

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAU ROUTE 3512: (US 14)
NORTHWEST HIGHWAY AT IL 53
SECTION 2020-252-BR
BRIDGE DECK REPAIRS
COOK COUNTY

C-91-067-21

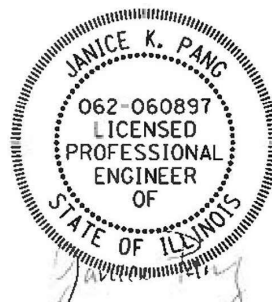
FAU ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	2020-252-BR	COOK	35	1
		ILLINOIS	CONTRACT NO. 62N24	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

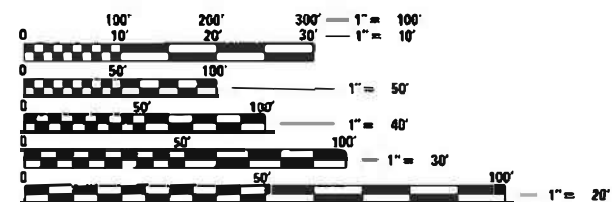
THIS PROJECT IS LOCATED WITHIN
CITY OF ROLLING MEADOWS AND
VILLAGE OF PALATINE

TRAFFIC DATA

IL 53:
FUNCTIONAL CLASSIFICATION:
FREEWAY/EXPRESSWAY
ADT (2019) = 145,800
P.V. = 96% M.U. = 4%
POSTED SPEED LIMIT = 55 MPH



DATE SIGNED: 03-03-21
EXP. DATE: 11-30-21



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.

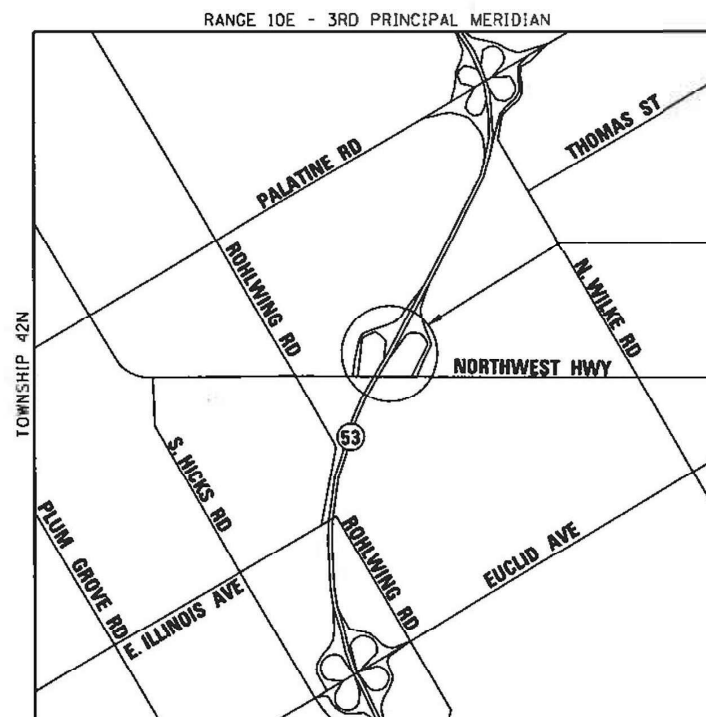
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: PRAVEEN KAINI, P.E. (847)705-4237
PROJECT MANAGER: J. ALAIN MIDY, P.E. (847)221-3056

CONTRACT NO. 62N24



LOCATION MAP
(NOT TO SCALE)



BRIDGE REPAIR
SN: 016-1119
BEGIN PROJECT:
STA. 216 + 48
END PROJECT:
STA. 256 + 92

GROSS LENGTH = 4,044 FT. = 0.77 MILE
NET LENGTH = 516 FT. = 0.10 MILE



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

**CHASTAIN
& ASSOCIATES LLC**
CONSULTING ENGINEERS
SERVICE | SOLUTIONS | COMMITMENT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 9, 2021
Jose Rivero
REGIONAL ENGINEER

May 7, 2021
Joe A. Elk
ENGINEER OF DESIGN AND ENVIRONMENT

May 7, 2021
James J. Gu
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS**

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS AND GENERAL NOTES
3-5	SUMMARY OF QUANTITIES
6	MAINTENANCE OF TRAFFIC TYPICAL SECTION
7-9	MAINTENANCE OF TRAFFIC PLANS
10-11	SMART TRAFFIC MONITORING SYSTEM LOCATIONS
12	EROSION CONTROL PLAN
13-14	PAVEMENT MARKING PLAN
15	GENERAL PLAN AND ELEVATION PLAN
16	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
17-28	RECORD DRAWINGS
29-35	DISTRICT DETAILS

DISTRICT ONE DETAILS

STANDARD NO.	DESCRIPTION
TC-08	ENTRANCE AND EXIT RAMP CLOSURE DETAILS
TC-09	FREEWAY SINGLE AND MULTI LANE WEAVE
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-12	MULTI-LANE FREEWAY PAVEMENT MARKING
TC-17	PARTIAL RAMP AND SHOULDER CLOSURE DETAILS
TC-22	ARTERIAL ROAD INFORMATION SIGN

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES (48 HOURS NOTIFICATION REQUIRED).
- NO CONSTRUCTION SHALL BEGIN UNTIL ALL PROPER TEMPORARY SIGNS AND BARRICADES HAVE BEEN INSTALLED. SURVEY HAS NOT BEEN PERFORMED FOR THE PROJECT.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE LOCAL MUNICIPALITY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES INCLUDING THOSE ATTACHED TO THE STRUCTURE EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S OWN EXPENSE.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR CARLOS MUNOZ AT CARLOS.MUNOZ@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 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.
- PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO FIELD VARIATION. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION OR ORDERING MATERIALS. SUCH VARIATION SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR QUANTITY ACTUALLY FURNISHED BASED ON THE UNIT PRICE BID FOR THE WORK.
- TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL MAKE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION WITHIN TWO HOURS FROM THE TIME OF NOTIFICATION.
- ALL SAW CUTTING REQUIRED SHALL BE INCIDENTAL TO CORRESPONDING PAY ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVALS.
- THE RESIDENT ENGINEER SHALL CONTACT MIKE PALELLO, IDOT'S AREA TRAFFIC FIELD ENGINEER, VIA E-MAIL AT MIKE.PALELLO@ILLINOIS.GOV, A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- THE CONTRACTOR SHALL REQUEST AND GAIN APPROVAL FROM ILLINOIS DEPARTMENT OF TRANSPORTATION'S EXPRESSWAY TRAFFIC OPERATION ENGINEER AT WWW.IDOTLCS.COM TWENTY-FOUR (24) HOUR IN ADVANCE OF ALL DAILY LANE, RAMP AND SHOULDER CLOSURES AND 7 DAYS IN ADVANCE OF ALL PERMANENT AND WEEKEND CLOSURES ON ALL FREEWAYS AND/OR EXPRESSWAYS IN DISTRICT ONE. THIS ADVANCE NOTIFICATION IS CALCULATED BASED ON WORK WEEK OF MONDAY THROUGH FRIDAY AND SHALL NOT INCLUDE WEEKEND AND HOLIDAYS.
- CONTRACTOR SHALL REFERENCE UNION PACIFIC (UP) FOLDER NUMBER (2233-38) FOR ALL COMMUNICATION WITH UNION PACIFIC RAILROAD.
- CONTRACTOR SHALL FILL OUT MAINTENANCE CONSENT LETTER (MCL) IN PROJECT SPECIAL PROVISIONS, EXECUTE THE ENDORSEMENT, AND RETURN TO DAVID LAPLANTE FROM UNION PACIFIC RAILROAD VIA MAIL WITH A CHECK FOR \$1,025 PAYABLE TO UNION PACIFIC RAILROAD. CONTRACTOR SHALL E-MAIL A SIGNED COPY OF MAINTENANCE CONSENT LETTER TO DAVID LAPLANTE AT DCLAPLANTE@UP.COM. DAVID LAPLANTE'S CONTACT INFORMATION IS:

DAVID C. LAPLANTE
SENIOR MANAGER-REAL ESTATE SPECIAL AND PUBLIC PROJECTS
UNION PACIFIC RAILROAD
1400 DOUGLAS STREET STOP 1690
OMAHA, NE 68179
PHONE: 402.544.8563
FAX: 402.501.0340
DCPLAPLANTE@UP.COM
WWW.UP.COM
- THE RESIDENT ENGINEER SHALL CONTACT RICK WILLMAN, PACE BUS TRANSPORTATION ENGINEER, VIA E-MAIL AT RICHARD.WILLMAN@PACEBUS.COM, A MINIMUM OF ONE (1) WEEK PRIOR TO THE START OF CONSTRUCTION.

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
701400-10	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-12	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-09	MULTI-LANE, TRAFFIC CONTROL AT ENTRANCE OR EXIT RAMP
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEED \leq 40 MPH
701428-01	TRAFFIC CONTROL SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
701446-11	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 14 (NORTHWEST HIGHWAY) AT IL 53 BRIDGE DECK REPAIRS
INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	2020-252-BR	COOK	35	2
				CONTRACT NO. 62N24
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY URBAN	CONSTRUCTION CODE	
				100% STATE	
				BRIDGE	
				0047	
				016-1119	
28000510	INLET FILTERS	EACH	3	3	
67100100	MOBILIZATION	L SUM	1	1	
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1	
70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	9078	9078	
70300905	PAVEMENT MARKING TAPE, TYPE IV 5"	FOOT	330	330	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3415	3415	
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	1350	1350	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1075	1075	
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	3148	3148	
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	334	334	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1075	1075	
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2440	2440	

* = SPECIALTY ITEMS REV-SEP

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	DATE - 03-24-2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US 14 (NORTHWEST HIGHWAY) AT IL 53 BRIDGE DECK REPAIRS
SUMMARY OF QUANTITIES**

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	2020-252-BR	COOK	35	3
CONTRACT NO. 62N24			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY URBAN	CONSTRUCTION CODE	
				100% STATE BRIDGE 0047	016-1119
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	2173	2173	
* 78003140	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 8"	FOOT	500	500	
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	975	975	
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	975	975	
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	334	334	
* 78100300	REPLACEMENT REFLECTOR	EACH	140	140	
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	90	90	
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	4258	4258
	X0327186	PORTABLE VIDEO TOWER STATIONS	CAL MO	1	1
* X2700001	TEMPORARY RUMBLE STRIPS (SPECIAL)	EACH	12	12	
* X2700003	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	244	244	
* X2700004	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 7"	FOOT	244	244	
* X2700009	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 5"	FOOT	850	850	
	X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1

* = SPECIALTY ITEMS REV-SEP

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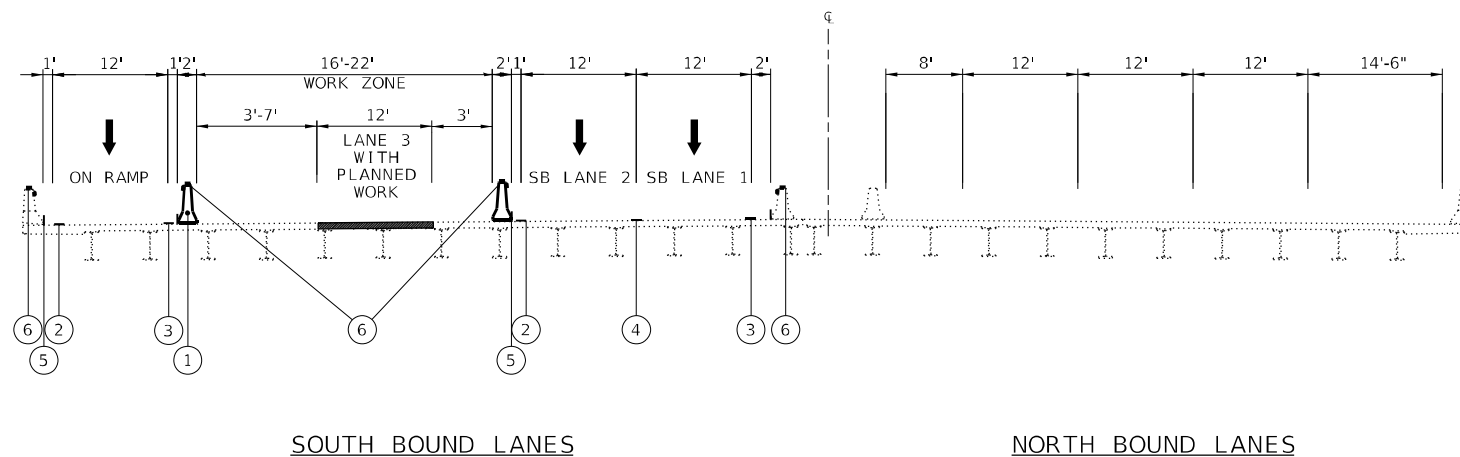
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 14 (NORTHWEST HIGHWAY) AT IL 53 BRIDGE DECK REPAIRS
SUMMARY OF QUANTITIES

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	2020-252-BR	COOK	35	4
CONTRACT NO. 62N24				
ILLINOIS FED. AID PROJECT				



**IL 53 OVER US 14
MOT BRIDGE TYPICAL SECTION**

MOT LEGEND:

- ① TEMPORARY CONCRETE BARRIER WALL
- ② PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (WHITE)
- ③ PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (YELLOW)
- ④ PAVEMENT MARKING TAPE, TYPE IV - LINE 5" (WHITE SKIP DASH - 10' LINE, 30' SPACE)
- ⑤ TEMPORARY PAVEMENT MARKING - LINE 6"
- ⑥ BARRIER WALL REFLECTORS, TYPE C (SEE STD. 782006)

SUGGESTED SEQUENCE OF CONSTRUCTION & MAINTENANCE OF TRAFFIC

1. INSTALL SMART WORK ZONE MONITORING SYSTEM, REMOVE PAVEMENT MARKING IN CONFLICT WITH THE IL 53 SOUTHBOUND DESIGNATED MAINTENANCE OF TRAFFIC, AND INSTALL ADVANCED SIGNAGE AND TRAFFIC CONTROL ALONG IL 53.
2. INSTALL TEMPORARY CONCRETE BARRIER UTILIZING DAYTIME LANE CLOSURES. SHIFT TRAFFIC TO MAINTENANCE OF TRAFFIC LANES.
3. PERFORM BRIDGE DECK PATCHING WORKS AS SHOWN IN STRUCTURAL PLANS.
4. ALLOW CURING TIME FOR CONCRETE DECK PATCHES.
5. REMOVE TEMPORARY CONCRETE BARRIER AND TRAFFIC CONTROL DEVICES. SHIFT TRAFFIC BACK TO NORMAL LANES ALONG IL 53 SOUTHBOUND.
6. COMPLETE PERMANENT PAVEMENT MARKING ALONG IL 53 SOUTHBOUND.

MAINTENANCE OF TRAFFIC GENERAL NOTES:

1. THE TRAFFIC CONTROL DEPICTED HEREIN IS THE MINIMUM REQUIREMENT. ADDITIONAL TRAFFIC CONTROL DEVICES AS SPECIFIED IN THE HIGHWAY STANDARDS AS SHOWN IN THE INDEX OF SHEETS AND THE SPECIAL PROVISIONS SHALL BE PLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. ALL TRAFFIC CONTROL DEVICES SHALL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL) UNLESS OTHERWISE INDICATED WITHIN THESE GENERAL NOTES, PLANS OR SPECIAL PROVISIONS.
2. THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE ALL SIGNS AND SIGN SUPPORTS REQUIRED FOR MAINTENANCE OF TRAFFIC.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING LABOR, SIGNS AND TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC UNLESS NOTED OTHERWISE IN THE SPECIAL PROVISIONS.
4. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT CARLOS.MUNOZ@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING THE WORK.
5. IN ADVANCE OF CONSTRUCTION, ONE (1) PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED AT IL 53 NORTH END OF THE PROJECT, US 14 ENTRANCE RAMP TO IL 53, AND AS DIRECTED AT A LOCATION DESIGNATED BY THE ENGINEER TO INFORM MOTORISTS OF THE UPCOMING CONSTRUCTION ON IL 53. THE MESSAGE SHALL BE APPROVED BY THE ENGINEER.
6. DRUMS OR TYPE II BARRICADES EQUIPPED WITH BI-DIRECTIONAL STEADY BURN LIGHT SHALL BE PROVIDED AS SHOWN IN THE PLANS.
7. ALL "ROAD CONSTRUCTION AHEAD" AND " SPEED LIMIT AHEAD" SIGNS, AND TYPE III BARRICADES SHALL BE EQUIPPED WITH MONO-DIRECTIONAL TYPE A AMBER FLASHING LIGHTS.
8. ALL EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
9. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE DESIGNATED TRAFFIC CONTROL PLAN.
10. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC PLANS, SPECIAL PROVISIONS, APPLICABLE STATE STANDARDS, AND AS DIRECTED BY THE ENGINEER. ANY CHANGES TO THE MAINTENANCE OF TRAFFIC SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO IMPLEMENTING ANY CHANGES.
11. TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL PROMPTLY RESPOND AT THE TIME OF NOTIFICATION BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC CONTROL DEVICES.
12. THE ENGINEER SHALL BE INFORMED A MINIMUM OF 48 HOURS IN ADVANCE OF ANY PROPOSED CHANGE TO THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN.
13. ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER SEVEN (7) DAYS OF SERVICE SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. ALL MARKINGS THAT REQUIRE REPLACEMENT PRIOR TO SEVEN (7) DAYS OF SERVICE SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
14. WHEN THEY ARE NO LONGER NECESSARY, ALL TRAFFIC CONTROL DEVICES SHALL IMMEDIATELY BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC. W21-1 WORKER AND W20-7 FLAGGER SIGNS SHALL BE REMOVED OR COVERED WHEN NOT APPLICABLE FOR GREATER THAN ONE HOUR. WHEN A SIGN IS COVERED, ITS POST SHALL HAVE A REFLECTIVE 3" X 6" DELINEATOR INSTALLED. THE COST OF THE DELINEATOR IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
15. TEMPORARY CONCRETE BARRIERS AND TEMPORARY IMPACT ATTENUATORS SHALL BE PLACED AS SHOWN IN THE PLANS. FURNISHING, INSTALLING AND RELOCATING TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS SHALL BE IN ACCORDANCE WITH IDOT SPECIAL PROVISIONS, IDOT HIGHWAY STANDARDS, STANDARD SPECIFICATIONS, AND AS DIRECTED BY THE ENGINEER. TEMPORARY CONCRETE BARRIERS MAY NOT BE PINNED TO THE BRIDGE DECK OR APPROACH PAVEMENT.
16. IMMEDIATELY AFTER THE COMPLETION OF CONSTRUCTION, RESTORE ALL PERMANENT PAVEMENT MARKINGS, SIGNS, AND OTHER TRAFFIC CONTROL DEVICES THAT WERE COVERED, REMOVED, DAMAGED OR OTHERWISE AFFECTED BY CONSTRUCTION.
17. A MAINTENANCE OF TRAFFIC PLAN SHALL BE SUBMITTED TO THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR 14 DAYS IN ADVANCE OF ANY STAGES CHANGES OR FULL EXPRESSWAY CLOSURES. THE MAINTENANCE OF TRAFFIC PLAN SHALL INCLUDE, BUT NOT BE LIMITED TO: LANE AND RAMP CLOSURES, EXISTING GEOMETRICS, AND EQUIPMENT AND MATERIAL LOCATION. SEE KEEPING THE EXPRESSWAY OPEN TO TRAFFIC CONTRACT SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.

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





**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

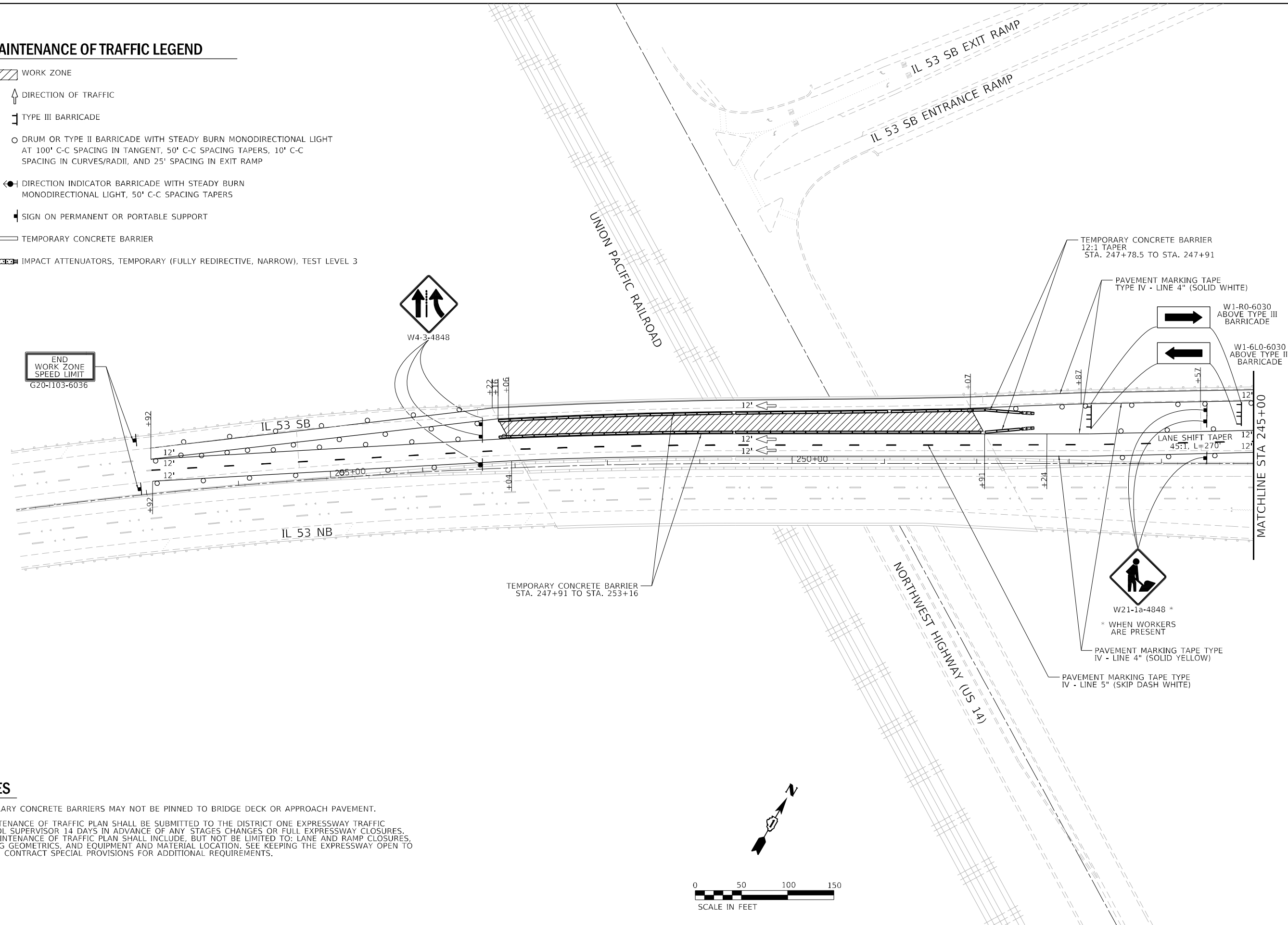
**US 14 (NORTHWEST HIGHWAY) AT IL 53 BRIDGE DECK REPAIRS
MAINTENANCE OF TRAFFIC TYPICAL AND GENERAL NOTES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	2020-252-BR	COOK	35	6
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62N24	

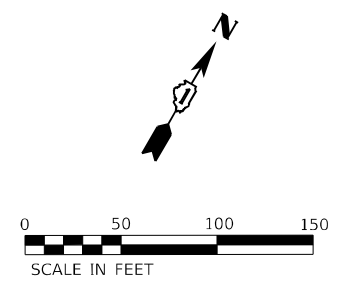
MAINTENANCE OF TRAFFIC LEGEND

-  WORK ZONE
-  DIRECTION OF TRAFFIC
-  TYPE III BARRICADE
-  DRUM OR TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT AT 100' C-C SPACING IN TANGENT, 50' C-C SPACING TAPERS, 10' C-C SPACING IN CURVES/RADII, AND 25' SPACING IN EXIT RAMP
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT, 50' C-C SPACING TAPERS
-  SIGN ON PERMANENT OR PORTABLE SUPPORT
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3



NOTES

1. TEMPORARY CONCRETE BARRIERS MAY NOT BE PINNED TO BRIDGE DECK OR APPROACH PAVEMENT.
2. A MAINTENANCE OF TRAFFIC PLAN SHALL BE SUBMITTED TO THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR 14 DAYS IN ADVANCE OF ANY STAGES CHANGES OR FULL EXPRESSWAY CLOSURES. THE MAINTENANCE OF TRAFFIC PLAN SHALL INCLUDE, BUT NOT BE LIMITED TO: LANE AND RAMP CLOSURES, EXISTING GEOMETRICS, AND EQUIPMENT AND MATERIAL LOCATION. SEE KEEPING THE EXPRESSWAY OPEN TO TRAFFIC CONTRACT SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.



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CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

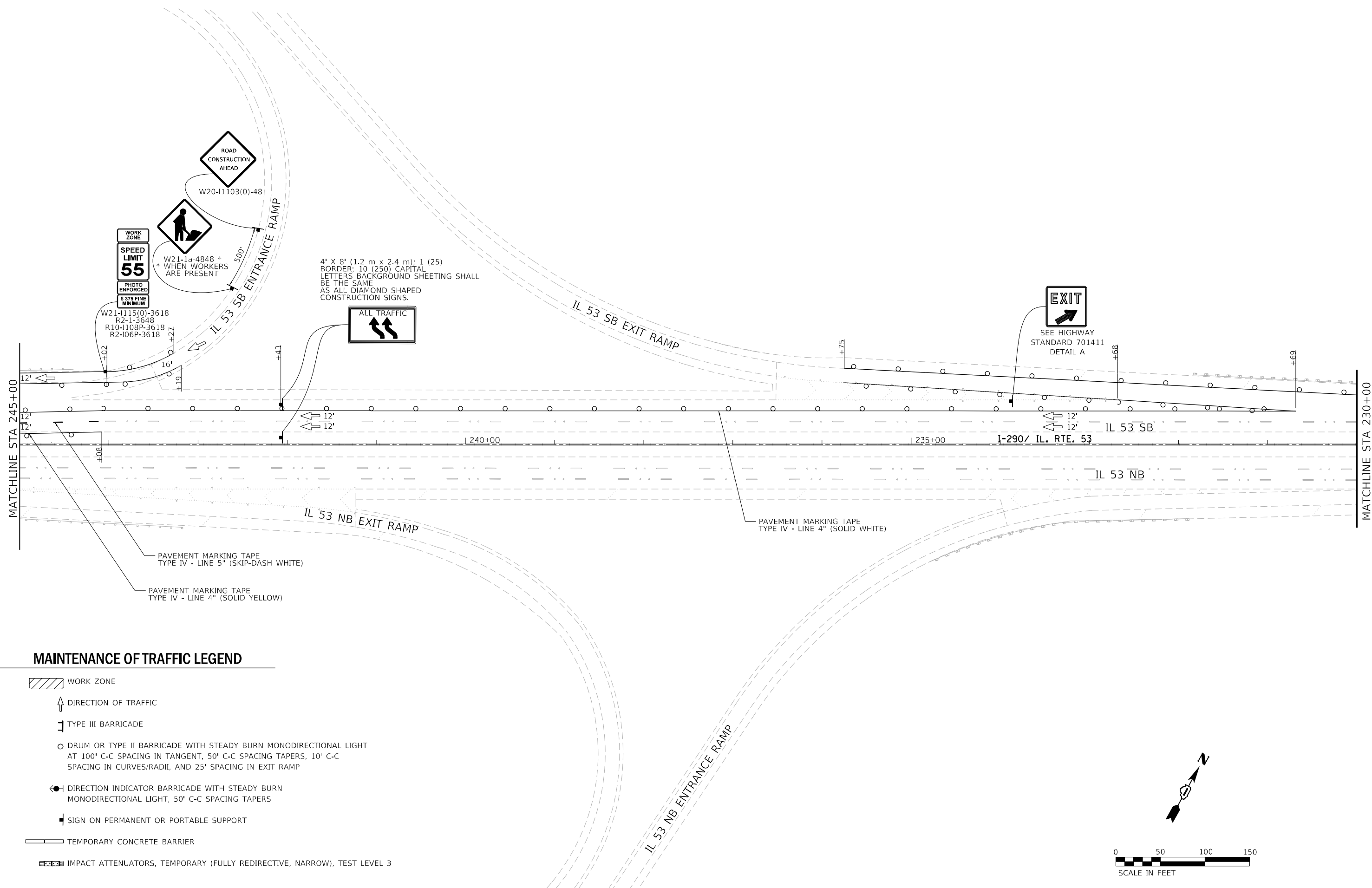
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US 14 (NORTHWEST HIGHWAY) AT IL 53 BRIDGE DECK REPAIRS
MAINTENANCE OF TRAFFIC PLAN**

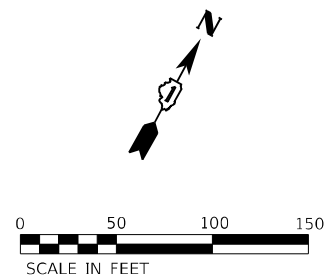
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	2020-252-BR	COOK	35	7
CONTRACT NO. 62N24				
ILLINOIS FED. AID PROJECT				



MAINTENANCE OF TRAFFIC LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- DRUM OR TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT AT 100' C-C SPACING IN TANGENT, 50' C-C SPACING TAPERS, 10' C-C SPACING IN CURVES/RADII, AND 25' SPACING IN EXIT RAMP
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT, 50' C-C SPACING TAPERS
- SIGN ON PERMANENT OR PORTABLE SUPPORT
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3



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CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

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	DATE - 03-24-2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

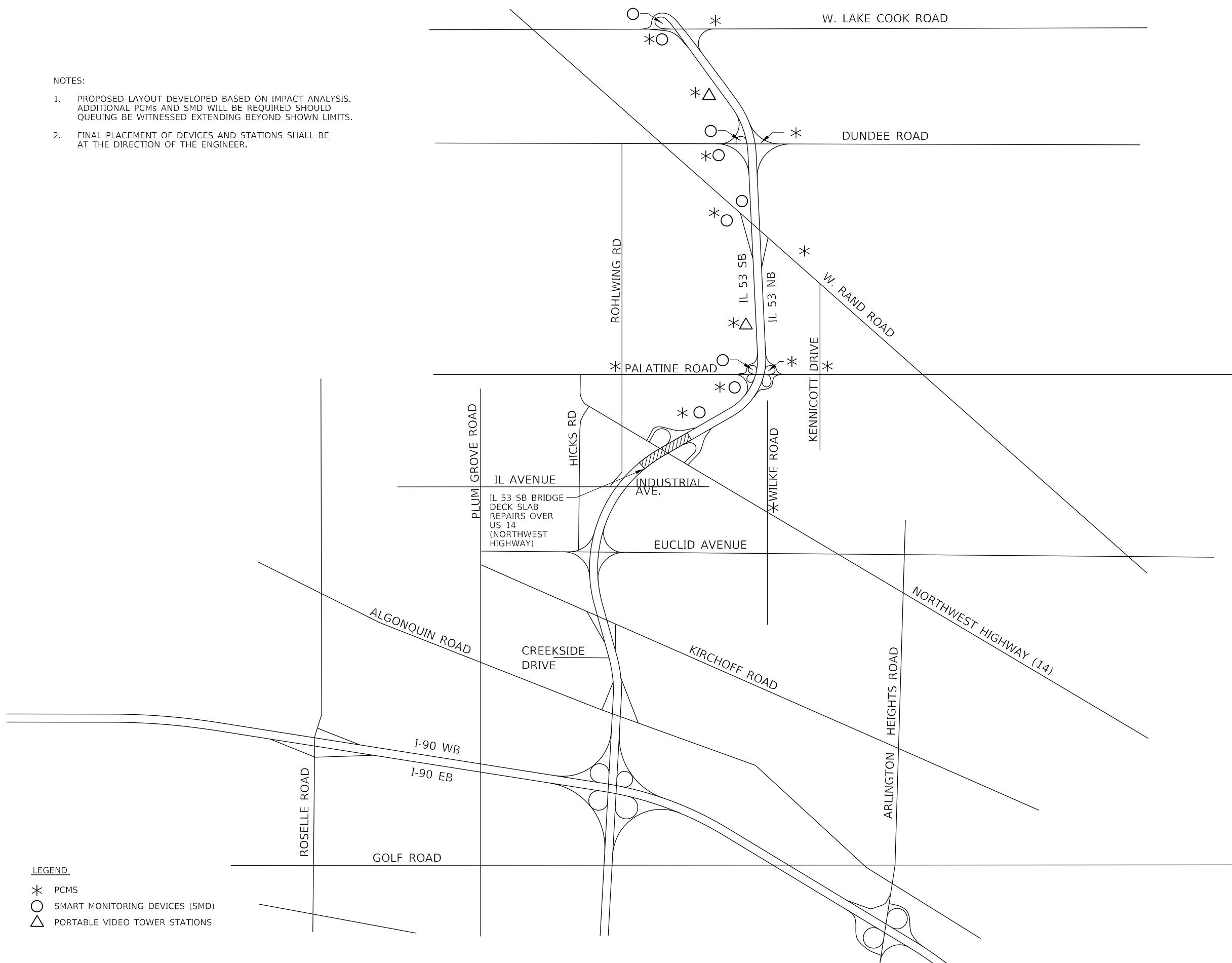
**US 14 (NORTHWEST HIGHWAY) AT IL 53 BRIDGE DECK REPAIRS
MAINTENANCE OF TRAFFIC PLAN**

SCALE: 1"=50' SHEET 2 OF 3 SHEETS STA. 231+00 TO STA. 245+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	2020-252-BR	COOK	35	8
CONTRACT NO. 62N24				
ILLINOIS FED. AID PROJECT				

NOTES:

1. PROPOSED LAYOUT DEVELOPED BASED ON IMPACT ANALYSIS. ADDITIONAL PCMS AND SMD WILL BE REQUIRED SHOULD QUEUING BE WITNESSED EXTENDING BEYOND SHOWN LIMITS.
2. FINAL PLACEMENT OF DEVICES AND STATIONS SHALL BE AT THE DIRECTION OF THE ENGINEER.



LEGEND

- * PCMS
- SMART MONITORING DEVICES (SMD)
- △ PORTABLE VIDEO TOWER STATIONS

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CHASTAIN & ASSOCIATES LLC
 CONSULTING ENGINEERS
 184-001397

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

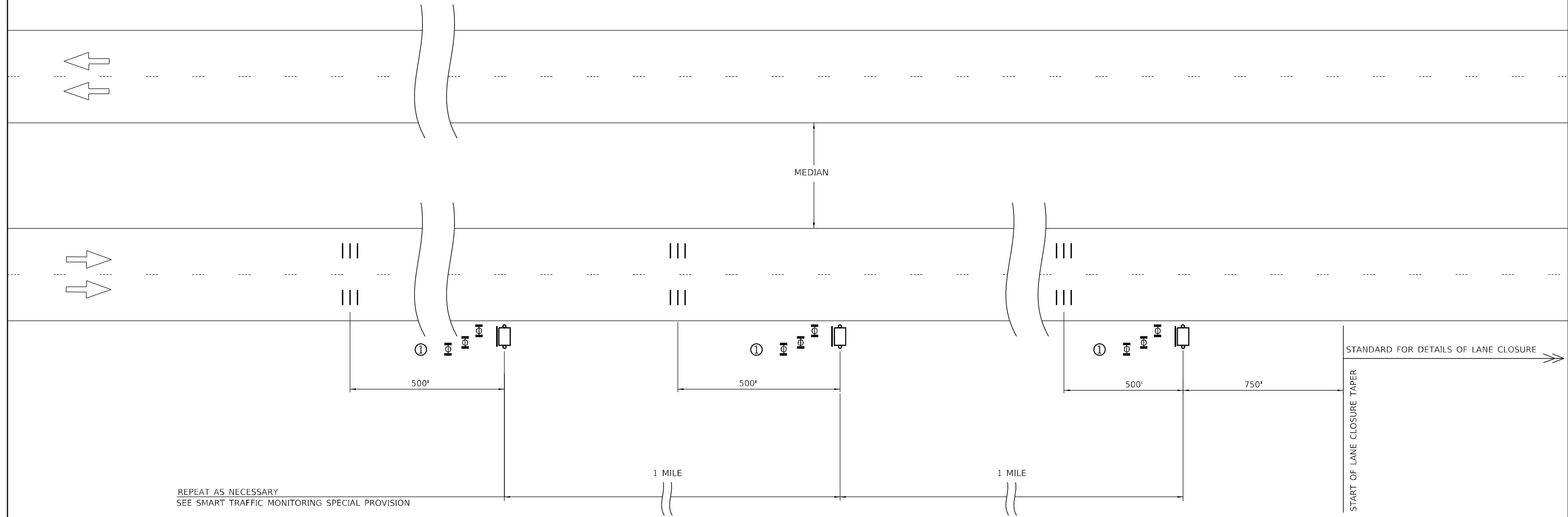
US 14 (NORTHWEST HIGHWAY) AT IL 53 BRIDGE DECK REPAIRS
SMART TRAFFIC MONITORING SYSTEM LOCATIONS

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.





F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	2020-252-BR	COOK	35	10
CONTRACT NO. 62N24				
ILLINOIS FED. AID PROJECT				

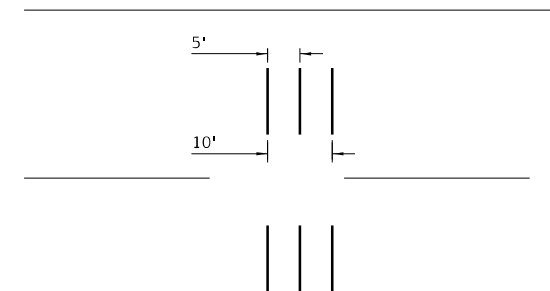
GENERAL NOTES:

1. THIS DETAIL IS TO BE USED IN CONJUNCTION WITH SMART TRAFFIC MONITORING SYSTEM AND TEMPORARY RUMBLE STRIP (SPECIAL) SPECIAL PROVISIONS.
2. TRAFFIC CONTROL SHOWN IN THIS DETAIL IS TO BE PROVIDED IN ADDITION TO ANY TEMPORARY TRAFFIC CONTROL SHOWN ON STATE STANDARD, DISTRICT DETAILS, AND MAINTENANCE OF TRAFFIC PLANS.



SYMBOLS

-  PORTABLE CHANGEABLE MESSAGE SIGN
-  TEMPORARY RUMBLE STRIP (SPECIAL)
-  THREE TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  THREE TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 25' (8 M) CENTERS

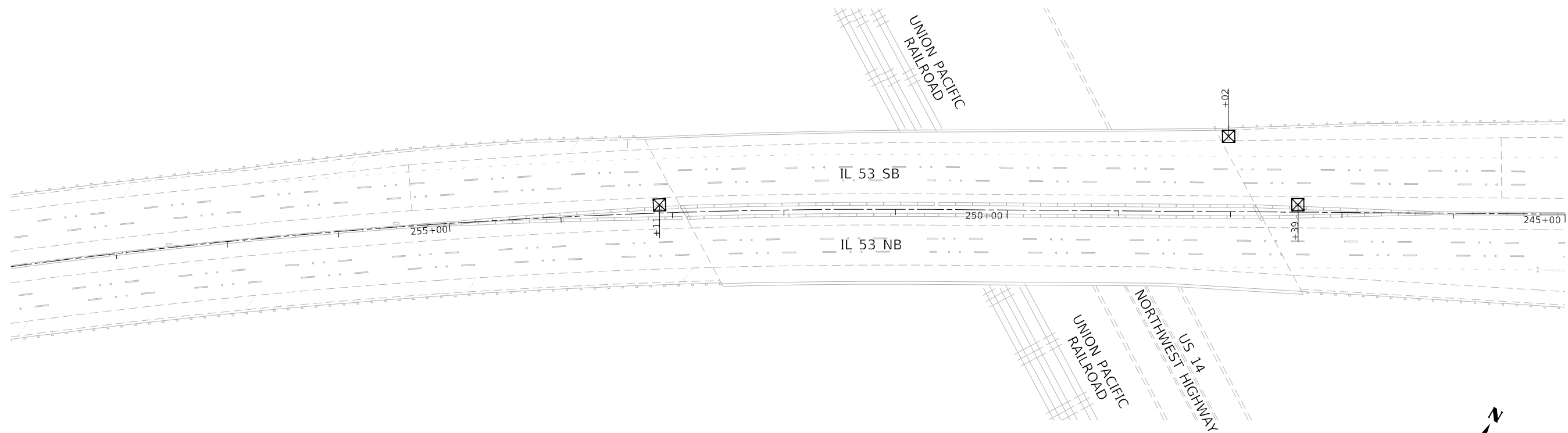


TEMPORARY RUMBLE STRIP (SPECIAL)

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	2020-252-BR	COOK	35	11
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62N24	



LEGEND
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CHASTAIN & ASSOCIATES LLC
 CONSULTING ENGINEERS
 184-001397

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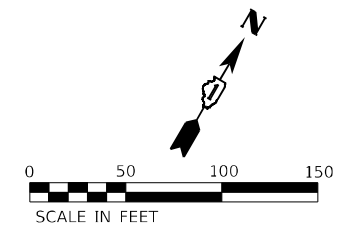
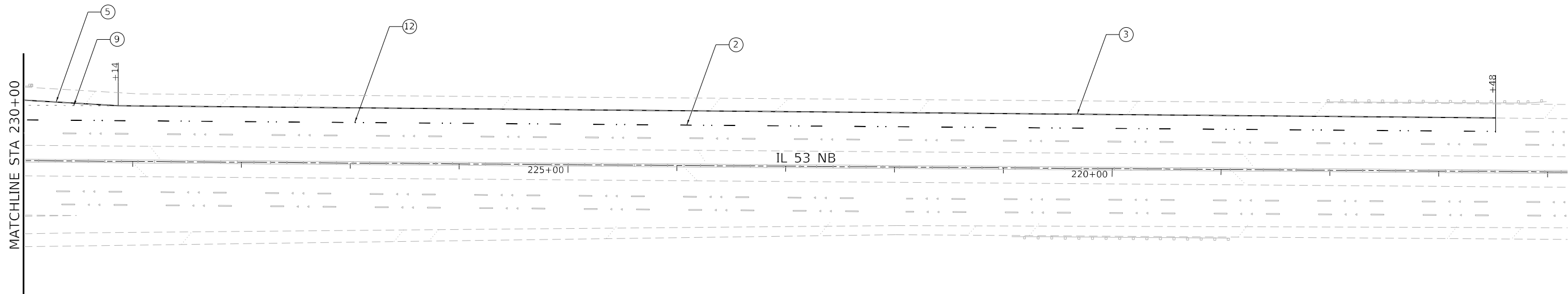
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DATE - 03-24-2021	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

US 14 (NORTHWEST HIGHWAY) AT IL 53 BRIDGE DECK REPAIRS
 EROSION CONTROL PLAN

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	2020-252-BR	COOK	35	12
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62N24	



PAVEMENT MARKING LEGEND

- | | | |
|--|--|---|
| <p>① CONTRAST PREFORMED PLASTIC PAVEMENT MARKING TYPE B - LINE 8" WITH 9" GROOVING (WHITE SKIP DASH - 10', 30' SKIP) (PCC PAVEMENT ONLY) N/A</p> <p>② PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 5" WITH GROOVING FOR RECESSED PAVEMENT MARKING 6" (WHITE SKIP DASH - 10', 30' SKIP) STA. 216+48 TO STA. 230+00</p> <p>③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID WHITE) STA. 216+48 TO STA. 229+14</p> <p>④ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID YELLOW) N/A</p> | <p>⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 8" (SOLID WHITE) STA. 229+14 TO STA. 230+00</p> <p>⑥ MODIFIED URETHANE PAVEMENT MARKING, TYPE II - LINE 8" (SOLID WHITE)(PCC PAVEMENT ONLY) N/A</p> <p>⑦ MODIFIED URETHANE PAVEMENT MARKING, TYPE II - LINE 4" (SOLID YELLOW)(PCC PAVEMENT ONLY) N/A</p> <p>⑧ CONTRAST PREFORMED PLASTIC PAVEMENT MARKING TYPE B - LINE 7" WITH 8" GROOVING (WHITE SKIP DASH - 2', 6' SKIP) (PCC PAVEMENT ONLY) N/A</p> | <p>⑨ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SKIP DASH - 2', 6' SKIP) STA. 229+14 TO STA. 230+00</p> <p>⑩ MODIFIED URETHANE PAVEMENT MARKING, TYPE II - LINE 12" (YELLOW DIAGONAL) SPACED AT 40' C-C (PCC PAVEMENT ONLY) N/A</p> <p>⑪ MODIFIED URETHANE PAVEMENT MARKING, TYPE II - LINE 12" (WHITE DIAGONAL) SPACED AT 40' C-C (PCC PAVEMENT ONLY) N/A</p> <p>⑫ REPLACEMENT REFLECTOR (1-WAY CRYSTAL) STA. 216+48 TO STA. 230+00</p> |
|--|--|---|

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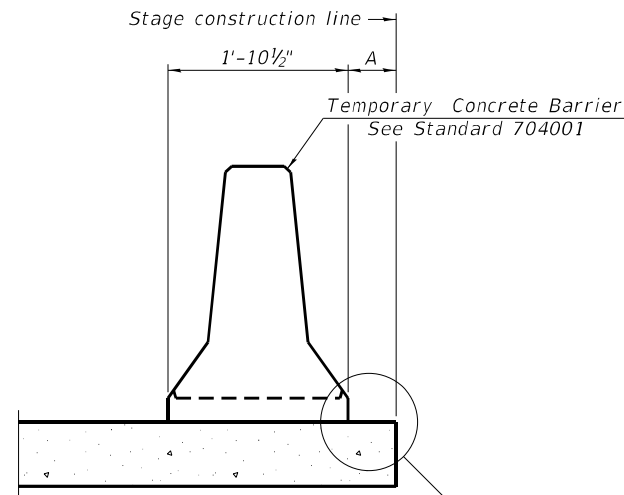
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 14 (NORTHWEST HIGHWAY) AT IL 53 BRIDGE DECK REPAIRS
PAVEMENT MARKING PLAN

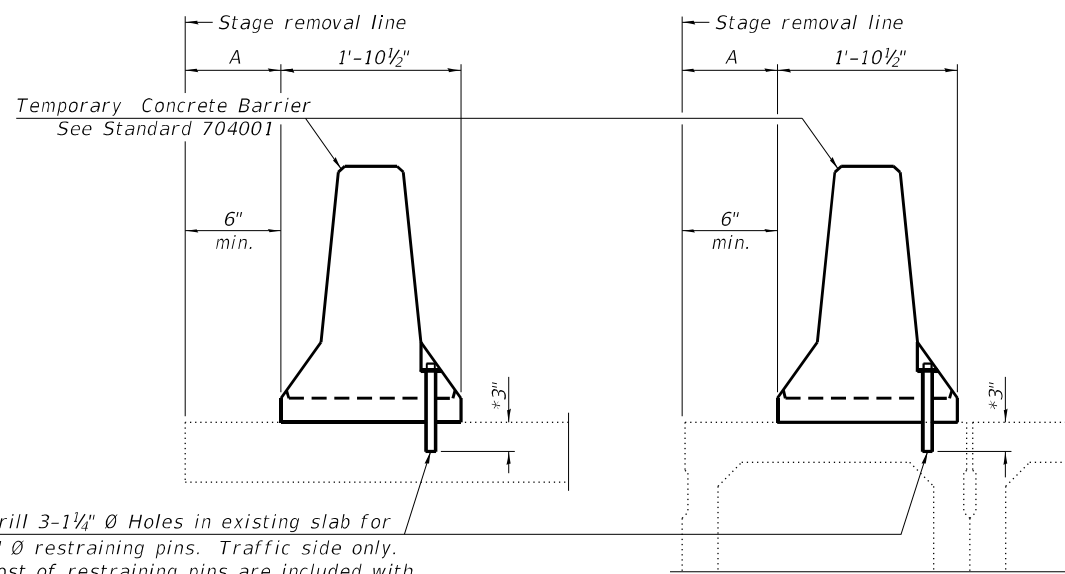
SCALE: SHEET 2 OF 2 SHEETS STA. 216+00 TO STA. 230+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	2020-252-BR	COOK	35	14
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62N24	



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



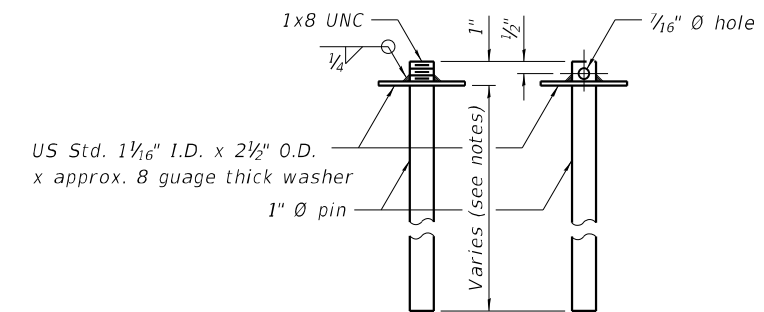
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

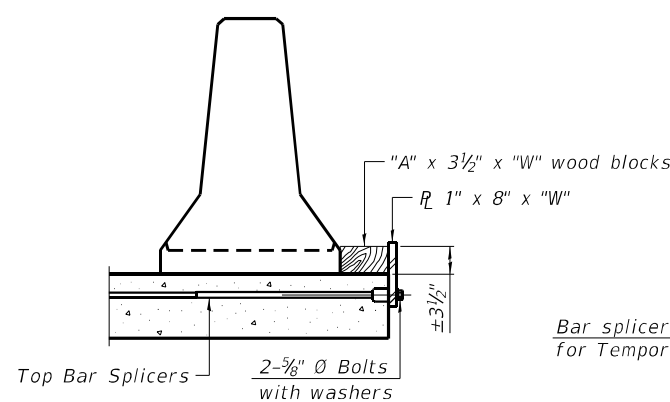
EXISTING DECK BEAM

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

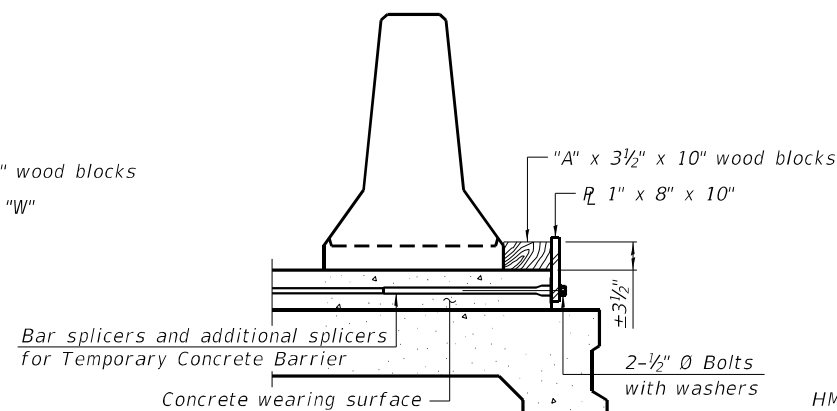
SECTIONS THRU SLAB OR DECK BEAM



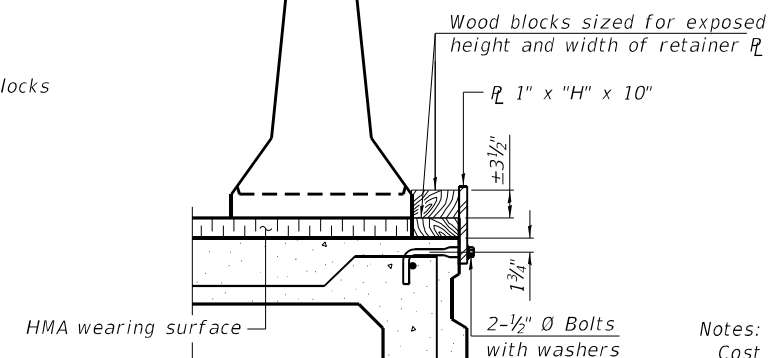
RESTRAINING PIN



DETAIL I

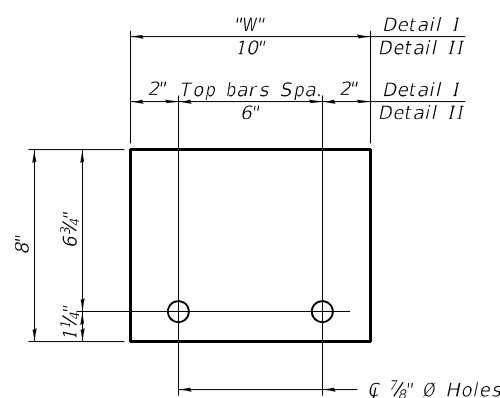


DETAIL II

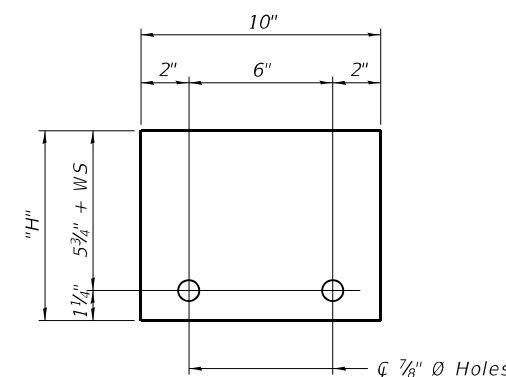


DETAIL III

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 \bar{c} 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.

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R-27 2-17-2017



USER NAME = nrankin	DESIGNED - BCG	REVISED -
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PLOT DATE = 3/24/2021	CHECKED - JMB	REVISED -
	DATE - 03-24-2021	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

US 14 (NORTHWEST HIGHWAY) AT IL 53 BRIDGE DECK REPAIRS
 TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE. 3512	SECTION 2020-252-BR	COUNTY COOK	TOTAL SHEETS 35	SHEET NO. 16
SN 016-1119		CONTRACT NO. 62N24		
ILLINOIS		FED. AID PROJECT		

Existing Structure: S.N. 016-1119 built in 1964 as F.A. 61, Section 531-2-VHB at Station 270+71.17. In 1991, the deck was repaired, neoprene expansion joints were provided and an overlay was replaced. In 2000, the rocker bearings were replaced with elastomeric bearings. Existing structure is a seven span continuous steel superstructure with a 7" reinforced concrete deck and 2" overlay, supported on two-column piers and stub abutments, measuring 519'-2" back to back abutments, varies 65'-4 3/4" to 72'-5 1/4" out to out deck, with a 29°24'20" right ahead skew. Traffic is to be maintained utilizing stage construction.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOR INFORMATION ONLY

SCOPE OF WORK

1. Remove and replace concrete deck adjacent to expansion joints at abutments and pier 3.
2. Provide preformed joint strip seal expansion joints at abutments and pier 3.
3. Apply Concrete Sealer to top of concrete deck and top and inside vertical face of parapets.
4. Repair deck slab.
5. Clean and Reseal Relief Joints.
6. Repair deteriorated concrete on parapets, abutments and piers.

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

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.

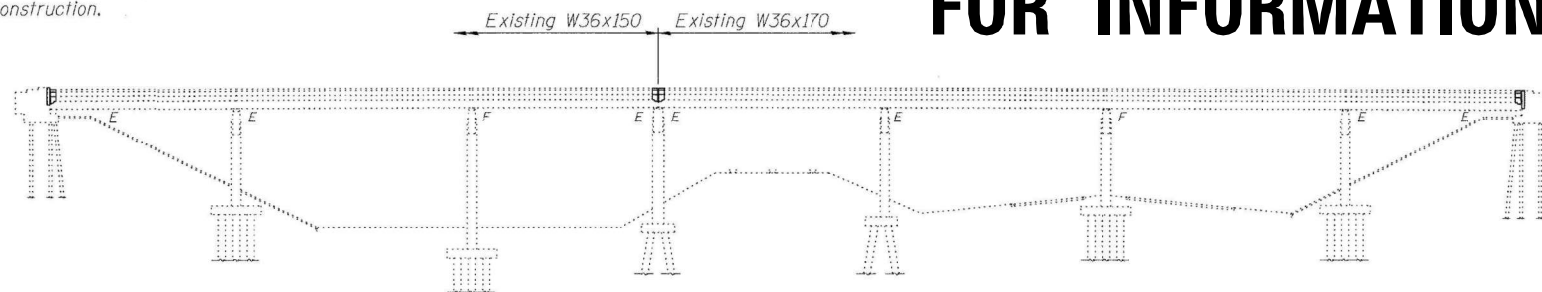
Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods 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 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.

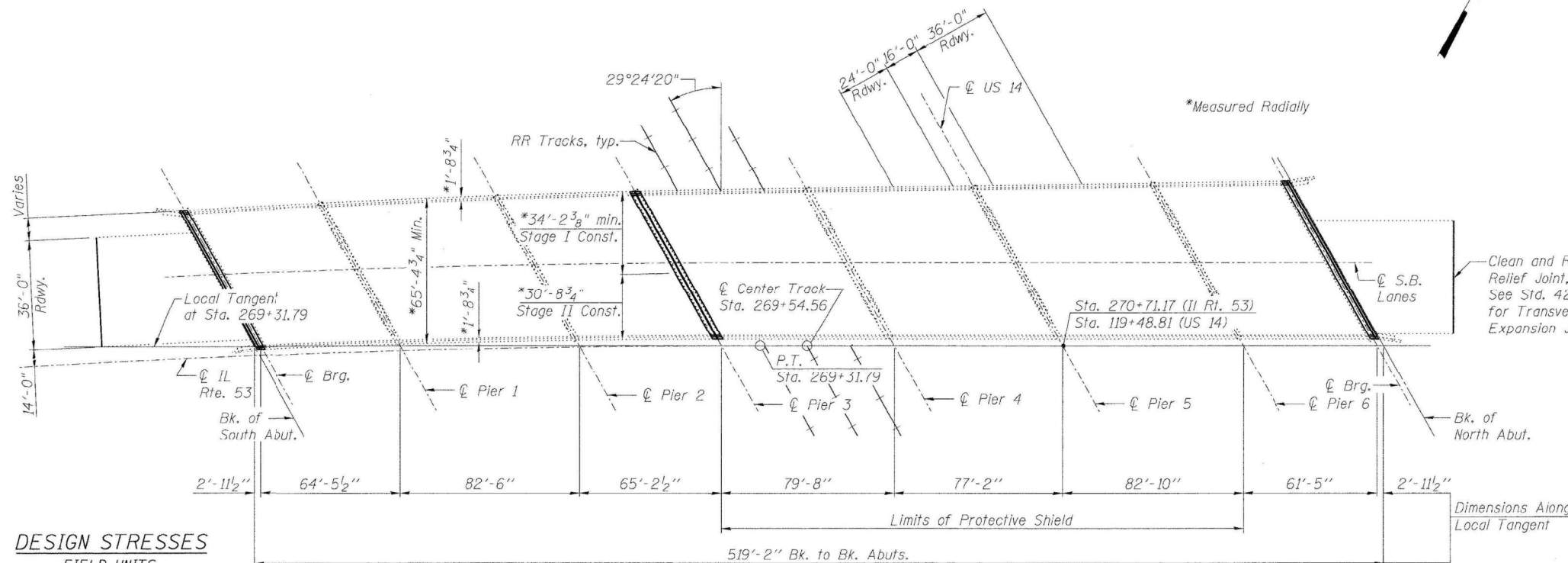
The existing structural steel coating contains lead. The contractor shall take appropriate precautions to deal with the presence of lead on this project.

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

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.



ELEVATION



PLAN

DESIGN STRESSES FIELD UNITS

Existing Construction

- $f_c = 1,400$ psi (Substructure & Superstructure)
- $f_s = 20,000$ psi (Reinforcement)
- $f_s = 20,000$ psi (Structural Steel)

New Construction

- $f'_c = 3,500$ psi
- $f_y = 60,000$ psi (Reinforcement)

DESIGN SPECIFICATIONS

(New Construction)
2002 AASHTO "Standard Specifications for Highway Bridges", 17th Edition

LOADING HS 20-44

(Original Construction)

TOTAL BILL OF MATERIAL

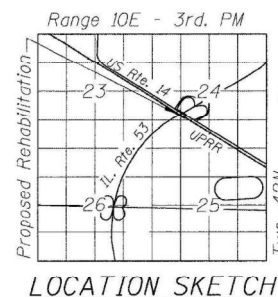
ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	34.7	-	34.7
Protective Shield	Sq. Yd.	1669	-	1669
Concrete Superstructure	Cu. Yd.	34.7	-	34.7
Reinforcement Bars, Epoxy Coated	Pound	4110	-	4110
Bar Splicers	Each	40	-	40
Preformed Joint Strip Seal	Foot	228	-	228
Concrete Sealer	Sq. Ft.	37764	-	37764
Structural Repair of Concrete (Depth Greater Than 5 in.)	Sq. Ft.	-	21	21
Structural Repair of Concrete (Depth Equal To or Less Than 5 in.)	Sq. Ft.	284	150	434
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	52.9	-	52.9
Deck Slab Repair (Partial)	Sq. Yd.	106.6	-	106.6
Clean and Reseal Relief Joint	Foot	100	-	100

INDEX OF SHEETS

1. General Plan and Elevation
2. Stage Construction Details
3. Temporary Concrete Barrier for Stage Construction
4. Deck Slab Repair
5. Parapet Repair
6. Concrete Removal
7. Abutment Concrete Details
8. Pier 3 Concrete Details
9. Abutment Repair
10. Pier Repair
11. Preformed Joint Strip Seal
12. Bar Splicer Assembly and Mechanical Splicer Details

EXIST. CURVE DATA

IL RTE 53
 $\Delta = 77^\circ 11' 38''$
 $D = 0^\circ 57' 17.8''$
 $T = 4789.21'$
 $L = 8083.72'$
 $E = 1677.02'$
 $R = 6000'$
 $S.E. = 0.02' / 1'$
 $P.C. = Sta. 188+48.07$
 $P.T. = Sta. 269+31.79$
 $P.I. = Sta. 236+37.28$



Michael T. Haley 2/8/10
Date

Michael T. Haley
Licensed Structural Engineer
State of Illinois No. 81-5991
Expires 11/30/2010

GENERAL PLAN AND ELEVATION
SB IL RTE 53 OVER US 14 & UP R.R.
F.A.I. RTE 290
SECTION (531-3.1,0305-302K)RS-5
COOK COUNTY
STATION 270+71.17
STRUCTURE NO. 016-1119

LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois	SHEET NO. 1	F.A.I. RTE. 290	SECTION (531-3.1,0305-302K)RS-5	COUNTY COOK	TOTAL SHEETS 314	SHEET NO. 196
	12 SHEETS	CONTRACT NO. 60I38		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
SCALE: SHEET 1 OF 12 SHEETS STA. TO STA.		F.A.U. RTE. 3512	SECTION 2020-252-BR	COUNTY COOK	TOTAL SHEETS 35	SHEET NO. 17
		SN 016-1119		CONTRACT NO. 62N24		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

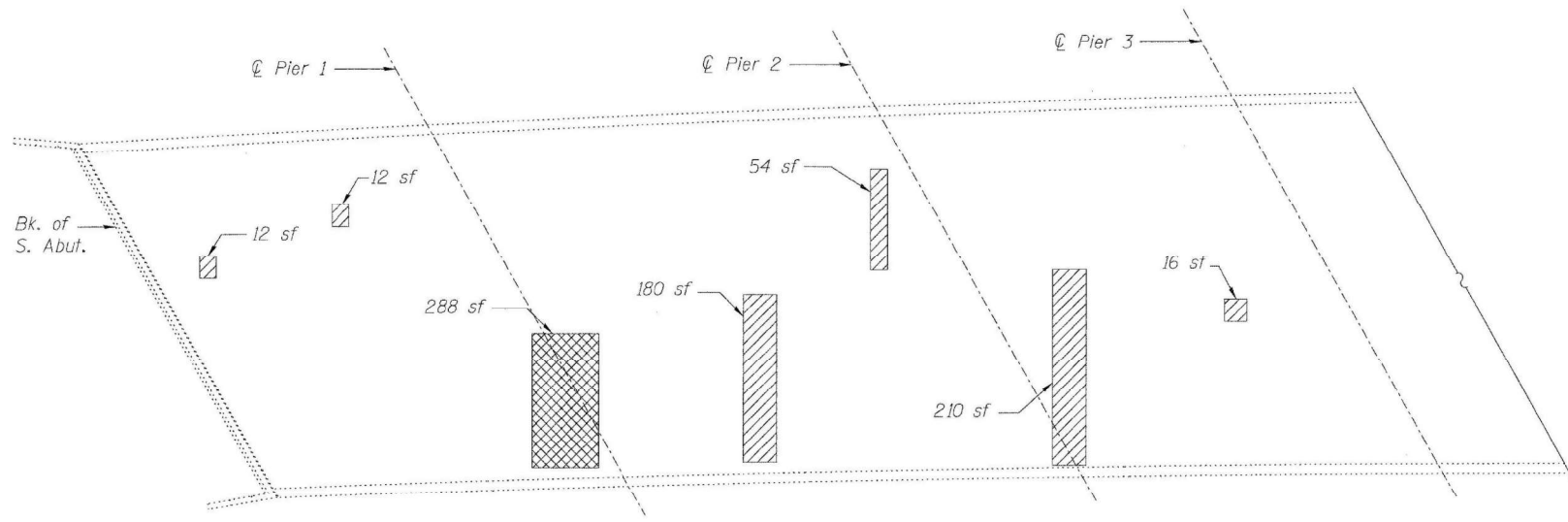
US 14 (NORTHWEST HIGHWAY) AT IL 53 BRIDGE DECK REPAIRS
RECORD DRAWING - GENERAL PLAN & ELEVATION

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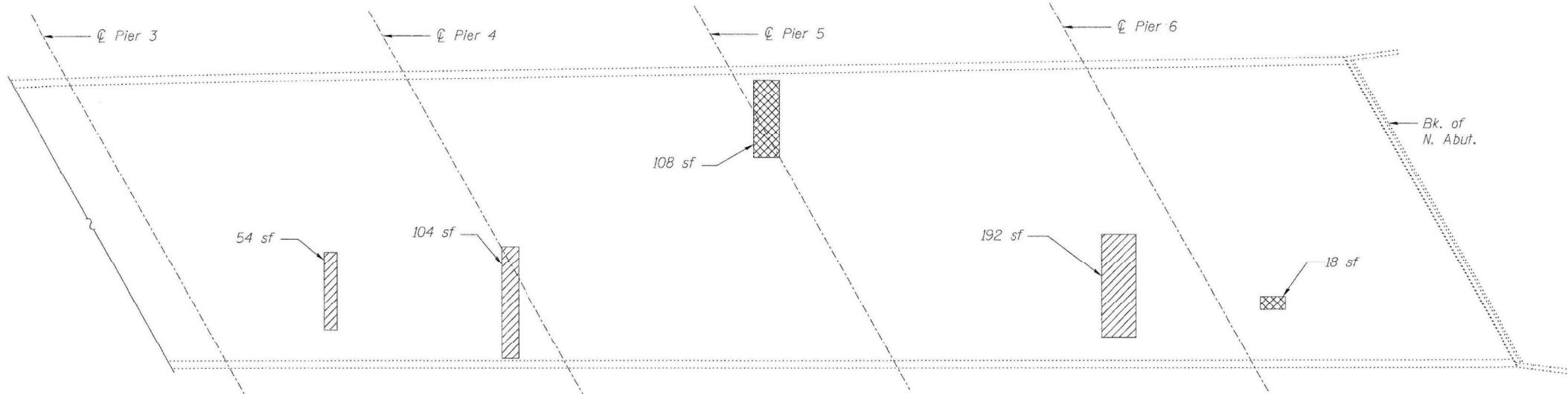


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	DATE - 03-24-2021	REVISED -

FOR INFORMATION ONLY



PARTIAL DECK PLAN



PARTIAL DECK PLAN

BILL OF MATERIAL

Item	Unit	Total
Deck Slab Repair (Partial)	Sq. Yd.	106.6
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	52.9
Protective Shield	Sq. Yd.	1669

Repair of the existing deck slab shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer at the time of construction.

LEGEND

Deck Slab Repair (Full Depth, Type II)

Deck Slab Repair (Partial)

sf Square Feet

**DECK SLAB REPAIR
STRUCTURE NO. 016-1119**

 LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois <small>Designed By: RH Date: 12/2020 Checked By: MTH File: 016-1119.dgn Drawn By: RH</small>	SHEET NO. 4 12 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 60138				
		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		3512	2020-252-BR	COOK	35	18
		SN 016-1119		CONTRACT NO. 62N24		
		ILLINOIS FED. AID PROJECT				

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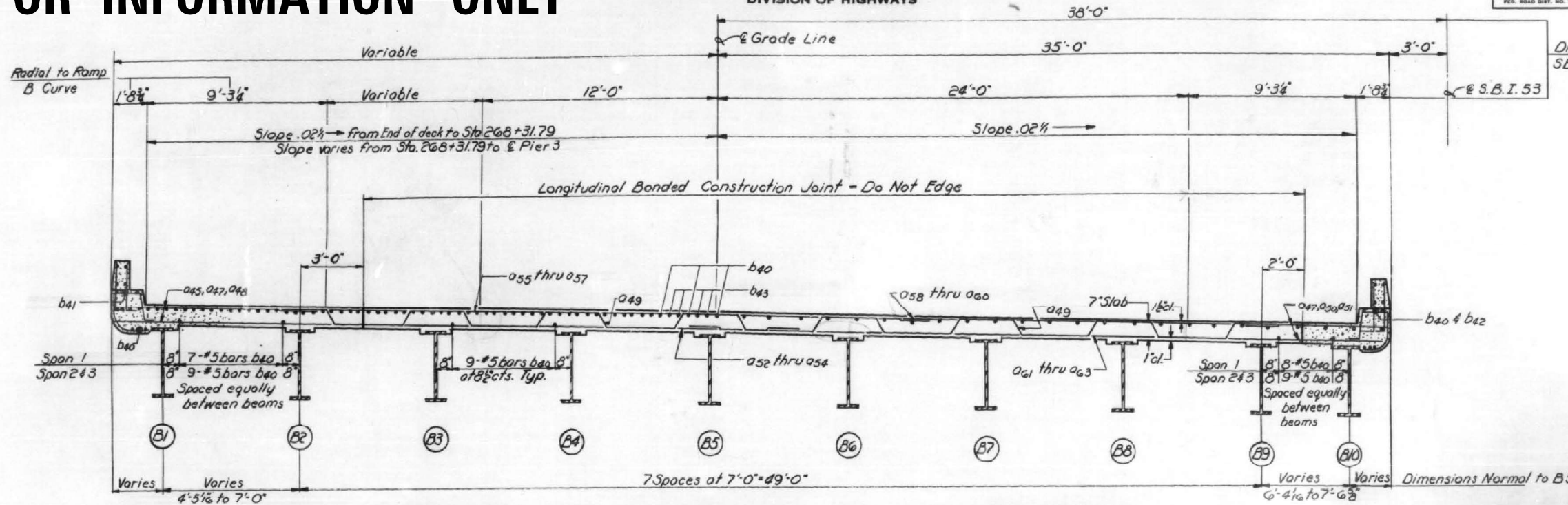
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	DATE - 03-24-2021	REVISED -

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
53	531-2-VHB	COOK	67	12
F.A.U. 3512		ILLINOIS		FED. AID PROJECT

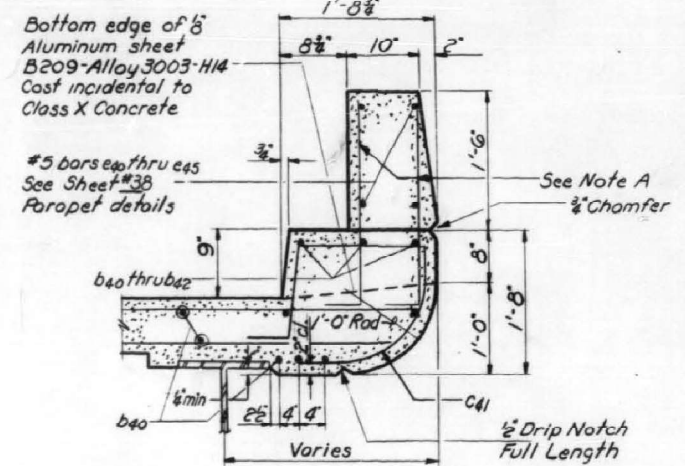
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60 SHEETS



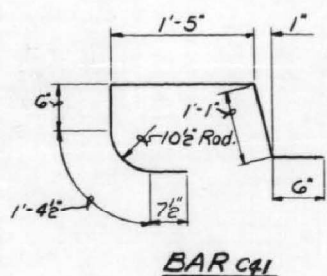
NEAR PIER

NEAR MIDSPAN

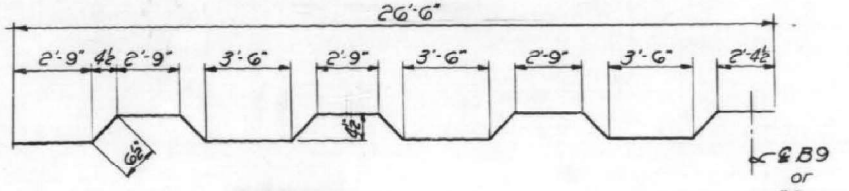
CROSS SECTION



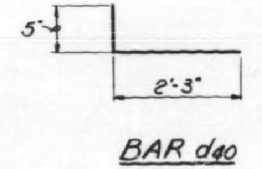
CURB DETAIL



BAR c41



BAR a49



BAR d40

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a49	280	#6	27'-8"	U
a50	56	#6	10'-3"	U
a51	56	#6	10'-9"	U
a52	28	#6	29'-9"	U
a53	28	#6	30'-3"	U
a54	136	#6	30'-9"	U
a55	28	#6	40'-3"	U
a56	28	#6	40'-9"	U
a57	136	#6	41'-3"	U
a58	88	#6	27'-3"	U
a59	28	#6	27'-9"	U
a60	81	#6	28'-3"	U
a61	83	#6	37'-9"	U
a62	28	#6	38'-3"	U
a63	81	#6	38'-9"	U
a45	56	#6	8'-8"	U
a47	336	#6	9'-10"	U
a48	56	#6	9'-2"	U
b40	1075	#5	27'-6"	U
b41	24	#5	10'-6"	U
b42	12	#5	30'-6"	U
b43	178	#6	28'-6"	U
c41	332	#5	5'-6"	U
d40	958	#5	2'-8"	U
* Reinforcement Bars		Lbs.	103,580	
** Structural Steel		Lbs.	393,680	
Class X Concrete		Cu. Yds.	368.0	

Work this sheet with following sheet

DESIGNED: <i>Sobby Christen</i>	EXAMINED: <i>W.E. Dickerson</i>	DATE: JUNE 16 1964
CHECKED: <i>John H. ...</i>	PASSED: <i>...</i>	
DRAWN: W.E. Dickerson	APPROVED: <i>...</i>	
CHECKED: J.W.		

** Structural Steel quantity includes the following
1) Bearing Assemblies, including lead plates and anchor bolts. Est. Wt. 11,950 lbs
2) Sliding plate Expansion Device - includes all material attached (directly or indirectly) to girders of the unit and to the abut. Est. Wt. 13,000 lbs.
* Reinforcement Bars quantity includes e series bars in parapet.

SUPERSTRUCTURE-UNIT B
S.B.I. ROUTE 53
SEC. 531-2-VHB
COOK COUNTY
STATION 270+71.7

MODEL: Default; FILE NAME: I:\P\10016588_PTB_131_006\Work Order #18\CADD_Structure\182424.ctb; Superstrct.dgn

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

USER NAME = nranin	DESIGNED - BCG	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - DMW	REVISED -
PLOT DATE = 3/24/2021	CHECKED - JMB	REVISED -
	DATE - 03-24-2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

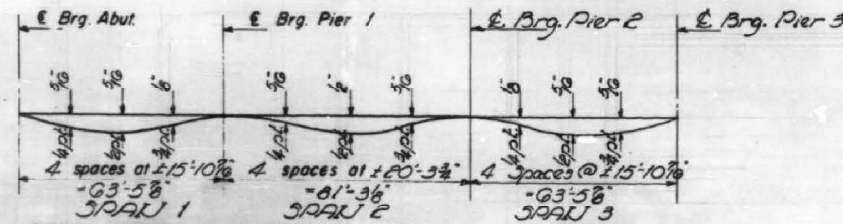
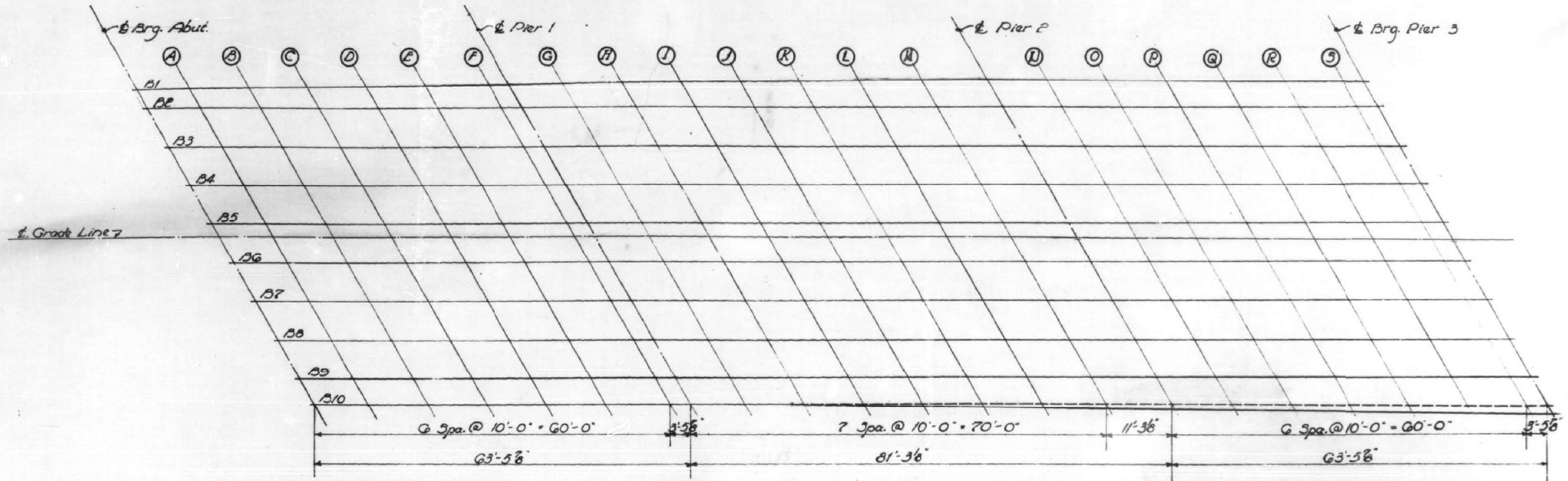
US 14 (NORTHWEST HIGHWAY) AT IL 53 BRIDGE DECK REPAIRS
RECORD DRAWING - SUPERSTRUCTURE UNIT B
SCALE: SHEET 4 OF 12 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	2020-252-BR	COOK	35	20
SN 016-1119		ILLINOIS		FED. AID PROJECT
			CONTRACT NO. 62N24	

FOR INFORMATION ONLY

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
53	531-2	COOK	67	14
F.A. 61		SHEETS		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	
Abut. Brg.	B1	26670.733	-27.843	756.312	756.312
A	B1	26680.498	-27.930	756.381	756.396
B	B1	26690.276	-28.034	756.448	756.472
C	B1	26700.047	-28.152	756.512	756.538
D	B1	26709.819	-28.288	756.575	756.603
E	B1	26719.588	-28.439	756.635	756.664
F	B1	26729.257	-28.606	756.693	756.696
Pier 1	B1	26732.767	-28.668	756.714	756.714
G	B1	26742.636	-28.858	756.769	756.782
H	B1	26752.300	-29.029	756.822	756.848
I	B1	26762.181	-29.075	756.871	756.908
J	B1	26772.042	-29.131	756.917	756.959
K	B1	26781.925	-29.204	756.961	756.996
L	B1	26791.766	-29.292	757.003	757.030
M	B1	26801.627	-29.398	757.043	757.057
Pier 2	B1	26812.731	-29.536	757.085	757.085
N	B1	26822.592	-29.676	757.121	757.127
O	B1	26832.452	-29.833	757.150	757.164
P	B1	26842.311	-30.006	757.122	757.146
Q	B1	26852.170	-30.195	757.091	757.116
R	B1	26862.028	-30.401	757.058	757.078
S	B1	26871.886	-30.623	757.021	757.026
Brig.-Pier 3	B1	26879.325	-30.706	757.007	757.007

Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	
Abut. Brg.	B10	26701.286	32.325	755.310	755.310
A	B10	26711.276	32.423	755.269	755.284
B	B10	26721.266	32.503	755.226	755.251
C	B10	26731.257	32.568	755.181	755.207
D	B10	26741.248	32.615	755.133	755.151
E	B10	26751.239	32.646	755.083	755.102
F	B10	26761.230	32.660	755.031	755.034
Pier 1	B10	26764.716	32.661	755.048	755.048
G	B10	26774.708	32.653	755.093	755.066
H	B10	26784.706	32.642	755.133	755.088
I	B10	26794.749	32.627	755.172	755.109
J	B10	26804.790	32.735	755.211	755.154
K	B10	26814.833	32.755	755.247	755.182
L	B10	26824.872	32.765	755.279	755.206
M	B10	26834.917	32.745	755.310	755.224
Pier 2	B10	26845.225	32.710	755.343	755.241
N	B10	26855.267	32.661	755.367	755.273
O	B10	26866.308	32.596	755.391	755.306
P	B10	26876.350	32.513	755.413	755.337
Q	B10	26886.391	32.413	755.431	755.366
R	B10	26896.432	32.297	755.448	755.396
S	B10	26906.473	32.081	755.463	755.429
Brig.-Pier 3	B10	26909.978	32.117	755.468	755.468

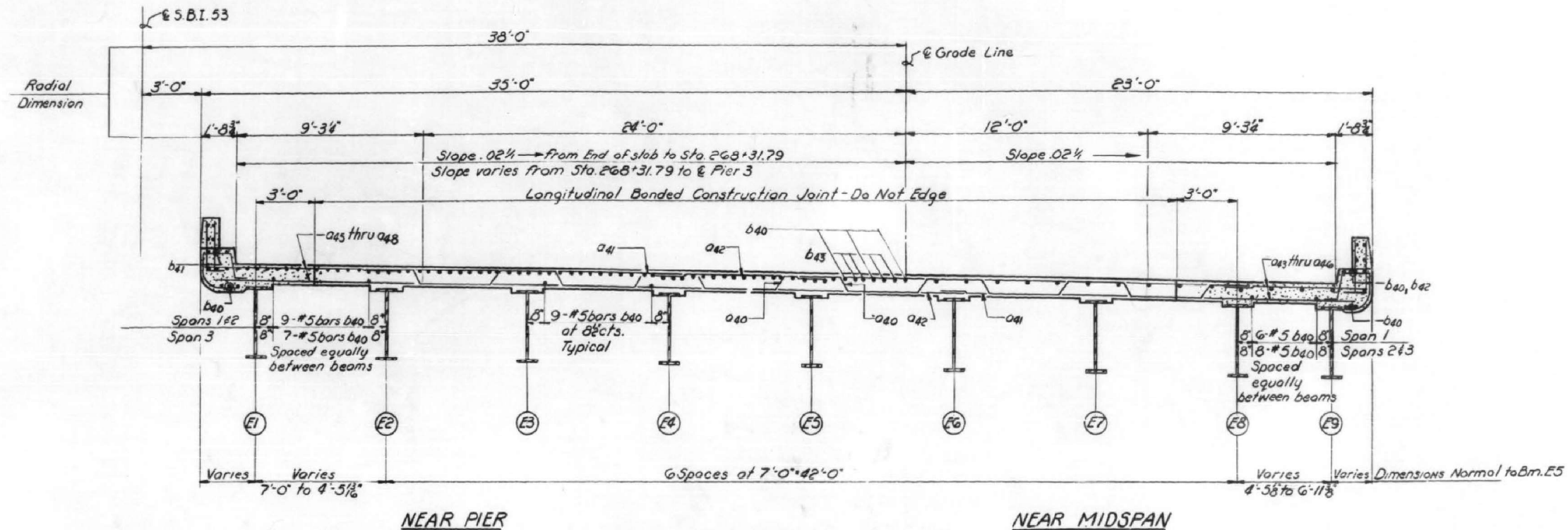
Elevations shown are along E beams.

DESIGNED	James Warrick
CHECKED	Bob Clifton
DRAWN	Jacob
CHECKED	JW

EXAMINED	W. Baumgartner	JUNE 16 1964
PASSED	John Smith	
APPROVED	John Smith	

SLAB ELEVATIONS - UNIT B
S.B.I. ROUTE 53
SEC. 531-2-VHB
COOK COUNTY
STA 270+71.7

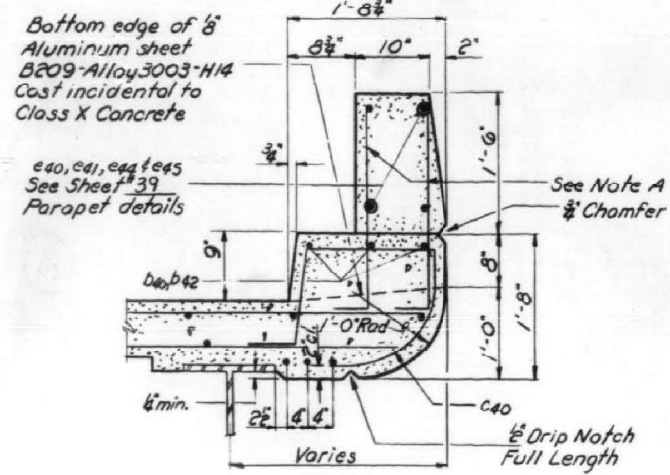
FOR INFORMATION ONLY



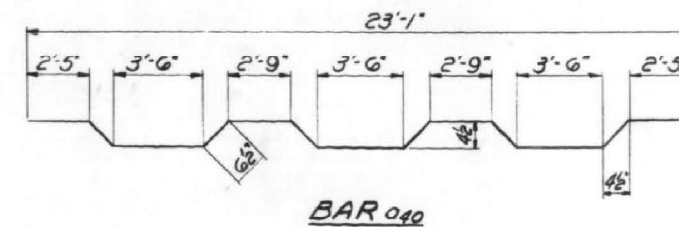
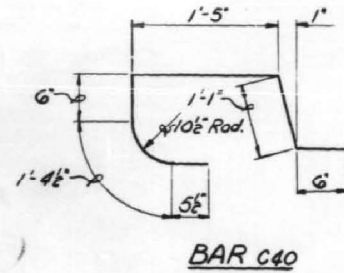
NEAR PIER

NEAR MIDSPAN

CROSS SECTION



CURB DETAIL



BILL OF MATERIAL

Bar	No	Size	Length	Shape
a40	290	#6	24'-1"	~
a41	380	#6	23'-0"	~
a42	380	#6	37'-0"	~
a43	134	#6	7'-9"	~
a44	52	#6	8'-4"	~
a45	104	#6	8'-8"	~
a46	104	#6	9'-6"	~
a47	134	#6	9'-10"	~
a48	52	#6	9'-2"	~
b40	828	#5	27'-6"	~
b41	24	#5	10'-6"	~
b42	12	#5	30'-6"	~
b43	152	#6	23'-6"	~
c40	338	#5	5'-4"	┘
d40	966	#5	2'-8"	┘
*Reinforcement Bars		Lbs.	89,530	
**Structural Steel		Lbs.	358,090	
Class X Concrete		Cu. Yds.	328.5	

Work this sheet with following sheet

- **Structural Steel Quantity includes the following
- 1.) Bearing Assemblies, including lead plates and anchor bolts. Est. Wt. 10,960 lbs.
- 2.) Sliding plate Expansion Device - includes all material attached (directly or indirectly) to diaphragms of the unit and to the abut. Est. Wt. 13,190 lbs.
- *Reinforcement Bars quantity includes a series bars in parapet.

SUPERSTRUCTURE-UNIT

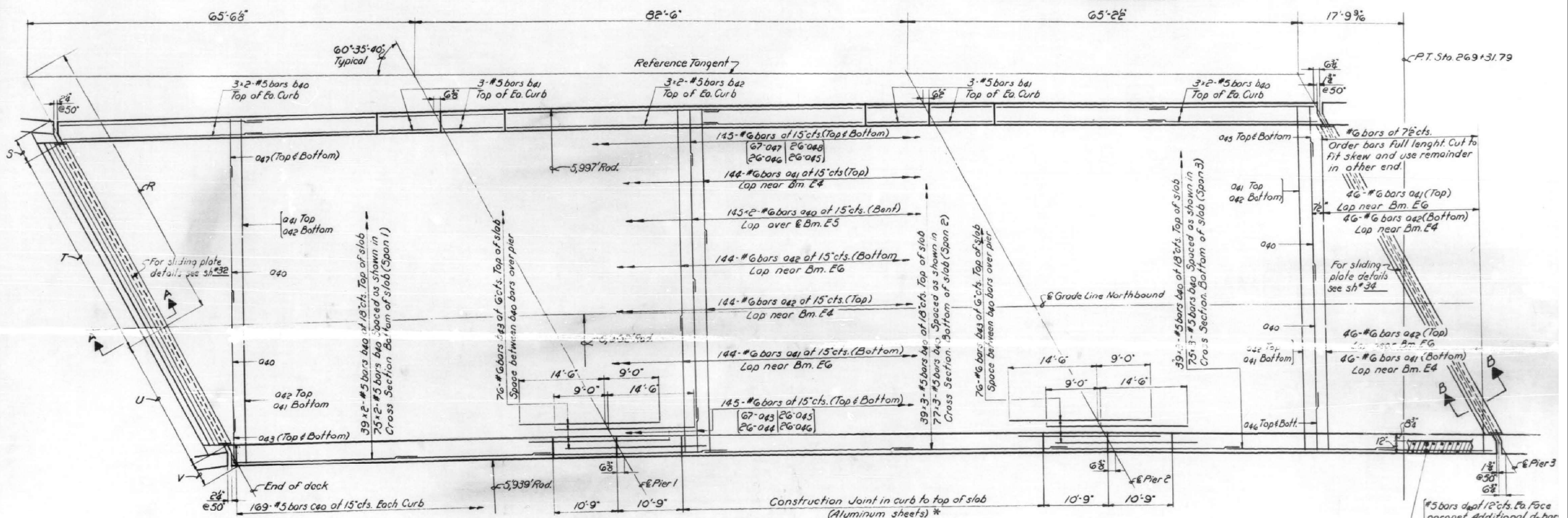
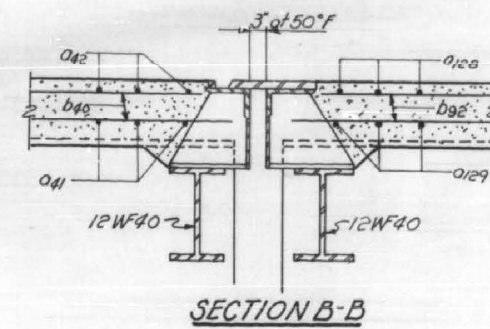
S.B.I. ROUTE 53
SEC. 531-2-VHB
COOK COUNTY
STATION 270+71.17

DESIGNED: Robby Christen
CHECKED: James Waverly
DRAWN: W.E. Dickerson
CHECKED: JJW

EXAMINED: A.E. Beermann
PASSED: [Signature]
APPROVED: [Signature]

JUNE 16 1964

FOR INFORMATION ONLY

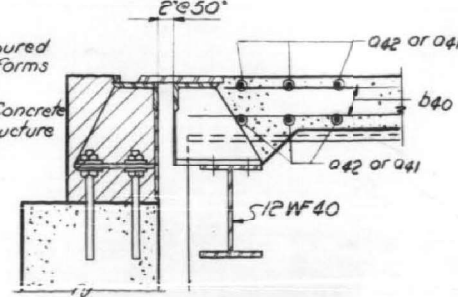


PLAN

NOTE:
Bars indicated thus 20x3 #5 etc. indicates 20 lines of bars with 3 lengths per line. Lap all a series bars min of 2'-0". Lap all b series bars min. of 20 diameters.
* Aluminum sheets to be placed normal to water table.

Location	R	S	T	U	V
End of deck	47'-9"	1'-11 3/8"	37'-5 3/8"	23'-11 3/8"	1'-11 3/8"
Pier 1	45'-7 3/8"	1'-11 3/8"	37'-8"	24'-1 1/2"	1'-11 3/8"
Pier 2	43'-11 3/8"	1'-11 3/8"	37'-11 3/8"	24'-3 3/8"	1'-11 3/8"
Pier 3	43'-7 3/8"	1'-11 3/8"	38'-2"	24'-5"	1'-11 3/8"

Hatched area to be poured after superstructure forms have been removed. Quantity of Class X Concrete included with superstructure



SECTION A-A

Work this sheet with preceding sheet

DESIGNED: *Walter Chilton*
CHECKED: *James Harrington*
DRAWN: *W.E. Dickerson*
CHECKED: *JWD*

EXAMINED: *H.G. Baumgarten*
PASSED: *Therese*
APPROVED: *[Signature]*

JUNE 16 1964

SUPERSTRUCTURE-UNIT E
S.B.I. ROUTE 53
SEC. 531-2-VHB
COOK COUNTY
STATION 270+71.17

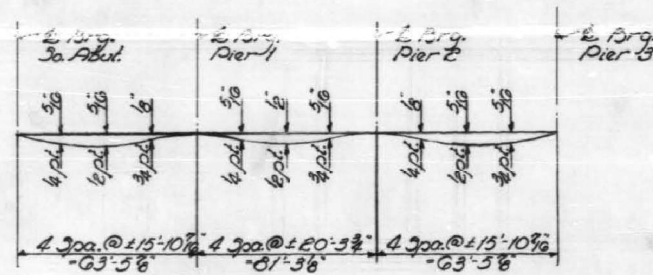
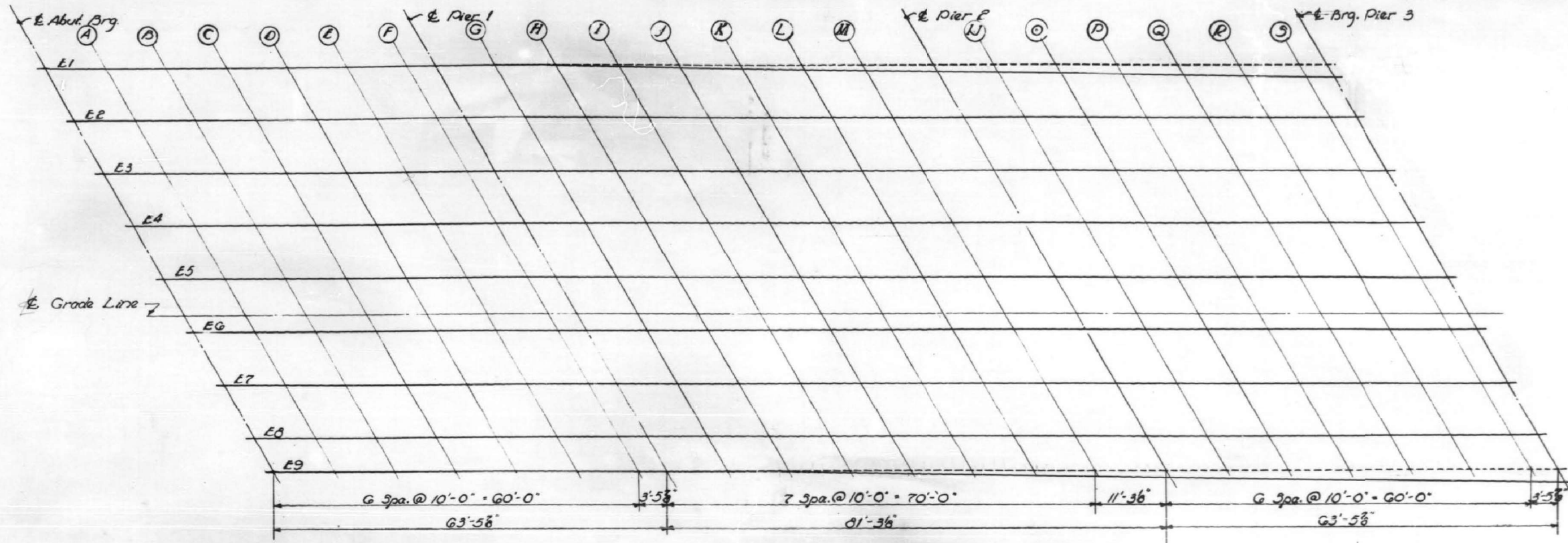
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FOR INFORMATION ONLY

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
53	531-2	COOK	67	20
41	VHB			

SHEET NO. 15
60 SHEETS



Span 1 Span 2 Span 3
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

Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
------	---------	--------	------------------------------	--

Abut.	E1	26706.752	- 13.052	756.651	756.651
A	E1	26716.760	- 12.963	756.709	756.725
B	E1	26726.768	- 12.892	756.762	756.790
C	E1	26736.776	- 12.837	756.818	756.845
D	E1	26746.785	- 12.798	756.870	756.888
E	E1	26756.794	- 12.777	756.919	756.927
F	E1	26766.802	- 12.772	756.966	756.968
Abut. Pier 1	E1	26776.809	- 12.774	756.982	756.982
G	E1	26780.304	- 12.793	757.026	757.039
H	E1	26790.308	- 12.796	757.068	757.093
I	E1	26800.313	- 12.796	757.103	757.138
J	E1	26810.318	- 12.799	757.137	757.180
K	E1	26820.323	- 12.805	757.169	757.205
L	E1	26830.328	- 12.809	757.199	757.225
M	E1	26840.333	- 12.820	757.167	757.181
Abut. Pier 2	E1	26852.297	- 12.161	757.122	757.122
N	E1	26862.314	- 12.119	757.080	757.086
O	E1	26872.330	- 12.093	757.039	757.049
P	E1	26882.347	- 12.084	756.989	757.013
Q	E1	26892.364	- 12.052	756.940	756.966
R	E1	26902.381	- 12.118	756.888	756.908
S	E1	26912.397	- 12.159	756.834	756.840
Abut. -P3	E1	26916.531	- 12.173	756.814	756.814

Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
------	---------	--------	------------------------------	--

Abut. Brg.	E9	26734.688	20.580	755.739	755.739
A	E9	26744.787	20.622	755.791	755.806
B	E9	26754.886	20.647	755.841	755.866
C	E9	26764.984	20.655	755.889	755.915
D	E9	26775.083	20.646	755.935	755.952
E	E9	26785.182	20.620	755.978	755.987
F	E9	26795.280	20.578	756.013	756.021
Abut. Pier 1	E9	26798.804	20.559	756.031	756.033
G	E9	26808.902	20.494	756.071	756.084
H	E9	26819.017	20.442	756.106	756.132
I	E9	26829.223	20.541	756.137	756.171
J	E9	26839.430	20.624	756.165	756.207
K	E9	26849.637	20.690	756.190	756.225
L	E9	26859.845	20.738	756.214	756.241
M	E9	26870.051	20.769	756.235	756.249
Abut. Pier 2	E9	26881.255	20.783	756.256	756.256
N	E9	26891.452	20.777	756.272	756.278
O	E9	26901.659	20.753	756.286	756.300
P	E9	26911.867	20.713	756.297	756.322
Q	E9	26922.074	20.658	756.308	756.333
R	E9	26932.281	20.584	756.315	756.336
S	E9	26942.487	20.492	756.319	756.328
Abut. -Pier 3	E9	26946.348	20.457	756.321	756.321

Elevations shown are along E all beams.

SLAB ELEVATIONS - UNIT E
S.B.I. ROUTE 53
SEC. 531-2 - VHB
COOK COUNTY
STA. 270 + 71.17

DESIGNED	John Manning
CHECKED	Thomas Romanos
DRAWN	Jacobs
CHECKED	B.C. G.R.

EXAMINED	W.E. Baumann	JUNE 16 1964
PASSED	E. Baumann	
APPROVED	[Signature]	

CHASTAIN & ASSOCIATES LC
CONSULTING ENGINEERS
184-001397

USER NAME	= nranKin
DESIGNED	- BCG
DRAWN	- DMW
CHECKED	- JMB
DATE	- 03-24-2021

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

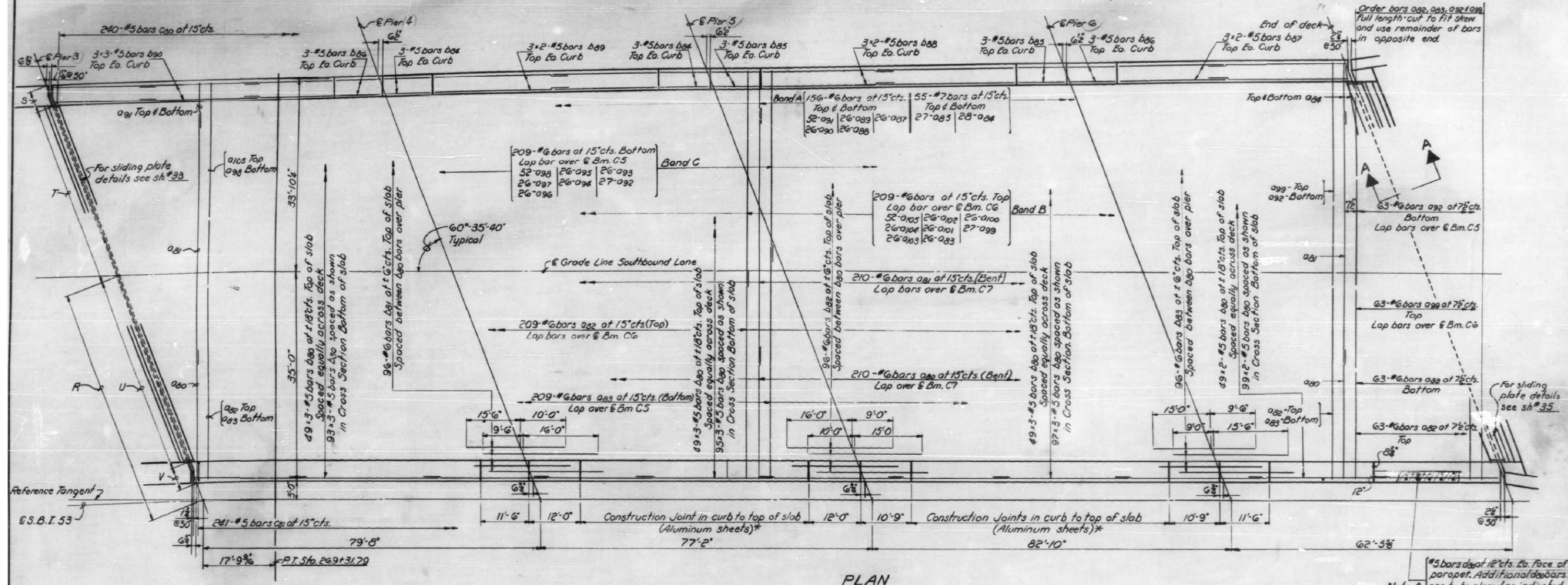
US 14 (NORTHWEST HIGHWAY) AT IL 53 BRIDGE DECK REPAIRS
RECORD DRAWING - SLAB ELEVATIONS - UNIT E

SCALE:	SHEET 9 OF 12 SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	2020-252-BR	COOK	35	25
SN 016-1119		CONTRACT NO. 62N24		
ILLINOIS		FED. AID PROJECT		

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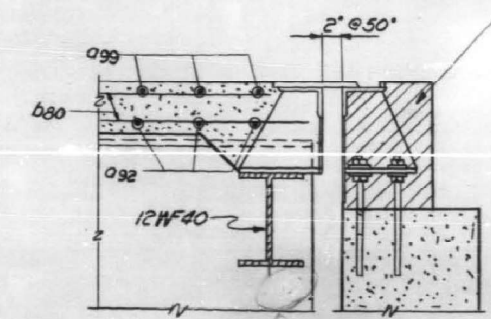
FOR INFORMATION ONLY



PLAN

NOTE:
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line. Lap all a series bars min. of 2'-0". Lap all b series bars min. of 20 diameters.
* Aluminum sheets to be placed normal to water table.

Location	R	S	T	U	V
℄ Pier 3	43'-5 3/8"	1'-11 1/8"	35'-9 3/8"	38'-1"	1'-11 1/8"
℄ Pier 4	43'-7 3/8"	1'-11 1/8"	37'-3"	38'-2 1/4"	1'-11 1/8"
℄ Pier 5	43'-7 3/8"	1'-11 1/8"	38'-6 3/8"	38'-2 1/4"	1'-11 1/8"
℄ Pier 6	43'-7 3/8"	1'-11 1/8"	39'-11 1/8"	38'-2 1/4"	1'-11 1/8"
End of deck	43'-7 3/8"	1'-11 1/8"	41'-0"	38'-2 1/4"	1'-11 1/8"



SECTION A-A

Matched area to be poured after superstructure forms have been removed. Quantity of Class X Concrete included with Superstructure.

Work this sheet with preceding sheet

DESIGNED *Bobby Chilton*
CHECKED *James Haversing*
DRAWN *W.E. Dickerson*
CHECKED *JJW*

JUNE 16 1964
EXAMINED *W.G. Baumann*
PASSED *Adams*
APPROVED *[Signature]*

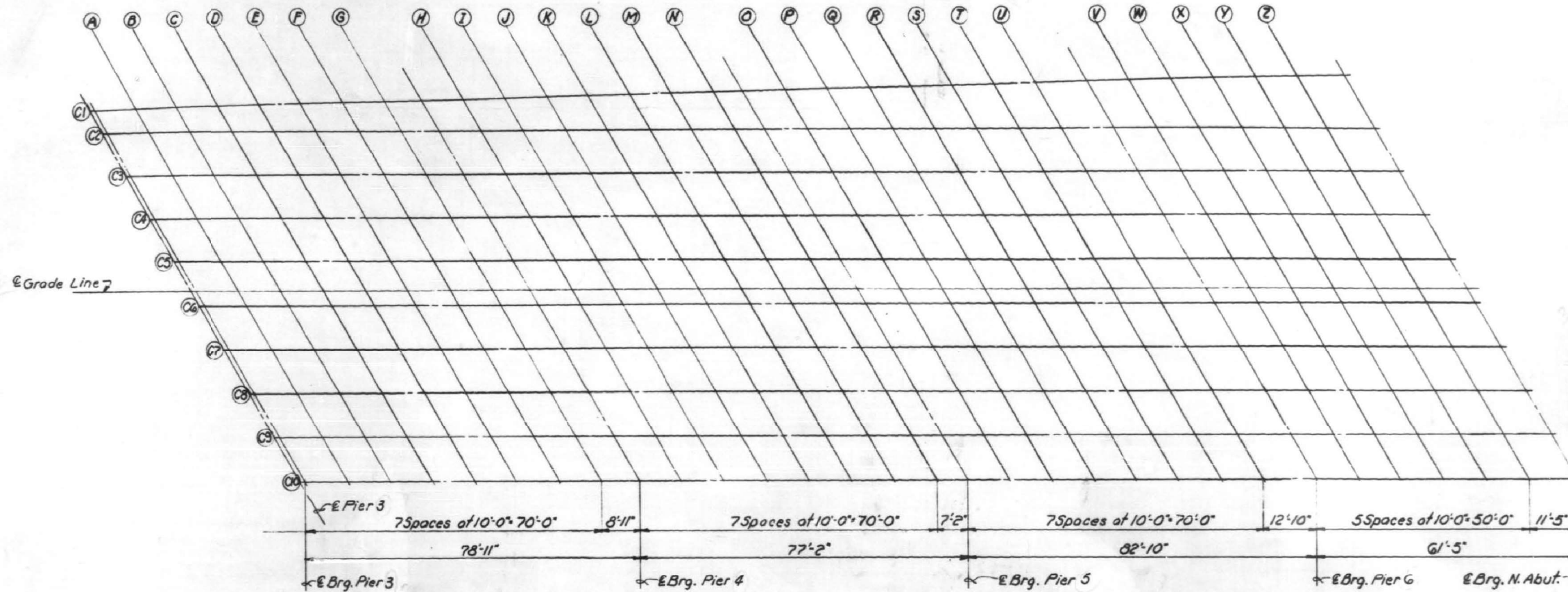
SUPERSTRUCTURE-UNIT C
S.B.I. ROUTE 53
SEC. 531-2-VH8
COOK COUNTY
STATION 270+71.7

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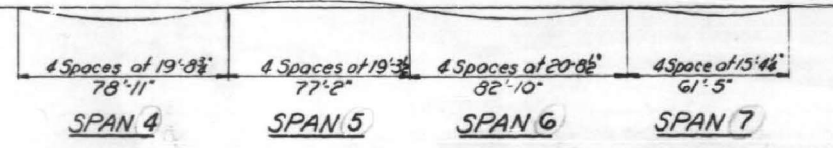
FOR INFORMATION ONLY

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 21
53	531-2-VHB	COOK	67	26	60 SHEETS
FED. ROAD DIST. NO. 7		LENDING	FED. AID PROJECT		



Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
E Brg. Pier 3	C1	26911.469	32.132	756.069
A	C1	26921.459	32.157	756.077
B	C1	26931.449	32.166	756.082
C	C1	26941.449	32.166	756.086
D	C1	26951.449	32.166	756.087
E	C1	26961.449	32.166	756.085
F	C1	26971.449	32.166	756.081
G	C1	26981.449	32.166	756.074
Pier 4	C1	26990.389	32.166	756.066
H	C1	27000.389	32.166	756.055
I	C1	27010.389	32.166	756.041
J	C1	27020.389	32.166	756.025
K	C1	27030.389	32.166	756.006
L	C1	27040.389	32.166	755.985
M	C1	27050.389	32.166	755.961
N	C1	27060.389	32.166	755.934
E Brg. Pier 5	C1	27067.556	32.166	755.914
O	C1	27077.556	32.166	755.883
P	C1	27087.556	32.166	755.850
Q	C1	27097.556	32.166	755.815
R	C1	27107.556	32.166	755.776
S	C1	27117.556	32.166	755.736
T	C1	27127.556	32.166	755.693
U	C1	27137.556	32.166	755.647
E Brg. Pier 6	C1	27150.389	32.166	755.585
V	C1	27160.389	32.166	755.533
W	C1	27170.389	32.166	755.489
X	C1	27180.389	32.166	755.443
Y	C1	27190.389	32.166	755.386
Z	C1	27200.389	32.166	755.319
E Brg. N. Abut.	C1	27211.806	32.166	755.230



Beam	Span 4			Span 5			Span 6			Span 7		
	1/2	1/4	3/8	1/2	1/4	3/8	1/2	1/4	3/8	1/2	1/4	3/8
C1	1/16	1/16	1/16	1/8	1/8	1/8	1/8	1/8	1/8	1/16	1/16	1/16
C2 thru C9	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/16	1/16	1/16
C10	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/16	1/16	1/16

DEAD LOAD DEFLECTION DIAGRAM

Includes weight of concrete only.

Note: The above deflections are not for use in the field if the Engineer is working from the Theoretical Grade Elevation Adjusted for Dead Load Deflection.

Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
E Brg. Pier 3	C1	26876.443	30.752	757.003
A	C1	26886.329	30.818	756.960
B	C1	26896.215	30.901	756.914
C	C1	26906.101	31.000	756.865
D	C1	26915.987	31.115	756.814
E	C1	26925.872	31.247	756.760
F	C1	26936.129	31.379	756.700
G	C1	26946.121	31.524	756.639
E Brg. Pier 4	C1	26954.385	31.645	756.587
H	C1	26964.382	31.791	756.520
I	C1	26974.380	31.938	756.451
J	C1	26984.377	32.085	756.378
K	C1	26994.375	32.232	756.300
L	C1	27004.372	32.380	756.223
M	C1	27014.370	32.529	756.141
N	C1	27024.367	32.678	756.056

Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
E Brg. Pier 5	C1	27030.389	32.775	755.999
O	C1	27040.389	32.925	755.968
P	C1	27050.389	33.075	755.941
Q	C1	27060.389	33.225	755.912
R	C1	27070.389	33.376	755.880
S	C1	27080.389	33.527	755.845
T	C1	27090.389	33.679	755.808
U	C1	27100.389	33.831	755.769
E Brg. Pier 6	C1	27113.050	34.017	755.717
V	C1	27123.019	34.170	755.672
W	C1	27133.016	34.324	755.625
X	C1	27143.013	34.478	755.575
Y	C1	27153.011	34.632	755.522
Z	C1	27163.008	34.787	755.467
E Brg. N. Abut.	C1	27173.911	34.957	755.404

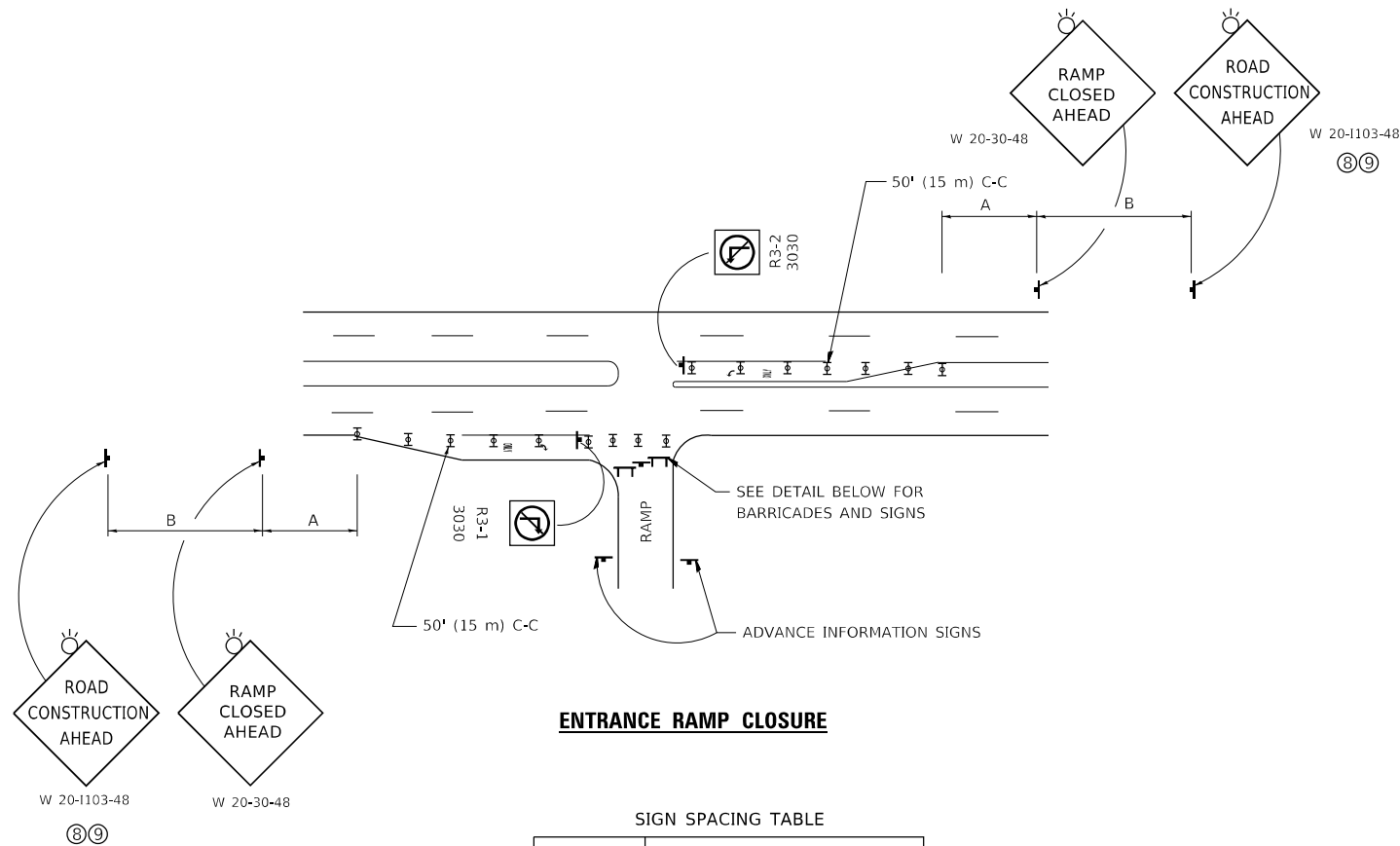
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 CHECKED: Thomas P. ...
 DRAWN: W.E. Dickerson
 CHECKED: G.R.

EXAMINED: H.G. Baumann
 PASSED: ...
 APPROVED: ...

JUNE 16 1964

SLAB ELEVATIONS - UNIT C

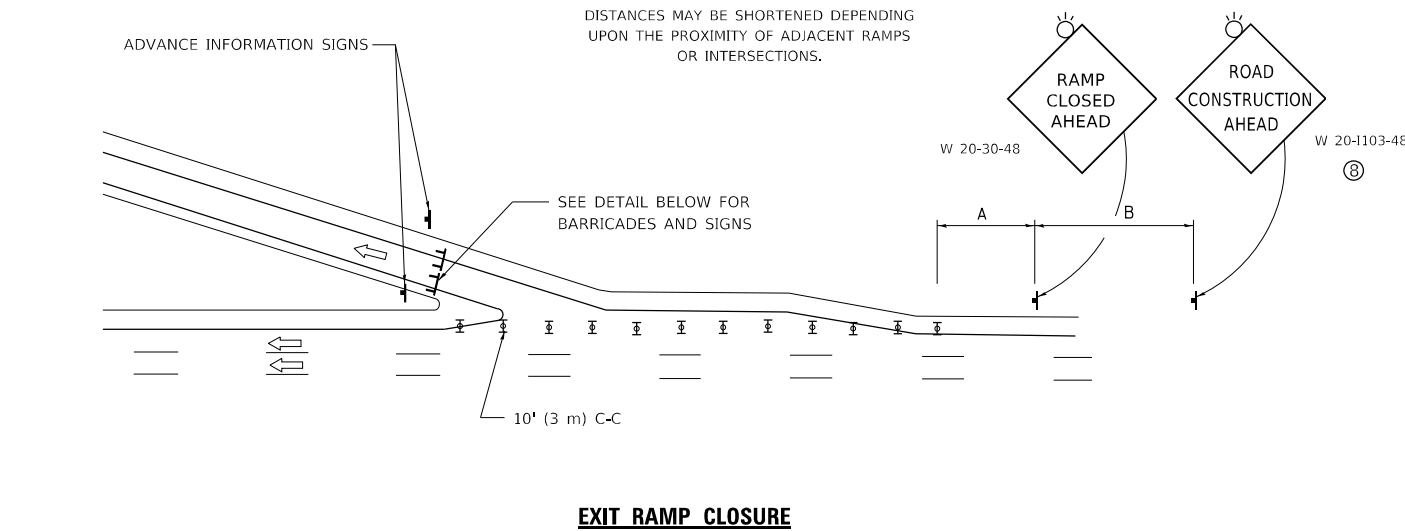
S.B.I. ROUTE 53
 SEC. 531-2-VHB
 COOK COUNTY
 STATION 270+71.7



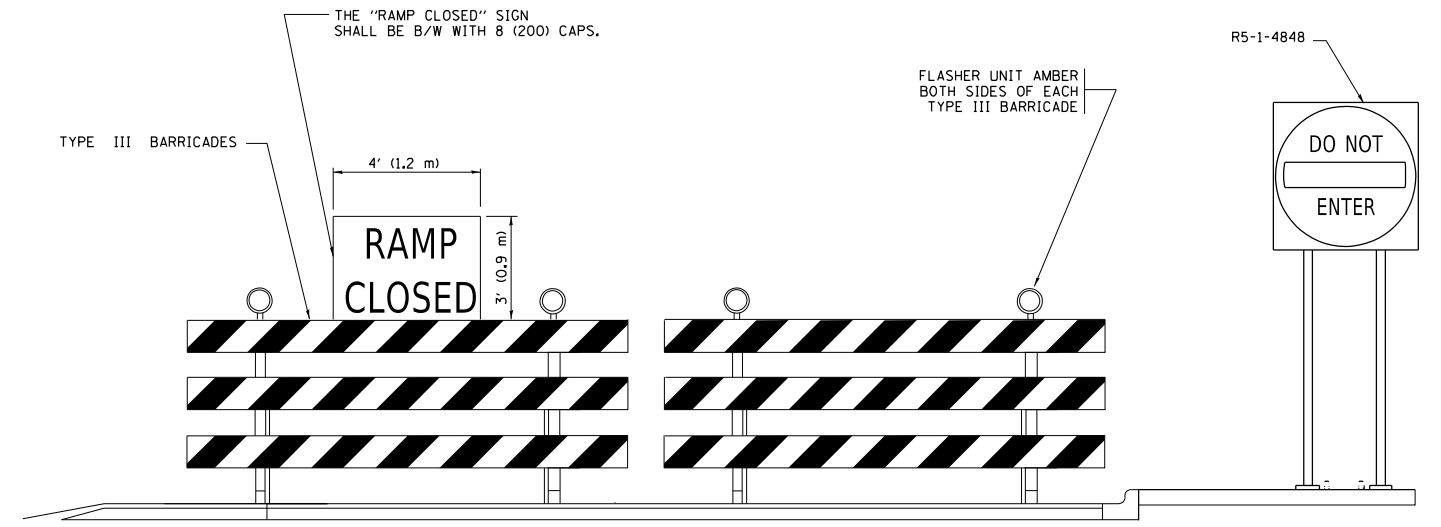
SIGN SPACING TABLE

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)

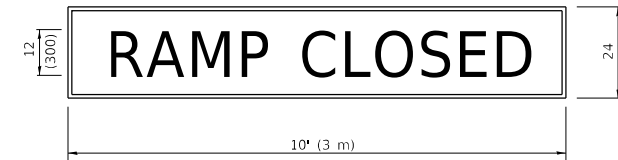
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



- SYMBOLS**
- ☐ TYPE II BARRICADE OR DRUM
 - ☐ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



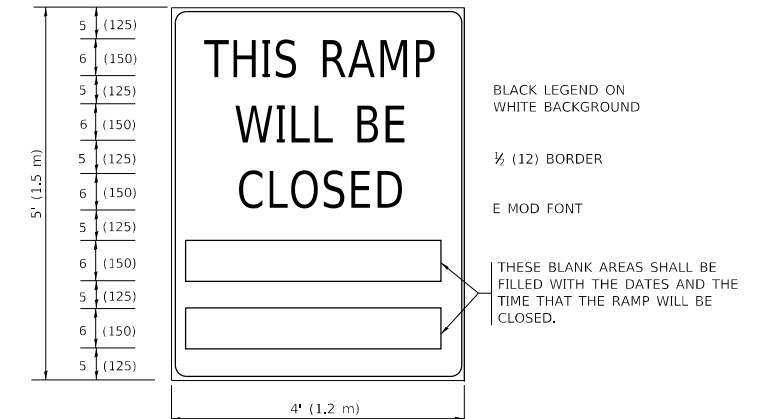
RAMP CLOSURE ADVANCE WARNING SIGN



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 VERTICAL BARRICADES SHALL NOT BE USED FOR RAMP CLOSURES.
- 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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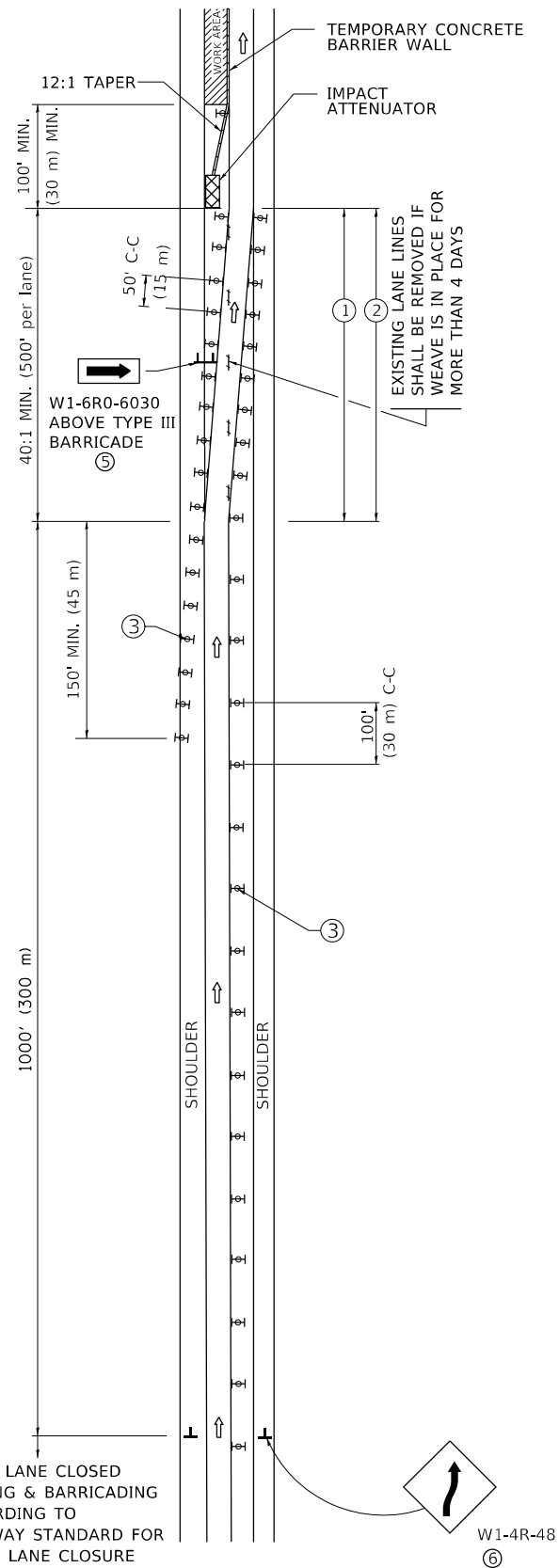
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ENTRANCE_AND_EXIT_RAMP
CLOSURE_DETAILS

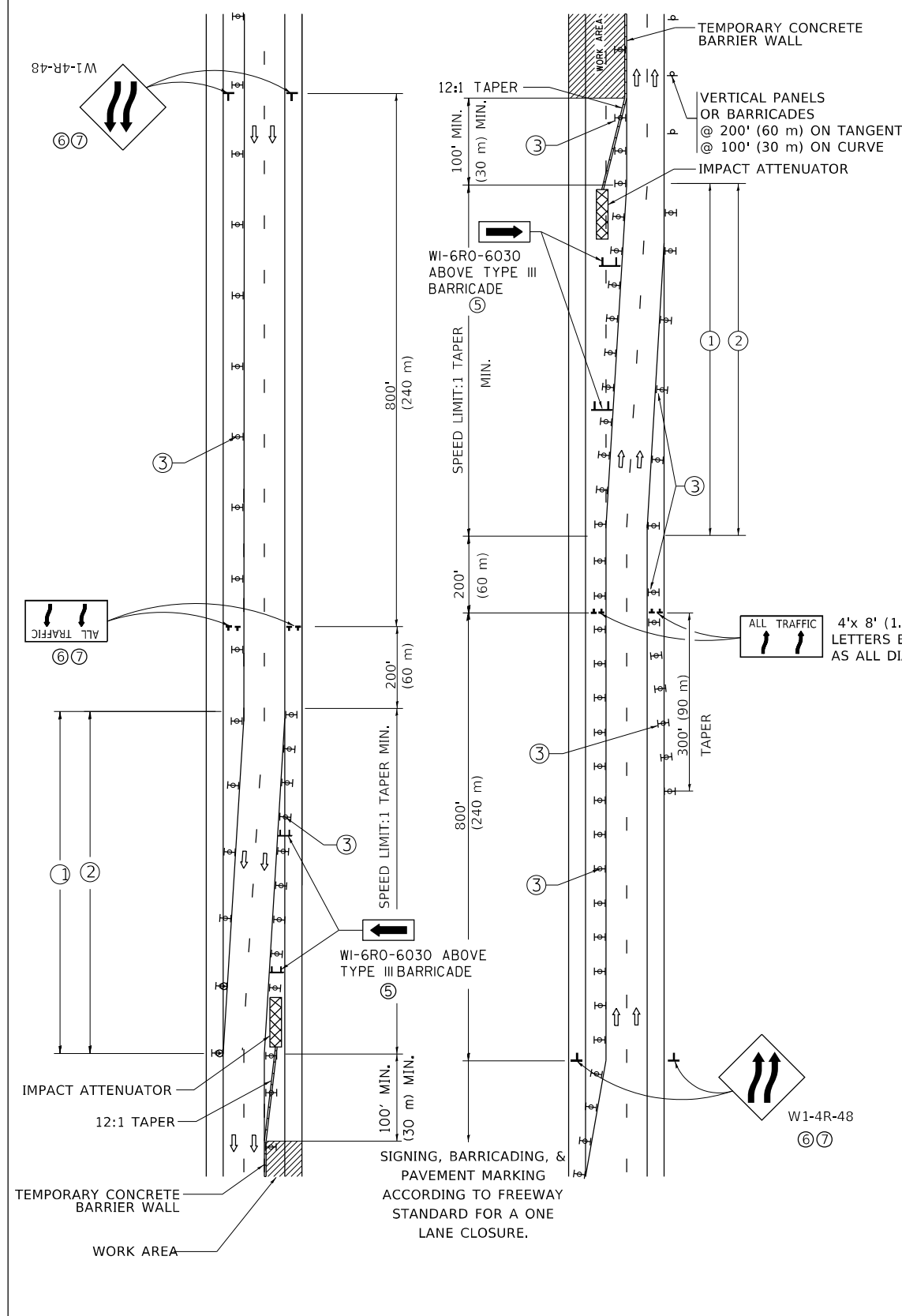
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	2020-252-BR	COOK	35	29
TC-08		CONTRACT NO. 62N24		
ILLINOIS		FED. AID PROJECT		

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.

4'x 8' (1.2 m x 2.4 m); 1 (25) BORDER; 10 (250) CAPITAL LETTERS BACKGROUND SHEETING SHALL BE THE SAME AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS.

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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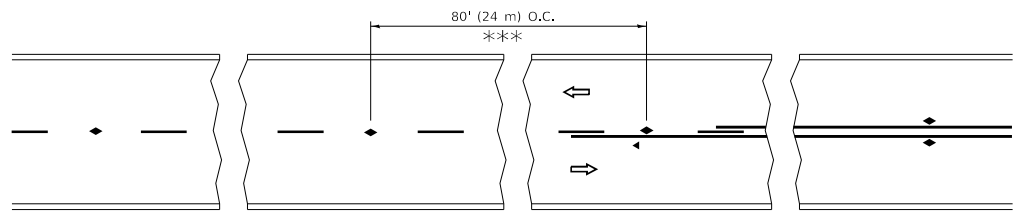
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR
FREEWAY SINGLE & MULTI-LANE WEAVE

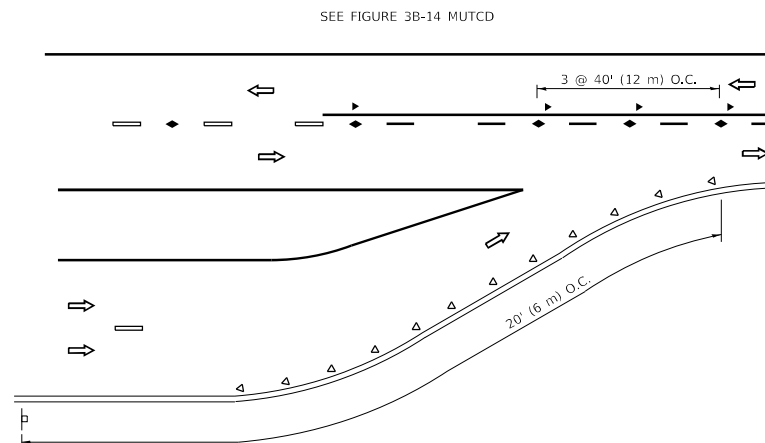
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ILLINOIS FED. AID PROJECT				

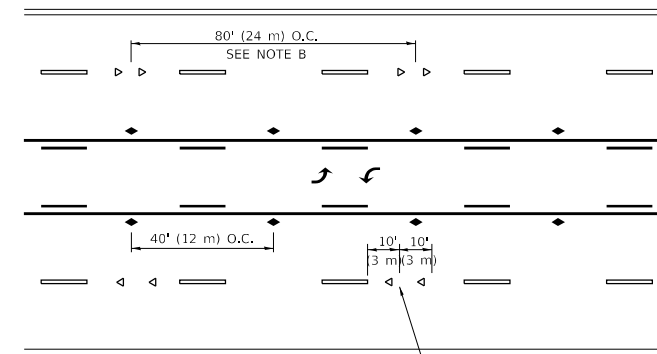


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

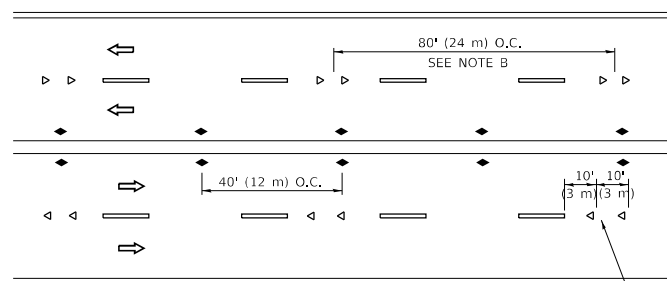
TWO-LANE/TWO-WAY



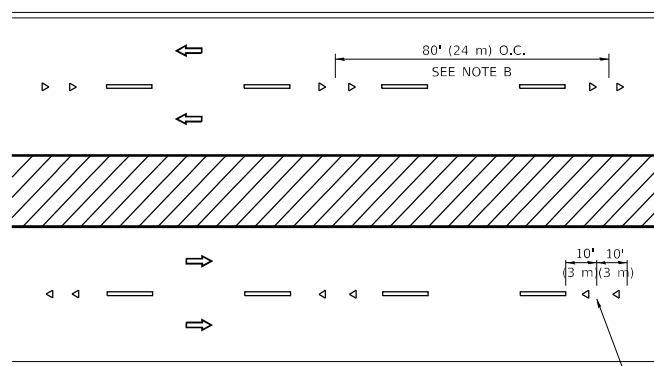
LANE REDUCTION TRANSITION



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.
4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

SYMBOLS

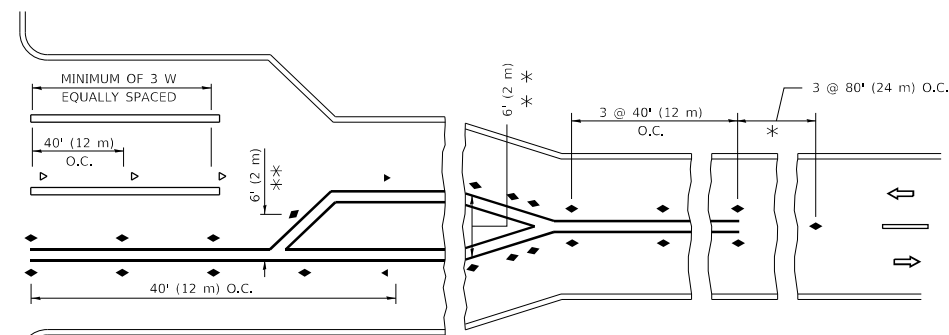
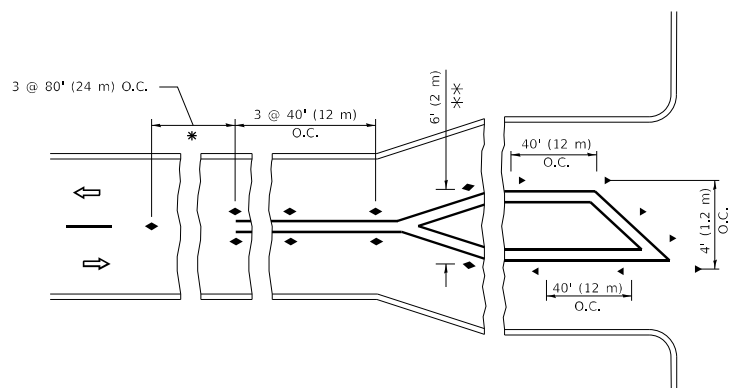
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

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.

TURN LANES

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

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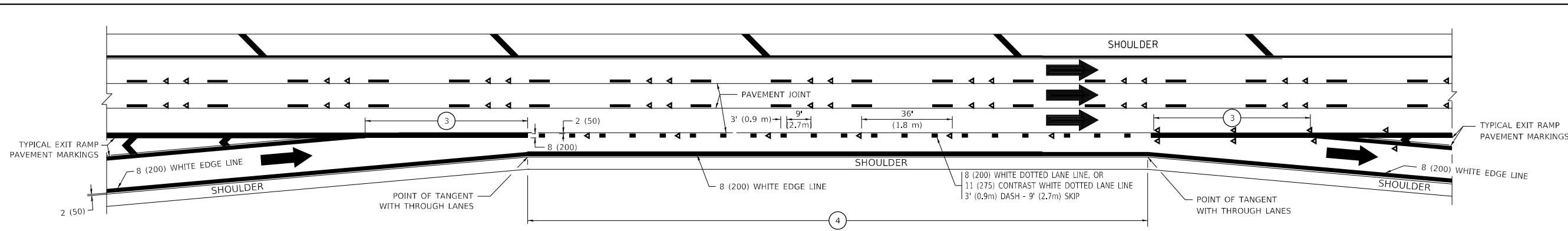
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

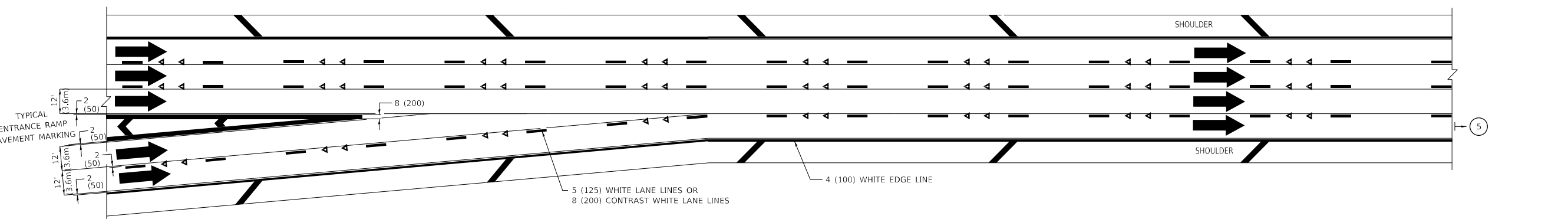
**TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)**

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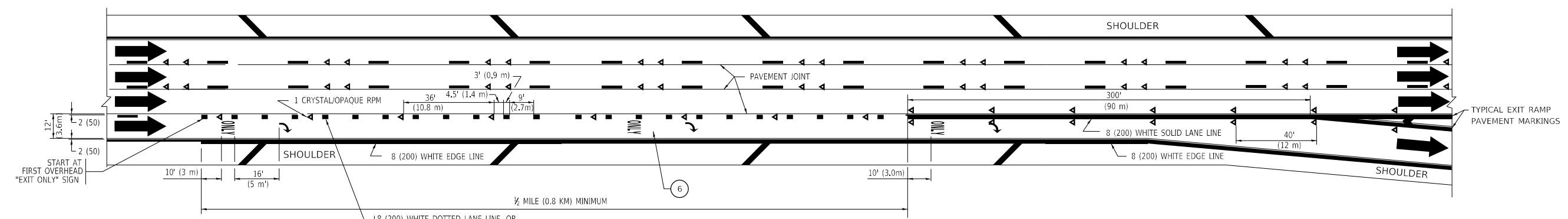
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-11		CONTRACT NO. 62N24		
ILLINOIS		FED. AID PROJECT		



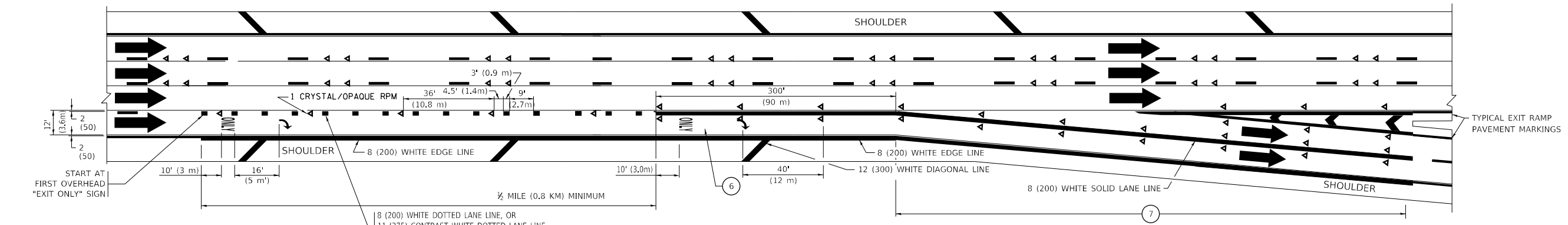
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

- NOTES:**
- ③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
 - ④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
 - ⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
 - ⑥ ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
 - ⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

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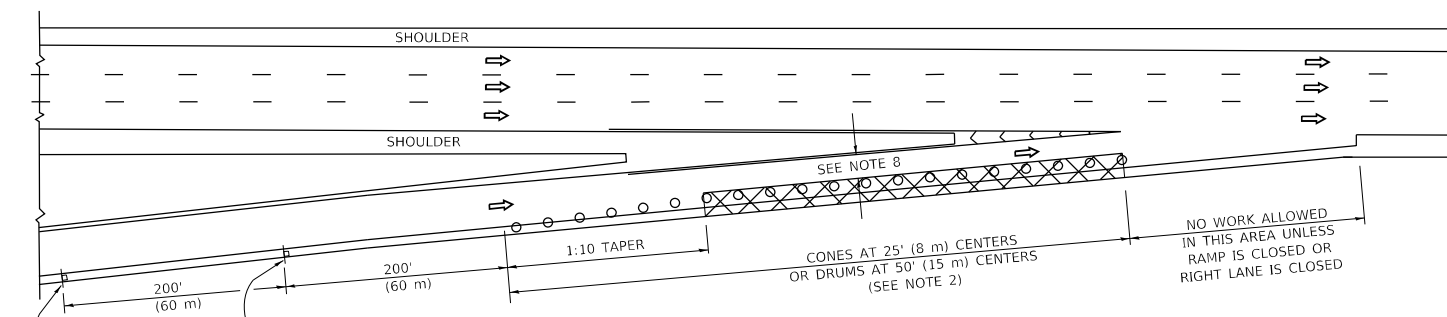
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

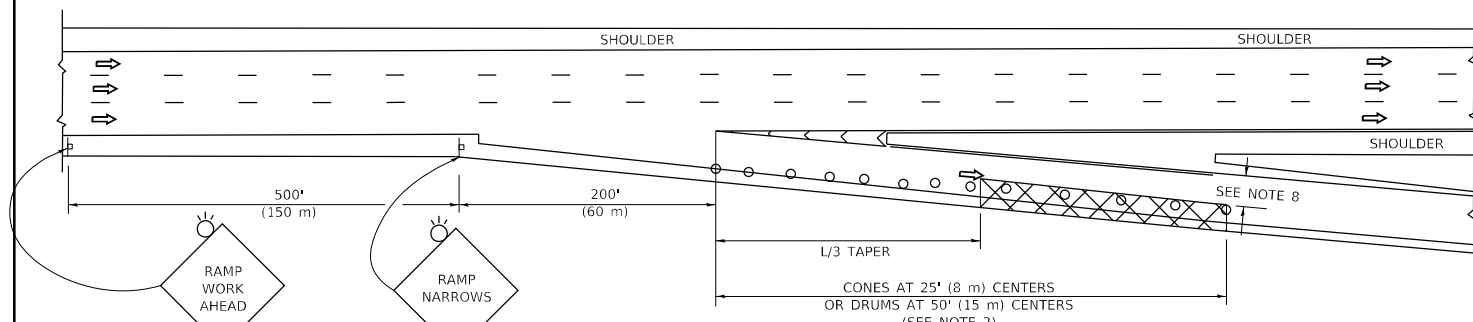
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		ILLINOIS FED. AID PROJECT		

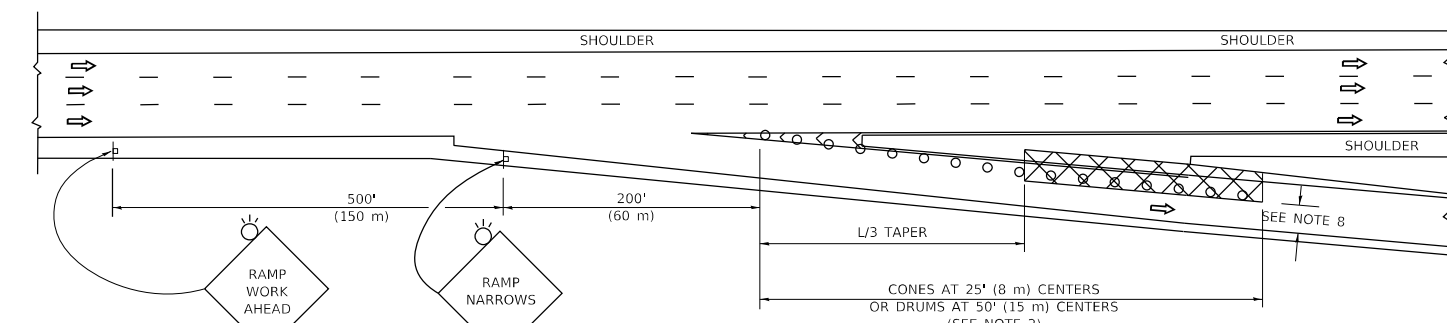
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

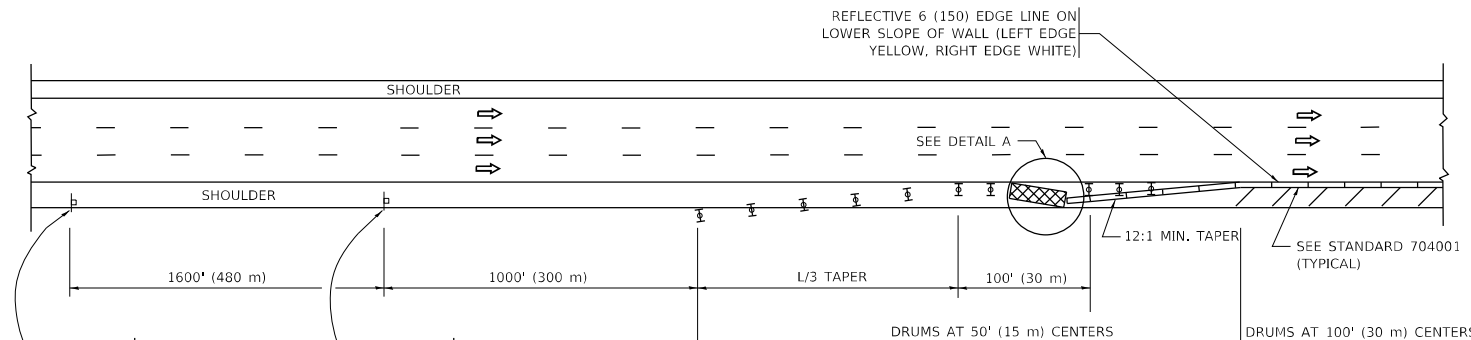
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES:

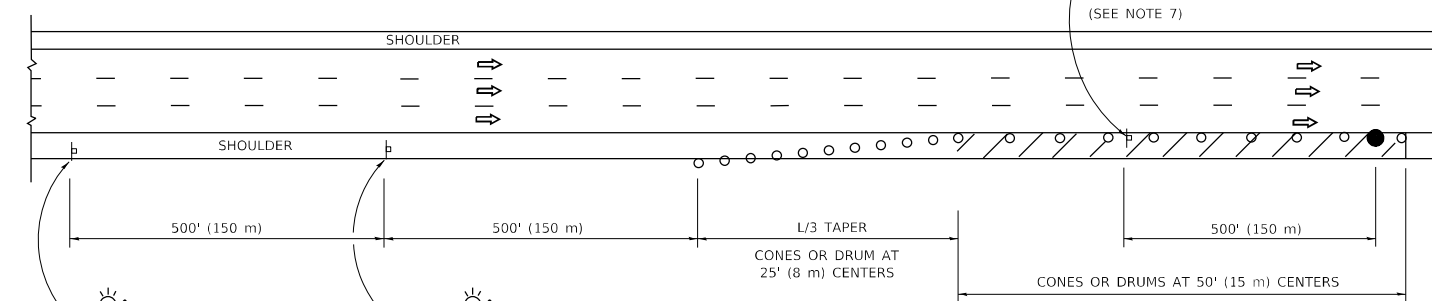
- THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h)	METRIC ENGLISH
OR GREATER:	$L=0.65(W)/S$ $L=(W)/S$
W = WIDTH OF OFFSET IN FEET (METERS)	
S = NORMAL POSTED SPEED MPH (KM/H)	
- TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS



PERMANENT SHOULDER CLOSURE



TEMPORARY SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:
 1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCR OACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.



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

- THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
- AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
- THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - THE WORK AVTIVITY REQUIRES FREQUENT ENCR OACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
- 12' MIN. WIDTH TANGENT SECTION
16' MIN. WIDTH CURVE SECTION.
- TEMPORARY SHOULDER AND NON-SYSTEM INTERCHANGE PARTIAL RAMP CLOSURES ARE ALLOWED WEEKDAYS BETWEEN 9:00 A.M. AND 3:00 P.M. AND BETWEEN 7:00 P.M. AND 5:00 A.M. OR AS APPROVED BY THE EXPRESSWAY TRAFFIC OPERATIONS ENGINEER. PERMANENT SHOULDER AND PARTIAL RAMP CLOSURES WILL ONLY BE PERMITTED IF CALLED FOR IN THE PLANS OR AS APPROVED BY THE EXPRESSWAY OPERATIONS ENGINEER.

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

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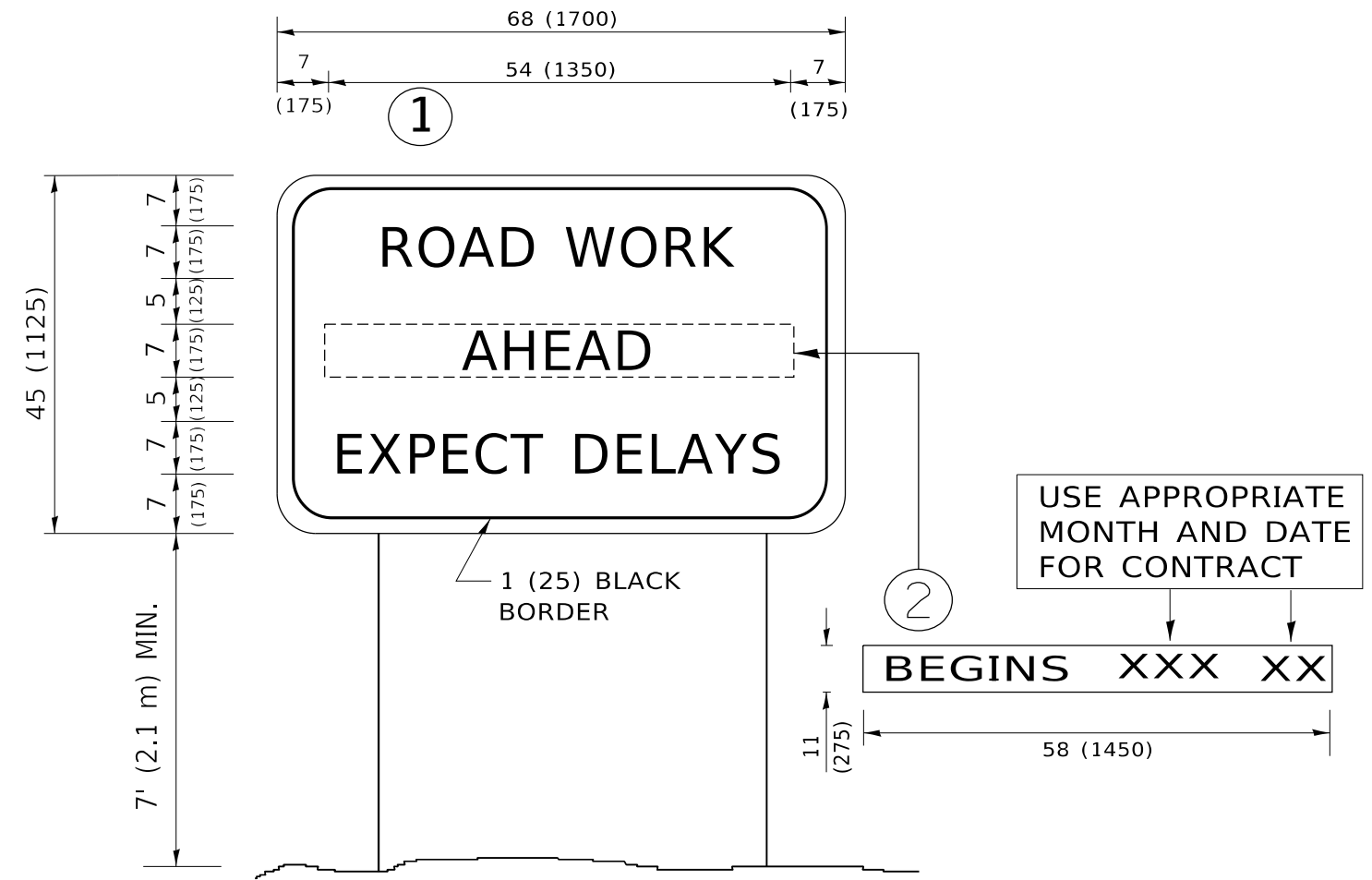
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL DETAILS FOR FREEWAY
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	2020-252-BR	COOK	35	34
TC-17			CONTRACT NO. 62N24	
ILLINOIS FED. AID PROJECT				



NOTES:

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

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

MODEL: D:\draft FILE NAME: p:\1108\EBID\NTEG\Illinois.gov\RWIDOT\Documents\DOT_Offices\District_1\Projects\DH15422\340\CAD\Drawings\CAD\Sheet\TC22.dgn

USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97
	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	2020-252-BR	COOK	35	35
TC-22			CONTRACT NO. 62N24	
ILLINOIS FED. AID PROJECT				