

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BJR 25	COOK	51	1
		ILLINOIS	CONTRACT NO. 62Y13	

* 51 + 1 = 53 TOTAL SHEETS
D-91-118-25

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN VILLAGE OF SCHILLER PARK
IN COOK COUNTY

TRAFFIC DATA

F.A.P. 345 EASTBOUND

FUNCTIONAL CLASSIFICATION: ARTERIAL
POSTED SPEED LIMIT = 40 MPH
DESIGN SPEED LIMIT = 40 MPH
2023 ADT = 21,000 (03% TRUCKS)
2043 ADT = 21,000 (03% TRUCKS)

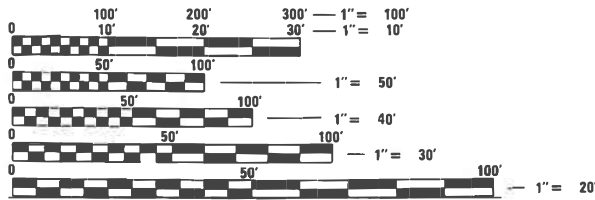
F.A.P. 345 WESTBOUND

FUNCTIONAL CLASSIFICATION: ARTERIAL
POSTED SPEED LIMIT = 40 MPH
DESIGN SPEED LIMIT = 40 MPH
2023 ADT = 21,100 (03% TRUCKS)
2043 ADT = 21,000 (03% TRUCKS)

PROPOSED
HIGHWAY PLANS

FAP RTE. 345B: IL RTE. 19 (IRVING PARK RD.)
OVER DES PLAINES RIVER
SECTION: (1293-BR) BDR, BJR 25
PROJECT: BR-DYLR(456)
BRIDGE DECK OVERLAY, BRIDGE JOINT
REPLACEMENT/REPAIR
COOK COUNTY

C-91-189-25

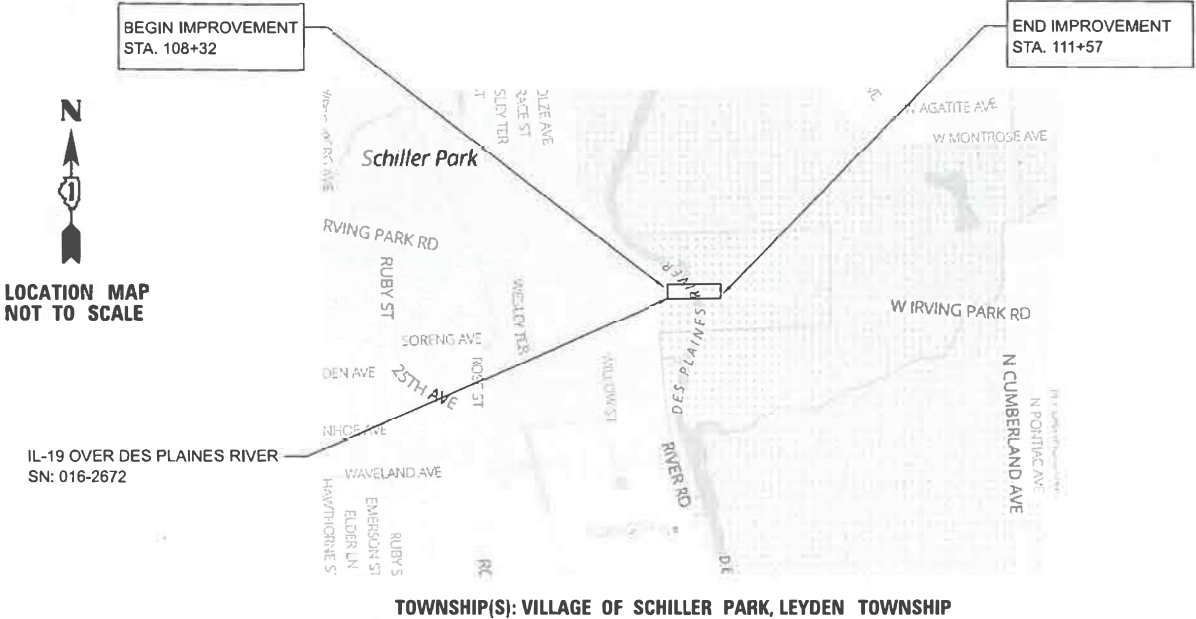


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER : LUKASZ POCIECHA (847) 705-4255
PROJECT MANAGER : VESELIN VELICHKOV (847) 705-4432

CONTRACT NO. 62Y13



TOWNSHIP(S): VILLAGE OF SCHILLER PARK, LEYDEN TOWNSHIP

GROSS LENGTH = 304 FT. = 0.06 MILE
NET LENGTH = 304 FT. = 0.06 MILE



LOCATION OF SECTION INDICATED THUS: [Red line]



EXPIRES: 11/30/2026
DATE: 6/24/2025



EXPIRES: 11/30/2025
DATE: 6/24/2025

SEPSTEIN

600 W FULTON ST
CHICAGO, ILLINOIS 60661 1259
TEL 312 454 9100
FAX 312 559 1217
WEB www.epsteinglobal.com

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED June 25th 2025
Timothy Call REGIONAL ENGINEER
August 15 2025
Seetha Ch ENGINEER OF DESIGN AND ENVIRONMENT
August 15 2025
Quarry DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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COMMITMENTS

NO COMMITMENTS

LIST OF HIGHWAY STANDARDS

STANDARD DESCRIPTION
NUMBER

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL EQUIVALENTS OF AN INCH AND FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-10	PAVEMENT JOINTS
424016-06	MID-BLOCK CURB RAMPS FOR SIDEWALKS
442101-09	CLASS B PATCHES
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≤ 45 MPH
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
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

LIST OF DISTRICT 1 DETAILS

DETAIL NUMBER	DESCRIPTION
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION (J.U.L.I.E.) AT 1-800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND VILLAGE OF SCHILLER PARK.
- FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
- THE CONTRACTOR SHALL UTILIZE EXTREME CAUTION WHEN DIGGING ADJACENT TO EXISTING UTILITIES AND FACILITIES. UTILITY LOCATION INFORMATION NEEDS TO BE FIELD VERIFIED PRIOR TO EXCAVATION OR CONSTRUCTION OF THE WORK.
- THE CONTRACTOR SHALL CONDUCT HIS/HER OWN INVESTIGATIONS INTO THE LOCATION, SIZE, DEPTH, AND NATURE OF ANY AND ALL EXISTING UTILITIES WHICH MAY INTERFERE WITH THE WORK UNDER THE CONTRACT. ANY EXISTING UTILITIES WHICH ARE TO REMAIN IN SERVICE SHALL BE FULLY PROTECTED BY THE CONTRACTOR PER THE UTILITIES REQUIREMENTS.
- SAW CUTTING WILL BE REQUIRED FOR ALL REMOVAL ITEMS LISTED IN SECTION 440 OF THE STANDARD SPECIFICATIONS, SHOWN IN THE PLANS, AND AS DIRECTED BY THE ENGINEER, SAW CUT WILL BE CONSIDERED INCLUDED IN COST OF REMOVAL ITEM.
- THE CONTRACTOR SHALL CONFIRM THE TEMPORARY EROSION CONTROL MEASURES ARE IN PLACE IN THE CURRENT WORK AREA BEFORE MOVING TO A DIFFERENT WORK LOCATION AS SPECIFIED HEREIN AND AS DETERMINED BY THE RESIDENT ENGINEER.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SETUP A YARD OR FIELD OFFICE ON PRIVATE, VILLAGE OR COUNTY PROPERTY WITHOUT WRITTEN PERMISSION FROM SAID OWNER AND THE ENGINEER.
- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATION NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT HIS/HER EXPENSE.
- THE CONTRACTORS SHALL COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION.
- AT THE TIME OF THE PRECONSTRUCTION MEETING, THE CONTRACTOR SHALL SUBMIT FOR APPROVAL THE PROPOSED CONCRETE WASHOUT LOCATIONS. RUNOFF FROM WASH AREA SHALL BE CONTAINED IN DESIGNATED AREA SO THAT RUNOFF DOES NOT REACH OUTSIDE OF THE DESIGNATED AREA.
- THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER.
- THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL EXISTING DRAINAGE STRUCTURES AT ALL TIMES DURING CONSTRUCTION. METHODS USED BY THE CONTRACTOR SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
- RAISED REFLECTIVE PAVEMENT MARKERS ARE TO BE USED AS SHOWN ON DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN PLAN.
- 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 A 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.
- THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM IDOT FIELD MAINTENANCE ENGINEERS.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QMP
MIXTURE TYPE	AIR VOIDS @ Ndesign	
IL 19 PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	4% @ 70 GYR.	QC/QA
GUARDRAIL STABILIZATION & SLOPE REPAIR		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 6" (IN 3 LIFTS)	4% @ 70 GYR.	QC/QA
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

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

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.

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE HMA SURFACE MIX.

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	USER NAME = asharghi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES, HIGHWAY STANDARDS AND COMMITMENTS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					345	(1293-BR) BDR, BJR 25	COOK	51	2
	PLOT SCALE = 2.0000' / in.	CHECKED -	REVISED -					CONTRACT NO. 62Y13				
	PLOT DATE = 7/17/2025	DATE -	REVISED -		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE
				80% FED 20% STATE	100% STATE
				BRIDGE	BRIDGE
				0013	0013
				016-2672	016-2672
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	50	50	
20101000	TEMPORARY FENCE	FOOT	200	200	
20200100	EARTH EXCAVATION	CU YD	5	5	
28000400	PERIMETER EROSION BARRIER	FOOT	68	68	
28000510	INLET FILTERS	EACH	4	4	
* 28100109	STONE RIPRAP, CLASS A5	SQ YD	167	167	
* 28200200	FILTER FABRIC	SQ YD	167	167	
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	46	46	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	277	277	
40600370	LONGITUDINAL JOINT SEALANT	FOOT	216	216	
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	69	69	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1873	1873	
42400800	DETECTABLE WARNINGS	SQ FT	48	48	
44000173	HOT-MIX ASPHALT SURFACE REMOVAL, 6"	SQ YD	25	25	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	284	284	

* SPECIALTY ITEM

	USER NAME = asharghi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					345	(1293-BR) BDR, BJR 25	COOK	51	3
	PLOT SCALE = 100.000' / in.	CHECKED -	REVISED -		CONTRACT NO. 62Y13							
	PLOT DATE = 6/27/2025	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET 1 OF 7 SHEETS	STA.	TO STA.	Long Section Number			

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE
				80% FED 20% STATE	100% STATE
				BRIDGE	BRIDGE
				0013	0013
				016-2672	016-2672
44000600	SIDEWALK REMOVAL	SQ FT	2168	2168	
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	34	34	
44201298	DOWEL BARS 1 1/4"	EACH	98	98	
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1	1	
50300300	PROTECTIVE COAT	SQ YD	1322	1322	
550A0050	STORM SEWER, CLASS A, TYPE 1 12"	FOOT	47	47	
55100500	STORM SEWER REMOVAL	FOOT	47	47	
58700300	CONCRETE SEALER	SQ FT	4489	4489	
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	1.2	1.2	
60255500	MANHOLES TO BE ADJUSTED	EACH	4	4	
60260100	INLETS TO BE ADJUSTED	EACH	5	5	
60404950	FRAMES AND GRATES, TYPE 24	EACH	1	1	
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1	1	

* SPECIALTY ITEM



USER NAME = asharghi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.000' / in.	CHECKED -	REVISED -
PLOT DATE = 6/27/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET 2 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BJR 25	COOK	51	4
CONTRACT NO. 62Y13				

Long Section Number

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE
				80% FED 20% STATE	100% STATE
				BRIDGE	BRIDGE
				0013	0013
				016-2672	016-2672
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	284	284	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	1	1	
63200310	GUARDRAIL REMOVAL	FOOT	38	38	
X6331009	REMOVE AND REPL ACE STEEL PLATE BEAM GUARDRAIL (SPECIAL)	FOOT	34	34	
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	5	5	
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1	
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1	
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1	
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	10	10	
67100100	MOBILIZATION	L SUM	1	1	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	56	56	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	50	50	
70300241	TEMPORARY PAVEMENT MARKING - LINE 6" - PAINT	FOOT	1048	1048	
70307100	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOL S - TYPE IV TAPE	SQ FT	183	183	
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	9054	9054	
70307130	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	1316	1316	

* SPECIALTY ITEM

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE
				80% FED 20% STATE	100% STATE
				BRIDGE	BRIDGE
				0013	0013
				016-2672	016-2672
70400100	TEMPORARY CONCRETE BARRIER	FOOT	562.5	562.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	562.5	562.5	
70600241	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2	
70600341	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 2	EACH	2	2	
* 78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7"	FOOT	289	289	
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	110	110	
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	6590	6590	
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	824	824	
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	357	357	
* 78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	88	88	
* 78011040	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	289	289	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	20	20	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	32	32	
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	2783	2783	

* SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE
				80% FED 20% STATE	100% STATE
				BRIDGE	BRIDGE
				0013	0013
				016-2672	016-2672
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2	2	
X0325748	ACRYLIC COATING	SQ YD	12.3	12.3	
X0325749	FIBER WRAP	SQ FT	76	76	
X0326766	CLEAN & RESEAL RELIEF JOINT	FOOT	109	109	
X0327638	STREAM GAUGE	EACH	1	1	
X010516	SELECTIVE CLEARING	UNIT	1	1	
X100106	GROUND STABILIZATION GEOSYNTHETIC	SQ YD	17	17	
X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SPECIAL)	SQ FT	350	350	
X4406816	PORTLAND CEMENT CONCRETE SURFACE REMOVAL 2"	SQ YD	256	256	
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1268	1268	
X5030539	FLOOR DRAINS TO BE CLEANED	EACH	28		28
X5091732	REPAIR BRIDGE RAIL	FOOT	10	10	
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	60	60	
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	2	2	
X6420002	FILLING EXISTING RUMBLE STRIP	FOOT	200	200	
X6420114	CENTERLINE - RUMBLE STRIP - 16"	FOOT	200	200	
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12	

* SPECIALTY ITEM

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USER NAME = asharghi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.000' / in.	CHECKED -	REVISED -
PLOT DATE = 6/27/2025	DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
SCALE:	SHEET 5 OF 7 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BJR 25	COOK	51	7
CONTRACT NO. 62Y13				

Long Section Number ILLINOIS FED. AID PROJECT

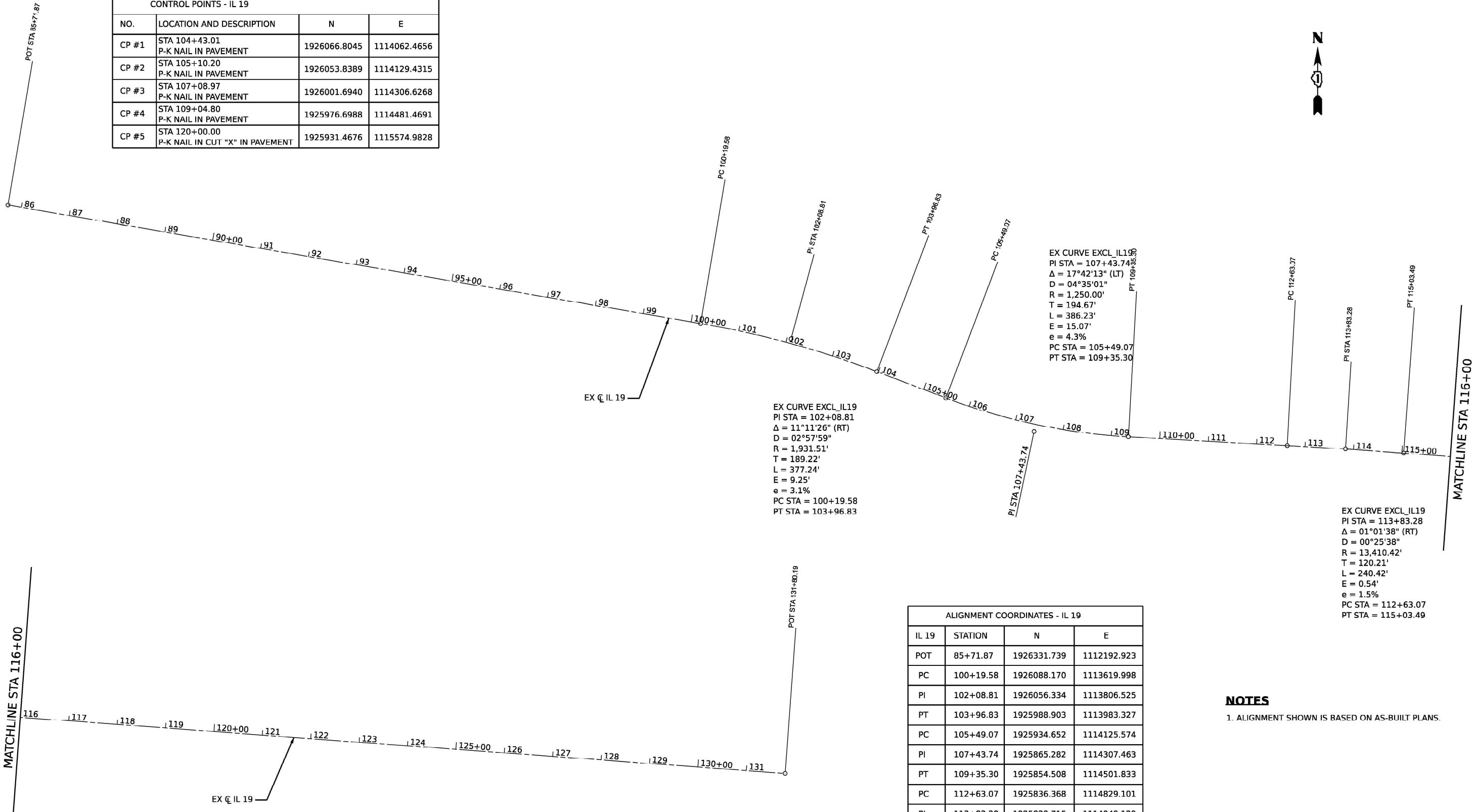
NON-PART 100% STATE

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE
				80% FED 20% STATE	100% STATE
				BRIDGE	BRIDGE
				0013	0013
				016-2672	016-2672
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
X7010410	SPEED DISPLAY TRAILER	CAL MO	3	3	
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	64	64	
* X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	138	138	
* X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	138	138	
* X8900104	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2	2	
Z0001700	APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	6	6	
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	3	3	
Z0006016	BRIDGE DECK LATEX CONCRETE OVERLAY , 2 3/4 INCHES	SQ YD	1322	1322	
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	1657	1657	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	52	52	
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	13	13	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0015550	DEBRIS REMOVAL	CU YD	60	60	
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	1	1	

* SPECIALTY ITEM

CONTROL POINTS - IL 19			
NO.	LOCATION AND DESCRIPTION	N	E
CP #1	STA 104+43.01 P-K NAIL IN PAVEMENT	1926066.8045	1114062.4656
CP #2	STA 105+10.20 P-K NAIL IN PAVEMENT	1926053.8389	1114129.4315
CP #3	STA 107+08.97 P-K NAIL IN PAVEMENT	1926001.6940	1114306.6268
CP #4	STA 109+04.80 P-K NAIL IN PAVEMENT	1925976.6988	1114481.4691
CP #5	STA 120+00.00 P-K NAIL IN CUT "X" IN PAVEMENT	1925931.4676	1115574.9828



MATCHLINE STA 116+00

EX CL IL 19

POT STA 131+80.19

MATCHLINE STA 116+00

ALIGNMENT COORDINATES - IL 19			
IL 19	STATION	N	E
POT	85+71.87	1926331.739	1112192.923
PC	100+19.58	1926088.170	1113619.998
PI	102+08.81	1926056.334	1113806.525
PT	103+96.83	1925988.903	1113983.327
PC	105+49.07	1925934.652	1114125.574
PI	107+43.74	1925865.282	1114307.463
PT	109+35.30	1925854.508	1114501.833
PC	112+63.07	1925836.368	1114829.101
PI	113+83.28	1925829.715	1114949.129
PT	115+03.49	1925820.912	1115069.018
POT	131+80.19	1925698.120	1116741.215

NOTES

1. ALIGNMENT SHOWN IS BASED ON AS-BUILT PLANS.



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DESIGNER: 1116.dgn
DATE: 7/17/2025



USER NAME = asharghi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 200.000' / in.	CHECKED -	REVISED -
PLOT DATE = 7/17/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT

SCALE: 1" = 100' SHEET 1 OF 1 SHEETS STA. 85+71.87 TO STA. 131+80.19

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BJR 25	COOK	51	10
CONTRACT NO. 62Y13				
ILLINOIS FED. AID PROJECT				

Long Section Number

PAVEMENT MARKING SCHEDULE

LOCATION			PREFORMED PLASTIC PAVEMENT MARKING, TYPE B- INLAID- LINE 7" 78004235	MODIFIED URETHANE PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS 78009000	MODIFIED URETHANE PAVEMENT MARKING TYPE II - LINE 4" 78009004	MODIFIED URETHANE PAVEMENT MARKING TYPE II - LINE 6" 78009006	MODIFIED URETHANE PAVEMENT MARKING TYPE II - LINE 12" 78009012	MODIFIED URETHANE PAVEMENT MARKING TYPE II - LINE 24" 78009024
STATION TO STATION	ROADWAY	OFFSET	(FOOT)	(SQ FT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)
99+00 TO 102+80	IL 19	22' RT			95			
99+02 TO 101+02	IL 19	11' RT				50		
99+02 TO 100+39	IL 19	33' RT				35		
101+02 TO 102+79	IL 19	11' RT				177		
100+39 TO 102+87	IL 19	33' RT				248		
101+12 TO 101+18	IL 19	5' RT		20.8				
101+13 TO 101+19	IL 19	38' RT		20.8				
101+38 TO 101+43	IL 19	5' RT		15.6				
101+38 TO 101+44	IL 19	38' RT		15.6				
102+76 TO 102+93	IL 19	0' RT						52
103+82 TO 103+88	IL 19	0' RT						36
103+83 TO 105+50	IL 19	23' LT			42			
103+85 TO 107+70	IL 19	0' RT					42	
103+86 TO 105+50	IL 19	12' LT				164		
103+88 TO 109+35	IL 19	0' RT			1114			
103+88 TO 113+13	IL 19	6' RT			1850			
103+88 TO 105+50	IL 19	17' RT			41			
105+10 TO 105+15	IL 19	7' LT		15.6				
105+35 TO 105+41	IL 19	7' LT		20.8				
105+50 TO 107+50	IL 19	11' LT				50		
105+50 TO 111+20	IL 19	23' LT	143					
105+50 TO 111+33	IL 19	17' RT	146					
108+65 TO 111+14	IL 19	22' LT			249			
100+90 TO 111+39	IL 19	22' RT			241			
111+20 TO 122+00	IL 19	23' LT			270			
111+33 TO 122+00	IL 19	17' RT			267			
111+58 TO 111+70	IL 19	0' RT					315	
111+58 TO 111+82	IL 19	22' LT				50		
111+70 TO 111+95	IL 19	22' LT				50		
114+22 TO 118+15	IL 19	0' RT			786			
118+82 TO 122+00	IL 19	0' RT			636			
IL 19 TOTAL			289	110	5590	824	357	88

MODEL: Defaul
FILE NAME: P:\projects\200203377\CD DESIGN\Gha_Civil\Working\Bread\1211-SH-Schedule01.dgn



USER NAME = asharghi

DESIGNED -

DRAWN -

PLOT SCALE = 100.000 ' / in.

CHECKED -

DATE -

REVISED -

REVISED -

REVISED -

REVISED -

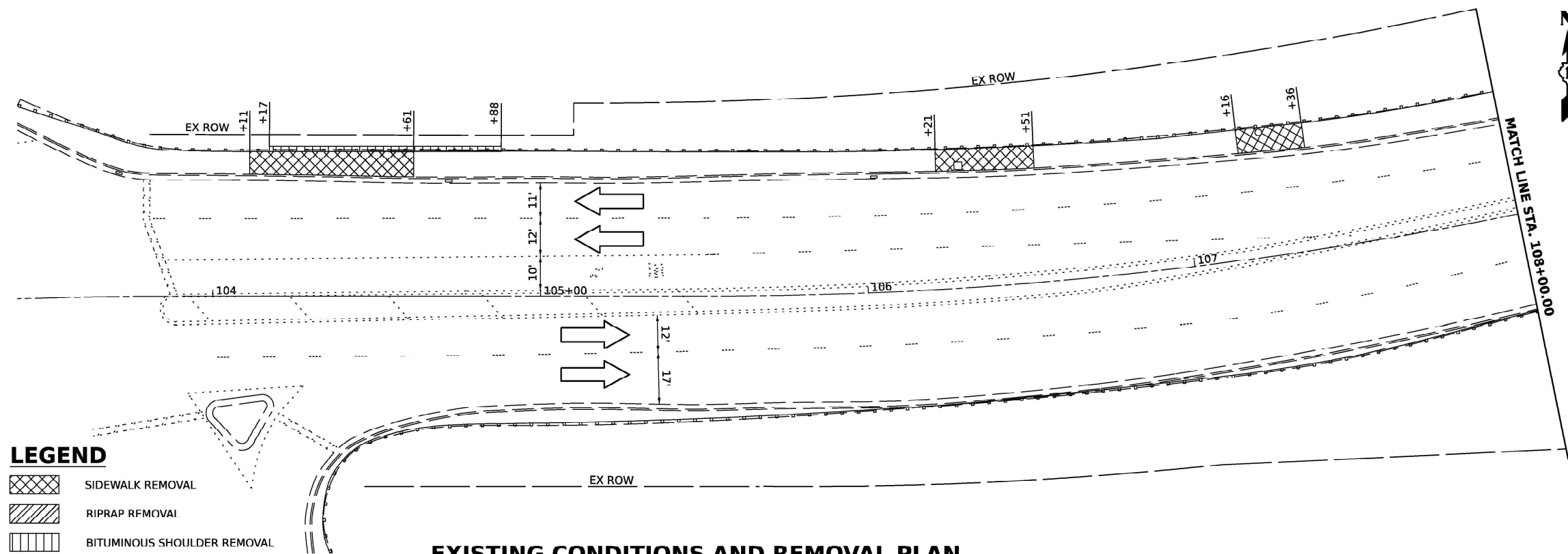
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BJR 25	COOK	51	11
CONTRACT NO. 62Y13				
ILLINOIS FED. AID PROJECT				

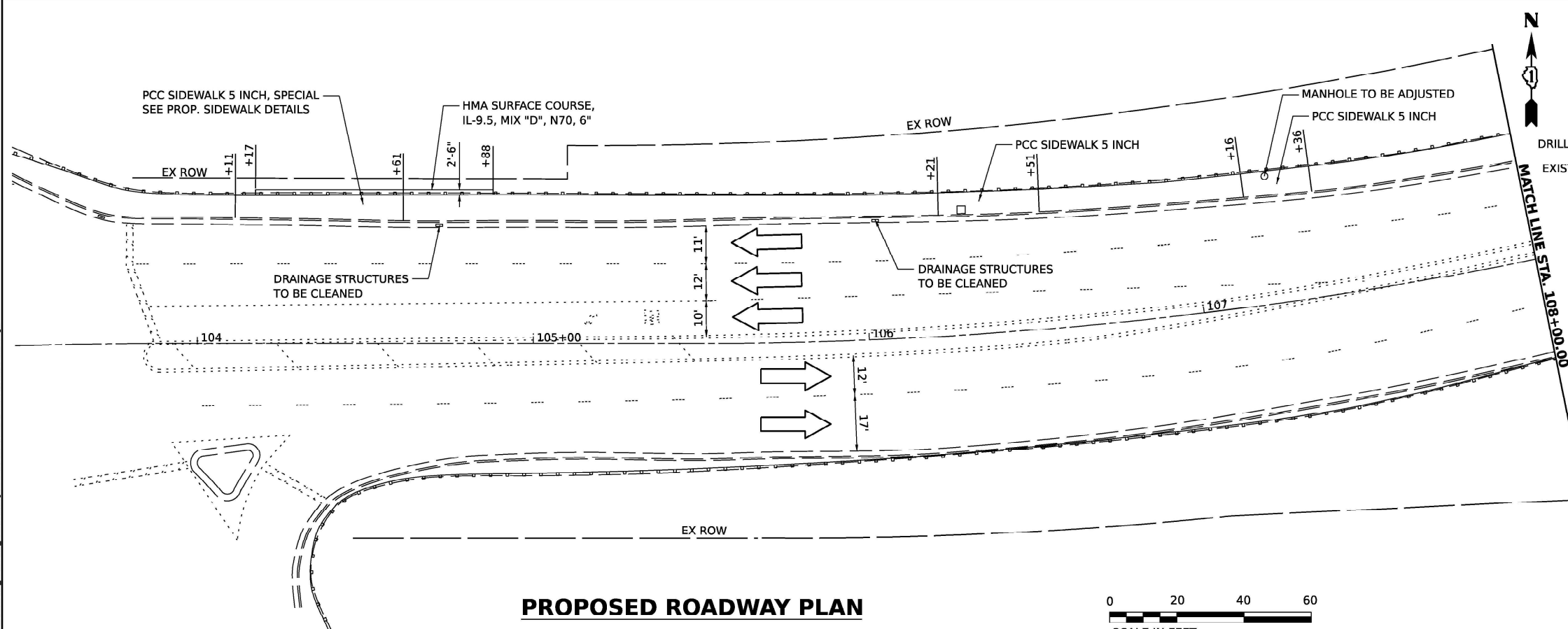
Long Section Number



- LEGEND**
- SIDEWALK REMOVAL
 - RIPRAP REMOVAL
 - BITUMINOUS SHOULDER REMOVAL
 - DIRECTION OF TRAVEL

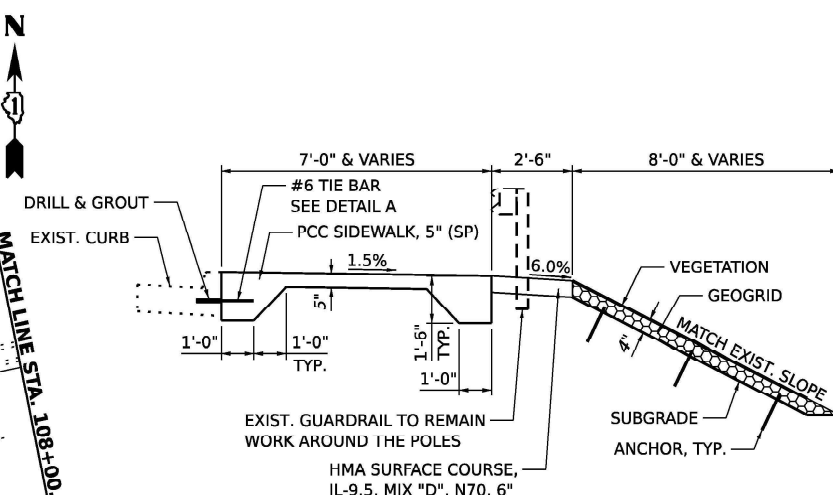
EXISTING CONDITIONS AND REMOVAL PLAN

0 20 40 60
SCALE IN FEET

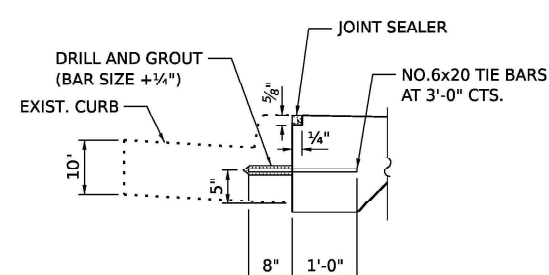


PROPOSED ROADWAY PLAN

0 20 40 60
SCALE IN FEET



PROPOSED SIDEWALK DETAIL



DETAIL A

MODEL: EXCL 11.9 - Plan 1 (Sheet)
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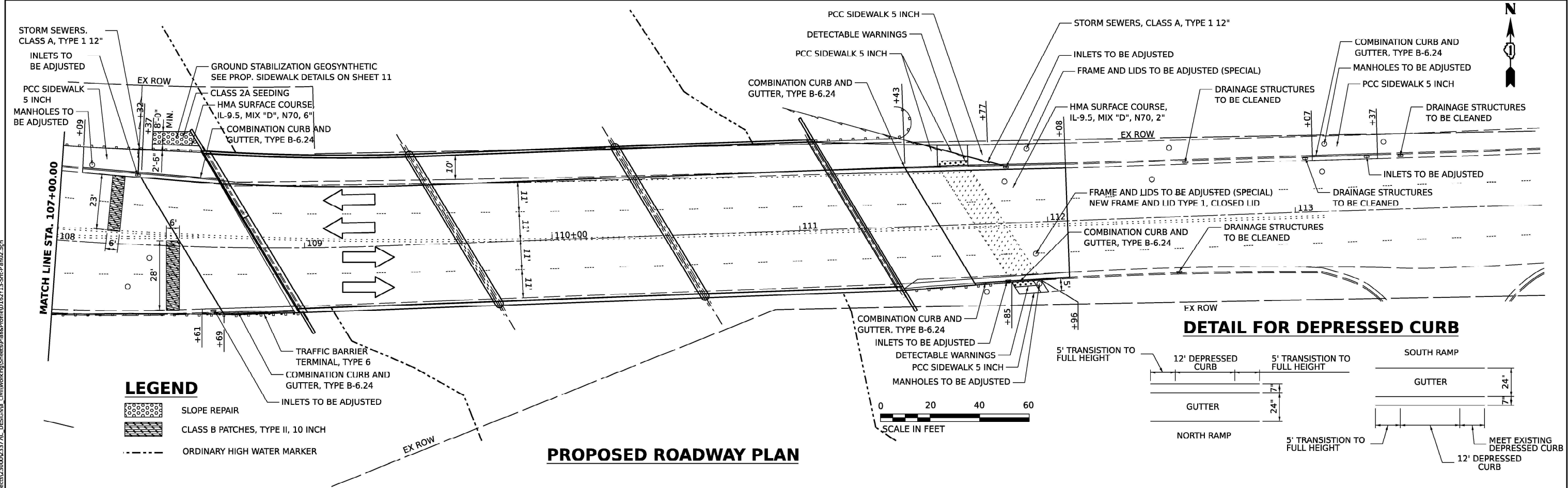
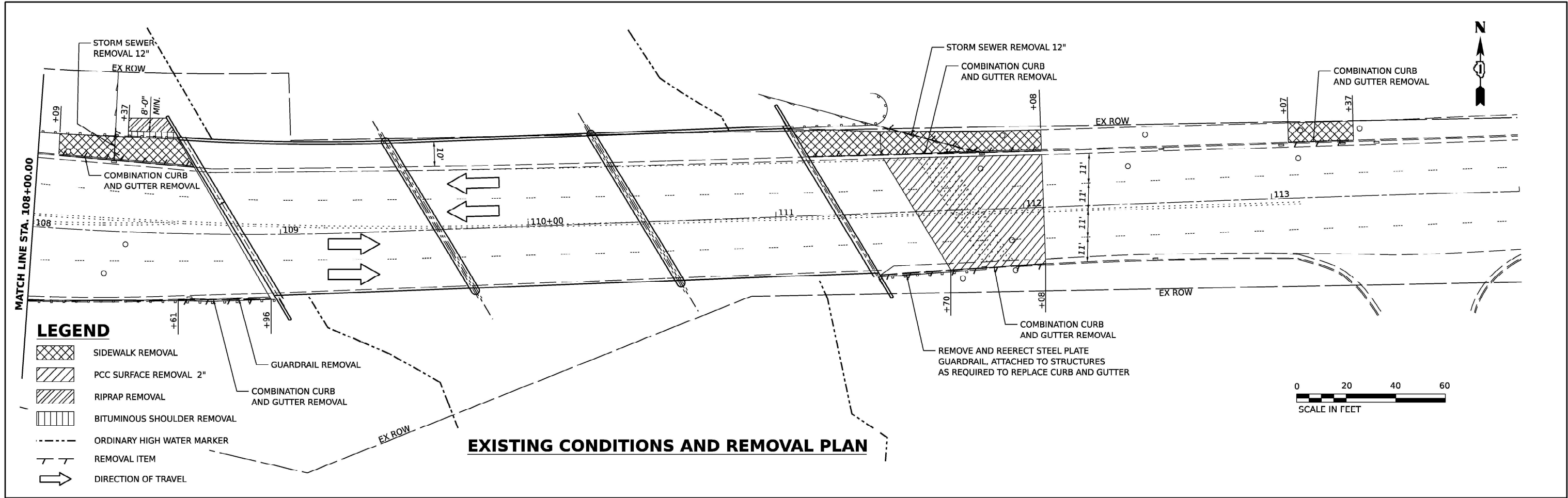
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DRAWN	-	REVISED	-	REVISED	-
CHECKED	-	REVISED	-	REVISED	-
DATE	-	REVISED	-	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING AND PROPOSED ROADWAY PLAN

SCALE: 1" = 20' SHEET 1 OF 2 SHEETS STA. 107+00 TO STA. 113+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	1293-BR	COOK	51	12
CONTRACT NO. 62Y13				
ILLINOIS FED. AID PROJECT				



SEPSTEIN MODEL: EXCL 11.9 - Plan 1 (1/1/24) FILE NAME: P:\PROJECTS\2024\23737C_DESIGN\Stations\Plan\112713-SP-Plan02.dgn	USER NAME = asharghi		DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED ROADWAY PLAN				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN -	REVISED -		345	1293-BR	COOK	51	13				
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	PLOT DATE = 7/17/2025		DATE -	REVISED -		SCALE: 1" = 20'	SHEET 2	OF 2	SHEETS	STA. 107+00	TO STA. 113+00	ILLINOIS FED. AID PROJECT		

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- MODEL: Default
FILENAME: P:\0
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STAGE 1

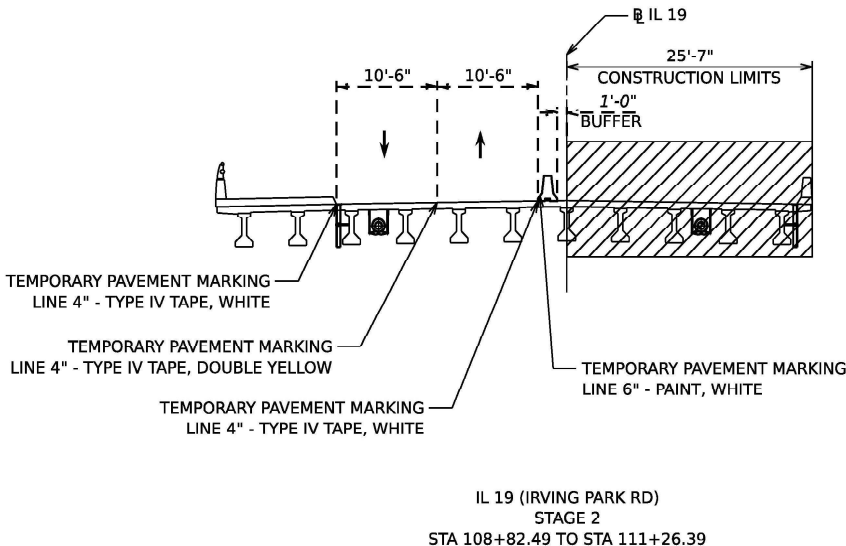
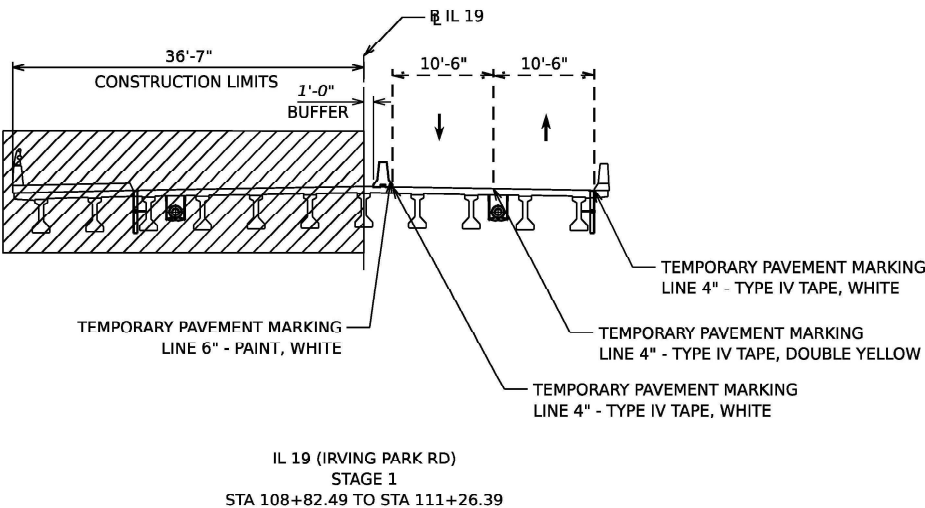
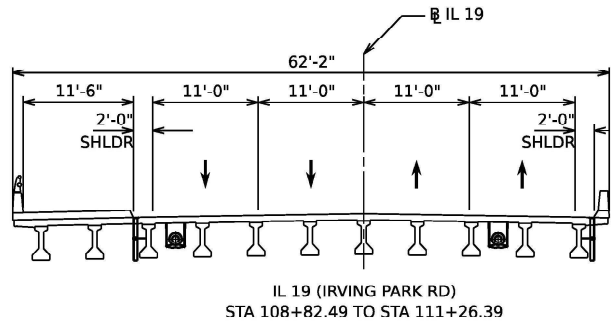
STAGE 2

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

Long Section Number

LEGEND

-  TEMPORARY CONCRETE BARRIER
-  WORK ZONE



NOTES

1. THE BOTTOM BASE OF THE TCB SHALL BE PAINTED ALONG THE WORK ZONE USING "TEMPORARY PAVEMENT MARKING - LINE 6" PAINT"

MODEL: Default
FILE NAME: P:\projects\200003377\CDesign\1a_Civil\Working\Breadboard\102Y13-SHA-MOT Typical Sections.dgn



USER NAME = asharghi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 7/17/2025	DATE -	REVISED -

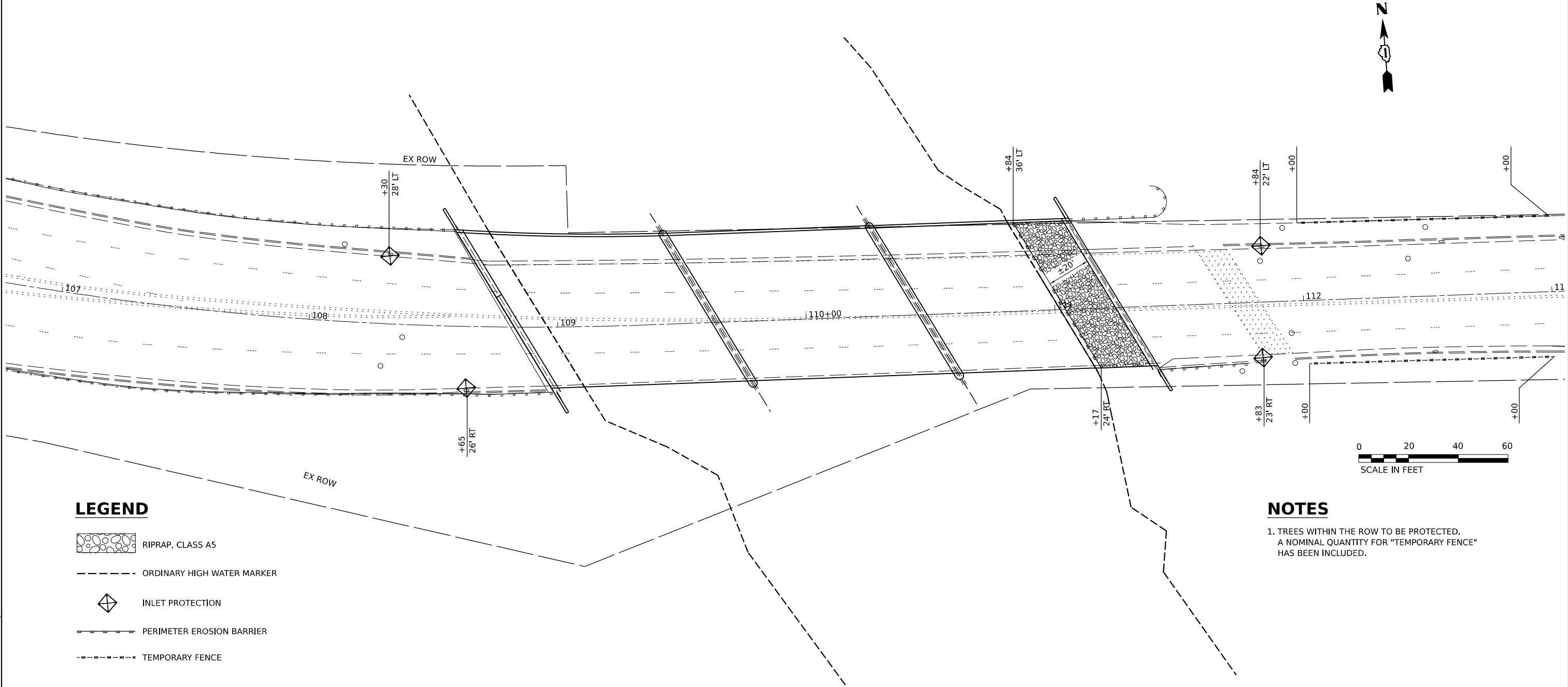
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

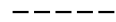
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BJR 25	COOK	51	15
CONTRACT NO. 62Y13				
ILLINOIS FED. AID PROJECT				

MODEL: E:\CL\1130 - Plan 1 (Sheet)
FILE NAME: P:\PROJECTS\2000\2377\7C_DESIGN\A_Civil\Working\Sheet\1130Y13-Silt-Eros.dgn



LEGEND

-  RIPRAP, CLASS A5
-  ORDINARY HIGH WATER MARKER
-  INLET PROTECTION
-  PERIMETER EROSION BARRIER
-  TEMPORARY FENCE

NOTES

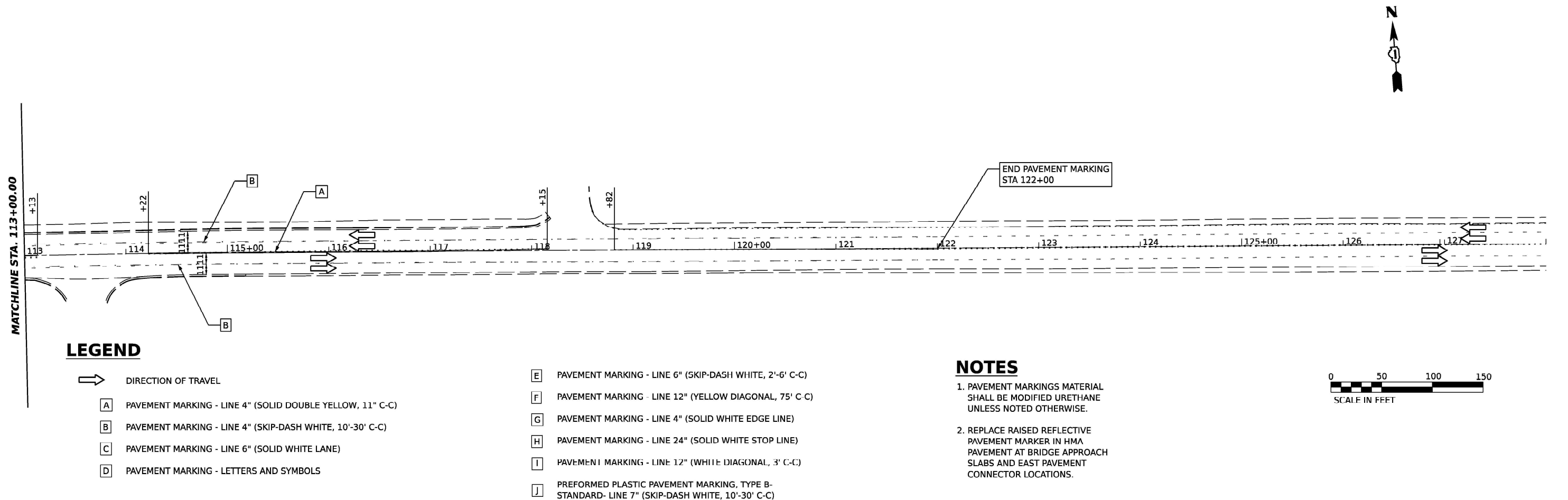
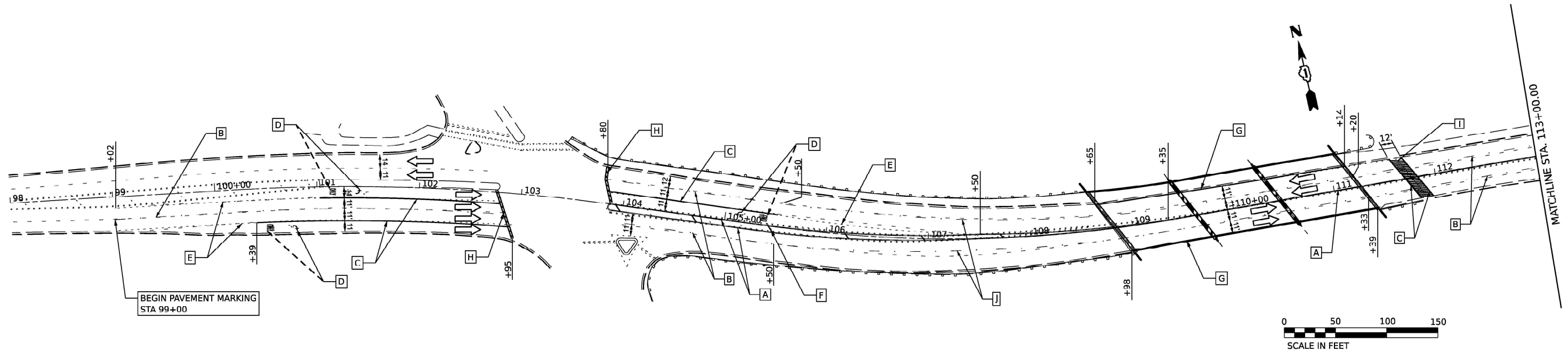
- TREES WITHIN THE ROW TO BE PROTECTED.
A NOMINAL QUANTITY FOR "TEMPORARY FENCE"
HAS BEEN INCLUDED.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 20' SHEET 1 OF 1 SHEETS STA. 107+00 TO STA. 113+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	1293-BR	COOK	51	18
CONTRACT NO. 62Y13				
ILLINOIS FED. AID PROJECT				



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	USER NAME = asharghi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVMENT MARKING PLAN					F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -							345	1293-BR	COOK	51	19
	PLOT SCALE = 0.16666633' / in.	CHECKED -	REVISED -							CONTRACT NO. 62Y13				
	PLOT DATE = 7/17/2025	DATE -	REVISED -		SCALE: 1" = 50'	SHEET 1	OF 1 SHEETS	STA. 98+00	TO STA. 128+00	ILLINOIS FED. AID PROJECT				

GENERAL NOTES

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.

Reinforcement bars designated (E) shall be epoxy coated.

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.

The Contractor shall use extreme care during concrete removal so as not to damage the PPC I-Beam.

Protective Coat shall be applied to the top of deck.

A film forming Concrete Sealer shall be applied to existing surface of sidewalk and top/inside surface of existing parapets.

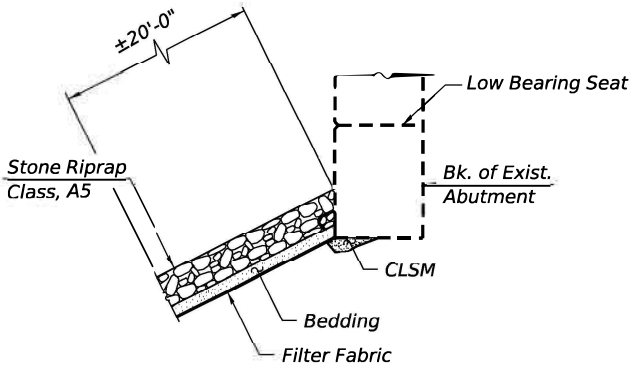
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the engineer.

INDEX OF SHEETS

- S-1 General Plan and Elevation
- S-2 General Data
- S-3 Stage Construction and Deck Sections
- S-4 Temporary Concrete Barrier
- S-5 Deck Plan
- S-6 Approach Slab
- S-7 Railing Repair Details
- S-8 Framing Plan and Beam End Repair Details
- S-9 Pier 1 Repairs Details
- S-10 Pier 2 Repairs Details
- S-11 Abutments Repair Details
- S-12 Select Existing Plans - 1
- S-13 Select Existing Plans - 2
- S-14 Select Existing Plans - 3
- S-15 Select Existing Plans - 4
- S-16 Select Existing Plans - 5
- S-17 Select Existing Plans - 6
- S-18 Select Existing Plans - 7
- S-19 Select Existing Plans - 8
- S-20 Select Existing Plans - 9
- S-21 Select Existing Plans - 10
- S-22 Select Existing Plans - 11
- S-23 Select Existing Plans - 12
- S-24 Select Existing Plans - 13
- S-25 Select Existing Plans - 14
- S-26 Select Existing Plans - 15

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.		167	167
Filter Fabric	Sq. Yd.		167	167
Bituminous Materials (Tack Coat)	Pound	151		151
Hot-Mix Asphalt Surface Course, IL9.5, Mix "D", N70	Ton	38		38
Protective Coat	Sq. Yd.	1,322		1,322
Controlled Low-Strength Material	Cu. Yd.		1.2	1.2
Concrete Sealer	Sq. Ft.	4,489		4,489
Acrylic Coating	Sq. Yd.	12.3		12.3
Fiber Wrap	Sq. Ft.	76		76
Clean and Reseal Relief Joint	Foot	109		109
Stream Gauge	Each		1	1
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,268		1,268
Floor Drains to be Cleaned	Each	28		28
Repair Bridge Rail	Foot	10		10
Approach Slab Repair (Full Depth)	Sq. Yd.	6		6
Approach Slab Repair (Partial Depth)	Sq. Yd.	3		3
Bridge Deck Latex Concrete Overlay, 2¾"	Sq. Yd.	1,322		1,322
Bridge Deck Scarification, ¾"	Sq. Yd.	1,657		1,657
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.		52	52
Structural Repair of Concrete (Depth Greater than 5")	Sq. Ft.		13	13
Debris Removal	Cu. Yd.		60	60
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	1		1
Diamond Grinding (Bridge Section)	Sq. Yd.	1,268		1,268
Polymer Concrete	Cu. ft.	6.6		6.6
Precast Prestressed Concrete I-Beam Repair	Sq. Ft.	52		52

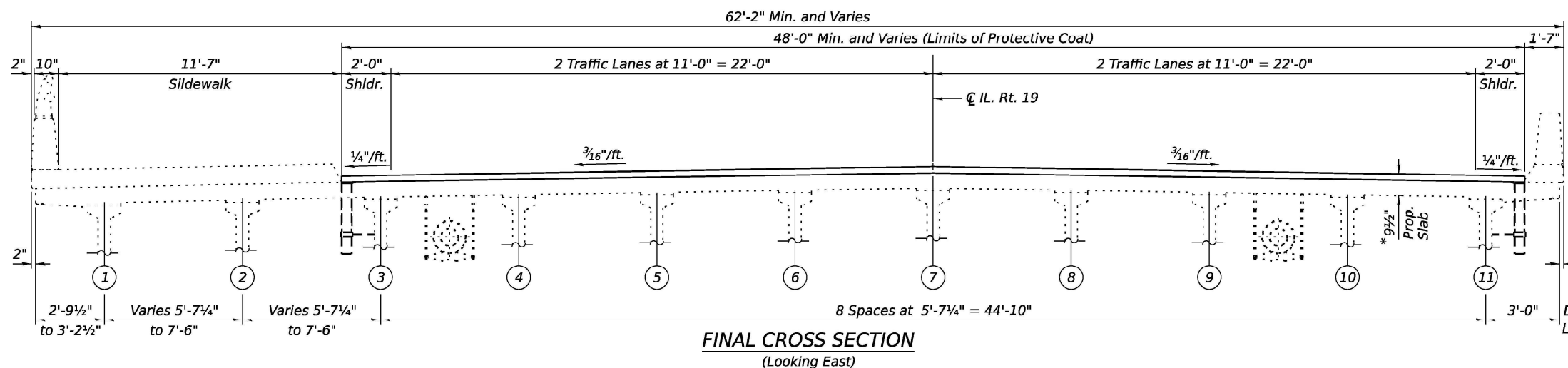
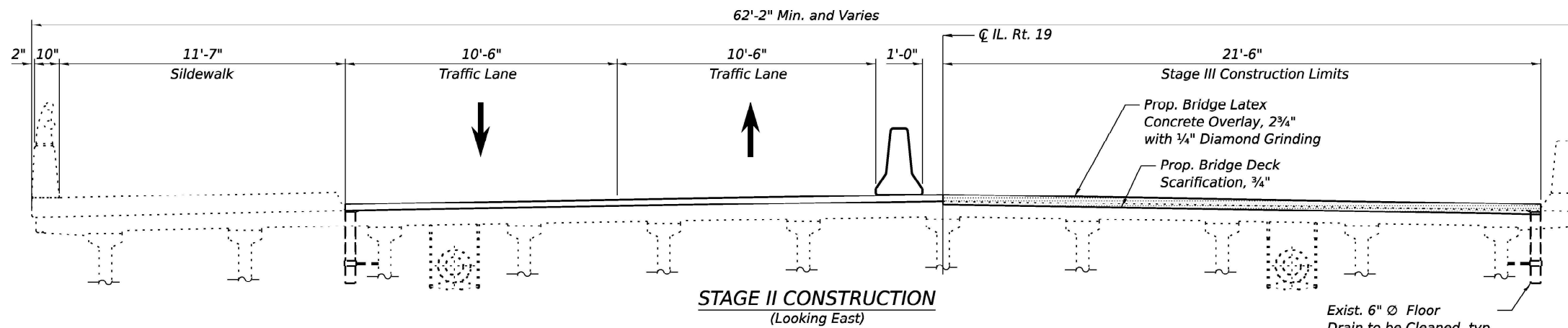
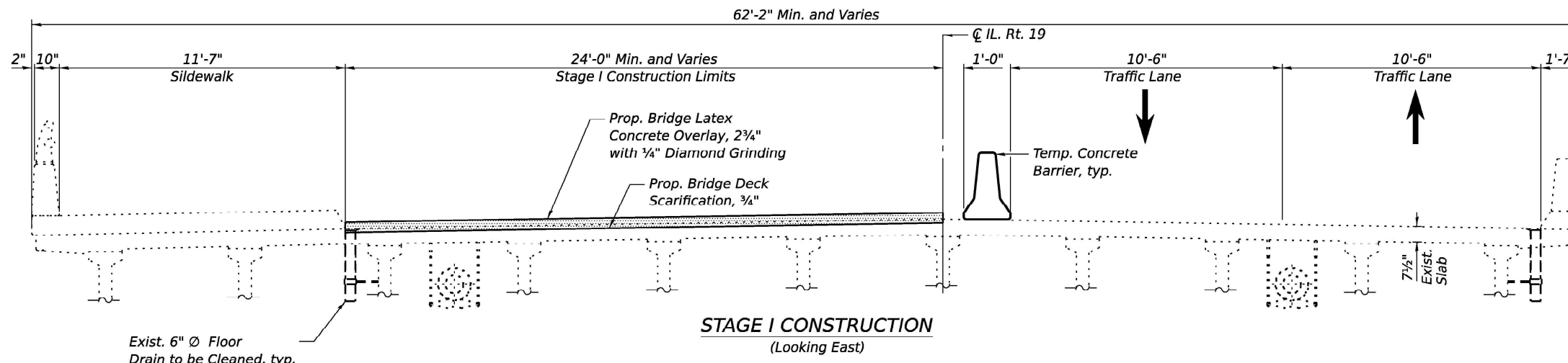


RIPRAP DETAILS



PHOTO 1 - DEBRIS AT PIER 1

MODEL: Default
FILE NAME: P:\Projects\23000\23377\1C_DESIG\Wia_Civil\Working\Sheets\Bridge\162Y13-Sht-Data.dgn



STAGE CONSTRUCTION NOTES

1. Install temporary concrete barrier as shown at each stages.
2. Perform Raised Reflective Pavement Marker Removal at bridge deck and approach slabs
3. Scarify $\frac{3}{4}$ " from bridge deck as shown at each stages.
4. Perform partial and full depth bridge deck repairs at location shown on sheet S-5 .
5. Perform partial and full depth approach slab and sidewalk repairs at location shown on sheet S-6.
6. Construct portion of the approach slab butt joints.
7. Apply $2\frac{3}{4}$ " bridge deck latex concrete overlay to bridge deck.
8. Perform $\frac{1}{4}$ " diamond grinding.
9. Perform bridge deck grooving for the latex overlay.
10. Apply protective coat to the latex overlay.

Notes:

Contractor to protect pedestrians and bicyclists on sidewalk at location of parapet aluminum rail repair.
For Bill of Materials see sheet S-5.
For additional stage construction and maintenance of traffic notes see sheet MOT-1

LEGEND

Bridge Latex Concrete Overlay, $2\frac{3}{4}$ "
 Bridge Deck Scarification, $\frac{3}{4}$ "

* Prior to Grinding

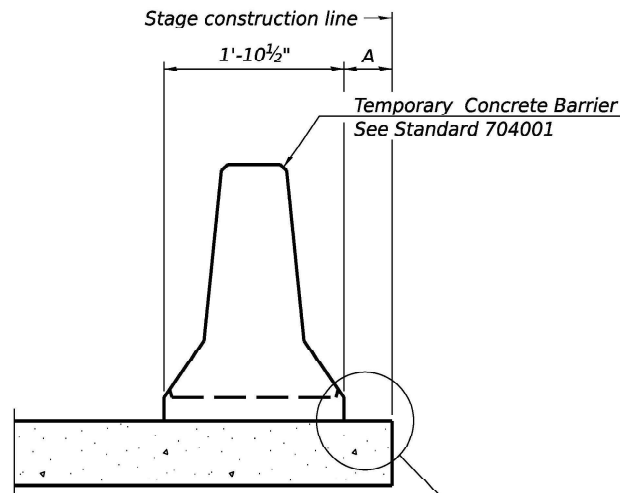
Dimensions Perpendicular to
Local Tangent at Sta. 109+35.30

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION AND DECK SECTIONS
STRUCTURE NO. 016-2672

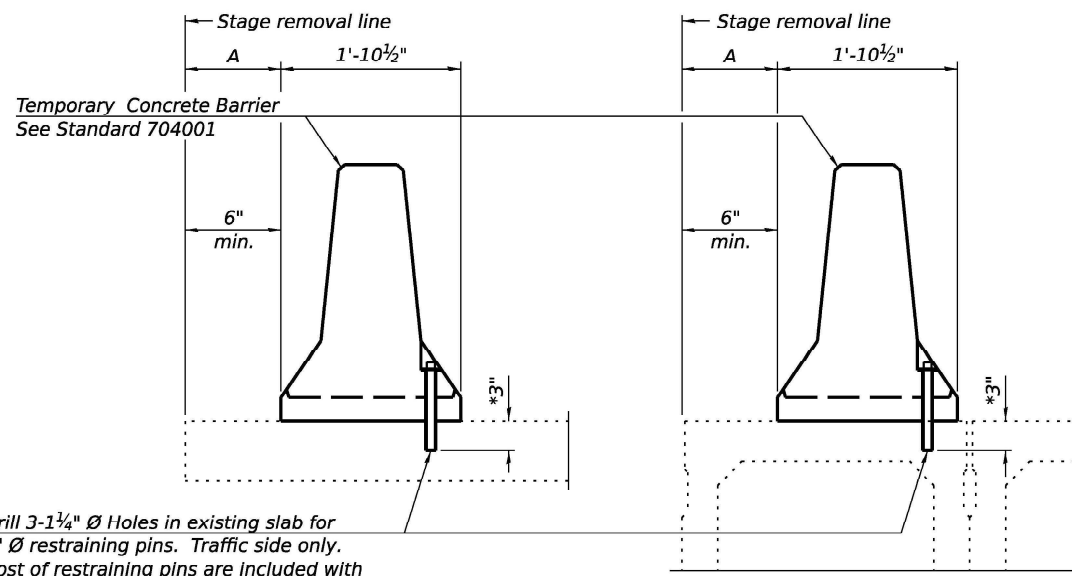
SHEET S-3 OF S-26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR. BJR 25	COOK	51	22
CONTRACT NO. 62Y13				
ILLINOIS FED. AID PROJECT				



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

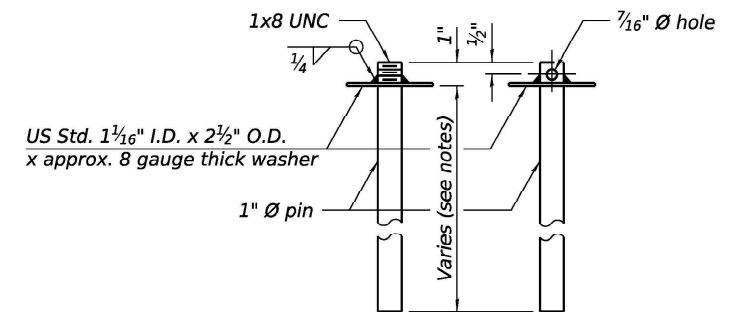


Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

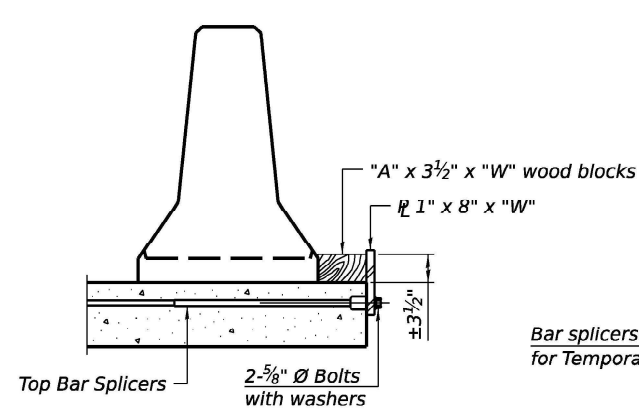
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

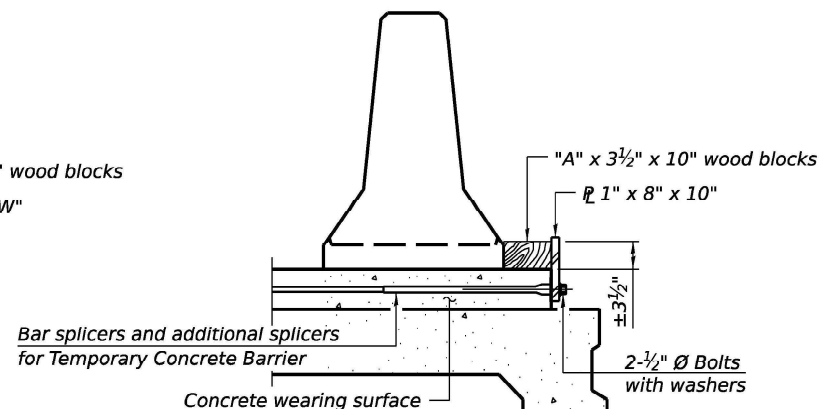


RESTRAINING PIN

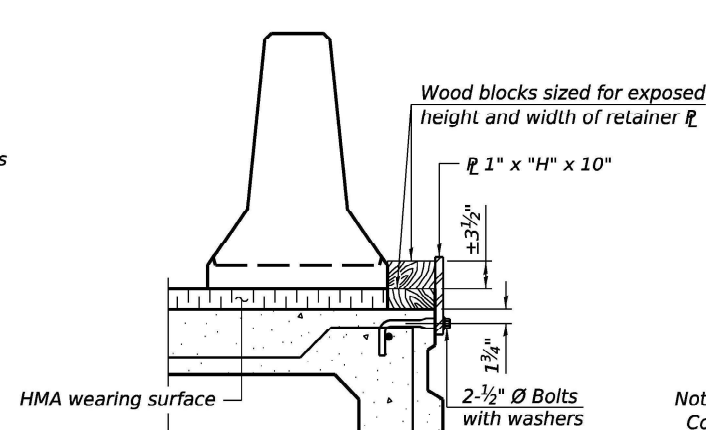
SECTIONS THRU SLAB OR DECK BEAM



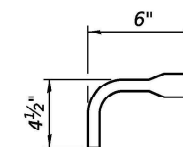
DETAIL I



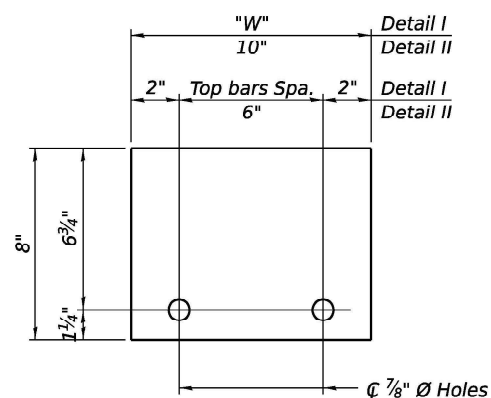
DETAIL II



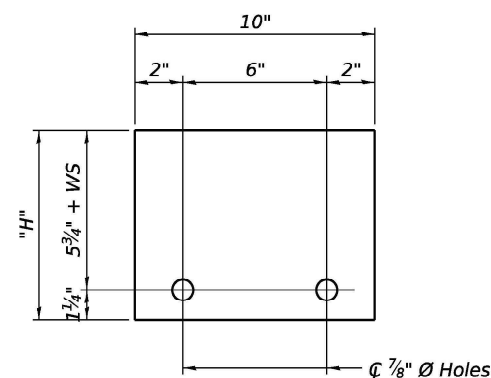
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

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

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023

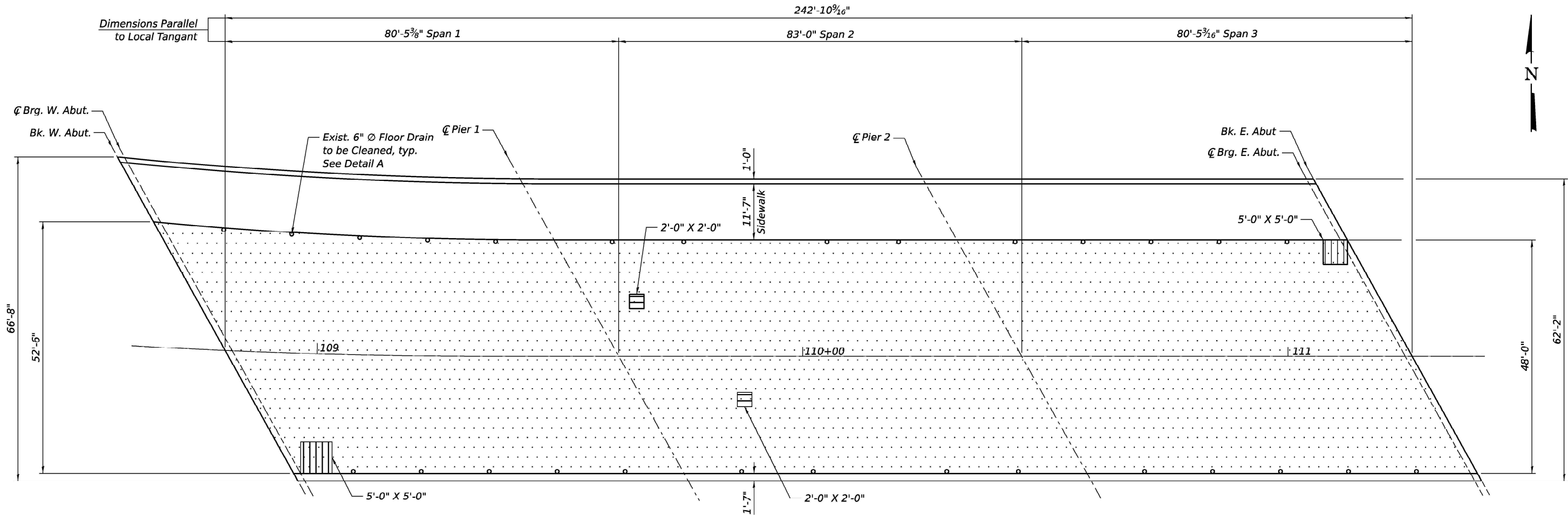
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 016-2672

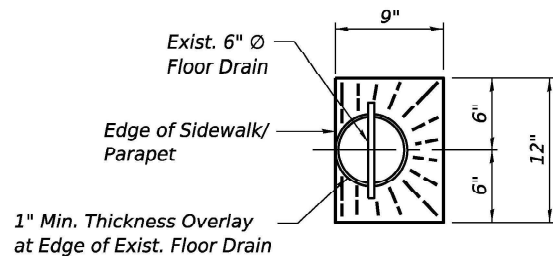
SHEET S-4 OF S-26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR. BJR 25	COOK	51	23
CONTRACT NO. 62Y13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: P:\Projects\12-3000\23377\CD\5\IGNa_Civil\Working\Sheets\Bridges\162\13-Sht-Deck Plan.dgn



DECK PLAN



DETAIL A
FLOOR DRAIN

Notes:
All floor drains must be protected during deck scarification and latex overlay placement.
Use of hand tools is required while working around floor drain.
The cost is included in Bridge Deck Latex Concrete Overlay, 2³/₄".

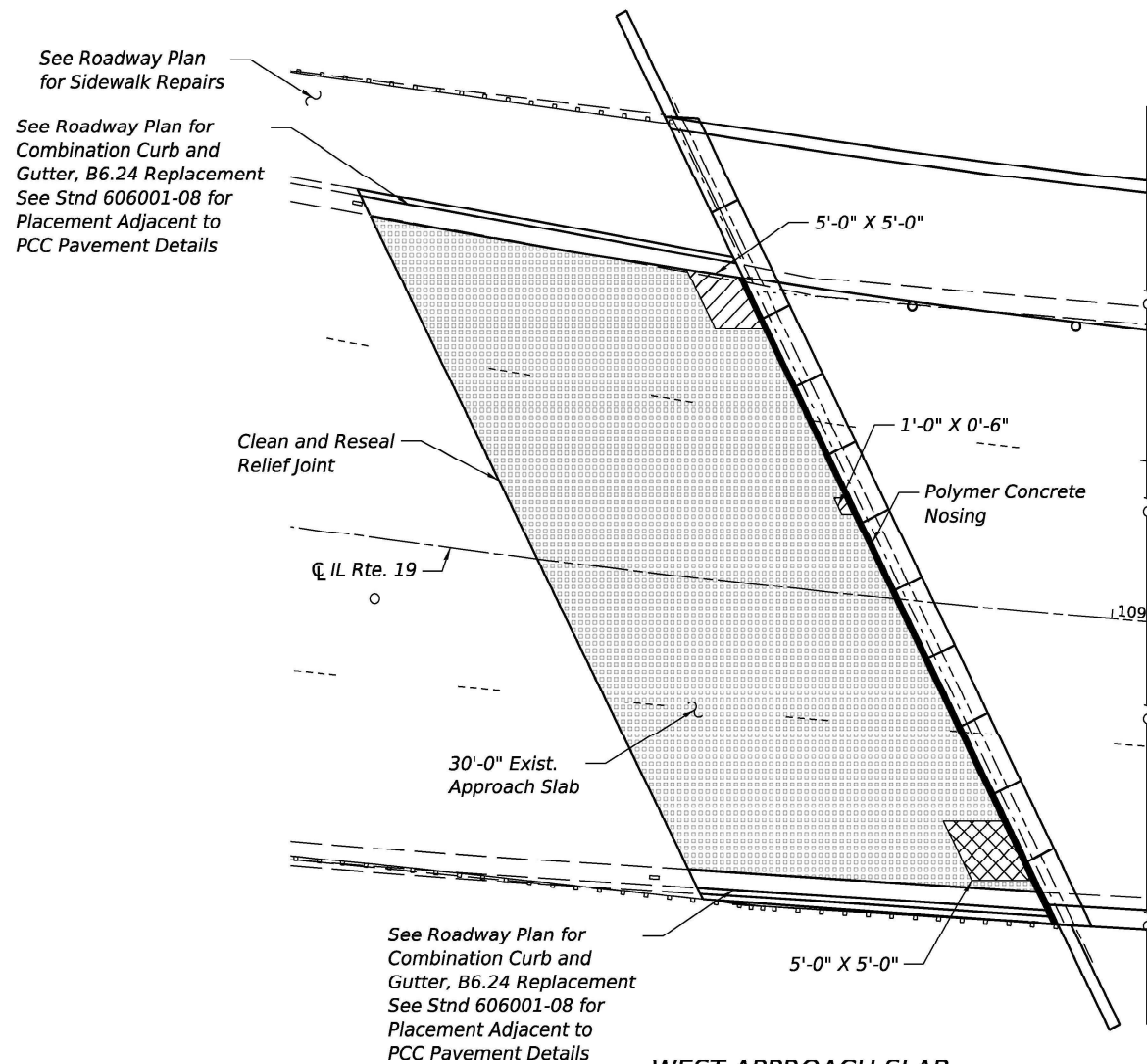
LEGEND

- Deck Slab Repair (Full Depth, Type II)
- Deck Slab Repair (Partial Depth) for information only
- Bridge Deck Latex Concrete Overlay, 2³/₄"
Bridge Deck Scarification, ³/₄"

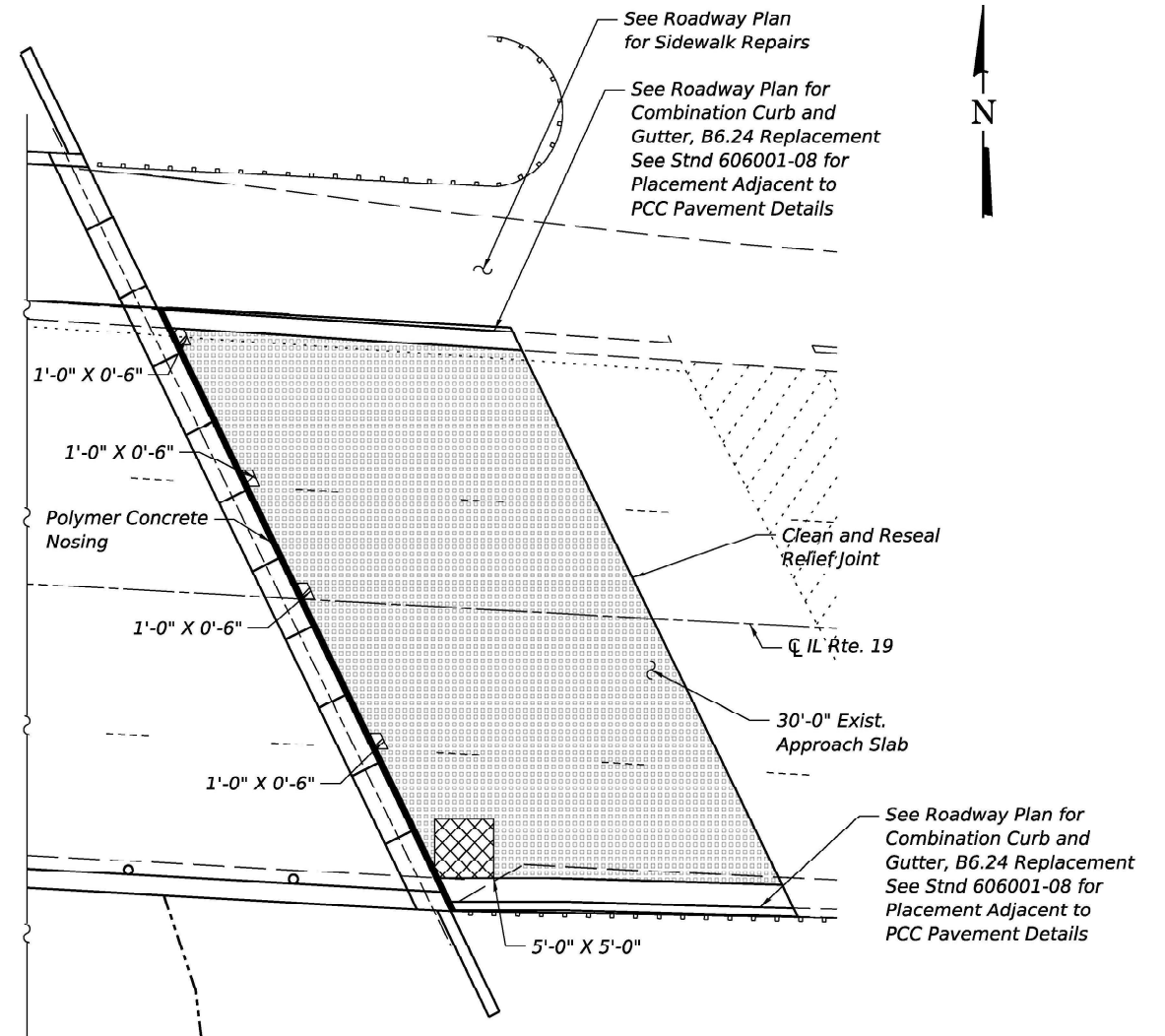
Notes:
Area of deck repairs shown are estimated. Actual type, location and dimensions are to be determined by the Engineer.
Protective coat shall be applied to the top surface of the deck latex overlay.
The Engineer shall show actual locations and size of deck repairs on As-built Plans.
Areas of Deck Slab Repair (Partial Depth) are provide for information only and shall be included in the cost of Bridge Deck Latex Concrete Overlay, 2³/₄".
Perform Raised Reflective Pavement Marker Removal. Any partial deck repaires required due to removal of existing raised reflective pavement markers shall be included in the cost of Bridge Deck Latex Concrete Overlay, 2³/₄".

BILL OF MATERIAL

Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	1
Bridge Deck Latex Concrete Overlay, 2 ³ / ₄ "	Sq. Yd.	1,322
Bridge Deck Scarification, ³ / ₄ "	Sq. Yd.	1,322



WEST APPROACH SLAB

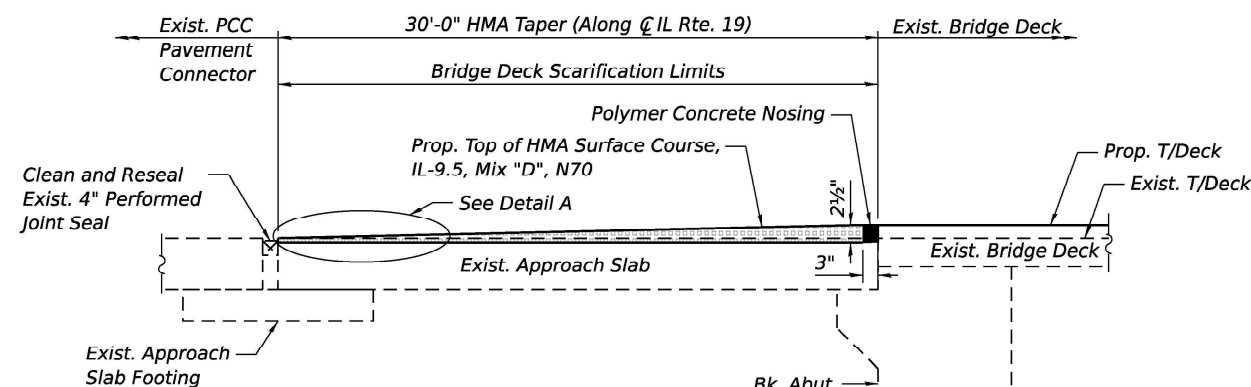
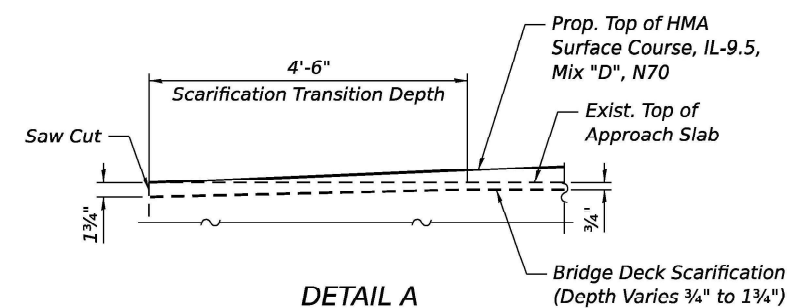


EAST APPROACH SLAB

PLAN

LEGEND

- Approach Slab Repair (Partial Depth)
- Approach Slab Repair (Full Depth)
- HMA Overlay on Approach Slab
Bridge Deck Scarification, 3/4"



**BUTT JOINT AND HMA TAPER
FOR APPROACH SLAB**

BILL OF MATERIAL

Bridge Deck Scarification, 3/4"	Sq. Yd.	335
Approach Slab Repair (Partial Depth)	Sq. Yd.	3
Approach Slab Repair (Full Depth)	Sq. Yd.	6
Polymer Concrete	Cu. Ft.	6.6
Clean and Reseal Relief Joint	Foot	109

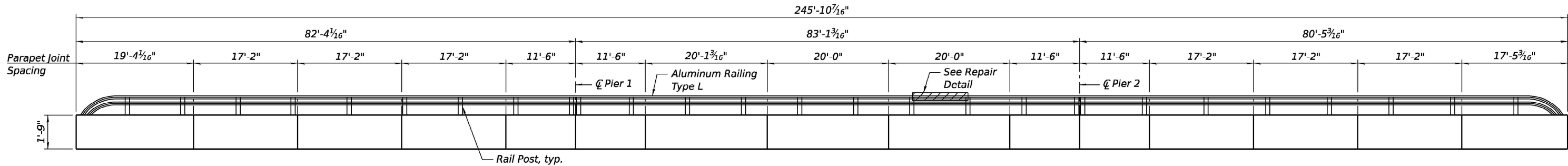
Notes:
 Area of approach slab repairs shown are estimated. Actual type, location and dimensions are to be determined by the Engineer.
 Perform Raised Reflective Pavement Marker Removal and Replacement.
 Any repairs required due to removal of existing raised reflective pavement markers shall be included in the cost of Bridge Deck Scarification, 3/4".

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

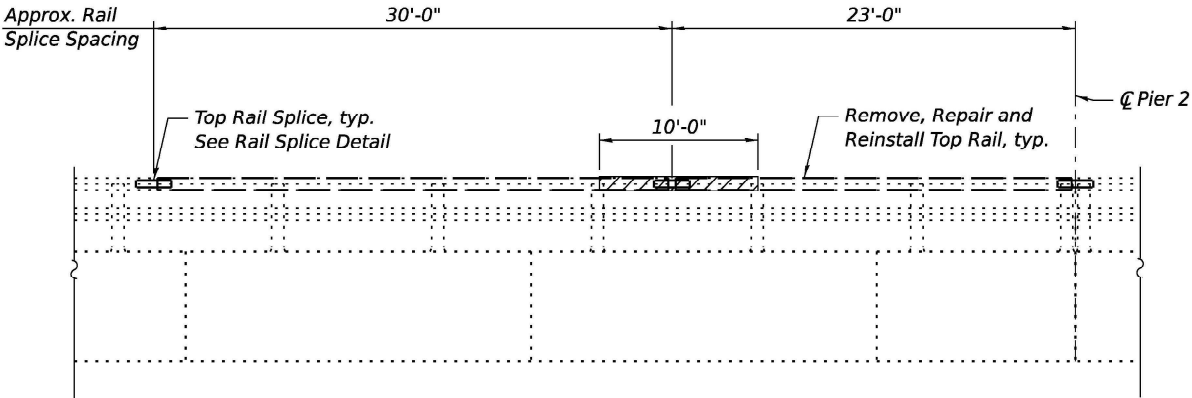
**APPROACH SLAB
STRUCTURE NO. 016-2672**

SHEET S-6 OF S-26 SHEETS

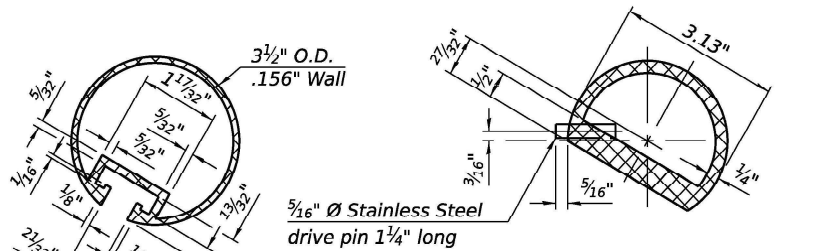
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR. BJR 25	COOK	51	25
CONTRACT NO. 62Y13				
ILLINOIS FED. AID PROJECT				



ELEVATION - NORTH PARAPET
(Looking at inside face)

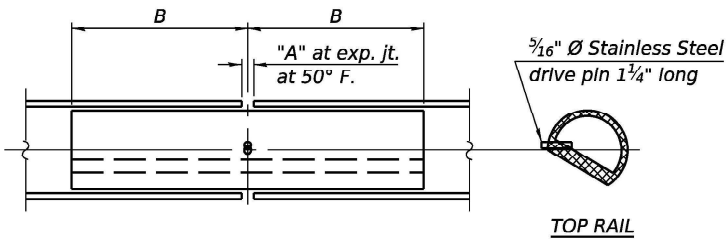


REPAIR DETAIL



SECTION THRU
TOP RAIL

SECTION THRU
TOP RAIL SPLICE



RAIL SPLICE

TOP RAIL

SPLICE DIMENSIONS

Location	T	A	B
All locs. not over exp. jts.	0	3/8"	1'-2"
Over Strip Seal Jt.	≤4"	2 1/2"	1'-2"

T = total movement along centerline of roadway at expansion joint.

LEGEND



BILL OF MATERIAL

Repair Bridge Rail	Foot	10
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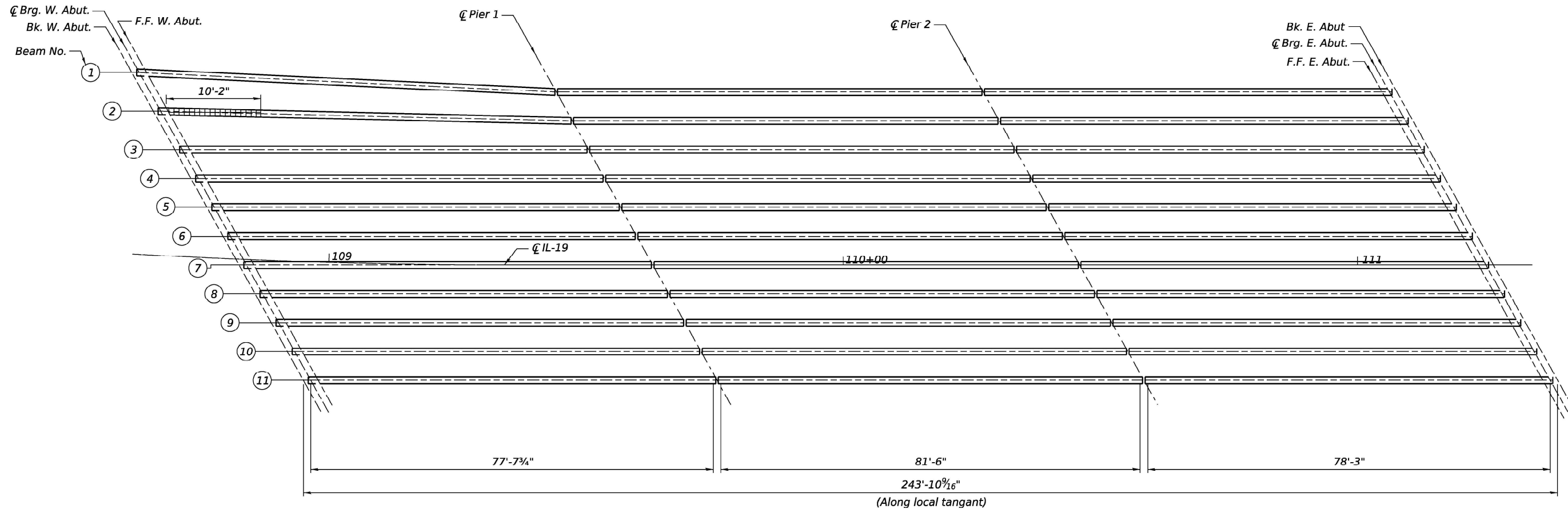
Notes:
Area of railing repair shown is estimated. Actual type, location and dimensions are to be determined by the Engineer.
Cost of removal of existing railing and reinstallation are required to install splice included with Repair Bridge Rail.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

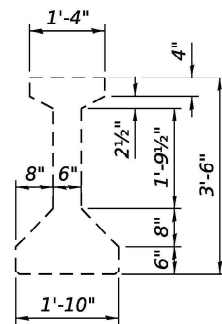
RAILING REPAIR DETAILS
STRUCTURE NO. 016-2672

SHEET S-7 OF S-26 SHEETS

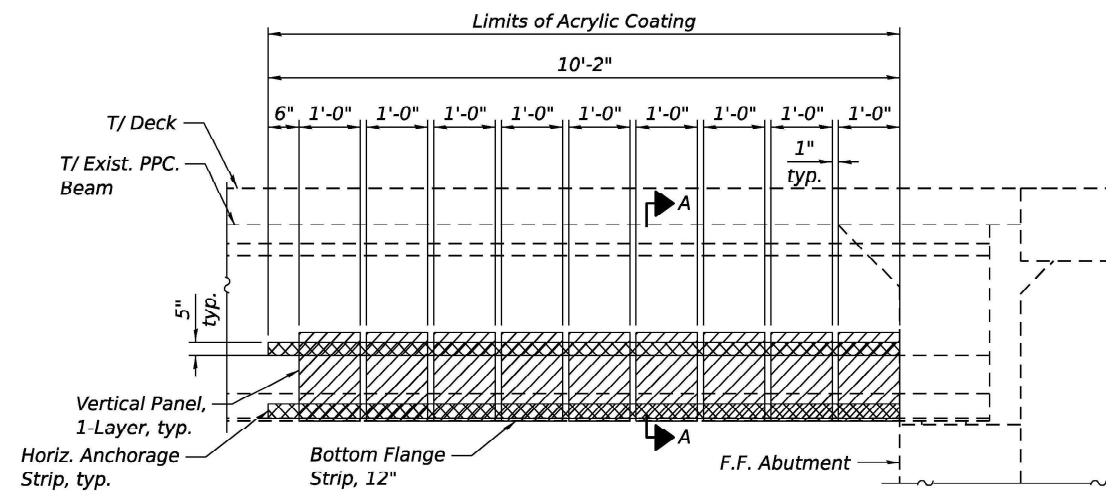
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR. BJR 25	COOK	51	26
CONTRACT NO. 62Y13				
ILLINOIS FED. AID PROJECT				



PLAN

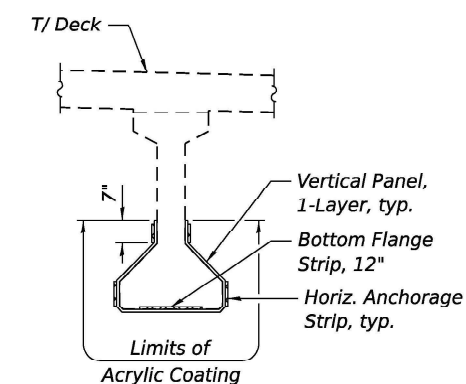


TYPICAL BEAM
DIMENSIONS



BEAM END ELEVATION

BEAM 2 REPAIRS



SECTION A-A

LEGEND

- PPC I-Beam Repair
- Fiber Wrap Panel
- Horiz. Anchorage Strip

Notes:
The existing concrete surface shall be cleaned and prepared in accordance with the Special Provisions.
Acrylic Coating shall be placed over the fiber wrap repairs. Two coats shall be applied.
See Special Provision for "FRP Strengthening for PPC I-Beam Repairs".

BILL OF MATERIAL

Fiber Wrap	Sq. Ft.	76
Acrylic Coating	Sq. Yd.	12.3
Precast Prestressed Concrete I-Beam Repair	Sq. Ft.	52

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN AND BEAM END REPAIR DETAILS
STRUCTURE NO. 016-2672

SHEET S-8 OF S-26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR. BJR 25	COOK	51	27
CONTRACT NO. 62Y13				
ILLINOIS FED. AID PROJECT				



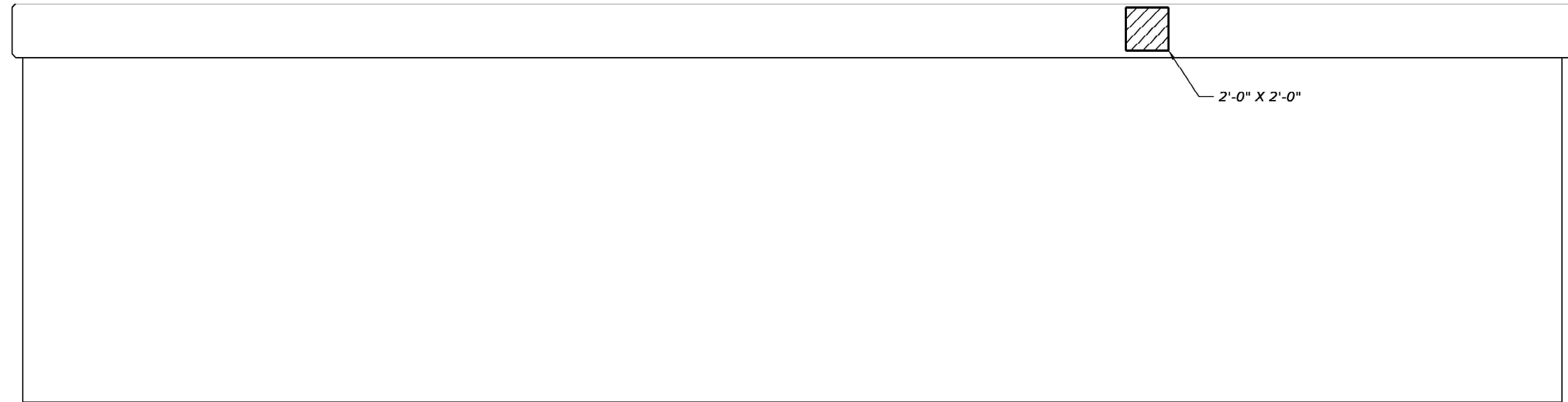
Notes:
The gauge plates shall be porcelain enameled iron plate graduated in feet and tenths unnumbered and 3½" wide. Gauge plates shall be watermarks style "E" or approved equivalent.
Each individual number plate shall be a block numeral on 2" x 3" white porcelain enameled iron plate. Number plates shall be watermark style "E" or approved equivalent.
Both gauge plates and number plates shall be fastened directly to the pier with a ¼" diameter, 1½" long masonry screw with a hex washer head.
Three digit elevations to be installed at the top of the gauge and at every elevation ending with "0". At all of the other whole elevations place the last digit as shown in the details.



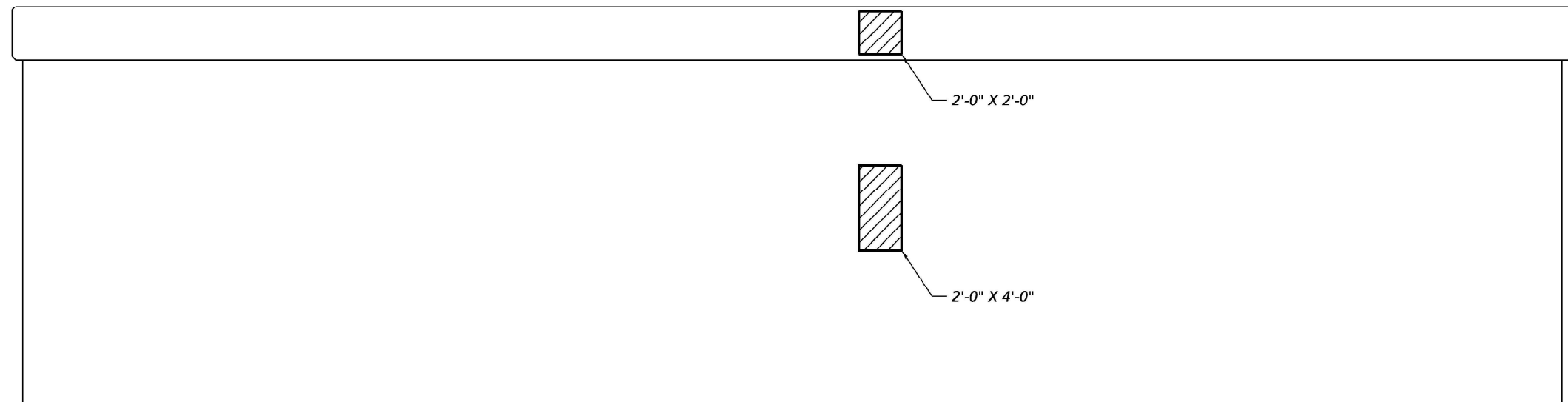
 Structural Repair of Concrete
(Depth greater than 5")

 Structural Repair of Concrete
(Depth equal to or less than 5")

Structural Repair of Concrete (Depth greater than 5")	Sq. Ft.	4
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	4
Stream Gauge	Each	1



ELEVATION
(East Face)



ELEVATION
(West Face)

Note:

Repair areas shown are based on visual inspection. The actual size, location and type of the repairs shall be determined by the Engineer.

LEGEND

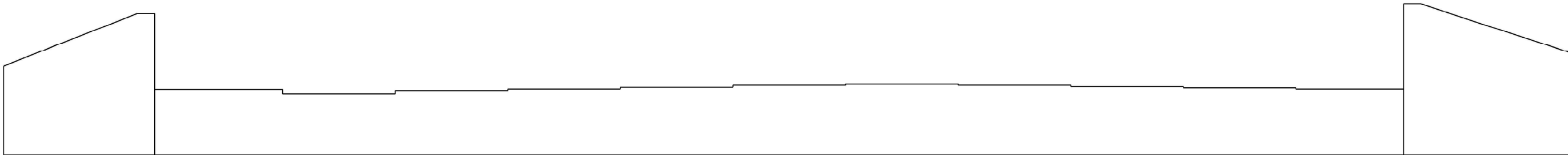


Structural Repair of Concrete (Depth equal to or less than 5")

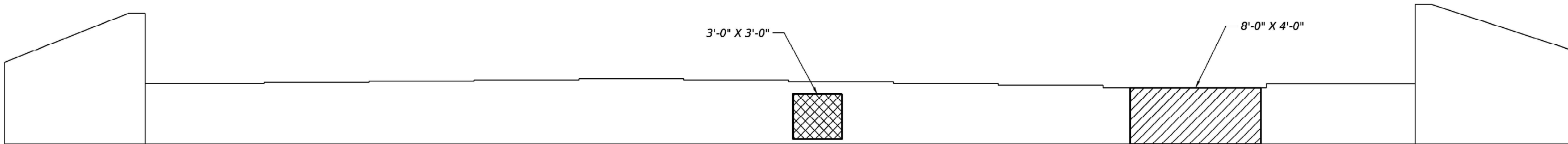
BILL OF MATERIAL

Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	16
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FILE NAME: P:\P\016-2672\016-2672.dwg EPSTEIN	USER NAME = asharghi	DESIGNED - AS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 2 REPAIRS DETAILS STRUCTURE NO. 016-2672	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - TCG	REVISED -			345	(1293-BR) BDR, BJR 25	COOK	51	29
	PLOT SCALE = 0.167' / in.	DRAWN - AS	REVISED -			CONTRACT NO. 62Y13				
	PLOT DATE = 7/17/2025	CHECKED - TCG	REVISED -			SHEET S-10 OF S-26 SHEETS				
						ILLINOIS FED. AID PROJECT				



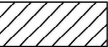
EAST ABUTMENT ELEVATION
(Front Face)



WEST ABUTMENT ELEVATION
(Front Face)

Notes:
Repair areas shown are based on visual inspection. The actual size, location and type of the repairs shall be determined by the Engineer.
East abutment details provided for information only.

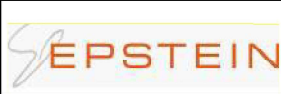
LEGEND

-  Structural Repair of Concrete
(Depth greater than 5")
-  Structural Repair of Concrete
(Depth equal to or less than 5")

BILL OF MATERIAL

Structural Repair of Concrete (Depth greater than 5")	Sq. Ft.	9
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	32

MODEL: Default
FILE NAME: P:\Projects\2-3000\23377\CD\5\IGNMa_Civil\Working\Sheets\Bridges\162\13-Shr-W_Abut.cgn

	USER NAME = asharghi	DESIGNED - AS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ABUTMENTS REPAIR DETAILS STRUCTURE NO. 016-2672	SHEET S-11 OF S-26 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - TCG	REVISED -				345	(1293-BR) BDR. BJR 25	COOK	51	30
	PLOT SCALE = 0.167' / in.	DRAWN - AS	REVISED -				CONTRACT NO. 62Y13				
	PLOT DATE = 7/17/2025	CHECKED - TCG	REVISED -				ILLINOIS FED. AID PROJECT				

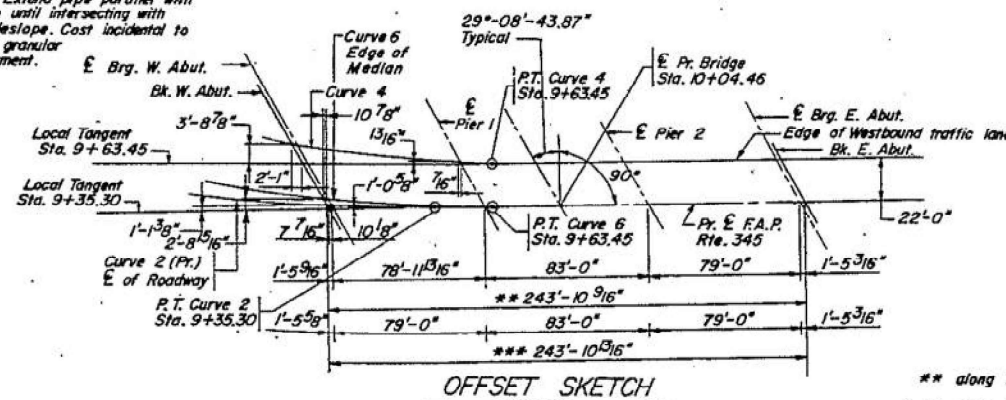
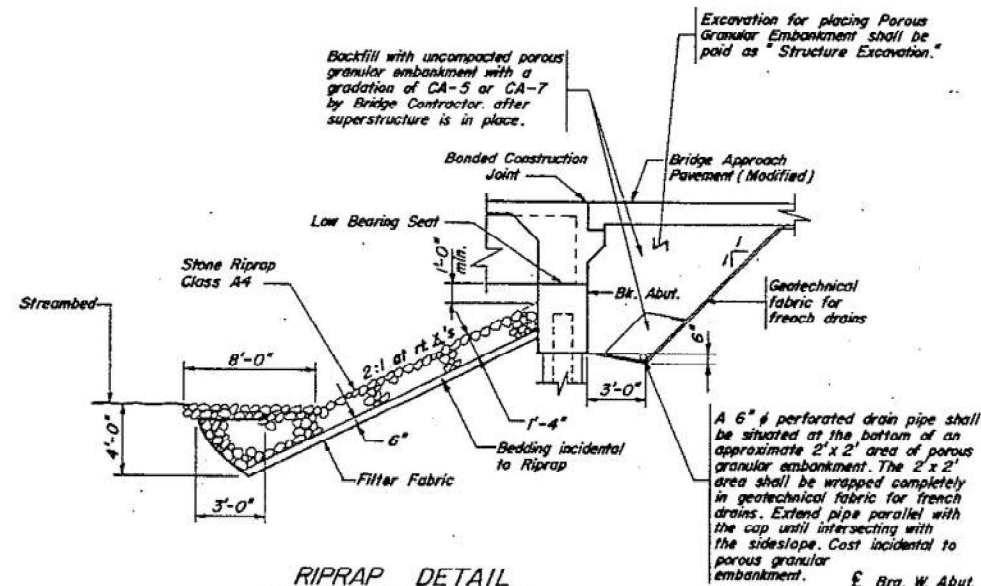
STATION 10+04.46
BUILT 19 BY
STATE OF ILLINOIS
F.A.P. RT. 345 SEC. 1293-BR
F.A. PROJ. ACNHF-BRF-CMF-345(28)
LOADING HS20
STR. NO. 016-2672

GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53 Grade 60.
2. Layout of slope protection system may be varied in field to suit ground conditions as directed by the Engineer.
3. The contractor shall drive one steel HP 12x74 test pile in a permanent location at the West Abutment, East Abutment and Pier 1 as directed by the Engineer before ordering the remainder of the piles.
4. Contractor to provide temporary support of watermain during stage construction. Contractor to provide IDOT with shop drawings of temporary watermain support system.
5. Contractor to see plans 96016-C-101 & 102 by Valdes Engineering Co. for attachments to the bridge that will permanently support the watermain at the bridge.

[illegible]

**** This Pay Item shall be installed by the Contractor, but paid for by the Village of Schiller Park. For details on these watermain support items see drawings 96016-C-101 & 102 by Valdes Engineering Company, Elmhurst IL**



ILLINOIS DEPARTMENT OF TRANSPORTATION	
F.A.P. RTE.345 (IL. RTE. 19)	
GENERAL NOTES , NAME PLATE , TOTAL BILL OF MATERIAL , OFFSET SKETCH , RIPRAP DETAIL , STATE STANDARDS	
SCALE: DATE: 4-23-96	DRAWN BY: TAG CHECKED BY: C.B.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SHEET S-13 OF S-26 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BJR 25	COOK	51	32
		CONTRACT NO. 62Y13		
ILLINOIS		FED. AID PROJECT		

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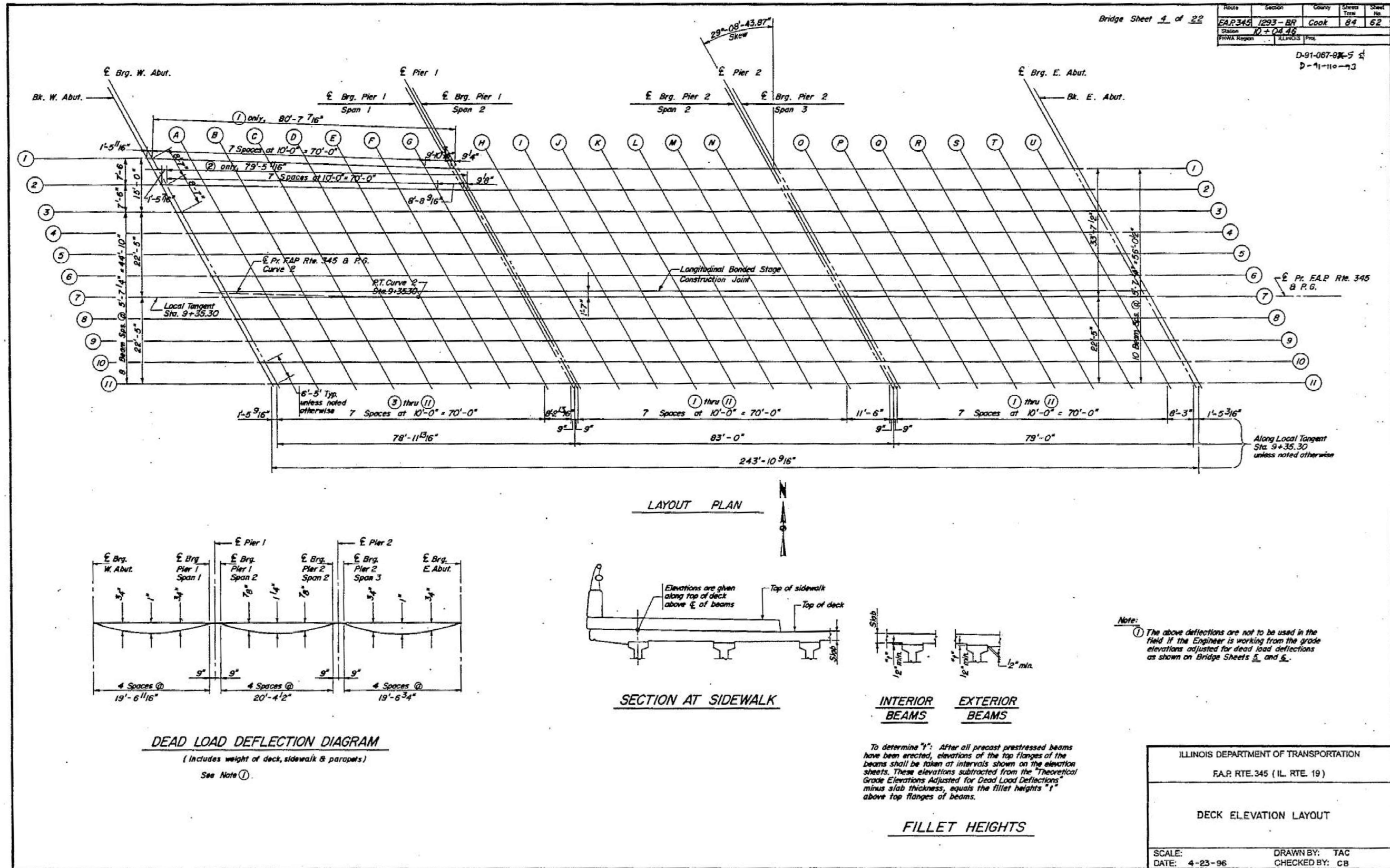
USER NAME =	asharghi	DESIGNED -	AS	REVISED -	
		CHECKED -	TCG	REVISED -	
PLOT SCALE =	0.167' / in.	DRAWN -	AS	REVISED -	
PLOT DATE =	7/17/2025	CHECKED -	TCG	REVISED -	

FOR INFORMATION ONLY
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SELECT EXISTING PLANS - 3
STRUCTURE NO. 016-2672

SHEET S-14 OF S-26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BUR 25	COOK	51	33
CONTRACT NO. 62Y13				
ILLINOIS FED. AID PROJECT				



Route	Section	County	Sheet	Sheet
ILR345	1293 - BR	Cook	84	83
Station	D-91-067-08.5 S			
PIVIA Region	D-91-110-13			

BEAM LINE 1				
LOCATION	STATION	RADIAL OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	860.0536	35.2950	630.3531	630.3531
Q Brg. W. Abut.	861.5779	35.2980	630.3624	630.3624
A	871.8681	35.7710	630.4348	630.4717
B	882.1576	35.1617	630.5008	630.5085
C	892.9598	35.0061	630.5543	630.6422
D	903.2475	34.9410	630.6089	630.7037
E	913.8645	34.7815	630.6586	630.7463
F	924.5998	34.6197	630.6941	630.7614
G	934.8896	34.0687	630.7492	630.7856
Q Brg. Pier 1, Span 1	943.4400	33.6601	630.7752	630.7752
Q Brg. Pier 1, Span 2	944.9594	33.6254	630.7827	630.7827
H	954.9594	33.6254	630.8157	630.8550
I	964.9594	33.6254	630.8417	630.9140
J	974.9594	33.6254	630.8608	630.9553
K	984.9594	33.6254	630.8728	630.9757
L	994.9594	33.6254	630.8778	630.9745
M	1004.9594	33.6254	630.8759	630.9523
N	1014.9594	33.6254	630.8669	630.9117
Q Brg. Pier 2, Span 2	1026.4594	33.6254	630.8479	630.8479
Q Brg. Pier 2, Span 3	1027.9594	33.6254	630.8448	630.8448
O	1037.9594	33.6254	630.8197	630.8545
P	1047.9594	33.6254	630.7876	630.8511
Q	1057.9594	33.6254	630.7487	630.8307
R	1067.9594	33.6254	630.7047	630.7924
S	1077.9594	33.6254	630.6607	630.7404
T	1087.9594	33.6254	630.6167	630.6780
U	1097.9594	33.6254	630.5727	630.6018
Q Brg. E. Abut.	1106.2094	33.6254	630.5364	630.5364
Bk. E. Abut.	1107.6406	33.6254	630.5301	630.5301

BEAM LINE 2				
LOCATION	STATION	RADIAL OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	864.8149	28.2808	630.2808	630.2808
Q Brg. W. Abut.	866.2984	28.0522	630.2906	630.2906
A	876.5253	28.3252	630.3546	630.3901
B	886.7561	28.5163	630.4125	630.4771
C	896.9894	28.6256	630.4640	630.5475
D	907.2239	28.6530	630.5089	630.5984
E	917.4582	28.5985	630.5486	630.6304
F	927.6928	28.4622	630.5862	630.6475
G	937.9271	28.2467	630.6214	630.6827
Q Brg. Pier 1, Span 1	948.1617	28.0211	630.6462	630.6462
Q Brg. Pier 1, Span 2	948.0945	28.0211	630.6545	630.6545
H	958.0845	28.0211	630.6854	630.7247
I	968.0845	28.0211	630.7092	630.7815
J	978.0845	28.0211	630.7261	630.8206
K	988.0845	28.0211	630.7359	630.8388
L	998.0845	28.0211	630.7387	630.8354
M	1008.0845	28.0211	630.7346	630.8110
N	1018.0845	28.0211	630.7234	630.7682
Q Brg. Pier 2, Span 2	1029.5845	28.0211	630.7019	630.7019
Q Brg. Pier 2, Span 3	1031.0845	28.0211	630.6984	630.6984
O	1041.0845	28.0211	630.6712	630.7050
P	1051.0845	28.0211	630.6369	630.7004
Q	1061.0845	28.0211	630.5957	630.6777
R	1071.0845	28.0211	630.5517	630.6394
S	1081.0845	28.0211	630.5077	630.5874
T	1091.0845	28.0211	630.4637	630.5230
U	1101.0845	28.0211	630.4197	630.4488
Q Brg. E. Abut.	1109.3345	28.0211	630.3834	630.3834
Bk. E. Abut.	1110.7657	28.0211	630.3771	630.3771

BEAM LINE 3				
LOCATION	STATION	RADIAL OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	869.5014	20.7290	630.2699	630.2699
Q Brg. W. Abut.	870.9039	20.7891	630.2773	630.2773
A	881.1276	21.1607	630.3265	630.3604
B	891.2967	21.4501	630.3727	630.4327
C	901.1071	21.7014	630.4137	630.4933
D	911.2791	22.0508	630.4506	630.5353
E	921.2226	22.3136	630.4862	630.5627
F	931.4355	22.4169	630.5254	630.5814
G	941.4355	22.4169	630.5637	630.5899
Q Brg. Pier 1, Span 1	949.7098	22.4169	630.5935	630.5935
Q Brg. Pier 1, Span 2	951.2096	22.4169	630.5980	630.5980
H	961.2096	22.4169	630.6207	630.6606
I	971.2096	22.4169	630.6443	630.7206
J	981.2096	22.4169	630.6530	630.7575
K	991.2096	22.4169	630.6506	630.7715
L	1001.2096	22.4169	630.6713	630.7680
M	1011.2096	22.4169	630.6649	630.7413
N	1021.2096	22.4169	630.6516	630.6964
Q Brg. Pier 2, Span 2	1032.7096	22.4169	630.6276	630.6276
Q Brg. Pier 2, Span 3	1034.2096	22.4169	630.6238	630.6238
O	1044.2096	22.4169	630.5943	630.6291
P	1054.2096	22.4169	630.5579	630.6214
Q	1064.2096	22.4169	630.5150	630.5970
R	1074.2096	22.4169	630.4710	630.5587
S	1084.2096	22.4169	630.4270	630.5067
T	1094.2096	22.4169	630.3830	630.4442
U	1104.2096	22.4169	630.3390	630.3881
Q Brg. E. Abut.	1112.4596	22.4169	630.3027	630.3027
Bk. E. Abut.	1113.8908	22.4169	630.2964	630.2964

BEAM LINE 4				
LOCATION	STATION	RADIAL OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	872.9593	15.2922	630.3743	630.3743
Q Brg. W. Abut.	874.4156	15.2484	630.3815	630.3815
A	884.5334	15.6925	630.4294	630.4633
B	894.6601	15.9557	630.4744	630.5344
C	904.4273	16.1804	630.5142	630.5938
D	914.5545	16.5034	630.5504	630.6351
E	924.4539	16.7408	630.5862	630.6627
F	934.5667	16.8127	630.6261	630.6821
G	944.5667	16.8127	630.6649	630.6911
Q Brg. Pier 1, Span 1	952.8348	16.8127	630.6929	630.6929
Q Brg. Pier 1, Span 2	954.3347	16.8127	630.6974	630.6974
H	964.3347	16.8127	630.7239	630.7632
I	974.3347	16.8127	630.7434	630.8157
J	984.3347	16.8127	630.7558	630.8503
K	994.3347	16.8127	630.7613	630.8864
L	1004.3347	16.8127	630.7598	630.8565
M	1014.3347	16.8127	630.7512	630.8276
N	1024.3347	16.8127	630.7357	630.7805
Q Brg. Pier 2, Span 2	1035.8347	16.8127	630.7092	630.7092
Q Brg. Pier 2, Span 3	1037.3347	16.8127	630.7050	630.7050
O	1047.3347	16.8127	630.6734	630.7082
P	1057.3347	16.8127	630.6350	630.7170
Q	1067.3347	16.8127	630.5910	630.6750
R	1077.3347	16.8127	630.5470	630.6347
S	1087.3347	16.8127	630.5030	630.5827
T	1097.3347	16.8127	630.4590	630.5183
U	1107.3347	16.8127	630.4150	630.4444
Q Brg. E. Abut.	1115.5847	16.8127	630.3787	630.3787
Bk. E. Abut.	1117.0150	16.8127	630.3724	630.3724

BEAM LINE 5				
LOCATION	STATION	RADIAL OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	876.3869	9.8461	630.4782	630.4782
Q Brg. W. Abut.	877.8370	9.8993	630.4851	630.4851
A	887.9130	10.2153	630.5319	630.5658
B	897.9936	10.4517	630.5757	630.6257
C	907.7179	10.6507	630.6145	630.6941
D	917.9007	10.9476	630.6501	630.7348
E	927.6561	11.1598	630.6863	630.7628
F	937.6978	11.2085	630.7261	630.7821
G	947.6978	11.2085	630.7636	630.7898
Q Brg. Pier 1, Span 1	955.9599	11.2085	630.7898	630.7898
Q Brg. Pier 1, Span 2	957.4599	11.2085	630.7940	630.7940
H	967.4599	11.2085	630.8183	630.8576
I	977.4599	11.2085	630.8356	630.9079
J	987.4599	11.2085	630.8459	630.9404
K	997.4599	11.2085	630.8492	630.9521
L	1007.4599	11.2085	630.8454	630.9421
M	1017.4599	11.2085	630.8347	630.9111
N	1027.4599	11.2085	630.8170	630.8618
Q Brg. Pier 2, Span 2	1028.9599	11.2085	630.7880	630.7880
Q Brg. Pier 2, Span 3	1040.4599	11.2085	630.7835	630.7835
O	1050.4599	11.2085	630.7497	630.7845
P	1060.4599	11.2085	630.7088	630.7772
Q	1070.4599	11.2085	630.6648	630.7468
R	1080.4599	11.2085	630.6208	630.7085
S	1090.4599	11.2085	630.5758	630.6656
T	1100.4599	11.2085	630.5328	630.5921
U	1110.4599	11.2085	630.4888	630.5556
Q Brg. E. Abut.	1118.7099	11.2085	630.4525	630.4525
Bk. E. Abut.	1120.1410	11.2085	630.4462	630.4462

BEAM LINE 6				
LOCATION	STATION	RADIAL OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	879.7846	4.3907	630.5815	630.5815
Q Brg. W. Abut.	881.2283	4.4391	630.5883	630.5883
A	891.2610	4.7291	630.6338	630.6677
B	901.2976	4.9388	630.6764	630.7364
C	911.9793	5.1126	630.7140	630.7956
D	921.9178	5.2826	630.7500	630.8347
E	931.8296	5.5708	630.7853	630.8628
F	941.8289	5.6042	630.8261	630.8821
G	951.8289	5.6042	630.8617	630.8879
Q Brg. Pier 1, Span 1	959.0849	5.6042	630.8860	630.8860
Q Brg. Pier 1, Span 2	960.5849	5.6042	630.8899	630.8899
H	970.5849	5.6042	630.9120	630.9513
I	980.5849	5.6042	630.9271	630.9990
J	990.5849	5.6042	631.9352	631.0297
K	1000.5849	5.6042	630.9363	631.0392
L	1010.5849	5.6042	630.9304	631.0271
M	1020.5849	5.6042	630.9175	630.9940
N	1030.5849	5.6042	630.8976	630.9424
Q Brg. Pier 2, Span 2	1042.0849	5.6042	630.8660	630.8660
Q Brg. Pier 2, Span 3	1043.5849	5.6042	630.8612	630.8612
O	1053.5849	5.6042	630.8252	630.8600
P	1063.5849	5.6042	630.7827	630.8462
Q	1073.5849	5.6042	630.7387	630.8207
R	1083.5849	5.6042	630.6947	630.7824
S	1093.5849	5.6042	630.6507	630.7304
T	1103.5849	5.6042	630.6067	630.6660
U	1113.5849	5.6042	630.5627	630.5918

Route	Section	County	Sheet	Sheet
FAR 345	1293-BR	Cook	84	64
Station	10+04.46			
Project	ILLINOIS			

D-91-067-57.5
D-71-110-73

CENTER LINE ROADWAY AND P.G.				
LOCATION	STATION	RADIAL OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	882.4935	.0000	630.6642	630.6642
Q Brg. W. Abut.	883.9600	.0000	630.6717	630.6717
A	893.9600	.0000	630.7205	630.7544
B	903.9600	.0000	630.7851	630.8251
C	913.9600	.0000	630.8058	630.8854
D	923.9600	.0000	630.8458	630.9303
E	933.9600	.0000	630.8858	630.9623
F	943.9600	.0000	630.9256	630.9816
G	953.9600	.0000	630.9690	630.9952
Q Brg. Pier 1, Span 1	962.2104	.0000	630.9816	630.9816
Q Brg. Pier 1, Span 2	963.7100	.0000	630.9852	630.9852
H	973.7100	.0000	631.0051	631.0444
I	983.7100	.0000	631.0180	631.0903
J	993.7100	.0000	631.0229	631.1184
K	1003.7100	.0000	631.0228	631.1257
L	1013.7100	.0000	631.0147	631.1114
M	1023.7100	.0000	630.9996	631.0760
N	1033.7100	.0000	630.9775	631.0223
Q Brg. Pier 2, Span 2	1045.2100	.0000	630.9434	630.9434
Q Brg. Pier 2, Span 3	1046.7100	.0000	630.9383	630.9383
O	1056.7100	.0000	630.9005	630.9353
P	1066.7100	.0000	630.8565	630.9200
Q	1076.7100	.0000	630.8125	630.8945
R	1086.7100	.0000	630.7685	630.8562
S	1096.7100	.0000	630.7245	630.8042
T	1106.7100	.0000	630.6805	630.7398
U	1116.7100	.0000	630.6365	630.6656
Q Brg. E. Abut.	1124.9600	.0000	630.6002	630.6002
Bk. E. Abut.	1126.3912	.0000	630.5939	630.5939

BEAM LINE 7				
LOCATION	STATION	RADIAL OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	883.1613	1.0882	630.6506	630.6506
Q Brg. W. Abut.	884.5901	1.0293	630.6588	630.6588
A	894.5767	.0636	630.7130	630.7469
B	904.5685	.3779	630.7618	630.8218
C	914.2117	.4340	630.8001	630.8797
D	924.2062	.1887	630.8439	630.9286
E	933.9746	.0262	630.8855	630.9620
F	943.9746	.0000	630.9256	630.9816
G	953.9746	.0000	630.9566	630.9928
Q Brg. Pier 1, Span 1	962.2104	.0000	630.9816	630.9816
Q Brg. Pier 1, Span 2	963.7100	.0000	630.9852	631.9852
H	973.7100	.0000	631.0051	631.0444
I	983.7100	.0000	631.0180	631.0903
J	993.7100	.0000	631.0229	631.1184
K	1003.7100	.0000	631.0228	631.1257
L	1013.7100	.0000	631.0147	631.1114
M	1023.7100	.0000	630.9996	631.0760
N	1033.7100	.0000	630.9775	631.0223
Q Brg. Pier 2, Span 2	1045.2100	.0000	630.9434	630.9434
Q Brg. Pier 2, Span 3	1046.7100	.0000	630.9383	630.9383
O	1056.7100	.0000	630.9005	630.9353
P	1066.7100	.0000	630.8565	630.9200
Q	1076.7100	.0000	630.8125	630.8945
R	1086.7100	.0000	630.7685	630.8562
S	1096.7100	.0000	630.7245	630.8042
T	1106.7100	.0000	630.6805	630.7398
U	1116.7100	.0000	630.6365	630.6656
Q Brg. E. Abut.	1124.9600	.0000	630.6002	630.6002
Bk. E. Abut.	1126.3912	.0000	630.5939	630.5939

BEAM LINE 8				
LOCATION	STATION	RADIAL OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	886.4999	-6.5617	630.5920	630.5920
Q Brg. W. Abut.	887.9226	-6.5066	630.5890	630.5890
A	897.8665	-6.1675	630.6420	630.6759
B	907.8151	-5.9078	630.6890	630.7490
C	917.4156	-5.9888	630.7261	630.8057
D	927.3664	-5.7689	630.7693	630.8540
E	937.1058	-5.6271	630.8106	630.8871
F	947.1057	-5.6042	630.8489	630.9049
G	957.1057	-5.6042	630.8805	630.9067
Q Brg. Pier 1, Span 1	965.3354	-5.6042	630.9013	630.9013
Q Brg. Pier 1, Span 2	966.8351	-5.6042	630.9046	630.9046
H	976.8351	-5.6042	630.9223	630.9616
I	986.8351	-5.6042	630.9330	631.0053
J	996.8351	-5.6042	630.9367	631.0312
K	1006.8351	-5.6042	630.9334	631.0363
L	1016.8351	-5.6042	630.9231	631.0198
M	1026.8351	-5.6042	630.9059	630.9823
N	1036.8351	-5.6042	630.8816	630.9264
Q Brg. Pier 2, Span 2	1048.3351	-5.6042	630.8450	630.8450
Q Brg. Pier 2, Span 3	1049.8351	-5.6042	630.8395	630.8395
O	1059.8351	-5.6042	630.7992	630.8340
P	1069.8351	-5.6042	630.7552	630.8187
Q	1079.8351	-5.6042	630.7112	630.7992
R	1089.8351	-5.6042	630.6672	630.7549
S	1099.8351	-5.6042	630.6232	630.7029
T	1109.8351	-5.6042	630.5792	630.6385
U	1119.8351	-5.6042	630.5352	630.5643
Q Brg. E. Abut.	1128.0851	-5.6042	630.4989	630.4989
Bk. E. Abut.	1129.5163	-5.6042	630.4926	630.4926

BEAM LINE 9				
LOCATION	STATION	RADIAL OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	889.8095	-12.0441	630.5126	630.5126
Q Brg. W. Abut.	891.2261	-11.9928	630.5202	630.5202
A	901.1275	-11.6799	630.5704	630.6043
B	911.0332	-11.4461	630.6153	630.6753
C	920.5912	-11.5518	630.6519	630.7315
D	930.4985	-11.3572	630.6945	630.7792
E	940.2369	-11.2279	630.7355	630.8120
F	950.2369	-11.2085	630.7719	630.8279
G	960.2369	-11.2085	630.8014	630.8276
Q Brg. Pier 1, Span 1	968.4605	-11.2085	630.8204	630.8204
Q Brg. Pier 1, Span 2	969.9602	-11.2085	630.8233	630.8233
H	979.9602	-11.2085	630.8388	630.8781
I	989.9602	-11.2085	630.8473	630.9196
J	999.9602	-11.2085	630.8489	630.9434
K	1009.9602	-11.2085	630.8343	630.9372
L	1019.9602	-11.2085	630.8309	630.9276
M	1029.9602	-11.2085	630.8115	630.8879
N	1039.9602	-11.2085	630.7850	630.8298
Q Brg. Pier 2, Span 2	1051.4602	-11.2085	630.7459	630.7459
Q Brg. Pier 2, Span 3	1052.9602	-11.2085	630.7401	630.7401
O	1062.9602	-11.2085	630.6978	630.7236
P	1072.9602	-11.2085	630.6538	630.7173
Q	1082.9602	-11.2085	630.6098	630.6918
R	1092.9602	-11.2085	630.5658	630.6533
S	1102.9602	-11.2085	630.5218	630.6015
T	1112.9602	-11.2085	630.4778	630.5371
U	1122.9602	-11.2085	630.4338	630.4629
Q Brg. E. Abut.	1131.2102	-11.2085	630.3975	630.3975
Bk. E. Abut.	1132.6414	-11.2085	630.3912	630.3912

BEAM LINE 10				
LOCATION	STATION	RADIAL OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	893.0904	-17.5353	630.4424	630.4424
Q Brg. W. Abut.	894.5010	-17.4878	630.4498	630.4498
A	904.3601	-17.2008	630.4980	630.5319
B	914.2231	-16.9928	630.5414	630.6014
C	923.7349	-17.1229	630.5774	630.6570
D	933.6020	-16.9323	630.6193	630.7042
E	943.3680	-16.8288	630.6591	630.7356
F	953.3680	-16.8127	630.6944	630.7504
G	963.3680	-16.8127	630.7216	630.7478
Q Brg. Pier 1, Span 1	971.5856	-16.8127	630.7387	630.7387
Q Brg. Pier 1, Span 2	973.0853	-16.8127	630.7413	630.7413
H	983.0853	-16.8127	630.7547	630.7940
I	993.0853	-16.8127	630.7610	630.8333
J	1003.0853	-16.8127	630.7604	630.8549
K	1013.0853	-16.8127	630.7527	630.8556
L	1023.0853	-16.8127	630.7380	630.8347
M	1033.0853	-16.8127	630.7164	630.7928
N	1043.0853	-16.8127	630.6877	630.7325
Q Brg. Pier 2, Span 2	1054.5853	-16.8127	630.6461	630.6461
Q Brg. Pier 2, Span 3	1056.0853	-16.8127	630.6405	630.6405
O	1066.0853	-16.8127	630.5965	630.6313
P	1076.0853	-16.8127	630.5525	630.6160
Q	1086.0853	-16.8127	630.5085	630.5905
R	1096.0853	-16.8127	630.4645	630.5552
S	1106.0853	-16.8127	630.4205	630.5002
T	1116.0853	-16.8127	630.3765	630.4558
U	1126.0853	-16.8127	630.3325	630.3616
Q Brg. E. Abut.	1134.3353	-16.8127	630.2962	630.2962
Bk. E. Abut.	1135.7665	-16.8127	630.2899	630.2899

BEAM LINE 11				
LOCATION	STATION	RADIAL OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	896.3430	-23.0351	630.3688	630.3688
Q Brg. W. Abut.	897.7477	-22.9913	630.3761	630.3761
A	917.3852	-22.5476	630.4657	630.4996
B	935.9795	-22.5689	630.4670	630.5270
C	956.8590	-22.7019	630.5062	630.5798
D	976.6802	-22.5571	630.5420	630.6267
E	996.4991	-22.4297	630.5798	630.6563
F	1016.2104	-22.4169	630.6139	630.6699
G	1036.0104	-22.4169	630.6389	630.6651
Q Brg. Pier 1, Span 1	1055.8104	-22.4169	630.6542	630.6542
Q Brg. Pier 1, Span 2	1057.3104	-22.4169	630.6585	630.6585
H	1067.3104	-22.4169	630.6677	630.7070
I	1077.3104	-22.4169	630.6718	630.7441
J	1087.3104	-22.4169	630.6690	630.7635
K	1097.3104	-22.4169	630.6591	630.7620
L	1107.3104	-22.4169	630.6423	630.7390
M	1117.3104	-22.4169	630.6184	630.6948
N	1127.3104	-22.4169	630.5876	630.6324
Q Brg. Pier 2, Span 2	1147.3104	-22.4169	630.5436	630.5436
Q Brg. Pier 2, Span 3	1149.3104	-22.4169	630.5370	630.5370
O	1159.3104	-22.4169	630.4930	630.5278
P	1169.3104	-22.4169	630.4490	630.5125
Q	1179.3104	-22.4169	630.4050	630.4870
R	1189.3104	-22.4169	630.3610	630.4487
S	1199.3104	-22.4169	630.3170	630.3967
T	1209.3104	-22.4169	630.2730	630.3323
U	1219.3104	-22.4169	630.2290	630.2581
Q Brg. E. Abut.	1229.3104	-22.4169	630.1927	630.1927
Bk. E. Abut.	1239.3104	-22.4169	630.1864	630.1864

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. RTE. 345 (IL. RTE. 19)

DECK ELEVATIONS

SCALE: 4-23-96
DRAWN BY: RAS
CHECKED BY: CB

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

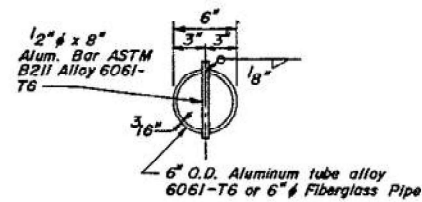
SELECT EXISTING PLANS - 5
STRUCTURE NO. 016-2672



F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BJR 25	COOK	51	36
		CONTRACT NO. 62Y13		
ILLINOIS		FED. AID PROJECT		

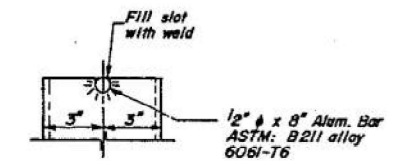
Route	Section	County	Sheets Total	Sheet No.
FAR345	1293-BR	Cook	84	66
Station 10+04.46				
FHWA Region		ILLINOIS	Proj.	

D-91-067-98 S 4
D-91-110-93

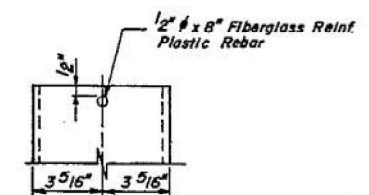


TOP PLAN
(Showing Aluminum Tube)

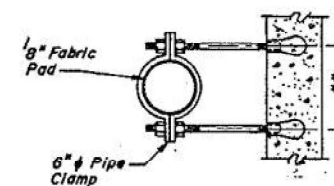
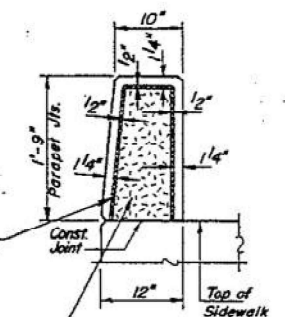
Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum. The surface of the fiberglass pipe shall be free of bond inhibiting agents.
The exterior surfaces of the furnished drains shall be coated by the manufacturer with a pigment that matches the color of the concrete.
The clamping device and inserts shall be galvanized in accordance with AASHTO M-232.



ALUMINUM
TUBE

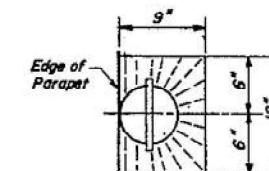


FIBERGLASS
PIPE

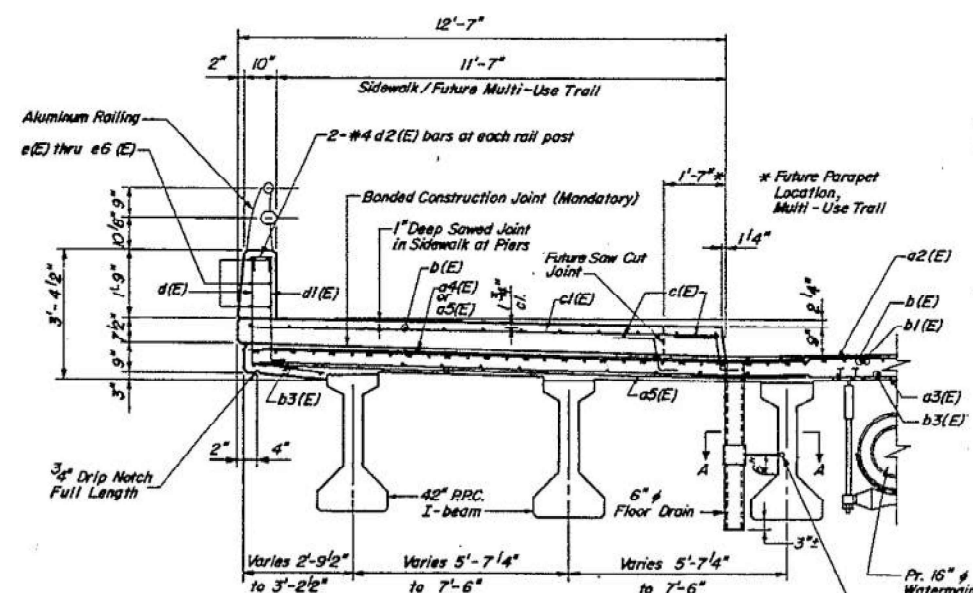


SECTION A-A

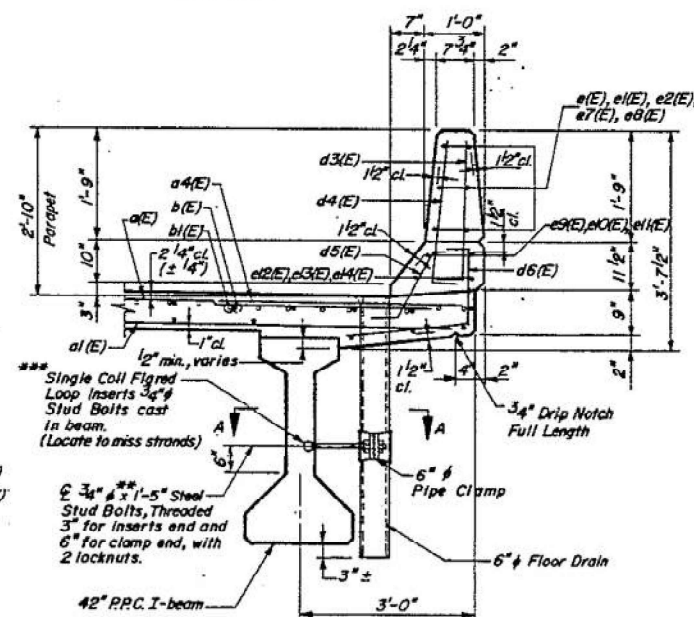
****Dimension as required by
Pipe Clamp**



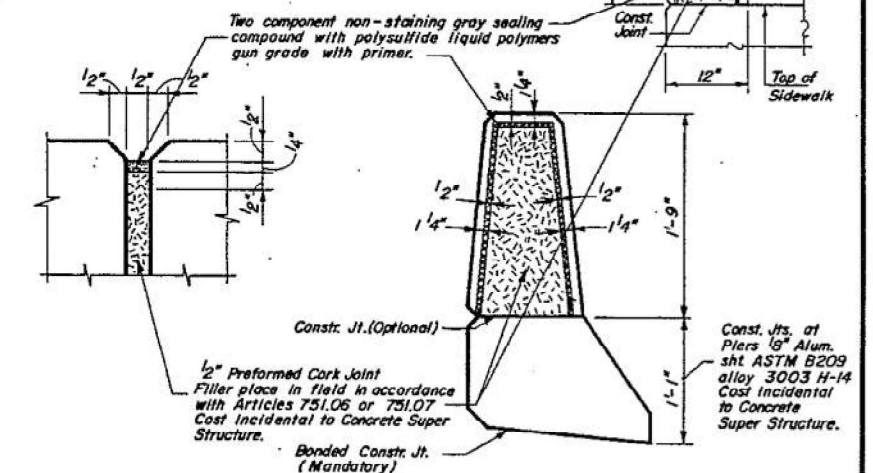
TOP PLAN



SECTION THRU SIDEWALK



SECTION THRU PARAPET



PARAPET JOINT DETAILS

Note: All edges shall have $\frac{3}{4}$ " chamfers.

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. RTE.345 (IL RTE. 19)

DECK DETAILS

SCALE: DRAWN BY: SME
DATE: 4-23-96 CHECKED BY: CA

FOR INFORMATION ONLY

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

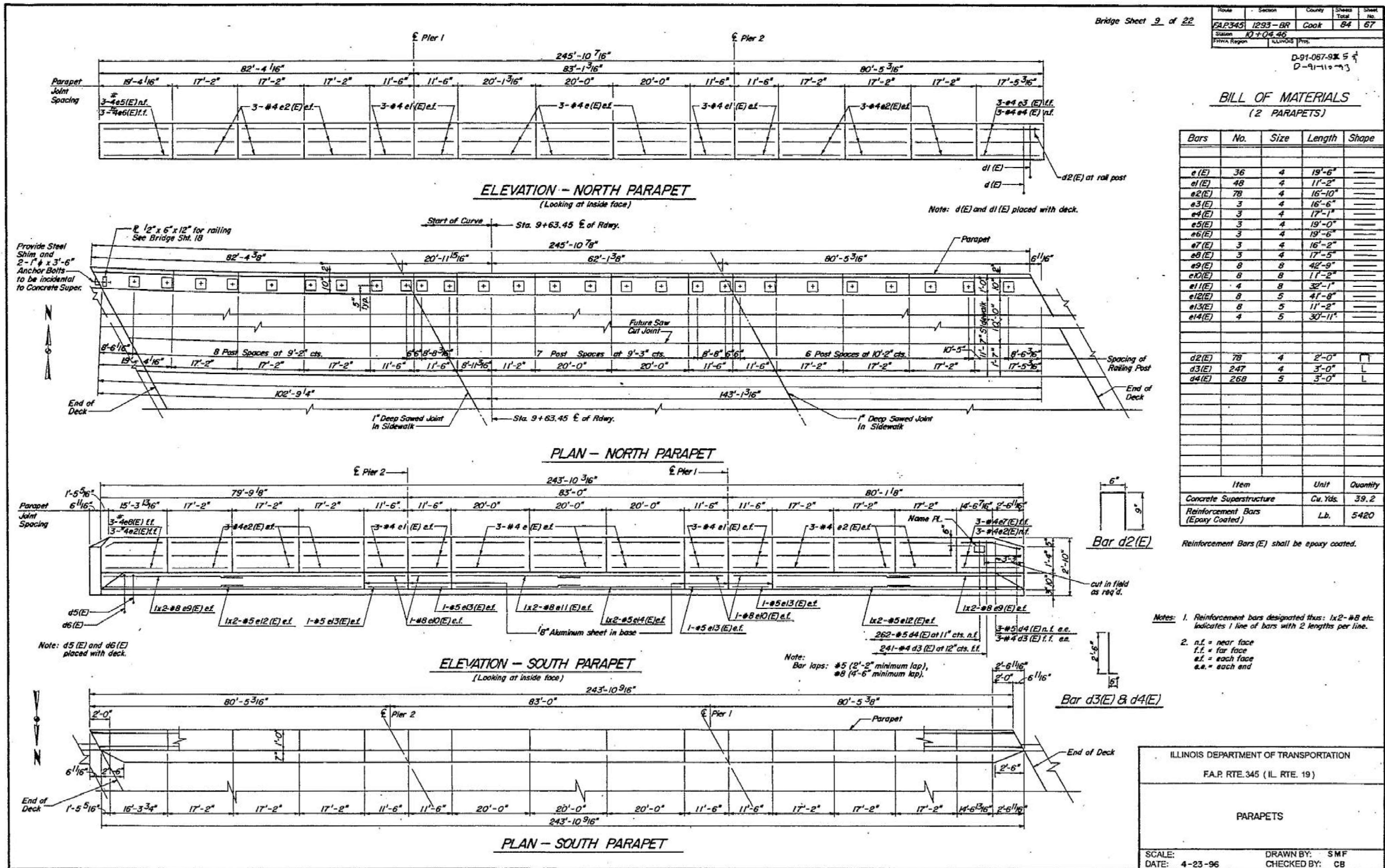
SELECT EXISTING PLANS - 7
STRUCTURE NO. 016-2672

SHEET S-18 OF S-26 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR. BJR 25	COOK	51	37
		CONTRACT NO. 62Y13		
ILLINOIS		FED. AID PROJECT		

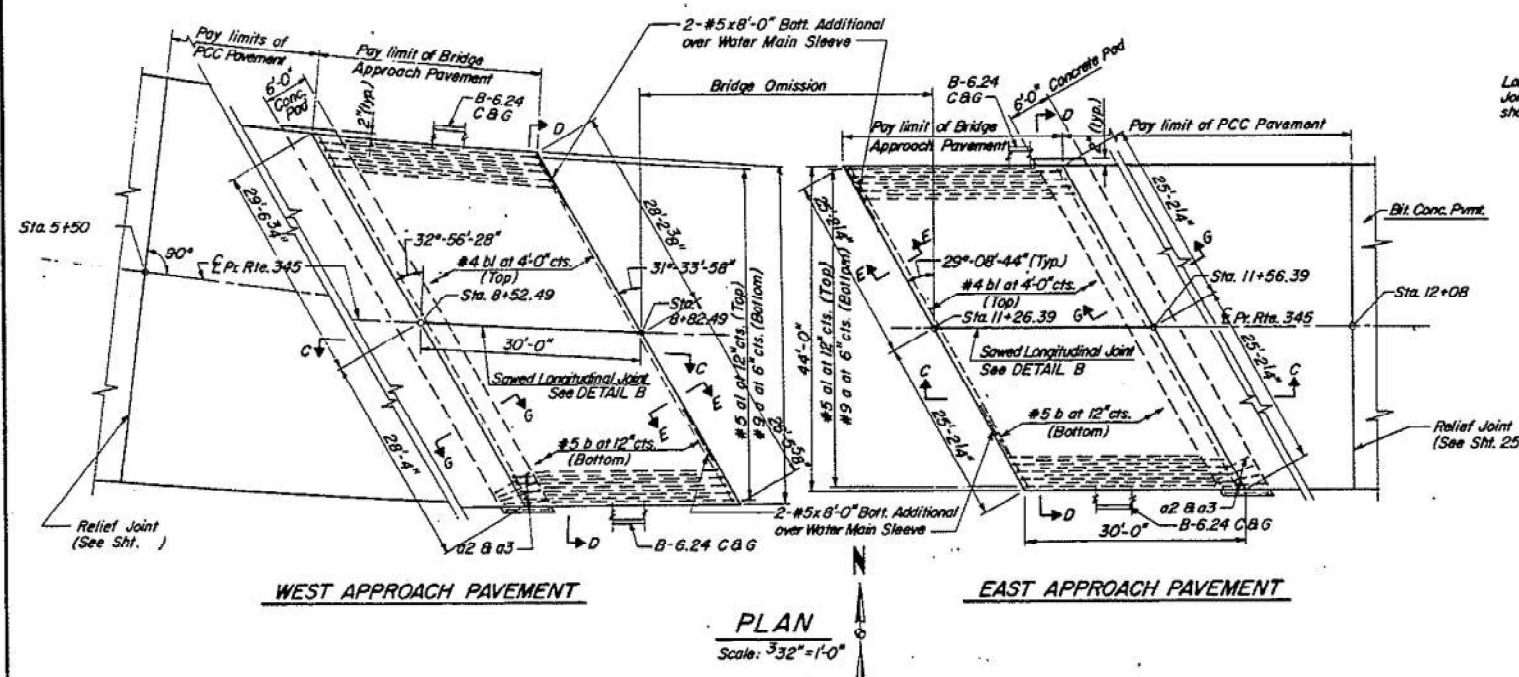
ILLINOIS	FED. AID PROJECT
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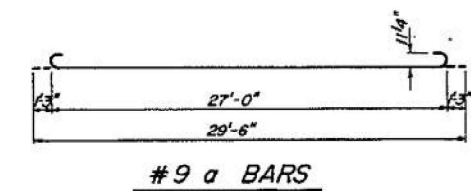
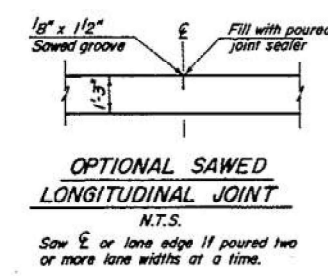
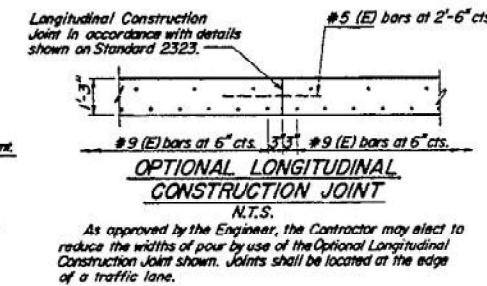


Route	Section	County	Sheet	Sheet
FAP 345	1293-BR	COOK	84	27
Station	10+04.46			
Project	ILLINOIS			

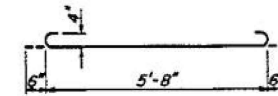
D-91-067-93



DETAIL B



BAR a2



BILL OF MATERIAL

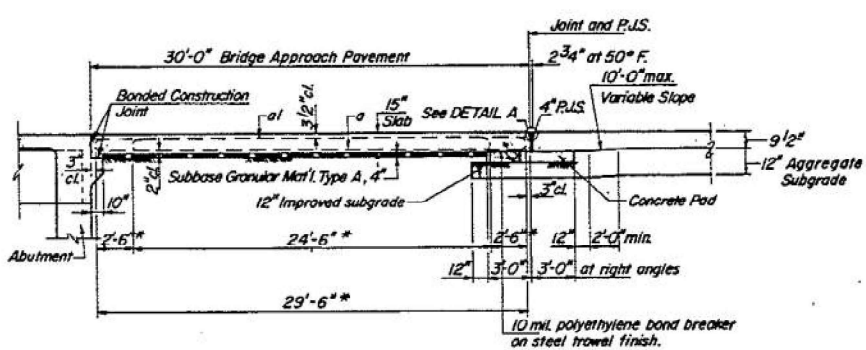
Item	Unit	Quantity
Bridge Approach (Standard 2442) Special	Sq. Yd.	305.3

NOTES:

1. Traffic Barrier Terminal shall be adjusted in field to fit PCC Parapet.
2. See Standard 2442 for additional details on approach pavement.
3. All reinforcement shown on this sheet to be epoxy coated.

DESIGN STRESSES

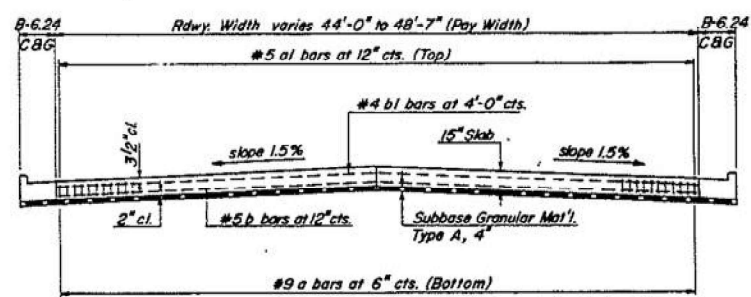
$f_y = 60,000$ p.s.i.
 $f'_c = 3,500$ p.s.i.
 $n = 8.5$



SECTION C-C

Scale: 3/16" = 1'-0"

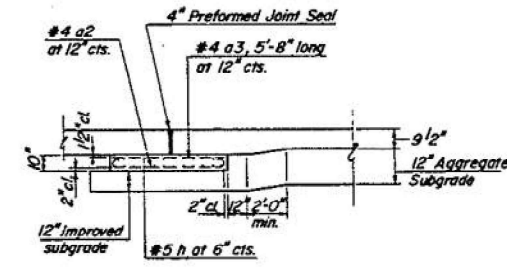
*Stagger #9 a bars as shown on plan - full width



SECTION D-D

Scale: 3/16" = 1'-0"

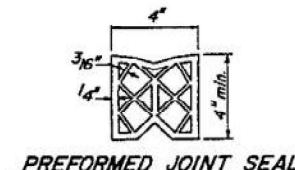
(See Plan for Dimensions not shown)
 All reinforcement bars shall be epoxy coated.



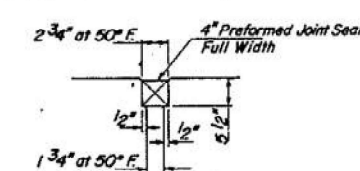
SECTION G-G

(Showing reinforcement)

N.T.S.

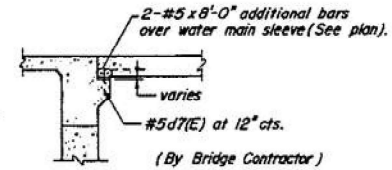


PREFORMED JOINT SEAL



DETAIL A

N.T.S.



SECTION E-E

(Integral Abutments)

N.T.S.

FOR INFORMATION ONLY

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SELECT EXISTING PLANS - 9
 STRUCTURE NO. 016-2672

SHEET S-20 OF S-26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR. BJR 25	COOK	51	39
				CONTRACT NO. 62Y13

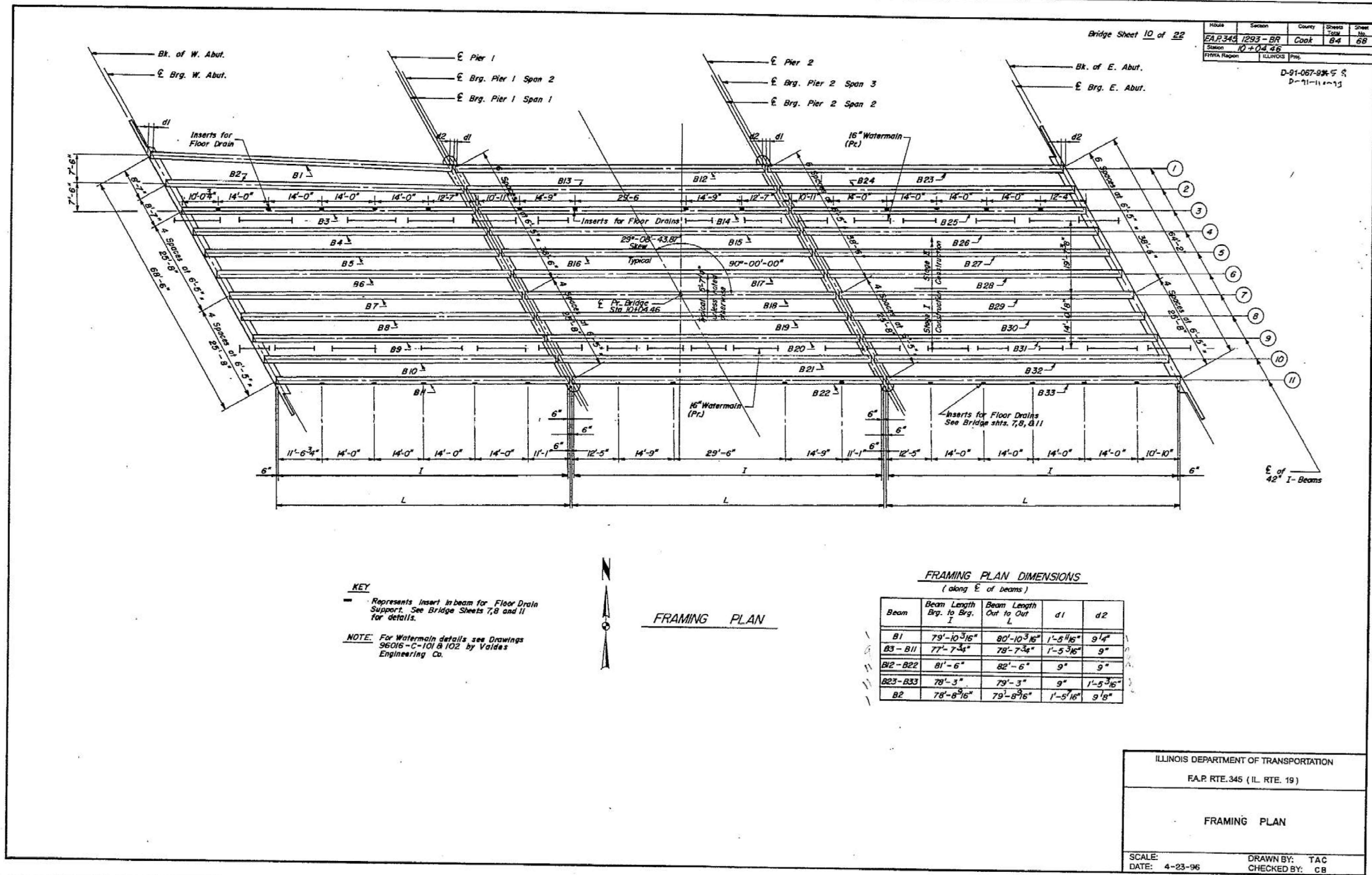
ILLINOIS FED. AID PROJECT

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SEPSTEIN

USER NAME = asharghi	DESIGNED - AS	REVISED -
CHECKED - TCG	REVISID -	
PLOT SCALE = 0.167 1/16"	DRAWN - AS	REVISID -
PLOT DATE = 7/17/2025	CHECKED - TCG	REVISED -

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FOR INFORMATION ONLY

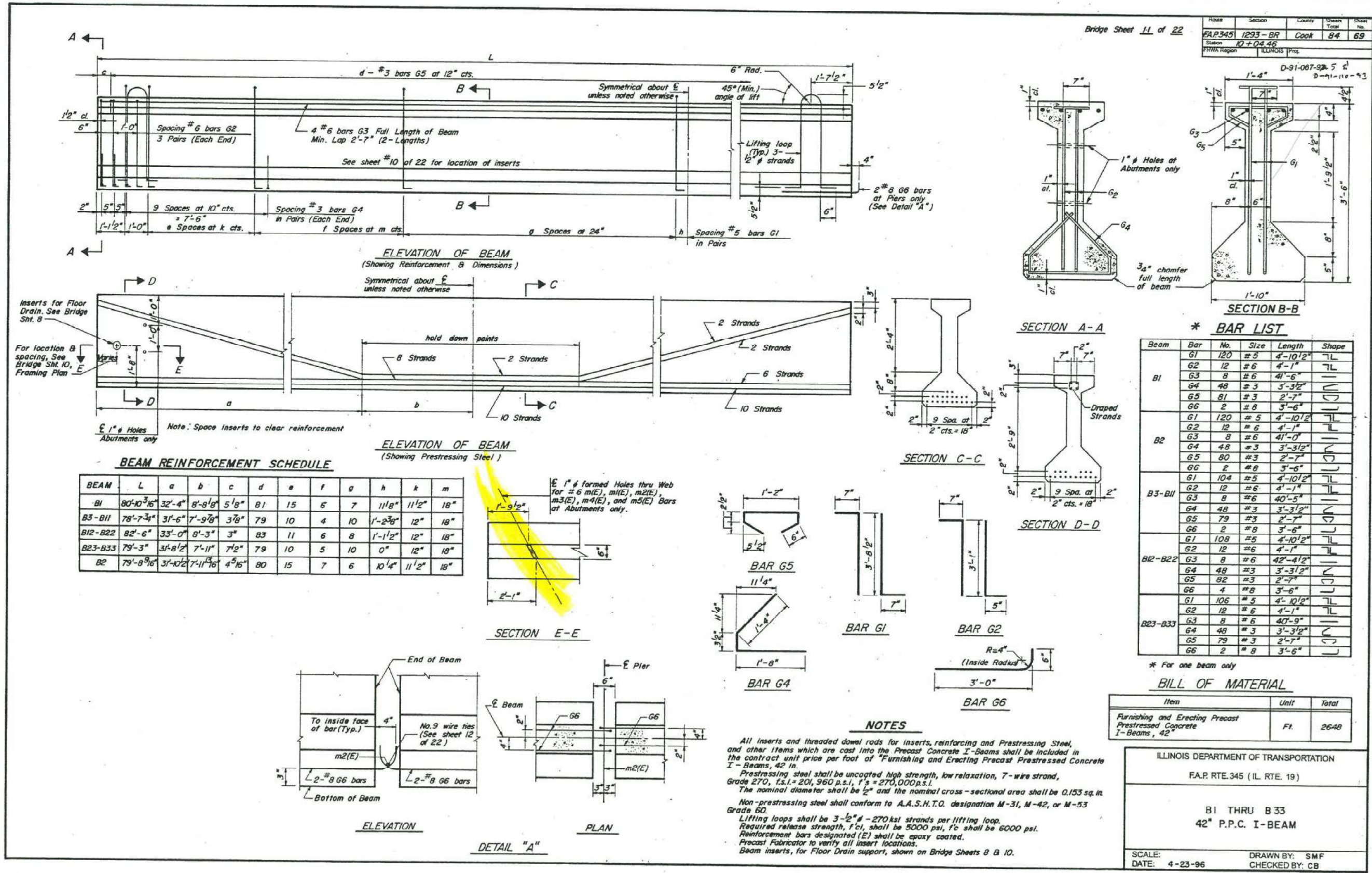
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SELECT EXISTING PLANS - 10
STRUCTURE NO. 016-2672

SHEET S-21 OF S-26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BJR 25	COOK	51	40
CONTRACT NO. 62Y13				
ILLINOIS FED. AID PROJECT				

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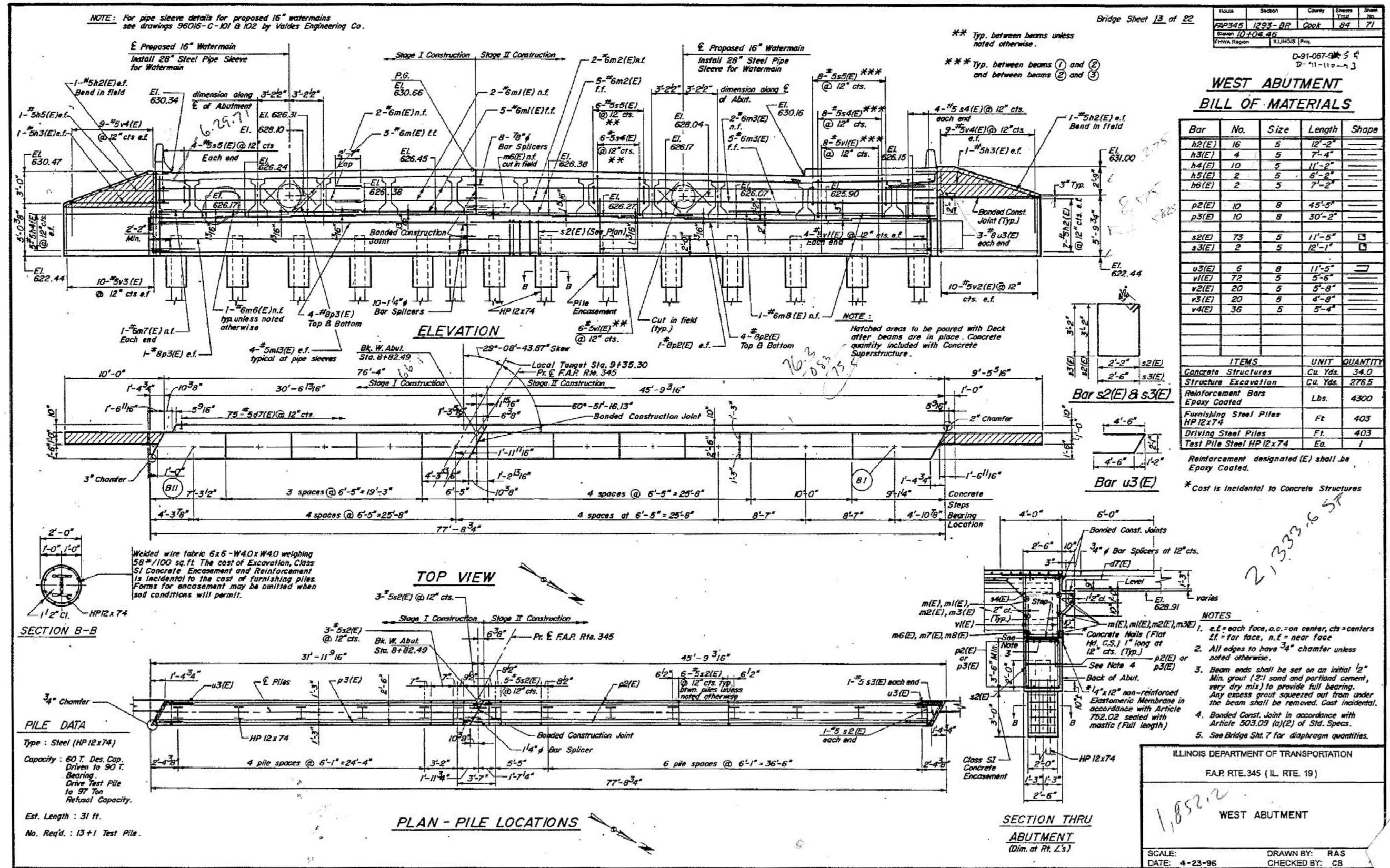
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SELECT EXISTING PLANS - 11
STRUCTURE NO. 016-2672

SHEET S-22 OF S-26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR. BJR 25	COOK	51	41
CONTRACT NO. 62Y13				
ILLINOIS FED. AID PROJECT				



Route	Section	County	Sheets Total	Sheet No.
FAP345	1293-BR	Cook	84	72
Station 10+04.46				
FHWA Region		ILLINOIS	Proj.	

EAST ABUTMENT
BILL OF MATERIALS

Item	Unit	Quantity
Concrete Structures	Cu. Yds.	31.7
Reinforcement Bars Epoxy Coated	Lbs.	388.0
Furnishing Steel Piles HP 12 x 74	Foot	828
Driving Steel Piles	Foot	828
Test Pile Steel HP 12 x 74	Ea.	1
Structure Excavation	Cu. Yds.	270.8

NOTES

1. c.f. = each face, cts. = centers, Sim. = Similar
tf = far face, n.f. = nearface
2. All edges to have 3/4" chamfer unless
noted otherwise.
3. Beam ends shall be set on an initial 1/2"
Min. grout (2:1 sand and portland cement,
very dry mix) to provide full bearing.
Any excess grout squeezed out from under
the beam shall be removed. Cost incidental.
4. Bonded Const. Joint in accordance with
Article 503.09 (a)(2) of Std. Specs.
5. See Bridge Sht. 7 for Diaphragm quantities.

EAST ABUTMENT

SECTION THRU ABUTMENT

SELECT EXISTING PLANS - 13
STRUCTURE NO. 016-2672

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BJR 25	COOK	51	43
		CONTRACT NO. 62Y13		
ILLINOIS		FED. AID PROJECT		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ELEVATION

NOTE:
Hatched areas to be poured with Deck

NOTE :
Hatched areas to be provided
after beams are in place.
Quantity included with
Superstructure.

ELEVATION

TOP VIEW

PLAN - PILE LOCATIONS

SECTION B-B

FILE DATA

Type: Steel (HP12x74)

Capacity: 60 T. Des. Cap.
Driven to 90 T.
Bearing.
Drive Test Pile to
97 Ton Refusal Capacity.

Est. Length : 69 ft.

No. Req'd. : 12 + 1 Test Pile

USER NAME =	asharghi
PLOT SCALE =	0.167' / in.
PLOT DATE =	7/17/2025

DESIGNED	-	AS
CHECKED	-	TCG
DRAWN	-	AS
CHECKED	-	TCG

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

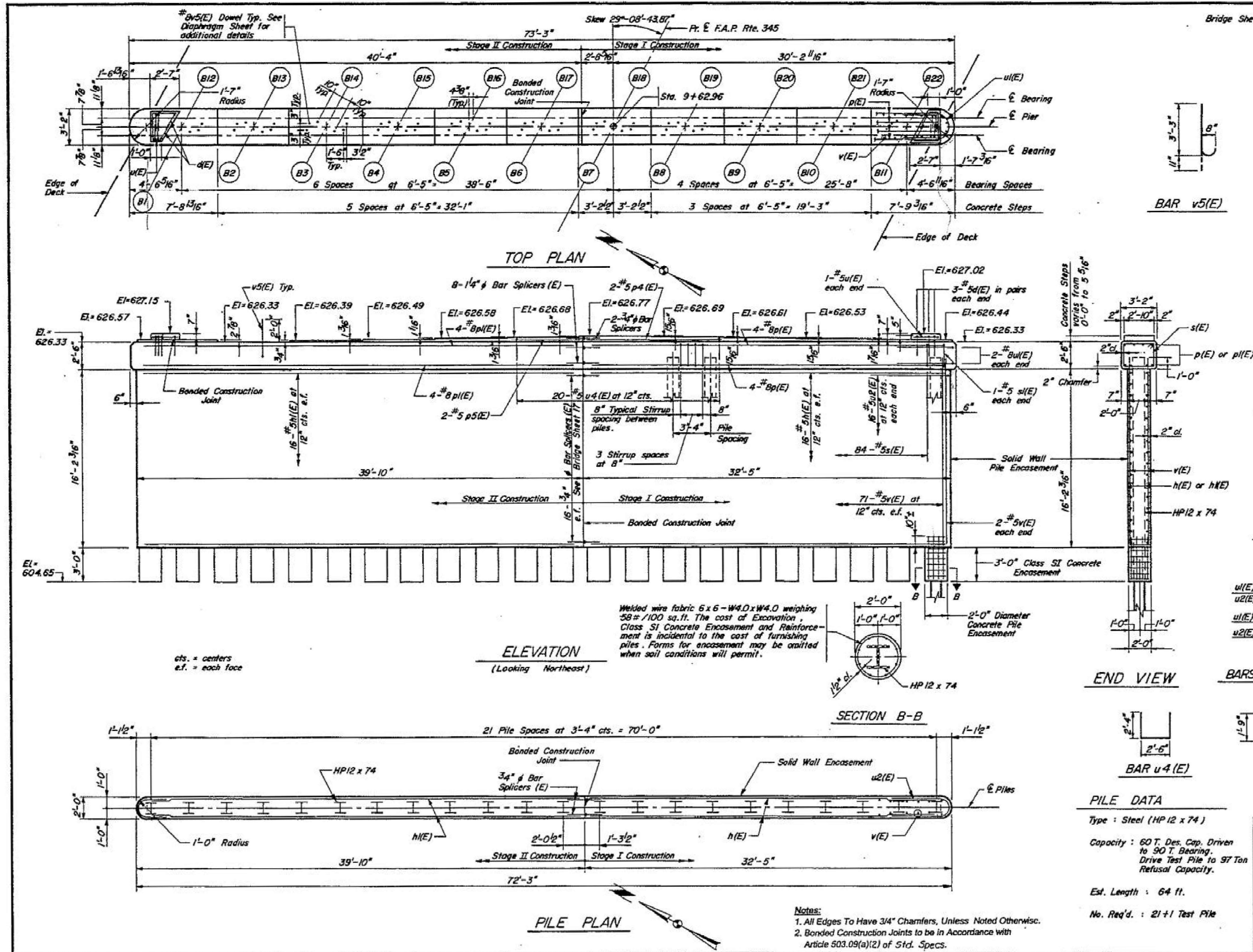
SELECT EXISTING PLANS - 13
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SHEET S-24 OF S-26 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BJR 25	COOK	51	43
		CONTRACT NO. 62Y13		
ILLINOIS		FED. AID PROJECT		

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FAP 345	1293-BR	Cook	84	73
Station	10+04.48			
Project	ILLINOIS			

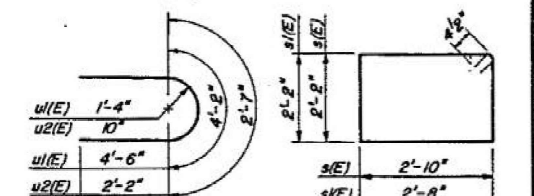
BILL OF MATERIALS

(Pier 1 only)

Bar	No.	Size	Length	Shape
d(E)	12	5	4'-3"	L
h(E)	16	5	3'-1"	—
h(E)	16	5	38'-6"	—
p(E)	8	8	3'-0"	—
p(E)	8	8	38'-5"	—
p4(E)	2	5	12'-0"	—
p5(E)	2	5	6'-0"	—
s(E)	84	5	10'-9"	□
s(E)	2	5	10'-5"	□
u(E)	2	5	5'-5"	L
u(E)	4	8	13'-2"	—
u2(E)	32	5	6'-11"	—
u4(E)	20	5	7'-2"	—
v(E)	142	5	17'-0"	—
v5(E)	42	8	4'-2"	—

ITEMS	UNIT	QUANTITY
Structure Excavation for Pile Bents	Ea.	1
Concrete Structures	Cu. Yds.	104.4
Reinforcement Bars to be Epoxy Coated	Lbs.	6160
Furnishing Steel Piles HP12 x 74	Foot	1344
Driving Steel Piles	Foot	1344
Test Pile, Steel HP12 x 74	Each	1

Reinforcement bars designated (E) shall be Epoxy Coated.



END VIEW

BARS u(E) & u2(E)

BARS s(E) & s1(E)

BAR u4(E)

BAR d(E)

BAR u(E)

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

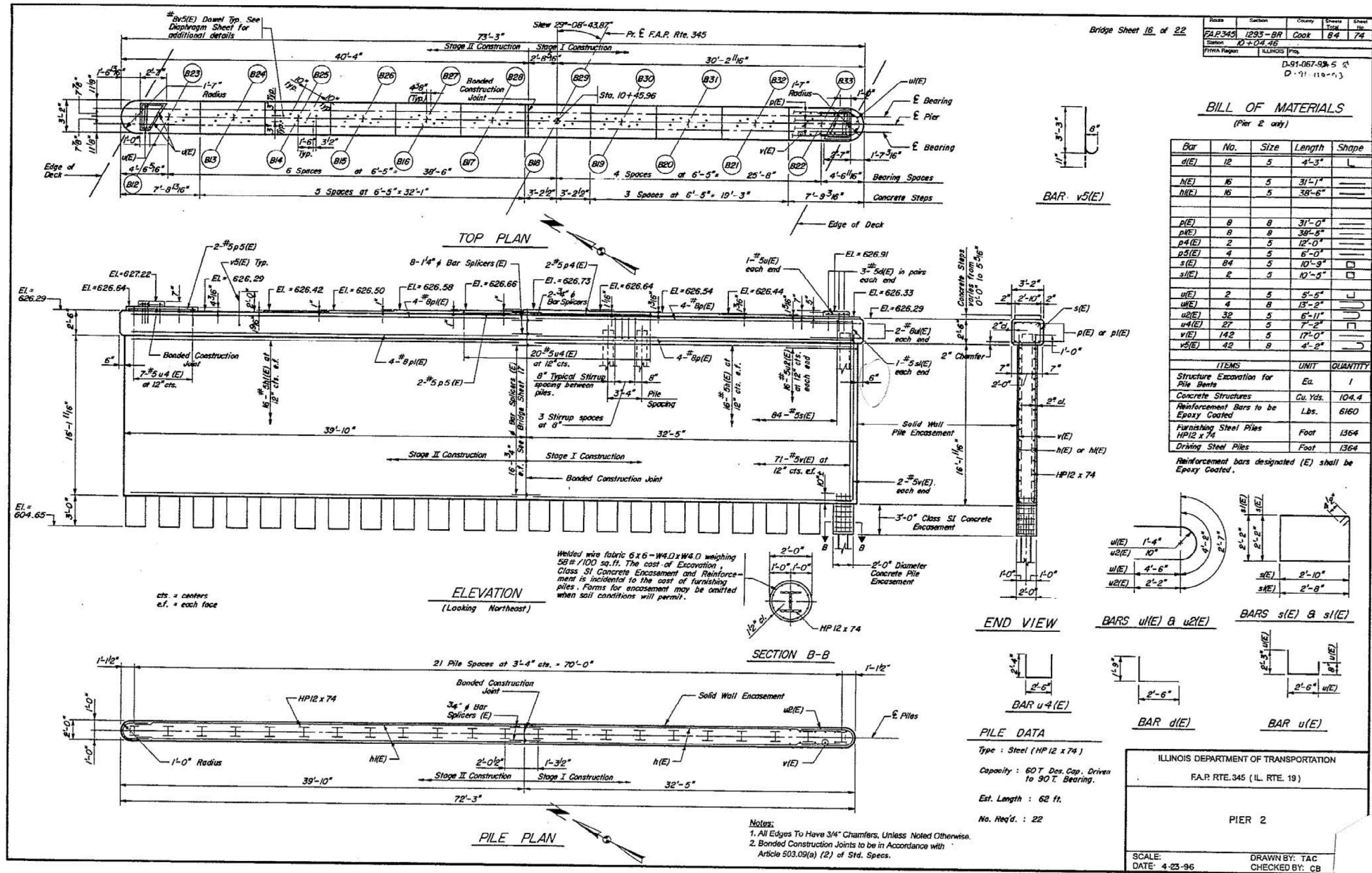
SELECT EXISTING PLANS - 14
STRUCTURE NO. 016-2672

SHEET S-25 OF S-26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BJR 25	COOK	51	44

CONTRACT NO. 62Y13

ILLINOIS FED. AID PROJECT



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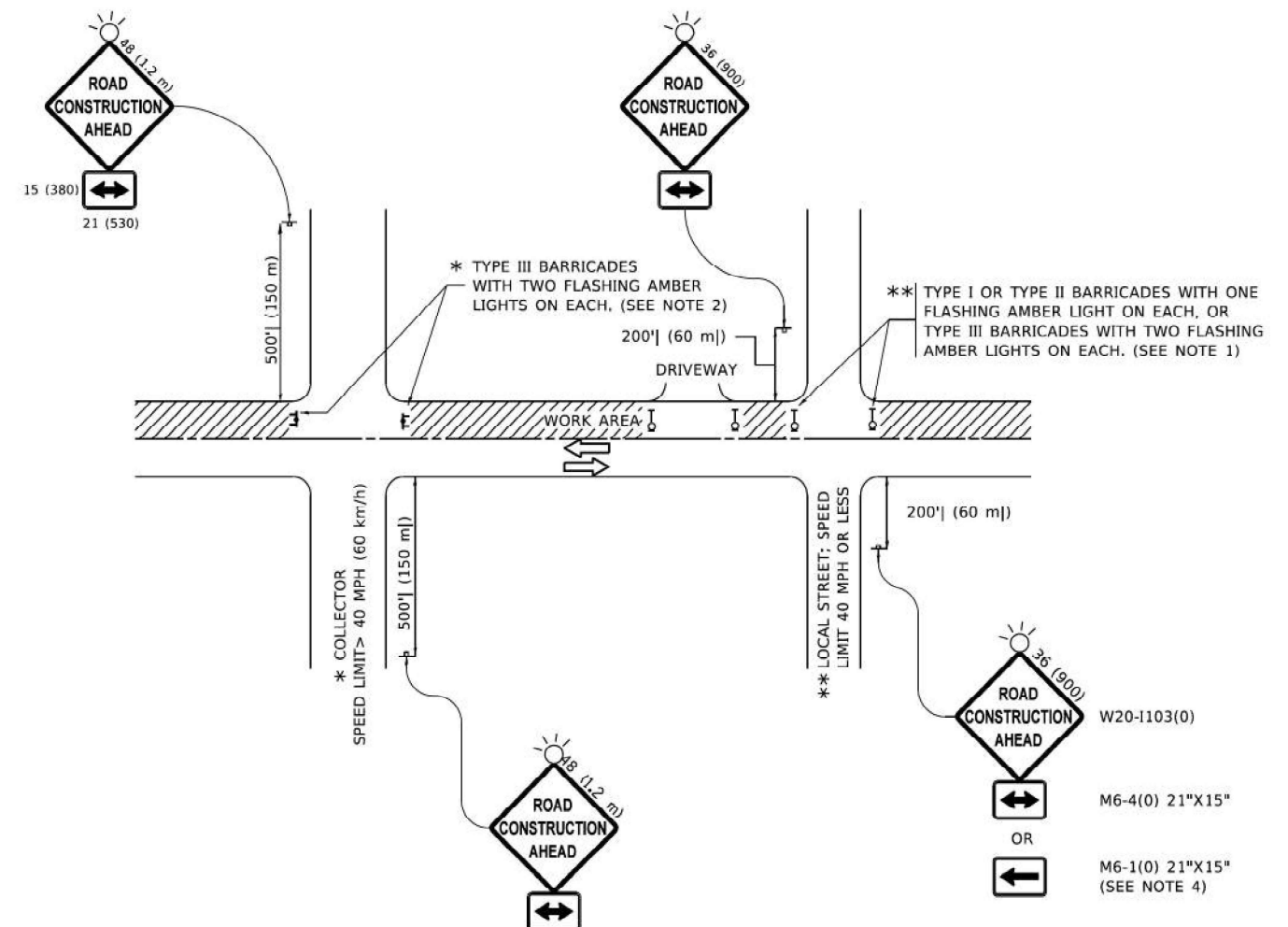
DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS			
SCALE: NONE	SHEET 1	OF 1	SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BJR 25	COOK	51	46
CONTRACT NO. 62Y13				
Long Section Number		ILLINOIS FED. AID PROJECT		



NOTES:

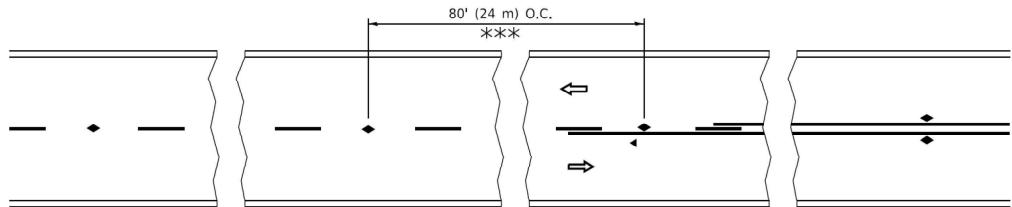
1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE 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
 - 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) IN HEIGHT.

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).
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.

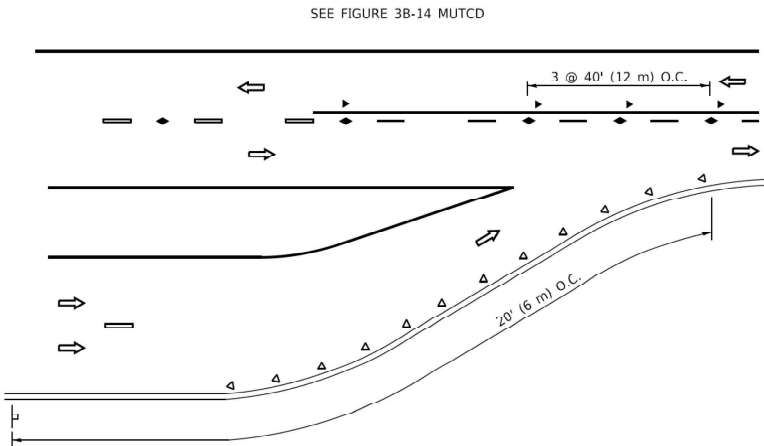
All dimensions are in inches (millimeters) unless otherwise shown.

TC-10

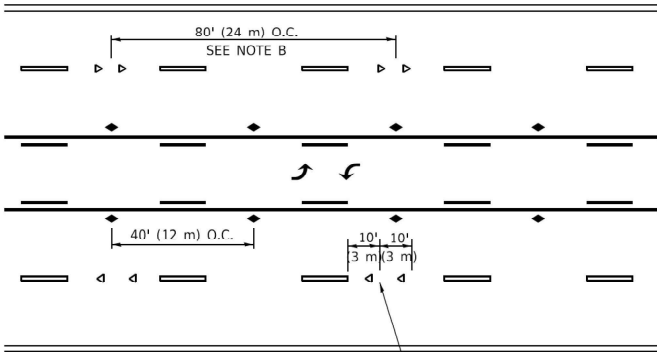


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

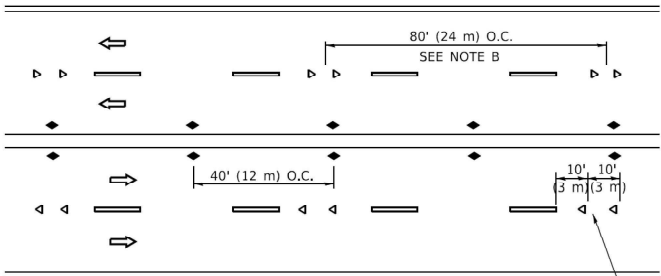
TWO-LANE/TWO-WAY



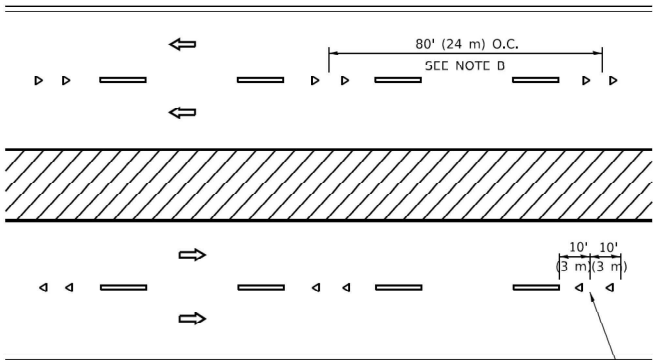
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

LANE MARKER NOTES

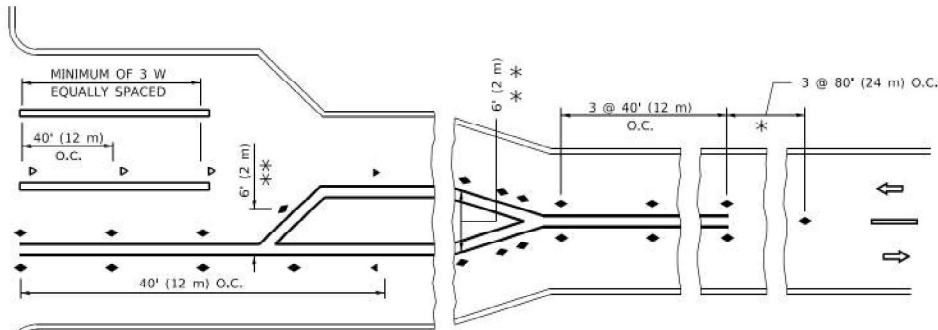
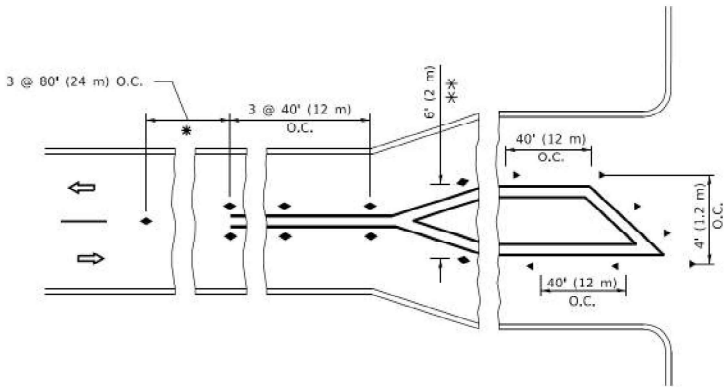
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

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

DESIGN NOTES

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



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

TURN LANES

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

TC-11

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DRAWN -	REVISED -	
PLOT SCALE = 2.000" / in.	CHECKED -	REVISED -
PLOT DATE = 7/17/2025	DATE -	REVISED -

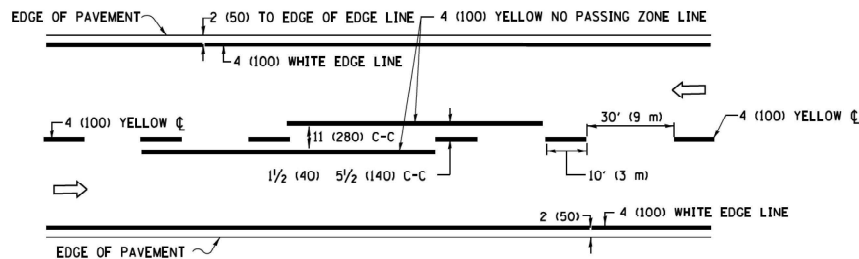
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

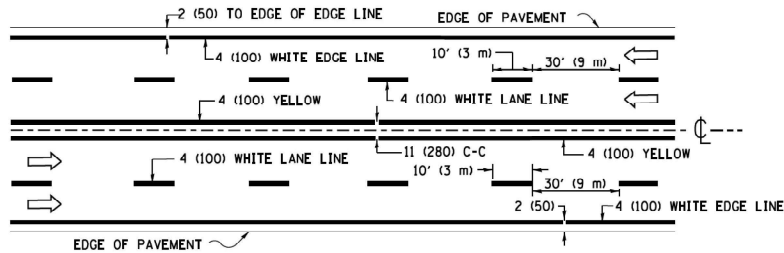
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62Y13				

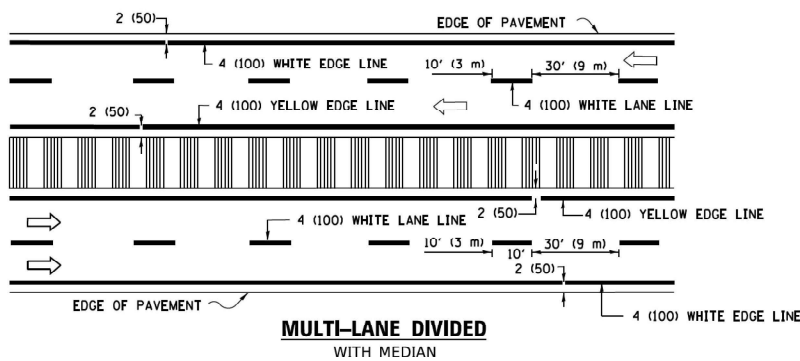
Long Section Number ILLINOIS FED. AID PROJECT



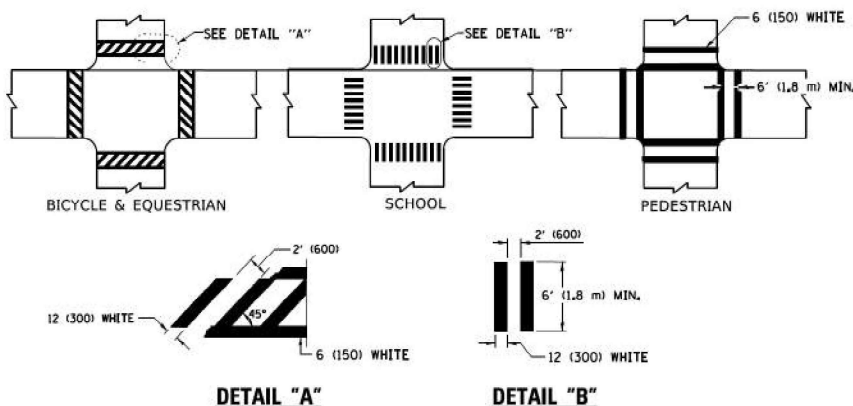
2-LANE ROADWAY



MULTI-LANE UNDIVIDED

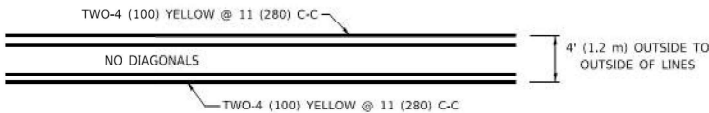


TYPICAL LANE AND EDGE LINE MARKING

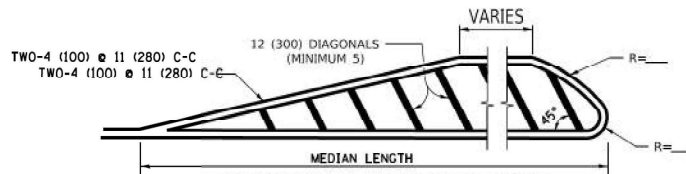


TYPICAL CROSSWALK MARKING

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

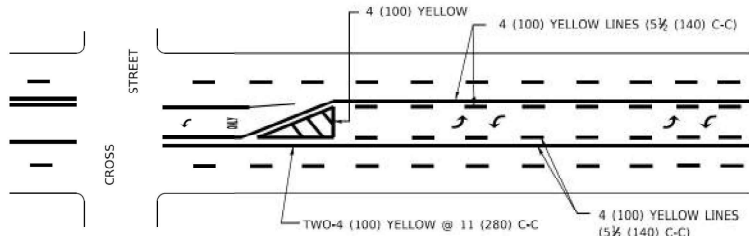


4' (1.2 m) WIDE MEDIANS ONLY

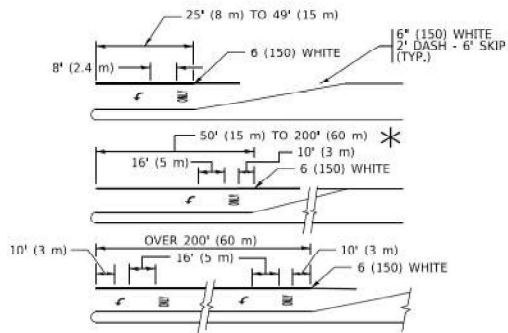


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE



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

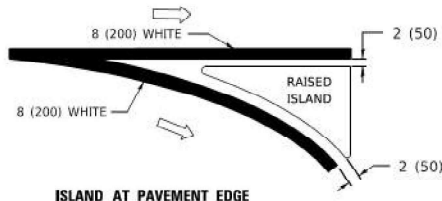
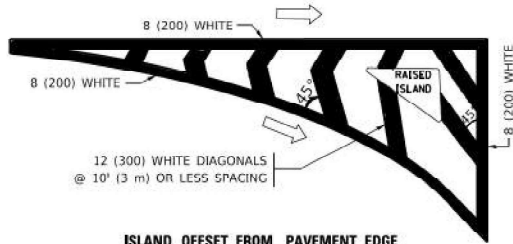


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

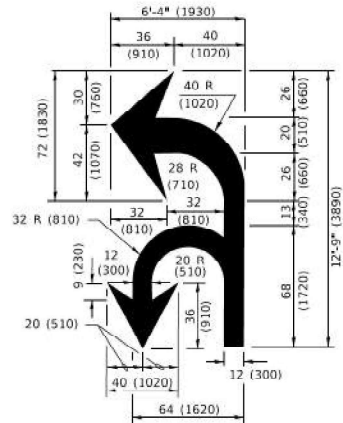
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - *ONLY* INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - *ONLY*.

TYPICAL LEFT (OR RIGHT) TURN LANE

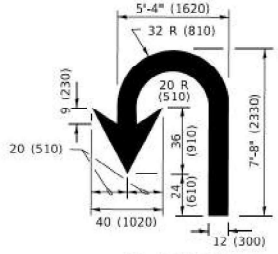
TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: *RR* 15 6' (1.8 m) LETTERS: 16 (400) LINE FOR *X*	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: *RR*=3.6 SQ. FT. (0.33 m ²) EACH *X*=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

TC-13

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	DRAWN -	REVISED -
PLOT SCALE = 2.000' / in.	CHECKED -	REVISED -
PLOT DATE = 7/17/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BJR 25	COOK	51	49
CONTRACT NO. 62Y13				
Long Section Number				

TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

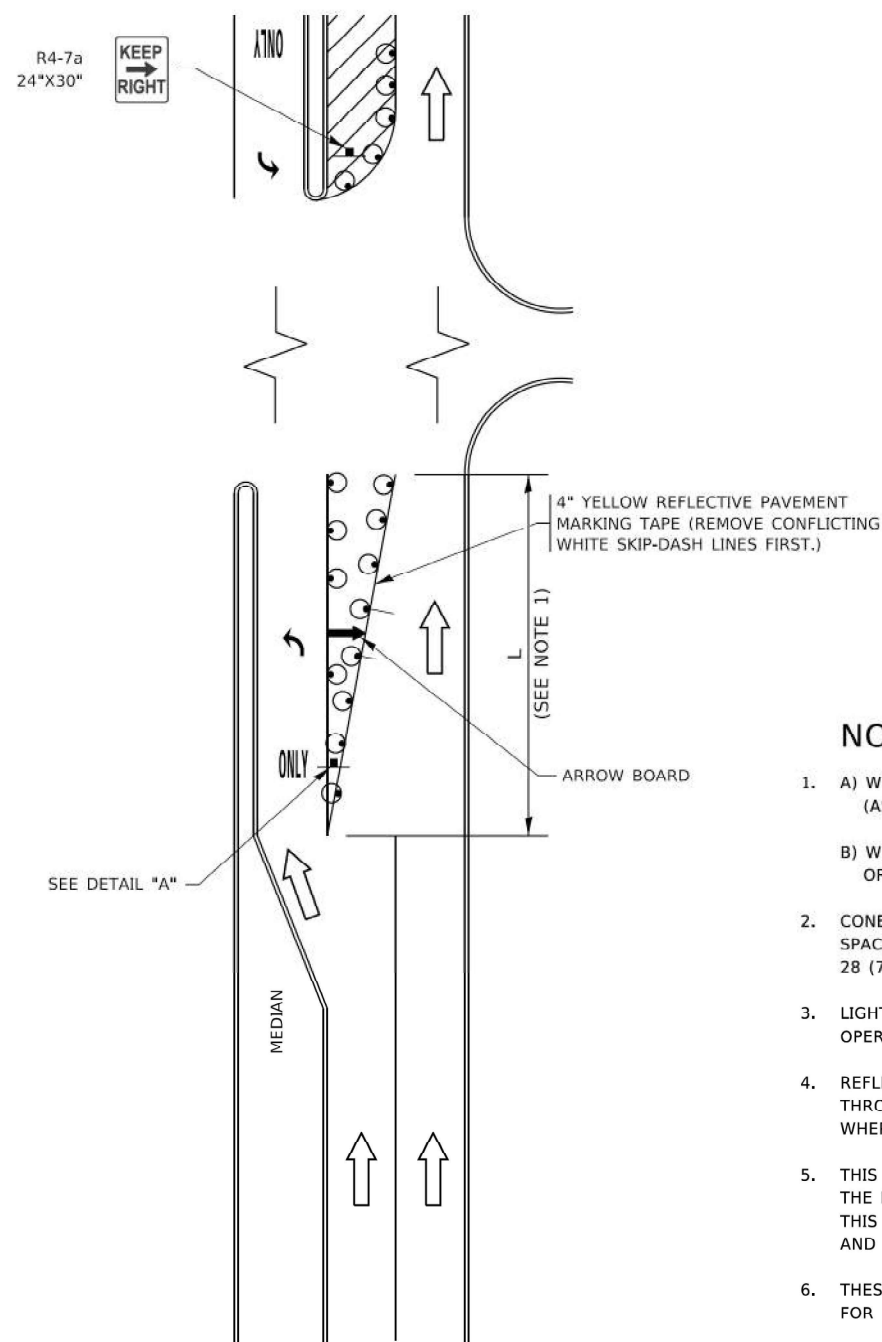


FIGURE 1

LEGEND

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

NOTES:

- 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.
- 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.
- LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- 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.
- THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PRE REQUIREMENTS.
- 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.

TURN BAY ENTRANCE
WITHIN A LANE CLOSURE

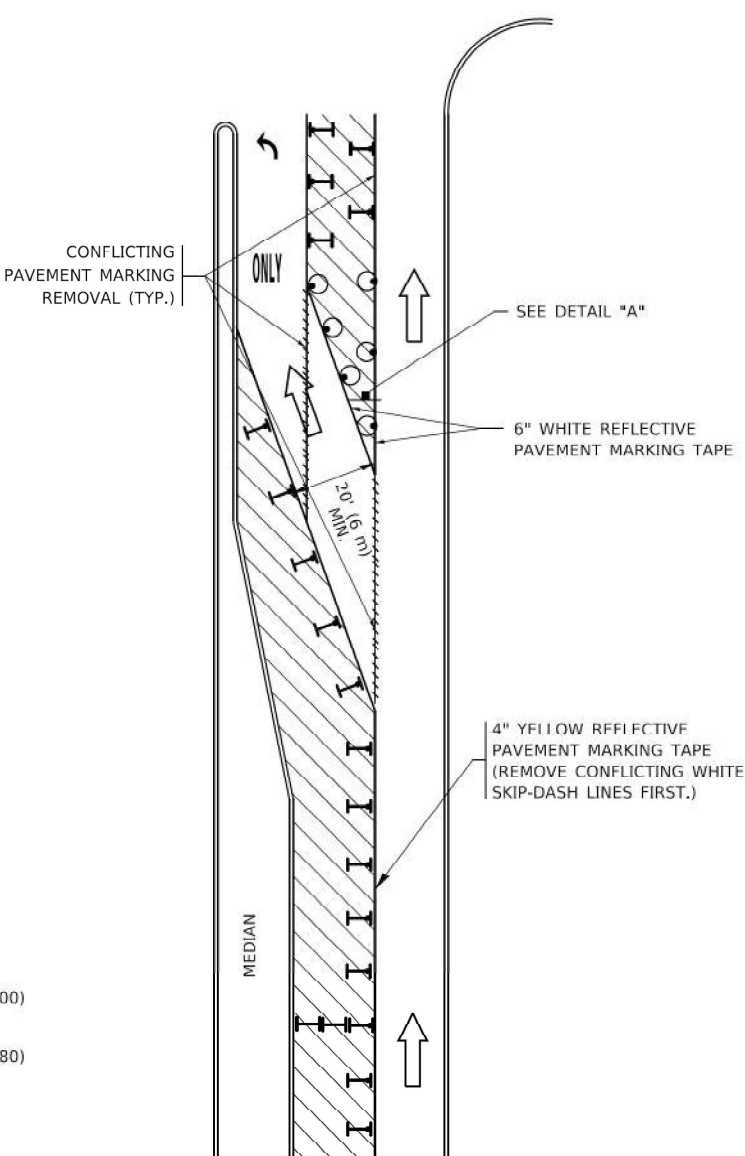
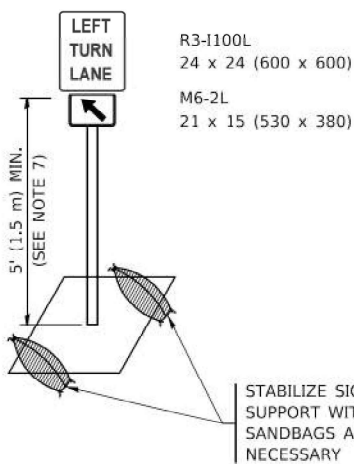


FIGURE 2



DETAIL A

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

TC-14

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DRAWN -	REVISED -	
PLOT SCALE = 2.000' / in.	CHECKED -	REVISED -
PLOT DATE = 7/17/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BJR 25	COOK	51	50

CONTRACT NO. 62Y13

Long Section Number

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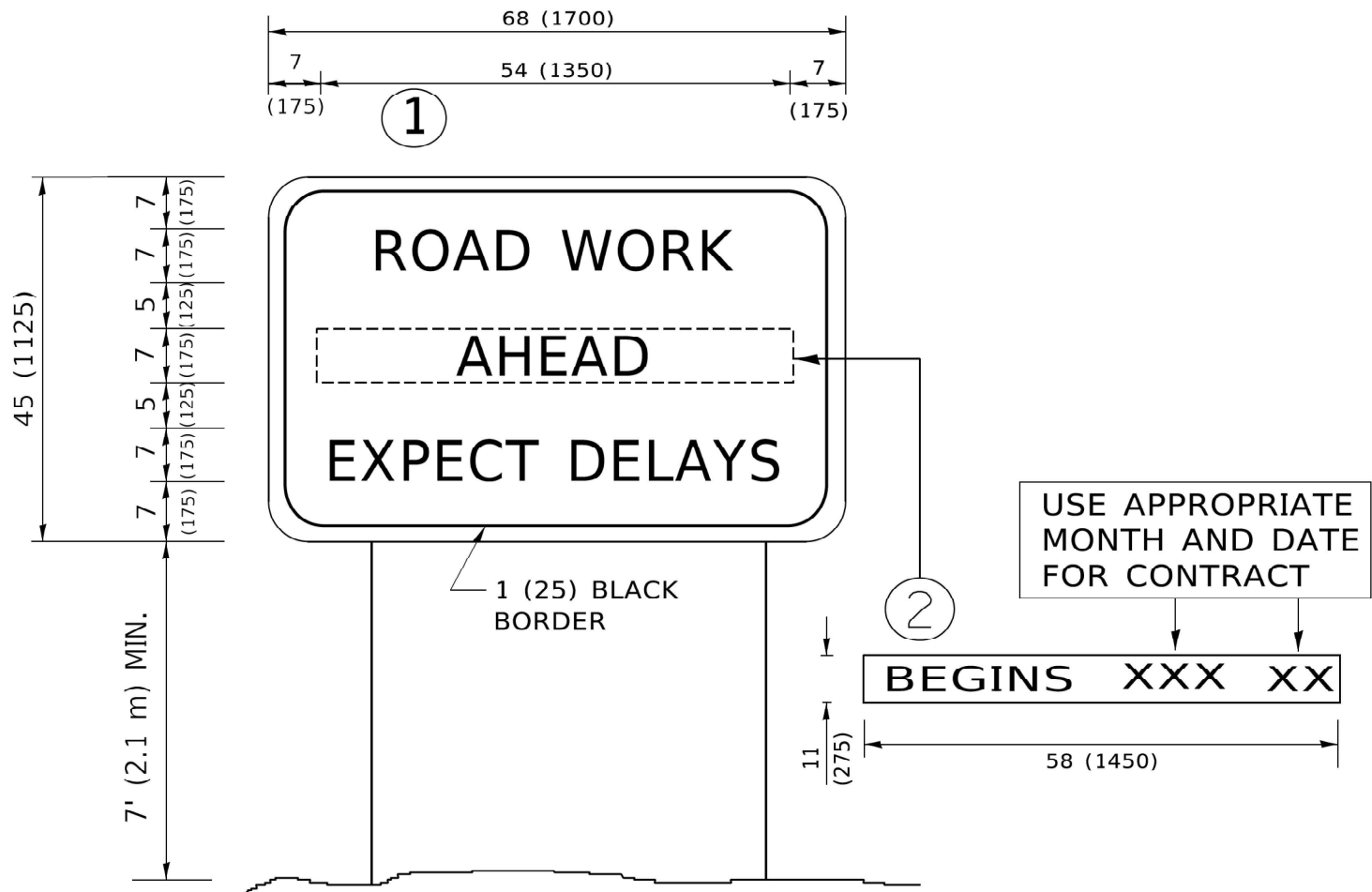
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TEMPORARY INFORMATION SIGN			
SCALE: NONE	SHEET 1	OF 1	SHEETS
STA.	TO STA.		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BJR 25	COOK	51	51
CONTRACT NO. 62Y13				
ILLINOIS FED. AID PROJECT				

Long Section Number



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.

TC-22

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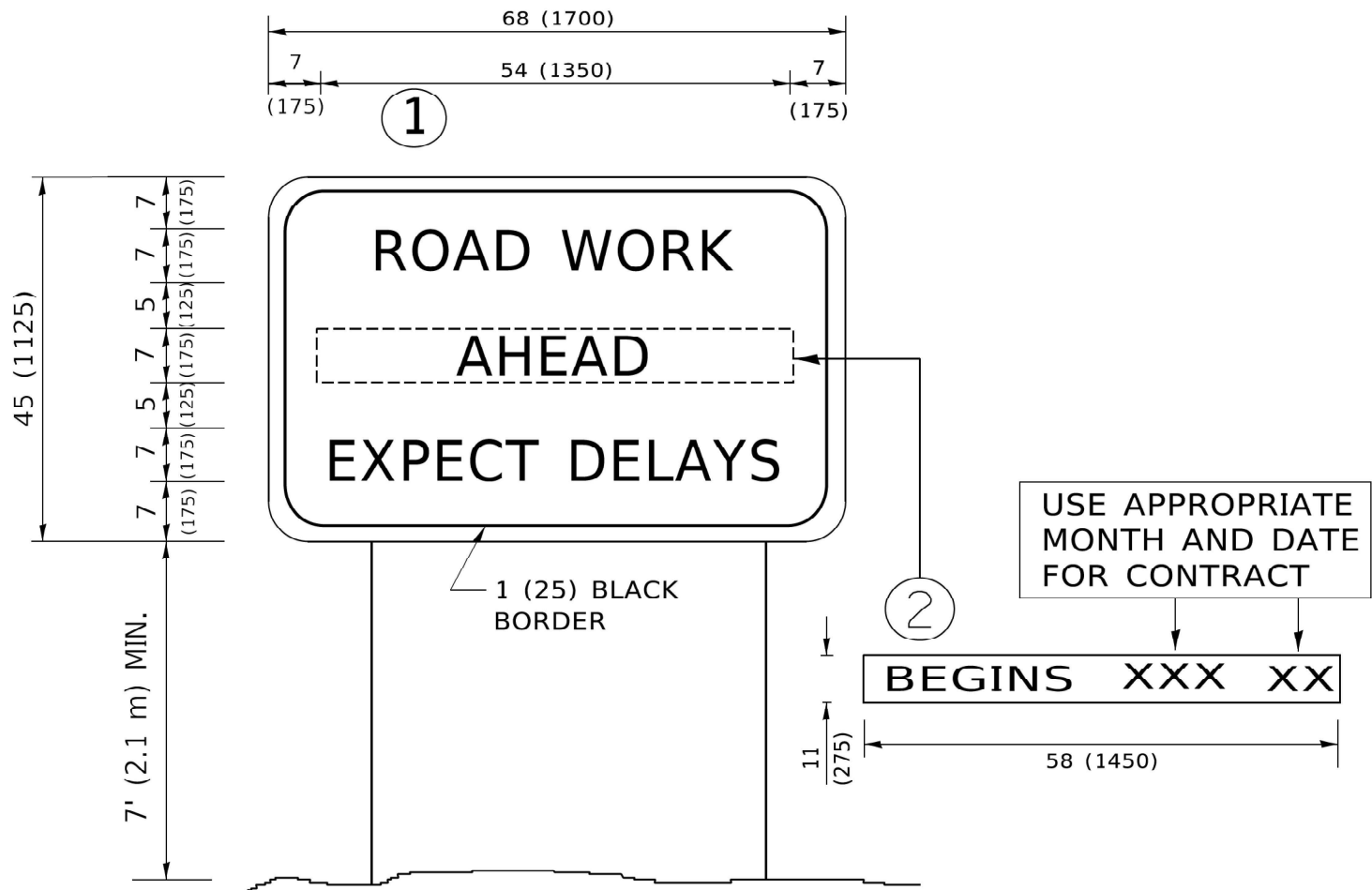
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PLOT DATE	= 8/5/2025	DATE	-	REVISED	-

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
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DISTRICT ONE ARTERIAL ROAD INFORMATION SIGN			
SCALE: NONE	SHEET 1	OF 1	SHEETS
STA.	TO STA.		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	(1293-BR) BDR, BJR 25	COOK	51	51A
CONTRACT NO. 62Y13				
ILLINOIS FED. AID PROJECT				

Long Section Number



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.

