

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

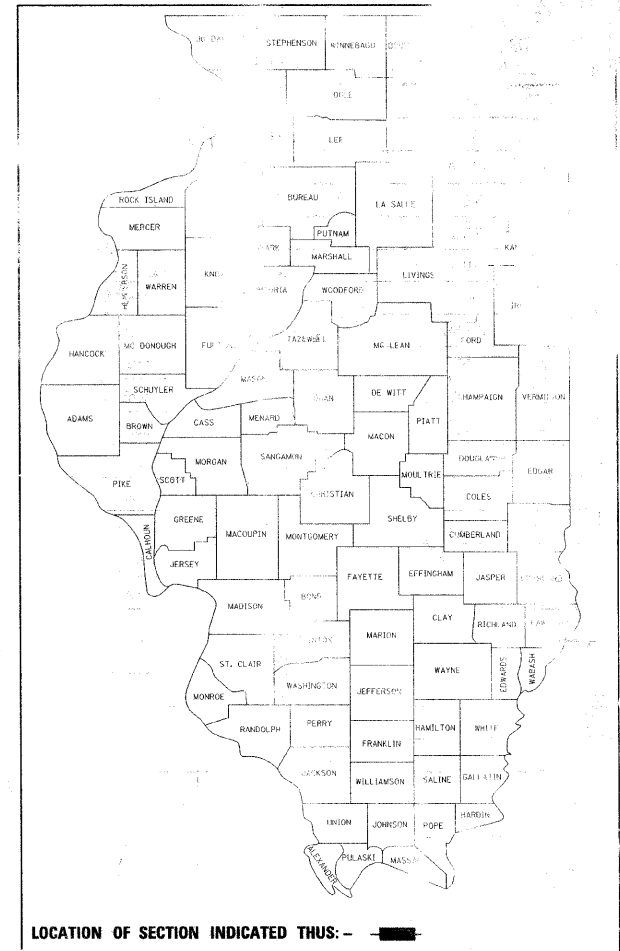
**PROPOSED
HIGHWAY PLANS**

FAP 377 /IL 58 (DEMPSTER ST.)
SECTION 2009-1171
OVER NORTH BR. CHICAGO RIVER (0.6 MI. E. OF IL 43)
BRIDGE DECK OVERLAY, BRIDGE JOINT
REPAIR AND BEARING REPLACEMENT
PROJECT NUMBER: *NHF-0377(038)*
COOK COUNTY

C-91-240-10
NILES TOWNSHIP R 13 E - 3rd PM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
377	2009-1171	ILLINOIS	15
			NO. 60J50

D-91-240-10



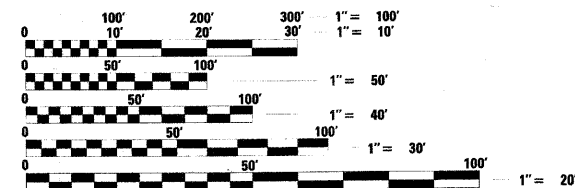
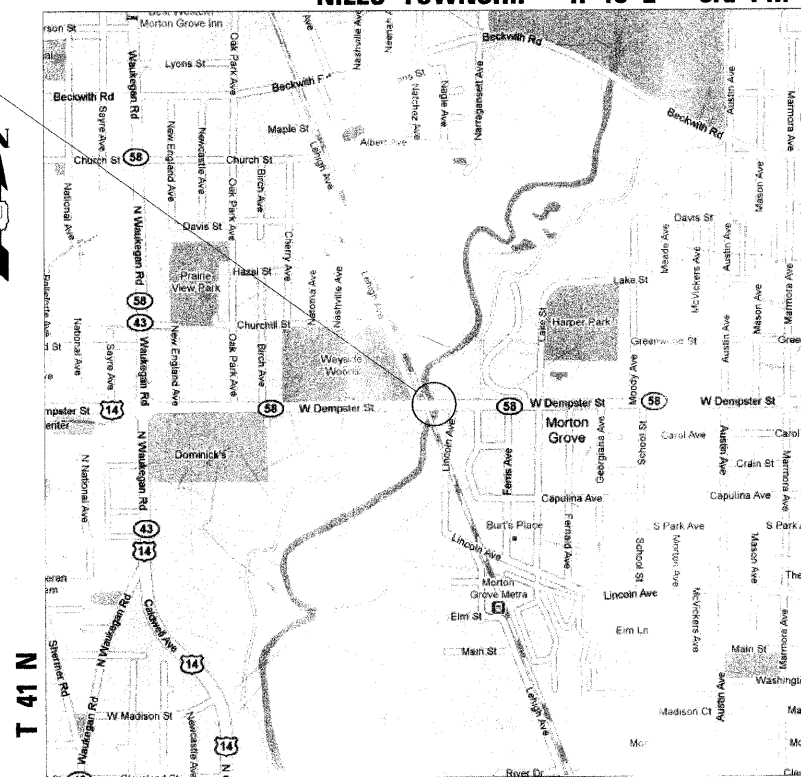
FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION

OTHER PRINCIPAL ARTERIAL
ADT 41,100 (2007)
SPEED LIMIT 30 MPH

IMPROVEMENT LOCATED IN
THE VILLAGE OF MORTON GROVE

IMPROVEMENT LOCATION
IL 58 (DEMPSTER STREET) AT
NORTH BRANCH CHICAGO RIVER
STRUCTURE NO: 016-0942



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.

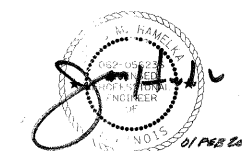
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT MANAGER: MR. ISAAC KWARTENG (847) 705-4230
PROJECT ENGINEER: MR. ALIX BRICE (847) 705-4552

CONTRACT NO. 60J50

LOCATION MAP 0 1000 2000

GROSS AND NET LENGTH OF IMPROVEMENT = 168.50 FT. = 0.032 MILE



COLLINS ENGINEERS, INC.
MARK S. M. HAMELKA
R.D. 062-056236
FAX: (815) 30-2011

COLLINS ENGINEERS
123 N. WASHINGTON DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300

ILLINOIS PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-000993

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED FEBRUARY 1, 2010
Diana M. O'Keefe DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER
March 19, 2010
Scott S. Stitt, P.E. ENGINEER OF DESIGN AND ENVIRONMENT
March 19, 2010
Christine M. Reed DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

CONSTR. TYPE
STRUCTURE **X001-2A**
FEDERAL **80%**
STATE **20%**

INDEX OF SHEETS

- 1 Title Sheet
- 2 Index of Sheets, State Standards, General
- 3 Notes and Summary of Quantities
- 4 Maintenance of Traffic
- 5-13 Structure Plans S1-S9
- 14-15 District One Details Highway Standards

INDEX OF HIGHWAY STANDARDS

Standard No.	Description
000001	Standard Symbols, Abbreviations And Patterns
001001	Areas Of Reinforcement Rebars
420001	Pavement Joints
515001	Name Plate For Bridge
630001	Steel Plate Beam Guardrail
701301	Lane Closure, 2L, 2W, Short Time Operations
701306	Lane Closure, 2L, 2W, Slow Moving Operations, Day Only
701321	Lane Closure, 2L, 2W, Bridge Repair with Barrier
701501	Urban Lane Closure, 2L, 2W, Undivided
701502	Urban Lane Closure, 2L, 2W, Bidirectional Left Turn
701602	Urban Lane Closure, Multilane 2W, Bidirectional Left Turn
701606	Urban Lane Closure, Multilane 2W, with Mountable Median
701901	Traffic Control Devices
704001	Temporary Concrete Barrier
780001	Typical Pavement Markings
781001	Typical Applications Raised Reflective Pavement Markers

GENERAL NOTES

- These plans have been prepared from notes received from IDOT Field Maintenance Engineers.
- 10 ft (3 m) transitions shall be used to match proposed items of work to existing items in the field, unless otherwise shown. The transitions shall be paid for at the contract unit price for the proposed item of work specified.
- Where artificial lighting is utilized in night operations, the Contractor shall exercise the utmost precautions in preventing adverse visibility to the motoring public and adjoining residential areas.
- The engineer shall be the sole judge concerning curing time for the various hot-mix asphalt lifts.
- For stabilization, all Type III barricades shall require a minimum of four sandbags per barricade.
- The Resident Engineer must contact the Traffic Control Supervisor at (847)705-4479 at least 72 hours prior to installation of the temporary control devices.
- The Resident Engineer shall contact the Area Traffic Field Engineer (Walter Czorny) at (847) 715-8419 at least two (2) weeks prior to the placement of permanent pavement markings.
- All pavement markings and raised reflectors affected by the bridge repairs shall be replaced. Nominal quantities have been included in the contract for this work.
- The Contractor will not be allowed to set up a yard or field office on State property without written permission from the Department.
- Do not scale these plans for construction purposes.
- Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary appropriate 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 based upon the unit price bid for the work.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
Polymerized Hot-Mix Asphalt Surface Course, Mix "F", N90 (1L 9.5mm)	4% @ 70 Gyr.

The unit weight used to calculate all HMA Surface mixture quantities is 112 Lbs./Sq. Yd./In.

- During construction operations, loose material deposits that obstruct the flow of water in draining the area shall be removed before the end of each work day. At the conclusion of construction operations, all drainage structures (new and existing) shall be free from all dirt and debris. This work will not be paid for separately but shall be considered incidental to the contract.
- All Type I and Type II barricades shall have two (2) sandbags on the bottom rail.
- The quantities for Hot-Mix Asphalt Surface Removal (Deck); Hot-Mix Asphalt Surface Removal, 1/2"; and Polymerized Hot-Mix Asphalt Surface Course, Mix "F", N90 have been prepared assuming 1/2 inch thick hot mix asphalt overlays. Removal and replacement of the entire thickness of existing overlay is required.
- All raised reflective pavement markers (bridge) shall be low profile.
- Special attention is called to Article 107.12 regarding railroad flaggers. The name and telephone number of the railroad engineer is
- Before beginning any work, the Contractor shall retain and record for future reference, all existing pavement marking lines, symbols and letters (and raised reflective markers) in order that these locations can be re-established for striping. Exact locations of all pavement markings and raised reflective pavement markers shall be as directed by the Engineer.

CODE	ITEM DESCRIPTION	UNIT	QUANTITY	URBAN
40603595	Polymerized Hot-Mix Asphalt Surface Course, Mix "F", N90	Ton	42	42
42001300	Protective Coat	Sq. Yd.	790	790
44000155	Hot-Mix Asphalt Surface Removal, 1 1/2"	Sq. Yd.	500	500
50102400	Concrete Removal	Cu. Yd.	27	27
50300255	Concrete Superstructure	Cu. Yd.	27	27
50300260	Bridge Deck Grooving	Sq. Yd.	411	411
50500715	Jack and Remove Existing Bearings	Each	16	16
50800205	Reinforcement Bars, Epoxy Coated	Pound	8497	8497
50800515	Bar Splicers	Each	44	44
52000110	Preformed Joint Strip Seal	Foot	196	196
52100015	Elastomeric Bearing Assembly, TYPE I (Special)	Each	16	16
52100520	ANCHOR Bolts, 1"	EACH	32	32
67000400	Engineer's Field Office, Type A	CAL MO	4	4
67100100	Mobilization	L SUM	1	1
70101800	Traffic Control and Protection, (Special)	L SUM	1	1
70301000	Work Zone Pavement Marking Removal	SQ.FT	760	760
70400100	Temporary Concrete Barrier	FOOT	380	380
70400200	Relocate Temporary Concrete Barrier	FOOT	380	380
78000200	Thermoplastic Pavement Marking-Line 4	FOOT	310	310
78008210	Polyurea Pavement Marking, Type I-Lin	FOOT	40	40
78100100	Raised Reflective Pavement Marker	Each	25	25
78100105	Raised Reflective Pavement Marker (Bridge)	Each	25	25
78100200	Temporary Raised Reflective Pavement Marker	Each	25	25
78300100	Pavement Marking Removal	Sq. Ft.	115	115
78300200	Raised Reflective Pavement Marker Removal	Each	25	25
X0322256	Temporary Information Signing	Sq. Ft.	50	50
X0325305	Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq. Ft.	28	28
X0325775	Wet Reflective Temporary Tape, Type III, 4 Inch	Foot	2300	2300
X0326346	Bridge Deck Latex Concrete Overlay, 3" INCHES	Sq. Yd.	396	396
X0326766	Clean & Reseal Relief Joint	Foot	110	110
Z0001800	Approach Slab Repair, (Partial Depth)	Sq. Yd.	5	5
Z0006229	Bridge Deck Hydro-Scarification 3"	Sq. Yd.	444	444
Z0030250	Impact Attenuators, Temporary (Non Redirective), Test Level 3	Each	2	2
Z0030350	Impact Attenuators, Relocate (Non Redirective), Test Level 3	Each	2	2
Z0048665	Railroad Protective Liability Insurance	L Sum	1	1
40600100	Bituminous Materials (Prime Coat)	Gallon	50	50

USER NAME	DESIGNED	REVISIONS
1001 (eng)	A. Seiber	
	A. Seiber	
	J. Hamelka	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, INDEX OF SHEETS
F.A.P. 377/L 58 (DEMPSTER ST) AT NORTH BRANCH CHICAGO RIVER

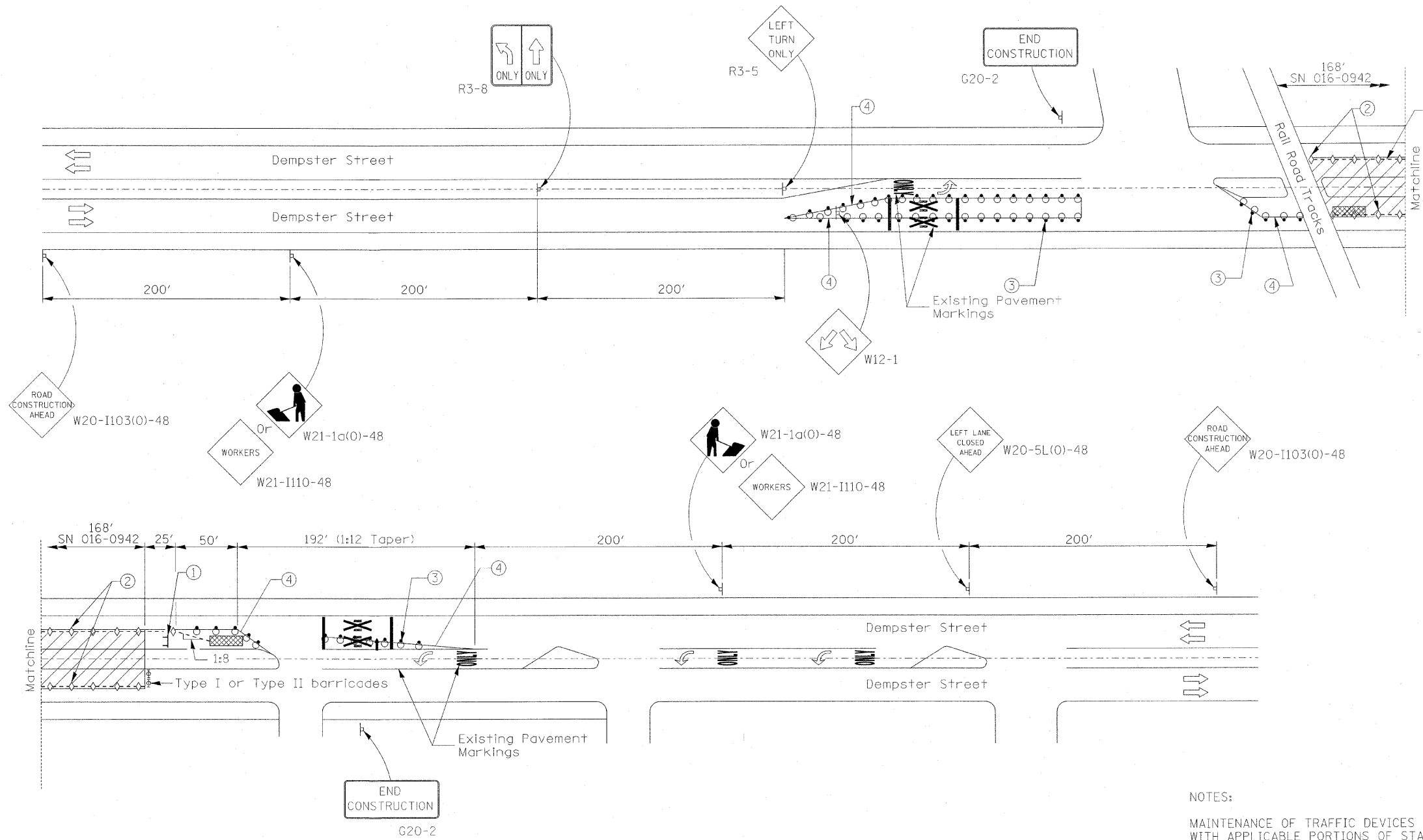
SCALE: N/A SHEET NO. 1 OF 1 SHEETS STA. 149+88.00 TO STA. 150+64.25

F.A.P. RTE. 377

TOWN	COUNTY	TOTAL SHEETS	SHEET NO.
1177	COOK	15	2
ILLINOIS PROJECT		CONTRACT NO. 6CJ50	

Rev.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



- SYMBOLS**
- Work area
 - Sign
 - Type III barricade
 - Impact attenuator
 - Arrow board
 - Drum with steady burning light
 - Temporary concrete barrier
 - Crystal, bidirectional barrier wall/guardrail marker
 - Barricade or drum with flashing light

- ① Type III barricade to be placed when no work is being performed.
- ② Barrier wall/guardrail markers at 25' cts. See Standards 704001 & 635011.
- ③ Drums at 6' centers
- ④ Temporary pavement marking, 4' wide solid white

NOTES:

MAINTENANCE OF TRAFFIC DEVICES TO BE INSTALLED IN ACCORDANCE WITH APPLICABLE PORTIONS OF STANDARDS 701321 AND 701606 AND DISTRICT ONE STANDARDS TC-11 AND TC-13. ADDITIONAL SIGNAGE MAY BE REQUIRED BY THE RESIDENT ENGINEER. THIS WORK AND SIGNAGE IS INCLUDED IN THE PAY ITEM FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

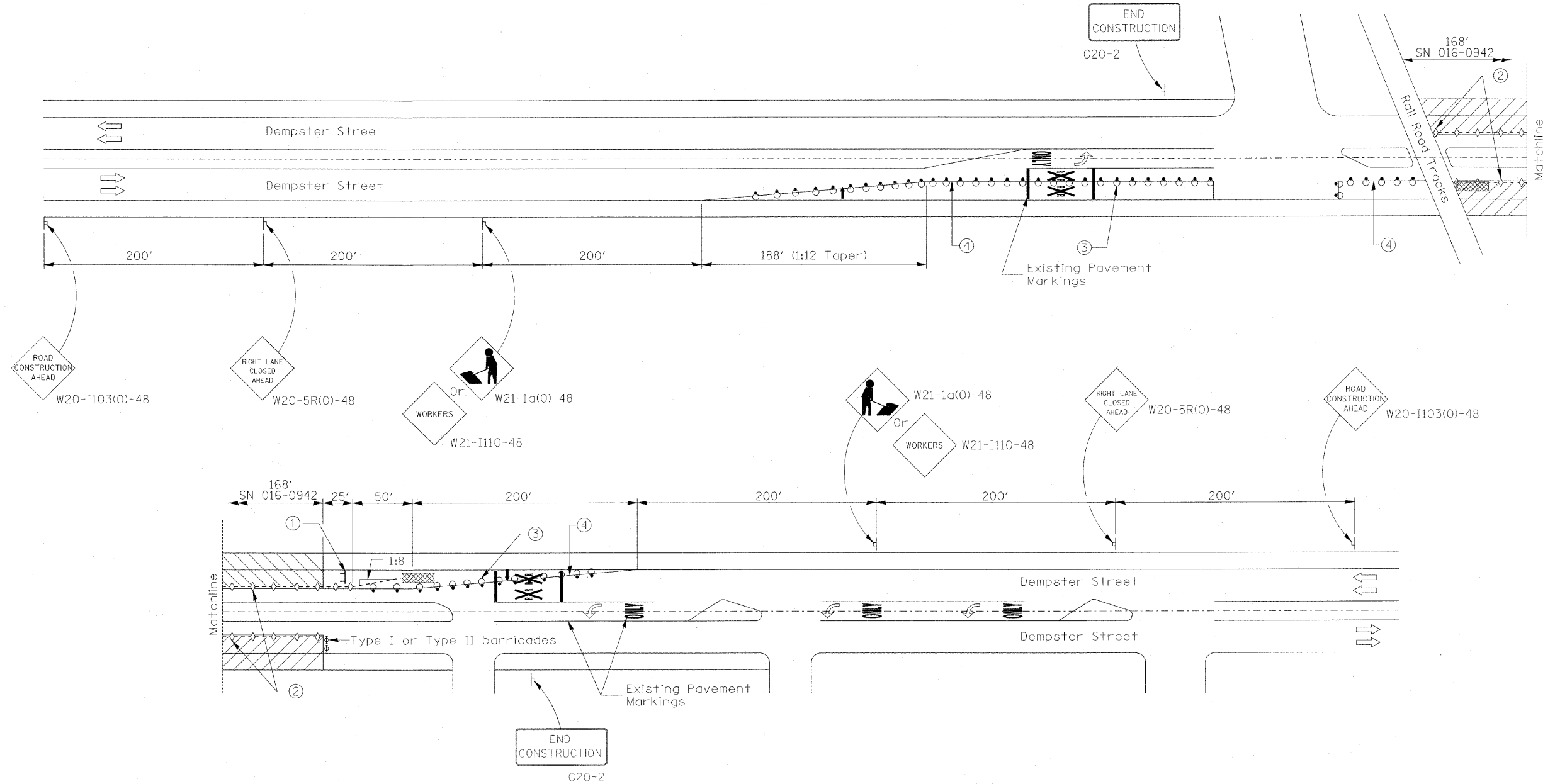
EXISTING, CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED. THIS WORK SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL.

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

THE EXISTING PAVEMENT MARKINGS THAT HAVE BEEN REMOVED SHALL BE REPLACED IN-KIND. POLYUREA PAVEMENT MARKING, TYPE I WILL BE PLACED ON CONCRETE SURFACES. THERMOPLASTIC PAVEMENT MARKINGS WILL BE PLACED ON HMA SURFACES.

FILE NAME = D160J50-ght-staging.dgn	USER NAME = IDOT (eng)	DESIGNED - A. Selber	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I CONSTRUCTION-MAINTENANCE OF TRAFFIC F.A.P. 377/L 58 (DEMPSTER ST) AT NORTH BRANCH CHICAGO RIVER	F.A.P. RTE. = 377	SECTION = 2009-117J	COUNTY = COOK	TOTAL SHEETS = 15	SHEET NO. = 3	
PLOT SCALE =	CHECKED - J. Hamelka	REVISIONS -	SCALE:			SHEET NO. 1 OF 2 SHEETS	STA. 149+88.00 TO STA. 150+64.25	ILLINOIS FED. AID PROJECT			
PLOT DATE = January 24, 2010	DATE - JANUARY, 2010	REVISIONS -									
CONTRACT NO. 60J50											

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



- SYMBOLS**
- Work area
 - Sign
 - Type III barricade
 - Impact attenuator
 - Arrow board
 - Drum with steady burning light
 - Temporary concrete barrier
 - Crystal, bidirectional barrier wall/guardrail marker
 - Barricade or drum with flashing light

- ① Type III barricade to be placed when no work is being performed.
- ② Barrier wall/guardrail markers at 25' cts. See Standards 704001 & 635011.
- ③ Drums at 6' centers
- ④ Temporary pavement marking, 4" wide solid white

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MAINTENANCE OF TRAFFIC DEVICES TO BE INSTALLED IN ACCORDANCE WITH APPLICABLE PORTIONS OF STANDARDS 701321 AND 701606 AND DISTRICT ONE STANDARDS TC-11 AND TC-13. ADDITIONAL SIGNAGE MAY BE REQUIRED BY THE RESIDENT ENGINEER. THIS WORK AND SIGNAGE IS INCLUDED IN THE PAY ITEM FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

EXISTING, CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED. THIS WORK SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL.

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

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FILE NAME = 01580558-ent-staging.dgn	USER NAME = IDOT (eng)	DESIGNED - A. Seiber	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II CONSTRUCTION-MAINTENANCE OF TRAFFIC F.A.P. 377/L 58 (DEMPSTER ST) AT NORTH BRANCH CHICAGO RIVER		F.A.P. RTE. 377	SECTION 2009-1171	COUNTY COOK	TOTAL SHEETS 15	SHEET NO. 4	
PLOT SCALE =		CHECKED - J. Homelko	REVISIONS -		SCALE:	SHEET NO. 2 OF 2 SHEETS	STA. 149+88.00 TO STA. 150+64.25	ILLINOIS FED. AID PROJECT				
PLOT DATE = January 29, 2010		DATE - JANUARY, 2010	REVISIONS -									
CONTRACT NO. 60J50												

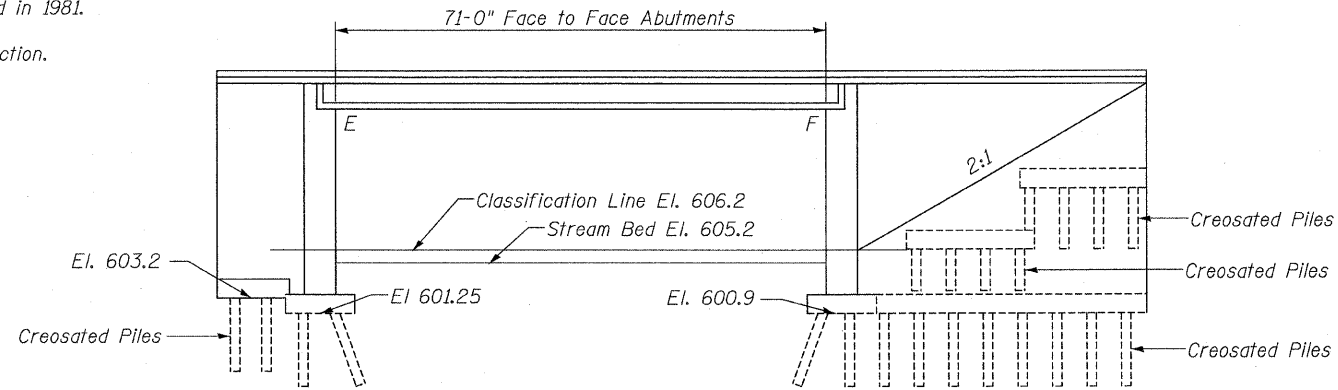
Existing Structure:

The existing structure is a single span Precast Girder Bridge with a 7 inch reinforced concrete deck. The original structure was built 1966 and reconstructed in 1981.

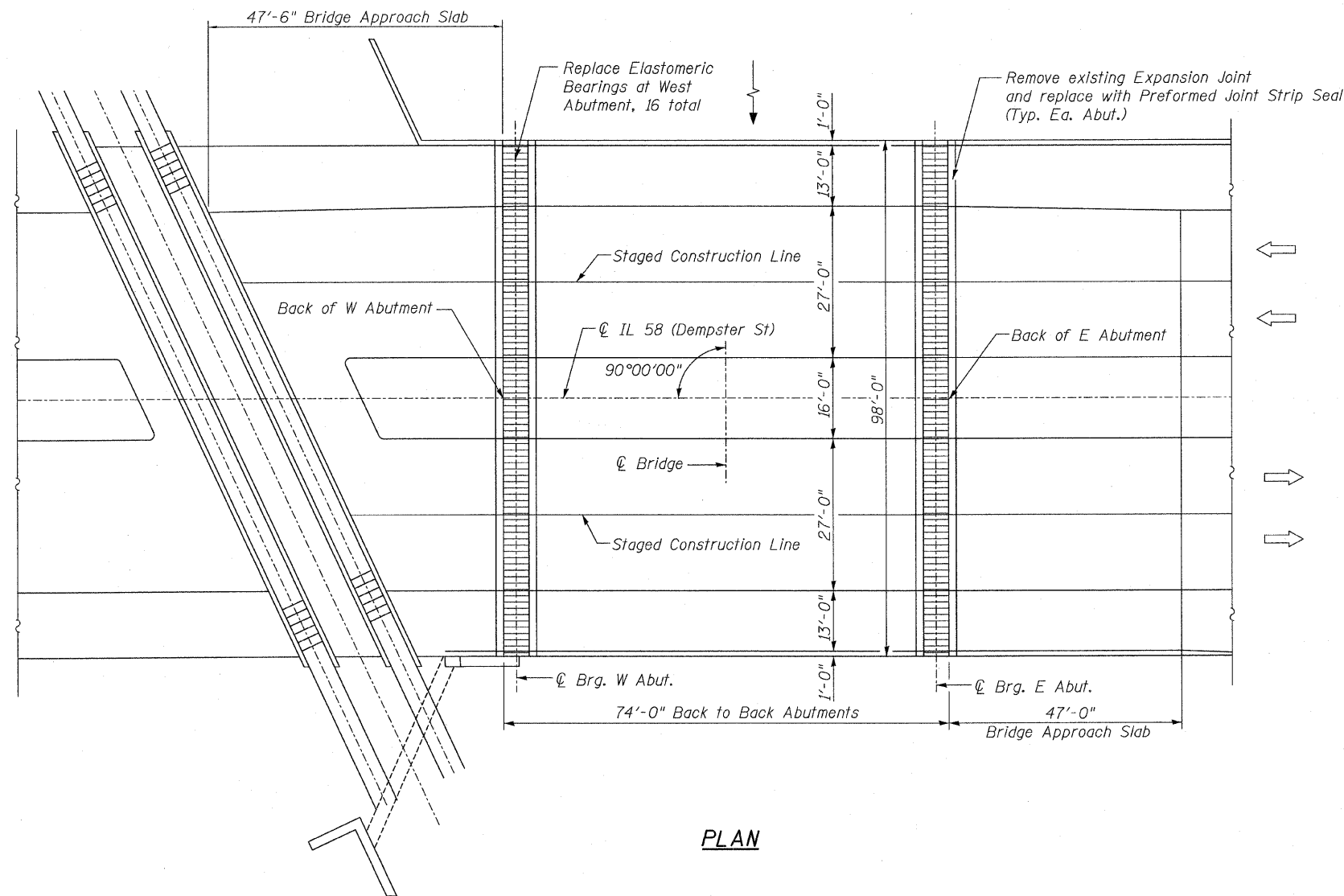
Staged construction shall be utilized to maintain traffic during construction.

No salvage.

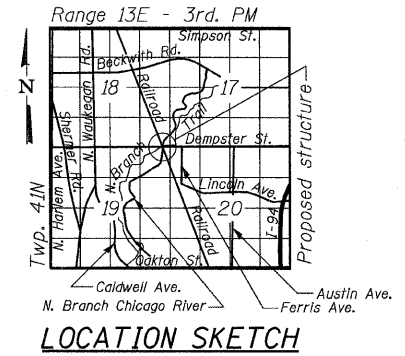
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION



PLAN



SCOPE OF WORK

1. Bridge deck hydro-scarification, 3 inch
2. Reconstruction of all transverse expansion joints
3. Latex concrete overlay, 3 inch
4. Patch and Overlay approaches
5. Clean and reseal pavement relief joints
6. Replace Elastomeric Bearings at West Abutment
7. Clean Deck Drains
8. Structural Repairs of Concrete to parapets and curbs.

DESIGN SPECIFICATION

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

$f'_c = 3,500 \text{ psi}$
 $f_y = 60,000 \text{ psi}$



COLLINS ENGINEERS, INC.
STAN-LEE KADERBEK
NO. 081-004620
EXPIRES 11-30-2010

**GENERAL PLAN AND ELEVATION
DEMPSTER ST AT
NORTH BRANCH CHICAGO RIVER
COOK COUNTY
STRUCTURE NO. 016-0942**

DESIGNED	A. Seiber
CHECKED	J. Hamelka
DRAWN	A. Seiber
CHECKED	J. Hamelka

EXAMINED	2010
PASSED	ENGINEER OF STRUCTURAL SERVICES
	ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S1 OF S9 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	377	2009-1171	COOK	15	5
CONTRACT NO. 60J50					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Grade 60. See Special Provisions
2. Reinforcement bars designated (E) shall be epoxy coated
3. 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.
4. Stage construction shall be utilized to maintain traffic during construction.
5. The Contractor shall exercise care during removal of existing joints to ensure that the slab, beams and diaphragms' integrity will not be detrimentally impacted. The Contractor shall repair any damage(s) to the slab, beams and diaphragms caused by his operation as directed by the Engineer at no additional cost to the Department.
6. Protective Coat shall be applied to the new Bridge Deck Latex Concrete Overlay and Bridge Sidewalks and inside faces of Parapets.
7. Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.
8. The removal and reattachment of guardrail, hand rail, steel railings, traffic barrier terminal, and etcetera required for repair work (e.g. transverse joint replacement or structural repair of concrete) shall be included in the contract unit price of the work item being performed.

INDEX OF SHEETS

- S1 General Plan and Elevation
- S2 General Notes, Bill of Material, and Index of Sheets
- S3 Stage Construction Details
- S4 Bridge Deck Repairs
- S5 Expansion Joint repairs
- S6 Expansion Joint Details
- S7 Prefomed Joint Strip Seal
- S8 Bar Splicer Assembly Details
- S9 Bearing Details

TOTAL BILL OF MATERIAL

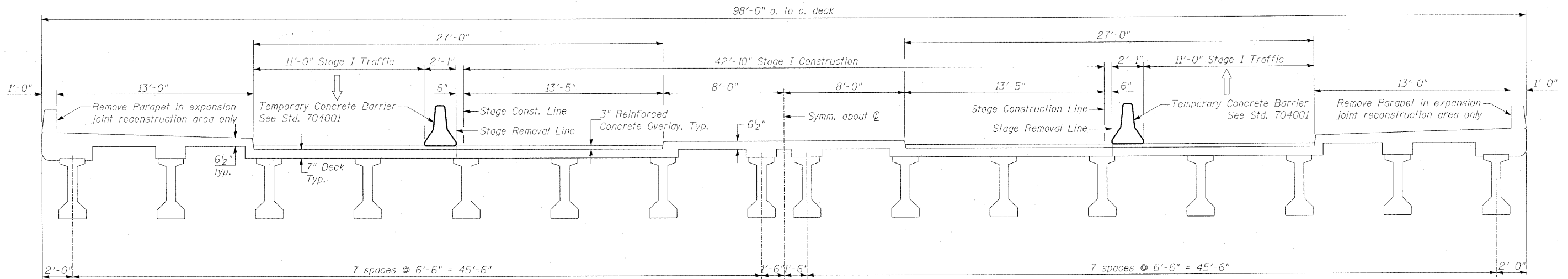
ITEM	UNIT	SUPER	SUB	TOTAL
Polymerized Hot-Mix Asphalt Surface Course, Mix "F", N90	Ton	42		42
Protective Coat	Sq.Yd.	790		790
Hot-Mix Asphalt Surface Removal, 1 1/2"	Sq.Yd.	500		500
Concrete Removal	Cu.Yd.	27		27
Concrete Superstructure	Cu.Yd.	27		27
Bridge Deck Grooving	Sq.Yd.	411		411
Elastomeric Bearing Assembly, TY I (Special)	Each	16		16
Reinforcement Bars, Epoxy Coated	Pound	8497		8497
Bar Splicers	Each	44		44
Prefomed Joint Strip Seal	Foot	196		196
Bridge Deck Latex Concrete Overlay, 3 Inches	Sq.Yd.	396		396
Structural Repair of Concrete (Depth <= 5 Inches)	Sq.Ft.	28		28
Approach Slab Repairs (Partial Depth)	Sq.Yd.	5		5
Bridge Deck Hydro-Scarification 3"	Sq.Yd.	444		444
Clean and Reseal Relief Joints	Foot	110		110
Jack & Remove Existing Bearings	Each	16		16
Anchor Bolts 1"	Each	32		32
Bituminous Materials (Prime Coat)	Gallon	50		50

GENERAL NOTES, BILL OF MATERIAL,
AND INDEX OF SHEETS
STRUCTURE NO. 016-0942

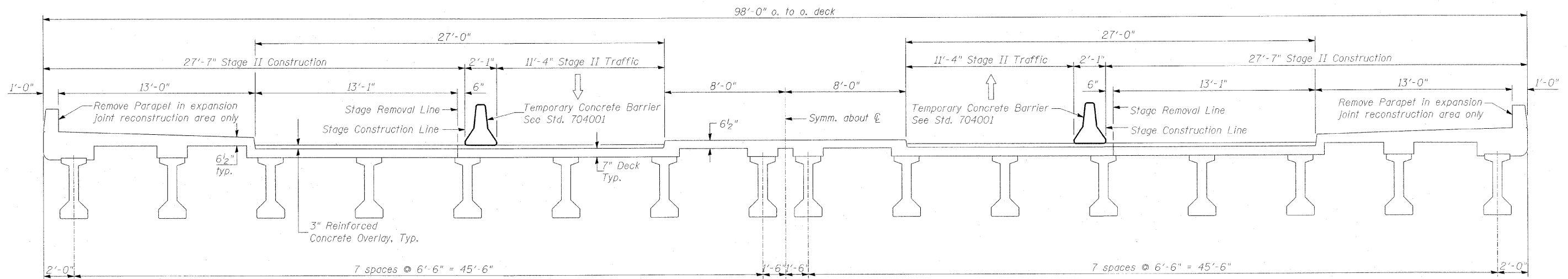
DESIGNED <u>A. Seiber</u>	2018
CHECKED <u>J. Hamelka</u>	EXAMINED
DRAWN <u>A. Seiber</u>	ENGINEER OF STRUCTURAL SERVICES
CHECKED <u>J. Hamelka</u>	PASSED
	ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S2 OF S9 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	377	2009-1171	COOK	15	6
			CONTRACT NO. 60J50		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STAGE I CROSS SECTION
(Looking East)



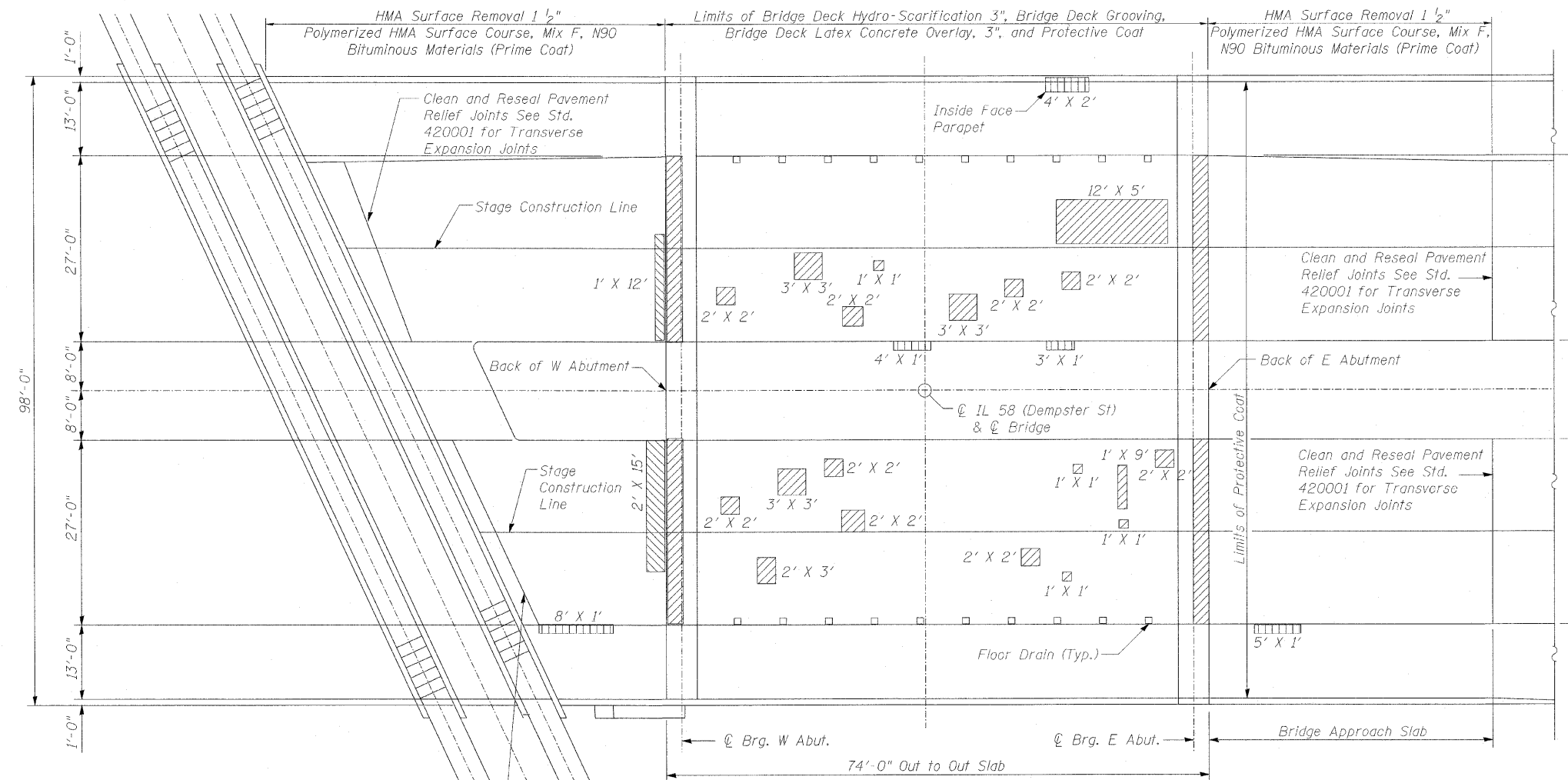
STAGE II CROSS SECTION
(Looking East)

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 016-0942

DESIGNED A. Seiber	2010
CHECKED J. Hamelka	EXAMINED
DRAWN A. Seiber	ENGINEER OF STRUCTURAL SERVICES
CHECKED J. Hamelka	PASSED
	ENGINEER OF BRIDGES AND STRUCTURES

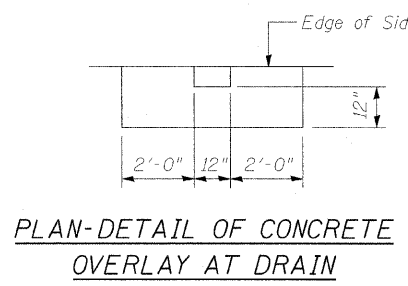
SHEET NO. S3 OF S9 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 60J50					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

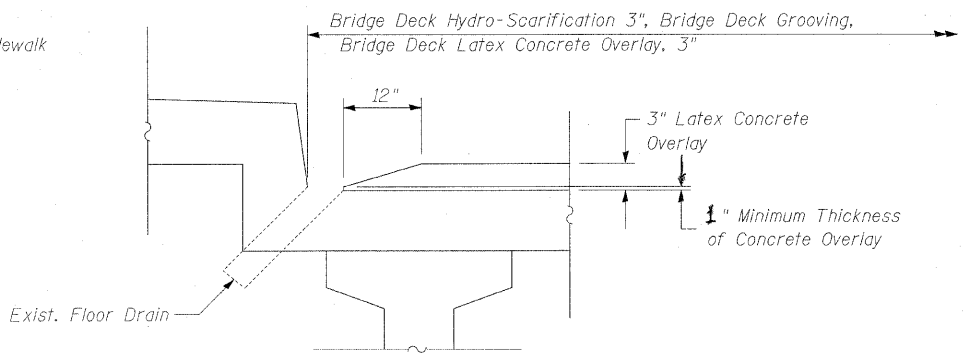


PLAN

Clean and Reseal Pavement Relief Joints See Std. 420001 for Transverse Expansion Joints



PLAN-DETAIL OF CONCRETE OVERLAY AT DRAIN



CONCRETE OVERLAY AT FLOOR DRAIN

BILL OF MATERIAL

SYMBOL	ITEM	UNIT	QUANTITY
	Deck Slab Repair (Partial) Δ	Sq. Yd.	28
	Approach Slab Repairs (Partial Depth)	Sq. Yd.	5
	Structural Repair of Concrete (Depth ≤ 5")	Sq. Ft.	28
	Protective Coat	Sq. Yd.	790
	Hot-Mix Asphalt Surface Removal, 1 1/2"	Sq. Yd.	500
	Polymerized Hot-Mix Asphalt Surface Course, Mix "F", N90	Ton	42
	Bridge Deck Grooving	Sq. Yd.	411
	Bridge Deck Latex Concrete Overlay 3"	Sq. Yd.	396
	Bridge Deck Hydro-Scarification 3"	Sq. Yd.	444
	Clean and Reseal Pavement Relief Joint	Foot	110
	Bituminous Materials (Prime Coat)	Gallon	50

Δ For Information only to assist the Contractor in bidding. See Special Provision for "Bridge Deck Latex Concrete Overlay".

Notes:

- Deck and approach repair areas are estimated based on visual inspection completed October 2009. Actual repair areas and locations shall be determined by the Engineer and shown on As-Built plans.
- Deck drains (downspouts, floor drains and scuppers) shall be cleaned prior to placement of Latex Concrete Overlay. Cost of cleaning the deck drains is included in Bridge Deck Hydro-Scarification 3".
- Gaps caused by distress around floor drains shall be filled with epoxy as specified in Section 590 of the Standard Specifications. Cost included with Bridge Deck Latex Concrete Overlay 3".
- The Existing Concrete Overlay contains reinforcing bars. Cost for removal of the reinforcing bars shall be included with Bridge Deck Hydro-Scarification 3".

BRIDGE DECK REPAIRS
STRUCTURE NO. 016-0942

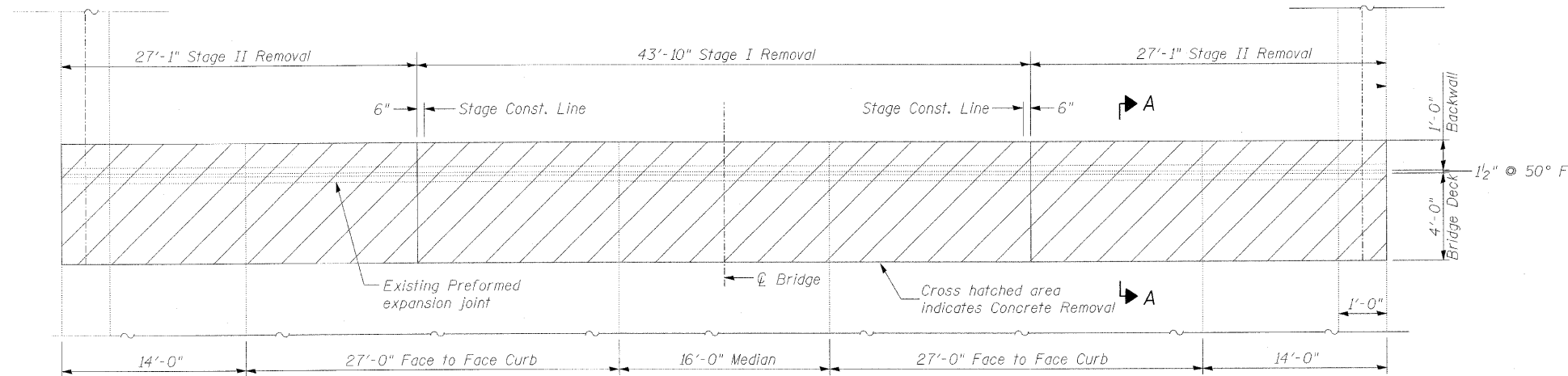
DESIGNED A. Seiber	2018
CHECKED J. Hamelka	EXAMINED
DRAWN A. Seiber	ENGINEER OF STRUCTURAL SERVICES
CHECKED J. Hamelka	PASSED
	ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S4 OF S9 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	377	2009-1171	COOK	15	8
CONTRACT NO. 60J50					
ILLINOIS FED. AID PROJECT					

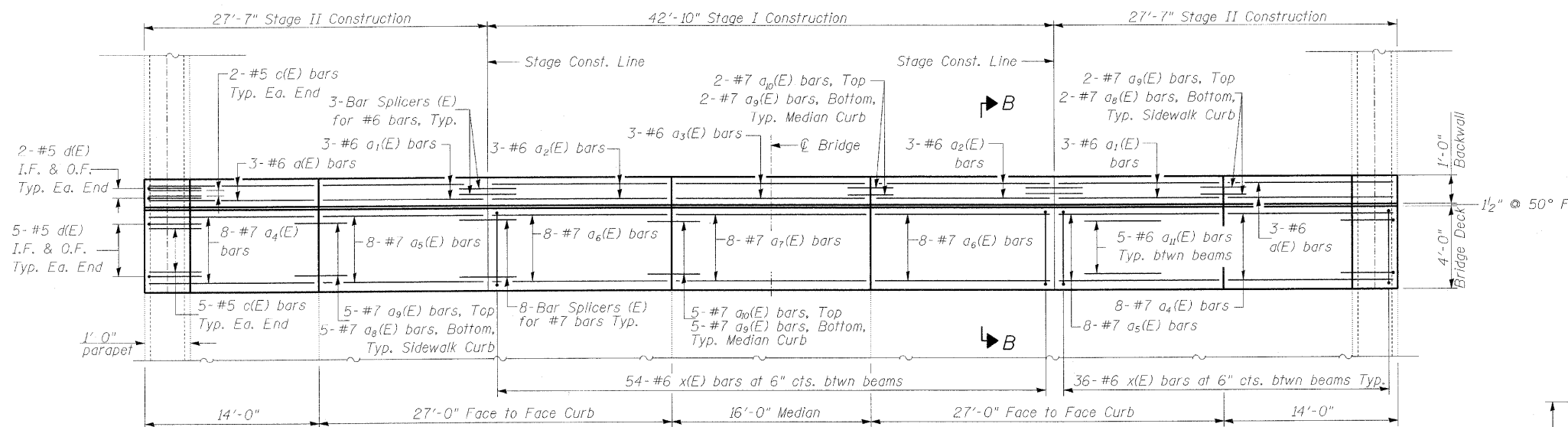
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	12	#6	13'-8"	—
a ₁ (E)	12	#6	13'-9"	—
a ₂ (E)	12	#6	14'-1"	—
a ₃ (E)	6	#6	15'-8"	—
a ₄ (E)	32	#7	13'-8"	—
a ₅ (E)	32	#7	13'-9"	—
a ₆ (E)	32	#7	14'-1"	—
a ₇ (E)	16	#7	15'-8"	—
a ₈ (E)	28	#5	3'-9"	┌┐
a ₉ (E)	56	#5	3'-6"	┌┐
a ₁₀ (E)	28	#5	3'-3"	┌┐
a ₁₁ (E)	140	#6	4'-8"	—
c(E)	28	#5	6'-9"	┌┐
d(E)	56	#5	3'-0"	┌┐
x(E)	252	#6	6'-11"	┌┐
Concrete Removal			Cu. Yd.	27
Concrete Superstructures			Cu. Yd.	27
Reinforcement Bars, Epoxy Coated			Pound	8497



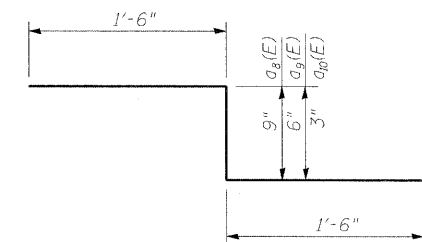
EXISTING PARTIAL PLAN



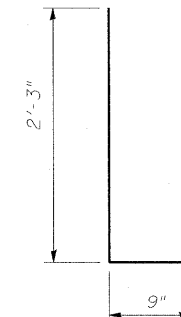
PROPOSED PARTIAL PLAN

Refer to Section B-B on
Expansion Joint Details Sheet
For More Information

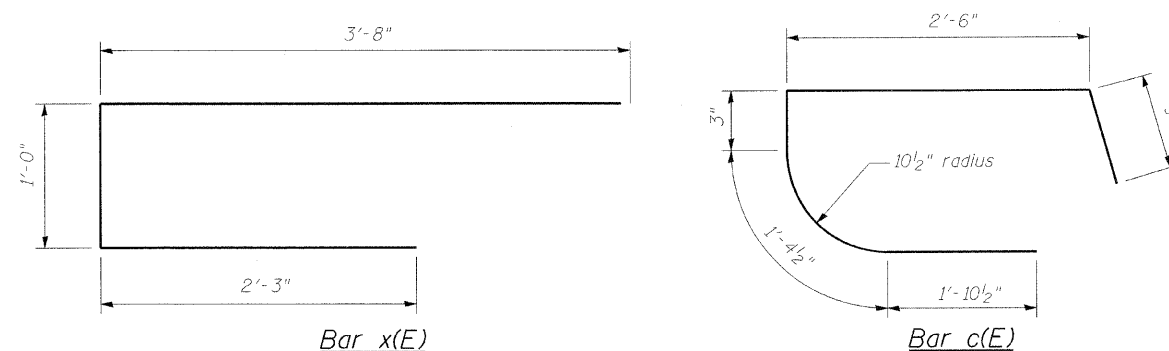
- Notes:
1. Work this sheet with Expansion Joint Details and Bar Splicer Assembly Details Sheet.
 2. I.F. denotes Inside Face.
O.F. denotes Outside Face.



Bar a8(E), a9(E) & a10(E)



Bar d(E)



Bar x(E)

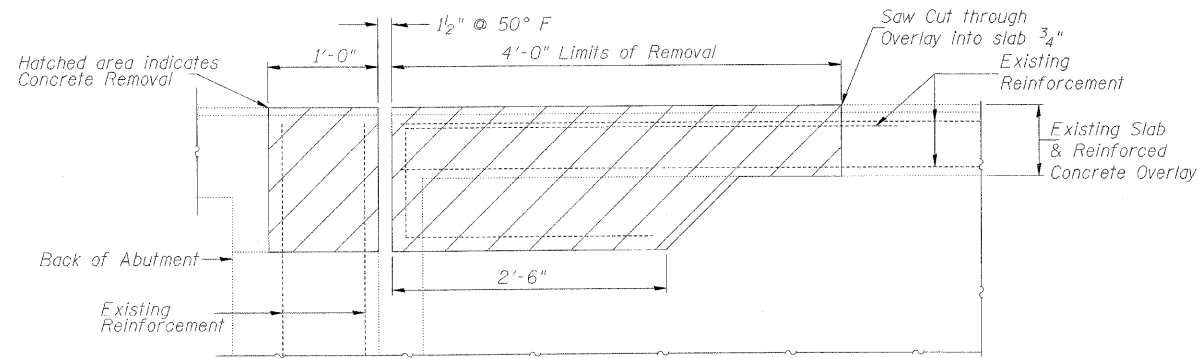
Bar c(E)

DESIGNED	A. Seiber	January, 2010
CHECKED	J. Hamelka	EXAMINED
DRAWN	A. Seiber	ENGINEER OF STRUCTURAL SERVICES
CHECKED	J. Hamelka	PASSED
		ENGINEER OF BRIDGES AND STRUCTURES

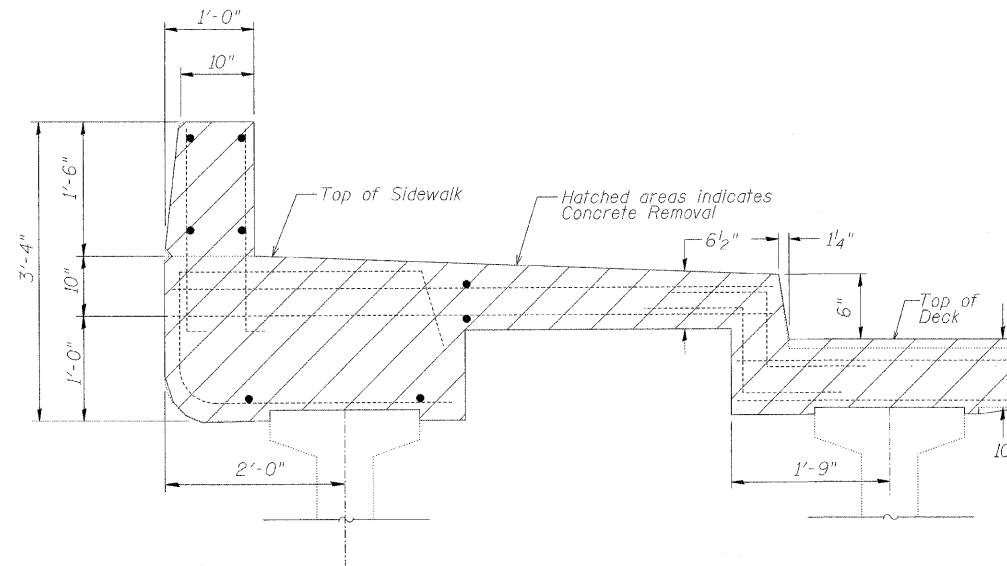
SHEET NO. S5 OF S9 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	377	2009-1171	COOK	15	9
CONTRACT NO. 60J50					
ILLINOIS FED. AID PROJECT					

EXPANSION JOINT REPAIRS
STRUCTURE NO. 016-0942

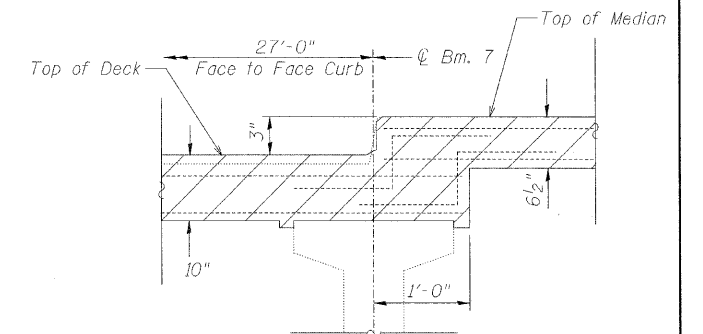
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



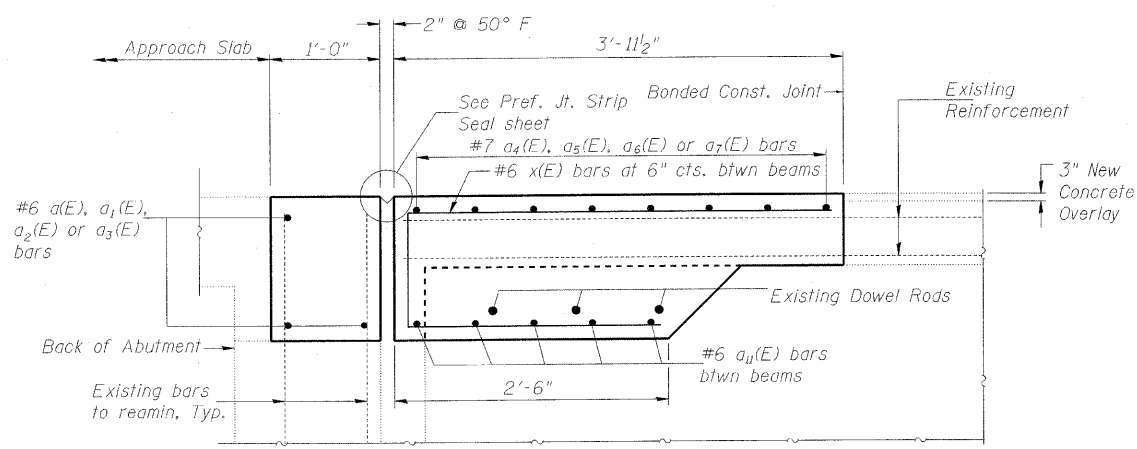
SECTION A-A



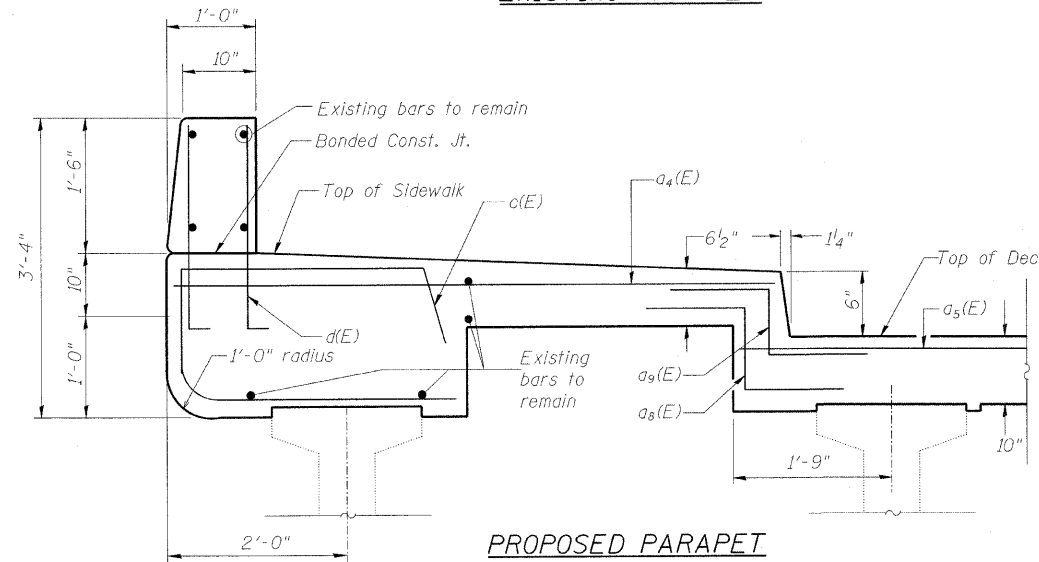
EXISTING PARAPET



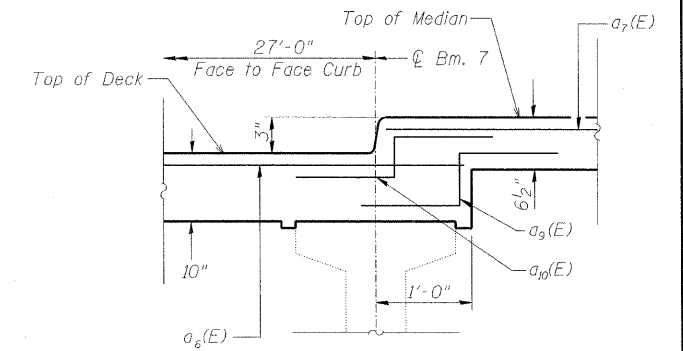
EXISTING MEDIAN



SECTION B-B



PROPOSED PARAPET



PROPOSED MEDIAN

Notes:

- Existing reinforcement bars extending into the concrete removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
- Existing reinforcement bars in the concrete removal area parallel to the expansion joints shall be removed.
- Removal and disposal of the existing expansion joints will not be paid for separately, but shall be included with the cost of Concrete Removal.
- If existing name plate falls within the limits of Concrete Removal, it shall be removed and reinstalled in its original location in accordance with IDOT Std. 515001. Cost included with Concrete Superstructure.
- If existing traffic barrier terminal, guardrail and/or end shoe fall within the limits of Concrete Removal, it shall be removed and reinstalled in their original locations in accordance with District 1 Std. BM-21. Cost included with Concrete Superstructure.
- The Contractor shall exercise extreme care with the existing conduits in sections of the parapet to be removed and to protect and support the conduit. The Contractor will be required to repair any damage done to the conduit to the satisfaction of the Engineer. No splicing will be allowed to any cable damage resulting from this work, instead the Contractor will be required to repair the entire span of any damaged cable at no additional cost to the Department.
- Work this sheet with Expansion Joint Repairs sheet.

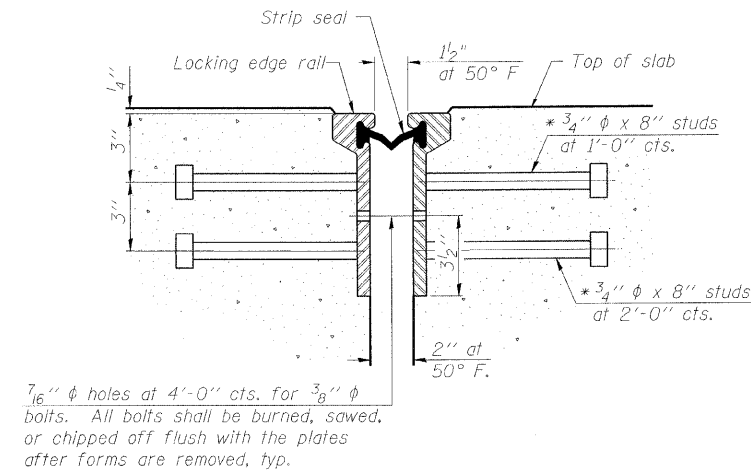
EXPANSION JOINT DETAILS
STRUCTURE NO. 016-0942

DESIGNED	A. Seiber	January, 2010
CHECKED	J. Hamelka	EXAMINED
DRAWN	A. Seiber	ENGINEER OF STRUCTURAL SERVICES
CHECKED	J. Hamelka	PASSED
		ENGINEER OF BRIDGES AND STRUCTURES

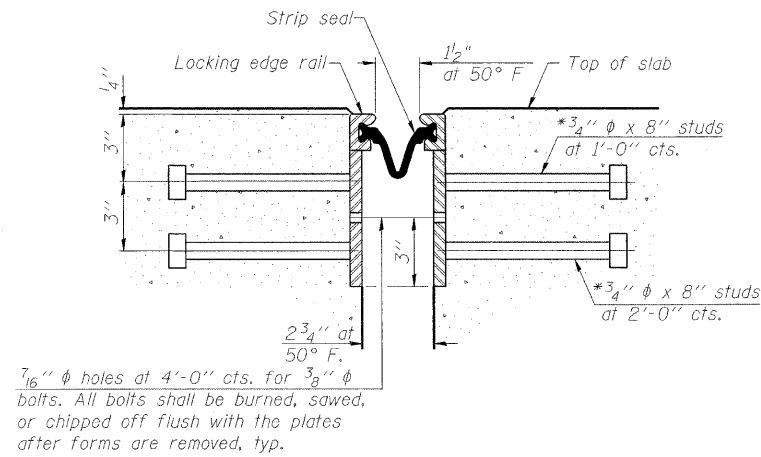
SHEET NO. S6 OF S9 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	377	2009-1171	COOK	15	10
CONTRACT NO. 60J50					
ILLINOIS FED. AID PROJECT					

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

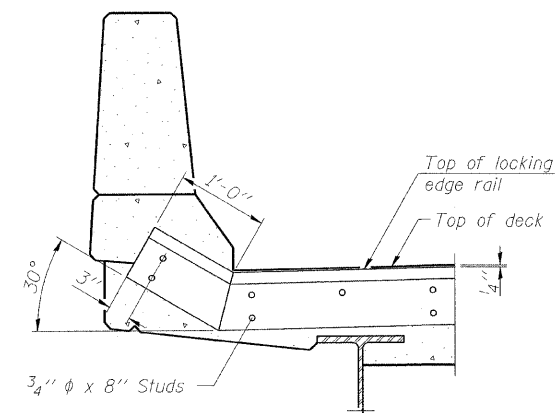
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION THRU
ROLLED RAIL JOINT

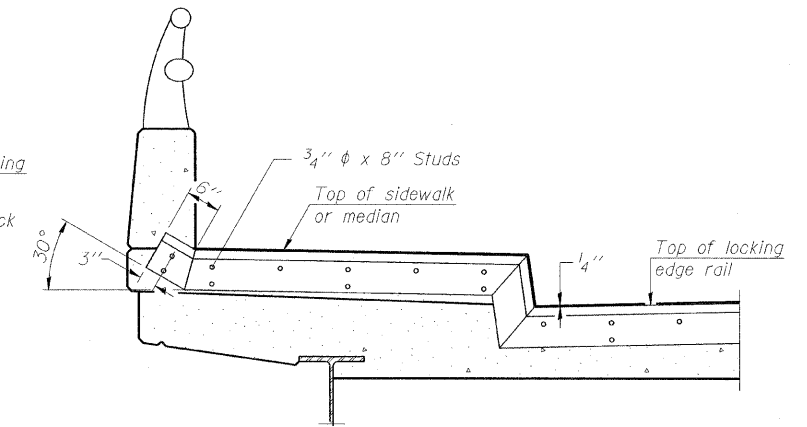


SECTION THRU
WELDED RAIL JOINT



AT PARAPET

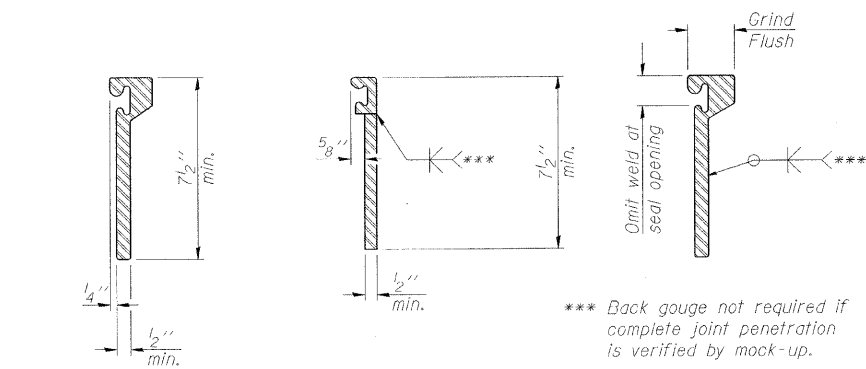
See Section A-A for end treatment of skews > 30°.



AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

TYPICAL END TREATMENTS

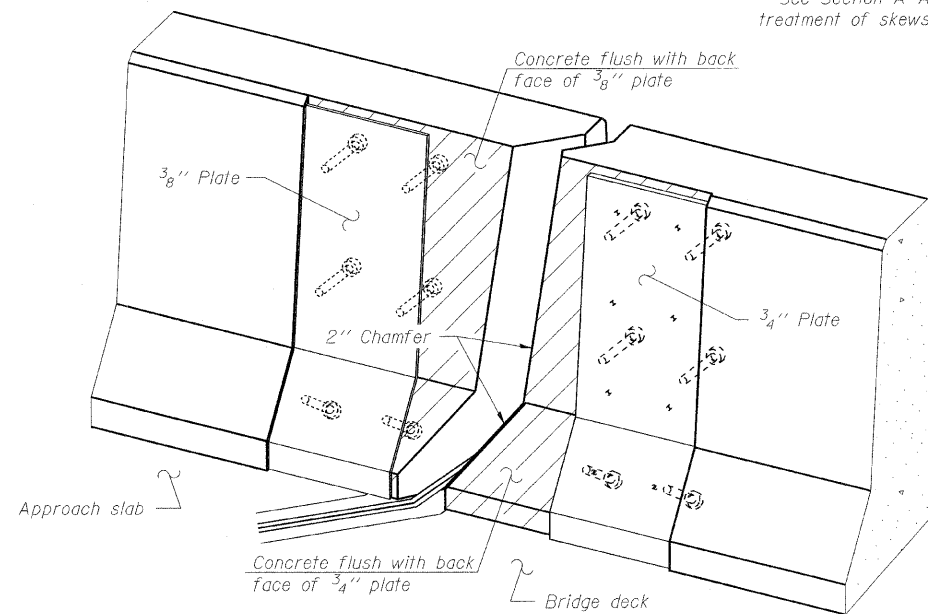


ROLLED
EXTRUDED RAIL

WELDED RAIL

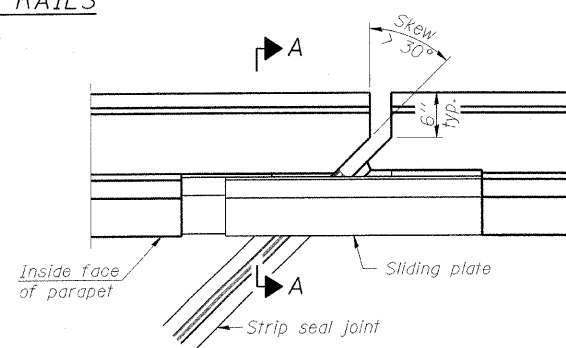
LOCKING EDGE
RAIL SPLICE

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

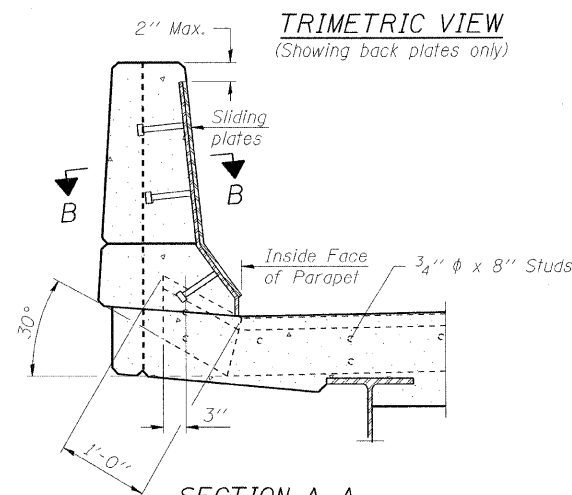


TRIMETRIC VIEW
(Showing back plates only)

LOCKING EDGE RAILS

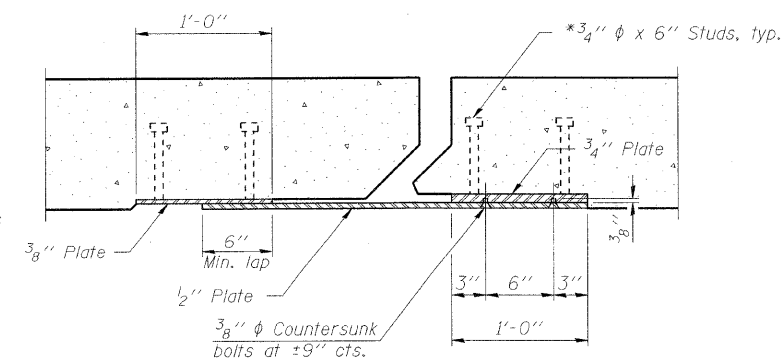


PLAN



SECTION A-A

POINT BLOCK DETAILS
(for skews > 30°)



SECTION B-B

Notes:

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

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

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

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	196

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 016-0942

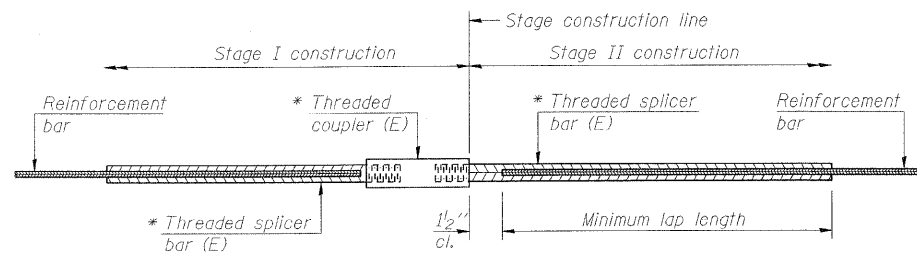
DESIGNED	A. Seiber
CHECKED	J. Hamelka
DRAWN	A. Seiber
CHECKED	J. Hamelka

EXAMINED	January, 2010
PASSED	ENGINEER OF STRUCTURAL SERVICES
	ENGINEER OF BRIDGES AND STRUCTURES

EJ-SSJ 11-1-09

SHEET NO. S7 OF S9 SHEETS	F.A.P. RTE. 377	SECTION 2009-1171	COUNTY COOK	TOTAL SHEETS 15	SHEET NO. 11
CONTRACT NO. 60J50					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

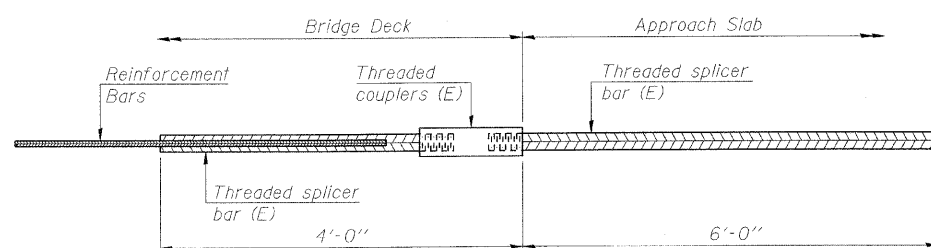
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C

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

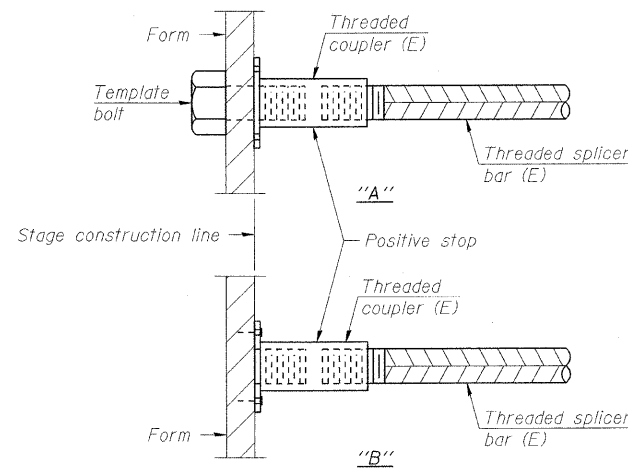
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Backwall	6	12	3
Deck	7	32	3



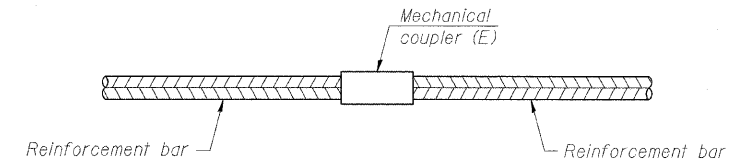
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



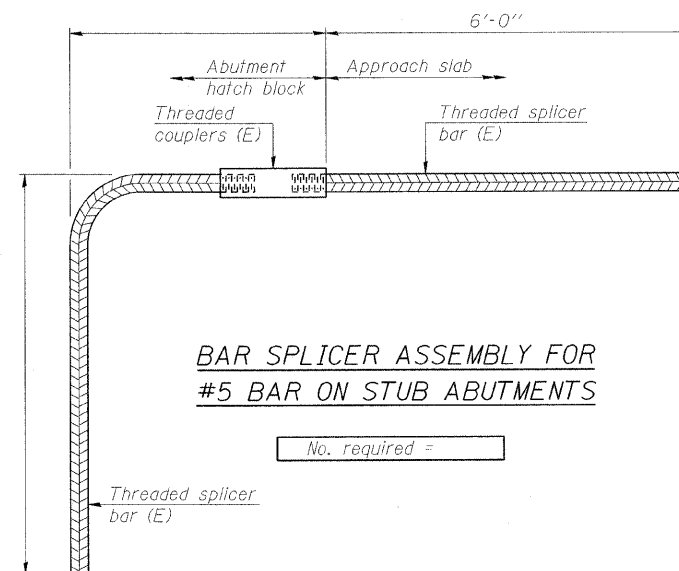
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

Notes:

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

**BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 016-0942**

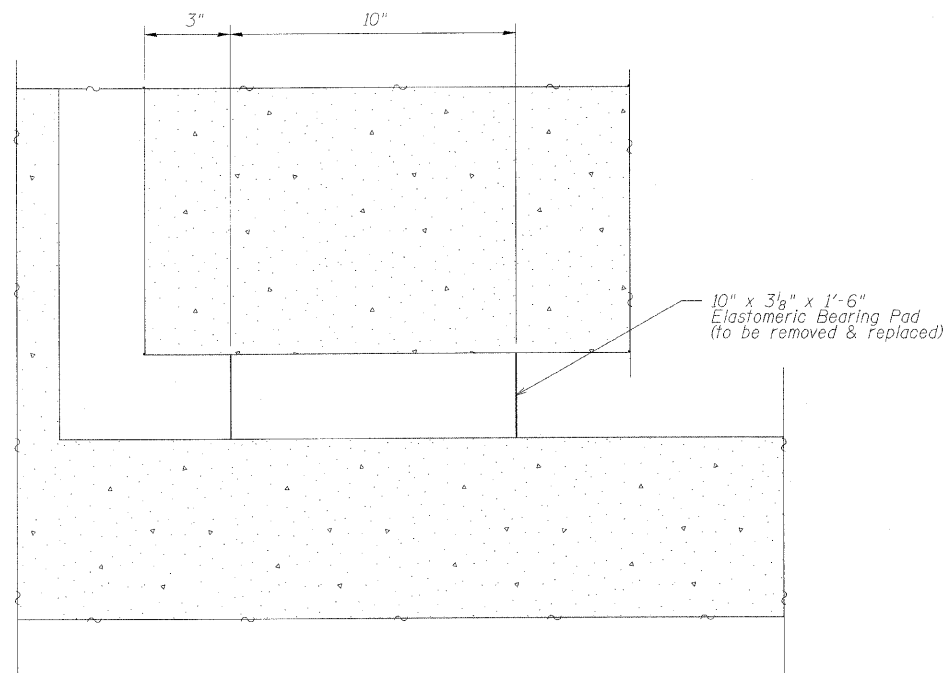
DESIGNED A. Seiber
CHECKED J. Hamelka
DRAWN A. Seiber
CHECKED J. Hamelka

January, 2010
EXAMINED
PASSED
ENGINEER OF STRUCTURAL SERVICES
ENGINEER OF BRIDGES AND STRUCTURES

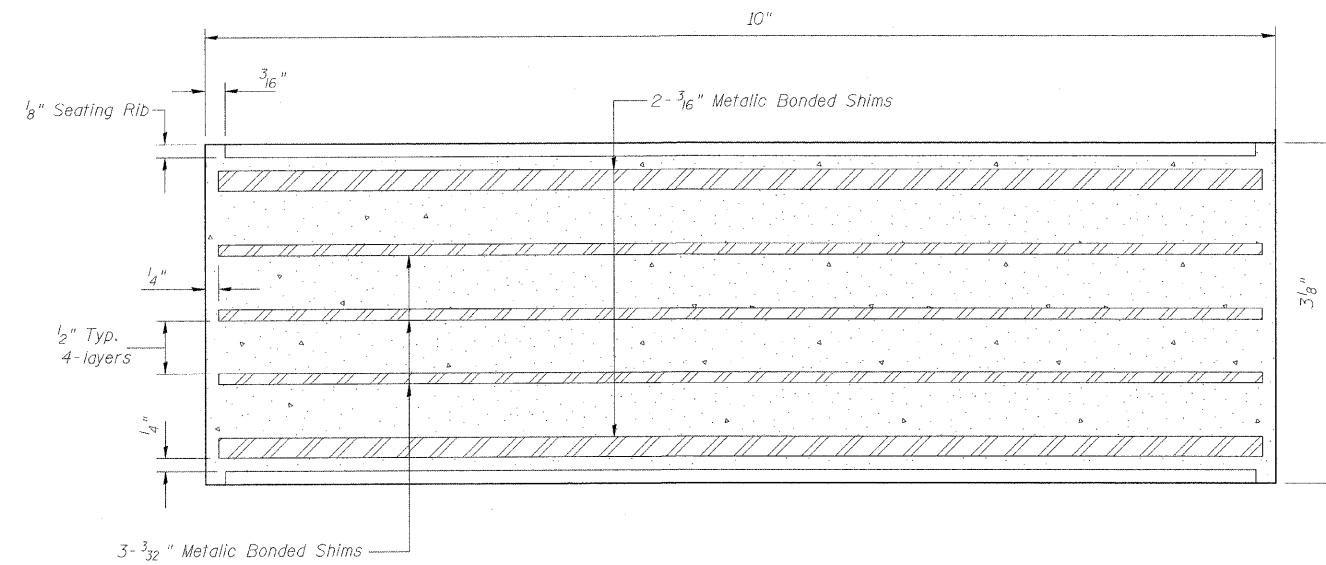
BSD-1 11-1-09

SHEET NO. S8 OF S9 SHEETS	F.A.P. RTE. 377	SECTION 2009-1171	COUNTY COOK	TOTAL SHEETS 15	SHEET NO. 12
CONTRACT NO. 60J50					
ILLINOIS FED. AID PROJECT					

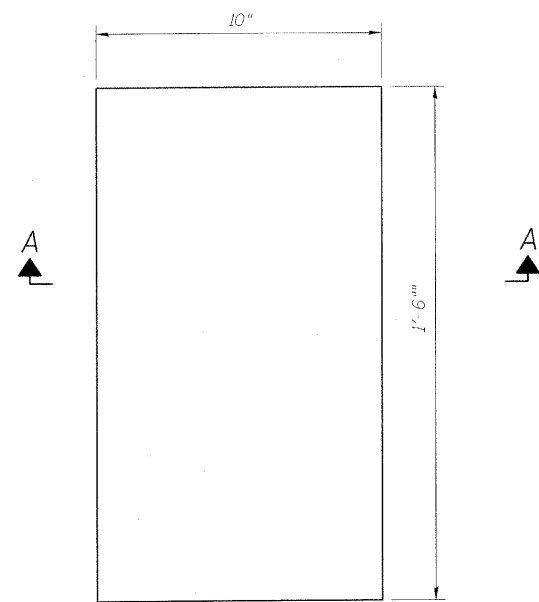
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION AT WEST ABUTMENT



ELASTOMERIC BEARING DETAIL
SECTION A-A



PLAN

Notes:

Elastomeric Bearing Pads shall be grade 50.
Side Retainers and other steel members required for bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, TY I (Special).

All (embedded and separate) bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer approved alternate material) of the grade and diameter specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36 ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Cost of materials and labor to fabricate and install the elastomeric bearing is included in the contract unit price each for Elastomeric Bearing Assembly, Type I (Special)

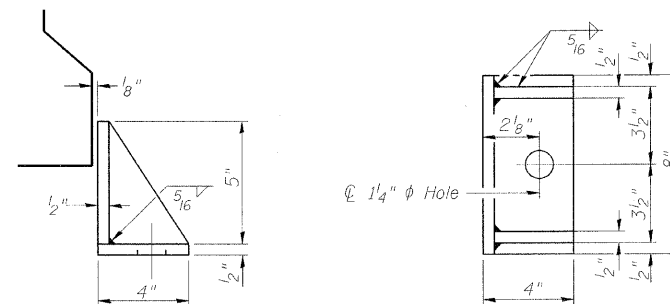
BEAM REACTIONS

R_{DL}	46.2 Kips
R_{SDL}	7.9 Kips
R_{LL}	37.1 Kips
R_{IMP}	9.4 Kips
R_{TOTAL}	100.6 Kips

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I (Special)	Each	16
Jack & Remove Existing Bearings	Each	16
Anchor Bolts, 1"	Each	32

Minimum Jack Size = 58 Tons



SIDE RETAINER

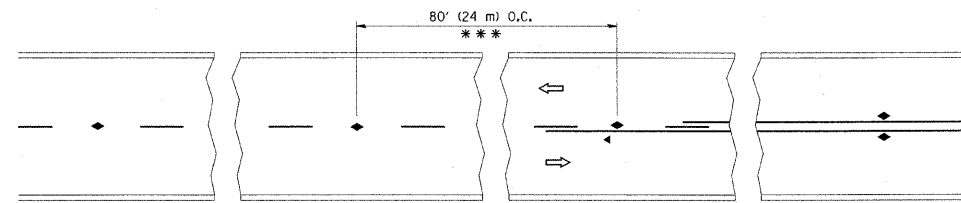
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

BEARING DETAILS
STRUCTURE NO. 016-0942

DESIGNED	A. Seiber
CHECKED	J. Hamelka
DRAWN	A. Seiber
CHECKED	J. Hamelka

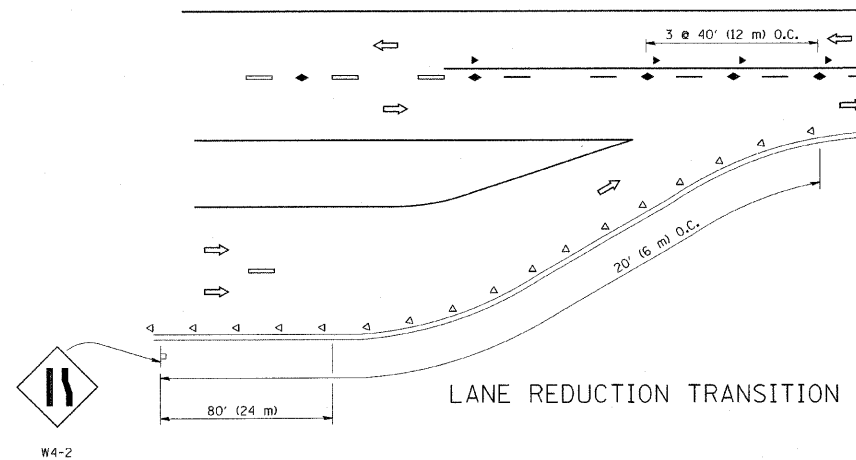
EXAMINED	January, 2010
PASSED	ENGINEER OF STRUCTURAL SERVICES
	ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S9 OF S9 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	377	2009-1171	COOK	15	13
			CONTRACT NO. 60J50		
ILLINOIS FED. AID PROJECT					

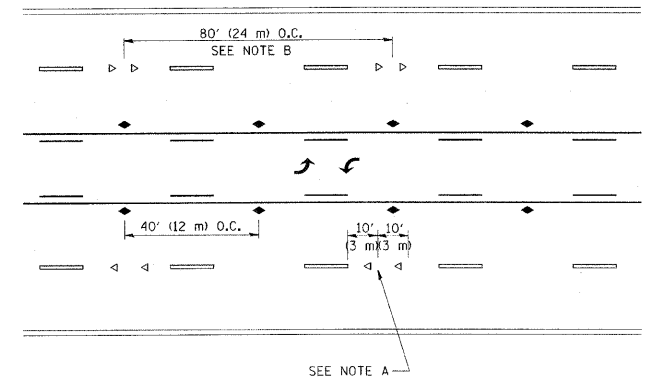


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

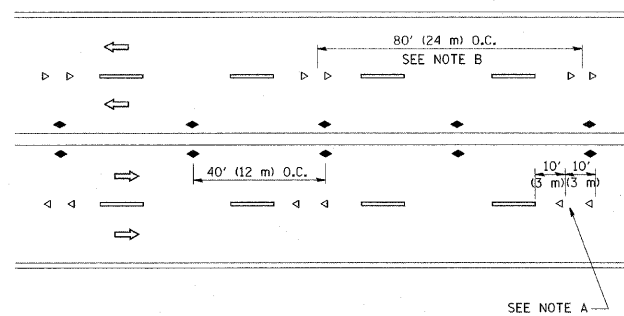
TWO-LANE/TWO-WAY



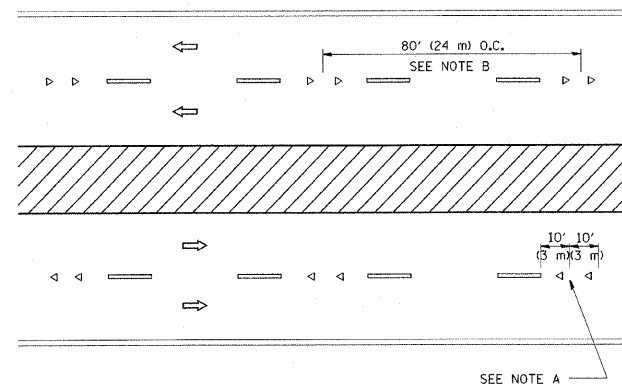
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

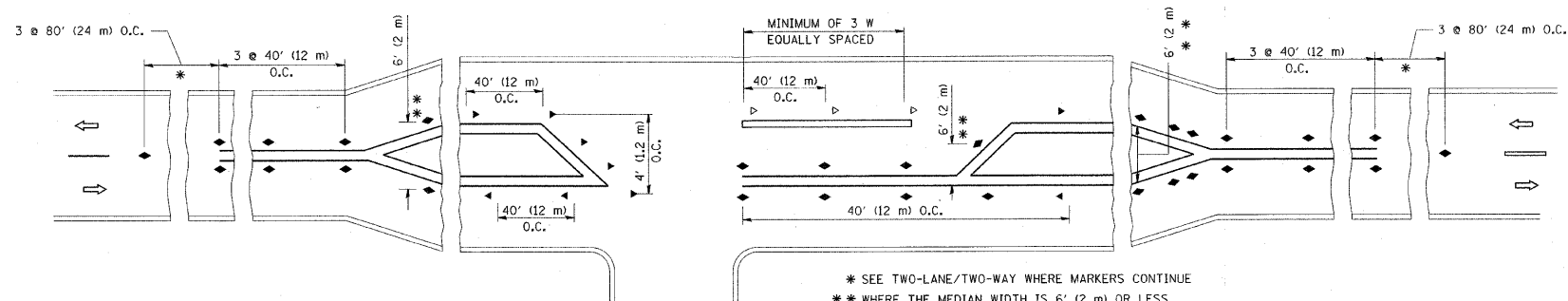
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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 (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

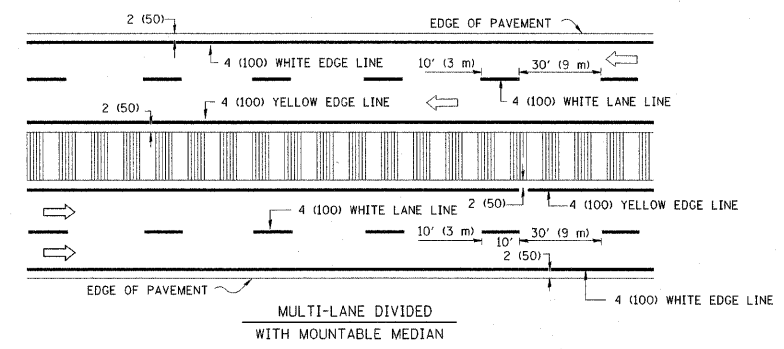
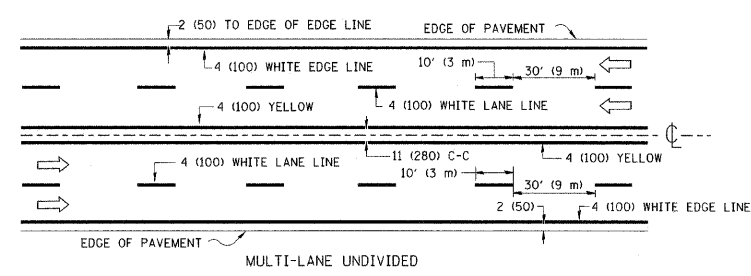
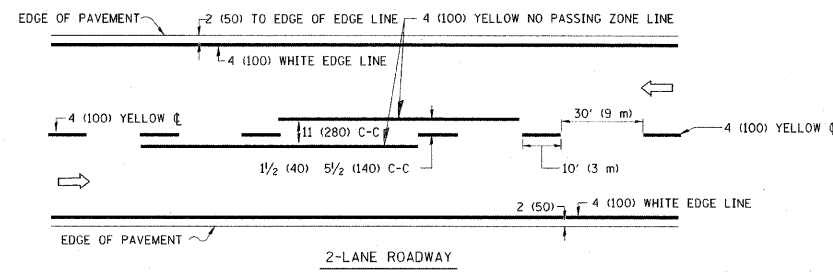
1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD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



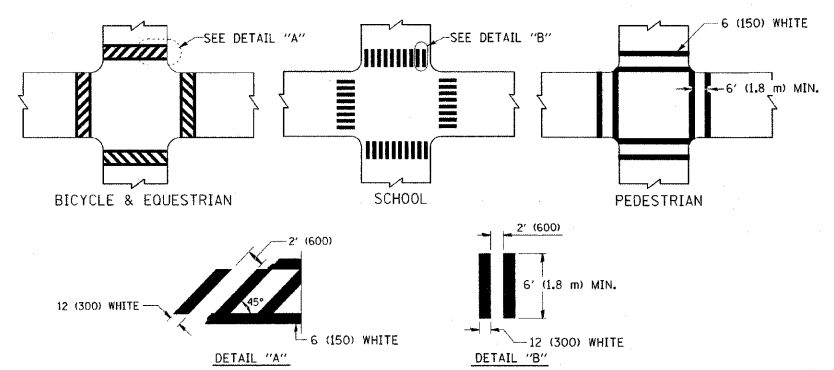
LEFT TURN

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

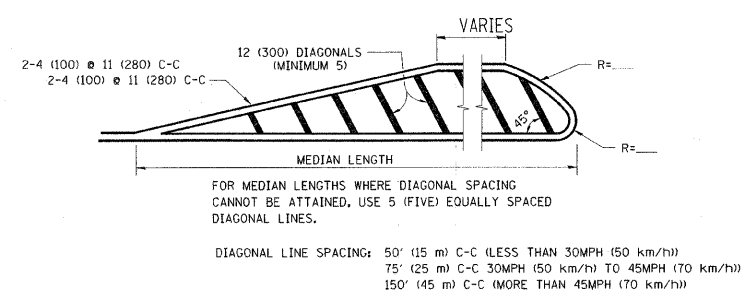
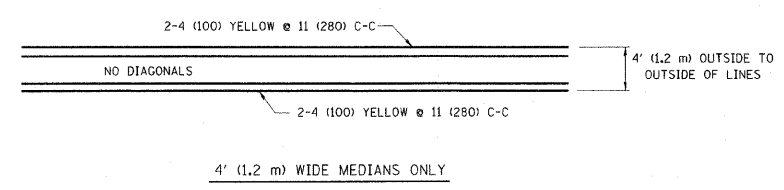
FILE NAME = c:\pwork\pwork\drivakosgn\d0188315\td01.dgn	USER NAME = drivakosgn	DESIGNED - DRAWN -	REVISOR - T. RAMMACHER 09-19-94 REVISOR - T. RAMMACHER 03-12-99 CHECKED - T. RAMMACHER 01-06-00 DATE -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)				F.A.P. RTE. 377	SECTION 2009-117I	COUNTY COOK	TOTAL SHEETS 15	SHEET NO. 14
PLOT SCALE = 50,000' / IN.	PLOT DATE = 9/9/2009	DATE -	REVISOR - C. JUCIUS 09-09-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-11 FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT CONTRACT NO. 60J50				



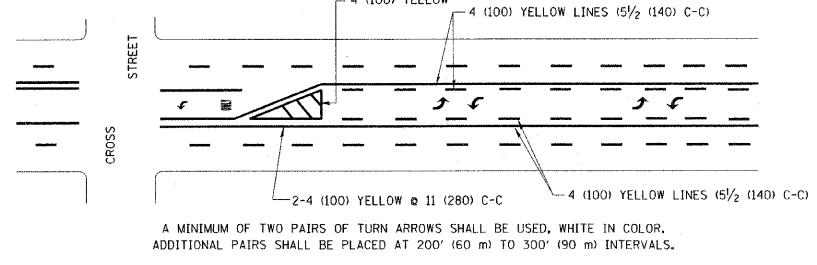
TYPICAL LANE AND EDGE LINE MARKING



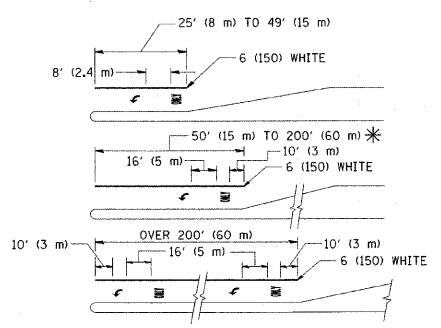
TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE



TYPICAL PAINTED MEDIAN MARKING

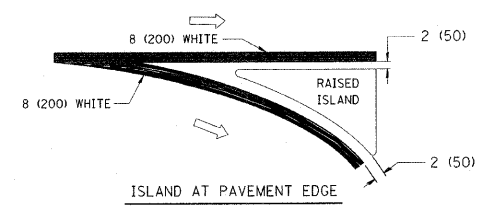
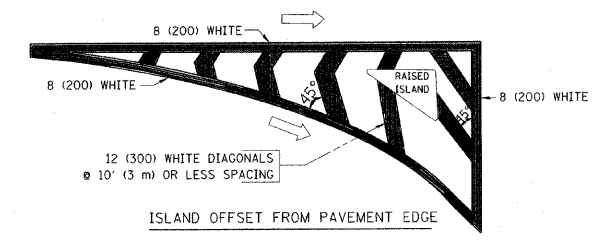


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

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	5/2 (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 MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	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; 5/2 (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 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) 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	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))

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

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

FILE NAME =	USER NAME = drsvakosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
c:\pwork\pwork\drsvakosgn\d0108315\to3.dgn		DRAWN -	REVISED - C. JUCIUS 09-09-09
PLOT SCALE = 50:000 ' / IN.		CHECKED -	REVISED -
PLOT DATE = 9/9/2009		DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. _____	TO STA. _____

F.A.B. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
377	2009-1171	COOK	15	15
TC-13			CONTRACT NO. 60J50	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				