

02-27-2026 LETTING ITEM 010

PROJECT LOCATED IN :
VILLAGE OF NORTH RIVERSIDE

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAU RIE	SECTION	COUNTY	TOTAL SHEETS	HEET NO
1453	(551X-B)BDR,BJR 25	COOK	60	1

ILLINOIS CONTRACT NO. 62Y17

D-91-128-25

PROPOSED HIGHWAY PLANS

FAU 1453/ CERMAK ROAD
OVER DES PLAINES RIVER

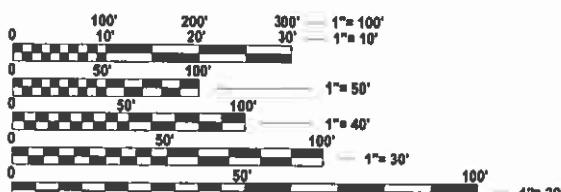
SECTION (551X-B)BDR, BJR 25
PROJECT BR-TQSB(219)

BRIDGE DECK REPAIR & OVERLAY & JOINT REPLACEMENT
COOK COUNTY

C-91-207-25

R12E 3RD PM

PROJECT LOCATION
W. CERMAK RD AND
DES PLAINES RIVER
STRUCTURE NO.
016-0634



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

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

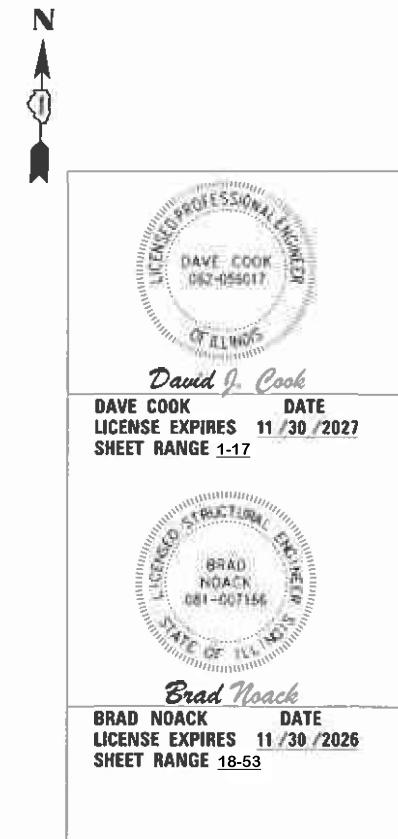
IDOT PROJECT MANAGER: PRAVEEN KAINI, PE

CONTRACT NO. 62Y17



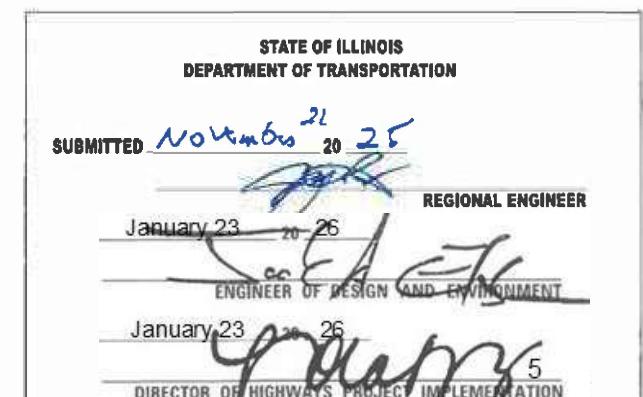
LOCATION MAP
NOT TO SCALE

GROSS LENGTH = 460 FT. = 0.087 MILE
NET LENGTH = 460 FT. = 0.087 MILE



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HIGHWAY STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
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' AWAY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL & BARRIER WALL REFLECTOR MOUNTING DETAILS

DISTRICT STANDARDS

BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTION, AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKERS
TC-14	TRAFFIC CONTROL AND PROTECTION AT THE TURN BAYS
TC-16	SHORT TERM PAVEMENT MARKINGS LETTERS AND SYMBOLS
TC-22	ARTERIAL ROAD INFORMATION SIGN

DISTRICT 1 - HOT MIX ASPHALT MIXTURE REQUIREMENTS CHART

OPERATION	MIXTURE TYPE	AIR VOIDS (%) @ NDES	QUALITY MANAGEMENT PROGRAM (QMP)
BUTT JOINT	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70; 1.75"	4% @ 70 Gyr.	QC/QA
TEMPORARY PAVEMENT (VARIABLE DEPTH)	HMA BINDER COURSE, IL-9.5, N70	4% @ 70 Gyr.	QC/QA
QUALITY MANAGEMENT PROGRAM (QMP) DESIGNATION:			
QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)			
QUALITY CONTROL FOR PERFORMANCE (QCP)			

NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LB/SQ. YD/JIN.

2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

3. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE HMA SURFACE COURSE.

GENERAL NOTES

1. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND [DOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES.
2. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION AND ORDERING MATERIALS.
4. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURCA THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN.HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
5. THE RESIDENT ENGINEER SHALL CONTACT ABDULLA ALI, AREA TRAFFIC FIELD ENGINEER AT ABDULLA.ALI@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
6. THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM I.D.O.T. FIELD MAINTENANCE ENGINEERS
7. THE CONTRACTOR SHALL USE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
8. SAW CUTTING PRIOR TO ANY REMOVAL ITEMS NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS BEING REMOVED.
9. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT. ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIEBARS IN PAVEMENT SHALL BE EPOXY COATED UNLESS NOTED ON THE PLANS.
10. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS-RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN PLANS.
11. THE CENTERLINE IS FOR INFORMATION ONLY.
12. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD, FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS AND DIRECTED BY THE ENGINEER.

COMMITMENTS

NONE

SP	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
					80% FED 20% STATE
					0059
					016-0634
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	360	360
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	400	400
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	800	800
	40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70	TON	77	77
	44000100	PAVEMENT REMOVAL	SQ YD	128	128
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	320	320
	50102400	CONCRETE REMOVAL	CU YD	22.2	22.2
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	23.5	23.5
	50300300	PROTECTIVE COAT	SQ YD	3022	3022
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	2800	2800
	50800515	BAR SPLICERS	EACH	24	24
	50900105	ALUMINUM RAILING, TYPE L	FOOT	30	30
	52000110	PREFORMED JOINT STRIP SEAL	FOOT	236	236
	58700300	CONCRETE SEALER	SQ FT	620	620

* - SPECIAL PROVISION



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES 1

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	3
				CONTRACT NO. 62Y17

SCALE: NTS SHEET NO. C-3 OF C-7 SHEETS STA. 00+000 TO STA. 00+000

ILLINOIS FED.AID PROJECT

SP	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
					80% FED 20% STATE
					0059
					016-0634
	60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	2	2
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	320	320
	67100100	MOBILIZATION	L SUM	1	1
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	168	168
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	3521	3521
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	6843	6843
	70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	1480	1480
	70307140	TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE	FOOT	502	502
	70307160	TEMPORARY PAVEMENT MARKING - LINE 12" - TYPE IV TAPE	FOOT	191	191
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	1021	1021
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	972	972
	70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4
	70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	221	221

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES 2

FAU RTE 1453	SECTION (551X-B) BDR,BJR 25	COUNTY COOK	TOTAL SHEETS 60	SHEET NO. 4
CONTRACT NO. 62Y17				ILLINOIS FED.AID PROJECT

SCALE: NTS SHEET NO. C-4 OF C-7 SHEETS STA. 00+000 TO STA. 00+000

SP	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
					80% FED 20% STATE
					0059
					016-0634
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2963	2963
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	80	80
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	60	60
*	78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7"	FOOT	144	144
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1298	1298
*	78011040	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	144	144
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1594	1594
	X0300062	GRAFFITI REMOVAL	SQ YD	89	89
<input type="checkbox"/>	X5230154	CLEANING BRIDGE SCUPPERS AND DOWNSPOUTS	EACH	24	24
	X0326766	CLEAN & RESEAL RELIEF JOINT	FOOT	156	156
	X0327638	STREAM GAUGE	EACH	1	1
	X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	2087	2087
	X5060700	CLEANING AND PAINTING BEARINGS	EACH	102	102
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES 3

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR, BJR 25	COOK	60	5
CONTRACT NO. 62Y17				
ILLINOIS		FED. AID PROJECT		

NON-PART 100% STATE

SP	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
					80% FED 20% STATE
					0059
					016-0634
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	196	196
*	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	35	35
	X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	23	23
*	X8860105	DETECTOR LOOP REPLACEMENT	FOOT	159	159
	Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	32	32
	53101410	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES	SQ YD	2146	2146
	53101002	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	2146	2146
	53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	604	604
	53212755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	16	16
	Z0015550	DEBRIS REMOVAL	CU YD	30	30
	53016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	1	1
	X5230172	DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	24	24
<input type="checkbox"/>	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	2	2
	Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	2035	2035

* - SPECIAL PROVISION

NON-PART 100% STATE



GENERAL

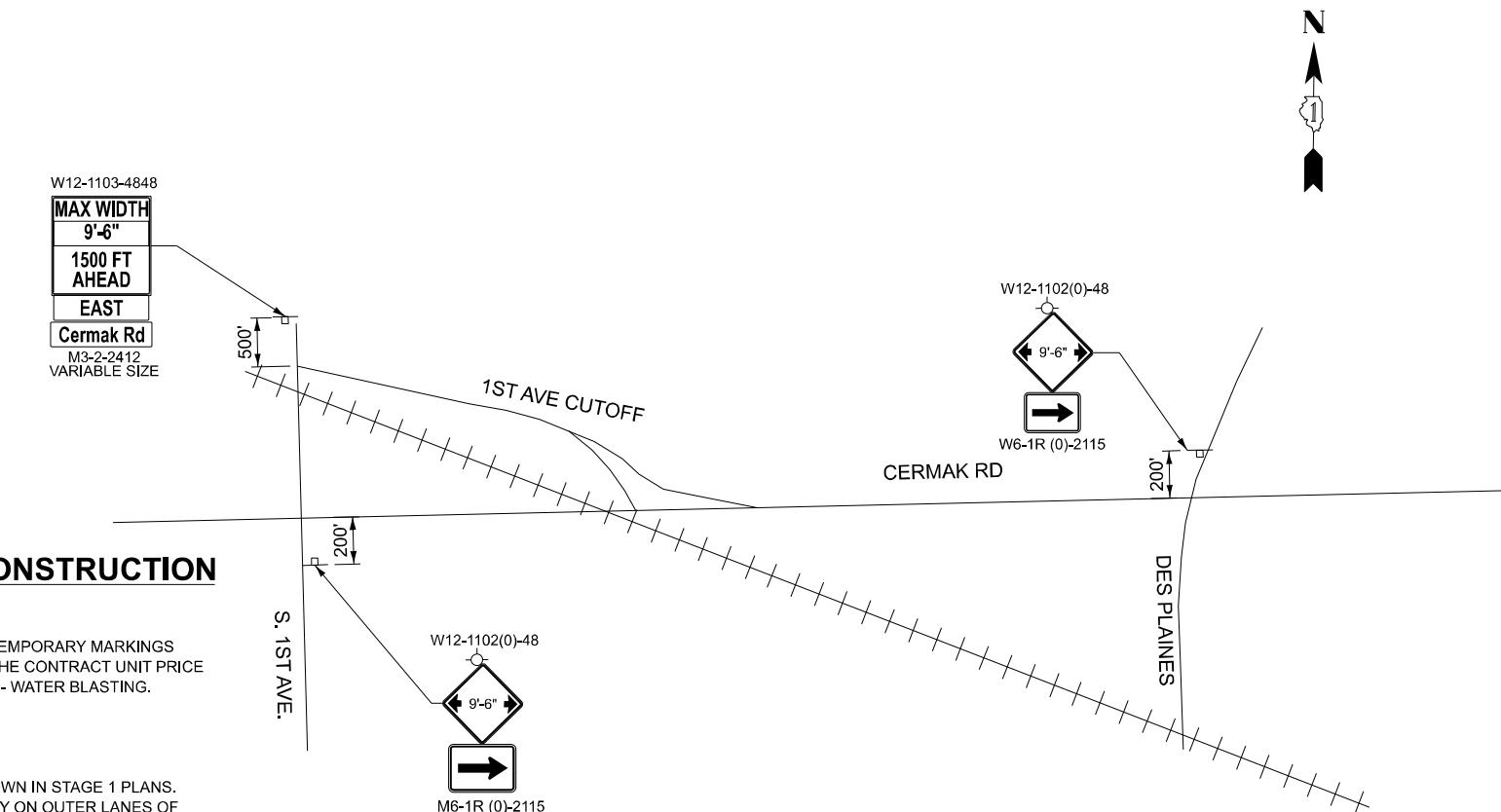
1. THE ENGINEER SHALL BE INFORMED 72 HOURS IN ADVANCE OF ANY CHANCE IN CONSTRUCTION STAGING.
2. BEFORE BEGINNING AT ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE ALL EXITING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING AT THE COMPLETION OF THIS CONTRACT, EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL PROVIDE AT LEAST 48 HOURS PRIOR NOTICE TO THE RESIDENT ENGINEER, LOCAL EMERGENCY SERVICES, SCHOOLS, AND POST OFFICE PRIOR TO IMPLEMENTING LANE CLOSURES OR MAJOR TRAFFIC CONTROL CHANGES.
4. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.
5. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@LLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
6. ALL EXISTING LANE LINE PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS LOCATED WITHIN TEMPORARY LANE CLOSURE TAPERS, LANE SHIFT TAPERS OR IN LOCATIONS THAT CONFLICT WITH THE TEMPORARY PAVEMENT MARKING TAPE USED FOR STAGING SHALL BE REMOVED VIA WATER BLASTING WITH VACUUM RECOVERY IF THE STAGING WILL REMAIN IN PLACE FOR MORE THAN 14 DAYS. THE EXISTING PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS THAT WERE REMOVED SHALL BE RESTORED IN KIND AFTER THE COMPLETION OF THE STAGING.
7. TEMPORARY CONCRETE BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 704 OF THE IDOT STANDARD SPECIFICATIONS. ALL TEMPORARY CONCRETE BARRIER APPROACH AND DEPARTING END UNITS SHALL BE ANCHORED TO THE PAVEMENT USING SIX ANCHOR PINS AS SHOWN IN IDOT STANDARD 704001. PINNING OF ADDITIONAL BARRIER UNITS WITH THREE ANCHOR PINS ON THE TRAFFIC SIDE HOLES WITHIN THE INSTALLATION SHALL BE REQUIRED WHEN EQUIPMENT, VEHICLES, MATERIAL, FIXED OBJECTS, OR A DROP-OFF IS LOCATED WITHIN 24" BEHIND THE BARRIER. THE 24" OF CLEAR PAVEMENT MEASUREMENT SHALL BE FROM THE BASE OF THE NON-TRAFFIC SIDE OF THE BARRIER. TRAFFIC SIDE PINNED BARRIER SHALL HAVE A MINIMUM OF 6" OF CLEAR PAVEMENT BEHIND THE BARRIER WHERE BOTH PINNED AND UNPINNED BARRIER UNITS ARE USED IN A CONTINUOUS INSTALLATION, A TRANSITION SHALL BE PROVIDED BETWEEN THEM. THE TRANSITION FROM PINNED TO UNPINNED BARRIER SHALL CONSIST OF TWO ANCHOR PINS INSTALLED IN THE END HOLES ON THE TRAFFIC SIDE OF THE BARRIER BEYOND THE PINNED SECTION AND ONE ANCHOR PIN INSTALLED IN THE MIDDLE HOLE OF THE TRAFFIC SIDE OF THE SECOND BARRIER BEYOND THE PINNED SECTION. THE THIRD BARRIER BEYOND THE PINNED SECTION SHALL THEN BE UNPINNED.
8. WHEN WORKING ADJACENT TO THE ROAD AND UTILIZING DAILY LANE CLOSURES, DROP-OFFS ADJACENT TO TRAVEL LANES SHALL BE KEPT TO A MINIMUM. PROTECTION OF THE DROP-OFF SHALL BE ACCORDING TO IDOT BUREAU OF SAFETY PROGRAMS AND ENGINEERING, SAFETY ENGINEERING POLICY MEMORANDUM, DROP-OFFS GREATER THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION I OF THE SAFETY 4-21 POLICY WILL NOT BE ALLOWED AT LOCATIONS WHERE THE DROP-OFF IS LOCATED WITHIN 24" OF THE EDGE OF THE NEAREST OPEN TRAFFIC LANE. THE CONTRACTOR WILL BE REQUIRED TO PERFORM EXCAVATION REQUIRED FOR THE CONSTRUCTION DURING THE TIME THAT THE ADJACENT LANE IS CLOSED AS NOTED ABOVE, PRIOR TO REOPENING THE LANE TO TRAFFIC, THE CONTRACTOR SHALL PLACE SUFFICIENT MATERIAL TO REDUCE THE DROP-OFF TO LESS THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY AND ENSURE THAT THE DROP-OFF AREAS MEET THE HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES/DRUMS AT THE END OF EACH WORKDAY. THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE THE AMOUNT OF WORK THAT CAN BE COMPLETED WITHIN THE TIME OF THE DAILY LANE CLOSURE. IF THE ABOVE REQUIREMENTS CAN'T BE MET, AND THE CONTRACTOR DETERMINED THAT OVERNIGHT LANE CLOSURES AND/OR TEMPORARY CONCRETE BARRIER WALL INSTALLATION WILL BE NECESSARY, THEN IDOT WRITTEN APPROVAL WILL BE REQUIRED PRIOR TO THE INSTALLATION OF THESE ITEMS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT WHERE POSITIVE PROTECTION (TEMPORARY CONCRETE BARRIER PER STD. 704001) IS PROVIDED, THIS REQUIREMENT IS NULLIFIED.
9. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.

PAVEMENT MARKINGS

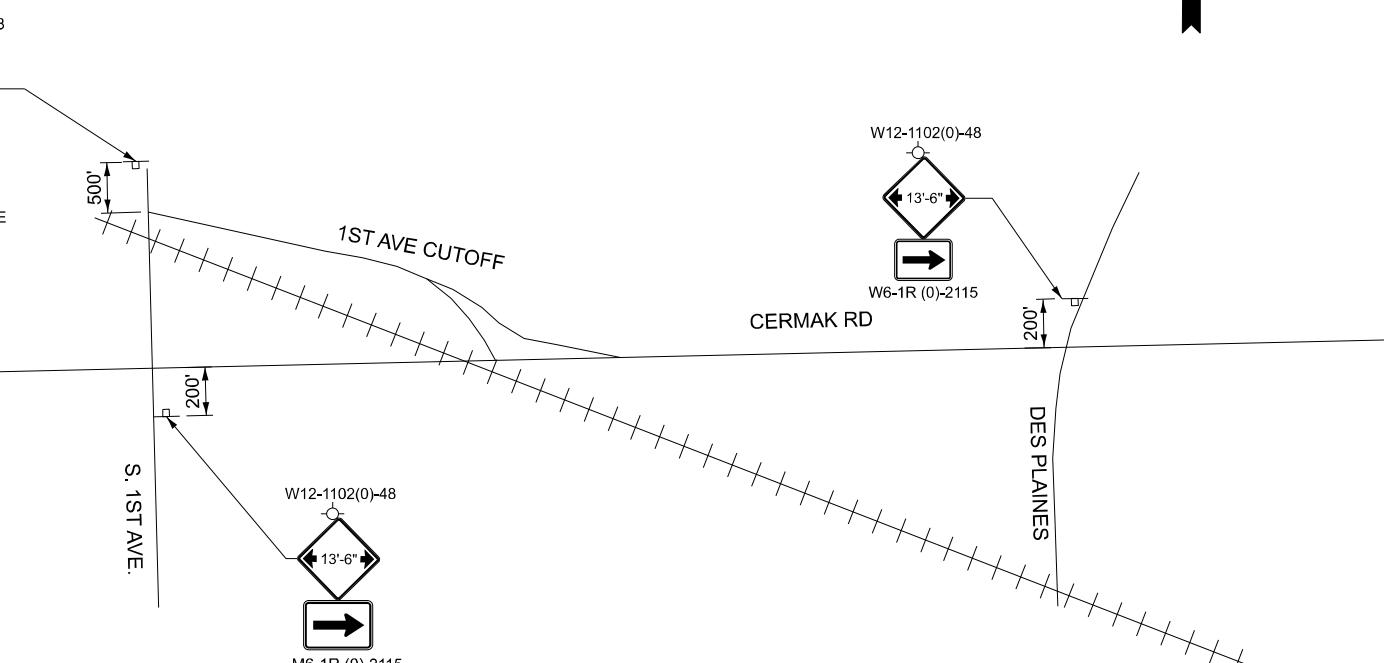
1. ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. DEFICIENT QUANTITIES FOR ONE PLACEMENT AND ONE REPLACEMENT HAVE BEEN PROVIDED FOR EACH STAGE. ALL MARKINGS THAT REQUIRE REPLACEMENT PRIOR TO THE 7 DAYS OF SERVICE OR REPLACEMENT AFTER THE SECOND REPLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.

SIGNS

1. CHANGEABLE MESSAGE SIGNS SHALL BE PLACED BY THE CONTRACTOR TWO WEEKS BEFORE THE START OF CONSTRUCTION ACTIVITY AND CHANGES IN STAGES WITH THE APPROPRIATE MESSAGE DISPLAYED AS DIRECTED BY THE ENGINEER. THESE SIGNS SHALL BE PLACED IN ADVANCE OF THE WORK ZONE IN EACH DIRECTION OF IL 171. ADDITIONAL CHANGEABLE MESSAGE SIGNS HAVE BEEN INCLUDED TO BE USED AT THE RESIDENT ENGINEER'S DISCRETION. THE WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE FOR CHANGEABLE MESSAGE SIGN.

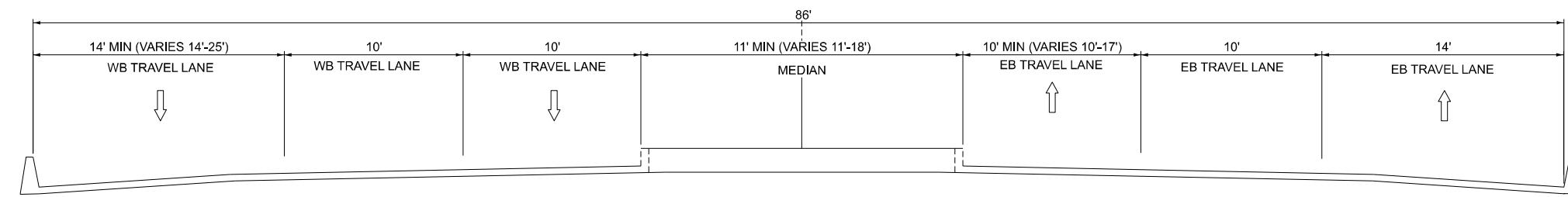


ADVANCE SIGNAGE STAGE 1

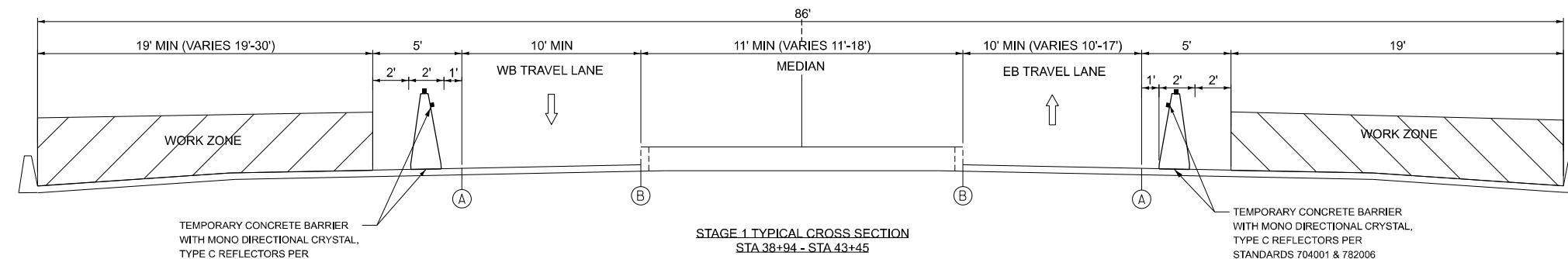


ADVANCE SIGNAGE STAGE 2

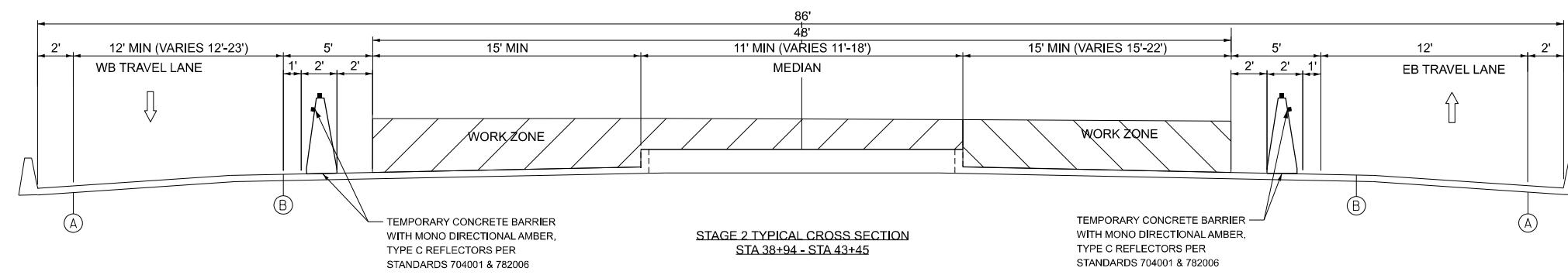
CERMAK RD.

EXISTING TYPICAL CROSS SECTION
STA 38+94 - STA 43+45

CERMAK RD.

STAGE 1 TYPICAL CROSS SECTION
STA 38+94 - STA 43+45

CERMAK RD.

STAGE 2 TYPICAL CROSS SECTION
STA 38+94 - STA 43+45

LEGEND:

- TEMPORARY CONCRETE BARRIER WITH MONO DIRECTIONAL CRYSTAL OR AMBER, TYPE C REFLECTORS. (PER STANDARD 704001 AND 782006)
- WORK ZONE
- (A) - TEMPORARY PAVEMENT MARKING - 4" WHITE
- (B) - TEMPORARY PAVEMENT MARKING - 4" YELLOW
- TRAFFIC DIRECTION

WORK ZONE SPEED LIMIT:

	EXISTING POSTED SPEED	PROPOSED POSTED SPEED
STAGE 1	35 MPH	35 MPH
STAGE 2	35 MPH	35 MPH



DB STUHLN CONSULTANTS, INC.
100 W. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1000

USER NAME = maabdo

DESIGNED - MA

REVISED -

DRAWN - DJB

REVISED -

PLOT DATE = 11/25/2025

CHECKED - MA

REVISED -

PLOT TIME = 9:29:36 AM

DATE -

REVISED -

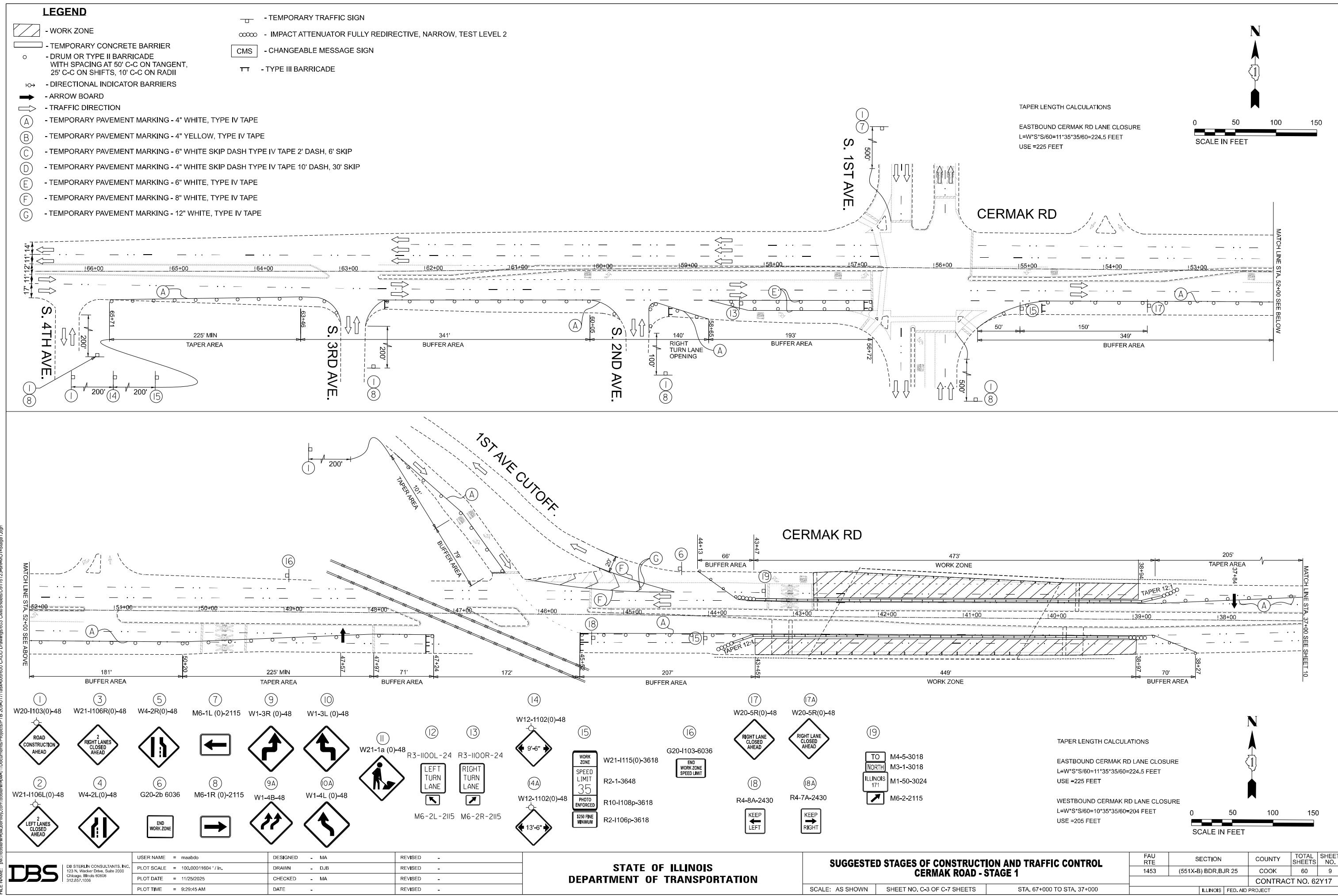
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
CERMAK ROAD TYPICAL SECTIONS

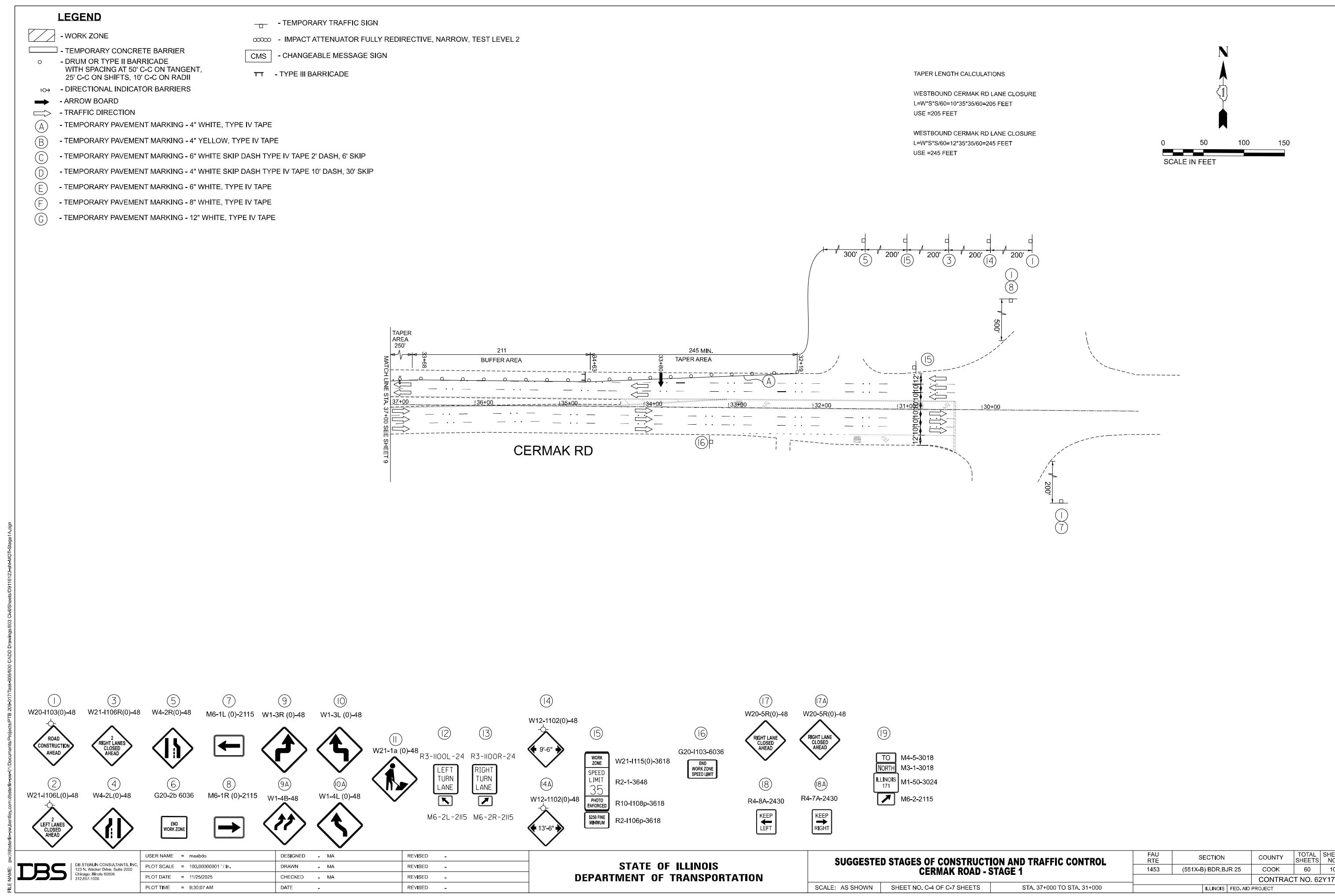
SCALE: NTS SHEET NO. C-2 OF C-7 SHEETS STA. 00+000 TO STA. 00+000

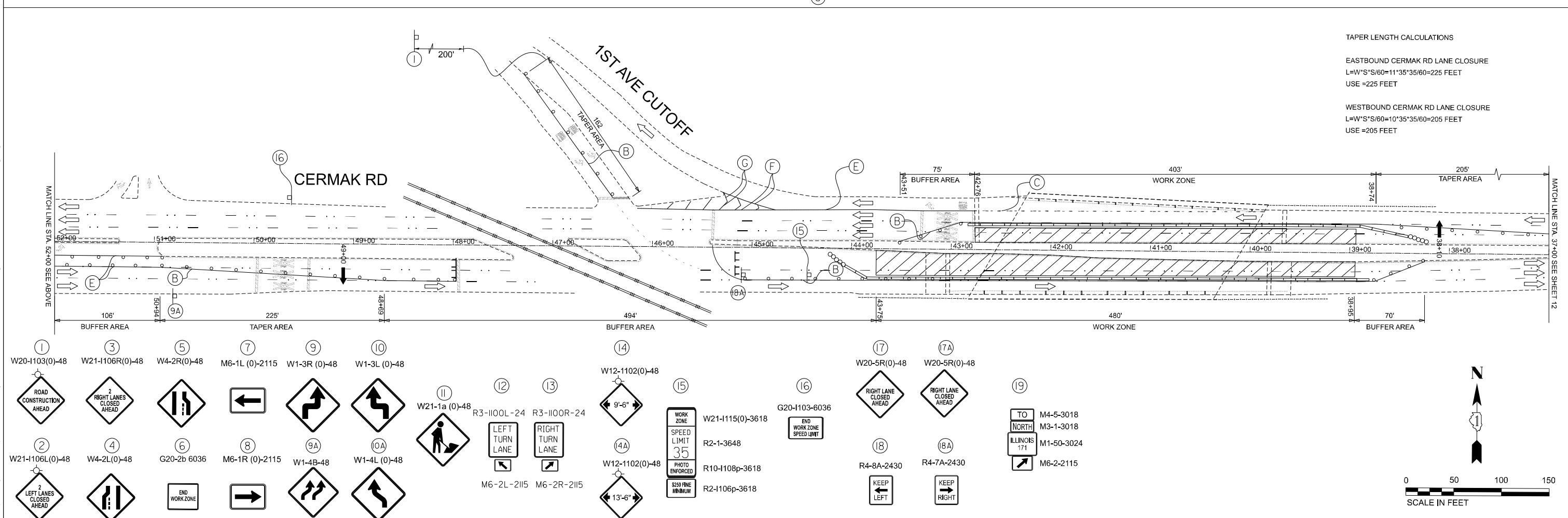
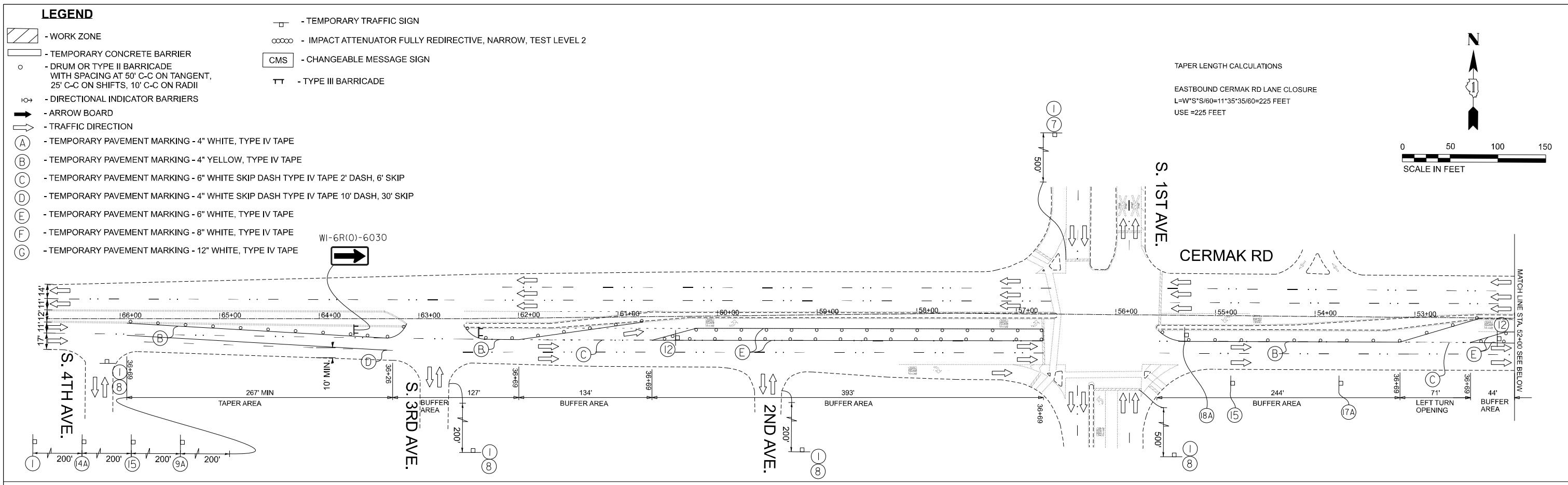
FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	(551X-B) BDR,BJR 25	COOK	60	8
				CONTRACT NO. 62Y17

ILLINOIS FED. AID PROJECT



THE JOURNAL OF CLIMATE, VOL. 17, 2004





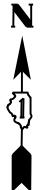
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL CERMAK ROAD - STAGE 2

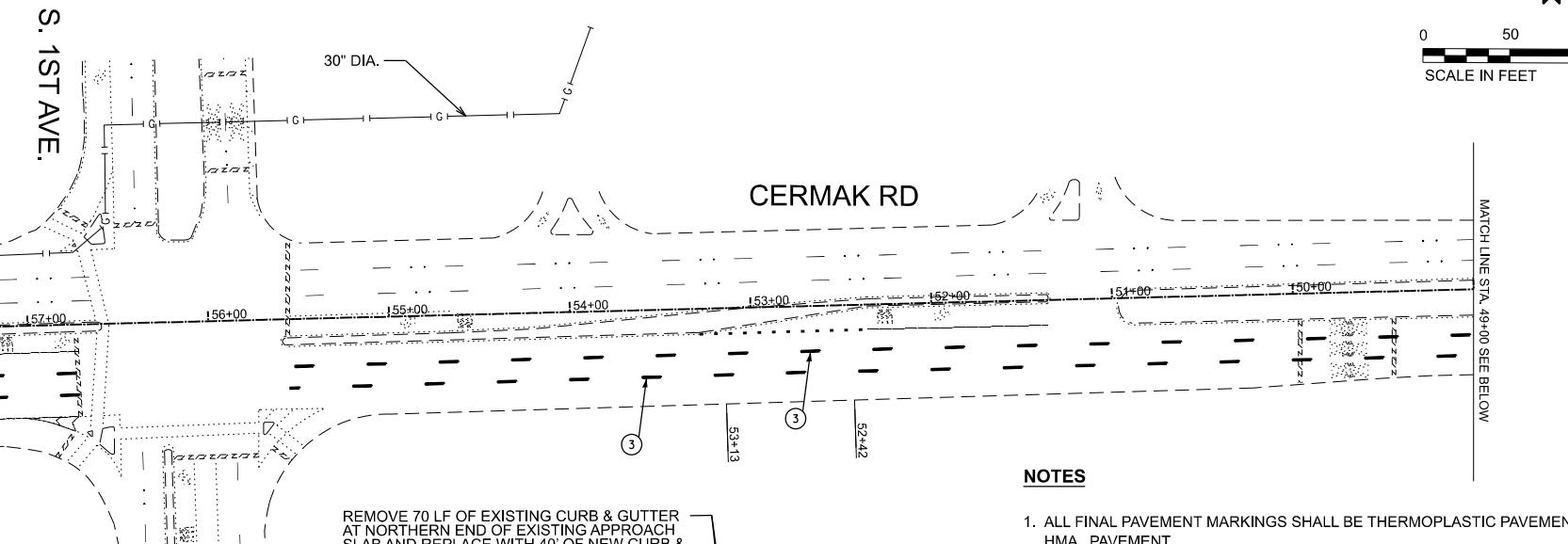
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL CERMAK ROAD - STAGE 2			FAU RTE	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
				1453	(551X-B) BDR,BJR 25			COOK 60 11
							CONTRACT NO. 62Y17	

PAVEMENT MARKING LEGEND

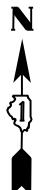
- ① THERMOPLASTIC PAVEMENT MARKING 4", SOLID, WHITE - EDGE LINE (TYP)
- ② THERMOPLASTIC PAVEMENT MARKING 4", (DASH-6' SKIP)
- ③ THERMOPLASTIC PAVEMENT MARKING 4", SKIP-DASH, WHITE (10' DASH - 30' SKIP) - LANE LINES
- ④ THERMOPLASTIC PAVEMENT MARKING 4", SOLID, YELLOW - EDGE LINE (TYP)
- ⑤ MODIFIED URETHANE PAVEMENT MARKING 4", SOLID, WHITE
- ⑥ MODIFIED URETHANE PAVEMENT MARKING 4", (2' DASH, WHITE - 6' SKIP)
- ⑦ PREFORMED PLASTIC PAVEMENT MARKING, TYPE D, 7" (1.5" BLACK, 4" WHITE, 1.5" BLACK) (10' DASH-30' SKIP) - GROOVED.
- ⑧ MODIFIED URETHANE PAVEMENT MARKING 4", SOLID, YELLOW
- ⑨ THERMOPLASTIC PAVEMENT MARKING 8", SOLID, WHITE - EDGE LINE (TYP)
- ⑩ THERMOPLASTIC PAVEMENT MARKING 12", SOLID, WHITE - DIAGONAL LINE (TYP)
- ⑪ THERMOPLASTIC PAVEMENT MARKING 24", SOLID, WHITE - LINE (TYP)
- ⑫ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS - WHITE (TYP)

LEGEND
 HMA SURFACE COURSE, REFER TO SHEET 2 FOR MORE DETAILS

 0 50 100 150
SCALE IN FEET

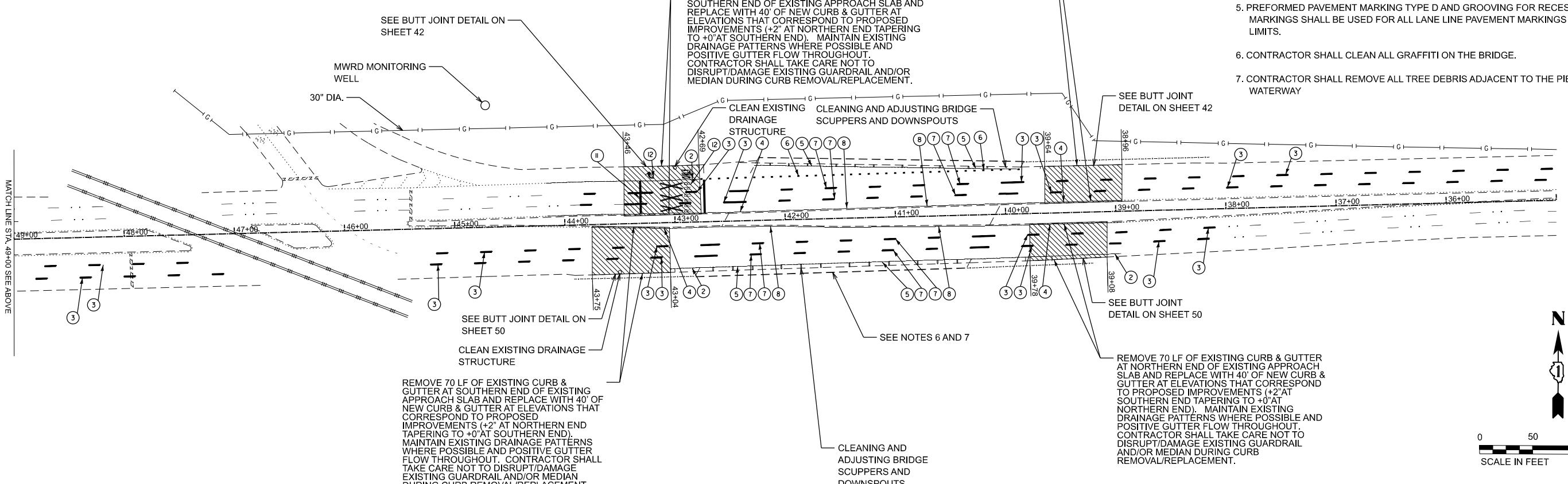
MATCH LINE STA. 49+00 SEE BELOW


NOTES

1. ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS ON HMA PAVEMENT.
2. MODIFIED URETHANE PAVEMENT MARKINGS, SHALL BE USED FOR ALL PAVEMENT MARKINGS WITHIN BRIDGE LIMITS AND PCC APPROACH PAVEMENT, EXCEPT LANE LINES.
3. ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.
4. RAISED REFLECTIVE PAVEMENT MARKINGS SHALL NOT BE INSTALLED IN BRIDGE LIMITS.
5. PREFORMED PAVEMENT MARKING TYPE D AND GROOVING FOR RECESSED PAVEMENT MARKINGS SHALL BE USED FOR ALL LANE LINE PAVEMENT MARKINGS WITHIN BRIDGE LIMITS.
6. CONTRACTOR SHALL CLEAN ALL GRAFFITI ON THE BRIDGE.
7. CONTRACTOR SHALL REMOVE ALL TREE DEBRIS ADJACENT TO THE PIERS IN THE WATERWAY


 0 50 100 150
SCALE IN FEET

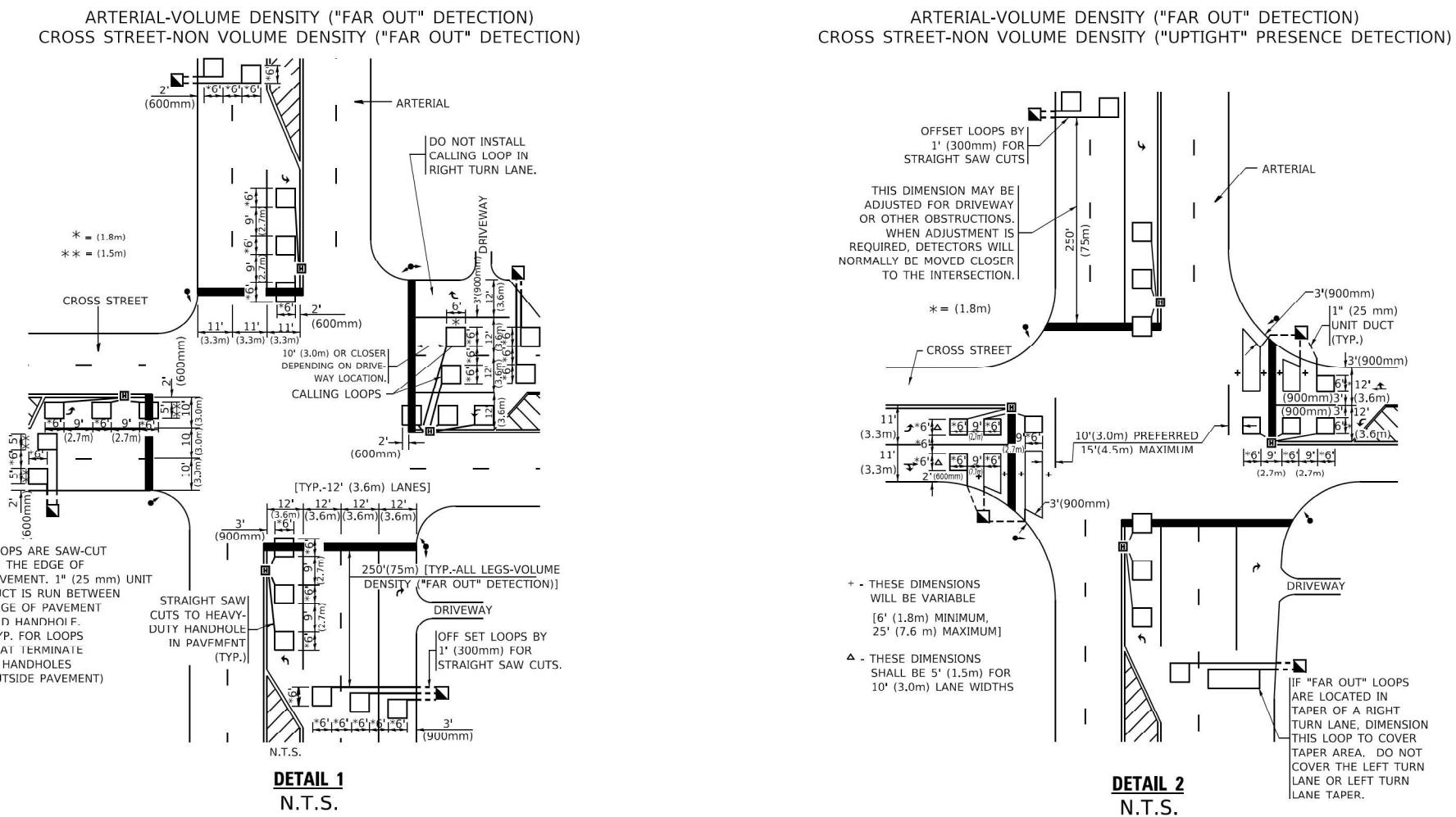
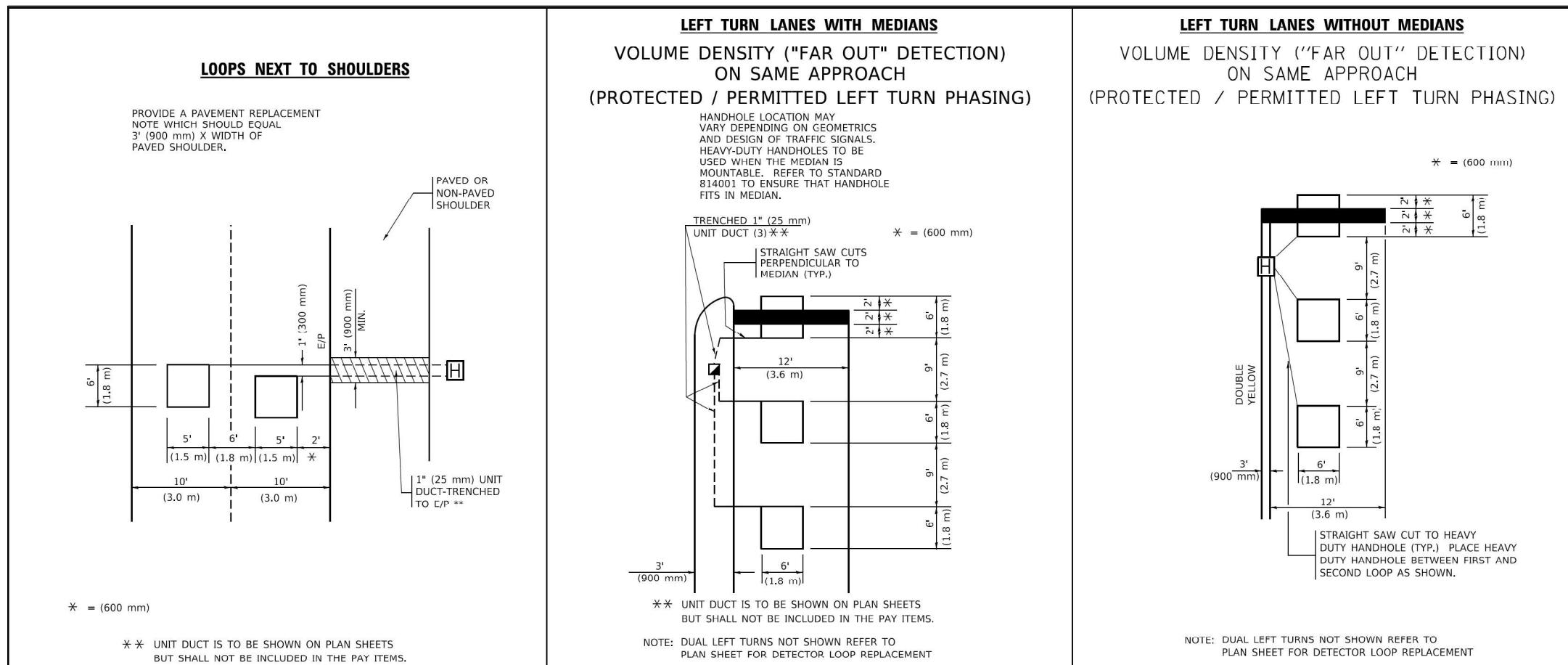
MATCH LINE STA. 49+00 SEE ABOVE



TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND			SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND			SIGNAL HFAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		
MASTER CONTROLLER			DOUBLE HANHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED			RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM	S	SP	FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
WOOD POLE			INTERSECTION ITEM	I	IP	12F		
GUY WIRE			REMOVE ITEM		R	24F		
SIGNAL HEAD			RELOCATE ITEM		RL	36F		
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM		A	C		
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF	M		
FLASHER INSTALLATION -(FS) SOLAR POWERED			MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF	P		
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF	S		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON			DETECTOR LOOP, TYPE I			W		
RADAR DETECTION SENSOR			PREFORMED DETECTOR LOOP			WIRELESS ACCESS POINT		
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR					
CONFIMATION BEACON								
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								



NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:
ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1
TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

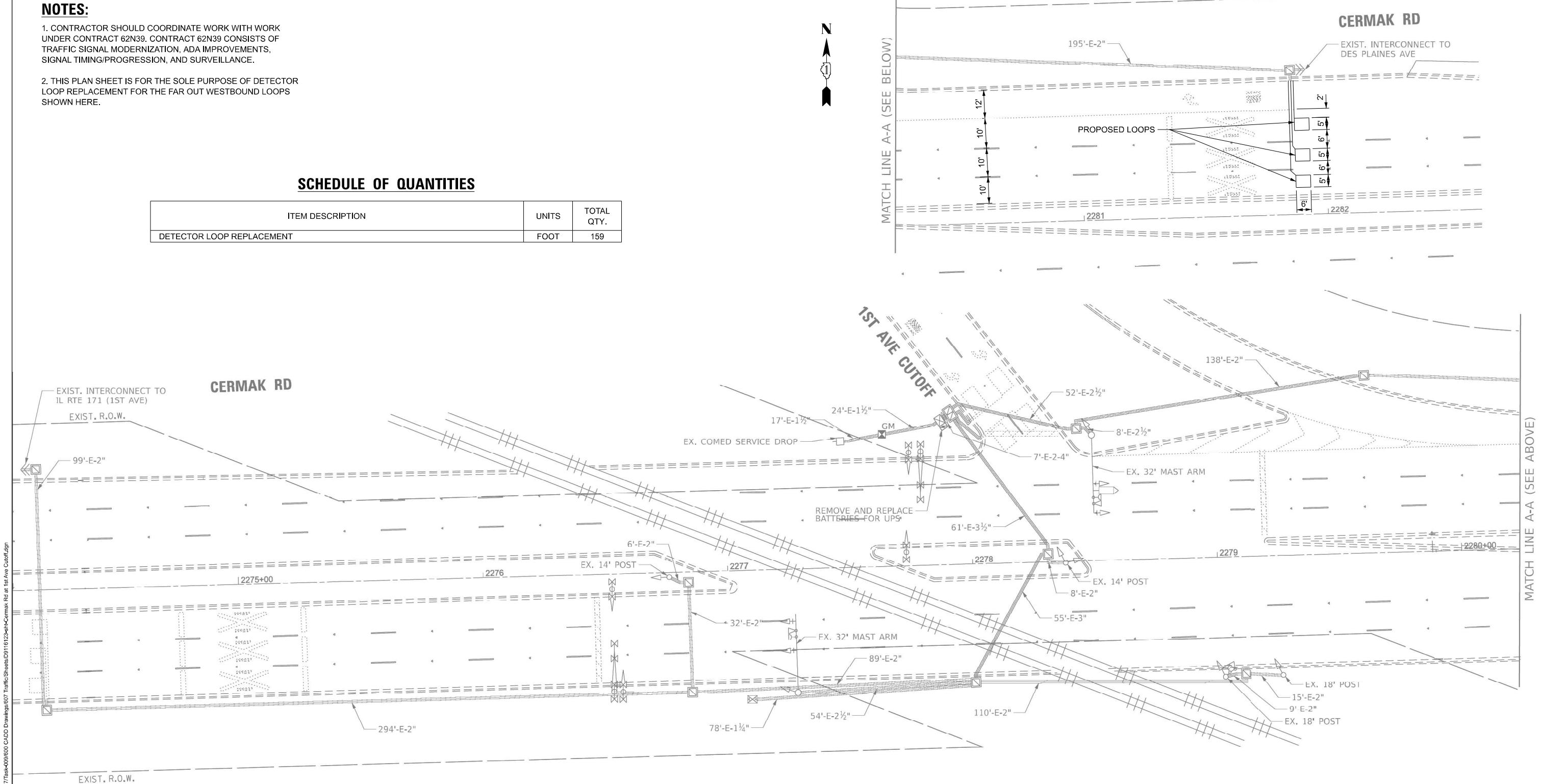
 <p>DB STERLING CONSULTANTS, INC. 123 N. Wacker Drive, Suite 2000 Chicago, Illinois 60606 312.857.1006</p>	USER NAME =	maabdo	DESIGNED	-	REVISED	-	<p>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p>DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING</p>		FAU RTE	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
	PLOT SCALE =	40,000,000.000' /in.	DRAWN	-	REVISED	-		1453	(551X-B) BDR,BJR 25		COOK	60	16	
	PLOT DATE =	11/24/2025	CHECKED	-	REVISED	-				CONTRACT NO. 62Y17				
	PLOT TIME =	5:13:30 PM	DATE	-	REVISED	-		SCALE: NTS	SHEET NO. TS-3 OF TS-4 SHEETS					ILLINOIS FED. AID PROJECT

NOTES:

1. CONTRACTOR SHOULD COORDINATE WORK WITH WORK UNDER CONTRACT 62N39. CONTRACT 62N39 CONSISTS OF TRAFFIC SIGNAL MODERNIZATION, ADA IMPROVEMENTS, SIGNAL TIMING/PROGRESSION, AND SURVEILLANCE.
2. THIS PLAN SHEET IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT FOR THE FAR OUT WESTBOUND LOOPS SHOWN HERE.

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
DETECTOR LOOP REPLACEMENT	FOOT	159



TS 11800
IDOT CENTRACS
FORMER ECON 27
PACE TSP

GENERAL NOTES

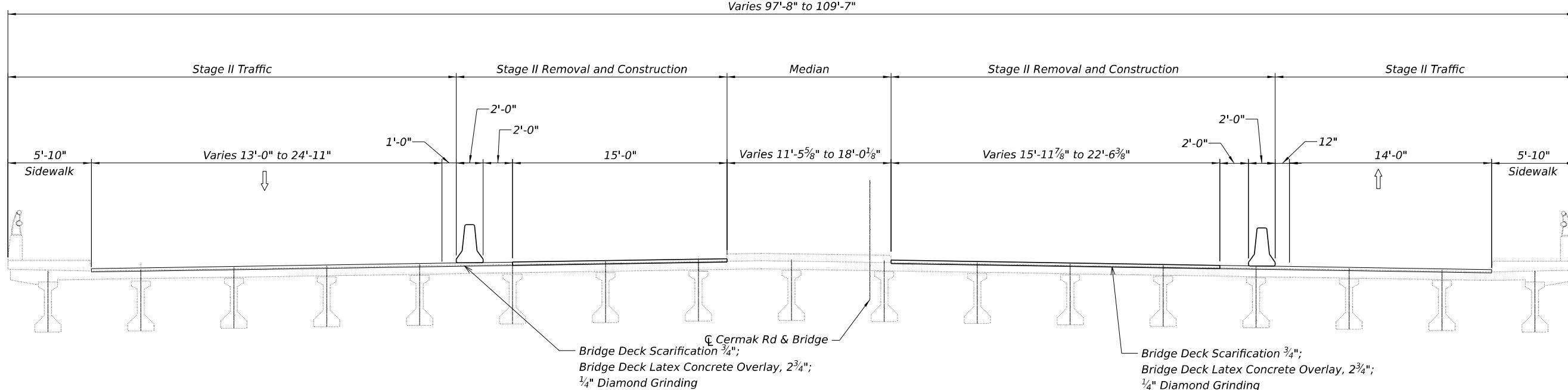
1. Reinforcement Bars designated (E) shall be Epoxy Coated.
2. Prior to pouring the new Concrete Deck for Expansion Joint Reconstruction, all loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Removal shall be accomplished by methods that will not damage the concrete beams and the cost will be included in the pay item covering removal of the existing concrete.
3. Plan Dimensions and Details relative to Existing Plans are subject to nominal construction variation. 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 variation shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
4. Existing reinforcement extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any existing reinforcement bars intended for reuse and damaged during the Concrete Removal operations shall be repaired or replaced using an approved Bar Splicer or Anchorage System to the satisfaction of the Engineer. Cost included with Concrete Removal.
5. Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.

INDEX OF SHEETS

- S-1. General Plan and Elevation
- S-2. General Notes, Index of Sheets, and Bill of Material
- S-3. Cross Sections & Staging Construction (1 of 2)
- S-4. Cross Sections & Staging Construction (2 of 2)
- S-5. Deck Overlay and Slab Repair Plans
- S-6. Expansion Joint Plan at West Abutment
- S-7. Expansion Joint Plan at East Abutment
- S-8. Expansion Joint Details (1 of 2)
- S-9. Expansion Joint Details (2 of 2)
- S-10. Preformed Joint Strip Seal - Sidewalk (1 of 3)
- S-11. Preformed Joint Strip Seal - Sidewalk (2 of 3)
- S-12. Preformed Joint Strip Seal - Sidewalk (3 of 3)
- S-13. Bar Splicer Assembly and Mechanical Splicer Details
- S-14. Framing Plan
- S-15. Drainage Scupper Alterations (1 of 2)
- S-16. Drainage Scupper Alterations (2 of 2)
- S-17. Abutment Repairs
- S-18. Pier Repairs (1 of 3)
- S-19. Pier Repairs (2 of 3)
- S-20. Pier Repairs (3 of 3)
- S-21. Parapet and Railing Repairs
- S-22. Stream Gauge Details
- S-23. Existing Plan - For Reference Only (1 of 14)
- S-24. Existing Plan - For Reference Only (2 of 14)
- S-25. Existing Plan - For Reference Only (3 of 14)
- S-26. Existing Plan - For Reference Only (4 of 14)
- S-27. Existing Plan - For Reference Only (5 of 14)
- S-28. Existing Plan - For Reference Only (6 of 14)
- S-29. Existing Plan - For Reference Only (7 of 14)
- S-30. Existing Plan - For Reference Only (8 of 14)
- S-31. Existing Plan - For Reference Only (9 of 14)
- S-32. Existing Plan - For Reference Only (10 of 14)
- S-33. Existing Plan - For Reference Only (11 of 14)
- S-34. Existing Plan - For Reference Only (12 of 14)
- S-35. Existing Plan - For Reference Only (13 of 14)
- S-36. Existing Plan - For Reference Only (14 of 14)

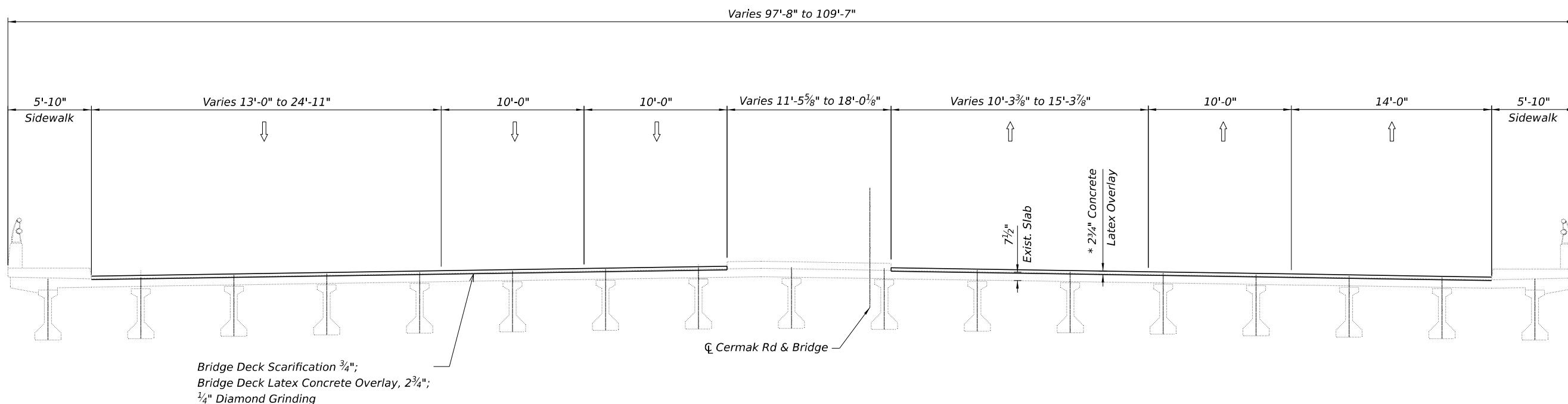
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
CONCRETE REMOVAL	CU YD	22.2		22.2
CONCRETE SUPERSTRUCTURE	CU YD	23.5		23.5
PROTECTIVE COAT	SQ YD	3,022		3,022
REINFORCEMENT BARS, EPOXY COATED	POUND	2,800		2,800
BAR SPLICERS	EACH	24		24
ALUMINUM RAILING, TYPE L	FOOT	30		30
PREFORMED JOINT STRIP SEAL	FOOT	236		236
CONCRETE SEALER	SQ FT	620		620
GRAFFITI REMOVAL	SQ YD	89		89
CLEANING BRIDGE SCUPPERS AND DOWNSPOUTS	EACH	24		24
CLEAN & RESEAL RELIEF JOINT	FOOT	156		156
STREAM GAUGE	EACH	1		1
BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	2,087		2,087
CLEANING AND PAINTING BEARINGS	EACH	102		102
APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	32		32
BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES	SQ YD	2,146		2,146
BRIDGE DECK SCARIFICATION 3/4"	SQ YD	2,146		2,146
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	604		604
STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	16		16
DEBRIS REMOVAL	CU YD	30		30
DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	1		1
DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	2,035		2,035
DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	24		24



STAGE II REMOVAL AND CONSTRUCTION

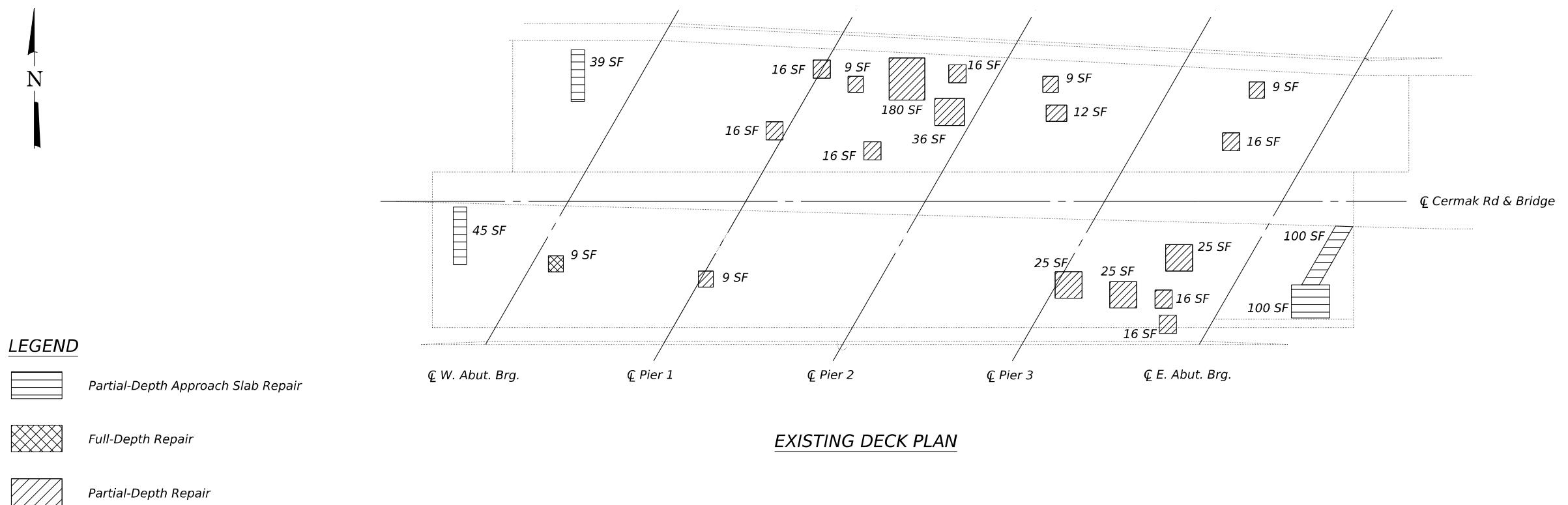
(Looking East)



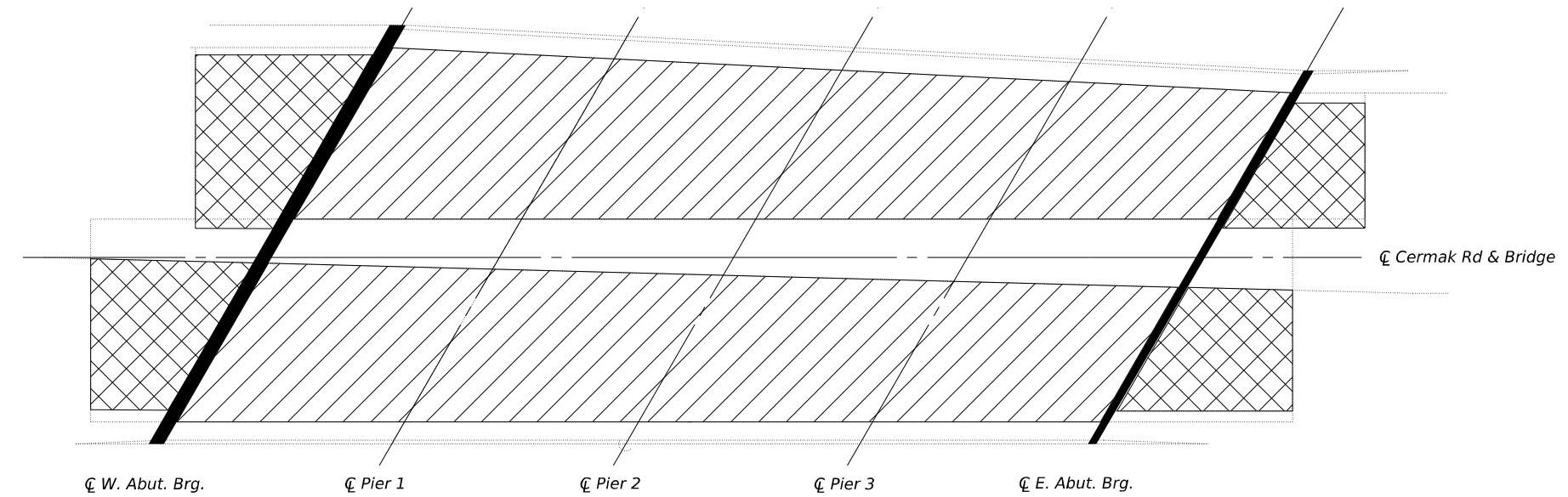
FINAL CROSS SECTION

(Looking East)

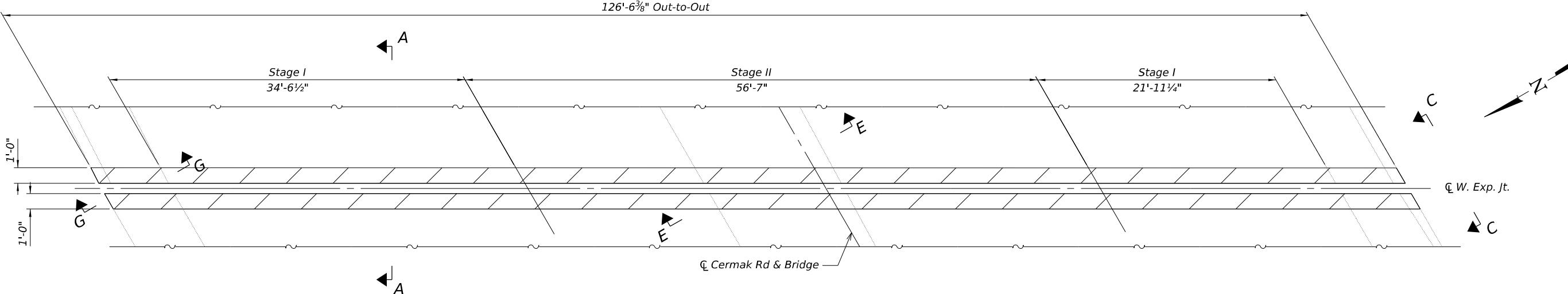
* Thickness before
Diamond Grinding

**NOTES**

- Areas of Partial Depth Repair are Provided for information only and shall be included in the cost of Bridge Deck Latex Concrete Overlay, 2 $\frac{3}{4}$ ".
- Partial-Depth Approach Slab Repair Hatches will be repaired under the "Approach Slab Repair (Partial Depth)" Pay Item.
- Full-Depth Hatches shall be repaired under the "Deck Slab Repair (Full Depth, Type II)" Pay Item.

**BILL OF MATERIAL**

Item	Unit	Quantity
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	1
Approach Slab Repair (Partial Depth)	Sq. Yd.	32
Protective Coat	Sq. Yd.	3,022
Bridge Deck Latex Concrete Overlay, 2 $\frac{3}{4}$ Inches	Sq. Yd.	2,146
Bridge Deck Scarification 3/4"	Sq. Yd.	2,146
Diamond Grinding (Bridge Section)	Sq. Yd.	2,035
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	2,087



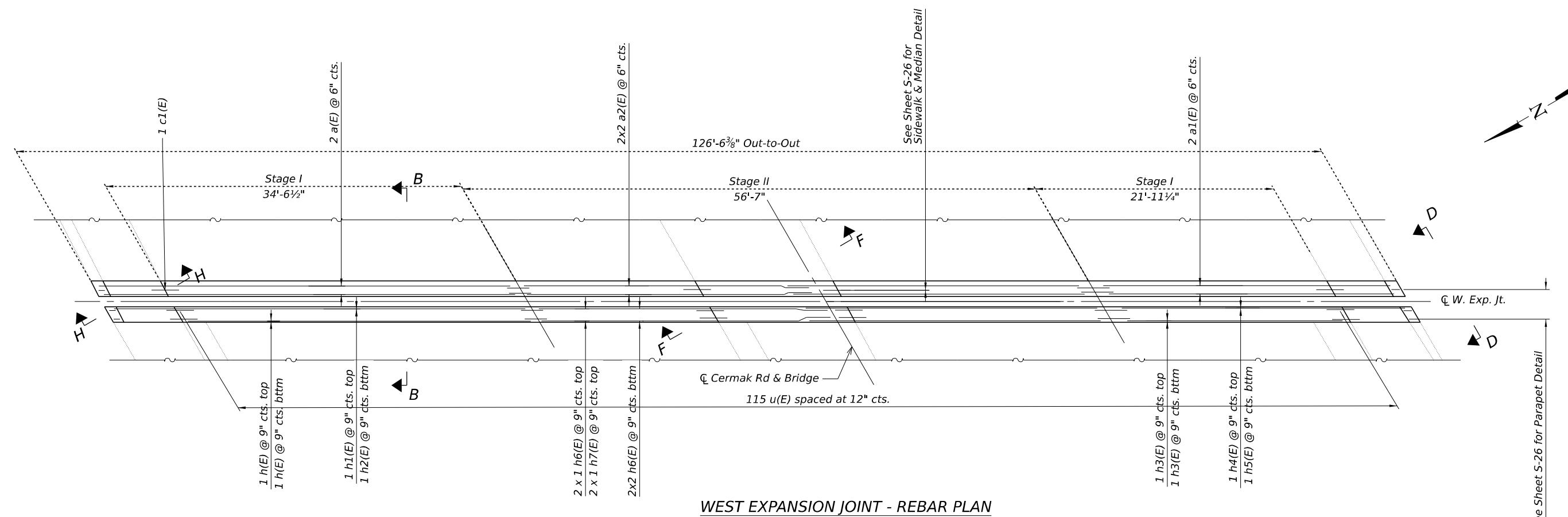
WEST EXPANSION JOINT - CONCRETE REMOVAL PLAN



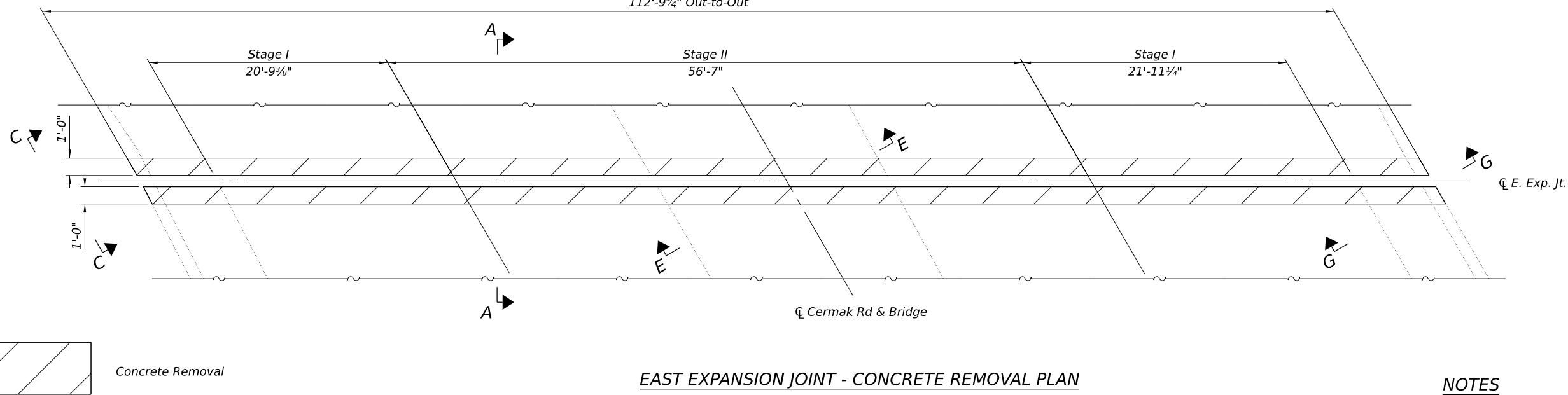
Concrete Removal

NOTES

1. *The contractor shall use extreme care during concrete removal so as not to damage PPC I-Beams.*
2. *For Sections A-A through H-H, See Sheets S-08 and S-09.*
3. *For Bill of Material, See Sheet S-09.*
4. *Dimensions shown are measured parallel to the abutment skew.*



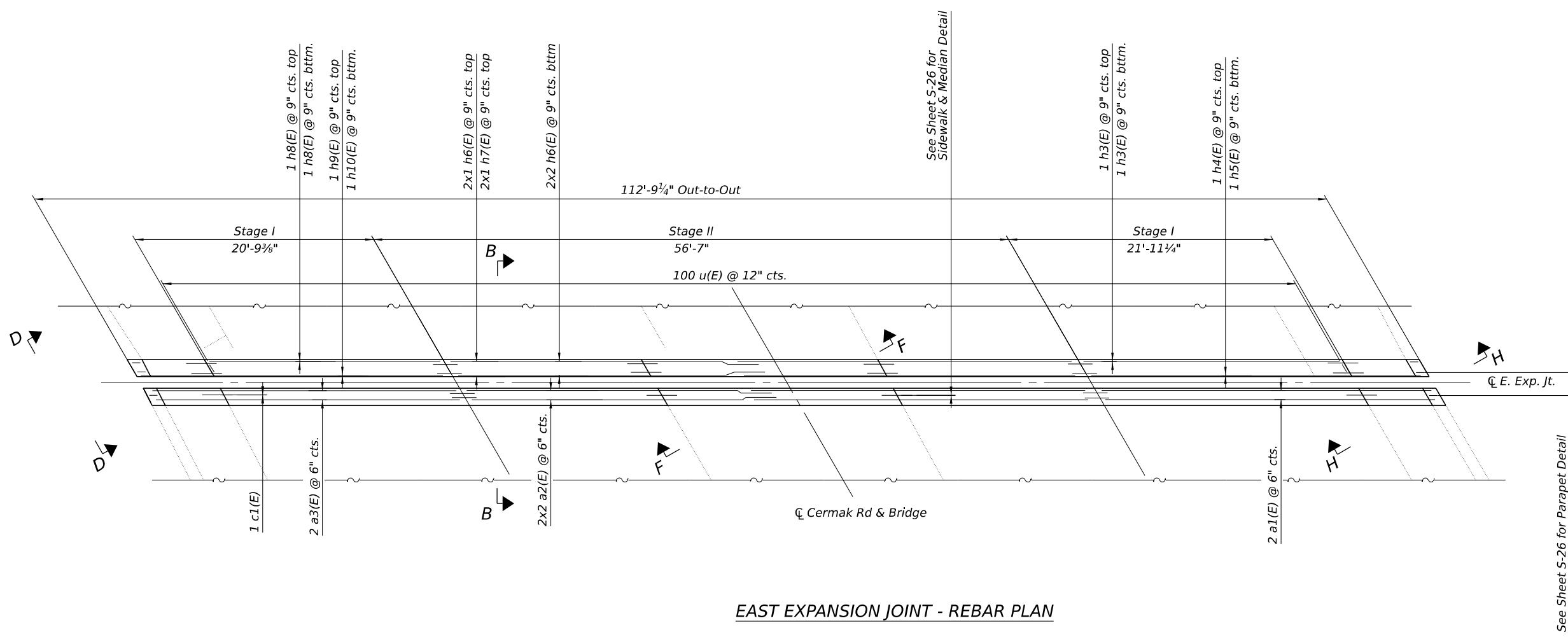
WEST EXPANSION JOINT - REBAR PLAN



EAST EXPANSION JOINT - CONCRETE REMOVAL PLAN

NOTES

1. *The contractor shall use extreme care during concrete removal so as not to damage PPC I-Beams.*
2. *For Sections A-A through H-H, See Sheets S-08 and S-09.*
3. *For Bill of Material, See Sheet S-09.*
4. *Dimensions shown are measured parallel to the abutment skew.*



EAST EXPANSION JOINT - REBAR PLAN

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXPANSION JOINT PLAN AT EAST ABUTMENT
STRUCTURE NO. 016-0634**

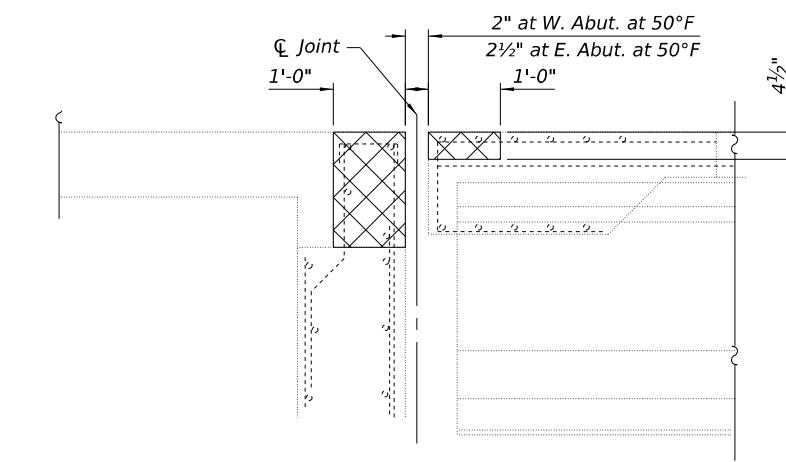
PW:3
FILE NAME: **DBS** | DB STERLIN CONSULTANTS, INC.
110 N. Wacker Drive, Suite 2000
Chicago, Illinois 60606
312.857.1006

USER NAME = maabdo	DESIGNED - AH	REVISED -
PLOT SCALE =	DRAWN - AH	REVISED -
PLOT DATE = 11/24/2025	CHECKED - BJT	REVISED -
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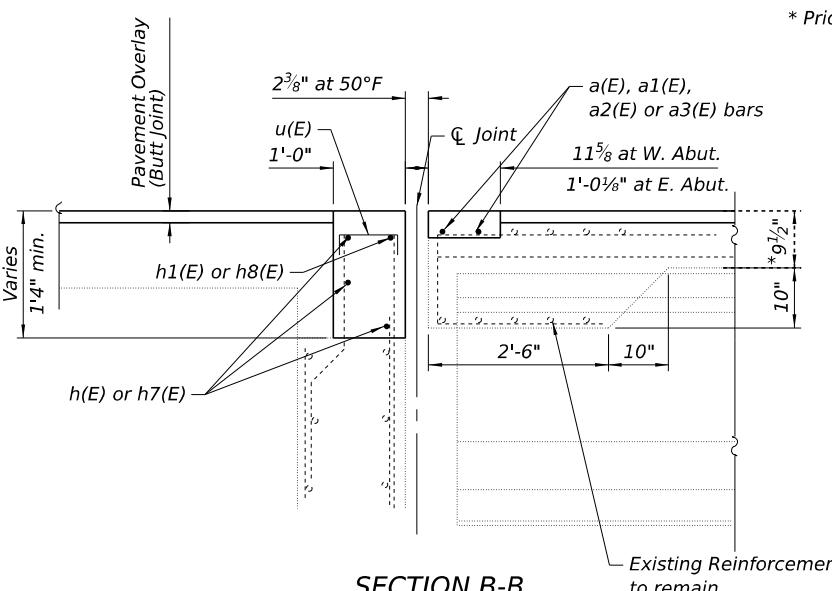
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**EXPANSION JOINT PLAN AT EAST ABUTMENT
STRUCTURE NO. 016-0634**

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
1453	551X-B	COOK	60	24
CONTRACT NO. 62Y17				
ILLINOIS FED. AID PROJECT				

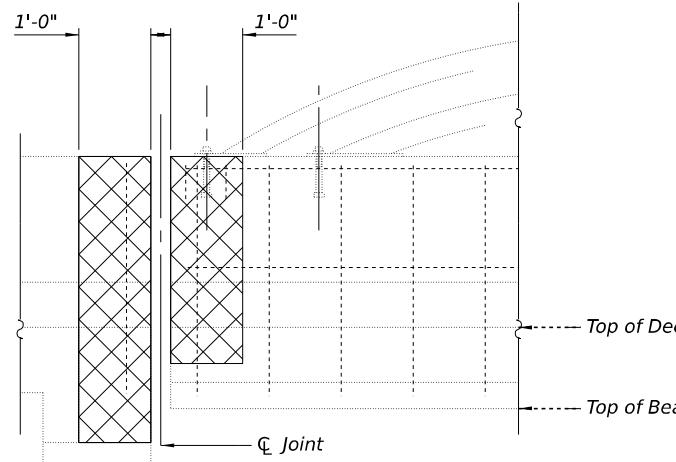


SECTION A-A

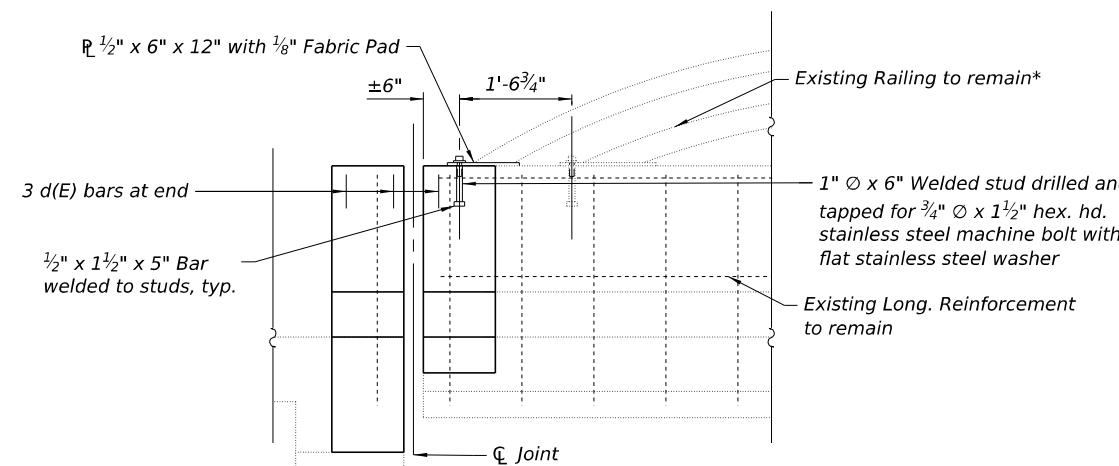


SECTION B-B

* Prior to 1/4" Grinding

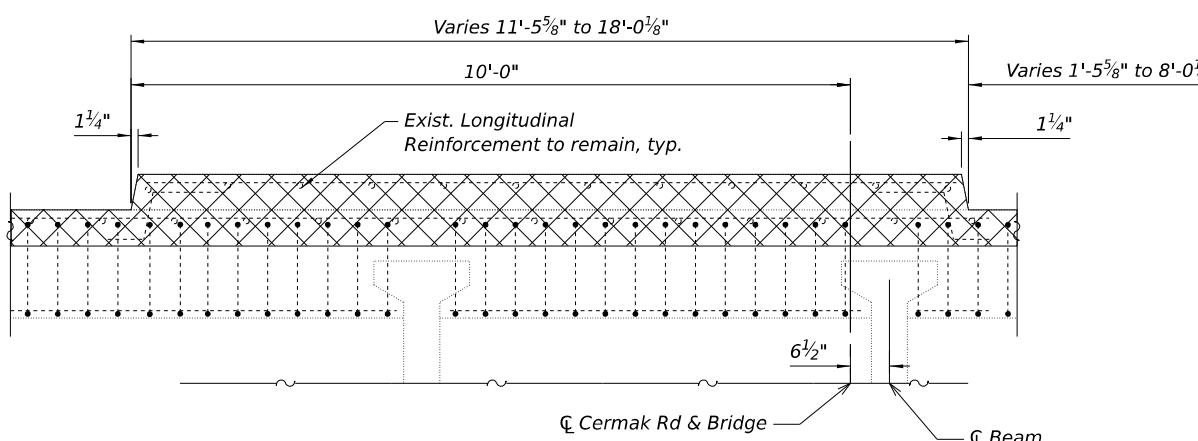


SECTION C-C

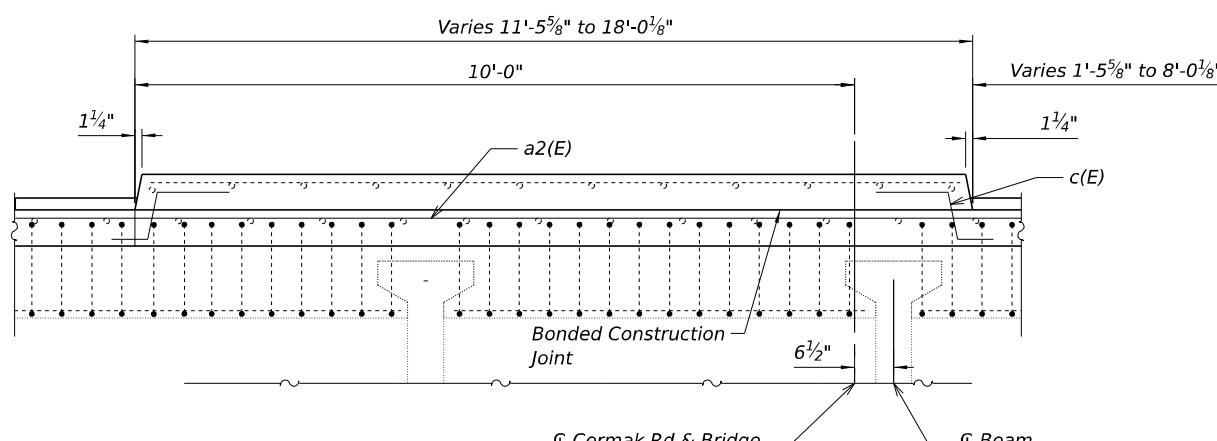


SECTION D-D

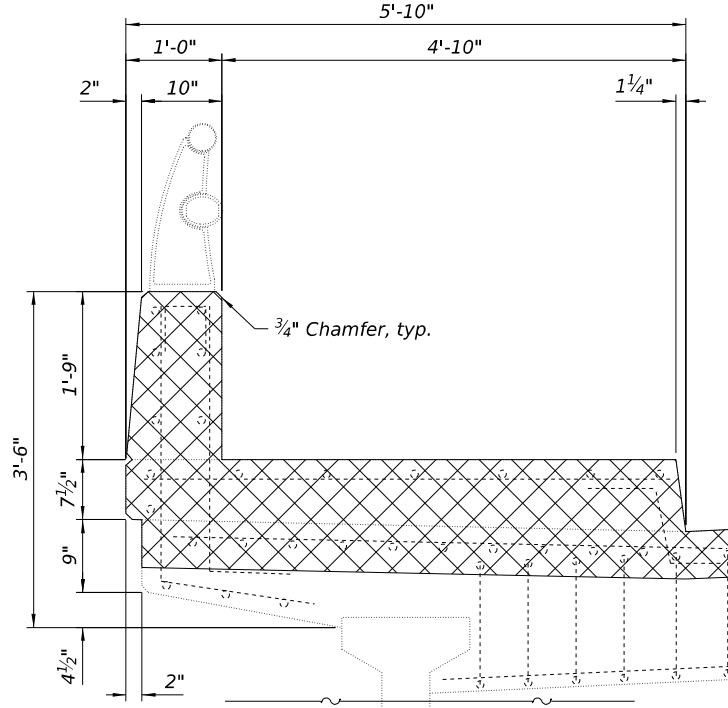
* Existing Railing and Guardrail to be temporarily detached and reconnected. This work shall be included under the Pay Item for Concrete Superstructure.



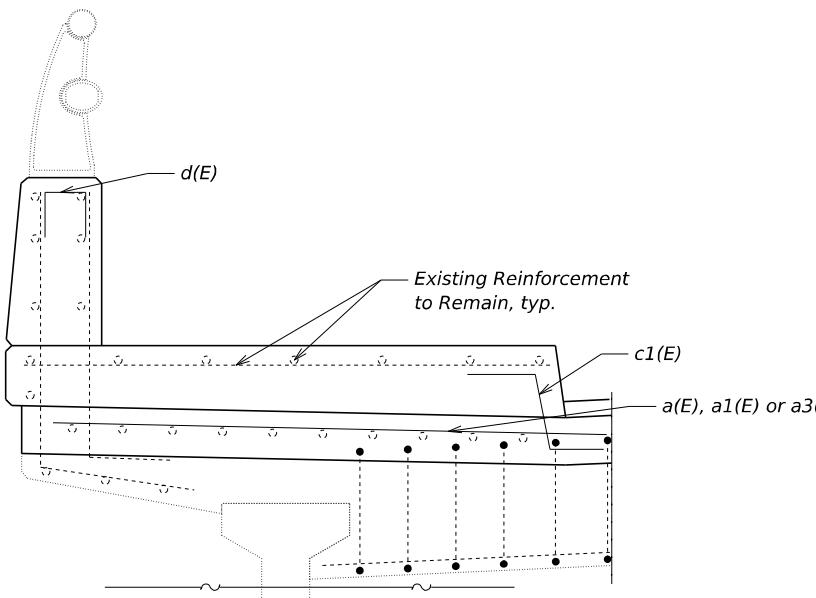
SECTION E-E



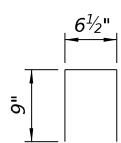
SECTION F-F



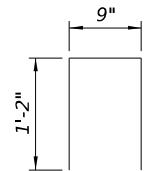
SECTION G-G



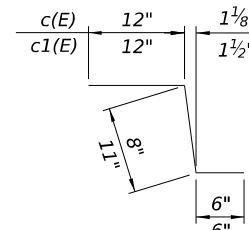
SECTION H-H



d(E) BAR



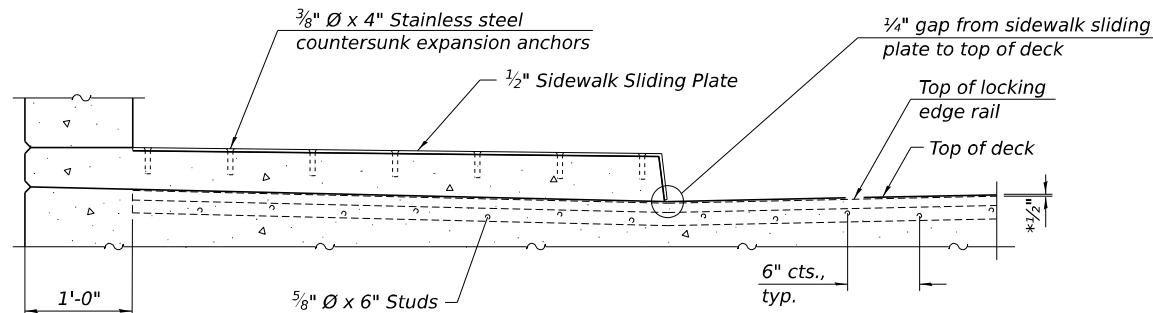
u(E) BAR



c(E) & c1(E) BARS

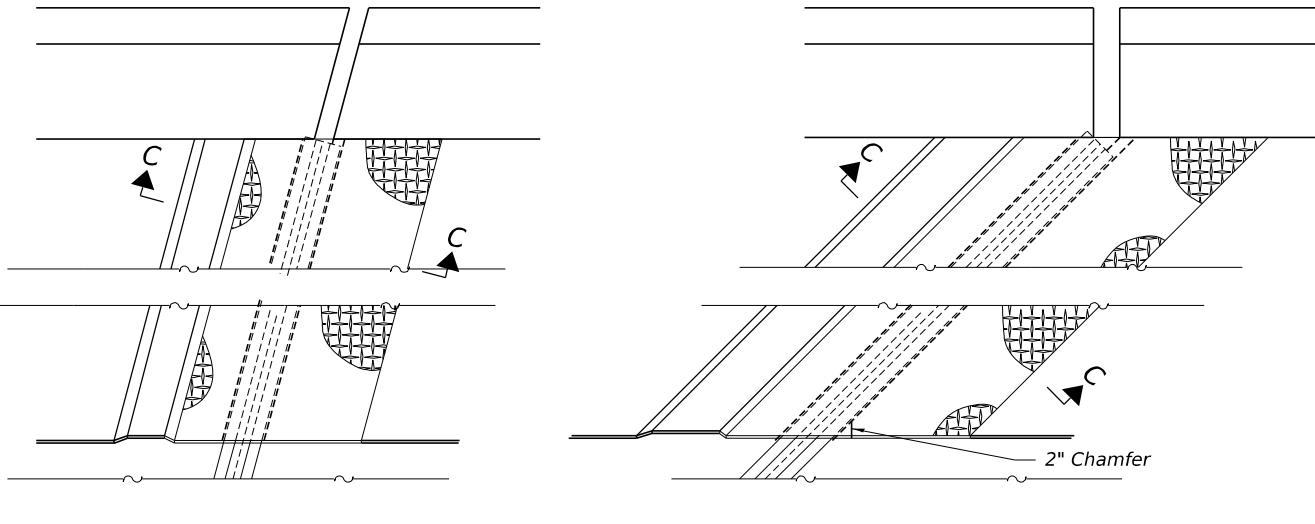
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	2	#7	40'-10"	—
a1(E)	4	#7	28'-3"	—
a2(F)	8	#7	28'-3"	—
a3(E)	2	#7	27'-1"	—
c(E)	12	#5	2'-2"	—
c1(E)	12	#5	2'-5"	—
d(E)	12	#4	2'-0"	□
h(E)	2	#6	34'-7"	—
h1(E)	1	#6	40'-10"	—
h2(E)	1	#6	40'-10"	—
h3(E)	4	#6	22'-0"	—
h4(E)	2	#6	28'-3"	—
h5(E)	2	#6	28'-3"	—
h6(E)	6	#6	30'-1"	—
h7(E)	2	#6	24'-7"	—
h8(E)	2	#6	20'-10"	—
h9(E)	1	#6	27'-1"	—
h10(E)	1	#6	27'-1"	—
u(E)	215	#5	3'-1"	—
Reinforcement Bars, Epoxy Coated				Pound
2,800				
Bar Splicers				Each
Concrete Superstructure				Cu. Yd.
23.5				
Concrete Removal				Cu. Yd.
22.2				

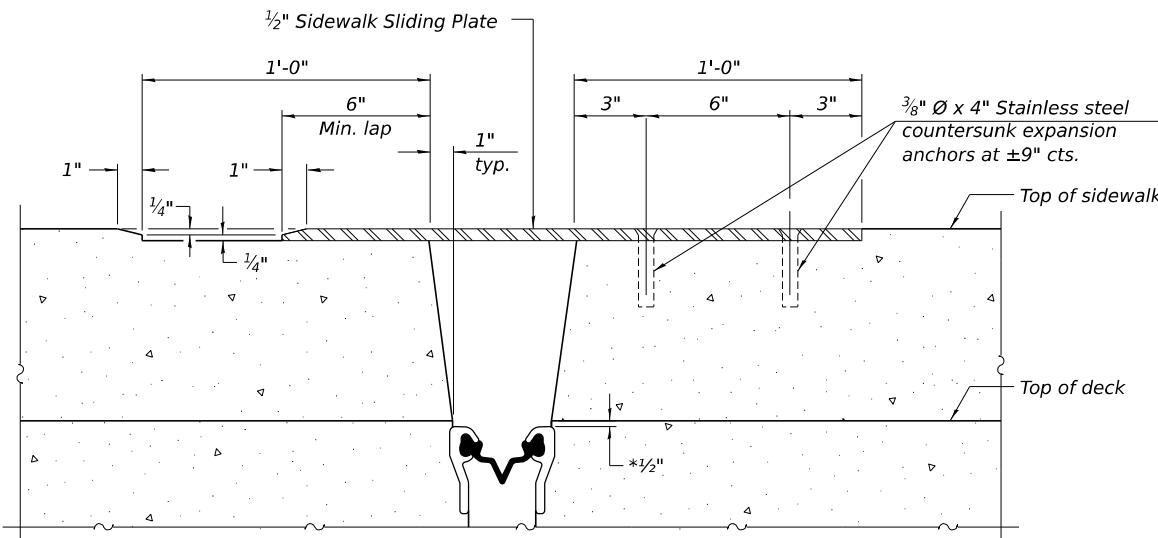


SECTION AT RAISED SIDEWALK

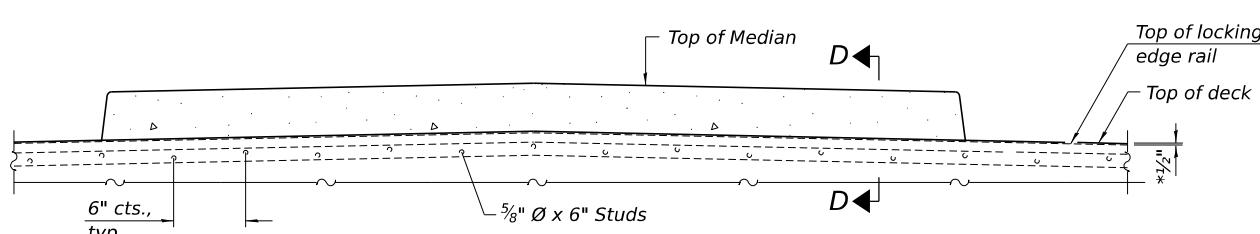
* Prior to $\frac{1}{4}$ " Grinding



PLAN AT RAISED SIDEWALK

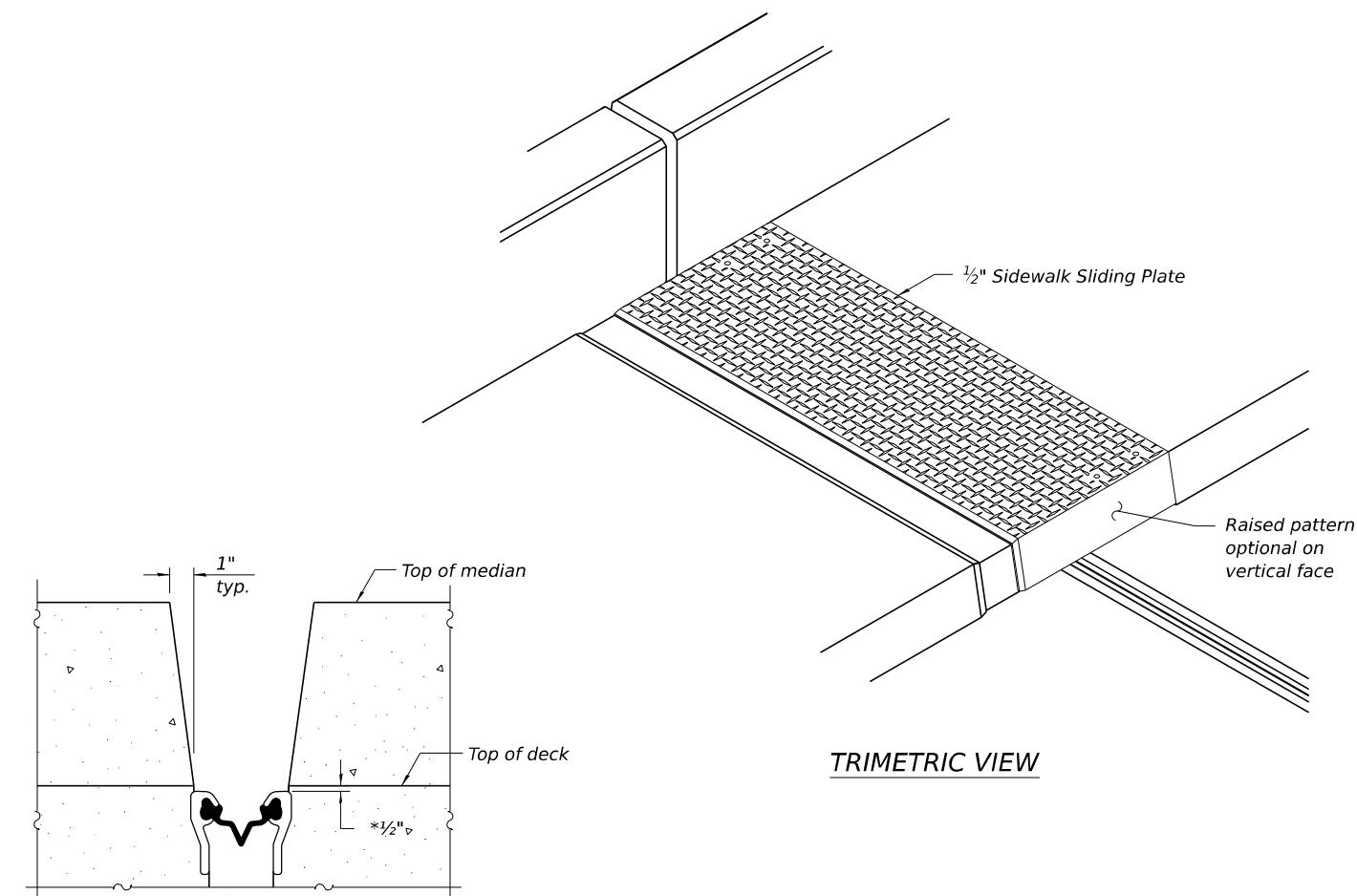


SECTION C-C

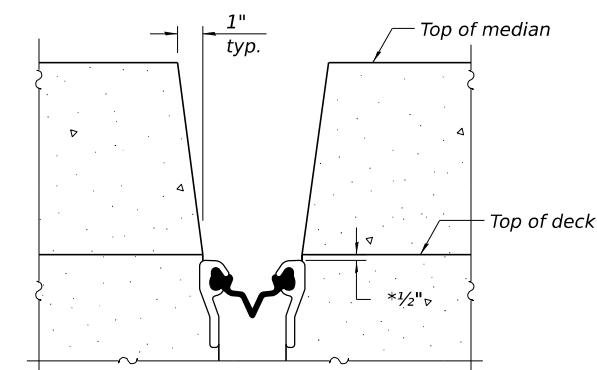


SECTION AT MEDIAN

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



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



TRIMETRIC VIEW

EJ-SS-S



USER NAME = maabdo	DESIGNED - AH	REVISED -
PLOT SCALE =	DRAWN - AH	REVISED -
PLOT DATE = 11/24/2025	CHECKED - BJN	REVISED -
PLOT TIME = 5:15:29 PM	DATE - 2025/04/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

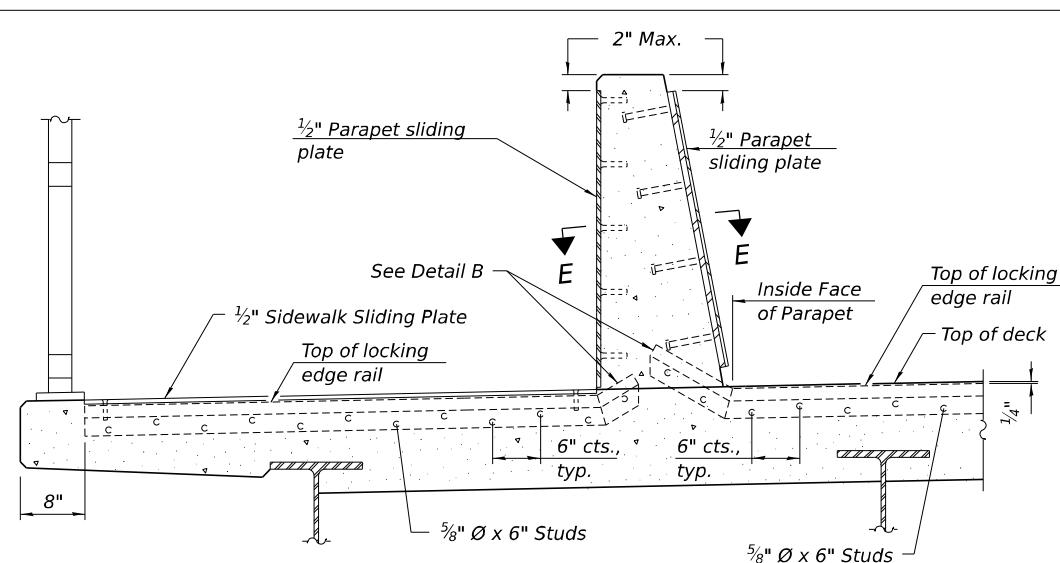
PREFORMED JOINT STRIP SEAL - SIDEWALK
STRUCTURE NO. 016-0634

(Sheet 2 of 3)

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	551X-B	COOK	60	28

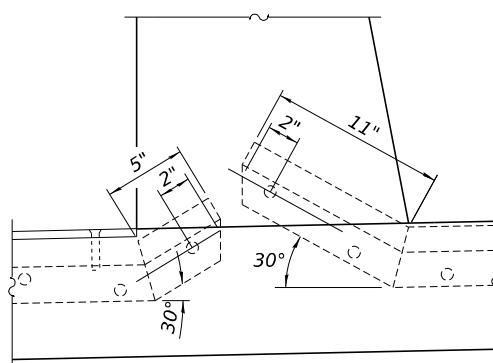
ILLINOIS FED.AID PROJECT

SCALE: SHEET NO. S-11 OF S-36 SHEETS

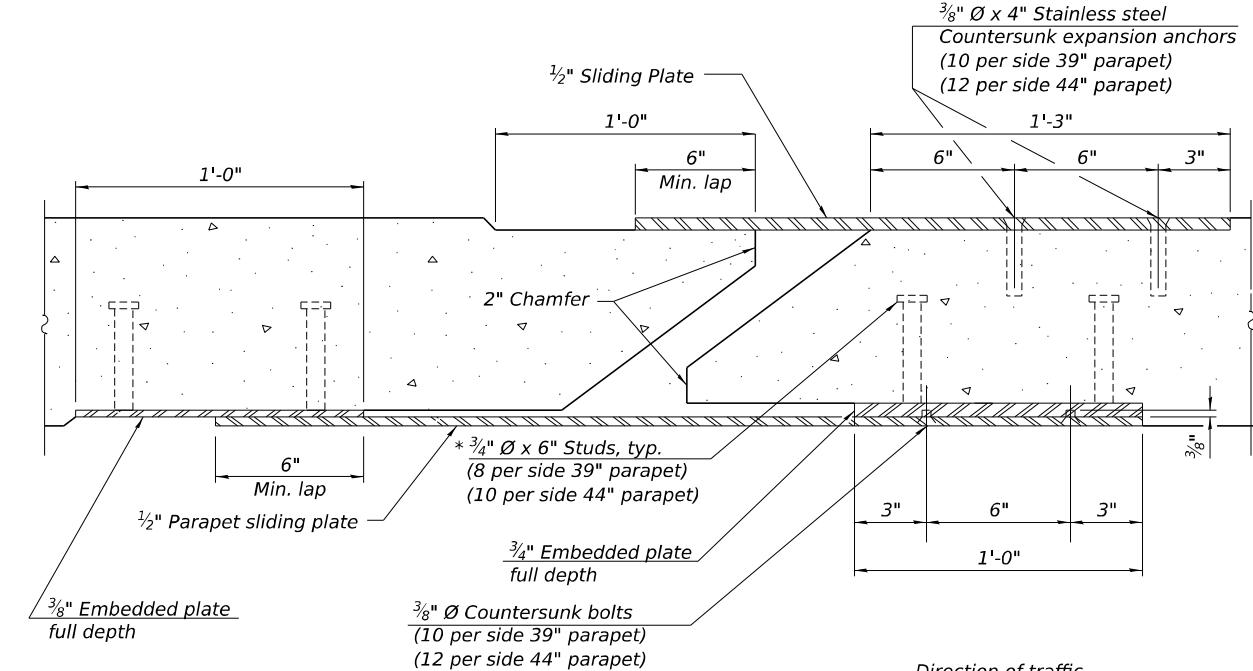


SECTION AT DECK LEVEL SIDEWALK

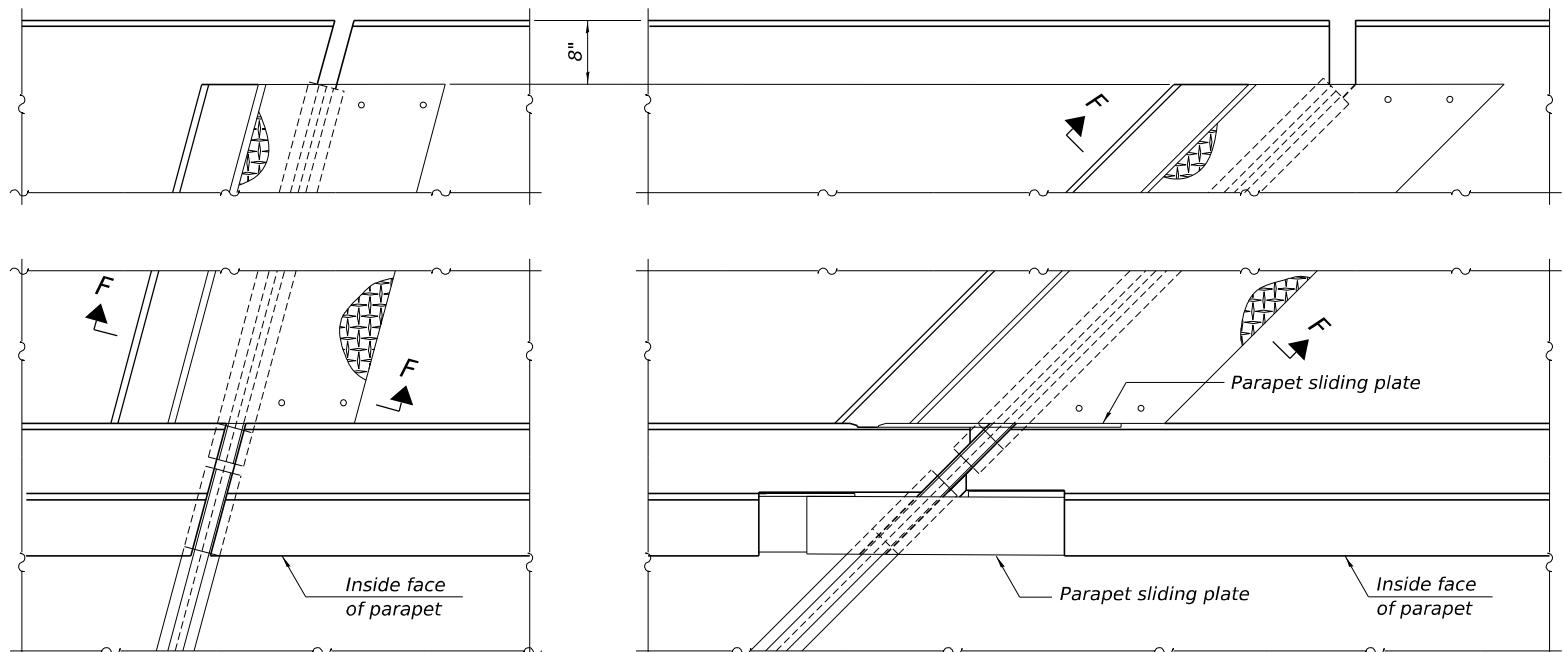
(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



DETAIL B



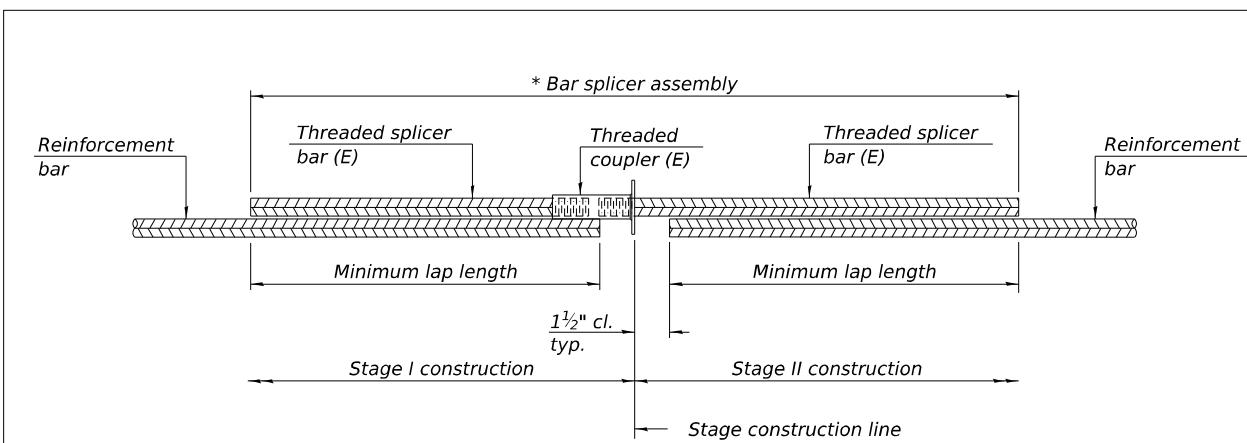
SECTION E-E



(FOR SKEWS ≤ 30°)

(FOR SKEWS > 30°)

PLAN AT DECK LEVEL SIDEWALK



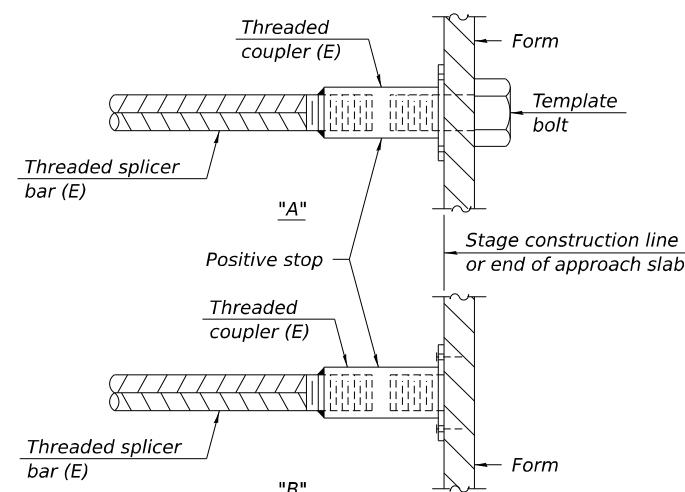
STANDARD BAR SPlicer ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + $1\frac{1}{2}$ " + 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
W. Abut. Bk. Wall	#5	2	3'-2"
W. Abut. Bk. Wall	#6	6	4'-5"
W. Abut. Deck	#7	4	5'-1"
E. Abut. Bk. Wall	#5	2	3'-2"
E. Abut. Bk. Wall	#6	6	4'-5"
E. Abut. Deck	#7	4	5'-1"



STANDARD MECHANICAL SPlicer

Location	Bar size	No. assemblies required

INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.

Notes:

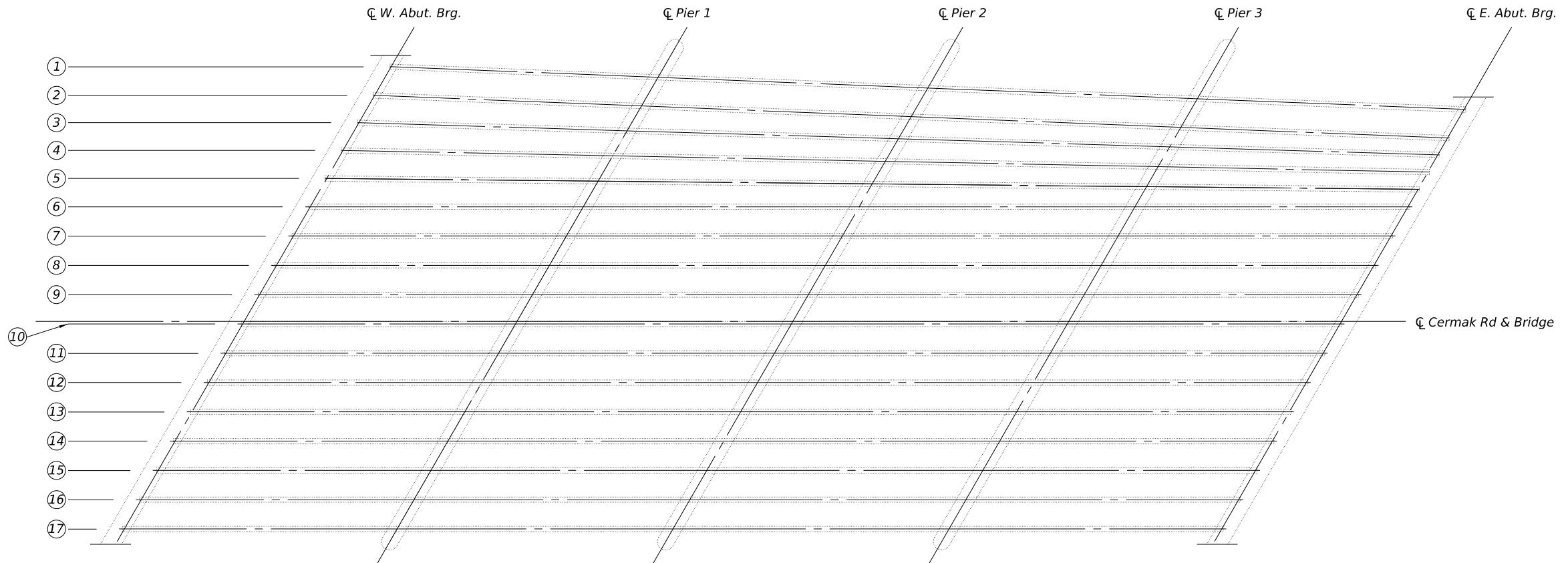
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

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.

N



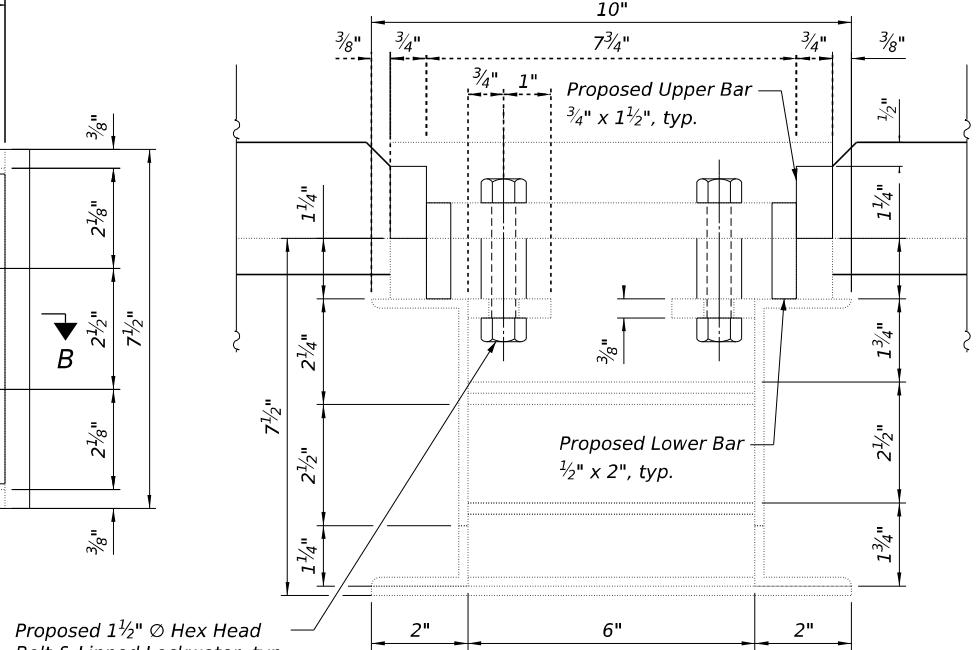
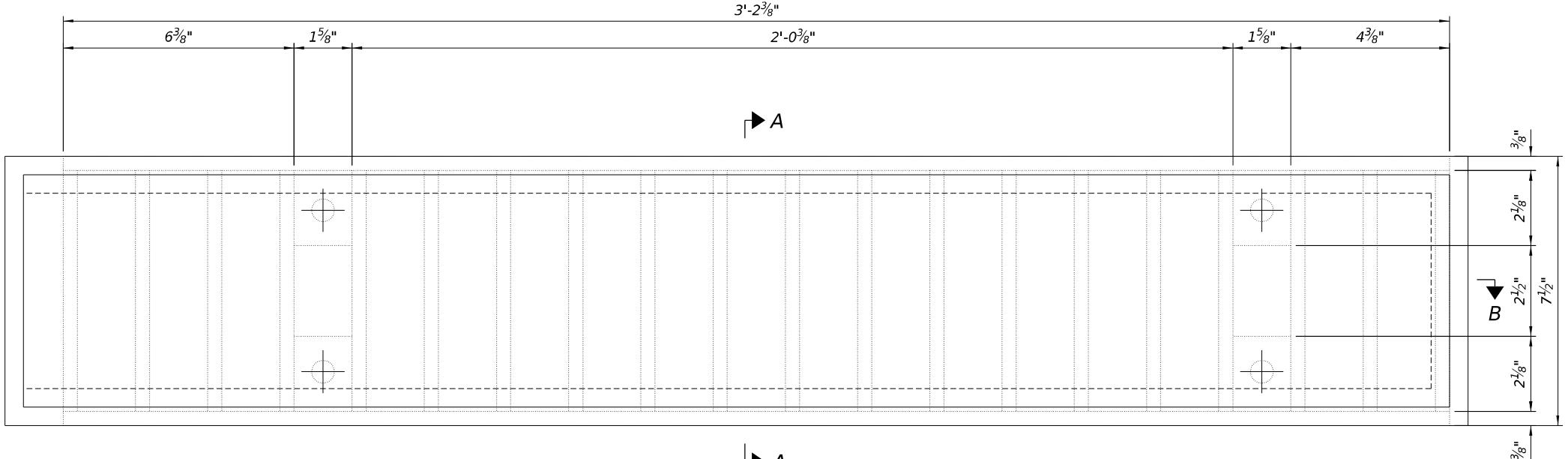
FRAMING PLAN

NOTES

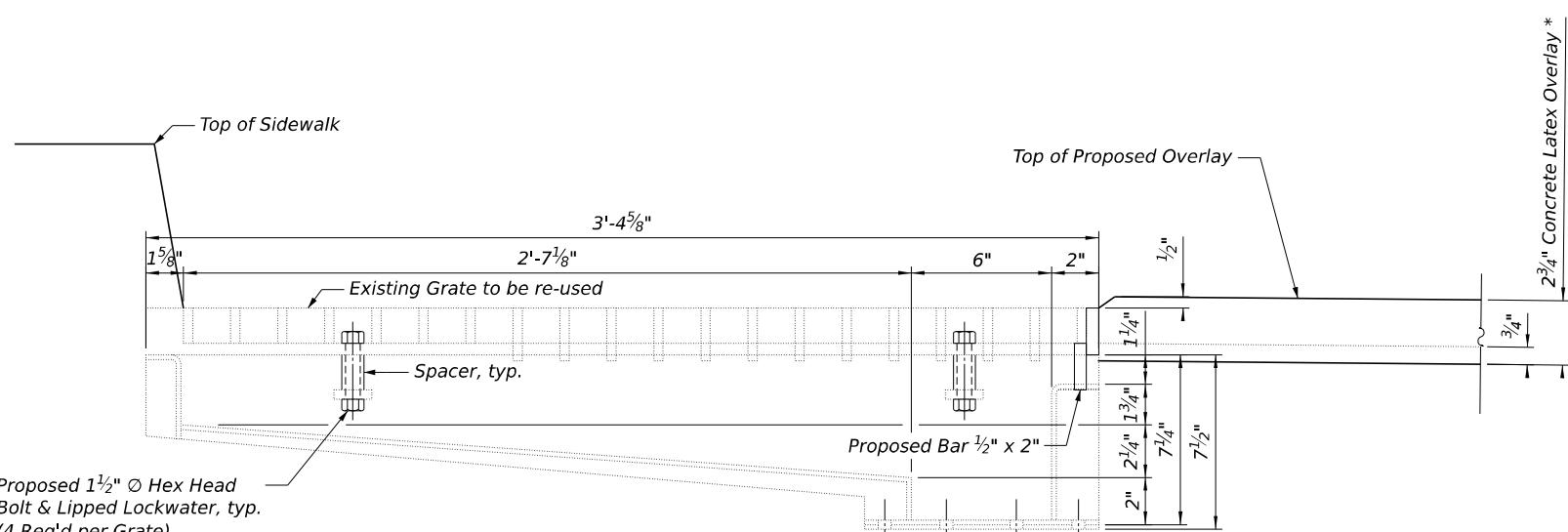
Clean and paint visible steel pieces of the expansion bearings and side retainers at West Abutment, Piers 2 and 3, and the East Abutment.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Cleaning and Painting Bearings	Each	102



SECTION A-A



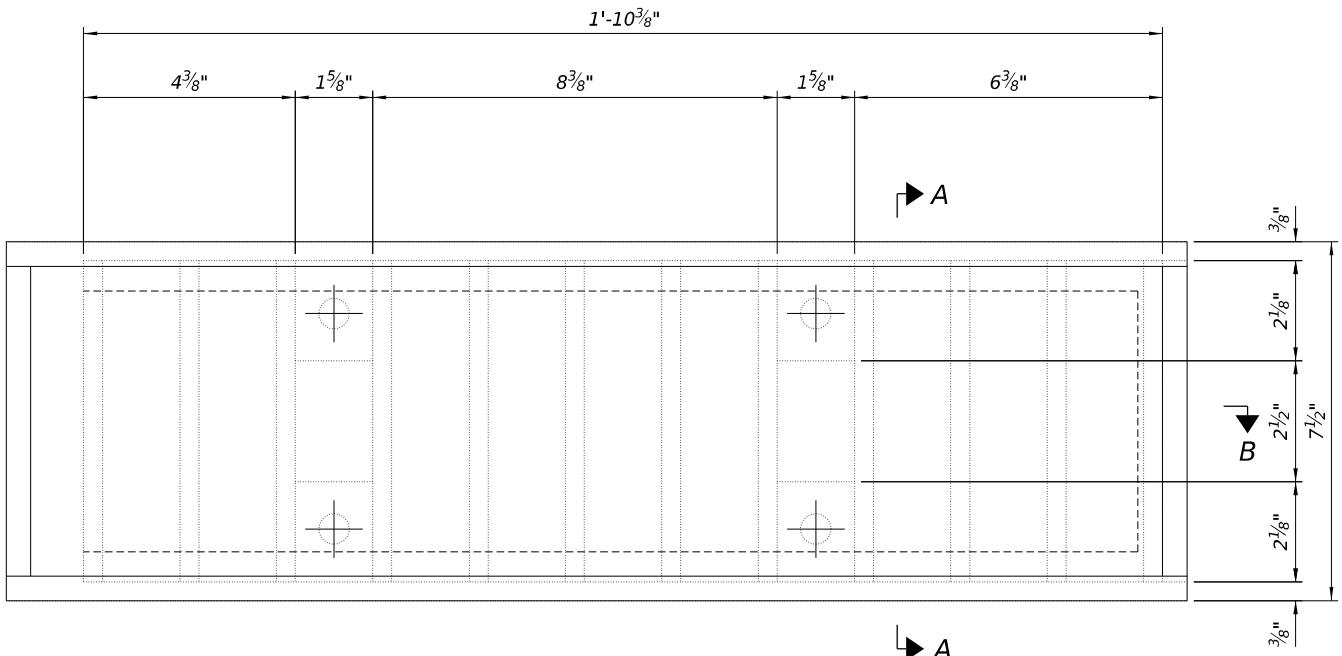
SECTION B-B
(Looking North)

NOTES

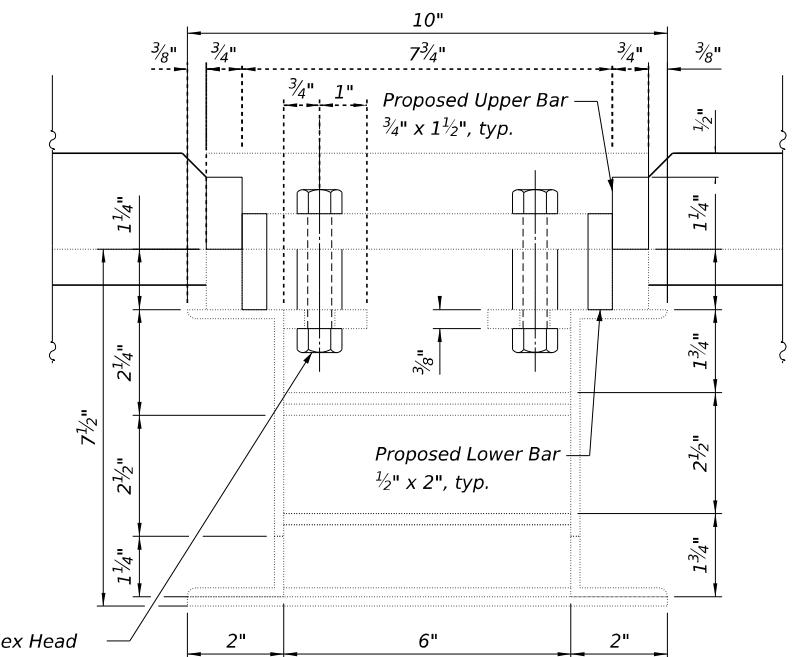
- Existing drainage scupper grates shall be adjusted so that the top of the existing grate is flush with the top of the bridge deck overlay after diamond grinding.
- Proposed structural steel for adjusting the scupper grates shall conform to the AASHTO Classification M-270 Gr. 36. All Proposed components adjusting the scupper grates shall be hot dipped galvanized.
- Bolts shall be ½" Ø ASTM F3125 Grade A325 Type 1, mechanically galvanized. Spacer may be fabricated from round steel pipe.
- The Contractor shall ensure that no damage is done to the existing grates to be re-used.
- Shop plans for the proposed scupper adjustment ring shall be submitted to the Engineer for approval prior to fabrication.
- See existing scupper plans for details and dimensions not shown. The Contractor shall field verify the type of scupper present and the scupper dimensions.
- Galvanizing for field welded areas shall be repaired per ASTM A 780.
- Cost of all labor and materials necessary to remove existing grates, clean existing scuppers and downspouts, furnish and install scupper adjustment ring, and reinstall the grates is included in the cost per unit each for Drainage Scuppers to be Adjusted.

TOTAL BILL OF MATERIAL

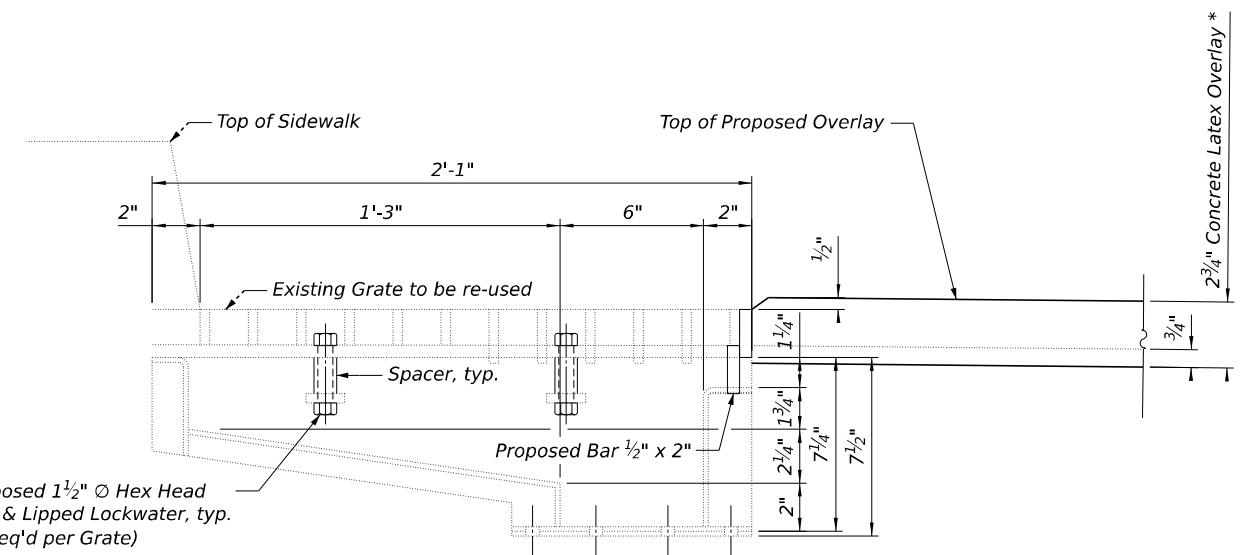
ITEM	UNIT	QUANTITY
Drainage Scuppers to be Adjusted	Each	12



TYPICAL CAST IRON DRAINAGE SCUPPER PLAN



SECTION A-A



SECTION B-B

(Looking North)

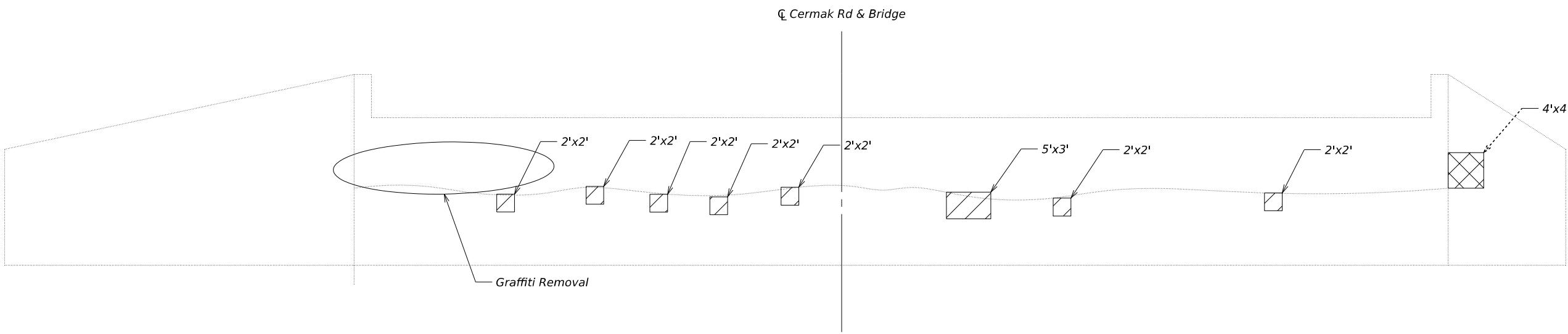
**Before Diamond Grinding*

NOTES

1. Existing drainage scupper grates shall be adjusted so that the top of the existing grate is flush with the top of the bridge deck overlay after diamond grinding.
2. Proposed structural steel for adjusting the scupper grates shall conform to the AASHTO Classification M-270 Gr. 36. All Proposed components adjusting the scupper grates shall be hot dipped galvanized.
3. Bolts shall be $\frac{1}{2}$ " \varnothing ASTM F3125 Grade A325 Type 1, mechanically galvanized. Spacer may be fabricated from round steel pipe.
4. The Contractor shall ensure that no damage is done to the existing grates to be re-used.
5. Shop plans for the proposed scupper adjustment ring shall be submitted to the Engineer for approval prior to fabrication.
6. See existing scupper plans for details and dimensions not shown. The Contractor shall field verify the type of scupper present and the scupper dimensions.
7. Galvanizing for field welded areas shall be repaired per ASTM A 780.
8. Cost of all labor and materials necessary to remove existing grates, clean existing scuppers and downspouts, furnish and install scupper adjustment ring, and reinstall the grates is included in the cost per unit each for Drainage Scuppers to be Adjusted

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
<i>Drainage Scuppers to be Adjusted</i>	Each	12



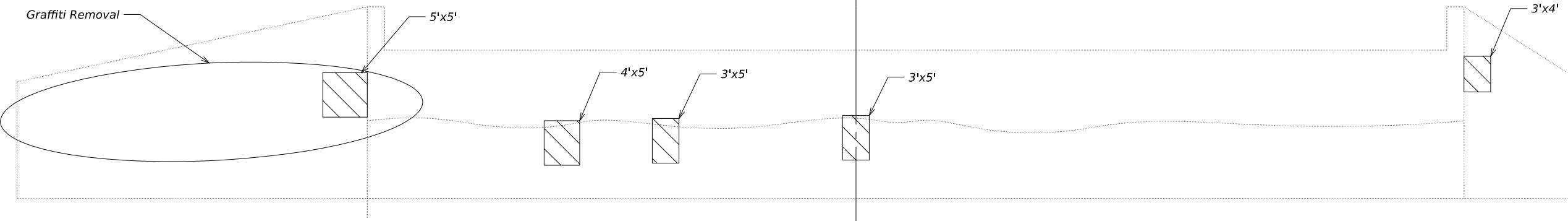
WEST ABUTMENT

(Looking West)

NOTES

1. Pier and abutment repair areas are estimated based on inspection information received. Actual repair areas and locations shall be determined by the Engineer. The Contractor shall be paid for the actual amount of repairs made and at the bid price for the respective pay item.
2. Existing reinforcement bars that are cut or damaged during repair shall be replaced in kind and lapped with existing rebar. No welding of rebar shall be allowed.

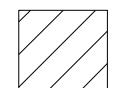
Cermak Rd & Bridge



EAST ABUTMENT

(Looking East)

LEGEND

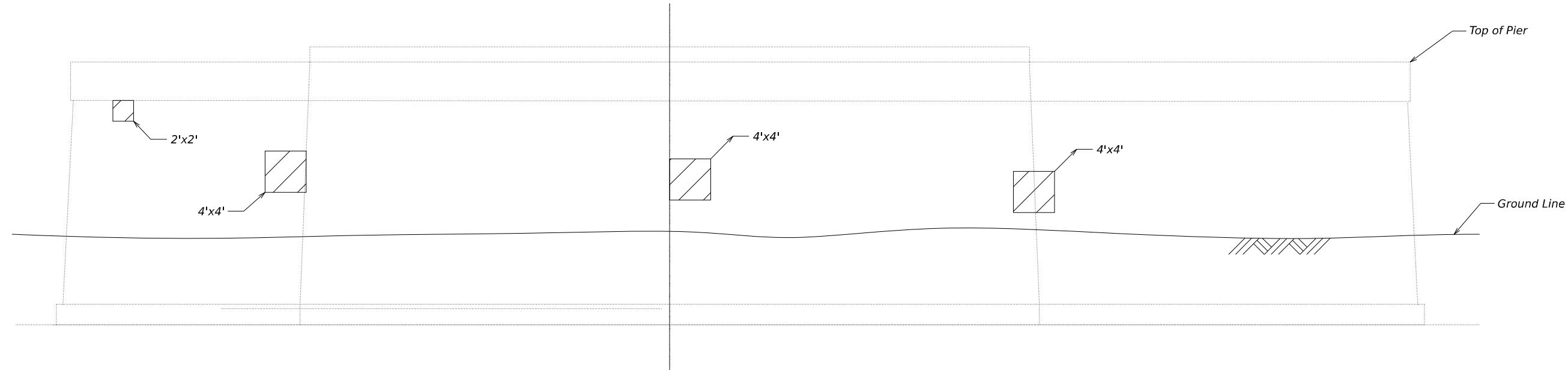


Structural Repair of Concrete
(Depth ≤ 5")



Structural Repair of Concrete
(Depth > 5")

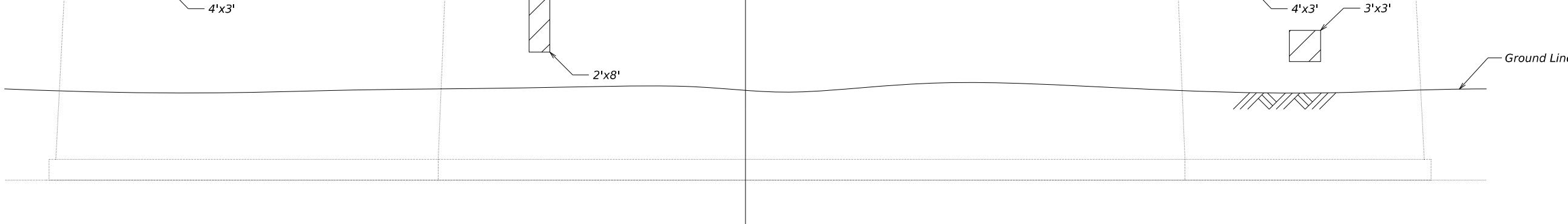
Q Cermak Rd & Bridge



PIER 1

(Looking West)

Q Cermak Rd & Bridge



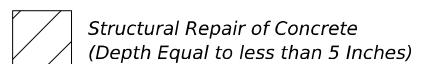
PIER 1

(Looking East)

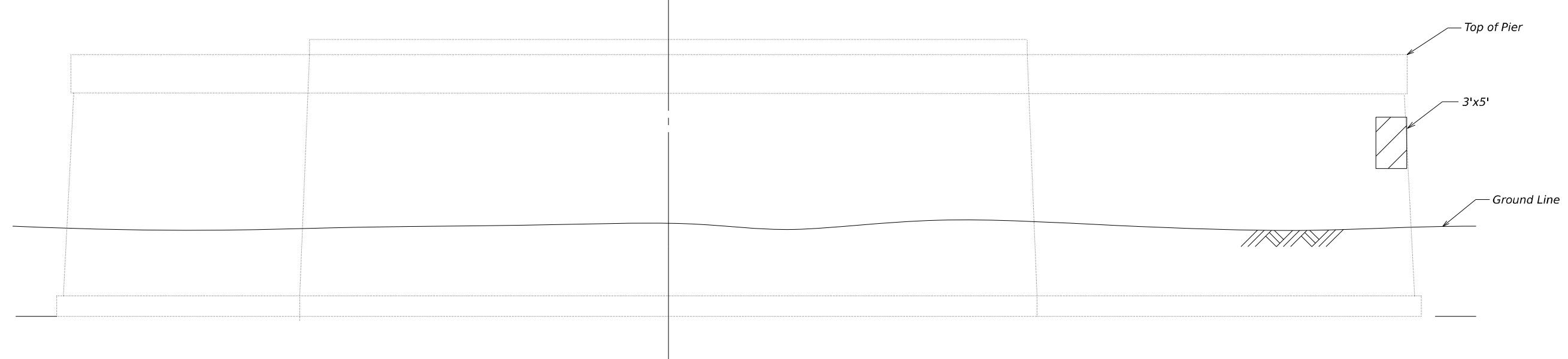
NOTES

1. Pier and abutment repair areas are estimated based on inspection information received. Actual repair areas and locations shall be determined by the Engineer. The Contractor shall be paid for the actual amount of repairs made and at the bid price for the respective pay item.
2. Existing reinforcement bars that are cut or damaged during repair shall be replaced in kind and lapped with existing rebar. No welding of rebar shall be allowed

LEGEND



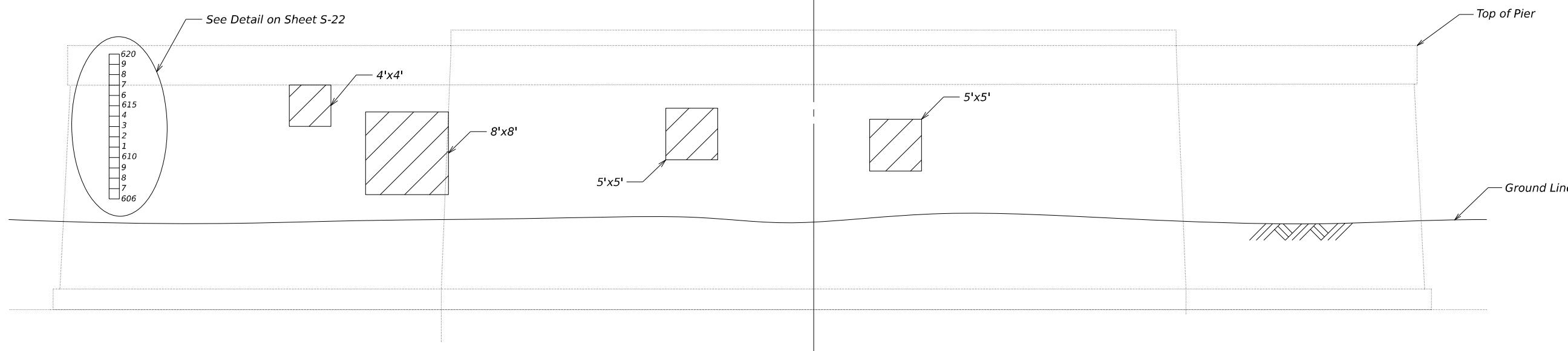
Cermak Rd & Bridge



PIER 2
(Looking West)

Cermak Rd & Bridge

FILE NAME: pw://dbsterlin/pw/bentley.com/dbsterlin-pw-4/1/Documents/Projects/PTB 209-017/Task 009/000 CADD Drawings/004 Structural/Sheets/S-19_PIER 2.dgn



PIER 2
(Looking East)

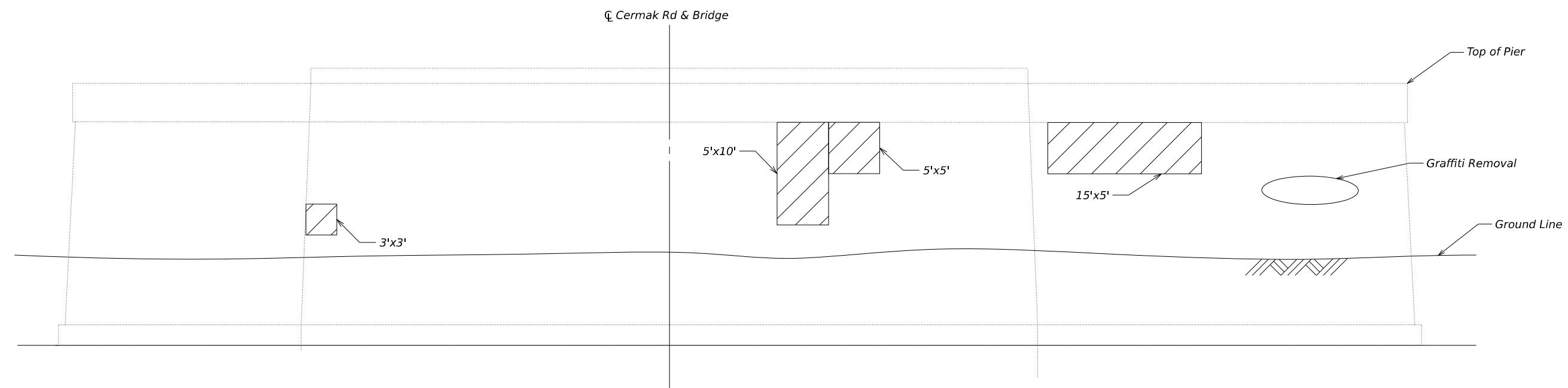
NOTES

1. Pier and abutment repair areas are estimated based on inspection information received. Actual repair areas and locations shall be determined by the Engineer. The Contractor shall be paid for the actual amount of repairs made and at the bid price for the respective pay item.
2. Existing reinforcement bars that are cut or damaged during repair shall be replaced in kind and lapped with existing rebar. No welding of rebar shall be allowed.

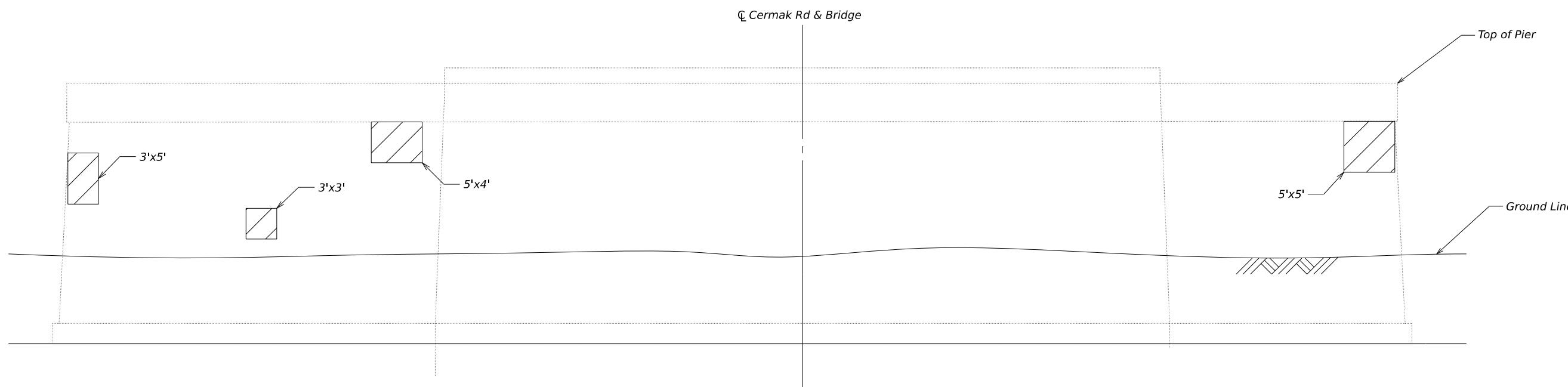
LEGEND



Structural Repair of Concrete
(Depth Equal to Less than 5 Inches)



PIER 3
(Looking West)



PIER 3
(Looking East)

BILL OF MATERIAL

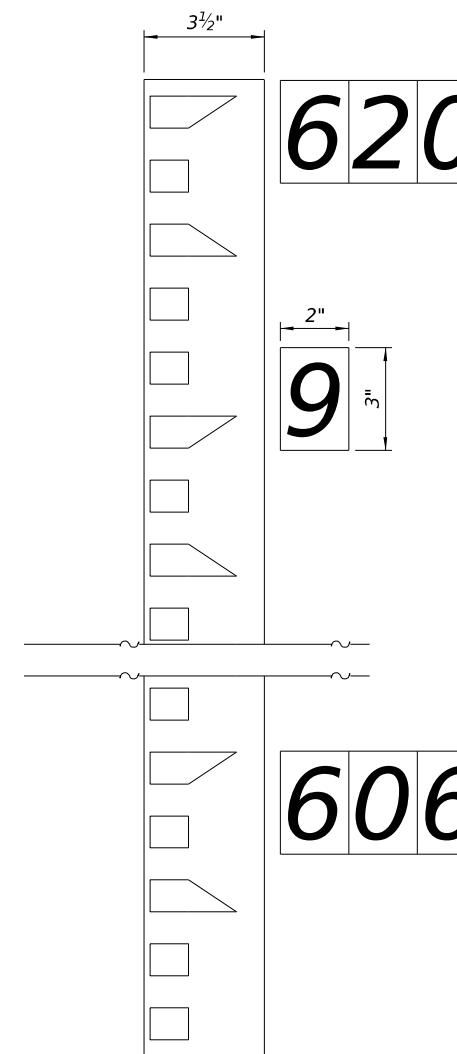
Item	Unit	Total
Structural Repair of Concrete ≤ 5"	Sq. Ft.	604
Structural Repair of Concrete > 5"	Sq. Ft.	16
Concrete Sealer	Sq. Ft.	620
Stream Gauge	Each	1
Debris Removal	Cu. Yd.	30

NOTES

1. *Pier and abutment repair areas are estimated based on inspection information received. Actual repair areas and locations shall be determined by the Engineer. The Contractor shall be paid for the actual amount of repairs made and at the bid price for the respective pay item.*
2. *Existing reinforcement bars that are cut or damaged during repair shall be replaced in kind and lapped with existing rebar. No welding of rebar shall be allowed*



Structural Repair of Concrete Depth Equal to less than 5 Inches)



NOTES

Stream Gauge shall be installed from the elevation of 606' to 620'.

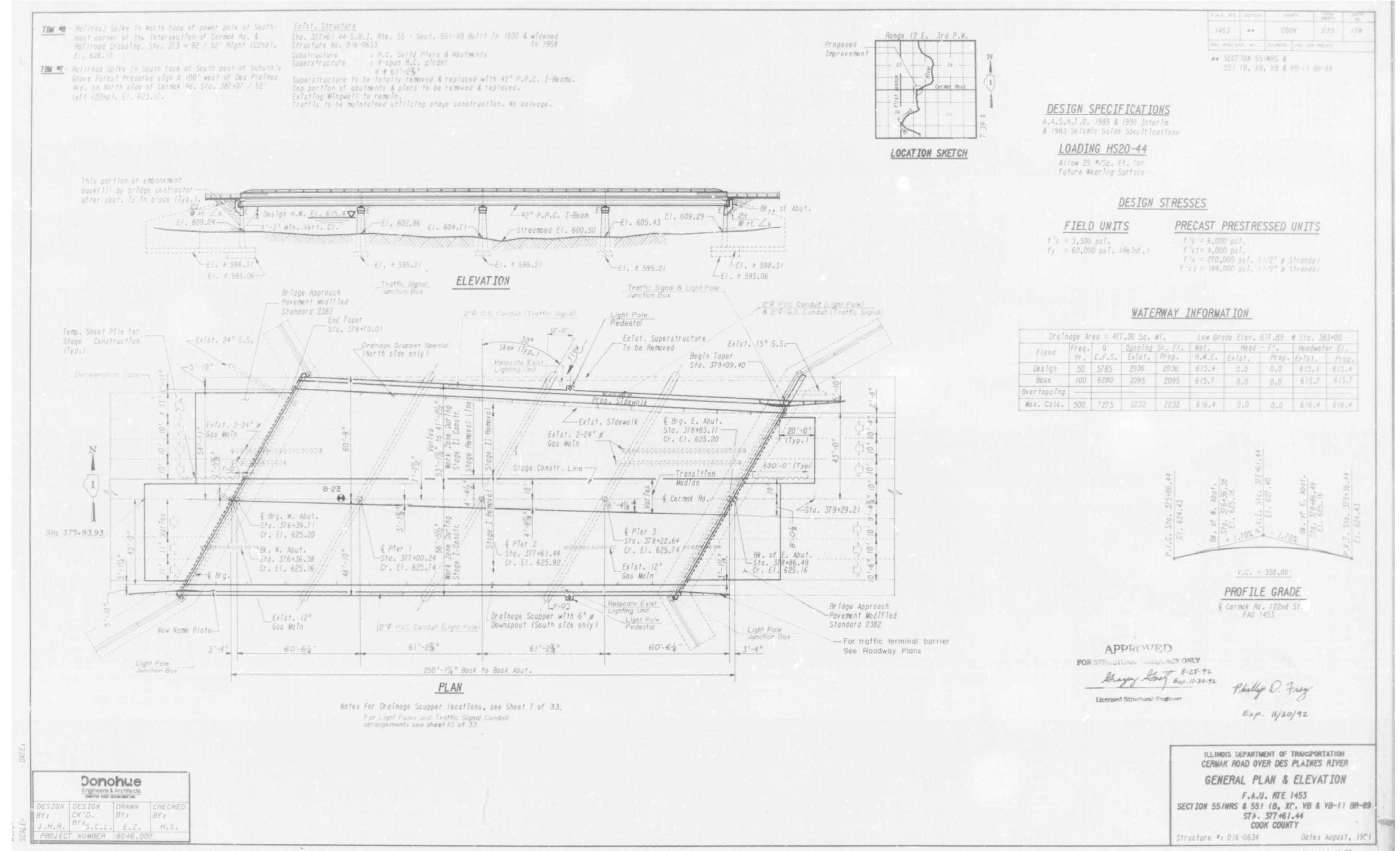
The gauge plates shall be porcelain enameled iron plates graduated in feet and tenths, unnumbered, and 3 1/2" wide. Gauge plates shall be WaterMark Style "E" or approved equivalent.

Each individual number plate should be a black numeral on 2" X 3" white porcelain enameled iron plate. Number plates shall be WaterMark Style "E" or approved equivalent.

Both the gauge plates and number plates shall be fastened directly to the pier with a 1/4" diameter, 1 1/2" long masonry screw with a hex washer head.

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

STREAM GAUGE DETAIL



Donohue
Engineers & Architects
COMPUTER AIDED DESIGN/CONSTRUCTION

DESIGN BY:	DESIGN BY:	DRAWN BY:	CHECKED BY:
J.H.R.	B.T.S.C.L.	E.Z.	H.S.
PROJECT NUMBER 18046.007			

USER NAME = maabdo	DESIGNED - AH	REVISED -
PLOT SCALE =	DRAWN - AH	REVISED -
PLOT DATE = 11/25/2025	CHECKED - BJR	REVISED -
PLOT TIME = 9:50:47 AM	DATE -	REVISED -

PLATE NO.	SECTION	COUNTY	TOTAL SHEETS	DATE
1453	**	COOK	233	1/78

** SECTION 551WRS & 551 (B, XC, VB & VB-II) BR-89

FRAMING PLAN

	0.5 Span *	Pier 1	0.5 Span 2	Pier 2
In (in ⁴)	90,956	90,956	90,956	90,956
Ic (in ⁴)	227,225	—	227,225	—
Sbn (in ³)	5,153	—	5,153	—
Sbc (in ³)	8,731	—	8,731	—
Stn (in ³)	3,736	—	3,736	—
Stc (in ³)	27,046	—	27,046	—
(DL) _a (k ¹)	1,094	—	1,094	—
(DL) _d (k ¹)	0,285	0,285	0,285	0,285
M(DL) _a (k)	500	—	500	—
M(DL) _d (k)	80	-110	40	-80
M(LL) _d (k)	390	-290	310	-260
M ₁ (k)	100	-80	80	-70
Mcap (k)	2,710	-1,450	2,710	-1,450
Mu (k)	1,790	-950	1,550	-820

In , S_{bh} and S_{th} are the non-composite section moment of inertia and section moduli

I_c , S_{bc} and S_{tc} are the composite section moment of inertia and section moduli

$M(DL)_n$ = Moments due to dead load on non-composite section

$M(DL)_c$ = Moments due to dead load on composite section

$M(LL)_c$ = Moments due to live loads
on composite section

M_I = Moments due to live load

M_{cap} = Ultimate flexural capacity composite section

$$M_{\text{U}} = 1.3 [M(\text{DL}) + 5/3 (M(\text{LL}) + M_{\text{U}})]$$

INTERIOR GIRDER REACTION TABLE

	Abutments	Piers 1 & 3	Pier 2
Rea. (k)	41.5	97.2	93.7
All. (k)	38.9	45.1	44.7
Imp. (k)	10.5	12.2	12.0
R TOTAL (k)	96.9	154.5	150.4

See Sheets 23 thru 25 for Bearing Pad Arrangement

ILLINOIS DEPARTMENT OF TRANSPORTATION
ERMAK ROAD OVER DES PLAINES RIVER

FRAMING PLAN

F.A.U. RTE 1453
SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89
STA. 377+61.44
COOK COUNTY

Structure #: 016-0634

Date: August 1941

Donohue Engineers & Architects <small>GENERAL BLDG. MECHANICAL</small>			
DESIGN BY:	DESIGN CK'D. J.H.R.	DRAWN BY: S.C.L.	CHECKED BY: H.S.
PROJECT NUMBER 18046.007			

Donohue
Engineers & Architects

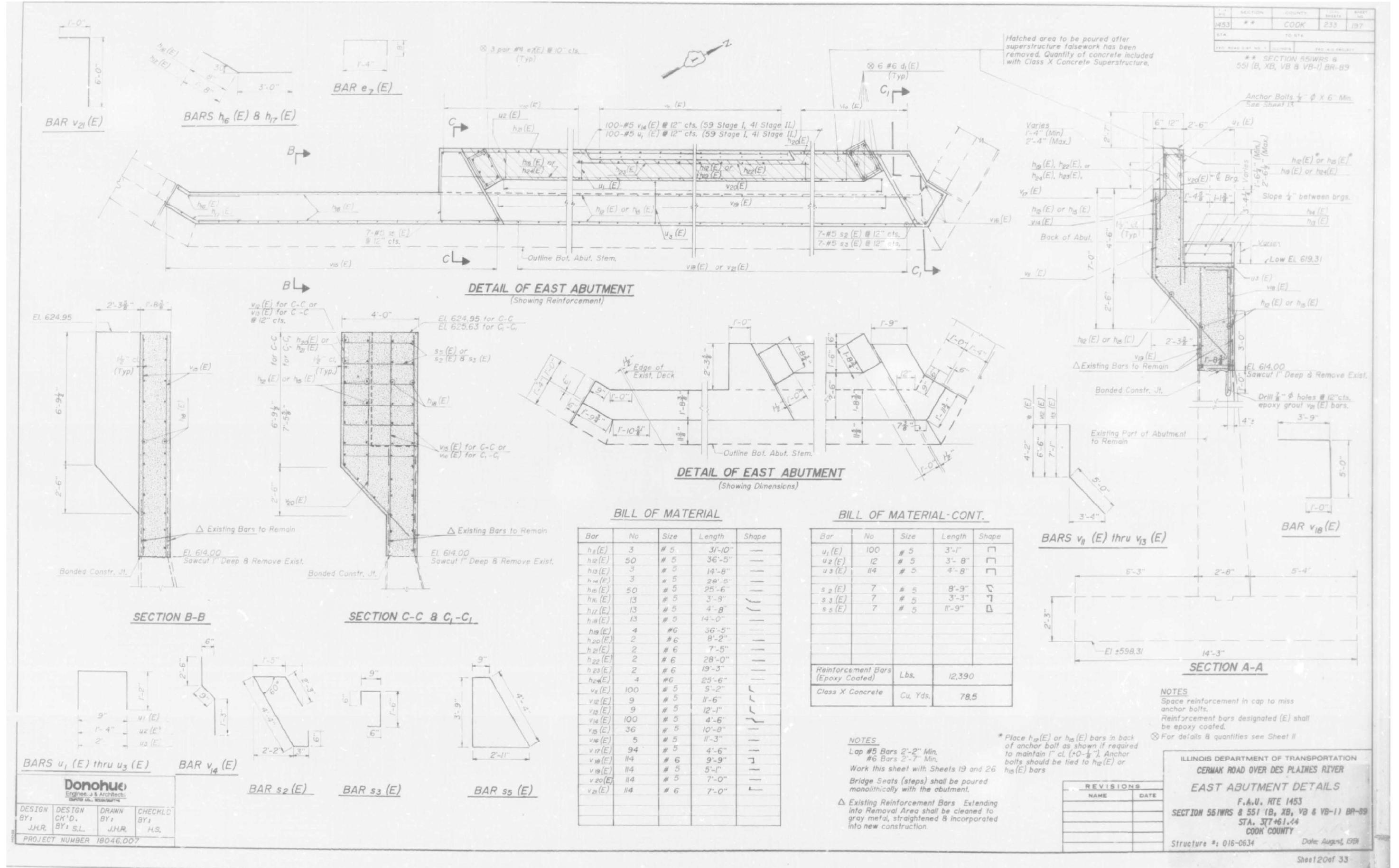
The logo for DBS (DB Sterlin Consultants, Inc.) consists of the letters 'DBS' in a bold, black, sans-serif font. To the right of the logo is a vertical line, followed by the company name and address in a smaller, black, sans-serif font.

USER NAME = maabdo	DESIGNED - AH	REVISED -
PLOT SCALE =	DRAWN - AH	REVISED -
PLOT DATE = 11/25/2025	CHECKED - BJJ	REVISED -
PLOT TIME = 9:54:10 AM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING PLANS (5 OF 14)
STRUCTURE NO. 016-0634

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
1453	551X-B	COOK	60	44
CONTRACT NO. 62Y17				
	ILLINOIS	FED. AID PROJECT		



SECTION	COUNTY	SPANN.	BLDG.
1453	COOK	233	137
STA	TO STA		

EXC. ROAD/ST. NO.	SECTION	EXC. AID PROJECT
551 (B, XB, VB & VB-1) BR-89	551X-B	COOK

** SECTION 551WRS & 551 (B, XB, VB & VB-1) BR-89
--

Anchor Bolts $\frac{1}{2}$ ϕ X 6" Min.

See Sheet 17

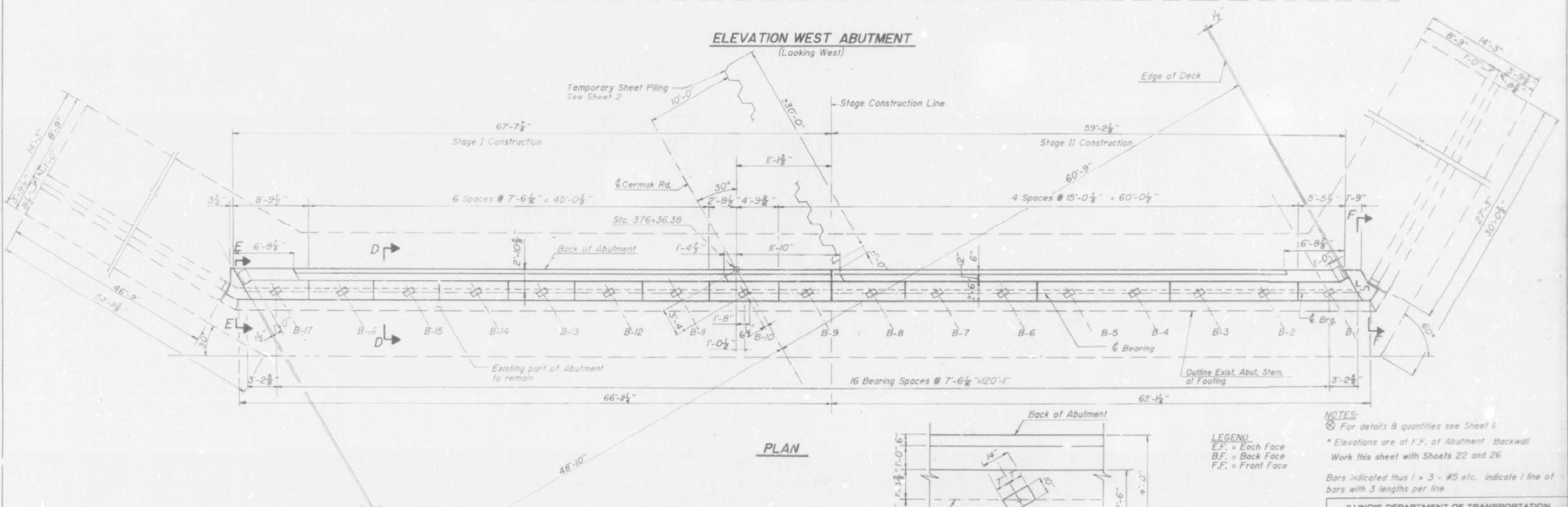
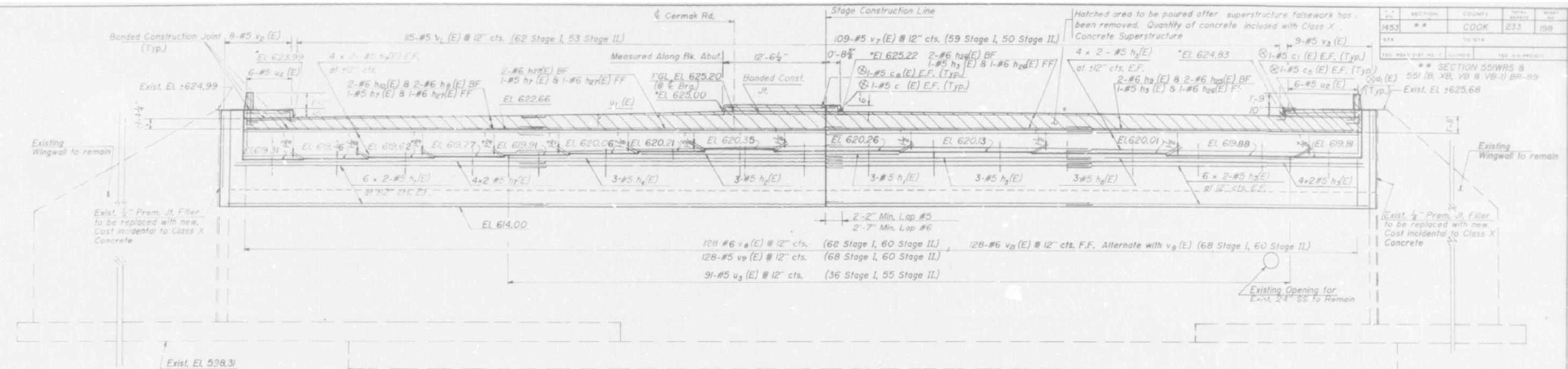
Varies 1'-4" (Min) 2'-4" (Max)

$h_1(E)$ or $h_2(E)$, or $h_{24}(E)$, $h_{25}(E)$
--

$h_1(E)$ or $h_2(E)$

$h_1(E)$ or $h_2(E)$

</



Donohue
Engineers & Architects

COMPUTER AIDED DESIGN/TRADE			
DESIGN BY: J.H.R.	DESIGN CK'D. BY: S.L.	DRAWN BY: J.H.R.	CHECKED BY: H.S.
PROJECT NUMBER 18046.007			

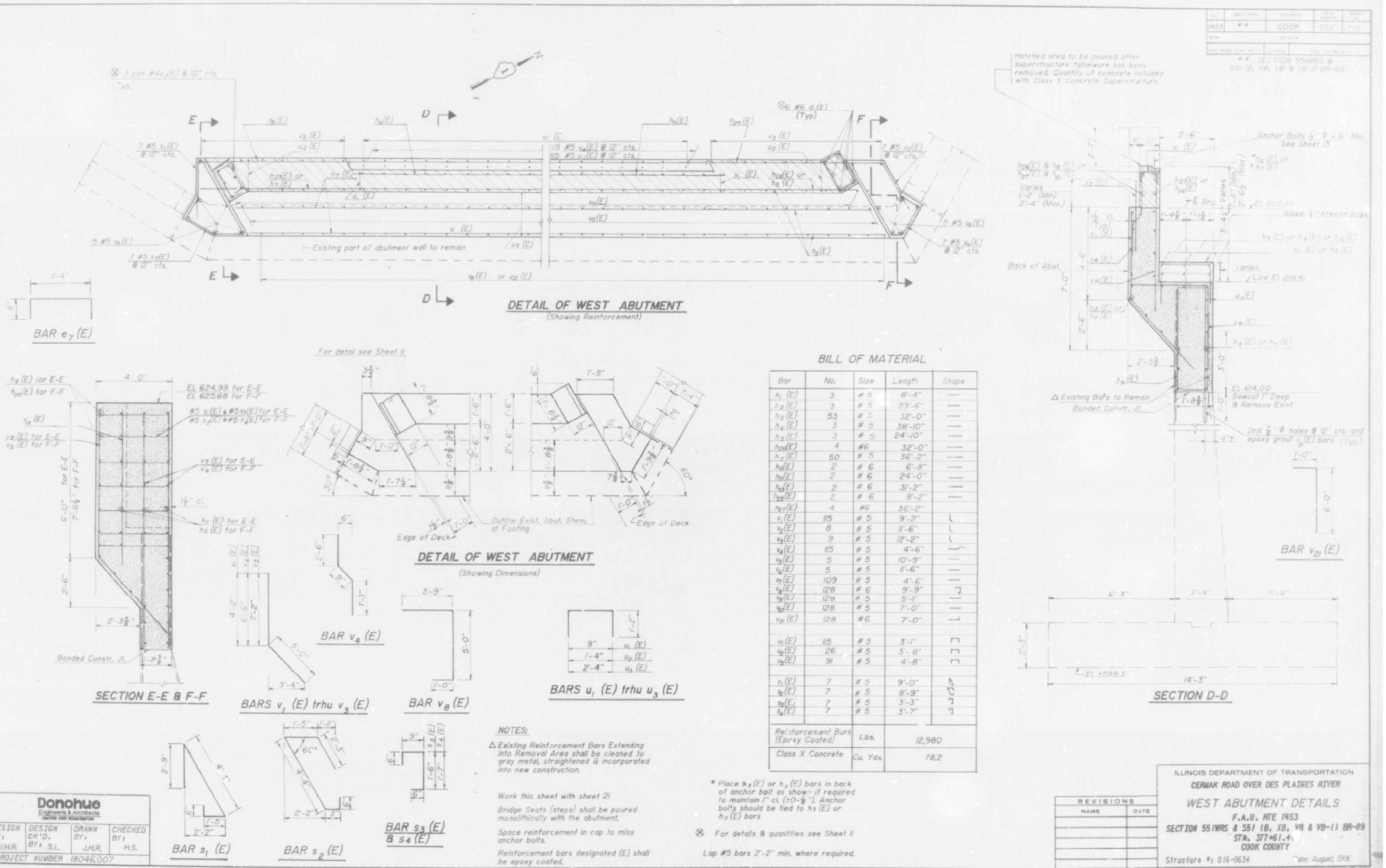
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING PLANS (10 OF 14)
STRUCTURE NO. 016-0634

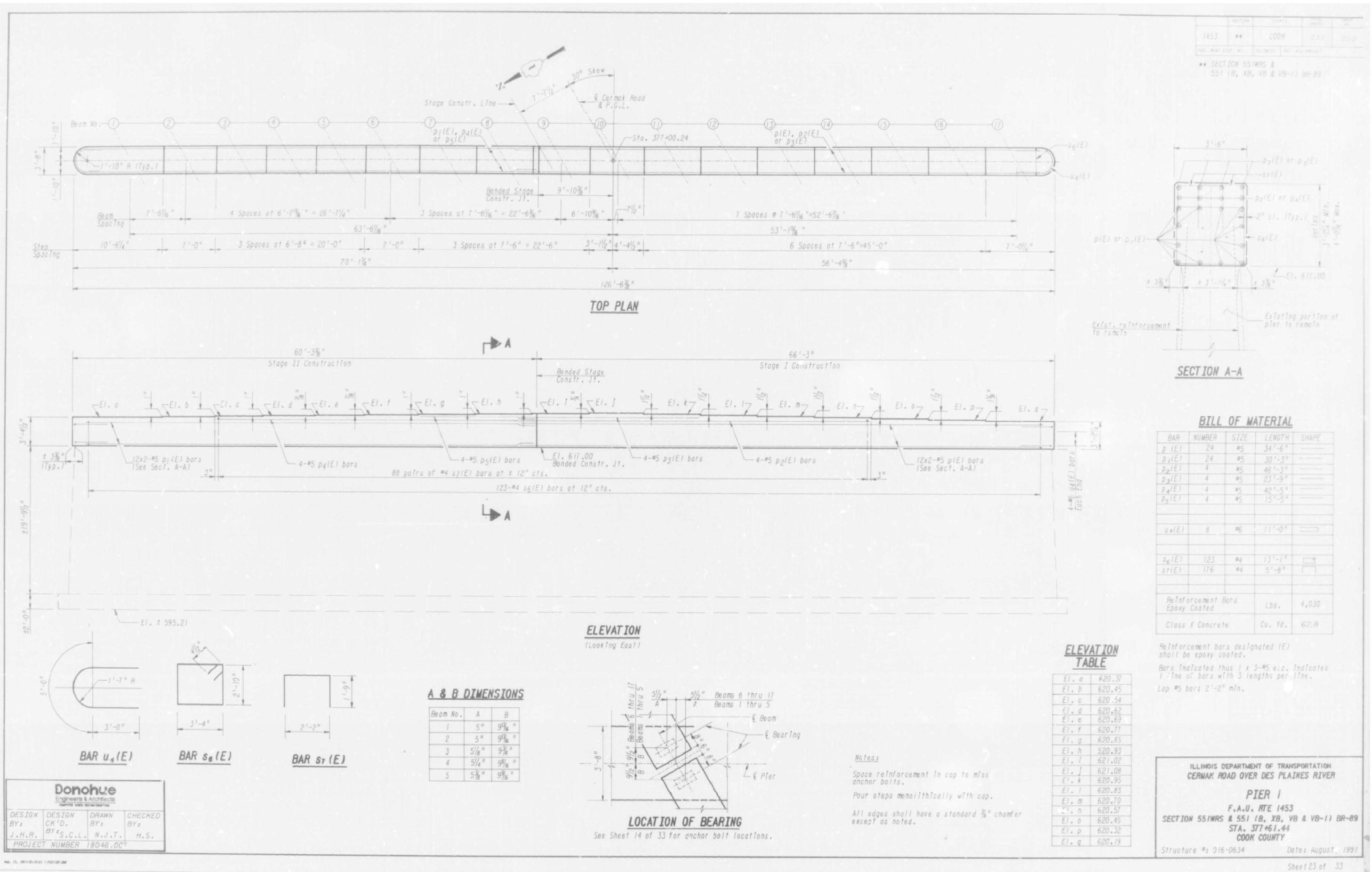
FILE NAME:	DBS	DB STEPH CONSULTANTS, INC, 123 N. Webster Drive, Suite 2000 Chicago, Illinois 60606 312.657.1006	USER NAME PLOT SCALE PLOT DATE PLOT TIME
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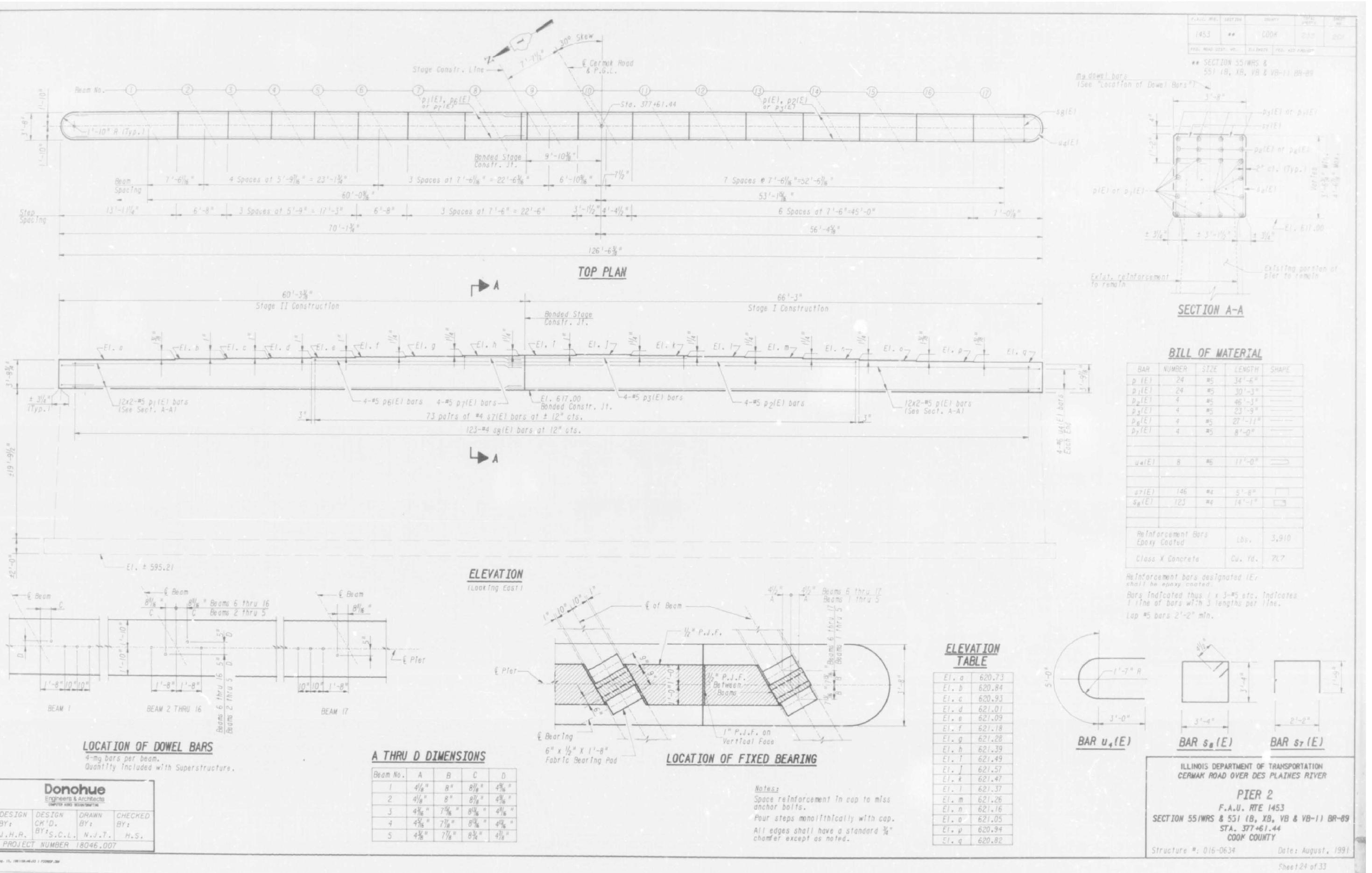
USER NAME	= maabdo	DESIGNED	- AH	REVISED	-
PLOT SCALE	=	DRAWN	- AH	REVISED	-
PLOT DATE	= 11/25/2025	CHECKED	- BJJN	REVISED	-
PLOT TIME	= 9:55:35 AM	DATE	-	REVISED	-

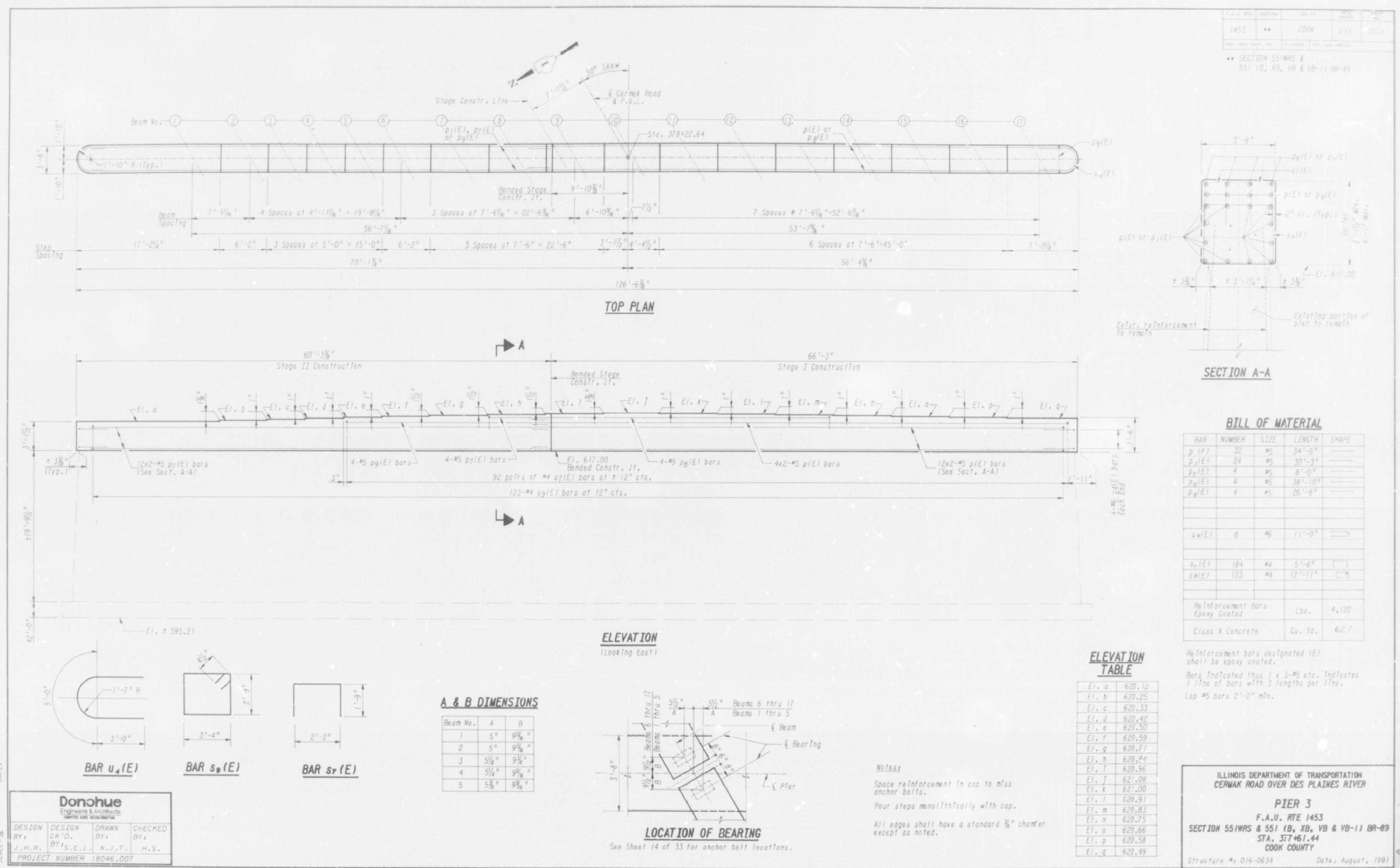
EXISTING PLANS (10 OF 14) STRUCTURE NO. 016-0634		F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
		1453	551X-B	COOK	60	49
					CONTRACT NO. 62Y17	
SCALE:	SHEET NO. S-32 OF S-36 SHEETS			ILLINOIS	FED. AID PROJECT	



Donohue			
Engineers & Architects			
DESIGN BY:	DESIGN CK'D. BY:	DRAWN BY:	CHECKED BY:
J.H.R.	J.S.L.	J.H.R.	H.S.
PROJECT NUMBER 18046.007			





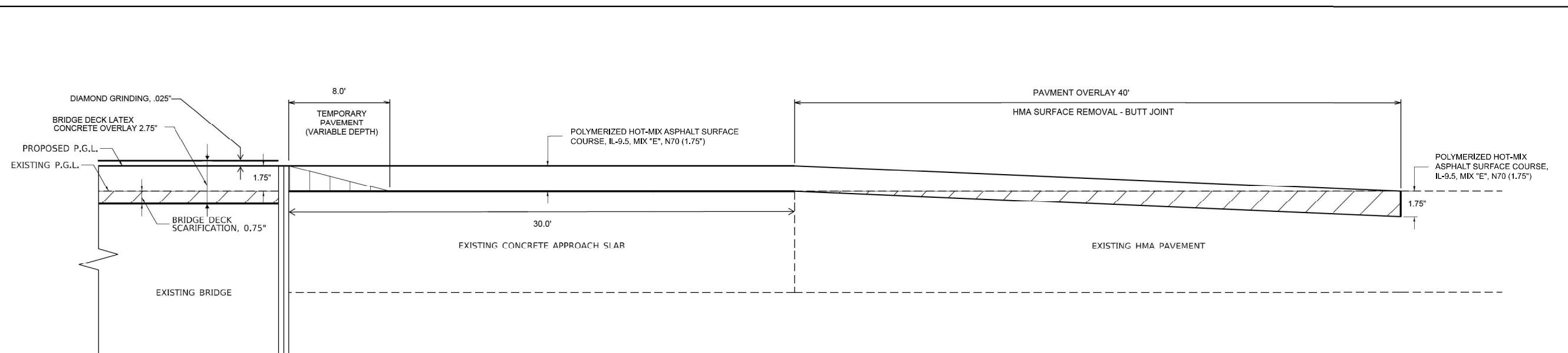


DATE: 08-15-1991

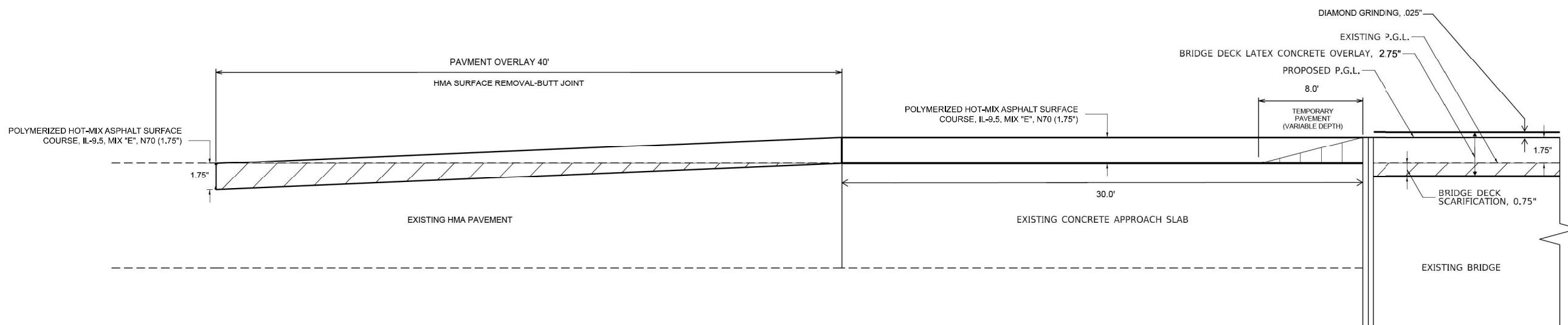
SCALE: 1/8"

Donohue
Engineers & Architects
COMPUTER AIDS DESIGN/COMPUTER

DESIGN BY:	DRAWN BY:	CHECKED BY:
J.H.R.	S.C.L.	N.J.T.
PROJECT NUMBER 18046.007		

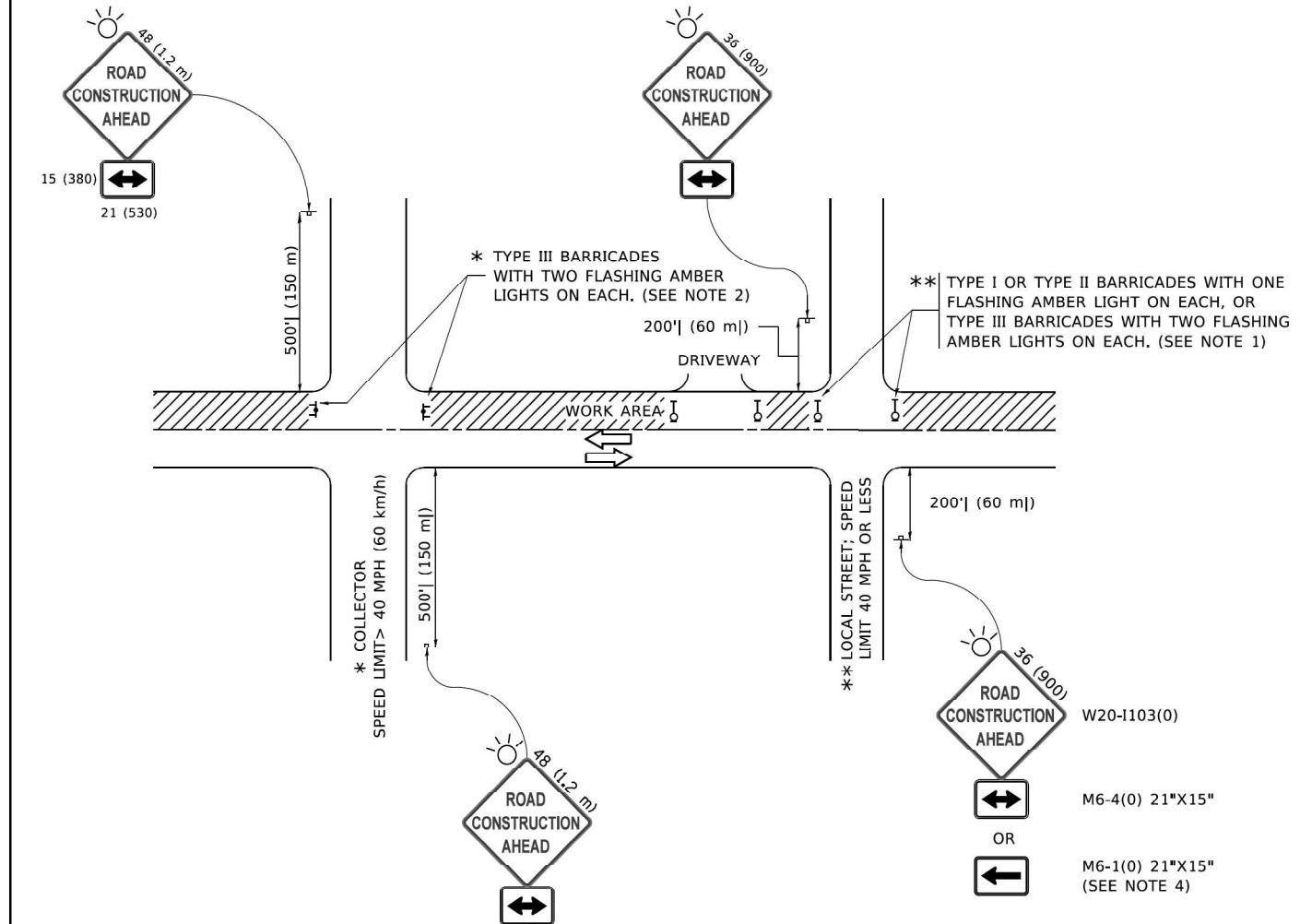


PAVEMENT OVERLAY DETAIL



PAVEMENT OVERLAY DETAIL

NOTE:
1. THE TEMPORARY PAVEMENT (VAR DEPTH) WEDGE SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.



NOTES:

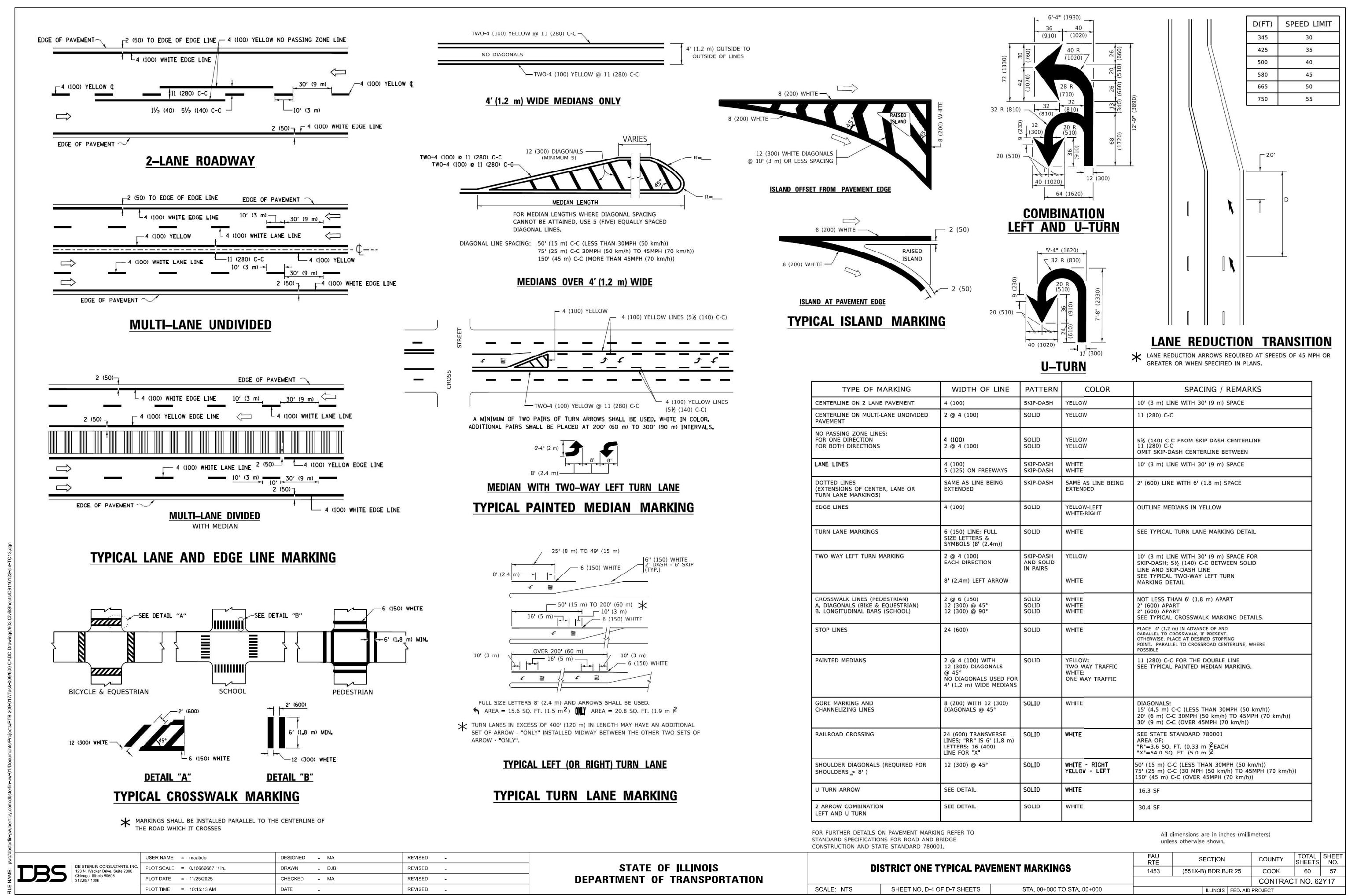
1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) 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.
3. 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.
4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE

5. 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.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. 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.



TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

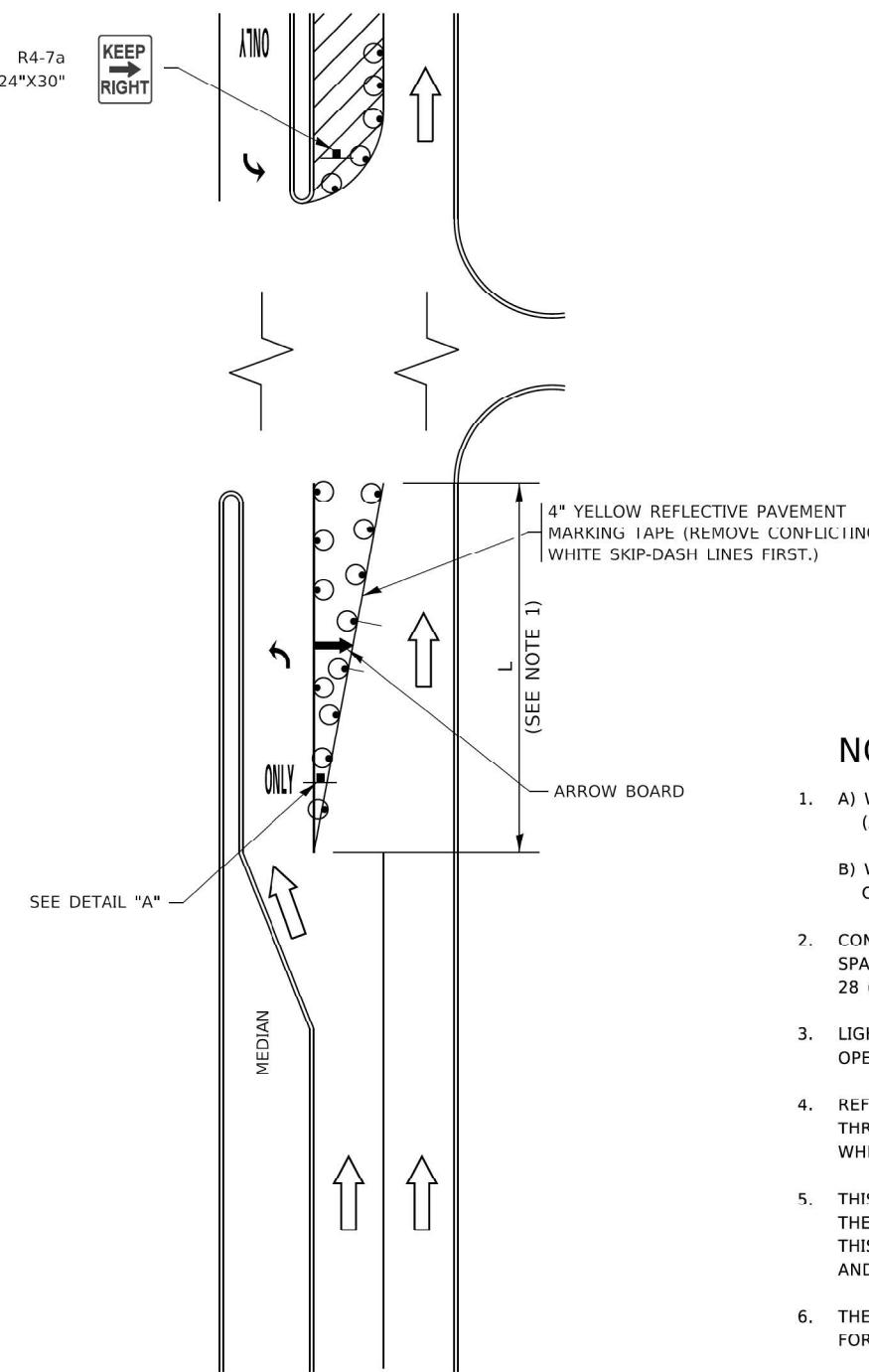
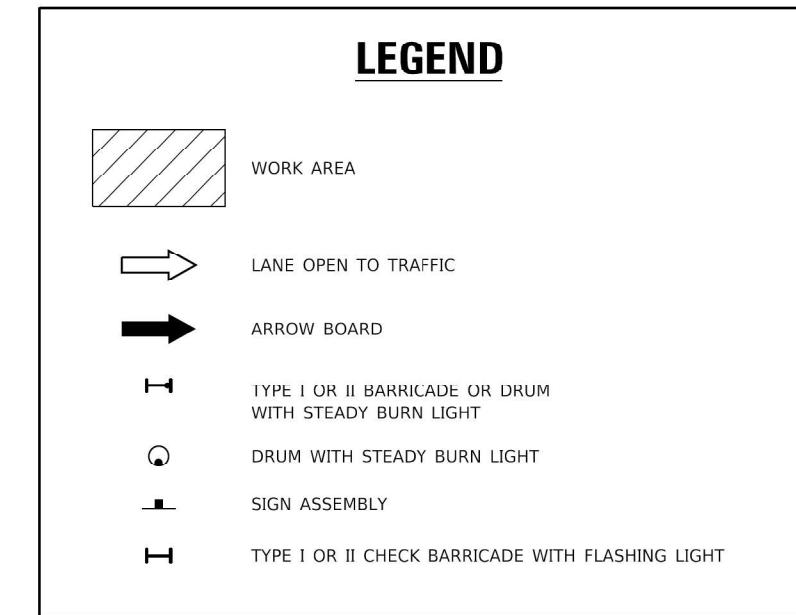


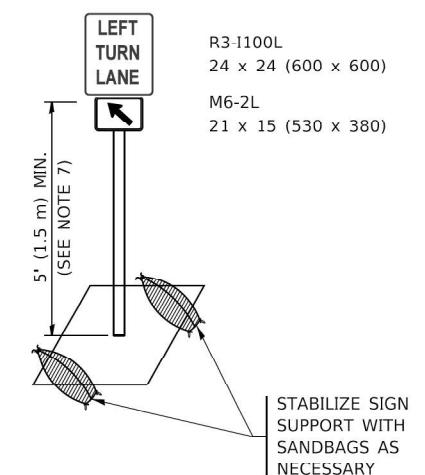
FIGURE 1

TURN BAY ENTRANCE
WITHIN A LANE CLOSURE



NOTES

1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-J100R 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 PREQUIREMENTS.
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.

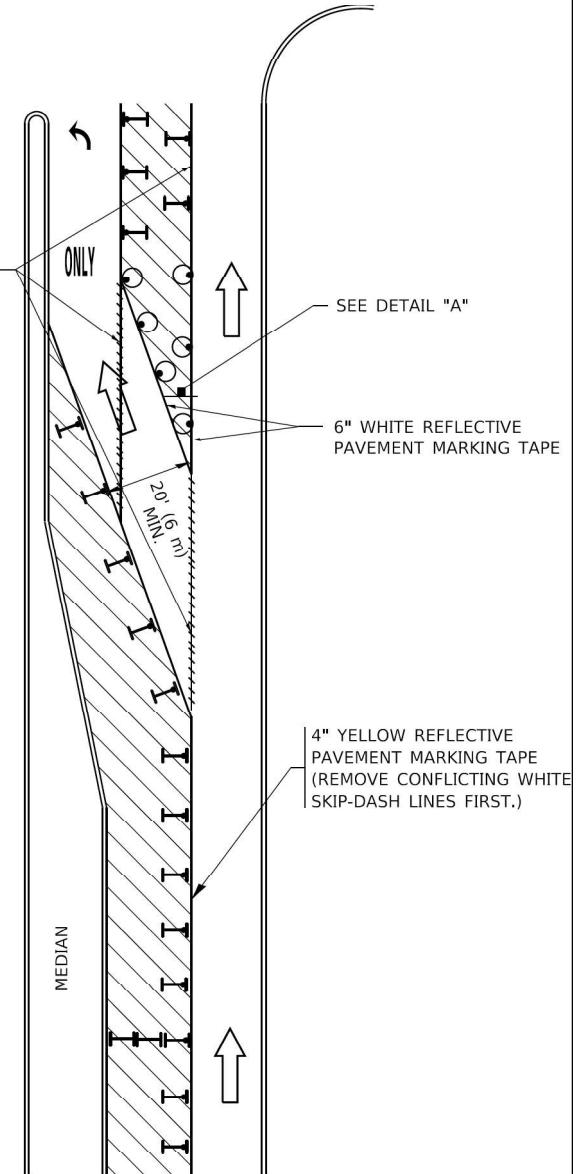


FIGURE 2

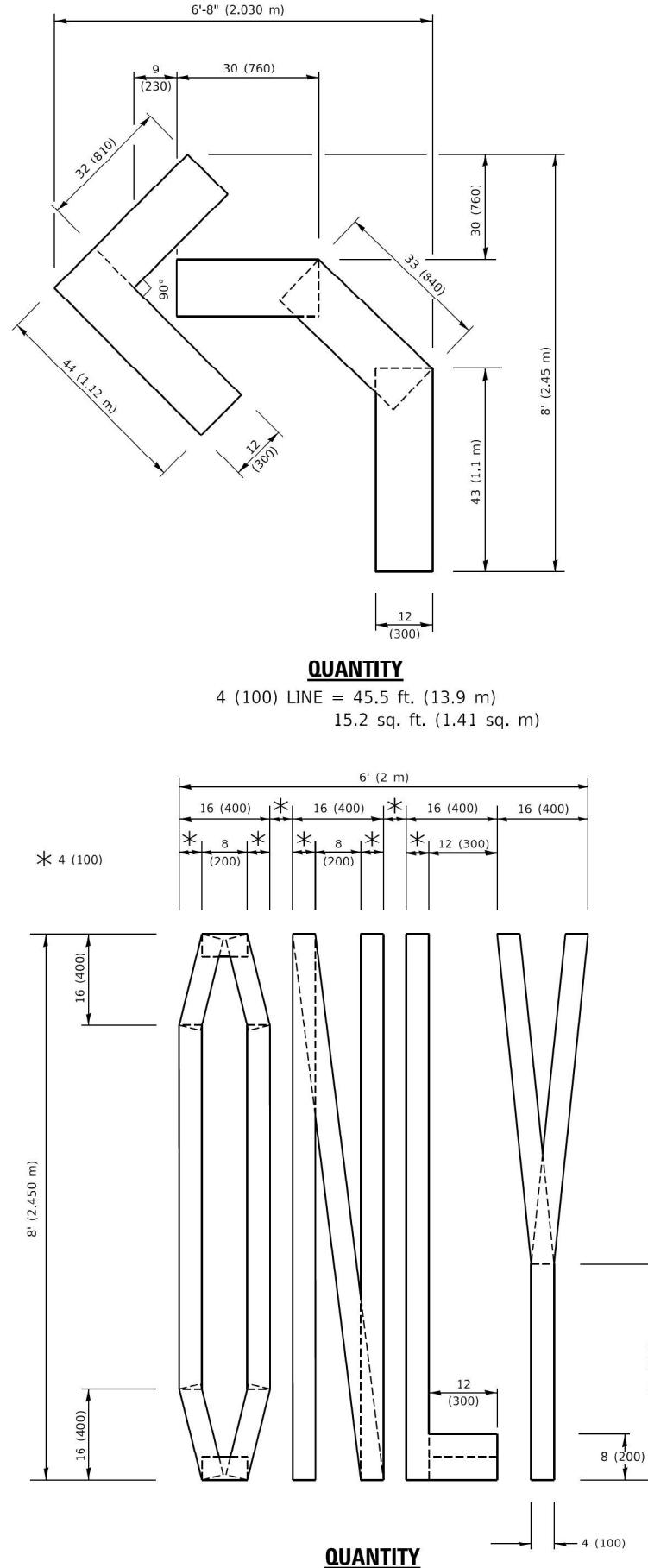
The logo for DBS (DB Sterlin Consultants, Inc.) features a large, bold, black 'DBS' monogram on the left. To the right of the monogram is a vertical line, followed by the company name 'DB STERLIN CONSULTANTS, INC.' in a smaller, black, sans-serif font, and the address '123 N. Wacker Drive, Suite 2000' on three lines below it.

USER NAME = maabdo	DESIGNED - MA	REVISED -
PLOT SCALE = 0.166666667' / in.	DRAWN - DJB	REVISED -
PLOT DATE = 11/25/2025	CHECKED - MA	REVISED -
PLOT TIME = 10:15:27 AM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

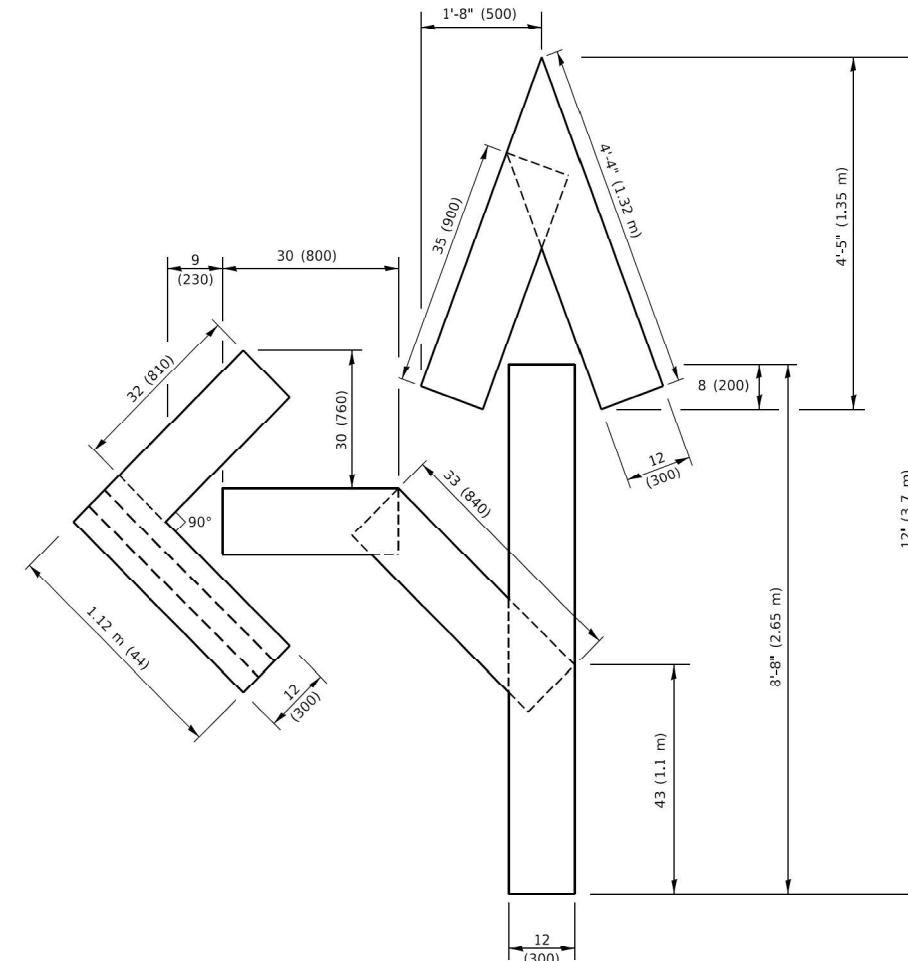
TRAFFIC CONTROL AND PROTECTION AT TURN KEYS (TO REMAIN OPEN TO TRAFFIC)

TRAFFIC CONTROL AND PROTECTION AT TURN KEYS (TO REMAIN OPEN TO TRAFFIC)			FAU RTE	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
			1453	(551X-B) BDR,BJR 25			COOK 60 58
SCALE: NTS						CONTRACT NO. 62Y17	
						ILLINOIS FED. AID PROJECT	



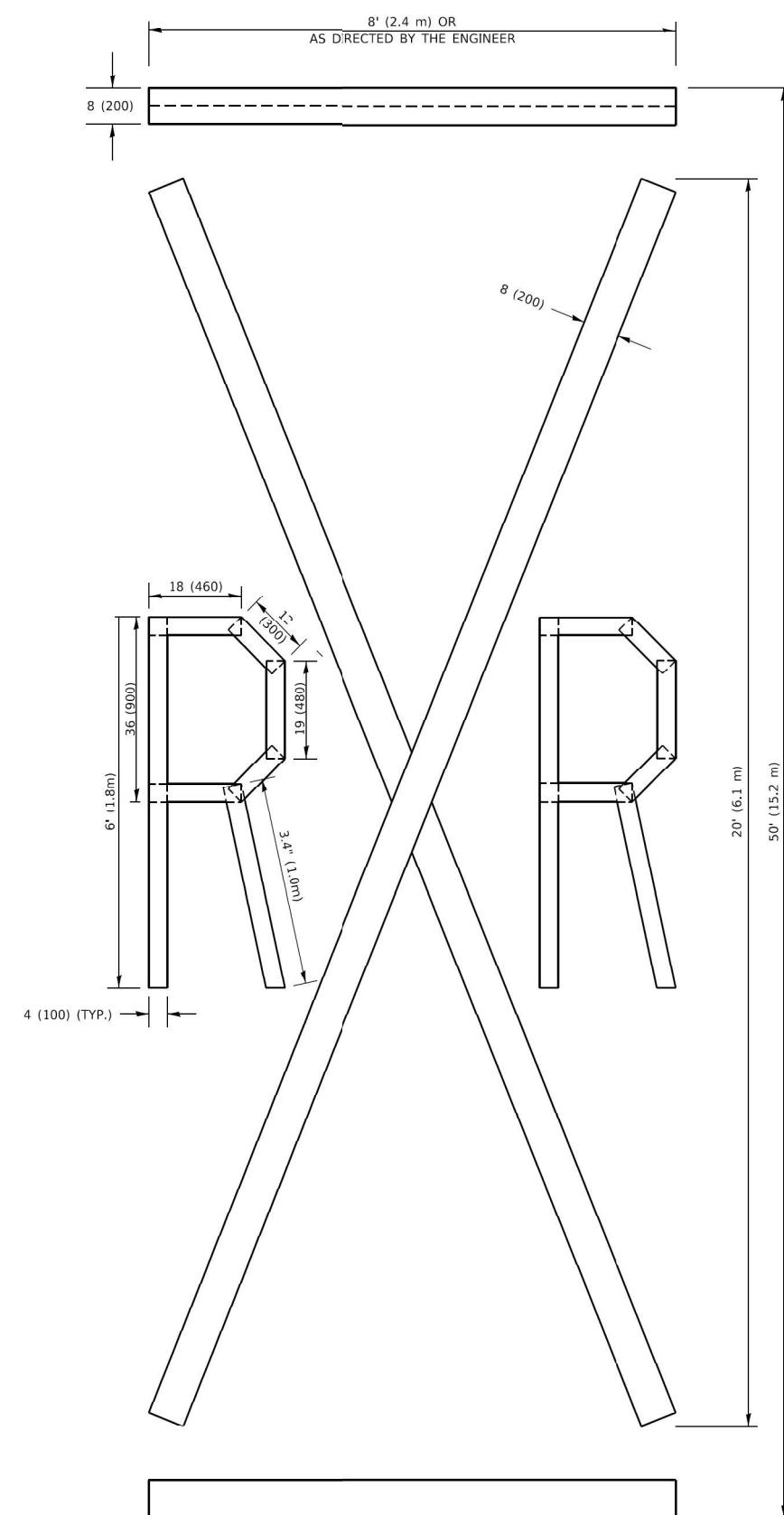
QUANTITY

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



QUANTITY

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

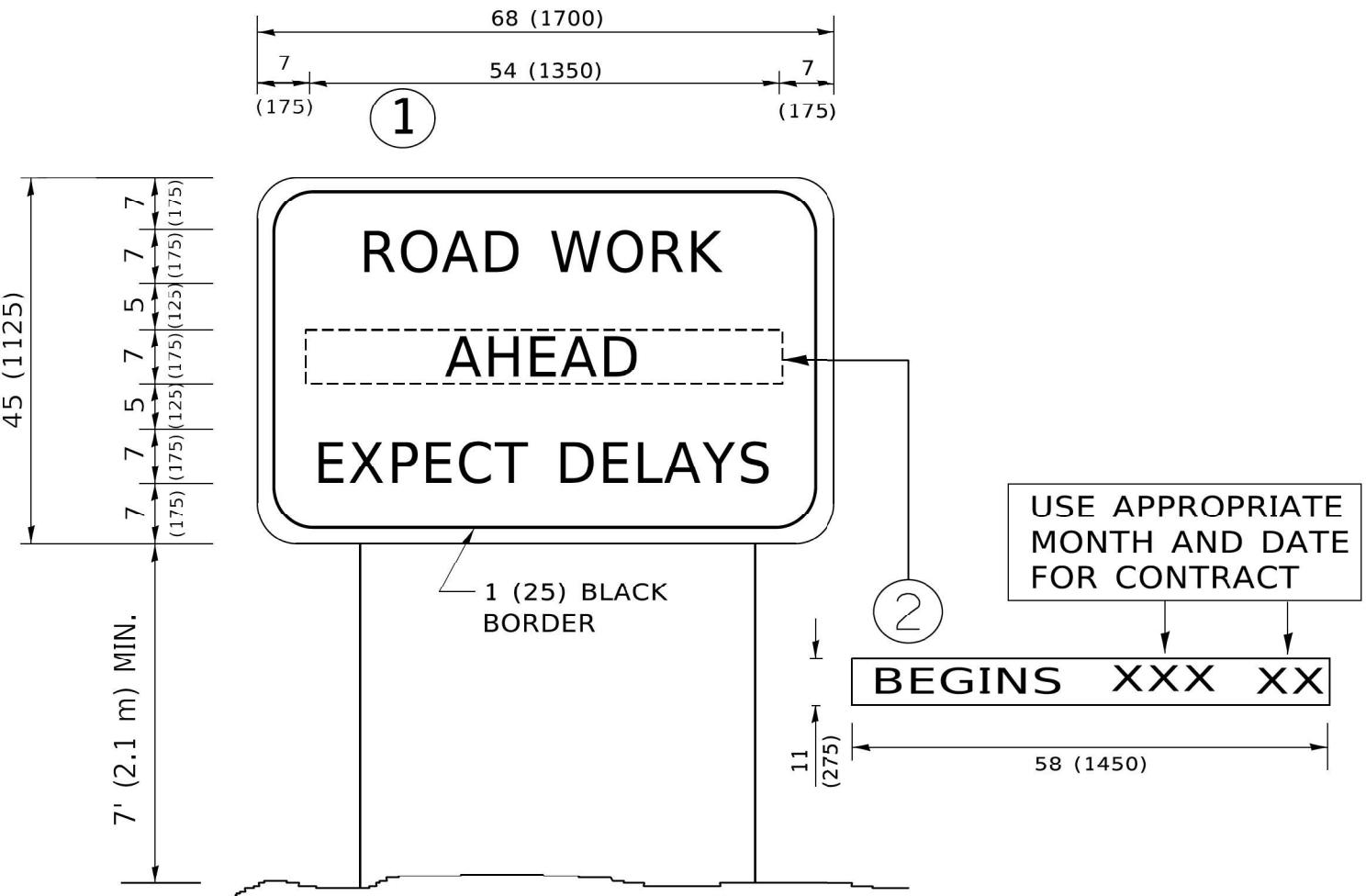
All dimensions are in inches (millimeters) unless otherwise shown.

DBS | DB STERLIN CONSULTANTS
123 N. Wacker Drive, Suite 20
Chicago, Illinois 60606
312.857.1006

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKINGS LETTER AND SYMBOLS

SHORT TERM PAVEMENT MARKINGS LETTER AND SYMBOLS		FAU RTE	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
		1453	(551X-B) BDR,BJR 25	COOK	60	59
SCALE: NTS	SHEET NO. D-6 OF D-7 SHEETS	STA. 00+000 TO STA. 00+000		ILLINOIS	FED. AID PROJECT	CONTRACT NO. 62Y17



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.