09-20-2024 LETTING ITEM 008

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	1
	ILLINOIS	CONTRACT NO. 62T37		

* 67 + 2 = 69 TOTAL SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FAU ROUTE 1332 A OAKTON STREET
OVER DES PLAINES RIVER
SECTION: FAU 1332 A 22 BJ
PROJECT: BR-513V (749)
BRIDGE DECK OVERLAY AND BRIDGE REPAIRS
COOK COUNTY

C-91-344-22

D-91-290-22

LOCATION OF SECTION INDICATED THUS: ▪

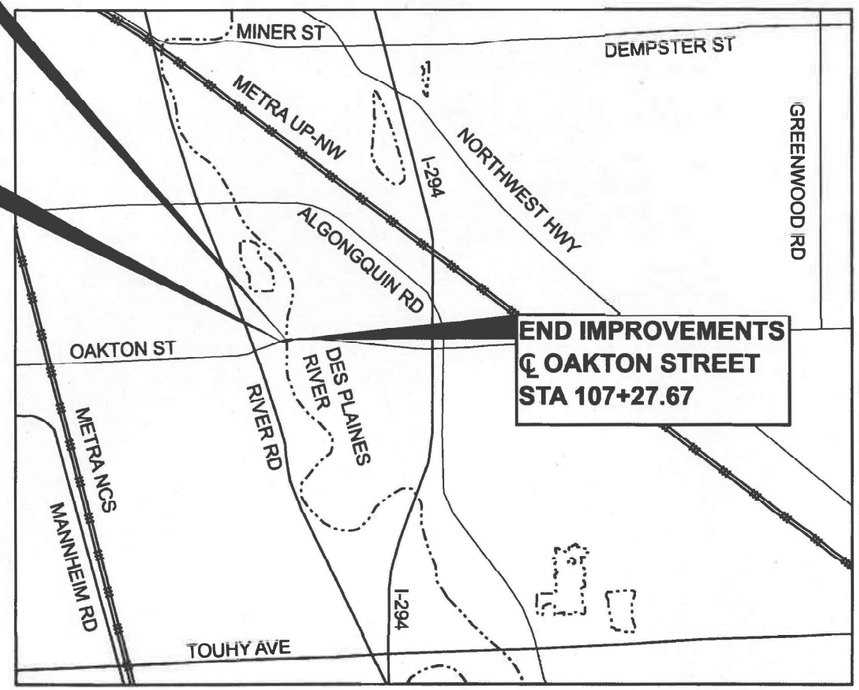
PROJECT LOCATION
OAKTON STREET
OVER DES PLAINES RIVER
SN 016-2601
STA 105+73.96

BEGIN IMPROVEMENTS
℄ OAKTON STREET
STA 103+93.29

END IMPROVEMENTS
℄ OAKTON STREET
STA 107+27.67

R 12 E

T 41 N



MAINE TOWNSHIP
LOCATION MAP
N.T.S.

GROSS LENGTH = 334.38 FT. = 0.063 MILE
NET LENGTH = 334.38 FT. = 0.063 MILE

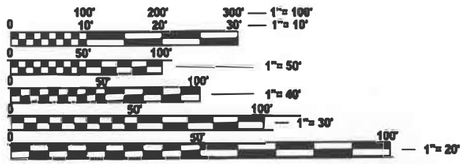
FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR LIST OF APPLICABLE HIGHWAY STANDARDS SEE SHEET 2

PROJECT LOCATED IN CITY OF DES PLAINES

TRAFFIC DATA-OAKTON STREET

2022 ADT: 18,200
POSTED SPEED LIMIT: 35 MPH
FUNCTIONAL CLASSIFICATION:
MINOR ARTERIAL



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

CONTRACT NO. 62T37

ATLAS ENGINEERING GROUP, LTD.
Date: 08-14-2024
BEHZAD AMINI
Expires: 11-30-2025
Sheet No.: 1-22

ATLAS ENGINEERING GROUP, LTD.
Date: 08-14-2024
RAMIN HAMEDI
Expires: 11-30-2025
Sheet No.: 2,3,37

AEG ATLAS ENGINEERING GROUP, LTD.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED June 25 20 24

REGIONAL ENGINEER

August 16, 2024

ENGINEER OF DESIGN AND ENVIRONMENT

August 16, 2024

13
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV-SEP

INDEX OF SHEETS

HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
631006-08	TRAFFIC BARRIER TERMINAL, TYPE 1B
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≤ 40 MPH
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-09	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

HOT–MIX ASPHALT MIXTURE TABLE

MIXTURE TYPE:	AIR VOIDS @ NDES	QUALITY MANAGEMENT PROGRAM (QMP)
BUTT JOINT AND APPROACH PAVEMENT OVERLAY		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 1-3/4"	4% @ 70 GYR	QC/QA
QMP DESIGNATION: QUALITY CONTOL AND ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

MIXTURE REQUIREMENT NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

GENERAL NOTES

1. EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITY AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES.
2. MEADE ELECTRIC COMPANY, THE IDOT DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR, LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES, CALL 773-287-7672 FOR THE INITIAL LOCATE. REQUEST FOR LOCATES OF PREVIOUSLY MARKED FACILITIES MAY BE AT THE CONTRACTOR'S EXPENSE.
3. IN ADDITIONAL TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND AERIALS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
5. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
6. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
7. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION 11/G/1/ THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
8. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@LLLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
9. THE RESIDENT ENGINEER SHALL CONTACT FADI SULTAN, AREA TRAFFIC FIELD ENGINEER, AT FADI.SULTAN@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
10. THE DEPARTMENT HAS DETERMINED THAT IN STREAM WORK IS NOT REQUIRED FOR THE WORK SPECIFIED IN THIS CONTRACT. THE DEPARTMENT HAS NOT OBTAINED A USACE PERMIT. IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING AN USACE PERMIT, IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPOSE USACE PERMITS. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO SECURE AND COMPLY WITH A USACE PERMIT FOR CONTRACTOR'S ACTIVITIES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
11. THE CONTRACTOR SHALL USE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
12. SAW CUTTING PRIOR TO ANY REMOVAL ITEMS NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS BEING REMOVED.
13. FOR WORK OUTSIDE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT SHALL BE EPOXY COATED UNLESS NOTED ON THE PLANS.
14. RAISED REFLECTIVE PAVEMENT MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS-RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN PLAN.
15. OAKTON STREET CENTERLINE IS RECREATED FROM AS-BUILT PLANS AND IS FOR INFORMATION ONLY.
16. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTER BY THE ENGINEER.
17. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION AND ORDERING MATERIALS.
18. THE CITY OF DES PLAINES SHALL BE NOTIFIED 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
19. ALL SHORT TERM PAVEMENT MARKINGS ON THE FINAL WEARING SURFACES SHALL BE TYPE IV TAPE.
20. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
21. PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE AND SELECTIVE CLEARING SHALL BE DONE PRIOR TO CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL CONTACT IDOT ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 ONE WEEK PRIOR TO STARTING WORK TO VERIFY FORESTRY LAYOUT
22. ACCESS TO MULTI-USE PATH ON NORTH SIDE OF BRIDGE TO BE MAINTAINED DURING CONSTRUCTION. SOUTH SIDE SIDEWALK TO BE CLOSED DURING REMOVAL AND INSTALLATION OF JOINTS.
23. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO PROTECT THE PEDESTRIANS AND BICYCLISTS IN THE WORK ZONE BY PLACING CONSTRUCTION DRUMS DELINEATING THE PATHS VISIBLE TO THEM DURING THE CONSTRUCTION.

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AEG ATLAS ENGINEERING GROUP, LTD.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER DES PLAINES RIVER
INDEX OF SHEETS, IDOT HWY STD, HMA MIX TABLE & GENERAL NOTES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	2
		CONTRACT NO. 62T37		
	ILLINOIS FED. AID PROJECT			

REV-SEP

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 80% FED 20% STATE BRIDGE 0059 URBAN
	28000400	PERIMETER EROSION BARRIER	FOOT	221	221
	28000510	INLET FILTERS	EACH	20	20
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	384	384
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	442	442
	40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	84	84
	50102400	CONCRETE REMOVAL	CU YD	18.2	18.2
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	20.6	20.6
	50300300	PROTECTIVE COAT	SQ YD	1,368	1,368
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	2,810	2,810
	50800515	BAR SPLICERS	EACH	48	48
	52000110	PREFORMED JOINT STRIP SEAL	FOOT	137	137
	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1
	67100100	MOBILIZATION	L SUM	1	1
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	138	138
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	630	630
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	4,042	4,042
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	10,174	10,174
	70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	46	46
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	837.5	837.5
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	850	850
	70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2
	70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	3	3
**	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	37	37
**	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	4,254	4,254
**	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	272	272
**	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	163	163
**	78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7"	FOOT	120	120
**	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1,209	1,209
**	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	6	6

* - SPECIAL PROVISIONS

** - SPECIALTY ITEMS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	3
		CONTRACT NO. 62T37		
		ILLINOIS	FED. AID PROJECT	

REV-SEP

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 80% FED 20% STATE BRIDGE 0059 URBAN
**	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	94	94
**	78011040	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	120	120
**	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	5	5
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	8	8
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	2,214	2,214
*	K1004595	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	L SUM	1	1
*	X5030539	FLOOR DRAINS TO BE CLEANED	EACH	13	13
*	X0326766	CLEAN & RESEAL RELIEF JOINT	FOOT	128	128
*	X0327638	STREAM GAUGE	EACH	1	1
*	X2010516	SELECTIVE CLEARING	UNIT	2	2
*	X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1,278	1,278
*	X6333500	TRAFFIC BARRIER TERMINAL REMOVAL	EACH	1	1
*	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12
*	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 80% FED 20% STATE BRIDGE 0059 URBAN
*	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	108	108
*	X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	108	108
*	Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	42	42
*	Z0006016	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES	SQ YD	1,318	1,318
*	Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	1,318	1,318
*	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
*	Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	2	2
*	Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	1,361	1,361
*	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	67.1	67.1
	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1	1
*	Z0052000	REPAIR STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	50	50

* - SPECIAL PROVISIONS

** - SPECIALTY ITEMS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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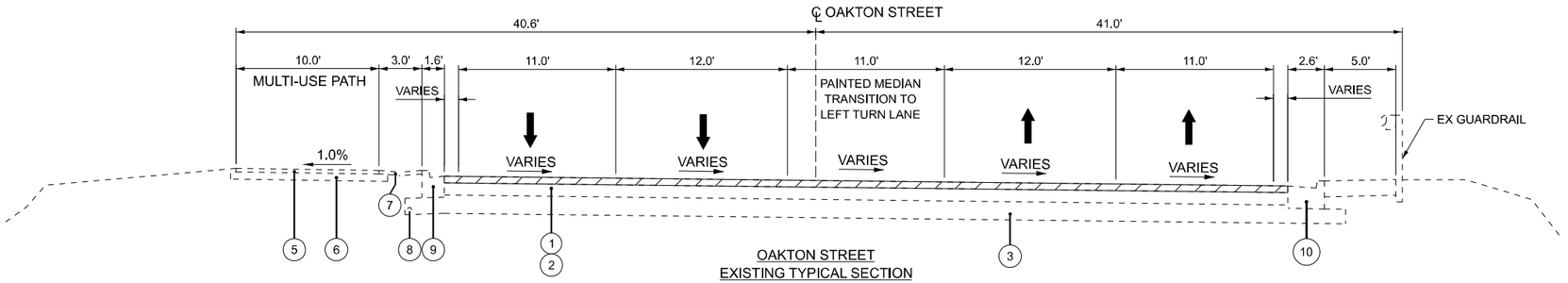
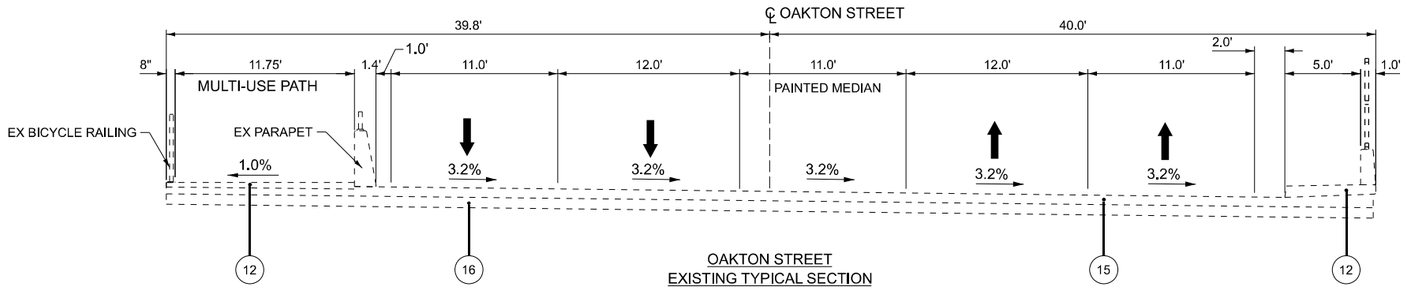
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		

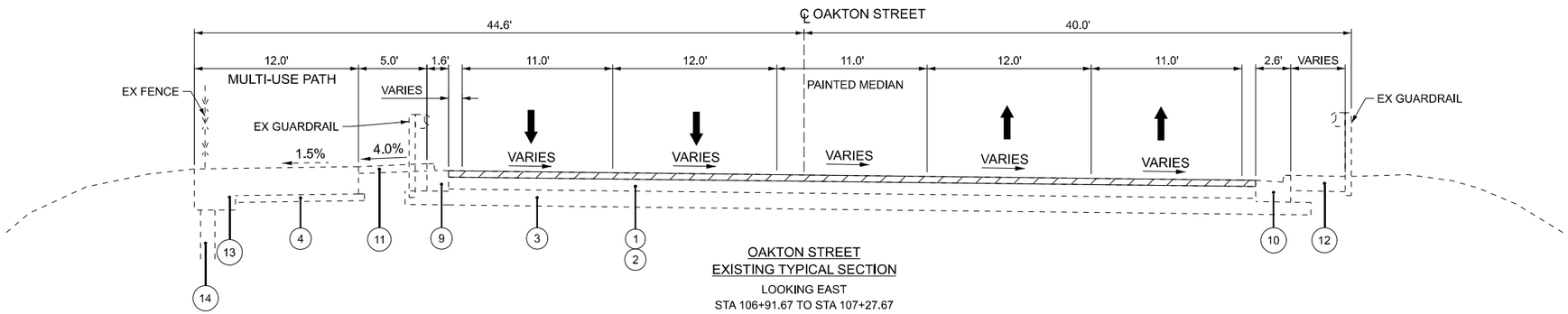
REV-SEP



OAKTON STREET
EXISTING TYPICAL SECTION
LOOKING EAST
STA 103+93.29 TO STA 104+28.29



OAKTON STREET
EXISTING TYPICAL SECTION
LOOKING EAST
STA 104+28.29 TO STA 104+58.40
STA 104+58.40 TO STA 106+62.10 - BRIDGE OMISSION
STA 106+62.10 TO STA 106+91.67



OAKTON STREET
EXISTING TYPICAL SECTION
LOOKING EAST
STA 106+91.67 TO STA 107+27.67

EXISTING LEGEND

	BUTT-JOINT REMOVAL (SEE BD-32), VARIABLE DEPTH
1	EXISTING HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
2	EXISTING POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, 3/4"
3	EXISTING AGGREGATE SUBGRADE IMPROVEMENT, 12"
4	EXISTING AGGREGATE BASE COURSE, 4"
5	EXISTING HOT-MIX ASPHALT SURFACE COURSE, 3"
6	EXISTING AGGREGATE BASE COURSE, 6"
7	EXISTING TOPSOIL / GRASS
8	EXISTING PIPE UNDERDRAINS, 4"
9	EXISTING COMBINATION CURB & GUTTER, TYPE B-6.12
10	EXISITNG COMBINATION CURB & GUTTER, TYPE B-6.24
11	EXISTING HMA SHOULDER 3"
12	EXISTING SIDEWALK
13	EXISTING CIP WALL CAP
14	EXISTING RETAINING WALL
15	EXISTING PCC APPROACH PAVEMENT
16	EXISTING APPROACH SUBGRADE

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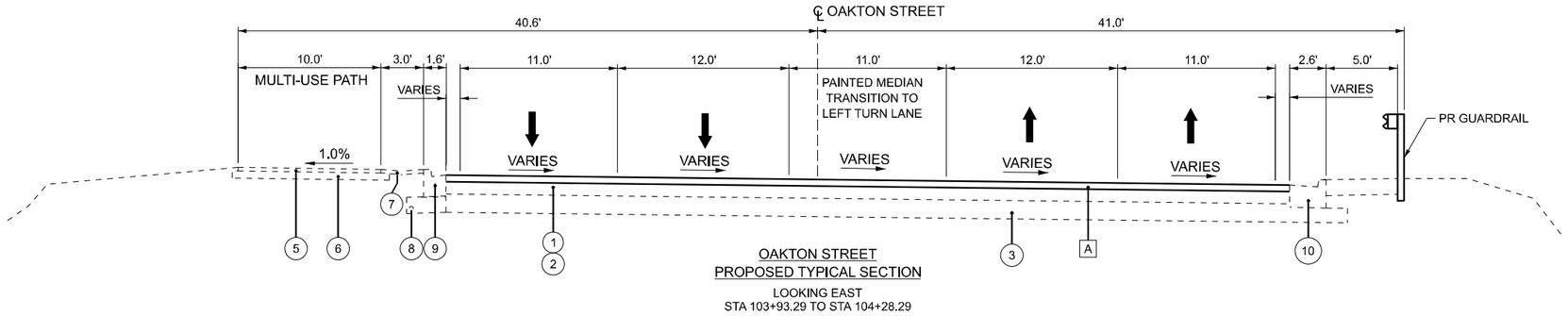
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

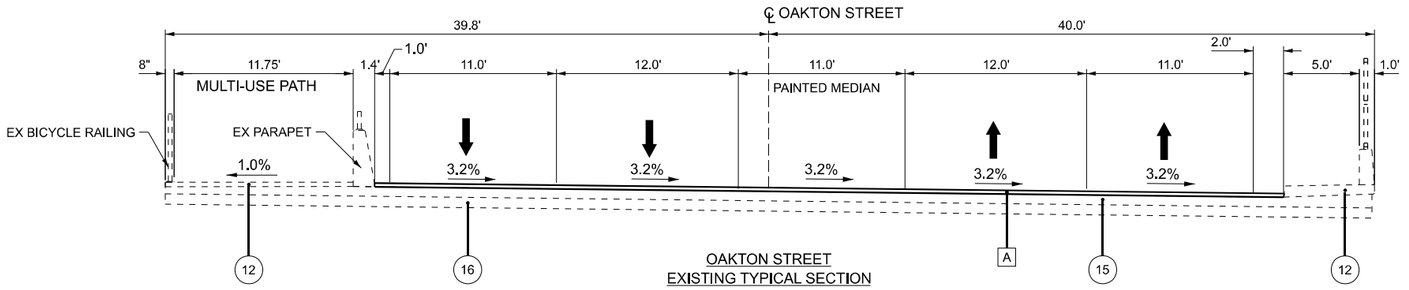
OAKTON STREET OVER DES PLAINES RIVER
TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 1 OF 2 SHEETS | STA. | TO STA.

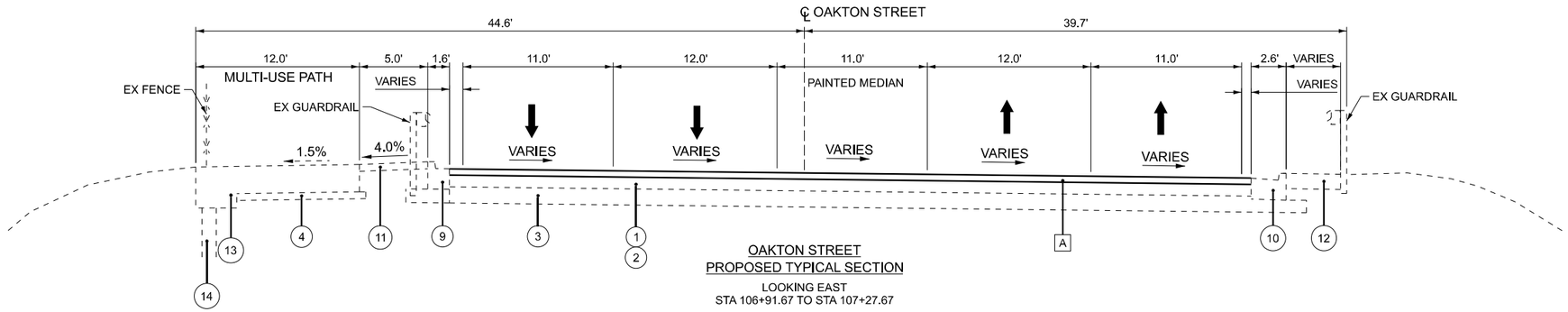
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	5
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		



OAKTON STREET
PROPOSED TYPICAL SECTION
LOOKING EAST
STA 103+93.29 TO STA 104+28.29



OAKTON STREET
EXISTING TYPICAL SECTION
LOOKING EAST
STA 104+28.29 TO STA 104+58.40
STA 104+58.40 TO STA 106+62.10 - BRIDGE OMISSION
STA 106+62.10 TO STA 106+91.67



OAKTON STREET
PROPOSED TYPICAL SECTION
LOOKING EAST
STA 106+91.67 TO STA 107+27.67

PROPOSED LEGEND

A	1 3/4" HOT-MIX ASPHALT SURFACE COURSE, IL-9.5 MIX"D", N70

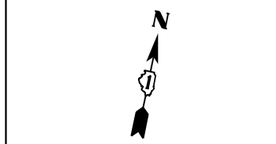
EXISTING LEGEND

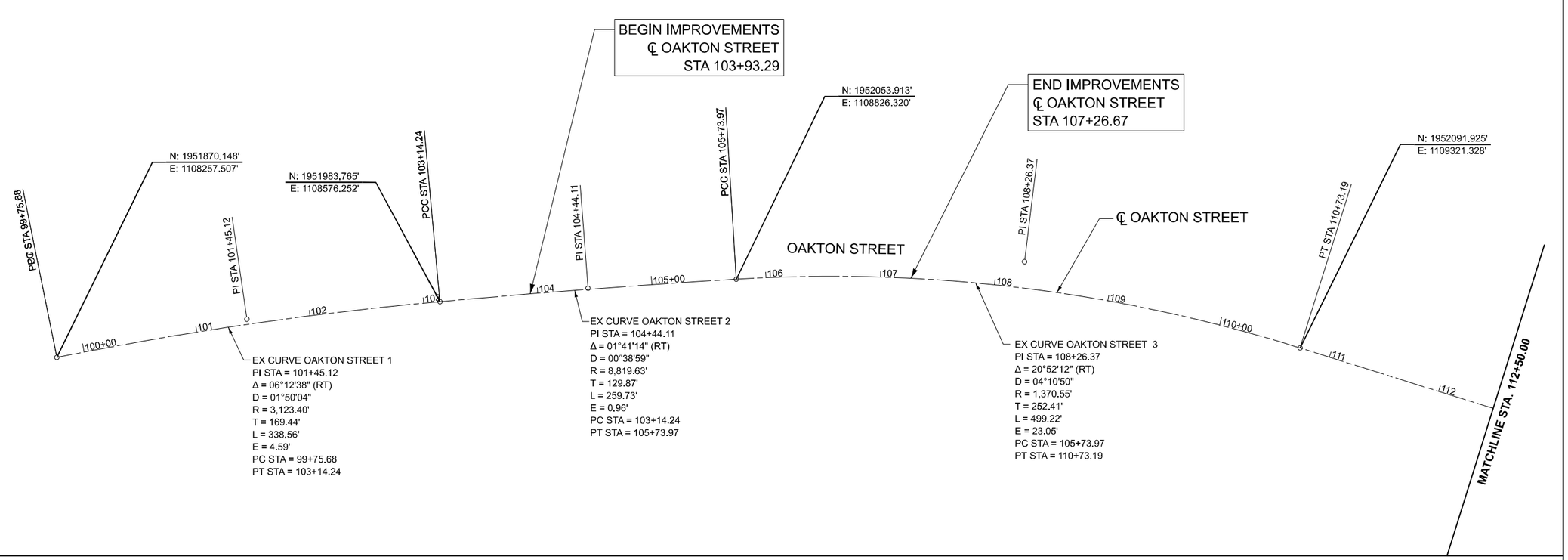
1	EXISTING HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
2	EXISTING POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, 3/4"
3	EXISTING AGGREGATE SUBGRADE IMPROVEMENT, 12"
4	EXISTING AGGREGATE BASE COURSE, 4"
5	EXISTING HOT-MIX ASPHALT SURFACE COURSE, 3"
6	EXISTING AGGREGATE BASE COURSE, 6"
7	EXISTING TOPSOIL / GRASS
8	EXISTING PIPE UNDERDRAINS, 4"
9	EXISTING COMBINATION CURB & GUTTER, TYPE B-6.12
10	EXISITNG COMBINATION CURB & GUTTER, TYPE B-6.24
11	EXISTING HMA SHOULDER 3"
12	EXISTING SIDEWALK
13	EXISTING CIP WALL CAP
14	EXISTING RETAINING WALL
15	EXISTING PCC APPROACH PAVEMENT
16	EXISTING APPROACH SUBGRADE

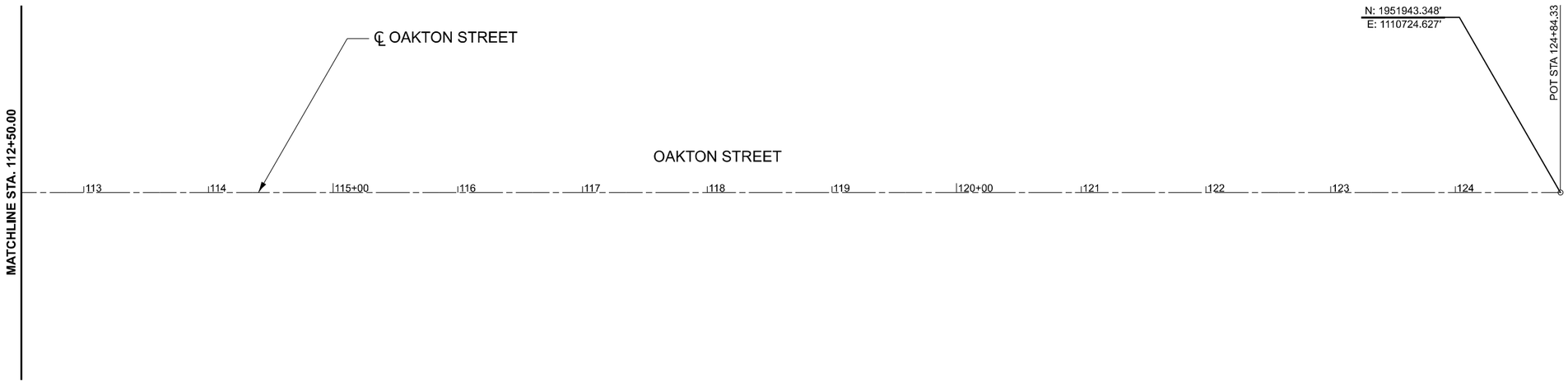
MODEL:
FILE NAME: pw://mb-us-pw.bentley.com:mb-us-pw-03/Documents/Chicago_IL/01_Projects/D1_IDOT_Var_DEservs_PTB208_005/W03 - 1982953.0 Deliverables/3.3 CADD Data/Sheets/D162T37-PrTypicals.dgn

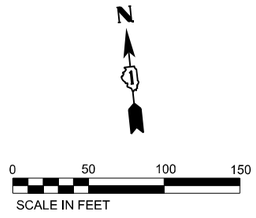
AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME = nappelt	DESIGNED - NKA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OAKTON STREET OVER DES PLAINES RIVER TYPICAL SECTIONS
		DRAWN - NKA	REVISED -		
	PLOT SCALE = 9.99998000 ' / In.	CHECKED - PK	REVISED -		
	PLOT DATE = 05/06/2024	DATE - 05/06/2024	REVISED -		SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	6
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		









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AEG ATLAS ENGINEERING GROUP, LTD.

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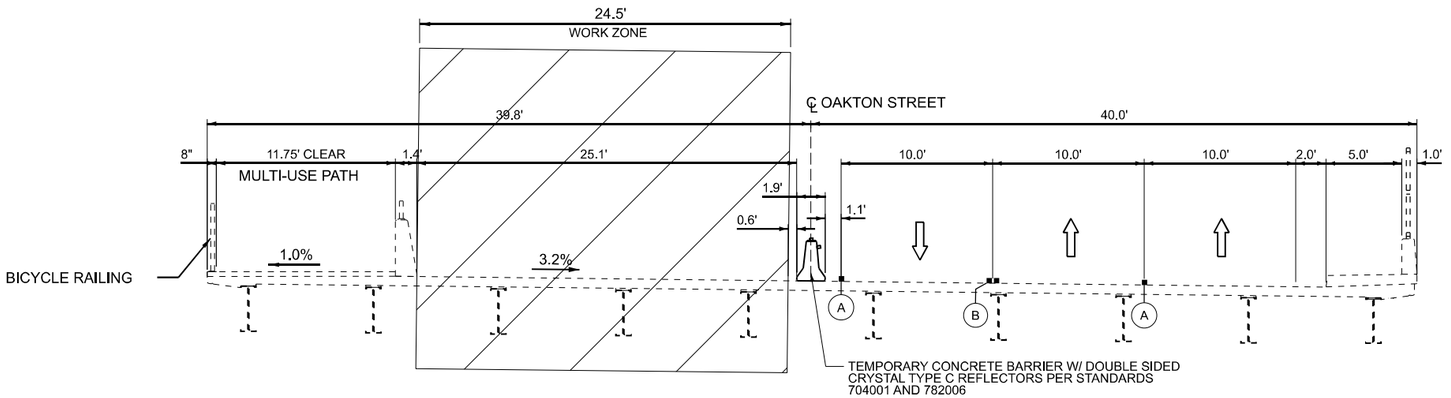
	DRAWN - NKA	REVISED -	
PLOT SCALE = 99.99980000 ' / in.	CHECKED - PK	REVISED -	
PLOT DATE = 05/06/2024	DATE - 05/06/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

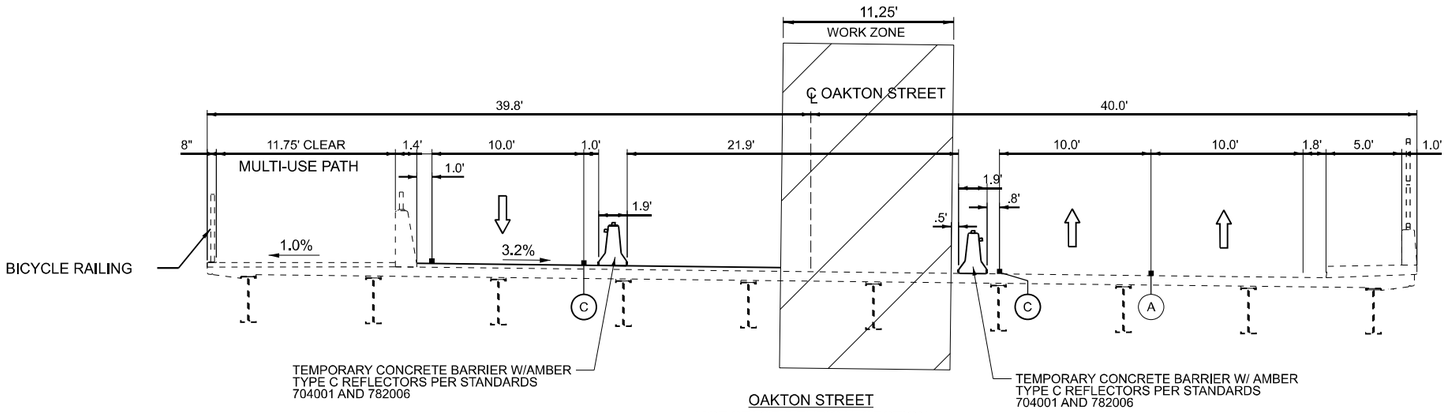
OAKTON STREET OVER DES PLAINES RIVER
ALIGNMENT

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 99+75.68 | TO STA. 124+84.32

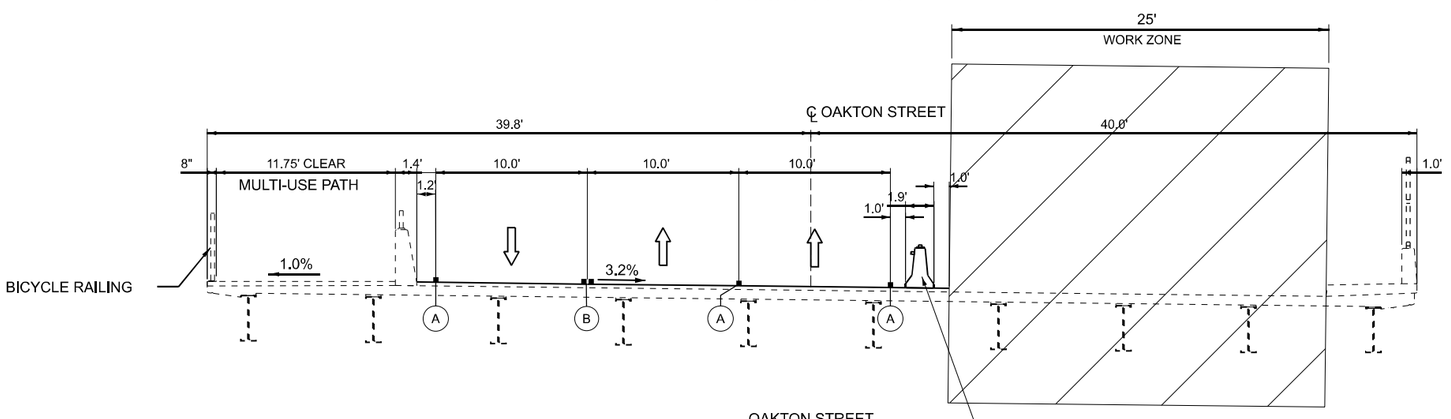
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	7
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		



OAKTON STREET
MOT STAGE 1 TYPICAL SECTION
LOOKING EAST
STA 103+93.29 TO STA 107+26.67



OAKTON STREET
MOT STAGE 2 TYPICAL SECTION
LOOKING EAST
STA 103+93.29 TO STA 107+26.67



OAKTON STREET
MOT STAGE 3 TYPICAL SECTION
LOOKING EAST
STA 103+93.29 TO STA 107+26.67

LEGEND

A	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (SOLID WHITE)
B	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (DOUBLE YELLOW @ 11" C-C)
C	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (SOLID YELLOW)
	TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS PER STD. 704001 AND 782006

MOT GENERAL NOTES

1. TRAFFIC CONDITIONS, CRASHES, AND OTHER UNFORSEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
2. THE MAINTENANCE OF TRAFFIC PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THE CONTRACT. THE CONTRACTOR MAY MODIFY THE MAINTENANCE OF TRAFFIC PLANS TO MEET CONSTRUCTION NEEDS, BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.
3. THE CONTRACTOR SHALL REMOVE ALL TEMPORARY OR EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE STAGING. REMOVAL OF TEMPORARY PAVEMENT MARKING LINE WILL BE PAID FOR AS TEMPORARY PAVEMENT MARKING REMOVAL, REMOVAL OF EXISTING PAVEMENT MARKING ON PAVEMENT TO REMAIN WILL BE PAID FOR AS PAVEMENT MARKING REMOVAL - WATER BLASTING.
4. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PAVEMENT MARKING TAPE TYPE IV.
5. ALL SIGNAGE TO BE IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). THE CONTRACTOR SHALL REMOVE OR COVER ALL EXISTING SIGNS THAT CONFLICT WITH OR DO NOT APPLY TO THE REVISED TRAFFIC PATTERNS AND SHALL RESTORE THE SIGNS AT THE END OF CONSTRUCTION AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE TRAFFIC CONTROL AND PROTECTION (SPECIAL).
6. EXISTING RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS WITHIN MAINTENANCE OF TRAFFIC LIMITS AND OUTSIDE OF CONSTRUCTION LIMITS SHALL BE REMOVED PRIOR TO CONSTRUCTION AND REPLACED AT END OF ALL STAGES OF CONSTRUCTION. FINAL LIMITS OF REFLECTOR REPLACEMENT TO BE DETERMINED BY THE ENGINEER.
7. DURING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO AVOID ANY CONSTRUCTION DEBRIS FROM ENCROACHING INTO TRAVEL LANES.
8. PEDESTRIAN ACCESS SHALL BE MAINTAINED AT ALL TIMES. ANY TEMPORARY SIGNAGE, TEMPORARY ACCESS PATHS, OR OTHER ITEMS NEEDED TO REROUTE PEDESTRIAN TRAFFIC AROUND WORK ZONES SHALL BE APPROVED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE OF TRAFFIC CONTROL AND PROTECTION (SPECIAL)
9. BEFORE INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 1-800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GASS FACILITIES.
10. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL TRAFFIC STAGE CHANGES ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN 2 WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGN LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
11. WORK ZONE SPEED LIMIT IS 35 MPH.

CONSTRUCTION STAGING

STAGE 1 NORTH SIDE OF OAKTON CONSTRUCTION

1. SHIFT TRAFFIC AS SHOWN ON THE MAINTENANCE OF TRAFFIC STAGE 1 SHEETS.
2. PLACE AND MAINTAIN SEDIMENT AND EROSION CONTROL MEASURES PER THE EXISTING AND REMOVAL PLAN AND AS DIRECTED BY THE ENGINEER.
3. CONSTRUCT PROPOSED BRIDGE, APPROACH SLAB, AND ROADWAY IMPROVEMENTS ON NORTH SIDE OF OAKTON STREET AS SHOWN IN ROADWAY AND STRUCTURAL PLANS.

STAGE 2 MEDIAN OF OAKTON CONSTRUCTION

1. SHIFT TRAFFIC AS SHOWN ON THE MAINTENANCE OF TRAFFIC STAGE 2 SHEETS.
2. CONSTRUCT PROPOSED BRIDGE, APPROACH SLAB, AND ROADWAY IMPROVEMENTS ON MEDIAN OF OAKTON STREET AS SHOWN IN ROADWAY AND STRUCTURAL PLANS.

STAGE 3 SOUTH SIDE OF OAKTON CONSTRUCTION

1. SHIFT TRAFFIC AS SHOWN ON THE MAINTENANCE OF TRAFFIC STAGE 3 SHEETS.
2. CONSTRUCT PROPOSED BRIDGE, APPROACH SLAB, AND ROADWAY IMPROVEMENTS ON SOUTH SIDE OF OAKTON STREET AS SHOWN IN ROADWAY AND STRUCTURAL PLANS.

FINAL WRAP-UP CONSTRUCTION

1. PLACE FINAL PAVEMENT MARKINGS AND RE-INSTALL EXISTING PAVEMENT MARKER REFLECTORS.
2. COMPLETE REMAINING PUNCH LIST ITEMS.

MODEL: MOT Typicals [Sheet]
FILE NAME: c:\users\public\mbpw\3\d0158160\D162737-MOT-Typicals.dgn

AEG ATLAS ENGINEERING GROUP, LTD.

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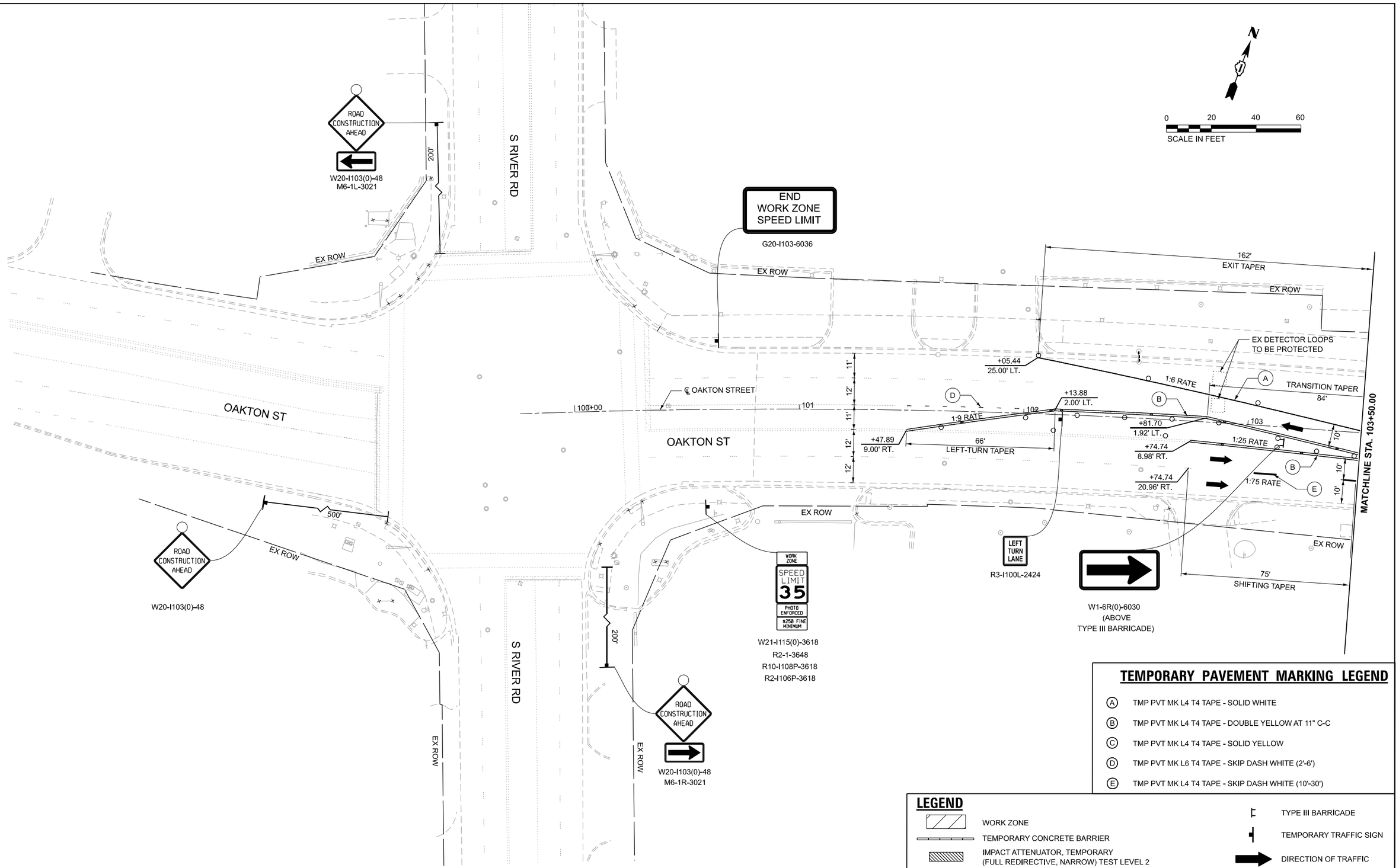
		DRAWN - NKA		REVISED -	
PLOT SCALE = 9.99998000 ' / in.		CHECKED - PK		REVISED -	
PLOT DATE = 05/06/2024		DATE - 05/06/2024		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER DES PLAINES RIVER
MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 1 OF 10 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	8
		CONTRACT NO. 62T37		
	ILLINOIS FED. AID PROJECT			



TEMPORARY PAVEMENT MARKING LEGEND

- (A) TMP PVT MK L4 T4 TAPE - SOLID WHITE
- (B) TMP PVT MK L4 T4 TAPE - DOUBLE YELLOW AT 11" C-C
- (C) TMP PVT MK L4 T4 TAPE - SOLID YELLOW
- (D) TMP PVT MK L6 T4 TAPE - SKIP DASH WHITE (2'-6')
- (E) TMP PVT MK L4 T4 TAPE - SKIP DASH WHITE (10'-30')

LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULL REDIRECTIVE, NARROW) TEST LEVEL 2
- TYPE II BARRICADE OR DRUM AT 50' C-C SPACING IN TANGENT, 20' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII
- TYPE III BARRICADE
- TEMPORARY TRAFFIC SIGN
- DIRECTION OF TRAFFIC
- DIRECTION INDICATOR BARRICADE @ 25' C-C

MODEL: D162T37 - MOT Stage 01
FILE NAME: pw://mb-us-pw.bentley.com:mb-us-pw-03/Documents/Chicago_IL/01_Projects/D1_IDOT_Var_DEservs_PTB208_005/W03 - 198295/3.0 Deliverables/3.3 CADD Data/Sheets/D162T37 - MOT Stage 01A.dgn

AEG ATLAS ENGINEERING GROUP, LTD.

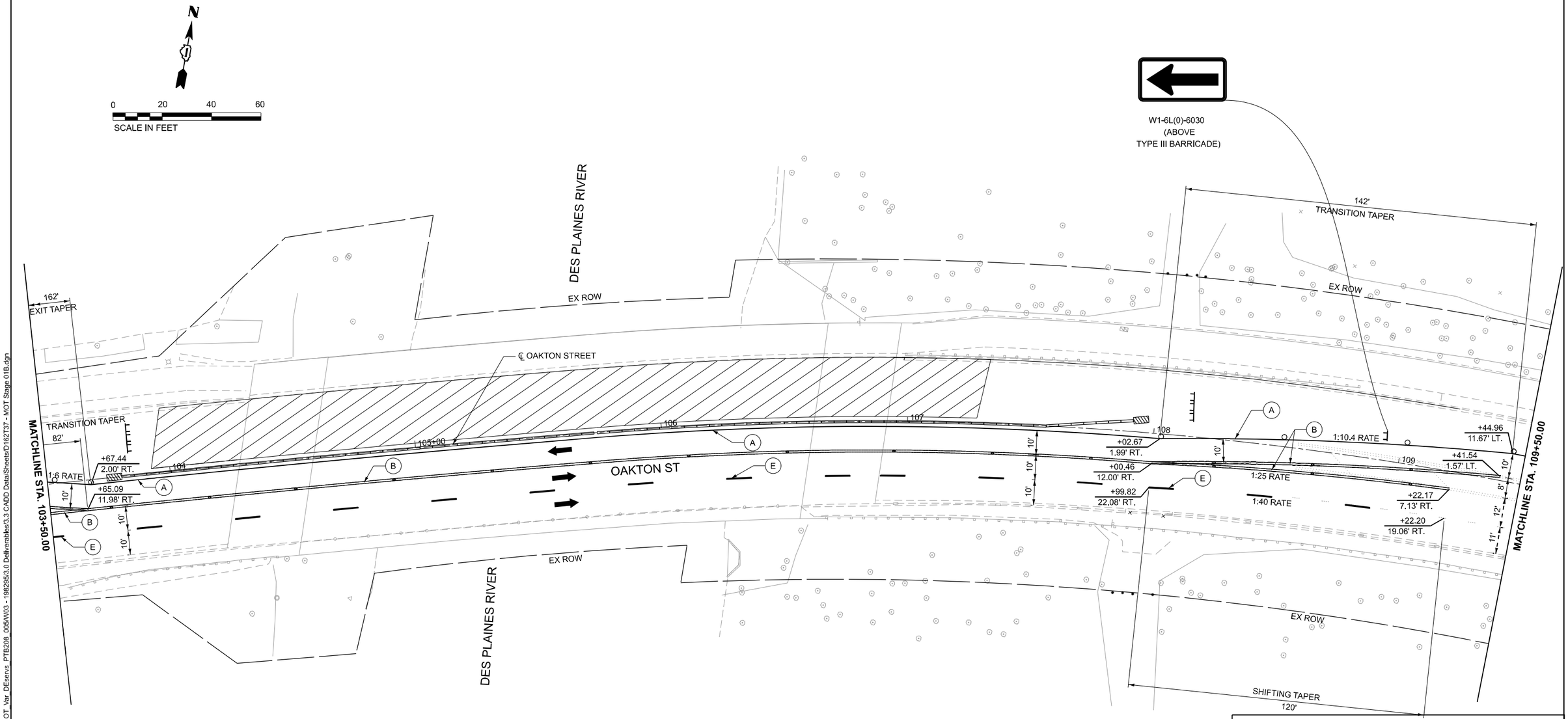
USER NAME = nappelt	DESIGNED - NKA	REVISED -	
	DRAWN - NKA	REVISED -	
PLOT SCALE = 40.00000000 ' / in.	CHECKED - PK	REVISED -	
PLOT DATE = 05/06/2024	DATE - 05/06/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER DES PLAINES RIVER
MAINTENANCE OF TRAFFIC STAGE 1

SCALE:1"=20' | SHEET 2 OF 10 SHEETS | STA. 99+75.68 | TO STA. 103+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	9
		CONTRACT NO. 62T37		
		ILLINOIS	FED. AID PROJECT	



TEMPORARY PAVEMENT MARKING LEGEND

- (A) TMP PVT MK L4 T4 TAPE - SOLID WHITE
- (B) TMP PVT MK L4 T4 TAPE - DOUBLE YELLOW AT 11" C-C
- (C) TMP PVT MK L4 T4 TAPE - SOLID YELLOW
- (D) TMP PVT MK L6 T4 TAPE - SKIP DASH WHITE (2'-6')
- (E) TMP PVT MK L4 T4 TAPE - SKIP DASH WHITE (10'-30')

LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULL REDIRECTIVE, NARROW) TEST LEVEL 2
- TYPE II BARRICADE OR DRUM AT 50' C-C SPACING IN TANGENT, 20' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII
- TYPE III BARRICADE
- TEMPORARY TRAFFIC SIGN
- DIRECTION OF TRAFFIC
- DIRECTION INDICATOR BARRICADE @ 25' C-C

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME = nappelt	DESIGNED - NKA	REVISED -
	DRAWN - NKA	REVISED -
PLOT SCALE = 40.00000000 ' / in.	CHECKED - PK	REVISED -
PLOT DATE = 05/06/2024	DATE - 05/06/2024	REVISED -

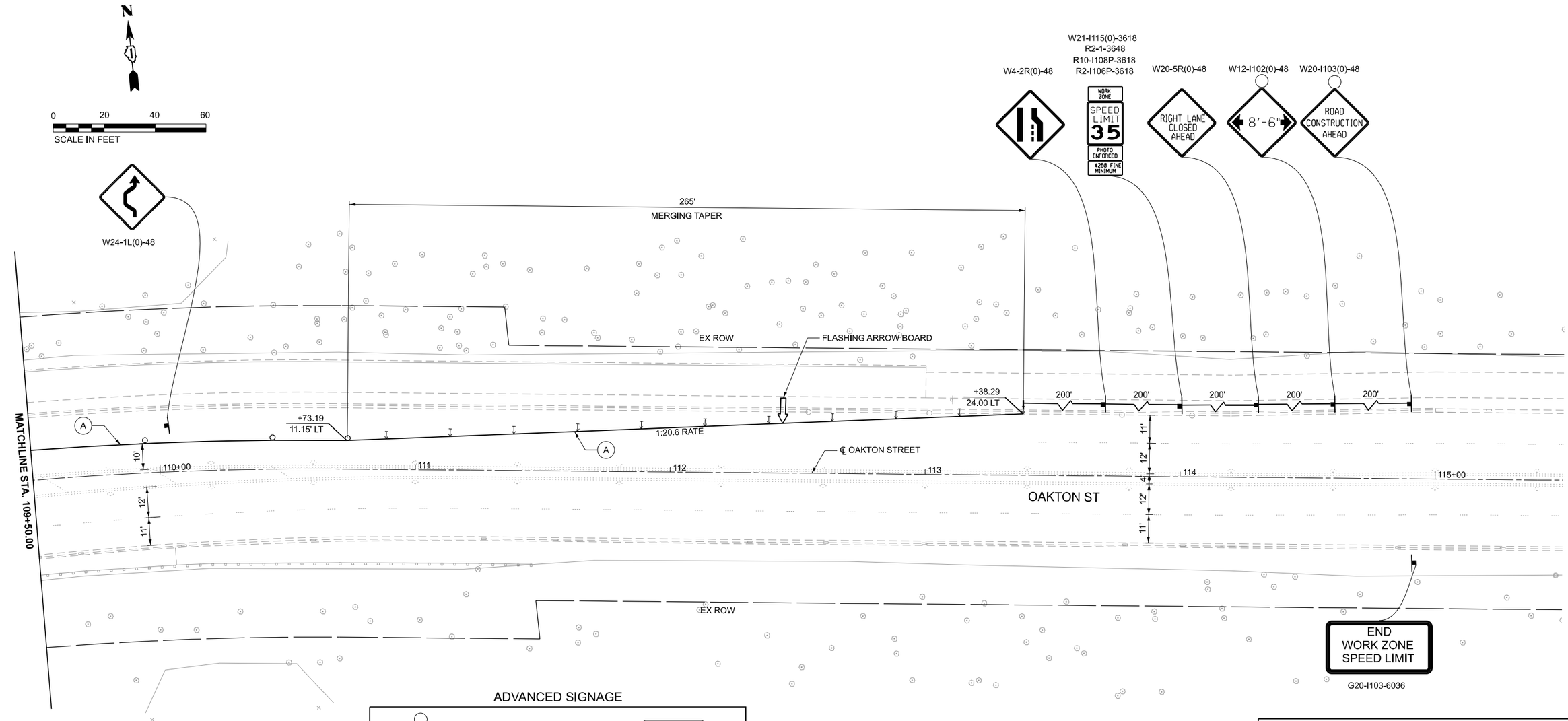
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER DES PLAINES RIVER
MAINTENANCE OF TRAFFIC STAGE 1

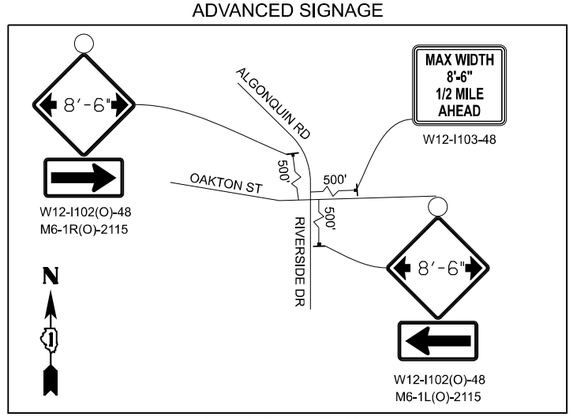
SCALE:1"=20' | SHEET 3 OF 10 SHEETS | STA. 103+50.00 | TO STA. 109+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1322 A 22 BJ	COOK	67	10
		CONTRACT NO. 62T37		
	ILLINOIS FED. AID PROJECT			

MODEL: D162T37 - MOT Stage 02
FILE NAME: pw://mh-as-pw.bentley.com:mb-us-pw-03/Documents/Chicago_IL/01_Projects/D1_IDOT_Var_DEservs_PTB208_055/W03 - 1982953.0 Deliverables/3.3 CADD Data/Sheets/D162T37 - MOT Stage 01B.dgn



ADVANCED SIGNAGE



FOR WESTBOUND TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

- (A) TMP PVT MK L4 T4 TAPE - SOLID WHITE
- (B) TMP PVT MK L4 T4 TAPE - DOUBLE YELLOW AT 11" C-C
- (C) TMP PVT MK L4 T4 TAPE - SOLID YELLOW
- (D) TMP PVT MK L6 T4 TAPE - SKIP DASH WHITE (2'-6')
- (E) TMP PVT MK L4 T4 TAPE - SKIP DASH WHITE (10'-30')

LEGEND

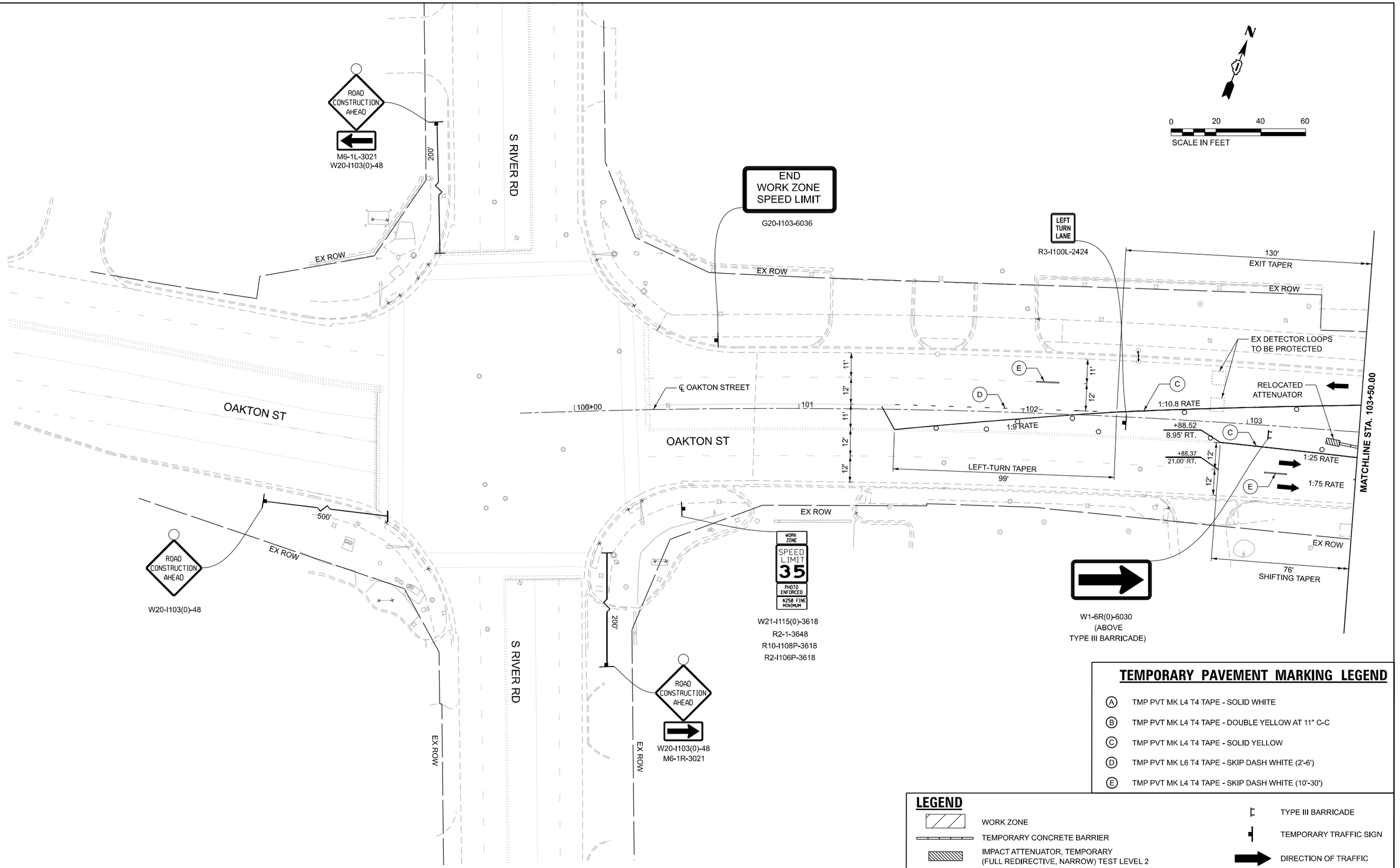
- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULL REDIRECTIVE, NARROW) TEST LEVEL 2
- TYPE II BARRICADE OR DRUM AT 50' C-C SPACING IN TANGENT, 20' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII
- TYPE III BARRICADE
- TEMPORARY TRAFFIC SIGN
- DIRECTION OF TRAFFIC
- DIRECTION INDICATOR BARRICADE @ 25' C-C

MODEL: D162T37 - MOT Stage 03
FILE NAME: pw://mh-as-pw.bentley.com:mb-us-pw-03/Documents/Chicago_IL/01_Projects/D1_IDOT_Var_DEservs_PTB208_005/W03 - 198295/3.0 Deliverables/3.3 CADD Data/Sheets/D162T37 - MOT Stage 01C.dgn

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME = nappelt	DESIGNED - NKA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OAKTON STREET OVER DES PLAINES RIVER MAINTENANCE OF TRAFFIC STAGE 1
	DRAWN - NKA	REVISED -		
PLOT SCALE = 40.00000000 ' / in.	CHECKED - PK	REVISED -		SCALE: 1"=20' SHEET 4 OF 10 SHEETS STA. 109+50.00 TO STA. 115+50.00
PLOT DATE = 05/06/2024	DATE - 05/06/2024	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	11
		CONTRACT NO. 62T37		
	ILLINOIS FED. AID PROJECT			



TEMPORARY PAVEMENT MARKING LEGEND

- (A) TMP PVT MK L4 T4 TAPE - SOLID WHITE
- (B) TMP PVT MK L4 T4 TAPE - DOUBLE YELLOW AT 11" C-C
- (C) TMP PVT MK L4 T4 TAPE - SOLID YELLOW
- (D) TMP PVT MK L6 T4 TAPE - SKIP DASH WHITE (2'-6')
- (E) TMP PVT MK L4 T4 TAPE - SKIP DASH WHITE (10'-30')

LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULL REDIRECTIVE, NARROW) TEST LEVEL 2
- TYPE II BARRICADE OR DRUM AT 50' C-C SPACING IN TANGENT, 20' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII
- TYPE III BARRICADE
- TEMPORARY TRAFFIC SIGN
- DIRECTION OF TRAFFIC
- DIRECTION INDICATOR BARRICADE @ 25' C-C

MODEL: MOT Stage 2 NB - MOT Stage 02A
FILE NAME: pw://mt-us-pw.bentley.com:mb-us-pw-03/Documents/Chicago_IL/01_Projects/D1_IDOT_Var_DEservs_PTB208_005/W03 - 198295/3.0 Deliverables/3.3 CADD Data/Sheets/D1627137-MOT Stage 2 NB - MOT Stage 02A.dgn

AEG ATLAS ENGINEERING GROUP, LTD.

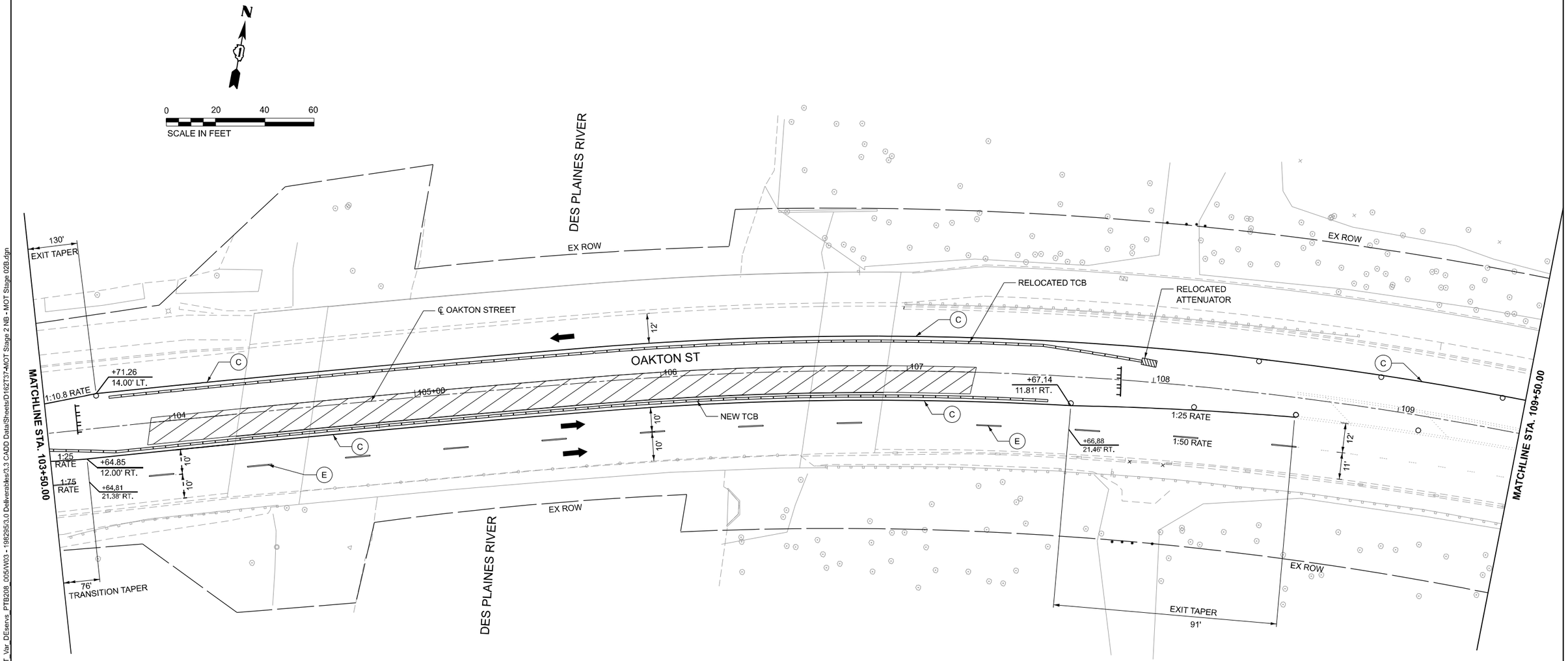
USER NAME	= nappelt	DESIGNED	- NKA	REVISED	-
		DRAWN	- NKA	REVISED	-
PLOT SCALE	= 40.00000000 ' / in.	CHECKED	- PK	REVISED	-
PLOT DATE	= 05/06/2024	DATE	- 05/06/2024	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER DES PLAINES RIVERS
MAINTENANCE OF TRAFFIC STAGE 2

SCALE:1"=20' | SHEET 5 OF 10 SHEETS | STA. 99+75.68 | TO STA. 103+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	12
		CONTRACT NO. 62T37		
		ILLINOIS	FED. AID PROJECT	



TEMPORARY PAVEMENT MARKING LEGEND

- (A) TMP PVT MK L4 T4 TAPE - SOLID WHITE
- (B) TMP PVT MK L4 T4 TAPE - DOUBLE YELLOW AT 11" C-C
- (C) TMP PVT MK L4 T4 TAPE - SOLID YELLOW
- (D) TMP PVT MK L6 T4 TAPE - SKIP DASH WHITE (2'-6')
- (E) TMP PVT MK L4 T4 TAPE - SKIP DASH WHITE (10'-30')

LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULL REDIRECTIVE, NARROW) TEST LEVEL 2
- TYPE II BARRICADE OR DRUM AT 50' C-C SPACING IN TANGENT, 20' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII
- TYPE III BARRICADE
- TEMPORARY TRAFFIC SIGN
- DIRECTION OF TRAFFIC
- DIRECTION INDICATOR BARRICADE @ 25' C-C

MODEL: MOT Stage 2 NB - MOT Stage 02B
FILE NAME: pw://mb-us-pw.bentley.com:mb-us-pw-03/Documents/Chicago_IL/01_Projects/D1_IDOT_Var_DEservs_PTB208_005/W03 - 1982953.0 Deliverables/3.3 CADD Data/Sheets/D162737-MOT Stage 2 NB - MOT Stage 02B.dgn

AEG ATLAS ENGINEERING GROUP, LTD.

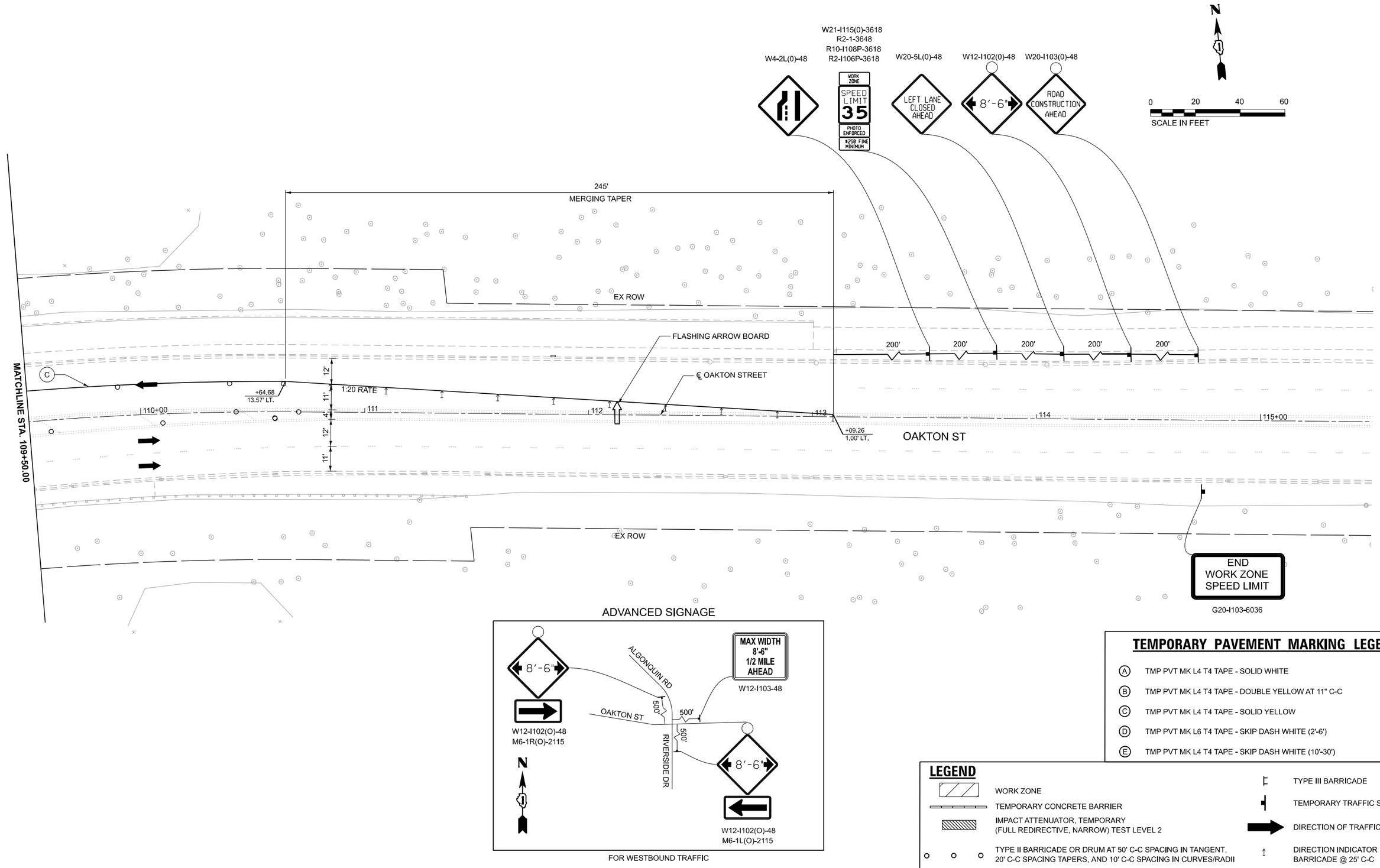
USER NAME = nappelt	DESIGNED - NKA	REVISED -
	DRAWN - NKA	REVISED -
PLOT SCALE = 40.00000000 ' / in.	CHECKED - PK	REVISED -
PLOT DATE = 05/06/2024	DATE - 05/06/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER DES PLAINES RIVER
MAINTENANCE OF TRAFFIC STAGE 2

SCALE:1"=20' | SHEET 6 OF 10 SHEETS | STA. 103+50.00 | TO STA. 109+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	13
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		



ADVANCED SIGNAGE

FOR WESTBOUND TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

- (A) TMP PVT MK L4 T4 TAPE - SOLID WHITE
- (B) TMP PVT MK L4 T4 TAPE - DOUBLE YELLOW AT 11" C-C
- (C) TMP PVT MK L4 T4 TAPE - SOLID YELLOW
- (D) TMP PVT MK L6 T4 TAPE - SKIP DASH WHITE (2'-6')
- (E) TMP PVT MK L4 T4 TAPE - SKIP DASH WHITE (10'-30')

LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULL REDIRECTIVE, NARROW) TEST LEVEL 2
- TYPE II BARRICADE OR DRUM AT 50' C-C SPACING IN TANGENT, 20' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII
- TYPE III BARRICADE
- TEMPORARY TRAFFIC SIGN
- DIRECTION OF TRAFFIC
- DIRECTION INDICATOR BARRICADE @ 25' C-C

MODEL: MOT Stage 2 NB - MOT Stage 02C
FILE NAME: pw://mb-us-pw.bentley.com:mb-us-pw-03/Documents/Chicago_IL/01_Projects/D1_IDOT_Var_DEservs_PTB208_005/W03 - 198295/3.0 Deliverables/3.3 CADD Data/Sheets/D1627I37-MOT Stage 2 NB - MOT Stage 02C.dgn

AEG ATLAS ENGINEERING GROUP, LTD.

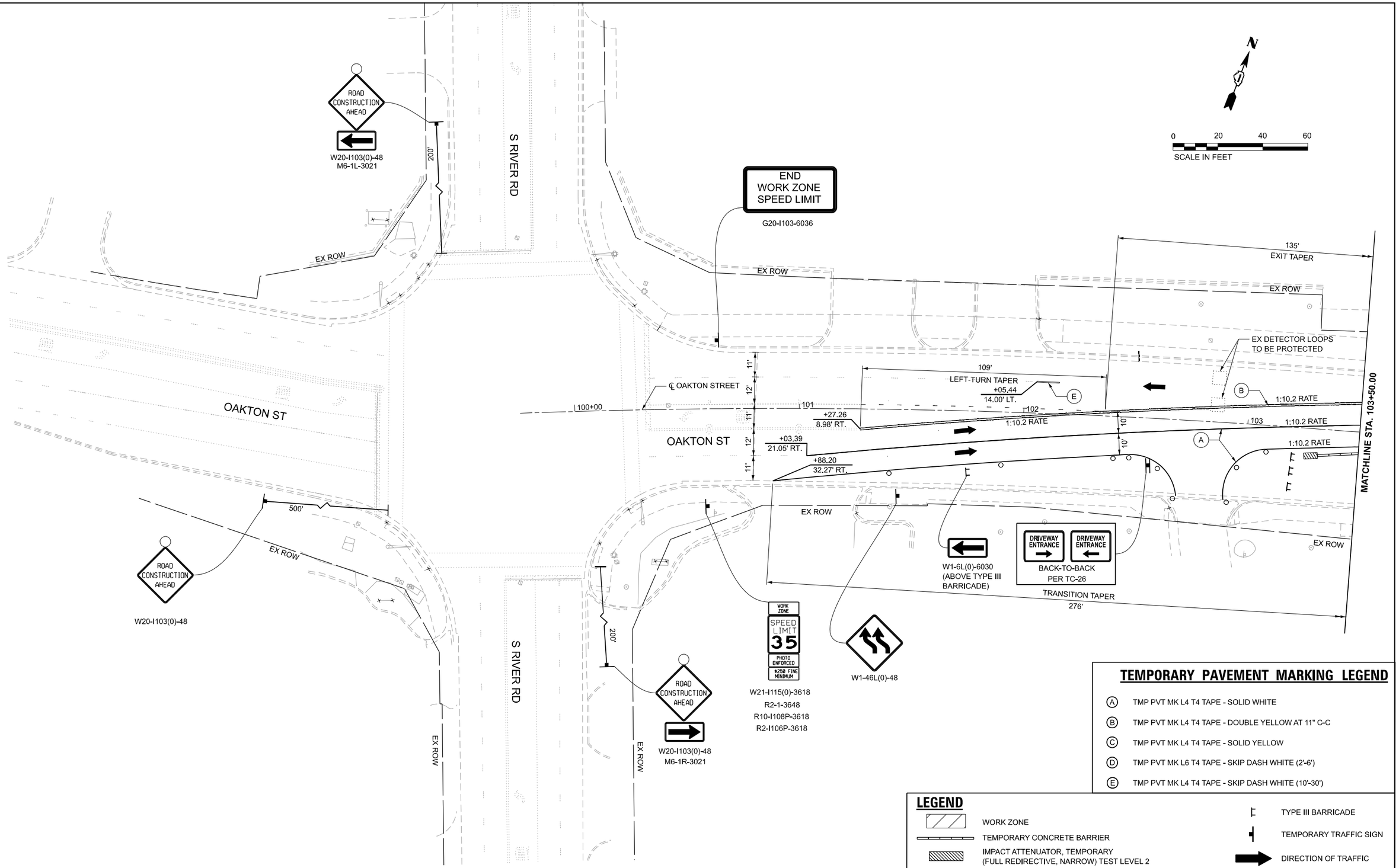
USER NAME = nappelt		DESIGNED - NKA		REVISED -	
		DRAWN - NKA		REVISED -	
PLOT SCALE = 40.00000000 ' / in.		CHECKED - PK		REVISED -	
PLOT DATE = 05/06/2024		DATE - 05/06/2024		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER DES PLAINES RIVER
MAINTENANCE OF TRAFFIC STAGE 2

SCALE:1"=20' | SHEET 7 OF 10 SHEETS | STA. 109+50.00 | TO STA. 115+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	14
		CONTRACT NO. 62T37		
		ILLINOIS	FED. AID PROJECT	



TEMPORARY PAVEMENT MARKING LEGEND

- (A) TMP PVT MK L4 T4 TAPE - SOLID WHITE
- (B) TMP PVT MK L4 T4 TAPE - DOUBLE YELLOW AT 11" C-C
- (C) TMP PVT MK L4 T4 TAPE - SOLID YELLOW
- (D) TMP PVT MK L6 T4 TAPE - SKIP DASH WHITE (2'-6')
- (E) TMP PVT MK L4 T4 TAPE - SKIP DASH WHITE (10'-30')

LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULL REDIRECTIVE, NARROW) TEST LEVEL 2
- TYPE II BARRICADE OR DRUM AT 50' C-C SPACING IN TANGENT, 20' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII
- TYPE III BARRICADE
- TEMPORARY TRAFFIC SIGN
- DIRECTION OF TRAFFIC
- DIRECTION INDICATOR BARRICADE @ 25' C-C

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME = nappelt	DESIGNED - NKA	REVISED -
	DRAWN - NKA	REVISED -
PLOT SCALE = 40.00000000 ' / in.	CHECKED - PK	REVISED -
PLOT DATE = 05/06/2024	DATE - 05/06/2024	REVISED -

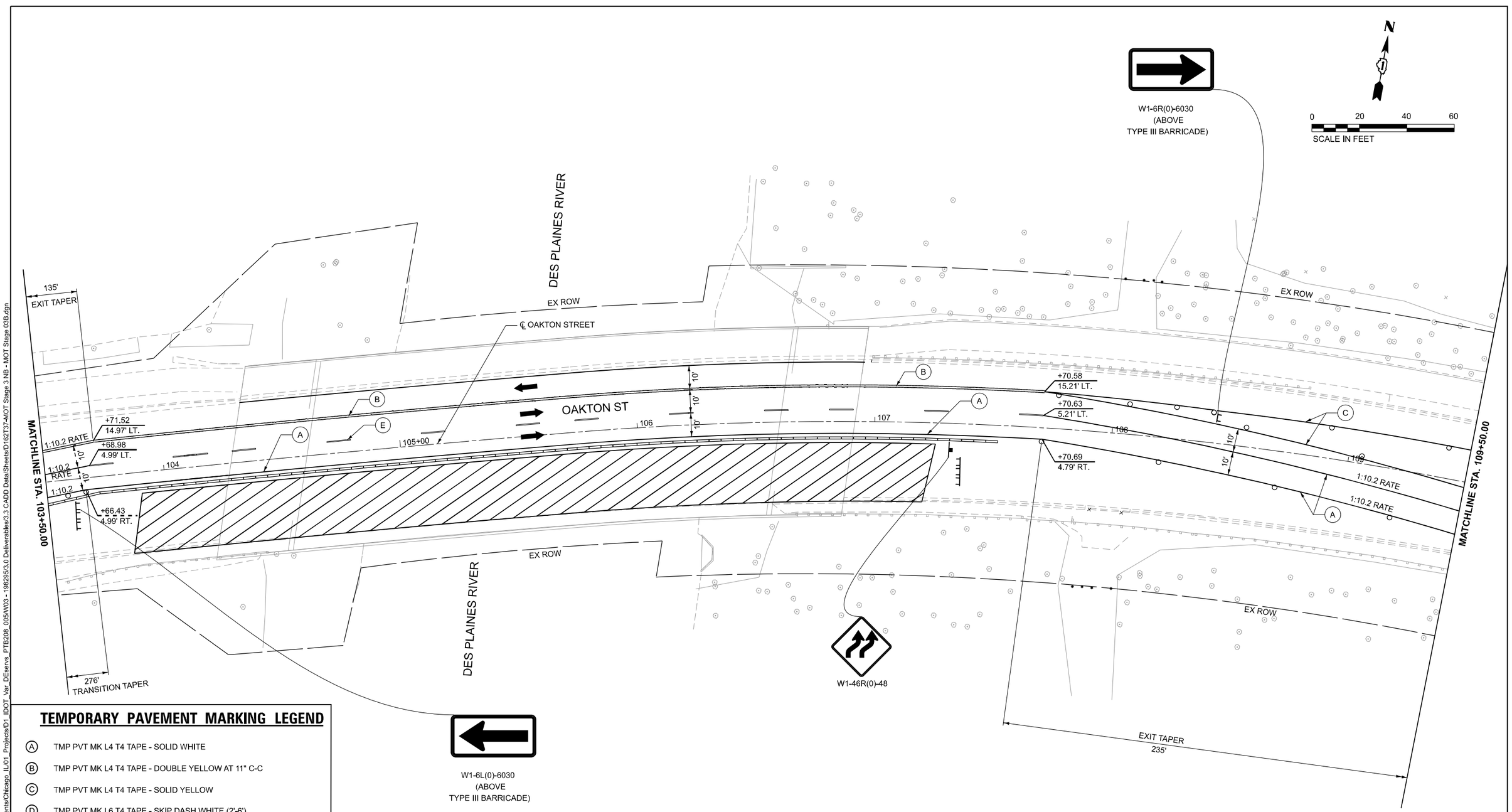
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER DES PLAINES RIVER
MAINTENANCE OF TRAFFIC STAGE 3

SCALE:1"=20' | SHEET 8 OF 10 SHEETS | STA. 99+75.68 | TO STA. 103+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	15
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		

MODEL: MOT Stage 3 NB - MOT Stage 03A
FILE NAME: pw://mt-us-pw.bentley.com:mb-us-pw-03/Documents/Chicago_IL/01_Projects/D1_IDOT_Var_DEservs_PTB208_005/W03 - 198295/3.0 Deliverables/3.3 CADD Data/Sheets/D1627137-MOT Stage 3 NB - MOT Stage 03A.dgn



TEMPORARY PAVEMENT MARKING LEGEND

- (A) TMP PVT MK L4 T4 TAPE - SOLID WHITE
- (B) TMP PVT MK L4 T4 TAPE - DOUBLE YELLOW AT 11" C-C
- (C) TMP PVT MK L4 T4 TAPE - SOLID YELLOW
- (D) TMP PVT MK L6 T4 TAPE - SKIP DASH WHITE (2'-6')
- (E) TMP PVT MK L4 T4 TAPE - SKIP DASH WHITE (10'-30')

LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULL REDIRECTIVE, NARROW) TEST LEVEL 2
- TYPE II BARRICADE OR DRUM AT 50' C-C SPACING IN TANGENT, 20' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII
- TYPE III BARRICADE
- TEMPORARY TRAFFIC SIGN
- DIRECTION OF TRAFFIC
- DIRECTION INDICATOR BARRICADE @ 25' C-C

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME = nappell	DESIGNED - NKA	REVISED -	
	DRAWN - NKA	REVISED -	
PLOT SCALE = 40.00000000 ' / in.	CHECKED - PK	REVISED -	
PLOT DATE = 05/06/2024	DATE - 05/06/2024	REVISED -	

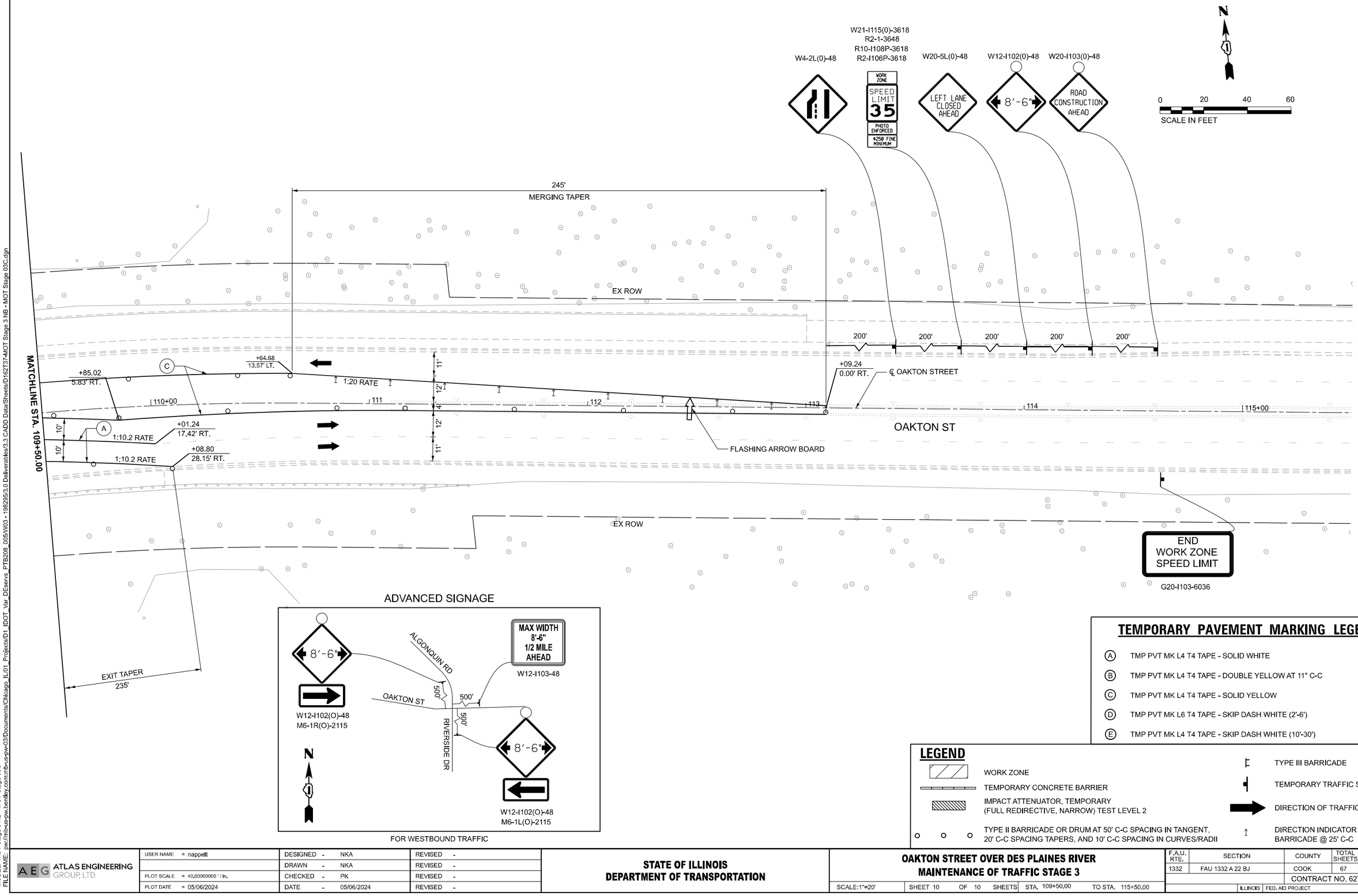
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER DES PLAINES RIVER
MAINTENANCE OF TRAFFIC STAGE 3

SCALE:1"=20' | SHEET 9 OF 10 SHEETS | STA. 103+50.00 | TO STA. 109+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	16
		CONTRACT NO. 62T37		
	ILLINOIS FED. AID PROJECT			

MODEL: MOT Stage 3 NB - MOT Stage 03B
FILE NAME: pw://mh-us-pw.bentley.com:mh-us-pw-03/Documents/Chicago_IL/01_Projects/01_IDOT_Var_DEservs_PTB208_005/W03 - 198295/3.0 Deliverables/3.3 CADD Data/Sheets/D162737-MOT Stage 3 NB - MOT Stage 03B.dgn



ADVANCED SIGNAGE

FOR WESTBOUND TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND

- (A) TMP PVT MK L4 T4 TAPE - SOLID WHITE
- (B) TMP PVT MK L4 T4 TAPE - DOUBLE YELLOW AT 11" C-C
- (C) TMP PVT MK L4 T4 TAPE - SOLID YELLOW
- (D) TMP PVT MK L6 T4 TAPE - SKIP DASH WHITE (2'-6')
- (E) TMP PVT MK L4 T4 TAPE - SKIP DASH WHITE (10'-30')

LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULL REDIRECTIVE, NARROW) TEST LEVEL 2
- TYPE II BARRICADE OR DRUM AT 50' C-C SPACING IN TANGENT, 20' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII
- TYPE III BARRICADE
- TEMPORARY TRAFFIC SIGN
- DIRECTION OF TRAFFIC
- DIRECTION INDICATOR BARRICADE @ 25' C-C

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME = nappell	DESIGNED - NKA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OAKTON STREET OVER DES PLAINES RIVER MAINTENANCE OF TRAFFIC STAGE 3
	DRAWN - NKA	REVISED -		
PLOT SCALE = 40.00000000 ' / in.	CHECKED - PK	REVISED -		SCALE:1"=20' SHEET 10 OF 10 SHEETS STA. 109+50.00 TO STA. 115+50.00
PLOT DATE = 05/06/2024	DATE - 05/06/2024	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	17
		CONTRACT NO. 62T37		
	ILLINOIS FED. AID PROJECT			

MODEL: MOT Stage 3 NB - MOT Stage 03C
FILE NAME: pw://mh-us-pw.bentley.com:mh-us-pw-03/Documents/Chicago_IL/01_Projects/D1_IDOT_Var_DEservs_PTB208_005/W03 - 198295/3.0 Deliverables/3.3 CADD Data/Sheets/D162T37-MOT Stage 3 NB - MOT Stage 03C.dgn

NOTE:

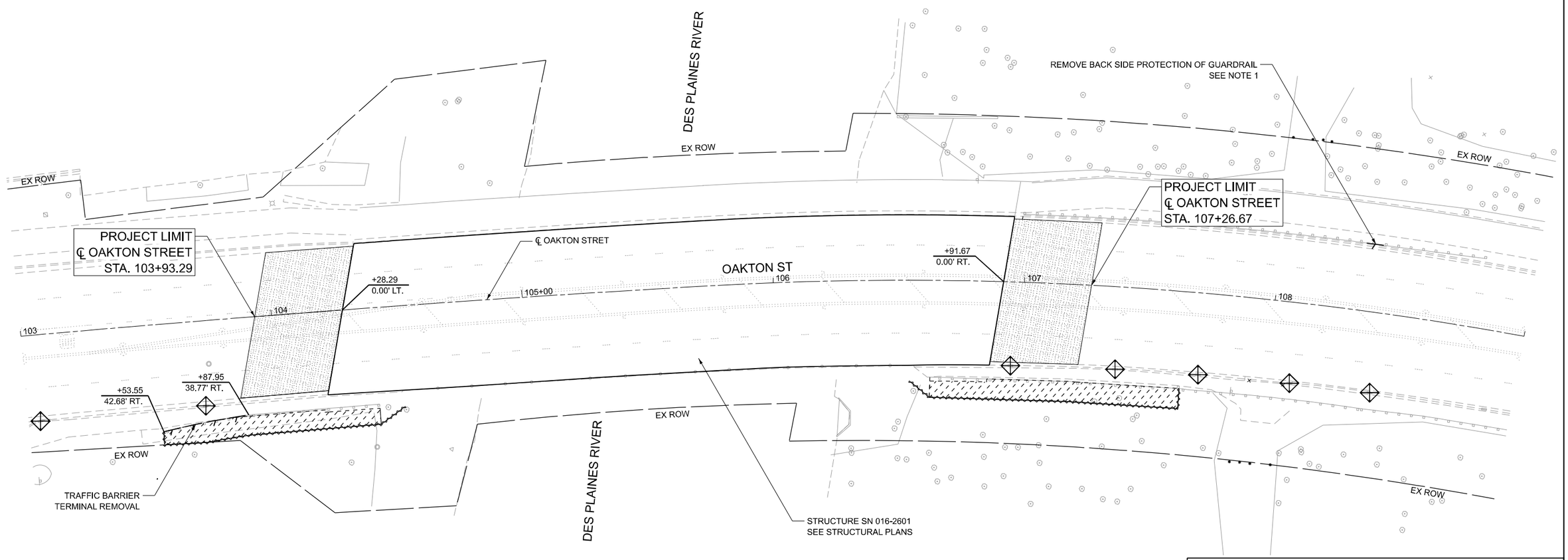
1. PROTRUDING PORTION OF THE BACK SIDE PROTECTION OF GUARDRAIL SHALL BE REMOVED TO THE NEAREST GUARDRAIL POST. THIS REMOVAL SHALL BE INCLUDED AS INCIDENTAL TO THE COST OF REPAIR STEEL PLATE BEAM GUARDRAIL, TYPE A.

2. RAISED REFLECTIVE PAVEMENT MARKERS TO BE REMOVED FROM BRIDGE AND APPROACH SLABS.

N

0 20 40 60

SCALE IN FEET



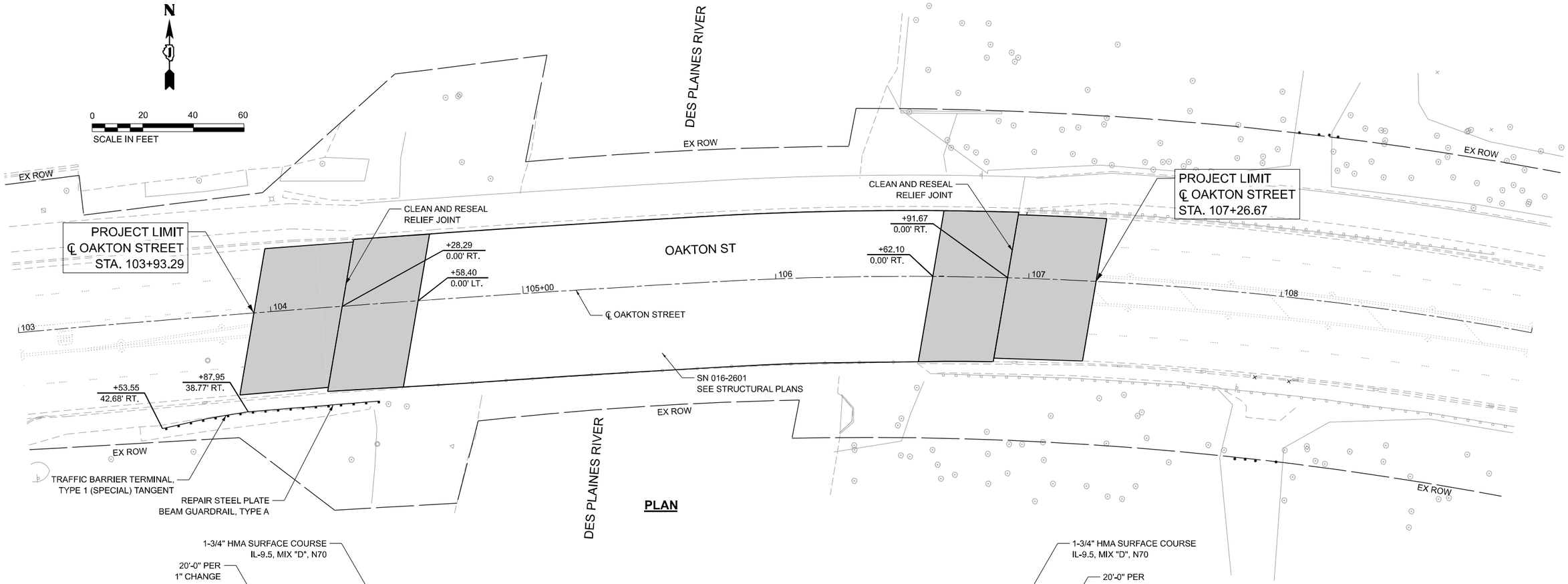
LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (BD-32)
- INLET FILTERS
- TRAFFIC BARRIER TERMINAL REMOVAL
- SELECTIVE CLEARING, PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE
- PERIMETER EROSION BARRIER

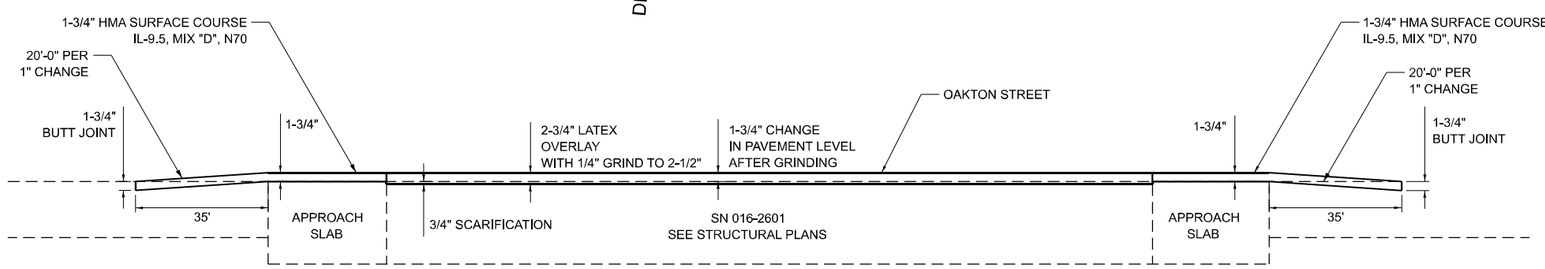
MODEL: ExCL16 - Plan at bridge
FILE NAME: pw://mb-us-pw.bentley.com:mb-us-pw-03/Documents/Chicago_IL/01_Projects/D1_IDOT_Var_DEservs_PTB208_005/W03 - 1982953.0 Deliverables/3.3 CADD Data/Sheets/D1621737-RemovalPlan

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME = nappelt	DESIGNED - NKA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OAKTON STREET OVER DES PLAINES RIVER REMOVAL PLAN
		DRAWN - NKA	REVISED -		
	PLOT SCALE = 40.00000000 ' / in.	CHECKED - PK	REVISED -		
	PLOT DATE = 05/06/2024	DATE - 05/06/2024	REVISED -		SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. 103+00.00 TO STA. 109+00.00

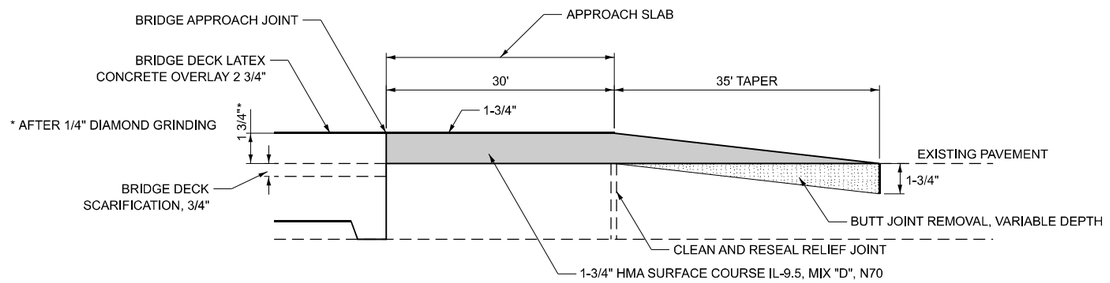
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	18
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		



PLAN



PROFILE DETAIL



APPROACH SLAB DETAIL

LEGEND

1-3/4" HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

MODEL: D162T37-Roadway
FILE NAME: c:\users\public\mbpw\3\d0158160\D162T37-Roadway.dgn

AEG ATLAS ENGINEERING GROUP, LTD.

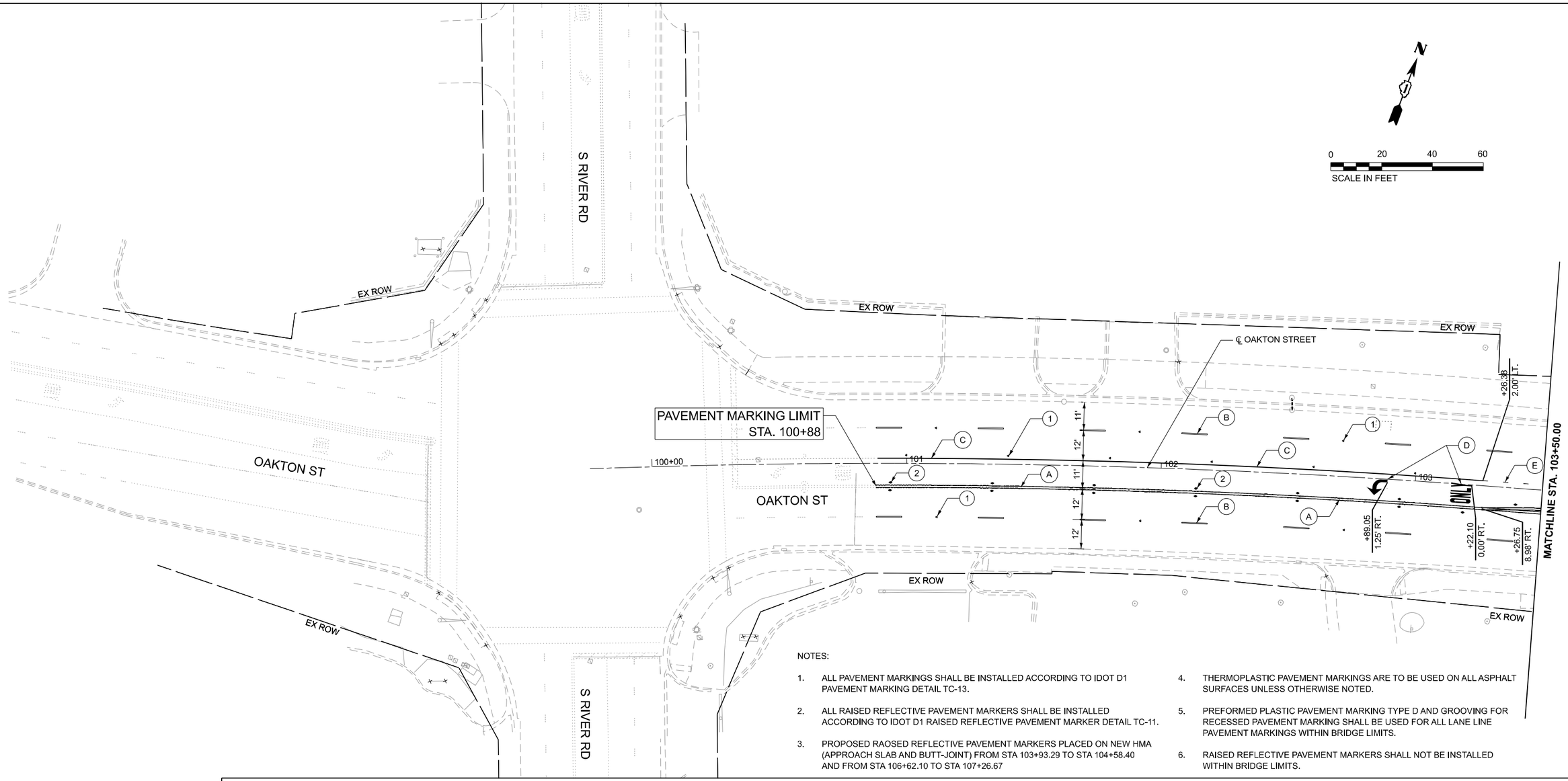
USER NAME = nappelt	DESIGNED - NKA	REVISED -	
	DRAWN - NKA	REVISED -	
PLOT SCALE = 40.00000000 ' / in.	CHECKED - PK	REVISED -	
PLOT DATE = 5/13/2024	DATE - 05/06/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER DES PLAINES RIVER
ROADWAY PLAN

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 103+00 | TO STA. 109+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	19
		CONTRACT NO. 62T37		
		ILLINOIS	FED. AID PROJECT	



NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO IDOT D1 PAVEMENT MARKING DETAIL TC-13.
2. ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED ACCORDING TO IDOT D1 RAISED REFLECTIVE PAVEMENT MARKER DETAIL TC-11.
3. PROPOSED RAOSED REFLECTIVE PAVEMENT MARKERS PLACED ON NEW HMA (APPROACH SLAB AND BUTT-JOINT) FROM STA 103+93.29 TO STA 104+58.40 AND FROM STA 106+62.10 TO STA 107+26.67
4. THERMOPLASTIC PAVEMENT MARKINGS ARE TO BE USED ON ALL ASPHALT SURFACES UNLESS OTHERWISE NOTED.
5. PREFORMED PLASTIC PAVEMENT MARKING TYPE D AND GROOVING FOR RECESSED PAVEMENT MARKING SHALL BE USED FOR ALL LANE LINE PAVEMENT MARKINGS WITHIN BRIDGE LIMITS.
6. RAISED REFLECTIVE PAVEMENT MARKERS SHALL NOT BE INSTALLED WITHIN BRIDGE LIMITS.

LEGEND

PAVEMENT MARKINGS ON HMA

- (A) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID DOUBLE YELLOW, 11" C-C)
- (B) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SKIP-DASH WHITE, 10'-30' C-C)
- (C) THERMOPLASTIC PAVEMENT MARKING - LINE 6" (SOLID WHITE TURN LANE)
- (D) THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- (E) THERMOPLASTIC PAVEMENT MARKING - LINE 6" (SKIP-DASH WHITE, 2'-6' C-C)
- (F) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONAL, 75' C-C)
- (G) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID WHITE EDGE LINE)

PAVEMENT MARKINGS ON BRIDGE DECK

- (H) MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (SOLID DOUBLE YELLOW, 11" C-C)
- (I) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STD - LINE 7" (1.5" BLACK, 4" WHITE, 1.5" BLACK) (10' DASH, 30' SKIP) (WHITE) (GROOVED 8")
- (J) MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (SOLID WHITE EDGE LINE)
- (K) MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (SKIP-DASH WHITE, 2'-6' C-C)
- (L) MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (YELLOW DIAGONAL, 75' C-C)

RAISED REFLECTIVE PAVEMENT MARKERS

- (1) RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT (ONE-WAY CRYSTAL) *
- (2) RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT (TWO-WAY AMBER) *
- (3) RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
- (4) RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)

* RAISED REFLECTIVE PAVEMENT MARKER RELFECTORS TO BE REINSTALLED

MODEL: D162T37-PMK-01
FILE NAME: pw://mh-us-pw.bentley.com:mb-us-pw-03/Documents/Chicago_IL/01_Projects/D1_IDOT_Var_DEservs_PTB208_005/W03 - 198295/3.0 Deliverables/3.3 CADD Data/Sheets/D162T37-PMK-01.dgn

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME = nappelt	DESIGNED - NKA	REVISED -	
	DRAWN - NKA	REVISED -	
PLOT SCALE = 40.00000000 ' / in.	CHECKED - PK	REVISED -	
PLOT DATE = 05/06/2024	DATE - 05/06/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

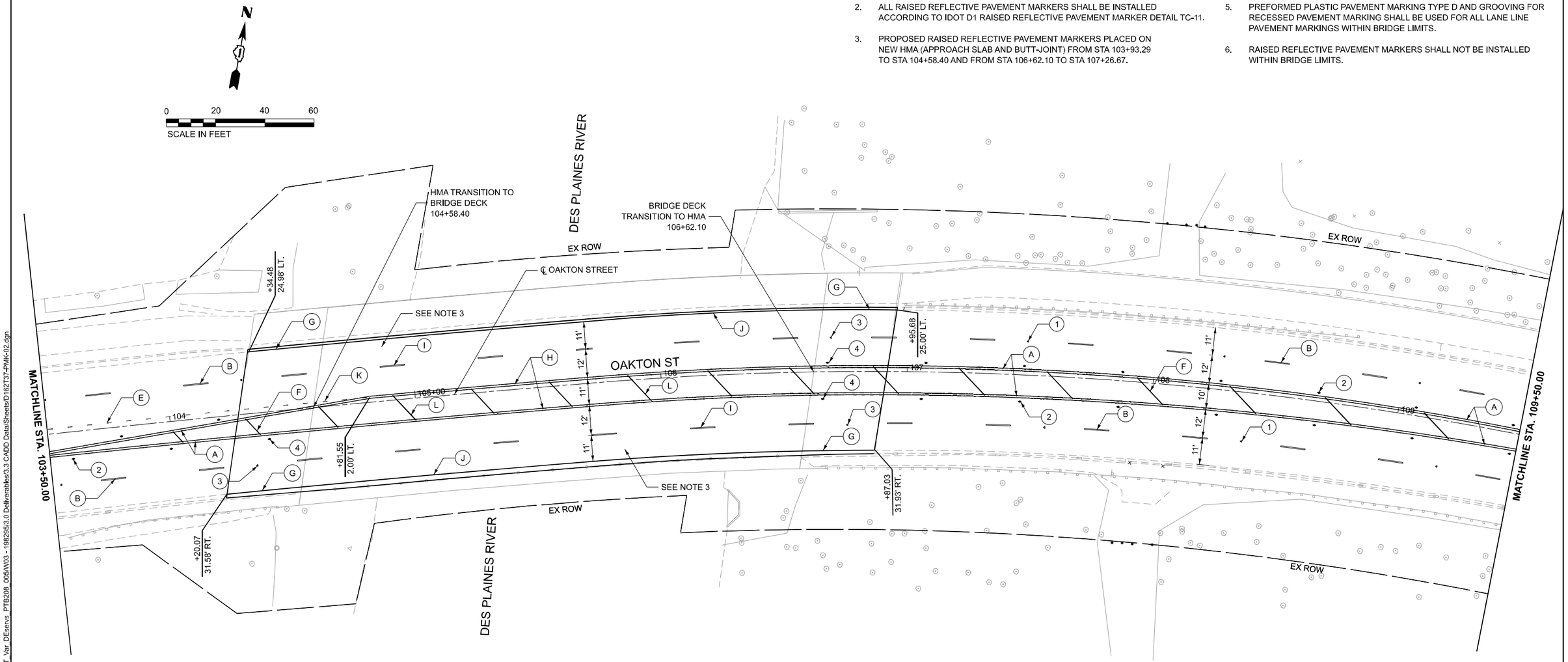
OAKTON STREET OVER DES PLAINES RIVER
PAVEMENT MARKING PLAN

SCALE: 1"=20' | SHEET 1 OF 3 SHEETS | STA. 97+50.00 | TO STA. 103+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	20
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		

NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO IDOT D1 PAVEMENT MARKING DETAIL TC-13.
2. ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED ACCORDING TO IDOT D1 RAISED REFLECTIVE PAVEMENT MARKER DETAIL TC-11.
3. PROPOSED RAISED REFLECTIVE PAVEMENT MARKERS PLACED ON NEW HMA (APPROACH SLAB AND BUTT-JOINT) FROM STA 103+93.29 TO STA 104+58.40 AND FROM STA 106+62.10 TO STA 107+26.67.
4. THERMOPLASTIC PAVEMENT MARKINGS ARE TO BE USED ON ALL ASPHALT SURFACES UNLESS OTHERWISE NOTED.
5. PREFORMED PLASTIC PAVEMENT MARKING TYPE D AND GROOVING FOR RECESSED PAVEMENT MARKING SHALL BE USED FOR ALL LANE LINE PAVEMENT MARKINGS WITHIN BRIDGE LIMITS.
6. RAISED REFLECTIVE PAVEMENT MARKERS SHALL NOT BE INSTALLED WITHIN BRIDGE LIMITS.



LEGEND

PAVEMENT MARKINGS ON HMA

- (A) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID DOUBLE YELLOW, 11" C-C)
- (B) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SKIP-DASH WHITE, 10'-30' C-C)
- (C) THERMOPLASTIC PAVEMENT MARKING - LINE 6" (SOLID WHITE TURN LANE)
- (D) THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- (E) THERMOPLASTIC PAVEMENT MARKING - LINE 6" (SKIP-DASH WHITE, 2'-6' C-C)
- (F) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONAL, 75' C-C)
- (G) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID WHITE EDGE LINE)

PAVEMENT MARKINGS ON BRIDGE DECK

- (H) MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (SOLID DOUBLE YELLOW, 11" C-C)
- (I) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STD - LINE 7" (1.5" BLACK, 4" WHITE, 1.5" BLACK) (10' DASH, 30' SKIP) (WHITE) (GROOVED 8")
- (J) MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (SOLID WHITE EDGE LINE)
- (K) MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (SKIP-DASH WHITE, 2'-6' C-C)
- (L) MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (YELLOW DIAGONAL, 75' C-C)

RAISED REFLECTIVE PAVEMENT MARKERS

- (1) RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT (ONE-WAY CRYSTAL) *
- (2) RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT (TWO-WAY AMBER) *
- (3) RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
- (4) RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)

* RAISED REFLECTIVE PAVEMENT MARKER RELFECTORS TO BE REINSTALLED

ATLAS ENGINEERING GROUP, LTD.

USER NAME = nappelt	DESIGNED - NKA	REVISED -
	DRAWN - NKA	REVISED -
PLOT SCALE = 40.00000000 ' / in.	CHECKED - PK	REVISED -
PLOT DATE = 05/06/2024	DATE - 05/06/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER DES PLAINES RIVER
PAVEMENT MARKING PLAN

SCALE: 1"=20' | SHEET 2 OF 3 SHEETS | STA. 103+50.00 TO STA. 109+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	21
		CONTRACT NO. 62T37		
	ILLINOIS FED. AID PROJECT			

MODEL: D162T37-PMK-I-01
FILE NAME: pw://mh-as-pw.bentley.com:mb-as-pw-03/Documents/Chicago_IL/01_Projects/D1_IDOT_Var_DEservs_PTB208_055/W03 - 1982953.0 Deliverables/3.3 CADD Data/Sheets/D162T37-PMK-I02.dgn

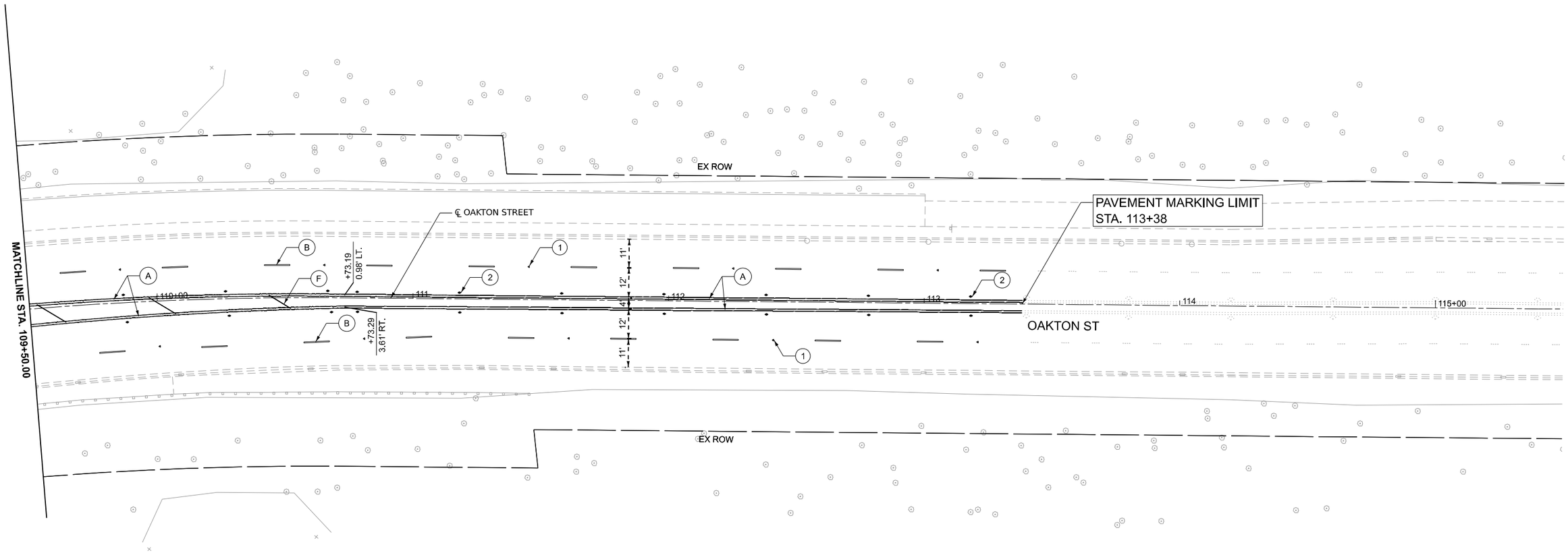
NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO IDOT D1 PAVEMENT MARKING DETAIL TC-13.
2. ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED ACCORDING TO IDOT D1 RAISED REFLECTIVE PAVEMENT MARKER DETAIL TC-11.
3. PROPOSED RAOSED REFLECTIVE PAVEMENT MARKERS PLACED ON NEW HMA (APPROACH SLAB AND BUTT-JOINT) FROM STA 103+93.29 TO STA 104+58.40 AND FROM STA 106+62.10 TO STA 107+26.67
4. THERMOPLASTIC PAVEMENT MARKINGS ARE TO BE USED ON ALL ASPHALT SURFACES UNLESS OTHERWISE NOTED.
5. PREFORMED PLASTIC PAVEMENT MARKING TYPE D AND GROOVING FOR RECESSED PAVEMENT MARKING SHALL BE USED FOR ALL LANE LINE PAVEMENT MARKINGS WITHIN BRIDGE LIMITS.
6. RAISED REFLECTIVE PAVEMENT MARKERS SHALL NOT BE INSTALLED WITHIN BRIDGE LIMITS.

N

0 20 40 60

SCALE IN FEET



LEGEND

PAVEMENT MARKINGS ON HMA

- (A) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID DOUBLE YELLOW, 11" C-C)
- (B) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SKIP-DASH WHITE, 10'-30' C-C)
- (C) THERMOPLASTIC PAVEMENT MARKING - LINE 6" (SOLID WHITE TURN LANE)
- (D) THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- (E) THERMOPLASTIC PAVEMENT MARKING - LINE 6" (SKIP-DASH WHITE, 2'-6' C-C)
- (F) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONAL, 75' C-C)
- (G) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID WHITE EDGE LINE)

PAVEMENT MARKINGS ON BRIDGE DECK

- (H) MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (SOLID DOUBLE YELLOW, 11" C-C)
- (I) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STD - LINE 7" (1.5" BLACK, 4" WHITE, 1.5" BLACK) (10' DASH, 30' SKIP) (WHITE) (GROOVED 8")
- (J) MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (SOLID WHITE EDGE LINE)
- (K) MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (SKIP-DASH WHITE, 2'-6' C-C)
- (L) MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (YELLOW DIAGONAL, 75' C-C)

RAISED REFLECTIVE PAVEMENT MARKERS

- (1) RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT (ONE-WAY CRYSTAL) *
- (2) RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT (TWO-WAY AMBER) *
- (3) RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
- (4) RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)

* RAISED REFLECTIVE PAVEMENT MARKER RELFECTORS TO BE REINSTALLED

MODEL: D162T37-PMK-2-01
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AEG ATLAS ENGINEERING GROUP, LTD.

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	DRAWN - NKA	REVISED -	
PLOT SCALE = 40.00000000 ' / in.	CHECKED - PK	REVISED -	
PLOT DATE = 05/06/2024	DATE - 05/06/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER DES PLAINES RIVER
PAVEMENT MARKING PLAN

SCALE: 1"=20' | SHEET 3 OF 3 SHEETS | STA. 109+50.00 | TO STA. 115+50.00

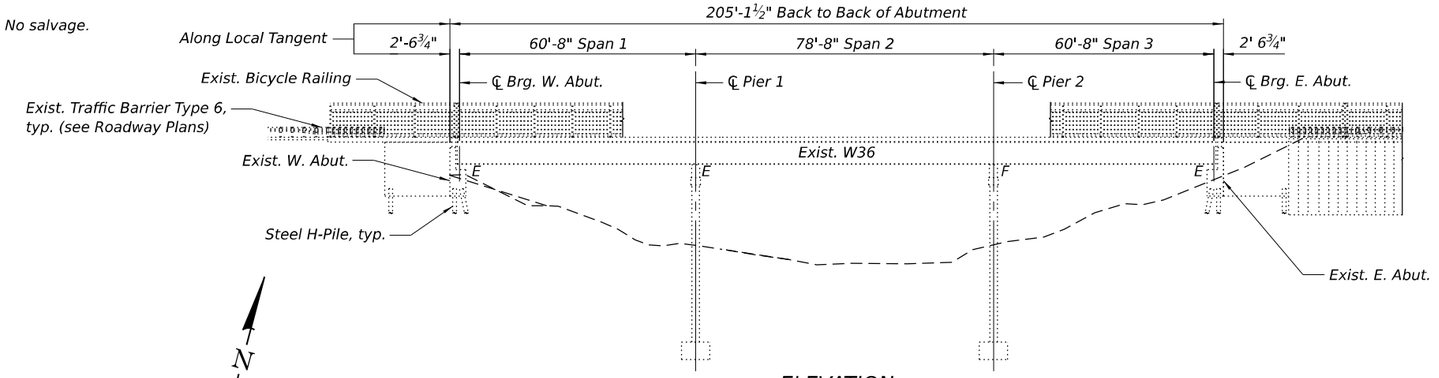
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	22
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		

Benchmark: OSBM 20-1 Square cut on southwest corner of conc. wall on south side of Oakton St. Bridge over the Des Plaines River. Elev. 639.57. All elevations taken from 1993 and 2022 bridge plans.

Existing Structure: Structure 016-2601 was constructed in 1995, which replaced structure 016-0554 as part of project ACBRM-ACSTPM-7003 (056). The structure consists of 3 span continuous curved rolled beams on pile bent abutments and wall piers on spread footings. The bridge is 205'-1 1/2 " from back of abutment to back of abutment, and has spans 60'-8", 78'-8", and 60'-8" measured along the local tangent. The bridge is skewed 13°00'00" to the left. The deck was sealed in 2019 and an 11'-9" multi-use path was added to the north side of the bridge in 2022 with a single slope parapet, bicycle railing, and a built-up path. The original out to out width of the bridge was 80'-0" measured radially, but was reduced to 79'-10" as part of the multi-use path modification in 2022.

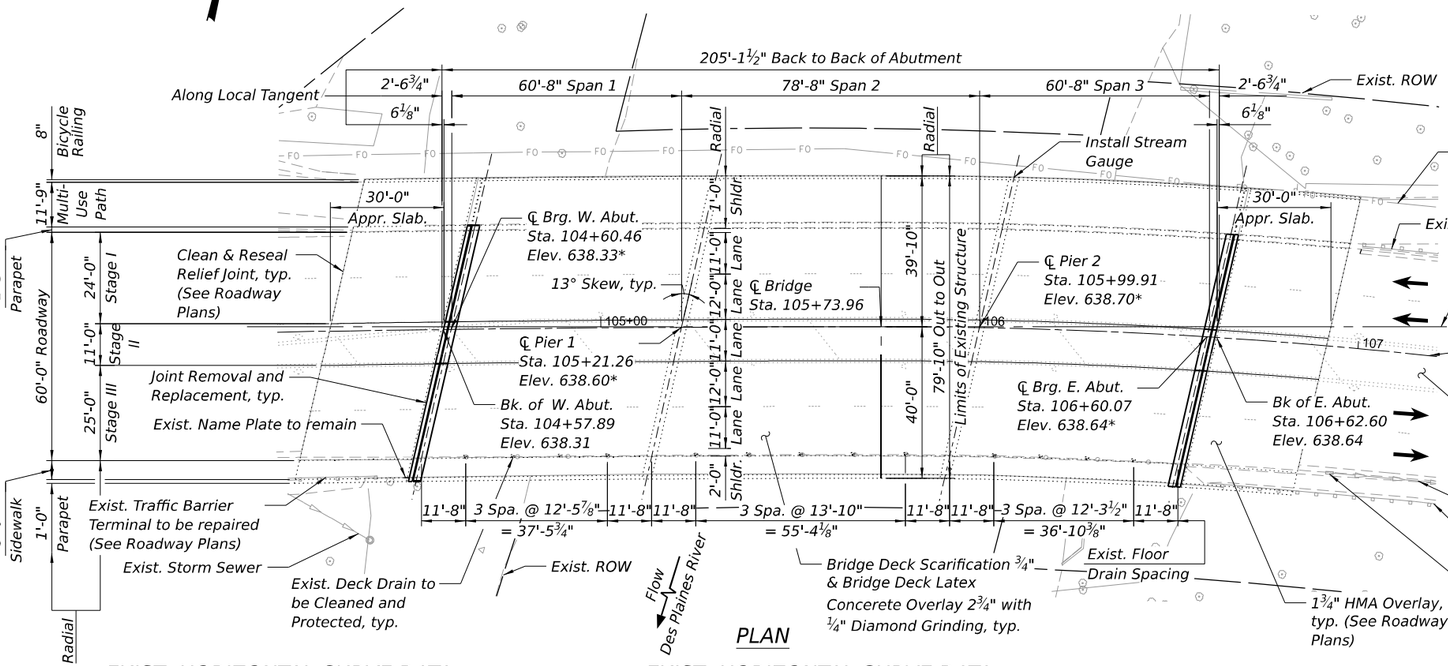
Traffic to be maintained utilizing stage construction.

No salvage.



ELEVATION
(Looking North)

*After ¼" Diamond Grinding



PLAN

EXIST. HORIZONTAL CURVE DATA

P.I. Sta. = 104+44.13
Δ = 1°-41'-14.4"
D = 0°-38'-59"
R = 8,819.63'
T = 129.88'
L = 259.73'
E = 0.96'
S.E. = 0.032 '/'
S.E. Transition Limits = Sta. 102+64.00 to Sta. 104+39.00
Full S.E. = Sta. 104+39 to Sta. 105+73.96
P.C. Sta. = 103+14.25
P.T. Sta. = 105+73.96

EXIST. HORIZONTAL CURVE DATA

P.I. Sta. = 108+26.39
Δ = 20°-52'-11"
D = 4°-10'-50"
R = 1,370.55
T = 252.41'
L = 499.22'
E = 23.05'
S.E. = 0.032 '/'
S.E. Transition Limits = Sta. 110+50.00 to Sta. 111+90.20
Full S.E. = Sta. 105+73.96 to Sta 110+50.00
P.C. Sta. = 105+73.96
P.T. Sta. = 110+73.20

Note:
Stations and elevations are taken from existing plans.

LOADING HS-20 (EXIST.)

Pedestrian Live Load = 90 psf (on multi-use path)
No future wearing surface.

DESIGN STRESSES

FIELD UNITS (EXIST.)

f 'c = 4,000 psi (Multi-Use Path)
f 'c = 3,500 psi (Superstructure)
f 'c = 3,500 psi (Substructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)
fy = 36,000 psi (M270 Grade 36)

FIELD UNITS (NEW CONST.)

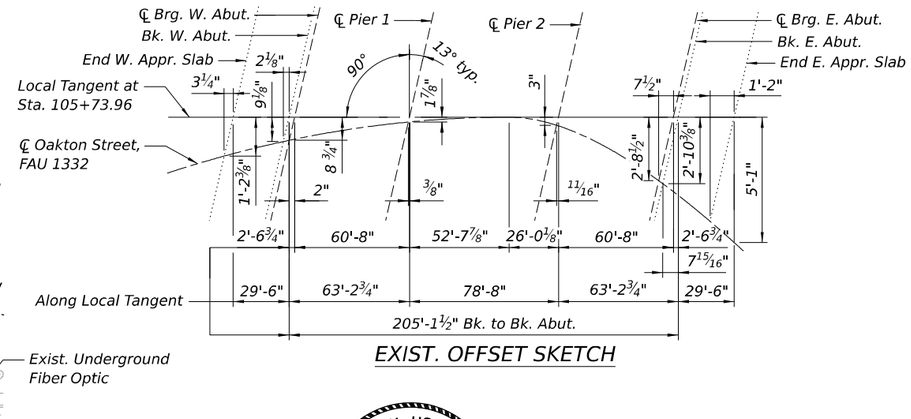
f 'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)

DESIGN SPECIFICATIONS (EXIST.)

1989 AASHTO with 1990 Interim Specifications
1983 Seismic Guide Specification with 1985 and 1988 Interims
1980 Guide Specifications for Horizontally Curved Bridges with Interims thru 1990
2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN SPECIFICATIONS (NEW CONST.)

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

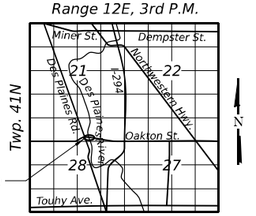


EXIST. OFFSET SKETCH

EAMON HOMEDI 081-009103 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

EAMON HOMEDI, P.E., S.E.
DATE: 6/28/2024
NO. 081-009103
EXP. DATE 11/30/2024

Range 12E, 3rd P.M.



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
OAKTON STREET OVER DES PLAINES RIVER
FAU RTE. 1332
SECTION FAU 1332 A 22 BJ
COOK COUNTY
STATION 105+73.96
STRUCTURE NO. 016-2601

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - JJI	REVISED -
		CHECKED - EH	REVISED -
	PLOT SCALE =	DRAWN - JJI	REVISED -
	PLOT DATE =	CHECKED - 6/25/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 016-2601
SHEET S-1 OF S-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	23
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		

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05/06/2024 10:06:34 AM

INDEX OF SHEETS

GENERAL NOTES

1. 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 work; however, the Contractor shall be paid for the quantity actually furnished at the unit price bid for the work.

2. Reinforcement bars designated (E) shall be epoxy coated.

3. Prior to pouring the new concrete overlay, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC- SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.

   As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding ¼ in. deep shall be identified and reported to the Bureau of Bridges & Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

4. Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the joint concrete is poured at an ambient temperature other than 50°F.

5. Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

6. Contractor shall not scale dimensions from the contract plans for construction purposes. Scales shown for information only.

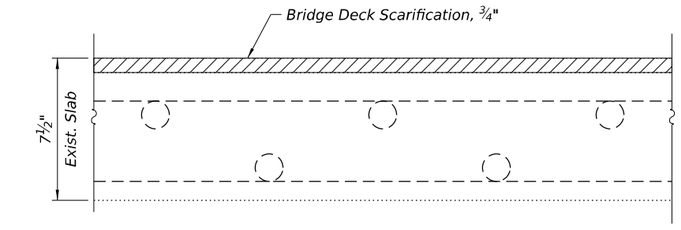
7. All exposed concrete edges shall have a ¾"x45° chamfer except where shown otherwise.

TOTAL BILL OF MATERIAL

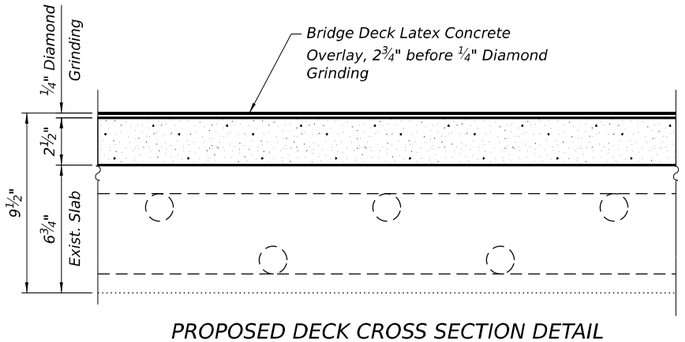
ITEM	UNIT	SUPER	SUB	TOTAL
Inlet Filters	Each	13	-	13
Concrete Removal	Cu. Yd.	18.2	-	18.2
Concrete Superstructure	Cu. Yd.	20.6	-	20.6
Protective Coat	Sq. Yd.	1368	-	1368
Reinforcement Bars, Epoxy Coated	Pound	2810	-	2810
Bar Splicers	Each	48	-	48
Preformed Joint Strip Seal	Foot	137	-	137
Floor Drains to be Cleaned	Each	13	-	13
Stream Gauge	Each	-	1	1
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1278	-	1278
Approach Slab Repair (Partial Depth)	Sq. Yd.	42	-	42
Bridge Deck Latex Concrete Overlay, 2¾ Inches	Sq. Yd.	1318	-	1318
Bridge Deck Scarification, ¾"	Sq. Yd.	1318	-	1318
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	2	-	2
Diamond Grinding (Bridge Section)	Sq. Yd.	1361	-	1361

SCOPE OF WORK

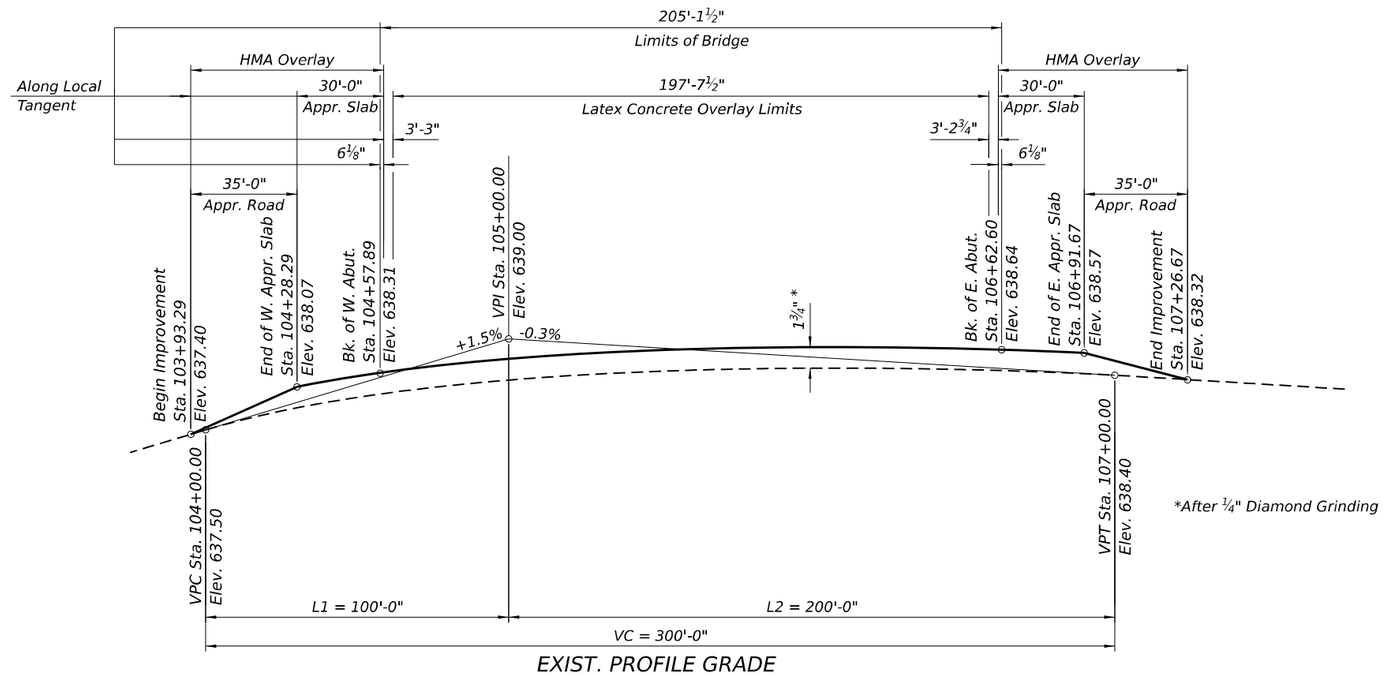
1. Perform ¾" bridge deck scarification.
2. Perform partial and full depth deck repairs.
3. Clean bridge floor drains.
4. Perform partial depth approach slab repairs.
5. Remove & Re-erect parapet sliding plate.
6. Replace expansion joint at each abutment.
7. Place 2¾" bridge deck latex overlay.
8. Clean and reseal pavement relief joints (see Roadway Plans).
9. Place 1¾" HMA overlay on approach slabs (see Roadway Plans).
10. Perform diamond grinding on deck overlay.
11. Perform longitudinal bridge deck grooving.
12. Apply protective coat to latex overlay and new joint concrete. See Sheet S-7 for limits.
13. Install stream gauge on the north end of the west face of Pier 2.



EXISTING DECK CROSS SECTION DETAIL



PROPOSED DECK CROSS SECTION DETAIL



EXIST. PROFILE GRADE

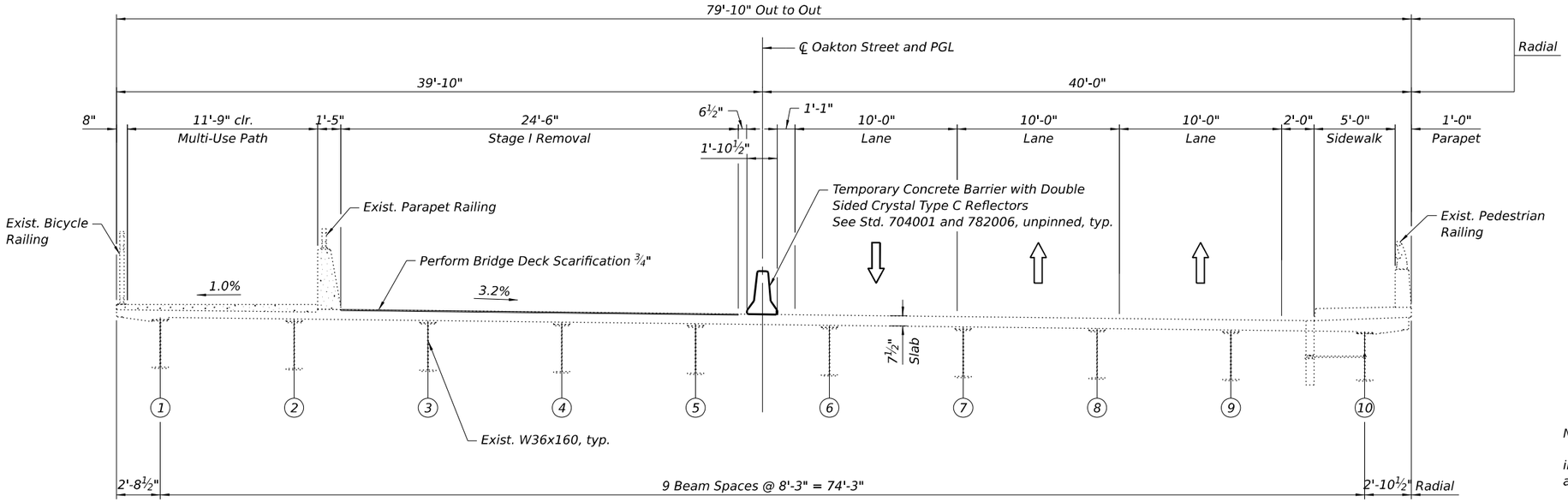
Oakton Street
(Along ℄ Roadway)
For information only.

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - JJI	REVISED -
		CHECKED - EH	REVISED -
	PLOT SCALE =	DRAWN - JJI	REVISED -
	PLOT DATE =	CHECKED - 6/25/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 016-2601
SHEET S-2 OF S-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	24
		CONTRACT NO. 62T37		
		ILLINOIS	FED. AID PROJECT	



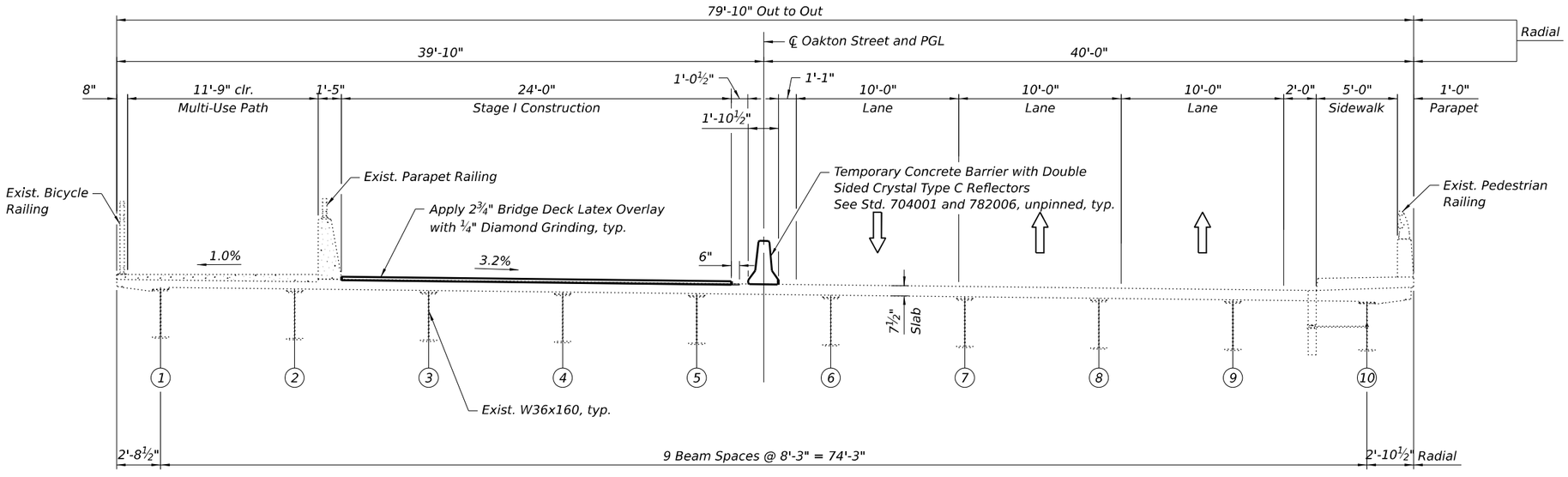
STAGE I REMOVAL

Looking East
@ ℄ Structure Sta. 105+73.96

STAGE I REMOVAL

1. Install temporary concrete barrier as shown.
2. Remove and store parapet sliding plates.
3. Remove joint and concrete portions of parapet, abutment stem, and deck slab adjacent of joint.
4. Scarify ¾" from bridge deck as shown.

Note:
Contractor to protect pedestrians and bicyclists in multi-use path at locations of parapet removal and replacement.



STAGE I CONSTRUCTION

Looking East
@ ℄ Structure Sta. 105+73.96

STAGE I CONSTRUCTION

1. Perform partial and full-depth approach slab repairs at locations shown in the plans.
2. Perform full-depth bridge deck repairs at locations shown in the plans.
3. Install preformed joint strip seal at each abutment and replace concrete and reinforcement adjacent to joint.
4. Apply 2¾" bridge deck latex concrete overlay to bridge deck.
5. Perform ¼" diamond grinding.
6. Perform bridge deck grooving for the latex overlay.
7. Reinstall parapet sliding plate.
8. Apply protective coat to the latex overlay and new concrete at joint replacements.

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - JJI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION DETAILS STRUCTURE NO. 016-2601
		CHECKED - EH	REVISED -		
	PLOT SCALE =	DRAWN - JJI	REVISED -		SHEET S-3 OF S-15 SHEETS
	PLOT DATE =	CHECKED - 3/15/2024	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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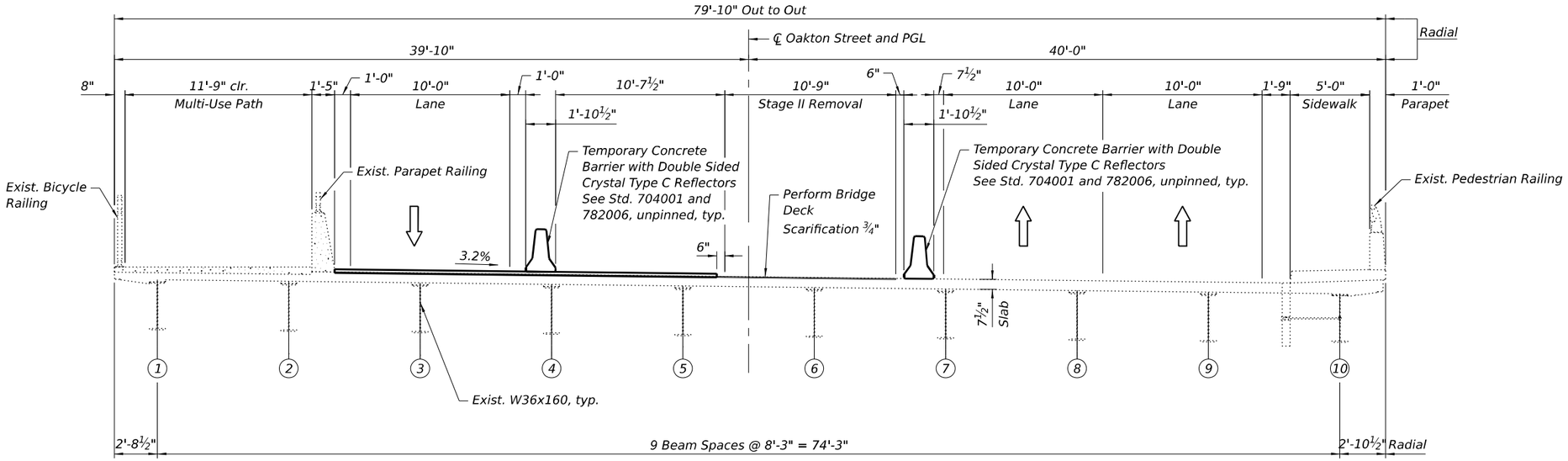
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		

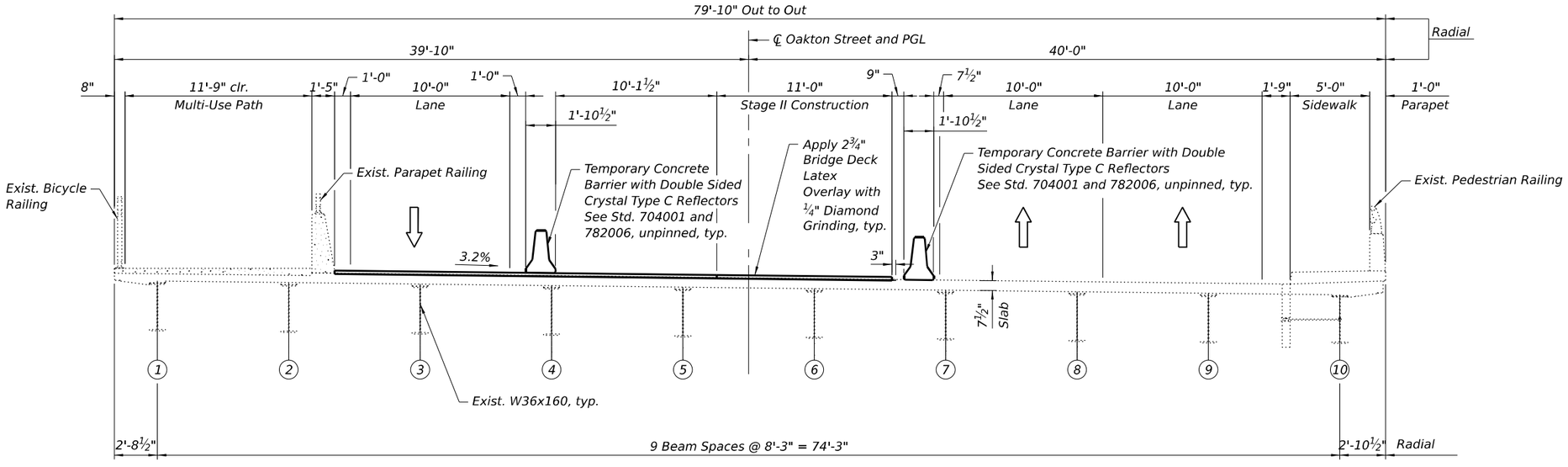


STAGE II REMOVAL

Looking East
@ ℄ Structure Sta. 105+73.96

STAGE II REMOVAL

1. Install temporary concrete barrier as shown.
2. Remove joint and concrete portions of abutment stem and deck slab adjacent of joint.
3. Scarify ¾" from bridge deck as shown.



STAGE II CONSTRUCTION

Looking East
@ ℄ Structure Sta. 105+73.96

STAGE II CONSTRUCTION

1. Perform partial and full-depth approach slab repairs at locations shown in the plans.
2. Perform full-depth bridge deck repairs at locations shown in the plans.
3. Install preformed joint strip seal at each abutment and replace associated concrete and reinforcement adjacent to joint.
4. Apply 2¾" bridge deck latex concrete overlay to bridge deck.
5. Perform ¼" diamond grinding.
6. Perform bridge deck grooving for the latex overlay.
7. Apply protective coat to the latex overlay.

MODEL: 004-Stage Construction III [Sheet]
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AEG ATLAS ENGINEERING GROUP, LTD.

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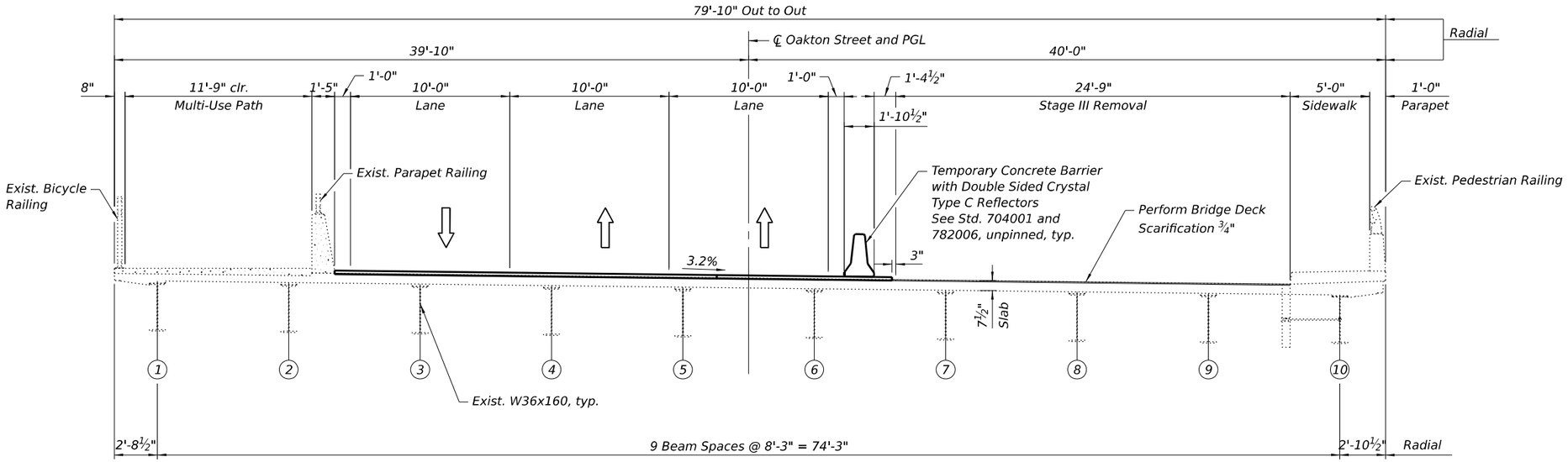
	CHECKED - EH	REVISED -	
PLOT SCALE =	DRAWN - JJI	REVISED -	
PLOT DATE =	CHECKED - 3/15/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 016-2601
SHEET S-4 OF S-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	26
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		

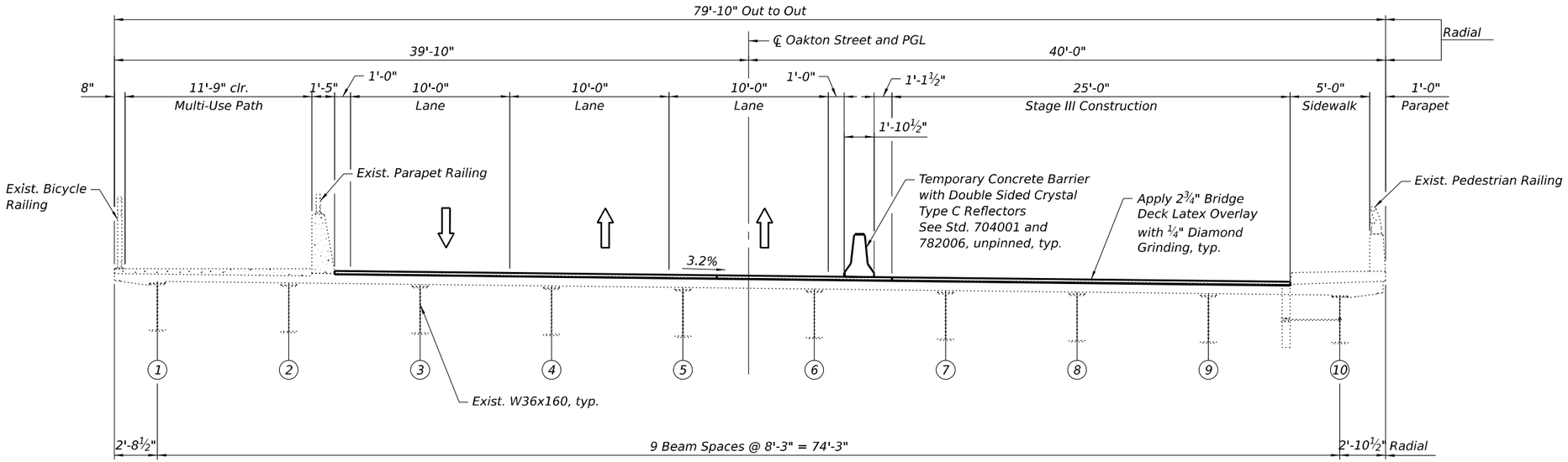


STAGE III REMOVAL

Looking East
@ ℄ Structure Sta. 105+73.96

STAGE III REMOVAL

1. Install temporary concrete barrier as shown.
2. Remove joint and concrete portions of parapet, abutment stem, and deck slab adjacent of joint.
3. Scarify ¾" from bridge deck as shown.



STAGE III CONSTRUCTION

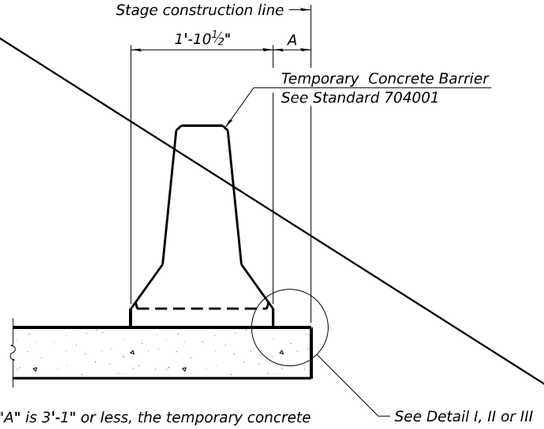
Looking East
@ ℄ Structure Sta. 105+73.96

STAGE III CONSTRUCTION

1. Perform partial and full-depth approach slab repairs at locations shown in the plans.
2. Perform full-depth bridge deck repairs at locations shown in the plans.
3. Install preformed joint strip seal at each abutment and replace associated concrete and reinforcement adjacent to joint.
4. Apply 2¾" bridge deck latex concrete overlay to bridge deck.
5. Perform ¼" diamond grinding.
6. Perform bridge deck grooving for the latex overlay.
7. Apply protective coat to the latex overlay and new concrete at joint replacements.

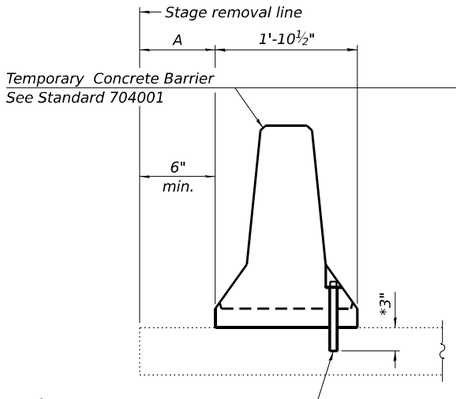
AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - JJI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION DETAILS STRUCTURE NO. 016-2601
		CHECKED - EH	REVISED -		
	PLOT SCALE =	DRAWN - JJI	REVISED -		SHEET S-5 OF S-15 SHEETS
	PLOT DATE =	CHECKED - 3/15/2024	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	27
			CONTRACT NO. 62T37	
		ILLINOIS	FED. AID PROJECT	



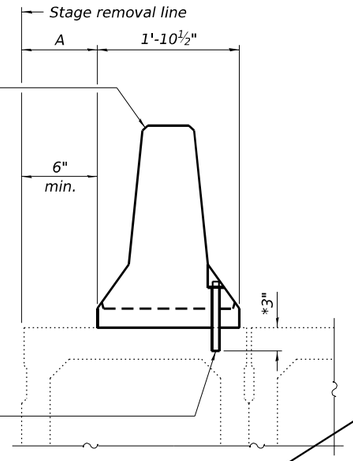
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" 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".

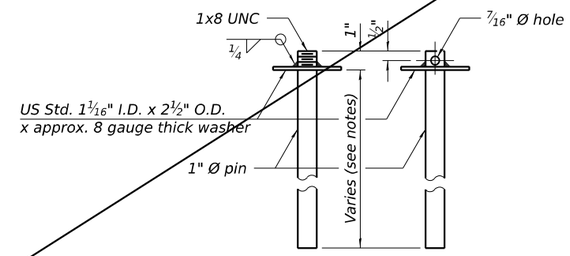
EXISTING SLAB



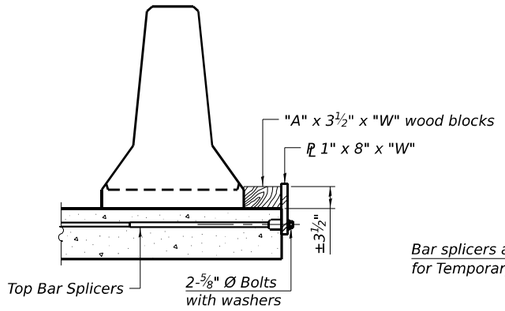
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DEAL BEAM

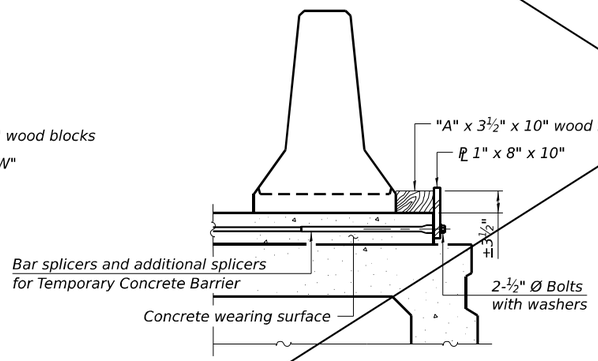
SECTIONS THRU SLAB OR DECK BEAM



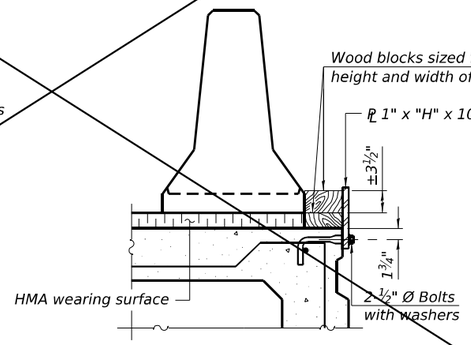
RESTRAINING PIN



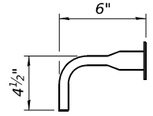
DETAIL I



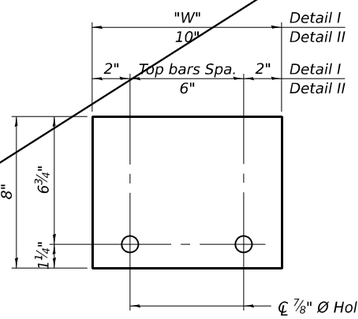
DETAIL II



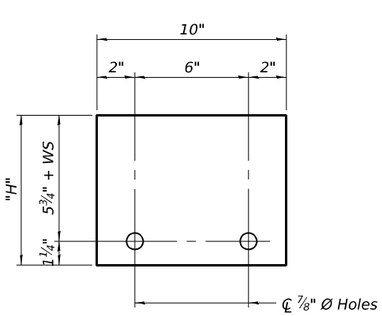
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



STEEL RETAINER ℄ 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 ℄ 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 1½", 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

THIS SHEET NOT APPLICABLE TO CONTRACT 62T37

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - JJI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NOT USED STRUCTURE NO. 016-2601
		CHECKED - EH	REVISED -		SHEET S-6 OF S-15 SHEETS
	PLOT SCALE =	DRAWN - JJI	REVISED -		
	PLOT DATE =	CHECKED - 6/25/2024	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	28
		CONTRACT NO. 62T37		
		ILLINOIS	FED. AID PROJECT	

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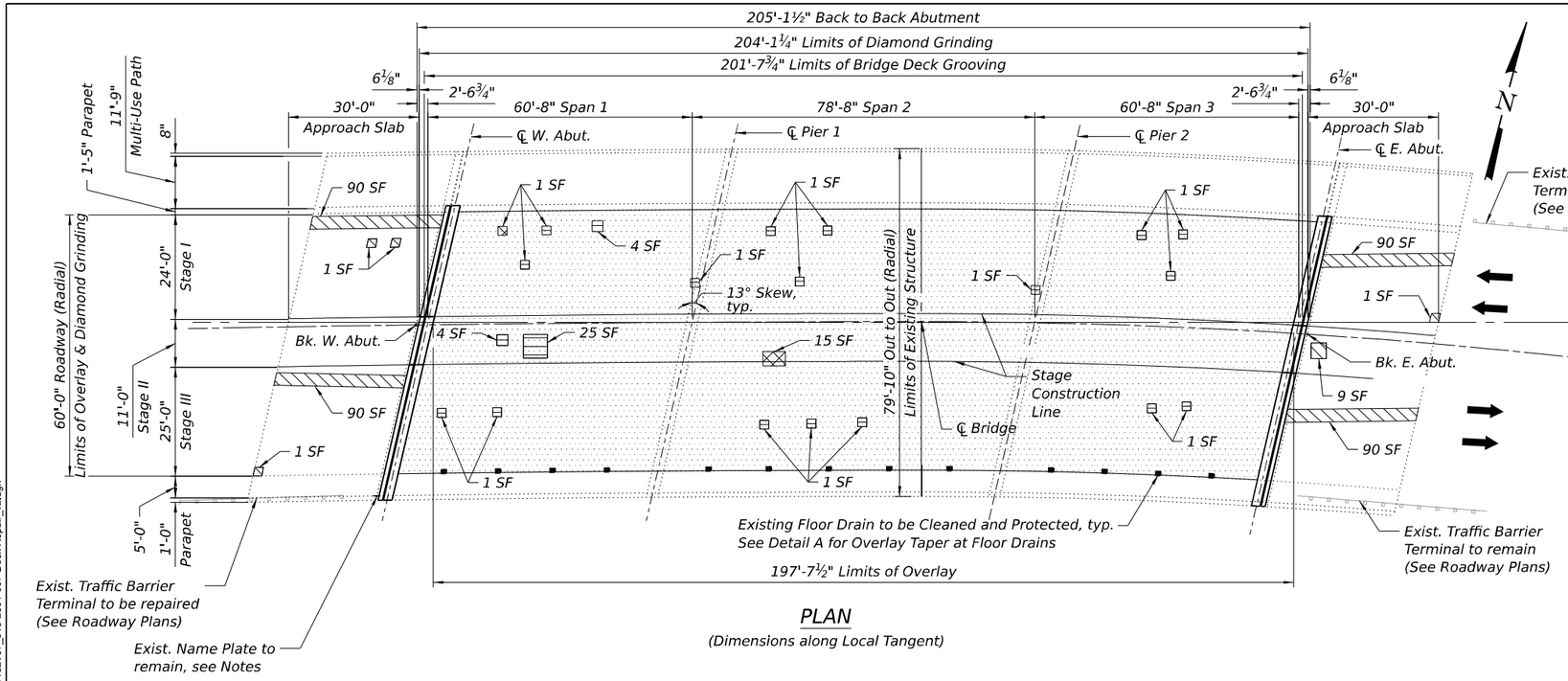
05/06/2024 2:28:25 PM



PLAN

(Dimensions along Local Tangent)

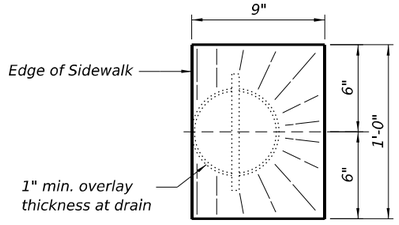
Notes:

Areas of deck repairs are estimated. Actual type, location, and dimensions are to be determined by the Engineer during construction and documented on as-built plans.

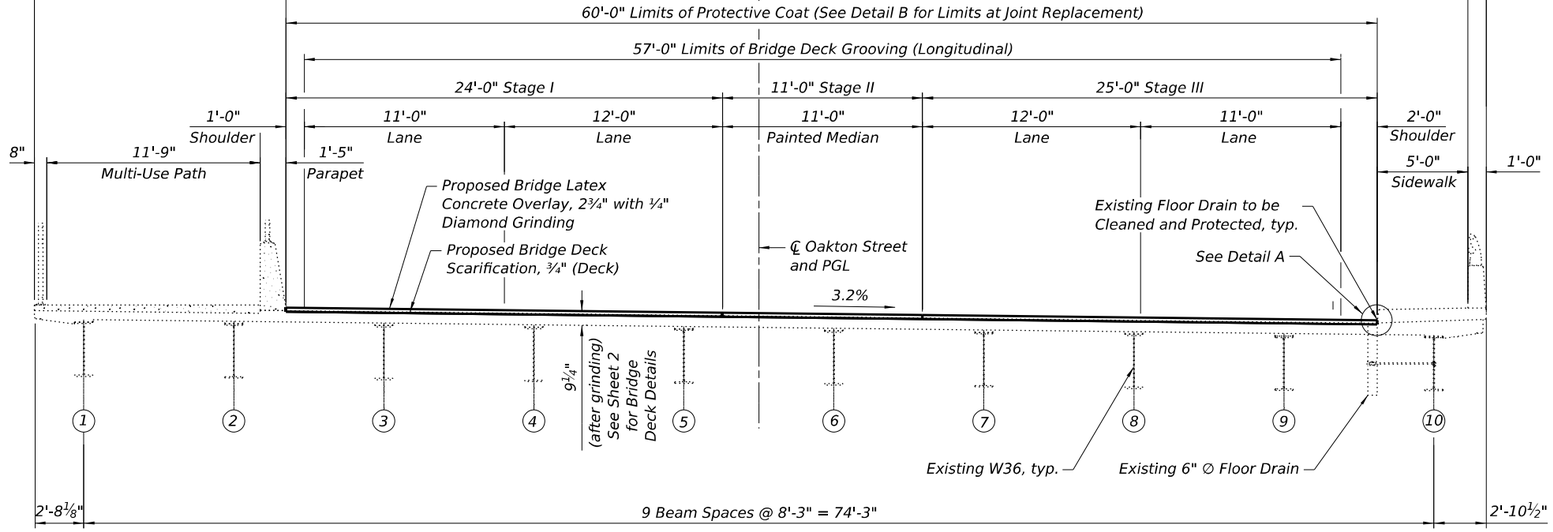
Protective coat shall be applied to the top surface of the latex overlay and to the concrete at the proposed joint replacement. It shall also be applied to the top and inside vertical faces of existing sidewalk and parapet at new concrete for joint replacement. See Detail B.

Areas of Deck Slab Repair (Partial) are shown for information only and shall be included in the Cost of Bridge Deck Latex Concrete Overlay, 2¾".

If the existing name plate falls within the limits of Concrete Removal, it shall be removed and reinstalled in its original location in accordance with IDOT Standard 515001. Cost included with Concrete Superstructures.

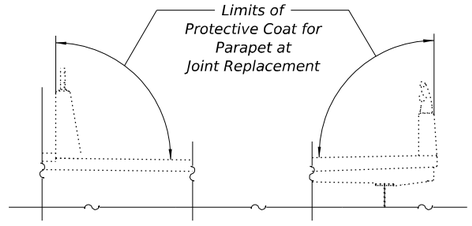


DETAIL A
TOP PLAN SHOWING OVERLAY TAPER AT FLOOR DRAINS



CROSS SECTION

(Looking East @ ℄ Structure Sta. 105+73.96)



DETAIL B
LIMITS OF PROTECTIVE COAT AT JOINT REPLACEMENT

LEGEND

- Approach Slab Repair (Partial Depth)
- Deck Slab Repair (Partial) For Information only
- Deck Slab Repair (Full Depth, Type II)
- Bridge Deck Latex Concrete Overlay, 2¾ Inches Bridge Deck Scarification, ¾"
- Joint Removal and Replacement, see Sheets S-8 thru S-11

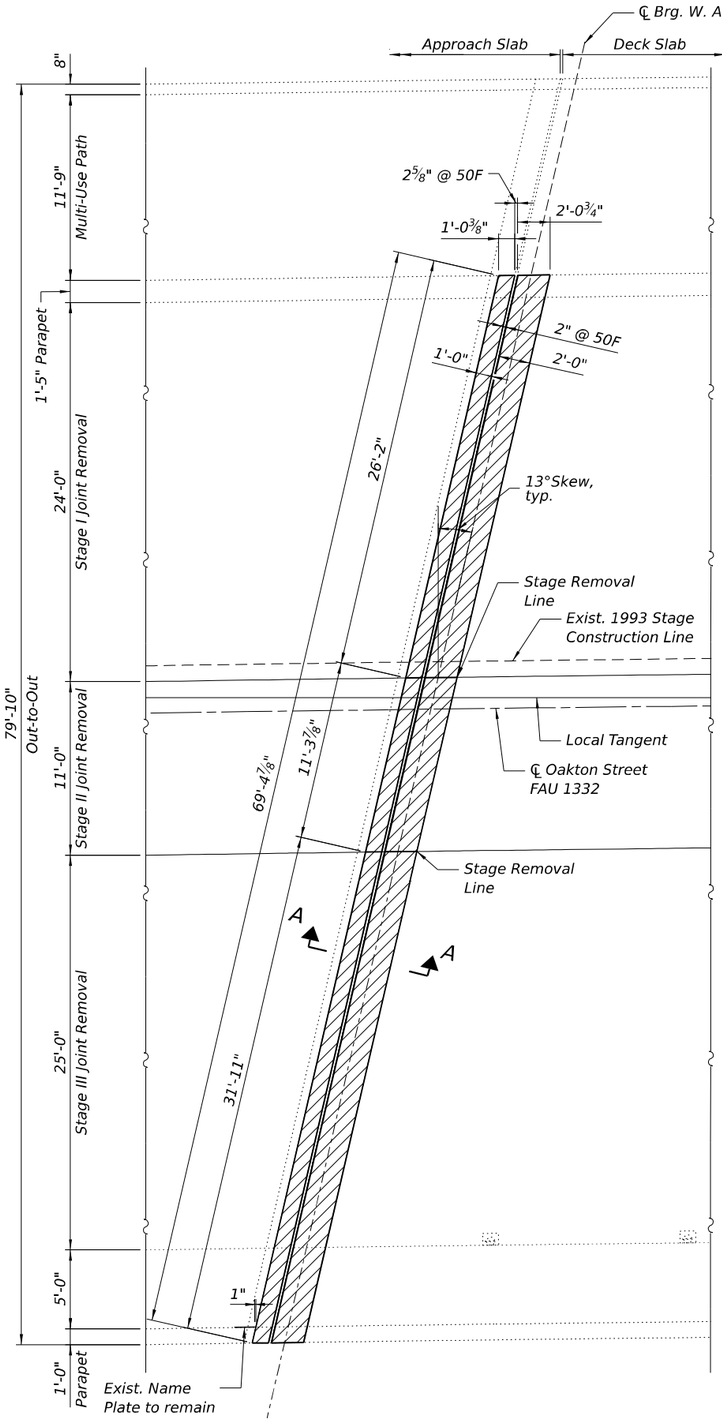
MODEL: 007-Deck Repair [Sheet]
FILE NAME: pw://mb-us-pw.bentley.com:mb-us-pw-03/Documents/Chicago_IL/01_Projects/D1_IDOT_Var_DEseries_PTB208_005/W03 - 1992955/3.0 Deliverables/3.3 CADD Data/Sheets/D1627137_016-2601-007-Deck Repair_v2.dgn
05/06/2024 10:07:20 AM

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - JJI	REVISED -
		CHECKED - EH	REVISED -
	PLOT SCALE =	DRAWN - JJI	REVISED -
	PLOT DATE =	CHECKED - 6/25/2024	REVISED -

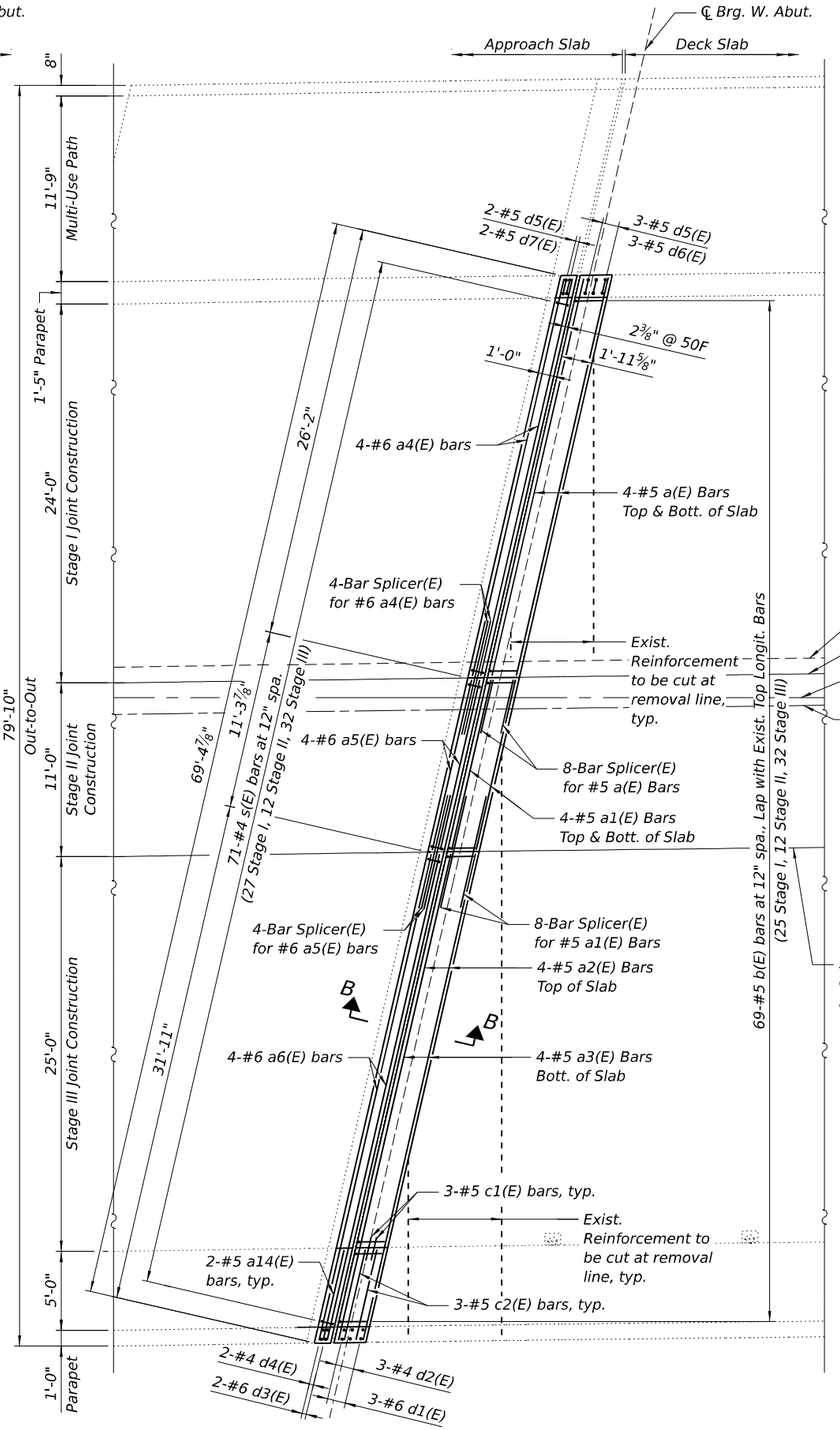
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK REPAIR
STRUCTURE NO. 016-2601
SHEET S-7 OF S-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	29
		CONTRACT NO. 62T37		
		ILLINOIS	FED. AID PROJECT	



CONCRETE REMOVAL PLAN
(West Abutment)



CONCRETE REPLACEMENT PLAN
(West Abutment)

Notes:

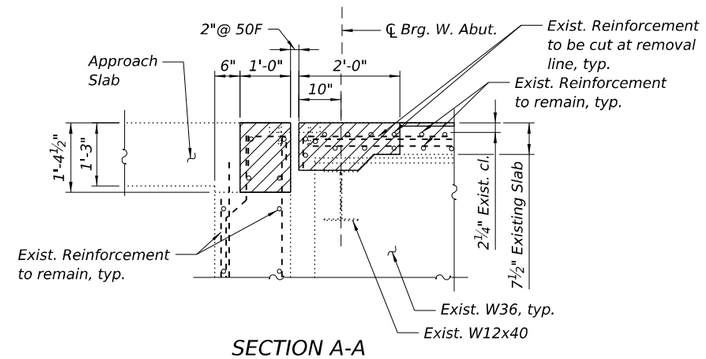
Existing reinforcement shall be cleaned, straightened, and incorporated into the new construction unless noted otherwise. Cost included with Concrete Removal.

Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.

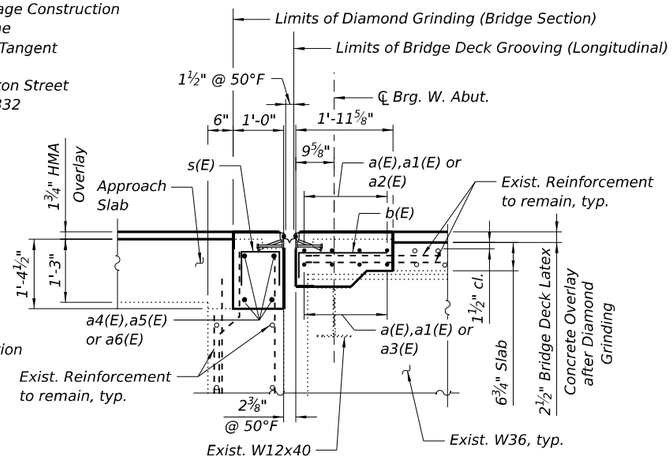
Removal of existing joint system is included with Concrete Removal.

See Sheet S-10 and S-11 for Section Thru Bridge Deck and Abutment Backwall.

See Sheet S-11 for Bill of Material.



SECTION A-A



SECTION B-B

LEGEND

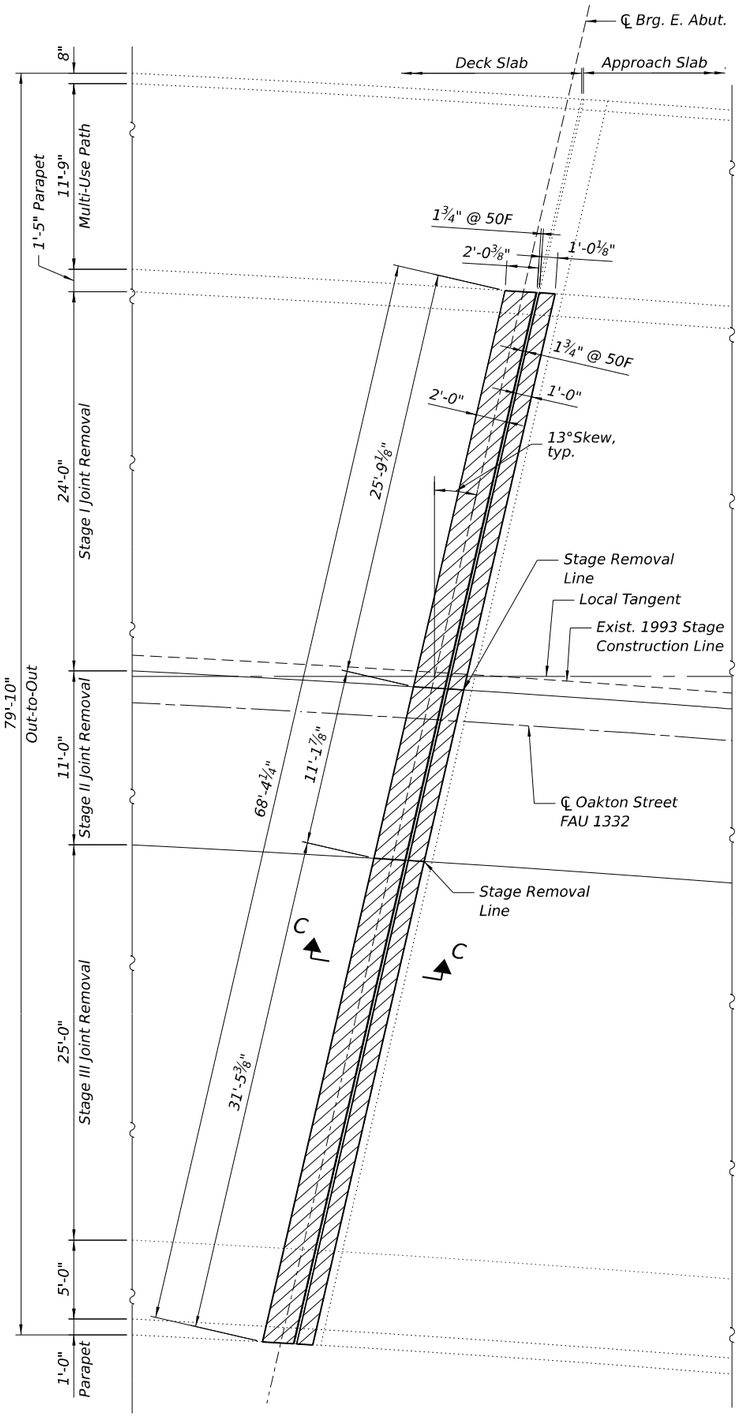
Concrete Removal

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - JJI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JOINT REMOVAL AND REPLACEMENT DETAILS STRUCTURE NO. 016-2601
		CHECKED - EH	REVISED -		
	PLOT SCALE =	DRAWN - KB	REVISED -		SHEET S-8 OF S-15 SHEETS
	PLOT DATE =	CHECKED - 6/25/2024	REVISED -		

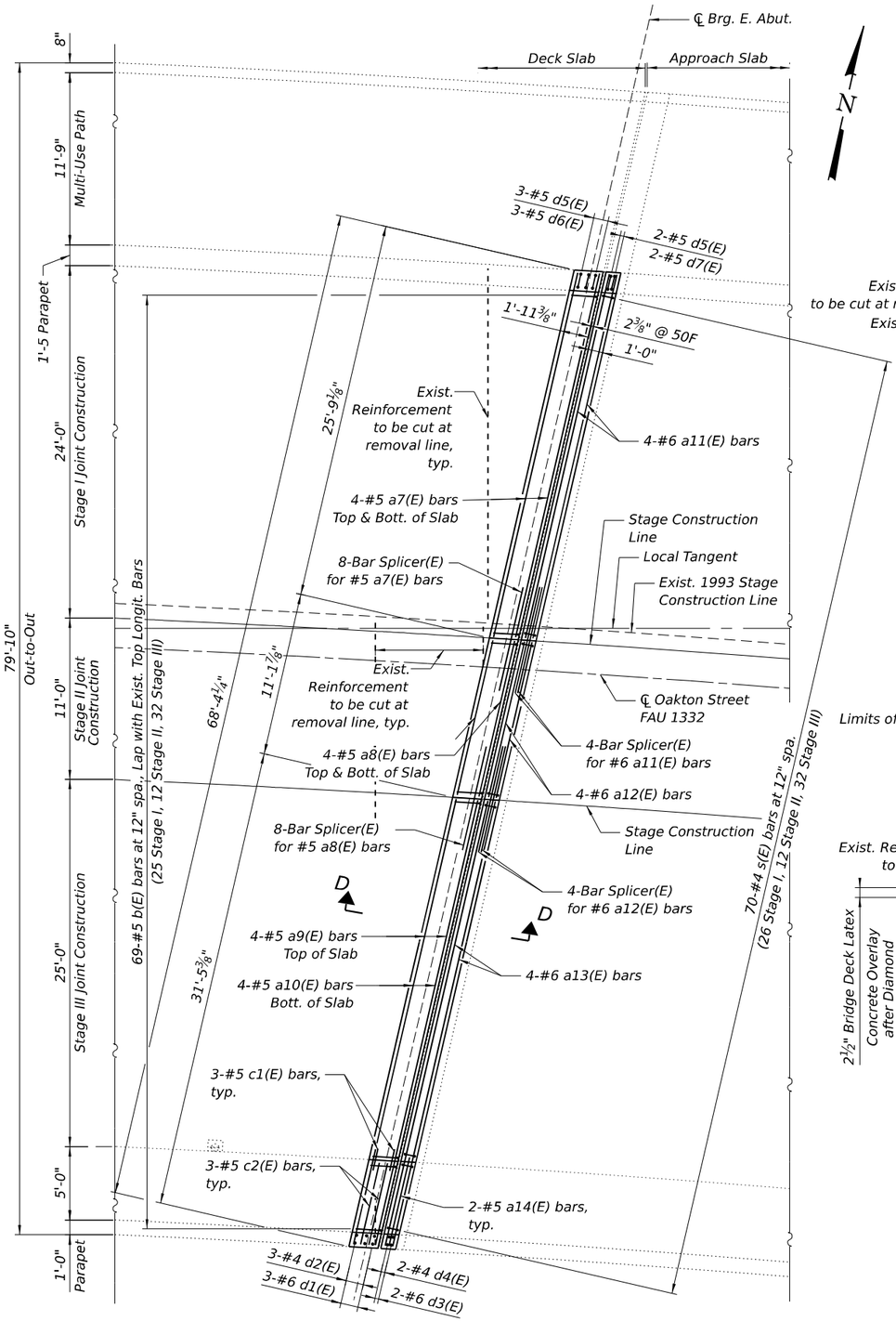
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	30
		CONTRACT NO. 62T37		
		ILLINOIS	FED. AID PROJECT	

MODEL: Joint Rem Rep [Sheet]
FILE NAME: pw://mb-us-pw.bentley.com:mb-as-pw-03/Documents/Chicago_IL/01_Projects/D1_IDOT_Var_DEservs_PTB208_005/W03 - 196295/3.0 Deliverables/3.3 CADD Data/Sheets/D162T37_016-2601-008-009-Joint Removal and Replacement_v2.dgn

05/06/2024 10:07:29 AM



CONCRETE REMOVAL PLAN
(East Abutment)



CONCRETE REPLACEMENT PLAN
(East Abutment)

N

Notes:

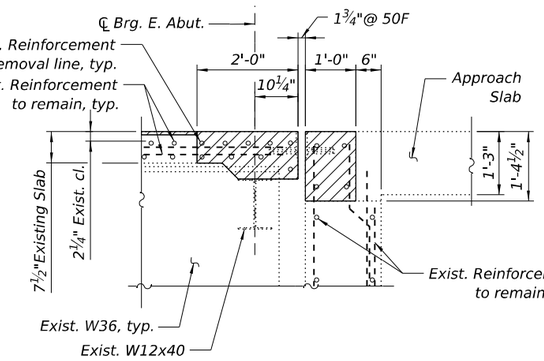
Existing reinforcement shall be cleaned, straightened, and incorporated into the new construction unless noted otherwise. Cost included with Concrete Removal.

Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.

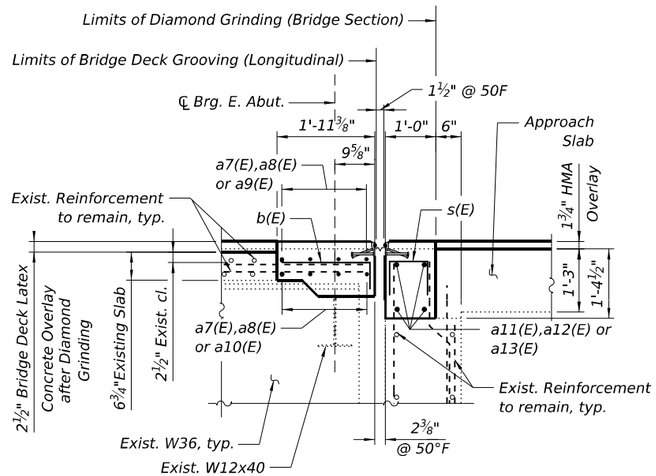
Removal of existing joint system is included with Concrete Removal.

See Sheet S-10 and S-11 for Section Thru Bridge Deck and Abutment Backwall.

See Sheet S-11 for Bill of Material.



SECTION C-C



SECTION D-D

LEGEND

Concrete Removal

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - JJI	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
		CHECKED - EH	REVISED -	
	PLOT SCALE =	DRAWN - KB	REVISED -	
	PLOT DATE =	CHECKED - 6/25/2024	REVISED -	

JOINT REMOVAL AND REPLACEMENT DETAILS
STRUCTURE NO. 016-2601
SHEET S-9 OF S-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	31
		CONTRACT NO. 62T37		
		ILLINOIS	FED. AID PROJECT	

MODEL: Joint Details [Sheet]
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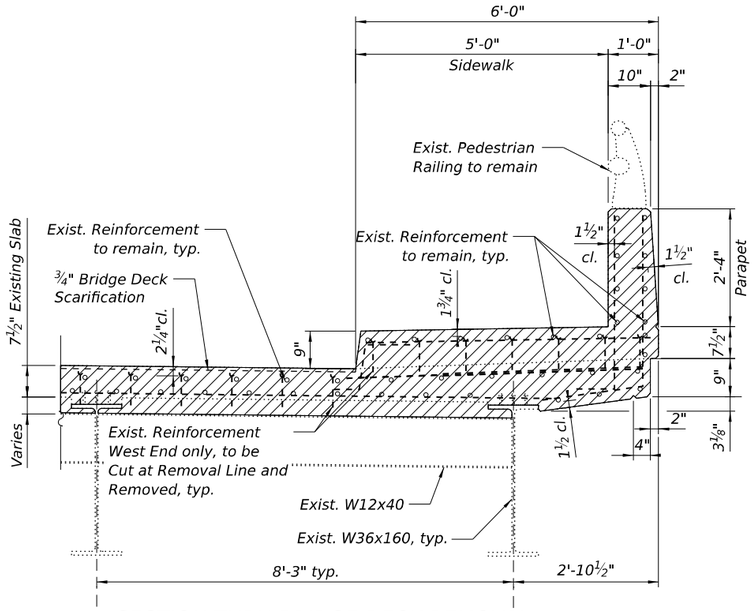
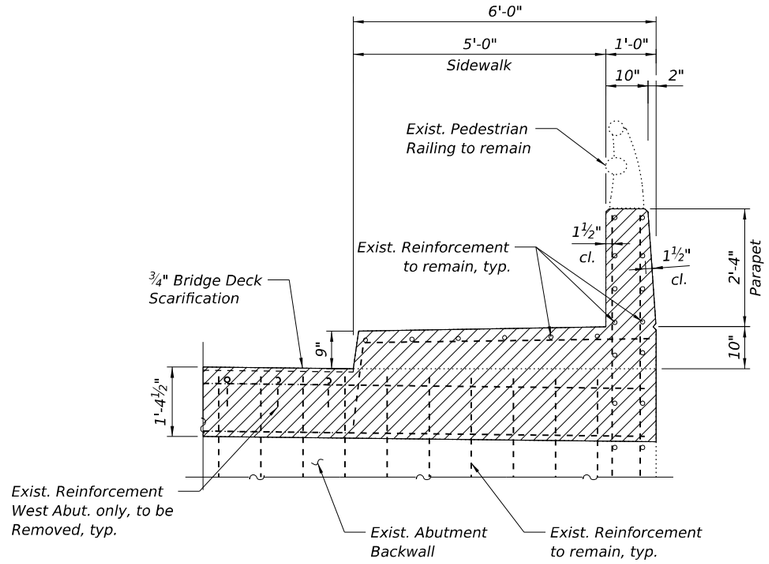


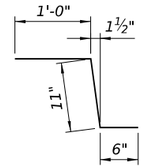
SECTION THRU BRIDGE DECK REMOVAL

South Parapet

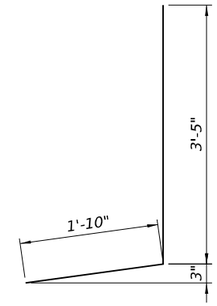


SECTION THRU ABUTMENT BACKWALL REMOVAL

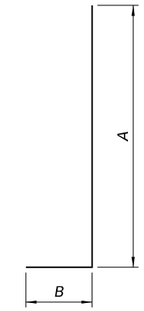
South Parapet



BAR c1(E)

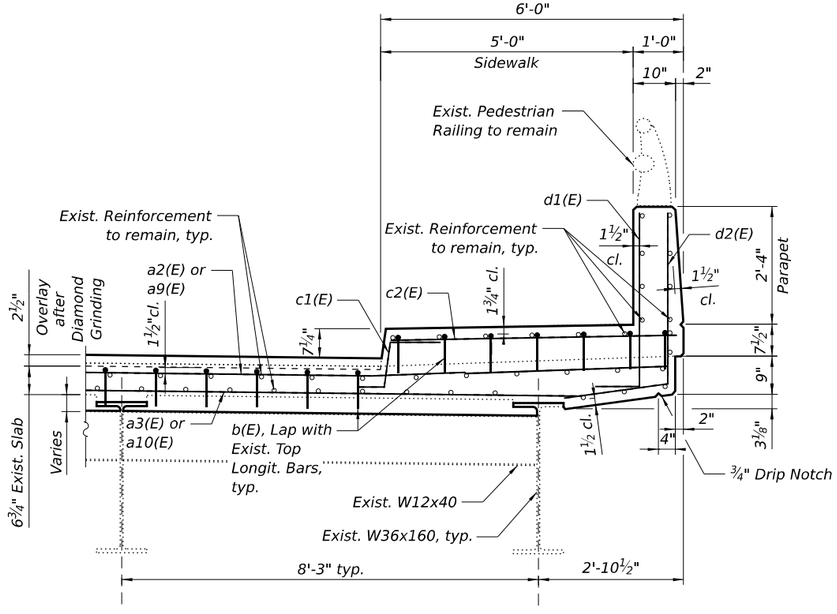


BAR d2(E)



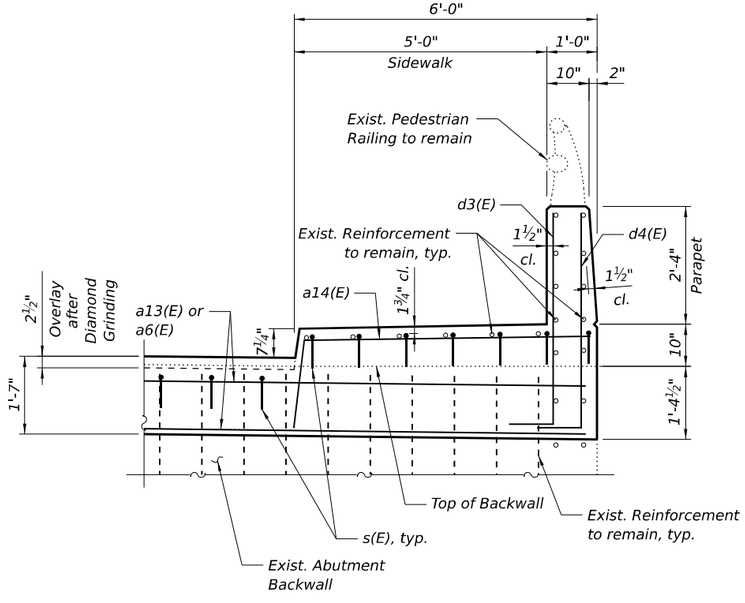
BAR d1(E), d3(E) AND d4(E)

BAR	A	B
d1(E)	3'-5½"	10½"
d3(E)	4'-1½"	10½"
d4(E)	4'-2½"	10½"



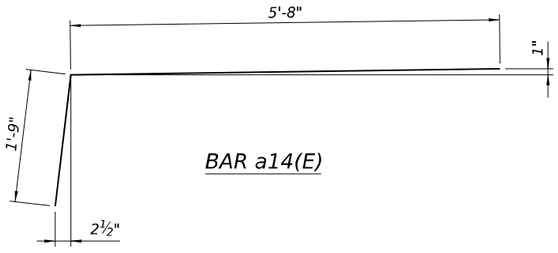
SECTION THRU BRIDGE DECK REPLACEMENT

South Parapet

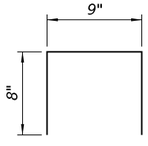


SECTION THRU ABUTMENT BACKWALL REPLACEMENT

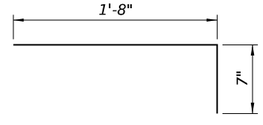
South Parapet



BAR a14(E)



BAR s(E)



BAR b(E)

LEGEND

Concrete Removal

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - JJI	REVISED -
		CHECKED - EH	REVISED -
	PLOT SCALE =	DRAWN - KB	REVISED -
	PLOT DATE =	CHECKED - 6/25/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT REMOVAL AND REPLACEMENT DETAILS
STRUCTURE NO. 016-2601

SHEET S-10 OF S-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	32
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		

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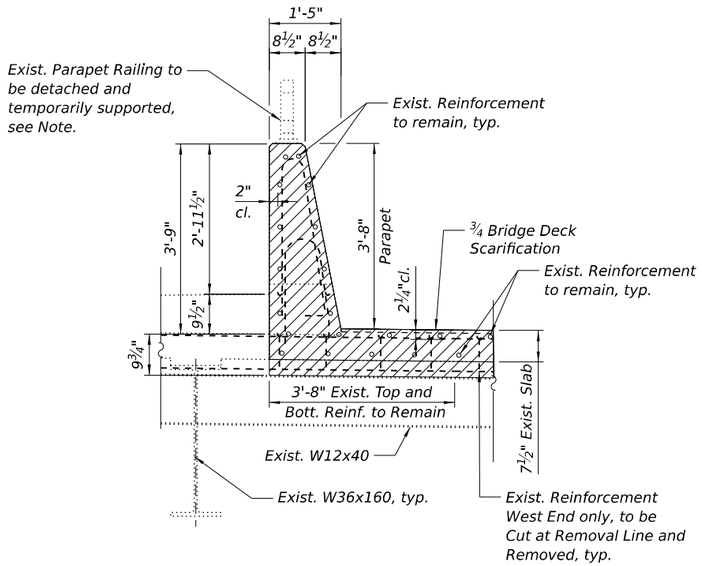
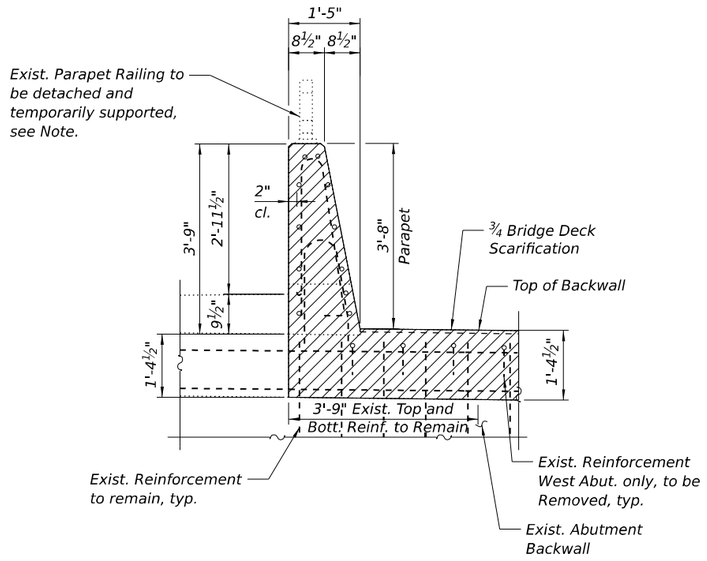


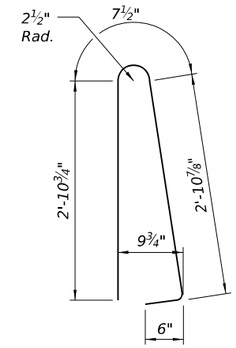
SECTION THRU BRIDGE DECK REMOVAL

North Parapet

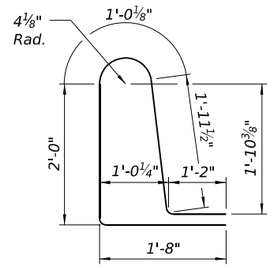


SECTION THRU ABUTMENT BACKWALL REMOVAL

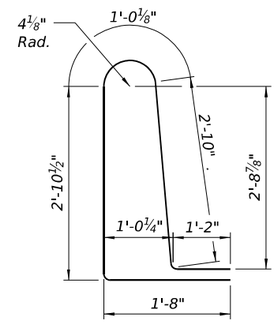
North Parapet



BAR d5(E)



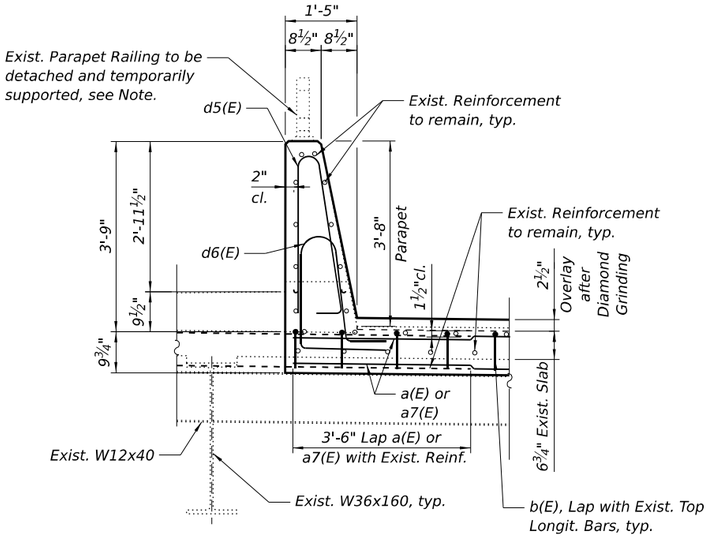
BAR d6(E)



BAR d7(E)

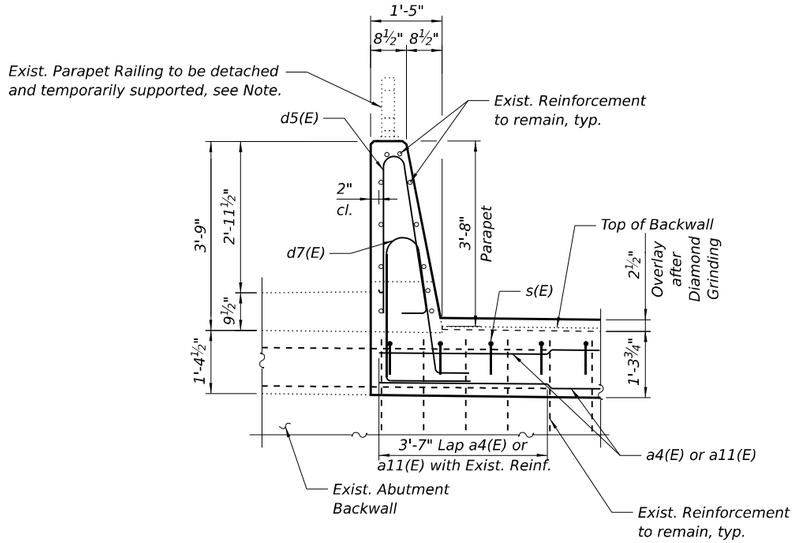
BILL OF MATERIAL FOR TWO JOINTS

Bar	No.	Size	Length	Shape
a(E)	8	#5	25'-10"	
a1(E)	8	#5	10'-11"	
a2(E)	4	#5	31'-7"	
a3(E)	4	#5	29'-8"	
a4(E)	4	#6	25'-10"	
a5(E)	4	#6	10'-11"	
a6(E)	4	#6	31'-7"	
a7(E)	8	#5	25'-5"	
a8(E)	8	#5	10'-9"	
a9(E)	4	#5	31'-1"	
a10(E)	4	#5	29'-1"	
a11(E)	4	#6	25'-5"	
a12(E)	4	#6	10'-9"	
a13(E)	4	#6	31'-1"	
a14(E)	4	#5	7'-5"	
b(E)	138	#5	2'-3"	
c1(E)	6	#5	2'-5"	
c2(E)	6	#5	5'-8"	
d1(E)	6	#6	4'-4"	
d2(E)	6	#4	5'-3"	
d3(E)	4	#6	5'-0"	
d4(E)	4	#4	5'-1"	
d5(E)	10	#5	7'-0"	
d6(E)	6	#5	7'-10"	
d7(E)	4	#5	9'-7"	
s(E)	141	#4	2'-1"	
Concrete Removal			Cu. Yd.	18.2
Concrete Superstructure			Cu. Yd.	20.6
Reinforcement Bars, Epoxy Coated			Pound	2,810



SECTION THRU BRIDGE DECK REPLACEMENT

North Parapet



SECTION THRU ABUTMENT BACKWALL REPLACEMENT

North Parapet

LEGEND

Concrete Removal

Note:
The existing parapet railing attached to the north parapet shall be detached and temporarily supported during expansion joint replacement at both ends of the bridge. After the completion of the joint installation at the parapet, the parapet railing must be reattached to the parapet wall. All activities related to the handling of the railing during joint reconstruction will be paid for under the "Concrete Removal" pay item.

MODEL: Joint Detail-4 [Sheet]
FILE NAME: pw://mb-us-pw.bentley.com:mb-us-pw-03/Documents/Chicago_IL/01_Projects/D1_IDOT_Var_DEservs_PTB208_005/W03 - 1982995/3.0 Deliverables/3.3 CADD Data/Sheets/D1627J7_016-2601-010-011-Joint Removal and Replacement Details.dgn

05/06/2024 10:07:40 AM

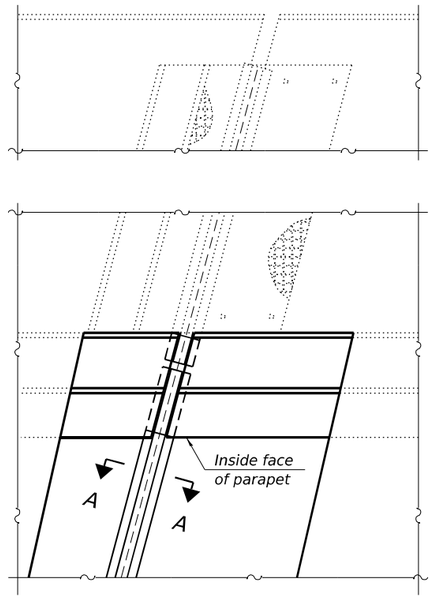
AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME =	DESIGNED - JJI	REVISED -	
	CHECKED - EH	REVISED -	
PLOT SCALE =	DRAWN - KB	REVISED -	
PLOT DATE =	CHECKED - 6/25/2024	REVISED -	

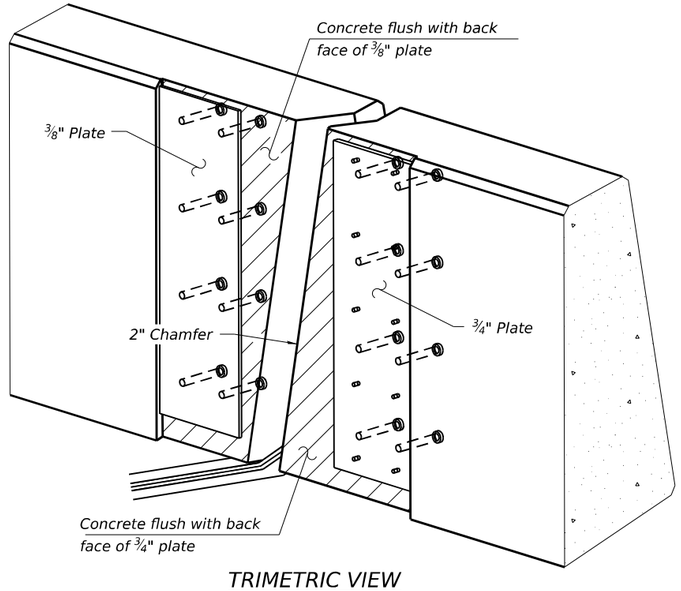
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT REMOVAL AND REPLACEMENT DETAILS
STRUCTURE NO. 016-2601
SHEET S-11 OF S-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	33
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		



AT MULTI-USE PATH



TRIMETRIC VIEW
(Showing embedded plates only)

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

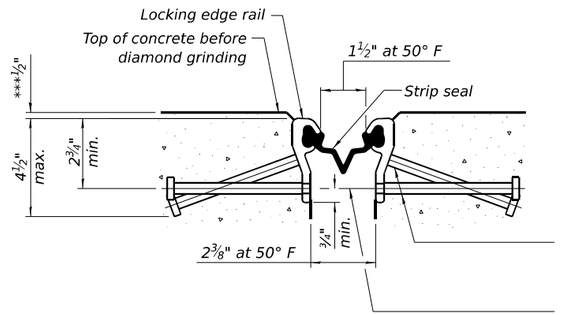
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

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

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

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

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required.



SHOWING ROLLED RAIL JOINT

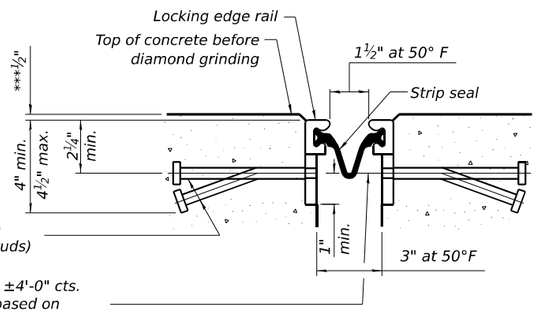
***Prior to ¼" grinding

* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

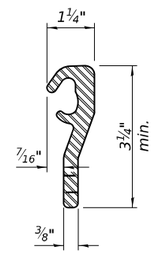
⅜" Ø threaded rods in 7/16" Ø holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

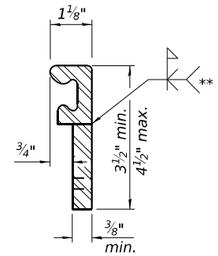
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SHOWING WELDED RAIL JOINT



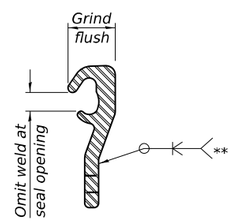
ROLLED
(EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	137

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - JJI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PREFORMED JOINT STRIP SEAL - SIDEWALK STRUCTURE NO. 016-2601
		CHECKED - EH	REVISED -		
	PLOT SCALE =	DRAWN - SPB	REVISED -		
	PLOT DATE =	CHECKED - 6/25/2024	REVISED -		SHEET S-12 OF S-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	34
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		

MODEL: Joint Strip Seal-1 [Sheet]
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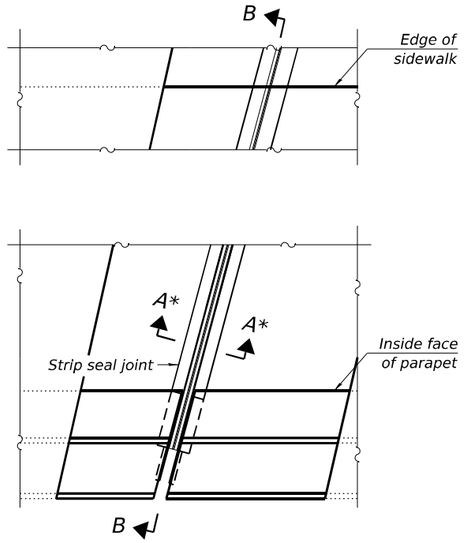
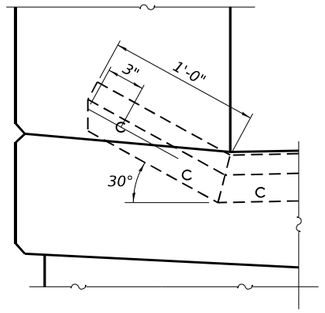
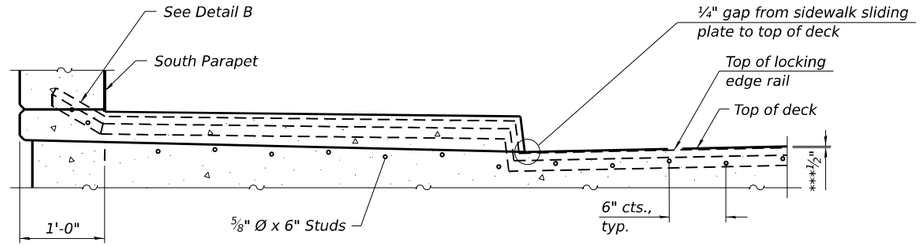


*See Sheet S-12 for Section A-A.

PLAN AT RAISED SIDEWALK

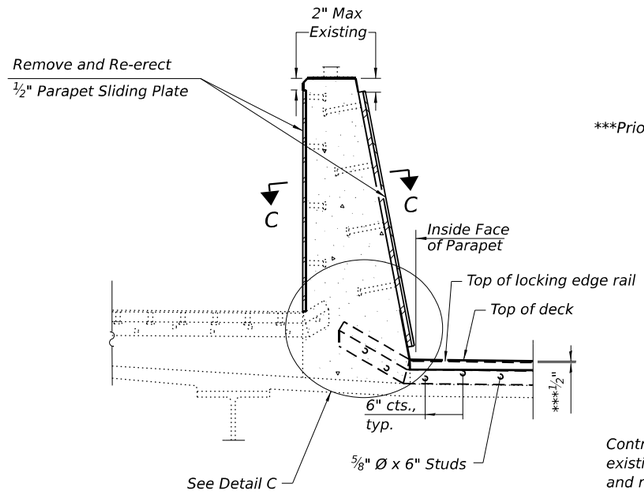


DETAIL B

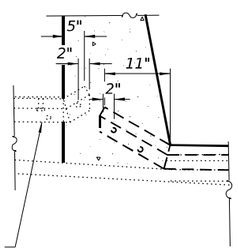


SECTION B-B AT RAISED SIDEWALK

Note:
Any damage to existing strip seal in multi-use path during concrete removal operations shall be repaired or replaced at the Contractor's expense by methods approved by the Engineer.



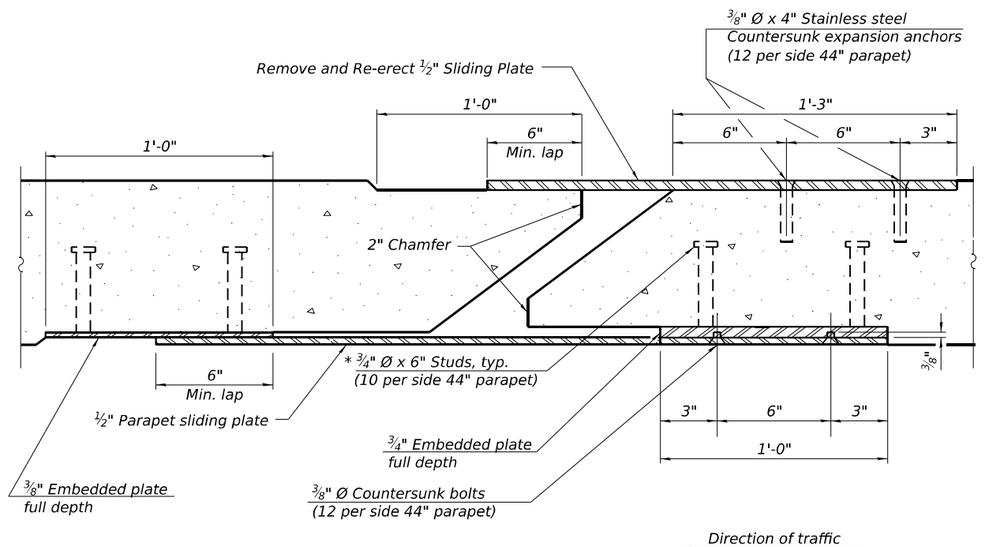
***Prior to ¼" grinding



Contractor to protect existing rails and strip seal and reincorporate into new parapet.

DETAIL C

SECTION THRU MULTI-USE PATH



SECTION C-C

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - JJI	REVISED -
		CHECKED - EH	REVISED -
	PLOT SCALE =	DRAWN - SPB	REVISED -
	PLOT DATE =	CHECKED - 3/15/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL - SIDEWALK
STRUCTURE NO. 016-2601
SHEET S-13 OF S-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	35
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		

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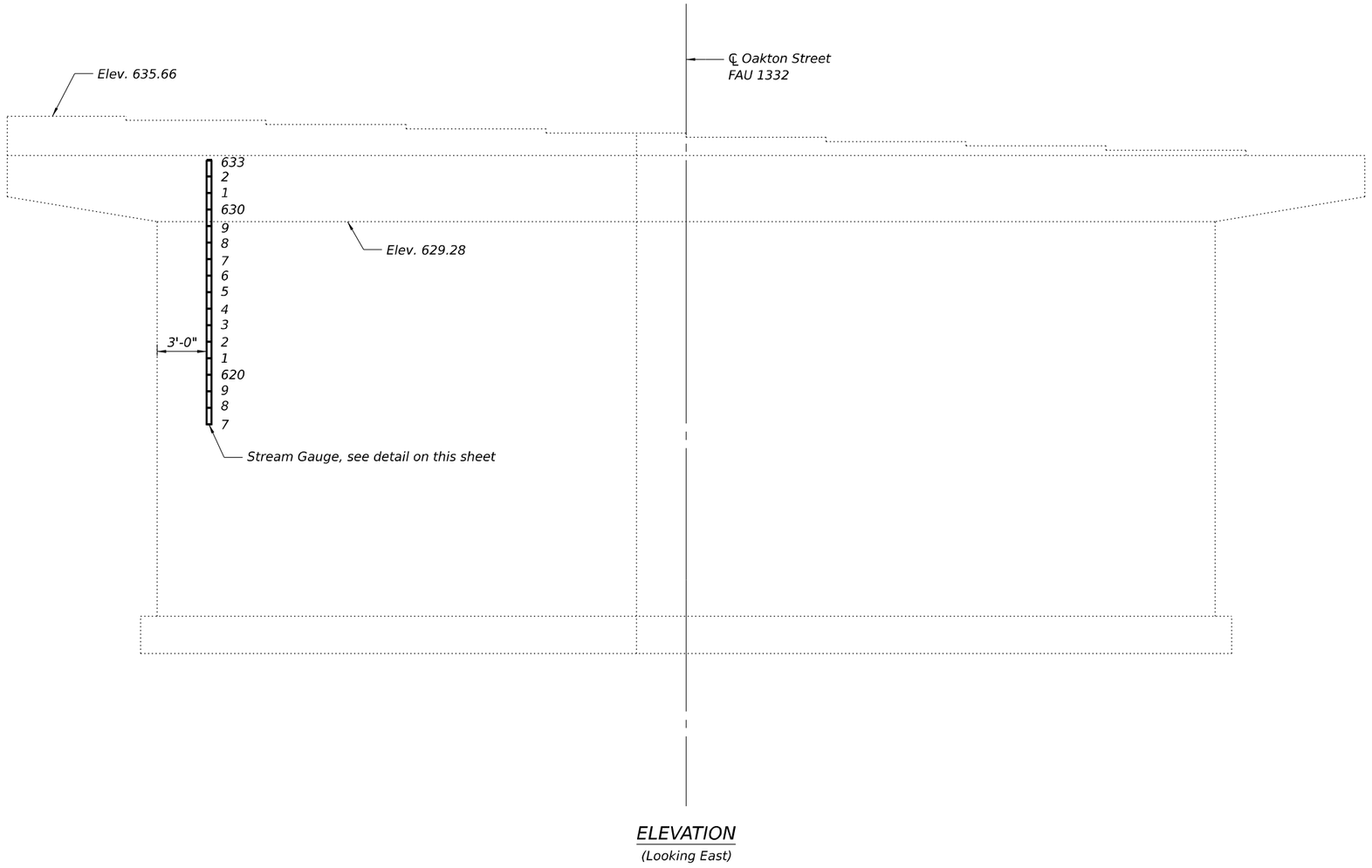
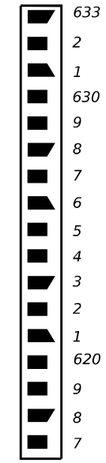


ELEVATION
(Looking East)



STREAM GAUGE DETAIL

Notes:
The gauge plates shall be porcelain enameled iron plate graduated in feet and tenths, unnumbered, and 3½" wide. Gauge plates shall be WaterMark Style "E" or approved equivalent.
Each individual number plate should be a black numeral on 2" x 3" white porcelain enameled iron plate. Number plates shall be "WaterMark" Style "E" or approved equivalent.
Both the gauge plates and number plates shall be fastened directly to the pier with a ¼" diamenter, 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 detail.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stream Gauge	Each	1

MODEL: Pier [Sheet]
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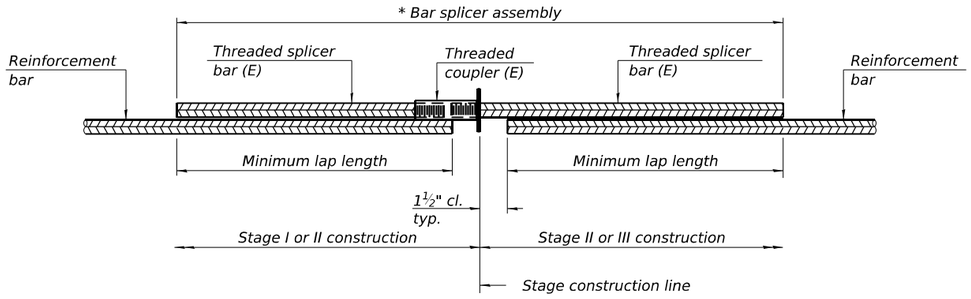
AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME =	DESIGNED - JJI	REVISED -	
	CHECKED - EH	REVISED -	
PLOT SCALE =	DRAWN - SPB	REVISED -	
PLOT DATE =	CHECKED - 5/6/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 STREAM GAUGE
STRUCTURE NO. 016-2601
SHEET S-14 OF S-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	36
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		



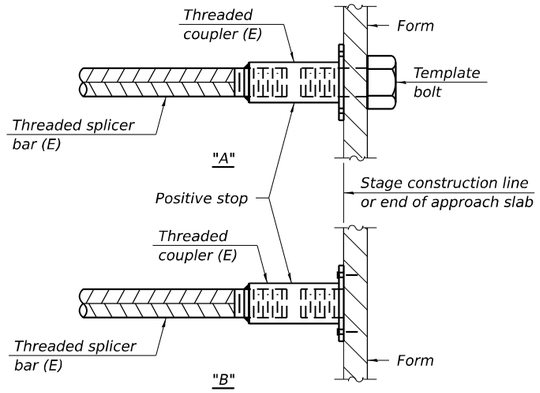
STANDARD BAR SPLICER ASSEMBLY PLAN

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

Threaded splicer bar length = min. lap length + 1½" + thread length

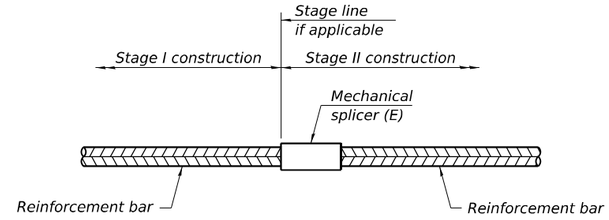
** Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.*

Location	Bar size	No. assemblies required	Minimum lap length
W. End of Deck	#5	16	3'-6"
W. Abut. Backwall	#6	8	4'-0"
E. End of Deck	#5	16	3'-6"
E. Abut. Backwall	#6	8	4'-0"



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

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

BSD-1 *5-15-2023*

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME =	DESIGNED - JJI	REVISED -	
	CHECKED - EH	REVISED -	
PLOT SCALE =	DRAWN - KB	REVISED -	
PLOT DATE =	CHECKED - 3/15/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 016-2601
SHEET S-15 OF S-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	37
		CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		

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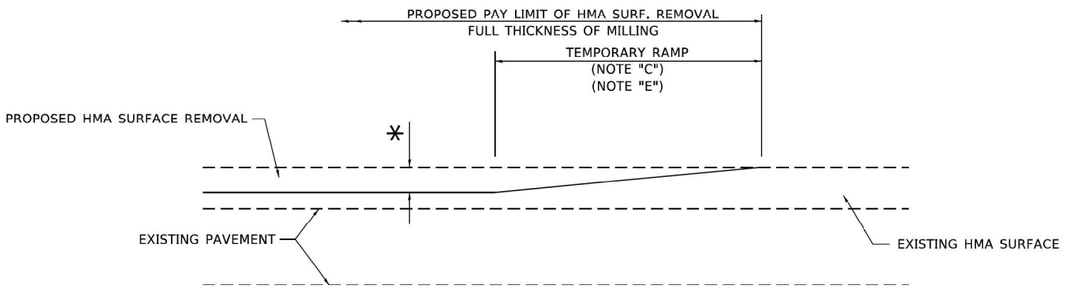
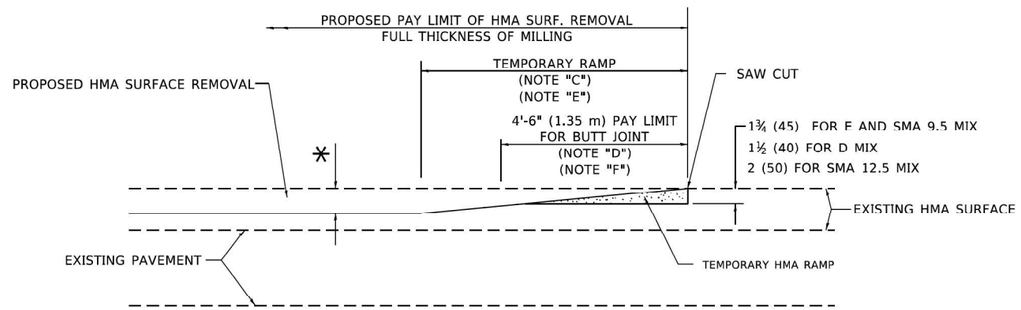


MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

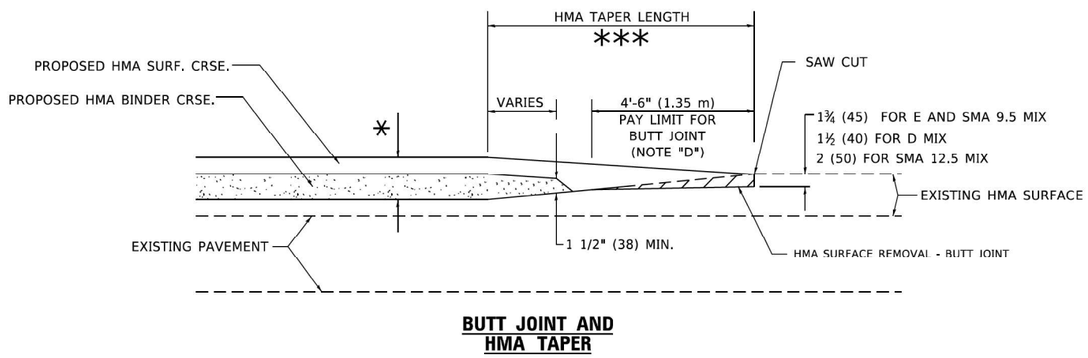


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

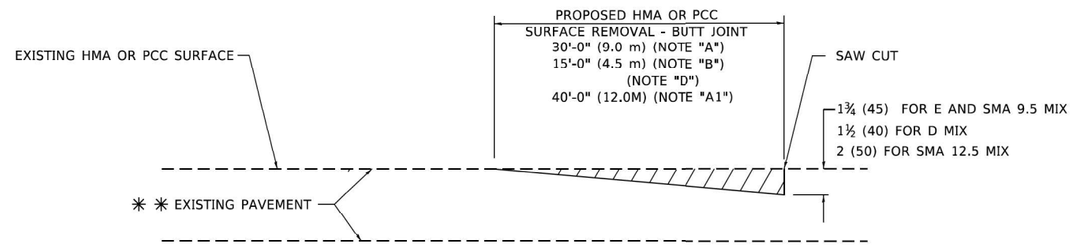
OPTION 2

TYPICAL TEMPORARY RAMP

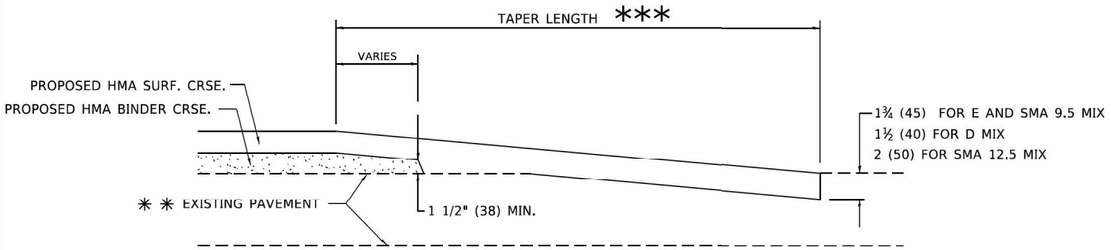


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.

A1. INTERSTATES

B. MINOR SIDE ROADS.

C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

1. THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

MODEL: Default
FILE NAME: pw:\\dot-pw.bentley.com:PWDOTDocuments\DOT Offices\District 1\Projects\Dist\Sic22x24\CADData\CADsheets\bd32.dgn

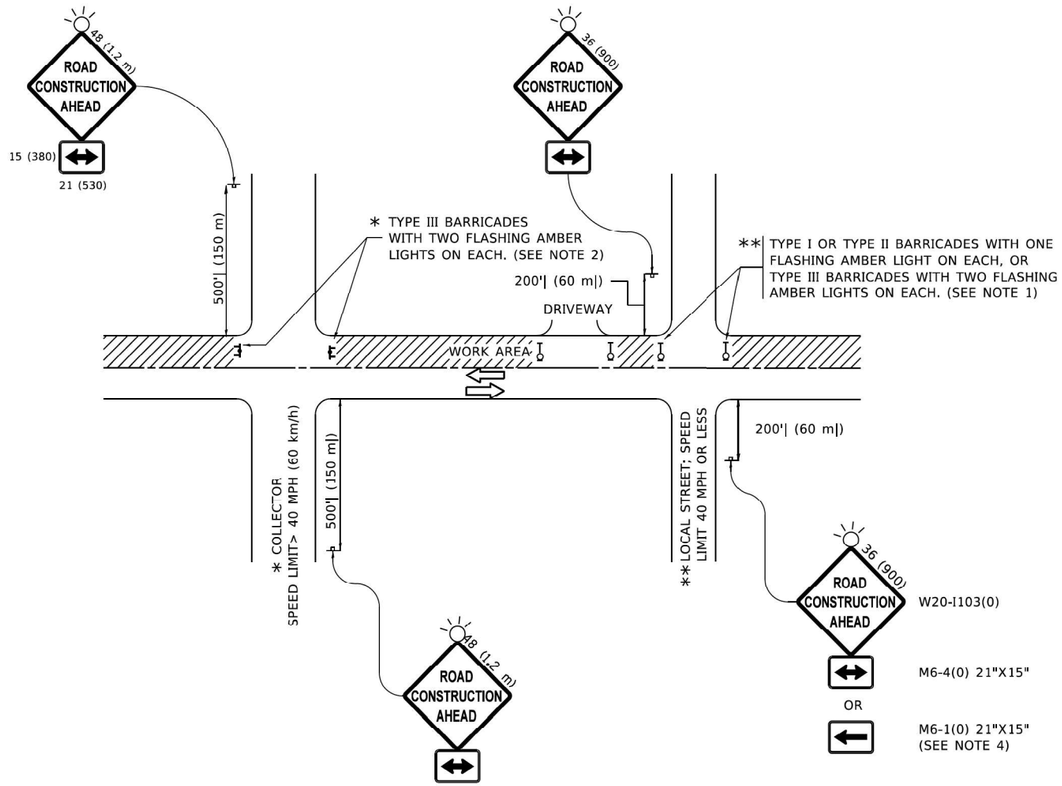
USER NAME = Lawrence.DeManche	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97	
	DRAWN -	REVISED - M. GOMEZ 04-06-01	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07	
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	38
	BD400-05 BD-32	CONTRACT NO.62T37		
	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.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
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.

MODEL: Default
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	DRAWN -	REVISED - A. SCHUETZE 07-01-13	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 09-15-16	
PLOT DATE = 5/3/2024	DATE - 06-89	REVISED - D. SENDERAK 05-03-24	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	38A
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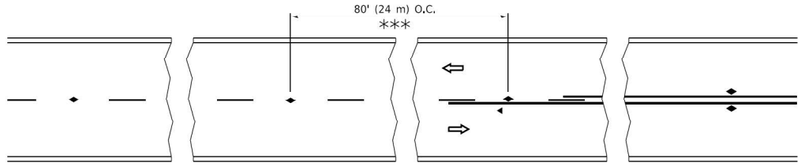
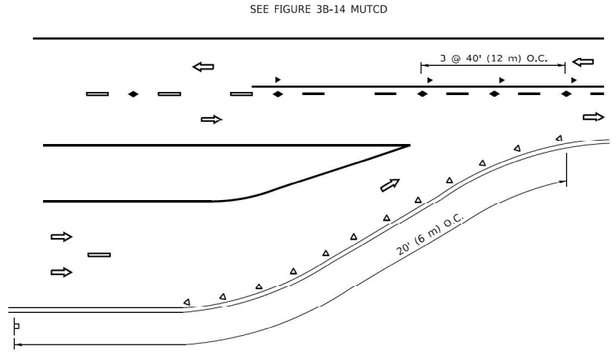
	ILLINOIS FED. AID PROJECT			



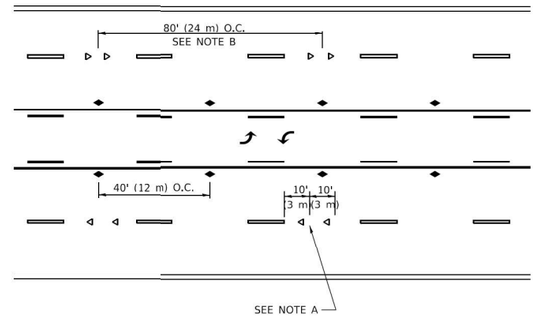
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO–LANE/TWO–WAY

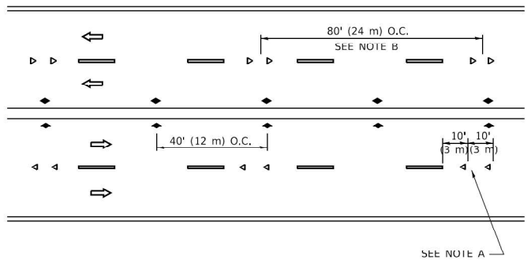
SEE FIGURE 3B-14 MUTCD



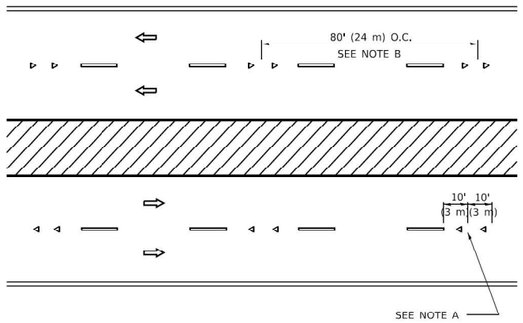
LANE REDUCTION TRANSITION



TWO–WAY LEFT TURN



MULTI–LANE/UNDIVIDED



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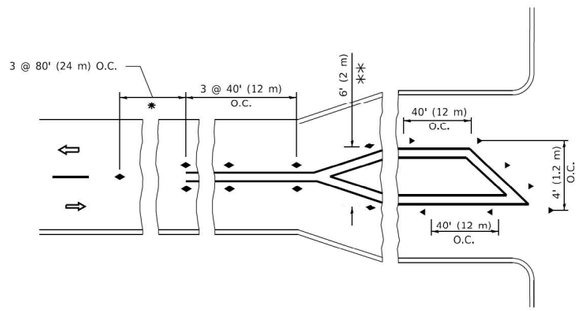

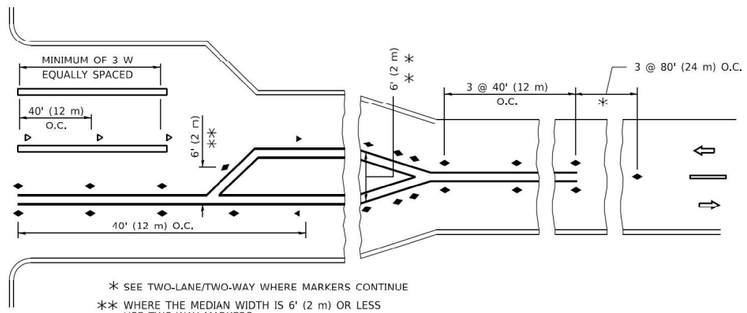

* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

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

TURN LANES

GENERAL NOTES

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

SYMBOLS

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

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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

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

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USER NAME = footemj	DESIGNED -	REVISED	- T. RAMMACHER 03-12-99
	DRAWN -	REVISED	- T. RAMMACHER 01-06-00
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED	- C. JUCIUS 09-09-09
PLOT DATE = 3/4/2019	DATE -	REVISED	- C. JUCIUS 07-01-13

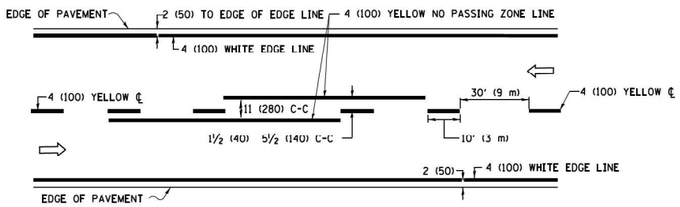
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

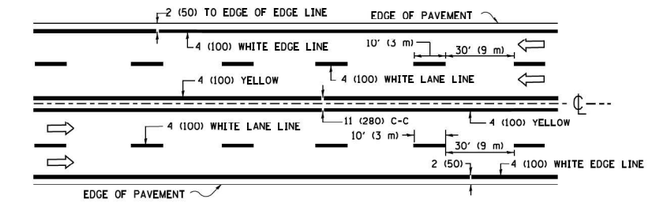
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	39
	TC-11	CONTRACT NO.62T37		
	ILLINOIS	FED. AID PROJECT		

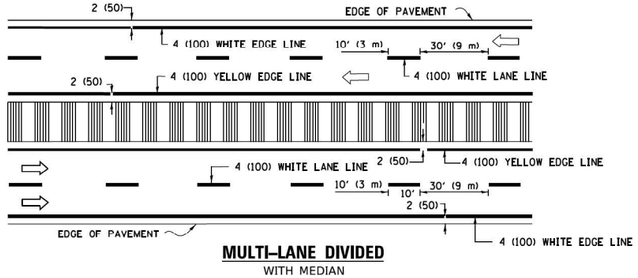
tc11.dgn 3/4/2019 10:29:08 AM User=footemj



2–LANE ROADWAY

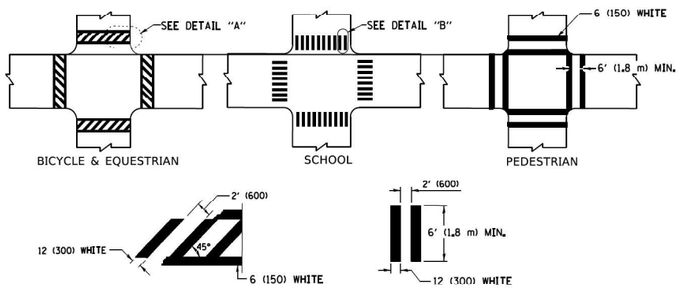


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

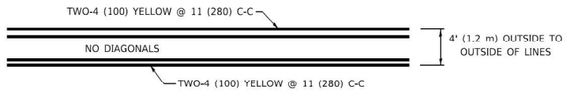
TYPICAL LANE AND EDGE LINE MARKING



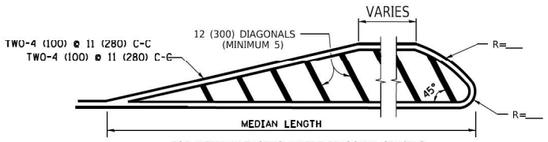
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



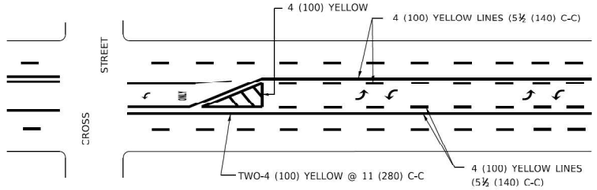
4' (1.2 m) WIDE MEDIANS ONLY



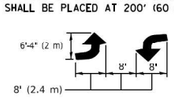
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

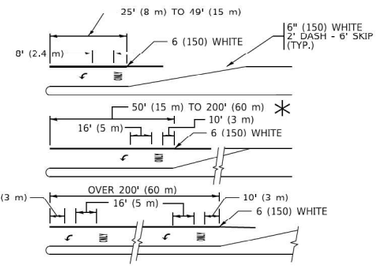


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

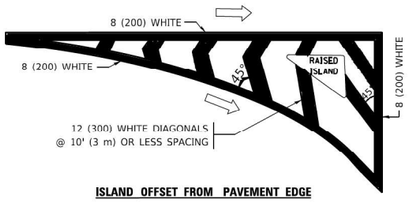


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

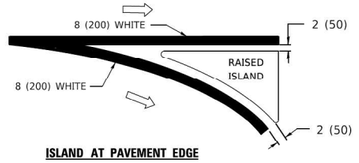
✱ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

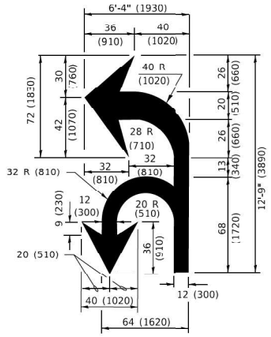


ISLAND OFFSET FROM PAVEMENT EDGE

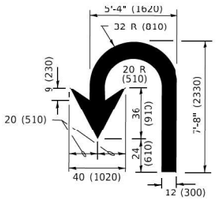


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

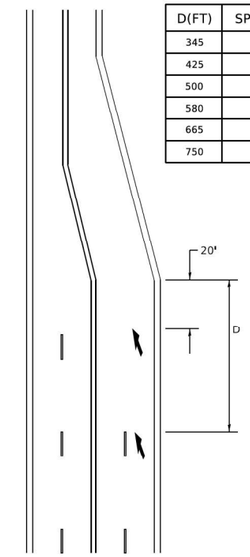


COMBINATION LEFT AND U–TURN



U–TURN

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



LANE REDUCTION TRANSITION

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

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	5½ (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; 5½ (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" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m² EACH "X"=54.0 SQ. FT. (5.0 m²
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.

Standards: [Sheet]
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	DRAWN -	REVISED - C. JUCIUS 07-01-13			**TC–13** | CONTRACT NO. 62T37
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15		SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.	ILLINOIS | FED. AID PROJECT
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16			

tc13.dgn 3/4/2019 10:34:37 AM User=footemj

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

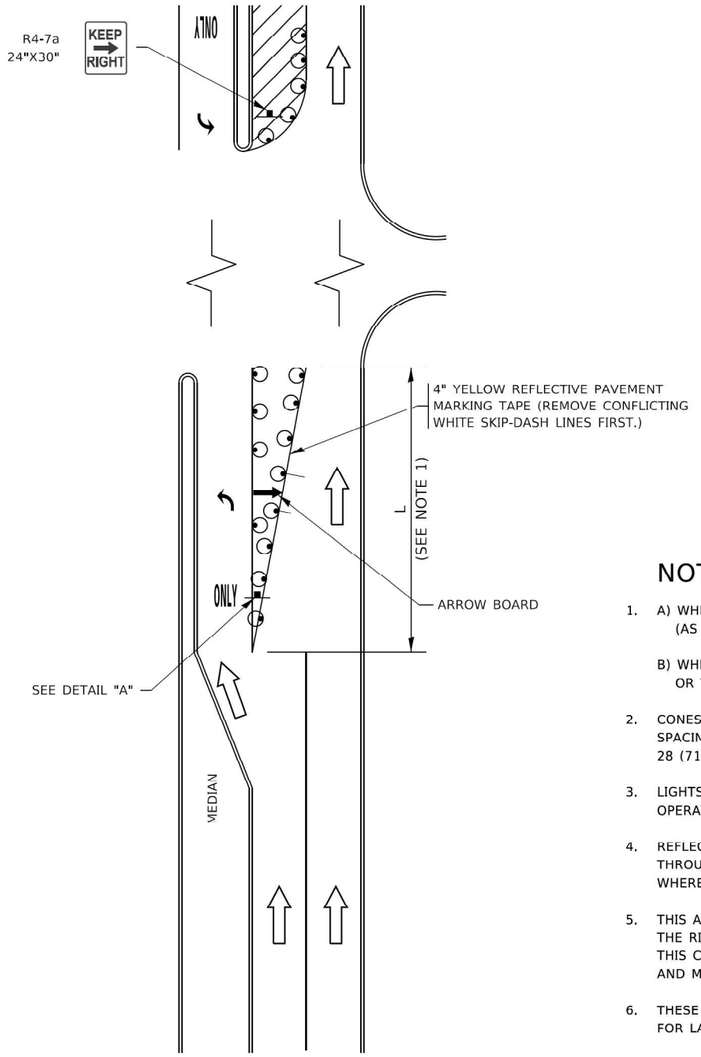


FIGURE 1

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:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.

2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.

3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.

4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.

5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.

6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.

7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.

8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

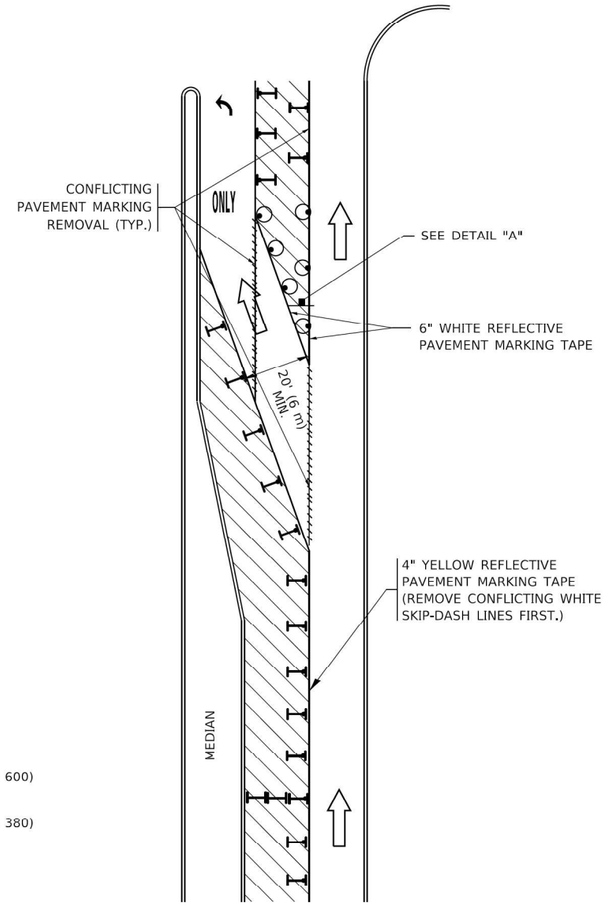
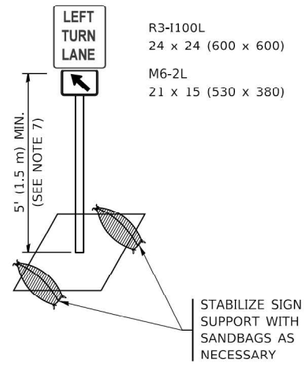


FIGURE 2



DETAIL A

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

USER NAME = footem]	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	
PLOT SCALE = 50.0000 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16	
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	41
	TC-14	CONTRACT NO. 62T37		
	ILLINOIS	FED. AID PROJECT		

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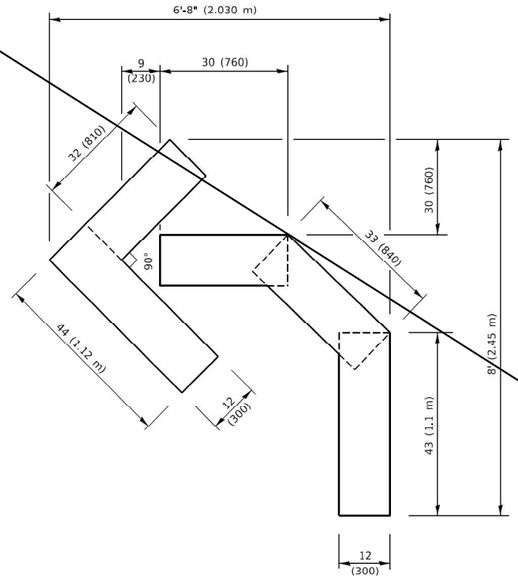
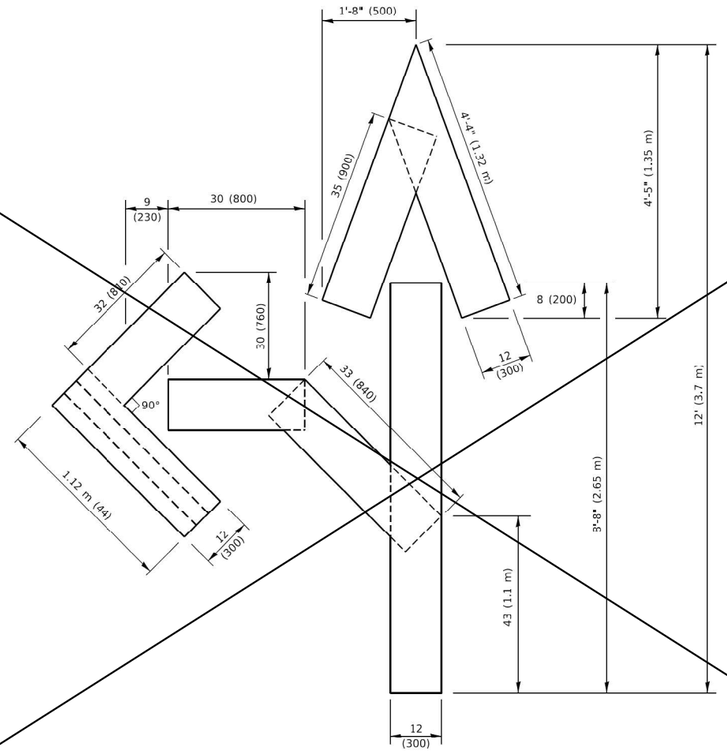


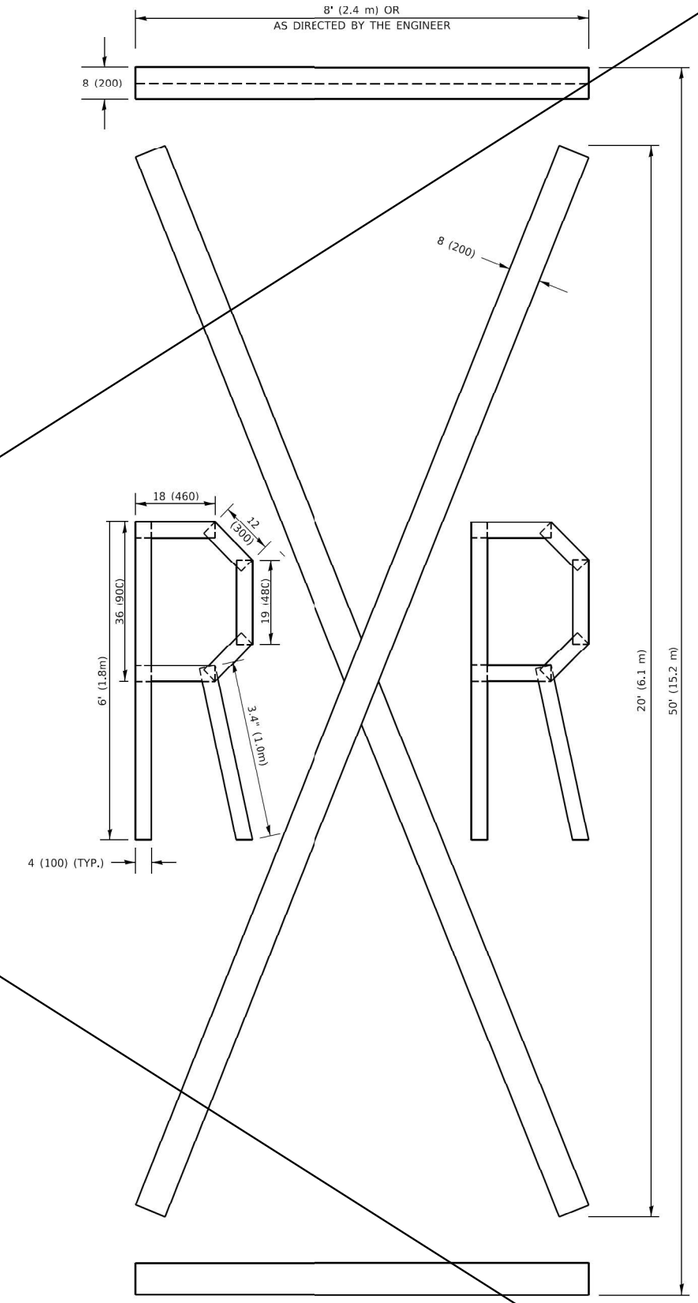
QUANTITY

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



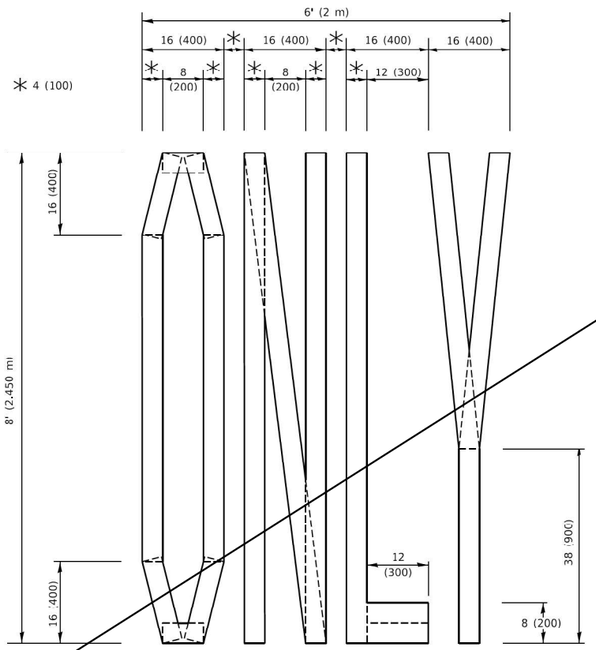
QUANTITY

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



QUANTITY

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



QUANTITY

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

NOTE:

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

THIS SHEET NOT APPLICABLE TO CONTRACT 62T37

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

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	DRAWN -	REVISED - E. GOMEZ 08-28-00	
PLOT SCALE = 50.0068 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00	
PLOT DATE = 3/4/2019	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16	

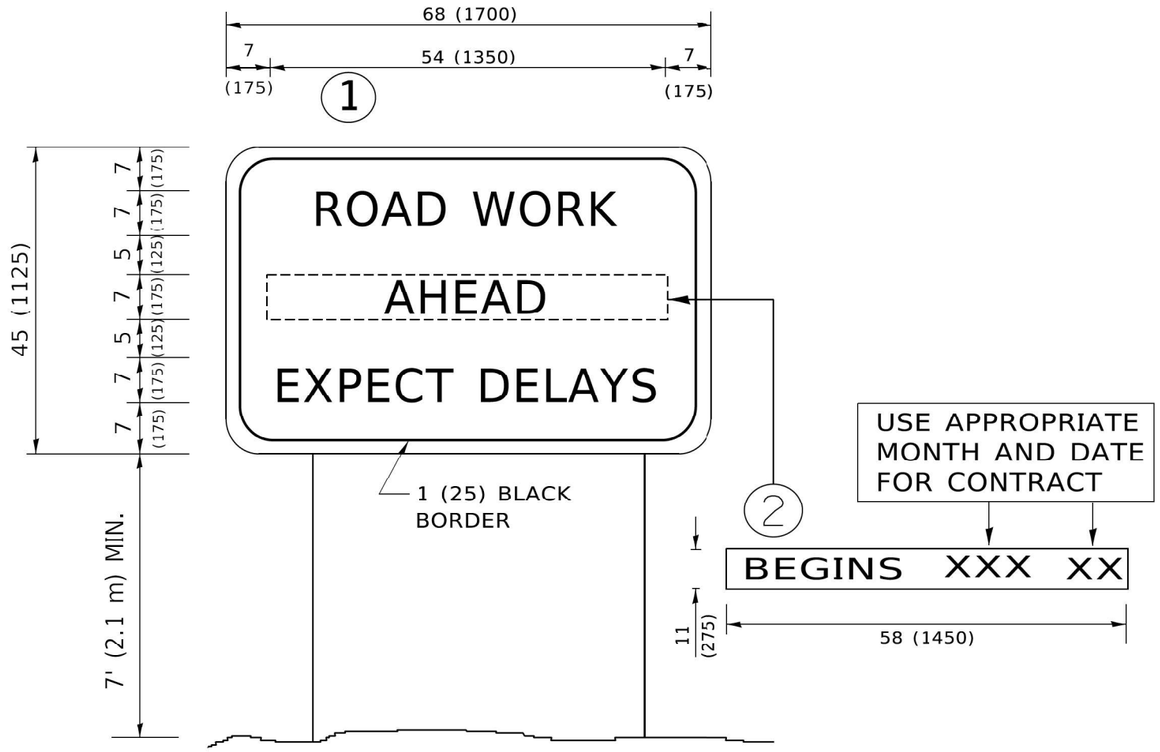
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	42
	TC-16	CONTRACT NO. 62T37		
	ILLINOIS FED. AID PROJECT			

tc16.dgn 3/4/2019 10:37:35 AM User=footemj



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.

MODEL: Default
FILE NAME: pw:\\IL084EBDINTEG.Illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\36tSt\22x34\CADData\CADSheets\tc22.dgn

USER NAME = footem]	DESIGNED -	REVISED -	R. MIRS 09-15-97
	DRAWN -	REVISED -	R. MIRS 12-11-97
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED -	C. JUCIUS 01-31-07

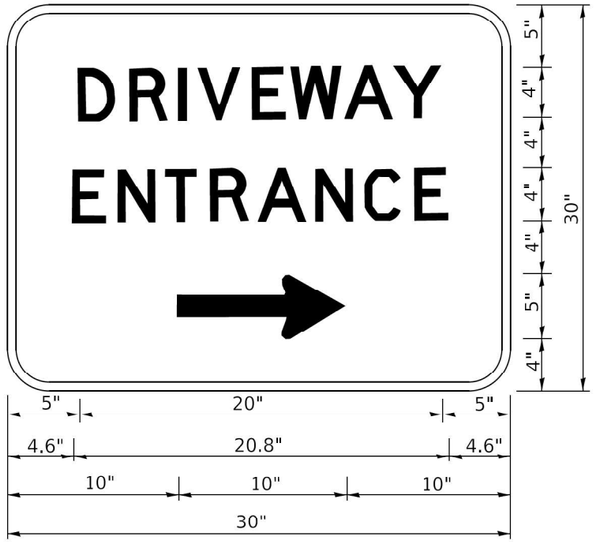
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	43
	TC-22	CONTRACT NO. 62T37		
	ILLINOIS FED. AID PROJECT			

tc22.dgn 3/4/2019 10:48:10 AM User=footemi



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

NOTES:

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

USER NAME = leysa	DESIGNED -	REVISED - C. JUCIUS 02-15-07	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/6/2021	DATE -	REVISED -	

DRIVEWAY ENTRANCE SIGNING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332	FAU 1332 A 22 BJ	COOK	67	43A
	TC-26	CONTRACT NO. 62T37		
	ILLINOIS FED. AID PROJECT			

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	20-00224-00-BT	COOK	89	1
	ILLINOIS	CONTRACT NO. 61J19		

01-20-2023 LETTING ITEM 050

FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, P.E. SCHAUMBURG, ILLINOIS

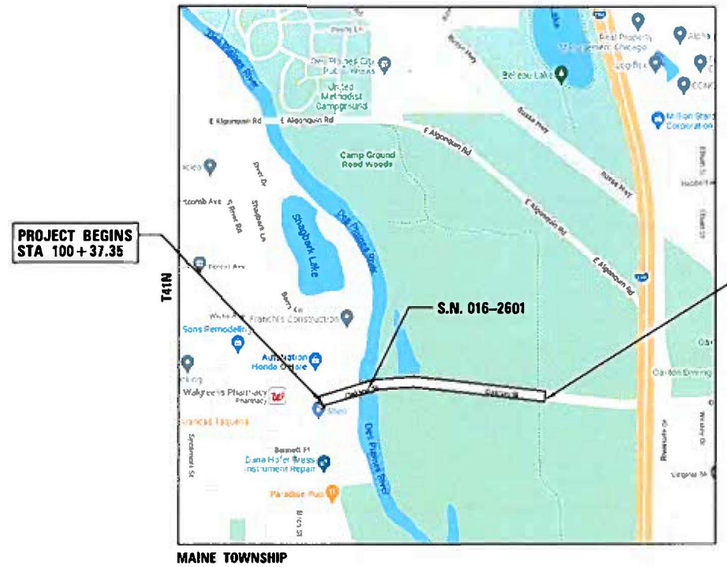
STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FAU 1332 (OAKTON STREET) SIDEPATH
S. RIVER ROAD TO DES PLAINES RIVER TRAIL
SECTION 20–00224–00–BT
PROJECT #0E4U(312)
RESURFACING AND SHARED–USE PATH CONSTRUCTION
CITY OF DES PLAINES
COOK COUNTY
JOB NO. C–91–042–22

LOCATION OF SECTION INDICATED THUS: –



MAINE TOWNSHIP

LOCATION MAP
(NOT TO SCALE)

GROSS LENGTH = 2,226 FT. = 0.42 MILE

NET LENGTH = 2,226 FT. = 0.42 MILE

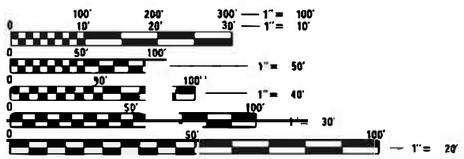
FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR LIST OF APPLICABLE HIGHWAY STANDARDS SEE SHEET 2

THIS PROJECT PASSES THROUGH:

CITY OF DES PLAINES

TRAFFIC DATA
OAKTON STREET
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL
ADT=19,700 VEHICLES PER DAY
40 MPH POSTED SPEED



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

To the best of my knowledge and belief, the drainage of surface waters will not be changed by the proposed development. If any drainage patterns will be changed, reasonable provisions have been made for the collection and diversion of such surface waters into the public area, or drains approved for the use by the municipal engineer, and that such surface waters are planned for in accordance with generally accepted engineering practices so as to reduce the likelihood of damages to adjoining properties.

MARK B. THOMAS 062-057218 REGISTERED PROFESSIONAL ENGINEER ILLINOIS

Mark Thomas 10/26/2022
ENGINEER DATE

MARK B. THOMAS
ILLINOIS REGISTRATION No. 062-057218
EXPIRATION DATE: 11/30/2023

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

APPROVED Timothy P. Oakley
DIRECTOR OF PUBLIC WORKS AND ENGINEERING
CITY OF DES PLAINES

PASSED NOV 7. 2022
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW November 7, 2022
REGIONAL ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 61J19

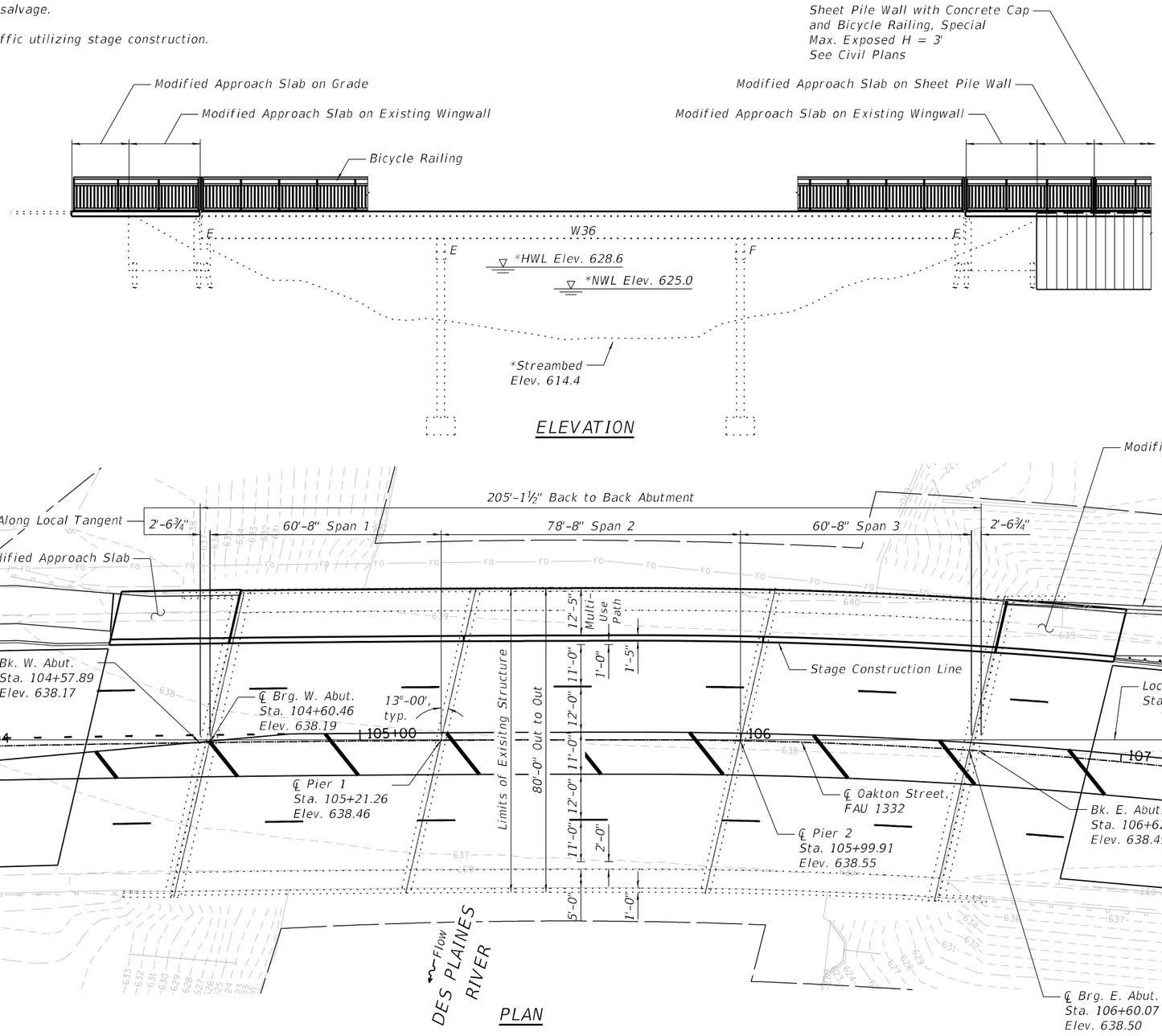
Benchmark: OSBM 20-1 Square cut on southwest corner of conc. wall on south side of Oakton St. Bridge over the Des Plaines River. Elev. 639.57.

Existing Structure: Structure 016-2601 was constructed in 1995 and replaced structure 016-0554 as part of project ACBRM-ACSTPM-7003 (056). The structure consists of 3 span continuous curved rolled steel beams on pile bent abutments and wall piers on spread footings. The bridge is 205'-1½" from back of abutment to back of abutment, and has spans of 60'-8", 78'-8", and 60'-8" measured along the local tangent. The out to out width of the bridge is 80'-0" measured radially. The bridge is skewed 13°-00' to the left. The sidewalk and barrier wall on the north side of the bridge are to be removed to construct a multi-use path. A single slope parapet wall with a parapet railing, bicycle railing, and a built-up path will be constructed.

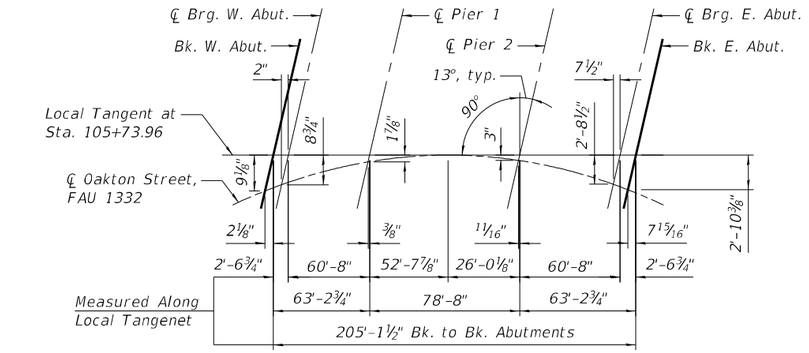
No salvage.

Traffic utilizing stage construction.

*From original design plans



ELEVATION



*OFFSET SKETCH

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.084g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.146g
Soil Site Class = D

DESIGN SPECIFICATIONS

Original Design:
1989 AASHTO with 1990 Interim Specifications;
1983 Seismic Guide Specification with 1985 and 1988 Interims; 1980 Guide Specifications for Horizontally Curved Bridges with Interims thru 1990

Proposed Work:
2002 AASHTO Standard Specifications, 17th Edition

PLAN

DESIGN STRESSES

FIELD UNITS

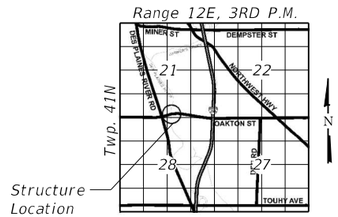
f'c = 3,500 psi - Existing
f'c = 4,000 psi - Proposed (Superstructure)
fy = 60,000 psi (Reinforcement) - Existing and Proposed
fy = 50,000 psi (Structural Steel) (M270 Grade 50) - Existing
fy = 36,000 psi (Structural Steel) (M270 Grade 36) - Existing

STATE OF ILLINOIS
TIMOTHY GALL
081-006644
CHICAGO, ILLINOIS
PROFESSIONAL STRUCTURAL ENGINEER

Timothy Gall Illinois S.E. 081-006644 Date 09/29/2022
Expires:11-30-22

LOADING HS-20

Pedestrian Load = 90 psf (on multi-use path)
Allow 25#/sq. ft. for future wearing surface.



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
OAKTON STREET OVER DES PLAINES RIVER
FAU RTE. 1332
SECTION 1300B-89
COOK COUNTY
STATION 105+73.96
STRUCTURE NO. 016-2601

EPSTEIN	USER NAME = dreilly	DESIGNED - CMS	REVISED -
		DRAWN - CMS	REVISED -
	PLOT SCALE = 32.0 '/ in.	CHECKED - TCG	REVISED -
	PLOT DATE = 11/16/2022	DATE - 11/2/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER THE DES PLAINES RIVER
GENERAL PLAN AND ELEVATION

SCALE: N.T.S. | SHEET 1 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	20-00224-00-BT	COOK	89	39
		CONTRACT NO. 61J19		
	ILLINOIS FED. AID PROJECT			

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GENERAL NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.

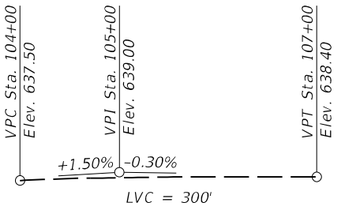
2. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

3. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

INDEX OF SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Welded Wire Reinforcement	Sq Yd	269		269
Concrete Removal	Cu Yd	48.2		48.2
Bridge Rail Removal	Foot	199		199
Concrete Superstructure	Cu Yd	88.0		88.0
Protective Coat	Sq Yd	587		587
Concrete Superstructure (Approach Slab)	Cu Yd	45.2		45.2
Reinforcement Bars, Epoxy Coated	Pound	19,680		19,680
Preformed Joint Strip Seal	Foot	25		25
Approach Slab Removal	Sq Yd	88		88
Bridge Deck Scarification 1 1/2"	Sq Yd	304		304
Bicycle Railing	Foot	264		264
Parapet Railing	Foot	264		264



* PROFILE GRADE
(Oakton Street)

* CURVE DATA
P.I. Sta. = 104+44.13
Δ = 1°-41'-14.4"
D = 0°-38'-59"
R = 8,819.63'
T = 129.88'
L = 259.73'
E = 0.96'
S.E. = 0.032 '/'
S.E. Transition Limits = Sta. 102+64 to Sta. 104+39
Full S.E. = Sta. 104+39 to Sta. 105+73.96
P.C. Sta. = 103+14.25
P.T. Sta. = 105+73.96

* CURVE DATA
P.I. Sta. = 108+26.39
Δ = 20°-52'-11"
D = 4°-10'-50"
R = 1,370.55'
T = 252.41'
L = 499.22'
E = 23.05'
S.E. = 0.032 '/'
Full S.E. = Sta. 105+73.96 to Sta 110+50
S.E. Transition Limits = Sta. 110+50 to Sta. 111+90.20
P.C. Sta. = 105+73.96
P.T. Sta. = 110+73.20

*From original design plans

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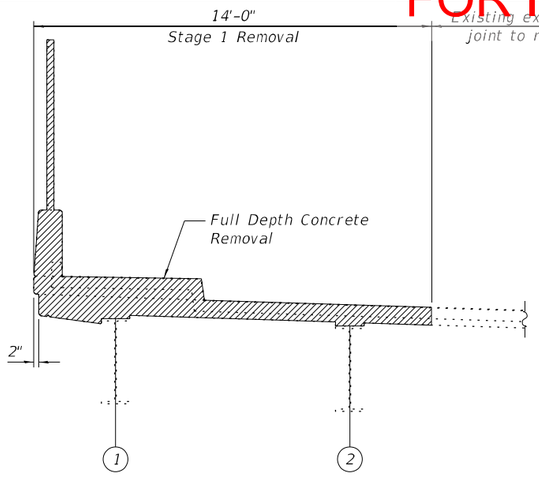
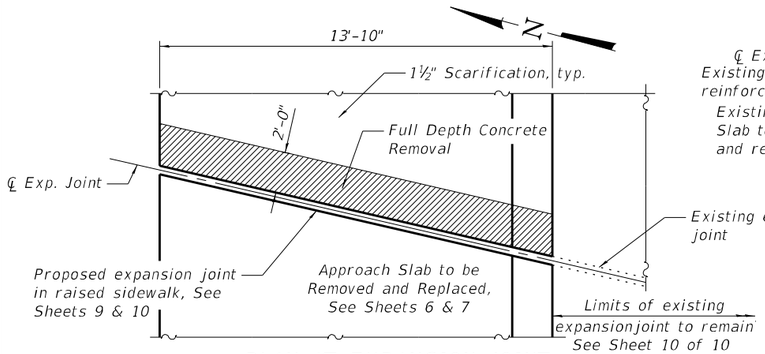
		DRAWN - CMS	REVISED -		
	PLOT SCALE = 32.0000 ' / in.	CHECKED - TCG	REVISED -		SCALE: N.T.S. SHEET 2 OF 10 SHEETS STA. TO STA.
	PLOT DATE = 11/22/2022	DATE - 11/2/2022	REVISED -		

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	20-00224-00-BT	COOK	89	40
		CONTRACT NO. 61J19		
	ILLINOIS FED. AID PROJECT			

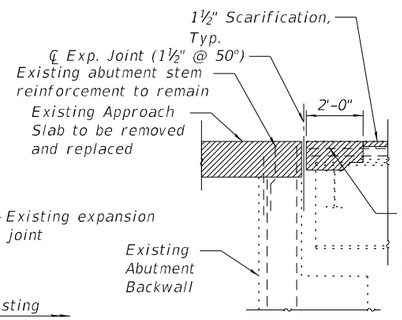


STAGE 1 REMOVAL AT EXPANSION JOINT

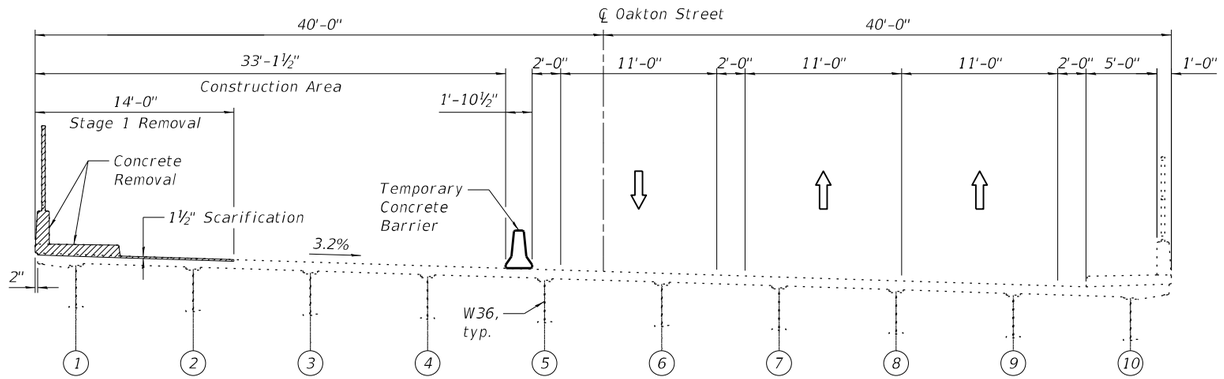
Note:
Existing reinforcement shall be cleaned and incorporated into the new construction. Extreme care shall be taken so as not to damage the existing reinforcement during concrete removal. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.



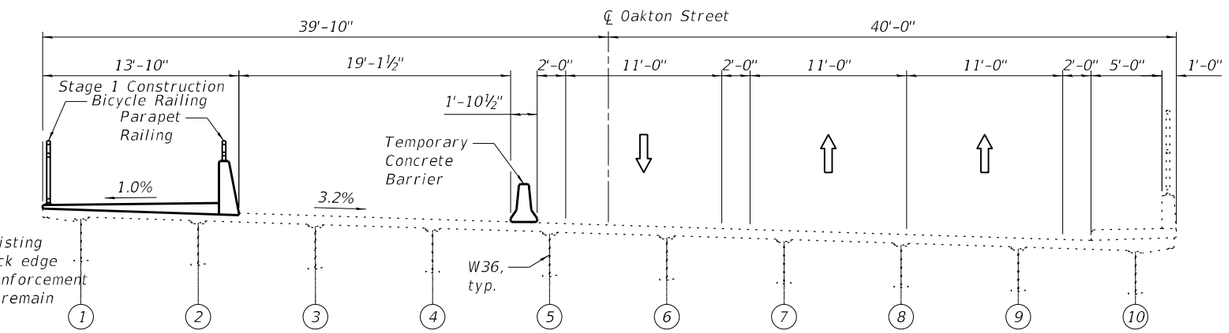
PLAN AT EXPANSION JOINT



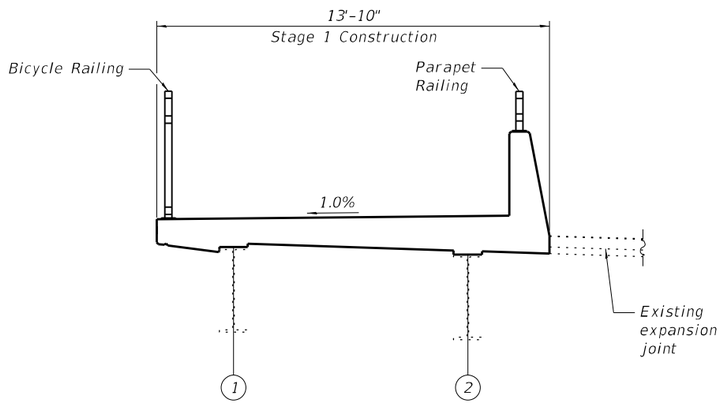
SECTION AT EXPANSION JOINT



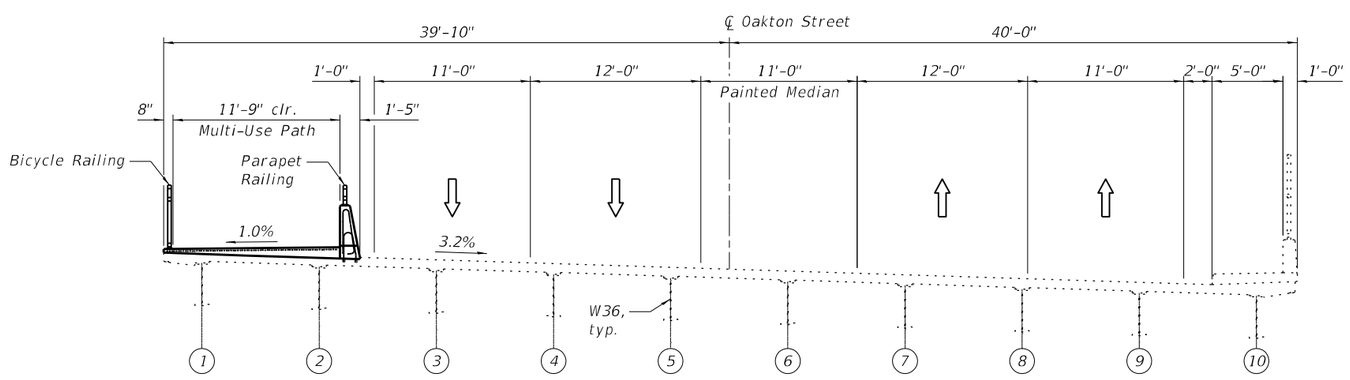
STAGE 1 REMOVAL



STAGE 1 CONSTRUCTION



STAGE 1 CONSTRUCTION AT EXPANSION JOINT



FINAL TYPICAL SECTION

Note:
Refer to Special Provision for Bridge Deck Scarification 1½".

11/28/2022 1:19:46 PM
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EPSTEIN

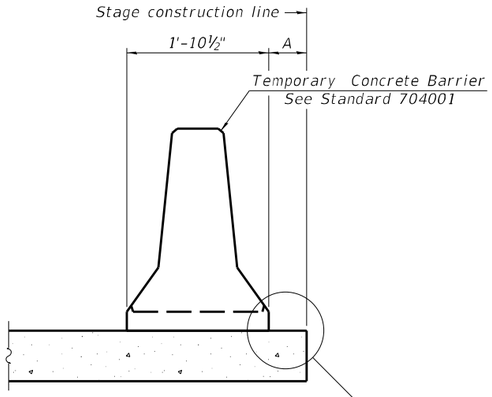
USER NAME = dreilly	DESIGNED - CMS	REVISED -
	DRAWN - CMS	REVISED -
PLOT SCALE = 10.0 '/ in.	CHECKED - TCG	REVISED -
PLOT DATE = 11/28/2022	DATE - 11/2/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER THE DES PLAINES RIVER
STAGE CONSTRUCTION DETAILS

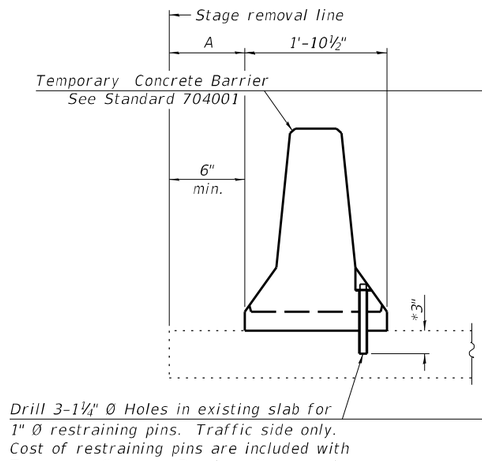
SCALE: N.T.S. | SHEET 3 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	20-00224-00-BT	COOK	89	41
		CONTRACT NO. 61J19		
	ILLINOIS FED. AID PROJECT			



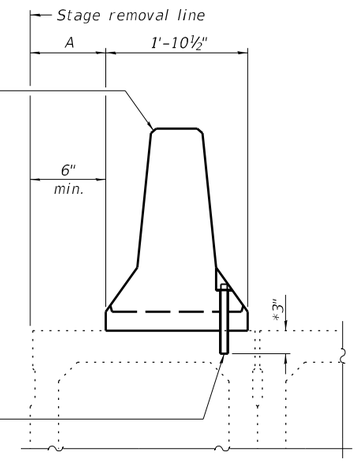
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" 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".

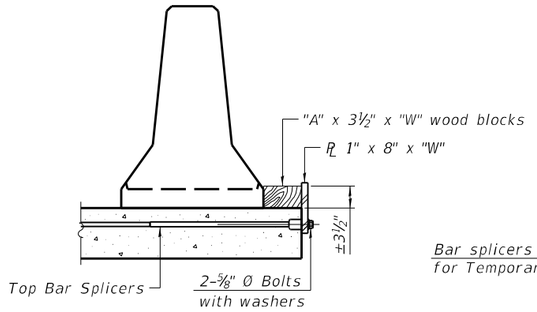
EXISTING SLAB



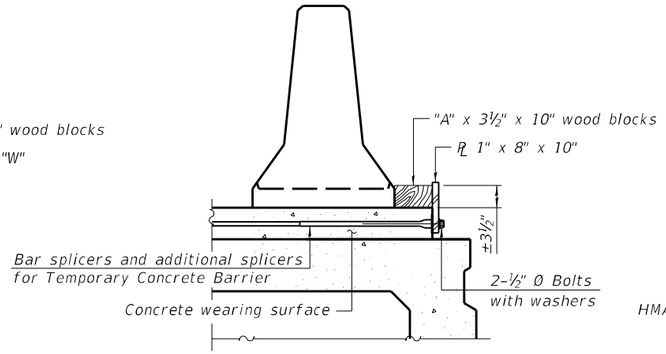
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

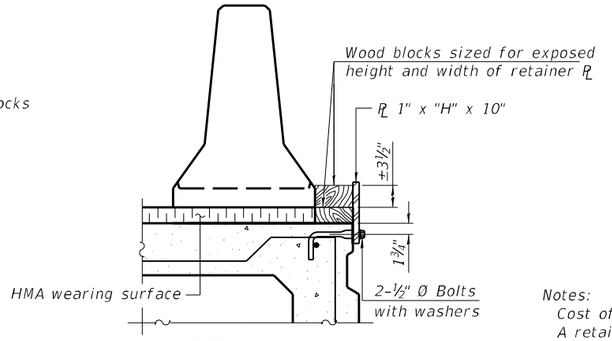
SECTIONS THRU SLAB OR DECK BEAM



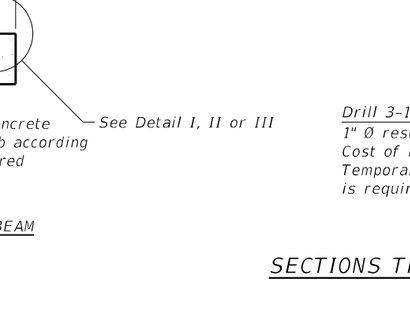
DETAIL I



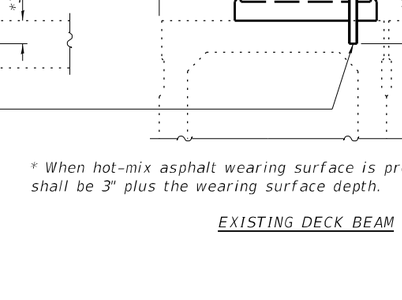
DETAIL II



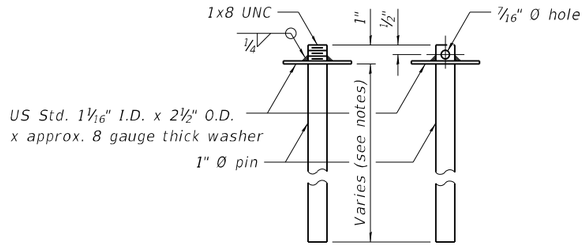
DETAIL III



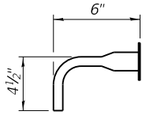
STEEL RETAINER PL 1" x 8" x "W"
(Detail I and II)



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



RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ 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 1½", 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

10-12-2021

EPSTEIN

USER NAME = dreilly	DESIGNED - CMS	REVISED -	
	DRAWN - CMS	REVISED -	
PLOT SCALE = 2:0 '' / in.	CHECKED - TCG	REVISED -	
PLOT DATE = 11/16/2022	DATE - 11/2/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER THE DES PLAINES RIVER
TEMPORARY CONCRETE BARRIER DETAILS

SCALE: N.T.S. | SHEET 4 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	20-00224-00-BT	COOK	89	42
		CONTRACT NO. 61J19		
	ILLINOIS FED. AID PROJECT			

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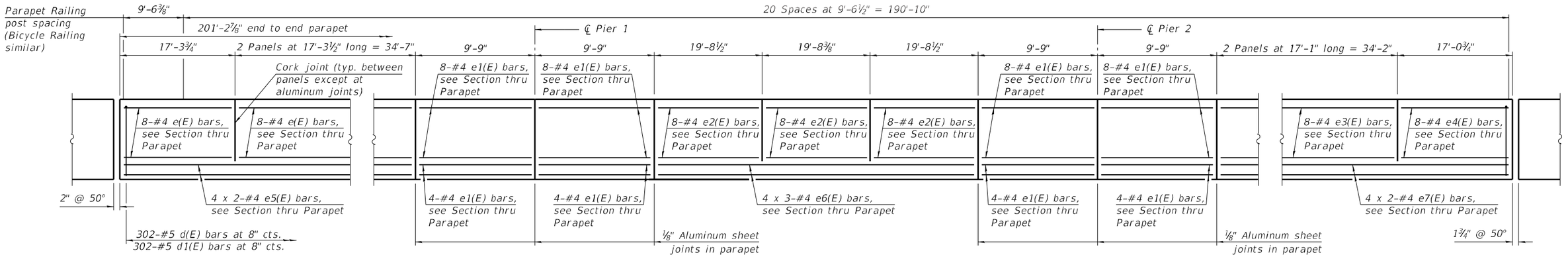
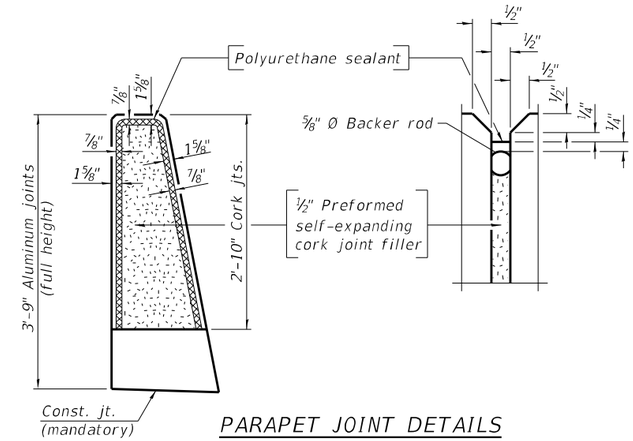


INSIDE ELEVATION OF PARAPET

MINIMUM BAR LAP

#4 bar = 2'-5"

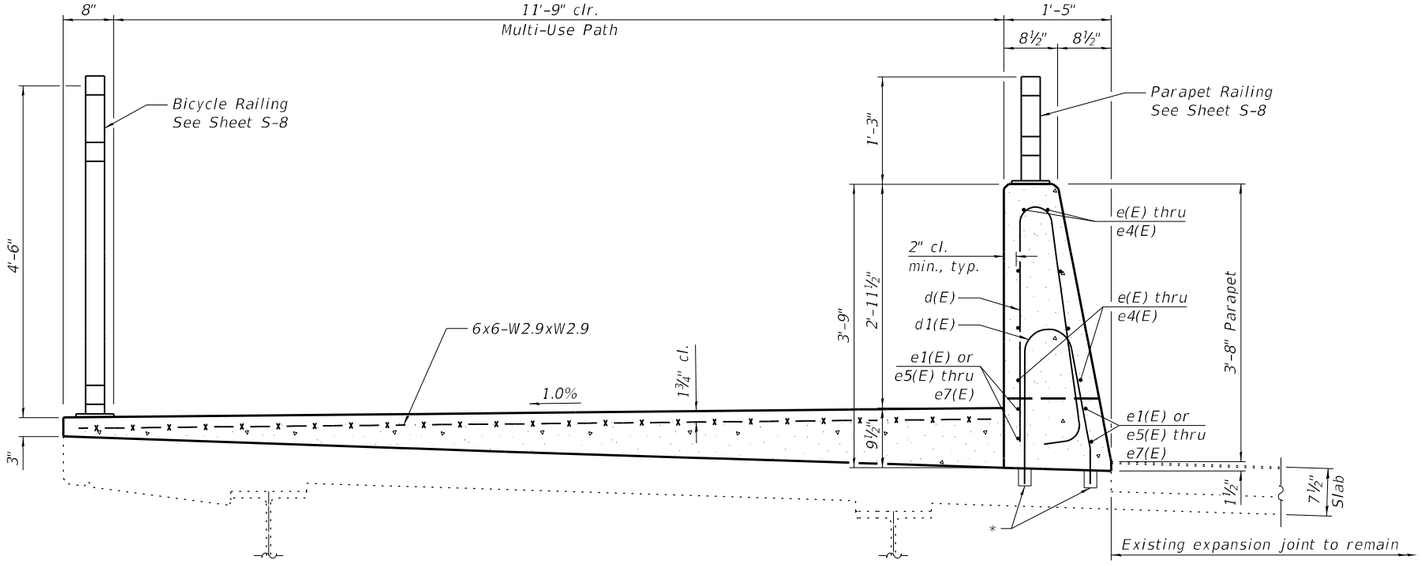


PARAPET JOINT DETAILS

Notes:

The ⅛" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.



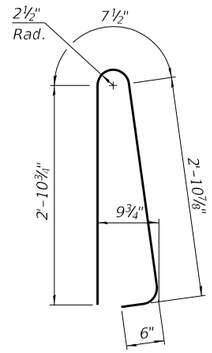
Notes:

See Sheets S-9 and S-10 for Preformed Joint Strip Seal.

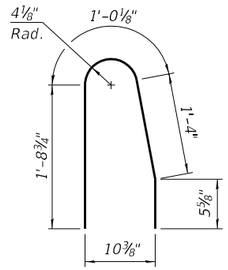
See Sheet S-10 for Section Thru Multi-Use Path at joint.

* Core and set #5 d1(E) bar according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6".

SECTION THRU MULTI-USE PATH AND PARAPET



BAR d(E)



BAR d1(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	302	#5	7'-0"	
d1(E)	302	#5	4'-7"	
e(E)	24	#4	16'-11"	
e1(E)	48	#4	9'-5"	
e2(E)	24	#4	19'-4"	
e3(E)	16	#4	16'-9"	
e4(E)	8	#4	16'-8"	
e5(E)	8	#4	27'-0"	
e6(E)	12	#4	21'-3"	
e7(E)	8	#4	26'-8"	
Reinforcement Bars, Epoxy Coated			Lbs.	5,260
Welded Wire Reinforcement			Sq. Yds.	269
Concrete Superstructure			Cu. Yds.	78.5

Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

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EPSTEIN

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	DRAWN - CMS	REVISED -	
PLOT SCALE = 8.0 '' / in.	CHECKED - TCG	REVISED -	
PLOT DATE = 11/16/2022	DATE - 11/2/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER THE DES PLAINES RIVER
SUPERSTRUCTURE DETAILS

SCALE: N.T.S. | SHEET 5 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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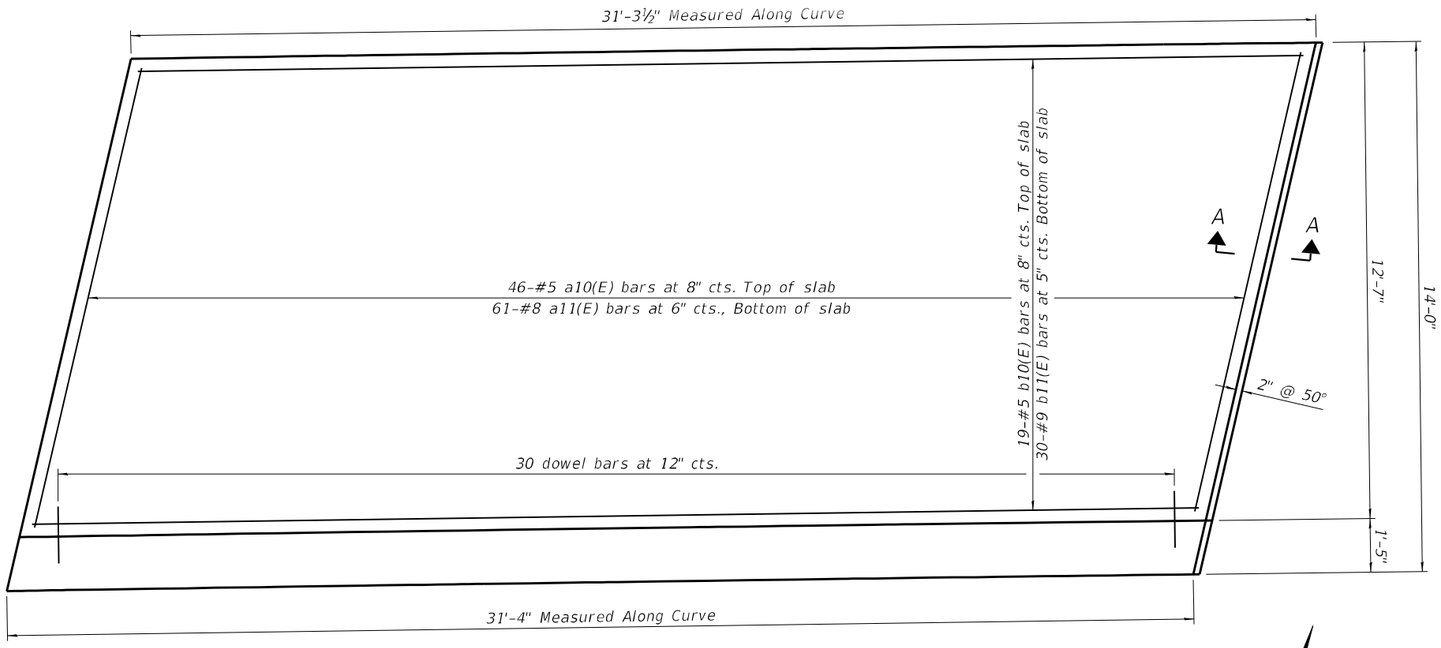
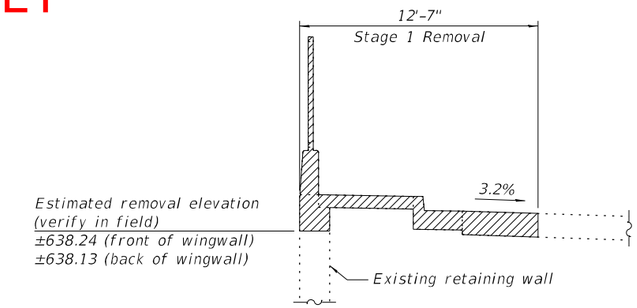
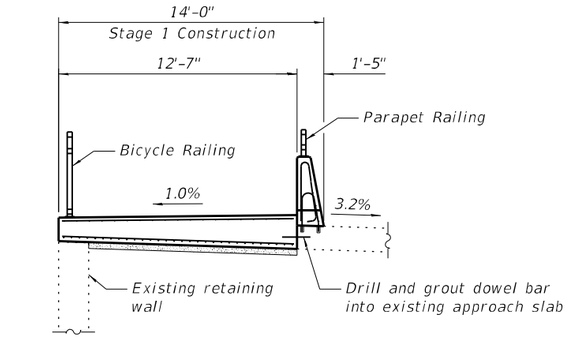
	ILLINOIS FED. AID PROJECT			



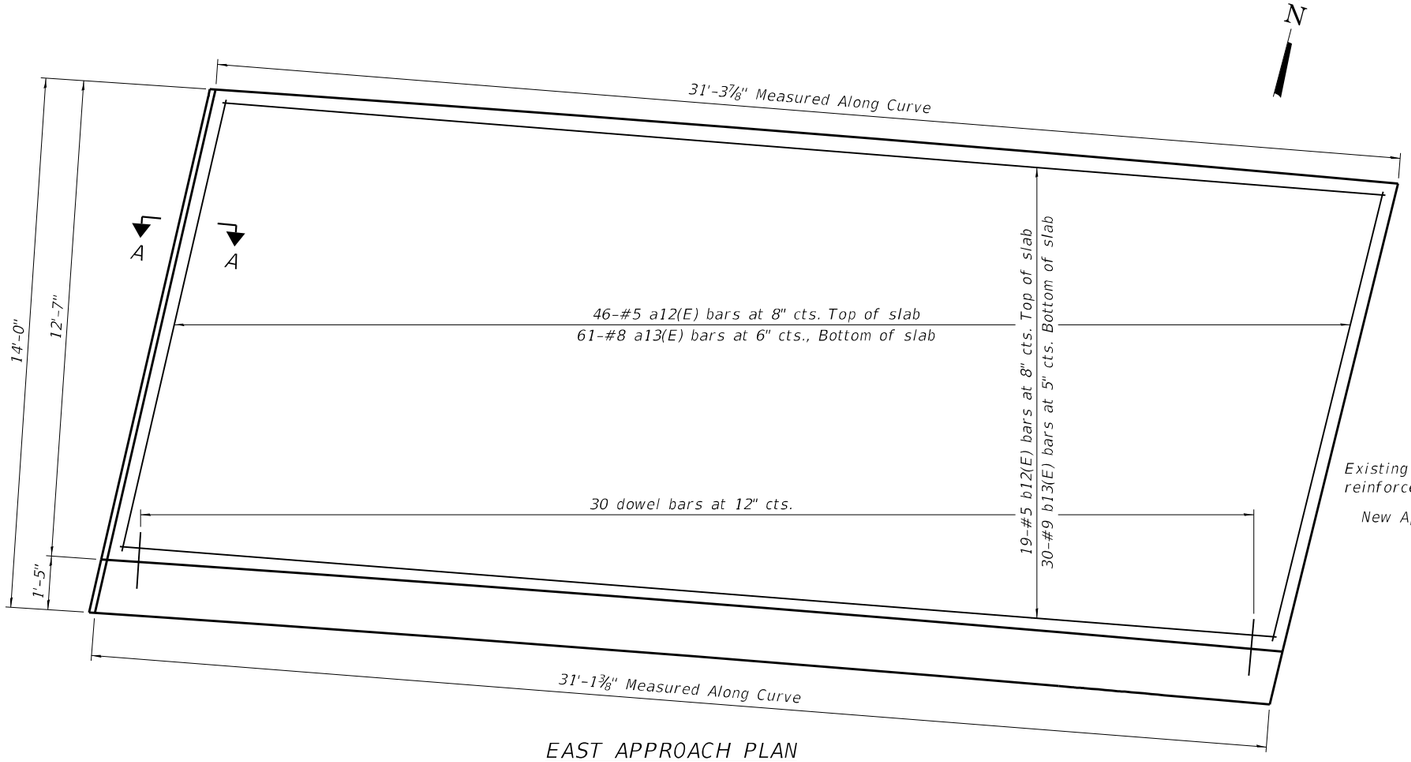
WEST APPROACH PLAN



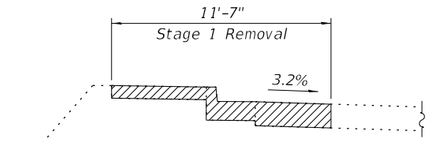
WEST APPROACH - STAGE 1 REMOVAL



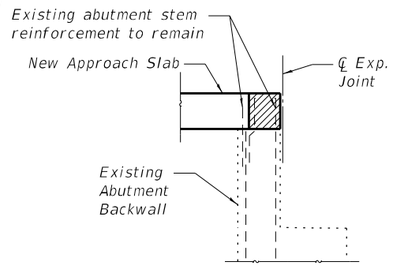
WEST APPROACH - STAGE 1 CONSTRUCTION



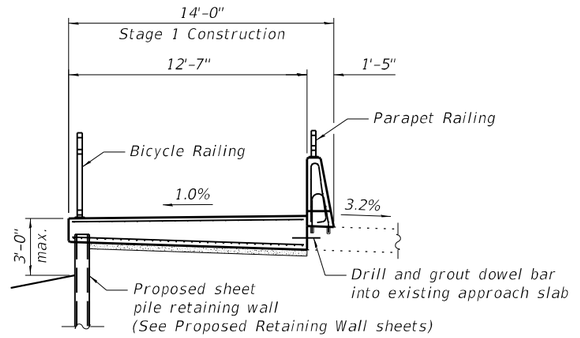
EAST APPROACH PLAN



EAST APPROACH - STAGE 1 REMOVAL



SECTION A-A



EAST APPROACH - STAGE 1 CONSTRUCTION

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EPSTEIN

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	DRAWN - CMS	REVISED -
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PLOT DATE = 11/16/2022	DATE - 11/2/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER THE DES PLAINES RIVER
APPROACH SLABS

SCALE: N.T.S. | SHEET 6 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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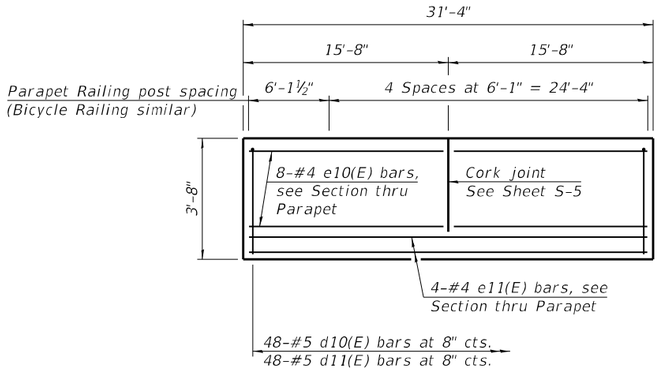
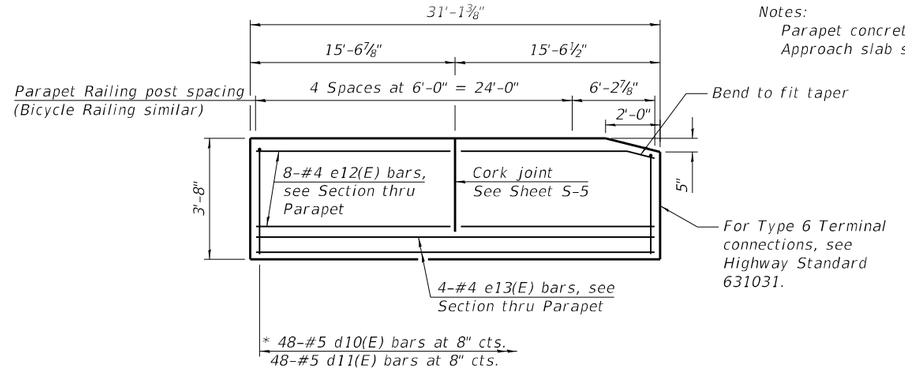
		CONTRACT NO. 61J19		
	ILLINOIS FED. AID PROJECT			



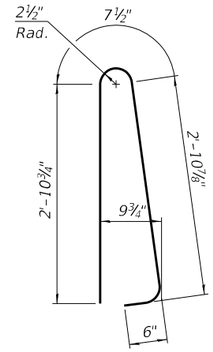
INSIDE ELEVATION OF WEST PARAPET



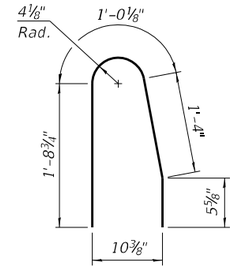
INSIDE ELEVATION OF EAST PARAPET

* Cut last 3 bars to fit taper

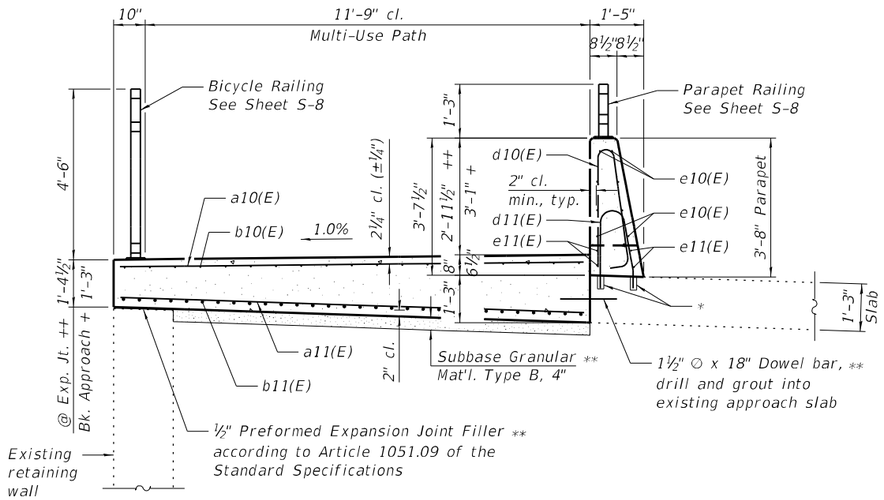
Notes:
Parapet concrete shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).



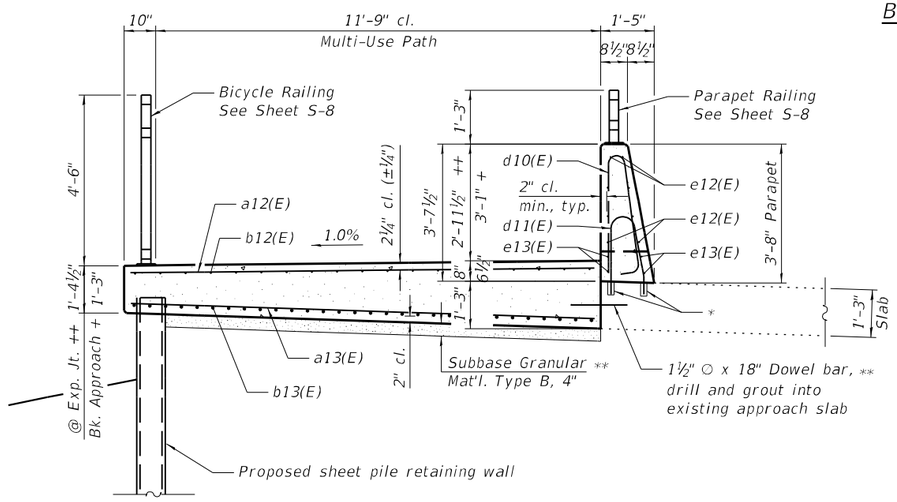
BAR d10(E)



BAR d11(E)



SECTION THRU WEST APPROACH
MULTI-USE PATH AND PARAPET



SECTION THRU EAST APPROACH
MULTI-USE PATH AND PARAPET

* Core and set #5 d11(E) bar according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6".

** Cost included with Concrete Superstructure (Approach Slab).

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	46	#5	12'-7"	
a11(E)	61	#8	12'-7"	
a12(E)	46	#5	12'-4"	
a13(E)	61	#8	12'-4"	
b10(E)	19	#5	30'-11"	
b11(E)	30	#9	30'-11"	
b12(E)	19	#5	30'-9"	
b13(E)	30	#9	30'-9"	
d10(E)	96	#5	7'-0"	
d11(E)	96	#5	4'-7"	
e10(E)	16	#4	15'-4"	
e11(E)	4	#4	31'-0"	
e12(E)	16	#4	15'-2"	
e13(E)	4	#4	30'-9"	
Concrete Superstructure		Cu. Yds.	8.9	
Concrete Superstructure (Approach Slab)		Cu. Yds.	45.2	
Reinforcement Bars, Epoxy Coated		Lbs.	14,420	

EPSTEIN

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	DRAWN - CMS	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER THE DES PLAINES RIVER
APPROACH SLAB DETAILS

SCALE: N.T.S. | SHEET 7 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61J19		
	ILLINOIS FED. AID PROJECT			

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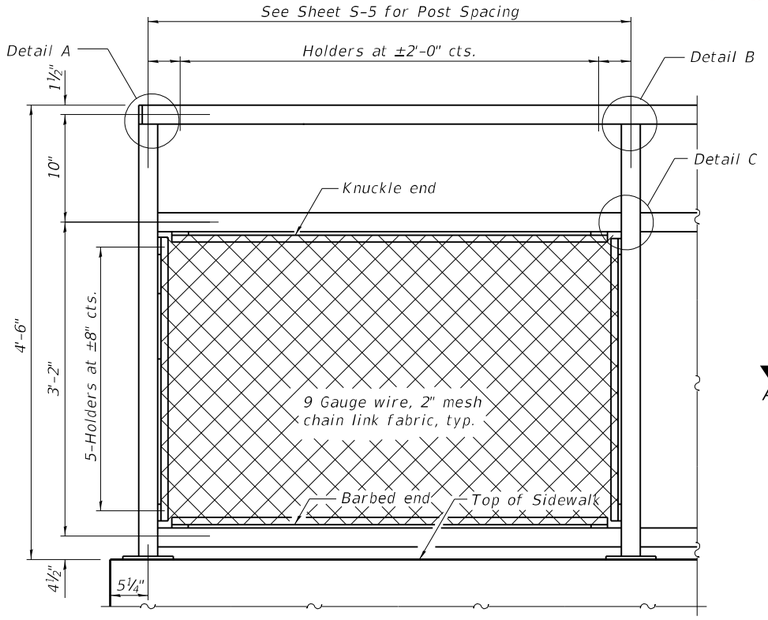
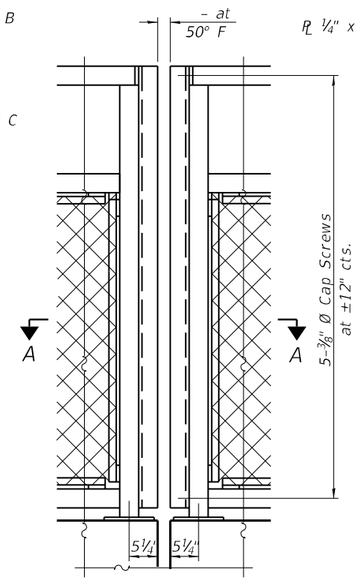
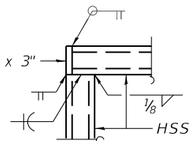


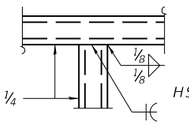
BICYCLE RAILING



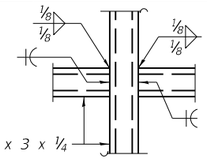
BICYCLE RAILING



DETAIL A

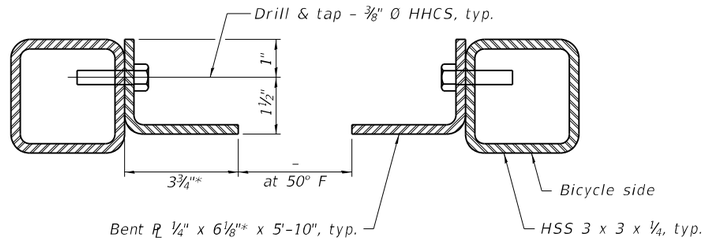


DETAIL B



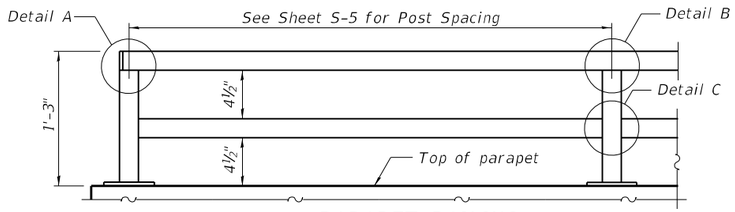
DETAIL C

All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

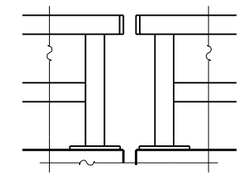


SECTION A-A

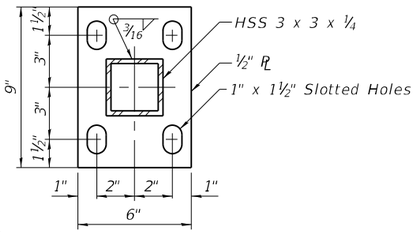
* Assume ⅜" radius. Dimensions may need to be modified for larger joints to avoid gaps greater than 6".



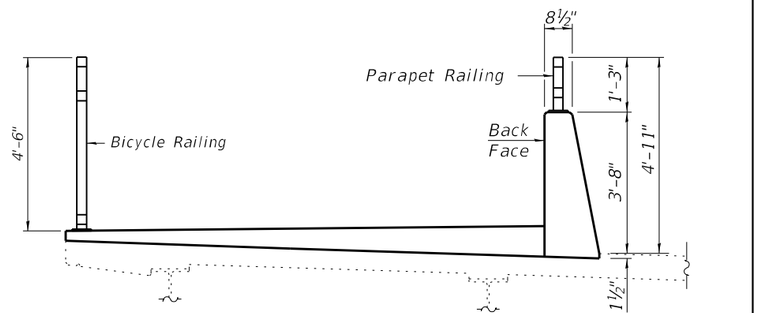
PARAPET RAILING ELEVATION
(Inside Face of Two Element Rail)



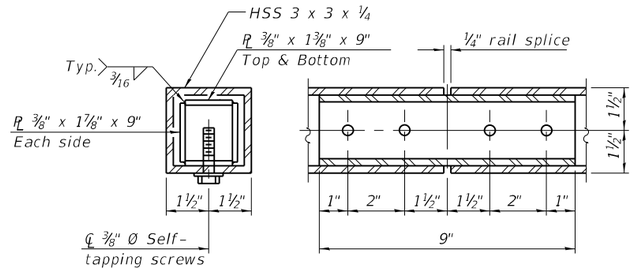
PARAPET RAILING ELEVATION AT EXPANSION JOINT



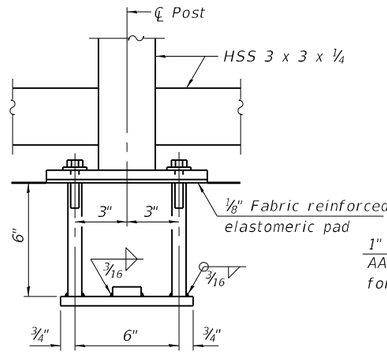
SECTION B-B

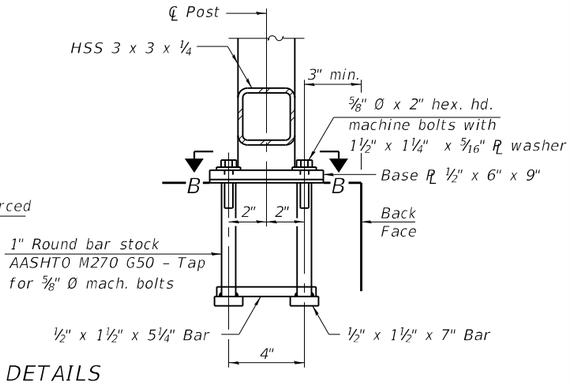


SECTION THRU DECK



RAIL SPLICE





ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" Ø anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

RAILING CRITERIA

NCHRP 350 Test Level	4
Railing Weight (plf)	25
Bicycle Railing Weight (plf)	50
Max Post Spacing	10'-0"

Notes:
Place reinforcement bars to miss anchor rod locations.
CVN testing is not required for the HSS tubing used in the Bicycle Railing.
All HSS tubing used for the Parapet Railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing	Foot	264
Parapet Railing	Foot	264

R-29 10-12-2021

EPSTEIN

USER NAME = dreilly	DESIGNED - CMS	REVISED -	
	DRAWN - CMS	REVISED -	
PLOT SCALE = 2:0 '1' / in.	CHECKED - TCG	REVISED -	
PLOT DATE = 11/16/2022	DATE - 11/2/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON STREET OVER THE DES PLAINES RIVER
RAILING DETAILS

SCALE: N.T.S. | SHEET 8 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	20-00224-00-BT	COOK	89	46
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	ILLINOIS FED. AID PROJECT			

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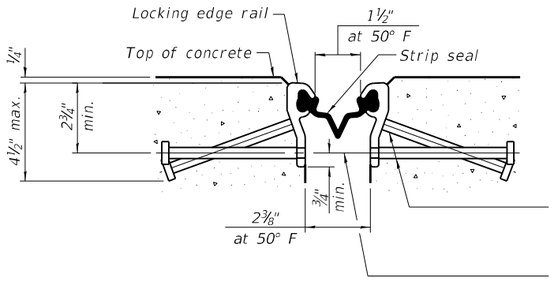
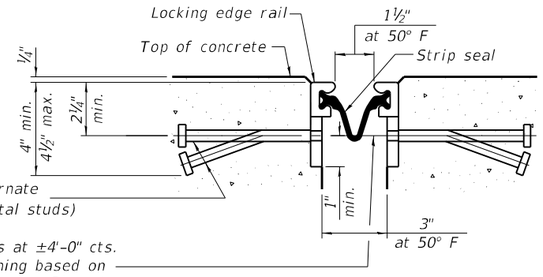


SHOWING ROLLED RAIL JOINT



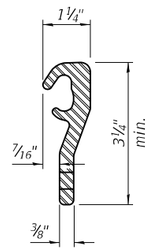
SHOWING WELDED RAIL JOINT

* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

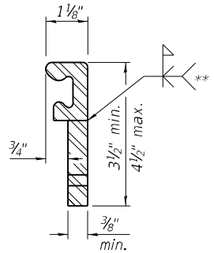
⅜" ϕ threaded rods in 7/16" ϕ holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION THRU JOINT

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



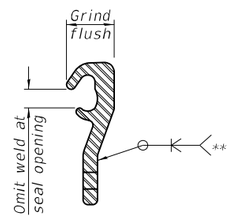
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

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

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

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

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

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

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

The sliding plates and other structural shapes shall be fabricated to satisfy shop drawing details and conform to the configuration of the concrete barrier or sidewalk. The fabrication shall be according to Articles 505.04 through 505.10.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	25

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EPSTEIN

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	DRAWN - CMS	REVISED -	
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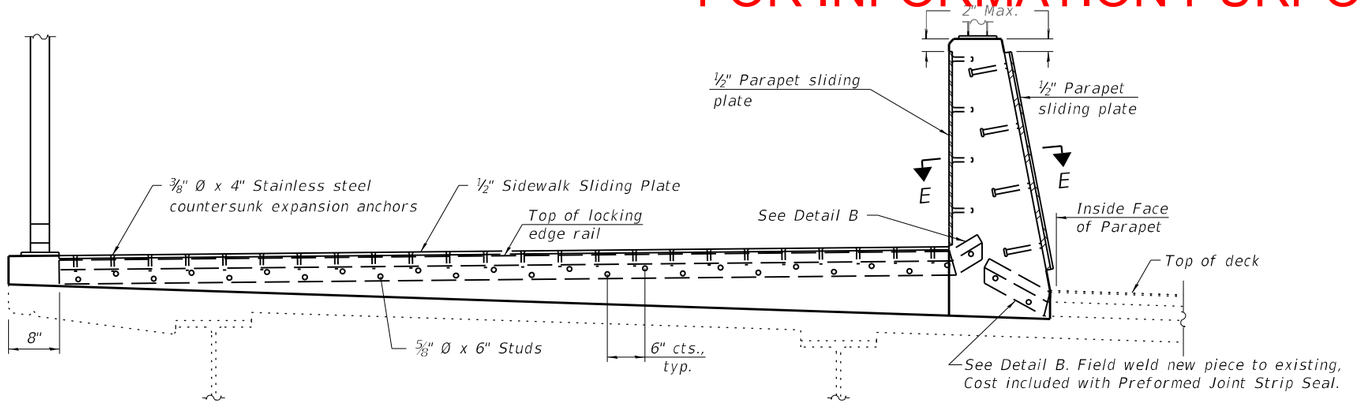
PLOT DATE = 11/16/2022	DATE - 11/2/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

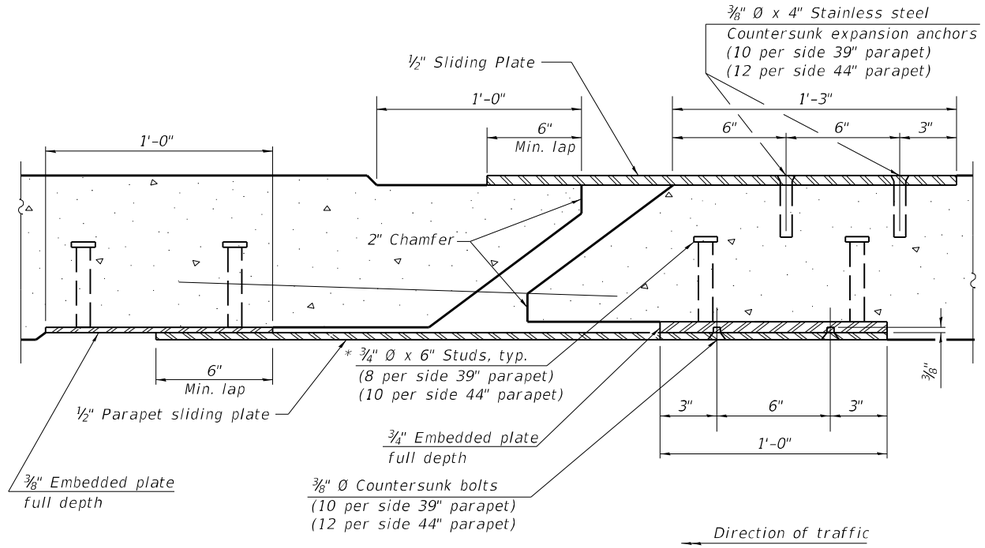
OAKTON STREET OVER THE DES PLAINES RIVER
PREFORMED JOINT STRIP SEAL DETAILS 1

SCALE: N.T.S. | SHEET 9 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	20-00224-00-BT	COOK	89	47
		CONTRACT NO. 61J19		
	ILLINOIS FED. AID PROJECT			



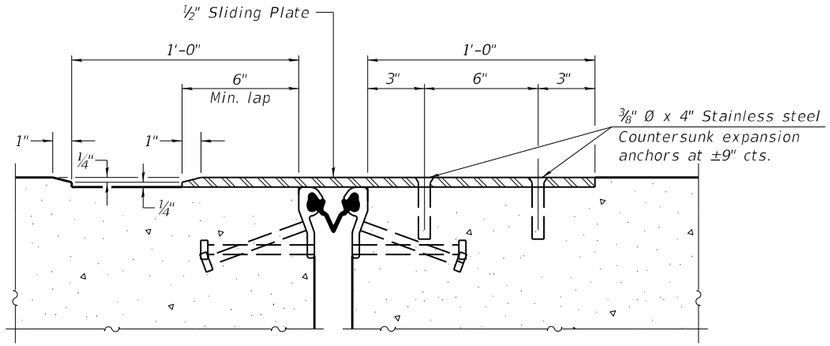
SECTION THRU MULTI-USE PATH



SECTION E-E

PLAN AT MULTI-USE PATH

DETAIL B



SECTION F-F

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EPSTEIN	USER NAME = dreilly	DESIGNED - CMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OAKTON STREET OVER THE DES PLAINES RIVER PREFORMED JOINT STRIP SEAL DETAILS 2
		DRAWN - CMS	REVISED -		
	PLOT SCALE = 2:0 '' / in.	CHECKED - TCG	REVISED -		SCALE: N.T.S. SHEET 10 OF 10 SHEETS STA. TO STA.
	PLOT DATE = 11/28/2022	DATE - 11/2/2022	REVISED -		

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	20-00224-00-BT	COOK	89	48
		CONTRACT NO. 61J19		
	ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1332 & 2710	1300B-89	COOK	128	1
ILLINOIS FED. AID PROJECT			CONTRACT ACBRM-ACSTPM-7003(056)	

REC. ON 5-26-93

D-91-239-89

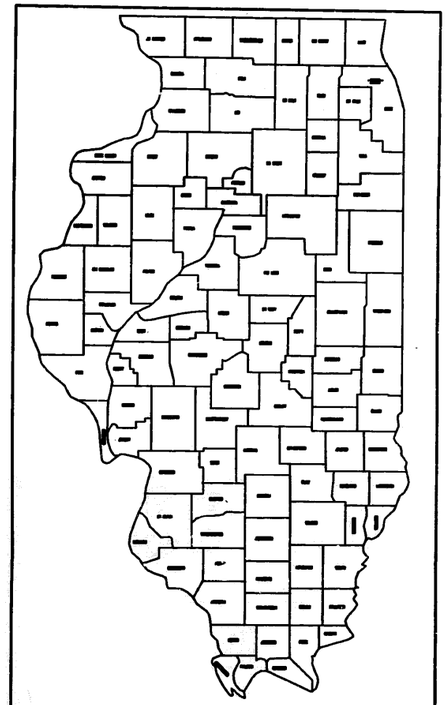
FOR INDEX OF SHEETS, SEE SHEET NO. 2

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

SCALES: PLAN 1" = 50'; PROFILE HORIZ. 1" = 50'; PROFILE VERT. 1" = 5'; CROSS SECTIONS 1" = 10' HORIZ., 1" = 5'

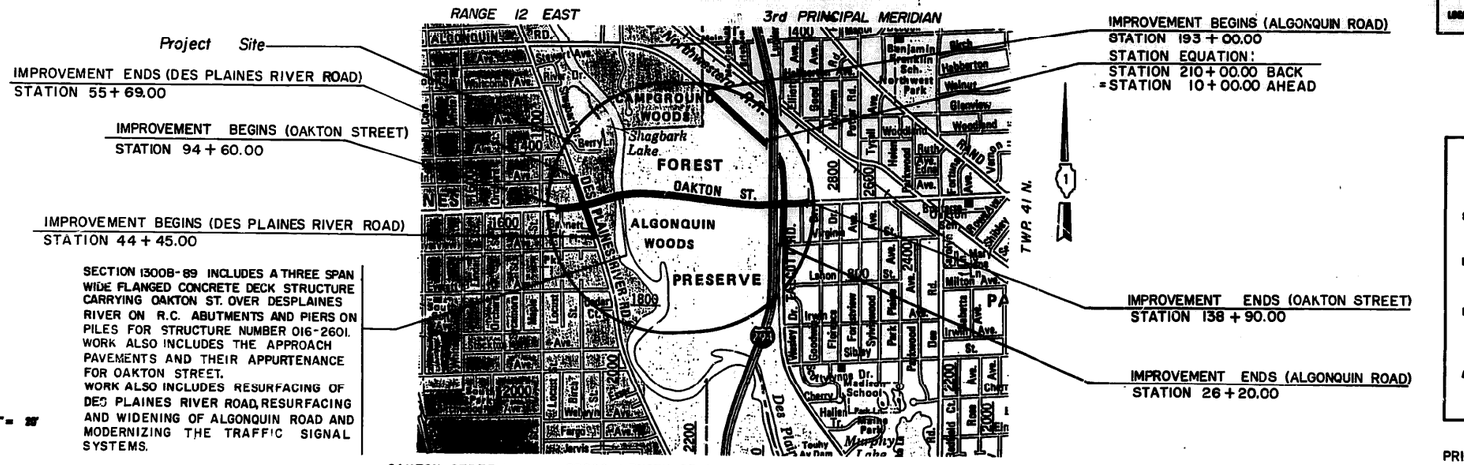
F.A.U. 1332 (OAKTON STREET) & F.A.U. 2710 (DES PLAINES RIVER ROAD) OVER DESPLAINES RIVER
SECTION 1300B-89
PROJECT ACBRM-ACSTPM-7003(056)
STRUCTURE REPLACEMENT, PAVEMENT REPLACEMENT AND RESURFACING
COOK COUNTY
C-91-239-89

MUNICIPALITY INVOLVED
CITY OF DES PLAINES
AND PARK RIDGE

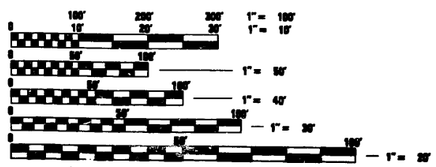


TRAFFIC DATA
26,854 (1987) ADT
28,000 (2005) ADT

DESIGN DESIGNATION
28,000(05) URBAN MINOR ARTERIAL (B-20)



SECTION 1300B-89 INCLUDES A THREE SPAN WIDE FLANGED CONCRETE DECK STRUCTURE CARRYING OAKTON ST. OVER DESPLAINES RIVER ON R.C. ABUTMENTS AND PIERS ON PILES FOR STRUCTURE NUMBER 016-2601. WORK ALSO INCLUDES THE APPROACH PAVEMENTS AND THEIR APPURTENANCE FOR OAKTON STREET.
WORK ALSO INCLUDES RESURFACING OF DES PLAINES RIVER ROAD, RESURFACING AND WIDENING OF ALGONQUIN ROAD AND MODERNIZING THE TRAFFIC SIGNAL SYSTEMS.



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.

OAKTON STREET	- GROSS	LENGTH OF IMPROVEMENT =	4430.00	FEET =	0.8390 MILES
OAKTON STREET	- NET	LENGTH OF IMPROVEMENT =	4430.00	FEET =	0.8390 MILES
DES PLAINES RIVER RD.	- GROSS	LENGTH OF IMPROVEMENT =	1124.00	FEET =	0.2129 MILES
DES PLAINES RIVER RD.	- NET	LENGTH OF IMPROVEMENT =	1124.00	FEET =	0.2129 MILES
ALGONQUIN ROAD	- GROSS	LENGTH OF IMPROVEMENT =	3320.00	FEET =	0.6288 MILES
ALGONQUIN ROAD	- NET	LENGTH OF IMPROVEMENT =	3320.00	FEET =	0.6288 MILES

LOCATION MAP
0.5 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BUREAU OF ROADWAYS

SUBMITTED June 22, 19 93
Dan A. Carlson
EXAMINED _____, 19__
PASSED July 30, 19 93
Larry Hanlon
APPROVED July 30, 19 93
Ralph C. Wehner

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

STAMPED AND SEALED BY:
JAMES M. KAHANIC 20943 REGISTERED PROFESSIONAL ENGINEER ILLINOIS
EXP. 11-30-94

FOR UNDERGROUND UTILITY LOCATION CALL JULIE:
TOLL FREE 1-800-892-0123

CONTRACT NO. 80455

COOK COUNTY SECTION 1300 B-89 F.A.U. RTE. 1332

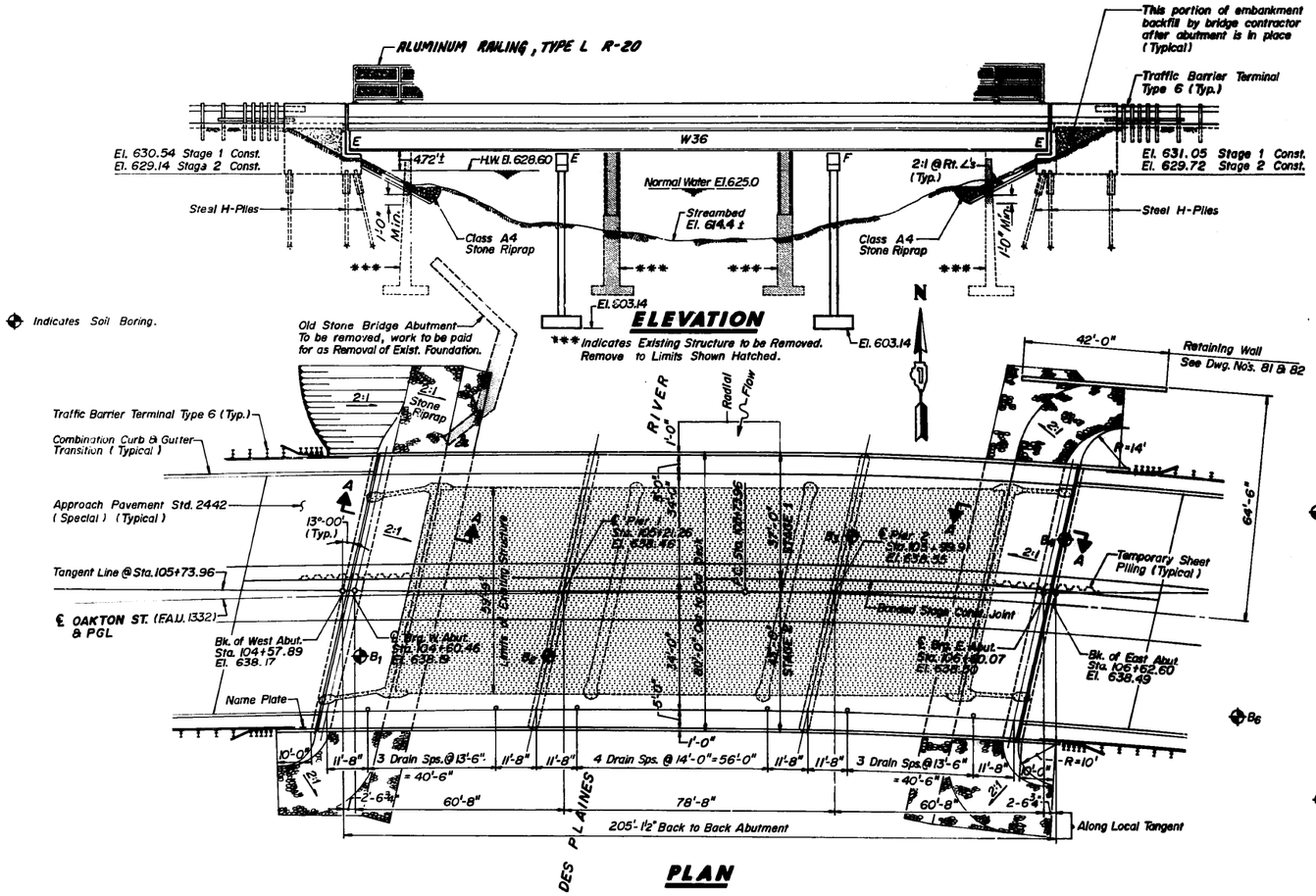
C B A 0 A B C D

B.M. MSD #322 Located 75' South of the S.W. Corner of Existing Oakton Street Bridge. Elev. 634.83

Existing Structure: 3 Simple Span Concrete T-Beam Bridge on Closed Abutments and Concrete Piers. Built in 1930. Structure No. 016-0554.

Traffic to be Maintained Utilizing Stage Construction.

No Salvage.



GENERAL NOTES:

Fasteners shall be high strength bolts. Bolts ⅞"ø, open holes 15/16"ø, unless otherwise noted.

Calculated weight of Structural Steel = M270 GR. 36 - 46760# M270 GR. 50 - 334350#

The Zinc-silicate and vinyl paint system shall be used for shop and field painting of structural steel except where otherwise noted. The color of the vinyl finish coat shall be Munsell No. 2.5 YR 3/4. Reddish brown for fascia beams and Munsell No. 10Y 7/1 Light grey for interior beams.

Field welding of construction accessories will not be permitted to the bottom flange of beams nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.

The main load carrying member components subject to tensile stress shall conform to the supplemental requirements for Notch Toughness Zone 2. These components are the wide flange beams, diaphragms and all splice plate material except fill plates.

Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53 Grade 60.

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

Anchor bolts shall be set before bolting diaphragms over supports.

Bearing seat surface shall be constructed or adjusted to the elevations within a tolerance of ⅛ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two ⅛" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type 1 Elastomeric Bearings, shims of the dimensions of top plate shall be provided and placed as detailed.

The contractor shall drive one steel HP 10 x 42 test pile in a permanent location at each abutment as directed by the Engineer before ordering the remainder of piles.

Unless specified or noted, all utilities that need to be relocated will be done by and at the expense of the utility companies. All utilities will have to reapply for attachment permits. No utilities are to be encased in the concrete of the structure.

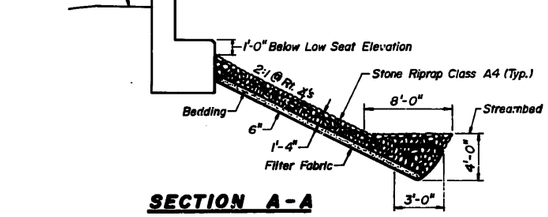
ROUTE NO.	SECTION	COUNTY	TOTAL SHEET	SHEET NO.
F.A.U. 1332	13008-89	COOK	128	79
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SHEET NO. S-1 OF 21 SHEETS

TOTAL BILL OF MATERIAL

	ITEM	UNIT	SUB	SUPER	TOTAL
	Floor Drains	Each	—	6	6
	Removal of Existing Structure	L. Sum	—	—	1
	Structure Excavation	Cu Yd.	268	—	268
	Preformed Jt. Seal 2½"	Lin.Ft.	—	85	85
	Neoprene Expansion Jt. 2"	Lin.Ft.	—	85	85
	Class X Concrete Superstructure	Cu. Yd.	—	499.5	499.5
*	Protective Coat	Sq.Yd.	—	1877	1877
	Elastomeric Brg. Assembly Type I	Each	—	20	20
	Elastomeric Brg. Assembly Type II	Each	—	10	10
	Class X Concrete	Cu.Yd.	546.4	—	546.4
	F & E Structural Steel	L. Sum	—	1	1
	Stud Shear Connectors	Each	—	5940	5940
	Reinforcement Bars Epoxy Coated	Pound	47880	121480	169360
	Steel Piles HP10 x 42	Lin.Ft.	1728	—	1728
	Test Pile Steel HP10 x 42	Each	2	—	2
**	Temporary Sheet Piling	Sq. Ft.	1192	—	1192
	Cofferdam Excavation	Cu.Yd.	672	—	672
	Cofferdam Pier 1	Each	2	—	2
	Cofferdam Pier 2	Each	2	—	2
	Name Plates	Each	—	1	1
	Stone Riprap Class A4	Sq.Yd	802	—	802
**	Bridge Seat Sealer	Sq. Ft.	466	—	466
**	Bridge Deck Grooving	Sq.Yd.	—	1478	1478
**	ALUMINUM RAILING, TYPE L	Lin. Ft.	—	398	398
	Filter Fabric For Use With Riprap	Sq. Yd.	802	—	802
**	Bar Splicers	Each	176	738	914
	Removal of Existing Foundation	Cu.Yd.	134.5	—	134.5

* Quantity includes Bridge Deck Surface.
** See Special Provisions.

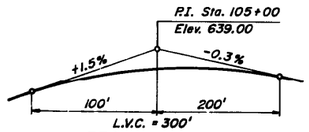


SECTION A-A

HORIZONTAL CURVE DATA

P.C. Sta.	103+14.25	P.C. Sta.	105+73.96
P.I. Sta.	104+44.13	P.I. Sta.	108+26.39
P.T. Sta.	105+73.96	P.T. Sta.	110+73.20
Δ	1°-41'-14.4"	Δ	20°-52'-11"
D	0°-38'-59"	D	4°-10'-50"
R	8819.63'	R	1370.55'
L	259.73'	L	499.22'
E	0.96'	E	23.05'
T	129.88	T	252.41'
S.E.	0.032 ⅛	S.E.	0.032 ⅛

S.E. Transition = Sta. 102+64 to Sta. 104+39
Full S.E. = Sta. 104+39 to Sta. 105+73.96
Full S.E. Transition = Sta. 105+73.96 to Sta. 110+50
S.E. Transition = Sta. 110+50 to Sta. 111+90.20



PROFILE GRADE
OAKTON STREET (FAU 1332)
(Along ℄ Roadway)

DESIGN SPECIFICATIONS

1989 AASHTO with 1990 Interim Specifications.
1983 Seismic Guide Specification with 1985 and 1988 Interims. 1980 Guide Specifications for Horizontally Curved Bridges with Interims thru 1990.

LOADING HS 20-44

Allow 25 #/sq. ft. for future wearing surface.

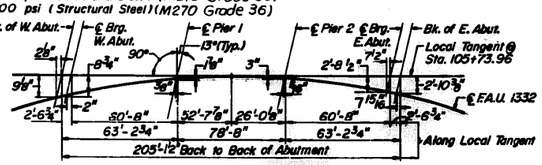
DESIGN STRESSES
FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinf.)
fy = 50,000 psi (Structural Steel) (M270 Grade 50)
36,000 psi (Structural Steel) (M270 Grade 36)

WATERWAY INFORMATION

Drainage Area = 405 Sq. Mi. Low Grade Elev. 631.36 @ Sta. 99+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Design	50	5040	1596	1687	628.60	0.08	0.0	628.68	628.60
Base	100	5525	1668	1771	629.10	0.12	0.02	629.22	629.12
Overtopping									
Max. Calc.	500	6480	1814	1943	630.09	0.20	0.08	630.29	630.17

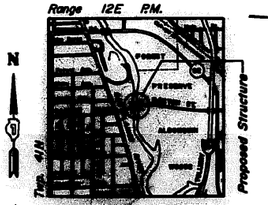


OFFSET SKETCH

STATION 105+73.96
BUILT 199 BY:
STATE OF ILLINOIS
F.A.U. RTE. 1332 SEC. 13008-89
PROJ. ACBRM-ACSTPM-7003 (054)
LOADING HS-20 STR. NO. 016-2601

NAME PLATE
(STD. 2113)

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Anderson
Engineer of Bridges and Structures



LOCATION SKETCH

Ehren M. Miranda 10/16/92
EXP 11-30-94

GENERAL PLAN
ELEVATION & GENERAL NOTES
OAKTON STREET OVER DES PLAINES RIVER
F.A.U. RTE. 1332 SECTION 13008-89
COOK COUNTY
Sta. 105+73.96
STRUCTURE NUMBER 016-2601

DESIGNED	J S
CHECKED	R C E
DRAWN	RAA/k.
CHECKED	E M M

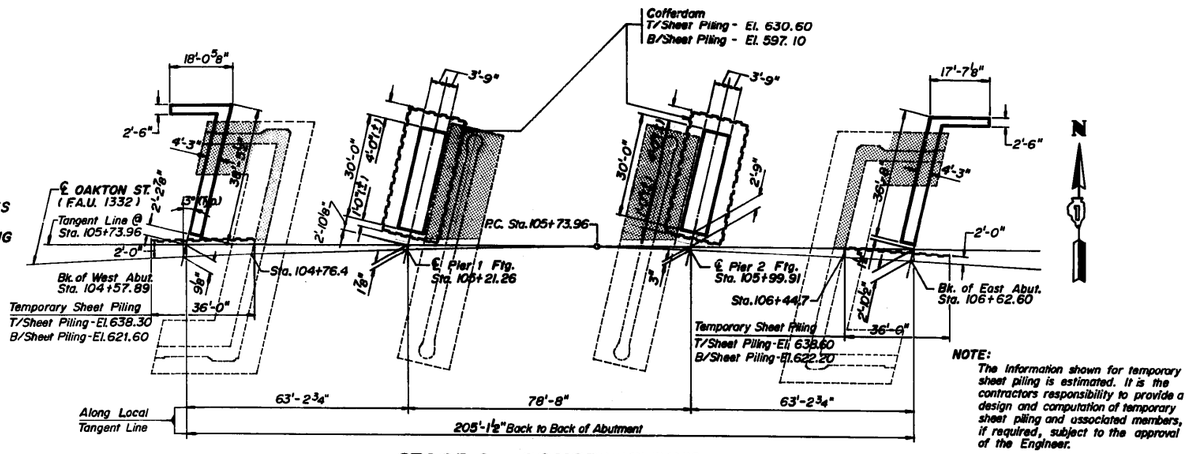
Wehrmeister Engineering and Associates, Inc.

REV.

ROUTE NO	SECTION	COUNTY	TOTAL SHEET	SHEET NO.
F.A.U. RTE. 1332	1300B-89	COOK	128	80
FED. ROAD DIST. NO. 1	ILLINOIS	FED AID PROJECT		

SHEET NO. S-2 OF 21 SHEETS

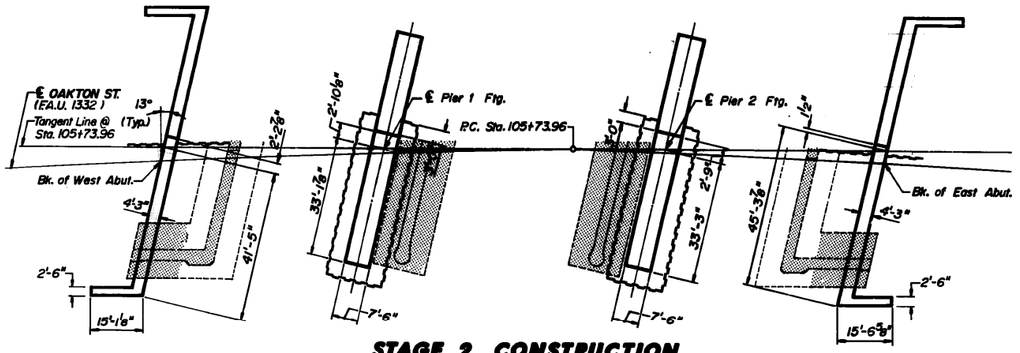
INDEX OF DRAWING :



STAGE 1 CONSTRUCTION

NOTE:
The information shown for temporary sheet piling is estimated. It is the contractors responsibility to provide a design and computation of temporary sheet piling and associated members, if required, subject to the approval of the Engineer.

Indicates Removal of Existing Structures.



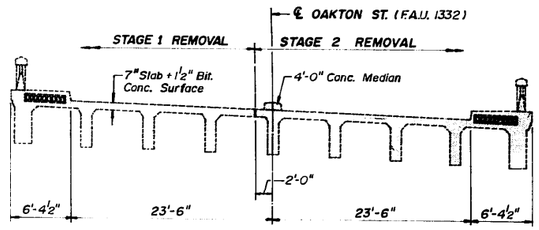
STAGE 2 CONSTRUCTION

STAGE 1 CONSTRUCTION

1. Make preparation to close north half of the structure. Divert traffic to the south half.
2. Remove north half of structure to limits shown.
3. Drive temporary sheet piling and cofferdam as shown.
4. Brace cofferdam as water is pumped out. Seal sheet piling interlock.
5. Excavate to bottom of proposed footing.
6. Construct north half of substructure to limits shown.
7. Remove sheet piling except those behind existing abutment and ± 3'-0" along piers behind construction joint.
8. Construct north half of superstructure. (Including Approach Slab) to limits shown.

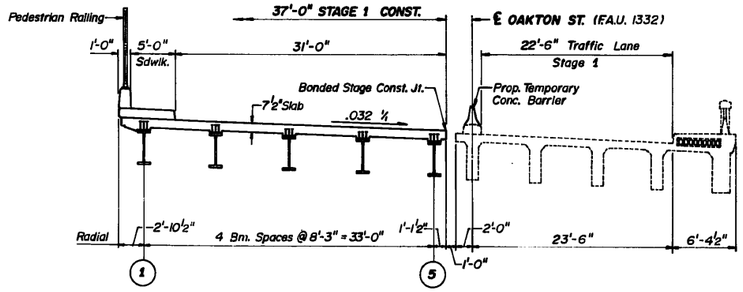
STAGE 2 CONSTRUCTION

1. Make preparation to close south half of the structure. Divert traffic to the north.
2. Remove remaining portion of the structure.
3. Drive temporary sheet piling and cofferdam as shown.
4. As in Stage 1 Construction.
5. As in Stage 1 Construction.
6. Remove or cut temporary sheet piling that interferes with the construction of the abutments.
7. Construct south half of substructure to limits shown.
8. Remove cofferdam and sheet pilings.
9. Construct south half of bridge superstructure.
10. Remove sheet piling at the Approach Slabs.
11. Construct south half of the Approach Slabs.

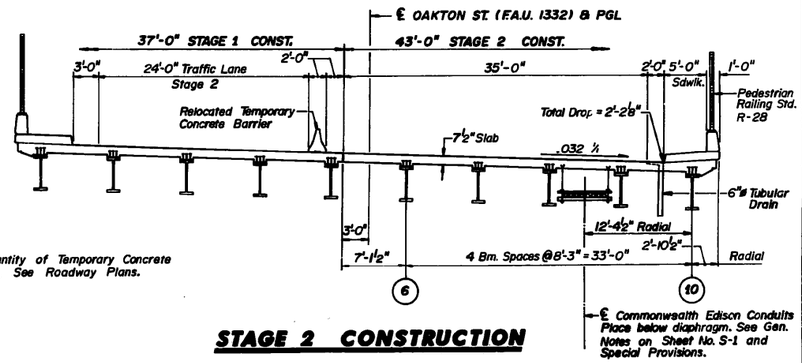


EXISTING CONDITION

Note: Removal of concrete slab and bituminous concrete surface is incidental to "Removal of Existing Structure."



STAGE 1 CONSTRUCTION
(LOOKING EAST)



Note: For Quantity of Temporary Concrete Barriers, See Roadway Plans.

STAGE 2 CONSTRUCTION

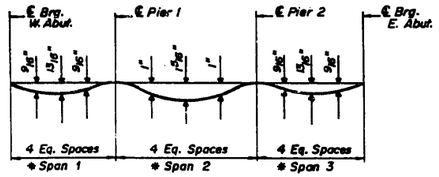
DESIGNED	J S
CHECKED	R C E
DRAWN	RAA/k
CHECKED	E M M

Nakawatase, Wyns and Associates, Inc.

INDEX OF DRAWING & CONSTRUCTION STAGING
OAKTON STREET OVER DES PLAINES RIVER
F.A.U. RTE. 1332 SECTION 1300B-89
COOK COUNTY
Sta. 105 + 73.96
STRUCTURE NUMBER 016-2601

ROUTE NO.	SECTION	COUNTY	TOTAL SHEET	SHEET NO
F.A.U.1332	13008-89	COOK	128	91
FED ROAD DIST NO. 11	ILLINOIS	FED AID PROJECT		

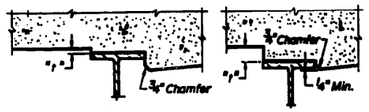
SHEET NO. S-3 OF 21 SHEETS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

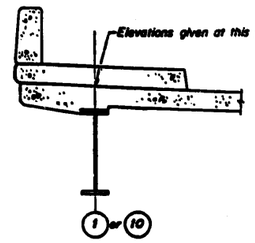
Note: The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflection as shown below.



At Minimum Fillet — At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on this sheet & Sht. No. S-4 minus slab thickness equals the fillet heights above top flange of beams.

FILLET HEIGHTS



BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWABT	10466.943	37.125	639.431	639.431
BRWABT	10469.502	37.125	639.449	639.449
A	10479.460	37.125	639.509	639.545
B	10489.418	37.125	639.558	639.616
C	10499.376	37.125	639.594	639.660
D	10509.334	37.125	639.623	639.682
E	10519.292	37.125	639.648	639.686
℄ PIER 1	10530.034	37.125	639.673	639.673
F	10539.992	37.125	639.692	639.742
G	10549.950	37.125	639.708	639.793
H	10559.908	37.125	639.722	639.827
I	10589.866	37.125	639.732	639.841
J	10582.299	37.125	639.741	639.848
K	10592.035	37.125	639.745	639.829
L	10601.772	37.125	639.746	639.794
℄ PIER 2	10607.538	37.125	639.745	639.745
M	10617.274	37.125	639.742	639.778
N	10627.010	37.125	639.735	639.793
O	10636.747	37.125	639.726	639.792
P	10646.483	37.125	639.714	639.773
Q	10656.219	37.125	639.698	639.736
BREABT	10666.051	37.125	639.681	639.681
BKEABT	10668.513	37.125	639.675	639.675

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWABT	10464.939	28.875	639.146	639.146
BRWABT	10467.501	28.875	639.164	639.164
A	10477.468	28.875	639.226	639.262
B	10487.435	28.875	639.277	639.335
C	10497.403	28.875	639.316	639.382
D	10507.370	28.875	639.346	639.405
E	10517.337	28.875	639.372	639.410
℄ PIER 1	10528.092	28.875	639.397	639.397
F	10538.060	28.875	639.417	639.467
G	10548.027	28.875	639.434	639.519
H	10557.995	28.875	639.448	639.553
I	10567.962	28.875	639.459	639.577
J	10580.485	28.875	639.469	639.576
K	10590.279	28.875	639.472	639.556
L	10600.073	28.875	639.474	639.522
℄ PIER 2	10605.880	28.875	639.473	639.473
M	10615.673	28.875	639.470	639.506
N	10625.467	28.875	639.465	639.523
O	10635.261	28.875	639.456	639.522
P	10645.054	28.875	639.444	639.503
Q	10654.848	28.875	639.429	639.468
BREABT	10664.750	28.875	639.411	639.411
BKEABT	10667.227	28.875	639.407	639.407

BEAM 3

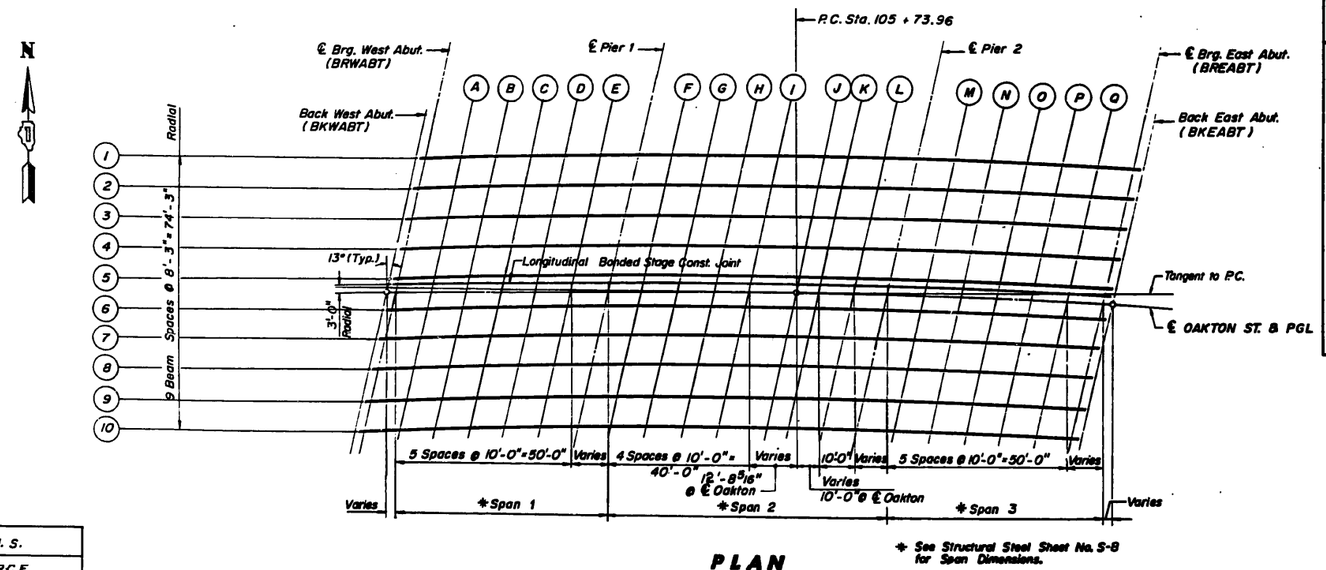
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWABT	10462.931	20.625	638.867	638.867
BRWABT	10465.495	20.625	638.885	638.885
A	10475.472	20.625	638.951	638.987
B	10485.449	20.625	639.004	639.062
C	10495.425	20.625	639.045	639.111
D	10505.402	20.625	639.076	639.135
E	10515.379	20.625	639.103	639.141
℄ PIER 1	10526.147	20.625	639.128	639.128
F	10536.124	20.625	639.149	639.199
G	10546.100	20.625	639.167	639.252
H	10556.077	20.625	639.181	639.286
I	10566.054	20.625	639.193	639.302
J	10578.649	20.625	639.203	639.310
K	10588.501	20.625	639.208	639.292
L	10598.353	20.625	639.210	639.258
℄ PIER 2	10604.201	20.625	639.210	639.210
M	10614.053	20.625	639.207	639.243
N	10623.905	20.625	639.201	639.259
O	10633.757	20.625	639.192	639.258
P	10643.608	20.625	639.181	639.240
Q	10653.460	20.625	639.168	639.206
BREABT	10663.433	20.625	639.149	639.149
BKEABT	10665.925	20.625	639.145	639.145

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWABT	10460.920	12.375	638.587	638.587
BRWABT	10463.486	12.375	638.606	638.606
A	10473.472	12.375	638.674	638.710
B	10483.458	12.375	638.730	638.788
C	10493.444	12.375	638.773	638.840
D	10503.430	12.375	638.806	638.865
E	10513.416	12.375	638.833	638.871
℄ PIER 1	10524.198	12.375	638.860	638.860
F	10534.184	12.375	638.881	638.931
G	10544.170	12.375	638.899	638.984
H	10554.156	12.375	638.914	639.019
I	10564.142	12.375	638.927	639.036
J	10576.791	12.375	638.938	639.045
K	10586.701	12.375	638.943	639.027
L	10596.612	12.375	638.945	638.994
℄ PIER 2	10602.503	12.375	638.946	638.946
M	10612.413	12.375	638.944	638.980
N	10622.324	12.375	638.939	638.997
O	10632.234	12.375	638.930	638.996
P	10642.145	12.375	638.919	638.978
Q	10652.055	12.375	638.905	638.943
BREABT	10662.100	12.375	638.888	638.888
BKEABT	10664.607	12.375	638.883	638.883

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWABT	10458.904	4.125	638.307	638.307
BRWABT	10461.473	4.125	638.327	638.327
A	10471.469	4.125	638.398	638.434
B	10481.464	4.125	638.456	638.514
C	10491.459	4.125	638.502	638.568
D	10501.455	4.125	638.537	638.595
E	10511.450	4.125	638.564	638.602
℄ PIER 1	10522.245	4.125	638.591	638.591
F	10532.240	4.125	638.613	638.663
G	10542.236	4.125	638.632	638.717
H	10552.231	4.125	638.646	638.753
I	10562.226	4.125	638.660	638.770
J	10574.909	4.125	638.672	638.780
K	10584.879	4.125	638.679	638.763
L	10594.849	4.125	638.681	638.729
℄ PIER 2	10600.783	4.125	638.682	638.682
M	10610.753	4.125	638.680	638.716
N	10620.723	4.125	638.675	638.733
O	10630.693	4.125	638.668	638.734
P	10640.663	4.125	638.657	638.716
Q	10650.633	4.125	638.643	638.681
BREABT	10660.750	4.125	638.626	638.626
BKEABT	10663.273	4.125	638.621	638.621



PLAN

Horizontal Dimensions are taken along ℄ of individual Beams.

* See Structural Steel Sheet No. S-8 for Span Dimensions.

℄ ROADWAY & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWABT	10457.895	0.000	638.167	638.167
BRWABT	10460.465	0.000	638.188	638.188
A	10470.465	0.000	638.259	638.295
B	10480.465	0.000	638.319	638.377
C	10490.465	0.000	638.365	638.431
D	10500.465	0.000	638.401	638.460
E	10510.465	0.000	638.430	638.468
℄ PIER 1	10521.267	0.000	638.457	638.457
F	10531.267	0.000	638.479	638.529
G	10541.267	0.000	638.498	638.583
H	10551.267	0.000	638.514	638.619
I	10561.267	0.000	638.527	638.636
J	10573.960	0.000	638.539	638.646
K	10583.960	0.000	638.546	638.630
L	10593.960	0.000	638.549	638.597
℄ PIER 2	10599.915	0.000	638.550	638.550
M	10609.915	0.000	638.549	638.585
N	10619.915	0.000	638.544	638.602
O	10629.915	0.000	638.537	638.603
P	10639.915	0.000	638.526	638.585
Q	10649.915	0.000	638.513	638.551
BREABT	10660.069	0.000	638.496	638.496
BKEABT	10662.600	0.000	638.491	638.491

LONG. BONDED STAGE CONST. JT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWABT	10458.629	3.000	638.269	638.269
BRWABT	10461.199	3.000	638.289	638.289
A	10471.195	3.000	638.360	638.396
B	10481.192	3.000	638.419	638.476
C	10491.188	3.000	638.464	638.531
D	10501.185	3.000	638.499	638.558
E	10511.182	3.000	638.528	638.566
℄ PIER 1	10521.978	3.000	638.554	638.555
F	10531.975	3.000	638.577	638.627
G	10541.972	3.000	638.595	638.680
H	10551.968	3.000	638.611	638.716
I	10561.965	3.000	638.624	638.733
J	10574.651	3.000	638.636	638.743
K	10584.619	3.000	638.642	638.725
L	10594.607	3.000	638.645	638.693
℄ PIER 2	10600.547	3.000	638.646	638.646
M	10610.525	3.000	638.644	638.680
N	10620.503	3.000	638.640	638.698
O	10630.481	3.000	638.632	638.698
P	10640.459	3.000	638.621	638.680
Q	10650.438	3.000	638.607	638.646
BREABT	10660.565	3.000	638.591	638.591
BKEABT	10663.090	3.000	638.586	638.586

DESIGNED	J. S.
CHECKED	R C E
DRAWN	RAAjk./FOM
CHECKED	E M M

Nakawatase, Wyns and Associates, Inc.

TOP OF SLAB ELEVATIONS

OAKTON STREET OVER DES PLAINES RIVER

F.A.U. RTE. 1332 SECTION 13008-89

COOK COUNTY

Sta. 105 + 73.96

STRUCTURE NUMBER 016-2601

ROUTE NO.	SECTION	COUNTY	TOTAL SHEET	SHEET NO.
F.A.U. 1332	13008-89	COOK	126	82
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. S-4
OF 21 SHEETS

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWABT	10456.885	-4.125	638.027	638.027
BRWABT	10459.456	-4.125	638.047	638.047
A	10469.461	-4.125	638.120	638.156
B	10479.466	-4.125	638.181	638.239
C	10489.471	-4.125	638.230	638.296
D	10499.475	-4.125	638.266	638.325
E	10509.480	-4.125	638.295	638.333
℄ PIER 1	10520.288	-4.125	638.323	638.323
F	10530.293	-4.125	638.345	638.395
G	10540.298	-4.125	638.364	638.449
H	10550.302	-4.125	638.381	638.496
I	10560.307	-4.125	638.394	638.503
J	10573.007	-4.125	638.407	638.514
K	10583.035	-4.125	638.413	638.497
L	10593.065	-4.125	638.417	638.465
℄ PIER 2	10599.042	-4.125	638.418	638.418
M	10609.072	-4.125	638.417	638.453
N	10619.103	-4.125	638.412	638.470
O	10629.133	-4.125	638.405	638.471
P	10639.163	-4.125	638.395	638.454
Q	10649.193	-4.125	638.382	638.420
BREABT	10659.384	-4.125	638.365	638.365
BKEABT	10661.923	-4.125	638.360	638.360

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWABT	10454.861	-12.375	637.746	637.746
BRWABT	10457.436	-12.375	637.768	637.768
A	10467.450	-12.375	637.843	637.879
B	10477.464	-12.375	637.906	637.964
C	10487.478	-12.375	637.957	638.023
D	10497.492	-12.375	637.996	638.055
E	10507.506	-12.375	638.026	638.064
℄ PIER 1	10518.328	-12.375	638.054	638.054
F	10528.342	-12.375	638.077	638.127
G	10538.356	-12.375	638.097	638.182
H	10548.370	-12.375	638.114	638.219
I	10558.384	-12.375	638.128	638.237
J	10571.099	-12.375	638.141	638.248
K	10581.167	-12.375	638.148	638.232
L	10591.259	-12.375	638.153	638.201
℄ PIER 2	10597.280	-12.375	638.154	638.154
M	10607.371	-12.375	638.153	638.189
N	10617.462	-12.375	638.149	638.207
O	10627.553	-12.375	638.143	638.209
P	10637.644	-12.375	638.133	638.192
Q	10647.735	-12.375	638.120	638.158
BREABT	10658.002	-12.375	638.103	638.103
BKEABT	10660.556	-12.375	638.100	638.100

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWABT	10452.834	-20.625	637.465	637.465
BRWABT	10455.411	-20.625	637.487	637.487
A	10465.435	-20.625	637.565	637.601
B	10475.458	-20.625	637.630	637.688
C	10485.481	-20.625	637.684	637.750
D	10495.505	-20.625	637.726	637.785
E	10505.528	-20.625	637.756	637.794
℄ PIER 1	10516.364	-20.625	637.785	637.785
F	10526.387	-20.625	637.809	637.859
G	10536.411	-20.625	637.829	637.914
H	10546.434	-20.625	637.847	637.952
I	10556.457	-20.625	637.862	637.971
J	10569.187	-20.625	637.876	637.983
K	10579.276	-20.625	637.884	637.968
L	10589.429	-20.625	637.888	637.936
℄ PIER 2	10595.405	-20.625	637.890	637.890
M	10605.648	-20.625	637.890	637.926
N	10615.801	-20.625	637.886	637.944
O	10625.954	-20.625	637.880	637.946
P	10636.106	-20.625	637.870	637.929
Q	10646.259	-20.625	637.858	637.896
BREABT	10656.602	-20.625	637.842	637.842
BKEABT	10659.172	-20.625	637.837	637.837

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWABT	10450.803	-28.875	637.183	637.183
BRWABT	10453.383	-28.875	637.206	637.206
A	10463.415	-28.875	637.286	637.322
B	10473.448	-28.875	637.354	637.412
C	10483.481	-28.875	637.410	637.476
D	10493.514	-28.875	637.456	637.515
E	10503.547	-28.875	637.486	637.524
℄ PIER 1	10514.396	-28.875	637.516	637.516
F	10524.429	-28.875	637.540	637.590
G	10534.461	-28.875	637.562	637.647
H	10544.494	-28.875	637.580	637.685
I	10554.527	-28.875	637.595	637.704
J	10567.271	-28.875	637.610	637.717
K	10577.361	-28.875	637.618	637.702
L	10587.577	-28.875	637.624	637.672
℄ PIER 2	10593.688	-28.875	637.625	637.625
M	10603.804	-28.875	637.626	637.662
N	10614.118	-28.875	637.623	637.681
O	10624.334	-28.875	637.617	637.683
P	10634.848	-28.875	637.608	637.667
Q	10644.784	-28.875	637.596	637.634
BREABT	10655.185	-28.875	637.580	637.580
BKEABT	10657.771	-28.875	637.576	637.576

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWABT	10448.768	-37.125	637.109	637.109
BRWABT	10451.350	-37.125	637.132	637.132
A	10461.392	-37.125	637.215	637.251
B	10471.435	-37.125	637.285	637.343
C	10481.477	-37.125	637.344	637.410
D	10491.519	-37.125	637.393	637.452
E	10501.562	-37.125	637.425	637.463
℄ PIER 1	10512.424	-37.125	637.455	637.455
F	10522.466	-37.125	637.480	637.530
G	10532.508	-37.125	637.502	637.587
H	10542.551	-37.125	637.520	637.625
I	10552.593	-37.125	637.536	637.645
J	10563.352	-37.125	637.552	637.659
K	10575.422	-37.125	637.561	637.645
L	10585.701	-37.125	637.567	637.615
℄ PIER 2	10591.658	-37.125	637.569	637.569
M	10602.137	-37.125	637.570	637.606
N	10612.415	-37.125	637.568	637.626
O	10622.694	-37.125	637.562	637.628
P	10632.972	-37.125	637.554	637.613
Q	10643.251	-37.125	637.542	637.580
BREABT	10653.750	-37.125	637.527	637.527
BKEABT	10656.353	-37.125	637.522	637.522

DESIGNED	J S
CHECKED	R C E
DRAWN	RAA Jr.
CHECKED	E M M

Nakawatase, Wyns and Associates, Inc.

TOP OF SLAB ELEVATIONS
OAKTON STREET OVER DES PLAINES RIVER
F.A.U. RTE. 1332 SECTION 13008-89
COOK COUNTY
Sta. 105 + 73.96
STRUCTURE NUMBER 016-2601

ROUTE NO.	SECTION	COUNTY	TOTAL SHEET	SHEET NO	SHEET NO. S-5
F.A.U. 1332	13008-89	COOK	128	83	OF 21 SHEETS
FED ROAD DIST. NO. 1	ILLINOIS	FED AID PROJECT			

201'-4⅞" Out to Out of Deck

* Order a_5 (E), a_6 (E), a_7 (E) & a_8 (E) bars full length cut bars, in field to fit skew and use remainder of bars in opposite end. Paint cut end of bars with Epoxy.

61'-7¾" | 78'-7⅛" | 61'-2"

℄ Brg. West Abut. | ℄ Pier 1 | ℄ Pier 2 | ℄ Brg. East Abut.

219-#6a_9 (E) @ 11" cts. Top
Lap w/ Alt. a_1 (E) or a_5 (E)
201-#4d_2 (E) @ 12" cts. O.F.
201-#6d_1 (E) @ 12" cts. I.F.

201-#5c_2 (E) @ 12" cts. Top of Sidewalk
2x6-#5b_1 (E) Edge of Sidewalk
6x6-#5b_1 (E) @ 12" cts. Top of Sidewalk

1" Deep Sawed Joint in Sidewalk

9'-9" | 9'-9" | 9'-9" | 9'-9"
2⅝" | 2⅝"

20'-3" | 19'-2" | 19'-2" | 20'-3"

Local Tangent Line at P.C. Sta. 105+73.98

Radial | 1'-0" | Radial

STAGE 1 CONSTRUCTION 37'-0" | STAGE 2 CONSTRUCTION 43'-0"

5'-0" Sidwk. | 31'-0" Bonded Stage Const. Joint | 5'-0" Sidwk.

2" Neoprene Joint (See Sheet No. S-7)
1-#5a_{10} (E) Top & Bot.
*18-#5a_5 (E) @ 5½" cts. Top
*13-#5a_6 (E) @ 8" cts. Bot.
419-#5a_1 (E) @ 5½" cts. Top
288-#5a_2 (E) @ 8" cts. Bot.
437-¾"# Bar Splicer @ 5½" cts. Top
301-¾"# Bar Splicer @ 8" cts. Bot.
13'-00" (Typ.)
37'-#6b_3 (E) @ 12" cts. Top over Piers 1 & 2 (Alt. w/ #5b_1 (E)).
37'x6-#5b_1 (E) @ 12" cts. Top
36'x7'-#5b_2 (E) Bot. (See Cross Section for Bars Spacing)
201-#5c_1 (E) @ 12" cts.
1-#5a_{10} (E) Top & Bot.
2½" P.J.S. (See Sheet No. S-6)
Bonded Stage Const. Joint
Bk. West Abut.
Pier 1 | Pier 2
Bk. East Abut.

1-#5a_{11} (E) Top & Top
*21-#5a_7 (E) @ 5½" cts. Top
*15-#5a_8 (E) @ 8" cts. Bot.
416-#5a_3 (E) @ 5½" cts. Top
286-#5a_4 (E) @ 8" cts. Bot.
34-#5x_1 (E) @ 12" cts. Lap with b_1 (E) bars
43'-#6b_3 (E) @ 12" cts. Top over Piers 1 & 2 (Alt. w/ #5b_1 (E)).
44'x6-#5b_1 (E) @ 12" cts. Top
42'x7'-#5b_2 (E) Bot. (See Cross Section for Bars Spacing)
P.C. Sta. 105+73.98
201-#5c_1 (E) @ 12" cts.
1-#5a_{11} (E) Top & Bot.
Drain (Typ.)

℄ OAKTON ST. (F.A.U. 1332) & PGL

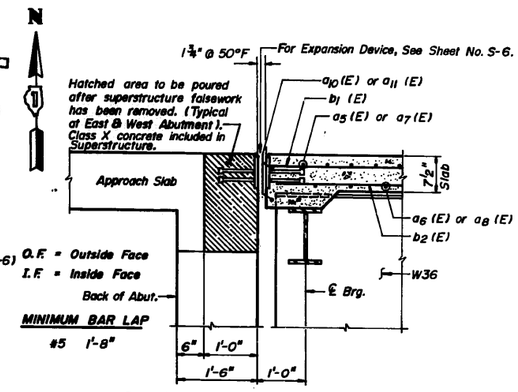
219-#6a_9 (E) @ 11" cts. Top
Lap w/ Alt. a_3 (E) or a_7 (E)
201-#6d_1 (E) @ 12" cts. I.F.
201-#4d_2 (E) @ 12" cts. O.F.
2" @ 50°F

1" Deep Sawed Joint on Sidewalk

6x6-#5b_1 (E) @ 12" cts. Top of Sidewalk
2x6-#5b_1 (E) @ Edge of Sidewalk
201-#5c_2 (E) @ 12" cts.
1¾" @ 50°F

61'-8⅛" | 78'-8¼" | 60'-10⅜"
201'-2¾" Out to Out of Deck

PLAN



SECTION A-A (EAST ABUT.)

(AT RIGHT ANGLE)
For Section B-B (West Abut.), See Sheet No. S-6

BILL OF MATERIAL

BAR	NO. OF BARS STAGE 1	STAGE 2	SIZE	LENGTH	SHAPE
a_1 (E)	419	–	#5	36'-7"	
a_2 (E)	288	–	#5	35'-10"	
a_3 (E)	–	416	#5	42'-7"	
a_4 (E)	–	286	#5	41'-10"	
a_5 (E)	18	–	#5	39'-4"	
a_6 (E)	13	–	#5	38'-7"	
a_7 (E)	–	21	#5	45'-4"	
a_8 (E)	–	15	#5	44'-7"	
a_9 (E)	219	219	#6	4'-0"	
a_{10} (E)	4	–	#5	37'-8"	
a_{11} (E)	–	4	#5	43'-10"	
b_1 (E)	276	312	#5	35'-3"	
b_2 (E)	252	294	#5	30'-6"	
b_3 (E)	74	86	#6	39'-5"	
c_1 (E)	201	201	#5	2'-5"	
c_2 (E)	201	201	#5	5'-6"	
d_1 (E)	201	201	#6	4'-4"	
d_2 (E)	201	201	#4	5'-3"	
x_1 (E)	29	34	#5	4'-1"	

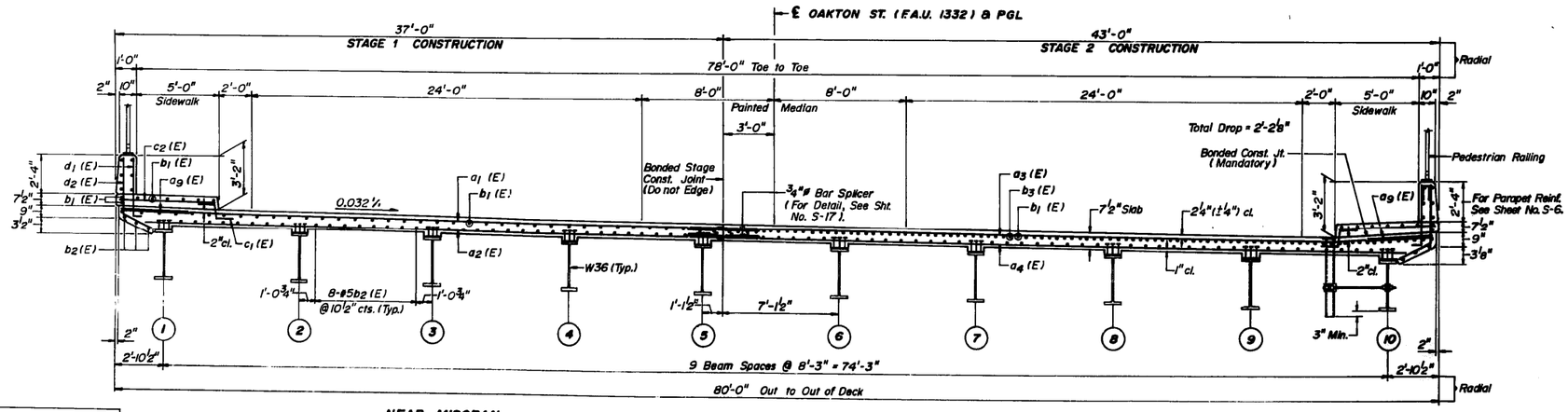
ITEM	UNIT	TOTAL
Class X Concrete - Superstructure	Cu. Yd.	467.6
Reinforcement Bars - Epoxy Coated	Pound	119700
Protective Coat	Sq. Yd.	1735
Bar Splicers	Each	738

Bar c_1 (E): 12" | 1½" | 15"
Bar d_1 (E): 3'-5½" | 10½"
Bar d_2 (E): 3'-5" | 1'-10" | 3"
Bar x_1 (E): 3'-6" | 7"
Bars a_1 (E), a_3 (E) & a_7 (E): Varies 5'-9" | 2½"

Bars a_5 (E) & a_6 (E): 17 Sps. @ 5½" a_5 (E) | 12 Sps. @ 8" a_6 (E) | 36'-7" | 35'-10" | Cut Line | 2'-9" | 2'-9" | a_9 (E) 2'-9" | a_9 (E) 2'-9"
Bars a_7 (E) & a_8 (E): 20 Sps. @ 5½" a_7 (E) | 14 Sps. @ 8" a_8 (E) | 42'-7" | 41'-10" | Cut Line | 2'-9" | 2'-9" | a_9 (E) 2'-9" | a_9 (E) 2'-9"

NOTES:

1. Reinforcement bars designated (E) shall be Epoxy Coated.
2. Reinforcement bars designated thus: 42 x 7-#5 etc., indicates 42 lines of bars with 7 length per line.
3. See sheet no. S-1 for Drain location.
4. See sheet no. S-6 for Sidewalk and Drain Details.
5. All longitudinal dimensions are measured along curve.



NEAR MIDSPAN | NEAR PIER

CROSS SECTION

(LOOKING EAST)

Note: Transverse Bars shall be placed normal to Local Tangent. Longitudinal Bars shall be placed along the curve.

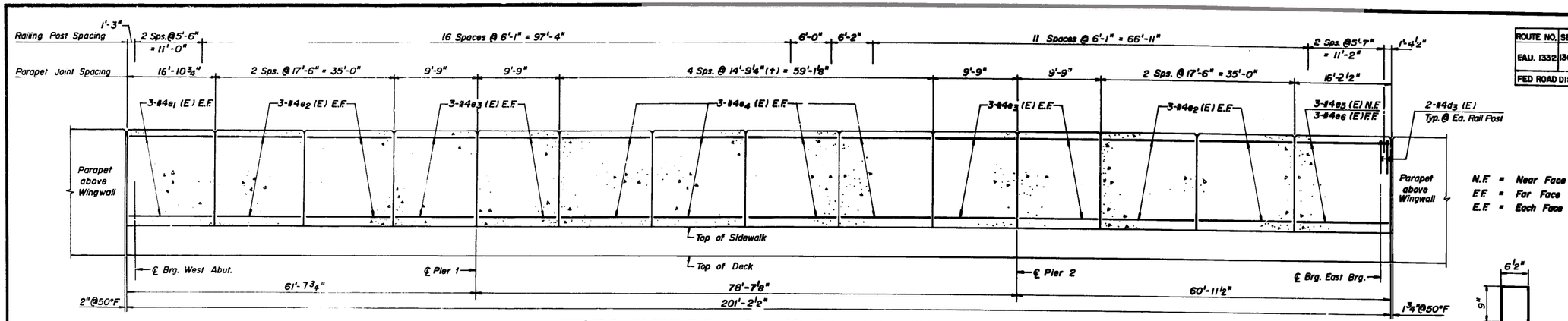
DESIGNED	J. S.
CHECKED	R C E
DRAWN	RAA/k. / FQM
CHECKED	E M M

Nakawatase, Wyns and Associates, Inc.

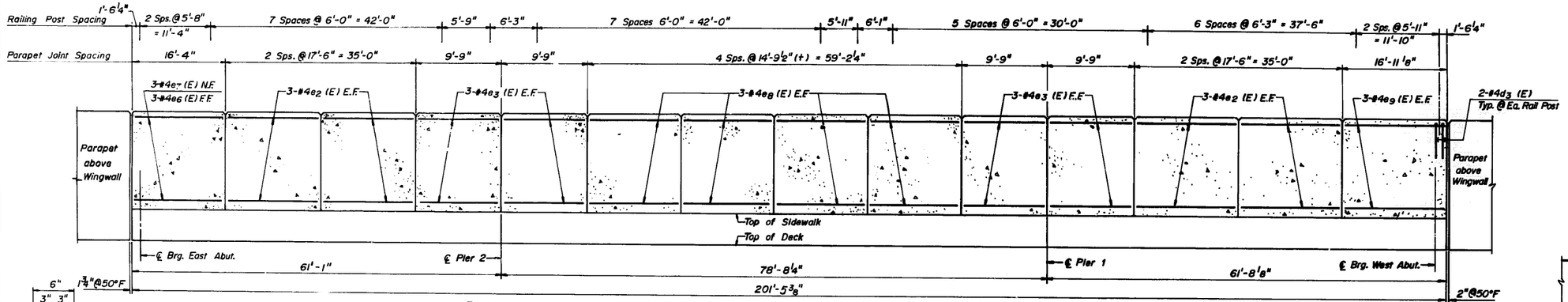
DECK PLAN, CROSS SECTIONS & DETAILS
OAKTON STREET OVER DES PLAINES RIVER
F.A.U. RTE. 1332 SECTION 13008-89
COOK COUNTY
Sta. 105 + 73.98
STRUCTURE NUMBER 016-2601

ROUTE NO.	SECTION	COUNTY	TOTAL SHEET	SHEET NO
FAU. 1332	1300B-89	COOK	128	84
FED ROAD DIST. NO. 1	ILLINOIS	FED AID PROJECT		

SHEET NO. S-6
OF 21 SHEETS



INSIDE ELEVATION OF NORTH PARAPET



INSIDE ELEVATION OF SOUTH PARAPET

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
d_3 (E)	136	#4	2'-1"	
e_1 (E)	6	#4	16'-9"	
e_2 (E)	48	#4	17'-3"	
e_3 (E)	48	#4	9'-6"	
e_4 (E)	24	#4	14'-6"	
e_5 (E)	3	#4	15'-11"	
e_6 (E)	6	#4	16'-0"	
e_7 (E)	3	#4	16'-1"	
e_8 (E)	24	#4	14'-6"	
e_9 (E)	6	#4	16'-8"	

ITEM	UNIT	TOTAL
Class X Concrete-Superstructure	Cu. Yd.	31.9
Reinforcement Bars-Epoxy Coated	Pound	1780
Protective Coat	Sq. Yd.	142

NOTES:

1. Reinforcement bars designated (E) shall be Epoxy Coated.
2. For Details of Pedestrian Railing, See Sheet No. S-18.

*Place a_{10}(E) or a_7(E) & h_{10}(E) or h_{11}(E) bars in back of anchor bolt as shown if required to maintain 1" cl. (+0-1/8"). Anchor bolts should be tied to a_5(E) or a_7(E) & h_{10}(E) or h_{11}(E).

Note: All edges shall have ¾" chamfer.

SECTION THRU SIDEWALK & PARAPET

Note: The exterior surfaces of the Floor Drain shall be painted with the vinyl enamel coat painting specified for Structural Steel. The exterior surface of the aluminum tube shall be cleaned & given a washcoat pretreatment in accordance with Steel Structures Painting Council's Specification SSPC-SP1 & SSPC-Paint 27 prior to painting. Fiberglass to have prewash as per MIL-P-15328 prior to painting. 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.

FIBERGLASS PIPE

ALUMINUM TUBE

PARAPET JOINT DETAIL

SEAL CUT-OUT

SEAL CUT-OUT AT CURB

7/16"ø Holes at 12"cts. for ⅞"ø bolts. All bolts shall be burned, sawed or chipped off flush with the plates after forms are removed (Typ.)

2½" PREFORMED JOINT SEAL (EAST ABUTMENT)

**Furnish in segments of 20 ft. max. length. Max. space between installed segments shall be ⅛". Seal space with silicon sealant suitable for structural steel.

PLAN

SECTION

END OF SEAL TREATMENT

SECTION B-B (WEST ABUT.)

(AT RIGHT ANGLE)

Note: For Expansion Device, See Sheet No. S-7.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
2½" Preformed Joint Seal	Lin. Ft.	85

WT. OF M270 GR. 36 STRUCTURAL STEEL THIS SHEET = 3230 POUNDS

TOP PLAN

SECTION A-A

DESIGNED	J S
CHECKED	R C E
DRAWN	RAAjr. / FQM
CHECKED	E M M

Hutchinson, Hines and Associates, Inc.

PARAPET ELEVATIONS & DETAILS
OAKTON STREET OVER DES PLAINES RIVER
F.A.U. RTE. 1332 — SECTION 1300B-89
COOK COUNTY
Sta. 105 + 73.96
STRUCTURE NUMBER 016-2801

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 1332	13008-89	COOK	128	85.
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT-		

SHEET NO. S-7
OF 21 SHEETS

Joint Size	"C" at 50°F	"D" at 50°F
2"	2"	1½" Min.

INSTALLATION NOTES

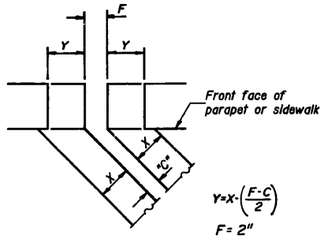
1. Install sponge manarels into positions shown to form flap convolution.
2. Install parapet or sidewalk piece (trim roadway flap to fit before applying epoxy).
3. Install continuous seal in roadway.
4. Install anchor blocks as indicated.

NOTE A: Maximum spacing of anchor bolts shall be 12" centers.

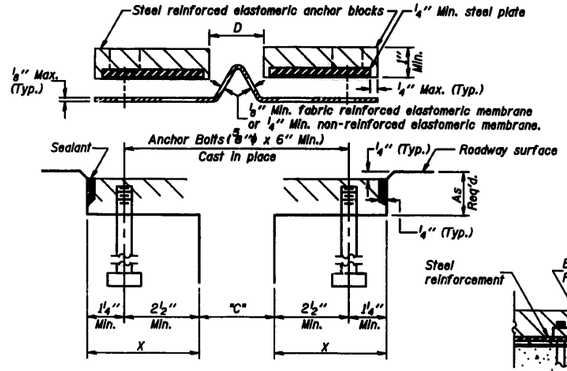
SKEW LIMITATIONS

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews.

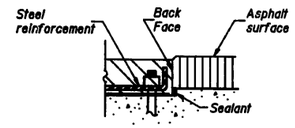
For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed in accordance with dimension "D", might require modifications to insure a minimum clearance of 1½" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.



FORMING BLOCKOUT SKETCH



CROSS SECTION



ANCHOR BLOCK REINFORCEMENT WITH ASPHALT SURFACE

GENERAL NOTES

Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane. See Special Provisions.

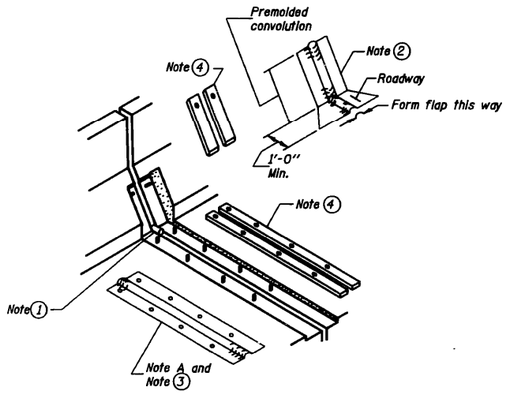
The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure.

The steel reinforcement must extend up the back face of anchor blocks when asphalt surfaces are used but is optional in concrete blockout.

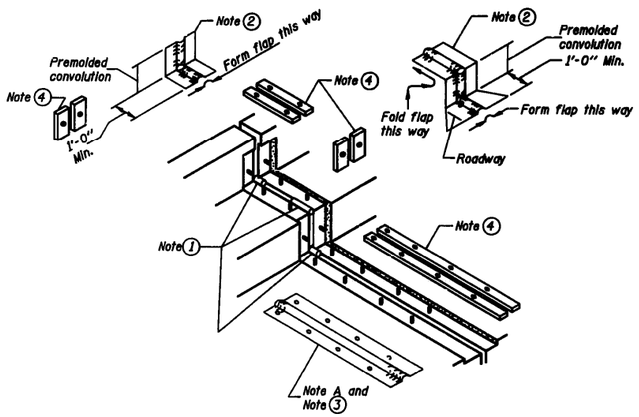
The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed.

Joint openings shall be adjusted in accordance with Article 503.07(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.

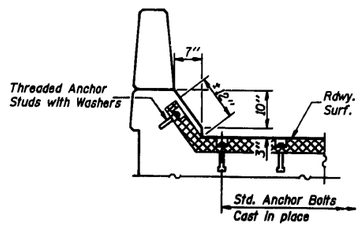
The parapet and sidewalk flaps may be furnished factory vulcanized to the roadway membrane provided the centerline of the convolution is maintained and the process and method meet the approval of the Engineer.



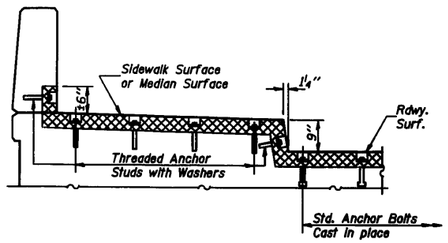
AT PARAPET



AT SIDEWALK



AT PARAPET



AT SIDEWALK
TYPICAL END TREATMENTS

BILL OF MATERIAL

ITEM	UNIT	TOTAL
2" Neoprene Joint	Lin. Ft.	85

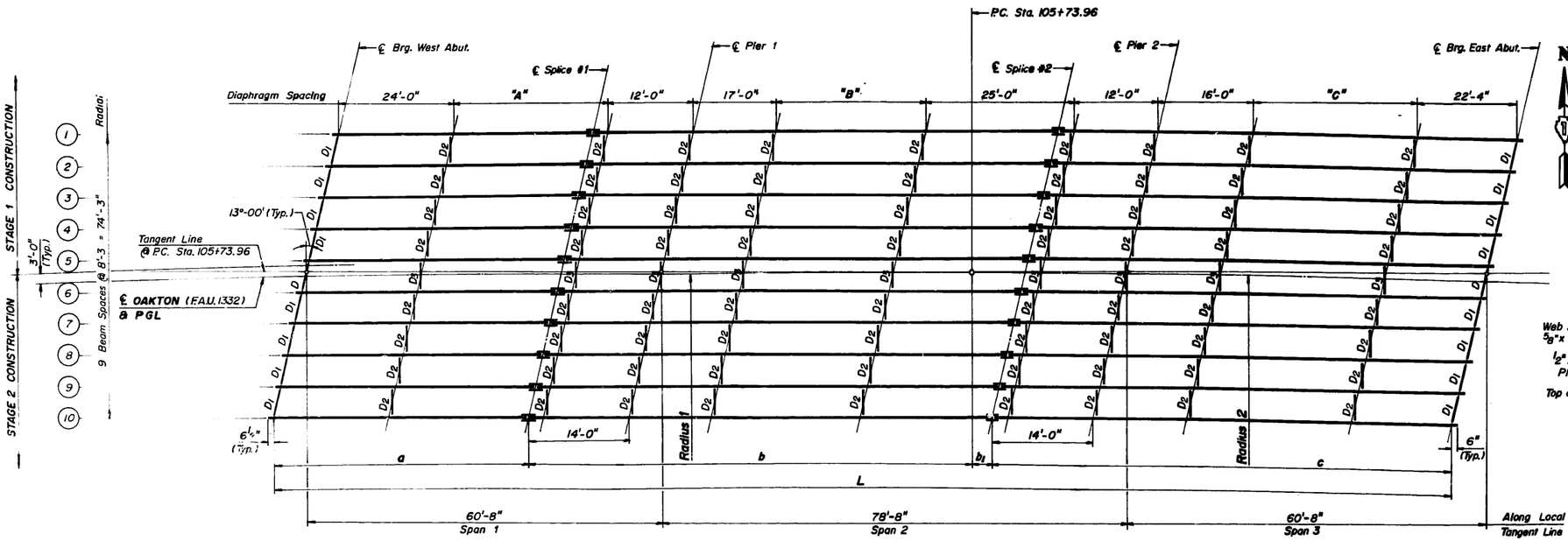
DESIGNED	J S
CHECKED	R C E
DRAWN	J G N
CHECKED	E M M

Nakamotoasa, Wyss and Associates, Inc.

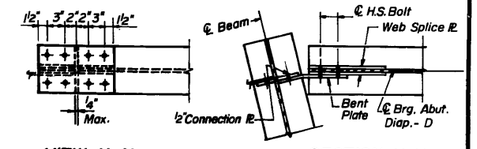
2" NEOPRENE JOINT DETAILS
OAKTON STREET OVER DES PLAINES RIVER
F.A.U. RTE. 1332 SECTION 13008-89
COOK COUNTY
Sta. 105 + 73.96
STRUCTURE NUMBER 016-2801

ROUTE NO.	SECTION	COUNTY	TOTAL SHEET	SHEET NO.
F.A.U. 1332	1300B-89	COOK	128	86
FED. ROAD DIST NO. 1	ILLINOIS	FED. AID PROJECT		

SHEET NO. S-8
OF 21 SHEETS

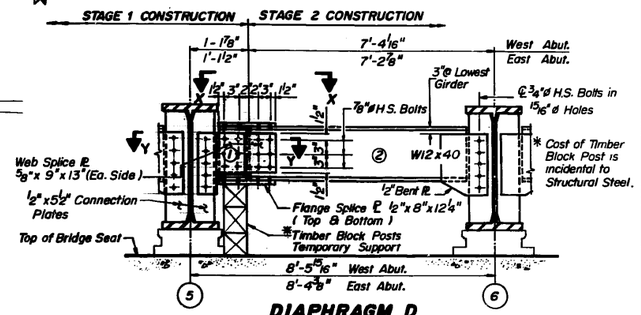


FRAMING PLAN
(ALL BEAMS W36 x 160 NTR)



VIEW X-X

SECTION Y-Y



DIAPHRAGM D
(LOOKING EAST) 2 REQD.

DIAPHRAGM D CONSTRUCTION SEQUENCE

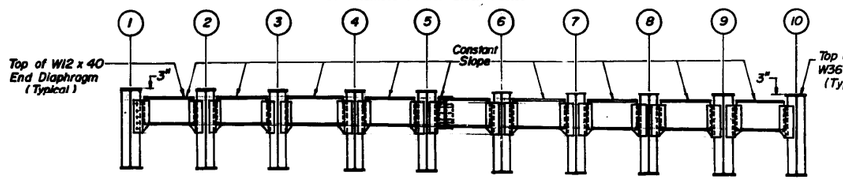
1. Order Diaphragm D in two sections with lengths of 1'-1⅞" and 7'-4 1/16" for West Abut., 1'-1½" and 7'-2⅞" for East Abut.
2. Attached Section ① of Diaphragm to Beam and Top Flange Splice Pl during Stage 1 Const.
3. Place Timber Block Posts between Section ① of Diaphragm and Abutment Bearing Seat.
4. Attach Section ② of Diaphragm to both Beam and Section 1 of Diaphragm during Stage 2 Construction.
5. Attach all remaining splice plates to sections ① and ② of Diaphragms.
6. Remove Timber Block Posts.

BEAM DIMENSIONS

Beam	Radius 1	Radius 2	a	b	b1	c	L
1	8856.755	1407.675	46'-9 7/16"	58'-1 3/8"	20'-5 7/8"	74'-1 1/8"	199'-5 13/16"
2	8848.505	1399.425	46'-9 1/2"	60'-0 1/4"	18'-7 1/8"	74'-1 5/16"	199'-6 3/16"
3	8840.255	1391.175	46'-9 1/2"	61'-11 1/8"	16'-8 3/8"	74'-1 1/2"	199'-6 1/2"
4	8832.005	1382.925	46'-9 9/16"	63'-10"	14'-9 5/8"	74'-1 5/8"	199'-6 13/16"
5	8823.755	1374.675	46'-9 5/8"	65'-8 15/16"	12'-10 15/16"	74'-1 3/4"	199'-7 1/8"
6	8815.505	1366.425	46'-9 5/8"	67'-7 3/4"	11'-0 1/16"	74'-1 13/16"	199'-7 3/8"
7	8807.255	1358.175	46'-9 11/16"	69'-6 5/8"	9'-1 5/16"	74'-2 1/16"	199'-7 11/16"
8	8799.005	1349.925	46'-9 3/4"	71'-5 9/16"	7'-2 9/16"	74'-2 1/4"	199'-8 1/8"
9	8790.755	1341.675	46'-9 3/4"	73'-4 7/16"	5'-3 3/4"	74'-2 3/8"	199'-8 5/16"
10	8782.505	1333.425	46'-9 13/16"	75'-3 3/8"	3'-4 15/16"	74'-2 9/16"	199'-8 11/16"

DIAPHRAGM SPACING

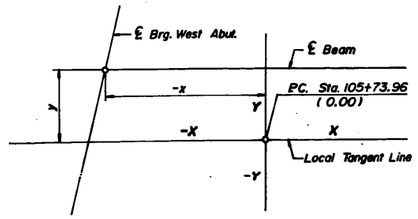
Beam	1	2	3	4	5	6	7	8	9	10
"A"	24'-9 7/16"	24'-9 1/2"	24'-9 1/2"	24'-9 9/16"	24'-9 5/8"	24'-9 5/8"	24'-9 11/16"	24'-9 3/4"	24'-9 3/4"	24'-9 13/16"
"B"	24'-7 3/16"	24'-7 5/16"	24'-7 7/16"	24'-7 9/16"	24'-7 11/16"	24'-7 13/16"	24'-7 15/16"	24'-8 1/16"	24'-8 3/16"	24'-8 5/16"
"C"	21'-9 3/16"	21'-9 5/16"	21'-9 7/16"	21'-9 5/8"	21'-9 3/4"	21'-9 5/16"	21'-10 1/16"	21'-10 1/4"	21'-10 3/8"	21'-10 5/16"



END DIAPHRAGM ELEVATION - AT ABUTMENTS

Location / Beam	℄ Brg. West Abutment		℄ Splice #1		℄ Pier 1		℄ Splice #2		℄ Pier 2		℄ Brg. East Abutment	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
1	-104.851	36.504	-58.067	36.932	-44.068	37.015	20.552	36.961	34.549	36.701	94.595	33.943
2	-106.761	28.231	-59.974	28.670	-45.975	28.756	18.656	28.735	32.654	28.494	92.715	25.800
3	-108.671	19.957	-61.881	20.407	-47.882	20.495	16.761	20.509	30.759	20.285	90.835	17.656
4	-110.581	11.683	-63.788	12.142	-49.789	12.235	14.865	12.280	28.863	12.074	88.954	9.511
5	-112.492	3.408	-65.696	3.878	-51.696	3.974	12.968	4.049	26.967	3.860	87.074	1.364
6	-114.402	-4.867	-67.603	-4.387	-53.603	-4.288	11.071	-4.185	25.070	-4.355	85.193	-6.783
7	-116.313	-13.143	-69.510	-12.652	-55.511	-12.550	9.174	-12.421	23.173	-12.573	83.311	-14.933
8	-118.224	-21.419	-71.418	-20.918	-57.418	-20.812	7.276	-20.660	21.275	-20.793	81.429	-23.083
9	-120.134	-29.696	-73.325	-29.183	-59.326	-29.075	5.378	-28.901	19.377	-29.015	79.547	-31.235
10	-122.045	-37.973	-75.233	-37.450	-61.234	-37.338	3.478	-37.145	17.478	-37.240	77.665	-39.389

NOTE:
The contractor shall submit a procedure for erecting the beams for approval by the Engineer.



LOCATION OF REFERENCE POINT FOR COORDINATES

Note: All dimensions are along the curve except as noted. Beams shall be fabricated to their respective radii. Dimensions "X" & "Y" are given from the common Local Tangent at Sta. 105 + 73.96 for each beam. All horizontal dimensions are given along ℄ Beam except "X."

All transverse dimensions are given radially except "Y".

WT. OF STRUCTURAL STEEL THIS SHEET = M270 GR. 50 - 334350 POUNDS
M270 GR. 36 - 40110 POUNDS

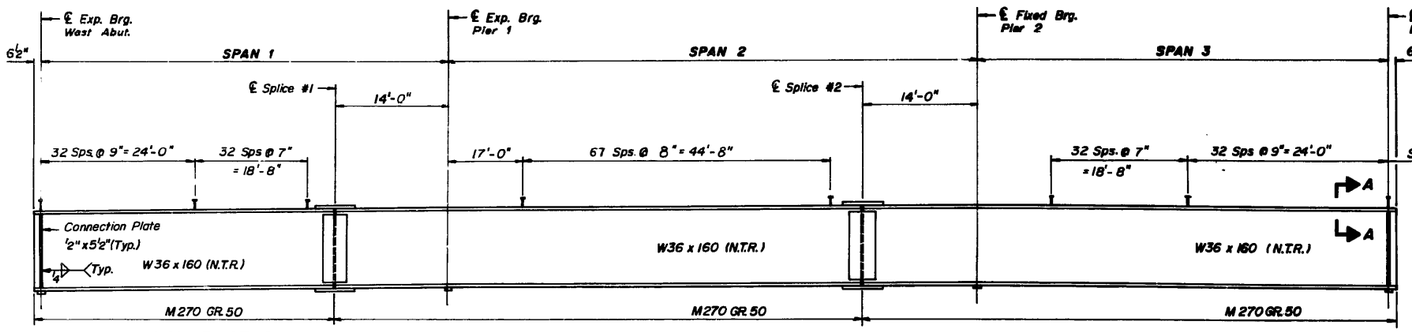
DESIGNED	J S
CHECKED	R C E
DRAWN	RAA/r. /FQM
CHECKED	E M M

Hakwatase, Wyns and Associates, Inc.

STEEL FRAMING PLAN & DETAILS
OAKTON STREET OVER DES PLAINES RIVER
F.A.U. RTE. 1332 SECTION 1300B-89
COOK COUNTY
Sta. 105 + 73.96
STRUCTURE NUMBER 016-2601

ROUTE NO.	SECTION	COUNTY	TOTAL SHEET	SHEET NO.
F.A.U. 1332	13008-89	COOK	128	87
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

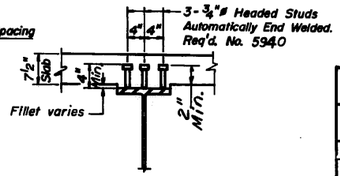
SHEET NO. S-9
OF 21 SHEETS



TYPICAL BEAM ELEVATION

Note: For Beam Dimensions, See Table on Steel Framing Plan Sheet. Sheet No. S-9

N.T.R. = Indicates Notch Toughness Requirements.



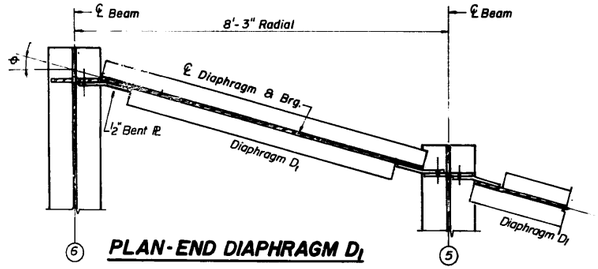
SECTION A-A

VALUE OF Θ

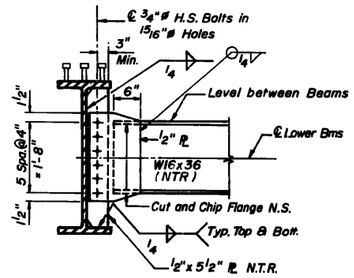
Location \ Beam	1	2	3	4	5	6	7	8	9	10
℄ Brg. W. Abut.	13°40'43"	13°41'30"	13°42'17"	13°43'04"	13°43'51"	13°44'38"	13°45'25"	13°46'13"	13°47'00"	13°47'47"
℄ Brg. E. Abut.	9°09'01"	9°12'16"	9°15'35"	9°18'55"	9°22'18"	9°25'44"	9°29'12"	9°32'43"	9°36'16"	9°39'52"

DIMENSION "L"

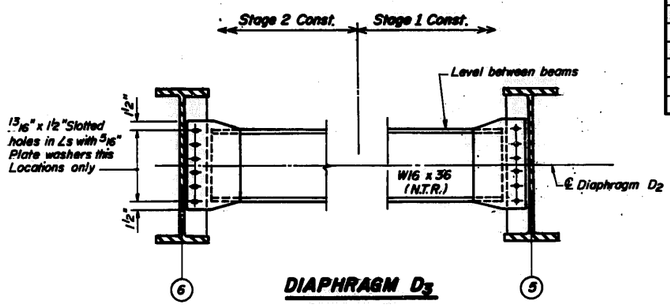
Location \ Beam	Between Bms. 1 and 2 2 and 3	Between Bms. 3 and 4 4 and 5	Between Bms. 5 and 6 6 and 7	Between Bms. 7 and 8 8 and 9	Between Bms. 9 and 10
℄ Brg. W. Abut.	8'-5 5/8"	8'-5 7/8"	8'-5 7/8"	8'-5 7/8"	8'-5 15/16"
℄ Brg. E. Abut.	8'-4 1/4"	8'-4 5/16"	8'-4 5/16"	8'-4 3/8"	8'-4 3/8"



PLAN-END DIAPHRAGM D1



INTERIOR DIAPHRAGM D2

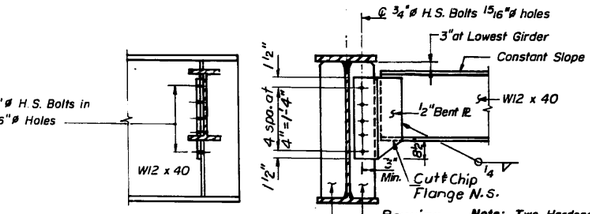


DIAPHRAGM D3

Note: The Bolts for Slotted Holes shall only be finger tightened prior to Deck Slab pouring and then fully tightened after completion of the pouring.

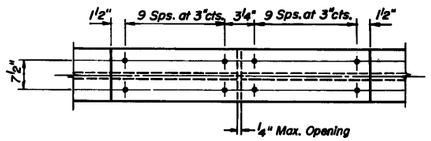
For Items not shown or noted, See Interior Diaphragm D2 this sheet.

Note: Weight of Structural Steel shown on this sheet is included on sheet no. S-8.

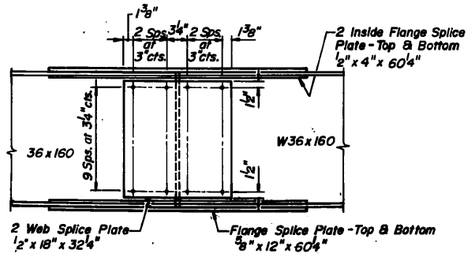


END DIAPHRAGM D1

Note: Two Hardened Washers shall be Required over 15/16"ø Holes. in diaphragm connectors



Note:
¾"ø H.S. Bolts for Web Splice
⅞"ø H.S. Bolts for Flange Splice



SPLICES #1 & #2

Note: High Strength Bolts shall conform to AASHTO M-164 Specification (A-325).
All Materials NTR. Steel For Splice Shall Conform to M270 Grade 50.

TOP OF BEAM ELEVATIONS *

Beam \ Location	℄ Brg. W. Abut.	℄ Splice #1	℄ Pier 1	℄ Splice #2	℄ Pier 2	℄ Brg. E. Abut.
1	638.774	638.924	638.943	639.030	639.025	639.005
2	638.497	638.655	638.674	638.765	638.761	638.744
3	638.218	638.386	638.406	638.500	638.497	638.482
4	637.940	638.117	638.138	638.236	638.233	638.221
5	637.661	637.848	637.870	637.971	637.969	637.959
6	637.381	637.578	637.601	637.706	637.705	637.698
7	637.101	637.308	637.332	637.441	637.440	637.436
8	636.820	637.038	637.062	637.176	637.176	637.175
9	636.539	636.767	636.793	636.911	636.911	636.913
10	636.258	636.497	636.523	636.646	636.647	636.652

* For Fabrication Only.

MOMENT TABLE - Composite 3 Span
(Composite in Positive Moment Area Only)

INTERIOR BEAM MOMENT TABLE

		0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.6 Span 3
I_s	(in^4)	9750	9750	9750	9750	9750
I_c	(in^4)	23783	—	23783	—	23783
S_s	(in^3)	542	542	542	542	542
S_c	(in^3)	764	—	764	—	764
S_{bi}	(in^3)	—	24.5	24.5	24.5	24.5
℄	(k/')	0.975	1.375	0.975	1.375	0.975
M ℄	('k)	234	647	267	641	239
S ℄	(k/')	0.40	—	0.40		0.40
M_S ℄	('k)	113	—	150		114
M ℄L	('k)	524	337	614	337	522
M imp	('k)	141	86	151	86	140
5_3 (M ℄L + I)	('k)	1108	705	1275	705	1103
Ma	('k)	1892	1758	2200	1750	1893
Mbi	('k)	—	7.7	3.5	7.7	10.8
f_s ℄ non-comp	(ksi)	5.18	14.32	5.91	14.19	5.29
f_s ℄ (Comp)	(ksi)	1.77	—	2.36		1.79
$fs5_3$ (℄L+I)	(ksi)	17.40	15.61	20.03	15.61	17.33
fw	(ksi)	—	3.77	1.71	3.77	5.29
(fs+fw)Overload	(ksi)	—	32.83	29.62	32.70	28.48
fs (Total)	(ksi)	31.66	38.91	36.79	38.74	31.73
fs (Total) + fw	(ksi)	—	42.68	38.50	42.51	37.02
VR	(k)	62.0	—	64.4	—	61.7
Fb	(ksi)	50.00	45.91	50.0	45.91	50.0

INTERIOR BEAM REACTION TABLE

		Abut's.	Piers
R ℄	(K)	31.3	106.2
R ℄L	(K)	44.5	60.9
Imp	(K)	11.9	11.6
R_{TOTAL}	(K)	87.7	178.7

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total and Overload)

I_c and S_c are the moment of inertia and section modulus of the composite section used in computing f_s (Total and Overload)

VR is the maximum ℄L + impact shear range in span.

$Ma = 1.3\ [M\ ℄ + M_S\ ℄ + 5_3\ (M\ ℄L + I)]$

$(f_s + f_w)$ (Overload) is the sum of the stress due to $M\ ℄ + M_S\ ℄ + 53\ (M\ ℄L + I) + Mbi / 1.3$

f_s (Total) is the sum of the stress due to $1.3\ [M\ ℄ + M_S\ ℄ + 5_3\ (M\ ℄L + I)]$.

S_{bi} is the section modulus for one flange plate for lateral flange bending.

M_{bi} is the lateral bending moment for flange plate (factored).

f_w is the calculated normal stress at edge of flange due to lateral bending (factored).

M℄L and R℄L have been increased due to the effect of centrifugal force and superelevation.

F_b - Maximum allowable stress F_{bu} or F_{by} computed according to AASHTO [Guide Specifications for Horizontally Curved Highway Bridges Section 2.12 (B) and 2.16].

DESIGNED	J S
CHECKED	R C E
DRAWN	R.A.A.Jr.
CHECKED	E M M

Nakawatase, Wyns and Associates, Inc.

STEEL FRAMING DETAILS
OAKTON STREET OVER DES PLAINES RIVER
F.A.U. RTE. 1332 SECTION 13008-89
COOK COUNTY
Sta. 105+73.96
STRUCTURE NUMBER 016-2601

ROUTE NO.	SECTION	COUNTY	TOTAL SHEET	SHEET NO.
F.A.U. 1332	13008-89	COOK	128	90
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SHEET NO. S-12 OF 21 SHEETS

End Post shall be poured after bridge parapet is in place. Form top surface to match parapet grade.

North Wingwalls (East & West Abut.)
South Wingwalls (East & West Abut.)

El. 640.15 (N.W.) El. 637.85 (S.W.) West Abut.
El. 640.39 (N.E.) El. 638.25 (S.E.) East Abut.

3'-6⅝" N.W. — 3'-7" S.W. — 3'-6⅝" N.E. — 3'-7" S.E.
6'-05⅜" West Abut. — 5'-12" East Abut. — 5'-9⅜" — 4'-11⅜"

Bonded Const. Joint with ¾" Notch on Outside Face

Construction Joint

El. 630.54 (N.W.) El. 629.14 (S.W.) West Abut.
El. 631.05 (N.E.) El. 629.72 (S.E.) East Abut.

Concrete Encasement

WINGWALL ELEVATION

STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION

℄ OAKTON ST. (F.A.U. 1332) & PGL

44-#4v1 (E) @12" cts. F.F.
44-#4v2 (E) @12" cts. F.F.
44-#5v3 (E) @12" cts. F.F.
44-#4v4 (E) @12" cts. N.F.
44-#5u2 (E) @12" cts.

37-#4v1 (E) @12" cts. F.F.
37-#4v2 (E) @12" cts. F.F.
37-#5v3 (E) @12" cts. F.F.
37-#4v4 (E) @12" cts. N.F.
37-#5u2 (E) @12" cts.

Bonded Stage Const. Jt.

1-#5h5 (E) E.F. — El. 637.01 — 2x2-#6h11 (E) E.F. — 4x2-#5h4 (E) E.F. — El. 632.99 — El. 633.27 — 2-#4h6 (E)

El. 635.47 — El. 632.71 — 4-#6u1 (E) @ Eq. Sps. — El. 629.14

6-#5h2 (E) @ Eq. Spc. E.F.

3-⅜" (Typ. unless noted)

2-#4h6 (E) — El. 633.55 — 2-#4h6 (E) — El. 633.83 — El. 634.12

9-#4s3 (E) @12" cts. — 9-#4s3 (E) @12" cts. — 12-#4s6 (E) @12" cts. Bent. in Field

1-#4s1 (E) — 8"-8"-8"-8" — 3-#4s1 (E) @ 7" cts. (Typ. @ 2'-6" Span) — 4-#4s1 (E) @10" cts. (Typ. @ 3'-10" Span)

8x2-#7p4 (E) (See Section A-A)

3-#4s1 (E) @10" cts. — 1'-4⅜"

℄ Opening for Comm. Edison Conduits.

El. 638.17 Bk. of Abut.) — El. 638.10 — El. 639.32 — 1-#5h5 (E) E.F.

2-⅞"ø Bar Splicers E.F. — 4-¾"ø Bar Splicers (E) E.F.

2x2-#6hp (E) E.F. — 4x2-#5h3 (E) E.F.

El. 634.39 — 2-#4h6 (E) El. 634.67 — 2-#4h6 (E) El. 634.95 — 2-#4h7 (E) El. 635.23

6-#5h1 (E) @ Eq. Spc. E.F.

El. 634.12 — 4-#6u1 (E) @ Eq. Sps. — El. 630.54

9-#4s3 (E) @12" cts. — 8-#4s3 (E) @12" cts.

8x2-#7p3 (E) (See Section A-A)

8-1"ø Bar Splicer (E) For Details, See Sht. No. S-17.

1-#4s1 (E)

3'-0" Class X Concrete Encasement (Typical) See this Sheet for Detail.

ELEVATION

WINGWALL ELEVATION

16-#6v5 (E) @12" cts. (N. Wingwalls) — Outside Face
13-#6v6 (E) @12" cts. (S. Wingwalls)
16-#6v9 (E) @12" cts. (N. Wingwalls) — Inside Face
13-#6v9 (E) @12" cts. (S. Wingwalls)

3-#4h8 (E) @12" cts. E.F. (N. Wingwalls)
3-#4h9 (E) @12" cts. E.F. (S. Wingwalls)
6-#4h8 (E) @12" cts. E.F. (N. Wingwalls)
5-#4h9 (E) @12" cts. E.F. (S. Wingwalls)

16-#6v7 (E) @12" cts. I.F. (N. Wingwalls)
13-#6v8 (E) @12" cts. I.F. (S. Wingwalls)
16-#6n1 (E) @12" cts. (N. Wingwalls)
13-#6n1 (E) @12" cts. (S. Wingwalls)

3-#7p1 (E) E.F. (N. Wingwalls)
3-#7p2 (E) E.F. (S. Wingwalls)

1-#4h8 (E) E.F. (N. Wingwalls)
1-#4h9 (E) E.F. (S. Wingwalls)
1-#4s2 (E) (N. & S. Wingwalls)

15-#4s2 (E) @12" cts. (N. Wingwalls) 9"
12-#4s2 (E) @12" cts. (S. Wingwalls)
1'-0"
℄ Piles

WINGWALL ELEVATION

v7 (E), v8 (E) or n1 (E)
h8 (E) or h9 (E) — Inside Face
W.P. — 1'-7"
h8 (E) or h9 (E) — Outside Face
v8 (E), v8 (E) or n1 (E)
15'-0" (N. Wingwalls)
12'-6" (S. Wingwalls)

SECTION C-C

SECTION B-B

El. 640.15 (N.W.) El. 637.85 (S.W.) West Abut.
El. 640.39 (N.E.) El. 638.25 (S.E.) East Abut.

h8 (E) or h9 (E) — Outside Face — Inside Face — v5 (E) or v6 (E) — v7 (E) or v8 (E) — 1½" cl. — Const. Joint — n1 (E) — h8 (E) or h9 (E) — p1 (E) or p2 (E) — s2 (E)

North Wingwalls (East & West Abutment) — South Wingwalls (East & West Abutment)

El. 630.54 (N.W.) El. 629.14 (S.W.) West Abut.
El. 631.05 (N.E.) El. 629.72 (S.E.) East Abut.

BEAM	BM. ANGLES
1	13°-10'-43"
2	13°-41'-30"
3	13°-42'-17"
4	13°-43'-04"
5	13°-43'-51"
6	13°-44'-38"
7	13°-45'-25"
8	13°-46'-13"
9	13°-47'-00"
10	13°-47'-47"

SECTION A-A

El. 630.54 (Stage 1) El. 629.14 (Stage 2) West Abutment
El. 631.05 (Stage 1) El. 629.72 (Stage 2) East Abutment

Varies — h3 (E) or h4 (E) — v1 (E) — h6 (E) or h7 (E) — s3 (E) — Slope ¼" betwn. brgs. — 2" Chamfer — Back of Abut. — s1 (E) — p3 (E) or p4 (E) — Batter 2" per ft. — Stage 1 — Stage 2

See Sect. A-A, Sht. Nos. S-5 & S-6. See Sht. No. S-6 for Addl. Reinf. at West Abut.

STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION

℄ OAKTON ST. (F.A.U. 1332) & PGL

Tangent Line @ P.C.

u2 (E) — v1 (E) — v3 (E) — v2 (E) — h2 (E) — Bonded Const. Joint (Optional) — W.P. — v4 (E)

h4 (E) or h11 (E) — Back of Abutment — Bk. of West Abut. Sta. 104+57.89

Bonded Stage Const. Jt. — ¾"ø Bar Splicers (E) — h10 (E) or h9 (E) — h1 (E) Bonded Const. Joint (Optional) — ℄ Brg.

1"ø Anchor Bolt (Typ.) — 4 Spaces @ 8'-5⅜" = 33'-10½" — 9 Beam Spaces @ 8'-5 15/16" = 76'-5⅜" — 3 Spaces @ 8'-5⅜" = 25'-4⅛" — Beam Angle (Typ.) See Table

40'-7" — 36'-5¼" — 82'-1⅜" — 40'-7⅞" — 41'-5½"

TOP PLAN

Note: See Sheet S-10 For Elastomeric Bearing Orientation

STAGE 2 CONSTRUCTION — STAGE 1 CONSTRUCTION

Tangent Line @ P.C.

℄ OAKTON ST. (F.A.U. 1332) & PGL — Bonded Stage Const. Jt.

p2 (E) — u1 (E) — Back of Abutment — Bk. of West Abut. Sta. 104+57.89 — ℄ Vertical Piles — ℄ Battered Piles — Test Pile — p1 (E) — p3 (E) — p4 (E) — s1 (E)

n1 (E) — s2 (E)

1"ø Bar Splicers (E) For Details, See Sht. No. S-17.

4 Pile Spaces @ 7'-6" = 30'-0" — 4 Pile Spaces @ 7'-8" = 30'-8" — 3 Pile Spaces @ 7'-8" = 23'-0"

42'-5½" — 36'-6" — 39'-8" — 40'-7⅞" — 39'-4⅛" — 41'-5½" — 82'-1⅜"

PLAN - PILE CAP

PILE DATA

Type: HP10 x 42 Steel Piles
Design Capacity: 45T Driven to 68T Bearing
Est. Length: 37 Ft.
No. Required: 25 (Includes 1 Test Piles)

MINIMUM BAR LAP

#5 2'-2"
#6 2'-7"
#7 3'-5"

Indicates area to be poured after superstructure forms have been removed. "Class X Concrete Superstructure" in hatched areas is billed with superstructure quantity on sheet No. S-5.

N. F. Near Face
F. F. Far Face
I. F. Inside Face
O. F. Outside Face
E. F. Each Face

SECTION D-D

Note: The cost of excavation, Class X Concrete Encasement and Reinforcement is incidental to the cost of furnishing piles. Forms for encasement may be omitted when soil conditions will permit.

1'-0" — 3'-0" Class X Concrete Encasement — D — HP10

1'-9" — 10½" — 10½" — ½" cl. — Welded Wire Fabric 6x6-W4.0 x W4.0 — HP10

STEEL PILE ENCASEMENT DETAIL

(EAST & WEST ABUTMENT)

NOTES:

1. For Bill of Materials and Bar Bending Diagrams, See Sheet No. S-13.
2. Reinforcement bars designated (E) shall be Epoxy Coated.
3. Reinforcement bars designated thus: 8x2-#7p, etc. indicates 8 lines of bars with 2 lengths per lines.
4. All edges shall have standard ¾" chamfer except as noted.
5. Space reinforcement in cap to miss anchor bolts.
6. Pour steps monolithically with cap.
7. For Anchor Bolt, See Sheet No. S-16.

DESIGNED	J S
CHECKED	R C E
DRAWN	R A A Jr.
CHECKED	E M M

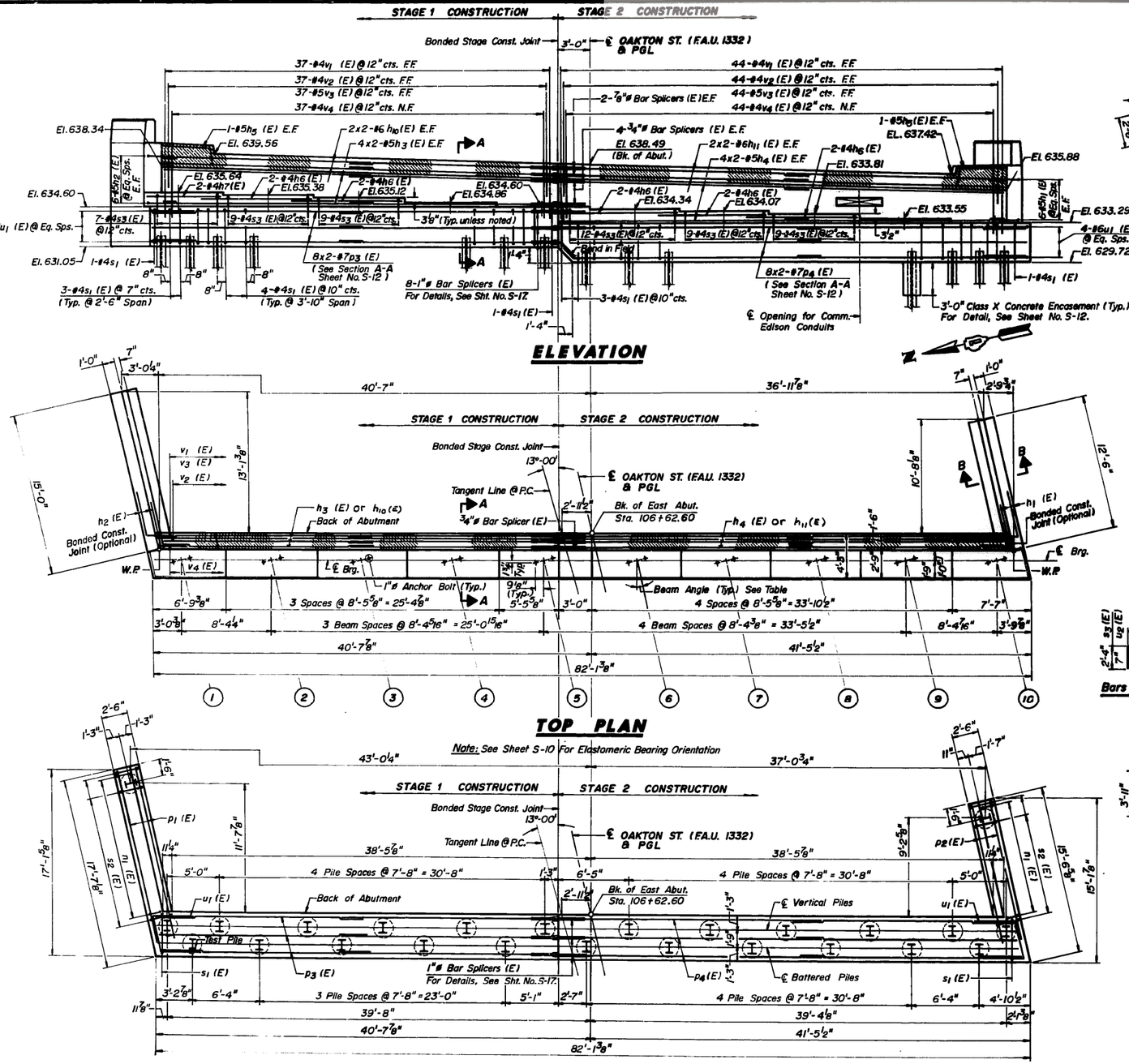
Nakawatase, Wynn and Associates, Inc.

WEST ABUTMENT

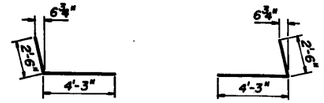
OAKTON STREET OVER DES PLAINES RIVER
F.A.U. RTE. 1332 SECTION 13008-89
COOK COUNTY
Sta. 105 + 73.96
STRUCTURE NUMBER 016-2601

ROUTE NO.	SECTION	COUNTY	TOTAL SHEET	SHEET NO.
F.A.U.1332	13008-89	COOK	128	91
FED. ROAD DIST. NO.1	ILLINOIS	FED. AID PROJECT		

SHEET NO. S-13 OF 21 SHEETS



BEAM	BM. ANGLES
1	9°-09'-01"
2	9°-12'-16"
3	9°-15'-35"
4	9°-18'-55"
5	9°-22'-18"
6	9°-25'-44"
7	9°-29'-12"
8	9°-32'-43"
9	9°-36'-16"
10	9°-39'-52"



BILL OF MATERIAL

WEST ABUTMENT

BAR	NO. OF BARS STAGE 1	NO. OF BARS STAGE 2	SIZE	LENGTH	SHAPE
h1 (E)	12	–	#5	6'-9"	
h2 (E)	–	12	#5	6'-9"	
h3 (E)	16	–	#5	19'-0"	
h4 (E)	–	16	#5	22'-1"	
h5 (E)	2	2	#5	7'-9"	
h6 (E)	4	6	#4	10'-2"	
h7 (E)	2	–	#4	6'-7"	
h8 (E)	20	–	#4	14'-9"	
h9 (E)	–	18	#4	12'-3"	
h10 (E)	8	–	#6	19'-0"	
h11 (E)	–	8	#6	22'-1"	
n1 (E)	16	13	#6	10'-11"	
p1 (E)	6	–	#7	17'-2"	
p2 (E)	–	6	#7	14'-8"	
p3 (E)	16	–	#7	20'-3"	
p4 (E)	–	16	#7	23'-9"	
s1 (E)	36	44	#4	14'-11"	
s2 (E)	16	13	#4	9'-5"	
s3 (E)	26	30	#4	7'-1"	
u1 (E)	4	4	#6	9'-0"	
u2 (E)	37	44	#5	1'-11"	
v1 (E)	37	44	#4	5'-1"	
v2 (E)	37	44	#4	3'-10"	
v3 (E)	37	44	#5	3'-0"	
v4 (E)	37	44	#4	6'-7"	
v5 (E)	16	–	#6	8'-2"	
v6 (E)	–	13	#6	7'-3"	
v7 (E)	16	–	#6	6'-10"	
v8 (E)	–	13	#6	6'-0"	
v9 (E)	16	13	#6	4'-11"	

ITEM	UNIT	TOTAL
Class X Concrete	Cu. Yds.	83.7
Reinforcement Bars - Epoxy Coated	Pounds	7540
Structure Excavation	Cu. Yds.	134
Steel Piles HP10 x 42	Lin. Ft.	888
Test Pile Steel (HP10x42)	Each	1
Bridge Seat Sealer	Sq. Ft.	233
Bar Splicer	Each	20

EAST ABUTMENT

BAR	NO. OF BARS STAGE 1	NO. OF BARS STAGE 2	SIZE	LENGTH	SHAPE
h1 (E)	–	12	#5	6'-9"	
h2 (E)	12	–	#5	6'-9"	
h3 (E)	16	–	#5	19'-0"	
h4 (E)	–	16	#5	22'-1"	
h5 (E)	2	2	#5	7'-9"	
h6 (E)	4	6	#4	10'-2"	
h7 (E)	2	–	#4	6'-7"	
h8 (E)	20	–	#4	14'-9"	
h9 (E)	–	18	#4	12'-3"	
h10 (E)	8	–	#6	19'-0"	
h11 (E)	–	8	#6	22'-1"	
n1 (E)	16	13	#6	10'-11"	
p1 (E)	6	–	#7	17'-2"	
p2 (E)	–	6	#7	14'-8"	
p3 (E)	16	–	#7	20'-3"	
p4 (E)	–	16	#7	23'-9"	
s1 (E)	36	44	#4	14'-11"	
s2 (E)	16	13	#4	9'-5"	
s3 (E)	25	30	#4	7'-1"	
u1 (E)	4	4	#6	9'-0"	
v1 (E)	37	44	#4	5'-1"	
v2 (E)	37	44	#4	3'-10"	
v3 (E)	37	44	#4	3'-0"	
v4 (E)	37	44	#4	6'-7"	
v5 (E)	16	–	#6	8'-2"	
v6 (E)	–	13	#6	7'-3"	
v7 (E)	16	–	#6	6'-10"	
v8 (E)	–	13	#6	6'-0"	
v9 (E)	16	13	#6	4'-11"	

ITEM	UNIT	TOTAL
Class X Concrete	Cu. Yds.	82.2
Reinforcement Bars-Epoxy Coated	Pounds	7380
Structure Excavation	Cu. Yds.	134
Steel Piles HP10 x 42	Lin. Ft.	840
Test Pile Steel (HP10 x 42)	Each	1
Bridge Seat Sealer	Sq. Ft.	233
Bar Splicer	Each	20

PILE DATA

Type:	HP10 x 42 Steel Piles
Design Capacity:	45T Driven to 68T Bearing
Est. Length:	35 Ft.
No. Required:	25 (Includes 1 Test Pile)

NOTES:

1. For Details & Reinforcement of Wingwalls, See Sheet No. S-12.
2. For Notes and Sections, See Sheet No. S-12.
3. For Steel Pile Encasement Detail, See Sheet No. S-12.

DESIGNED	JS
CHECKED	RCE
DRAWN	RAAjr.
CHECKED	EMM

Nakawatase, Wynn and Associates, Inc.

EAST ABUTMENT

OAKTON STREET OVER DES PLAINES RIVER
F.A.U. RTE. 1332 SECTION 13008-89
COOK COUNTY
Sta. 105+73.96
STRUCTURE NUMBER 016-2601

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 1332	*	COOK	128	101
STA.		TO STA.		
F.H.W.A. REGION 1	ILLINOIS	PROJECT		

* 1300 8-89

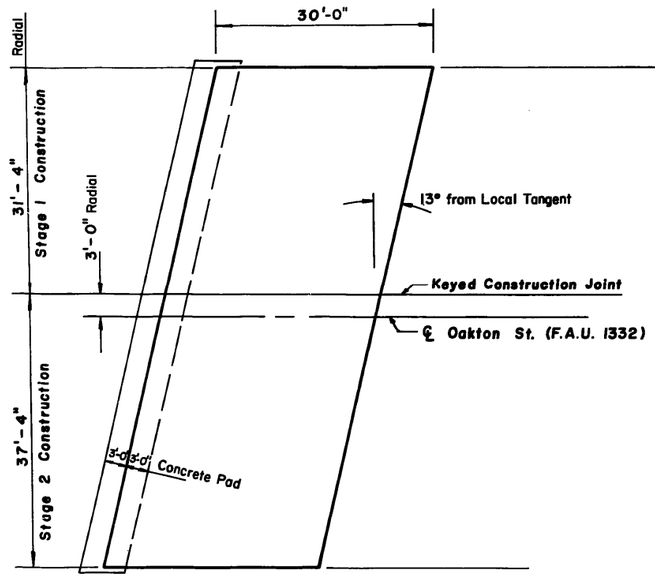
WEST APPROACH SLAB *

Skew Angle & Degrees	APPROACH SLAB: Bottom Reinforcement: Transverse #5 b: No.	Transverse #5 b: Length	Longitudinal #9 d: No. & Length	Top Reinforcement: Transverse #4 b: No.	Transverse #4 b: Length	Longitudinal #4 e: No. & Length	CONCRETE PAD: Longitudinal #4 g_2 & g_3: No.	Transverse #5 h: No.	Transverse #5 h: Length	Class X Concrete (Cu. Yds.)	Reinforcement (Pounds)	Slab Area (Sq. Yds.)
Stage 1 CONSTRUCTION WEST APPROACH PAVEMENT												
13°	30	31'-10"	62 at 6" cts. 29'-6" long	8	31'-10"	28 bars - 29'-6" long	34	24	32'-4"	49.4	8970	104.4
Stage 2 CONSTRUCTION WEST APPROACH PAVEMENT												
13°	30x2	20'-2"	74 at 6" cts. 29'-6" long	8x2	20'-2"	30 bars - 29'-6" long	40	24x2	20'-8"	58.8	10730	124.4

* East Approach Slab Same

Notes: The notation for the number of bars given as 8 x 2 indicates 8 lines of bars with 2 lengths per line. Minimum lap = 1'-8". All reinforcement bars shall be epoxy coated.

FOR INFORMATION ONLY



OAKTON STREET

West Approach Slab - As Shown
East Approach Slab - Similar

Illinois Department of Transportation

APPROVED JAN. 2, 1992
Ralph E. Anderson
Engineer of Bridges and Structures
APPROVED JAN. 2, 1992
Engineer of Design

BRIDGE APPROACH PAVEMENT

Sheet 2 of 8

STANDARD 2[illegible]