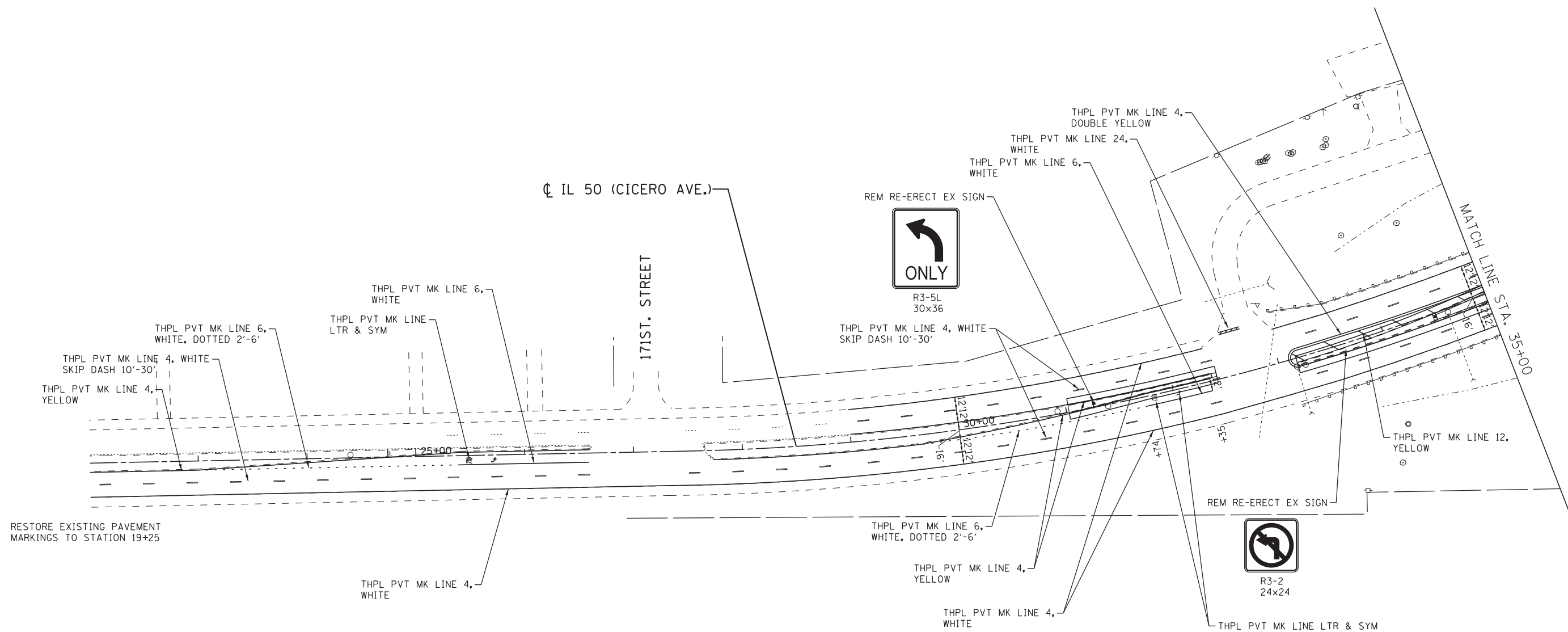
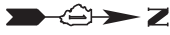
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PLOT DATE = 11/6/2017	DATE - 10/24/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 50 (CICERO AVENUE) OVER FAI-57
I-57 MOT DETAILS**

SCALE: 50.00' / in. SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	20
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T44	



RESTORE EXISTING PAVEMENT MARKINGS TO STATION 19+25

NOTES:
 REPLACE EXISTING RAISED REFLECTIVE PAVEMENT MARKERS.
 PROVIDE TWO (2) ONE-WAY CRYSTAL MARKERS RRMP'S AT 80' O.C. PER TC-11 BETWEEN STATION 31+00 AND 49+00.

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DRAWN - STANTEC	REVISED -	
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PLOT DATE = 11/6/2017	DATE - 10/24/2017	REVISED -

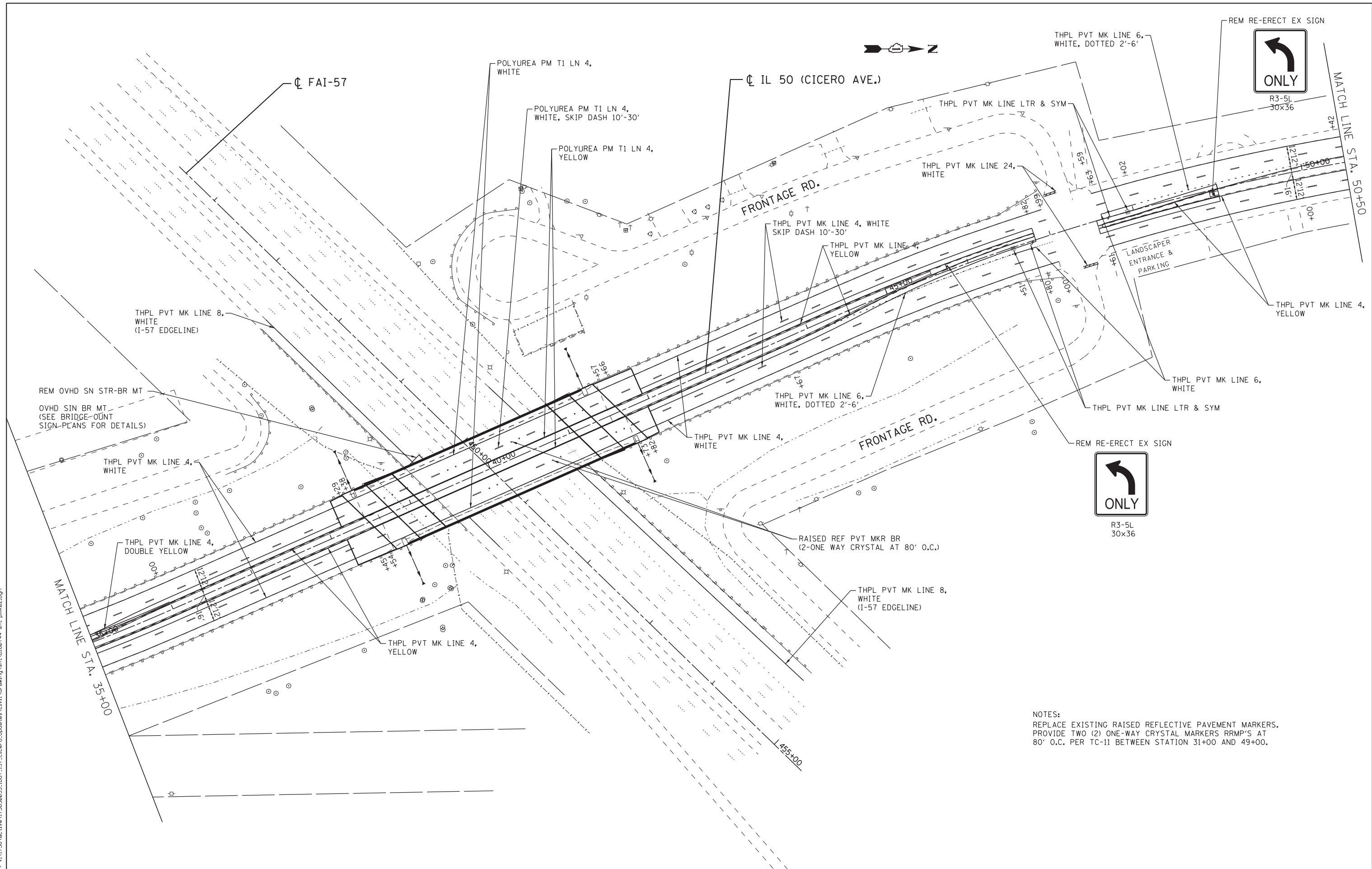
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 50 (CICERO AVENUE) OVER FAI-57
 PAVEMENT MARKING AND SIGNING PLAN**

SCALE: 50.0000' / SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	21
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T44	

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NOTES:
 REPLACE EXISTING RAISED REFLECTIVE PAVEMENT MARKERS.
 PROVIDE TWO (2) ONE-WAY CRYSTAL MARKERS RRMP'S AT
 80' O.C. PER TC-11 BETWEEN STATION 31+00 AND 49+00.



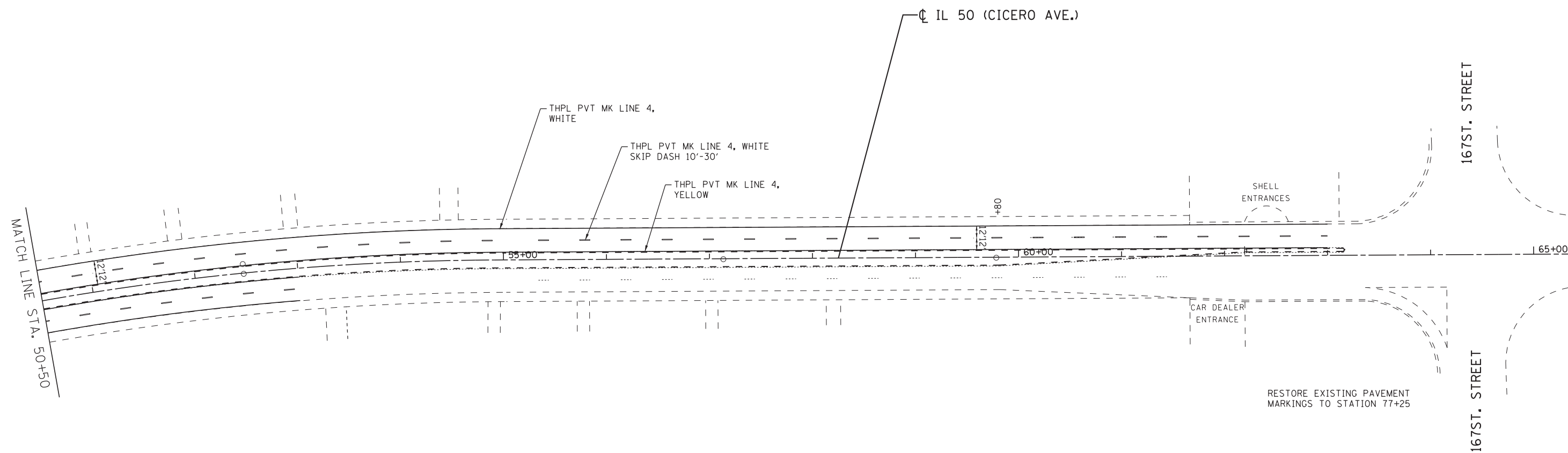
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PLOT DATE = 11/6/2017	DATE - 10/24/2017	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 50 (CICERO AVENUE) OVER FAI-57
 PAVEMENT MARKING AND SIGNING PLAN**

SCALE: 50.0000' / SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	22
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T44	



NOTES:
 REPLACE EXISTING RAISED REFLECTIVE PAVEMENT MARKERS.
 PROVIDE TWO (2) ONE-WAY CRYSTAL MARKERS RRRP'S AT
 80' O.C. PER TC-11 BETWEEN STATION 31+00 AND 49+00.

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PLOT SCALE = 50.0000' / in.	CHECKED - DLP	REVISED -
PLOT DATE = 11/6/2017	DATE - 10/24/2017	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 50 (CICERO AVENUE) OVER FAI-57
 PAVEMENT MARKING AND SIGNING PLAN**

SCALE: 50.0000' / SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	23
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T44	

GENERAL NOTES

SPECIFICATIONS:

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

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

LOADING: 90 M.P.H. WIND VELOCITY

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

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

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

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

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

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

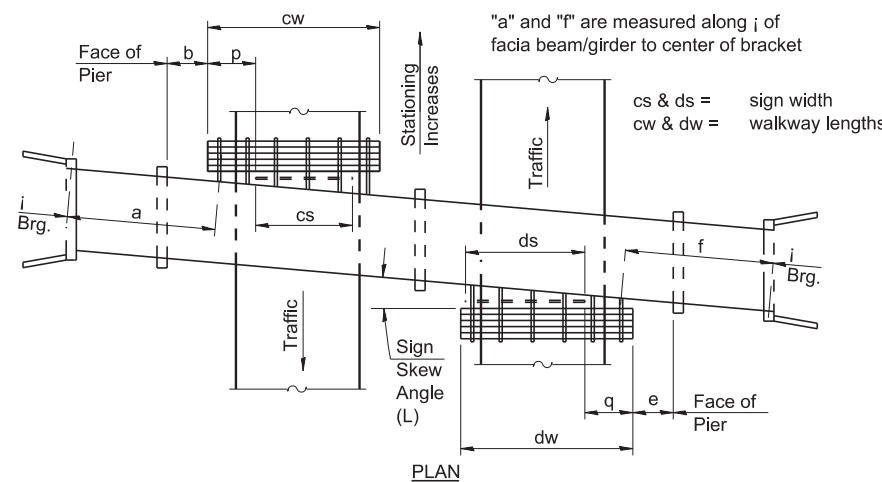
ANCHOR RODS: All-threaded rod shall conform to ASTM F1554 Grade 105, 3/4" Ø x 12" long, each with one plate washer and locknut and be hot dip galvanized per AASHTO M232. They shall be either cast into the concrete or epoxy grouted in accordance with Section 584 of the Standard Specifications. Minimum embedment in concrete shall be 9".

- ① Bracket spacing $g \leq 6'-0"$, max. Spacing shall be uniform if possible but may vary $\pm 6"$ to miss existing obstruction (rail post, light poles, web stiffeners, splice plates, etc.). Adjust bracket lengths accordingly on skewed structures.
- ② Any design modifications shall be based on the current version of applicable specifications and submitted for the Engineer's approval.
- ③ Unit price includes grating, handrail, brackets, supports, anchor bolts, fasteners, fabrication, delivery, erection, field drilling and other necessary items. Limits of payment are based on grating length (cw, dw) unless otherwise specified. For Safety Chain Details and Details D, F and G, see Base Sheet BM-4.
- ④ If walkway bracket at safety chain location is behind sign, add angle to bracket. See detail on Base Sheet BM-4.

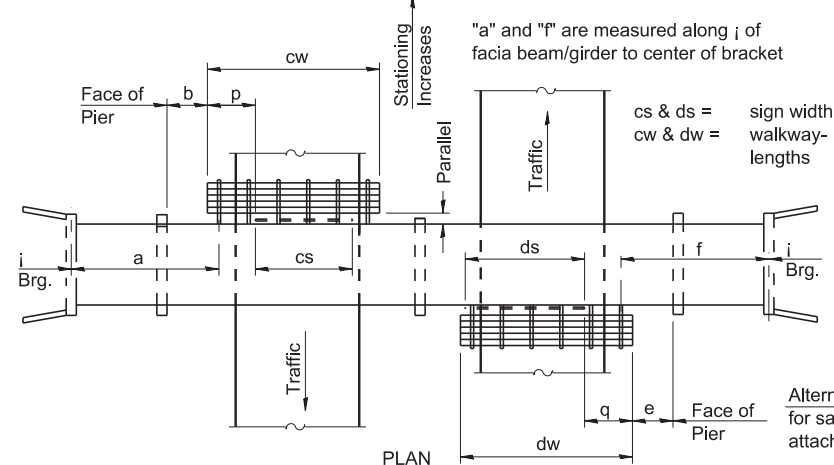
WALKWAYS AND LIGHTING ARE NOT INCLUDED IN THIS CONTRACT

TOTAL BILL OF MATERIAL

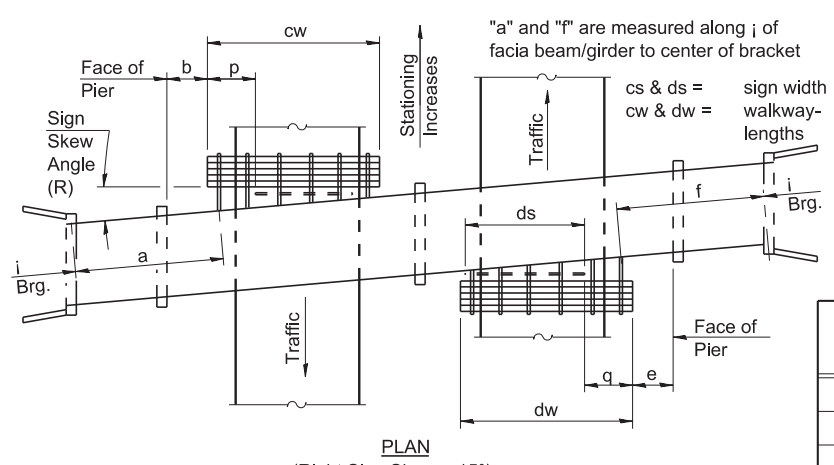
③ OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED	Foot	16
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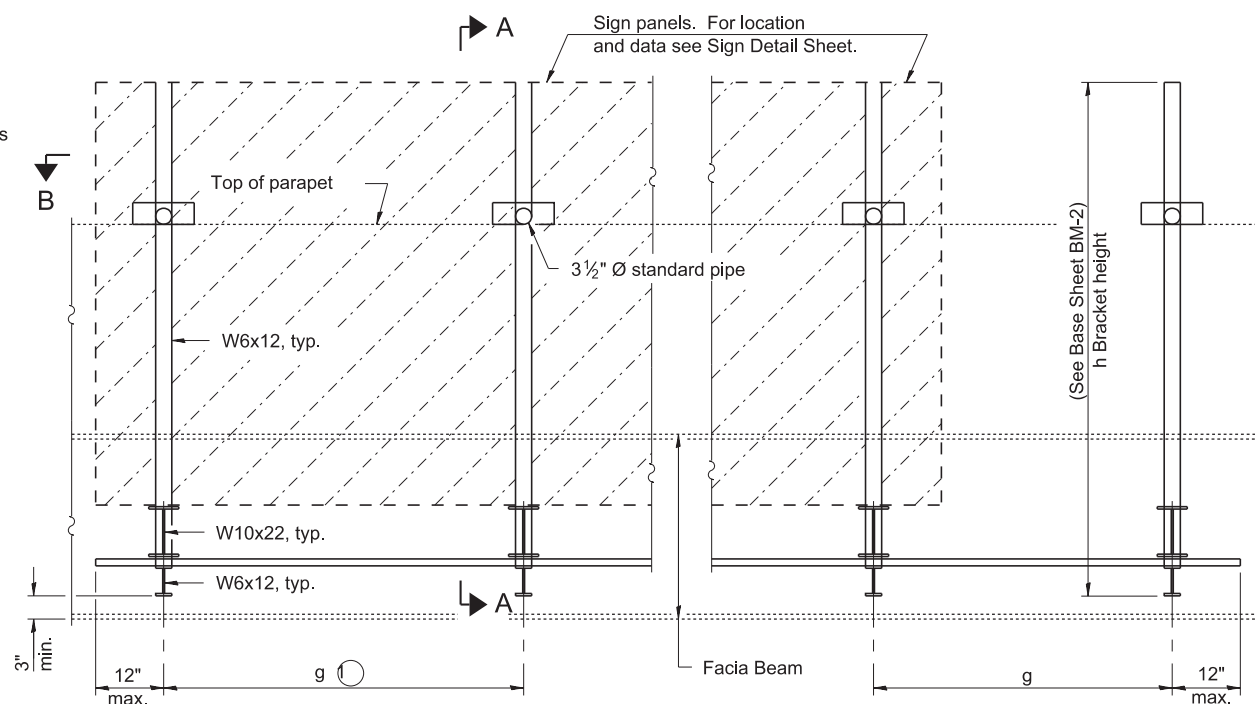
WALKWAY AND HANDRAIL SKETCH
(Road plan beneath structure varies.)



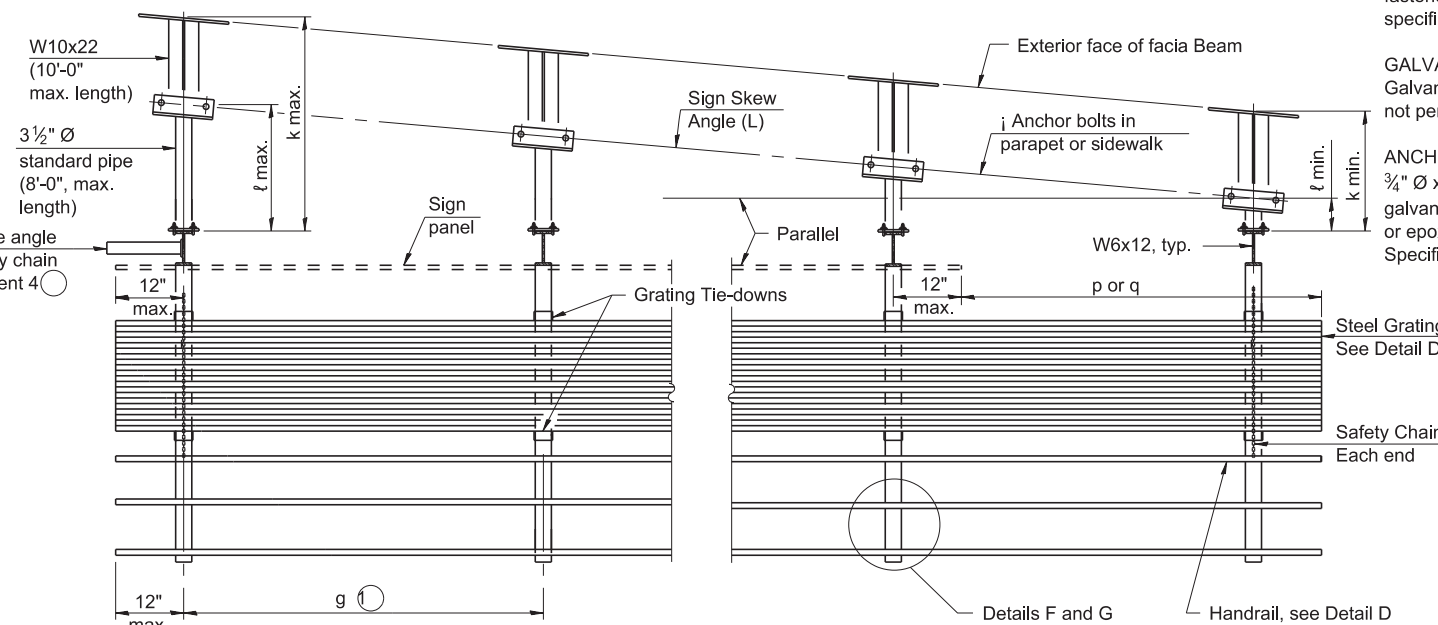
WALKWAY AND HANDRAIL SKETCH
(Road plan beneath structure varies.)



WALKWAY AND HANDRAIL SKETCH
(Road plan beneath structure varies.)



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



SECTION B-B
(Shown: Left Sign Skew 15°)

Structure Number	Sign Skew Angle (L) or (R)	Bridge Station	Bridge Structure Number	Contract Route Designation	a	b	cs	cw	ds	dw	e	f	g	No. of Brackets (Total)	p	q	Total Grating/Hndrl. Lengths (cw + dw)
NB1	22°00'00" (L)	450+43.74	016-1014	FAI 57				N/A	16'-0"	N/A		26'-6"	5'-0"	4			N/A

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

BM-1 2-17-2017



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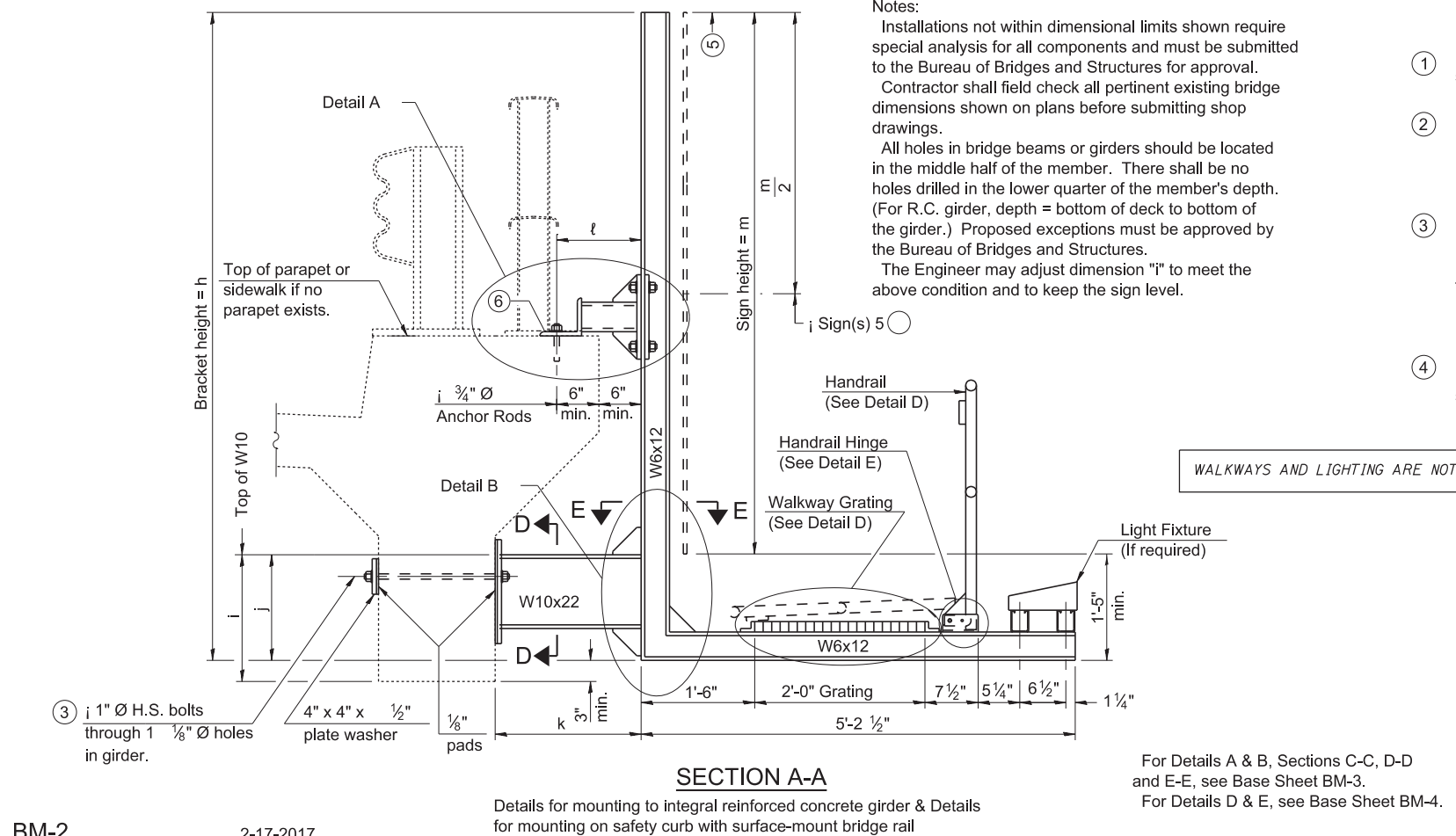
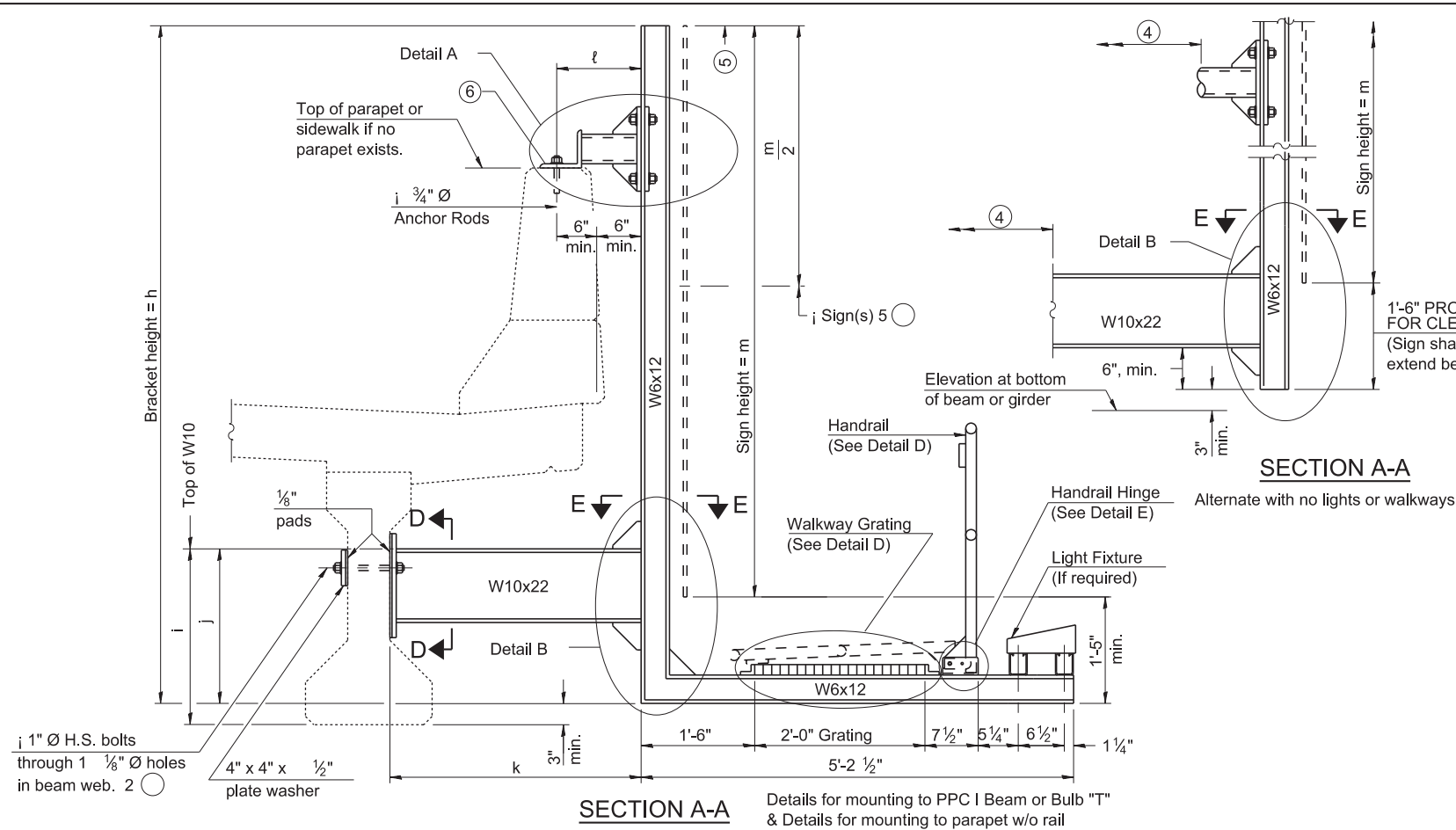
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 50 (CICERO AVENUE) OVER FAI-57
BRIDGE MOUNT SIGN STRUCTURES
GENERAL PLAN AND ELEVATION

SCALE: 50.0000' / SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	24
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T44	

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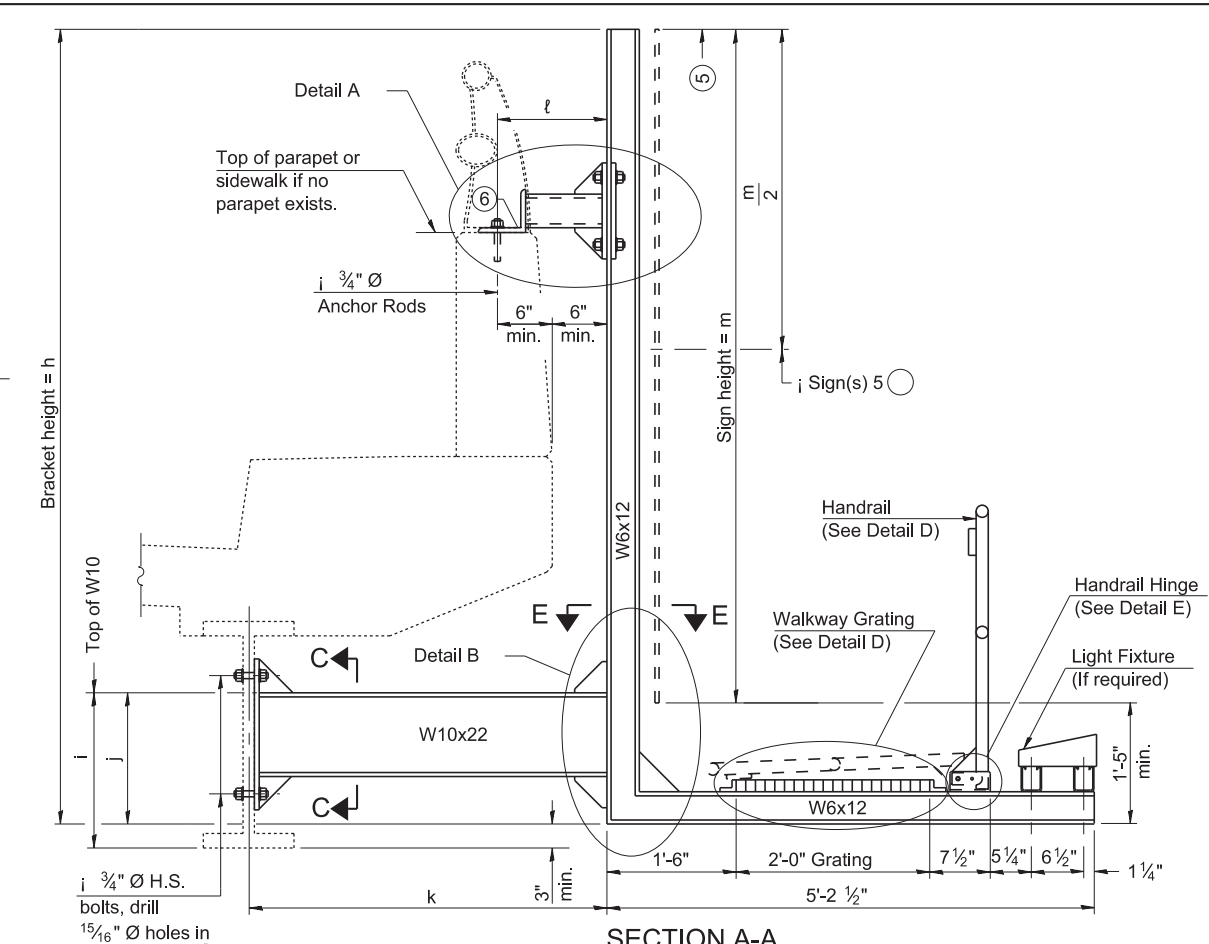
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PLOT DATE = 11/6/2017	CHECKED - DLP	REVISED -
	DATE - 10/24/2017	REVISED -

For Details A & B, Sections C-C, D-D and E-E, see Base Sheet BM-3.
 For Details D & E, see Base Sheet BM-4.

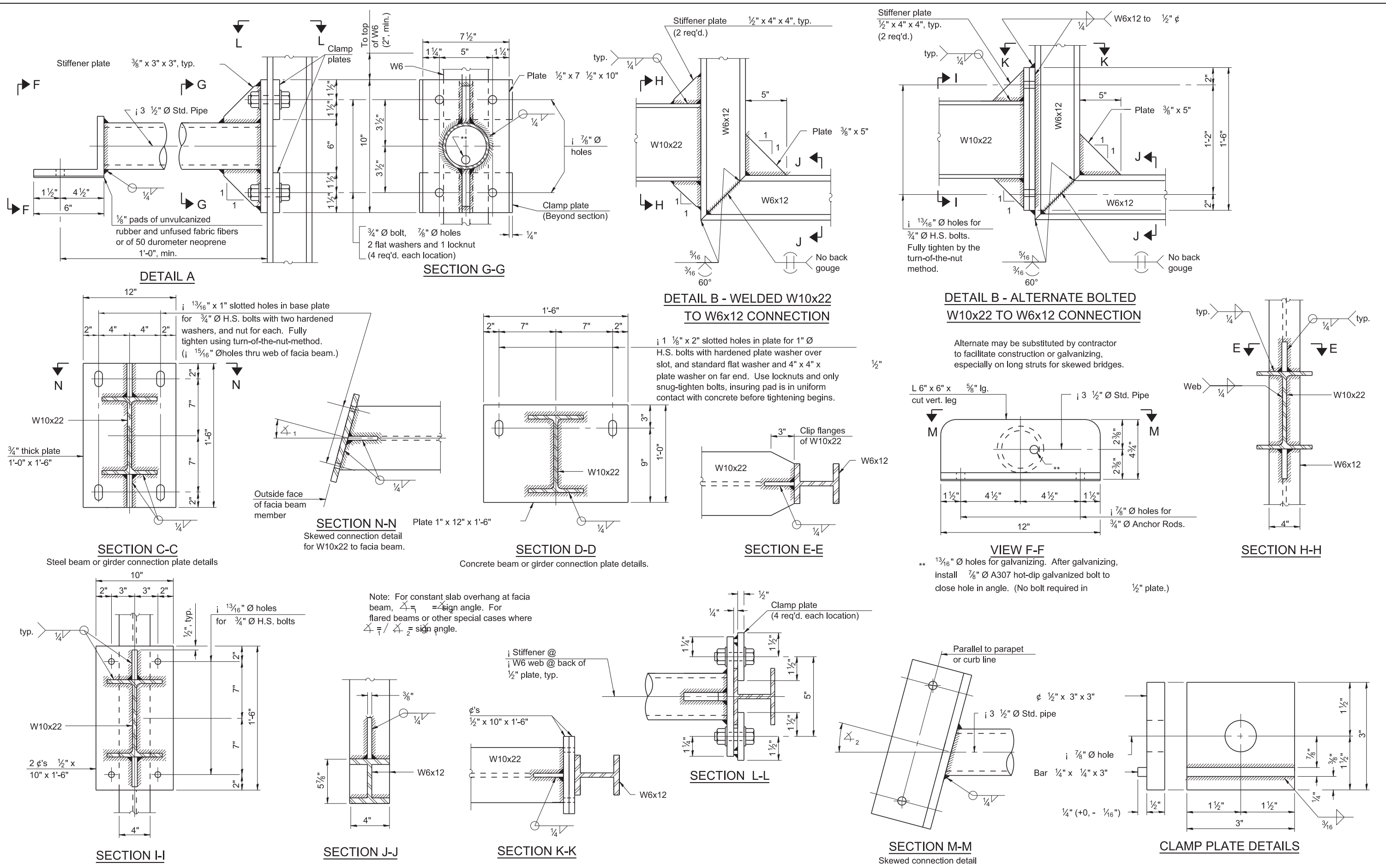
WALKWAYS AND LIGHTING ARE NOT INCLUDED IN THIS CONTRACT

- Holes in new steel members may be drilled in the fabrication shop or in the field. Field drill existing members.
- For new PPC I beams, holes shall be formed during casting. For existing PPC I beams, prestressing strand locations shall be determined and spaced to miss strands by 6", min. Minimize spalling during field drilling of existing beams.
- For new construction, form holes. For existing RC beams, locate primary reinforcement and space holes to miss by 6", min. Minimize spalling and concrete fracturing/damage during field drilling of existing concrete. Spalls over 1/4" deep or beyond the coverage of the 4x4 plate washer shall be repaired with epoxy mortar before installing washer.
- For attachment details of 3 1/2" pipe and W10x22, see other sections as applicable.
- Sign shall not extend more than 6" above top of bracket, and this dimension may vary to keep sign level if bridge is on grade or vertical curve. Multiple signs of various heights shall share a common horizontal centerline and use equal bracket heights. If no sign is attached to a W6x12 vertical (bracket only supporting walkway), dimension h shall be the same as an adjacent bracket with a sign attached, unless Engineer specifically directs shorter brackets due to locational restraints on future uses. (See Detail A for minimum bracket height.)
- For bridge mounted sign structures installed on new bridges with railing, during design, bracket spacing must be coordinated with railing post spacing and the Contractor must install upper brackets prior to railing installation. For bridge mounted sign structures installed on existing bridges with railing, during design, brackets spacing must be coordinated with railing post spacing and the Contractor must temporarily remove sections of railing to facilitate upper bracket installation. If it is determined during design that existing railings can't be removed, alternate upper connection details must be developed for the contract plans and approved by the Bureau of Bridges and Structures.



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

Structure Number	Station	h	i	j	k max. (10'-0" max.)	l max. (8'-0" max.)	m (15'-0" max.)
NB1	450+43.74	9'-0"	2'-3 9/16"	1'-4 1/4"	9'-6"	7'-5 3/4"	7'-6"



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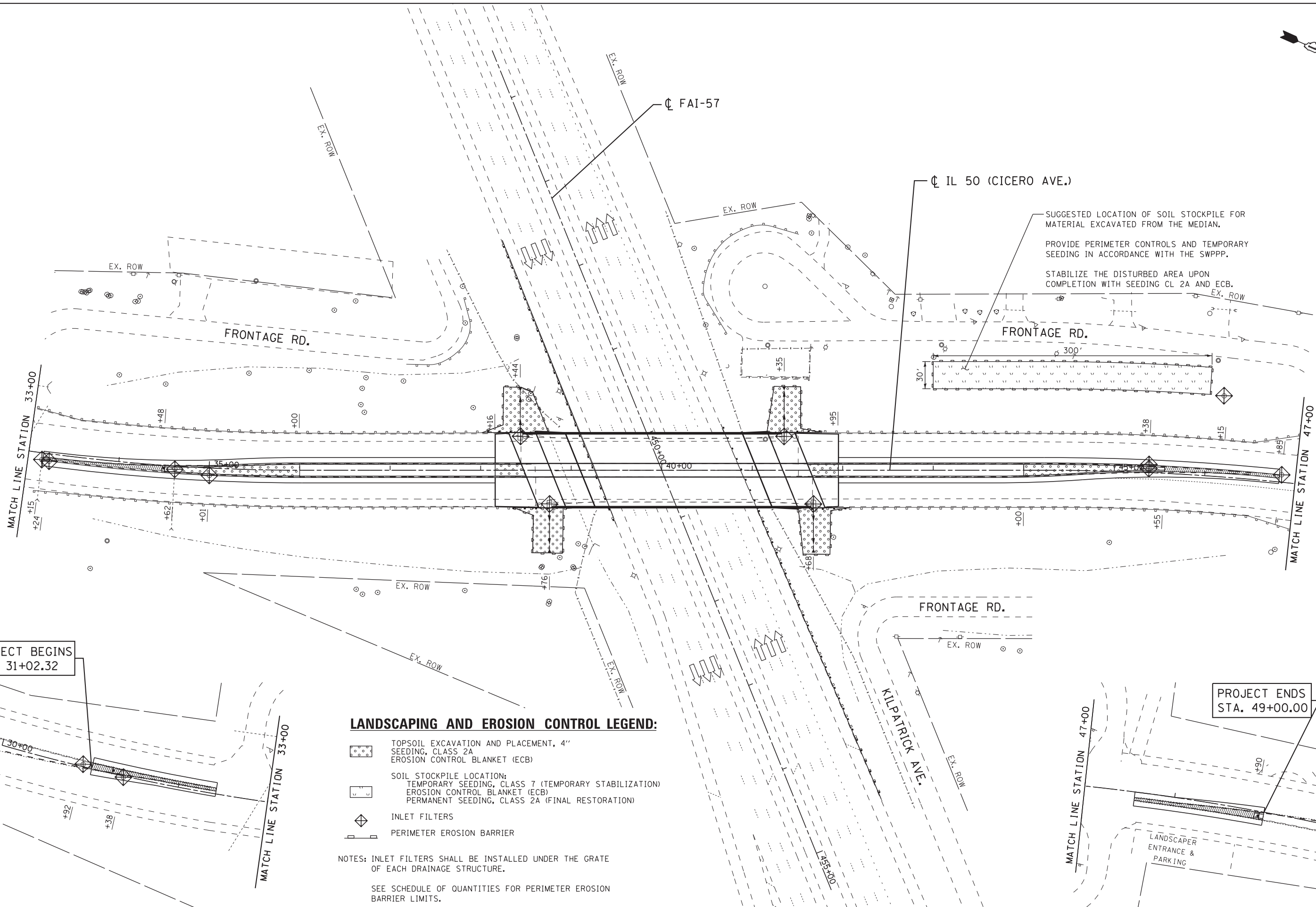
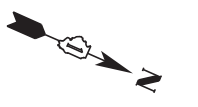
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 50 (CICERO AVENUE) OVER FAI-57
BRIDGE MOUNT SIGN STRUCTURES
CONNECTION DETAILS**

SCALE: 50.0000' / SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE. 57	SECTION 0909-1015HB-BR	COUNTY COOK	TOTAL SHEETS 86	SHEET NO. 26
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 60T44	

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PROJECT BEGINS
STA. 31+02.32

PROJECT ENDS
STA. 49+00.00

LANDSCAPING AND EROSION CONTROL LEGEND:

- TOPSOIL EXCAVATION AND PLACEMENT, 4" SEEDING, CLASS 2A EROSION CONTROL BLANKET (ECB)
- SOIL STOCKPILE LOCATION: TEMPORARY SEEDING, CLASS 7 (TEMPORARY STABILIZATION) EROSION CONTROL BLANKET (ECB) PERMANENT SEEDING, CLASS 2A (FINAL RESTORATION)
- INLET FILTERS
- PERIMETER EROSION BARRIER

NOTES: INLET FILTERS SHALL BE INSTALLED UNDER THE GRATE OF EACH DRAINAGE STRUCTURE.

SEE SCHEDULE OF QUANTITIES FOR PERIMETER EROSION BARRIER LIMITS.

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









**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 50 (CICERO AVENUE) OVER FAI-57
LANDSCAPING AND EROSION CONTROL PLAN**

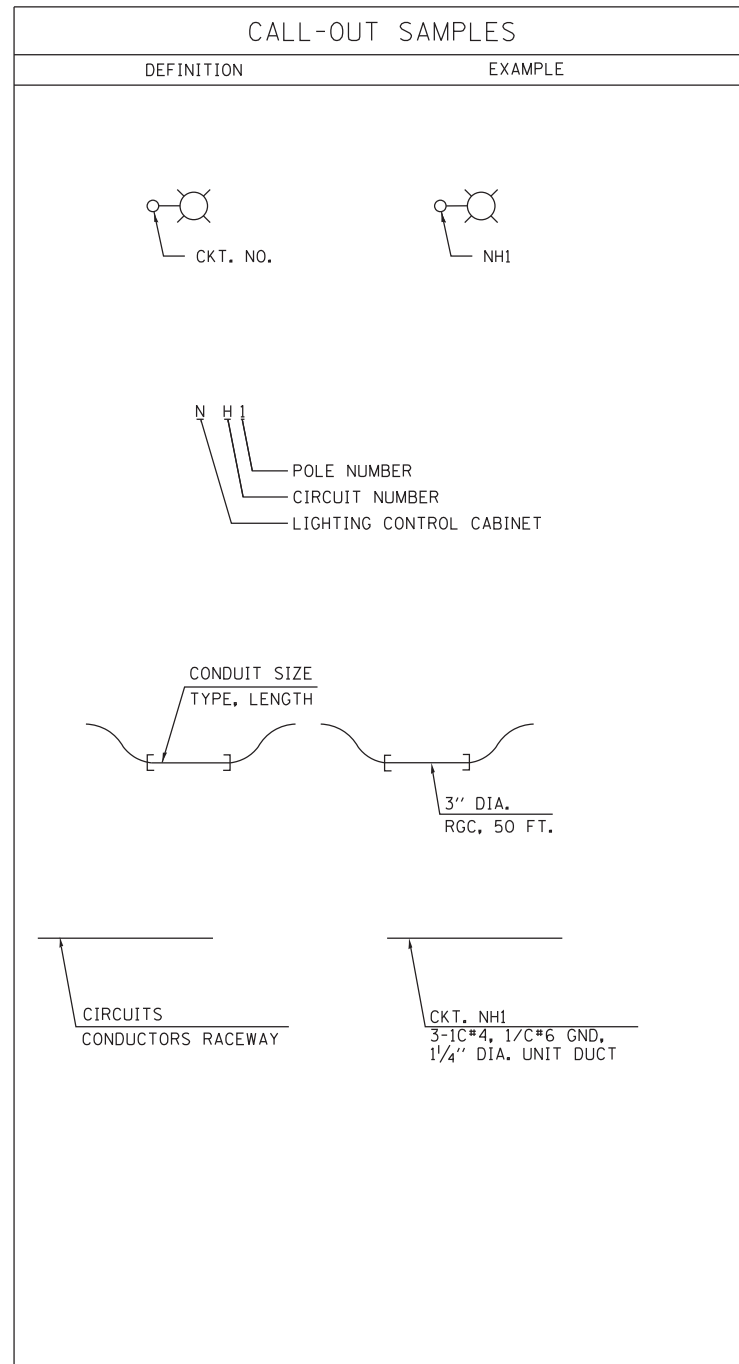
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	28
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T44	

LEGEND:

-  EXISTING LIGHT POLE TO REMAIN IN PLACE
-  UNDERPASS LUMINAIRE, LOW PRESSURE SODIUM VAPOR (LPSV) TO BE REMOVED
-  PROPOSED UNDERPASS LUMINAIRE, 100 WATT, HIGH PRESSURE SODIUM VAPOR (HPSV)
-  EXISTING SIGN LUMINAIRE, HIGH PRESSURE SODIUM VAPOR (HPSV)
-  JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"
-  JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 10" X 8" X 6"
-  JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 12" X 8"
-  UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE
-  ELECTRIC CABLE IN 1" DIA PVC COATED RGS CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 6, 1/C NO. 8 GROUND (GREEN INSULATED)
-  EXISTING WIRING TO BE REMOVED

CALL-OUT SAMPLES



ABBREVIATIONS

SYMBOL	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
AFG	ABOVE FINISHED GRADE
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
CNC	COILABLE NONMETALLIC CONDUIT
CT	CURRENT TRANSFORMER
CP	CONTROL PANEL
DA	DAVIT ARM
DC	DIRECT CURRENT
DIA	DIAMETER
DP	DISTRIBUTION PANEL
E	EXISTING UNIT TO REMAIN
ECA	ELECTRIC CABLE ASSEMBLY
EM	EXISTING UNIT TO BE MODIFIED (e.g. NEW LUMINAIRE, BALLAST OR MAST ARM)
ER	EXISTING RELOCATED UNIT
ET	EXISTING TEMPORARY UNIT TO REMAIN
ETR	EXISTING TEMPORARY RELOCATED UNIT
FT	FEET OR FOOT
FND BW	FOUNDATION BARRIER WALL
FND BW OS	FOUNDATION BARRIER WALL OFFSET
FND CON	FOUNDATION CONCRETE
FND CON OS	FOUNDATION CONCRETE OFFSET
FND MET	FOUNDATION METAL
FND PW	FOUNDATION PARAPET WALL
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
M	METER
MA	MAST ARM
MM	MILLIMETER
MH	MOUNTING HEIGHT
NO. #	NUMBER
P	PROPOSED
PB	PUSH BUTTON
PNL	PANEL
PVCC RGC	PVC COATED RIGID GALVANIZED CONDUIT
PT	POTENTIAL TRANSFORMER
R	EXISTING UNIT TO BE REMOVED (OWNER SALVAGED U.N.O.)
RR	EXISTING UNIT TO BE REMOVED AND REINSTALLED
RECP	RECEPTACLE
RGC	RIGID GALVANIZED CONDUIT
RGS	RIGID GALVANIZED STEEL
SEL SW	SELECTOR SWITCH
SPARE	SPARE
SPACE	SPACE
SS	STAINLESS STEEL
STA	STATION
T	TEMPORARY LIGHTING UNIT
TB	TRANSFORMER BASE
TMP	TEMPORARY
TR	TEMPORARY UNIT TO BE REMOVED, SALVAGE EQUIPMENT AS SPECIFIED
TRR	TEMPORARY UNIT TO BE REMOVED AND RELOCATED
TUR	TEMPORARY UNIT ON UTILITY POLE TO BE REMOVED
UD	UNIT DUCT
U.N.O.	UNLESS NOTED OTHERWISE
WP	WOOD POLE
XFMR	TRANSFORMER

GENERAL NOTES:

1. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ASSOCIATED SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS (LATEST EDITION).
2. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL UNDERPASS LUMINAIRES FOR EXAMINATION WITH THE RESIDENT ENGINEER AT THE PRECONSTRUCTION INSPECTION.
3. THE CONTRACTOR SHALL GIVE IN WRITING TO THE ELECTRICAL ENGINEER FOR REVIEW CONSTRUCTION STAGING FOR PROPOSED UNDERPASS LIGHTING WORK, AND OBTAIN WRITTEN APPROVAL FROM THE ELECTRICAL ENGINEER
4. ALL CONSTRUCTION SHALL BE ONE IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS AS WELL AS; ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AS ADOPTED JANUARY 1, 2012. ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (LATEST EDITION IN EFFECT ON THE DATE OF INVITATION FOR BIDS) NATIONAL ELECTRIC CODE, 2011 EDITION DISTRICT ONE RECURRING SPECIAL PROVISIONS FOR ROADWAY LIGHTING , ADOPTED JANUARY 1, 2012.
5. ANY ROADWAY LIGHTING MATERIALS AND/OR LIGHTING SYSTEMS SHOWN ON THE PLAN SHEETS AS "EXISTING" ARE FOR THE CONTRACTOR'S INFORMATION ONLY. THE CONTRACTOR MUST FIELD VERIFY EXISTING ROADWAY LIGHTING MATERIALS/SYSTEMS AS SPECIFIED IN THE "GENERAL ELECTRICAL PROVISIONS".
6. PROPOSED UNDERGROUND RACEWAYS, UNIT DUCT AND WARNING TAPE SHALL NOT BE INSTALLED UNTIL FINAL GRADE HAS BEEN ESTABLISHED, UNLESS DIRECTED OTHERWISE BY THE ENGINEER. RACEWAYS AND UNIT DUCT SHALL BE INSTALLED AT A DEPTH OF 30-INCHES BELOW GRADE. THE INSTALLATION OF WARNING TAPE SHALL BE INSPECTED BY THE ENGINEER PRIOR TO BACKFILLING OR PLOWING OPERATION AS APPLICABLE..
7. UNLESS NOTED OTHERWISE ALL UNIT DUCT PROVIDED BY THIS CONTRACT SHALL BE (1-1/4") DIA. DUCT WITH 3*4 (BLACK RED AND WHITE COLOR CODED) CONDUCTORS AND 1*6 (GREEN COLOR CODED) INSULATED GROUND CONDUCTOR. QUANTITIES SHOWN FOR UNIT DUCT AND CONDUIT SHALL BE CONFIRMED IN THE FIELD.
8. THE CONTRACTOR SHALL MAKE NOTE OF THE REQUIREMENTS FOR GROUNDING:
 - A. GROUNDING CONNECTIONS AT THE FOUNDATION STEEL AND AT THE GROUND ROD SHALL BE EXOTHERMICALLY WELDED, AS SPECIFIED AND APPROVED BY RESIDENT ENGINEER PRIOR TO POURING CONCRETE OR BACKFILLING AS APPLICABLE.
 - B. EQUIPMENT GROUND CONDUCTORS (GREEN COLOR CODED) SHALL BE SPLICED AND PIGTAILED TO EACH METALLIC JUNCTION/PULL BOX THEY PASS THROUGH AS ANY ROADWAY LIGHTING MATERIALS AND/OR LIGHTING SYSTEMS SHOWN ON THE PLAN SHALL UTILIZE U.L. LISTED CLAMPS, PRESURE CONNECTORS OR OTHER U.L. LISTED MEANS.
9. THE CONTRACTOR SHALL SUBMIT FULL SIZED COMPLETE, NEAT AND ACCURATE "RECORD DRAWINGS" TO THE ENGINEER FOR REVIEW AND COMMENT, AS SPECIFIED. THE "RECORD DRAWINGS" SHALL BE UPDATED ON A REGULAR BASIS AND DEPICT ALL UNDERPASS/ROADWAY LIGHTING MATERIAL INSTALLATIONS WITH ANY CHANGES INDICATED IN RED. "RECORD DRAWINGS" SHALL BE SUBMITTED AT LEAST 7 DAYS BEFORE SCHEDULING A FINAL INSPECTION.
10. WITHIN THIRTY (30) DAYS AFTER THE CONTRACT IS SIGNED AND BEFORE ANY WORK IS AUTHORIZED BY THE ENGINEER, THE CONTRACTOR SHALL SUBMIT MANUFACTURER'S LITERATURE PERTAINING TO LIGHTING WORK FOR THE ELECTRICAL ENGINEER'S REVIEW AND APPROVAL.
11. THE CONTRACTOR SHALL NOTIFY J.U.L.I.E. (1-800-892-0123). TO LOCATE AND MARK STAKE ALL UNDERGROUND UTILITIES.
12. THE CONTRACTOR SHALL NOTIFY COOK COUNTY TO LOCATE AND MARK/STAKE ALL UNDERGROUND UTILITIES.
13. THE CONTRACTOR AS DIRECTED BY THE ENGINEER, SHALL DISPOSE OF THE EXISTING ELECTRICAL MATERIAL. THE COST OF THIS WORK SHALL BE INCLUDED IN THE RESPECTIVE PAY ITEM.
14. THE LIGHTING SYSTEM SHALL REMAIN IN OPERATION BETWEEN 4 P.M. AND 8 A.M. OR AS DIRECTED BY THE ENGINEER.
15. THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR SPLICING ELECTRIC CABLE. THE GENERAL ELECTRIC REQUIREMENTS AND SPLICING DETAIL IS PROVIDED ON SHEET E-4.
16. THE EXISTING SCHEMATIC WIRING SHOWN ON SHEET E-2 AND E-3 IS PROVIDED FOR REFERENCE ONLY. THE CONTRACTOR SHALL VERIFY THE EXISTING CONDITIONS IN THE FIELD AND NOTE THE CIRCUITS FOR THE EXISTING LIGHTING SYSTEM.

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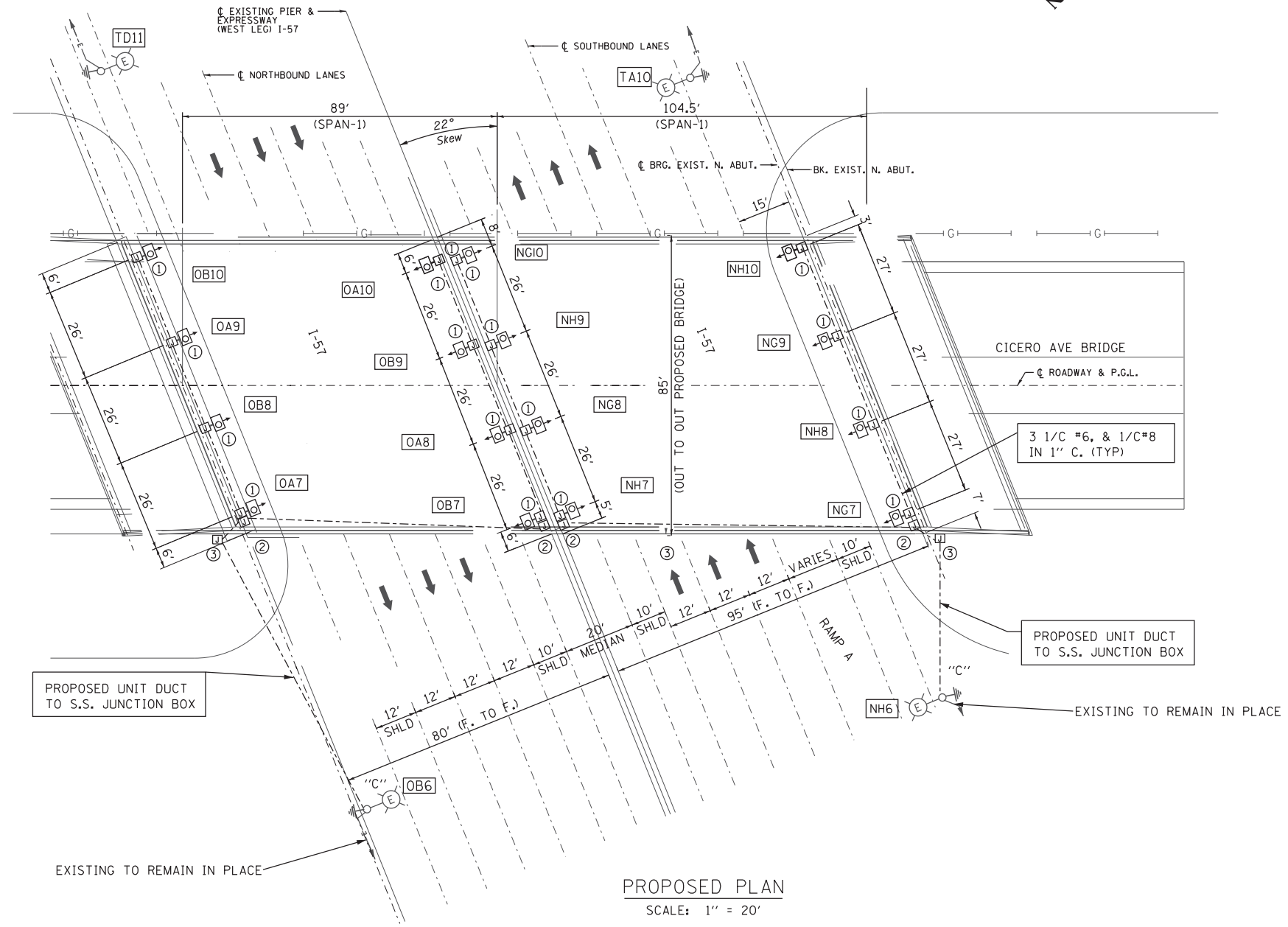
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 50 (CICERO AVENUE) OVER FAI-57
LIGHTING GENERAL NOTES AND LEGEND**

SCALE: 20.0000' / SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	29
ROUTE		CONTRACT NO. 60T44		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



PROPOSED PLAN
SCALE: 1" = 20'

INSTALLATION NOTES

- A - ALL CONDUIT TO BE FASTENED SECURELY AT 5' INTERVALS WITH BEAM CLAMPS AND HANGERS AND/OR I-SCREW MALLEABLE CLAMPS AND CLAMP BACKS.
- B - ONE 1/2" #12 AWG COPPER CONDUCTOR WITH GREEN INSULATION SHALL BE CONNECTED TO EACH FIXTURE HOUSING FOR GROUNDING PURPOSES.
- C - CONNECT NEW UNIT DUCT THROUGH EXISTING ELBOW IN BASE OF POLE, SEE SHEET E4 FOR TYPICAL WIRING AND CIRCUIT DIAGRAM.
- D - CONTRACTOR TO ENSURE ADEQUATE LIGHTING IS PROVIDED IN UNDERPASS FOR TRAVELLING MOTORIST DURING ALL STAGES OF CONSTRUCTION. THE CONTRACTOR SHALL CONDUCT WORK IN A MANNER AS NOT TO KEEP OUT OF SERVICE ANY OF THE LIGHTING BETWEEN 4:00 PM AND 8:00 AM. FOR LANES OPEN TO TRAFFIC AND ALL LIGHTS SHALL BE TESTED DAILY AND ANY NECESSARY REPAIRS SHALL BE MADE IMMEDIATELY WITHOUT ANY DELAY
- E - REFER TO THE LIGHTING GENERAL NOTES AND LEGEND SHEET E-1 FOR APPLICABLE INFORMATION
- F - SHOULD THE UNDERPASS LIGHTING SYSTEM BE DAMAGED THROUGH THE CONTRACTORS OPERATION, REPAIRS SHALL BE MADE BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.
- G - MOUNTING HEIGHT OF UNDERPASS LUMINAIRES IS ASSUMED TO BE 16-FT UNLESS DIRECTED OTHERWISE IN WRITING BY ELECTRICAL ENGINEER OF RECORD.

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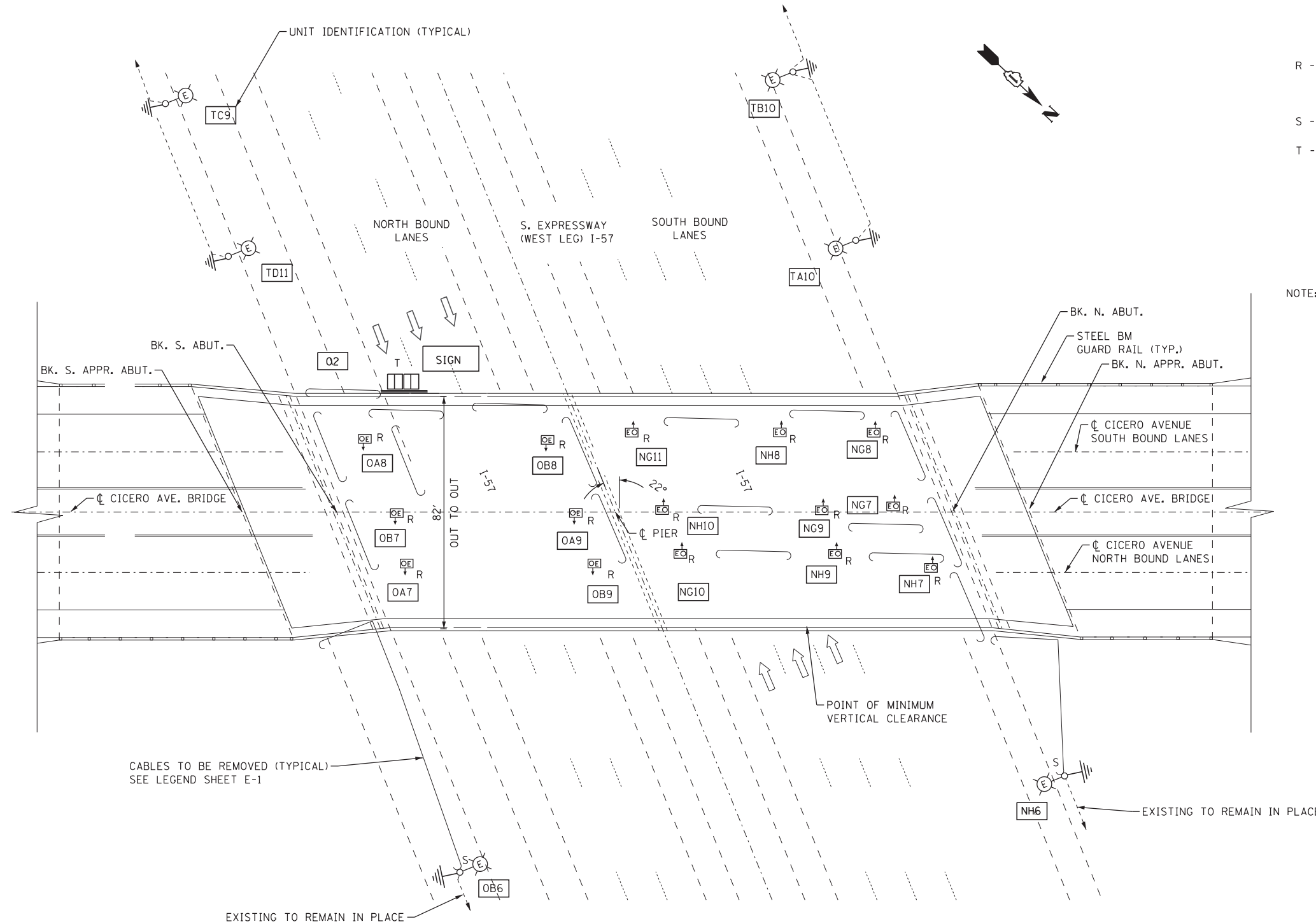


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PLOT DATE = 11/6/2017	DATE - 10/24/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 50 (CICERO AVENUE) OVER I-57
PROPOSED UNDERPASS LIGHTING PLAN
SCALE: 20.0000' / SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	30
ROUTE			CONTRACT NO. 60T44	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



REMOVAL NOTES

- R - REMOVE EXISTING UNDERPASS LUMINAIRE HUNG FROM DECK AND ALL ASSOCIATED CABLE, CONDUITS AND JUNCTION BOXES ATTACHED TO THE STRUCTURE.
- S - REMOVE AND DISCONNECT CABLES FROM THE BASE OF POLE.
- T - REMOVE 5-EXISTING SIGN LUMINAIRES AND S.S. SWITCH BOX ATTACHED TO SIGN STRUCTURE ALONG WITH ASSOCIATED CONDUITS. STORE AND ATTACH RETROREFLECTIVE SIGN PANELS IN COORDINATION WITH IDOT. RETROREFLECTIVE SHEETING SHALL SERVE AS THE REFLECTORIZED BACKGROUND FOR SIGN MESSAGES AND AS CUTOUT LEGENDS AND SYMBOLS APPLIED TO THE REFLECTORIZED BACKGROUND PER IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2012

NOTE: ALL REMOVAL WORK SHALL BE PAID FOR UNDER THE PAY ITEM FOR "REMOVAL OF LIGHTING UNIT, NO SALVAGE" AS OUTLINED IN THE STANDARD SPECIFICATIONS.

REMOVAL PLAN

SCALE = NONE

CABLES TO BE REMOVED (TYPICAL)
SEE LEGEND SHEET E-1

EXISTING TO REMAIN IN PLACE

EXISTING TO REMAIN IN PLACE

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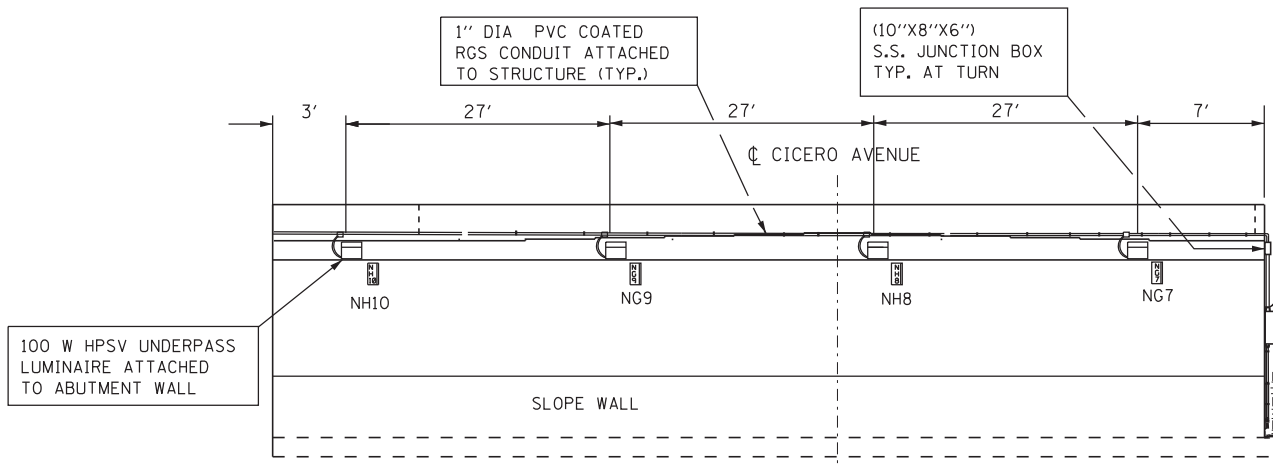
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

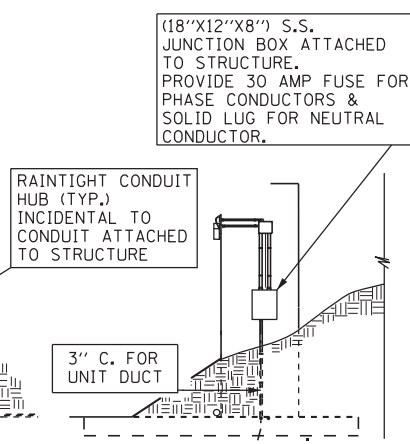
**ILLINOIS ROUTE 50 (CICERO AVENUE) OVER I-57
UNDERPASS LIGHTING REMOVAL PLAN**

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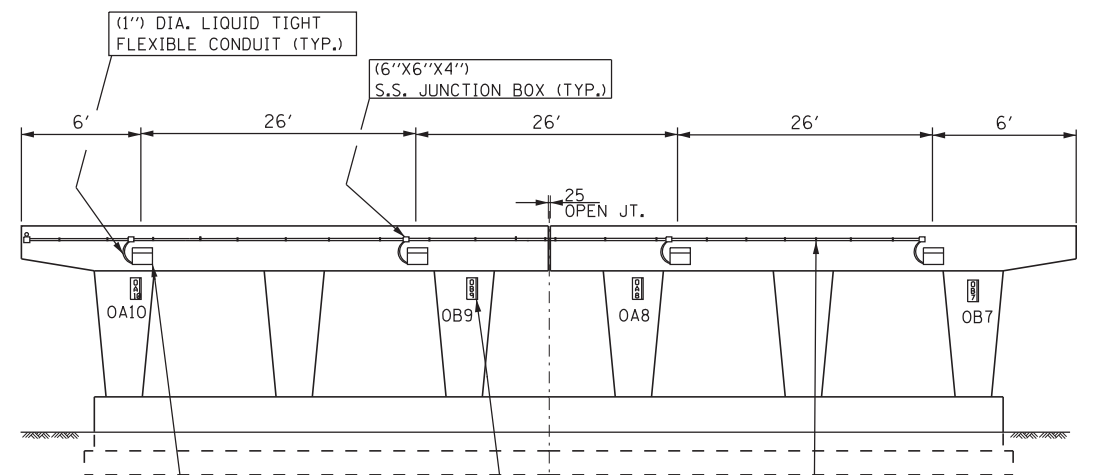
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ROUTE		CONTRACT NO. 60T44		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



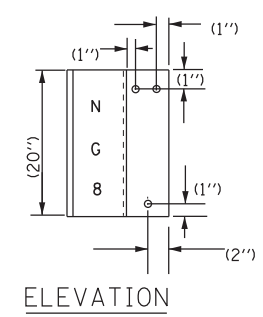
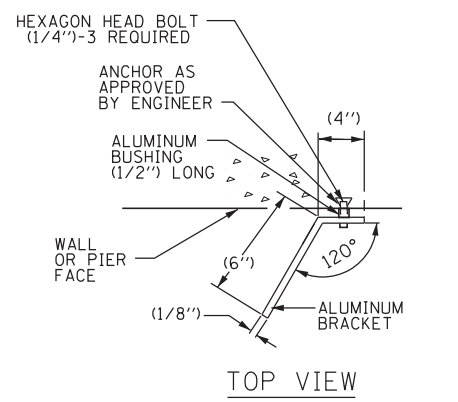
NORTH ABUTMENT WALL NTS
(AT NORTH ABUTMENT SEE PLAN FOR DIMENSIONS)



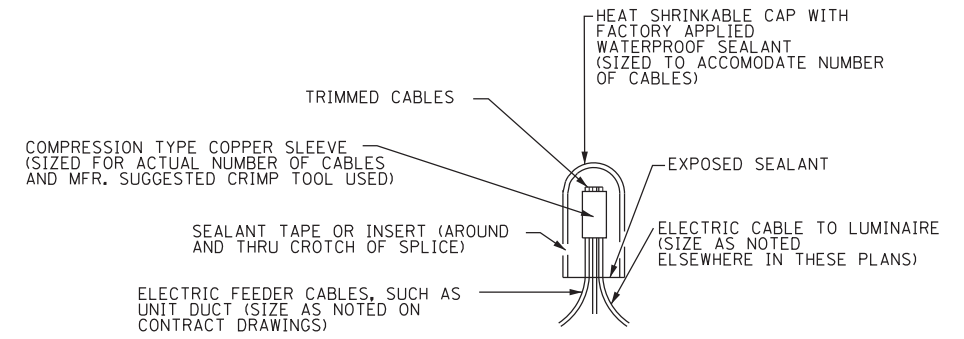
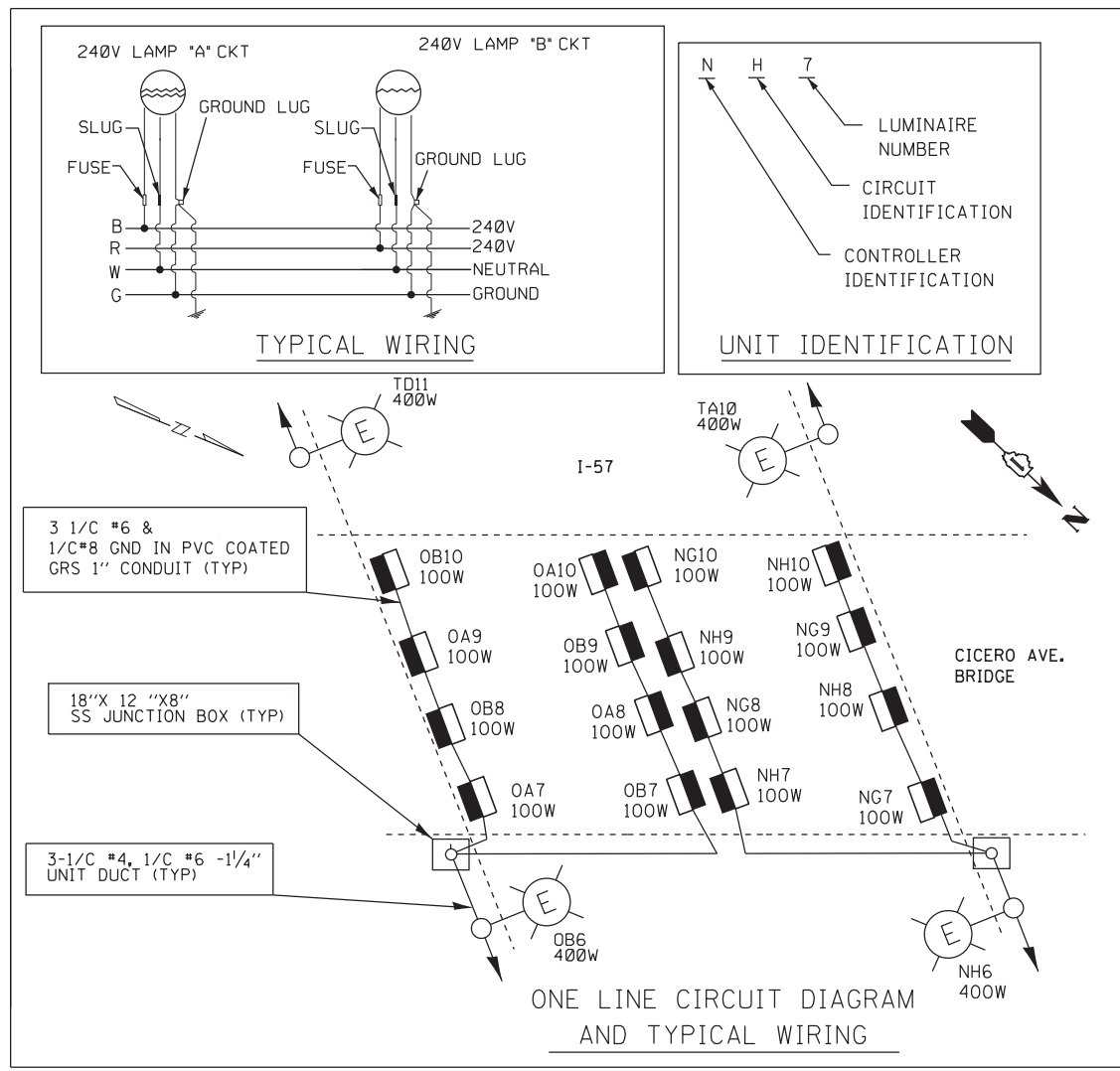
AT NORTH ABUTMENT
(AT SOUTH ABUT. SEE PLAN FOR LOCATION- TYPICAL CONNECTION)



PIER ELEVATION FACING NORTH NTS
(AT PIER FACING SOUTH. SEE PLAN FOR LOCATION- TYPICAL CONNECTION)



LUMINAIRE NUMBERING DECAL BRACKET-TYPICAL



ELECTRIC CABLE SPLICE DETAIL

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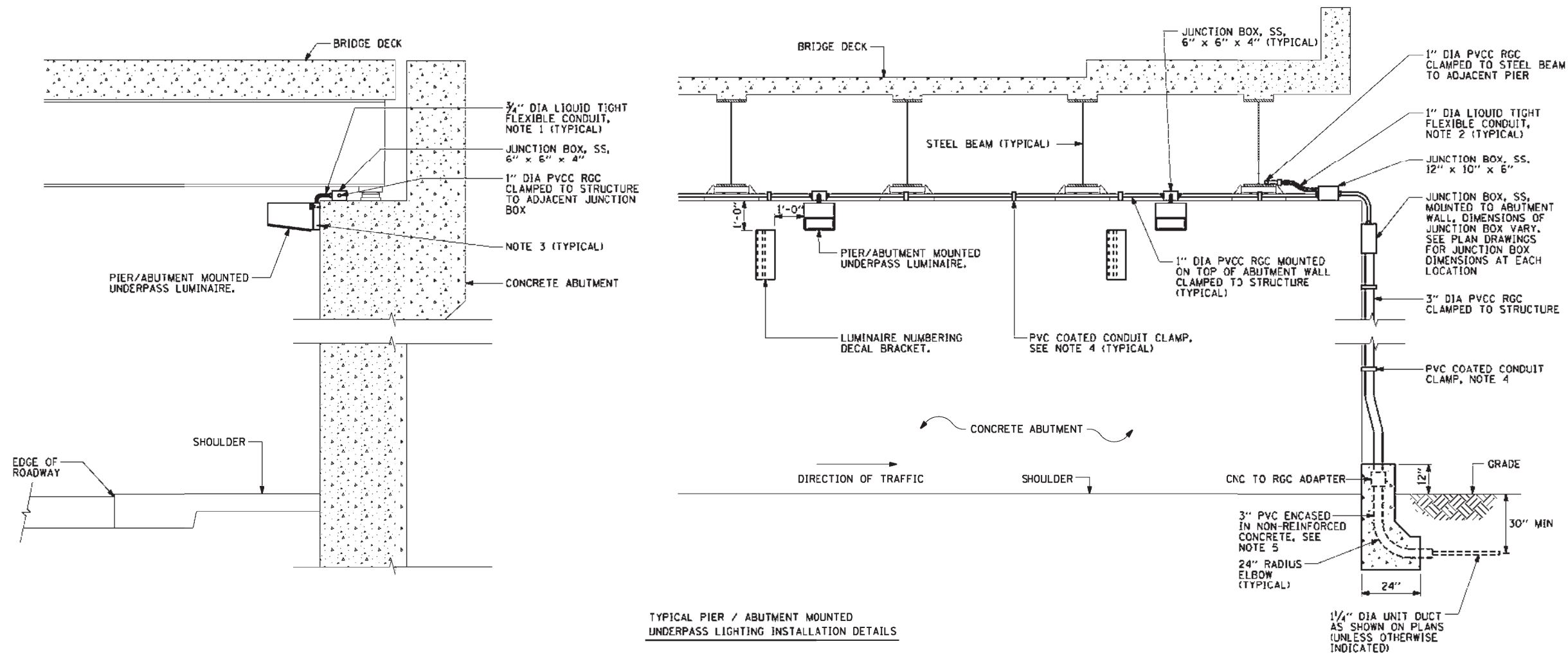
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	DATE - 10/24/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

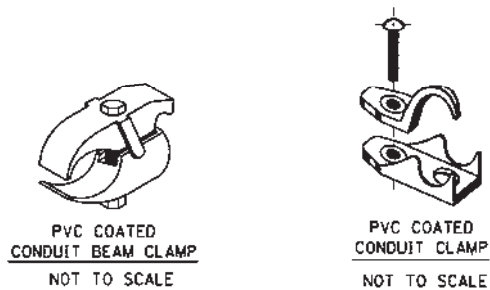
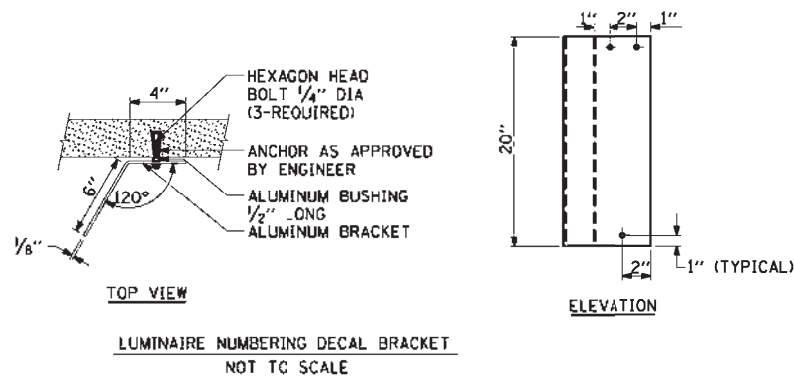
**ILLINOIS ROUTE 50 (CICERO AVENUE) OVER I-57
UNDERPASS LIGHTING SINGLE LINE DIAGRAM, DETAILS AND ELEVATIONS**

SCALE: 20.0000' / SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	32
ROUTE		CONTRACT NO. 60T44		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TYPICAL PIER / ABUTMENT MOUNTED UNDERPASS LIGHTING INSTALLATION DETAILS



- NOTES:**
- LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL FOR EACH INSTANCE AS SHOWN. PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM EXCEPT THAT THE COST OF THE 3/4" DIA. RIGID STEEL CONDUIT AND 3/4" DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE LUMINAIRE INSTALLATION.
 - UNDERPASS LUMINAIRE MOUNTED TO FACE OF PIER OR ABUTMENT WALL. MOUNTING HEIGHT OF 1" BELOW THE TOP OF PIER OR ABUTMENT WALL TYPICAL FOR ALL PIER/ABUTMENT MOUNTED UNDERPASS LUMINAIRES UNLESS OTHERWISE NOTED.
 - EXPANSION ANCHOR, POWDER ACTUATED FASTENERS WILL NOT BE ALLOWED. EXPANSION ANCHOR MUST BE SIZED IN ACCORDANCE WITH MANUFACTURERS REQUIREMENTS.
 - SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE "CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED" PAY ITEM.
 - THE CONCRETE ENCASED CONDUIT TRANSITION SHALL BE INCLUDED IN THE COST OF THE GALVANIZED RIGID STEEL CONDUIT PAY ITEMS.
 - ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.

FILE NAME : W:\diststd\22x34\be902.dgn	USER NAME : geglinoab	DESIGNED - DRAWN -	REVISED - 01-25-05 REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER /ABUTMENT MOUNTED UNDERPASS LUMINAIRE INSTALLATION DETAILS			F.A.I. - RTE. 57	SECTION 0909-1015HB-BR	COUNTY COOK	TOTAL SHEETS 86	SHEET NO. 33
PLOT SCALE = 5/8" = 1" / IN.					CHECKED -	REVISED -	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BE-902 CONTRACT NO. 60T44		
PLOT DATE = 1/4/2008					DATE -	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJ. CT					

INDEX OF SHEETS

- S1. General Plan
- S2. General Notes, Index of Sheets & Total Bill of Material
- S3. Stage Construction Details
- S4. Temporary Concrete Barrier for Stage Construction
- S5. Top of Deck Elevations (1 of 3)
- S6. Top of Deck Elevations (2 of 3)
- S7. Top of Deck Elevations (3 of 3)
- S8. Top of South Approach Elevations
- S9. Top of North Approach Elevations
- S10. Deck Plan and Section
- S11. Parapet Elevation and Details
- S12. Preformed Joint Strip Seal - Sidewalk (1 of 3)
- S13. Preformed Joint Strip Seal - Sidewalk (2 of 3)
- S14. Preformed Joint Strip Seal - Sidewalk (3 of 3)
- S15. South Vaulted Abutment Approach Span
- S16. North Vaulted Abutment Approach Span
- S17. Vaulted Abutment Approach Span Details
- S18. Bridge Approach Slab Details (1 of 2)
- S19. Bridge Approach Slab Details (2 of 2)
- S20. Structural Steel Details (1 of 2)
- S21. Structural Steel Details (2 of 2)
- S22. Bearing Details
- S23. South Abutment Repair
- S24. South Abutment Backwall Reconstruction
- S25. North Abutment Repair
- S26. North Abutment Backwall Reconstruction
- S27. Interior of Vaulted Abutments Repair
- S28. Access Door Repairs
- S29. Pier Repair
- S30. Bar Splicer Assembly and Mechanical Splicer Details
- S31. Existing Bridge Plans (1 of 5)
- S32. Existing Bridge Plans (2 of 5)
- S33. Existing Bridge Plans (3 of 5)
- S34. Existing Bridge Plans (4 of 5)
- S35. Existing Bridge Plans (5 of 5)

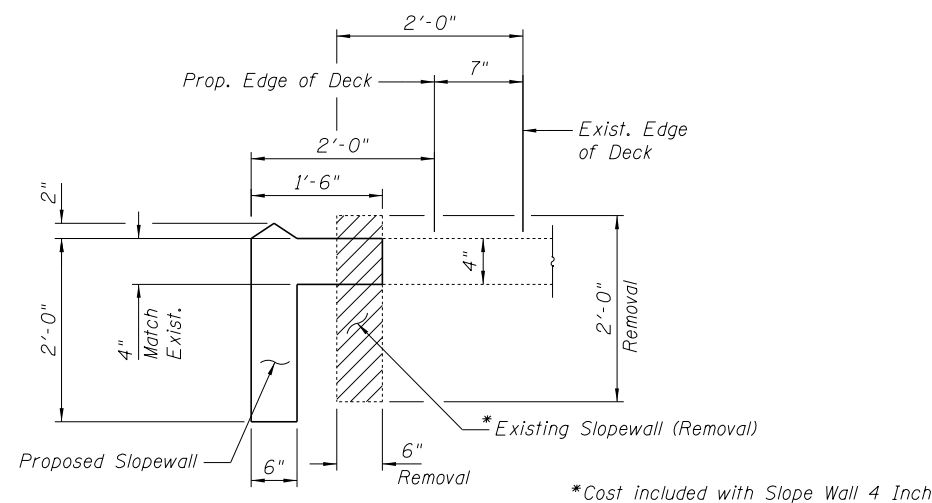
GENERAL NOTES

1. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts $\frac{3}{4}$ in. ϕ , holes $\frac{13}{16}$ in. ϕ , unless otherwise noted.
2. No field welding is permitted except as specified in the contract documents.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that can not be removed by grinding $\frac{1}{4}$ in. deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
5. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
6. Concrete Sealer shall be applied to the front face of the abutment backwalls.
7. Cleaning and field painting of structural steel shall be done under a separate painting contract.
8. Existing structural steel shall only be cleaned and painted as required by the Special Provision for "Cleaning and Painting Contact Surface Areas of Existing Steel Structures."
9. All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type 1.
10. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
11. Slipforming of parapets is not allowed.
12. Areas of the existing bridge have permanent protective shield in place. If any part of the existing permanent protective shield system is to be re-used as temporary protective shield, the Contractor shall submit design calculations to the Engineer proving the system meets the requirements of Article 501.03 of the Standard Specifications. The calculations shall be prepared and sealed by an Illinois Licensed Structural Engineer. The cost of removal of all Protective Shield, temporary and existing permanent protective shield shall be included in the cost of Protective Shield.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	25.3	•	25.3
Removal of Existing Concrete Deck	Each	1		1
Protective Shield	Sq. Yd.	1780		1780
Concrete Structures	Cu. Yd.		79.6	79.6
Concrete Superstructure	Cu. Yd.	882.2		882.2
Concrete Superstructure (Approach Slab)	Cu. Yd.	235.8		235.8
Bridge Deck Grooving	Sq. Yd.	2176		2176
Protective Coat	Sq. Yd.	3097		3097
Furnishing and Erecting Structural Steel	Pound	8770		8770
Stud Shear Connectors	Each	5628		5628
Reinforcement Bars, Epoxy Coated	Pound	273,830	14,100	287,930
Bar Splicers	Each	1039	100	1139
Slope Wall 4 Inch	Sq. Yd.		12	12
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	177.0		177.0
Elastomeric Bearing Assembly, Type I	Each	28		28
Anchor Bolts, 1"	Each	56		56
Concrete Sealer	Sq. Ft.		641	641
Epoxy Crack Injection	Foot		148	148
Jack and Remove Existing Bearings	Each	28		28
Structural Steel Removal	Pound	260		260
Structural Steel Repair	Pound	90		90
Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq. Ft.		392	392
Structural Repair of Concrete (Depth Greater than 5 inches)	Sq. Ft.		45	45
Jacking Existing Superstructure	L. Sum	1		1



SECTION A-A

Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

STATION 450+43.74
REBUILT 20 BY
STATE OF ILLINOIS
F.A.I. RTE. 57 SEC. 0909-1015HB-BR
LOADING HS-20
STRUCTURE NO. 016-1014

NAME PLATE
See Std. 515001

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates. See Sheet S1 for Name Plate location.

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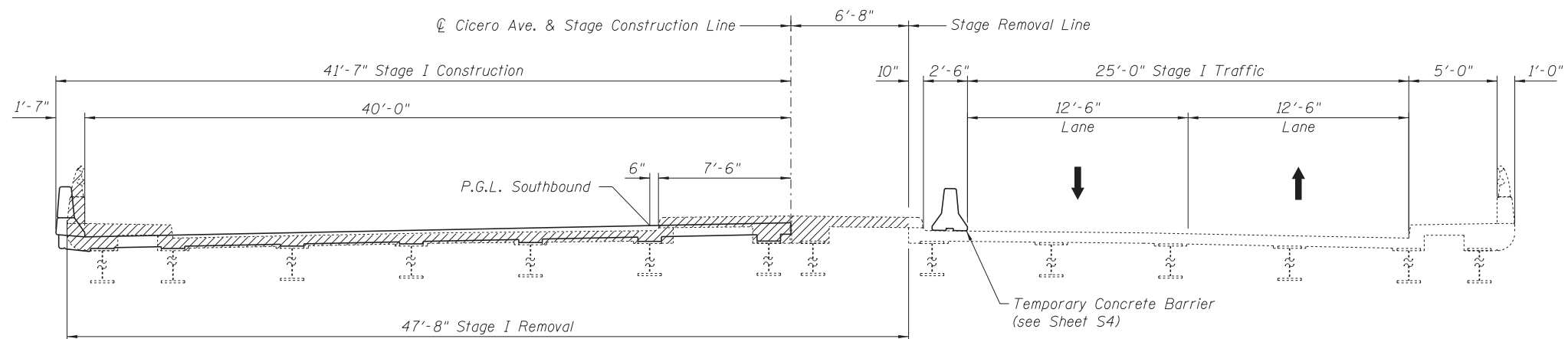
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

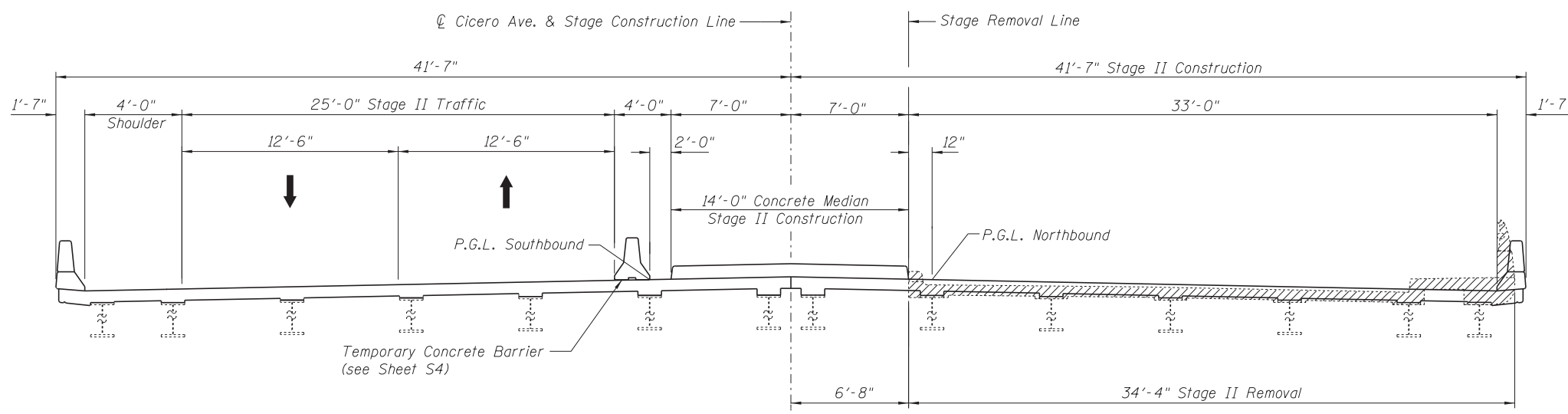
GENERAL NOTES, INDEX OF SHEETS & TOTAL BILL OF MATERIAL
STRUCTURE NO. 016-1014
SHEET NO. S2 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	35
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60T44	

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STAGE I CONSTRUCTION
(Looking North)



STAGE II CONSTRUCTION
(Looking North)

Notes:
Proposed median to be constructed during Stage II Construction.
See Roadway Plans for quantity of temporary concrete barrier.



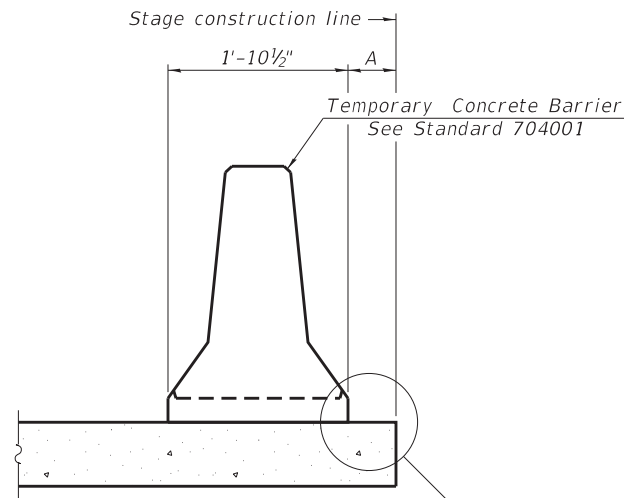
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PLOT DATE = 11/6/2017	CHECKED - GSP	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 016-1014**

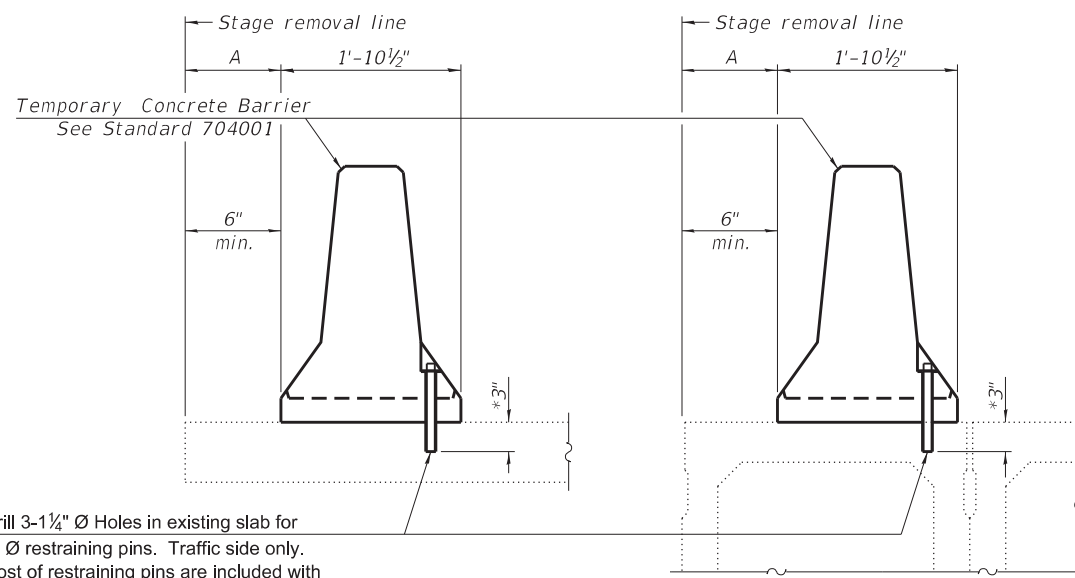
SHEET NO. S3 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	36
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T44	



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



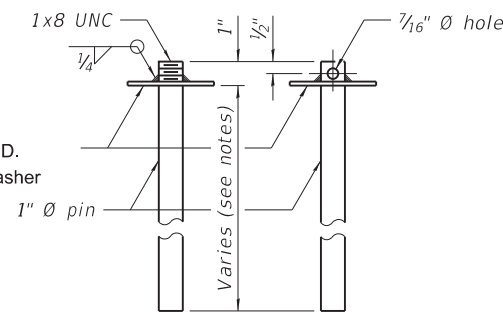
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

EXISTING DECK BEAM

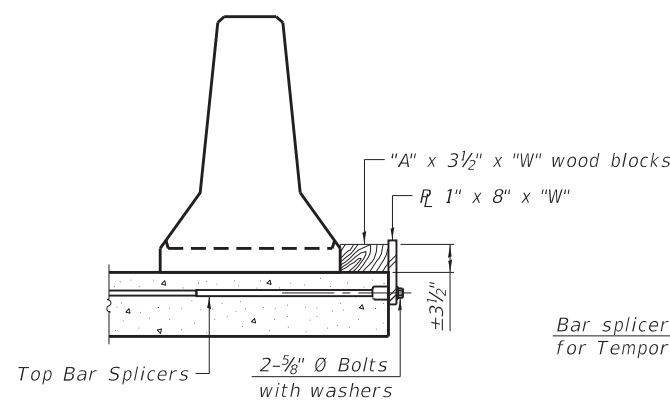
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

SECTIONS THRU SLAB OR DECK BEAM

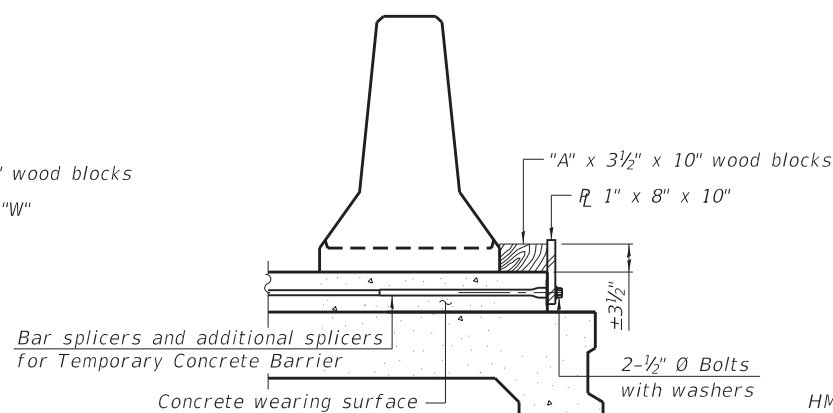


US Std. 1 1/16" I.D. x 2 1/2" O.D. x approx. 8 gauge thick washer

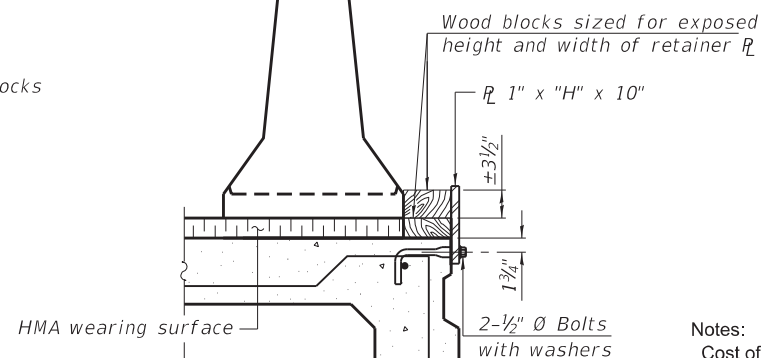
RESTRAINING PIN



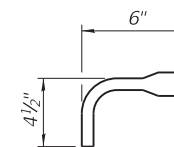
DETAIL I



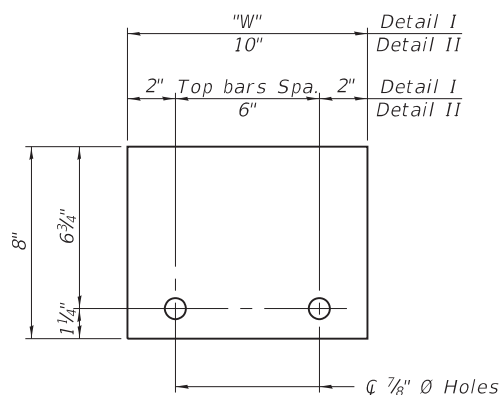
DETAIL II



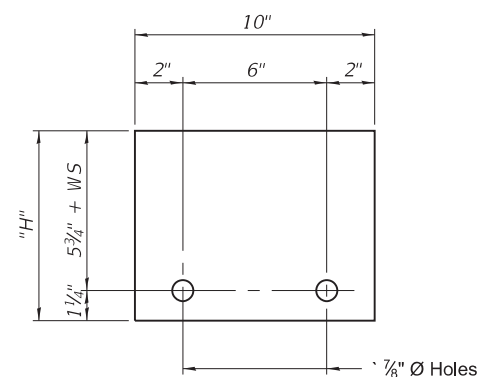
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER 1" x "H" x 10"
(Detail III)

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate center of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

R-27

8-11-2017



USER NAME = hahassan	DESIGNED - BPS	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 10/4/2017	DRAWN - BPS	REVISED -
	CHECKED - GSP	REVISED -

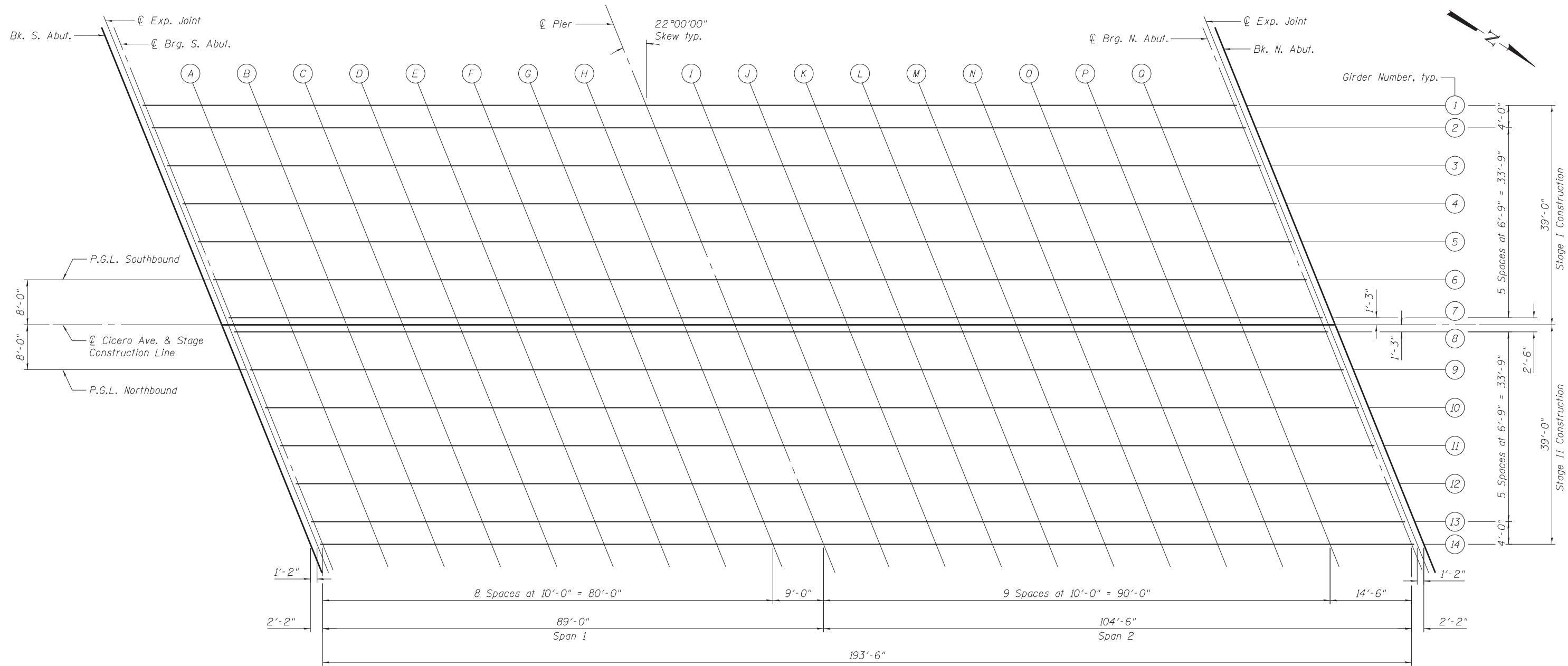
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 016-1014

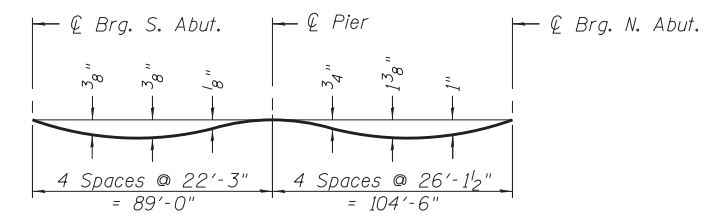
SHEET NO. S4 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	37
CONTRACT NO. 60T44				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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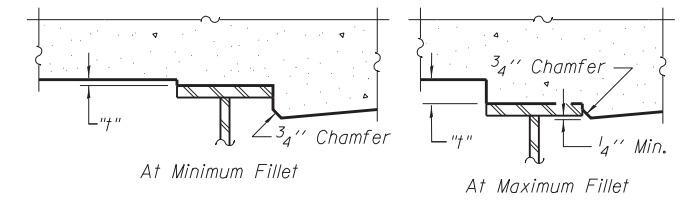


PLAN



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S6 & S7 of 35.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on Sheets S6 & S7 of 35. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S6 & S7 of 35, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

FILE NAME = V:\1736\active\173630053\DOT_157\Cicero\updates\structural\drawing\sheet\0161014_60144_005.Deck Elev.dgn



USER NAME = hahassan	DESIGNED - BPS	REVISED -
	CHECKED - BHS	REVISED -
PLOT SCALE = N/A	DRAWN - BPS	REVISED -
PLOT DATE = 10/4/2017	CHECKED - GSP	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS (1 OF 3)
STRUCTURE NO. 016-1014**

SHEET NO. S5 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	38
CONTRACT NO. 60T44				

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	38+93.07	-39.00	693.74	693.74
Exp. Joint	38+94.24	-39.00	693.75	693.75
Brq. S. Abut.	38+95.24	-39.00	693.76	693.76
A	39+05.24	-39.00	693.86	693.88
B	39+15.24	-39.00	693.95	693.98
C	39+25.24	-39.00	694.03	694.07
D	39+35.24	-39.00	694.10	694.14
E	39+45.24	-39.00	694.16	694.19
F	39+55.24	-39.00	694.21	694.23
G	39+65.24	-39.00	694.25	694.25
H	39+75.24	-39.00	694.28	694.27
Pier	39+84.24	-39.00	694.29	694.29
I	39+94.24	-39.00	694.30	694.32
J	40+04.24	-39.00	694.30	694.34
K	40+14.24	-39.00	694.29	694.36
L	40+24.24	-39.00	694.27	694.36
M	40+34.24	-39.00	694.23	694.34
N	40+44.24	-39.00	694.19	694.30
O	40+54.24	-39.00	694.14	694.24
P	40+64.24	-39.00	694.08	694.16
Q	40+74.24	-39.00	694.00	694.06
Brq. N. Abut.	40+88.74	-39.00	693.88	693.88
Exp. Joint	40+89.74	-39.00	693.87	693.87
Bk. N. Abut.	40+90.91	-39.00	693.86	693.86

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	38+94.69	-35.00	693.84	693.84
Exp. Joint	38+95.86	-35.00	693.85	693.85
Brq. S. Abut.	38+96.86	-35.00	693.86	693.86
A	39+06.86	-35.00	693.96	693.98
B	39+16.86	-35.00	694.05	694.08
C	39+26.86	-35.00	694.13	694.16
D	39+36.86	-35.00	694.20	694.23
E	39+46.86	-35.00	694.25	694.28
F	39+56.86	-35.00	694.30	694.32
G	39+66.86	-35.00	694.34	694.34
H	39+76.86	-35.00	694.36	694.36
Pier	39+85.86	-35.00	694.38	694.38
I	39+95.86	-35.00	694.39	694.40
J	40+05.86	-35.00	694.38	694.42
K	40+15.86	-35.00	694.37	694.44
L	40+25.86	-35.00	694.35	694.44
M	40+35.86	-35.00	694.31	694.42
N	40+45.86	-35.00	694.27	694.38
O	40+55.86	-35.00	694.21	694.32
P	40+65.86	-35.00	694.15	694.23
Q	40+75.86	-35.00	694.08	694.13
Brq. N. Abut.	40+90.36	-35.00	693.95	693.95
Exp. Joint	40+91.36	-35.00	693.94	693.94
Bk. N. Abut.	40+92.53	-35.00	693.93	693.93

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	38+97.42	-28.25	694.01	694.01
Exp. Joint	38+98.59	-28.25	694.02	694.02
Brq. S. Abut.	38+99.59	-28.25	694.03	694.03
A	39+09.59	-28.25	694.13	694.14
B	39+19.59	-28.25	694.21	694.24
C	39+29.59	-28.25	694.29	694.32
D	39+39.59	-28.25	694.35	694.39
E	39+49.59	-28.25	694.41	694.43
F	39+59.59	-28.25	694.45	694.47
G	39+69.59	-28.25	694.48	694.49
H	39+79.59	-28.25	694.51	694.51
Pier	39+88.59	-28.25	694.52	694.52
I	39+98.59	-28.25	694.53	694.54
J	40+08.59	-28.25	694.52	694.56
K	40+18.59	-28.25	694.50	694.57
L	40+28.59	-28.25	694.48	694.57
M	40+38.59	-28.25	694.44	694.55
N	40+48.59	-28.25	694.39	694.51
O	40+58.59	-28.25	694.34	694.44
P	40+68.59	-28.25	694.27	694.36
Q	40+78.59	-28.25	694.19	694.25
Brq. N. Abut.	40+93.09	-28.25	694.06	694.06
Exp. Joint	40+94.09	-28.25	694.05	694.05
Bk. N. Abut.	40+95.25	-28.25	694.04	694.04

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	39+00.15	-21.50	694.18	694.18
Exp. Joint	39+01.31	-21.50	694.19	694.19
Brq. S. Abut.	39+02.31	-21.50	694.20	694.20
A	39+12.31	-21.50	694.29	694.31
B	39+22.31	-21.50	694.38	694.40
C	39+32.31	-21.50	694.45	694.48
D	39+42.31	-21.50	694.51	694.54
E	39+52.31	-21.50	694.56	694.59
F	39+62.31	-21.50	694.60	694.62
G	39+72.31	-21.50	694.63	694.64
H	39+82.31	-21.50	694.65	694.65
Pier	39+91.31	-21.50	694.66	694.66
I	40+01.31	-21.50	694.67	694.68
J	40+11.31	-21.50	694.66	694.70
K	40+21.31	-21.50	694.64	694.71
L	40+31.31	-21.50	694.61	694.70
M	40+41.31	-21.50	694.57	694.68
N	40+51.31	-21.50	694.52	694.63
O	40+61.31	-21.50	694.46	694.57
P	40+71.31	-21.50	694.39	694.48
Q	40+81.31	-21.50	694.31	694.37
Brq. N. Abut.	40+95.81	-21.50	694.18	694.18
Exp. Joint	40+96.81	-21.50	694.17	694.17
Bk. N. Abut.	40+97.98	-21.50	694.16	694.16

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	39+02.87	-14.75	694.32	694.32
Exp. Joint	39+04.04	-14.75	694.33	694.33
Brq. S. Abut.	39+05.04	-14.75	694.34	694.34
A	39+15.04	-14.75	694.43	694.45
B	39+25.04	-14.75	694.51	694.54
C	39+35.04	-14.75	694.58	694.61
D	39+45.04	-14.75	694.64	694.67
E	39+55.04	-14.75	694.69	694.71
F	39+65.04	-14.75	694.72	694.74
G	39+75.04	-14.75	694.75	694.76
H	39+85.04	-14.75	694.77	694.77
Pier	39+94.04	-14.75	694.78	694.78
I	40+04.04	-14.75	694.78	694.79
J	40+14.04	-14.75	694.77	694.81
K	40+24.04	-14.75	694.74	694.81
L	40+34.04	-14.75	694.71	694.80
M	40+44.04	-14.75	694.67	694.78
N	40+54.04	-14.75	694.62	694.73
O	40+64.04	-14.75	694.56	694.66
P	40+74.04	-14.75	694.48	694.57
Q	40+84.04	-14.75	694.40	694.46
Brq. N. Abut.	40+98.54	-14.75	694.26	694.26
Exp. Joint	40+99.54	-14.75	694.25	694.25
Bk. N. Abut.	41+00.71	-14.75	694.24	694.24

GIRDER 6 & P.G.L. SOUTHBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	39+05.60	-8.00	694.45	694.45
Exp. Joint	39+06.77	-8.00	694.46	694.46
Brq. S. Abut.	39+07.77	-8.00	694.47	694.47
A	39+17.77	-8.00	694.56	694.57
B	39+27.77	-8.00	694.63	694.66
C	39+37.77	-8.00	694.70	694.74
D	39+47.77	-8.00	694.76	694.79
E	39+57.77	-8.00	694.80	694.83
F	39+67.77	-8.00	694.84	694.86
G	39+77.77	-8.00	694.86	694.87
H	39+87.77	-8.00	694.88	694.88
Pier	39+96.77	-8.00	694.89	694.89
I	40+06.77	-8.00	694.88	694.90
J	40+16.77	-8.00	694.87	694.91
K	40+26.77	-8.00	694.84	694.91
L	40+36.77	-8.00	694.81	694.90
M	40+46.77	-8.00	694.76	694.87
N	40+56.77	-8.00	694.71	694.82
O	40+66.77	-8.00	694.64	694.75
P	40+76.77	-8.00	694.57	694.65
Q	40+86.77	-8.00	694.48	694.54
Brq. N. Abut.	41+01.27	-8.00	694.34	694.34
Exp. Joint	41+02.27	-8.00	694.33	694.33
Bk. N. Abut.	41+03.44	-8.00	694.32	694.32

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	39+08.33	-1.25	694.58	694.58
Exp. Joint	39+09.50	-1.25	694.59	694.59
Brq. S. Abut.	39+10.49	-1.25	694.60	694.60
A	39+20.49	-1.25	694.69	694.70
B	39+30.49	-1.25	694.76	694.79
C	39+40.49	-1.25	694.82	694.86
D	39+50.49	-1.25	694.88	694.91
E	39+60.49	-1.25	694.92	694.95
F	39+70.49	-1.25	694.95	694.97
G	39+80.49	-1.25	694.98	694.98
H	39+90.49	-1.25	694.99	694.99
Pier	39+99.49	-1.25	694.99	694.99
I	40+09.49	-1.25	694.98	695.00
J	40+19.49	-1.25	694.97	695.01
K	40+29.49	-1.25	694.94	695.01
L	40+39.49	-1.25	694.90	694.99
M	40+49.49	-1.25	694.86	694.96
N	40+59.49	-1.25	694.80	694.91
O	40+69.49	-1.25	694.73	694.83
P	40+79.49	-1.25	694.65	694.74
Q	40+89.49	-1.25	694.56	694.62
Brq. N. Abut.	41+03.99	-1.25	694.42	694.42
Exp. Joint	41+04.99	-1.25	694.41	694.41
Bk. N. Abut.	41+06.16	-1.25	694.39	694.39

CICERO AVE. & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	39+08.83	0.00	694.61	694.61
Exp. Joint	39+10.00	0.00	694.62	694.62
Brq. S. Abut.	39+11.00	0.00	694.63	694.63
A	39+21.00	0.00	694.71	694.73
B	39+31.00	0.00	694.78	694.81
C	39+41.00	0.00	694.85	694.88
D	39+51.00	0.00	694.90	694.93
E	39+61.00	0.00	694.94	694.97
F	39+71.00	0.00	694.97	694.99
G	39+81.00	0.00	695.00	695.00
H	39+91.00	0.00	695.01	695.01
Pier	40+00.00	0.00	695.01	695.01
I	40+10.00	0.00	695.00	695.02
J	40+20.00	0.00	694.99	695.03
K	40+30.00	0.00	694.96	695.03
L	40+40.00	0.00	694.92	695.01
M	40+50.00	0.00	694.87	694.98
N	40+60.00	0.00	694.81	694.93
O	40+70.00	0.00	694.75	694.85
P	40+80.00	0.00	694.67	694.75
Q	40+90.00	0.00	694.58	694.63
Brq. N. Abut.	41+04.50	0.00	694.43	694.43
Exp. Joint	41+05.50	0.00	694.42	694.42
Bk. N. Abut.	41+06.67	0.00	694.41	694.41

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USER NAME = hahassan	DESIGNED - BPS	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 10/4/2017	DRAWN - BPS	REVISED -
	CHECKED - GSP	REVISED -

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	39+09.34	1.25	694.59	694.59
⊘ Exp. Joint	39+10.51	1.25	694.60	694.60
⊘ Brg. S. Abut.	39+11.51	1.25	694.61	694.61
A	39+21.51	1.25	694.69	694.71
B	39+31.51	1.25	694.77	694.79
C	39+41.51	1.25	694.83	694.86
D	39+51.51	1.25	694.88	694.92
E	39+61.51	1.25	694.92	694.95
F	39+71.51	1.25	694.96	694.97
G	39+81.51	1.25	694.98	694.98
H	39+91.51	1.25	694.99	694.99
Pier	40+00.51	1.25	694.99	694.99
I	40+10.51	1.25	694.98	695.00
J	40+20.51	1.25	694.96	695.01
K	40+30.51	1.25	694.94	695.00
L	40+40.51	1.25	694.90	694.99
M	40+50.51	1.25	694.85	694.96
N	40+60.51	1.25	694.79	694.90
O	40+70.51	1.25	694.72	694.83
P	40+80.51	1.25	694.64	694.73
Q	40+90.51	1.25	694.55	694.61
⊘ Brg. N. Abut.	41+05.01	1.25	694.41	694.41
⊘ Exp. Joint	41+06.00	1.25	694.40	694.40
Bk. N. Abut.	41+07.17	1.25	694.38	694.38

GIRDER 9 & P.G.L. NORTHBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	39+12.06	8.00	694.51	694.51
⊘ Exp. Joint	39+13.23	8.00	694.52	694.52
⊘ Brg. S. Abut.	39+14.23	8.00	694.53	694.53
A	39+24.23	8.00	694.61	694.63
B	39+34.23	8.00	694.68	694.71
C	39+44.23	8.00	694.74	694.77
D	39+54.23	8.00	694.79	694.82
E	39+64.23	8.00	694.83	694.86
F	39+74.23	8.00	694.86	694.87
G	39+84.23	8.00	694.88	694.88
H	39+94.23	8.00	694.88	694.88
Pier	40+03.23	8.00	694.88	694.88
I	40+13.23	8.00	694.87	694.89
J	40+23.23	8.00	694.85	694.89
K	40+33.23	8.00	694.82	694.89
L	40+43.23	8.00	694.78	694.87
M	40+53.23	8.00	694.73	694.84
N	40+63.23	8.00	694.67	694.78
O	40+73.23	8.00	694.60	694.70
P	40+83.23	8.00	694.51	694.60
Q	40+93.23	8.00	694.42	694.48
⊘ Brg. N. Abut.	41+07.73	8.00	694.27	694.27
⊘ Exp. Joint	41+08.73	8.00	694.26	694.26
Bk. N. Abut.	41+09.90	8.00	694.25	694.25

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	39+14.79	14.75	694.43	694.43
⊘ Exp. Joint	39+15.96	14.75	694.44	694.44
⊘ Brg. S. Abut.	39+16.96	14.75	694.45	694.45
A	39+26.96	14.75	694.52	694.54
B	39+36.96	14.75	694.59	694.62
C	39+46.96	14.75	694.65	694.68
D	39+56.96	14.75	694.69	694.73
E	39+66.96	14.75	694.73	694.76
F	39+76.96	14.75	694.76	694.77
G	39+86.96	14.75	694.77	694.78
H	39+96.96	14.75	694.78	694.78
Pier	40+05.96	14.75	694.78	694.78
I	40+15.96	14.75	694.76	694.78
J	40+25.96	14.75	694.74	694.78
K	40+35.96	14.75	694.71	694.77
L	40+45.96	14.75	694.66	694.75
M	40+55.96	14.75	694.61	694.72
N	40+65.96	14.75	694.54	694.66
O	40+75.96	14.75	694.47	694.57
P	40+85.96	14.75	694.38	694.47
Q	40+95.96	14.75	694.29	694.34
⊘ Brg. N. Abut.	41+10.46	14.75	694.13	694.13
⊘ Exp. Joint	41+11.46	14.75	694.12	694.12
Bk. N. Abut.	41+12.63	14.75	694.11	694.11

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	39+17.52	21.50	694.34	694.34
⊘ Exp. Joint	39+18.69	21.50	694.35	694.35
⊘ Brg. S. Abut.	39+19.69	21.50	694.35	694.35
A	39+29.69	21.50	694.43	694.45
B	39+39.69	21.50	694.49	694.52
C	39+49.69	21.50	694.55	694.58
D	39+59.69	21.50	694.59	694.63
E	39+69.69	21.50	694.63	694.65
F	39+79.69	21.50	694.65	694.67
G	39+89.69	21.50	694.66	694.67
H	39+99.69	21.50	694.67	694.66
Pier	40+08.69	21.50	694.66	694.66
I	40+18.69	21.50	694.64	694.66
J	40+28.69	21.50	694.62	694.66
K	40+38.69	21.50	694.58	694.65
L	40+48.69	21.50	694.54	694.63
M	40+58.69	21.50	694.48	694.59
N	40+68.69	21.50	694.41	694.52
O	40+78.69	21.50	694.33	694.44
P	40+88.69	21.50	694.25	694.33
Q	40+98.69	21.50	694.15	694.20
⊘ Brg. N. Abut.	41+13.19	21.50	693.99	693.99
⊘ Exp. Joint	41+14.19	21.50	693.98	693.98
Bk. N. Abut.	41+15.35	21.50	693.96	693.96

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	39+20.25	28.25	694.22	694.22
⊘ Exp. Joint	39+21.41	28.25	694.23	694.23
⊘ Brg. S. Abut.	39+22.41	28.25	694.24	694.24
A	39+32.41	28.25	694.31	694.32
B	39+42.41	28.25	694.37	694.40
C	39+52.41	28.25	694.42	694.46
D	39+62.41	28.25	694.46	694.50
E	39+72.41	28.25	694.49	694.52
F	39+82.41	28.25	694.51	694.53
G	39+92.41	28.25	694.52	694.53
H	40+02.41	28.25	694.52	694.52
Pier	40+11.41	28.25	694.52	694.52
I	40+21.41	28.25	694.50	694.51
J	40+31.41	28.25	694.47	694.51
K	40+41.41	28.25	694.43	694.50
L	40+51.41	28.25	694.38	694.47
M	40+61.41	28.25	694.32	694.43
N	40+71.41	28.25	694.25	694.36
O	40+81.41	28.25	694.17	694.27
P	40+91.41	28.25	694.08	694.16
Q	41+01.41	28.25	693.98	694.03
⊘ Brg. N. Abut.	41+15.91	28.25	693.82	693.82
⊘ Exp. Joint	41+16.91	28.25	693.80	693.80
Bk. N. Abut.	41+18.08	28.25	693.79	693.79

GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	39+22.97	35.00	694.10	694.10
⊘ Exp. Joint	39+24.14	35.00	694.11	694.11
⊘ Brg. S. Abut.	39+25.14	35.00	694.12	694.12
A	39+35.14	35.00	694.18	694.20
B	39+45.14	35.00	694.24	694.27
C	39+55.14	35.00	694.29	694.33
D	39+65.14	35.00	694.33	694.37
E	39+75.14	35.00	694.36	694.39
F	39+85.14	35.00	694.38	694.39
G	39+95.14	35.00	694.38	694.39
H	40+05.14	35.00	694.38	694.38
Pier	40+14.14	35.00	694.37	694.37
I	40+24.14	35.00	694.35	694.37
J	40+34.14	35.00	694.32	694.36
K	40+44.14	35.00	694.28	694.34
L	40+54.14	35.00	694.22	694.32
M	40+64.14	35.00	694.16	694.27
N	40+74.14	35.00	694.09	694.20
O	40+84.14	35.00	694.01	694.11
P	40+94.14	35.00	693.91	694.00
Q	41+04.14	35.00	693.81	693.86
⊘ Brg. N. Abut.	41+18.64	35.00	693.64	693.64
⊘ Exp. Joint	41+19.64	35.00	693.63	693.63
Bk. N. Abut.	41+20.81	35.00	693.62	693.62

GIRDER 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	39+24.59	39.00	694.03	694.03
⊘ Exp. Joint	39+25.76	39.00	694.04	694.04
⊘ Brg. S. Abut.	39+26.76	39.00	694.04	694.04
A	39+36.76	39.00	694.11	694.13
B	39+46.76	39.00	694.17	694.20
C	39+56.76	39.00	694.22	694.25
D	39+66.76	39.00	694.25	694.29
E	39+76.76	39.00	694.28	694.31
F	39+86.76	39.00	694.30	694.31
G	39+96.76	39.00	694.30	694.31
H	40+06.76	39.00	694.30	694.30
Pier	40+15.76	39.00	694.29	694.29
I	40+25.76	39.00	694.26	694.28
J	40+35.76	39.00	694.23	694.27
K	40+45.76	39.00	694.19	694.25
L	40+55.76	39.00	694.13	694.22
M	40+65.76	39.00	694.07	694.17
N	40+75.76	39.00	693.99	694.10
O	40+85.76	39.00	693.91	694.01
P	40+95.76	39.00	693.81	693.90
Q	41+05.76	39.00	693.71	693.76
⊘ Brg. N. Abut.	41+20.26	39.00	693.54	693.54
⊘ Exp. Joint	41+21.26	39.00	693.53	693.53
Bk. N. Abut.	41+22.43	39.00	693.51	693.51

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USER NAME = hahassan
 PLOT SCALE = N/A
 PLOT DATE = 10/4/2017

DESIGNED - BPS
 CHECKED - BHS
 DRAWN - BPS
 CHECKED - GSP

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS (3 OF 3)
 STRUCTURE NO. 016-1014**

SHEET NO. 57 OF 35 SHEETS

F.A.I. RT.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	40
CONTRACT NO. 60T44				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SB FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	38+31.37	-40.00	692.87
A1	38+41.37	-40.00	693.03
A2	38+51.37	-40.00	693.19
S. End of S. Vaulted Span	38+61.37	-40.00	693.33
B1	38+71.37	-40.00	693.47
B2	38+81.37	-40.00	693.59
N. End of S. Vaulted Span	38+93.75	-40.00	693.73

SB EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	38+34.61	-32.00	693.09
A1	38+44.61	-32.00	693.25
A2	38+54.61	-32.00	693.40
S. End of S. Vaulted Span	38+64.61	-32.00	693.54
B1	38+74.61	-32.00	693.67
B2	38+84.61	-32.00	693.79
N. End of S. Vaulted Span	38+96.98	-32.00	693.93

SB LANE LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	38+39.45	-20.00	693.42
A1	38+49.45	-20.00	693.57
A2	38+59.45	-20.00	693.72
S. End of S. Vaulted Span	38+69.45	-20.00	693.86
B1	38+79.45	-20.00	693.98
B2	38+89.45	-20.00	694.10
N. End of S. Vaulted Span	39+01.83	-20.00	694.23

P.G.L. SOUTHBOUND

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	38+44.30	-8.00	693.68
A1	38+54.30	-8.00	693.83
A2	38+64.30	-8.00	693.98
S. End of S. Vaulted Span	38+74.30	-8.00	694.11
B1	38+84.30	-8.00	694.23
B2	38+94.30	-8.00	694.34
N. End of S. Vaulted Span	39+06.68	-8.00	694.46

☉ CICERO AVE. & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	38+47.54	0.00	693.86
A1	38+57.54	0.00	694.01
A2	38+67.54	0.00	694.14
S. End of S. Vaulted Span	38+77.54	0.00	694.27
B1	38+87.54	0.00	694.39
B2	38+97.54	0.00	694.50
N. End of S. Vaulted Span	39+09.91	0.00	694.62

P.G.L. NORTHBOUND

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	38+50.77	8.00	693.78
A1	38+60.77	8.00	693.93
A2	38+70.77	8.00	694.06
S. End of S. Vaulted Span	38+80.77	8.00	694.19
B1	38+90.77	8.00	694.30
B2	39+00.77	8.00	694.40
N. End of S. Vaulted Span	39+13.14	8.00	694.52

NB LANE LINE

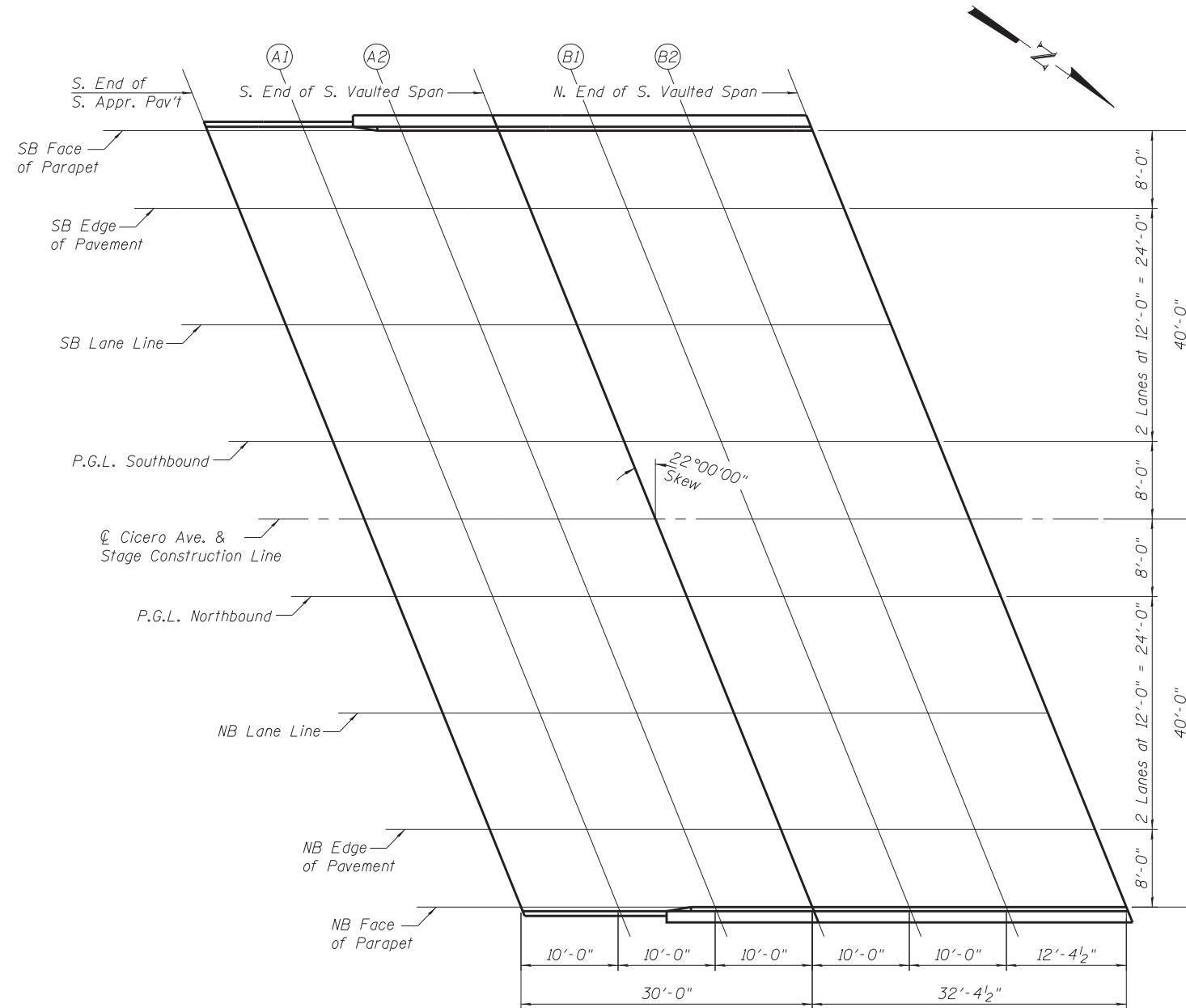
Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	38+55.62	20.00	693.67
A1	38+65.62	20.00	693.81
A2	38+75.62	20.00	693.94
S. End of S. Vaulted Span	38+85.62	20.00	694.06
B1	38+95.62	20.00	694.16
B2	39+05.62	20.00	694.26
N. End of S. Vaulted Span	39+17.99	20.00	694.37

NB EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	38+60.46	32.00	693.49
A1	38+70.46	32.00	693.62
A2	38+80.46	32.00	693.74
S. End of S. Vaulted Span	38+90.46	32.00	693.86
B1	39+00.46	32.00	693.96
B2	39+10.46	32.00	694.06
N. End of S. Vaulted Span	39+22.84	32.00	694.16

NB FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	38+63.70	40.00	693.36
A1	38+73.70	40.00	693.49
A2	38+83.70	40.00	693.62
S. End of S. Vaulted Span	38+93.70	40.00	693.73
B1	39+03.70	40.00	693.83
B2	39+13.70	40.00	693.92
N. End of S. Vaulted Span	39+26.07	40.00	694.02



PLAN

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USER NAME = hahassan	DESIGNED - BPS	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 10/4/2017	DRAWN - BPS	REVISED -
	CHECKED - GSP	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SOUTH APPROACH ELEVATIONS
STRUCTURE NO. 016-1014**

SHEET NO. 58 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	41
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	

CONTRACT NO. 60T44

SB FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Vaulted Span	40+89.43	-40.00	693.85
B3	40+99.43	-40.00	693.76
B4	41+09.43	-40.00	693.65
N. End of N. Vaulted Span	41+17.55	-40.00	693.55
A3	41+27.55	-40.00	693.42
A4	41+37.55	-40.00	693.29
N. End of N. Appr. Pav't	41+47.55	-40.00	693.14

SB EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Vaulted Span	40+92.66	-32.00	693.99
B3	41+02.66	-32.00	693.89
B4	41+12.66	-32.00	693.78
N. End of N. Vaulted Span	41+20.79	-32.00	693.68
A3	41+30.79	-32.00	693.55
A4	41+40.79	-32.00	693.41
N. End of N. Appr. Pav't	41+50.79	-32.00	693.26

SB LANE LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Vaulted Span	40+97.51	-20.00	694.19
B3	41+07.51	-20.00	694.09
B4	41+17.51	-20.00	693.97
N. End of N. Vaulted Span	41+25.63	-20.00	693.87
A3	41+35.63	-20.00	693.73
A4	41+45.63	-20.00	693.59
N. End of N. Appr. Pav't	41+55.63	-20.00	693.43

P.G.L. SOUTHBOUND

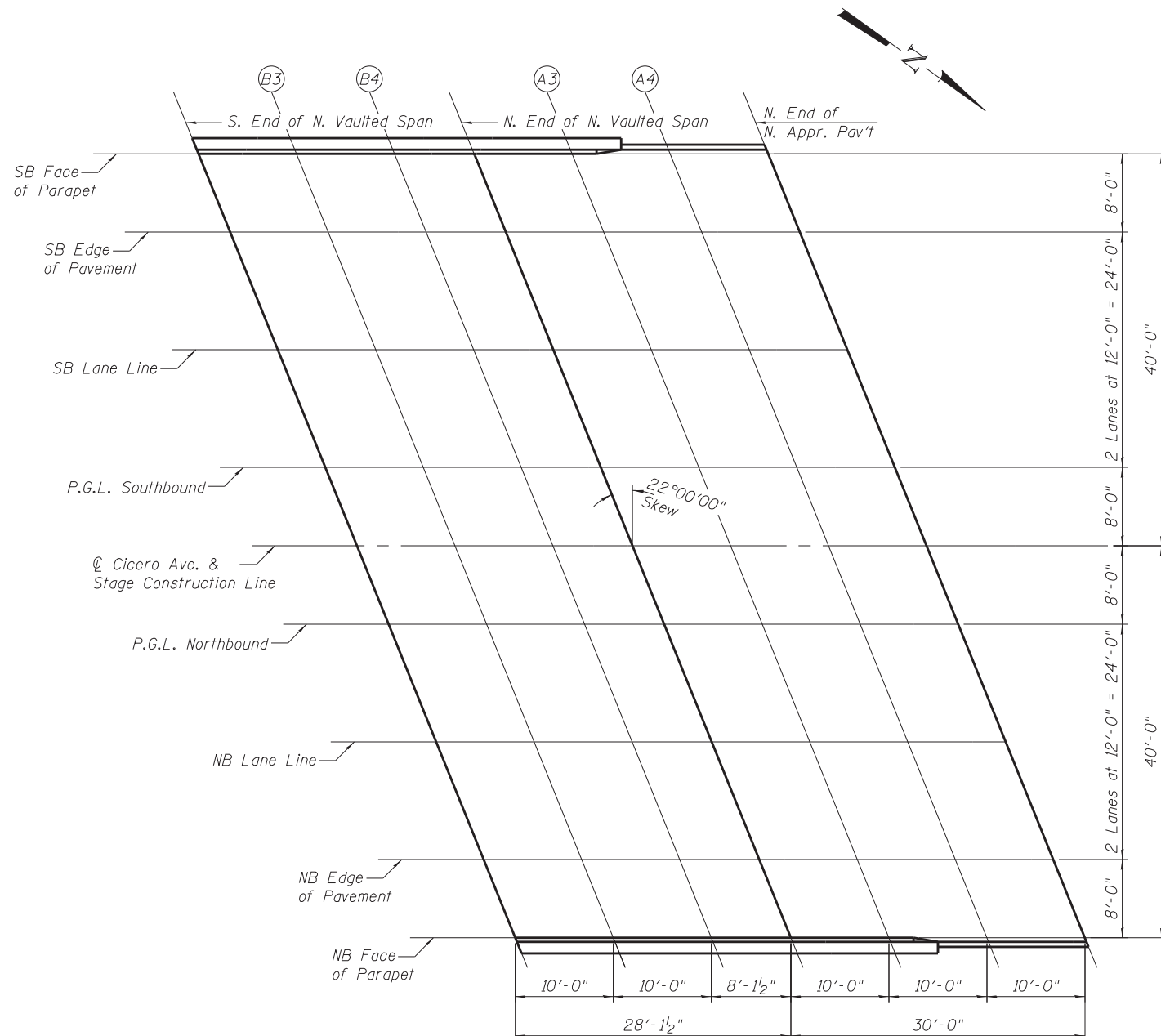
Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Vaulted Span	41+02.36	-8.00	694.33
B3	41+12.36	-8.00	694.22
B4	41+22.36	-8.00	694.10
N. End of N. Vaulted Span	41+30.48	-8.00	693.99
A3	41+40.48	-8.00	693.85
A4	41+50.48	-8.00	693.70
N. End of N. Appr. Pav't	41+60.48	-8.00	693.54

☉ CICERO AVE. & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Vaulted Span	41+05.59	0.00	694.42
B3	41+15.59	0.00	694.30
B4	41+25.59	0.00	694.18
N. End of N. Vaulted Span	41+33.71	0.00	694.07
A3	41+43.71	0.00	693.93
A4	41+53.71	0.00	693.77
N. End of N. Appr. Pav't	41+63.71	0.00	693.61

P.G.L. NORTHBOUND

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Vaulted Span	41+08.82	8.00	694.26
B3	41+18.82	8.00	694.14
B4	41+28.82	8.00	694.01
N. End of N. Vaulted Span	41+36.95	8.00	693.90
A3	41+46.95	8.00	693.75
A4	41+56.95	8.00	693.60
N. End of N. Appr. Pav't	41+66.95	8.00	693.43



PLAN

NB LANE LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Vaulted Span	41+13.67	20.00	694.01
B3	41+23.67	20.00	693.89
B4	41+33.67	20.00	693.76
N. End of N. Vaulted Span	41+41.80	20.00	693.64
A3	41+51.80	20.00	693.49
A4	41+61.80	20.00	693.33
N. End of N. Appr. Pav't	41+71.80	20.00	693.16

NB EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Vaulted Span	41+18.52	32.00	693.71
B3	41+28.52	32.00	693.58
B4	41+38.52	32.00	693.44
N. End of N. Vaulted Span	41+46.64	32.00	693.32
A3	41+56.64	32.00	693.16
A4	41+66.64	32.00	693.00
N. End of N. Appr. Pav't	41+76.64	32.00	692.82

NB FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Vaulted Span	41+21.75	40.00	693.50
B3	41+31.75	40.00	693.37
B4	41+41.75	40.00	693.23
N. End of N. Vaulted Span	41+49.88	40.00	693.10
A3	41+59.88	40.00	692.94
A4	41+69.88	40.00	692.77
N. End of N. Appr. Pav't	41+79.88	40.00	692.59

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USER NAME = hahassan	DESIGNED - BPS	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 10/4/2017	DRAWN - BPS	REVISED -
	CHECKED - GSP	REVISED -

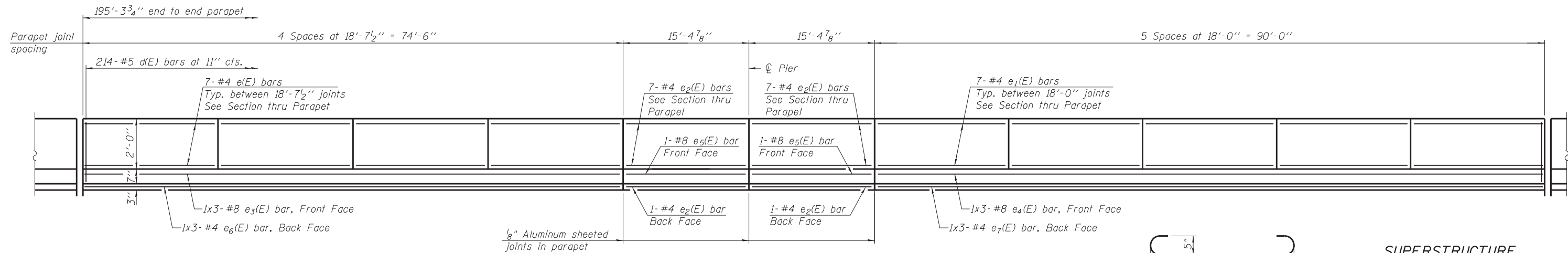
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH ELEVATIONS
STRUCTURE NO. 016-1014**

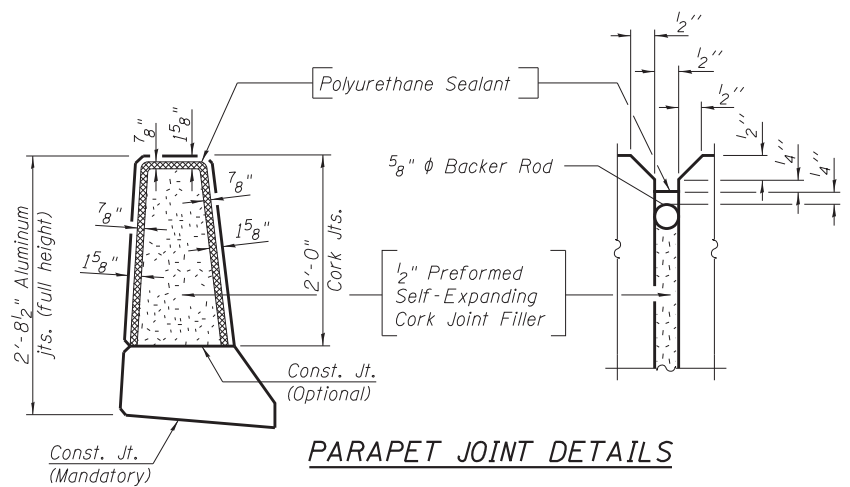
SHEET NO. 59 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	42
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	

CONTRACT NO. 60T44

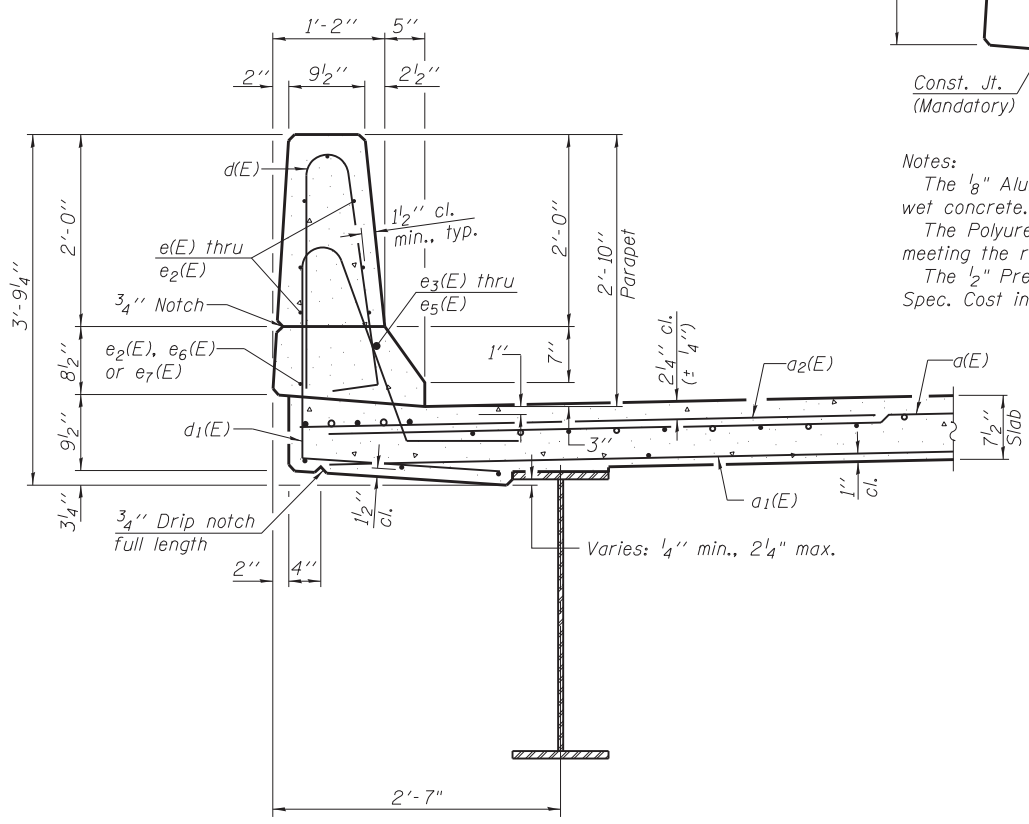


INSIDE ELEVATION OF WEST PARAPET
(East Parapet similar)

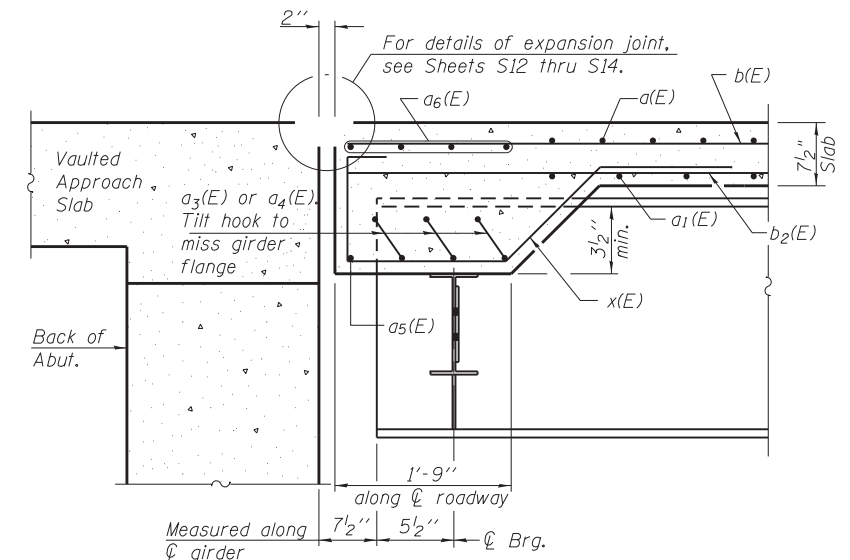


PARAPET JOINT DETAILS

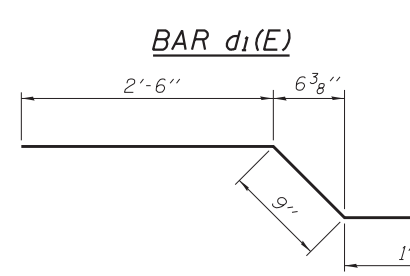
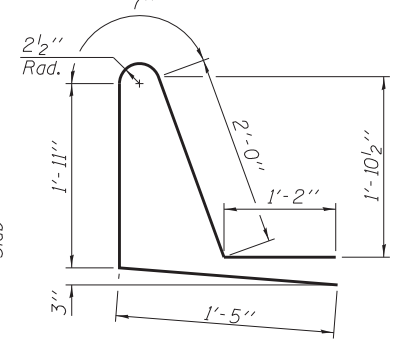
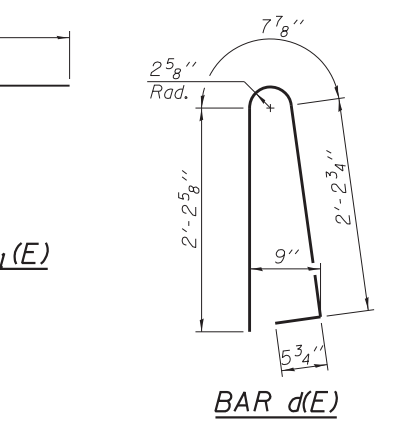
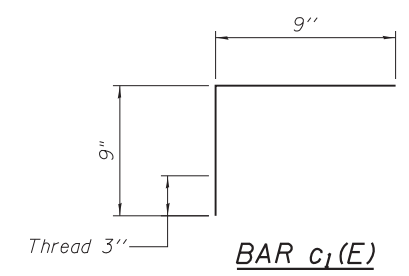
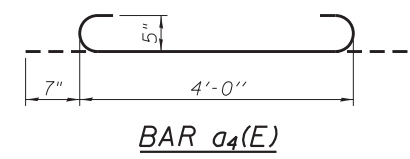
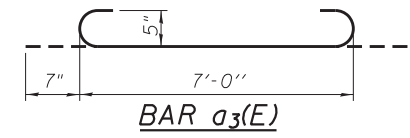
Notes:
 The 7/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 The Polyurethane Sealant shall be non-staining gray one component non-sag elastomeric gun grade meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25. Use T with a 5/8" backer rod.
 The 1/2" Preformed Self-Expanding Cork Joint Filler shall be according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.



SECTION THRU PARAPET



SECTION A-A



SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	670	#5	41'-1"	—
a1(E)	522	#5	40'-5"	—
a2(E)	670	#6	6'-6"	—
a3(E)	60	#5	8'-2"	U
a4(E)	12	#5	5'-2"	U
a5(E)	4	#5	40'-4"	—
a6(E)	16	#5	44'-3"	—
b(E)	714	#5	30'-1"	—
b1(E)	170	#6	34'-8"	—
b2(E)	516	#5	34'-8"	—
c(E)	202	#5	13'-6"	—
c1(E)	392	#5	1'-6"	T
c2(E)	2	#5	14'-6"	—
d(E)	428	#5	5'-7"	U
d1(E)	428	#5	7'-1"	U
e(E)	56	#4	18'-3"	—
e1(E)	70	#4	17'-8"	—
e2(E)	16	#4	15'-1"	—
e3(E)	3	#8	28'-2"	—
e4(E)	3	#8	33'-4"	—
e5(E)	2	#8	15'-1"	—
e6(E)	3	#4	26'-1"	—
e7(E)	3	#4	31'-3"	—
x(E)	152	#5	6'-0"	—
Reinforcement Bars, Epoxy Coated			Pound	121,080
Concrete Superstructure			Cu. Yds.	531.8

Bars indicated thus 1x3-#8 etc. indicates 1 line of bars with 3 lengths per line.

MINIMUM BAR LAP

(Parapet)
 #4 bar = 2'-0"
 #8 bar = 5'-2"

FILE NAME = V:\1736\active\173630053.LD07.157-Cicero-Updated\structural\drawing\sheet\0161014.60144.011.Deck.2.dgn



USER NAME = hahassan	DESIGNED - BPS	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 10/4/2017	DRAWN - BPS	REVISED -
	CHECKED - GSP	REVISED -

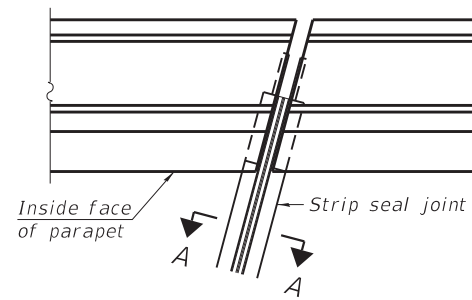
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATION AND DETAILS
STRUCTURE NO. 016-1014

SHEET NO. S11 OF 35 SHEETS

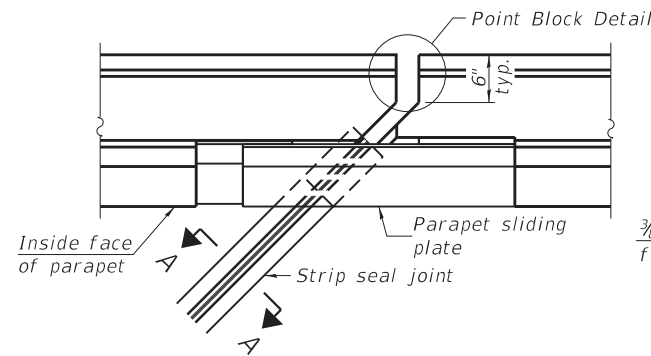
F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	44
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	

CONTRACT NO. 60T44

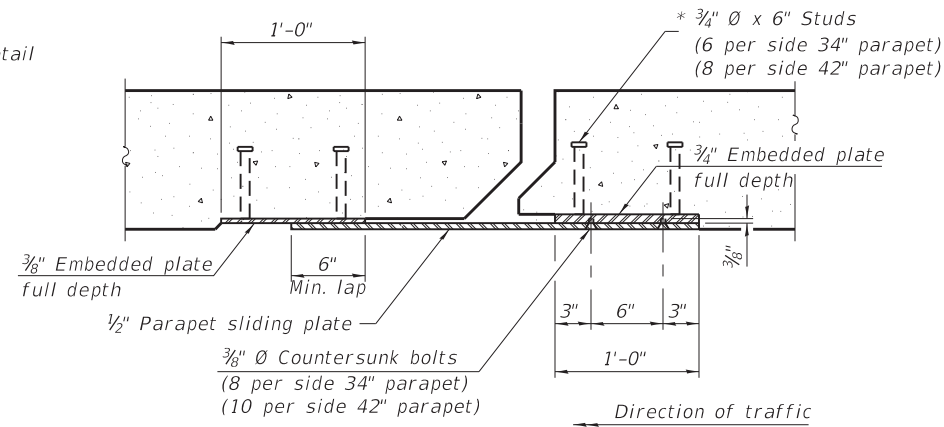


FOR SKEWS $\leq 30^\circ$

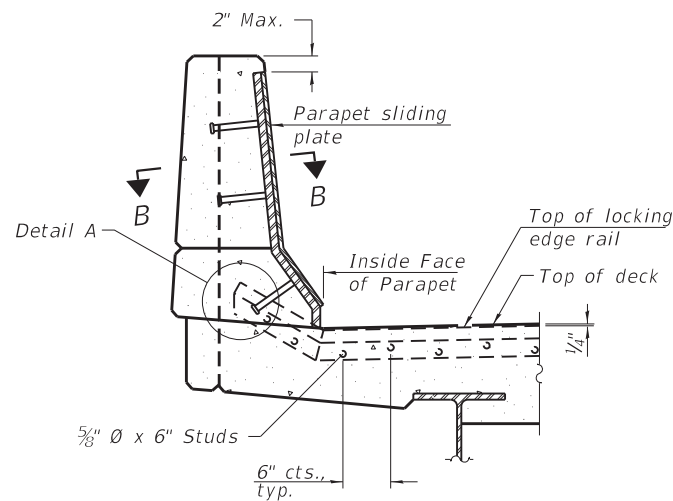
PLAN AT PARAPET



FOR SKEWS $> 30^\circ$

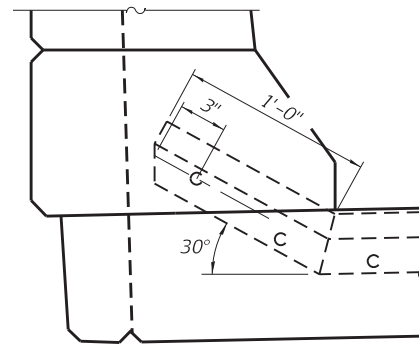


SECTION B-B

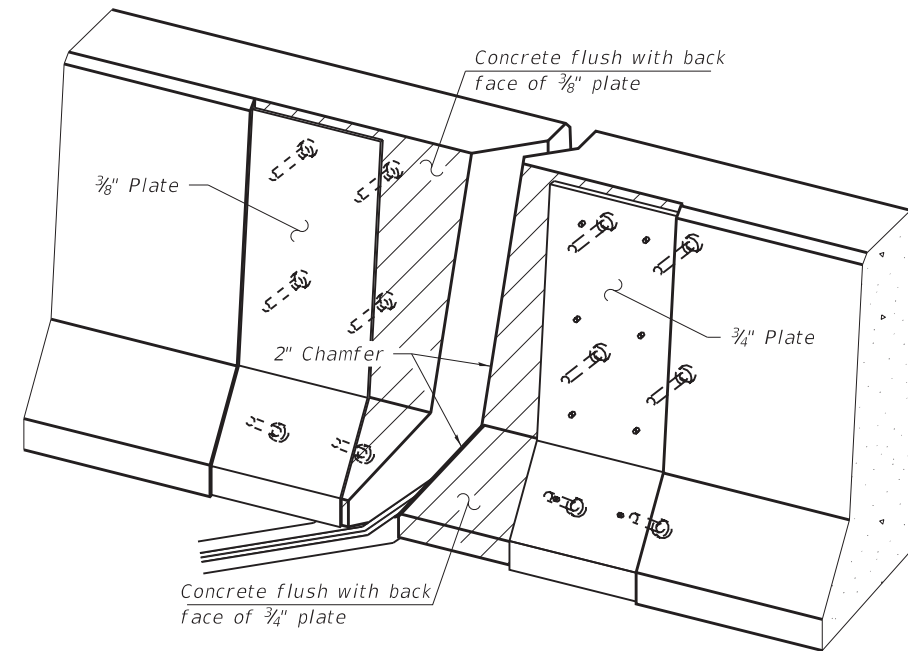


ELEVATION AT PARAPET

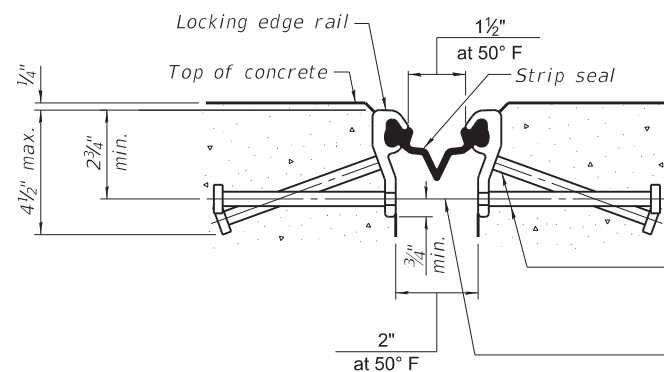
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DETAIL A



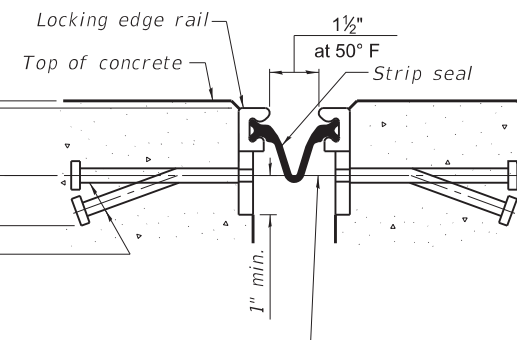
TRIMETRIC VIEW
(Showing embedded plates only)



SHOWING ROLLED RAIL JOINT

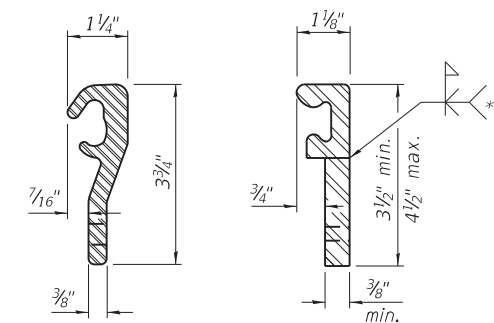
* $5/8"$ ϕ x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

$3/8"$ ϕ threaded rods in $7/16"$ ϕ holes at $\pm 4'-0"$ 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

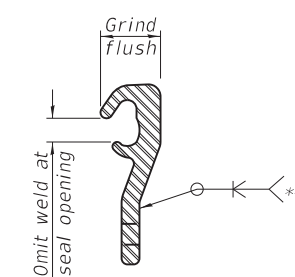
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



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	177.0

EJ-SS-S

8-11-17

(Sheet 1 of 3)



USER NAME = hahassan	DESIGNED - BPS	REVISED -
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PLOT DATE = 10/4/2017	DRAWN - BPS	REVISED -
	CHECKED - GSP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

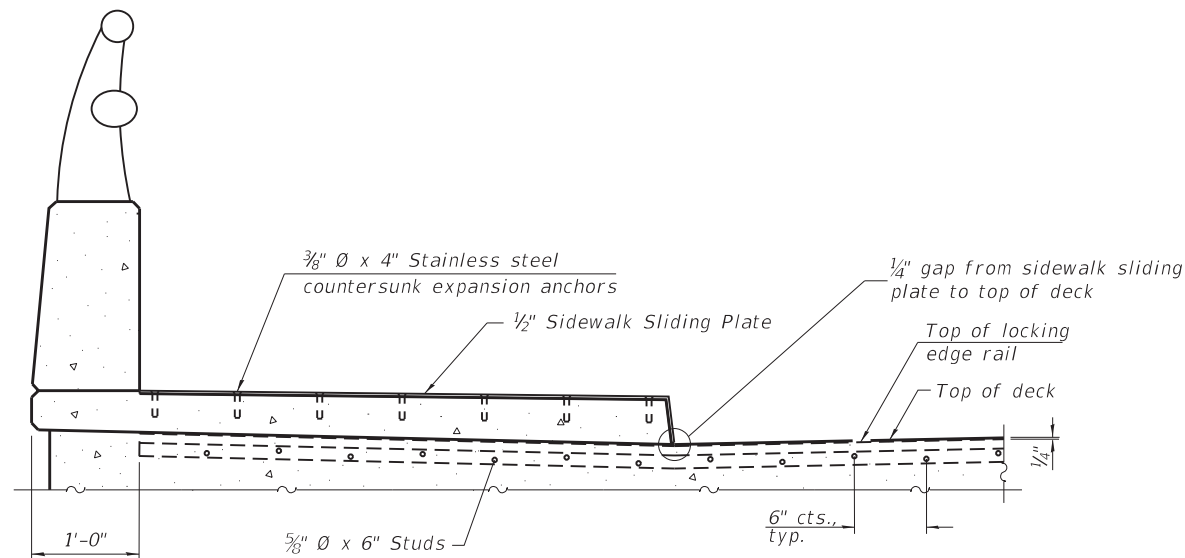
PREFORMED JOINT STRIP SEAL - SIDEWALK (1 OF 3)
STRUCTURE NO. 016-1014

SHEET NO. 512 OF 35 SHEETS

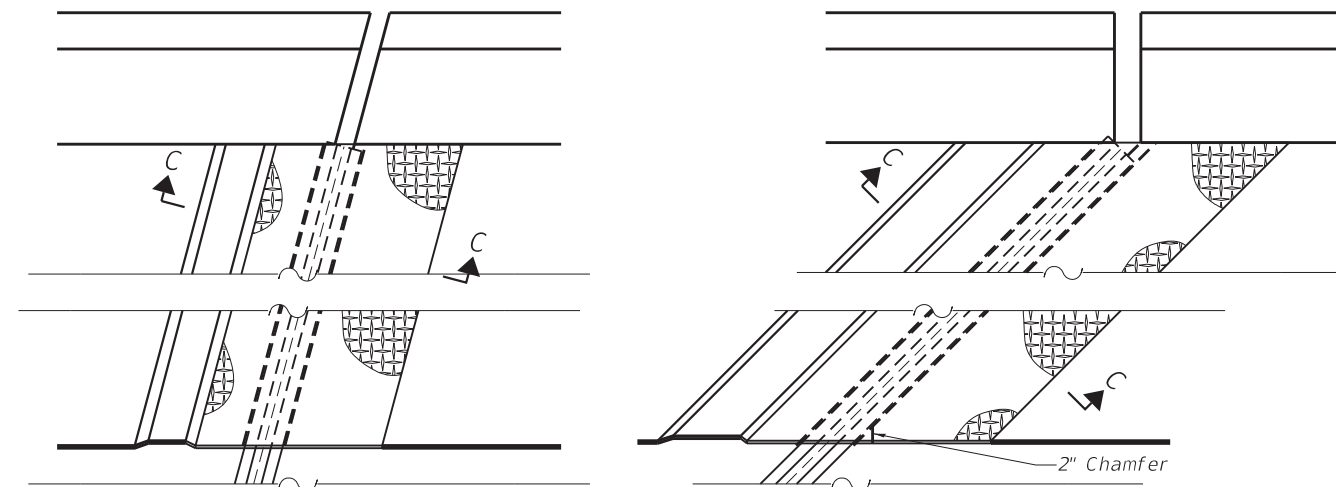
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	45
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	

CONTRACT NO. 60T44

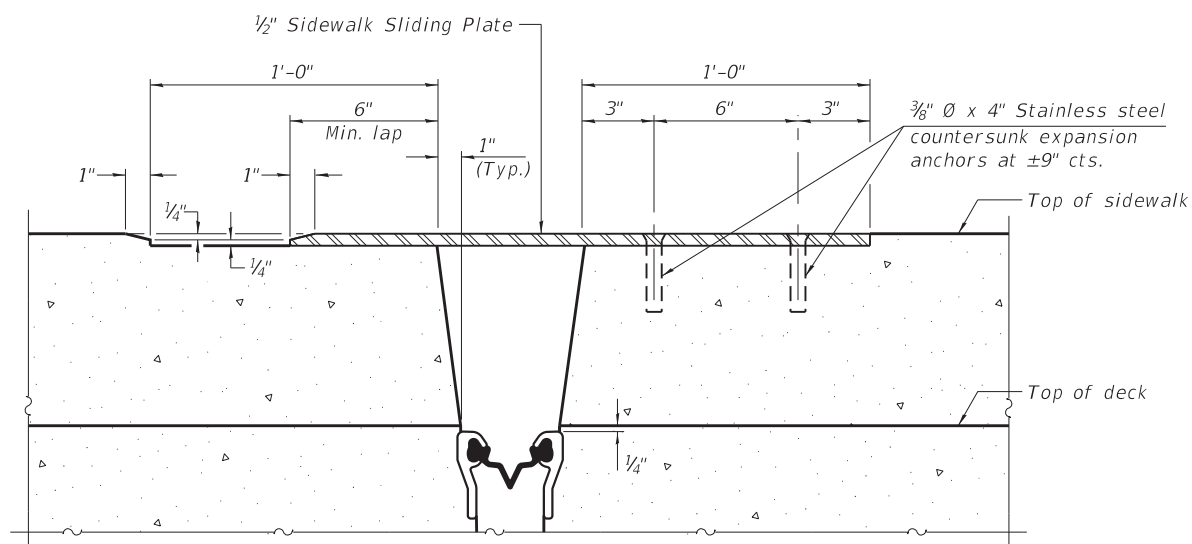
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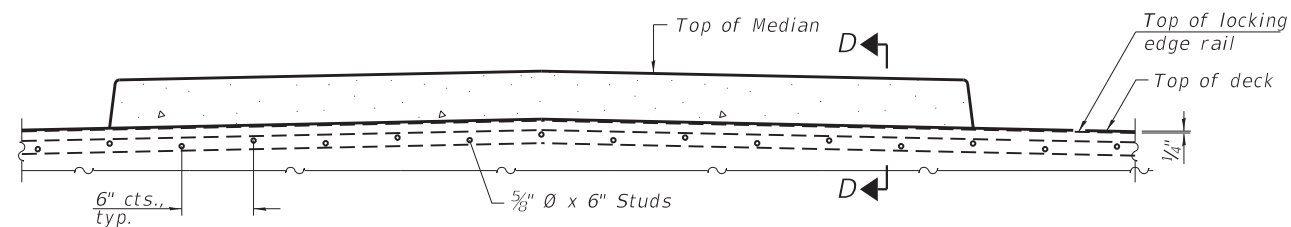
ELEVATION AT RAISED SIDEWALK



PLAN AT RAISED SIDEWALK

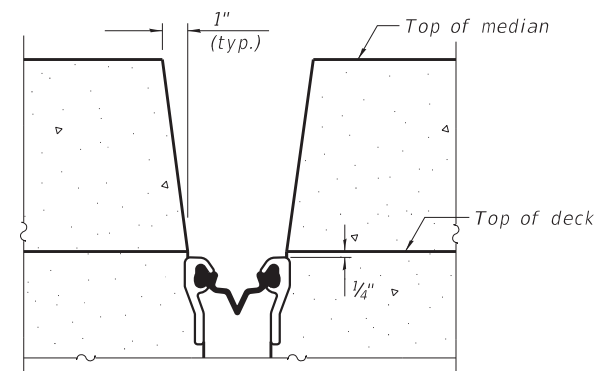


SECTION C-C

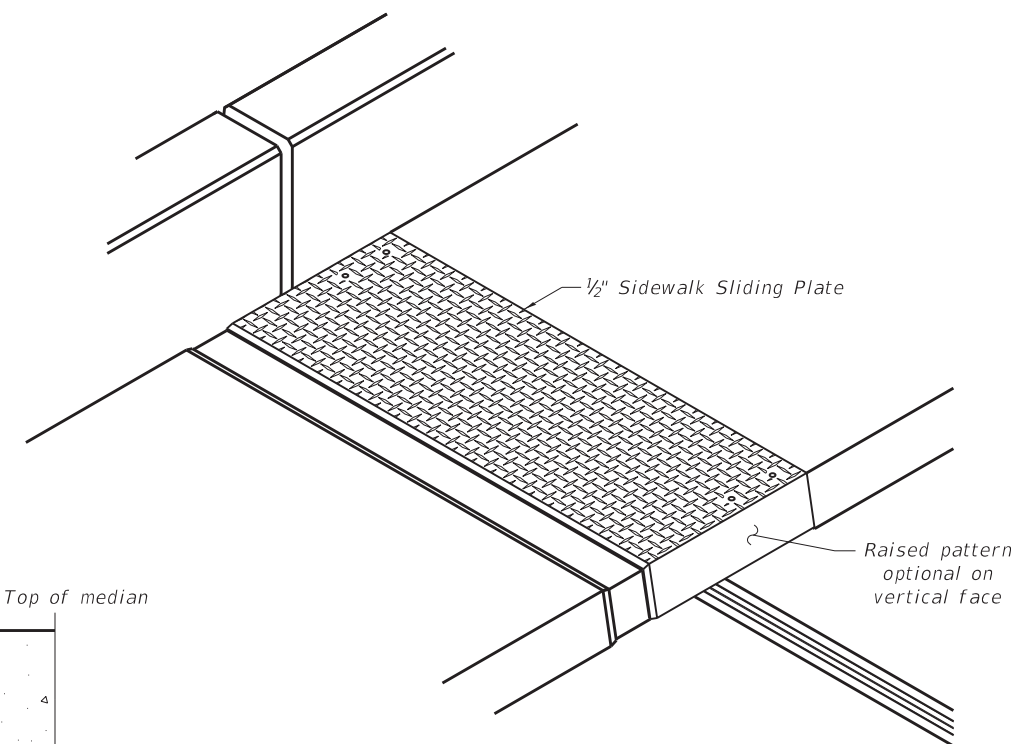


ELEVATION AT MEDIAN

For skews $> 30^\circ$, chamfer acute corners 2" similar to sidewalk.



SECTION D-D
(at Rt. L's)



TRIMETRIC VIEW

EJ-SS-S

8-11-17

(Sheet 2 of 3)



USER NAME = hahassan	DESIGNED - BPS	REVISED -
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PLOT DATE = 10/4/2017	DRAWN - BPS	REVISED -
	CHECKED - GSP	REVISED -

STATE OF ILLINOIS
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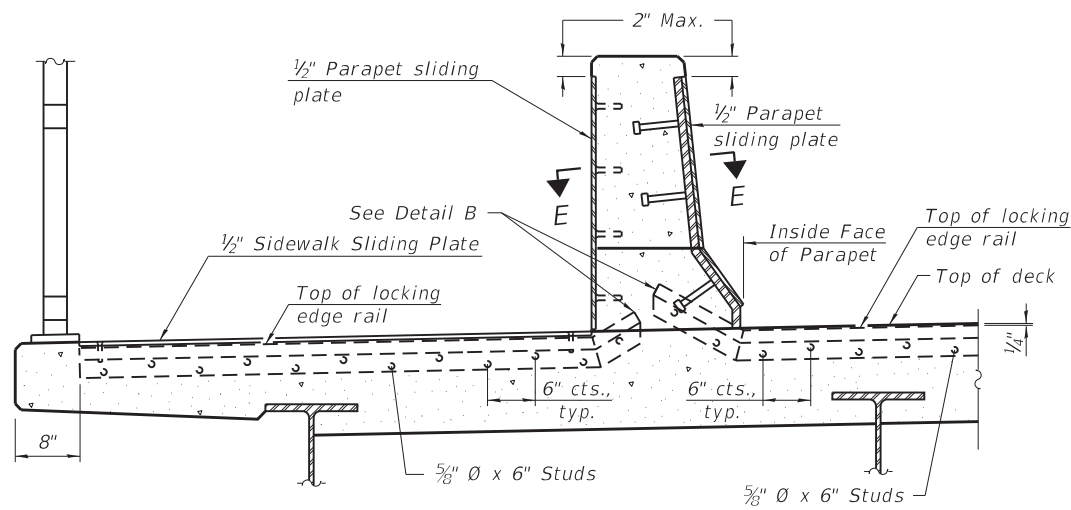
PREFORMED JOINT STRIP SEAL - SIDEWALK (2 OF 3)
STRUCTURE NO. 016-1014

SHEET NO. 513 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	46
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	

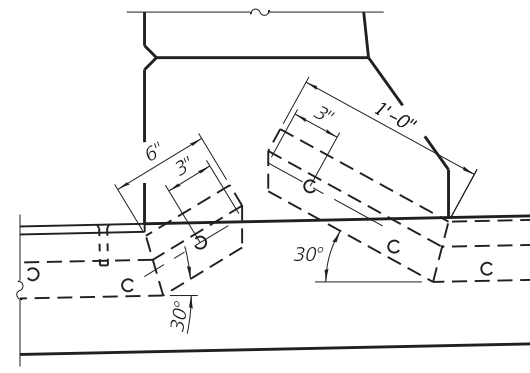
CONTRACT NO. 60T44

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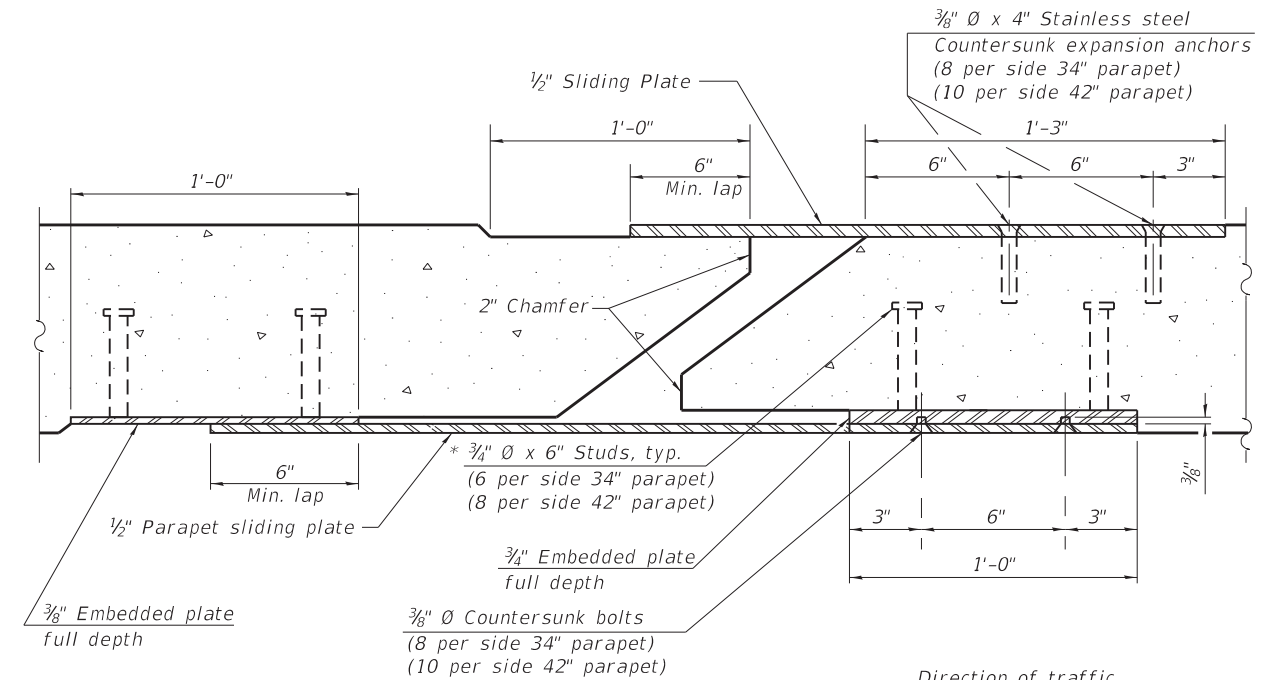


ELEVATION AT DECK LEVEL SIDEWALK

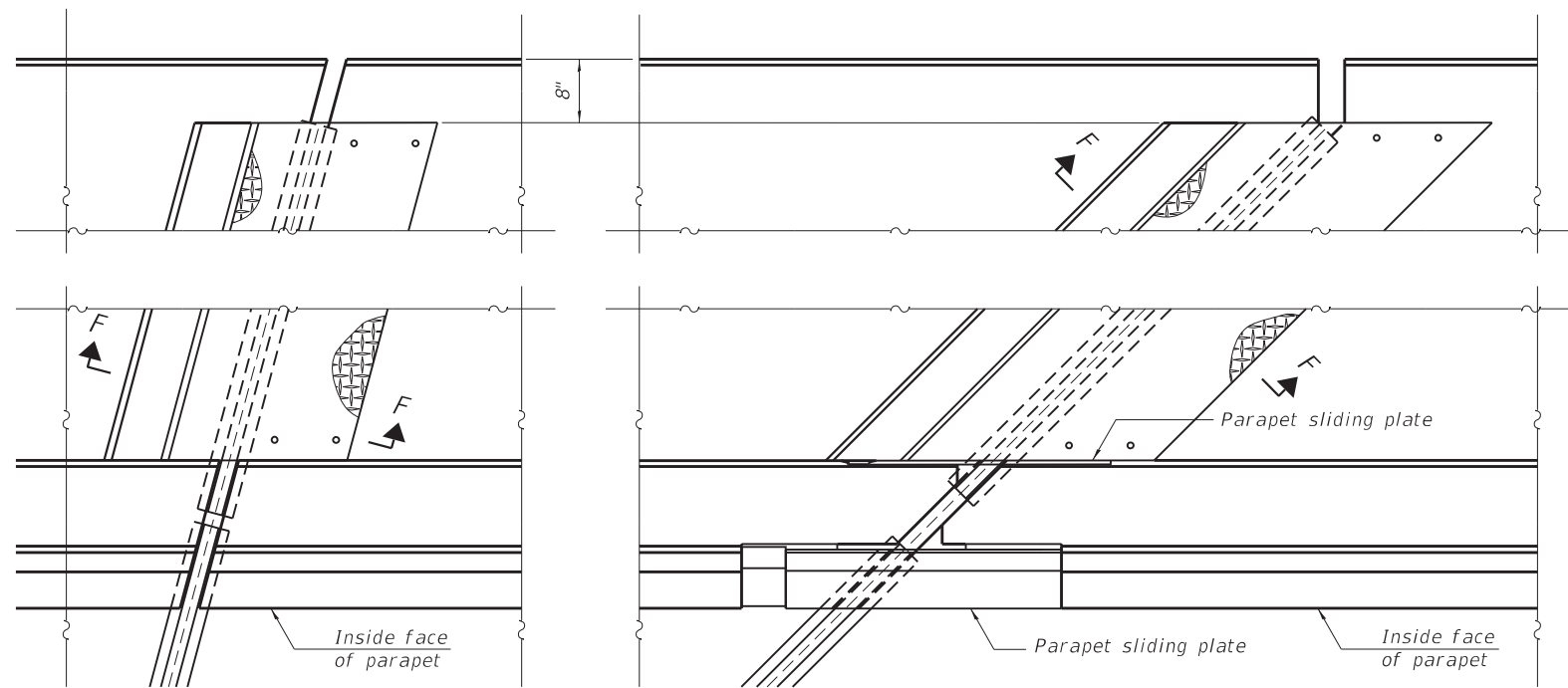
(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



DETAIL B



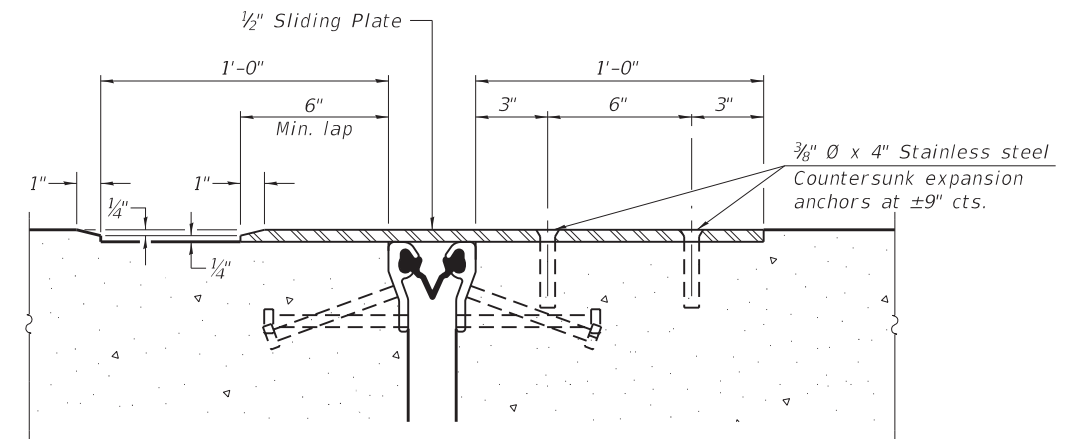
SECTION E-E



(FOR SKEWS ≤ 30°)

(FOR SKEWS > 30°)

PLAN AT DECK LEVEL SIDEWALK



SECTION F-F

EJ-SS-S

8-11-17

(Sheet 3 of 3)



USER NAME = hahassan	DESIGNED - BPS	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 10/4/2017	DRAWN - BPS	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

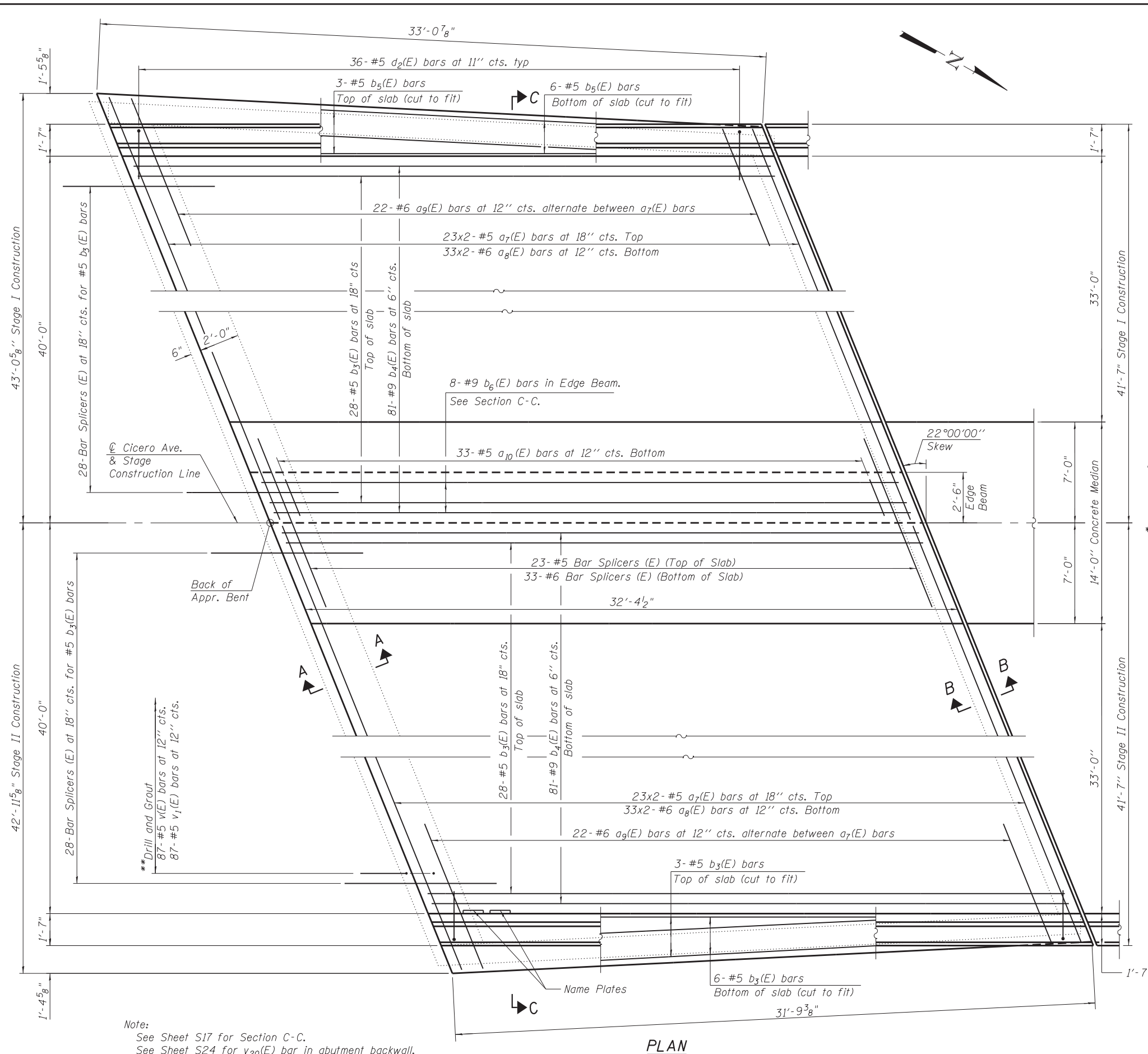
**PREFORMED JOINT STRIP SEAL - SIDEWALK (3 OF 3)
STRUCTURE NO. 016-1014**

SHEET NO. 514 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	47
CONTRACT NO. 60T44				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

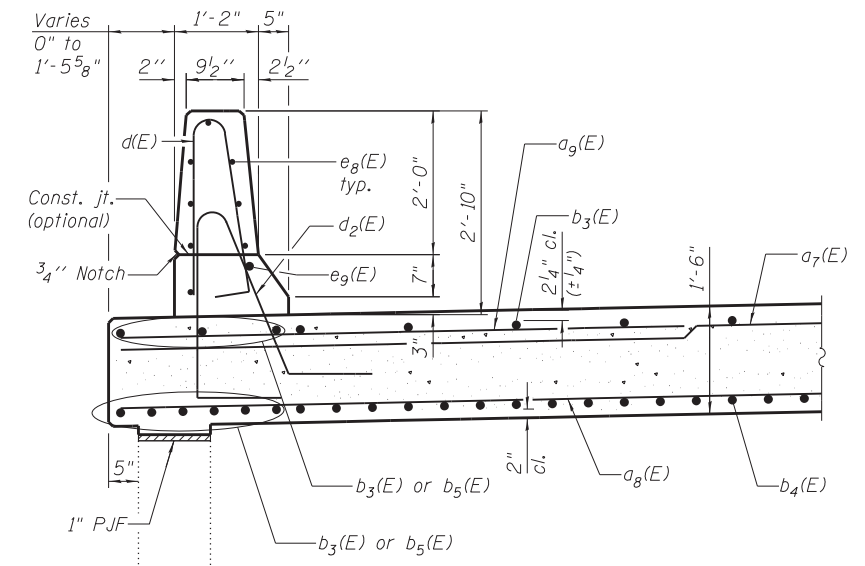
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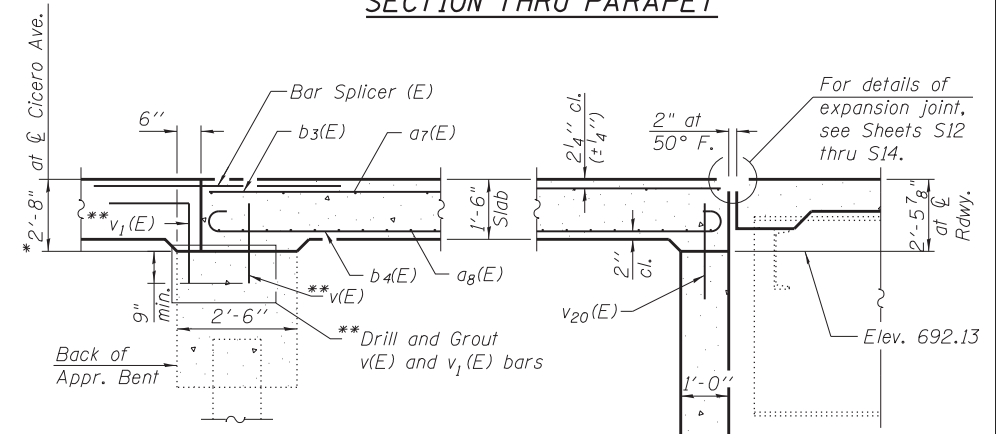


Note:
See Sheet S17 for Section C-C.
See Sheet S24 for v₂₀(E) bar in abutment backwall.

PLAN



SECTION THRU PARAPET



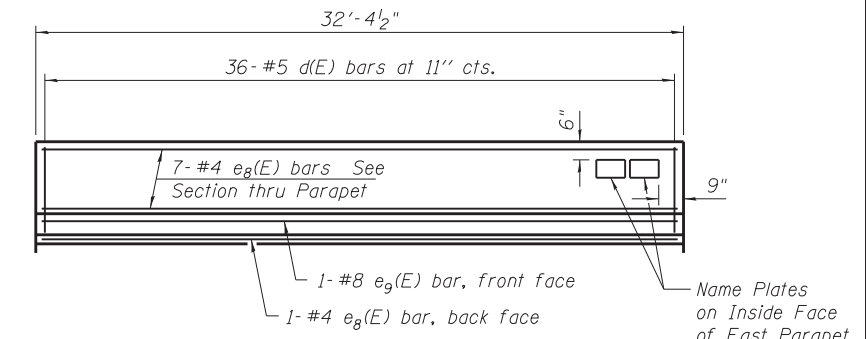
SECTION A-A

* Plan dimensions relative to existing plans are subject to nominal construction tolerances
** Denotes bar to be epoxy grouted in accordance with Section 584 of the Standard Specifications and spaced 4\"/>

MINIMUM BAR LAPS

- (Vaulted Span)
- #5 Bar - 2'-11"
- #6 Bar - 3'-1"

SECTION B-B



INSIDE ELEVATION OF PARAPET



USER NAME = hahassan	DESIGNED - BPS	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 10/4/2017	DRAWN - BPS	REVISED -
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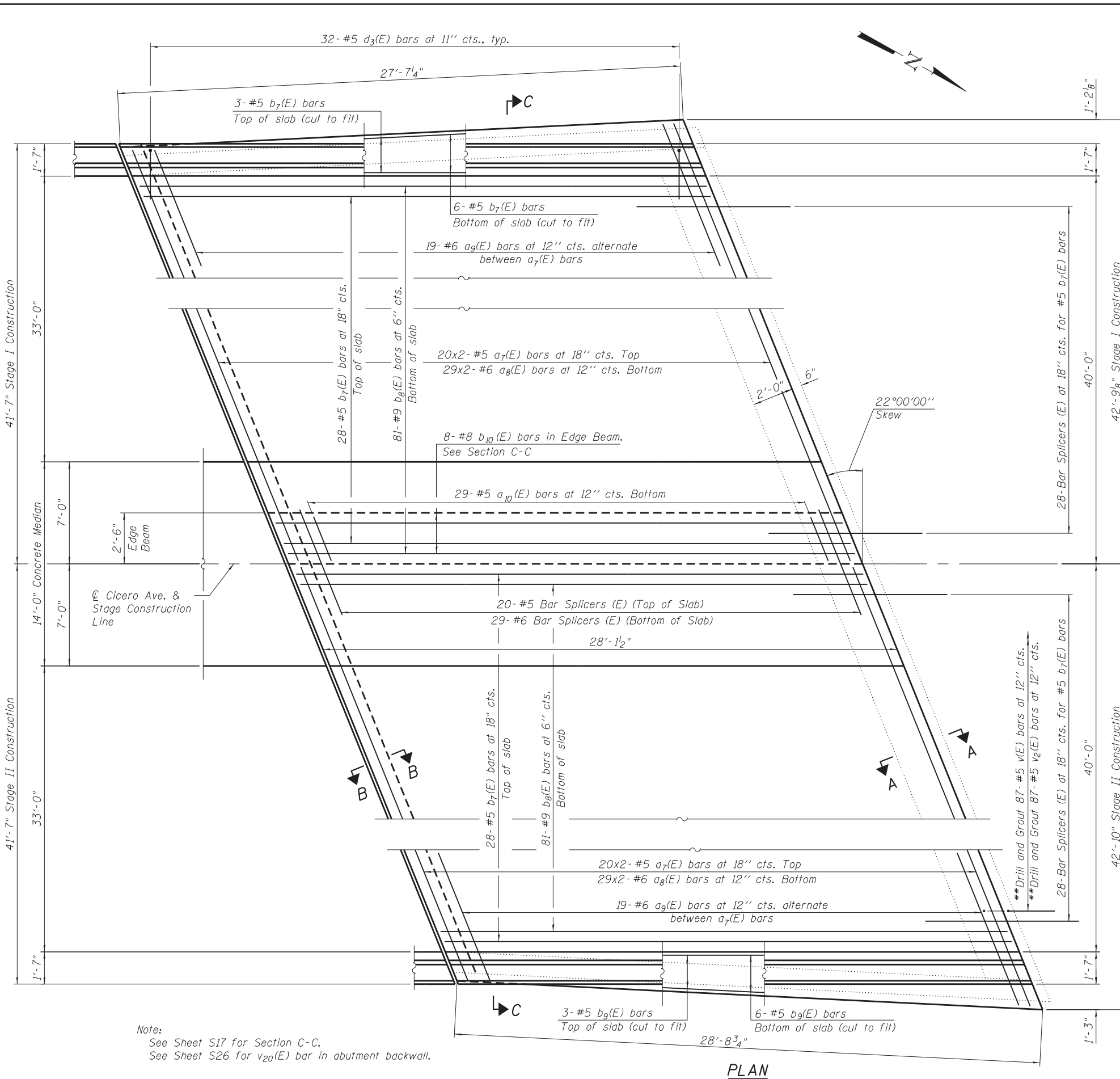
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH VAULTED ABUTMENT APPROACH SPAN
STRUCTURE NO. 016-1014

SHEET NO. S15 OF 35 SHEETS

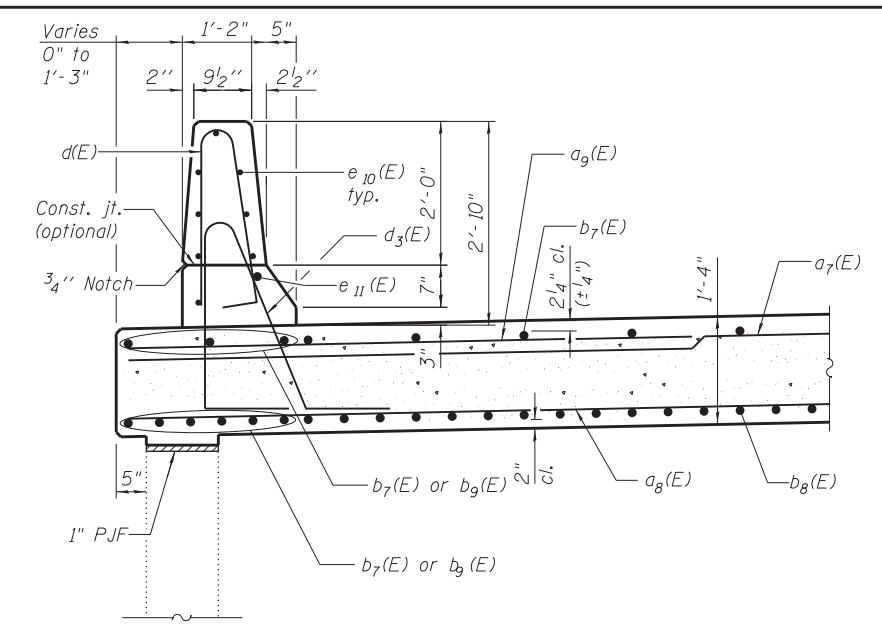
F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	48
CONTRACT NO. 60T44				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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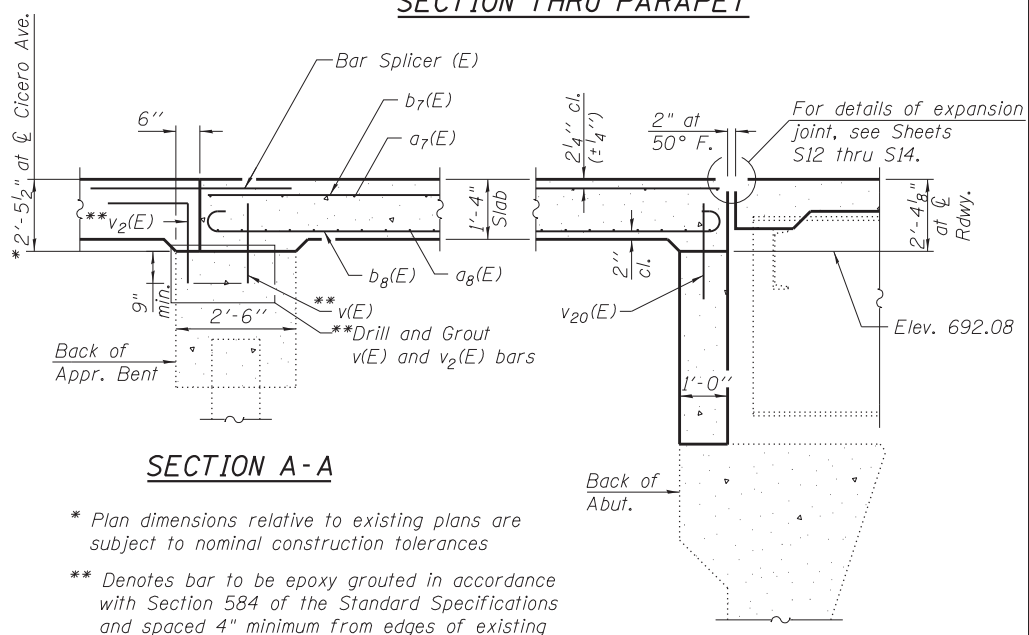


Note:
See Sheet S17 for Section C-C.
See Sheet S26 for $v_{20}(E)$ bar in abutment backwall.

PLAN



SECTION THRU PARAPET

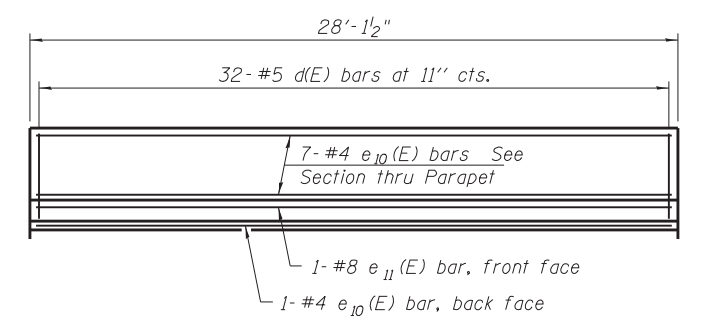


SECTION A-A

SECTION B-B

* Plan dimensions relative to existing plans are subject to nominal construction tolerances
** Denotes bar to be epoxy grouted in accordance with Section 584 of the Standard Specifications and spaced 4" minimum from edges of existing concrete. Minimum embedment = 9".

MINIMUM BAR LAPS
(Vaulted Span)
#5 Bar - 2'-11"
#6 Bar - 3'-1"



INSIDE ELEVATION OF PARAPET



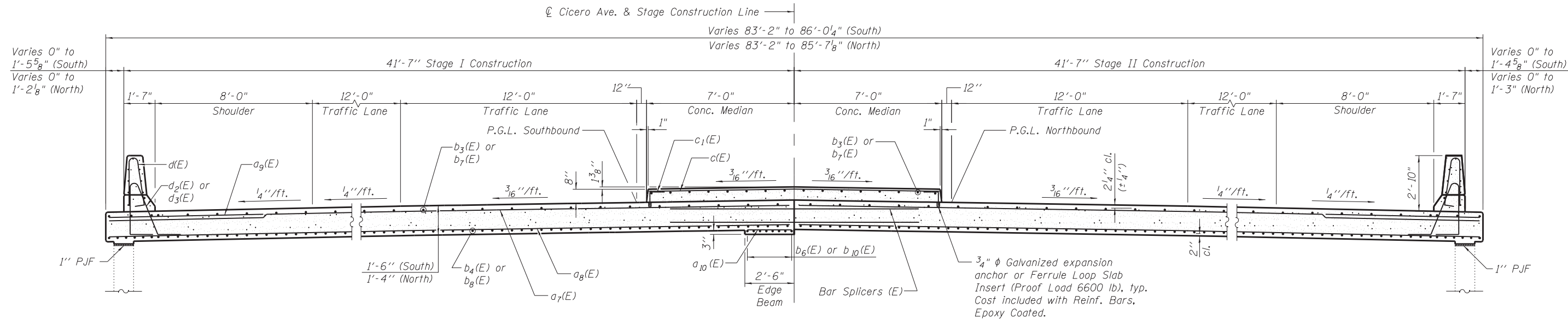
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PLOT DATE = 10/4/2017	CHECKED - GSP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

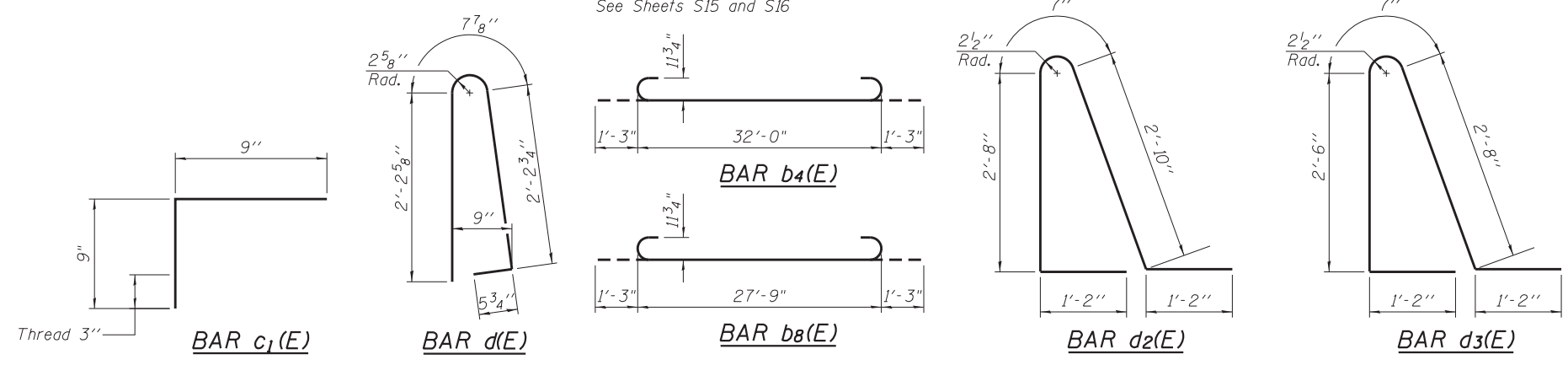
NORTH VAULTED ABUTMENT APPROACH SPAN
STRUCTURE NO. 016-1014

SHEET NO. S16 OF 35 SHEETS

F.A.I. RTE. 57	SECTION 0909-1015HB-BR	COUNTY COOK	TOTAL SHEETS 86	SHEET NO. 49
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	

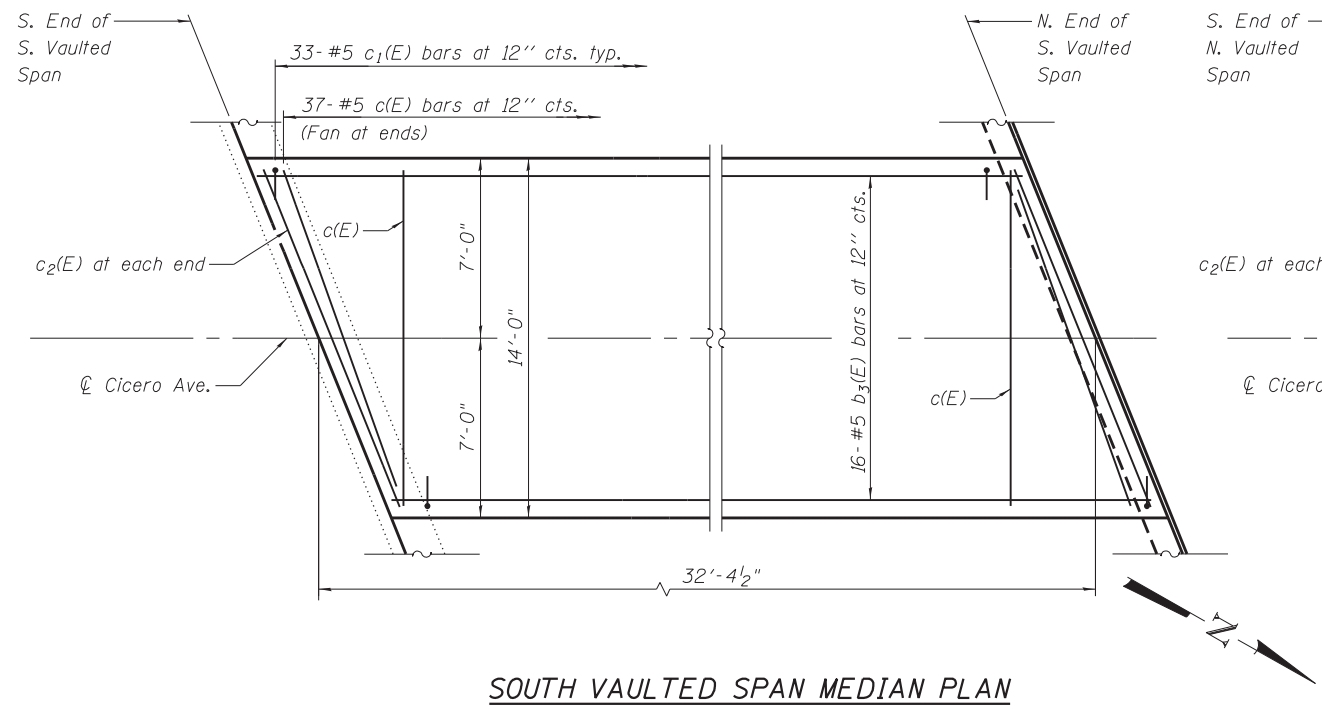


SECTION C-C
See Sheets S15 and S16

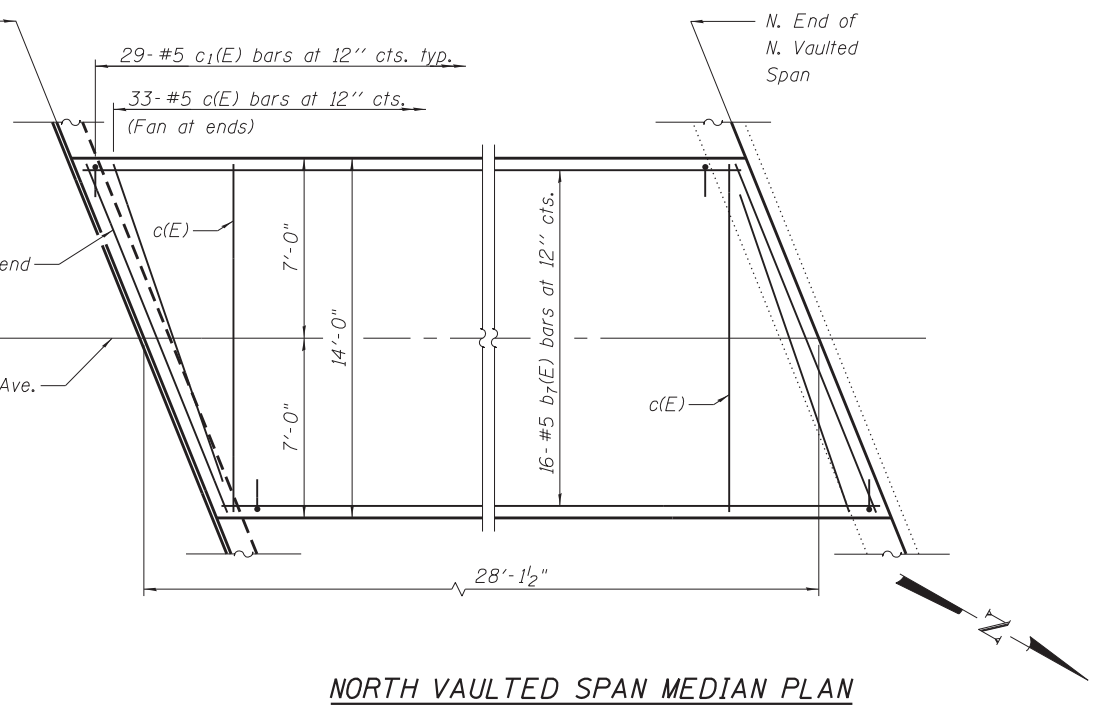


BARS v₁(E) and v₂(E)
TWO VAULTED SPANS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a ₇ (E)	172	#5	24'-6"	—
a ₈ (E)	248	#6	24'-7"	—
a ₉ (E)	82	#6	8'-1"	—
a ₁₀ (E)	62	#5	2'-2"	—
b ₃ (E)	81	#5	32'-0"	—
b ₄ (E)	162	#9	34'-6"	U
b ₅ (E)	9	#5	32'-8"	—
b ₆ (E)	8	#9	32'-0"	—
b ₇ (E)	81	#5	27'-9"	—
b ₈ (E)	162	#9	30'-3"	U
b ₉ (E)	9	#5	28'-4"	—
b ₁₀ (E)	8	#8	27'-9"	—
c(E)	70	#5	13'-6"	—
c ₁ (E)	124	#5	1'-6"	—
c ₂ (E)	4	#5	14'-6"	—
d(E)	136	#5	5'-7"	∧
d ₂ (E)	72	#5	8'-5"	∧
d ₃ (E)	64	#5	8'-1"	∧
e ₈ (E)	16	#4	32'-0"	—
e ₉ (E)	2	#8	32'-0"	—
e ₁₀ (E)	16	#4	27'-9"	—
e ₁₁ (E)	2	#8	27'-9"	—
v(E)	174	#5	2'-0"	—
v ₁ (E)	87	#5	4'-4"	┌
v ₂ (E)	87	#5	4'-1"	┌
Reinforcement Bars, Epoxy Coated			Pound	62,690
Concrete Superstructure			Cu. Yds.	321.3



SOUTH VAULTED SPAN MEDIAN PLAN



NORTH VAULTED SPAN MEDIAN PLAN

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USER NAME = hahassan	DESIGNED - BPS	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 10/4/2017	DRAWN - BPS	REVISED -
	CHECKED - GSP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VAULTED ABUTMENT APPROACH SPAN DETAILS
STRUCTURE NO. 016-1014

SHEET NO. S17 OF 35 SHEETS

F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	50
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	

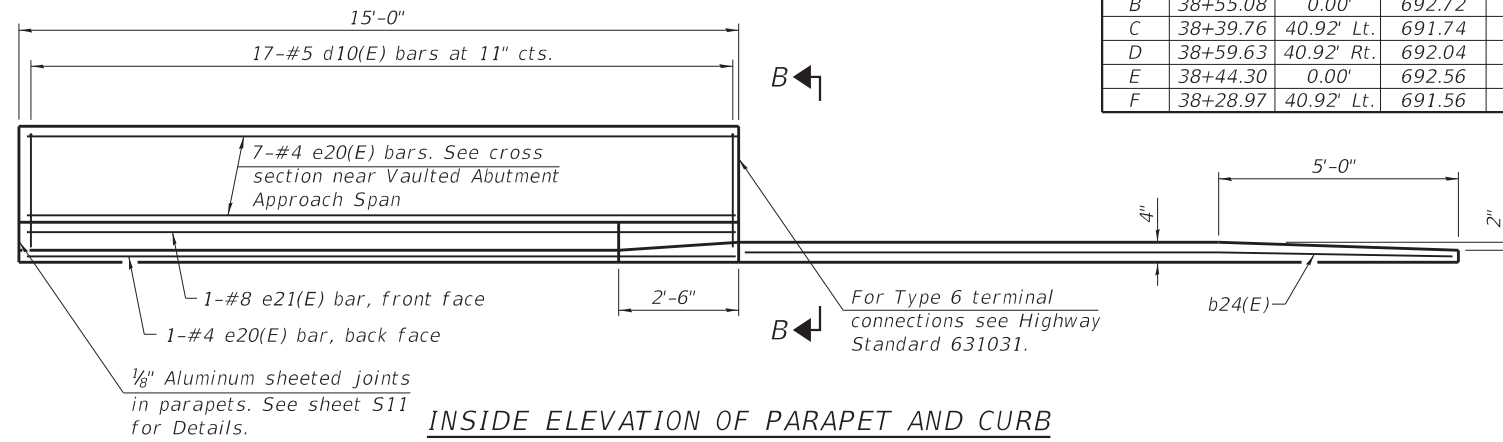
CONTRACT NO. 60T44

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTINGS

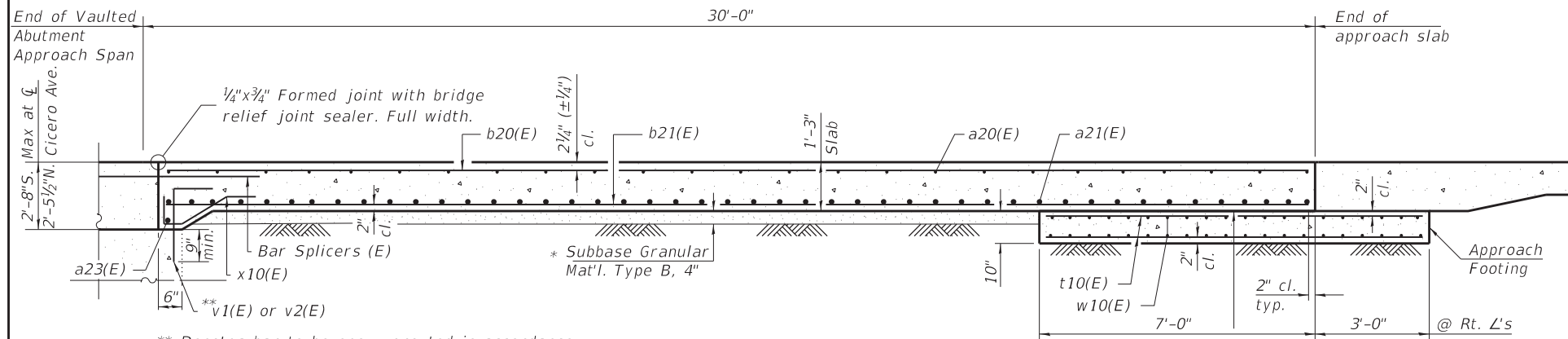
Point	South Approach				North Approach			
	Station	Offset	Top	Bottom	Station	Offset	Top	Bottom
A	38+70.41	40.92' Rt.	692.18	691.35	41+40.84	40.92' Lt.	691.97	691.14
B	38+55.08	0.00'	692.72	691.89	41+56.17	0.00'	692.48	691.65
C	38+39.76	40.92' Lt.	691.74	690.90	41+71.49	40.92' Rt.	691.48	690.64
D	38+59.63	40.92' Rt.	692.04	691.20	41+51.62	40.92' Lt.	691.81	690.97
E	38+44.30	0.00'	692.56	691.72	41+66.95	0.00'	692.30	691.47
F	38+28.97	40.92' Lt.	691.56	690.72	41+82.28	40.92' Rt.	691.28	690.45

Notes:

Parapet and median concrete shall be paid for as Concrete Superstructure. Approach slab shall be paid for as Concrete Superstructure (Approach Slab). Approach footing concrete shall be paid for as Concrete Structures. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf. Cost of excavation for approach footing included with Concrete Structures. For v1(E) and v2(E) bar details, see Sheet S17 of 35. For bar splicer details, see Sheet S30 of 35.



INSIDE ELEVATION OF PARAPET AND CURB

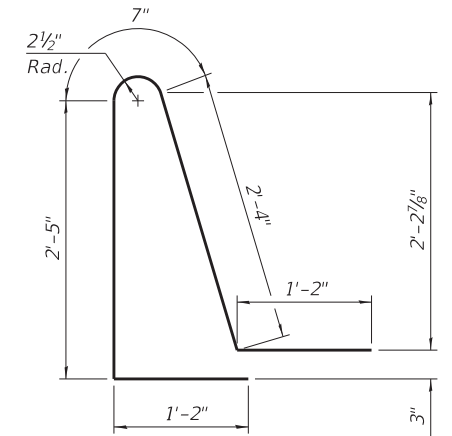
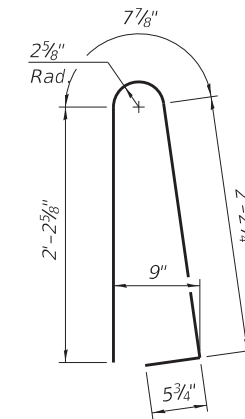


SECTION A-A

** Denotes bar to be epoxy grouted in accordance with Section 584 of the Standard Specifications and spaced 4" minimum from edges of existing concrete. Minimum embedment = 9".

* Cost included with Concrete Superstructure (Approach Slab).

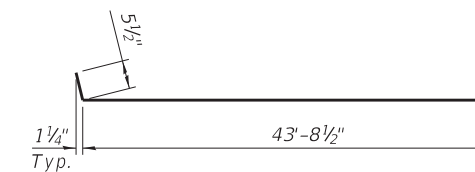
* 10 mil. Polyethylene bond breaker on steel trowel finish



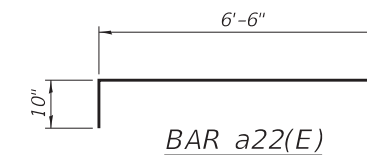
BAR d11(E)

TWO APPROACHES BILL OF MATERIAL

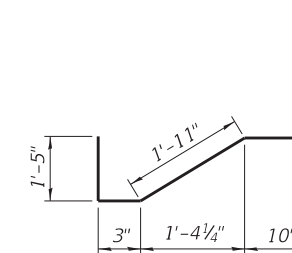
Bar	No.	Size	Length	Shape
a20(E)	184	#5	44'-2"	—
a21(E)	244	#8	43'-9"	—
a22(E)	92	#5	7'-4"	—
a23(E)	4	#5	44'-6"	—
b20(E)	280	#5	29'-8"	—
b21(E)	396	#9	29'-8"	—
b22(E)	8	#5	14'-8"	—
b24(E)	4	#5	14'-8"	—
c(E)	70	#5	13'-6"	—
c1(E)	124	#5	1'-6"	└
c2(E)	4	#5	14'-6"	—
d10(E)	68	#5	5'-7"	└
d11(E)	68	#5	7'-8"	└
e20(E)	32	#4	14'-8"	—
e21(E)	4	#8	14'-8"	—
t10(E)	336	#4	10'-5"	—
w10(E)	160	#5	43'-9"	—
x10(E)	168	#5	4'-5"	└
Concrete Superstructure		Cu. Yd.	29.1	
Concrete Superstructure (Approach Slab)		Cu. Yd.	235.8	
Concrete Structures		Cu. Yd.	54.5	
Reinforcement Bars, Epoxy Coated		Pound	99,700	



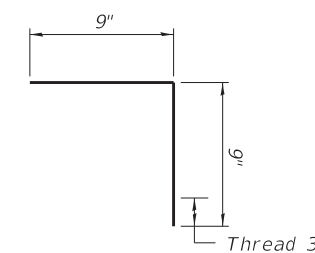
BAR a20(E)



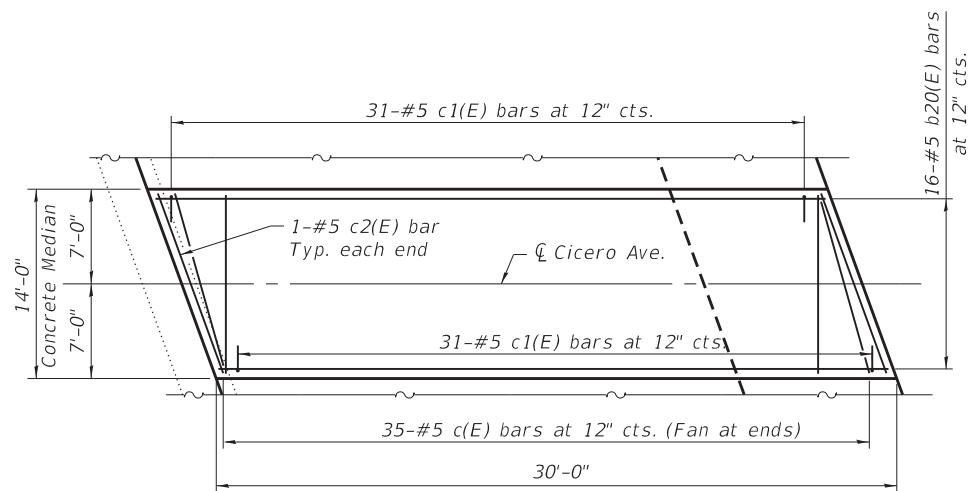
BAR a22(E)



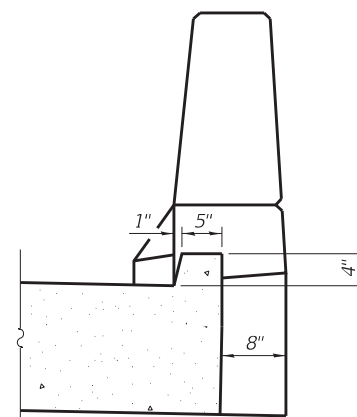
BAR x10(E)



BAR c1(E)



NORTH APPROACH MEDIAN - PLAN (SOUTH APPROACH MEDIAN SIMILAR)



VIEW B-B

FILE NAME = V:\1736\active\173630053.DOT_157-Cicero-Updated\structure\drawing\sheet\016\014_60144_015_Approach_2.dgn



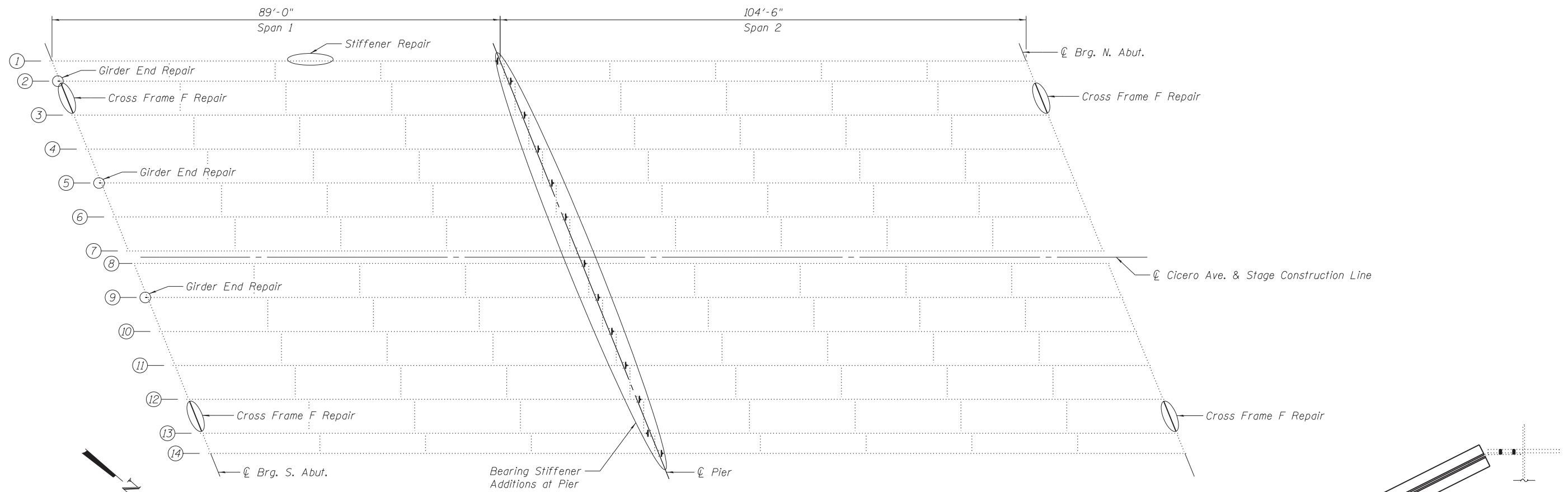
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	CHECKED - GSP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

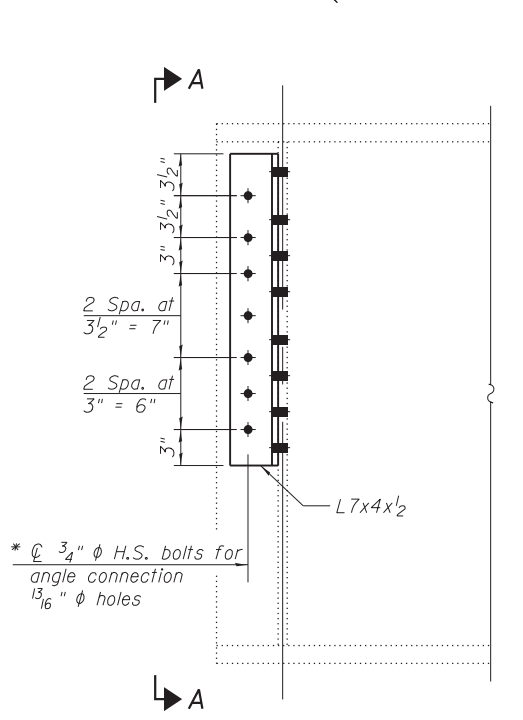
BRIDGE APPROACH SLAB DETAILS (2 OF 2)
STRUCTURE NO. 016-1014

SHEET NO. S19 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	52
CONTRACT NO. 60T44				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

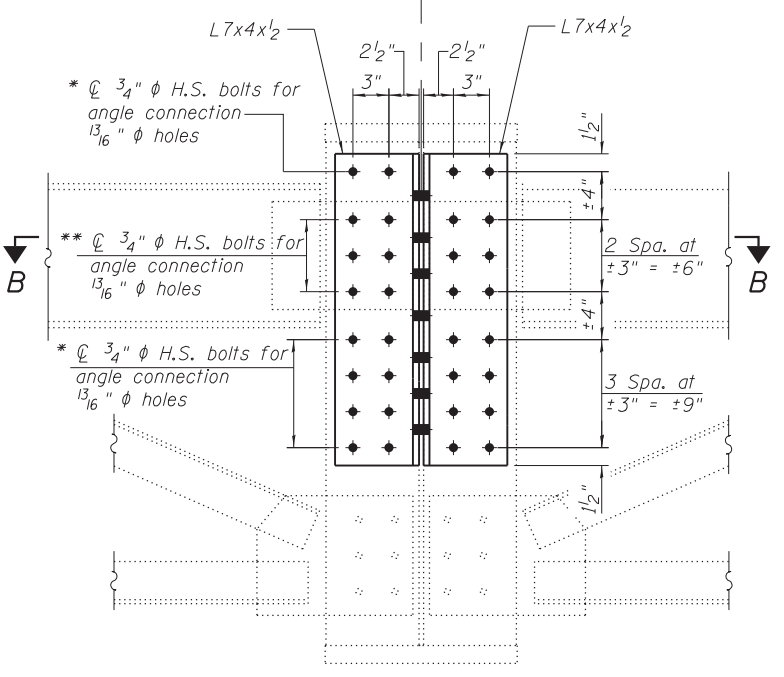


FRAMING PLAN



GIRDER END REPAIR AT ABUTMENTS

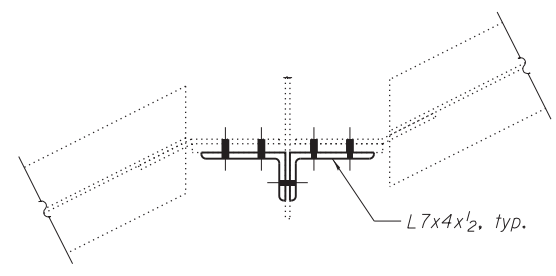
(3 Required - Girders 2, 5 and 9 at S. Abut.)



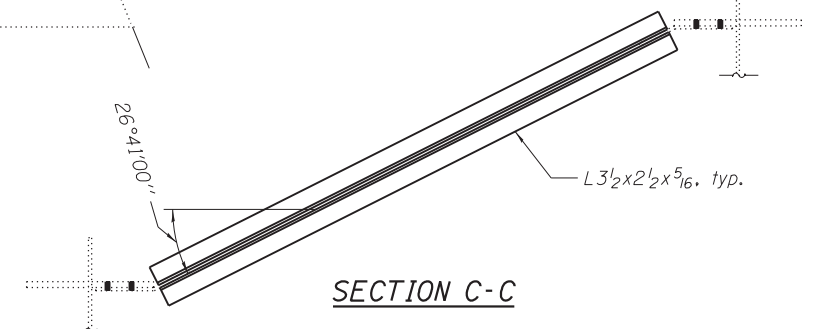
VIEW A-A

* Drill holes in proposed angles in shop and use angle as template to drill remaining holes in field. Cost of field drilling included in Furnishing and Erecting Structural Steel.

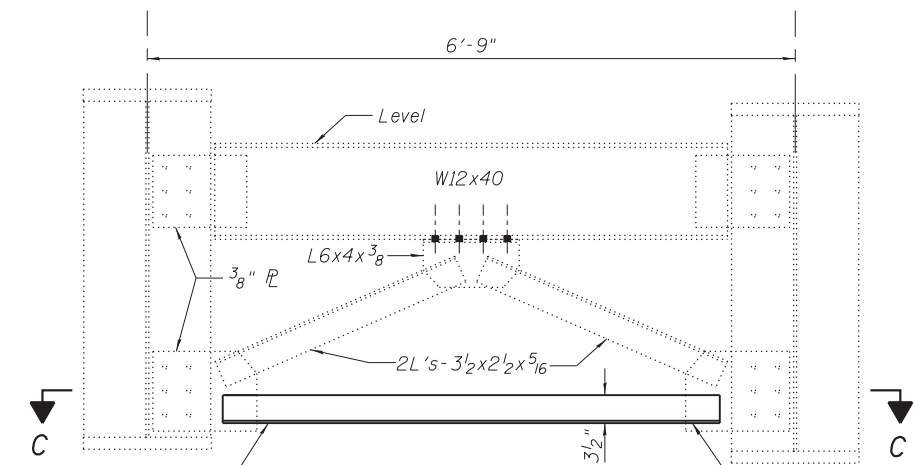
** Drill holes in proposed angles in field and use existing diaphragm connection as template. Cost of field drilling included in Furnishing and Erecting Structural Steel.



SECTION B-B



SECTION C-C



CROSS FRAME F REPAIR

(At N. Abut. and S. Abut.)
(4 Locations)

*** Remove and replace 2-L's 3 1/2 x 2 1/2 x 5/16

*** Welds connecting the L3 1/2 x 2 1/2 x 5/16 to the diaphragm connection plates are to be ground smooth. Cost included with Structural Steel Removal.

**** Fillet weld angles along 3 sides on each face of gusset plate, typ.

FILE NAME = V:\1736\active\173630053.1\DOT_157-Cicero-Updated\structural\drawing\sheets\0161014_60144_020_Steel.dgn



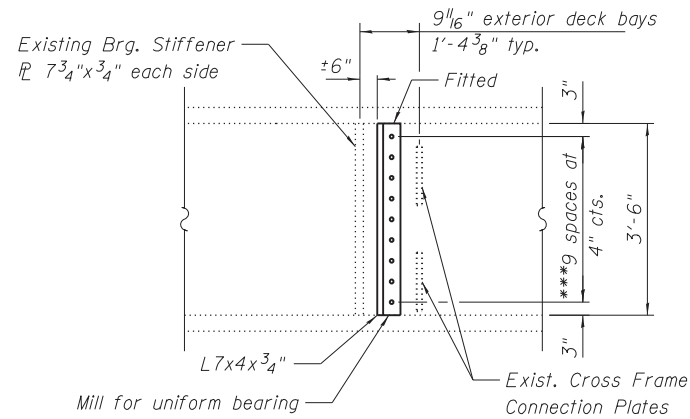
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PLOT DATE = 10/4/2017	DRAWN - BPS	REVISED -
	CHECKED - GSP	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL DETAILS (1 OF 2)
STRUCTURE NO. 016-1014**

SHEET NO. S20 OF 35 SHEETS

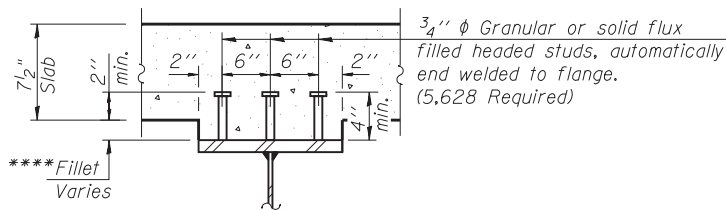
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	53
CONTRACT NO. 60T44				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



BEARING STIFFENER ADDITIONS AT PIER

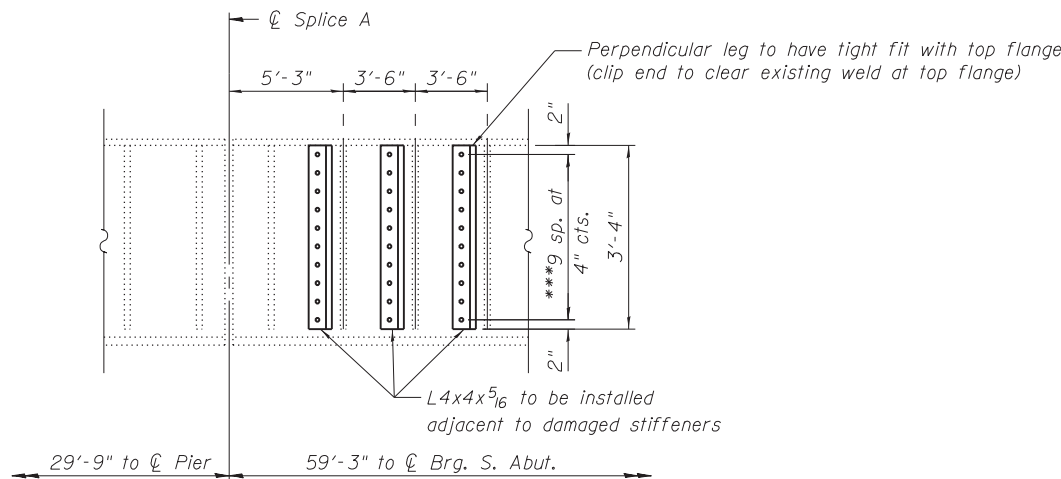
Install one L7x4x3/4 on each side of web at all pier bearing locations.

*** Drill holes in proposed angles in shop and use angle as template to drill remaining holes in field. Cost of field drilling included in Furnishing and Erecting Structural Steel.

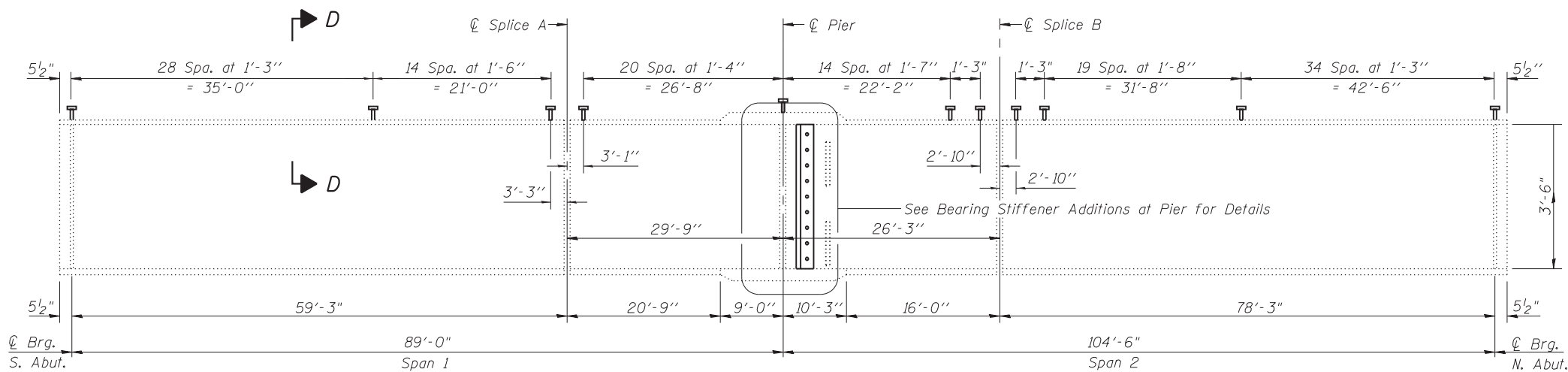


SECTION D-D

**** Additional shear reinforcement shall be provided if the fillet dimension exceeds 6", as directed by the Engineer.



STIFFENER REPAIR ON GIRDER 1, SPAN 1
(Looking East)



GIRDER ELEVATION
(Looking West)

Note: Interior stiffeners not shown.

	S. Abut.	Pier	N. Abut.
R _Q (k)	39.3	154.5	51.6
R _L (k)	47.7	74.8	48.4
R _I (k)	11.2	16.8	10.6
R _{Total} (k)	98.1	246.2	110.6

	0.4 Sp. 1	Pier	0.6 Sp. 2
I _s (in ⁴)	25031	31208	25031
I _{c(n)} (in ⁴)	47939	—	47939
I _{c(3n)} (in ⁴)	36596	—	36596
I _{c(cr)} (in ⁴)	—	35321	—
S _s (in ³)	1113	1364	1113
S _{c(n)} (in ³)	1332	—	1332
S _{c(3n)} (in ³)	1247	—	1247
S _{c(cr)} (in ³)	—	1419	—
Q (k/')	0.927	0.927	0.927
M _Q (k)	422	1142	753
s _Q (k/')	0.333	0.333	0.333
M _{sQ} (k)	152	412	272
M _L (k)	667	695	775
M _I (k)	156	156	169
⁵ / ₃ [M _L + I] (k)	1375	1422	1576
M _a (k)	2533	3868	3381
* M _u (k)	4226	—	4276
f _{s Q non-comp} (ksi)	4.5	10.0	8.1
f _{s Q (comp)} (ksi)	1.5	3.5	2.6
f _{s ⁵/₃ [M_L + M_I]} (ksi)	12.4	12.0	14.2
f _{s (Overload)} (ksi)	18.4	25.5	24.9
** f _{s (Total)} (ksi)	—	33.2	—
VR (k)	55.3	51.8	52.3

* Compact section
** Braced non-compact and partially braced section

- I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in⁴ and in³).
- I_{c(n)}, S_{c(n)}: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in⁴ and in³).
- I_{c(3n)}, S_{c(3n)}: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in⁴ and in³).
- I_{c(cr)}, S_{c(cr)}: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total) in cracked sections due to both short-term composite live loads and long-term composite (superimposed) dead loads (in⁴ and in³).
- Q: Un-factored non-composite dead load (kips/ft.).
- M_Q: Un-factored moment due to non-composite dead load (kip-ft.).
- s_Q: Un-factored long-term composite (superimposed) dead load (kips/ft.).
- M_{sQ}: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
- M_L: Un-factored live load moment (kip-ft.).
- M_I: Un-factored moment due to impact (kip-ft.).
- M_a: Factored design moment (kip-ft.).
- 1.3 [M_Q + M_{sQ} + ⁵/₃ (M_L + M_I)]
- M_u: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
- f_s (Overload): Sum of stresses as computed from the moments below (ksi).
- M_Q + M_{sQ} + ⁵/₃ (M_L + M_I)
- f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
- 1.3 [M_Q + M_{sQ} + ⁵/₃ (M_L + M_I)]
- VR: Maximum L + impact shear range within the composite portion of the span for stud shear connector design (kips).

STRUCTURAL STEEL BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	3,170
Structural Steel Removal	Pound	260
Structural Steel Repair	Pound	90

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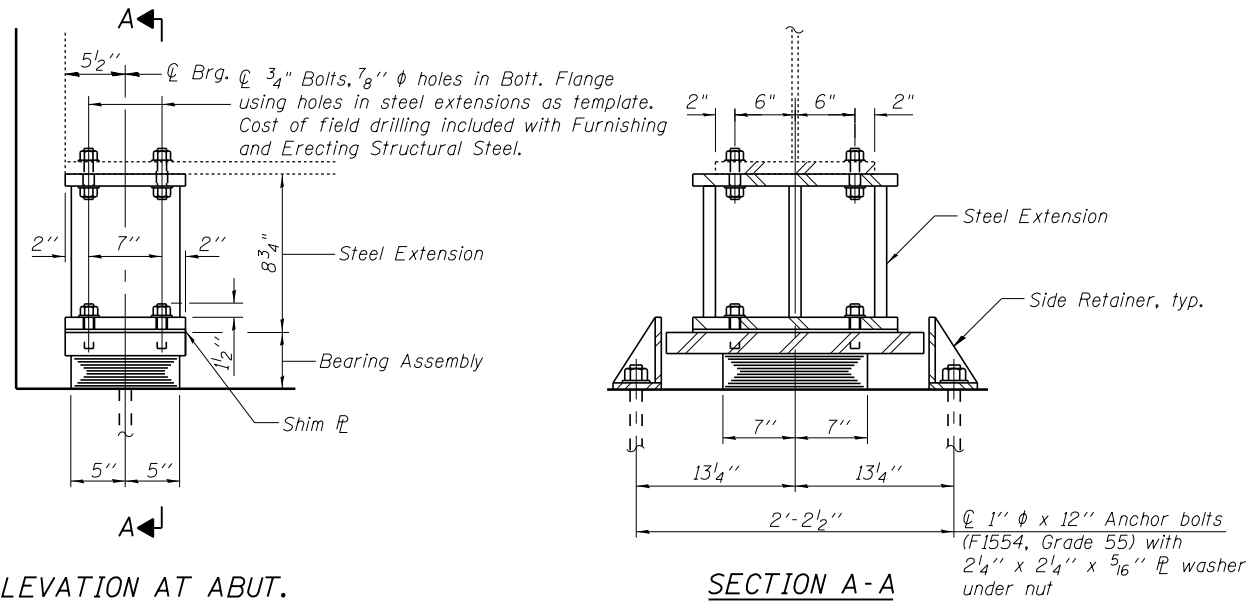
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PLOT DATE = 10/4/2017	CHECKED - GSP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS (2 OF 2)
STRUCTURE NO. 016-1014

SHEET NO. S21 OF 35 SHEETS

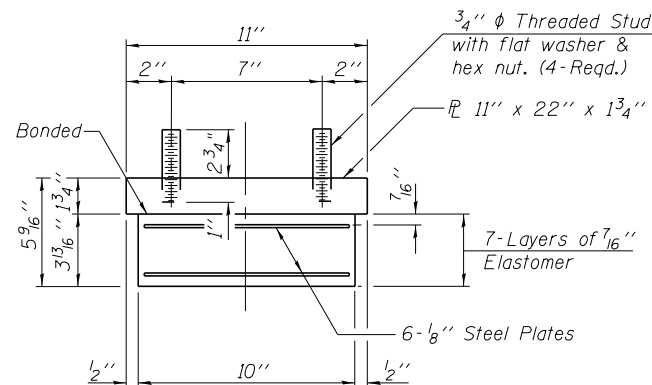
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	54
				CONTRACT NO. 60T44
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



ELEVATION AT ABUT.

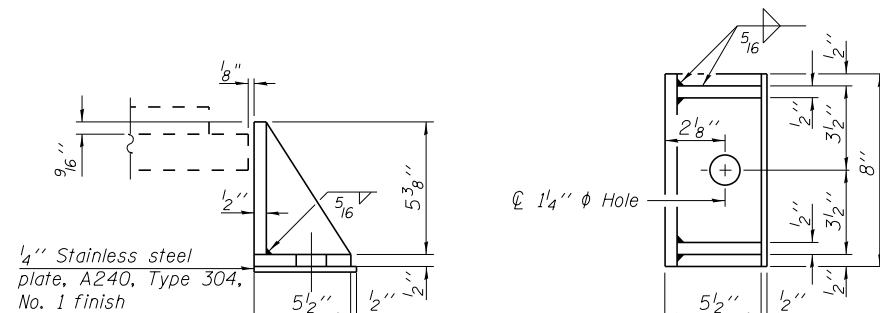
(Number of bearings required is 28)

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

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

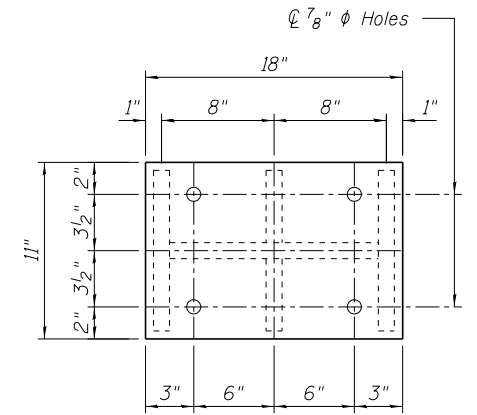


SIDE RETAINER

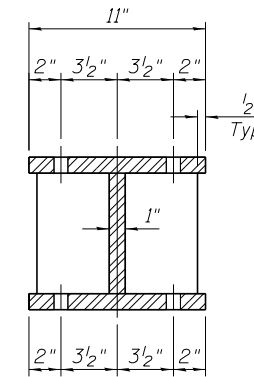
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

JACK AND REMOVE EXISTING BEARINGS PROCEDURE

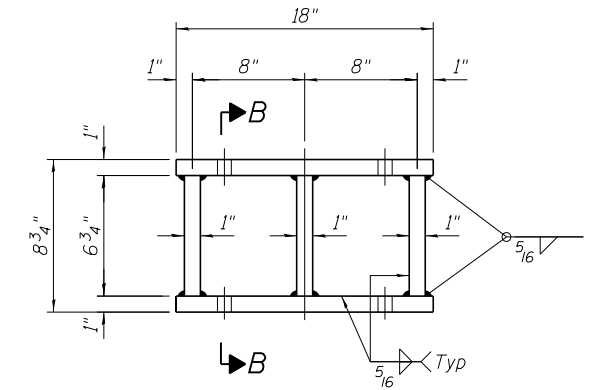
- The Contractor shall submit, for approval by the Engineer, plans for jacking and removing the existing bearings at the Abutments prior to jacking existing girders.
- In each stage, jacking and removal of existing bearing shall be done after the existing deck is removed and before the new deck is poured.
- At the bearings to be removed, the maximum dead load reaction per beam (weight of steel only) is 9.9 kips. The minimum jack capacity is 14.9 kips.
- The new bearings and steel extensions shall be in place and the jacks lowered prior to pouring the new concrete deck in each stage. See Special Provisions for Jack and Remove Existing Bearings.
- Prior to ordering any material, the Contractor shall verify the steel extension height required at each bearing.



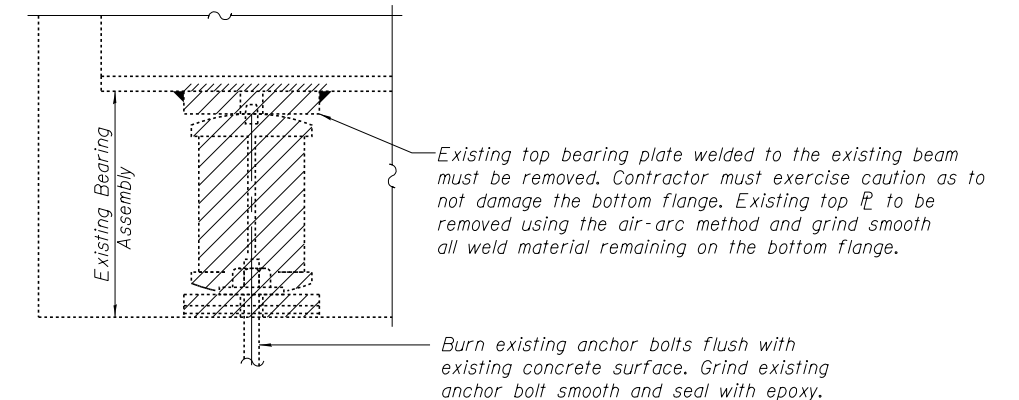
PLAN TOP AND BOTTOM STEEL EXTENSION PLATE



SECTION B-B



STEEL EXTENSION DETAIL



EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.

BEARINGS BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	5,600
Elastomeric Bearing Assembly Type I	Each	28
Anchor Bolts, 1"	Each	56
Jack and Remove Existing Bearings	Each	28

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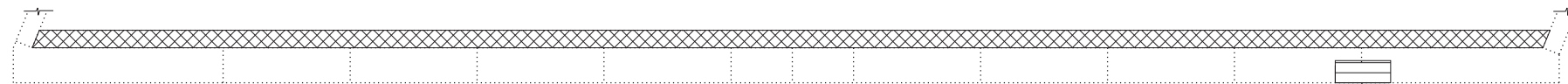
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PLOT DATE = 1/26/2018	DRAWN - BPS	REVISED -
	CHECKED - GSP	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BEARING DETAILS
STRUCTURE NO. 016-1014**

SHEET NO. 522 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	55
CONTRACT NO. 60T44				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

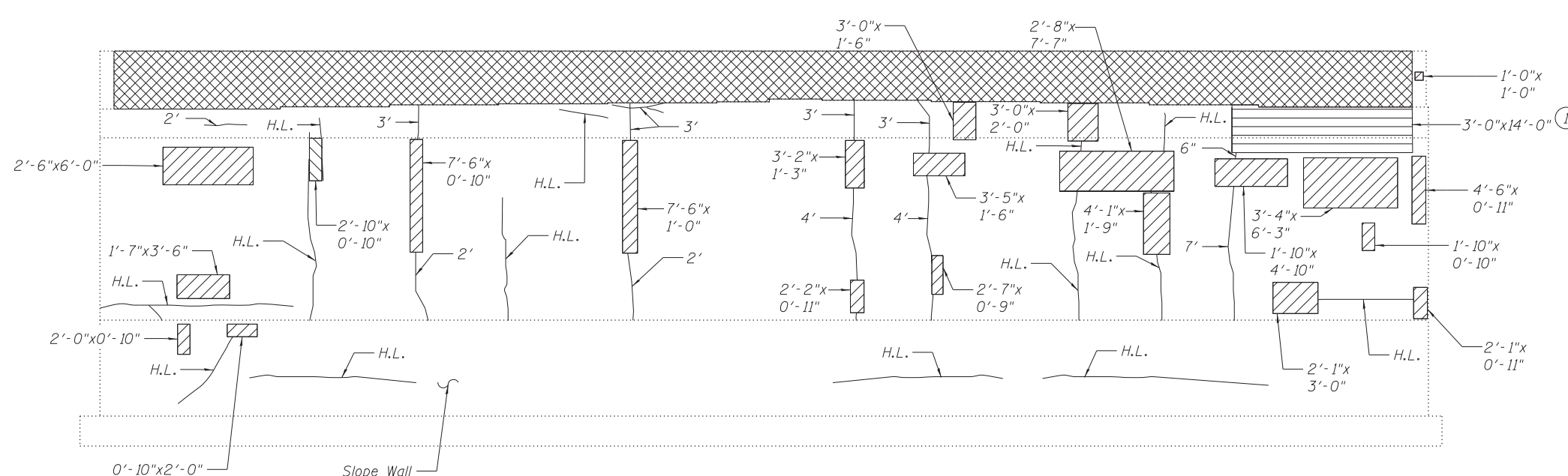


SOUTH ABUTMENT PLAN

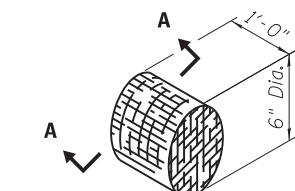
LEGEND

- Structural Repair of Concrete (Depth equal to or less than 5 inches)
- Structural Repair of Concrete (Depth greater than 5 inches)
- Concrete Removal
- Hairline Crack - Not to be Sealed
- Epoxy Crack Injection

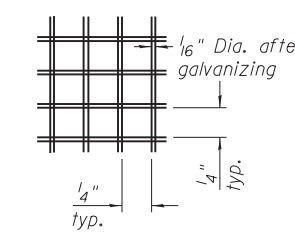
Note: Crack widths are $\frac{1}{8}'' \pm \frac{1}{16}''$ unless otherwise noted.



SOUTH ABUTMENT ELEVATION
(Looking South)



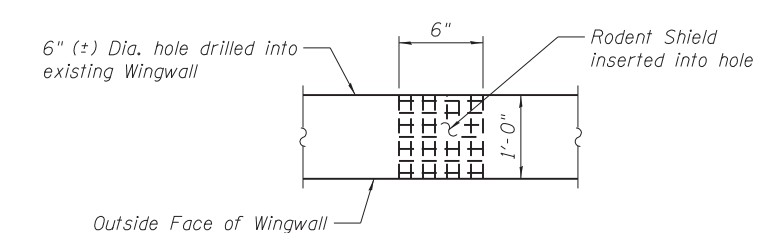
DETAIL OF RODENT SHIELD
(6 Required)



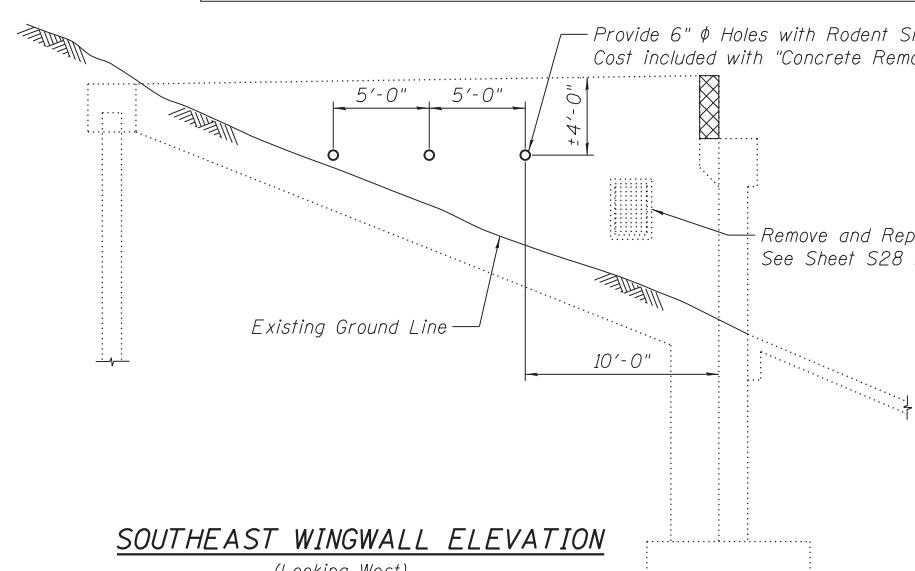
SECTION A-A

JACKING EXISTING SUPERSTRUCTURE PROCEDURE

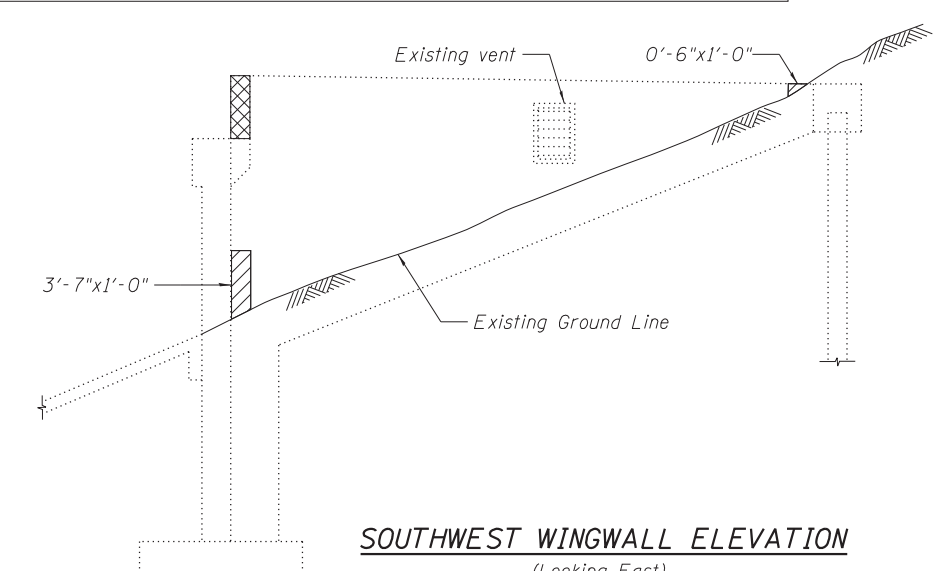
1. The existing superstructure shall be raised and supported at each abutment prior to performing the indicated Structural Repair of Concrete on the top of abutment cap. Cost included with Jacking Existing Superstructure.
2. The Contractor shall submit for approval by the Engineer, plans for jacking the existing girders prior to commencing any related work.
3. Jacking the existing superstructure shall be done after the existing concrete deck is removed and prior to pouring the concrete deck.
4. For limitations on lift amounts, see Special Provision for Jacking Existing Superstructure.
5. Jacking against diaphragms is prohibited.



RODENT SHIELD PLACEMENT



SOUTHEAST WINGWALL ELEVATION
(Looking West)



SOUTHWEST WINGWALL ELEVATION
(Looking East)

SOUTH ABUTMENT REPAIR
BILL OF MATERIAL

Item Description	Unit	Quantity
Concrete Removal	Cu. Yd.	11.4
Epoxy Crack Injection	Foot	34
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	112
Structural Repair of Concrete (Depth greater than 5 inches)	Sq. Ft.	45
Jacking Existing Superstructure	L. Sum	1

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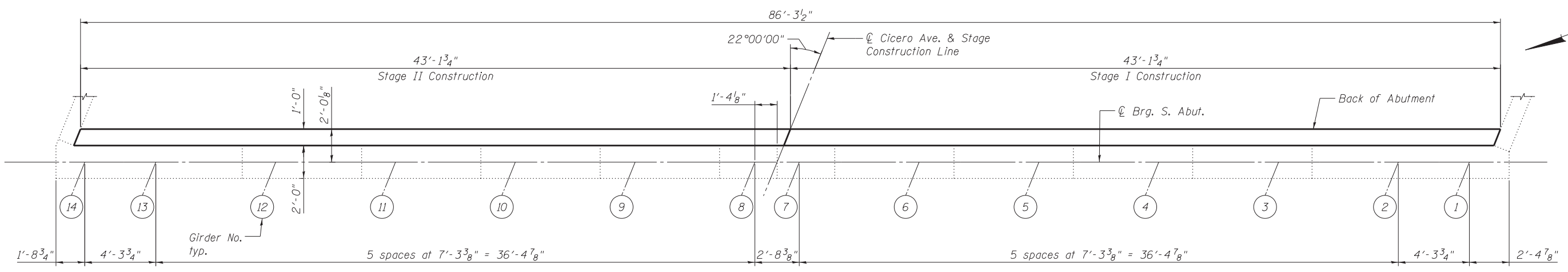
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

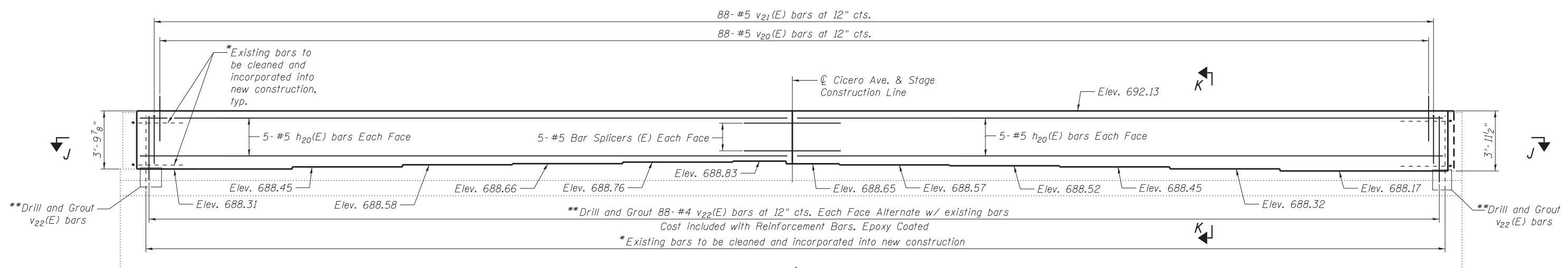
SOUTH ABUTMENT REPAIR
STRUCTURE NO. 016-1014

F.A.I. RTE. 57	SECTION 0909-1015HB-BR	COUNTY COOK	TOTAL SHEETS 86	SHEET NO. 56
SHEET NO. S23 OF 35 SHEETS				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

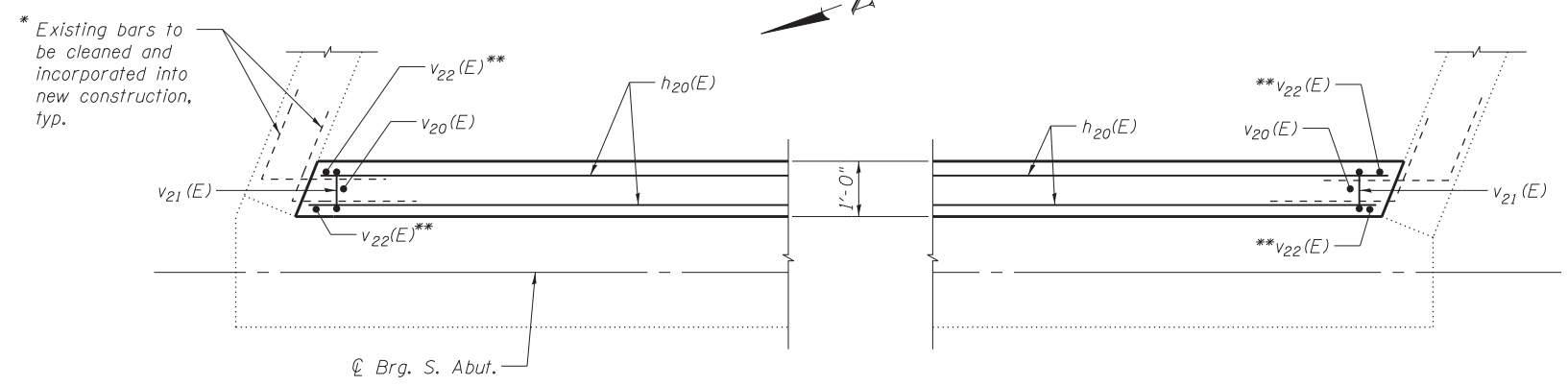
CONTRACT NO. 60T44



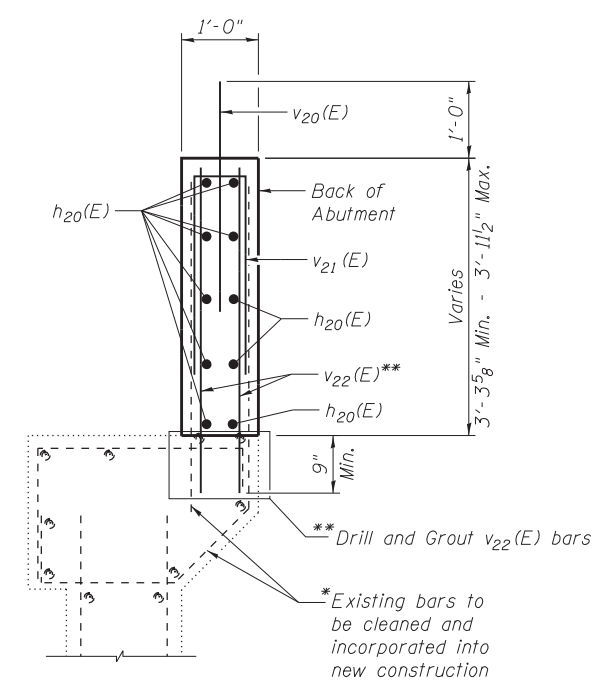
PLAN



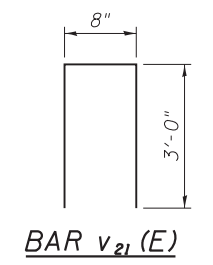
ELEVATION



SECTION J-J



SECTION K-K



**SOUTH ABUTMENT BACKWALL
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h ₂₀ (E)	20	# 5	42'-10"	—
v ₂₀ (E)	88	# 5	3'-0"	—
v ₂₁ (E)	88	# 5	6'-8"	Π
v ₂₂ (E)	176	# 4	3'-9"	—
Reinforcement Bars, Epoxy Coated			Pound	2,230
Concrete Structures			Cu. Yd.	11.7

* Cost included with Concrete Removal
 ** Denotes bar to be epoxy grouted in accordance with Section 584 of the Standard Specifications and spaced 4" minimum from edges of existing concrete. Minimum embedment = 9".

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USER NAME = hahassan	DESIGNED - BPS	REVISED -
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PLOT DATE = 10/4/2017	DRAWN - BPS	REVISED -
	CHECKED - GSP	REVISED -

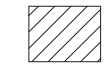
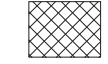


**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOUTH ABUTMENT BACKWALL RECONSTRUCTION
STRUCTURE NO. 016-1014**

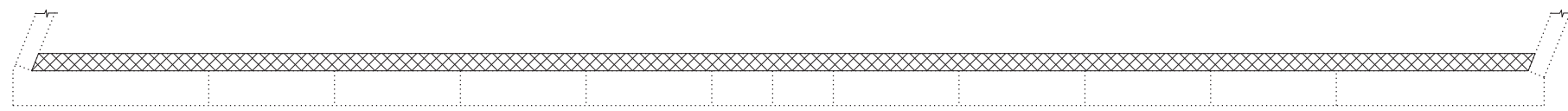
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	57
CONTRACT NO. 60T44				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SHEET NO. S24 OF 35 SHEETS

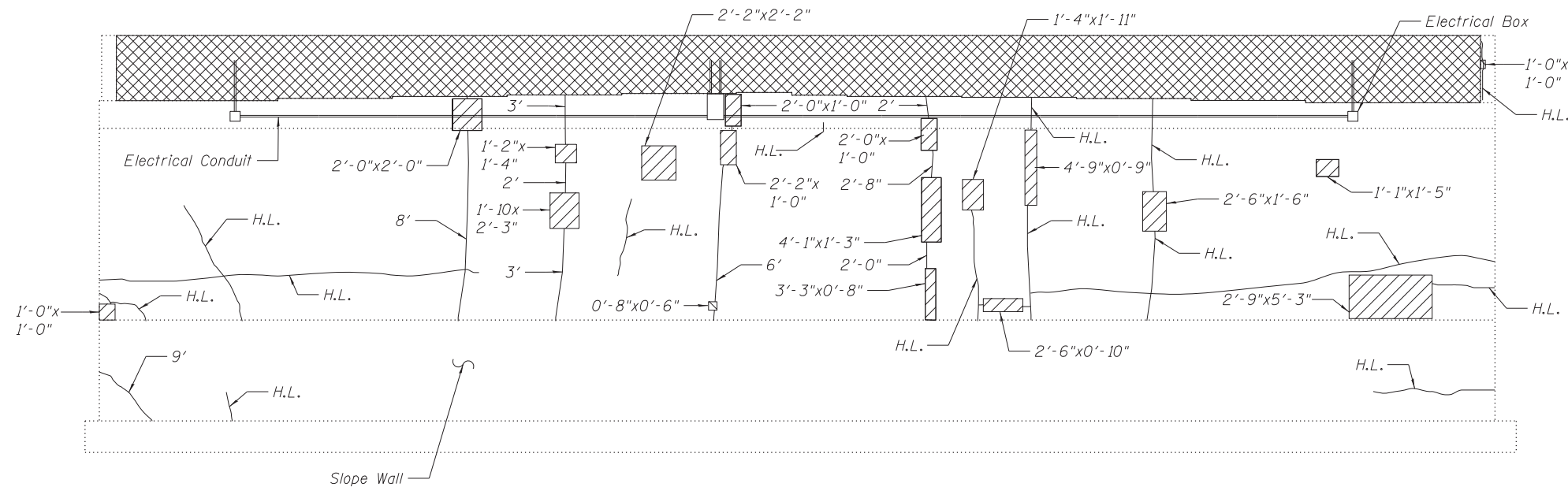
LEGEND

-  Structural Repair of Concrete (Depth equal to or less than 5 inches)
-  Concrete Removal
-  H.L. Hairline Crack - Not to be Sealed
-  Epoxy Crack Injection

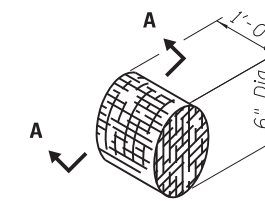
Note:
Crack widths are $\frac{1}{8}$ " \pm $\frac{1}{16}$ " unless otherwise noted.



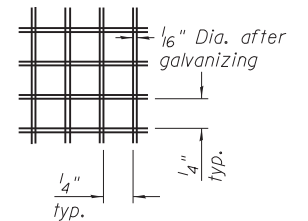
NORTH ABUTMENT PLAN



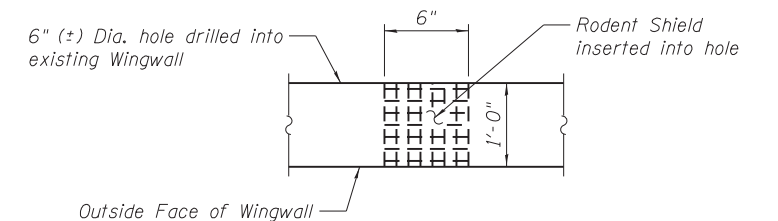
NORTH ABUTMENT ELEVATION
(Looking North)



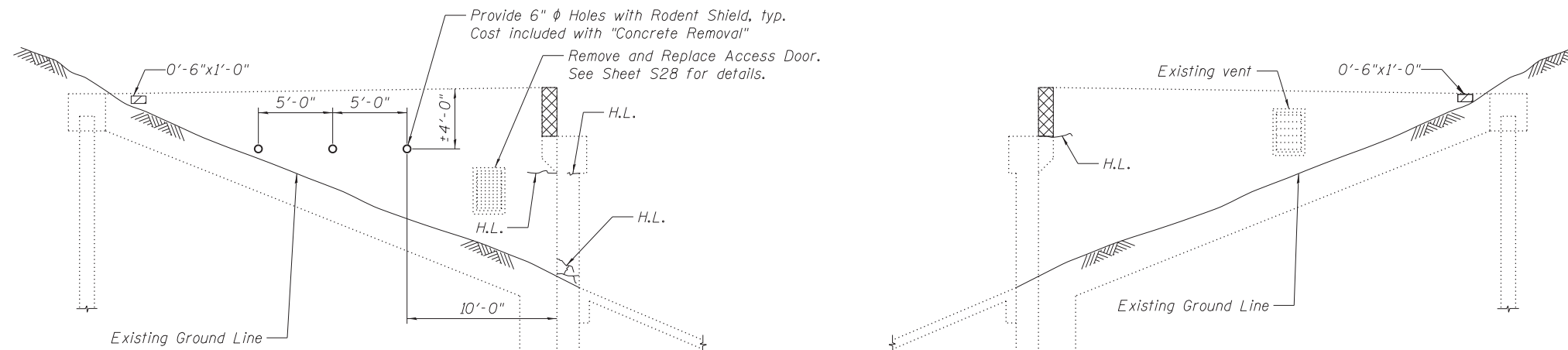
DETAIL OF RODENT SHIELD
(6 Required)



SECTION A-A



RODENT SHIELD PLACEMENT



NORTHWEST WINGWALL
(Looking East)

NORTHEAST WINGWALL
(Looking West)

**NORTH ABUTMENT REPAIR
BILL OF MATERIAL**

Item Description	Unit	Quantity
Concrete Removal	Cu. Yd.	12.6
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	56
Epoxy Crack Injection	Foot	31

FILE NAME = V:\1736\active\173630053.1001_157_Cicero-Updated\structural\drawing\sheet\0161014_60144_025_N Abutment_1.dgn



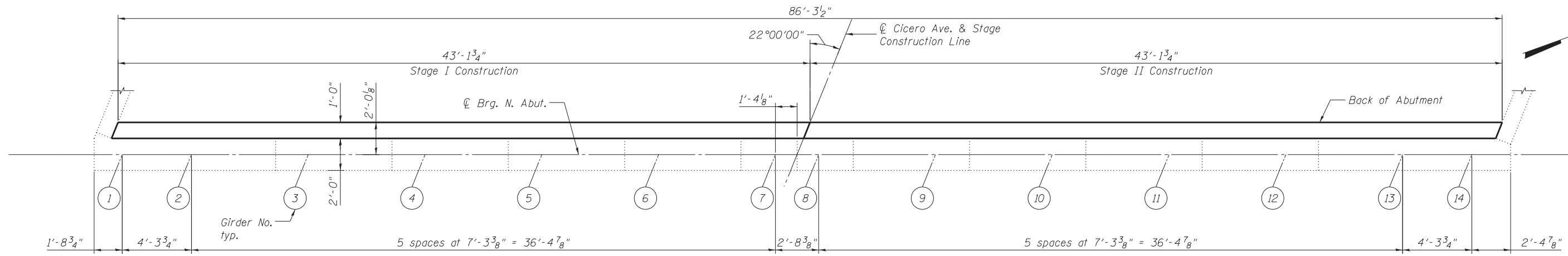
USER NAME = hahassan	DESIGNED - BPS	REVISIONS
PLOT SCALE = N/A	CHECKED - BHS	REVISIONS
PLOT DATE = 10/4/2017	DRAWN - BPS	REVISIONS
	CHECKED - GSP	REVISIONS

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

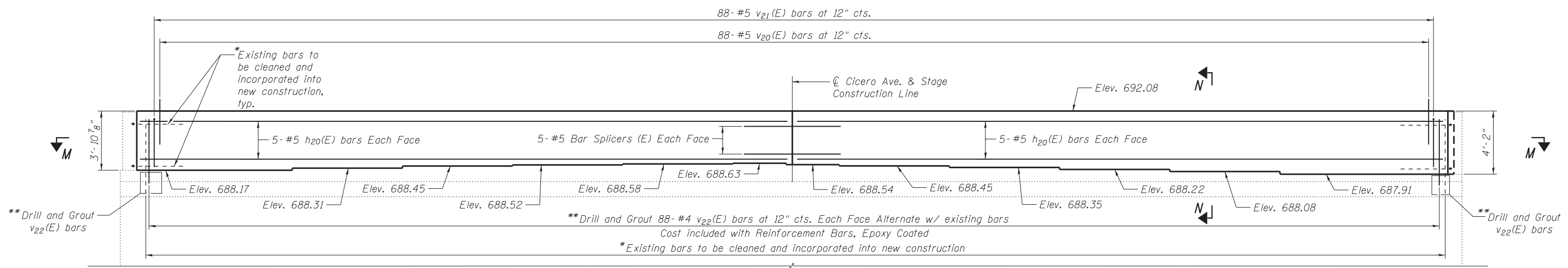
**NORTH ABUTMENT REPAIR
STRUCTURE NO. 016-1014**

SHEET NO. S25 OF 35 SHEETS

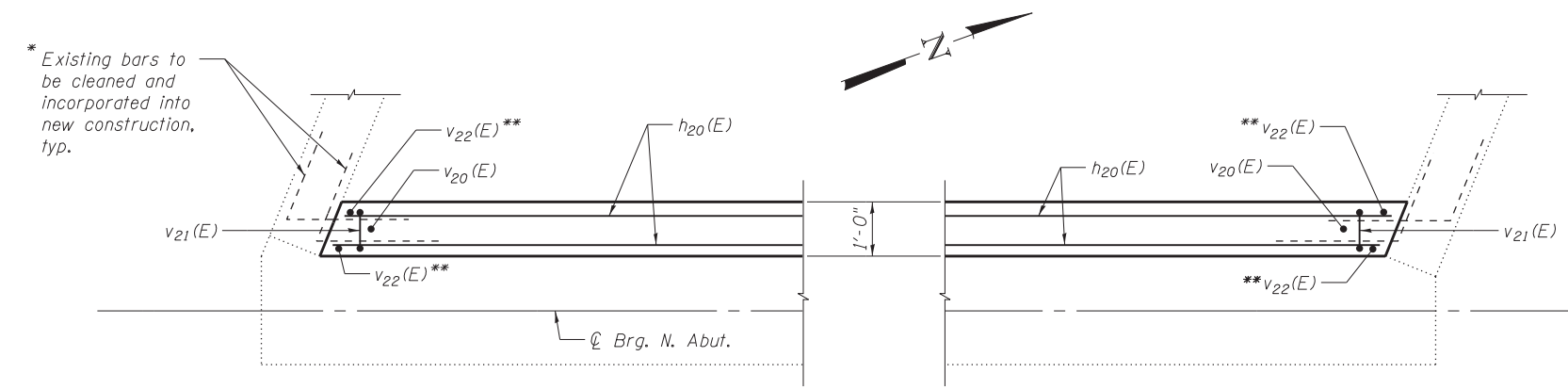
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	58
CONTRACT NO. 60T44				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



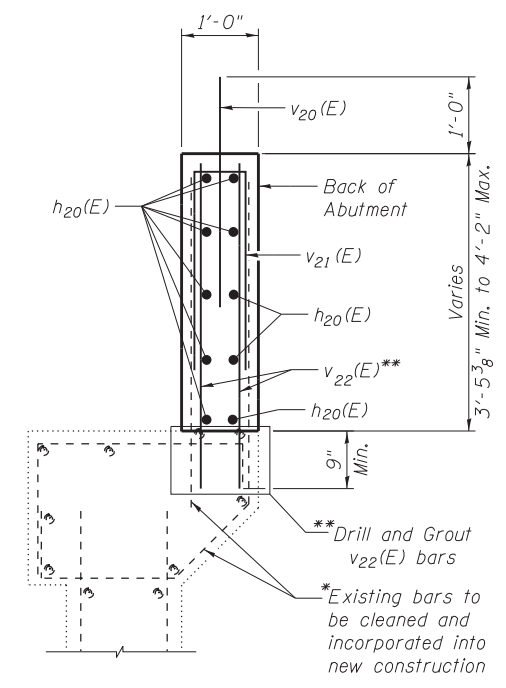
PLAN



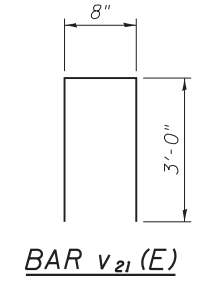
ELEVATION



SECTION M-M



SECTION N-N



NORTH ABUTMENT BACKWALL
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h20(E)	20	# 5	42'-10"	—
v20(E)	88	# 5	3'-0"	—
v21(E)	88	# 5	6'-8"	□
v22(E)	176	# 4	3'-9"	—
Reinforcement Bars, Epoxy Coated			Pound	2,230
Concrete Structures			Cu. Yd.	12.1

* Cost included with Concrete Removal
 ** Denotes bar to be epoxy grouted in accordance with Section 584 of the Standard Specifications and spaced 4" minimum from edges of existing concrete. Minimum embedment = 9".

FILE NAME = V:\1736\active\173630053\DOT_157\Cicero\Update\structural\drawing\sheet\0161014_60144_026.N Abutment_2.dgn

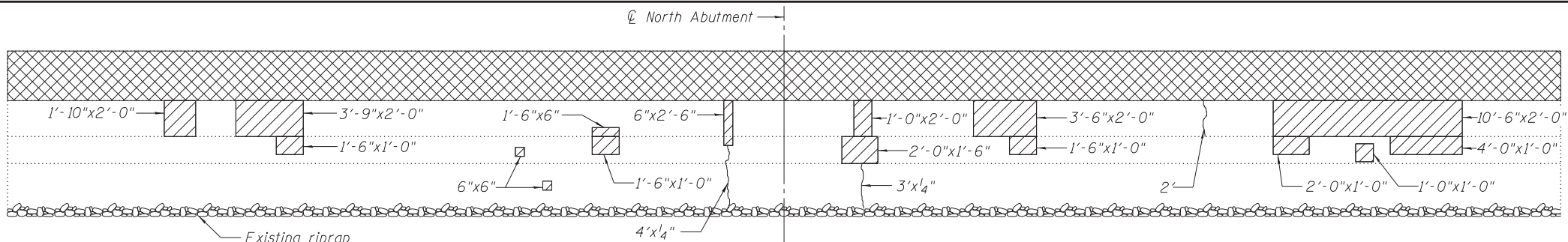


USER NAME = hahassan	DESIGNED - BPS	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 10/4/2017	DRAWN - BPS	REVISED -
	CHECKED - GSP	REVISED -

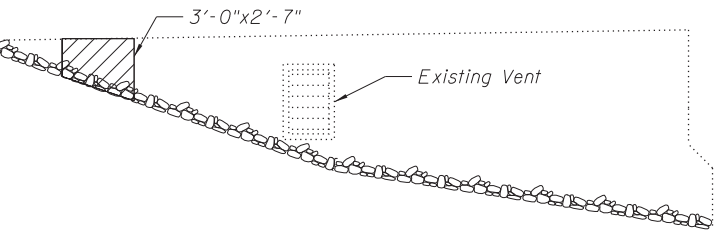
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT BACKWALL RECONSTRUCTION
STRUCTURE NO. 016-1014
SHEET NO. S26 OF 35 SHEETS

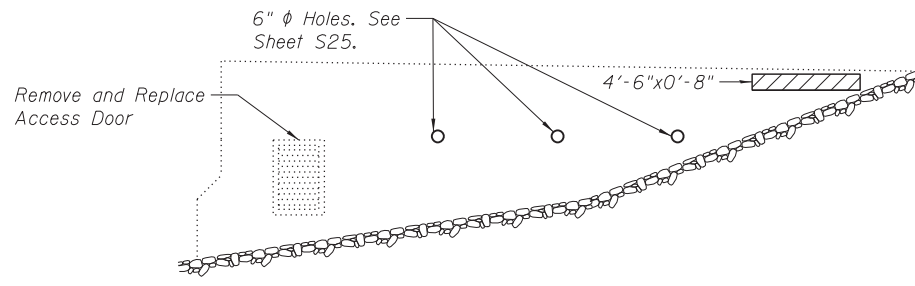
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	59
CONTRACT NO. 60T44				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



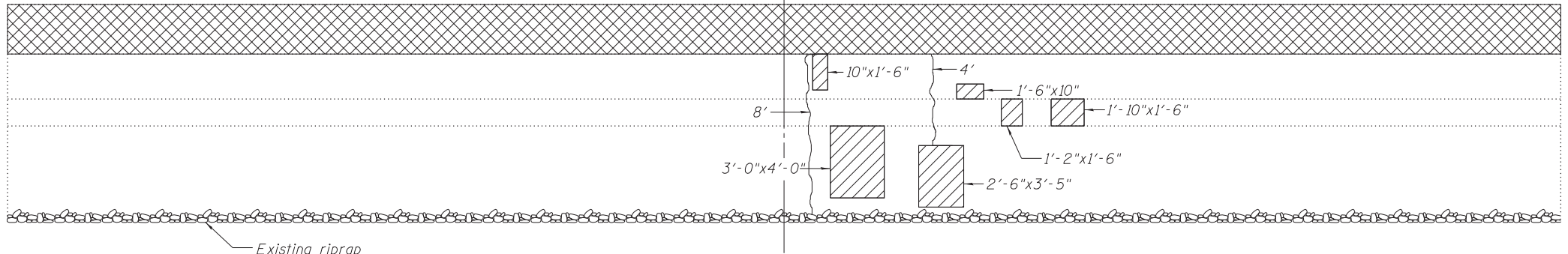
INTERIOR FACE OF NORTH VAULTED ABUTMENT
(Looking South)



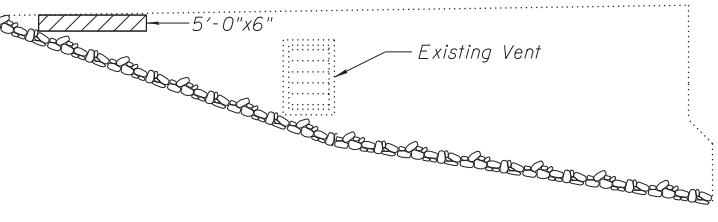
INTERIOR FACE OF NORTH EAST WINGWALL
(Looking East)



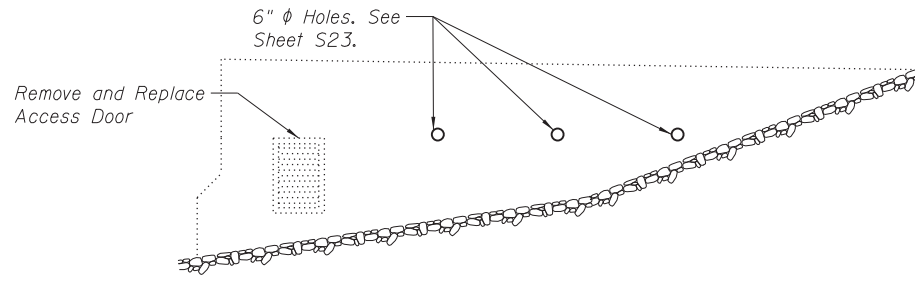
INTERIOR FACE OF NORTH WEST WINGWALL
(Looking West)



INTERIOR FACE OF SOUTH VAULTED ABUTMENT
(Looking North)



INTERIOR FACE OF SOUTH WEST WINGWALL
(Looking West)



INTERIOR FACE OF SOUTH EAST WINGWALL
(Looking East)

LEGEND

- Structural Repair of Concrete (Depth equal to or less than 5 inches)
- Concrete Removal
- Epoxy Crack Injection

Notes:
Crack widths are $\frac{1}{8}$ " \pm $\frac{1}{16}$ " unless otherwise noted.
Concrete Removal quantities shown on Sheet S23 for the South Abutment and Sheet S25 for the North Abutment.

**INTERIOR OF VAULTED ABUTMENTS
BILL OF MATERIAL**

Item Description	Unit	Quantity
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	100
Epoxy Crack Injection	Foot	21

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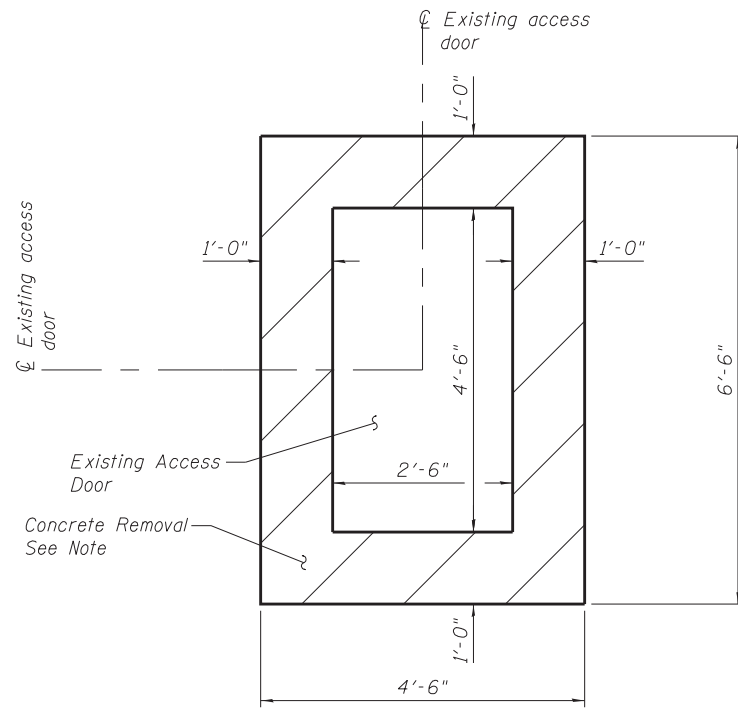


USER NAME = hahassan	DESIGNED - BPS	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 10/4/2017	DRAWN - BPS	REVISED -
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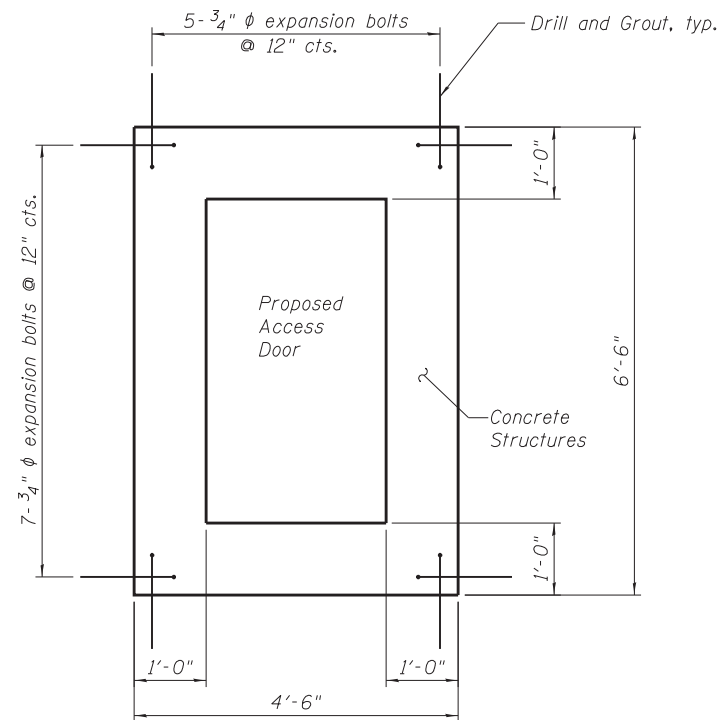
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERIOR OF VAULTED ABUTMENTS REPAIR
STRUCTURE NO. 016-1014
SHEET NO. S27 OF 35 SHEETS

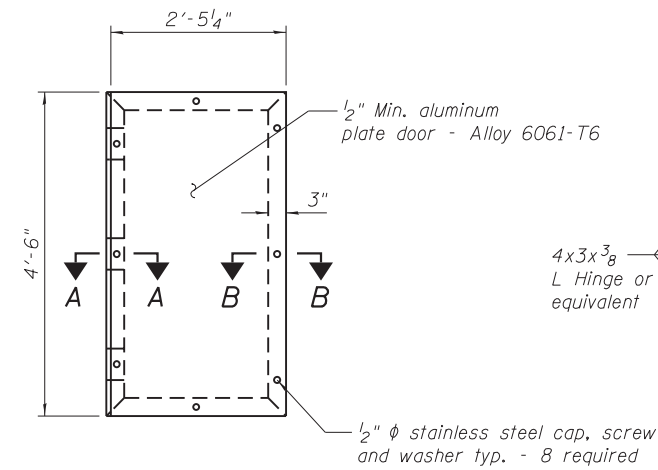
F.A.I. RTE. 57	SECTION 0909-1015HB-BR	COUNTY COOK	TOTAL SHEETS 86	SHEET NO. 60
CONTRACT NO. 60T44				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



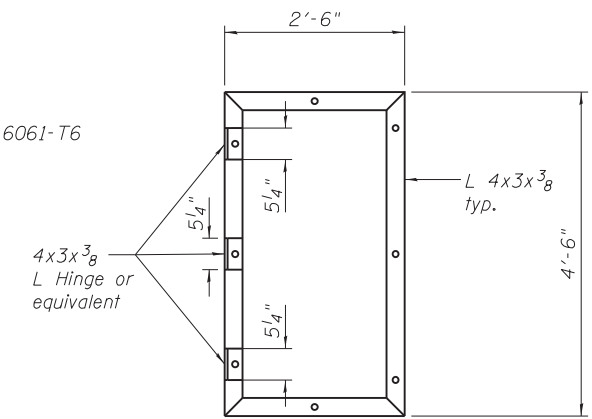
CONCRETE REMOVAL DETAIL



CONCRETE FILL AT ACCESS HOLE



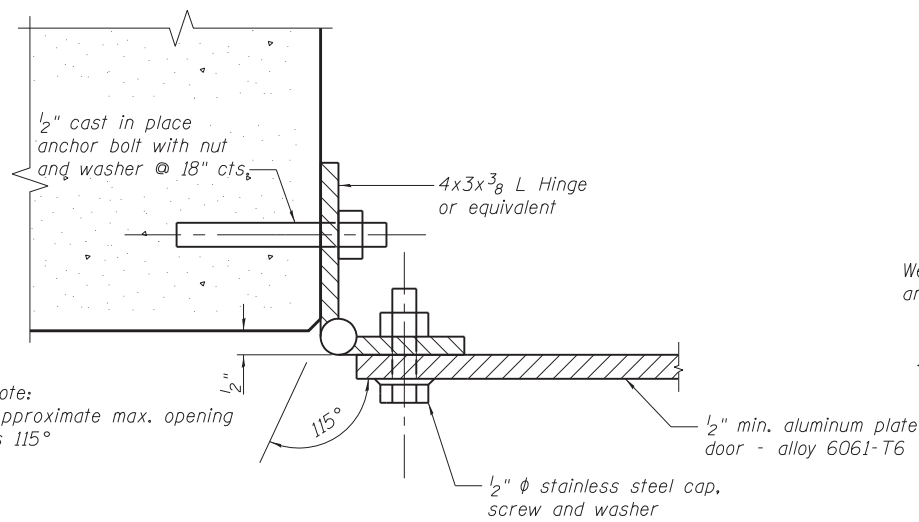
ACCESS DOOR



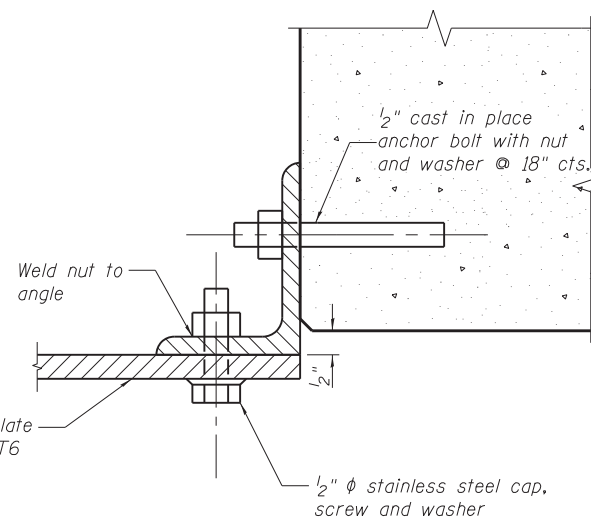
ACCESS DOOR FRAME

Note:
Existing reinforcement extended into removal area shall be cleaned, straightened and incorporated into the new construction.

Notes:
Cost of Access Door Removal and Replacement is included in cost of "Concrete Structures". (2 Doors Total)
Expansion bolts shall be 3/4" hooked bolts shall extend 9" min. into existing concrete.
Paint all aluminum surfaces in contact with concrete with epoxy paint.



SECTION A-A



SECTION B-B

ACCESS DOOR REPAIRS BILL OF MATERIAL

Item Description	Unit	Quantity
Concrete Removal	Cu. Yd.	1.3
Concrete Structures	Cu. Yd.	1.3

FILE NAME = V:\1736\active\173630053.LD07.157-Cicero-Updated\structural\drawing\sheet\0161014.60714.02B.Access Door Repairs.dgn



USER NAME = hahassan	DESIGNED - BPS	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 10/4/2017	DRAWN - BPS	REVISED -
	CHECKED - GSP	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



**ACCESS DOOR REPAIRS
STRUCTURE NO. 016-1014**

SHEET NO. S28 OF 35 SHEETS

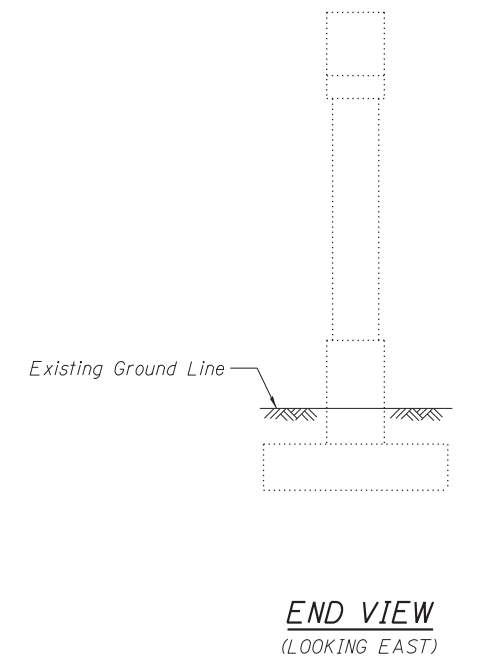
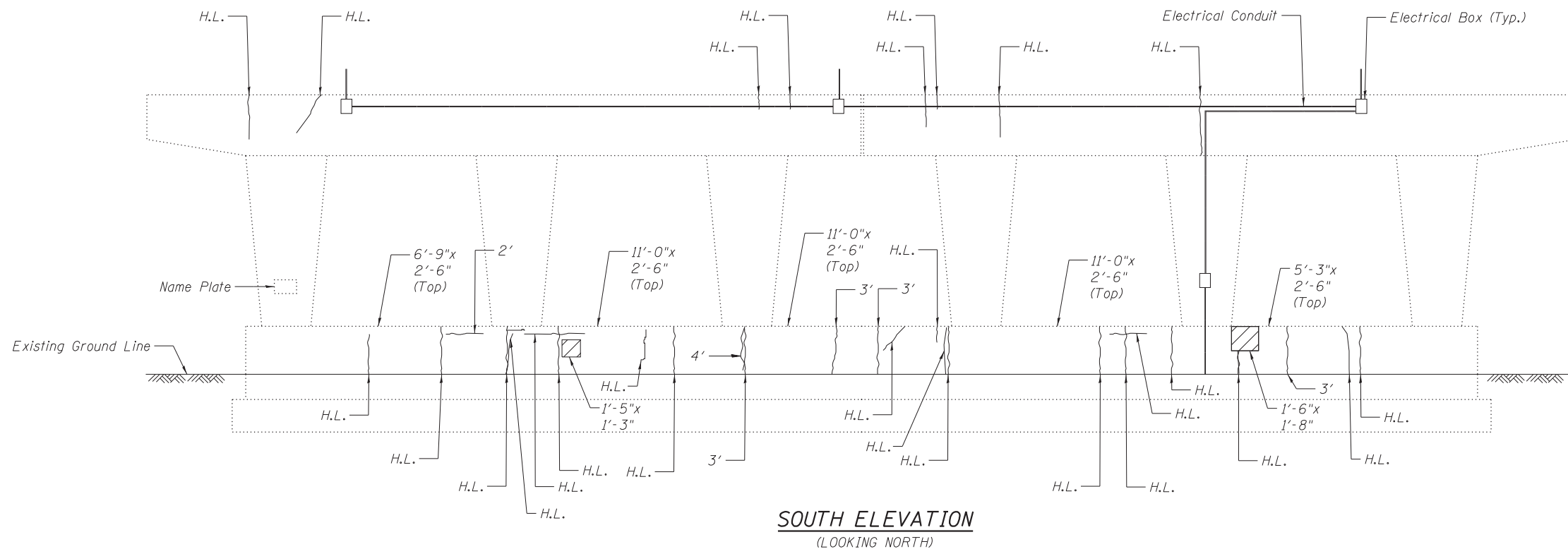
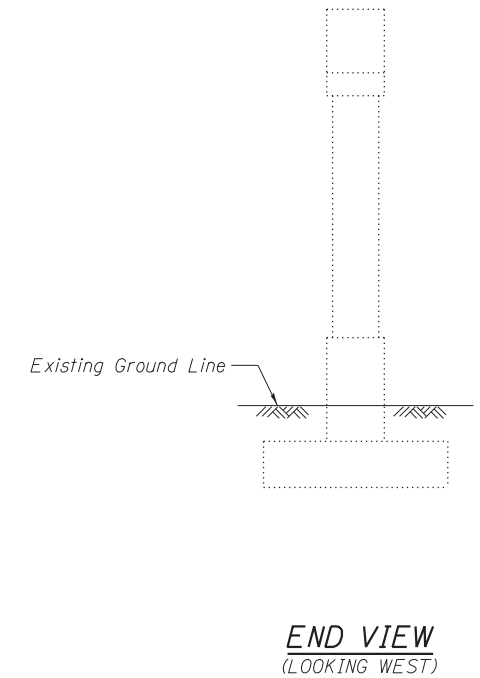
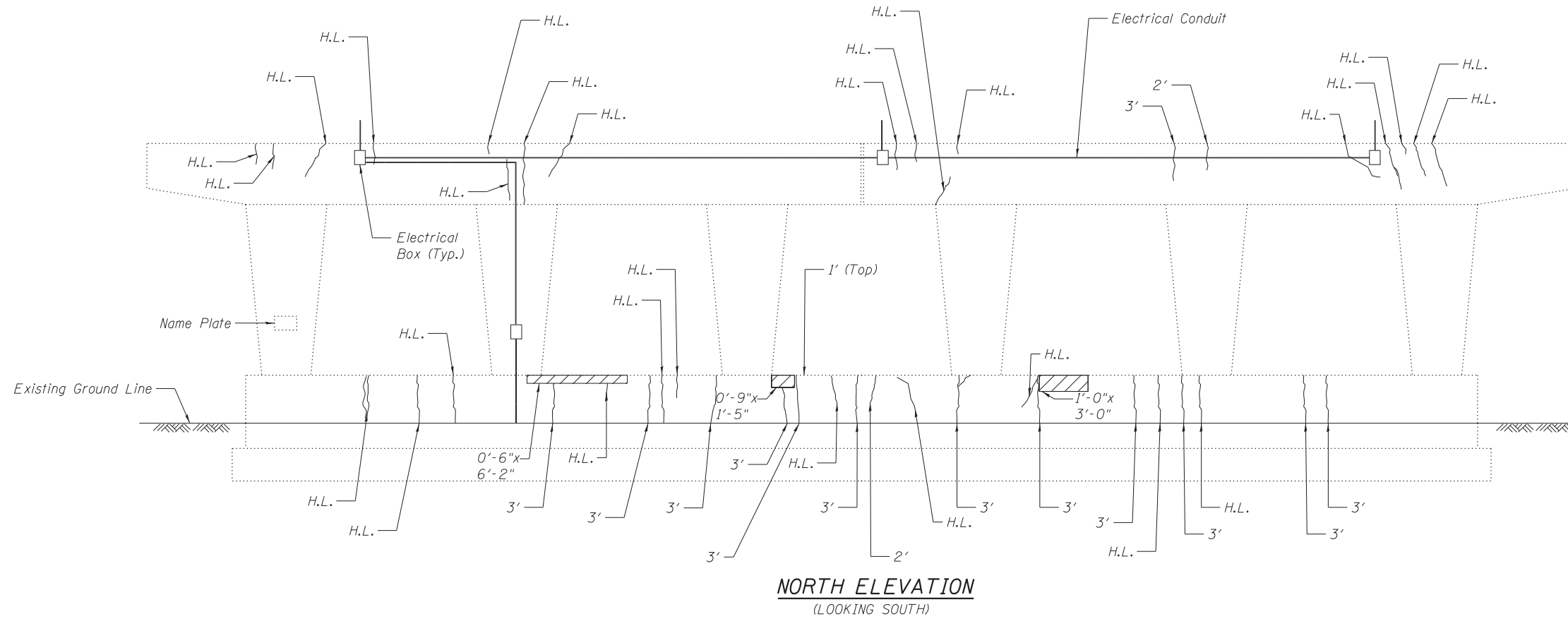
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	61
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	

CONTRACT NO. 60T44

BILL OF MATERIAL

	Item Description	Unit	Quantity
	Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	124
	Epoxy Crack Injection	Foot	62

 Hairline Crack - Not to be Sealed
 H.L.



FILE NAME = V:\1736\active\173630053.1\DOT_157_Cicero\Updates\structural\drawing\sheet\0161014_60T44_029_Pier.dgn



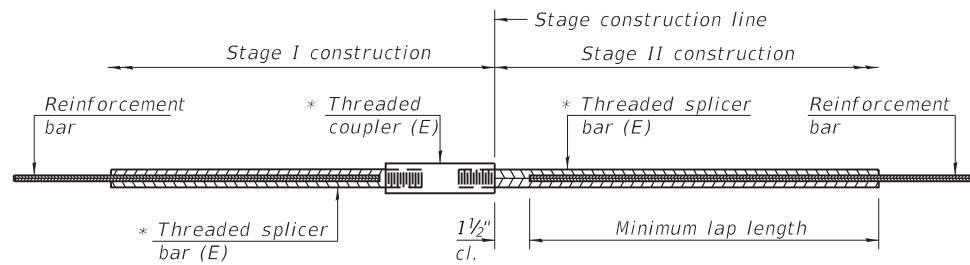
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PLOT DATE = 10/4/2017	DRAWN - BPS	REVISED -
	CHECKED - GSP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIR
STRUCTURE NO. 016-1014

SHEET NO. S29 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	62
CONTRACT NO. 60T44				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

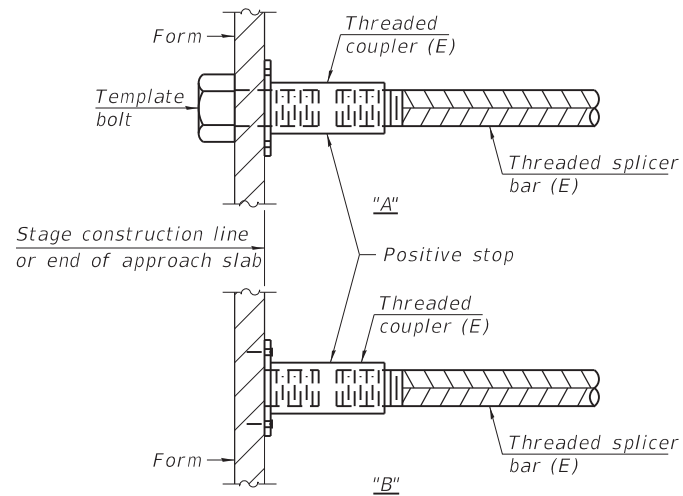


STANDARD BAR SPLICER ASSEMBLY

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

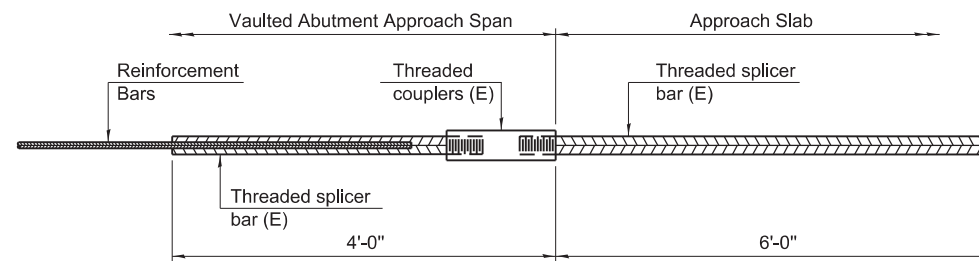
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck	#5	606	2'-7"
South Vaulted Span	#5	23	2'-11"
South Vaulted Span	#6	33	3'-1"
North Vaulted Span	#5	20	2'-11"
North Vaulted Span	#6	29	3'-1"
Approach Slabs	#5	94	2'-11"
Approach Slabs	#8	122	5'-5"
Approach Footings	#5	80	2'-7"
South Abutment	#5	10	2'-7"
North Abutment	#5	10	2'-7"



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.



BAR SPLICER ASSEMBLY FOR #5 BAR ON VAULTED ABUTMENT APPROACH SPANS

No. required = 112

NOTES

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

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	CHECKED - BHS	REVISED -
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PLOT DATE = 10/4/2017	CHECKED - GSP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 016-1014

SHEET NO. S30 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	63
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	

CONTRACT NO. 60T44

B.M. STA. 33+5.84 44 North and 47.2' East of Bronze Survey Marker at center of intersection of 17th St. and Cicero Ave. Elev. 662.391

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

TABLE OF MOMENTS AND REACTIONS
INTERIOR GIRDER

	Moments - Kips		Reactions - Kips	
	450' Pier	450' Pier	5 Abut. Pier	NAbut.
D.L.	459	1288	817	31.1
L.L.	663	1714	775	125.7
Imp.	153	164	178	64.5
Total	1275	2166	1770	190.0
				80.2

D.L. = Dead Load, L.L. = Live Load; Imp. = Impact

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0909	Cook	46	13A	12 SHEETS

GENERAL NOTES

Course aggregate to be used in parapet handrails must be absolutely free of chert, flint, limonite, lignite and soft sandstone.
The concrete floor slab shall be finished in accordance with Art 51.19 of the Sta. Specifications.
Slope wall shall be reinforced with welded wire fabric 6"x6" mesh, weighing 58# per 100 Sq. Ft.
All reinforcement bars shall be lapped 20 dia. unless otherwise shown.
All structural steel shall comply with the Specification for Structural Steel A.S.T.M. Designation A-36 Rivets, 3/8", Open holes 1 3/8" unless otherwise noted anchor bolts shall be set before fastening cross frames over supports.
The exposed surfaces of the expansion guard shall be given two shop coats of red lead paint, the contact surfaces shall be given one coat of red lead paint. Anchor studs shall not be painted.
Except as otherwise provided, all structural steel shall receive one shop coat of red lead paint and two field coats of paint. See Special Provisions.
All welding shall conform to the current specifications for welded Highway and Railway Bridge of the A.S.T.M. Specification for Welds.
Permanent forms will not be permitted in forming the concrete floor.
Quantity of structural steel includes 17,440 Lbs. for rocker, bolsters, bearing plates, pintles, lead plates and anchor bolts; 4,160 lbs. for expansion guards; 380 lbs. for frames and girders.
The Contractor shall drive ONE concrete test pile in a permanent location AT EACH Appr. Abut as directed by the Engr before ordering the remainder of piles.
Concrete piles of approach abutments shall be driven in holes precored through the embankment in accordance with Art. 60.9(c) of Std. Specifications.

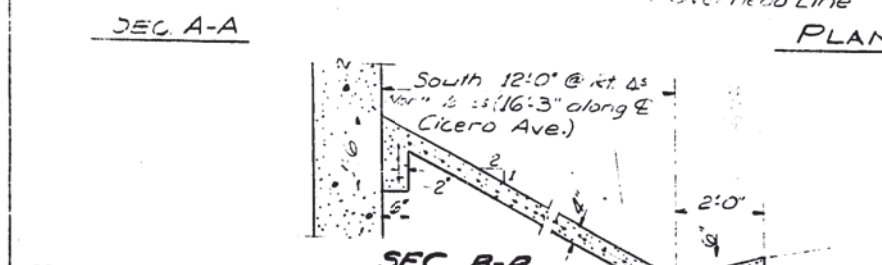
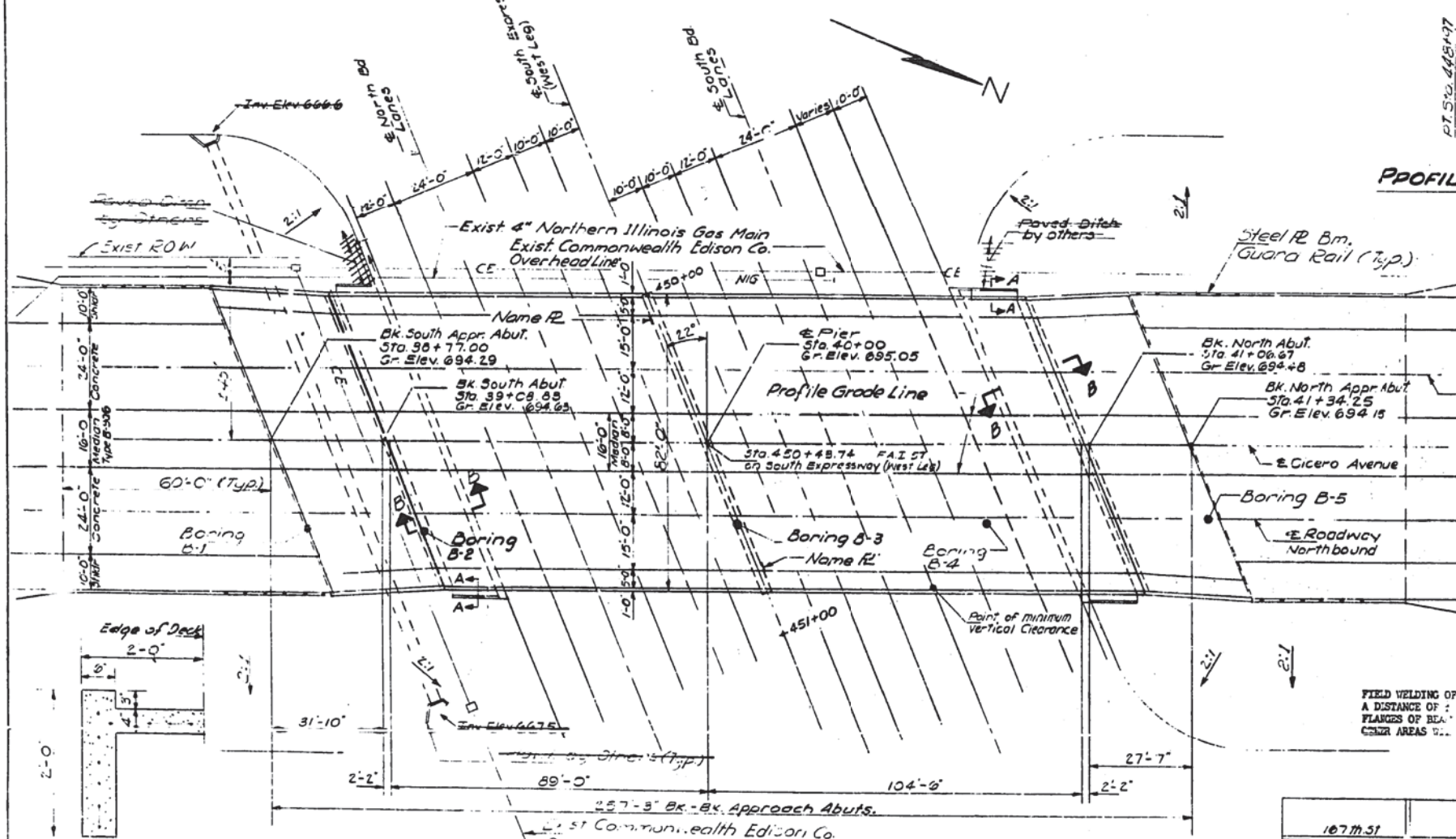
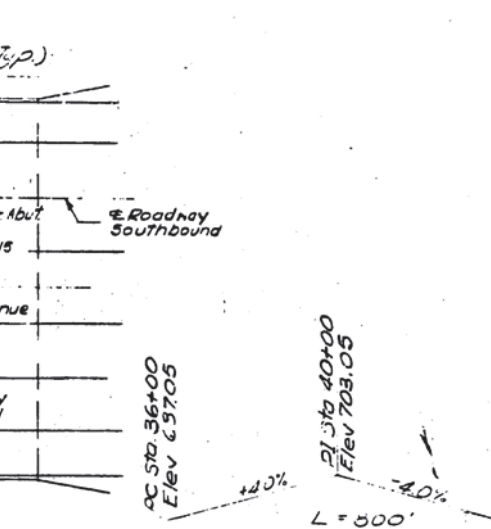
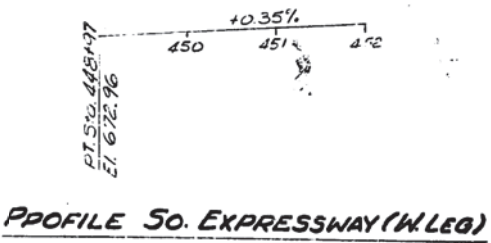
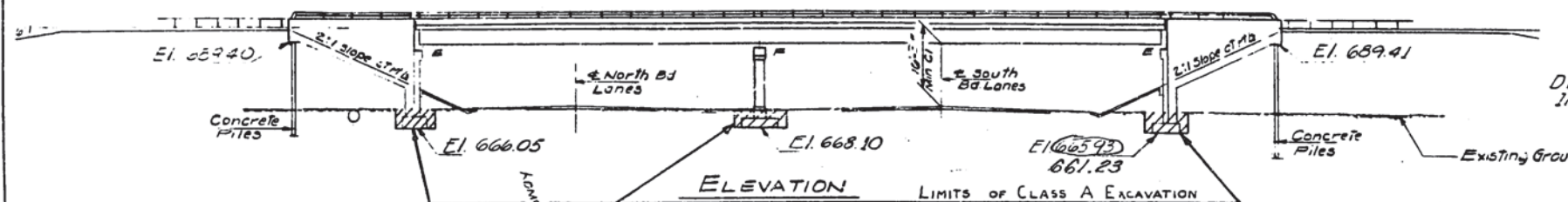
EXCAVATION FOR PORTIONS OF STRUCTURES IN THE EMBANKMENTS SHALL NOT BE CLASSIFIED.

TOTAL BILL OF MATERIAL

Item	Super	Sub.	Total
Class A Exc for Struct	Cu Yds		970
Class X Concrete	Cu Yds	812.9	591.4
Protective Coat	Sq. Yds	2496	2496
Structural Steel	Lbs.	720,940	720,940
Aluminum Handrail T/L Lin Ft.		512	512
Metal Handrail T/L Lin Ft.		512	512
Reinforcement Bars	Lbs.	192,300	55,740
Concrete Piles	Lin. Ft.		1430
Test Piles (Conc.)	Co.	2	2
Name Plates	Co.	2	2
Slope Wall (4')	Sq. Yds		400
Preformed Jt. Sealer Lin. Ft.		179	179

* Includes Exc. for slope wall As Revised 11-29-67

GENERAL PLAN & ELEVATION
PROJ. I-57-7 (118) 348
CICERO AVE. OVER
So. EXPRESSWAY (WEST LEG)
F.A.I. RT. 57 SEC. 0909-1015HB
COOK COUNTY
STA. 450+43.74 (F.A.I. 57)
STA. 40+00 (CICERO AVE.)



DESIGN STRESSES
F_c = 1400 psi. (Super & S.C.)
F_s = 20,000 psi. (Rein.)
F_s = 20,000 psi. (Struct.)
V_c = 75 psi (Frgs.)
n = 10
Allowable Deflection: $\frac{L}{700}$

DESIGNED: [Signature]
CHECKED: [Signature]
DRAWN: A. Furrazo
CHECKED: [Signature]
EXAMINED: [Signature]
PASSED: [Signature]
APPROVED: [Signature]

NAME PLATE
(See Std 2113-1)

DES. Rev. 11-29-67 Quantity of Class X Conc. from 567.5 to 591.4 & 1380.4 to 1404.3 Quantity of Rein Bars from 53,310 to 55,740 & 246,110 to 248,040. Elev. 665.93 changed to Elev. 661.23 at N. Abut. Class A Excavation for Struct changed from 765 to 970

FILE NAME = V:\1736\active\173630853.LDD\157-Cicero-Updated\structural\drawing\sheet\0161014-60144-031-Existing.dgn



USER NAME = hahassan
PLOT SCALE = N/A
PLOT DATE = 10/4/2017

DESIGNED - BPS
CHECKED - BHS
DRAWN - BPS
CHECKED - GSP

REVISÉ -
REVISÉ -
REVISÉ -
REVISÉ -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS (1 OF 5)
STRUCTURE NO. 016-1014
SHEET NO. 531 OF 35 SHEETS

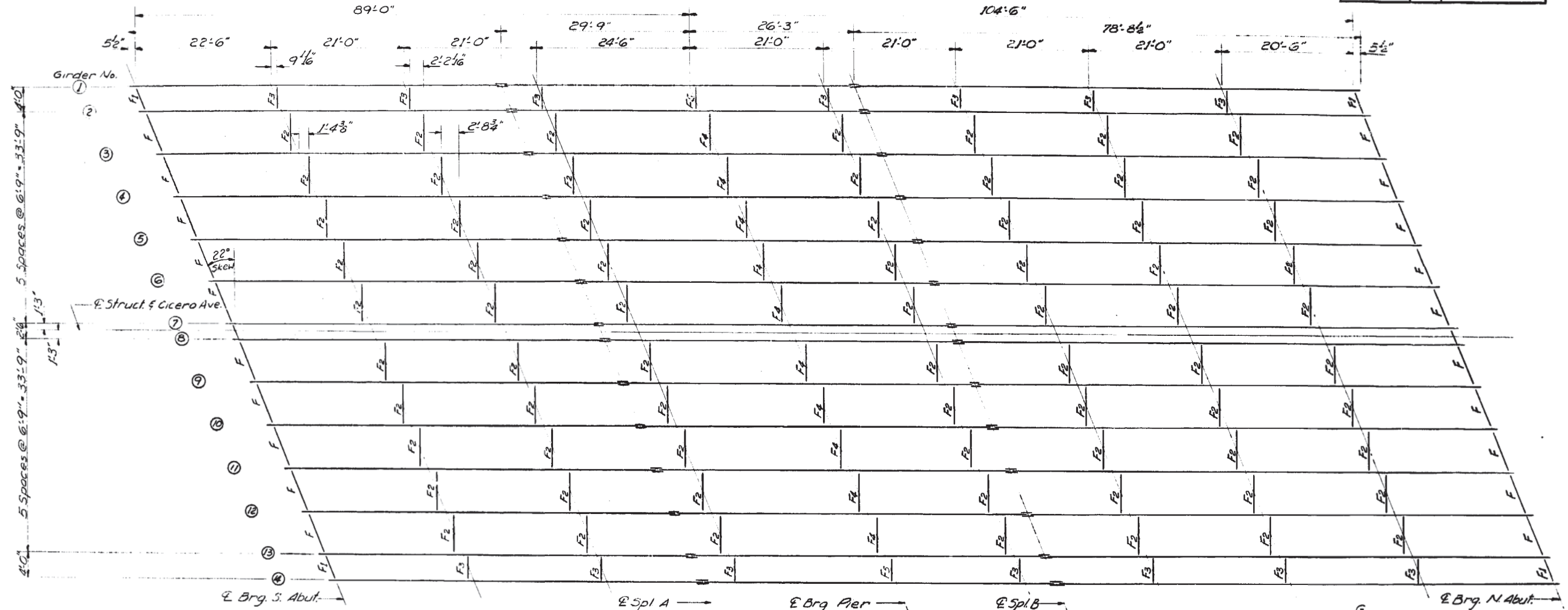
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	64

CONTRACT NO. 60T44
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

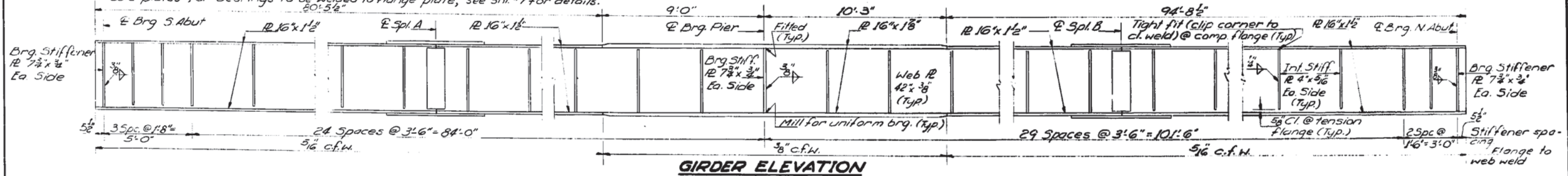
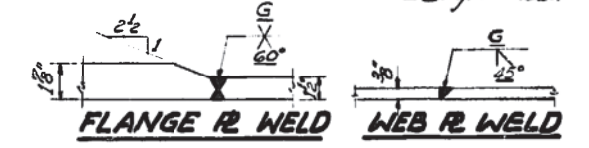
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7
F.A.I. RT. 57	1015HB	Cook	46	19	14 SHEETS
PER. ROAD DIST. NO. 1	ILLINOIS	PER. AID PROJECT			



Notes:
Connecting plates for cross frames F₂, F₃, F₄ & F₅ to be welded to web plates. See Sht. #7 for details.
Location of compression flange is as follow: Top flange from end of girder to splice; Bottom flange between splices.
Sole plates for bearings to be welded to flange plate, see sht #7 for details.



GIRDER PROPERTIES

	I (in. 4)	S (in ³)
At Midspan	25,019	1,112
At Pier	31,198	1,364

TOP OF GIRDER ELEVATIONS

Loc.	Girder No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14
E Brg. S. Abut.	693.897	693.628	693.759	693.836	693.898	693.958	694.143	694.068	693.992	693.900	693.785	693.604			
E Spl. A	693.848	693.979	694.110	694.187	694.249	694.309	694.398	694.323	694.247	694.155	694.010	693.864			
E Brg. Pier	693.931	694.062	694.193	694.270	694.332	694.392	694.459	694.384	694.308	694.216	694.071	693.925			
E Spl. B	693.946	694.077	694.208	694.285	694.347	694.407	694.455	694.380	694.304	694.212	694.067	693.921			
E Brg. N. Abut.	693.533	693.664	693.795	693.872	693.934	693.994	693.914	693.839	693.763	693.671	693.526	693.380			

DESIGNED: J. Espinal
CHECKED: J. Barrazo
DRAWN: J. Barrazo
CHECKED: J. Barrazo

EXAMINED: C. E. Hummer
PASSED: J. J. ...
APPROVED: J. E. ...

AUG. 23 1965

STRUCTURAL STEEL
F.A.I. RT. 57 SEC. 0909-1015HB
COOK COUNTY
STA. 450+43.74

FILE NAME = V:\1736\active\173630853.L001.157-Cicero-Updated\structural\drawing\sheet\0161014.60144_033.Existing 3.dgn



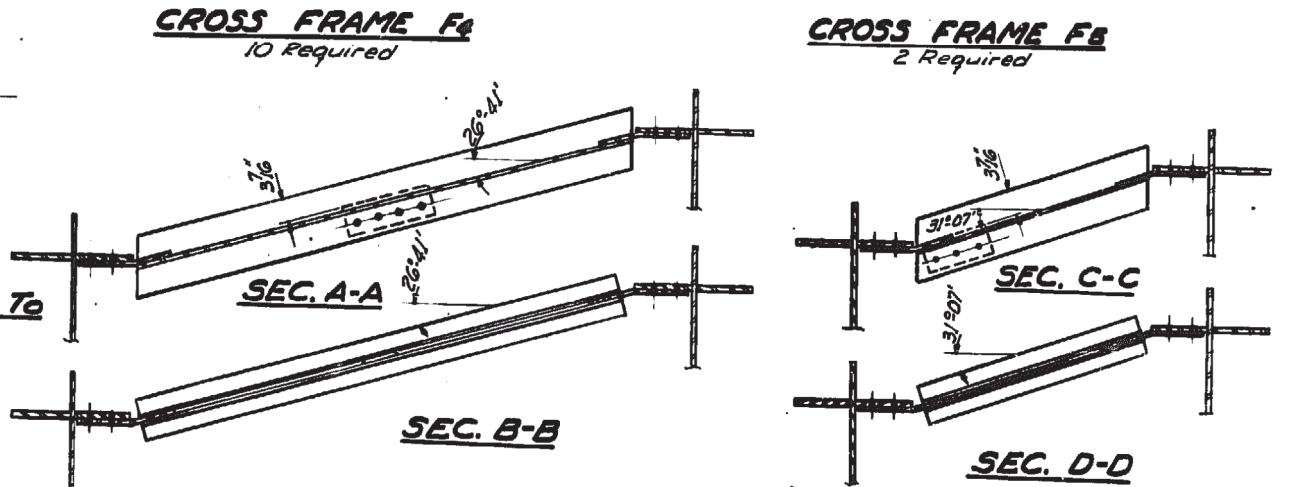
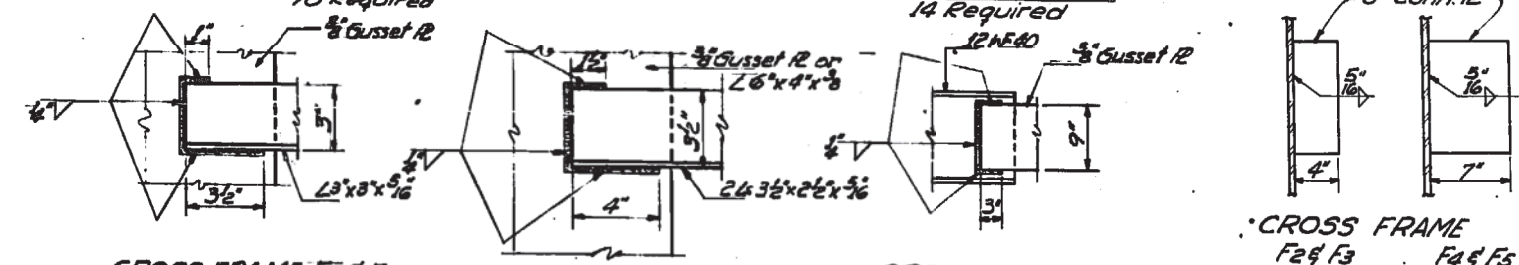
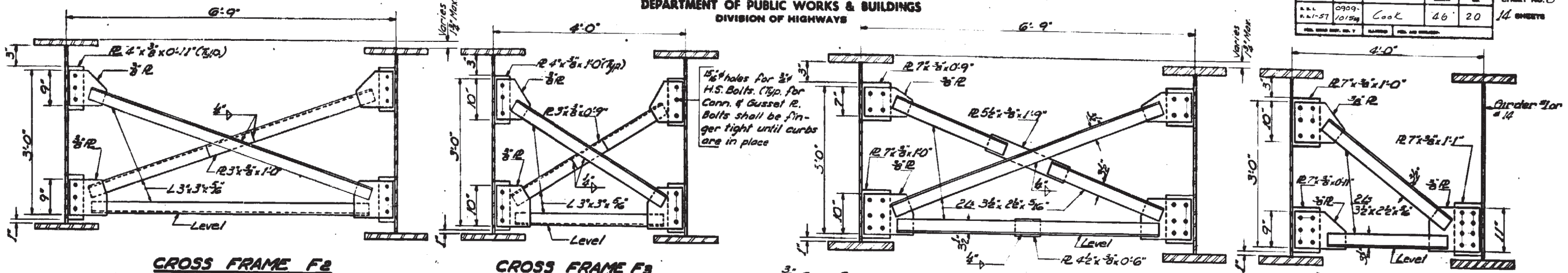
USER NAME = hahassan	DESIGNED - BPS	REVISED -
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PLOT DATE = 10/4/2017	DRAWN - BPS	REVISED -
	CHECKED - GSP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS (3 OF 5)
STRUCTURE NO. 016-1014
SHEET NO. 533 OF 35 SHEETS

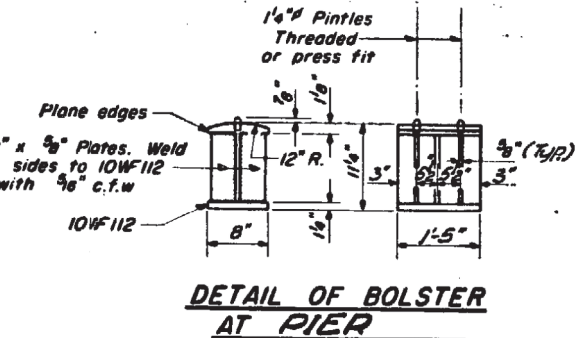
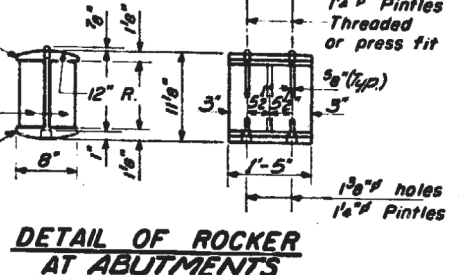
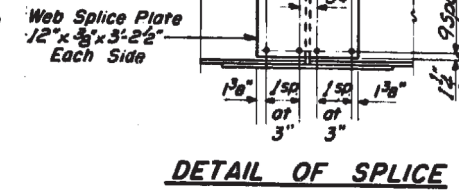
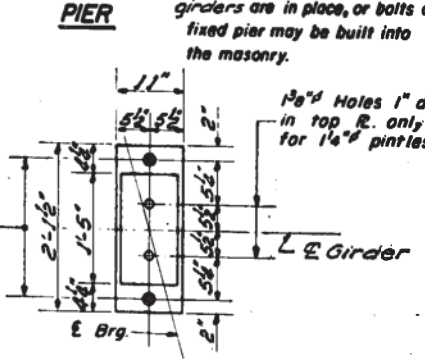
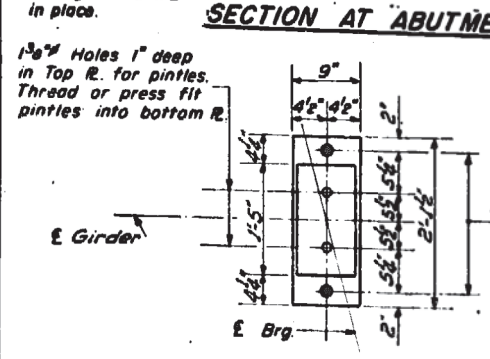
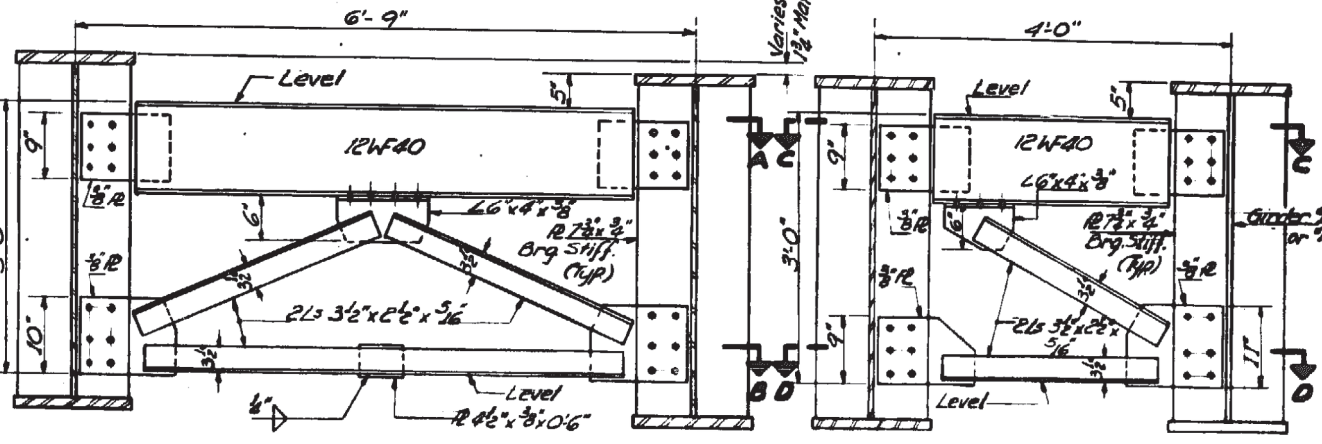
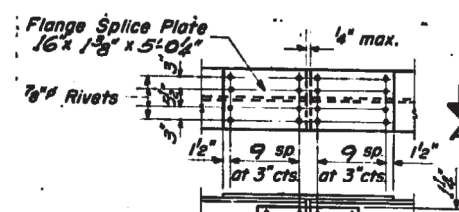
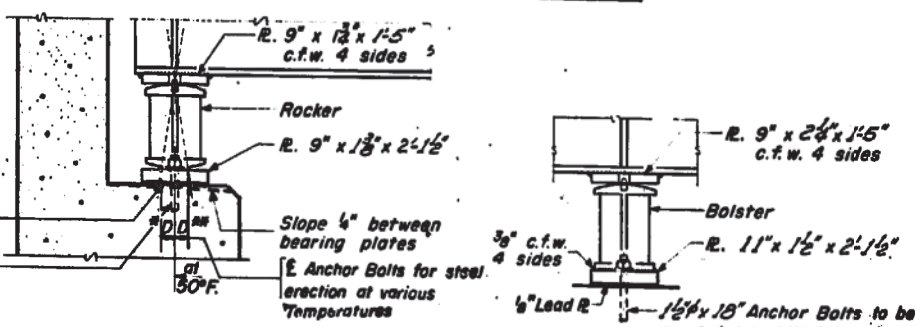
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	66
CONTRACT NO. 60T44				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



*D = 1/100 ft. of exp. for every 15° below the normal temp. of 50°
D = 1/100 ft. of exp. for every 15° above the normal temp. of 50°

ANGLE TO GUSSET R. WELD



DESIGNED	<i>H. Hassan</i>	EXAMINED	<i>Aug 23 1905</i>
CHECKED	<i>R. L. ...</i>	PASSED	<i>H. ...</i>
DRAWN	<i>A. Barrera</i>	APPROVED	<i>J. E. ...</i>
CHECKED	<i>H. ...</i>		

Revised 3/3/66 Added note in Cross Frame F3



USER NAME	hahassan	DESIGNED	BPS	REVISED	-
		CHECKED	BHS	REVISED	-
		DRAWN	BPS	REVISED	-
		CHECKED	GSP	REVISED	-

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

Boring No. B-1
Station 38+87
Offset 24' E of CL of Cicero Ave.

Soil Description	Depth (ft)	Penetration (blows)	Notes
Ground Surface	0	672.5	
Black Org. Clay	0-1		
Brown Mottled Silty Clay	1-4	2.72	B
Black Org. Clay	4-5		
Brown (Black) Clay	5-8	1.49	B
Brown Silty Clay	8-10	3.47	B
Brown Sandy Silty Clay	10-13	3.71	B
Gray Very Silty Clay	13-16	3.49	B
Gray Silty Clay	16-17	1.37	B
Gray Gritty Silty Clay	17-18	2.91	B
Gray Silty Clay	18-20	2.72	B
Gray Silty Clay	20-23	3.04	B
Gray Sandy Silty Clay	23-25	1.63	B
Gray Silty Clay	25-28	3.10	B
Gray Sandy Silty Clay	28-30	1.63	B
Gray Silty Clay	30-33	3.10	B
Comp. Gray Gravelly Sandy Silty Clay	33-35	1.49	SP
Gray Sand H2O	35-38	3.10	SP
Gray Clayey Silty Sand H2O	38-40	No Test	
Comp. Gray Sandy Silty (Livery) Clay	40-42	1.37	SP
Gray Stony Sandy Silty Clay	42-45	3.10	SP
Gray Silty Clay w/ thin layer of sand H2O	45-48	1.30	B
Hydro Pressure	48-50	No Test	
Gray Gravelly Silty Sand H2O	50-52	1.10	SP
Gray Clayey Silty	52-55	1.10	SP
Hydro Pressure	55-57	No Test	
Gray Gravelly Silty Sand H2O	57-60	3.10	SP
Gray Gravelly Clayey Silt H2O	60-62	3.10	SP
Drill filled w/ sand	62-65	No Test	
Gray Sand H2O	65-68	No Test	
End of Boring	68		

Boring No. B-2
Station 39+21 Cicero Ave.
Offset 25' E of E of Cicero Ave.

Soil Description	Depth (ft)	Penetration (blows)	Notes
Ground Surface	0	672.5	
Black Org. Clay	0-1		
Brown Silty Clay	1-4	4.85	B
Brown Silty Clay	4-8		
Brown Silty Clay	8-12	8.15	B
Brown Gritty Silty Clay	12-16	6.59	B
Gray Clay	16-18	1.63	B
Gray Clay	18-20	2.72	B
Gray Clay	20-23	2.72	B
Gray Sandy Silty Clay	23-25	2.50	B
Gray Gravelly Sandy Silty Clay	25-28	4.12	B
Gray Silty Clay	28-30	1.37	B
Gray Silty Clay	30-33	1.37	B
Gray Livery Silty Clay	33-35	.81	B
Gray Livery Silty Clay & Gray Gravelly Silty Clay	35-38	1.66	B
Lt. Brown Fine Sand Gray Gravel	38-40	1.66	B
Gray Clayey Gravelly Silty Sand	40-42	1.66	B
Gray Livery Silty Clay	42-45	No Test	
Gray Sand H2O	45-48	No Test	
Gray Sand H2O	48-50	2.00	B
Gray Sandy Silty Clay	50-52	2.00	B
Gray Sand	52-55	No Test	
End of Boring	55		

Boring No. B-3
Station 40+00 Cicero Ave.
Offset 22' E of CL of Cicero Avenue

Soil Description	Depth (ft)	Penetration (blows)	Notes
Ground Surface	0	672.5	
Brown Clay	0-1		
Brown Silty Clay	1-4	3.66	B
Brown (Livery) Silty Clay	4-8	2.33	B
Brown Silty Clay	8-10	3.30	B
Brown Clay	10-12	4.27	B
Gray Clay	12-15	3.30	B
Gray Clay	15-17	3.10	B
Gray Clay	17-19	1.63	B
Gray Clay	19-21	1.63	B
Gray Sandy Silty Clay	21-23	6.18	B
Gray Sandy Silty Clay	23-25	5.56	B
Gray Sandy Silty Clay	25-28	2.13	B
Very Soft Gray (Livery) Silty Clay	28-30	.66	B
Very Soft Gray Sandy Silty Clay	30-33	.98	B
(Livery) Gray Gravelly Sandy Silty Clay	33-35	1.30	B
Gray Clayey Sandy Silt	35-38	.49	B
Gray Sandy Silty Clay	38-40	.98	B
Gray Sand	40-42	.98	B
Gray Fine Sand H2O	42-45	No Test	
Gray Clayey Sandy (Livery) Silt	45-48	1.30	B
Gray Sandy Silty Clay H2O	48-50	.98	B
Gray Sand	50-52	No Test	
Gray Gravelly Clayey Sandy Silt	52-55	.81	B
(Livery) Gray Gravelly Sandy Silty Clay	55-57	1.30	B
Gray Sandy Silty Clay	57-60	.98	B
Gray Sandy Silty Clay H2O	60-62	.98	B
Gray Sand	62-65	2.00	B
Gray Silty Sandy Clay H2O	65-68	2.00	B
Gray Sand	68-70	No Test	
Gray Clayey Silt	70-72	4.50	BP
Gray Clayey Silt	72-75	1.33	B
Gray Clayey Silt	75-77	2.00	BP
End of Boring	77		

Boring No. B-4
Station 40+78 Cicero Ave.
Offset 22' E of E of Cicero Ave.

Soil Description	Depth (ft)	Penetration (blows)	Notes
Ground Surface	0	672.5	
Grass	0-1		
Brown Clay	1-4		
Brown & Gray Mottled Clay	4-7	2.13	B
Brown Silty (Livery) Clay	7-10	2.72	B
Brown Clay	10-12	5.82	B
Brown Clay	12-15	4.65	B
Brown Clay	15-17	1.63	B
Gray Clay	17-19	2.13	B
Gray Clay	19-21	2.33	B
Gray Clay H2O	21-23	.66	B
Gray Sandy Clay	23-25	4.27	B
Gray Silty Clay	25-28	4.50	B
Gray Clayey Silty Sand H2O	28-30	.49	B
Gray Clayey Sandy Silt H2O	30-33	.98	B
Gray Gravelly Clayey Sandy Silt	33-35	.81	B
(Livery) Gray Gravelly Sandy Silty Clay	35-38	1.30	B
Gray Sandy Silty Clay	38-40	.98	B
Gray Sand	40-42	2.00	B
Gray Silty Sandy Clay H2O	42-45	2.00	B
Gray Sand	45-48	No Test	
Gray Gravelly Sandy Silt	48-50	4.50	BP
End of Boring	50		

Gray Clayey Sandy Silt H2O

5	No Test
5	
5	
5	1.32
5	
5	
5	.98
5	
5	1.33
5	
5	1.33

Boring No. B-5
Station 41+38
Offset 20' E of CL of Cicero Avenue

Soil Description	Depth (ft)	Penetration (blows)	Notes
Ground Surface	0	672.5	
Black Org. Clay	0-1		
Brown Clay Fill	1-4		
Brown & Gray Mottled Clay	4-7	3.10	B
Brown & Gray Mottled Clay	7-10	2.52	B
Brown Sandy Clay	10-12	5.43	B
Brown Gritty Clay H2O	12-15	5.04	B
Gray Clay	15-17	3.10	B
Gray Clay	17-19	1.50	B
Gray Clay	19-21	2.52	B
Gray Clay	21-23	2.13	B
Gray Gravelly Sandy Silty Clay H2O	23-25	2.52	B
(Livery) Gray Clayey Silty Sand H2O	25-28	2.52	B
Gray Silty Sandy Clay H2O	28-30	1.84	B
Gray Silty Sandy Clay H2O	30-33	.66	B
Gray Gritty Silty Clay H2O	33-35	1.63	B
Gray Livery Sandy Silty Clay H2O	35-38	2.52	B
Gray Livery Sandy Silty Clay	38-40	1.63	B
Gray Well graded Sand	40-42		
Gray Clayey Silty Gravelly Sand H2O	42-45	1.16	B
Gray Clayey Livery Silty Sand H2O	45-48	1.16	B
Gray (Livery) Sandy Silty Clay H2O	48-50	.49	B
End of Boring	50		

Gray Sandy Silty Clay

8	.49	B
8		
8		
8	1.50	B
8		
8		
8	1.47	B
8		
8	No Sample	
8		
8	No Sample	

Surface Water El. _____
Groundwater El. at Completion 87.4
After _____ Hours _____

Surface Water El. _____
Groundwater El. at Completion _____
After _____ Hours _____

DESIGNED *D. Edson*
CHECKED *P. J. ...*
DRAWN *DEL*
CHECKED _____

EXAMINED *C. E. ...*
PASSED *H. J. ...*
APPROVED *J. E. ...*

Surface Water El. _____
Groundwater El. at Completion 35.1
After _____ Hours _____

N-Standard Penetration Test- Blow per foot to drive 2"
O.D. Split Spoon Sampler 12" with 140# hammer falling 30"
Qu-Unconfined Compressive Strength-1/5f
w-Water Content-percentage of oven dry weight-%
Type failure
B-Bulge Failure
S-Shear Failure
E-Estimated Value
P-Penetrometer

BORINGS
F.A.I. RT. 57 SEC. 0909-1015HB
COOK COUNTY
STA. 450+43.74

FILE NAME = V:\1736\active\173630853.L001_157_Cicero-Updated\structural\drw\borings\sheets\0161014_60144_035_Existing_5.dgn



USER NAME = hahassan
PLOT SCALE = N/A
PLOT DATE = 10/4/2017

DESIGNED - BPS
CHECKED - BHS
DRAWN - BPS
CHECKED - GSP

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

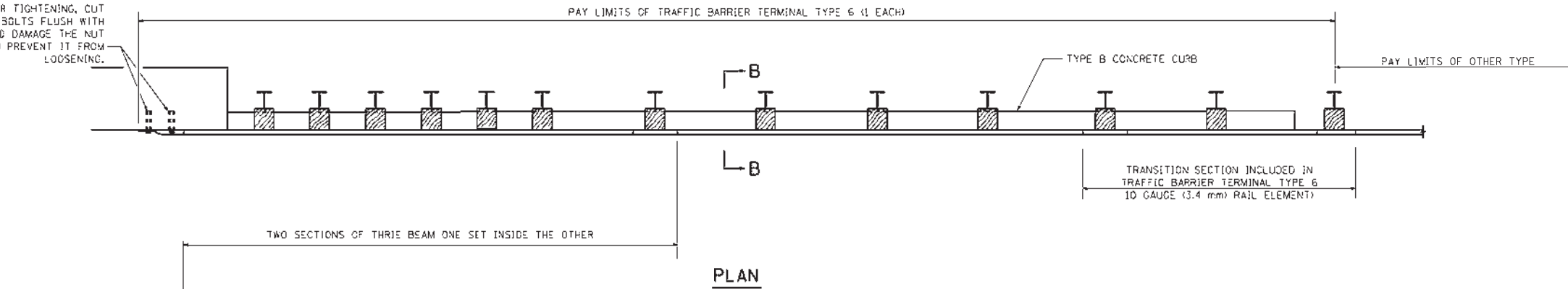
EXISTING BRIDGE PLANS (5 OF 5)
STRUCTURE NO. 016-1014
SHEET NO. 535 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	68
CONTRACT NO. 60T44			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

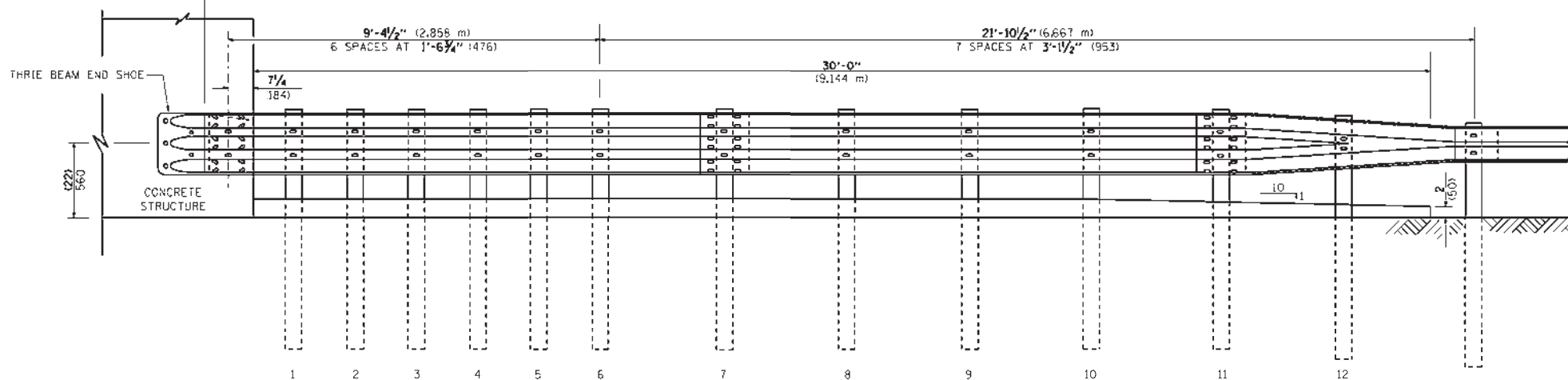
FOR INFORMATION ONLY

OTHER CONCRETE STRUCTURE

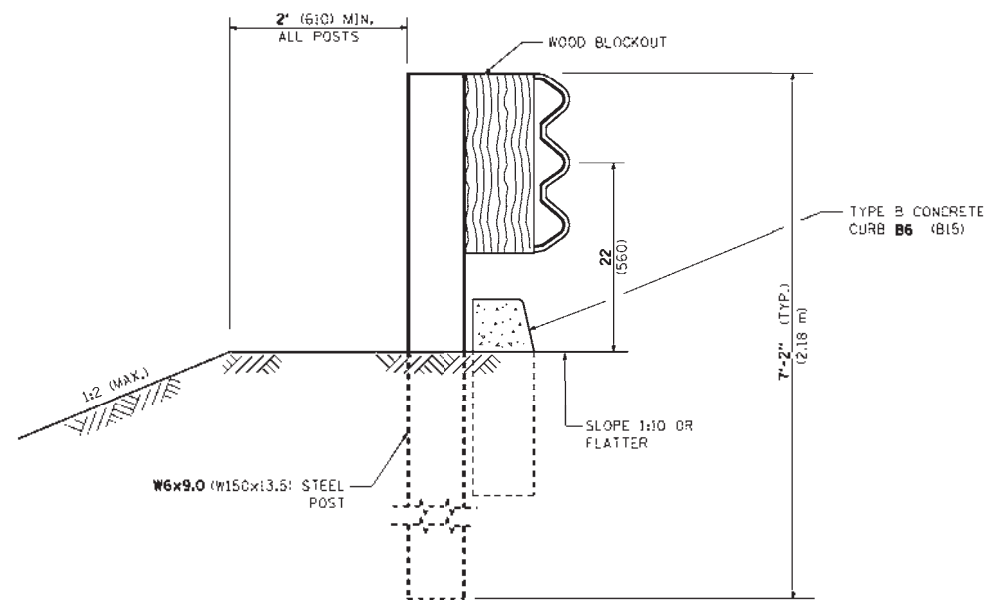
5 EPOXY GROUTED 3/4" (M20) ANCHOR BOLTS WITH STANDARD WASHERS. AFTER TIGHTENING, CUT THE ANCHOR BOLTS FLUSH WITH NUTS, AND DAMAGE THE NUT TO PREVENT IT FROM LOOSENING.



PLAN



ELEVATION



SECTION B-B

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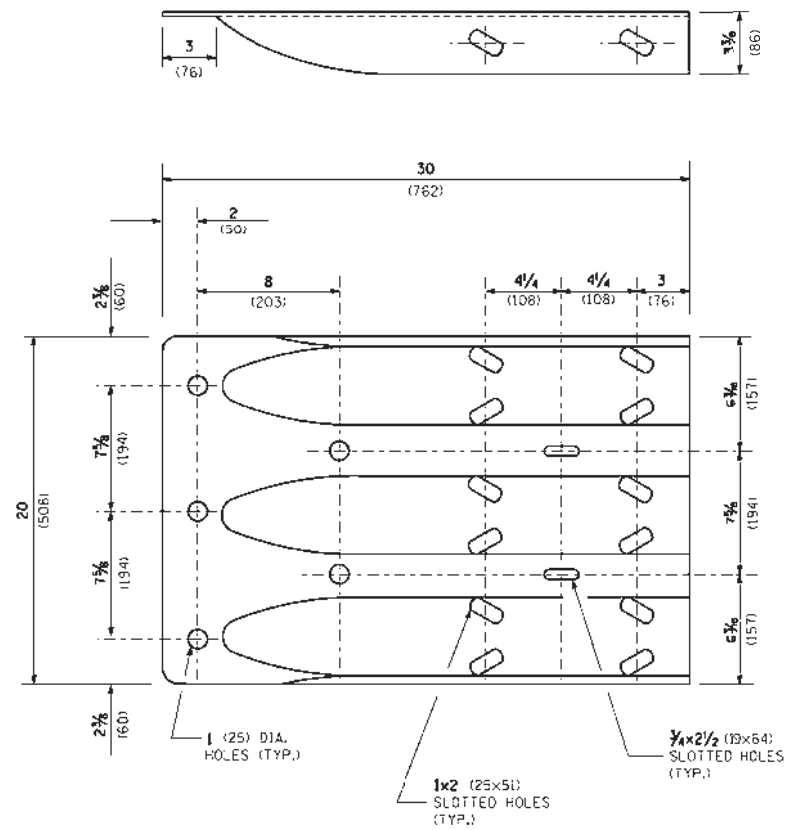
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 PLOT SCALE = 1/8" = 1'-0"
 PLOT DATE = 2/21/2008

DESIGNED -	REVISED - STATE STANDARD:
DRAWN -	631031-05 - 02/19/2008
CHECKED -	REVISED -
DATE -	REVISED -

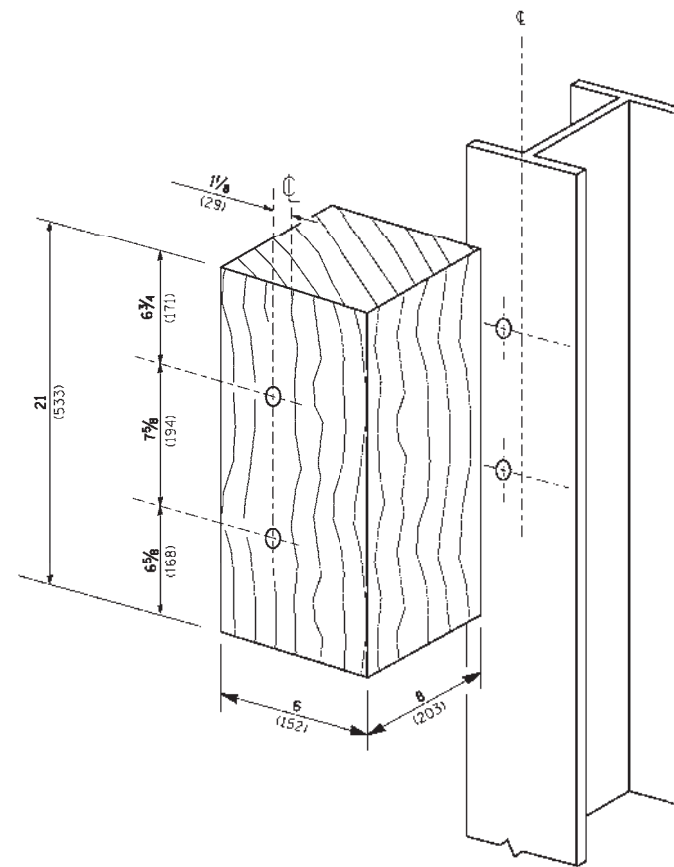
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPE 6 TERMINAL
 FOR USE WITH 21" HIGH SPBGR
 SCALE: NONE SHEET NO. 2 OF 3 SHEETS STA. TO STA.

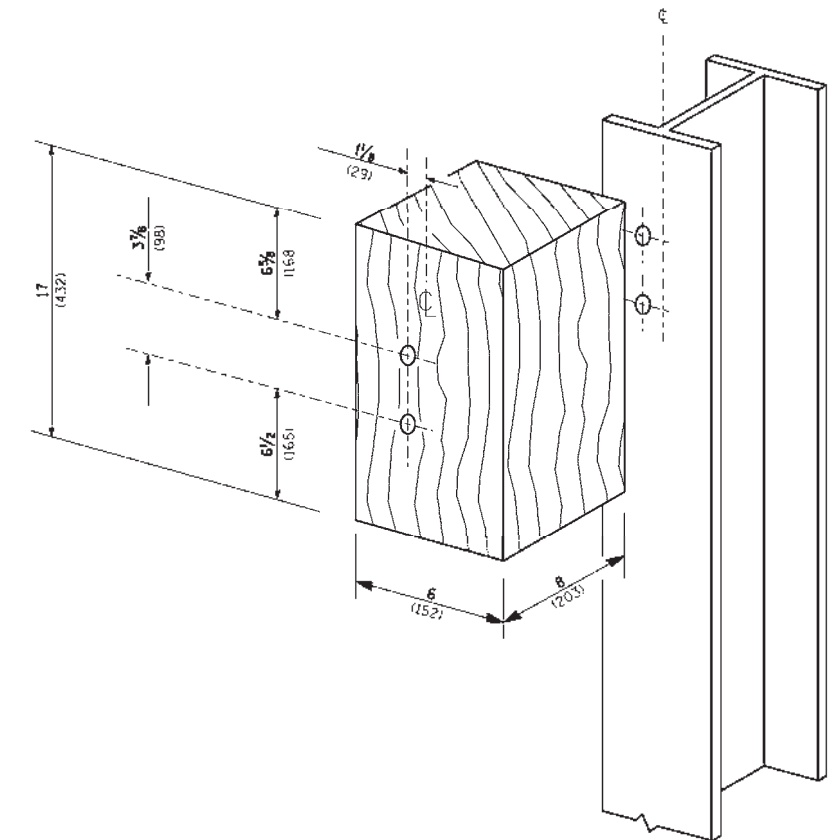
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	70
BM 22		CONTRACT NO. 60T44		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



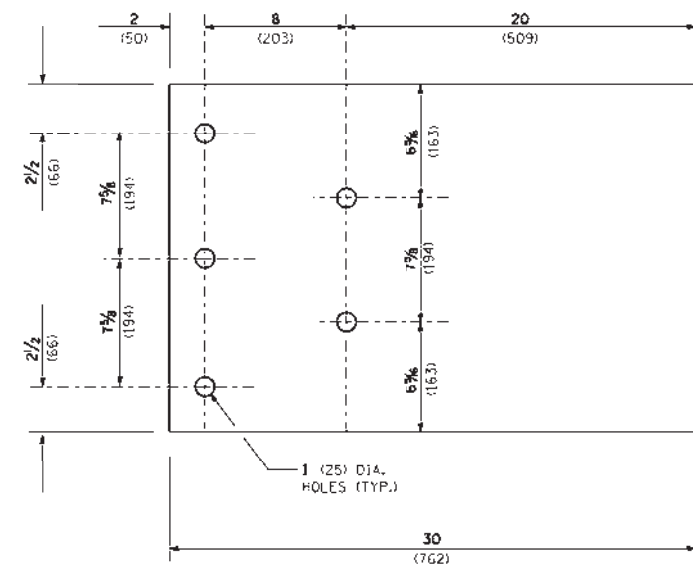
THRIE BEAM END SHOE DETAIL



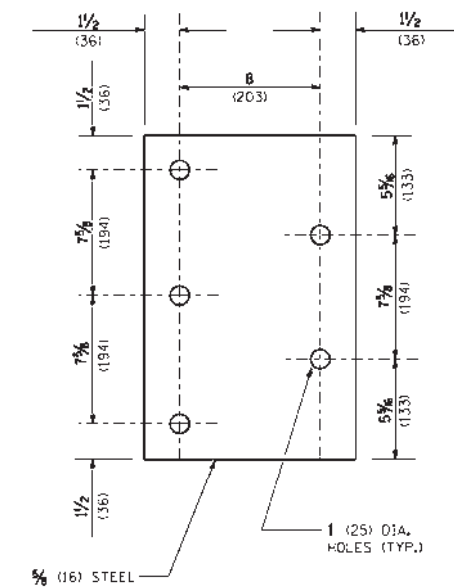
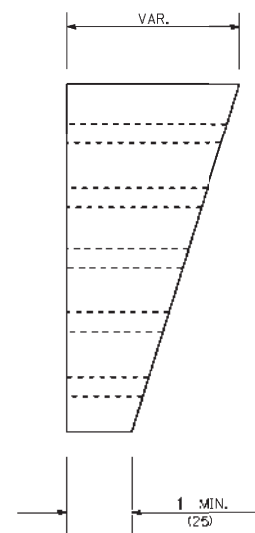
POSTS 1-11 WOOD BLOCKOUT DETAIL



POST 12 WOOD BLOCKOUT DETAIL



PARAPET WOOD BLOCK-OUT DETAIL



PARAPET STEEL BEARING PLATE DETAIL

(5 EACH INDIVIDUAL 5x5x3/16 (125x125x16) STEEL PLATES WITH CENTERED 1 (25) HOLES MAY BE SUBSTITUTED FOR THE PLATE SHOWN.)

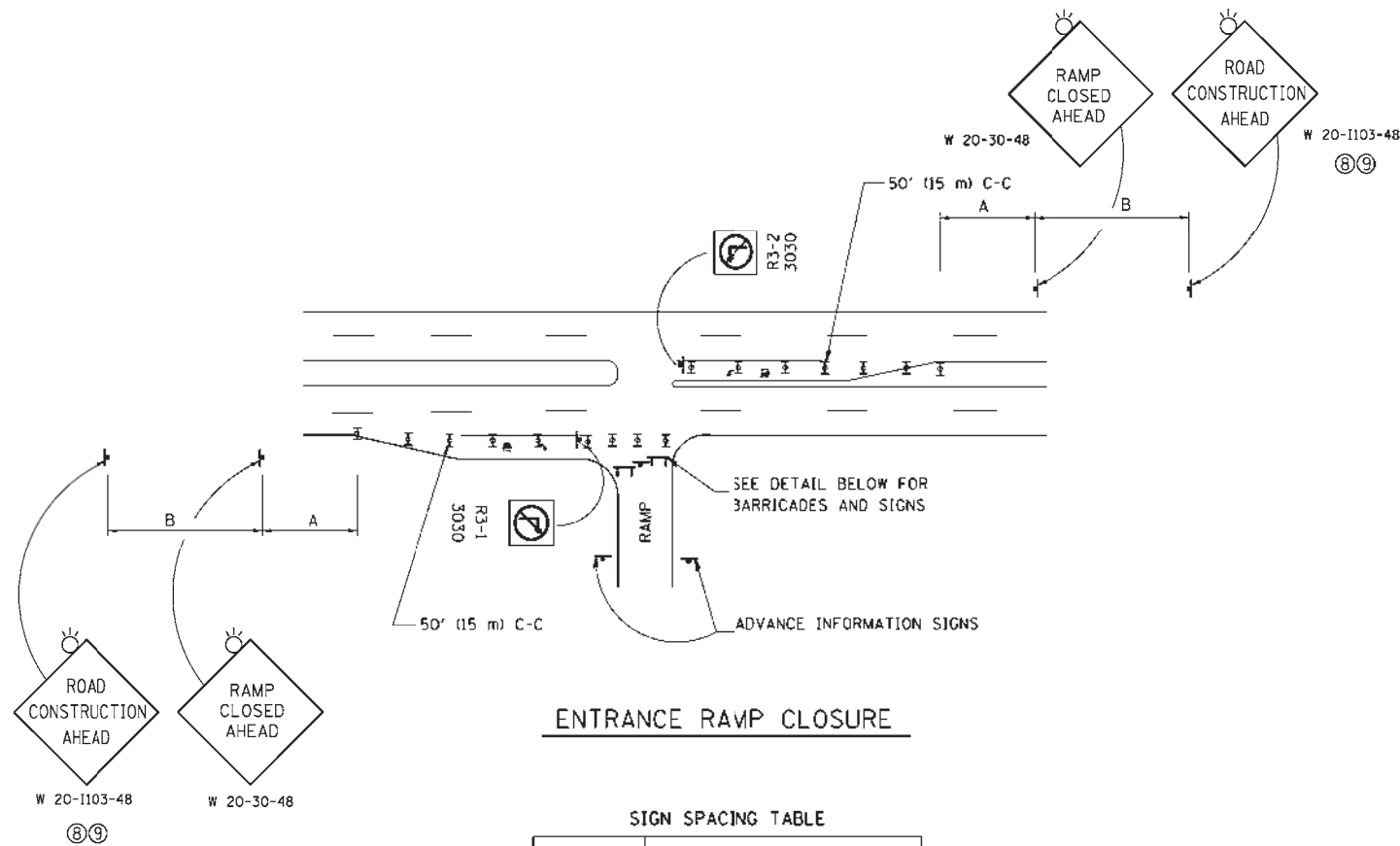
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		DRAWN -	631031-05 - 02/19/2008
	PLOT SCALE = 1/8" = 1" / IN.	CHECKED -	REVISED
	PLOT DATE = 2/21/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPE 6 TERMINAL
FOR USE WITH 21" HIGH SPBGR

SCALE: NONE SHEET NO. 3 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	71
BM 22			CONTRACT NO. 60T44	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

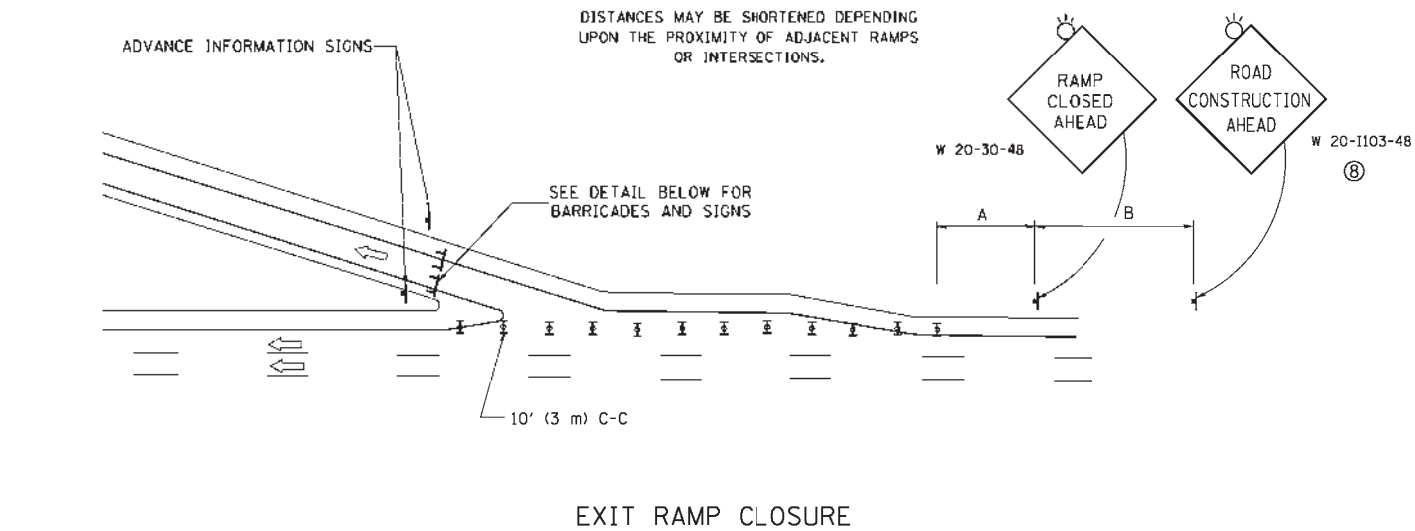


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY <24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

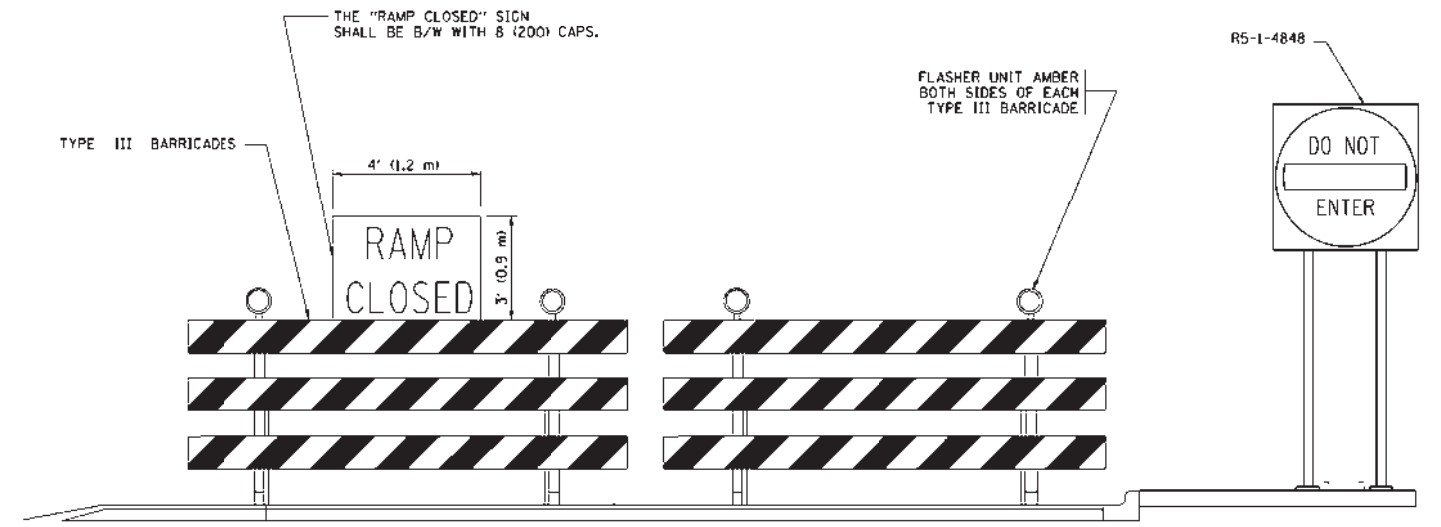
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

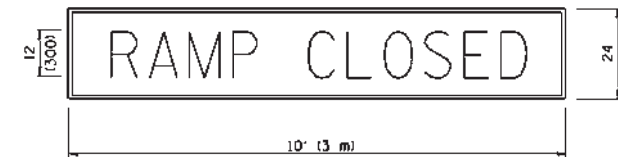
SYMBOLS

- ⊥ TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- ⊥ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS

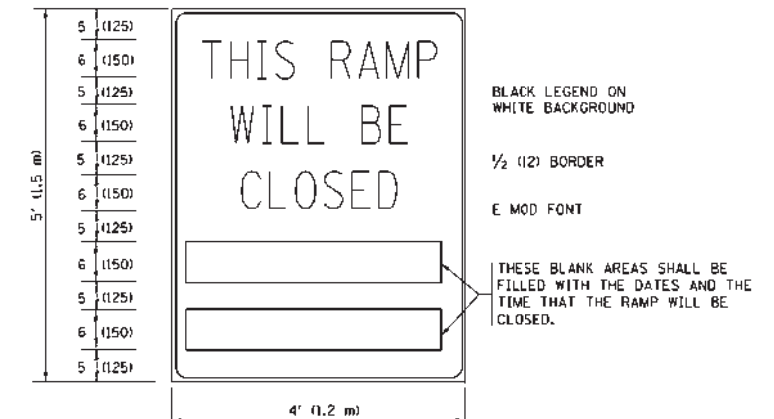
RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER

THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



BLACK LEGEND ON WHITE BACKGROUND

1/2 (12) BORDER

E MOD FONT

THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

- ① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- ② STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR JAY OPERATIONS.
- ③ A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEDED BY A W20-7 FLAGGER WARNING SIGN.
- ④ ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
- ⑤ THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- ⑥ AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- ⑦ THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH.
- ⑧ ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ⑨ ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

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

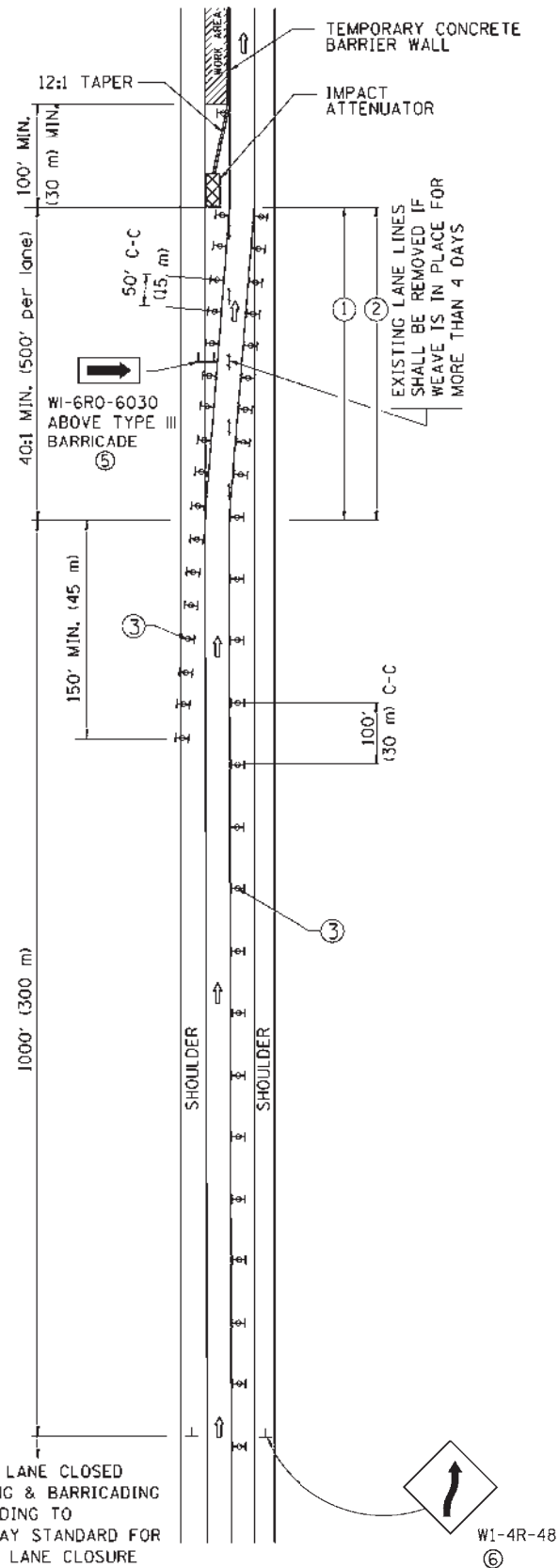
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		DATE - 02-83	REVISED - MD 06-13

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

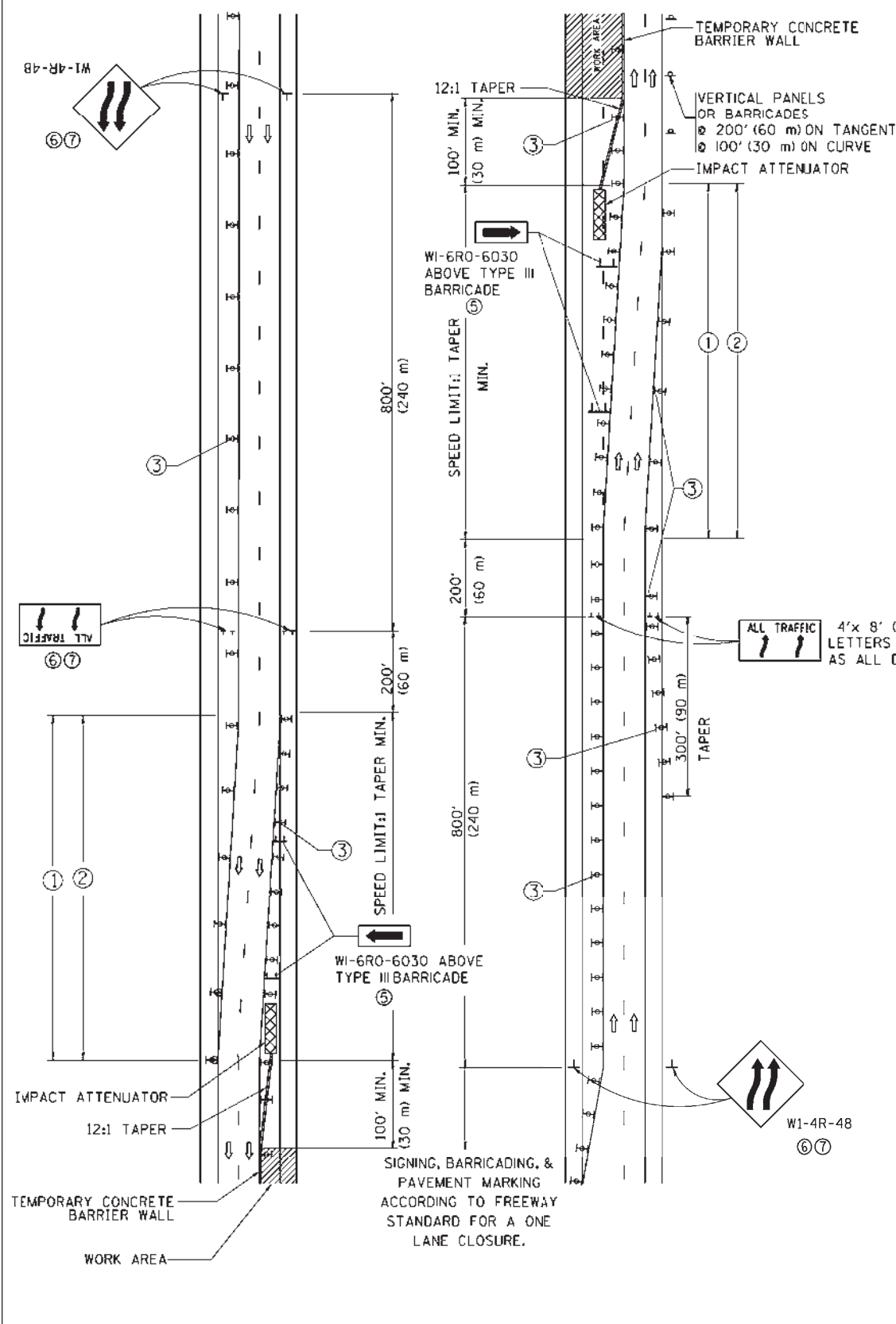
ENTRANCE AND EXIT RAMP CLOSURE DETAILS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.I.-RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	72
TC-08			CONTRACT NO. 60T44	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

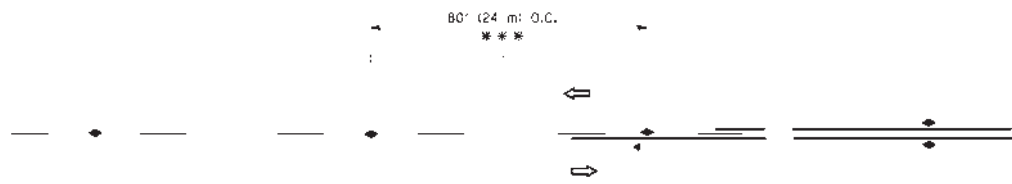
- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
- CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR
- W1-4R-48
- W24-1-48

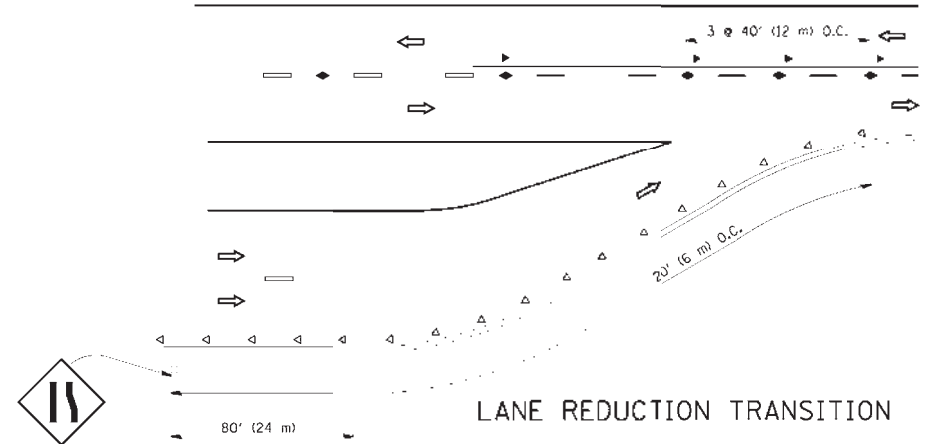
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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PLDT SCALE = 52.000' / in.	CHECKED -	REVISED - SPB 12-09	TC-09			CONTRACT NO. 60T44				
PI 07 1561F - 7/1/2013	DATE - 02-87	REVISED - MD 06-13	FED. ROAD DIST. NO. 1			ILLINOIS	FED. AID PROJECT			
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		

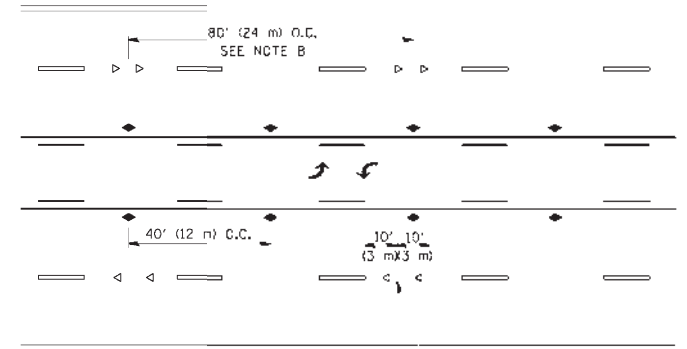


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

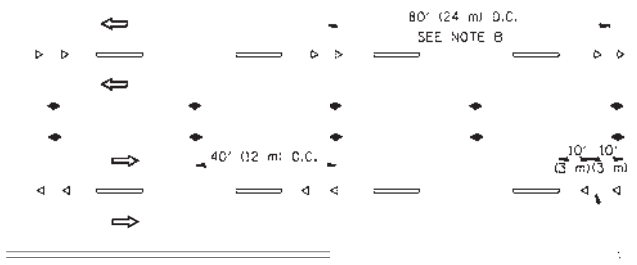


LANE REDUCTION TRANSITION



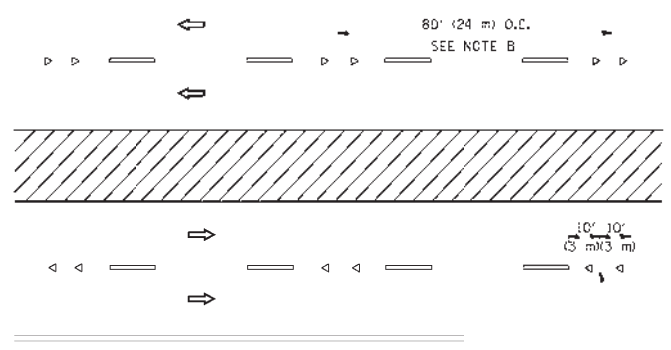
SEE NOTE A

TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

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.

SYMBOLS

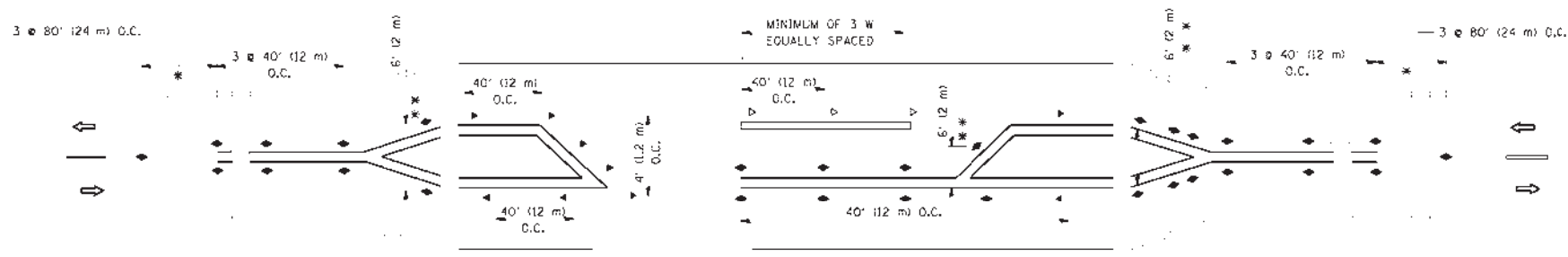
- YELLOW STRIPE
- WHITE STRIPE
- ◆ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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. (10 km/h) LOWER THAN POSTED SPEEDS.

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.

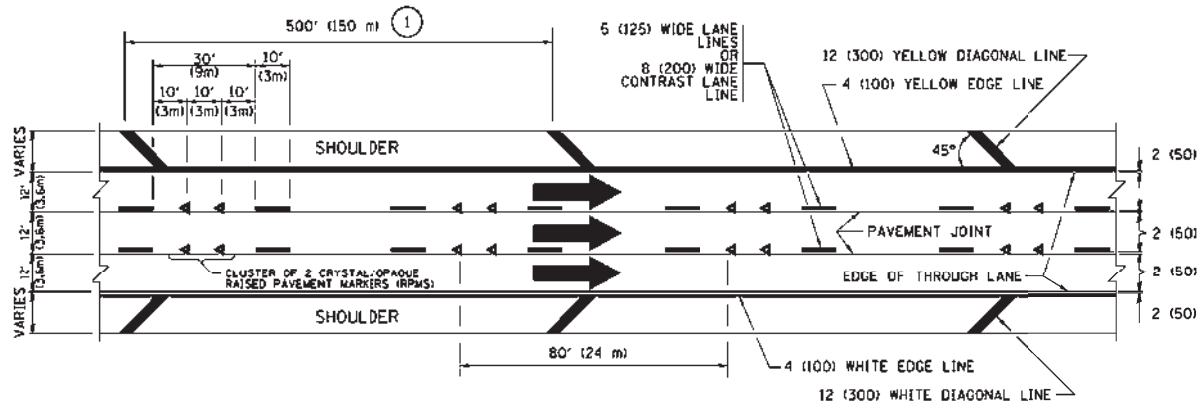


* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

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

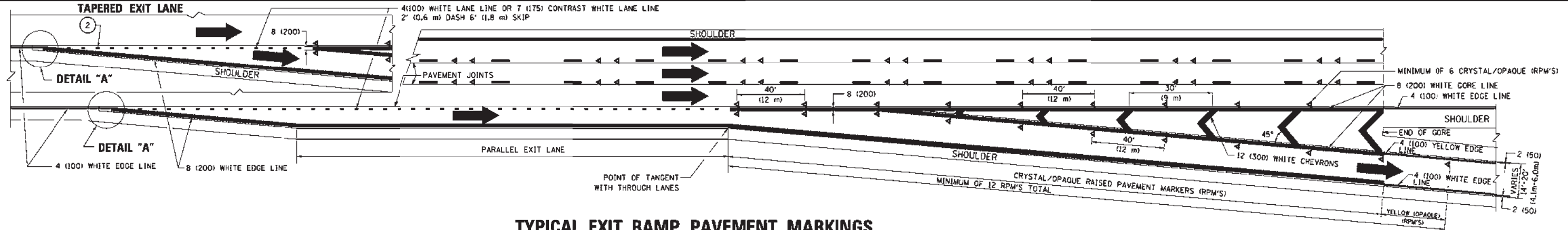
DESIGNED DRAWN CHECKED DATE	REVISED T. RAMMACHER 09-19-94 T. RAMMACHER 03-12-99 T. RAMMACHER 01-06-00 C. JUCIUS 09-09-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)		F.A.I. RTE. 57	SECTION 0909-1015HB-BR	COUNTY COOK	TOTAL SHEETS 86	SHEET NO. 75
				SCALE: NONE	SHEET NO. 1 OF 1	SHEETS	STA.	TO STA.	TC-11 FEDERAL ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	CONTRACT NO. 60T44



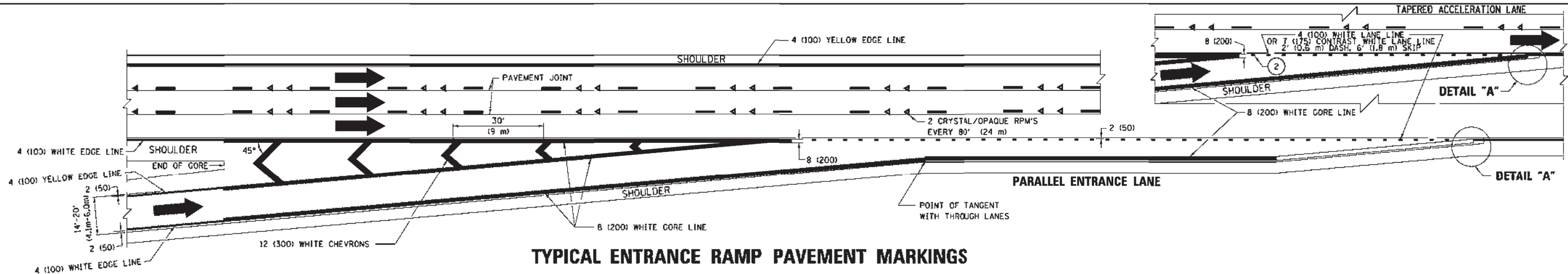
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

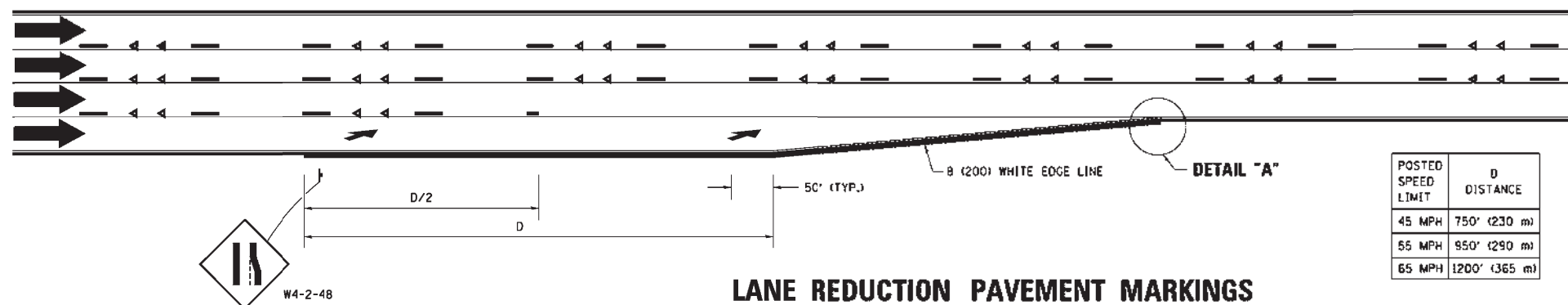
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE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



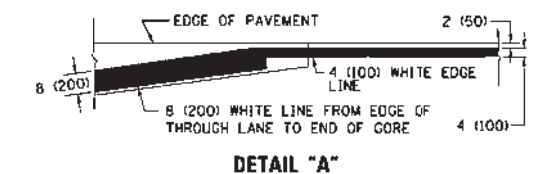
TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS

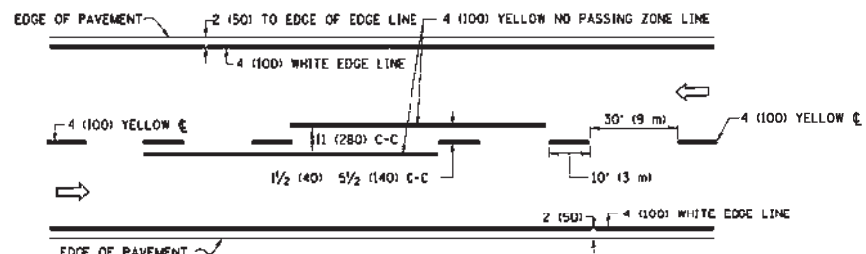


LANE REDUCTION PAVEMENT MARKINGS

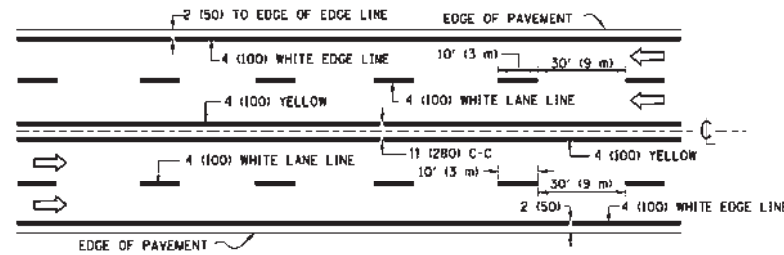


- NOTES:**
- ① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
 - ② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED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

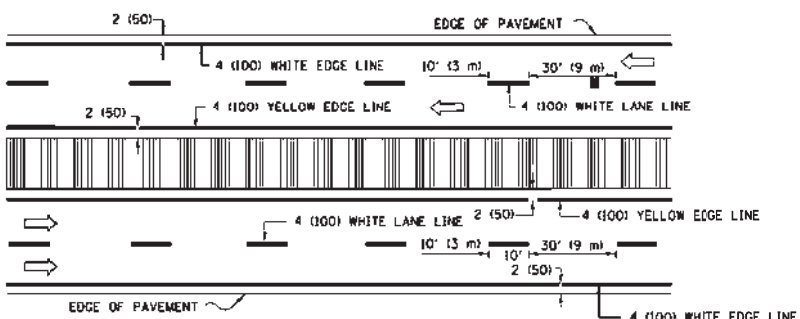
POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)



2-LANE ROADWAY

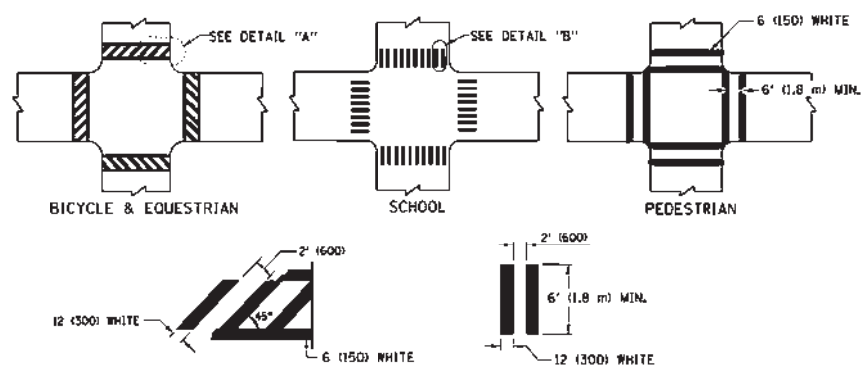


MULTI-LANE UNDIVIDED



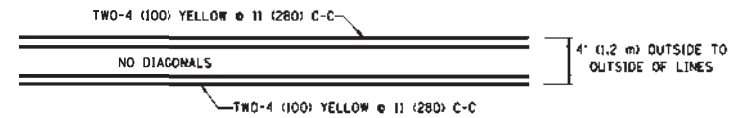
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

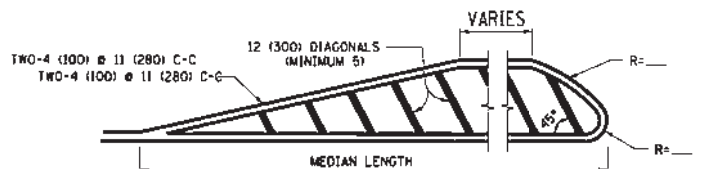


TYPICAL CROSSWALK MARKING

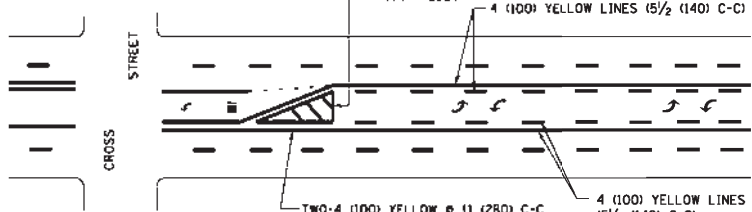
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



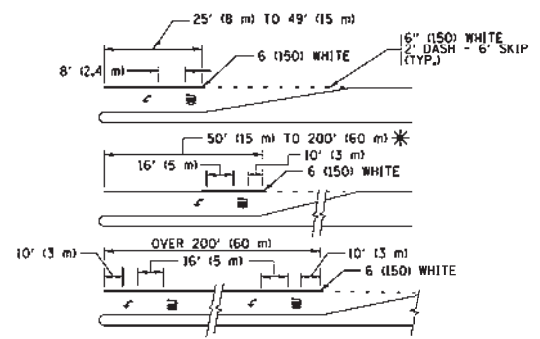
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE



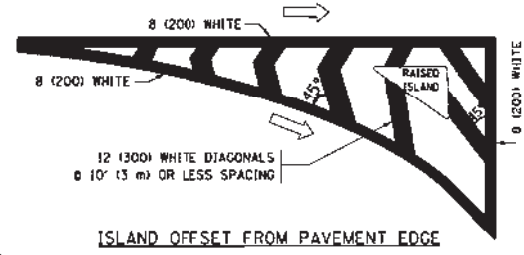
MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING



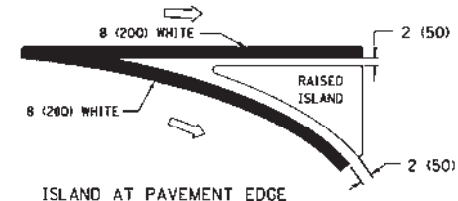
TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING

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)

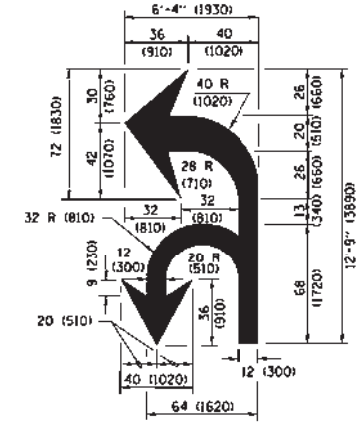
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



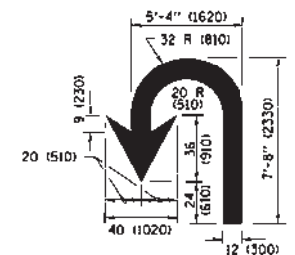
ISLAND OFFSET FROM PAVEMENT EDGE



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	60
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	5 1/2 (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 5 1/2 (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 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 WHITE	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GOLE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 13' (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 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8' 1)	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C 30 MPH (50 km/h) TO 45MPH (70 km/h) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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		CHECKED -	REVISED - C. JUCIUS 12-21-15
		DATE - 03-19-9C	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.I. RTE. 57	SECTION 0909-1015HB-BR	COUNTY COOK	TOTAL SHEETS 86	SHEET NO. 78
TC-13		CONTRACT NO. 60T44		
ILLINOIS FED. AID PROJECT				

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

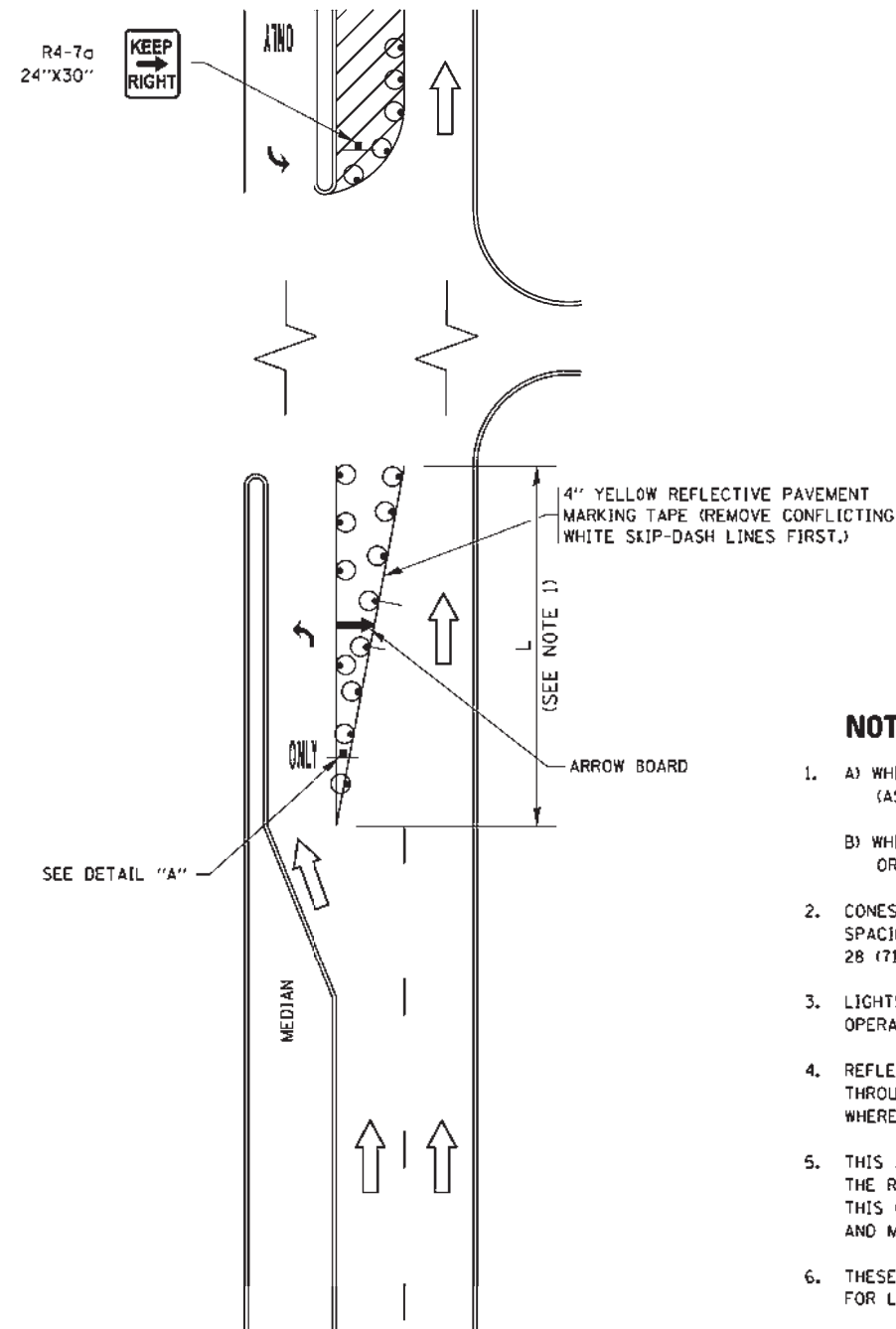


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

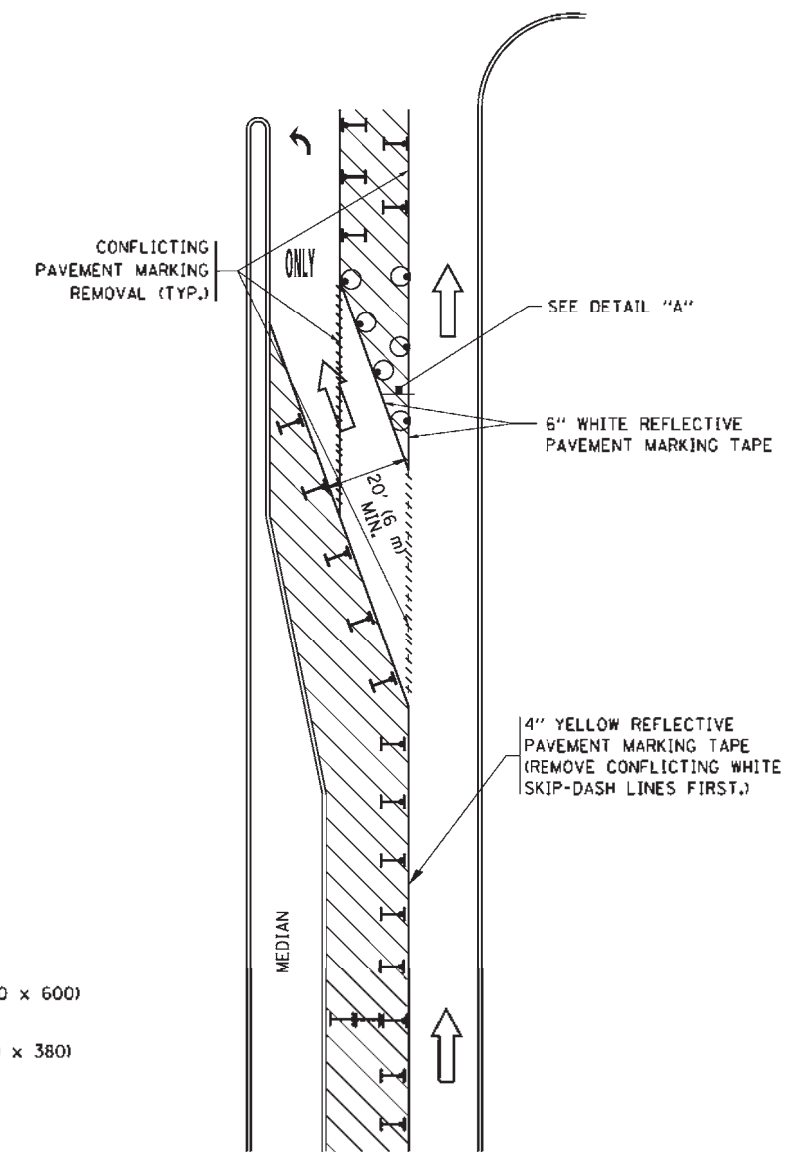









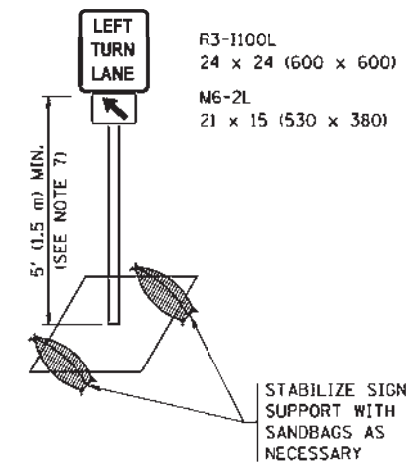
FIGURE 2

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:

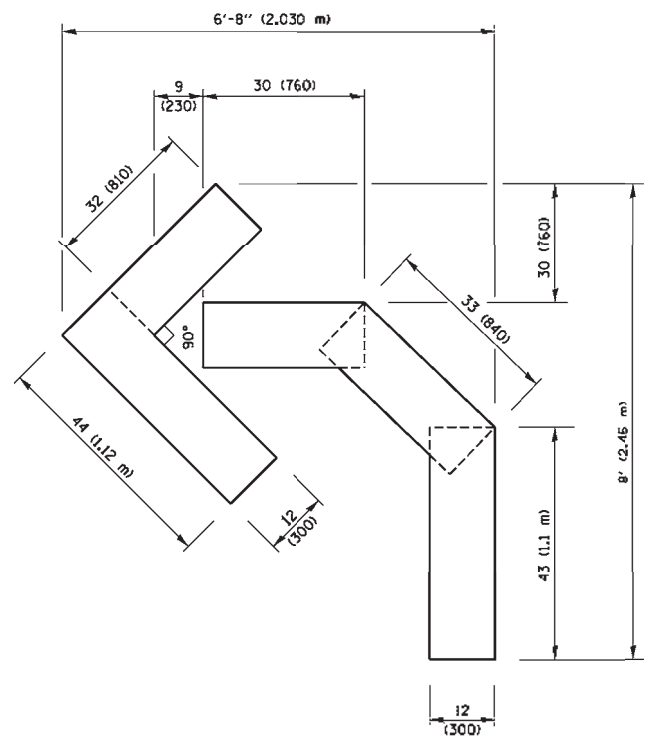
1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. 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" R3-1100R 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 REQUIREMENTS.
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.



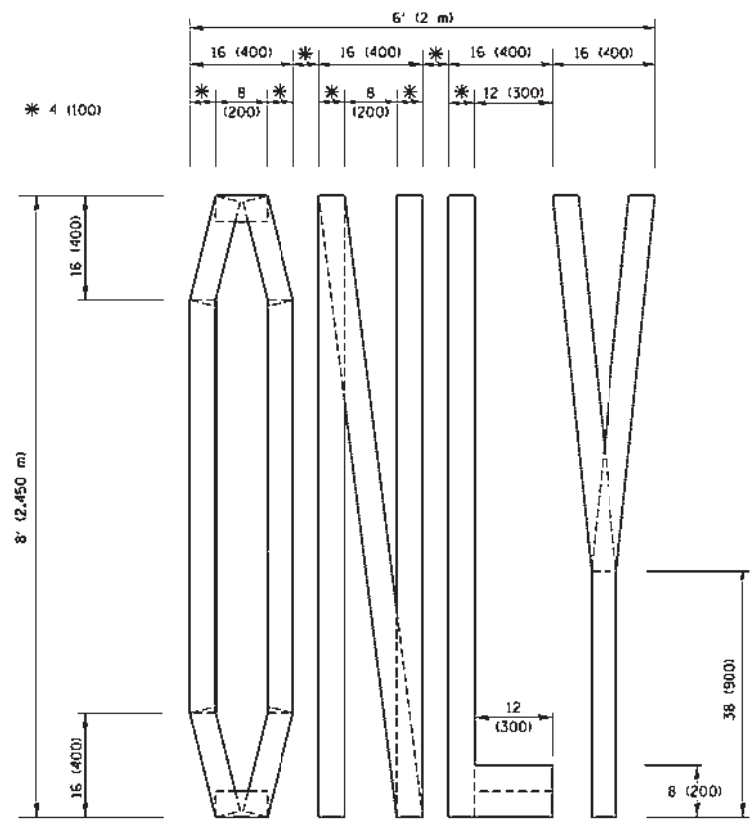
DETAIL A

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

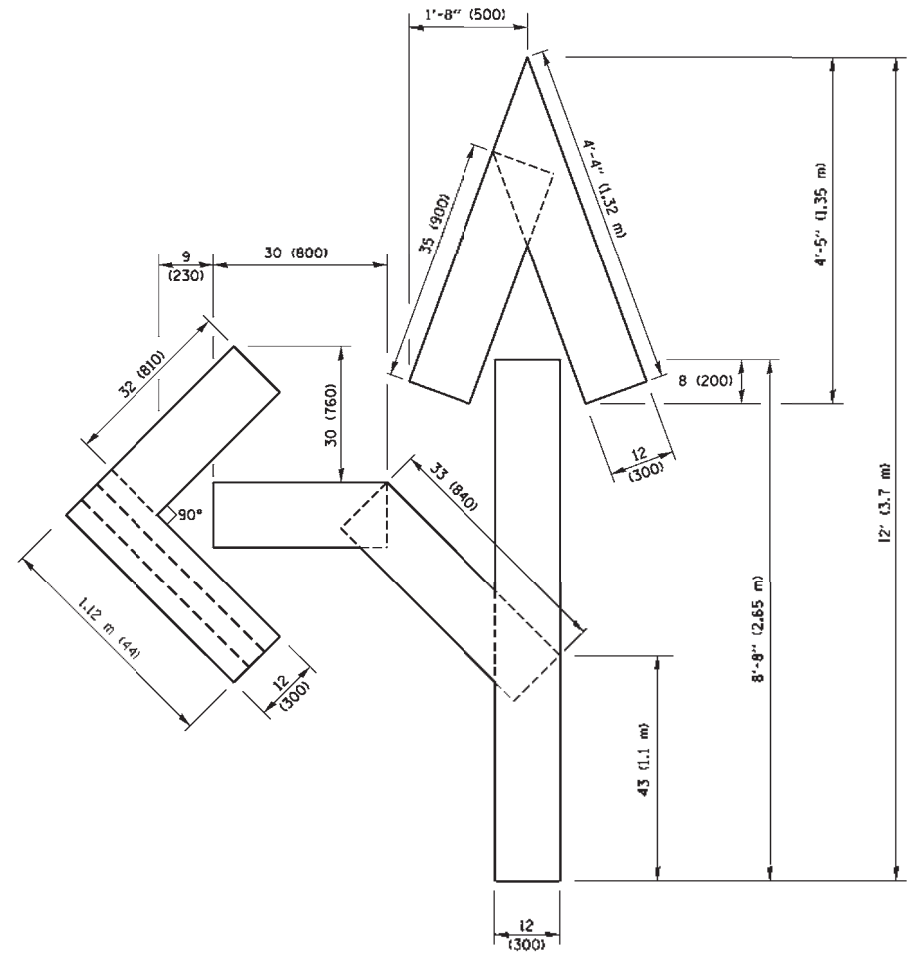
FILE NAME =	USER NAME = foosenj	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
Default		REVISED - A. HOUSEH 10-07-95	REVISED - A. SCHUETZE 07-01-13		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	57	0909-1015HB-BR	COOK	86	79
		REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16							TC-14				
		REVISED - T. RAMMACHER 01-06-00	REVISED							ILLINOIS FED. AID PROJECT				



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

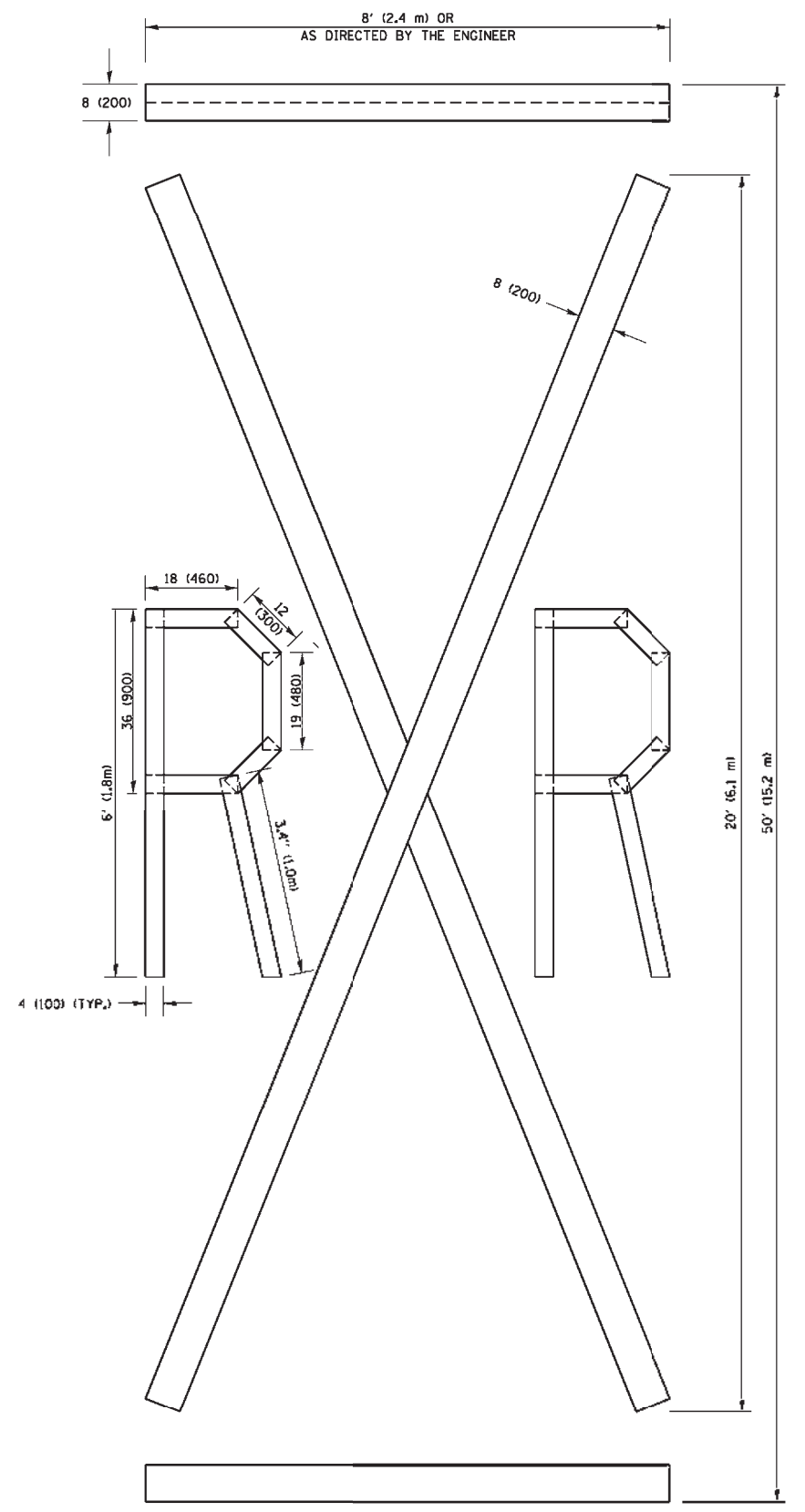


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



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 =	USER NAME = foote	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
PROJECT =	PROJECT =	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLT SCALE = 5/8" = 1' / in.	DATE = 09-18-94	DATE = 09-15-94	REVISED - E. GOMEZ 08-28-00
			REVISED - A. SCHUETZE 09-15-16

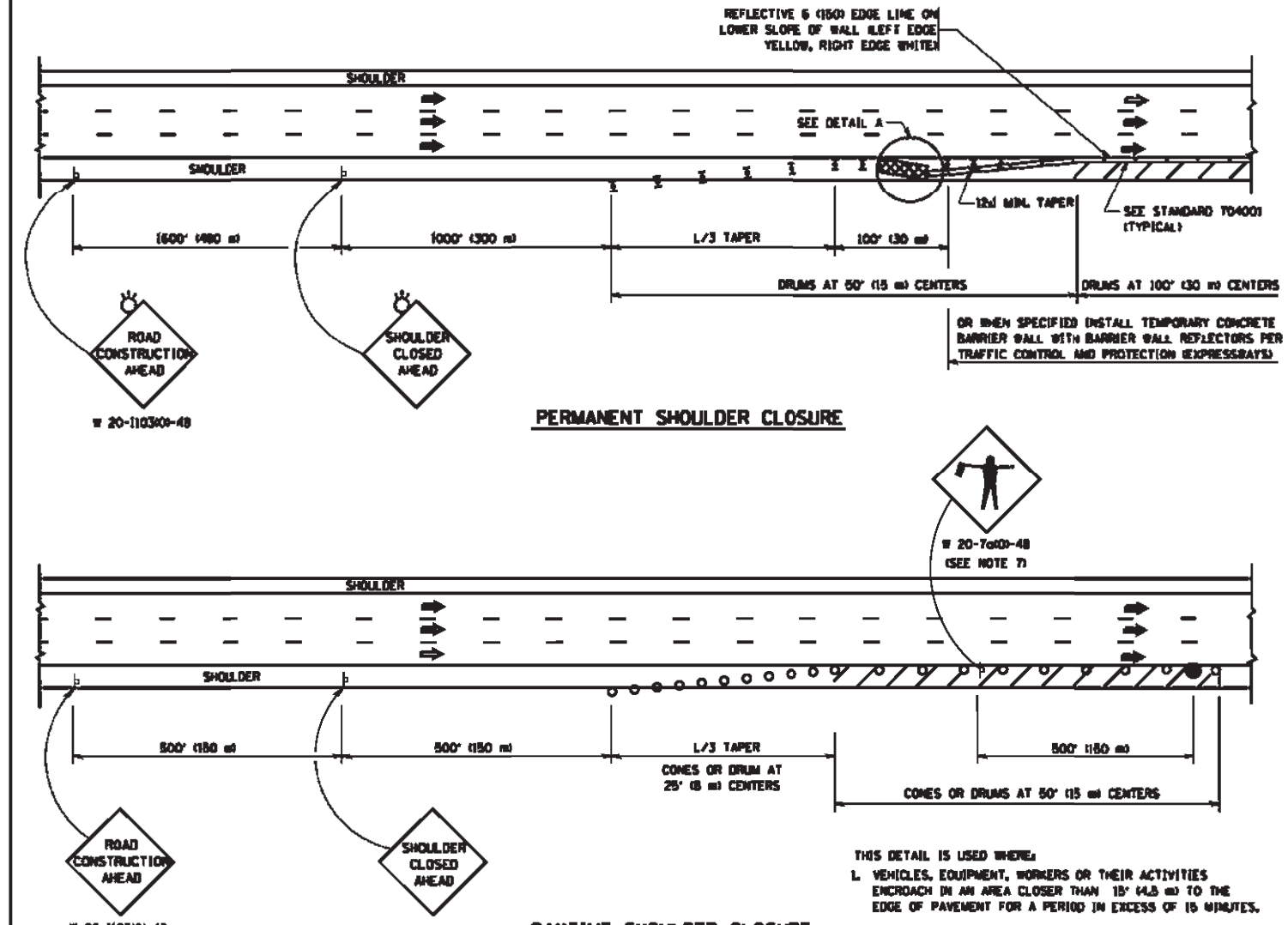
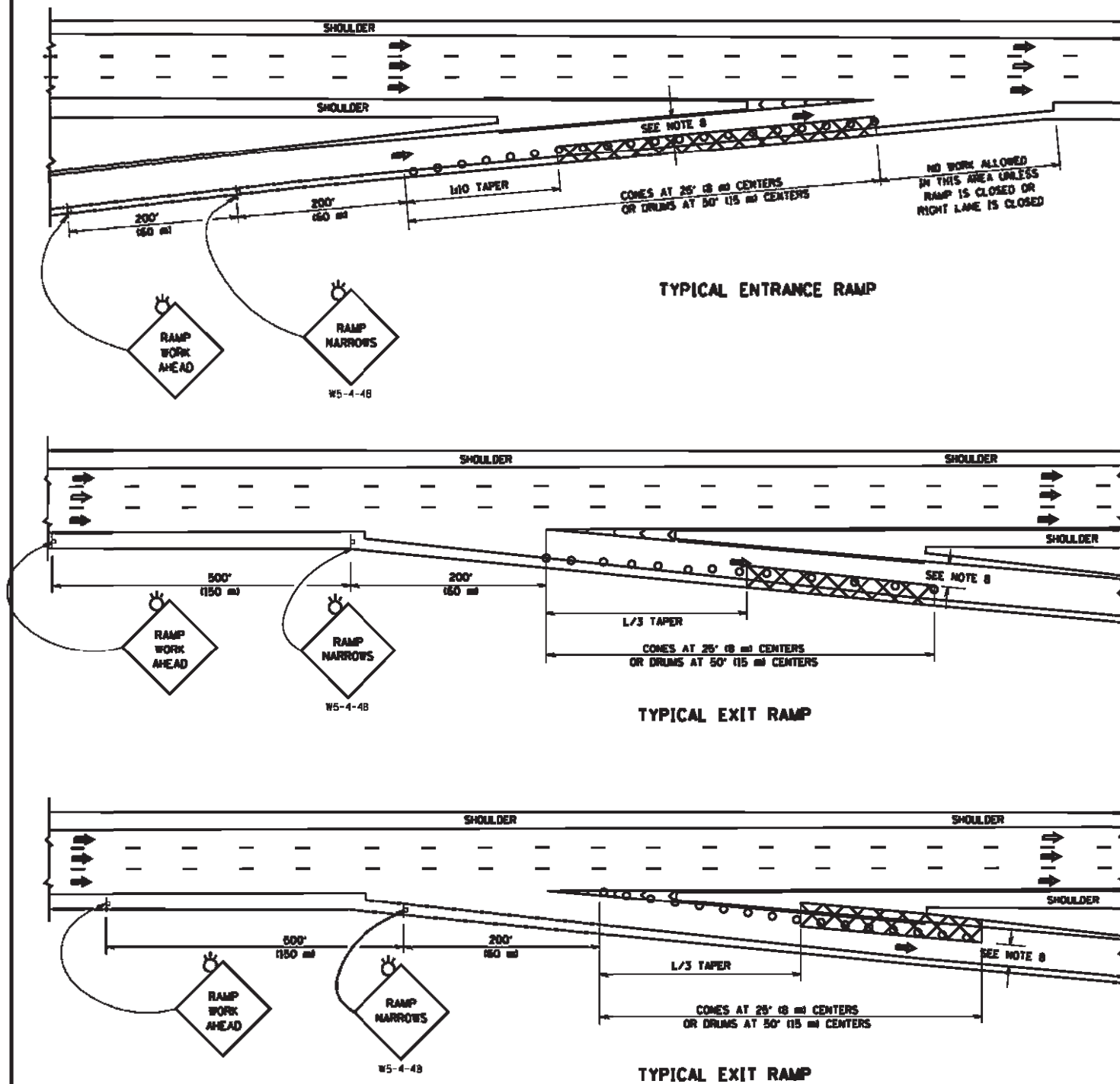
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	80
TC-16			CONTRACT NO. 60T44	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PARTIAL RAMP CLOSURE DETAILS

SHOULDER CLOSURE DETAILS



SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

SPEED LIMIT		FORMULAS	
45 mph (80 km/h)	METRIC	$L = 0.000275S^2$	ENGLISH
OR GREATER		$L = 0.0003S^2$	

W = WIDTH OF OFFSET IN FEET (METERS)
 S = NORMAL POSTED SPEED MPH (KM/H)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING DIAGONAL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP 350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - b. THE WORK ACTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12" MIN. WIDTH TANGENT SECTION
16" MIN. WIDTH CURVE SECTION.

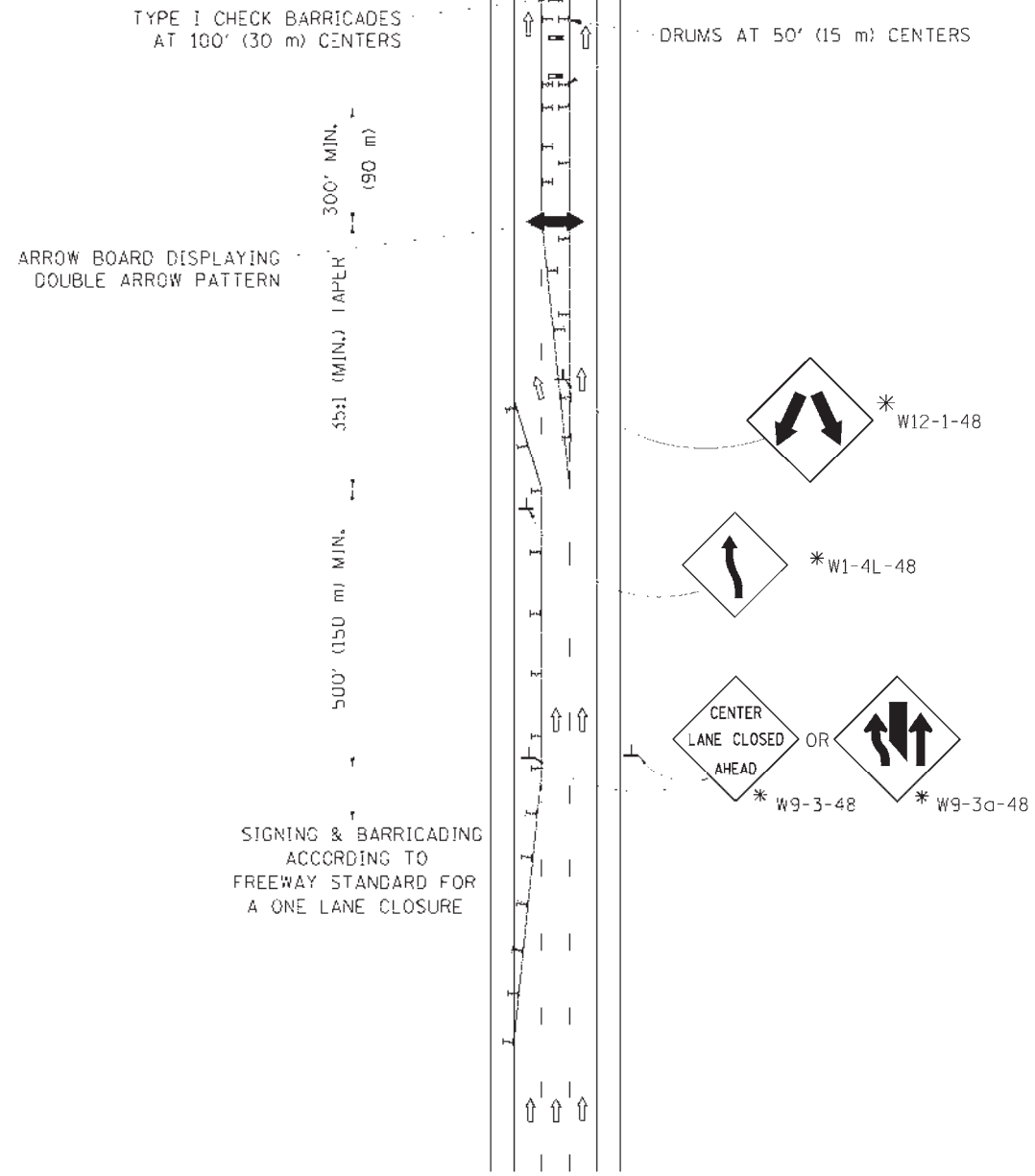
ARRAY DESIGN PER MANUFACTURER TO BE NCHRP 350/MASH COMPLIANT.

DETAIL "A"
IMPACT ATTENUATOR, TEMPORARY
(SEE NOTE 5)

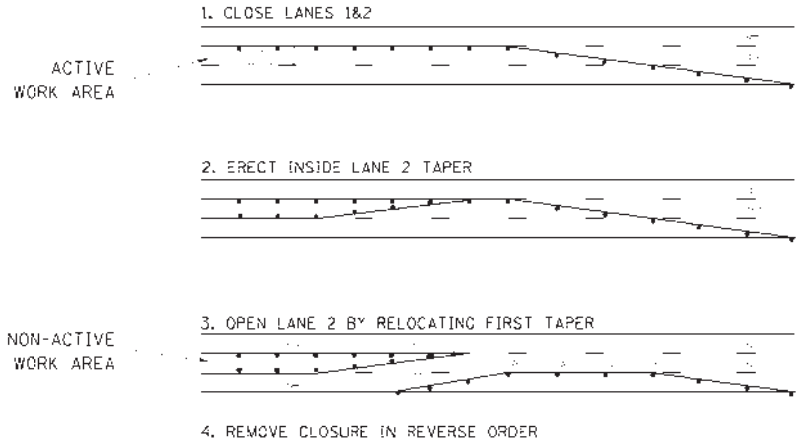
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = lsguo	DESIGNED - J.A.F. 12-06	REVISED - J.A.F. 12-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES	F.A.I. RTE. 57	SECTION 0909-1015HB-BR	COUNTY COOK	TOTAL SHEETS 86	SHEET NO. 81		
PLOT SCALE = 1/8" = 1'-0"		DRAWN - D.W.S.	REVISED - S.P.B. 01-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 60T44		
PLOT DATE = 4/17/2014		CHECKED -	REVISED - S.P.B. 12-09			FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT						
		DATE - 11-96	REVISED - M.D. 06-13									

CENTER LANE CLOSURE



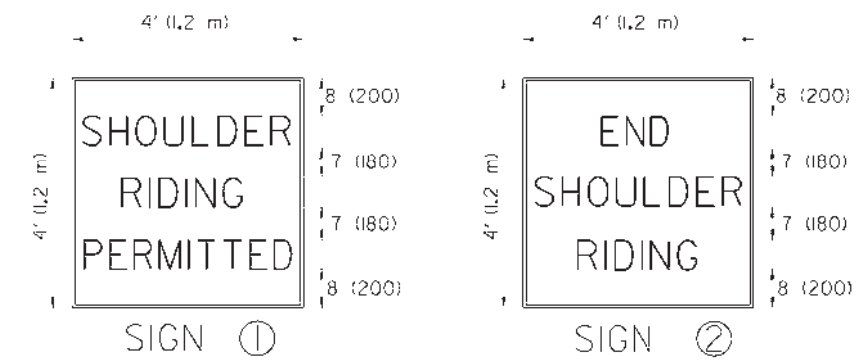
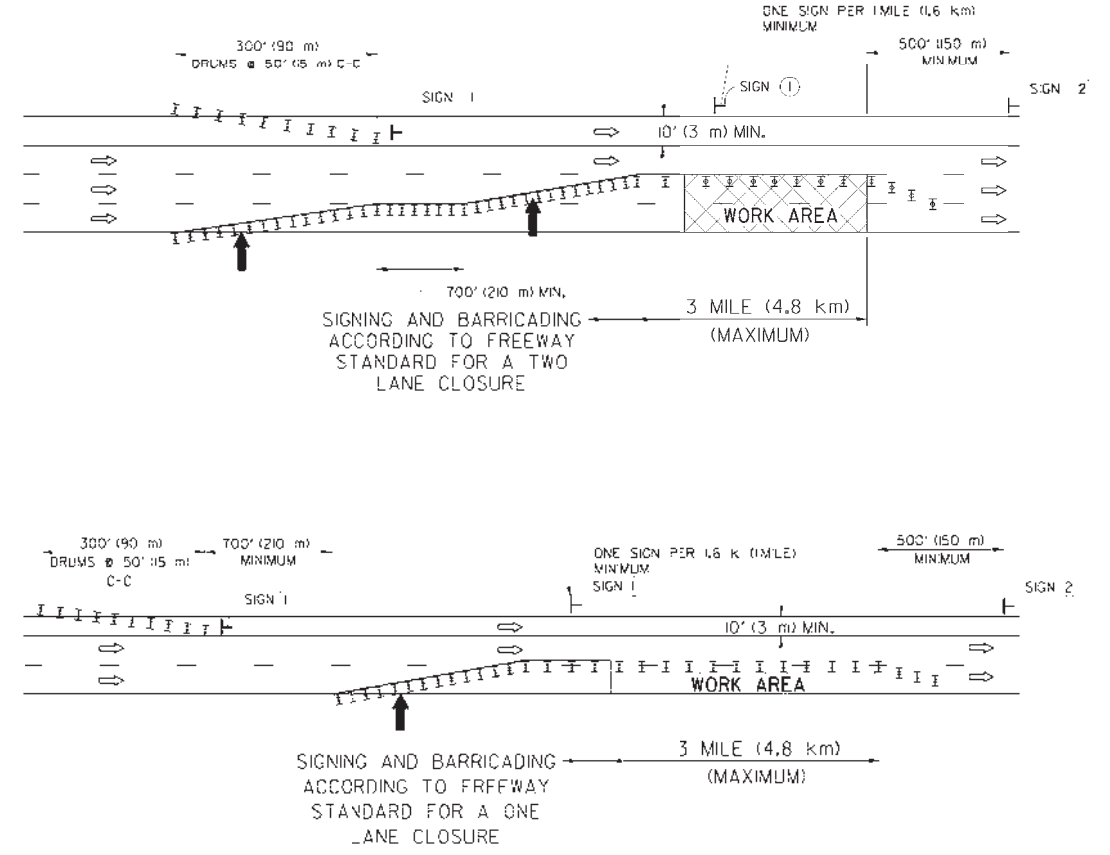
INSTALLATION SEQUENCE



- NOTES**
1. DRUMS WITH STEADY BURN LIGHTS SHALL BE USED AT 50' (15 m) CENTERS ON ALL TAPERS AND TANGENTS IN ADVANCE OF WORK AREA.
 2. CLOSURE SHALL BE USED ONLY FOR OPERATIONS LASTING 72 HOURS OR LESS.
 3. CENTER LANE CLOSURE CONFIGURATION IS NOT TO BE USED WITH WORKERS PRESENT.

SHOULDER LANE

NOTE: CLOSURE SHALL BE USED ONLY FOR OPERATIONS LASTING 72 HOURS OR LESS.

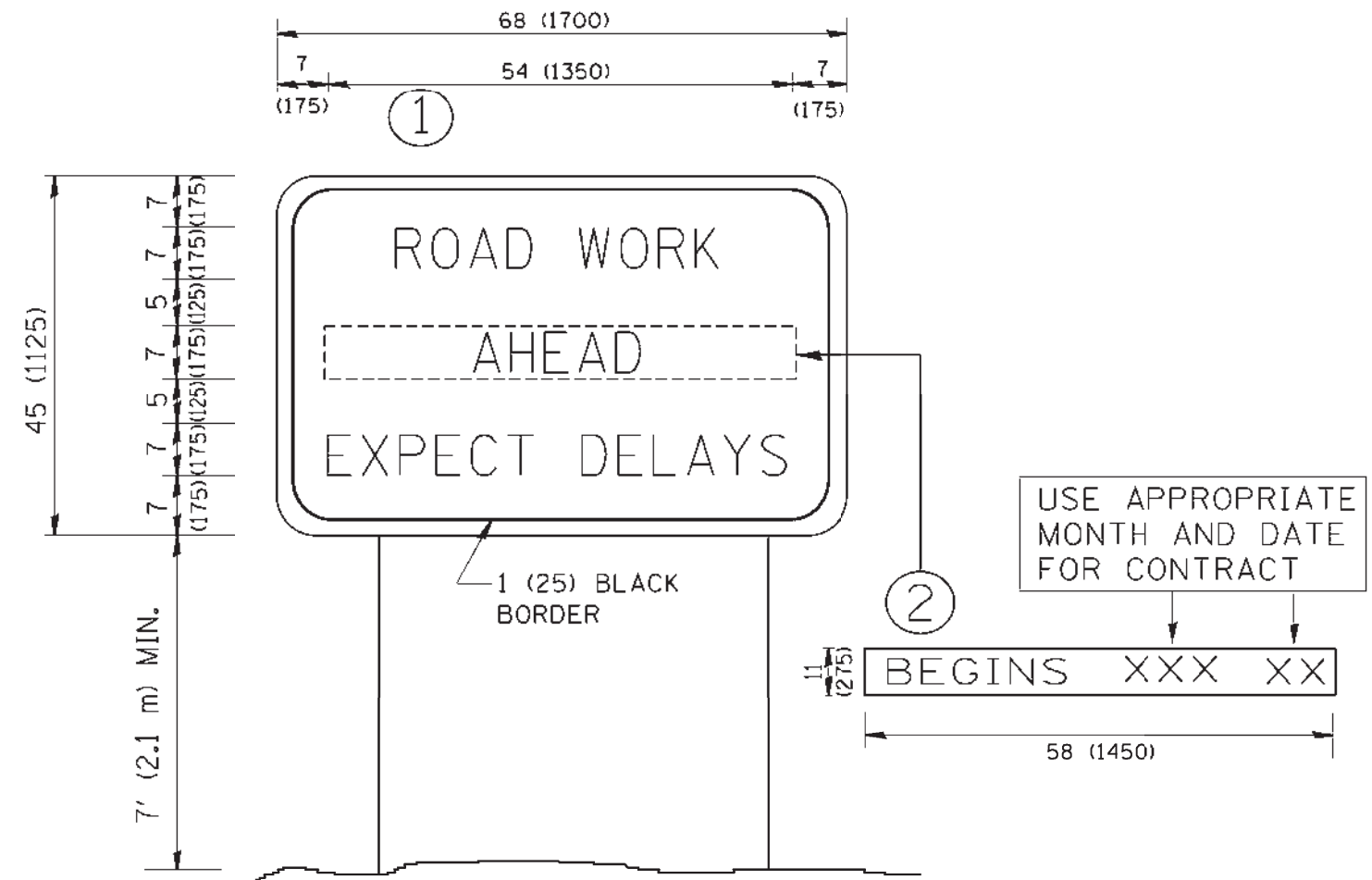


6 (150) SERIES "C" LEGEND
BLACK LEGEND
WHITE REFLECT, BACKGROUND
(25) BORDER

- SYMBOLS**
- ↑ DIRECTION OF TRAFFIC
 - ➡ ARROWBOARD
 - ▭ ACTIVE WORK AREA
 - ┆ SIGN ON PORTABLE OR PERMANENT SUPPORT *
 - I TYPE II BARRICADE, OR DRUM WITH MONO-DIRECTIONAL STEADY BURN LIGHT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

* ALL SIGNS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).



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.

FILE NAME = W:\dss\d22x34\to22.dgn	USER NAME = gaglianab	DESIGNED - DRAWN -	REVISED - REVISED -
PLOT SCALE = 1/4" = 1' IN.	CHECKED - DATE -	DESIGNED - DRAWN -	REVISED - REVISED -
PLOT DATE = 1/4/2008	DATE -	DESIGNED - DRAWN -	REVISED - REVISED -

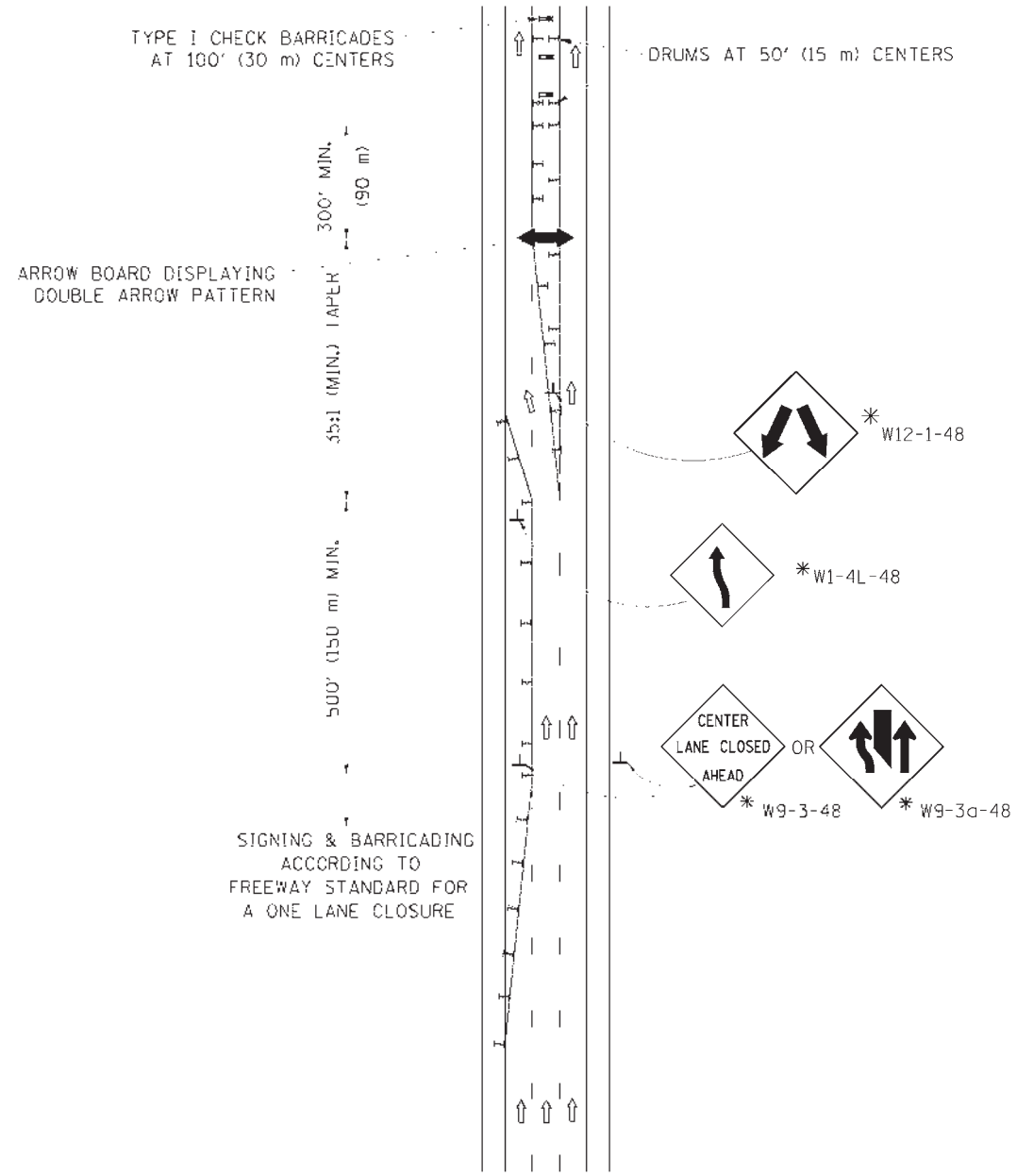
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD
INFORMATION SIGN

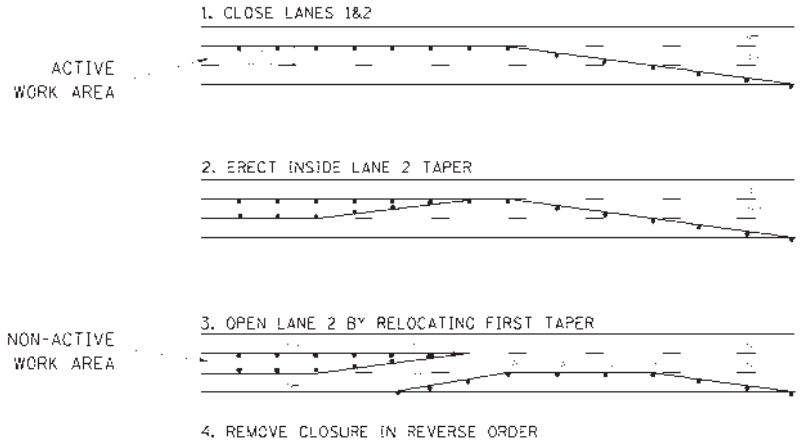
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	83
TC-22		CONTRACT NO. 60T44		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CENTER LANE CLOSURE



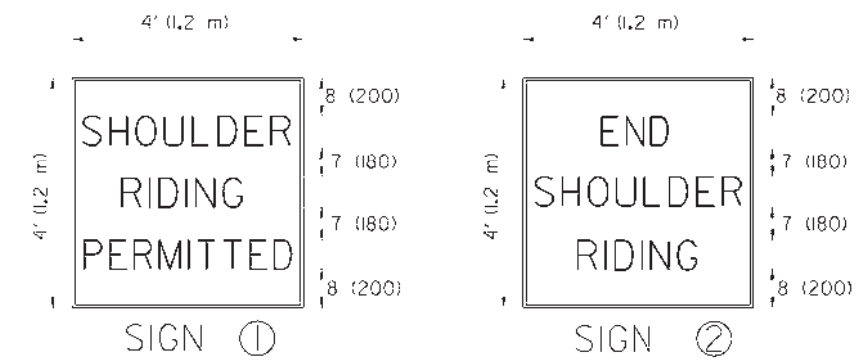
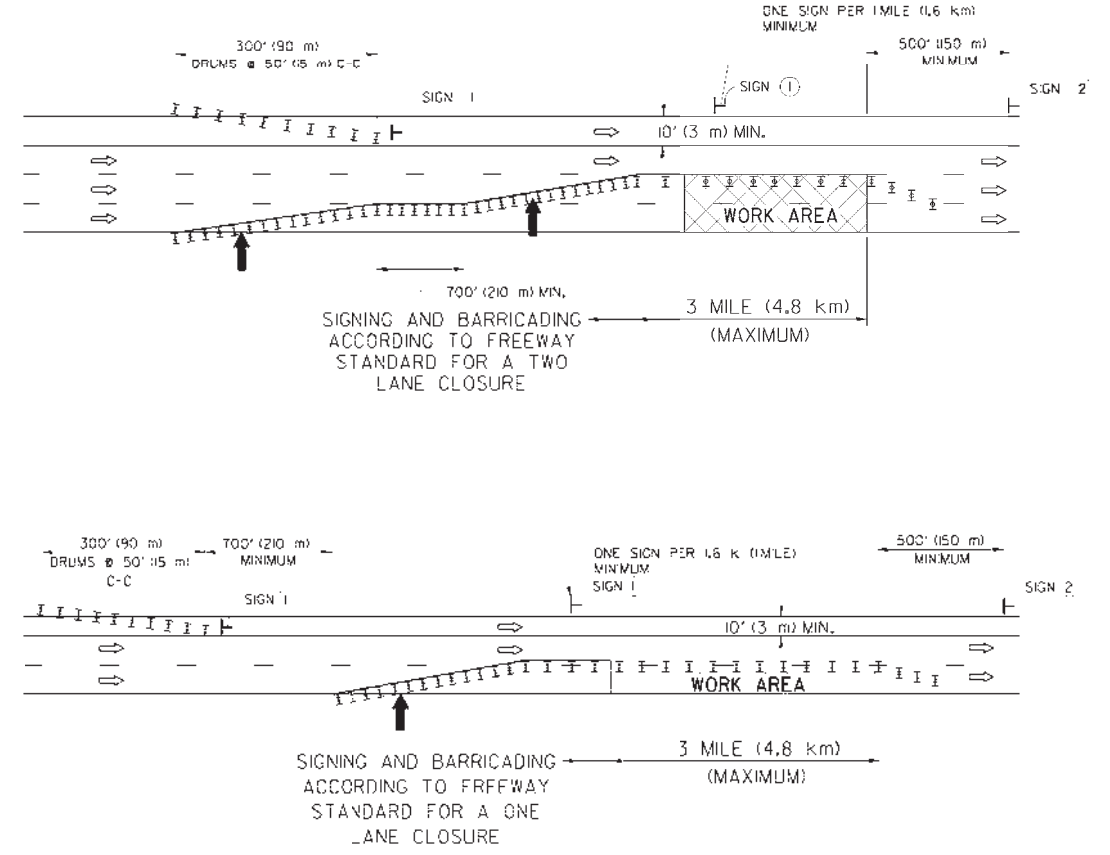
INSTALLATION SEQUENCE



- NOTES**
1. DRUMS WITH STEADY BURN LIGHTS SHALL BE USED AT 50' (15 m) CENTERS ON ALL TAPERS AND TANGENTS IN ADVANCE OF WORK AREA.
 2. CLOSURE SHALL BE USED ONLY FOR OPERATIONS LASTING 72 HOURS OR LESS.
 3. CENTER LANE CLOSURE CONFIGURATION IS NOT TO BE USED WITH WORKERS PRESENT.

SHOULDER LANE

NOTE: CLOSURE SHALL BE USED ONLY FOR OPERATIONS LASTING 72 HOURS OR LESS.

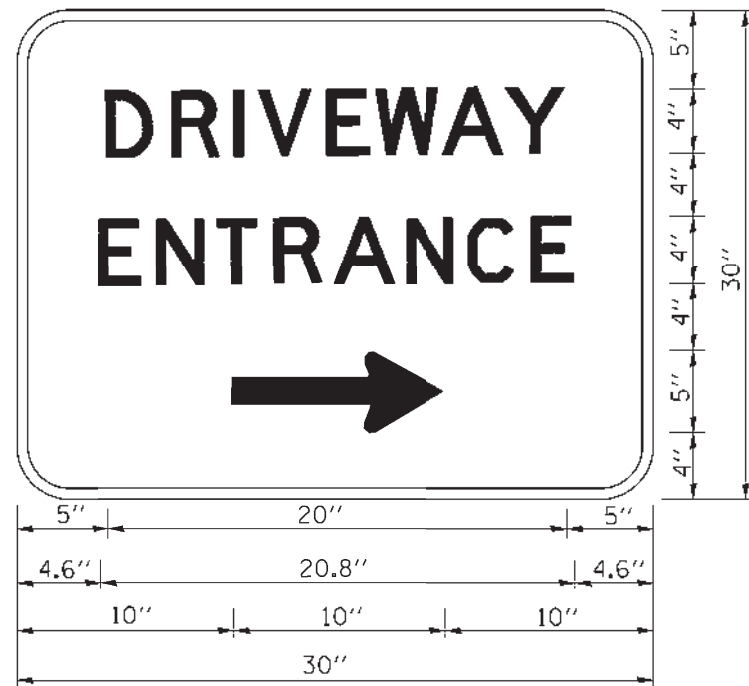


6 (150) SERIES "C" LEGEND
BLACK LEGEND
WHITE REFLECT, BACKGROUND
(25) BORDER

- SYMBOLS**
- ↑ DIRECTION OF TRAFFIC
 - ➡ ARROWBOARD
 - ▭ ACTIVE WORK AREA
 - ┆ SIGN ON PORTABLE OR PERMANENT SUPPORT *
 - I TYPE II BARRICADE, OR DRUM WITH MONO-DIRECTIONAL STEADY BURN LIGHT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

* ALL SIGNS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).



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

NOTES:

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

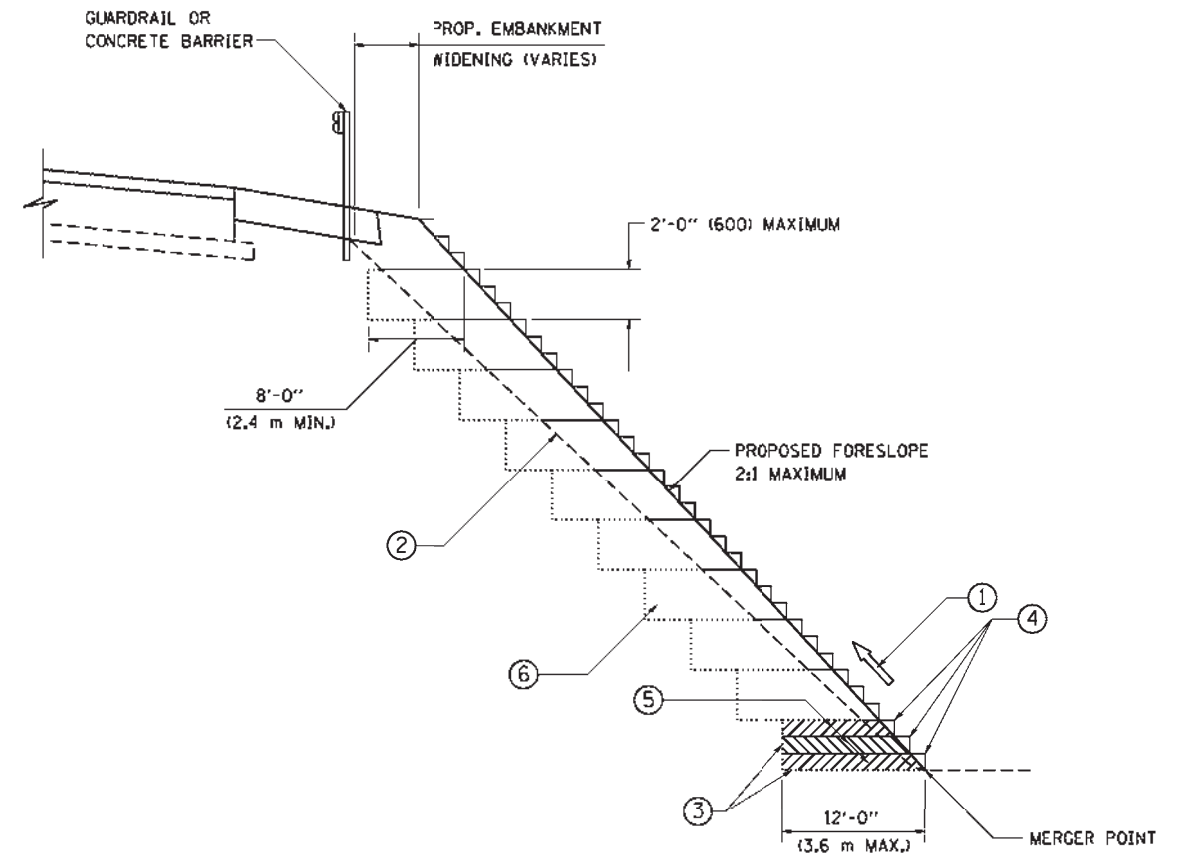
FILE NAME =	USER NAME = goglieno	DESIGNED -	REVISED - C. JUCIUS 02-15-07
cs:\pwork\pwork\goglieno\02102007\te		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	85
TC-26			CONTRACT NO. 60T44	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

NOTES:

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ⑦ SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

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

FILE NAME = W:\dist\09\22x34\051.dgn	USER NAME = geglioncbt	DESIGNED -	REVISED -
		DRAWN - CADD	REVISED -
	PLOT SCALE = 50.0028 1/ IN.	CHECKED - S.E.B.	REVISED -
	PLOT DATE = 1/4/2008	DATE 06-16-04	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BENCHING DETAIL FOR EMBANKMENT WIDENING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	0909-1015HB-BR	COOK	86	86
BD-51		CONTRACT NO. 60T44		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				