

003

FOR INDEX OF SHEETS, SEE SHEET NO. 2

09-20-2019 LETTING ITEM 003

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|----------|--------|--------------------|-----------|
| 370 | 0103BR-1 | COOK | 184 | 1 |
| ILLINOIS | | | CONTRACT NO. 60K72 | |

DESIGN DESIGNATION

996(30)2.26(PCC-20)ARTERIAL

TRAFFIC DATA

| | | |
|---------------|--------------------|-------------|
| ADT: | SPEED LIMIT: | P.V. = |
| 8,200 (2010) | 25-35 MPH (POSTED) | 92.4% |
| 14,000 (2030) | 35 MPH (DESIGN) | S.U. = 5.8% |
| | | M.U. = 1.8% |

PROJECT LOCATED IN THE
CITY OF BLUE ISLAND,
CALUMET TOWNSHIP

PROPOSED HIGHWAY PLANS

F.A.P. ROUTE 370 (WESTERN AVENUE)
SECTION 0103BR-1
PROJECT NHPP-FKAK(672)
WESTERN AVENUE OVER
CAL-SAG CHANNEL
BRIDGE REHABILITATION
COOK COUNTY



[Signature]
6-12-2019 DATE
DANIEL BRUCKELMEYER
BLA, INC.
NO.: 062-063352
EXP. DATE: 11-30-2019
APPLY TO SHEETS:
1-23, 29-48, 163-184



[Signature]
6-12-2019 DATE
JOEL J. IHDE
BLA, INC.
NO.: 081-805051
EXP. DATE: 11-30-2020
APPLY TO SHEETS:
59-116, 122, 124-131, 152-162



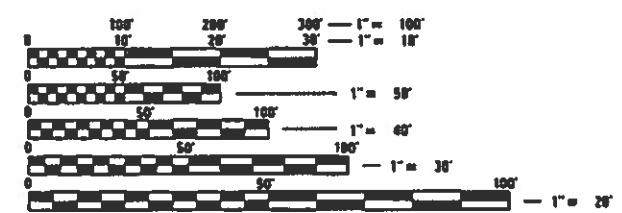
[Signature]
6-14-19 DATE
RAMON DELA CRUZ
MILLENNIA PROFESSIONAL
SERVICES, LTD.
NO.: 062-048872
EXP. DATE: 11-30-2019
APPLY TO SHEETS:
24-28



[Signature]
6-12-2019 DATE
BRENDA D. LOWERY
AMES ENGINEERING, INC.
NO.: 062-065244
EXP. DATE: 11-30-2019
APPLY TO SHEETS:
49-58

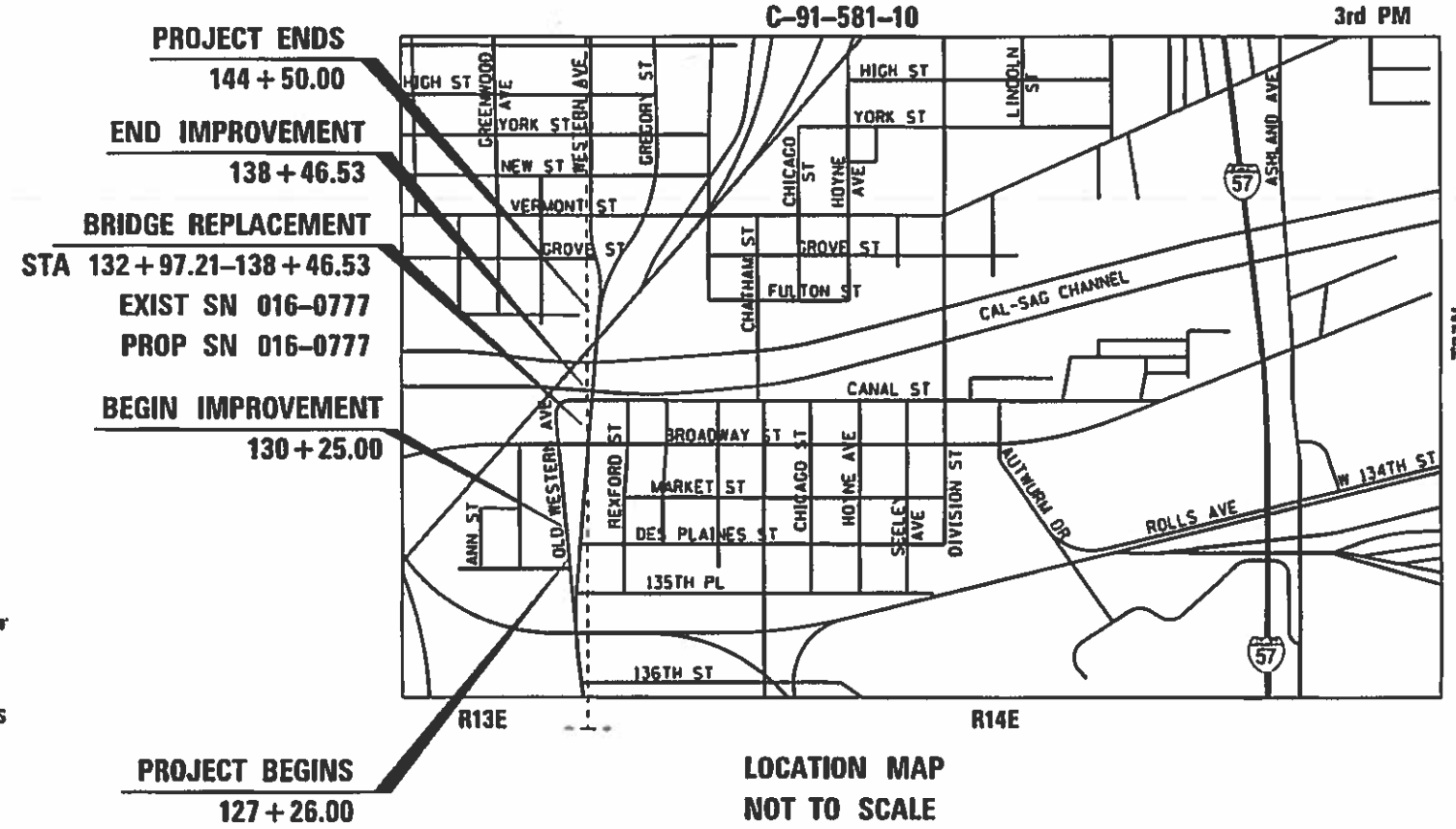


[Signature]
6-12-2019 DATE
BRETT W. SAUTER
CIORBA GROUP
NO.: 081-006844
EXP. DATE: 11-30-2020
APPLY TO SHEETS:
117-121, 123, 132-151



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



GROSS LENGTH = 821.53 FT. = 0.156 MILE
NET LENGTH = 821.53 FT. = 0.156 MILE

PROJECT ENGINEER: MR. SUNG BYUN (847) 705-4288
PROJECT MANAGER: MS. KIM HARVEY (847) 705-4055

CONSULTING ENGINEERS **BLA, Inc.**
333 PIERCE ROAD SUITE 200 ITASCA, IL 60143
P (630) 438 6400 F (630) 438 6444 www.bla-inc.com
ILLINOIS • INDIANA • WISCONSIN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED June 19 2019
[Signature] REGIONAL ENGINEER
Aug 16 2019
[Signature] ENGINEER OF DESIGN AND ENVIRONMENT
Aug 16 2019
[Signature] DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

CONTRACT NO. 60K72

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| BD-22 | PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT |
| BD-48 | PCC ROUNDOUTS AT CURB AND GUTTER |
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| TC-16 | SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS |
| TC-22 | ARTERIAL ROAD INFORMATION SIGN |

COMMITMENTS

NONE

HIGHWAY STANDARDS

| | |
|-----------|---|
| 000001-07 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001006 | DECIMAL OF AN INCH AND OF A FOOT |
| 280001-07 | TEMPORARY EROSION CONTROL SYSTEMS |
| 420001-09 | PAVEMENT JOINTS |
| 420101-06 | 24' (7.2m) JOINTED PCC PAVEMENT |
| 420111-04 | PCC PAVEMENT ROUNDOUTS |
| 420401-13 | PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB |
| 424011-04 | CORNER PARALLEL CURB RAMP FOR SIDEWALKS |
| 424016-05 | MID-BLOCK CURB RAMP FOR SIDEWALKS |
| 442201-03 | CLASS C AND D PATCHES |
| 515001-03 | NAME PLATE FOR BRIDGES |
| 601001-05 | PIPE UNDERDRAINS |
| 602001-02 | CATCH BASIN TYPE A |
| 602011-02 | CATCH BASIN TYPE C |
| 602301-04 | INLET TYPE A |
| 602402-02 | PRECAST MANHOLE TYPE A 5' DIAMETER |

HIGHWAY STANDARDS (CONT'D)

| | |
|-----------|--|
| 602701-02 | MANHOLE STEPS |
| 604001-04 | FRAME AND LIDS TYPE 1 |
| 604051-04 | FRAME AND GRATE TYPE 11 |
| 604091-03 | FRAME AND GRATE TYPE 24 |
| 606001-07 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER |
| 606301-04 | PC CONCRETE ISLANDS AND MEDIANS |
| 630001-12 | STEEL PLATE BEAM GUARDRAIL |
| 630301-09 | SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS |
| 631011-10 | TRAFFIC BARRIER TERMINAL, TYPE 2 |
| 664001-02 | CHAIN LINK FENCE |
| 701101-05 | OFF-RD OPERATIONS, MULTILANE, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE |
| 701106-02 | OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5M) AWAY |
| 701301-04 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
| 701311-03 | LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY |
| 701427-05 | LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., SPEEDS<40 MPH |
| 701501-06 | URBAN LANE CLOSURE 2L, 2W, UNDIVIDED |
| 701601-09 | URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NON-TRAVERSABLE MEDIAN |
| 701701-10 | URBAN LANE CLOSURE, MULTILANE INTERSECTION |
| 701801-06 | SIDEWALK, CORNER OR CROSSWALK CLOSURE |
| 701901-08 | TRAFFIC CONTROL DEVICES |
| 704001-08 | TEMPORARY CONCRETE BARRIER |
| 720001-01 | SIGN PANEL MOUNTING DETAIL |
| 720006-04 | SIGN PANEL ERECTION DETAILS |
| 720011-01 | METAL POSTS FOR SIGNS, MARKERS, AND DELINEATORS |
| 725001-01 | OBJECT AND TERMINAL MARKERS |
| 729001-01 | APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS AND MARKERS) |
| 780001-05 | TYPICAL PAVEMENT MARKINGS |
| 781001-04 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS |
| 782006 | GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS |
| 830001-03 | LIGHT POLE ALUMINUM MAST ARM |

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL JULIE AT (800) 892-0123 OR 811 TO DETERMINE WHICH UTILITIES ARE WITHIN THE AREA. 48 HOUR NOTIFICATION IS REQUIRED.
- MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF IMPROVEMENT ARE:
NICOR GAS, AT&T, COMCAST, COMED, CITY OF BLUE ISLAND
- THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLANS ARE BASED ON THE FIELD INVESTIGATIONS AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY THE FIELD INSPECTION.
- EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT.
- 10' TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND GUTTERS AND EXISTING MEDIAN IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, PACE, METRA, THE CITY OF BLUE ISLAND, AND THE U.S. COAST GUARD.
- THE CONTRACTOR SHALL OBTAIN APPROVAL BY THE U.S. COAST GUARD PRIOR TO THE CONSTRUCTION ACTIVITIES IF THE PROPOSED STRUCTURE MODIFICATIONS/REPAIRS TEMPORARILY BLOCK OR ARE OVER THE NAVIGATION CHANNEL.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJACENT RESIDENTIAL AREAS.
- THE CONTRACTOR SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER PATRICE HARRIS AT (847) 715-8422 AND THE RESIDENT ENGINEER A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- THE CONTRACTOR SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

GENERAL NOTES (CONT'D)

- THE CONTRACTOR SHALL CONTACT PACE WITH TWO WEEKS' NOTICE IF ANY BUS STOPS IN THE VICINITY OF THE PROJECT NEED TO BE TEMPORARILY RELOCATED DUE TO CONSTRUCTION ACTIVITIES.
- SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION.
- ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES AND ROOT SYSTEMS FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS.
- THE REMOVAL OF EXISTING GUARDRAIL AND TERMINAL SECTIONS SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR GUARDRAIL REMOVAL.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- THE CONTRACTOR SHALL OBTAIN A "RIGHT OF ENTRY" PERMIT FROM METRA PRIOR TO BEGINNING ANY WORK WITHIN THE RAILROAD RIGHT-OF-WAY. THE CONTACT PERSON FOR METRA IS ALVIN TERRY AT (312) 322-6695. NO ADDITIONAL COMPENSATION WILL BE PROVIDED TO OBTAIN THE PERMIT.
- THE CONTRACTOR SHALL PAY FLAGGING COSTS DIRECTLY TO METRA. THE CONTRACTOR WILL BE REIMBURSED BY IDOT FOR ALL ELIGIBLE COSTS IN ACCORDANCE WITH SECTION 109.05 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- MEADE ELECTRIC CO. DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES 773-287-7672.
- PIPE UNDERDRAINS TYPE 2 SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS AND STANDARD 601001. TOP OF PIPE UNDERDRAINS SHALL BE PLACED 6" BELOW THE PROPOSED SUBGRADE OR AS DEEP AS POSSIBLE. THE COST OF MAKING PIPE UNDERDRAIN CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PROPOSED PIPE UNDERDRAINS.
- CONNECTION OF EXISTING STORM SEWER FROM OR INTO PROPOSED STORM SEWER STRUCTURES SHALL BE INCLUDED IN THE COST OF THE STORM SEWER STRUCTURE. ANY ADDITIONAL STORM SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING STORM SEWER AND SHALL BE INCLUDED IN THE COST OF THE DRAINAGE STRUCTURE.
- MWRD PERSONNEL SHALL HAVE UNRESTRICTED ACCESS TO ALL MWRD FACILITIES 24 HOURS A DAY. DUST AND OTHER EMISSIONS SHOULD BE CONTROLLED TO PROTECT THE RECREATIONAL AREA AND WATERFALL.
- THE COST OF SAW CUTTING, (FULL DEPTH) SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS REMOVAL PAY ITEMS.
- THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW OR WASTE/USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR WILL NEED TO SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION IL.G.1 AND 2 OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL PROTECT EXISTING AND NEW UTILITIES AND SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY IN ORDER TO PREVENT SETTLEMENT, DISPLACEMENT, OR DAMAGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES AS SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT.
- ALL TEMPORARY SHORING SHALL BE IN PLACE PRIOR TO ANY SUPERSTRUCTURE REMOVAL. SLOPEWALL REMOVAL AND EXCAVATION WILL BE REQUIRED PRIOR TO INSTALLING TEMPORARY SHORING AT EXISTING PIER #2.
- THE CONTRACTOR SHALL TAKE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, AS REQUIRED, PRIOR TO COMMENCING WITH CONSTRUCTION. ANY COST ASSOCIATED WITH OBTAINING THESE PERMITS SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR THE ITEMS BEING INSTALLED.
- POLLUTION CONTROL: THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THIS WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. THIS WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- THE CONTRACTOR SHALL DETERMINE WHEN FLAT SLAB TOPS ARE REQUIRED ON INLETS, MANHOLES, AND CATCH BASINS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE USE OF FLAT SLAB TOPS.

FILE NAME = W:\191\132\1DOT\Western-Ave\CADD_Sheets\016R6K72 - sht - gmmote.dgn



BLA, Inc.
ITASCA, ILLINOIS

| | | |
|------------------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MTC | REVISED - |
| | DRAWN - MTC | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - |
| PLOT DATE = 6/27/2019 | DATE - 06/20/2019 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WESTERN AVENUE OVER CAL-SAG CHANNEL
INDEX, HIGHWAY STANDARDS, GENERAL NOTES & COMMITMENTS

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

| | | | | |
|---------------------------|----------|--------|--------------|---------------------------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 2 |
| | | | | CONTRACT NO. 60K72 |
| ILLINOIS FED. AID PROJECT | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | |
|------------|---|-------|----------------|--------------------------------|--|--|
| | | | | 80% FED 20% STATE ROADWAY 0004 | 80% FED 20% STATE BRIDGE 0013 016-0777 | 100% CITY OF BLUE ISLAND HIGHWAY LIGHTING 0021 |
| | | | | URBAN | | |
| 20100110 | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | UNIT | 47 | 47 | | |
| 20101000 | TEMPORARY FENCE | FOOT | 64 | 64 | | |
| 20200100 | EARTH EXCAVATION | CU YD | 565 | 565 | | |
| * 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD | 48 | 48 | | |
| 20800150 | TRENCH BACKFILL | CU YD | 346 | 346 | | |
| 21101505 | TOPSOIL EXCAVATION AND PLACEMENT | CU YD | 121 | 121 | | |
| 21101615 | TOPSOIL FURNISH AND PLACE,4" | SQ YD | 569 | 569 | | |
| 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 17 | 17 | | |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 17 | 17 | | |
| 25100630 | EROSION CONTROL BLANKET | SQ YD | 191 | 191 | | |
| 25100900 | TURF REINFORCEMENT MAT | SQ YD | 191 | 191 | | |
| 25200110 | SODDING, SALT TOLERANT | SQ YD | 1350 | 1350 | | |
| 25200200 | SUPPLEMENTAL WATERING | UNIT | 3 | 3 | | |
| 28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 27 | 27 | | |

* SPECIALTY ITEMS

FILE NAME = W:\191-132-1001_Western_Ave_CADD_Sheets\0160K72 - sht - sq.dgn

| | | | | | | | | | | | | |
|--|------------------------------|----------------|---------------|---|--|--------------|----------|---------------------------|---------------------------|--------|--------------|-----------|
|  BLA, Inc. ITASCA, ILLINOIS | USER NAME = WTeng | DESIGNED - MTC | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | WESTERN AVENUE OVER CAL-SAG CHANNEL SUMMARY OF QUANTITIES | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - | | | | | 370 | 0103BR-1 | COOK | 184 | 3 |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - | SCALE: N.T.S. | | SHEET 1 | OF 14 SHEETS | STA. N/A | TO STA. N/A | CONTRACT NO. 60K72 | | | |
| | | | | | | | | ILLINOIS FED. AID PROJECT | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | |
|------------|---|-------|----------------|--------------------------------|-------------------------------|--|
| | | | | 80% FED 20% STATE ROADWAY 0004 | 80% FED 20% STATE BRIDGE 0013 | 100% CITY OF BLUE ISLAND HIGHWAY LIGHTING 0021 |
| | | | | URBAN 016-0777 | | |
| 28000400 | PERIMETER EROSION BARRIER | FOOT | 1177 | 1177 | | |
| 28000510 | INLET FILTERS | EACH | 12 | 12 | | |
| 28001100 | TEMPORARY EROSION CONTROL BLANKET | SQ YD | 4212 | 4212 | | |
| 28100103 | STONE RIPRAP, CLASS A2 | SQ YD | 6 | 6 | | |
| 28200200 | FILTER FABRIC | SQ YD | 6 | 6 | | |
| 30300112 | AGGREGATE SUBGRADE IMPROVEMENT 12" | SQ YD | 1552 | 1552 | | |
| 31101200 | SUBBASE GRANULAR MATERIAL, TYPE B4" | SQ YD | 828 | 828 | | |
| 35101600 | AGGREGATE BASE COURSE, TYPE B4" | SQ YD | 500 | 500 | | |
| 40200900 | AGGREGATE SURFACE COURSE, TYPE B | CU YD | 276 | 276 | | |
| 42000080 | PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB | SQ YD | 80 | 80 | | |
| 42000401 | PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED) | SQ YD | 1376 | 1376 | | |
| 42001300 | PROTECTIVE COAT | SQ YD | 2972 | 2972 | | |
| 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SQ FT | 4507 | 4507 | | |
| * 42400800 | DETECTABLE WARNINGS | SQ FT | 10 | 10 | | |

* SPECIALTY ITEMS

FILE NAME = \\A191-132-1DDT_Western_Ave_CADD_Sheets\0160K72 - sht - sq.dgn

| | | | | | | | | | | | | |
|--|------------------------------|----------------|---------------------------|---|--|----------------------|----------------------|---------------------------|------------------|-------------|------------------|-------------|
|  BLA, Inc. ITASCA, ILLINOIS | USER NAME = WTeng | DESIGNED - MTC | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | WESTERN AVENUE OVER CAL-SAG CHANNEL SUMMARY OF QUANTITIES | | | F.A.P. RTE. 370 | SECTION 0103BR-1 | COUNTY COOK | TOTAL SHEETS 184 | SHEET NO. 4 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - | | SCALE: N.T.S. | SHEET 2 OF 14 SHEETS | STA. N/A TO STA. N/A | CONTRACT NO. 60K72 | | | | |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | | |
| REV. 8/7/19 | | | | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | |
|------------|-------------------------------------|-------|----------------|--------------------------------|-------------------------------|--|
| | | | | 80% FED 20% STATE ROADWAY 0004 | 80% FED 20% STATE BRIDGE 0013 | 100% CITY OF BLUE ISLAND HIGHWAY LIGHTING 0021 |
| | | | | | 016-0777 | |
| | | URBAN | | | | |
| 44000100 | PAVEMENT REMOVAL | SQ YD | 2657 | 2657 | | |
| 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 2089 | 2089 | | |
| 44000600 | SIDEWALK REMOVAL | SQ FT | 4414 | 4414 | | |
| 44003100 | MEDIAN REMOVAL | SQ FT | 5064 | 5064 | | |
| 44201753 | CLASS D PATCHES, TYPE II,9 INCH | SQ YD | 17 | 17 | | |
| 44201757 | CLASS D PATCHES, TYPE III,9 INCH | SQ YD | 18 | 18 | | |
| 44201759 | CLASS D PATCHES, TYPE IV,9 INCH | SQ YD | 90 | 90 | | |
| 50100100 | REMOVAL OF EXISTING STRUCTURES | EACH | 1 | | 1 | |
| 50102400 | CONCRETE REMOVAL | CU YD | 108.3 | | 108.3 | |
| † 50104000 | BRIDGE RAIL REMOVAL | FOOT | 857 | | 857 | |
| 50104650 | SLOPE WALL REMOVAL | SQ YD | 261 | | 261 | |
| 50157300 | PROTECTIVE SHIELD | SQ YD | 3979 | | 3979 | |
| 50200100 | STRUCTURE EXCAVATION | CU YD | 510 | | 510 | |
| 50300225 | CONCRETE STRUCTURES | CU YD | 749.1 | | 749.1 | |

† QUANTITY OF 265 FT. SHALL BE 100% CITY OF BLUE ISLAND COST; CONSTRUCTION CODE 0004.

* SPECIALTY ITEMS

FILE NAME = W:\191-132-1001_Western_Ave_CADD_Sheets\0160K72 - sht - sq.dgn

| | | | | | | | | | | | | |
|--|------------------------------|----------------|---------------------------|---|--|----------------------|----------------------|---------------------------|------------------|-------------|------------------|-------------|
|  BLA, Inc. ITASCA, ILLINOIS | USER NAME = WTeng | DESIGNED - MTC | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | WESTERN AVENUE OVER CAL-SAG CHANNEL SUMMARY OF QUANTITIES | | | F.A.P. RTE. 370 | SECTION 0103BR-1 | COUNTY COOK | TOTAL SHEETS 184 | SHEET NO. 5 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - | | SCALE: N.T.S. | SHEET 3 OF 14 SHEETS | STA. N/A TO STA. N/A | CONTRACT NO. 60K72 | | | | |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | | |
| | | | | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | |
|------------|--|-------|----------------|--------------------------------|-------------------------------|--|
| | | | | 80% FED 20% STATE ROADWAY 0004 | 80% FED 20% STATE BRIDGE 0013 | 100% CITY OF BLUE ISLAND HIGHWAY LIGHTING 0021 |
| | | | | | 016-0777 | |
| | | URBAN | | | | |
| 50300255 | CONCRETE SUPERSTRUCTURE | CU YD | 1290.8 | | 1290.8 | |
| 50300260 | BRIDGE DECK GROOVING | SQ YD | 3208 | | 3208 | |
| 50300280 | CONCRETE ENCASEMENT | CU YD | 6.7 | | 6.7 | |
| 50300300 | PROTECTIVE COAT | SQ YD | 4616 | | 4616 | |
| 50301350 | CONCRETE SUPERSTRUCTURE (APPROACH SLAB) | CU YD | 102.7 | | 102.7 | |
| 50500105 | FURNISHING AND ERECTING STRUCTURAL STEEL | L SUM | 1 | | 1 | |
| 50500405 | FURNISHING AND ERECTING STRUCTURAL STEEL | POUND | 2870 | | 2870 | |
| 50500505 | STUD SHEAR CONNECTORS | EACH | 22442 | | 22442 | |
| # 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 369740 | | 369740 | |
| 50800515 | BAR SPLICERS | EACH | 2146 | | 2146 | |
| 50800530 | MECHANICAL SPLICERS | EACH | 54 | | 54 | |
| * 50900105 | ALUMINUM RAILING, TYPE L | FOOT | 598 | | 598 | |
| * 50901720 | BICYCLE RAILING | FOOT | 502 | | 502 | |
| 51100100 | SLOPE WALL 4 INCH | SQ YD | 220 | | 220 | |

QUANTITY INCLUDES TEXTURED EPOXY COATED REINFORCEMENT BARS; SEE BRIDGE PLANS.

* SPECIALTY ITEMS

FILE NAME = W:\191-132.IDOT.Western.Ave\LOAD Sheets\0160K72 - sht - ssp.dgn

| | | | | | | | | | | | | |
|--|-------------------------------|----------------|---------------------------|---|--|----------------------|----------------------|---------------------------|------------------|-------------|------------------|-------------|
|  BLA, Inc. ITASCA, ILLINOIS | USER NAME = WTeng | DESIGNED - MTC | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | WESTERN AVENUE OVER CAL-SAG CHANNEL SUMMARY OF QUANTITIES | | | F.A.P. RTE. 370 | SECTION 0103BR-1 | COUNTY COOK | TOTAL SHEETS 184 | SHEET NO. 6 |
| | PLOT SCALE = 100.0000' / 1in. | CHECKED - JIP | REVISED - | | SCALE: N.T.S. | SHEET 4 OF 14 SHEETS | STA. N/A TO STA. N/A | CONTRACT NO. 60K72 | | | | |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | | |
| REV. 8/20/19 REV. 8/7/19 | | | | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | |
|----------|---------------------------------------|-------|----------------|--------------------------------|-------------------------------|--|
| | | | | 80% FED 20% STATE ROADWAY 0004 | 80% FED 20% STATE BRIDGE 0013 | 100% CITY OF BLUE ISLAND HIGHWAY LIGHTING 0021 |
| | | | | | 016-0777 | |
| | | URBAN | | | | |
| 51201600 | FURNISHING STEEL PILES HP12X53 | FOOT | 3210 | | 3210 | |
| 51202305 | DRIVING PILES | FOOT | 2910 | | 2910 | |
| 51203600 | TEST PILE STEEL HP12X53 | EACH | 2 | | 2 | |
| 51204650 | PILE SHOES | EACH | 105 | | 105 | |
| 51500100 | NAME PLATES | EACH | 1 | | 1 | |
| 52000110 | PREFORMED JOINT STRIP SEAL | FOOT | 519 | | 519 | |
| 52100020 | ELASTOMERIC BEARING ASSEMBLY, TYPE II | EACH | 32 | | 32 | |
| 52100510 | ANCHOR BOLTS,3/4" | EACH | 4 | | 4 | |
| 52100520 | ANCHOR BOLTS,1" | EACH | 80 | | 80 | |
| 52100540 | ANCHOR BOLTS,1 1/2" | EACH | 20 | | 20 | |
| 52100560 | ANCHOR BOLTS,2" | EACH | 40 | | 40 | |
| 52200010 | TEMPORARY SHEET PILING | SQ FT | 572 | | 572 | |
| 550A0340 | STORM SEWERS, CLASS A, TYPE 212" | FOOT | 227 | 227 | | |
| 550A0410 | STORM SEWERS, CLASS A, TYPE 224" | FOOT | 101 | 101 | | |

* SPECIALTY ITEMS

FILE NAME = \\A191-132.LDDT.Western_Ave_CADD_Sheets\0160K72 - sht - sq.dgn

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|--|------------------------------|----------------|-----------|---|--|---------|--------------|-------------|-------------|---------------------------|--------------|-----------|
|  BLA, Inc. ITASCA, ILLINOIS | USER NAME = WTeng | DESIGNED - MTC | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | WESTERN AVENUE OVER CAL-SAG CHANNEL SUMMARY OF QUANTITIES | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - | | | | | 370 | 0103BR-1 | COOK | 184 | 7 |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - | | | SCALE: N.T.S. | SHEET 5 | OF 14 SHEETS | STA. N/A | TO STA. N/A | CONTRACT NO. 60K72 | | |
| ILLINOIS FED. AID PROJECT | | | | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | |
|----------|--|-------|----------------|--------------------------------|-------------------------------|--|
| | | | | 80% FED 20% STATE ROADWAY 0004 | 80% FED 20% STATE BRIDGE 0013 | 100% CITY OF BLUE ISLAND HIGHWAY LIGHTING 0021 |
| | | | | | 016-0777 | |
| | | URBAN | | | | |
| 55100300 | STORM SEWER REMOVAL8" | FOOT | 79 | 79 | | |
| 55100400 | STORM SEWER REMOVAL10" | FOOT | 254 | 254 | | |
| 55101200 | STORM SEWER REMOVAL24" | FOOT | 101 | 101 | | |
| 58600101 | GRANULAR BACKFILL FOR STRUCTURES | CU YD | 71 | | 71 | |
| 58700300 | CONCRETE SEALER | SQ FT | 1706 | | 1706 | |
| 59000200 | EPOXY CRACK INJECTION | FOOT | 22 | | 22 | |
| 59100100 | GEOCOMPOSITE WALL DRAIN | SQ YD | 53 | | 53 | |
| 60100905 | PIPE DRAINS4" | FOOT | 41 | | 41 | |
| 60108204 | PIPE UNDERDRAINS, TYPE 2, 4" | FOOT | 110 | 110 | | |
| 60108208 | PIPE UNDERDRAINS, TYPE 2, 8" | FOOT | 242 | 242 | | |
| 60201340 | CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE | EACH | 2 | 2 | | |
| 60204505 | CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE | EACH | 1 | 1 | | |
| 60207905 | CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE | EACH | 1 | 1 | | |
| 60221100 | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 2 | 2 | | |

* SPECIALTY ITEMS

FILE NAME = \\A191-132.LDDT.Western_Ave_CADD_Sheets\0160K72 - sht - sq.dgn

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|--|------------------------------|----------------|---------------|---|--|----------------------|---------------------------|-------------|----------|--------|--------------|-----------|
|  BLA, Inc. ITASCA, ILLINOIS | USER NAME = WTeng | DESIGNED - MTC | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | WESTERN AVENUE OVER CAL-SAG CHANNEL SUMMARY OF QUANTITIES | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - | | | | | 370 | 0103BR-1 | COOK | 184 | 8 |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - | SCALE: N.T.S. | | SHEET 6 OF 14 SHEETS | STA. N/A TO STA. N/A | CONTRACT NO. 60K72 | | | | | |
| ILLINOIS FED. AID PROJECT | | | | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | |
|------------|--|-------|----------------|--------------------------------|-------------------------------|--|
| | | | | 80% FED 20% STATE ROADWAY 0004 | 80% FED 20% STATE BRIDGE 0013 | 100% CITY OF BLUE ISLAND HIGHWAY LIGHTING 0021 |
| | | | | | 016-0777 | |
| | | | | | | |
| 60237470 | INLETS, TYPE A, TYPE 24 FRAME AND GRATE | EACH | 2 | 2 | | |
| | | | | | | |
| 60255500 | MANHOLES TO BE ADJUSTED | EACH | 2 | 2 | | |
| | | | | | | |
| 60260100 | INLETS TO BE ADJUSTED | EACH | 2 | 2 | | |
| | | | | | | |
| 60500050 | REMOVING CATCH BASINS | EACH | 3 | 3 | | |
| | | | | | | |
| 60500060 | REMOVING INLETS | EACH | 2 | 2 | | |
| | | | | | | |
| 60603800 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 | FOOT | 261 | 261 | | |
| | | | | | | |
| 60605000 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 | FOOT | 628.5 | 628.5 | | |
| | | | | | | |
| 60608600 | COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06 | FOOT | 700 | 700 | | |
| | | | | | | |
| 60618300 | CONCRETE MEDIAN SURFACE, 4 INCH | SQ FT | 2033 | 2033 | | |
| | | | | | | |
| 60619200 | CONCRETE MEDIAN, TYPE SB-6.06 | SQ FT | 2517 | 2517 | | |
| | | | | | | |
| 60622400 | CONCRETE MEDIAN, TYPE SM-6.06 | SQ FT | 804 | 804 | | |
| | | | | | | |
| * 63000001 | STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS | FOOT | 200 | 200 | | |
| | | | | | | |
| * 63100045 | TRAFFIC BARRIER TERMINAL, TYPE 2 | EACH | 1 | 1 | | |
| | | | | | | |
| * 63100167 | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | EACH | 1 | 1 | | |
| | | | | | | |

* SPECIALTY ITEMS

FILE NAME = \\A191-132.LDDT.Western-Ave-CADD_Sheets\0160K72 - sht - sq.dgn

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|--|------------------------------|----------------|-----------|---|--|---------|--------------|-------------|-------------|---------------------------|--------------|-----------|
|  BLA, Inc. ITASCA, ILLINOIS | USER NAME = WTeng | DESIGNED - MTC | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | WESTERN AVENUE OVER CAL-SAG CHANNEL SUMMARY OF QUANTITIES | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - | | | | | 370 | 0103BR-1 | COOK | 184 | 9 |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - | | | SCALE: N.T.S. | SHEET 7 | OF 14 SHEETS | STA. N/A | TO STA. N/A | CONTRACT NO. 60K72 | | |
| ILLINOIS FED. AID PROJECT | | | | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|------------|---|--------|----------------|-------------------|--------------------------------|--|--|
| | | | | URBAN | 80% FED 20% STATE ROADWAY 0004 | 80% FED 20% STATE BRIDGE 0013 016-0777 | 100% CITY OF BLUE ISLAND HIGHWAY LIGHTING 0021 |
| | | | | | | | |
| 63200310 | GUARDRAIL REMOVAL | FOOT | 253 | 253 | | | |
| * 66900200 | NON-SPECIAL WASTE DISPOSAL | CU YD | 497 | 497 | | | |
| * 66900530 | SOIL DISPOSAL ANALYSIS | EACH | 3 | 3 | | | |
| * 66901001 | REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN | LSUM | 1 | 1 | | | |
| * 66901002 | ON-SITE MONITORING OF REGULATED SUBSTANCES | CAL DA | 456 | 456 | | | |
| * 66901003 | REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT | LSUM | 1 | 1 | | | |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 20 | 20 | | | |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 | | | |
| 70103815 | TRAFFIC CONTROL SURVEILLANCE | CAL DA | 456 | 456 | | | |
| 70107025 | CHANGEABLE MESSAGE SIGN | CAL DA | 3600 | 3600 | | | |
| 70300520 | PAVEMENT MARKING TAPE, TYPE III4" | FOOT | 19645 | 19645 | | | |
| 70400100 | TEMPORARY CONCRETE BARRIER | FOOT | 2612.5 | 2612.5 | | | |
| 70400200 | RELOCATE TEMPORARY CONCRETE BARRIER | FOOT | 2537.5 | 2537.5 | | | |
| 70600255 | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2 | EACH | 2 | 2 | | | |

* SPECIALTY ITEMS

FILE NAME = \\A191-132.LDDT.Western_Ave_CADD_Sheets\0160K72 - sht - sq.dgn

| | | | | | | | | | | | | |
|--|------------------------------|----------------|---------------------------|---|--|----------------------|----------------------|---------------------------|------------------|-------------|------------------|--------------|
|  BLA, Inc. ITASCA, ILLINOIS | USER NAME = WTeng | DESIGNED - MTC | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | WESTERN AVENUE OVER CAL-SAG CHANNEL SUMMARY OF QUANTITIES | | | F.A.P. RTE. 370 | SECTION 0103BR-1 | COUNTY COOK | TOTAL SHEETS 184 | SHEET NO. 10 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - | | SCALE: N.T.S. | SHEET 8 OF 14 SHEETS | STA. N/A TO STA. N/A | CONTRACT NO. 60K72 | | | | |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | | |
| REV. 8/7/19 | | | | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | |
|------------|--|-------|----------------|--------------------------------|-------------------------------|--|
| | | | | 80% FED 20% STATE ROADWAY 0004 | 80% FED 20% STATE BRIDGE 0013 | 100% CITY OF BLUE ISLAND HIGHWAY LIGHTING 0021 |
| | | | | URBAN 016-0777 | | |
| 70600322 | IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2 | EACH | 1 | 1 | | |
| * 72000100 | SIGN PANEL - TYPE 1 | SQ FT | 14 | 14 | | |
| * 72501000 | TERMINAL MARKER - DIRECT APPLIED | EACH | 1 | 1 | | |
| * 72900100 | METAL POST - TYPE A | FOOT | 50 | 50 | | |
| * 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 11 | 11 | | |
| * 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 674 | 674 | | |
| * 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 635 | 635 | | |
| * 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 127 | 127 | | |
| * 78008200 | POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS | SQ FT | 67 | 67 | | |
| * 78008210 | POLYUREA PAVEMENT MARKING TYPE I - LINE 4" | FOOT | 5030 | 5030 | | |
| * 78008230 | POLYUREA PAVEMENT MARKING TYPE I - LINE 6" | FOOT | 3413 | 3413 | | |
| * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 86 | 86 | | |
| * 78100300 | REPLACEMENT REFLECTOR | EACH | 10 | 10 | | |
| * 78200005 | GUARDRAIL REFLECTORS, TYPE A | EACH | 4 | 4 | | |

* SPECIALTY ITEMS

FILE NAME = W:\191-132-1001-Western-Ave-CADD-Sheets\0160K72 - sht - sq.dgn

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|--|------------------------------|----------------|---------------------------|---|--|--|--|-----------------|----------------------|----------------------|--------------------|--------------|
|  BLA, Inc. ITASCA, ILLINOIS | USER NAME = WTeng | DESIGNED - MTC | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | WESTERN AVENUE OVER CAL-SAG CHANNEL SUMMARY OF QUANTITIES | | | F.A.P. RTE. 370 | SECTION 0103BR-1 | COUNTY COOK | TOTAL SHEETS 184 | SHEET NO. 11 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - | | | | | SCALE: N.T.S. | SHEET 9 OF 14 SHEETS | STA. N/A TO STA. N/A | CONTRACT NO. 60K72 | |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | |
|------------|---|------|----------------|--------------------------------|--|--|
| | | | | 80% FED 20% STATE ROADWAY 0004 | 80% FED 20% STATE BRIDGE 0013 016-0777 | 100% CITY OF BLUE ISLAND HIGHWAY LIGHTING 0021 |
| | | | | URBAN | | |
| * 78200011 | BARRIER WALL REFLECTORS, TYPE C | EACH | 545 | 545 | | |
| 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 42 | 42 | | |
| * 81028200 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA. | FOOT | 80 | | | 80 |
| * 81028350 | UNDERGROUND CONDUIT, PVC, 2" DIA. | FOOT | 115 | | | 115 |
| * 81100320 | CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL | FOOT | 280 | | | 280 |
| * 81100510 | CONDUIT ATTACHED TO STRUCTURE, 1 1/2" DIA., PVC COATED GALVANIZED STEEL | FOOT | 128 | | | 128 |
| * 81100605 | CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL | FOOT | 20 | | | 20 |
| * 81200100 | CONDUIT EMBEDDED IN STRUCTURE, 1" DIA., GALVANIZED STEEL | FOOT | 7 | | | 7 |
| * 81200230 | CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC | FOOT | 1530 | | | 1530 |
| * 81300220 | JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4" | EACH | 4 | | | 4 |
| * 81300530 | JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6" | EACH | 6 | | | 6 |
| * 81300555 | JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 8" | EACH | 3 | | | 3 |
| * 81301200 | JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN STRUCTURE, 12" X 10" X 6" | EACH | 2 | | | 2 |
| * 81400100 | HANDHOLE | EACH | 1 | | | 1 |

* SPECIALTY ITEMS

FILE NAME = W:\191-132-1001_Western_Ave_CADD_Sheets\0160K72 - sht - sq.dgn

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|--|------------------------------|----------------|--|---|--|---------------------------|--|---------------------------|------------------|-------------|------------------|--------------|
|  BLA, Inc. ITASCA, ILLINOIS | USER NAME = WTeng | DESIGNED - MTC | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | WESTERN AVENUE OVER CAL-SAG CHANNEL SUMMARY OF QUANTITIES | | | F.A.P. RTE. 370 | SECTION 0103BR-1 | COUNTY COOK | TOTAL SHEETS 184 | SHEET NO. 12 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - | | | | | CONTRACT NO. 60K72 | | | | |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - | SCALE: N.T.S. SHEET 10 OF 14 SHEETS STA. N/A TO STA. N/A | | | ILLINOIS FED. AID PROJECT | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | |
|------------|---|-------|----------------|--------------------------------|--|--|
| | | | | 80% FED 20% STATE ROADWAY 0004 | 80% FED 20% STATE BRIDGE 0013 016-0777 | 100% CITY OF BLUE ISLAND HIGHWAY LIGHTING 0021 |
| | | | | URBAN | | |
| * 81603055 | UNIT DUCT, 600V, 3-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE | FOOT | 337 | | | 337 |
| * 81702110 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10 | FOOT | 392 | | | 392 |
| * 81702431 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 8, 1/C NO. 8 GROUND | FOOT | 2075 | | | 2075 |
| * 81702450 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10 | FOOT | 392 | | | 392 |
| * 83600200 | LIGHT POLE FOUNDATION, 24" DIAMETER | FOOT | 9 | | | 9 |
| * 83800105 | BREAKAWAY DEVICE, TRANSFORMER BASE, 11.5 INCH BOLT CIRCLE | EACH | 1 | | | 1 |
| * 84200500 | REMOVAL OF LIGHTING UNIT, SALVAGE | EACH | 1 | | | 1 |
| * 84200804 | REMOVAL OF POLE FOUNDATION | EACH | 1 | | | 1 |
| * 84400105 | RELOCATE EXISTING LIGHTING UNIT | EACH | 10 | | | 10 |
| 89502376 | REBUILD EXISTING HANDHOLE | EACH | 1 | 1 | | |
| K1005481 | SHREDDED BARK MULCH 3" | SQ YD | 306 | 306 | | |
| X0322194 | POLYMER MODIFIED PORTLAND CEMENT MORTAR | CU FT | 5 | | 5 | |
| X0322881 | TREE TRIMMING | EACH | 45 | 45 | | |
| X0323117 | LANDSCAPING GRAVEL | SQ YD | 73 | 73 | | |
| X0327070 | REMOVE EXISTING FLAGPOLE | EACH | 1 | 1 | | |

* SPECIALTY ITEMS

FILE NAME = \\A191-132-1DDT_Western-Ave-CADD_Sheets\0160K72 - sht - sq.dgn



| | | |
|------------------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MTC | REVISED - |
| | DRAWN - MTC | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|-------------------------------------|-----------------------|----------------------|--|
| WESTERN AVENUE OVER CAL-SAG CHANNEL | | | |
| SUMMARY OF QUANTITIES | | | |
| SCALE: N.T.S. | SHEET 11 OF 14 SHEETS | STA. N/A TO STA. N/A | |

| | | | | |
|--------------------|------------------|-------------|------------------|---------------------------|
| F.A.P. RTE. 370 | SECTION 0103BR-1 | COUNTY COOK | TOTAL SHEETS 184 | SHEET NO. 13 |
| CONTRACT NO. 60K72 | | | | ILLINOIS FED. AID PROJECT |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | |
|------------|---|-------|----------------|--------------------------------|--|--|
| | | | | 80% FED 20% STATE ROADWAY 0004 | 80% FED 20% STATE BRIDGE 0013 016-0777 | 100% CITY OF BLUE ISLAND HIGHWAY LIGHTING 0021 |
| | | | | URBAN | | |
| X0327357 | CONSTRUCTION VIBRATION MONITORING | L SUM | 1 | | 1 | |
| X0327979 | PAVEMENT MARKING REMOVAL - GRINDING | SQ FT | 1252 | 1252 | | |
| X0327980 | PAVEMENT MARKING REMOVAL - WATER BLASTING | SQ FT | 581 | 581 | | |
| * X1400203 | LUMINAIRE, LED, HORIZONTAL MOUNT, TYPE B | EACH | 10 | | | 10 |
| * X1400344 | LUMINAIRE, UNDERPASS, LED, TYPE A | EACH | 4 | | | 4 |
| X4023000 | TEMPORARY ACCESS (ROAD) | EACH | 4 | 4 | | |
| + X5090810 | PEDESTRIAN RAIL (SPECIAL) | FOOT | 265 | | 265 | |
| X5210150 | HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 400K | EACH | 10 | | 10 | |
| △ X5537600 | STORM SEWERS TO BE CLEANED 8" | FOOT | 5 | 5 | | |
| △ X5537700 | STORM SEWERS TO BE CLEANED 10" | FOOT | 5 | 5 | | |
| X6030310 | FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) | EACH | 4 | 4 | | |
| X6640304 | CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED | FOOT | 388 | 388 | | |
| X7010216 | TRAFFIC CONTROL AND PROTECTION, (SPECIAL) | L SUM | 1 | 1 | | |
| X7030005 | TEMPORARY PAVEMENT MARKING REMOVAL | SQ FT | 6548 | 6548 | | |
| X7040600 | FURNISH TEMPORARY CONCRETE BARRIER | FOOT | 37.5 | 37.5 | | |

+ 100% CITY OF BLUE ISLAND COST

△ NON-PARTICIPATION (100% STATE)

* SPECIALTY ITEMS

FILE NAME = W:\191-132-IDD1_Western_Ave_CADD_Sheets\0160K72 - sht - sq.dgn



| | | |
|------------------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MTC | REVISED - |
| | DRAWN - MTC | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WESTERN AVENUE OVER CAL-SAG CHANNEL
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 12 OF 14 SHEETS STA. N/A TO STA. N/A

| | | | | |
|--------------------|----------|--------|---------------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 14 |
| CONTRACT NO. 60K72 | | | ILLINOIS FED. AID PROJECT | |

| CODE NO. | ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | |
|----------|--|-------|-------------------------|---|--|---|
| | | | | 80% FED 20% STATE ROADWAY 0004 | 80% FED 20% STATE BRIDGE 0013 016-0777 | 100% CITY OF BLUE ISLAND HIGHWAY LIGHTING 0021 |
| | | | | | | |
| Z0001905 | STRUCTURAL STEEL REPAIR | POUND | 3580 | | 3580 | |
| Z0004552 | APPROACH SLAB REMOVAL | SQ YD | 162 | 162 | | |
| Z0007122 | REMOVING AND RE-ERECTING EXISTING RAILING | FOOT | 1036 | | 1036 | |
| Z0007300 | BRIDGE SIDEWALK REPAIR (FULL DEPTH) | SQ FT | 3 | | 3 | |
| Z0007400 | BRIDGE SIDEWALK REPAIR (PARTIAL DEPTH) | SQ FT | 227 | | 227 | |
| Z0012754 | STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES) | SQ FT | 3424 | | 3424 | |
| Z0012755 | STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES) | SQ FT | 5 | | 5 | |
| Z0013797 | STABILIZED CONSTRUCTION ENTRANCE | SQ YD | 42 | 42 | | |
| Z0013798 | CONSTRUCTION LAYOUT | L SUM | 1 | 1 | | |
| Z0016002 | DECK SLAB REPAIR (FULL DEPTH, TYPE II) | SQ YD | 314 | | 314 | |
| Z0016200 | DECK SLAB REPAIR (PARTIAL) | SQ YD | 117 | | 117 | |
| Z0018004 | DRAINAGE SCUPPERS, DS-12 | EACH | 8 | | 8 | |
| Z0018500 | DRAINAGE STRUCTURES TO BE CLEANED | EACH | 14 | 14 | | |
| Z0018600 | DRAINAGE STRUCTURES TO BE RECONSTRUCTED | EACH | 2 | 2 | | |
| Z0018800 | DRAINAGE SYSTEM | L SUM | 1 | | 1 | |

△

△ NON-PARTICIPATION (100% STATE)

* SPECIALTY ITEMS

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| | | | | | | | | | | | | |
|--|------------------------------|----------------|--|---|--|----------|------|---------------------------|---------|--------|--------------|-----------|
|  BLA, Inc. ITASCA, ILLINOIS | USER NAME = WTeng | DESIGNED - MTC | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | WESTERN AVENUE OVER CAL-SAG CHANNEL SUMMARY OF QUANTITIES | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = 100.0000' / in. | DRAWN - MTC | REVISED - | | 370 | 0103BR-1 | COOK | 184 | 15 | | | |
| PLOT DATE = 6/20/2019 | CHECKED - JIP | REVISED - | SCALE: N.T.S. SHEET 13 OF 14 SHEETS STA. N/A TO STA. N/A | | | | | CONTRACT NO. 60K72 | | | | |
| | DATE - 06/20/2019 | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | |
|------------|---|--------|----------------|--------------------------------|--|--|
| | | | | 80% FED 20% STATE ROADWAY 0004 | 80% FED 20% STATE BRIDGE 0013 016-0777 | 100% CITY OF BLUE ISLAND HIGHWAY LIGHTING 0021 |
| | | | | URBAN | | |
| Z0022800 | FENCE REMOVAL | FOOT | 199 | 199 | | |
| Z0030850 | TEMPORARY INFORMATION SIGNING | SQ FT | 154 | 154 | | |
| * Z0033028 | MAINTENANCE OF LIGHTING SYSTEM | CAL MO | 20 | | | 20 |
| Z0046304 | PIPE UNDERDRAINS FOR STRUCTURES4'' | FOOT | 68 | | 68 | |
| Z0048665 | RAILROAD PROTECTIVE LIABILITY INSURANCE | L SUM | 1 | 1 | | |
| Z0055905 | TEMPORARY CONSTRUCTION FENCE | FOOT | 893 | 893 | | |
| Z0062456 | TEMPORARY PAVEMENT | SQ YD | 828 | 828 | | |
| Z0065000 | SETTING PILES IN ROCK | EACH | 10 | | 10 | |
| Z0065700 | SLOPE WALL REPAIR | SQ YD | 97 | | 97 | |
| Z0073100 | TEMPORARY SHORING | EACH | 7 | | 7 | |
| Z0073200 | TEMPORARY SHORING AND CRIBBING | EACH | 1 | | 1 | |
| ∅ Z0076600 | TRAINEES | HOUR | 1500 | 1500 | | |
| ∅ Z0076604 | TRAINEES TRAINING PROGRAM GRADUATE | HOUR | 1500 | 1500 | | |
| Z0077700 | WOOD FENCE TO BE REMOVED AND RE-ERECTED | FOOT | 24 | 24 | | |
| X1200233 | STANDPIPE | L SUM | 1 | | 1 | |

* SPECIALTY ITEMS ∅ 0042

FILE NAME = W:\191-132.IDOT.Western.Ave\CAD\ Sheets\0160K72 - sht - ssp.dgn

| | | | | | | | | | | | | |
|--|-------------------------------|----------------|---------------------------|---|--|-----------------------|----------------------|---------------------------|------------------|-------------|------------------|--------------|
|  BLA, Inc. ITASCA, ILLINOIS | USER NAME = WTeng | DESIGNED - MTC | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | WESTERN AVENUE OVER CAL-SAG CHANNEL SUMMARY OF QUANTITIES | | | F.A.P. RTE. 370 | SECTION 0103BR-1 | COUNTY COOK | TOTAL SHEETS 184 | SHEET NO. 16 |
| | PLOT SCALE = 100.0000' / 1in. | CHECKED - JIP | REVISED - | | SCALE: N.T.S. | SHEET 14 OF 14 SHEETS | STA. N/A TO STA. N/A | CONTRACT NO. 60K72 | | | | |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | | |
| REV. 8/20/19 REV. 8/7/19 | | | | | | | | | | | | |

| TREE REMOVAL (6-15 UNITS DIAMETER) | | | |
|---------------------------------------|-----------|----------------|--------------------|
| NO. | STATION | OFFSET (FT) | QUANTITY (UNIT) |
| 1 | 132+15.00 | 58.59' RT | 7 |
| 2 | 132+32.64 | 57.44' RT | 7 |
| 3 | 132+48.36 | 53.34' RT | 6 |
| 4 | 132+75.70 | 53.35' RT | 10 |
| 5 | 132+75.70 | 53.35' RT | 10 |
| 6 | 133+08.31 | 42.86' RT | 7 |
| TOTAL | | | 47 |

| LOCATION STATION-STATION | PAVEMENT REMOVAL (SQ YD) | COMB. CONC. CURB AND GUTTER REMOVAL * (FT) | SIDEWALK REMOVAL (SQ FT) | MEDIAN REMOVAL * (SQ FT) | STORM SEWER REMOVAL, 8" (FOOT) | STORM SEWER REMOVAL, 10" (FOOT) | STORM SEWER REMOVAL, 24" (FOOT) | FENCE REMOVAL (FT) | WOOD FENCE REMOVE & RE-ERECT (FT) | CHAIN LINK FENCE REMOVE & RE-ERECT (FT) | GUARDRAIL REMOVAL (FT) |
|-----------------------------|--------------------------------|--|--------------------------------|--------------------------------|--|---|---|--------------------------|--|---|------------------------------|
| WESTERN AVE | | | | | | | | | | | |
| STA 130+00 TO 138+46.53 LT | 931 | 816 | 1335 | 716 | | 52 | | | | | |
| STA 130+00 TO 138+46.53 RT | 1364 | 948 | 1365 | 4348 | | 171 | | | | | 253 |
| UNDER WESTERN AVE BRIDGE | | | | | 79 | 31 | | | | | |
| BROADWAY ST | | | | | | | | | | | |
| | 362 | 175 | 1264 | | | | 101 | 199 | 24 | 58 | |
| CANAL ST | | | | | | | | | | | |
| | | 150 | 450 | | | | | | | 330 | |
| TOTAL | | | | | | | | | | | |
| | 2657 | 2089 | 4414 | 5064 | 79 | 254 | 101 | 199 | 24 | 388 | 253 |

* INCLUDES QUANTITY REQUIRED FOR MAINTENANCE OF TRAFFIC

| DRAINAGE STRUCTURES TO BE CLEANED (EA) | | |
|--|----------|----------|
| STATION | OFFSET | QUANTITY |
| WESTERN AVE. | | |
| 128+17.97 | 41.55 RT | 1 |
| 128+18.19 | 38.42 LT | 1 |
| 129+92.30 | 32.30 LT | 1 |
| 129+93.83 | 33.10 RT | 1 |
| 138+50.52 | 28.14 RT | 1 |
| 138+50.68 | 27.92 LT | 1 |
| 139+71.61 | 28.13 LT | 1 |
| 139+71.83 | 28.13 RT | 1 |
| 140+93.87 | 28.13 LT | 1 |
| 140+94.05 | 27.92 RT | 1 |
| WESTERN AVE. (UNDER BRIDGE) | | |
| 134+08.85 | 10.78 LT | 1 |
| 137+21.00 | 0.92 LT | 1 |
| 137+24.87 | 1.40 LT | 1 |
| 137+48.88 | 1.83 LT | 1 |
| TOTAL | | 14 |

| REMOVING INLETS | | |
|-----------------------------|----------|----------|
| STATION | OFFSET | QUANTITY |
| WESTERN AVE. | | |
| 132+87.54 | 26.44 LT | 1 |
| WESTERN AVE. (UNDER BRIDGE) | | |
| 133+69.22 | 7.03 LT | 1 |
| TOTAL | | 2 |

| REMOVING CATCH BASINS | | |
|-----------------------|----------|----------|
| STATION | OFFSET | QUANTITY |
| WESTERN AVE. | | |
| 131+67.53 | 26.33 LT | 1 |
| 131+67.96 | 28.95 RT | 1 |
| 132+87.91 | 26.33 RT | 1 |
| TOTAL | | 3 |

| INLET FILTERS (EA) | | |
|--------------------|----------|----------|
| STATION | OFFSET | QUANTITY |
| WESTERN AVE. | | |
| 129+92.30 | 33.20 LT | 1 |
| 129+93.86 | 34.36 RT | 1 |
| 131+65.00 | 26.83 RT | 1 |
| 131+67.52 | 27.31 LT | 1 |
| 131+67.52 | 29.49 RT | 1 |
| 132+85.00 | 26.11 RT | 1 |
| 132+87.52 | 28.76 LT | 1 |
| 132+87.52 | 20.08 RT | 1 |
| BROADWAY ST. | | |
| --- | 25.43 LT | 1 |
| --- | 21.28 RT | 1 |
| CANAL ST. | | |
| --- | 22.21 LT | 1 |
| --- | 21.93 RT | 1 |
| TOTAL | | 12 |

| DRAINAGE STRUCTURES TO BE RECONSTRUCTED (EA) | | |
|--|---------|----------|
| STATION | OFFSET | QUANTITY |
| WESTERN AVE. (UNDER BRIDGE) | | |
| 137+25.60 | 1.40 LT | 1 |
| 137+49.70 | 1.83 LT | 1 |
| TOTAL | | 2 |

| INLETS TO BE ADJUSTED (EA) | | |
|-----------------------------|----------|----------|
| STATION | OFFSET | QUANTITY |
| WESTERN AVE. (UNDER BRIDGE) | | |
| 134+08.85 | 10.78 LT | 1 |
| 133+45.87 | 55.22 RT | 1 |
| TOTAL | | 2 |

| FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) (EA) | | |
|---|----------|----------|
| STATION | OFFSET | QUANTITY |
| WESTERN AVE. | | |
| 130+38.26 | 19.23 LT | 1 |
| 133+16.34 | 36.21 RT | 1 |
| WESTERN AVE. (UNDER BRIDGE) | | |
| 136+81.53 | 15.49 RT | 1 |
| 137+21.00 | 0.92 LT | 1 |
| TOTAL | | 4 |

| MANHOLES TO BE ADJUSTED (EA) | | | |
|------------------------------|-----------|----------|----------|
| STAGE | STATION | OFFSET | QUANTITY |
| WESTERN AVE. | | | |
| PRE STG. I | 147+07.57 | 37.20 RT | 1 |
| POST STG. II | 147+07.57 | 37.20 RT | 1 |
| TOTAL | | | 2 |

| LOCATION STATION-STATION | AGGREGATE SUBGRADE IMPROVEMENT, 12" (SQ YD) | PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED), 8.25" (SQ YD) | PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB (SQ YD) | AGGREGATE BASE COURSE, TYPE B 4" (SQ YD) | PCC SIDEWALK, 5" (SQ FT) | COMBINATION CONCRETE CURB AND GUTTER, TY. B-6.12 (FOOT) | COMBINATION CONCRETE CURB AND GUTTER, TY. B-6.24 (FOOT) | COMBINATION CONCRETE CURB AND GUTTER, TY. M-6.06 (FOOT) | CONCRETE MEDIAN, TYPE SB-6.06 (SQ FT) | CONCRETE MEDIAN, TYPE SM-6.06 (SQ FT) | CONCRETE MEDIAN SURFACE 4" (SQ FT) | PROTECTIVE COAT (42001300) (SQ YD) |
|-----------------------------|--|--|--|---|--------------------------------|---|---|---|---|---|---|---|
| WESTERN AVE | | | | | | | | | | | | |
| STA 130+00 TO 138+46.53 LT | 734 | 690 | 40 | 156 | 1403 | | 272.5 | 326.5 | 855 | 139 | 227 | 1185 |
| STA 130+00 TO 138+46.53 RT | 818 | 686 | 40 | 151 | 1361 | | 272 | 373.5 | 1662 | 665 | 1806 | 1508 |
| UNDER BRIDGE | | | | | | | | | | | | |
| BROADWAY ST | | | 141 | | 1277.0 | 110 | 84 | | | | | 194 |
| CANAL ST | | | 52 | | 466 | 151 | | | | | | 85 |
| TOTAL | | 1552 | 1376 | 80 | 500 | 4507 | 261 | 628.5 | 700.0 | 2517 | 804 | 2972 |

| LOCATION STATION-STATION | SHREDDED BARK MULCH 3" (SQ YD) | SODDING, SALT TOLERANT (SQ YD) | AGGREGATE SURFACE COURSE, TYPE B (CU YD) | TURF REINFORCEMENT MAT (SQ YD) | TEMPORARY EROSION CONTROL BLANKET (SQ YD) | NITROGEN FERTILIZER NUTRIENT (POUND) | POTASSIUM FERTILIZER NUTRIENT (POUND) | TEMPORARY EROSION CONTROL SEEDING (POUND) | PERIMETER EROSION BARRIER (FOOT) | STABILIZED CONSTRUCTION ENTRANCE (SQ YD) | TEMPORARY FENCE (FOOT) | TEMPORARY CONSTRUCTION FENCE (FOOT) | SUPPLEMENTAL WATERING (UNIT) | STONE RIPRAP, CLASS A2 (SQ YD) | FILTER FABRIC (SQ YD) |
|-----------------------------|--------------------------------------|--------------------------------------|--|---|---|---|--|---|---|---|------------------------------|--|------------------------------------|--------------------------------------|--------------------------|
| WESTERN AVE | | | | | | | | | | | | | | | |
| STA 130+00 TO 138+46.53 LT | | | | | | | | | | | | 9 | | | |
| STA 130+00 TO 138+46.53 RT | | 542 | | | 498 | 6.7 | 6.7 | 11.2 | 316 | | 64 | 9 | 1 | | |
| UNDER WESTERN AVE BRIDGE | 306 | 794 | 252 | 191 | 3462 | 9.8 | 9.8 | 15.7 | 714 | | | 875 | 2 | 6 | 6 |
| BROADWAY ST | | | | | | | | | | | | | | | |
| | | | 13 | | 142 | | | | | | | | | | |
| CANAL ST | | | | | | | | | | | | | | | |
| | | 14 | 11 | | 110 | 0.2 | 0.2 | 0.3 | 147 | 42 | | | | | |
| TOTAL | | 306 | 1350 | 276 | 191 | 4212 | 17 | 17 | 27 | 1177 | 64 | 893 | 3 | 6 | 6 |

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SIGNAGE SCHEDULE

| LOCATION STATION-STATION | STEEL PLATE BEAM GUARDRAIL, TY. A, 6 FT POSTS (FOOT) | GUARDRAIL REFLECTORS, TY. A (EACH) | TRAFFIC BARRIER TERMINAL TY. 1 (SPL) TANGENT (EACH) | TRAFFIC BARRIER TERMINAL TY. 2 (EACH) | TERMINAL MARKER - DIRECT APPLIED (EACH) |
|--|--|---|---|--|--|
| WESTERN AVE | | | | | |
| STA 130+00 TO 138+46.53 LT | | | | | |
| STA 130+00 TO 138+46.53 RT UNDER BRIDGE | 200 | 4 | 1 | 1 | 1 |
| BROADWAY ST | | | | | |
| CANAL ST | | | | | |
| TOTAL | 200 | 4 | 1 | 1 | 1 |

| ROADWAY | STATION | OFFSET | DIMENSIONS | DESCRIPTION | SIGN PANEL TYPE 1 (SF) | METAL POST TYPE A (FT) |
|-------------|-----------|--------|------------|-------------|------------------------------|------------------------------|
| WESTERN AVE | 127+80.00 | 55' RT | 18"x24" | R3-17 | 3 | 12 |
| WESTERN AVE | 130+50.00 | 37' LT | 36"x30" | R4-4 | 7.5 | 26 |
| WESTERN AVE | 147+42.36 | 31' LT | 18"x24" | R3-17 | 3 | 12 |
| WESTERN AVE | 132+49.90 | 35' LT | | PACE BUS * | | |
| WESTERN AVE | 133+23.28 | 34' RT | | PACE BUS * | | |
| | | | | TOTAL: | 14 | 50 |

* SEE "NOTE A" ON PAVEMENT MARKING, SIGNAGE, AND LANDSCAPING SHEET 48 OF 184

| LOCATION STATION-STATION | THERMOPLASTIC PAVEMENT MARKING LINE, 4 IN (FOOT) | THERMOPLASTIC PAVEMENT MARKING LINE, 6 IN (FOOT) | THERMOPLASTIC PAVEMENT MARKING LINE, 12 IN (FOOT) | THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS (SQ FT) | POLYUREA PAVEMENT MARKING LINE, 4 IN (FOOT) | POLYUREA PAVEMENT MARKING LINE, 6 IN (FOOT) | POLYUREA PAVEMENT MARKING LETTERS AND SYMBOLS (SQ FT) | RAISED REFLECTIVE PAVEMENT MARKER (EACH) |
|-----------------------------|--|--|---|---|---|---|--|--|
| WESTERN AVE | | | | | | | | |
| STA 126+50 - 148+00 LT | 266 | 322 | | 11 | 2409 | 1603 | 33.5 | 40 |
| STA 124+00 - 148+00 RT | 408 | 313 | 127 | | 2621 | 1810 | 33.5 | 46 |
| UNDER BRIDGE | | | | | | | | |
| BROADWAY ST | | | | | | | | |
| CANAL ST | | | | | | | | |
| TOTAL | 674 | 635 | 127 | 11 | 5030 | 3413 | 67 | 86 |

EARTHWORK SCHEDULE

| STATION RANGE | PRESTAGE | | | STAGE 1 | | | STAGE 2 | | |
|------------------------|----------|------|--------|---------|------|--------|---------|--------|--------|
| | CUT | FILL | UNSUIT | CUT | FILL | UNSUIT | CUT | FILL | UNSUIT |
| 126+64.90 TO 128+00.00 | 38.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 38.39 | 0.00 |
| 128+00.00 TO 128+50.00 | 25.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 25.81 | 0.00 |
| 128+50.00 TO 129+00.00 | 22.85 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 22.85 | 0.00 |
| 129+00.00 TO 129+50.00 | 20.54 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 20.54 | 0.00 |
| 129+50.00 TO 130+00.00 | 19.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 19.39 | 0.00 |
| 130+00.00 TO 130+25.00 | 9.71 | 0.00 | 0.00 | 11.74 | 0.18 | 0.00 | 13.59 | 5.23 | 0.25 |
| 130+25.00 TO 130+50.00 | 8.97 | 0.00 | 0.00 | 23.93 | 0.58 | 0.00 | 27.27 | 0.51 | 0.49 |
| 130+50.00 TO 131+00.00 | 16.04 | 0.00 | 0.00 | 41.59 | 1.16 | 0.00 | 45.24 | 3.56 | 3.72 |
| 131+00.00 TO 131+50.00 | 13.25 | 0.00 | 0.00 | 28.23 | 0.72 | 0.00 | 29.20 | 5.18 | 6.13 |
| 131+50.00 TO 132+00.00 | 5.85 | 0.09 | 0.00 | 17.72 | 1.20 | 0.00 | 17.38 | 11.84 | 9.19 |
| 132+00.00 TO 132+50.00 | 0.00 | 0.14 | 0.00 | 11.44 | 1.81 | 0.00 | 8.00 | 26.73 | 14.11 |
| 132+50.00 TO 133+00.00 | 0.00 | 0.05 | 0.00 | 11.83 | 2.36 | 0.00 | 7.97 | 35.06 | 14.36 |
| 144+38.40 TO 146+14.10 | 49.93 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 49.93 | 0.00 |
| 146+14.10 TO 147+52.00 | 39.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 39.19 | 0.00 |
| TOTAL: | 269.92 | 0.28 | 0.00 | 146.48 | 8.02 | 0.00 | 148.66 | 304.21 | 48.26 |

EARTHWORK QUANTITIES SUMMARY TABLE

| LOCATION | EARTH EX (CU YD) | | | ADJ EARTH EX. (15%) | | | EMBANKMENT | | | BALANCE WASTE (+) OR SHORTAGE (-) | | | UNSUITABLE (CU YD) | | |
|-------------|------------------|---------|---------|---------------------|---------|---------|------------|---------|---------|--------------------------------------|---------|---------|--------------------|---------|---------|
| | PRESTAGE | STAGE 1 | STAGE 2 | PRESTAGE | STAGE 1 | STAGE 2 | PRESTAGE | STAGE 1 | STAGE 2 | PRESTAGE | STAGE 1 | STAGE 2 | PRESTAGE | STAGE 1 | STAGE 2 |
| WESTERN AVE | 269.92 | 146.48 | 148.66 | 229.43 | 124.51 | 126.36 | 0.28 | 8.02 | 304.21 | 229.15 | 116.49 | -177.85 | 0.00 | 0.00 | 48.26 |

WESTERN AVE

| ITEM | PRESTAGE | STAGE 1 | STAGE 2 | TOTAL |
|---|------------------|---------|---------|--------|
| | EARTH EXCAVATION | 269.92 | 146.48 | 148.66 |
| REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | 0.00 | 0.00 | 48.26 | 48 |
| FURNISHED EXCAVATION | 0.00 | 0.00 | 0.00 | 0 |

FILE NAME = \\A191-132-IDD1-Western-Ave-CADD-Sheets\0160K72 - sht - schedule.dgn



| | | |
|------------------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MTC | REVISED - |
| | DRAWN - MTC | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|-------------------------------------|---------------------|----------|-------------|
| WESTERN AVENUE OVER CAL-SAG CHANNEL | | | |
| SCHEDULE OF QUANTITIES | | | |
| SCALE: N.T.S. | SHEET 2 OF 2 SHEETS | STA. N/A | TO STA. N/A |

| | | | | |
|---------------------------|----------|--------|-----------------|--------------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 19 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

BENCHMARKS

ALL BEARINGS AND COORDINATES SHOWN HEREIN ARE BASED ON NAD 83 (2007), ILLINOIS STATE PLANE, EAST ZONE SYSTEM.

VERTICAL DATUM IS NAVD 88 PER N.G.S. FIRST ORDER VERTICAL MONUMENT PID: ME1838 (A 138) ELEVATION=596.364)

IBM #8 - ELEVATION=597.740

CUT CROSS ON NE. FLANGE BOLT OF FIRE HYDRANT @ INTERSECTION OF BROADWAY STREET AND OLD WESTERN AVENUE.

IBM #9 - ELEVATION=599.128

CUT CROSS ON NE. FLANGE BOLT OF FIRE HYDRANT @ INTERSECTION OF OLD WESTERN AVENUE AND ALLEY SOUTH OF BROADWAY STREET.

IBM #10 - ELEVATION=598.189

CUT CROSS ON NE. FLANGE BOLT OF FIRE HYDRANT @ PACKARD DRIVE AND DES PLAINES STREET.

IBM #12 - ELEVATION=605.804

CUT CROSS ON SIDEWALK EAST SIDE OF WESTERN AVENUE @ SOUTH END OF GUARDRAIL.

IBM #14 - ELEVATION=596.167

CUT CROSS ON NW. FLANGE BOLT OF FIRE HYDRANT @ NW. CORNER OF BROADWAY STREET AND PACKARD DRIVE.

IBM #15 - ELEVATION=597.008

CUT CROSS ON NW. FLANGE BOLT OF FIRE HYDRANT @ NE. CORNER OF OLD WESTERN AVENUE AND CANAL STREET.

IBM #16 - ELEVATION=596.183

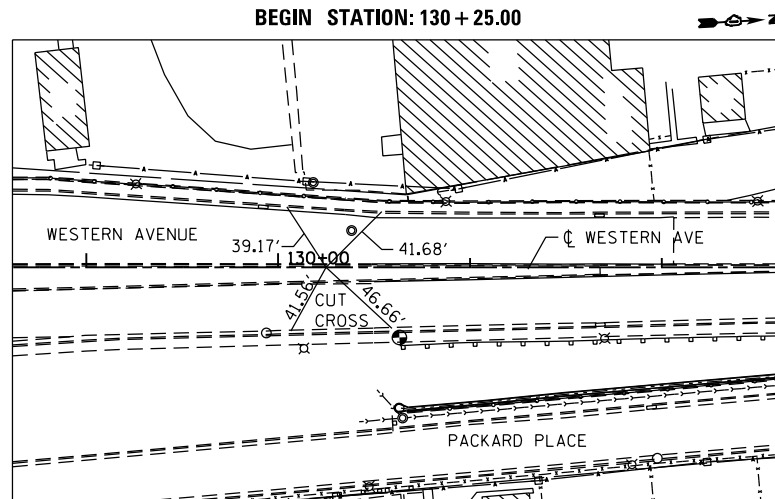
CUT CROSS ON NW. FLANGE BOLT OF FIRE HYDRANT @ NW. CORNER OF CANAL STREET AND REXFORD STREET.

IBM #24 - ELEVATION=585.090

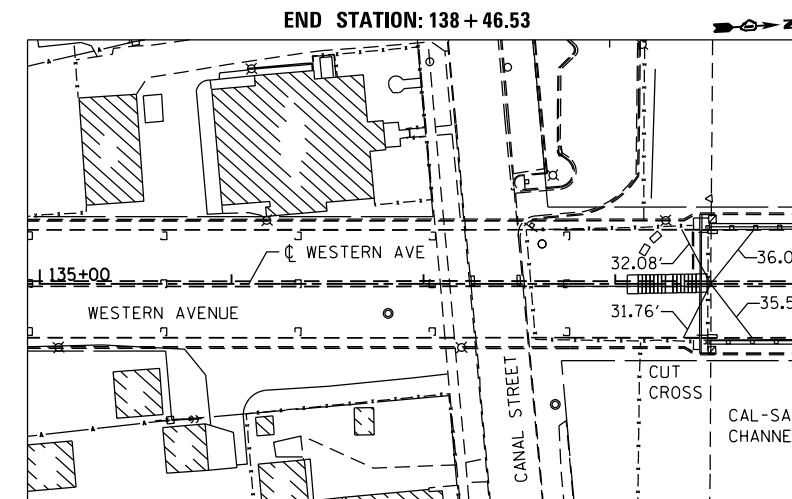
CUT SQUARE ON NE. CORNER OF FIRST CONCRETE STEP FROM BOTTOM UNDER WESTERN AVENUE BRIDGE ON SOUTH SIDE OF CAL-SAG CHANNEL. 8.0' • SOUTH OF EDGE OF WALL.

IBM #25 - ELEVATION=601.522

FOUND CUT CROSS ON WEST BOLT OF FIRE HYDRANT 75' • SW. OF CWA CONTROL POINT #19.



ALIGNMENT TIE #A1
 BEGIN STATION 130+25.00
 N: 1,815,546.5058
 E: 1,162,756.8905



ALIGNMENT TIE #A2
 END STATION 138+46.53
 N: 1,816,366.7645
 E: 1,162,802.5775

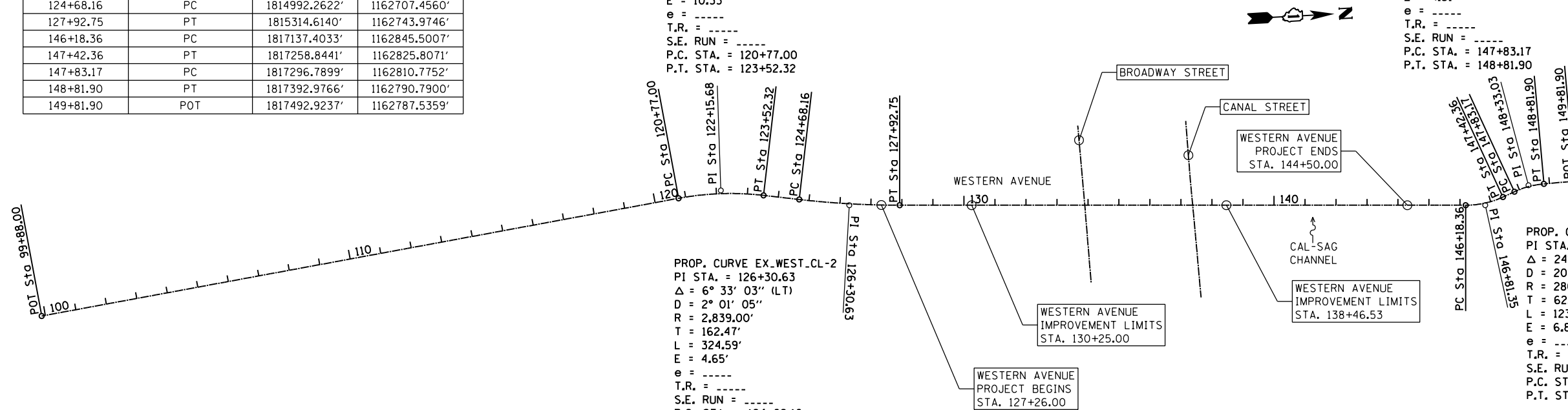
| COORDINATE DATA - WESTERN AVENUE | | | |
|----------------------------------|--------------|---------------|---------------|
| STATION | ELEMENT TYPE | NORTHING | EASTING |
| 99+88.00 | POT | 1812531.7633' | 1162947.3135' |
| 120+77.00 | PC | 1814603.8507' | 1162682.0141' |
| 123+52.32 | PT | 1814878.0896' | 1162687.8606' |
| 124+68.16 | PC | 1814992.2622' | 1162707.4560' |
| 127+92.75 | PT | 1815314.6140' | 1162743.9746' |
| 146+18.36 | PC | 1817137.4033' | 1162845.5007' |
| 147+42.36 | PT | 1817258.8441' | 1162825.8071' |
| 147+83.17 | PC | 1817296.7899' | 1162810.7752' |
| 148+81.90 | PT | 1817392.9766' | 1162790.7900' |
| 149+81.90 | POT | 1817492.9237' | 1162787.5359' |

PROP. CURVE EX.WEST.CL-1
 PI STA. = 122+15.68
 $\Delta = 17^\circ 02' 06''$ (RT)
 D = 6° 11' 15"
 R = 926.00'
 T = 138.68'
 L = 275.31'
 E = 10.33'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 120+77.00
 P.T. STA. = 123+52.32

PROP. CURVE EX.WEST.CL-4
 PI STA. = 148+33.03
 $\Delta = 19^\circ 44' 45''$ (RT)
 D = 20° 00' 00"
 R = 286.48'
 T = 49.86'
 L = 98.73'
 E = 4.31'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 147+83.17
 P.T. STA. = 148+81.90

PROP. CURVE EX.WEST.CL-2
 PI STA. = 126+30.63
 $\Delta = 6^\circ 33' 03''$ (LT)
 D = 2° 01' 05"
 R = 2,839.00'
 T = 162.47'
 L = 324.59'
 E = 4.65'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 124+68.16
 P.T. STA. = 127+92.75

PROP. CURVE EX.WEST.CL-3
 PI STA. = 146+81.35
 $\Delta = 24^\circ 47' 54''$ (LT)
 D = 20° 00' 00"
 R = 286.48'
 T = 62.98'
 L = 123.99'
 E = 6.84'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 146+18.36
 P.T. STA. = 147+42.36



FILE NAME = W:\191\132\1DDT_Western_Ave_CADD_Sheets\0160K72 - sht - alignment_ties_benchmark_01.dgn



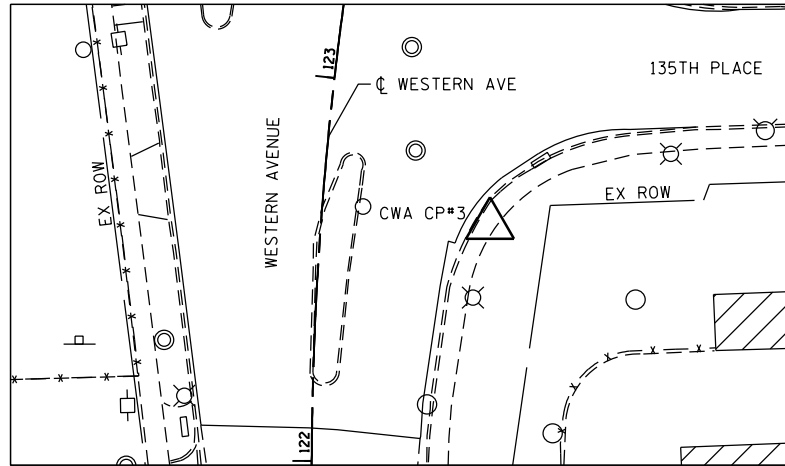
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|------------------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MTC | REVISED - |
| PLOT SCALE = 400.0000' / in. | DRAWN - MTC | REVISED - |
| PLOT DATE = 6/20/2019 | CHECKED - JIP | REVISED - |
| | DATE - 06/20/2019 | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

WESTERN AVENUE OVER CAL-SAG CHANNEL
 ALIGNMENT, TIES, AND BENCHMARKS
 SCALE: 1"=200' SHEET 1 OF 2 SHEETS STA. 130+25.00 TO STA. 138+46.53

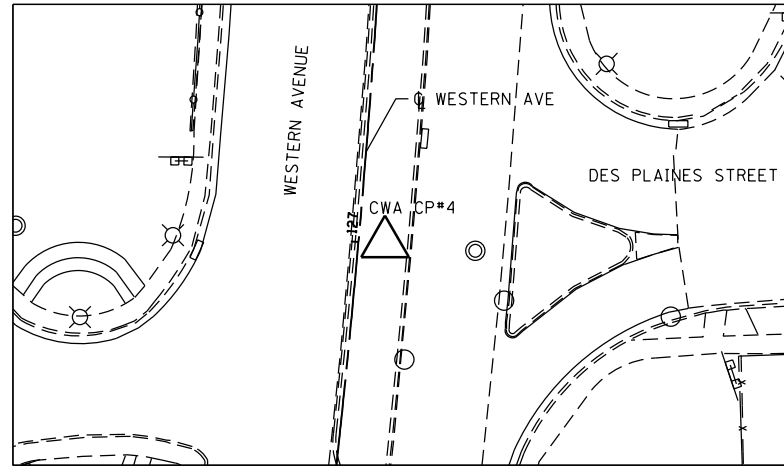
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|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 20 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

CONTROL POINT #3



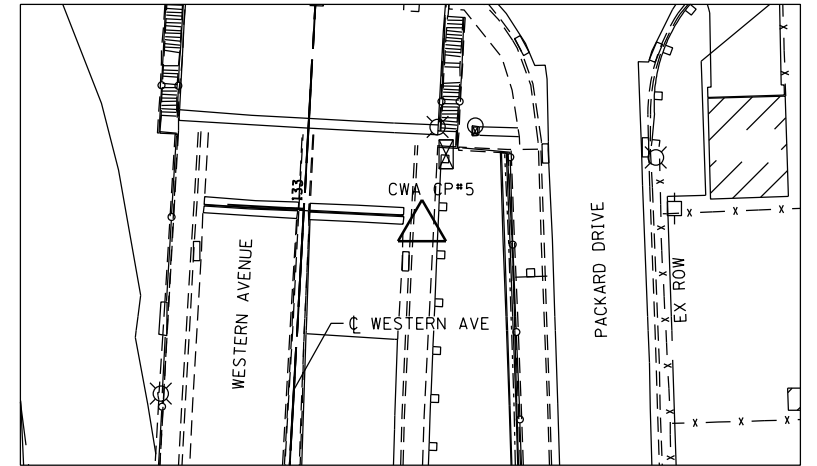
CWA CP#3
 N: 1,814,788.0182
 E: 1,162,720.9995
 ELEV: 598.114
 SET CUT CROSS

CONTROL POINT #4



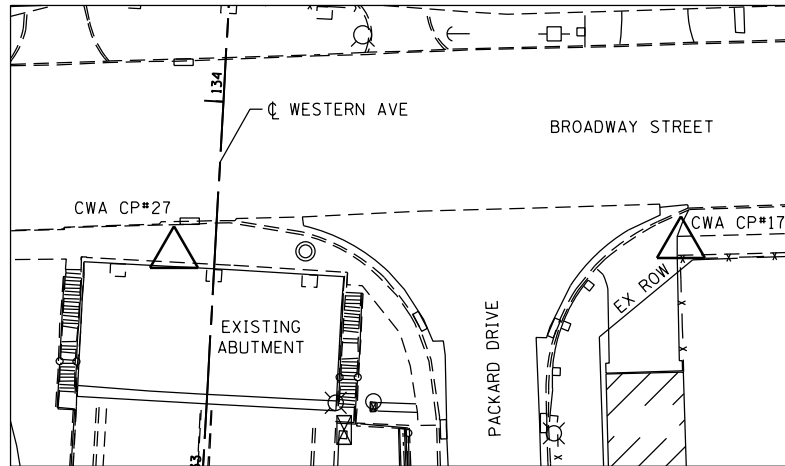
CWA CP#4
 N: 1,815,221.8038
 E: 1,162,744.2366
 ELEV: 598.802
 SET CUT CROSS

CONTROL POINT #5



CWA CP#5
 N: 1,815,816.2742
 E: 1,162,802.9598
 ELEV: 613.279
 SET CUT CROSS

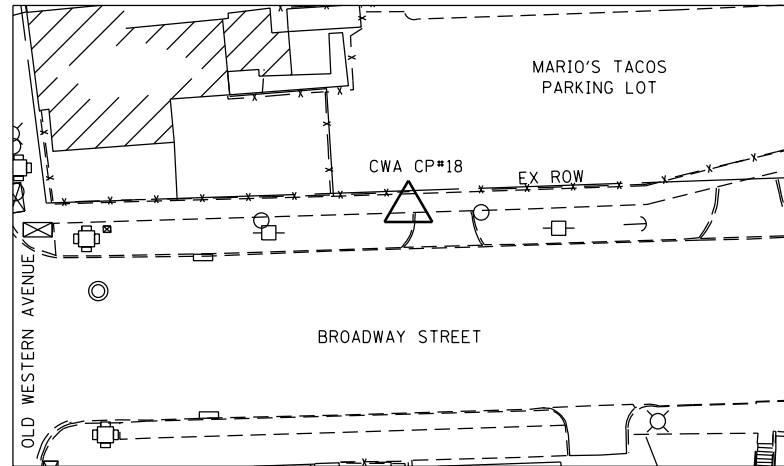
CONTROL POINT #17 & #27



CWA CP#27
 N: 1,815,881.2315
 E: 1,162,764.8675
 ELEV: 595.912
 SET CUT CROSS

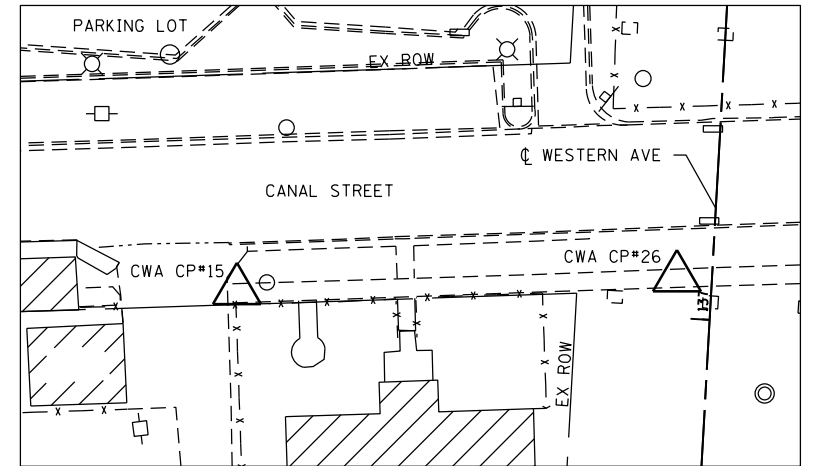
CWA CP#17
 N: 1,815,883.8267
 E: 1,162,896.9470
 ELEV: 595.182
 SET CUT CROSS

CONTROL POINT #18



CWA CP#18
 N: 1,815,938.5619
 E: 1,162,645.6607
 ELEV: 596.135
 SET CUT CROSS

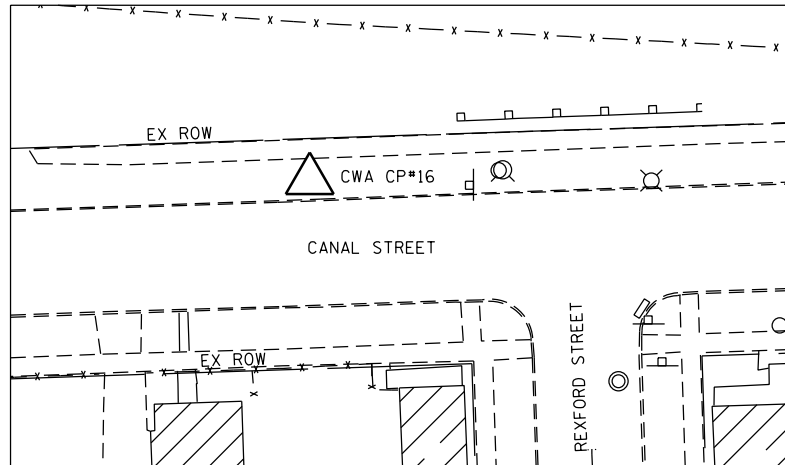
CONTROL POINT #15 & #26



CWA CP#15
 N: 1,816,228.1426
 E: 1,162,671.2411
 ELEV: 593.803
 SET CUT CROSS

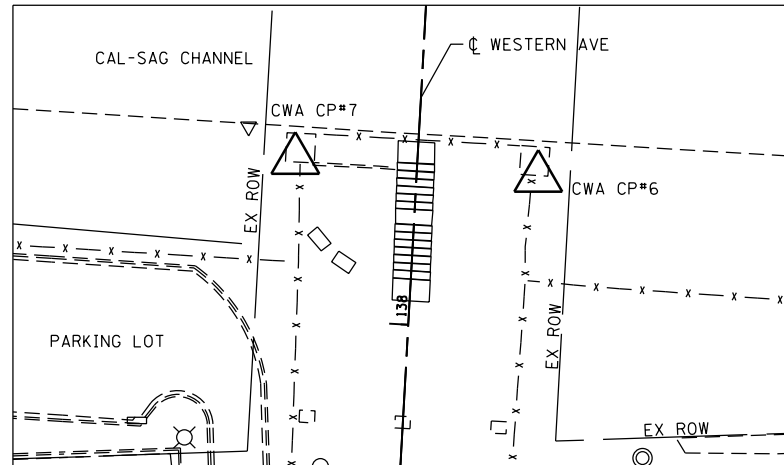
CWA CP#26
 N: 1,816,231.4711
 E: 1,162,785.9238
 ELEV: 593.215
 SET CUT CROSS

CONTROL POINT #16



CWA CP#16
 N: 1,816,282.6281
 E: 1,162,943.0875
 ELEV: 594.386
 SET 3/8" REBAR W/CLAASSEN CAP

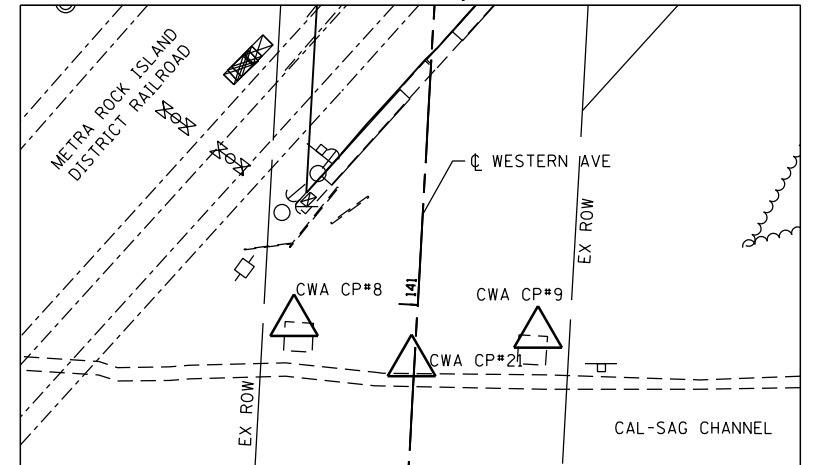
CONTROL POINT #7 & #6



CWA CP#7
 N: 1,816,363.2546
 E: 1,162,770.5608
 ELEV: 630.149
 SET CUT CROSS

CWA CP#6
 N: 1,816,358.6239
 E: 1,162,833.8636
 ELEV: 630.112
 SET CUT CROSS

CONTROL POINT #8, #9 & #21



CWA CP#8
 N: 1,816,615.3962
 E: 1,162,784.4684
 ELEV: 637.572
 SET CUT CROSS

CWA CP#21
 N: 1,816,604.9011
 E: 1,162,815.0719
 ELEV: 584.839
 SET 3/8" REBAR
 WITH CLAASSEN CAP

CWA CP#9
 N: 1,816,612.3208
 E: 1,162,848.0198
 ELEV: 637.557
 SET CUT CROSS

FILE NAME = W:\191-132-1001-Western-Ave-CADD-Sheets\016R072 - sht - alignment.ties.benchmark.02.dgn



| | | |
|------------------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MTC | REVISED - |
| PLOT SCALE = 200.0000' / in. | DRAWN - MTC | REVISED - |
| PLOT DATE = 6/20/2019 | CHECKED - JIP | REVISED - |
| | DATE - 06/20/2019 | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

| | |
|--|--|
| WESTERN AVENUE OVER CAL-SAG CHANNEL ALIGNMENT, TIES, AND BENCHMARKS | |
| SCALE: 1"=25' | SHEET 2 OF 2 SHEETS STA. N/A TO STA. N/A |

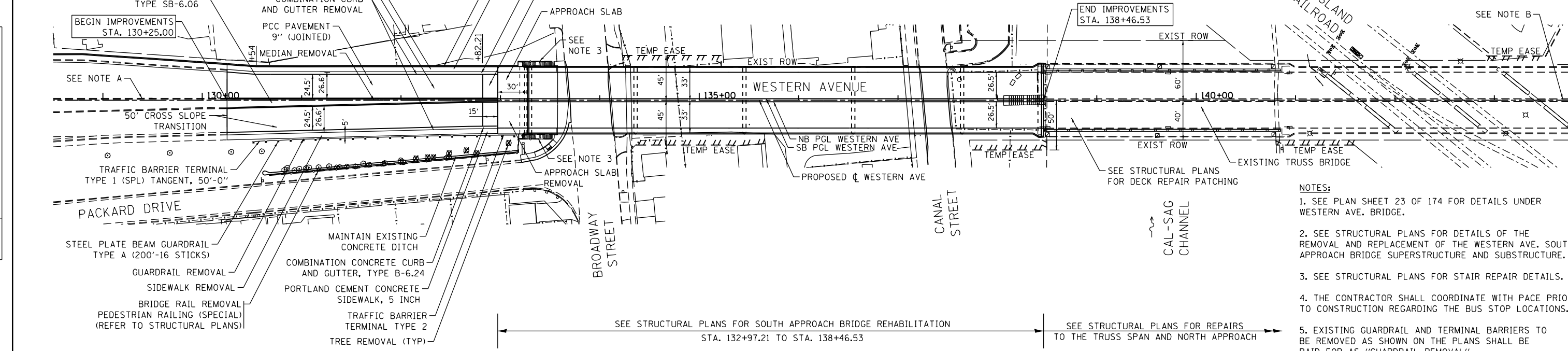
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|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 21 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

NOTE A: MEDIAN REMOVAL DUE TO MAINTENANCE OF TRAFFIC SHALL BE RESTORED USING CONCRETE MEDIAN SURFACE 4" AND COMB. CONCRETE CURB & GUTTER TY. M-6.06 FROM THE SOUTH LIMIT OF TEMPORARY PAVEMENT TO STA. 129+52.4, AND USING CONCRETE MEDIAN TY. SM-6.06 FROM STA. 129+52.4 TO 130+25.0

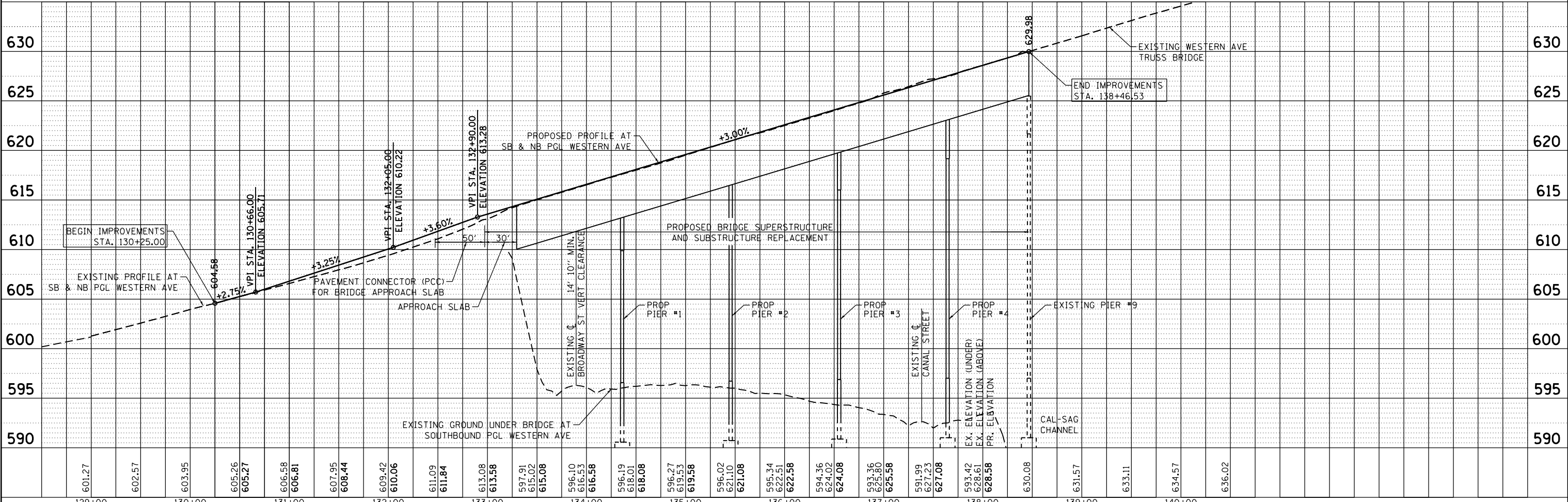
NOTE B: MEDIAN REMOVAL DUE TO MAINTENANCE OF TRAFFIC SHALL BE RESTORED USING CONCRETE MEDIAN TY. SB-6.06 FROM STA. 144+43.8 TO 145+80.7, AND USING COMB. CONCRETE CURB AND GUTTER TY. M-6.06 FROM STA. 145+80.7 TO THE NORTH LIMIT OF TEMPORARY PAVEMENT.

| | |
|------|-----------|
| DATE | |
| BY | |
| PLAN | SURVEYED |
| | PLOTTED |
| | NOTE BOOK |
| | NO. |

| | |
|---------|-----------|
| DATE | |
| BY | |
| PROFILE | SURVEYED |
| | PLOTTED |
| | NOTE BOOK |
| | NO. |



- NOTES:
1. SEE PLAN SHEET 23 OF 174 FOR DETAILS UNDER WESTERN AVE. BRIDGE.
 2. SEE STRUCTURAL PLANS FOR DETAILS OF THE REMOVAL AND REPLACEMENT OF THE WESTERN AVE. SOUTH APPROACH BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE.
 3. SEE STRUCTURAL PLANS FOR STAIR REPAIR DETAILS.
 4. THE CONTRACTOR SHALL COORDINATE WITH PACE PRIOR TO CONSTRUCTION REGARDING THE BUS STOP LOCATIONS.
 5. EXISTING GUARDRAIL AND TERMINAL BARRIERS TO BE REMOVED AS SHOWN ON THE PLANS SHALL BE PAID FOR AS "GUARDRAIL REMOVAL".



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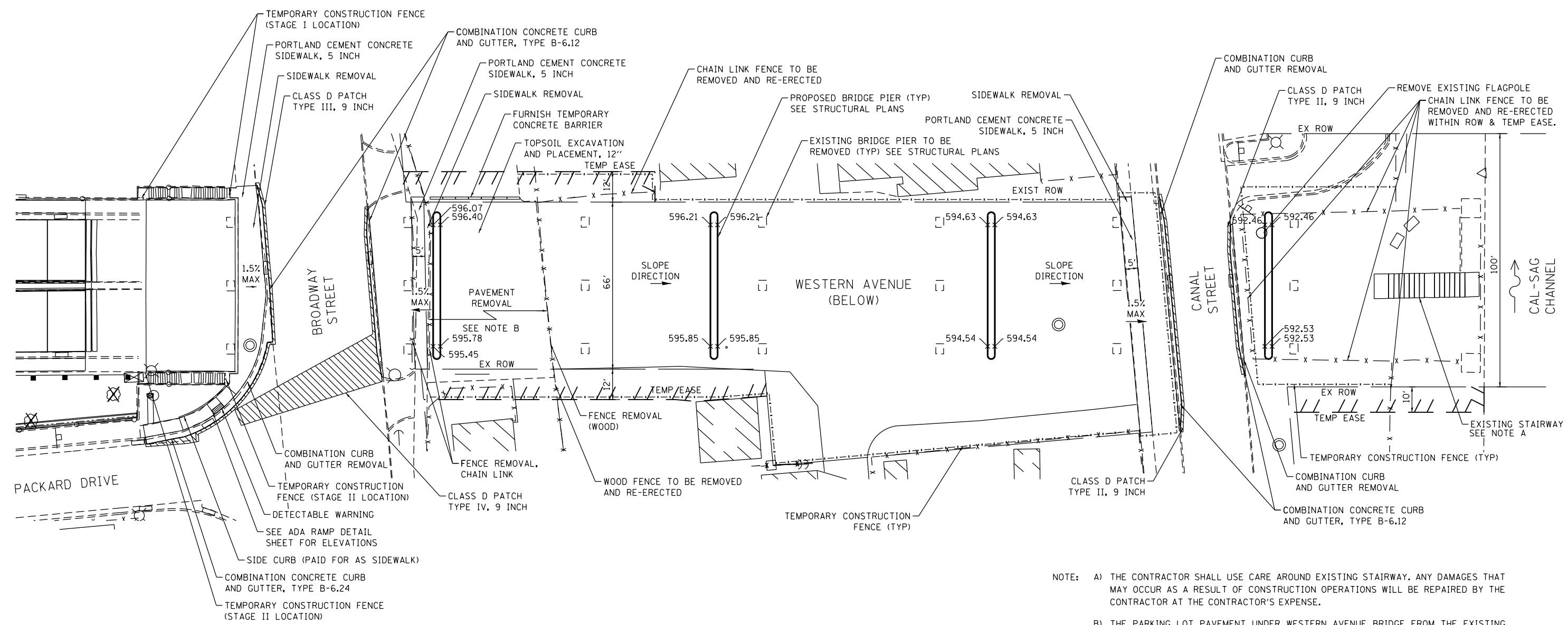


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|------------------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MTC | REVISED - |
| | DRAWN - MTC | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | |
|--|----------------------------|
| WESTERN AVENUE OVER CAL-SAG CHANNEL | |
| PLAN AND PROFILE | |
| VERT: 1"=5' | SCALE: HORZ: 1"=50' |
| SHEET 1 OF 1 SHEETS | STA. 129+00 TO STA. 144+00 |

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 22 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



- NOTE: A) THE CONTRACTOR SHALL USE CARE AROUND EXISTING STAIRWAY. ANY DAMAGES THAT MAY OCCUR AS A RESULT OF CONSTRUCTION OPERATIONS WILL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
- B) THE PARKING LOT PAVEMENT UNDER WESTERN AVENUE BRIDGE FROM THE EXISTING WEST RIGHT-OF-WAY TO THE EAST TEMPORARY EASEMENT THAT CURRENTLY SERVES AS ADDITIONAL PARKING SPACE FOR MARIO'S TACOS WILL BE REMOVED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL. THE PAVEMENT WILL NOT BE REPLACED.
- C) ALL FENCING (CHAIN LINK OR WOOD) WILL BE REMOVED AND RE-ERECTED WITHIN THE TEMPORARY EASEMENTS. FENCING LOCATED WITHIN THE EXISTING RIGHT-OF-WAY WILL BE REMOVED AND NOT REINSTALLED UNLESS OTHERWISE INDICATED ON THE PLANS. ALL FENCES TO BE REMOVED AND NOT REINSTALLED WILL BE PAID FOR AS "FENCE REMOVAL".
- D) THE AREA UNDER THE SOUTH APPROACH STRUCTURE, FROM WEST RIGHT OF WAY / TEMPORARY EASEMENT TO EAST RIGHT OF WAY/TEMPORARY EASEMENT IS AVAILABLE FOR THE CONTRACTOR'S OPERATIONS THROUGHOUT THE DURATION OF CONSTRUCTION AS APPROVED BY THE ENGINEER. THE AREA UNDER THE NORTH APPROACH STRUCTURE, FROM WEST RIGHT OF WAY TO EAST RIGHT OF WAY IS AVAILABLE EXCEPT BETWEEN THE RAILROAD RIGHT OF WAY FOR THE CONTRACTORS OPERATIONS THROUGHOUT THE DURATION OF THE CONSTRUCTION AS APPROVED BY THE ENGINEER.

FILE NAME = \\A191-132-1001-Western-Ave-CADD-Sheets\0160K72 - sht - pln.dgn



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|-----------------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MTC | REVISED - |
| | DRAWN - MTC | REVISED - |
| PLOT SCALE = 40.0000' / in. | CHECKED - JIP | REVISED - |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WESTERN AVENUE OVER CAL-SAG CHANNEL
PLAN (UNDER WESTERN AVENUE)**

SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 23 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

SUGGESTED STAGE CONSTRUCTION GENERAL NOTES

1. ALL OF THE TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED. THE TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT.

2. A MINIMUM OF TWO LANES, ONE IN EACH DIRECTION, SHALL BE KEPT OPEN TO THROUGH TRAFFIC AT ALL TIMES EXCEPT AS NOTED IN PLANS. ANY LANE CLOSURES MUST BE APPROVED BY THE ENGINEER. THE MINIMUM LANE WIDTHS SHALL BE AS FOLLOWS:

PRE-STAGE: 12'
 STAGE 1A AND 1B: 1 @ 11'-6" AND 1 @ 11'-5"
 STAGE 2: 11'-0"

3. TAPER LENGTH FOR TRAFFIC CONTROL DEVICES IS DEFINED BY:
 $L = WS^2/60$

WHERE EQUATION IS FOR SPEED LIMIT OF 45 MPH OR LESS, THE TAPER IS DEFINED AS FOLLOWS:

L = TAPER LENGTH IN FEET
 W = WIDTH OF OFFSET IN FEET
 S = POSTED SPEED IN MPH.

4. THE FOLLOWING TEMPORARY PAVEMENT MARKINGS SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 703 "WORK ZONE PAVEMENT MARKINGS" OF STANDARD SPECIFICATIONS AT ALL THE FOLLOWING LOCATIONS IN EACH OF THE VARIOUS STAGES OF CONSTRUCTION:

- 4 IN WHITE EDGE LINE - EACH EDGE (YELLOW FOR INSIDE EDGE)
- 4 IN WHITE SKIP DASH (30 FT SKIP - 10 FT DASH) - BETWEEN LANES
- 4 IN DOUBLE YELLOW - MEDIANS AND BETWEEN OPPOSING LANES
- 6 IN WHITE LANE LINE - STORAGE AREA OF LEFT - TURN BAY
- 6 IN WHITE SKIP DASH (6 FT SKIP - 2 FT DASH) LEFT TURN
- 12 IN YELLOW DIAGONALS (50 FT C-C) OR 5 EQUALLY SPACED- MEDIANS AND GORES
- 24 IN WHITE STOP BAR - ALL LOCATIONS
- WHITE LETTERS AND SYMBOLS - TURN LANES + BICYCLE SYMBOLS

5. TEMPORARY PAVEMENT IS REQUIRED TO MAINTAIN THE REQUIRED TRAFFIC LANES ON WESTERN AVENUE AS SHOWN ON THE STAGING PLANS. TEMPORARY PAVEMENT SHALL BE CONSTRUCTED (AT THE OPTION OF THE CONTRACTOR) OF EITHER 8" PCC BASE COURSE OR 2" HOT -MIX ASPHALT SURFACE COURSE, MIX D, WITH 6" HOT- MIX ASPHALT BINDER COURSE. THE REMOVAL OF TEMPORARY PAVEMENT IS INCLUDED IN THE PAY ITEM "PAVEMENT REMOVAL". ALL TEMPORARY PAVEMENT SHALL BE PLACED ON 4" SUB-BASE GRANULAR MATERIAL, TYPE B (CA-6) REGARDLESS OF THE TEMPORARY PAVEMENT TYPE.

6. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED PRIOR TO THE PROJECT AT THE NORTH AND SOUTH ENDS ALONG WESTERN AVENUE AND AT THE EAST AND WEST ENDS OF BROADWAY STREET AND CANAL STREET AS DIRECTED BY THE ENGINEER. THESE SHALL BE PAID FOR AS "CHANGEABLE MESSAGE SIGN" (CAL. MONTH).

7. THE CONTRACTOR SHALL PROVIDE AT LEAST 48 HOURS PRIOR NOTICE TO THE RESIDENT ENGINEER, CITY OF BLUE ISLAND, EMERGENCY SERVICES, SCHOOLS, PACE BUS AND THE POST OFFICE PRIOR TO IMPLEMENTING LANE CLOSURES.

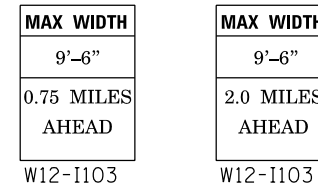
8. THE NECESSARY TYPE III BARRICADES WILL BE PROVIDED AT THE LOCATIONS SHOWN IN THE PLANS. ARROW BOARDS SHALL HAVE SOLAR POWER CAPABILITY. A MONO-DIRECTIONAL FLASHING AMBER BEACON SHALL BE MOUNTED TO THE FIRST TWO WARNING SIGNS ON EACH APPROACH DURING HOURS OF DARKNESS.

9. POSITIVE DRAINAGE WITHIN THE WORK ZONE MUST BE MAINTAINED AT ALL TIMES. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY INLETS, OUTLETS, AND CONNECTIONS FOR ALL EXISTING AND PROPOSED FACILITIES INCLUDING TEMPORARY PUMPING IF NECESSARY. TEMPORARY ACCOMMODATIONS SHALL BE MAINTAINED UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THE COST OF ALL LABOR, EQUIPMENT, AND MATERIALS (TEMPORARY OR PERMANENT USED AS TEMPORARY) TO COMPLY WITH THIS REQUIREMENT WILL NOT BE PAID FOR DIRECTLY, BUT THE COST SHALL BE CONSIDERED INCLUDED IN THE PROPOSED ITEMS OF WORK IN THE CONTRACT.

10. TO ENSURE THAT PUBLIC'S SAFETY IS NOT COMPROMISED BROADWAY STREET, THE PARKING LOT TO THE NORTH OF AND ADJACENT TO BROADWAY STREET, AND CANAL STREET SHALL BE CLOSED TO VEHICULAR AND PEDESTRIAN TRAFFIC DURING REMOVAL OF EXISTING PCC BOX BEAMS AND DURING INSTALLATION OF NEW BRIDGE BEAMS.

11. THE CONTRACTOR SHALL PROVIDE AT LEAST 72 HOURS ADVANCE NOTICE TO THE RESIDENT ENGINEER, THE CITY OF BLUE ISLAND, EMERGENCY SERVICES, SCHOOLS, PACE BUS AND THE POST OFFICE PRIOR TO CLOSING STREETS TO TRAFFIC. THE CONTRACTOR SHALL ALSO PROVIDE A TIME THAT THE CLOSURES SHALL BEGIN AND SHALL END. ANY ADDITIONAL COORDINATION OR IMPLEMENTATION OF TRAFFIC CONTROL SUCH AS SHORT TERM DETOURS SHALL BE IMPLEMENTED TO FACILITY TRAVEL TO THE PUBLIC DURING THE CLOSURES.

12. ADVANCE WIDTH RESTRICTION SIGNS, W12-I103, SHALL BE INSTALLED. ONE SIGN SHALL BE INSTALLED APPROXIMATELY 0.75 MILES NORTH OF THE PROJECT AT THE INTERSECTION OF WESTERN AVENUE AND BURR OAK AVENUE/127TH STREET. ONE SIGN SHALL BE INSTALLED APPROXIMATELY 2.0 MILES SOUTH OF THE PROJECT AT THE INTERSECTION OF WESTERN AVENUE AND IL ROUTE 83.



NOTE: ALL SIGNS SHALL COMPLY WITH THE MOST RECENT VERSION OF THE MUTCD AND ILLINOIS MUTCD.

WESTERN AVENUE – SUGGESTED MAINTENANCE OF TRAFFIC

PRE-STAGE I
 ESTABLISH TRAFFIC CONTROL AND PROTECTION IN ACCORDANCE WITH THE SUGGESTED MAINTENANCE OF TRAFFIC PLANS. REMOVE THE EXISTING BARRIER MEDIAN FROM THE ROADWAY SECTION FROM STATION 126+64.8 TO 132+98.5 ON WESTERN AVENUE AND FROM STATION 144+38.4 TO 147+52.0 ON WESTERN AVENUE. CONSTRUCT TEMPORARY PAVEMENT AT LOCATIONS WHERE BARRIER MEDIAN WAS REMOVED. PERFORM MEDIAN REMOVAL FROM STATION 132+98 TO 138+45 ON THE BRIDGE. SEE STRUCTURAL PLANS FOR REMOVAL OF MEDIAN ALONG BRIDGE SECTION. INSTALL TEMPORARY SHORING (SEE STRUCTURAL PLANS FOR TEMPORARY SHORING LOCATIONS AND DETAILS)

STAGE IA
 COMPLETE TEMPORARY SHORING. (SEE STRUCTURAL PLANS FOR TEMPORARY SHORING LOCATIONS AND DETAILS.)

INSTALL TEMPORARY CONCRETE BARRIER IN ACCORDANCE WITH THE SUGGESTED MAINTENANCE OF TRAFFIC PLANS. USE STATE STANDARD 701601 FOR LANE CLOSURES NEEDED DURING INSTALLATION OF THE TEMPORARY CONCRETE BARRIER.

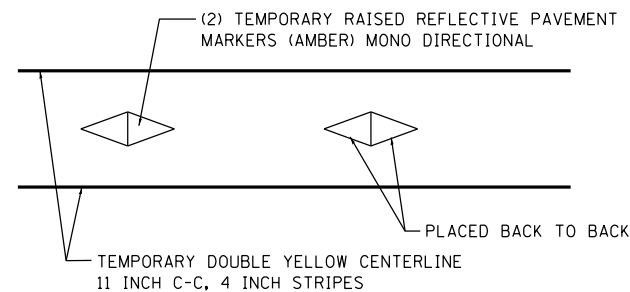
STAGE IB
 ESTABLISH TRAFFIC CONTROL AND PROTECTION IN ACCORDANCE WITH THE SUGGESTED MAINTENANCE OF TRAFFIC CONTROL PLANS. CLOSE EXISTING SIDEWALKS IN ACCORDANCE WITH THE SUGGESTED MAINTENANCE OF TRAFFIC CONTROL PLANS.

CONSTRUCT THE WEST SIDE OF THE SOUTH APPROACH SUPER AND SUBSTRUCTURE, AND WEST STAIR REPAIRS. PERFORM EXISTING WEST SIDE SUPERSTRUCTURE REPAIRS. PERFORM EXISTING SUBSTRUCTURE SLOPE WALL, AND OTHER REPAIRS IN ACCORDANCE WITH THE STRUCTURAL PLANS. STAGE CONSTRUCTION IS NOT REQUIRED FOR EXISTING SUBSTRUCTURE REPAIRS.

STAGE II
 ESTABLISH TRAFFIC CONTROL AND PROTECTION IN ACCORDANCE WITH THE SUGGESTED MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCT THE EAST SIDE OF THE SOUTH APPROACH SUPER AND SUBSTRUCTURE, AND EAST STAIR REPAIRS. CONSTRUCT DRAINAGE BELOW PROP. PIER #1 AND BELOW BROADWAY STREET USING STANDARD 701501. PERFORM EXISTING EAST SIDE SUPERSTRUCTURE REPAIRS. PERFORM EXISTING SUBSTRUCTURE SLOPE WALL, AND OTHER REPAIRS IN ACCORDANCE WITH THE STRUCTURAL PLANS. STAGE CONSTRUCTION IS NOT REQUIRED FOR EXISTING SUBSTRUCTURE REPAIRS.

POST STAGE II
 REMOVE TEMPORARY PAVEMENT CONSTRUCTED IN PRE-STAGE I. RE-ESTABLISH THE MEDIAN THAT WAS REMOVED IN PRE-STAGE I. RE-ESTABLISH ALL PERMANENT PAVEMENT MARKINGS THAT WERE DISTURBED DURING STAGE CONSTRUCTION. RE-ESTABLISH PRE-CONSTRUCTION TRAFFIC PATTERNS. COMPLETE FINAL PUNCH LIST ITEMS. STAGE CONSTRUCTION IS NOT REQUIRED FOR EXISTING SUBSTRUCTURE REPAIRS.



FILE NAME = 46000 / 11.
 SCALE = 1/8" = 1'-0"
 USER NAME = BUSETRONAME



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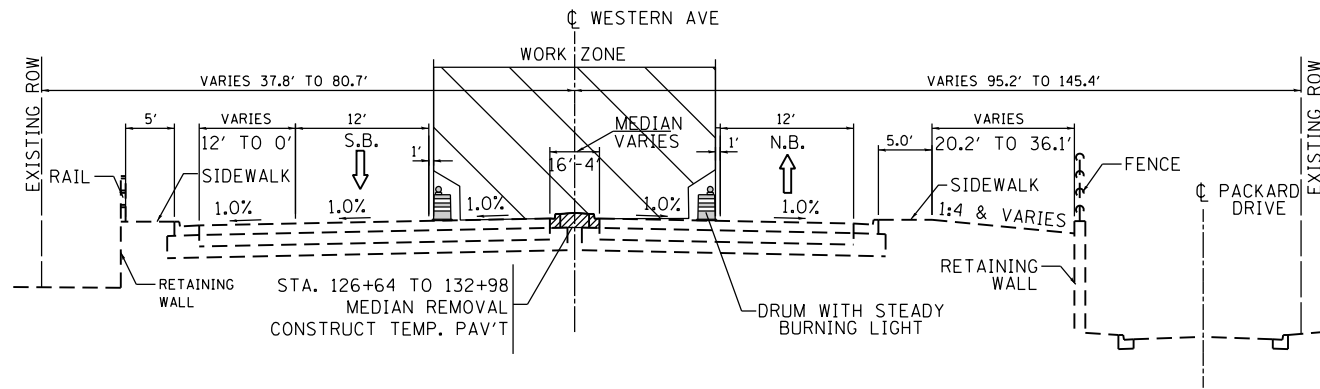
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| DESIGNED - MG | REVISED - |
| DRAWN - TVN | REVISED - |
| CHECKED - TVN | REVISED - |
| DATE - 09/26/2017 | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**WESTERN AVENUE OVER CAL-SAG CHANNEL
 SUGGESTED MAINTENANCE OF TRAFFIC
 AND CONSTRUCTION GENERAL NOTES**

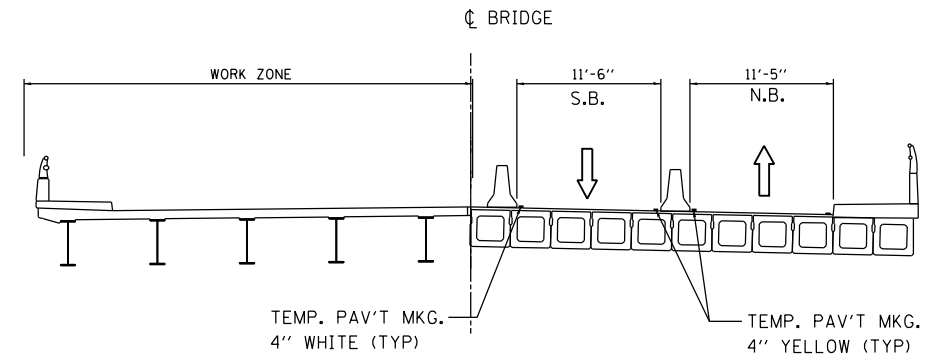
SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

| | | | | |
|---|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 24 |
| CONTRACT NO. | | | 60K72 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



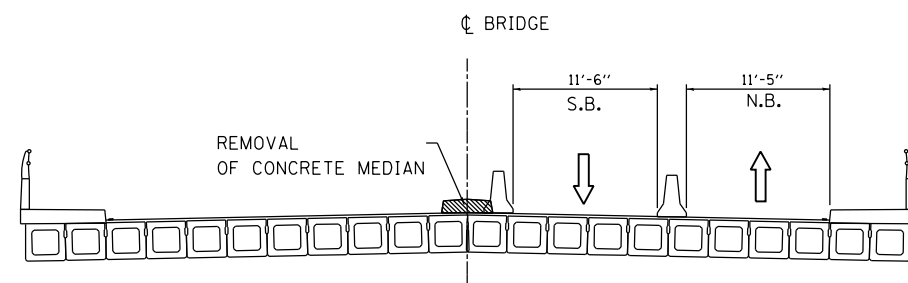
TYPICAL SECTION PRE-STAGE I

ROADWAY SECTION
(LOOKING NORTH)



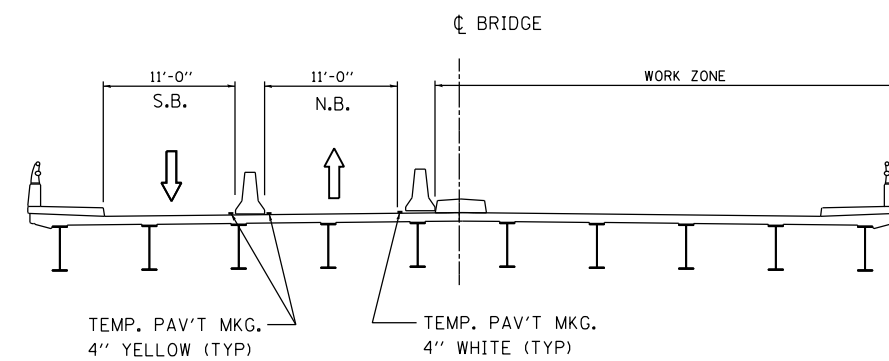
TYPICAL SECTION STAGE IB

STA. 132+79.50 TO 138+44.50
STA. 138+44.50 TO 144+38 (SIMILIAR)
(LOOKING NORTH)



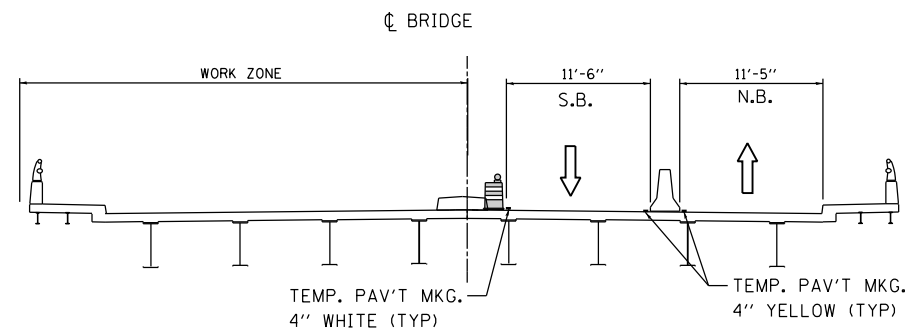
TYPICAL SECTION STAGE IA

STA. 132+79.50 TO 138+44.50
(LOOKING NORTH)



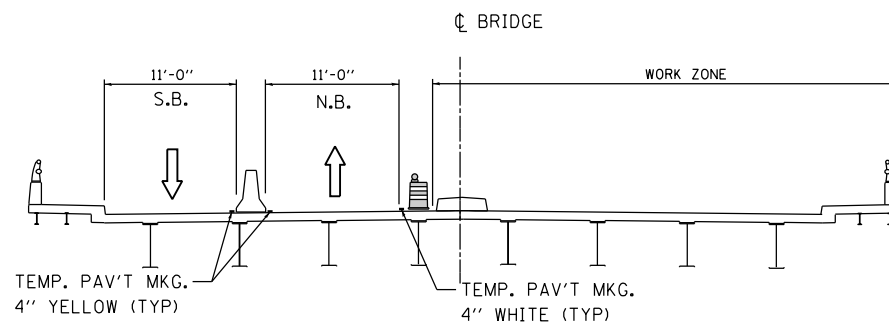
TYPICAL SECTION STAGE II

STA. 132+79.50 TO 138+44.50
(LOOKING NORTH)



TYPICAL SECTION STAGE IA




STA. 138+44.50 TO 144+38
(LOOKING NORTH)



TYPICAL SECTION STAGE II

STA. 138+44.50 TO 144+38
(LOOKING NORTH)

LEGEND

-  DRUM WITH STEADY BURNING LIGHT
-  TEMPORARY CONCRETE BARRIER
PINNED TO EXISTING DECK ONLY
-  DIRECTION OF TRAVEL

FILE NAME = 46000 / 11
SCALE = 1/8" = 1'-0"
USER NAME = BUSETRONAME



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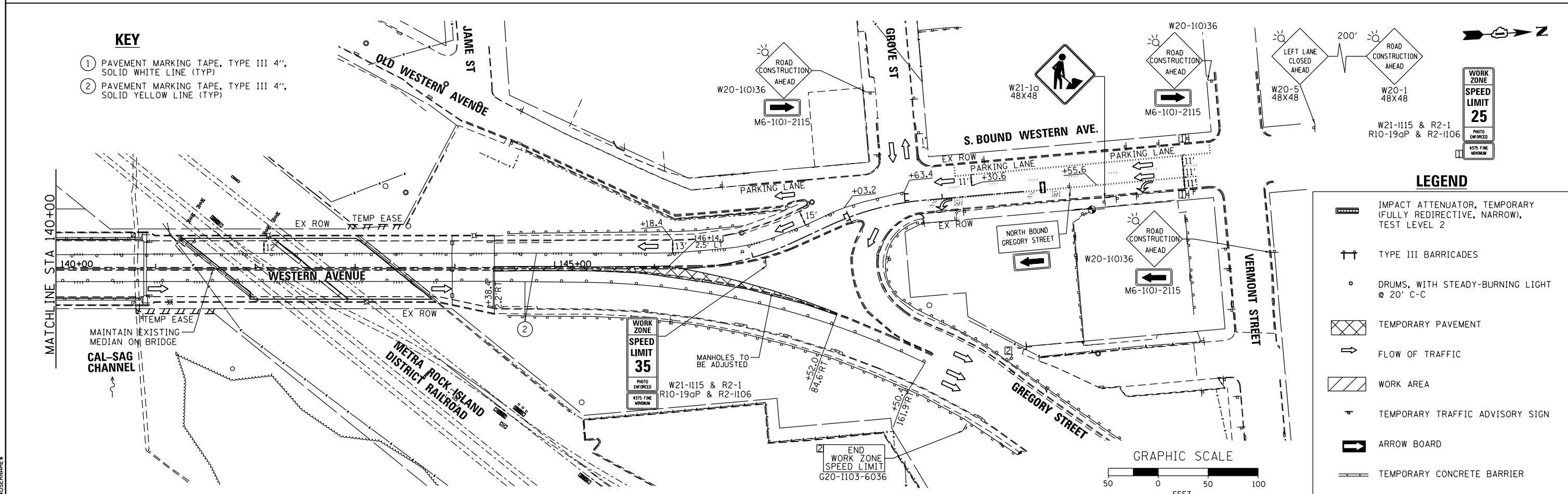
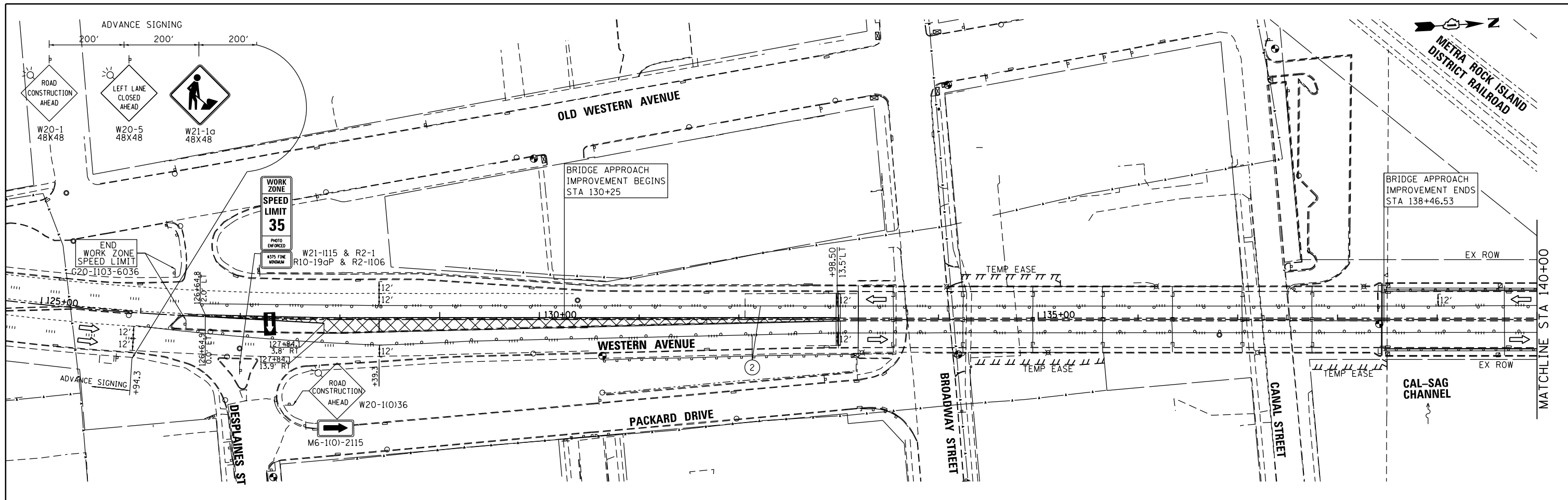
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| DESIGNED - MG | REVISED - |
| DRAWN - TVN | REVISED - |
| CHECKED - TVN | REVISED - |
| DATE - 09/26/2017 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WESTERN AVENUE OVER CAL-SAG CHANNEL
SUGGESTED MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

| | | | | |
|---|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 25 |
| CONTRACT NO. 60K72 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



FILE NAME: 1060000001.dwg
 SCALE: AS SHOWN
 USER: MPE

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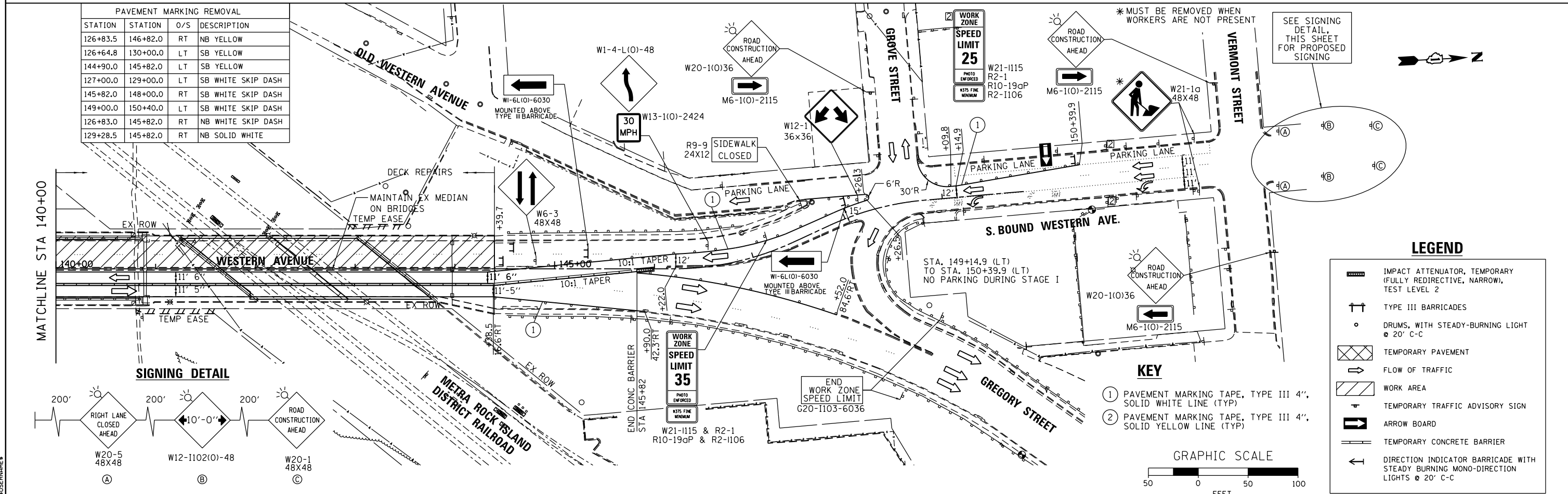
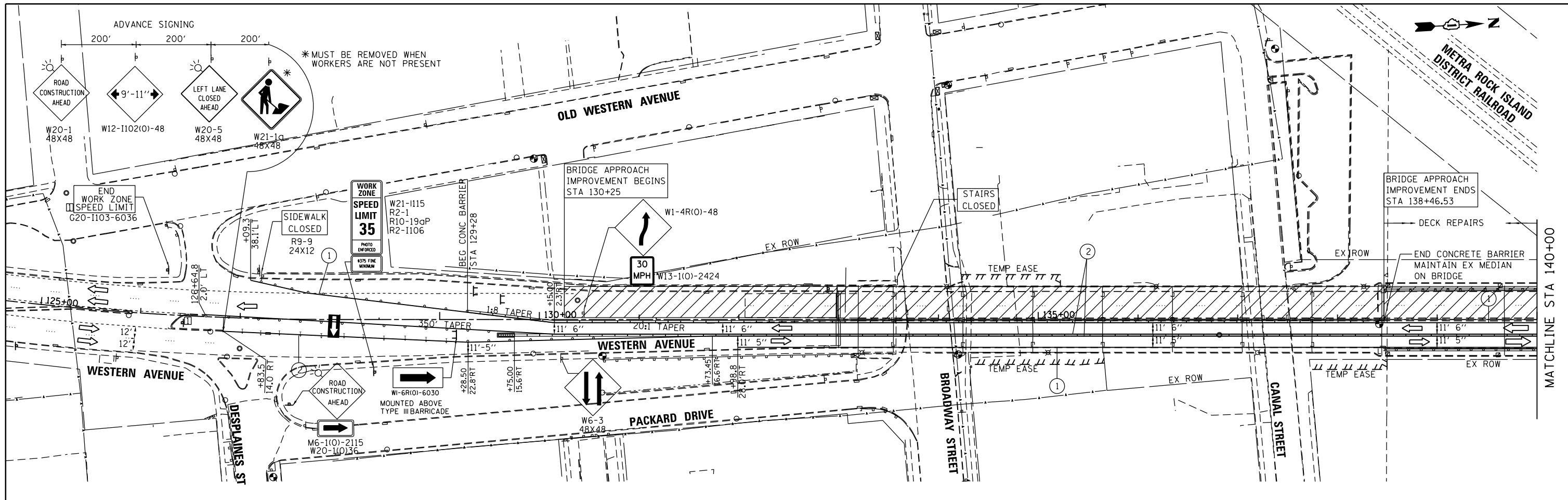
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|-------------------|-----------|
| DESIGNED - MG | REVISED - |
| DRAWN - TVN | REVISED - |
| CHECKED - TVN | REVISED - |
| DATE - 09/26/2017 | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

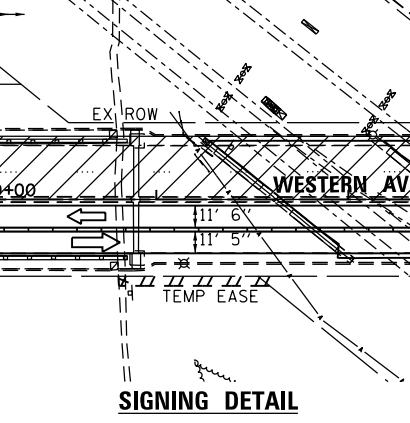
**WESTERN AVENUE OVER CAL SAG CHANNEL
 SUGGESTED MAINTENANCE OF TRAFFIC - PRESTAGE**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

| | | | | |
|--------------------|----------|--------|---|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 26 |
| CONTRACT NO. 60K72 | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | |



| PAVEMENT MARKING REMOVAL | | | |
|--------------------------|----------|-----|--------------------|
| STATION | STATION | O/S | DESCRIPTION |
| 126+83.5 | 146+82.0 | RT | NB YELLOW |
| 126+64.8 | 130+00.0 | LT | SB YELLOW |
| 144+90.0 | 145+82.0 | LT | SB YELLOW |
| 127+00.0 | 129+00.0 | LT | SB WHITE SKIP DASH |
| 145+82.0 | 148+00.0 | RT | SB WHITE SKIP DASH |
| 149+00.0 | 150+40.0 | LT | SB WHITE SKIP DASH |
| 126+83.0 | 145+82.0 | RT | NB WHITE SKIP DASH |
| 129+28.5 | 145+82.0 | RT | NB SOLID WHITE |



LEGEND

- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2
- TYPE III BARRICADES
- DRUMS, WITH STEADY-BURNING LIGHT @ 20' C-C
- TEMPORARY PAVEMENT
- FLOW OF TRAFFIC
- WORK AREA
- TEMPORARY TRAFFIC ADVISORY SIGN
- ARROW BOARD
- TEMPORARY CONCRETE BARRIER
- DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONO-DIRECTION LIGHTS @ 20' C-C

KEY

- PAVEMENT MARKING TAPE, TYPE III 4", SOLID WHITE LINE (TYP)
- PAVEMENT MARKING TAPE, TYPE III 4", SOLID YELLOW LINE (TYP)

GRAPHIC SCALE

50 0 50 100 FEET

FILE NAME: 1060000.DWG
 USER: JSM
 USER: JSM



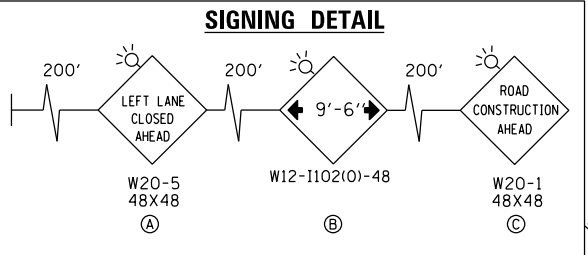
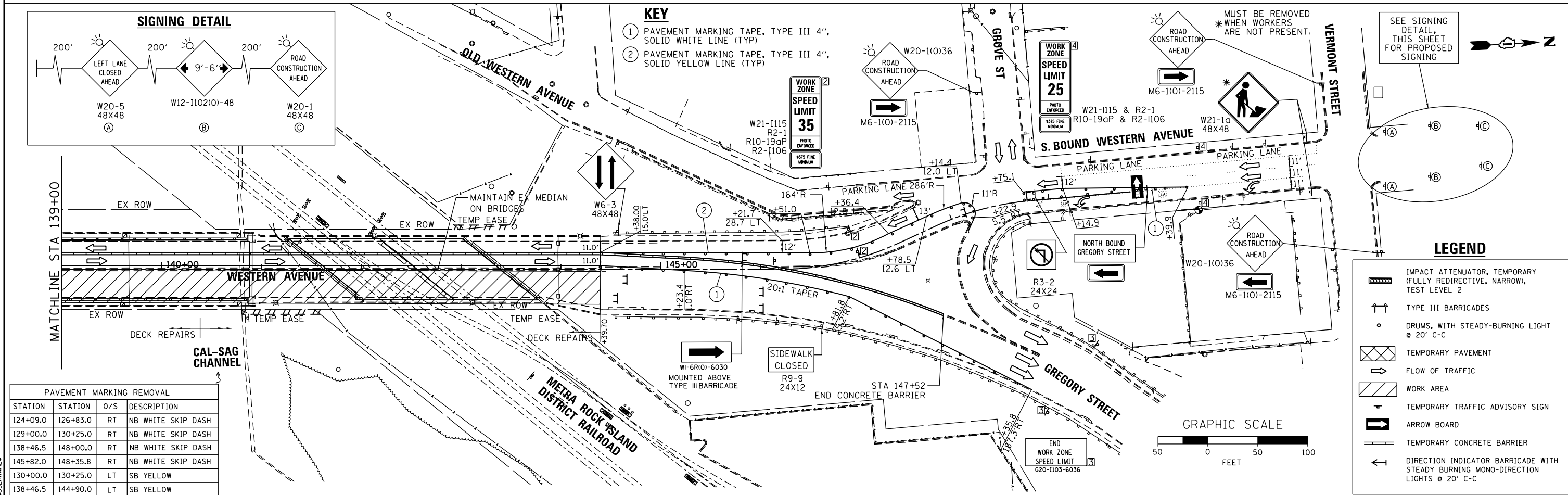
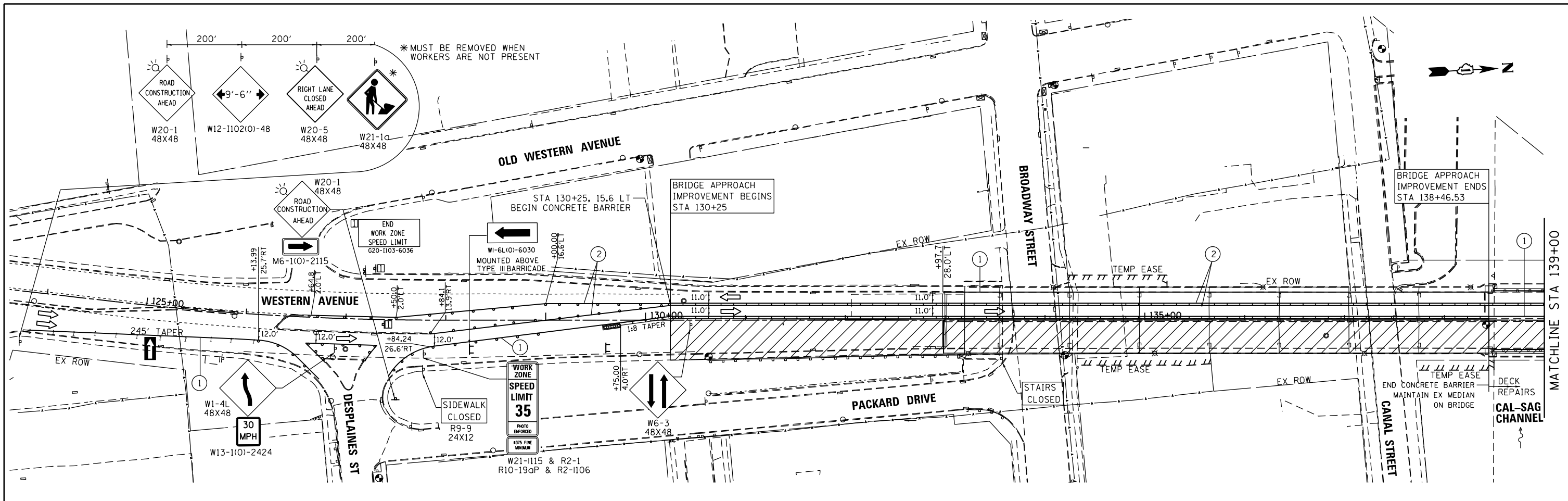
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| DRAWN - TVN | REVISED - |
| CHECKED - TVN | REVISED - |
| DATE - 09/26/2017 | REVISED - |

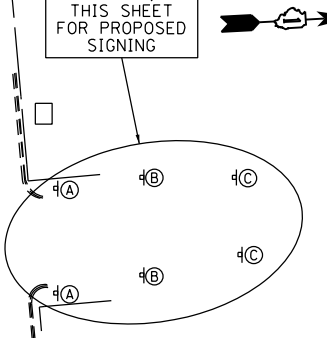
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WESTERN AVENUE OVER CAL SAG CHANNEL
SUGGESTED MAINTENANCE OF TRAFFIC - STAGE I
 SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

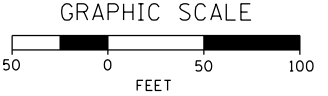
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 27 |
| CONTRACT NO. 60K72 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



- KEY**
- ① PAVEMENT MARKING TAPE, TYPE III 4", SOLID WHITE LINE (TYP)
 - ② PAVEMENT MARKING TAPE, TYPE III 4", SOLID YELLOW LINE (TYP)



| PAVEMENT MARKING REMOVAL | | | |
|--------------------------|----------|-----|--------------------|
| STATION | STATION | O/S | DESCRIPTION |
| 124+09.0 | 126+83.0 | RT | NB WHITE SKIP DASH |
| 129+00.0 | 130+25.0 | RT | NB WHITE SKIP DASH |
| 138+46.5 | 148+00.0 | RT | NB WHITE SKIP DASH |
| 145+82.0 | 148+35.8 | RT | NB WHITE SKIP DASH |
| 130+00.0 | 130+25.0 | LT | SB YELLOW |
| 138+46.5 | 144+90.0 | LT | SB YELLOW |



FILE NAME: 1060000.DWG
 SCALE: AS SHOWN
 USER: MMS



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| DATE - 09/26/2017 | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**WESTERN AVENUE OVER CAL SAG CHANNEL
 SUGGESTED MAINTENANCE OF TRAFFIC - STAGE II**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

| | | | | |
|--------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 28 |
| CONTRACT NO. 60K72 | | | | |

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

SEQUENCE OF OPERATIONS:

PRE-STAGE:

1. INSTALL ALL NECESSARY TRAFFIC CONTROL DEVICES AND ALL NECESSARY EROSION AND SEDIMENT CONTROL DEVICES.
2. REMOVE MEDIAN AS REQUIRED BY THE SUGGESTED MAINTENANCE OF TRAFFIC PLANS.

STAGE I:

1. INSTALL ALL NECESSARY TRAFFIC CONTROL DEVICES FOR STAGE I
2. INSTALL ALL INLET FILTERS, PERIMETER EROSION BARRIER AND TEMPORARY FENCE ON WESTERN AVENUE, BROADWAY STREET AND CANAL STREET AS SHOWN IN THE PLANS AND/OR DIRECTED BY THE ENGINEER.
3. REMOVE EXISTING SOUTHBOUND SUPERSTRUCTURE, SUBSTRUCTURE, ROADWAY AND SIDEWALK, AND RAILING.
4. CONSTRUCT SOUTHBOUND SUPERSTRUCTURE, SUBSTRUCTURE, PARTIAL MEDIAN AND APPROACH PAVEMENT CONNECTOR, ROADWAY, SIDEWALK AND RAILING.
5. PERFORM CONTINUOUS MAINTENANCE OF EROSION AND SEDIMENT CONTROL DEVICES.

STAGE II:

1. INSTALL ALL NECESSARY TRAFFIC CONTROL DEVICES FOR STAGE II.
2. REMOVE EXISTING NORTHBOUND SUPERSTRUCTURE, SUBSTRUCTURE, ROADWAY AND GUARDRAIL.
3. CONSTRUCT NORTHBOUND SUPERSTRUCTURE, SUBSTRUCTURE, APPROACH PAVEMENT CONNECTOR, COMPLETE MEDIAN AND GUARDRAIL, AND ROADWAY.
4. PERFORM CONTINUOUS MAINTENANCE OF EROSION AND SEDIMENT CONTROL DEVICES.

POST-STAGE:

1. ADJUST STRUCTURES ON BROADWAY STREET AND CANAL STREET UNDER THE WESTERN AVENUE SOUTH APPROACH BRIDGE AS SHOWN ON THE PLANS AND/OR DIRECTED BY THE ENGINEER.
2. REMOVE AND REPLACE THE SIDEWALK AND CURB AND GUTTER ALONG BROADWAY STREET AND CANAL STREET UNDER THE WESTERN AVENUE BRIDGE.
3. PROVIDE LANDSCAPING ITEMS AS SHOWN ON THE PLANS AND/OR DIRECTED BY THE ENGINEER.
4. REMOVE TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES AFTER GROUND IS STABILIZED.

SOIL EROSION AND SEDIMENT CONTROL NOTES:

1. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION.
2. LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF THE GUTTERS OR DRAINAGE STRUCTURES SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY SO THAT THE NATURAL FLOW OF WATER IS NOT OBSTRUCTED.
3. SEE MAINTENANCE OF TRAFFIC PLANS FOR LIMITS OF CONSTRUCTION STAGING.
4. SEE DRAINAGE AND UTILITY PLANS FOR LOCATIONS OF EXISTING UTILITIES.
5. INLETS EXPOSED TO TRAFFIC WITH INLET FILTER PROTECTION SHALL HAVE FILTER BASKETS WITH OVERFLOW TO ALLOW FOR THE POSITIVE DRAINAGE OF WATER OFF THE ROADWAY. THESE INLETS SHALL BE CLEANED, WHEN NECESSARY, UTILIZING OFF-PEAK LANE CLOSURES AS APPROVED BY THE ENGINEER. THE COST OF TRAFFIC CONTROL FOR MAINTENANCE OF THE BASKETS SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF INLET FILTERS.
6. EROSION CONTROL WORK ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE CONTRACTOR WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS.
7. THE LANDSCAPING AND EROSION CONTROL MEASURES SHOWN ARE A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOB SITE INSPECTION BETWEEN THE CONTRACTOR AND THE RESIDENT ENGINEER.
8. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, LATEST EDITION, AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, CURRENT EDITION.
9. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
10. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINE BY THE ENGINEER.
11. ALL EROSION CONTROL MEASURES MUST BE INSPECTED BY IDOT OR IDOT'S REPRESENTATIVE, AND THE INSPECTION REPORT MUST BE SIGNED BY THE CONTRACTOR EVERY SEVEN DAYS AND AFTER EACH 1/2 INCH RAIN EVENT OR EQUIVALENT SNOWFALL AND SIGNIFICANT SNOWMELT.
12. IN AREAS WHERE WORK IS COMPLETED, PERMANENT STABILIZATION SHALL OCCUR WITHIN ONE DAY OF COMPLETION, AND IN AREAS WHERE WORK HAS TEMPORARILY CEASED FOR 14 DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR WITHIN ONE DAY AFTER WORK HAS CEASED.
13. ALL EROSION AND SEDIMENT CONTROL MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT'S BEST MANAGEMENT PRACTICES - MAINTENANCE GUIDE: (HTTP://WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ENVIRONMENT/EROSION -AND-SEDIMENT-CONTROL).

SOIL EROSION AND SEDIMENT CONTROL SPECIFICATIONS:

A. GENERAL

1. THIS SOIL EROSION AND SEDIMENT CONTROL PLAN IS THE MINIMUM TO INITIATE THE PROJECT. IT IS EXPECTED TO CHANGE AS THE PROJECT PROCEEDS. ALL COSTS ASSOCIATED WITH SOIL EROSION AND SEDIMENTATION CONTROL IS THE OWNER'S/DEVELOPER'S RESPONSIBILITY, UNLESS OTHERWISE SPECIFIED IN THE SUPPLEMENTARY CONDITIONS.
2. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF ALL APPLICABLE PROVISIONS OF THE COUNTY CODE, THE ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL, IEPA STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL, IEPA STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENTATION CONTROL, AND ANY LOCAL POLLUTION CONTROL ORDINANCES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION AND MAINTENANCE OF ALL TEMPORARY AND PERMANENT SOIL EROSION AND SEDIMENTATION CONTROL MEASURES. ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL PERMANENT VEGETATION AND OR GROUND COVER HAS BEEN ESTABLISHED WITH COVERAGE AT LEAST 70 PERCENT.
4. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON THE SITE. BEST MANAGEMENT PRACTICES SHALL BE PERFORMED AND REVISED AS THE PROJECT REQUIRES AT NO EXPENSE TO THE ENGINEER.









B. IMPLEMENTATION

1. BEFORE STARTING CLEARING AND SITE GRADING WORK, A STABILIZED CONSTRUCTION ENTRANCE AND SILT FENCES SHALL BE INSTALLED AS SHOWN ON THE PLANS. IF DIRECTED BY THE DESIGNATED EROSION CONTROL INSPECTOR OR LOCAL ENFORCEMENT OFFICER AND/OR COUNTY ENGINEER, THE OWNER/DEVELOPER SHALL INSTALL ADDITIONAL SOIL AND EROSION CONTROL MEASURES AS NEEDED UTILIZING BEST MANAGEMENT PRACTICES.
2. THE STABILIZED CONSTRUCTION ENTRANCES SHALL BE MONITORED PERIODICALLY FOR THEIR EFFECTIVENESS TO COLLECT DIRT WHICH COULD LEAVE THE SITE VIA CONSTRUCTION VEHICLES. ANY DEFICIENCIES SHALL BE CORRECTED IMMEDIATELY.
3. INLET FILTER BASKETS SHALL BE INSTALLED AND MAINTAINED IN INTAKE STRUCTURES (I.E. INLETS AND CATCH BASINS.)
4. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, SEDIMENT AND EROSION CONTROL SHALL BE PROVIDED AROUND SUCH STOCKPILE. ANY PART OF THE STOCKPILE TO REMAIN UNTOUCHED FOR 14 DAYS MUST BE PROTECTED WITH TEMPORARY SOIL AND EROSION CONTROL MEASURES WITHIN 7 DAYS OF THE LAST DAY THE STOCKPILE WAS DISTURBED. TEMPORARY COVER SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED.
5. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING, INCLUDING STORM WATER RUNOFF, SHALL BE FILTERED PRIOR TO DISCHARGING TO THE STORM WATER SYSTEM

C. MAINTENANCE AND INSPECTION

1. THE OWNER/DEVELOPER IS ULTIMATELY RESPONSIBLE UNLESS OTHERWISE SPECIFIED IN THE SUPPLEMENTARY CONDITIONS FOR THE INSTALLATION AND MAINTENANCE OF THE SOIL AND EROSION AND SEDIMENTATION CONTROL FOR THIS SITE. PRIOR TO ANY CONSTRUCTION ACTIVITY THE INITIAL SOIL EROSION AND SEDIMENTATION CONTROL MUST BE INSPECTED AND APPROVED BY THE REQUIRED AGENCY AND OR QUALIFIED PERSONNEL.
2. QUALIFIED PERSONNEL SHALL INSPECT THE DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN PERMANENTLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCH OR GREATER OR EQUIVALENT SNOWFALL AND SIGNIFICANT SNOWMELT.
3. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF/OR POTENTIAL FOR POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINT ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE SEDIMENT TRACKING. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN THE PLAN AND POLLUTION PREVENTION MEASURES IDENTIFIED IN THE PLAN SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. SUCH MODIFICATIONS SHALL PROVIDE FOR TIMELY IMPLEMENTATION OF ANY CHANGES TO THE PLAN WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE INSPECTION.
4. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S), AND QUALIFICATIONS OF PERSONNEL/ENGINEER MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, AND ACTIONS TAKEN SHALL BE MADE AND RETAINED AS PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR AT LEAST THREE (3) YEARS AFTER THE DATE OF INSPECTION. THE PERMITTEE SHALL COMPLETE AND SUBMIT WITHIN 24 HOURS AN INCIDENCE OF NONCOMPLIANCE OBSERVED DURING AN INSPECTION CONDUCTED. SUBMISSION SHALL BE ON FORMS PROVIDED BY THE AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NON-COMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NON-COMPLIANCE, AN INCIDENCE OF NON-COMPLIANCE IS DEFINED AS ANY NOTICEABLE DISCHARGE OF ANY SEDIMENT LEAVING THE SITE.

SOIL EROSION AND SEDIMENT CONTROL CONSTRUCTION LEGEND:

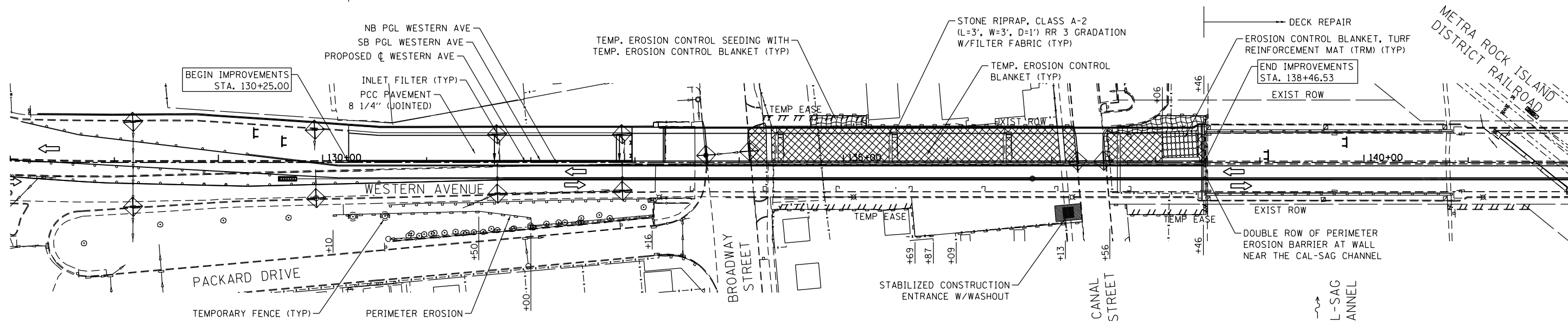
-  PERIMETER EROSION BARRIER
-  INLET FILTER
-  TEMPORARY EROSION CONTROL SEEDING WITH TEMPORARY EROSION CONTROL BLANKET
-  EROSION CONTROL BLANKET TURF REINFORCEMENT MAT (TRM)
-  TEMPORARY EROSION CONTROL BLANKET
-  STONE RIPRAP, CLASS A-2 (L=3', W=3', D=1') RR 3 GRADATION W/FILTER FABRIC AT BRIDGE DOWNSPOUTS
-  FLOW
-  TEMPORARY FENCE

FILE NAME = \\BLASRV-FP0\Data\DOT Work Files\91-132\DOT_Western-Ave\CADD Sheets\0160K72 - sht - erosion notes.dgn

| | | | | | | | | | | | |
|--|------------------------------|----------------|-----------|---|---|---------------------|--|---------|----------|--------------|-----------|
|  BLA, Inc. ITASCA, ILLINOIS | USER NAME = WTeng | DESIGNED - MTC | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | WESTERN AVENUE OVER CAL-SAG CHANNEL EROSION AND SEDIMENT CONTROL NOTES | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - | | SCALE: N.T.S. | SHEET 1 OF 6 SHEETS | STA. N/A TO STA. N/A | 370 | 0103BR-1 | COOK | 184 |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - | | | | | CONTRACT NO. 60K72 ILLINOIS FED. AID PROJECT | | | | |

STAGE I

WORK ZONE (SOUTHBOUND WESTERN AVE)

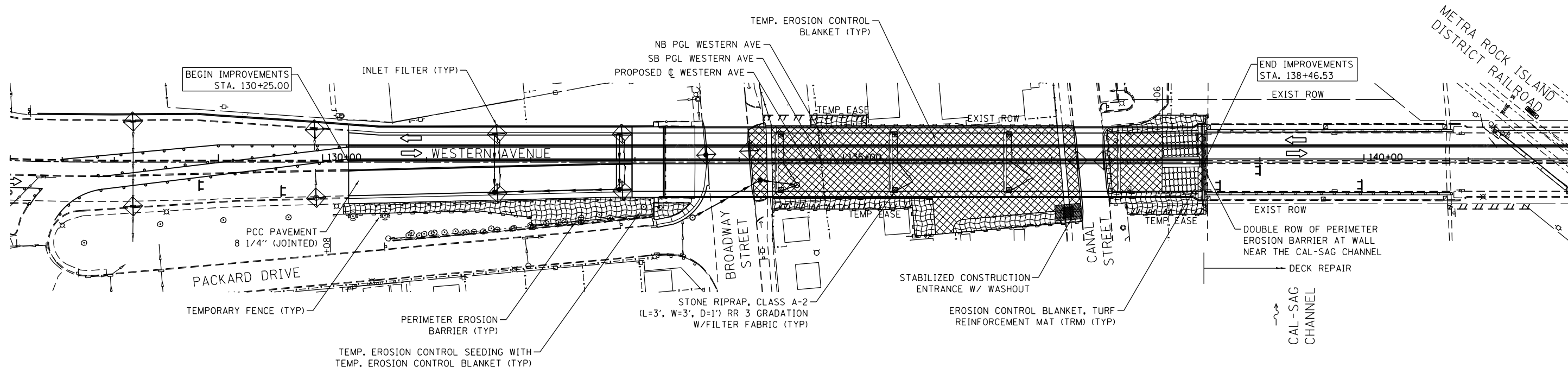


LEGEND:

- PERIMETER EROSION BARRIER
- INLET FILTER
- FLOW
- TEMPORARY FENCE
- TEMPORARY EROSION CONTROL SEEDING WITH TEMPORARY EROSION CONTROL BLANKET
- EROSION CONTROL BLANKET TURF REINFORCEMENT MAT (TRM)
- TEMPORARY EROSION CONTROL BLANKET
- STONE RIPRAP, CLASS A-2 (L=3', W=3', D=1') RR 3 GRADATION W/FILTER FABRIC AT BRIDGE DOWNSPOUTS

STAGE II

WORK ZONE (NORTHBOUND WESTERN AVE)



FILE NAME = \\BLASRV-FP02\Data\DOT\Work_Files\191-132_IDOT\Western_Ave\CADD_Sheets\0160K72 - sht - erosion_plan.dwg



| | | |
|------------------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MTC | REVISED - |
| PLOT SCALE = 100.0000' / in. | DRAWN - MTC | REVISED - |
| PLOT DATE = 6/20/2019 | CHECKED - JIP | REVISED - |
| | DATE - 06/20/2019 | REVISED - |

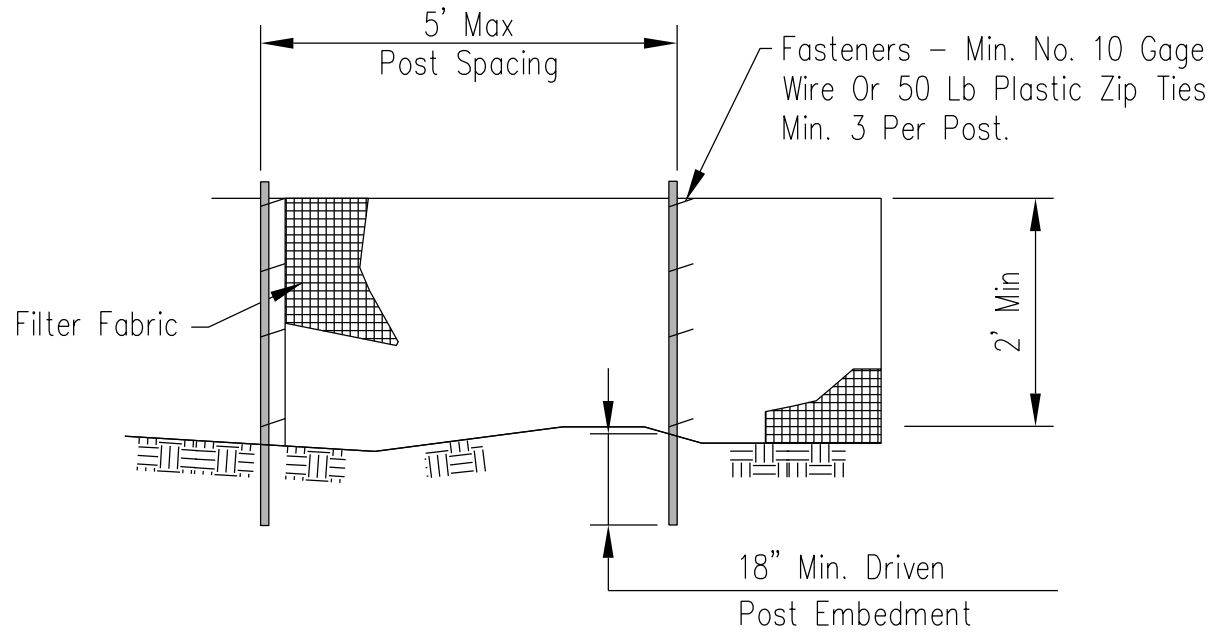
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WESTERN AVENUE OVER CAL-SAG CHANNEL
EROSION AND SEDIMENT CONTROL PLAN**

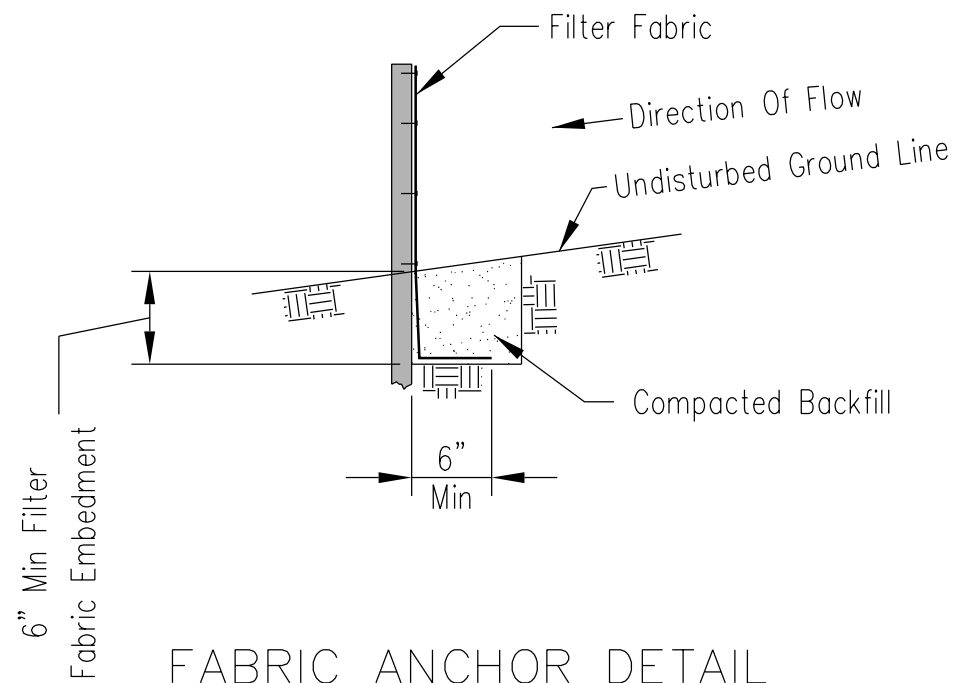
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|--------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 30 |
| CONTRACT NO. 60K72 | | | | |

SCALE: 1"=50' SHEET 2 OF 6 SHEETS STA. 128+00 TO STA. 142+00

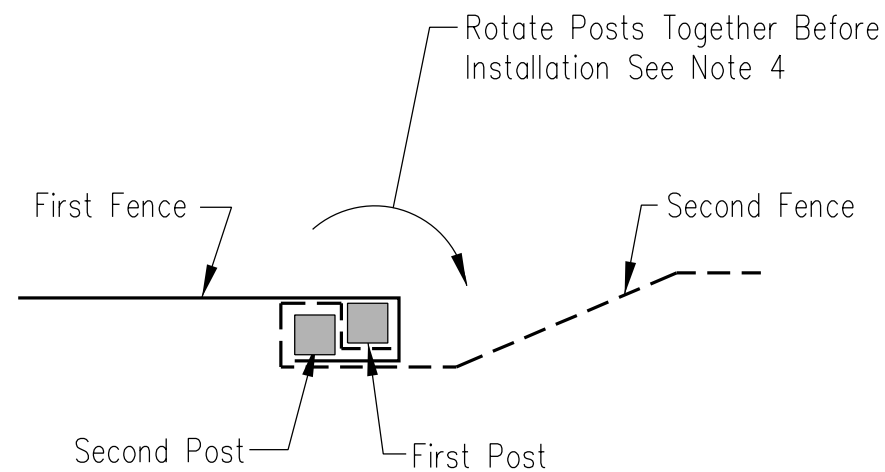
ILLINOIS FED. AID PROJECT



ELEVATION



FABRIC ANCHOR DETAIL



SPLICE DETAIL-PLAN VIEW

NOTES:

1. Temporary silt fence shall be installed prior to any grading work in the area to be protected. Fence shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 50 for woven.
3. Fence posts shall be either wood post with a minimum cross-sectional area of 1.5" X 1.5" or a standard steel post.
4. When splices are necessary make splice at post according to splice detail. Place the end post of the second fence inside the end post of the first fence. Rotate both posts together at least 180 degrees to create a tight seal with the fabric material. Cut the fabric near the bottom of the posts to accommodate the 6 inch flap. Then drive both posts and bury the flap. Compact backfill well.

SILT FENCE

United States Department of Agriculture
USDA
 Natural Resources Conservation Service

File No.
 IL-ENG-49

Drawing No.
 Page 1 of 1

Sheet of

FILE NAME = \\BLASRV-FP0\Data\DOT Work Files\191-132\DOT\Western-Ave\CADD Sheets\0160K72 - sht - erosion_details.dgn



| | | |
|------------------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MTC | REVISED - |
| PLOT SCALE = 100.0000' / in. | DRAWN - MTC | REVISED - |
| PLOT DATE = 6/20/2019 | CHECKED - JIP | REVISED - |
| | DATE - 06/20/2019 | REVISED - |

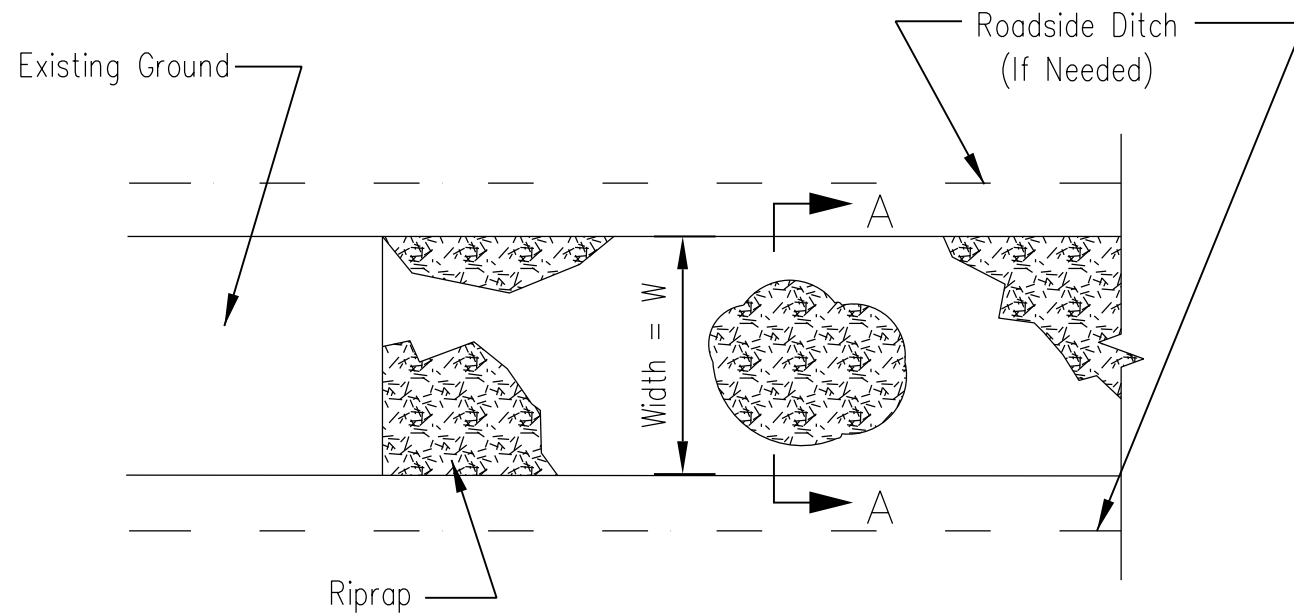
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

WESTERN AVENUE OVER CAL-SAG CHANNEL
 EROSION AND SEDIMENT CONTROL DETAILS

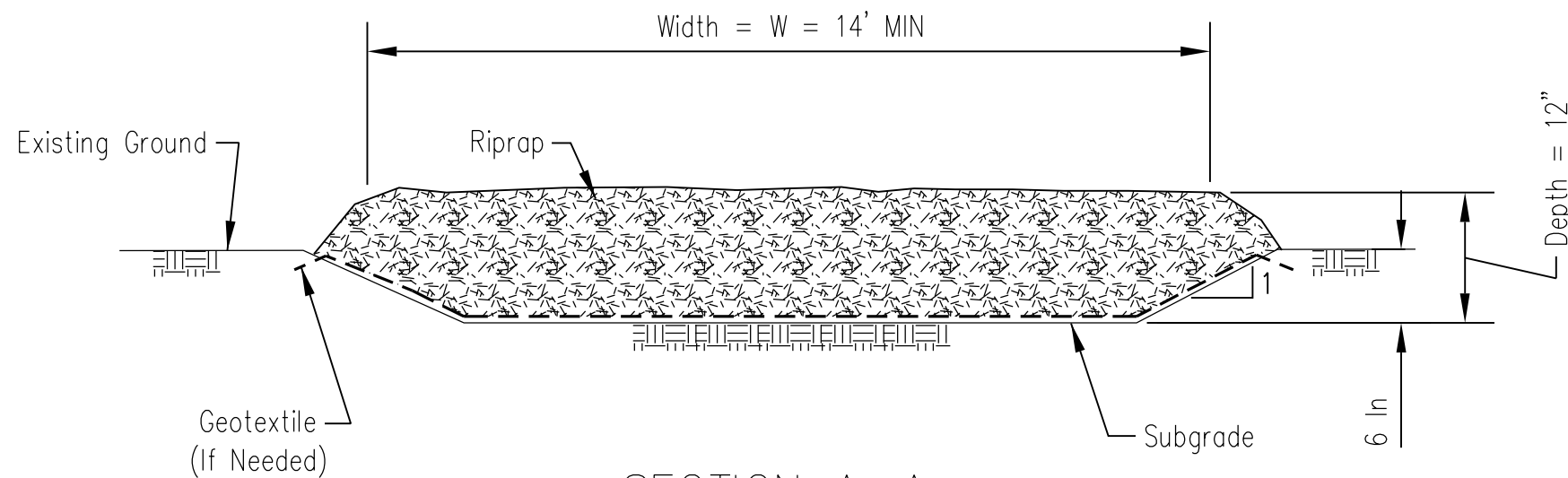
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| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 31 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| | |
|----------|--------------------|
| Designed | Date |
| Drawn | M. QUINONES 8/1/14 |
| Checked | |
| Approved | |



PLAN VIEW



SECTION A-A

NOTES:

1. Rock shall meet one of the following IDOT coarse aggregate gradations, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
2. See plans for construction road location, D and W dimensions.
3. Minimum width is 14 feet for one-way traffic and 20 feet for two-way traffic. Two-way traffic widths shall be increased a minimum of 4 feet for trailer traffic. Depending on the type of vehicle or equipment, speed, loads, climatic and other conditions under which vehicles and equipment operate an increase in the minimum widths may be required.
4. Roadway shall follow the contour of the natural terrain to the extent possible.
5. Geotextile (non-woven, needle punched) min. criteria:

| | | |
|---|-------|--------------------------------|
| Grab Tensile strength (lb) ASTM D 4632 | _____ | 202 |
| Elongation at failure (%) ASTM D 4632 | _____ | 250 |
| Trapezoidal tear strength (lb) ASTM D 4533 | _____ | 79 |
| Puncture strength (lb) ASTM D 6241 | _____ | 433 |
| Ultraviolet light (% retained strength) ASTM 4355 | _____ | min 50 |
| Apparent opening size (AOS) ASTM D 4751 | _____ | max 0.22 mm (US sieve size 70) |
| Permittivity sec ⁻¹ / ASTM D 4491 | _____ | min 0.70 |
6. Any geotextile splices shall overlap a minimum of 18 inches, with upstream or upslope geotextile overlapping the abutting downslope geotextile.

| | |
|----------|-------------|
| Date | 10/1/13 |
| Designed | |
| Drawn | M. QUINONES |
| Checked | |
| Approved | |

CONSTRUCTION ROAD STABILIZATION

United States Department of Agriculture
USDA
 Natural Resources Conservation Service

File No. IL-ENG-58
 Drawing No.
 Page 1 of 1

Sheet of

FILE NAME = \\BLASRV-FP0\Data\DOT Work Files\91-132\DOT\Western-Ave\CADD Sheets\0160K72 - sht - erosion_details.dgn

BLA, Inc.
 ITASCA, ILLINOIS

| | | |
|------------------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MTC | REVISED - |
| | DRAWN - MTC | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - |

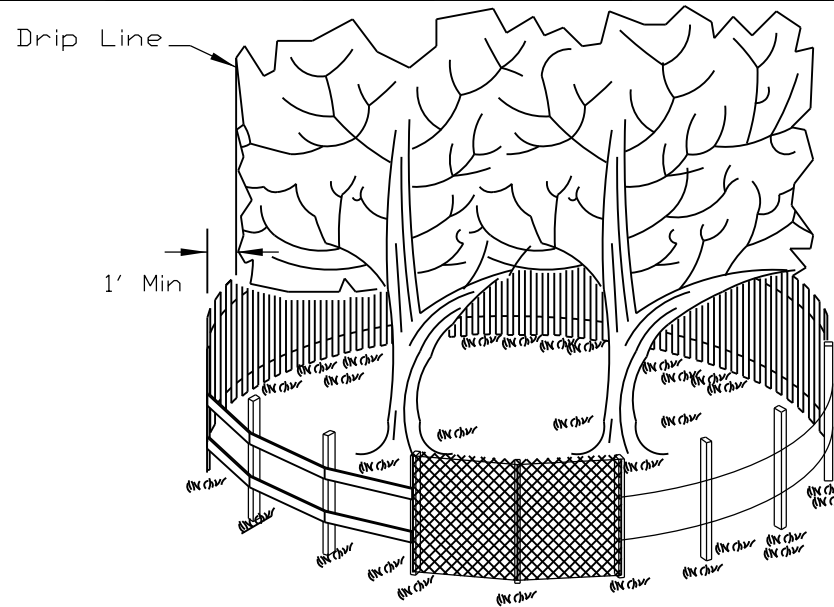
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**WESTERN AVENUE OVER CAL-SAG CHANNEL
 EROSION AND SEDIMENT CONTROL DETAILS**

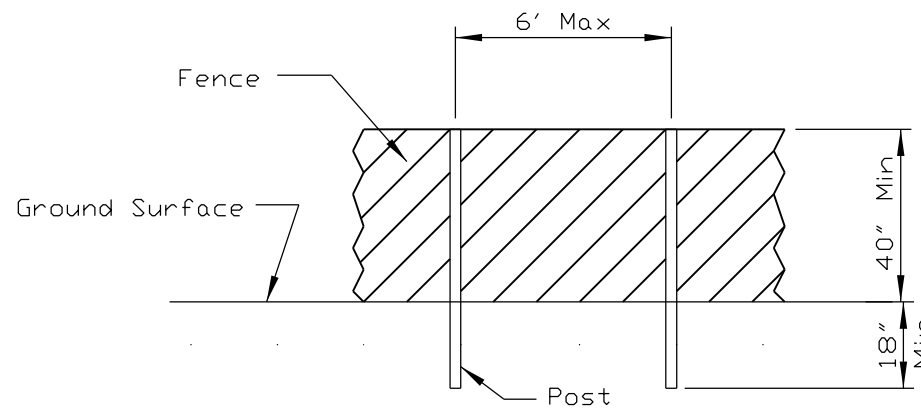
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| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 32 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

TREE PROTECTION - FENCING



SIDE VIEW



POST AND FENCE DETAIL

NOTES:

1. The fence shall be located a minimum of 1 foot outside the drip line of the tree to be saved and in no case closer than 5 feet to the trunk of any tree.
2. Fence posts shall be either standard steel posts or wood posts with a minimum cross sectional area of 3.0 sq. in.
3. The fence may be either 40" high snow fence, 40" plastic web fencing or any other material as approved by the engineer/inspector.

| | |
|-----------|------------------|
| REFERENCE | |
| Project | _____ |
| Designed | _____ Date _____ |
| Checked | _____ Date _____ |
| Approved | _____ Date _____ |



| | |
|-------------------|--------|
| STANDARD DWG. NO. | IL-690 |
| SHEET | 1 OF 1 |
| DATE | 4-7-94 |

FILE NAME = \\BLASRV-FP02\Data\DOT Work Files\91-132\DOT\Western-Ave\CADD Sheets\0160K72 - sht - erosion_details.dgn

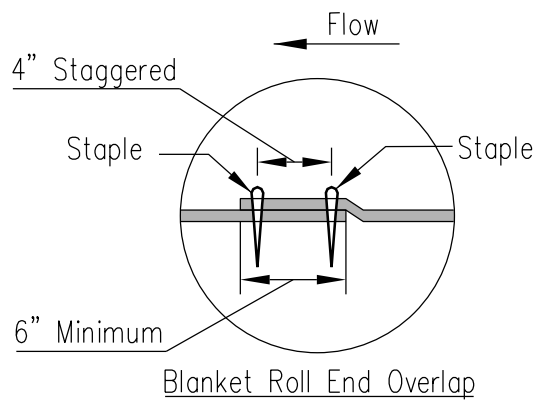
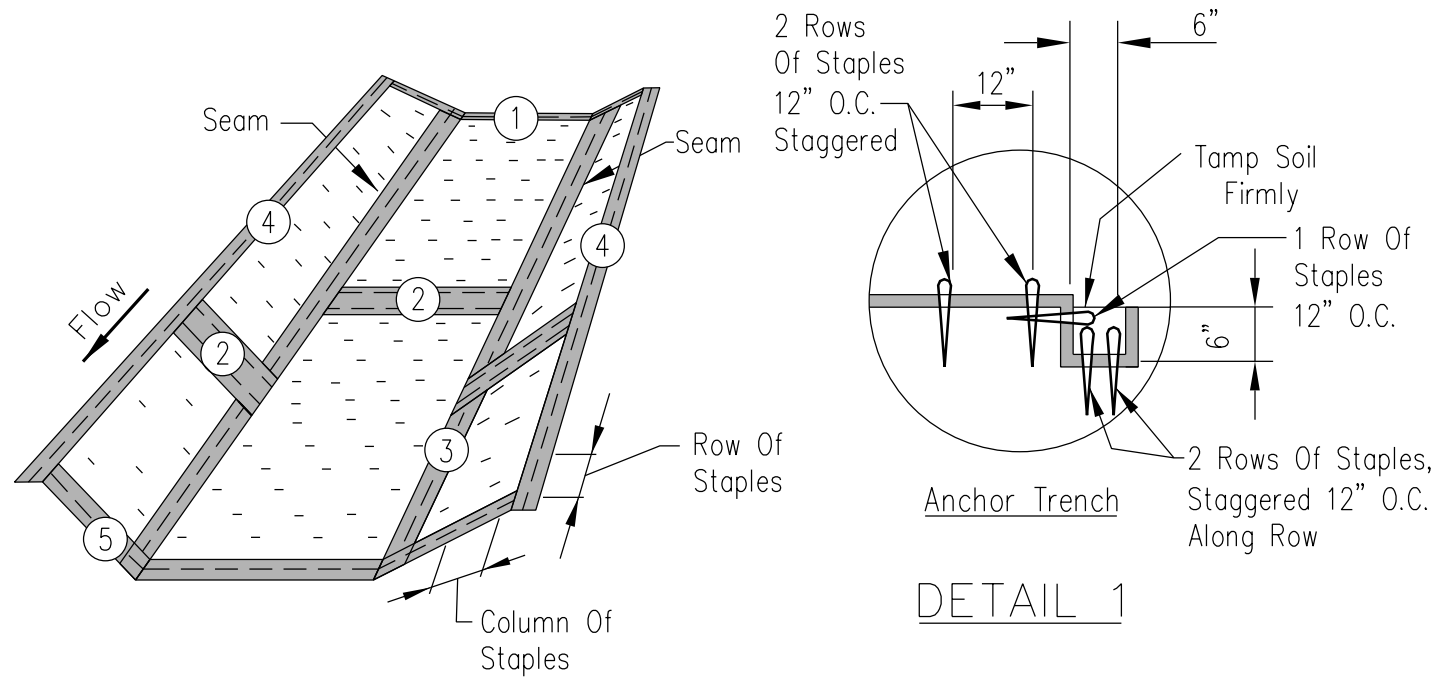


| | | |
|------------------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MTC | REVISED - |
| | DRAWN - MTC | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - |

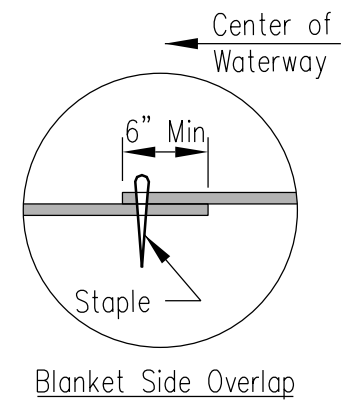
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WESTERN AVENUE OVER CAL-SAG CHANNEL
EROSION AND SEDIMENT CONTROL DETAILS
SCALE: N.T.S. SHEET 5 OF 6 SHEETS STA. N/A TO STA. N/A

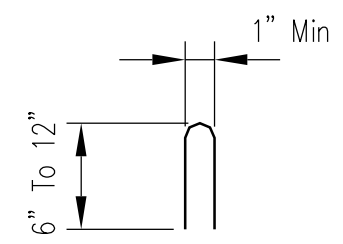
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------|--------|--------------|-----------|
| 370 | 0103BR-1 | COOK | 184 | 33 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



DETAIL 2



DETAIL 3



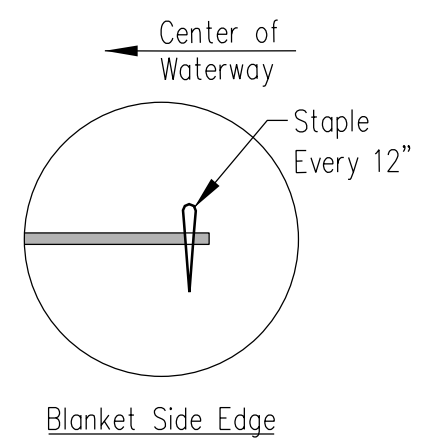
STAPLE DETAIL

| | | | |
|---------------------|----------------|----------------|----------------|
| Waterway # | | | |
| Waterway Width (ft) | | | |
| ECB Width (ft) | | | |
| Length (ft) | | | |
| Stations | _____ to _____ | _____ to _____ | _____ to _____ |

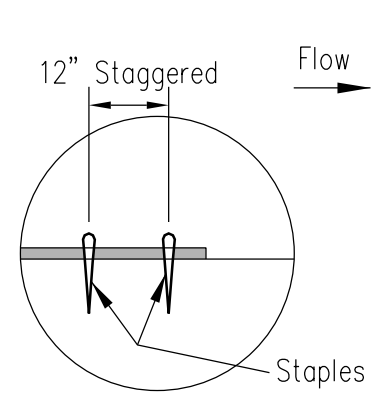
- NOTES:
- The erosion control blanket consists of a machine produced mat of specified material. The product must meet the minimum requirements specified in Table 1, below. Ensure that the product is new and unused, and is furnished in rolls. Alternative materials may be used upon approval by the designer.
 - Prepare soil prior to installing erosion control blanket, including seeding, fertilizing, and lime application.
 - The erosion control blanket is to be placed in firm contact with the soil and not be allowed to bridge over surface irregularities. The blanket can not be stretched.
 - Install the erosion control blanket according to manufacturer's instructions. If no manufacturer's instructions are available, install the blanket as follows:
 - Use "U" shaped staples, 0.12 in diameter wire or greater (#11 gauge). See Staple Detail for dimensions.
 - Bury upstream end of blanket in a trench 6 inch wide by 6 inch deep and stapled in staggered rows across the width as shown in Detail 1.
 - For joining ends of rolls, overlap end of upslope blanket a minimum of 6 inches over downslope blanket (shingle style). Use a double row of staggered staples 4 inches apart, as shown in Detail 2.
 - Overlap blankets on side slopes a minimum 6 inches over the blanket below (shingle style). Staple overlap at 12 inch intervals. See Detail 3.
 - Staple the outer edge along sides of the blanket every 12 inches. See Detail 4.
 - Staples are to be placed alternately in columns (in the direction of the waterway) 2 feet apart and in rows (across the waterway) 3 feet apart, throughout the area covered by erosion blanket.
 - Downstream (terminal) end of blanket are to be stapled with a double row of staggered staples 12 inches apart. See Detail 5.
 - Start laying the blankets by rolling center blanket in the direction of flow, centered on the centerline of waterway. No overlap of blankets at the center of the waterway.

TABLE 1. MINIMUM REQUIREMENTS FOR EROSION CONTROL BLANKET

| (See Note 1) | Coconut Blanket | Wood Fiber Blanket |
|--|--|--|
| Type of Fiber | 100% coconut fibers | 100% curled wood fibers |
| Weight, lbs/sq. yd. | 0.50 | 0.63 |
| Life Expectancy | | |
| Fiber Length | N/A | 80% of fibers > 6 in. |
| Fiber Dimensions | N/A | 0.021 in. x 0.042 in. |
| Netting | | |
| Netting Required ? <input type="checkbox"/> Yes <input type="checkbox"/> No | Cover Top and bottom of blanket with a max. 5/8" x 5/8" opening size netting, bound to the mat on max. 1.5" centers. | Cover Top and bottom of blanket with a max. 5/8" x 5/8" opening size netting |



DETAIL 4



DETAIL 5

Not To Scale

Date _____
 Designed _____
 Drawn M. QUINONES 7/1/15
 Checked _____
 Approved _____

EROSION CONTROL BLANKET
INSTALLATION DETAILS

United States
Department of
Agriculture
USDA
Natural Resources
Conservation Service

File No.
IL ENG-61
Drawing No.
Page 1 of 1

Sheet _____ of _____
 F.A.P. RT. SECTION COUNTY TOTAL SHEETS SHEET NO.
 370 0103BR-1 COOK 184 34
 CONTRACT NO. 60K72
 ILLINOIS FED. AID PROJECT

FILE NAME = \\BLASRV-FP02\Data\DOT_Work_Files\91-132_IDOT_Western-Ave\CADD_Sheets\160K72 - sht. - erosion_details.dgn

BLA, Inc.
ITASCA, ILLINOIS

USER NAME = WTeng
 DESIGNED - MTC
 DRAWN - MTC
 PLOT SCALE = 100.0000' / in.
 PLOT DATE = 6/20/2019
 CHECKED - JIP
 DATE - 06/20/2019
 REVISIONS:
 REVISIONS -
 REVISIONS -
 REVISIONS -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WESTERN AVENUE OVER CAL-SAG CHANNEL
EROSION AND SEDIMENT CONTROL DETAILS**
 SCALE: N.T.S. SHEET 6 OF 6 SHEETS STA. N/A TO STA. N/A

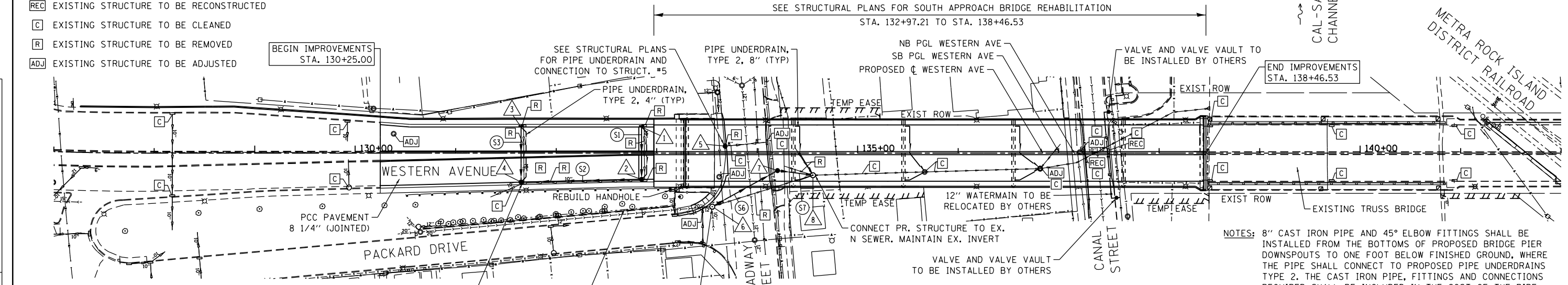
- 000 PROPOSED STORM STRUCTURE
- 0000 PROPOSED STORM SEWER
- AB EXISTING STORM SEWER TO BE ABANDONED
- REC EXISTING STRUCTURE TO BE RECONSTRUCTED
- C EXISTING STRUCTURE TO BE CLEANED
- R EXISTING STRUCTURE TO BE REMOVED
- ADJ EXISTING STRUCTURE TO BE ADJUSTED

NOTE: STORM WATER STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE - TO THE EDGE OF PAVEMENT; B) FOR ALL OTHER STRUCTURE LOCATIONS - TO THE CENTER OF THE STRUCTURE.



| | |
|-------------|--|
| DATE | |
| BY | |
| PLAN | |
| REVISIONS | |
| NO. | |
| DATE | |
| BY | |
| DESCRIPTION | |

| | |
|-------------|--|
| DATE | |
| BY | |
| PROFILE | |
| REVISIONS | |
| NO. | |
| DATE | |
| BY | |
| DESCRIPTION | |



STORM SEWER STRUCTURE TABLE

| STR. NO. | STATION | OFFSET | STR TYPE/SIZE | | | F&G | INVERT ELEV. | | RIM ELEV. |
|----------|-----------|----------|---------------|------|----|------|---|--------|-----------|
| | | | MH | CB | IN | | | | |
| 1 | 132+85.00 | 26.00 LT | | | A | 24 | 608.30 (E) | 612.62 | |
| 2 | 132+85.00 | 26.00 RT | | 4' A | | 24 | 606.97 (W, S) | 612.62 | |
| 3 | 131+65.00 | 26.00 LT | | | A | 24 | 604.10 (E) | 608.44 | |
| 4 | 131+65.00 | 29.00 RT | | 4' A | | 24 | 603.00 (W, N, SE) | 608.44 | |
| 5 | 133+68.11 | 6.98 LT | | | C | 11 | 592.85 (N, S) | 595.17 | |
| 6 | 133+55.23 | 53.19 RT | 5' A | | | 1 CL | 583.64 (NW) 590.47* (10" S), 584.10* (20" S) 590.78* (W), 589.50* (E) | 594.52 | |
| 7 | 134+20.23 | 17.34 RT | | 5' A | | 8 | 583.35 (N, SE) | 595.75 | |
| 8 | 134+55.47 | 21.95 RT | 5' A | | | 1 CL | 583.20 (N, S) | 595.78 | |

STORM SEWER PIPE TABLE

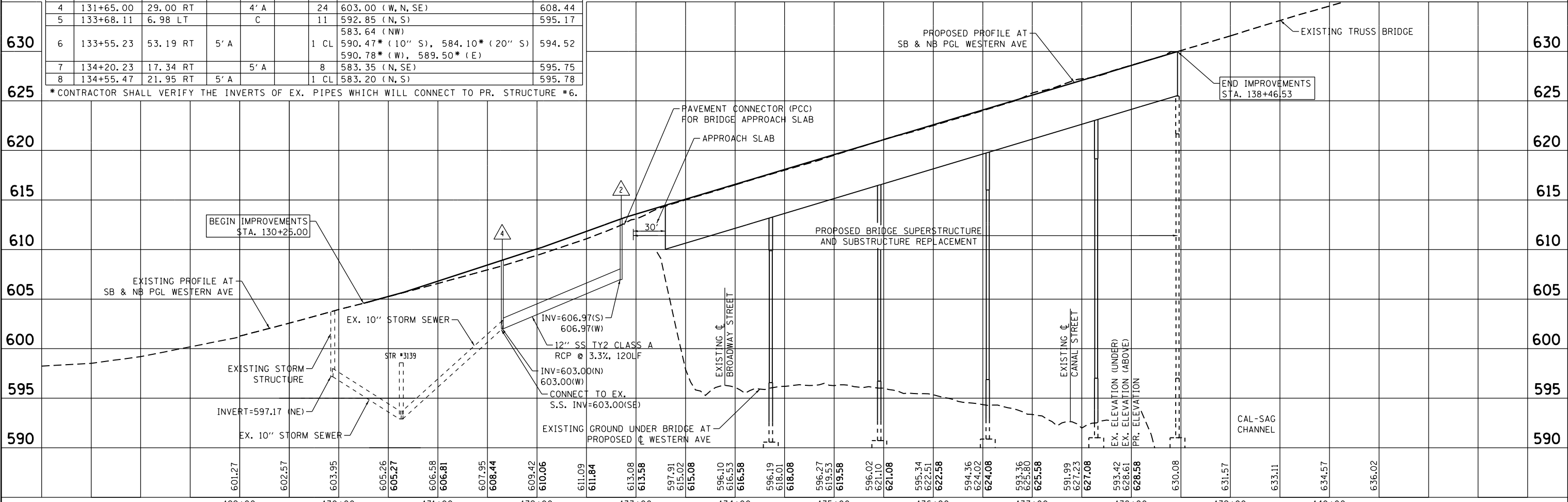
| PIPE NO. | FROM STR. | TO STR. | DESCRIPTION | DIA. (INCH) | LENGTH (FT) | SLOPE (%) | T. B. F. (CU YD) |
|----------|-----------|---------|---------------------|-------------|-------------|-----------|------------------|
| S1 | 1 | 2 | SS CL. A, TY. 2 RCP | 12 | 52 | 2.5% | 14.5 |
| S2 | 2 | 4 | SS CL. A, TY. 2 RCP | 12 | 120 | 3.3% | 38.4 |
| S3 | 3 | 4 | SS CL. A, TY. 2 RCP | 12 | 55 | 2.0% | 14.1 |
| S6 | 6 | 7 | SS CL. A, TY. 2 RCP | 24 | 70 | 0.4% | 279.0* |
| S7 | 7 | 8 | SS CL. A, TY. 2 RCP | 24 | 31 | 0.5% | 0.0 |

*INCLUDES TBF QUANTITY REQ'D FOR REMOVAL OF ADJACENT EX. SEWER BELOW BROADWAY ST.

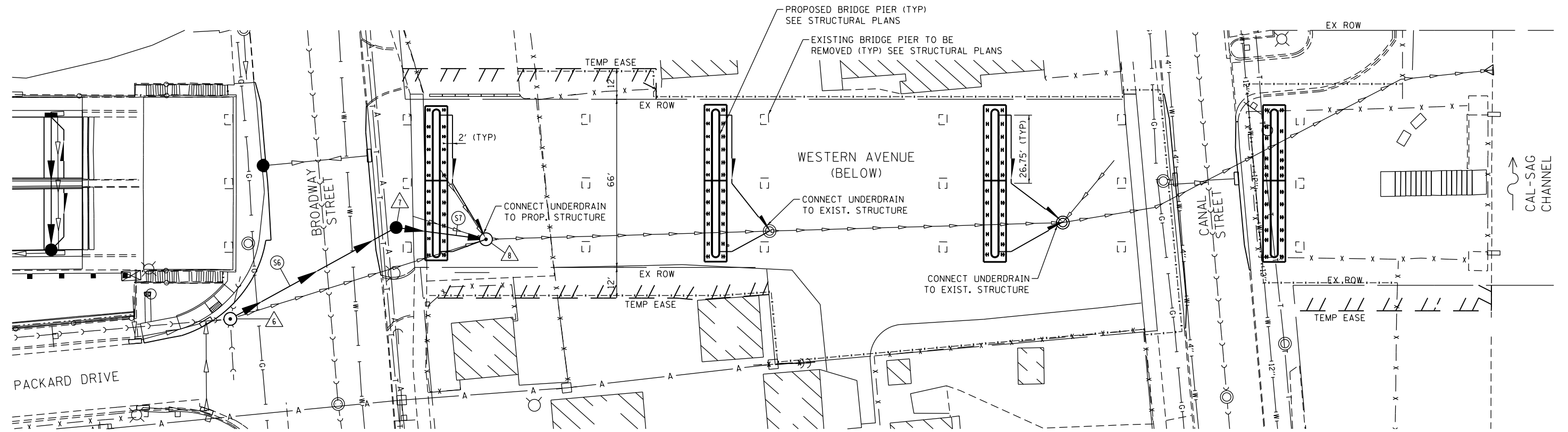
NOTES: 8" CAST IRON PIPE AND 45° ELBOW FITTINGS SHALL BE INSTALLED FROM THE BOTTOMS OF PROPOSED BRIDGE PIER DOWNSPOUTS TO ONE FOOT BELOW FINISHED GROUND, WHERE THE PIPE SHALL CONNECT TO PROPOSED PIPE UNDERDRAINS TYPE 2. THE CAST IRON PIPE, FITTINGS AND CONNECTIONS REQUIRED SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS TYPE 2, 8". REFER TO THE STRUCTURAL PLANS FOR DETAILS OF BRIDGE DOWNSPOUT CONNECTIONS TO THE PIPE UNDERDRAINS TYPE 2.

THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF BLUE ISLAND TO REMOVE EXISTING LIGHTING IN THE PROJECT LIMITS AND TO STORE AT THE CITY OF BLUE ISLAND MAINTENANCE FACILITY DURING CONSTRUCTION.

SEE LIGHTING PLANS FOR DETAILS AND LOCATIONS OF THE REMOVAL AND REPLACEMENT OF LIGHT POLES AND EQUIPMENT.



| | | | | | | | | | | |
|--|-------------------------------|-------------------|-----------|---|---|-----------------|---------------------|----------------------------|--------------------|--------------|
| | USER NAME = WTeng | DESIGNED - MTC | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | WESTERN AVENUE OVER CAL-SAG CHANNEL DRAINAGE AND UTILITY | F.A.P. RTE. 370 | SECTION 0103BR-1 | COUNTY COOK | TOTAL SHEETS 184 | SHEET NO. 35 |
| | PLLOT SCALE = 100.0000' / in. | CHECKED - JIP | REVISED - | | | SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 127+00 TO STA. 142+00 | CONTRACT NO. 60K72 | |
| | PLLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | |



NOTE: 8" CAST IRON PIPE AND 45° ELBOW FITTINGS SHALL BE INSTALLED FROM THE BOTTOMS OF PROPOSED BRIDGE PIER DOWNSPOUTS TO ONE FOOT BELOW FINISHED GROUND, WHERE THE PIPE SHALL CONNECT TO PROPOSED PIPE UNDERDRAINS TYPE 2. THE CAST IRON PIPE, FITTINGS AND CONNECTIONS REQUIRED SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS TYPE 2, 8". REFER TO THE STRUCTURAL PLANS FOR DETAILS OF BRIDGE DOWNSPOUT CONNECTIONS TO THE PIPE UNDERDRAINS TYPE 2.

FILE NAME = \\A191-132.LDD1.Western_Ave_CADD_Sheets\0160K72 - sht - drain_detail.dgn

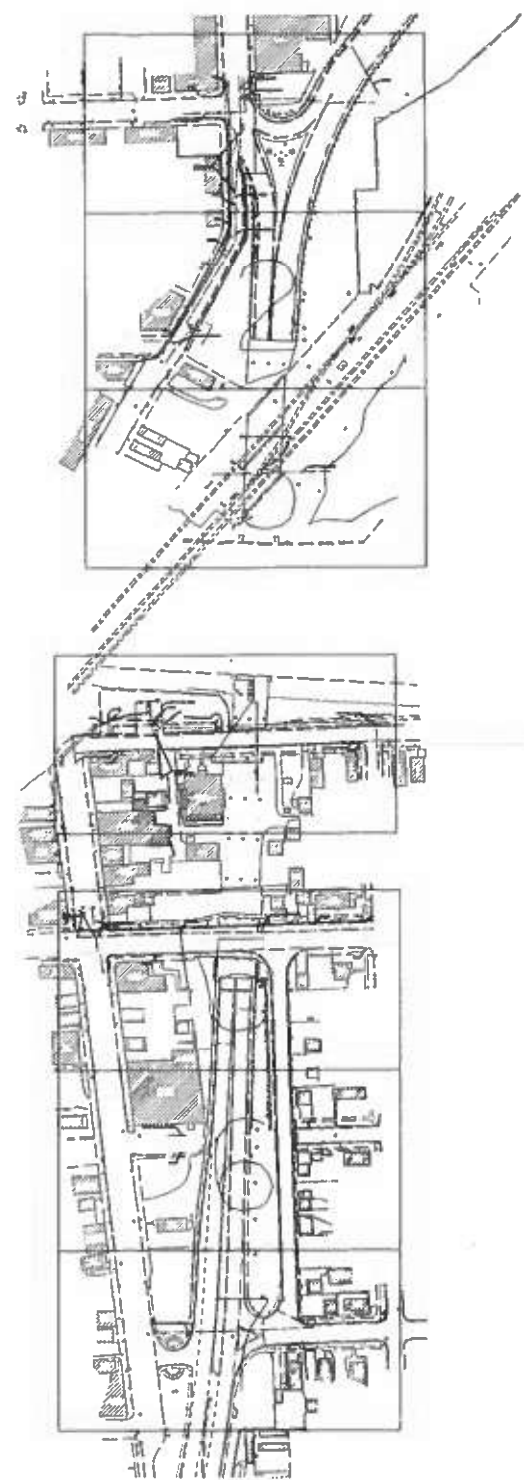


| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MTC | REVISED - |
| | DRAWN - MTC | REVISED - |
| PLOT SCALE = 40.0000' / in. | CHECKED - JIP | REVISED - |
| PLOT DATE = 6/20/2019 | DATE - 06/20/2019 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|---|---------|-------------|----------------------|
| WESTERN AVENUE OVER CAL-SAG CHANNEL DRAINAGE DETAIL FOR BRIDGE PIERS | | | |
| SCALE: 1"=20' | SHEET 1 | OF 1 SHEETS | STA. N/A TO STA. N/A |

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 36 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



Kenneth F. Slaninka, Jr.
 signature
 2/25/14
 date
 license expires 11-30-15

| | |
|--|--------------------|
| | AERIAL |
| | UNKNOWN |
| | OIL |
| | CABLE TV |
| | TELEPHONE |
| | GAS |
| | ELECTRIC |
| | WATER |
| | FORCE MAIN |
| | FIBER OPTIC |
| | END OF INFORMATION |
| | TBE TEST HOLE |

| UTILITY OWNERS | |
|-----------------------------|--|
| AT&T = TELEPHONE | |
| CITY OF BLUE ISLAND = WATER | |
| COM-ED = ELECTRIC | |
| NICOR = GAS | |

Utilities shown on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's OL "B" SUE field investigation was performed 1/14/14 through 2/07/14. Changes to utilities after 2/07/14 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.



TBE Job No. IL09510551
 SUE Plan Page: Cover

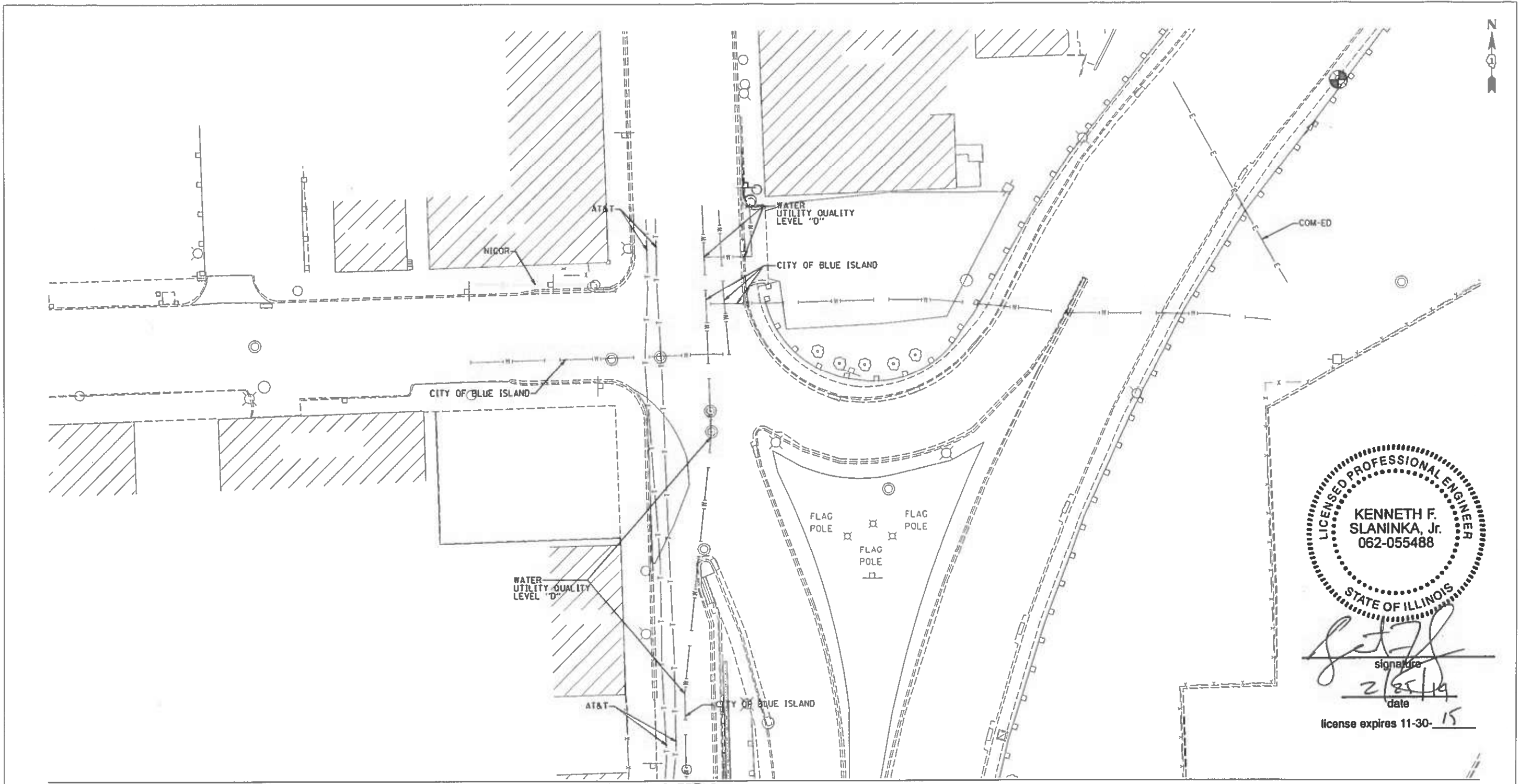
Utility Quality Level "A" : Visually Verified Test Hole
 Utility Quality Level "B" : Designating/non Visually Verified Test Hole
 Utility Quality Level "C" : Research with Survey
 Utility Quality Level "D" : Records Research

| | |
|---------------------|---------|
| DESIGNED <i>IP</i> | REVISED |
| DRAWN <i>SRK</i> | REVISED |
| CHECKED <i>KFS</i> | REVISED |
| DATE <i>2/12/14</i> | REVISED |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Western Avenue over Cal-Sag
Blue Island, Illinois

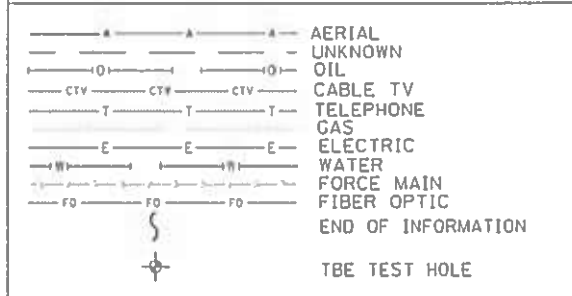
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|------------------------------|----------|--------|------------------|-----------|
| 370 | 0103BR-1 | Cook | 184 | 37 |
| FED. ROAD DIST. NO. ILLINOIS | | | IDOT Project No. | |



signature
 date
 2/25/14

license expires 11-30-15

MATCH TO SHEET 2



UTILITY OWNERS
 AT&T = TELEPHONE
 CITY OF BLUE ISLAND = WATER
 COM-ED = ELECTRIC
 NICOR = GAS

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ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.



TBE Job No. IL09510551
 SUE Plan Page: 1 of 7

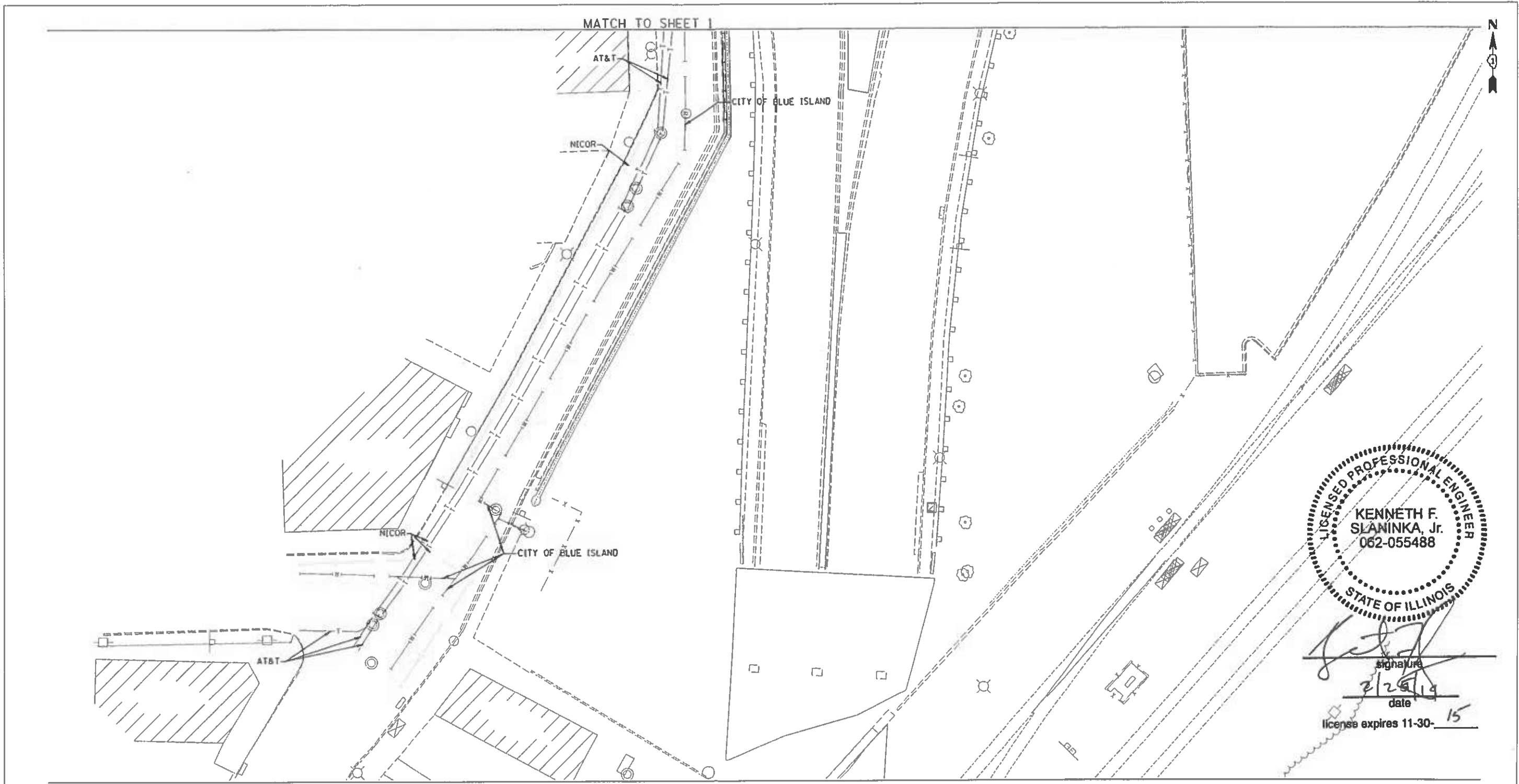
Utility Quality Level "A": Visually Verified Test Hole
 Utility Quality Level "B": Designating/non Visually Verified Test Hole
 Utility Quality Level "C": Research with Survey
 Utility Quality Level "D": Records Research

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|----------|---------|---------|
| DESIGNED | IP | REVISED |
| DRAWN | SRK | REVISED |
| CHECKED | KFS | REVISED |
| DATE | 2/12/14 | REVISED |

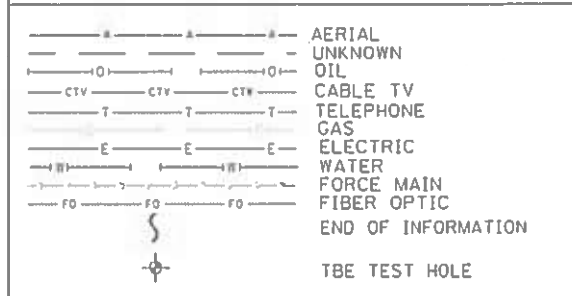
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

Western Avenue over Cal-Sag
 Blue Island, Illinois

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------|--------|--------------|-----------|
| 370 | 0103BR-1 | Cook | 184 | 38 |
| Contract No. 60K72 | | | | |
| FED. ROAD DIST. NO. ILLINOIS IDOT Project No. | | | | |



signature
 2/25/14
 date
 license expires 11-30-15



UTILITY OWNERS
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 CITY OF BLUE ISLAND = WATER
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ALL UTILITIES SHOWN QUALITY LEVEL "B"
 UNLESS NOTED OTHERWISE.



TBE Job No. IL09510551
 SUE Plan Page: 2 of 7

Utility Quality Level "A": Visually Verified Test Hole
 Utility Quality Level "B": Designating/non Visually Verified Test Hole
 Utility Quality Level "C": Research with Survey
 Utility Quality Level "D": Records Research

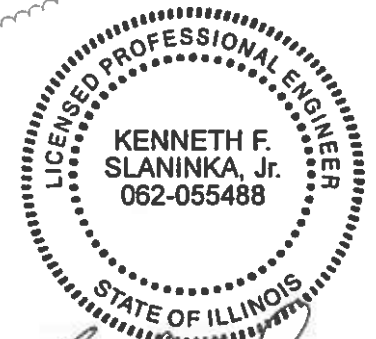
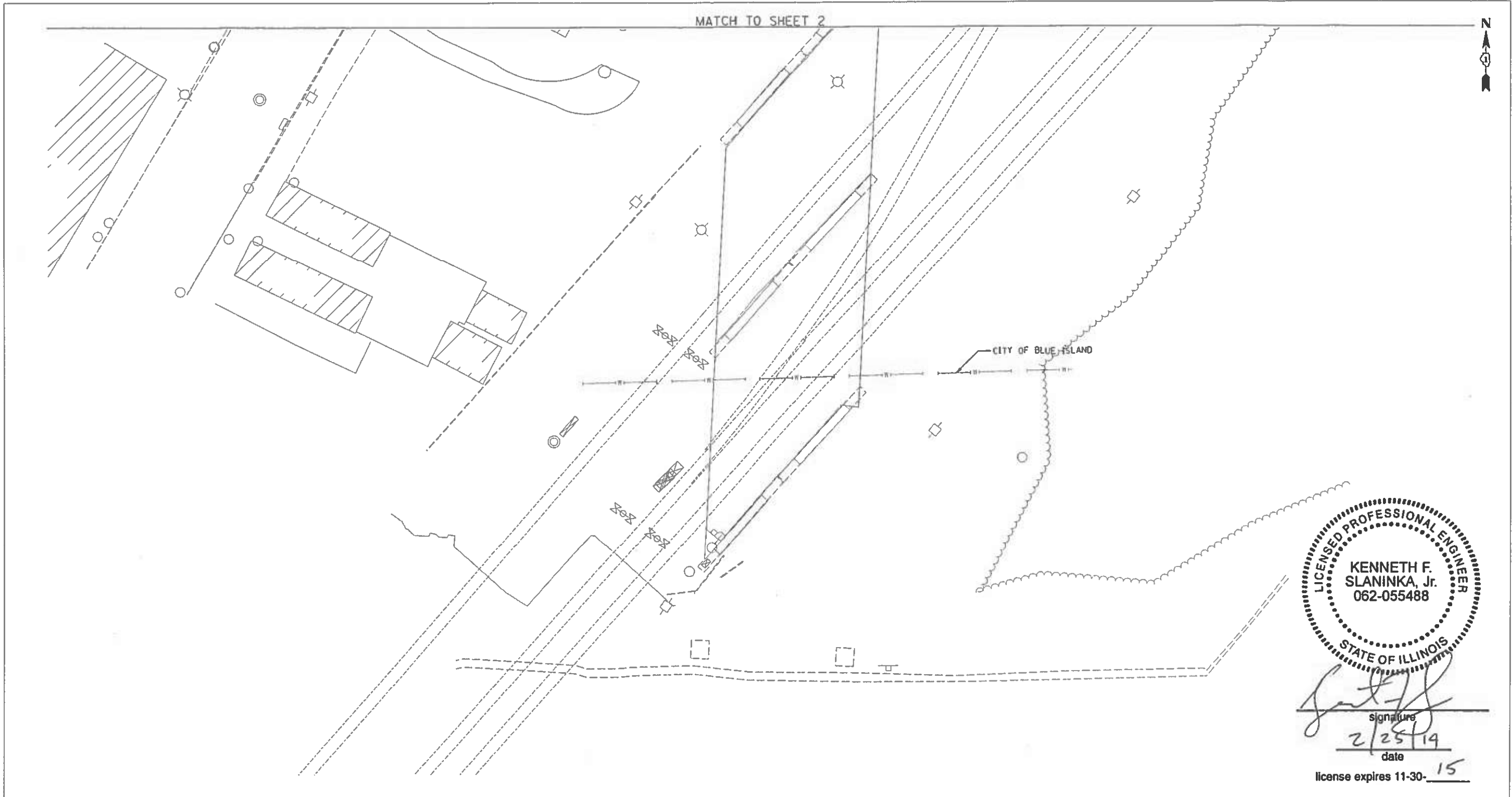
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|----------|---------|---------|--|
| DESIGNED | IP | REVISED | |
| DRAWN | SRK | REVISED | |
| CHECKED | KFS | REVISED | |
| DATE | 2/12/14 | REVISED | |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

Western Avenue over Cal-Sag
 Blue Island, Illinois

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------|--------|--------------|-----------|
| 370 | 0103BR-1 | Cook | 184 | 39 |
| Contract No. 60K72 | | | | |
| FED. ROAD DIST. NO. ILLINOIS IDOT Project No. | | | | |

MATCH TO SHEET 2



signature
 date 2/25/14
 license expires 11-30-15

| | |
|--|--------------------|
| | AERIAL UNKNOWN |
| | OIL |
| | CABLE TV |
| | TELEPHONE |
| | GAS |
| | ELECTRIC |
| | WATER |
| | FORCE MAIN |
| | FIBER OPTIC |
| | END OF INFORMATION |
| | TBE TEST HOLE |

| UTILITY OWNERS | |
|-----------------------------|--|
| AT&T = TELEPHONE | |
| CITY OF BLUE ISLAND = WATER | |
| COM-ED = ELECTRIC | |
| NICOR = GAS | |

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ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.



TBE Job No. IL09510557
 SUE Plan Page: 3 of 7

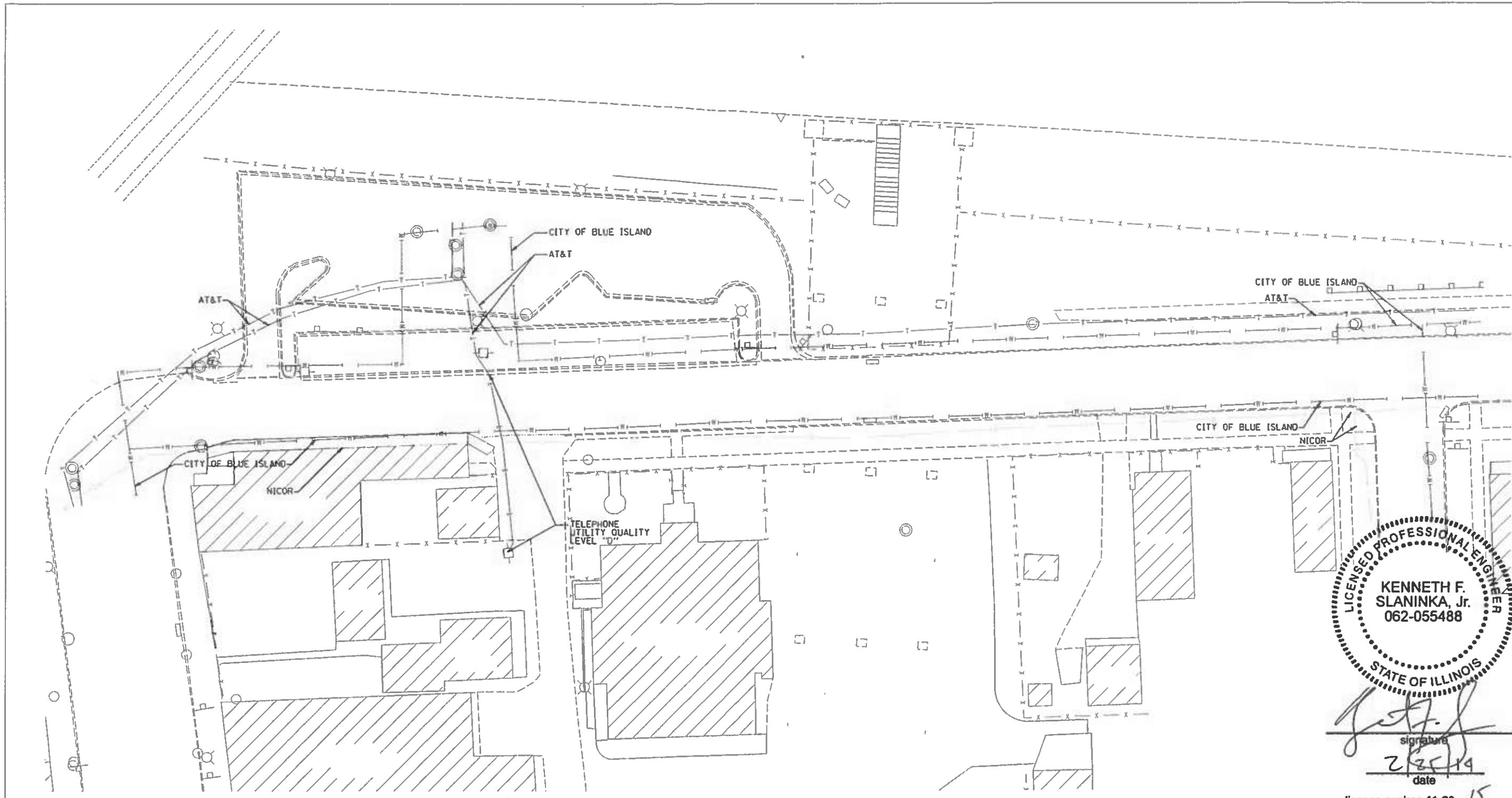
Utility Quality Level "A": Visually Verified Test Hole
 Utility Quality Level "B": Designating/non Visually Verified Test Hole
 Utility Quality Level "C": Research with Survey
 Utility Quality Level "D": Records Research


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|---------------------|---------|
| DESIGNED <i>JP</i> | REVISED |
| DRAWN <i>SRK</i> | REVISED |
| CHECKED <i>KFS</i> | REVISED |
| DATE <i>2/12/14</i> | REVISED |

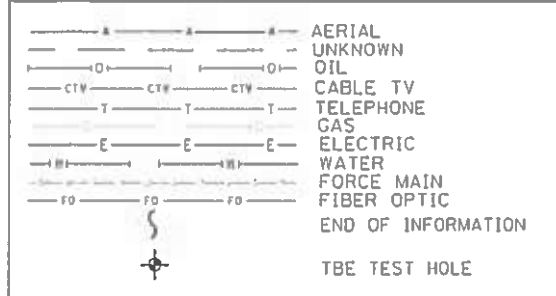
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

Western Avenue over Cal-Sag
 Blue Island, Illinois

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------|--------|--------------|-----------|
| 370 | 0103BR-1 | Cook | 184 | 40 |
| Contract No. 60K72 | | | | |
| FED. ROAD DIST. NO. [ILLINOIS] IDOT Project No. | | | | |




 signature
 2/25/14
 date
 license expires 11-30-15



UTILITY OWNERS
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 UNLESS NOTED OTHERWISE.



TBE Job No. IL09510557
 SUE Plan Page: 4 of 7

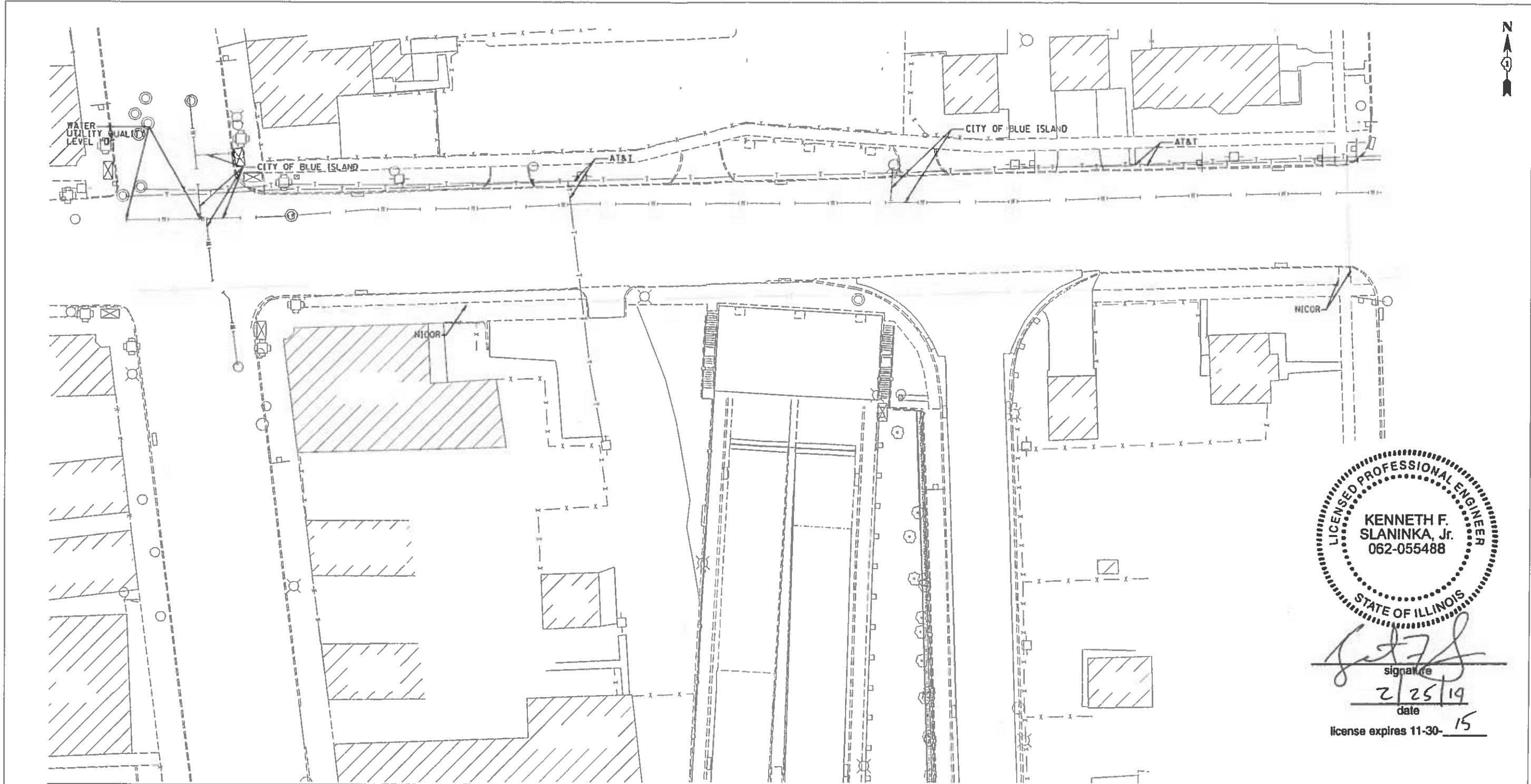
Utility Quality Level "A": Visually Verified Test Hole
 Utility Quality Level "B": Designating/non Visually Verified Test Hole
 Utility Quality Level "C": Research with Survey
 Utility Quality Level "D": Records Research

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| DESIGNED <i>JP</i> | REVISED |
| DRAWN <i>SRK</i> | REVISED |
| CHECKED <i>KFS</i> | REVISED |
| DATE <i>2/12/14</i> | REVISED |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

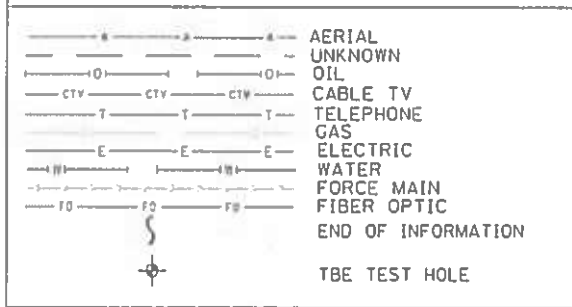
Western Avenue over Cal-Sag
Blue Island, Illinois

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------|--------|--------------------|-----------|
| 370 | 0103BR-1 | Cook | 184 | 41 |
| FED. ROAD DIST. NO. [ILLINOIS] IDOT Project No. | | | Contract No. 60K72 | |



signature
 2/25/19
 date
 license expires 11-30-15

MATCH TO SHEET 6



UTILITY OWNERS
 AT&T = TELEPHONE
 CITY OF BLUE ISLAND = WATER
 COM-ED = ELECTRIC
 NICOR = GAS

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 UNLESS NOTED OTHERWISE.



Utility Quality Level "A": Visually Verified Test Hole
 Utility Quality Level "B": Designating/non Visually Verified Test Hole
 Utility Quality Level "C": Research with Survey
 Utility Quality Level "D": Records Research

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|----------|---------|---------|
| DESIGNED | IP | REVISED |
| DRAWN | SRK | REVISED |
| CHECKED | KFS | REVISED |
| DATE | 2/12/14 | REVISED |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

Western Avenue over Cal-Sag
 Blue Island, Illinois

| | | | | |
|------------------------------|---------|--------|-----------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 103BR-1 | Cook | 184 | 42 |
| FED. ROAD DIST. NO. ILLINOIS | | | DOT Project No. | |

TBE Job No. IL09510557
 SUE Plan Page: 5 of 7

Contract No. 60K72

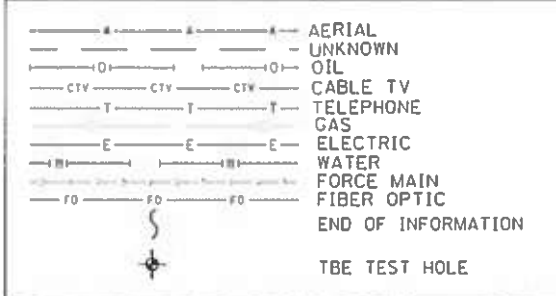
MATCH TO SHEET 5



MATCH TO SHEET 7



K. Slaninka
signature
2/25/14
date
license expires 11-30-15



UTILITY OWNERS
 AT&T = TELEPHONE
 CITY OF BLUE ISLAND = WATER
 COM-ED = ELECTRIC
 NICOR = GAS

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 Utility Quality Level "B" : Designating/non Visually Verified Test Hole
 Utility Quality Level "C" : Research with Survey
 Utility Quality Level "D" : Records Research

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| DESIGNED | IP | REVISED |
| DRAWN | SRK | REVISED |
| CHECKED | KFS | REVISED |
| DATE | 2/12/14 | REVISED |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

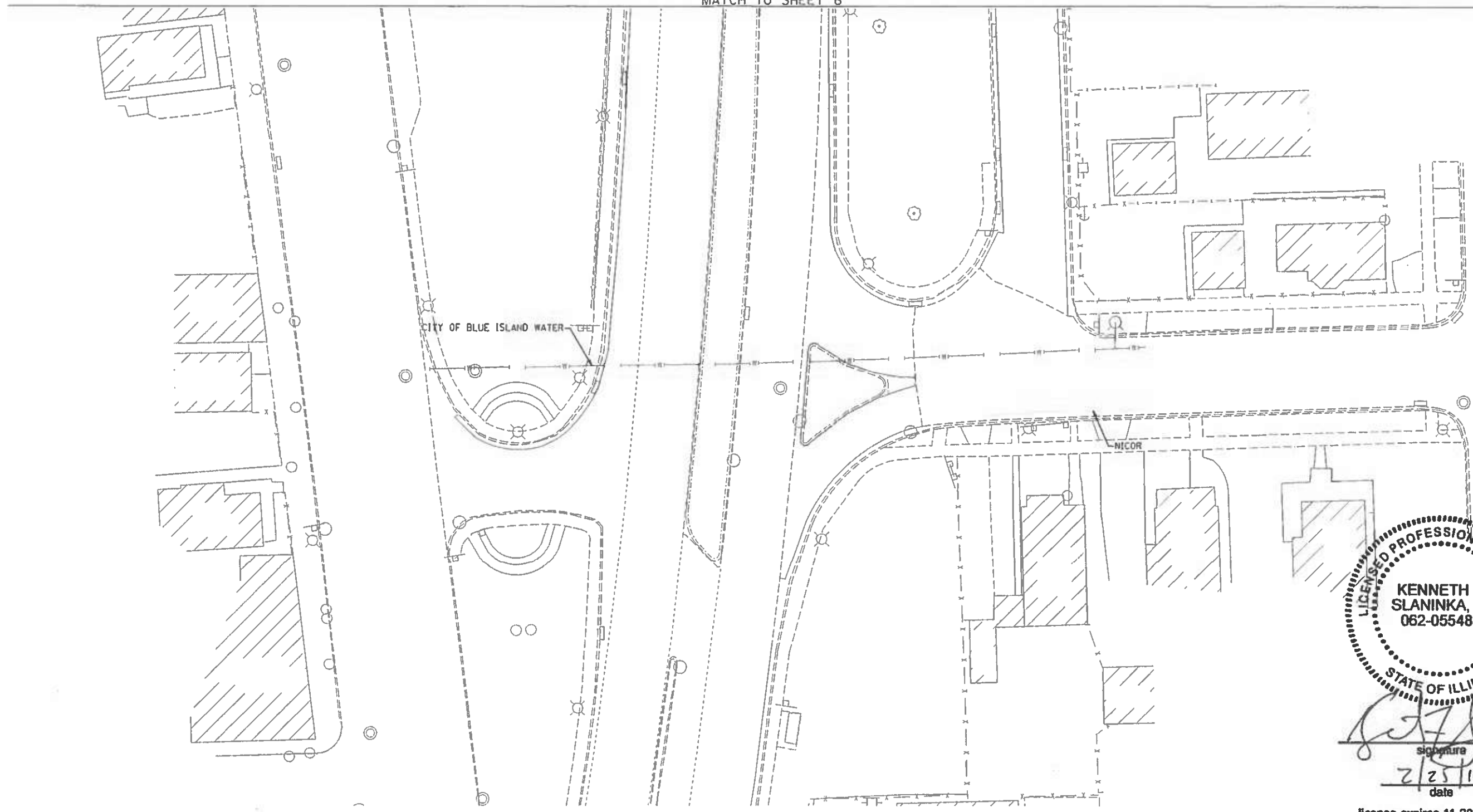
Western Avenue over Cal-Sag
 Blue Island, Illinois

| | | | | |
|------------------------------|----------|--------|------------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-I | Cook | 184 | 43 |
| FED. ROAD DIST. NO. ILLINOIS | | | IDOT Project No. | |

TBE Job No. IL03510557
 SUE Plan Page: 6 of 7

Contract No. 60K72

MATCH TO SHEET 6



LICENSED PROFESSIONAL ENGINEER
 KENNETH F. SLANINKA, Jr.
 062-055488
 STATE OF ILLINOIS
 signature
 2/25/14
 date
 license expires 11-30-15

| | |
|--|--------------------|
| | AERIAL |
| | UNKNOWN |
| | OIL |
| | CABLE TV |
| | TELEPHONE |
| | GAS |
| | ELECTRIC |
| | WATER |
| | FORCE MAIN |
| | FIBER OPTIC |
| | END OF INFORMATION |
| | TBE TEST HOLE |

| UTILITY OWNERS | |
|-----------------------------|--|
| AT&T = TELEPHONE | |
| CITY OF BLUE ISLAND = WATER | |
| COM-ED = ELECTRIC | |
| NICOR = GAS | |

Utilities shown on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's "Q" "B" SUE field investigation was performed 1/14/14 through 2/07/14. Changes to utilities after 2/07/14 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

ALL UTILITIES SHOWN QUALITY LEVEL "B"
 UNLESS NOTED OTHERWISE.



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 Utility Quality Level "B": Designating/non Visually Verified Test Hole
 Utility Quality Level "C": Research with Survey
 Utility Quality Level "D": Records Research

| | | | |
|----------|---------|---------|--|
| DESIGNED | IP | REVISED | |
| DRAWN | SRK | REVISED | |
| CHECKED | KFS | REVISED | |
| DATE | 2/12/14 | REVISED | |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

Western Avenue over Cal-Sag
 Blue Island, Illinois

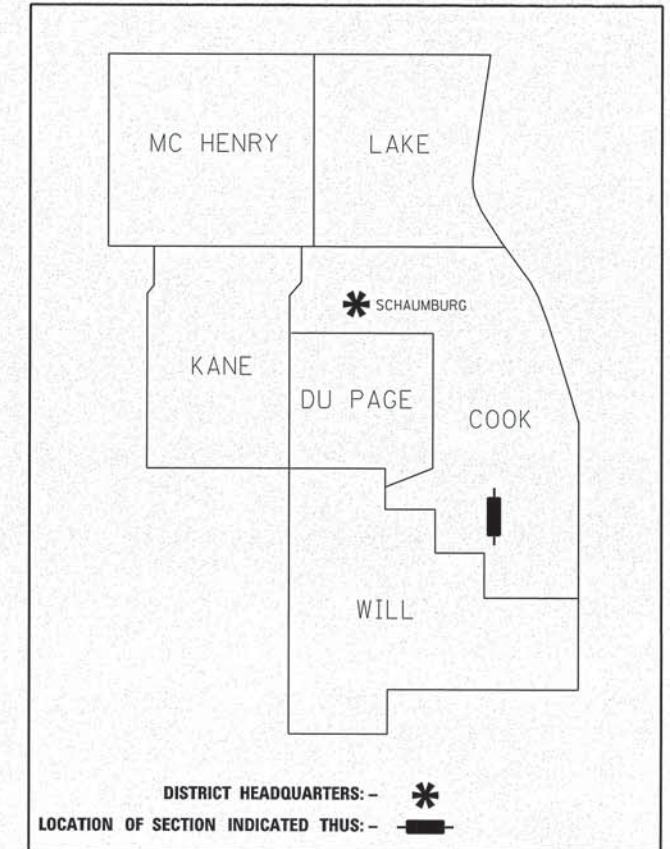
| TBE Job No. IL09510557 SUE Plan Page: 7 of 7 | | | | |
|---|----------|--------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 44 |
| Contract No. 60K72 | | | | |
| FED. ROAD DIST. NO. [ILLINOIS] IDOT Project No. | | | | |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

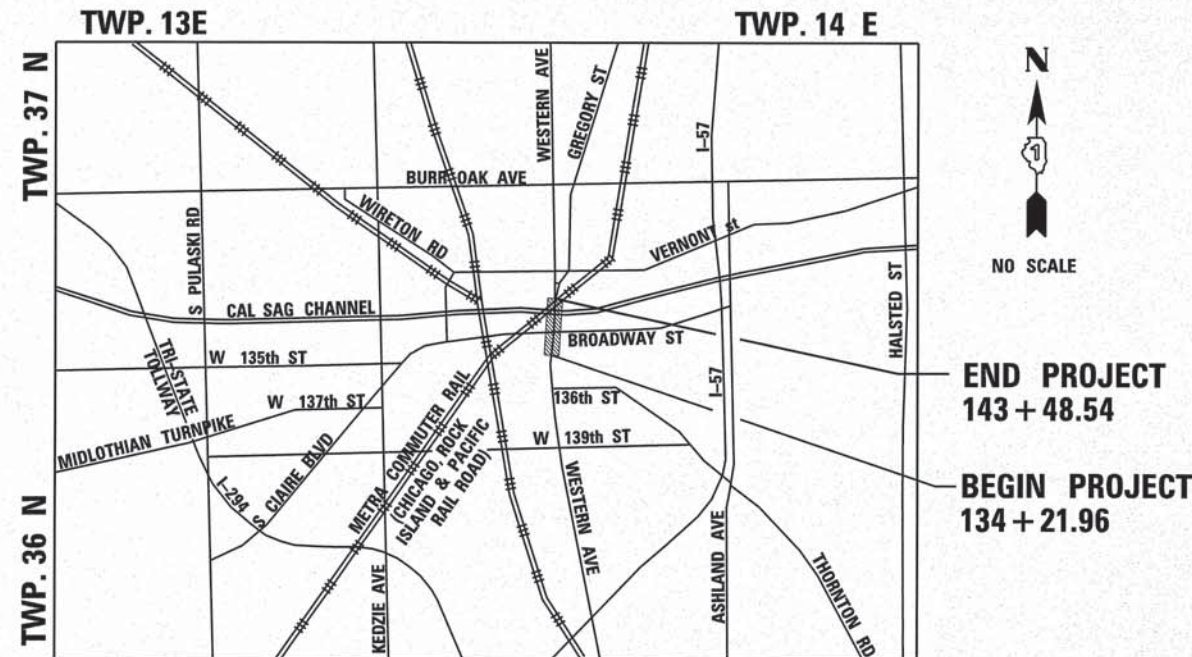
PLAT OF HIGHWAYS

**ROUTE: WESTERN AVENUE
SECTION:
COUNTY: COOK
LIMITS: OVER CAL SAG CHANNEL
JOB NO.: R-90-005-13**

| PARCEL NUMBER | OWNER | SHEET NUMBER | PROPERTY ACQUIRED BY |
|---------------|---|--------------|----------------------|
| OJN0001TE | MARIO T. MENDEZ AND EMMA MENDEZ, IN TENANCY BY THE ENTIRETY | 2 | |
| OJN0002TE | JOSE ENCISO AND ELSA RUIZ, HUSBAND AND WIFE, AS JOINT TENANTS | 2 | |
| OJN0004TE | MARIO T. MENDEZ AND EMMA MENDEZ, IN TENANCY BY THE ENTIRETY | 2 | |
| OJN0005TE | JOSE ENCISO AND ELSA RUIZ, HUSBAND AND WIFE, AS JOINT TENANTS | 2 | |
| OJN0006TE | CHICAGO TITLE LAND TRUST COMPANY AS SUCCESSOR TO GREAT LAKES TRUST COMPANY, N.A., AS SUCCESSOR TO THE FIRST NATIONAL BANK OF BLUE ISLAND AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 1, 1986 KNOWN AS TRUST NO. 86147 | 2 | |
| OJN0007TE | THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO | 2 | |
| OJN0008TE | ALBANY BANK AND TRUST COMPANY AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 28, 2004 KNOWN AS TRUST NO. 11-5961 | 3 | |
| OJN0010TE | THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO | 3 | |



**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

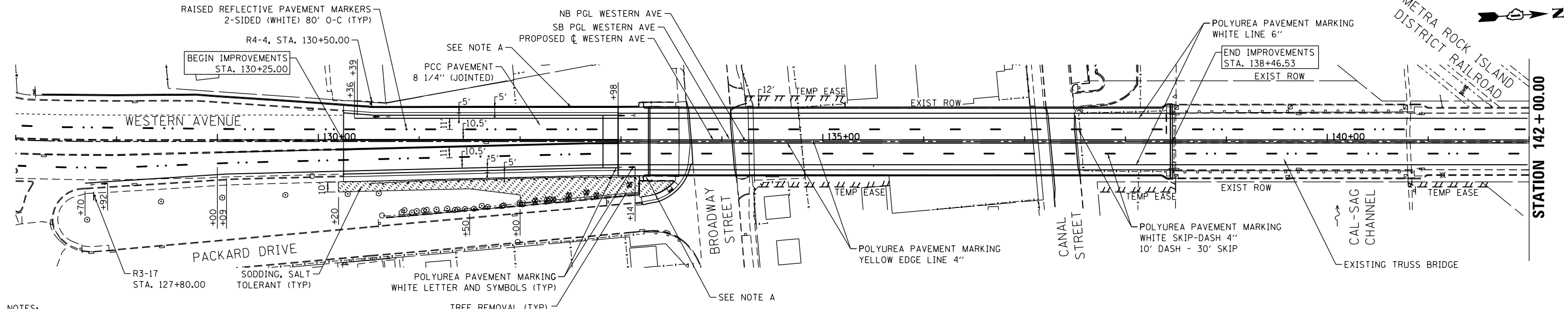


LOCATION MAP

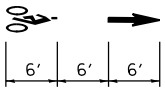
LENGTH OF PROJECT= 927'

AMERICAN
SURVEYING & ENGINEERING, P.C.
SURVEYORS • ENGINEERS
105 W. Madison St. Suite 1700
Chicago, IL 60602
312-277-2000 / Fax 312-277-2002
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-003192
REVISION DATE: 2/17/2014
ASE. JOB NO. 211082.2

IDOT USE ONLY
RECEIVED
FEB 17 2014
PLATS & LEGALS



- NOTES:**
- A. THE EXISTING PACE BUS STOP SIGNS SHALL BE REMOVED AND RE-INSTALLED IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL COORDINATE WITH PACE PRIOR TO RE-INSTALLING THE EXISTING SIGNS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
 - B. SEE BELOW FOR LANDSCAPING UNDER WESTERN AVENUE BRIDGE.
 - C. TREE TRIMMING MAY BE NECESSARY ON SOUTHBOUND WESTERN AVENUE, SOUTH APPROACH, TO PROVIDE ACCESS FOR CONSTRUCTION ACTIVITIES. LOCATION AND NECESSITY OF TREE TRIMMING TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
 - D. MATERIAL WITHIN MEDIAN REMOVED DUE TO MAINTENANCE OF TRAFFIC SHALL BE RESTORED USING LANDSCAPING GRAVEL AND/OR TOPSOIL FURNISH & PLACE 4" AS DIRECTED BY THE ENGINEER.



BIKE LANE
SIGN PANEL TY. 1
R3-17 - 24"x18"
(1) METAL POST TYPE A
12 FOOT POST



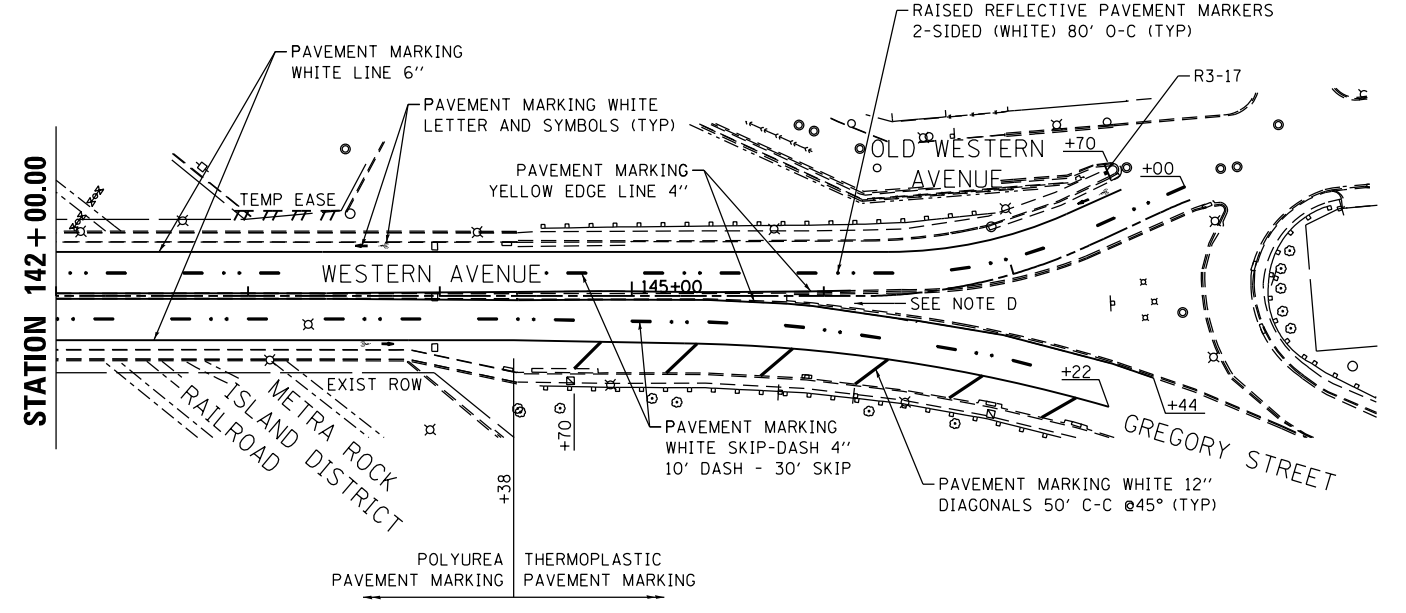
BEGIN RIGHT TURN LANE YIELD TO BIKES
SIGN PANEL TY. 1
R4-4 - 36"x30"
(2) METAL POST TYPE A
13 FOOT POST

PAVEMENT MARKING NOTES

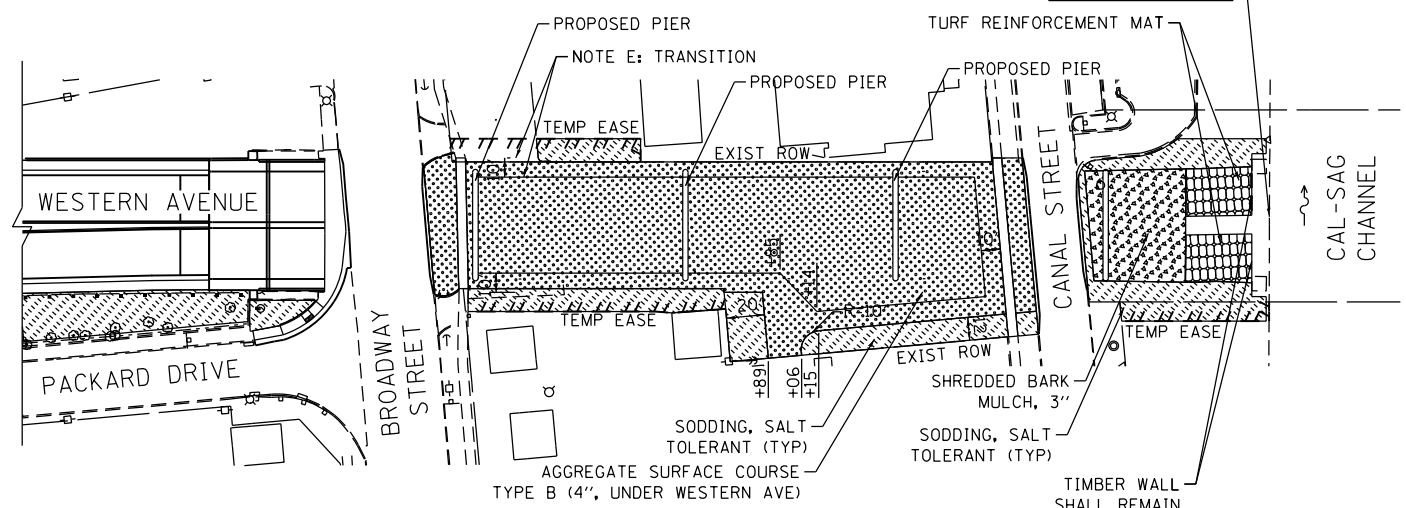
1. PAVEMENT MARKING AND RAISED REFLECTIVE MARKERS SHALL BE IN CONFORMANCE WITH THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, STANDARD DETAIL 780001 & 781001, DISTRICT ONE STANDARDS, THE PLAN DETAILS AND THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
2. ALL FINAL PAVEMENT MARKING MATERIALS TO BE USED ON CONCRETE PAVEMENT SHALL BE POLYUREA EXCEPT WHERE NOTED ON THE PLANS.
3. ALL FINAL PAVEMENT MARKING SYMBOLS SHALL BE OF LARGE SIZE.
4. ALL 4" EDGE LINES SHALL TERMINATE WHEN THEY MEET BARRIER CURB EXCEPT WHERE OTHERWISE INDICATED ON THE PLANS.
5. RAISED REFLECTIVE PAVEMENT MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2" TOWARDS TRAFFIC AND SPACED AT 40' ON CENTER (O.C.) EXCEPT WHERE OTHERWISE NOTED IN THE PLANS.
6. RAISED REFLECTIVE PAVEMENT MARKERS USED WITH BROKEN (DASHED) LINES SHALL BE SPACED AT 80' ON CENTER (O.C.) IN THE GAP BETWEEN SEGMENTS.
7. STOP BARS SHALL BE PLACED 4' BEHIND CROSSWALK LINES AS SHOWN.
8. BEFORE BEGINNING ANY WORK THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE MARKERS) SO THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

LANDSCAPING LEGEND

- SODDING, SALT TOLERANT WITH NITROGEN AND POTASSIUM FERTILIZER
- SHREDDED BARK MULCH 3"
- AGGREGATE SURFACE COURSE TY B (4")
- TURF REINFORCEMENT MAT (TRM)



LANDSCAPING UNDER WESTERN AVE. BRIDGE



NOTE E:
AGGREGATE SURFACE COURSE, TYPE B - THERE SHALL BE A 10' WIDE TRANSITION AROUND THE PERIMETER OF THE LIMITS WHICH TRANSITIONS THE AGGREGATE DEPTH FROM EXISTING GRADE TO THE FULL 4 INCH DEPTH. THIS TRANSITION SHALL BE INCLUDED IN THE ITEM: AGGREGATE SURFACE COURSE, TYPE B.

| STA. 130+25.00 TO STA. 138+46.53 | | |
|----------------------------------|------------------------------|----------|
| ITEM | SODDING | QUANTITY |
| NITROGEN FERTILIZER NUTRIENT | 60 LBS/AC X 0.28 AC = 17 LBS | 17 LBS |
| POTASSIUM FERTILIZER NUTRIENT | 60 LBS/AC X 0.28 AC = 17 LBS | 17 LBS |



| | | |
|------------------------------|-------------------|-----------|
| USER NAME = wteng | DESIGNED - MTC | REVISED - |
| PLOT SCALE = 100.0000' / in. | DRAWN - MTC | REVISED - |
| PLOT DATE = 6/20/2019 | CHECKED - JIP | REVISED - |
| | DATE - 06/20/2019 | REVISED - |

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

WESTERN AVENUE OVER CAL-SAG CHANNEL PAVEMENT MARKING, SIGNAGE AND LANDSCAPING
SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 128+00 TO STA. 146+00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------|--------|--------------|-----------|
| 370 | 0103BR-1 | COOK | 184 | 48 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE NAME = W:\191\132\1001\Western_Ave_CADD_Sheets\0103BR-1 - sht - pmk_landscaping.dwg

GENERAL NOTES:

1. THESE ARE GENERAL NOTES PERTAINING TO THE PROJECT. SPECIFIC NOTES PERTAINING TO THE NATURE OF WORK ARE ALSO SHOWN ON CERTAIN DRAWING SHEETS.
2. APPLICABLE SECTIONS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016 SHALL BE FOLLOWED BY THE CONTRACTOR.
3. ALL ELECTRICAL SYSTEM, EQUIPMENT AND APPURTENANCES SHALL BE PROPERLY GROUNDED IN STRICT CONFORMANCE WITH THE NATIONAL ELECTRICAL CODE (NEC), EVEN THOUGH EVERY DETAIL OF REQUIREMENTS IS NOT SPECIFIED OR SHOWN. REFERENCE HIGHWAY STANDARD 873001-02.
4. AREA OF THE PROJECT TO BE CONSTRUCTED FOR IMPROVEMENT IS UNDER THE JURISDICTION OF IDOT. MEADE ELECTRIC CO. DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR LOCATES IDOT ELCTRICAL EQUIPMENT AND UNDERGROUND CABLES. THEIR PHONE NUMBER IS 773-287-7672. THE LIGHTING ON AND UNDER THE BRIDGE IS OWNED BY THE CITY OF BLUE ISLAND. PER CITY INSTRUCTIONS THE EXISTING LIGHTING UNITS ON WESTERN AVE. SHALL BE REINSTALLED AS SHOWN ON THE PROPOSED LIGHTING PLANS.
5. EXISTING LIGHTING POLES AND MAST ARMS SHALL BE REINSTALLED ON NEW POLE FOUNDATIONS ON RETAINING AND PARAPET WALLS OF BRIDGE AND ON GROUND. NEW LUMINAIRES SHALL BE USED FOR ALL REINSTALLED LIGHTING UNITS.
6. THE EXISTING PEDESTAL MOUNTED LIGHTING CONTROLLER SHALL STILL BE USED TO FEED LIGHTING UNITS ON WESTERN AVENUE AND PROPOSED UNDERPASS LIGHTING FOR BROADWAY STREET. ALL OTHER EXISTING LIGHTING UNITS BEING FED FROM THIS LIGHTING CONTROLLER SHALL CONTINUE TO BE FED ON REGULAR BASIS. THE CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY CONNECTIONS. IF CONNECTED TO EXISTING CONTROLLER, EXISTING NAVIGATIONAL LIGHTING SHALL REMAIN OPERATIONAL.
7. THE CONTRACTOR SHALL TAKE CARE IN REMOVAL, STORAGE AND REINSTALLATION OF LIGHT POLES AND MAST ARMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE AND SHALL REPLACE DAMAGED EQUIPMENT AT NO ADDITIONAL COST TO THE CONTRACT AND AS DIRECTED BY THE ENGINEER.
8. WHEN EXISTING LIGHT POLES WITH MAST ARMS SHALL BE INSTALLED ON NEW POLE FOUNDATIONS, THE EXTRA LIGHTING UNIT AND EXISTING LUMINAIRES SHALL BE SALVAGED, PACKED LUMINAIRES ONLY IN NEW CONTAINERS AND DELIVERED TO THE CITY OF BLUE ISLAND, PUBLIC WORKS DEPARTMENT, 3153 WIRETON, BLUE ISLAND, IL 60406 (PHONE NO. 708-597-6604) AS PER PROCEDURE SHOWN IN SECTION 842 OF STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES CONSTRUCTION ADOPTED APRIL 1, 2016 ISSUED BY ILLINOIS DEPARTMENT OF TRANSPORTATION. HOWEVER THE CONTRACTOR SHALL CONTACT THE CITY OF BLUE ISLAND AND FIELD ENGINEER FOR FURTHER INSTRUCTIONS.
9. THE CONTRACTOR SHALL ALSO REFER TO STRUCTURAL PLANS FOR MOUNTING LIGHT POLES ON PARAPET AND RETAINING WALLS.

HIGHWAY STANDARDS:

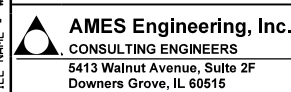
- 814001-03 HANDHOLES
- 830001-03 LIGHT POLE ALUMINUM MAST ARM
- 873001-02 TRAFFIC SIGNAL GROUNDING & BONDING

SCHEDULE OF QUANTITIES

| DESCRIPTION | UNIT | QUANTITY |
|--|-------|----------|
| UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA | FOOT | 80 |
| UNDERGROUND CONDUIT, PVC, 2" DIA | FOOT | 115 |
| CONDUIT ATTACHED TO STRUCTURE, 1" DIA, PVC COATED GALVANIZED STEEL | FOOT | 280 |
| CONDUIT ATTACHED TO STRUCTURE, 1 1/2" DIA, PVC COATED GALVANIZED STEEL | FOOT | 128 |
| CONDUIT ATTACHED TO STRUCTURE, 2" DIA, PVC COATED GALVANIZED STEEL | FOOT | 20 |
| CONDUIT EMBEDDED IN STRUCTURE, 1" DIA GALVANIZED STEEL | FOOT | 7 |
| CONDUIT EMBEDDED IN STRUCTURE, 2" DIA PVC | FOOT | 1530 |
| JUNCTION BOX STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4" | EACH | 4 |
| JUNCTION BOX STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6" | EACH | 6 |
| JUNCTION BOX STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 8" | EACH | 3 |
| * JUNCTION BOX STAINLESS STEEL, EMBEDDED IN STRUCTURE, 12" X 10" X 6" | EACH | 2 |
| HEAVY-DUTY HANDHOLE | EACH | 1 |
| UNIT DUCT, 600V, 3-1/C NO. 8, 1/C NO. 8, GROUND, (XLP-TYPE USE), 1" DIA POLYETHYLENE | FOOT | 337 |
| ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10 | FOOT | 392 |
| ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 8, 1/C NO. 8 GROUND | FOOT | 2075 |
| ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10 | FOOT | 392 |
| LIGHT POLE FOUNDATION, 24" DIAMETER | EACH | 9 |
| BREAKAWAY DEVICE, TRANSFORMER BASE, 11.5 INCH BOLT CIRCLE | EACH | 1 |
| REMOVAL OF LIGHTING UNIT, SALVAGE | FOOT | 1 |
| REMOVAL OF POLE FOUNDATION | EACH | 1 |
| RELOCATE EXISTING LIGHTING UNIT | EACH | 10 |
| LUMINAIRE, UNDERPASS, LED, TYPE A | EACH | 4 |
| LUMINAIRE, LED, HORIZONTAL MOUNT, TYPE B | EACH | 10 |
| MAINTENANCE OF LIGHTING SYSTEM | CA MO | 20 |

* EMBEDDED JUNCTION BOX MUST UTILIZE A SCREW-ON/LIFT-OFF COVER.

FILE NAME = \\A191-132.IDOT\Western_Ave\CADD_Sheets\AMES_Sheets_09-14-2017\0160K72-E110.dgn



| | | |
|-----------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MB | REVISED - |
| | DRAWN - RV | REVISED - |
| PLOT SCALE = NONE | CHECKED - BL | REVISED - |
| PLOT DATE = 6/20/2019 | DATE - 09-15-2017 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES AND SCHEDULE OF QUANTITIES
WESTERN AVENUE OVER CAL-SAG CHANNEL**

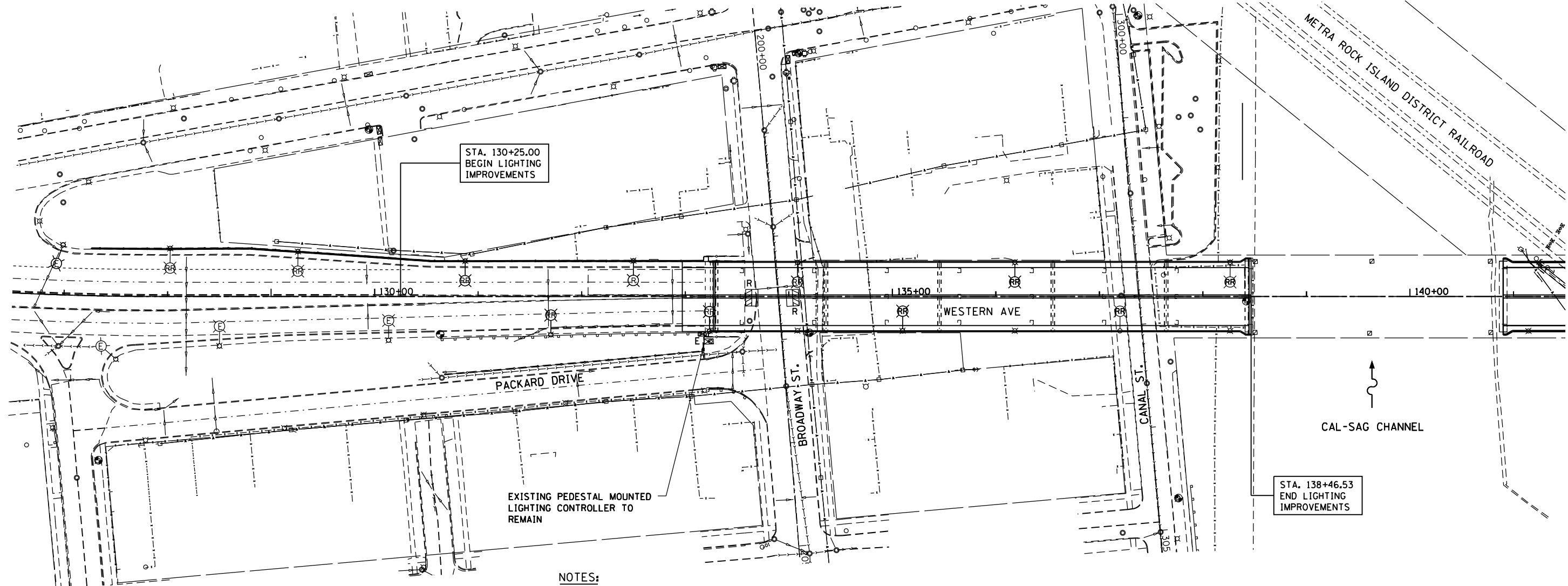
SHEET OF SHEETS STA. TO STA.

| | | | | |
|---------------------------|----------|--------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 49 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60K72 | |

LT-1

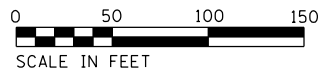
LEGEND

- (E) EXISTING CITY OF BLUE ISLAND LIGHTING UNIT TO REMAIN
- (R) EXISTING CITY OF BLUE ISLAND LIGHTING UNIT TO BE REMOVED AND SALVAGED
- (R) EXISTING CITY OF BLUE ISLAND LIGHTING UNIT TO BE REMOVED AND REINSTALLED
- E [Symbol] EXISTING PEDESTAL MOUNTED LIGHTING CONTROLLER 240/480VAC, 1Ø, 100AMP
- R [Symbol] EXISTING UNDERPASS LIGHTING UNIT, TO BE REMOVED AND SALVAGED



NOTES:

1. BEFORE STARTING ANY ELECTRICAL WORK, THE CONTRACTOR SHALL CONTACT AND COORDINATE WITH THE CITY OF BLUE ISLAND, PUBLIC WORKS DEPARTMENT, TO ARRANGE A JOINT INSPECTION OF ITEMS TO BE REMOVED, STORED AND REINSTALLED.
2. ONE OF THE EXISTING LIGHTING UNIT IS EXTRA WHEN CONSIDERING THE REUSE OF EXISTING LIGHTING UNITS. BASED ON JOINT INSPECTION, ONE LIGHTING UNIT SHALL BE REMOVED.
3. ITEMS PERTAINING ONLY TO LIGHTING UNITS SHALL BE SALVAGED FOR REUSE AND STORED, ALL OTHER REMOVED ITEMS SHALL NOT BE SALVAGED BUT SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
4. EXISTING UNDERPASS LUMINAIRES SHALL BE REMOVED AND SALVAGED. TEMPORARY LIGHTING WILL NOT BE REQUIRED WITH THE PROPOSED BRIDGE REMOVAL.
4. EXISTING STREET LIGHTING UNITS MOUNTED ON RETAINING AND PARAPET WALLS SHALL BE USED AS TEMPORARY LIGHTING DURING CONSTRUCTION. DEPENDING ON STAGING OF CONSTRUCTION, ONE SIDE OF EXISTING LIGHTING SHALL BE USED. THE ELECTRIC FEED TO THEM SHALL BE PROVIDED FROM EXISTING LIGHTING CONTROLLER. IF NEEDED, AERIAL CABLES OF SAME SIZE AS OF EXISTING UNIT DUCT/ELECTRIC CABLE MAY BE USED TO CONNECT THEM.
5. ALL CIRCUITS OF EXISTING LIGHTING CONTROLLER OTHER THAN USED FOR STREET LIGHTING ON WESTERN AVENUE AND UNDERPASS LIGHTING ON BROADWAY STREET SHALL REMAIN IN SERVICE WITHOUT ANY INTERRUPTION DURING CONSTRUCTION. ANY LIGHTING UNITS CONNECTED TO EFFECTED CIRCUITS SHALL ALSO BE PROVIDED WITH ELECTRIC FEED AT ALL TIMES DURING CONSTRUCTION. THIS WORK SHALL BE INCLUDED IN PAY ITEM "MAINTENANCE OF LIGHTING SYSTEM".



FILE NAME = \\A191-132-1001-1001-Western-Ave-CADD-Sheets\AMES_Sheets_09-14-2017\0160K72-E1102.dgn

AMES Engineering, Inc.
CONSULTING ENGINEERS
5413 Walnut Avenue, Suite 2F
Downers Grove, IL 60515

| | | |
|------------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MB | REVISED - |
| PLOT SCALE = 1"=50'-0" | DRAWN - RV | REVISED - |
| PLOT DATE = 6/20/2019 | CHECKED - BL | REVISED - |
| | DATE - 09-15-2017 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**










**EXISTING /REMOVAL LIGHTING PLAN
WESTERN AVENUE OVER CAL-SAG CHANNEL**

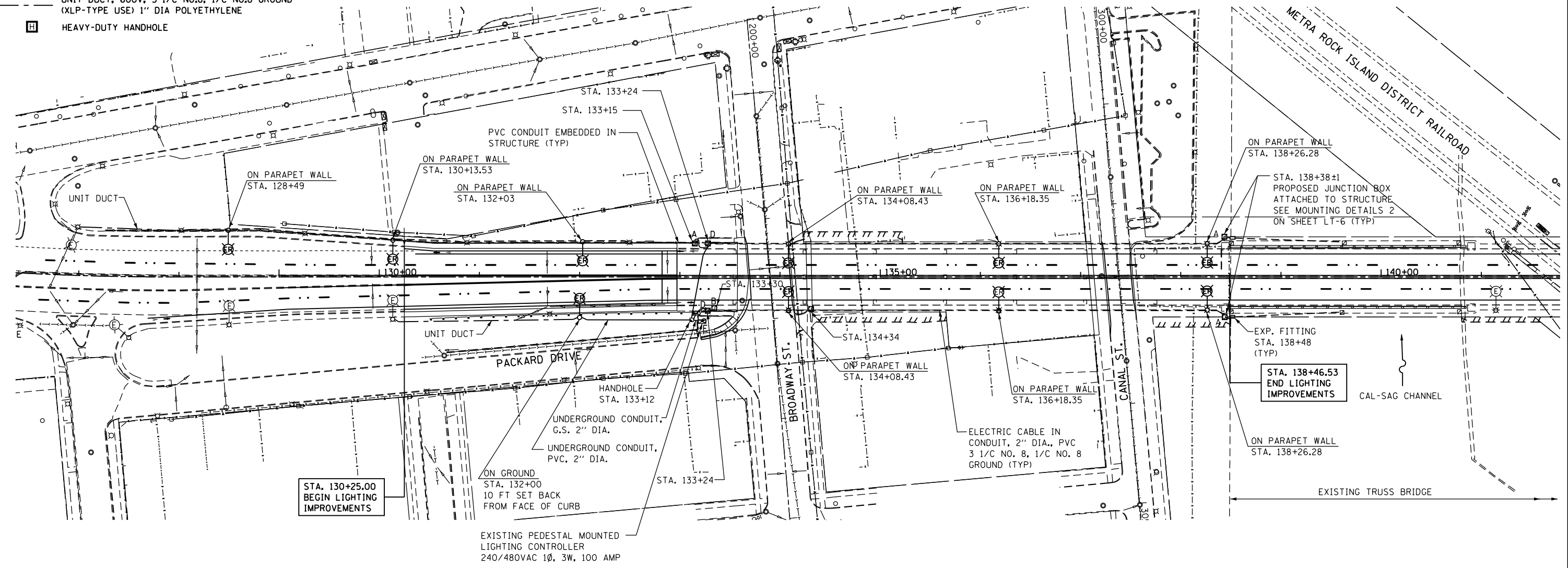
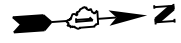
SCALE: 1"=50' SHEET 1 OF 3 SHEETS STA. 126+50 TO STA. 141+50

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 50 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

LT-2

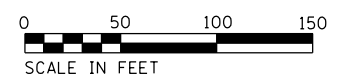
LEGEND

-  EXISTING CITY OF BLUE ISLAND LIGHTING UNIT TO REMAIN
-  EXISTING REINSTALLED LIGHT POLE AND MAST ARM WITH PROPOSED LED LUMINAIRE, MOUNTED ON RETAINING WALL, OR PARAPET WALL OR GROUND
-  EXISTING PEDESTAL MOUNTED LIGHTING CONTROLLER, 240/480VAC, 1Ø, 100 AMP
-  PROPOSED JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN STRUCTURE, 12"x10"x6"
-  PROPOSED JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"x12"x8"
-  PROPOSED JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"x10"x6"
-  PVC CONDUIT EMBEDDED IN STRUCTURE, 2" DIA
-  UNIT DUCT, 600V, 3-1/C NO.8, 1/C NO.8 GROUND (XLP-TYPE USE) 1" DIA POLYETHYLENE
-  HEAVY-DUTY HANDHOLE



NOTES:

1. AS THE PROPOSED LIGHTING UNITS SHALL BE UNDER THE JURISDICTION OF THE CITY OF BLUE ISLAND, BEFORE INSTALLING THE REMOVED LIGHT POLES AND MAST ARMS, THE CONTRACTOR SHALL ARRANGE WITH THE CITY A JOINT INSPECTION OF THE ITEMS TO BE REUSED.
2. EXISTING PEDESTAL MOUNTED LIGHTING CONTROLLER SHALL ALSO BE USED AS IT IS FOR PERMANENT LIGHTING AFTER CONSTRUCTION.
3. COORDINATE LIGHT POLE MOUNTING DETAILS ON CONCRETE PARAPET AND RETAINING WALLS AS SHOWN ON STRUCTURAL PLANS.
4. FOR LIGHT POLE MOUNTING DETAILS SEE "SUPER STRUCTURE DETAILS I" STRUCTURE NO.016-0777 AND HIGHWAY STANDARD 830001-03.
5. FOR CONDUIT EXPANSION FITTING DETAILS SEE "SUPER STRUCTURE DETAILS II" STRUCTURE NO.016-0777.
6. LIGHT POLE FOUNDATION DETAILS ON GROUND, AS SHOWN ON THIS PLAN SHALL BE INSTALLED AS PER D1 STANDARD DRAWING BE-300. (SHEET LT-9)
7. FOR CONDUIT MOUNTING DETAILS SEE SHEET LT-6.



FILE NAME = W:\191\132\1001\Western_Ave_CADD_Sheets\AMES_Sheets_09-14-2017\0160K72-E1103.dgn

AMES Engineering, Inc.
CONSULTING ENGINEERS
5413 Walnut Avenue, Suite 2F
Downers Grove, IL 60515

| | | |
|------------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MB | REVISED - |
| PLOT SCALE = 1"=50'-0" | DRAWN - RV | REVISED - |
| PLOT DATE = 6/20/2019 | CHECKED - BL | REVISED - |
| | DATE - 09-15-2017 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED LIGHTING PLAN
WESTERN AVENUE OVER CAL-SAG CHANNEL**

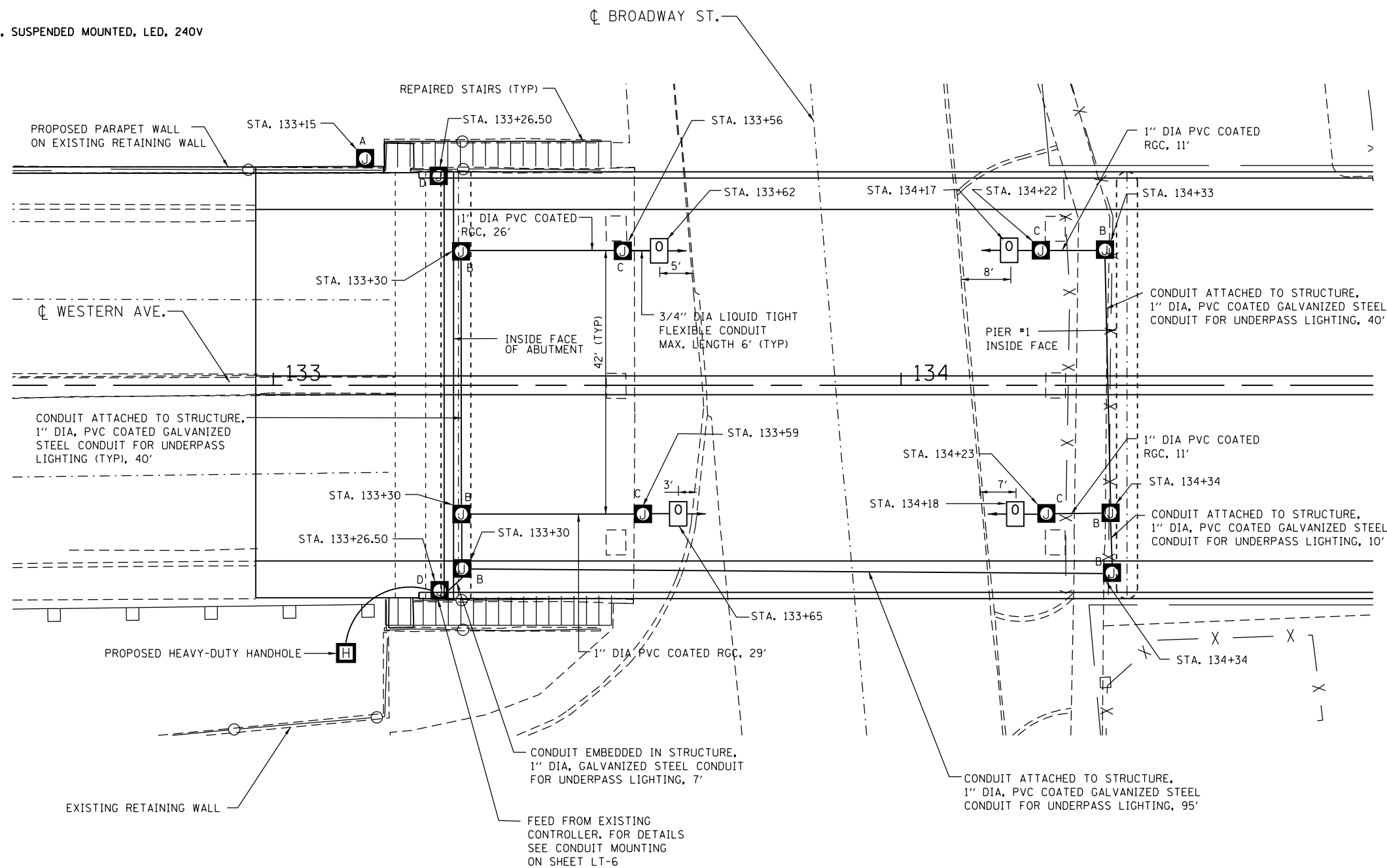
SCALE: 1"=50' SHEET 2 OF 3 SHEETS STA. 126+50 TO STA. 141+70

| | | | | |
|---------------------------|------------------|-------------|------------------|--------------|
| F.A.P. RTE. 370 | SECTION 0103BR-1 | COUNTY COOK | TOTAL SHEETS 184 | SHEET NO. 51 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

LT-3

LEGEND

- PVC COATED GALVANIZED STEEL CONDUIT ATTACHED TO STRUCTURE (SIZE AS INDICATED)
- A JUNCTION BOX, STAINLESS STEEL, ATTACHED IN STRUCTURE, 12\"x12\"x8\"
- B JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12\"x10\"x6\"
- C JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6\"x6\"x4\"
- D JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN STRUCTURE, 12\"x10\"x6\"
- PROPOSED UNDERPASS LIGHTING UNIT, SUSPENDED MOUNTED, LED, 240V
- HEAVY-DUTY HANDHOLE



NOTES:

1. FOR THE SIZE OF ELECTRIC CABLES, SEE SINGLE LINE WIRING DIAGRAM SHEET LT-5.
2. PROPOSED UNDERPASS LIGHTING UNITS SHALL BE PER IDOT, DISTRICT 1 STANDARD BE-900 AND SHALL BE SUSPENDED ABOVE SIDEWALK. SEE SHEET LT-10 FOR MOUNTING DETAILS.



LT-4

FILE NAME = \\A191-132-1DDT-Western-Ave-CADD-Sheets\AMES_Sheets_09-14-2017\0160K72-E1104.dgn

AMES Engineering, Inc.
CONSULTING ENGINEERS
5413 Walnut Avenue, Suite 2F
Downers Grove, IL 60515

| | | |
|-----------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MB | REVISED - |
| | DRAWN - RV | REVISED - |
| PLOT SCALE = | CHECKED - BL | REVISED - |
| PLOT DATE = 6/20/2019 | DATE - 09-15-2017 | REVISED - |







**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

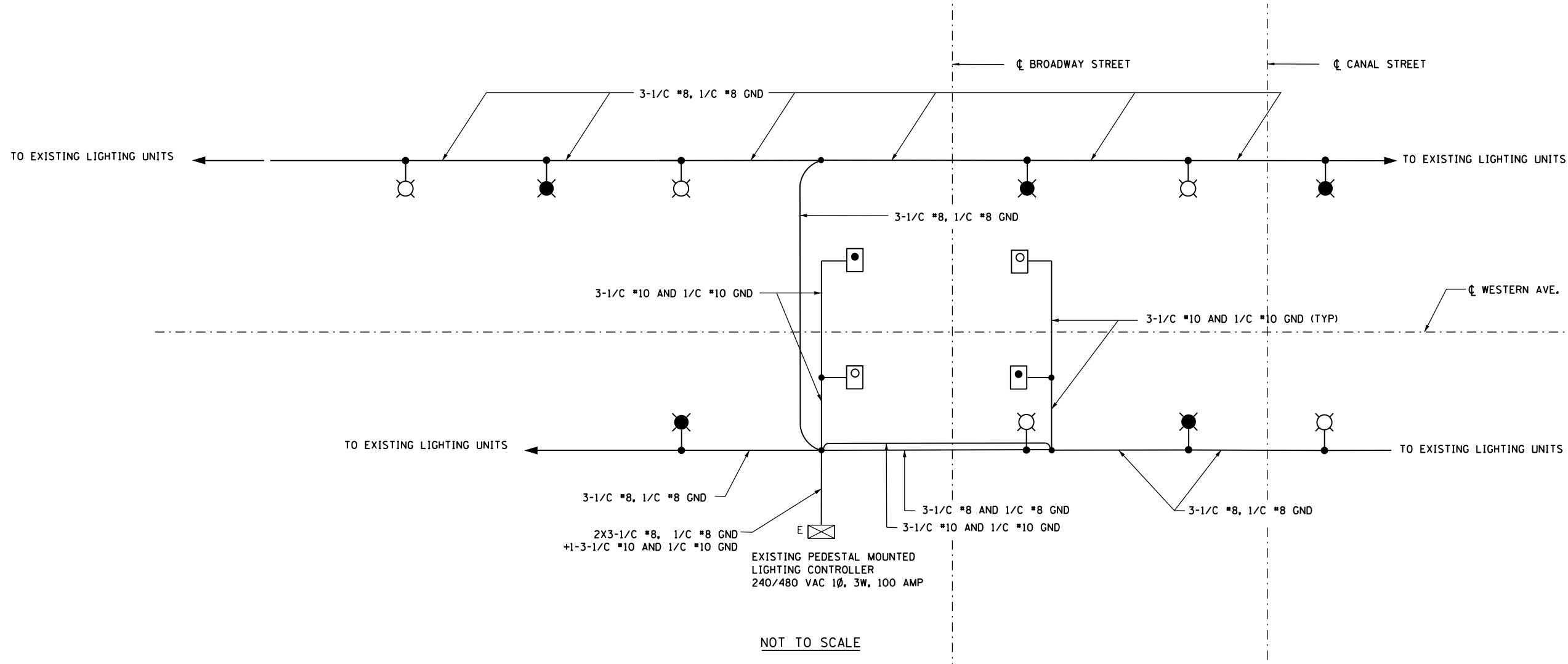
**UNDERPASS LIGHTING PLAN
WESTERN AVENUE OVER CAL-SAG CHANNEL**

SCALE: 1"=10' SHEET 3 OF 3 SHEETS STA. 132+85 TO STA. 134+50

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------|--------|--------------|-----------|
| 370 | 0103BR-1 | COOK | 184 | 52 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

LEGEND

-  EXISTING PEDESTAL MOUNTED LIGHTING CONTROLLER, 240/480VAC, 1Ø, 100 AMP
-  LUMINAIRE, LED, 240V CONNECTED ON RED WIRE
-  LUMINAIRE, LED, 240V CONNECTED ON BLACK WIRE
-  PROPOSED UNDERPASS LIGHTING UNIT, LED, 240V CONNECTED ON RED WIRE
-  PROPOSED UNDERPASS LIGHTING UNIT, LED, 240V CONNECTED ON BLACK WIRE
-  ELECTRIC CABLE IN CONDUIT



NOTES:

1. THIS WIRING DIAGRAM DEPICTS THE PROPOSED LIGHTING WORK ONLY. THE EXISTING LIGHTING UNITS WHICH ARE NOT AFFECTED BY THE WORK SHALL REMAIN CONNECTED TO THE EXISTING LIGHTING CONTROLLER. THE CONTRACTOR SHALL PHYSICALLY VERIFY THAT ALL EXISTING AND PROPOSED LIGHTING UNITS ARE RECONNECTED TO THE EXISTING LIGHTING CONTROLLER PRIOR TO FINAL INSPECTION.
2. FOR CONDUIT DETAILS SEE SHEETS LT-3 AND LT-4

FILE NAME = \\A191-132.LDD1.Western_Ave_CADD_Sheets\AMES_Sheets_09-14-2017\0160K72-EL105.dgn

AMES Engineering, Inc.
 CONSULTING ENGINEERS
 5413 Walnut Avenue, Suite 2F
 Downers Grove, IL 60515

| | | |
|-----------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MB | REVISED - |
| PLOT SCALE = NONE | DRAWN - RV | REVISED - |
| PLOT DATE = 6/20/2019 | CHECKED - BL | REVISED - |
| | DATE - 09-15-2017 | REVISED - |

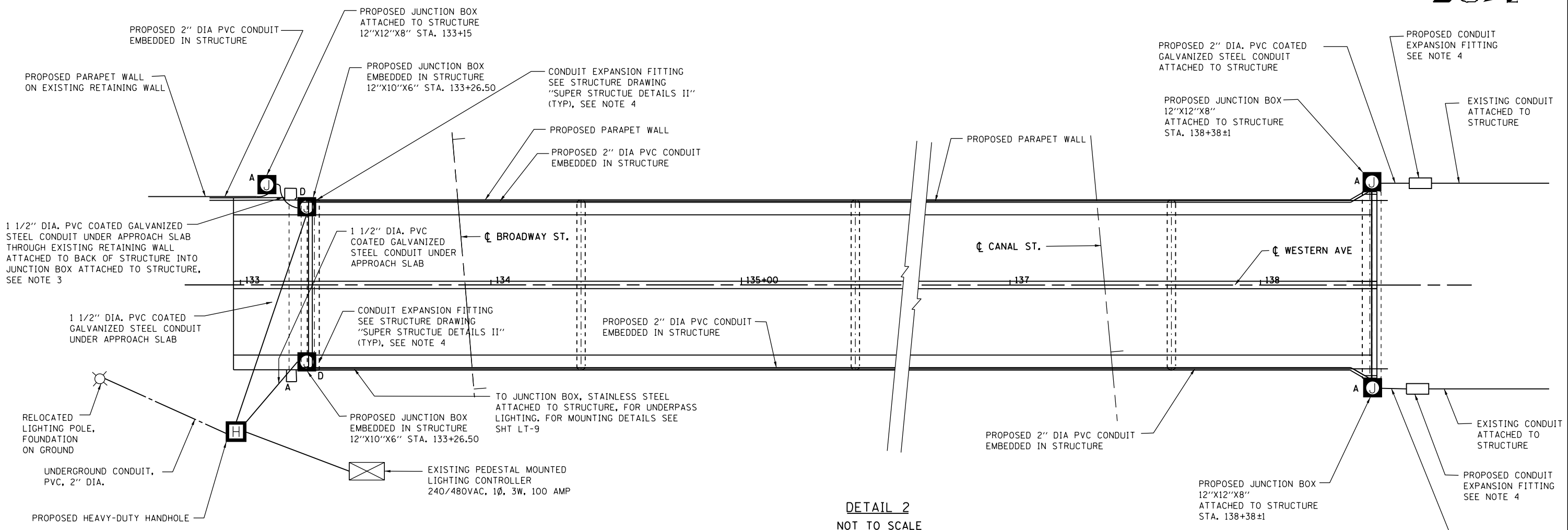
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SINGLE LINE WIRING DIAGRAM
 WESTERN AVENUE OVER CAL-SAG CHANNEL**

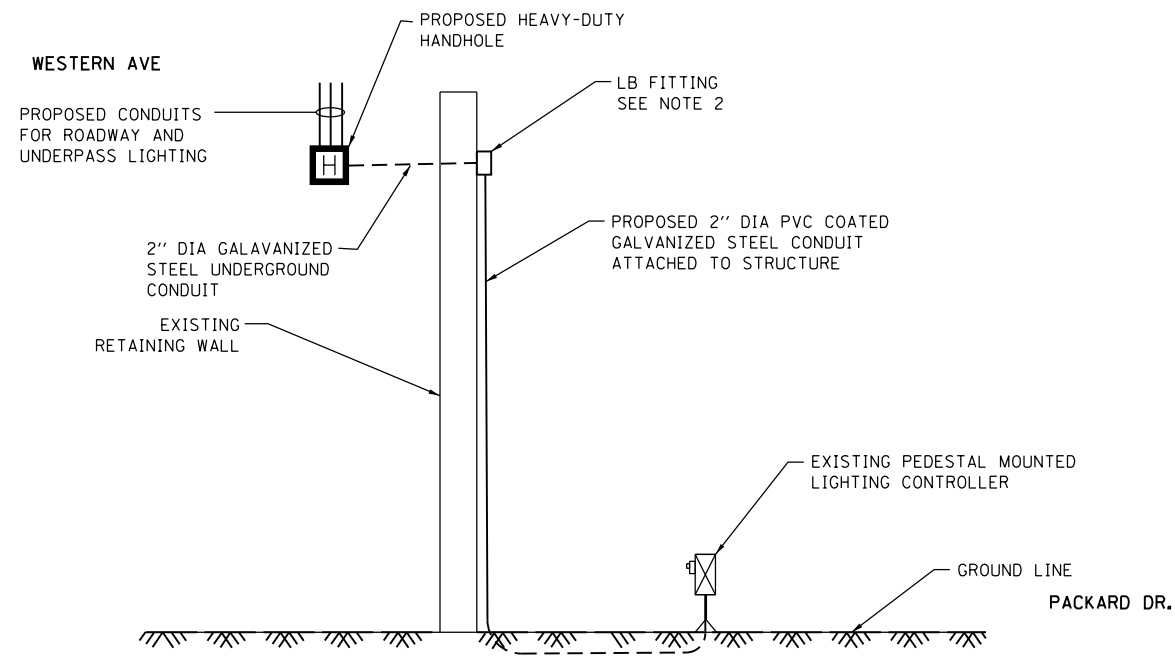
SCALE: NONE SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 53 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

LT-5



DETAIL 2
NOT TO SCALE



DETAIL 1
NOT TO SCALE

NOTES:

1. TO ADJUST THE MOUNTING ELEVATION OF PROPOSED PVC CONDUITS EMBEDDED IN PARAPET WALLS, PROPOSED CONDUIT EXPANSION FITTINGS, PROPOSED JUNCTION BOXES AND EXISTING CONDUITS ATTACHED TO BRIDGE STRUCTURES, BEND THE CONDUITS PER FIELD SITUATION.
2. LB FITTING AND CORING THROUGH RETAINING WALL SHALL BE INCLUDED IN THE COST OF PAY ITEM 81100605 CONDUIT ATTACHED TO STRUCTURE 2" DIA. PVC COATED GALVANIZED STEEL.
3. CORING THROUGH RETAINING WALL SHALL BE INCLUDED IN THE COST OF PAY ITEM 81100510 CONDUIT ATTACHED TO STRUCTURE 1 1/2" DIA. PVC COATED GALVANIZED STEEL.
4. IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS EXPANSION FITTINGS SHALL BE INCLUDED IN THE COST OF THE CONDUIT FOR WHICH THE FITTING IS USED. (81100605-(2), 81100320-(1) AND 81200230-(2))



FILE NAME = \\A191-132.IDOT.Western-Ave.CADD.Sheets\AMES_Sheets_09-14-2017\DI60K72-E1106.dgn

AMES Engineering, Inc.
CONSULTING ENGINEERS
5413 Walnut Avenue, Suite 2F
Downers Grove, IL 60515

| | | |
|-----------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MB | REVISED - |
| PLOT SCALE = | DRAWN - RV | REVISED - |
| PLOT DATE = 6/20/2019 | CHECKED - BL | REVISED - |
| | DATE - 09-15-2017 | REVISED - |

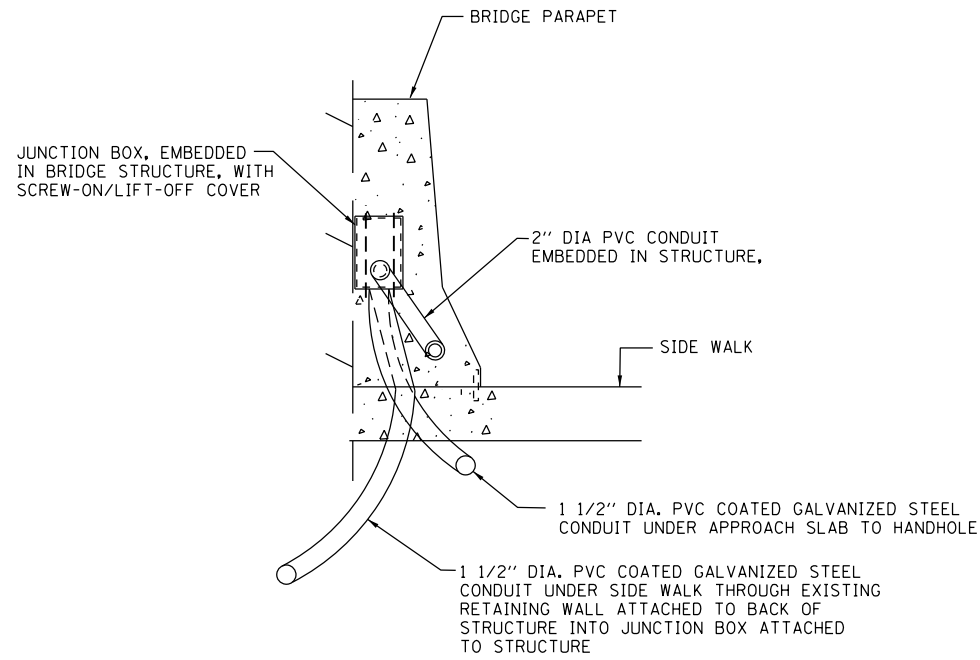
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONDUITS MOUNTING DETAILS
WESTERN AVENUE OVER CAL-SAG CHANNEL

SHEET OF SHEETS STA. N/A TO STA. N/A

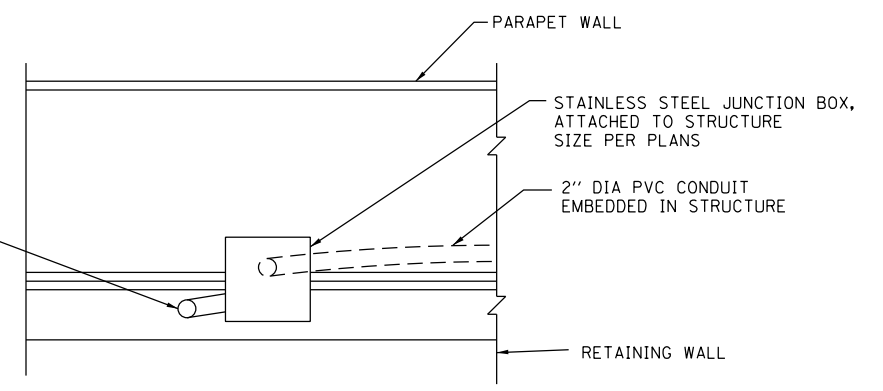
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|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 54 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

LT-6

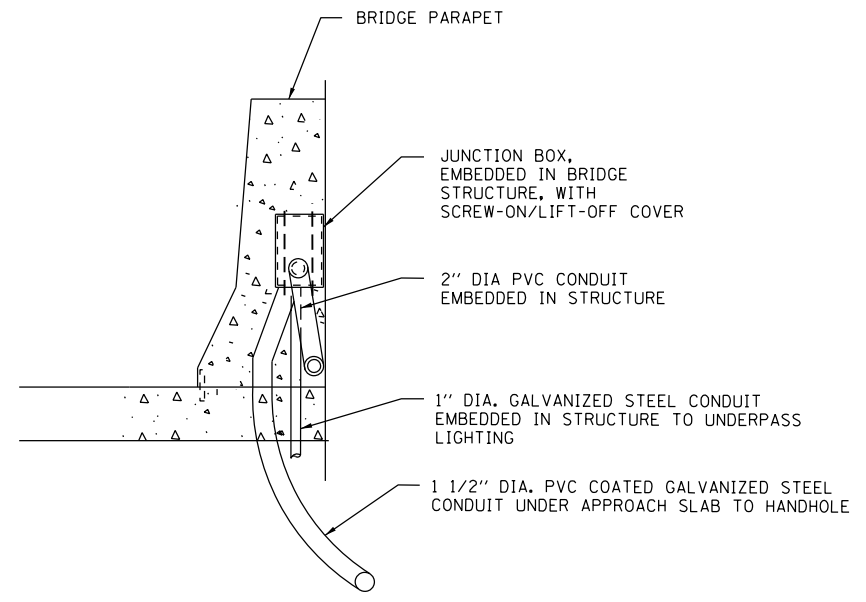


ELEVATION (STA. 133+26.50)
SOUTHBOUND SIDE
N.T.S.

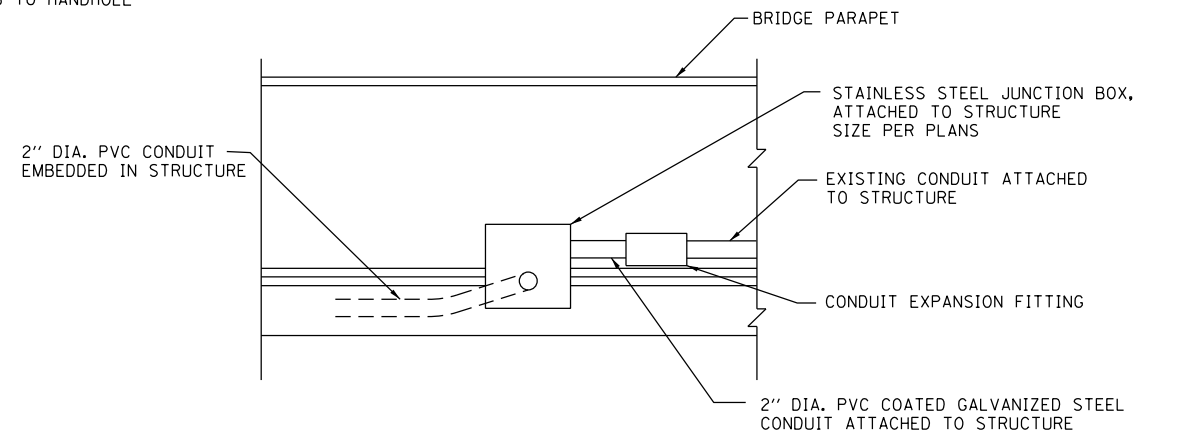
1 1/2" DIA. PVC COATED GALVANIZED STEEL CONDUIT UNDER APPROACH SLAB THROUGH EXISTING RETAINING WALL ATTACHED TO BACK OF STRUCTURE INTO JUNCTION BOX ATTACHED TO STRUCTURE



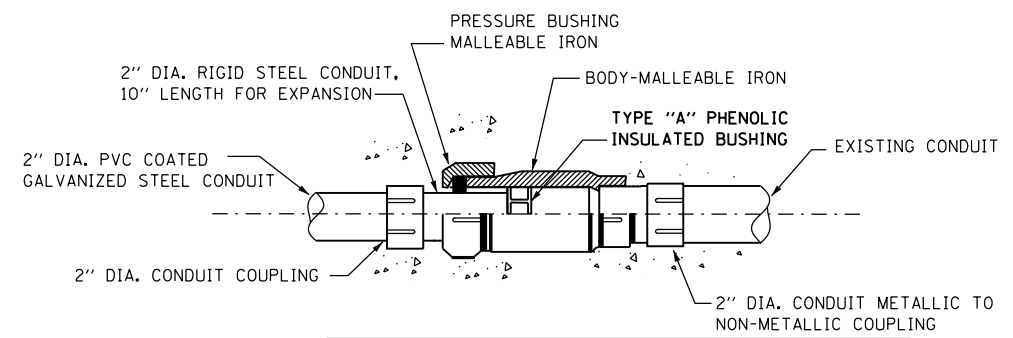
ELEVATION (STA. 133+15)
N.T.S.



ELEVATION (STA. 133+26.50)
NORTHBOUND SIDE
N.T.S.



ELEVATION (STA. 138+38)
N.T.S.



NOTE:
ALL CONDUIT FITTINGS, AND COUPLINGS SHALL BE INCLUDED IN THE COST OF 2" DIA. CONDUIT

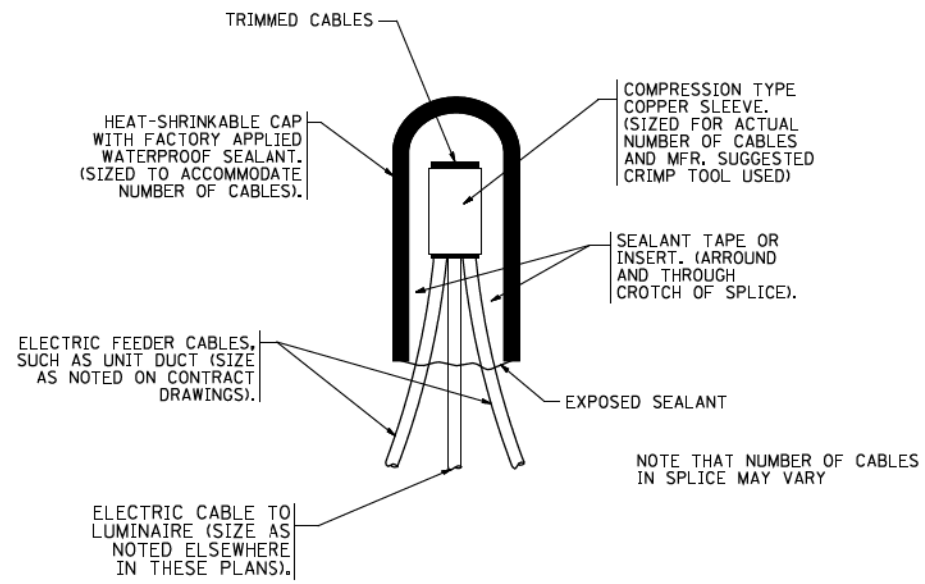
CONDUIT EXPANSION FITTING
USE O-Z GEDNEY AX-8-200,
OR APPROVED EQUAL

NOTE:
EXACT LOCATIONS OF JUNCTION BOXES, CONDUIT AND COUPLINGS SHALL BE COORDINATED WITH CONSTRUCTION OF THE STRUCTURES AND AS APPROVED BY ENGINEER.

FILE NAME = \\A191-132-1DD1-Western-Ave-CADD-Sheets\AMES_Sheets_09-14-2017\0160K72-E1501.dgn

| | | |
|-----------------------|-------------------|-----------|
| USER NAME = WTeng | DESIGNED - MB | REVISED - |
| PLOT SCALE = | DRAWN - RV | REVISED - |
| PLOT DATE = 6/20/2019 | CHECKED - BL | REVISED - |
| | DATE - 09-15-2017 | REVISED - |

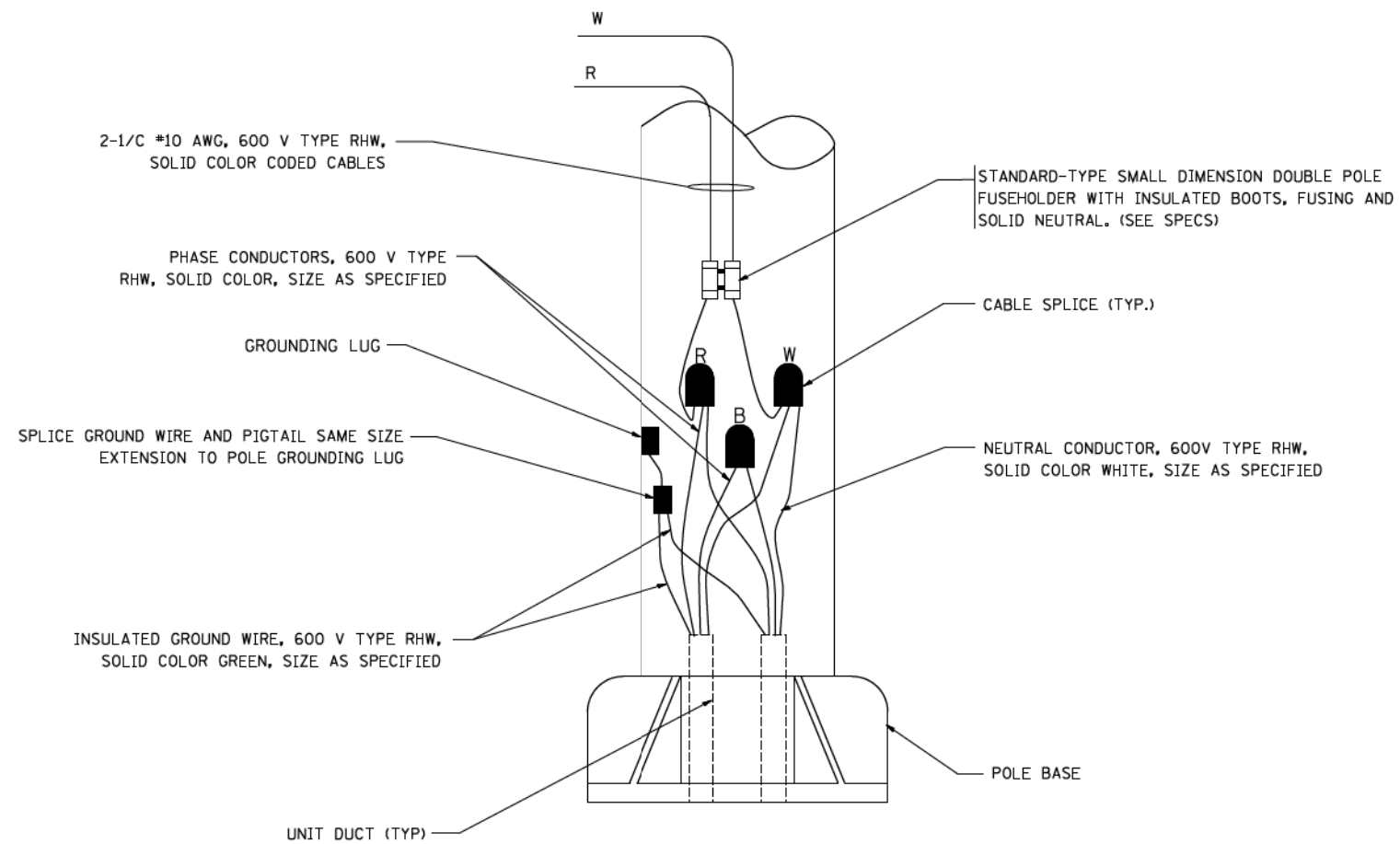
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|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | COOK | 184 | 55 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



TYPICAL SPLICE DETAIL

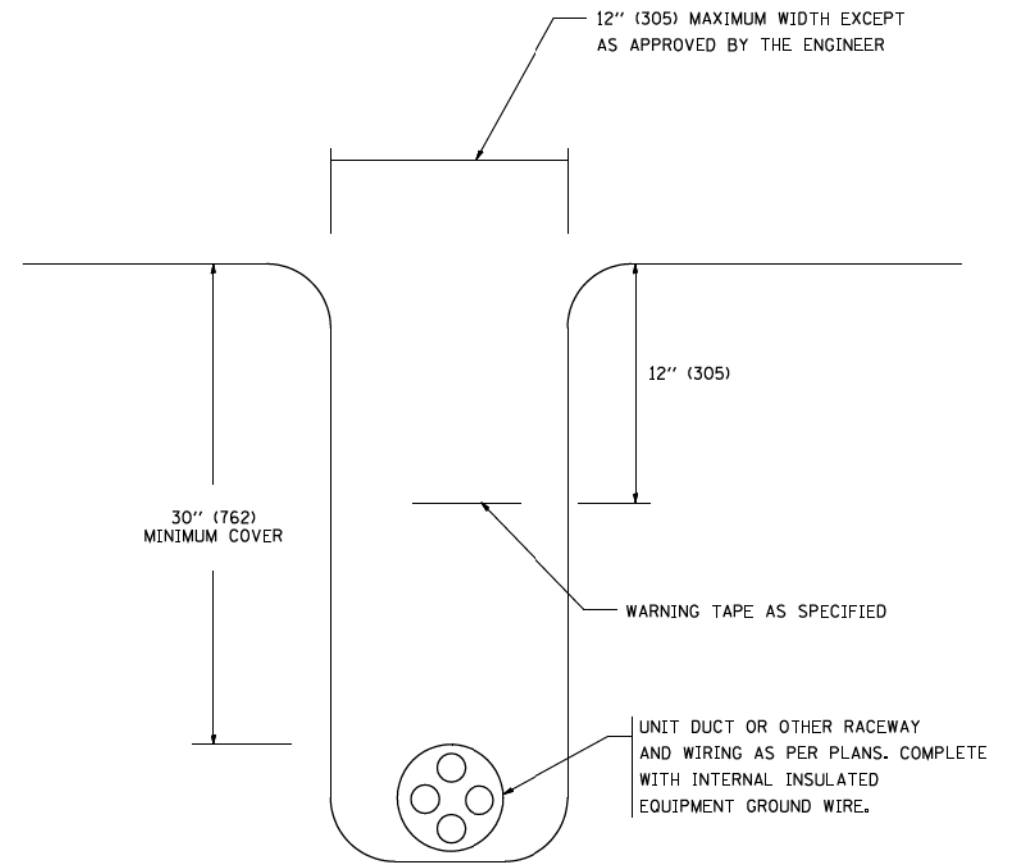
N.T.S.

NOTE THAT NUMBER OF CABLES IN SPLICE MAY VARY



POLE WIRING DETAIL

N.T.S.

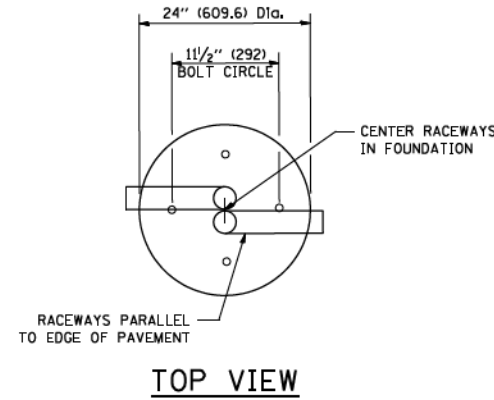


TYPICAL WIRING IN TRENCH DETAIL

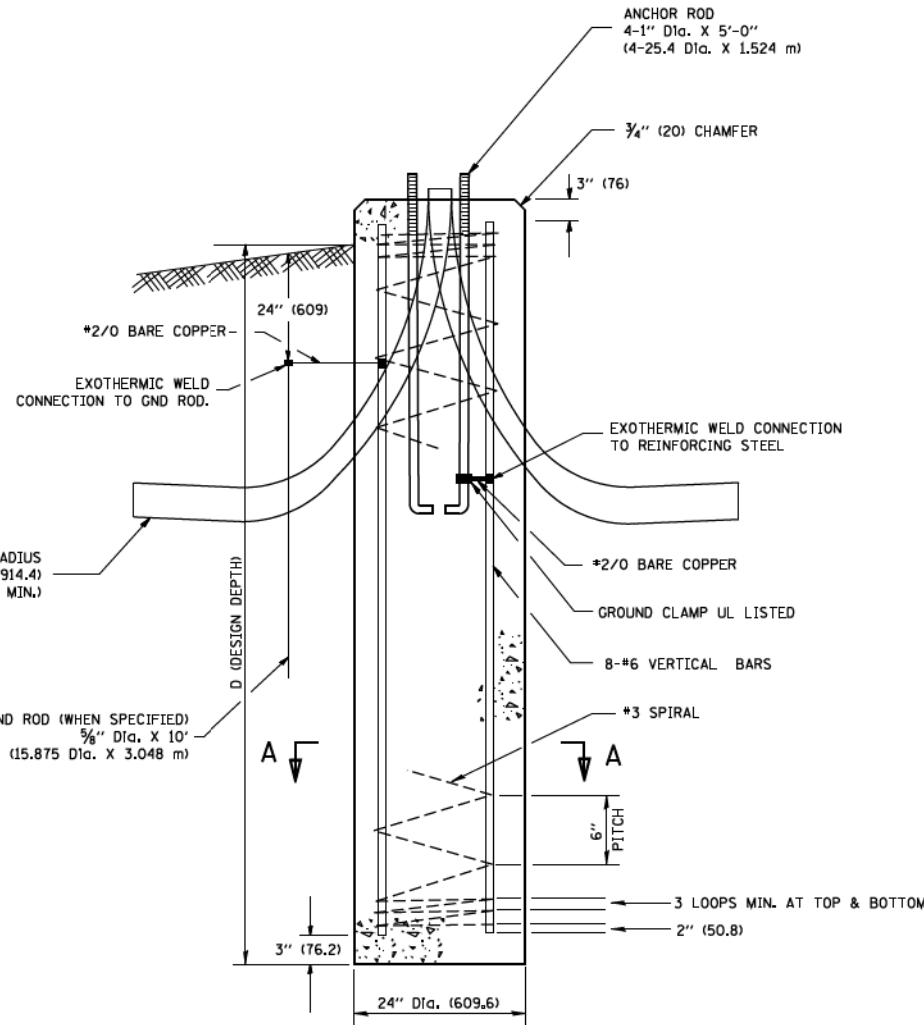
N.T.S.

LIGHT POLE FOUNDATION DEPTH TABLE
30 FT. (9.144 m) TO 35 FT. (10.668 m) MOUNTING HEIGHT

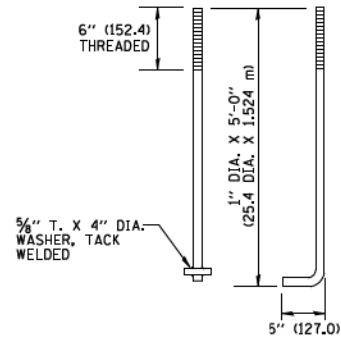
| SOIL CONDITIONS | DESIGN DEPTH "D" OF FOUNDATION | |
|-------------------------------------|--------------------------------|---------------------|
| | SINGLE ARM POLE | TWIN ARM POLE |
| SOFT CLAY Qu = 0.375 TON/SQ. FT. | 11'-0" (3.35 m) | 12'-8" (3.85 m) |
| MEDIUM CLAY Qu = 0.75 TON/SQ.FT. | 9'-0" (2.74 m) | 14'-10" (4.52 m) |
| STIFF CLAY Qu = 1.50 TON/SQ. FT. | 7'-6" (2.29 m) | 8'-7" (2.61 m) |
| LOOSE SAND φ = 34° | 9'-6" (2.90 m) | 10'-7" (3.22 m) |
| MEDIUM SAND φ = 37.5° | 9'-0" (2.74 m) | 9'-10" (2.99 m) |
| DENSE SAND φ = 40° | 8'-3" (2.51 m) | 9'-7" (2.91 m) |



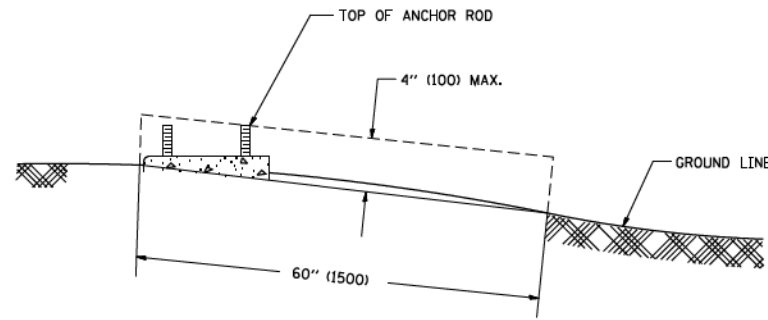
TOP VIEW



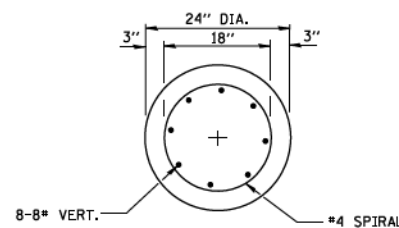
FOUNDATION DETAIL



ANCHOR BOLT DETAIL



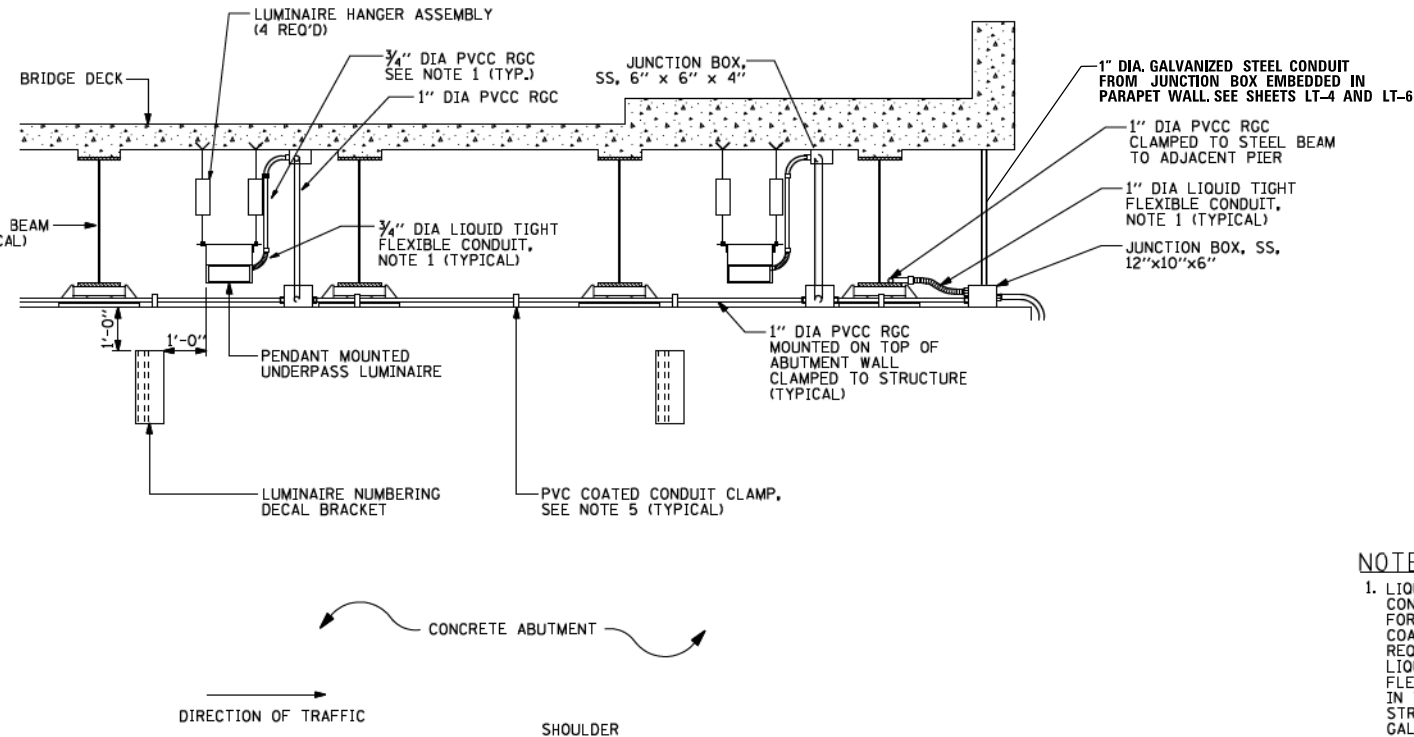
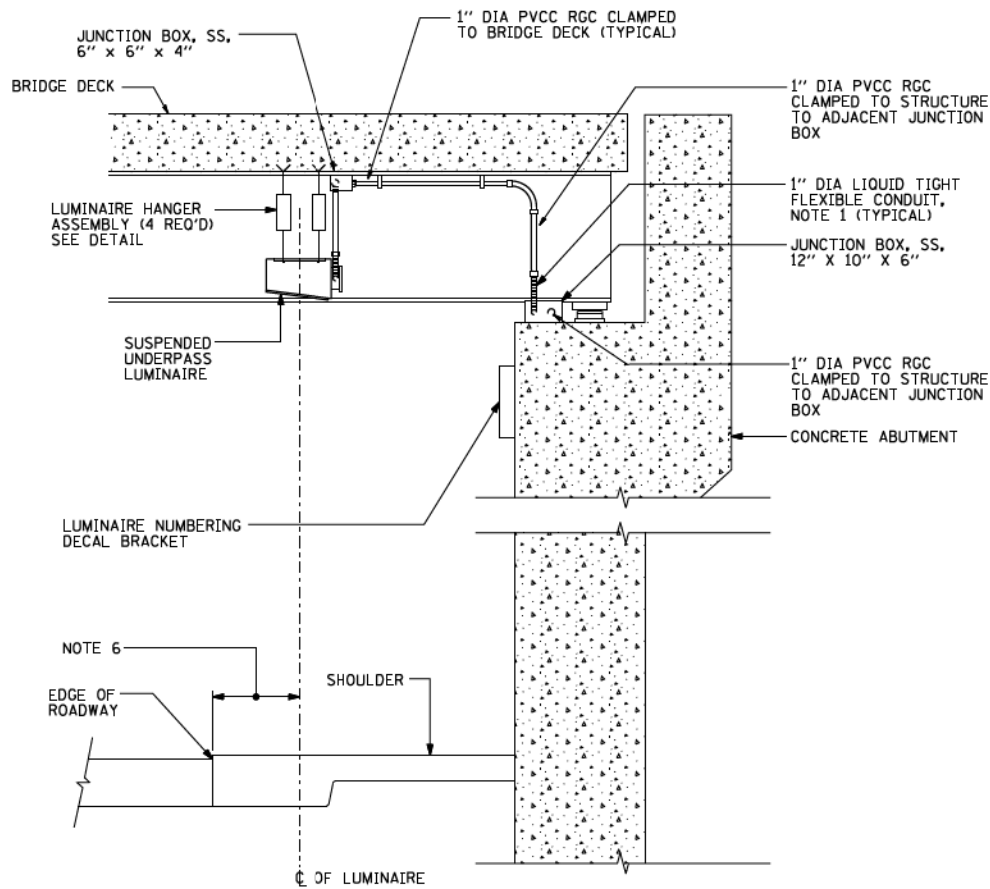
FOUNDATION EXTENSION DETAIL



SECTION A-A

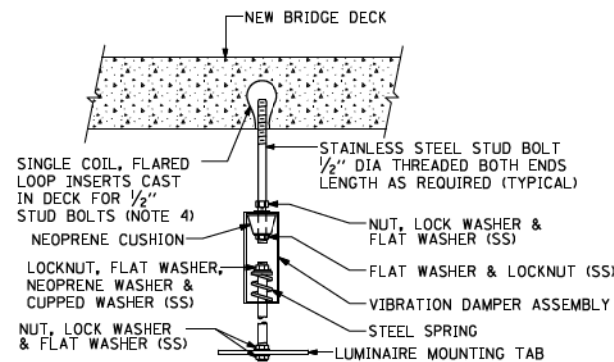
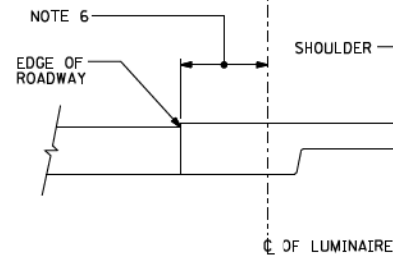
NOTES

- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 IN. (100 mm) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM (6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.

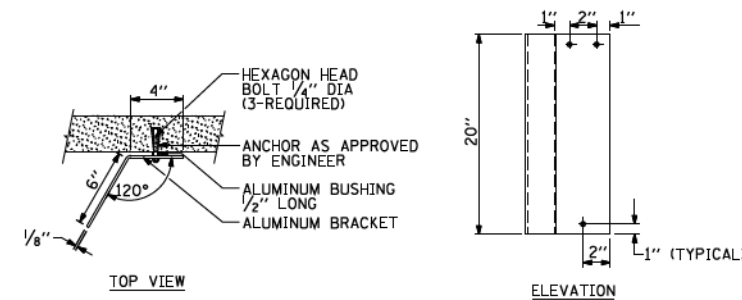


NOTES:

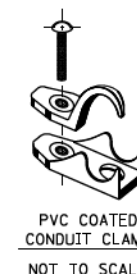
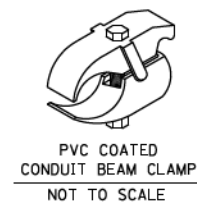
1. LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL FOR EACH INSTANCE AS SHOWN. PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE. OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM EXCEPT THAT 3/4" DIA. CONDUIT AND 1/2" DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE COST OF UNDERPASS LUMINAIRE INSTALLATION.
2. SEE UNDERPASS LIGHTING PLANS FOR INSTALLATION LOCATION OF UNDERPASS LIGHTING LUMINAIRES.
3. THE CONTRACTOR SHALL USE APPROVED SINGLE COIL FLARED LOOP INSERTS WHEN SUSPENDED MOUNTING AN UNDERPASS LUMINAIRE TO A NEW BRIDGE DECK. THE FLARED LOOP INSERTS MUST BE CAST INTO THE CONCRETE DECK. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND COORDINATING THE INSERT LOCATIONS FOR MOUNTING THE UNDERPASS LIGHTING SYSTEM AS SHOWN ON THE PLANS WITH THE BRIDGE DECK CONTRACTOR. SEE DETAIL.
4. THE UNDERPASS LUMINAIRE HANGER ASSEMBLY COMPLETE WITH HEAVY DUTY ANCHORS/INSERTS AND ALL APPLICABLE HARDWARE SHALL BE INCLUDED IN THE COST OF THE UNDERPASS LUMINAIRE PAY ITEM.
5. SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE "CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED" PAY ITEM.
6. ALL UNDERPASS LUMINAIRES MUST BE CENTERED IN THE BEAM SPACE AS INDICATED ON THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGR. LUMINAIRE SETBACK SHALL BE AS INDICATED IN PLANS FOR EACH SPECIFIC UNDERPASS
7. ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.



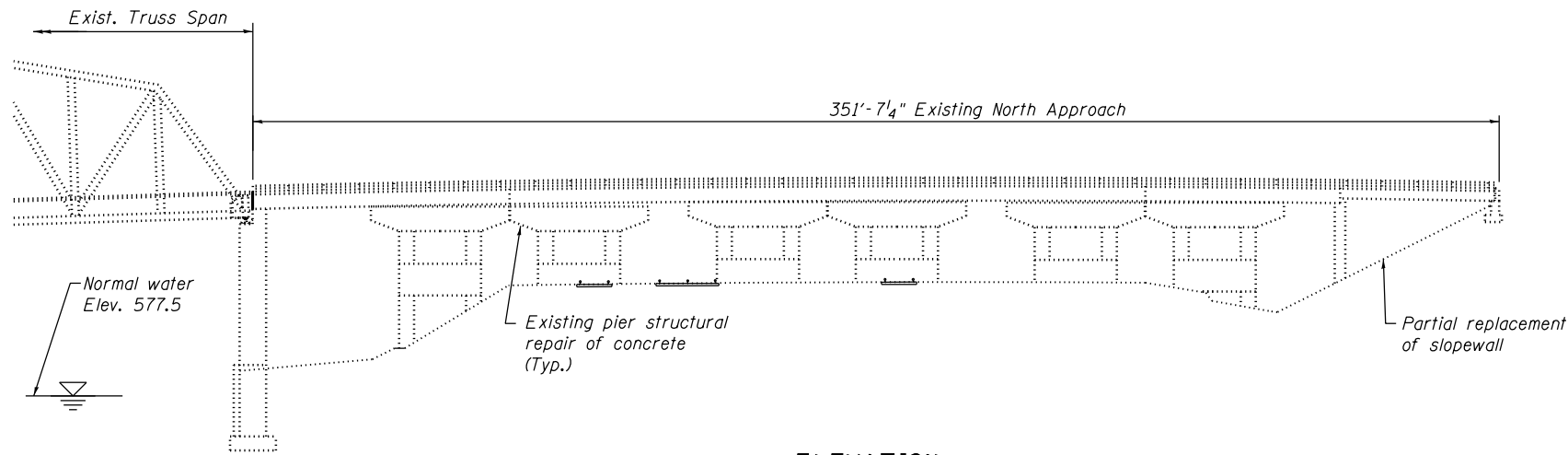
TYPICAL LUMINAIRE HANGER ASSEMBLY DETAILS



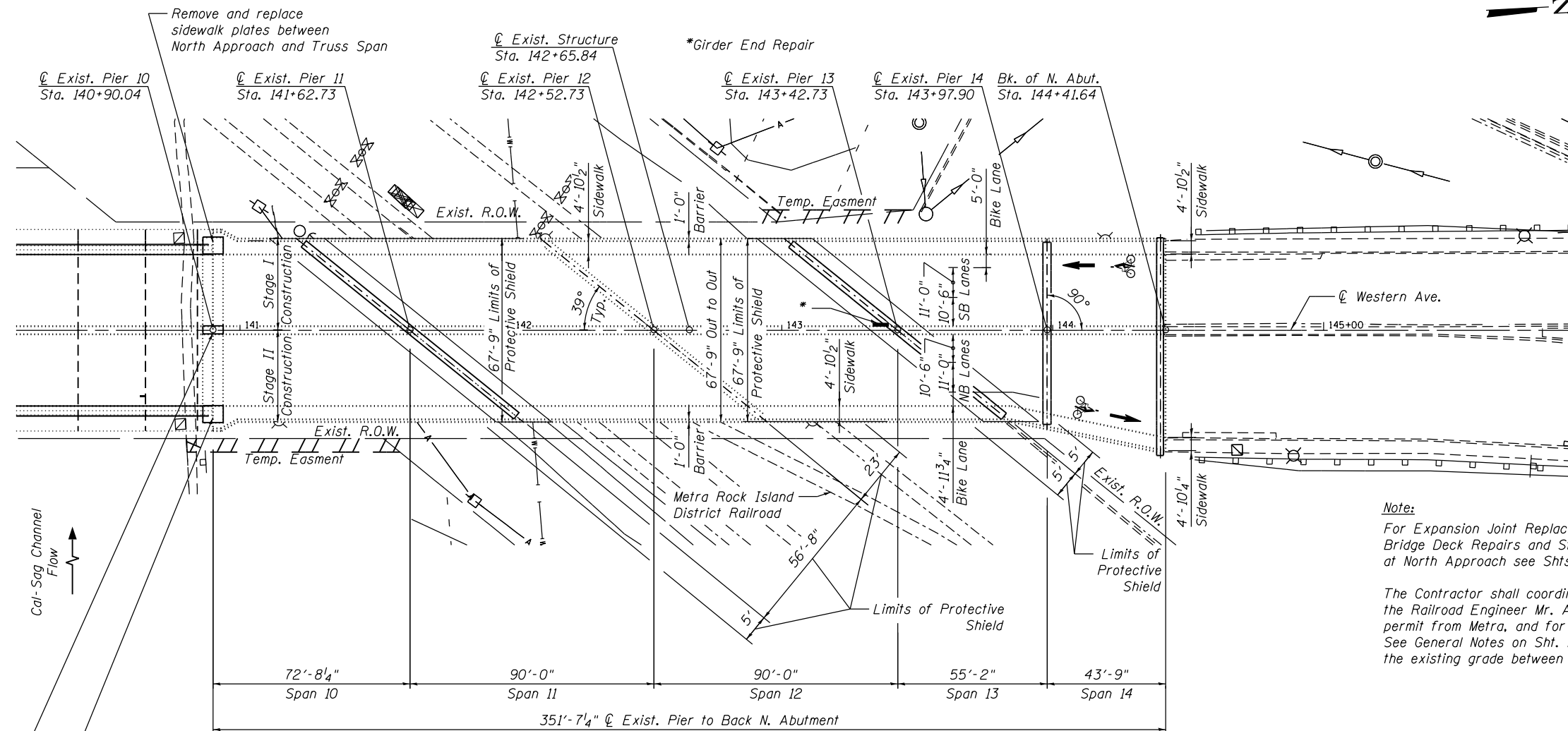
LUMINAIRE NUMBERING DECAL BRACKET NOT TO SCALE



NEW BRIDGE DECK INSTALLATION



ELEVATION
(Existing North Approach)



PLAN
(Existing North Approach)

Note:
For Expansion Joint Replacement, Bridge Sidewalk Repairs, Bridge Deck Repairs and Structural Repair of Concrete at North Approach see Shts. 86 thru 94 of 104.

The Contractor shall coordinate with Mr. Don Whistler at Metra and the Railroad Engineer Mr. Andy Rabadi at IDOT to obtain a Right-of-Entry permit from Metra, and for the use of existing and temporary grade crossings. See General Notes on Sht. 2 of 184. The contractor's attention is directed to the existing grade between Pier 10 and Pier 11.

GENERAL PLAN & ELEVATION-III
WESTERN AVE. OVER CAL-SAG CHANNEL
EXISTING NORTH APPROACH
F.A.P. RTE 370 - SECTION 0103BR-1
COOK COUNTY
STATION 142+65.84
STRUCTURE NO. 016-0777

FILE NAME = W:\191-132-1001-Western_Ave\016-0777\03_GeneralPlan_III.dgn



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| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 3 OF 104 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|----------|--------|--------------|-----------|
| 370 | 0103BR-1 | Cook | 184 | 61 |
| CONTRACT NO. 60K72 | | | | |

ILLINOIS FED. AID PROJECT

GENERAL NOTES

- Fasteners shall be AASHTO ASTM A325 Type 1, mechanically galvanized bolts. Bolts 7/8-in. ϕ , holes 15/16-in. ϕ , unless otherwise noted.
- Calculated weight of South Approach Structural Steel = 1,068,310 lbs AASHTO M270 Gr. 50
= 70,540 lbs AASHTO M270 Gr. 36
- No field welding is permitted except as specified in the contract documents.
- 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.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to the designated areas of the South Abutment and Existing Pier 9.
- The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Gray, Munsell No. 5B 7/1.
- The existing two-story wood frame building on Canal Street, adjacent to proposed Pier 3, adjacent to the west ROW, shall be monitored for vibrations during the installation of all piles for Pier 2, Pier 3, and Pier 4. This includes the existing one-story addition to that building. This work shall be according to the applicable provisions of the special provision 'Construction Vibration Monitoring'. Pile driving shall be stopped when the threshold peak particle velocity of 0.5 inches per second is reached. The contractor shall submit the course of action to reduce the vibrations including abandoning pile installation by driving and installing by setting in rock socket as described below.
- A total of 10 piles at west end of Pier 3 shall be set in rock according to the special provision 'Setting Piles in Rock' and as described herein, see sheet 55 of 104. The piles should be installed within 24 inch diameter boreholes. The piles shall be set in 24 inch diameter holes, in sound bedrock, for a depth of 2 feet. The rock socket shall be filled with Class SI Concrete to the top of sound bedrock. The remainder of the hole shall be filled with Class SI Concrete.
- The Contractor shall submit a demolition plan for the existing South Approach structure in accordance with Article 501.02 of the Standard Specifications.
- 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 1/8 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.
- Pier piles that are adjacent to the existing 30 inch diameter storm sewer or the proposed 24 inch diameter storm sewer shall have an 18 inch diameter precore to a depth of 4 feet below the storm sewer pipe. The contractor shall accurately locate the storm sewer prior to precoring. The top of the pipe shall be located using a vacuum truck and necessary adjustments to the pile locations shall be made as approved by the Engineer. See detail on sheet 52 of 104 and the pier footing plans. Pile driving shall begin from the bottom of the hole. The annular space between the pile and the bore hole shall be backfilled with Porous Granular Embankment (clean dry sand) or controlled low-strength material (CLSM). Cost of locating the storm sewer, precoring and backfilling shall be included in the item Driving Piles.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

SCOPE OF WORK

- Remove existing superstructure of South Approach spans 1 through 8, existing south abutment, existing approach slab and existing Piers 2 through 8 using stage construction.
- Partially remove and rebuild the bridge seat at existing Pier 9 using stage construction.
- Construct new substructure and superstructure of South Approach using stage construction.
- Repair existing Piers 9 through 14 and north abutment, repair north slope wall, replace deck joints and other repairs of North Approach structure.
- Construct new concrete parapet and install new aluminum railing at southwest retaining wall.
- Deck Slab Repairs at existing Truss Span and North Approach.
- Structural steel repairs at existing Truss Span and North Approach.

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- General Plan & Elevation III
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- Superstructure Details III
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- Soil Boring Logs II
- Soil Boring Logs III
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- Parapet Elevation
- Parapet Elevation
- Aluminum Railing, Type I

TOTAL BILL OF MATERIAL

| ITEM | UNIT | SUPER | SUB | TOTAL |
|--|---------|---------|--------|---------|
| Removal of Existing Structures | Each | | | 1 |
| Concrete Removal | Cu. Yd. | 13.1 | 95.2 | 108.3 |
| Bridge Rail Removal | Foot | | 857 | 857 |
| Slope Wall Removal | Sq. Yd. | | 261 | 261 |
| * Protective Shield | Sq. Yd. | 3,979 | | 3,979 |
| Structure Excavation | Cu. Yd. | | 510 | 510 |
| Concrete Structures | Cu. Yd. | | 749.1 | 749.1 |
| Concrete Superstructure | Cu. Yd. | 1,248.5 | 42.3 | 1,290.8 |
| Bridge Deck Grooving | Sq. Yd | 3208 | | 3208 |
| Concrete Encasement | Cu. Yd. | | 6.7 | 6.7 |
| Protective Coat | Sq. Yd | 4,616 | | 4,616 |
| Concrete Superstructure (Approach Slab) | Cu. Yd. | 102.7 | | 102.7 |
| Furnishing and Erecting Structural Steel | L. Sum | 1 | | 1 |
| Furnishing and Erecting Structural Steel | Pound | 2,870 | | 2,870 |
| Stud Shear Connectors | Each | 22,442 | | 22,442 |
| ** Reinforcement Bars, Epoxy Coated | Pound | 284,200 | 85,540 | 369,740 |
| Bar Splicers | Each | 1,839 | 307 | 2,146 |
| Mechanical Splicers | Each | 54 | | 54 |
| Aluminum Railing, Type L | Foot | 11 | 587 | 598 |
| Bicycle Railing | Foot | 502 | | 502 |
| Slope Wall 4 Inch | Sq. Yd. | | 220 | 220 |
| Furnishing Steel Piles HP 12x53 | Foot | | 3,210 | 3,210 |
| Driving Piles | Foot | | 2,910 | 2,910 |
| Test Pile Steel HP 12x53 | Each | | 2 | 2 |
| Pile Shoes | Each | | 105 | 105 |
| Name Plates | Each | 1 | | 1 |
| Preformed Joint Strip Seal | Foot | 519 | | 519 |
| Elastomeric Bearing Assembly, Type II | Each | 32 | | 32 |
| Anchor Bolts, 3/4" | Each | 4 | | 4 |
| Anchor Bolts, 1" | Each | 80 | | 80 |
| Anchor Bolts, 1 1/2" | Each | 20 | | 20 |
| Anchor Bolts, 2" | Each | 40 | | 40 |
| Temporary Sheet Piling | Sq. Ft. | | 572 | 572 |
| Granular Backfill for Structures | Cu. Yd. | | 71 | 71 |
| Concrete Sealer | Sq. Ft. | | 1,706 | 1,706 |
| Epoxy Crack Injection | Foot | | 22 | 22 |
| Geocomposite Wall Drain | Sq. Yd. | | 53 | 53 |
| Pipe Drains 4" | Foot | | 41 | 41 |
| Polymer Modified Portland Cement Mortar | Sq. Ft. | | 5 | 5 |
| Construction Vibration Monitoring | L. Sum | | 1 | 1 |
| Pedestrian Rail (Special) | Foot | | 265 | 265 |
| High Load Multi-Rotational Bearings, Guided Expansion, 400K | Each | 10 | | 10 |
| Structural Steel Repair | Pound | 3,580 | | 3,580 |
| Removing and Re-erecting Existing Railing | Foot | 1,036 | | 1,036 |
| Bridge Sidewalk Repair (Full Depth) | Sq. Ft. | 3 | | 3 |
| Bridge Sidewalk Repair (Partial Depth) | Sq. Ft. | 227 | | 227 |
| Structural Repair of Concrete (Depth Equal to or Less than 5 inches) | Sq. Ft. | | 3,424 | 3,424 |
| Structural Repair of Concrete (Depth Greater than 5 inches) | Sq. Ft. | | 5 | 5 |
| Deck Slab Repair (Full Depth, Type II) | Sq. Yd. | 314 | | 314 |
| Deck Slab Repair (Partial) | Sq. Yd. | 117 | | 117 |
| Drainage Scuppers, DS-12 | Each | 8 | | 8 |
| Drainage System | L. Sum | 1 | | 1 |
| Pipe Underdrains for Structures 4" | Foot | | 68 | 68 |
| Setting Piles in Rock | Each | | 10 | 10 |
| Slope Wall Repair | Sq. Yd. | | 97 | 97 |
| Temporary Shoring | Each | | 7 | 7 |
| Temporary Shoring and Cribbing | Each | 1 | | 1 |
| Standpipe | L. Sum | | 1 | 1 |

* Limits of Protective Shield indicated on Sheets 1, 2, and 3 of 104.
** All reinforcement bars in the superstructure and approaches of the South Approach structure shall be textured epoxy coated reinforcement bars. See special provisions.

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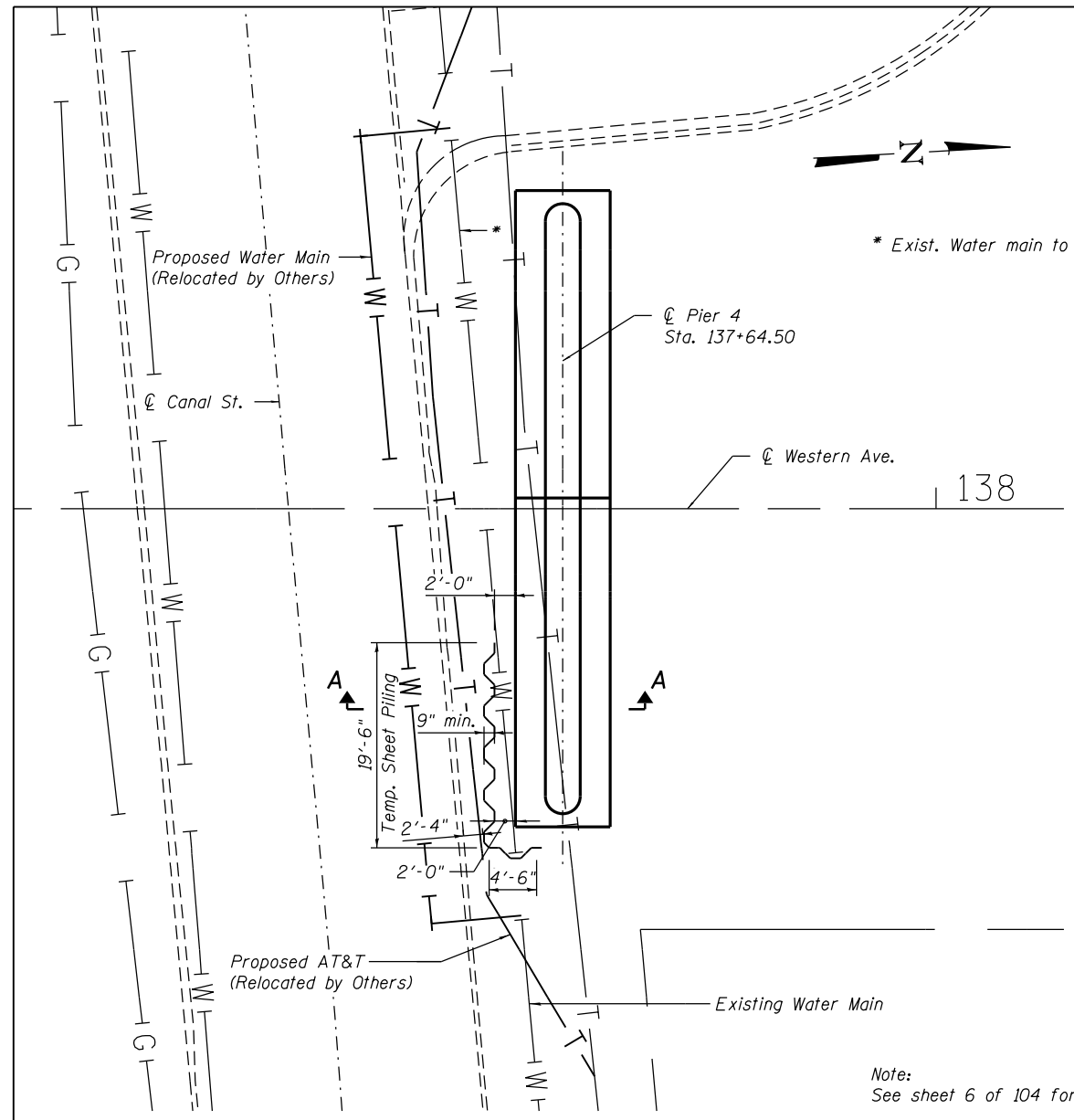
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| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 8/16/2019 | CHECKED - JJI | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 016-0777**

SHEET NO. 4 OF 104 SHEETS

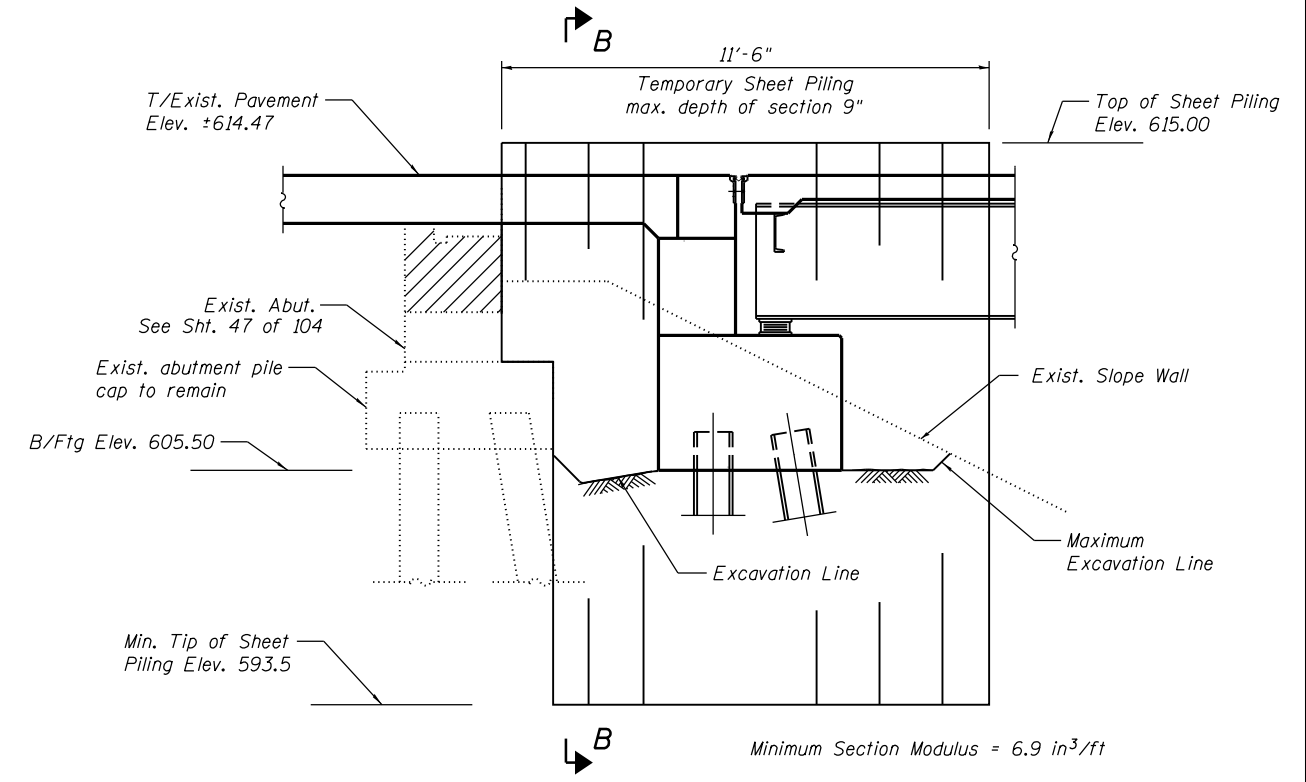
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------|--------|--------------|-----------|
| 370 | 0103BR-1 | Cook | 184 | 62 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



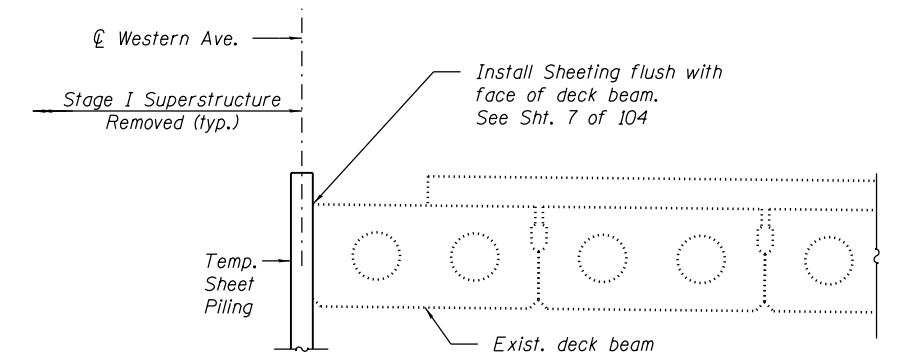
PIER 4 TEMPORARY SHEET PILING PLAN

* Exist. Water main to be removed by others.

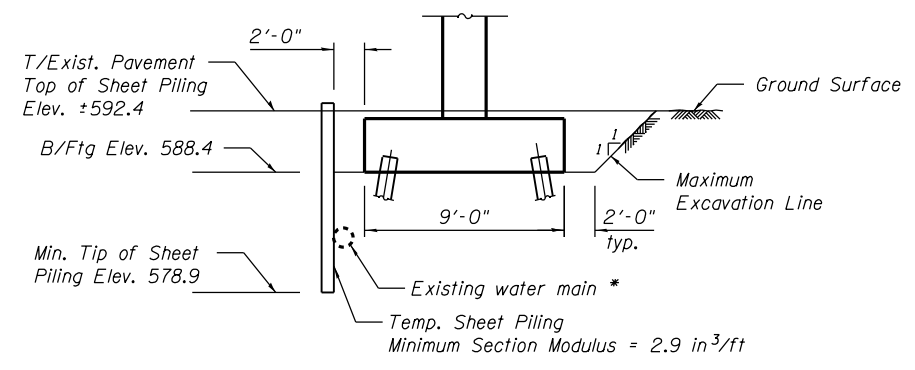
Note:
See sheet 6 of 104 for sheet piling station and offsets.



SECTION THRU SOUTH ABUTMENT



SECTION B-B



SECTION A-A

BILL OF MATERIAL

| ITEM | UNIT | TOTAL |
|------------------------|---------|-------|
| Temporary Sheet Piling | Sq. Ft. | 572 |

Notes:
Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost of Temporary Sheet Piling.
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

FILE NAME = W:\191\132\1001\Western_Ave\CADD_Sheets\Structure\016-0777\05-Temp_Sheet_Piling.dgn



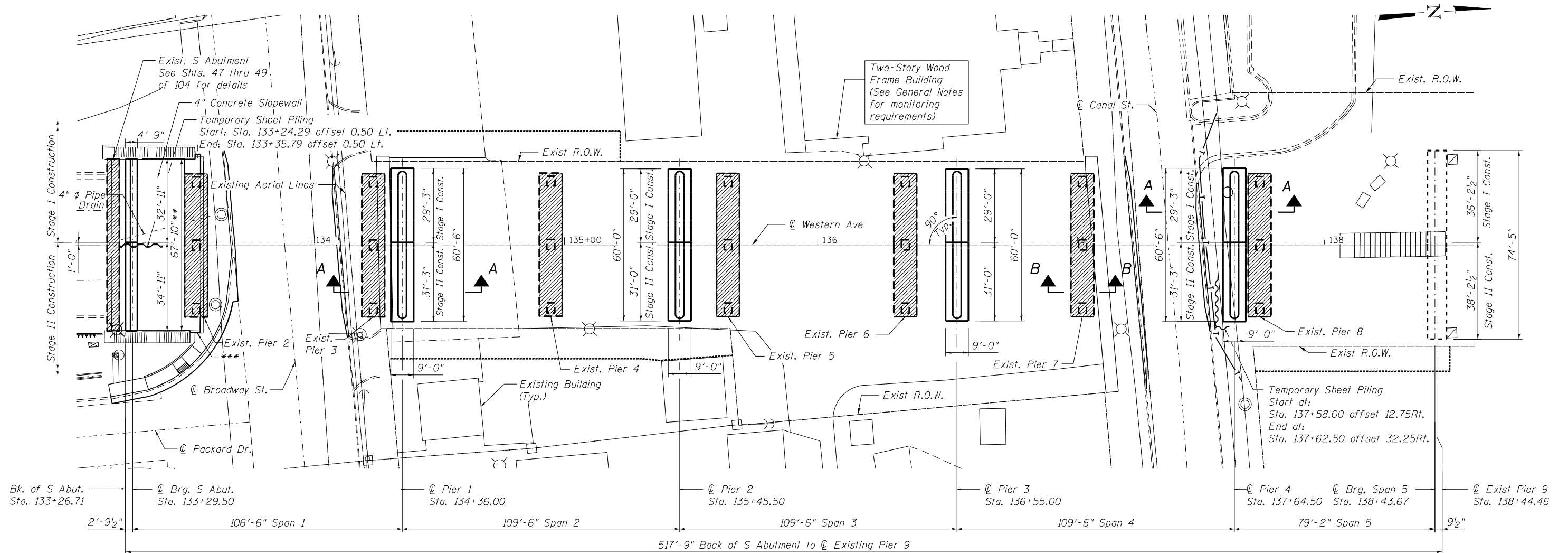
| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY SHEET PILING
STRUCTURE NO. 016-0777**

SHEET NO. 5 OF 104 SHEETS

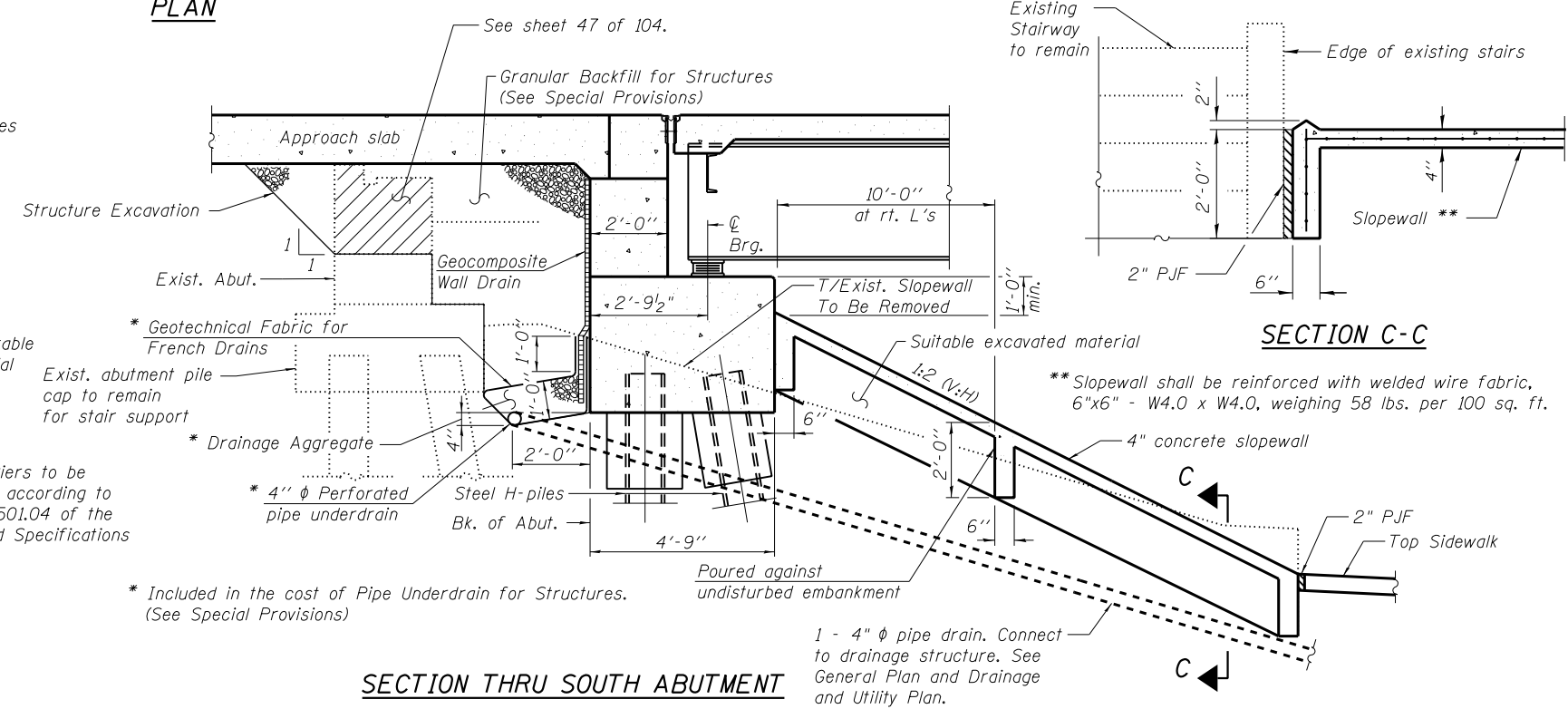
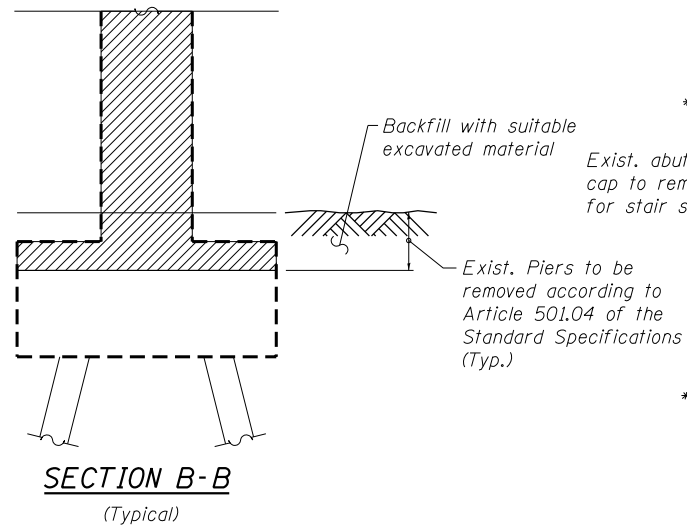
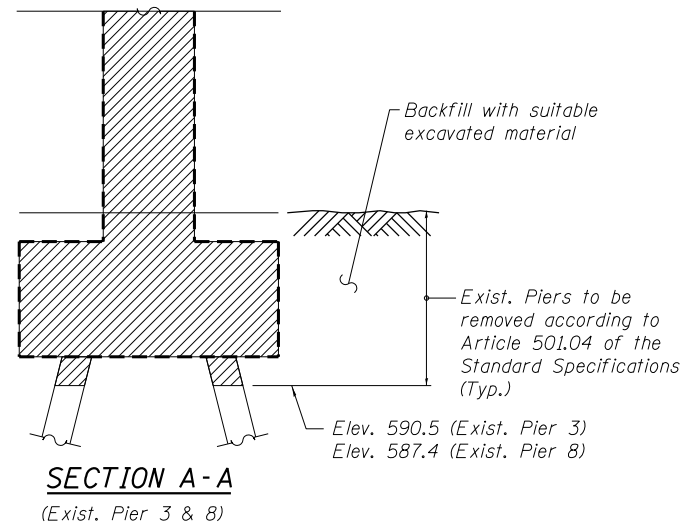
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------|--------|--------------|-----------|
| 370 | 0103BR-1 | Cook | 184 | 63 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



PLAN

*** Slopewall jogs out at bottom of both stairs
See Sht. 50 of 104.

LEGEND



SECTION C-C

** Slopewall shall be reinforced with welded wire fabric, 6"x6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

FILE NAME = W:\191-132-1001-Western-Ave-CADD-Sheets\Structure\016-0777\06 - Foundation Layout.dgn



| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 8/16/2019 | CHECKED - JJI | REVISED - |

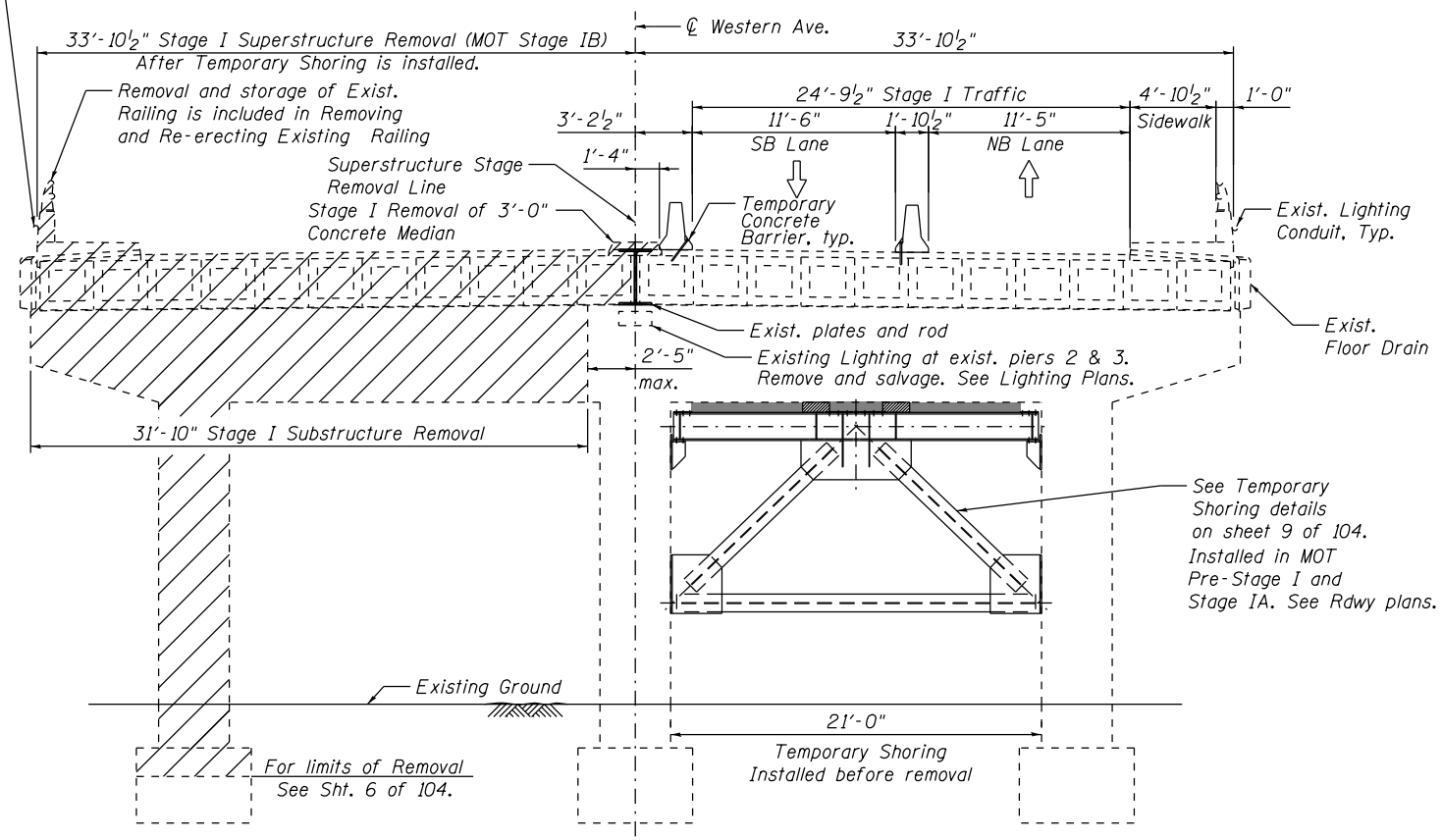
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FOUNDATION LAYOUT & SLOPEWALL
STRUCTURE NO. 016-0777**

SHEET NO. 6 OF 104 SHEETS

| | | | | |
|---------------------------|------------------|-------------|------------------|--------------|
| F.A.P. RTE. 370 | SECTION 0103BR-1 | COUNTY Cook | TOTAL SHEETS 184 | SHEET NO. 64 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

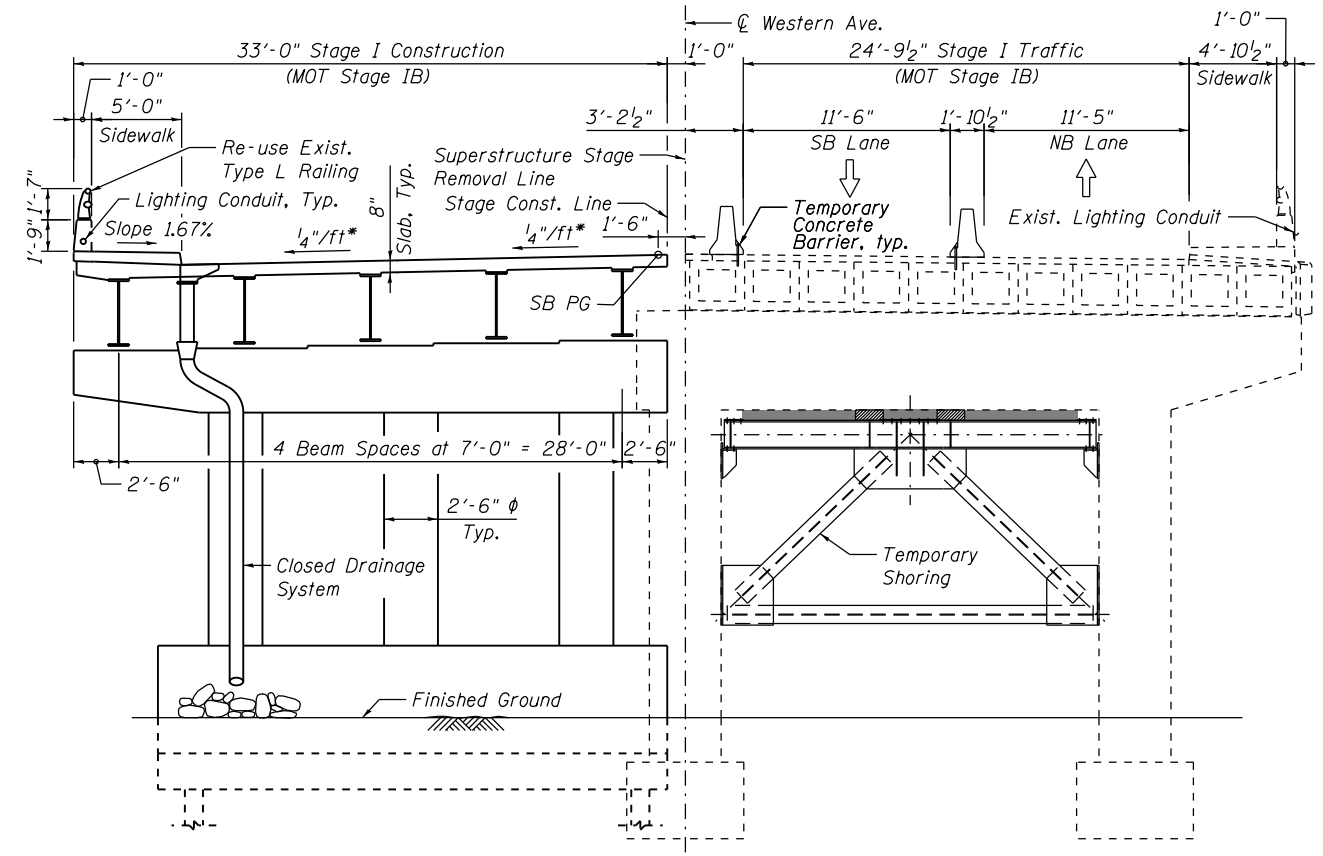
Removal of existing conduit included in Removal of Existing Structures.
See sht. 23 of 104 and Lighting Plans for details and limits.



STAGE I SHORING & REMOVAL

(Looking North)
(Exist. Piers 2 thru 8)

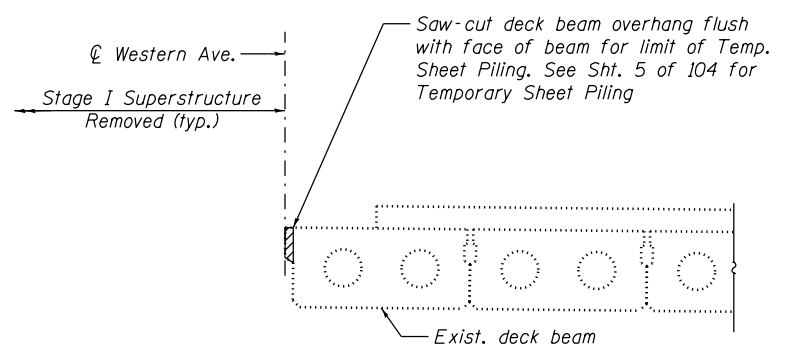
See Temporary Shoring details on sheet 9 of 104. Installed in MOT Pre-Stage I and Stage IA. See Rdwy plans.



STAGE I CONSTRUCTION

(Looking North)
(Location of Proposed Piers are not in the same location as Existing Piers)

Notes:
Stage I superstructure removal near abutment similar. See Stage I Detail at Abutment, this sheet. See Sht. 47 of 104 for existing abutment partial removal.



STAGE I DETAIL AT ABUTMENT

* Cross Slope Transitions from 1/4"/ft to 1/8"/ft at North end of South Approach

LEGEND:
[Hatched Box] Removal of Existing Structures

FILE NAME = W:\191-132-1001-Western_Ave\CADD_Sheets\Structure\016-0777\07 - Stage Construction.dwg



| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

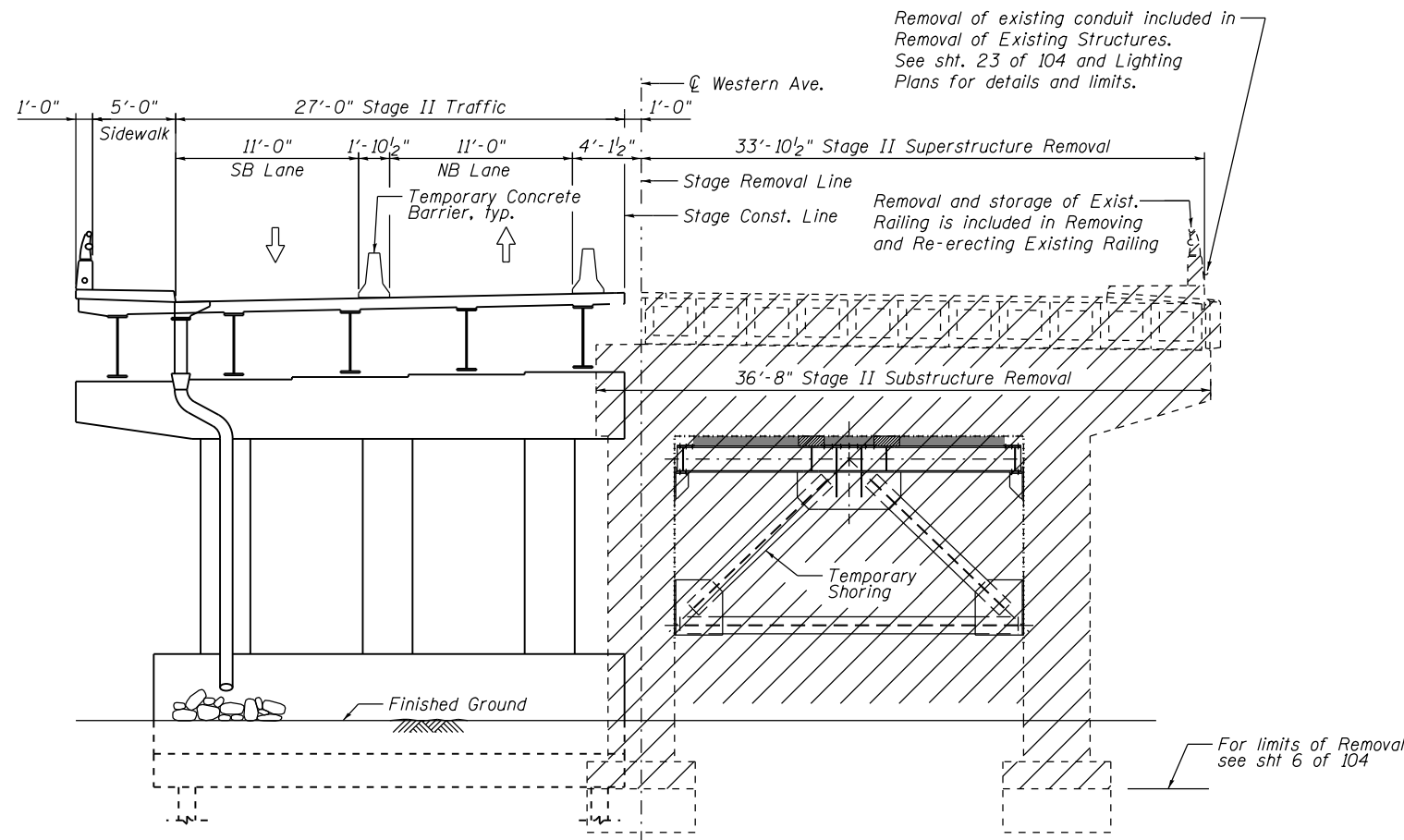
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION - STAGE I
STRUCTURE NO. 016-0777**

SHEET NO. 7 OF 104 SHEETS

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 65 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE NAME = W:\191\132\DOT\Western_Ave\CADD_Sheets\Structure\016-0777\08 - Stage Construction.dwg

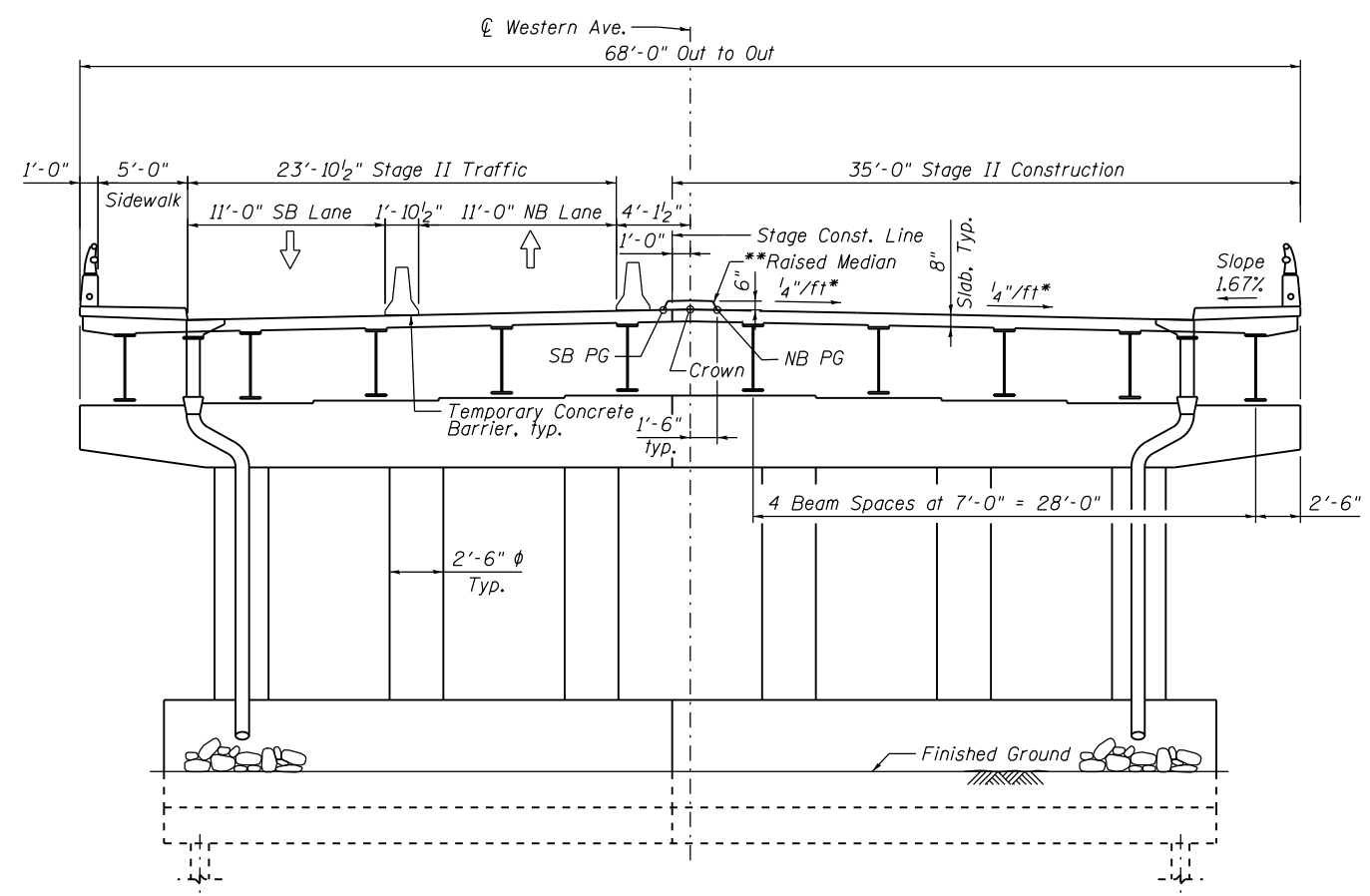


STAGE II REMOVAL
(Looking North)

Notes:
Stage II superstructure removal near abutment similar.
See Sht. 47 of 104 for existing abutment partial removal.
Existing and new piers not in same plane.

For limits of Removal see sht 6 of 104

* Cross Slope Transitions from 1/4"/ft to 1/8"/ft at North end of South Approach
** Built end of Stage II



STAGE II CONSTRUCTION
(Looking North)

LEGEND:
[Hatched Box] Removal of Existing Structures



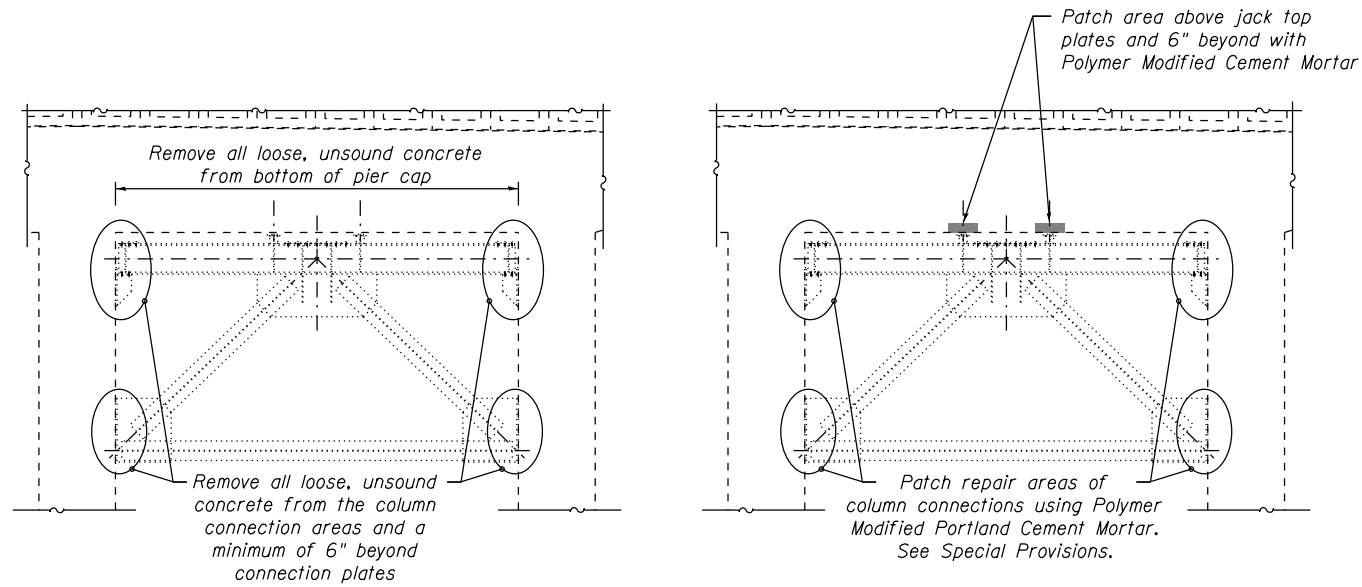
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|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION - STAGE II
STRUCTURE NO. 016-0777

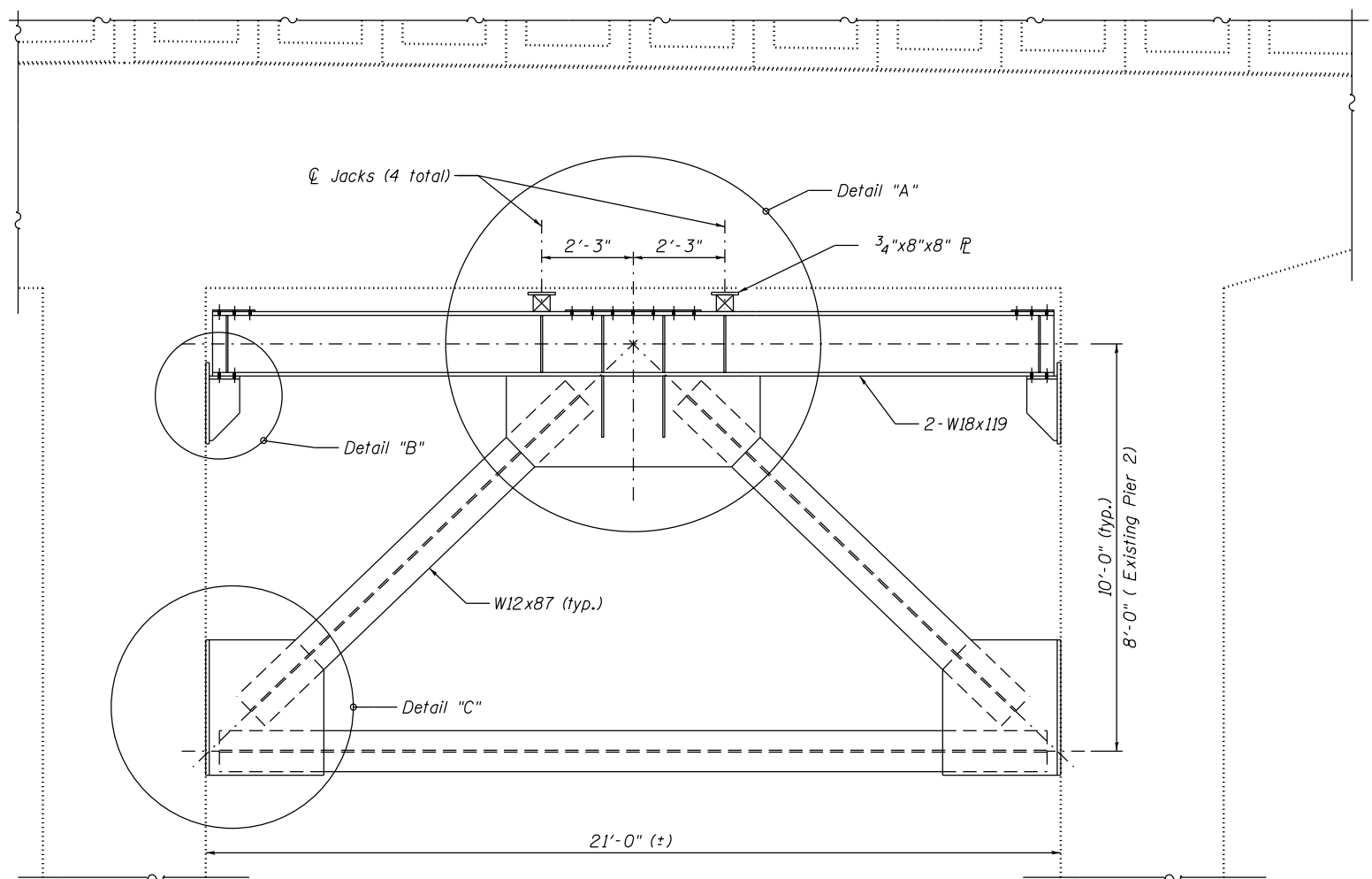
SHEET NO. 8 OF 104 SHEETS

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 66 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



PRE-STAGE I
(Typical existing pier)

PRE-STAGE II



TEMPORARY SHORING

(Looking North)

Notes:
These notes apply only to Temporary Shoring details. Work shall be in accordance with applicable portions of Section 505 of the Standard Specifications, including shop drawing submittals. See Temporary Shoring special provision.

Fasteners shall be ASTM A325 Type 3. Bolts 7/8-in. ϕ , holes 15/16-in. ϕ , unless otherwise noted.

All structural steel shapes shall be AASHTO M270 Grade 50. Structural steel plates shall be AASHTO M270 Grade 36.

Threaded rods shall be ASTM F1554 grade 105 or corresponding grade as specified in article 1006.09 of the Standard Specifications.

See Section 584 of the Standard Specifications for Epoxy Grouting of Threaded Rods: Minimum embedment 12".

Contractor shall obtain field measurements of existing piers for all shoring assemblies and make necessary adjustments to plan dimensions. Copy of the field measurements shall be included in the shop drawing submittal.

Shop drawing submittal shall include details for formwork for placing grout.

See Stage Construction drawings for additional information.

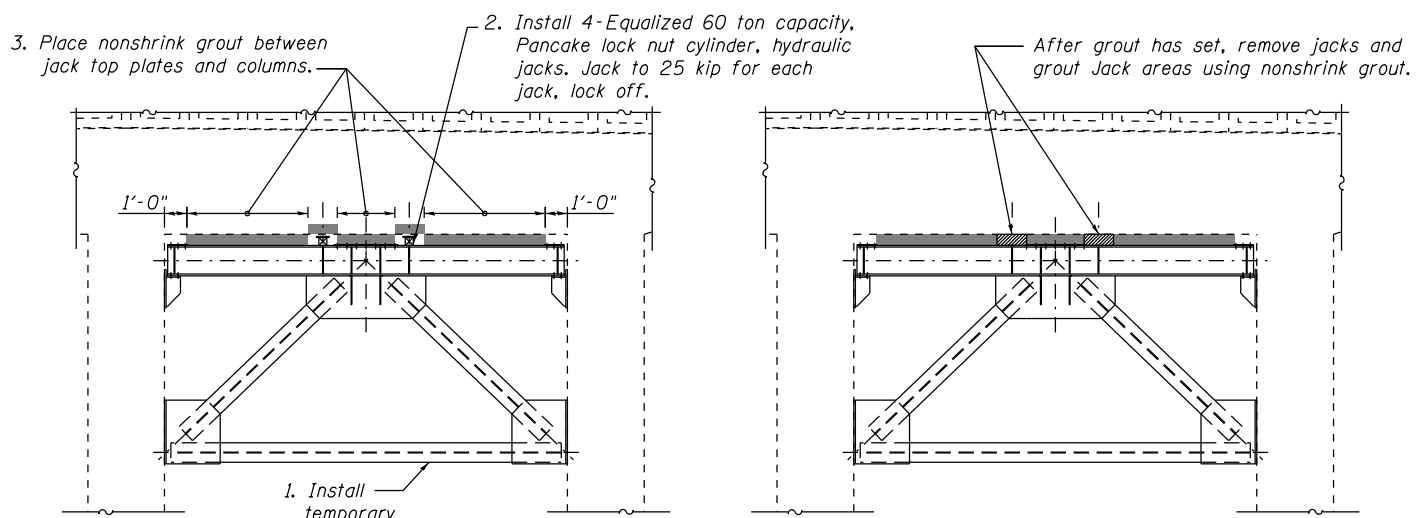
25 kips per jack is for preloading.

All Temporary Shoring shall be in place before any superstructure removal. Slopewall removal and excavation will be required prior to installing Temporary Shoring at Existing Pier 2.

Temporary shoring shall remain in place until traffic has been shifted to the Reconstructed Stage II Traffic side of the bridge (west).

The contractor may make adjustments in the Temporary Shoring plan details for the jacks used, installation methods, and other items as approved by the Engineer. All exceptions shall be clearly noted on the shop drawing submittal.

The Contractor may submit revised details and calculations signed and sealed by a Structural Engineer licensed in the State of Illinois to engineer for review and approval.



PRE-STAGE III

PRE-STAGE VI

PRE-STAGE DETAILS

(Existing Piers 2 thru 8)

BILL OF MATERIAL

| ITEM | UNIT | TOTAL |
|-------------------|------|-------|
| Temporary Shoring | Each | 7 |

Temporary Shoring at existing piers 2 thru 8

FILE NAME = W:\191-132-1001-Heaven-Ave-CADD-Sheets\Structural\016-0777\09-Temporary Shoring.dgn



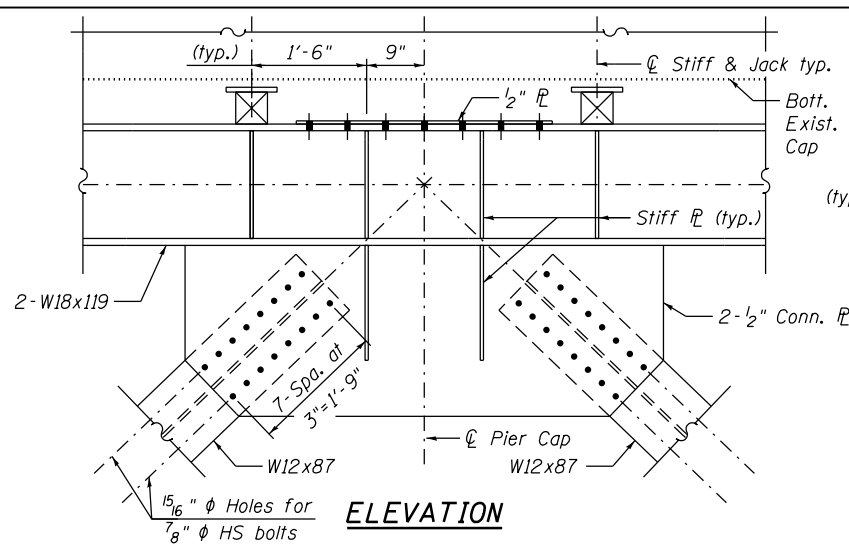
| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

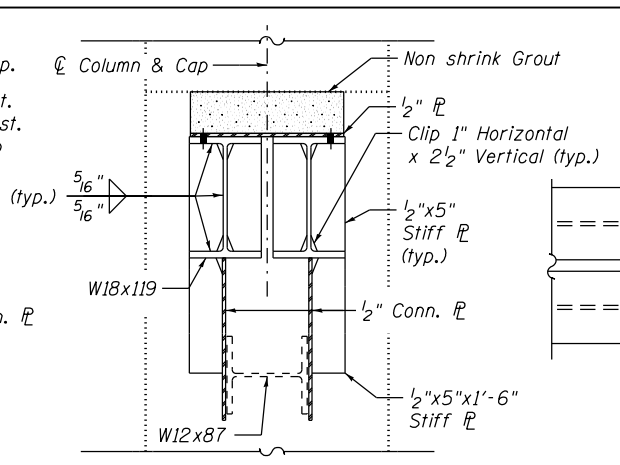
TEMPORARY SHORING I
STRUCTURE NO. 016-0777

SHEET NO. 9 OF 104 SHEETS

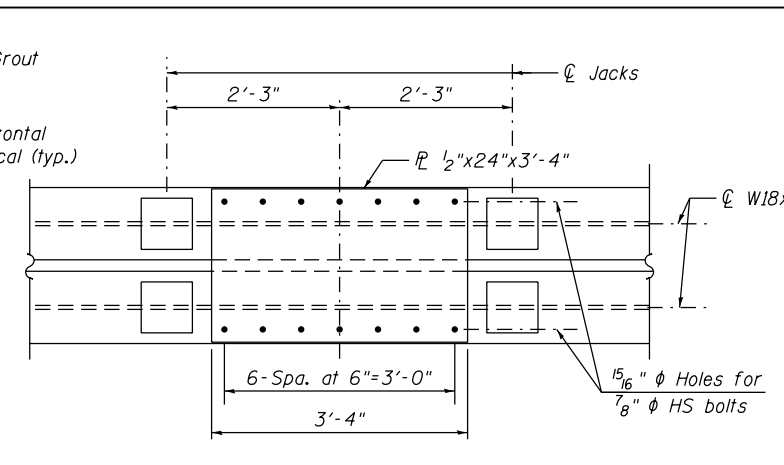
| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 67 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



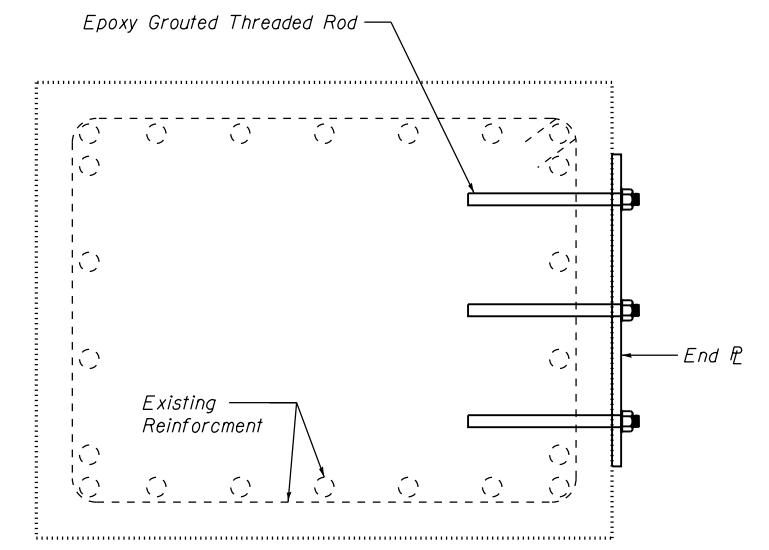
ELEVATION



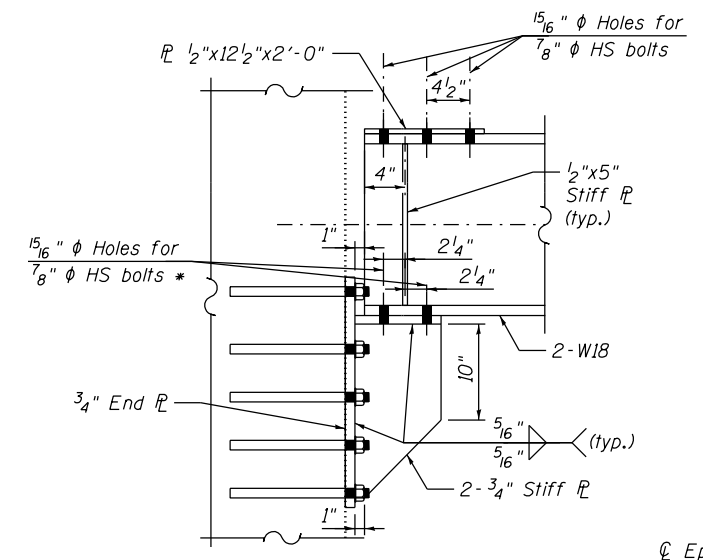
**SECTION
DETAIL A**



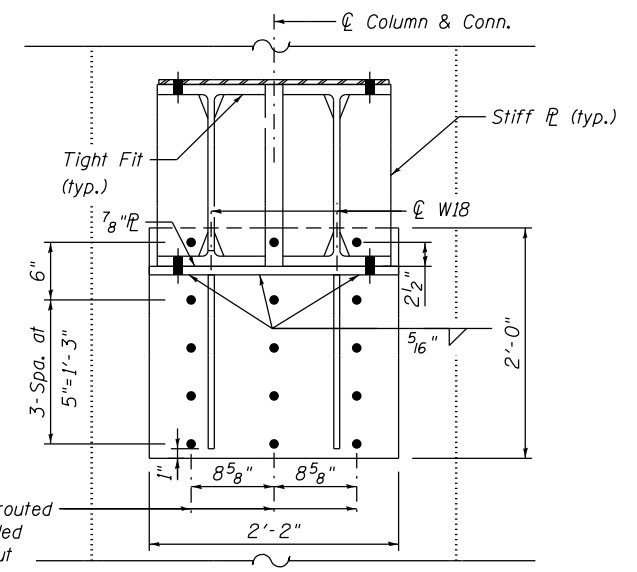
PLAN



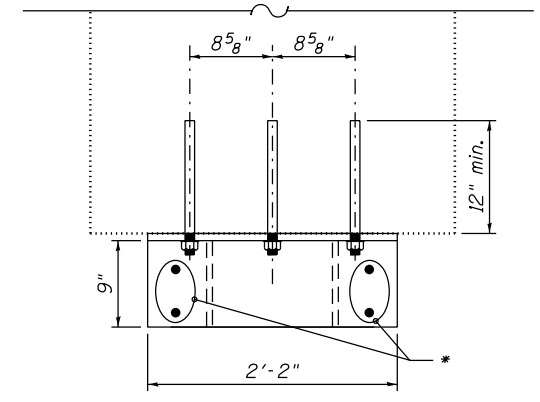
EXISTING COLUMN SECTION



ELEVATION

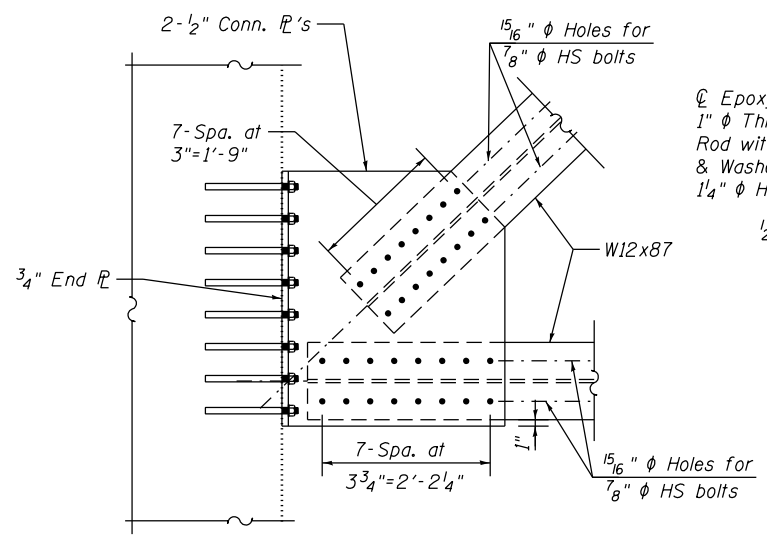


**SECTION
DETAIL B**

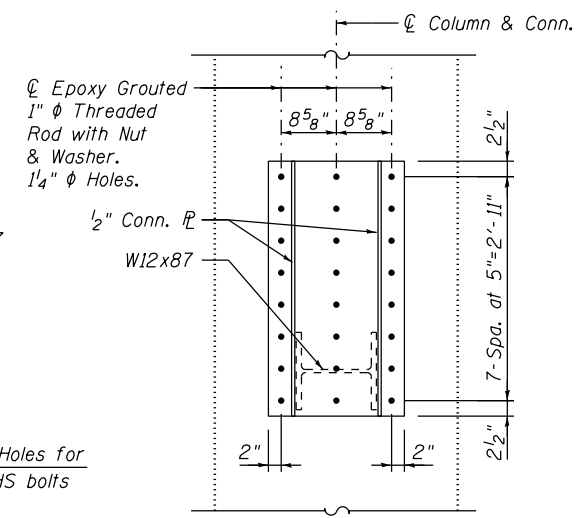


PLAN-SEAT

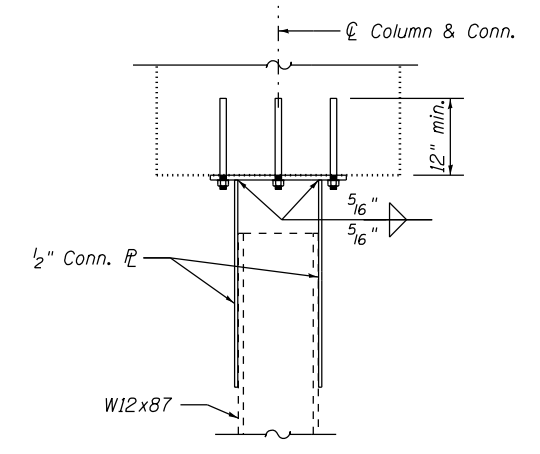
Ø Epoxy Grouted 1" Threaded Rod with Nut & Washer. 1/4" Holes.



ELEVATION



**SECTION
DETAIL C**



PLAN

FILE NAME = W:\191-132-1001-Western-Ave-CADD-Sheets\Structure\016-0777\1B-Temporary Shoring II.dgn

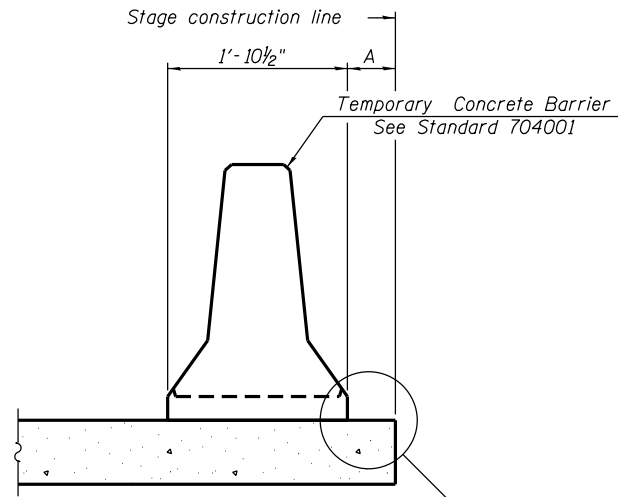


| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| PLOT SCALE = | CHECKED - HB | REVISED - |
| PLOT DATE = 6/25/2019 | DRAWN - HB | REVISED - |
| | CHECKED - JJI | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

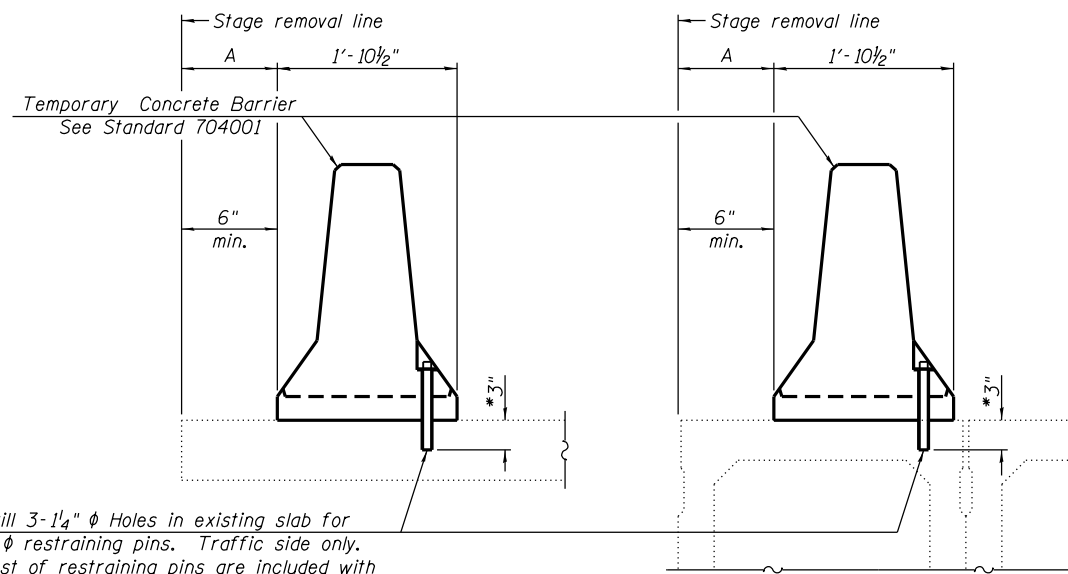
**TEMPORARY SHORING II
STRUCTURE NO. 016-0777**
SHEET NO. 10 OF 104 SHEETS

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 68 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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



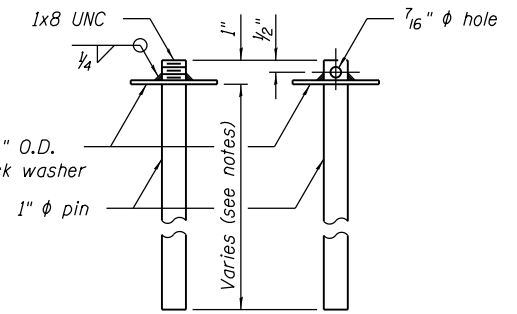
Drill 3-1/4" ϕ Holes in existing slab for 1" ϕ restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

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

EXISTING SLAB

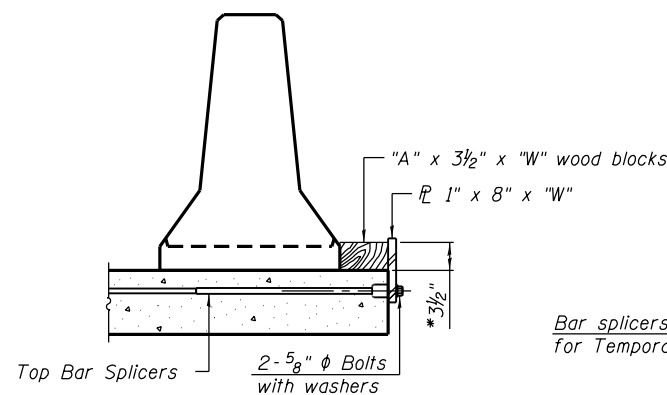
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM



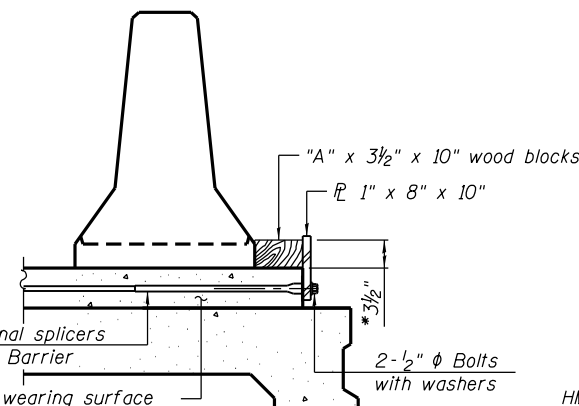
US Std. 1/16" I.D. x 2 1/2" O.D. x approx. 8 gauge thick washer

RESTRAINING PIN

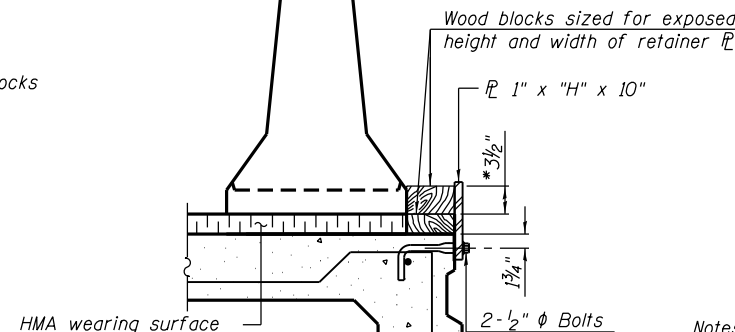


DETAIL I

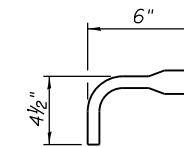
Bar splicers and additional splicers for Temporary Concrete Barrier



DETAIL II



DETAIL III

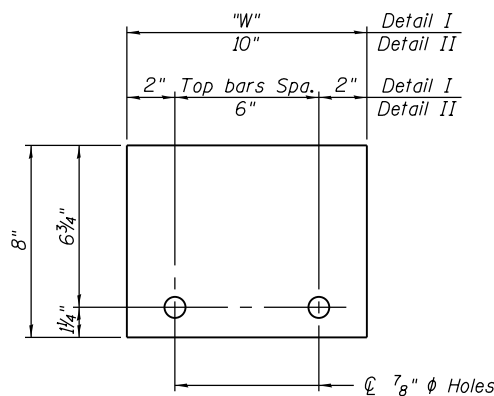


BAR SPLICER FOR #4 BAR - DETAIL III

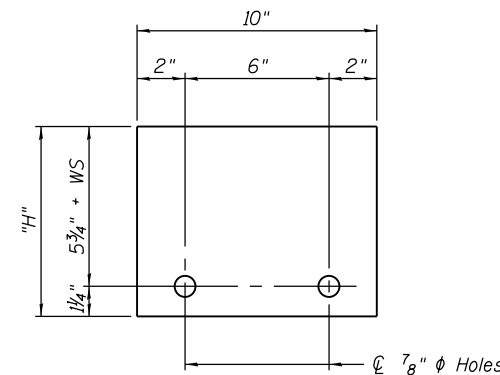
Notes:

- Cost of retainer assembly is included with Temporary Concrete Barrier.
- A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
- The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
- When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
- For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

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



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



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

R-27

8-11-2017



| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

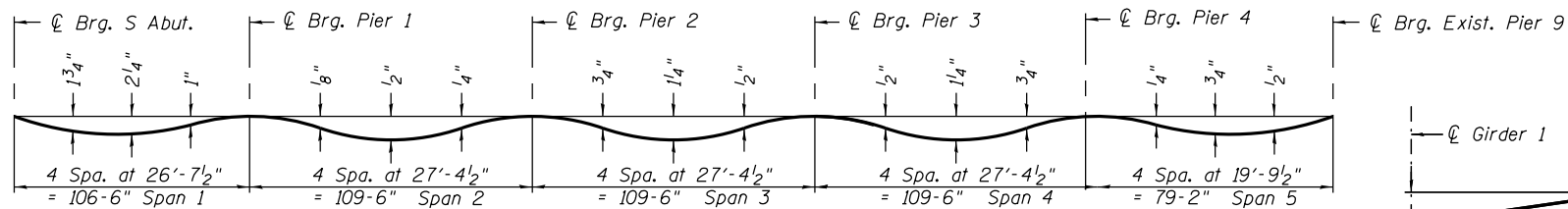
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 016-0777**

SHEET NO. 11 OF 104 SHEETS

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 69 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

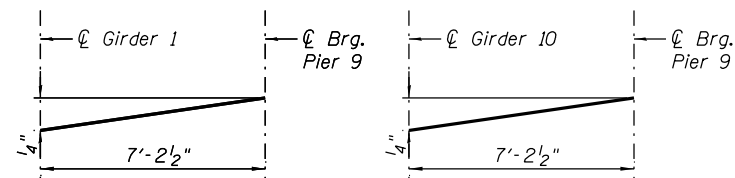
FILE NAME = W:\191\132\1001\Western_Ave\CADD_Sheets\Structure\016-0777\11-Temporary Concrete Barrier.dwg



DEAD LOAD DEFLECTION DIAGRAM

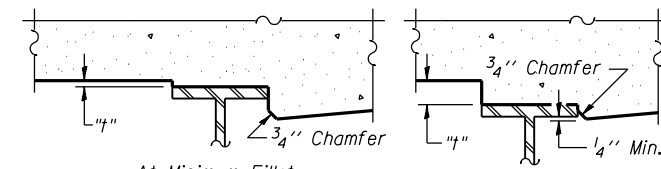
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 13 thru 17 of 104.



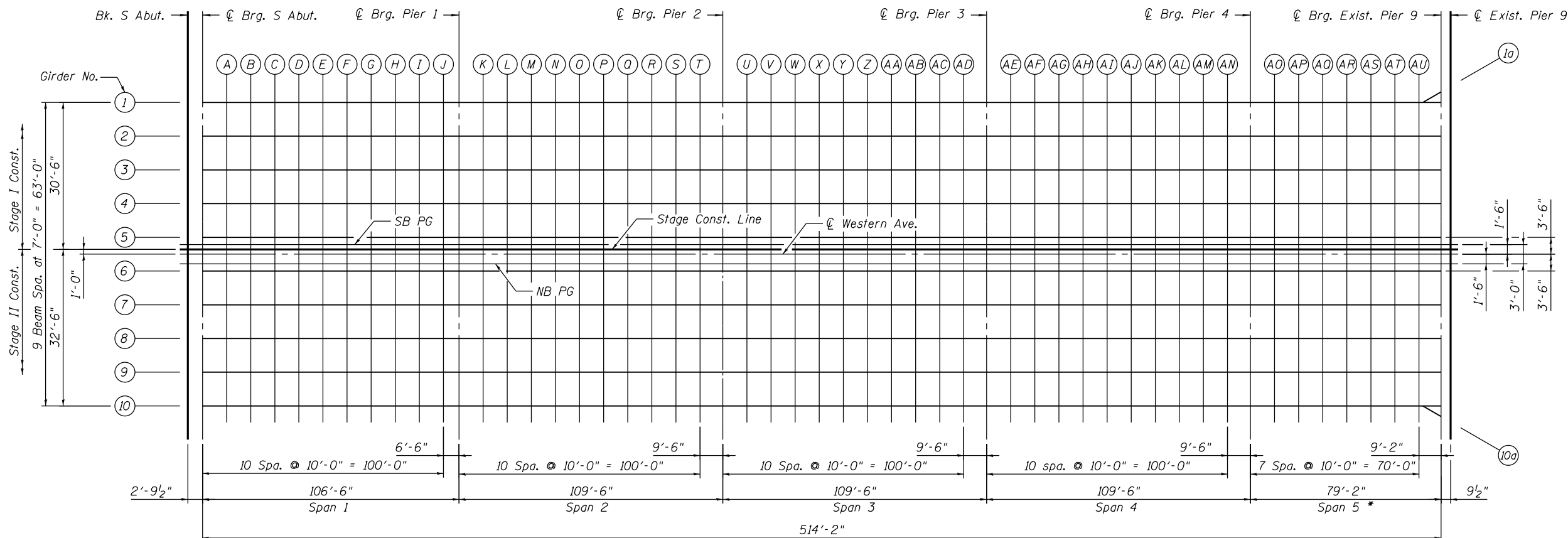
BEAM 1a

BEAM 10a



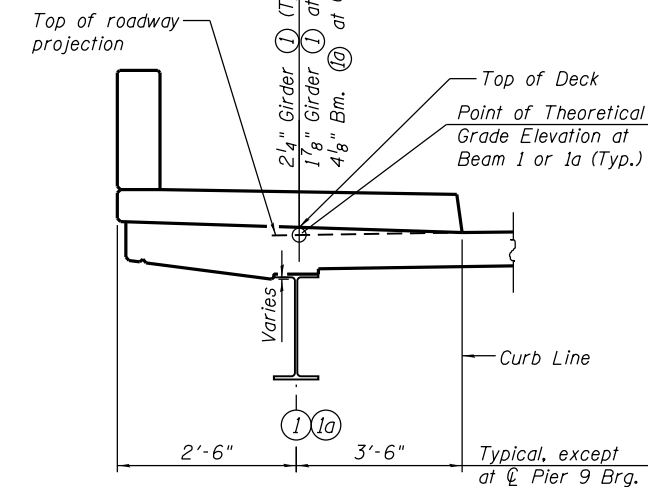
To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on plan. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 13 thru 17 of 104, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

* Cross slope transition is included in top of slab elevations



SECTION AT WEST SIDEWALK

(East Sidewalk, Girder 10 and Bm. 10a similar)

FILE NAME = W:\191-132-1001-Western-Ave\CADD_Sheets\Structural\016-0777\12-Top of Slab Elevations Ldg



| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS I
STRUCTURE NO. 016-0777**

SHEET NO. 12 OF 104 SHEETS

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 70 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

GIRDER 1

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------------------|-----------|---------|------------------------------|--|
| Bk. Of S Abut. | 133+26.71 | 31.5 Lt | 613.73 | 613.73 |
| ☉ Brg. S Abut. | 133+29.50 | 31.5 Lt | 613.82 | 613.82 |
| A | 133+39.50 | 31.5 Lt | 614.12 | 614.19 |
| B | 133+49.50 | 31.5 Lt | 614.42 | 614.54 |
| C | 133+59.50 | 31.5 Lt | 614.72 | 614.88 |
| D | 133+69.50 | 31.5 Lt | 615.02 | 615.20 |
| E | 133+79.50 | 31.5 Lt | 615.32 | 615.51 |
| F | 133+89.50 | 31.5 Lt | 615.62 | 615.79 |
| G | 133+99.50 | 31.5 Lt | 615.92 | 616.08 |
| H | 134+09.50 | 31.5 Lt | 616.22 | 616.31 |
| I | 134+19.50 | 31.5 Lt | 616.52 | 616.57 |
| J | 134+29.50 | 31.5 Lt | 616.82 | 616.83 |
| ☉ Brg. Pier 1 | 134+36.00 | 31.5 Lt | 617.01 | 617.01 |
| K | 134+46.00 | 31.5 Lt | 617.31 | 617.31 |
| L | 134+56.00 | 31.5 Lt | 617.61 | 617.60 |
| M | 134+66.00 | 31.5 Lt | 617.91 | 617.91 |
| N | 134+76.00 | 31.5 Lt | 618.21 | 618.22 |
| O | 134+86.00 | 31.5 Lt | 618.51 | 618.54 |
| P | 134+96.00 | 31.5 Lt | 618.81 | 618.85 |
| Q | 135+06.00 | 31.5 Lt | 619.11 | 619.16 |
| R | 135+16.00 | 31.5 Lt | 619.41 | 619.44 |
| S | 135+26.00 | 31.5 Lt | 619.71 | 619.72 |
| T | 135+36.00 | 31.5 Lt | 620.01 | 620.01 |
| ☉ Brg. Pier 2 | 135+45.50 | 31.5 Lt | 620.30 | 620.30 |
| U | 135+55.50 | 31.5 Lt | 620.60 | 620.61 |
| V | 135+65.50 | 31.5 Lt | 620.90 | 620.94 |
| W | 135+75.50 | 31.5 Lt | 621.20 | 621.26 |
| X | 135+85.50 | 31.5 Lt | 621.50 | 621.59 |
| Y | 135+95.50 | 31.5 Lt | 621.80 | 621.90 |
| Z | 136+05.50 | 31.5 Lt | 622.10 | 622.20 |
| AA | 136+15.50 | 31.5 Lt | 622.40 | 622.48 |
| AB | 136+25.50 | 31.5 Lt | 622.70 | 622.75 |
| AC | 136+35.50 | 31.5 Lt | 623.00 | 623.02 |
| AD | 136+45.50 | 31.5 Lt | 623.30 | 623.30 |
| ☉ Brg. Pier 3 | 136+55.00 | 31.5 Lt | 623.58 | 623.58 |
| AE | 136+65.00 | 31.5 Lt | 623.88 | 623.89 |
| AF | 136+75.00 | 31.5 Lt | 624.18 | 624.21 |
| AG | 136+85.00 | 31.5 Lt | 624.48 | 624.54 |
| AH | 136+95.00 | 31.5 Lt | 624.78 | 624.86 |
| AI | 137+05.00 | 31.5 Lt | 625.08 | 625.18 |
| AJ | 137+15.00 | 31.5 Lt | 625.38 | 625.48 |
| AK | 137+25.00 | 31.5 Lt | 625.68 | 625.77 |
| AL | 137+35.00 | 31.5 Lt | 625.98 | 626.04 |
| AM | 137+45.00 | 31.5 Lt | 626.28 | 626.32 |
| AN | 137+55.00 | 31.5 Lt | 626.58 | 626.59 |
| ☉ Brg. Pier 4 | 137+64.50 | 31.5 Lt | 626.87 | 626.87 |
| AO | 137+74.50 | 31.5 Lt | 627.17 | 627.17 |
| AP | 137+84.50 | 31.5 Lt | 627.47 | 627.49 |
| AQ | 137+94.50 | 31.5 Lt | 627.77 | 627.81 |
| AR | 138+04.50 | 31.5 Lt | 628.14 | 628.19 |
| AS | 138+14.50 | 31.5 Lt | 628.50 | 628.56 |
| AT | 138+24.50 | 31.5 Lt | 628.87 | 628.92 |
| AU | 138+34.50 | 31.5 Lt | 629.24 | 629.27 |
| ☉ Brg. Exist. Pier 9 | 138+42.88 | 31.5 Lt | 629.54 | 629.54 |
| ☉ Exist. Pier 9 | 138+43.67 | 31.5 Lt | 629.57 | 629.57 |

GIRDER 2

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------------------|-----------|---------|------------------------------|--|
| Bk. Of S Abut. | 133+26.71 | 24.5 Lt | 613.88 | 613.88 |
| ☉ Brg. S Abut. | 133+29.50 | 24.5 Lt | 613.96 | 613.96 |
| A | 133+39.50 | 24.5 Lt | 614.26 | 614.33 |
| B | 133+49.50 | 24.5 Lt | 614.56 | 614.68 |
| C | 133+59.50 | 24.5 Lt | 614.86 | 615.02 |
| D | 133+69.50 | 24.5 Lt | 615.16 | 615.34 |
| E | 133+79.50 | 24.5 Lt | 615.46 | 615.65 |
| F | 133+89.50 | 24.5 Lt | 615.76 | 615.93 |
| G | 133+99.50 | 24.5 Lt | 616.06 | 616.22 |
| H | 134+09.50 | 24.5 Lt | 616.36 | 616.45 |
| I | 134+19.50 | 24.5 Lt | 616.66 | 616.71 |
| J | 134+29.50 | 24.5 Lt | 616.96 | 616.97 |
| ☉ Brg. Pier 1 | 134+36.00 | 24.5 Lt | 617.16 | 617.16 |
| K | 134+46.00 | 24.5 Lt | 617.46 | 617.46 |
| L | 134+56.00 | 24.5 Lt | 617.76 | 617.75 |
| M | 134+66.00 | 24.5 Lt | 618.06 | 618.06 |
| N | 134+76.00 | 24.5 Lt | 618.36 | 618.37 |
| O | 134+86.00 | 24.5 Lt | 618.66 | 618.69 |
| P | 134+96.00 | 24.5 Lt | 618.96 | 619.00 |
| Q | 135+06.00 | 24.5 Lt | 619.26 | 619.31 |
| R | 135+16.00 | 24.5 Lt | 619.56 | 619.59 |
| S | 135+26.00 | 24.5 Lt | 619.86 | 619.87 |
| T | 135+36.00 | 24.5 Lt | 620.16 | 620.16 |
| ☉ Brg. Pier 2 | 135+45.50 | 24.5 Lt | 620.44 | 620.44 |
| U | 135+55.50 | 24.5 Lt | 620.74 | 620.75 |
| V | 135+65.50 | 24.5 Lt | 621.04 | 621.08 |
| W | 135+75.50 | 24.5 Lt | 621.34 | 621.40 |
| X | 135+85.50 | 24.5 Lt | 621.64 | 621.73 |
| Y | 135+95.50 | 24.5 Lt | 621.94 | 622.04 |
| Z | 136+05.50 | 24.5 Lt | 622.24 | 622.34 |
| AA | 136+15.50 | 24.5 Lt | 622.54 | 622.62 |
| AB | 136+25.50 | 24.5 Lt | 622.84 | 622.89 |
| AC | 136+35.50 | 24.5 Lt | 623.14 | 623.16 |
| AD | 136+45.50 | 24.5 Lt | 623.44 | 623.44 |
| ☉ Brg. Pier 3 | 136+55.00 | 24.5 Lt | 623.73 | 623.73 |
| AE | 136+65.00 | 24.5 Lt | 624.03 | 624.04 |
| AF | 136+75.00 | 24.5 Lt | 624.33 | 624.36 |
| AG | 136+85.00 | 24.5 Lt | 624.63 | 624.69 |
| AH | 136+95.00 | 24.5 Lt | 624.93 | 625.01 |
| AI | 137+05.00 | 24.5 Lt | 625.23 | 625.33 |
| AJ | 137+15.00 | 24.5 Lt | 625.53 | 625.63 |
| AK | 137+25.00 | 24.5 Lt | 625.83 | 625.92 |
| AL | 137+35.00 | 24.5 Lt | 626.13 | 626.19 |
| AM | 137+45.00 | 24.5 Lt | 626.43 | 626.47 |
| AN | 137+55.00 | 24.5 Lt | 626.73 | 626.74 |
| ☉ Brg. Pier 4 | 137+64.50 | 24.5 Lt | 627.01 | 627.01 |
| AO | 137+74.50 | 24.5 Lt | 627.31 | 627.31 |
| AP | 137+84.50 | 24.5 Lt | 627.61 | 627.63 |
| AQ | 137+94.50 | 24.5 Lt | 627.92 | 627.96 |
| AR | 138+04.50 | 24.5 Lt | 628.27 | 628.32 |
| AS | 138+14.50 | 24.5 Lt | 628.62 | 628.68 |
| AT | 138+24.50 | 24.5 Lt | 628.97 | 629.02 |
| AU | 138+34.50 | 24.5 Lt | 629.32 | 629.35 |
| ☉ Brg. Exist. Pier 9 | 138+42.88 | 24.5 Lt | 629.62 | 629.62 |
| ☉ Exist. Pier 9 | 138+43.67 | 24.5 Lt | 629.64 | 629.64 |

GIRDER 3

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------------------|-----------|---------|------------------------------|--|
| Bk. Of S Abut. | 133+26.71 | 17.5 Lt | 614.03 | 614.03 |
| ☉ Brg. S Abut. | 133+29.50 | 17.5 Lt | 614.11 | 614.11 |
| A | 133+39.50 | 17.5 Lt | 614.41 | 614.48 |
| B | 133+49.50 | 17.5 Lt | 614.71 | 614.83 |
| C | 133+59.50 | 17.5 Lt | 615.01 | 615.17 |
| D | 133+69.50 | 17.5 Lt | 615.31 | 615.49 |
| E | 133+79.50 | 17.5 Lt | 615.61 | 615.80 |
| F | 133+89.50 | 17.5 Lt | 615.91 | 616.08 |
| G | 133+99.50 | 17.5 Lt | 616.21 | 616.37 |
| H | 134+09.50 | 17.5 Lt | 616.51 | 616.60 |
| I | 134+19.50 | 17.5 Lt | 616.81 | 616.86 |
| J | 134+29.50 | 17.5 Lt | 617.11 | 617.12 |
| ☉ Brg. Pier 1 | 134+36.00 | 17.5 Lt | 617.30 | 617.30 |
| K | 134+46.00 | 17.5 Lt | 617.60 | 617.60 |
| L | 134+56.00 | 17.5 Lt | 617.90 | 617.89 |
| M | 134+66.00 | 17.5 Lt | 618.20 | 618.20 |
| N | 134+76.00 | 17.5 Lt | 618.50 | 618.51 |
| O | 134+86.00 | 17.5 Lt | 618.80 | 618.83 |
| P | 134+96.00 | 17.5 Lt | 619.10 | 619.14 |
| Q | 135+06.00 | 17.5 Lt | 619.40 | 619.45 |
| R | 135+16.00 | 17.5 Lt | 619.70 | 619.73 |
| S | 135+26.00 | 17.5 Lt | 620.00 | 620.01 |
| T | 135+36.00 | 17.5 Lt | 620.30 | 620.30 |
| ☉ Brg. Pier 2 | 135+45.50 | 17.5 Lt | 620.59 | 620.59 |
| U | 135+55.50 | 17.5 Lt | 620.89 | 620.90 |
| V | 135+65.50 | 17.5 Lt | 621.19 | 621.23 |
| W | 135+75.50 | 17.5 Lt | 621.49 | 621.55 |
| X | 135+85.50 | 17.5 Lt | 621.79 | 621.88 |
| Y | 135+95.50 | 17.5 Lt | 622.09 | 622.19 |
| Z | 136+05.50 | 17.5 Lt | 622.39 | 622.49 |
| AA | 136+15.50 | 17.5 Lt | 622.69 | 622.77 |
| AB | 136+25.50 | 17.5 Lt | 622.99 | 623.04 |
| AC | 136+35.50 | 17.5 Lt | 623.29 | 623.31 |
| AD | 136+45.50 | 17.5 Lt | 623.59 | 623.59 |
| ☉ Brg. Pier 3 | 136+55.00 | 17.5 Lt | 623.87 | 623.87 |
| AE | 136+65.00 | 17.5 Lt | 624.17 | 624.18 |
| AF | 136+75.00 | 17.5 Lt | 624.47 | 624.50 |
| AG | 136+85.00 | 17.5 Lt | 624.77 | 624.83 |
| AH | 136+95.00 | 17.5 Lt | 625.07 | 625.15 |
| AI | 137+05.00 | 17.5 Lt | 625.37 | 625.47 |
| AJ | 137+15.00 | 17.5 Lt | 625.67 | 625.77 |
| AK | 137+25.00 | 17.5 Lt | 625.97 | 626.06 |
| AL | 137+35.00 | 17.5 Lt | 626.27 | 626.33 |
| AM | 137+45.00 | 17.5 Lt | 626.57 | 626.61 |
| AN | 137+55.00 | 17.5 Lt | 626.87 | 626.88 |
| ☉ Brg. Pier 4 | 137+64.50 | 17.5 Lt | 627.16 | 627.16 |
| AO | 137+74.50 | 17.5 Lt | 627.46 | 627.46 |
| AP | 137+84.50 | 17.5 Lt | 627.76 | 627.78 |
| AQ | 137+94.50 | 17.5 Lt | 628.06 | 628.10 |
| AR | 138+04.50 | 17.5 Lt | 628.40 | 628.45 |
| AS | 138+14.50 | 17.5 Lt | 628.74 | 628.80 |
| AT | 138+24.50 | 17.5 Lt | 629.07 | 629.12 |
| AU | 138+34.50 | 17.5 Lt | 629.41 | 629.44 |
| ☉ Brg. Exist. Pier 9 | 138+42.88 | 17.5 Lt | 629.69 | 629.69 |
| ☉ Exist. Pier 9 | 138+43.67 | 17.5 Lt | 629.72 | 629.72 |

FILE NAME = W:\191-132-1001-Heaven-Ave-CADD-Sheets\Structure\016-0777\13-Top of Slab Elevations 2.dwg

BLA, Inc.
ITASCAS, ILLINOIS

| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JWS | REVISED - |
| | CHECKED - HBJ | REVISED - |
| PLOT SCALE = | DRAWN - HBS | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JAV | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II
STRUCTURE NO. 016-0777

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 71 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

GIRDER 4

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------------------|-----------|---------|------------------------------|--|
| Bk. Of S Abut. | 133+26.71 | 10.5 Lt | 614.17 | 614.17 |
| ⊕ Brg. S Abut. | 133+29.50 | 10.5 Lt | 614.25 | 614.25 |
| A | 133+39.50 | 10.5 Lt | 614.55 | 614.62 |
| B | 133+49.50 | 10.5 Lt | 614.85 | 614.97 |
| C | 133+59.50 | 10.5 Lt | 615.15 | 615.31 |
| D | 133+69.50 | 10.5 Lt | 615.45 | 615.63 |
| E | 133+79.50 | 10.5 Lt | 615.75 | 615.94 |
| F | 133+89.50 | 10.5 Lt | 616.05 | 616.22 |
| G | 133+99.50 | 10.5 Lt | 616.35 | 616.51 |
| H | 134+09.50 | 10.5 Lt | 616.65 | 616.74 |
| I | 134+19.50 | 10.5 Lt | 616.95 | 617.00 |
| J | 134+29.50 | 10.5 Lt | 617.25 | 617.26 |
| ⊕ Brg. Pier 1 | 134+36.00 | 10.5 Lt | 617.45 | 617.45 |
| K | 134+46.00 | 10.5 Lt | 617.75 | 617.75 |
| L | 134+56.00 | 10.5 Lt | 618.05 | 618.04 |
| M | 134+66.00 | 10.5 Lt | 618.35 | 618.35 |
| N | 134+76.00 | 10.5 Lt | 618.65 | 618.66 |
| O | 134+86.00 | 10.5 Lt | 618.95 | 618.98 |
| P | 134+96.00 | 10.5 Lt | 619.25 | 619.29 |
| Q | 135+06.00 | 10.5 Lt | 619.55 | 619.60 |
| R | 135+16.00 | 10.5 Lt | 619.85 | 619.88 |
| S | 135+26.00 | 10.5 Lt | 620.15 | 620.16 |
| T | 135+36.00 | 10.5 Lt | 620.45 | 620.45 |
| ⊕ Brg. Pier 2 | 135+45.50 | 10.5 Lt | 620.73 | 620.73 |
| U | 135+55.50 | 10.5 Lt | 621.03 | 621.04 |
| V | 135+65.50 | 10.5 Lt | 621.33 | 621.37 |
| W | 135+75.50 | 10.5 Lt | 621.63 | 621.69 |
| X | 135+85.50 | 10.5 Lt | 621.93 | 622.02 |
| Y | 135+95.50 | 10.5 Lt | 622.23 | 622.33 |
| Z | 136+05.50 | 10.5 Lt | 622.53 | 622.63 |
| AA | 136+15.50 | 10.5 Lt | 622.83 | 622.91 |
| AB | 136+25.50 | 10.5 Lt | 623.13 | 623.18 |
| AC | 136+35.50 | 10.5 Lt | 623.43 | 623.45 |
| AD | 136+45.50 | 10.5 Lt | 623.73 | 623.73 |
| ⊕ Brg. Pier 3 | 136+55.00 | 10.5 Lt | 624.02 | 624.02 |
| AE | 136+65.00 | 10.5 Lt | 624.32 | 624.33 |
| AF | 136+75.00 | 10.5 Lt | 624.62 | 624.65 |
| AG | 136+85.00 | 10.5 Lt | 624.92 | 624.98 |
| AH | 136+95.00 | 10.5 Lt | 625.22 | 625.30 |
| AI | 137+05.00 | 10.5 Lt | 625.52 | 625.62 |
| AJ | 137+15.00 | 10.5 Lt | 625.82 | 625.92 |
| AK | 137+25.00 | 10.5 Lt | 626.12 | 626.21 |
| AL | 137+35.00 | 10.5 Lt | 626.42 | 626.48 |
| AM | 137+45.00 | 10.5 Lt | 626.72 | 626.76 |
| AN | 137+55.00 | 10.5 Lt | 627.02 | 627.03 |
| ⊕ Brg. Pier 4 | 137+64.50 | 10.5 Lt | 627.30 | 627.30 |
| AO | 137+74.50 | 10.5 Lt | 627.60 | 627.60 |
| AP | 137+84.50 | 10.5 Lt | 627.90 | 627.92 |
| AQ | 137+94.50 | 10.5 Lt | 628.21 | 628.25 |
| AR | 138+04.50 | 10.5 Lt | 628.53 | 628.58 |
| AS | 138+14.50 | 10.5 Lt | 628.85 | 628.91 |
| AT | 138+24.50 | 10.5 Lt | 629.17 | 629.22 |
| AU | 138+34.50 | 10.5 Lt | 629.49 | 629.52 |
| ⊕ Brg. Exist. Pier 9 | 138+42.88 | 10.5 Lt | 629.76 | 629.76 |
| ⊕ Exist. Pier 9 | 138+43.67 | 10.5 Lt | 629.79 | 629.79 |

GIRDER 5

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------------------|-----------|--------|------------------------------|--|
| Bk. Of S Abut. | 133+26.71 | 3.5 Lt | 614.32 | 614.32 |
| ⊕ Brg. S Abut. | 133+29.50 | 3.5 Lt | 614.40 | 614.40 |
| A | 133+39.50 | 3.5 Lt | 614.70 | 614.77 |
| B | 133+49.50 | 3.5 Lt | 615.00 | 615.12 |
| C | 133+59.50 | 3.5 Lt | 615.30 | 615.46 |
| D | 133+69.50 | 3.5 Lt | 615.60 | 615.78 |
| E | 133+79.50 | 3.5 Lt | 615.90 | 616.09 |
| F | 133+89.50 | 3.5 Lt | 616.20 | 616.37 |
| G | 133+99.50 | 3.5 Lt | 616.50 | 616.66 |
| H | 134+09.50 | 3.5 Lt | 616.80 | 616.89 |
| I | 134+19.50 | 3.5 Lt | 617.10 | 617.15 |
| J | 134+29.50 | 3.5 Lt | 617.40 | 617.41 |
| ⊕ Brg. Pier 1 | 134+36.00 | 3.5 Lt | 617.60 | 617.60 |
| K | 134+46.00 | 3.5 Lt | 617.90 | 617.90 |
| L | 134+56.00 | 3.5 Lt | 618.20 | 618.19 |
| M | 134+66.00 | 3.5 Lt | 618.50 | 618.50 |
| N | 134+76.00 | 3.5 Lt | 618.80 | 618.81 |
| O | 134+86.00 | 3.5 Lt | 619.10 | 619.13 |
| P | 134+96.00 | 3.5 Lt | 619.40 | 619.44 |
| Q | 135+06.00 | 3.5 Lt | 619.70 | 619.75 |
| R | 135+16.00 | 3.5 Lt | 620.00 | 620.03 |
| S | 135+26.00 | 3.5 Lt | 620.30 | 620.31 |
| T | 135+36.00 | 3.5 Lt | 620.60 | 620.60 |
| ⊕ Brg. Pier 2 | 135+45.50 | 3.5 Lt | 620.88 | 620.88 |
| U | 135+55.50 | 3.5 Lt | 621.18 | 621.19 |
| V | 135+65.50 | 3.5 Lt | 621.48 | 621.52 |
| W | 135+75.50 | 3.5 Lt | 621.78 | 621.84 |
| X | 135+85.50 | 3.5 Lt | 622.08 | 622.17 |
| Y | 135+95.50 | 3.5 Lt | 622.38 | 622.48 |
| Z | 136+05.50 | 3.5 Lt | 622.68 | 622.78 |
| AA | 136+15.50 | 3.5 Lt | 622.98 | 623.06 |
| AB | 136+25.50 | 3.5 Lt | 623.28 | 623.33 |
| AC | 136+35.50 | 3.5 Lt | 623.58 | 623.60 |
| AD | 136+45.50 | 3.5 Lt | 623.88 | 623.88 |
| ⊕ Brg. Pier 3 | 136+55.00 | 3.5 Lt | 624.17 | 624.17 |
| AE | 136+65.00 | 3.5 Lt | 624.47 | 624.48 |
| AF | 136+75.00 | 3.5 Lt | 624.77 | 624.80 |
| AG | 136+85.00 | 3.5 Lt | 625.07 | 625.13 |
| AH | 136+95.00 | 3.5 Lt | 625.37 | 625.45 |
| AI | 137+05.00 | 3.5 Lt | 625.67 | 625.77 |
| AJ | 137+15.00 | 3.5 Lt | 625.97 | 626.07 |
| AK | 137+25.00 | 3.5 Lt | 626.27 | 626.36 |
| AL | 137+35.00 | 3.5 Lt | 626.57 | 626.63 |
| AM | 137+45.00 | 3.5 Lt | 626.87 | 626.91 |
| AN | 137+55.00 | 3.5 Lt | 627.17 | 627.18 |
| ⊕ Brg. Pier 4 | 137+64.50 | 3.5 Lt | 627.45 | 627.45 |
| AO | 137+74.50 | 3.5 Lt | 627.75 | 627.75 |
| AP | 137+84.50 | 3.5 Lt | 628.05 | 628.07 |
| AQ | 137+94.50 | 3.5 Lt | 628.35 | 628.39 |
| AR | 138+04.50 | 3.5 Lt | 628.66 | 628.71 |
| AS | 138+14.50 | 3.5 Lt | 628.97 | 629.03 |
| AT | 138+24.50 | 3.5 Lt | 629.27 | 629.32 |
| AU | 138+34.50 | 3.5 Lt | 629.58 | 629.61 |
| ⊕ Brg. Exist. Pier 9 | 138+42.88 | 3.5 Lt | 629.84 | 629.84 |
| ⊕ Exist. Pier 9 | 138+43.67 | 3.5 Lt | 629.86 | 629.86 |

SB PG

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------------------|-----------|--------|------------------------------|--|
| Bk. Of S Abut. | 133+26.71 | 1.5 Lt | 614.36 | 614.36 |
| ⊕ Brg. S Abut. | 133+29.50 | 1.5 Lt | 614.44 | 614.44 |
| A | 133+39.50 | 1.5 Lt | 614.74 | 614.81 |
| B | 133+49.50 | 1.5 Lt | 615.04 | 615.16 |
| C | 133+59.50 | 1.5 Lt | 615.34 | 615.50 |
| D | 133+69.50 | 1.5 Lt | 615.64 | 615.82 |
| E | 133+79.50 | 1.5 Lt | 615.94 | 616.13 |
| F | 133+89.50 | 1.5 Lt | 616.24 | 616.41 |
| G | 133+99.50 | 1.5 Lt | 616.54 | 616.70 |
| H | 134+09.50 | 1.5 Lt | 616.84 | 616.93 |
| I | 134+19.50 | 1.5 Lt | 617.14 | 617.19 |
| J | 134+29.50 | 1.5 Lt | 617.44 | 617.45 |
| ⊕ Brg. Pier 1 | 134+36.00 | 1.5 Lt | 617.64 | 617.64 |
| K | 134+46.00 | 1.5 Lt | 617.94 | 617.94 |
| L | 134+56.00 | 1.5 Lt | 618.24 | 618.23 |
| M | 134+66.00 | 1.5 Lt | 618.54 | 618.54 |
| N | 134+76.00 | 1.5 Lt | 618.84 | 618.85 |
| O | 134+86.00 | 1.5 Lt | 619.14 | 619.17 |
| P | 134+96.00 | 1.5 Lt | 619.44 | 619.48 |
| Q | 135+06.00 | 1.5 Lt | 619.74 | 619.79 |
| R | 135+16.00 | 1.5 Lt | 620.04 | 620.07 |
| S | 135+26.00 | 1.5 Lt | 620.34 | 620.35 |
| T | 135+36.00 | 1.5 Lt | 620.64 | 620.64 |
| ⊕ Brg. Pier 2 | 135+45.50 | 1.5 Lt | 620.92 | 620.92 |
| U | 135+55.50 | 1.5 Lt | 621.22 | 621.23 |
| V | 135+65.50 | 1.5 Lt | 621.52 | 621.56 |
| W | 135+75.50 | 1.5 Lt | 621.82 | 621.88 |
| X | 135+85.50 | 1.5 Lt | 622.12 | 622.21 |
| Y | 135+95.50 | 1.5 Lt | 622.42 | 622.52 |
| Z | 136+05.50 | 1.5 Lt | 622.72 | 622.82 |
| AA | 136+15.50 | 1.5 Lt | 623.02 | 623.10 |
| AB | 136+25.50 | 1.5 Lt | 623.32 | 623.37 |
| AC | 136+35.50 | 1.5 Lt | 623.62 | 623.64 |
| AD | 136+45.50 | 1.5 Lt | 623.92 | 623.92 |
| ⊕ Brg. Pier 3 | 136+55.00 | 1.5 Lt | 624.21 | 624.21 |
| AE | 136+65.00 | 1.5 Lt | 624.51 | 624.52 |
| AF | 136+75.00 | 1.5 Lt | 624.81 | 624.84 |
| AG | 136+85.00 | 1.5 Lt | 625.11 | 625.17 |
| AH | 136+95.00 | 1.5 Lt | 625.41 | 625.49 |
| AI | 137+05.00 | 1.5 Lt | 625.71 | 625.81 |
| AJ | 137+15.00 | 1.5 Lt | 626.01 | 626.11 |
| AK | 137+25.00 | 1.5 Lt | 626.31 | 626.40 |
| AL | 137+35.00 | 1.5 Lt | 626.61 | 626.67 |
| AM | 137+45.00 | 1.5 Lt | 626.91 | 626.95 |
| AN | 137+55.00 | 1.5 Lt | 627.21 | 627.22 |
| ⊕ Brg. Pier 4 | 137+64.50 | 1.5 Lt | 627.49 | 627.49 |
| AO | 137+74.50 | 1.5 Lt | 627.79 | 627.79 |
| AP | 137+84.50 | 1.5 Lt | 628.09 | 628.11 |
| AQ | 137+94.50 | 1.5 Lt | 628.39 | 628.43 |
| AR | 138+04.50 | 1.5 Lt | 628.70 | 628.75 |
| AS | 138+14.50 | 1.5 Lt | 629.00 | 629.06 |
| AT | 138+24.50 | 1.5 Lt | 629.30 | 629.35 |
| AU | 138+34.50 | 1.5 Lt | 629.61 | 629.64 |
| ⊕ Brg. Exist. Pier 9 | 138+42.88 | 1.5 Lt | 629.86 | 629.86 |
| ⊕ Exist. Pier 9 | 138+43.67 | 1.5 Lt | 629.88 | 629.88 |

FILE NAME = W:\191\132\DOT\Western_Ave\016-0777\14 - Top of Slab Elevations 3.dgn

Stage Const. Line

Western Ave

NB PG

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------------------|-----------|--------|------------------------------|--|
| Bk. Of S Abut. | 133+26.71 | 1.0 Lt | 614.37 | 614.37 |
| ☉ Brg. S Abut. | 133+29.50 | 1.0 Lt | 614.45 | 614.45 |
| A | 133+39.50 | 1.0 Lt | 614.75 | 614.82 |
| B | 133+49.50 | 1.0 Lt | 615.05 | 615.17 |
| C | 133+59.50 | 1.0 Lt | 615.35 | 615.51 |
| D | 133+69.50 | 1.0 Lt | 615.65 | 615.83 |
| E | 133+79.50 | 1.0 Lt | 615.95 | 616.14 |
| F | 133+89.50 | 1.0 Lt | 616.25 | 616.42 |
| G | 133+99.50 | 1.0 Lt | 616.55 | 616.71 |
| H | 134+09.50 | 1.0 Lt | 616.85 | 616.94 |
| I | 134+19.50 | 1.0 Lt | 617.15 | 617.20 |
| J | 134+29.50 | 1.0 Lt | 617.45 | 617.46 |
| ☉ Brg. Pier 1 | 134+36.00 | 1.0 Lt | 617.65 | 617.65 |
| K | 134+46.00 | 1.0 Lt | 617.95 | 617.95 |
| L | 134+56.00 | 1.0 Lt | 618.25 | 618.24 |
| M | 134+66.00 | 1.0 Lt | 618.55 | 618.55 |
| N | 134+76.00 | 1.0 Lt | 618.85 | 618.86 |
| O | 134+86.00 | 1.0 Lt | 619.15 | 619.18 |
| P | 134+96.00 | 1.0 Lt | 619.45 | 619.49 |
| Q | 135+06.00 | 1.0 Lt | 619.75 | 619.80 |
| R | 135+16.00 | 1.0 Lt | 620.05 | 620.08 |
| S | 135+26.00 | 1.0 Lt | 620.35 | 620.36 |
| T | 135+36.00 | 1.0 Lt | 620.65 | 620.65 |
| ☉ Brg. Pier 2 | 135+45.50 | 1.0 Lt | 620.93 | 620.93 |
| U | 135+55.50 | 1.0 Lt | 621.23 | 621.24 |
| V | 135+65.50 | 1.0 Lt | 621.53 | 621.57 |
| W | 135+75.50 | 1.0 Lt | 621.83 | 621.89 |
| X | 135+85.50 | 1.0 Lt | 622.13 | 622.22 |
| Y | 135+95.50 | 1.0 Lt | 622.43 | 622.53 |
| Z | 136+05.50 | 1.0 Lt | 622.73 | 622.83 |
| AA | 136+15.50 | 1.0 Lt | 623.03 | 623.11 |
| AB | 136+25.50 | 1.0 Lt | 623.33 | 623.38 |
| AC | 136+35.50 | 1.0 Lt | 623.63 | 623.65 |
| AD | 136+45.50 | 1.0 Lt | 623.93 | 623.93 |
| ☉ Brg. Pier 3 | 136+55.00 | 1.0 Lt | 624.22 | 624.22 |
| AE | 136+65.00 | 1.0 Lt | 624.52 | 624.53 |
| AF | 136+75.00 | 1.0 Lt | 624.82 | 624.85 |
| AG | 136+85.00 | 1.0 Lt | 625.12 | 625.18 |
| AH | 136+95.00 | 1.0 Lt | 625.42 | 625.50 |
| AI | 137+05.00 | 1.0 Lt | 625.72 | 625.82 |
| AJ | 137+15.00 | 1.0 Lt | 626.02 | 626.12 |
| AK | 137+25.00 | 1.0 Lt | 626.32 | 626.41 |
| AL | 137+35.00 | 1.0 Lt | 626.62 | 626.68 |
| AM | 137+45.00 | 1.0 Lt | 626.92 | 626.96 |
| AN | 137+55.00 | 1.0 Lt | 627.22 | 627.23 |
| ☉ Brg. Pier 4 | 137+64.50 | 1.0 Lt | 627.50 | 627.50 |
| AO | 137+74.50 | 1.0 Lt | 627.80 | 627.80 |
| AP | 137+84.50 | 1.0 Lt | 628.10 | 628.12 |
| AQ | 137+94.50 | 1.0 Lt | 628.40 | 628.44 |
| AR | 138+04.50 | 1.0 Lt | 628.71 | 628.76 |
| AS | 138+14.50 | 1.0 Lt | 629.01 | 629.07 |
| AT | 138+24.50 | 1.0 Lt | 629.31 | 629.36 |
| AU | 138+34.50 | 1.0 Lt | 629.61 | 629.64 |
| ☉ Brg. Exist. Pier 9 | 138+42.88 | 1.0 Lt | 629.86 | 629.86 |
| ☉ Exist. Pier 9 | 138+43.67 | 1.0 Lt | 629.89 | 629.89 |

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------------------|-----------|--------|------------------------------|--|
| Bk. Of S Abut. | 133+26.71 | 0.0 | 614.39 | 614.39 |
| ☉ Brg. S Abut. | 133+29.50 | 0.0 | 614.47 | 614.47 |
| A | 133+39.50 | 0.0 | 614.77 | 614.84 |
| B | 133+49.50 | 0.0 | 615.07 | 615.19 |
| C | 133+59.50 | 0.0 | 615.37 | 615.53 |
| D | 133+69.50 | 0.0 | 615.67 | 615.85 |
| E | 133+79.50 | 0.0 | 615.97 | 616.16 |
| F | 133+89.50 | 0.0 | 616.27 | 616.44 |
| G | 133+99.50 | 0.0 | 616.57 | 616.73 |
| H | 134+09.50 | 0.0 | 616.87 | 616.96 |
| I | 134+19.50 | 0.0 | 617.17 | 617.22 |
| J | 134+29.50 | 0.0 | 617.47 | 617.48 |
| ☉ Brg. Pier 1 | 134+36.00 | 0.0 | 617.67 | 617.67 |
| K | 134+46.00 | 0.0 | 617.97 | 617.97 |
| L | 134+56.00 | 0.0 | 618.27 | 618.26 |
| M | 134+66.00 | 0.0 | 618.57 | 618.57 |
| N | 134+76.00 | 0.0 | 618.87 | 618.88 |
| O | 134+86.00 | 0.0 | 619.17 | 619.20 |
| P | 134+96.00 | 0.0 | 619.47 | 619.51 |
| Q | 135+06.00 | 0.0 | 619.77 | 619.82 |
| R | 135+16.00 | 0.0 | 620.07 | 620.10 |
| S | 135+26.00 | 0.0 | 620.37 | 620.38 |
| T | 135+36.00 | 0.0 | 620.67 | 620.67 |
| ☉ Brg. Pier 2 | 135+45.50 | 0.0 | 620.95 | 620.95 |
| U | 135+55.50 | 0.0 | 621.25 | 621.26 |
| V | 135+65.50 | 0.0 | 621.55 | 621.59 |
| W | 135+75.50 | 0.0 | 621.85 | 621.91 |
| X | 135+85.50 | 0.0 | 622.15 | 622.24 |
| Y | 135+95.50 | 0.0 | 622.45 | 622.55 |
| Z | 136+05.50 | 0.0 | 622.75 | 622.85 |
| AA | 136+15.50 | 0.0 | 623.05 | 623.13 |
| AB | 136+25.50 | 0.0 | 623.35 | 623.40 |
| AC | 136+35.50 | 0.0 | 623.65 | 623.67 |
| AD | 136+45.50 | 0.0 | 623.95 | 623.95 |
| ☉ Brg. Pier 3 | 136+55.00 | 0.0 | 624.24 | 624.24 |
| AE | 136+65.00 | 0.0 | 624.54 | 624.55 |
| AF | 136+75.00 | 0.0 | 624.84 | 624.87 |
| AG | 136+85.00 | 0.0 | 625.14 | 625.20 |
| AH | 136+95.00 | 0.0 | 625.44 | 625.52 |
| AI | 137+05.00 | 0.0 | 625.74 | 625.84 |
| AJ | 137+15.00 | 0.0 | 626.04 | 626.14 |
| AK | 137+25.00 | 0.0 | 626.34 | 626.43 |
| AL | 137+35.00 | 0.0 | 626.64 | 626.70 |
| AM | 137+45.00 | 0.0 | 626.94 | 626.98 |
| AN | 137+55.00 | 0.0 | 627.24 | 627.25 |
| ☉ Brg. Pier 4 | 137+64.50 | 0.0 | 627.52 | 627.52 |
| AO | 137+74.50 | 0.0 | 627.82 | 627.82 |
| AP | 137+84.50 | 0.0 | 628.12 | 628.14 |
| AQ | 137+94.50 | 0.0 | 628.42 | 628.46 |
| AR | 138+04.50 | 0.0 | 628.72 | 628.77 |
| AS | 138+14.50 | 0.0 | 629.02 | 629.08 |
| AT | 138+24.50 | 0.0 | 629.32 | 629.37 |
| AU | 138+34.50 | 0.0 | 629.62 | 629.65 |
| ☉ Brg. Exist. Pier 9 | 138+42.88 | 0.0 | 629.88 | 629.88 |
| ☉ Exist. Pier 9 | 138+43.67 | 0.0 | 629.90 | 629.90 |

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------------------|-----------|--------|------------------------------|--|
| Bk. Of S Abut. | 133+26.71 | 1.5 Rt | 614.36 | 614.36 |
| ☉ Brg. S Abut. | 133+29.50 | 1.5 Rt | 614.44 | 614.44 |
| A | 133+39.50 | 1.5 Rt | 614.74 | 614.81 |
| B | 133+49.50 | 1.5 Rt | 615.04 | 615.16 |
| C | 133+59.50 | 1.5 Rt | 615.34 | 615.50 |
| D | 133+69.50 | 1.5 Rt | 615.64 | 615.82 |
| E | 133+79.50 | 1.5 Rt | 615.94 | 616.13 |
| F | 133+89.50 | 1.5 Rt | 616.24 | 616.41 |
| G | 133+99.50 | 1.5 Rt | 616.54 | 616.70 |
| H | 134+09.50 | 1.5 Rt | 616.84 | 616.93 |
| I | 134+19.50 | 1.5 Rt | 617.14 | 617.19 |
| J | 134+29.50 | 1.5 Rt | 617.44 | 617.45 |
| ☉ Brg. Pier 1 | 134+36.00 | 1.5 Rt | 617.64 | 617.64 |
| K | 134+46.00 | 1.5 Rt | 617.94 | 617.94 |
| L | 134+56.00 | 1.5 Rt | 618.24 | 618.23 |
| M | 134+66.00 | 1.5 Rt | 618.54 | 618.54 |
| N | 134+76.00 | 1.5 Rt | 618.84 | 618.85 |
| O | 134+86.00 | 1.5 Rt | 619.14 | 619.17 |
| P | 134+96.00 | 1.5 Rt | 619.44 | 619.48 |
| Q | 135+06.00 | 1.5 Rt | 619.74 | 619.79 |
| R | 135+16.00 | 1.5 Rt | 620.04 | 620.07 |
| S | 135+26.00 | 1.5 Rt | 620.34 | 620.35 |
| T | 135+36.00 | 1.5 Rt | 620.64 | 620.64 |
| ☉ Brg. Pier 2 | 135+45.50 | 1.5 Rt | 620.92 | 620.92 |
| U | 135+55.50 | 1.5 Rt | 621.22 | 621.23 |
| V | 135+65.50 | 1.5 Rt | 621.52 | 621.56 |
| W | 135+75.50 | 1.5 Rt | 621.82 | 621.88 |
| X | 135+85.50 | 1.5 Rt | 622.12 | 622.21 |
| Y | 135+95.50 | 1.5 Rt | 622.42 | 622.52 |
| Z | 136+05.50 | 1.5 Rt | 622.72 | 622.82 |
| AA | 136+15.50 | 1.5 Rt | 623.02 | 623.10 |
| AB | 136+25.50 | 1.5 Rt | 623.32 | 623.37 |
| AC | 136+35.50 | 1.5 Rt | 623.62 | 623.64 |
| AD | 136+45.50 | 1.5 Rt | 623.92 | 623.92 |
| ☉ Brg. Pier 3 | 136+55.00 | 1.5 Rt | 624.21 | 624.21 |
| AE | 136+65.00 | 1.5 Rt | 624.51 | 624.52 |
| AF | 136+75.00 | 1.5 Rt | 624.81 | 624.84 |
| AG | 136+85.00 | 1.5 Rt | 625.11 | 625.17 |
| AH | 136+95.00 | 1.5 Rt | 625.41 | 625.49 |
| AI | 137+05.00 | 1.5 Rt | 625.71 | 625.81 |
| AJ | 137+15.00 | 1.5 Rt | 626.01 | 626.11 |
| AK | 137+25.00 | 1.5 Rt | 626.31 | 626.40 |
| AL | 137+35.00 | 1.5 Rt | 626.61 | 626.67 |
| AM | 137+45.00 | 1.5 Rt | 626.91 | 626.95 |
| AN | 137+55.00 | 1.5 Rt | 627.21 | 627.22 |
| ☉ Brg. Pier 4 | 137+64.50 | 1.5 Rt | 627.49 | 627.49 |
| AO | 137+74.50 | 1.5 Rt | 627.79 | 627.79 |
| AP | 137+84.50 | 1.5 Rt | 628.09 | 628.11 |
| AQ | 137+94.50 | 1.5 Rt | 628.39 | 628.43 |
| AR | 138+04.50 | 1.5 Rt | 628.70 | 628.75 |
| AS | 138+14.50 | 1.5 Rt | 629.00 | 629.06 |
| AT | 138+24.50 | 1.5 Rt | 629.30 | 629.35 |
| AU | 138+34.50 | 1.5 Rt | 629.61 | 629.64 |
| ☉ Brg. Exist. Pier 9 | 138+42.88 | 1.5 Rt | 629.86 | 629.86 |
| ☉ Exist. Pier 9 | 138+43.67 | 1.5 Rt | 629.88 | 629.88 |

FILE NAME = W:\191\132\DOT\Western_Ave\016-0777\15-Top of Slab Elevations.dwg

GIRDER 6

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------------------|-----------|--------|------------------------------|--|
| Bk. Of S Abut. | 133+26.71 | 3.5 Rt | 614.32 | 614.32 |
| ☉ Brg. S Abut. | 133+29.50 | 3.5 Rt | 614.40 | 614.40 |
| A | 133+39.50 | 3.5 Rt | 614.70 | 614.77 |
| B | 133+49.50 | 3.5 Rt | 615.00 | 615.12 |
| C | 133+59.50 | 3.5 Rt | 615.30 | 615.46 |
| D | 133+69.50 | 3.5 Rt | 615.60 | 615.78 |
| E | 133+79.50 | 3.5 Rt | 615.90 | 616.09 |
| F | 133+89.50 | 3.5 Rt | 616.20 | 616.37 |
| G | 133+99.50 | 3.5 Rt | 616.50 | 616.66 |
| H | 134+09.50 | 3.5 Rt | 616.80 | 616.89 |
| I | 134+19.50 | 3.5 Rt | 617.10 | 617.15 |
| J | 134+29.50 | 3.5 Rt | 617.40 | 617.41 |
| ☉ Brg. Pier 1 | 134+36.00 | 3.5 Rt | 617.60 | 617.60 |
| K | 134+46.00 | 3.5 Rt | 617.90 | 617.90 |
| L | 134+56.00 | 3.5 Rt | 618.20 | 618.19 |
| M | 134+66.00 | 3.5 Rt | 618.50 | 618.50 |
| N | 134+76.00 | 3.5 Rt | 618.80 | 618.81 |
| O | 134+86.00 | 3.5 Rt | 619.10 | 619.13 |
| P | 134+96.00 | 3.5 Rt | 619.40 | 619.44 |
| Q | 135+06.00 | 3.5 Rt | 619.70 | 619.75 |
| R | 135+16.00 | 3.5 Rt | 620.00 | 620.03 |
| S | 135+26.00 | 3.5 Rt | 620.30 | 620.31 |
| T | 135+36.00 | 3.5 Rt | 620.60 | 620.60 |
| ☉ Brg. Pier 2 | 135+45.50 | 3.5 Rt | 620.88 | 620.88 |
| U | 135+55.50 | 3.5 Rt | 621.18 | 621.19 |
| V | 135+65.50 | 3.5 Rt | 621.48 | 621.52 |
| W | 135+75.50 | 3.5 Rt | 621.78 | 621.84 |
| X | 135+85.50 | 3.5 Rt | 622.08 | 622.17 |
| Y | 135+95.50 | 3.5 Rt | 622.38 | 622.48 |
| Z | 136+05.50 | 3.5 Rt | 622.68 | 622.78 |
| AA | 136+15.50 | 3.5 Rt | 622.98 | 623.06 |
| AB | 136+25.50 | 3.5 Rt | 623.28 | 623.33 |
| AC | 136+35.50 | 3.5 Rt | 623.58 | 623.60 |
| AD | 136+45.50 | 3.5 Rt | 623.88 | 623.88 |
| ☉ Brg. Pier 3 | 136+55.00 | 3.5 Rt | 624.17 | 624.17 |
| AE | 136+65.00 | 3.5 Rt | 624.47 | 624.48 |
| AF | 136+75.00 | 3.5 Rt | 624.77 | 624.80 |
| AG | 136+85.00 | 3.5 Rt | 625.07 | 625.13 |
| AH | 136+95.00 | 3.5 Rt | 625.37 | 625.45 |
| AI | 137+05.00 | 3.5 Rt | 625.67 | 625.77 |
| AJ | 137+15.00 | 3.5 Rt | 625.97 | 626.07 |
| AK | 137+25.00 | 3.5 Rt | 626.27 | 626.36 |
| AL | 137+35.00 | 3.5 Rt | 626.57 | 626.63 |
| AM | 137+45.00 | 3.5 Rt | 626.87 | 626.91 |
| AN | 137+55.00 | 3.5 Rt | 627.17 | 627.18 |
| ☉ Brg. Pier 4 | 137+64.50 | 3.5 Rt | 627.45 | 627.45 |
| AO | 137+74.50 | 3.5 Rt | 627.75 | 627.75 |
| AP | 137+84.50 | 3.5 Rt | 628.05 | 628.07 |
| AQ | 137+94.50 | 3.5 Rt | 628.35 | 628.39 |
| AR | 138+04.50 | 3.5 Rt | 628.66 | 628.71 |
| AS | 138+14.50 | 3.5 Rt | 628.97 | 629.03 |
| AT | 138+24.50 | 3.5 Rt | 629.27 | 629.32 |
| AU | 138+34.50 | 3.5 Rt | 629.58 | 629.61 |
| ☉ Brg. Exist. Pier 9 | 138+42.88 | 3.5 Rt | 629.84 | 629.84 |
| ☉ Exist. Pier 9 | 138+43.67 | 3.5 Rt | 629.86 | 629.86 |

GIRDER 7

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------------------|-----------|---------|------------------------------|--|
| Bk. Of S Abut. | 133+26.71 | 10.5 Rt | 614.17 | 614.17 |
| ☉ Brg. S Abut. | 133+29.50 | 10.5 Rt | 614.25 | 614.25 |
| A | 133+39.50 | 10.5 Rt | 614.55 | 614.62 |
| B | 133+49.50 | 10.5 Rt | 614.85 | 614.97 |
| C | 133+59.50 | 10.5 Rt | 615.15 | 615.31 |
| D | 133+69.50 | 10.5 Rt | 615.45 | 615.63 |
| E | 133+79.50 | 10.5 Rt | 615.75 | 615.94 |
| F | 133+89.50 | 10.5 Rt | 616.05 | 616.22 |
| G | 133+99.50 | 10.5 Rt | 616.35 | 616.51 |
| H | 134+09.50 | 10.5 Rt | 616.65 | 616.74 |
| I | 134+19.50 | 10.5 Rt | 616.95 | 617.00 |
| J | 134+29.50 | 10.5 Rt | 617.25 | 617.26 |
| ☉ Brg. Pier 1 | 134+36.00 | 10.5 Rt | 617.45 | 617.45 |
| K | 134+46.00 | 10.5 Rt | 617.75 | 617.75 |
| L | 134+56.00 | 10.5 Rt | 618.05 | 618.04 |
| M | 134+66.00 | 10.5 Rt | 618.35 | 618.35 |
| N | 134+76.00 | 10.5 Rt | 618.65 | 618.66 |
| O | 134+86.00 | 10.5 Rt | 618.95 | 618.98 |
| P | 134+96.00 | 10.5 Rt | 619.25 | 619.29 |
| Q | 135+06.00 | 10.5 Rt | 619.55 | 619.60 |
| R | 135+16.00 | 10.5 Rt | 619.85 | 619.88 |
| S | 135+26.00 | 10.5 Rt | 620.15 | 620.16 |
| T | 135+36.00 | 10.5 Rt | 620.45 | 620.45 |
| ☉ Brg. Pier 2 | 135+45.50 | 10.5 Rt | 620.73 | 620.73 |
| U | 135+55.50 | 10.5 Rt | 621.03 | 621.04 |
| V | 135+65.50 | 10.5 Rt | 621.33 | 621.37 |
| W | 135+75.50 | 10.5 Rt | 621.63 | 621.69 |
| X | 135+85.50 | 10.5 Rt | 621.93 | 622.02 |
| Y | 135+95.50 | 10.5 Rt | 622.23 | 622.33 |
| Z | 136+05.50 | 10.5 Rt | 622.53 | 622.63 |
| AA | 136+15.50 | 10.5 Rt | 622.83 | 622.91 |
| AB | 136+25.50 | 10.5 Rt | 623.13 | 623.18 |
| AC | 136+35.50 | 10.5 Rt | 623.43 | 623.45 |
| AD | 136+45.50 | 10.5 Rt | 623.73 | 623.73 |
| ☉ Brg. Pier 3 | 136+55.00 | 10.5 Rt | 624.02 | 624.02 |
| AE | 136+65.00 | 10.5 Rt | 624.32 | 624.33 |
| AF | 136+75.00 | 10.5 Rt | 624.62 | 624.65 |
| AG | 136+85.00 | 10.5 Rt | 624.92 | 624.98 |
| AH | 136+95.00 | 10.5 Rt | 625.22 | 625.30 |
| AI | 137+05.00 | 10.5 Rt | 625.52 | 625.62 |
| AJ | 137+15.00 | 10.5 Rt | 625.82 | 625.92 |
| AK | 137+25.00 | 10.5 Rt | 626.12 | 626.21 |
| AL | 137+35.00 | 10.5 Rt | 626.42 | 626.48 |
| AM | 137+45.00 | 10.5 Rt | 626.72 | 626.76 |
| AN | 137+55.00 | 10.5 Rt | 627.02 | 627.03 |
| ☉ Brg. Pier 4 | 137+64.50 | 10.5 Rt | 627.30 | 627.30 |
| AO | 137+74.50 | 10.5 Rt | 627.60 | 627.60 |
| AP | 137+84.50 | 10.5 Rt | 627.90 | 627.92 |
| AQ | 137+94.50 | 10.5 Rt | 628.21 | 628.25 |
| AR | 138+04.50 | 10.5 Rt | 628.53 | 628.58 |
| AS | 138+14.50 | 10.5 Rt | 628.85 | 628.91 |
| AT | 138+24.50 | 10.5 Rt | 629.17 | 629.22 |
| AU | 138+34.50 | 10.5 Rt | 629.49 | 629.52 |
| ☉ Brg. Exist. Pier 9 | 138+42.88 | 10.5 Rt | 629.76 | 629.76 |
| ☉ Exist. Pier 9 | 138+43.67 | 10.5 Rt | 629.79 | 629.79 |

GIRDER 8

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------------------|-----------|---------|------------------------------|--|
| Bk. Of S Abut. | 133+26.71 | 17.5 Rt | 614.03 | 614.03 |
| ☉ Brg. S Abut. | 133+29.50 | 17.5 Rt | 614.11 | 614.11 |
| A | 133+39.50 | 17.5 Rt | 614.41 | 614.41 |
| B | 133+49.50 | 17.5 Rt | 614.71 | 614.71 |
| C | 133+59.50 | 17.5 Rt | 615.01 | 615.01 |
| D | 133+69.50 | 17.5 Rt | 615.31 | 615.31 |
| E | 133+79.50 | 17.5 Rt | 615.61 | 615.61 |
| F | 133+89.50 | 17.5 Rt | 615.91 | 615.91 |
| G | 133+99.50 | 17.5 Rt | 616.21 | 616.21 |
| H | 134+09.50 | 17.5 Rt | 616.51 | 616.51 |
| I | 134+19.50 | 17.5 Rt | 616.81 | 616.81 |
| J | 134+29.50 | 17.5 Rt | 617.11 | 617.11 |
| ☉ Brg. Pier 1 | 134+36.00 | 17.5 Rt | 617.30 | 617.30 |
| K | 134+46.00 | 17.5 Rt | 617.60 | 617.60 |
| L | 134+56.00 | 17.5 Rt | 617.90 | 617.90 |
| M | 134+66.00 | 17.5 Rt | 618.20 | 618.20 |
| N | 134+76.00 | 17.5 Rt | 618.50 | 618.50 |
| O | 134+86.00 | 17.5 Rt | 618.80 | 618.80 |
| P | 134+96.00 | 17.5 Rt | 619.10 | 619.10 |
| Q | 135+06.00 | 17.5 Rt | 619.40 | 619.40 |
| R | 135+16.00 | 17.5 Rt | 619.70 | 619.70 |
| S | 135+26.00 | 17.5 Rt | 620.00 | 620.00 |
| T | 135+36.00 | 17.5 Rt | 620.30 | 620.30 |
| ☉ Brg. Pier 2 | 135+45.50 | 17.5 Rt | 620.59 | 620.59 |
| U | 135+55.50 | 17.5 Rt | 620.89 | 620.89 |
| V | 135+65.50 | 17.5 Rt | 621.19 | 621.19 |
| W | 135+75.50 | 17.5 Rt | 621.49 | 621.49 |
| X | 135+85.50 | 17.5 Rt | 621.79 | 621.79 |
| Y | 135+95.50 | 17.5 Rt | 622.09 | 622.09 |
| Z | 136+05.50 | 17.5 Rt | 622.39 | 622.39 |
| AA | 136+15.50 | 17.5 Rt | 622.69 | 622.69 |
| AB | 136+25.50 | 17.5 Rt | 622.99 | 622.99 |
| AC | 136+35.50 | 17.5 Rt | 623.29 | 623.29 |
| AD | 136+45.50 | 17.5 Rt | 623.59 | 623.59 |
| ☉ Brg. Pier 3 | 136+55.00 | 17.5 Rt | 623.87 | 623.87 |
| AE | 136+65.00 | 17.5 Rt | 624.17 | 624.17 |
| AF | 136+75.00 | 17.5 Rt | 624.47 | 624.47 |
| AG | 136+85.00 | 17.5 Rt | 624.77 | 624.77 |
| AH | 136+95.00 | 17.5 Rt | 625.07 | 625.07 |
| AI | 137+05.00 | 17.5 Rt | 625.37 | 625.37 |
| AJ | 137+15.00 | 17.5 Rt | 625.67 | 625.67 |
| AK | 137+25.00 | 17.5 Rt | 625.97 | 625.97 |
| AL | 137+35.00 | 17.5 Rt | 626.27 | 626.27 |
| AM | 137+45.00 | 17.5 Rt | 626.57 | 626.57 |
| AN | 137+55.00 | 17.5 Rt | 626.87 | 626.87 |
| ☉ Brg. Pier 4 | 137+64.50 | 17.5 Rt | 627.16 | 627.16 |
| AO | 137+74.50 | 17.5 Rt | 627.46 | 627.46 |
| AP | 137+84.50 | 17.5 Rt | 627.76 | 627.76 |
| AQ | 137+94.50 | 17.5 Rt | 628.06 | 628.06 |
| AR | 138+04.50 | 17.5 Rt | 628.40 | 628.40 |
| AS | 138+14.50 | 17.5 Rt | 628.74 | 628.74 |
| AT | 138+24.50 | 17.5 Rt | 629.07 | 629.07 |
| AU | 138+34.50 | 17.5 Rt | 629.41 | 629.41 |
| ☉ Brg. Exist. Pier 9 | 138+42.88 | 17.5 Rt | 629.69 | 629.69 |
| ☉ Exist. Pier 9 | 138+43.67 | 17.5 Rt | 629.72 | 629.72 |

FILE NAME = W:\191\132\DOT\Western_Ave\CADD_Sheets\Structural\016-0777\16 - Top of Slab Elevations 5.dgn

BLA, Inc.
ITASCAS, ILLINOIS

| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS V
STRUCTURE NO. 016-0777**

SHEET NO. 16 OF 104 SHEETS

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 74 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

GIRDER 9

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------------------|-----------|---------|------------------------------|--|
| Bk. Of S Abut. | 133+26.71 | 24.5 Rt | 613.88 | 613.88 |
| ☉ Brg. S Abut. | 133+29.50 | 24.5 Rt | 613.96 | 613.96 |
| A | 133+39.50 | 24.5 Rt | 614.26 | 614.33 |
| B | 133+49.50 | 24.5 Rt | 614.56 | 614.68 |
| C | 133+59.50 | 24.5 Rt | 614.86 | 615.02 |
| D | 133+69.50 | 24.5 Rt | 615.16 | 615.34 |
| E | 133+79.50 | 24.5 Rt | 615.46 | 615.65 |
| F | 133+89.50 | 24.5 Rt | 615.76 | 615.93 |
| G | 133+99.50 | 24.5 Rt | 616.06 | 616.22 |
| H | 134+09.50 | 24.5 Rt | 616.36 | 616.45 |
| I | 134+19.50 | 24.5 Rt | 616.66 | 616.71 |
| J | 134+29.50 | 24.5 Rt | 616.96 | 616.97 |
| ☉ Brg. Pier 1 | 134+36.00 | 24.5 Rt | 617.16 | 617.16 |
| K | 134+46.00 | 24.5 Rt | 617.46 | 617.46 |
| L | 134+56.00 | 24.5 Rt | 617.76 | 617.75 |
| M | 134+66.00 | 24.5 Rt | 618.06 | 618.06 |
| N | 134+76.00 | 24.5 Rt | 618.36 | 618.37 |
| O | 134+86.00 | 24.5 Rt | 618.66 | 618.69 |
| P | 134+96.00 | 24.5 Rt | 618.96 | 619.00 |
| Q | 135+06.00 | 24.5 Rt | 619.26 | 619.31 |
| R | 135+16.00 | 24.5 Rt | 619.56 | 619.59 |
| S | 135+26.00 | 24.5 Rt | 619.86 | 619.87 |
| T | 135+36.00 | 24.5 Rt | 620.16 | 620.16 |
| ☉ Brg. Pier 2 | 135+45.50 | 24.5 Rt | 620.44 | 620.44 |
| U | 135+55.50 | 24.5 Rt | 620.74 | 620.75 |
| V | 135+65.50 | 24.5 Rt | 621.04 | 621.08 |
| W | 135+75.50 | 24.5 Rt | 621.34 | 621.40 |
| X | 135+85.50 | 24.5 Rt | 621.64 | 621.73 |
| Y | 135+95.50 | 24.5 Rt | 621.94 | 622.04 |
| Z | 136+05.50 | 24.5 Rt | 622.24 | 622.34 |
| AA | 136+15.50 | 24.5 Rt | 622.54 | 622.62 |
| AB | 136+25.50 | 24.5 Rt | 622.84 | 622.89 |
| AC | 136+35.50 | 24.5 Rt | 623.14 | 623.16 |
| AD | 136+45.50 | 24.5 Rt | 623.44 | 623.44 |
| ☉ Brg. Pier 3 | 136+55.00 | 24.5 Rt | 623.73 | 623.73 |
| AE | 136+65.00 | 24.5 Rt | 624.03 | 624.04 |
| AF | 136+75.00 | 24.5 Rt | 624.33 | 624.36 |
| AG | 136+85.00 | 24.5 Rt | 624.63 | 624.69 |
| AH | 136+95.00 | 24.5 Rt | 624.93 | 625.01 |
| AI | 137+05.00 | 24.5 Rt | 625.23 | 625.33 |
| AJ | 137+15.00 | 24.5 Rt | 625.53 | 625.63 |
| AK | 137+25.00 | 24.5 Rt | 625.83 | 625.92 |
| AL | 137+35.00 | 24.5 Rt | 626.13 | 626.19 |
| AM | 137+45.00 | 24.5 Rt | 626.43 | 626.47 |
| AN | 137+55.00 | 24.5 Rt | 626.73 | 626.74 |
| ☉ Brg. Pier 4 | 137+64.50 | 24.5 Rt | 627.01 | 627.01 |
| AO | 137+74.50 | 24.5 Rt | 627.31 | 627.31 |
| AP | 137+84.50 | 24.5 Rt | 627.61 | 627.63 |
| AQ | 137+94.50 | 24.5 Rt | 627.92 | 627.96 |
| AR | 138+04.50 | 24.5 Rt | 628.27 | 628.32 |
| AS | 138+14.50 | 24.5 Rt | 628.62 | 628.68 |
| AT | 138+24.50 | 24.5 Rt | 628.97 | 629.02 |
| AU | 138+34.50 | 24.5 Rt | 629.32 | 629.35 |
| ☉ Brg. Exist. Pier 9 | 138+42.88 | 24.5 Rt | 629.62 | 629.62 |
| ☉ Exist. Pier 9 | 138+43.67 | 24.5 Rt | 629.64 | 629.64 |

GIRDER 10

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------------------|-----------|---------|------------------------------|--|
| Bk. Of S Abut. | 133+26.71 | 31.5 Rt | 613.73 | 613.73 |
| ☉ Brg. S Abut. | 133+29.50 | 31.5 Rt | 613.82 | 613.82 |
| A | 133+39.50 | 31.5 Rt | 614.12 | 614.19 |
| B | 133+49.50 | 31.5 Rt | 614.42 | 614.54 |
| C | 133+59.50 | 31.5 Rt | 614.72 | 614.88 |
| D | 133+69.50 | 31.5 Rt | 615.02 | 615.20 |
| E | 133+79.50 | 31.5 Rt | 615.32 | 615.51 |
| F | 133+89.50 | 31.5 Rt | 615.62 | 615.79 |
| G | 133+99.50 | 31.5 Rt | 615.92 | 616.08 |
| H | 134+09.50 | 31.5 Rt | 616.22 | 616.31 |
| I | 134+19.50 | 31.5 Rt | 616.52 | 616.57 |
| J | 134+29.50 | 31.5 Rt | 616.82 | 616.83 |
| ☉ Brg. Pier 1 | 134+36.00 | 31.5 Rt | 617.01 | 617.01 |
| K | 134+46.00 | 31.5 Rt | 617.31 | 617.31 |
| L | 134+56.00 | 31.5 Rt | 617.61 | 617.60 |
| M | 134+66.00 | 31.5 Rt | 617.91 | 617.91 |
| N | 134+76.00 | 31.5 Rt | 618.21 | 618.22 |
| O | 134+86.00 | 31.5 Rt | 618.51 | 618.54 |
| P | 134+96.00 | 31.5 Rt | 618.81 | 618.85 |
| Q | 135+06.00 | 31.5 Rt | 619.11 | 619.16 |
| R | 135+16.00 | 31.5 Rt | 619.41 | 619.44 |
| S | 135+26.00 | 31.5 Rt | 619.71 | 619.72 |
| T | 135+36.00 | 31.5 Rt | 620.01 | 620.01 |
| ☉ Brg. Pier 2 | 135+45.50 | 31.5 Rt | 620.30 | 620.30 |
| U | 135+55.50 | 31.5 Rt | 620.60 | 620.61 |
| V | 135+65.50 | 31.5 Rt | 620.90 | 620.94 |
| W | 135+75.50 | 31.5 Rt | 621.20 | 621.26 |
| X | 135+85.50 | 31.5 Rt | 621.50 | 621.59 |
| Y | 135+95.50 | 31.5 Rt | 621.80 | 621.90 |
| Z | 136+05.50 | 31.5 Rt | 622.10 | 622.20 |
| AA | 136+15.50 | 31.5 Rt | 622.40 | 622.48 |
| AB | 136+25.50 | 31.5 Rt | 622.70 | 622.75 |
| AC | 136+35.50 | 31.5 Rt | 623.00 | 623.02 |
| AD | 136+45.50 | 31.5 Rt | 623.30 | 623.30 |
| ☉ Brg. Pier 3 | 136+55.00 | 31.5 Rt | 623.58 | 623.58 |
| AE | 136+65.00 | 31.5 Rt | 623.88 | 623.89 |
| AF | 136+75.00 | 31.5 Rt | 624.18 | 624.21 |
| AG | 136+85.00 | 31.5 Rt | 624.48 | 624.54 |
| AH | 136+95.00 | 31.5 Rt | 624.78 | 624.86 |
| AI | 137+05.00 | 31.5 Rt | 625.08 | 625.18 |
| AJ | 137+15.00 | 31.5 Rt | 625.38 | 625.48 |
| AK | 137+25.00 | 31.5 Rt | 625.68 | 625.77 |
| AL | 137+35.00 | 31.5 Rt | 625.98 | 626.04 |
| AM | 137+45.00 | 31.5 Rt | 626.28 | 626.32 |
| AN | 137+55.00 | 31.5 Rt | 626.58 | 626.59 |
| ☉ Brg. Pier 4 | 137+64.50 | 31.5 Rt | 626.87 | 626.87 |
| AO | 137+74.50 | 31.5 Rt | 627.17 | 627.17 |
| AP | 137+84.50 | 31.5 Rt | 627.47 | 627.49 |
| AQ | 137+94.50 | 31.5 Rt | 628.04 | 627.81 |
| AR | 138+04.50 | 31.5 Rt | 628.07 | 628.19 |
| AS | 138+14.50 | 31.5 Rt | 628.37 | 628.56 |
| AT | 138+24.50 | 31.5 Rt | 628.67 | 628.92 |
| AU | 138+34.50 | 31.5 Rt | 628.97 | 629.27 |
| ☉ Brg. Exist. Pier 9 | 138+42.88 | 31.5 Rt | 629.22 | 629.54 |
| ☉ Exist. Pier 9 | 138+43.67 | 31.5 Rt | 629.57 | 629.57 |

FILE NAME = W:\191\132\DOT\Western_Ave\CADD_Sheets\Structure\016-0777\17- Top of Slab Elevations 6.dgn



BLA, Inc.
ITASCA, ILLINOIS

| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

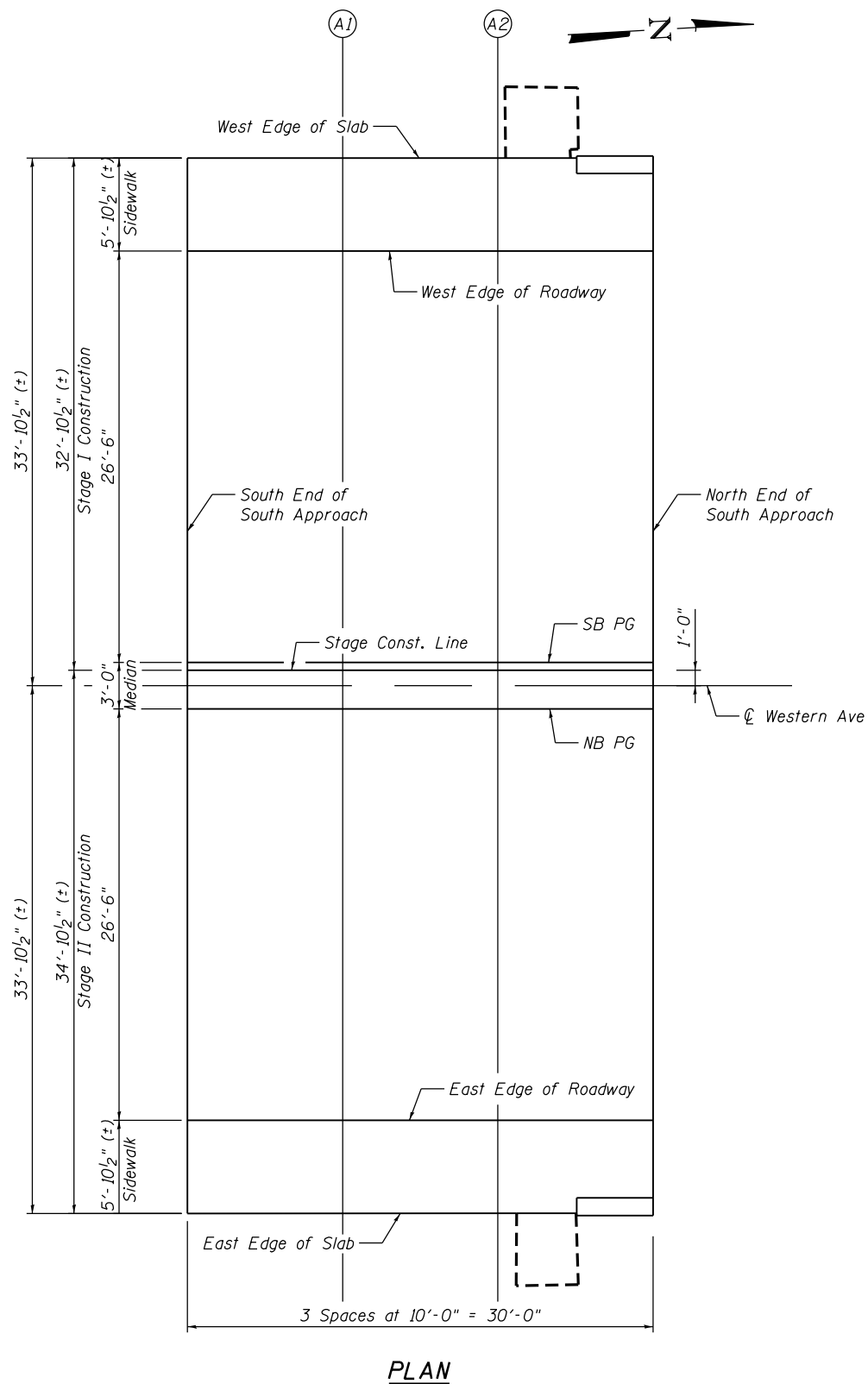
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS VI
STRUCTURE NO. 016-0777**

SHEET NO. 17 OF 104 SHEETS

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 75 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE NAME = W:\191-132-1001-Western_Ave\CADD_Sheets\Structural\016-0777\18 - Top Approach of Slab Elevations.dgn



WEST EDGE OF SLAB

| Location | Station | Offset | Theoretical Grade Elevations |
|-----------------------|-----------|---------|------------------------------|
| South End of S. Appr. | 132+97.21 | 33.9 Lt | 612.79 |
| A1 | 133+07.21 | 33.9 Lt | 613.09 |
| A2 | 133+17.21 | 33.9 Lt | 613.39 |
| North End of N. Appr. | 133+27.21 | 33.9 Lt | 613.69 |

WEST EDGE OF ROADWAY

| Location | Station | Offset | Theoretical Grade Elevations |
|-----------------------|-----------|---------|------------------------------|
| South End of S. Appr. | 132+97.21 | 28.0 Lt | 612.92 |
| A1 | 133+07.21 | 28.0 Lt | 613.22 |
| A2 | 133+17.21 | 28.0 Lt | 613.52 |
| North End of N. Appr. | 133+27.21 | 28.0 Lt | 613.82 |

SB PG

| Location | Station | Offset | Theoretical Grade Elevations |
|-----------------------|-----------|--------|------------------------------|
| South End of S. Appr. | 132+97.21 | 1.5 Lt | 613.47 |
| A1 | 133+07.21 | 1.5 Lt | 613.77 |
| A2 | 133+17.21 | 1.5 Lt | 614.07 |
| North End of N. Appr. | 133+27.21 | 1.5 Lt | 614.37 |

STAGE CONSTRUCTION LINE

| Location | Station | Offset | Theoretical Grade Elevations |
|-----------------------|-----------|--------|------------------------------|
| South End of S. Appr. | 132+97.21 | 1.0 Lt | 613.48 |
| A1 | 133+07.21 | 1.0 Lt | 613.78 |
| A2 | 133+17.21 | 1.0 Lt | 614.08 |
| North End of N. Appr. | 133+27.21 | 1.0 Lt | 614.38 |

Western Ave

| Location | Station | Offset | Theoretical Grade Elevations |
|-----------------------|-----------|--------|------------------------------|
| South End of S. Appr. | 132+97.21 | 0.0 | 613.50 |
| A1 | 133+07.21 | 0.0 | 613.80 |
| A2 | 133+17.21 | 0.0 | 614.10 |
| North End of N. Appr. | 133+27.21 | 0.0 | 614.40 |

NB PG

| Location | Station | Offset | Theoretical Grade Elevations |
|-----------------------|-----------|--------|------------------------------|
| South End of S. Appr. | 132+97.21 | 1.5 Rt | 613.47 |
| A1 | 133+07.21 | 1.5 Rt | 613.77 |
| A2 | 133+17.21 | 1.5 Rt | 614.07 |
| North End of N. Appr. | 133+27.21 | 1.5 Rt | 614.37 |

EAST EDGE OF ROADWAY

| Location | Station | Offset | Theoretical Grade Elevations |
|-----------------------|-----------|---------|------------------------------|
| South End of S. Appr. | 132+97.21 | 28.0 Rt | 612.92 |
| A1 | 133+07.21 | 28.0 Rt | 613.22 |
| A2 | 133+17.21 | 28.0 Rt | 613.52 |
| North End of N. Appr. | 133+27.21 | 28.0 Rt | 613.82 |

EAST EDGE OF SLAB

| Location | Station | Offset | Theoretical Grade Elevations |
|-----------------------|-----------|---------|------------------------------|
| South End of S. Appr. | 132+97.21 | 33.9 Rt | 612.79 |
| A1 | 133+07.21 | 33.9 Rt | 613.09 |
| A2 | 133+17.21 | 33.9 Rt | 613.39 |
| North End of N. Appr. | 133+27.21 | 33.9 Rt | 613.69 |



| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

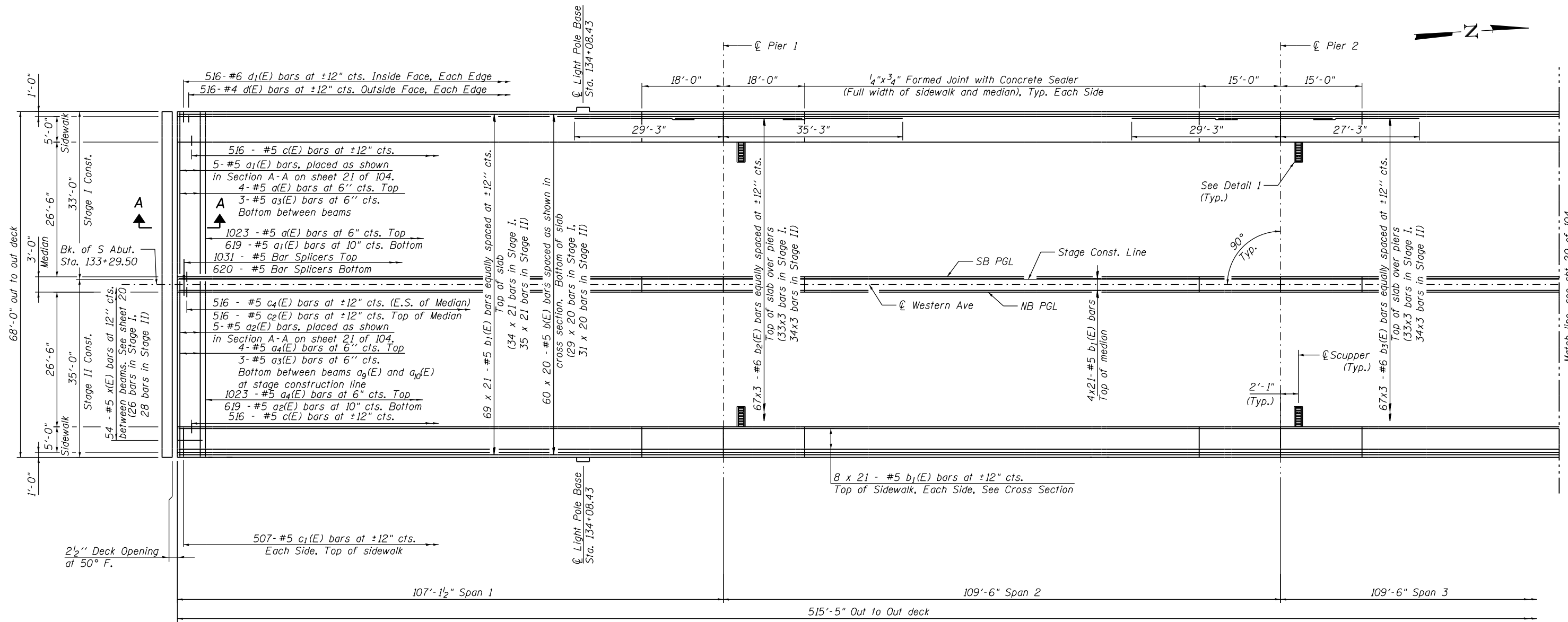
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-0777**

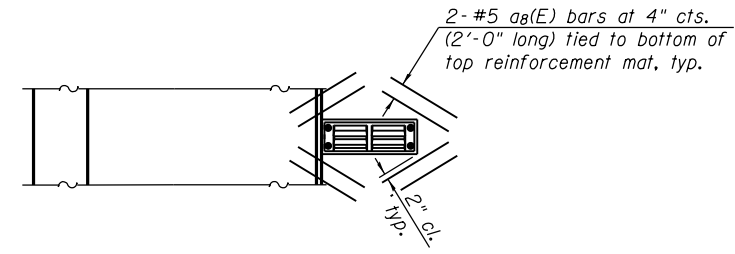
SHEET NO. 18 OF 104 SHEETS

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 76 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE NAME = W:\191-132-1001-Western-Ave\CADD_Sheets\Structure\016-0777\19-Superstructure Plan Ldg



PARTIAL PLAN



DETAIL 1

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

MINIMUM BAR LAPS

#5 Bars = 3'-6"
#6 Bars = 3'-7"

Notes:
See Sheet 24 of 104 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 22 and 23 of 104 for parapet reinforcement.
Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Joint, deck dimensions may require adjustment to satisfy the details on sheet 31 and 32 of 104.
For Section A-A, see Sht. 21 of 104.
For Light Pole Base details, see Sht. 22 of 104.



| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

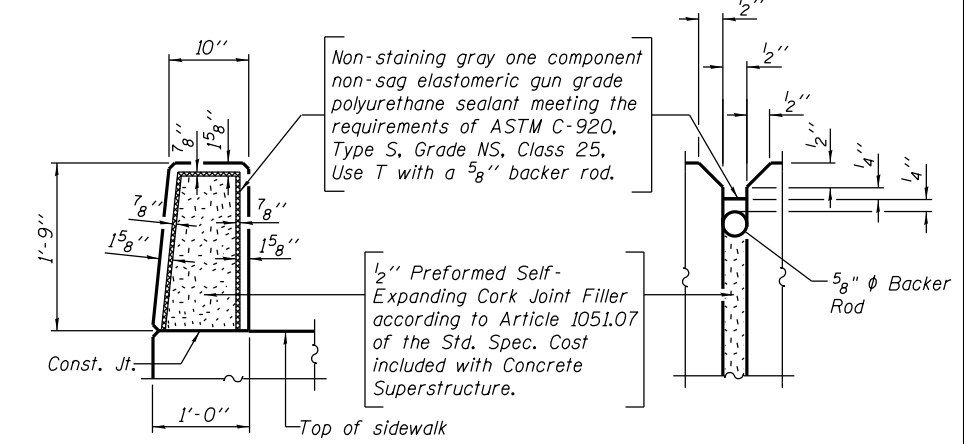
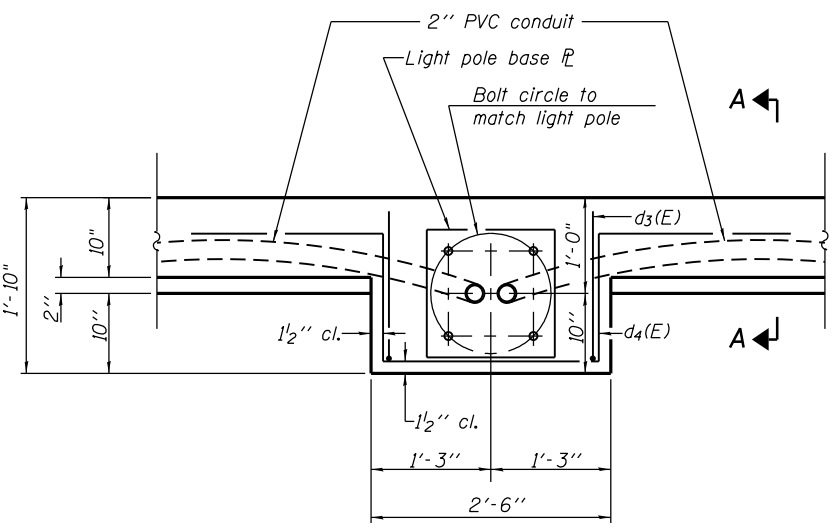
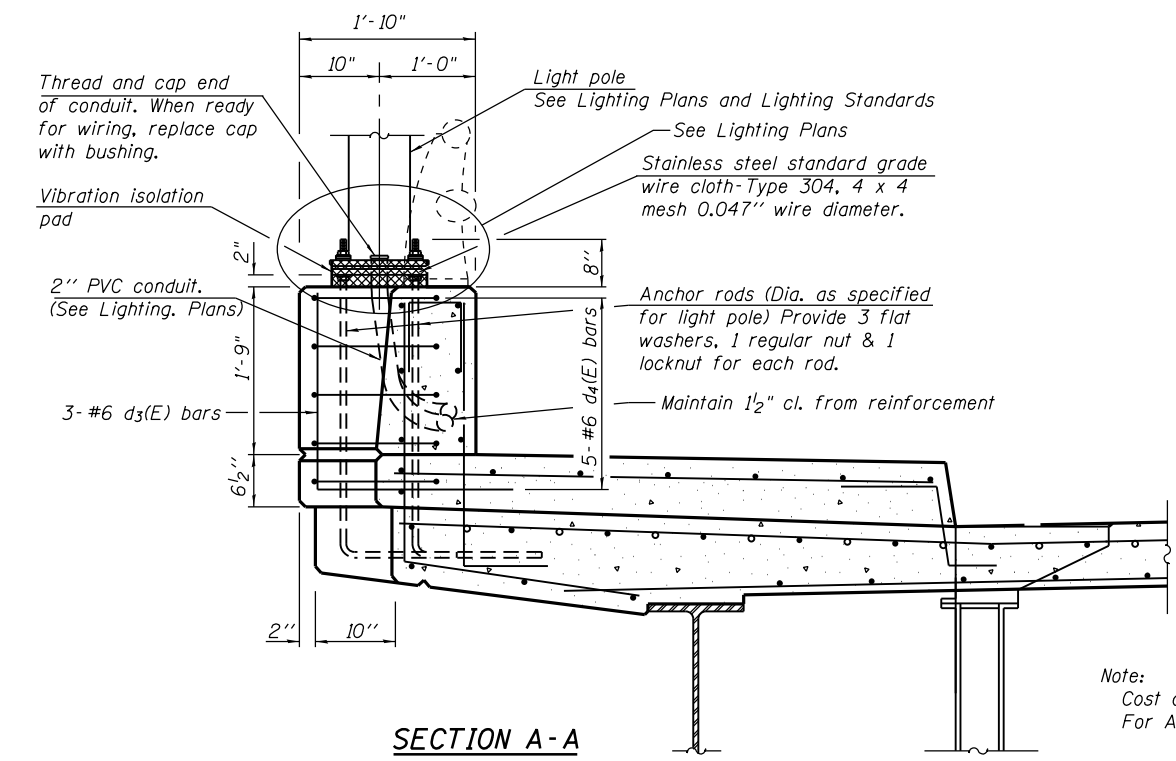
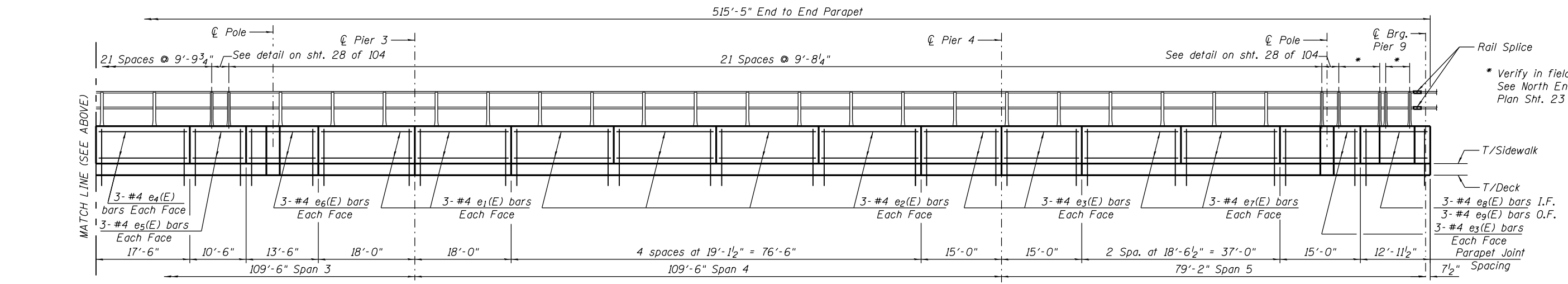
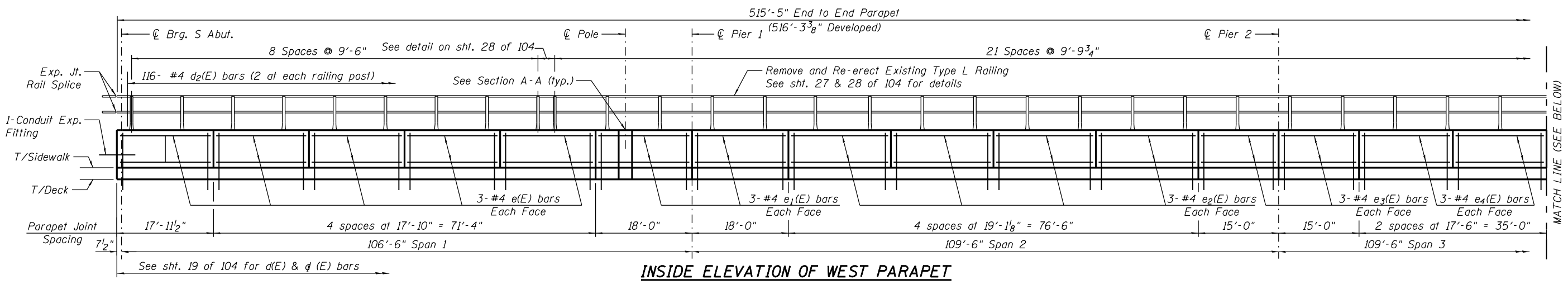
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE PLAN I
STRUCTURE NO. 016-0777**

SHEET NO. 19 OF 104 SHEETS

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 77 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE NAME = W:\191-132-1001-Western-Ave-CADD-Sheets\Structure\016-0777\22 - Superstructure Details Idgn



Note:
See sht. 21 of 104 for section thru sidewalk.
See sht. 24 of 104 for bar details and Bill of Material.
See sht. 27 & 28 of 104 for railing details.

Note:
Cost of anchor rods is included with Concrete Superstructure.
For Anchor Rod detail, see Sht. 24 of 104.



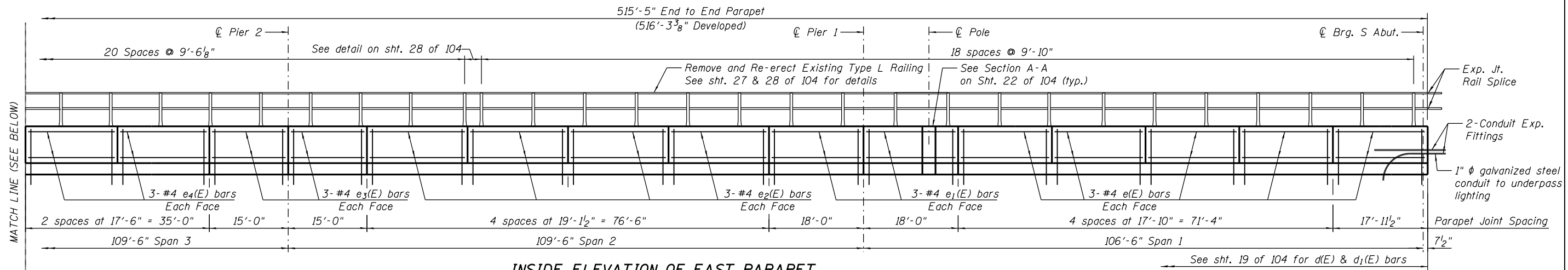
| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS I
STRUCTURE NO. 016-0777**

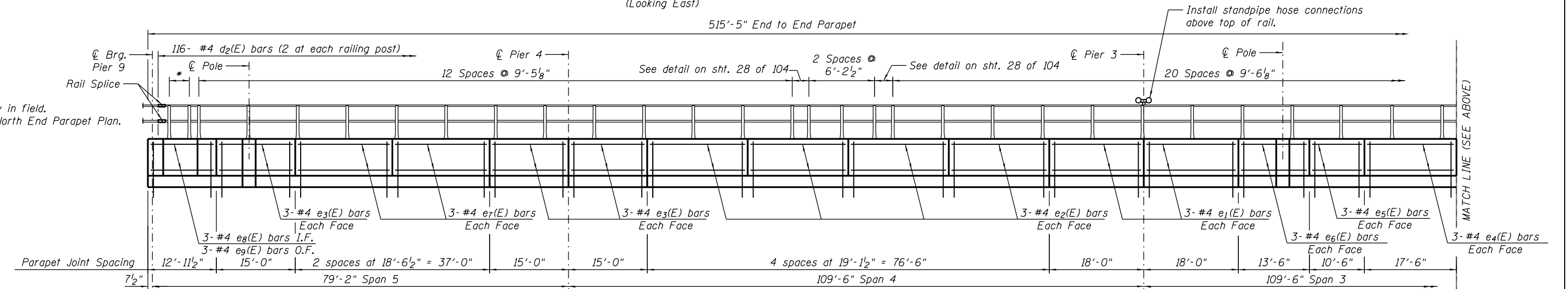
SHEET NO. 22 OF 104 SHEETS

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 80 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



INSIDE ELEVATION OF EAST PARAPET

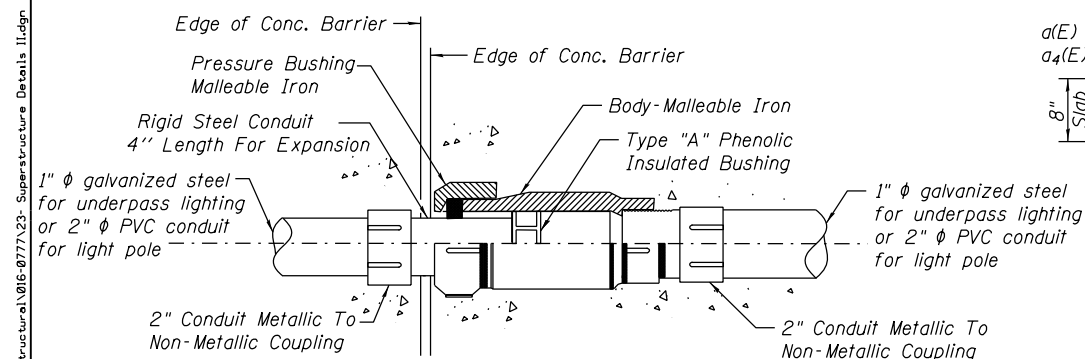
(Looking East)



INSIDE ELEVATION OF EAST PARAPET

(Looking East)

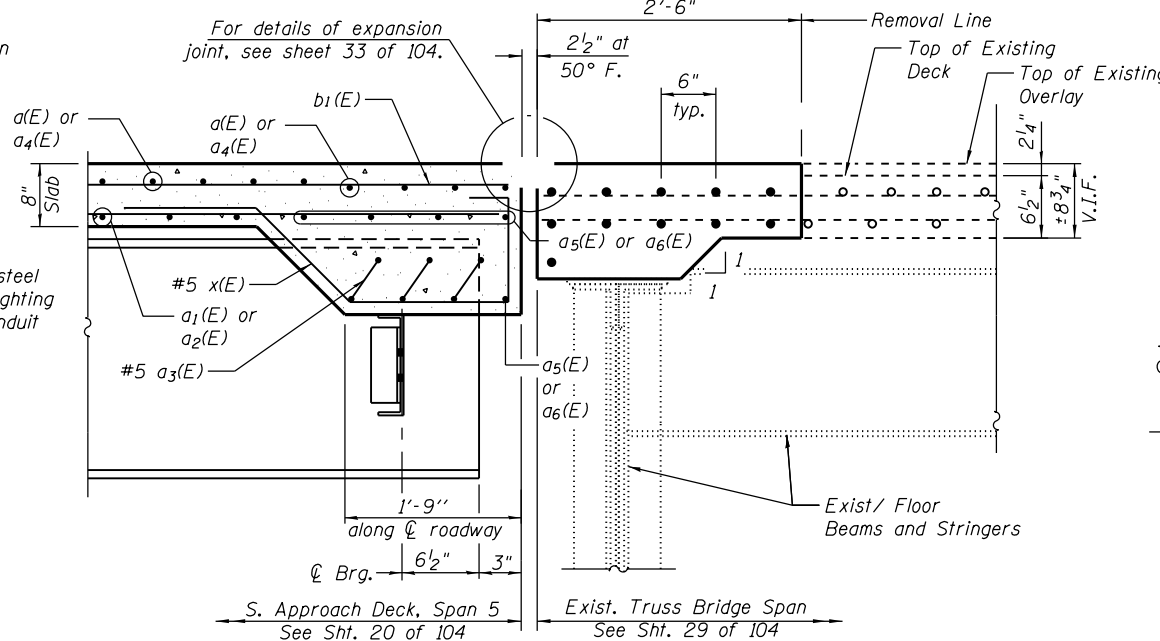
Note:
Rail Post spacing shown based on Existing Plans. Maximum proposed Rail Post spacing is 10'-0" cts. ∅ of re-installed Rail Posts minimum 7" from Parapet Joints. Adjust as required. Cost included in "Removing and Re-erecting Existing Railing".



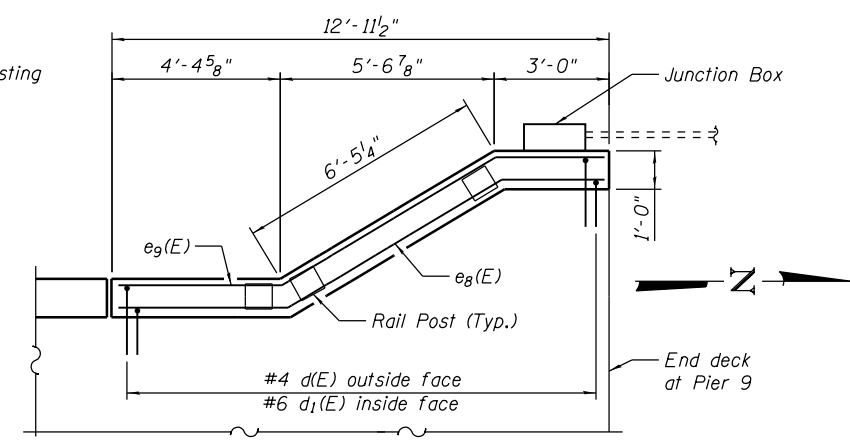
CONDUIT EXPANSION FITTING

(3-Req'd) (AX shown)

- Note:
- All conduit fittings and couplings shall be included in the cost of Conduit Embedded in Structure 2" Dia. PVC (2-Req'd) and Conduit Attached to Structure, 1" Dia., Galvanized Steel (1-Req'd). See Roadway Plans.
 - Use O-Z Gedney AX-200 and AX-100 or approved equal.
 - Furnished and installed by Bridge Contractor.



SECTION B-B - TRUSS DECK JOINT CONSTRUCTION



NORTH END PARAPET PLAN

(West Parapet shown, East Parapet similar)

- Note:
- See sht. 21 of 104 for section thru sidewalk.
- See sht. 24 of 104 for bar details and Bill of Material.
- See sht. 27 & 28 of 104 for railing details.

FILE NAME = W:\191\132\1001\Western_Ave\CADD_Sheets\Structure\016-0777\23-Superstructure Details_11.dwg

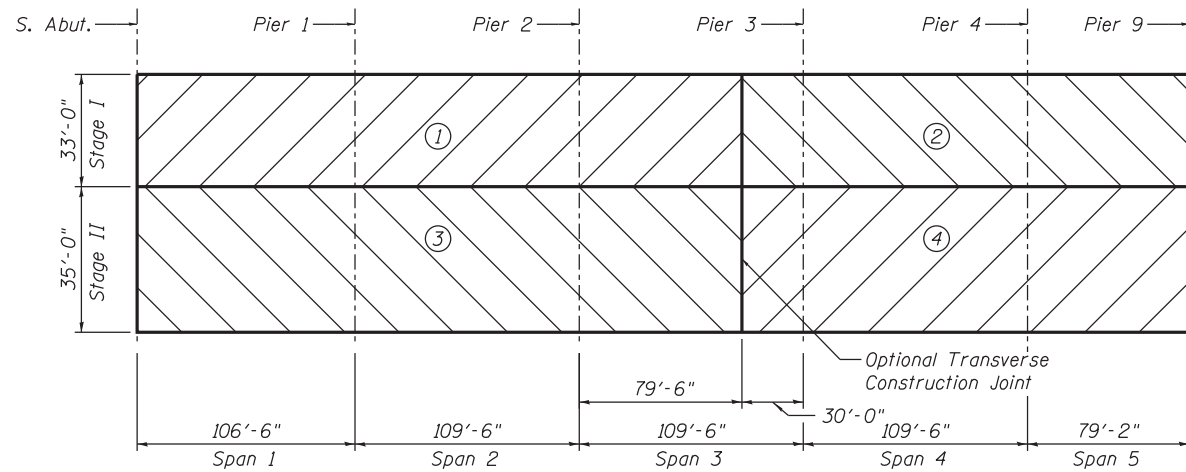


| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS II
STRUCTURE NO. 016-0777
SHEET NO. 23 OF 104 SHEETS

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 81 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

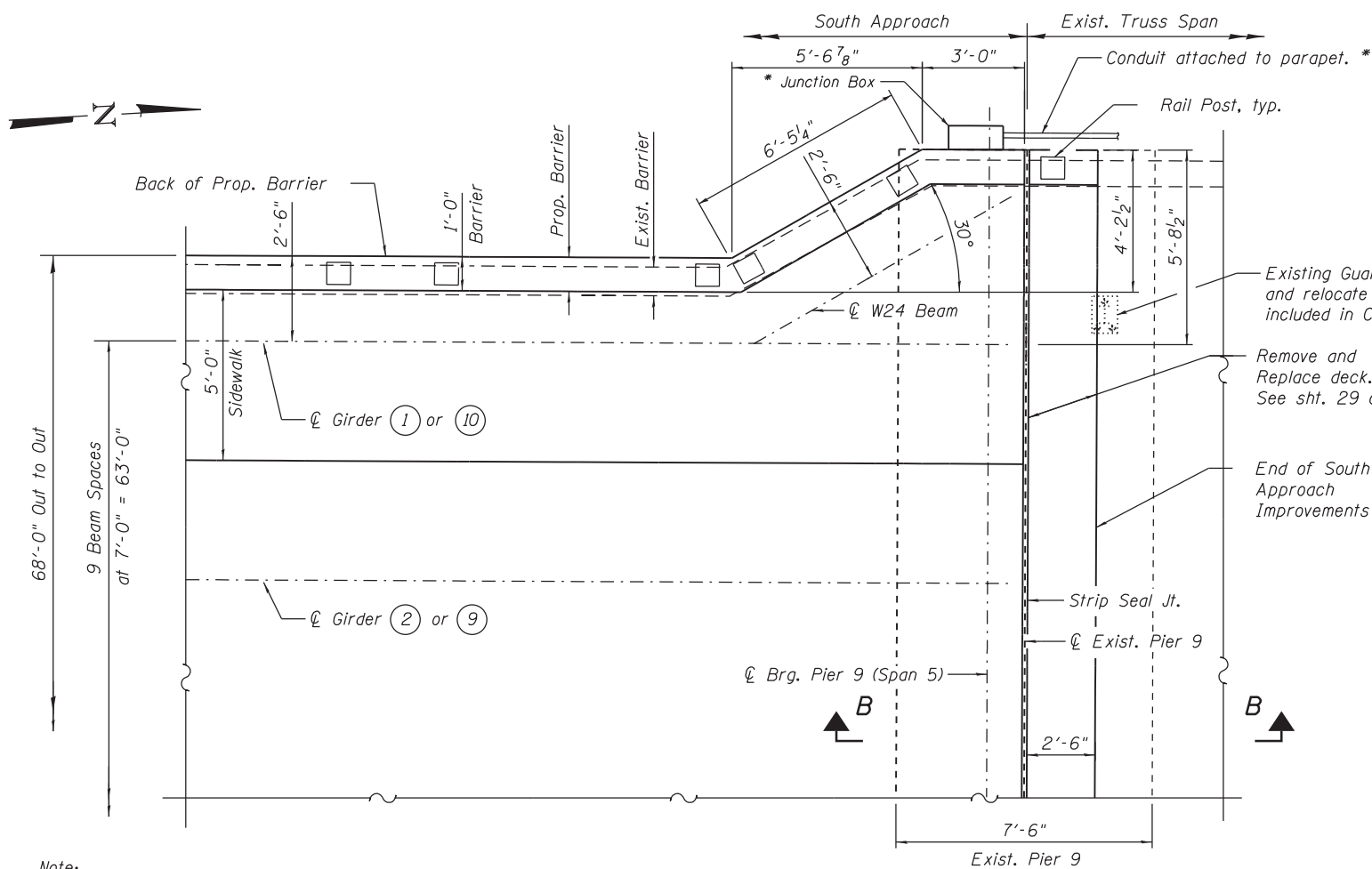


DECK POURING SEQUENCE

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

- 1) At least 72 hours shall have elapsed from the end of the previous pour.
- 2) The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

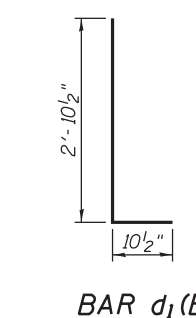
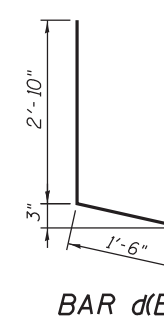
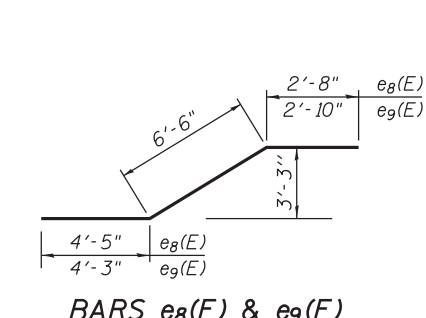
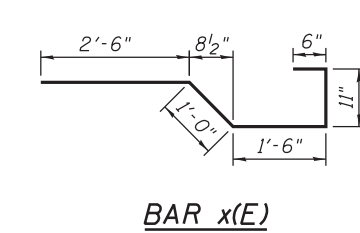
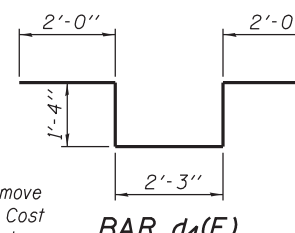
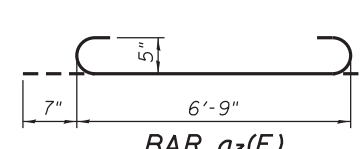
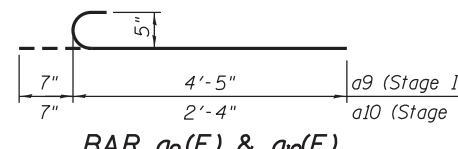
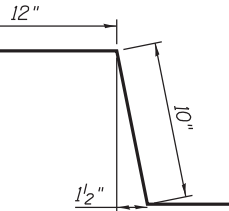
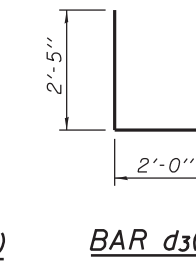
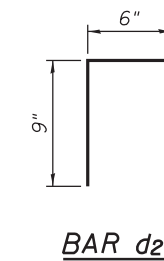
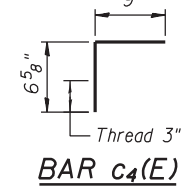
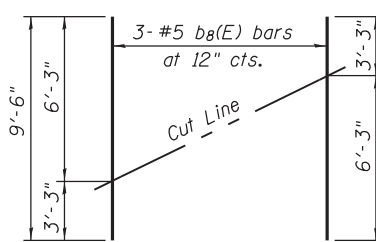
* See Lighting Plans



Note:
For fillet section and fillet at W24 Beam Section. See sht. 36 of 104.

TRANSITION PLAN WITH PARTIAL FRAMING PLAN
(West Side Shown, East side similar)

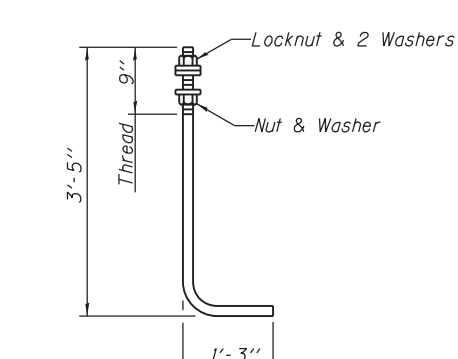
FIELD CUTTING DIAGRAM



BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|--------|------|------|---------|-------|
| a(E) | 1027 | #5 | 32'-6" | |
| a1(E) | 624 | #5 | 24'-6" | |
| a2(E) | 624 | #5 | 26'-6" | |
| a3(E) | 48 | #5 | 7'-11" | |
| a4(E) | 1027 | #5 | 34'-7" | |
| a5(E) | 18 | #5 | 19'-7" | |
| a6(E) | 18 | #5 | 20'-7" | |
| a7(E) | 58 | #5 | 4'-11" | |
| a8(E) | 64 | #5 | 2'-0" | |
| a9(E) | 6 | #5 | 5'-0" | |
| a10(E) | 6 | #5 | 2'-11" | |
| b(E) | 1200 | #5 | 29'-1" | |
| b1(E) | 1869 | #5 | 27'-11" | |
| b2(E) | 402 | #6 | 23'-11" | |
| b3(E) | 402 | #6 | 21'-3" | |
| b8(E) | 6 | #5 | 9'-6" | |
| b9(E) | 80 | #5 | 14'-8" | |
| c(E) | 1032 | #5 | 2'-4" | |
| c1(E) | 1014 | #5 | 5'-7" | |
| c2(E) | 516 | #5 | 2'-5" | |
| c3(E) | 18 | #5 | 8'-8" | |
| c4(E) | 1032 | #5 | 1'-4" | |
| d(E) | 1032 | #4 | 4'-4" | |
| d1(E) | 1032 | #6 | 3'-9" | |
| d2(E) | 232 | #4 | 2'-0" | |
| d3(E) | 18 | #6 | 4'-5" | |
| d4(E) | 30 | #6 | 8'-11" | |
| e(E) | 60 | #4 | 17'-6" | |
| e1(E) | 48 | #4 | 17'-8" | |
| e2(E) | 108 | #4 | 18'-10" | |
| e3(E) | 60 | #4 | 14'-8" | |
| e4(E) | 36 | #4 | 17'-2" | |
| e5(E) | 12 | #4 | 10'-2" | |
| e6(E) | 12 | #4 | 13'-2" | |
| e7(E) | 12 | #4 | 18'-2" | |
| e8(E) | 6 | #4 | 13'-2" | |
| e9(E) | 6 | #4 | 13'-7" | |
| x(E) | 108 | #5 | 6'-5" | |

| Material | Unit | Quantity |
|----------------------------------|---------|----------|
| Reinforcement Bars, Epoxy Coated | Pound | 252,130 |
| Concrete Superstructure | Cu. Yd. | 1,200.5 |
| Protective Coat | Sq. Yd. | 4,248 |
| Bridge Deck Grooving | Sq. Yd. | 3,036 |



** All reinforcement bars in the superstructure and approaches shall be textured epoxy coated reinforcement bars. See special provisions.

ANCHOR ROD
1" diameter
(ASTM F 1554 Grade 105)
Full length hot dipped galvanized

FILE NAME = W:\191\132\1001\Western_Ave\CADD_Sheets\Structure\016-0777\24 - Superstructure Details III.dwg



| | | |
|----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 8/1/2019 | CHECKED - JJI | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

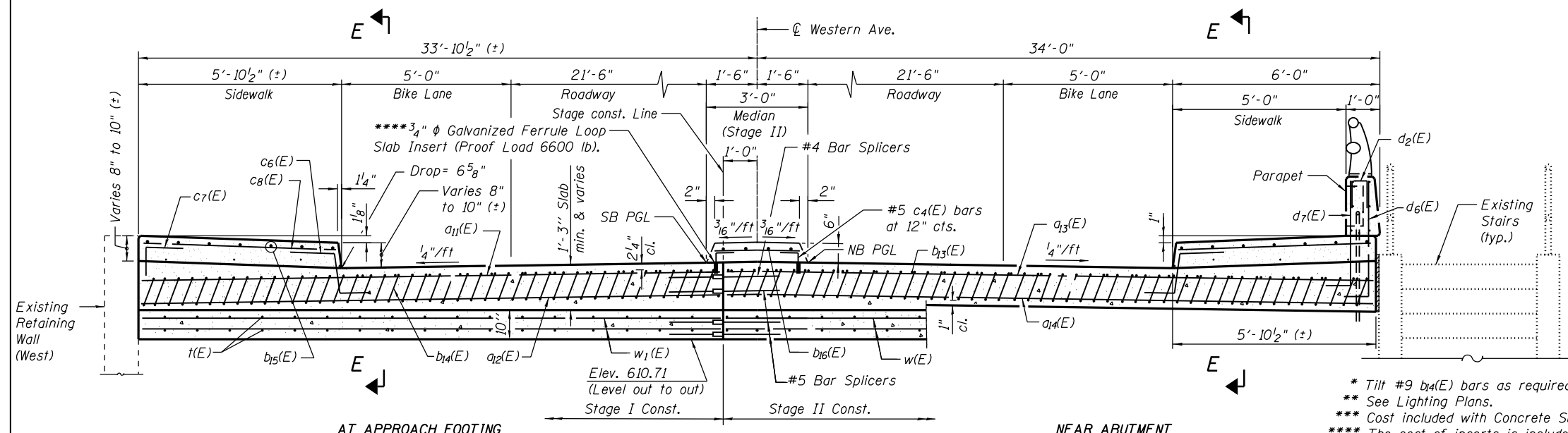
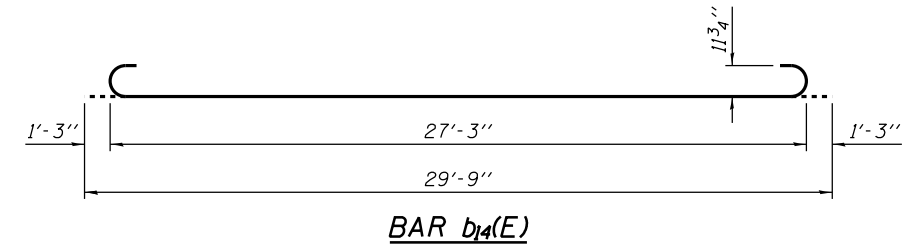
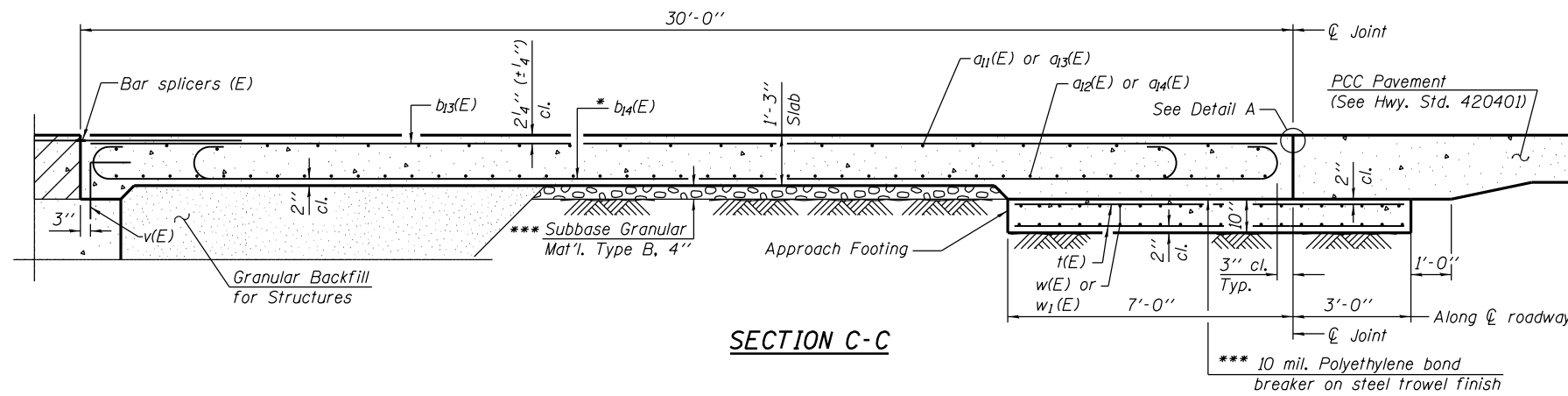
SUPERSTRUCTURE DETAILS III
STRUCTURE NO. 016-0777

SHEET NO. 24 OF 104 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|----------|--------|--------------|-----------|
| 370 | 0103BR-1 | Cook | 184 | 82 |

CONTRACT NO. 60K72

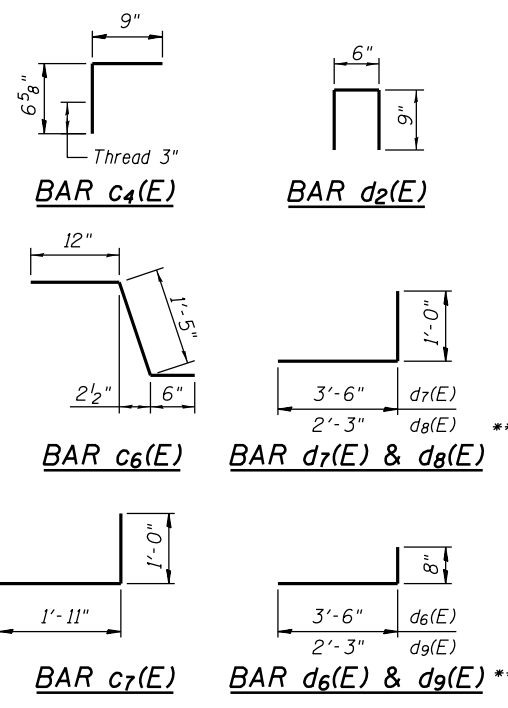
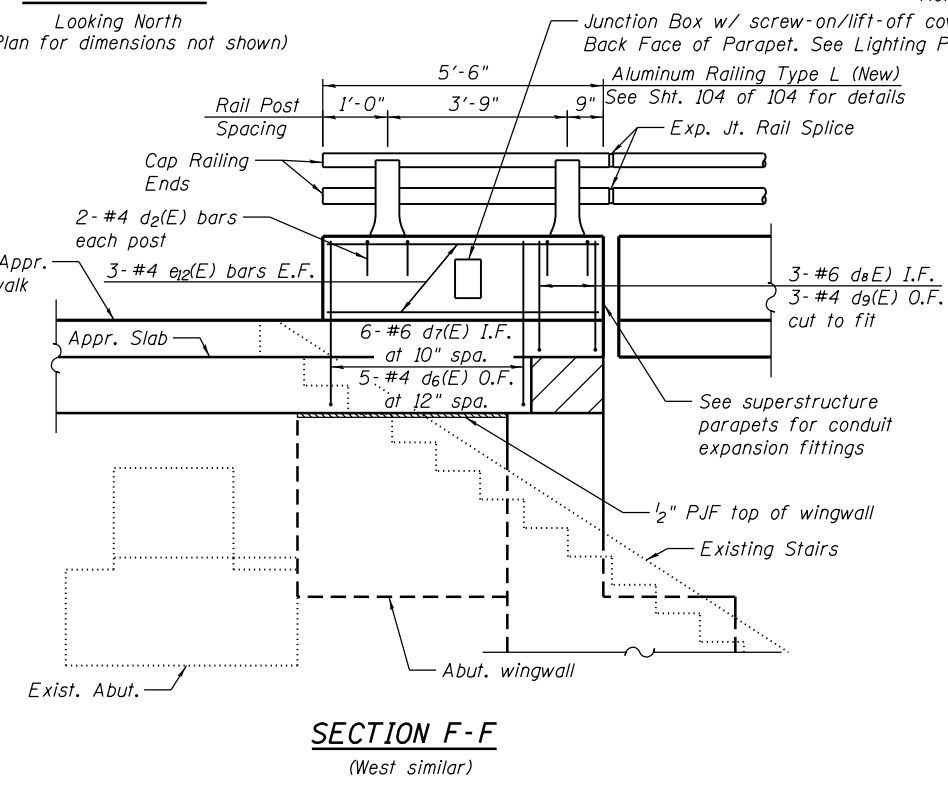
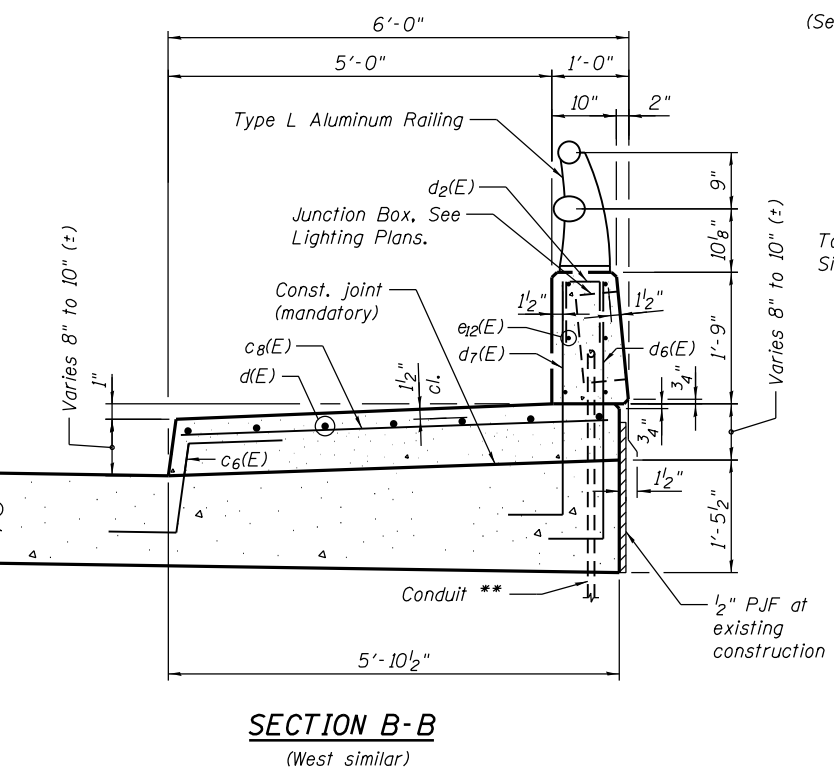
ILLINOIS FED. AID PROJECT



**SOUTH APPROACH
BILL OF MATERIAL**

| Bar | No. | Size | Length | Shape |
|---|-----|------|---------|--------|
| a11(E) | 50 | #4 | 17'-4" | — |
| a12(E) | 92 | #5 | 17'-6" | — |
| a13(E) | 50 | #4 | 18'-4" | — |
| a14(E) | 92 | #5 | 18'-6" | — |
| b13(E) | 56 | #4 | 29'-8" | — |
| b14(E) | 163 | #9 | 29'-9" | — |
| b15(E) | 244 | #4 | 16'-5" | — |
| b16(E) | 4 | #5 | 31'-2" | — |
| c2(E) | 34 | #5 | 2'-6" | — |
| c4(E) | 62 | #5 | 1'-4" | ┌ |
| c6(E) | 62 | #5 | 2'-11" | ┌ |
| c7(E) | 54 | #5 | 2'-11" | ┌ |
| c8(E) | 68 | #5 | 5'-7" | — |
| d2(E) | 8 | #4 | 2'-0" | ┐ |
| d6(E) | 16 | #4 | 4'-2" | ┌ |
| d7(E) | 18 | #6 | 4'-6" | ┌ |
| d8(E) | 6 | #6 | 3'-3" | ┌ |
| d9(E) | 6 | #4 | 2'-11" | ┌ |
| e12(E) | 12 | #4 | 5'-3" | — |
| t(E) | 140 | #4 | 9'-8" | — |
| w(E) | 80 | #5 | 18'-10" | — |
| w1(E) | 80 | #5 | 17'-10" | — |
| Concrete Superstructure | | | Cu. Yd. | 12.4 |
| Concrete Superstructure (Approach Slab) | | | Cu. Yd. | 102.7 |
| Concrete Structures | | | Cu. Yd. | 21.0 |
| Reinforcement Bars, Epoxy Coated | | | Pound | 27,790 |
| Protective Coat | | | Sq. Yd. | 248 |
| Bridge Deck Grooving | | | Sq. Yd. | 172 |

* Tilt #9 b14(E) bars as required to maintain clearance.
 ** See Lighting Plans.
 *** Cost included with Concrete Superstructure (Approach Slab).
 **** The cost of inserts is included in the cost of Reinforcement Bars, Epoxy Coated.



Notes:
 Parapets, sidewalks and median shall be paid for as Concrete Superstructure.
 ***** All reinforcement bars in the superstructure and approaches shall be textured epoxy coated reinforcement bars. See special provisions.

FILE NAME = W:\191\132\1001\Western_Ave\CADD_Sheets\Structure\016-0777\26 - South Approach Slab det I1.dgn



| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| PLOT SCALE = | CHECKED - HB | REVISED - |
| PLOT DATE = 6/25/2019 | DRAWN - HB | REVISED - |
| | CHECKED - JJI | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOUTH BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 016-0777**

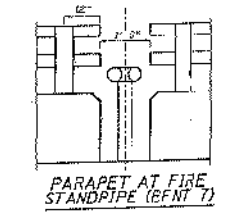
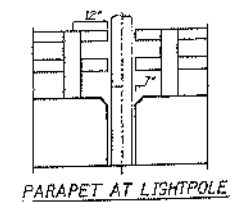
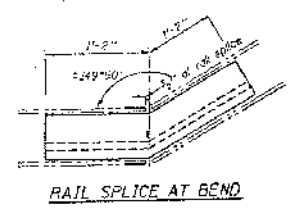
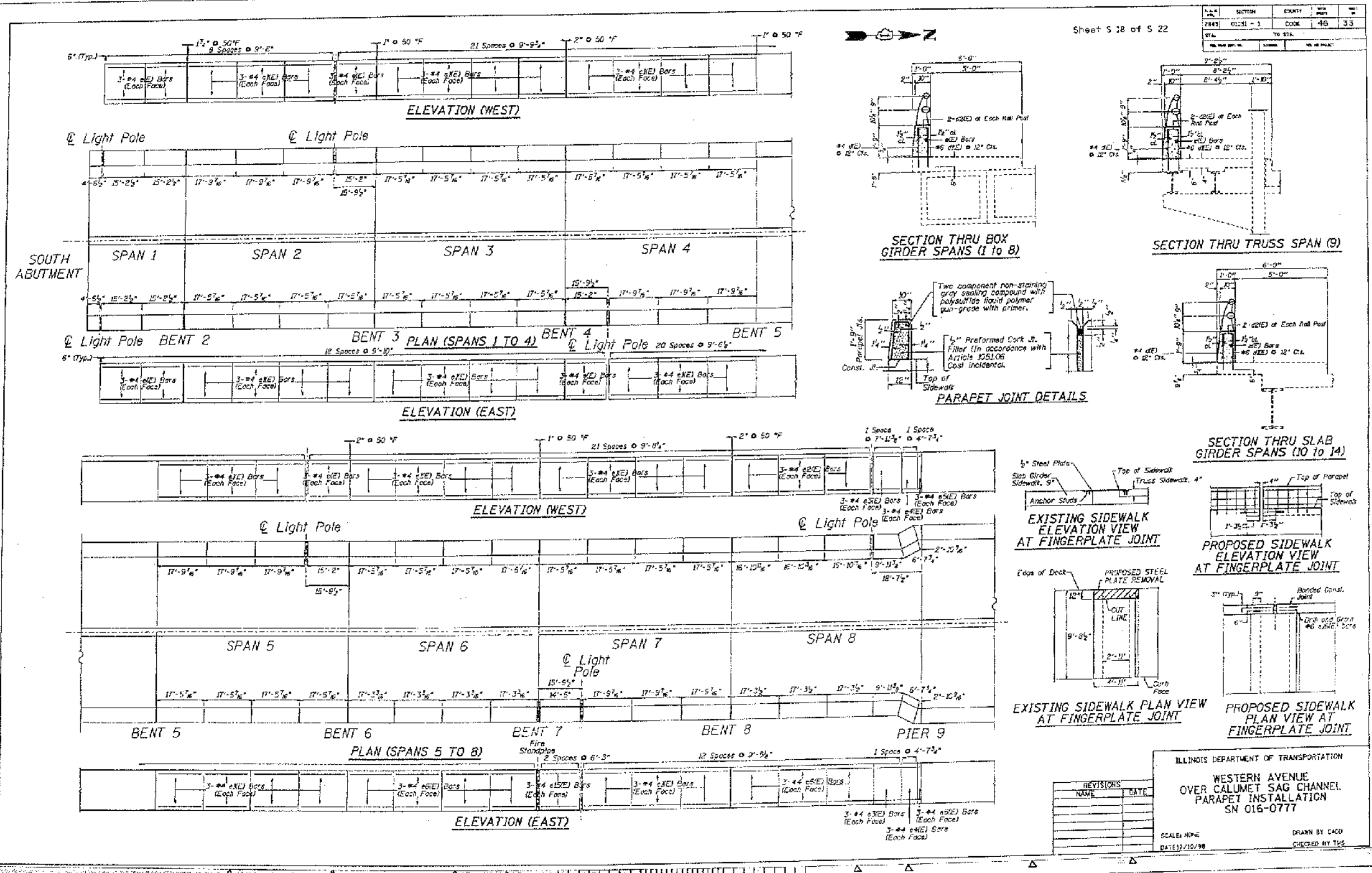
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|--------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 84 |
| CONTRACT NO. 60K72 | | | | |

SHEET NO. 26 OF 104 SHEETS

ILLINOIS FED. AID PROJECT

FILE NAME = W:\191\132\DOT\Western_Ave\016-0777\27 - Existing Bridge Railing.dgn

Thu Dec 10 13:42:11 1998
 at:\proj\west\struc\016-0777\27



EXISTING ALUMINUM RAILING DETAILS
 For information only

EXISTING ALUMINUM RAILING DETAILS

FOR INFORMATION ONLY



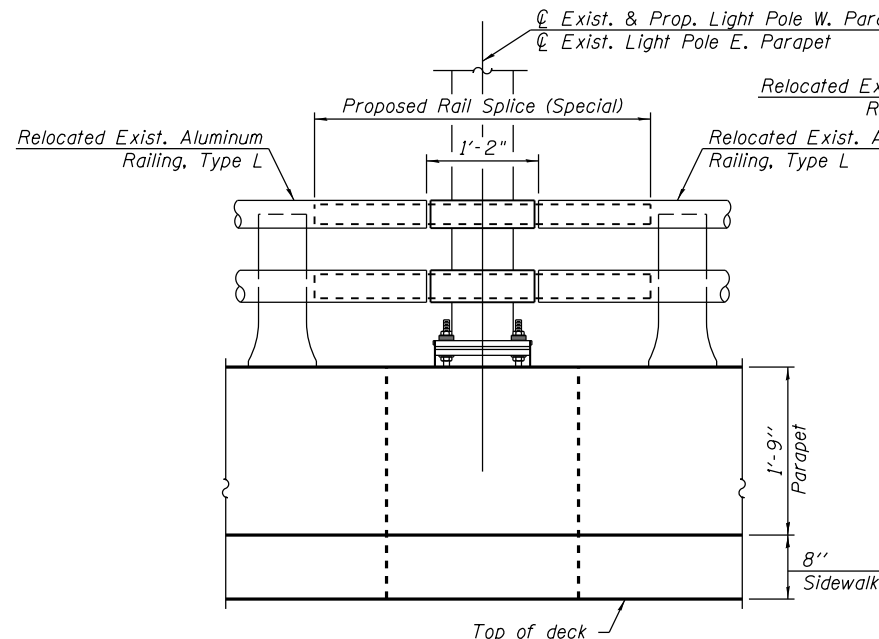
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|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| PLOT SCALE = | CHECKED - HB | REVISED - |
| PLOT DATE = 6/25/2019 | DRAWN - HB | REVISED - |
| | CHECKED - JJI | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

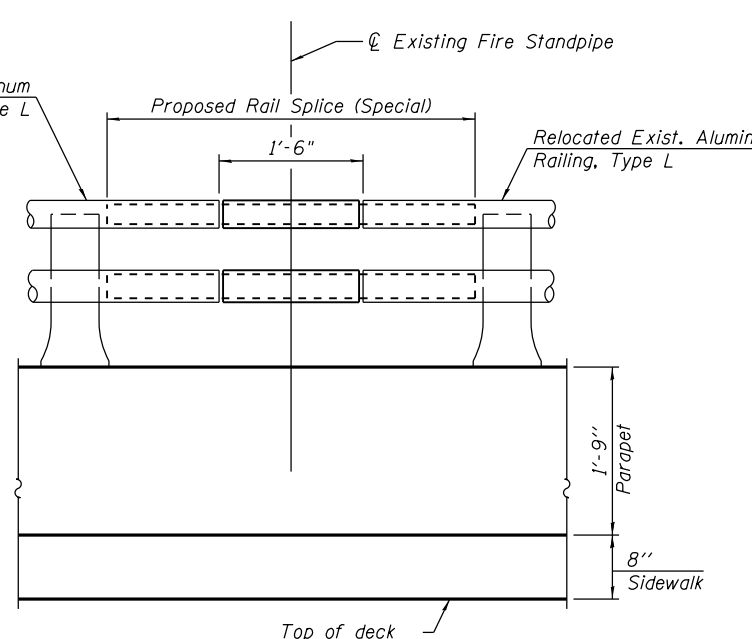
EXISTING BRIDGE RAILING
 STRUCTURE NO. 016-0777
 SHEET NO. 27 OF 104 SHEETS

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 85 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE NAME = W:\191-132-1001-Western-Ave\CADD_Sheets\Structure\016-0777\28 - Bridge Railing Detail.dgn

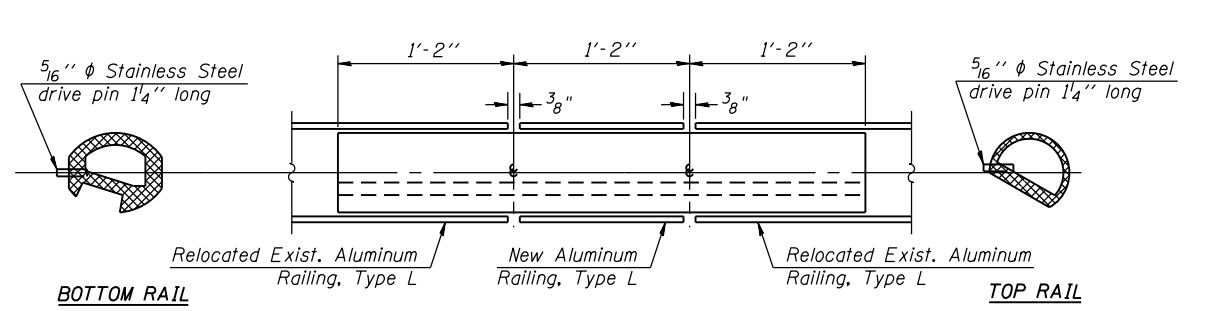


ALUMINUM RAIL DETAIL AT LIGHTPOLE
(5 locations)

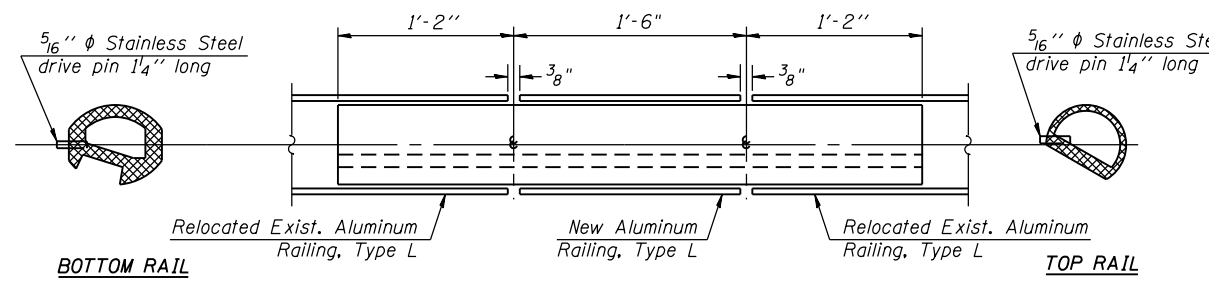


ALUMINUM RAIL DETAIL AT FIRE STANDPIPE
(East Parapet, Sta. 137+04.50(+))

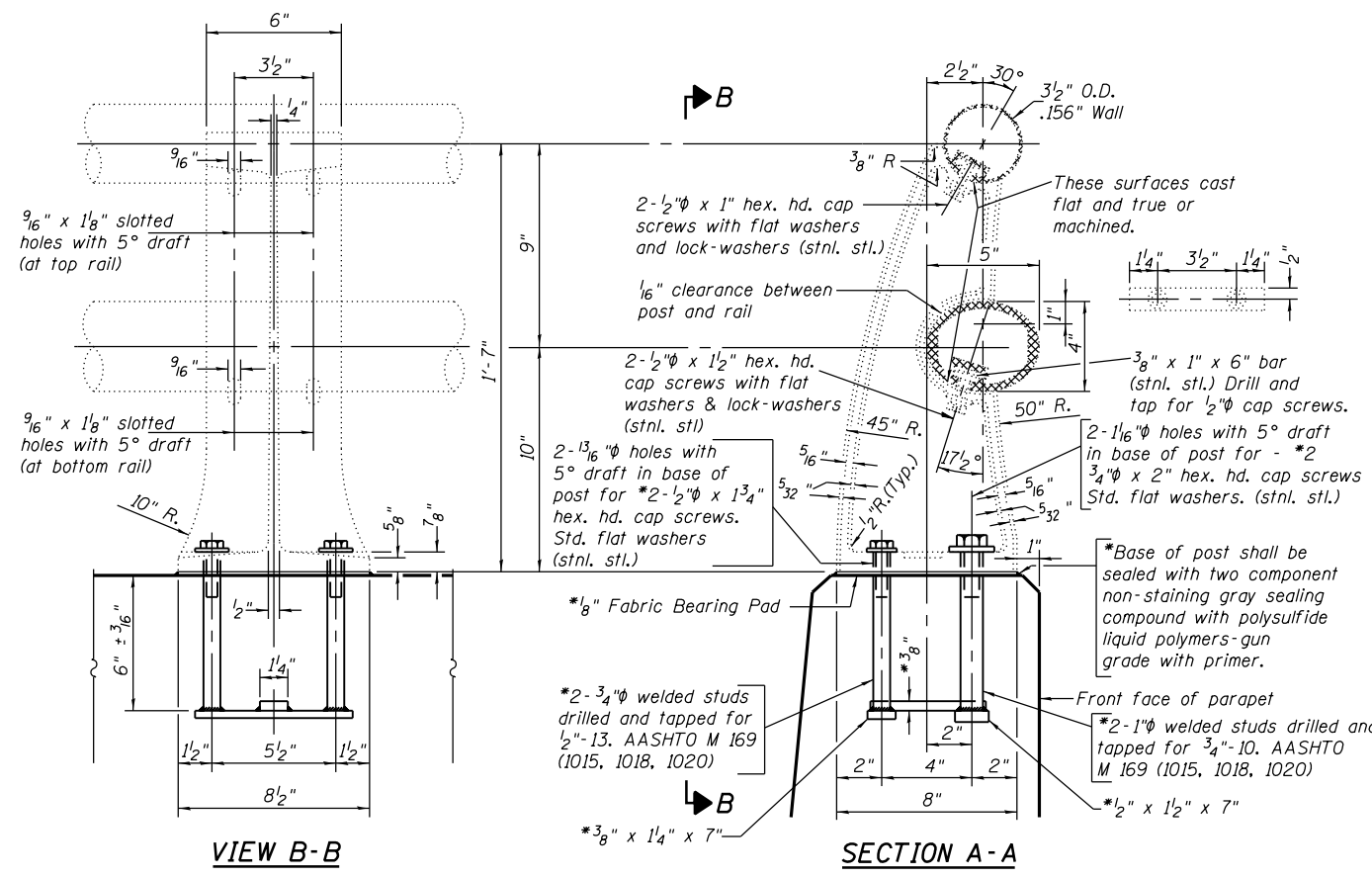
The cost of proposed Rail Splices (Special) included with "Removing and Re-erecting Existing Railing".



RAIL SPLICE AT LIGHTPOLE
(5 locations)

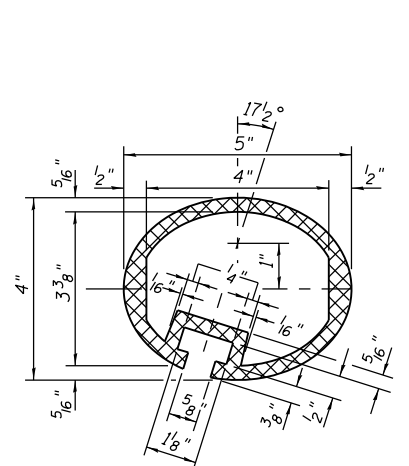


RAIL SPLICE AT FIRE STANDPIPE

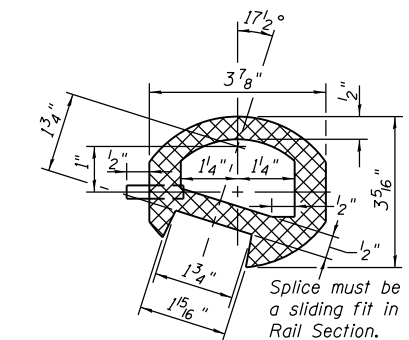


RAIL POST DETAILS

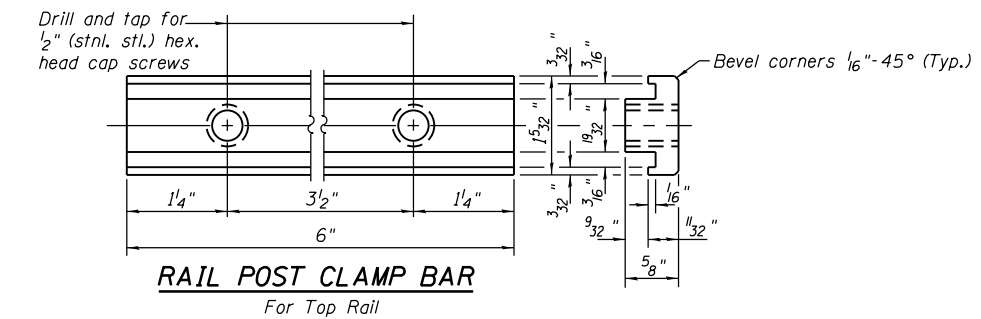
* All items for New Rail Post anchorage devices will be required at each location where posts are connected to new construction. Cost shall be included with Removing and Re-erecting Existing Railing.



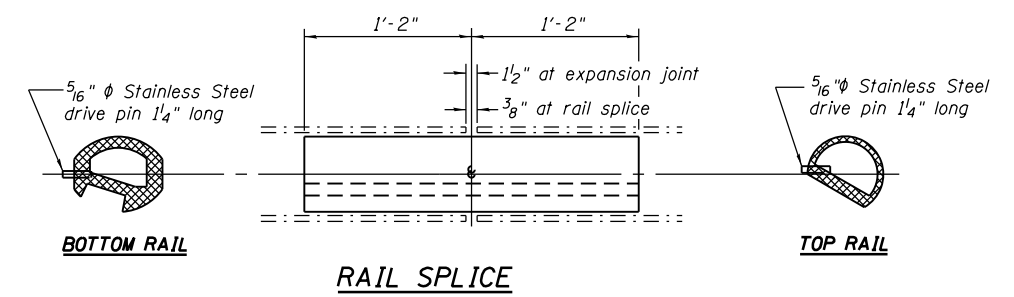
SEC. THRU ELLIPTICAL RAIL SECTION



SEC. THRU SPLICE



RAIL POST CLAMP BAR
For Top Rail



RAIL SPLICE

- Notes
- Contractor shall remove and re-erect existing Aluminum Railing, Type L. See Special Provisions.
 - For Rail Post spacing, see Sht. 22 & 23 of 104.
 - Plans of Existing Aluminum Railing are for information only. Prior to removing the railing, Contractor shall survey and document existing condition of railing, post spacing and splice layout.
 - For Aluminum Railing, Type L details, see Sht. 104 of 104.

BILL OF MATERIAL

| Item | Unit | Quantity |
|---|------|----------|
| Removing and Re-erecting Existing Railing | Foot | 1036 |



| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| PLOT SCALE = | CHECKED - HB | REVISED - |
| PLOT DATE = 6/25/2019 | DRAWN - HB | REVISED - |
| | CHECKED - JJI | REVISED - |

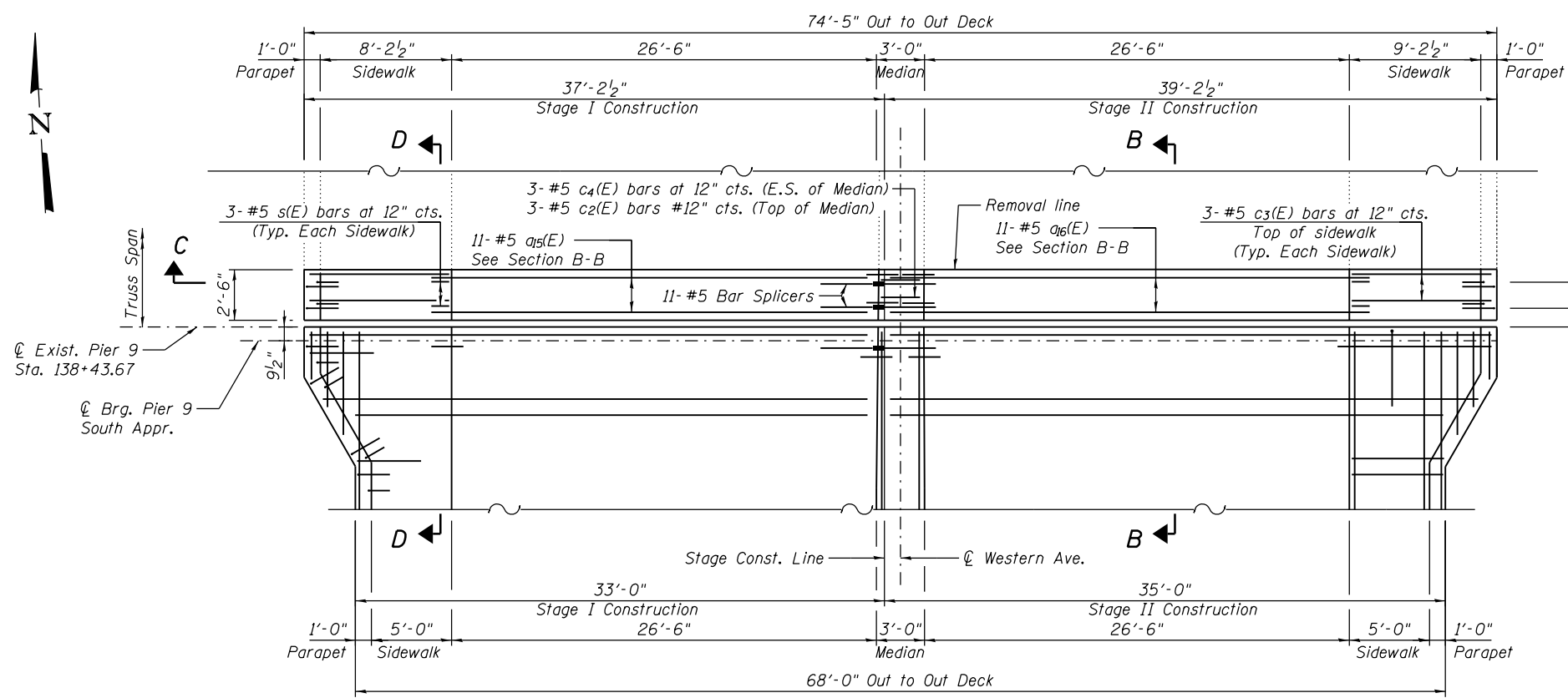
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE RAILING DETAILS
STRUCTURE NO. 016-0777
SHEET NO. 28 OF 104 SHEETS

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 86 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

**TRUSS DECK JOINT
REMOVAL AND REPLACEMENT
BILL OF MATERIAL**

| Bar | No. | Size | Length | Shape |
|-------------------------------------|-----|------|---------|-------|
| a ₁₅ (E) | 11 | #5 | 29'-0" | — |
| a ₁₆ (E) | 11 | #5 | 31'-0" | — |
| c ₂ (E) | 3 | #5 | 2'-6" | — |
| c ₃ (E) | 6 | #5 | 7'-8" | — |
| c ₄ (E) | 6 | #5 | 1'-4" | ┌ |
| d ₂ (E) | 4 | #4 | 2'-0" | ┐ |
| d ₈ (E) | 6 | #4 | 3'-3" | └ |
| d ₉ (E) | 6 | #6 | 2'-8" | └ |
| s(E) | 6 | #4 | 5'-0" | ⊞ |
| ** Reinforcement Bars, Epoxy Coated | | | Pound | 850 |
| Concrete Superstructure | | | Cu. Yd. | 8.4 |
| Concrete Removal | | | Cu. Yd. | 8.4 |
| Protective Coat | | | Sq. Yd. | 23 |



PLAN

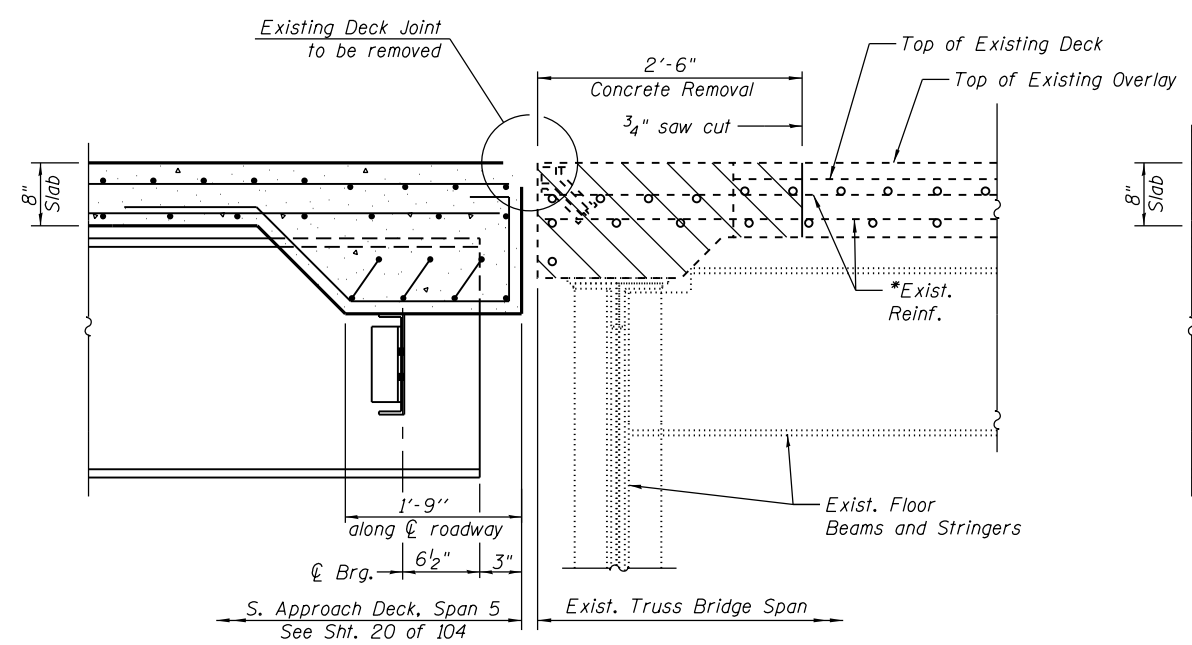
For S. Approach Bridge Deck Reinforcement See Sht. 19 & 20 of 104

Notes:

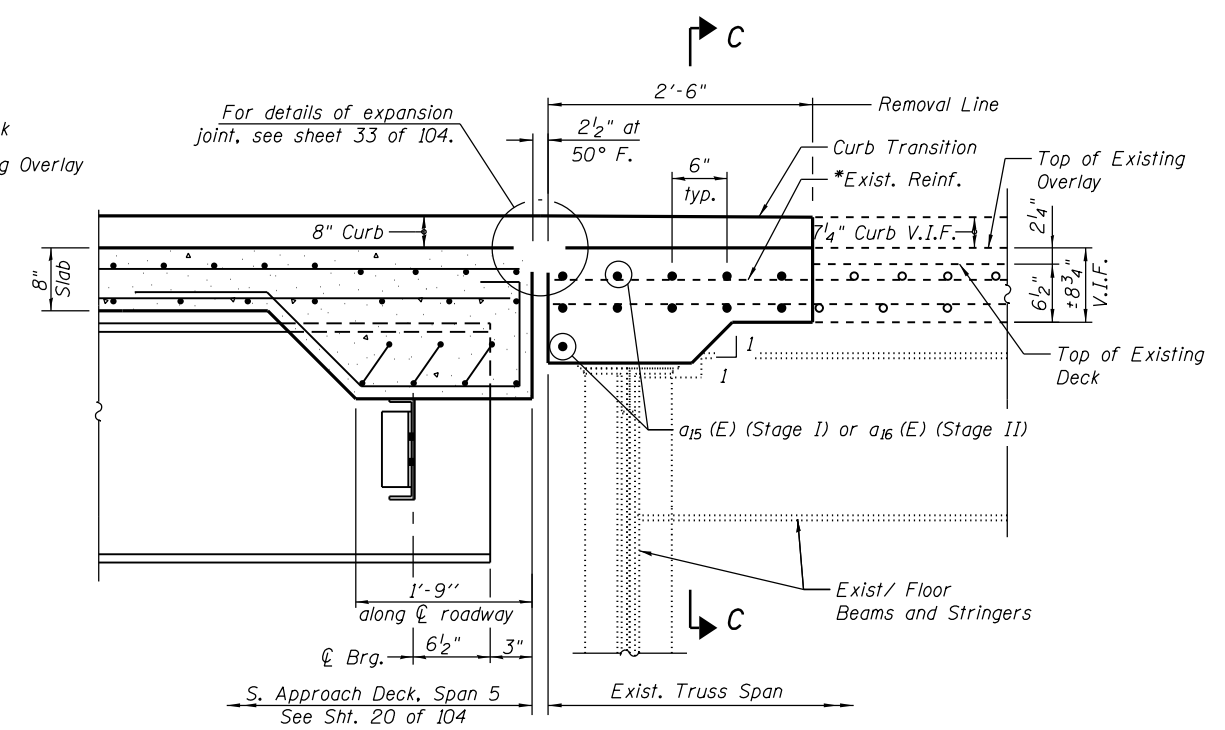
See Sheet 33 of 104 for Preformed Joint Seal details.
 Min. lap:
 #5 bar = 3'-6"
 #6 bar = 3'-7"
 Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Base Sheet E-J-SSJ.
 For Sidewalk, Median and Parapet cross-sections, see Sht. 21 of 104.
 For section C-C and D-D, see Sht. 30 of 104.

* Existing longitudinal reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

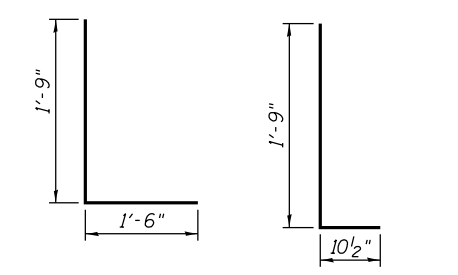
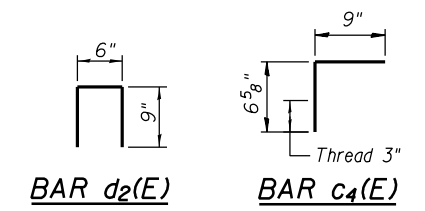
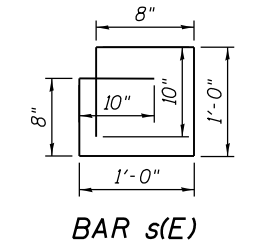
** All reinforcement bars in the superstructure and approach slab of the South Approach structure shall be textured epoxy coated reinforcement bars. See special provisions.



SECTION B-B - TRUSS DECK JOINT REMOVAL



SECTION B-B - TRUSS DECK JOINT CONSTRUCTION



(Sheet 1 of 2)

FILE NAME = W:\191\132\1001\Western_Ave\CADD_Sheets\Structure\016-0777\29- Truss Deck Joint Replacement.dgn



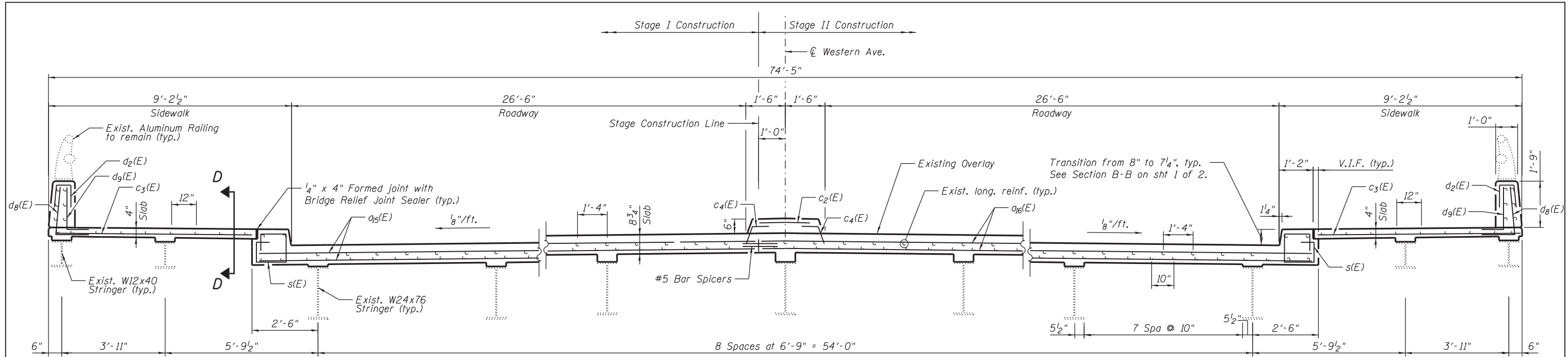
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|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

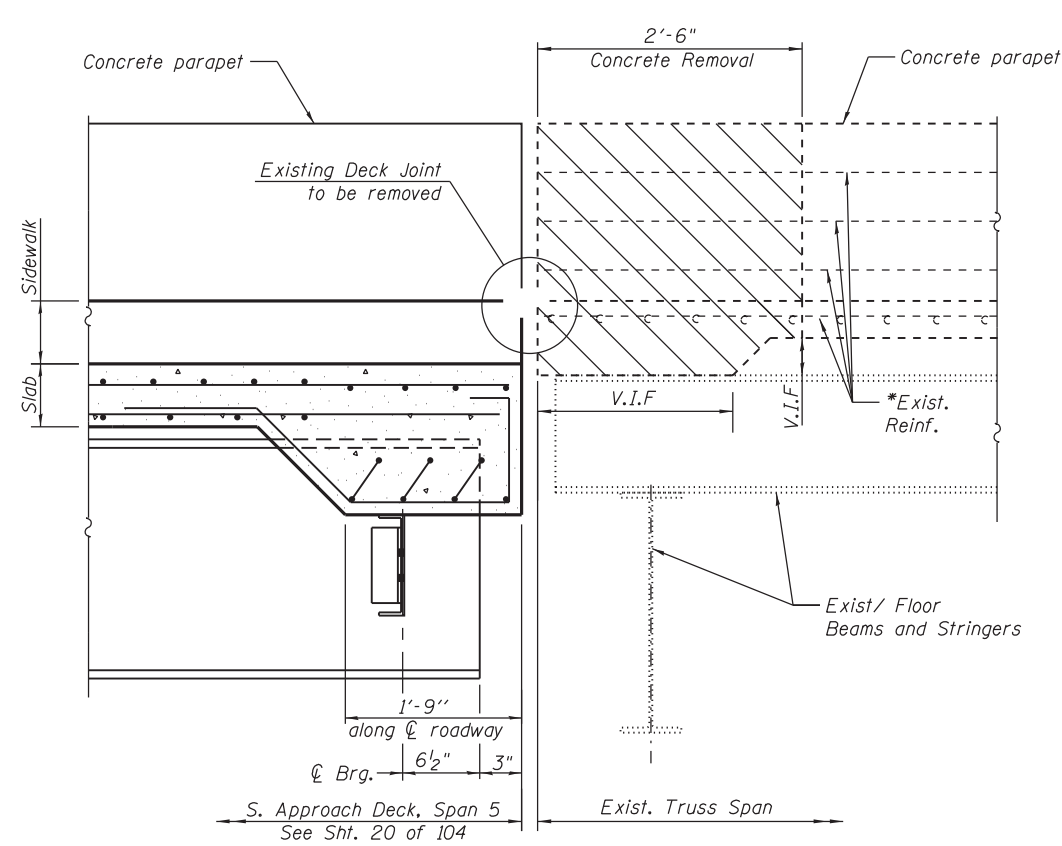
**TRUSS DECK JOINT REMOVAL AND REPLACEMENT
STRUCTURE NO. 016-0777**

SHEET NO. 29 OF 104 SHEETS

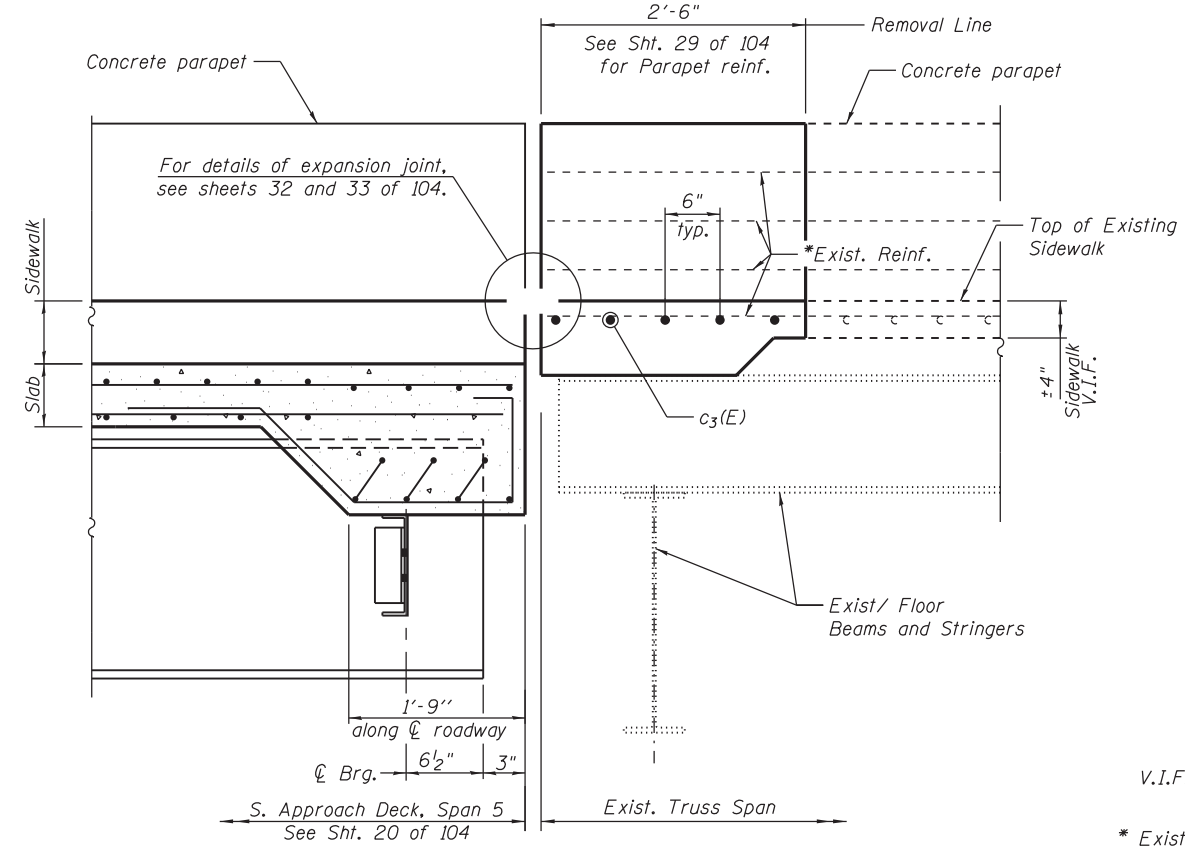
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|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 87 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



SECTION C-C



SECTION D-D - TRUSS DECK JOINT REMOVAL & EXISTING TRUSS PARAPET REMOVAL



SECTION D-D - TRUSS DECK JOINT CONSTRUCTION & TRUSS PARAPET CONSTRUCTION

V.I.F. = Verify in Field

* Existing longitudinal reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

(Sheet 2 of 2)

FILE NAME = W:\191\132\DOT\Western Ave\016-0777\30 - Truss Deck Joint Replacement II.dgn



| | | |
|----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 8/1/2019 | CHECKED - JJI | REVISED - |

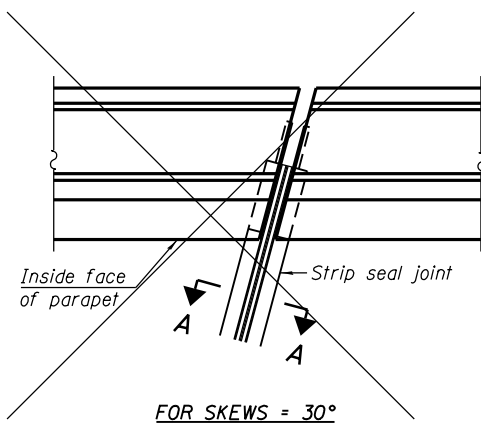
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRUSS DECK JOINT REMOVAL AND REPLACEMENT II
STRUCTURE NO. 016-0777**

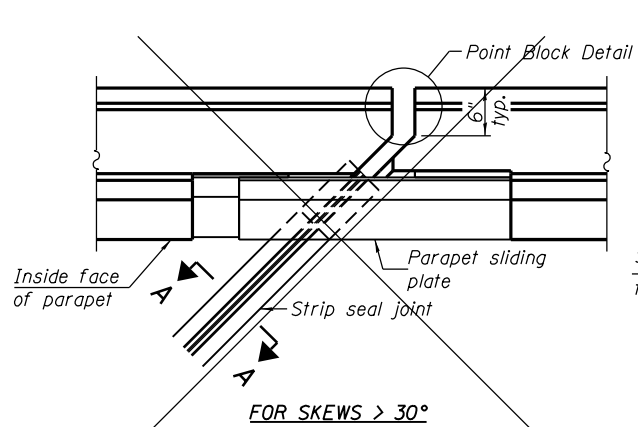
SHEET NO. 30 OF 104 SHEETS

| | | | | |
|--------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 88 |
| CONTRACT NO. 60K72 | | | | |

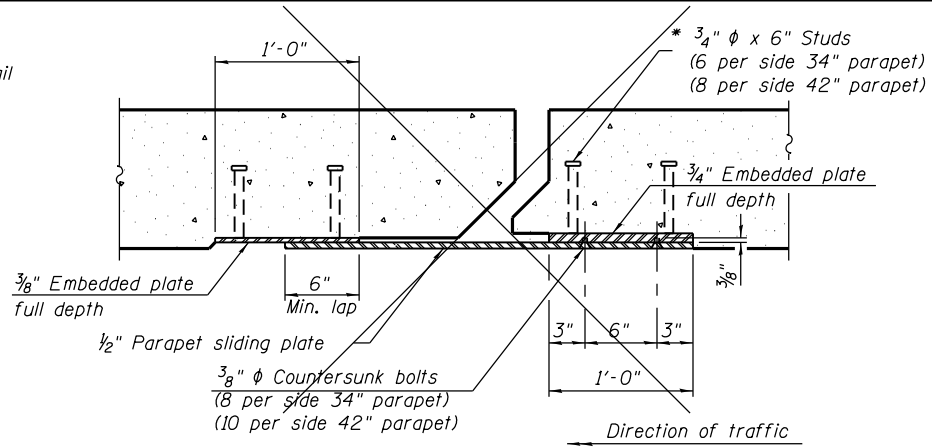
ILLINOIS FED. AID PROJECT



PLAN AT PARAPET

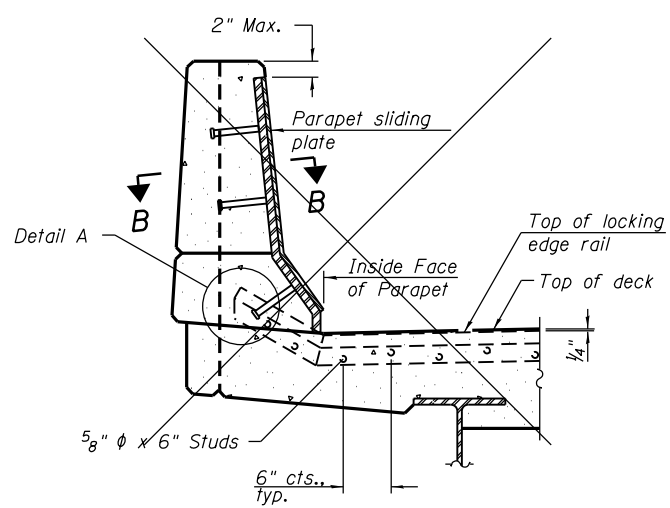


SECTION B-B



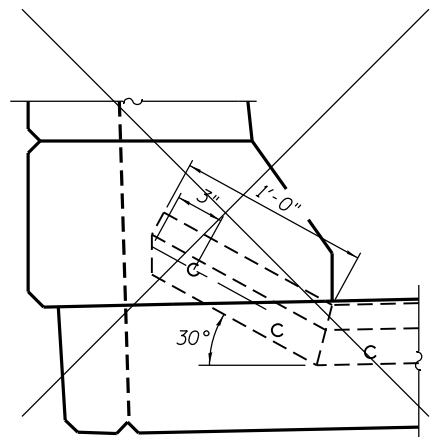
SECTION B-B

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 configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
 The manufacturer's recommended installation methods shall be followed.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
 The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.
 Cost of parapet sliding plates, sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.
 34" F-shape barrier shown, 42" F-shape similar as noted.
 The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

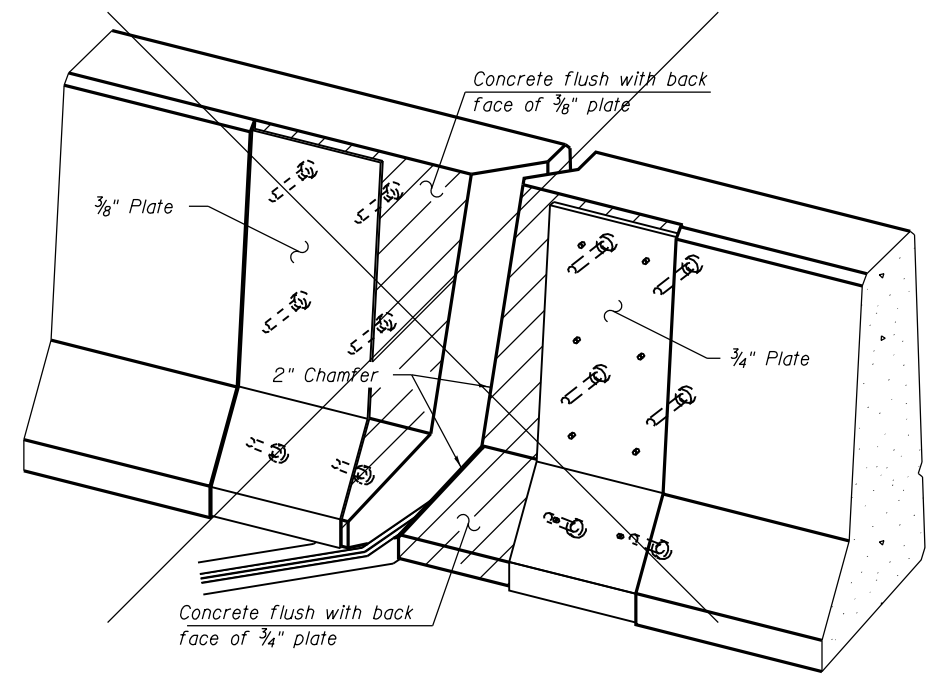


ELEVATION AT PARAPET

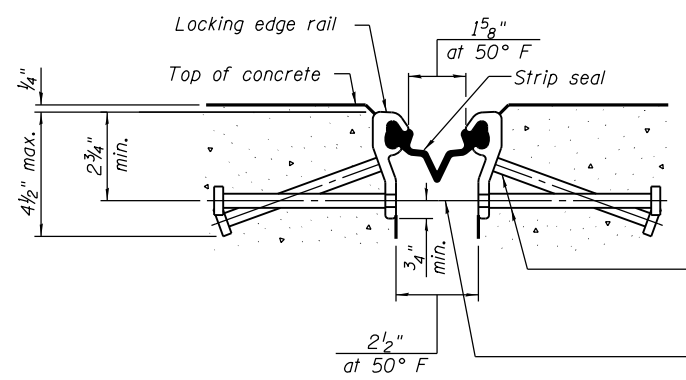
(Skews > 30° shown. Skews = 30° similar except as shown in plan view.)



DETAIL A



TRIMETRIC VIEW
 (Showing embedded plates only)

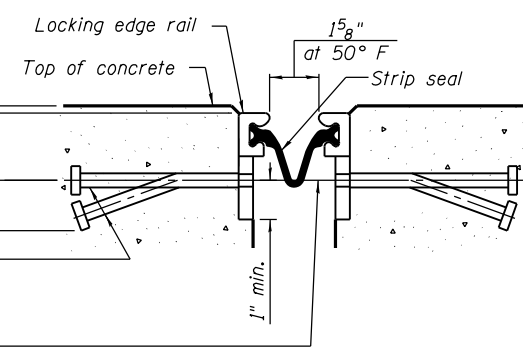


SHOWING ROLLED RAIL JOINT

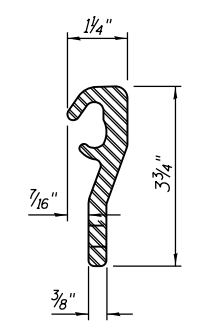
* 5/8" φ x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)
 3/8" φ threaded rods in 7/16" φ holes at *4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

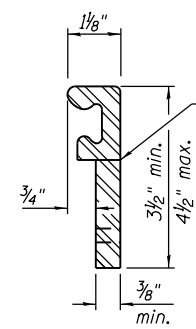
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SHOWING WELDED RAIL JOINT



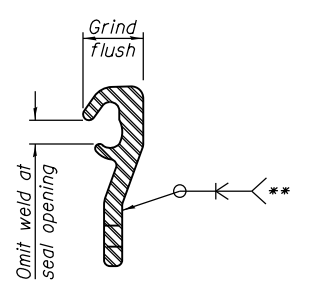
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

| Item | Unit | Total |
|----------------------------|------|-------|
| Preformed Joint Strip Seal | Foot | 70 |

EJ-SS-S

8-11-17

(Sheet 1 of 2)



| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| PLOT SCALE = | CHECKED - HB | REVISED - |
| PLOT DATE = 6/25/2019 | DRAWN - HB | REVISED - |
| | CHECKED - JJI | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

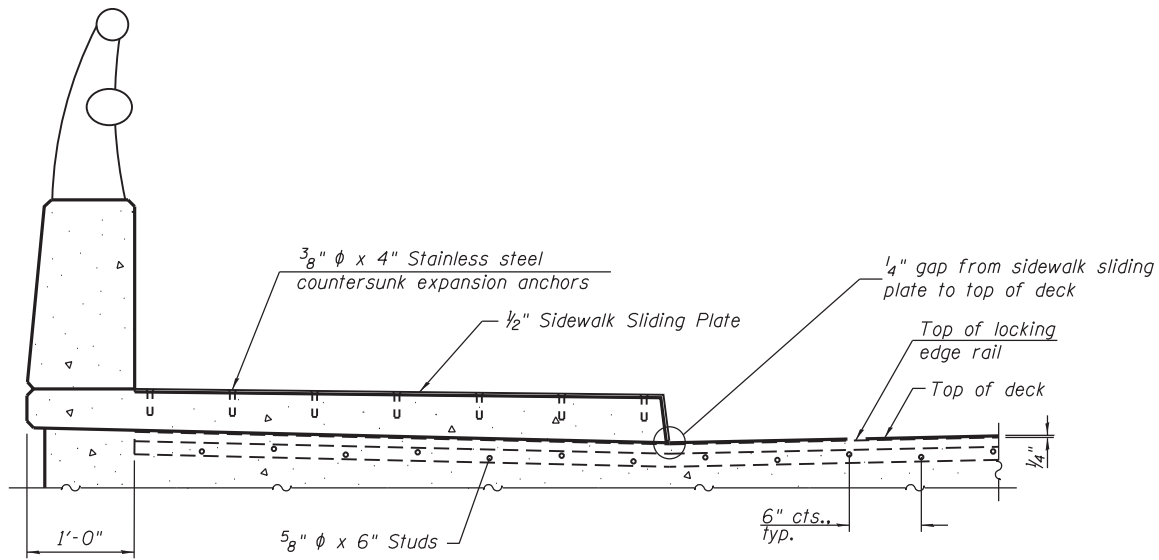
PREFORMED JOINT STRIP SEAL - SOUTH ABUTMENT
 STRUCTURE NO. 016-0777

SHEET NO. 31 OF 104 SHEETS

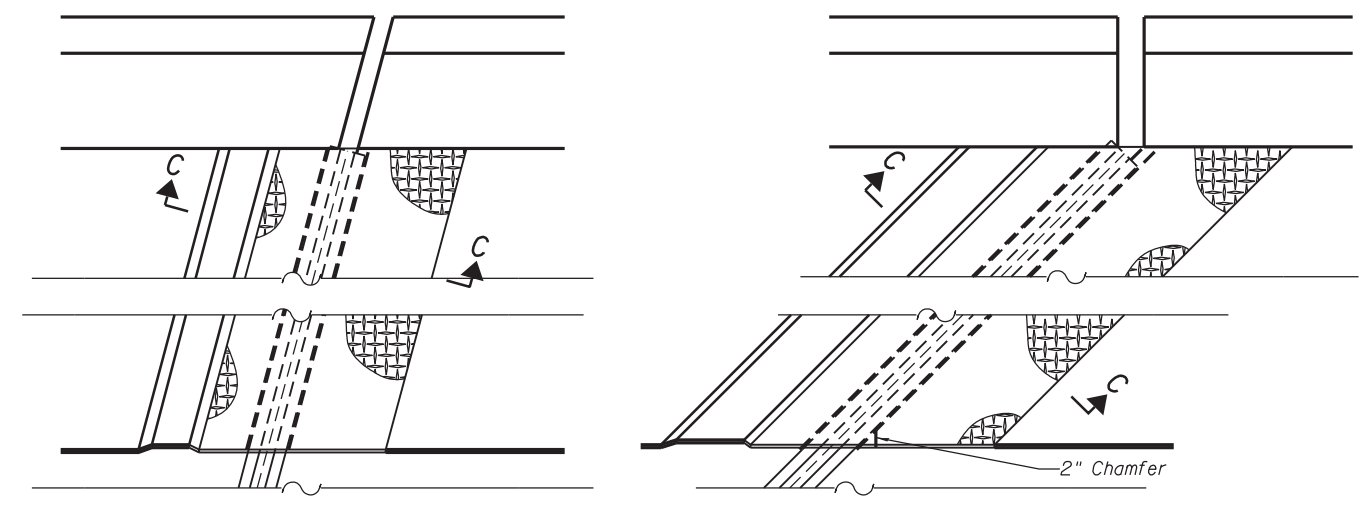
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 89 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE NAME = W:\191-132-1001-MASTER\Ave\CA00_Sheets\Structure\016-0777\31 - Expansion Joint - South Abut.dgn

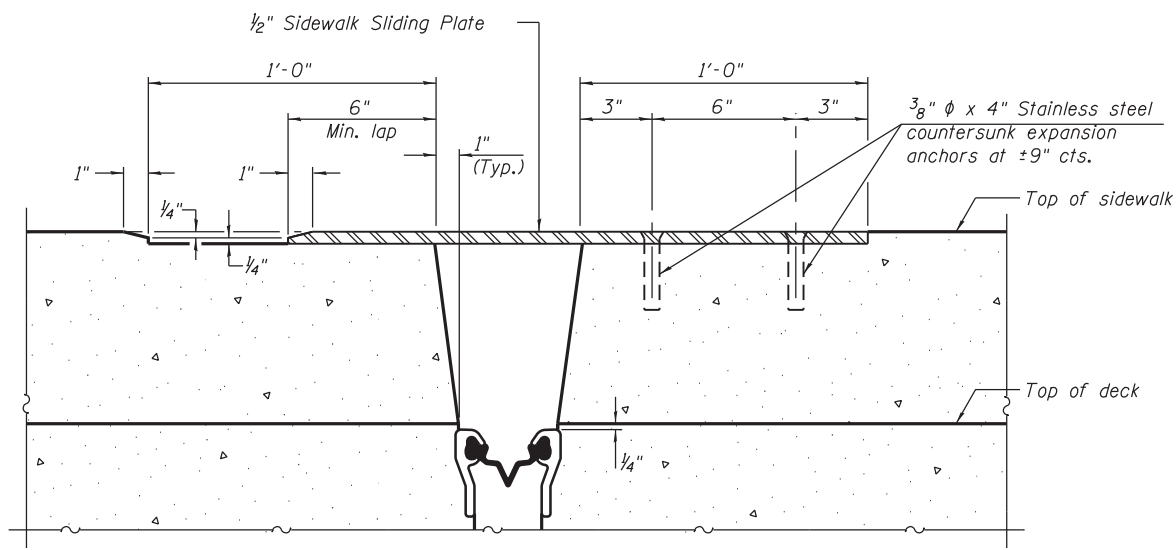
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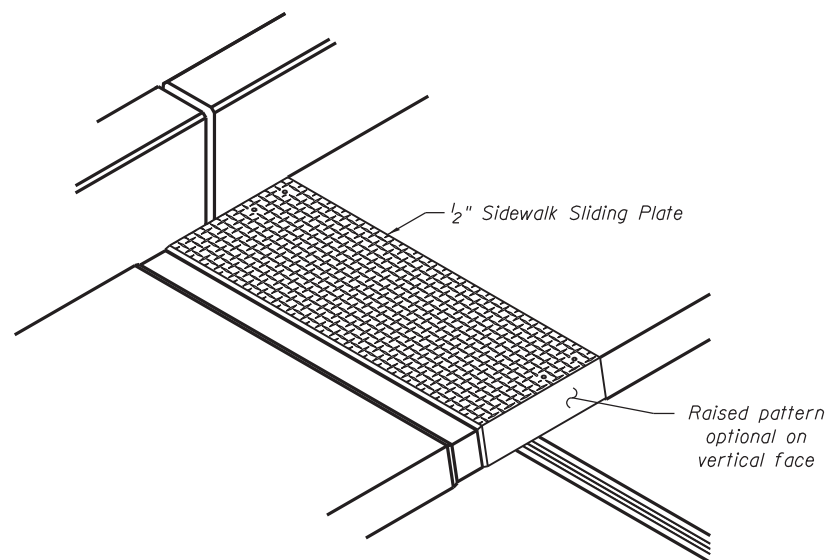
ELEVATION AT RAISED SIDEWALK



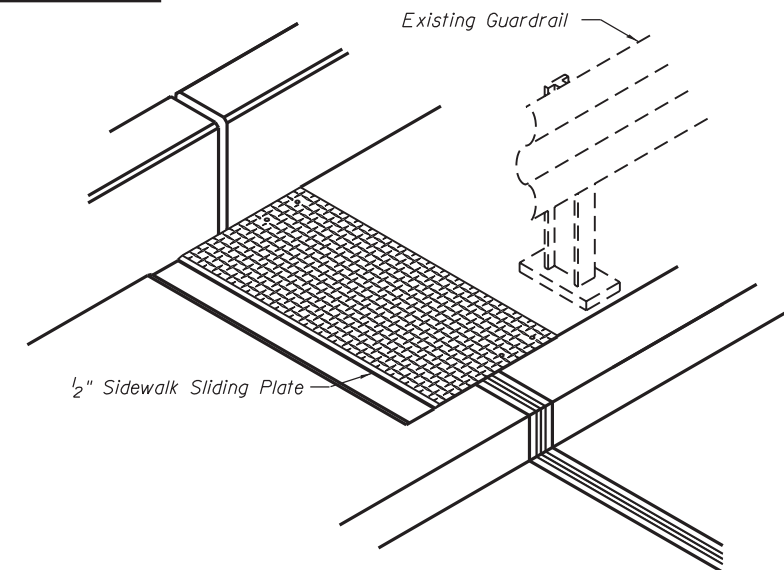
PLAN AT RAISED SIDEWALK



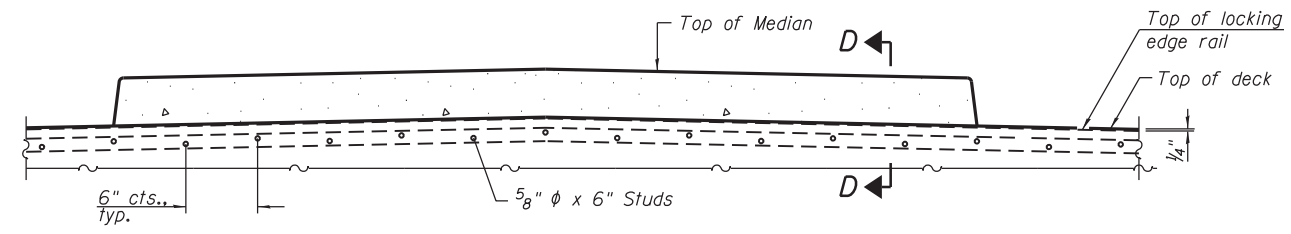
SECTION C-C



TRIMETRIC VIEW
(at South Abutment)

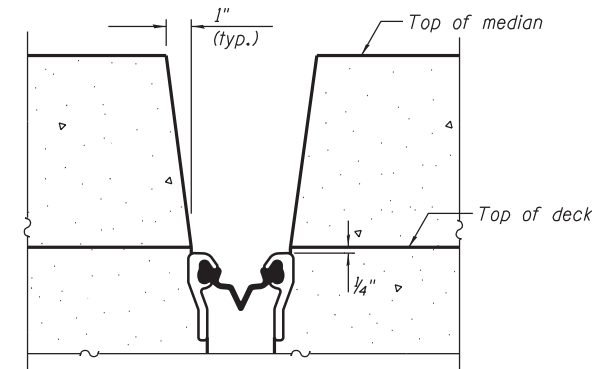


TRIMETRIC VIEW
(at Pier 9)



ELEVATION AT MEDIAN

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



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

Note:
 See sheet 33 of 104 for Pier 9 expansion joint details.

EJ-SS-S

8-11-17

(Sheet 2 of 2)



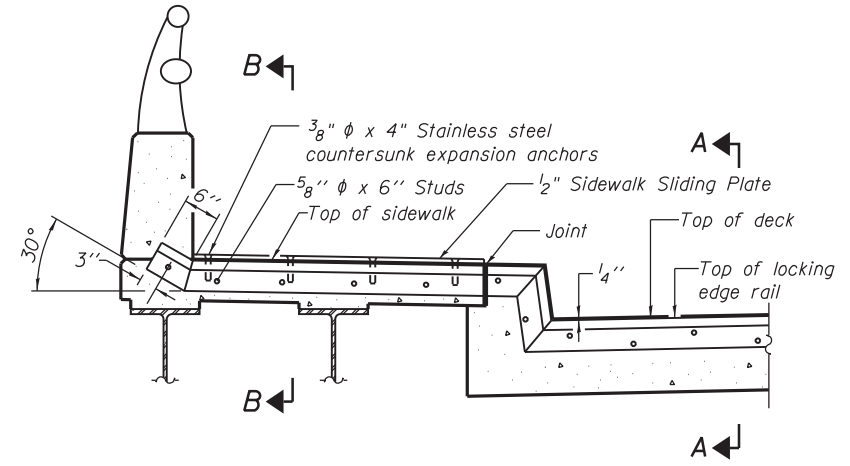
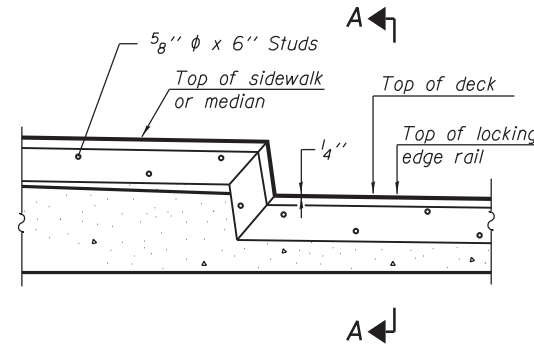
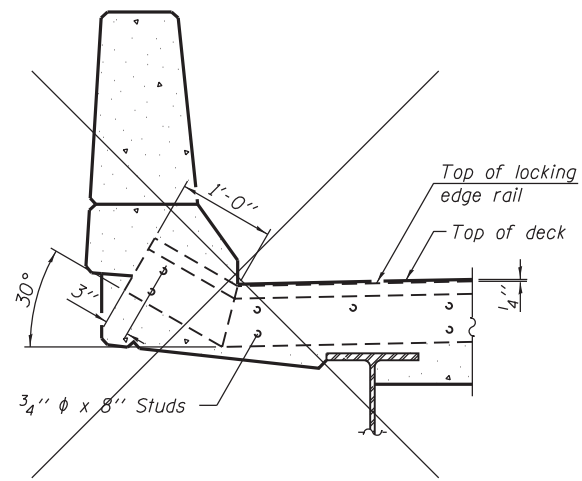
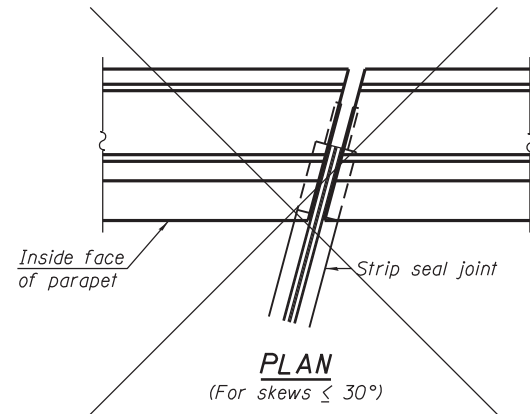
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|----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 8/1/2019 | CHECKED - JJI | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL - SOUTH ABUTMENT
 STRUCTURE NO. 016-0777

SHEET NO. 32 OF 104 SHEETS

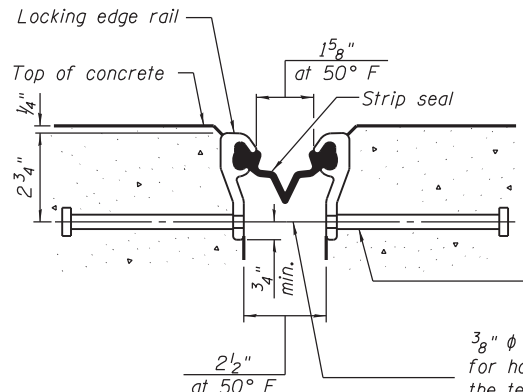
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|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 90 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



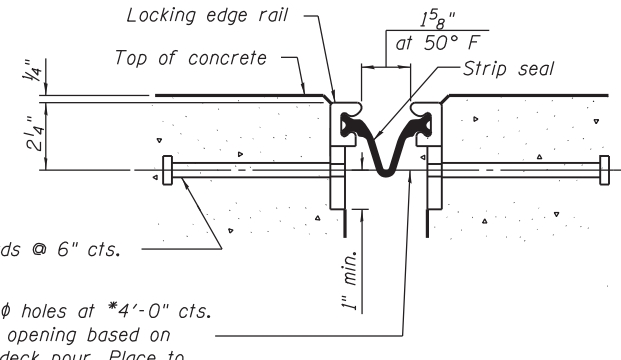
TYPICAL TREATMENT AT MEDIAN

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.

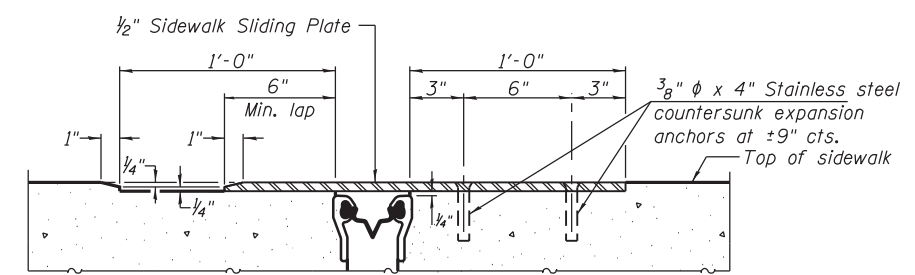
TYPICAL END TREATMENT AT TRUSS SIDEWALK



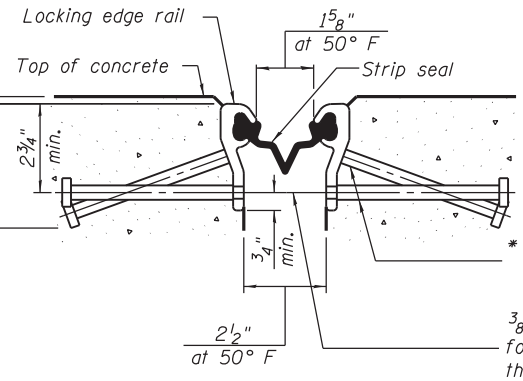
SHOWING ROLLED RAIL JOINT FOR SIDEWALK
(Sliding Plate Omitted for Clarity)



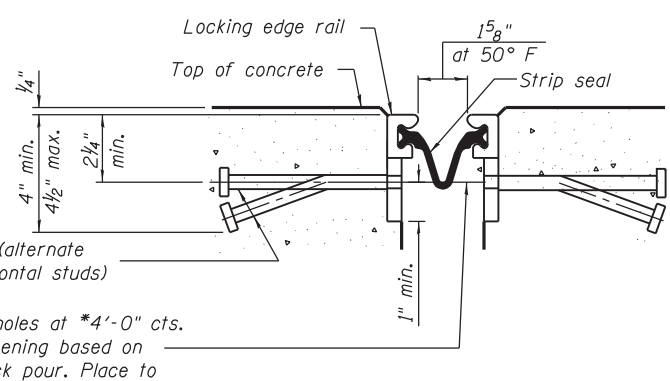
SHOWING WELDED RAIL JOINT FOR SIDEWALK
(Sliding Plate Omitted for Clarity)



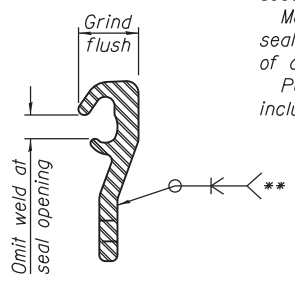
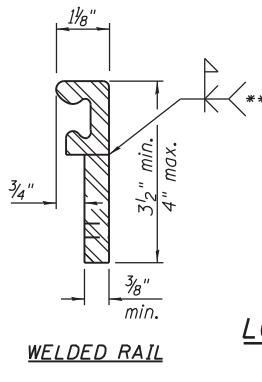
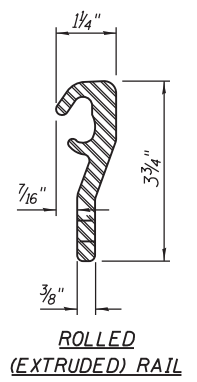
Notes:
See sheet 32 of 104 for sliding plate details.
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The 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 shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.
Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.



SHOWING ROLLED RAIL JOINT FOR DECK SLAB



SHOWING WELDED RAIL JOINT FOR DECK SLAB



LOCKING EDGE RAILS

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

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

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

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

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

BILL OF MATERIAL

| Item | Unit | Total |
|----------------------------|------|-------|
| Preformed Joint Strip Seal | Foot | 76 |

FILE NAME = W:\191\132\DDT_Medern_Ave\CADD_Sheets\Structure\016-0777\33 - Expansion Joint - Pier 9.dgn



| | | |
|----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 8/1/2019 | CHECKED - JJI | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

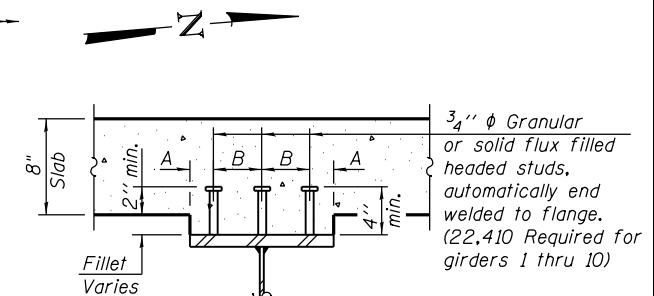
PREFORMED JOINT STRIP SEAL - PIER 9
STRUCTURE NO. 016-0777

SHEET NO. 33 OF 104 SHEETS

| | | | | |
|---------------------------|------------------|-------------|------------------|--------------------|
| F.A.P. RTE. 370 | SECTION 0103BR-1 | COUNTY Cook | TOTAL SHEETS 184 | SHEET NO. 91 |
| ILLINOIS FED. AID PROJECT | | | | CONTRACT NO. 60K72 |



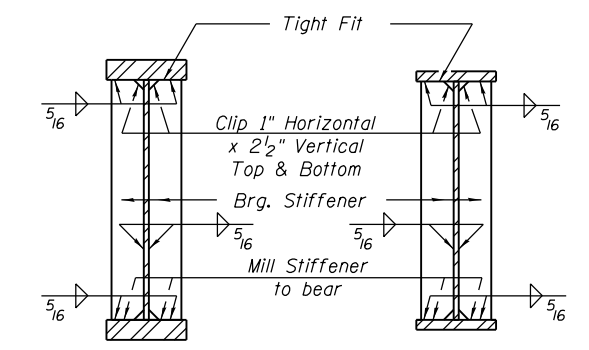
PARTIAL FRAMING PLAN



SECTION A-A

A & B DIMENSIONS

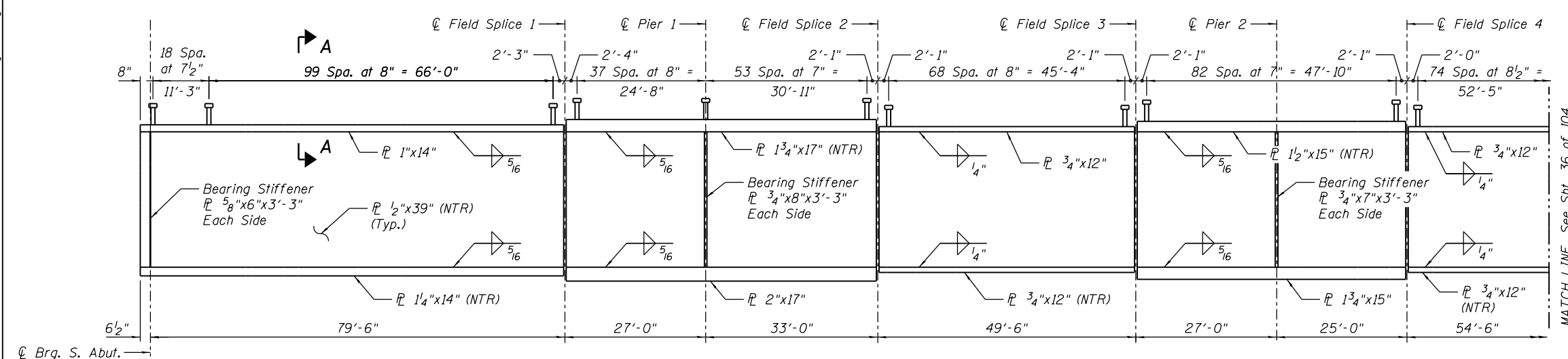
| Flange width | A | B |
|--------------|--------|--------|
| 12" | 2" | 4" |
| 14" | 2" | 5" |
| 15" | 2 1/2" | 5" |
| 17" | 3" | 5 1/2" |



SECTION AT PIER

SECTION AT ABUTMENT

BEARING STIFFENERS



PARTIAL GIRDER ELEVATION

MATCH LINE, See Sht. 36 of 104

Notes:
 AASHTO M270 Grade 50 shall be used for all girders.
 Structural steel for bearing stiffeners, flange and web splice plates shall be AASHTO M 270 Grade 50. The structural steel for diaphragm, connection plates and angles may be AASHTO M 270 Grade 36.
 Two hardened washers required for each set of oversized holes.
 All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
 Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

FILE NAME = W:\191-132-100T-Western-Ave\CADD_Sheets\Structural\016-0777A_35 - Framing Plan 1.dgn



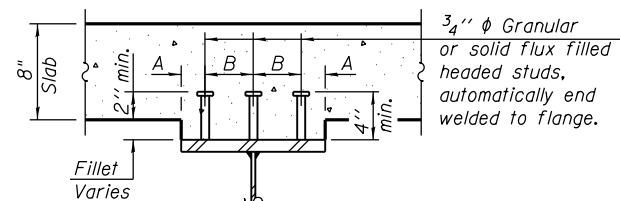
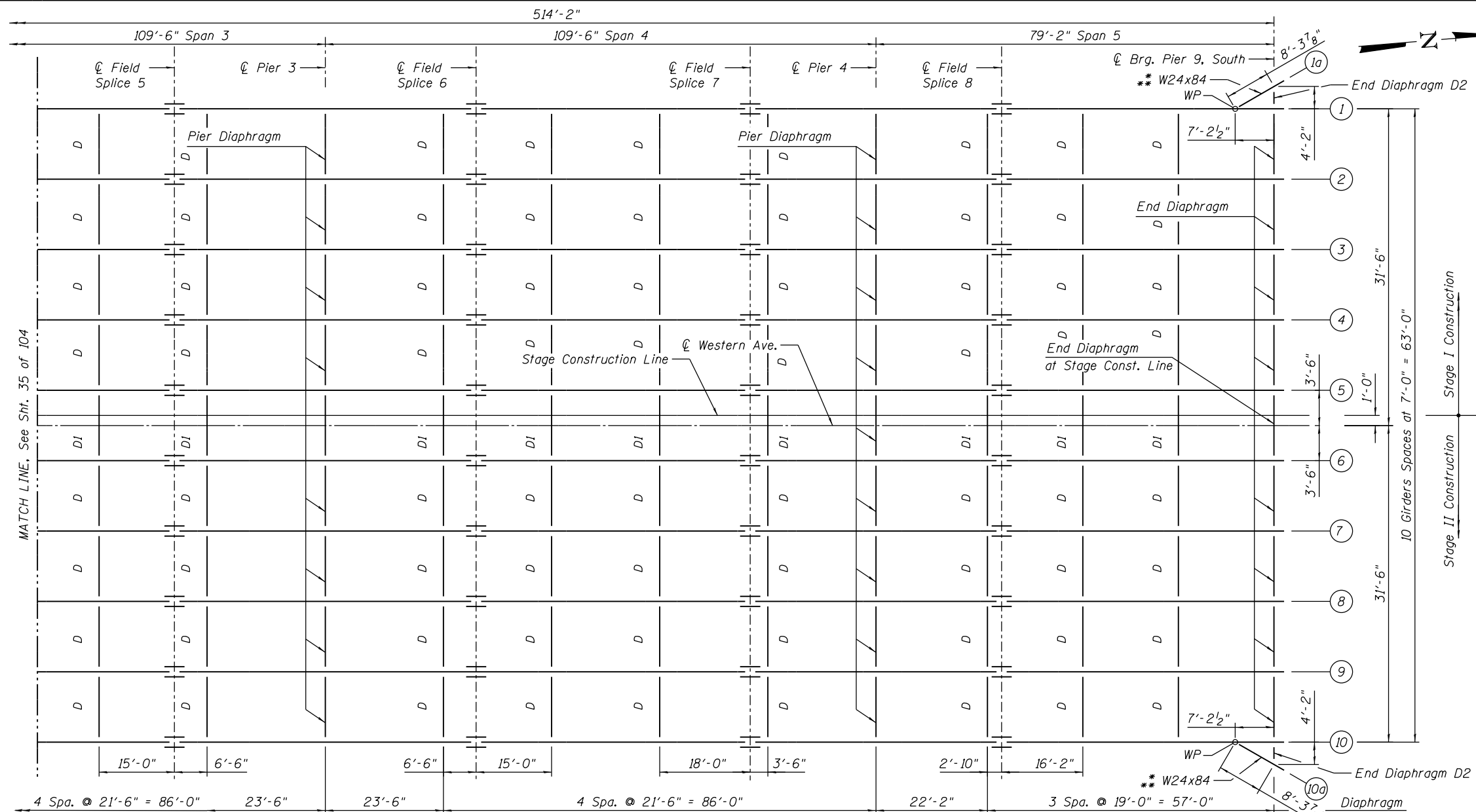
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|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FRAMING PLAN AND GIRDER ELEVATION I
 STRUCTURE NO. 016-0777**

SHEET NO. 35 OF 104 SHEETS

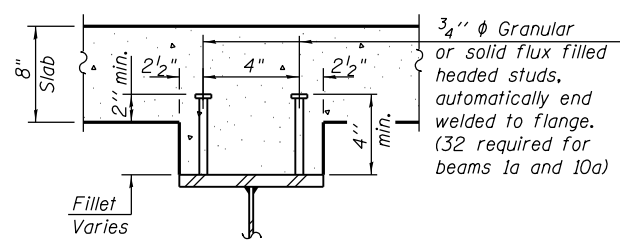
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|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 93 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



SECTION A-A

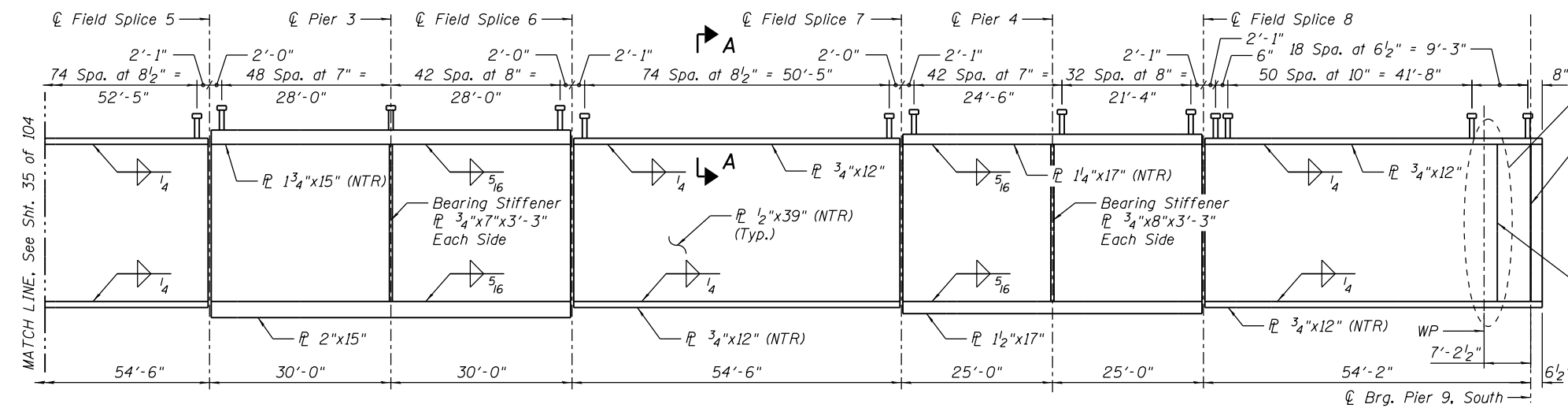
A & B DIMENSIONS

| Flange width | A | B |
|--------------|--------|--------|
| 12" | 2" | 4" |
| 14" | 2" | 5" |
| 15" | 2 1/2" | 5" |
| 17" | 3" | 5 1/2" |



PARTIAL FRAMING PLAN

* For W24x84 Beam details see Sht. 40 of 104
 ** Girders 1 and 10 are System Redundant Members, relative to beam 1a and 10a.



PARTIAL GIRDER ELEVATION

FILE NAME = W:\191-132-1001-Western-Ave-CADD-Sheets\Structure\016-0777\36 - Framing Plan II.dwg



| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

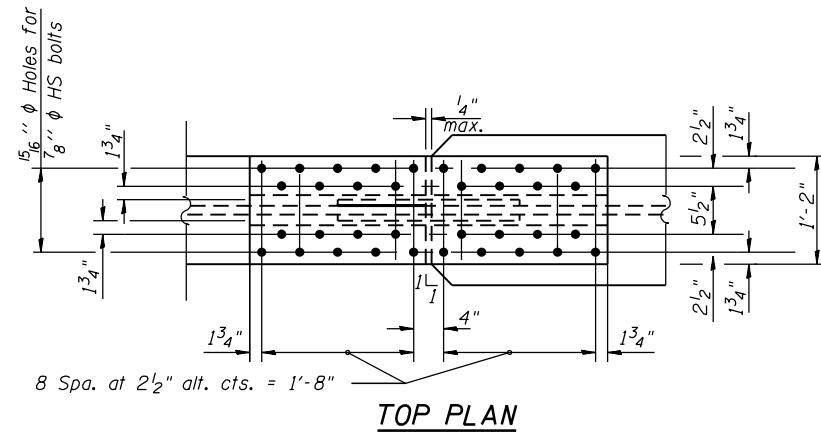
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FRAMING PLAN AND GIRDER ELEVATION II
 STRUCTURE NO. 016-0777

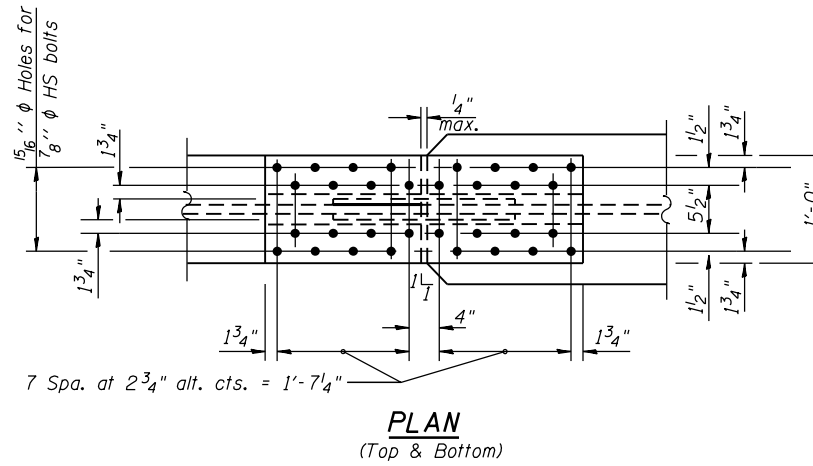
SHEET NO. 36 OF 104 SHEETS

| | | | | |
|--------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 94 |
| CONTRACT NO. 60K72 | | | | |

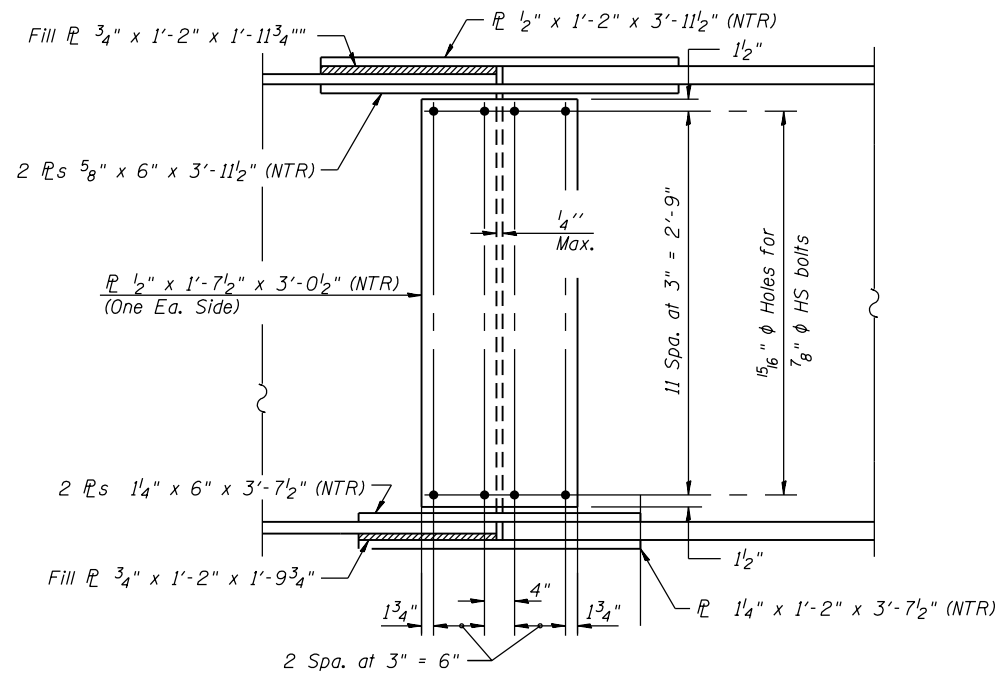
ILLINOIS FED. AID PROJECT



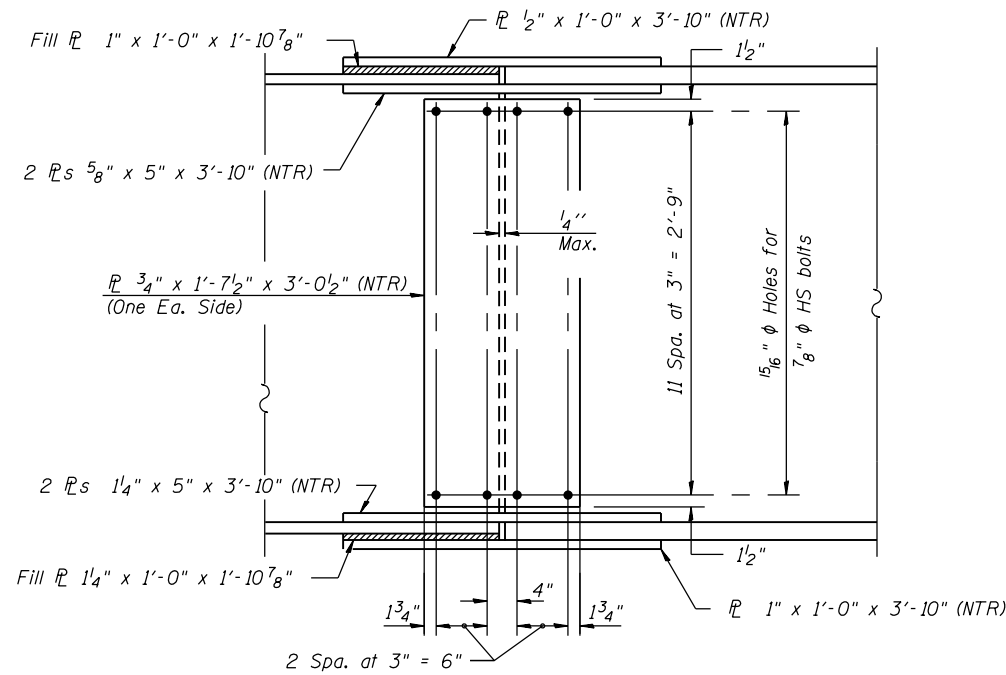
TOP PLAN



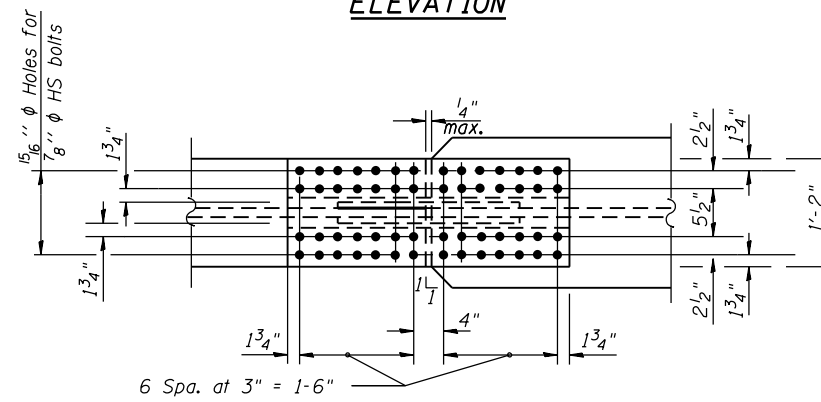
PLAN
(Top & Bottom)



ELEVATION



ELEVATION
SPLICE 2, 5 & 6 DETAIL
(30 Required)



BOTTOM PLAN
SPLICE 1 DETAIL
(10 Required)

FILE NAME = W:\191-132-1001-Western-Ave\CADD_Sheets\Structural\016-0777\37 - Field Splice details.dgn



| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

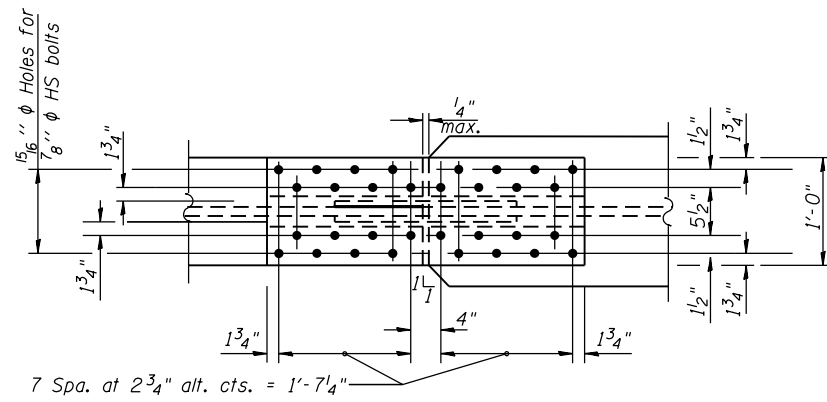
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL SPLICES I
STRUCTURE NO. 016-0777

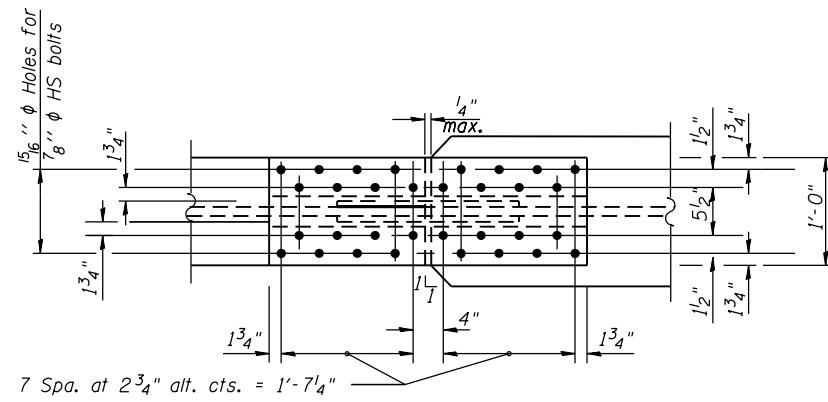
SHEET NO. 37 OF 104 SHEETS

| | | | | |
|--------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 95 |
| CONTRACT NO. 60K72 | | | | |

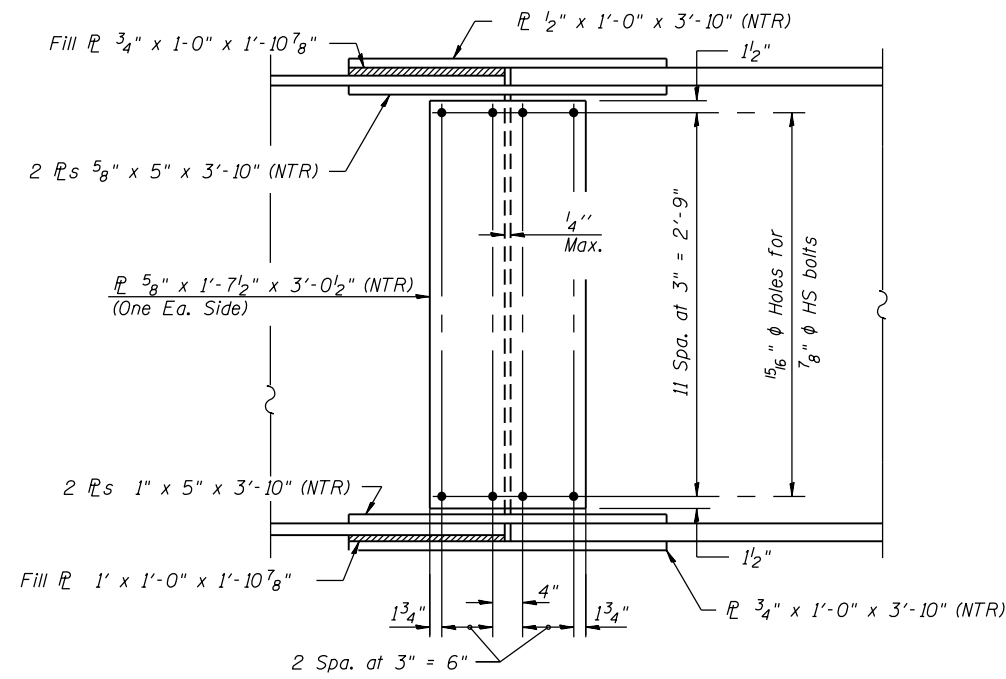
ILLINOIS FED. AID PROJECT



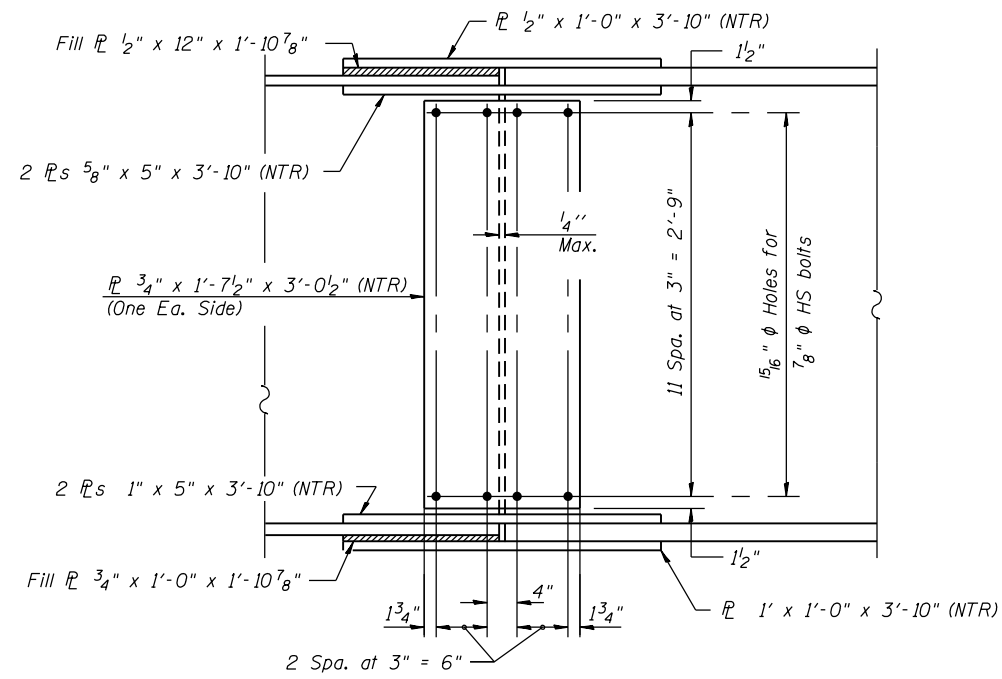
PLAN
(Top & Bottom)



PLAN
(Top & Bottom)



ELEVATION
SPLICE 3 & 4 DETAIL
(20 Required)



ELEVATION
SPLICE 7 & 8 DETAIL
(20 Required)

FILE NAME = W:\191\132\1001\Western_Ave\CADD_Sheets\Structure\016-0777\38 - Field Splice details.dgn



| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

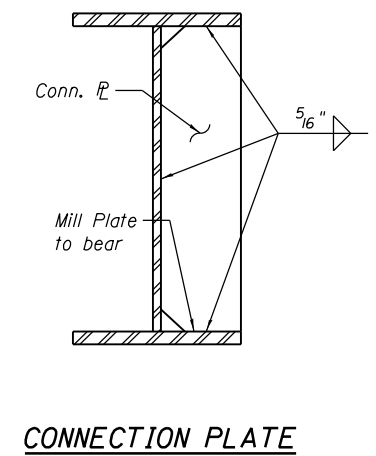
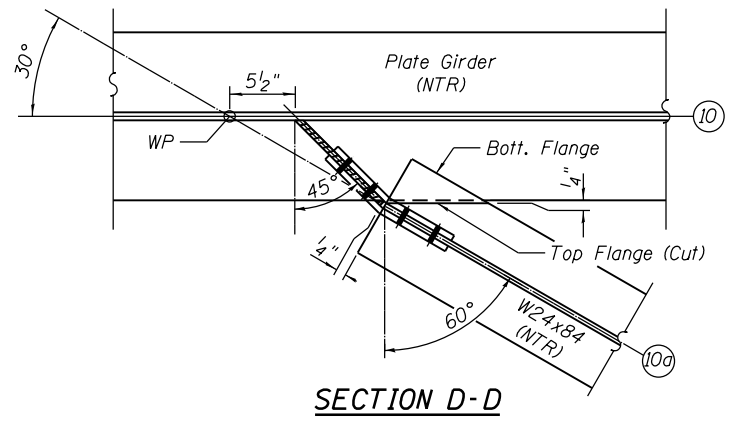
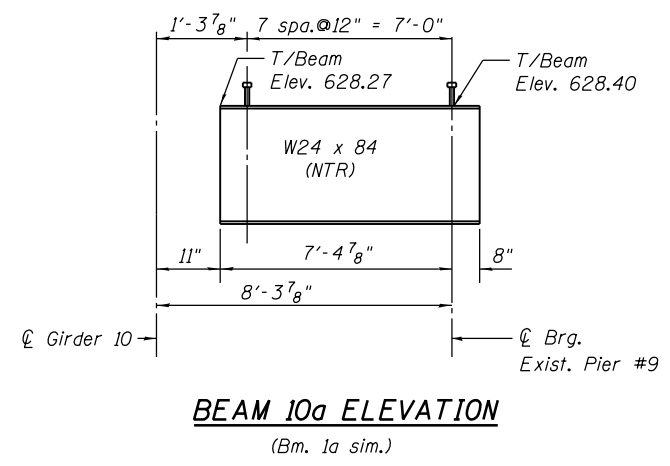
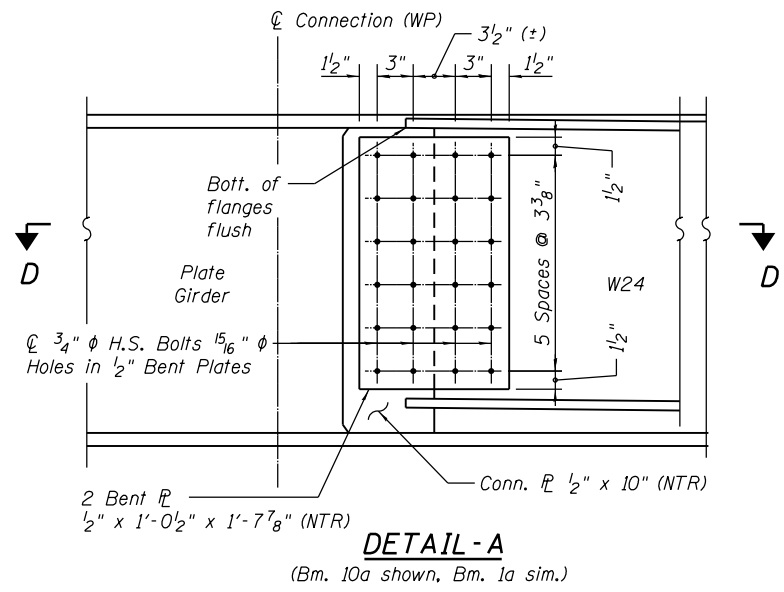
STRUCTURAL STEEL SPLICES II
STRUCTURE NO. 016-0777

SHEET NO. 38 OF 104 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------|--------|--------------|-----------|
| 370 | 0103BR-1 | Cook | 184 | 96 |
| CONTRACT NO. 60K72 | | | | |

ILLINOIS FED. AID PROJECT

FILE NAME = W:\191\132\DOT\Western_Ave\CADD_Sheets\Structural\016-0777\40 - Structural Steel Details 2.dgn



| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL DETAILS II
STRUCTURE NO. 016-0777**

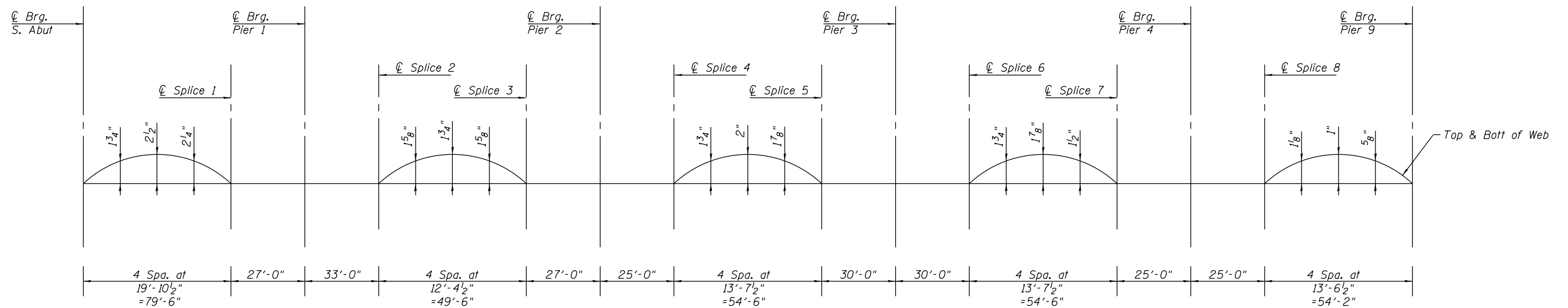
SHEET NO. 40 OF 104 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------|--------|--------------|-----------|
| 370 | 0103BR-1 | Cook | 184 | 98 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

TOP OF WEB ELEVATIONS

(For fabrication only)

| Beam No. | ☉ Brg. S. Abut. | ☉ Splice 1 | ☉ Pier 1 | ☉ Splice 2 | ☉ Splice 3 | ☉ Pier 2 | ☉ Splice 4 | ☉ Splice 5 | ☉ Pier 3 | ☉ Splice 6 | ☉ Splice 7 | ☉ Pier 4 | ☉ Splice 8 | ☉ Brg. Pier 9 |
|----------|-----------------|------------|----------|------------|------------|----------|------------|------------|----------|------------|------------|----------|------------|---------------|
| 1 | 612.98 | 615.35 | 616.11 | 617.08 | 618.59 | 619.42 | 620.18 | 621.80 | 622.68 | 623.60 | 625.27 | 626.01 | 626.75 | 628.43 |
| 2 | 613.13 | 615.50 | 616.26 | 617.23 | 618.74 | 619.56 | 620.32 | 621.94 | 622.83 | 623.74 | 625.41 | 626.15 | 626.89 | 628.57 |
| 3 | 613.27 | 615.66 | 616.40 | 617.38 | 618.89 | 619.71 | 620.48 | 622.10 | 622.97 | 623.89 | 625.56 | 626.30 | 627.04 | 628.72 |
| 4 | 613.42 | 615.80 | 616.55 | 617.52 | 619.03 | 619.86 | 620.62 | 622.24 | 623.12 | 624.04 | 625.71 | 626.45 | 627.19 | 628.86 |
| 5 | 613.56 | 615.95 | 616.70 | 617.67 | 619.18 | 620.00 | 620.77 | 622.39 | 623.27 | 624.19 | 625.86 | 626.59 | 627.33 | 629.01 |
| 6 | 613.56 | 615.95 | 616.70 | 617.67 | 619.18 | 620.00 | 620.77 | 622.39 | 623.27 | 624.19 | 625.86 | 626.59 | 627.33 | 629.01 |
| 7 | 613.42 | 615.80 | 616.55 | 617.52 | 619.03 | 619.86 | 620.62 | 622.24 | 623.12 | 624.04 | 625.71 | 626.45 | 627.19 | 628.86 |
| 8 | 613.27 | 615.66 | 616.40 | 617.38 | 618.89 | 619.71 | 620.48 | 622.10 | 622.97 | 623.89 | 625.56 | 626.30 | 627.04 | 628.72 |
| 9 | 613.13 | 615.50 | 616.26 | 617.23 | 618.74 | 619.56 | 620.32 | 621.94 | 622.83 | 623.74 | 625.41 | 626.15 | 626.89 | 628.57 |
| 10 | 612.98 | 615.35 | 616.11 | 617.08 | 618.59 | 619.42 | 620.18 | 621.80 | 622.68 | 623.60 | 625.27 | 626.01 | 626.75 | 628.43 |



CAMBER DIAGRAM

TOP OF BEAM ELEVATIONS

(For fabrication only)

| Beam No. | ☉ Girder | ☉ Brg. Pier 9 |
|----------|----------|---------------|
| 1a | 628.27 | 628.40 |
| 10a | 628.27 | 628.40 |

FILE NAME = W:\191-132-1001-Heavenr-Ave\CADD_Sheets\Structural\016-0777\41 - Structural Steel Details 4.dgn



| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL DETAILS III
STRUCTURE NO. 016-0777**

SHEET NO. 41 OF 104 SHEETS

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 99 |
| CONTRACT NO. 60K72 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| INTERIOR GIRDER MOMENT TABLE | | | | | | | | | | |
|------------------------------------|--------------------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|
| | | 0.4 Sp. 1 | Pier 1 | 0.5 Sp. 2 | Pier 2 | 0.5 Sp. 3 | Pier 3 | 0.5 Sp. 4 | Pier 4 | 0.6 Sp. 5 |
| I_s | (in ⁴) | 15061 | 29030 | 9583 | 22514 | 9583 | 25908 | 9583 | 21424 | 9583 |
| $I_c(n)$ | (in ⁴) | 37411 | - | 25896 | - | 25896 | - | 25896 | - | 25896 |
| $I_c(3n)$ | (in ⁴) | 27311 | - | 19253 | - | 19253 | - | 19253 | - | 19253 |
| $I_c(cr)$ | (in ⁴) | - | 34047 | - | 27382 | - | 30875 | - | 26253 | - |
| S_s | (in ³) | 779 | 1299 | 473 | 1016 | 473 | 1161 | 473 | 970 | 473 |
| $S_c(n)$ | (in ³) | 1059 | - | 699 | - | 699 | - | 699 | - | 699 |
| $S_c(3n)$ | (in ³) | 970 | - | 635 | - | 635 | - | 635 | - | 635 |
| $S_c(cr)$ | (in ³) | - | 1508 | - | 1208 | - | 1354 | - | 1177 | - |
| DC1 | (k/') | 0.96 | 0.99 | 0.96 | 0.95 | 0.94 | 0.98 | 0.93 | 0.94 | 0.91 |
| M _{DC1} | (k) | 740 | 1408 | 255 | 951 | 348 | 1166 | 343 | 948 | 304 |
| DC2 | (k/') | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 |
| M _{DC2} | (k) | 235 | 404 | 90 | 289 | 119 | 347 | 118 | 290 | 103 |
| DW | (k/') | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 |
| M _{DW} | (k) | 227 | 391 | 87 | 279 | 115 | 345 | 114 | 280 | 100 |
| M _{ℓ + IM} | (k) | 1362 | 1624 | 1059 | 1488 | 1046 | 1553 | 1008 | 1367 | 985 |
| M _u (Strength I) | (k) | 394.3 | 5691 | 2414 | 4573 | 2585 | 5110 | 2513 | 4359 | 2381 |
| Φ _r M _n | (k) | 5137 | 6178 | 3556 | 4940 | 3474 | 5542 | 3478 | 4809 | 3514 |
| f _s DC1 | (ksi) | 11.4 | 13.0 | 6.5 | 11.2 | 8.8 | 12.1 | 8.7 | 11.7 | 7.7 |
| f _s DC2 | (ksi) | 2.91 | 3.22 | 1.70 | 2.87 | 2.25 | 3.07 | 2.24 | 2.96 | 1.95 |
| f _s DW | (ksi) | 2.81 | 3.11 | 1.64 | 2.78 | 2.17 | 3.05 | 2.16 | 2.85 | 1.88 |
| f _s (ℓ + IM) | (ksi) | 15.4 | 12.9 | 18.2 | 14.8 | 17.9 | 13.8 | 17.3 | 13.9 | 16.9 |
| f _s (Service II) | (ksi) | 37.2 | 36.1 | 33.4 | 36.1 | 36.6 | 36.1 | 35.6 | 35.7 | 33.5 |
| 0.95R _n F _{yf} | (ksi) | 47.5 | 47.5 | 47.5 | 47.5 | 47.5 | 47.5 | 47.5 | 47.5 | 47.5 |
| f _s (Total)(Strength I) | (ksi) | - | - | - | - | - | - | - | - | - |
| Φ _r F _n | (ksi) | - | - | - | - | - | - | - | - | - |
| V _r | (k) | 57.3 | 60.9 | 42 | 65.1 | 41.7 | 64.5 | 41.6 | 65.1 | 57.2 |

| INTERIOR GIRDER REACTION TABLE | | | | | | | |
|--------------------------------|----------|--------|--------|--------|--------|--------|-------|
| | S. Abut. | Pier 1 | Pier 2 | Pier 3 | Pier 4 | Pier 9 | |
| R _{DC1} | (k) | 37.8 | 120.8 | 97.7 | 106.5 | 97.0 | 24.0 |
| R _{DC2} | (k) | 11.8 | 36.5 | 30.5 | 33.1 | 30.8 | 7.9 |
| R _{DW} | (k) | 11.3 | 34.9 | 29.1 | 31.7 | 29.4 | 7.6 |
| R _{ℓ + IM} | (k) | 92.4 | 183.0 | 174.1 | 176.6 | 166.0 | 83.4 |
| R _{Total} | (k) | 153.3 | 375.2 | 331.4 | 347.9 | 323.2 | 122.9 |

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in⁴ and in³).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).

$I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in⁴ and in³).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{ℓ + IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{ℓ + IM}

Φ_rM_n: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
M_{DC2} / S_{c(3n)} or M_{DC2} / S_{c(cr)} as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
M_{DW} / S_{c(3n)} or M_{DW} / S_{c(cr)} as applicable.

f_s (ℓ + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
M_{ℓ + IM} / S_{c(n)} or M_{DW} / S_{c(cr)} as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).
f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s (ℓ + IM)

0.95R_nF_{yf}: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s (ℓ + IM)

Φ_rF_n: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

V_r: Maximum factored shear range in span computed according to Article 6.10.10.

FILE NAME = W:\191\132\DDT_Webster_Ave\CADD_Sheets\Structural\016-0777\42 - Girder-Moment Tables.dgn



| | | |
|-----------------------|----------------|-----------|
| USER NAME = | DESIGNED - JJI | REVISED - |
| | CHECKED - HB | REVISED - |
| PLOT SCALE = | DRAWN - HB | REVISED - |
| PLOT DATE = 6/25/2019 | CHECKED - JJI | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS IV
STRUCTURE NO. 016-0777

SHEET NO. 42 OF 104 SHEETS

| | | | | |
|---------------------------|----------|--------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 370 | 0103BR-1 | Cook | 184 | 100 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60K72 | |