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### STATE OF ILLINOIS

**DEPARTMENT OF TRANSPORTATION** 

D-91-117-25

SECTION

(21B-NRM-4) BR 25

SHEETS NO

COOK 36 1

LINOIS CONTRACT NO. 62Y12

FOR INDEX OF SHEETS AND HIGHWAY STANDARDS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE CITY OF CHICAGO

# **PROPOSED** HIGHWAY PLANS

**FAU ROUTE 1360: FOSTER AVENUE OVER NORTH SHORE CHANNEL** SECTION: (21B-NRM-4) BR 25 PROJECT: BR-8P9N(708) BRIDGE DECK OVERLAY, BRIDGE JOINT REPLACE AND REPAIR **COOK COUNTY** 

C-91-188-25

13E

TRAFFIC DATA

POSTED SPEED LIMIT = 30 MPH

MINOR ARTERIAL

2023 ADT = 19,100 VPD

W RETERSON AVE North Park Village ARCAD:A Rosehill Cemer ORTH PARK Northeastern Illinois University BUDLONG WOODS 0 W FOSTER AN WFOROSTER AVE W FOLK SUP 40N Park Albany Park Coin Laundry RAVENSWOE

PROJECT LOCATION FOSTER AVE OVER N SHORE CHANNEL STRUCTURE NO. 016-0251

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.

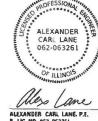
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 1-800-892-0123

PROJECT ENGINEER: VESELIN VELICHKOV (847) 705-4432 PROJECT MANAGER: FAWAD AQUEEL

CONTRACT NO. 62Y12

JEFFERSON TOWNSHIP

GROSS LENGTH = 269 FT. = 0.05 MILE NET LENGTH = 269 FT. = 0.05 MILE





CONTACT: ALEXANDER LANE (312) 477-0620



LOCATION OF SECTION INDICATED THUS:

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

**REV-SEP** 

#### INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS, MIXTURE REQUIREMENTS, AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4	TYPICAL SECTIONS
5-8	TRAFFIC CONTROL PLANS
9	ROADWAY AND PAVEMENT MARKING PLAN
10-26	STRUCTURAL DRAWINGS - S.N. 016-0251
27	BD-02: DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5m)
28	BD-08: DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
29	BD-24: CURB AND GUTTER REMOVAL AND REPLACEMENT
30	BD-32: BUTT JOINT AND HMA TAPER DETAILS
31	TC-10: TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
32	TC-22: ARTERIAL ROAD INFORMATION SIGN
33-35	TC-24: CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS
36	TC-26: DRIVEWAY ENTRANCE SIGNING

### STATE STANDARDS

STANDARD NO.	DRAWING NAME
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W, MOVING OPERATIONS- DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-10	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

#### HMA TABLE

HOT-MIX_ASPHALT_MIXTURE_REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ Ndes	QUALITY MANAGEMENT PROGRAM (QMP)
BUTT JOINT		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1-3/4"	4% @ 70 Gyr	QC/QA
QMP DESIGNATION: QUALITY CONTROL/ QUALITY ASSURANCE (QC/QA): QUALITY CONTI	ROL FOR PERFORMANCE (QC	P): PAY FOR PERFORMANCE (PFP)

MIXTURE REQUIREMENT NOTES:

1.THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

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.

### **GENERAL NOTES**

- 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 IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES.
- MEADE ELECTRIC COMPANY, THE IDOT DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR, LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES. CALL 773-287-7672 FOR THE INITIAL LOCATE. REQUEST FOR LOCATES OF PREVIOUSLY MARKED FACILITIES MAY BE AT THE CONTRACTOR'S EXPENSE.
- 3. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
- 4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION AND ORDERING MATERIALS.
- 6. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
- 7. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL 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. 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 CONTRACT UNIT PRICES AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 8. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 9. THE RESIDENT ENGINEER SHALL CONTACT FADI SULTAN, AREA TRAFFIC FIELD ENGINEER, AT FADI.SULTAN@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 10. THE DEPARTMENT HAS DETERMINED THAT IN STREAM WORK IS NOT REQUIRED FOR THE WORK SPECIFIED IN THIS CONTRACT. THE DEPARTMENT HAS NOT OBTAINED A USACE PERMIT. IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING AN USACE PERMIT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER USACE PERMITS. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO SECURE AND COMPLY WITH A USACE PERMIT FOR CONTRACTOR'S ACTIVITIES 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.
- 11. 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.
- 12. 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.
- 13. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT. ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT SHALL BE EPOXY COATED UNLESS NOTED ON THE PLANS.
- 14. 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.
- 15. THE CENTERLINE IS FOR INFORMATION ONLY.
- 16. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.
- 17. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL ROAD CLOSURE, TRAFFIC STAGE CHANGES, AND NEW TRAFFIC SIGNAL TURN-ON EVENTS ON EACH APPROACH OF THE AFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN 2 WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGN LOCATIONS SHALL BE (DETERMINED BY THE ENGINEER) PLACED AS DIRECTED BY THE ENGINEER.
- 18. THE PAY ITEM "BARRIER WALL REFLECTORS, TYPE C" IS INTENDED SOLELY TO BE USED FOR REFLECTOR APPLICATIONS ON PERMANENT AND EXISTING CONCRETE BARRIER AND IS NOT TO BE USED FOR TEMPORARY CONCRETE BARRIER WHERE THE TYPE C REFLECTOR IS CONSIDERED INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER PER HIGHWAY STANDARD 704001
- 19. FRAME ADJUSTMENTS IN CHICAGO REQUIRE FULL DEPTH SAW CUTS WHICH ARE INCIDENTAL TO THE WORK
- 20. CONTRACTOR MUST CONTACT CTA WITHIN A MINIMUM OF THREE WEEKS PRIOR TO ANY LANE OR STREET CLOSURES TO DISCUSS ANY IMPACTS TO BUS OPERATIONS, I.E. DETOURS, TEMPORARY BUS STOP RELOCATIONS OR ELIMINATIONS. TWO OR MORE CONSECUTIVE BUS STOP MAY NOT BE CLOSED AT THE SAME TIME. PLEASE CONTACT TRAFFIC.PLANNING@TRANSITCHICAGO.COM TO COORDINATE ANY BUS SERVICE ISSUES.
- 21. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE SURFACE COURSE MIX

INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES	F.A.U. RTE.	SECTION	COUN TY	TO TAL SHE ETS		
FOSTER AVENUE OVER NORTH SHORE CHANNEL	1360	(21B-NRM-4) BR 25	соок	36	2	
TOOTER AVENUE OVER NORTH SHORE SHARREE			CONTRACT	NO. 62	/12	
SCALE: NTS SHEET 1 OF 1 SHEETS STA TO STA	ILLINOIS EED AID PROJECT					

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243/17584			URBAN	0013		
PAY ITEM NUMBER	DESIGNATION	UNIT	TOTAL QUANTITY	80% FEDERAL 20% STATE	100% STATE	
20200100	EARTH EXCAVATION	CUYD	19	19		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	262	262		
40600370	LONGITUDINAL JOINT SEALANT	FOOT	363	363		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	581	581		
40000302	THE WILL PER SON FOLLOWING ENDING	0415	301	301		
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	57	57		
					İ	
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	23	23		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,670	1,670		
44000600	SIDEWALK REMOVAL	SQ FT	1,876	1,876		
50102400	CONCRETE REMOVAL	CUYD	53.4	53.4		
50102400	CONCRETE REINIOVAL	CO 1B	51.4	93.4		
50157300	PROTECTIVE SHIELD	SQ YD	598	598		
50300255	CONCRETE SUPERSTRUCTURE	CUYD	57.5	57.5		
		İ				
50300300	PROTECTIVE COAT	SQ YD	726	726		
50800205	REINFORCEMENT BARS, EP®XY COATED	POUND	2,830	2,830		
50000545	PUR OFF LOTTIO	5400				
50800515	BAR SPLICERS	EACH	28	28		
52000110	PREFORMED JOINT STRIP SEAL	FOOT	135	135		
02000110		1.557	1,00	100		
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	7	7		
63301990	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1	EACH	4	4		
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	20	20		
0000	DOWN PURPOSAN ANNA VICE					
66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1		
66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1		
30301001	THE SUBSTITUTE OF THE CONSTRUCTION FEW	L 301VI	1	'		
66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1		
		1 2 2 2				
66901006	REGULATED SUBSTANCES MONITORING	CAL DA	2	2		
67100100	MOBILIZATION	L SUM	1	1		
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	60	60		2
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	4,889	4,889		

		_	
* =	<b>SPECIAI</b>	_TY	ITEM

		USER NAME = ALane	DESIGNED - HA	REVISED _
П	INFRASTRUCTURE ENGINEERING   INCORPORATED		DRAWN - HA	REVISED _
1 South Wa	1 South Wacker   Suite 2650   Chicago, IL 60606		CHECKED - ACL	REVISED -
	P 312.425.9560   F 312.425.9564   www.infrastructure-eng.com	PLOT DATE = 6/20/2025	DATE - 06/13/2025	REVISED _

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

PAY ITEM

NUMBER

**DESIGNATION** 

X4400503 COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET FOOT

70307130 TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE

78009004 MODIFIED URETHANE PAVEMENT MARKING - LINE 4"

78300202 PAVEMENT MARKING REMOVAL - WATER BLASTING

X0327611 REMOVE AND REINSTALL BRICK PAVER

X5030250 BRIDGE DECK GROOVING (LONGITUDINAL)

X5537800 STORM SEWERS TO BE CLEANED 12"

X6700407 ENGINEER'S FIELD OFFICE, TYPE A (D1)

Z0001700 APPROACH SLAB REPAIR (FULL DEPTH)

Z0001800 APPROACH SLAB REPAIR (PARTIAL DEPTH)

Z0012130 BRIDGE DECK SCARIFICATION 3/4"

Z0015550 DEBRIS REMOVAL

Z0016002 DECK SLAB REPAIR (FULL DEPTH, TYPE II)

Z0018500 DRAINAGE STRUCTURES TO BE CLEANED

Z0029090 DIAMOND GRINDING (BRIDGE SECTION)

X7200061 TEMPORARY INFORMATION SIGNING

Z0073200 TEMPORARY SHORING AND CRIBBING

Z0041895 POLYMER CONCRETE

Z0006016 BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES

Z0012754 STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)

Z0012755 STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)

X7010216 TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

X0300062 GRAFFITI REMOVAL

	FOSTE	_			RY OF QUANTIT VER NORTH SH	<del></del>
1	SCALE: NTS	SHEET	1	OF	1 SHEETS STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1360	(21B-NRM-4) BR 25	соок	36	3
		CONTRACT	NO. 62	Y12
	ILLINOIS FED. AI	D PROJECT		

CONSTRUCTION CODE

STATE

120

0013

TOTAL 80% FEDERAL 100%

552

552

169

144

256

657

6

5

30

654

656

187

6

20

1.5

657

57

3.9

QUANTITY 20% STATE

URBAN

552

552

290

169

144

256

657

120

5

30

654

656

187

20

1.5

4

657

57

3.9

UNIT

FOOT

FOOT

SQ FT

SQ YD

SQ FT

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SQ YD

SQ YD

SQ YD

SQ FT

SQ FT

CUYD

SQ YD

EACH

SQ YD

SQ FT

CUFT

EACH

		CONTRACT	NO. 62	Y12				
ILLINOIS	FED. AID PROJECT							
			RF\	/_SFD	1			

#### MAINTENANCE OF TRAFFIC GENERAL NOTES

- 1. ALL MAINTENANCE OF TRAFFIC (MOT) LANE CLOSURES CAN BE COMPLETED WITH IDOT HIGHWAY STANDARDS. THE MOT PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY IMPROVE OR MODIFY THE MOT PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE MOT PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- 2. THE CONTRACTOR SHALL CONTACT THE IDOT DISTRICT 1 ARTERIAL TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 3. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL ROAD CLOSURE, TRAFFIC STAGE CHANGES TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN 2 WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGN LOCATIONS SHALL BE (DETERMINED BY THE ENGINEER) PLACED AS DIRECTED BY THE ENGINEER.
- 4. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE PAVEMENT MARKING TAPE USED FOR STAGING SHALL BE REMOVED. THIS WORK SHALL BE PAID FOR AS "PAVEMENT MARKING REMOVAL-WATER BLASTING".
- 5. CONTRACTOR MUST CONTACT CTA WITHIN A MINIMUM OF THREE WEEKS PRIOR TO ANY LANE OR STREET CLOSURES TO DISCUSS ANY IMPACTS TO BUS OPERATIONS, I.E. DETOURS, TEMPORARY BUS STOP RELOCATIONS OR ELIMINATIONS. TWO OR MORE CONSECUTIVE BUS STOP MAY NOT BE CLOSED AT THE SAME TIME. PLEASE CONTACT TRAFFIC.PLANNING@TRANSITCHICAGO.COM TO COORDINATE ANY BUS SERVICE ISSUES.

#### **CONSTRUCTION STAGING**

STAGE 1

1. COMPLETE BRIDGE DECK REPAIRS AND OVERLAY ON THE THRU LANE AND SHOULDER OF FOSTER AVENUE EASTBOUND.

MAINTENANCE OF TRAFFIC

1. CLOSE THE THRU LANE AND SHOULDER OF FOSTER AVENUE EASTBOUND. 2 LANES OF TRAFFIC AND DRIVEWAY ACCESS SHALL BE MAINTAINED.

1. COMPLETE BRIDGE DECK REPAIRS AND OVERLAY ON THE THRU LANE AND SHOULDER OF FOSTER AVENUE WESTBOUND.

MAINTENANCE OF TRAFFIC:

1. CLOSE THE THRU LANE AND SHOULDER OF FOSTER AVENUE WESTBOUND. 2 LANES OF TRAFFIC AND DRIVEWAY ACCESS SHALL BE MAINTAINED.

#### WORK ZONE SPEED LIMIT:

WORK ZONE POSTED SPEED SPEED

STAGE 1 & 2 30 MPH 30 MPH

#### MOT TYPICAL LEGEND

TEMPORARY CONCRETE BARRIER WITH TYPE C MONO-DIRECTIONAL CRYSTAL REFLECTORS PER STD 704001 AND 782006.

WORK AREA

DIRECTION OF TRAVEL

TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) @ 11" C-C

TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (WHITE) - TO BE PLACED AT THE BOTTOM OF THE TEMPORARY CONCRETE BARRIER

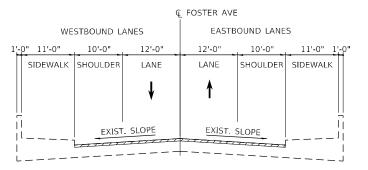
MONODIRECTIONAL CRYSTAL, TYPE C REFLECTORS

#### **LEGEND**

BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4" WITH 1/4" GRINDING

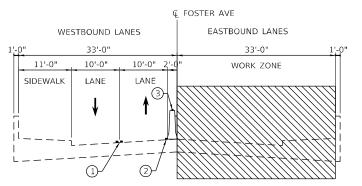


BRIDGE DECK SCARIFICATION, 3/4"



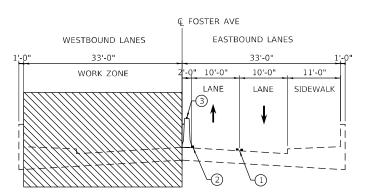
#### EXISTING TYPICAL CROSS SECTION

ON SN 016-0251



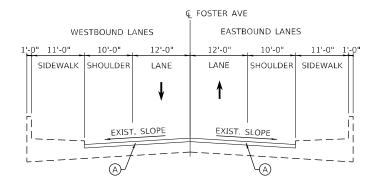
STAGE 1 CONSTRUCTION

ON SN 016-0251



#### STAGE 2 CONSTRUCTION

ON SN 016-0251

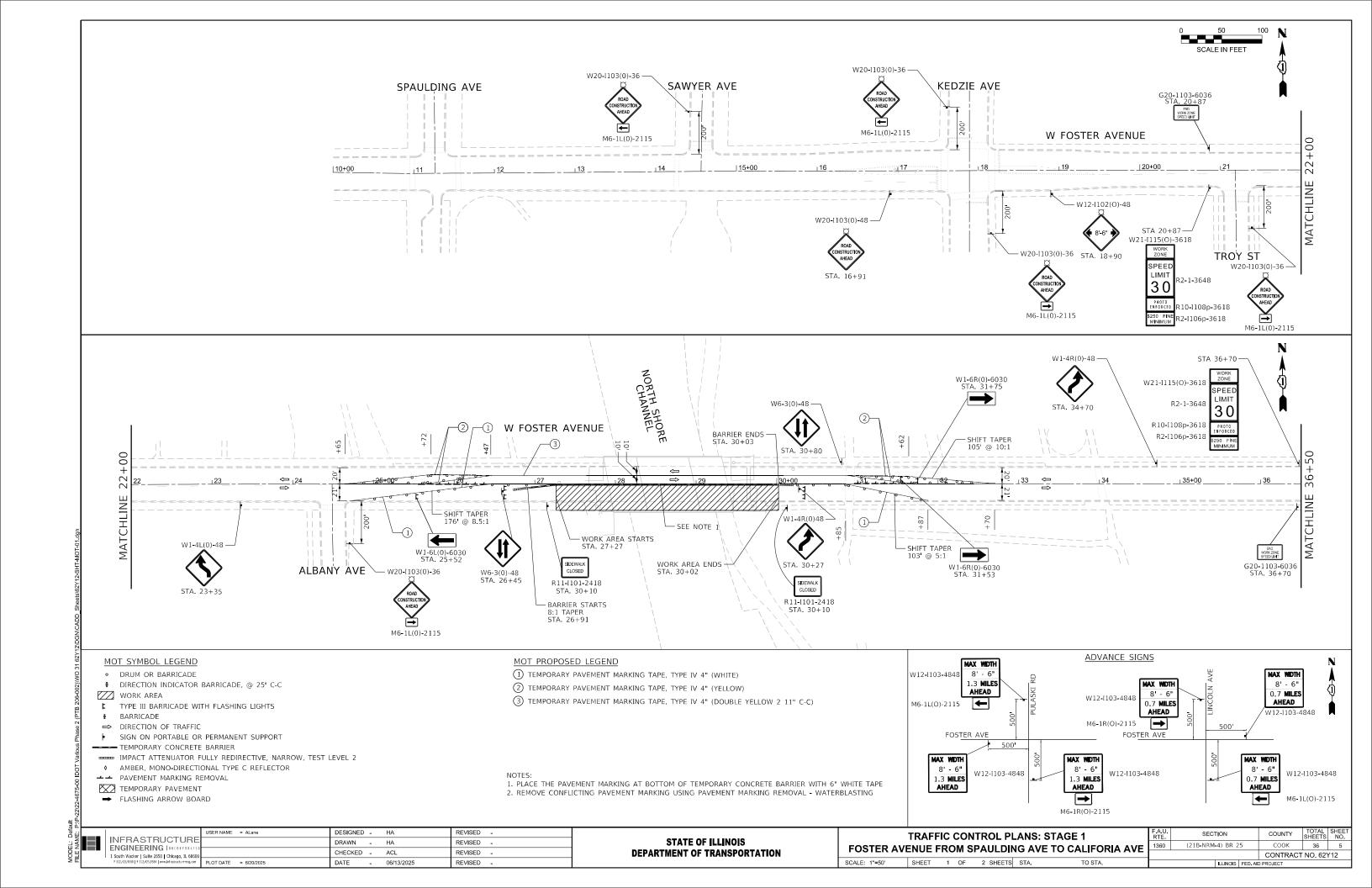


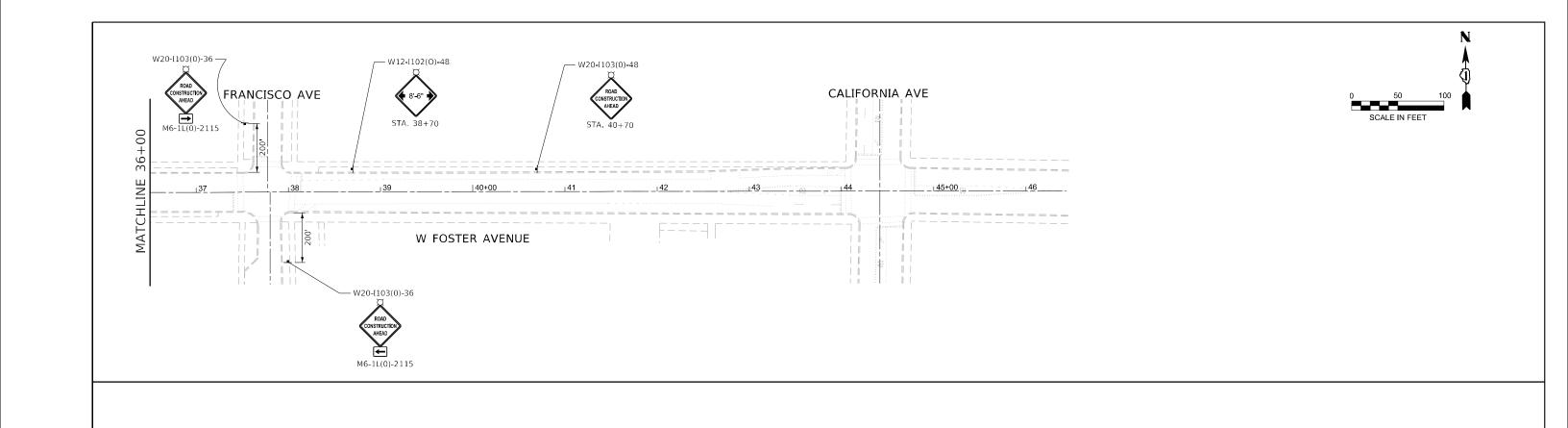
#### PROPOSED TYPICAL CROSS SECTION

ON SN 016-0251

TYPICAL SECTIONS					F.A.U. RTE		SEC.	TION		COUNTY	TOTAL SHEETS	SHEE NO.				
FOSTER AVENUE OVER NORTH SHORE CHANNEL						1360	(2	1B-NRM	-4) BR :	25	COOK	36	4			
FOSTER AVENUE OVER NORTH SHORE CHANNEL										CONTRAC	T NO. 62	Y12				
NTS	SHEET	1	OF	1.5	SHEETS	STA.	TO STA.					ILLINOIS	FED. All	PROJECT		

SCALE: NTS





#### MOT SYMBOL LEGEND

- DRUM OR BARRICADE
- DIRECTION INDICATOR BARRICADE, @ 25' C-C

#### WORK AREA

- TYPE III BARRICADE WITH FLASHING LIGHTS
- BARRICADE
- ⇒ DIRECTION OF TRAFFIC
- SIGN ON PORTABLE OR PERMANENT SUPPORT

#### TEMPORARY CONCRETE BARRIER

- IMPACT ATTENUATOR FULLY REDIRECTIVE, NARROW, TEST LEVEL 2
- ♦ AMBER, MONO-DIRECTIONAL TYPE C REFLECTOR
- → → PAVEMENT MARKING REMOVAL

#### TEMPORARY PAVEMENT

→ FLASHING ARROW BOARD

#### MOT PROPOSED LEGEND

- 1) TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE)
- 2 TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW)
- (3) TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW 2 11" C-C)

- 1. PLACE THE PAVEMENT MARKING AT BOTTOM OF TEMPORARY CONCRETE BARRIER WITH 6" WHITE TAPE
- 2. REMOVE CONFLICTING PAVEMENT MARKING USING PAVEMENT MARKING REMOVAL WATERBLASTING

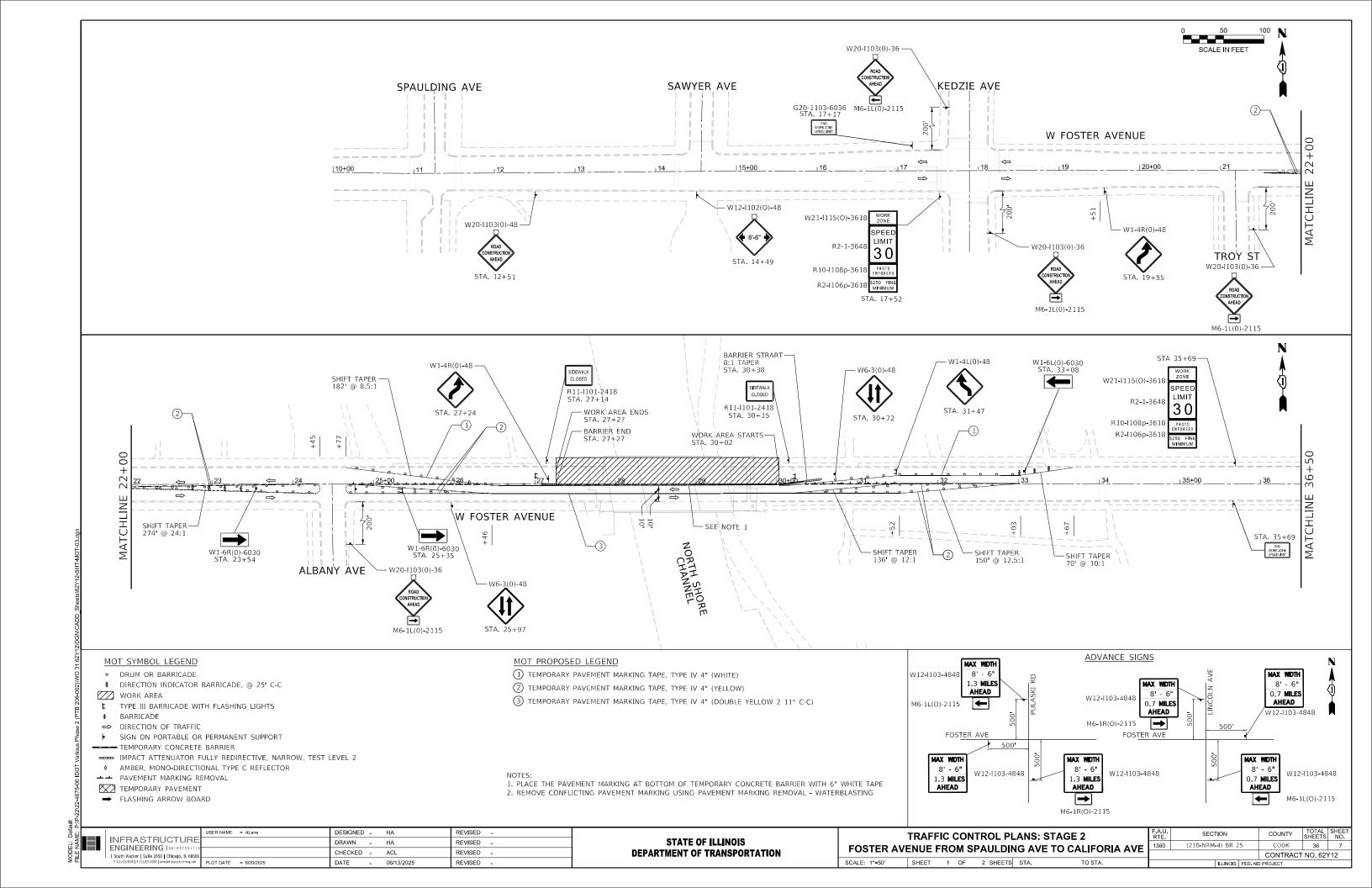
STATE OF ILLINOIS ARTMENT OF TRANSPORTATION			_				STAGE 1 E TO CALIFORIA AVE
	SCALE: 1"=50'	SHEET	2	OF	2 SHEETS	STA.	TO STA.

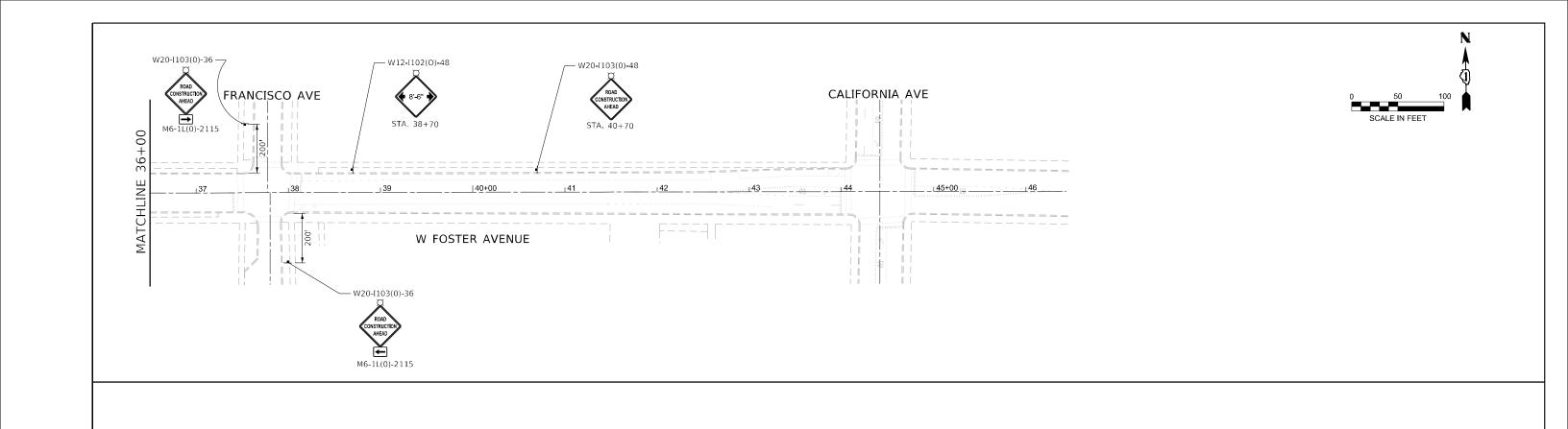
SECTION (21B-NRM-4) BR 25 COOK 36 6 1360 CONTRACT NO. 62Y12

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1 Sou
P 312

USER NAME = ALane DESIGNED - HA REVISED -NFRASTRUCTURE DRAWN - HA REVISED -NGINEERING LINCORPO CHECKED - ACL REVISED outh Wacker | Suite 2650 | Chicago, IL 60606 PLOT DATE = 6/20/2025 DATE - 06/13/2025 REVISED -

DEPAR





#### MOT SYMBOL LEGEND

- DRUM OR BARRICADE
- DIRECTION INDICATOR BARRICADE, @ 25' C-C

#### WORK AREA

- TYPE III BARRICADE WITH FLASHING LIGHTS
- BARRICADE
- ⇒ DIRECTION OF TRAFFIC
- SIGN ON PORTABLE OR PERMANENT SUPPORT

#### TEMPORARY CONCRETE BARRIER

- IMPACT ATTENUATOR FULLY REDIRECTIVE, NARROW, TEST LEVEL 2
- ♦ AMBER, MONO-DIRECTIONAL TYPE C REFLECTOR
- → → PAVEMENT MARKING REMOVAL

#### TEMPORARY PAVEMENT

→ FLASHING ARROW BOARD

#### MOT PROPOSED LEGEND

- 1) TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE)
- 2 TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW)
- (3) TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW 2 11" C-C)

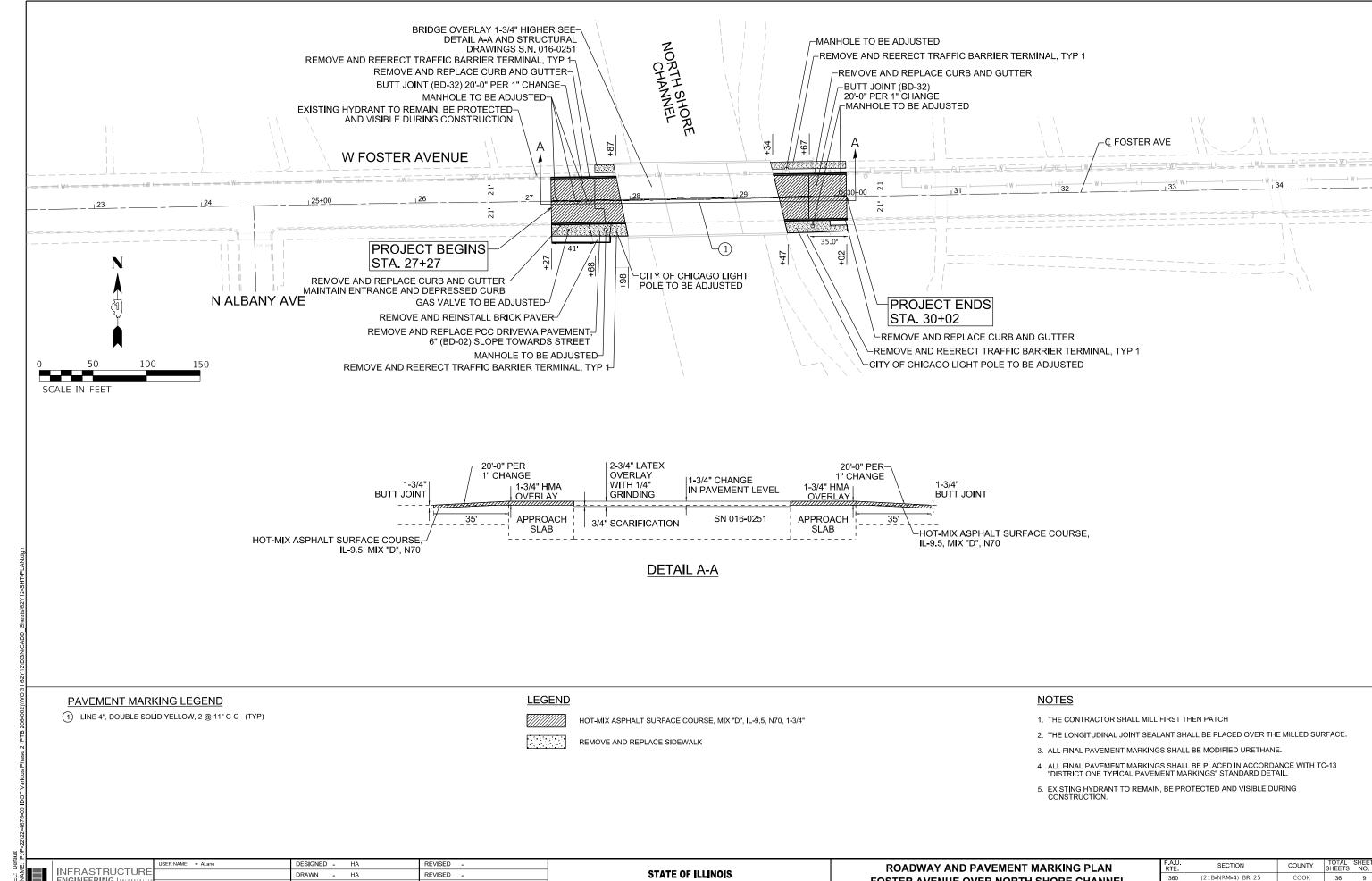
- 1. PLACE THE PAVEMENT MARKING AT BOTTOM OF TEMPORARY CONCRETE BARRIER WITH 6" WHITE TAPE
- 2. REMOVE CONFLICTING PAVEMENT MARKING USING PAVEMENT MARKING REMOVAL WATERBLASTING

	TRAFF	IC C	ON	ITRO	L PL	ANS	: STAGE 2	F.A RT
FOSTER AVI	ENUE F	ROI	VI S	PAU	LDIN	G A	/E TO CALIFORIA AVE	13
SCALE: 1"=50'	SHEET	2	OF	2 SH	HEETS	STA.	TO STA.	

SECTION (21B-NRM-4) BR 25 COOK 36 8 CONTRACT NO. 62Y12

Ī		USER NAME = ALane	DESIGNED	-	HA	REVISED	-
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	1 South Wacker   Suite 2650   Chicago, IL 60606		CHECKED	-	ACL	REVISED	-
Ť	P 312 425 9560   F 312 425 9564   www.infrastructure eng.com		DATE	_	06/13/2025	REVISED	_

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 



**DEPARTMENT OF TRANSPORTATION** 

FOSTER AVENUE OVER NORTH SHORE CHANNEL

SHEET 1 OF 1 SHEETS STA.

CONTRACT NO. 62Y12

ENGINEERING LING

1 South Wacker | Suite 2650 | Chicago, IL 6060

CHECKED - ACL

06/13/2025

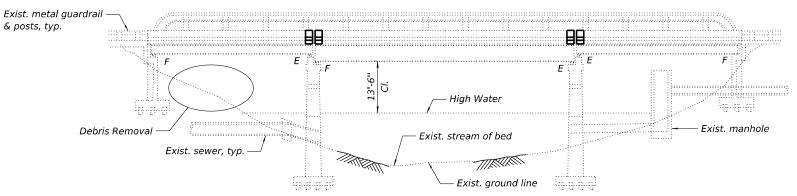
REVISED

REVISED

Existing Structure: SN 016-0251 was built as SBI Route 21, Section 21B-NRM-4 at Sta. 38+68.55 in 1935. The bridge deck was replaced and widened and abutments were widened in 1984. Superstructures consist of concrete deck on three simple spans. Substructures consist of concrete open abutments and concrete piers on timber piles. Length is 147'-8" back-to-back abutments. Out-to-out deck width is 68'-0".

Traffic is to be maintained using stage construction.

No Salvage.





PANKAJ KUMAR, S.E. NO. 081-007577 EXP. DATE: 11/30/2026

#### **DESIGN STRESSES**

17. Bar Splicer Assembly and Mechanical Splicer Details

General Notes, Scope of Work, & Bill of Materials

Temporary Concrete Barrier For Stage Construction

Preformed Joint Strip Seal - Sidewalk (Sheet 1 of 2) Preformed Joint Strip Seal - Sidewalk (Sheet 2 of 2)

#### New Construction

INDEX OF SHEETS

Deck Repair Plan Protective Shield Plan Deck Concrete Removal Deck Concrete Removal Sections

Deck Alterations

15. Abutment Repairs

Pier Repairs

11.

16.

Apply Hot-mixed Asphalt Overlay

to Approach Pavements, typ.

Place polymer concrete nosing

along the joint at each abutment, typ.

see roadway plans

SHEET 1 OF 17 SHEETS

- Exist. ROW

Deck Alteration Sections Deck Alteration Details

Approach Pavement Repair Plan

General Plan and Elevation

Stage Construction Details

 $f^{*}c = 3,500 \text{ psi (Substructure Concrete)}$ fc = 4,000 psi (Superstructure Concrete)fy = 60,000 psi (Reinforcement)

#### Existing Construction

 $f^{l}c = 3,500 \text{ psi}$ 

fy = 60,000 psi (Reinforcement)

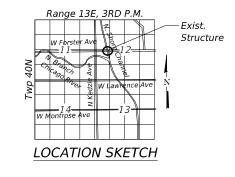
 $f_V = 33,000 psi (Superstructure)$ 

#### **DESIGN SPECIFICATIONS**

2002 AASHTO Standard Specifications for Highway Bridges (17th Edition)

#### LOADING HS20-44

No future wearing surface allowed



GENERAL PLAN AND ELEVATION FOSTER AVENUE OVER NORTH SHORE CHANNEL FAU 1360 SECTION (21B NRM 4) BR 25 COOK COUNTY STATION 38+68.55 **STRUCTURE NO. 016-0251** 

65'-0"

147'-8" Back to Back Abutments

**ELEVATION** (Looking North) Perform 3/4" Bridge Deck Scarification and Apply 234" Bridge Deck Latex Concrete Overlay, Replace Expansion Joints at piers typ. Deck. with Strip Seal Expansion, typ. both piers Exist. ROW Exist. 2"Ø Exist. metal guardrail & posts, typ. galv. conduit € Exist. Light Pole valk 20'-0" <u>© Pier 1 (Exist.)</u>  $12^{00}$ Back of E. Abut. Appr. Pav. Typ. © Pier 2 (Exist.) Sta. 39+42.38 € W. Foster Ave -

<u>€</u> Structure

Sta. 38+68.55

Sta. 38+36.05

29'-01/2"

PLAN

DESIGNED REVISED INFRASTRUCTURE HECKED PK REVISED ENGINEERING LING DRAWN REVISED 1 South Wacker | Suite 2650 | Chicago, IL 60606 PLOT DATE = 7/25/2025 REVISED CHECKED

€ W. Brg. (Exist.)

Stage Constuction Line -

Exist. 2"∅

galv. conduit

39'-9"

Back of W. Abut.

Perform 1/4" diamond grinding

deck latex concrete overlay

and bridge deck grooving for bridge

Sta. 37+94.72

(Exist.)

1'-7"

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

Sta. 39+01.05

€ E. Brg.

(Exist.)

39'-9"

(Exist.)

1'-7"

SECTION 1360 (21B-NRM-4) BR 25 COOK 36 10 CONTRACT NO. 62Y12

#### SCOPE OF WORK

- 1. Place protective shield over Span 2 and bike path at Span 3.
- 2. Perform  $\frac{3}{4}$ " bridge deck scarification on the bridge deck.
- 3. Perform deck slab, approach pavement, and sidewalk repair as required.
- 4. Apply  $2\frac{3}{4}$ " bridge deck latex concrete overlay on the bridge deck.
- 5. Replace transverse deck expansion joints with new preformed strip seal joints at both piers.
- 6. Place polymer concrete nosing along joints at both abutments.
- 7. Perform bridge deck grooving (longitudinal) on the bridge deck.
- 8. Perform  $\frac{1}{4}$ " diamond grinding on the bridge deck.
- 9. Apply protective coat to the reconstructed top and interior surfaces of the parapets, sidewalks, and concrete overlay areas.
- 10. Perform structural repair of concrete on West Abutment and Pier 1.
- 11. Remove debris from the areas beneath the bridge.
- 12. Perform graffiti removal on substructures.

#### **GENERAL NOTES**

- 1. All structural steel shall conform to AASHTO Classification M270 Grade 36, unless otherwise noted.
- 2. Reinforcement bars designated (E) shall be epoxy coated.
- 3. Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 4. In addition to the requirements of Article 107.16, the contractor shall protect the surface of all bridge decks and bridge approach pavements in a manner satisfactory to the engineer before any equipment is allowed to cross the structure. Protection shall be provided for all equipment as defined in Article 107.16 regardless if track mounted or wheeled.
- 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.
- 6. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.
- 7. 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 at the contractor's expense.
- 8. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC-SP3 Standards). 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 paid for according to Article 109.04 of the Standard Specifications.

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 particles (MT) or dye penetration testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4" deep shall be identified and reported to 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 according to Article 109.04 of the Standard Specifications.

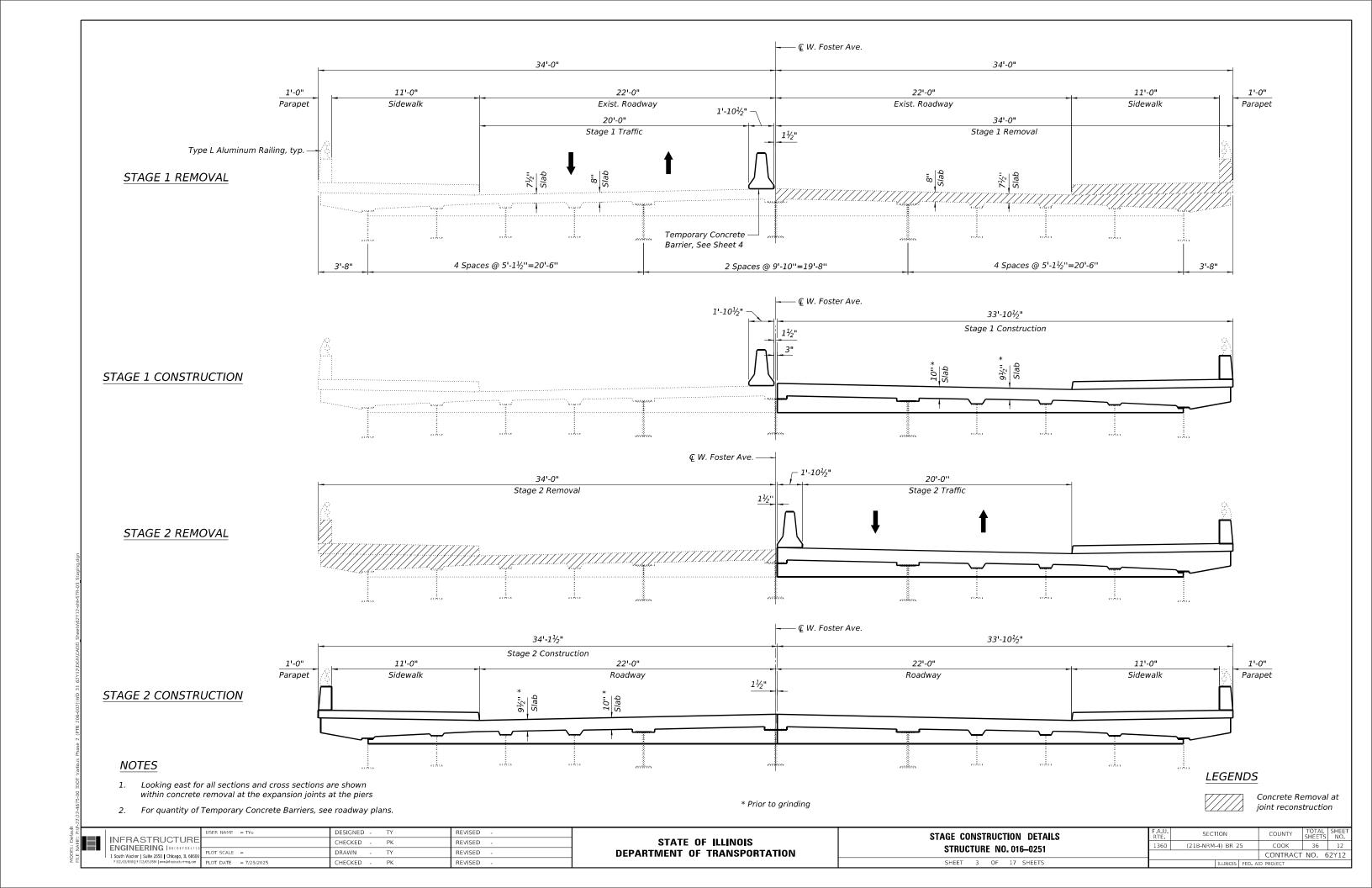
9. No field welding is permitted except as specified in the contract documents.

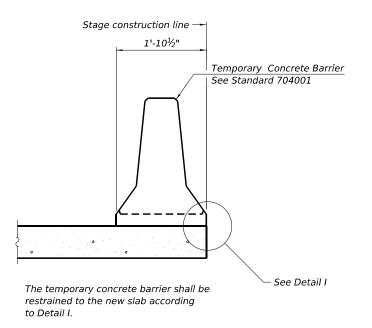
#### TOTAL BILL OF MATERIAL

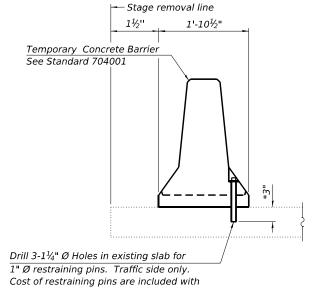
ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	53.4		53.4
Protective Shield	Sq Yd	598		598
Concrete Superstructure	Cu Yd	57.5		57.5
Protective Coat	Sq Yd	762		762
Reinforcement Bars, Epoxy Coated	Pound	2,830		2,830
Bar Splicers	Each	28		28
Preformed Joint Strip Seal	Foot	135		135
Graffiti Removal	Sq Yd		169	169
Bridge Deck Grooving (Longitudinal)	Sq Yd	657		657
Approach Slab Repair (Full Depth)	Sq Yd	5		5
Approach Slab Repair (Partial Depth)	Sq Yd	30		30
Bridge Deck Latex Concrete Overlay, 2¾ Inches	Sq Yd	654		654
Bridge Deck Scarification, 3/4"	Sq Yd	656		656
Structural Repair of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	72	115	187
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq Ft		6	6
Deck Slab Repair (Full Depth, Type II)	Sq Yd	1.5		1.5
Diamond Grinding (Bridge Section)	Sq Yd	657		657
Polymer Concrete	Cu Ft	3.9		3.9
Temporary Shoring and Cribbing	Each		1	1
Debris Removal (Special)	Cu Yd		20	20

\* Quantity is for the top of deck and top and interior faces of new concrete for the parapets and sidewalks

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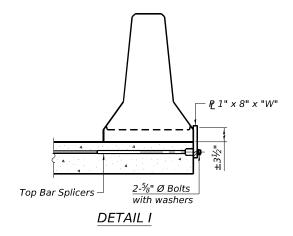


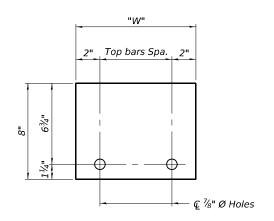
Temporary Concrete Barrier.

EXISTING SLAB

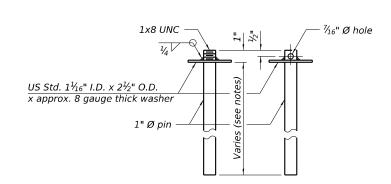
#### NEW SLAB OR NEW DECK BEAM

#### SECTIONS THRU SLAB OR DECK BEAM





#### STEEL RETAINER P 1" x 8" x "W"



#### RESTRAINING PIN

#### Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate  $\mathbb Q$  of each temporary concrete barrier.

\* When hot-mix asphalt wearing surface is present, embedment

shall be 3" plus the wearing surface depth.

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.

COOK 36 13 CONTRACT NO. 62Y12

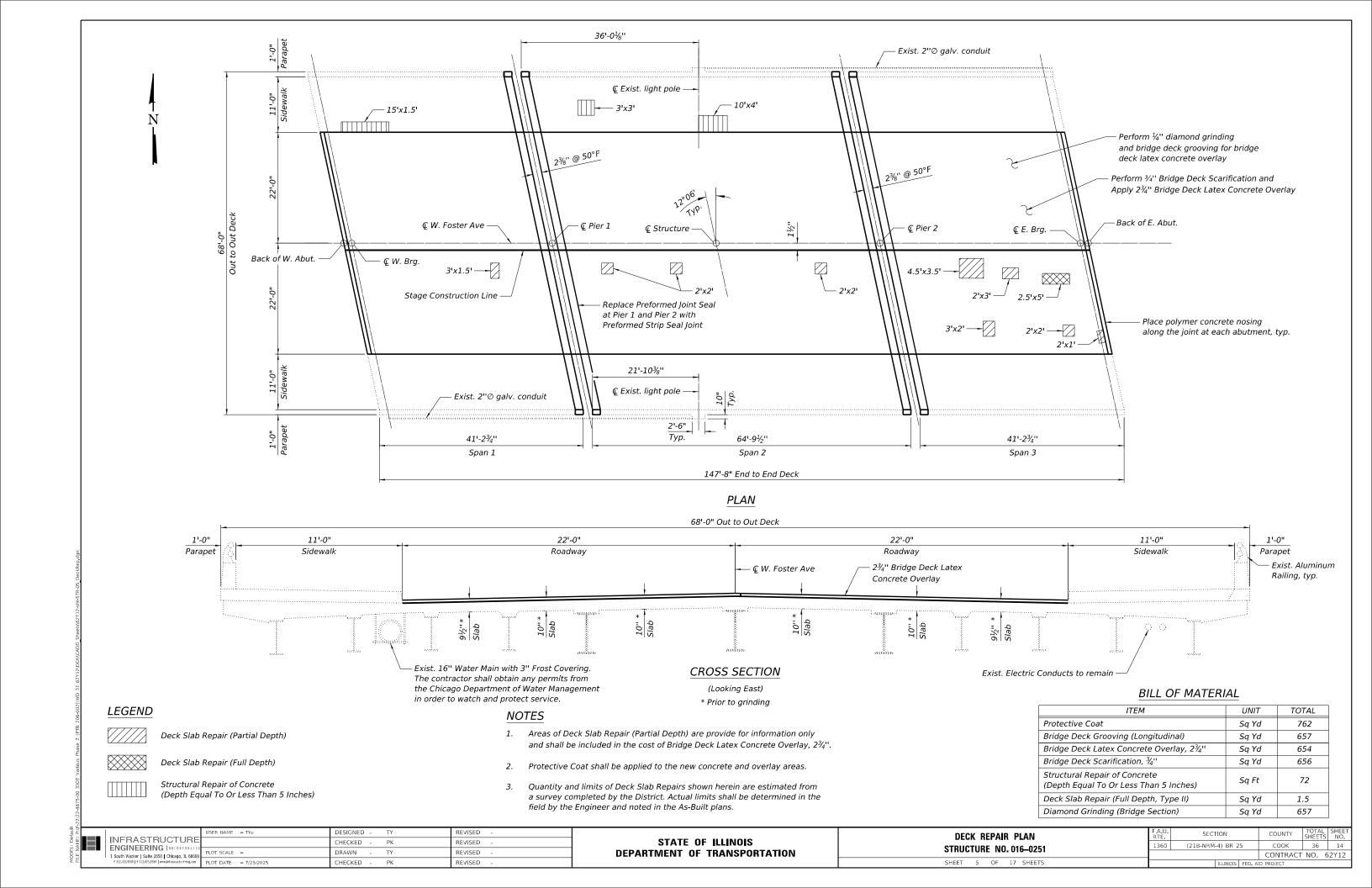
#### RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

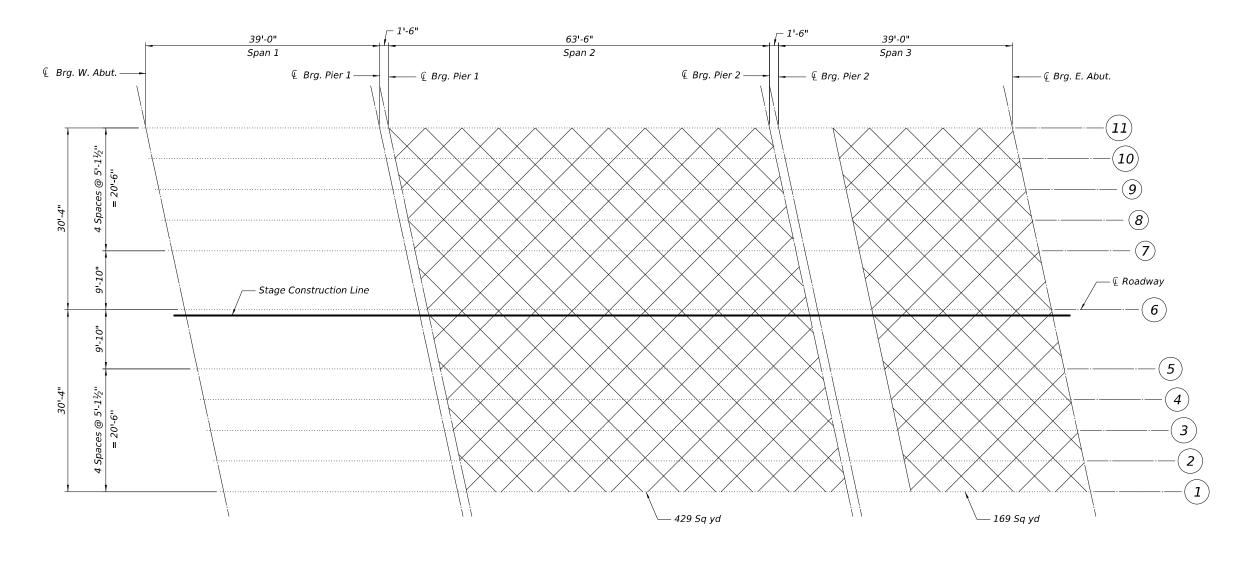
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	ENGINEERING   INCORPORATED 1 South Wacker   Suite 2650   Chicago, IL 60606 P 312.425.9560   F 312.425.9564   www.lnfrastracture-ong.com		DRAWN - TY	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION	F.A.U. RTE	SECTION	Γ
STRUCTURE NO. 016-0251	1360	(21B-NRM-4) BR 25	
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CHEET 4 OF 17 CHEETS		Trumpre Leep 41	:







PLAN

<u>LEGEND</u>

Protective shield

Beam number

BILL OF MATERIAL

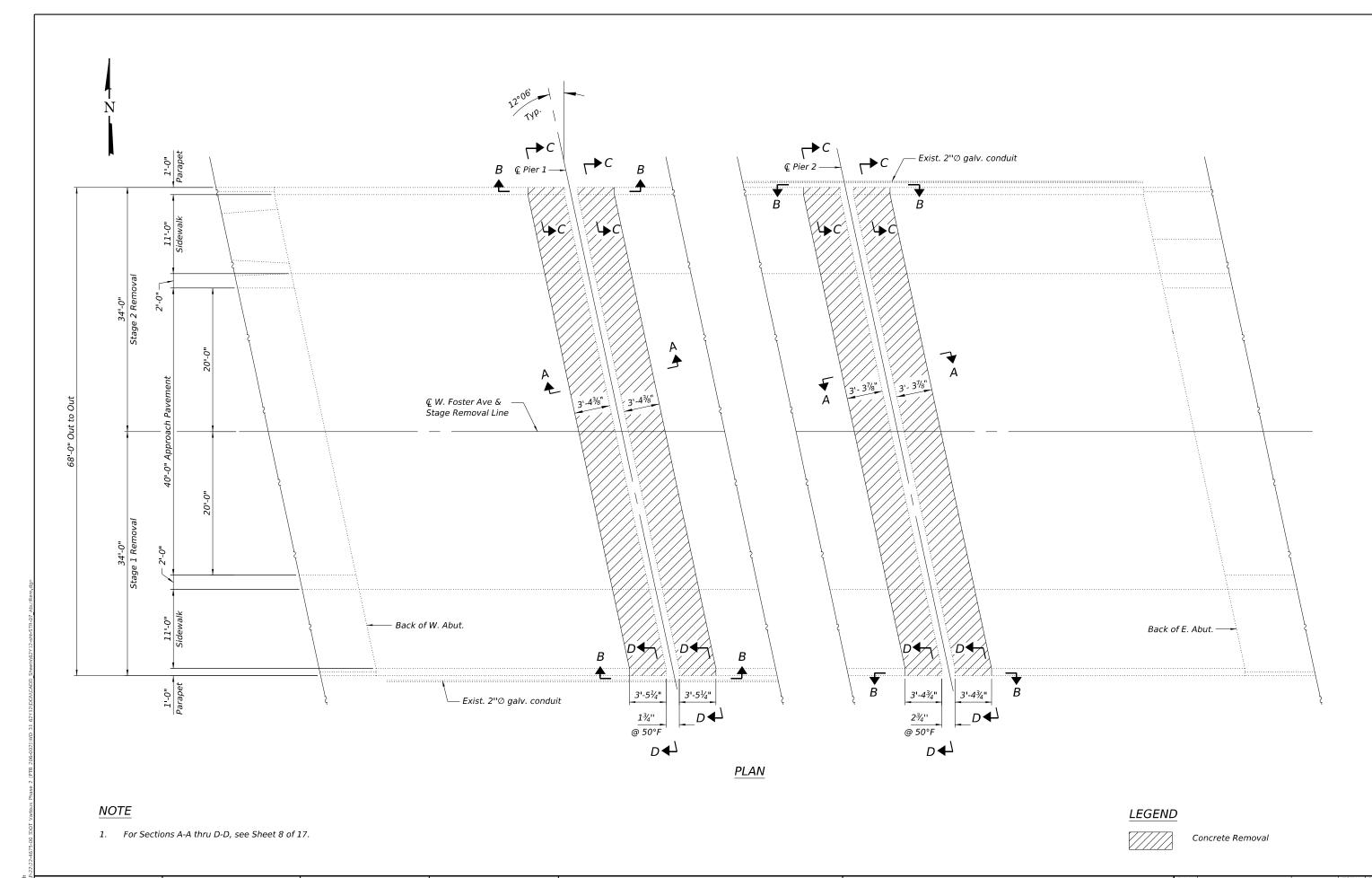
ITEM UNIT TOTAL 598 Protective Shield Sq Yd

DESIGNED -REVISED CHECKED -PK REVISED DRAWN -REVISED CHECKED -

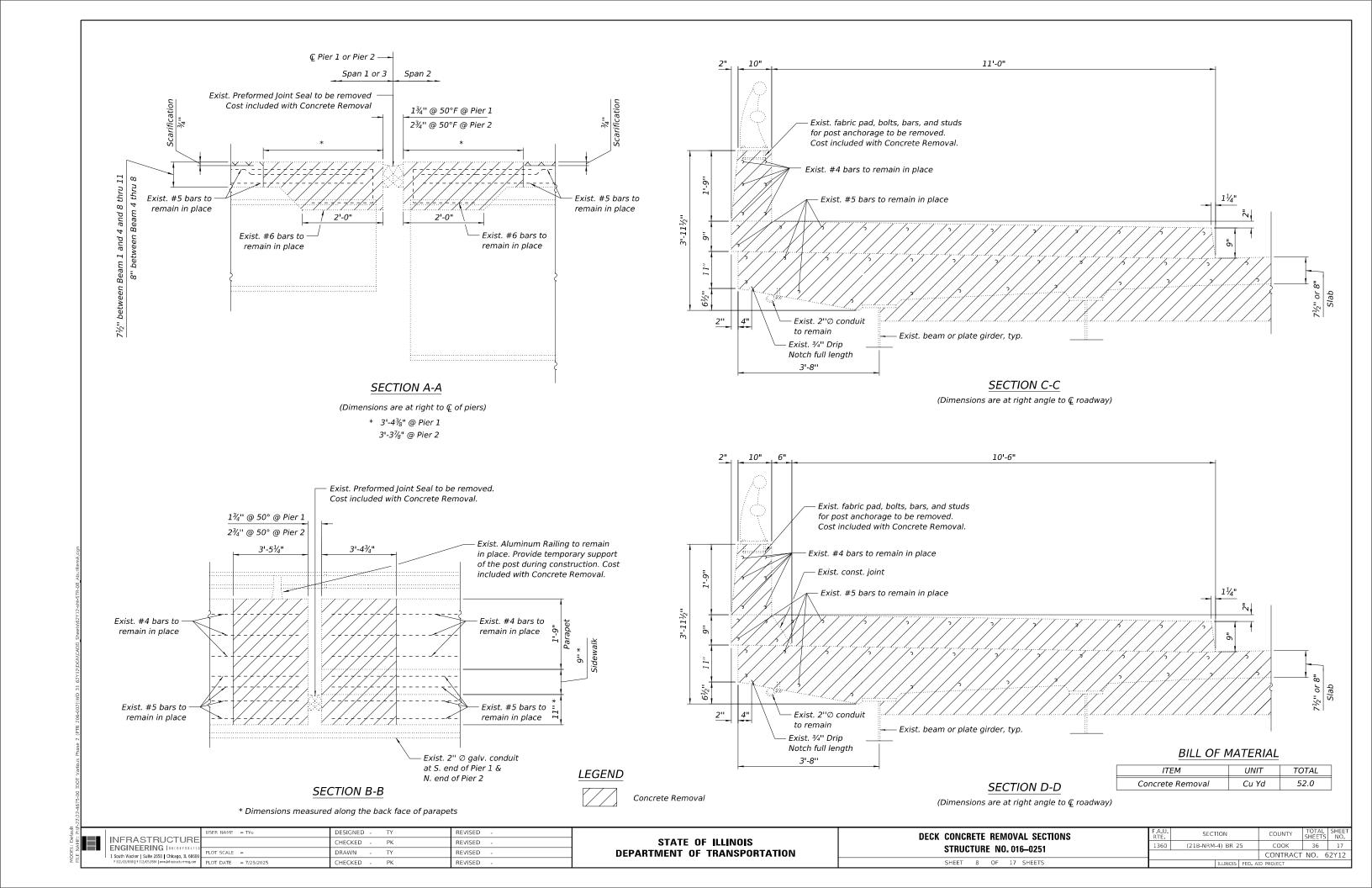
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**  PROTECTIVE SHIELD DETAILS STRUCTURE NO. 016-0251 SHEET 6 OF 17 SHEETS

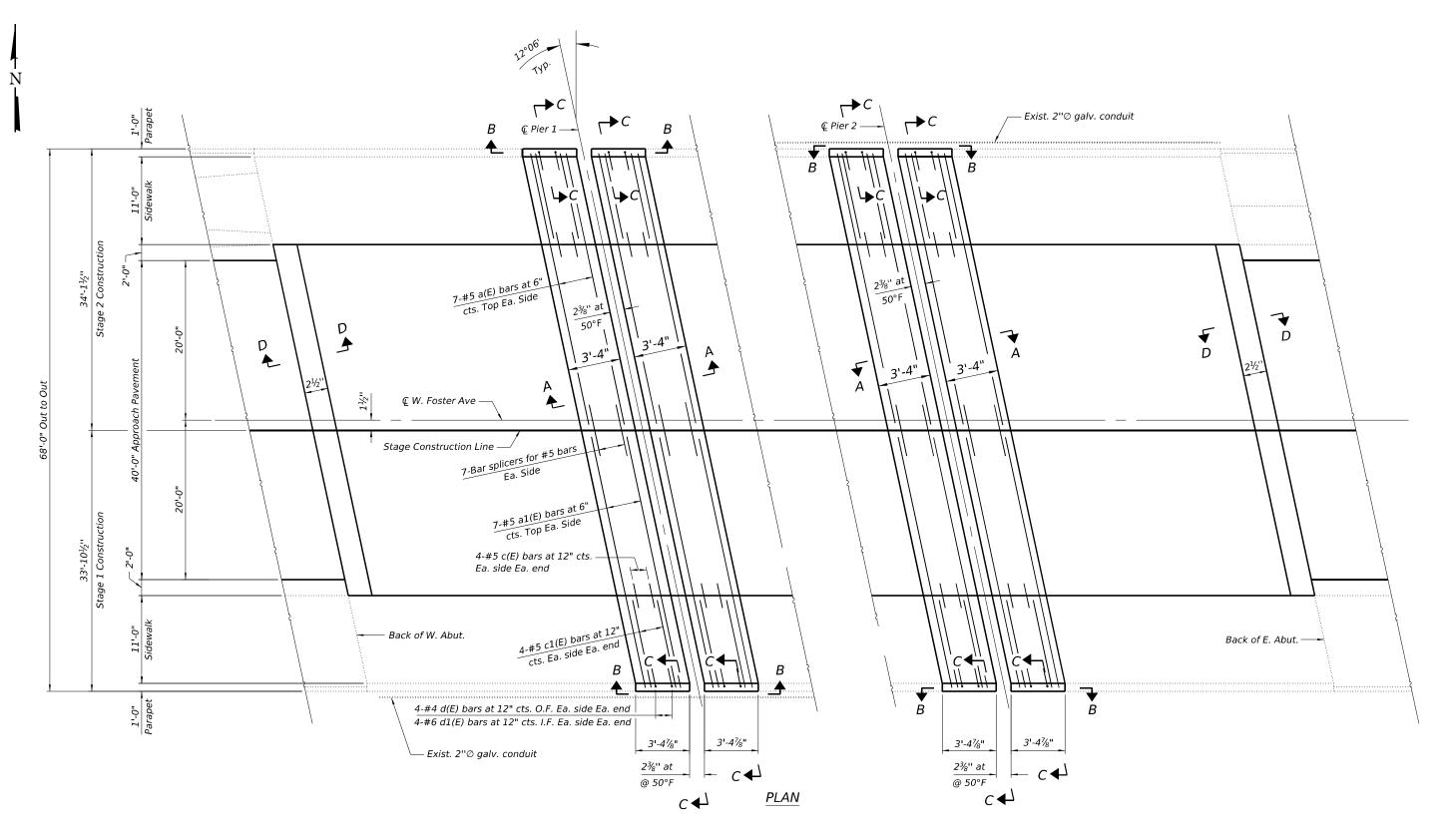
COUNTY SHEETS NO.

COOK 36 15 SECTION (21B-NRM-4) BR 25 CONTRACT NO. 62Y12



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1 South Wacker   Suite 2650   Chicago, II 60606	PLOT SCALE =	DRAWN - TY	REVISED -	DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 010-0231			CONTRAC	T NO. 62Y	12
P 312.425.9560   F 312.425.9564   www.infrastructure-eng.com	PLOT DATE = 7/25/2025	CHECKED - PK	REVISED -		SHEET 7 OF 17 SHEETS		ILLINOIS FE	D. AID PROJECT		
	INFRASTRUCTURE ENGINEERING   INCORPORATED  1 South Wacker   Suite 2650   Chicago, IL 60606 P 312-425-5569   F 312-425-5569   www.leftazzectura-reg.com	INFRASTRUCTURE   ENGINEERING   INCORPORATED	USER NAME = TYU	USER NAME	INFRASTRUCTURE ENGINEERING   DECEMBRY   DECE	INFRASTRUCTURE ENGINEERING INCORPORATION  CHECKED - PK REVISED -  STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION  STATE OF TRANSPORTATION  DRAWN - TY REVISED -  DEPARTMENT OF TRANSPORTATION	INFRASTRUCTURE ENGINEERING INCORPORATE 1 South Wacker   Suite 2501   Chicago, IL 60006   Concrete REMOVAL   RTE.	INFRASTRUCTURE ENGINEERING   INCORPORATION  STATE OF ILLINOIS STATE OF ILLINOIS STRUCTURE NO. 016-0251  STATE OF ILLINOIS DECK CONCRETE REMOVAL STATE OF ILLINOIS STRUCTURE NO. 016-0251  DRAWN - TY REVISED - DEPARTMENT OF TRANSPORTATION	INFRASTRUCTURE ENGINEERING INCORPORATE I South Wacker   Suite 2550   Cinkago, IL 66956  DRAWN - TY REVISED -  STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION  STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION  CONTRACT   INFRASTRUCTURE ENGINEERING INCORPORATE 1 South Wacker   Suite 2501   Chicago, IL 60006   PK   REVISED -    STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION  STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION  STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION  OCONTRACT NO. 62Y	



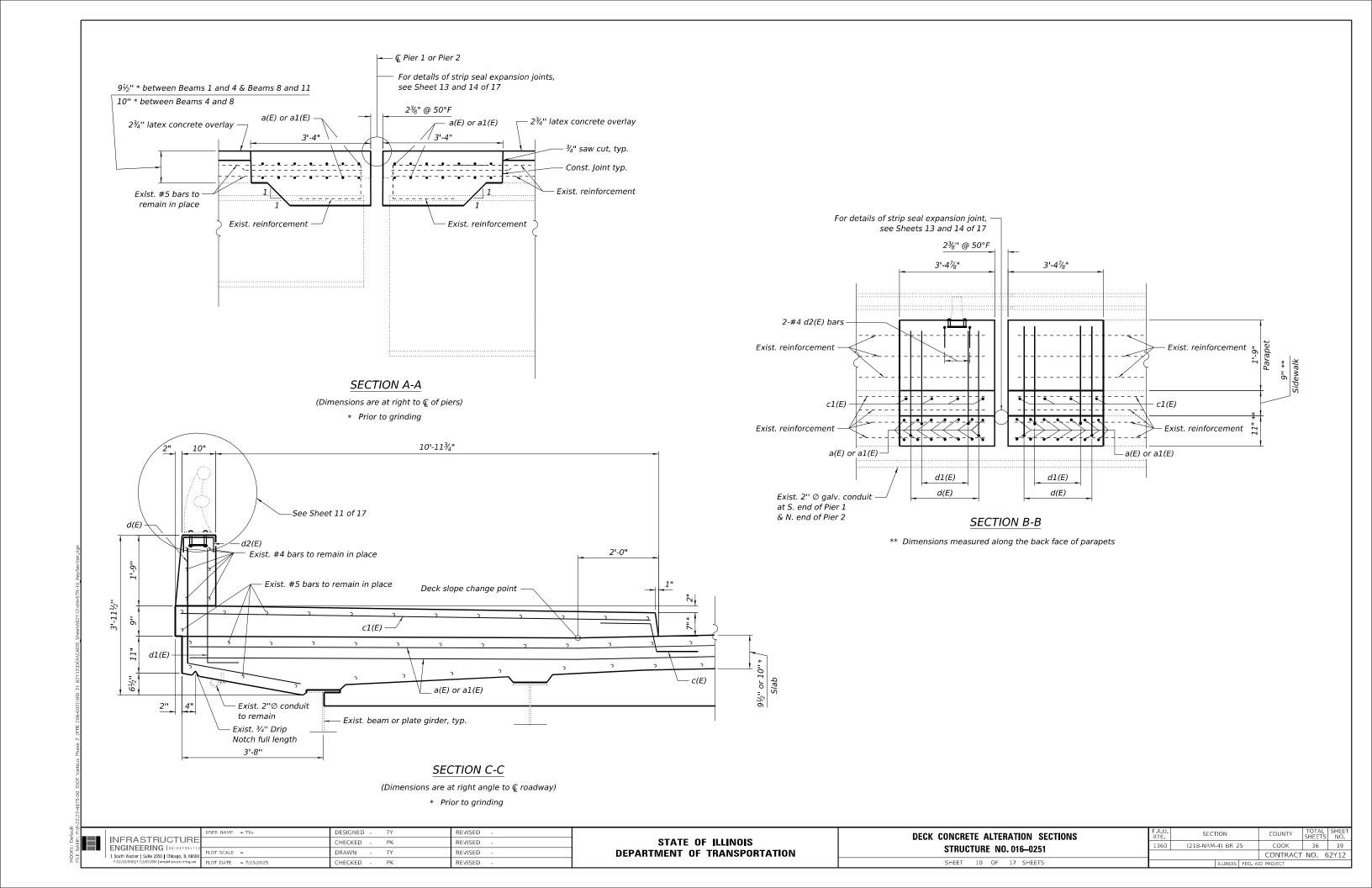


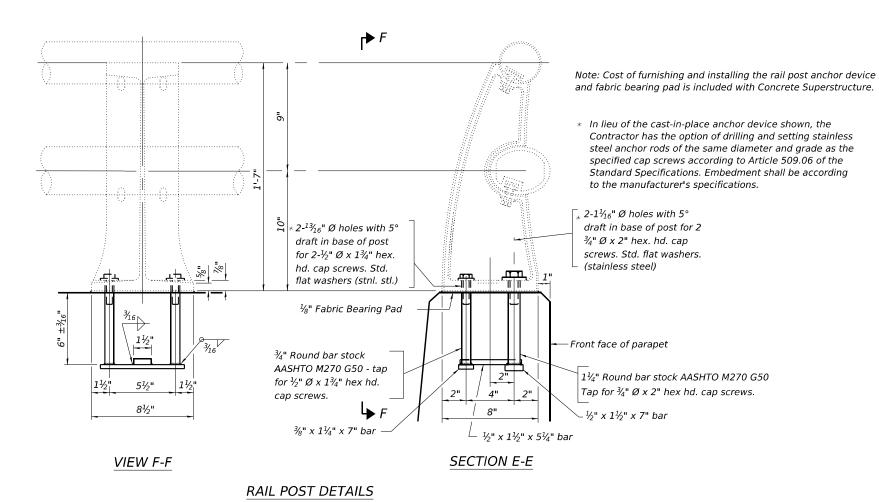
#### NOTES

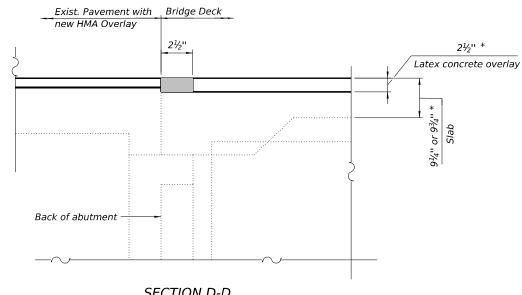
- For Sections A-A thru C-C, see Sheet 10 of 17.
   For Sections D-D, bar bending details and bill of material, see Sheet 11 of 17.

Ea. = Each O.F. = Outside Face I.F. = Inside Face  $T\&B = Top \ and \ Bottom$ 

ğ.	• INCER 4 OFFICE	USER NAME = TYu	DESIGNED - TY	REVISED -		DECK CONCRETE ALTERATIONS	RTF	SECTION	COUNTY	SHEETS	SHEET
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2 <b>-</b>	1 South Wacker I Suite 2650 I Chicago II 60606	PLOT SCALE =	DRAWN - TY	REVISED -	DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 016-0251		(=== 1, = ==	CONTRACT	T NO.	52Y12
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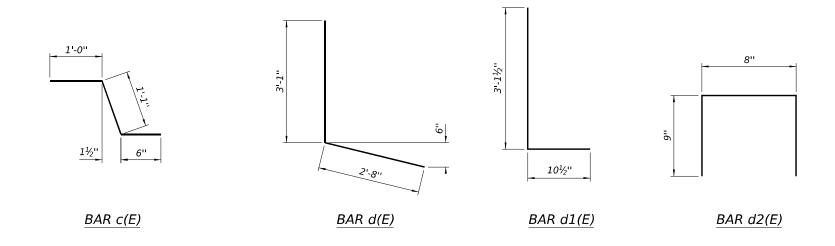




#### SECTION D-D

(Dimensions measured right to € Roadway)

\* After 1/4" diamond grinding



#### BILL OF MATERIAL

<u> </u>					
Bar	No.	Size	Length	Shape	
a(E)	28	#5	34'-7''		
a1(E)	28	#5	34'-4''		
c(E)	32	#5	2'-7''		
c1(E)	32	#5	11'-11''		
d(E)	32	#4	5'-9''		
d1(E)	32	#6	4'-0''		
d2(E)	8	#4	2'-2"		
Concret	e Superst	ructure	Cu Yd	57.5	
Reinford	Reinforcement Bars,			2.830	
Ероху (	Epoxy Coated			2,030	
Polymei	r Concrete	9	Cu Ft	3.9	

LEGEND

Polymer Concrete

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ı	1 South Wacker   Suite 26

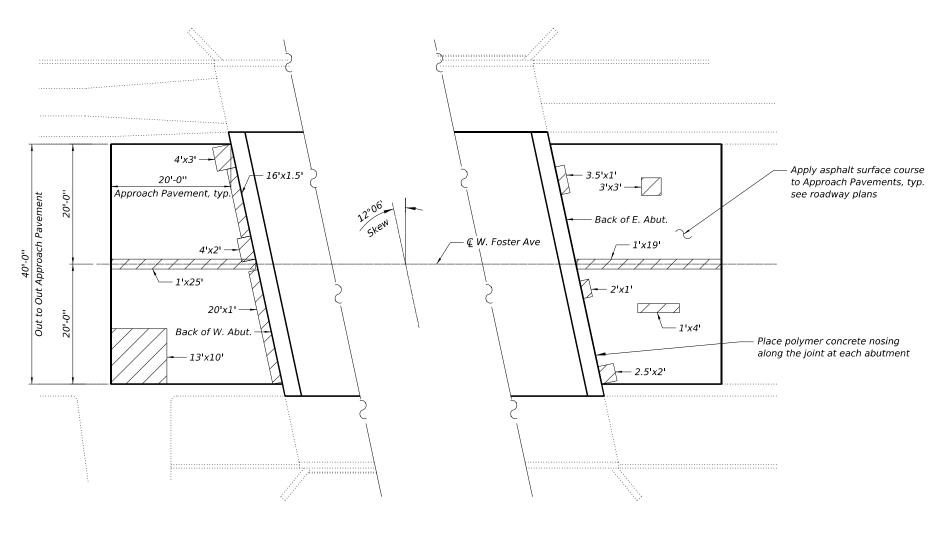
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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

DECK	CONCRI	TE	ALTE	RAT	TION DETAILS	
STRUCTURE NO. 016-0251						
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E.	SECT	ION		COUNTY	TOTAL SHEETS	SHEET NO.
60	(21B-NRM-	4) BR 2	5	СООК	36	20
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		TI LINIOTE	55D A	D BROIFET		





PLAN

#### NOTE

 Quantity and limits of Approach Slab Repairs shown herein are estimated from a survey completed by the District. Actual limits shall be determined in the field by the Engineer and noted in the As-Built Plans.

#### BILL OF MATERIAL \*

	ITEM	UNIT	TOTAL
**	Approach Slab Repair (Full Depth)	Sq Yd	5
	Approach Slab Repair (Partial Depth)	Sq Yd	30

- \* Includes both approach pavements
- \*\* A nominal amount of additional full depth repair quantities have been provided to account for repairs not shown. Actual repair areas shall be determined in the field by the Engineer at the time of construction.



Approach Slab Repair (Partial Depth)

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	INFRASTRUCTURE		CHECKED - PK	REVISED -
וי	ENGINEERING   INCORPORATED  1 South Wacker   Suite 2650   Chicago, IL 60606		DRAWN - TY	REVISED -
·	P 312-425-9560   F 312-425-9564   www.infrastructure-eng.com		CHECKED - PK	REVISED -

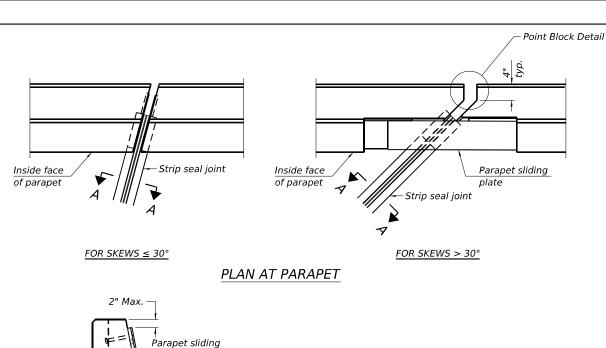
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH	PAVE	PLAN			
STRU	CTURI	E N	0. 01	6-0251	
SHEET	12	OF	17	SHEETS	

 
 F.A.U. RTE.
 SECTION
 COUNTY
 TOTAL SHEETS
 SHEETS NO.

 1360
 (21B-NRM-4) BR 25
 COOK
 36
 21

 CONTRACT NO. 62Y12



Top of locking

Top of deck

edge rail

# ¾" Plate 2" Chamfer a---0 DETAIL A

<u>%" Embedded plate</u>

full depth

1'-0"

Min. lap

3/8" Ø Countersunk bolts

(10 per side 39" parapet)

(12 per side 44" parapet)

Concrete flush with back

1½"

TRIMETRIC VIEW (Showing embedded plates only)

face of 3/4" plate

SECTION B-B

½" Parapet sliding plate

\* 3/4" Ø x 6" Studs

្រី ¾" Embedded plate

i full depth

6"

Concrete flush with back

face of 3/8" plate

Direction of traffic

(8 per side 39" parapet)

(10 per side 44" parapet)

The strip seal shall be made continuous and shall have a minimum thickness of  $\frac{1}{4}$ ". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the  $4\frac{1}{2}$ " maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

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

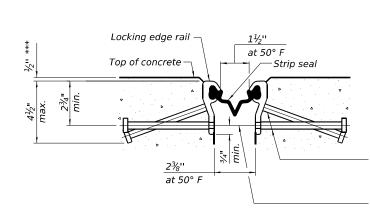
The Maximum space between locking edge rail segments shall be  $\frac{3}{16}$ " and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge

The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.

Cost of parapet sliding plates, sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.

39" constant slope barrier shown, 44" constant slope barrier similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



SHOWING ROLLED RAIL JOINT

Inside Face

of Parapet

6" cts., typ.

except as shown in plan view.)

SECTION AT PARAPET (Skews > 30° shown. Skews ≤ 30° similar

В

5%" Ø x 6" Studs

Detail A

\*  $\frac{5}{8}$ " Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)  $\frac{3}{6}$ " Ø threaded rods in  $\frac{7}{16}$ " Ø 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.

### at 50° F Top of concrete Strip seal at 50° F

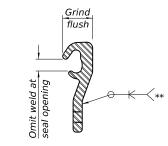
Locking edge rail

SHOWING WELDED RAIL JOINT

3/8" <u>ROLLED</u> (EXTRUDED) RAIL WELDED RAIL

#### LOCKING EDGE RAILS

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



#### LOCKING EDGE RAIL SPLICE

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

#### **BILL OF MATERIAL**

Item	Unit	Total
Preformed Joint Strip Seal	Foot	135

#### SECTION A-A

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

\*\*\* Prior to grinding

EJ-SS-S 5-15-2023

ENGI

(Sheet 1 of 2)

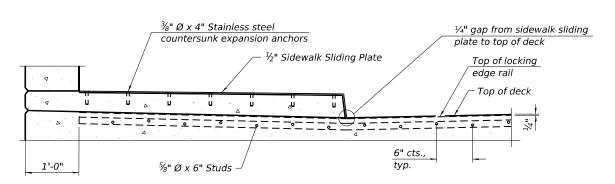
	USER NAME = ALane	DESIGNED - TY	REVISED -
RASTRUCTURE		CHECKED - PK	REVISED -
INEERING   INCORPORATED Wacker   Suite 2650   Chicago, IL 60606		DRAWN - TY	REVISED -
.9560   F 312-425-9564   www.infrastructure-eng.com		CHECKED - PK	REVISED -

STATE OF ILLINOIS

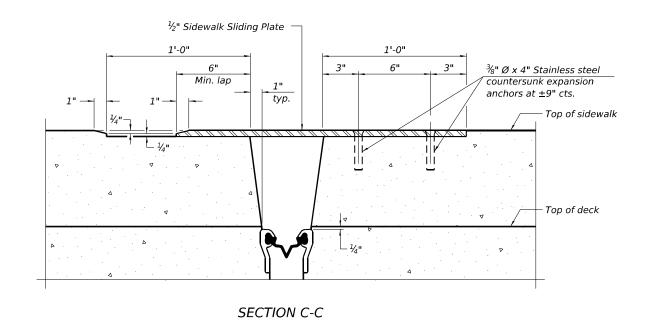
PREFORMED JOINT STRIP SEAL - SIDEWALK (SHEET 1 OF 2) STRUCTURE NO. 016-0251 SHEET 13 OF 17 SHEETS

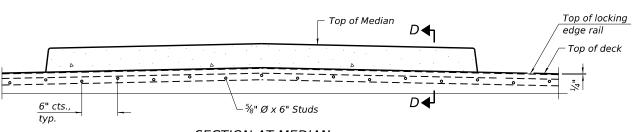
F.A.U. RTE	SECT	LION			COUNTY	TOTAL SHEETS	SHEET NO.
1360	(21B-NRM-4) BR 25		T	COOK	36	22	
				T	CONTRACT	NO. 6	52Y12
		TI LINIOTE	550 4		D DDG IECT		

**DEPARTMENT OF TRANSPORTATION** 

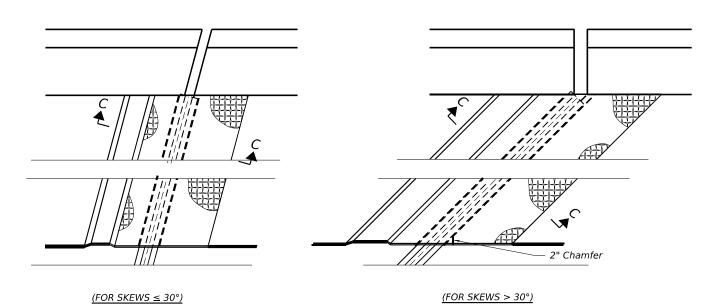


#### SECTION AT RAISED SIDEWALK

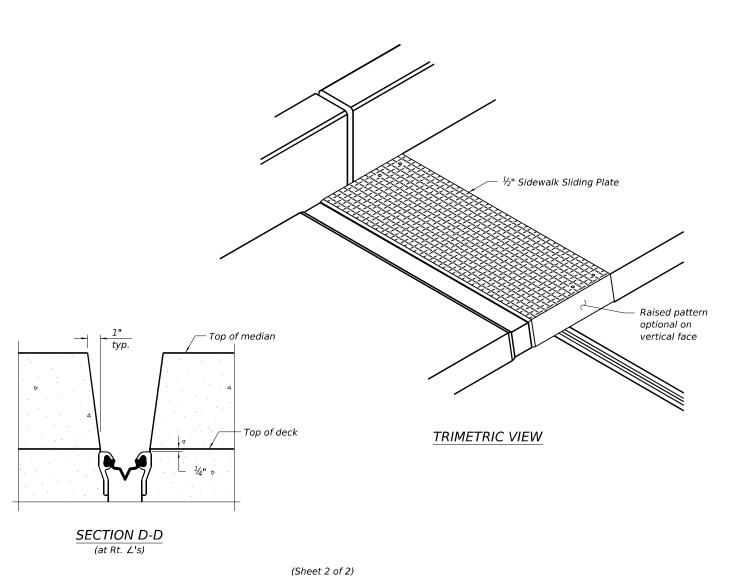




SECTION AT MEDIAN For skews > 30°, chamfer acute corners 2" similar to sidewalk.



PLAN AT RAISED SIDEWALK



EJ-SS-S

5-15-2023

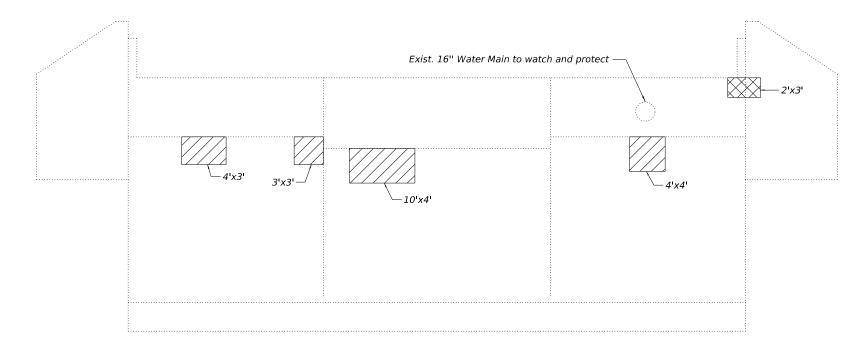
DESIGNED -REVISED INFRASTRUCTURE ENGINEERING LINCORPORATED CHECKED -PK REVISED DRAWN REVISED 1 South Wacker | Suite 2650 | Chicago, IL 60606 PLOT DATE = 6/20/2025 REVISED CHECKED -

STATE OF ILLINOIS

PREFORMED JOINT STRIP SEAL - SIDEWALK (SHEET 2 OF 2) STRUCTURE NO. 016-0251 SHEET 14 OF 17 SHEETS

SECTION COOK 36 23 1360 (21B-NRM-4) BR 25 CONTRACT NO. 62Y12

**DEPARTMENT OF TRANSPORTATION** 



#### WEST ABUTMENT EAST ELEVATION

(Looking West)

#### LEGEND



Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)



Structural Repair Of Concrete (Depth Greater Than 5 Inches)

#### **BILL OF MATERIAL**

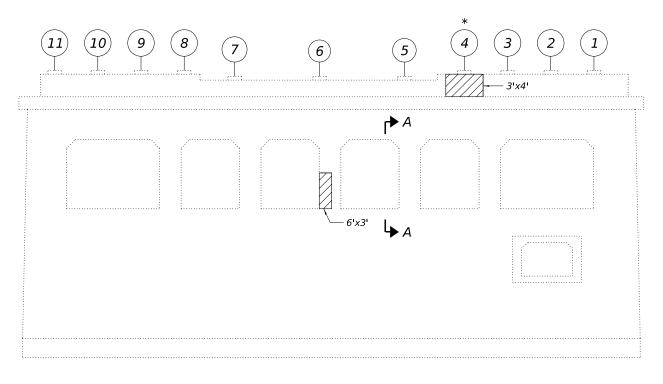
ITEM	UNIT	TOTAL
Graffiti Removal	Sq Yd	55
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	77
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	Sq Ft	6

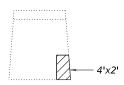
\* 46 sq yd at front face of West Abutment & 9 sq yd at front face of East Abutment

	INFRASTRUCTURE	USER NAME	= ALane
-	ENGINEERING   INCORPORATED 1 South Wacker   Suite 2650   Chicago, IL 60606	PLOT SCALE	=
	P 312 425 9560   F 312 425 9564   www.infrastructure.eng.com	PLOT DATE	= 6/24/2025

	USER NAME = ALane	DESIGNED - TY	REVISED -
RE		CHECKED - PK	REVISED -
RATED 60606	PLOT SCALE =	DRAWN - TY	REVISED -
ng.com	PLOT DATE = 6/24/2025	CHECKED - PK	REVISED -

ABUTMENT REPAIRS STRUCTURE NO. 016–0251		SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
		(21B-NRM-4) BR 2	5	СООК	36	24
				CONTRACT	NO. 6	52Y12
SHEET 15 OF 17 SHEETS		TILIMOIS	EED A	ID DROIFCT		





SECTION A-A

#### PIER 1 WEST FACE

(Looking East)

#### LEGEND



Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)



Girder Number

Beam Requires Temporary Shoring

#### INTERIOR BEAM REACTION TABLE

	Span 1 Pier 1
$R_{DL}(k)$	33.5
R <sub>ι.ι.</sub> (k)	49.0
Imp (k)	14.7
R <sub>Total</sub> (k)	97.2

#### BILL OF MATERIAL

	ITEM		TOTAL
**	Graffiti Removal	Sq Yd	114
	Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)		38
	Temporary Shoring and Cribbing	Each	1

\*\* 57 sq yd at Pier 1 & 57 sq yd at Pier 2

INFRASTRUCTURE ENGINEERING INCOPPORATES 1 South Wacker | Suite 2650 | Chicago, IL 60006 | 7312/35/596 | P12/26/55/96 | www.lifersproture-regions

DESIGNED -REVISED CHECKED -PK REVISED DRAWN REVISED CHECKED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

PIER REPAIRS STRUCTURE NO. 016-0251 SHEET 16 OF 17 SHEETS

SECTION 1360 (21B-NRM-4) BR 25 COOK 36 25 CONTRACT NO. 62Y12

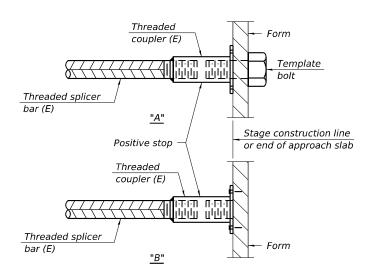
#### STANDARD BAR SPLICER ASSEMBLY PLAN

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	No. assemblies	Minimum
Location	size	required	lap length
W. Side Deck @ Pier 1	#5	7	3'-4"
E. Side Deck @ Pier 1	#5	7	3'-4''
W. Side Deck @ Pier 2	#5	7	3'-4"
E. Side Deck @ Pier 2	#5	7	3'-4"

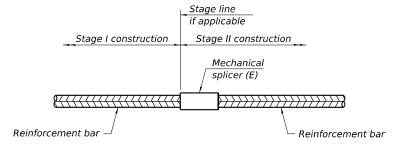


#### INSTALLATION AND SETTING METHODS

"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	No. assemblies
Location	size	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.

BSD-1

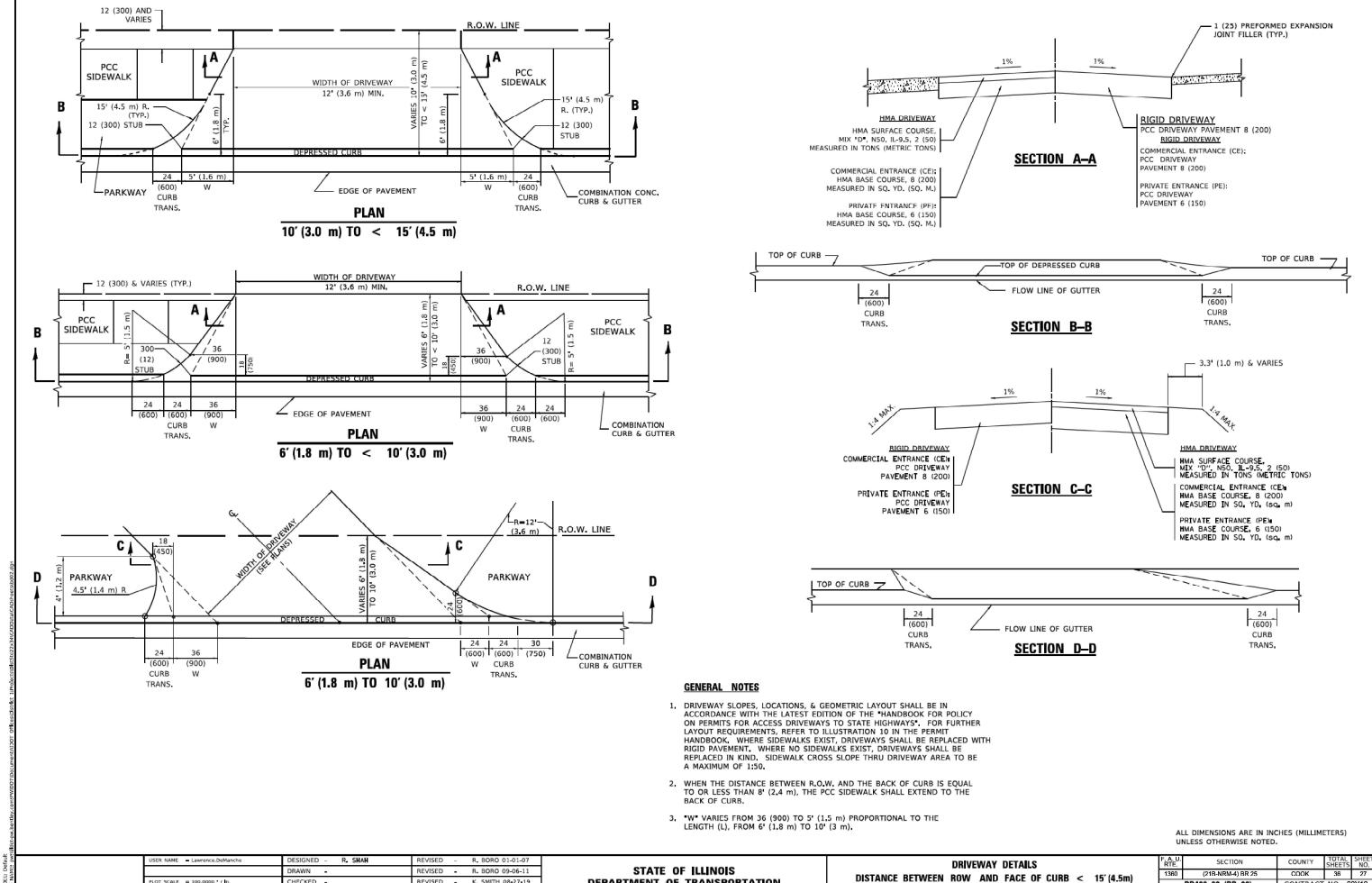
5-15-2023

		USER NAM
	INFRASTRUCTURE	
•	ENGINEERING   INCORPORATED  1 South Wacker   Suite 2650   Chicago, IL 60606	
	P 312 425 9560   F 312 425 9564   www.infrastructure-eng.com	PLOT DAT

	USER NAME = TYu	DESIGNED -	TY	REVISED -
CTURE		CHECKED -	PK	REVISED -
INCORPORATED hicago, IL 60606	PLOT SCALE =	DRAWN -	TY	REVISED -
	PLOT DATE = 7/25/2025	CHECKED -	PK	REVISED -

5-002)\WO 31 62Y12\DGN\CADD\_Sheets\62Y12-sht-S

: P:/P-22\22-4675-00 IDO]



**DEPARTMENT OF TRANSPORTATION** 

BD400-02 (BD-02)

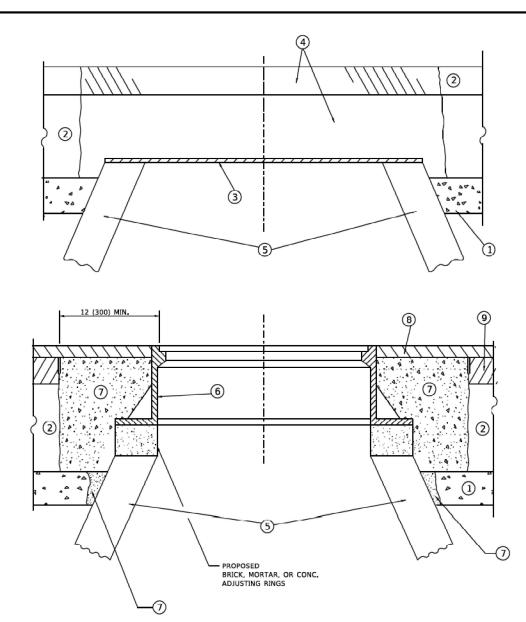
SHEET 1 OF 1 SHEETS STA.

CONTRACT NO. 62Y12

LOT SCALE = 100,0000 ' / In.

CHECKED -

REVISED - K. SMITH 08-27-19



### DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

#### **NOTES**

- EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
- CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
- 4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

#### CONSTRUCTION PROCEDURES

#### STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

#### STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2\* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.
- \*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

#### LEGEND

- 1 SUB-BASE GRANULAR MATERIAL
- (6) FRAME AND LID (SEE NOTES)
- 2 EXISTING PAVEMENT
- (7) CLASS PP-2\* CONCRETE
- 3 36 (900) DIAMETER METAL PLATE
- (8) PROPOSED HMA SURFACE COURSE
- 4 PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- (5) EXISTING STRUCTURE
- 9 PROPOSED HMA BINDER COURSE

#### LOCATION OF STRUCTURES

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

#### BASIS OF PAYMENT

- 1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
- 2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
- NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
- 4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

 USER NAME
 = Lawrence.DeManche
 DESIGNED
 R. SHAH
 REVISED
 R. BORO 03-09-11

 DRAWN
 REVISED
 R. BORO 12-06-11

 PLOT SCALE
 = 100,0000 ' / In.
 CHECKED
 REVISED
 K. SMITH 11-18-22

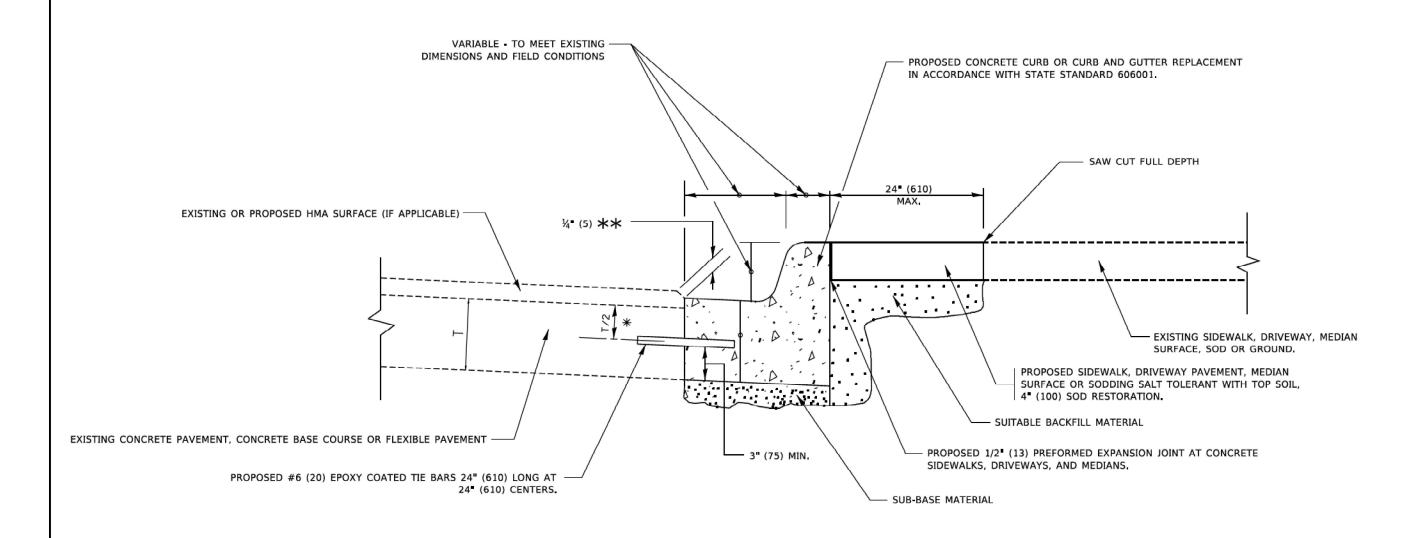
 PLOT DATE
 = 9/15/2023
 DATE
 10-25-94
 REVISED
 K. SMITH 09-15-23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

 DETAILS FOR

 FRAMES AND LIDS ADJUSTMENT WITH MILLING

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



- ₹ 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.

### CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

USER NAME - footemj	DESIGNED - A. HOUSEH	REVISED -	A. ABBAS 03-21-97
	DRAWN -	REVISED -	M. GOMEZ 01-22-01
PLOT SCALE = 50.0000 / In.	CHECKED -	REVISED -	R. BORO 12-15-09
PLOT DATE = 7/11/2019	DATE - 03-11-94	REVISED -	K. SMITH 07-11-19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT

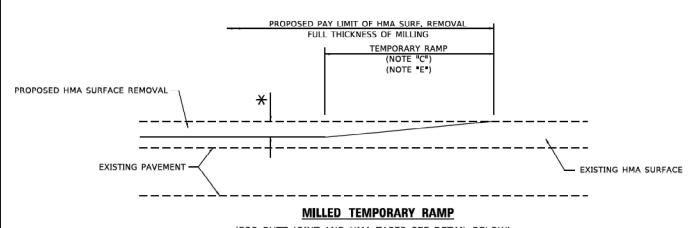
SHEET 1 OF 1 SHEETS STA. T

SCALE: NONE

F.A. U. SECTION COUNTY SHEETS NO.

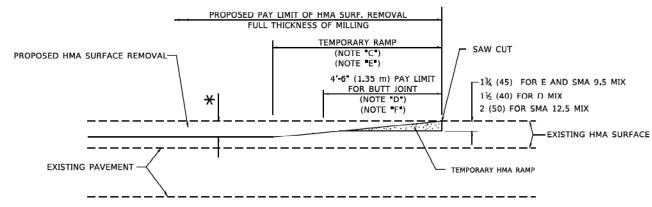
1360 (21B-NRM-4) BR 25 COOK 36 29

BD600-06 (BD-24) CONTRACT NO. 62Y12



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

#### OPTION 1

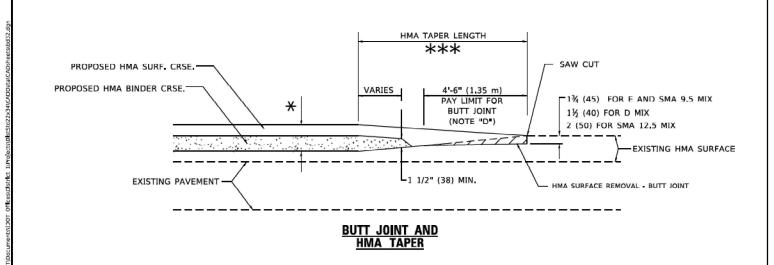


#### HMA CONSTRUCTED TEMPORARY RAMP

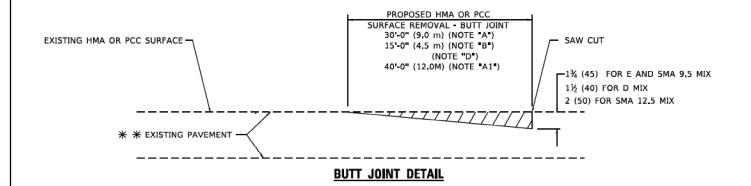
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

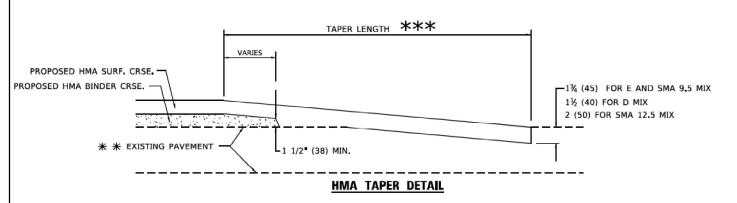
#### OPTION 2

#### TYPICAL TEMPORARY RAMP



# TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING





## TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

\*\* PC CONCRETE. HMA OR HMA RESURFACED PAVEMENT.

#### **GENERAL NOTES**

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.

SHEET 1

- \* SEE TYPICAL SECTIONS FOR MILLING THICKNESS
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

\*\*\* 20-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

#### **BASIS OF PAYMENT**

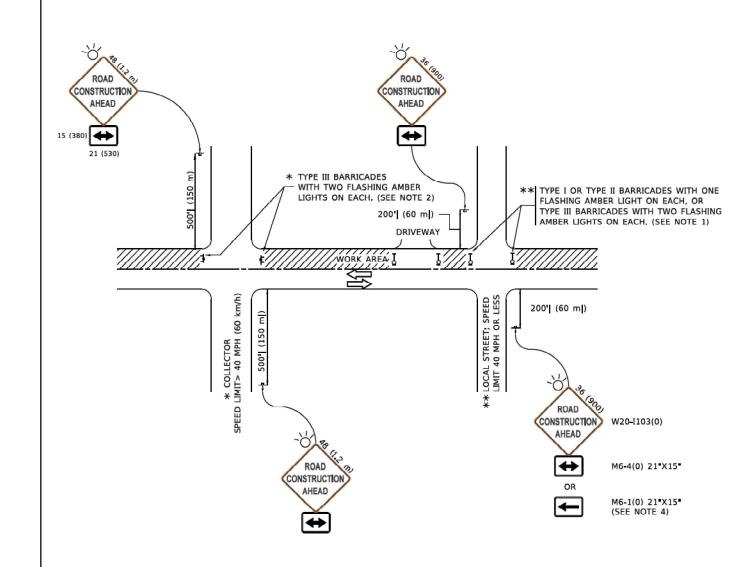
- THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".
- THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

USER NAME = Lawrence.DeManche	DESIGNED - M, DE YONG	REVISED	-	A. ABBAS 03-21-97
	DRAWN -	REVISED	-	M. GOMEZ 04-06-0
PLOT SCALE = 100,0000 ' / In.	CHECKED -	REVISED	-	R. BORO 01-01-07
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED	-	K. SMITH 11-18-22

STATE	: OF	ILLINOIS
DEPARTMENT	OF	TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS			F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
			1360	(21B-NRM-4) BR 25		COOK	36	30		
111117	•	ALLI D	LIAILS			BD400-05 BD-32		CONTRACT	NO. 6	2Y12
OF	1	SHEETS	STA.	TO STA.		TI LIMOIS	EED A	D BROIECT		



#### 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;
- 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.
- 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
  b) 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)
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
  4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL
  BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

SCALE: NONE

- 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
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

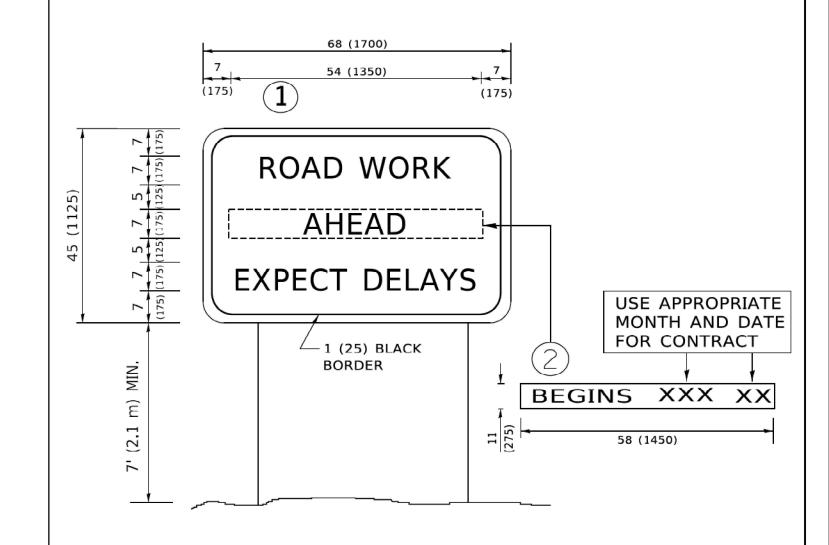
All dimensions are in inches (millimeters) unless otherwise shown.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SHEET 1 OF 1 SHEETS STA. TO STA

A. U. SECTION COUNTY TOTAL SHEETS NO. 1360 (21B-NRM-4) BR 25 COOK 36 31

TC-10 CONTRACT NO. 62Y12

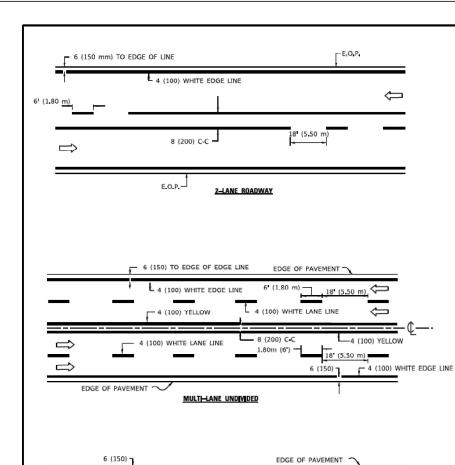


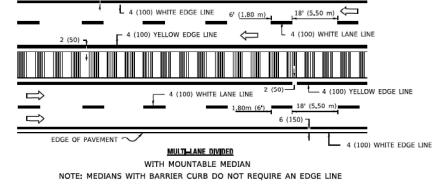
#### NOTES:

- 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.

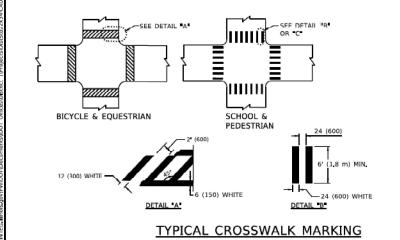
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

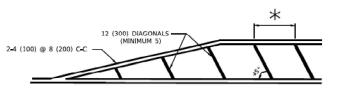
USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97		ARTERIAL ROAD			F. A. U. RTF	SECTION	COUNTY	TOTAL	SHEET			
	DRAWN -	REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS							1360	(21B-NRM-4) BR 25	соок	36	32
PLOT SCALE = 50 0000 ' / In	CHECKED -	REVISED -T. RAMMACHER 02-02-99	DEPARTMENT OF TRANSPORTATION			INTUR	MATION	1 SIGN			TC-22	CONTRACT	T NO. 6	2Y12
PLOT DATE = 3/4/2019	DATE -	REVISED C. JUCIUS 01-31-07		SCALE: NONE	SHEET 1	OF 1	SHEETS	S STA.	TO STA.		ILLINOIS FED. A	D PROJECT		





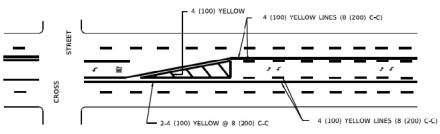
#### TYPICAL LANE AND EDGE LINE MARKING



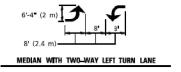


- \* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
- \* DIAGONAL LINE SPACING: 20 (6.1 m) C-C

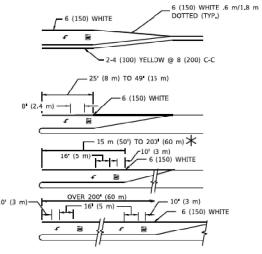
#### PAINTED MEDIANS



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 PAINTED MEDIAN MARKING

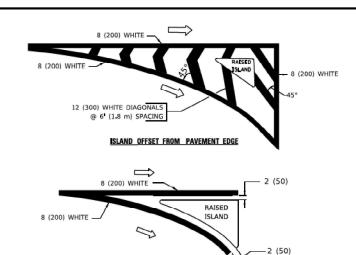


FULL SIZE LETTERS 8 (2.4 m) AND ARROWS SHALL BE USED.  $\P$  AREA = 15.8 SQ, FT. (1.47 m²)  $\P$  AREA = 22.9 SQ. FT. (2.13 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

#### TYPICAL TURN LANE MARKING



#### TYPICAL ISLAND MARKING

ISLAND AT PAVEMENT EDGE

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	8 (200) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	8 (200) C-C
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	6' (1.80 m) LINE WITH 18' (5.50 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) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8 (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4 m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL & PEDESTRIAN)	12 (300) @ 45° 24 (600) @ 90°	SOLID SOLID	WHITE WHITE	2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PHACF 4' (1.7 m) IN ADVANCF 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°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	8 (200) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS; 20' (6.1 m) (LESS THAN 30 MPH (50 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 0F: "R""3.6 SO. FT. (0.33m²) EACH "X""54,0 SO. FT. (5.0 m²)

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO. DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

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

SCALE: NONE

CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SHEET 1 OF 3 SHEETS STA.

A.U. SECTION COUNTY TOTAL SHEETS NO. 360 (21B-NRM-4) BR 25 COOK 36 33 TC-24 CONTRACT NO. 62Y12

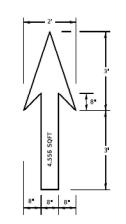
USER NAME - footem)	DESIGNED -	REVISED	-T. RAMMACHER 12-07-00
	DRAWN -	REVISED	<ul> <li>K. ENG 02-28-12</li> </ul>
PLOT SCALE = 50 0000 ' / In	CHECKED -	REVISED	
PLOT DATE = 3/4/2019	DATE	DEMISED	

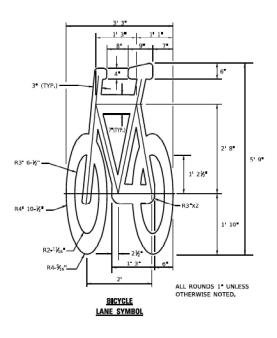
24 (600)

→ 1 1 24 (600) WHITE

DETAIL "C"
CENTRAL DOWNTOWN
BUSINESS DISTRICT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

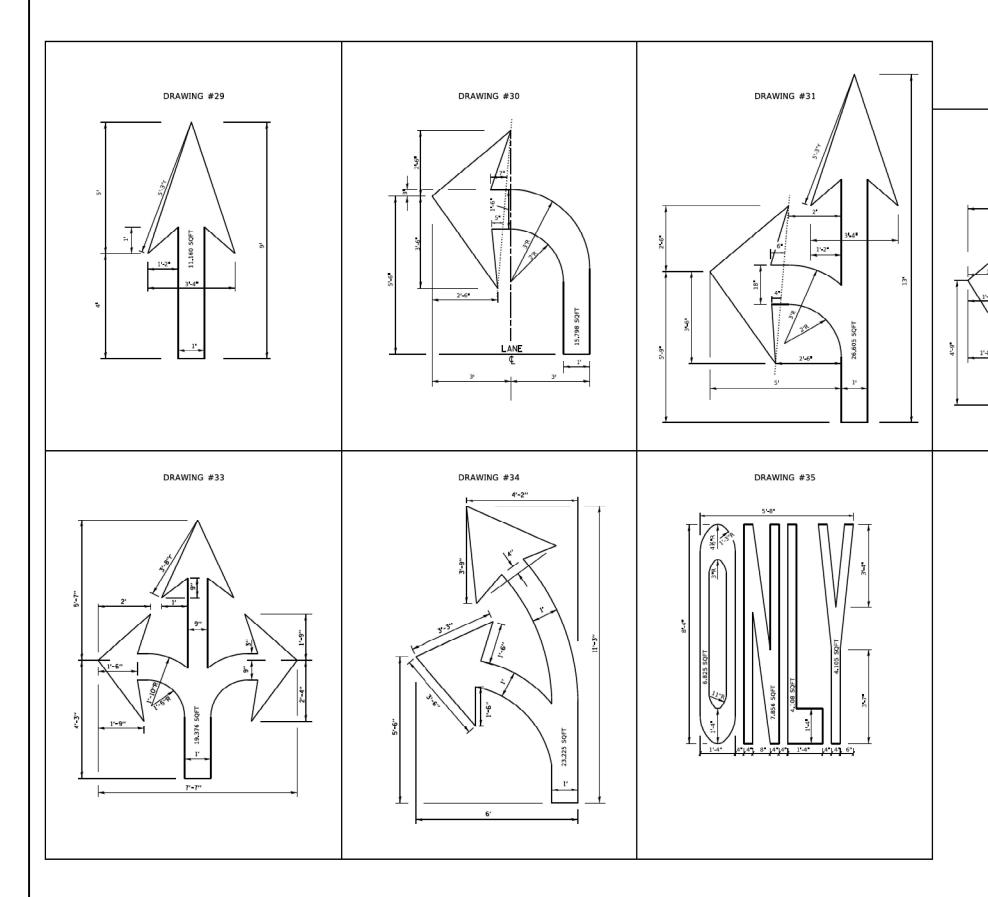




#### NOTE:

- 1. FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC WITH A MINIMUM THICKNESS OF 90 MILS, MINIMUM SKID RESISTANCE VALUE OF 60 BPN, & A MINIMUM INDEX OF REFRACTION OF 1.50.
- THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE LANE SYMBOLS.

TYPICAL BIKE LANE SYMBOLS
DRAWING #28



USER NAME - footem)	DESIGNED -	REVISED -T. RAMMACHER 12-07-00
	DRAWN -	REVISED -
PLOT SCALE = 50.0000 / In.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SHEET 2 OF 3 SHEETS STA. TO STA.

SCALE: NONE

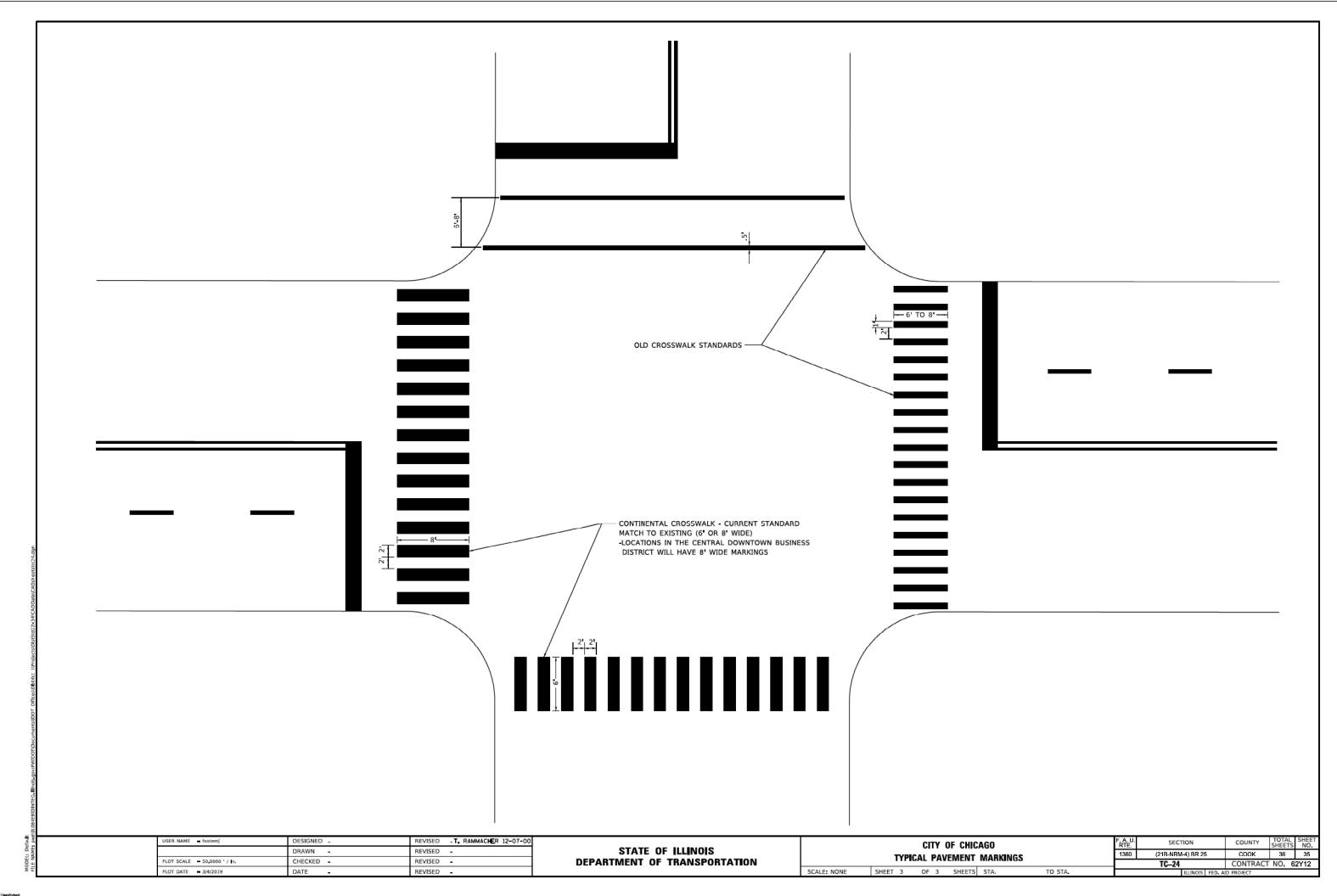
F.A. U. SECTION COUNTY TOTAL SHEET NO. 1360 (218-NRM-4) BR 25 COOK 36 34 TC-24 CONTRACT NO. 62Y12

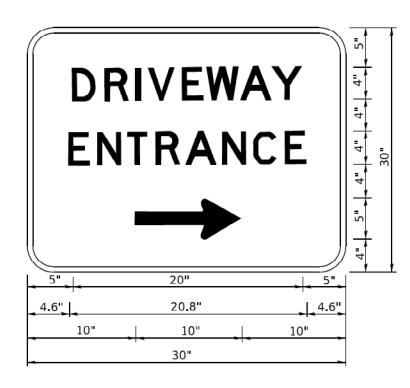
DRAWING #32

NOTE:

PLANS

ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE





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".

 USER NAME
 I leysa
 DESIGNED
 REVISED
 C. JUCIUS 02-15-07

 DRAWN
 REVISED

 PLOT SCALE
 - 50,0000 ' / In
 CHECKED
 REVISED

 PLOT DATE
 - 8/6/2021
 DATE
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE