

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**PROPOSED
HIGHWAY PLANS**

**FAU ROUTE 1467 (31ST STREET)
OVER SALT CREEK
SECTION: 2020-161-BR
PROJECT: STP-3JLU(458)
BRIDGE DECK OVERLAY AND JOINT REPAIR
COOK COUNTY**

C-91-393-20

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	1
ILLINOIS CONTRACT NO. 62M49				

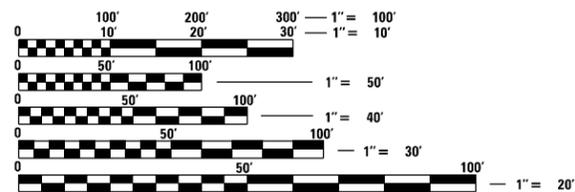
FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS IMPROVEMENT IS LOCATED WITHIN THE VILLAGES OF WESTCHESTER AND LAGRANGE PARK.

DESIGN DESIGNATION
- MINOR ARTERIAL ROUTE

TRAFFIC DATA

ADT (2018) = 19400
POSTED SPEED = 40 MPH
DESIGN SPEED = 40 MPH
P.V. = 95.2% TRUCKS = 4.8%

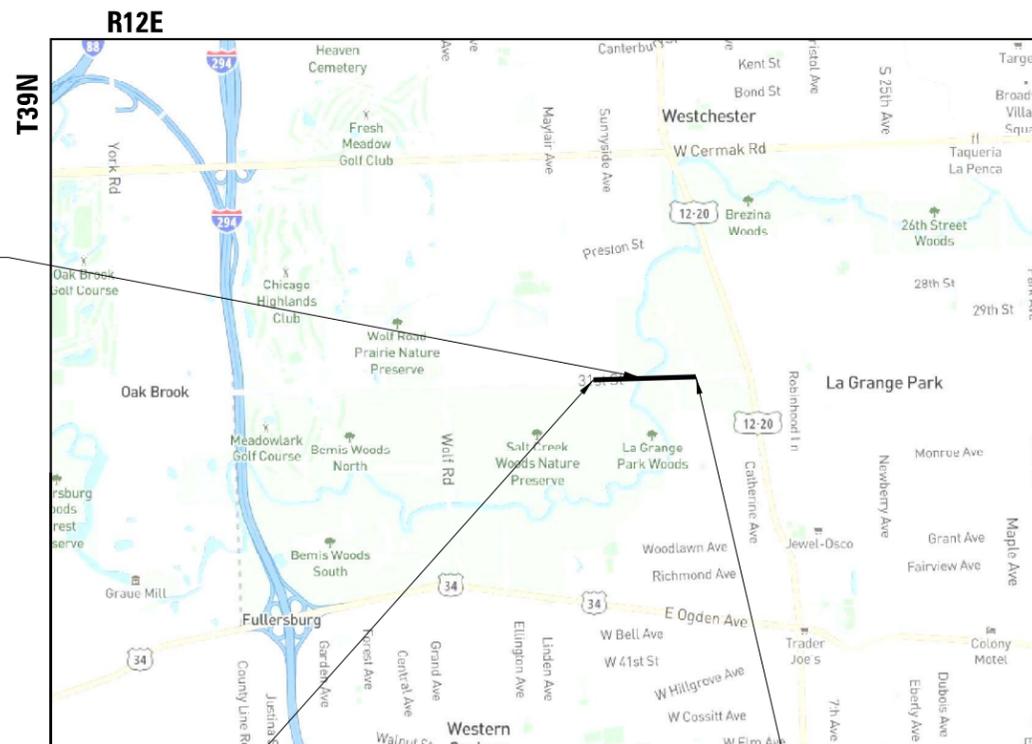


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

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

CONTRACT NO. 62M49

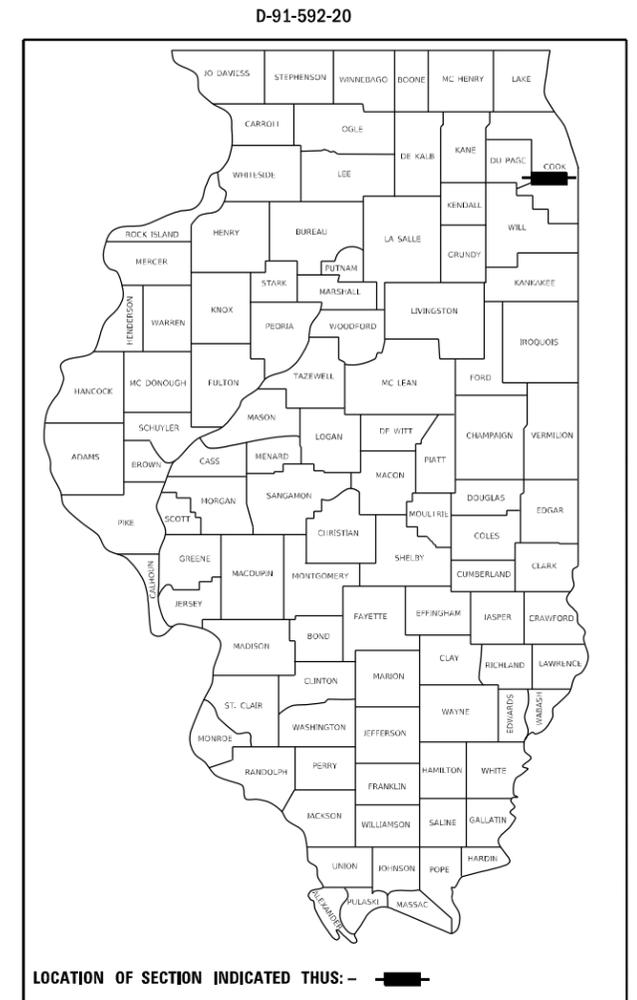


BEGIN IMPROVEMENT
STA 43 + 26.70

LOCATION MAP
(NOT TO SCALE)

END IMPROVEMENT
STA 51 + 19.20

GROSS LENGTH = 793 FT. = 0.15 MILES
NET LENGTH = 793 FT. = 0.15 MILES



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



PHILIP J. MINGA, P.E.
EXPIRES: 11/30/2021



1111 BURLINGTON AVE., SUITE 111 - LISLE, IL 60532

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED December 4, 2020
Philip J. Minga REGIONAL ENGINEER

December 4, 2020
Scott A. Erickson
ENGINEER OF DESIGN AND ENVIRONMENT

December 4, 2020
James J. ...
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS**

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HIGHWAY STANDARDS

STD NO.	TITLE
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-09	PAVEMENT JOINTS
515001-04	NAME PLATE FOR BRIDGES
602001-02	CATCH BASIN TYPE A
602011-02	CATCH BASIN TYPE C
602401-07	PRECAST MANHOLE TYPE A, 4' (1.22 m) DIAMETER
602701-02	MANHOLE STEPS
604051-04	FRAME AND GRATE, TYPE 11
604091-04	FRAME AND GRATE, TYPE 24
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-12	STEEL PLATE BEAM GUARDRAIL
630116	BACK SIDE PROTECTION OF GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-17	TRAFFIC BARRIER TERMINAL, TYPE 6
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701321-18	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE 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 DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

GENERAL NOTES

- ALL BORROW/WASTE/USE SITES MUST BE APPROVED BY THE DEPARTMENT PRIOR TO REMOVING ANY MATERIAL FROM THE PROJECT OR INITIATING ANY EARTH MOVING ACTIVITIES, INCLUDING TEMPORARY STOCKPILING OUTSIDE THE LIMITS OF CONSTRUCTION.
- THE FINAL TOP FOUR INCHES OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES BID AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE TOPSOIL EXCAVATION QUANTITIES HAVE BEEN ADJUSTED TO ALLOW FOR 15% SHRINKAGE OF TOPSOIL BETWEEN REMOVAL AND REPLACEMENT.
- THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. CLASS 2A SHALL BE USED.
- MULCH, METHOD 2 SHALL BE APPLIED OVER ALL SEEDED AREAS.
- FERTILIZER NUTRIENTS SHALL BE APPLIED AT THE RATE SPECIFIED IN SECTIONS 250 AND 252 OF THE STANDARD SPECIFICATIONS.
- THE AREA TO BE TACKED OR PRIMED SHALL BE LIMITED TO THAT WHICH CAN BE COVERED WITH HMA ON THE NEXT DAY'S PRODUCTION, BUT NO MORE THAN FIVE (5) DAYS IN ADVANCE OF THE PLACEMENT OF THE HMA, UNLESS APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE 1 SPECIAL (TANGENT) OR STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE 1 SPECIAL (FLARED).
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTING AND MAINTAINING AN ELECTRONIC LOG OF ALL STAKEOUT SURVEY THAT IS PERFORMED ON THE JOB, EITHER BY HIM/HER OR ANY SUB-CONTRACTOR PERFORMING THE STAKEOUT. UPON REQUEST, ALL LOGS SHALL BE SUBMITTED TO THE DEPARTMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK, BUT SHALL BE CONSIDERED INCLUDED IN THE COST FOR CONSTRUCTION LAYOUT.
- ON EXISTING PAVEMENT, WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.
- SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION.
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE LATEST EDITION.
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

ITEM	RATE	UNITS
GRANULAR MATERIALS	2.05	TONS/CU YD
- SOIL EROSION AND SEDIMENTATION CONTROL PRACTICES AND DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF IDOT STANDARD SPECIFICATIONS AND ALL REVISIONS THERETO AND IN ACCORDANCE WITH THE DETAILS ON THE PLANS.
- THE RESIDENT ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER A MINIMUM OF TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

Emad Alhusseini - EMAD.ALHUSSEINI@ILLINOIS.GOV
- THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) 48 HOURS PRIOR TO ANY WORK IN THE RIGHT OF WAY OR EASEMENTS TO LOCATE UTILITIES, AND CONTACT THE OWNER'S REPRESENTATIVE SHOULD PUBLIC UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENTS.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- THE CONTRACTOR SHALL TAKE CARE TO PROTECT ALL SIGNS ALONG THE ROUTE OF CONSTRUCTION. SIGNS SHALL BE REMOVED IF THEY ARE IN CONFLICT WITH PROPOSED WORK, AND APPROVED BY ENGINEER RED AND ALL LABOR NECESSARY TO COMPLY WITH THE RELOCATION OF SIGNS SHALL BE INCLUDED IN THE CONTRACT WITHOUT ANY EXTRA COMPENSATION ALLOWED TO THE CONTRACTOR ACCORDING TO ART. 107.25, UNLESS MARKED ON PLANS.
- THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

- ALL ELEVATIONS IN THE PLANS ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
- ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS, AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT SHALL BE EPOXY COATED UNLESS NOTED ON THE PLANS.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS WITH WRITTEN APPROVAL FROM THE ENGINEER. A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 V:H.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 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 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 11.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 TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. ROOTS OF A TREE THAT ARE TO REMAIN IN PLACE EXTENDING INTO THE EXCAVATION AREAS AT AN ELEVATION THAT WOULD INTERFERE WITH ANY PORTION OF THE PLANNED CONSTRUCTION, SHALL BE SEVERED AT A POINT IMMEDIATELY OUTSIDE OF THE EXCAVATION AREA THAT WILL CAUSE THE LEAST AMOUNT OF SYSTEMIC DAMAGE TO THE REMAINING TREE STRUCTURE. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
- PRUNE TREE LIMBS THAT MIGHT BE DAMAGED BY EQUIPMENT OPERATIONS AT LEAST ONE WEEK PRIOR TO THE START OF CONSTRUCTION BY A CERTIFIED ARBORIST. ANY TREE LIMBS THAT ARE BROKEN BY CONSTRUCTION EQUIPMENT AFTER THE INITIAL PRUNING MUST BE PRUNED CORRECTLY WITHIN 72 HOURS.
- SUPPLEMENTAL WATERING IS SPECIFIED FOR TREES AND SHRUBS THAT WILL BE DISTURBED BY CONSTRUCTION BUT WILL REMAIN. NOTE THAT WATERING SHOULD BEGIN IMMEDIATELY AFTER ROOT PRUNING, TOP PRUNING OR OTHER CONSTRUCTION DISTURBANCE.
- THAT CONTRACTOR SHALL ERECT A TEMPORARY FENCE AROUND ALL TREES WITHIN THE CONSTRUCTION AREA TO ESTABLISH A "TREE PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOBSITE. NO WORK IS TO BE PERFORMED (OTHER THAN ROOT PRUNING), MATERIALS STORED OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE". REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
- ALL TREE PROTECTION, TREE REMOVAL, PRUNING, AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.
- A COPY OF THE APPROVED NPDES PERMIT AND THE EROSION CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET OR IN AN UNTILLABLE CONDITIONAL LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.
- ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR SHOWN IN THE PLANS SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.
- THE FINISHED EARTHWORK SHALL HAVE A VEGETATION -SUSTAINING SOIL COVERING THE TOP SIX INCHES IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION-SUSTAINING SOIL REQUIRED WILL BE PAID FOR SEPARATELY AS TOPSOIL FURNISH AND PLACE, 6".

- ANY EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND VILLAGES OF WESTCHESTER AND LAGRANGE PARK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. MEMBERS OF J.U.L.I.E. KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

COMMONWEALTH EDISON CO.
ATTN:
1919 SWIFT ROAD
OAK BROOK, IL 60523
630-424-5704

NICOR GAS
ATTN:
1844 FERRY ROAD
NAPERVILLE, IL 60563
630-388-3830
- THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXEL TRUCK.
- ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT CONTRACTOR EXPENSE.

COMMITMENTS:

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, HIGHWAY STANDARDS,
 GENERAL NOTES, AND COMMITMENTS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	2
CONTRACT NO. 62M49				
ILLINOIS		FED. AID PROJECT		

IDOT MIXTURE NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN.
2. FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY SPECIAL PROVISIONS.
3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
4. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

IDOT HMA MIXTURES TABLE

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS @ Ndes	
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 2 INCH	4% @ 70 GYR	QC/QA
PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 2 INCH	4% @ 70 GYR	QC/QA
HOT-MIX ASPHALT BASE COURSE, IL-19.0, N70	4% @ 70 GYR	QC/QA

QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IDOT MIX TABLE

SCALE: 2.0000' / in. SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	3
CONTRACT NO. 62M49			ILLINOIS FED. AID PROJECT	

SP	CODE NO.	ITEM	UNIT	CONSTRUCTION CODE	
				BRIDGE	
				0059	
				80% FEDERAL 20% STATE	
31st STREET SN 016-0868					
URBAN					
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	12	
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	16	
	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	2	
	20400800	FURNISHED EXCAVATION	CU YD	220	
	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	49	
	21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	134	
	25000210	SEEDING, CLASS 2A	ACRE	0.1	
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	8	
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	8	
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	8	
	25200110	SODDING, SALT TOLERANT	SQ YD	127	
	25200200	SUPPLEMENTAL WATERING	UNIT	4	
	28100809	STONE DUMPED RIPRAP, CLASS A5	TON	1	
	31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	303	
	35400500	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"	SQ YD	6	
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	123	
	40604062	HOT-MIX ASPHALT SURFACE COURSE, 1L-9.5, MIX "D", N70	TON	30	
	42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	363.0	
	42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	54.0	
	44000100	PAVEMENT REMOVAL	SQ YD	185	
	44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	267	
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	54	
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	852	
	44213200	SAW CUTS	FOOT	455	
	48101620	AGGREGATE SHOULDERS, TYPE B 10"	SQ YD	440	

SP	CODE NO.	ITEM	UNIT	CONSTRUCTION CODE	
				BRIDGE	
				0059	
				80% FEDERAL 20% STATE	
31st STREET SN 016-0868					
URBAN					
	50102400	CONCRETE REMOVAL	CU YD	28	
	50104000	BRIDGE RAIL REMOVAL	FOOT	56	
	50300225	CONCRETE STRUCTURES	CU YD	47	
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	33	
	50300260	BRIDGE DECK GROOVING	SQ YD	1152	
	50300300	PROTECTIVE COAT	SQ YD	1248	
	50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	150	
	50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	5840	
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	74290	
	50800515	BAR SPLICERS	EACH	280	
	50900105	ALUMINUM RAILING, TYPE L	FOOT	33	
	52000110	PREFORMED JOINT STRIP SEAL	FOOT	180	
	52100520	ANCHOR BOLTS, 1"	EACH	2	
	59000200	EPOXY CRACK INJECTION	FOOT	43	
	60251740	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 24 FRAME AND GRATE	EACH	5	
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	747	
	* 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	225	
	* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	
	* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	
	63200310	GUARDRAIL REMOVAL	FOOT	160	
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	
	67100100	MOBILIZATION	L SUM	1	
	* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	35	
	* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	
	* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	

REV-SEP

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

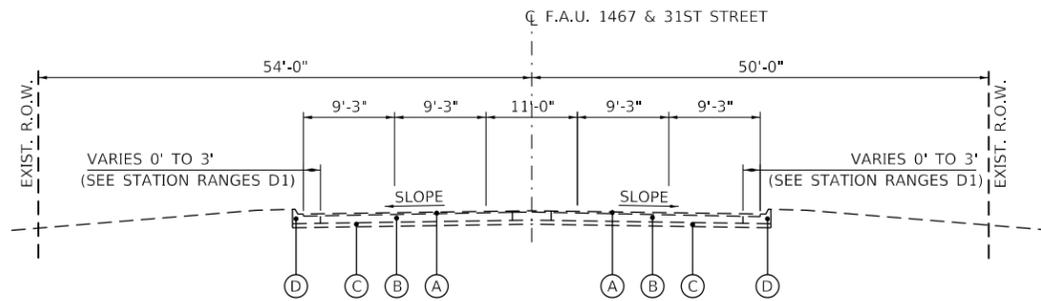
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	4
CONTRACT NO. 62M49			ILLINOIS FED. AID PROJECT	

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SP	CODE NO.	ITEM	UNIT	CONSTRUCTION CODE	
				BRIDGE	
				0059	
				80% FEDERAL 20% STATE	
		31st STREET SN 016-0868			
		URBAN			
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	15	
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	125	
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	120	
	70300900	PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS	SQ FT	110	
	70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	17499	
	70300906	PAVEMENT MARKING TAPE, TYPE IV 6"	FOOT	688	
	70300924	PAVEMENT MARKING TAPE, TYPE IV 24"	FOOT	141	
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	675	
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	675	
	70600305	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, RESETTABLE), TEST LEVEL 3	EACH	2	
	70600330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	2	
*	72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	41	
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	
*	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	126	
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	146	
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	15476	
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	643	
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	687	
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	50	
*	78008310	POLYUREA PAVEMENT MARKING TYPE II - LINE 4"	FOOT	1316	
*	78100300	REPLACEMENT REFLECTOR	EACH	271	
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	8	
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	28	
*	X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	6760	

SP	CODE NO.	ITEM	UNIT	CONSTRUCTION CODE	
				BRIDGE	
				0059	
				80% FEDERAL 20% STATE	
		31st STREET SN 016-0868			
		URBAN			
	X0327638	STREAM GAUGE	EACH	1	
	X5030530	FLOOR DRAIN EXTENSIONS	EACH	5	
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	
	X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	6570	
	X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	4	
	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	271	
	Z0001903	STRUCTURAL STEEL REMOVAL	POUND	5820	
	Z0001905	STRUCTURAL STEEL REPAIR	POUND	1070	
	Z0004552	APPROACH SLAB REMOVAL	SQ YD	532	
	Z0006014	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2 INCHES	SQ YD	800	
<input type="checkbox"/>	Z0010605	CLEANING DRAINAGE SYSTEM	LSUM	1	
	Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	800.0	
	Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	93.0	
	Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	6.0	
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	
	Z0015550	DEBRIS REMOVAL	CU YD	60.0	
	Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	1.0	
	Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	1.0	
	Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	LSUM	1.0	
	Z0073200	TEMPORARY SHORING AND CRIBBING	EACH	2.0	
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52.0	
Ø	Z0076600	TRAINEES	HOURS	1000	
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOURS	1000	
					Ø 0042
<input type="checkbox"/> NON-PART 100% STATE					REV-SEP

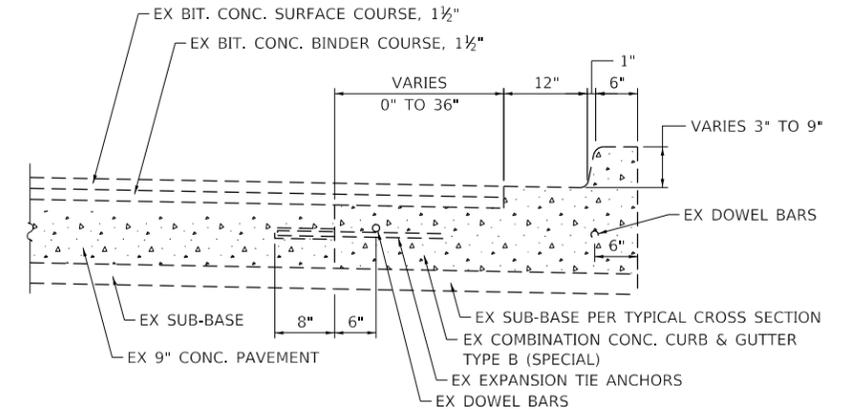
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	SCALE: SHEET OF SHEETS STA. TO STA.						



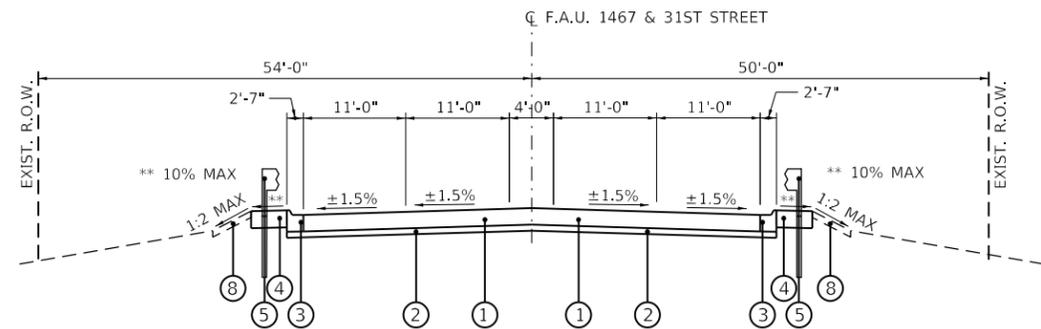
EXISTING TYPICAL SECTION
STA 32+00 TO STA 62+00

EXISTING TYPICAL SECTION

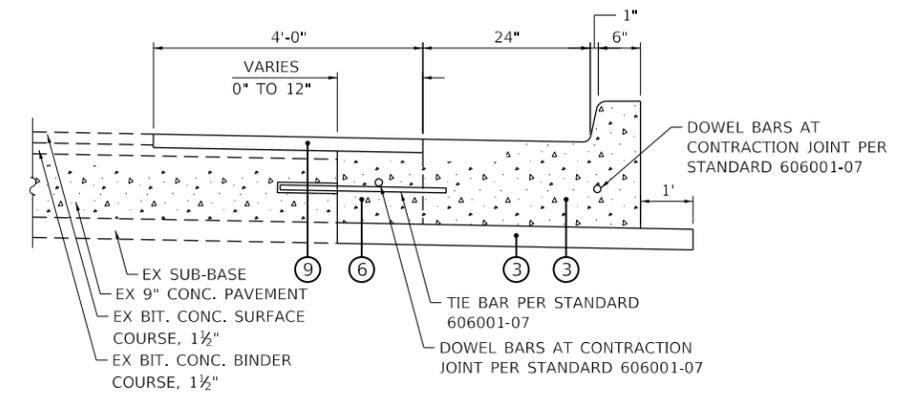
- (A) EXISTING HMA PAVEMENT (1.5" SURFACE OVER 1.5" BINDER)
- (B) EXISTING PCC PAVEMENT (9" ASSUMED)
- (C) EXISTING SUB-BASE GRANULAR MATERIAL 6"
- (D) EXISTING CURB AND GUTTER
 1. TYPE B-6.12 (SPECIAL)
STA. 44+50 TO STA. 46+11.27
STA. 48+51.93 TO STA. 50+00
 2. TYPE B-6.12



DETAIL OF EXISTING CURB & GUTTER TYPE B-6.12 (SPECIAL)

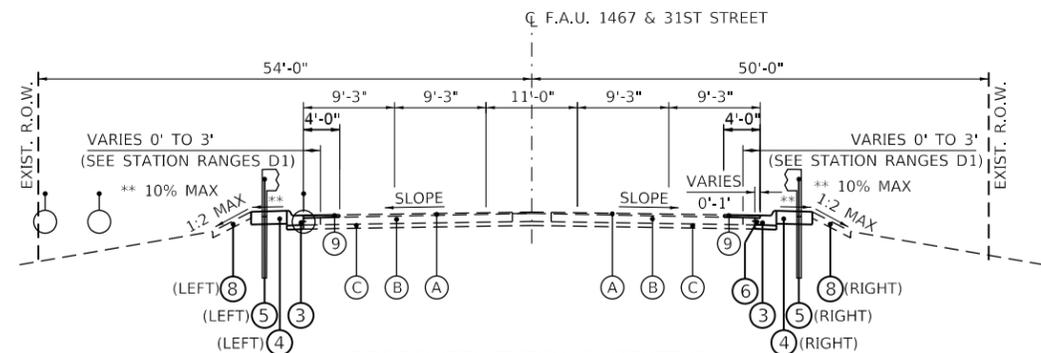


PROPOSED TYPICAL SECTION
STA 45+94.00 TO STA 46+27.99
(BRIDGE OMISSION STA. 46+27.99 TO STA. 48+35.23)
STA. 48+35.23 TO STA. 48+69.22

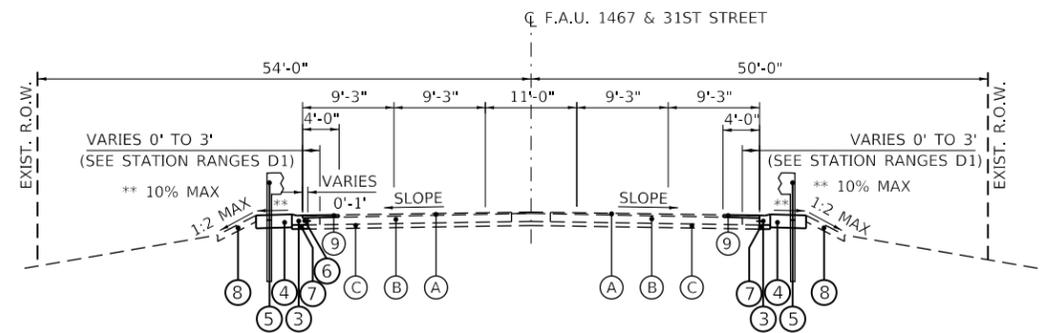


NOTE:
THE PORTLAND CEMENT CONCRETE BASE COURSE WIDENING WILL BE
POURED MONOLITHICALLY WITH THE ADJACENT COMBINATION CONCRETE
CURB AND GUTTER PER STANDARD SPECIFICATION SECTION 606.

DETAIL OF PCC BASE COURSE WIDENING



PROPOSED TYPICAL SECTION
STA 43+26.70 TO STA 45+94.00 (RIGHT)
STA. 45+53.00 TO STA. 45+94.00 (LEFT)



PROPOSED TYPICAL SECTION
STA 48+69.22 TO STA 49+10.00 (RIGHT)
STA. 48+69.22 TO STA. 51+19.20 (LEFT)

PROPOSED TYPICAL SECTION

- (1) PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB (42000070)
- (2) SUBBASE GRANULAR MATERIAL, TYPE B 6" (31101400)
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (60605000) (LONGITUDINAL JOINT TIE BARS SHALL INSTALLED ADJACENT TO P.C.C BASE)
- (4) AGGREGATE SHOULDERS, TYPE B 10" (48101620) (SEE ROADWAY PLANS FOR LOCATIONS)
- (5) STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS (63000003) (SEE ROADWAY PLANS FOR LOCATIONS)
- (6) PORTLAND CEMENT CONCRETE BASE COURSE WIDENING, 10" (35400500)
- (7) SUBBASE GRANULAR MATERIAL, TYPE B 6"
- (8) TOPSOIL FURNISH AND PLACE, 6" (21101625) AND/OR TOPSOIL EXCAVATION AND PLACEMENT (21101505)
- (9) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 (2 INCH) (40604062)

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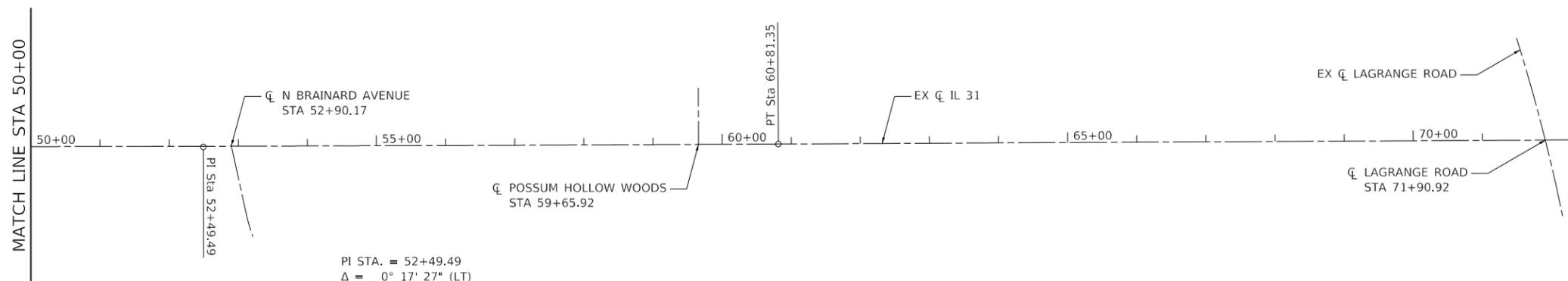
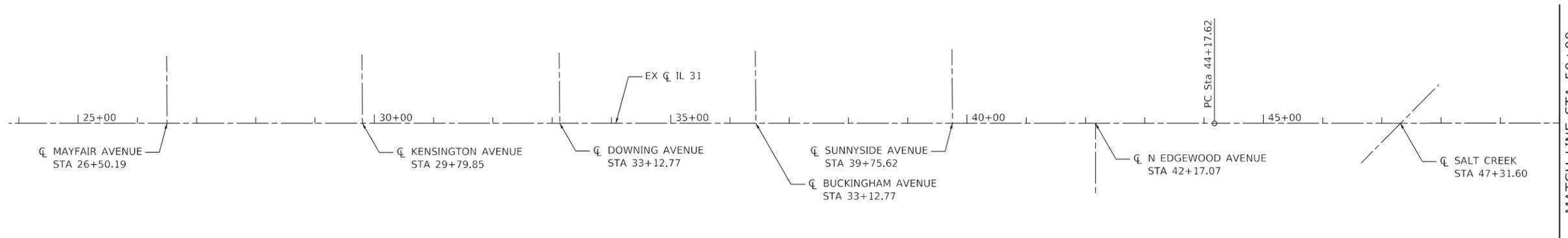
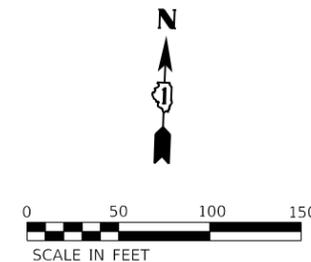
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	6
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				



PI STA. = 52+49.49
 $\Delta = 0^\circ 17' 27''$ (LT)
 $D = 0^\circ 01' 03''$
 $R = 327,636.34'$
 $T = 831.87'$
 $L = 1,663.73'$
 $E = 1.06'$
 $e = \underline{\hspace{1cm}}$
 $T.R. = \underline{\hspace{1cm}}$
 $S.E. RUN = \underline{\hspace{1cm}}$
 $P.C. STA. = 44+17.62$
 $P.T. STA. = 60+81.35$

NOTE:

1. SURVEY WAS NOT PERFORMED. ELEVATIONS ARE BASED ON AS-BUILT INFORMATION.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	7
CONTRACT NO. 62M49				
		ILLINOIS	FED. AID PROJECT	

MAINTENANCE OF TRAFFIC GENERAL NOTES

- TRAFFIC CONDITIONS, CRASHES, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE OF THE MAINTENANCE OF TRAFFIC ITEM. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR IS DIRECTED TO THE FACT THAT OTHER SEPARATE CONTRACTS ARE, OR MAY BE, IN FORCE THAT INTERSECT THE LIMITS OF THIS PROJECT. THE CONTRACTOR SHALL COOPERATE WITH THE OTHER CONTRACTORS IN THE PHASING AND PERFORMANCE OF THIS WORK SO AS NOT TO DELAY, INTERRUPT, OR HINDER THE PROGRESS OR COMPLETION OF THE WORK BEING PERFORMED BY OTHER CONTRACTORS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR COMPLIANCE WITH THE ABOVE REQUIREMENTS, NOR FOR ANY DELAYS OR INCONVENIENCES RESULTING FROM THE ACTIVITIES OF OTHER CONTRACTORS. SHOULD A CONFLICT ARISE BETWEEN THE CONTRACTORS WITH RESPECT TO SEQUENCE OF CONSTRUCTION OR MAINTENANCE OF TRAFFIC REQUIREMENTS, SAID CONFLICTS SHALL BE RESOLVED BY, OR AT THE DIRECTION OF THE ENGINEER.
- THE MAINTENANCE OF TRAFFIC PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. THE CONTRACTOR MAY MODIFY THE MAINTENANCE OF TRAFFIC PLANS TO MEET CONSTRUCTION NEEDS, BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL. THE ENGINEER SHALL BE INFORMED IN WRITING A MINIMUM OF 48 HOURS IN ADVANCE OF ANY CHANGE TO THE MAINTENANCE OF TRAFFIC PLANS.
- THE CONTRACTOR SHALL REMOVE ALL TEMPORARY OR EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE STAGING. REMOVAL OF PAVEMENT MARKING TAPE WILL BE PAID FOR AS "TEMPORARY PAVEMENT MARKING REMOVAL" (X7030005). REMOVAL OF PAVEMENT MARKINGS ON PERMANENT PAVEMENT WILL BE PAID FOR AS "PAVEMENT MARKING - WATER BLASTING" (X0327980).
- ALL TRAFFIC CONTROL DEVICES INCLUDING, BUT NOT LIMITED TO DRUMS, VERTICAL PANELS, AND BARRICADES IMMEDIATELY ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS.
- ALL SIGN ASSEMBLIES SHALL BE CERTIFIED BY THE CONTRACTOR AS MEETING THE APPLICABLE REQUIREMENTS OF NCHRP REPORT 350, TEST LEVEL 3 AND SHALL BE APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL REMOVE OR COVER ALL EXISTING SIGNS THAT CONFLICT WITH OR DO NOT APPLY TO THE REVISED TRAFFIC PATTERNS AND SHALL RESTORE THE SIGNS AT THE END OF CONSTRUCTION AS DIRECTED BY THE ENGINEER. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE OF THE MAINTENANCE OF TRAFFIC ITEM. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL PROVIDE 48 HOURS ADVANCE NOTICE TO THE ENGINEER OF ANY CONSTRUCTION WORK THAT MAY IMPACT ANY ROADWAY LIGHTING.
- THE CONTRACTOR SHALL PROPERLY DISPOSE OF ANY EXISTING SIGNS REMOVED, BUT NOT RELOCATED, FROM THE PROJECT. THE CONTRACTOR SHALL PROPERLY STORE RELOCATED SIGNS AS APPROVED BY THE ENGINEER UNTIL THEY ARE PROPERLY RE-ERECTED.
- THE FOLLOWING IS A LIST OF MAINTENANCE OF TRAFFIC ASSOCIATED PAY ITEMS FOR WHICH NOMINAL OR ESTIMATED QUANTITIES HAVE BEEN PROVIDED. THE CONTRACTOR SHALL RECEIVE WRITTEN AUTHORIZATION FROM THE ENGINEER PRIOR TO USE AND PAYMENT FOR THESE ITEMS:

- *PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS
- *PAVEMENT MARKING TAPE, TYPE IV 4"
- *PAVEMENT MARKING TAPE, TYPE IV 6"
- *PAVEMENT MARKING TAPE, TYPE IV 12"
- *PAVEMENT MARKING TAPE, TYPE IV 24"
- *TEMPORARY CONCRETE BARRIER
- *RELOCATE TEMPORARY CONCRETE BARRIER
- *CHANGEABLE MESSAGE SIGN
- *IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3
- *IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE, NARROW), TEST LEVEL 3

MAINTENANCE OF TRAFFIC STAGING DESCRIPTION

STAGE I

CONSTRUCTION:

BRIDGE REPAIR, RESURFACING AND PAVEMENT MARKING ON WESTBOUND 31ST STREET, OFF-RD IMPROVEMENTS AND RELOCATE "WEIGHT LIMIT" SIGNS.

TRAFFIC:

LANE CLOSURE OF 1 LANE IN EACH DIRECTION AND MEDIAN CROSSOVER OF WB TRAFFIC.

31ST STREET WESTBOUND AND EASTBOUND 1 LANE IN EACH DIRECTION ACROSS BRIDGE.

TEMPORARY CONCRETE BARRIER WALL WILL BE USED TO SEPARATE TRAFFIC FROM THE WORK ZONE.

APPLICABLE DISTRICT ONE DETAILS AND IDOT HIGHWAY STANDARD DRAWINGS:

- TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
- TC-14 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
- 701611-01 URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701901-08 TRAFFIC CONTROL DEVICES

STAGE II

CONSTRUCTION:

BRIDGE REPAIR, RESURFACING AND PAVEMENT MARKING ON EASTBOUND 31ST STREET, OFF-RD IMPROVEMENTS AND RELOCATE "WEIGHT LIMIT" SIGNS. CONSTRUCT THE PRIVATE ENTRANCE IMPROVEMENTS AT STA 43+75, LT.

TRAFFIC:

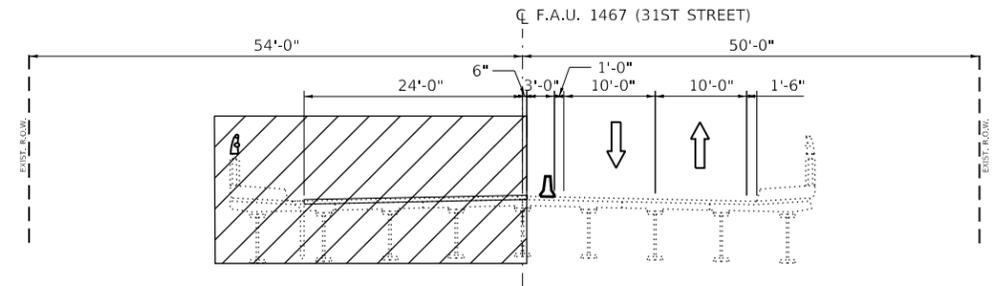
LANE CLOSURE OF 1 LANE IN EACH DIRECTION AND MEDIAN CROSSOVER OF EB TRAFFIC.

31ST STREET WESTBOUND AND EASTBOUND 1 LANE IN EACH DIRECTION ACROSS BRIDGE.

TEMPORARY CONCRETE BARRIER WALL WILL BE USED TO SEPARATE TRAFFIC FROM THE WORK ZONE.

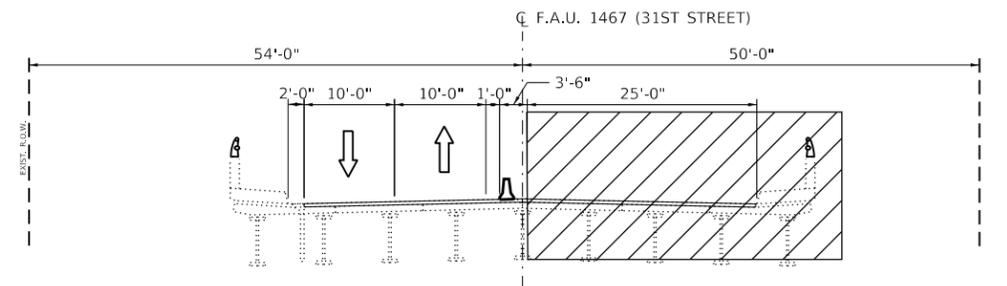
APPLICABLE DISTRICT ONE DETAILS AND IDOT HIGHWAY STANDARD DRAWINGS:

- TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
- TC-14 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
- 701101-05 OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24' (600 mm) FROM PAVEMENT EDGE
- 701106-02 OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
- 701611-01 URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701901-08 TRAFFIC CONTROL DEVICES



BRIDGE TYPICAL SECTION - STAGE I

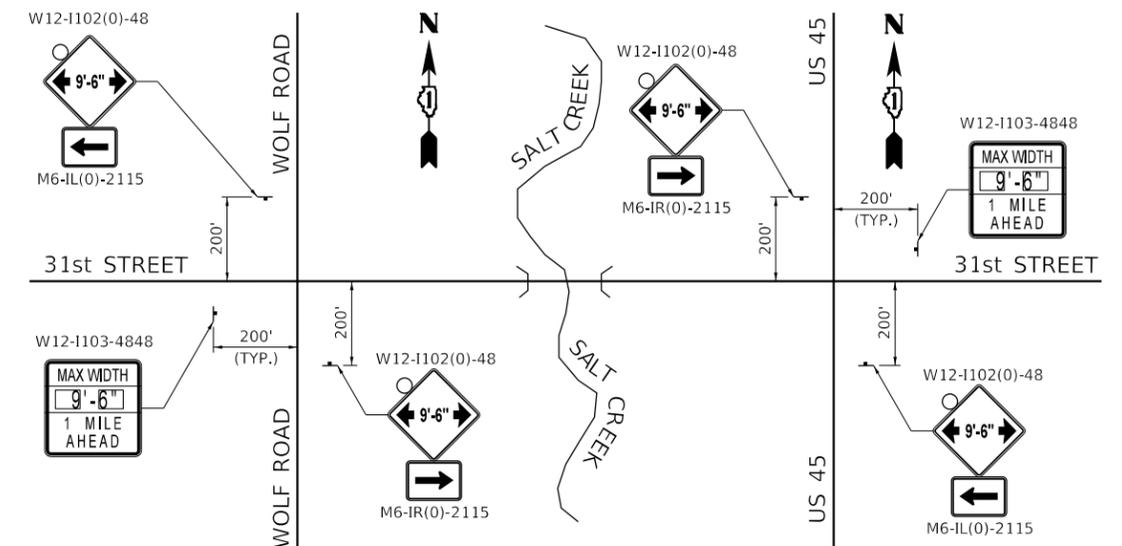
STA 45+70.80 TO STA 49+19.20



BRIDGE TYPICAL SECTION - STAGE II

STA 45+69.00 TO STA 48+94.20

WIDTH RESTRICTION ADVANCED SIGNING DETAIL



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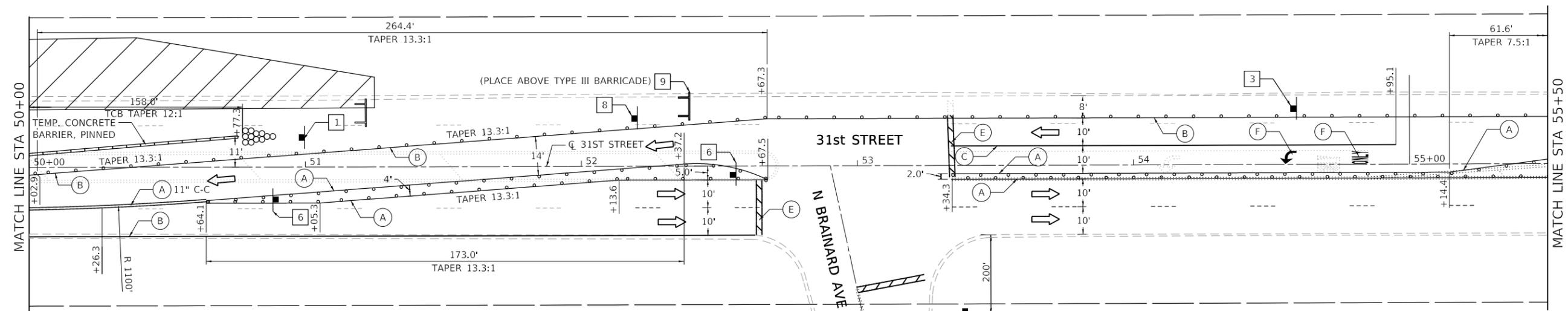
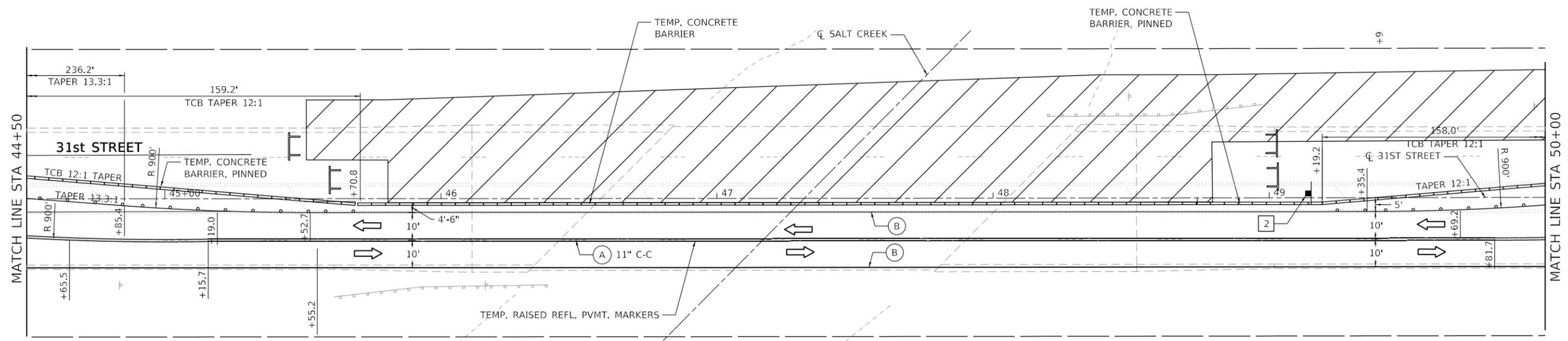
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

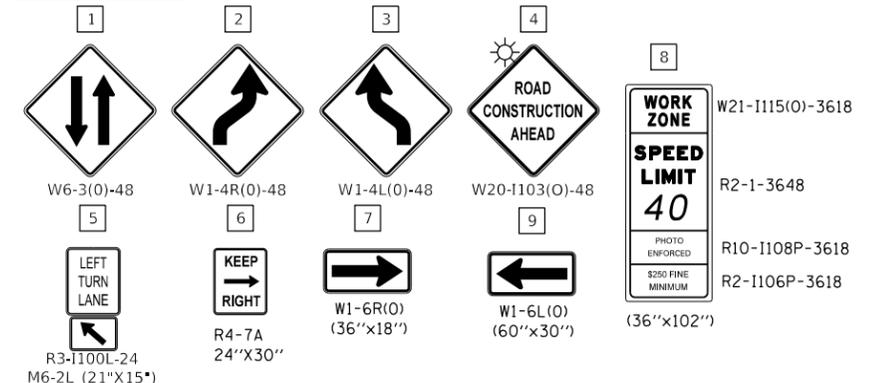
SUGGESTED MAINTENANCE OF TRAFFIC
GENERAL NOTES

SCALE: 20.0000 ' / in. SHEET 1 OF 7 SHEETS STA. TO STA.

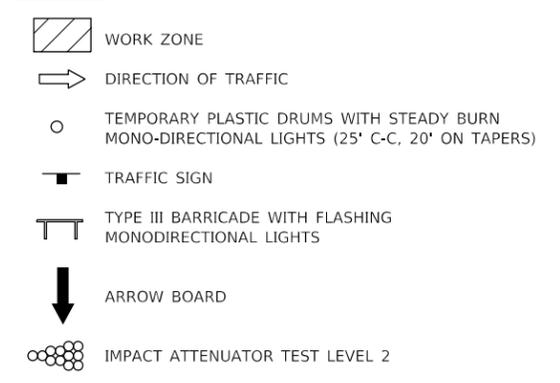
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	8
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				



SIGN LEGEND



LEGEND



PAVEMENT MARKING LEGEND

- (A) PAVEMENT MARKING TAPE, TYPE IV 4", SOLID YELLOW
- (B) PAVEMENT MARKING TAPE, TYPE IV 4", SOLID WHITE
- (C) PAVEMENT MARKING TAPE, TYPE IV 6", SOLID WHITE
- (D) PAVEMENT MARKING TAPE, TYPE IV 12", SOLID YELLOW
- (E) PAVEMENT MARKING TAPE, TYPE IV 24", SOLID WHITE
- (F) PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS, WHITE

NOTES

1. PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.
2. PORTABLE CHANGEABLE MESSAGE SIGNS TO BE USED AT LOCATIONS AS DETERMINED BY THE ENGINEER.
3. ALL PAVEMENT MARKING USED FOR SUGGESTED STAGES OF CONSTRUCTION ARE TEMPORARY AND PER STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 703.
4. SEE ADDITIONAL NOTES ON SUGGESTED MAINTENANCE OF TRAFFIC GENERAL NOTES.

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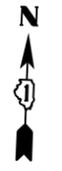
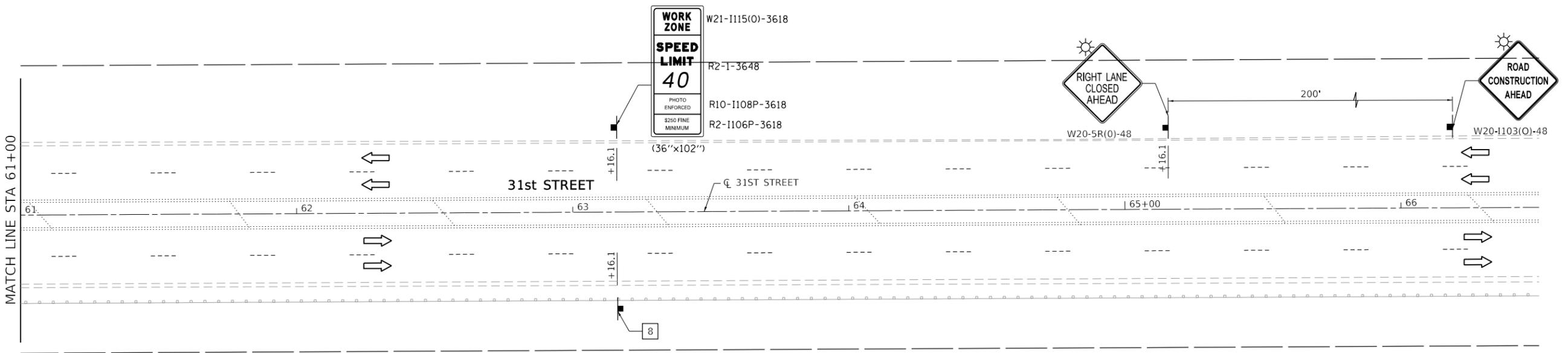
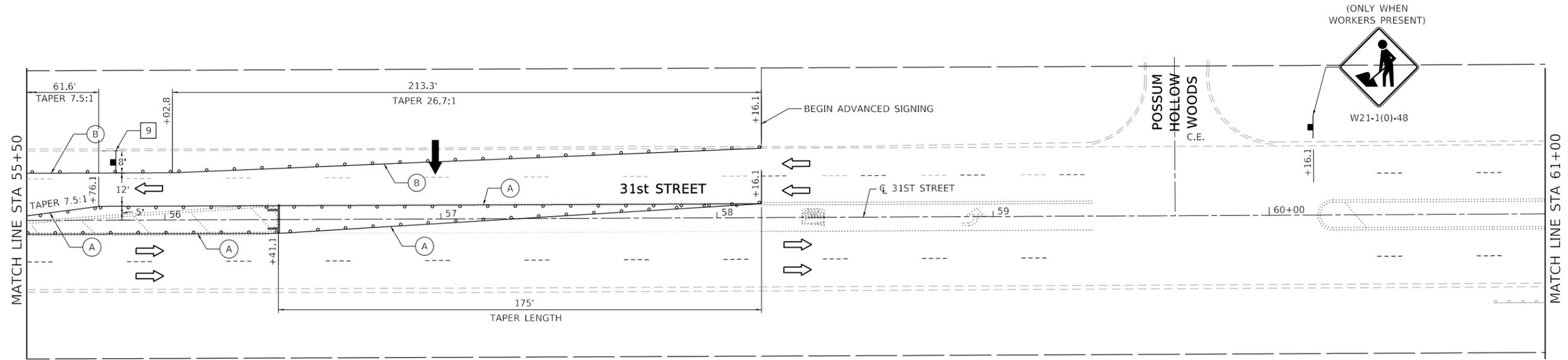
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

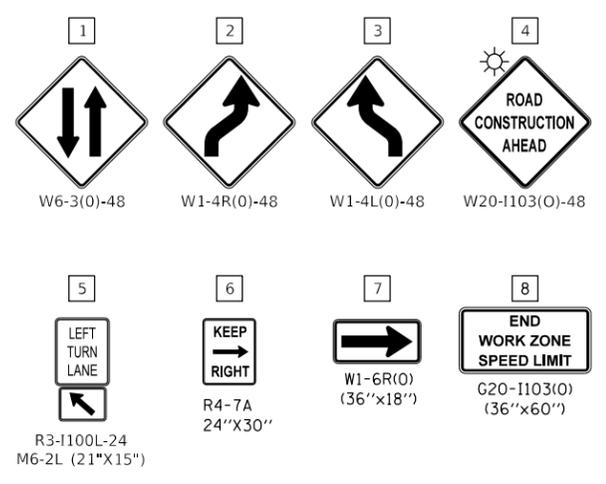
**MAINTENANCE OF TRAFFIC
STAGE 1**

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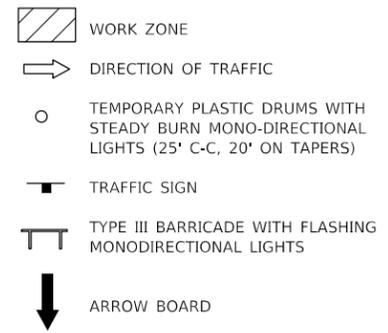
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	10
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				



SIGN LEGEND



LEGEND



PAVEMENT MARKING LEGEND

- (A) PAVEMENT MARKING TAPE, TYPE IV 4", SOLID YELLOW
- (B) PAVEMENT MARKING TAPE, TYPE IV 4", SOLID WHITE
- (C) PAVEMENT MARKING TAPE, TYPE IV 6", SOLID WHITE
- (D) PAVEMENT MARKING TAPE, TYPE IV 12", SOLID YELLOW
- (E) PAVEMENT MARKING TAPE, TYPE IV 24", SOLID WHITE
- (F) PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS, WHITE

NOTES

1. PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.
2. PORTABLE CHANGEABLE MESSAGE SIGNS TO BE USED AT LOCATIONS AS DETERMINED BY THE ENGINEER.
3. ALL PAVEMENT MARKING USED FOR SUGGESTED STAGES OF CONSTRUCTION ARE TEMPORARY AND PER STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 703.
4. SEE ADDITIONAL NOTES ON SUGGESTED MAINTENANCE OF TRAFFIC GENERAL NOTES.

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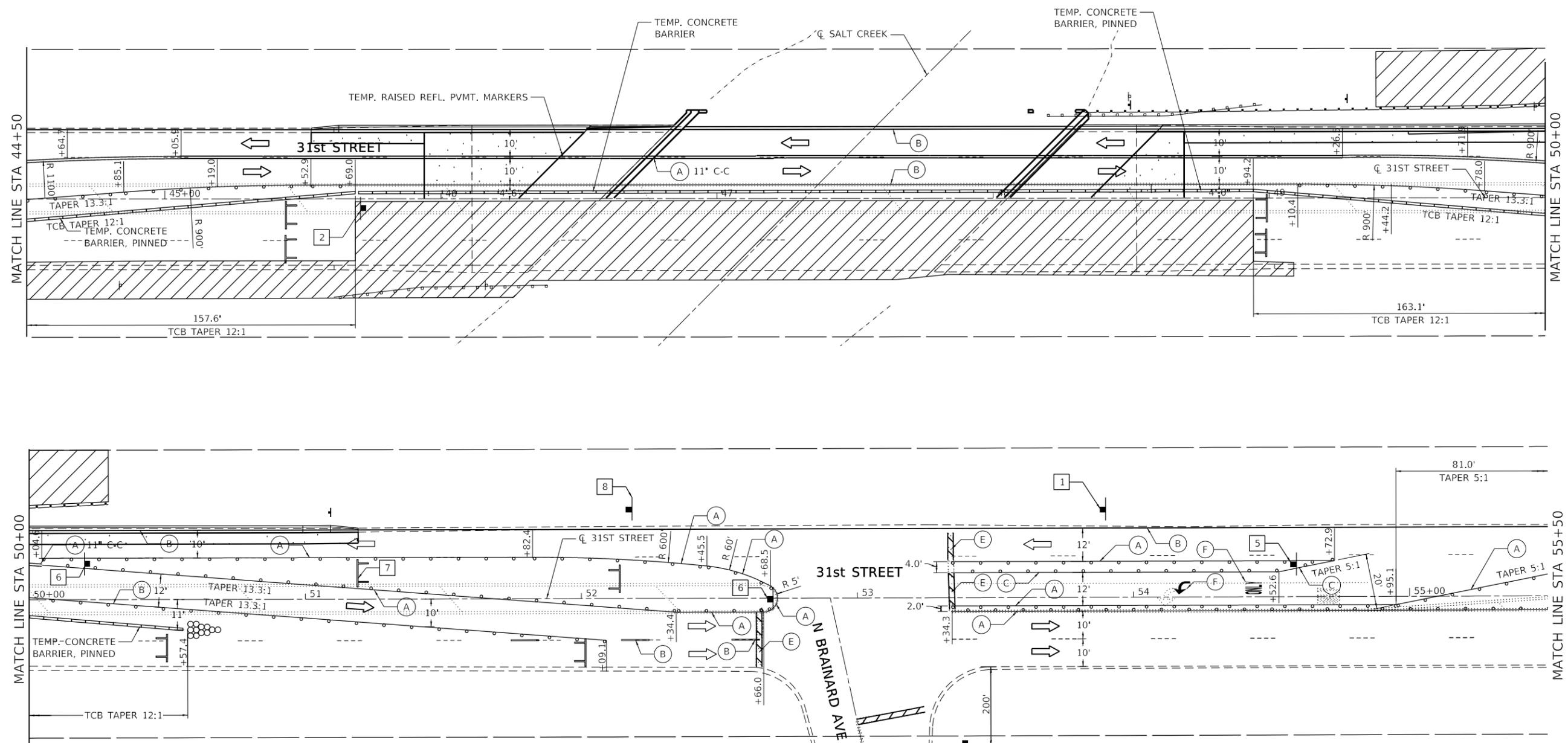
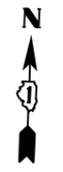
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

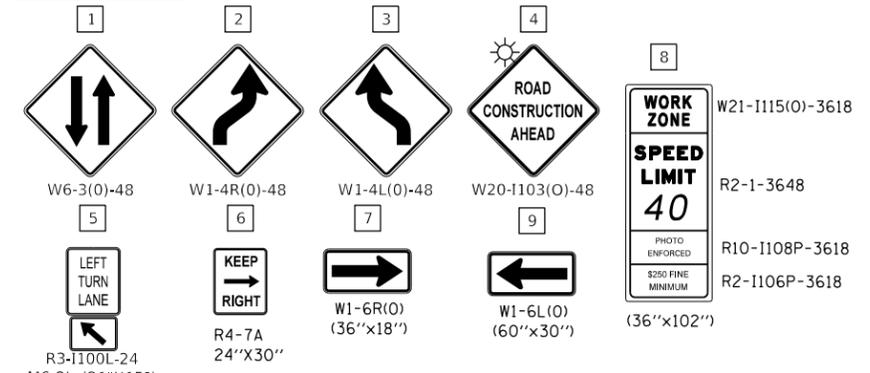
**MAINTENANCE OF TRAFFIC
STAGE 1**

SCALE: 40.0000' / in. SHEET 4 OF 7 SHEETS STA. 55+50 TO STA. 66+50

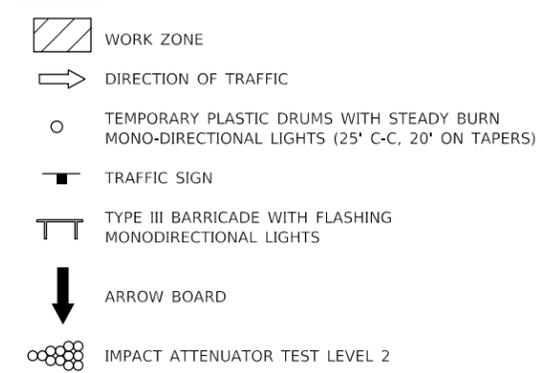
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1467	2020-161-BR	COOK	57	11
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				



SIGN LEGEND



LEGEND

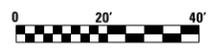


PAVEMENT MARKING LEGEND

- (A) PAVEMENT MARKING TAPE, TYPE IV 4", SOLID YELLOW
- (B) PAVEMENT MARKING TAPE, TYPE IV 4", SOLID WHITE
- (C) PAVEMENT MARKING TAPE, TYPE IV 6", SOLID WHITE
- (D) PAVEMENT MARKING TAPE, TYPE IV 12", SOLID YELLOW
- (E) PAVEMENT MARKING TAPE, TYPE IV 24", SOLID WHITE
- (F) PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS, WHITE

NOTES

1. PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.
2. PORTABLE CHANGEABLE MESSAGE SIGNS TO BE USED AT LOCATIONS AS DETERMINED BY THE ENGINEER.
3. ALL PAVEMENT MARKING USED FOR SUGGESTED STAGES OF CONSTRUCTION ARE TEMPORARY AND PER STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 703.
4. SEE ADDITIONAL NOTES ON SUGGESTED MAINTENANCE OF TRAFFIC GENERAL NOTES.



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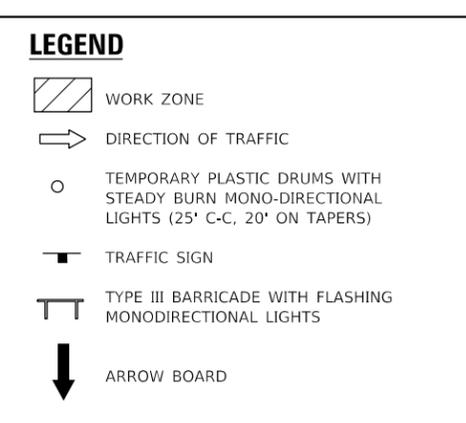
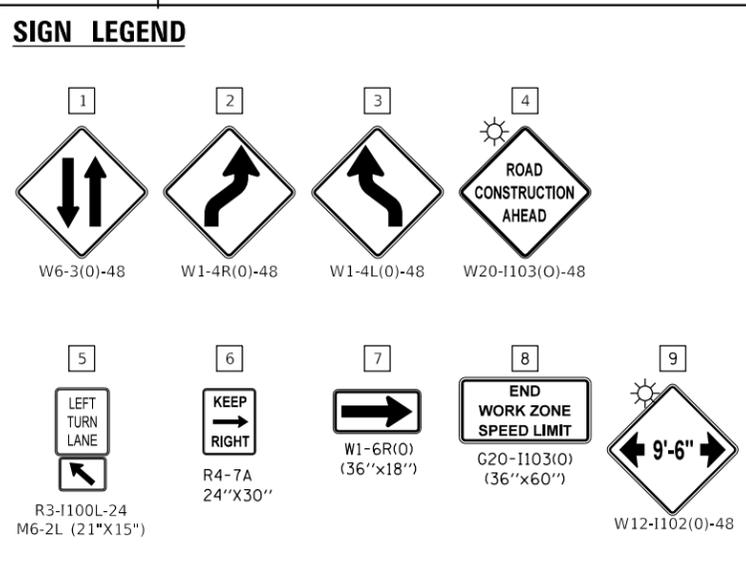
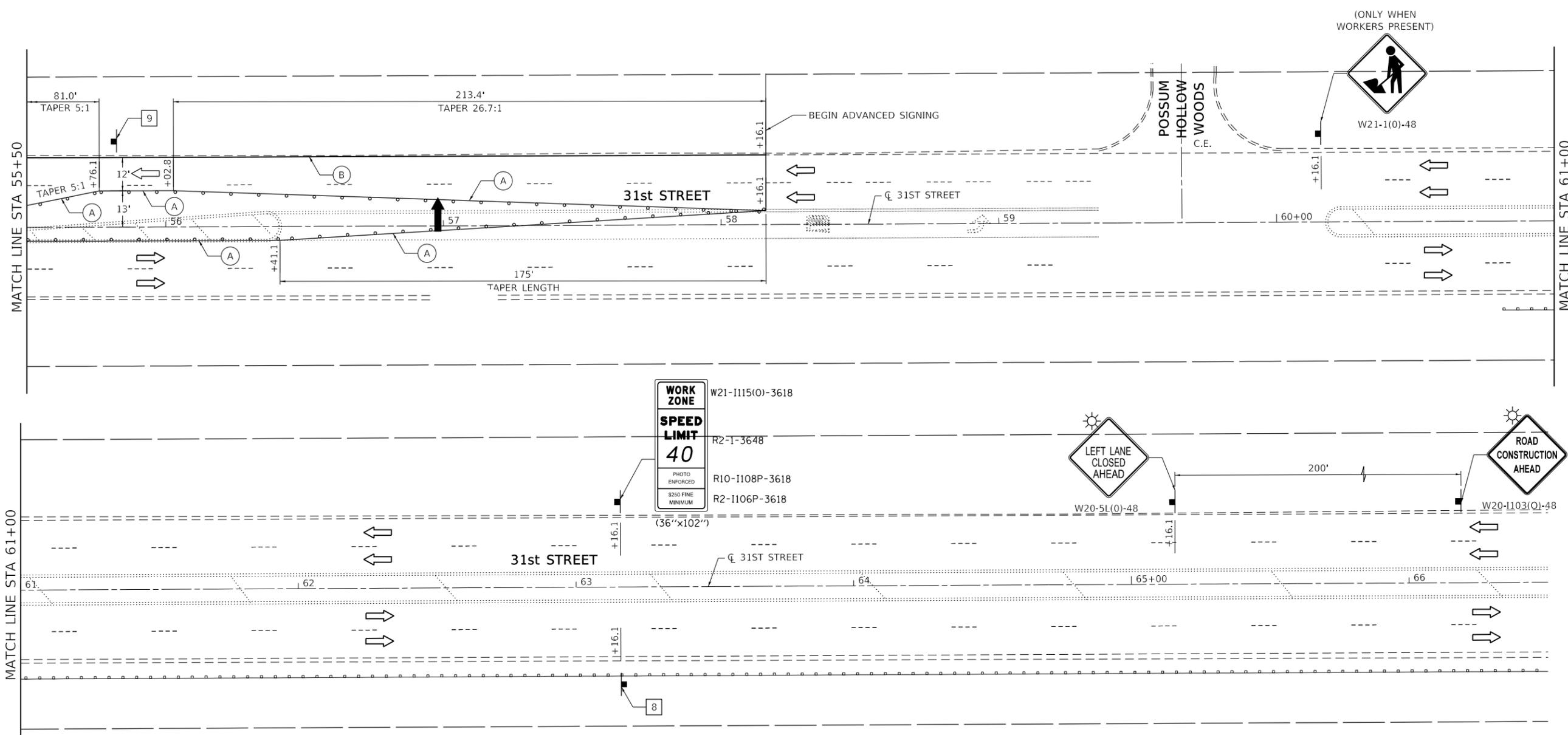
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STAGE 2

SCALE: 40.0000' / in. SHEET 6 OF 7 SHEETS STA. 44+50 TO STA. 55+50

F.A.P. RTE. 1467	SECTION 2020-161-BR	COUNTY COOK	TOTAL SHEETS 57	SHEET NO. 13
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				



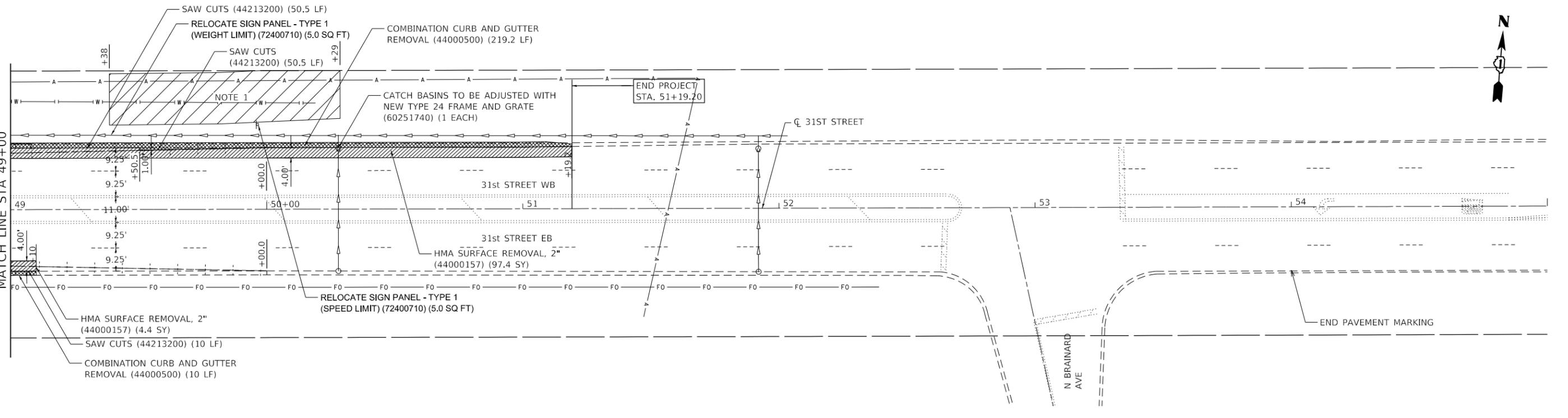
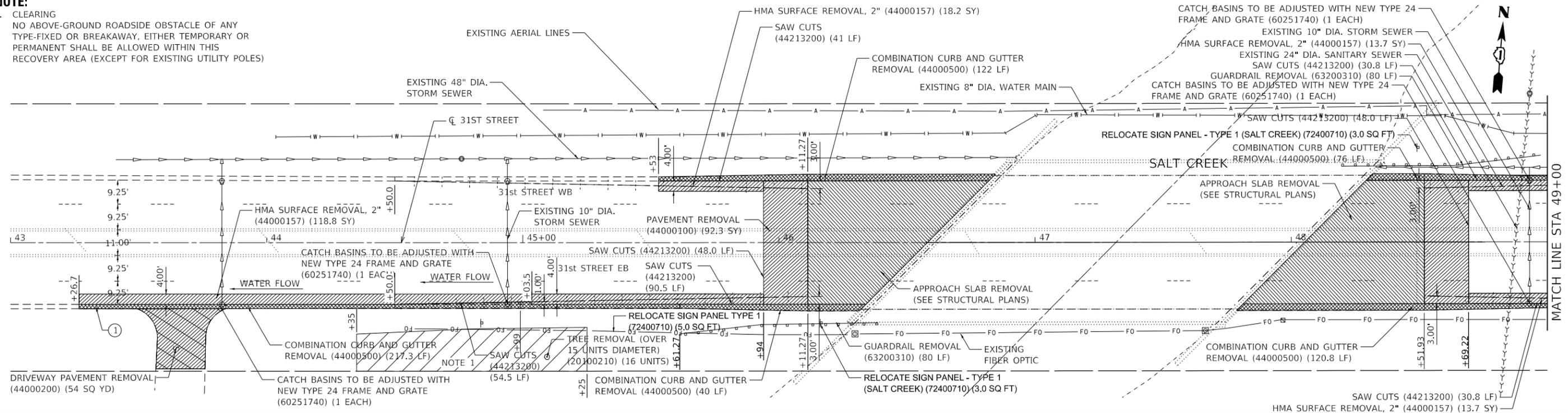
- ### NOTES
- PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.
 - PORTABLE CHANGEABLE MESSAGE SIGNS TO BE USED AT LOCATIONS AS DETERMINED BY THE ENGINEER.
 - ALL PAVEMENT MARKING USED FOR SUGGESTED STAGES OF CONSTRUCTION ARE TEMPORARY AND PER STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 703.
 - SEE ADDITIONAL NOTES ON SUGGESTED MAINTENANCE OF TRAFFIC GENERAL NOTES.

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NOTE:

1. CLEARING
NO ABOVE-GROUND ROADSIDE OBSTACLE OF ANY TYPE-FIXED OR BREAKAWAY, EITHER TEMPORARY OR PERMANENT SHALL BE ALLOWED WITHIN THIS RECOVERY AREA (EXCEPT FOR EXISTING UTILITY POLES)



LEGEND

-  PAVEMENT REMOVAL
-  APPROACH SLAB REMOVAL
-  CURB AND GUTTER REMOVAL
-  DRIVEWAY PAVEMENT REMOVAL



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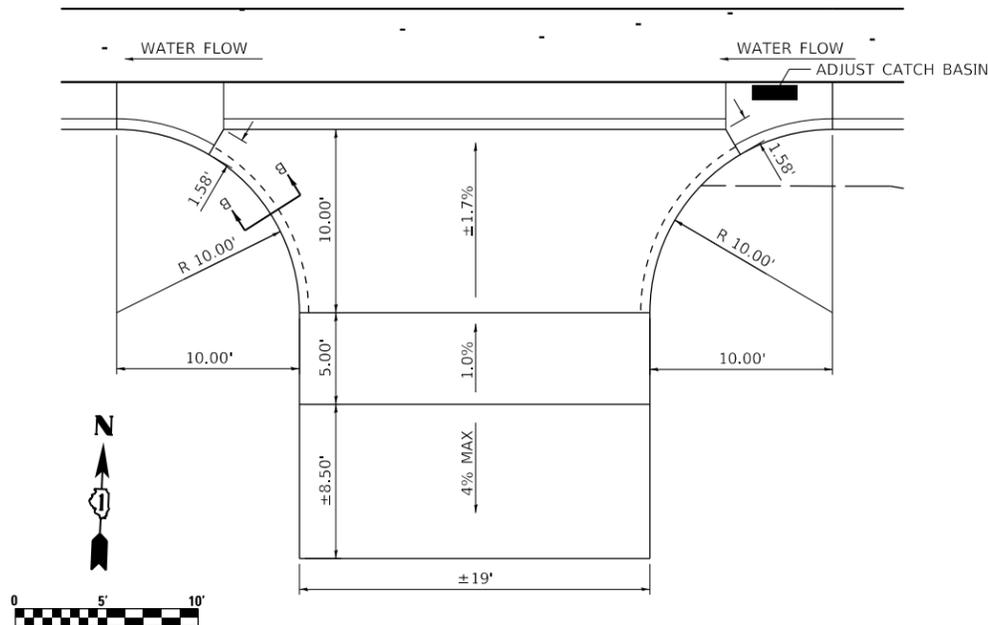
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING AND REMOVAL PLAN

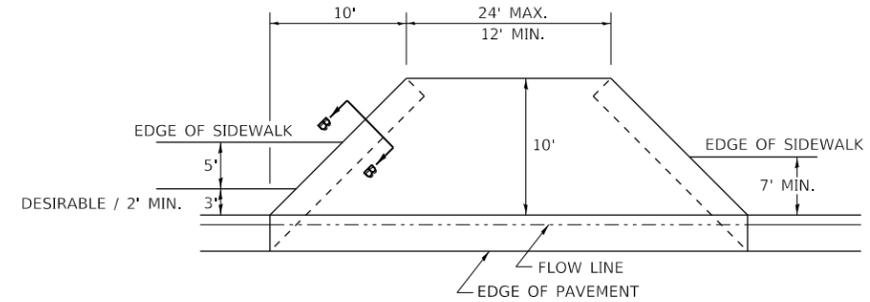
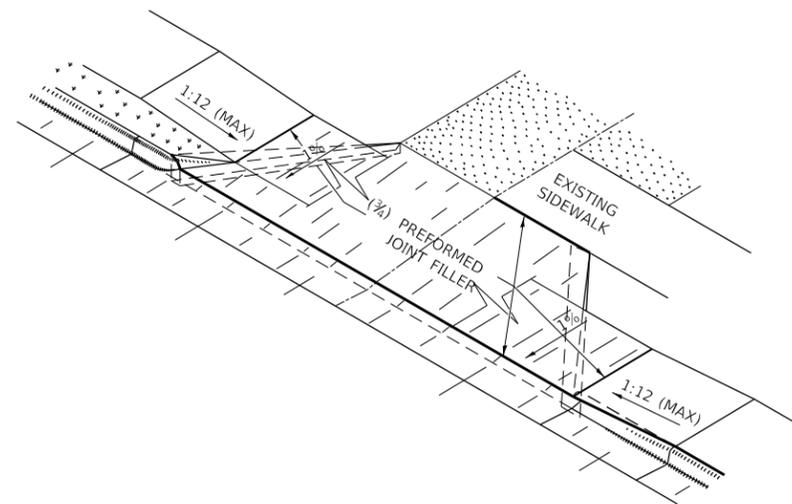
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 1467	SECTION 2020-161-BR	COUNTY COOK	TOTAL SHEETS 57	SHEET NO. 15
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				

ENTRANCE APPROACHES – URBAN AREA

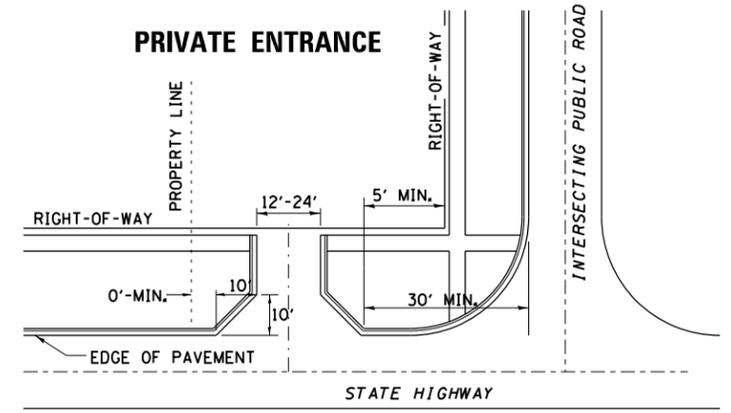


1100 W 31ST STREET

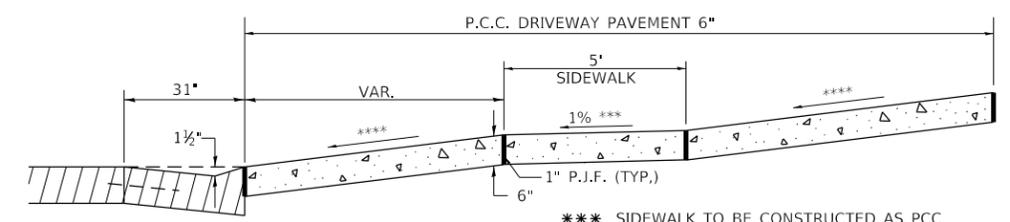


PRIVATE ENTRANCE

NOTE: CURVED ENTRANCE RETURNS MAY BE USED FOR LOW TO MODERATE VOLUME LOCATIONS WITH REVIEW ON A CASE-BY-CASE BASIS.



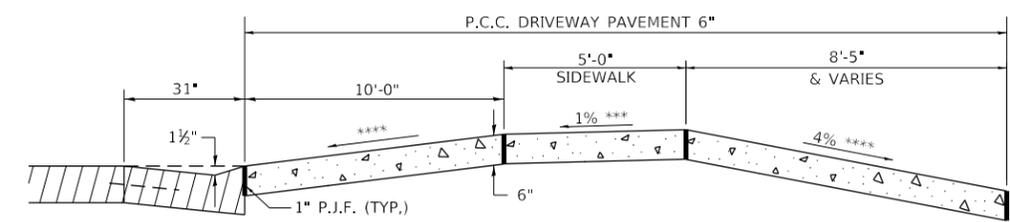
PRIVATE ENTRANCE



ASCENDING APPROACH

*** SIDEWALK TO BE CONSTRUCTED AS PCC DRIVEWAY PAVEMENT 6" THROUGH THE WIDTH OF THE DRIVEWAY.

**** 4.0% DESIRABLE
8.0% MAX. NON-COMMERCIAL



DESCENDING APPROACH

GENERAL NOTES:

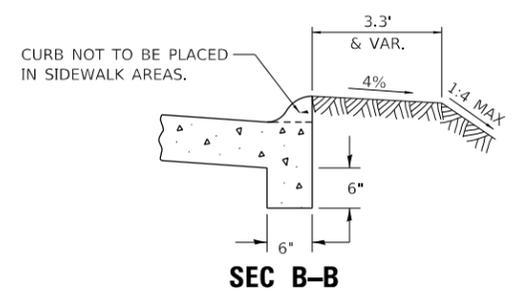
DRIVEWAY SLOPES, LOCATIONS, AND GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FUTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT (847) 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN ON THE PLANS: SPECIFICALLY, IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB AND GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB AND GUTTER TRANSITION.

1-INCH (25 mm) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK THROUGH THE DRIVEWAY WILL BE PAID FOR AS P.C.C. DRIVEWAY PAVEMENT OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1%.



SEC B-B

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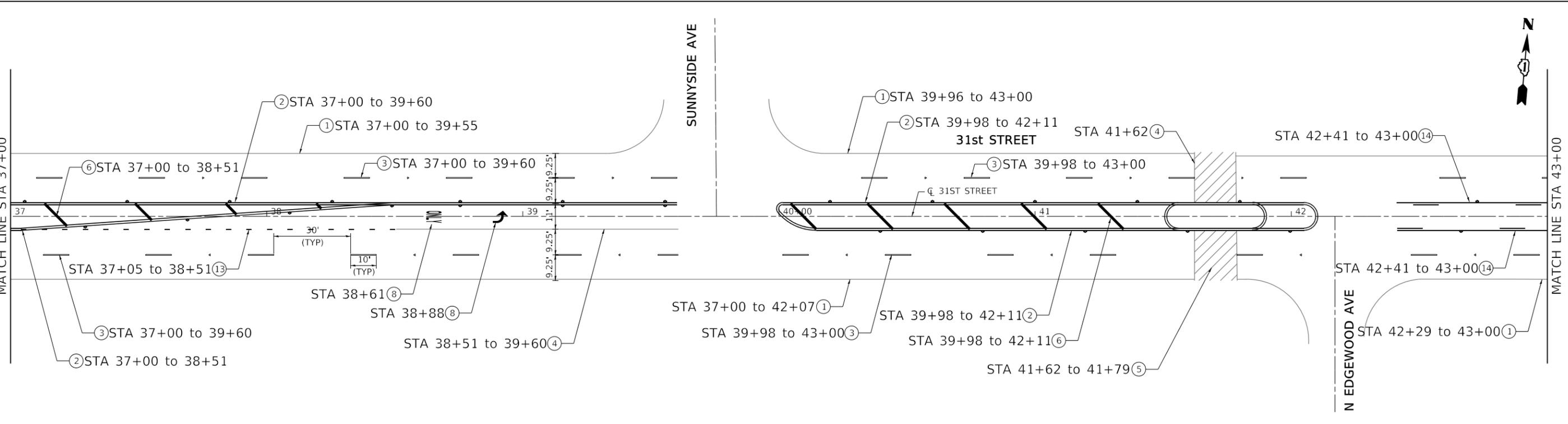
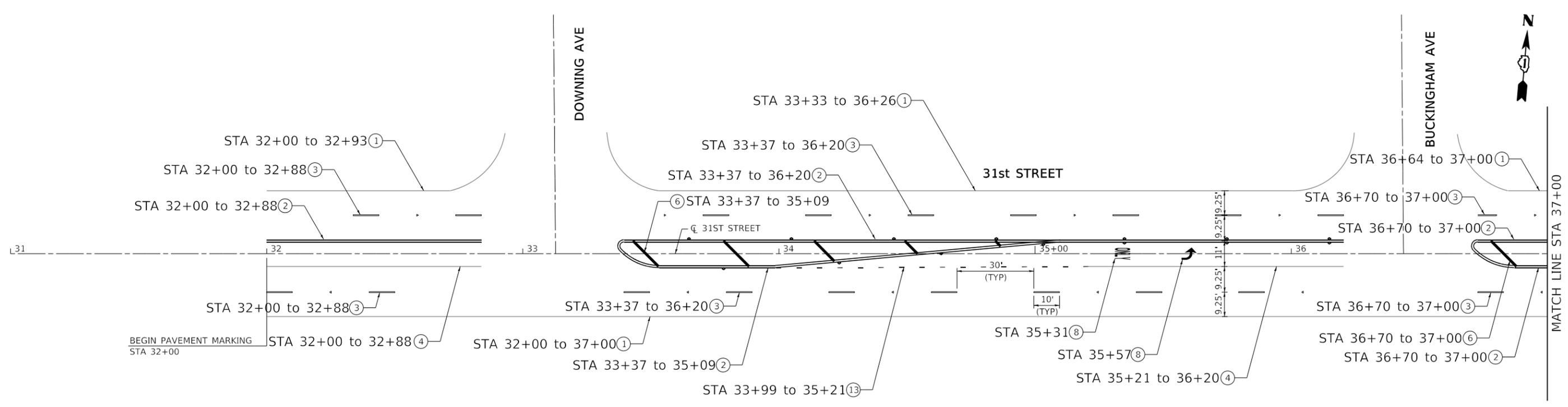
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAIL
ENTRANCE APPROACHES – URBAN AREA
SCALE: 10.0000 ' / in. SHEET 3 OF 3 SHEETS STA. TO STA.

F.A. PL. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	18
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				

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LEGEND

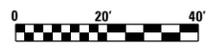
- ① THERMOPLASTIC PAVEMENT MARKING - LINE, 4" (WHITE, SOLID) (78000200)
- ② THERMOPLASTIC PAVEMENT MARKING - LINE, 4" (YELLOW, SOLID) (78000200)
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE, 4" (WHITE, SKIP 30' - DASH 10') (78000200)
- ④ THERMOPLASTIC PAVEMENT MARKING - LINE, 6" (WHITE, SOLID) (78000400)
- ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE, 12" (WHITE, SOLID) (78000600)
- ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE, 12" (YELLOW, SOLID) (78000600)
- ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE, 24" (WHITE, SOLID) (78000650)
- ⑧ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (78000100)
- ⑨ POLYUREA PAVEMENT MARKING TYPE II - LINE, 4" (WHITE, SOLID) (780008310)
- ⑩ POLYUREA PAVEMENT MARKING TYPE II - LINE, 4" (YELLOW, SOLID) (780008310)
- ⑪ POLYUREA PAVEMENT MARKING TYPE II - LINE, 12" (YELLOW, SOLID) (780008350)
- ⑫ POLYUREA PAVEMENT MARKING TYPE II - LINE, 4" (WHITE, SKIP 30' - DASH 10') (78000310)
- ⑬ THERMOPLASTIC PAVEMENT MARKING - LINE, 6" (WHITE, SKIP 6' - DASH 2') (78000200)
- ⑭ THERMOPLASTIC PAVEMENT MARKING - LINE, 4" (YELLOW SOLID AND SKIP 30' - DASH 10') (78000200)

PAVEMENT MARKING TOTAL QUANTITIES STA. 31+00 TO 43+00

- 4" WHITE THERMOPLASTIC - 2,636 FT
- 4" YELLOW THERMOPLASTIC - 3,053 FT
- 6" WHITE THERMOPLASTIC - 433 FT
- 12" WHITE THERMOPLASTIC - 215 FT
- 12" YELLOW THERMOPLASTIC - 179 FT
- 24" WHITE THERMOPLASTIC - 0 FT
- THERMOPLASTIC LETTERS AND SYMBOLS - 74 SQ FT
- 4" WHITE POLYUREA - 0 FT
- 4" YELLOW POLYUREA - 0 FT
- 12" YELLOW POLYUREA - 0 FT

NOTES

1. ALL PAVEMENT MARKING USED FOR SUGGESTED STAGES OF CONSTRUCTION ARE TEMPORARY AND PER STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 703.



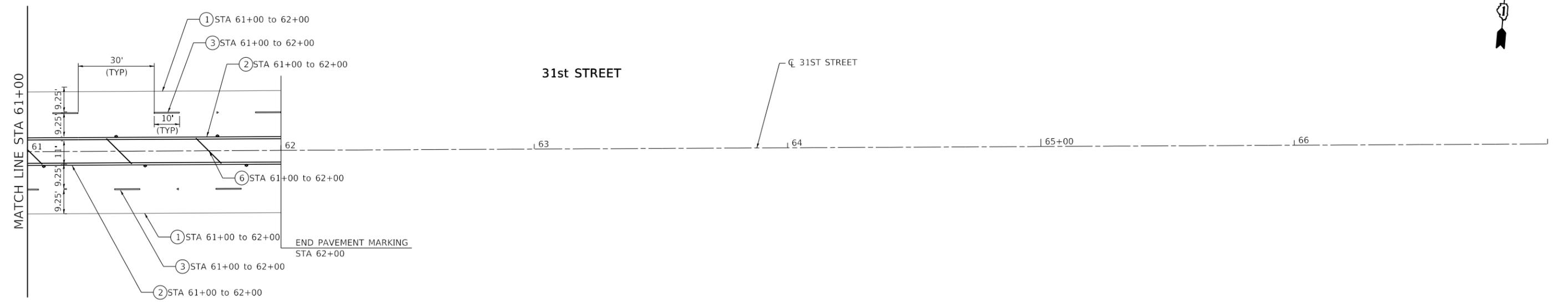
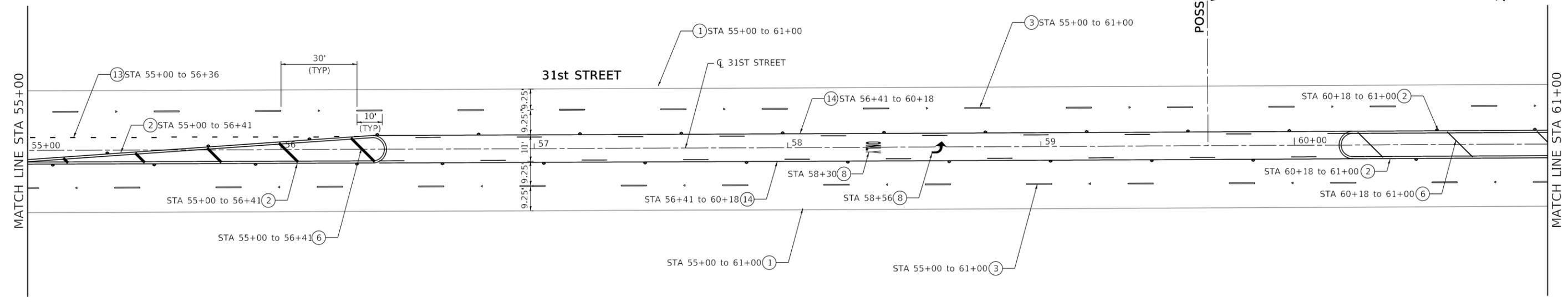
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROPOSED PAVEMENT MARKING PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 1467	SECTION 2020-161-BR	COUNTY COOK	TOTAL SHEETS 57	SHEET NO. 19
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				

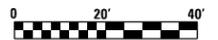


LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING - LINE, 4" (WHITE, SOLID) (78000200)
- ② THERMOPLASTIC PAVEMENT MARKING - LINE, 4" (YELLOW, SOLID) (78000200)
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE, 4" (WHITE, SKIP 30' - DASH 10') (78000200)
- ④ THERMOPLASTIC PAVEMENT MARKING - LINE, 6" (WHITE, SOLID) (78000400)
- ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE, 12" (WHITE, SOLID) (78000600)
- ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE, 12" (YELLOW, SOLID) (78000600)
- ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE, 24" (WHITE, SOLID) (78000650)
- ⑧ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (78000100)
- ⑨ POLYUREA PAVEMENT MARKING TYPE II - LINE, 4" (WHITE, SOLID) (780008310)
- ⑩ POLYUREA PAVEMENT MARKING TYPE II - LINE, 4" (YELLOW, SOLID) (780008310)
- ⑪ POLYUREA PAVEMENT MARKING TYPE II - LINE, 12" (YELLOW, SOLID) (780008350)
- ⑫ POLYUREA PAVEMENT MARKING TYPE II - LINE, 4" (WHITE, SKIP 30' - DASH 10') (78000310)
- ⑬ THERMOPLASTIC PAVEMENT MARKING - LINE, 6" (WHITE, SKIP 6' - DASH 2') (78000200)
- ⑭ THERMOPLASTIC PAVEMENT MARKING - LINE, 4" (YELLOW SOLID AND SKIP 30' - DASH 10') (78000200)

PAVEMENT MARKING TOTAL QUANTITIES STA. 55+00 TO 62+00

- 4" WHITE THERMOPLASTIC - 1,750 FT
- 4" YELLOW THERMOPLASTIC - 2,279 FT
- 6" WHITE THERMOPLASTIC - 34 FT
- 12" WHITE THERMOPLASTIC - 0 FT
- 12" YELLOW THERMOPLASTIC - 106 FT
- 24" WHITE THERMOPLASTIC - 0 FT
- THERMOPLASTIC LETTERS AND SYMBOLS - 37 SQ FT
- 4" WHITE POLYUREA - 0 FT
- 4" YELLOW POLYUREA - 0 FT
- 12" YELLOW POLYUREA - 0 FT



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROPOSED PAVEMENT MARKING PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

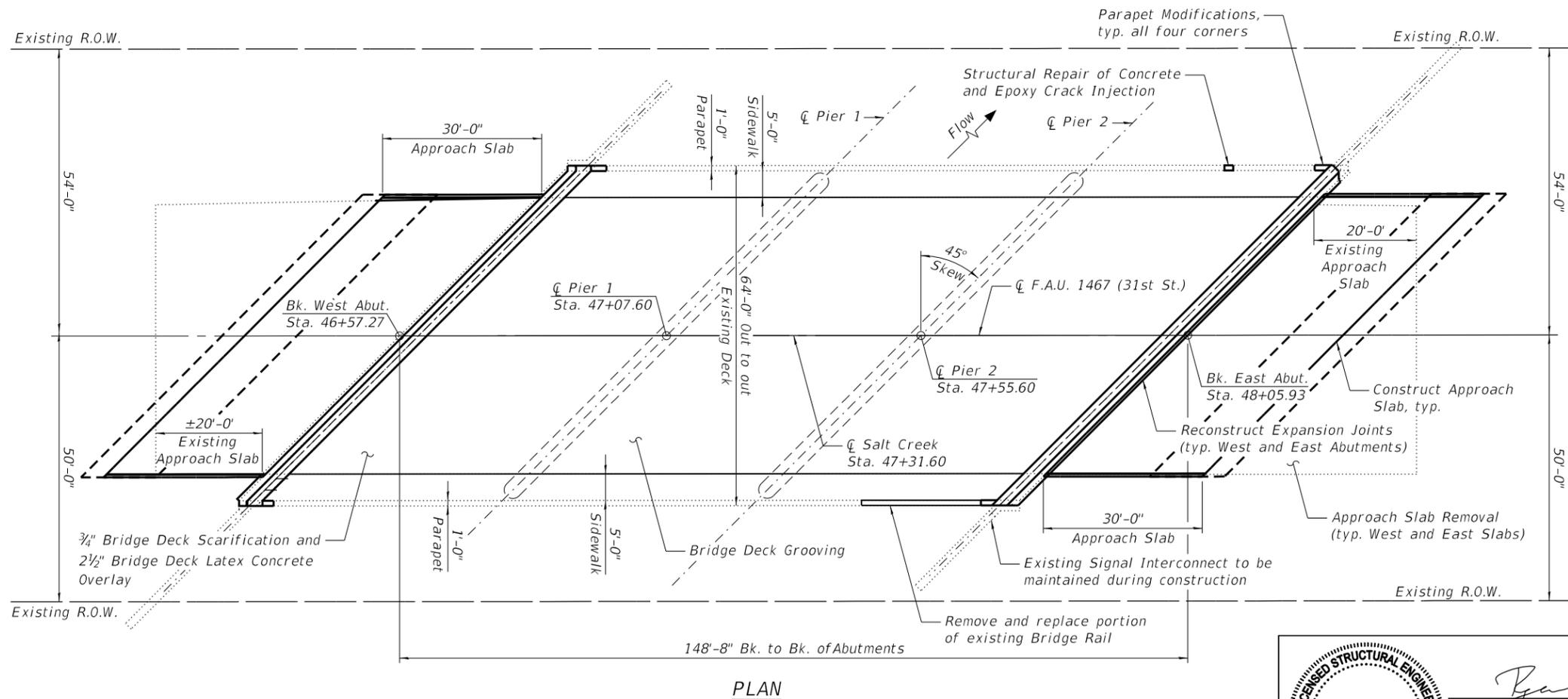
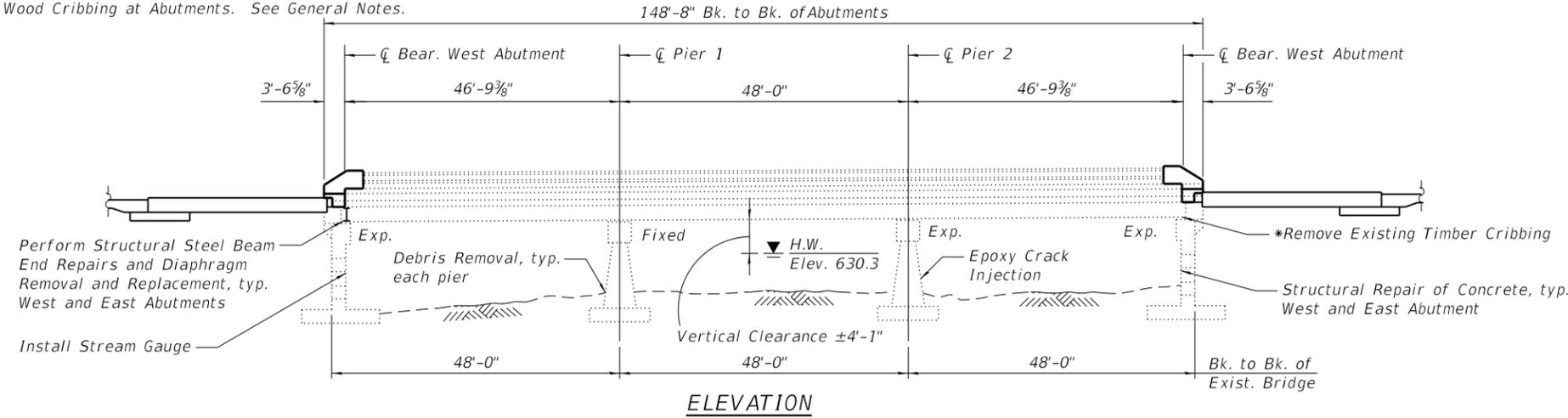
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	21
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				

Benchmark: Survey Marker at midspan of North Parapet. Elev. 640.7

Existing Structure: Structure No. 016-0868 was constructed in 1927 and reconstructed in 1984. The structure has a length of 148'-8" (back-to-back of abutments) and an out-to-out deck width of 64'-0". The superstructure consists of a 7½"-thick reinforced concrete deck supported on three-span continuous rolled steel beams with span lengths of 46'-9¾", 48'-0" and 46'-9¾". The substructure consists of reinforced concrete abutments and wall piers.

Traffic is to be maintained utilizing stage construction.

Salvage: Wood Cribbing at Abutments. See General Notes.



NOTE: Dimension and Clearances shown are from existing drawings.

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
 f'c = 4,000 psi (Superstructure Concrete)
 fy = 60,000 psi (Reinforcement)
 fy = 50,000 psi (Structural Steel AASHTO M 270 Grade 50)

RECONSTRUCTION (1985)

f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)
 fy = 36,000 psi (Structural Steel AASHTO M 183)
 fy = 50,000 psi (Structural Steel AASHTO M 223)

ORIGINAL CONSTRUCTION (1927)

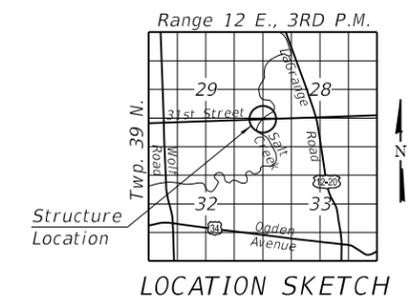
f'c = 3,000 psi
 fy = 40,000 psi (Reinforcement)

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

INDEX OF SHEETS

- S-01 General Plan and Elevation
- S-02 General Data
- S-03 Stage Construction Details (1 of 2)
- S-04 Stage Construction Details (2 of 2)
- S-05 Temporary Concrete Barrier for Stage Construction
- S-06 Top of Approach Slab Elevations
- S-07 Deck Repair Plan
- S-08 Drainage Scupper, DS-11
- S-09 East and West Approach Slab Details (1 of 2)
- S-10 East and West Approach Slab Details (2 of 2)
- S-11 Parapet and Railing Repairs (1 of 2)
- S-12 Parapet and Railing Repairs (2 of 2)
- S-13 Aluminum Railing, Type L
- S-14 West Abutment Joint Removal and Reconstruction
- S-15 East Abutment Joint Removal and Reconstruction
- S-16 Preformed Joint Strip Seal - Sidewalk (1 of 3)
- S-17 Preformed Joint Strip Seal - Sidewalk (2 of 3)
- S-18 Preformed Joint Strip Seal - Sidewalk (3 of 3)
- S-19 Framing Plan
- S-20 Diaphragm Replacement Details
- S-21 Beam Repair Details
- S-22 Bearing Repair Details
- S-23 West and East Abutment Repair Details
- S-24 Pier Repair Details
- S-25 Bar Splicer Assembly and Mechanical Splicer Assembly Details
- S-26 Existing General Plan and Elevation



GENERAL PLAN AND ELEVATION

**31st STREET OVER
 SALT CREEK
 SECTION 2020-161-BR
 COOK COUNTY
 STATION 47+13.60
 STRUCTURE NO. 016-0868**

LICENSED STRUCTURAL ENGINEER
 RYAN R. DOERRER
 081-007941
 STATE OF ILLINOIS

Ryan R. Doerr
 RYAN R. DOERRER

11/20/2020 DATE 11/30/2022 EXPIRES

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CHECKED - RRD	REVISIONS -	
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
 STRUCTURE NO. 016-0868

SHEET 5-01 OF 5-26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	22
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

No field welding is permitted except as specified in the contract documents. Reinforcement bars designated (E) shall be epoxy coated.

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 cannot be removed by grinding 1/4 inch 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.

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.

Proposed elevations are based on the existing drawing profile and adjusted to account for the proposed overlay.

Fasteners shall be ASTM F 3125 Grade A352 Type 1. Fastener shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel." Bolts 3/4 in. Φ holes 1 1/16 in. Φ, unless otherwise noted.

All new structural steel shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel."

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures."

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

It is the Contractor's responsibility to temporarily support the existing signal interconnect and all other utilities interfering with proposed work, as required. Embedment in the south parapet shall be reestablished. Cost included in Concrete Superstructure.

The contractor shall exercise caution during removal and construction operations to avoid damaging the existing signal interconnect and all other utilities. Any damage to the signal interconnect or other utilities caused by the Contractor in the performance of their work shall be repaired by the Contractor, to the satisfaction of the Engineer, at no cost to the Department.

All exposed concrete edges shall have a 3/4" x 45 degree chamfer except where shown otherwise.

Debris shall be removed from the tops of the pier caps, tops of abutment caps and with the channel as specified by the Engineer in the field and shall be included in the cost of Debris Removal. Quantities are estimated and actual quantities and locations will be determined in the field, at the time of construction by the Engineer.

The contractor shall salvage the wood cribbing supporting some of the abutment beam ends and diaphragms. The wood cribbing shall be transported, unloaded, and stacked by the Contractor to the District Bridge Yard in Elk Grove at 1101 Biesterfield Road during the week days of Monday-Friday, and between the hours of 8am and 2pm. The Contractor shall notify the District Bridge Office 48 hours in advance of the delivery at (847) 956-1443. Cost included in Structural Steel Removal.

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

Expansion joint shall be fabricated to conform to the existing cross-slopes of the bridge.

SCOPE OF WORK

1. Perform 3/4" Bridge Deck Scarification.
2. Perform Deck slab repairs as required.
3. Reconstruct bridge deck expansion joints at the West and East Abutments. Install New preformed joints Strip Seal.
4. Perform Parapet Repair and Partial Removal/ Replacement of railing as required.
5. Apply a 2 1/2" Bridge Deck Latex Concrete Overlay on Bridge Deck.
6. Perform Bridge Deck Grooving.
7. Remove and reconstruct the West and East Approach Slabs.
8. Apply Protective Coat to the top and inside faces of parapets, sidewalks, reconstructed transverse expansion joints, surface of the new overlay and both approach slabs.
9. Perform Structural Steel Beam End Repairs and diaphragm removal and replacement at the locations shown in the drawings.
10. Perform Structural Repair of Concrete and Epoxy Crack Injection to the abutments and Piers as shown in the drawings.
11. Install Stream Gauge.
12. Clean Bridge Seats and remove channel debris.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Dumped Riprap, Class A5	TON	0	1	1
Concrete Removal	CU YD	28.4	0	28.4
Bridge Rail Removal	FOOT	56	0	56
Concrete Structures	CU YD	46.5	0	46.5
Concrete Superstructure	CU YD	32.8	0	32.8
Bridge Deck Grooving	SQ YD	1,152	0	1,152
Protective Coat	SQ YD	1,248	0	1,248
Concrete Superstructure (Approach Slab)	CU YD	150.0	0	150.0
Furnishing And Erecting Structural Steel	POUND	5,820	20	5,840
Reinforcement Bars, Epoxy Coated	POUND	74,290	0	74,290
Bar Splicers	EACH	320	0	320
Aluminum Railing, Type L	FOOT	33	0	33
Preformed Joint Strip Seal	FOOT	180	0	180
Anchor Bolts, 1"	EACH	0	2	2
Epoxy Crack Injection	FOOT	14	29	43
Stream Gauge	EACH	0	1	1
Floor Drain Extensions	EACH	5	0	5
Structural Steel Removal	POUND	5,820	0	5,820
Structural Steel Repair	POUND	1,070	0	1,070
Approach Slab Removal	SQ YD	532	0	532
Bridge Deck Latex Concrete Overlay, 2 1/2 Inches	SQ YD	800	0	800
Cleaning Drainage System	L SUM	1	0	1
Bridge Deck Scarification 3/4"	SQ YD	800	0	800
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	SQ FT	0	93	93
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	SQ FT	3	3	6
Debris Removal	CU YD	0	60	60
Deck Slab Repair (Full Depth, Type II)	SQ YD	1	0	1
Drainage Scuppers, DS-11	EACH	1	0	1
Temporary Shoring and Cribbing	EACH	0	2	2

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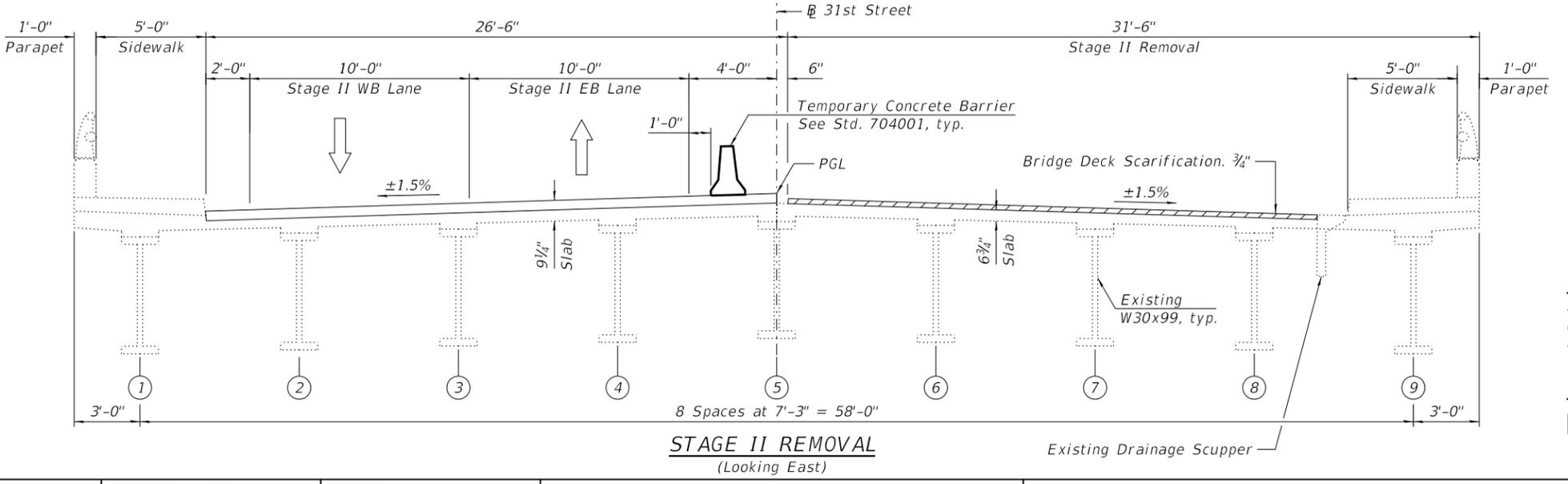
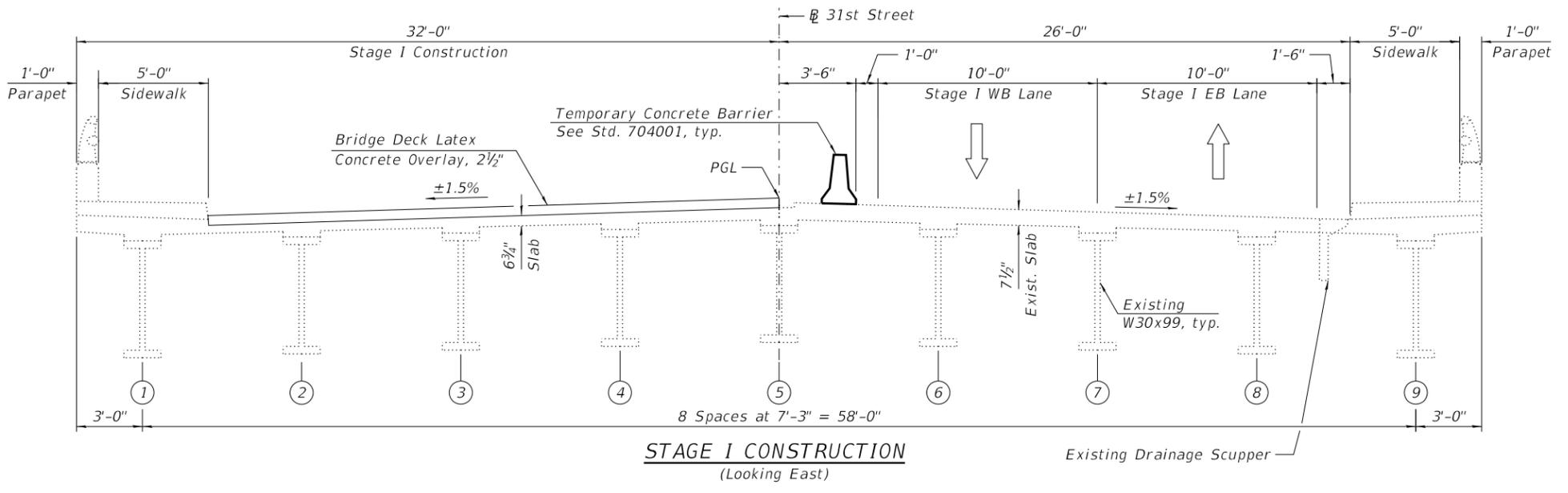
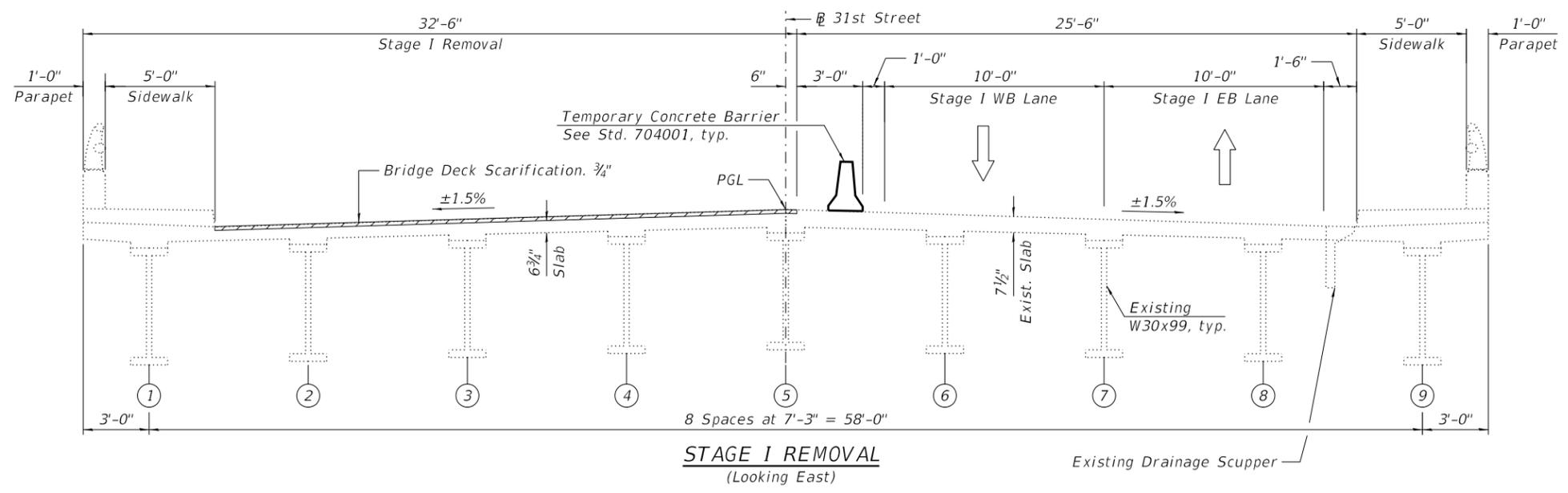
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 016-0868**

SHEET 5-02 OF 5-26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	23
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62M49	

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NOTE:
 Joint removal and reconstruction not shown but included in the removal and construction limits shown.

LEGEND
 Bridge Deck Scarification



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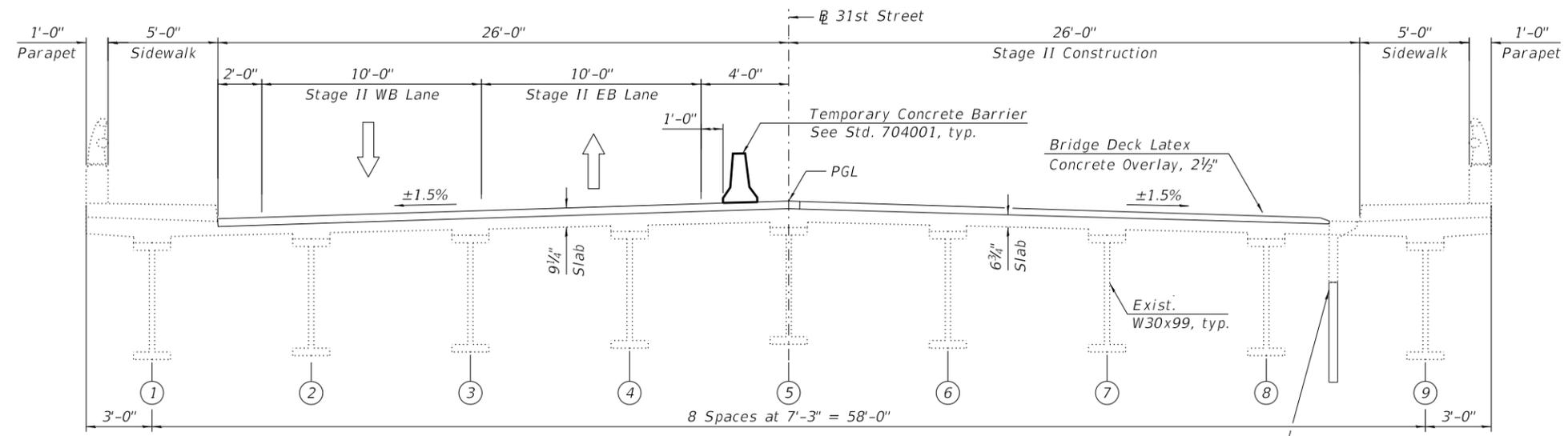
STATE OF ILLINOIS
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STAGE CONSTRUCTION DETAILS (1 OF 2)
 STRUCTURE NO. 016-0868

SHEET 5-03 OF 5-26 SHEETS

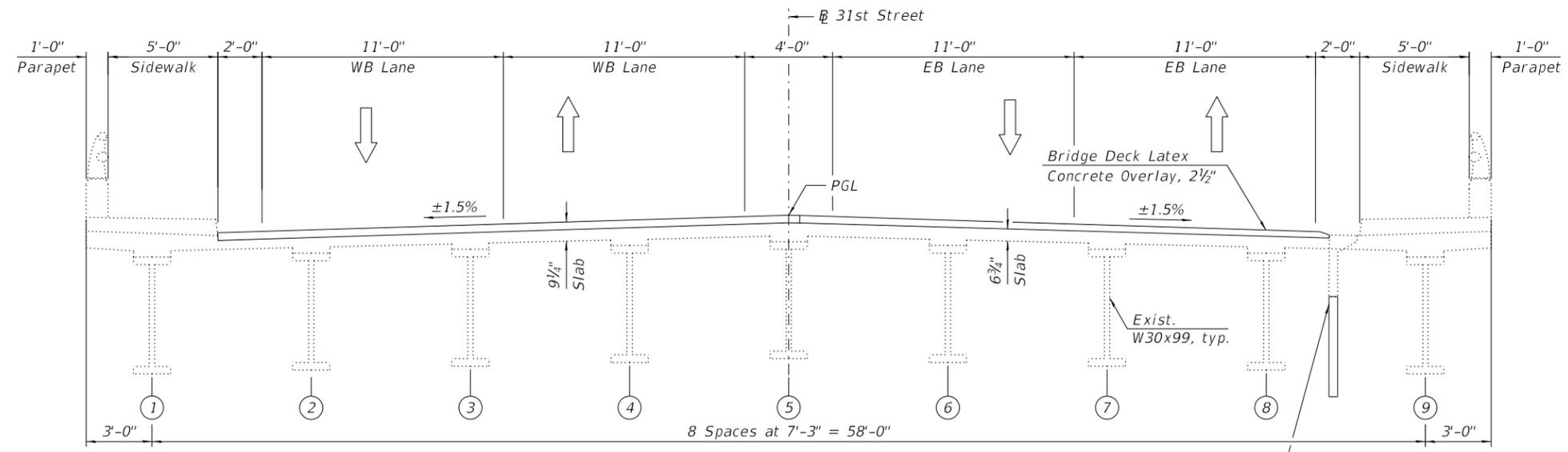
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CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				

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STAGE II CONSTRUCTION
 (LOOKING EAST)

Existing Drainage Scupper
 to be replaced or extended.
 See Sheet S-07 for details.



FINAL DECK CROSS-SECTION
 (LOOKING EAST)

Existing Drainage Scupper
 to be replaced or extended.
 See Sheet S-07 for details.

NOTE:
 Joint removal and reconstruction not shown
 but included in the removal and construction
 limits shown.



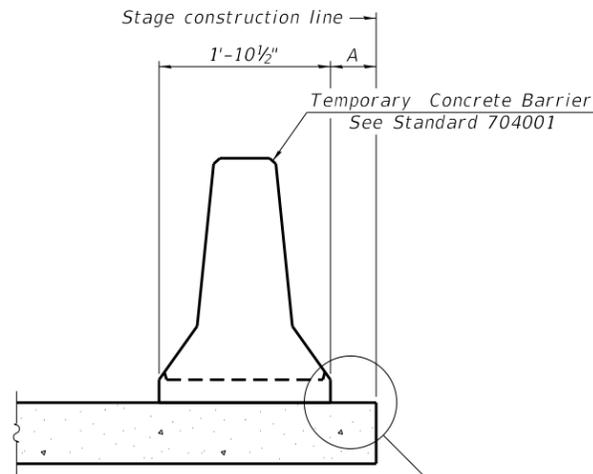
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS (2 OF 2)
 STRUCTURE NO. 016-0868

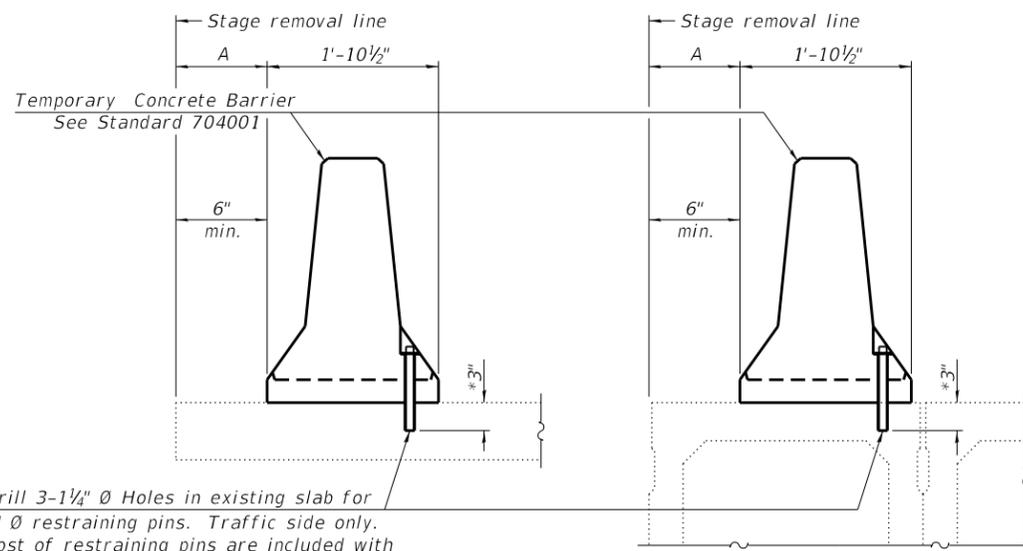
SHEET 5-04 OF 5-26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	25
CONTRACT NO. 62M49				
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

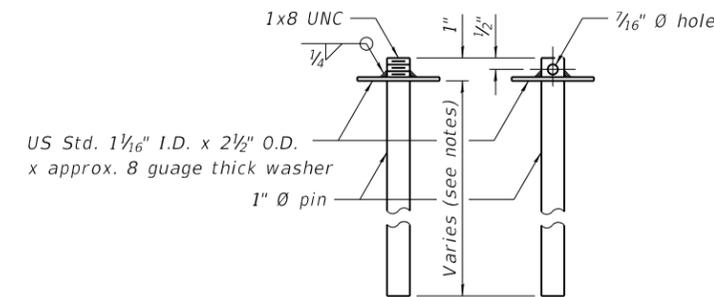


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

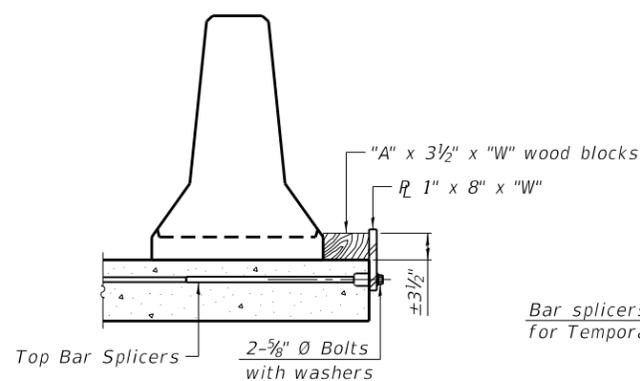
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

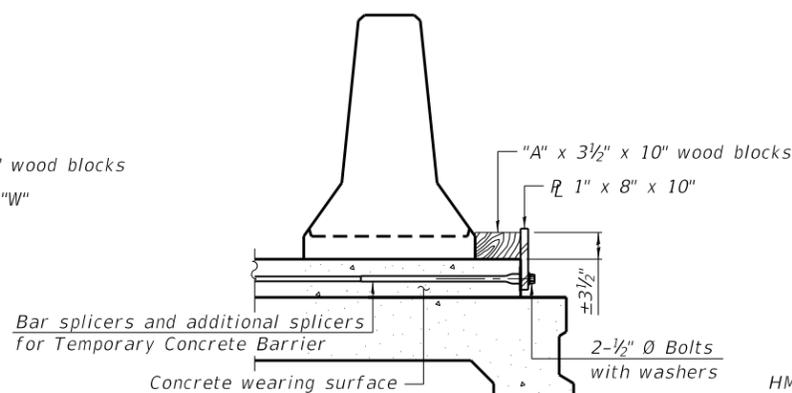


RESTRAINING PIN

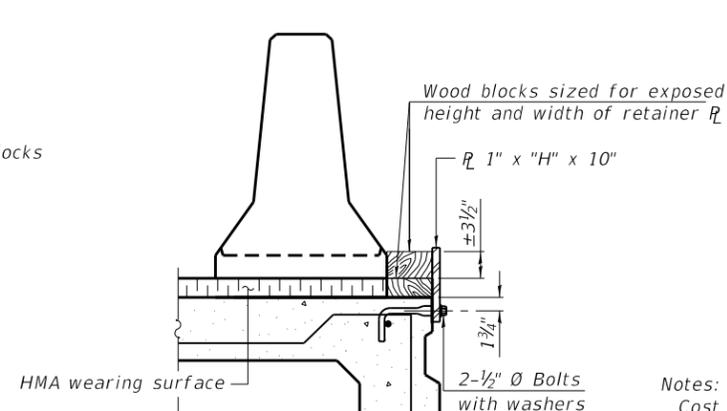
SECTIONS THRU SLAB OR DECK BEAM



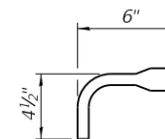
DETAIL I



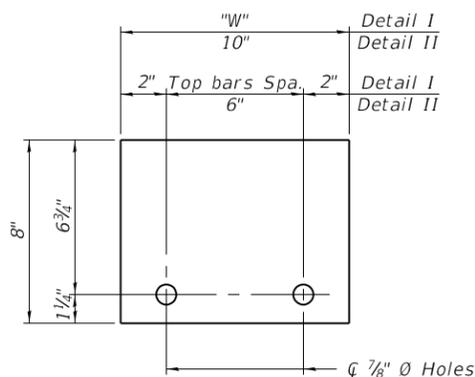
DETAIL II



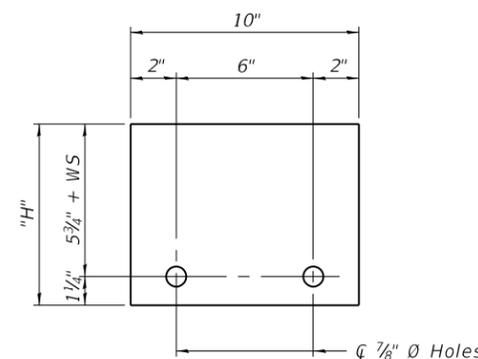
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

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

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

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TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
 STRUCTURE NO. 016-0868

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	26
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				

SHEET 5-05 OF 5-26 SHEETS

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevation
W. End West Appr. Slab	46+53.97	26.00	637.91
A1	46+63.97	26.00	637.96
A2	46+73.97	26.00	638.01
E. End West Appr. Slab	46+83.97	26.00	638.05
W. End East Appr. Slab	48+31.23	26.00	638.13
A3	48+41.23	26.00	638.07
A4	48+51.23	26.00	638.01
E. End East Appr. Slab	48+61.23	26.00	637.95

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevation
W. End West Appr. Slab	46+03.99	-24.00	637.52
A1	46+13.99	-24.00	637.63
A2	46+23.99	-24.00	637.73
E. End West Appr. Slab	46+33.99	-24.00	637.83
W. End East Appr. Slab	47+81.22	-24.00	638.24
A3	47+91.22	-24.00	638.23
A4	48+01.22	-24.00	638.22
E. End East Appr. Slab	48+11.22	-24.00	638.20

NORTH EDGE OF PAVEMENT

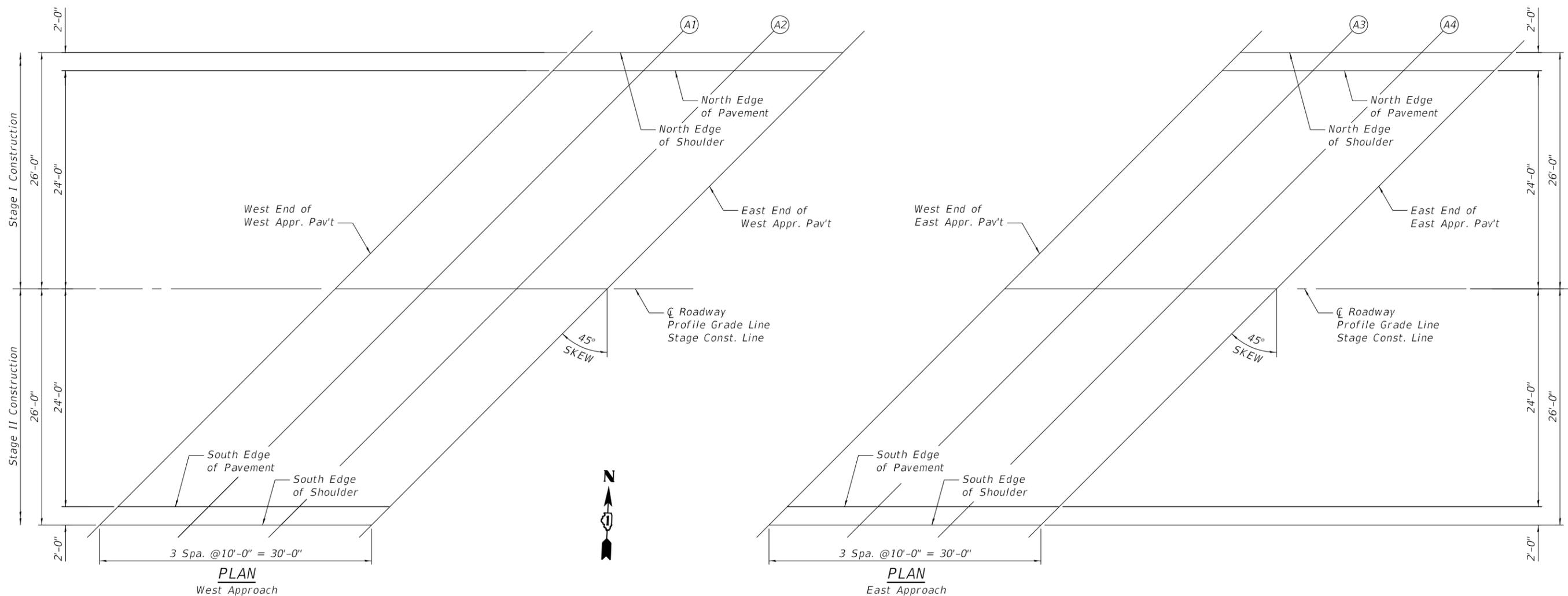
Location	Station	Offset	Theoretical Grade Elevation
W. End West Appr. Slab	46+51.97	24.00	637.93
A1	46+61.97	24.00	637.98
A2	46+71.97	24.00	638.03
E. End West Appr. Slab	46+81.97	24.00	638.07
W. End East Appr. Slab	48+29.23	24.00	638.17
A3	48+39.23	24.00	638.11
A4	48+49.23	24.00	638.05
E. End East Appr. Slab	48+59.23	24.00	635.00

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
W. End West Appr. Slab	46+01.99	-26.00	637.47
A1	46+11.99	-26.00	637.58
A2	46+21.99	-26.00	637.68
E. End West Appr. Slab	46+31.99	-26.00	637.79
W. End East Appr. Slab	47+79.22	-26.00	638.21
A3	47+89.22	-26.00	638.20
A4	47+99.22	-26.00	638.19
E. End East Appr. Slab	48+09.22	-26.00	638.18

CL ROADWAY / PROFILE GRADE LINE / STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevation
W. End West Appr. Slab	46+27.98	0.00	638.14
A1	46+37.98	0.00	638.22
A2	46+47.98	0.00	638.27
E. End West Appr. Slab	46+57.98	0.00	638.32
W. End East Appr. Slab	48+05.23	0.00	638.57
A3	48+15.23	0.00	638.56
A4	48+25.23	0.00	638.54
E. End East Appr. Slab	48+35.23	0.00	638.50



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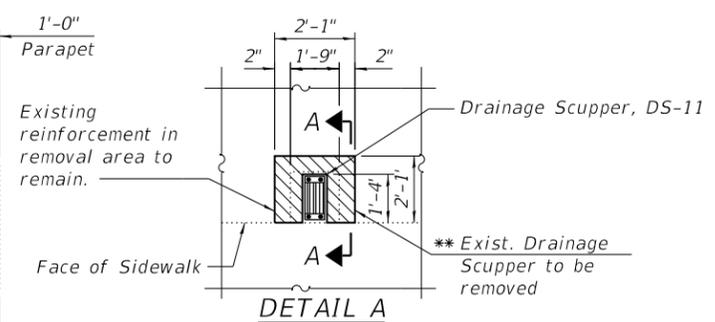
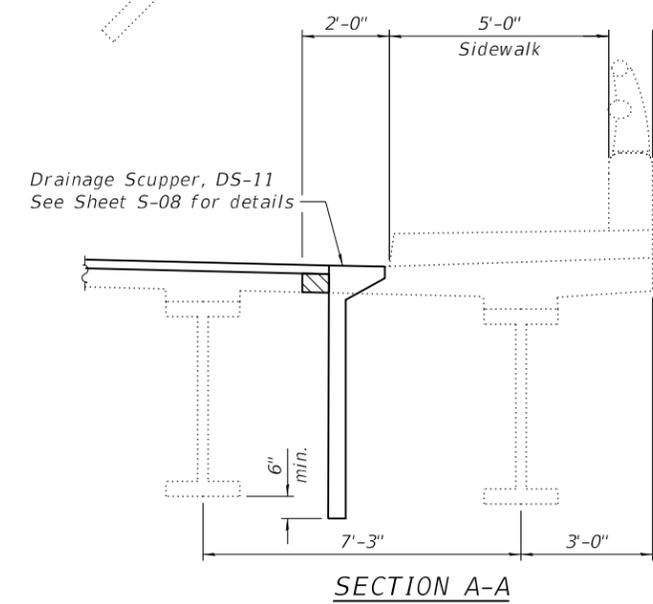
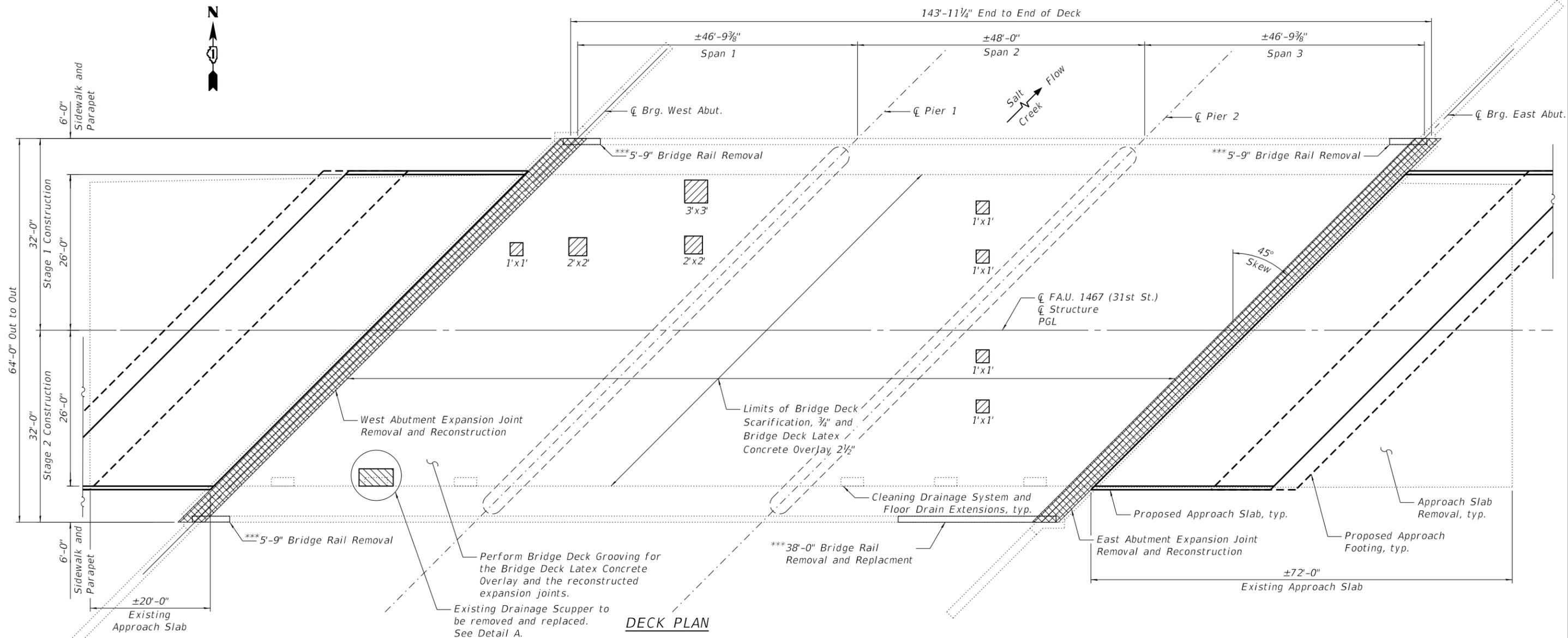
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 016-0868**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	27
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				

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* Areas of Deck Slab Repair (Partial) are provide for information only. Repair is included in the cost of Bridge Deck Latex Concrete Overlay, 2 1/2".

** Removal and Disposal of Existing Drainage Scupper is included in the cost of Deck Slab Repair (Full Depth, Type II)

*** See Sheet S-11 for Railing Removal and Replacement details, pay items and quantities.

- NOTES:**
1. Areas of deck repair shown are estimated. The Engineer shall show actual locations of deck repairs at the time of construction.
 2. For West and East Abutments Expansion Joint removal and reconstruction, see Sheets S-14 and S-15, respectively.
 3. Protective coast shall be applied to top and inside face of parapets, sidewalks, reconstructed transverse joint areas and the surface of the new overlay.
 4. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approval bar splicer or anchorage system. Cost included with Concrete Removal.
 5. The Contractor shall exercise extreme caution during Concrete Removal to avoid damaging the steel beams and diaphragms to remain. Any damage to the existing steel beams and/or diaphragms to remain caused by the Contractor in the performance of their work shall be repaired by the Contractor, to the satisfaction of the Engineer, at no cost to the Department.
 6. Adjust Deck Slab Repair (Full Depth, Type II) limits as required to meet field conditions.

- LEGEND:**
- *Deck Slab Repair (Partial)
 - Deck Slab Repair (Full Depth, Type II)
 - Concrete Removal

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Bridge Deck Grooving	Sq Yd	1,152
Protective Coat	Sq Yd	1,248
Cleaning Drainage System	L Sum	1
Approach Slab Removal	Sq Yd	532
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq Yd	800
Bridge Deck Scarification, 3/4"	Sq Yd	800
Floor Drain Extensions	Each	5
Deck Slab Repair (Full Depth, Type II)	Sq Yd	1



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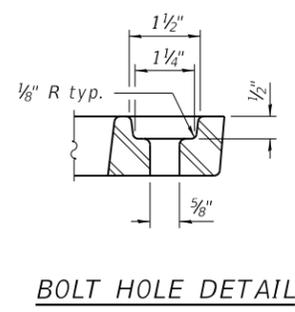
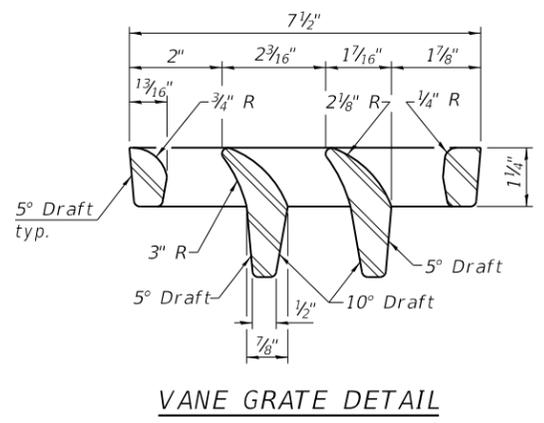
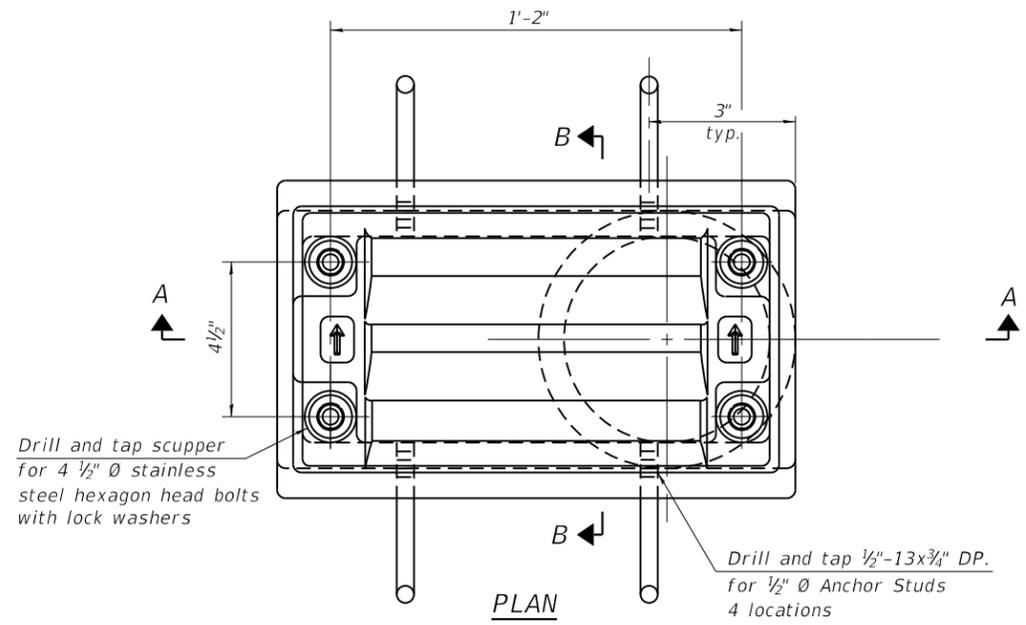
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK REPAIR PLAN
 STRUCTURE NO. 016-0868**

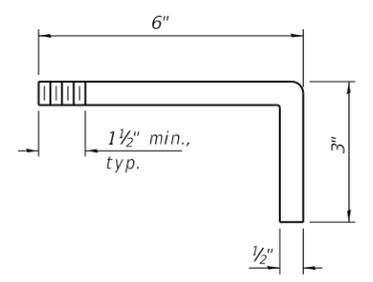
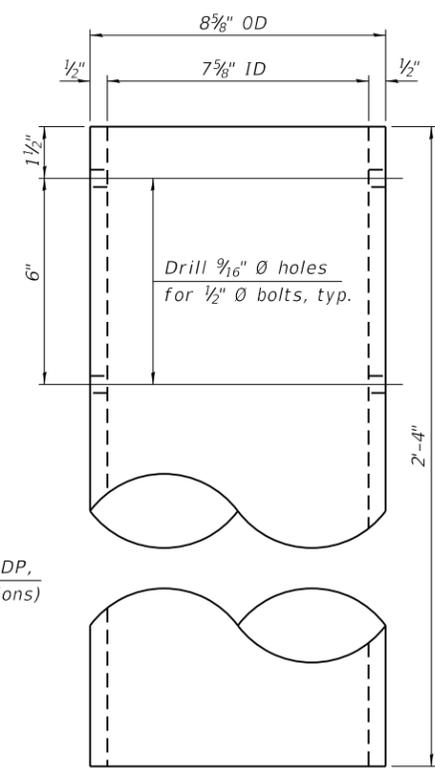
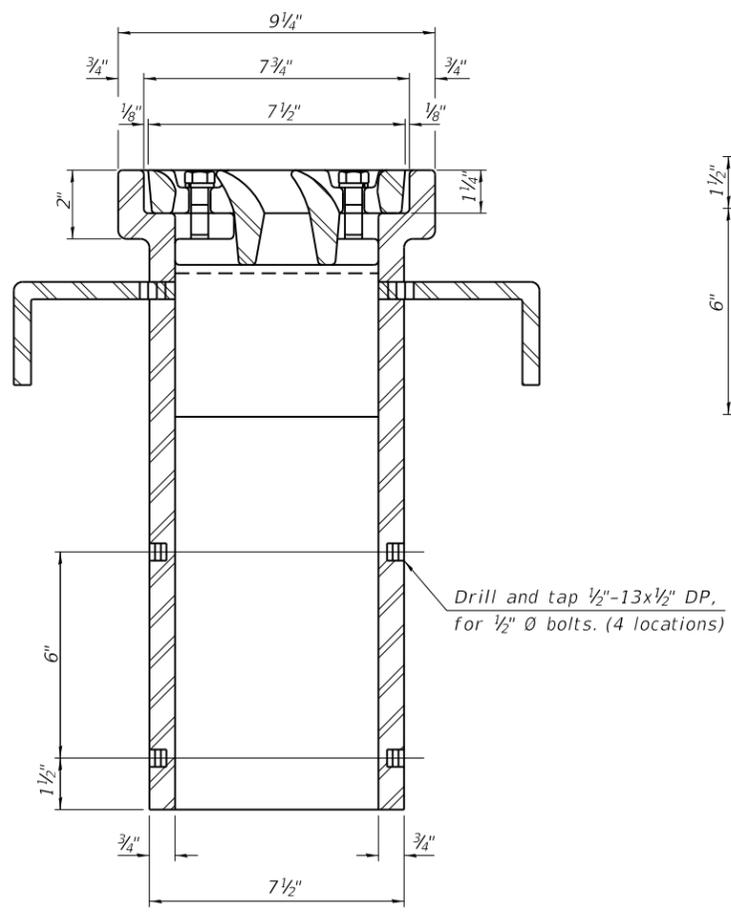
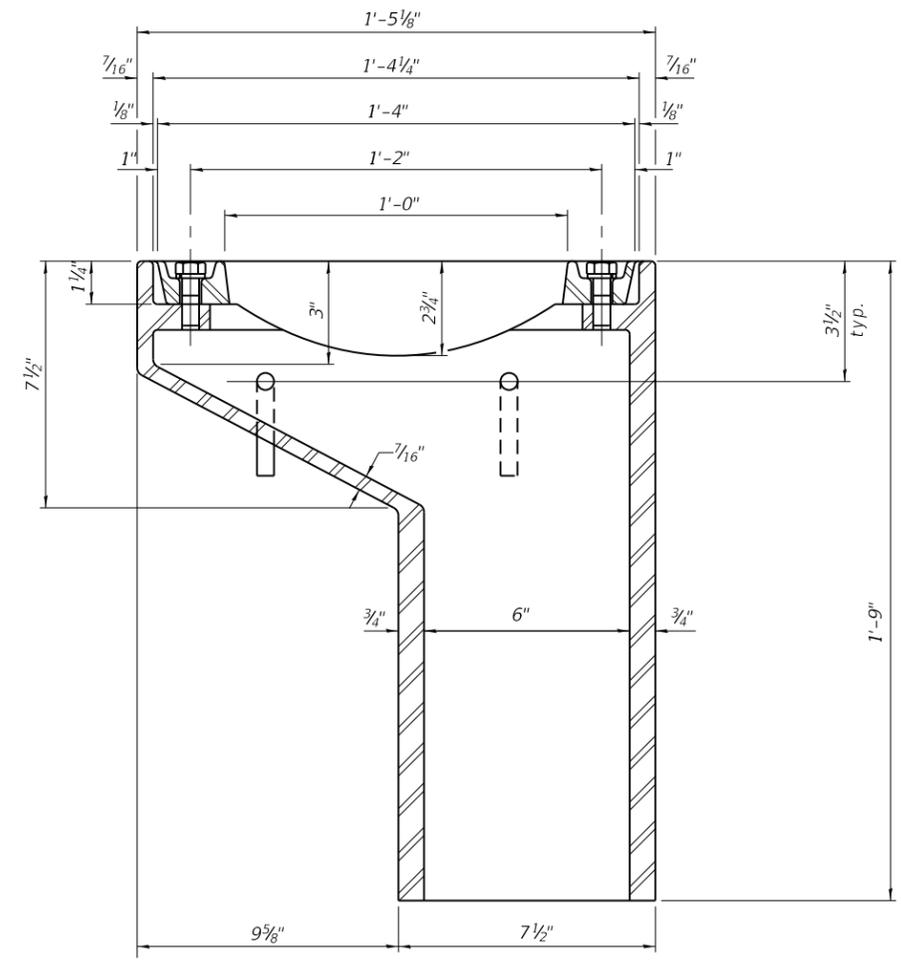
SHEET 5-07 OF 5-26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
1467	2020-161-BR	COOK	57 28
			CONTRACT NO. 62M49
ILLINOIS			FED. AID PROJECT

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Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
 Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
 Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.
 As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.
 Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



See sheet S-07 of S-26 for scupper location relative to parapet.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	1

DS-11

2-17-2017



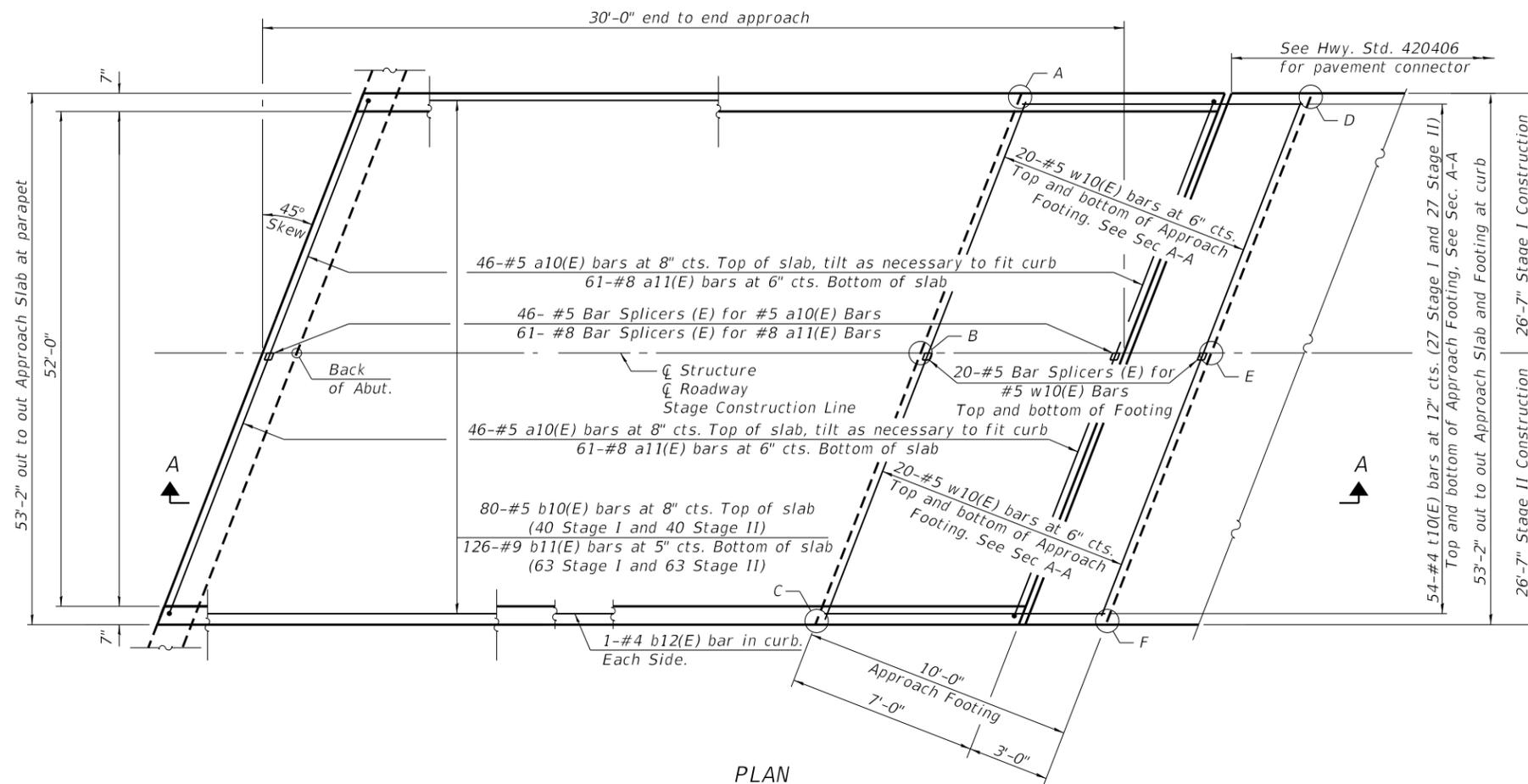
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	DATE - 11/20/2020	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
 STRUCTURE NO. 016-0868

SHEET 5-08 OF 5-26 SHEETS

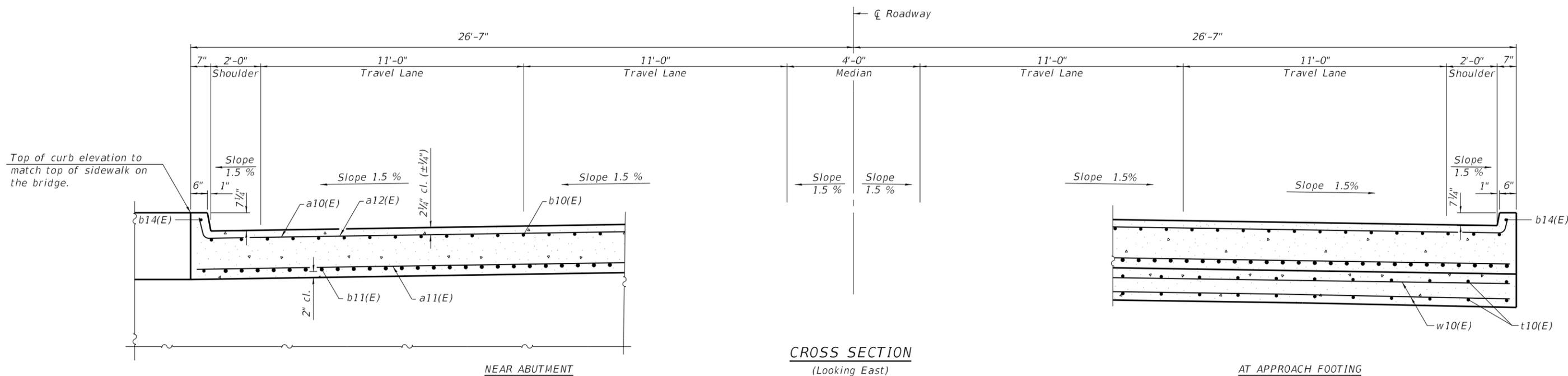
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	29
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				



PLAN
East Approach Slab Shown
(West Approach Slab Similar)

**TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING**

Point	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A	637.96	637.12	638.00	637.17
B	638.22	637.38	638.54	637.70
C	637.56	636.73	638.19	637.35
D	637.89	637.05	637.92	637.08
E	638.09	637.26	638.47	637.64
F	637.41	636.58	637.92	637.08



CROSS SECTION
(Looking East)

AT APPROACH FOOTING

(Sheet 1 of 2)

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PLOT DATE = 11/19/2020	DATE - 11/20/2020	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EAST AND WEST APPROACH SLAB DETAILS (1 OF 2)
STRUCTURE NO. 016-0868**

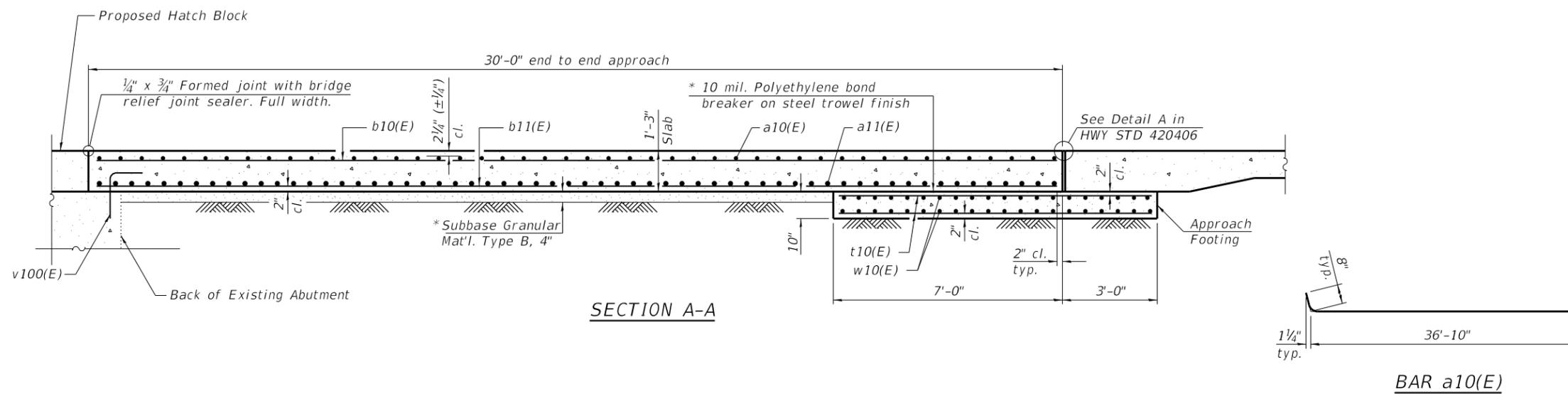
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1467	2020-161-BR	COOK	57	30
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				

SHEET 5-09 OF 5-26 SHEETS

Notes:
 Curb concrete shall be paid for as Concrete Superstructure (Approach Slab).
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.



INSIDE ELEVATION OF CURB



TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	184	#5	37'-6"	U
a11(E)	244	#8	37'-3"	U
b10(E)	160	#5	29'-8"	U
b11(E)	252	#9	29'-8"	U
b12(E)	4	#4	29'-8"	U
t10(E)	108	#4	13'-9"	U
w10(E)	160	#5	37'-3"	U
Concrete Superstructure (Approach Slab)			Cu. Yd.	150.0
Concrete Structures			Cu. Yd.	46.5
Reinforcement Bars, Epoxy Coated			Pound	69,130

* Cost included with Concrete Superstructure (Approach Slab).

(Sheet 2 of 2)

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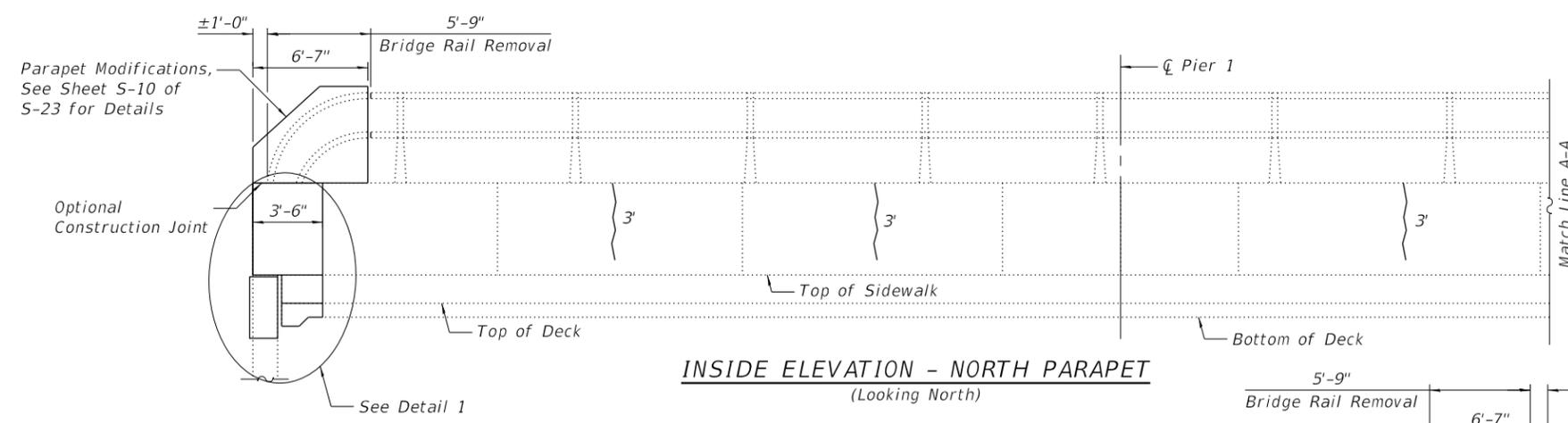
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EAST AND WEST APPROACH SLAB DETAILS (2 OF 2)
 STRUCTURE NO. 016-0868

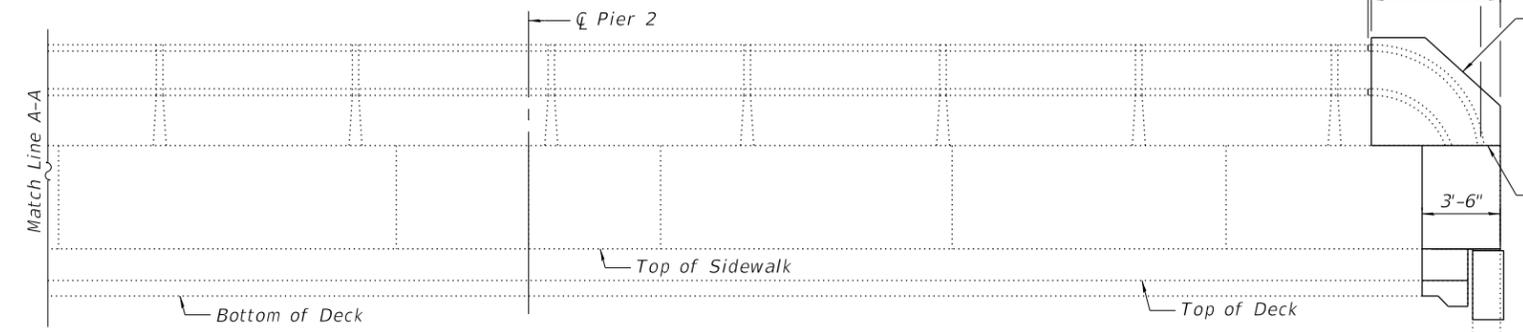
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1467	2020-161-BR	COOK	57	31
				CONTRACT NO. 62M49
		ILLINOIS	FED. AID PROJECT	

SHEET 5-10 OF 5-26 SHEETS

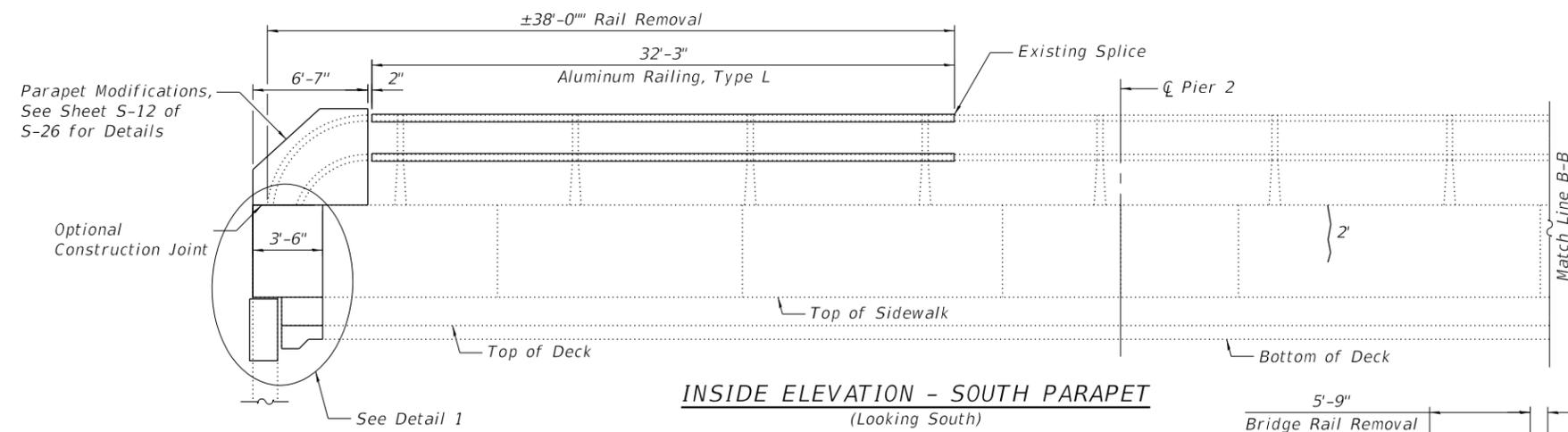
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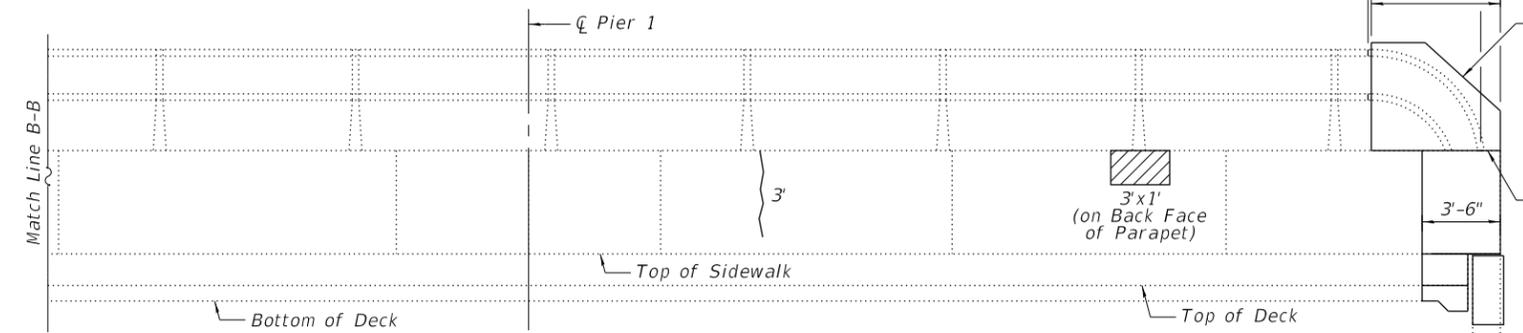
INSIDE ELEVATION - NORTH PARAPET
(Looking North)



INSIDE ELEVATION - NORTH PARAPET
(Looking North)



INSIDE ELEVATION - SOUTH PARAPET
(Looking South)

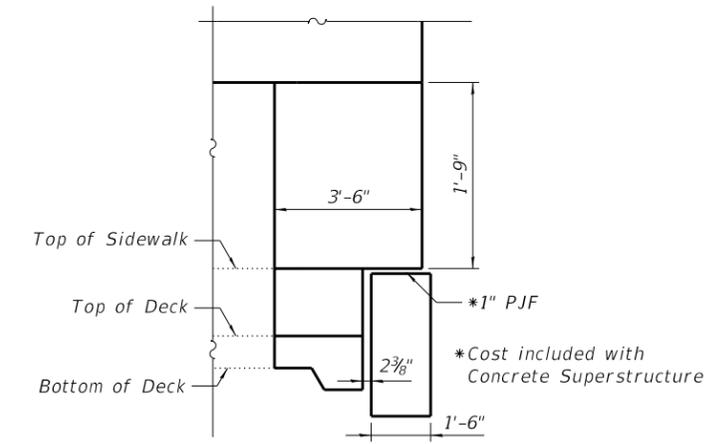


INSIDE ELEVATION - SOUTH PARAPET
(Looking South)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Bridge Rail Removal	Foot	56
Epoxy Crack Injection	Foot	14
Structural Repair of Concrete (Depth Greater thn 5 Inches)	Sq Ft	3

- NOTES:**
- For Aluminum Railing details, see Sheet S-13 of S-26.
 - For Parapet Removal and Reconstruction, see Sheet S-11 and S-12 of S-26.
 - For Parapet Modification, see Sheet S-12 of S-26.
 - Quantities and limits shown are estimated for bidding purposes only. The actual areas to be repaired, and the type(s) of repairs to be used, will be determined by the Engineer in the field at the time of construction.
 - The Contractor shall be responsible to remove, support and reinstall all existing utilities interfering with the work. Cost included in Concrete Superstructure.
 - Railing connections in new concrete shall not reuse existing anchor hardware unless it is welded. New hardware shall be installed per Sheet S-13 of S-26. Cost included in Concrete Superstructure.



DETAIL 1

LEGEND

	Structural Repair of Concrete (Depth Greater than 5 Inches)
	Epoxy Crack Injection



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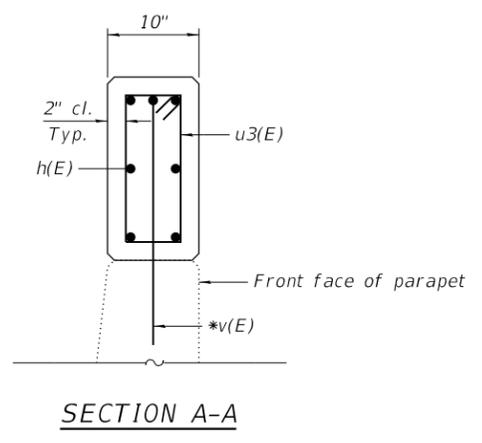
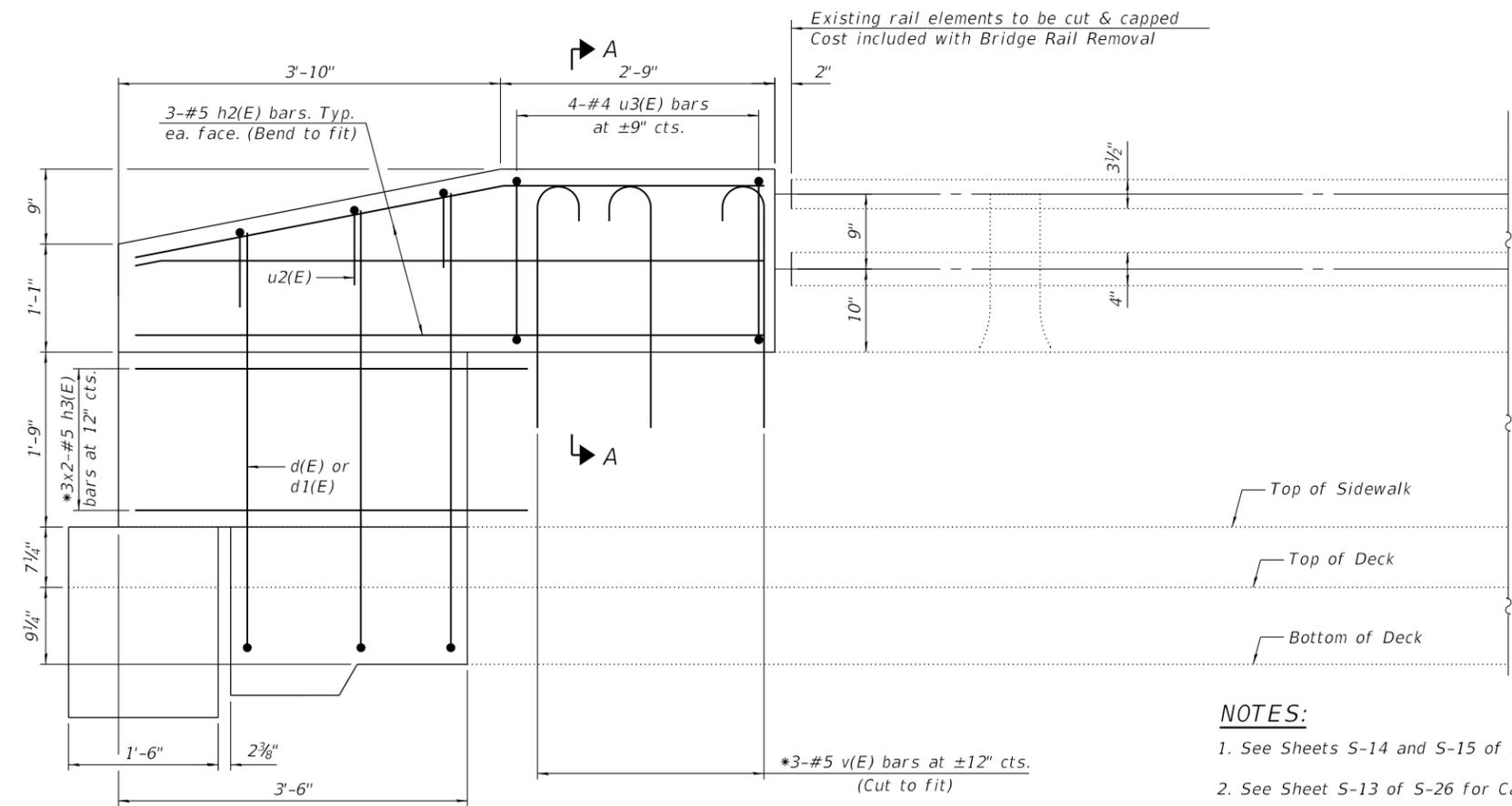
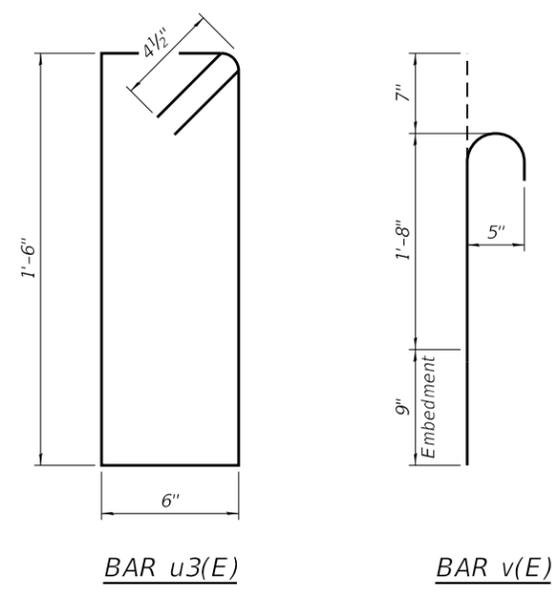
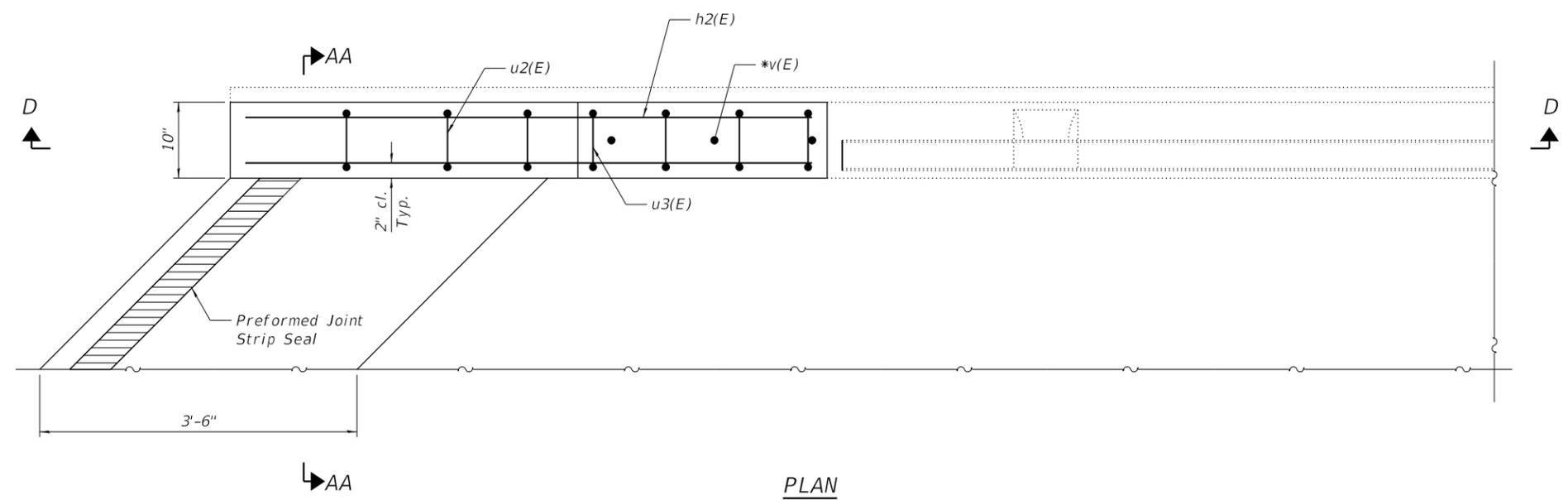
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET AND RAILING REPAIRS (1 of 2)
STRUCTURE NO. 016-0868

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	32
				CONTRACT NO. 62M49
		ILLINOIS	FED. AID PROJECT	

SHEET 5-11 OF 5-26 SHEETS

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SECTION D-D
 *Epoxy grout v(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.

- NOTES:**
1. See Sheets S-14 and S-15 of S-26 for Section AA-AA.
 2. See Sheet S-13 of S-26 for Cast End Cap Details.
 3. See Sheet S-14 and S-15 of S-26 for Joint Details.
 4. See Bill Of Material on Sheet S-14 and S-15.
 5. Work this sheet with Sheet S-14 and S-15.

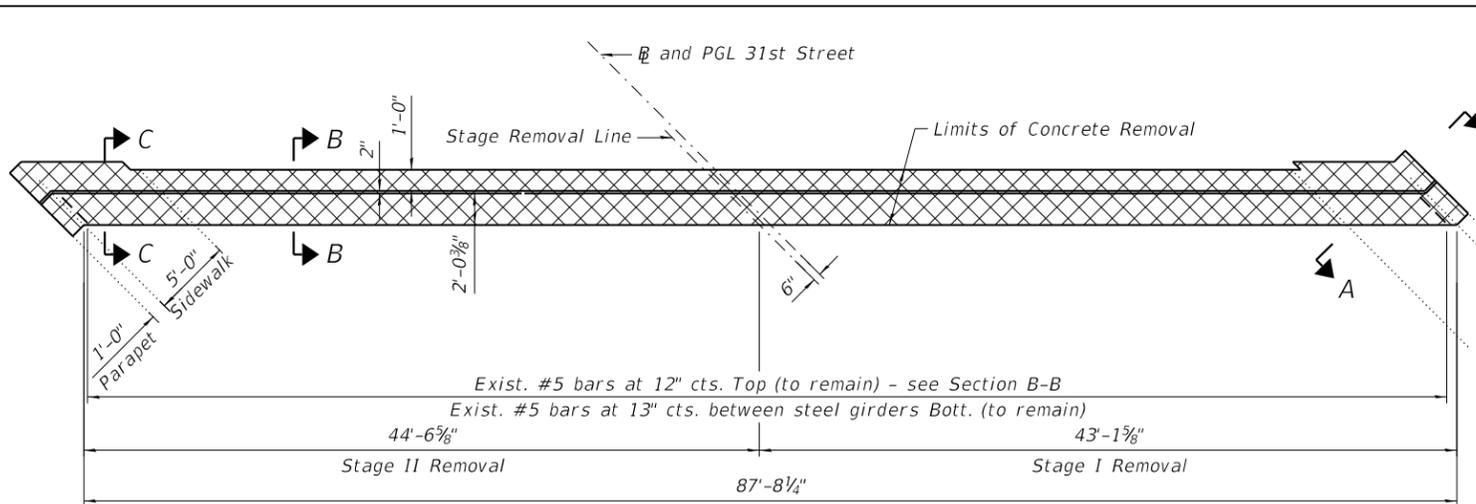


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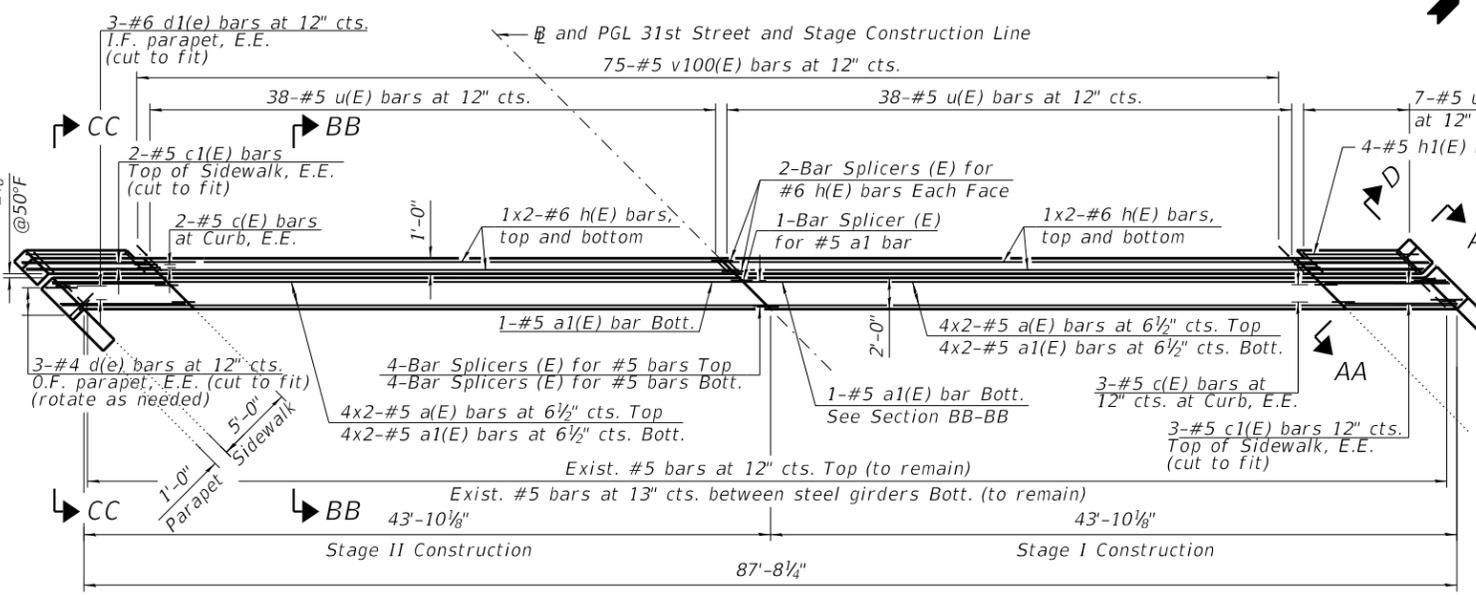
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PARAPET AND RAILING REPAIRS (2 of 2)
 STRUCTURE NO. 016-0868**

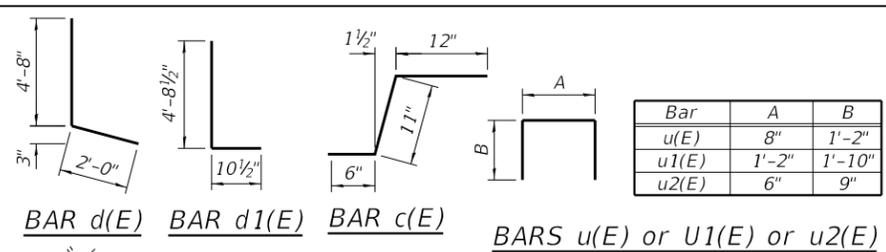
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1467	2020-161-BR	COOK	57	33
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				



WEST ABUTMENT JOINT REMOVAL PLAN



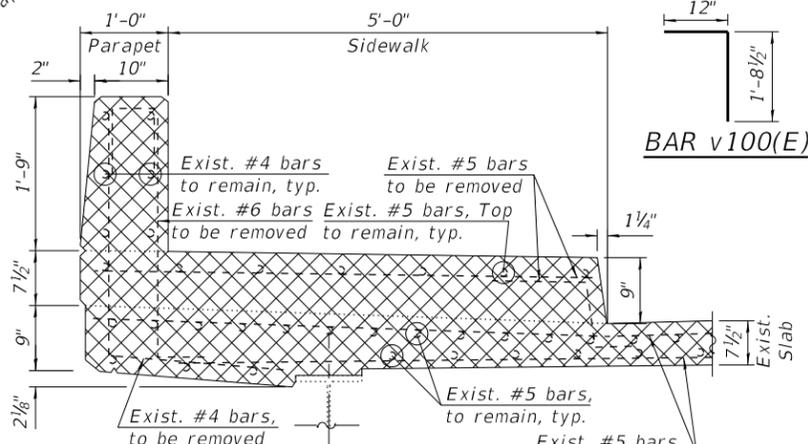
WEST ABUTMENT JOINT RECONSTRUCTION PLAN



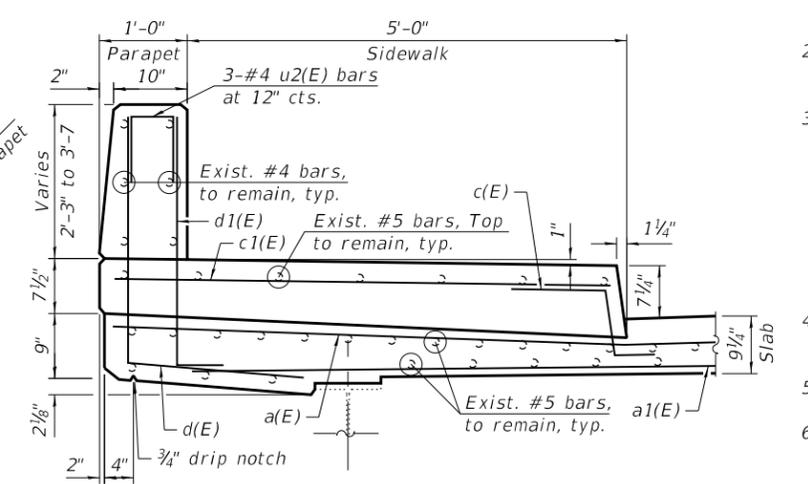
Bar	A	B
a(E)	8"	1'-2"
u1(E)	1'-2"	1'-10"
u2(E)	6"	9"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	16	#5	24'-6"	—
a1(E)	20	#5	24'-0"	—
a2(E)	8	#5	9'-9"	—
c(E)	10	#5	2'-5"	┌
c1(E)	10	#5	8'-2"	┌
d(E)	6	#4	6'-8"	┌
d1(E)	6	#6	5'-7"	┌
h(E)	16	#6	25'-3"	—
h1(E)	8	#5	7'-6"	—
h2(E)	12	#5	6'-3"	—
h3(E)	12	#5	4'-1"	—
u(E)	76	#5	3'-0"	┌
u1(E)	18	#5	4'-10"	┌
u2(E)	6	#4	2'-0"	┌
u3(E)	8	#4	4'-9"	┌
v(E)	6	#5	3'-0"	┌
v100(E)	75	#5	2'-9"	┌
Concrete Removal			Cu. Yd.	14.2
Concrete Superstructure			Cu. Yd.	16.4
Reinforcement Bars, Epoxy Coated			Pound	2,580

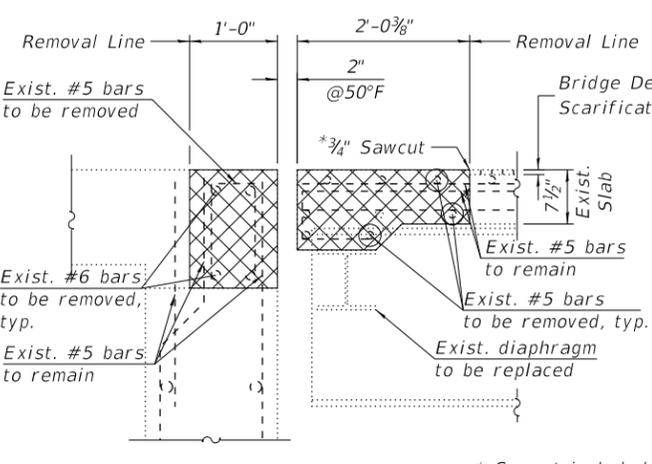


SECTION A-A

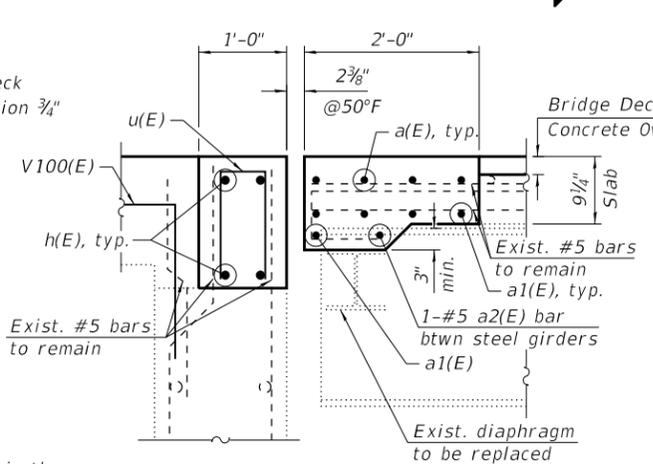


SECTION AA-AA

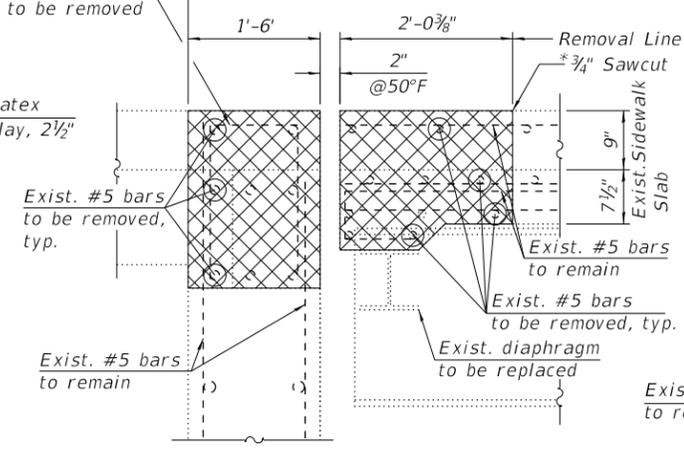
- NOTES:**
- For preformed joint strip seal details, see Sheet S-16 thru S-18.
 - For Bar Splicer Assembly details, see Sheet S-25.
 - Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
 - Bars indicated this 1x2-#6 etc., indicates 1 line of bars with 2 lengths per line.
 - See Sheet S-12 for Section D-D.
 - See Sheet S-12 for v(E) and u3(E) bar bends.
 - See Bill of Material on Sheet S-07 for Protective Coat.



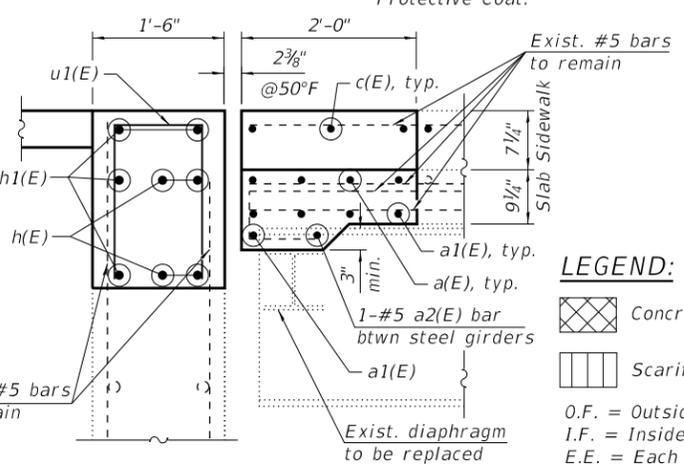
SECTION B-B



SECTION BB-BB



SECTION C-C



SECTION CC-CC

- LEGEND:**
- Concrete Removal
 - Scarification
 - O.F. = Outside Face
 - I.F. = Inside Face
 - E.E. = Each End

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST ABUTMENT JOINT REMOVAL AND RECONSTRUCTION
STRUCTURE NO. 016-0868**

SHEET 5-14 OF 5-26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.
1467	2020-161-BR	COOK	57 35
			CONTRACT NO. 62M49
ILLINOIS FED. AID PROJECT			

BILL OF MATERIAL

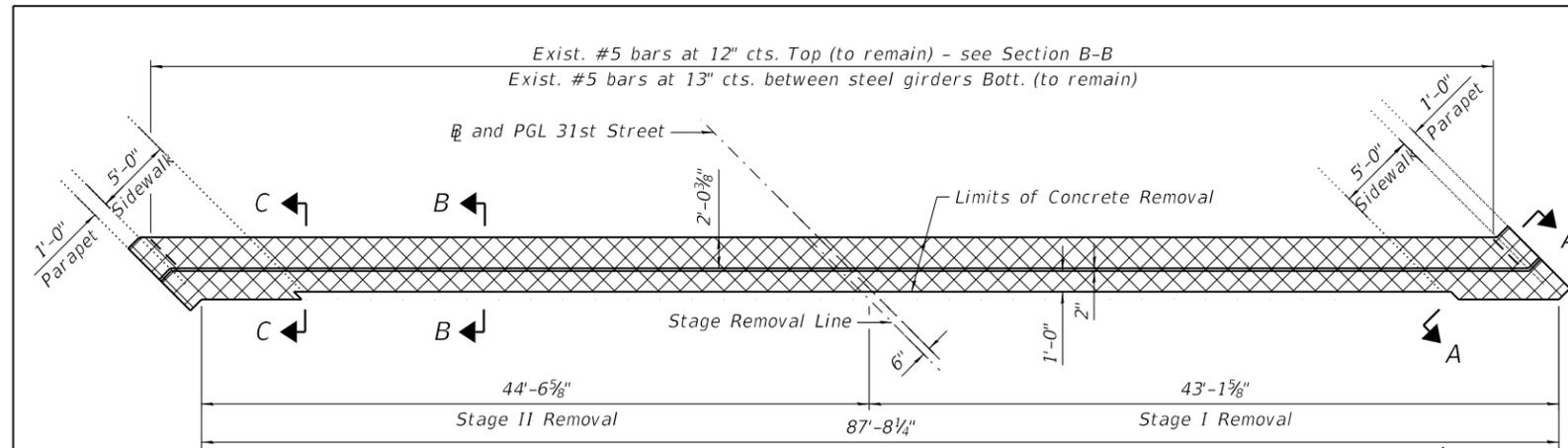
Bar	No.	Size	Length	Shape
a(E)	16	#5	24'-6"	—
a1(E)	20	#5	24'-0"	—
a2(E)	8	#5	9'-9"	—
c(E)	10	#5	2'-5"	—
c1(E)	10	#5	8'-2"	—
d(E)	6	#4	6'-8"	—
d1(E)	6	#6	5'-7"	—
h(E)	16	#6	25'-3"	—
h1(E)	8	#5	7'-6"	—
h2(E)	12	#5	6'-3"	—
h3(E)	12	#5	4'-1"	—
u(E)	76	#5	3'-0"	—
u1(E)	18	#5	4'-10"	—
u2(E)	6	#4	2'-0"	—
u3(E)	8	#4	4'-9"	—
v(E)	6	#5	3'-0"	—
v100(E)	75	#5	2'-9"	—
Concrete Removal		Cu. Yd.	14.2	
Concrete Superstructure		Cu. Yd.	16.4	
Reinforcement Bars, Epoxy Coated		Pound	2,580	

NOTES:

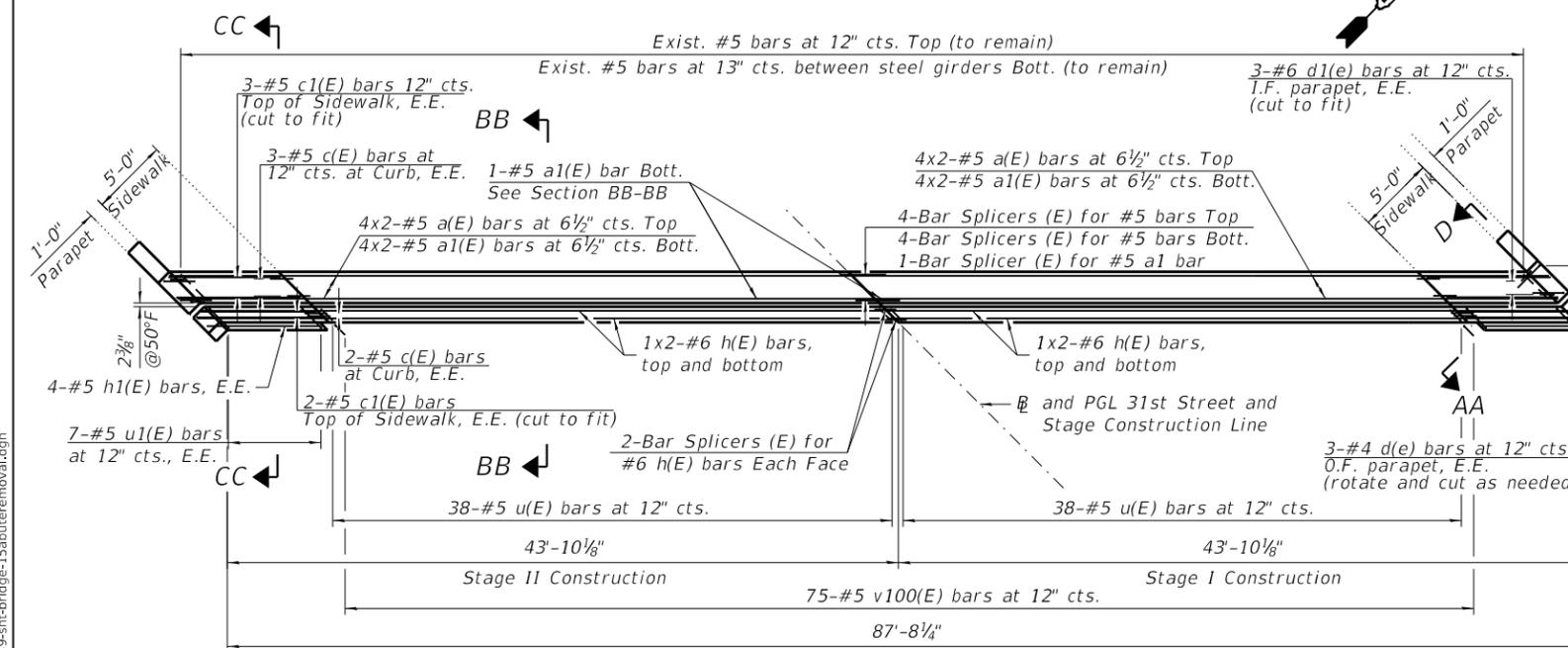
- For preformed joint strip seal details, see Sheet S-16 thru S-18.
- For Bar Splicer Assembly details, see Sheet S-25.
- Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
- Bars indicated this 1x2-#6 etc., indicates 1 line of bars with 2 lengths per line.
- See Sheet S-12 for Section D-D.
- See Sheet S-12 for v(E) and u3(E) bar bends.
- See Bill of Material on Sheet S-07 for Protective Coat.

LEGEND:

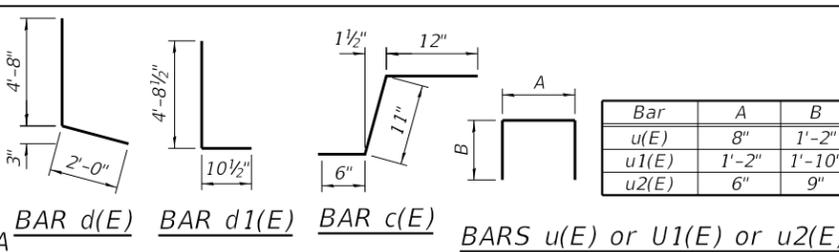
- Concrete Removal
- Scarification
- O.F. = Outside Face
- I.F. = Inside Face
- E.E. = Each End



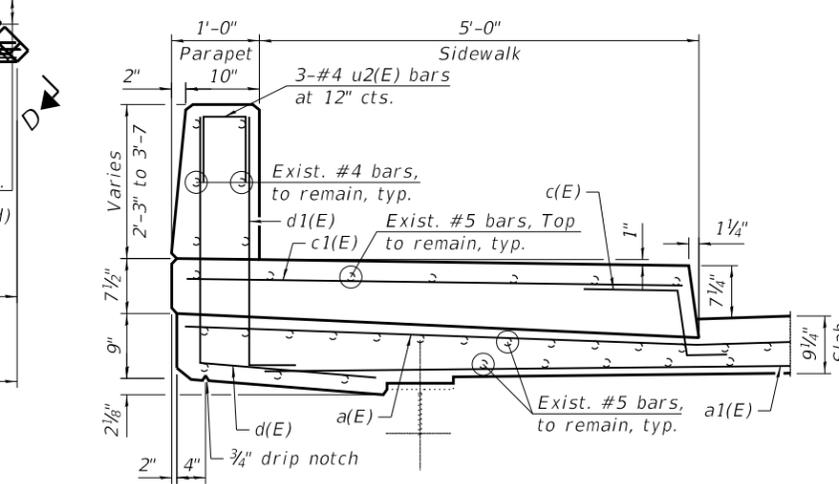
EAST ABUTMENT JOINT REMOVAL PLAN



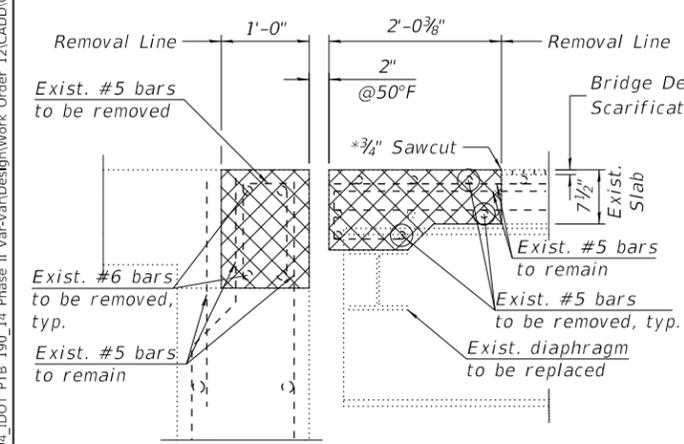
EAST ABUTMENT JOINT RECONSTRUCTION PLAN



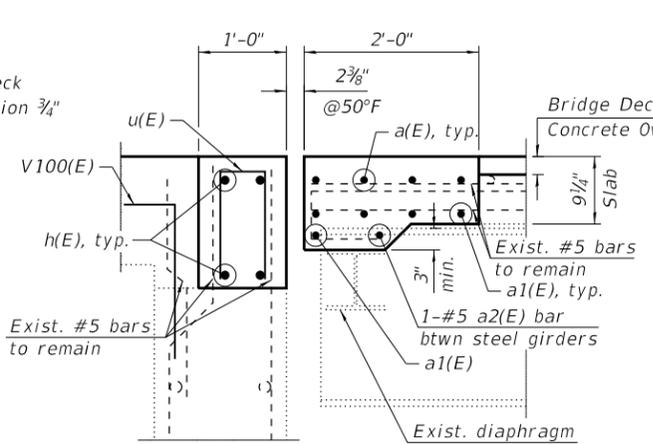
SECTION A-A



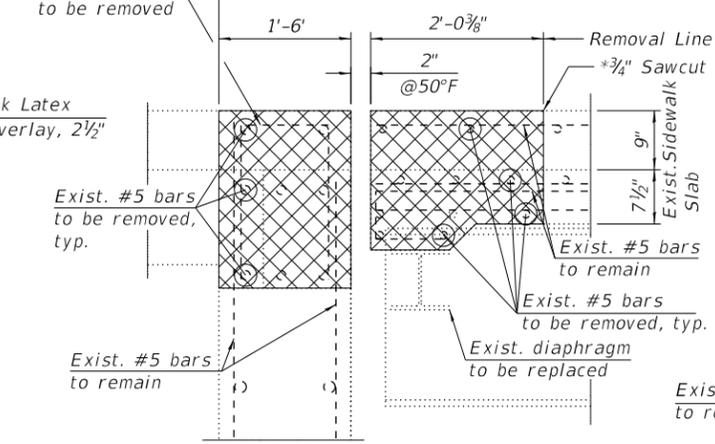
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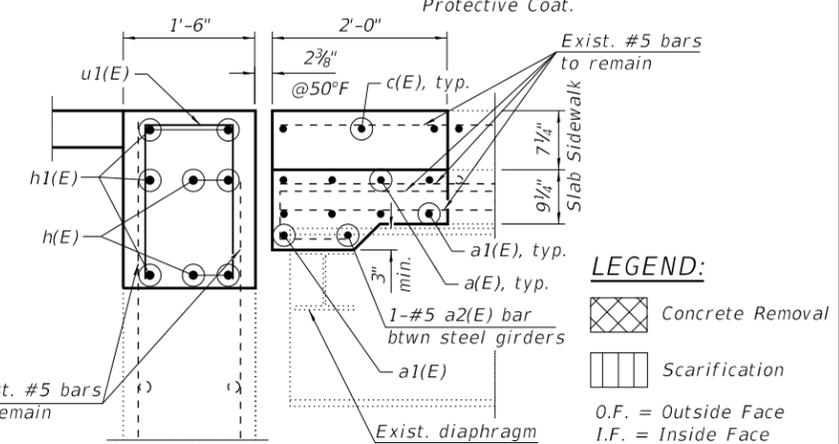
SECTION B-B



SECTION BB-BB



SECTION C-C



SECTION CC-CC

* Sawcut included in the cost of Concrete Removal.

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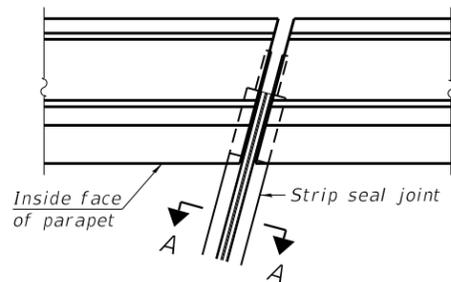
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EAST ABUTMENT JOINT REMOVAL AND RECONSTRUCTION
STRUCTURE NO. 016-0868**

SHEET 5-15 OF 5-26 SHEETS

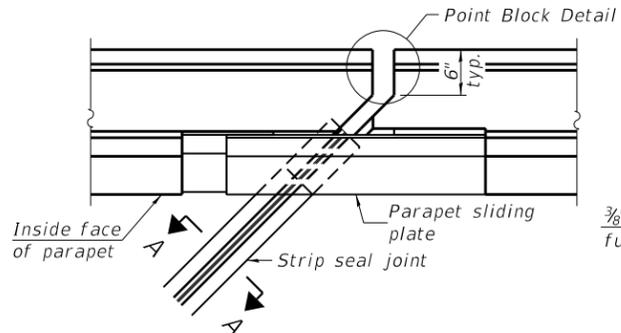
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CONTRACT NO. 62M49				
ILLINOIS		FED. AID PROJECT		

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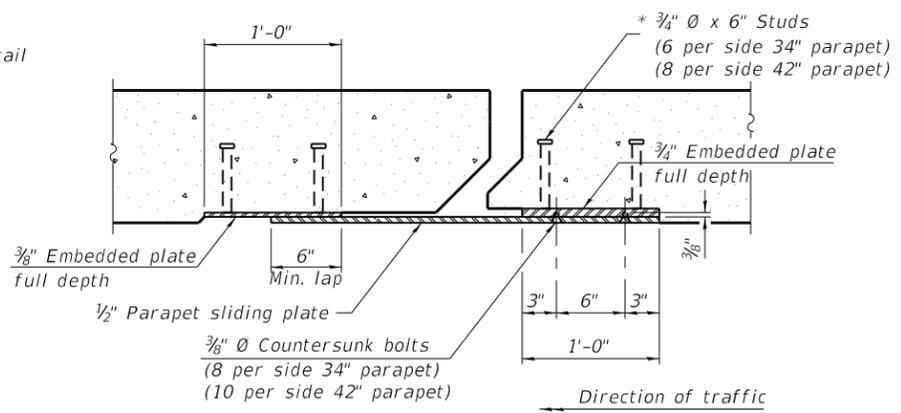


FOR SKEWS $\leq 30^\circ$

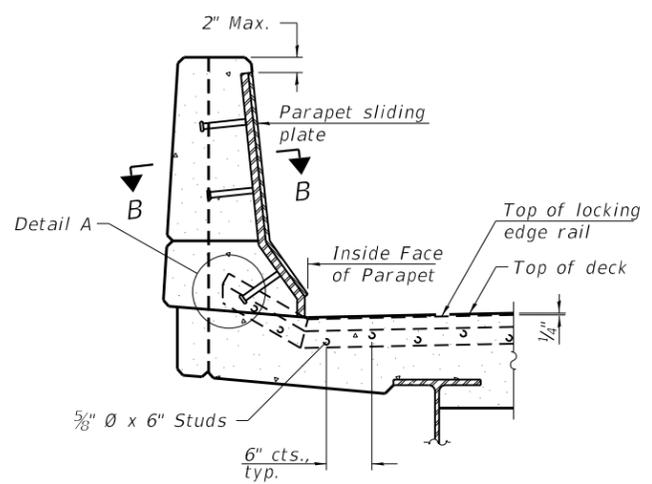
PLAN AT PARAPET



FOR SKEWS $> 30^\circ$

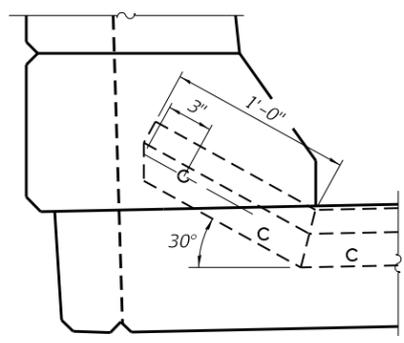


SECTION B-B

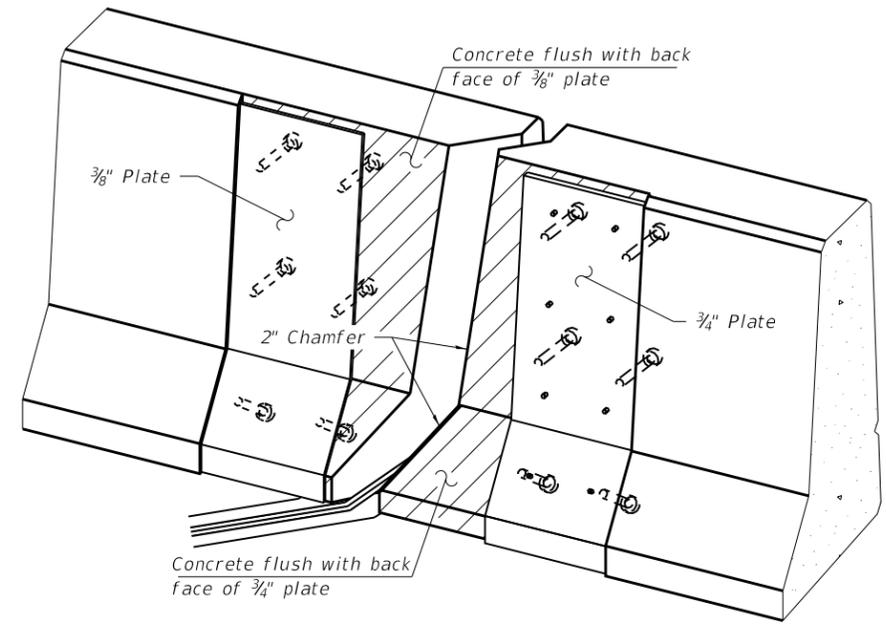


ELEVATION AT PARAPET

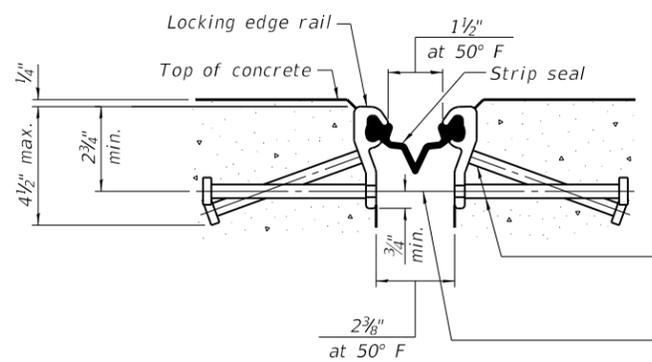
(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)



DETAIL A

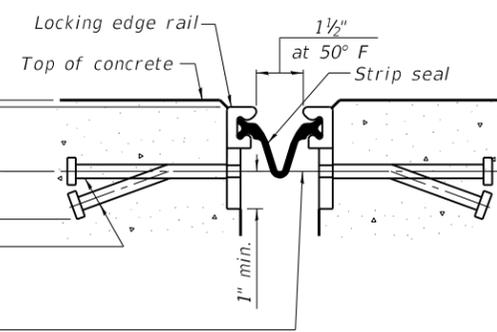


TRIMETRIC VIEW
(Showing embedded plates only)



SHOWING ROLLED RAIL JOINT

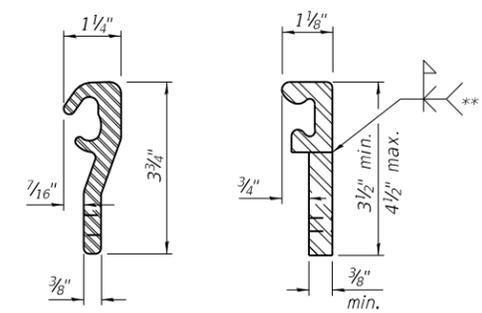
* $5/8"$ ϕ x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)
 $3/8"$ ϕ threaded rods in $7/16"$ ϕ holes at $\pm 4'-0"$ cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with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



SHOWING WELDED RAIL JOINT

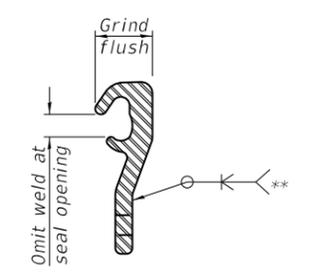
SECTION A-A

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



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	180

EJ-SS-S

8-11-17



USER NAME = RyanDoerrler	DESIGNED - JES	REVISED -
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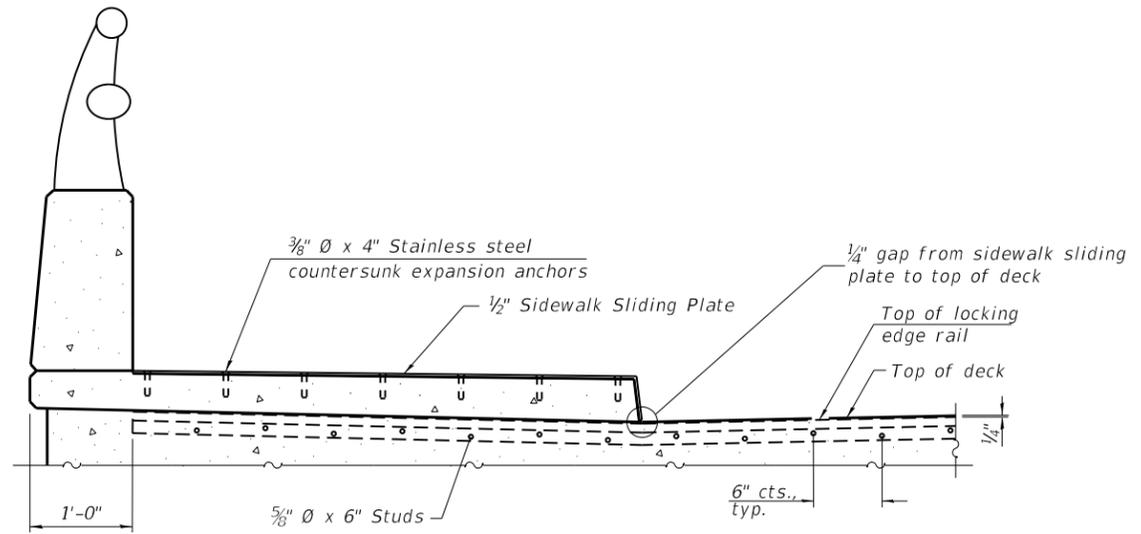
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL - SIDEWALK (1 OF 3)
STRUCTURE NO. 016-0868

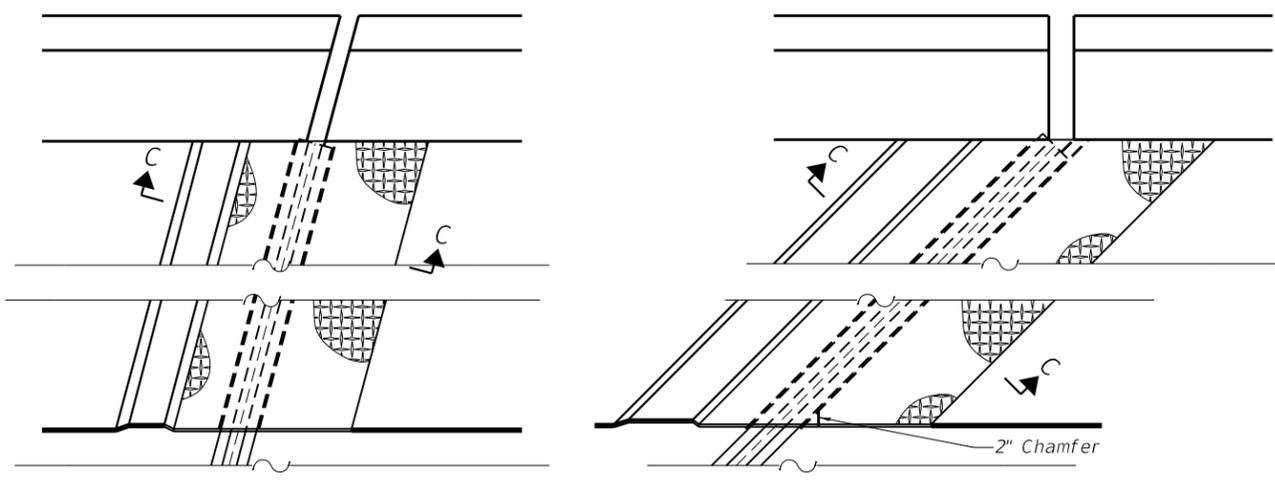
SHEET 5-16 OF 5-26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	37
			CONTRACT NO. 62M49	
			ILLINOIS FED. AID PROJECT	

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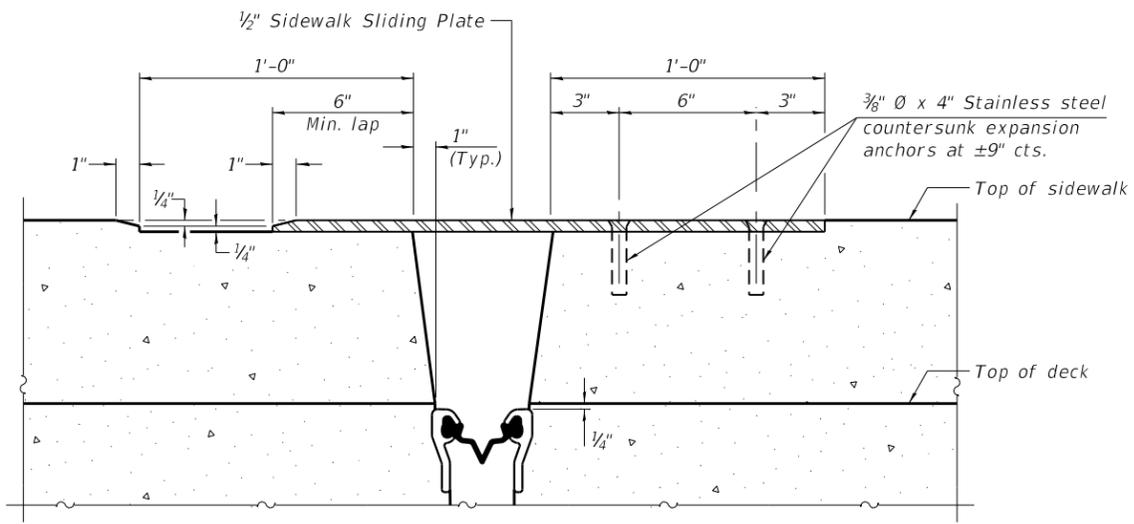
ELEVATION AT RAISED SIDEWALK



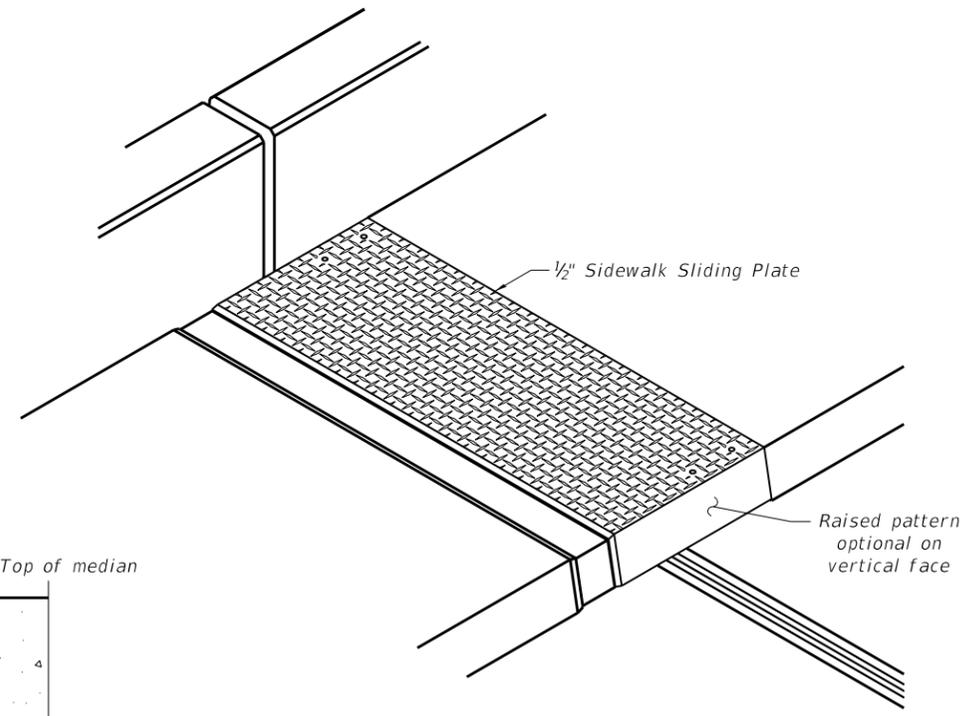
(FOR SKEWS ≤ 30°)

(FOR SKEWS > 30°)

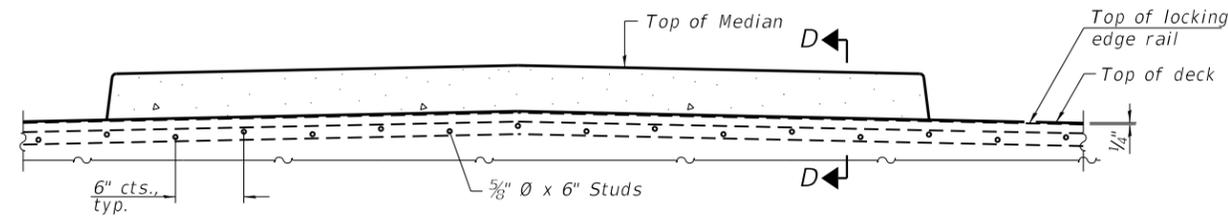
PLAN AT RAISED SIDEWALK



SECTION C-C

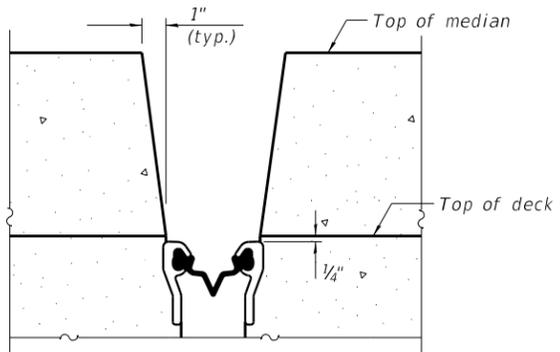


TRIMETRIC VIEW



ELEVATION AT MEDIAN

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



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

EJ-SS-S

8-11-17



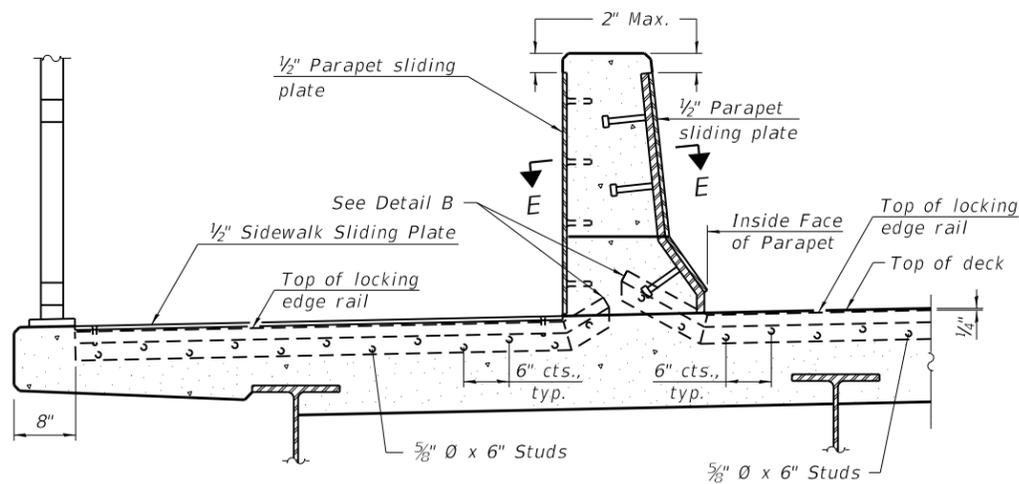
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**STATE OF ILLINOIS
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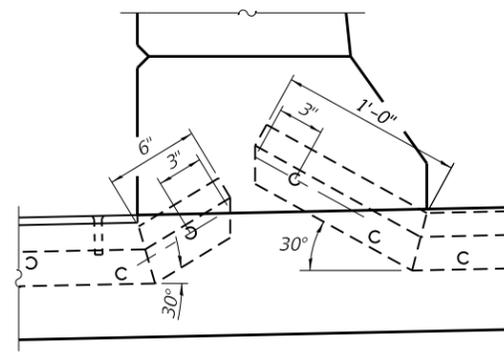
**PREFORMED JOINT STRIP SEAL - SIDEWALK (2 OF 3)
 STRUCTURE NO. 016-0868**

SHEET 5-17 OF 5-26 SHEETS

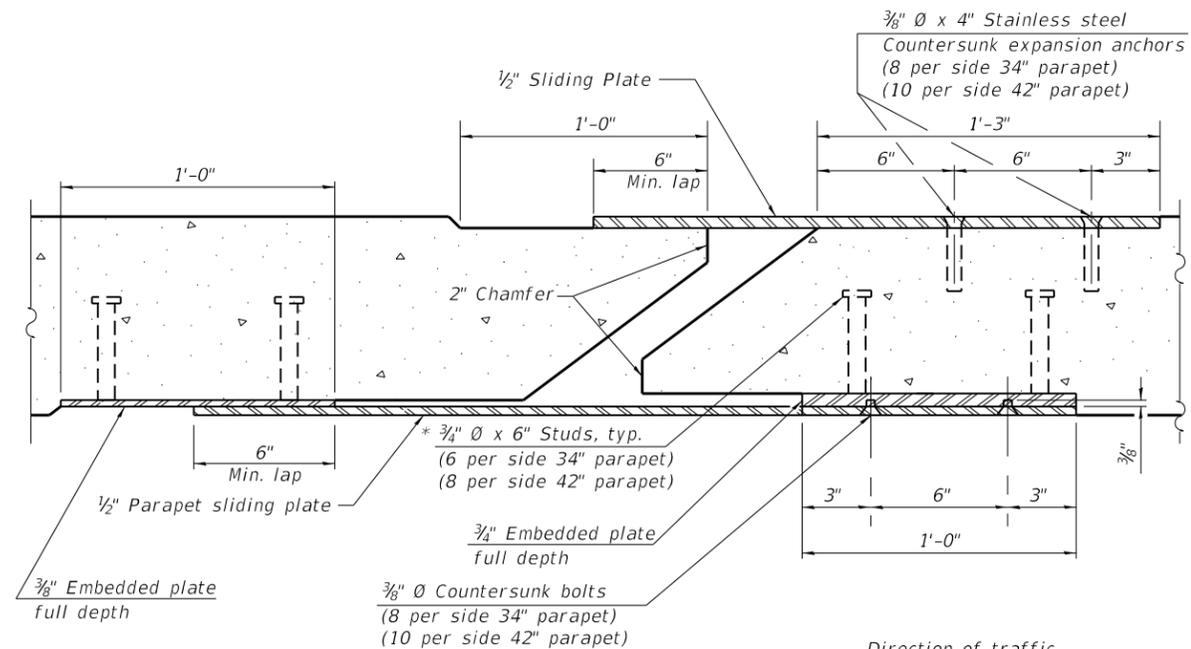
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	38
				CONTRACT NO. 62M49
		ILLINOIS	FED. AID PROJECT	



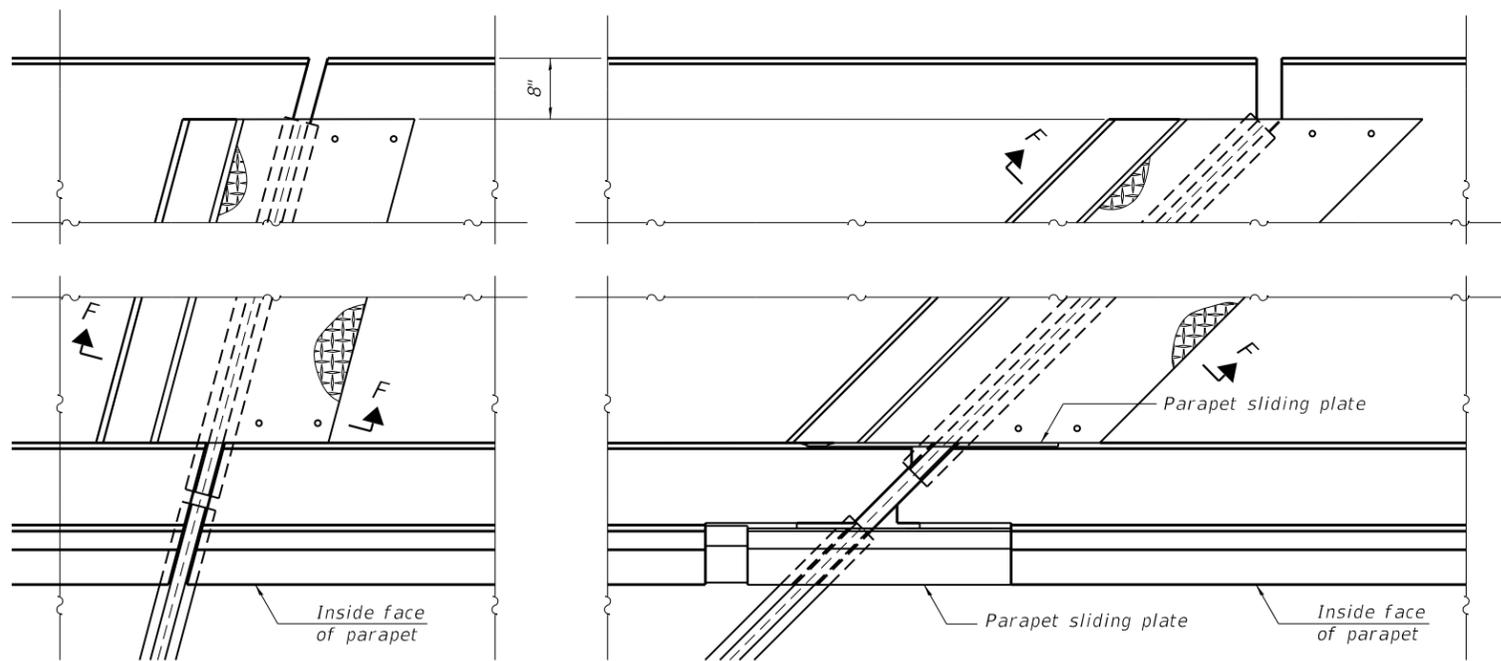
ELEVATION AT DECK LEVEL SIDEWALK
 (Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



DETAIL B



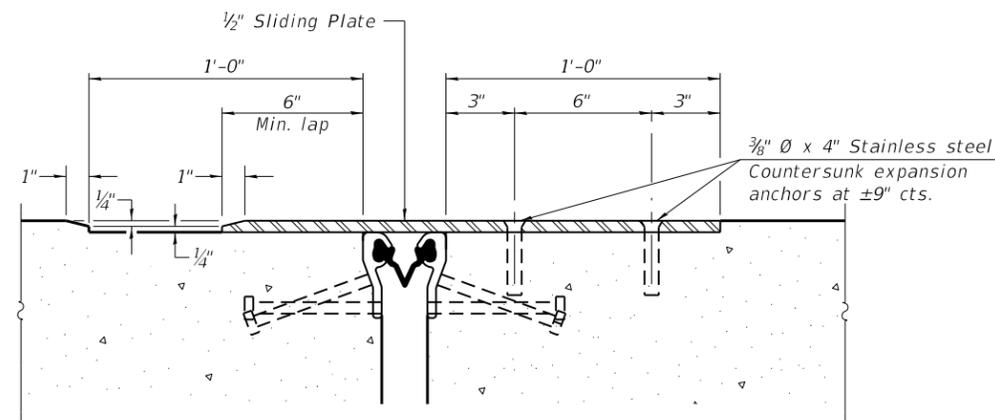
SECTION E-E



(FOR SKEWS ≤ 30°)

(FOR SKEWS > 30°)

PLAN AT DECK LEVEL SIDEWALK



SECTION F-F

EJ-SS-S

8-11-17



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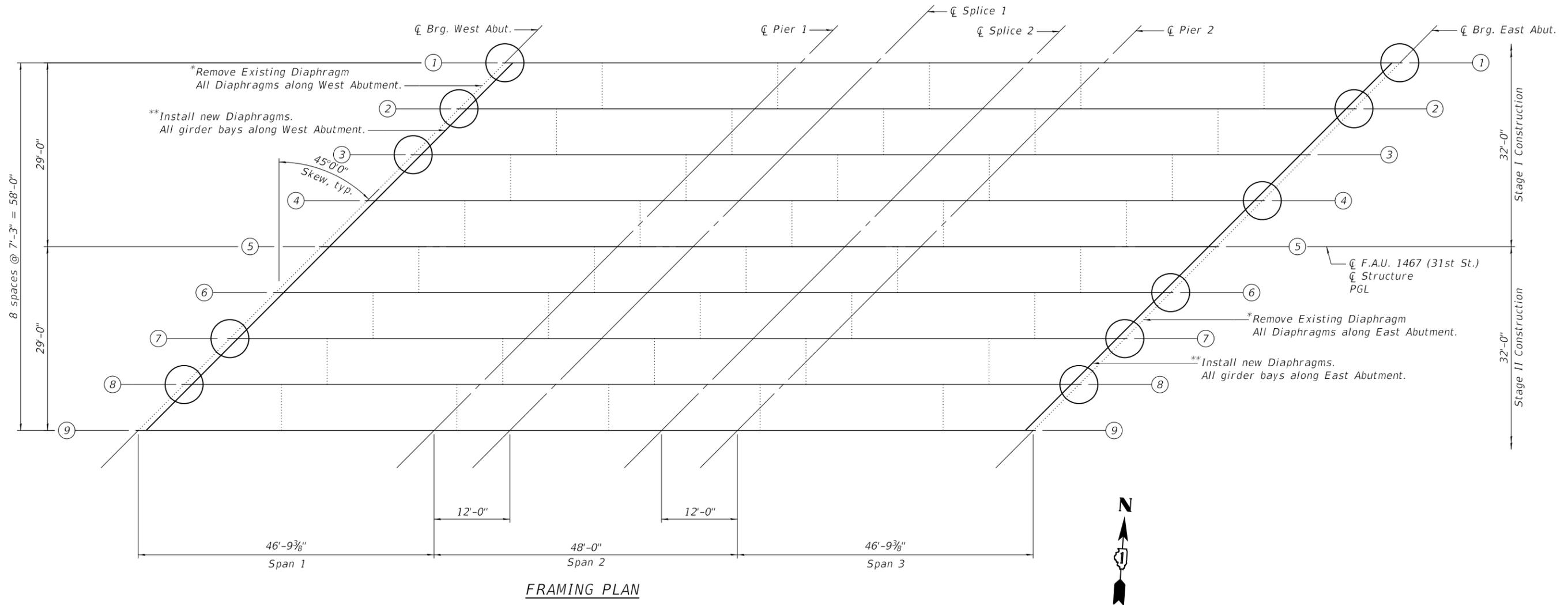
PREFORMED JOINT STRIP SEAL - SIDEWALK (3 OF 3)
 STRUCTURE NO. 016-0868

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	39
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				

SHEET 5-18 OF 5-26 SHEETS

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FRAMING PLAN

NOTES:

1. All work is to be performed utilizing staged construction. See Sheets S-03 and S-04 for details.
2. For Beam End Repairs, Diaphragm Removal and Replacement Details and Bill of Materials, see Sheet S-20 and S-21.

LEGEND

- Perform Beam End Repairs.
Paid for as Structural Steel Repair.
- *Paid for as Structural Steel Removal.
- **Paid for as Furnishing and Erecting Structural Steel.



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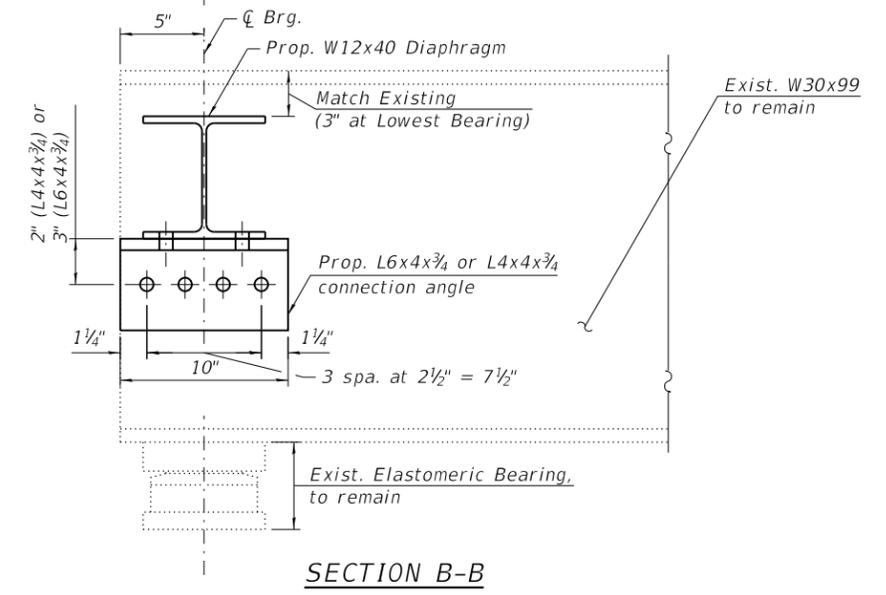
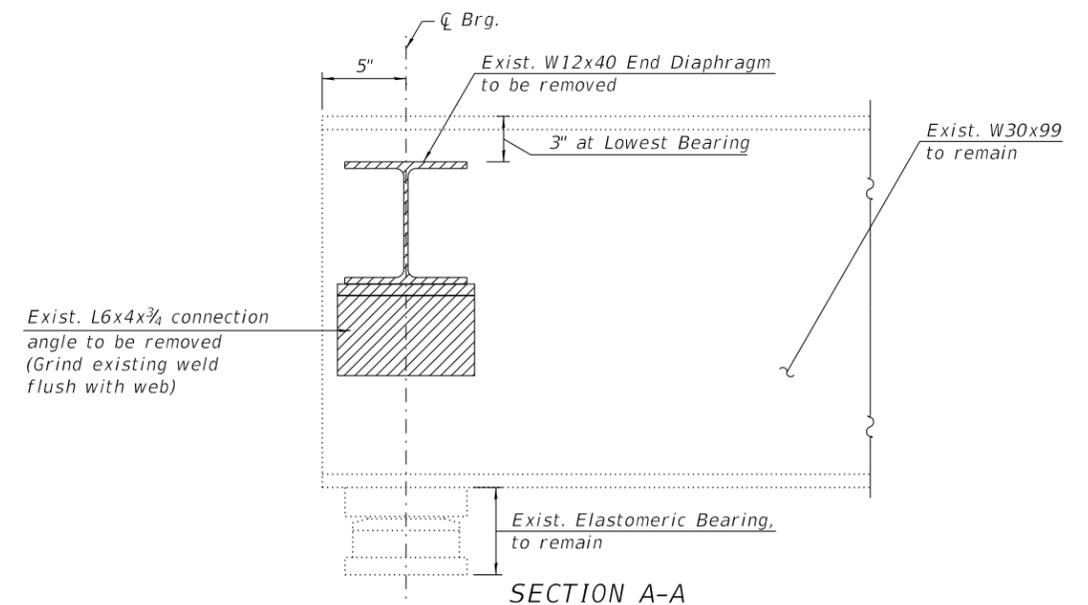
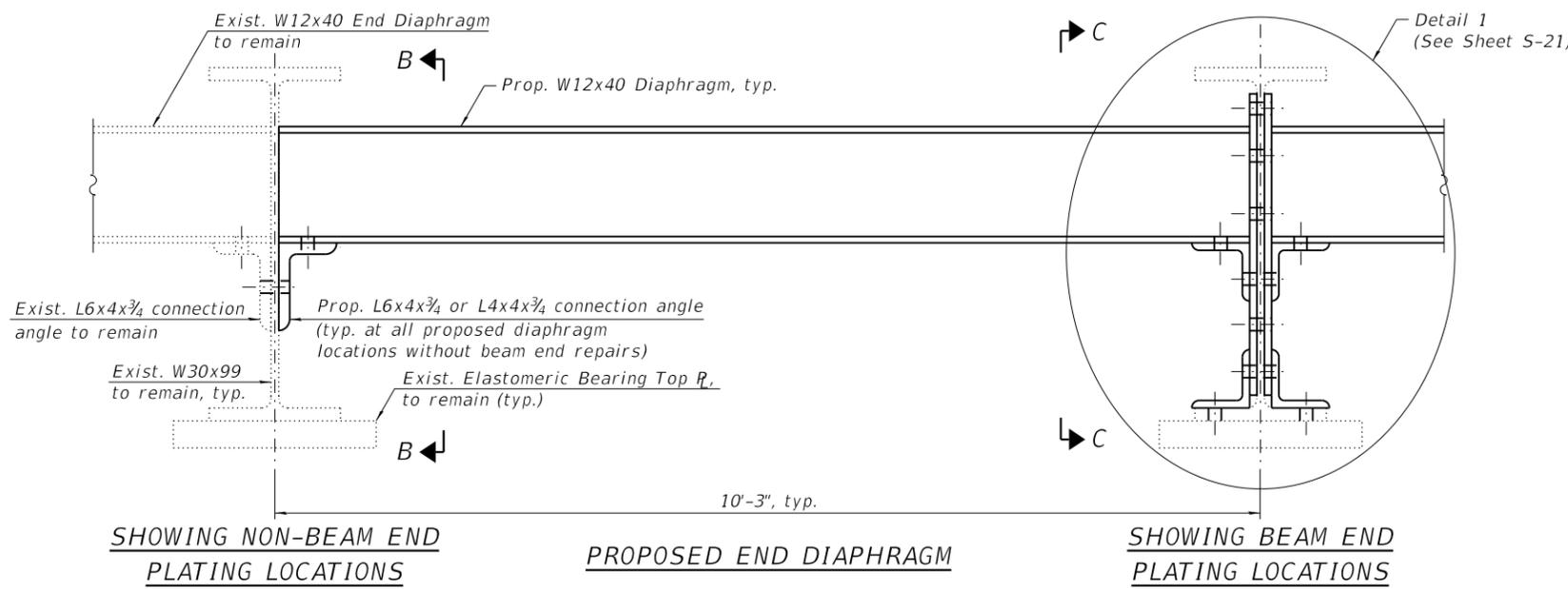
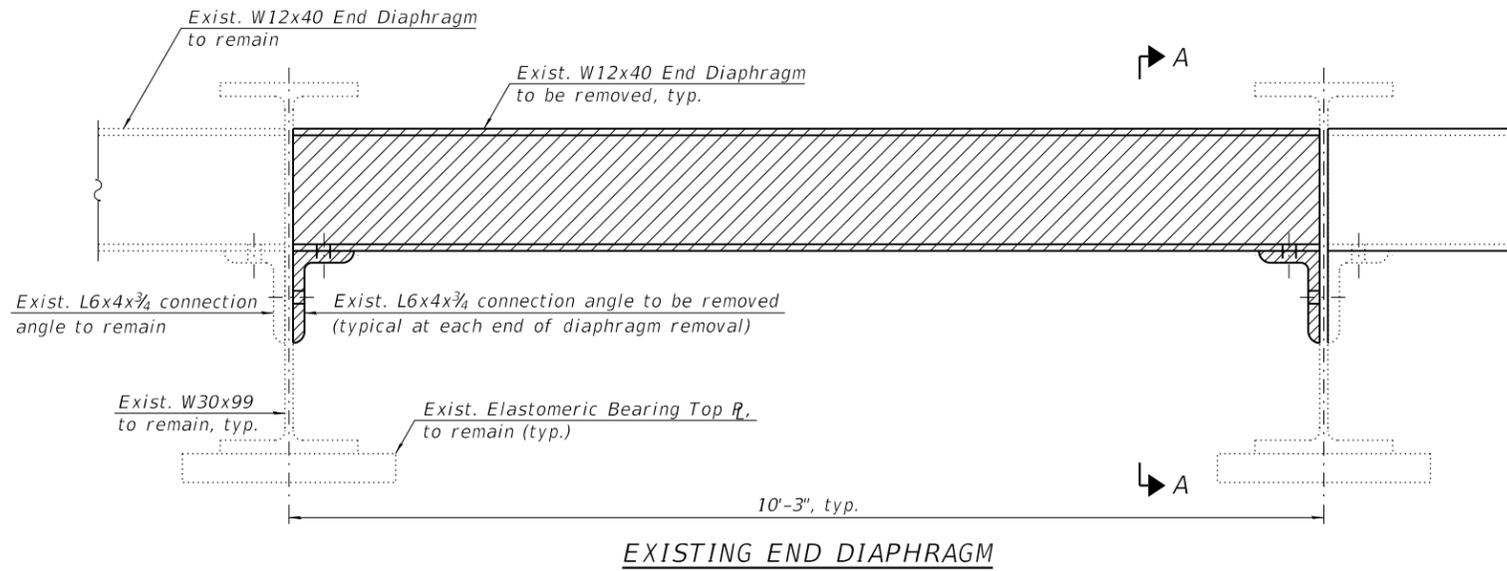
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FRAMING PLAN
 STRUCTURE NO. 016-0868**

SHEET 5-19 OF 5-26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	40
CONTRACT NO. 62M49				

ILLINOIS FED. AID PROJECT



- NOTES:**
1. For locations of Diaphragm Removal/Replacement and Beam End Repairs, see Sheet S-19.
 2. All proposed beam end repair plates and bottom flange repair angles shall conform to the requirements of AASHTO M270 Grade 50. All proposed diaphragms and their connection angles shall conform to the requirements of AASHTO M270 Grade 36.
 3. Diaphragm connection holes shall be $1\frac{3}{16}$ " \varnothing for $\frac{3}{4}$ " \varnothing bolts. Two hardened washers shall be required at all diaphragm connections and all oversized holes.
 4. Existing diaphragmand clip angle removal shall be paid for as Structural Steel Removal.
 5. All proposed beam end repair plates, bottom flange repair angles, and associated bolts and fasteners shall be paid for as Structural Steel Repair. All proposed diaphragms, diaphragm connection angles and associated bolts, plate washers and fasteners shall be paid for as Furnishing and Erecting Structural Steel.
 6. Load carrying components designated "CVN" shall conform to the Impact Testing Requirement, Zone 2.
 7. See Sheet S-21 for View C-C.

LEGEND:
 Structural Steel Removal

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Furnishing and Erecting Structural Steel	Pound	5,820
Structural Steel Removal	Pound	5,820
Structural Steel Repair	Pound	1,070

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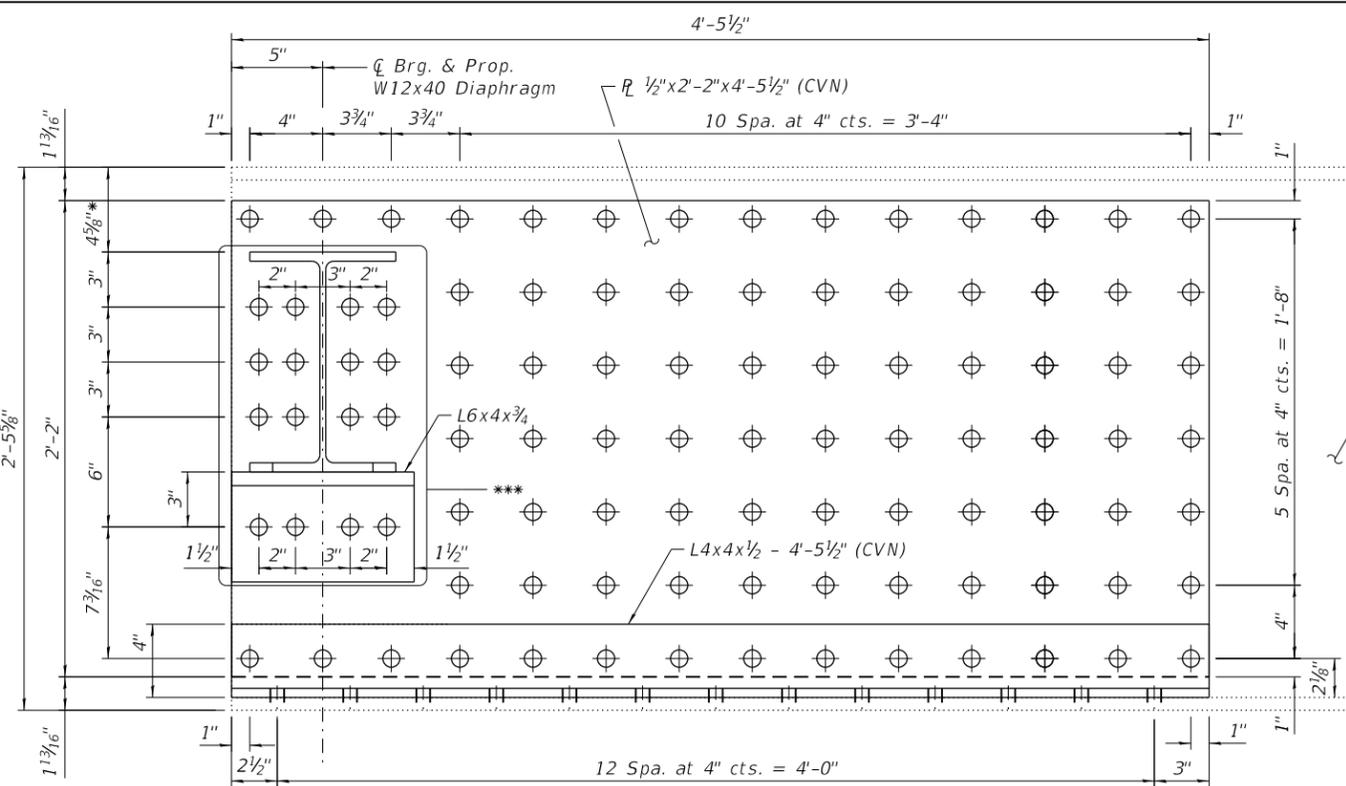
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 DEPARTMENT OF TRANSPORTATION**

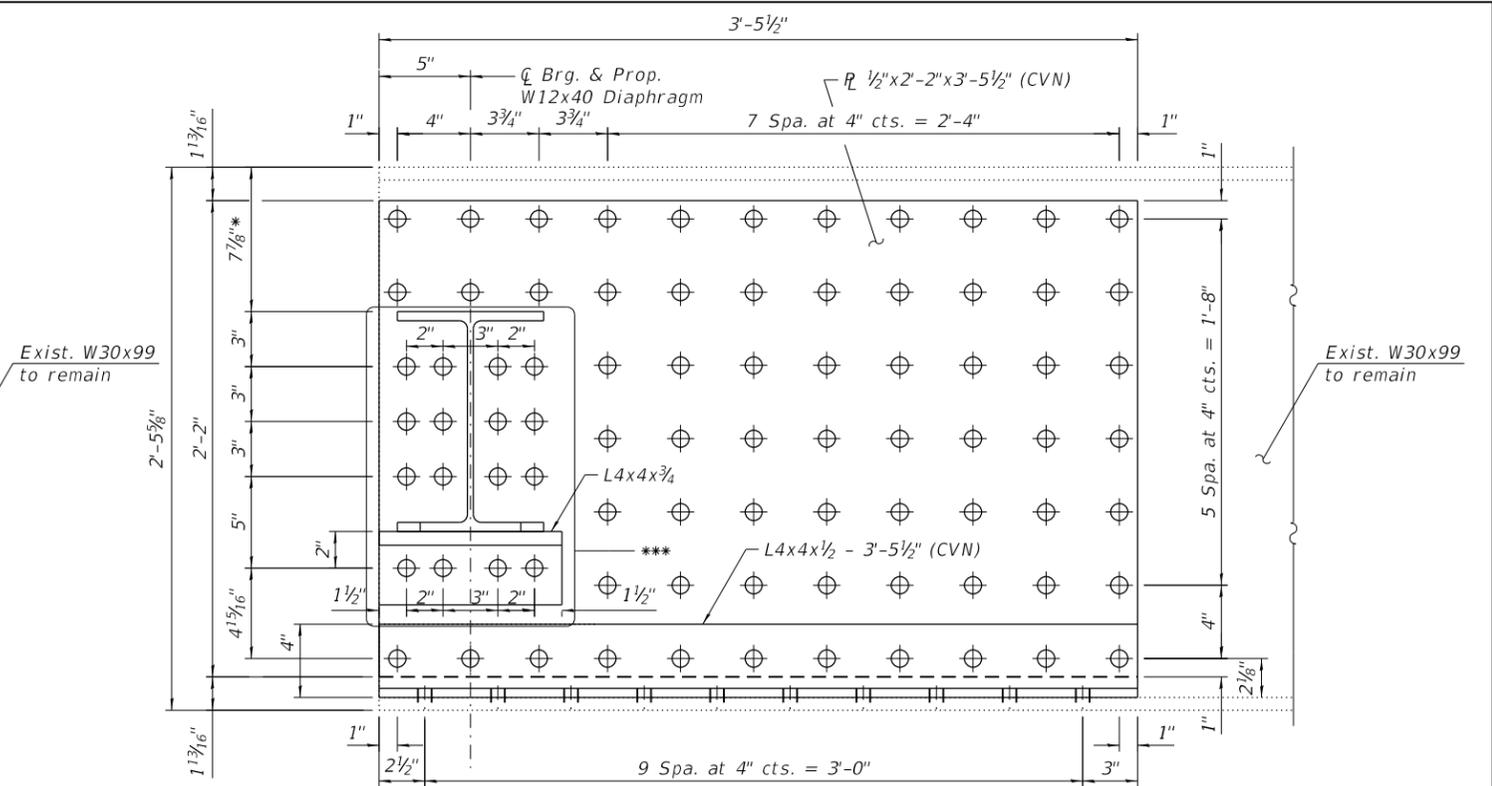
**DIAPHRAGM REPLACEMENT DETAILS
 STRUCTURE NO. 016-0868**

SHEET 5-20 OF 5-26 SHEETS

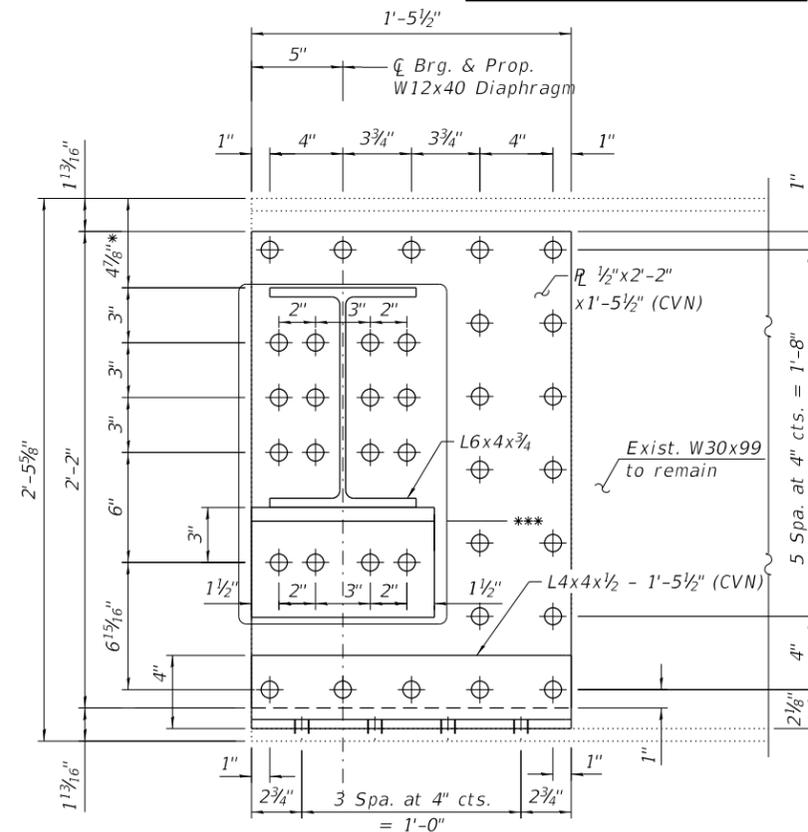
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	41	57
CONTRACT NO. 62M49				
		ILLINOIS	FED. AID PROJECT	



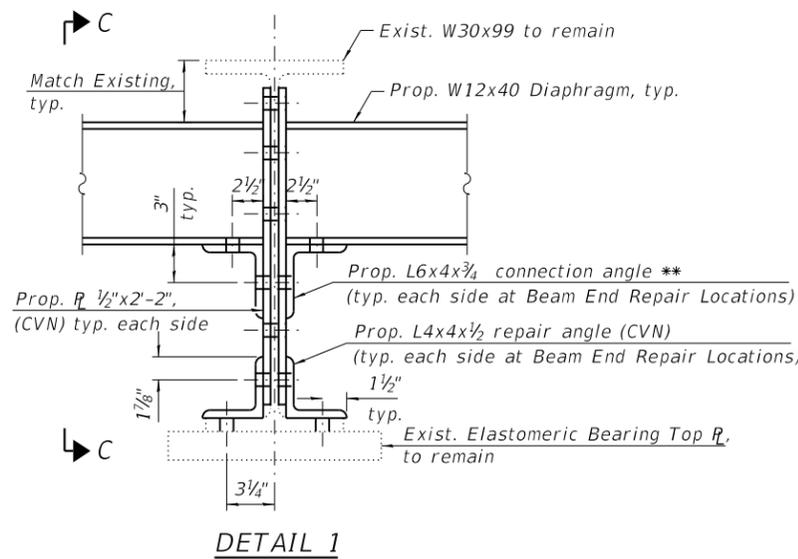
VIEW C-C
BEAM 2 EAST ABUTMENT



VIEW C-C
BEAM 6 EAST ABUTMENT



VIEW C-C
BEAM 8 WEST ABUTMENT



DETAIL 1

- * Distance from Top of Main Girder to Top of Proposed Diaphragm to be Field Verified prior to Ordering Material.
- ** L4x4x3/4 Proposed Connection Angle For Beam 6 East Abutment.
- *** Contractor to field verify diaphragm location and bolt hole locations before ordering material or Contractor can elect to field drill holes in repair plate.

NOTES:
 1. For Notes and Bill of Material see Sheet S-20.
 2. For Locations of Diaphragm Removal/Replacement and Beam End Repairs, see Sheet S-19.

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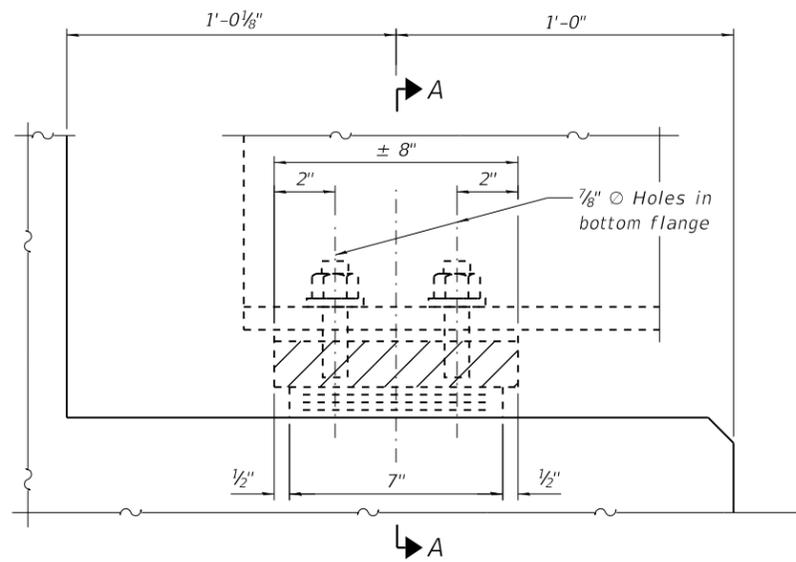
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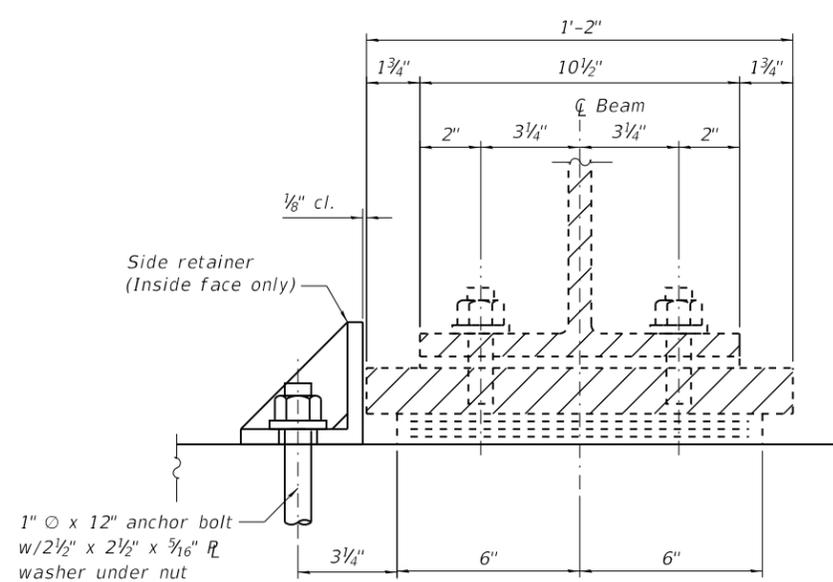
BEAM REPAIR DETAILS
 STRUCTURE NO. 016-0868

SHEET 5-21 OF 5-26 SHEETS

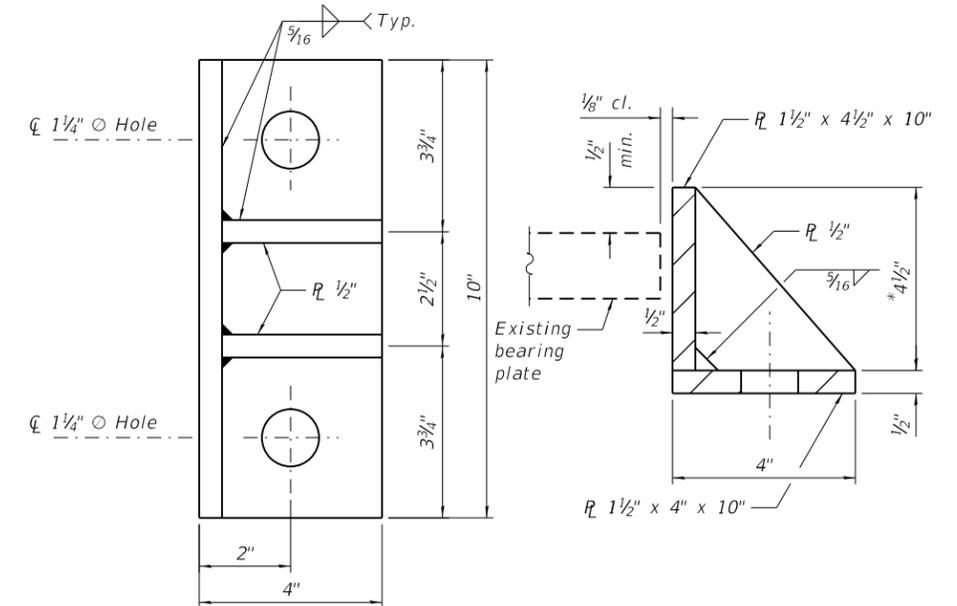
FAU. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	42	57
CONTRACT NO. 62M49				
ILLINOIS		FED. AID PROJECT		



**EXISTING EXPANSION BEARING
AT WEST ABUTMENT BEAM 9**



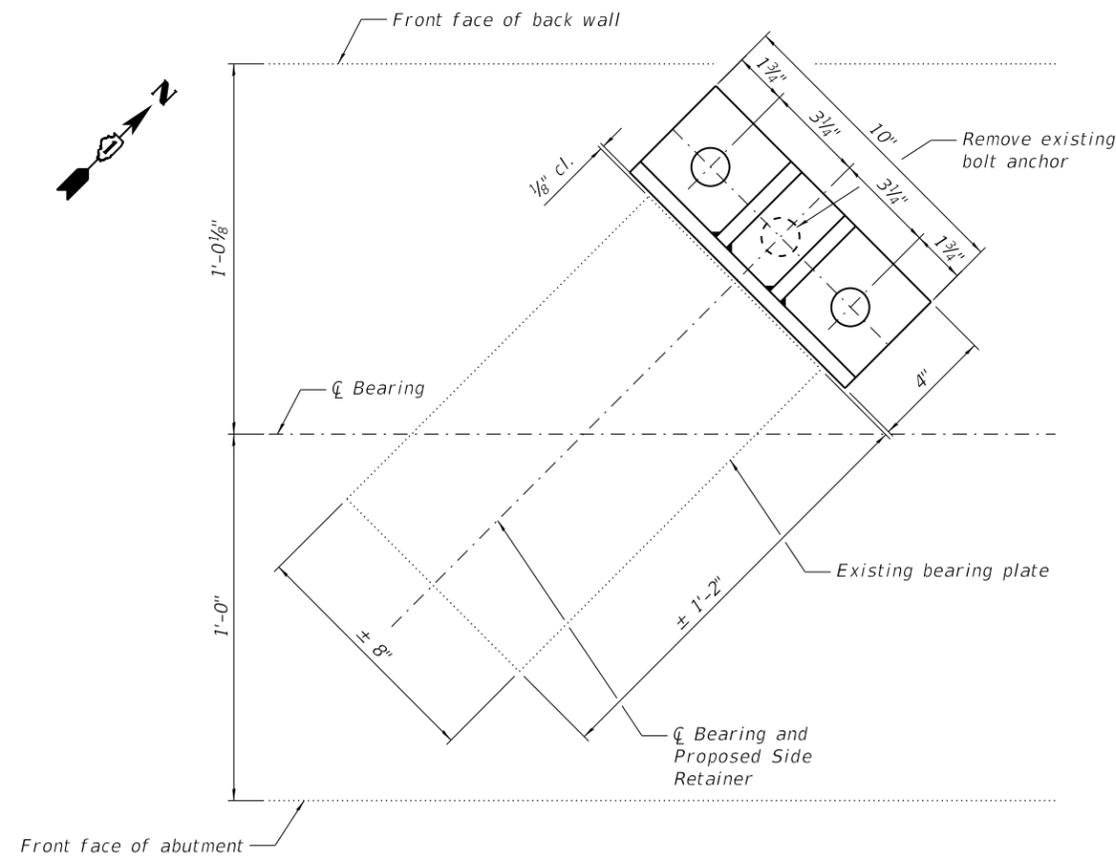
SECTION A-A



**PROPOSED SIDE RETAINER
AT BEAM 9 (WEST ABUTMENT)**

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

* Contractor to field verify before ordering material.



PLAN WEST ABUTMENT BEAM 9
(Beam not shown for clarity)

NOTE:

The existing anchor bolt shall be removed 1" below top of concrete and capped with epoxy. Cost of removing the anchor bolt and the epoxy is included in the cost of Anchor Bolts, 1"

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Furnishing and Erecting Structural Steel	Pound	20
Anchor Bolts, 1"	Each	2

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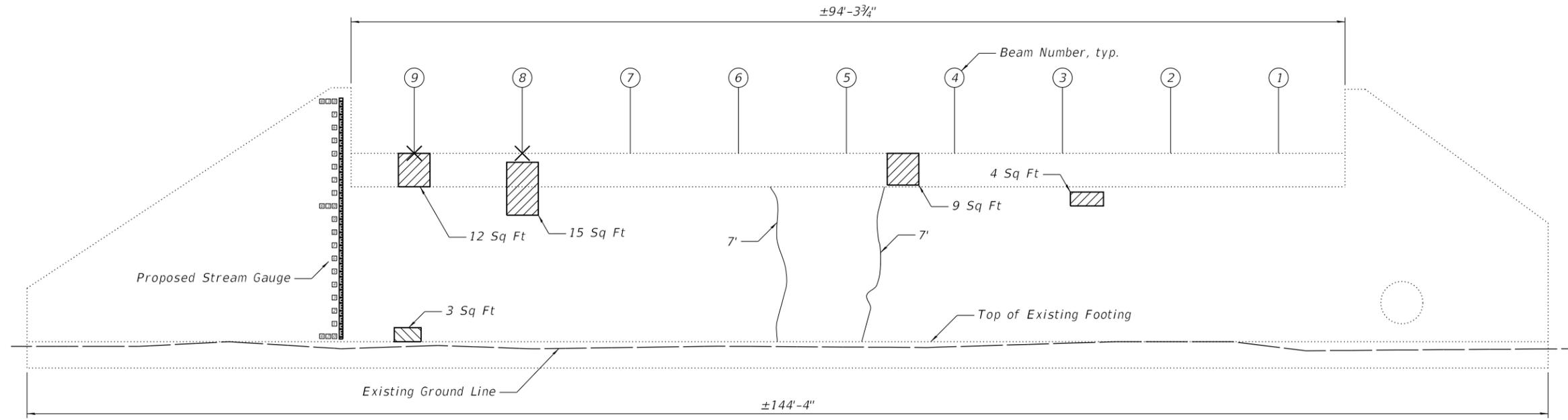
**STATE OF ILLINOIS
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**BEARING REPAIR DETAILS
STRUCTURE NO. 016-0868**

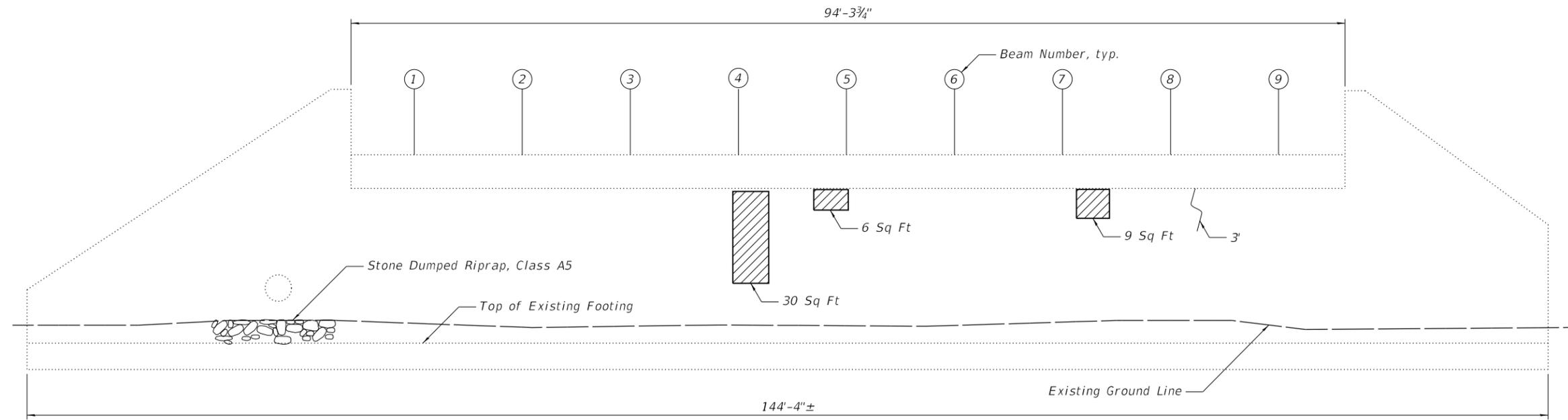
SHEET 5-22 OF 5-26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	43
			CONTRACT NO. 62M49	
			ILLINOIS FED. AID PROJECT	

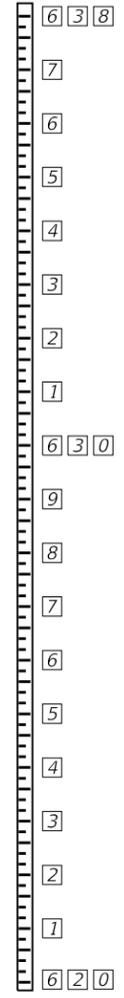
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ELEVATION - WEST ABUTMENT
 (Looking West)



ELEVATION - EAST ABUTMENT
 (Looking East)



STREAM GAUGE DETAIL

All plates shall be fastened to the wingwall with ¼"Øx1¼"-long masonry screws with a hex washer head at every hole on every plate.

The Contractor must determine exact elevation of the Gauge Plates in the field, and install Gauge Plates within a tolerance of ¼".

Gauge Plates shall be 3½"-wide porcelain-enameled iron plates with black graduated markings in feet and tenths, unnumbered.

Number Plates shall be 2"x3" white porcelain-enameled iron plates with black numbers.

Gauge Plates and Number Plates shall be "WaterMark" Style "E" or approved equivalent.

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

NOTES:

- Quantities and limits shown are estimated for bidding purposes only. The actual area to be repaired, and the type(s) of repairs to be used, will be determined by the Engineer in the field at the time of construction.
- Temporary Shoring to be installed and removed during Stage II Construction. Concrete repairs directly under Beam 8 and 9 shall not start until the Temporary Shoring is installed.
- Place Stone Dumped Riprap, Class A5 to fill existing scour hole as directed by Engineer in the field.

LEGEND

- Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
- Structural Repair Of Concrete (Depth Greater Than 5 Inches)
- Epoxy Crack Injection
- Temporary Shoring

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Stone Dumped Riprap, Class A5	Ton	1
Epoxy Crack Injection	Foot	17
Stream Gauge	Each	1
Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq Ft	85
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	Sq Ft	3
Temporary Shoring and Cribbing	Each	2

GIRDER REACTION TABLE

WEST ABUTMENT	Load (Kips)
DL	22.91
LL	40.68
IM	11.76
Total	75.35

Reactions are per Girder, from the 1984 Rehabilitation Drawings



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PLOT SCALE= 11:8.0000 ' : / in.	CHECKED - RRD	REVISED -
PLOT DATE = 11/19/2020	DRAWN - SVJ	REVISED -
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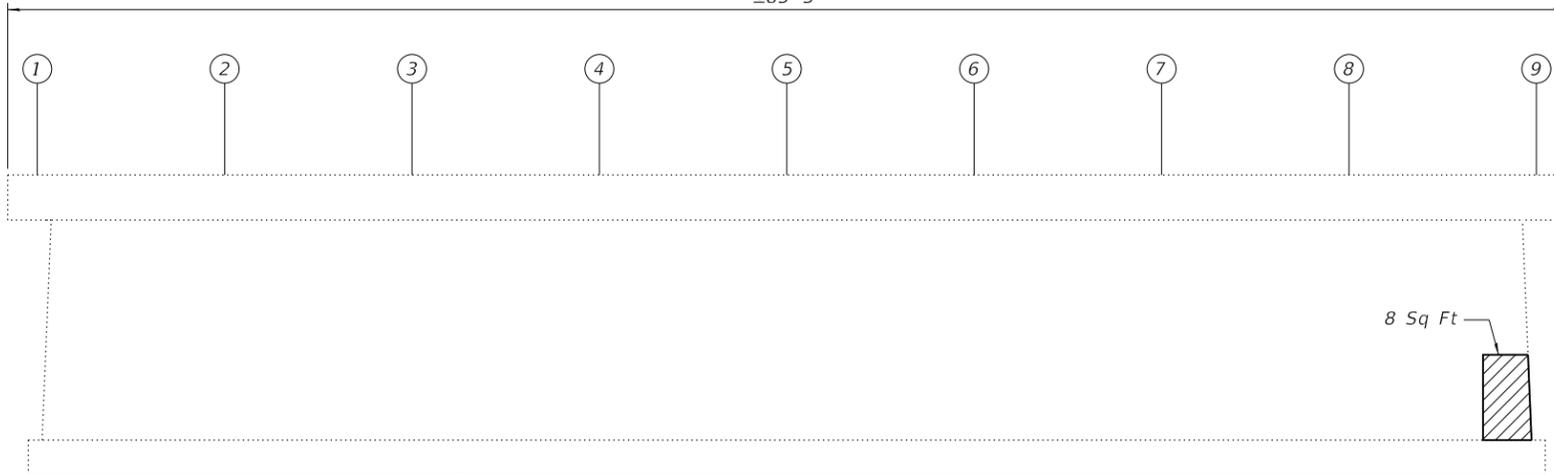
STATE OF ILLINOIS
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WEST AND EAST ABUTMENT REPAIR DETAILS
STRUCTURE NO. 016-0868

SHEET 5-23 OF 5-26 SHEETS

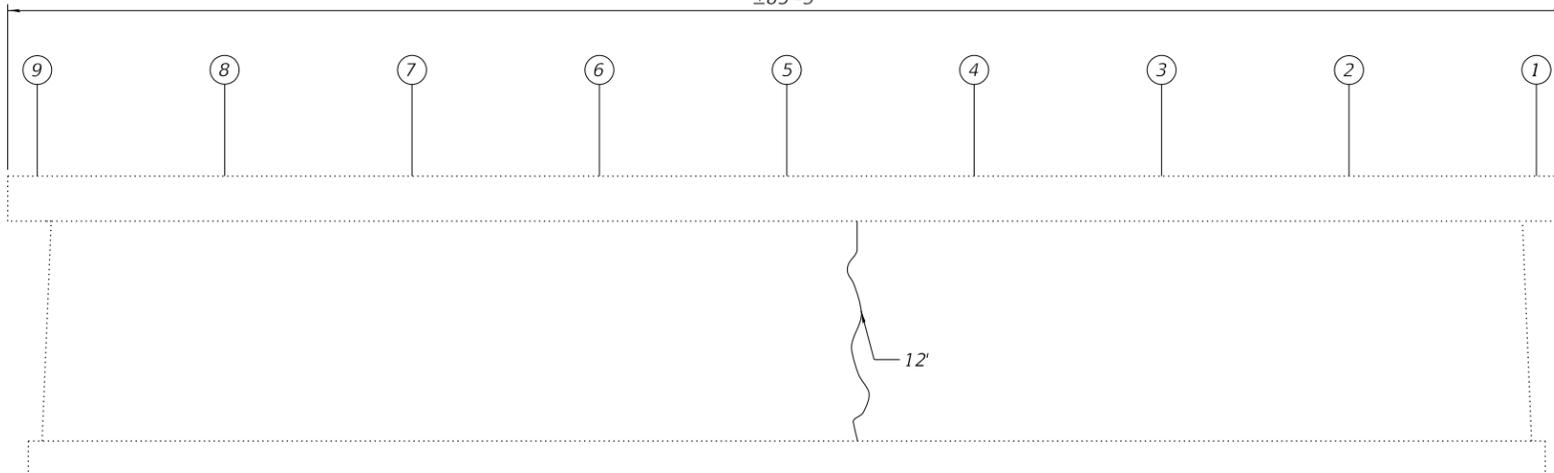
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	44
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				

±85'-3"



PIER 1 - WEST FACE
(Looking East)

±85'-3"



PIER 2 - EAST FACE
(Looking West)

NOTE:

1. Quantities and limits shown are estimated for bidding purposes only. The actual area to be repaired, and the type(s) of repairs to be used, will be determined by the Engineer in the field at the time of construction.

LEGEND

-  Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
-  Epoxy Crack Injection

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq Ft	8
Epoxy Crack Injection	Foot	12

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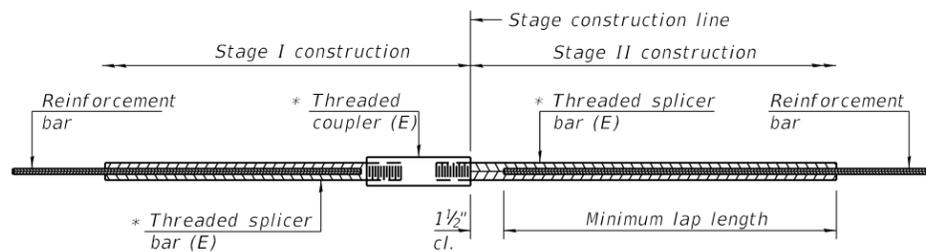
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PIER REPAIR DETAILS
STRUCTURE NO. 016-0868

SHEET 5-24 OF 5-26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	45
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62M49	

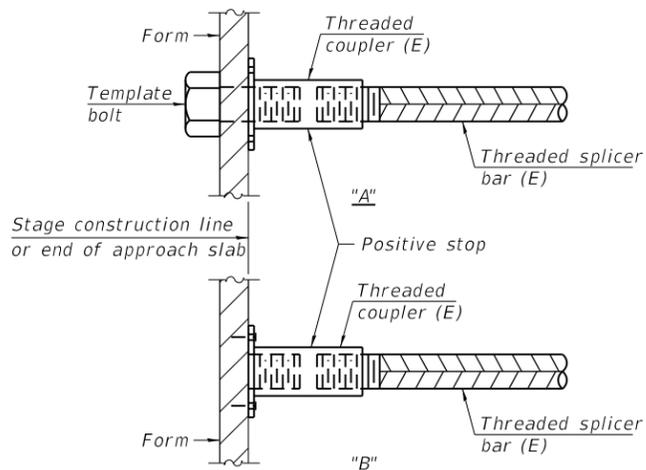


STANDARD BAR SPLICER ASSEMBLY

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

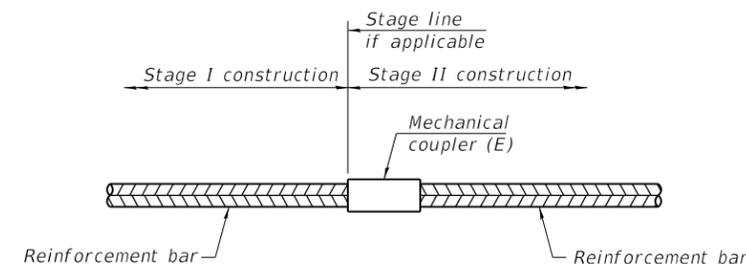
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
E. Abutment	#5	9	3'-9"
E. Abutment	#6	4	5'-2"
W. Abutment	#5	9	3'-9"
W. Abutment	#6	4	5'-2"
Approach Slabs	#5	172	3'-4"
Approach Slabs	#8	122	4'-9"



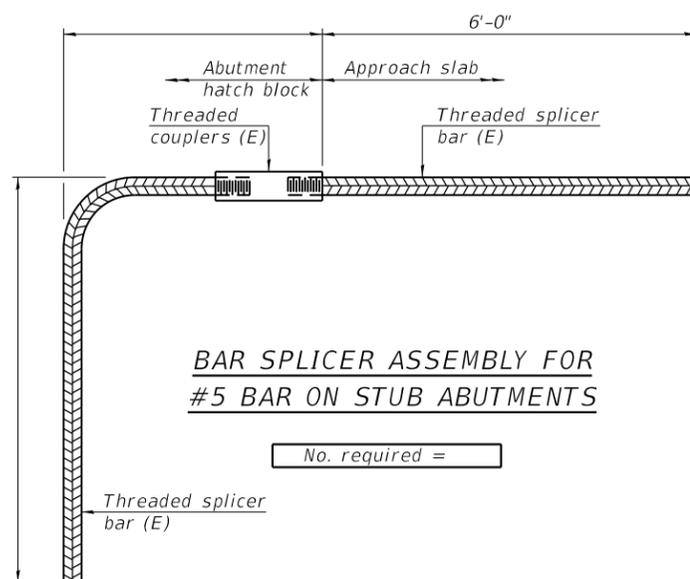
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

MODEL: Default
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BSD-1

2-17-2017



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BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 016-0868

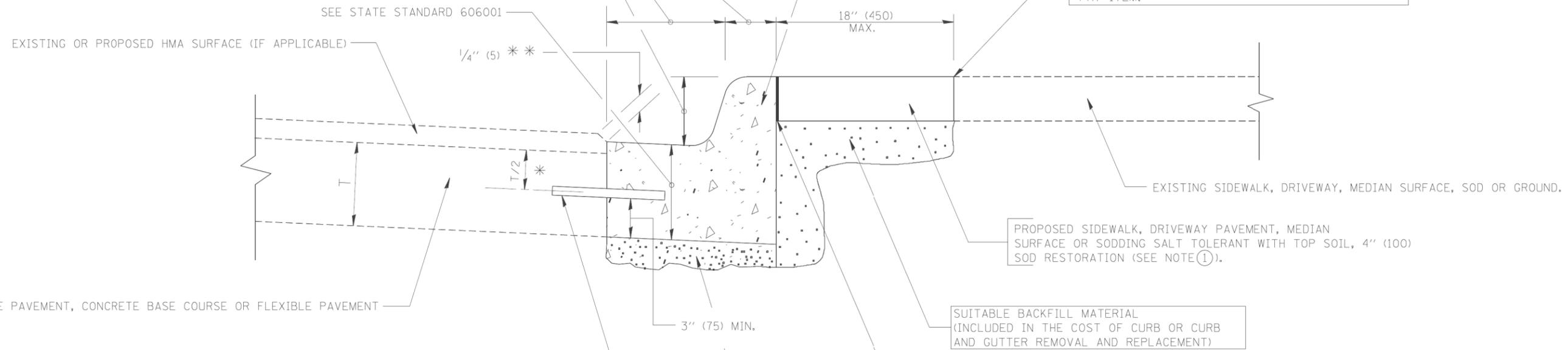
SHEET 5-25 OF 5-26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	46
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

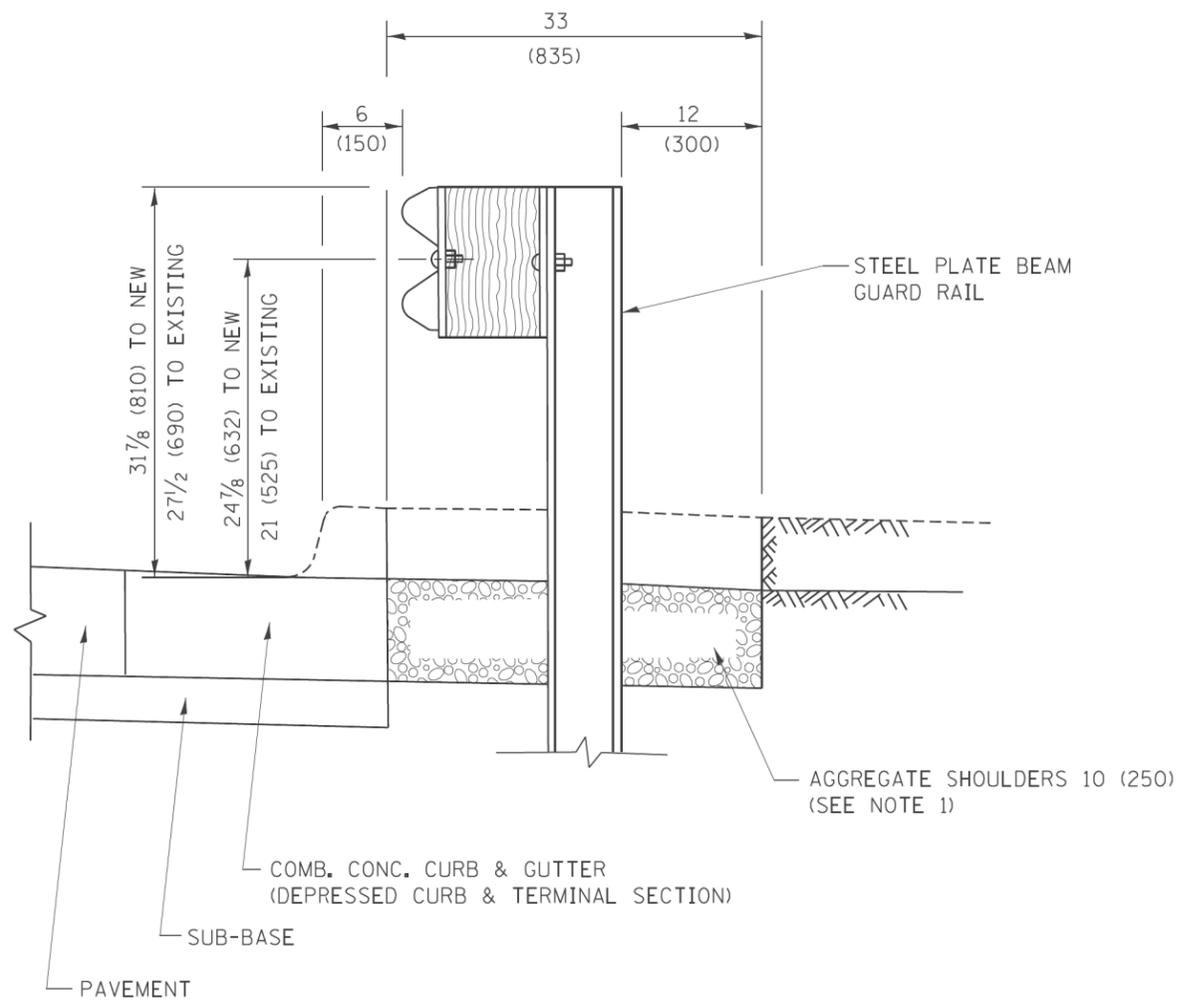
PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

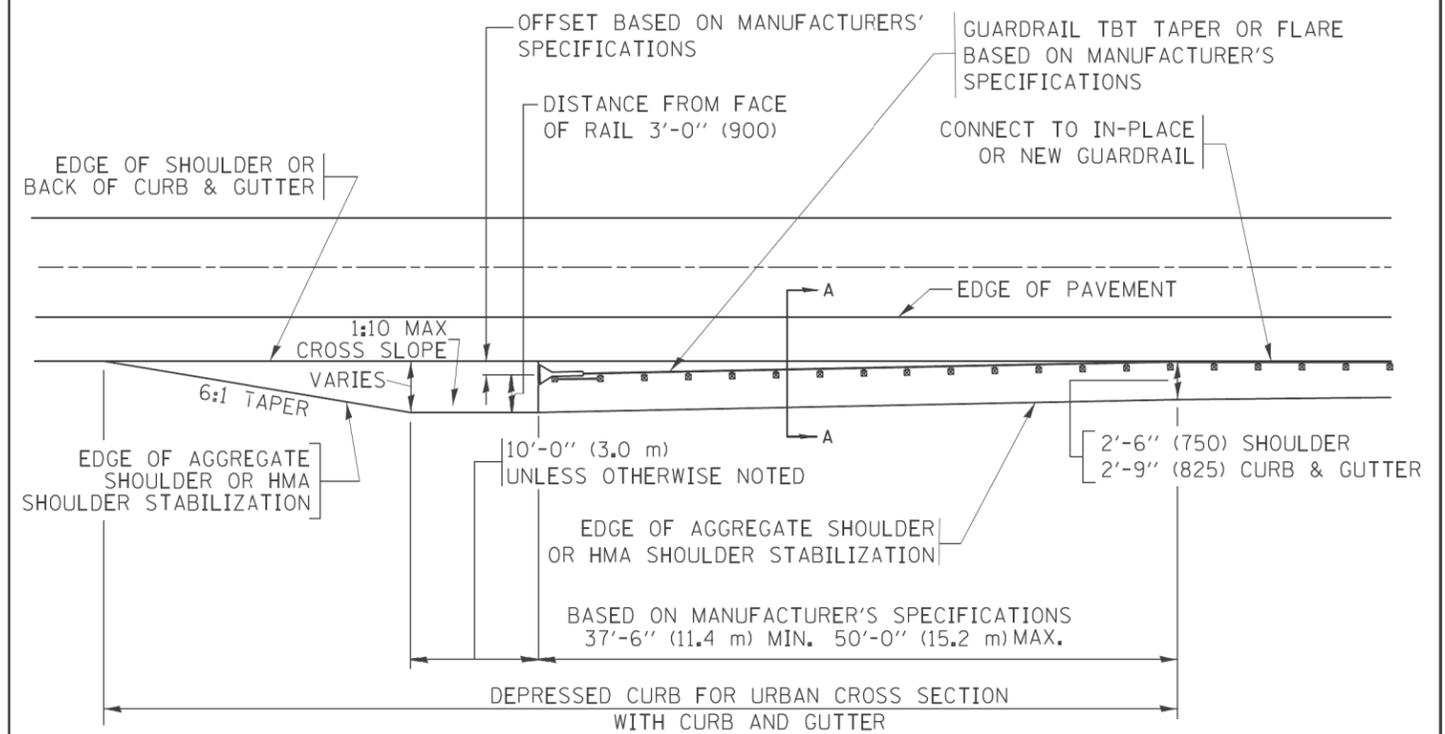
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ca:\pwork\pwork\drivkasgn\d0108315\bc24.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	1467			2020-161-BR	COOK	57	48	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01	CONTRACT NO. 62M49							
PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09	ILLINOIS FED. AID PROJECT							
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		



SECTION A-A

- NOTES:
1. THE AGGREGATE SHOULDER, 10 (250) OR HMA SHOULDER, 6 (150) (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
 2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
 3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

**DETAILS FOR STEEL PLATE BEAM
GUARD RAIL ADJACENT TO CURB AND GUTTER
[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]**



**DEPRESSED CURB AND GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.**

AGGREGATE SHOULDER, 10 (250) WILL BE PAID ACCORDING TO SECTION 481.

HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID ACCORDING TO SECTION 482.

COMB. CONC. C&G, STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

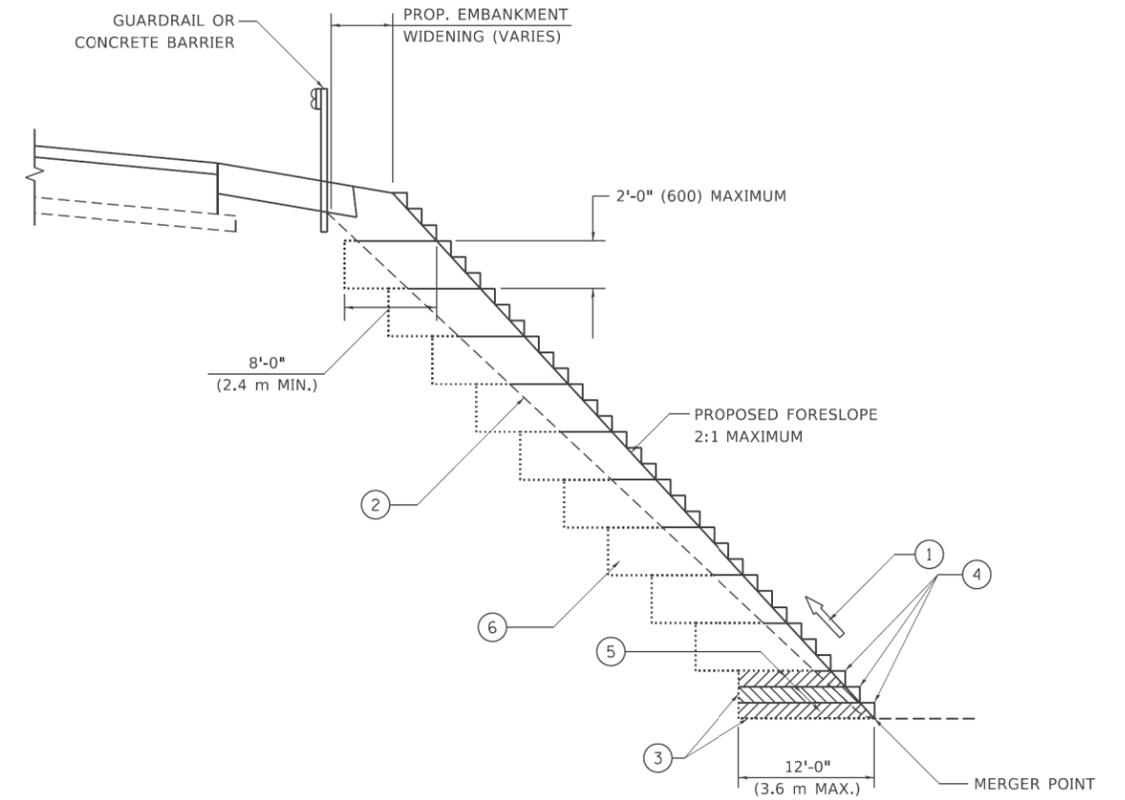
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR DEPRESSED CURB & GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	49
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62M49	



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

NOTES:

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

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

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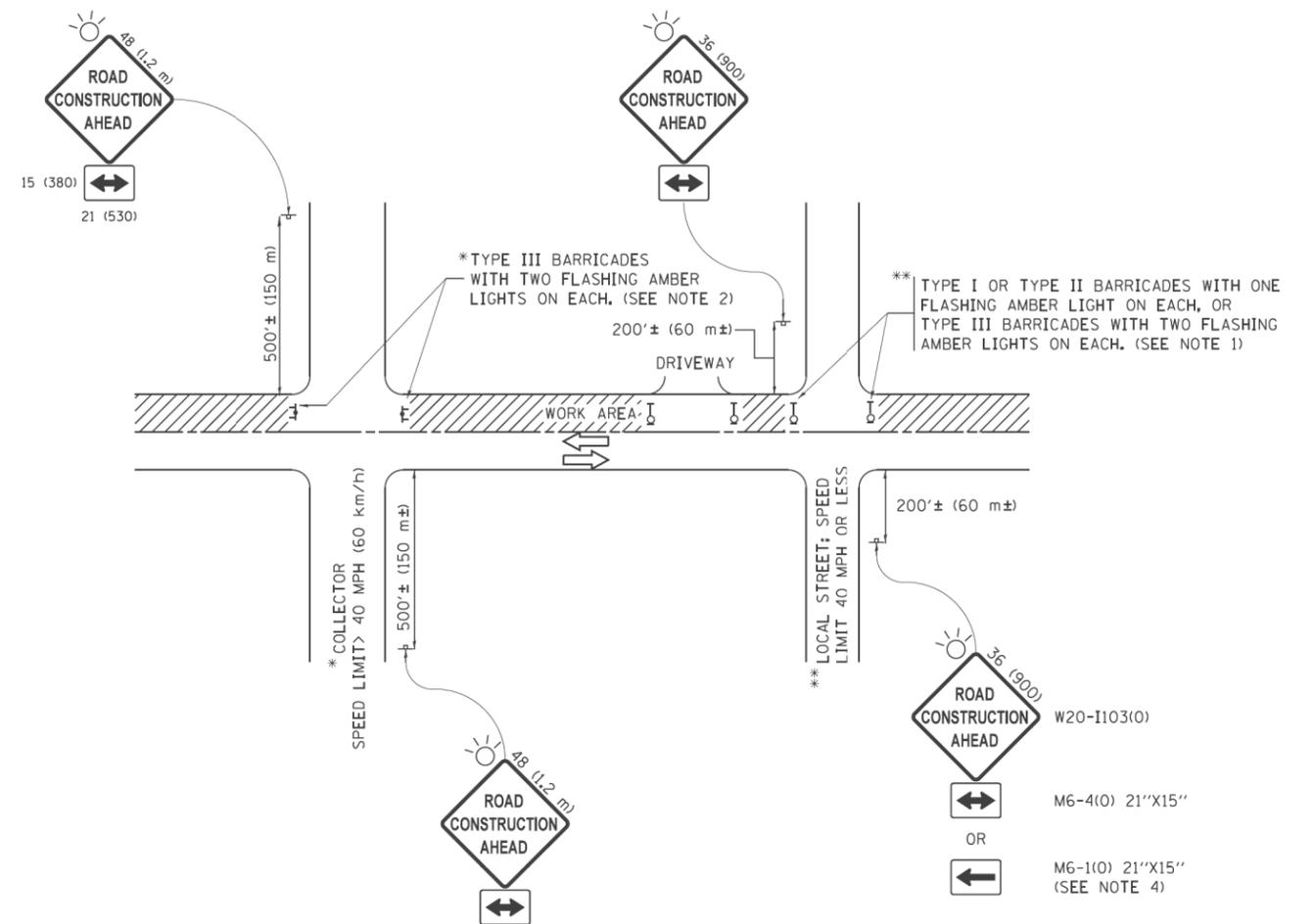
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PLOT DATE = 3/27/2019	DATE - 06-16-04	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BENCHING DETAIL
FOR EMBANKMENT WIDENING**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	50
CONTRACT NO. 62M49			ILLINOIS FED. AID PROJECT	



NOTES:

- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

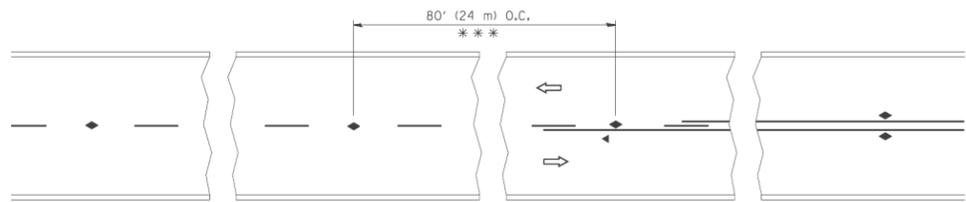
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

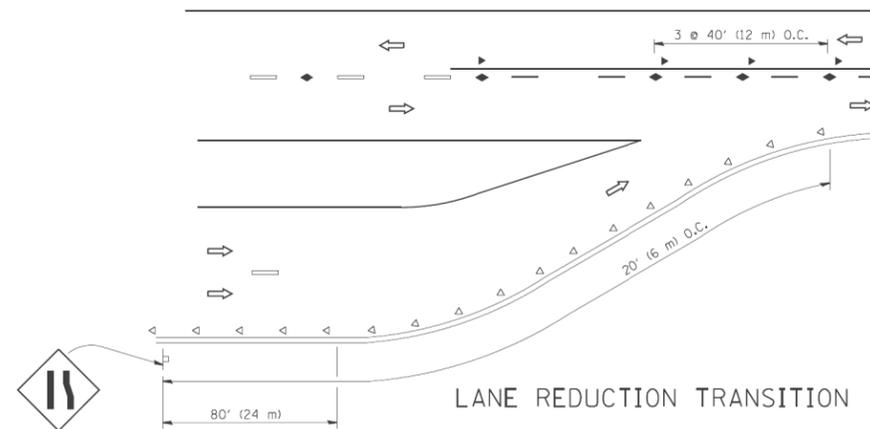
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				

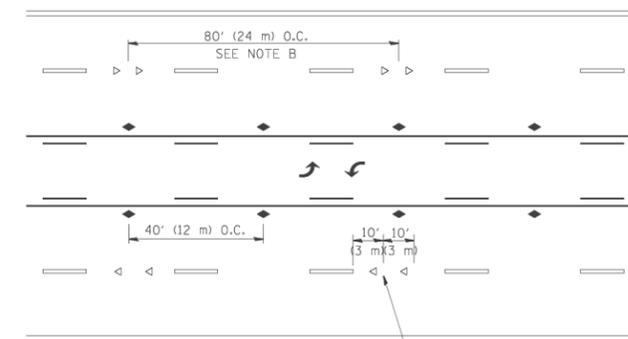


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

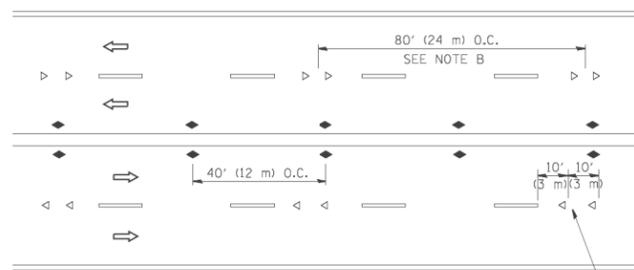
TWO-LANE/TWO-WAY



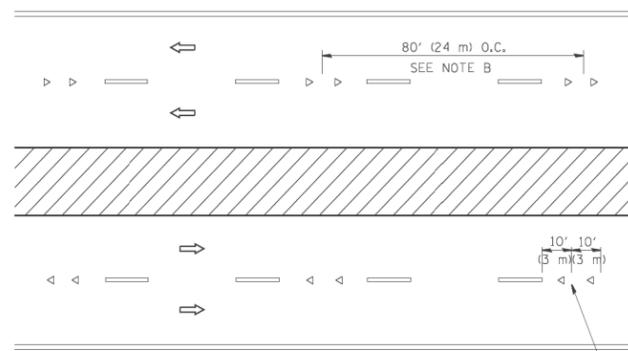
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

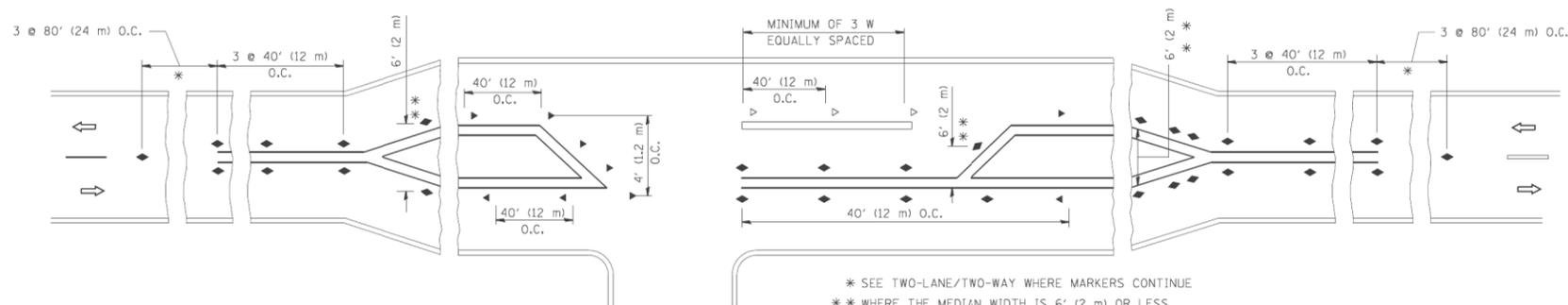
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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

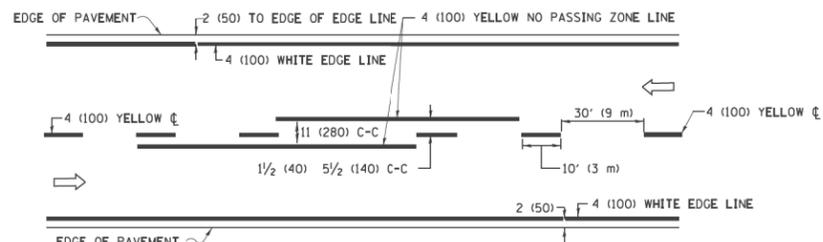


* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

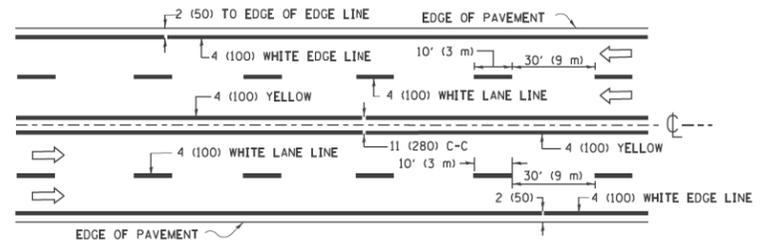
LEFT TURN

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

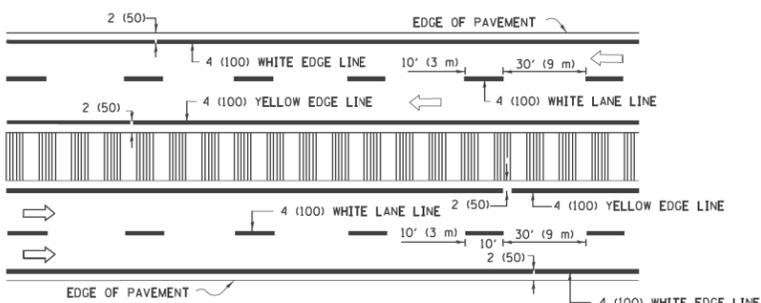
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		DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			



2-LANE ROADWAY

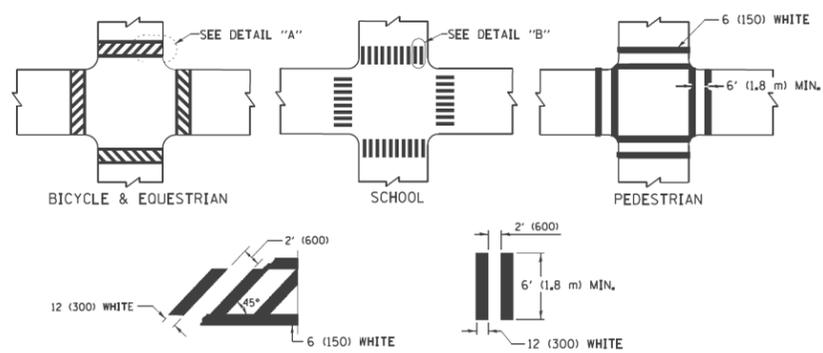


MULTI-LANE UNDIVIDED



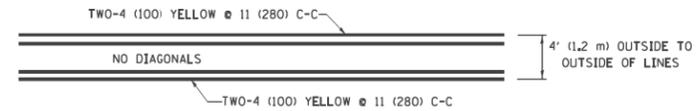
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

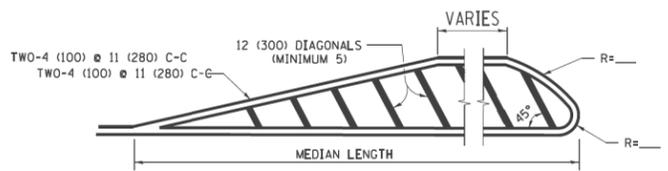


TYPICAL CROSSWALK MARKING

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

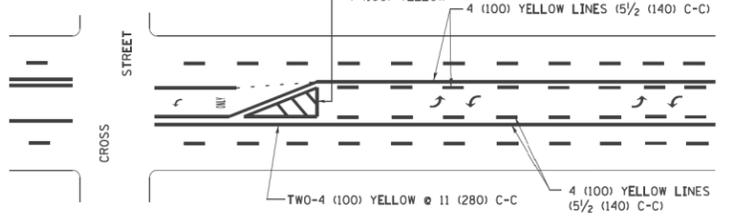


4' (1.2 m) WIDE MEDIANS ONLY



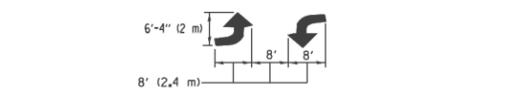
MEDIANS OVER 4' (1.2 m) WIDE

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



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

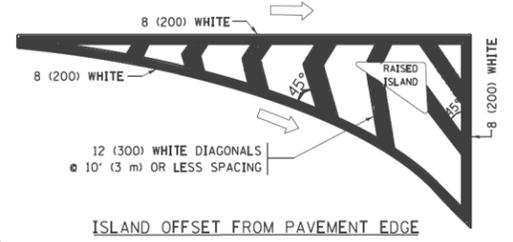
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



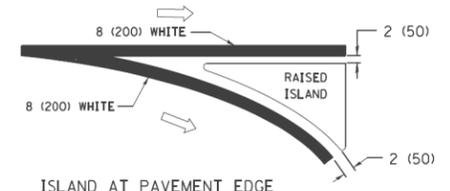
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

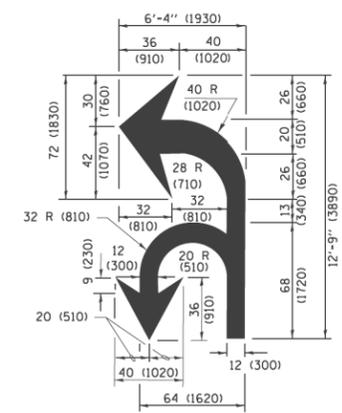
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



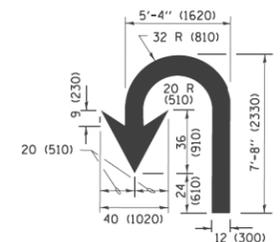
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS; 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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	PLOT DATE = 6/23/2017	CHECKED -	REVISED - C. JUCIUS 12-21-15
		DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	F.A.P. RTE. 1467	SECTION 2020-161-BR	COUNTY COOK	TOTAL SHEETS 57	SHEET NO. 53
						CONTRACT NO. 62M49	
						ILLINOIS FED. AID PROJECT	

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

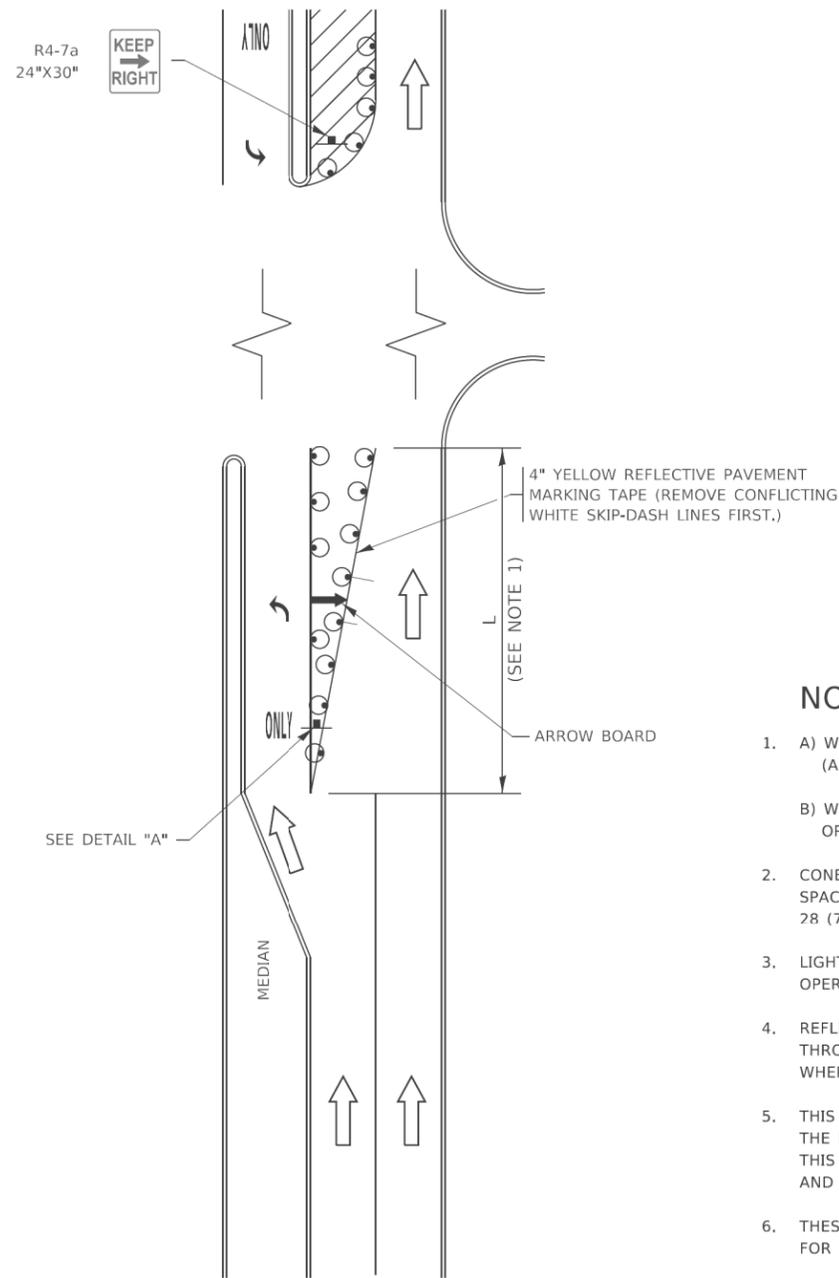


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

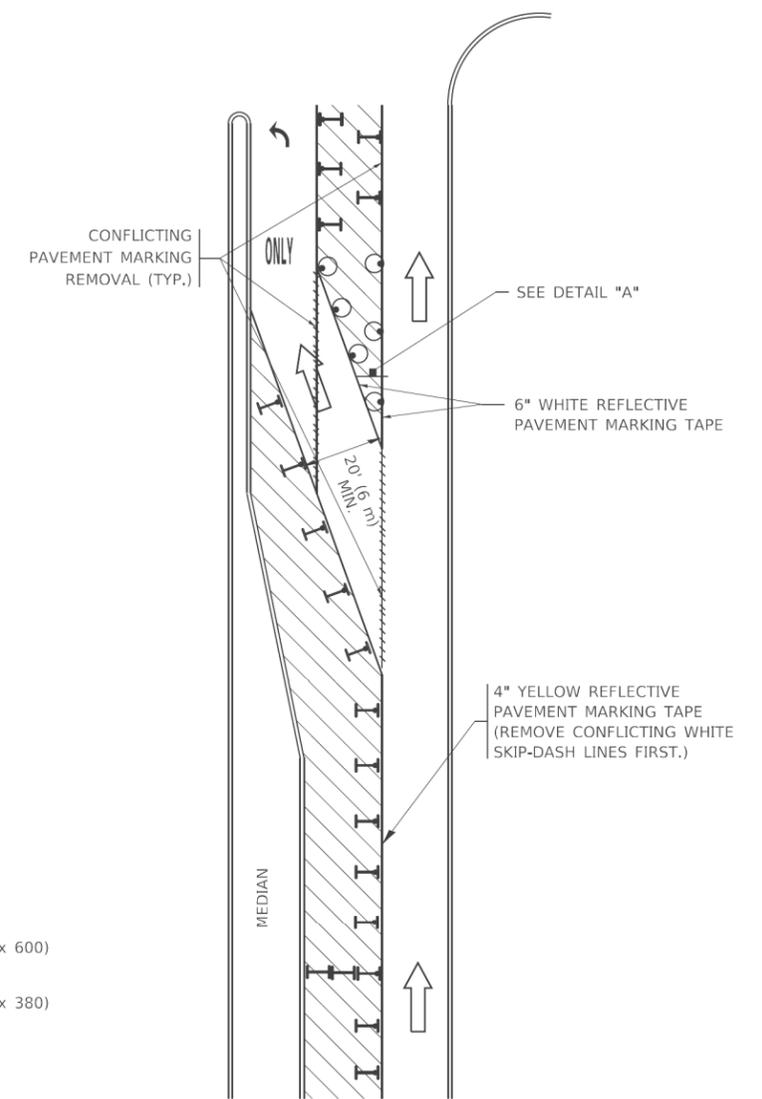


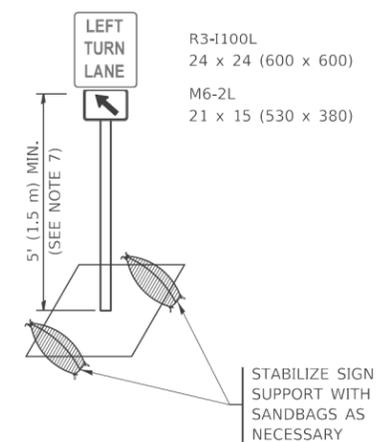
FIGURE 2

LEGEND

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

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



DETAIL A

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

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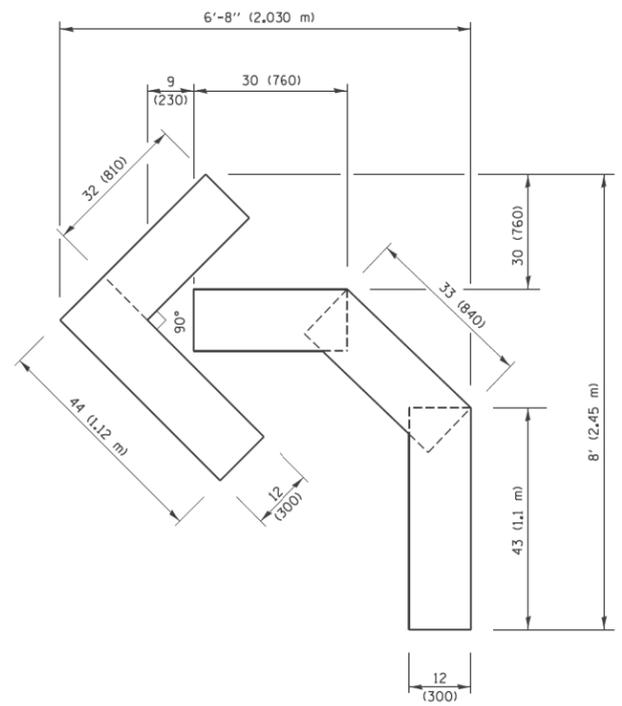
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	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 50,0000' / 1"	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

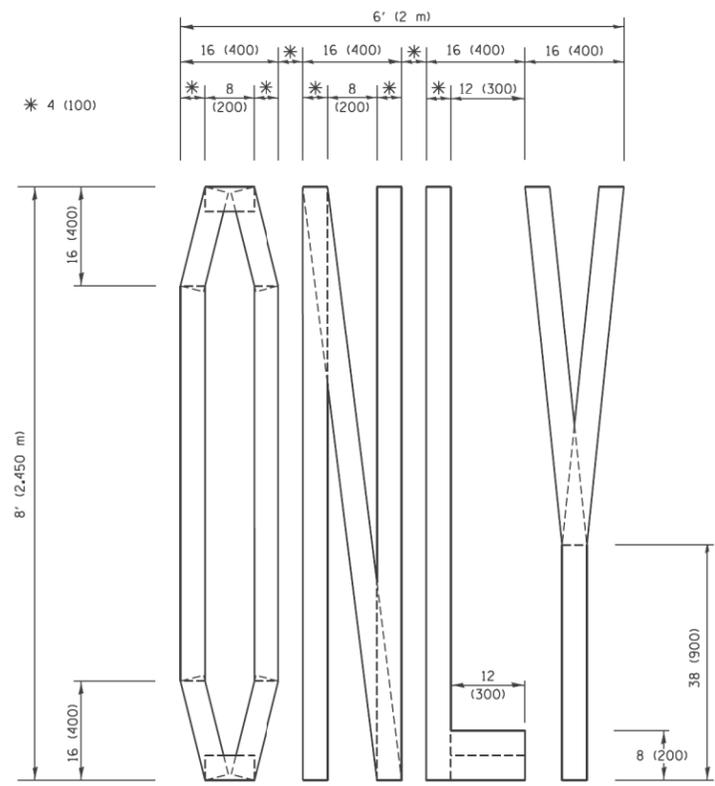
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

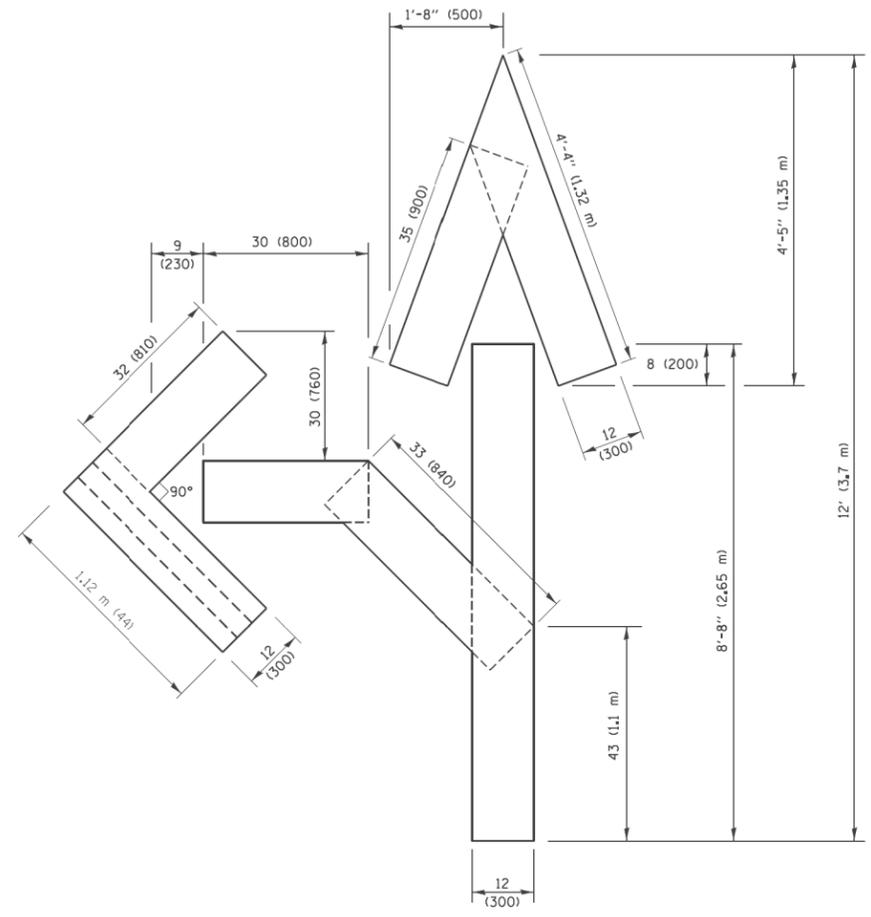
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	54
CONTRACT NO. 62M49				
ILLINOIS FED. AID PROJECT				



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

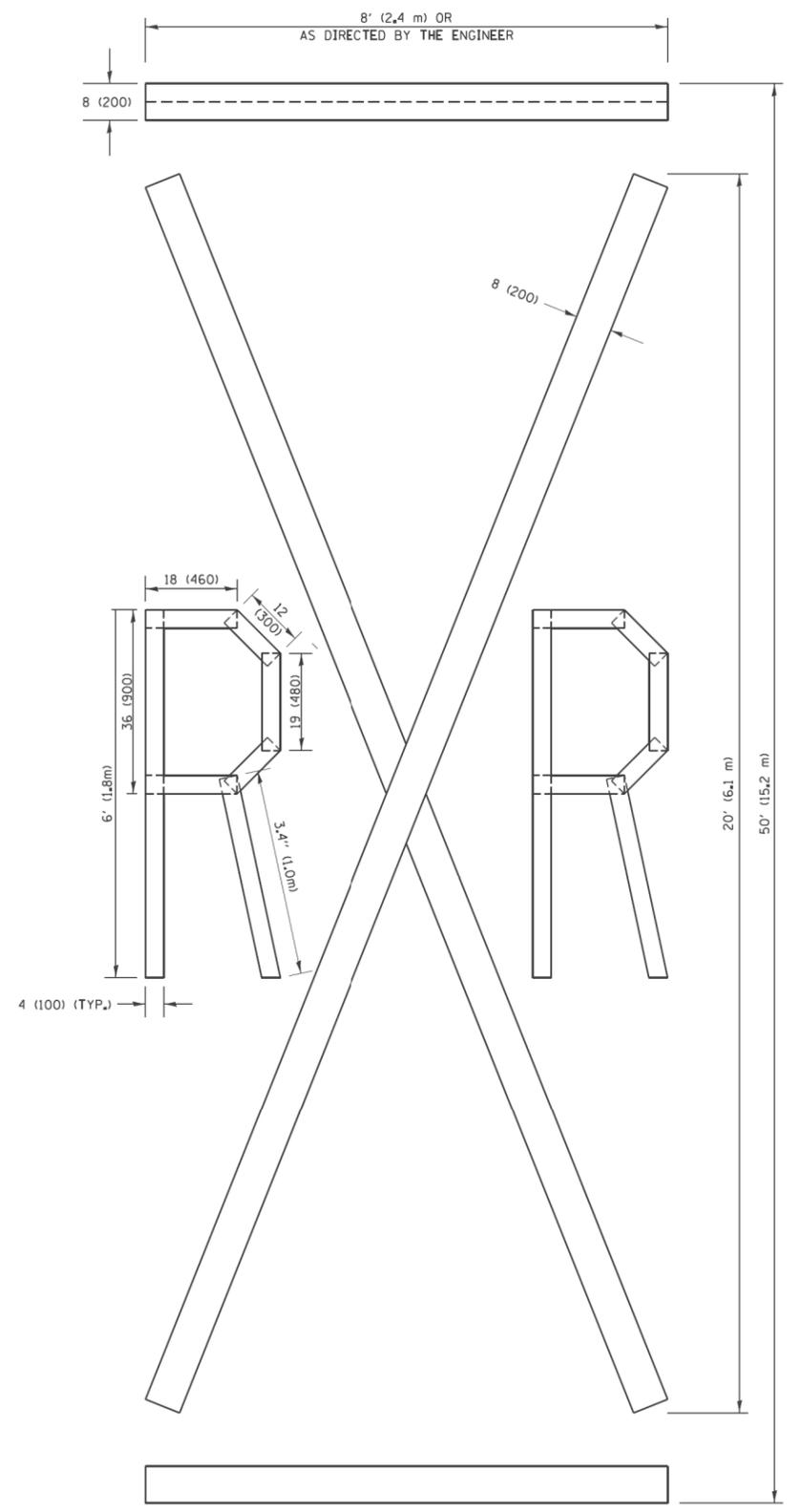


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



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

NOTE:
 ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



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

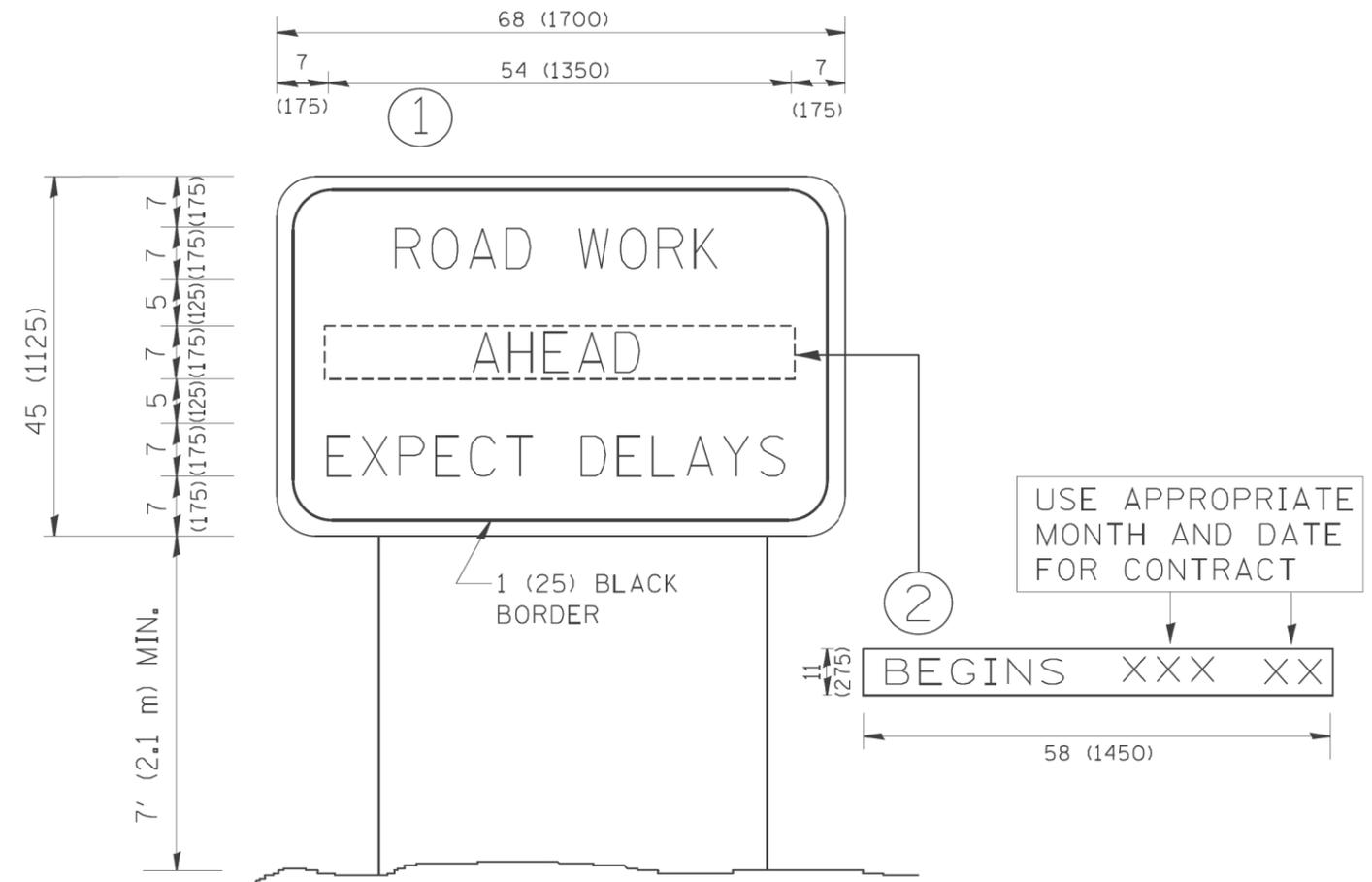
All dimensions are in inches (millimeters) unless otherwise shown.

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PLOT SCALE = 50,0000 / 1 in.		CHECKED -	REVISED -E. GOMEZ 08-28-00
PLOT DATE = 9/15/2016		DATE -	REVISED -A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	55
CONTRACT NO. 62M49			ILLINOIS FED. AID PROJECT	



NOTES:

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

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

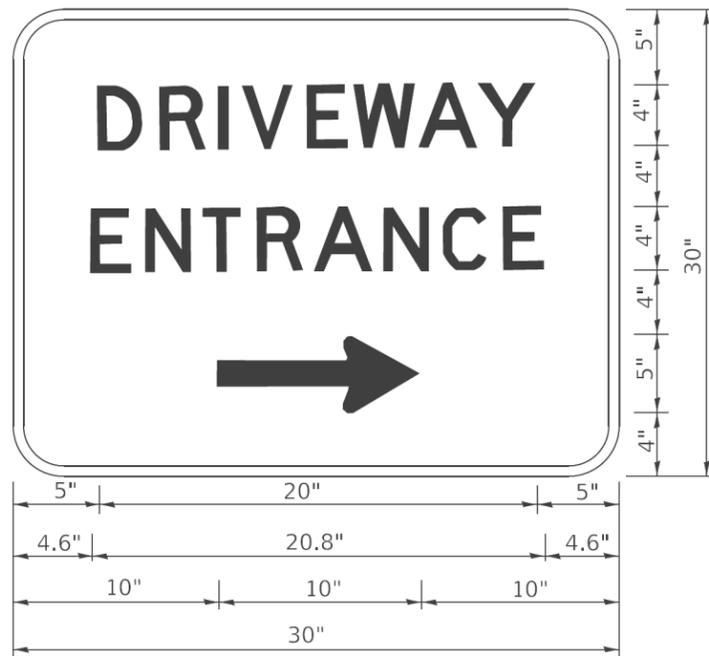
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	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C, JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	56
CONTRACT NO. 62M49			ILLINOIS FED. AID PROJECT	



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

NOTES:

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

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	DRAWN -	REVISED -
PLOT SCALE = 50,0000 ' / ft.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1467	2020-161-BR	COOK	57	57
CONTRACT NO. 62M49			ILLINOIS FED. AID PROJECT	