

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
1453	2018-126-BR	COOK	194	1
		ILLINOIS	CONTRACT NO. 62H51	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

**DESIGN DESIGNATION**  
MINOR ARTERIAL

**TRAFFIC DATA**  
ADT: 32,100 (2018)

**SPEED LIMIT:**  
35/40 MPH (POSTED)  
35/40 MPH (DESIGN)

# PROPOSED HIGHWAY PLANS

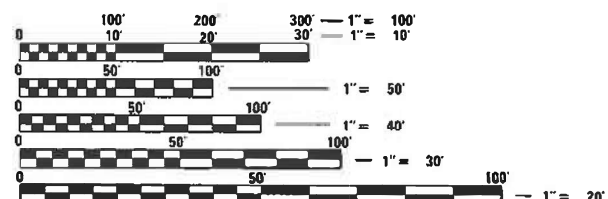
FAU ROUTE 1453 (CERMAK RD)  
OVER IHB RR /GARDNER RD, 25th AVE, & ADDISON CREEK  
SECTION 2018-126-BR  
FEDERAL PROJECT STP-44G6(432)  
BRIDGE REHABILITATION & REPLACEMENT  
COOK COUNTY

C-91-261-19

THE IMPROVEMENT IS LOCATED IN  
THE VILLAGE OF BROADVIEW



<i>[Signature]</i> 9/22/2020 DATE	<i>[Signature]</i> 9/22/2020 DATE	<i>[Signature]</i> 9/22/2020 DATE	<i>[Signature]</i> 9/22/2020 DATE	<i>[Signature]</i> 9/22/2020 DATE
DANIEL B. BRUCKELMEYER BLA, INC. NO.: 062-063352 EXP.: 11-30-2021 APPLY TO SHEETS: 1-44, 51-53, 172-192	JOEL J. IHDE BLA, INC. NO.: 081-005051 EXP.: 11-30-2022 APPLY TO SHEETS: 54-157, 161-171	BRENDA D. LOWERY AMES ENGINEERING NO.: 062-065244 EXP.: 11-30-2021 APPLY TO SHEETS: 45-50	SNEHA P. SHAH ACCURATE GROUP NO.: 081-007062 EXP.: 11-30-2021 APPLY TO SHEETS: 158-160	MATTHEW T. KUEHL APS CONSULTING NO.: 062-056262 EXP.: 11-30-2021 APPLY TO SHEETS: 24-31

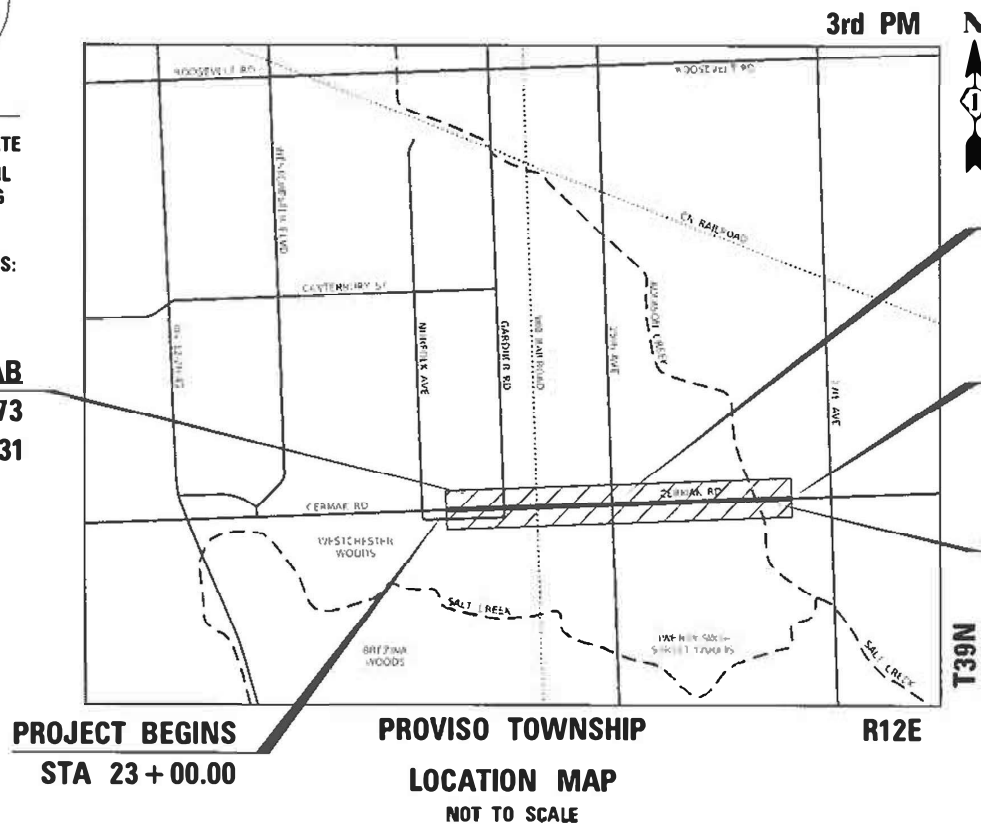


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

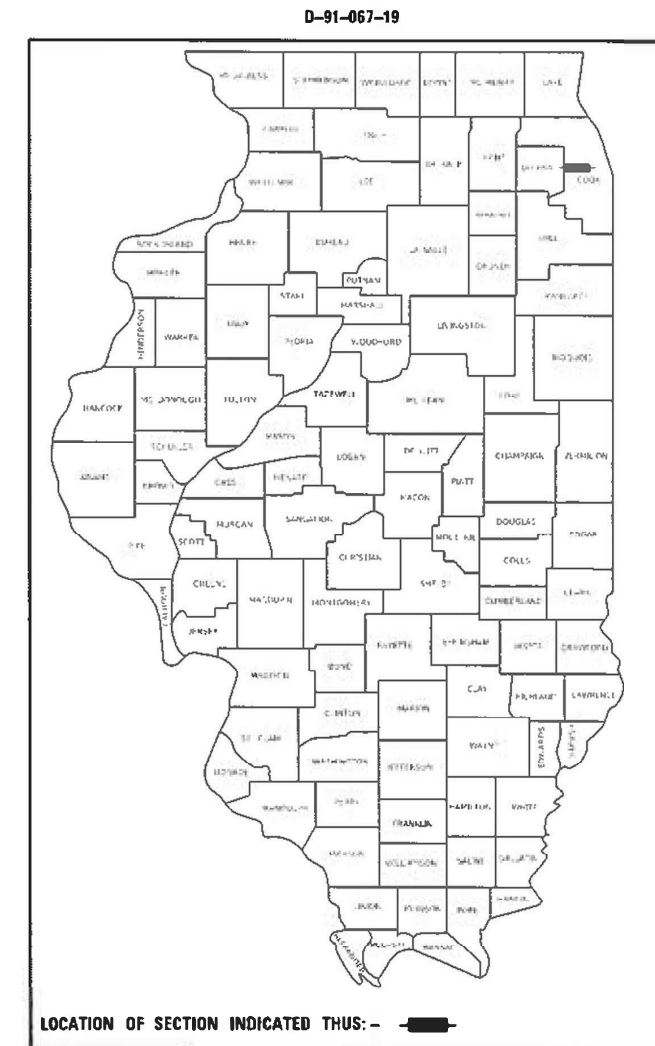
PROJECT ENGINEER: FIRAS UDDIN (847)-705-4552  
PROJECT MANAGER: MATTHEW ROTHENBERG (847)-705-4230

CONTRACT NO. 62H51



GROSS LENGTH = 4160.0 FT. = 0.788 MILE  
NET LENGTH = 1573.1 FT. = 0.298 MILE

CONSULTING ENGINEERS  **BLA, Inc.**  
333 PIERCE ROAD SUITE 200 ITASCA IL 60143  
P:(630) 438 6400 F:(630) 438 6444 www.bla-inc.com  
ILLINOIS \* INDIANA \* WISCONSIN



**BRIDGE REHAB**  
STA 43 + 75.25-46 + 20.09  
SN 016-0632

**PROJECT ENDS**  
STA 64 + 60.00

**BRIDGE REPLACEMENT**  
STA 61 + 81.68-63 + 46.34  
SN 016-0633

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED NOVEMBER 20 2020  
*[Signature]*  
REGIONAL ENGINEER

January 29, 2021  
*[Signature]*  
ENGINEER OF DESIGN AND ENVIRONMENT

January 29, 2021  
*[Signature]*  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

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280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
515001-04	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
602402-03	PRECAST MANHOLE TYPE A 5' (1.52 m) DIAMETER
602601-06	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
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630116	BACK SIDE PROTECTION OF GUARDRAIL
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630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-17	TRAFFIC BARRIER TERMINAL, TYPE 6
701101-05	OFF-ROAD OPERATIONS, MULTI-LN, 15 FT. (4.5 m) TO 24 IN. (600 mm) FROM PAVEMENT EDGE
701601-09	URBAN LN CLOSURE, MULTI-LN, 1W OR 2W W/ NON-TRAVERSABLE MEDIAN
701606-10	URBAN SINGLE LN CLOSURE, MULTI-LN, 2W W/ MOUNTABLE MEDIAN

## HIGHWAY STANDARDS (CONT'D)

701611-01	URBAN HALF ROAD CLOSURE, MULTI-LN, 2W W/ MOUNTABLE MEDIAN
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782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

## GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016 (HEREIN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS; THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2021; THE LATEST EDITION OF THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
- ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS, IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
- THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLANS ARE FOR INFORMATIONAL PURPOSES ONLY AND ARE BASED ON FIELD INVESTIGATIONS AND THE BEST INFORMATION AVAILABLE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "I.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOURS NOTIFICATION IS REQUIRED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE VILLAGE, AND WITH LOCAL EMERGENCY SERVICES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
- THE RESIDENT ENGINEER SHALL CONTACT THE ARTERIAL TRAFFIC CONTROL SUPERVISOR, KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF TEMPORARY TRAFFIC CONTROL DEVICES.
- THE RESIDENT ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER, EMAD.ALHUSSEINI@ILLINOIS.GOV TWO WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE DEPARTMENT. ALL CONDITIONS OF THE 404 PERMIT, FOUND IN THE SPECIAL PROVISIONS, MUST BE FOLLOWED. AS A CONDITION OF THIS PERMIT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN (INCLUDING WORK WITHIN WETLANDS) TO THE DEPARTMENT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM WORK TECHNIQUES (INCLUDING WORK WITHIN WETLANDS) CAN BE FOUND ON THE USACE WEBSITE. THE USACE DEFINES AND DETERMINES IN-STREAM WORK, THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM WORK PLAN (INCLUDING WORK WITHIN WETLANDS) 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 WITH THE EXCEPTION OF COFFERDAMS WHICH WILL BE PAID FOR AS COFFERDAM (TYPE 1) (IN-STEAM/WETLAND WORK) WITH A BASIS OF PAYMENT OF EACH.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 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 WILL NEED TO SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION II.G.1 AND 2 OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MEASUREMENTS NEEDED BEFORE THE ORDERING OF MATERIALS. ANY VARIATIONS FROM THE PLANS ARE NOT THE RESPONSIBILITY OF THE DEPARTMENT AND NO ADDITIONAL COMPENSATION WILL BE AWARDED.
- THE CONTRACTOR SHALL TAKE 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. ANYTHING DISTURBED OUTSIDE THE PROJECT LIMITS IS THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE REPLACED IN KIND. NO ADDITIONAL COMPENSATION WILL BE AWARDED.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, AS REQUIRED, PRIOR TO COMMENCING WITH CONSTRUCTION. ANY COST ASSOCIATED WITH OBTAINING THESE PERMITS SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR THE ITEMS BEING INSTALLED.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING TEMPORARY DRAINAGE THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.

## GENERAL NOTES (CONT'D)

- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- THE COST OF SAW CUTTING PRIOR TO THE REMOVAL OF ANY ITEM NOTED ON THE PLAN OR AS DIRECTED BY THE ENGINEER, (FULL DEPTH) SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS REMOVAL PAY ITEMS.
- THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A SATISFACTORY PROGRESS SCHEDULE AND CRITICAL PATH SCHEDULE WHICH SHALL SHOW THE PROPOSED SEQUENCE OF WORK AT THE TIME OF THE PRE-CONSTRUCTION CONFERENCE.
- THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE ALL ROAD SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND TO TEMPORARILY REST ALL SUCH SIGNS DURING ALL STAGES OF CONSTRUCTION. THIS COST SHALL BE INCLUDED IN THE COST OF THE CONTRACT. ALL WORK INVOLVING ROAD SIGNS SHALL BE GOVERNED BY THE FOLLOWING:
  - SIGNS SHALL NOT BE REMOVED UNTIL NECESSITATED BY THE PROGRESS OF WORK.
  - EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND VISIBLE TO THE TRAFFIC FOR WHICH IT IS INTENDED. ALL SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
  - ALL UNUSED SIGNS SHALL BE RETURNED TO THE APPROPRIATE GOVERNING BODY AS DIRECTED BY THE ENGINEER.
  - LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS AND SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
- ALL ELEVATIONS ARE ON THE U.S.G.S. DATUM NAVD 88.
- CONNECTION OF EXISTING SEWER PIPE INTO PROPOSED SEWER STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PROPOSED SEWER STRUCTURE. ANY ADDITIONAL SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING SEWER PIPE AND SHALL BE INCLUDED IN THE COST OF THE STRUCTURE.
- ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES, BACKS OF CURB, ETC. ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.
- ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.
- FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION AND CROSS SLOPE OF THE AREA IN WHICH THEY ARE LOCATED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
- ALL DISTURBED AREAS WITHIN THE PROJECT THAT ARE NOT OTHERWISE SURFACED SHALL BE CLEANED, LAYERED WITH TOPSOIL, AND SEEDED OR SODDED AS SHOWN ON THE PLANS.
- THE COMPENSATORY STORAGE SHALL BE OPERATIONAL PRIOR TO PLACEMENT OF FILL, STRUCTURES, OR OTHER MATERIALS IN THE REGULATORY FLOODPLAIN. GRADING IN SPECIAL MANAGEMENT AREAS SHALL BE DONE IN SUCH A MANNER THAT THE EXISTING FLOODPLAIN STORAGE IS MAINTAINED AT ALL TIMES.
- WHERE UNDERPASS LIGHTING IS PRESENT ON A STRUCTURE, THE CONTRACTOR SHALL ADJUST THE PROTECTIVE SHIELDING TO RIDE ABOVE THE EXISTING LIGHTING FIXTURES IN ORDER TO MAINTAIN THE EXISTING LEVEL OF LIGHTING ON THE ROADWAY UNDERNEATH. DETAILS SHALL BE APPROVED BY THE ENGINEER BEFORE INSTALLATION.

ANY ADJUSTMENT DONE TO THE PROTECTIVE SHIELD SYSTEM MUST NOT CHANGE THE LOAD-CARRYING CAPACITY OR CONTAINMENT SPECIFICATIONS AS INDICATED IN THE STANDARD SPECIFICATIONS. THE COST OF ADJUSTING SHIELDING IS INCLUDED IN THE COST OF PROTECTIVE SHIELD.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- THE PROPOSED CONCRETE BUS PAD SHALL BE OF 5 IN. THICKNESS AND PAID FOR AS PCC SIDEWALK 5". CONSTRUCTION OF THE BUS PAD SHALL BE COORDINATED WITH PACE.
- THE LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (OR COMBINATION CURB AND GUTTER (OF THE TYPE SPECIFIED ON THE PLANS)) WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.
- ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENTS IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT CONTRACTOR'S EXPENSE.
- PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE SSRBC AND STANDARD 601001-05. TOP OF PIPE UNDERDRAINS SHALL BE PLACED MINIMUM 6" BELOW THE AGGREGATE SUBGRADE IMPROVEMENT LAYER. THE COST OF MAKING PIPE UNDERDRAIN CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS.
- BACKFILLING STORM SEWER CONSTRUCTED UNDER THE ROADWAY SPECIFIED UNDER ART. 550.07(b,c) OF THE SSRBC WILL NOT BE ALLOWED.
- THE CONTRACTOR SHALL CONTACT THE ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 TO SCHEDULE A WALKTHROUGH TO DETERMINE TREES FOR PRUNING, ROOT PRUNING, REMOVAL, AND PROTECTION AT LEAST 7 DAYS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

MODEL: Default  
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PLOT DATE = 11/5/2020	DATE - 11/05/20	REVISED -

### STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

### INDEX, HIGHWAY STANDARDS, GENERAL NOTES, & COMMITMENTS CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	2
CONTRACT NO. 62H51				
ILLINOIS		FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE							
				URBAN		80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% BROADVIEW ROADWAY 0004	100% BROADVIEW LIGHTING 0021
						S.N: 016-0631	S.N: 016-0632	S.N: 016-0633			
* 20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	26		26						
* 20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	32		32						
20101000	TEMPORARY FENCE	FOOT	120		120						
* 20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	40		40						
20200100	EARTH EXCAVATION	CU YD	578		523				55		
20300100	CHANNEL EXCAVATION	CU YD	569		569						
20800150	TRENCH BACKFILL	CU YD	200		200						
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	1123		1123						
* 25000210	SEEDING, CLASS 2A	ACRE	1.25		1.25						
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	114		114						
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	114		114						
25000750	MOWING	ACRE	10		10						
* 25200110	SODDING, SALT TOLERANT	SQ YD	753		753						
25200200	SUPPLEMENTAL WATERING	UNIT	10		10						

\* SPECIALTY ITEM

MODEL: D:\p\bl\131168 IDOT Cermak Road\CADD\_Sheets\0162\H51\_SHT\_SUMMARY OF QUANTITIES.dgn



USER NAME = Winson	DESIGNED - WJT	REVISED -
DRAWN - WJT	CHECKED - MTC	REVISED -
PLOT SCALE = 20.0018' / in.	DATE - 11/05/20	REVISED -
PLOT DATE = 11/6/2020		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: N.T.S. SHEET 1 OF 14 SHEETS S1A. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	3
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	

REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE							
				URBAN		80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE	80% FED 20% STATE BRIDGE	80% FED 20% STATE BRIDGE	80% FED 20% BROADVIEW ROADWAY	100% BROADVIEW LIGHTING
				0004	0013	0013	0013	0004	0021		
					S.N: 016-0631	S.N: 016-0632	S.N: 016-0633				
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	128	128							
28000400	PERIMETER EROSION BARRIER	FOOT	1339	1339							
28000510	INLET FILTERS	EACH	28	28							
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	5552	5552							
28100103	STONE RIPRAP, CLASS A2	SQ YD	4	4							
28100109	STONE RIPRAP, CLASS A5	SQ YD	1052				1052				
28200200	FILTER FABRIC	SQ YD	956				956				
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	2978	2978							
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	332	332							
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	836	501				335			
35501322	HOT-MIX ASPHALT BASE COURSE, 9 1/2"	SQ YD	1999	1999							
40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70	TON	224	224							
40700100	BITUMINOUS MATERIALS (TACK COAT)	POUND	1422	1422							
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	106	106							

\* SPECIALTY ITEM

MODEL: D:\p\bl\151168 IDOT Cermak Road\CADD\_Sheets\0162151\_SHT\_SUMMARY OF QUANTITIES.dgn



USER NAME = Winson	DESIGNED - WJT	REVISED -
	DRAWN - WJT	REVISED -
PLOT SCALE = 20.0018' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 11/6/2020	DATE - 11/05/20	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: N.T.S. SHEET 2 OF 14 SHEETS S1A. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	4
			CONTRACT NO. 62H51	
		ILLINOIS FED. AID PROJECT		

REV-SEP



CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				URBAN	80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% BROADVIEW ROADWAY 0004	100% BROADVIEW LIGHTING 0021
					S.N: 016-0631	S.N: 016-0632	S.N: 016-0633			
4200080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	663		663					
42001300	PROTECTIVE COAT	SQ YD	2158		1823				335	
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	48		48					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	6772		4512				2260	
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	755						755	
42400800	DETECTABLE WARNINGS	SQ FT	52		28				24	
44000100	PAVEMENT REMOVAL	SQ YD	3267		3267					
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	134		134					
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1334		1334					
44000600	SIDEWALK REMOVAL	SQ FT	6975		6975					
44003100	MEDIAN REMOVAL	SQ FT	3605		3605					
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SQ YD	14		14					
44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SQ YD	241		241					
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1					1		

\* SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: N.T.S. SHEET 3 OF 14 SHEETS S1A. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	5
			CONTRACT NO. 62H51	
ILLINOIS FED. AID PROJECT				

REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				URBAN	80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% BROADVIEW ROADWAY 0004	100% BROADVIEW LIGHTING 0021
					S.N: 016-0631	S.N: 016-0631	S.N: 016-0632	S.N: 016-0633		
50102400	CONCRETE REMOVAL	CU YD	120.5		74.5	46				
50104650	SLOPE WALL REMOVAL	SQ YD	348			348				
50104701	REMOVAL OF EXISTING CONCRETE DECK NO. 1	EACH	1		1					
50104702	REMOVAL OF EXISTING CONCRETE DECK NO. 2	EACH	1			1				
50157300	PROTECTIVE SHIELD	SQ YD	1673		1080	593				
50200100	STRUCTURE EXCAVATION	CU YD	670			378	292			
50200300	COFFERDAM EXCAVATION	CU YD	218				218			
50300100	FLOOR DRAINS	EACH	6				6			
50300225	CONCRETE STRUCTURES	CU YD	565.7		114.2	62.3	389.2			
50300255	CONCRETE SUPERSTRUCTURE	CU YD	2951.5		1737.6	571.4	642.5			
50300260	BRIDGE DECK GROOVING	SQ YD	6474		3942	1465	1067			
50300300	PROTECTIVE COAT	SQ YD	9613		5918	2173	1522			
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	423.4		192.2		231.2			
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	11780		11780					

\* SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: N.T.S. SHEET 4 OF 14 SHEETS SIA: N/A TO STA: N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	6
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				URBAN	80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% BROADVIEW ROADWAY 0004	100% BROADVIEW LIGHTING 0021
					S.N: 016-0631	S.N: 016-0631	S.N: 016-0632	S.N: 016-0633		
50500505	STUD SHEAR CONNECTORS	EACH	27918		21078	6840				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	834350		439800	124700	269850			
50800515	BAR SPLICERS	EACH	3779		2304	765	710			
50900105	ALUMINUM RAILING, TYPE L	FOOT	2022		1326	438	258			
51100100	SLOPE WALL 4 INCH	SQ YD	331			331				
51100301	BITUMINOUS COATED AGGREGATE SLOPEWALL 6"	SQ YD	445			445				
* 51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	388				388			
* 51201500	FURNISHING STEEL PILES HP10X57	FOOT	135				135			
* 51202305	DRIVING PILES	FOOT	523				523			
51203200	TEST PILE METAL SHELLS	EACH	1				1			
51203500	TEST PILE STEEL HP10X57	EACH	1				1			
51204650	PILE SHOES	EACH	24				24			
51500100	NAME PLATES	EACH	3		1	1	1			
52000110	PREFORMED JOINT STRIP SEAL	FOOT	426		284	142				

\* SPECIALTY ITEM

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK

SCALE: N.T.S. SHEET 5 OF 14 SHEETS SIA: N/A TO STA: N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	7
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	

REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE							
				URBAN		80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% BROADVIEW ROADWAY 0004	100% BROADVIEW LIGHTING 0021
							S.N: 016-0631	S.N: 016-0632	S.N: 016-0633		
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	24			24					
52100520	ANCHOR BOLTS, 1"	EACH	144		96	48					
52200010	TEMPORARY SHEET PILING	SQ FT	1614			832	782				
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	2	2							
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	2	2							
550A0730	STORM SEWERS, CLASS A, TYPE 3 30"	FOOT	59	59							
550A0750	STORM SEWERS, CLASS A, TYPE 3 36"	FOOT	78	78							
55101400	STORM SEWER REMOVAL 30"	FOOT	72	72							
55101600	STORM SEWER REMOVAL 36"	FOOT	107	107							
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	440			266	174				
58700300	CONCRETE SEALER	SQ FT	2073		2073						
59000200	EPOXY CRACK INJECTION	FOOT	69		69						
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	292			182	110				
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	542	542							

\* SPECIALTY ITEM

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK

SCALE: N.T.S. SHEET 6 OF 14 SHEETS S1A. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	8
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	

REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE							
				URBAN		80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE	80% FED 20% STATE BRIDGE	80% FED 20% STATE BRIDGE	80% FED 20% BROADVIEW ROADWAY	100% BROADVIEW LIGHTING
						0004	0013	0013	0013	0004	0021
						S.N: 016-0631	S.N: 016-0632	S.N: 016-0633			
60221100	MANHOLES, TYPE A, 5' -DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2		2						
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	2		2						
60500040	REMOVING MANHOLES	EACH	2		2						
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	46		46						
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	768		768						
60618730	CONCRETE MEDIAN, TYPE M-2.06	SQ FT	982		982						
60619200	CONCRETE MEDIAN, TYPE SB-6.06	SQ FT	1906		1906						
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	250		250						
* 63000035	BACK SIDE PROTECTION OF GUARDRAIL	FOOT	75		75						
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	3		3						
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	11		11						
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2		2						
63200310	GUARDRAIL REMOVAL	FOOT	895		895						
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	1020		1020						

\* SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: N.T.S. SHEET 7 OF 14 SHEETS S1A. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	9
ILLINOIS			CONTRACT NO. 62H51	
FED. AID PROJECT				

REV-SEP



CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE							
				URBAN		80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% BROADVIEW ROADWAY 0004	100% BROADVIEW LIGHTING 0021
						S.N: 016-0631	S.N: 016-0632	S.N: 016-0633			
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	4		4						
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1		1						
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1		1						
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	15		15						
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	24		24						
67100100	MOBILIZATION	L SUM	1		1						
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	720		720						
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	720		720						
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1275		1275						
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	425		425						
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	36		36						
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	18835		18835						
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	102		102						
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	100		100						

\* SPECIALTY ITEM

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK

SCALE: N.T.S. SHEET 8 OF 14 SHEETS S1A. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	10
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	

REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				URBAN	80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% BROADVIEW ROADWAY 0004	100% BROADVIEW LIGHTING 0021
					S.N: 016-0631	S.N: 016-0632	S.N: 016-0633			
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	65		65					
70400100	TEMPORARY CONCRETE BARRIER	FOOT	4392		4392					
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	9592		9592					
70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	6		6					
70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	14		14					
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	2		2					
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	36		36					
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	7040		7040					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	402		402					
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	6		6					
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	44		44					
* 78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	36		36					
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	3408		3408					
* 78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	50		50					

\* SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: N.T.S. SHEET 9 OF 14 SHEETS S1A. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	11
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	

REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				URBAN	80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% BROADVIEW ROADWAY 0004	100% BROADVIEW LIGHTING 0021
					S.N: 016-0631	S.N: 016-0632	S.N: 016-0633			
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	60		60					
* 78100300	REPLACEMENT REFLECTOR	EACH	216		216					
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	16		16					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	216		216					
* 81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	58							58
* 81603047	UNIT DUCT, 600V, 3-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1/4" DIA. POLYETHYLENE	FOOT	520							520
* 82110006	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION F	EACH	3							3
* 83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	50							50
* 83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	5							5
* 84200804	REMOVAL OF POLE FOUNDATION	EACH	5							5
* 84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	5							5
* A2002008	TREE, AESCULUS FLAVEA (YELLOW SWEET BUCKEYE), 2" CALIPER, BALLED AND BURLAPPED	EACH	1		1					
* A2002820	TREE, CATALPA SPECIOSA (NORTHERN CATALPA), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5		5					
* A2005040	TREE, GYMNOCLADUS DIOICUS ESPRESSO-JFS (ESPRESSO KENTUCKY COFFEETREE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	2		2					

\* SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK			
SCALE: N.T.S.	SHEET 10 OF 14 SHEETS	S1A. N/A	TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	12
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE							
				URBAN		80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% BROADVIEW ROADWAY 0004	100% BROADVIEW LIGHTING 0021
						S.N: 016-0631	S.N: 016-0632	S.N: 016-0633			
* A2005816	TREE, PLATANUS OCCIDENTALIS (SYCAMORE), 2" CALIPER, BALLED AND BURLAPPED	EACH	3		3						
* A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	4		4						
* A2006716	TREE, QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	3		3						
* A2006814	TREE, QUERCUS MUEHLENBERGII (CHINKAPIN OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	4		4						
* A2007150	TREE, QUERCUS VELUTINA (BLACK OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	3		3						
* A2016616	TREE, QUERCUS ELLIPSOIDALIS (HILL'S OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	6		6						
* B2001166	TREE, CERCIS CANADENSIS (EASTERN REDBUD), 6' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	4		4						
* B2003516	TREE, MALUS HARVEST GOLD (HARVEST GOLD CRABAPPLE), 2" CALIPER TREE FORM, BALLED AND BURLAPPED	EACH	3		3						
* B2006123	TREE, SYRINGA PEKINENSIS ZHANG ZHIMING (BEIJING GOLD PEKING LILAC) 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	3		3						
* B2013468	TREE, MALUS GOLDEN RAINDROPS (GOLDEN RAINDROPS CRABAPPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	3		3						
K0029614	WEED CONTROL, AQUATIC	GALLON	2.5		2.5						
K0029624	WEED CONTROL, TEASEL	GALLON	2.5		2.5						
X0327638	STREAM GAUGE	EACH	1					1			
X0327357	CONSTRUCTION VIBRATION MONITORING	L SUM	1					1			

\* SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: N.T.S. SHEET 11 OF 14 SHEETS S1A. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	13
CONTRACT NO. 62H51			REV-SEP	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE						
				80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% BROADVIEW ROADWAY 0004	100% BROADVIEW LIGHTING 0021	
					S.N: 016-0631	S.N: 016-0632	S.N: 016-0633			
78300201	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	579	579						
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1536	1536						
X0487800	SANITARY SEWER REMOVAL 12"	FOOT	105	105						
X0900031	JACK, REMOVE, AND REINSTALL EXISTING BEARINGS	EACH	48		48					
X0900075	COFFERDAM (TYPE 1)(IN-STREAM/WETLAND WORK)	EACH	4				4			
X2010350	TREE REMOVAL, ACRES (SPECIAL)	ACRE	3.25	3.25						
* X2501820	SEEDING, CLASS 5 (MODIFIED)	ACRE	0.25	0.25						
* X2502014	SEEDING, CLASS 4A (MODIFIED)	ACRE	0.25	0.25						
X2510635	HEAVY DUTY EROSION CONTROL BLANKET, SPECIAL	SQ YD	102	102						
X2511630	EROSION CONTROL BLANKET (SPECIAL)	SQ YD	5552	5552						
* X2700004	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 7"	FOOT	340	340						
X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	462			462				
X5040100	PRECAST BRIDGE APPROACH SLAB	SQ FT	4152			4152				
X6026054	SANITARY MANHOLES TO BE REMOVED	EACH	3	3						

\* SPECIALTY ITEM

MODEL: D:\p\bl\131168 IDOT Cermak Road\CADD\_Sheets\0162151\_SHT\_SUMMARY OF QUANTITIES.dgn



USER NAME = Winson	DESIGNED - WJT	REVISED -
DRAWN - WJT	CHECKED - MTC	REVISED -
PLOT SCALE = 20.0018' / in.	DATE - 11/05/20	REVISED -
PLOT DATE = 11/6/2020		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: N.T.S. SHEET 12 OF 14 SHEETS S1A. N/A TO STA. N/A

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	14
CONTRACT NO. 62H51			REV-SEP	
ILLINOIS FED. AID PROJECT				



CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE							
				URBAN		80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% BROADVIEW ROADWAY 0004	100% BROADVIEW LIGHTING 0021
							S.N: 016-0631	S.N: 016-0632	S.N: 016-0633		
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	12		12						
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1		1						
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	6562		6562						
X1200247	TURBIDITY CURTAIN	SQ YD	312		312						
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	24				24				
Z0001905	STRUCTURAL STEEL REPAIR	POUND	1450			1110	340				
Z0004552	APPROACH SLAB REMOVAL	SQ YD	776		776						
Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1			1					
Z0007102	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 2	L SUM	1				1				
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1			1					
Z0010502	CLEANING AND PAINTING STEEL BRIDGE NO. 2	L SUM	1				1				
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	718			618	100				
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	20			20					
Z0013798	CONSTRUCTION LAYOUT	L SUM	1		1						

\* SPECIALTY ITEM

MODEL: Default  
FILE NAME: W:\191168 IDOT Cermak Road\CADD\_Sheets\012151\_SHT\_SUMMARY OF QUANTITIES.dgn



USER NAME = Winson	DESIGNED - WJT	REVISED -
DRAWN - WJT	CHECKED - MTC	REVISED -
PLOT SCALE = 20.0000' / in.	DATE - 11/05/20	REVISED -
PLOT DATE = 11/6/2020		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK

SCALE: N.T.S. SHEET 13 OF 14 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	15
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	

REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE							
				URBAN		80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% STATE BRIDGE 0013	80% FED 20% BROADVIEW ROADWAY 0004	100% BROADVIEW LIGHTING 0021
							S.N: 016-0631	S.N: 016-0632	S.N: 016-0633		
Z0015550	DEBRIS REMOVAL	CU YD	6			4	2				
Z0018004	DRAINAGE SCUPPERS, DS-12	EACH	24			20	4				
Z0018800	DRAINAGE SYSTEM	L SUM	1			1					
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51	51							
Z0032300	JACKING EXISTING SUPERSTRUCTURE	L SUM	1			1					
* Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	24								24
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	400				182	218			
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1							
Z0062456	TEMPORARY PAVEMENT	SQ YD	303	303							
Z0073100	TEMPORARY SHORING	EACH	8			8					
∅ Z0076600	TRAINEES	HOURL	2000	2000							
∅ Z0076604	TRAINEES-TRAINING PROGRAM GRADUATE	HOURL	2000	2000							
* A2004700	TREE, GLEDITSIA TRIACANTHOS INERMIS IMPERIAL (IMPERIAL HONEYLOCUST), 2" CALIPER, BALLED AND BURLAPPED	EACH	2	2							
* C2C03525	SHRUB, HYDRANGEA PANICULATA RENHY (FIRST EDITIONS VANILLA STRAWBERRY HYDRANGEA), 24" HEIGHT, 5-GALLON CONTAINER	EACH	15	15							

∅ 0042

REV-SEP

MODEL: D:\p1168\DOT\Cermak\_Road\CADD\_Sheets\02\H51\_SHT\_SUMMARY\_OF\_QUANTITIES.dgn



**BLA, Inc.**  
ITASCA, ILLINOIS

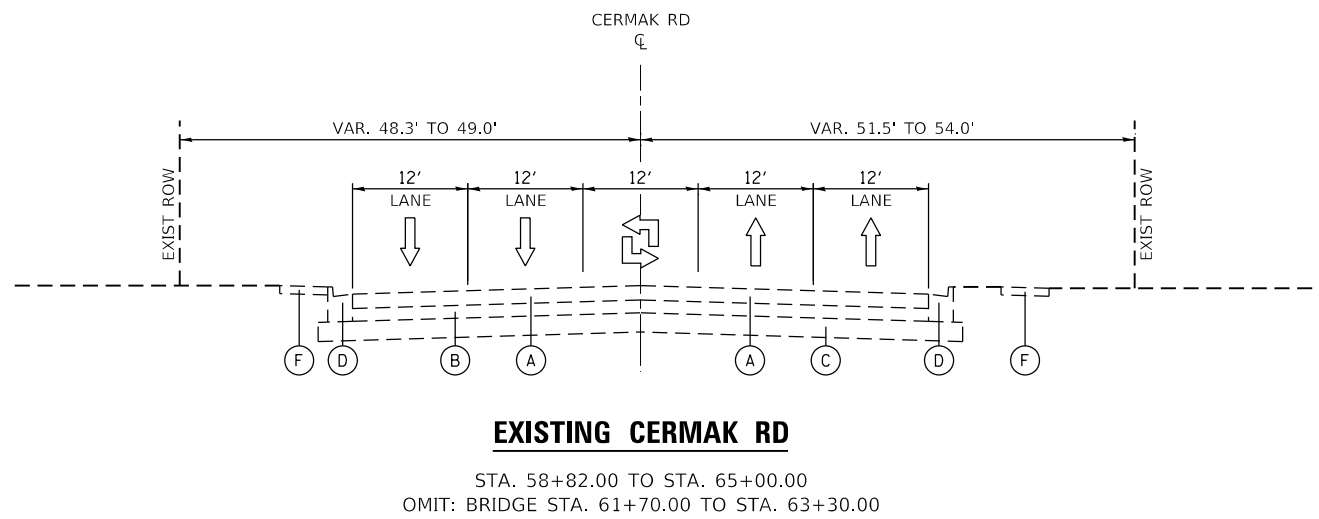
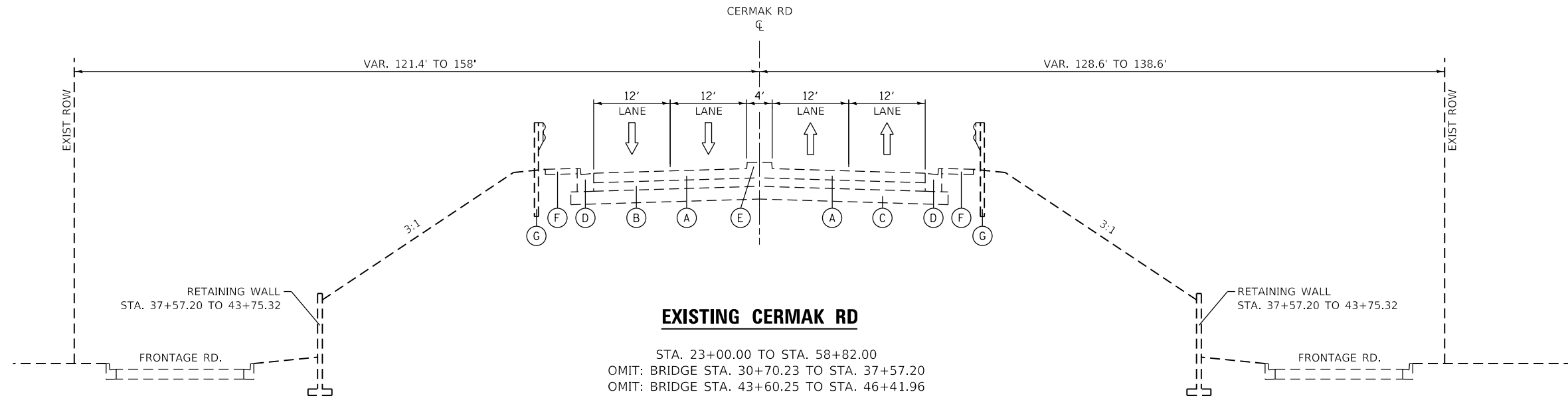
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	DRAWN - WJT	REVISED -
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PLOT DATE = 11/6/2020	DATE - 11/05/20	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: N.T.S. SHEET 14 OF 14 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	16
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	



**EXISTING LEGEND**

- (A) EXIST. HMA PAVEMENT (R - PAVEMENT REMOVAL)
- (B) EXIST. PCC PAVEMENT (R - PAVEMENT REMOVAL)
- (C) EXIST. GRANULAR SUBBASE (R)
- (D) EXIST. CONC. CURB AND GUTTER (R)
- (E) EXIST. BARRIER MEDIAN (R)
- (F) EXIST. PCC SIDEWALK (R)
- (G) EXIST. GUARDRAIL (R)
- (R) ITEM TO BE REMOVED PER LOCATIONS IN THE PLANS

MODEL: D:\p1\168 IDOT Cermaq\_Road\CADD\_Sheets\121\51\_SHT\_TYPICAL\_SECTIONS.dgn  
 FILE NAME: WJ 191168 IDOT Cermaq\_Road\CADD\_Sheets\121\51\_SHT\_TYPICAL\_SECTIONS.dgn



USER NAME = WJnsn	DESIGNED - WJT	REVISED -
	DRAWN - WJT	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 11/5/2020	DATE - 11/05/20	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EXISTING TYPICAL SECTIONS  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

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

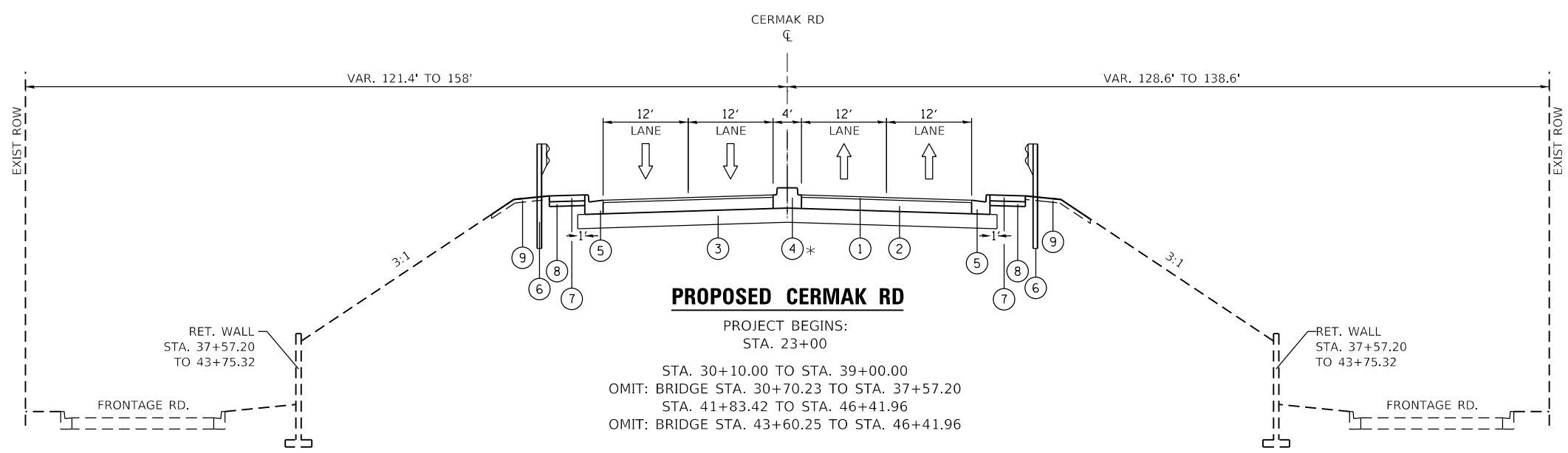
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	17
CONTRACT NO. 62H51				
ILLINOIS		FED. AID PROJECT		

**EXISTING LEGEND**

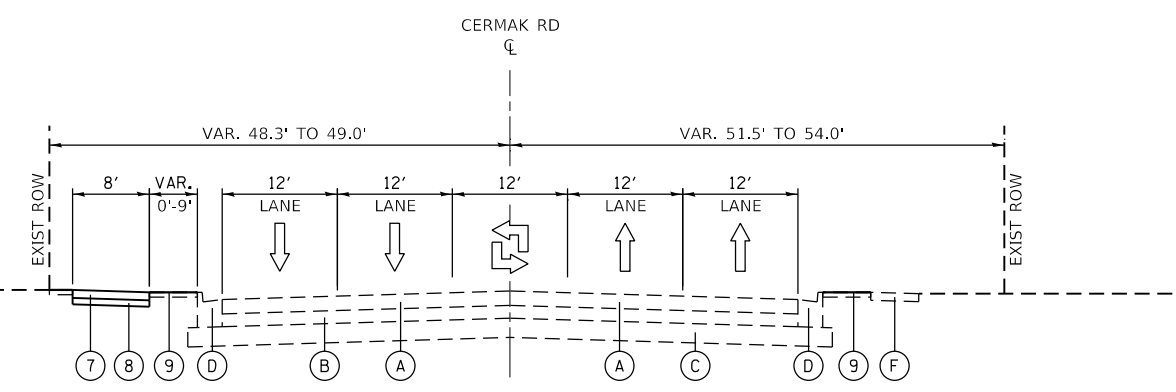
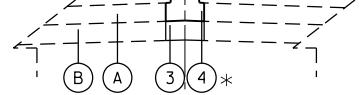
- (A) EXIST. HMA PAVEMENT (R - PAVEMENT REMOVAL)
- (B) EXIST. PCC PAVEMENT (R - PAVEMENT REMOVAL)
- (C) EXIST. GRANULAR SUBBASE (R)
- (D) EXIST. CONC. CURB AND GUTTER (R)
- (E) EXIST. BARRIER MEDIAN (R)
- (F) EXIST. PCC SIDEWALK (R)
- (G) EXIST. GUARDRAIL (R)
- (R) ITEM TO BE REMOVED PER LOCATIONS IN THE PLANS

**PROPOSED LEGEND**

- (1) PROP. POLY HMA SURFACE COURSE, IL-9.5, MIX "E", N70; 2"
- (2) PROP. HMA BASE COURSE; 9 1/2"
- (3) PROP. AGG SUBGRADE IMPROVEMENT 12"
- (4) PROP. CONC. MEDIAN SB-6.06 OR M-2.06
- (5) PROP. COMB. CONC. CURB AND GUTTER B-6.24
- (6) PROP. SPB GUARDRAIL TY. A
- (7) PROP. PCC SIDEWALK 5"
- (8) PROP. AGG BASE COURSE, TY. B 4"
- (9) PROP. TOPSOIL EXCAVATION AND PLACEMENT, 6"  
PROP. SEEDING AND FERTILIZER (TYPE SPECIFIED ON PLANS)



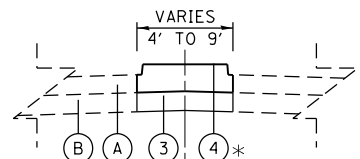
\* MEDIAN REMOVAL / REPLACEMENT FOR MOT STA. 57+57 TO STA. 59+07



**PROPOSED CERMAK RD**

STA. 58+82.00 TO STA. 65+00.00  
OMIT: BRIDGE STA. 61+70.00 TO STA. 63+30.00

PROJECT ENDS:  
STA. 64+60



\* MEDIAN REMOVAL / REPLACEMENT FOR MOT STA. 57+57 TO STA. 59+07

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS CHART**

MIXTURE TYPE	AIR VOIDS @ N <sub>DES</sub>	QMP
<b>RECONSTRUCTION</b>		
POLY HMA SURFACE COURSE, 1L-9.5, MIX "E", N70; 2"	4% @ 70 GYR.	QC/QA
HMA BASE COURSE, (HMA BINDER 1L-19 mm); 9 1/2"	4% @ 90 GYR.	QC/QA
<b>PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB</b>		
POLY HMA SURFACE COURSE, 1L-9.5, MIX "E", N70; 2"	4% @ 70 GYR.	QC/QA
HMA BASE COURSE, (HMA BINDER 1L-19 mm); 9 1/2"	4% @ 90 GYR.	QC/QA
<b>TEMPORARY PAVEMENT</b>		
HMA SURFACE COURSE, MIX "D", 1L-9.5, N70; 2"	4% @ 70 GYR.	QC/QA
HMA BINDER COURSE, 1L-19 mm, N70; 8"	4% @ 70 GYR.	QC/QA
<b>PATCHING</b>		
CLASS D PATCHES (HMA BINDER 1L-19 mm); 11"	4% @ 70 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)		

QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

**NOTES:**

- THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
- THE AC TYPE FOR POLYMERIZED HMA MIXES SHALL BE SBS/SBR PG 76-22 AND FOR NON-POLYMERIZED HMA THE AC TYPE SHALL BE PG 64-22 UNLESS MODIFIED BY SPECIAL PROVISIONS.
- PC CONCRETE TEMPORARY PAVEMENT (IF USED) SHALL BE 8.0 INCHES. AND CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ART. 1020 OF THE STANDARD SPECIFICATIONS. TEMPORARY PCC PAVEMENT DOES NOT REQUIRE DOWEL BARS.
- TEMPORARY PAVEMENT SHALL BE PLACED ON SUBBASE GRANULAR MATERIAL, TYPE B 4 INCH
- FOR THE USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.

MODEL: D:\default\FILE NAME: W191168 IDOT Cermaq Road\CADD\_Sheets\0121651\_SHT\_TYPICAL\_SECTIONS.dgn



USER NAME = Winson	DESIGNED - WJT	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - WJT	REVISED -
PLOT DATE = 11/25/2020	CHECKED - MTC	REVISED -
	DATE - 11/05/20	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PROPOSED TYPICAL SECTIONS  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	18
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

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

LANDSCAPING SCHEDULE					
LOCATION STA. TO STA.	SEEDING (AC)* CLASS		FERTILIZER NUTRIENT (LB)		SODDING, SALT TOL. (SY)
	2A	4A (MOD)/5 (MOD)	NITROGEN	POTASSIUM	
30+00 - 32+00	0.24		21	21	
36+50 - 39+00	0.31		28	28	
42+00 - 45+00	0.32		29	29	
45+00 - 47+00	0.28		25	25	
58+50 - 62+50	0.01	0.01	7	7	479
62+50 - 65+00		0.01	4	4	274
TOTAL:	1.25	0.25	114	114	753

\* TOTAL SEEDING QUANTITIES ARE ROUNDED TO THE NEAREST 0.25 ACRE.

TREE REMOVAL (6-15 UNITS DIA.)		
STATION	OFFSET	QUANTITY (UNIT)
62+33.40	50.83 RT	12
63+47.20	42.88 RT	2x7
TOTAL:		26

TREE REMOVAL (OVER 15 UNITS DIA.)		
STATION	OFFSET	QUANTITY (UNIT)
63+44.65	41.93 RT	2x16
TOTAL:		32

F&L ADJUST (SPECIAL)	
STA	OS
38+35.23	26.96 LT
38+35.74	27.04 RT
38+45.47	34.55 RT
41+97.32	27.36 LT
41+95.99	26.65 RT
42+37.46	33.88 RT
43+46.15	27.32 LT
43+45.33	26.95 RT
43+52.31	33.00 RT
57+87.86	42.65 LT
57+92.49	42.69 LT
62+01.78	41.66 RT
TOTAL	12

VALVE VAULT ADJUST	
STA	OS
61+23.62	35.29 LT
64+12.48	35.76 RT
TOTAL	2

ROADWAY REMOVAL SCHEDULE					
LOCATION STA. TO STA.	PAVEMENT REMOVAL (SQ YD)	COMB CURB & GUTTER REMOVAL (FT)	MEDIAN REMOVAL (SQ FT)	SIDEWALK REMOVAL (SQ FT)	GUARDRAIL REMOVAL (FT)
26+00 - 31+00	355	167	1319	865	149
37+00 - 39+00	816	335	446	1689	148
41+50 - 44+00	1061	432	708	2191	150
46+00 - 47+00	139	89	89	438	146
57+50 - 62+50	389	189	1043	1011	279
62+50 - 64+00	382	136	0	781	130
TOTAL:	3142	1348	3605	6975	1002

PROPOSED ROADWAY SCHEDULE										
LOCATION STA. TO STA.	AGGREGATE SUBGRADE IMPROV. 12" (SQ YD)	POLY HMA SFC CSE, IL-9.5, MIX "E", N70 (TON)	HMA BASE CSE 9 1/2" (SQ YD)	BITUMINOUS MATERIAL (TACK COAT) (LB)	PAVT CONN (HMA) FOR BRG APPR SLAB (SQ YD)	PAVT CONN (PCC) FOR BRG APPR SLAB (SQ YD)	PCC SIDEWALK 5 INCH (SQ FT)	COMB. CURB & GUTTER TY. B-6.24 (FT)	CONC. MEDIAN TY M-2.06 (SQ FT)	CONC. MEDIAN TY SB-2.06 (SQ FT)
26+00 - 31+00	512	27	242	199	53		555	110	982	377
37+00 - 39+00	957	78	699	508	53		1396	280		494
41+50 - 44+00	1263	104	927	627		108	1718	344		
46+00 - 47+00						123	104	20		
57+50 - 62+50	180	7.5	65	44		215	1981	7		1035
62+50 - 64+00	66	7.5	66	44		217	1018	7		
TOTAL:	2978	224	1999	1422	106	663	6772	768	982	1906

EARTHWORK SCHEDULE - STAGE 1			
LOCATION STA. TO STA.	CUT (CU YD)	FILL (CU YD)	TOPSOIL EXCAV.* (CU YD)
26+00 - 27+00	3.5	0.0	0.0
27+00 - 28+00	4.5	0.0	0.0
28+00 - 29+00	4.6	0.0	0.0
29+00 - 29+50	1.1	0.0	0.0
29+50 - 30+00	1.1	0.0	0.0
30+00 - 30+50	31.0	0.0	6.5
30+50 - 31+00	11.6	0.0	36.2
31+00 - 31+50	0.0	0.0	50.5
36+50 - 37+00	0.0	0.0	42.7
37+00 - 37+50	0.0	0.0	49.7
37+50 - 38+00	18.8	0.0	13.1
38+00 - 38+50	27.5	0.0	9.4
38+50 - 39+00	36.0	0.0	9.3
41+50 - 42+00	13.3	0.0	3.1
42+00 - 42+50	33.9	0.0	9.3
42+50 - 43+00	26.6	0.0	9.4
43+00 - 43+50	24.8	0.0	9.4
43+50 - 44+00	10.1	5.0	28.9
44+00 - 44+50	0.0	0.0	53.7
44+50 - 45+00	0.0	0.0	19.3
45+00 - 45+50	0.0	0.0	25.3
45+50 - 46+00	0.0	0.0	54.5
46+00 - 46+50	19.7	5.0	27.3
46+50 - 47+00	0.0	0.0	4.6
58+50 - 59+00	0.0	0.0	0.0
59+00 - 59+50	0.0	0.0	0.0
59+50 - 60+00	0.0	0.0	8.6
60+00 - 60+50	0.0	0.0	7.3
60+50 - 61+00	0.0	0.0	3.2
61+00 - 61+50	0.0	0.0	2.4
61+50 - 62+00	0.0	0.0	6.5
62+00 - 62+50	0.0	3.0	13.7
63+00 - 63+50	0.0	3.0	10.6
63+50 - 64+00	0.0	0.0	14.1
64+00 - 64+50	0.0	0.0	8.9
TOTAL	268	16	537

\* BASED ON TOPSOIL STRIP DEPTH OF 6" & VAR.

EARTHWORK SCHEDULE - STAGE 2			
LOCATION STA. TO STA.	CUT (CU YD)	FILL (CU YD)	TOPSOIL EXCAV.* (CU YD)
26+00 - 27+00	0.0	0.0	0.0
27+00 - 28+00	0.0	0.0	0.0
28+00 - 29+00	0.0	0.0	0.0
29+00 - 29+50	0.0	0.0	0.0
29+50 - 30+00	0.0	0.0	0.0
30+00 - 30+50	29.8	0.0	6.5
30+50 - 31+00	11.2	0.0	36.0
31+00 - 31+50	0.0	0.0	51.8
36+50 - 37+00	0.0	0.0	42.5
37+00 - 37+50	0.0	0.0	49.8
37+50 - 38+00	17.3	0.0	12.9
38+00 - 38+50	25.6	0.0	9.2
38+50 - 39+00	33.1	0.0	9.3
41+50 - 42+00	13.2	0.0	3.1
42+00 - 42+50	34.6	0.0	9.4
42+50 - 43+00	28.8	0.0	9.5
43+00 - 43+50	29.0	0.0	9.7
43+50 - 44+00	12.3	5.0	29.0
44+00 - 44+50	0.0	0.0	53.6
44+50 - 45+00	0.0	0.0	20.1
45+00 - 45+50	0.0	0.0	25.3
45+50 - 46+00	0.0	0.0	54.2
46+00 - 46+50	19.8	5.0	27.2
46+50 - 47+00	0.0	0.0	4.6
58+50 - 59+00	4.1	0.0	3.0
59+00 - 59+50	6.1	0.0	4.8
59+50 - 60+00	6.2	0.0	14.0
60+00 - 60+50	6.1	0.0	14.8
60+50 - 61+00	4.8	0.0	15.6
61+00 - 61+50	4.1	0.0	6.9
61+50 - 62+00	4.9	0.0	9.0
62+00 - 62+50	0.0	3.0	4.3
63+00 - 63+50	4.9	3.0	18.8
63+50 - 64+00	7.2	0.0	14.7
64+00 - 64+50	7.1	0.0	16.9
TOTAL	310	16	586

\* BASED ON TOPSOIL STRIP DEPTH OF 6" & VAR.

IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE), TEST LVL 2 (EA)			
STAGE	STATION	OFFSET	QUANTITY
PRE-1	26+41	LT	1
PRE-1	38+79	RT	1
PRE-1	42+52	LT	1
PRE-1	48+75	RT	1
PRE-1	57+34	RT	1
PRE-1	59+44	LT	1
TOTAL			6

IMPACT ATTENUATORS, RELOCATE (FULLY-REDIRECTIVE), TEST LVL 2 (EA)			
STAGE	STATION	OFFSET	QUANTITY
1	28+15	RT	1
1	48+40	RT	1
1	60+50	RT	1
1	64+55	RT	1
2	28+60	LT	1
2	48+35	LT	1
2	60+75	LT	1
2	64+60	LT	1
3	26+30	RT	1
3	38+90	LT	1
3	42+40	RT	1
3	48+85	LT	1
3	57+25	RT	1
3	59+55	LT	1
TOTAL			14

EARTHWORK SUMMARY TABLE									
EARTH EX (CU YD)		ADJ 15% (CU YD)		EMBANKMENT (CU YD)		EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)		TOPSOIL EXCAV. (CU YD)	
STAGE I	STAGE II	STAGE I	STAGE II	STAGE I	STAGE II	STAGE I	STAGE II	STAGE I	STAGE II
268	310	228	264	16	16	212	248	537	586

ITEM	STAGE 1	STAGE 2	TOTAL
EARTH EXCAVATION	268	310	578
TOPSOIL EXCAVATION	537	586	1123
FURNISHED EXCAVATION	0	0	0

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FILE NAME: W01168 IDOT\_Cermak\_Road\CADD\_Sheets\02151\_SHT\_SCHEDULE OF QUANTITIES.dgn



USER NAME = Winson  
DESIGNED - WJT  
DRAWN - WJT  
PLOT SCALE = 20.0000' / in.  
PLOT DATE = 11/6/2020

CHECKED - MTC  
DATE - 11/05/20

REVISED -  
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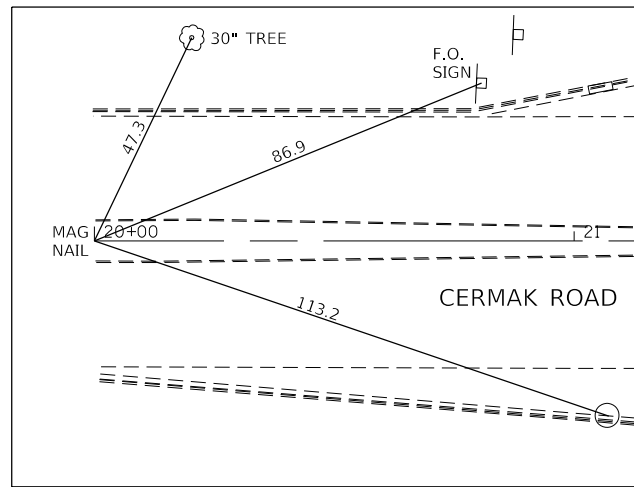
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK

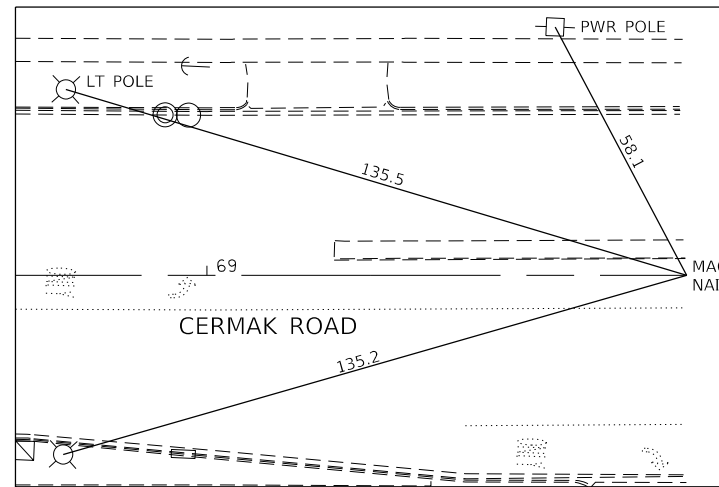
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F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	19
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

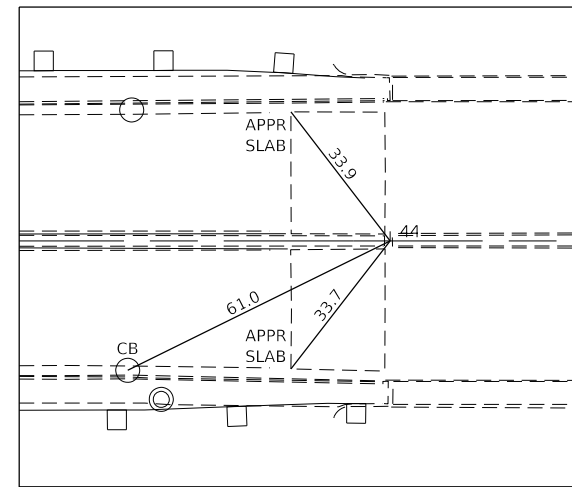




ALIGNMENT TIE #A1  
 CERMAK ROAD  
 STATION 20+00.00  
 N: 1,887,876.986  
 E: 1,110,118.811



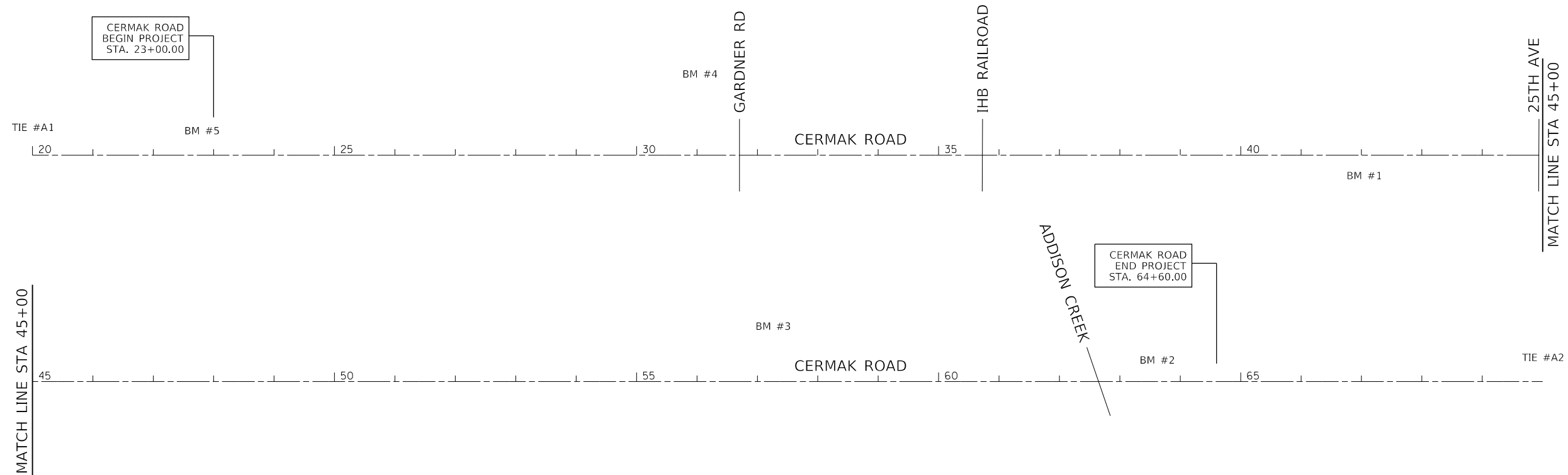
ALIGNMENT TIE #A2  
 CERMAK ROAD  
 STATION 70+00.00  
 N: 1,888,089.592  
 E: 1,115,114.273



ALIGNMENT TIE #A3  
 CERMAK ROAD  
 STATION 44+00.00  
 N: 1,887,979.037  
 E: 1,112,516.640

**BENCHMARKS:**

- BM #1: "□" IN NORTHWEST CORNER OF CONC. AROUND STRUCTURE #960 AT SOUTH SIDE CERMAK ROAD, STA 42+00  
ELEV = 650.351
- BM #2: "□" IN CONC. LIGHT POLE BASE +/- 100 FT. WEST OF 19th AVE, NORTH SIDE CERMAK ROAD  
ELEV = 623.849
- BM #3: "□" IN CONC. BASE OF LIGHT POLE IN NORTHWEST CORNER OF CERMAK ROAD & 21st AVE, IN NOSE  
ELEV = 622.140
- BM #4: "□" IN CONC. BASE OF LIGHT POLE IN NORTHWEST CORNER OF NORTH FRONTAGE ROAD & GARDNER ROAD (NEAR C.P. #50)  
ELEV = 625.956
- BM #5: "X" IN NORTHWEST BOLT OF LIGHT POLE AT NORTH SIDE CERMAK ROAD +/- 100 FT. EAST OF NORFOLK AVE.  
ELEV = 627.478



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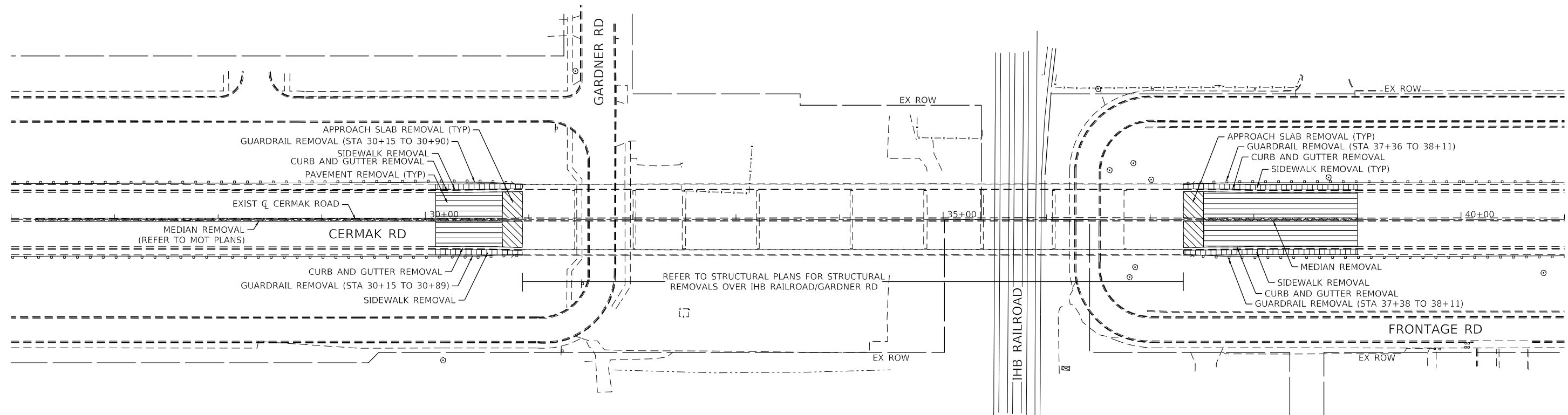
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	DATE - 11/05/20	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT, TIES AND BENCHMARKS  
 CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

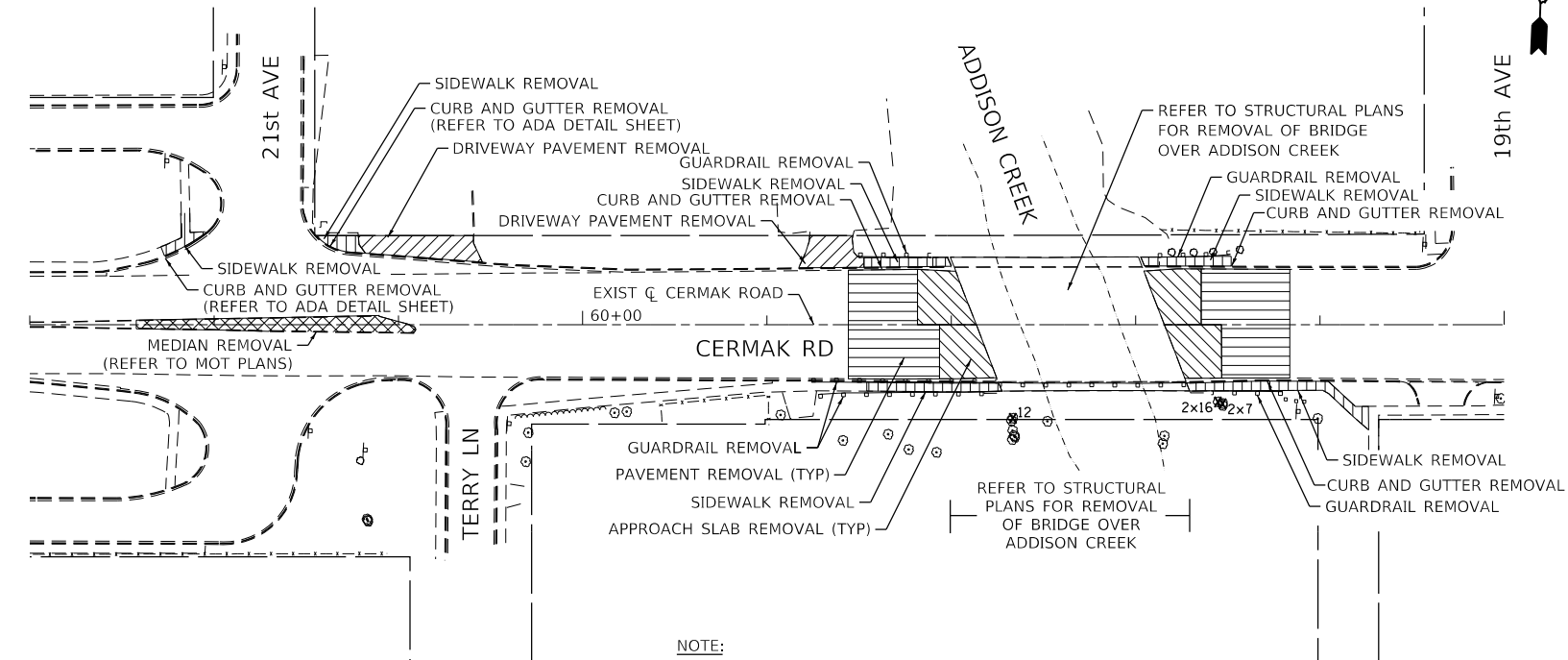
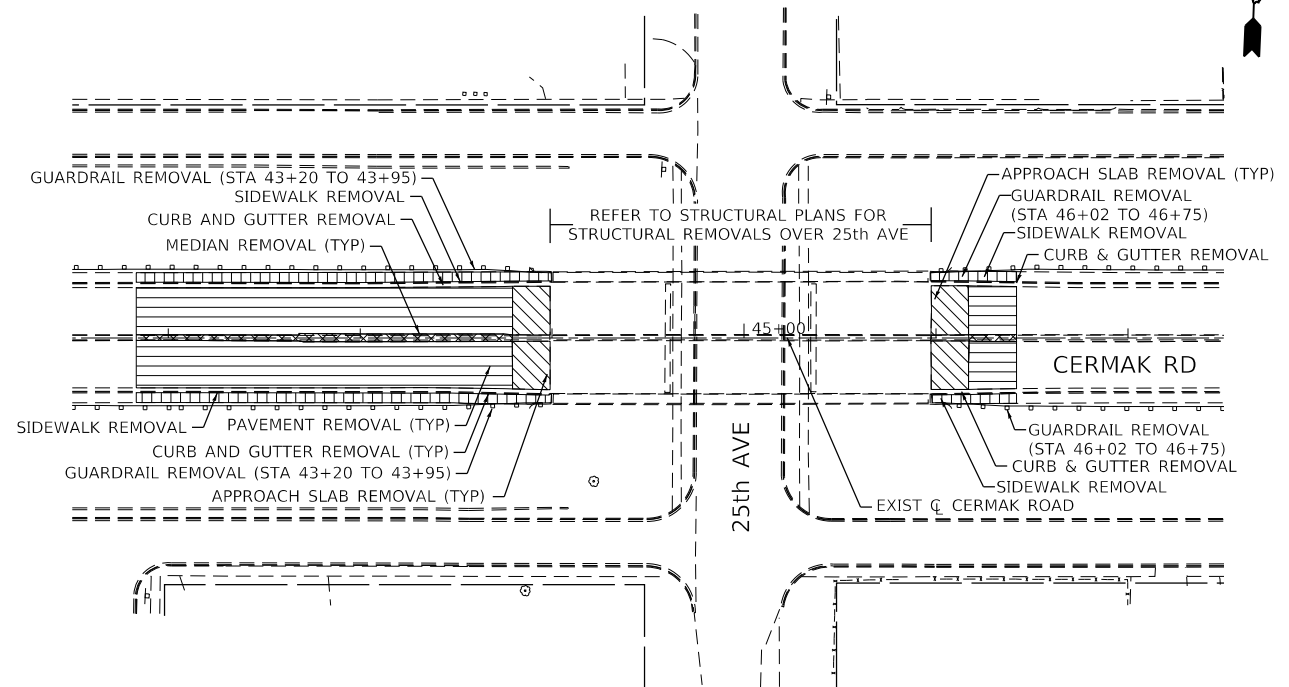
SCALE: 1" = 100' SHEET 1 OF 1 SHEETS STA. 20+00.00 TO STA. 70+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	20
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	



**LEGEND**

- PAVEMENT REMOVAL
- MEDIAN REMOVAL
- APPROACH SLAB REMOVAL
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- TREE REMOVAL



**NOTE:**  
REFER TO DRAINAGE PLANS FOR THE REMOVAL OF EXISTING STORM AND SANITARY SEWERS NEAR ADDISON CREEK BRIDGE.

MODEL: D:\m\it\191168 IDOT\_Cermak\_Road\CADD\_Sheets\02151\_SHT\_REMOVALS.dgn



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PLOT SCALE = 100.0000' / in.	DRAWN - WJT	REVISED -
PLOT DATE = 11/5/2020	CHECKED - MTC	REVISED -
	DATE - 11/05/20	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

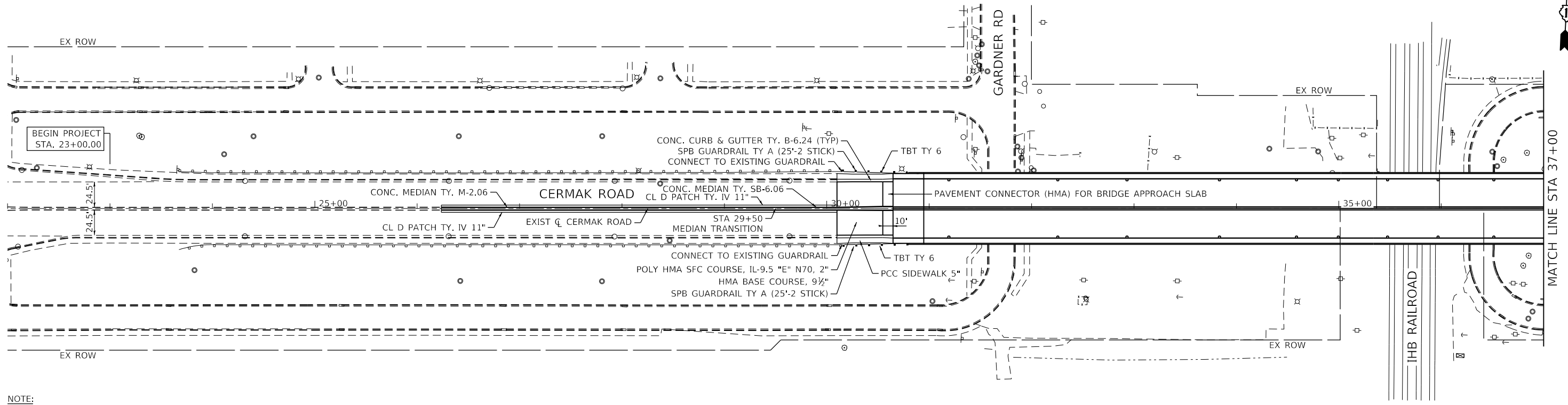
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F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 21
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	GRADE CHECKED	
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	NOTE BOOK NO.	
	CADD FILE NAME	

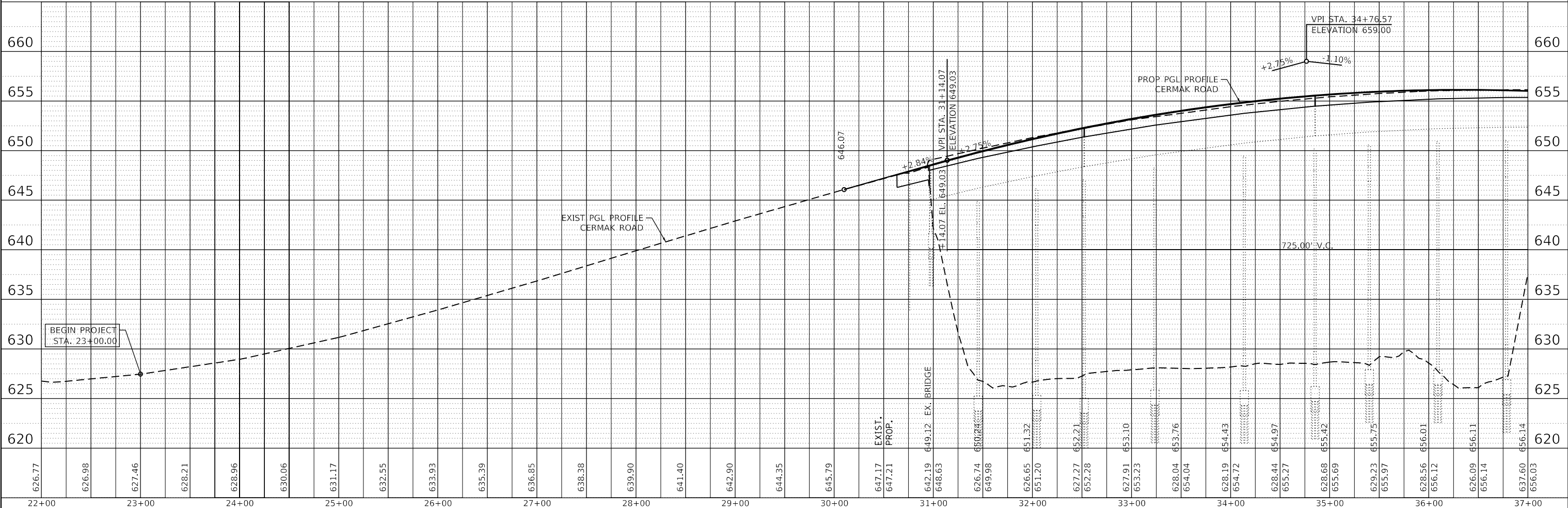
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	PLOTTED	
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	NOTE BOOK NO.	
	CADD FILE NAME	

MODEL: Default  
FILE NAME: W191168 DOT Cermak Road CADD Sheets(012915) S19 PLAN AND PROFILE 1.dgn



NOTE:  
CONNECTION OF PROPOSED GUARDRAIL TO EXISTING GUARDRAIL SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL.

SEE STRUCTURAL PLANS FOR DECK REPLACEMENT



626.77	626.98	627.46	628.21	628.96	630.06	631.17	632.55	633.93	635.39	636.85	638.38	639.90	641.40	642.90	644.35	645.79	647.17	647.21	642.19	649.12	648.63	626.74	649.98	626.65	651.32	651.20	627.27	652.21	652.28	627.91	653.10	653.23	628.04	653.76	654.04	628.19	654.43	654.72	628.44	654.97	655.27	628.68	655.42	655.69	629.23	655.75	655.97	628.56	656.01	656.12	626.09	656.11	656.14	637.60	656.14	656.03
22+00	23+00	24+00	25+00	26+00	27+00	28+00	29+00	30+00	31+00	32+00	33+00	34+00	35+00	36+00	37+00																																									

**BLA, Inc.**  
ITASCA, ILLINOIS

USER NAME =	Winson	DESIGNED -	WJT	REVISED -	
		DRAWN -	WJT	REVISED -	
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PLOT DATE =	11/6/2020	DATE -	11/05/20	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: 1" = 50' SHEET 1 OF 3 SHEETS STA. 22+00 TO STA. 37+00

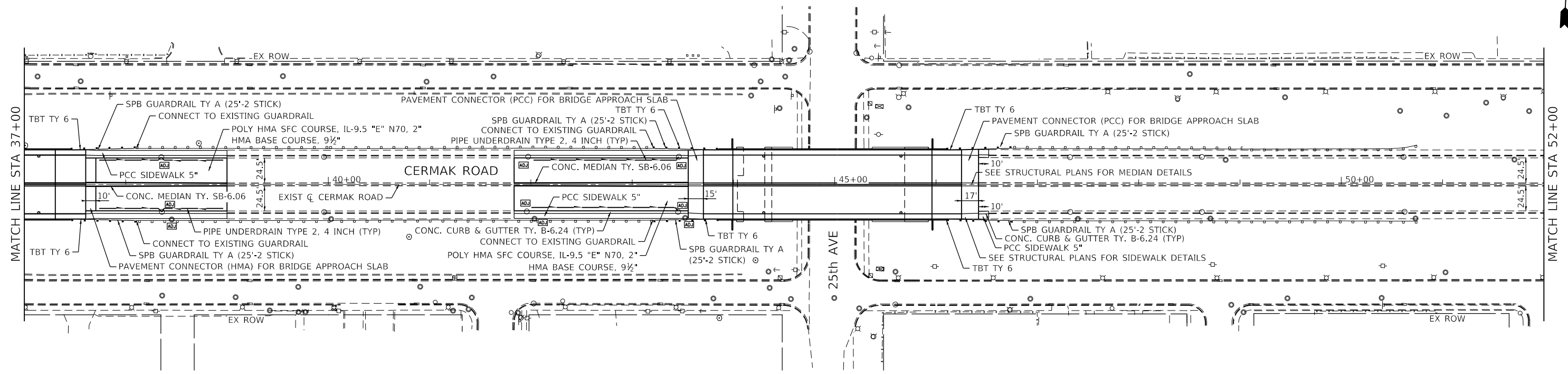
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	22
CONTRACT NO. 62H51				
ILLINOIS		FED. AID PROJECT		



PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATION	
	NO.	

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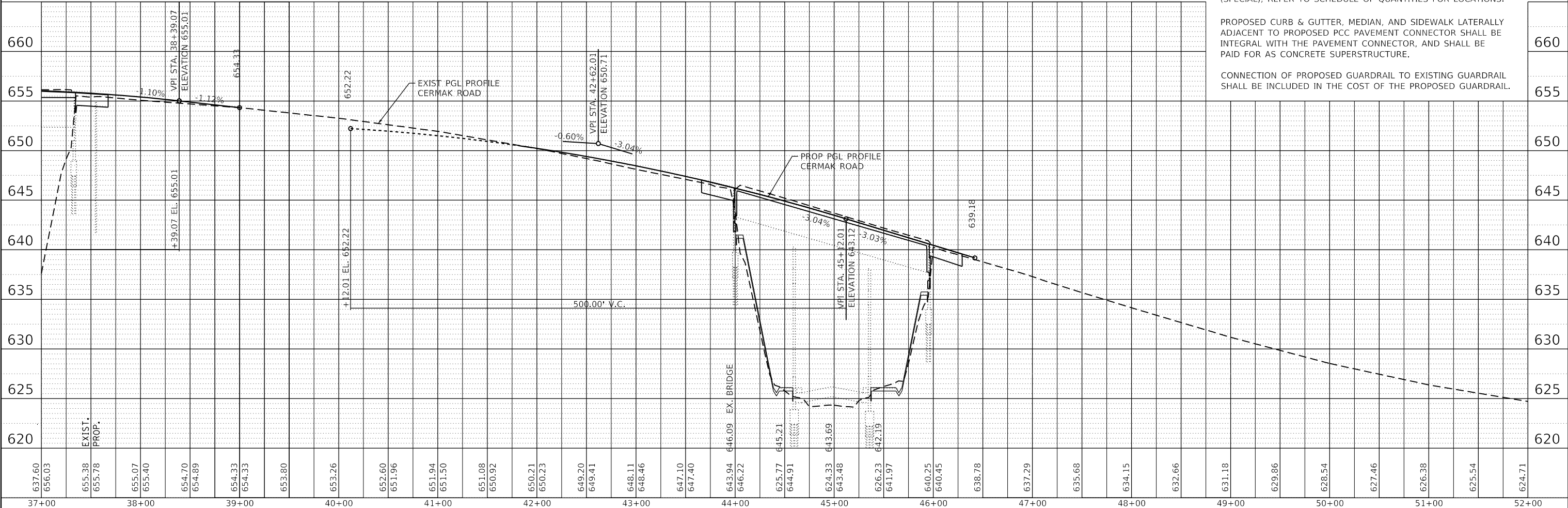
SEE STRUCT. PLANS

SEE STRUCTURAL PLANS FOR DECK REPLACEMENT

NOTE:  
ADJUSTMENT OF EXISTING STRUCTURES WITHIN RECONSTRUCTION LIMITS SHALL BE PAID FOR AS FRAME AND LIDS TO BE ADJUSTED (SPECIAL); REFER TO SCHEDULE OF QUANTITIES FOR LOCATIONS.

PROPOSED CURB & GUTTER, MEDIAN, AND SIDEWALK LATERALLY ADJACENT TO PROPOSED PCC PAVEMENT CONNECTOR SHALL BE INTEGRAL WITH THE PAVEMENT CONNECTOR, AND SHALL BE PAID FOR AS CONCRETE SUPERSTRUCTURE.

CONNECTION OF PROPOSED GUARDRAIL TO EXISTING GUARDRAIL SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL.



637.60	656.03	655.38	655.78	655.07	655.40	654.70	654.89	654.33	654.33	653.80	653.26	652.60	651.96	651.94	651.50	651.08	650.92	650.21	650.23	649.20	649.41	648.11	648.46	647.10	647.40	643.94	646.22	625.77	645.21	644.91	624.33	643.69	643.48	626.23	642.19	641.97	640.25	640.45	638.78	637.29	635.68	634.15	632.86	631.18	629.86	628.54	627.46	626.38	625.54	624.71
37+00	38+00	39+00	40+00	41+00	42+00	43+00	44+00	45+00	46+00	47+00	48+00	49+00	50+00	51+00	52+00																																			

**BLA, Inc.**  
ITASCA, ILLINOIS

USER NAME =	Winson	DESIGNED -	WJT	REVISED -	
		DRAWN -	WJT	REVISED -	
PLOT SCALE =	100.0000' / in.	CHECKED -	MTC	REVISED -	
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

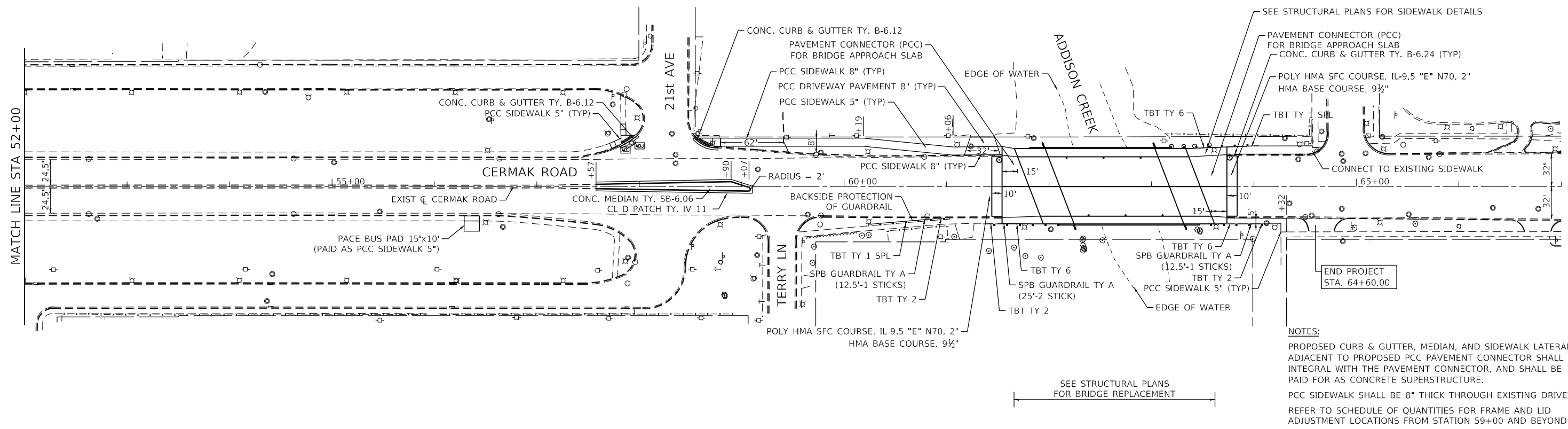
**PLAN AND PROFILE  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: 1" = 50' SHEET 2 OF 3 SHEETS STA. 37+00 TO STA. 52+00

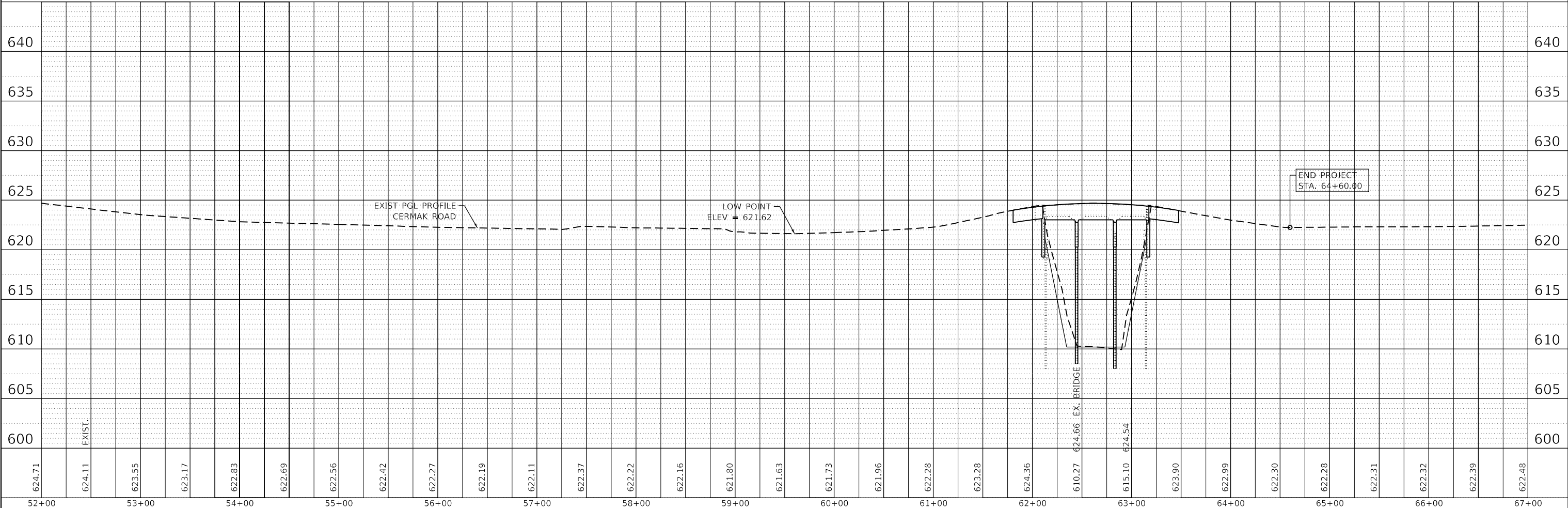
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	23
				CONTRACT NO. 62H51
				ILLINOIS FED. AID PROJECT



19th AVE



**NOTES:**  
 PROPOSED CURB & GUTTER, MEDIAN, AND SIDEWALK LATERALLY ADJACENT TO PROPOSED PCC PAVEMENT CONNECTOR SHALL BE INTEGRAL WITH THE PAVEMENT CONNECTOR, AND SHALL BE PAID FOR AS CONCRETE SUPERSTRUCTURE.  
 PCC SIDEWALK SHALL BE 8" THICK THROUGH EXISTING DRIVEWAYS.  
 REFER TO SCHEDULE OF QUANTITIES FOR FRAME AND LID ADJUSTMENT LOCATIONS FROM STATION 59+00 AND BEYOND.



PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	GRADE CHECKED	
	STRUCTURE NOTATION CHECKED	
NOTE BOOK NO.		
CADD FILE NAME		

PROFILE	SURVEYED	DATE
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NOTE BOOK NO.		
CADD FILE NAME		

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52+00	53+00	54+00	55+00	56+00	57+00	58+00	59+00	60+00	61+00	62+00	63+00	64+00	65+00	66+00	67+00																			



USER NAME = WJW	DESIGNED - WJT	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN - WJT	REVISED -
PLOT DATE = 11/5/2020	CHECKED - MTC	REVISED -
	DATE - 11/05/20	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE  
 CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**  
 SCALE: 1" = 50' SHEET 3 OF 3 SHEETS STA. 52+00 TO STA. 67+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	24
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



**SUGGESTED CONSTRUCTION STAGING AND MAINTENANCE OF TRAFFIC**

- PRE-STAGE 1 CONSTRUCTION**
- PS1-C-1 INSTALL PROJECT SIGNS, TEMPORARY CONSTRUCTION SIGNS AND TEMPORARY MAINTENANCE OF TRAFFIC.
  - PS1-C-2 REMOVE RAISED MEDIAN ALONG CENTERLINE OF CERMAK RD AND CONSTRUCT TEMPORARY PAVEMENT FOR FUTURE TRAFFIC CONTROL CROSSOVERS AND TEMPORARY BARRIER TAPERS.
- TRAFFIC**
- PS1-T-1 CLOSE INSIDE THROUGH LANES IN BOTH DIRECTIONS THROUGH THE WORK ZONE.
  - PS1-T-2 RESTRICT LEFT TURNS FROM WESTBOUND CERMAK RD. TO TERRY LN.
  - PS1-T-3 INSTALL TEMPORARY CONCRETE BARRIER, LOCATED ONE FOOT FROM THE EASTBOUND AND WESTBOUND INSIDE EDGE OF TRAVELED WAY ACROSS LIMITS OF WORK. SHIELD WITH TEMPORARY IMPACT ATTENUATORS AT BOTH ENDS.  
(SEE STAGE III DRAWINGS FOR SAME MOT CONFIGURATION)

- STAGE 1 CONSTRUCTION**
- S1-C-1 CONSTRUCT AND/OR REHABILITATE SOUTH HALVES OF BRIDGES OVER IHB RR & GARDNER RD, OVER 25TH AVE. AND OVER ADDISON CREEK.
- TRAFFIC**
- S1-T-1 CLOSE ONE LANE IN EACH DIRECTION AND SHIFT ALL TRAFFIC TO THE NORTH SIDE OF CERMAK RD.
  - S1-T-2 INSTALL/RELOCATE TEMPORARY CONCRETE BARRIER, LOCATED ONE FOOT FROM THE EASTBOUND OUTSIDE EDGE OF TRAVELED WAY ACROSS LIMITS OF BRIDGE WORK. SHIELD WITH TEMPORARY IMPACT ATTENUATORS.
  - S1-T-3 CLOSE TERRY LN TO TRAFFIC TO AND FROM CERMAK RD.
  - S1-T-4 RESTRICT LEFT TURNS TO AND FROM 19TH AVE. AT CERMAK RD.
  - S1-T-5 RESTRICT BUSINESSES ALONG CERMAK RD. BETWEEN ADDISON CREEK AND 17TH AVE. TO RIGHT-IN/RIGHT-OUT ONLY ACCESS.

- STAGE 2 CONSTRUCTION**
- S2-C-1 CONSTRUCT AND/OR REHABILITATE NORTH HALVES OF BRIDGES OVER IHB RR & GARDNER RD, OVER 25TH AVE. AND OVER ADDISON CREEK.
- TRAFFIC**
- S2-T-1 CLOSE ONE LANE IN EACH DIRECTION AND SHIFT ALL TRAFFIC TO THE SOUTH SIDE OF CERMAK RD.
  - S2-T-2 INSTALL/RELOCATE TEMPORARY CONCRETE BARRIER, LOCATED ONE FOOT FROM THE WESTBOUND OUTSIDE EDGE OF TRAVELED WAY ACROSS LIMITS OF BRIDGE WORK. SHIELD WITH TEMPORARY IMPACT ATTENUATORS.
  - S2-T-3 RESTRICT LEFT TURNS AT TERRY LN TO AND FROM CERMAK RD.
  - S2-T-4 RESTRICT LEFT TURNS TO 19TH AVE. FROM CERMAK RD. CLOSE 19TH AVE. TO ALL SOUTHBOUND TURNS ONTO CERMAK RD.
  - S2-T-5 RESTRICT BUSINESSES ALONG CERMAK RD. BETWEEN ADDISON CREEK AND 17TH AVE. TO RIGHT-IN/RIGHT-OUT ONLY ACCESS.

- STAGE 3 CONSTRUCTION**
- S3-C-1 INSTALL PROJECT SIGNS, TEMPORARY CONSTRUCTION SIGNS AND TEMPORARY MAINTENANCE OF TRAFFIC.
  - S3-C-2 REMOVE TEMPORARY PAVEMENT AND INSTALL RAISED MEDIAN ALONG CENTERLINE OF CERMAK RD.
- TRAFFIC**
- S1-T-1 CLOSE INSIDE THROUGH LANES IN BOTH DIRECTIONS THROUGH THE WORK ZONE.
  - S1-T-2 RESTRICT LEFT TURNS FROM WESTBOUND CERMAK RD. TO TERRY LN.
  - S1-T-3 INSTALL TEMPORARY CONCRETE BARRIER, LOCATED ONE FOOT FROM THE EASTBOUND AND WESTBOUND INSIDE EDGE OF TRAVELED WAY ACROSS LIMITS OF WORK. SHIELD WITH TEMPORARY IMPACT ATTENUATORS.

**MAINTENANCE OF TRAFFIC GENERAL NOTES**

1. ALL OF THE TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED. CERMAK ROAD SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES. ANY LANE CLOSURES MUST BE APPROVED BY THE ENGINEER.
2. TEMPORARY PAVEMENT MARKINGS SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 703 "WORK ZONE PAVEMENT MARKINGS" OF STANDARD SPECIFICATIONS.
3. TEMPORARY PAVEMENT IS NEEDED TO MAINTAIN THE REQUIRED TRAFFIC LANES ON CERMAK ROAD AS SHOWN ON THE STAGING PLANS. TEMPORARY PAVEMENT SHALL BE CONSTRUCTED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. THE REMOVAL OF TEMPORARY PAVEMENT IS INCLUDED IN THE PAY ITEM "PAVEMENT REMOVAL". TEMPORARY PAVEMENT SHALL BE PLACED AT A 2.0% SLOPE TO FACILITATE DRAINAGE OR AS DIRECTED BY THE ENGINEER.
4. PORTABLE MESSAGE SIGN SHALL BE USED AND ITS PLACEMENT SHALL BE DIRECTED BY THE ENGINEER AND IT SHALL BE PAID FOR AS "CHANGEABLE MESSAGE SIGN".
5. THE CONTRACTOR WILL GIVE THE ENGINEER AT LEAST 10 DAYS NOTICE PRIOR TO ANY TRAFFIC STAGING CHANGES.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COVERING OR REMOVING ANY EXISTING ROADWAY SIGNAGE THAT CONFLICTS WITH THE STAGED TRAFFIC PATTERN. TEMPORARY TRAFFIC CONTROL BARRIERS AND SIGNAGE SHALL BE IN PLACE PRIOR TO TRAFFIC STAGING.
7. THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT kalpana.kannan-hosadurga@illinois.gov A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
8. ARROW BOARDS SHALL HAVE SOLAR POWER CAPABILITY.
9. A NON-DIRECTIONAL FLASHING AMBER BEACON SHALL BE MOUNTED TO THE FIRST TWO WARNING SIGNS ON EACH APPROACH DURING HOURS OF DARKNESS.
10. ON TWO-LANE SECTIONS, BARRICADES NEED TO BE EQUIPPED WITH BI-DIRECTIONAL AMBER LIGHTS PER ARTICLE 701.16.
11. POSITIVE DRAINAGE WITHIN THE WORK ZONE MUST BE MAINTAINED AT ALL TIMES. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, INCLUDING THE FLOW LINE OF DITCHES, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY INLETS, OUTLETS, AND CONNECTIONS FOR ALL EXISTING AND PROPOSED FACILITIES INCLUDING TEMPORARY PUMPING IF NECESSARY. TEMPORARY ACCOMMODATIONS SHALL BE MADE UNTIL SUCH TIME AS FINAL DRAINAGE INSTALLATIONS ARE OPERATIONAL. THE COST OF LABOR, EQUIPMENT AND MATERIALS TO COMPLY WITH THIS REQUIREMENT WILL NOT BE PAID FOR DIRECTLY, BUT THE COST SHALL BE CONSIDERED INCLUDED IN THE PROPOSED ITEMS OF WORK IN THE CONTRACT.
12. CONTRACTOR SHALL REMOVE ANY TEMPORARY AND PERMANENT PAVEMENT MARKINGS CONFLICTING WITH PROPOSED MOT BY METHODS APPROVED BY THE ENGINEER. REMOVAL FOR THESE PURPOSES SHALL BE CONSIDERED INCLUDED IN THE PRICE OF TEMPORARY PAVEMENT MARKINGS.
13. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL SIDE STREETS AND DRIVEWAYS (UNLESS OTHERWISE NOTED) BY UTILIZING STAGED CONSTRUCTION, FLAGGERS, TEMPORARY ACCESSES, OR OTHER METHODS APPROVED BY THE ENGINEER. THIS WORK SHALL NOT BE CONSIDERED FOR ADDITIONAL, PAYMENT BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS OF WORK.
14. ALL TRAFFIC SIGNS MUST CONFORM TO THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND MUST MEET THE APPROVAL OF THE ENGINEER REGARDING LOCATION, TYPE, SIZE, NUMBER, AND DURATION OF MOUNTING.
15. REGULATORY, WARNING, AND GUIDE SIGNS CONFLICTING WITH THE PROPOSED IMPROVEMENT MUST BE RELOCATED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. THE COST WILL BE INCIDENTAL TO TRAFFIC CONTROL AND PROTECTION (SPECIAL).
16. ALL TRAVEL LANE DIMENSIONS ARE FROM THE CENTER OF PAVEMENT MARKING TO THE FACE OF CURB/ CENTER OF PAVEMENT MARKING.
17. PAVEMENT MARKING TAPE, TY III SHALL BE USED ON ALL SURFACES AND ON FINISHED PAVEMENT PRIOR TO FINAL PAVEMENT MARKING PLACEMENT. THIS WORK SHALL BE PAID FOR AS PAVEMENT MARKING TAPE, TY III OF THE SIZE SPECIFIED.
18. MAXIMUM WEIGHT LIMIT FOR CONSTRUCTION VEHICLES ON EXISTING ADDISON CREEK BRIDGE IS 15 TONS. NO VEHICLES IN EXCESS OF 15 TONS SHALL BE ALLOWED ON BRIDGE FOR ANY LENGTH OF TIME WITHOUT APPROVAL OF THE ENGINEER.
19. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND PACE TO ENSURE THERE ARE SAFE PASSAGES TO AND FROM EXISTING OR RELOCATED BUS STOPS THROUGHOUT CONSTRUCTION, THE COST FOR WHICH SHALL BE INCLUDED IN THE PAY ITEM TRAFFIC CONTROL AND PROTECTION (SPECIAL).
20. THE CONTRACTOR SHALL PROVIDE MAINTENANCE OF TRAFFIC ON S. 25TH AVE. WHILE BRIDGE WORK PROCEEDS. UTILIZE IDOT STANDARD 701611-01 FOR HALF-ROAD CLOSURE.

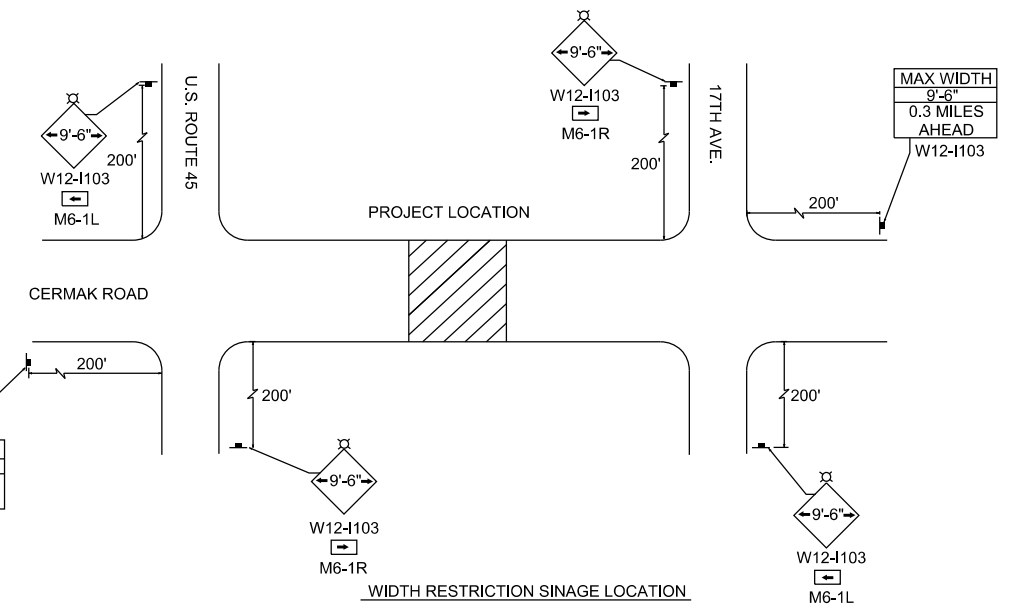
**TEMPORARY TAPER LENGTHS**

UNLESS OTHERWISE SPECIFIED, TEMPORARY TAPER LENGTHS SHALL BE PER THE FORMULA BELOW:

$$L = \frac{WS^2}{60}$$

WHERE:

W = WIDTH OF OFFSET IN FEET  
S = NORMAL POSTED SPEED IN MPH



WIDTH RESTRICTION SIGNAGE LOCATION

MODEL: Default  
FILE NAME: W:\191168 IDOT CermaK Road\CADD\_Sheets\PS\510162\151\_SHT\_MOT\_NOTES.dgn



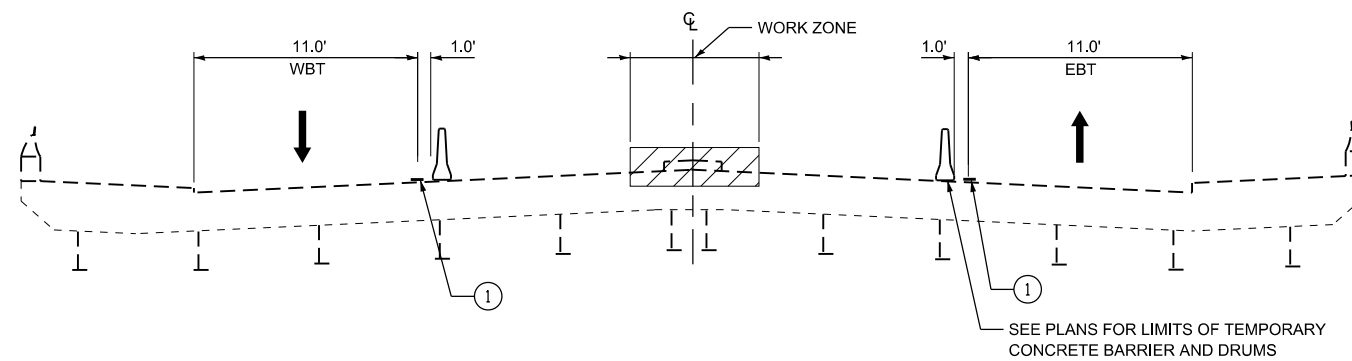
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	DRAWN - DR	REVISED -
PLOT SCALE = 2,000' / in.	CHECKED - MTK	REVISED -
PLOT DATE = 11/6/2020	DATE - 07/03/20	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

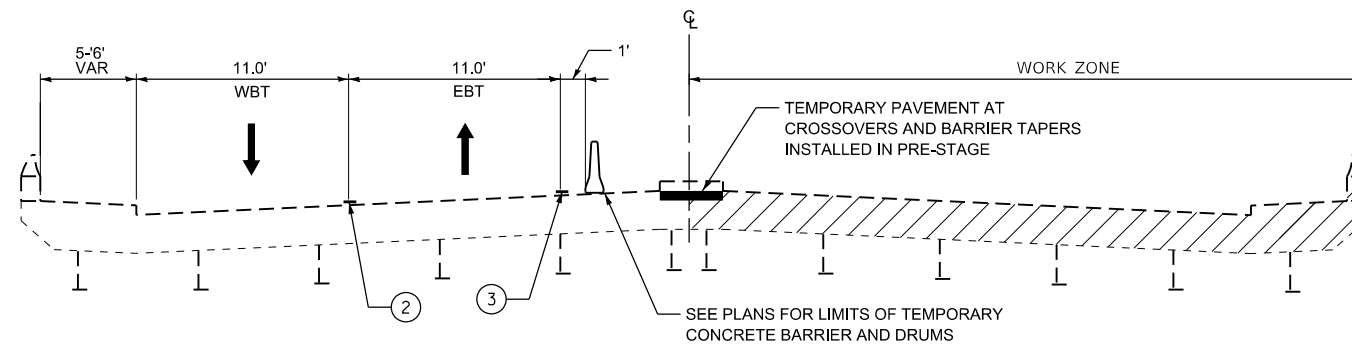
**SUGGESTED MAINTENANCE OF TRAFFIC GENERAL NOTES  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

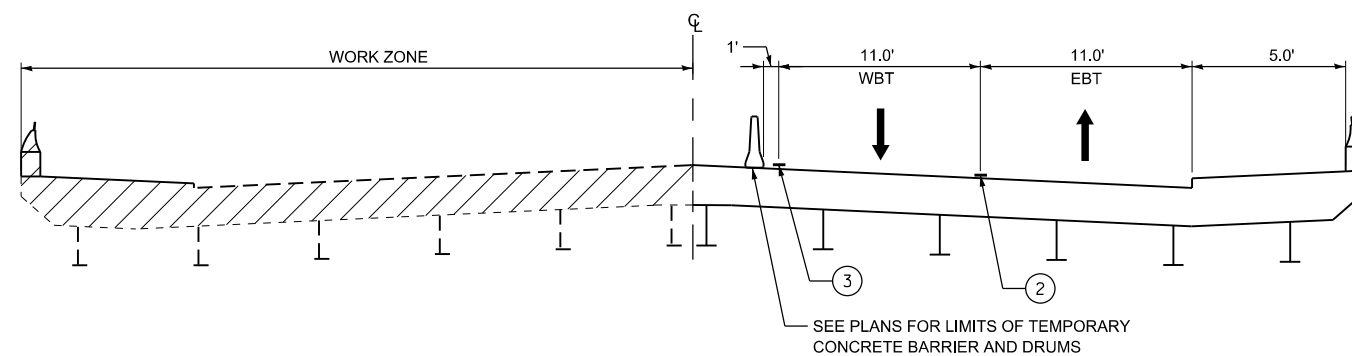
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	25
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



CERMAK RD. - PRE-STAGE & STAGE 3  
LOOKING EAST







CERMAK RD. - STAGE 1  
LOOKING EAST



CERMAK RD. - STAGE 2  
LOOKING EAST

NOTE:  
STAGE 2 LANE WIDTH ON BRIDGE OVER ADDISON CREEK IS 12'-0".

- ### LEGEND
-  WORK ZONE
  -  TEMPORARY PAVEMENT
  -  DRUM WITH FLASHING LIGHT (25' C-C, 20' C-C IN TAPERS)
  -  TEMPORARY CONCRETE BARRIER
  - EBT EASTBOUND THROUGH TRAFFIC
  - WBT WESTBOUND THROUGH TRAFFIC
  - ① TEMPORARY PAVEMENT MARKING (4" SOLID YELLOW)
  - ② TEMPORARY PAVEMENT MARKING (4" DOUBLE YELLOW)
  - ③ TEMPORARY PAVEMENT MARKING (4" SOLID WHITE)

MODEL: D:\m\11\168 IDOT\_Cermak\_Road\CADD\_Sheets\62H51\62H51\_SHT\_TYPICALS.dgn



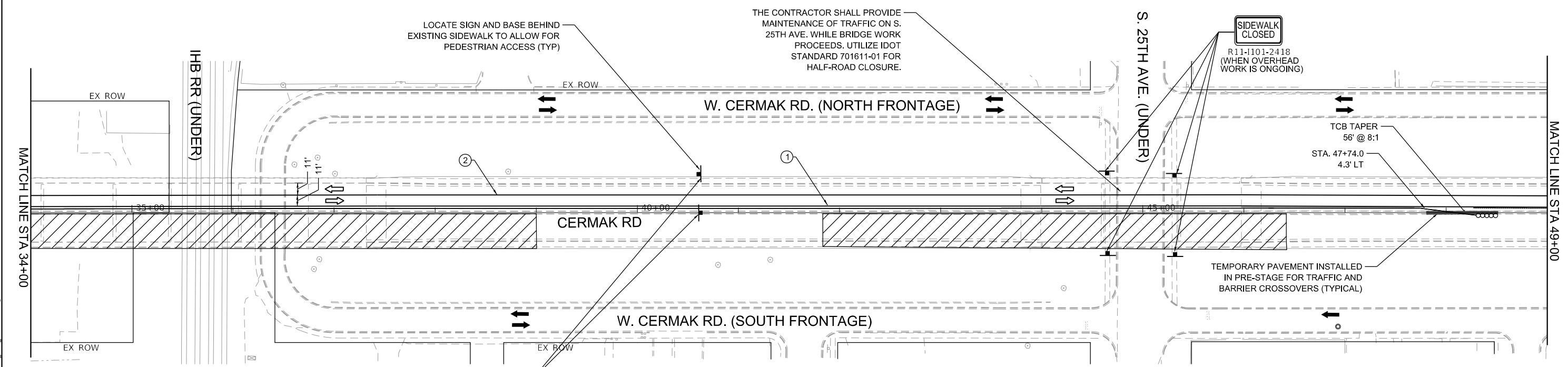
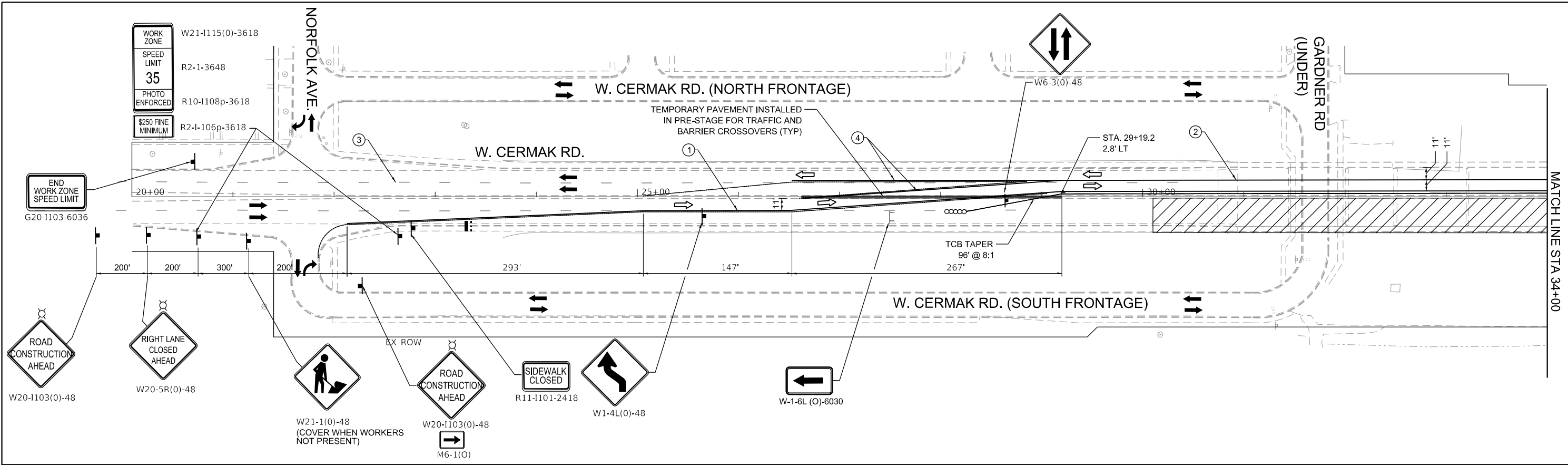
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DRAWN - DR	CHECKED - MTK	REVISIONS -
PLOT SCALE = 10.0000 ' / in.	DATE - 07/03/20	REVISIONS -
PLOT DATE = 11/6/2020		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC TYPICAL SECTIONS  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK

SCALE: NTS SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	26
CONTRACT NO. 62H51				
ILLINOIS		FED. AID PROJECT		



WORK ZONE	W21-1115(0)-3618
SPEED LIMIT	R2-1-3648
PHOTO ENFORCED	R10-1108p-3618
\$250 FINE MINIMUM	R2-1-106p-3618

**LEGEND**

- ① TEMPORARY PAVEMENT MARKING (4" SOLID WHITE)
- ② TEMPORARY PAVEMENT MARKING (4" DOUBLE YELLOW)
- ③ EXISTING PERMANENT OR PRIOR STAGE TEMPORARY MARKING
- ④ TEMPORARY PAVEMENT MARKING (4" SOLID YELLOW)
- ⑤ TEMPORARY PAVEMENT MARKING (6" WHITE, 2' DASH-6" SKIP)
- ⑥ TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS
- ⑦ TEMPORARY PAVEMENT MARKING (24" SOLID WHITE)
- ⑧ TEMPORARY PAVEMENT MARKING (6" WHITE)
- ⑨ TEMPORARY PAVEMENT MARKING (8" YELLOW)
- ▨ WORK ZONE
- TEMPORARY PAVEMENT
- ← EXISTING TRAFFIC FLOW DIRECTION (FOR INFORMATIONAL PURPOSES)
- ⇄ TEMPORARY FLOW DIRECTION (FOR INFORMATIONAL PURPOSES)
- ⚡ TYPE III BARRICADE WITH FLASHING UNIT
- ⇄ ARROW BOARD (SUPPORT OR TRAILER)
- BARRICADE OR DRUM (25' C-C, 20' C-C IN TAPERS) WITH FLASHING LIGHT
- ∞ IMPACT ATTENUATORS
- ⚡ FLASHING/STEADY BURNING LIGHT ATOP SIGN
- ▬ TEMPORARY CONCRETE BARRIER

- NOTES:**
- SEE SUGGESTED CONSTRUCTION STAGING AND MAINTENANCE OF TRAFFIC GENERAL NOTES ON SHEETS MOT-01 THROUGH MOT-03.
  - ALL CONFLICTING TEMPORARY PAVEMENT MARKINGS TO BE REMOVED USING WORK ZONE PAVEMENT MARKING REMOVAL.



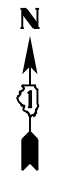
USER NAME = WInson	DESIGNED -	REVISED -
	DRAWN - DR	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED - MTK	REVISED -
PLOT DATE = 11/6/2020	DATE - 07/03/20	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

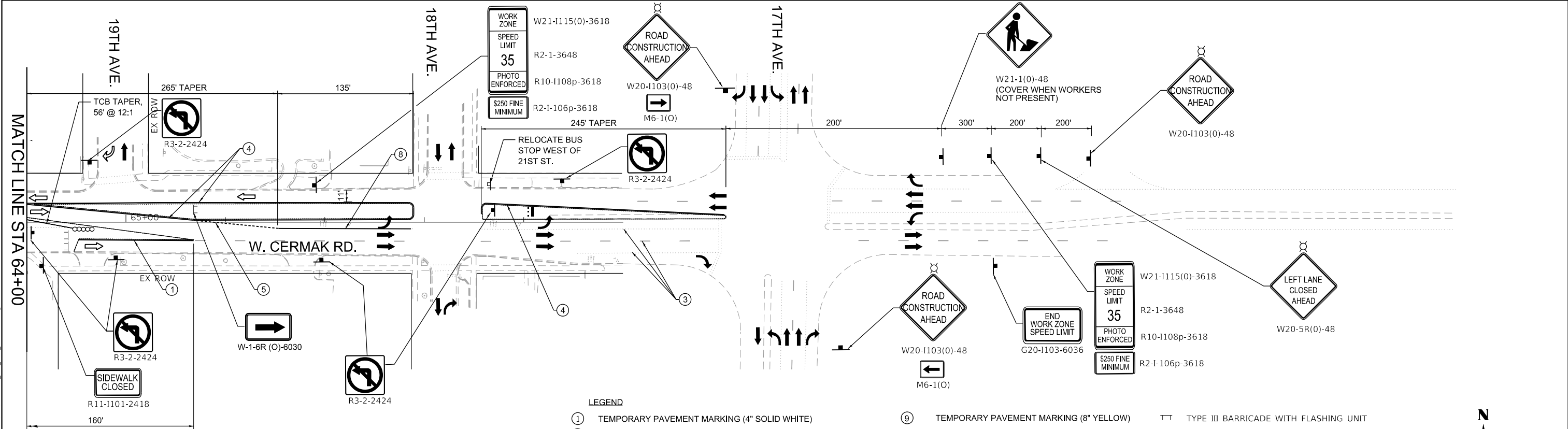
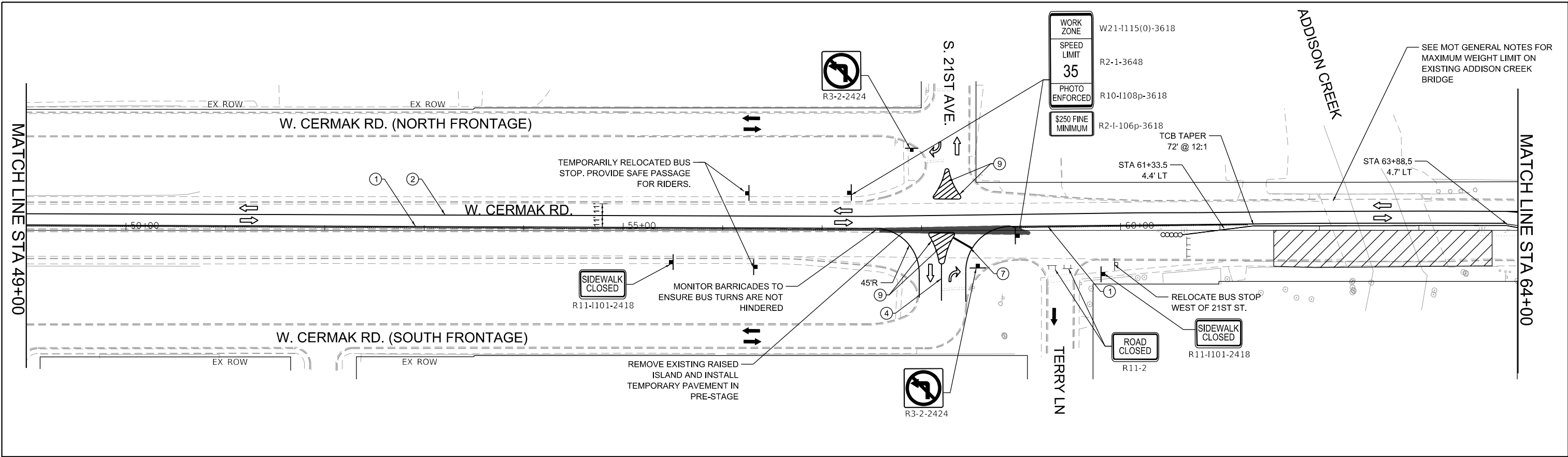
**SUGGESTED MAINTENANCE OF TRAFFIC STAGE 1  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: 1"=50'    SHEET OF SHEETS    STA. 20+00 TO STA. 49+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	27
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



MODEL: Default  
FILE NAME: W21-1115(0)-3618\_Cermak\_RoadCADD\_Sheets\APSD1621151\_SHT\_MOT\_STAGE1-01.dgn

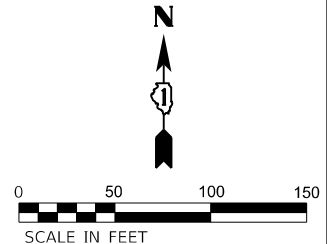


**LEGEND**

①	TEMPORARY PAVEMENT MARKING (4" SOLID WHITE)	⑨	TEMPORARY PAVEMENT MARKING (8" YELLOW)	TT	TYPE III BARRICADE WITH FLASHING UNIT
②	TEMPORARY PAVEMENT MARKING (4" DOUBLE YELLOW)	▨	WORK ZONE	⇄	ARROW BOARD (SUPPORT OR TRAILER)
③	EXISTING PERMANENT OR PRIOR STAGE TEMPORARY MARKING	■	TEMPORARY PAVEMENT	○	BARRICADE OR DRUM (25' C-C, 20' C-C IN TAPERS) WITH FLASHING LIGHT
④	TEMPORARY PAVEMENT MARKING (4" SOLID YELLOW)	⇄	EXISTING TRAFFIC FLOW DIRECTION (FOR INFORMATIONAL PURPOSES)	○○○○	IMPACT ATTENUATORS
⑤	TEMPORARY PAVEMENT MARKING (6" WHITE, 2' DASH-6" SKIP)	⇄	TEMPORARY FLOW DIRECTION (FOR INFORMATIONAL PURPOSES)	⊥	TRAFFIC CONTROL SIGN
⑥	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	⇄	TEMPORARY FLOW DIRECTION (FOR INFORMATIONAL PURPOSES)	⊥/⊥	FLASHING/STEADY BURNING LIGHT ATOP SIGN
⑦	TEMPORARY PAVEMENT MARKING (24" SOLID WHITE)	▬	TEMPORARY CONCRETE BARRIER		
⑧	TEMPORARY PAVEMENT MARKING (6" WHITE)				

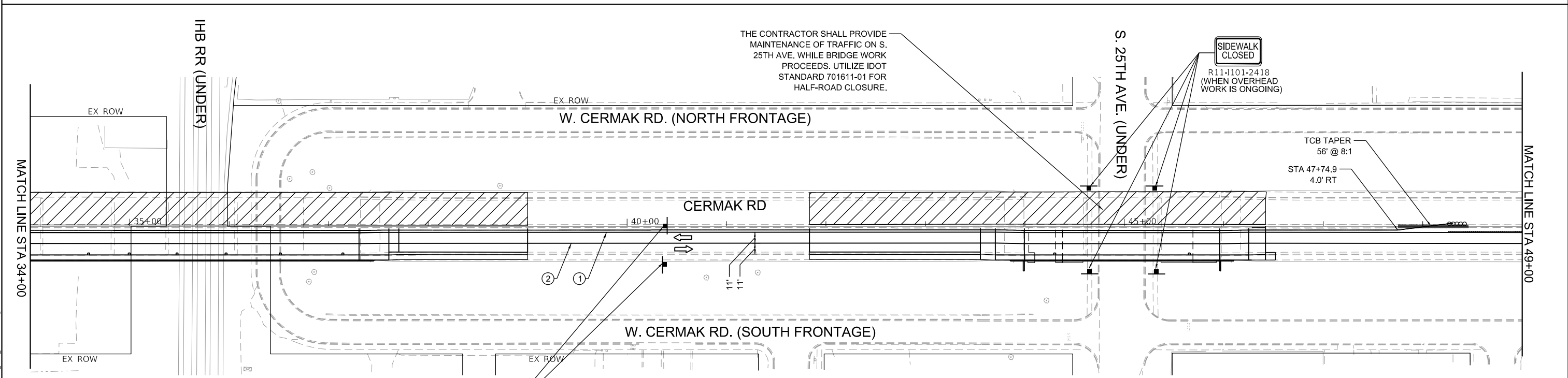
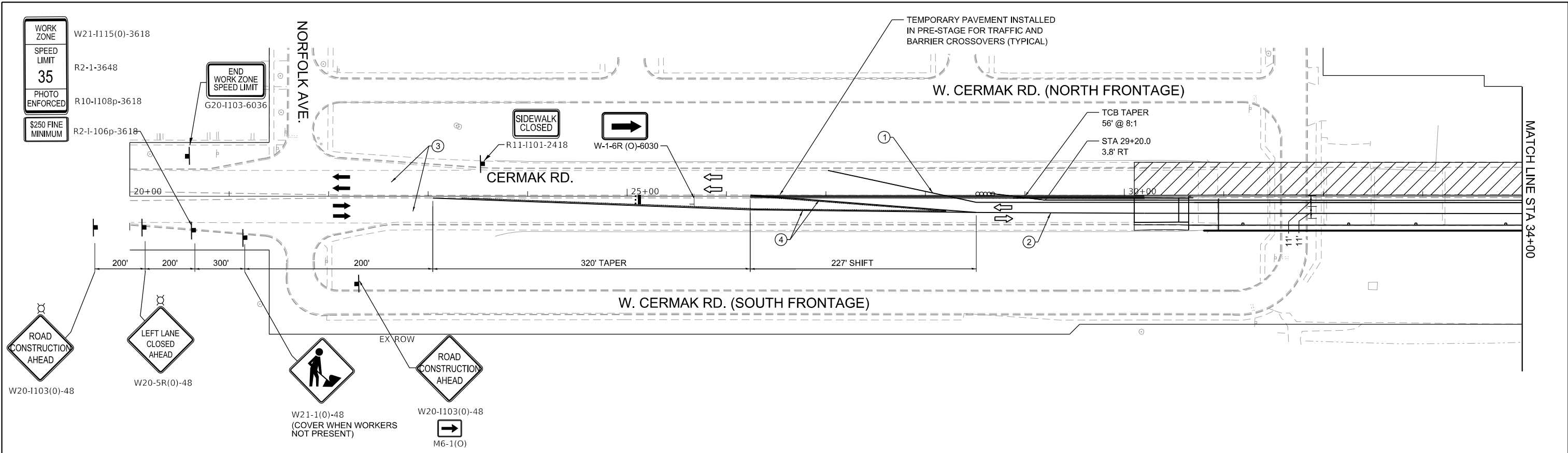
**NOTES:**

- SEE SUGGESTED CONSTRUCTION STAGING AND MAINTENANCE OF TRAFFIC GENERAL NOTES ON SHEETS MOT-01 THROUGH MOT-03.
- ALL CONFLICTING TEMPORARY PAVEMENT MARKINGS TO BE REMOVED USING WORK ZONE PAVEMENT MARKING REMOVAL.



	USER NAME = Winson	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUGGESTED MAINTENANCE OF TRAFFIC STAGE 1 CERMAK RD OVER IHB RR, 25th AVE, &amp; ADDISON CREEK</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100,000' / in.	CHECKED - MTK	REVISED -			1453	2018-126-BR	COOK	194	28
	PLOT DATE = 11/6/2020	DATE - 07/03/20	REVISED -	SCALE: 1"=50'	SHEET OF SHEETS	STA. 49+00	TO STA. 79+00	ILLINOIS FED. AID PROJECT		

MODEL: D:\m\11\1168 IDOT\_Cermak\_RoadCADD\_Sheets\MOT\STAGE-1-02.dwg  
 FILE NAME: W21-1115(0)-3618\_SHT\_MOT\_STAGE-1-02.dwg



**NOTES:**

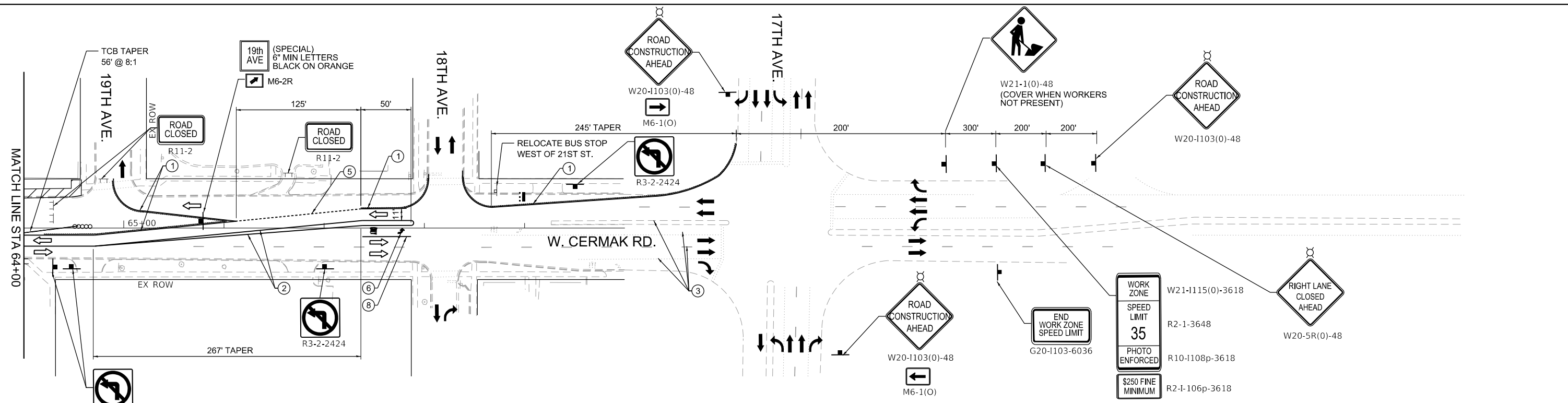
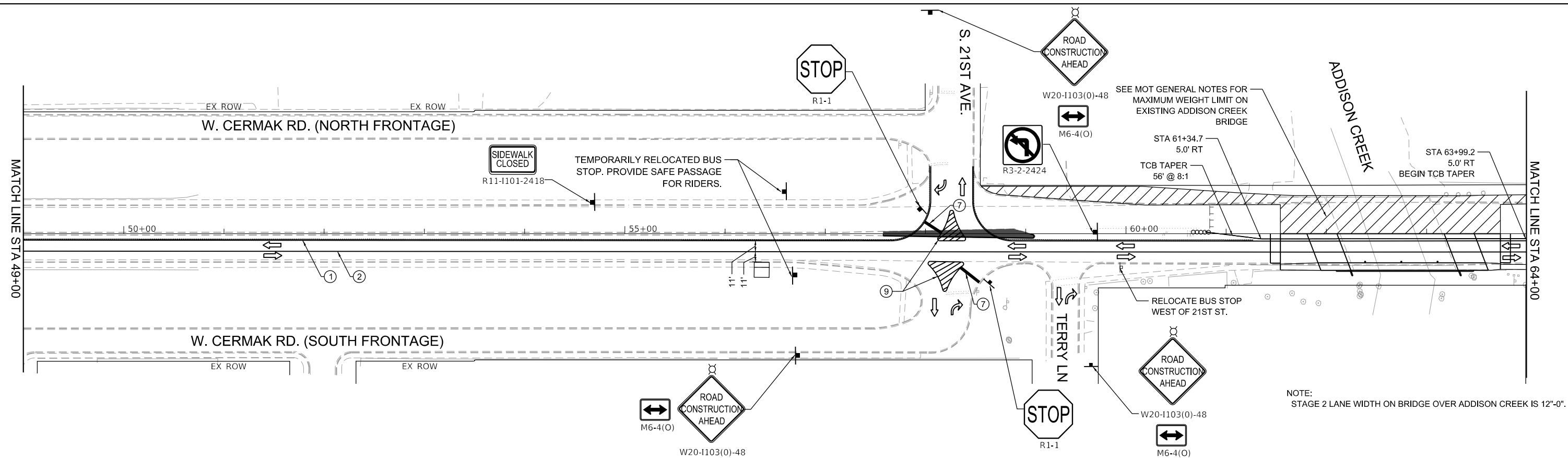
- SEE SUGGESTED CONSTRUCTION STAGING AND MAINTENANCE OF TRAFFIC GENERAL NOTES ON SHEETS MOT-01 THROUGH MOT-03.
- ALL CONFLICTING TEMPORARY PAVEMENT MARKINGS TO BE REMOVED USING WORK ZONE PAVEMENT MARKING REMOVAL.

**LEGEND**

① TEMPORARY PAVEMENT MARKING (4" SOLID WHITE)	⑨ TEMPORARY PAVEMENT MARKING (8" YELLOW)	TT TYPE III BARRICADE WITH FLASHING UNIT
② TEMPORARY PAVEMENT MARKING (4" DOUBLE YELLOW)	▨ WORK ZONE	ARROW BOARD (SUPPORT OR TRAILER)
③ EXISTING PERMANENT OR PRIOR STAGE TEMPORARY MARKING	■ TEMPORARY PAVEMENT	BARRICADE OR DRUM (25' C-C, 20' C-C IN TAPERS) WITH FLASHING LIGHT
④ TEMPORARY PAVEMENT MARKING (4" SOLID YELLOW)	← EXISTING TRAFFIC FLOW DIRECTION (FOR INFORMATIONAL PURPOSES)	○○○○ IMPACT ATTENUATORS
⑤ TEMPORARY PAVEMENT MARKING (6" WHITE, 2' DASH-6" SKIP)	⇐ TEMPORARY FLOW DIRECTION (FOR INFORMATIONAL PURPOSES)	⊥ TRAFFIC CONTROL SIGN
⑥ TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS		⊠ FLASHING/STEADY BURNING LIGHT ATOP SIGN
⑦ TEMPORARY PAVEMENT MARKING (24" SOLID WHITE)		▬ TEMPORARY CONCRETE BARRIER
⑧ TEMPORARY PAVEMENT MARKING (6" WHITE)		

	USER NAME = Winson	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUGGESTED MAINTENANCE OF TRAFFIC STAGE 2 CERMAK RD OVER IHB RR, 25th AVE, &amp; ADDISON CREEK</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 100,0000' / in.	CHECKED - MTK	REVISED -		SCALE: 1"=50'	SHEET	OF	SHEETS	STA. 20+00	TO STA. 49+00	1453	2018-126-BR	COOK
	PLOT DATE = 11/6/2020	DATE - 07/03/20	REVISED -					CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT		

MODEL: D:\default  
 FILE NAME: W21-115(0)-3618 IDOT\_CermaK\_RoadCADD\_Sheets\MSD162151\_SHT\_MOT\_STAGE2-01.dgn

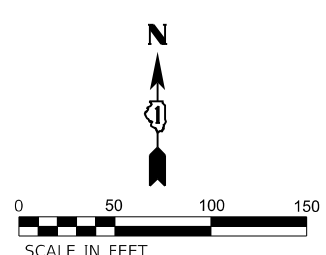


**LEGEND**

①	TEMPORARY PAVEMENT MARKING (4" SOLID WHITE)	⑨	TEMPORARY PAVEMENT MARKING (8" YELLOW)	▤	TYPE III BARRICADE WITH FLASHING UNIT
②	TEMPORARY PAVEMENT MARKING (4" DOUBLE YELLOW)	▨	WORK ZONE	→	ARROW BOARD (SUPPORT OR TRAILER)
③	EXISTING PERMANENT OR PRIOR STAGE TEMPORARY MARKING	▬	TEMPORARY PAVEMENT	○	BARRICADE OR DRUM (25' C-C, 20' C-C IN TAPERS) WITH FLASHING LIGHT
④	TEMPORARY PAVEMENT MARKING (4" SOLID YELLOW)	↔	EXISTING TRAFFIC FLOW DIRECTION (FOR INFORMATIONAL PURPOSES)	∞	IMPACT ATTENUATORS
⑤	TEMPORARY PAVEMENT MARKING (6" WHITE, 2' DASH-6" SKIP)	↔	TEMPORARY FLOW DIRECTION (FOR INFORMATIONAL PURPOSES)	⊥	TRAFFIC CONTROL SIGN
⑥	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS			⊥	FLASHING/STEADY BURNING LIGHT ATOP SIGN
⑦	TEMPORARY PAVEMENT MARKING (24" SOLID WHITE)			▬	TEMPORARY CONCRETE BARRIER
⑧	TEMPORARY PAVEMENT MARKING (6" WHITE)				

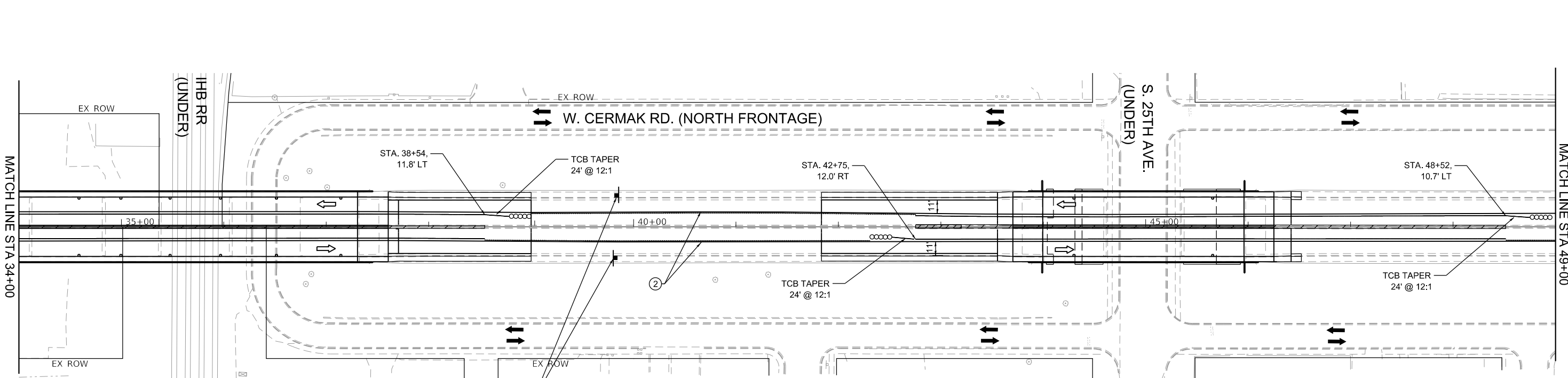
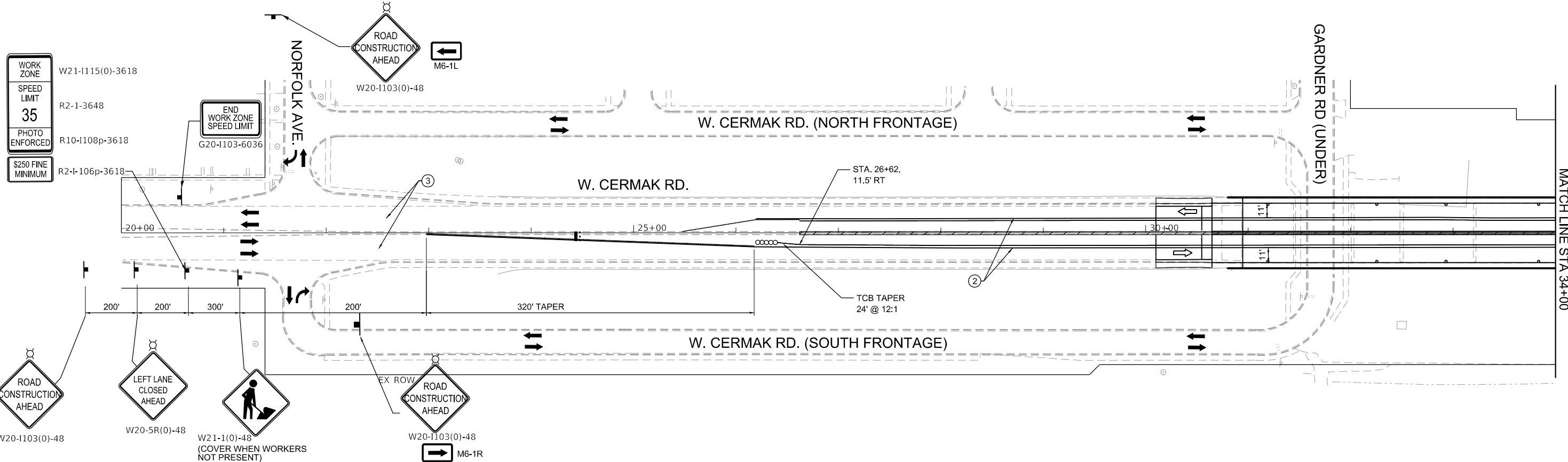
**NOTES:**

- SEE SUGGESTED CONSTRUCTION STAGING AND MAINTENANCE OF TRAFFIC GENERAL NOTES ON SHEETS MOT-01 THROUGH MOT-03.
- ALL CONFLICTING TEMPORARY PAVEMENT MARKINGS TO BE REMOVED USING WORK ZONE PAVEMENT MARKING REMOVAL.



MODEL: D:\mof\11\101168 IDOT\_Cermak\_Road\CADD\_Sheets\MOT\STAGE2-02.dgn  
 FILE NAME: W20-1103(0)-48 IDOT\_Cermak\_Road\CADD\_Sheets\MOT\STAGE2-02.dgn

	USER NAME = Winson	DESIGNED -	REvised -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUGGESTED MAINTENANCE OF TRAFFIC STAGE 2 CERMAK RD OVER IHB RR, 25th AVE, &amp; ADDISON CREEK</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100,0000' / in.	CHECKED - MTK	REvised -		SCALE: 1"=50'	SHEET	OF	SHEETS	STA. 49+00	TO STA. 79+00	ILLINOIS	FED. AID PROJECT
	PLOT DATE = 11/6/2020	DATE - 07/03/20	REvised -								CONTRACT NO. 62H51	



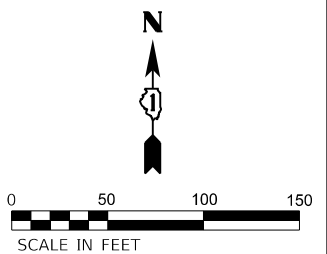
WORK ZONE	W21-1115(0)-3618
SPEED LIMIT	R2-1-3648
35	
PHOTO ENFORCED	R10-1108p-3618
\$250 FINE MINIMUM	R2-1-106p-3618

**LEGEND**

- ① TEMPORARY PAVEMENT MARKING (4" SOLID WHITE)
- ② TEMPORARY PAVEMENT MARKING (4" DOUBLE YELLOW)
- ③ EXISTING PERMANENT OR PRIOR STAGE TEMPORARY MARKING
- ④ TEMPORARY PAVEMENT MARKING (4" SOLID YELLOW)
- ⑤ TEMPORARY PAVEMENT MARKING (6" WHITE, 2' DASH-6" SKIP)
- ⑥ TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS
- ⑦ TEMPORARY PAVEMENT MARKING (24" SOLID WHITE)
- ⑧ TEMPORARY PAVEMENT MARKING (6" WHITE)
- ⑨ TEMPORARY PAVEMENT MARKING (8" YELLOW)
- ▨ WORK ZONE
- ▬ TEMPORARY PAVEMENT
- ← EXISTING TRAFFIC FLOW DIRECTION (FOR INFORMATIONAL PURPOSES)
- ⇐ TEMPORARY FLOW DIRECTION (FOR INFORMATIONAL PURPOSES)
- ⚡ TYPE III BARRICADE WITH FLASHING UNIT
- ⇄ ARROW BOARD (SUPPORT OR TRAILER)
- ⚡ BARRICADE OR DRUM (25' C-C, 20' C-C IN TAPERS) WITH FLASHING LIGHT
- ∞ IMPACT ATTENUATORS
- ⚡ TRAFFIC CONTROL SIGN
- ⚡ FLASHING/STEADY BURNING LIGHT ATOP SIGN
- ▬ TEMPORARY CONCRETE BARRIER

**NOTES:**

- SEE SUGGESTED CONSTRUCTION STAGING AND MAINTENANCE OF TRAFFIC GENERAL NOTES ON SHEETS MOT-01 THROUGH MOT-03.
- ALL CONFLICTING TEMPORARY PAVEMENT MARKINGS TO BE REMOVED USING WORK ZONE PAVEMENT MARKING REMOVAL.



USER NAME = Winson	DESIGNED -	REVISED -
	DRAWN - DR	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED - MTK	REVISED -
PLOT DATE = 11/6/2020	DATE - 07/03/20	REVISED -

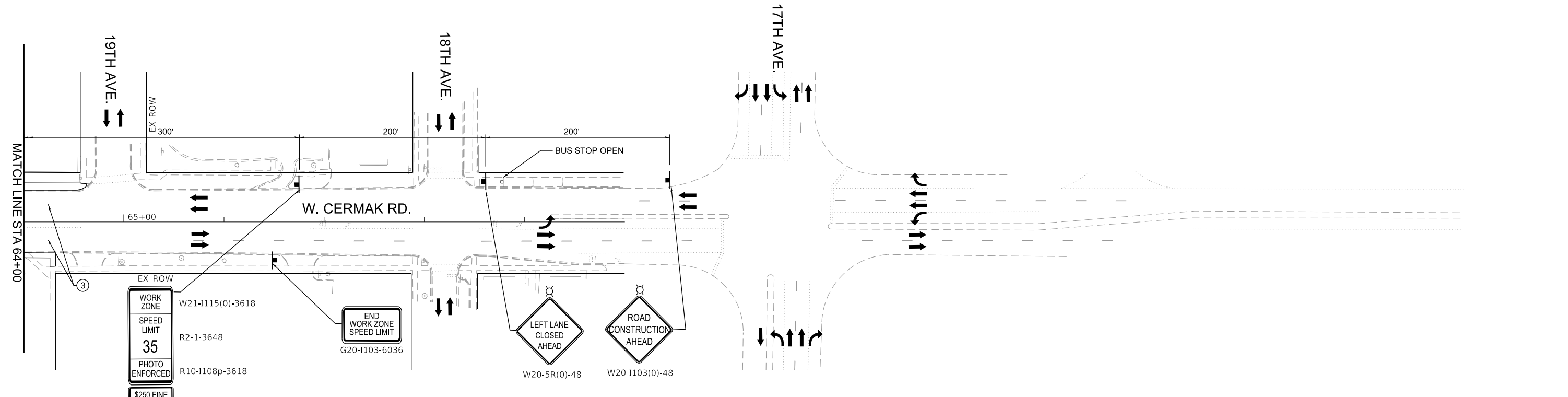
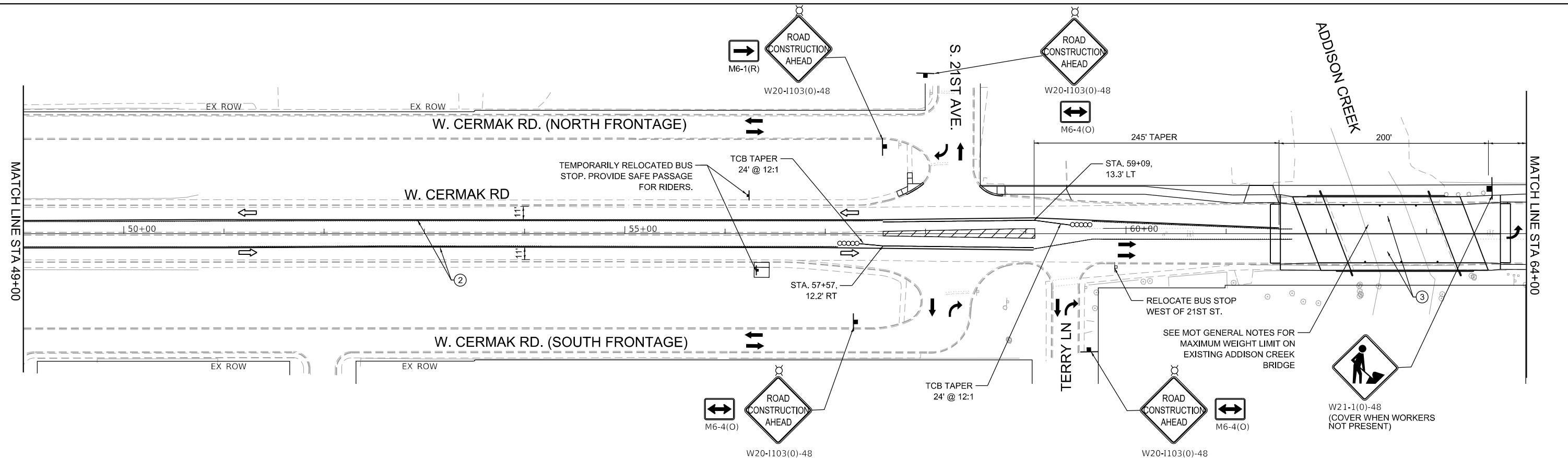
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC STAGE 3  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: 1"=50' SHEET OF SHEETS STA. 20+00 TO STA. 49+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	31
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

MODEL: Default; FILE NAME: W21-1115(0)-3618 DOT CermaK Road/CADD\_Sheets/MSD162151\_SHT\_MOT\_STAGE3-01.dgn



- LEGEND**
- ① TEMPORARY PAVEMENT MARKING (4" SOLID WHITE)
  - ② TEMPORARY PAVEMENT MARKING (4" DOUBLE YELLOW)
  - ③ EXISTING PERMANENT OR PRIOR STAGE TEMPORARY MARKING
  - ④ TEMPORARY PAVEMENT MARKING (4" SOLID YELLOW)
  - ⑤ TEMPORARY PAVEMENT MARKING (6" WHITE, 2' DASH-6" SKIP)
  - ⑥ TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS
  - ⑦ TEMPORARY PAVEMENT MARKING (24" SOLID WHITE)
  - ⑧ TEMPORARY PAVEMENT MARKING (6" WHITE)
  - ⑨ TEMPORARY PAVEMENT MARKING (8" YELLOW)
  - ▨ WORK ZONE
  - TEMPORARY PAVEMENT
  - EXISTING TRAFFIC FLOW DIRECTION (FOR INFORMATIONAL PURPOSES)
  - ⇄ TEMPORARY FLOW DIRECTION (FOR INFORMATIONAL PURPOSES)
  - TT TYPE III BARRICADE WITH FLASHING UNIT
  - ⇄ ARROW BOARD (SUPPORT OR TRAILER)
  - BARRICADE OR DRUM (25' C-C, 20' C-C IN TAPERS) WITH FLASHING LIGHT
  - ∞ IMPACT ATTENUATORS
  - ⊥ TRAFFIC CONTROL SIGN
  - ⊥ FLASHING/STEADY BURNING LIGHT ATOP SIGN
  - ▬ TEMPORARY CONCRETE BARRIER

**NOTES:**

- SEE SUGGESTED CONSTRUCTION STAGING AND MAINTENANCE OF TRAFFIC GENERAL NOTES ON SHEETS MOT-01 THROUGH MOT-03.
- ALL CONFLICTING TEMPORARY PAVEMENT MARKINGS TO BE REMOVED USING WORK ZONE PAVEMENT MARKING REMOVAL.



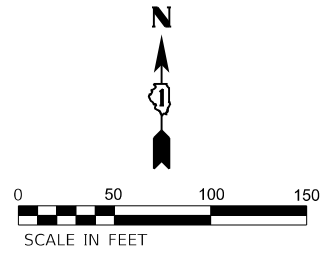
USER NAME = Winson	DESIGNED -	REVISED -
	DRAWN - DR	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED - MTK	REVISED -
PLOT DATE = 11/6/2020	DATE - 07/03/20	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC STAGE 3  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: 1"=50'    SHEET OF SHEETS    STA. 49+00 TO STA. 79+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	32
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



MODEL: D:\m\11\1168 IDOT\_Cermak\_Road\CADD\_Sheets\MSD162151\_SHT\_MOT\_STAGE3-02.dgn



**SOIL EROSION AND SEDIMENT CONTROL NOTES:**

1. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION.
2. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCIDENTAL.
3. SEE MAINTENANCE OF TRAFFIC PLANS FOR LIMITS OF CONSTRUCTION STAGING.
4. SEE DRAINAGE AND UTILITY PLANS FOR LOCATIONS OF EXISTING UTILITIES.
5. INLETS EXPOSED TO TRAFFIC WITH INLET FILTER PROTECTION SHALL HAVE FILTER BASKETS WITH OVERFLOW TO ALLOW FOR THE POSITIVE DRAINAGE OF WATER OFF THE ROADWAY. THESE INLETS SHALL BE CLEANED, WHEN NECESSARY, UTILIZING OFF-PEAK LANE CLOSURES AS APPROVED BY THE ENGINEER. THE COST OF TRAFFIC CONTROL FOR MAINTENANCE OF THE BASKETS SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF INLET FILTERS.
6. EROSION CONTROL WORK ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE CONTRACTOR WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS.
7. THE LANDSCAPING AND EROSION CONTROL MEASURES SHOWN ARE A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOB SITE INSPECTION BETWEEN THE CONTRACTOR AND THE RESIDENT ENGINEER.
8. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, LATEST EDITION, AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, CURRENT EDITION.
9. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
10. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINE BY THE ENGINEER.
11. THE CONTRACTOR SHALL CHECK ALL EROSION AND SEDIMENT CONTROL MEASURES WEEKLY AND AFTER EACH RAINFALL, 0.5 INCHES OR GREATER IN A 24 HOUR PERIOD, OR EQUIVALENT SNOWFALL. ADDITIONALLY, DURING WINTER MONTHS, ALL MEASURES SHOULD BE CHECKED BY THE CONTRACTOR AFTER EACH SIGNIFICANT SNOWMELT.
12. ALL EROSION CONTROL MEASURES MUST BE INSPECTED BY IDOT OR IDOT'S REPRESENTATIVE, AND THE INSPECTION REPORT MUST BE SIGNED BY THE CONTRACTOR EVERY SEVEN DAYS AND AFTER EACH 1/2 INCH RAIN EVENT OR EQUIVALENT SNOWFALL AND SIGNIFICANT SNOWMELT.
13. IN AREAS WHERE WORK IS COMPLETED, PERMANENT STABILIZATION SHALL OCCUR WITHIN ONE DAY OF COMPLETION, AND IN AREAS WHERE WORK HAS TEMPORARILY CEASED FOR 14 DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR WITHIN ONE DAY AFTER WORK HAS CEASED.
14. ALL EROSION AND SEDIMENT CONTROL MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT'S BEST MANAGEMENT PRACTICES - MAINTENANCE GUIDE: ([HTTP://IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL](http://idot.illinois.gov/transportation-system/environment/erosion-and-sediment-control)).
15. THE CONTRACTOR SHOULD PROVIDE TO THE RESIDENT ENGINEER A PLAN TO ENSURE THAT A STABILIZED FLOW LINE WILL BE PROVIDED DURING STORM SEWER CONSTRUCTION. THE USE OF A STABILIZED FLOW LINE BETWEEN INSTALLED STORM SEWER AND OPEN DISTURBANCE WILL REDUCE THE POTENTIAL FOR THE OFFSITE DISCHARGE OF SEDIMENT-BEARING WATERS, ESPECIALLY WHEN RAIN IS FORECASTED, SO THAT FLOW WILL NOT ERODE. LACK OF APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN ESC DEFICIENCY DEDUCTION.
16. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDDED AT ONE TIME.
17. THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE DEPARTMENT. ALL CONDITIONS OF THE 404 PERMIT, FOUND IN THE SPECIAL PROVISIONS, MUST BE FOLLOWED. AS A CONDITION OF THIS PERMIT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN (INCLUDING WORK WITHIN WETLANDS) TO THE DEPARTMENT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM WORK TECHNIQUES (INCLUDING WORK WITHIN WETLANDS) CAN BE FOUND ON THE USACE WEBSITE. THE USACE DEFINES AND DETERMINES IN-STREAM WORK. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM WORK PLAN (INCLUDING WORK WITHIN WETLANDS) 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 WITH THE EXCEPTION OF COFFERDAMS WHICH WILL BE PAID FOR AS COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK) WITH A BASIS OF PAYMENT OF EACH.
18. "WETLAND NO INTRUSION" SIGNAGE SHOULD BE PROVIDED AT THE BOUNDARY OF ALL UN-IMPACTED WETLANDS AND / OR WOUS. THE CONTRACTOR CAN BORROW THE SIGNS FROM THE BUREAU OF MAINTENANCE, INCLUDE TEMPORARY FENCING AND WETLAND SIGNAGE WITHIN THE EROSION AND SEDIMENT CONTROL STRATEGY.

**SOIL EROSION AND SEDIMENT CONTROL SPECIFICATIONS:**

A. GENERAL

1. THIS SOIL EROSION AND SEDIMENT CONTROL PLAN IS THE MINIMUM TO INITIATE THE PROJECT. IT IS EXPECTED TO CHANGE AS THE PROJECT PROCEEDS. ALL COSTS ASSOCIATED WITH SOIL EROSION AND SEDIMENTATION CONTROL IS THE OWNER'S/DEVELOPER'S RESPONSIBILITY, UNLESS OTHERWISE SPECIFIED IN THE SUPPLEMENTARY CONDITIONS.
2. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF ALL APPLICABLE PROVISIONS OF THE COUNTY CODE, THE ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL, IEPA STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL, IEPA STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENTATION CONTROL, AND ANY LOCAL POLLUTION CONTROL ORDINANCES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION AND MAINTENANCE OF ALL TEMPORARY AND PERMANENT SOIL EROSION AND SEDIMENTATION CONTROL MEASURES. ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL PERMANENT VEGETATION AND OR GROUND COVER HAS BEEN ESTABLISHED WITH COVERAGE AT LEAST 70 PERCENT.
4. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON THE SITE. BEST MANAGEMENT PRACTICES SHALL BE PERFORMED AND REVISED AS THE PROJECT REQUIRES AT NO EXPENSE TO THE ENGINEER.

B. IMPLEMENTATION

1. BEFORE STARTING CLEARING AND SITE GRADING WORK, SILT FENCES SHALL BE INSTALLED AS SHOWN ON THE PLANS, IF DIRECTED BY THE DESIGNATED EROSION CONTROL INSPECTOR OR LOCAL ENFORCEMENT OFFICER AND/OR IDOT ENGINEER. THE OWNER/DEVELOPER SHALL INSTALL ADDITIONAL SOIL AND EROSION CONTROL MEASURES AS NEEDED UTILIZING BEST MANAGEMENT PRACTICES.
2. INLET FILTER BASKETS SHALL BE INSTALLED AND MAINTAINED IN INTAKE STRUCTURES (I.E. INLETS AND CATCH BASINS.)
3. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, SEDIMENT AND EROSION CONTROL SHALL BE PROVIDED AROUND SUCH STOCKPILE. ANY PART OF THE STOCKPILE TO REMAIN UNTOUCHED FOR 14 DAYS MUST BE PROTECTED WITH TEMPORARY SOIL AND EROSION CONTROL MEASURES WITHIN 7 DAYS OF THE LAST DAY THE STOCKPILE WAS DISTURBED. TEMPORARY COVER SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED.
4. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING, INCLUDING STORMWATER RUNOFF, SHALL BE FILTERED PRIOR TO DISCHARGING TO THE STORMWATER SYSTEM.

C. MAINTENANCE AND INSPECTION

1. THE OWNER/DEVELOPER IS ULTIMATELY RESPONSIBLE UNLESS OTHERWISE SPECIFIED IN THE SUPPLEMENTARY CONDITIONS FOR THE INSTALLATION AND MAINTENANCE OF THE SOIL AND EROSION AND SEDIMENTATION CONTROL FOR THIS SITE. PRIOR TO ANY CONSTRUCTION ACTIVITY THE INITIAL SOIL EROSION AND SEDIMENTATION CONTROL MUST BE INSPECTED AND APPROVED BY THE REQUIRED AGENCY AND OR QUALIFIED PERSONNEL.
2. QUALIFIED PERSONNEL SHALL INSPECT THE DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN PERMANENTLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCH OR GREATER OR EQUIVALENT SNOWFALL AND SIGNIFICANT SNOWMELT.
3. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF/OR POTENTIAL FOR POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINT ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE SEDIMENT TRACKING. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN THE PLAN AND POLLUTION PREVENTION MEASURES IDENTIFIED IN THE PLAN SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. SUCH MODIFICATIONS SHALL PROVIDE FOR TIMELY IMPLEMENTATION OF ANY CHANGES TO THE PLAN WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE INSPECTION.
4. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S), AND QUALIFICATIONS OF PERSONNEL/ENGINEER MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, AND ACTIONS TAKEN SHALL BE MADE AND RETAINED AS PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR AT LEAST THREE (3) YEARS AFTER THE DATE OF INSPECTION. THE PERMITTEE SHALL COMPLETE AND SUBMIT WITHIN 24 HOURS AN INCIDENCE OF NONCOMPLIANCE OBSERVED DURING AN INSPECTION CONDUCTED. SUBMISSION SHALL BE ON FORMS PROVIDED BY THE AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NON-COMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NON-COMPLIANCE, AN INCIDENCE OF NON-COMPLIANCE IS DEFINED AS ANY NOTICEABLE DISCHARGE OF ANY SEDIMENT LEAVING THE SITE.

**SOIL EROSION AND SEDIMENT CONTROL CONSTRUCTION SEQUENCE:**







PRE-STAGE / STAGE 1:

- INSTALL NECESSARY TRAFFIC CONTROL DEVICES TO BEGIN PRESTAGE 1 AND STAGE 1 ON CERMAK ROAD
- INSTALL PERIMETER EROSION BARRIER AS SHOWN IN THE PLANS. A DOUBLE ROW SHALL BE INSTALLED ADJACENT TO ADDISON CREEK
- INSTALL TURBIDITY CURTAIN IN ADDISON CREEK
- INSTALL INLET FILTERS IN THE EXISTING STORM STRUCTURES ON CERMAK ROAD AS WELL AS THE ROADWAYS CROSSING UNDER CERMAK ROAD.
- PLACE TEMPORARY EROSION CONTROL SEEDING AND TEMPORARY EROSION CONTROL BLANKET ON ALL EXPOSED SURFACES.

STAGE 2:

- INSTALL NECESSARY TRAFFIC CONTROL DEVICES TO BEGIN STAGE 2 ON CERMAK ROAD.
- INSTALL PERIMETER EROSION BARRIER AS SHOWN IN THE PLANS. A DOUBLE ROW SHALL BE INSTALLED ADJACENT TO ADDISON CREEK.
- INSTALL TURBIDITY CURTAIN IN ADDISON CREEK
- INSTALL INLET FILTERS IN THE EXISTING STORM STRUCTURES ON CERMAK ROAD AS WELL AS THE ROADWAYS CROSSING UNDER CERMAK ROAD
- PLACE TEMPORARY EROSION CONTROL SEEDING AND TEMPORARY EROSION CONTROL BLANKET ON ALL EXPOSED SURFACES.

**SOIL EROSION AND SEDIMENT CONTROL LEGEND:**

-  TEMPORARY EROSION CONTROL BLANKET
-  PERIMETER EROSION BARRIER
-  INLET FILTER
-  TEMPORARY FENCE
-  TREE REMOVAL
-  STONE RIPRAP CL A-5 W/ FILTER FABRIC

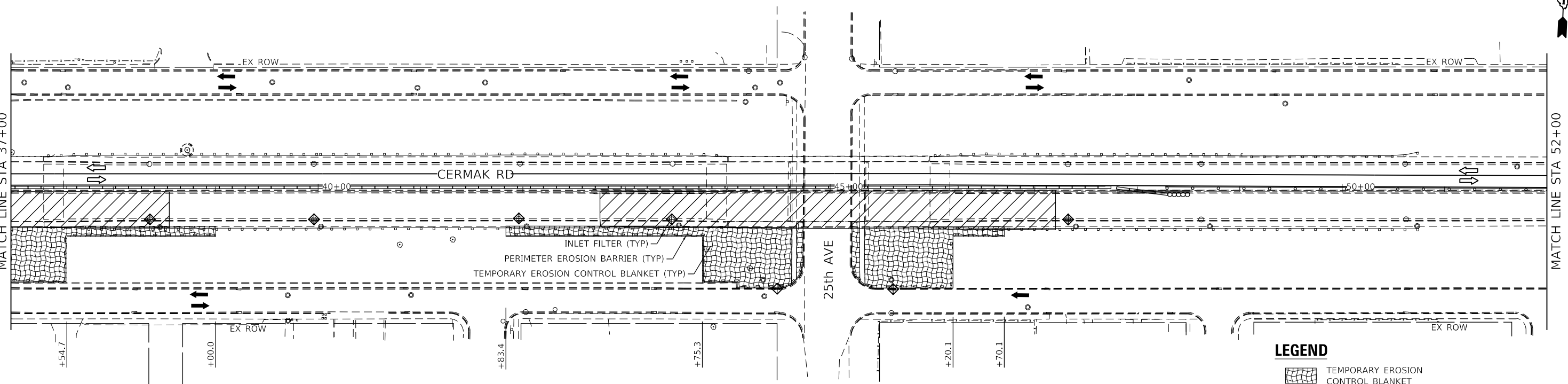
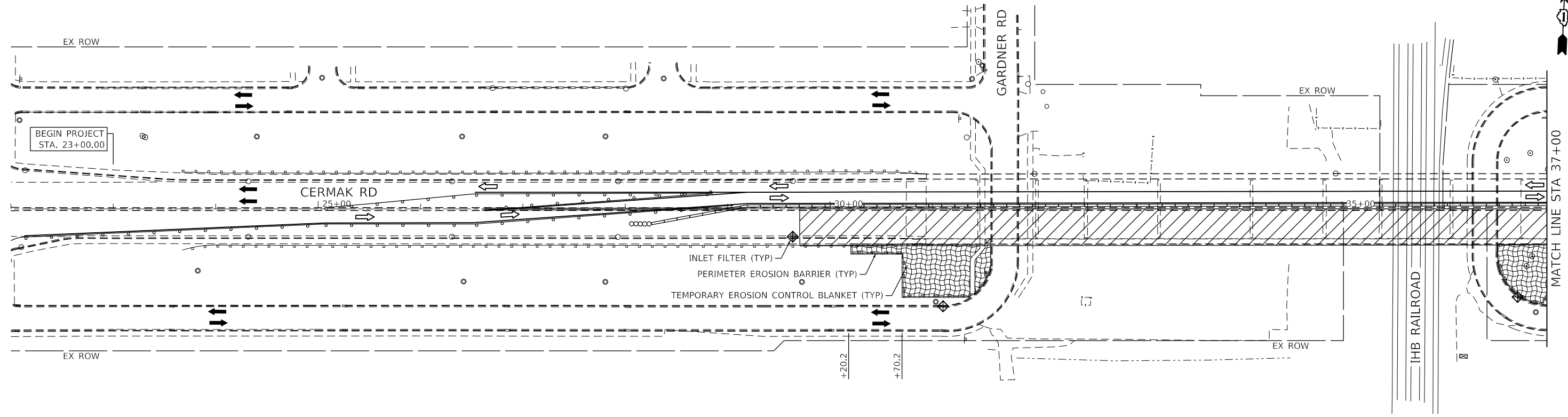
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




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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>EROSION AND SEDIMENT CONTROL GENERAL NOTES</b>				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
<b>CERMAK RD OVER IHB RR, 25th AVE, &amp; ADDISON CREEK</b>				1453	2018-126-BR	COOK	194	33
				CONTRACT NO. 62H51				
SCALE: N.T.S.	SHEET	OF	SHEETS	STA. N/A	TO STA. N/A	ILLINOIS FED. AID PROJECT		



- LEGEND**
-  TEMPORARY EROSION CONTROL BLANKET
  -  PERIMETER EROSION BARRIER
  -  INLET FILTER
  -  TEMPORARY FENCE

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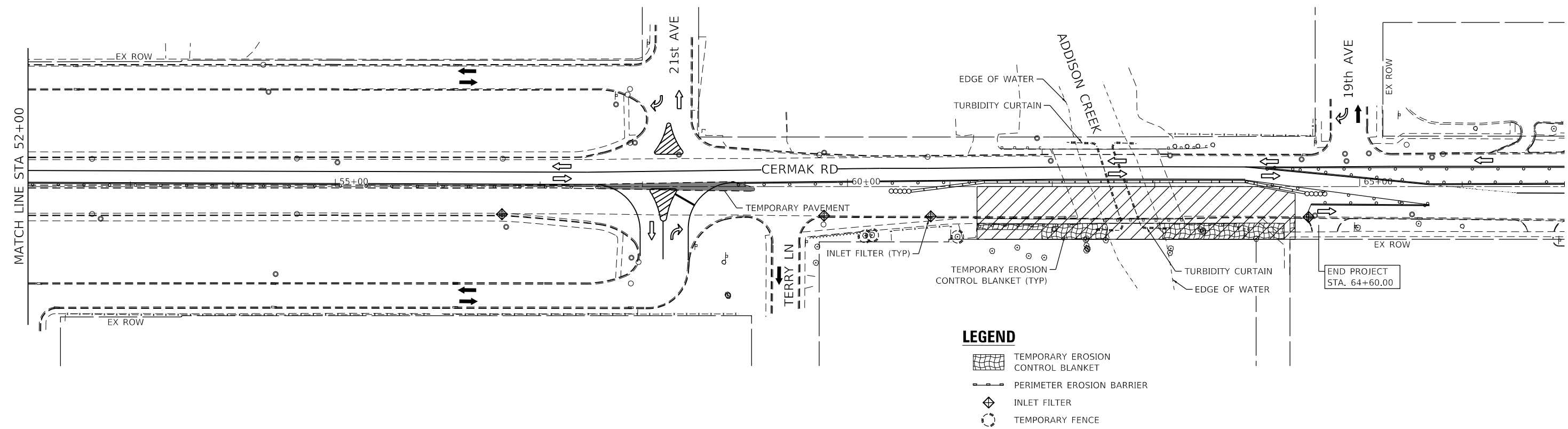
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**





**EROSION AND SEDIMENT CONTROL - STAGE 1**  
**CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: 1" = 50'    SHEET 1 OF 4 SHEETS    STA. 22+00 TO STA. 52+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	34
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



**LEGEND**

-  TEMPORARY EROSION CONTROL BLANKET
-  PERIMETER EROSION BARRIER
-  INLET FILTER
-  TEMPORARY FENCE

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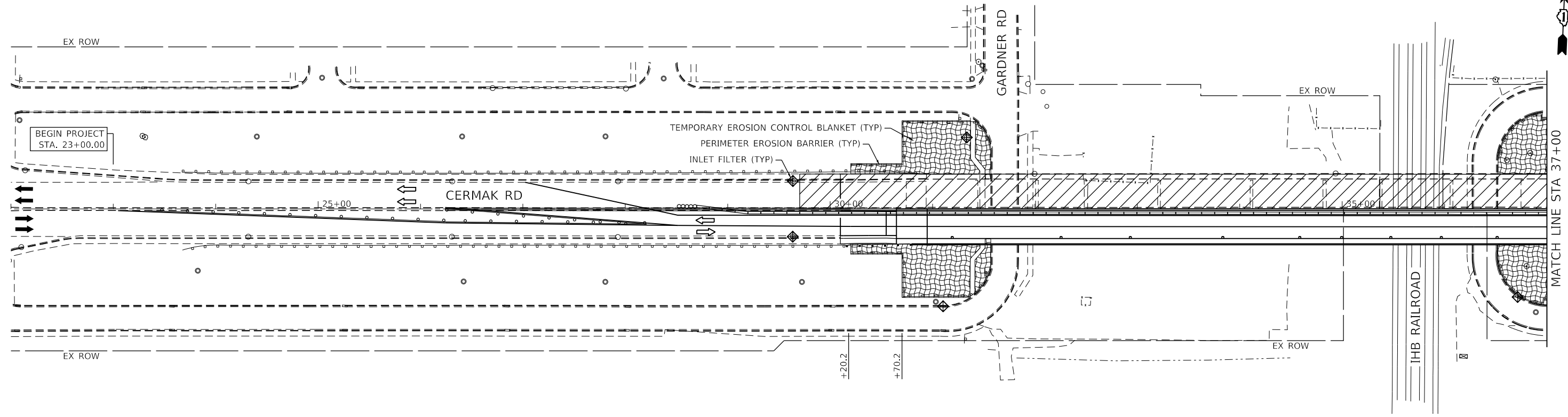


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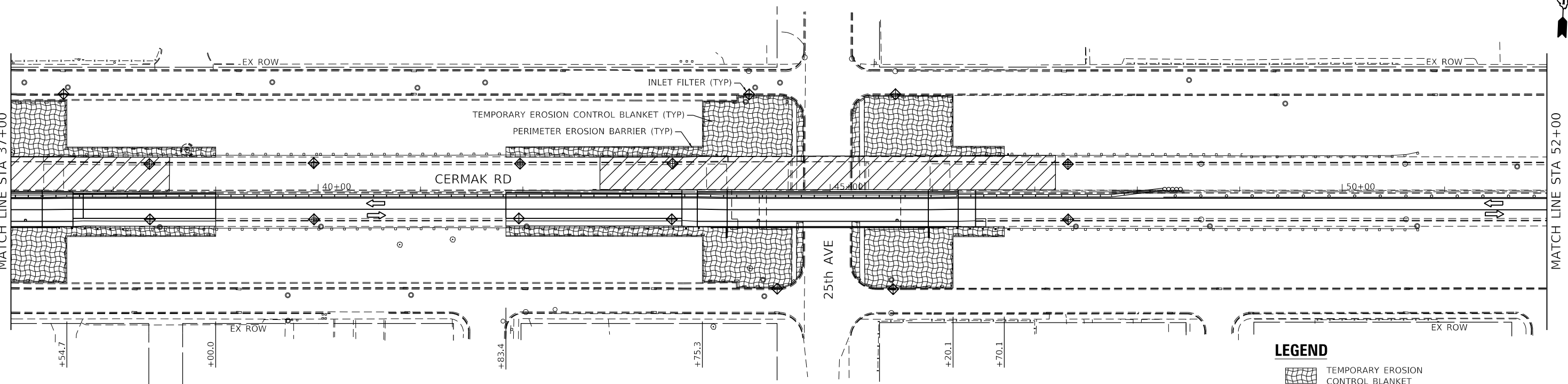
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>EROSION AND SEDIMENT CONTROL - STAGE I          CERMAK RD OVER IHB RR, 25th AVE, &amp; ADDISON CREEK</b>			
SCALE: 1" = 50'	SHEET 2 OF 4 SHEETS	STA. 52+00	TO STA. 67+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	35
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				







MATCH LINE STA 37+00



MATCH LINE STA 37+00

MATCH LINE STA 52+00

**LEGEND**

-  TEMPORARY EROSION CONTROL BLANKET
-  PERIMETER EROSION BARRIER
-  INLET FILTER
-  TEMPORARY FENCE

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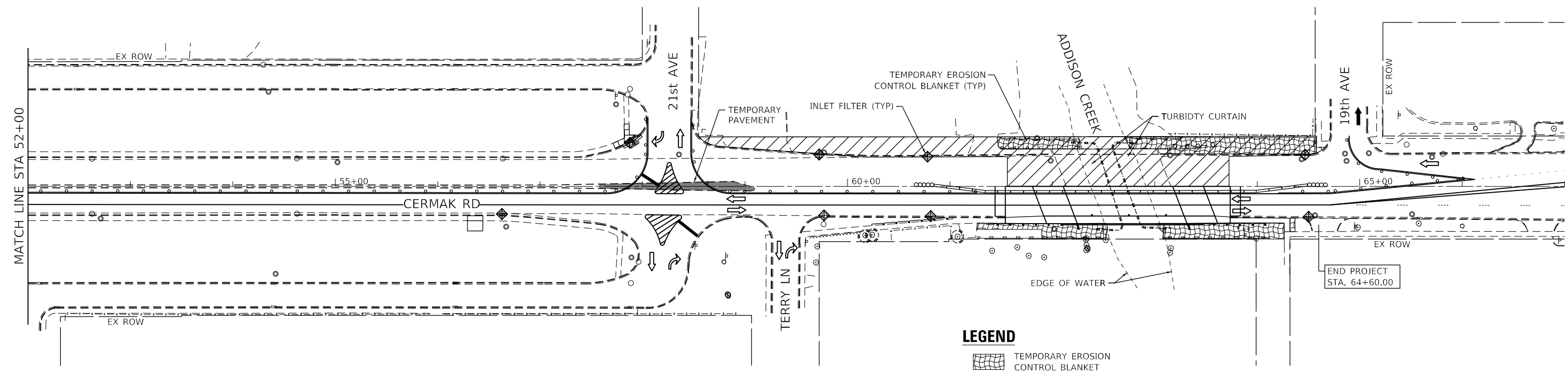
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENT CONTROL - STAGE 2  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**





SCALE: 1" = 50'    SHEET 3 OF 4 SHEETS    STA. 22+00 TO STA. 52+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	36
CONTRACT NO. 62H51				

ILLINOIS FED. AID PROJECT



**LEGEND**

-  TEMPORARY EROSION CONTROL BLANKET
-  PERIMETER EROSION BARRIER
-  INLET FILTER
-  TEMPORARY FENCE

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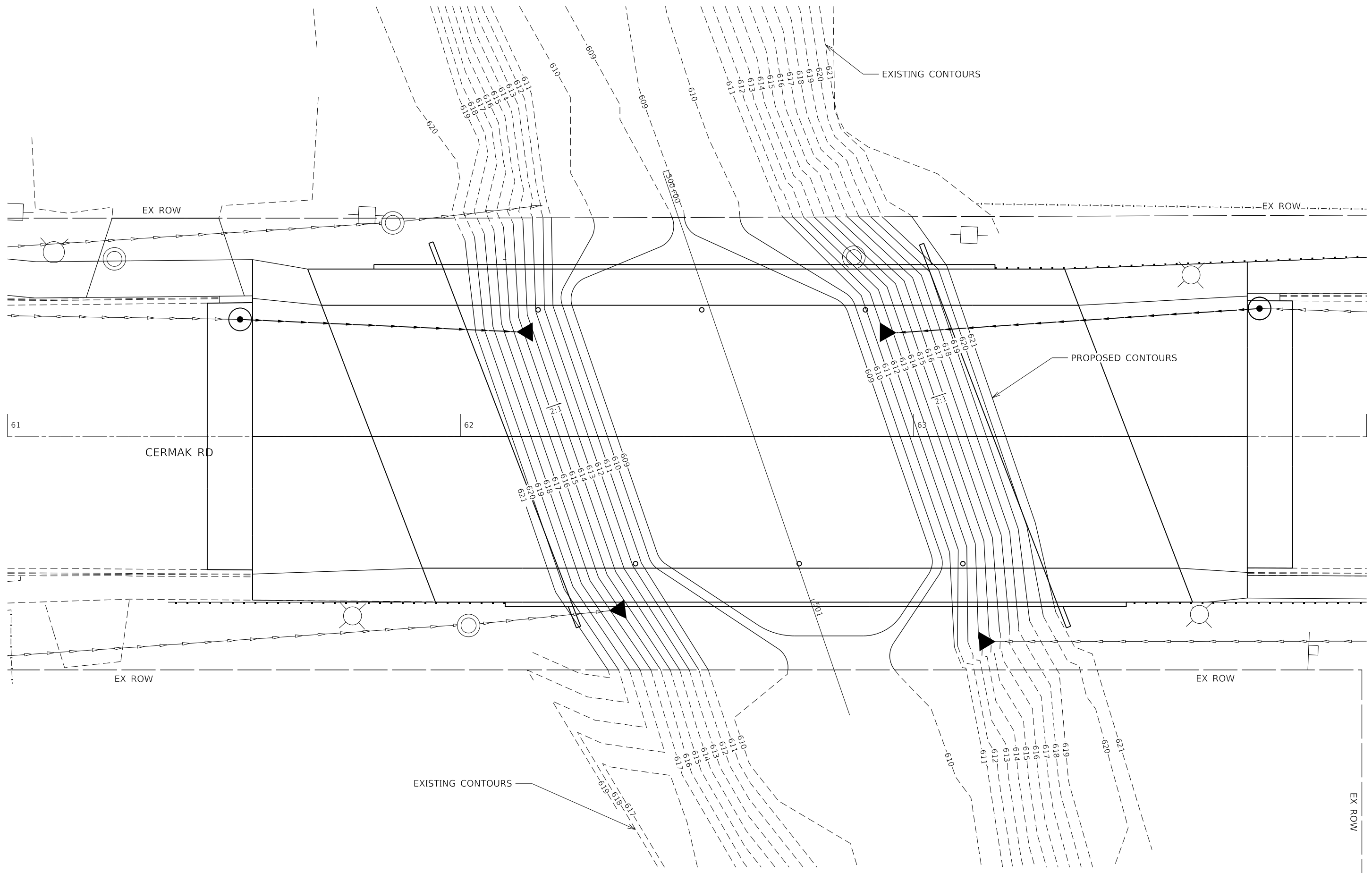
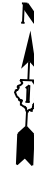
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENT CONTROL - STAGE 2  
 CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: 1" = 50'    SHEET 4 OF 4 SHEETS    STA. 52+00 TO STA. 67+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	37
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

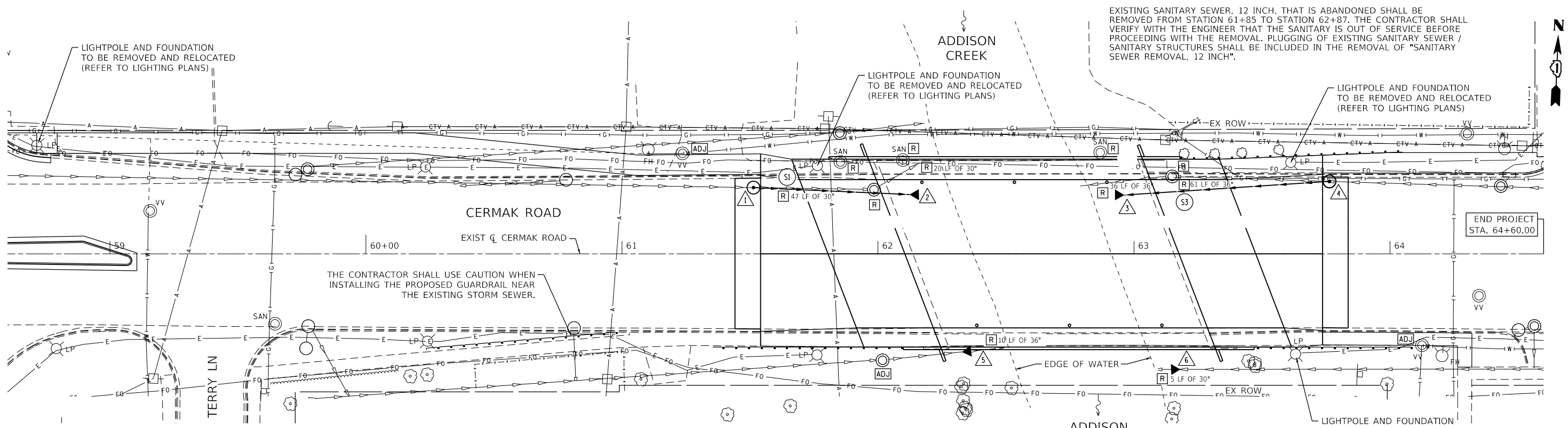
**GRADING PLAN**  
**CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**  
 SCALE: 1" = 10'    SHEET 1 OF 1 SHEETS    STA.    TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	38
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
PLAN	SURVEYED
	PLOTTED
	ALIGNMENT CHECKED
	NOTE BOOK
	NO.
	CADD FILE NAME
	NO.

DATE	
BY	
PROFILE	SURVEYED
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	NOTE BOOK
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	STRUCTURE NOTATION SHEET
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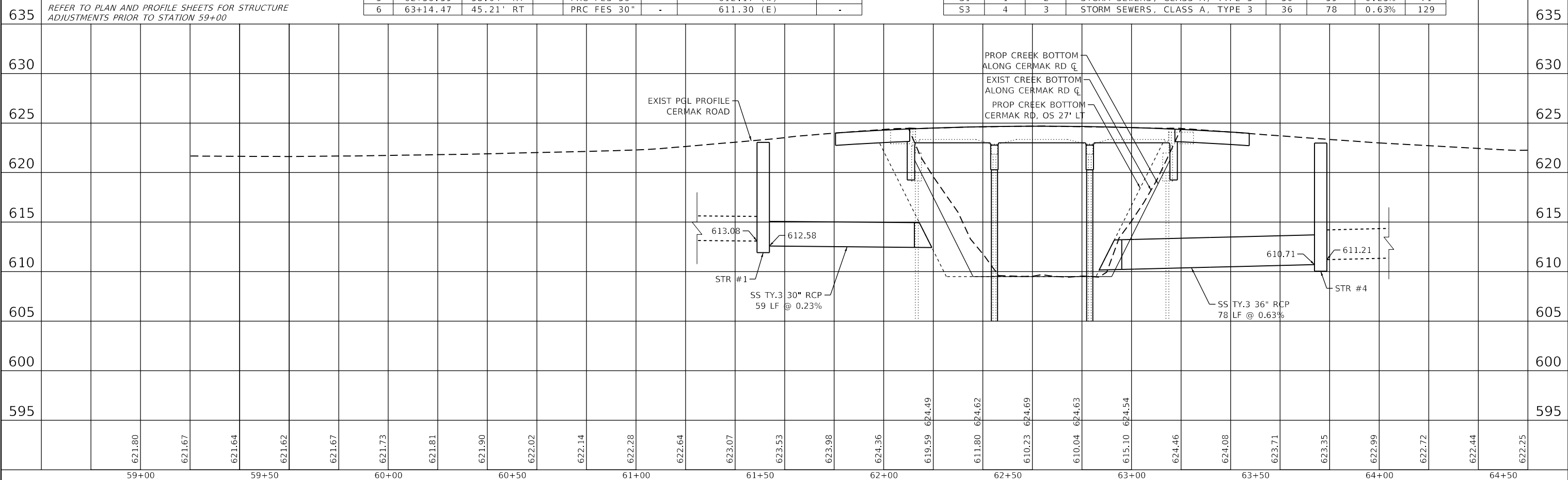
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- △ XX PROPOSED STORM STRUCTURE
- SXX PROPOSED STORM SEWER
- Ⓡ EXISTING STRUCTURE TO BE REMOVED
- Ⓐ EXISTING STRUCTURE TO BE ADJUSTED

STR NO	STA	O/S	STRUCTURE TYPE		F&G	INVERT ELEV		RIM ELEV
			MH	OTHER		(W)	(E)	
1	61+51.36	23.15' LT	5'A		1 CL	613.08 (W)	612.58 (E)	623.05
2	62+12.34	24.90' LT		PRC FES 30"	-	612.44 (W)		-
3	62+96.20	22.93' LT		PRC FES 36"	-	610.21 (E)		-
4	63+37.95	29.49' LT	5'A		1 CL	610.71 (W)	611.21 (E)	622.98
5	62+36.39	38.04' RT		PRC FES 36"	-	612.17 (W)		-
6	63+14.47	45.21' RT		PRC FES 30"	-	611.30 (E)		-

PIPE NO	FROM STR	TO STR	DESCRIPTION	DIA (IN)	LENGTH (FT)	SLOPE (%)	TBF (CY)
S1	1	2	STORM SEWERS, CLASS A, TYPE 3	30	59	0.23%	71
S3	4	3	STORM SEWERS, CLASS A, TYPE 3	36	78	0.63%	129



59+00	621.80	621.67	621.64	621.62	621.67	621.73	621.81	621.90	622.02	622.14	622.28	622.64	623.07	623.53	623.98	624.36	619.59	624.49	611.80	624.62	610.23	624.69	610.04	624.63	615.10	624.54	624.46	624.08	623.71	623.35	622.99	622.72	622.44	622.25	64+00
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**BLA, Inc.**  
 ITASCA, ILLINOIS

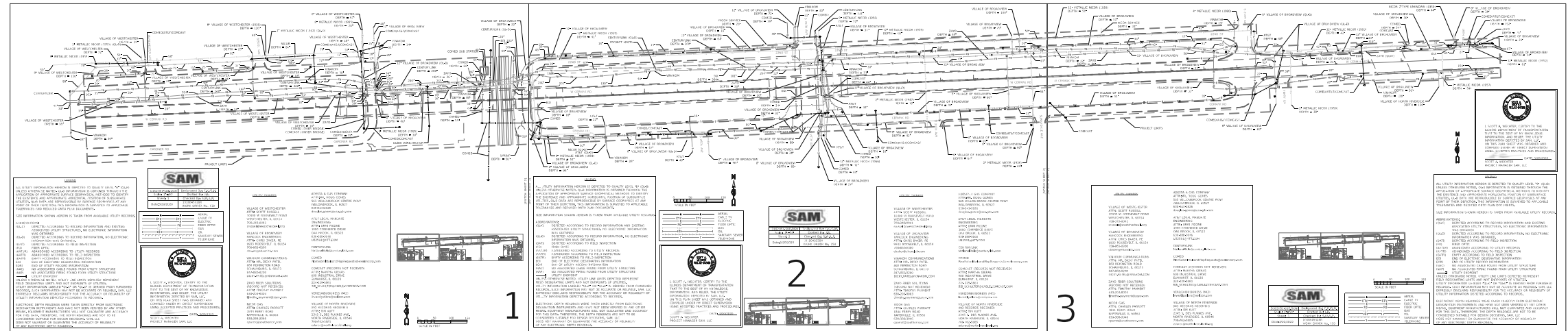
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DRAINAGE AND UTILITIES**  
**CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 39
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

SCALE: 1" = 20' SHEET 1 OF 1 SHEETS STA. 58+60 TO STA. 64+60



**SAM**

D162H51-SUE.DGN	Designated By: C.K./G.M.
Scale: 1"=50'	Drafted By: J.B.
Date: 3/20/2020	Checked By: S.W./L.P.
	1018045328R WORK ORDER No. 150

I, SCOTT A. WECHTER, CERTIFY TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE UTILITY INFORMATION DEPICTED BY SAM, LLC. ON THIS PLAN SHEET WAS OBTAINED AND COMPILED UNDER MY DIRECT SUPERVISION USING ACCEPTED PRACTICES AND PROCEDURES.

DATE: 3/20/2020

SCOTT A. WECHTER  
PROJECT MANAGER SAM, LLC

**UTILITY OWNERS**

**VILLAGE OF WESTCHESTER**  
ATTN: SCOTT RUSSELL  
10300 W ROOSEVELT ROAD  
WESTCHESTER, IL 60154  
708-345-0041  
srussell@westchester-il.org

**VILLAGE OF BROADVIEW**  
HANCOCK ENGINEERING  
ATTN: CHRIS BAKER, PE  
9933 ROOSEVELT, IL 60154  
708-865-0300  
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**VINAKOM COMMUNICATIONS**  
ATTN: MR. DICKY PATEL  
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(RECORD NOT RECEIVED)  
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**NICOR GAS**  
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NAPERVILLE, IL 60563  
630-388-3046  
cparrot@southernco.com

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**CENTURYLINK**  
NationalRelo@centurylink.com

**COMED**  
PlanSubmittalsandMapRequests@exeloncorp.com

**COMCAST (RECORDS NOT RECEIVED)**  
ATTN: MARTHA GIERAS  
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224-229-5861  
BIB\_SCHULTER@CABLE.COMCAST.COM

**VERIZONBUSINESS (MCI)**  
investigations@verizon.com

**VILLAGE OF NORTH RIVERSIDE**  
(NO RECORDS RECEIVED)  
ATTN: TIM KUTT  
2345 S. DES PLAINES AVE.  
NORTH RIVERSIDE, IL 60546  
708-762-5885  
edurec@northriverside-il.org

**LEGEND**

ALL UTILITY INFORMATION HEREON IS DEPICTED TO QUALITY LEVEL "B" (QL-B) UNLESS OTHERWISE NOTED. QL-B INFORMATION IS OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO IDENTIFY THE EXISTENCE AND APPROXIMATE HORIZONTAL POSITION OF SUBSURFACE UTILITIES. QL-B DATA ARE REPRODUCIBLE BY SURFACE GEOPHYSICS AT ANY POINT OF THEIR DEPICTION. THIS INFORMATION IS SURVEYED TO APPLICABLE TOLERANCES AND REDUCED ONTO PLAN DOCUMENTS.

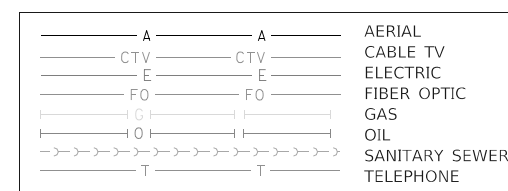
SIZE INFORMATION SHOWN HEREON IS TAKEN FROM AVAILABLE UTILITY RECORDS.

**ABBREVIATIONS:**

(QL-C)	DEPICTED ACCORDING TO RECORD INFORMATION AND EXISTING ASSOCIATED UTILITY STRUCTURES. NO ELECTRONIC INFORMATION WAS OBTAINED
(QL-D)	DEPICTED ACCORDING TO RECORD INFORMATION. NO ELECTRONIC INFORMATION WAS OBTAINED.
(DATI)	DEPICTED ACCORDING TO FIELD INSPECTION
(FO)	FIBER OPTIC
(AATUR)	ABANDONED ACCORDING TO UTILITY RECORDS
(AATFI)	ABANDONED ACCORDING TO FIELD INSPECTION
(EATFI)	EMPTY ACCORDING TO FIELD INSPECTION
EOI	END OF ELECTRONIC DESIGNATING INFORMATION
EORI	END OF UTILITY RECORD INFORMATION
(NAC)	NO ASSOCIATED CABLE FOUND FROM UTILITY STRUCTURE
(NAP)	NO ASSOCIATED PIPING FOUND FROM UTILITY STRUCTURE
—	UTILITY ENDPOINT

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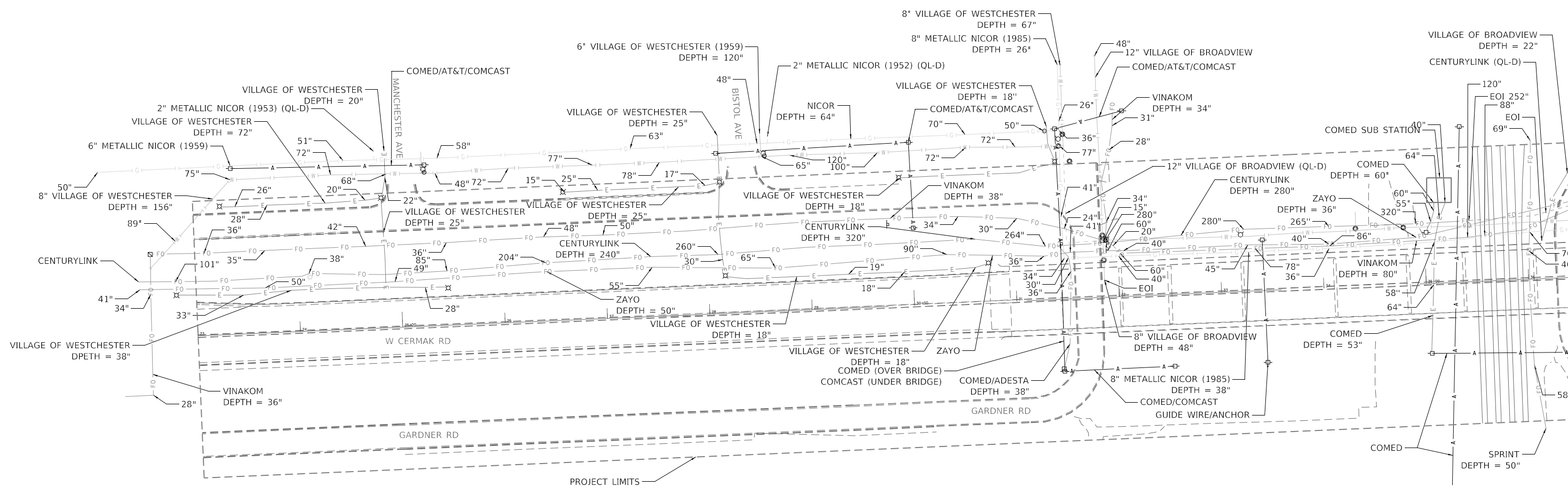
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MODEL: 1018045328R  
FILE NAME: 1018045328R

USER NAME = UNITTLED	DESIGNED - C.K./G.M.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CERMAK ROAD OVER IHB RR &amp; GARDNER ROAD, 25TH AVENUE</b>	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = 1"=50'	CHECKED - S.W.	REVISED -			1453	2018-126-BR	COOK	194	40	
PLOT DATE = 03/11/2020	DATE - 3/20/2020	REVISED -			CONTRACT NO. 62H51					
					ILLINOIS	FED. AID PROJECT				





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  - (AATUR) ABANDONED ACCORDING TO UTILITY RECORDS
  - (AATFI) ABANDONED ACCORDING TO FIELD INSPECTION
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  - EOI END OF ELECTRONIC DESIGNATING INFORMATION
  - EORI END OF UTILITY RECORD INFORMATION
  - (NAC) NO ASSOCIATED CABLE FOUND FROM UTILITY STRUCTURE
  - (NAP) NO ASSOCIATED PIPING FOUND FROM UTILITY STRUCTURE
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D162H51-SUE.DGN	Designated By: C.K./G.M.
Scale: 1"=50'	Drafted By: J.B.
Sheet: 1	Checked By: S.W./L.P.
Date: 3/20/2020	1018045328R WORK ORDER No. 150

A	A	AERIAL
CTV	CTV	CABLE TV
E	E	ELECTRIC
FO	FO	FIBER OPTIC
G	G	GAS
O	O	OIL
S	S	SANITARY SEWER
T	T	TELEPHONE

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DATE: 3/20/2020  
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PROJECT MANAGER SAM, LLC

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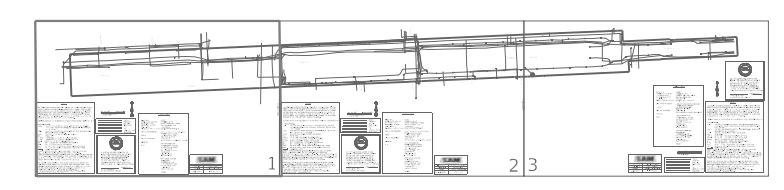
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NORTH RIVERSIDE, IL 60546  
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1

MODEL: 1018045328R  
FILE NAME: 1018045328R

USER NAME = UNTITLED	DESIGNED - C.K./G.M.	REVISED -
PLOT SCALE = 1"=50'	DRAWN - J.B.	REVISED -
PLOT DATE = 03/11/2020	CHECKED - S.W.	REVISED -
	DATE - 3/20/2020	REVISED -

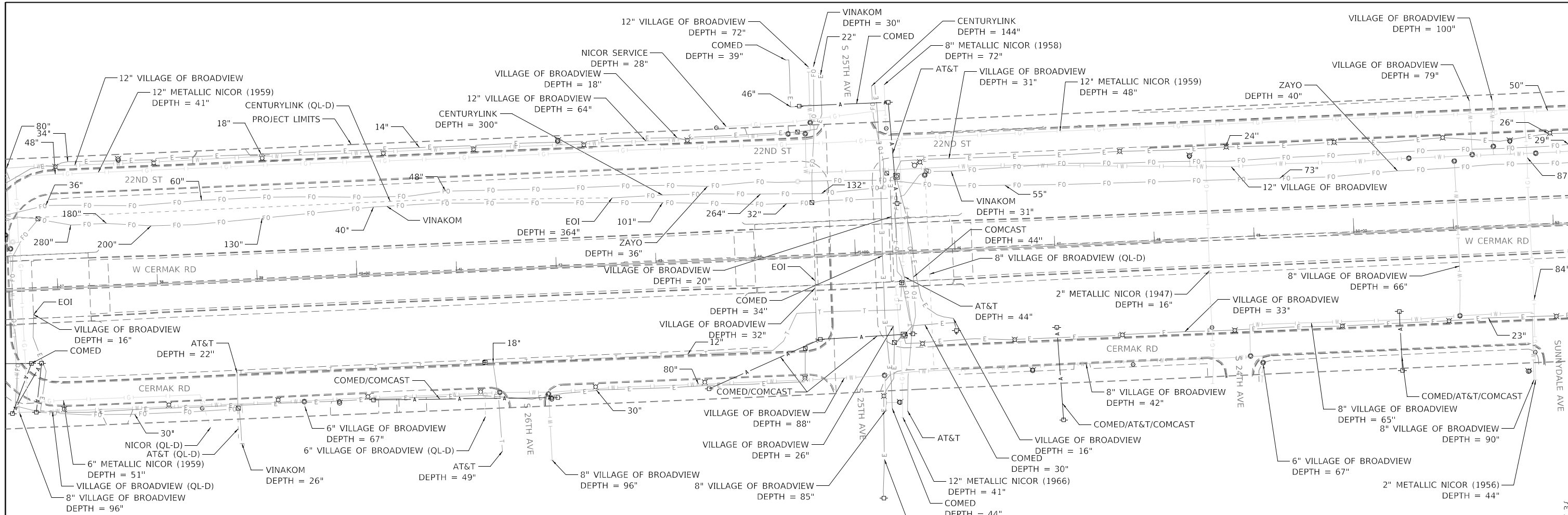
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CERMAK ROAD OVER IHB RR &  
GARDNER ROAD, 25TH AVENUE**

SCALE: 1"=50' SHEET 1 OF 3 SHEETS STA. 22+00 TO STA. 36+44

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	41
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

MATCH SHEET 2



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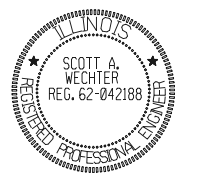
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— A —	A	AERIAL
— CTV —	CTV	CABLE TV
— E —	E	ELECTRIC
— FO —	FO	FIBER OPTIC
— G —	G	GAS
— O —	O	OIL
— S —	S	SANITARY SEWER
— T —	T	TELEPHONE

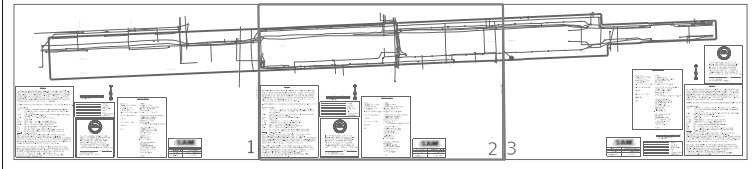


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DATE: 3/20/2020  
 SCOTT A. WECHTER  
 PROJECT MANAGER SAM, LLC

D162H51-SUE.DGN	Designated By: C.K./G.M.
Scale: 1"=50'	Drafted By: J.B.
Sheet: 2	Checked By: S.W./L.P.
Date: 3/20/2020	1018045328R WORK ORDER No. 150

2



**UTILITY OWNERS**

**VILLAGE OF WESTCHESTER**  
 ATTN: SCOTT RUSSELL  
 10300 W ROOSEVELT ROAD  
 WESTCHESTER, IL 60154  
 708-345-0041  
 srussell@westchester-il.org

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**NICOR GAS**  
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MODEL: 1018045328R  
FILE NAME: 1018045328R

USER NAME = UNTITLED	DESIGNED - C.K./G.M.	REVISED -
PLOT SCALE = 1"=50'	DRAWN - J.B.	REVISED -
PLOT DATE = 03/11/2020	CHECKED - S.W.	REVISED -
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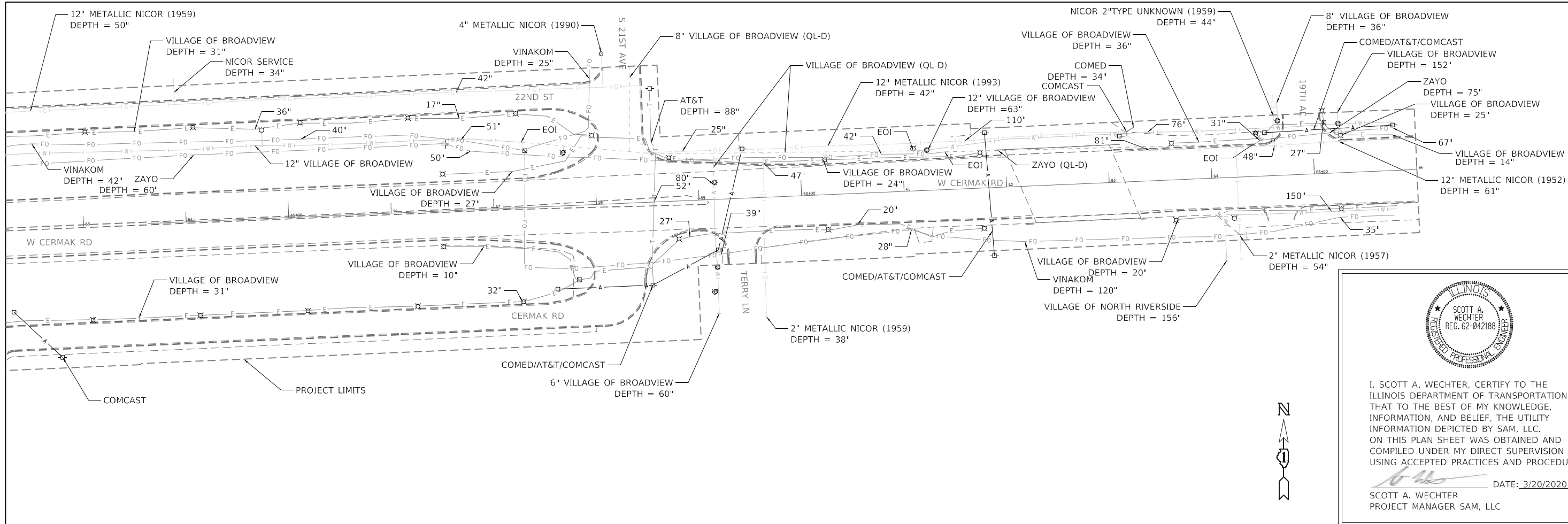
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 GARDNER ROAD, 25TH AVENUE**

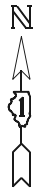
SCALE: 1"=50' SHEET 2 OF 3 SHEETS STA. 36+44 TO STA. 52+20

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	42
				CONTRACT NO. 62H51
ILLINOIS FED. AID PROJECT				

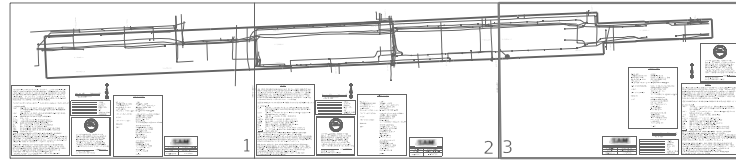
MATCH SHEET 31



  
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<b>VILLAGE OF WESTCHESTER</b> ATTN: SCOTT RUSSELL 10300 W ROOSEVELT ROAD WESTCHESTER, IL 60154 708-345-0041 srussell@westchester-il.org	<b>ADESTA A G4S COMPANY</b> ATTN: MR. DOUG GONES 565 WILLOWBROOK CENTRE PKWY WILLOWBROOK, IL 60527 630-343-2826 douglas.gones@usa.g4s.com
<b>VILLAGE OF BROADVIEW</b> HANCOCK ENGINEERING ATTN: CHRIS BAKER, PE 9933 ROOSEVELT, IL 60154 708-865-0300 cbaker@ehancick.com	<b>AT&amp;T LEGAL MANDATE</b> ENGINEERING ATTN: URMI PICONE 1000 COMMERCE DRIVE OAK BROOK, IL 60523 630-388-3046 UB2591@ATT.COM
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<b>NICOR GAS</b> ATTN: CHARLES PARROTT 1844 FERRY ROAD NAPERVILLE, IL 60563 630-388-3046 cparrot@southernco.com	<b>COMCAST (RECORDS NOT RECEIVED)</b> ATTN: MARTHA GIERAS 688 INDUSTRIAL DRIVE ELMHURST, IL 60126 224-229-5861 BIB_SCHULTER@CABLE.COMCAST.COM
	<b>VERIZONBUSINESS (MCI)</b> investigations@verizon.com
	<b>VILLAGE OF NORTH RIVERSIDE</b> (NO RECORDS RECEIVED) ATTN: TIM KUTT 2345 S. DES PLAINES AVE. NORTH RIVERSIDE, IL 60546 708-762-5885 edurec@northriverside-il.org



<b>SAM</b>	
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(NAP) NO ASSOCIATED PIPING FOUND FROM UTILITY STRUCTURE

— ] UTILITY ENDPOINT

UNLESS OTHERWISE NOTED, UTILITY LINE LIMITS DEPICTED REPRESENT FIELD DESIGNATING LIMITS AND NOT ENDPOINTS OF UTILITIES. UTILITY INFORMATION LABELED "QL-C" OR "QL-D" IS DERIVED FROM FURNISHED RECORDS. SUCH INFORMATION MAY NOT BE ACCURATE OR RELIABLE. SAM, LLC EXPRESSLY DISCLAIMS RESPONSIBILITY FOR THE ACCURACY OR RELIABILITY OF UTILITY INFORMATION DEPICTED ACCORDING TO RECORDS.

ELECTRONIC DEPTH READINGS WERE TAKEN DIRECTLY FROM ELECTRONIC DESIGNATING INSTRUMENTS AND HAVE NOT BEEN VERIFIED BY ANY OTHER MEANS. EQUIPMENT MANUFACTURERS WILL NOT GUARANTEE AND ACCURACY FOR THIS DATA. THEREFORE, THE DEPTH READINGS ARE NOT TO BE CONSIDERED SUITABLE FOR DESIGN DECISIONS. SAM, LLC DOES NOT WARRANT OR GUARANTEE THE ACCURACY OF RELIABILITY OF ANY ELECTRONIC DEPTH READINGS.

MODEL: D162H51-SUE.DGN  
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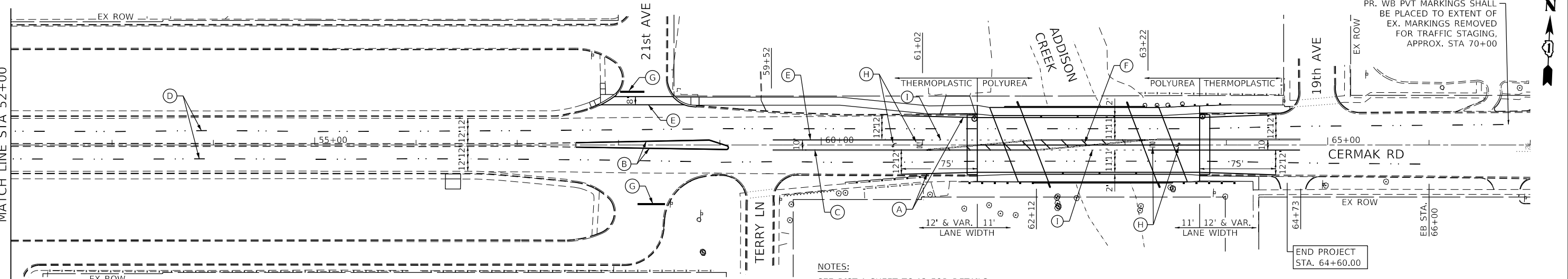
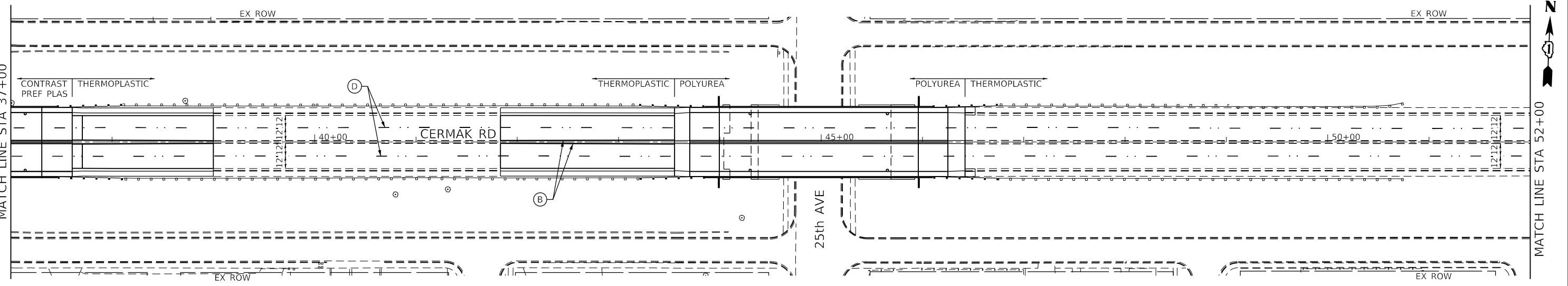
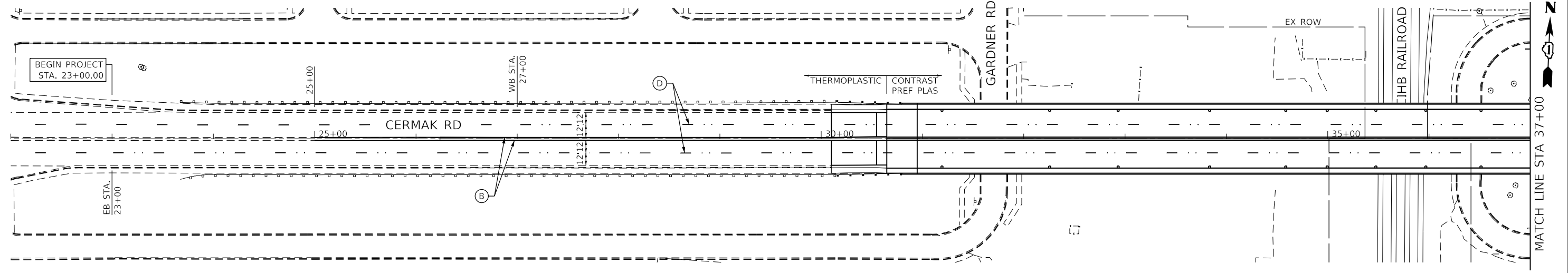
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PLOT SCALE = 1"=50'	DRAWN - J.B.	REVISED -
PLOT DATE = 03/11/2020	CHECKED - S.W.	REVISED -
	DATE - 3/20/2020	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>CERMAK ROAD OVER IHB RR &amp; GARDNER ROAD, 25TH AVENUE</b>	
SCALE: 1"=50'	SHEET 3 OF 3 SHEETS
STA. 52+20	TO STA. 66+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	43
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



- PROP. PAVEMENT MARKING LEGEND:**
- (A) 4" LINE SOLID WHT
  - (B) 4" LINE SOLID YLW
  - (C) 4" LINE SOLID DOUBLE YLW @ 11" C-C
  - (D) 4" LINE (10' DASH - 30' SKIP) WHT
  - (E) 6" LINE SOLID WHT
  - (F) 12" LINE SOLID YLW (20' C-C @ 45°)
  - (G) 24" LINE SOLID WHT
  - (H) LETTERS AND SYMBOLS
  - (I) 6" LINE WHT (DOTTED 2' STRIP / 6' GAP)

**NOTES:**  
 SEE DIST-1 SHEET TC-13 FOR DETAILS OF PAVEMENT MARKING PLACEMENT.  
 PAVEMENT MARKING MATERIAL SHALL BE THERMOPLASTIC FOR ASPHALT SURFACES AND POLYUREA OR PREFORMED PLASTIC FOR CONCRETE SURFACES AS INDICATED ON THE PAVEMENT MARKING PLANS.

PR. WB PVT MARKINGS SHALL BE PLACED TO EXTENT OF EX. MARKINGS REMOVED FOR TRAFFIC STAGING, APPROX. STA 70+00

END PROJECT STA. 64+60.00

MODEL: Default; FILE NAME: W:\191168 IDOT Cermak\_Road\CADD\_Sheets\12151\_SHT\_PAVEMENT\_MARKING.dgn



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PLOT SCALE = 100,0000' / in.	DRAWN - WJT	REVISED -
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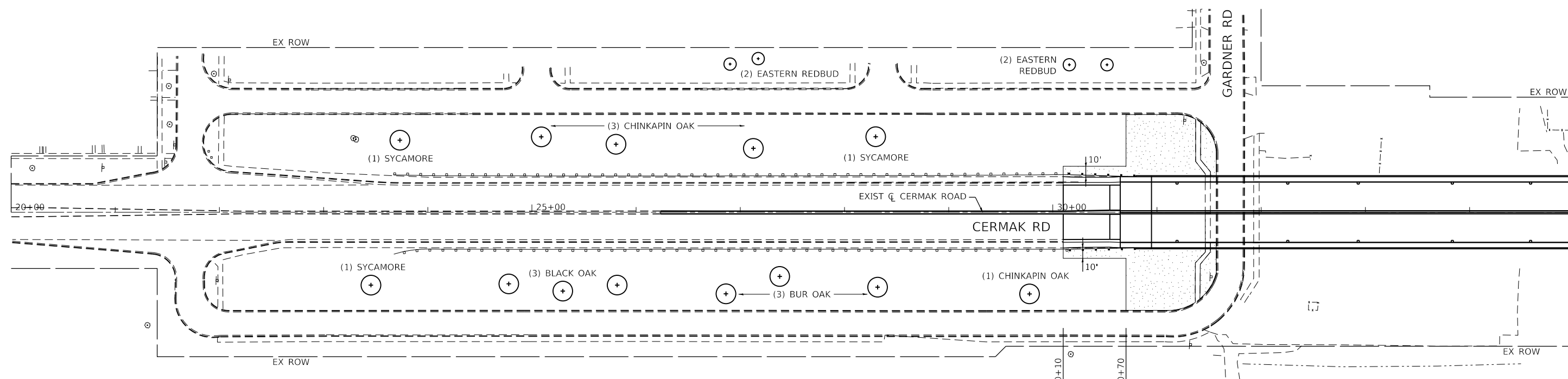
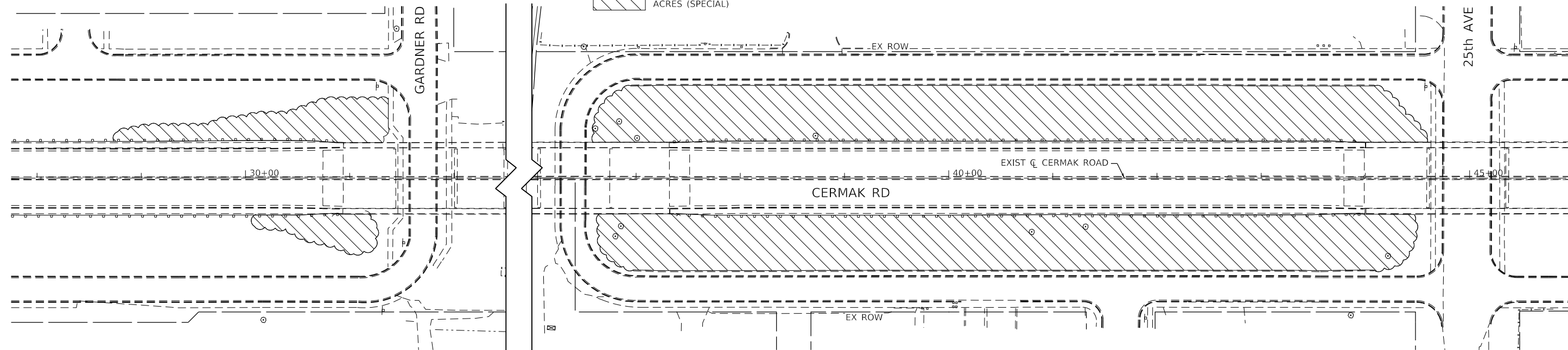
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PAVEMENT MARKING AND SIGNING</b>		
<b>CERMAK RD OVER IHB RR, 25th AVE, &amp; ADDISON CREEK</b>		
SCALE: 1" = 50'	SHEET 1 OF 1 SHEETS	STA. 22+00 TO STA. 67+00

F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 44
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

**LEGEND**

 TREE REMOVAL, ACRES (SPECIAL)



STA. 20+00.00 TO STA. 35+00.00		
FERTILIZER NUTRIENT	SEEDING CL 2A	QUANTITY
NITROGEN	90 LBS/AC X 0.24 AC	22 LBS
POTASSIUM	90 LBS/AC X 0.24 AC	22 LBS

**LEGEND**

 SEEDING CLASS 2A  
TOPSOIL EXC & PL 6"  
EROS CTRL BLANKET, SPL

 TREE

MODEL: D:\p\11\1168 IDOT\_Cermak\_Road\CADD\_Sheets\02151\_SHT\_LANDSCAPING 1.dgn



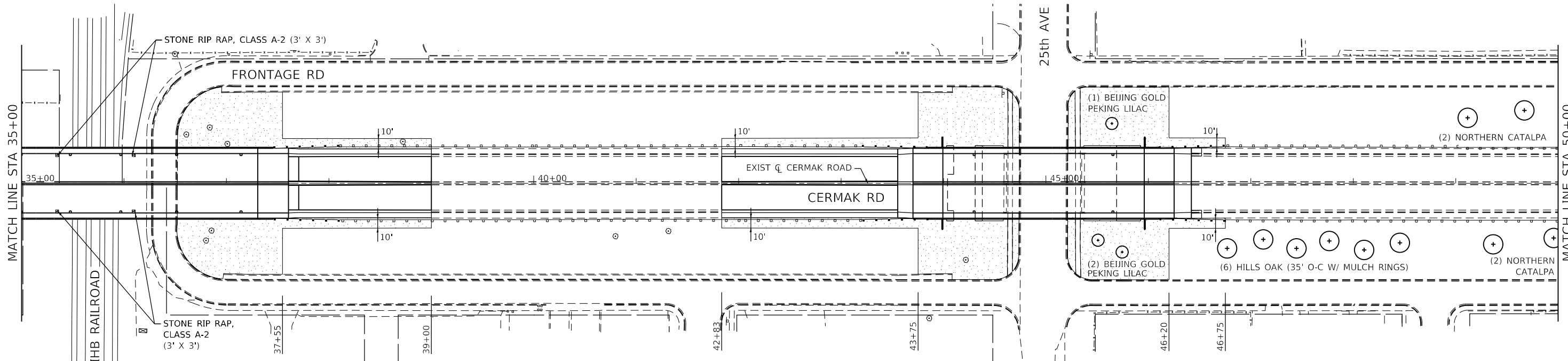
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PLOT DATE = 11/5/2020	CHECKED - MTC	REVISED -
	DATE - 11/05/20	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**LANDSCAPING PLAN  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: 1" = 50'    SHEET 1 OF 2 SHEETS    STA. 20+00 TO STA. 35+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	45
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



STA. 35+00.00 TO STA. 50+00.00		
FERTILIZER NUTRIENT	SEEDING CL 2A	QUANTITY
NITROGEN	90 LBS/AC X 0.90 AC	81 LBS
POTASSIUM	90 LBS/AC X 0.90 AC	81 LBS

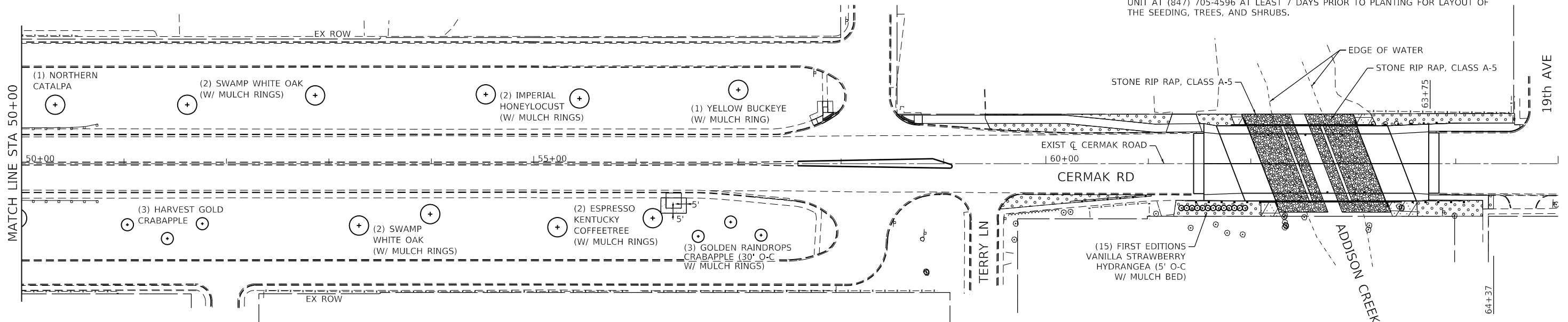
**LEGEND**

	SEEDING CLASS 2A TOPSOIL EXC & PL 6" EROS CTRL BLANKET, SPL		SEEDING CLASS 4A (MOD) & 5 (MOD) TOPSOIL EXC & PL 6" HEAVY DUTY EROS CTRL BLANKET, SPL		STONE RIPRAP CLASS A-2 OR A-5 FILTER FABRIC		TREE
					SODDING, SALT TOLERANT TOPSOIL EXC & PL 6"		

**NOTES:**  
 THE SEEDING DATES FOR BARE EARTH SEEDING OF MIXTURE CLASS 4A (MODIFIED) AND CLASS 5 (MODIFIED) SHALL BE FROM OCTOBER 15 TO MARCH 15. ALL SEEDING NOT SOWN ACCORDING TO THE SPECIFIED SEASONAL DATE SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE ENGINEER. FAILURE TO SECURE SUCH APPROVAL SHALL RESULT IN THE REJECTION OF THE SEEDING AND REPLACEMENT BY THE CONTRACTOR AT THEIR EXPENSE.

THE SEEDING DATES FOR BARE EARTH SEEDING OF MIXTURE CLASS 2A SHALL BE FROM APRIL 1 TO JUNE 1 AND FROM AUGUST 15 TO SEPTEMBER 30. ALL SEEDING NOT SOWN ACCORDING TO THE SPECIFIED SEASONAL DATE SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE ENGINEER. FAILURE TO SECURE SUCH APPROVAL SHALL RESULT IN THE REJECTION OF THE SEEDING AND REPLACEMENT BY THE CONTRACTOR AT THEIR EXPENSE.

THE ENGINEER WILL CONTACT FABIOLA QUIROZ OF THE ROADSIDE DEVELOPMENT UNIT AT (847) 705-4596 AT LEAST 7 DAYS PRIOR TO PLANTING FOR LAYOUT OF THE SEEDING, TREES, AND SHRUBS.



STA. 50+00.00 TO STA. 65+00.00			
FERTILIZER NUTRIENT	SEEDING CL 2A	SODDING	QUANTITY
NITROGEN	90 LBS/AC X 0.01 AC	60 LBS/AC X 0.16 AC	11 LBS
POTASSIUM	90 LBS/AC X 0.01 AC	60 LBS/AC X 0.16 AC	11 LBS

MODEL: Default  
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PLOT SCALE = 100,0000' / in.	DRAWN - WJT	REVISED -
PLOT DATE = 11/6/2020	CHECKED - MTC	REVISED -
	DATE - 11/05/20	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**LANDSCAPING PLAN**  
**CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: 1" = 50'    SHEET 2 OF 2 SHEETS    STA. 35+00 TO STA. 65+00

F.A.U RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 46
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	




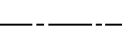
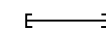

**GENERAL NOTES:**

1. THIS PROJECT INCLUDES THE RELOCATION OF EXISTING LIGHTING UNITS IMPACTED BY BRIDGE RECONSTRUCTION AND SIDEWALK IMPROVEMENTS. THE LIGHTING IS OWNED AND MAINTAINED BY THE VILLAGE OF BROADVIEW.
2. THE CONTRACTOR SHALL REQUEST A PARTIAL MAINTENANCE TRANSFER BEFORE WORK BEGINS TO RELOCATE THE EXISTING STREET LIGHTING IMPACTED BY THE BRIDGE WORK. THE CONTRACTOR SHALL CONTACT MATTHEW AMES AT THE VILLAGE OF BROADVIEW (708) 681-3602 AND TIM KUTT AT THE VILLAGE OF NORTH RIVERSIDE (708) 762-5885.
3. THE CONTRACTOR SHALL COORDINATE INSTALLATION OF ROADWAY LIGHTING WITH ComEd.
4. THE QUANTITIES OF RACEWAY WHEREVER INDICATED ON THE PLANS ARE APPROXIMATIONS ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL LENGTHS AND SHALL INSTALL RACEWAYS IN COMPLETE COMPLIANCE WITH THE SPECIFIED REQUIREMENTS.
5. THE CONTRACTOR SHALL NOTIFY J.U.L.I.E. TO LOCATE AND MARK/STAKE ALL UNDERGROUND UTILITIES.
6. THE CONTRACTOR SHALL MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLES FOR EXAMINATION AND CONFIRMATION BY THE ENGINEER.
7. THE CONTRACTOR SHALL VERIFY LOCATIONS OF UNDERGROUND/OVERHEAD UTILITIES PRIOR TO INSTALLATION OF LIGHT POLES AND CONDUITS. IF THERE IS A CONFLICT WITH THE LIGHT POLES/CONDUITS AS SHOWN ON THE PLANS, THE CONTRACTOR SHALL SUGGEST ALTERNATIVE LOCATIONS AND COORDINATE WITH THE ENGINEER PRIOR TO PERFORMING DIGGING WORK. IT SHALL ALSO BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION ACTIVITIES.
8. THE CONTRACTOR SHALL USE SKILL AND CARE WHEN INSTALLING UNIT DUCT TO AVOID CONFLICTS WITH EXISTING UNDERGROUND UTILITIES, SIDEWALK, DRIVEWAYS, PAVEMENT AND TREES INCLUDING THEIR ROOTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE. THE CONTRACTOR SHALL REPAIR ANY DAMAGE AT NO ADDITIONAL COST AND THE REPAIRS SHALL BE TO THE SATISFACTION OF THE ENGINEER.
9. TRENCHES FOR LIGHTING RACEWAYS SHALL HAVE A MINIMUM DEPTH OF 30".
10. LIGHTING SYSTEM INSTALLATION SHALL CONFORM TO THE LATEST IDOT STANDARDS, NEC AND LOCAL CODES.
11. ALL ELECTRICAL EQUIPMENT AND PRODUCTS SHALL BE U/L LISTED AND LABELED.
12. THE RELOCATED LIGHTING UNITS WITH HPS LUMINAIRES SHALL BE UPGRADED WITH NEW LED LUMNAIRES.

**SUMMARY OF QUANTITIES**

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	58
81603047	UNIT DUCT, 600V, 3-1/C NO. 6, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	520
82110006	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION F	EACH	3
83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	50
83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	5
84200804	REMOVAL OF POLE FOUNDATION	EACH	5
84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	5
Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	12

**LEGEND**

-  RELOCATED LIGHTING UNIT, WITH PROPOSED LED LUMINAIRES AS INDICATED
-  EXISTING LIGHTING UNIT TO BE REMOVED AND RELOCATED
-  EXISTING LIGHTING UNIT TO REMAIN
-  UNIT DUCT, 600V, 3-1/C NO. 4, 1/C NO. 6 GROUND (XLP-TYPE USE) 1 1/4" DIA. POLYETHYLENE
-  UNDERGROUND CONDUIT, GALVANIZED STEEL
-  GROUND ROD 5/8" DIA. X 10 FT.

MODEL: 1400BELMAME5  
FILE NAME: 31113

**AMES Engineering, Inc.**  
CONSULTING ENGINEERS  
6330 Belmont Road, Suite 4B  
Downers Grove, IL 60515

USER NAME = \$USERS	DESIGNED -	REVISED -
	DRAWN - WJT	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - MTC	REVISED -
PLOT DATE = \$DATE\$	DATE - 07/03/20	REVISED -

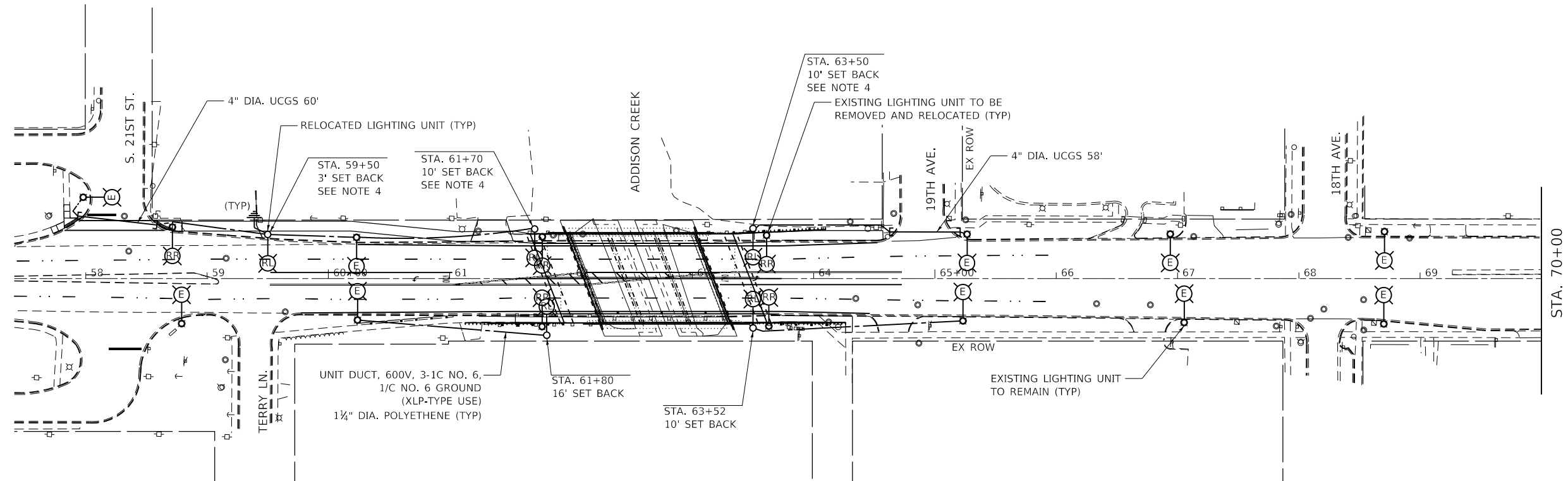
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES, LEGEND AND SUMMARY OF QUANTITIES  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: SHEET OF SHEETS STA. TO STA.

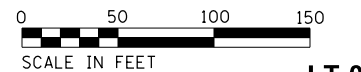
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	47
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	

**LT-01**



**NOTES:**

1. FOR LEGEND AND GENERAL NOTES, SEE SHEET LT-01.
2. SET BACK IS FROM FACE OF CURB TO CENTER OF POLE.
3. UCGS STANDS FOR UNDERGROUND CONDUIT, GALVANIZED STEEL.
4. UPGRADE THE LIGHTING UNIT WITH A NEW LED LUMINAIRE (240V).



MODEL: \\MODELS\AMES  
FILE: \\AMES\FILES

**AMES Engineering, Inc.**  
CONSULTING ENGINEERS  
6330 Belmont Road, Suite 4B  
Downers Grove, IL 60515

USER NAME = \$USERS	DESIGNED -	REVISED -
	DRAWN - WJT	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - MTC	REVISED -
PLOT DATE = \$DATE\$	DATE - 07/03/20	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

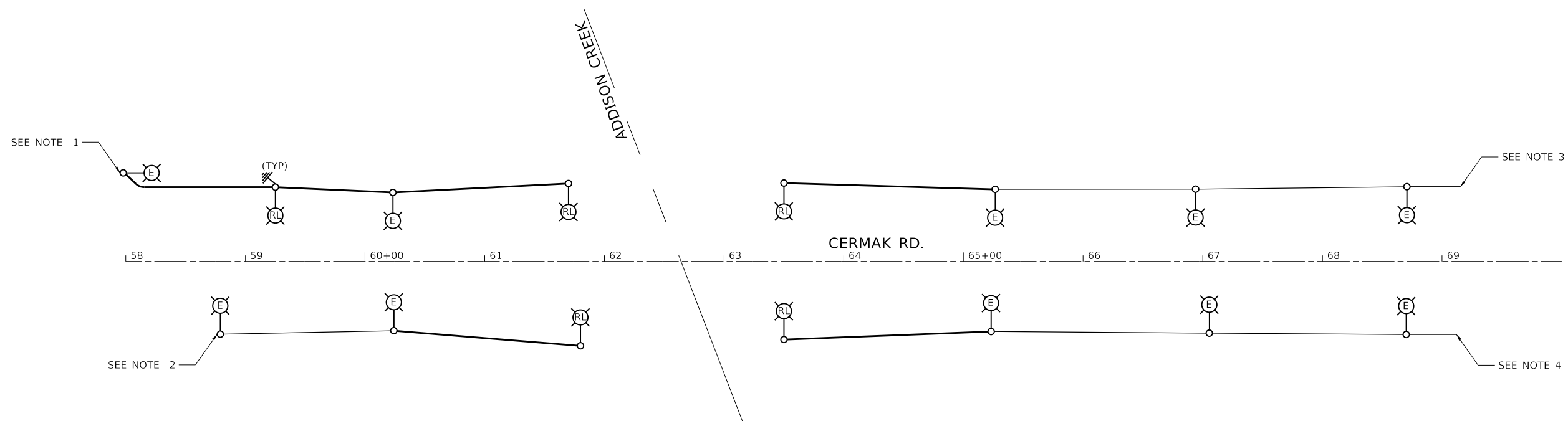
**PROPOSED LIGHTING RELOCATION PLAN  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 48
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

**LT-02**



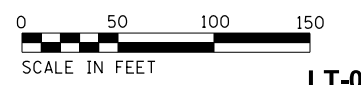


**NOTES:**

1. THE EXISTING CIRCUIT IS CONNECTED TO THE VILLAGE OF BROADVIEW EXISTING LIGHTING CONTROLLER LOCATED AT THE SE CORNER OF 25TH AVE. AND 22ND ST.
2. THE EXISTING CIRCUIT IS CONNECTED TO THE VILLAGE OF BROADVIEW EXISTING LIGHTING CONTROLLER LOCATED AT THE NE CORNER OF 25TH AVE. AND CERMAK RD.
3. THE EXISTING CIRCUIT IS CONNECTED TO THE VILLAGE OF BROADVIEW EXISTING LIGHTING CONTROLLER LOCATED AT 18TH AVE. NORTH OF 21ST ST.
4. THE EXISTING CIRCUIT IS CONNECTED TO THE VILLAGE OF NORTH RIVERSIDE EXISTING LIGHTING CONTROLLER.

**LEGEND**

- RELOCATED LIGHTING UNIT, 240V LED LUMINAIRE
- EXISTING LIGHTING UNIT TO REMAIN, 240V LUMINAIRE
- 3-1/C NO. 6, 1/C NO. 6 GROUND (XLP-TYPE USE)
- GROUND ROD 5/8" DIA. X 10 FT.
- EXISTING UNIT DUCT, 3-1/C NO. 6, 1/C NO. 6 GROUND (XLP-TYPE USE)



MODEL: 140DELENAME5  
FILE NAME: 311515

**AMES Engineering, Inc.**  
CONSULTING ENGINEERS  
6330 Belmont Road, Suite 4B  
Downers Grove, IL 60515

USER NAME = \$USERS	DESIGNED -	REVISED -
	DRAWN - WJT	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - MTC	REVISED -
PLOT DATE = \$DATE\$	DATE - 07/03/20	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SINGLE LINE WIRING DIAGRAM  
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

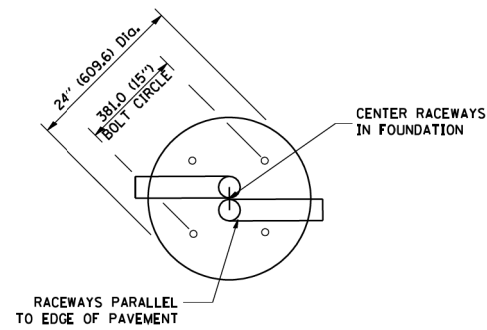
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	49
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	

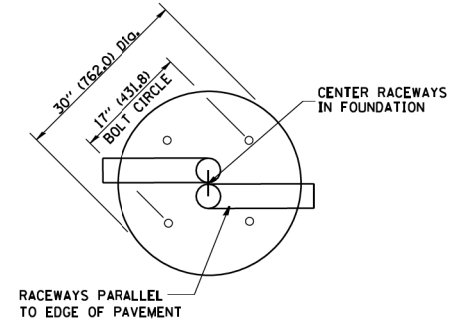
**LT-03**

**LIGHT POLE FOUNDATION DEPTH TABLE**  
40 FT. (12.192 m) TO 47.5 FT. (14.478 m) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY O <sub>u</sub> = 0.375 TON/SO. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY O <sub>u</sub> = 0.75 TON/SO.FT	9'-6" (2.93 m)	10'-9" (3.23 m)
STIFF CLAY O <sub>u</sub> = 1.50 TON/SO. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND φ = 34°	9'-0" (2.74 m)	10'-0" (3.05 m)
MEDIUM SAND φ = 37.5°	8'-3" (2.52 m)	9'-0" (2.74 m)
DENSE SAND φ = 40°	7'-9" (2.36 m)	9'-0" (2.74 m)



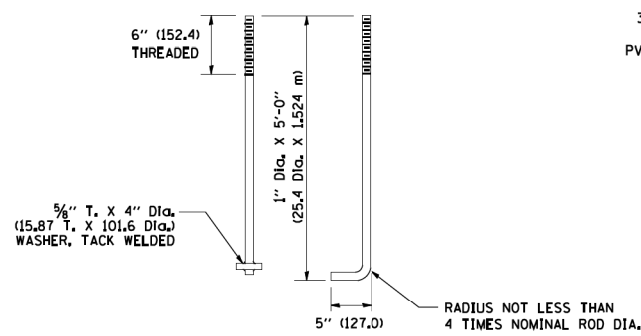
**TOP VIEW**



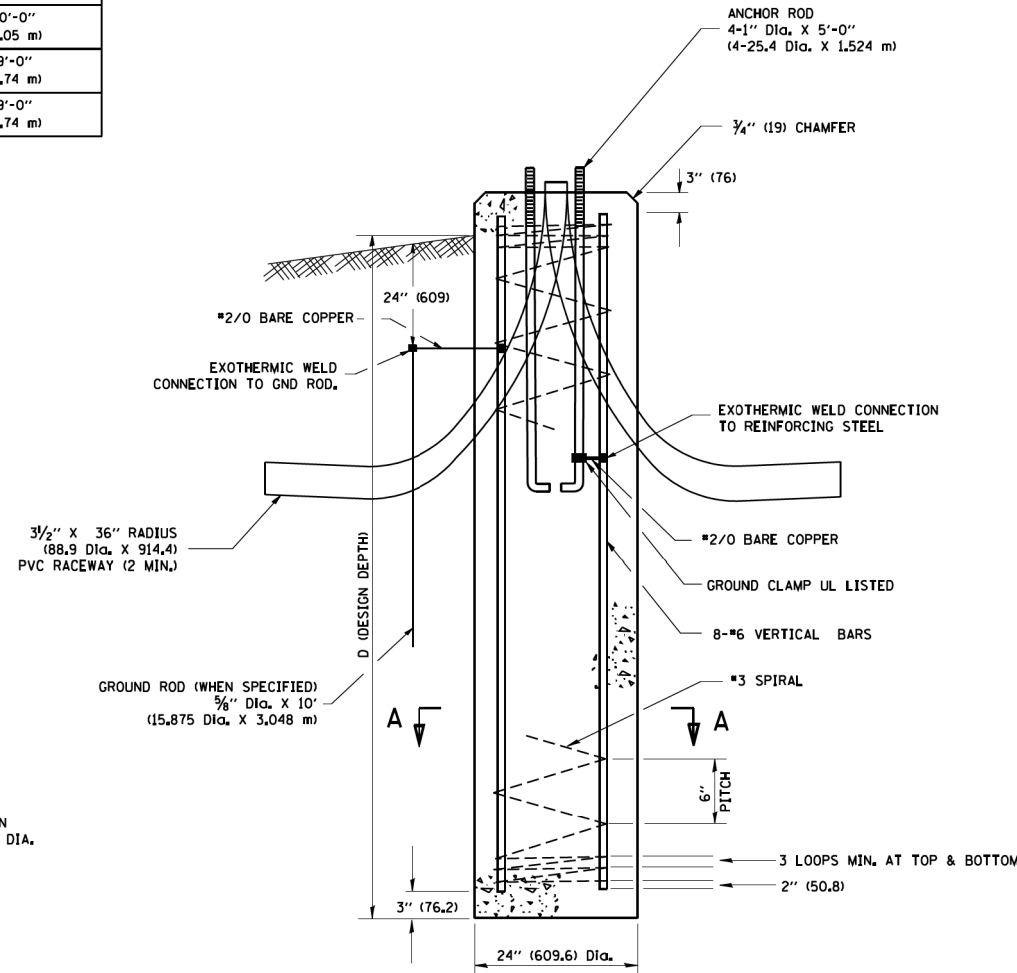
**TOP VIEW**

**NOTES**

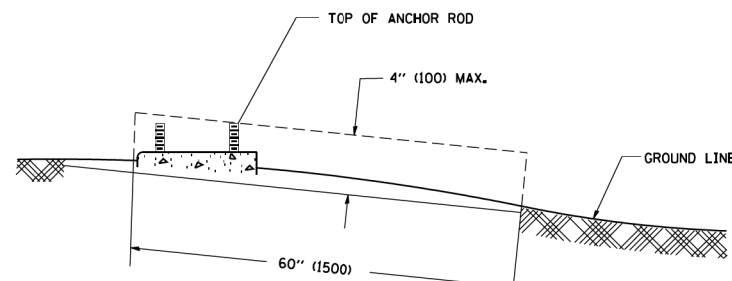
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS S1. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION, IF BREAKAWAY COUPLINGS ARE SPECIFIED. THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.



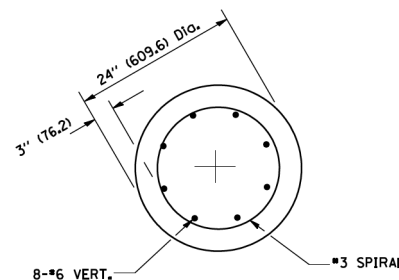
**ANCHOR ROD DETAIL**



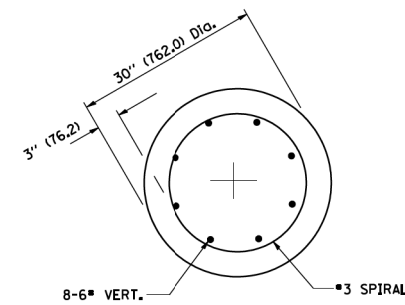
**FOUNDATION DETAIL**



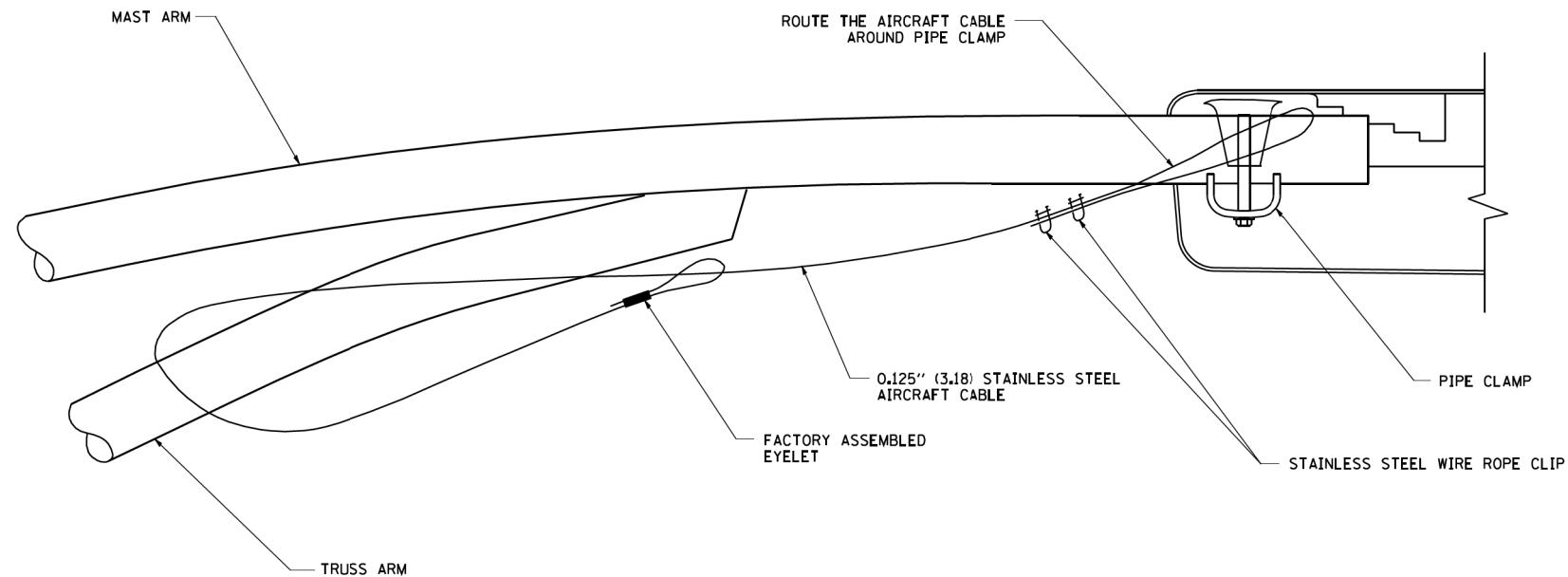
**FOUNDATION EXTENSION DETAIL**



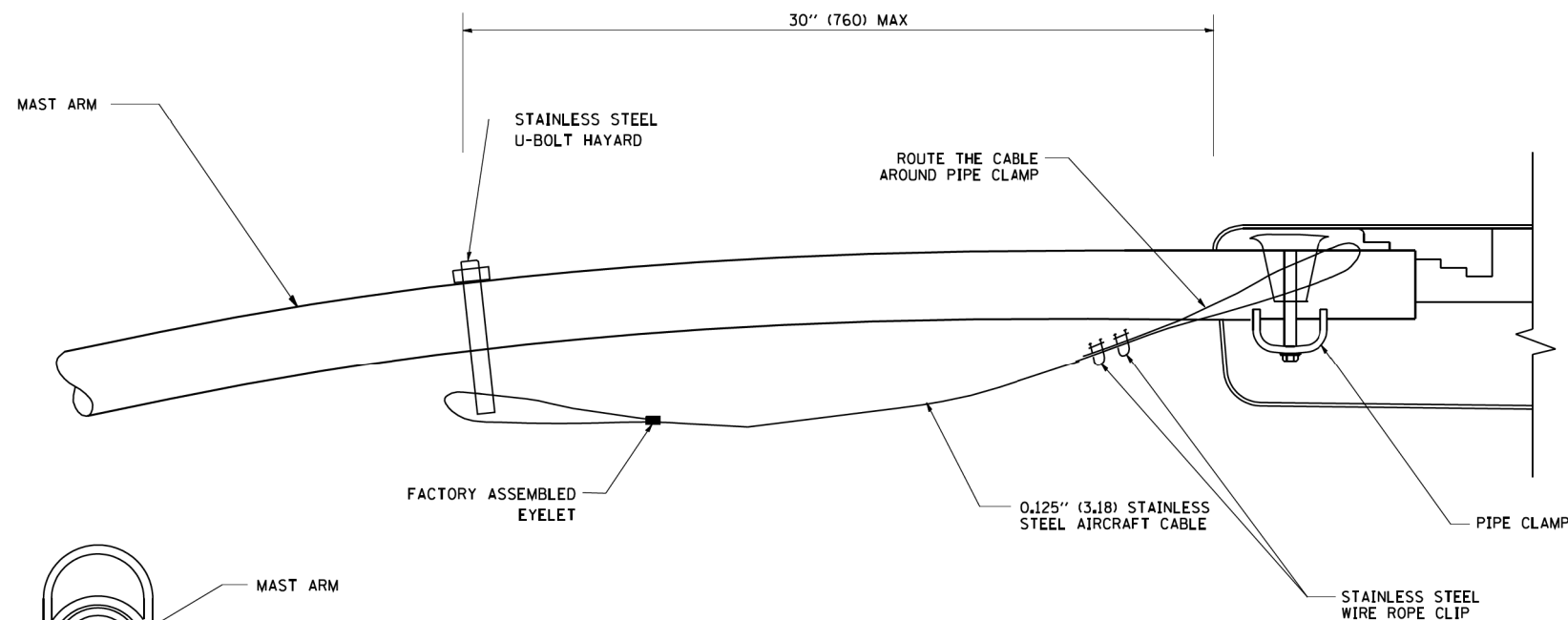
**SECTION A-A**



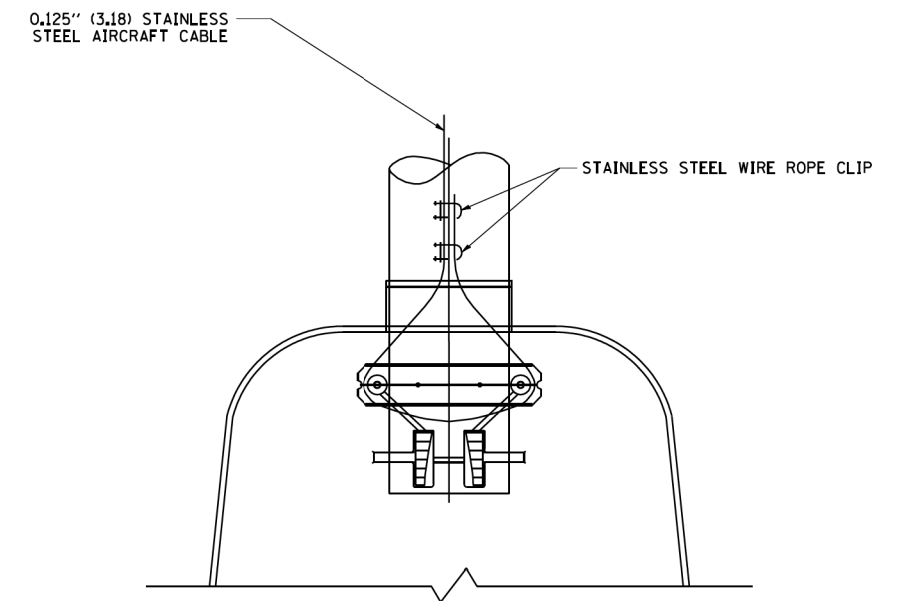
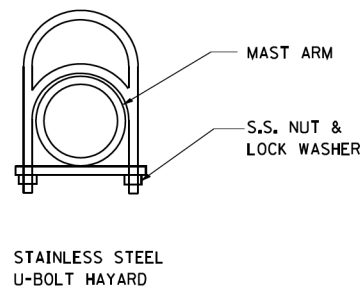
**SECTION A-A**



**SIDE VIEW (TRUSS ARM)**  
N.T.S.



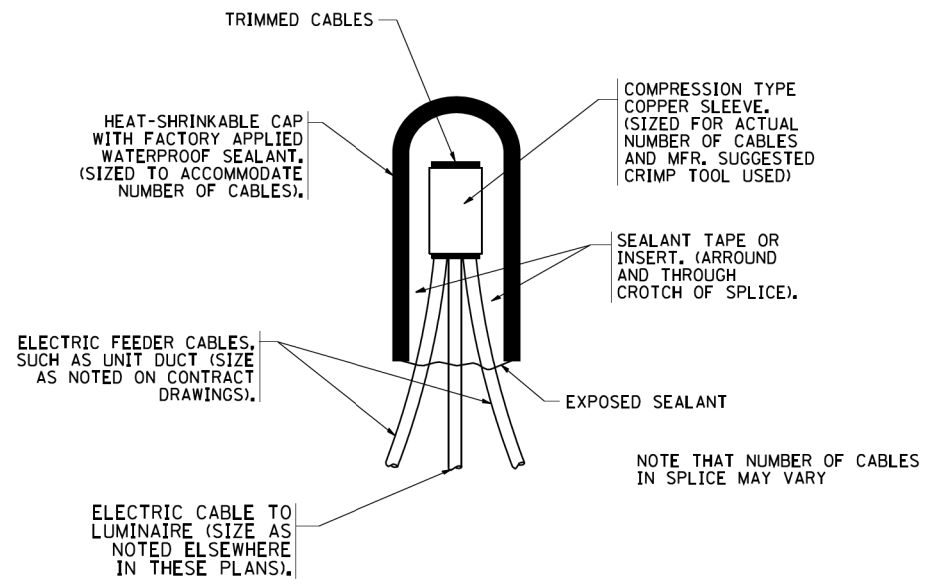
**SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)**  
N.T.S.



**BOTTOM VIEW**  
N.T.S.

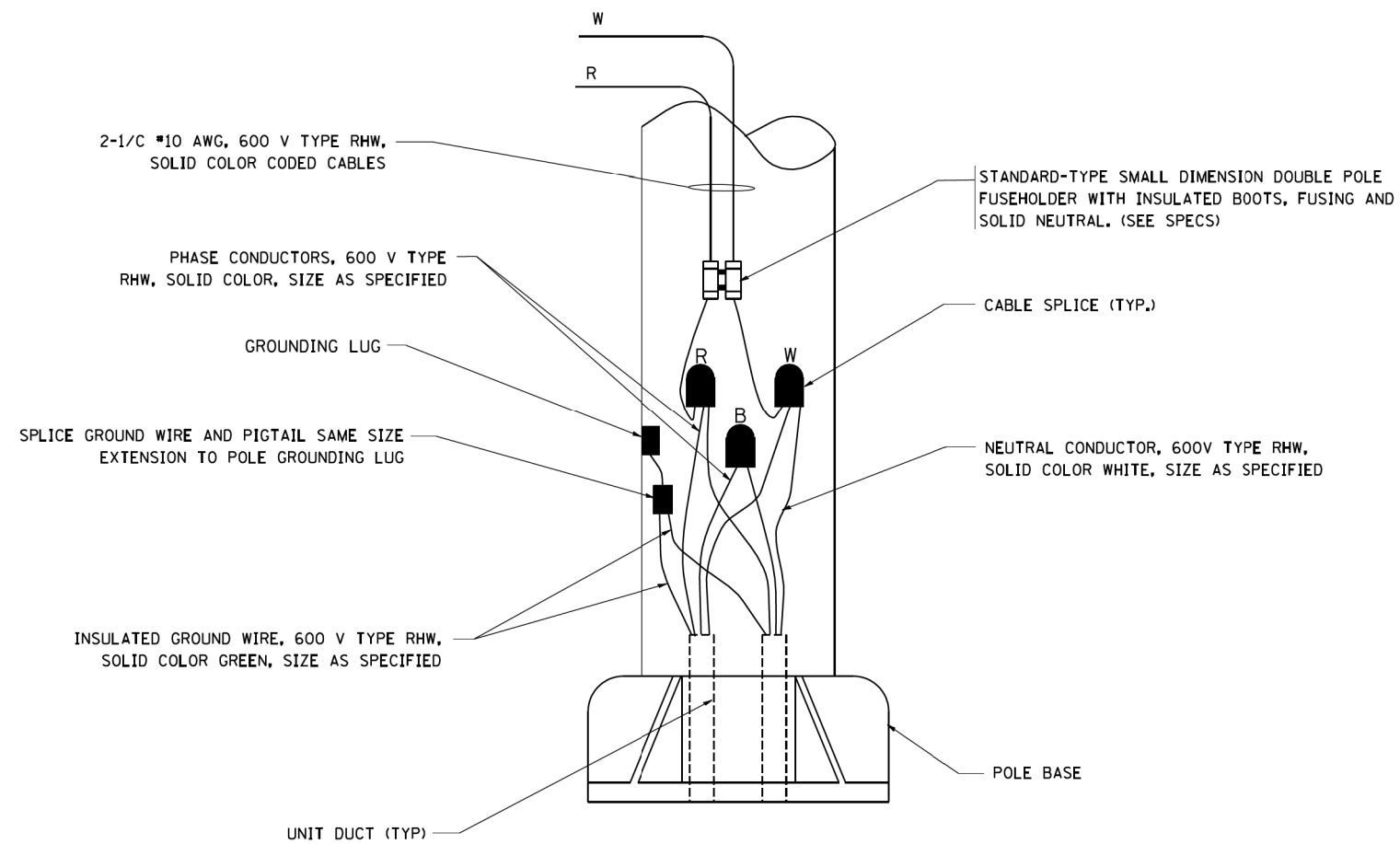
**NOTES:**

1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN.



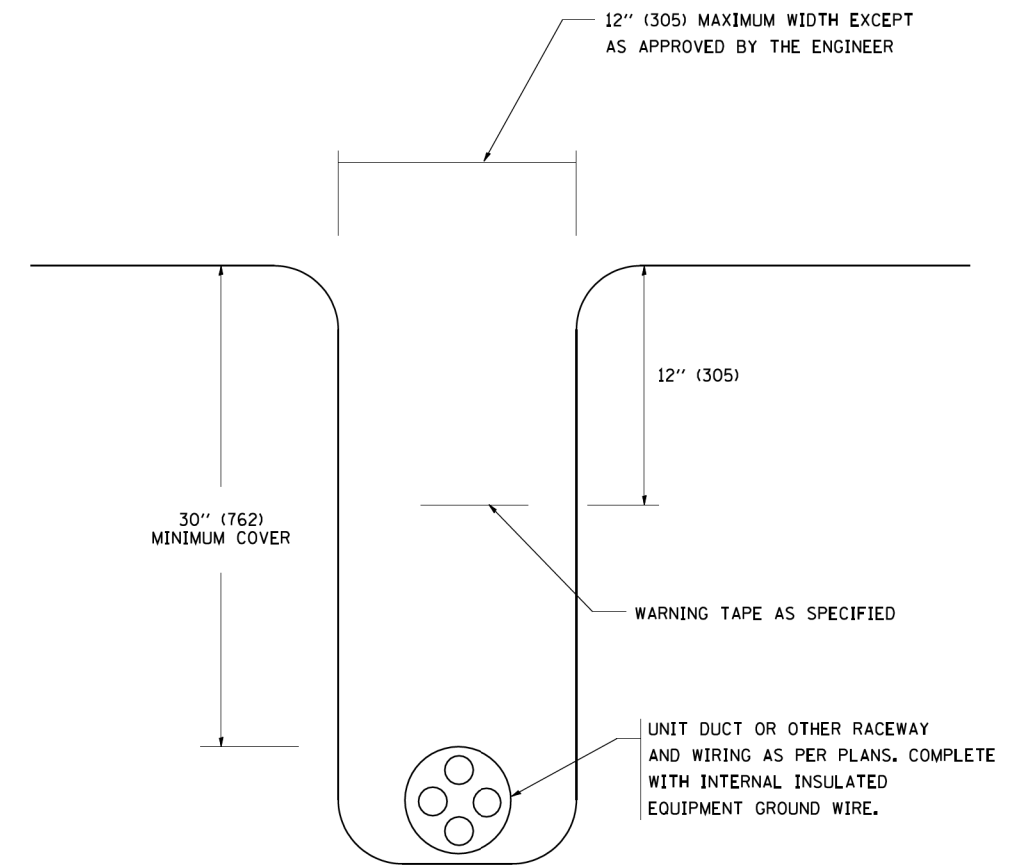
TYPICAL SPLICE DETAIL

N.T.S.



POLE WIRING DETAIL

N.T.S.



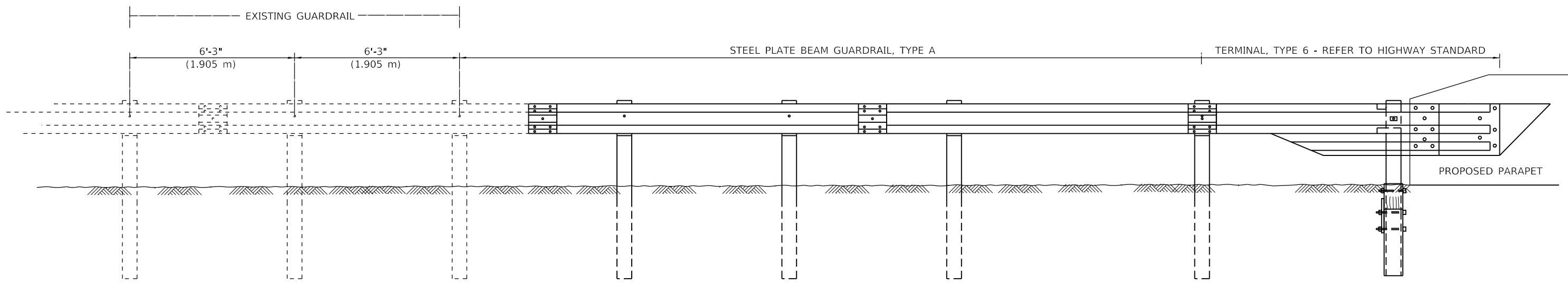
TYPICAL WIRING IN TRENCH DETAIL

N.T.S.



**NOTES:**

1. THE BOLT HOLES AND THE EXISTING AND PROPOSED POSTS SHALL BE ADJUSTED ACCORDINGLY TO MEET EXISTING FIELD CONDITIONS AND TO TRANSITION FROM THE PROPOSED GUARDRAIL TO THE EXISTING.
2. AFTER THE BOLT HOLES ARE ADJUSTED AND OR ENLARGED, THE STEEL PLATE BEAM GUARDRAIL SHALL BE RE-GALVANIZED.



**CERMAK ROAD TRANSITION CONNECTION DETAIL**  
**TYPE A STEEL PLATE BEAM GUARDRAIL**  
 6'-3" (1.905 m) Typical post spacing

MODEL: D:\d\bl\11\1168 IDOT\_Cermak\_Road\CADD\_Sheets\02\2151\_SHT\_DETAIL\_GUARDRAIL\_TRANSITION.dgn  
 FILE NAME: WJ\1168 IDOT\_Cermak\_Road\CADD\_Sheets\02\2151\_SHT\_DETAIL\_GUARDRAIL\_TRANSITION.dgn

**BLA, Inc.**  
 ITASCA, ILLINOIS

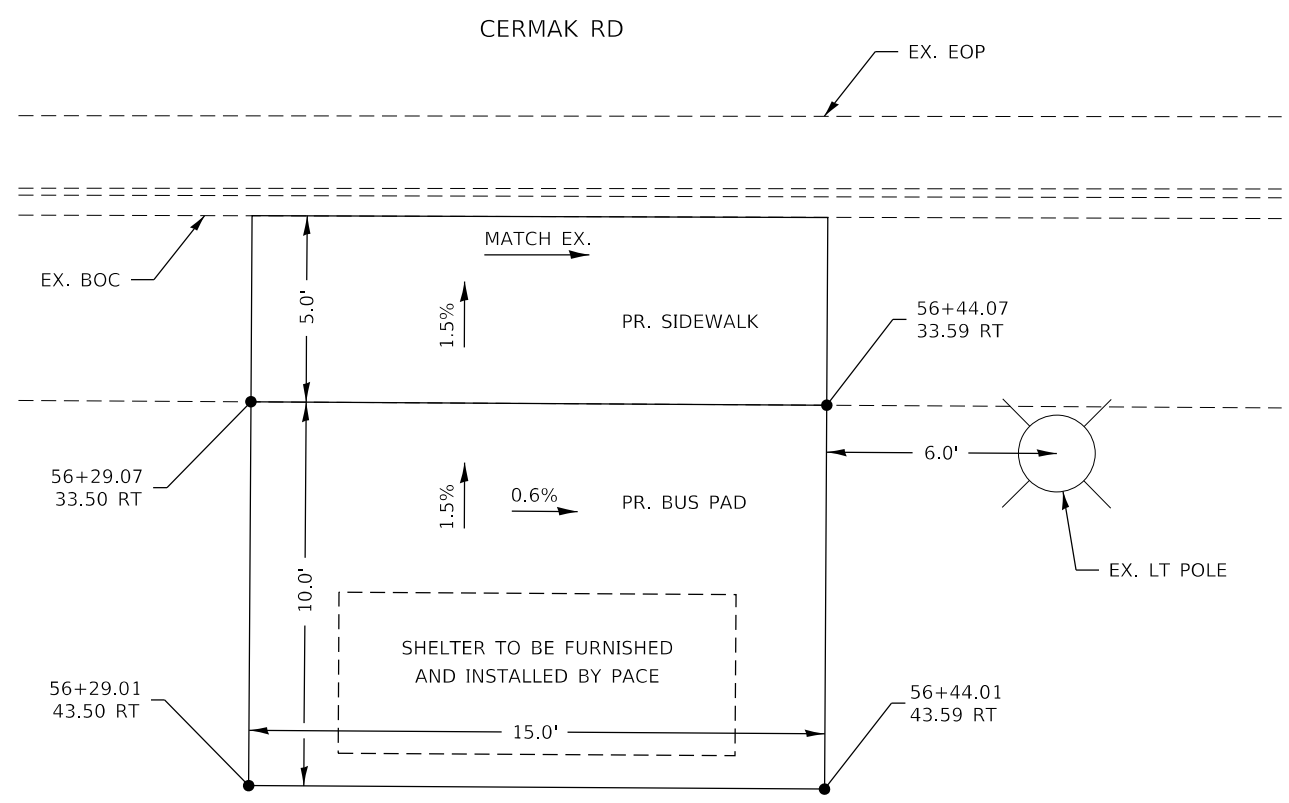
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	DRAWN - WJT	REVISED -
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PLOT DATE = 11/5/2020	DATE - 11/05/20	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

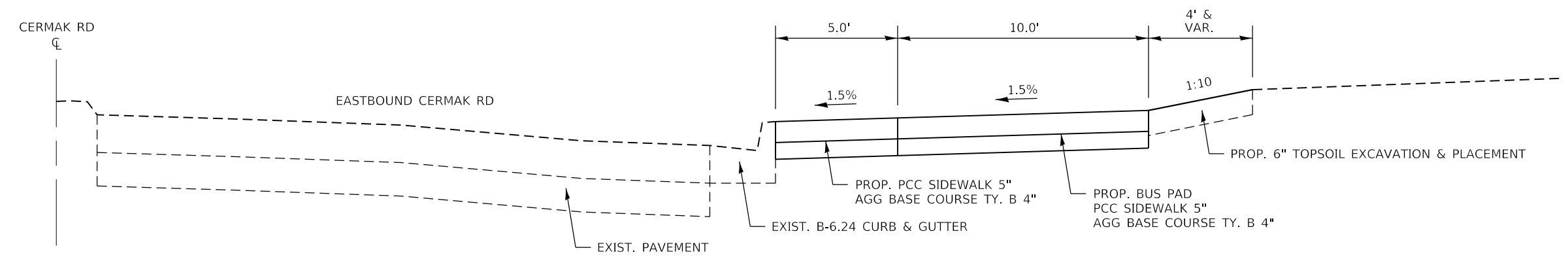
**GUARDRAIL TRANSITION DETAIL**  
**CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	54
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



**TYPICAL SECTION**



MODEL: D:\p1\168 IDOT\_Cermak\_Road\CADD\_Sheets\02151\_SHT\_DETAIL\_PACE\_BUS\_PAD.dgn  
 FILE NAME: W:\168 IDOT\_Cermak\_Road\CADD\_Sheets\02151\_SHT\_DETAIL\_PACE\_BUS\_PAD.dgn



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	DRAWN - WJT	REVISED -
PLOT SCALE = 5.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 11/5/2020	DATE - 11/05/20	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**PACE BUS PAD DETAIL**  
**CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK**

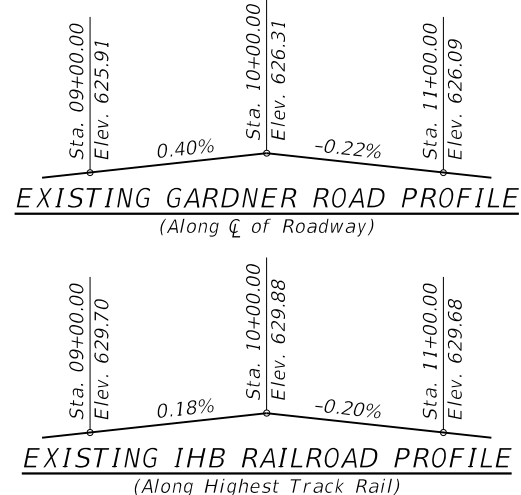
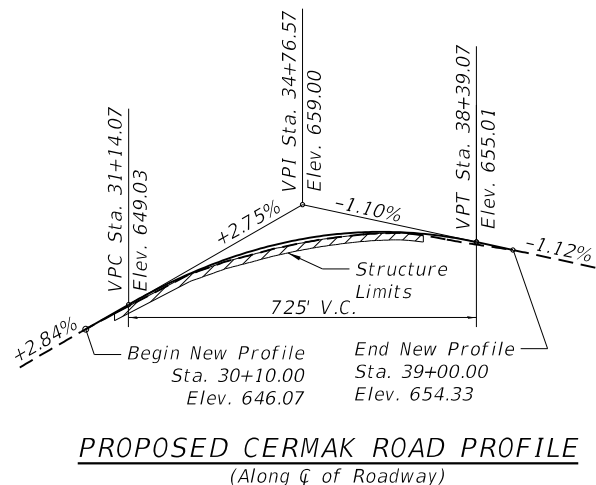
SCALE: N.T.S.    SHEET 1 OF 1 SHEETS    STA.    TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	55
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

Benchmark: BM 4 - A square cut in concrete light pole base in the northwest corner of N. Frontage Rd and Gardner. Elevation = 625.956 (NAVD88)

Existing Structure: Structure No. 016-0631 was built in 1961, F.A. Route 131 (Cermak Rd.), Section 551-VB. The superstructure consists of a ten-span steel wide flange beam bridge supported on pile supported abutments and multi-column piers. Back-to-back abutments 638'-2" and out-to-out deck 70'-2". Concrete overlay was added in 1992, F.A.U. 1453, Section 56B-1. A portion of the median was removed and replaced and repairs were performed to the bridge deck. Traffic shall be maintained utilizing staged construction.

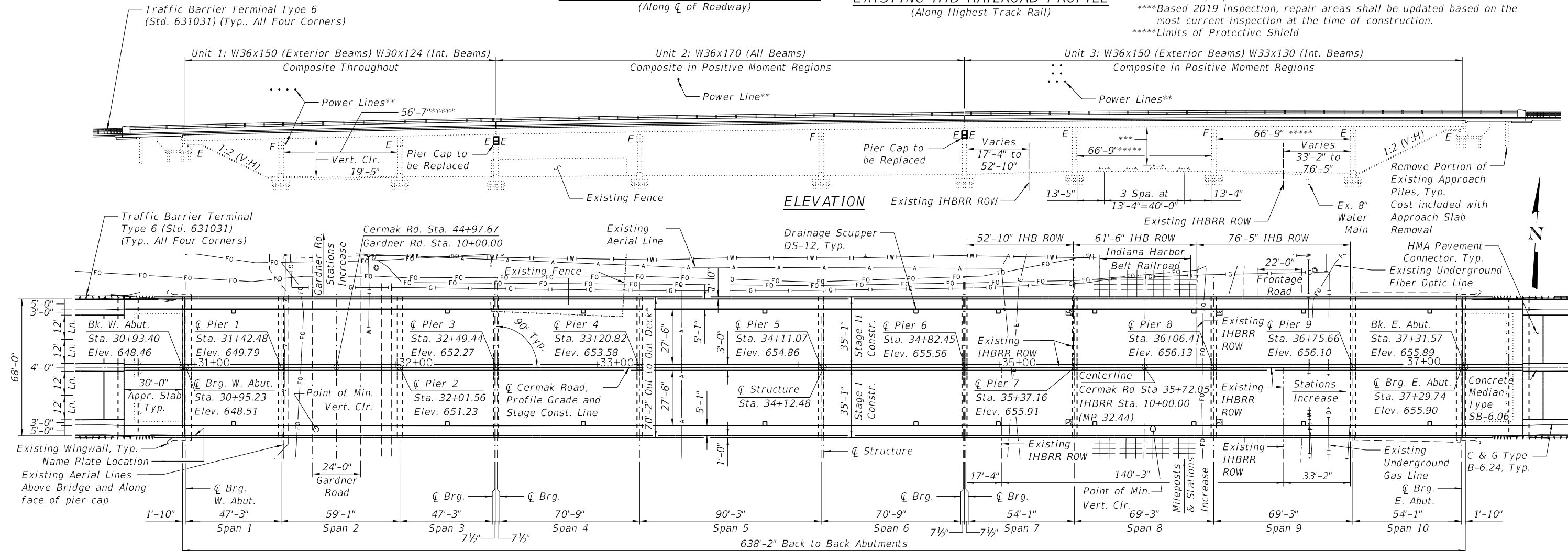
Salvage: Existing aluminum tube railing and posts. See General Notes sheet 2 of 59.



**SCOPE OF WORK**

1. Remove existing concrete deck and replace with new deck, sidewalks, parapets, and railings utilizing stage construction
2. Make new deck composite as indicated.
3. Repair beam webs at 8 locations.\*\*\*
4. Jack and shim spans in Unit 3 over IHB Railroad to provide 21'-6" minimum vertical clearance.
5. Replace Pier Caps at Piers 3 and 6, concrete repairs on remaining portion of piers.
6. Abutment Modifications. Repair existing West abutment using formed concrete repair and epoxy crack sealing.
7. Remove and replace approach slabs. Remove top of existing wingwalls.
8. Clean and paint beams and bearings near abutments and Piers 3 and 6.

\*Limits of Existing Structure  
 \*\*Work for constructing bridge deck will be performed under low overhead clearance. The Contractor will need to verify clearances during construction.  
 \*\*\*Minimum existing vertical clearance = 21'-3 3/8"  
 Minimum proposed vertical clearance = 21'-6"  
 \*\*\*\*Based 2019 inspection, repair areas shall be updated based on the most current inspection at the time of construction.  
 \*\*\*\*\*Limits of Protective Shield



**DESIGN STRESSES**

**FIELD UNITS (1961 Construction)**  
 $f_c = 1,400$  psi (Substructure)  
 $f_s = 20,000$  psi (Reinf.)  
 $f_s = 18,000$  psi (Struct. Steel)

**FIELD UNITS (New Construction)**  
 $f'_c = 4,000$  psi (Superstructure)  
 $f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinforcement)  
 $f_y = 36,000$  psi (M270 Grade 36)

**FIELD UNITS (1992 Construction)**  
 $f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinf.)  
 $f_y = 36,000$  psi (M270 Grade 36)

**DESIGN SPECIFICATIONS**  
 2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

**SEISMIC DATA**  
 Seismic Performance Category (SPC) = A  
 Bedrock Acceleration Coefficient (A) = .037  
 Site Coefficient (S) = 1.0

**LOADING HS 20-44**  
 No allowance for future wearing surface.

**PLAN**

APPROVED For Structural Adequacy Only  
 [Signature]  
 Engineer of Bridges & Structures

STATE OF ILLINOIS  
 JOEL J. THIEBES  
 5051  
 ILLINOIS PROFESSIONAL ENGINEER  
 CONTRACT NO. 2018-126-BR

[Signature]  
 DATE SIGNED: 09-10-2020  
 EXP. DATE: 11-30-2022



**GENERAL PLAN & ELEVATION**  
**CERMAK ROAD OVER**  
**IHB R.R. & GARDNER ROAD**  
 F.A.U. RTE 1453 - SECTION 2018-126-BR  
 COOK COUNTY  
 STATION 34+12.48  
 STRUCTURE NO. 016-0631

	USER NAME = Winson	DESIGNED - HB	REVISIONS -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	SHEET NO. 1 OF 59 SHEETS ILLINOIS FED. AID PROJECT
	PLOT SCALE =	CHECKED - JJI	REVISIONS -		
	PLOT DATE = 11/5/2020	DRAWN - HB	REVISIONS -		
		CHECKED - JJI	REVISIONS -		



**GENERAL NOTES**

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 3/4" Ø, holes 13/16" Ø, unless otherwise noted.

Slip-forming of parapets is not allowed.

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

The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete. As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4" inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

If the Contractor elects to use cantilever forming brackets on the exterior beams, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

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.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to all surfaces of the new Pier 3 and Pier 6 caps.

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

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All beams, bearings and other structural steel within 6 feet (measured along the beam) of either side of deck joints shall be cleaned per Near White Blast Cleaning (SSPC-SP10). Beams 2 thru 5 shall be cleaned and painted to the additional limits shown on the Unit 1 Framing Plan, Sheet 39 of 59. The exterior surfaces and the bottom of the bottom flange of the fascia beams shall be cleaned per Commercial Grade Power Tool Cleaning (SSPC-SP15)

Designated areas cleaned per Near White Blast Cleaning (SSPC-SP10) and per Commercial Grade Power Tool Cleaning (SSPC-SP15) shall be painted according to the requirements of Epoxy Mastic Primer/Epoxy Mastic Intermediate Coat/Acrylic Topcoat (EM/EM/AC). The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beam shall be Reddish Brown, Munsell No 2.5YR, 3/4.

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

The contractor shall submit a detailed demolition plan for the removal of the existing concrete deck over Gardner Road, the Indiana Harbor Belt Railroad and the Frontage Road in accordance with Article 501.02 of the Standard Specifications. Demolition plans shall include details for each demolition stage.

The contractor shall salvage the aluminum railing and posts. Railings shall not be cut. The railings, posts, and attachments shall be transported and unloaded by the Contractor to the District Bridge Yard in Elk Grove at 1101 Biesterfield Road during the weekdays of Monday-Friday, and between the hours of 8am and 2pm. The Contractor shall notify the District Bridge Office 48 hours in advance of the delivery at (847) 956-1443. Cost included in Removal of Existing Concrete Deck No. 1.

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1. General Plan & Elevation
2. General Data
3. Stage Construction Details
4. Temporary Concrete Barrier
5. Top of Slab Elevations Unit 1 (1 of 4)
6. Top of Slab Elevations Unit 1 (2 of 4)
7. Top of Slab Elevations Unit 1 (3 of 4)
8. Top of Slab Elevations Unit 1 (4 of 4)
9. Top of Slab Elevations Unit 2 (1 of 4)
10. Top of Slab Elevations Unit 2 (2 of 4)
11. Top of Slab Elevations Unit 2 (3 of 4)
12. Top of Slab Elevations Unit 2 (4 of 4)
13. Top of Slab Elevations Unit 3 (1 of 6)
14. Top of Slab Elevations Unit 3 (2 of 6)
15. Top of Slab Elevations Unit 3 (3 of 6)
16. Top of Slab Elevations Unit 3 (4 of 6)
17. Top of Slab Elevations Unit 3 (5 of 6)
18. Top of Slab Elevations Unit 3 (6 of 6)
19. Top of West Approach Slab Elevations
20. Top of East Approach Slab Elevations
21. Superstructure Plan Unit 1
22. Superstructure Cross Sections Unit 1
23. Superstructure Details I - Unit 1
24. Superstructure Details II - Unit 1
25. Superstructure Plan Unit 2
26. Superstructure Cross Sections Unit 2
27. Superstructure Details I - Unit 2
28. Superstructure Details II - Unit 2
29. Superstructure Plan Unit 3
30. Superstructure Cross Sections Unit 3
31. Superstructure Details I - Unit 3
32. Superstructure Details II - Unit 3
33. Bridge Approach Slab
34. Bridge Approach Slab Details
35. Drainage System
36. Drainage Scupper DS-12
37. Aluminum Railing, Type L
38. Performed Joint Strip Seal - Sidewalk
39. Structural Steel Unit 1
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41. Structural Steel Unit 2
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43. Structural Steel Unit 3
44. Structural Steel Details - Unit 3
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46. Unit 3 Bearing Extension Details
47. Abutment Modifications
48. Existing West Abutment Repair Details
49. Existing Pier 3 & Pier 6 Cap Removal & Shoring
50. Existing Pier 3 & Pier 6 Bearing Removal and Reinstallation
51. Pier 3 Cap Plan & Elevation
52. Pier 3 Cap Details
53. Pier 6 Cap Plan & Elevation
54. Pier 6 Cap Details
55. Existing Pier 3 Repair Details I
56. Existing Pier 3 Repair Details II
57. Existing Pier 6 Repair Details I
58. Existing Pier 6 Repair Details II
59. Bar Splicer Assembly Details

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.		74.5	74.5
Removal of Existing Concrete Deck No. 1*	Each	1		1
Protective Shield**	Sq. Yd.	1,080		1,080
Concrete Structures	Cu. Yd.		114.2	114.2
Concrete Superstructure	Cu. Yd.	1,737.6		1,737.6
Bridge Deck Grooving	Sq. Yd.	3,942		3,942
Protective Coat	Sq. Yd.	5,918		5,918
Concrete Superstructure (Approach Slab)	Cu. Yd.	192.2		192.2
Furnishing and Erecting Structural Steel	Pound	11,780		11,780
Stud Shear Connectors	Each	21,078		21,078
Reinforcement Bars, Epoxy Coated	Pound	419,760	20,040	439,800
Bar Splicers	Each	2,186	118	2,304
Aluminum Railing, Type L	Foot	1,326		1,326
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	284		284
Anchor Bolts, 1"	Each	96		96
Concrete Sealer	Sq. Ft.		2,073	2,073
Epoxy Crack Injection	Foot		69	69
Jack, Remove and Reinstall Existing Bearings	Each		48	48
Structural Steel Repair	Pound	1,110		1,110
Containment and Disposal of Lead Paint Cleaning Residues, No. 1	L Sum	1		1
Cleaning and Painting Steel Bridge No. 1	L Sum	1		1
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.		618	618
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq. Ft.		20	20
Debris Removal	Cu Yd.		4	4
Drainage Scuppers, DS-12	Each	20		20
Drainage System	L Sum	1		1
Jacking Existing Superstructure	L Sum	1		1
Temporary Shoring	Each	8		8

\*Removal of Existing Deck includes timber supports installed under the deck.  
 \*\*Removal of existing protective shield is included in the cost of Protective Shield.

STATION 34+12.48  
 REBUILT 202\_ BY  
 STATE OF ILLINOIS  
 F.A.U. RTE. 1453  
 SEC. 2018-126-BR  
 LOADING HS 20-44  
 STRUCTURE NO. 016-0631

**NAME PLATE**  
 See Std. 515001

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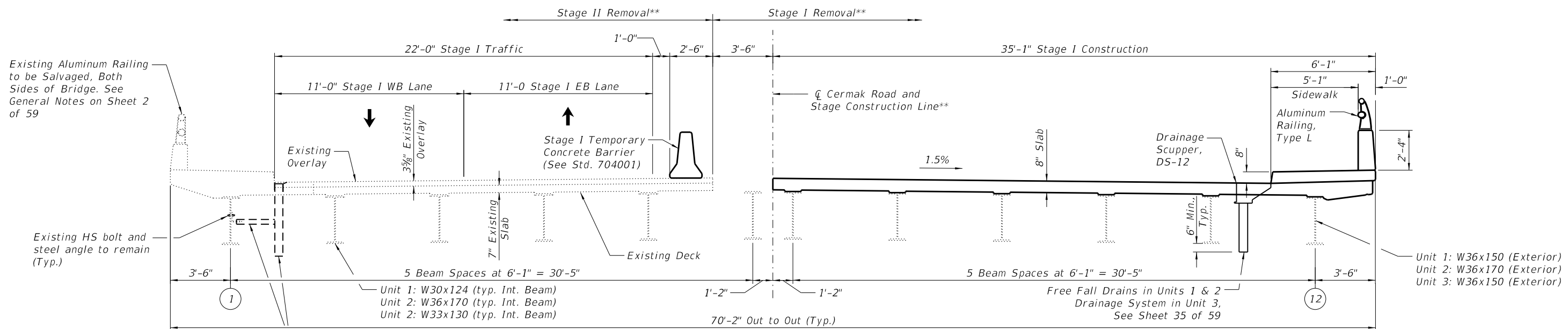
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	PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

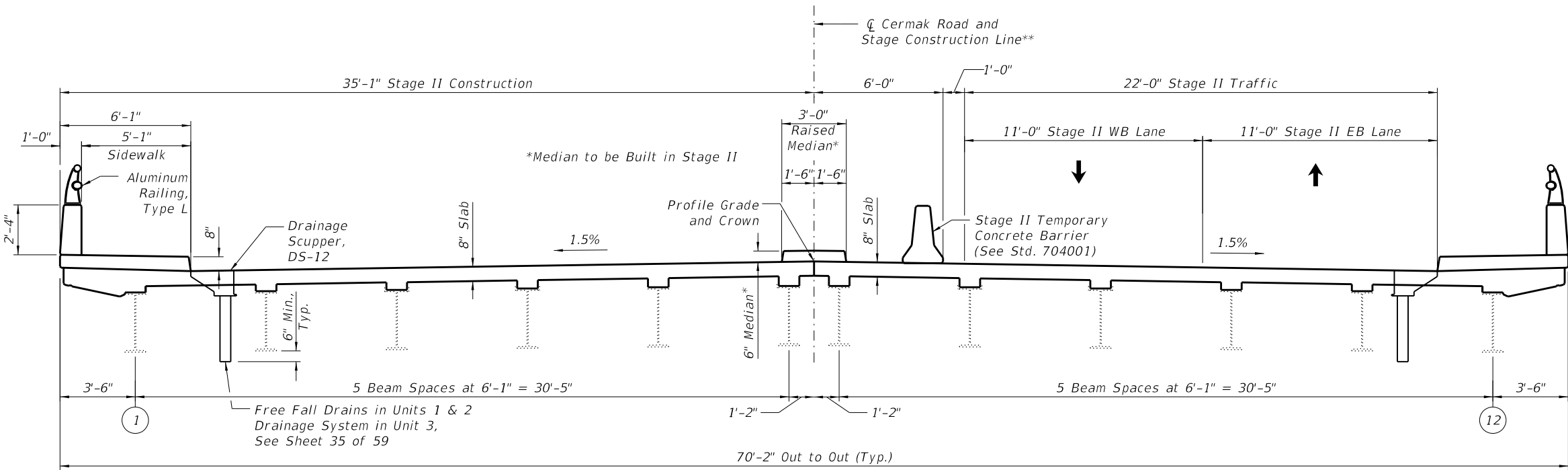
**GENERAL DATA  
 STRUCTURE NO. 016-0631**

SHEET NO. 2 OF 59 SHEETS

F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 57
			CONTRACT NO. 62H51	
		ILLINOIS	FED. AID PROJECT	



**CROSS SECTION THRU DECK - STAGE I**  
(Looking East)



**CROSS SECTION THRU DECK - STAGE II**  
(Looking East)

\*\*For Pier 3 and Pier 6 cap replacement staging see sheet 49, 51 & 53 of 59.

FILE NAME: W:\191168 IDOT Cermak Road\Structural\PLANS\IBRR & Gardner\_SUIT\_03\_Stage Construction Deck Sections.dgn



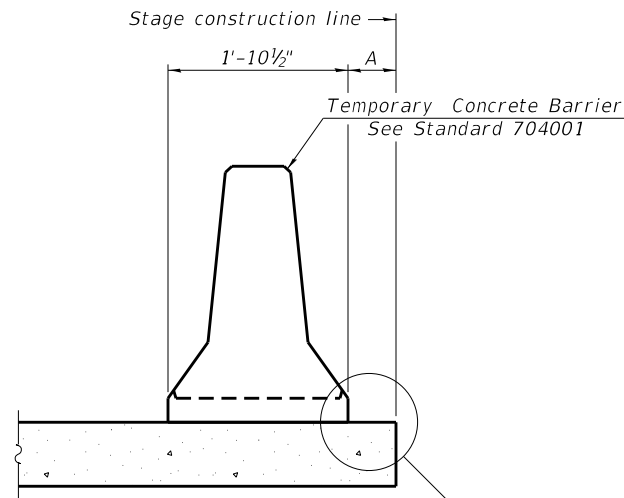
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PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS**  
**STRUCTURE NO. 016-0631**

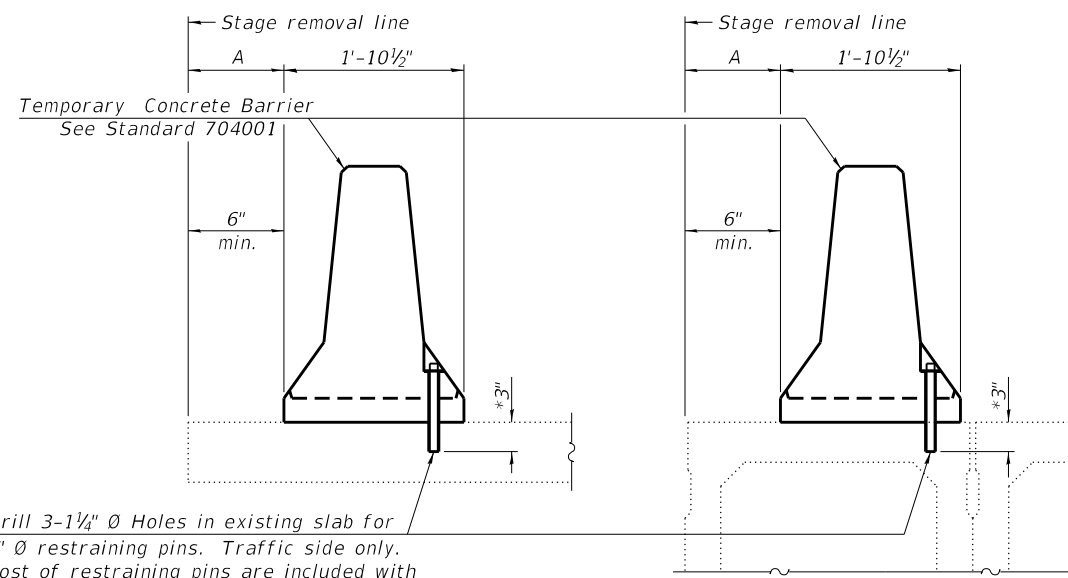
SHEET NO. 3 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	58
CONTRACT NO. 62H51				
ILLINOIS		FED. AID PROJECT		



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

NEW SLAB OR NEW DECK BEAM



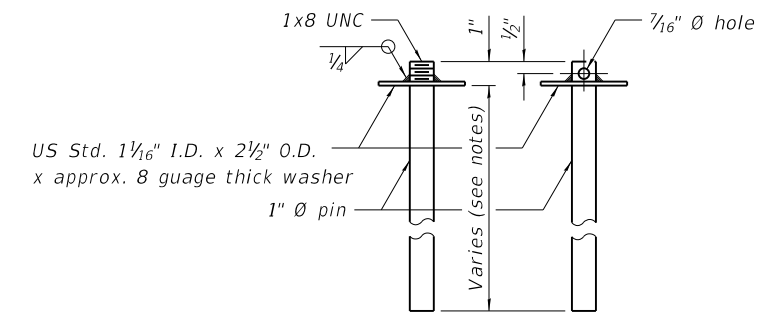
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

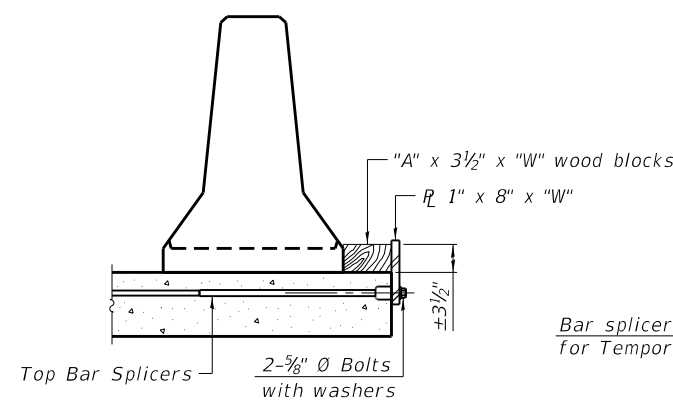
\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

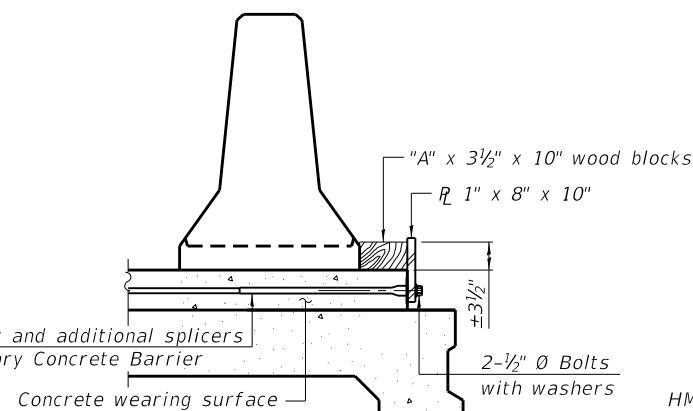
SECTIONS THRU SLAB OR DECK BEAM



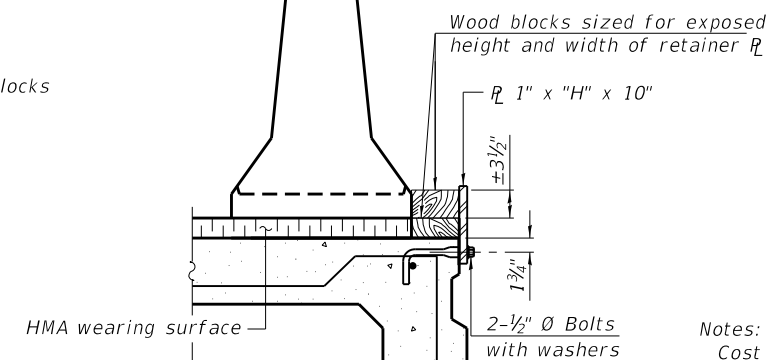
RESTRAINING PIN



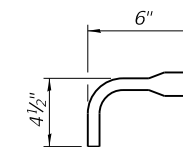
DETAIL I



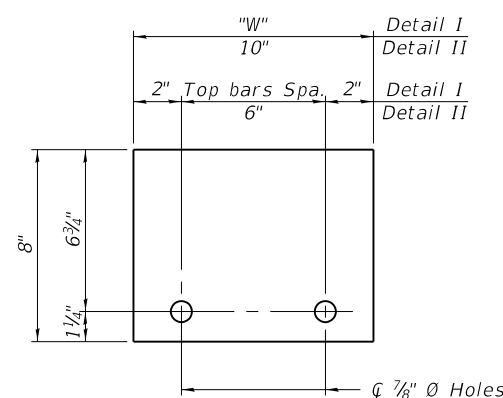
DETAIL II



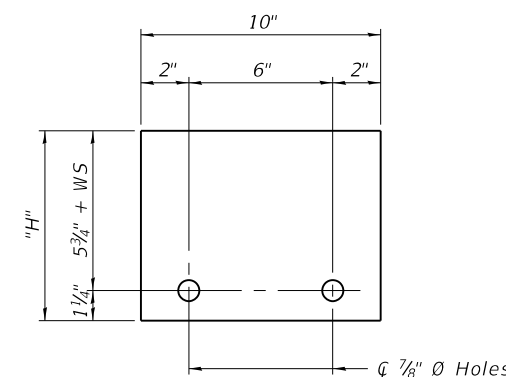
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

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

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

FILE NAME: W:\191-168 IDOT\_Cemak\_Road\CADD\_Sheets\Structural\FINAL PLANS\HBR & Gardner\_SUIT-04\_Temporary Concrete Barrier.dgn

R-27 2-17-2017



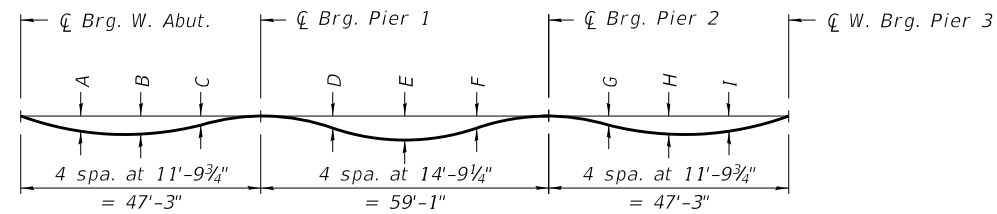
USER NAME = Winson	DESIGNED - HB	REVISED -
PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION  
STRUCTURE NO. 016-0631

SHEET NO. 4 OF 59 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	59
CONTRACT NO. 62H51				
ILLINOIS		FED. AID PROJECT		



**DEAD LOAD DEFLECTION DIAGRAM**

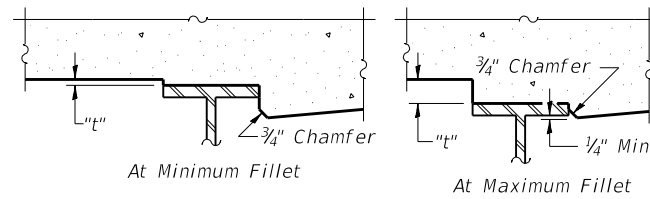
(Includes weight of concrete only.)

**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 deflections as shown below.

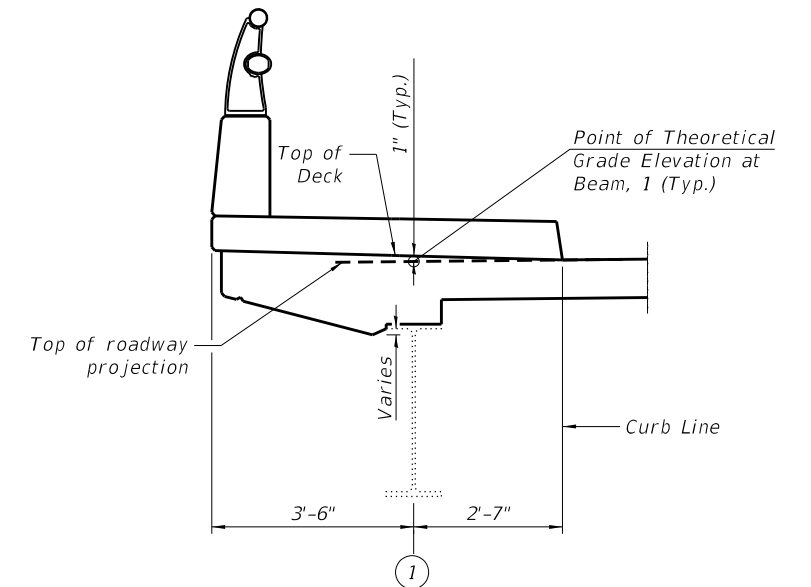
**BEAM DEAD LOAD DEFLECTION TABLE**

BEAM	A	B	C	D	E	F	G	H	I
2 through 5 & 8 through 11	1/8"	1/4"	1/8"	1/8"	1/4"	1/8"	1/8"	1/4"	1/8"
1, 6, 7 and 12	1/8"	1/8"	1/8"	1/8"	1/4"	1/8"	1/8"	1/8"	1/8"



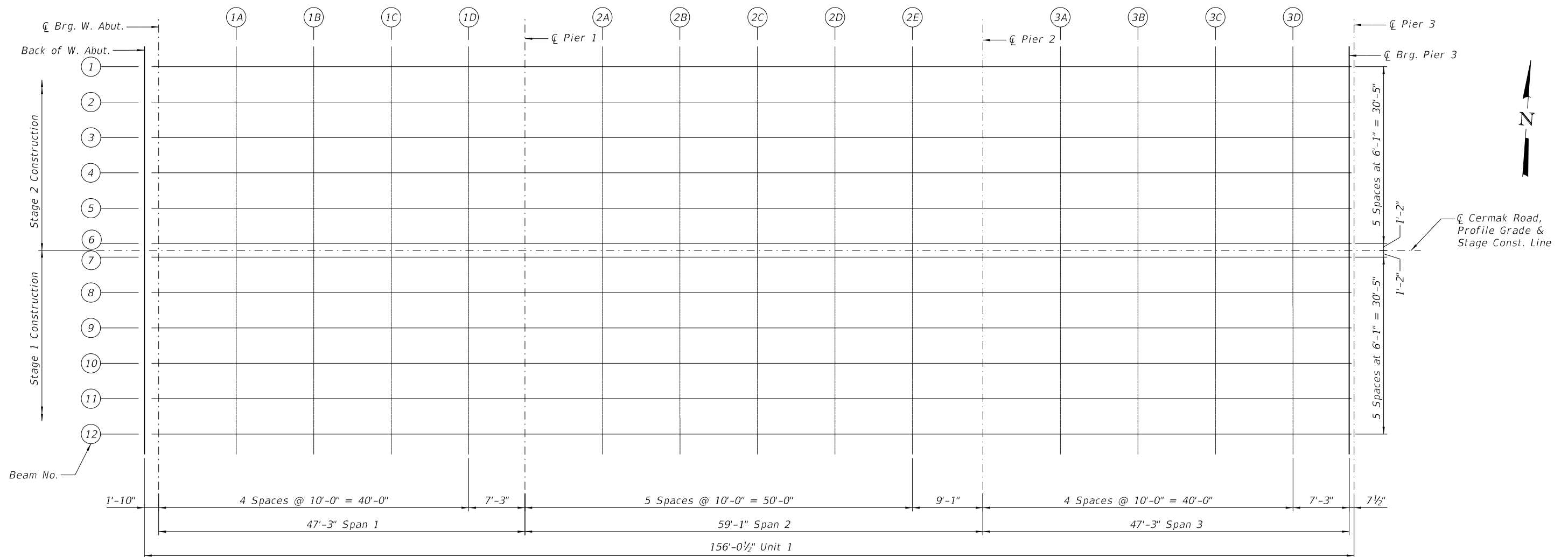
**FILLET HEIGHTS**

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 below, minus slab thickness, equals the fillet heights "t" above top flange of beams.



**SECTION AT NORTH SIDEWALK**

(South Sidewalk, Beam 12 Similar)



**SCHEMATIC PLAN**

E-S 2-17-2017

FILE NAME: W:\191168 IDOT Cermak Road\ICADD\_Sheets\Structural\FINAL PLANS\HBR & Gardner Road\162H51\_HBR & Gardner\_SHT-05\_Top of Slab Elevations Unit 1 - L.dgn



USER NAME = WInson	DESIGNED - HB	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - HB	REVISED -
PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS UNIT 1 (1 of 4)  
STRUCTURE NO. 016-0631**

SHEET NO. 5 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	60
CONTRACT NO. 62H51				

ILLINOIS FED. AID PROJECT

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abutment	30+93.40	-31.58	647.99	647.99
☉ West Abutment	30+95.23	-31.58	648.04	648.04
1A	31+05.23	-31.58	648.31	648.32
1B	31+15.23	-31.58	648.59	648.60
1C	31+25.23	-31.58	648.86	648.87
1D	31+35.23	-31.58	649.13	649.13
☉ Pier 1	31+42.48	-31.58	649.32	649.32
2A	31+52.48	-31.58	649.57	649.58
2B	31+62.48	-31.58	649.83	649.84
2C	31+72.48	-31.58	650.07	650.09
2D	31+82.48	-31.58	650.31	650.33
2E	31+92.48	-31.58	650.55	650.56
☉ Pier 2	32+01.56	-31.58	650.76	650.76
3A	32+11.56	-31.58	650.99	650.99
3B	32+21.56	-31.58	651.21	651.22
3C	32+31.56	-31.58	651.42	651.44
3D	32+41.56	-31.58	651.63	651.64
☉ W. Brg. Pier 3	32+48.82	-31.58	651.78	651.78
☉ Pier 3	32+49.44	-31.58	651.79	651.79

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abutment	30+93.40	-25.50	648.08	648.08
☉ West Abutment	30+95.23	-25.50	648.13	648.13
1A	31+05.23	-25.50	648.41	648.43
1B	31+15.23	-25.50	648.68	648.70
1C	31+25.23	-25.50	648.95	648.96
1D	31+35.23	-25.50	649.22	649.23
☉ Pier 1	31+42.48	-25.50	649.41	649.41
2A	31+52.48	-25.50	649.67	649.68
2B	31+62.48	-25.50	649.92	649.94
2C	31+72.48	-25.50	650.16	650.18
2D	31+82.48	-25.50	650.41	650.43
2E	31+92.48	-25.50	650.64	650.64
☉ Pier 2	32+01.56	-25.50	650.85	650.85
3A	32+11.56	-25.50	651.08	651.09
3B	32+21.56	-25.50	651.30	651.32
3C	32+31.56	-25.50	651.51	651.53
3D	32+41.56	-25.50	651.72	651.73
☉ W. Brg. Pier 3	32+48.82	-25.50	651.87	651.87
☉ Pier 3	32+49.44	-25.50	651.88	651.88

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abutment	30+93.40	-19.42	648.17	648.17
☉ West Abutment	30+95.23	-19.42	648.22	648.22
1A	31+05.23	-19.42	648.50	648.52
1B	31+15.23	-19.42	648.77	648.79
1C	31+25.23	-19.42	649.04	649.05
1D	31+35.23	-19.42	649.31	649.31
☉ Pier 1	31+42.48	-19.42	649.50	649.50
2A	31+52.48	-19.42	649.76	649.76
2B	31+62.48	-19.42	650.01	650.03
2C	31+72.48	-19.42	650.26	650.29
2D	31+82.48	-19.42	650.50	650.52
2E	31+92.48	-19.42	650.73	650.74
☉ Pier 2	32+01.56	-19.42	650.94	650.94
3A	32+11.56	-19.42	651.17	651.17
3B	32+21.56	-19.42	651.39	651.40
3C	32+31.56	-19.42	651.60	651.62
3D	32+41.56	-19.42	651.81	651.82
☉ W. Brg. Pier 3	32+48.82	-19.42	651.96	651.96
☉ Pier 3	32+49.44	-19.42	651.98	651.98

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abutment	30+93.40	-13.33	648.26	648.26
☉ West Abutment	30+95.23	-13.33	648.31	648.31
1A	31+05.23	-13.33	648.59	648.60
1B	31+15.23	-13.33	648.86	648.88
1C	31+25.23	-13.33	649.13	649.14
1D	31+35.23	-13.33	649.40	649.41
☉ Pier 1	31+42.48	-13.33	649.59	649.59
2A	31+52.48	-13.33	649.85	649.86
2B	31+62.48	-13.33	650.10	650.12
2C	31+72.48	-13.33	650.35	650.37
2D	31+82.48	-13.33	650.59	650.61
2E	31+92.48	-13.33	650.82	650.82
☉ Pier 2	32+01.56	-13.33	651.03	651.03
3A	32+11.56	-13.33	651.26	651.27
3B	32+21.56	-13.33	651.48	651.50
3C	32+31.56	-13.33	651.70	651.72
3D	32+41.56	-13.33	651.91	651.92
☉ W. Brg. Pier 3	32+48.82	-13.33	652.05	652.05
☉ Pier 3	32+49.44	-13.33	652.07	652.07

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abutment	30+93.40	-7.25	648.35	648.35
☉ West Abutment	30+95.23	-7.25	648.40	648.40
1A	31+05.23	-7.25	648.68	648.70
1B	31+15.23	-7.25	648.95	648.97
1C	31+25.23	-7.25	649.23	649.24
1D	31+35.23	-7.25	649.49	649.49
☉ Pier 1	31+42.48	-7.25	649.68	649.68
2A	31+52.48	-7.25	649.94	649.94
2B	31+62.48	-7.25	650.19	650.21
2C	31+72.48	-7.25	650.44	650.47
2D	31+82.48	-7.25	650.68	650.69
2E	31+92.48	-7.25	650.92	650.93
☉ Pier 2	32+01.56	-7.25	651.13	651.13
3A	32+11.56	-7.25	651.35	651.35
3B	32+21.56	-7.25	651.57	651.58
3C	32+31.56	-7.25	651.79	651.81
3D	32+41.56	-7.25	652.00	652.01
☉ W. Brg. Pier 3	32+48.82	-7.25	652.15	652.15
☉ Pier 3	32+49.44	-7.25	652.16	652.16

**BEAM 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abutment	30+93.40	-1.17	648.45	648.45
☉ West Abutment	30+95.23	-1.17	648.50	648.50
1A	31+05.23	-1.17	648.77	648.78
1B	31+15.23	-1.17	649.05	649.07
1C	31+25.23	-1.17	649.32	649.33
1D	31+35.23	-1.17	649.58	649.59
☉ Pier 1	31+42.48	-1.17	649.77	649.77
2A	31+52.48	-1.17	650.03	650.04
2B	31+62.48	-1.17	650.28	650.30
2C	31+72.48	-1.17	650.53	650.55
2D	31+82.48	-1.17	650.77	650.78
2E	31+92.48	-1.17	651.01	651.01
☉ Pier 2	32+01.56	-1.17	651.22	651.22
3A	32+11.56	-1.17	651.44	651.45
3B	32+21.56	-1.17	651.66	651.67
3C	32+31.56	-1.17	651.88	651.89
3D	32+41.56	-1.17	652.09	652.09
☉ W. Brg. Pier 3	32+48.82	-1.17	652.24	652.24
☉ Pier 3	32+49.44	-1.17	652.25	652.25

E-S 2-17-2017

FILE NAME: W:\191168 IDOT\_Cermak\_Road\CADD\_Sheets\Structural\FINAL PLANS\IBRR & Gardner\_Road\162H51\_IBRR & Gardner\_SHT-06\_Top of Slab Elevations Unit 1 - 11.dgn



USER NAME = Winson	DESIGNED - HB	REVISED -
PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS UNIT 1 (2 of 4)  
STRUCTURE NO. 016-0631**

SHEET NO. 6 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	61
			CONTRACT NO. 62H51	
		ILLINOIS FED. AID PROJECT		

☉ RDWY, PGL, & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abutment	30+93.40	0.00	648.46	648.46
☉ West Abutment	30+95.23	0.00	648.51	648.51
1A	31+05.23	0.00	648.79	648.80
1B	31+15.23	0.00	649.06	649.08
1C	31+25.23	0.00	649.33	649.34
1D	31+35.23	0.00	649.60	649.61
☉ Pier 1	31+42.48	0.00	649.79	649.79
2A	31+52.48	0.00	650.05	650.06
2B	31+62.48	0.00	650.30	650.32
2C	31+72.48	0.00	650.55	650.57
2D	31+82.48	0.00	650.79	650.80
2E	31+92.48	0.00	651.02	651.02
☉ Pier 2	32+01.56	0.00	651.23	651.23
3A	32+11.56	0.00	651.46	651.47
3B	32+21.56	0.00	651.68	651.69
3C	32+31.56	0.00	651.90	651.91
3D	32+41.56	0.00	652.11	652.11
☉ W. Brg. Pier 3	32+48.82	0.00	652.25	652.25
☉ Pier 3	32+49.44	0.00	652.27	652.27

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abutment	30+93.40	1.17	648.45	648.45
☉ West Abutment	30+95.23	1.17	648.50	648.50
1A	31+05.23	1.17	648.77	648.78
1B	31+15.23	1.17	649.05	649.07
1C	31+25.23	1.17	649.32	649.33
1D	31+35.23	1.17	649.58	649.59
☉ Pier 1	31+42.48	1.17	649.77	649.77
2A	31+52.48	1.17	650.03	650.04
2B	31+62.48	1.17	650.28	650.30
2C	31+72.48	1.17	650.53	650.55
2D	31+82.48	1.17	650.77	650.78
2E	31+92.48	1.17	651.01	651.01
☉ Pier 2	32+01.56	1.17	651.22	651.22
3A	32+11.56	1.17	651.44	651.45
3B	32+21.56	1.17	651.66	651.67
3C	32+31.56	1.17	651.88	651.89
3D	32+41.56	1.17	652.09	652.09
☉ W. Brg. Pier 3	32+48.82	1.17	652.24	652.24
☉ Pier 3	32+49.44	1.17	652.25	652.25

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abutment	30+93.40	7.25	648.35	648.35
☉ West Abutment	30+95.23	7.25	648.40	648.40
1A	31+05.23	7.25	648.68	648.70
1B	31+15.23	7.25	648.95	648.97
1C	31+25.23	7.25	649.23	649.24
1D	31+35.23	7.25	649.49	649.49
☉ Pier 1	31+42.48	7.25	649.68	649.68
2A	31+52.48	7.25	649.94	649.94
2B	31+62.48	7.25	650.19	650.21
2C	31+72.48	7.25	650.44	650.47
2D	31+82.48	7.25	650.68	650.69
2E	31+92.48	7.25	650.92	650.93
☉ Pier 2	32+01.56	7.25	651.13	651.13
3A	32+11.56	7.25	651.35	651.35
3B	32+21.56	7.25	651.57	651.58
3C	32+31.56	7.25	651.79	651.81
3D	32+41.56	7.25	652.00	652.01
☉ W. Brg. Pier 3	32+48.82	7.25	652.15	652.15
☉ Pier 3	32+49.44	7.25	652.16	652.16

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abutment	30+93.40	13.33	648.26	648.26
☉ West Abutment	30+95.23	13.33	648.31	648.31
1A	31+05.23	13.33	648.59	648.60
1B	31+15.23	13.33	648.86	648.88
1C	31+25.23	13.33	649.13	649.14
1D	31+35.23	13.33	649.40	649.41
☉ Pier 1	31+42.48	13.33	649.59	649.59
2A	31+52.48	13.33	649.85	649.86
2B	31+62.48	13.33	650.10	650.12
2C	31+72.48	13.33	650.35	650.37
2D	31+82.48	13.33	650.59	650.61
2E	31+92.48	13.33	650.82	650.82
☉ Pier 2	32+01.56	13.33	651.03	651.03
3A	32+11.56	13.33	651.26	651.27
3B	32+21.56	13.33	651.48	651.50
3C	32+31.56	13.33	651.70	651.72
3D	32+41.56	13.33	651.91	651.92
☉ W. Brg. Pier 3	32+48.82	13.33	652.05	652.05
☉ Pier 3	32+49.44	13.33	652.07	652.07

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abutment	30+93.40	19.42	648.17	648.17
☉ West Abutment	30+95.23	19.42	648.22	648.22
1A	31+05.23	19.42	648.50	648.52
1B	31+15.23	19.42	648.77	648.79
1C	31+25.23	19.42	649.04	649.05
1D	31+35.23	19.42	649.31	649.31
☉ Pier 1	31+42.48	19.42	649.50	649.50
2A	31+52.48	19.42	649.76	649.76
2B	31+62.48	19.42	650.01	650.03
2C	31+72.48	19.42	650.26	650.29
2D	31+82.48	19.42	650.50	650.52
2E	31+92.48	19.42	650.73	650.74
☉ Pier 2	32+01.56	19.42	650.94	650.94
3A	32+11.56	19.42	651.17	651.17
3B	32+21.56	19.42	651.39	651.40
3C	32+31.56	19.42	651.60	651.62
3D	32+41.56	19.42	651.81	651.82
☉ W. Brg. Pier 3	32+48.82	19.42	651.96	651.96
☉ Pier 3	32+49.44	19.42	651.98	651.98

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abutment	30+93.40	25.50	648.08	648.08
☉ West Abutment	30+95.23	25.50	648.13	648.13
1A	31+05.23	25.50	648.41	648.43
1B	31+15.23	25.50	648.68	648.70
1C	31+25.23	25.50	648.95	648.96
1D	31+35.23	25.50	649.22	649.23
☉ Pier 1	31+42.48	25.50	649.41	649.41
2A	31+52.48	25.50	649.67	649.68
2B	31+62.48	25.50	649.92	649.94
2C	31+72.48	25.50	650.16	650.18
2D	31+82.48	25.50	650.41	650.43
2E	31+92.48	25.50	650.64	650.64
☉ Pier 2	32+01.56	25.50	650.85	650.85
3A	32+11.56	25.50	651.08	651.09
3B	32+21.56	25.50	651.30	651.32
3C	32+31.56	25.50	651.51	651.53
3D	32+41.56	25.50	651.72	651.73
☉ W. Brg. Pier 3	32+48.82	25.50	651.87	651.87
☉ Pier 3	32+49.44	25.50	651.88	651.88

E-S 2-17-2017

FILE NAME: W:\191168 IDOT\_Cermak\_Road\CADD\_Sheets\Structural\FINAL PLANS\IBRR & Gardner\_Split\_02\_Top of Slab Elevations Unit 1 - Illinois



USER NAME = Winson	DESIGNED - HB	REVISED -
PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 1 (3 of 4)  
STRUCTURE NO. 016-0631

SHEET NO. 7 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	62
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abutment	30+93.40	31.58	647.99	647.99
☉ West Abutment	30+95.23	31.58	648.04	648.04
1A	31+05.23	31.58	648.31	648.32
1B	31+15.23	31.58	648.59	648.60
1C	31+25.23	31.58	648.86	648.87
1D	31+35.23	31.58	649.13	649.13
☉ Pier 1	31+42.48	31.58	649.32	649.32
2A	31+52.48	31.58	649.57	649.58
2B	31+62.48	31.58	649.83	649.84
2C	31+72.48	31.58	650.07	650.09
2D	31+82.48	31.58	650.31	650.33
2E	31+92.48	31.58	650.55	650.56
☉ Pier 2	32+01.56	31.58	650.76	650.76
3A	32+11.56	31.58	650.99	650.99
3B	32+21.56	31.58	651.21	651.22
3C	32+31.56	31.58	651.42	651.44
3D	32+41.56	31.58	651.63	651.64
☉ W. Brg. Pier 3	32+48.82	31.58	651.78	651.78
☉ Pier 3	32+49.44	31.58	651.79	651.79

FILE NAME: W:\191168 IDOT Cermak Road\CADD\_Sheets\Structural\FINAL PLANS\HBR & Gardner\_Road\162H51\_HBR & Gardner\_SHT-08\_Top of Slab Elevations Unit 1 - IV.dgn

E-S

2-17-2017



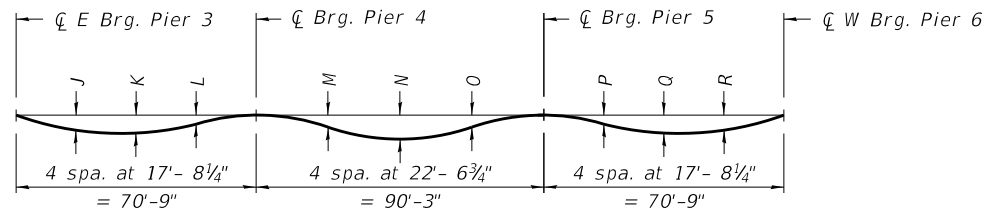
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	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - HB	REVISED -
PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS UNIT 1 (4 of 4)  
STRUCTURE NO. 016-0631**

SHEET NO. 8 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	63
CONTRACT NO. 62H51				
ILLINOIS		FED. AID PROJECT		



**DEAD LOAD DEFLECTION DIAGRAM**

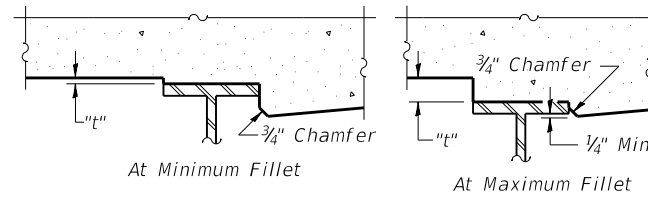
(Includes weight of concrete only.)

**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 deflections as shown below.

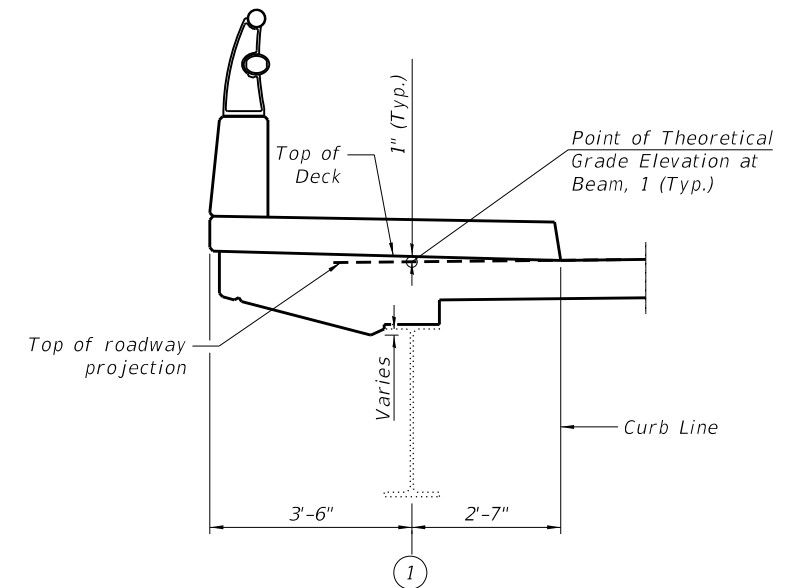
**BEAM DEAD LOAD DEFLECTION TABLE**

BEAM	J	K	L	M	N	O	P	Q	R
2 through 5 & 8 through 11	1/2"	1/2"	1/4"	1/2"	3/4"	1/2"	1/4"	1/2"	1/2"
6 and 7	3/8"	3/8"	1/8"	3/8"	5/8"	3/8"	1/8"	1/4"	1/4"
1 and 12	1/2"	3/8"	1/4"	1/2"	1"	1/2"	1/4"	3/8"	1/2"



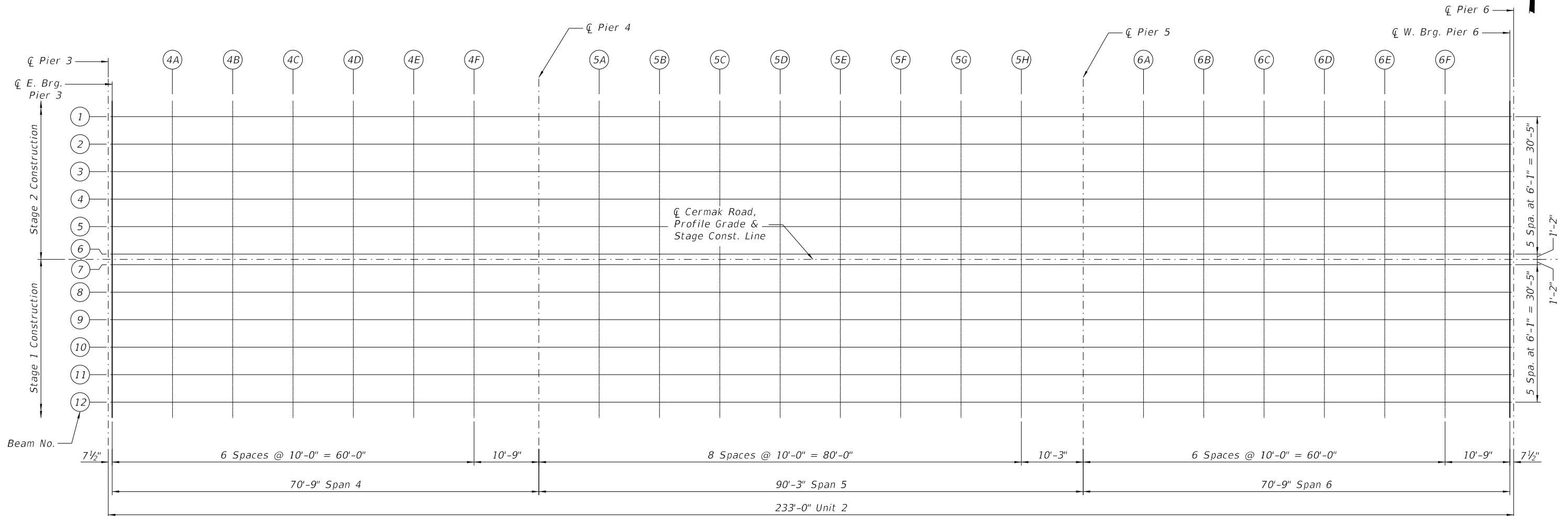
To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**



**SECTION AT NORTH SIDEWALK**

(South Sidewalk, Beam 12 Similar)



**SCHEMATIC PLAN**

E-S    2-17-2017



USER NAME = Winson	DESIGNED - HB	REVISED -
PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS UNIT 2 (1 of 4)  
STRUCTURE NO. 016-0631**

SHEET NO. 9 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	64
CONTRACT NO. 62H51				

ILLINOIS FED. AID PROJECT

FILE NAME: W:\191-168 IDOT Cermak Road\ICADD\_Sheets\Structural\FINAL PLANS\IBRR & Gardner\_SUIT-09\_Top of Slab Elevations Unit 2 - L.dgn



BEAM 1

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 3, Pier 4, and Pier 5 with sub-points 4A through 6F.

BEAM 2

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 3, Pier 4, and Pier 5 with sub-points 4A through 6F.

BEAM 3

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 3, Pier 4, and Pier 5 with sub-points 4A through 6F.

BEAM 4

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 3, Pier 4, and Pier 5 with sub-points 4A through 6F.

BEAM 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 3, Pier 4, and Pier 5 with sub-points 4A through 6F.

BEAM 6

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 3, Pier 4, and Pier 5 with sub-points 4A through 6F.

FILE NAME: W:\191168 IDOT Cermak Road\ICADD\_Sheets\Structural\FINAL PLANS\IBRR & Gardner\_Split\_10\_Top of Slab Elevations Unit 2 - 11.dgn

E-S 2-17-2017



Table with 4 columns: USER NAME, DESIGNED, CHECKED, DRAWN, PLOT DATE. Values include Winson, HB, JJI, HB, 11/5/2020.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 2 (2 of 4) STRUCTURE NO. 016-0631 SHEET NO. 10 OF 59 SHEETS

Table with 5 columns: F.A.U. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values include 1453, 2018-126-BR, COOK, 194, 65.

ILLINOIS FED. AID PROJECT CONTRACT NO. 62H51

RDWY, PGL & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Centerline Pier 3	32+49.44	0.00	652.27	652.27
E. Brg. Pier 3	32+50.07	0.00	652.28	652.28
4A	32+60.07	0.00	652.48	652.49
4B	32+70.07	0.00	652.68	652.71
4C	32+80.07	0.00	652.86	652.90
4D	32+90.07	0.00	653.05	653.08
4E	33+00.07	0.00	653.23	653.25
4F	33+10.07	0.00	653.40	653.40
Centerline Pier 4	33+20.82	0.00	653.58	653.58
5A	33+30.82	0.00	653.74	653.75
5B	33+40.82	0.00	653.90	653.93
5C	33+50.82	0.00	654.05	654.10
5D	33+60.82	0.00	654.20	654.26
5E	33+70.82	0.00	654.34	654.39
5F	33+80.82	0.00	654.48	654.50
5G	33+90.82	0.00	654.61	654.63
5H	34+00.82	0.00	654.73	654.74
Centerline Pier 5	34+11.07	0.00	654.86	654.86
6A	34+21.07	0.00	654.97	654.97
6B	34+31.07	0.00	655.08	655.09
6C	34+41.07	0.00	655.18	655.20
6D	34+51.07	0.00	655.28	655.31
6E	34+61.07	0.00	655.38	655.40
6F	34+71.07	0.00	655.46	655.47
W. Brg. Pier 6	34+81.83	0.00	655.55	655.55
Centerline Pier 6	34+82.45	0.00	655.56	655.56

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Centerline Pier 3	32+49.44	1.17	652.25	652.25
E. Brg. Pier 3	32+50.07	1.17	652.26	652.26
4A	32+60.07	1.17	652.46	652.47
4B	32+70.07	1.17	652.66	652.69
4C	32+80.07	1.17	652.85	652.89
4D	32+90.07	1.17	653.03	653.06
4E	33+00.07	1.17	653.21	653.23
4F	33+10.07	1.17	653.38	653.38
Centerline Pier 4	33+20.82	1.17	653.56	653.56
5A	33+30.82	1.17	653.73	653.74
5B	33+40.82	1.17	653.88	653.91
5C	33+50.82	1.17	654.04	654.09
5D	33+60.82	1.17	654.18	654.24
5E	33+70.82	1.17	654.32	654.37
5F	33+80.82	1.17	654.46	654.48
5G	33+90.82	1.17	654.59	654.61
5H	34+00.82	1.17	654.72	654.73
Centerline Pier 5	34+11.07	1.17	654.84	654.84
6A	34+21.07	1.17	654.95	654.95
6B	34+31.07	1.17	655.06	655.07
6C	34+41.07	1.17	655.17	655.19
6D	34+51.07	1.17	655.27	655.30
6E	34+61.07	1.17	655.36	655.38
6F	34+71.07	1.17	655.45	655.46
W. Brg. Pier 6	34+81.83	1.17	655.54	655.54
Centerline Pier 6	34+82.45	1.17	655.54	655.54

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Centerline Pier 3	32+49.44	7.25	652.16	652.16
E. Brg. Pier 3	32+50.07	7.25	652.17	652.17
4A	32+60.07	7.25	652.37	652.40
4B	32+70.07	7.25	652.57	652.61
4C	32+80.07	7.25	652.76	652.80
4D	32+90.07	7.25	652.94	652.98
4E	33+00.07	7.25	653.12	653.14
4F	33+10.07	7.25	653.29	653.30
Centerline Pier 4	33+20.82	7.25	653.47	653.47
5A	33+30.82	7.25	653.64	653.65
5B	33+40.82	7.25	653.79	653.82
5C	33+50.82	7.25	653.94	654.00
5D	33+60.82	7.25	654.09	654.16
5E	33+70.82	7.25	654.23	654.29
5F	33+80.82	7.25	654.37	654.42
5G	33+90.82	7.25	654.50	654.53
5H	34+00.82	7.25	654.62	654.63
Centerline Pier 5	34+11.07	7.25	654.75	654.75
6A	34+21.07	7.25	654.86	654.87
6B	34+31.07	7.25	654.97	654.99
6C	34+41.07	7.25	655.08	655.12
6D	34+51.07	7.25	655.17	655.22
6E	34+61.07	7.25	655.27	655.31
6F	34+71.07	7.25	655.36	655.39
W. Brg. Pier 6	34+81.83	7.25	655.44	655.44
Centerline Pier 6	34+82.45	7.25	655.45	655.45

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Centerline Pier 3	32+49.44	13.33	652.07	652.07
E. Brg. Pier 3	32+50.07	13.33	652.08	652.08
4A	32+60.07	13.33	652.28	652.30
4B	32+70.07	13.33	652.48	652.52
4C	32+80.07	13.33	652.66	652.71
4D	32+90.07	13.33	652.85	652.89
4E	33+00.07	13.33	653.03	653.06
4F	33+10.07	13.33	653.20	653.21
Centerline Pier 4	33+20.82	13.33	653.38	653.38
5A	33+30.82	13.33	653.54	653.56
5B	33+40.82	13.33	653.70	653.74
5C	33+50.82	13.33	653.85	653.90
5D	33+60.82	13.33	654.00	654.06
5E	33+70.82	13.33	654.14	654.21
5F	33+80.82	13.33	654.28	654.33
5G	33+90.82	13.33	654.41	654.44
5H	34+00.82	13.33	654.53	654.54
Centerline Pier 5	34+11.07	13.33	654.66	654.66
6A	34+21.07	13.33	654.77	654.78
6B	34+31.07	13.33	654.88	654.90
6C	34+41.07	13.33	654.98	655.02
6D	34+51.07	13.33	655.08	655.13
6E	34+61.07	13.33	655.18	655.22
6F	34+71.07	13.33	655.26	655.28
W. Brg. Pier 6	34+81.83	13.33	655.35	655.35
Centerline Pier 6	34+82.45	13.33	655.36	655.36

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Centerline Pier 3	32+49.44	19.42	651.98	651.98
E. Brg. Pier 3	32+50.07	19.42	651.99	651.99
4A	32+60.07	19.42	652.19	652.22
4B	32+70.07	19.42	652.38	652.42
4C	32+80.07	19.42	652.57	652.61
4D	32+90.07	19.42	652.76	652.80
4E	33+00.07	19.42	652.94	652.96
4F	33+10.07	19.42	653.11	653.12
Centerline Pier 4	33+20.82	19.42	653.29	653.29
5A	33+30.82	19.42	653.45	653.46
5B	33+40.82	19.42	653.61	653.64
5C	33+50.82	19.42	653.76	653.82
5D	33+60.82	19.42	653.91	653.98
5E	33+70.82	19.42	654.05	654.11
5F	33+80.82	19.42	654.19	654.24
5G	33+90.82	19.42	654.32	654.35
5H	34+00.82	19.42	654.44	654.45
Centerline Pier 5	34+11.07	19.42	654.57	654.57
6A	34+21.07	19.42	654.68	654.69
6B	34+31.07	19.42	654.79	654.81
6C	34+41.07	19.42	654.89	654.93
6D	34+51.07	19.42	654.99	655.04
6E	34+61.07	19.42	655.09	655.13
6F	34+71.07	19.42	655.17	655.20
W. Brg. Pier 6	34+81.83	19.42	655.26	655.26
Centerline Pier 6	34+82.45	19.42	655.27	655.27

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Centerline Pier 3	32+49.44	25.50	651.88	651.88
E. Brg. Pier 3	32+50.07	25.50	651.90	651.90
4A	32+60.07	25.50	652.10	652.12
4B	32+70.07	25.50	652.29	652.33
4C	32+80.07	25.50	652.48	652.53
4D	32+90.07	25.50	652.67	652.71
4E	33+00.07	25.50	652.85	652.88
4F	33+10.07	25.50	653.02	653.03
Centerline Pier 4	33+20.82	25.50	653.20	653.20
5A	33+30.82	25.50	653.36	653.38
5B	33+40.82	25.50	653.52	653.56
5C	33+50.82	25.50	653.67	653.72
5D	33+60.82	25.50	653.82	653.88
5E	33+70.82	25.50	653.96	654.03
5F	33+80.82	25.50	654.10	654.15
5G	33+90.82	25.50	654.23	654.26
5H	34+00.82	25.50	654.35	654.36
Centerline Pier 5	34+11.07	25.50	654.47	654.47
6A	34+21.07	25.50	654.59	654.60
6B	34+31.07	25.50	654.70	654.72
6C	34+41.07	25.50	654.80	654.84
6D	34+51.07	25.50	654.90	654.94
6E	34+61.07	25.50	654.99	655.03
6F	34+71.07	25.50	655.08	655.10
W. Brg. Pier 6	34+81.83	25.50	655.17	655.17
Centerline Pier 6	34+82.45	25.50	655.18	655.18

FILE NAME: \\0191168 IDOT\_Cermak\_Road\CADD\_Sheets\Structural\FINAL PLANS\IBRR & GARDNER\_SHEET-11\_Top of Slab Elevations Unit 2 - III.dgn

E-S 2-17-2017



USER NAME = Winson	DESIGNED - HB	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - HB	REVISED -
PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 2 (3 of 4)  
STRUCTURE NO. 016-0631

SHEET NO. 11 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	66
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	

FILE NAME: W:\191168 IDOT Cermak Road\CADD\_Sheets\Structural\FINAL PLANS\IBRR & Gardner\_Road\162H51\_IBRR & Gardner\_SHEET-12\_Top of Slab Elevations Unit 2 - IV.dgn

**BEAM 12**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 3	32+49.44	31.58	651.79	651.79
☐ E. Brg. Pier 3	32+50.07	31.58	651.81	651.81
4A	32+60.07	31.58	652.01	652.04
4B	32+70.07	31.58	652.20	652.25
4C	32+80.07	31.58	652.39	652.45
4D	32+90.07	31.58	652.58	652.62
4E	33+00.07	31.58	652.75	652.78
4F	33+10.07	31.58	652.93	652.94
☐ Pier 4	33+20.82	31.58	653.11	653.11
5A	33+30.82	31.58	653.27	653.29
5B	33+40.82	31.58	653.43	653.47
5C	33+50.82	31.58	653.58	653.65
5D	33+60.82	31.58	653.73	653.81
5E	33+70.82	31.58	653.87	653.95
5F	33+80.82	31.58	654.00	654.06
5G	33+90.82	31.58	654.13	654.17
5H	34+00.82	31.58	654.26	654.27
☐ Pier 5	34+11.07	31.58	654.38	654.38
6A	34+21.07	31.58	654.50	654.51
6B	34+31.07	31.58	654.61	654.63
6C	34+41.07	31.58	654.71	654.76
6D	34+51.07	31.58	654.81	654.87
6E	34+61.07	31.58	654.90	654.95
6F	34+71.07	31.58	654.99	655.02
☐ W. Brg. Pier 6	34+81.83	31.58	655.08	655.08
☐ Pier 6	34+82.45	31.58	655.08	655.08

E-S

2-17-2017



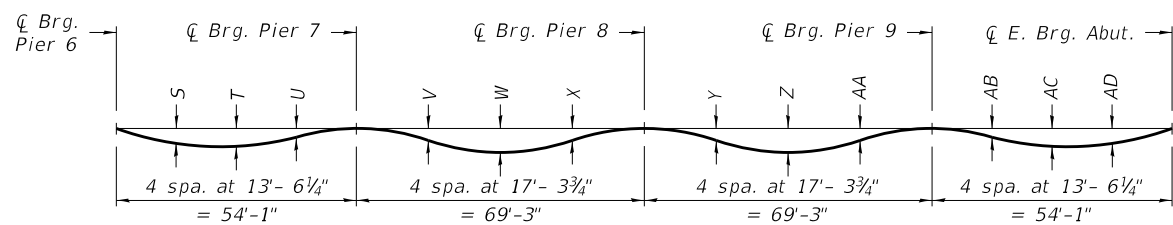
USER NAME = Winson	DESIGNED - HB	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - HB	REVISED -
PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS UNIT 2 (4 of 4)  
STRUCTURE NO. 016-0631**

SHEET NO. 12 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	67
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	



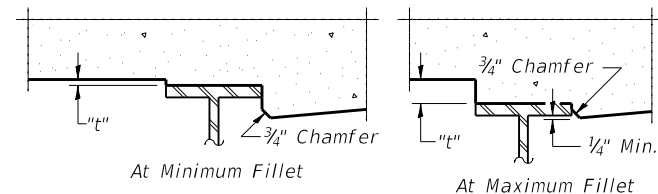
**DEAD LOAD DEFLECTION DIAGRAM**

(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 deflections as shown below.

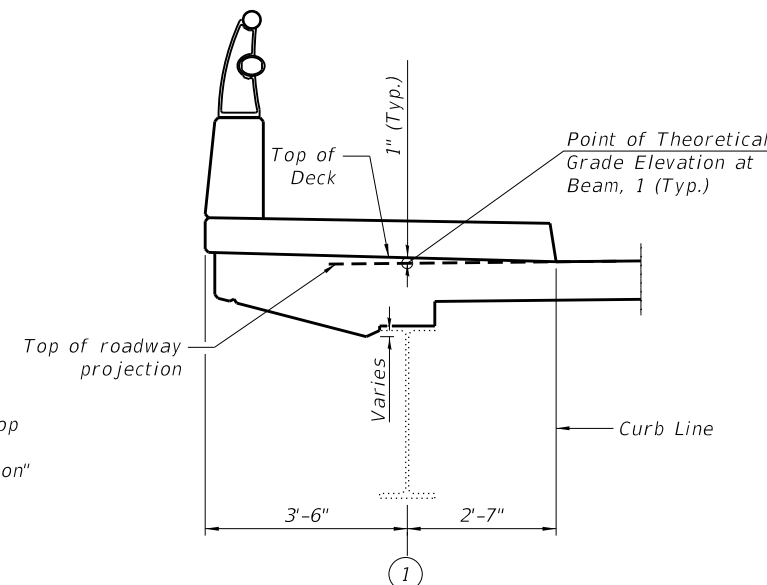
**BEAM DEAD LOAD DEFLECTION TABLE**

BEAM	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD
2 through 5 & 8 through 11	1/4"	1/4"	1/8"	1/4"	3/8"	1/4"	1/4"	3/8"	1/4"	1/8"	1/4"	1/4"
6 and 7	1/8"	1/4"	1/8"	1/8"	3/8"	1/8"	1/8"	3/8"	1/8"	1/8"	1/4"	1/8"
1 and 12	1/4"	1/4"	1/8"	1/4"	3/8"	1/4"	1/4"	3/8"	1/4"	1/8"	1/4"	1/4"



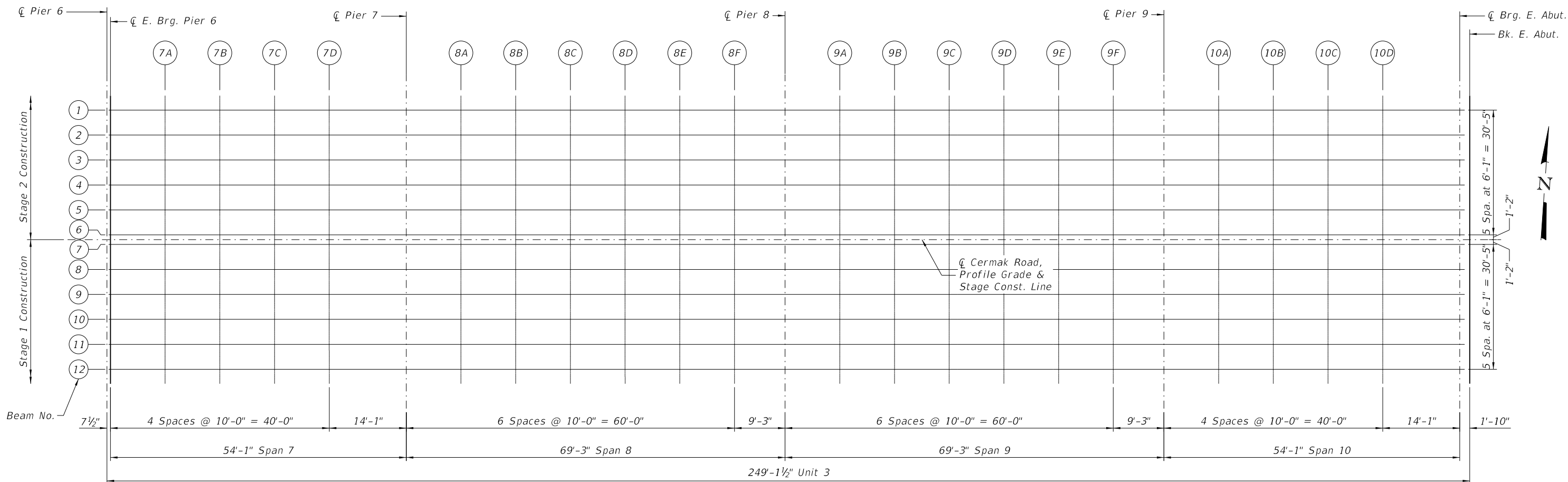
To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**



**SECTION AT NORTH SIDEWALK**

(South Sidewalk, Beam 12 Similar)



**SCHEMATIC PLAN**

E-S 2-17-2017



USER NAME = Winson	DESIGNED - HB	REVISED -
PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 3 (1 of 6)  
STRUCTURE NO. 016-0631

SHEET NO. 13 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	68
CONTRACT NO. 62H51				

ILLINOIS FED. AID PROJECT

FILE NAME: W:\191168 IDOT Cermak Road\ICADD\_Sheets\Structural\FINAL PLANS\IBRR & Gardner\_SHT-13\_Top of Slab Elevations Unit 3 - L.dgn

FILE NAME: W:\191168 IDOT Cermak Road\CADD\_Sheets\Structural\FINAL PLANS\IBRR & Gardner\_Split-14\_Top of Slab Elevations Unit 3 - 11.dgn

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 6	34+82.45	-31.58	655.08	655.08
☐ E. Brg. Pier 6	34+83.08	-31.58	655.09	655.09
7A	34+93.08	-31.58	655.17	655.19
7B	35+03.08	-31.58	655.24	655.26
7C	35+13.08	-31.58	655.30	655.32
7D	35+23.08	-31.58	655.36	655.37
☐ Pier 7	35+37.16	-31.58	655.44	655.44
8A	35+47.16	-31.58	655.49	655.50
8B	35+57.16	-31.58	655.53	655.55
8C	35+67.16	-31.58	655.57	655.60
8D	35+77.16	-31.58	655.60	655.63
8E	35+87.16	-31.58	655.62	655.64
8F	35+97.16	-31.58	655.65	655.66
☐ Pier 8	36+06.41	-31.58	655.66	655.66
9A	36+16.41	-31.58	655.67	655.68
9B	36+26.41	-31.58	655.68	655.71
9C	36+36.41	-31.58	655.68	655.71
9D	36+46.41	-31.58	655.67	655.70
9E	36+56.41	-31.58	655.66	655.68
9F	36+66.41	-31.58	655.65	655.66
☐ Pier 9	36+75.66	-31.58	655.63	655.63
10A	36+85.66	-31.58	655.60	655.61
10B	36+95.66	-31.58	655.57	655.58
10C	37+05.66	-31.58	655.53	655.55
10D	37+15.66	-31.58	655.49	655.51
☐ E. Abut.	37+29.74	-31.58	655.42	655.42
Bk. E. Abut.	37+31.57	-31.58	655.41	655.41

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 6	34+82.45	-25.50	655.18	655.18
☐ E. Brg. Pier 6	34+83.08	-25.50	655.18	655.18
7A	34+93.08	-25.50	655.26	655.27
7B	35+03.08	-25.50	655.33	655.35
7C	35+13.08	-25.50	655.39	655.41
7D	35+23.08	-25.50	655.45	655.46
☐ Pier 7	35+37.16	-25.50	655.53	655.53
8A	35+47.16	-25.50	655.58	655.59
8B	35+57.16	-25.50	655.62	655.64
8C	35+67.16	-25.50	655.66	655.69
8D	35+77.16	-25.50	655.69	655.73
8E	35+87.16	-25.50	655.72	655.74
8F	35+97.16	-25.50	655.74	655.75
☐ Pier 8	36+06.41	-25.50	655.75	655.75
9A	36+16.41	-25.50	655.76	655.77
9B	36+26.41	-25.50	655.77	655.79
9C	36+36.41	-25.50	655.77	655.80
9D	36+46.41	-25.50	655.76	655.79
9E	36+56.41	-25.50	655.75	655.78
9F	36+66.41	-25.50	655.74	655.74
☐ Pier 9	36+75.66	-25.50	655.72	655.72
10A	36+85.66	-25.50	655.69	655.69
10B	36+95.66	-25.50	655.66	655.68
10C	37+05.66	-25.50	655.62	655.65
10D	37+15.66	-25.50	655.58	655.60
☐ E. Abut.	37+29.74	-25.50	655.52	655.52
Bk. E. Abut.	37+31.57	-25.50	655.51	655.51

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 6	34+82.45	-19.42	655.27	655.27
☐ E. Brg. Pier 6	34+83.08	-19.42	655.27	655.27
7A	34+93.08	-19.42	655.35	655.37
7B	35+03.08	-19.42	655.42	655.44
7C	35+13.08	-19.42	655.49	655.51
7D	35+23.08	-19.42	655.55	655.56
☐ Pier 7	35+37.16	-19.42	655.62	655.62
8A	35+47.16	-19.42	655.67	655.68
8B	35+57.16	-19.42	655.71	655.73
8C	35+67.16	-19.42	655.75	655.78
8D	35+77.16	-19.42	655.78	655.81
8E	35+87.16	-19.42	655.81	655.83
8F	35+97.16	-19.42	655.83	655.84
☐ Pier 8	36+06.41	-19.42	655.84	655.84
9A	36+16.41	-19.42	655.85	655.86
9B	36+26.41	-19.42	655.86	655.89
9C	36+36.41	-19.42	655.86	655.89
9D	36+46.41	-19.42	655.85	655.89
9E	36+56.41	-19.42	655.84	655.86
9F	36+66.41	-19.42	655.83	655.84
☐ Pier 9	36+75.66	-19.42	655.81	655.81
10A	36+85.66	-19.42	655.78	655.79
10B	36+95.66	-19.42	655.75	655.77
10C	37+05.66	-19.42	655.72	655.74
10D	37+15.66	-19.42	655.67	655.69
☐ E. Abut.	37+29.74	-19.42	655.61	655.61
Bk. E. Abut.	37+31.57	-19.42	655.60	655.60

E-S

2-17-2017



USER NAME = Winson	DESIGNED - HB	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - HB	REVISED -
PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS UNIT 3 (2 of 6)  
STRUCTURE NO. 016-0631**

SHEET NO. 14 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	69
CONTRACT NO. 62H51				
ILLINOIS		FED. AID PROJECT		

FILE NAME: W:\191168 IDOT Cermak Road\CADD\_Sheets\Structural\FINAL PLANS\IBRR & Gardner\_Split\_15\_Top of Slab Elevations Unit 3 - III.dgn

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 6	34+82.45	-13.33	655.36	655.36
☐ E. Brg. Pier 6	34+83.08	-13.33	655.36	655.36
7A	34+93.08	-13.33	655.44	655.45
7B	35+03.08	-13.33	655.51	655.53
7C	35+13.08	-13.33	655.58	655.60
7D	35+23.08	-13.33	655.64	655.65
☐ Pier 7	35+37.16	-13.33	655.71	655.71
8A	35+47.16	-13.33	655.76	655.77
8B	35+57.16	-13.33	655.80	655.82
8C	35+67.16	-13.33	655.84	655.87
8D	35+77.16	-13.33	655.87	655.91
8E	35+87.16	-13.33	655.90	655.92
8F	35+97.16	-13.33	655.92	655.93
☐ Pier 8	36+06.41	-13.33	655.93	655.93
9A	36+16.41	-13.33	655.95	655.96
9B	36+26.41	-13.33	655.95	655.97
9C	36+36.41	-13.33	655.95	655.98
9D	36+46.41	-13.33	655.95	655.98
9E	36+56.41	-13.33	655.94	655.97
9F	36+66.41	-13.33	655.92	655.92
☐ Pier 9	36+75.66	-13.33	655.90	655.90
10A	36+85.66	-13.33	655.88	655.88
10B	36+95.66	-13.33	655.84	655.86
10C	37+05.66	-13.33	655.81	655.84
10D	37+15.66	-13.33	655.77	655.79
☐ E. Abut.	37+29.74	-13.33	655.70	655.70
Bk. E. Abut.	37+31.57	-13.33	655.69	655.69

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 6	34+82.45	-7.25	655.45	655.45
☐ E. Brg. Pier 6	34+83.08	-7.25	655.45	655.45
7A	34+93.08	-7.25	655.53	655.55
7B	35+03.08	-7.25	655.60	655.62
7C	35+13.08	-7.25	655.67	655.69
7D	35+23.08	-7.25	655.73	655.74
☐ Pier 7	35+37.16	-7.25	655.80	655.80
8A	35+47.16	-7.25	655.85	655.86
8B	35+57.16	-7.25	655.89	655.91
8C	35+67.16	-7.25	655.93	655.96
8D	35+77.16	-7.25	655.96	655.99
8E	35+87.16	-7.25	655.99	656.01
8F	35+97.16	-7.25	656.01	656.02
☐ Pier 8	36+06.41	-7.25	656.03	656.03
9A	36+16.41	-7.25	656.04	656.05
9B	36+26.41	-7.25	656.04	656.07
9C	36+36.41	-7.25	656.04	656.07
9D	36+46.41	-7.25	656.04	656.08
9E	36+56.41	-7.25	656.03	656.05
9F	36+66.41	-7.25	656.01	656.02
☐ Pier 9	36+75.66	-7.25	655.99	655.99
10A	36+85.66	-7.25	655.97	655.98
10B	36+95.66	-7.25	655.94	655.96
10C	37+05.66	-7.25	655.90	655.92
10D	37+15.66	-7.25	655.86	655.88
☐ E. Abut.	37+29.74	-7.25	655.79	655.79
Bk. E. Abut.	37+31.57	-7.25	655.78	655.78

**BEAM 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 6	34+82.45	-1.17	655.54	655.54
☐ E. Brg. Pier 6	34+83.08	-1.17	655.55	655.55
7A	34+93.08	-1.17	655.62	655.63
7B	35+03.08	-1.17	655.69	655.71
7C	35+13.08	-1.17	655.76	655.78
7D	35+23.08	-1.17	655.82	655.83
☐ Pier 7	35+37.16	-1.17	655.90	655.90
8A	35+47.16	-1.17	655.94	655.95
8B	35+57.16	-1.17	655.99	656.01
8C	35+67.16	-1.17	656.02	656.04
8D	35+77.16	-1.17	656.05	656.08
8E	35+87.16	-1.17	656.08	656.09
8F	35+97.16	-1.17	656.10	656.11
☐ Pier 8	36+06.41	-1.17	656.12	656.12
9A	36+16.41	-1.17	656.13	656.13
9B	36+26.41	-1.17	656.13	656.15
9C	36+36.41	-1.17	656.13	656.15
9D	36+46.41	-1.17	656.13	656.15
9E	36+56.41	-1.17	656.12	656.14
9F	36+66.41	-1.17	656.10	656.10
☐ Pier 9	36+75.66	-1.17	656.08	656.08
10A	36+85.66	-1.17	656.06	656.06
10B	36+95.66	-1.17	656.03	656.05
10C	37+05.66	-1.17	655.99	656.01
10D	37+15.66	-1.17	655.95	655.96
☐ E. Abut.	37+29.74	-1.17	655.88	655.88
Bk. E. Abut.	37+31.57	-1.17	655.87	655.87



USER NAME = Winson	DESIGNED - HB	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - HB	REVISED -
PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS UNIT 3 (3 of 6)  
STRUCTURE NO. 016-0631**

SHEET NO. 15 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	70
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	

CL RDWY, PGL & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 6	34+82.45	0.00	655.56	655.56
☐ E. Brg. Pier 6	34+83.08	0.00	655.56	655.56
7A	34+93.08	0.00	655.64	655.65
7B	35+03.08	0.00	655.71	655.73
7C	35+13.08	0.00	655.78	655.80
7D	35+23.08	0.00	655.84	655.85
☐ Pier 7	35+37.16	0.00	655.91	655.91
8A	35+47.16	0.00	655.96	655.97
8B	35+57.16	0.00	656.00	656.02
8C	35+67.16	0.00	656.04	656.06
8D	35+77.16	0.00	656.07	656.10
8E	35+87.16	0.00	656.10	656.11
8F	35+97.16	0.00	656.12	656.13
☐ Pier 8	36+06.41	0.00	656.13	656.13
9A	36+16.41	0.00	656.15	656.15
9B	36+26.41	0.00	656.15	656.17
9C	36+36.41	0.00	656.15	656.17
9D	36+46.41	0.00	656.15	656.17
9E	36+56.41	0.00	656.14	656.16
9F	36+66.41	0.00	656.12	656.12
☐ Pier 9	36+75.66	0.00	656.10	656.10
10A	36+85.66	0.00	656.08	656.08
10B	36+95.66	0.00	656.04	656.06
10C	37+05.66	0.00	656.01	656.03
10D	37+15.66	0.00	655.97	655.98
☐ E. Abut.	37+29.74	0.00	655.90	655.90
Bk. E. Abut.	37+31.57	0.00	655.89	655.89

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 6	34+82.45	1.17	655.54	655.54
☐ E. Brg. Pier 6	34+83.08	1.17	655.55	655.55
7A	34+93.08	1.17	655.62	655.63
7B	35+03.08	1.17	655.69	655.71
7C	35+13.08	1.17	655.76	655.78
7D	35+23.08	1.17	655.82	655.83
☐ Pier 7	35+37.16	1.17	655.90	655.90
8A	35+47.16	1.17	655.94	655.95
8B	35+57.16	1.17	655.99	656.01
8C	35+67.16	1.17	656.02	656.04
8D	35+77.16	1.17	656.05	656.08
8E	35+87.16	1.17	656.08	656.09
8F	35+97.16	1.17	656.10	656.11
☐ Pier 8	36+06.41	1.17	656.12	656.12
9A	36+16.41	1.17	656.13	656.13
9B	36+26.41	1.17	656.13	656.15
9C	36+36.41	1.17	656.13	656.15
9D	36+46.41	1.17	656.13	656.15
9E	36+56.41	1.17	656.12	656.14
9F	36+66.41	1.17	656.10	656.10
☐ Pier 9	36+75.66	1.17	656.08	656.08
10A	36+85.66	1.17	656.06	656.06
10B	36+95.66	1.17	656.03	656.05
10C	37+05.66	1.17	655.99	656.01
10D	37+15.66	1.17	655.95	655.96
☐ E. Abut.	37+29.74	1.17	655.88	655.88
Bk. E. Abut.	37+31.57	1.17	655.87	655.87

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 6	34+82.45	7.25	655.45	655.45
☐ E. Brg. Pier 6	34+83.08	7.25	655.45	655.45
7A	34+93.08	7.25	655.53	655.55
7B	35+03.08	7.25	655.60	655.62
7C	35+13.08	7.25	655.67	655.69
7D	35+23.08	7.25	655.73	655.74
☐ Pier 7	35+37.16	7.25	655.80	655.80
8A	35+47.16	7.25	655.85	655.86
8B	35+57.16	7.25	655.89	655.91
8C	35+67.16	7.25	655.93	655.96
8D	35+77.16	7.25	655.96	655.99
8E	35+87.16	7.25	655.99	656.01
8F	35+97.16	7.25	656.01	656.02
☐ Pier 8	36+06.41	7.25	656.03	656.03
9A	36+16.41	7.25	656.04	656.05
9B	36+26.41	7.25	656.04	656.07
9C	36+36.41	7.25	656.04	656.07
9D	36+46.41	7.25	656.04	656.08
9E	36+56.41	7.25	656.03	656.05
9F	36+66.41	7.25	656.01	656.02
☐ Pier 9	36+75.66	7.25	655.99	655.99
10A	36+85.66	7.25	655.97	655.98
10B	36+95.66	7.25	655.94	655.96
10C	37+05.66	7.25	655.90	655.92
10D	37+15.66	7.25	655.86	655.88
☐ E. Abut.	37+29.74	7.25	655.79	655.79
Bk. E. Abut.	37+31.57	7.25	655.78	655.78

FILE NAME: W:\191168 IDOT Cermak Road\CADD\_Sheets\Structural\FINAL PLANS\IBRR & GARDNER\_SUIT-16\_Top of Slab Elevations Unit 3 - 14.dgn

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2-17-2017



USER NAME = Winson	DESIGNED - HB	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - HB	REVISED -
PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 3 (4 of 6)  
STRUCTURE NO. 016-0631

SHEET NO. 16 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	71
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	

FILE NAME: W:\191168 IDOT Cermak Road\CADD\_Sheets\Structural\FINAL PLANS\IBRR & Gardner\_SHEET-17\_Top of Slab Elevations Unit 3 - 5.dgn

**BEAM 9**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 6	34+82.45	13.33	655.36	655.36
☐ E. Brg. Pier 6	34+83.08	13.33	655.36	655.36
7A	34+93.08	13.33	655.44	655.45
7B	35+03.08	13.33	655.51	655.53
7C	35+13.08	13.33	655.58	655.60
7D	35+23.08	13.33	655.64	655.65
☐ Pier 7	35+37.16	13.33	655.71	655.71
8A	35+47.16	13.33	655.76	655.77
8B	35+57.16	13.33	655.80	655.82
8C	35+67.16	13.33	655.84	655.87
8D	35+77.16	13.33	655.87	655.91
8E	35+87.16	13.33	655.90	655.92
8F	35+97.16	13.33	655.92	655.93
☐ Pier 8	36+06.41	13.33	655.93	655.93
9A	36+16.41	13.33	655.95	655.96
9B	36+26.41	13.33	655.95	655.97
9C	36+36.41	13.33	655.95	655.98
9D	36+46.41	13.33	655.95	655.98
9E	36+56.41	13.33	655.94	655.97
9F	36+66.41	13.33	655.92	655.92
☐ Pier 9	36+75.66	13.33	655.90	655.90
10A	36+85.66	13.33	655.88	655.88
10B	36+95.66	13.33	655.84	655.86
10C	37+05.66	13.33	655.81	655.84
10D	37+15.66	13.33	655.77	655.79
☐ E. Abut.	37+29.74	13.33	655.70	655.70
Bk. E. Abut.	37+31.57	13.33	655.69	655.69

**BEAM 10**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 6	34+82.45	19.42	655.27	655.27
☐ E. Brg. Pier 6	34+83.08	19.42	655.27	655.27
7A	34+93.08	19.42	655.35	655.37
7B	35+03.08	19.42	655.42	655.44
7C	35+13.08	19.42	655.49	655.51
7D	35+23.08	19.42	655.55	655.56
☐ Pier 7	35+37.16	19.42	655.62	655.62
8A	35+47.16	19.42	655.67	655.68
8B	35+57.16	19.42	655.71	655.73
8C	35+67.16	19.42	655.75	655.78
8D	35+77.16	19.42	655.78	655.81
8E	35+87.16	19.42	655.81	655.83
8F	35+97.16	19.42	655.83	655.84
☐ Pier 8	36+06.41	19.42	655.84	655.84
9A	36+16.41	19.42	655.85	655.86
9B	36+26.41	19.42	655.86	655.89
9C	36+36.41	19.42	655.86	655.89
9D	36+46.41	19.42	655.85	655.89
9E	36+56.41	19.42	655.84	655.86
9F	36+66.41	19.42	655.83	655.84
☐ Pier 9	36+75.66	19.42	655.81	655.81
10A	36+85.66	19.42	655.78	655.79
10B	36+95.66	19.42	655.75	655.77
10C	37+05.66	19.42	655.72	655.74
10D	37+15.66	19.42	655.67	655.69
☐ E. Abut.	37+29.74	19.42	655.61	655.61
Bk. E. Abut.	37+31.57	19.42	655.60	655.60

**BEAM 11**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 6	34+82.45	25.50	655.18	655.18
☐ E. Brg. Pier 6	34+83.08	25.50	655.18	655.18
7A	34+93.08	25.50	655.26	655.27
7B	35+03.08	25.50	655.33	655.35
7C	35+13.08	25.50	655.39	655.41
7D	35+23.08	25.50	655.45	655.46
☐ Pier 7	35+37.16	25.50	655.53	655.53
8A	35+47.16	25.50	655.58	655.59
8B	35+57.16	25.50	655.62	655.64
8C	35+67.16	25.50	655.66	655.69
8D	35+77.16	25.50	655.69	655.73
8E	35+87.16	25.50	655.72	655.74
8F	35+97.16	25.50	655.74	655.75
☐ Pier 8	36+06.41	25.50	655.75	655.75
9A	36+16.41	25.50	655.76	655.77
9B	36+26.41	25.50	655.77	655.79
9C	36+36.41	25.50	655.77	655.80
9D	36+46.41	25.50	655.76	655.79
9E	36+56.41	25.50	655.75	655.78
9F	36+66.41	25.50	655.74	655.74
☐ Pier 9	36+75.66	25.50	655.72	655.72
10A	36+85.66	25.50	655.69	655.69
10B	36+95.66	25.50	655.66	655.68
10C	37+05.66	25.50	655.62	655.65
10D	37+15.66	25.50	655.58	655.60
☐ E. Abut.	37+29.74	25.50	655.52	655.52
Bk. E. Abut.	37+31.57	25.50	655.51	655.51

E-S

2-17-2017



USER NAME = Winson	DESIGNED - HB	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - HB	REVISED -
PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS UNIT 3 (5 of 6)  
STRUCTURE NO. 016-0631**

SHEET NO. 17 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	72
CONTRACT NO. 62H51				
ILLINOIS		FED. AID PROJECT		



FILE NAME: W:\191168 IDOT Cermak Road\CADD\_Sheets\Structural\FINAL PLANS\IBRR & Gardner\_SUIT-18\_Top of Slab Elevations Unit 3 - V1.dgn

**BEAM 12**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 6	34+82.45	31.58	655.08	655.08
☉ E. Brg. Pier 6	34+83.08	31.58	655.09	655.09
7A	34+93.08	31.58	655.17	655.19
7B	35+03.08	31.58	655.24	655.26
7C	35+13.08	31.58	655.30	655.32
7D	35+23.08	31.58	655.36	655.37
☉ Pier 7	35+37.16	31.58	655.44	655.44
8A	35+47.16	31.58	655.49	655.50
8B	35+57.16	31.58	655.53	655.55
8C	35+67.16	31.58	655.57	655.60
8D	35+77.16	31.58	655.60	655.63
8E	35+87.16	31.58	655.62	655.64
8F	35+97.16	31.58	655.65	655.66
☉ Pier 8	36+06.41	31.58	655.66	655.66
9A	36+16.41	31.58	655.67	655.68
9B	36+26.41	31.58	655.68	655.71
9C	36+36.41	31.58	655.68	655.71
9D	36+46.41	31.58	655.67	655.70
9E	36+56.41	31.58	655.66	655.68
9F	36+66.41	31.58	655.65	655.66
☉ Pier 9	36+75.66	31.58	655.63	655.63
10A	36+85.66	31.58	655.60	655.61
10B	36+95.66	31.58	655.57	655.58
10C	37+05.66	31.58	655.53	655.55
10D	37+15.66	31.58	655.49	655.51
☉ E. Abut.	37+29.74	31.58	655.42	655.42
Bk. E. Abut.	37+31.57	31.58	655.41	655.41

E-S

2-17-2017



USER NAME = Winson	DESIGNED - HB	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - HB	REVISED -
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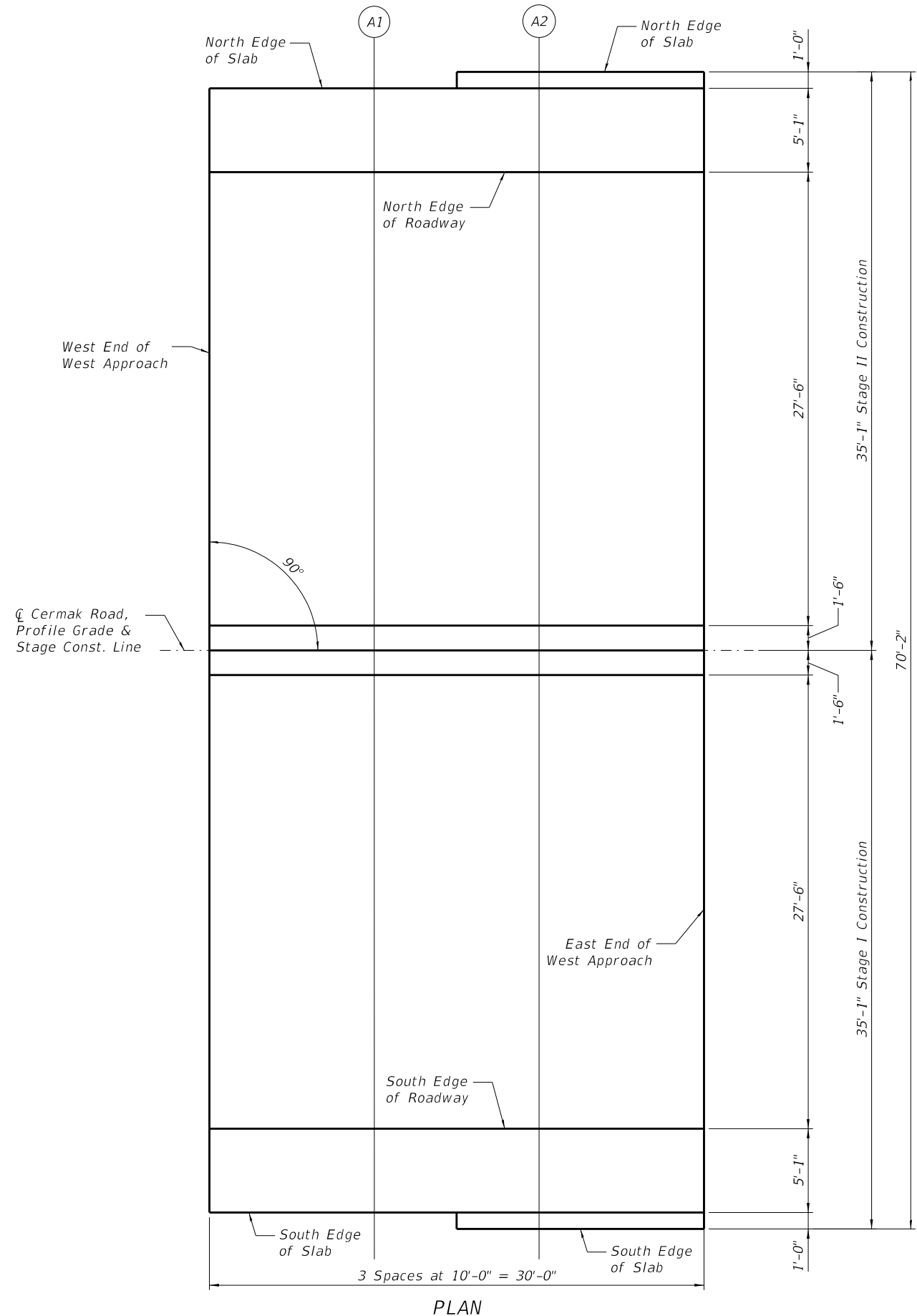
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS UNIT 3 (6 of 6)  
STRUCTURE NO. 016-0631**

SHEET NO. 18 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	73
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	

FILE NAME: W:\191168 IDOT Cermak Road\CADD\_Sheets\Structural\FINAL PLANS\HBR & Gardner\_Road\162H51\_HBR & Gardner\_SHT-19\_Top of West Approach Slab Elevations.dgn



**NORTH EDGE OF SLAB**

Location	Station	Offset	Theoretical Grade Elevations
West End of W. Appr.	30+63.40	-34.08	647.41
A1	30+73.40	-34.08	647.69
A2	30+83.40	-35.08	647.96
East End of W. Appr.	30+93.40	-35.08	648.24

**NORTH EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations
West End of W. Appr.	30+63.40	-29.00	647.20
A1	30+73.40	-29.00	647.48
A2	30+83.40	-29.00	647.75
East End of W. Appr.	30+93.40	-29.00	648.03

**Centerline of CERMAK ROAD/PGL/STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations
West End of W. Appr.	30+63.40	0.00	647.64
A1	30+73.40	0.00	647.91
A2	30+83.40	0.00	648.19
East End of W. Appr.	30+93.40	0.00	648.46

**SOUTH EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations
West End of W. Appr.	30+63.40	29.00	647.20
A1	30+73.40	29.00	647.48
A2	30+83.40	29.00	647.75
East End of W. Appr.	30+93.40	29.00	648.03

**SOUTH EDGE OF SLAB**

Location	Station	Offset	Theoretical Grade Elevations
West End of W. Appr.	30+63.40	34.08	647.41
A1	30+73.40	34.08	647.69
A2	30+83.40	35.08	647.96
East End of W. Appr.	30+93.40	35.08	648.24

E-AS 2-17-2017

**PLAN**



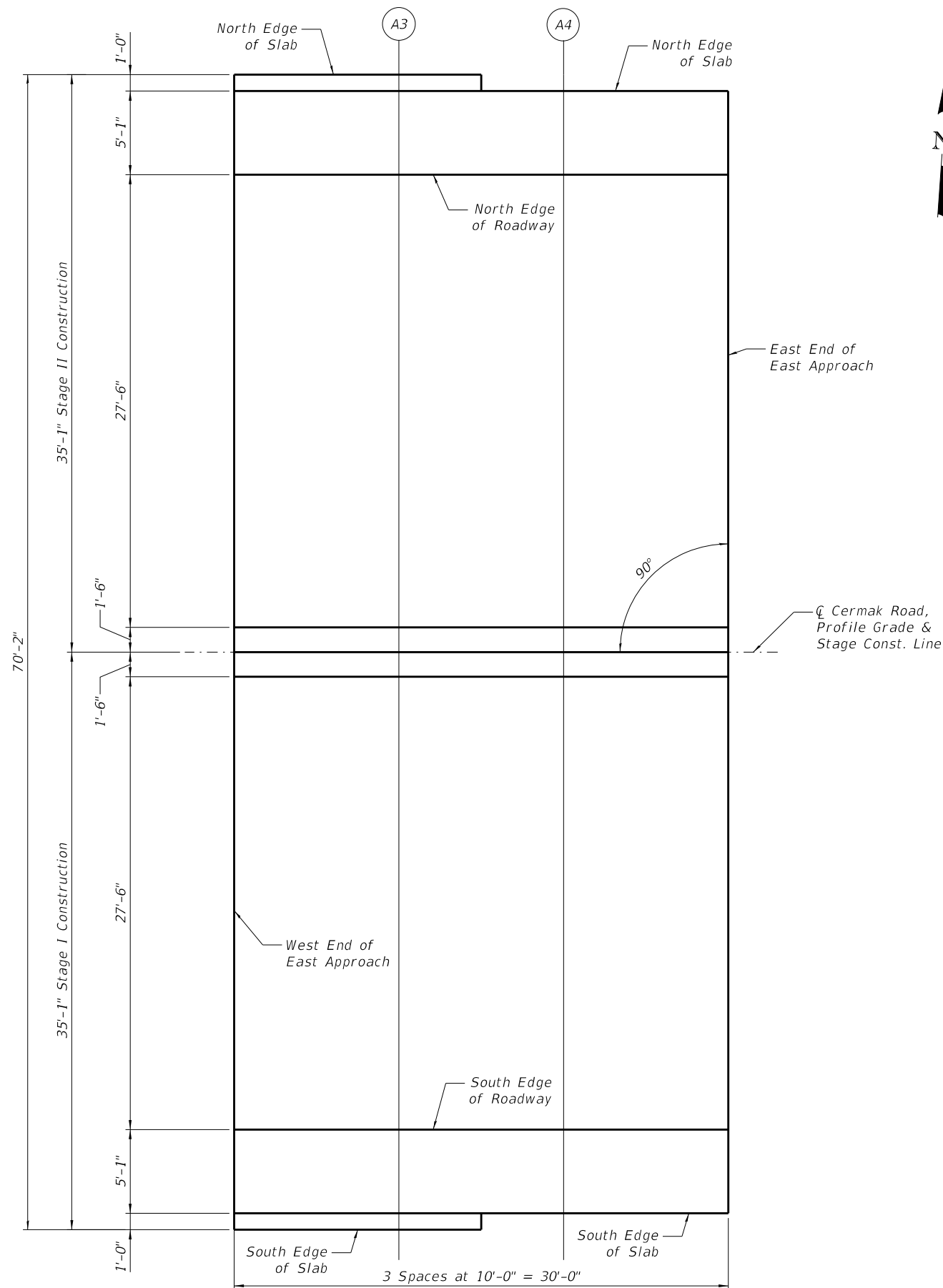
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PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 016-0631**

SHEET NO. 19 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	74
CONTRACT NO. 62H51				
ILLINOIS		FED. AID PROJECT		



PLAN

E-AS 2-17-2017

**NORTH EDGE OF SLAB**

Location	Station	Offset	Theoretical Grade Elevations
West End of East Appr.	37+31.57	-35.08	655.66
A3	37+41.57	-35.08	655.61
A4	37+51.57	-34.08	655.55
East End of East Appr.	37+61.57	-34.08	655.48

**NORTH EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations
West End of East Appr.	37+31.57	-29.00	655.45
A3	37+41.57	-29.00	655.40
A4	37+51.57	-29.00	655.34
East End of East Appr.	37+61.57	-29.00	655.27

**CL CERMAK ROAD/PGL/STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations
West End of East Appr.	37+31.57	0.00	655.89
A3	37+41.57	0.00	655.83
A4	37+51.57	0.00	655.77
East End of East Appr.	37+61.57	0.00	655.71

**SOUTH EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations
West End of East Appr.	37+31.57	29.00	655.45
A3	37+41.57	29.00	655.40
A4	37+51.57	29.00	655.34
East End of East Appr.	37+61.57	29.00	655.27

**SOUTH EDGE OF SLAB**

Location	Station	Offset	Theoretical Grade Elevations
West End of East Appr.	37+31.57	35.08	655.66
A3	37+41.57	35.08	655.61
A4	37+51.57	34.08	655.55
East End of East Appr.	37+61.57	34.08	655.48

FILE NAME: W:\191168 IDOT Cermak Road\CADD\_Sheets\Structural\FINAL PLANS\HBR & Gardner\_Road\162H51\_HBR & Gardner\_S117-20\_Top of East Approach Slab Elevations.dgn



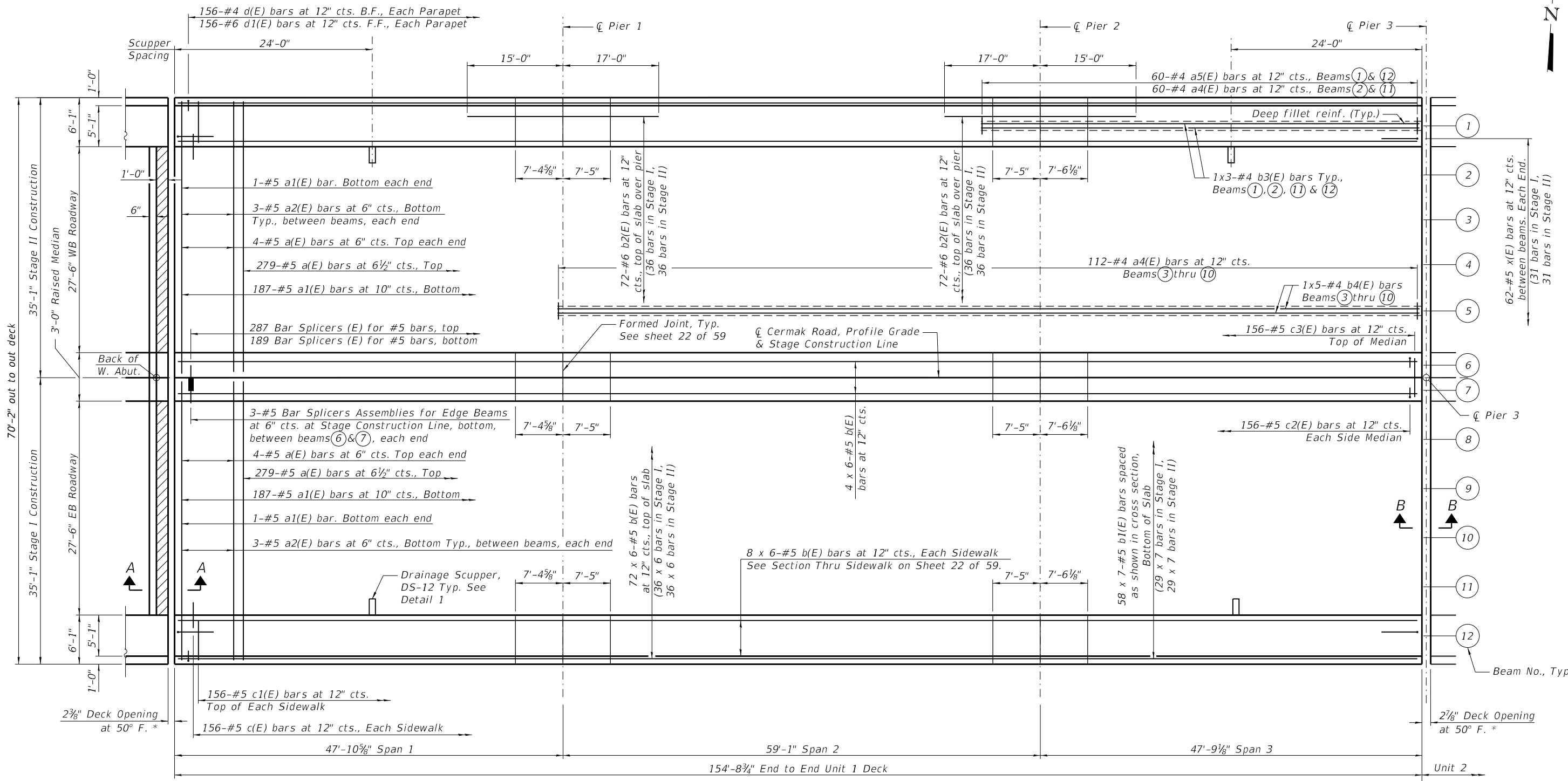
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PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 016-0631**

SHEET NO. 20 OF 59 SHEETS

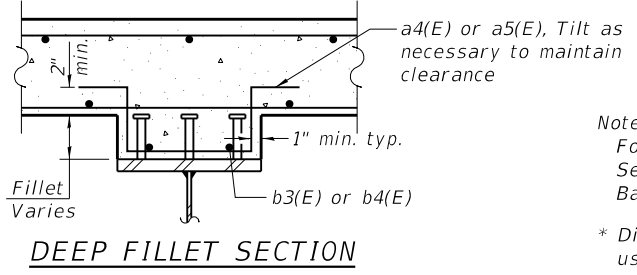
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	75
CONTRACT NO. 62H51				
ILLINOIS		FED. AID PROJECT		



PLAN

**MINIMUM BAR LAP**

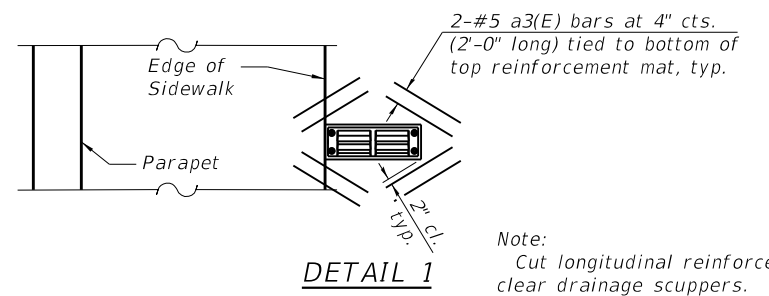
#4 bar = 2'-5"  
 #5 bar = 3'-6"



DEEP FILLET SECTION

**Notes:**

For Sections A-A and B-B see sheet 22 of 59.  
 See sheets 22 thru 24 of 59 for superstructure details and Bill of Material.  
 Bars indicated thus 72 x 6-#5 etc. indicates 72 lines of bars with 6 lengths per line.  
 \* Dimensions are based on a Rolled Rail Strip Seal Joint. If the contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on sheet 38 of 59.



DETAIL 1

Note:  
 Cut longitudinal reinforcement to clear drainage scuppers.

FILE NAME: W:\191168 IDOT Cermak Road\ICADD\_Sheets\Structural\FINAL PLANS\IBRR & Gardner\_SHEET21\_Superstructure Plan Unit 1.dgn



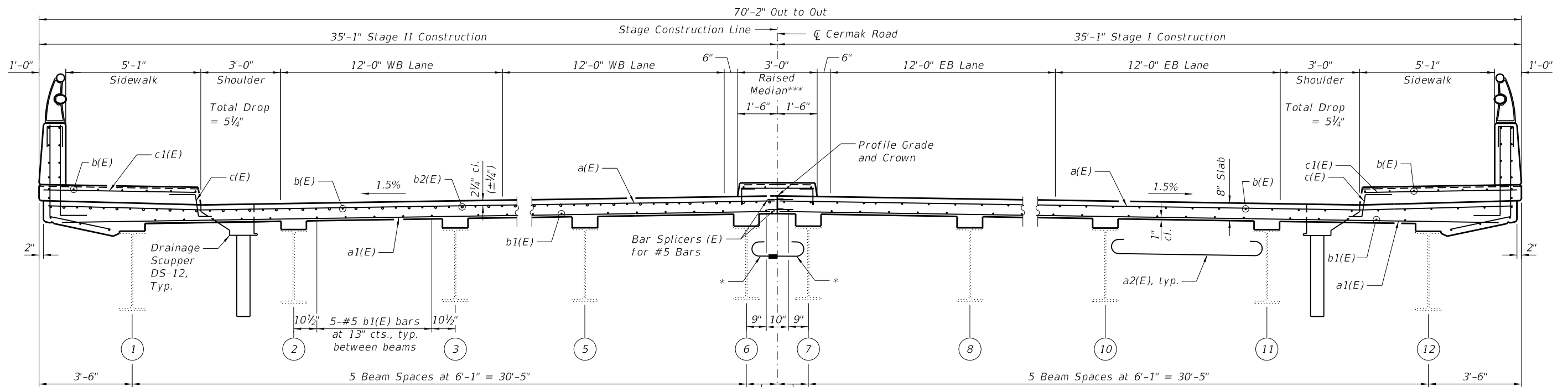
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE PLAN UNIT 1  
 STRUCTURE NO. 016-0631**

SHEET NO. 21 OF 59 SHEETS

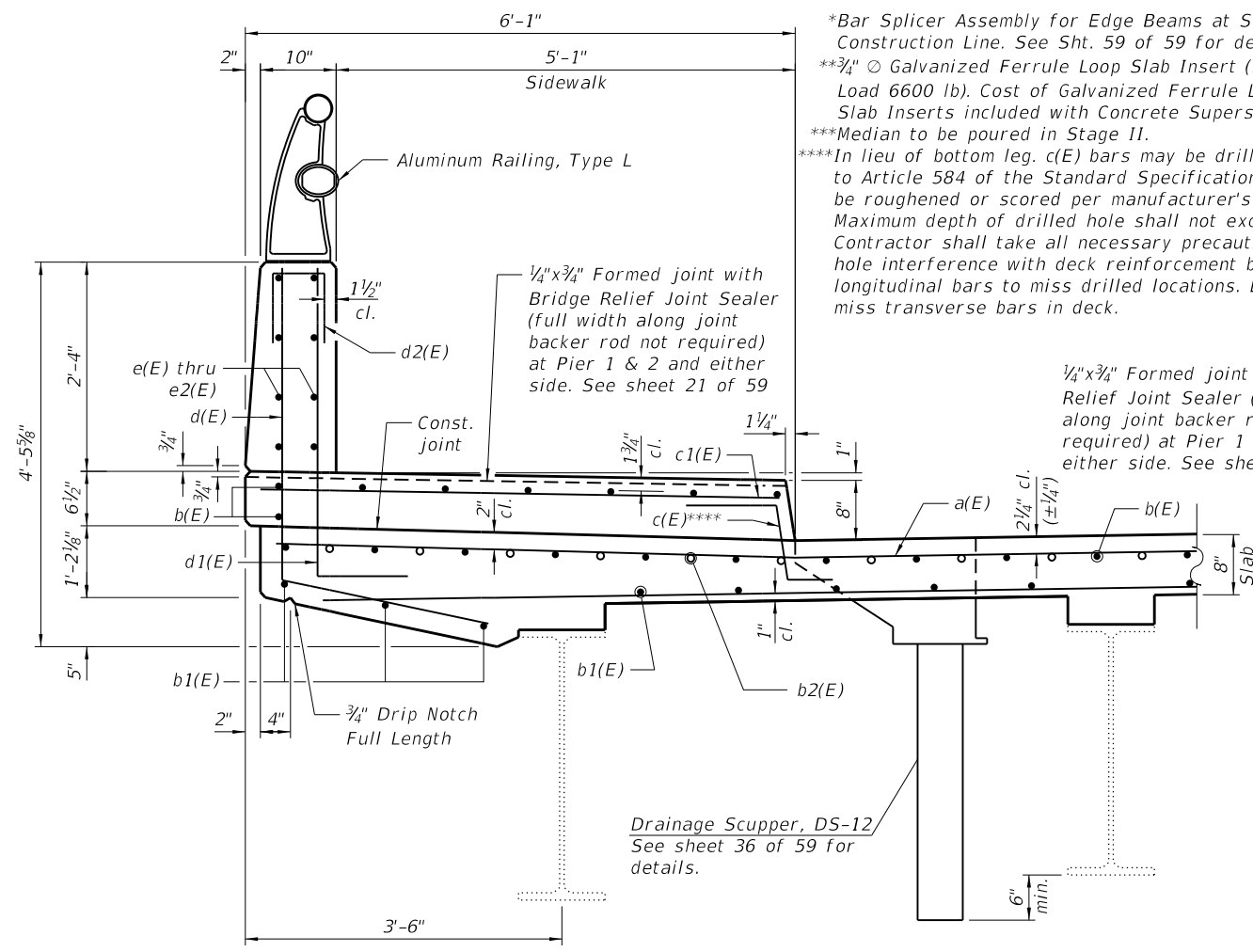
F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 76
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	



NEAR PIER

NEAR MIDSPAN

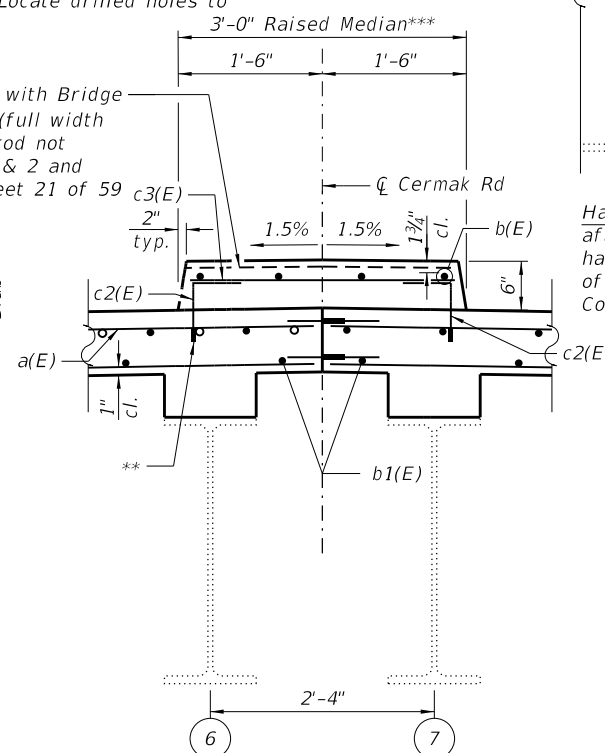
CROSS SECTION (Looking East)



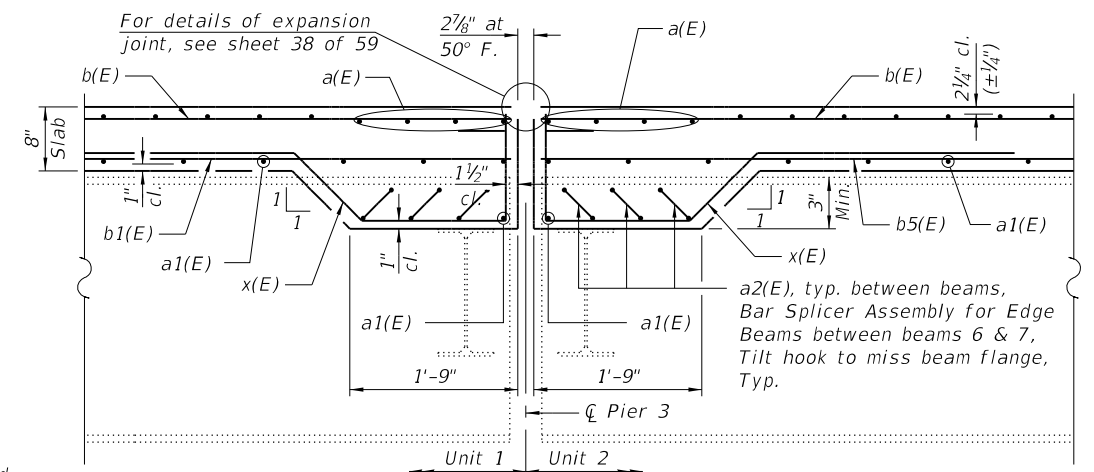
SECTION THRU SIDEWALK

\*Bar Splicer Assembly for Edge Beams at Stage Construction Line. See Sht. 59 of 59 for details.  
 \*\*3/4" Galvanized Ferrule Loop Slab Insert (Proof Load 6600 lb). Cost of Galvanized Ferrule Loop Slab Inserts included with Concrete Superstructure.  
 \*\*\*Median to be poured in Stage II.  
 \*\*\*\*In lieu of bottom leg, c(E) bars may be drilled and set according to Article 584 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of drilled hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

1/4" x 3/4" Formed joint with Bridge Relief Joint Sealer (full width along joint backer rod not required) at Pier 1 & 2 and either side. See sheet 21 of 59

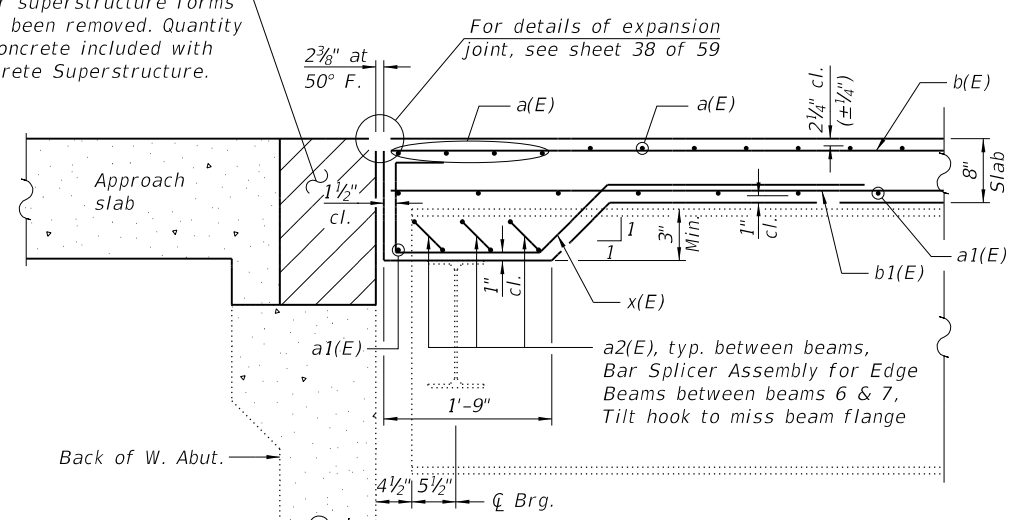


SECTION THRU MEDIAN



SECTION B-B

Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.



SECTION A-A

FILE NAME: W:\191-168 IDOT Cermak Road\Structural\PLANS\IBRR & Gardner\_Sht22\_Superstructure\_Cross\_Sections\_Unit\_1.dgn



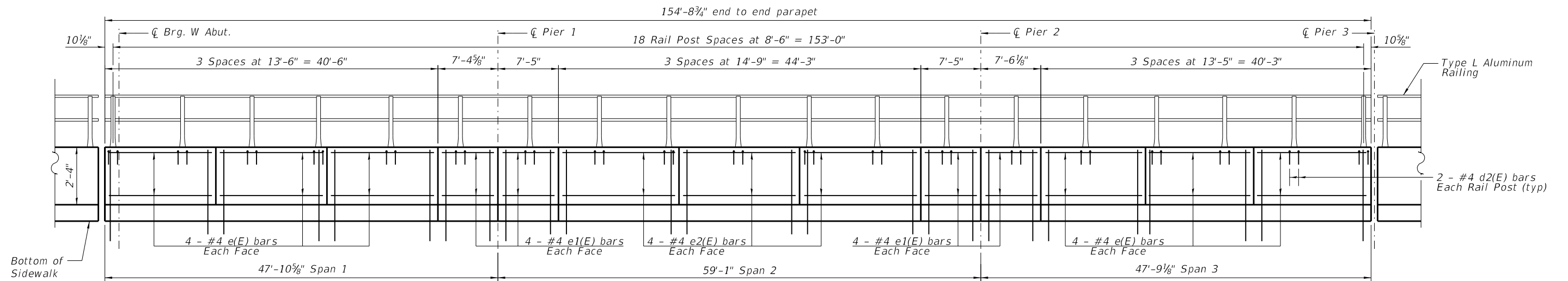
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

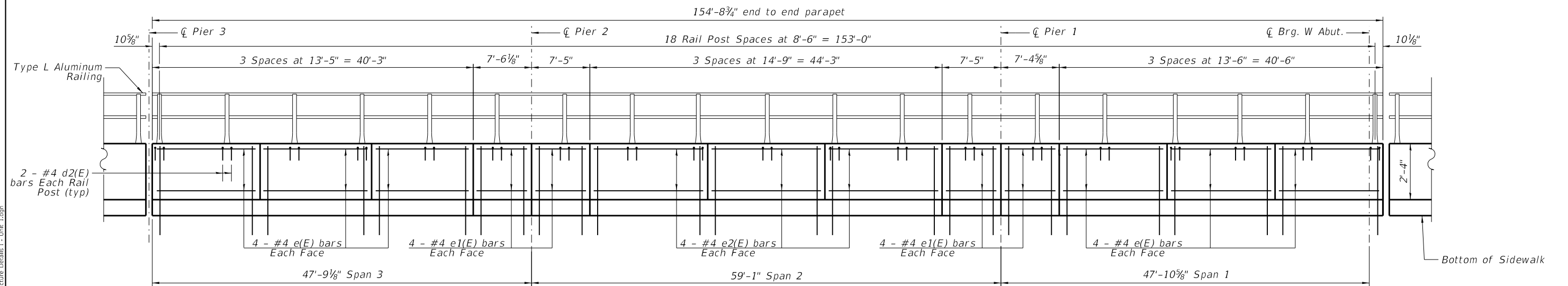
SUPERSTRUCTURE CROSS SECTIONS UNIT 1  
STRUCTURE NO. 016-0631

SHEET NO. 22 OF 59 SHEETS

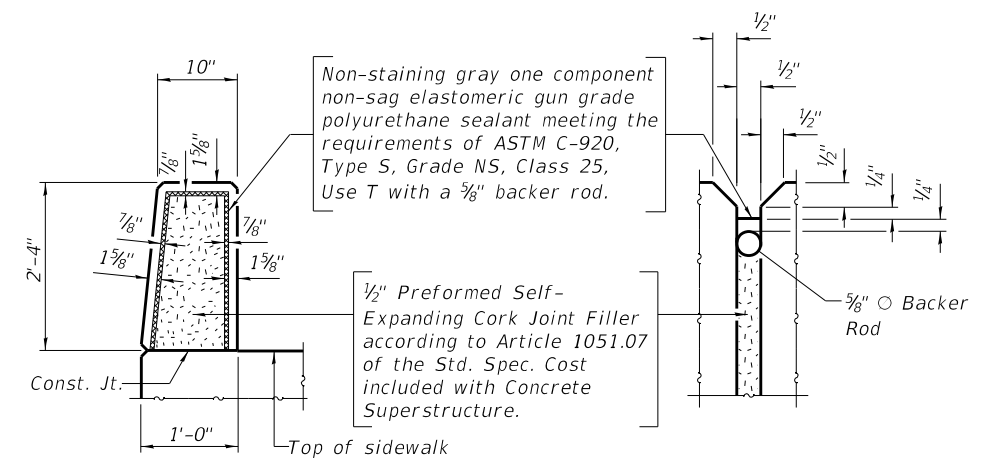
F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 77
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	



INSIDE ELEVATION OF NORTH PARAPET



INSIDE ELEVATION OF SOUTH PARAPET



PARAPET JOINT DETAILS

Note:  
 See sht. 22 of 59 for section thru sidewalk.  
 See sht. 24 of 59 for bar details and Bill of Material.  
 See sht. 37 of 59 for railing details.

FILE NAME: W:\191168 IDOT\_Cermak\_Road\CADD\_Sheets\Structural\PLANS\IBRR & Gardner\_SHT23\_Superstructure\_Details\_1\_Unit\_1.dgn



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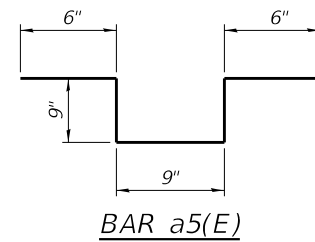
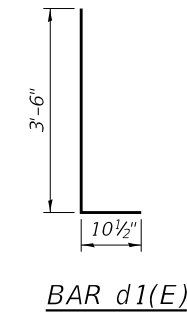
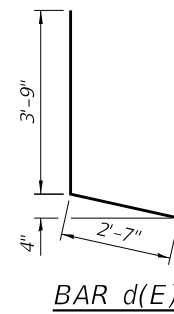
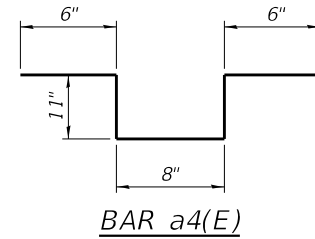
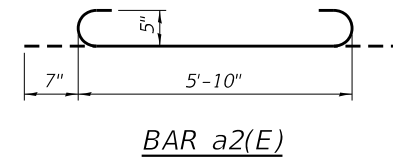
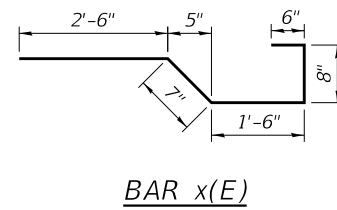
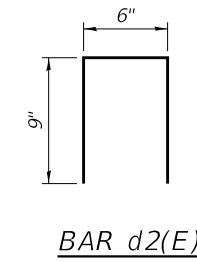
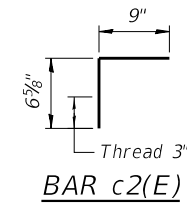
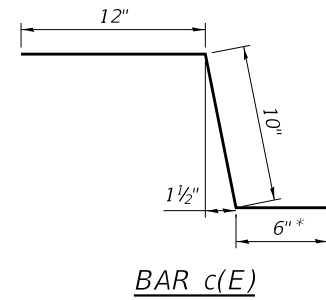
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS I- UNIT 1  
 STRUCTURE NO. 016-0631

SHEET NO. 23 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	78
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

\*In lieu of bottom leg, c(E) bars may be drilled and set according to Article 584 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of drilled hole shall not exceed 6".



**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	574	#5	34'-8"	—
a1(E)	378	#5	33'-9"	—
a2(E)	60	#5	7'-0"	U
a3(E)	32	#5	2'-0"	—
a4(E)	1,016	#4	3'-6"	U
a5(E)	120	#4	3'-3"	U
b(E)	552	#5	29'-2"	—
b1(E)	406	#5	25'-4"	—
b2(E)	144	#6	32'-0"	—
b3(E)	24	#4	21'-9"	—
b4(E)	80	#4	24'-3"	—
c(E)	312	#5	2'-4"	—
c1(E)	312	#5	5'-10"	—
c2(E)	312	#5	1'-4"	—
c3(E)	156	#5	2'-5"	—
d(E)	312	#4	6'-4"	L
d1(E)	312	#6	4'-5"	L
d2(E)	76	#4	2'-0"	L
e(E)	96	#4	13'-2"	—
e1(E)	64	#4	7'-1"	—
e2(E)	48	#4	14'-6"	—
x(E)	124	#5	5'-9"	—
Concrete Superstructure		Cu. Yd.	401.7	
Bridge Deck Grooving		Sq. Yd.	877	
Protective Coat		Sq. Yd.	1,322	
Reinforcement Bars, Epoxy Coated		Pound	82,620	

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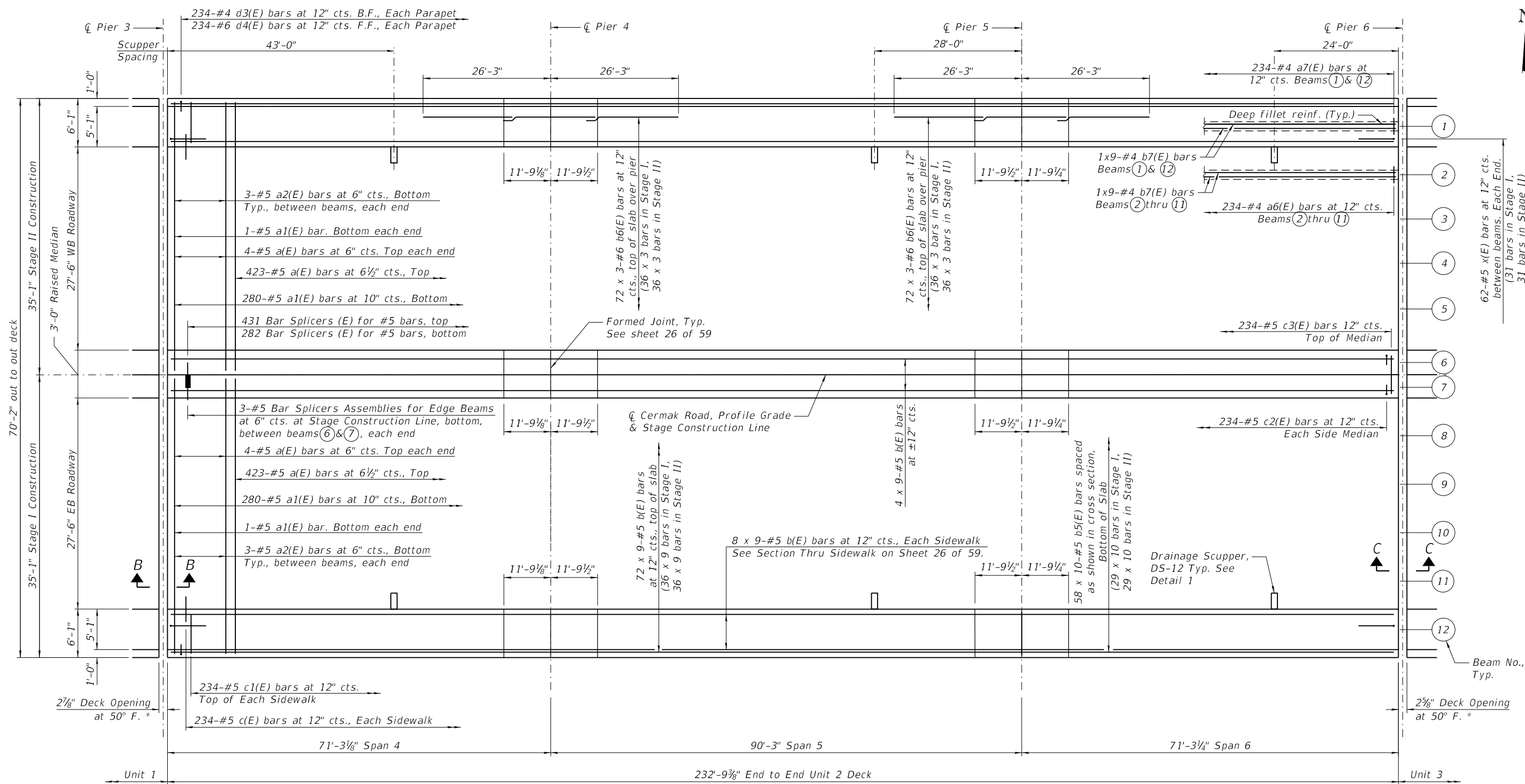
**BLA, Inc.**  
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 PLOT SCALE =  
 PLOT DATE = 11/5/2020

DESIGNED - HB	REVISED -
CHECKED - JJI	REVISED -
DRAWN - HB	REVISED -
CHECKED - JJI	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

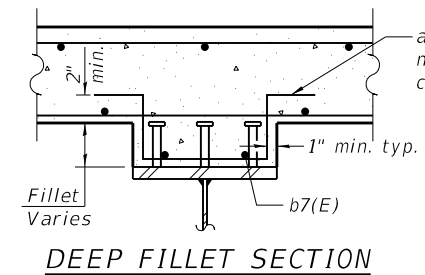
**SUPERSTRUCTURE DETAILS II - UNIT 1  
 STRUCTURE NO. 016-0631**  
 SHEET NO. 24 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	79
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	



**MINIMUM BAR LAP**

- #4 bar = 2'-5"
- #5 bar = 3'-6"
- #6 bar = 3'-7"

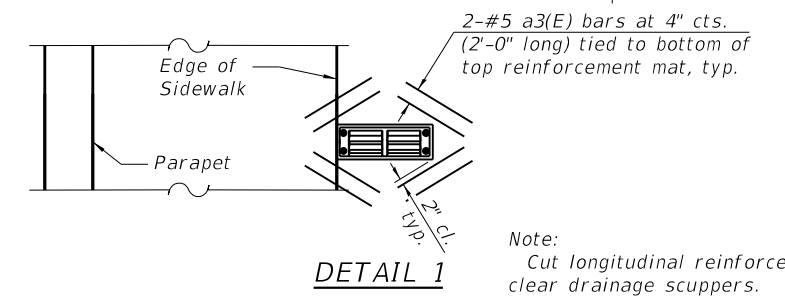


**DEEP FILLET SECTION**

**Notes:**

For Section B-B see sheet 22 of 59.  
 For Section C-C see sheet 26 of 59.  
 See sheets 27 & 28 of 59 for superstructure details and Bill of Material.  
 Bars indicated thus 72 x 9-#5 etc. indicates 72 lines of bars with 9 lengths per line.

\* Dimensions are based on a Rolled Rail Strip Seal Joint. If the contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on sheet 38 of 59.



**DETAIL 1**

Note:  
Cut longitudinal reinforcement to clear drainage scuppers.

**PLAN**

FILE NAME: W:\191-168 IDOT Cermak Road\DOT Cermak Road\Structural\PLANS\IBRR & Gardner\_SUIT25\_Superstructure\_Plan\_Unit 2.dgn



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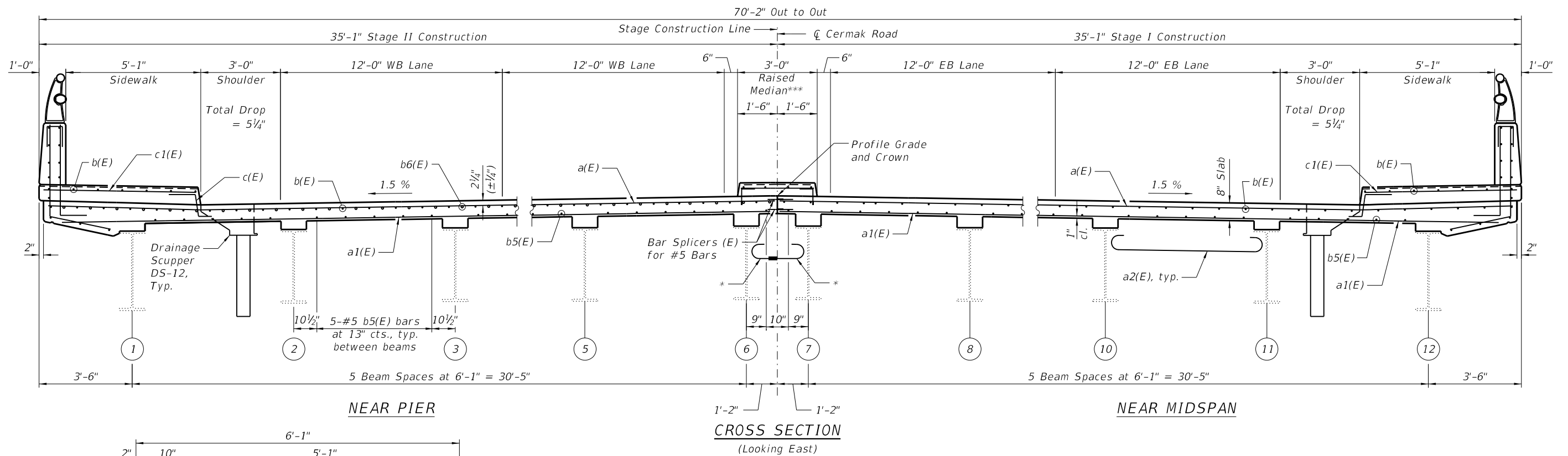
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE PLAN UNIT 2  
STRUCTURE NO. 016-0631**

SHEET NO. 25 OF 59 SHEETS

F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 80
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	

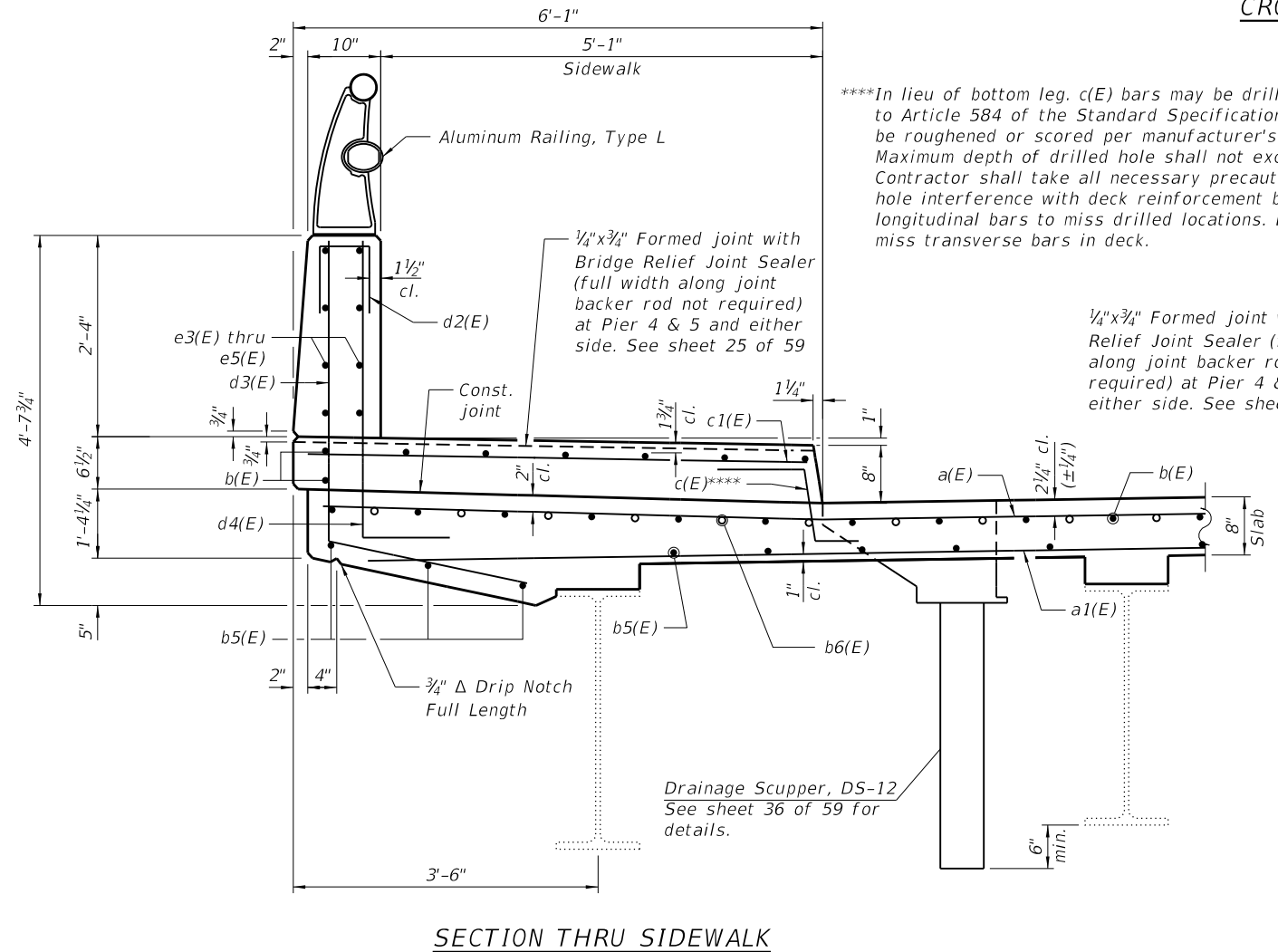




NEAR PIER

NEAR MIDSPAN

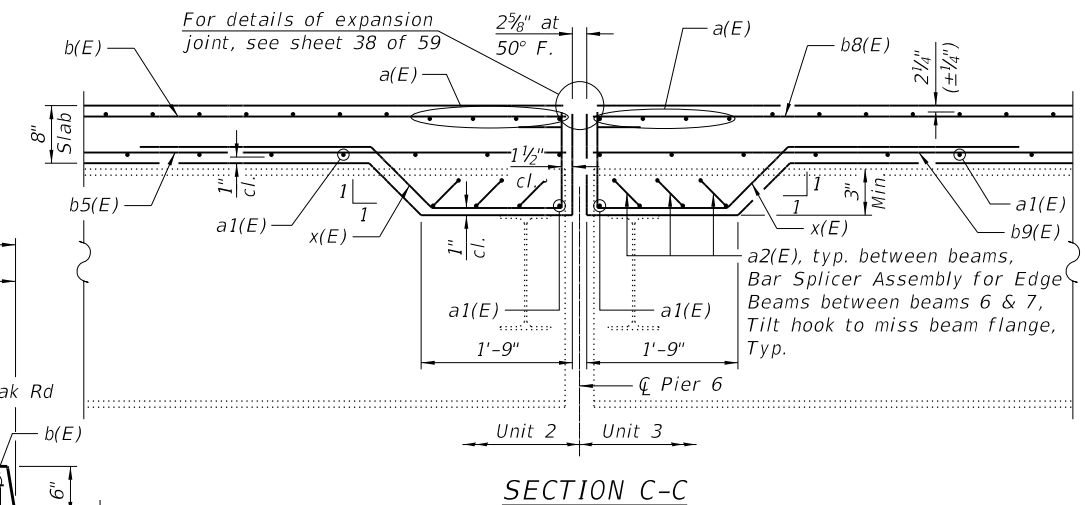
CROSS SECTION  
(Looking East)



SECTION THRU SIDEWALK

\*\*\*\*In lieu of bottom leg, c(E) bars may be drilled and set according to Article 584 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of drilled hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

1/4" x 3/4" Formed joint with Bridge Relief Joint Sealer (full width along joint backer rod not required) at Pier 4 & 5 and either side. See sheet 25 of 59



SECTION C-C

Notes:  
For Section B-B, see sht 22 of 59.

\*Bar Splicer Assembly for Edge Beams at Stage Construction Line. See Sht. 59 of 59 for details.  
\*\*3/4" Galvanized Ferrule Loop Slab Insert (Proof Load 6600 lb). Cost of Galvanized Ferrule Loop Slab Inserts included with Concrete Superstructure  
\*\*\*Median to be poured in Stage II.

FILE NAME: W:\191168 IDOT Cermak Road\Structural\FINAL PLANS\IBRR & Gardner\_Sht26\_Superstructure\_Cross Sections Unit 2.dgn



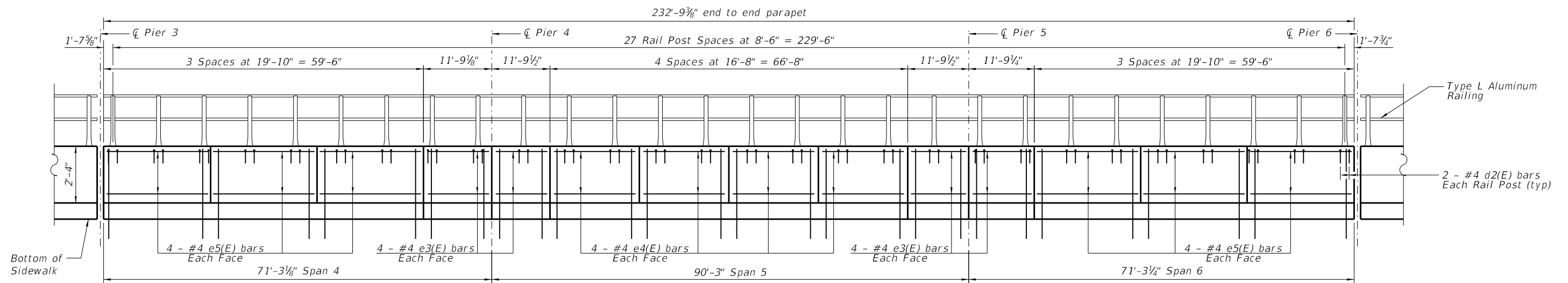
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PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

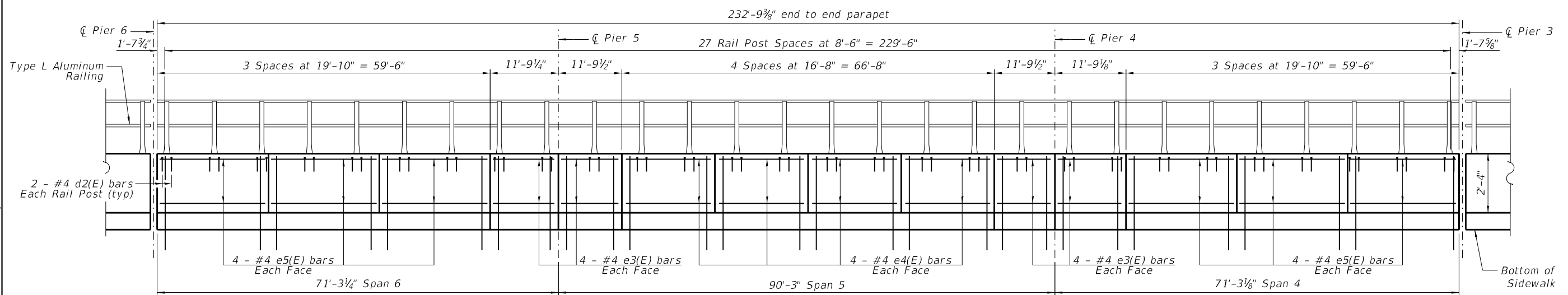
SUPERSTRUCTURE CROSS SECTIONS UNIT 2  
STRUCTURE NO. 016-0631

SHEET NO. 26 OF 59 SHEETS

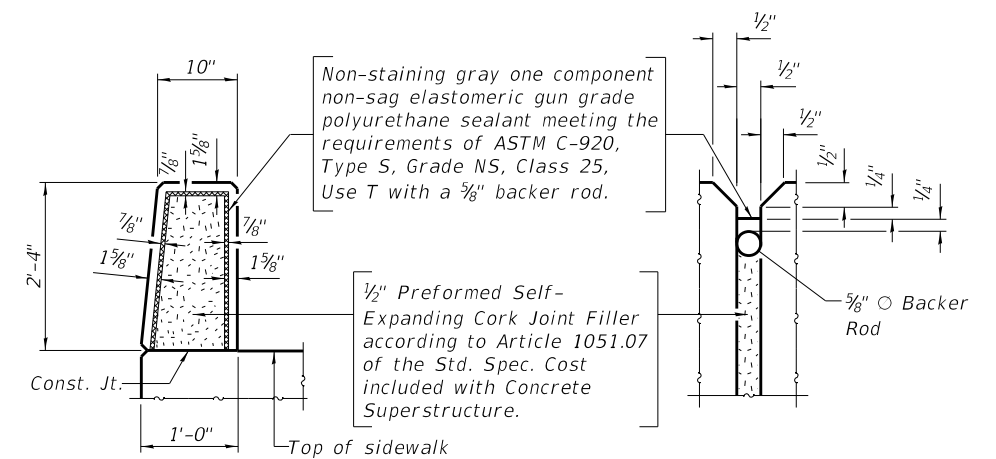
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	81
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF NORTH PARAPET



INSIDE ELEVATION OF SOUTH PARAPET



PARAPET JOINT DETAILS

Note:  
 See sht. 26 of 59 for section thru sidewalk.  
 See sht. 28 of 59 for bar details and Bill of Material.  
 See sht. 37 of 59 for railing details.

FILE NAME: W:\191168 IDOT Cermak Road\Struct\Struct\PLANS\IBRR & Gardner\_SHT-27\_Superstructure\_Details\_1 - Unit 2.dgn



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	CHECKED - JJI	REVISED -

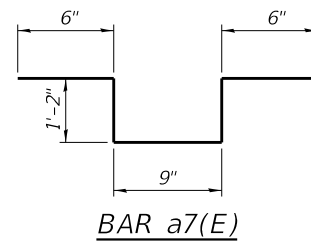
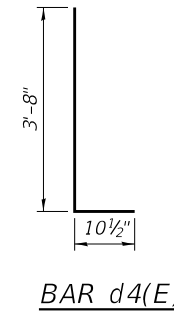
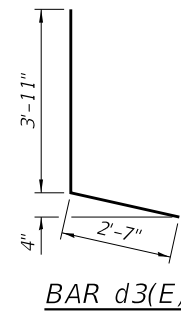
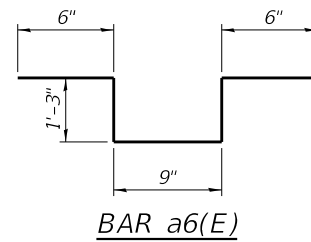
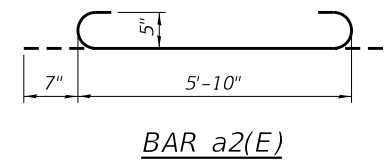
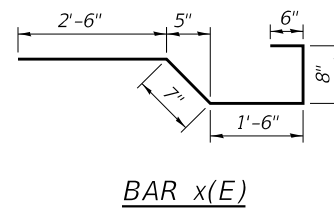
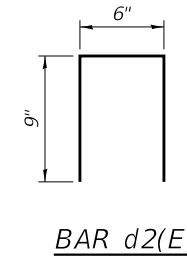
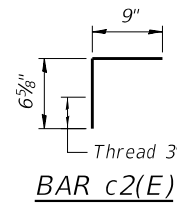
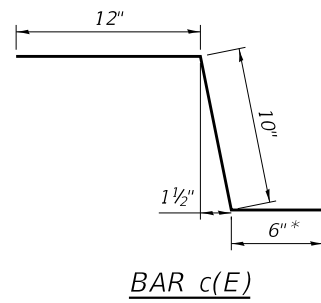
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS 1- UNIT 2  
 STRUCTURE NO. 016-0631

SHEET NO. 27 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	82
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

\*In lieu of bottom leg, c(E) bars may be drilled and set according to Article 584 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of drilled hole shall not exceed 6".



**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	862	#5	34'-8"	—
a1(E)	564	#5	33'-9"	—
a2(E)	60	#5	7'-0"	⌋
a3(E)	48	#5	2'-0"	—
a6(E)	2340	#4	4'-3"	⌋
a7(E)	468	#4	4'-1"	⌋
b(E)	828	#5	29'-2"	—
b5(E)	580	#5	26'-7"	—
b6(E)	432	#6	20'-0"	—
b7(E)	216	#4	28'-7"	—
c(E)	468	#5	2'-4"	⌋
c1(E)	468	#5	5'-10"	—
c2(E)	468	#5	1'-4"	⌋
c3(E)	234	#5	2'-5"	—
d2(E)	112	#4	2'-0"	⌋
d3(E)	468	#4	6'-6"	⌋
d4(E)	468	#6	4'-7"	⌋
e3(E)	64	#4	11'-6"	—
e4(E)	64	#4	16'-5"	—
e5(E)	96	#4	19'-7"	—
x(E)	124	#5	5'-9"	⌋
Concrete Superstructure		Cu. Yd.	654.8	
Bridge Deck Grooving		Sq. Yd.	1,320	
Protective Coat		Sq. Yd.	1,988	
Reinforcement Bars, Epoxy Coated		Pound	131,680	

FILE NAME: W:\191-168 IDOT Cermak Road\ICADD\_Sheets\Structural\FINAL PLANS\HBR & Gardner\_SHT28\_Superstructure\_Details II - Unit 2.dgn



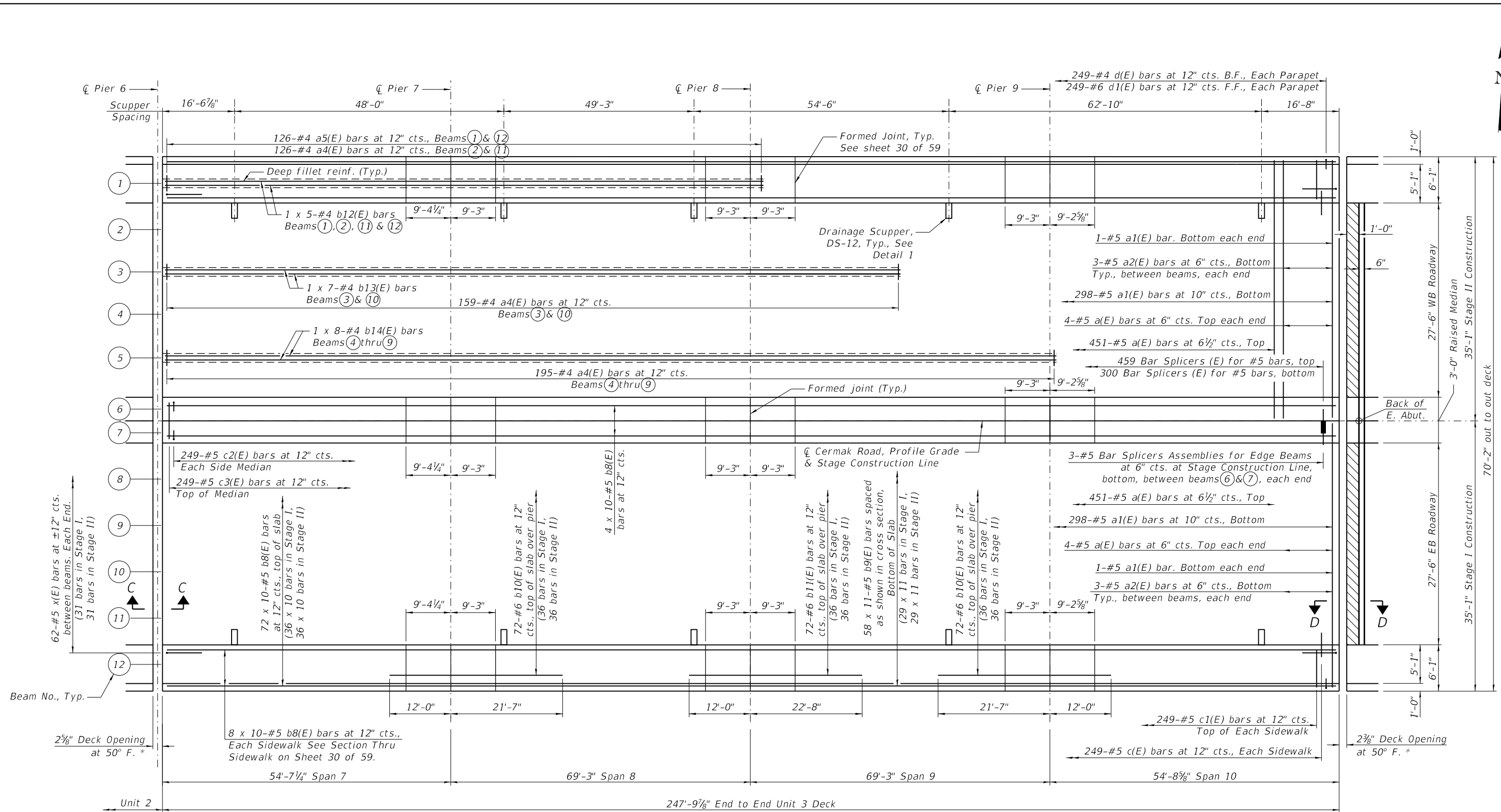
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	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - HB	REVISED -
PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS II - UNIT 2  
STRUCTURE NO. 016-0631

SHEET NO. 28 OF 59 SHEETS

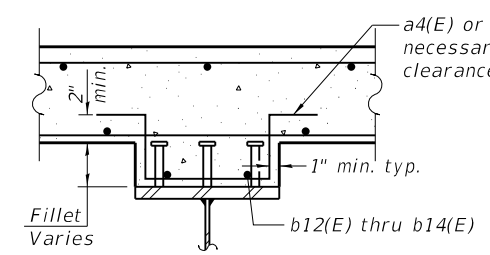
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	83
				CONTRACT NO. 62H51
		ILLINOIS	FED. AID PROJECT	



**PLAN**

**MINIMUM BAR LAP**

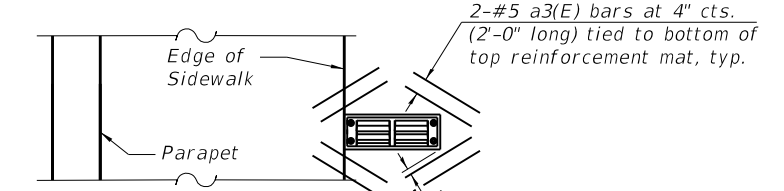
#4 bar = 2'-5"  
#5 bar = 3'-6"



**DEEP FILLET SECTION**

**Notes:**  
For Sections C-C and D-D see sheet 30 of 59.  
See sheets 31 & 32 of 59 for superstructure details and Bill of Material.  
Bars indicated thus 72 x 10-#5 etc. indicates 72 lines of bars with 10 lengths per line.

\* Dimensions are based on a Rolled Rail Strip Seal Joint. If the contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on sheet 38 of 59.



**DETAIL 1**

**Note:**  
Cut longitudinal reinforcement to clear drainage scuppers.

FILE NAME: W:\191-168 IDOT Cermak Road\CADD\_Sheets\Structural\FINAL PLANS\IBRR & Gardner\_SHT29\_Superstructure\_Plan\_Unit\_3.dgn



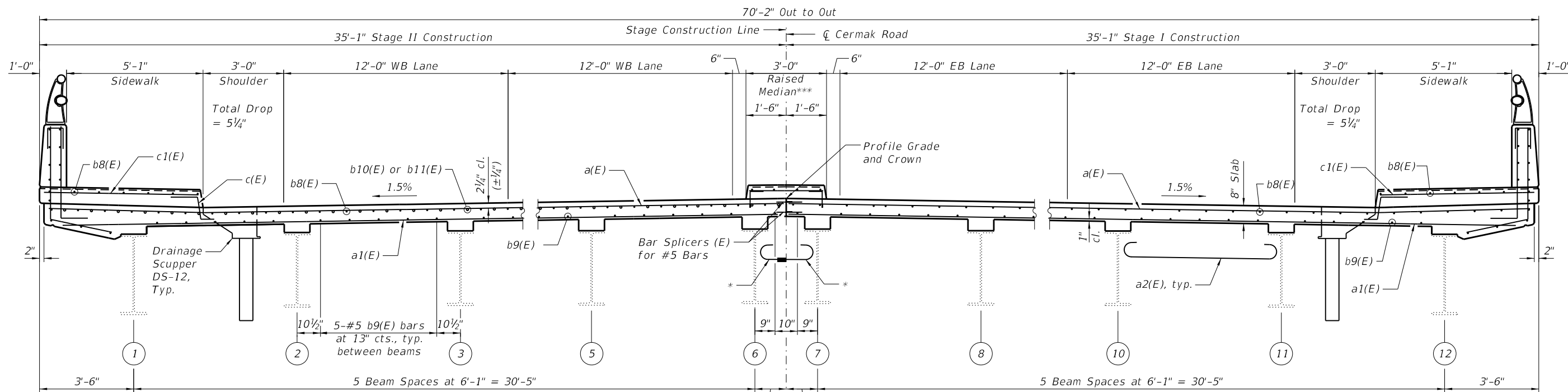
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PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE PLAN UNIT 3  
STRUCTURE NO. 016-0631**

SHEET NO. 29 OF 59 SHEETS

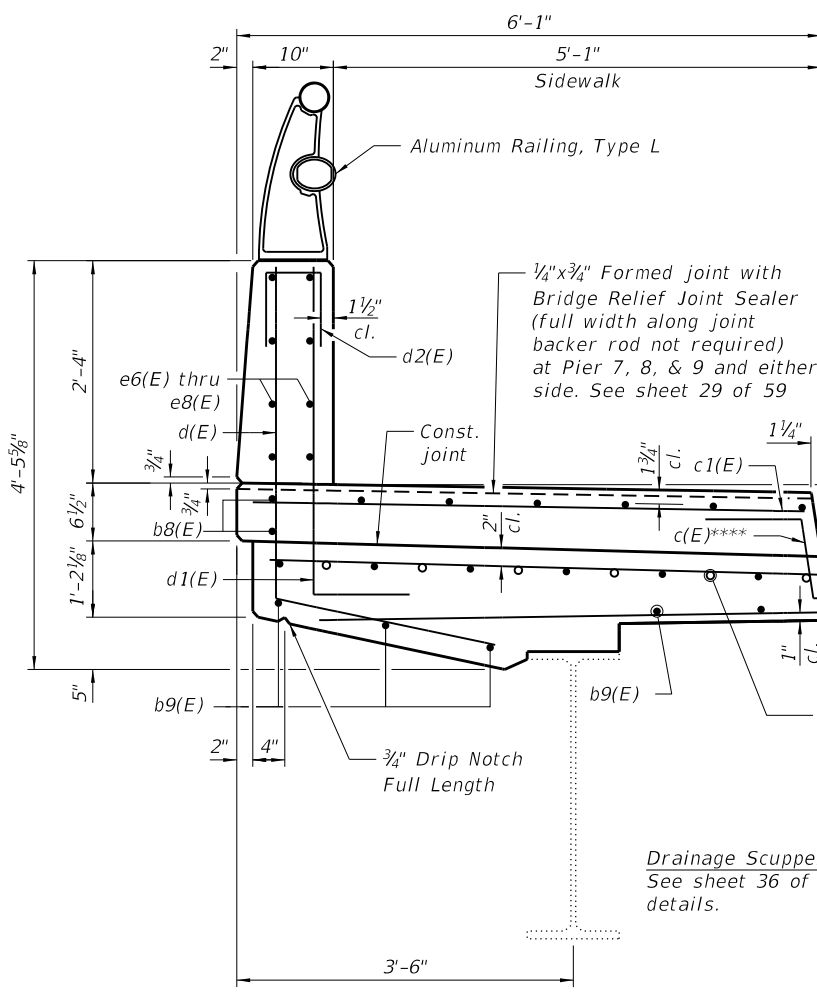
F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 84
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	



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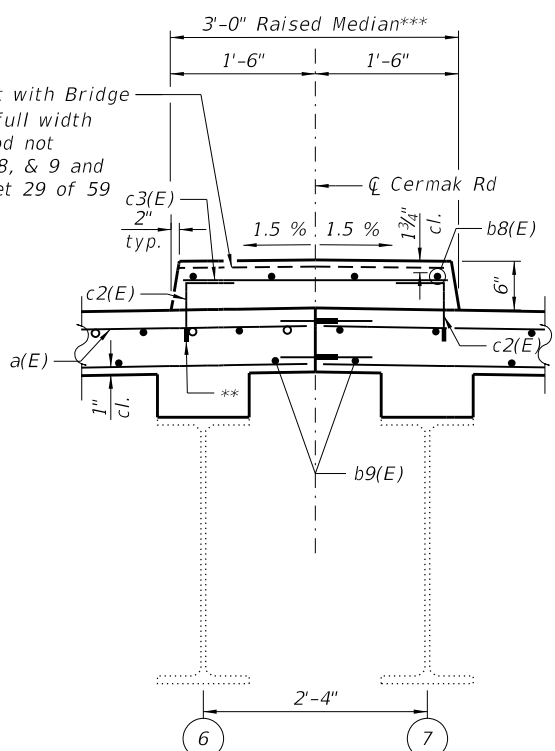
CROSS SECTION  
(Looking East)

NEAR MIDSPAN

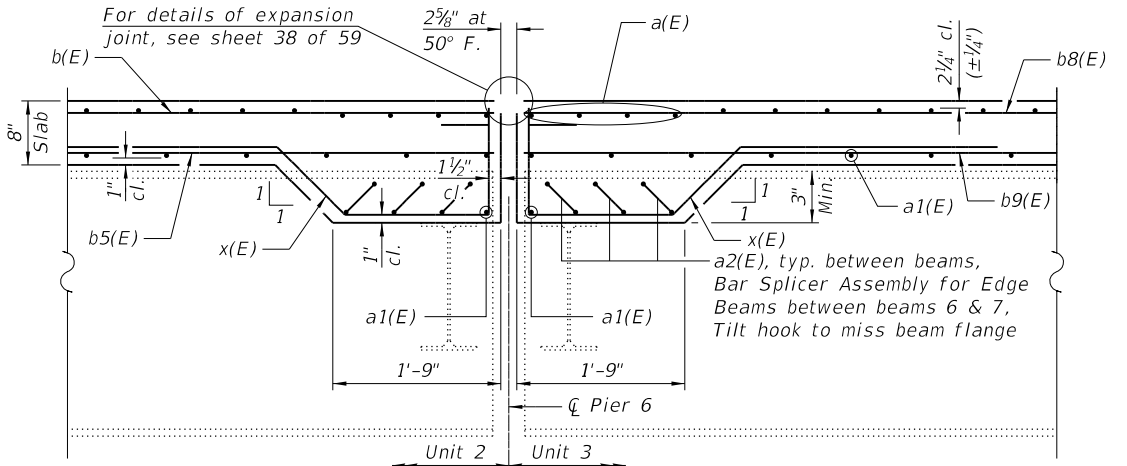


SECTION THRU SIDEWALK

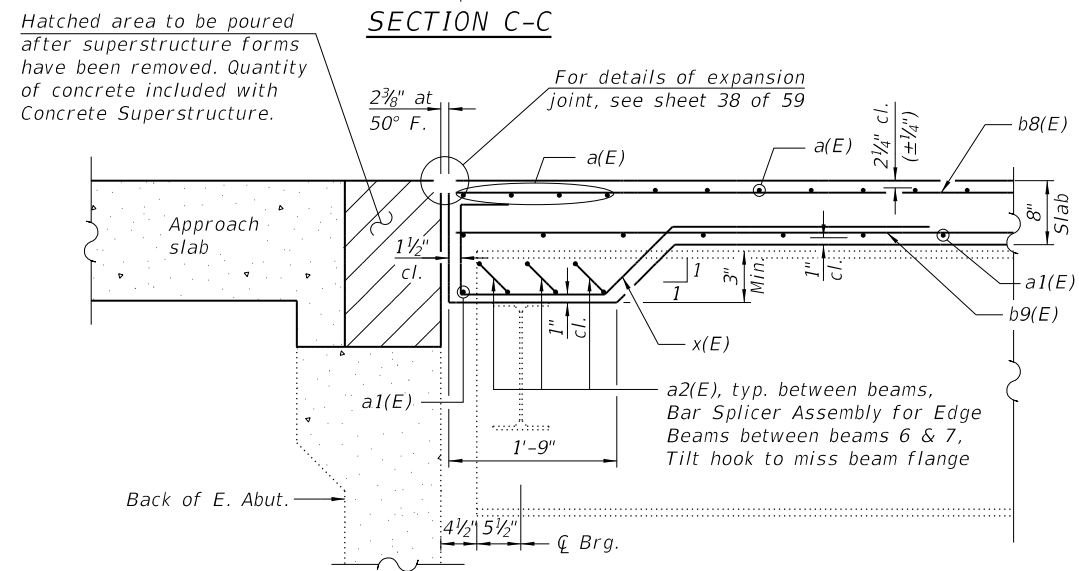
\*Bar Splicer Assembly for Edge Beams at Stage Construction Line. See Sht. 59 of 59 for details.  
 \*\*3/4" Galvanized Ferrule Loop Slab Insert (Proof Load 6600 lb). Cost of Galvanized Ferrule Loop Slab Inserts included with Concrete Superstructure.  
 \*\*\*Median to be poured in Stage II.  
 \*\*\*\*In lieu of bottom leg, c(E) bars may be drilled and set according to Article 584 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of drilled hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.



SECTION THRU MEDIAN



SECTION C-C



SECTION D-D

FILE NAME: W:\191-168 IDOT Cermak Road\Structural\FINAL PLANS\HBR & Gardner\_SHT-30\_Superstructure\_Cross\_Sections\_Unit\_3.dgn



USER NAME = Winson	DESIGNED - HB	REVISED -
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PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
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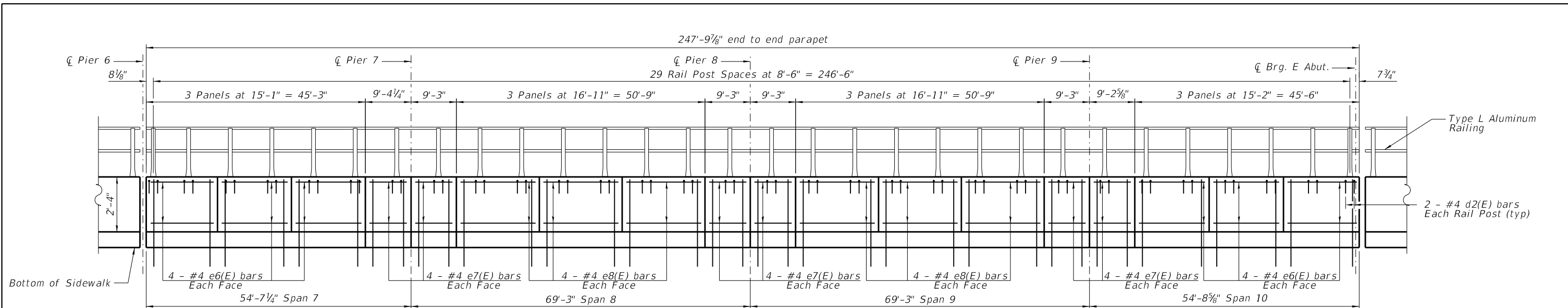
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE CROSS SECTIONS UNIT 3  
STRUCTURE NO. 016-0631

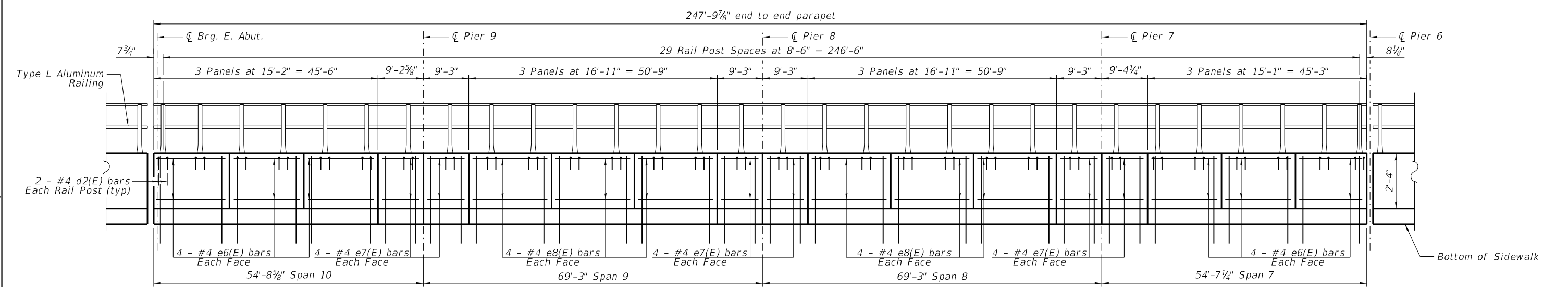
SHEET NO. 30 OF 59 SHEETS

F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 85
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	

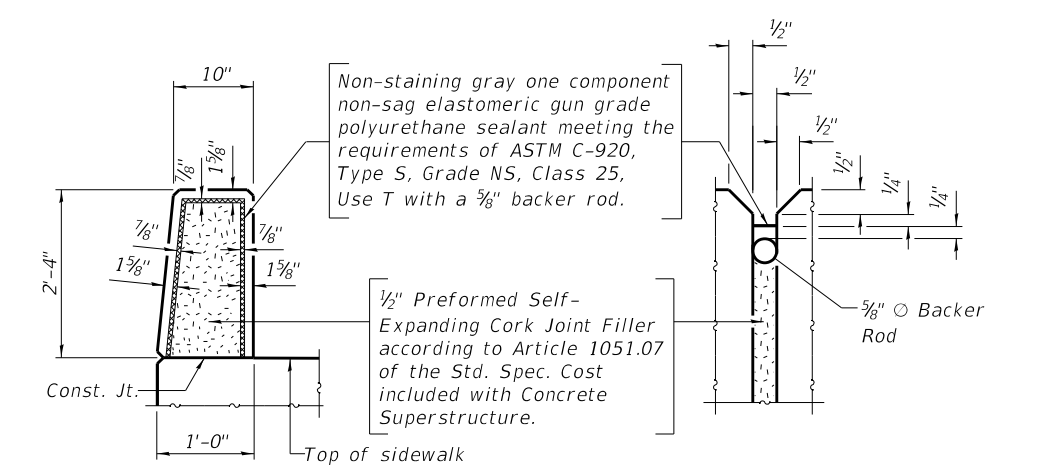
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**INSIDE ELEVATION OF NORTH PARAPET**



**INSIDE ELEVATION OF SOUTH PARAPET**



**PARAPET JOINT DETAILS**

Note:  
 See sht. 30 of 59 for section thru sidewalk.  
 See sht. 32 of 59 for bar details and Bill of Material.  
 See sht. 37 of 59 for railing details.



USER NAME = Winson	DESIGNED - HB	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - HB	REVISED -
PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

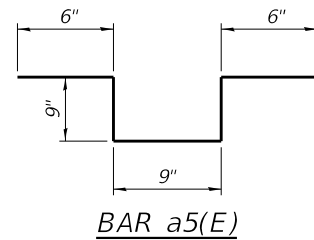
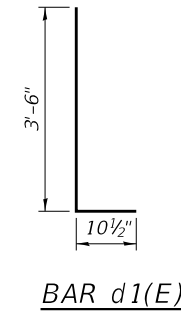
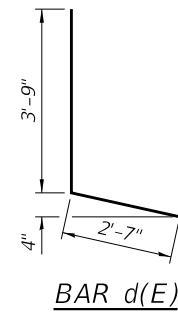
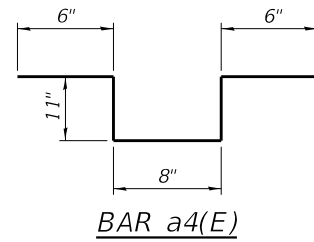
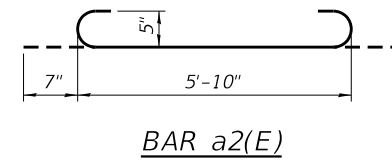
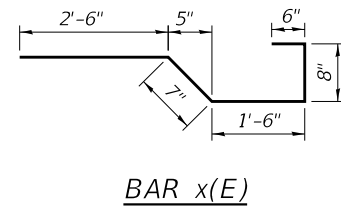
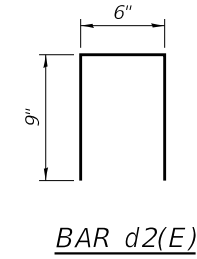
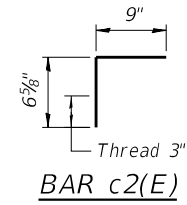
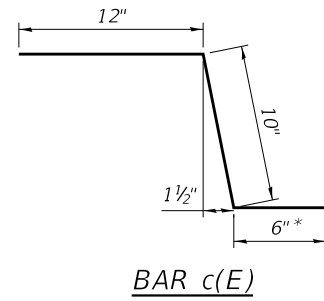
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS 1- UNIT 3  
 STRUCTURE NO. 016-0631**

SHEET NO. 31 OF 59 SHEETS

F.A.U R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	86
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	

\*In lieu of bottom leg, c(E) bars may be drilled and set according to Article 584 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of drilled hole shall not exceed 6".



**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	918	#5	34'-8"	—
a1(E)	600	#5	33'-9"	—
a2(E)	60	#5	7'-0"	U
a3(E)	80	#5	2'-0"	—
a4(E)	1740	#4	3'-6"	—
a5(E)	252	#4	3'-3"	—
b8(E)	920	#5	28'-2"	—
b9(E)	638	#5	25'-10"	—
b10(E)	144	#6	33'-7"	—
b11(E)	72	#6	34'-8"	—
b12(E)	40	#4	27'-4"	—
b13(E)	28	#4	25'-0"	—
b14(E)	96	#4	26'-7"	—
c(E)	498	#5	2'-4"	—
c1(E)	498	#5	5'-10"	—
c2(E)	498	#5	1'-4"	—
c3(E)	249	#5	2'-5"	—
d(E)	498	#4	6'-4"	L
d1(E)	498	#6	4'-5"	L
d2(E)	120	#4	2'-0"	—
e6(E)	96	#4	14'-10"	—
e7(E)	96	#4	8'-11"	—
e8(E)	96	#4	16'-8"	—
x(E)	124	#5	5'-9"	—
Concrete Superstructure		Cu. Yd.	654.6	
Bridge Deck Grooving		Sq. Yd.	1,405	
Protective Coat		Sq. Yd.	2,116	
Reinforcement Bars, Epoxy Coated		Pound	132,140	

FILE NAME: W:\191168 IDOT Cermak Road\CADD\_Sheets\Structural\FINAL PLANS\IBRR & Gardner\_S11F-23\_Superstructure\_Details\_II - Unit 3.dgn



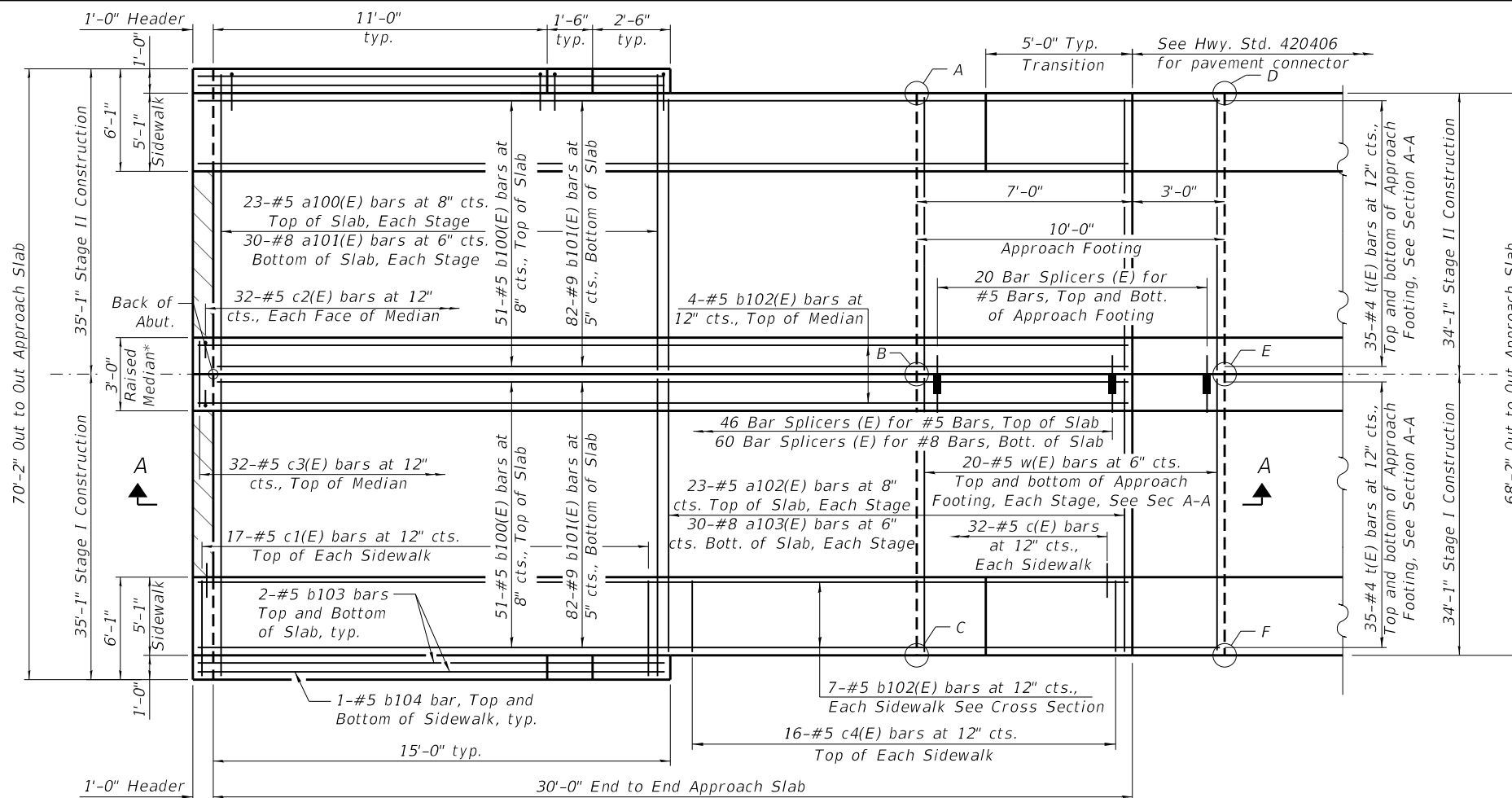
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PLOT SCALE =	DRAWN - HB	REVISED -
PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS II - UNIT 3  
STRUCTURE NO. 016-0631**

SHEET NO. 32 OF 59 SHEETS

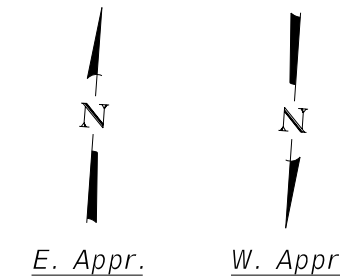
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	87
				CONTRACT NO. 62H51
		ILLINOIS	FED. AID PROJECT	



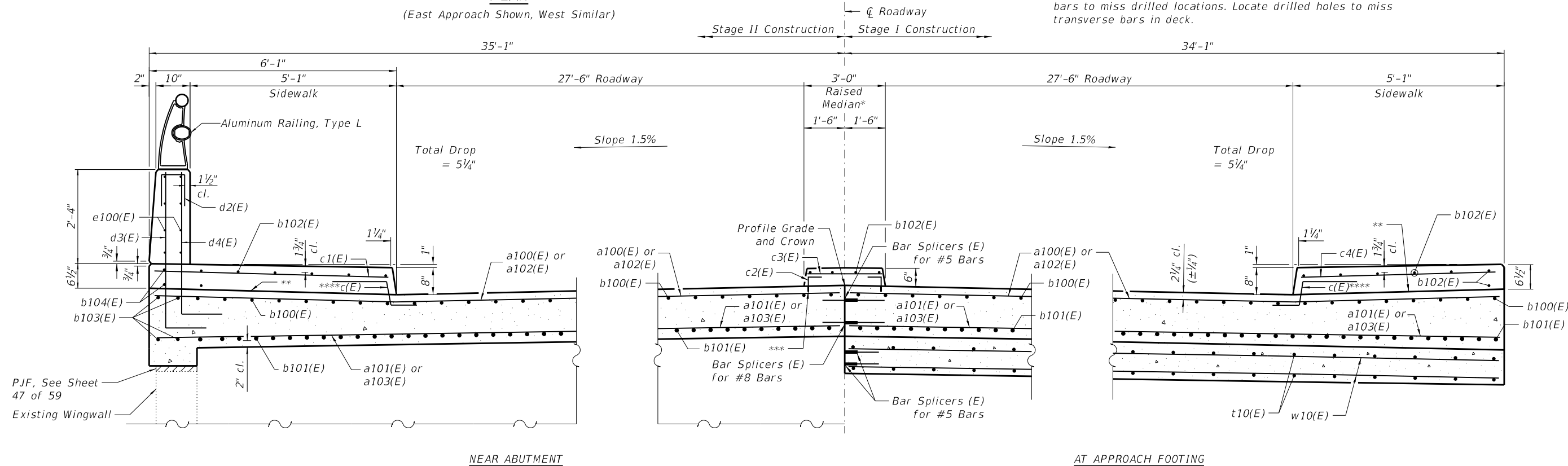
**PLAN**  
(East Approach Shown, West Similar)

**TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING**

Point	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A	646.07	645.24	653.99	653.16
B	646.58	645.75	654.50	653.67
C	646.07	645.24	653.99	653.16
D	645.79	644.96	653.92	653.09
E	646.31	645.47	654.43	653.60
F	645.79	644.96	653.92	653.09



\*Median to be poured in Stage II.  
See superstructure sheets for additional median details.  
\*\*Construction Joint (Mandatory).  
\*\*\*3/4" Galvanized Ferrule Loop Slab Insert (Proof Load 6600 lb).  
Cost of Galvanized Ferrule Loop Slab Inserts included with Concrete Superstructure  
\*\*\*\*In lieu of bottom leg, c(E) bars may be drilled and set according to Article 584 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of drilled hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.



**CROSS SECTION**  
(Looking East)

(Sheet 1 of 2)

FILE NAME: W:\191168 IDOT Cermak Road\Structural\PLANS\HBR & Gardner\_S11F233\_Approach\_Slab.dgn



USER NAME = Winson	DESIGNED - HB	REVISED -
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PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

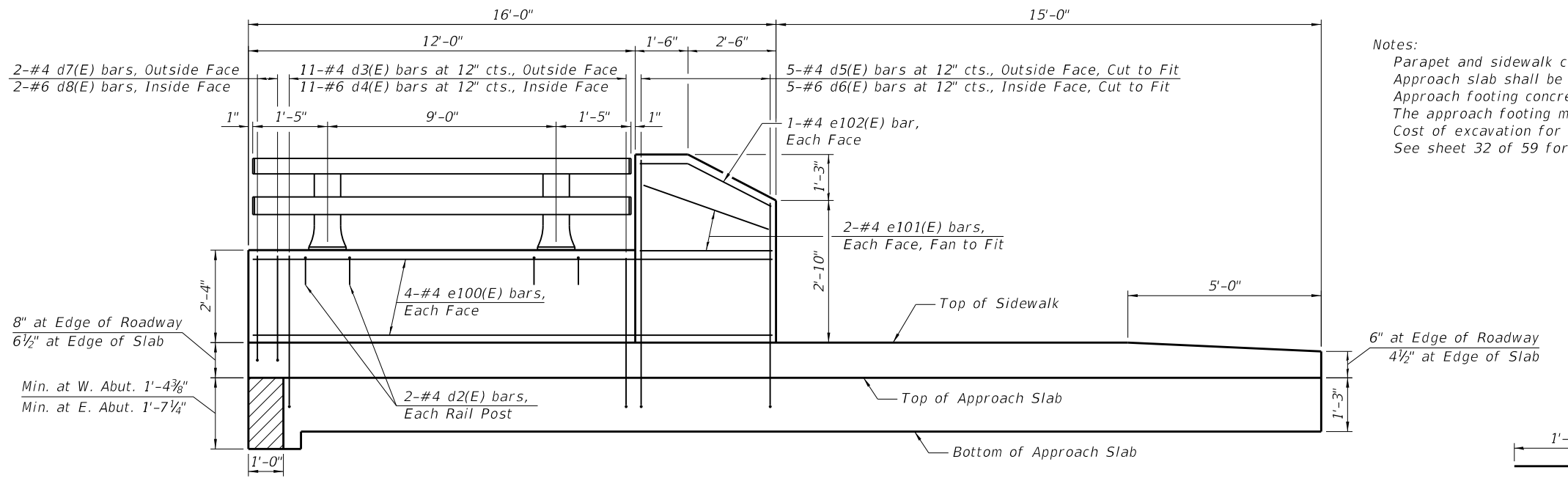
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB  
STRUCTURE NO. 016-0631**

SHEET NO. 33 OF 59 SHEETS

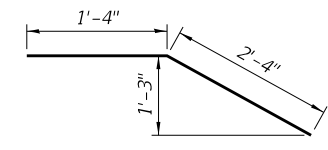
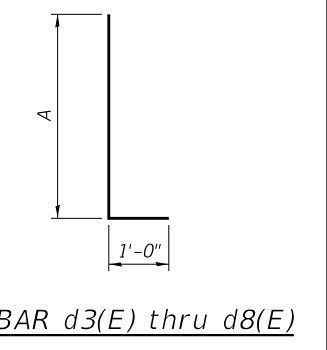
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	88
CONTRACT NO. 62H51				
ILLINOIS		FED. AID PROJECT		





Notes:  
 Parapet and sidewalk concrete shall be paid for as Concrete Superstructure.  
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).  
 Approach footing concrete shall be paid for as Concrete Structures.  
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
 Cost of excavation for approach footing included with Concrete Structures.  
 See sheet 32 of 59 for additional bar details.

Bar	A
d3(E)	3'-9"
d4(E)	3'-3"
d5(E)	5'-6"
d6(E)	5'-0"
d7(E)	2'-6"
d8(E)	2'-6"

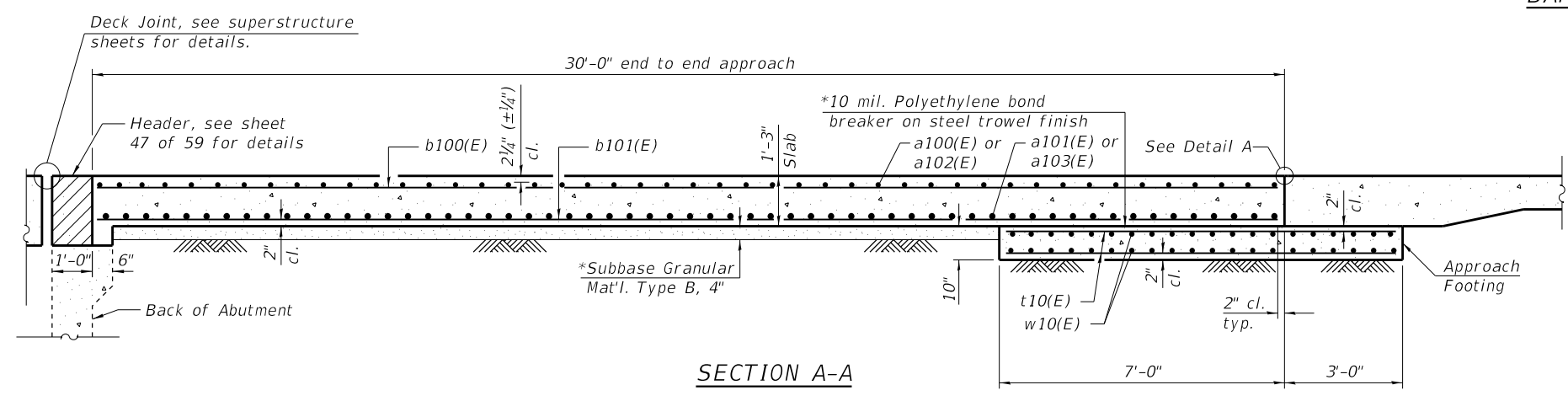


INSIDE ELEVATION OF PARAPET AND SIDEWALK

BAR e102(E)

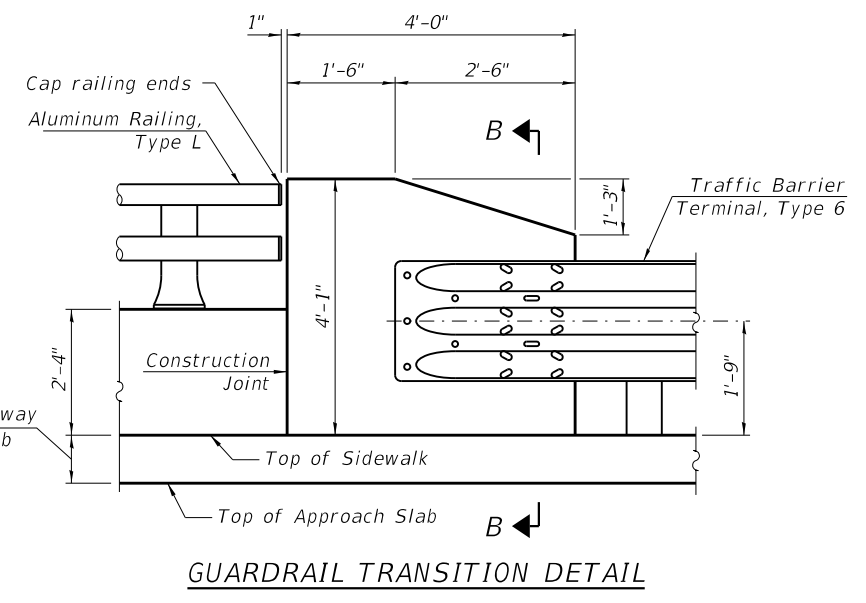
TWO APPROACHES  
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a100(E)	92	#5	34'-10"	—
a101(E)	120	#8	34'-10"	—
a102(E)	92	#5	33'-10"	—
a103(E)	120	#8	33'-10"	—
b100(E)	204	#5	29'-8"	—
b101(E)	328	#9	29'-8"	—
b102(E)	36	#5	30'-8"	—
b103(E)	16	#5	14'-8"	—
b104(E)	8	#5	15'-8"	—
c(E)	128	#5	2'-5"	┌
c1(E)	68	#5	5'-10"	—
c2(E)	128	#5	1'-4"	┌
c3(E)	64	#5	2'-5"	—
c4(E)	64	#5	4'-10"	—
d2(E)	16	#4	2'-0"	┌
d3(E)	44	#4	4'-9"	┌
d4(E)	44	#6	4'-3"	┌
d5(E)	20	#4	6'-6"	┌
d6(E)	20	#6	6'-0"	┌
d7(E)	8	#4	3'-6"	┌
d8(E)	8	#6	3'-6"	┌
e100(E)	32	#4	15'-8"	—
e101(E)	16	#4	3'-8"	—
e102(E)	8	#4	3'-8"	—
t(E)	280	#4	9'-8"	—
w(E)	160	#5	34'-8"	—
Concrete Structures			Cu. Yd.	42.1
Concrete Superstructure			Cu. Yd.	26.4
Bridge Deck Grooving			Sq. Yd.	340
Protective Coat			Sq. Yd.	492
Concrete Superstructure (Approach Slab)			Cu. Yd.	192.2
Reinforcement Bars, Epoxy Coated			Pound	79,680

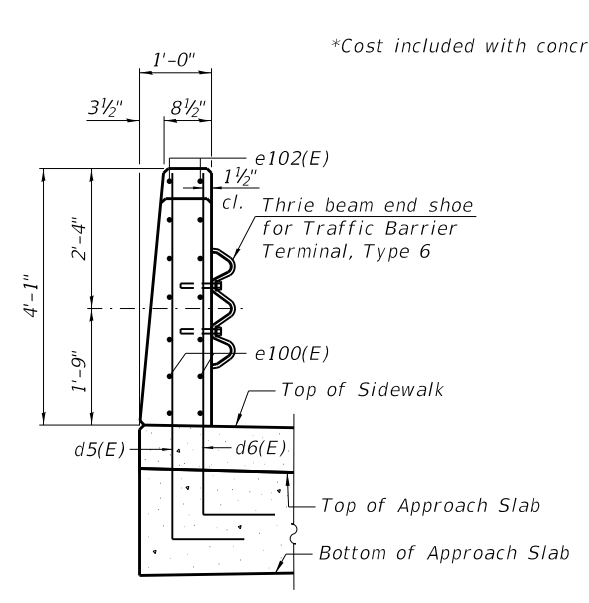


SECTION A-A

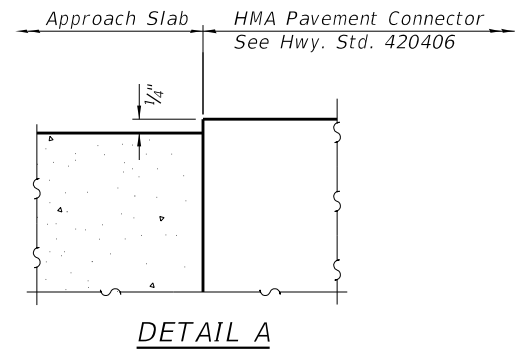
\*Cost included with concrete superstructure (Approach Slab)



GUARDRAIL TRANSITION DETAIL



SECTION B-B



DETAIL A

(Sheet 2 of 2)

FILE NAME: W:\191-168 IDOT\_Cermak\_Road\CADD\_Sheets\Structural\FINAL PLANS\IBRR & Gardner\_SUIT-34\_Approach Slab\_Details.dgn



USER NAME = Winson	DESIGNED - HB	REVISED -
PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

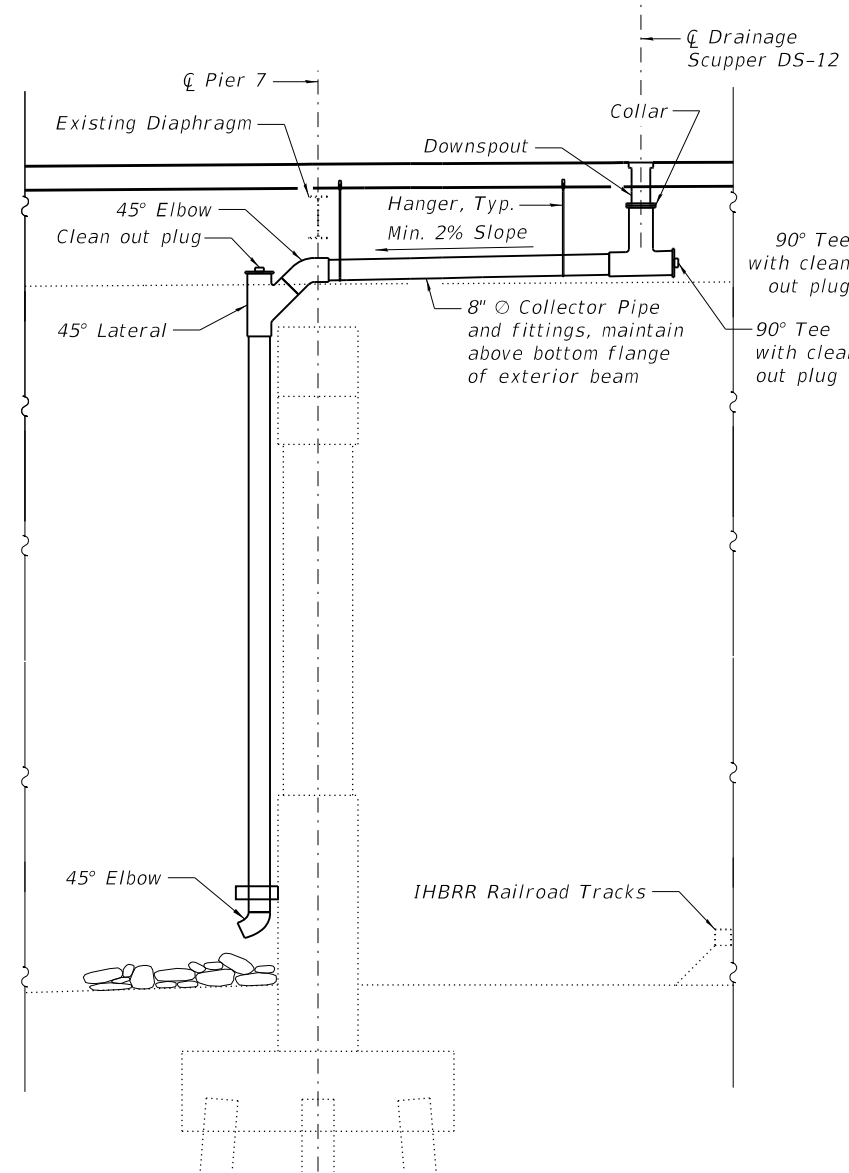
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS  
 STRUCTURE NO. 016-0631

SHEET NO. 34 OF 59 SHEETS

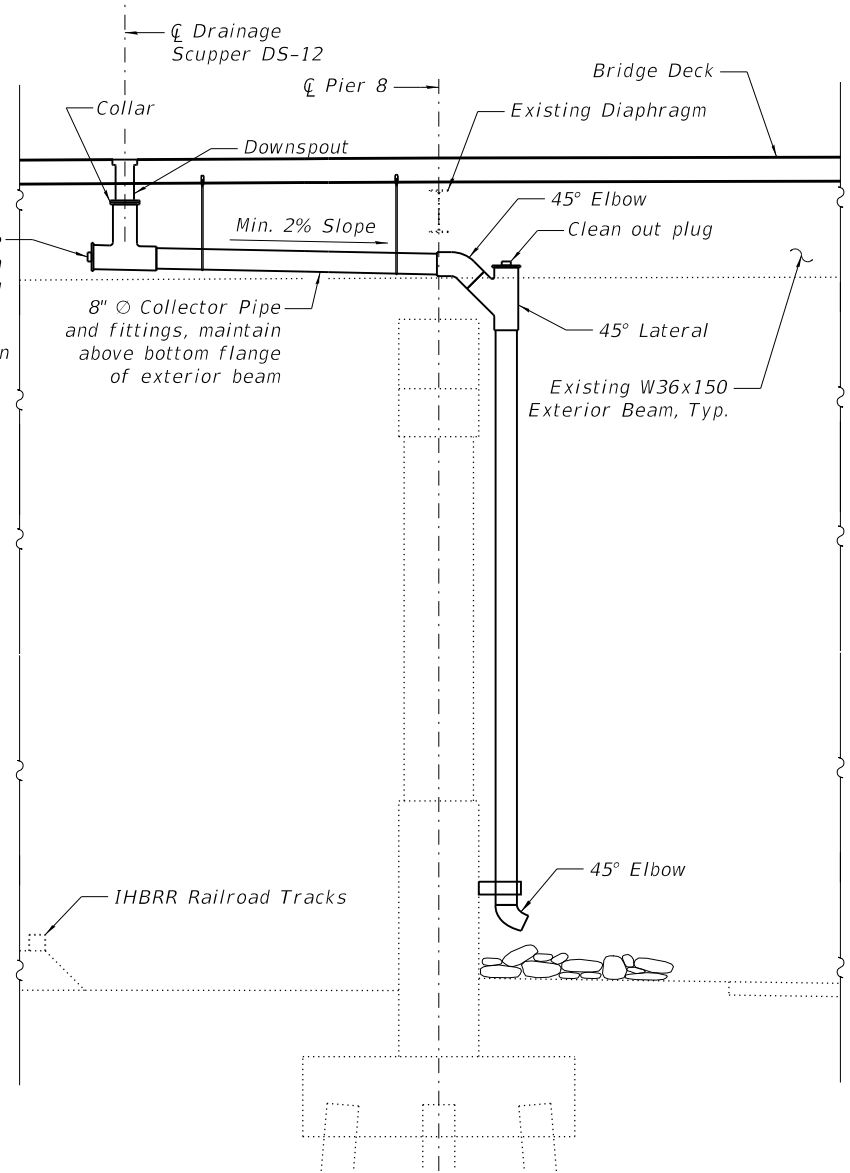
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	89
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

FILE NAME: W:\191-168 IDOT Cermak Road\ICADD\_Sheets\Structural\FINAL PLANS\IBRR & Gardner Road\163H51\_IBRR & Gardner\_SHEET35\_Drainage\_System.dgn



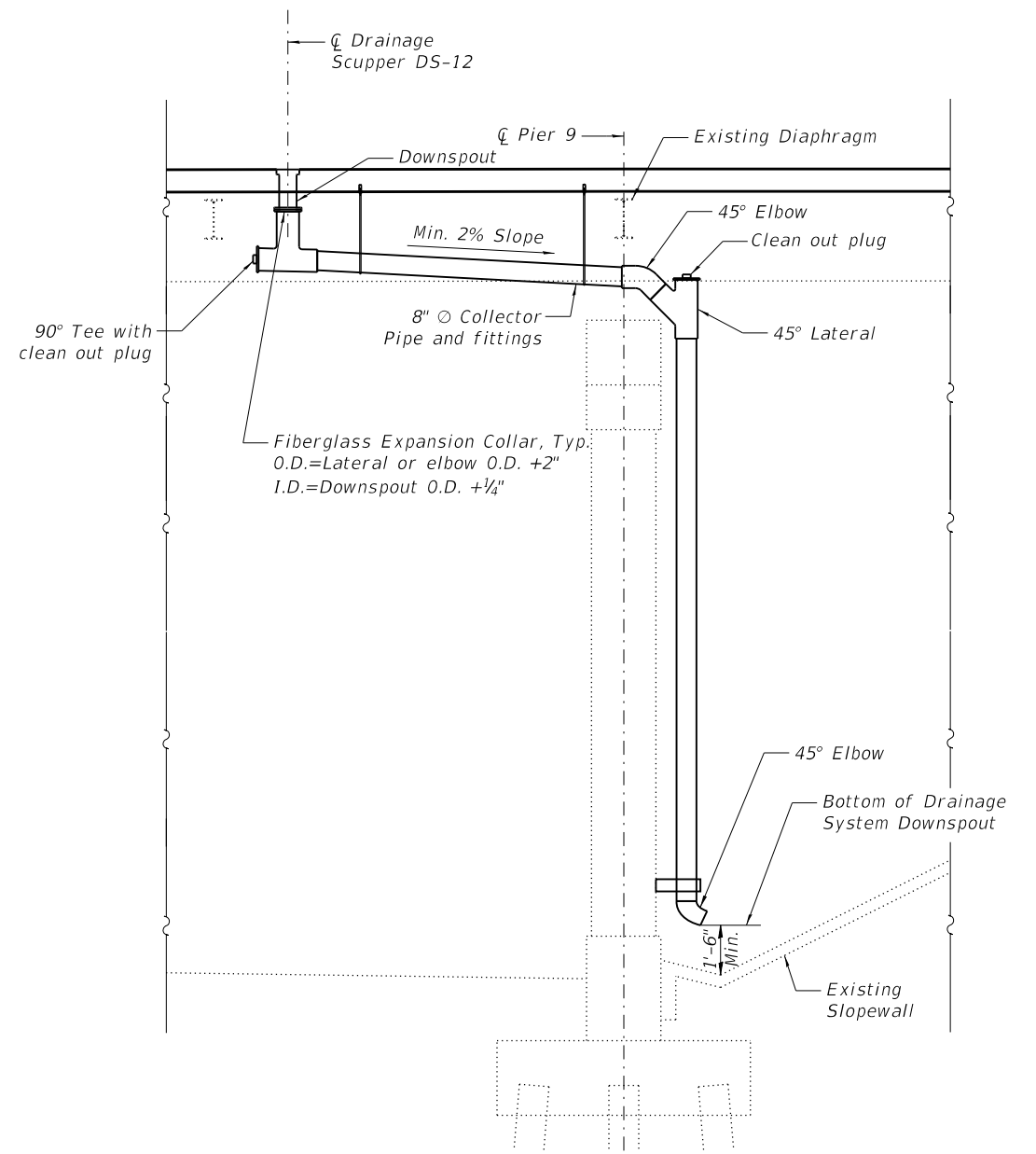
**PIER 7 DRAINAGE SYSTEM**

(Looking North)  
(2 Locations)



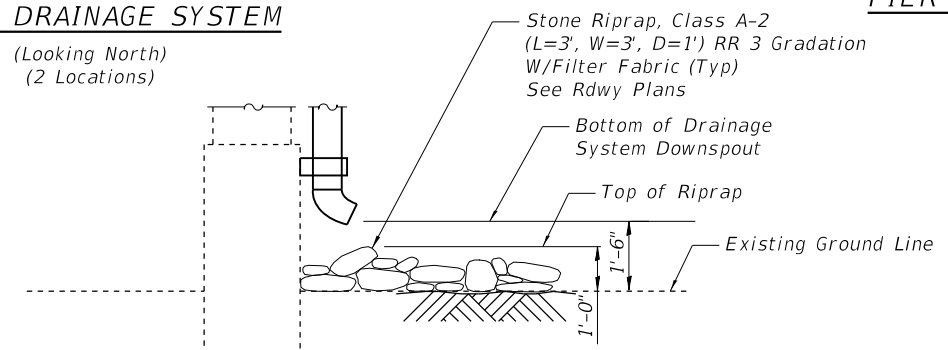
**PIER 8 DRAINAGE SYSTEM**

(Looking North)  
(2 Locations)



**PIER 9 DRAINAGE SYSTEM**

(Looking North)  
(2 Locations)



**PIER 7 & 8 DETAIL**

(4 Locations)

**NOTES:**

All drains shall be free fall drains except those shown on this sheet  
The exterior surfaces of the fiberglass shall be pigmented by the Manufacturer with a color that matches the concrete piers.  
See Superstructure plans for locations.

**BILL OF MATERIAL**

Item	Unit	Total
Drainage System	L. Sum	1



USER NAME = Winson	DESIGNED - HB	REVISED -
PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

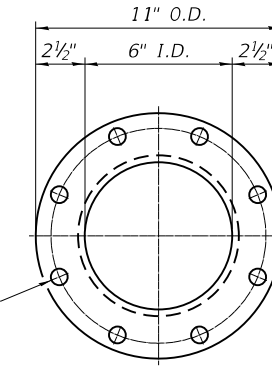
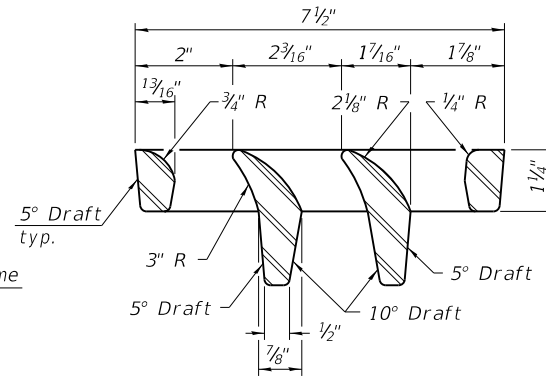
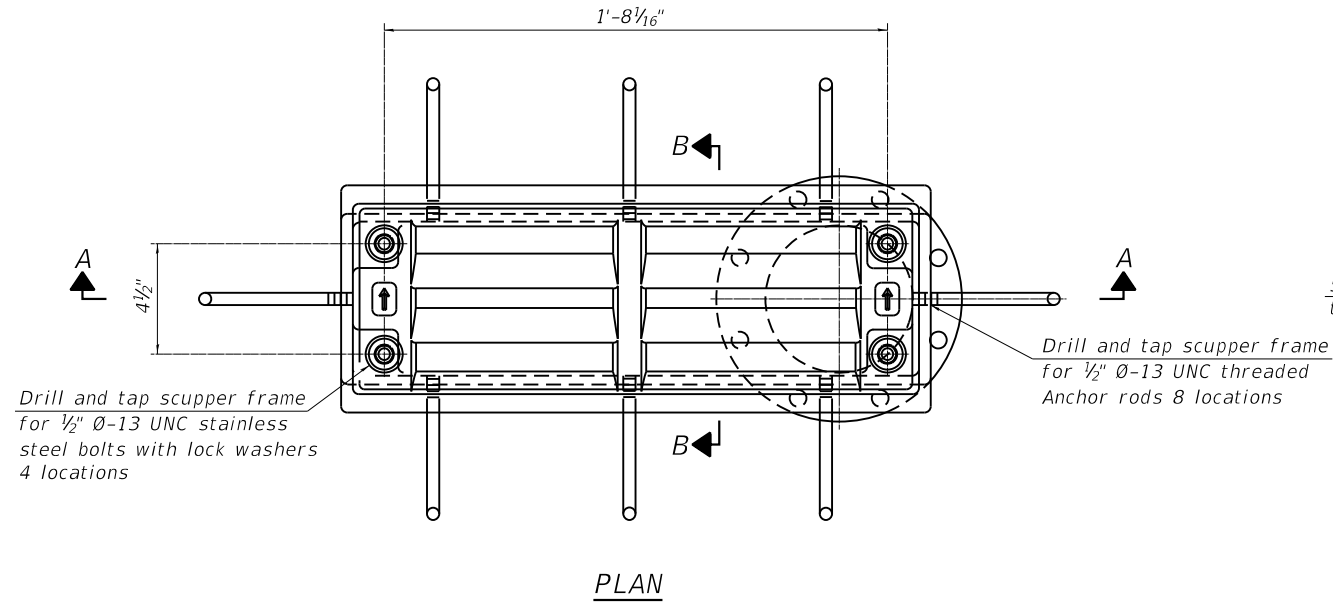
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SYSTEM  
STRUCTURE NO. 016-0631**

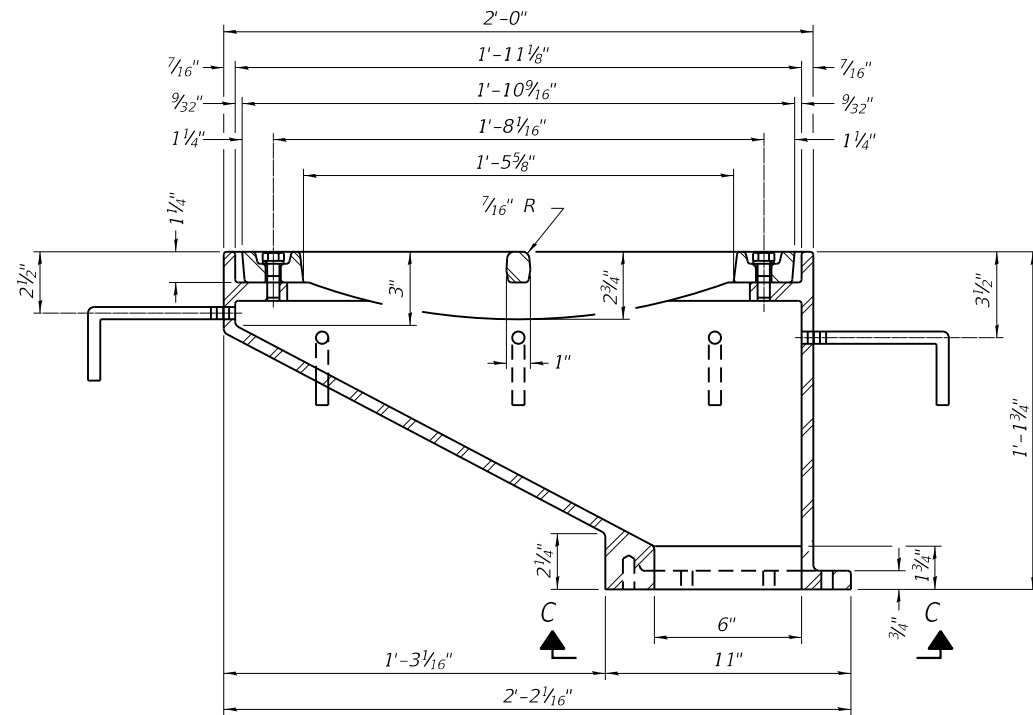
SHEET NO. 35 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	90
			CONTRACT NO. 62H51	
		ILLINOIS FED. AID PROJECT		

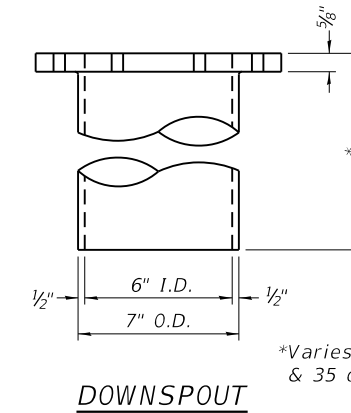
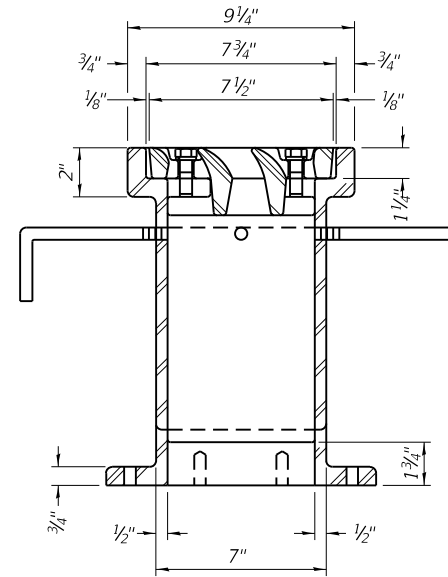
FILE NAME: W:\191168 IDOT\_Cemak\_Road\CADD\_Sheets\Structural\FINAL PLANS\HBR & Gardner\_SUIT-26\_Drainage Scupper\_DS-12.dwg



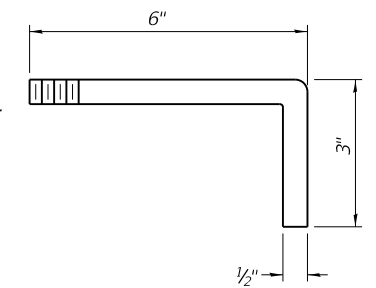
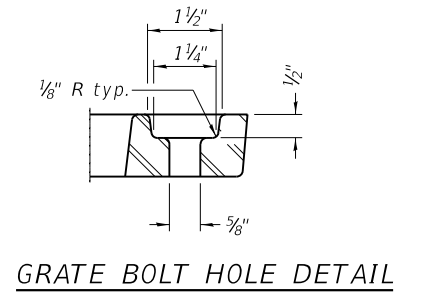
Notes:  
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.  
 Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.  
 Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.  
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.  
 Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.  
 As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.  
 Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet 35 of 59.  
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.  
 Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-12.



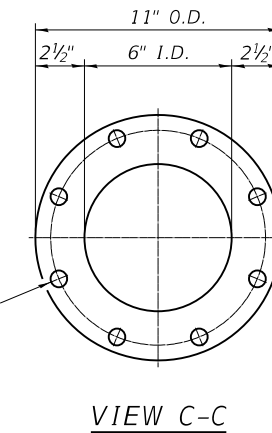
See sheets 22, 26, and 30 of 59 for scupper location relative to sidewalk.



\*Varies, See Sheet 3 & 35 of 59 for requirements.



Drill and tap 8 holes for 3/4" Ø-13 UNC bolts on 9<sup>1</sup>/<sub>2</sub>" Ø bolt circle. (2 blind holes are 1<sup>1</sup>/<sub>4</sub>" deep, 6 thru holes)



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	20

DS-12

1-1-2020



USER NAME = WInson	DESIGNED - HB	REVISED -
PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

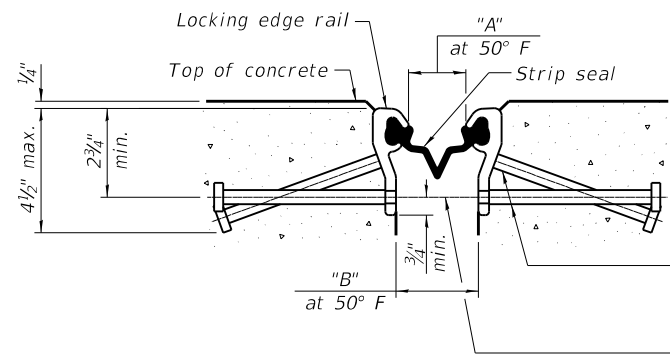
DRAINAGE SCUPPER, DS-12  
STRUCTURE NO. 016-0631

SHEET NO. 36 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	91
ILLINOIS			FED. AID PROJECT	

CONTRACT NO. 62H51



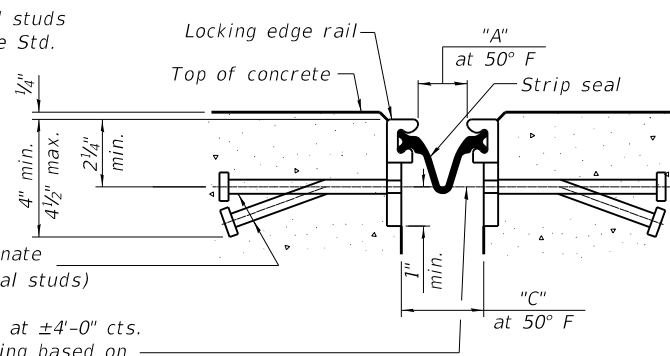


SHOWING ROLLED RAIL JOINT  
See table for dimensions A & B.

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

\* 5/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

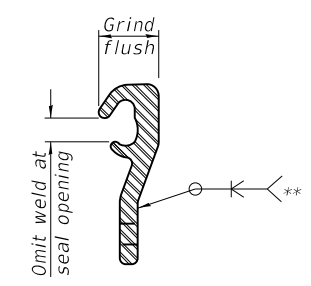
3/8" Ø threaded rods in 7/16" Ø holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.



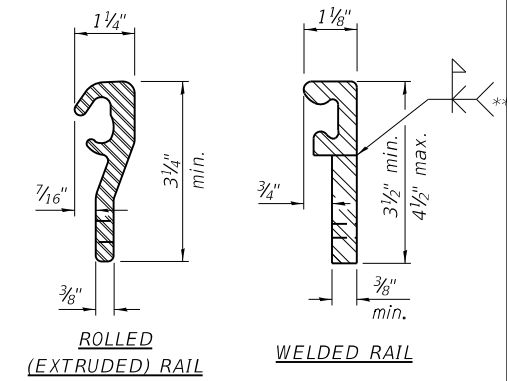
SHOWING WELDED RAIL JOINT  
See table for dimensions A & C.

TABLE OF JOINT DIMENSIONS

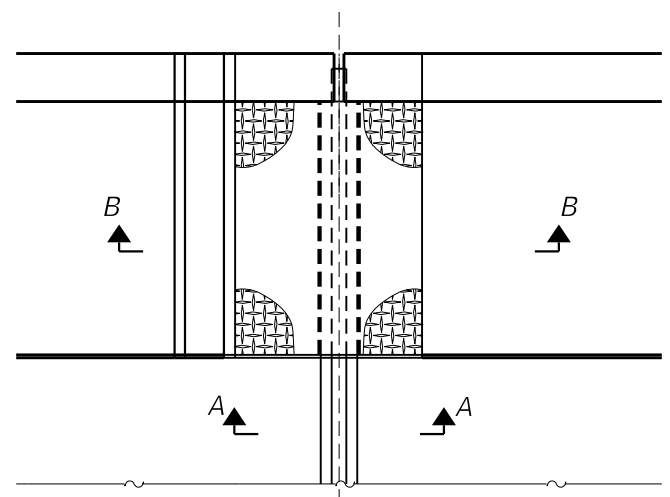
Location	A	B	C
W. Abut.	1 1/2"	2 3/8"	3"
Pier 3	2"	2 1/8"	3 1/2"
Pier 6	1 3/4"	2 5/8"	3 1/4"
E. Abut.	1 1/2"	2 3/8"	3"



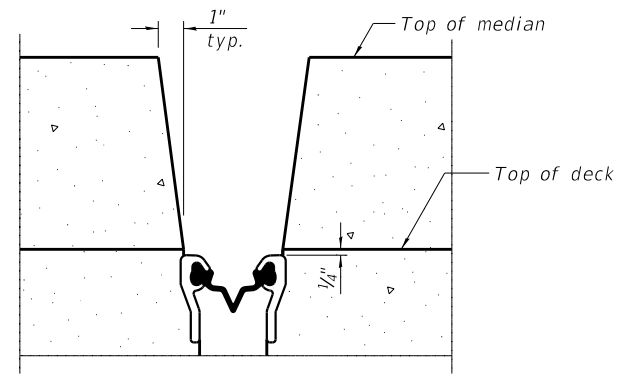
LOCKING EDGE RAIL SPLICE  
The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.



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

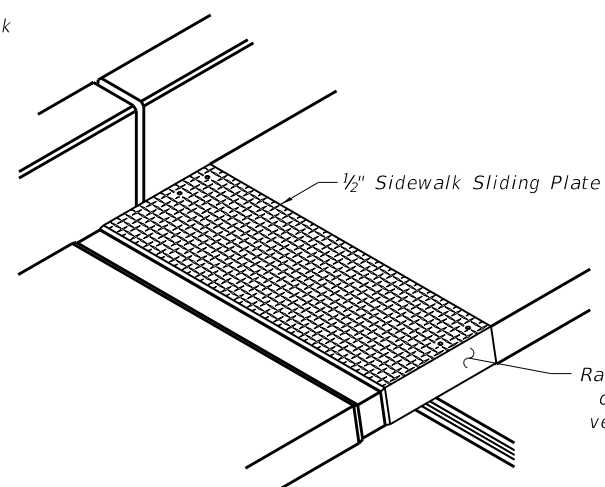


PLAN AT RAISED SIDEWALK



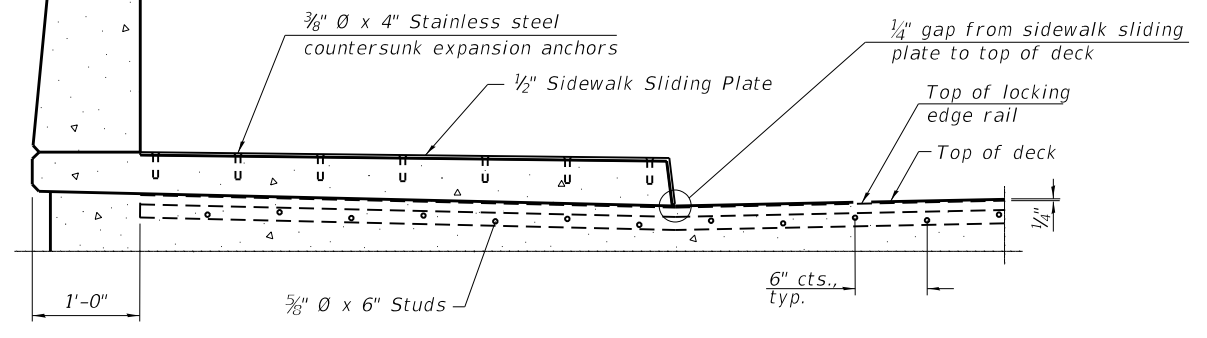
SECTION A-A

SECTION C-C

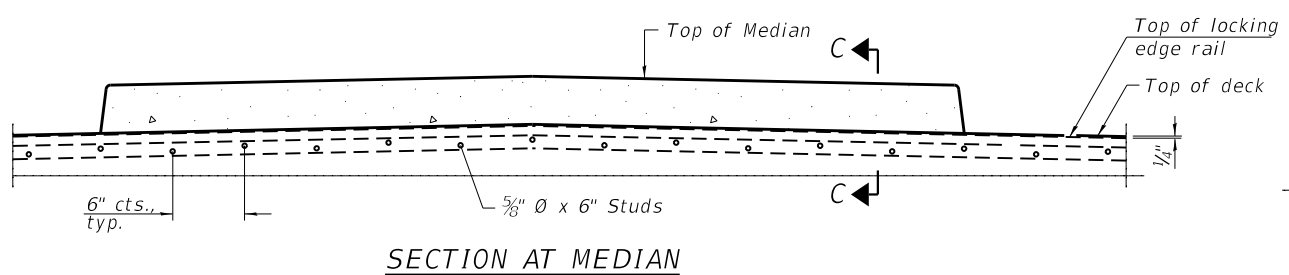


TRIMETRIC VIEW

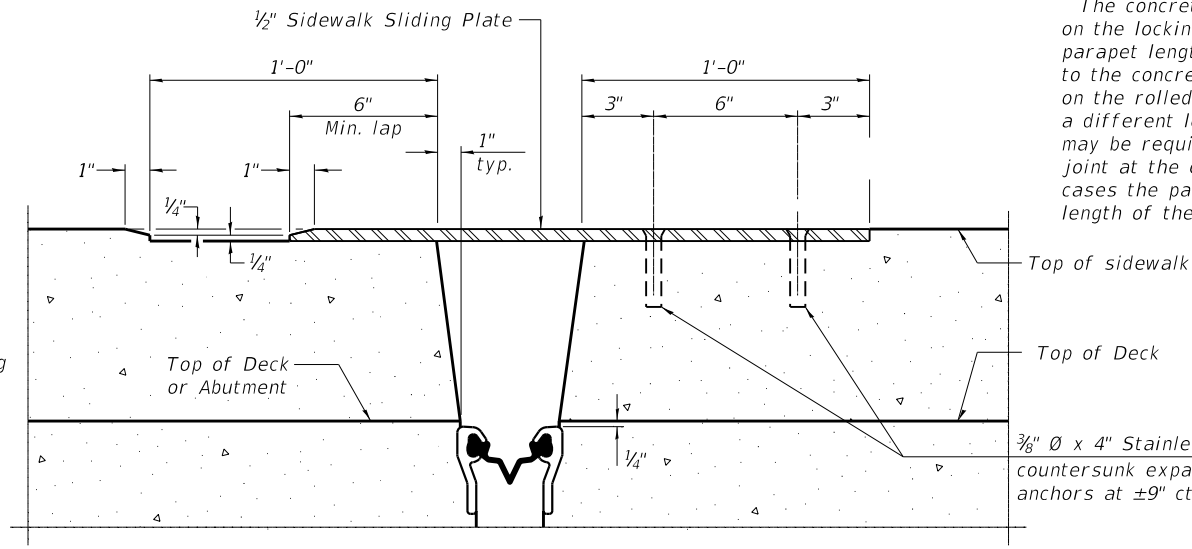
Notes:  
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.  
The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.  
The manufacturer's recommended installation methods shall be followed.  
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.  
The Maximum space between locking edge rail segments shall be 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.  
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.



SECTION AT RAISED SIDEWALK



SECTION AT MEDIAN



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	284



USER NAME = Winson	DESIGNED - HB	REVISED -
PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

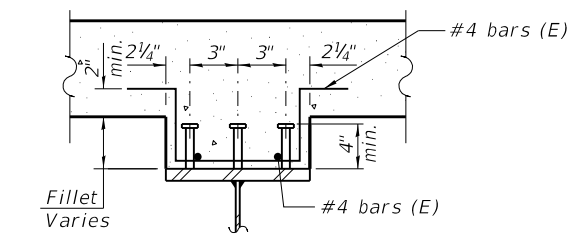
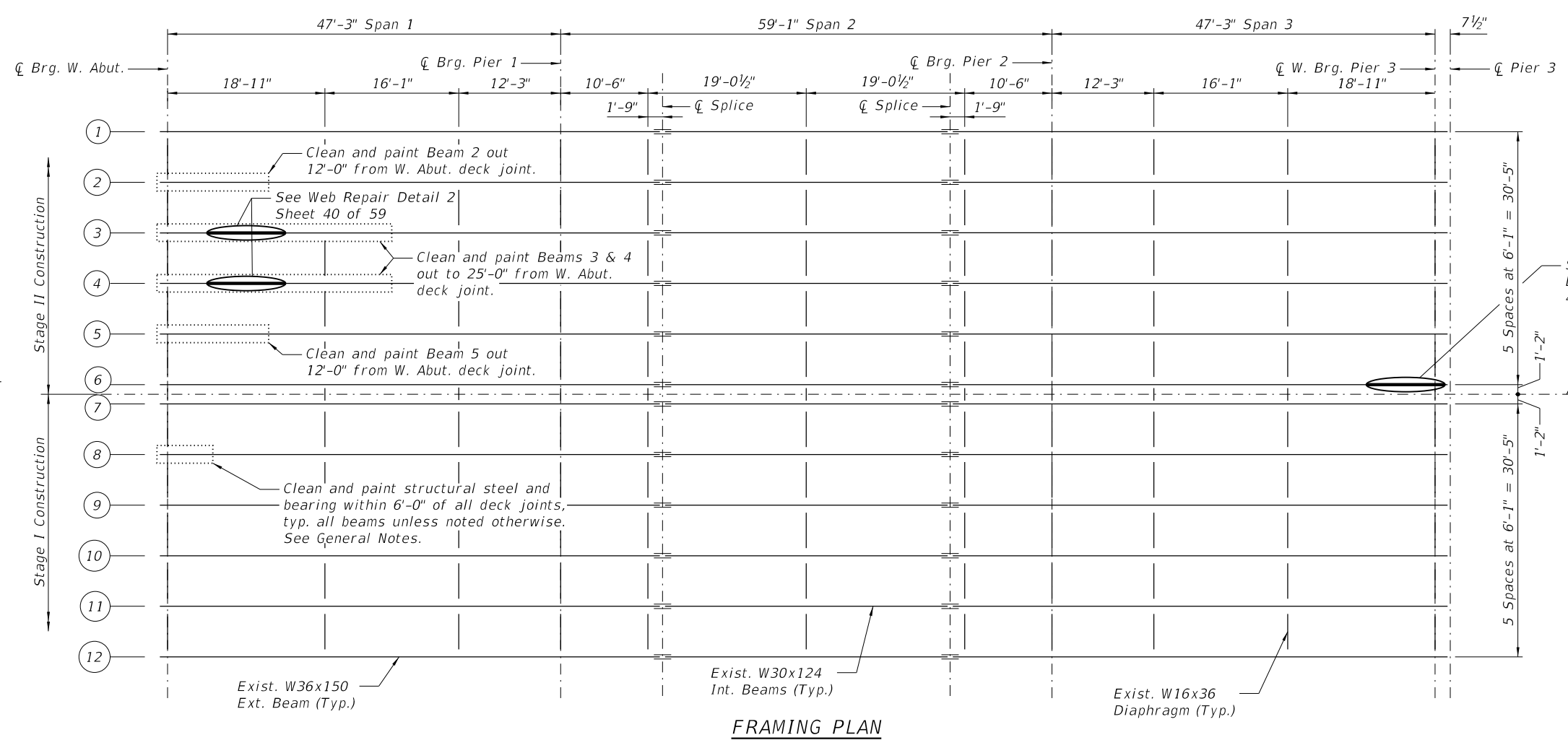
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL - SIDEWALK  
STRUCTURE NO. 016-0631

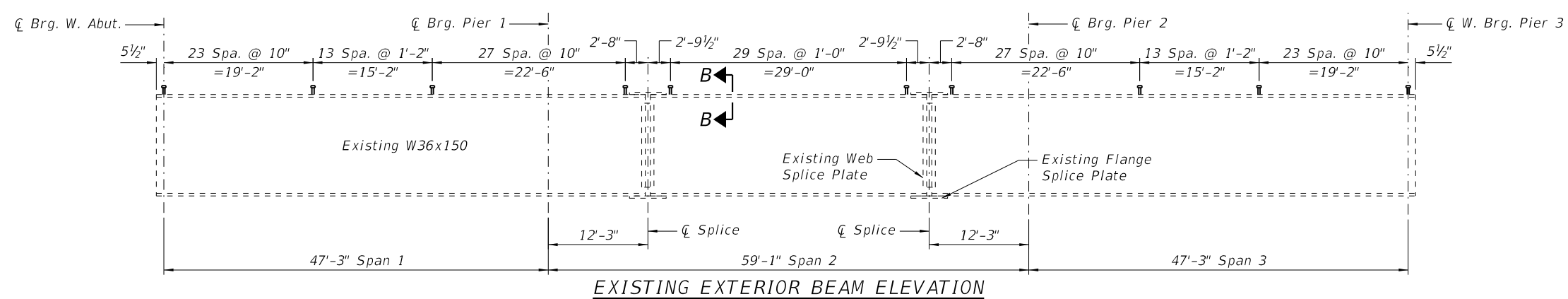
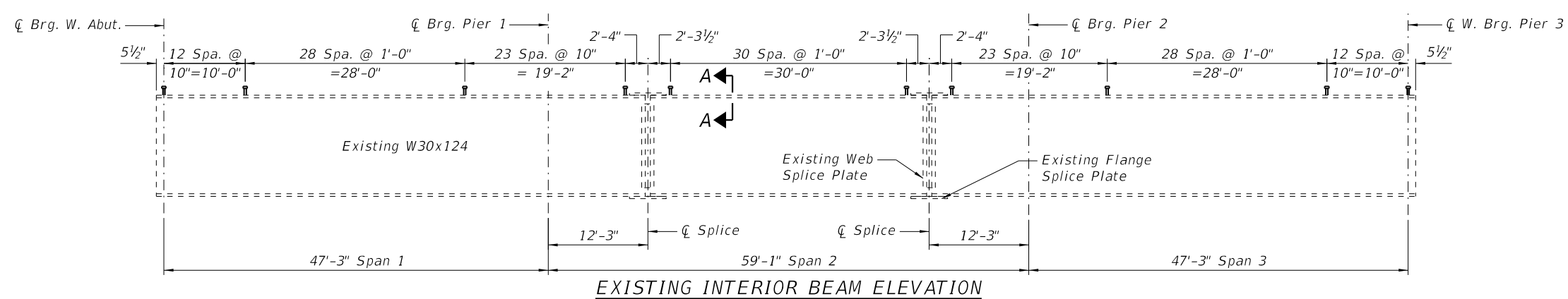
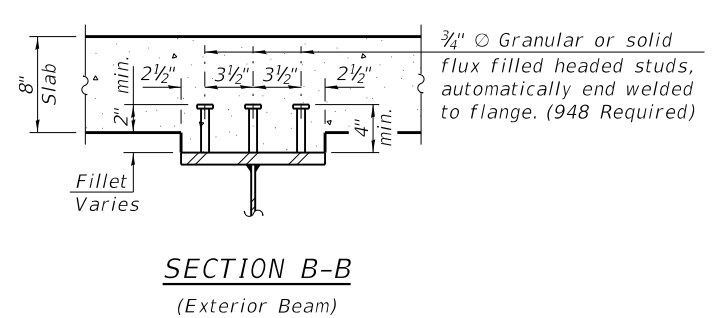
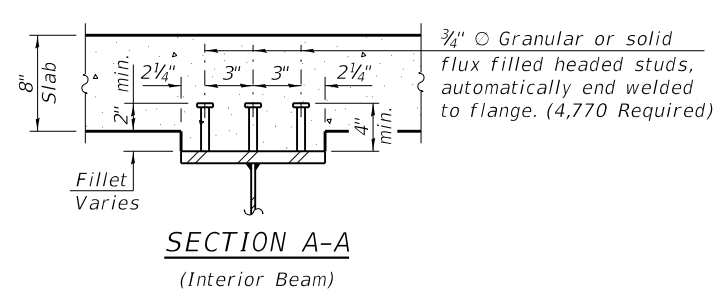
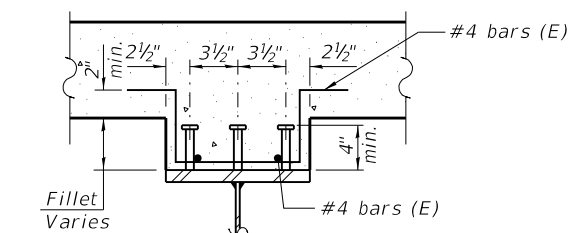
SHEET NO. 38 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	93
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	

FILE NAME: W:\191-168 IDOT Cermak Road\Structural\Internal Plans\IBBR & Gardner\Sheet\29\_Structural Steel Unit\_1.dgn



See Web Repair Detail 1, Sheet 40 of 59.



USER NAME = Winson	DESIGNED - HB	REVISED -
PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

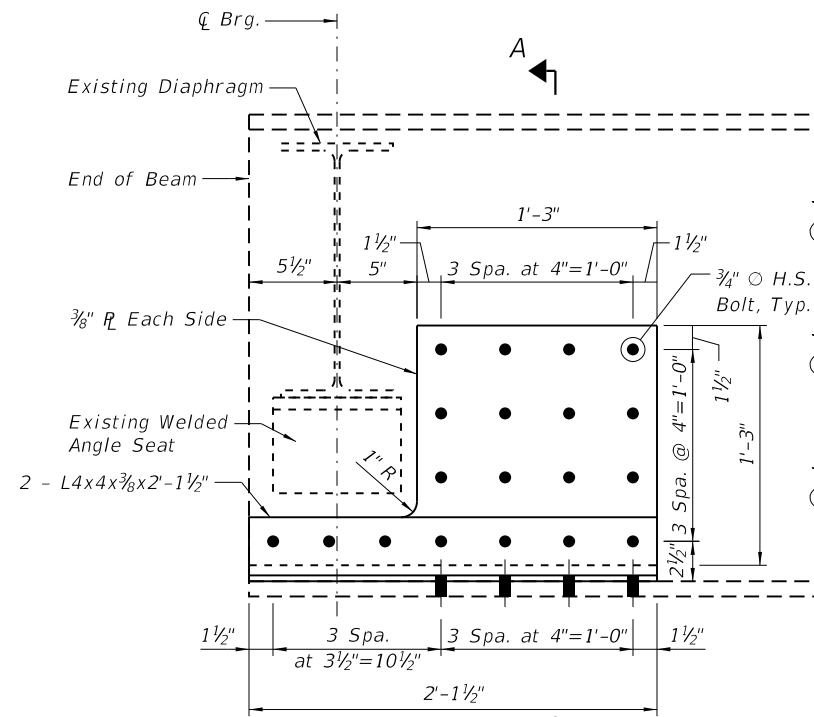
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL - UNIT 1  
STRUCTURE NO. 016-0631**

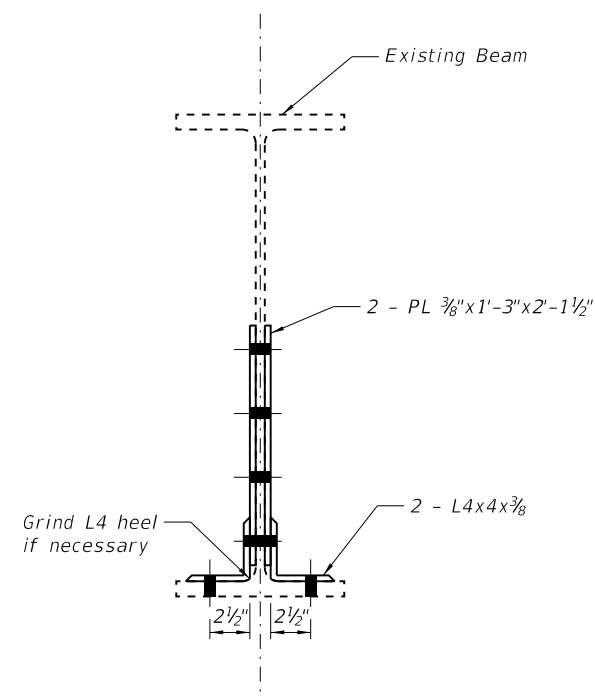
SHEET NO. 39 OF 59 SHEETS

F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 94
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	

FILE NAME: W:\191168 IDOT\_Corona\Road\CADD\_Sheets\Structural\FINAL PLANS\IBRR & Gardner\_Road\162H51\_IBRR & Gardner\_SHEET-010 Interior Beam Table & Notes\_Unit 1.dgn



**BEAM WEB REPAIR DETAIL 1**  
7 Locations



**SECTION A-A**

W30x124 INTERIOR BEAM MOMENT TABLE				
		0.4 Span 1 & 0.6 Span 3	Pier 1 & Pier 2	0.5 Span 2
$I_s$	(in <sup>4</sup> )	5,360	5,360	5,360
$I_c(n)$	(in <sup>4</sup> )	18,554	-	18,554
$I_c(3n)$	(in <sup>4</sup> )	13,166	-	13,166
$I_c(cr)$	(in <sup>4</sup> )	-	7,469	-
$S_s$	(in <sup>3</sup> )	355	355	355
$S_c(n)$	(in <sup>3</sup> )	608	-	608
$S_c(3n)$	(in <sup>3</sup> )	540	-	540
$S_c(cr)$	(in <sup>3</sup> )	-	415	-
$Z$	(in <sup>3</sup> )	-	-	-
$\phi$	(k/ft)	0.835	1.030	0.835
$M\phi$	(k)	129	292	127
$s\phi$	(k/ft)	0.195	-	0.195
$M_s\phi$	(k)	30	-	30
$M\ddagger$	(k)	255	205	261
$MI$	(k)	77	62	78
$^5_3 [M\ddagger + i]$	(k)	553	445	565
$Ma$	(k)	926	958	939
$Mu$	(k)	1,954	2,055	1,978
$f_s\phi$ non-comp	(ksi)	4.36	9.87	4.29
$f_s\phi$ (comp)	(ksi)	0.67	-	0.67
$f_s^5_3 [M\ddagger + M_I]$	(ksi)	10.91	15.04	11.15
$f_s$ (Overload)	(ksi)	15.94	24.91	16.11
$VR$	(k)	44	-	33

W36x150 EXTERIOR BEAM MOMENT TABLE				
		0.4 Span 1 & 0.6 Span 3	Pier 1 & Pier 2	0.5 Span 2
$I_s$	(in <sup>4</sup> )	9,040	9,040	9,040
$I_c(n)$	(in <sup>4</sup> )	32,531	-	32,531
$I_c(3n)$	(in <sup>4</sup> )	22,479	-	22,479
$I_c(cr)$	(in <sup>4</sup> )	-	11,797	-
$S_s$	(in <sup>3</sup> )	504	504	504
$S_c(n)$	(in <sup>3</sup> )	896	-	896
$S_c(3n)$	(in <sup>3</sup> )	787	-	787
$S_c(cr)$	(in <sup>3</sup> )	-	569	-
$Z$	(in <sup>3</sup> )	-	-	-
$\phi$	(k/ft)	1.078	1.273	1.078
$M\phi$	(k)	166	361	164
$s\phi$	(k/ft)	0.195	-	0.195
$M_s\phi$	(k)	30	-	30
$M\ddagger$	(k)	254	205	260
$MI$	(k)	76	61	78
$^5_3 [M\ddagger + i]$	(k)	550	443	563
$Ma$	(k)	970	1,045	983
$Mu$	(k)	3,270	2,667	3,270
$f_s\phi$ non-comp	(ksi)	3.95	8.60	3.90
$f_s\phi$ (comp)	(ksi)	0.46	-	0.46
$f_s^5_3 [M\ddagger + M_I]$	(ksi)	7.39	10.55	7.53
$f_s$ (Overload)	(ksi)	11.80	19.15	11.89
$VR$	(k)	44	-	33

\*\*Compact Section

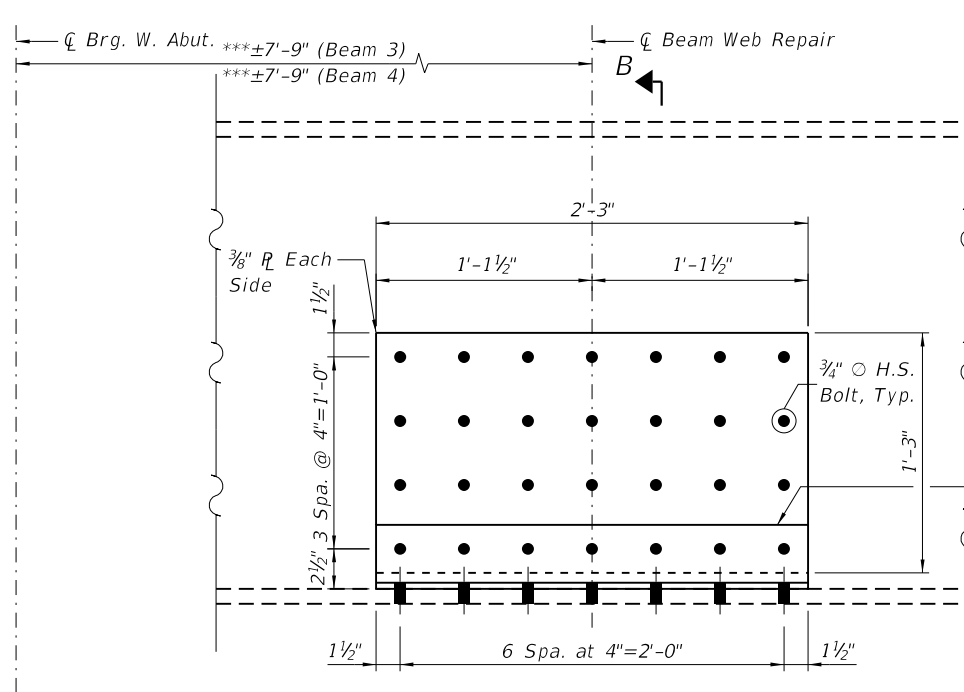
W30x124 INTERIOR BEAM REACTION TABLE			
	W. Abut. & Pier 3	Pier 1 & 2	
$R\phi$	(k)	18.1	60.9
$R\ddagger$	(k)	30.4	37.4
$R_i$	(k)	9.1	11.2
$R_{Total}$	(k)	57.6	109.5

W36x150 EXTERIOR BEAM REACTION TABLE			
	W. Abut. & Pier 3	Pier 1 & 2	
$R\phi$	(k)	22.4	75.3
$R\ddagger$	(k)	30.3	37.2
$R_i$	(k)	9.1	11.2
$R_{Total}$	(k)	61.8	123.7

- $I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$ (Total and Overload) due to non-composite dead loads (in<sup>4</sup> and in<sup>3</sup>).
- $I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$ (Total and Overload) due to short-term composite live loads (in<sup>4</sup> and in<sup>3</sup>).
- $I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$ (Total and Overload) due to long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).
- $I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).
- $Z$ : Plastic Section Modulus of the steel section in non-composite areas (in<sup>3</sup>).
- $\phi$ : Un-factored non-composite dead load (kips/ft.).
- $M\phi$ : Un-factored moment due to non-composite dead load (kip-ft.).
- $s\phi$ : Un-factored long-term composite (superimposed) dead load (kips/ft.).
- $M_s\phi$ : Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
- $M\ddagger$ : Un-factored live load moment (kip-ft.).
- $MI$ : Un-factored moment due to impact (kip-ft.).
- $Ma$ : Factored design moment (kip-ft.).  
 $1.3 [M\phi + Ms\phi + \frac{5}{3} (M\ddagger + MI)]$
- $Mu$ : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
- $f_s$  (Overload): Sum of stresses as computed from the moments below (ksi).  
 $M\phi + Ms\phi + \frac{5}{3} (M\ddagger + MI)$
- $f_s$  (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).  
 $1.3 [M\phi + Ms\phi + \frac{5}{3} (M\ddagger + MI)]$
- $VR$ : Maximum  $\ddagger$  + impact shear range within the composite portion of the span for stud shear connector design (kips).

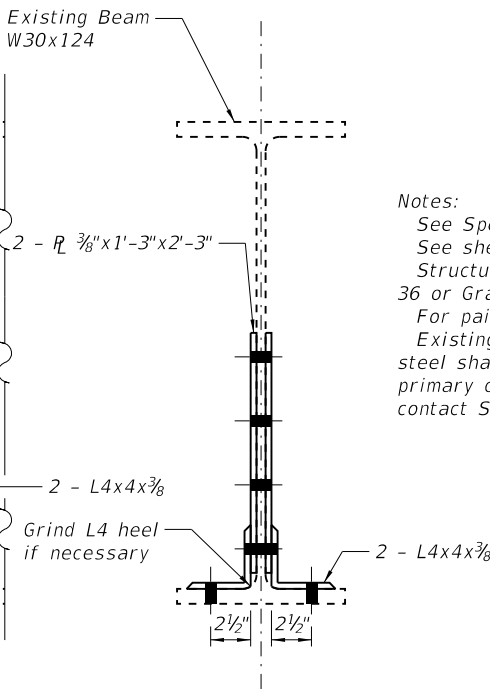
**Notes:**  
See Special Provision for "Structural Steel Repairs".  
See sheets 39, 41 and 43 of 59 for repair locations and beam sizes.  
Structural Steel for Web Repairs shall be AASHTO M270 Grade 36 or Grade 50.  
For painting new structural steel, see General Notes.  
Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required for primary connections by the Special Provision "Cleaning and Painting contact Surfaces Areas of Existing Steel Structures".

**LEGEND**  
● New 3/4" O.H.S. Bolt



**BEAM WEB REPAIR DETAIL 2**  
(2 Locations)

\*\*\*Verify in field prior to drilling holes in existing web.



**SECTION B-B**

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Structural Steel Repair*	Pound	1,110

\*Quantity includes repairs for Units 1, 2, and 3.



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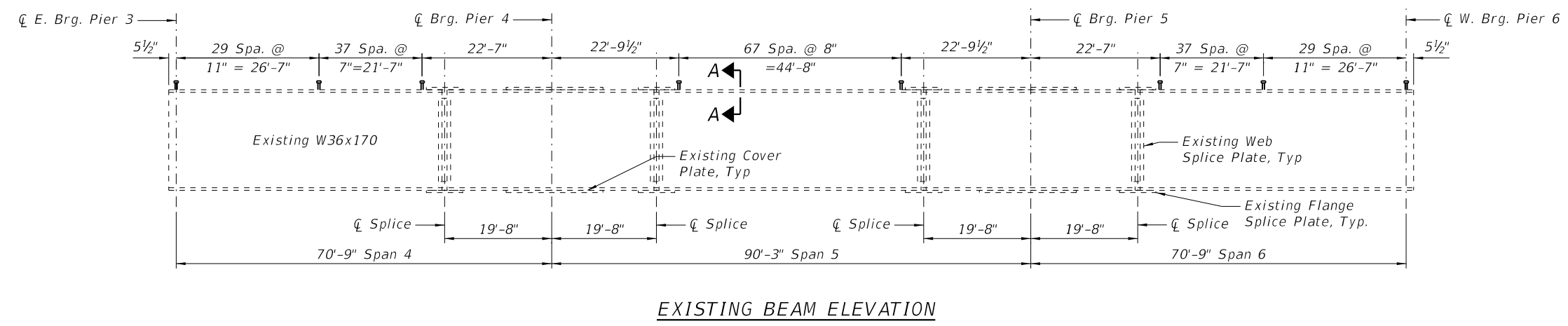
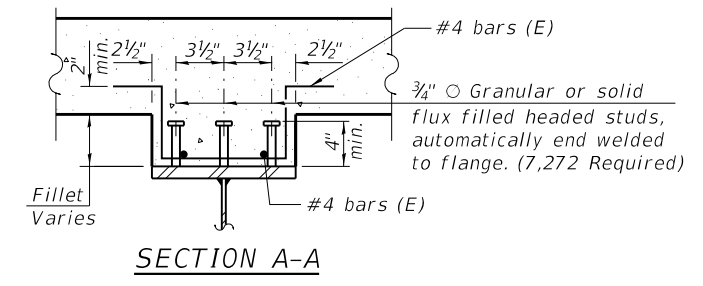
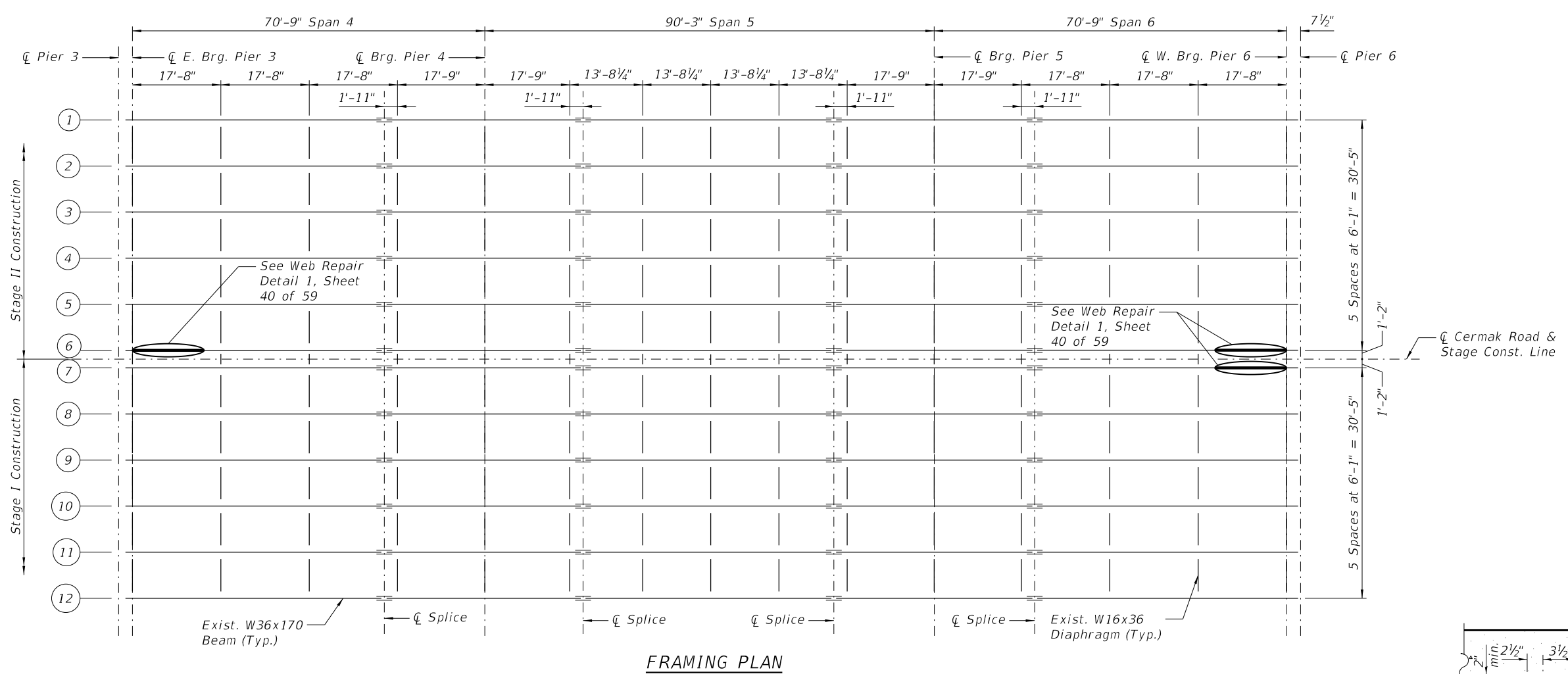
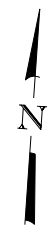
STRUCTURAL STEEL DETAILS - UNIT 1  
STRUCTURE NO. 016-0631

SHEET NO. 40 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	95
CONTRACT NO. 62H51				

ILLINOIS FED. AID PROJECT

FILE NAME: W:\191-168 IDOT Cermak Road\CD\Structural\PLANS\HBR & Gardner\_SIT-11\_Structural Steel Unit 2.dgn



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**STRUCTURAL STEEL - UNIT 2  
STRUCTURE NO. 016-0631**

SHEET NO. 41 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	96
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



FILE NAME: W:\191-168 IDOT Cermak Road\CADD\_Sheets\Structural\FINAL PLANS\HBR & Gardner\_S11T-12\_Interior Beam Table & Notes\_Unit 2.dgn

*I<sub>s</sub>, S<sub>s</sub>*: Non-composite moment of inertia and section modulus of the steel section used for computing *f<sub>s</sub>*(Total and Overload) due to non-composite dead loads (in.<sup>4</sup> and in.<sup>3</sup>).

*I<sub>c</sub>(n), S<sub>c</sub>(n)*: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing *f<sub>s</sub>*(Total and Overload) due to short-term composite live loads (in.<sup>4</sup> and in.<sup>3</sup>).

*I<sub>c</sub>(3n), S<sub>c</sub>(3n)*: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing *f<sub>s</sub>*(Total and Overload) due to long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).

*Z*: Plastic Section Modulus of the steel section in non-composite areas (in.<sup>3</sup>).

*ρ*: Un-factored non-composite dead load (kips/ft.).

*M<sub>ρ</sub>*: Un-factored moment due to non-composite dead load (kip-ft.).

*s<sub>ρ</sub>*: Un-factored long-term composite (superimposed) dead load (kips/ft.).

*M<sub>s<sub>ρ</sub></sub>*

: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

*M<sub>l</sub>*: Un-factored live load moment (kip-ft.).

*M<sub>I</sub>*: Un-factored moment due to impact (kip-ft.).

*M<sub>a</sub>*: Factored design moment (kip-ft.).  
1.3 [M<sub>ρ</sub> + M<sub>s<sub>ρ</sub></sub> +  $\frac{5}{3}$  (M<sub>l</sub> + M<sub>I</sub>)]

*M<sub>u</sub>*: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

*f<sub>s</sub>* (Overload): Sum of stresses as computed from the moments below (ksi).  
M<sub>ρ</sub> + M<sub>s<sub>ρ</sub></sub> +  $\frac{5}{3}$  (M<sub>l</sub> + M<sub>I</sub>)

*f<sub>s</sub>* (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).  
1.3 [M<sub>ρ</sub> + M<sub>s<sub>ρ</sub></sub> +  $\frac{5}{3}$  (M<sub>l</sub> + M<sub>I</sub>)]

*VR*: Maximum  $\frac{1}{4}$  + impact shear range within the composite portion of the span for stud shear connector design (kips).

W36x170 INTERIOR BEAM MOMENT TABLE				
		0.4 Span 4 & 0.6 Span 6	Pier 4 & Pier 5	0.5 Span 5
<i>I<sub>s</sub></i>	(in <sup>4</sup> )	10,500	14,923	10,500
<i>I<sub>c</sub>(n)</i>	(in <sup>4</sup> )	42,242	-	42,242
<i>I<sub>c</sub>(3n)</i>	(in <sup>4</sup> )	27,905	-	27,905
<i>S<sub>s</sub></i>	(in <sup>3</sup> )	581	800	581
<i>S<sub>c</sub>(n)</i>	(in <sup>3</sup> )	1,124	-	1,124
<i>S<sub>c</sub>(3n)</i>	(in <sup>3</sup> )	967	-	967
<i>Z</i>	(in <sup>3</sup> )	-	908	-
<i>ρ</i>	(k/ft)	0.928	1.123	0.928
<i>M<sub>ρ</sub></i>	(k)	307	725	318
<i>s<sub>ρ</sub></i>	(k/ft)	0.195	-	0.195
<i>M<sub>s<sub>ρ</sub></sub></i>	(k)	78	-	100
<i>M<sub>l</sub></i>	(k)	472	285	498
<i>M<sub>I</sub></i>	(k)	142	86	149
<i>S<sub>3</sub> [M<sub>l</sub> + i]</i>	(k)	1,023	618	1,078
<i>M<sub>a</sub></i>	(k)	1,829	1,746	1,945
<i>M<sub>u</sub></i>	(k)	2,978	2,725	3,822
<i>f<sub>s</sub> ρ non-comp</i>	(ksi)	6.33	10.88	6.57
<i>f<sub>s</sub> ρ (comp)</i>	(ksi)	0.96	-	1.24
<i>f<sub>s</sub> S<sub>3</sub> [M<sub>l</sub> + M<sub>I</sub>]</i>	(ksi)	10.92	9.27	11.51
<i>f<sub>s</sub> (Overload)</i>	(ksi)	18.21	20.15	19.32
<i>VR</i>	(k)	47	-	37

W36x170 EXTERIOR BEAM MOMENT TABLE				
		0.4 Span 4 & 0.6 Span 6	Pier 4 & Pier 5	0.5 Span 5
<i>I<sub>s</sub></i>	(in <sup>4</sup> )	10,500	14,923	10,500
<i>I<sub>c</sub>(n)</i>	(in <sup>4</sup> )	39,844	-	39,844
<i>I<sub>c</sub>(3n)</i>	(in <sup>4</sup> )	26,778	-	26,778
<i>S<sub>s</sub></i>	(in <sup>3</sup> )	581	800	581
<i>S<sub>c</sub>(n)</i>	(in <sup>3</sup> )	1,078	-	1,078
<i>S<sub>c</sub>(3n)</i>	(in <sup>3</sup> )	934	-	934
<i>Z</i>	(in <sup>3</sup> )	-	908	-
<i>ρ</i>	(k/ft)	1.124	1.319	1.124
<i>M<sub>ρ</sub></i>	(k)	372	859	386
<i>s<sub>ρ</sub></i>	(k/ft)	0.195	-	0.195
<i>M<sub>s<sub>ρ</sub></sub></i>	(k)	77	-	99
<i>M<sub>l</sub></i>	(k)	469	288	493
<i>M<sub>I</sub></i>	(k)	141	86	148
<i>S<sub>3</sub> [M<sub>l</sub> + i]</i>	(k)	1,017	623	1,068
<i>M<sub>a</sub></i>	(k)	1,906	1,927	2,019
<i>M<sub>u</sub></i>	(k)	2,790	2,725	3,728
<i>f<sub>s</sub> ρ non-comp</i>	(ksi)	7.68	12.89	7.97
<i>f<sub>s</sub> ρ (comp)</i>	(ksi)	0.99	-	1.27
<i>f<sub>s</sub> S<sub>3</sub> [M<sub>l</sub> + M<sub>I</sub>]</i>	(ksi)	11.32	9.35	11.89
<i>f<sub>s</sub> (Overload)</i>	(ksi)	19.99	22.24	21.13
<i>VR</i>	(k)	47	-	37

\*Compact Section

W36x170 INTERIOR BEAM REACTION TABLE			
		Pier 3 & 6	Pier 4 & 5
<i>R<sub>ρ</sub></i>	(k)	29.5	100.6
<i>R<sub>l</sub></i>	(k)	33.7	38.7
<i>R<sub>I</sub></i>	(k)	10.1	11.6
<i>R<sub>Total</sub></i>	(k)	73.3	150.9

W36x170 EXTERIOR BEAM REACTION TABLE			
		Pier 3 & 6	Pier 4 & 5
<i>R<sub>ρ</sub></i>	(k)	34.5	118.3
<i>R<sub>l</sub></i>	(k)	33.6	38.5
<i>R<sub>I</sub></i>	(k)	10.1	11.6
<i>R<sub>Total</sub></i>	(k)	78.2	168.4



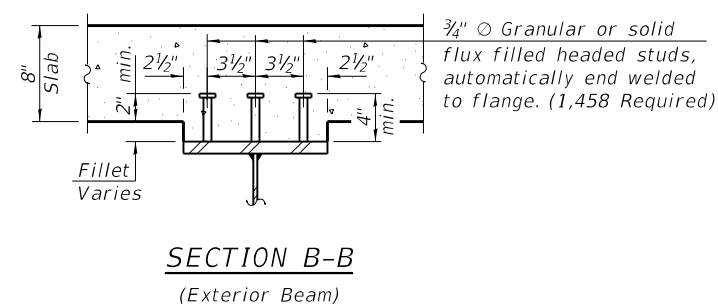
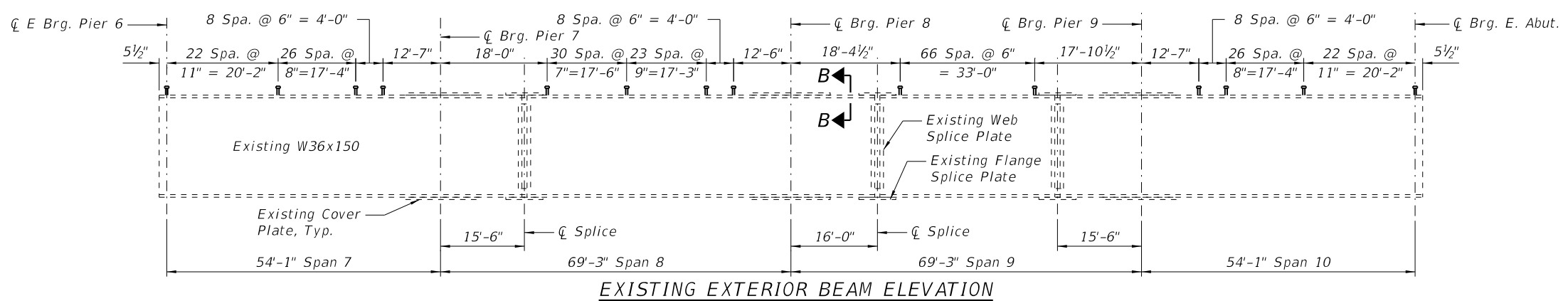
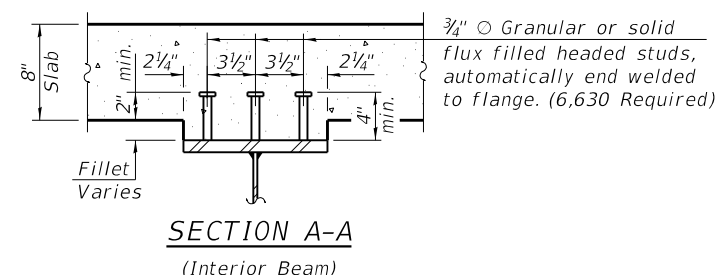
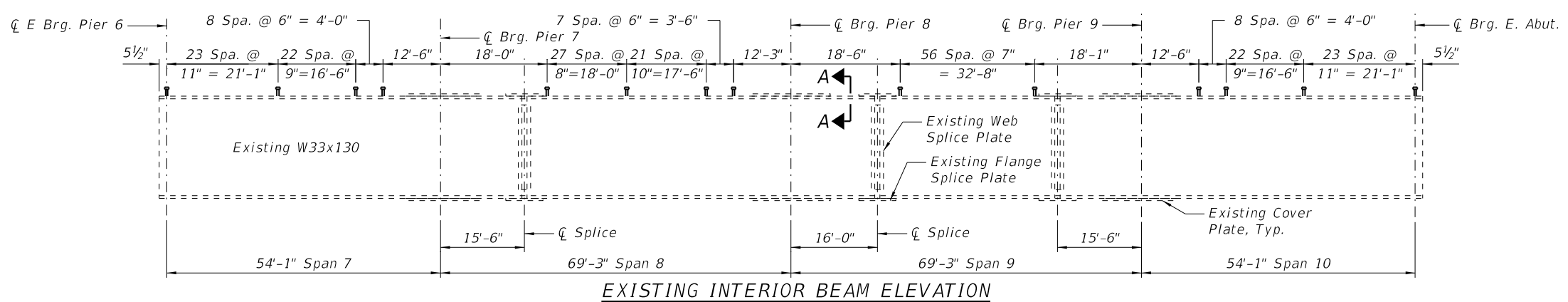
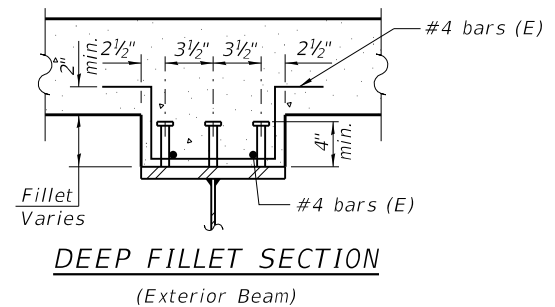
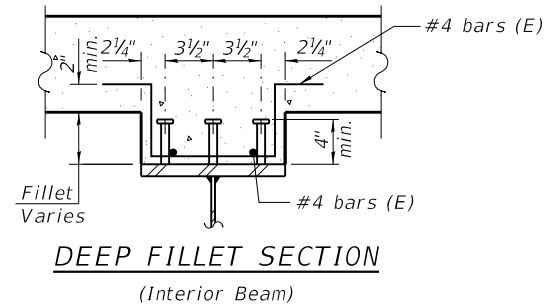
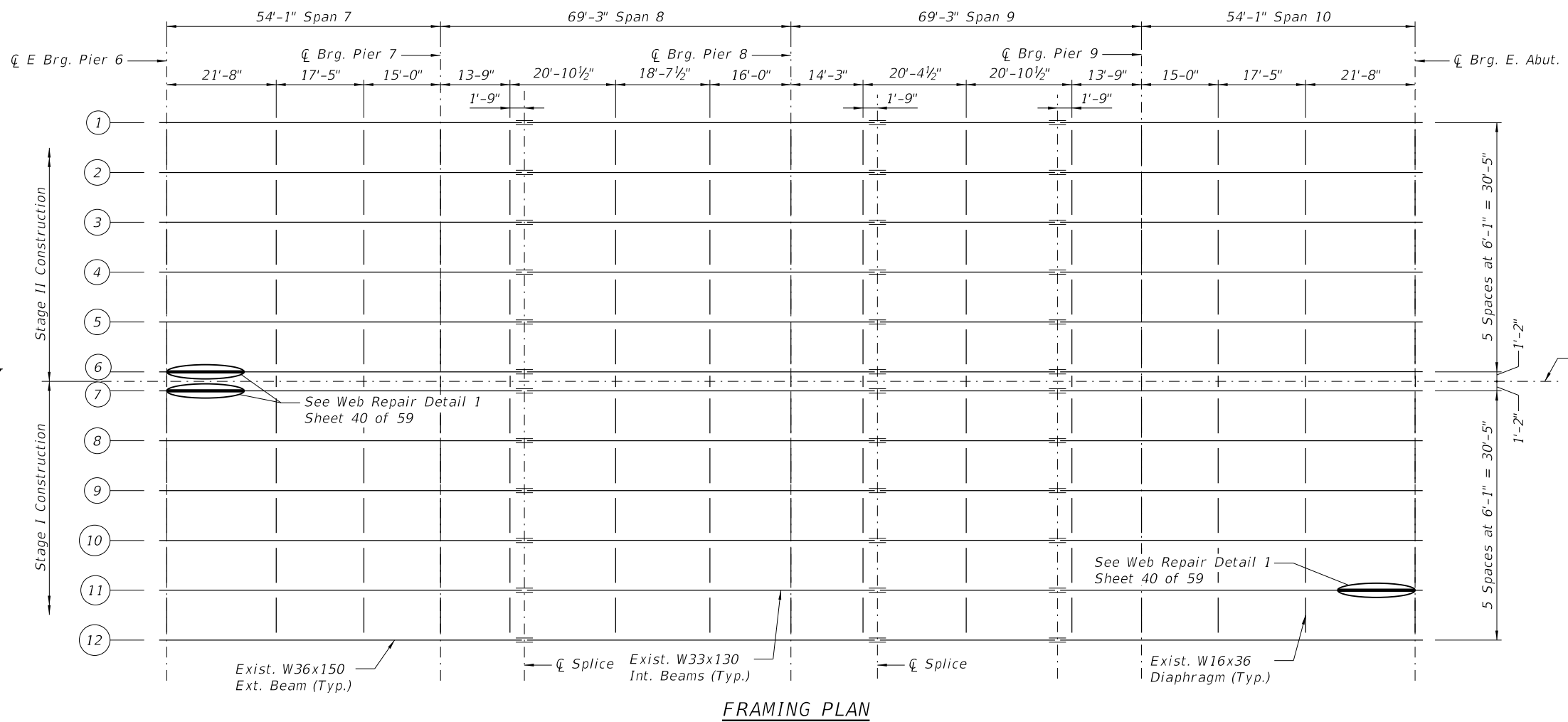
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**STRUCTURAL STEEL DETAILS – UNIT 2  
STRUCTURE NO. 016-0631**

SHEET NO. 42 OF 59 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	97
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	



FILE NAME: W:\191-168 IDOT Cermak Road\ICADD\_Sheets\Structural\PLANS\HBR & Gardner\_S11T-13\_Structural Steel Unit\_3.dgn



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**STATE OF ILLINOIS  
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**STRUCTURAL STEEL - UNIT 3  
STRUCTURE NO. 016-0631**

SHEET NO. 43 OF 59 SHEETS

F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 98
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	

FILE NAME: W:\191168 IDOT\_Cermak\_Road\CADD\_Sheets\Structural\FINAL PLANS\HBR & Gardner\_Split-44\_Interior Beam Table & Notes\_Unit 3.dgn

*I<sub>s</sub>, S<sub>s</sub>*: Non-composite moment of inertia and section modulus of the steel section used for computing *f<sub>s</sub>*(Total and Overload) due to non-composite dead loads (in.<sup>4</sup> and in.<sup>3</sup>).

*I<sub>c</sub>(n), S<sub>c</sub>(n)*: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing *f<sub>s</sub>*(Total and Overload) due to short-term composite live loads (in.<sup>4</sup> and in.<sup>3</sup>).

*I<sub>c</sub>(3n), S<sub>c</sub>(3n)*: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing *f<sub>s</sub>*(Total and Overload) due to long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).

*Z*: Plastic Section Modulus of the steel section in non-composite areas (in.<sup>3</sup>).

*q*: Un-factored non-composite dead load (kips/ft.).

*M<sub>q</sub>*: Un-factored moment due to non-composite dead load (kip-ft.).

*s<sub>q</sub>*: Un-factored long-term composite (superimposed) dead load (kips/ft.).

*M<sub>s<sub>q</sub></sub>*: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

*M<sub>l</sub>*: Un-factored live load moment (kip-ft.).

*M<sub>I</sub>*: Un-factored moment due to impact (kip-ft.).

*M<sub>a</sub>*: Factored design moment (kip-ft.).  
1.3 [ *M<sub>q</sub>* + *M<sub>s<sub>q</sub></sub>* +  $\frac{5}{3}$  (*M<sub>l</sub>* + *M<sub>I</sub>*) ]

*M<sub>u</sub>*: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

*f<sub>s</sub>* (Overload): Sum of stresses as computed from the moments below (ksi).  
*M<sub>q</sub>* + *M<sub>s<sub>q</sub></sub>* +  $\frac{5}{3}$  (*M<sub>l</sub>* + *M<sub>I</sub>*)

*f<sub>s</sub>* (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).  
1.3 [ *M<sub>q</sub>* + *M<sub>s<sub>q</sub></sub>* +  $\frac{5}{3}$  (*M<sub>l</sub>* + *M<sub>I</sub>*) ]

*VR*: Maximum *l* + impact shear range within the composite portion of the span for stud shear connector design (kips).

W33x130 INTERIOR BEAM MOMENT TABLE				
	0.4 Span 7 & 0.6 Span 10	Pier 7 & Pier 9	0.5 Span 8 & 0.5 Span 9	Pier 8
<i>I<sub>s</sub></i>	(in <sup>4</sup> ) 6,710	9,854	6,710	9,854
<i>I<sub>c</sub>(n)</i>	(in <sup>4</sup> ) 28,433	-	28,433	-
<i>I<sub>c</sub>(3n)</i>	(in <sup>4</sup> ) 19,473	-	19,473	-
<i>S<sub>s</sub></i>	(in <sup>3</sup> ) 406	578	406	578
<i>S<sub>c</sub>(n)</i>	(in <sup>3</sup> ) 793	-	793	-
<i>S<sub>c</sub>(3n)</i>	(in <sup>3</sup> ) 695	-	695	-
<i>Z</i>	(in <sup>3</sup> ) -	653	-	653
<i>q</i>	(k/ft) 0.856	1.051	0.856	1.051
<i>M<sub>q</sub></i>	(k) 166	391	167	422
<i>s<sub>q</sub></i>	(k/ft) 0.195	-	0.195	-
<i>M<sub>s<sub>q</sub></sub></i>	(k) 46	-	57	-
<i>M<sub>l</sub></i>	(k) 307	175	339	190
<i>M<sub>I</sub></i>	(k) 132	75	145	82
<i>S<sub>3</sub> [M<sub>l</sub> + I]</i>	(k) 723	417	807	453
<i>M<sub>a</sub></i>	(k) 1,227	1,050	1,340	1,138
<i>M<sub>u</sub></i>	(k) 2,163	1,959	2,157	1,959
<i>f<sub>s</sub> q non-comp</i>	(ksi) 4.91	8.12	4.94	8.76
<i>f<sub>s</sub> q (comp)</i>	(ksi) 0.79	-	0.98	-
<i>f<sub>s</sub> S<sub>3</sub> [M<sub>l</sub> + M<sub>I</sub>]</i>	(ksi) 11.07	8.65	12.21	9.41
<i>f<sub>s</sub> (Overload)</i>	(ksi) 16.77	16.77	18.13	18.13
<i>VR</i>	(k) 45	-	35	-

W36x150 EXTERIOR BEAM MOMENT TABLE				
	0.4 Span 7 & 0.6 Span 10	Pier 7 & Pier 9	0.5 Span 8 & 0.5 Span 9	Pier 8
<i>I<sub>s</sub></i>	(in <sup>4</sup> ) 9,040	12,921	9,040	12,921
<i>I<sub>c</sub>(n)</i>	(in <sup>4</sup> ) 32,705	-	32,705	-
<i>I<sub>c</sub>(3n)</i>	(in <sup>4</sup> ) 22,592	-	22,592	-
<i>S<sub>s</sub></i>	(in <sup>3</sup> ) 504	700	504	700
<i>S<sub>c</sub>(n)</i>	(in <sup>3</sup> ) 900	-	900	-
<i>S<sub>c</sub>(3n)</i>	(in <sup>3</sup> ) 790	-	790	-
<i>Z</i>	(in <sup>3</sup> ) -	794	-	794
<i>q</i>	(k/ft) 1.078	1.273	1.078	1.273
<i>M<sub>q</sub></i>	(k) 213	471	224	496
<i>s<sub>q</sub></i>	(k/ft) 0.195	-	0.195	-
<i>M<sub>s<sub>q</sub></sub></i>	(k) 46	-	56	-
<i>M<sub>l</sub></i>	(k) 299	177	343	195
<i>M<sub>I</sub></i>	(k) 128	76	147	84
<i>S<sub>3</sub> [M<sub>l</sub> + I]</i>	(k) 712	422	817	465
<i>M<sub>a</sub></i>	(k) 1,262	1,160	1,426	1,249
<i>M<sub>u</sub></i>	(k) 2,476	2,381	2,470	3,266
<i>f<sub>s</sub> q non-comp</i>	(ksi) 5.07	8.07	5.33	8.50
<i>f<sub>s</sub> q (comp)</i>	(ksi) 0.70	-	0.85	-
<i>f<sub>s</sub> S<sub>3</sub> [M<sub>l</sub> + M<sub>I</sub>]</i>	(ksi) 9.49	7.23	10.89	7.97
<i>f<sub>s</sub> (Overload)</i>	(ksi) 15.26	15.30	17.07	16.47
<i>VR</i>	(k) 45	-	35	-

\*Compact Section

W33x130 INTERIOR BEAM REACTION TABLE			
	Pier 6 & E. Abut	Pier 7 & 9	Pier 8
<i>R<sub>q</sub></i>	(k) 21.1	71.6	73.7
<i>R<sub>l</sub></i>	(k) 32.1	38.0	37.7
<i>R<sub>I</sub></i>	(k) 9.6	11.4	11.3
<i>R<sub>Total</sub></i>	(k) 62.8	121.0	122.7

W36x150 EXTERIOR BEAM REACTION TABLE			
	Pier 6 & E. Abut	Pier 7 & 9	Pier 8
<i>R<sub>q</sub></i>	(k) 25.7	86.9	88.6
<i>R<sub>l</sub></i>	(k) 32.0	37.7	37.7
<i>R<sub>I</sub></i>	(k) 9.6	11.3	11.3
<i>R<sub>Total</sub></i>	(k) 67.3	135.9	137.6



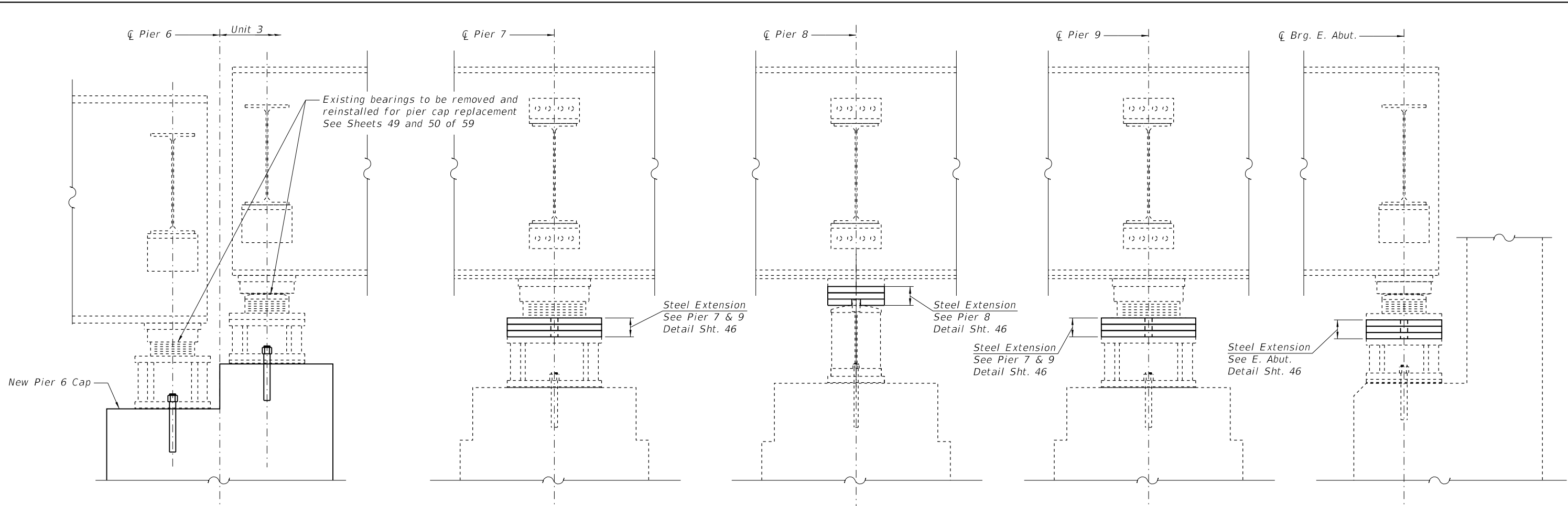
USER NAME = Winson	DESIGNED - HB	REVISED -
CHECKED - JJI	REVISED -	
PLOT SCALE =	DRAWN - HB	REVISED -
PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS - UNIT 3  
STRUCTURE NO. 016-0631

SHEET NO. 44 OF 59 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	99
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



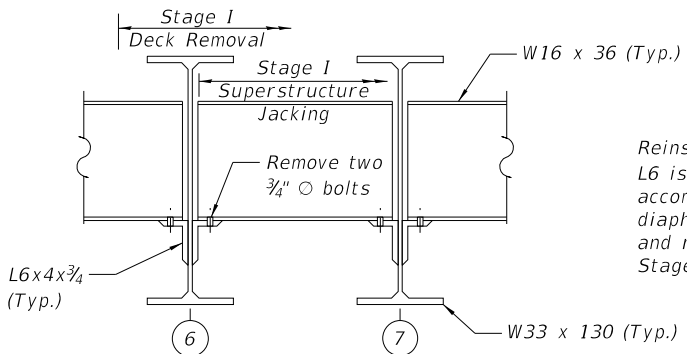
**UNIT 3 ELEVATION**  
(Raised - Looking North)

**Procedure - Unit 3 Jacking and Steel Bearing Extensions**

- Perform Stage I deck removal
- Complete beam web repairs prior to jacking. See sheet 43 of 59.
- Disconnect diaphragms between beams 6 and 7 as indicated on plans
- Jack and support Stage I beams 7 thru 12
- Support beam 6 at Pier 6. See sheet 49
- Reconstruct Stage I portion at Pier 6 Cap
- Reinstall existing bearings for beams 7 thru 12 at Pier 6
- Install steel bearing extensions
- Install shear studs and construct Stage I deck
- Perform Stage II deck removal
- Jack and support beams 1 thru 6
- Reconstruct Stage II portion of Pier 6 Cap
- Reinstall existing bearings for beams 1 thru 6 at Pier 6
- Install steel bearing extensions
- Reconnect diaphragms

**Notes:**

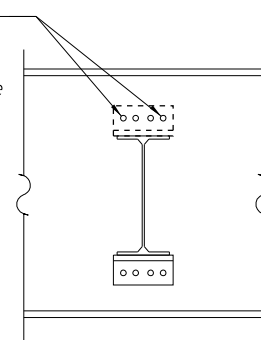
- Work for jacking existing superstructure and installing bearing extensions shall be according to the Special Provision "Furnishing and Installing Bearing Steel Extensions" and the Guide Bridge Special Provision "Jacking Existing Superstructure".
- The work shall be coordinated with the work for replacing the Pier 6 cap. See sheets 49, 50, 53 & 54 of 59.
- The cost of disconnecting and reconnecting existing diaphragms is included in the pay item Jacking Existing Superstructure. See the applicable portion the Special Provision "Structural Steel Repair" for existing rivet and bolt removal requirements.
- The jacking support system shall be designed to provide a longitudinally fixed condition at Pier 8.
- See Framing Plan for Unit 3 beam sizes.
- Structural steel for steel bearing extensions shall be AASHTO M270 Grade 36 or Grade 50.
- High strength ASTM A325 1" Ø bolts shall be used for indicated steel bearing extensions. 1 1/8" Holes Ø.
- Dead load reactions provided for jacking and cribbing are bearing reactions with the deck removed. Contractor to add construction dead load and live loads to the reactions.
- For painting new structural steel see General Notes.
- Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required for primary connections by the Special Provision "Cleaning and Painting contact Surfaces Areas of Existing Steel Structures".



**EXISTING UNIT 3 END DIAPHRAGMS**  
**PIER 6 & E. ABUT.**

(Looking East)

Reinstall outer 3/4" Ø bolts after L6 is removed. Orient bolts to accommodate upward movement of diaphragm during jacking. Remove and replace these bolts after Stage II, see note below.



Note:  
After Stage II superstructure jacking and installation of bearing extensions is complete, replace all rivets and bolts removed in Stage I with new 3/4" Ø HS bolts.

**UNIT 3 - DEAD LOAD BEAM REACTIONS**  
(Service Load (K) - Weight of Exist Structural Steel)

	PIER 6	PIER 7	PIER 8	PIER 9	E. ABUT.
BEAMS 1 THRU 12	4.8	11.8	12.9	11.8	4.8

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Jacking Existing Superstructure	L Sum	1

FILE NAME: W:\191168 IDOT\_Corona\_Road\Structural\FINAL PLANS\IBRR & Gardner\_Sht.45 Unit 3 Jack and Shim Detail.dgn



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PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**UNIT 3 - JACKING AND BEARING ELEVATIONS**  
**STRUCTURE NO. 016-0631**

SHEET NO. 45 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	100
				CONTRACT NO. 62H51

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