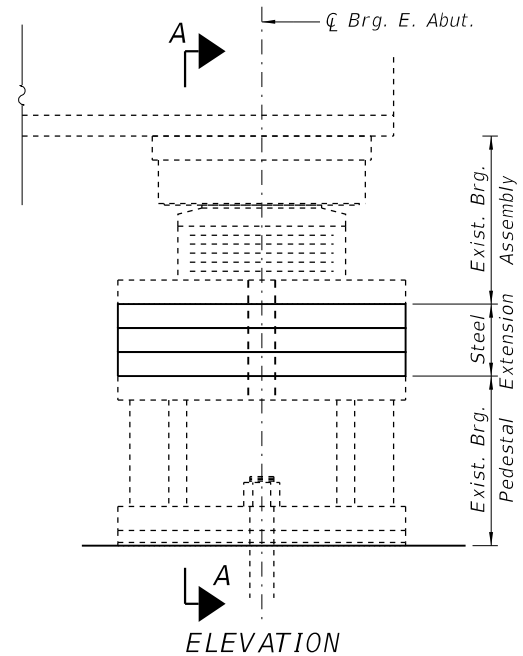
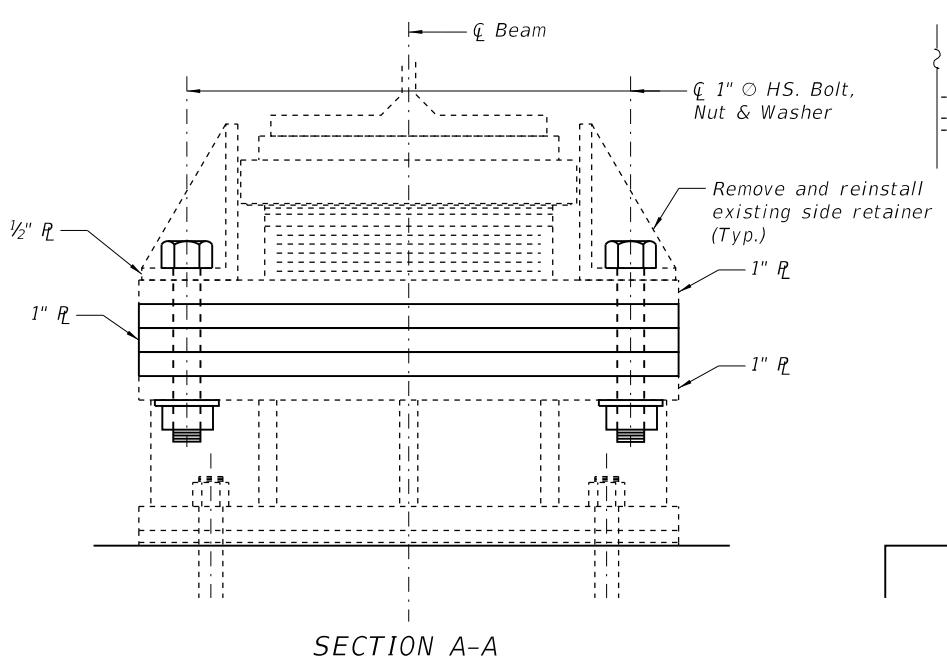


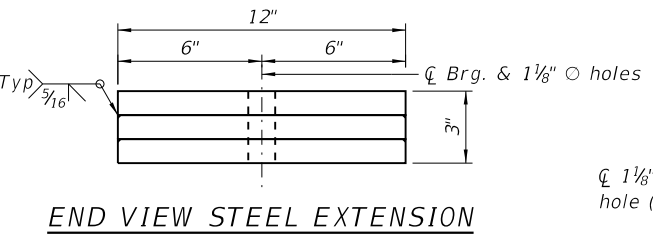
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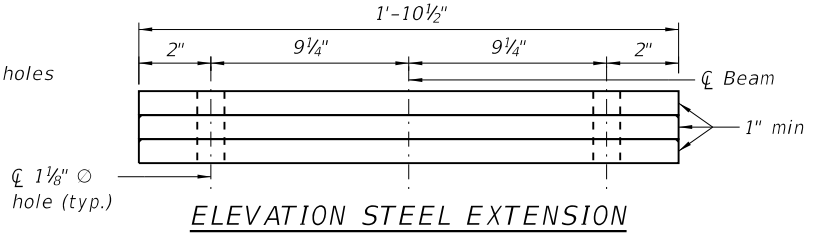
ELEVATION



SECTION A-A



END VIEW STEEL EXTENSION

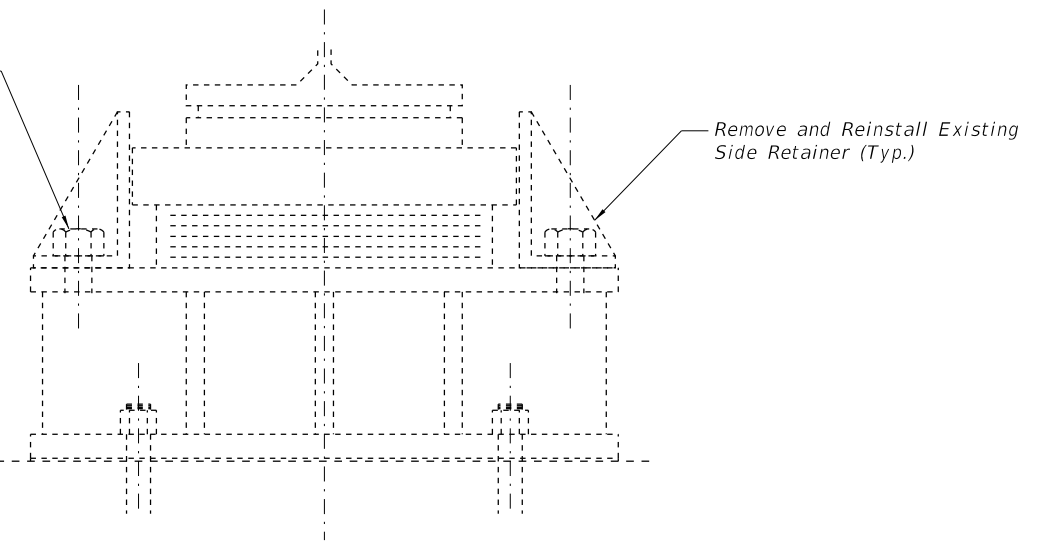


ELEVATION STEEL EXTENSION

(24 Req'd Thus)

E. ABUT. EXTENSION DETAIL
(Existing Type II Bearing Assembly)

Existing 1" \varnothing Bolt installed in drilled and tapped hole in existing extension. Remove bolt and ream hole in existing extension to 1 1/8" \varnothing . Replace with 1" \varnothing H.S. Bolt after extension is installed. (typ.)

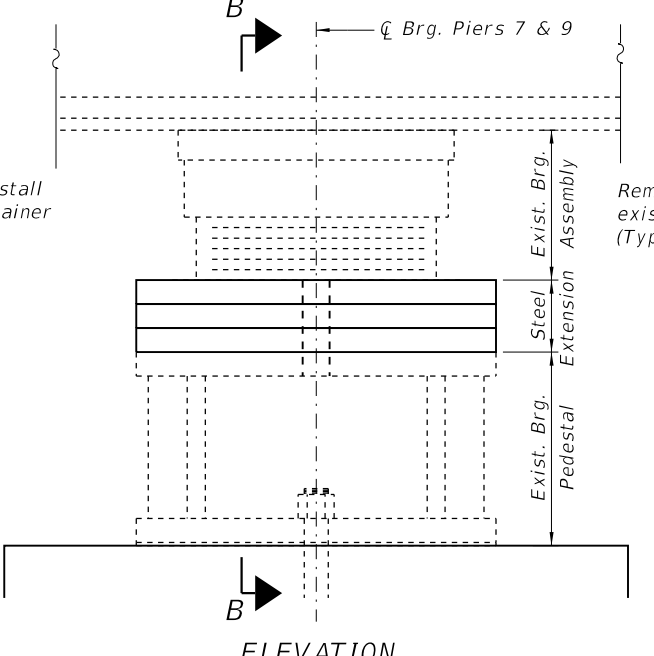


TYPICAL EXISTING SIDE RETAINER DETAIL

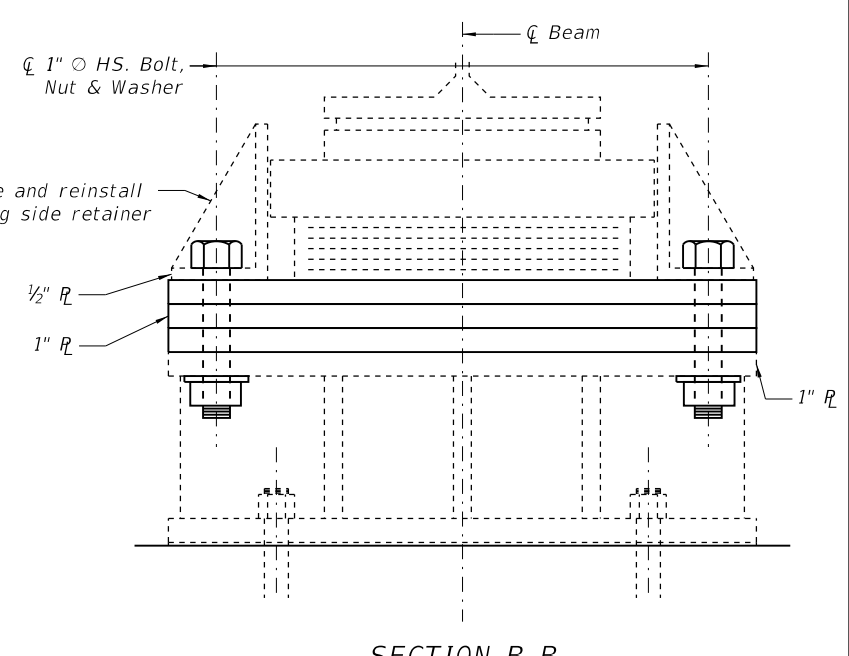
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Furnishing and Erecting Structural Steel	Pound	11,780

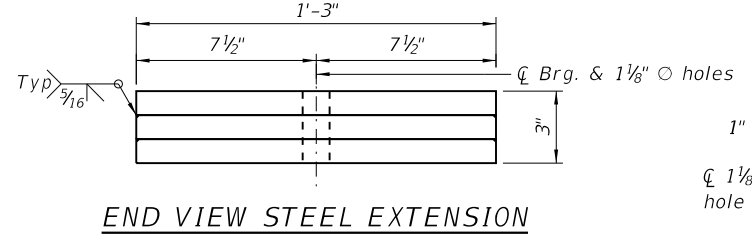
Note:
The dimensions, quantity, and orientation of all existing bearing components and proposed steel extensions shown on this sheet are based on existing plans. The Contractor shall field verify the existing bearing details and notify the Engineer of any variation from the design plans prior to fabrication of the steel extensions.



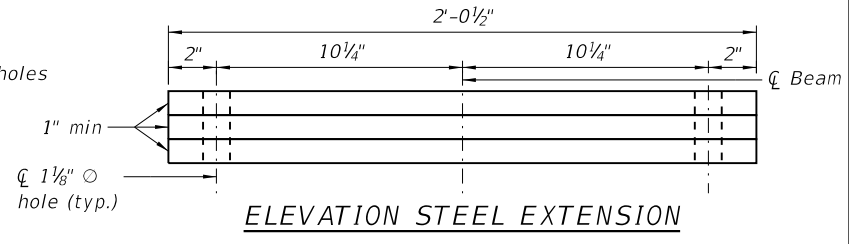
ELEVATION



SECTION B-B



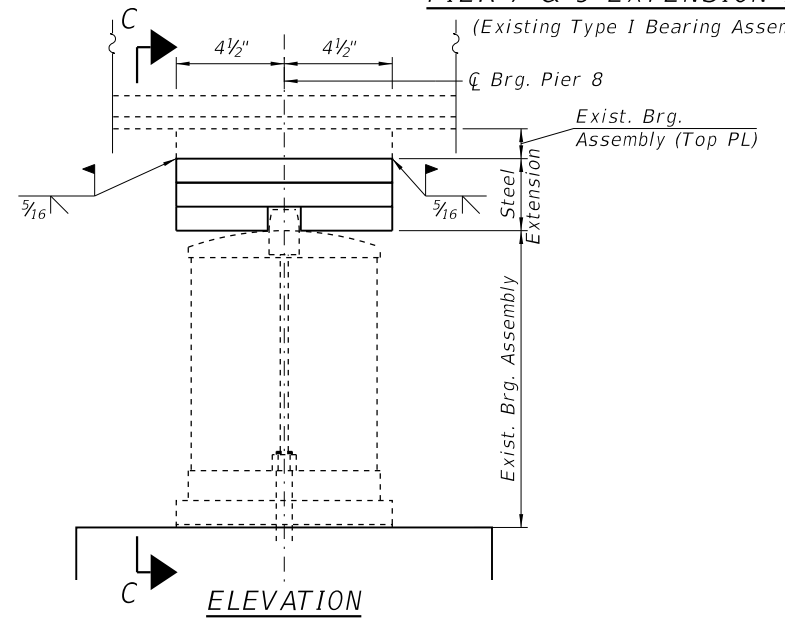
END VIEW STEEL EXTENSION



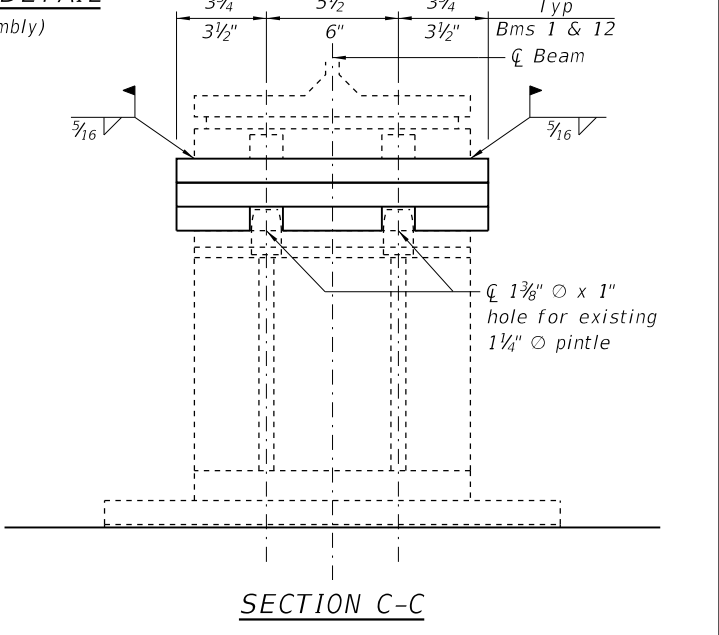
ELEVATION STEEL EXTENSION

(24 Req'd Thus)

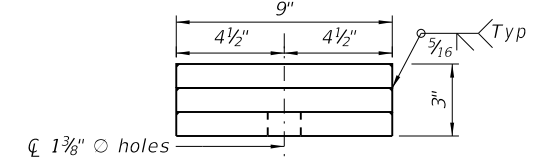
PIER 7 & 9 EXTENSION DETAIL
(Existing Type I Bearing Assembly)



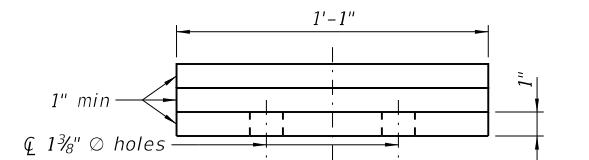
ELEVATION



SECTION C-C



END VIEW STEEL EXTENSION



ELEVATION STEEL EXTENSION

(12 Req'd)

PIER 8 EXTENSION DETAIL
(Existing Steel Fixed Bearing)



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

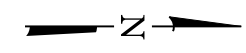
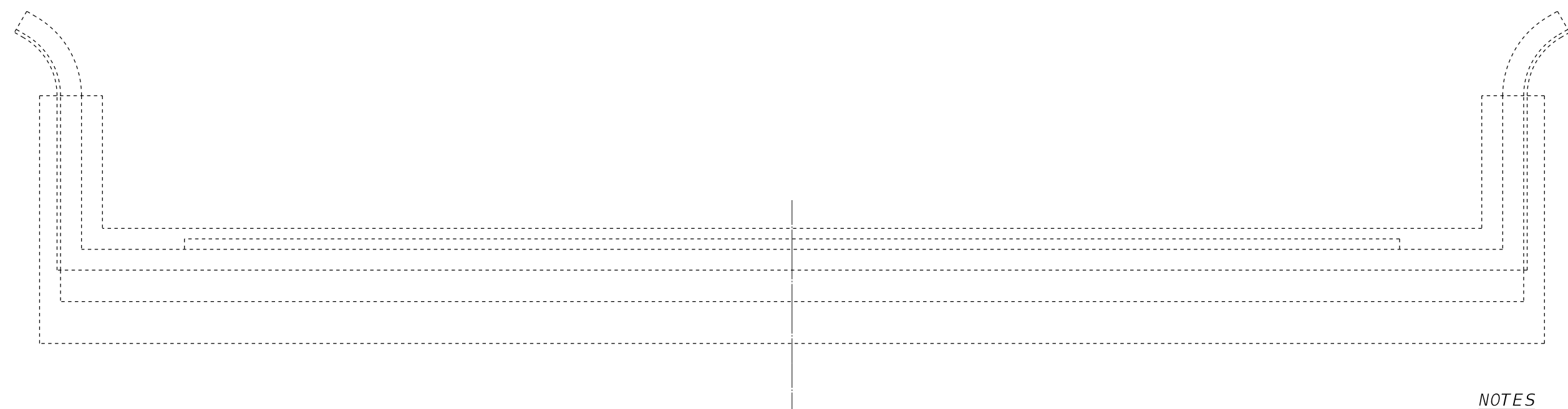
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**UNIT 3 - BEARING EXTENSION DETAILS
STRUCTURE NO. 016-0631**

SHEET NO. 46 OF 59 SHEETS



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	101
				CONTRACT NO. 62H51

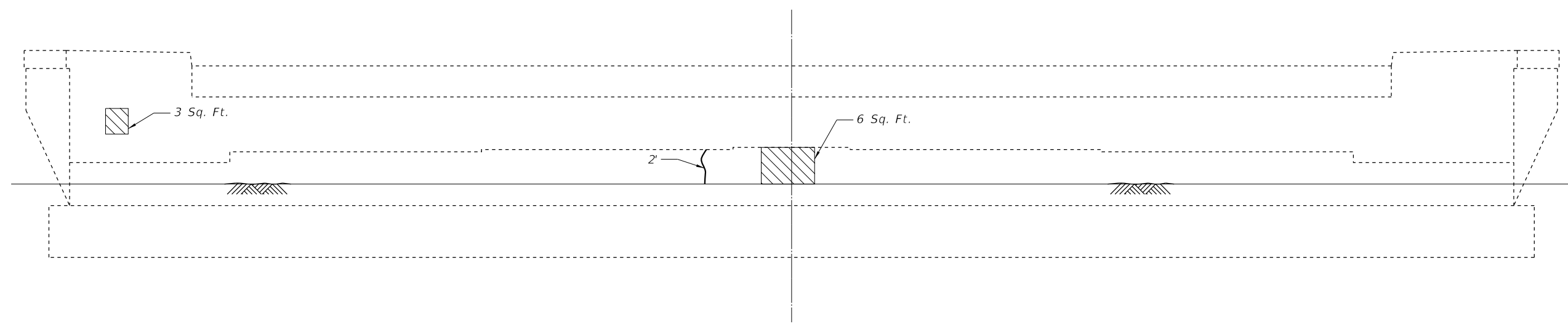
ILLINOIS FED. AID PROJECT



PLAN VIEW OF WEST ABUTMENT
(Slope wall Omitted for Clarity)

NOTES
Repairs of the existing abutments shall include but may not be limited to the areas shown. The actual areas to be repaired shall be determined by the Engineer at the time of construction.

LEGEND
 Structural Repair of Concrete (Depth Equal to or Less than 5 inches)
 Epoxy Crack Injection



EAST FACE OF WEST ABUTMENT
(Slope wall Omitted for Clarity)

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Epoxy Crack Injection	Foot	2
Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq. Ft.	9

FILE NAME: W:\191168 IDOT_Cermak_Road\CADD_Sheets\Structural\FINAL PLANS\HBR & Gardner_Road\162H51_HBR & Gardner_Split\16 Existing West Abutment Repair_Details.dgn



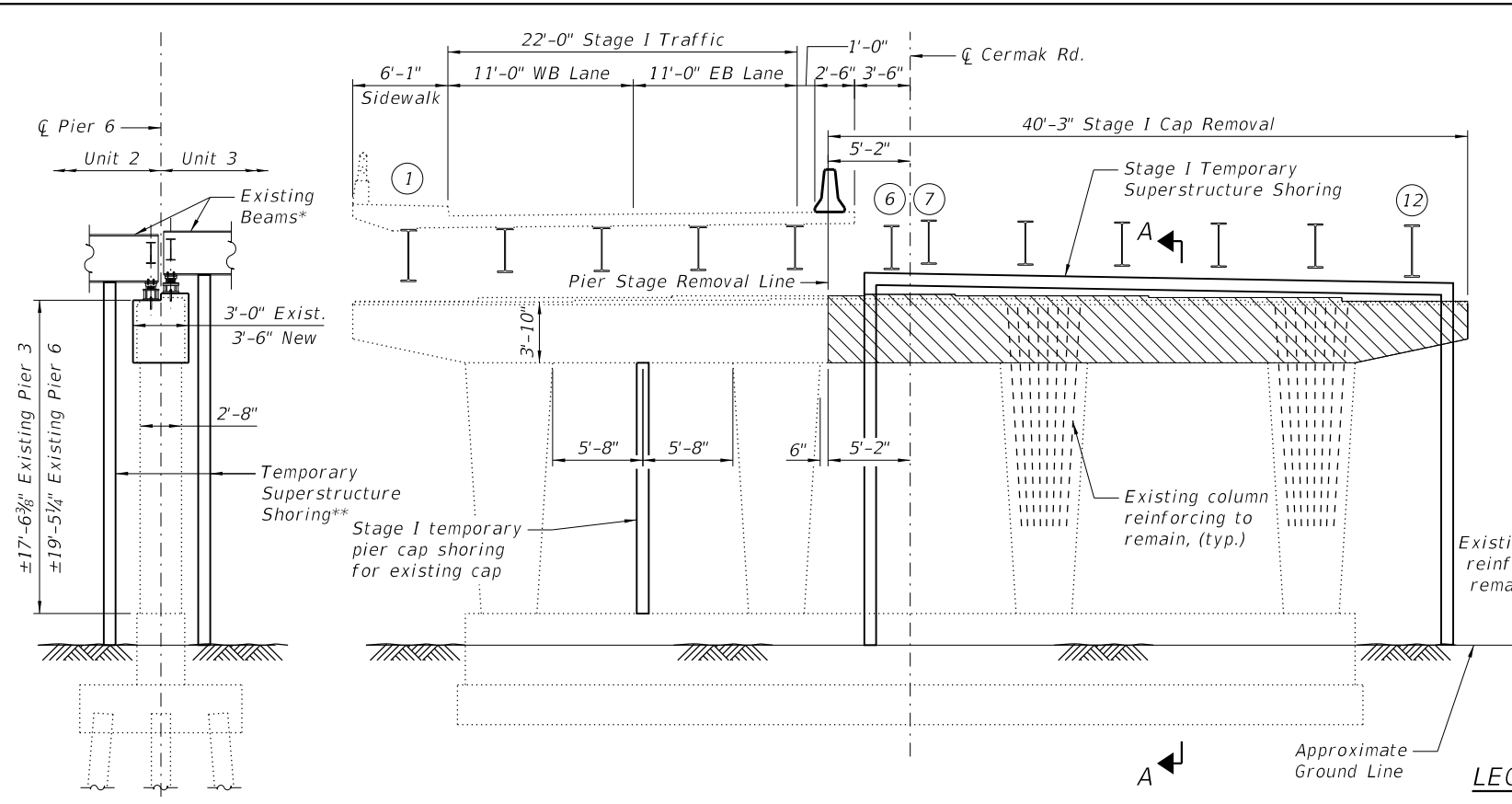
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	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - HB	REVISED -
PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING WEST ABUTMENT REPAIR DETAILS
STRUCTURE NO. 016-0631**

SHEET NO. 48 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	103
			CONTRACT NO. 62H51	
		ILLINOIS	FED. AID PROJECT	



SECTION A-A
(Looking North)
(Pier 6 shown, Pier 3 Similar)

*Unit 3 Stage I & II beams shown raised
 **Temporary Shoring shall be measured one each per Pier Cap or Superstructure, one each per Stage I or Stage II and one each per location at Pier 3 or Pier 6 for a total quantity of 8.

TEMPORARY SHORING

DEAD LOAD BEAM REACTIONS
(Service Load (K) - Weight of Existing Structural Steel Each Unit)

Unit	Beam	Loading	Reaction
1	1 thru 12	DL Beam	4.2
2	1 thru 12	DL Beam	7.2
3	1 thru 12	DL Beam	4.8

Dead load reactions provided for Temporary Shoring are bearing reactions with the deck removed. Contractor to add construction dead load and live loads to the reactions.

STAGE I EXISTING PIER CAP SHORING
Service Load Reactions

Loading	Pier 3	Pier 6
DL (k)	38	38
LL (k)	43	43

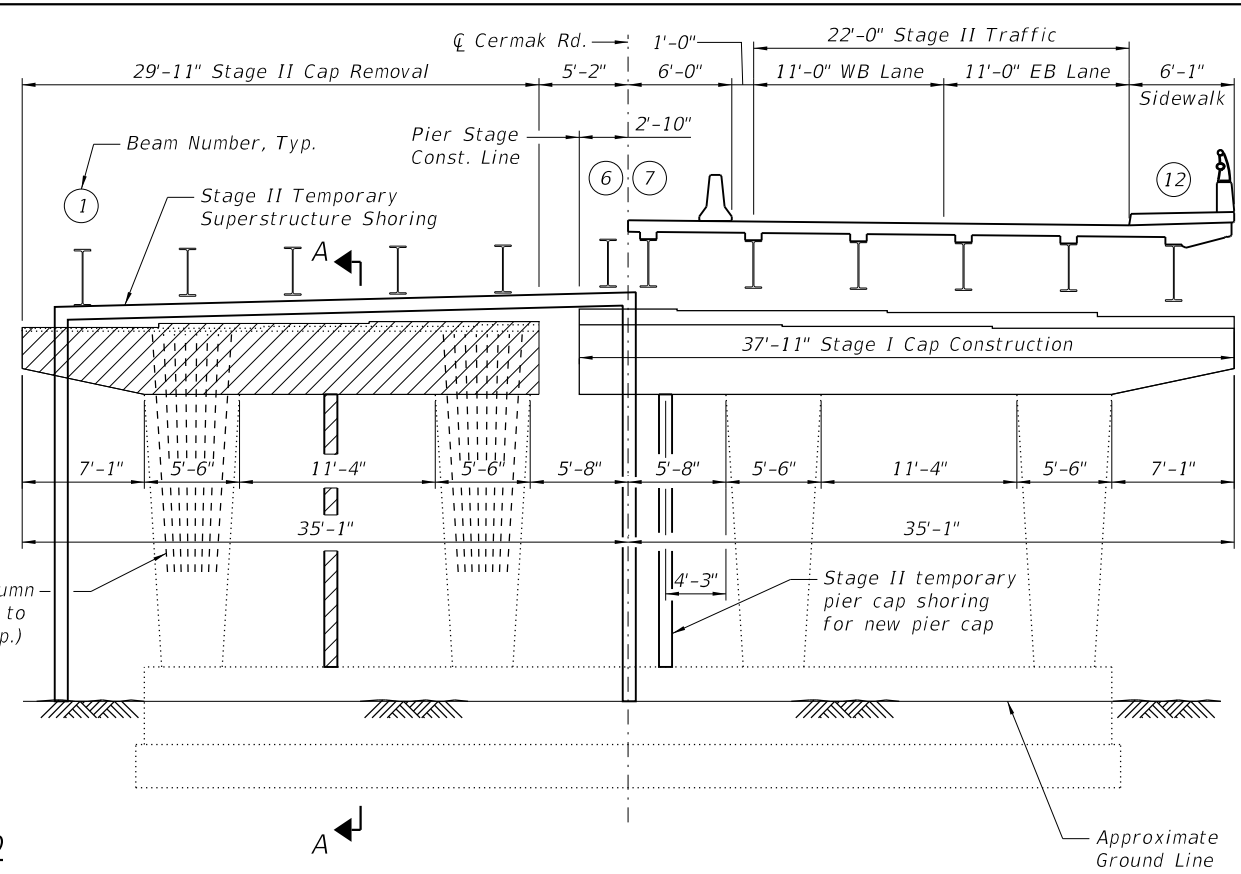
STAGE II NEW PIER CAP SHORING
Service Load Reactions

Loading	Pier 3	Pier 6
DL (k)	62	62
LL (k)	35	35

STAGE I PIER CAP REMOVAL
(Looking East at Unit 3 Beams)
(Pier 6 Shown, Pier 3 Similar)

SUGGESTED PROCEDURE:

- Stage I deck removal.
- Determine Stage I existing pier cap bearing seat elevations.
- Install temporary shoring for beams 6 thru 12.
- For Pier 6 only, raise Stage I Unit 3 beams.
- Remove and store lower portion of existing Stage I bearings and bearing shims, including beam 6.
- Remove Stage I portion of pier cap.
- Construct Stage I portion of pier cap.
- Reinstall lower portion of existing bearings and bearing shims for beams 7 thru 12.
- Complete Stage I deck construction.
- Stage II deck removal.
- Determine Stage II existing pier cap bearing seat elevations.
- Install temporary shoring for beams 1 thru 5, shoring for beam 6 remains in place.
- For Pier 6 only, raise Stage II Unit 3 beams.
- Remove and store lower portion of existing Stage II bearings and shim plates.
- Remove Stage II portion of pier cap.
- Construct Stage II portion of pier cap.
- Reinstall lower portion of existing bearings and shim plates.
- Complete Stage II deck construction.



STAGE II PIER CAP REMOVAL
(Looking East at Unit 3 Beams)
(Pier 6 Shown, Pier 3 Similar)

LEGEND

- Stage I Cap Removal
- Stage II Cap Removal
- Beam Number

NOTES

- Pier 3 temporary shoring and pier cap removal details are the same as for Pier 6, except beams and bridge seats in adjacent Units at Pier 3 are not raised.
- All work associated with temporarily supporting beams during pier cap replacement shall be paid for as Temporary Shoring. See Special Provision for Temporary Shoring. Temporary pier cap shoring will not be measured for payment and is included in the cost of Temporary Shoring. The work for temporary pier cap shoring shall be according to the applicable requirements of the Special Provision for Temporary Shoring.
- See sheet 45 of 59 for Unit 3 superstructure raise details. Raising Unit 3 is included in the Guide Bridge Special Provision "Jacking Existing Superstructure". Temporary Shoring required for supporting beams on the east side of Pier 6 during cap replacement shall be coordinated with the work for jacking the existing Unit 3 superstructure.
- See sheet 50 of 59 for removal and reinstallation details for the lower portion of existing bearings. All work for removing the lower portion of the existing bearing, shall be included in the applicable portions of the Guide Bridge Special Provision "Jack and Remove Existing Bearings". Costs for temporarily storing the lower portion of the existing bearings and subsequently reinstalling the lower portion of the existing bearings and shims shall be included in the Jack and Remove and Reinstall Existing Bearings item. New anchor bolts will be paid for separately.
- Beam 6 shall be continuously shored during Stage I and Stage II.
- Stage I pier cap shoring shall be in place before Stage I existing pier cap removal.
- Stage II pier cap shoring for new cap shall be in place before removal of Stage I pier cap construction falsework. See sheets 51 and 53 of 59 for cap details.
- Column reinforcing embedded in the existing Pier 3 & Pier 6 shall not be removed. Existing reinforcement shall be cleaned and incorporated into the new pier caps. See sheets 52 and 54 of 59 for existing column section. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer and/or as approved by the Engineer. Cost is included with Concrete Removal.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	60.4
Temporary Shoring	Each	8

(Sheet 1 of 6)

FILE NAME: W:\191168 IDOT Cermak Road\ICADD_Sheets\Structural\PLANS\IBRR & Gardner_SHT-19_Pier 3 & 6 Cap Removal Details.dgn



USER NAME = Winson	DESIGNED - HB	REVISIONS -
PLOT SCALE =	CHECKED - JJI	REVISIONS -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISIONS -
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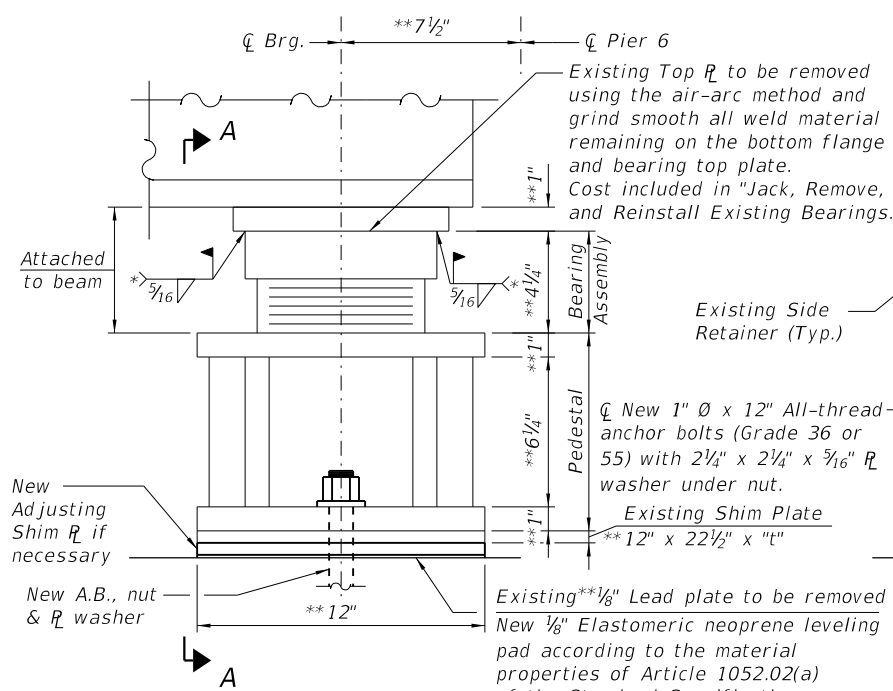
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PIER 3 AND PIER 6 CAP REMOVAL AND SHORING
STRUCTURE NO. 016-0631

SHEET NO. 49 OF 59 SHEETS

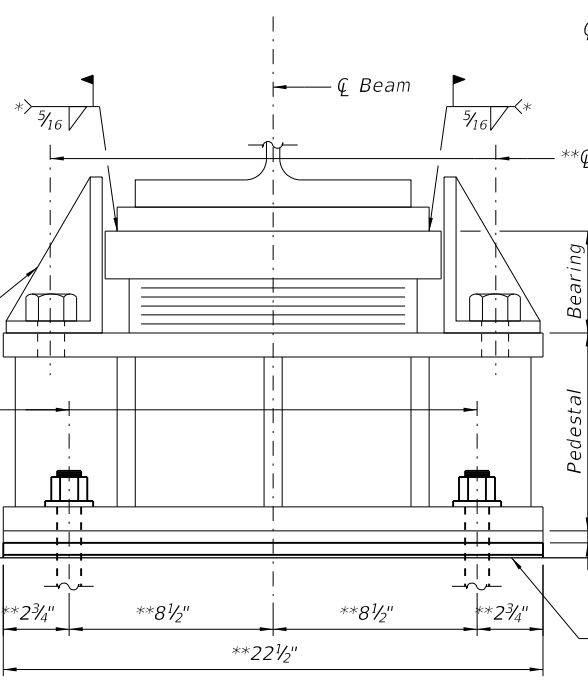
F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 104
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	

FILE NAME: W:\191168 IDOT_Corona_Corona\Road\CADD_Sheets\Structural\FINAL PLANS\HBR & Gardner_SHT-50_Pier 3 & 6 Existing Bearing Details.dgn

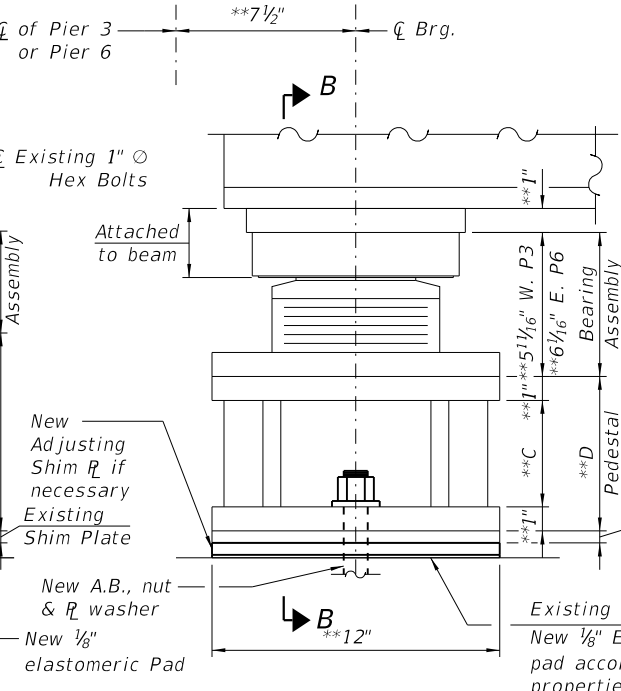


ELEVATION
(Side Retainer omitted for clarity)

EXISTING WEST BEARING PIER 6
(12 Thus)

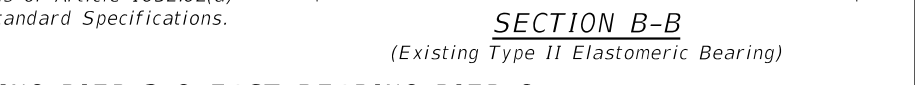


SECTION A-A
(Existing Type I Elastomeric Bearing)



ELEVATION
(Side Retainer omitted for clarity)

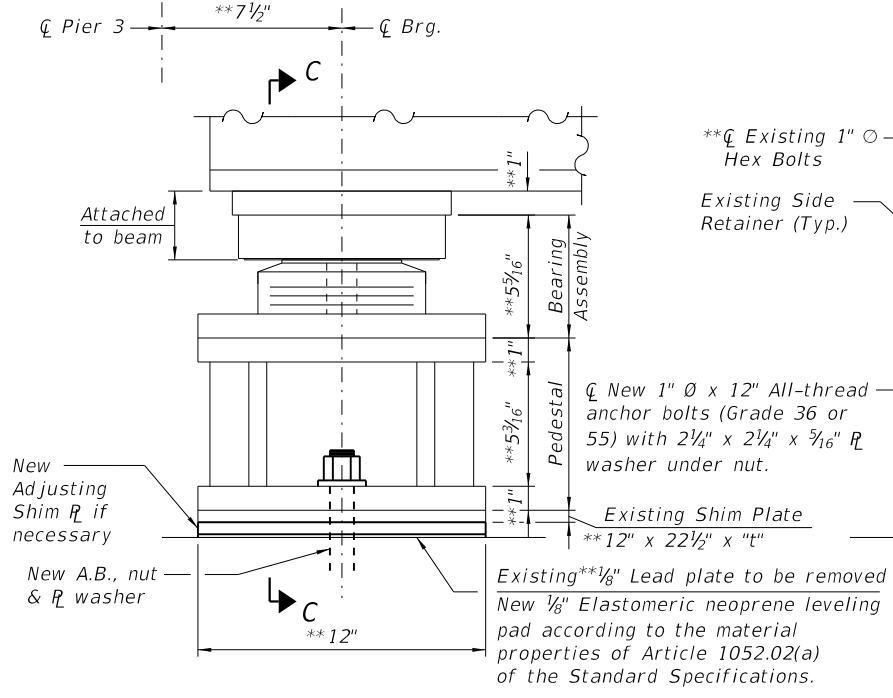
EXISTING WEST BEARING PIER 3 & EAST BEARING PIER 6
(24 Thus)



SECTION B-B
(Existing Type II Elastomeric Bearing)

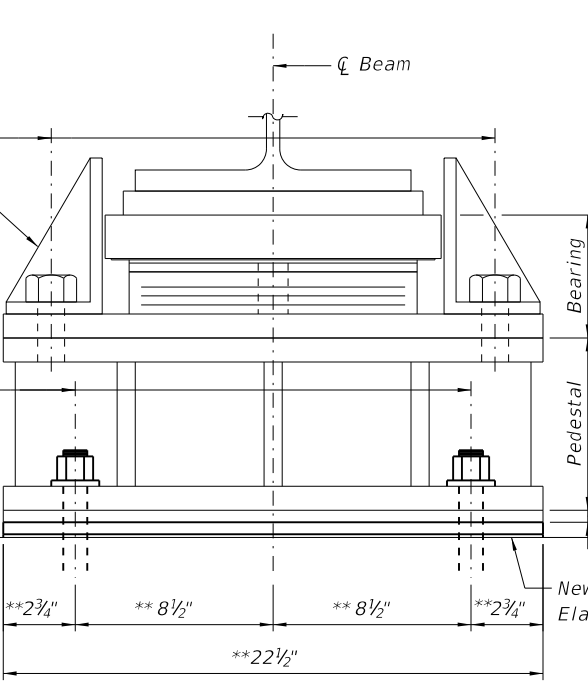
* For reinstalling bearing

** The dimensions, quantity, and orientation of all existing bearing components and anchor bolts shown on this sheet are based on the existing plans. The contractor shall field verify the existing bearing, pedestal and shim plates dimensions and notify the Engineer of any variation from the design plans prior to removal and reinstallation. Cost included in Jack, Remove, and Reinstall existing bearings.



ELEVATION
(Side Retainer omitted for clarity)

EXISTING EAST BEARING PIER 3
(12 Thus)



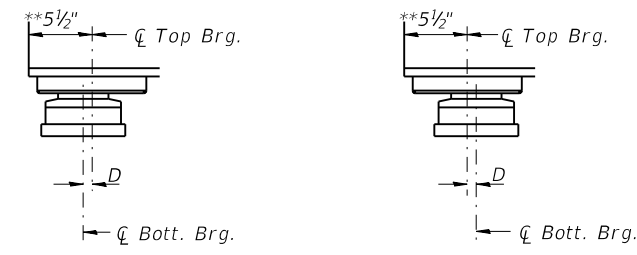
SECTION C-C
(Existing Type III Elastomeric Bearing)

EXISTING BEARING & PEDESTAL DIMENSION TABLE

Location	A	B	C	D
W. Brg. Pier 3 (Beams 1 & 12)	2 3/4"	8 1/2"	4 7/8"	6 7/8"
W. Brg. Pier 3 (Beams 2 - 11)	3 1/2"	7 3/4"	4 7/8"	6 7/8"
E. Brg. Pier 6 (Beams 1 & 12)	2 3/4"	8 1/2"	4 7/16"	6 7/16"
E. Brg. Pier 6 (Beams 2 - 11)	3"	8 1/4"	4 7/16"	6 7/16"

EXISTING SHIM PLATE THICKNESS "t" TABLE

Location	BEAM						
	1 or 2	3 or 4	5 or 6	7 or 8	9 or 10	11 or 12	13 or 14
W. Brg. Pier 6	0	0	0	0	0	0	0
W. Brg. Pier 3	0	0	0	0	0	0	0
E. Brg. Pier 6	0	0	0	0	0	0	0
E. Brg. Pier 3	0	0	0	0	0	0	0



EXPANSION BEARING ORIENTATION
The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	96
Jack, Remove, and Reinstall Existing Bearings	Each	48

(Sheet 2 of 6)



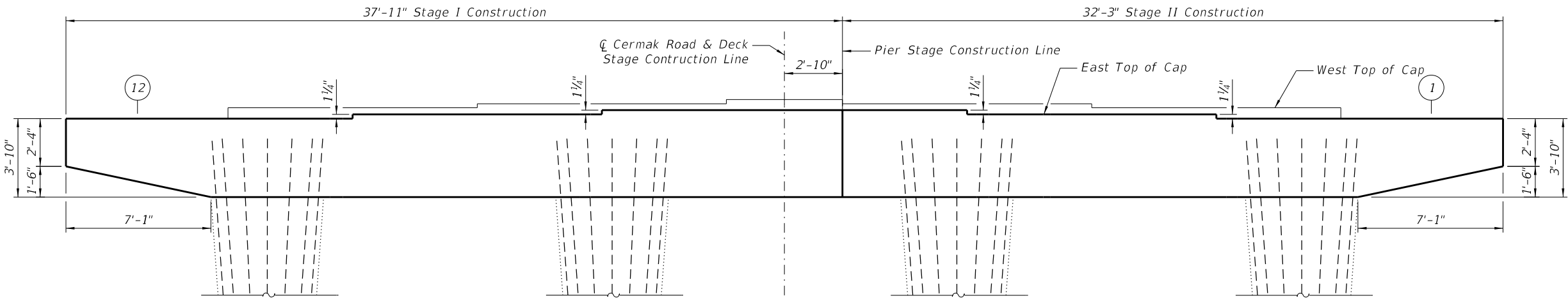
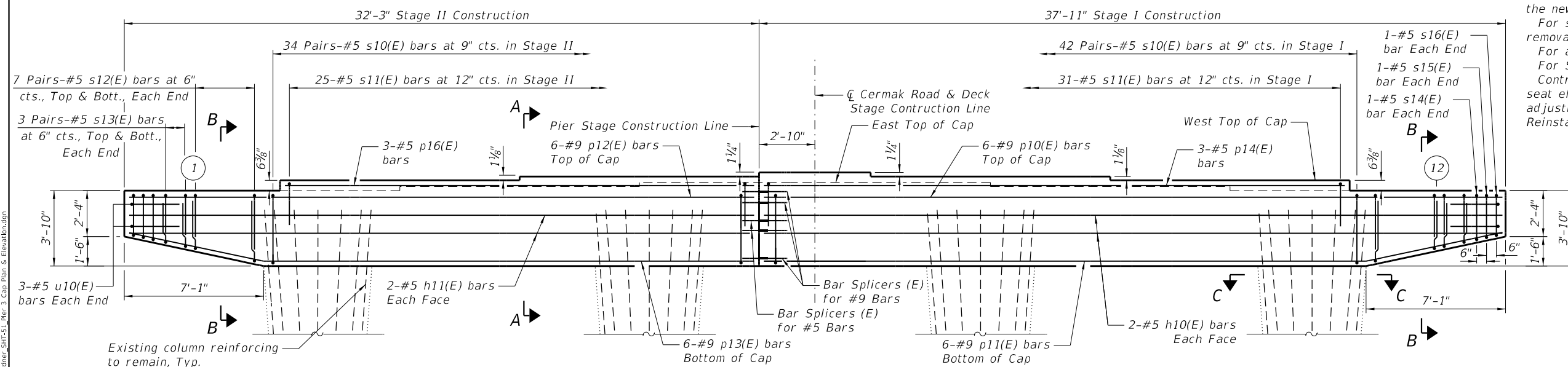
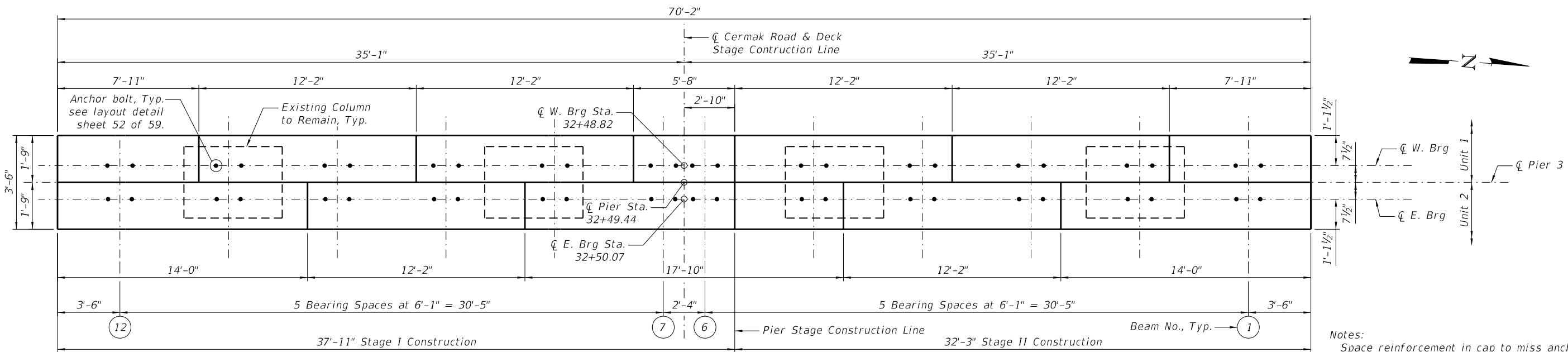
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PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PIER 3 & PIER 6 BEARING REMOVAL AND REINSTALLATION
STRUCTURE NO. 016-0631

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	105
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

SHEET NO. 50 OF 59 SHEETS



Notes:
Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap. Concrete Sealer shall be applied to all surfaces of the new cap. For superstructure shoring and existing pier cap removal, see sheet 49 of 59. For anchor bolt layout, see sheet 52 of 59. For Section A-A, B-B, and C-C see sheet 52 of 59. Contractor to determine and record existing bearing seat elevations and make necessary approved adjustments. Cost included in Jack, Remove and Reinstall Existing Bearings.

Unit 1 Bearing Seat Elevations	
Beam No.	Shot Elevation
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	

Unit 2 Bearing Seat Elevations	
Beam No.	Shot Elevation
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	

FILE NAME: W:\191168 IDOT Cermak Road\Struct\PIER3\PIER3 Cap Plan & Elevation.dgn



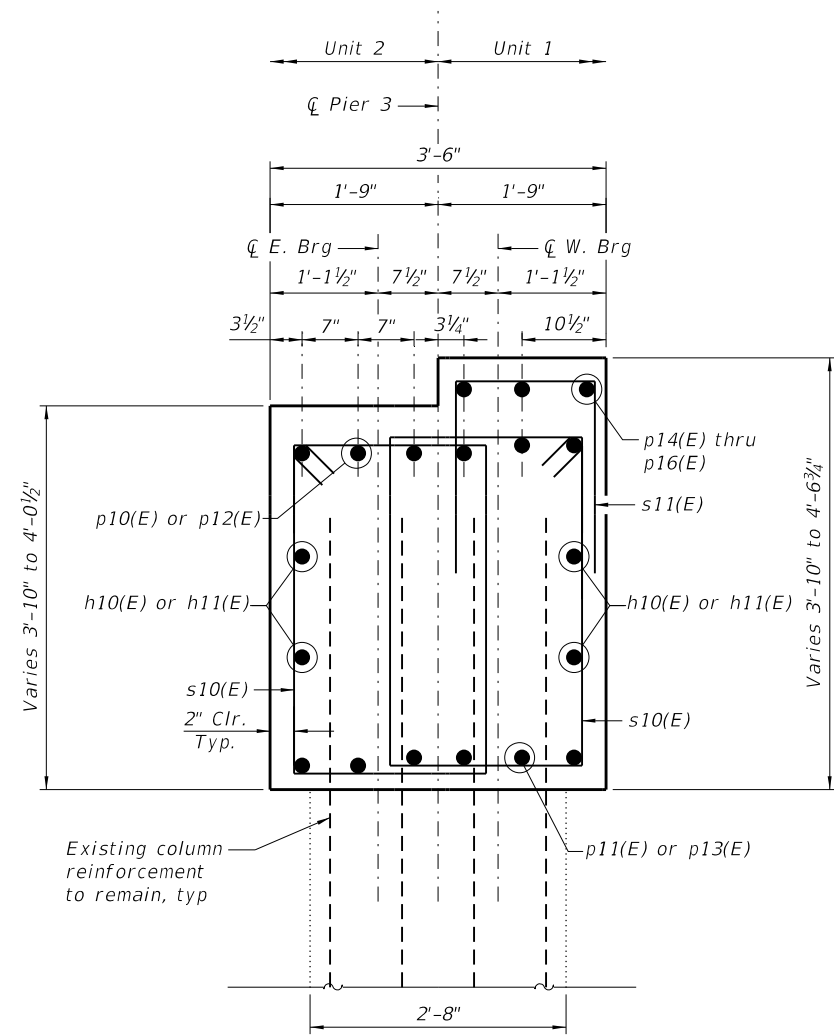
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

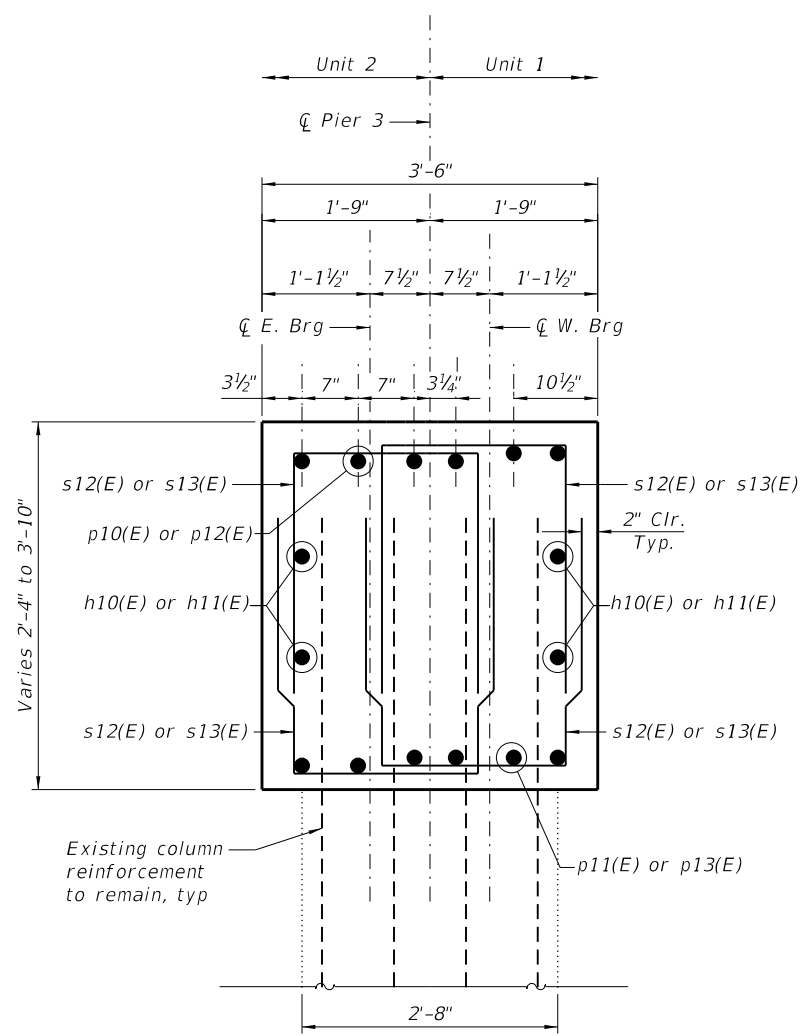
PIER 3 CAP PLAN & ELEVATION
STRUCTURE NO. 016-0631

SHEET NO. 51 OF 59 SHEETS

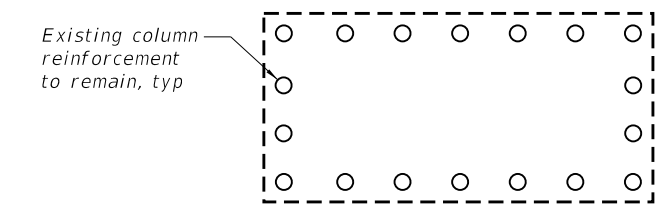
F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 106
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	



SECTION A-A



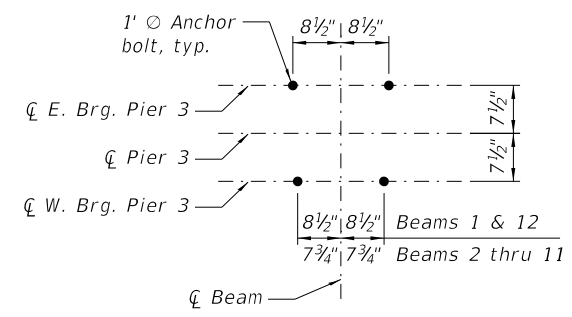
SECTION B-B



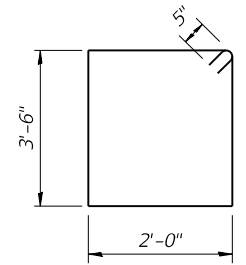
SECTION C-C

BILL OF MATERIAL

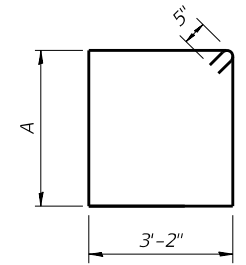
Bar	No.	Size	Length	Shape
h10(E)	4	#5	37'-7"	—
h11(E)	4	#5	31'-11"	—
p10(E)	6	#9	37'-7"	—
p11(E)	6	#9	37'-8"	—
p12(E)	6	#9	31'-11"	—
p13(E)	6	#9	32'-0"	—
p14(E)	3	#5	29'-8"	—
p16(E)	3	#5	24'-0"	—
s10(E)	152	#5	11'-10"	□
s11(E)	56	#5	5'-5"	□
s12(E)	56	#5	7'-4"	□
s13(E)	24	#5	6'-8"	□
s14(E)	2	#5	11'-8"	□
s15(E)	2	#5	11'-4"	□
s16(E)	2	#5	11'-2"	□
u10(E)	6	#5	8'-0"	□
Concrete Structures		Cu. Yd.	36.0	
Reinforcement Bars, Epoxy Coated		Pound	6,210	
Concrete Sealer		Sq. Ft.	1,035	



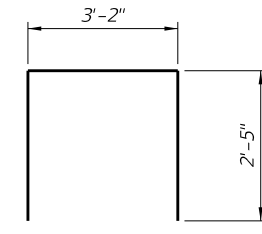
ANCHOR BOLT LAYOUT DETAIL



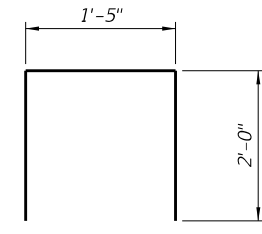
BAR s10(E)



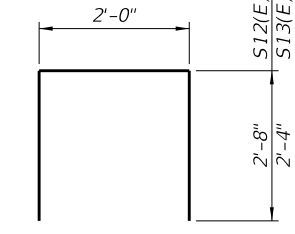
BAR A DIMENSIONS



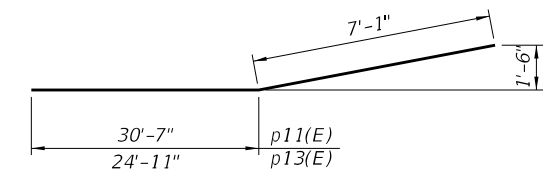
BAR u10(E)



BAR S11(E)



BAR S12(E) & S13(E)



BAR p11(E) & p13(E)

Bar	A
s14(E)	2'-3"
s15(E)	2'-1"
s16(E)	2'-0"

(Sheet 4 of 6)

FILE NAME: W:\191-168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\HBR & Gardner_Road\162H51_HBR & Gardner_S1152_Pier 3 Cap_Details.dgn



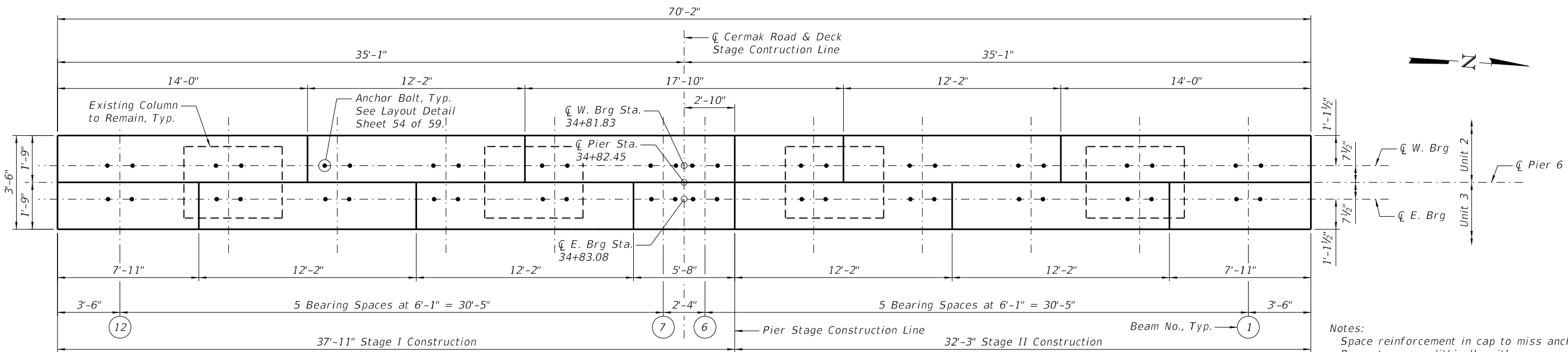
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PLOT DATE = 11/5/2020	DRAWN - HB	REVISIONS -
	CHECKED - JJI	REVISIONS -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 3 CAP DETAILS
STRUCTURE NO. 016-0631

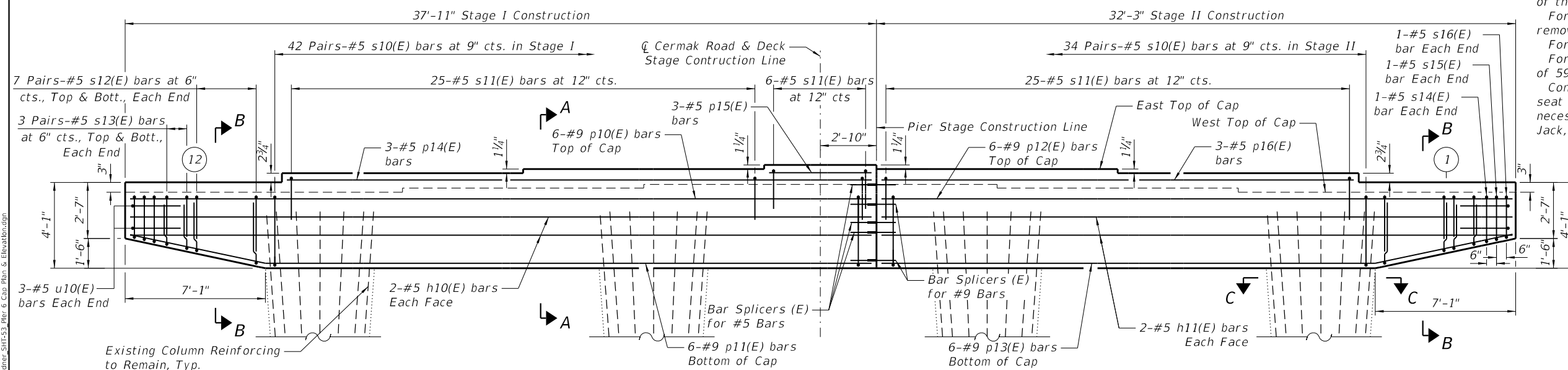
SHEET NO. 52 OF 59 SHEETS

F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 107
			CONTRACT NO. 62H51	
ILLINOIS FED. AID PROJECT				



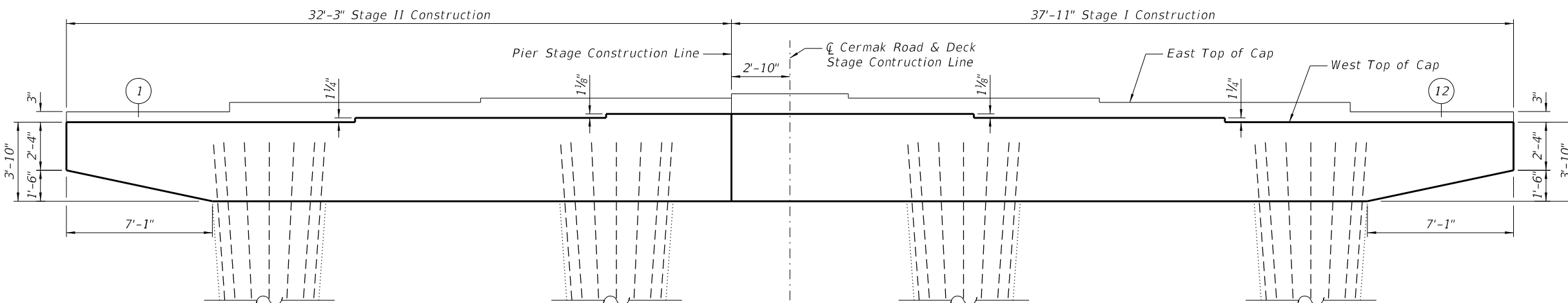
TOP PLAN

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 Concrete Sealer shall be applied to all surfaces of the new cap.
 For superstructure shoring and existing pier cap removal, see sheet 49 of 59.
 For anchor bolt details, see sheet 54 of 59.
 For Section A-A, B-B and C-C, see sheet 54 of 59.
 Contractor to determine, record existing bearing seat elevations, add 3" to Unit 3 elevations, and make necessary approved adjustments. Cost included in Jack, Remove and Reinstall Existing Bearings.



EAST ELEVATION (Unit 3)
 (Looking West, With Reinforcing)

Unit 2 Bearing Seat Elevations	
Beam No.	Shot Elevation
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	



WEST ELEVATION (Unit 2)
 (Looking East, Without Reinforcing)
 (No Reinforcing Required in Steps)

Unit 3 Bearing Seat Elevations		
Beam No.	Shot Elevation	+3" = New Elevation
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

(Sheet 5 of 6)

FILE NAME: W:\191168 IDOT Cermak Road\Structural\PIERS\PIER 6 Cap Plan & Elevation.dgn



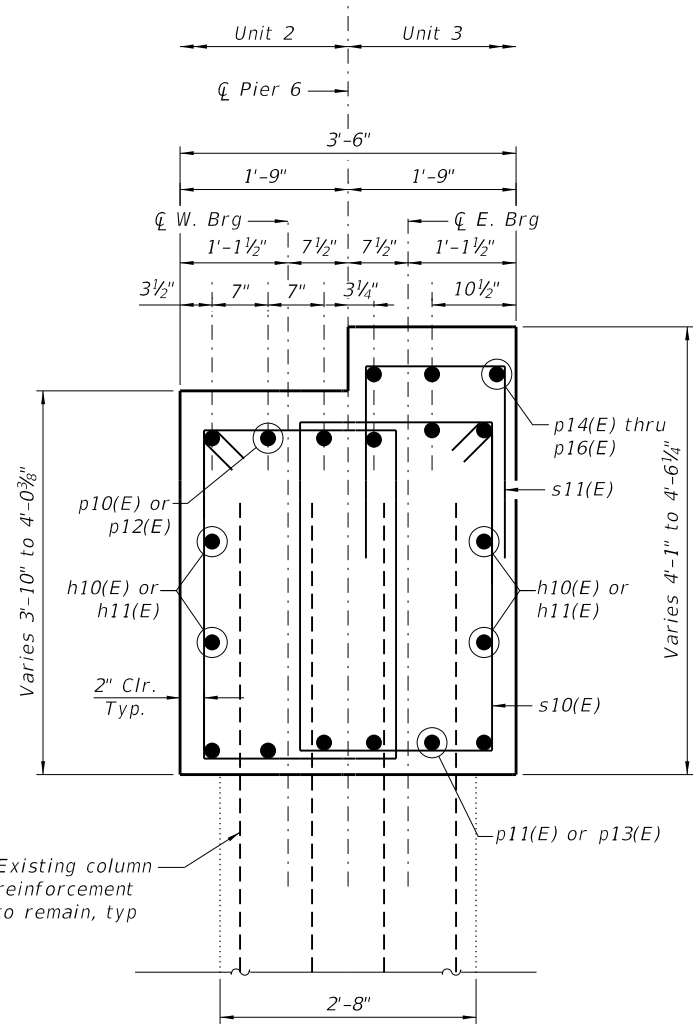
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PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

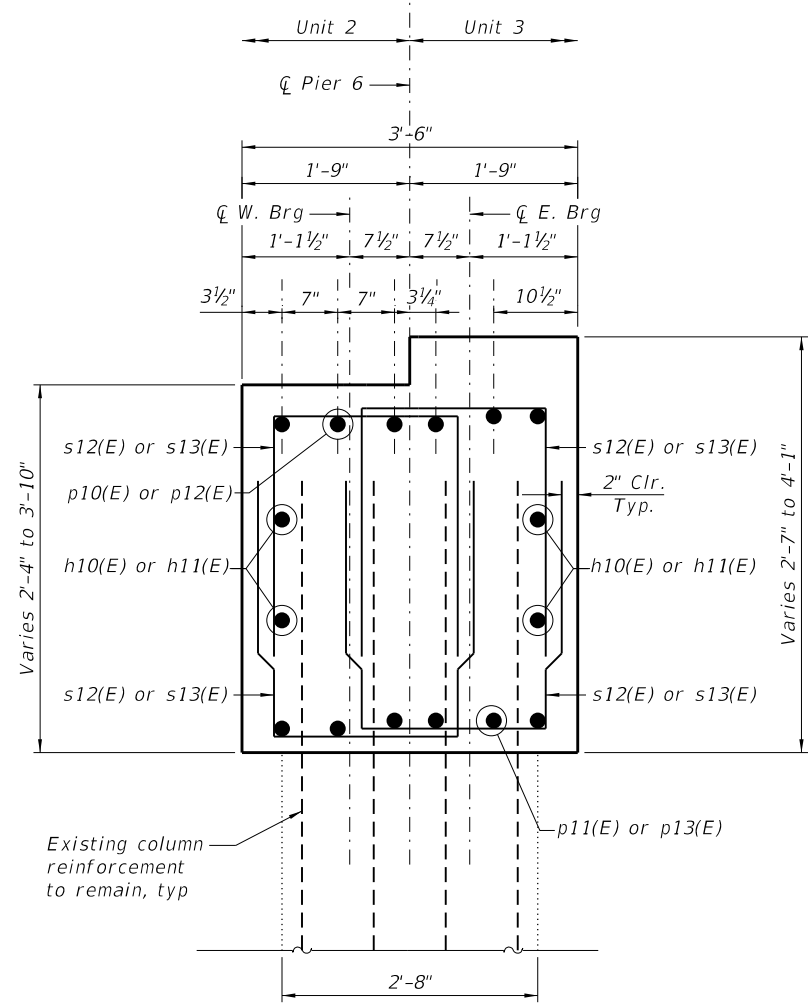
PIER 6 CAP PLAN AND ELEVATION
 STRUCTURE NO. 016-0631

SHEET NO. 53 OF 59 SHEETS

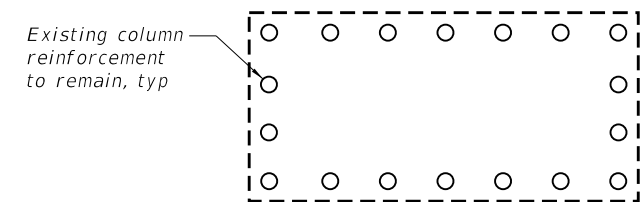
F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 108
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	



SECTION A-A



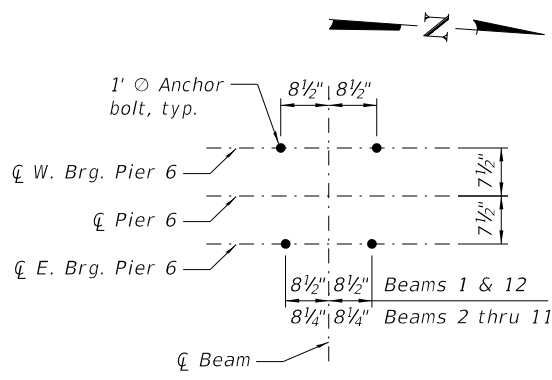
SECTION B-B



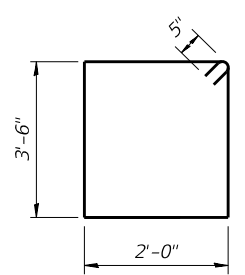
SECTION C-C

BILL OF MATERIAL

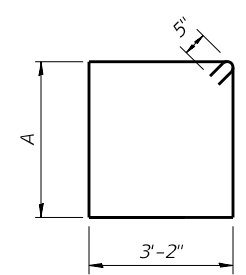
Bar	No.	Size	Length	Shape
h10(E)	4	#5	37'-7"	—
h11(E)	4	#5	31'-11"	—
p10(E)	6	#9	37'-7"	—
p11(E)	6	#9	37'-8"	—
p12(E)	6	#9	31'-11"	—
p13(E)	6	#9	32'-0"	—
p14(E)	3	#5	29'-8"	—
p15(E)	3	#5	5'-4"	—
p16(E)	3	#5	24'-0"	—
s10(E)	152	#5	11'-10"	□
s11(E)	56	#5	5'-5"	□
s12(E)	56	#5	7'-4"	□
s13(E)	24	#5	6'-8"	□
s14(E)	2	#5	11'-8"	□
s15(E)	2	#5	11'-4"	□
s16(E)	2	#5	11'-2"	□
u10(E)	6	#5	8'-0"	□
Concrete Structures			Cu. Yd.	36.1
Reinforcement Bars, Epoxy Coated			Pound	6,230
Concrete Sealer			Sq. Ft.	1,038



ANCHOR BOLT LAYOUT DETAIL

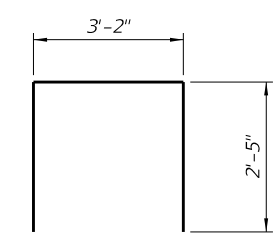


BAR s10(E)

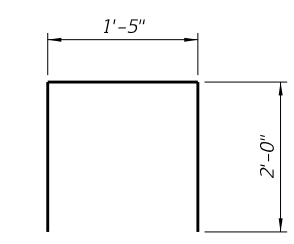


BAR A DIMENSIONS

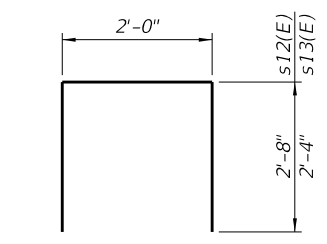
Bar	A
s14(E)	2'-3"
s15(E)	2'-1"
s16(E)	2'-0"



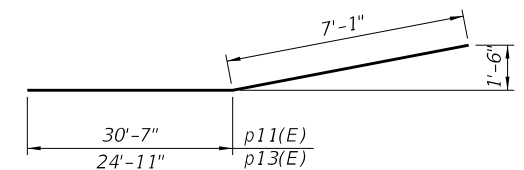
BAR u10(E)



BAR s11(E)



BAR s12(E) & s13(E)



BAR p11(E) & p13(E)

(Sheet 6 of 6)



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PIER 6 - DETAILS
STRUCTURE NO. 016-0631




SHEET NO. 54 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	109
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

NOTES

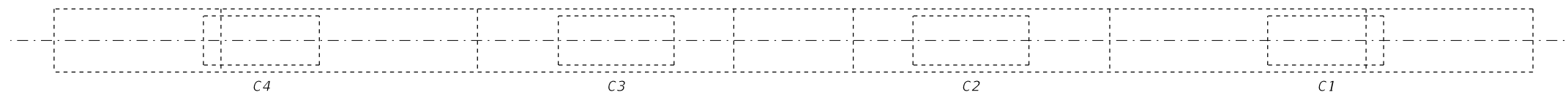
- Repairs of the existing piers shall include but may not be limited to the areas shown. The actual areas to be repaired shall be determined by the Engineer at the time of construction.
- Existing pier cap to be removed and replaced.

LEGEND

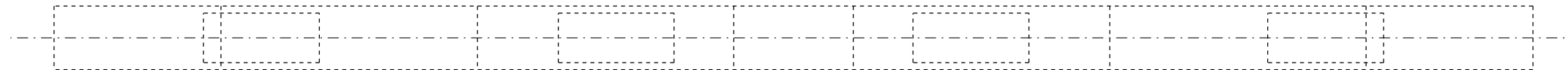
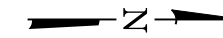
-  Structural Repair of Concrete (Depth Equal to or Less than 5 inches)
-  Structural Repair of Concrete (Depth Greater than 5 inches)
-  Epoxy Inject Crack (Crack Width > 1/16")

BILL OF MATERIAL

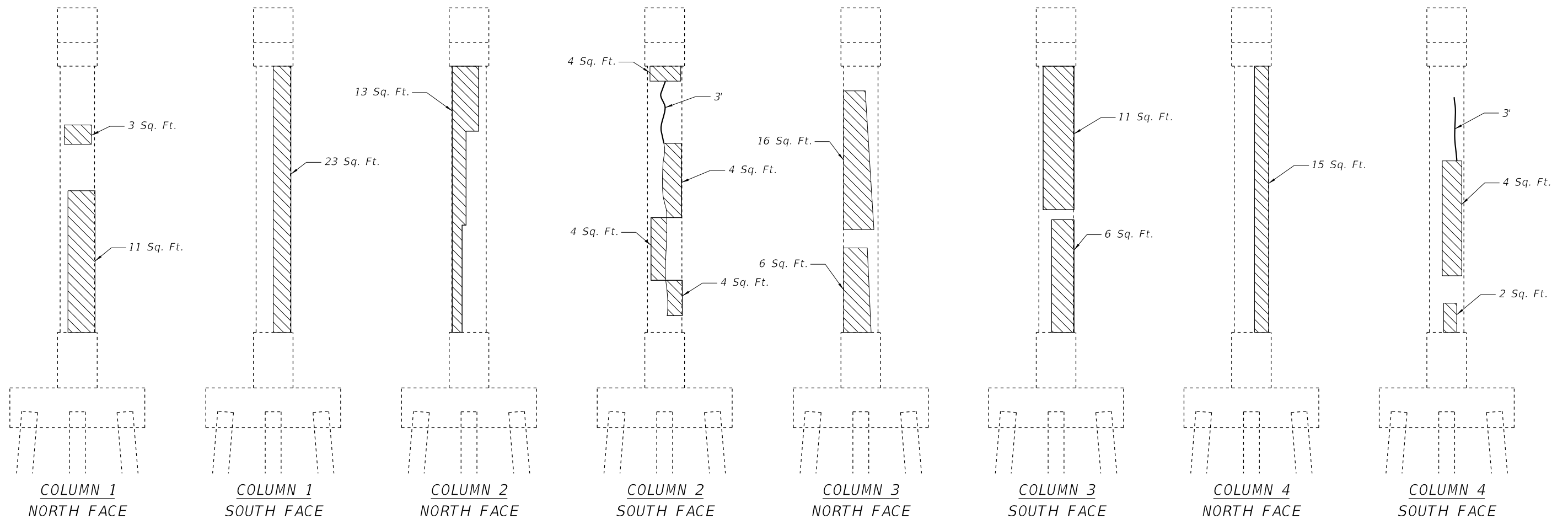
ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq. Ft.	274
Epoxy Crack Injection	Foot	21



TOP OF PIER CAP



UNDERSIDE OF PIER CAP



FILE NAME: W:\191168 IDOT_Cemak_Road\CADD_Sheets\Structural\FINAL_PLANS\HBR & Gardner_SUIT-56_Existing_Pier_3_Repair_Details_IL.dgn



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

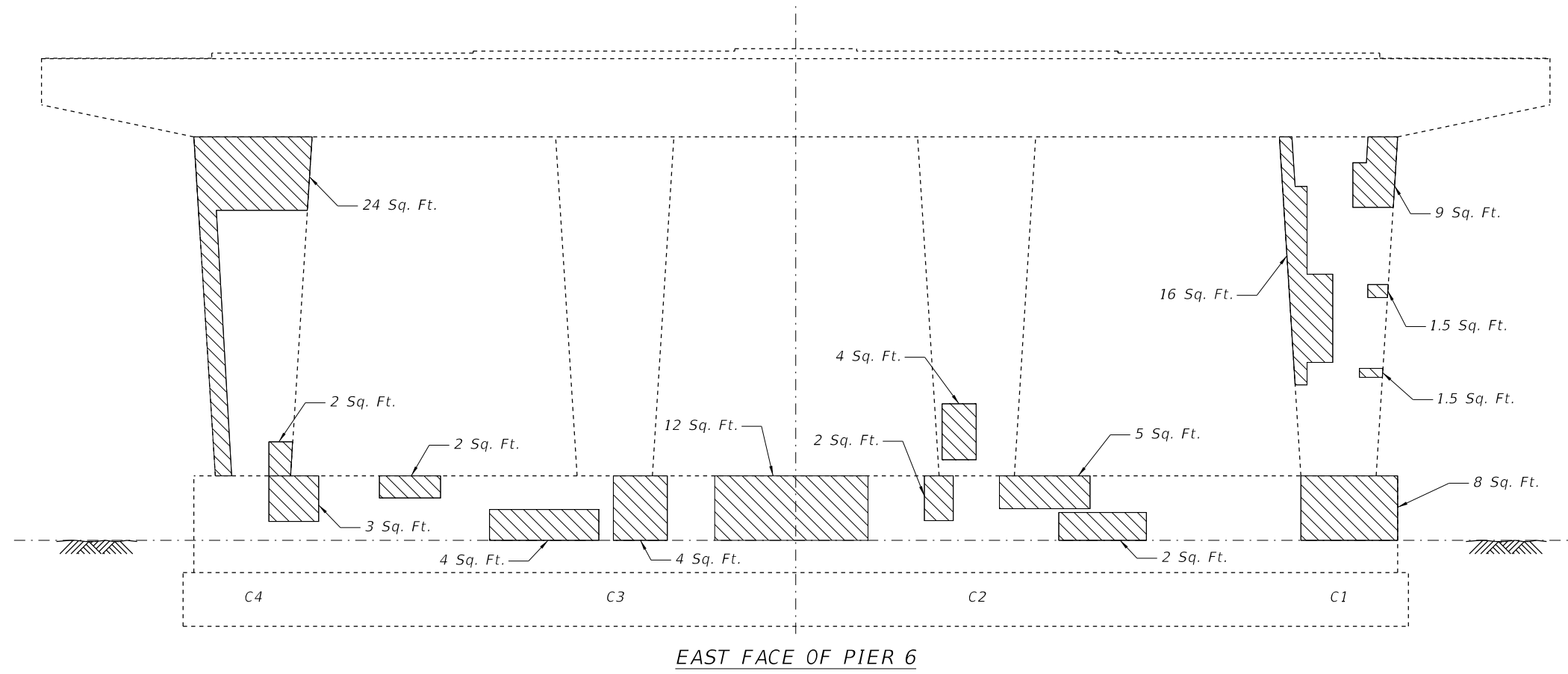
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING PIER 3 REPAIR DETAILS II
STRUCTURE NO. 016-0631**

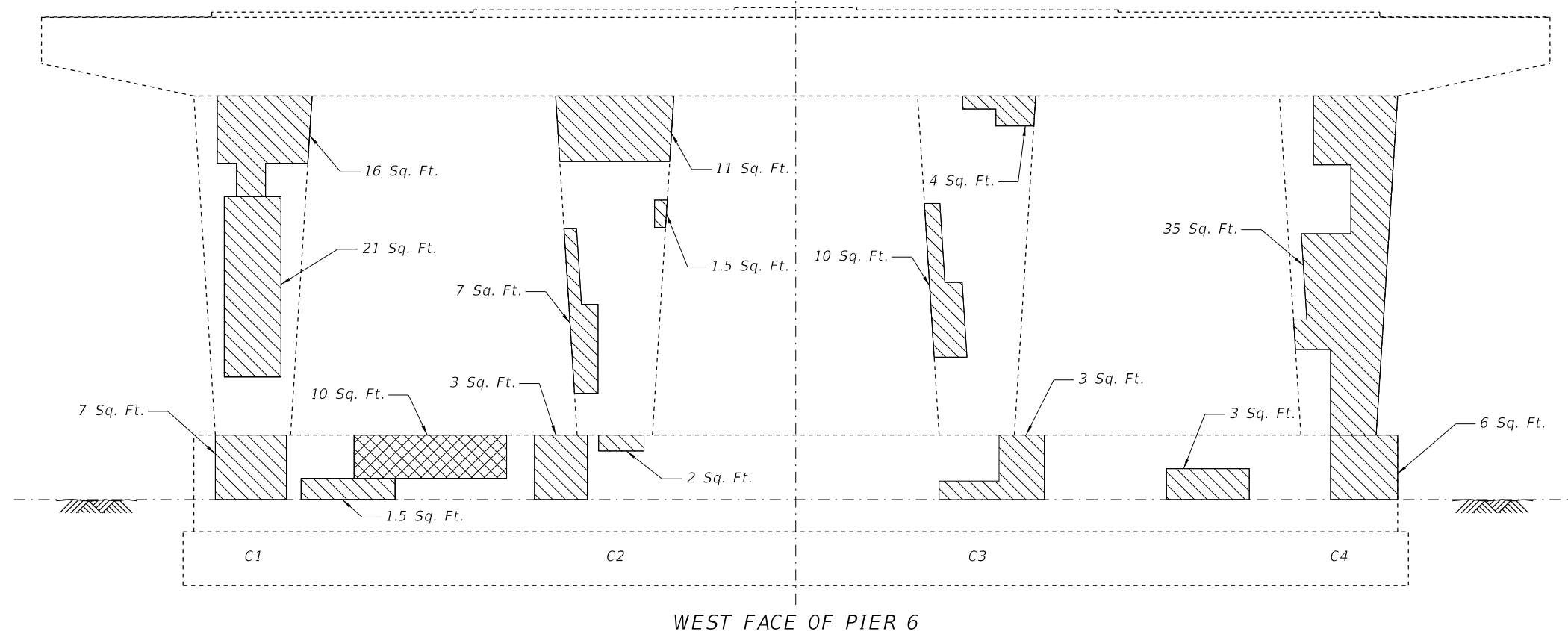
SHEET NO. 56 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	111
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	

FILE NAME: W:\191168 IDOT_Cermak_Road\Structural\PIER 6 Repair Details I.dgn



EAST FACE OF PIER 6



WEST FACE OF PIER 6

NOTES

1. Repairs of the existing piers shall include but may not be limited to the areas shown. The actual areas to be repaired shall be determined by the Engineer at the time of construction.
2. For Bill of Material see Sheet 58 of 59.
3. Existing pier cap to be removed and replaced.

LEGEND

- Structural Repair of Concrete (Depth Equal to or Less than 5 inches)
- Structural Repair of Concrete (Depth Greater than 5 inches)
- Epoxy Inject Crack (Crack Width > 1/16")



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**

**EXISTING PIER 6 REPAIR DETAILS I
STRUCTURE NO. 016-0631**




SHEET NO. 57 OF 59 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	112
CONTRACT NO. 62H51				
ILLINOIS		FED. AID PROJECT		

NOTES

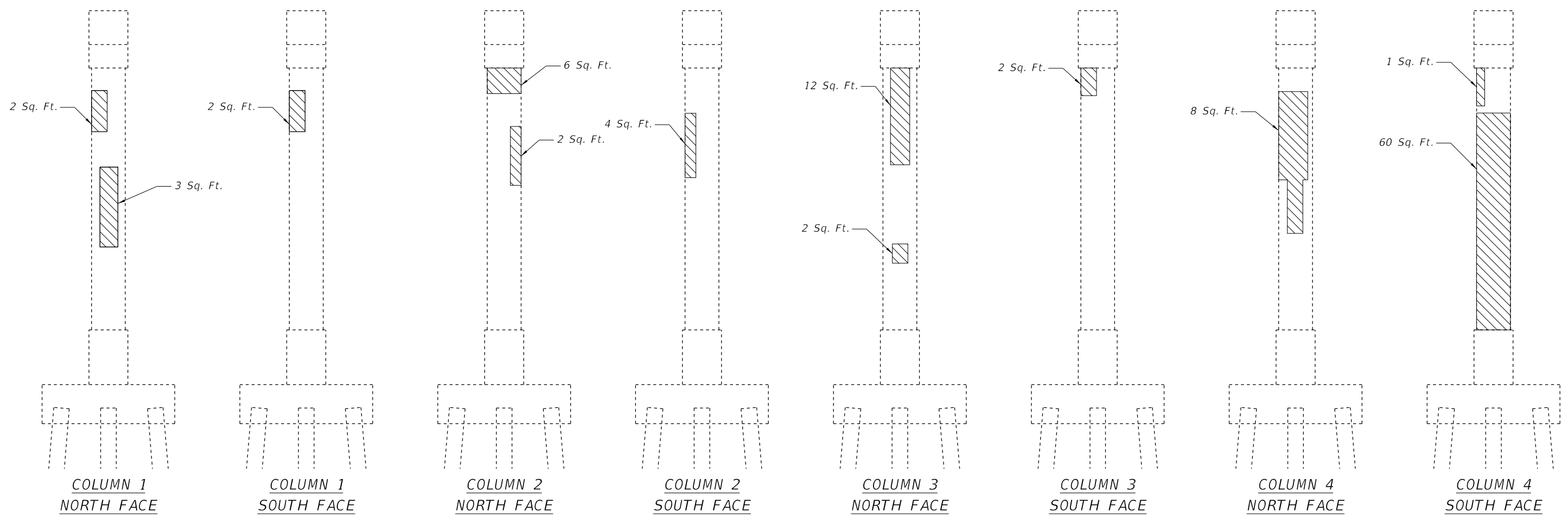
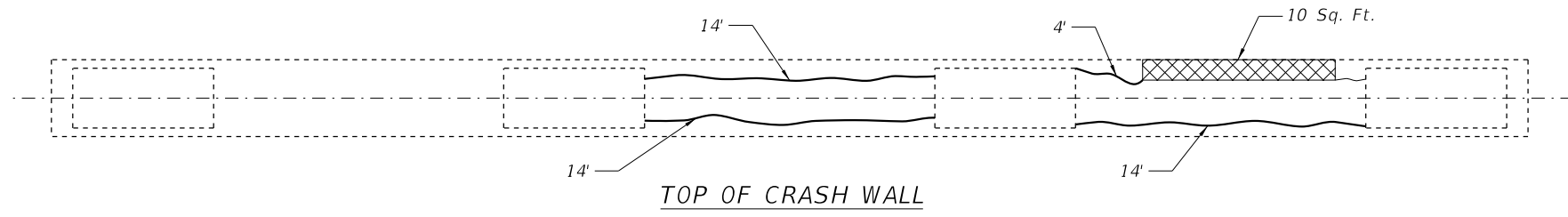
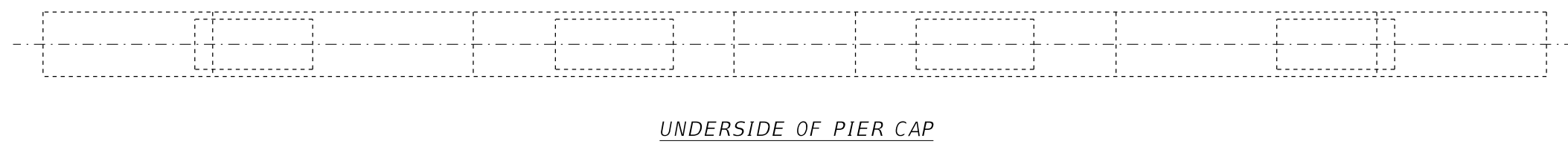
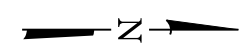
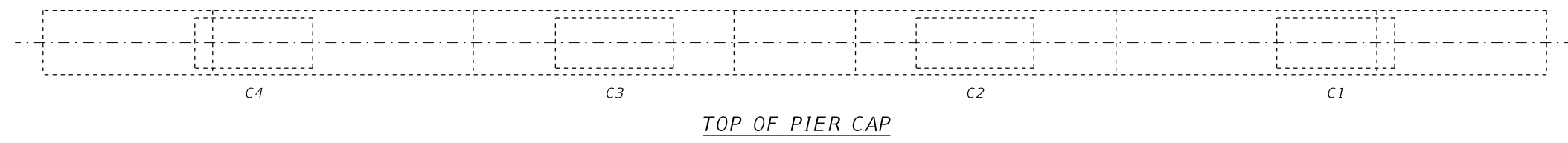
- Repairs of the existing piers shall include but may not be limited to the areas shown. The actual areas to be repaired shall be determined by the Engineer at the time of construction.
- Existing pier cap to be removed and replaced.

LEGEND

-  Structural Repair of Concrete (Depth Equal to or Less than 5 inches)
-  Structural Repair of Concrete (Depth Greater than 5 inches)
-  Epoxy Inject Crack (Crack Width > 1/16")

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq. Ft.	335
Structural Repair of Concrete (Depth Greater than 5 inches)	Sq. Ft.	20
Epoxy Crack Injection	Foot	46



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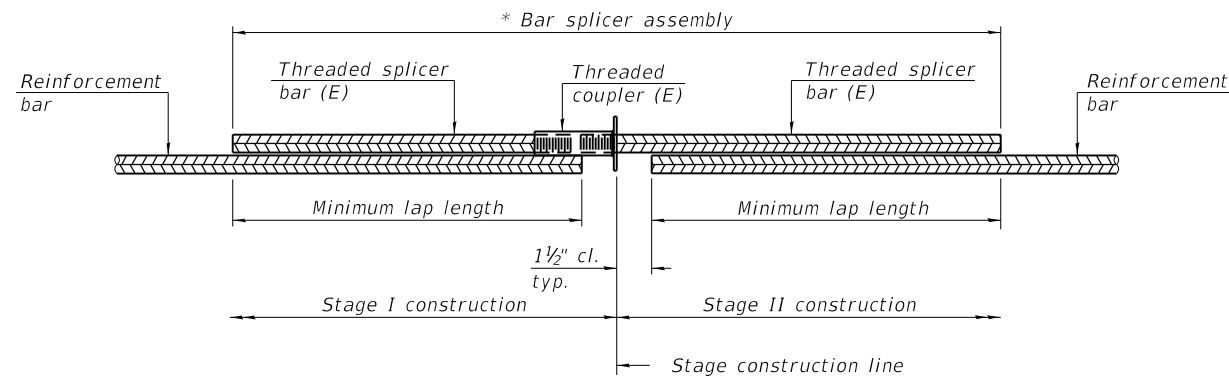
BLA, Inc.

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING PIER 6 REPAIR DETAILS II
STRUCTURE NO. 016-0631**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	113
			CONTRACT NO. 62H51	
		ILLINOIS FED. AID PROJECT		



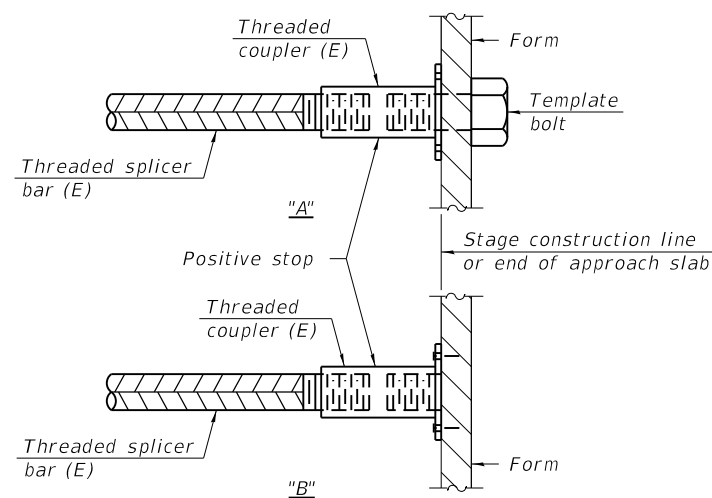
STANDARD BAR SPLICER ASSEMBLY PLAN

(All components shall be provided from one supplier)

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

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

Location	Bar size	No. assemblies required	Minimum lap length
Unit 1 Deck	#5	476	3'-6"
Unit 2 Deck	#5	713	3'-6"
Unit 3 Deck	#5	759	3'-6"
West Approach Slab	#5	46	3'-0"
West Approach Slab	#8	60	4'-9"
West Approach Slab Footing	#5	40	3'-2"
East Approach Slab	#5	46	3'-0"
East Approach Slab	#8	60	4'-9"
East Approach Slab Footing	#5	40	3'-2"
West Abutment	#6	4	3'-7"
East Abutment	#6	4	3'-7"
Pier 3	#5	7	3'-2"
Pier 3	#9	12	6'-3"
Pier 6	#5	7	3'-2"
Pier 6	#9	12	6'-3"

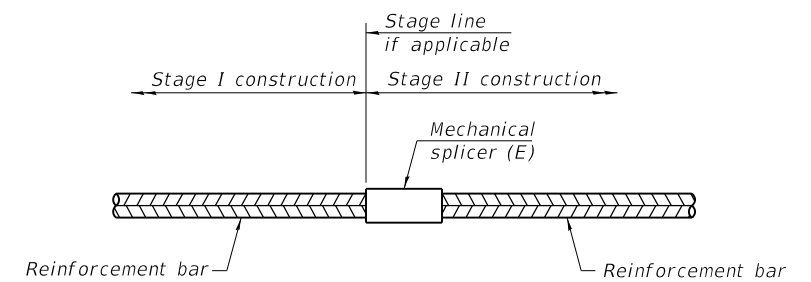


INSTALLATION AND SETTING METHODS

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

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

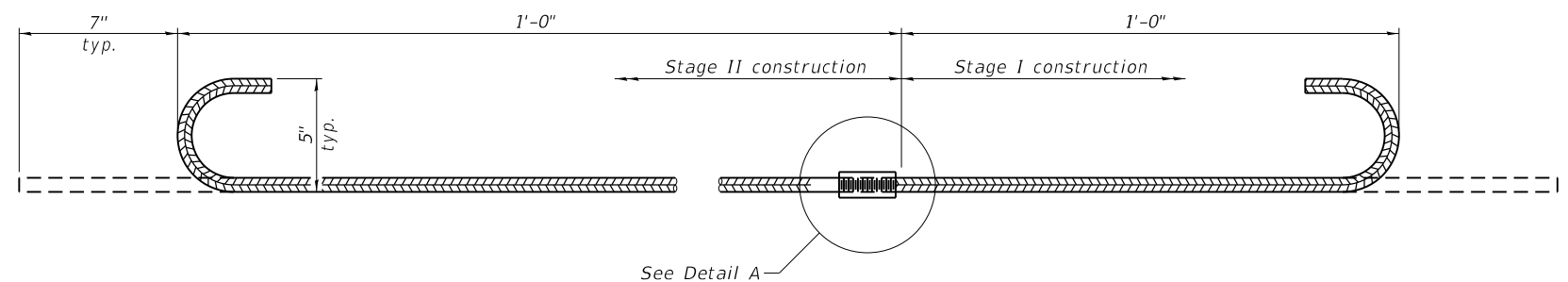
(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

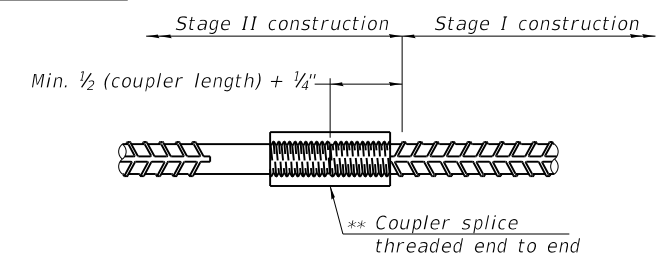
Location	Bar size	No. assemblies required

** The bar splicer assembly shall allow completion of the splice without turning of the hook bars. The stage II splice bar shall be threaded such that the entire coupler can be threaded onto the splice bar.



#5 - BAR SPLICER ASSEMBLY FOR EDGE BEAMS AT STAGE CONSTRUCTION JOINT

No. required = 18



DETAIL A

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

BSD-1

1-1-2020



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	CHECKED - JJI	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 016-0631

SHEET NO. 59 OF 59 SHEETS

F.A.U RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 114
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	

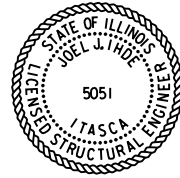
FILE NAME: W:\191168 IDOT Cermak Road\ICADD_Sheets\Structural\FINAL PLANS\IBRR & Gardner_Split59_Bar Splicer Assembly Details.dgn

Benchmark: BM 1 - A square cut in concrete around structure #960 on the south side of Cermak Rd. Sta. 42+00. Elevation = 650.351 (NAVD88)

Existing Structure: Structure No. 016-0632 was built in 1961, F.A. Route 131 (Cermak Rd.), Section 551-VB. The superstructure consists of three-span steel continuous wide flange beams on pile supported abutments and multi-column hammerhead piers. Back-to-back abutment 198'-6" 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 32.

APPROVED
For Structural Adequacy Only
Joel J. Thole
Engineer of Bridges & Structures



Joel Thole
DATE SIGNED: 09-10-2020
EXP. DATE: 11-30-2022

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

LOADING HS 20-44

No allowance for future wearing surface.

SEISMIC DATA

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

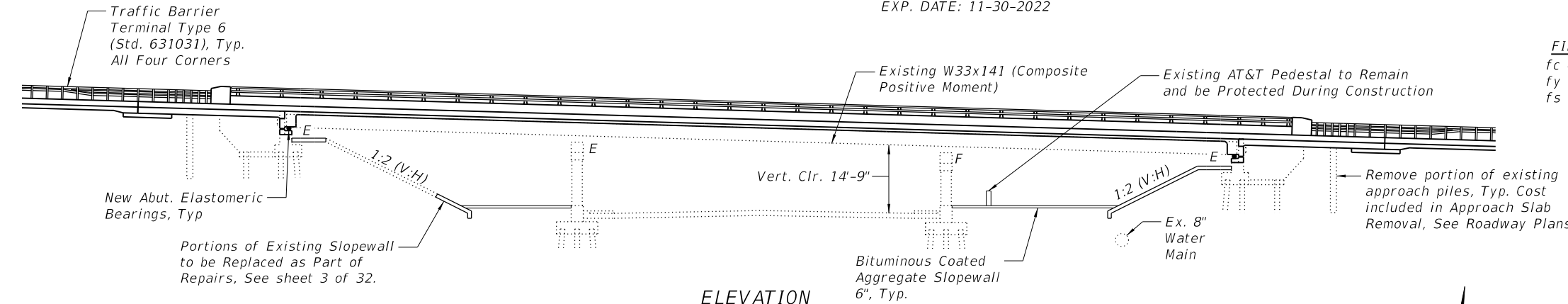
SCOPE OF WORK

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 3 locations.**
4. Clean and paint beam ends after semi-integral retrofit.
5. Retrofit existing abutments and wingwalls to semi-integral configuration
6. Replace abutment bearings
7. Repair existing piers using formed concrete repair
8. Remove and replace approach slabs
9. Remove portion of wingwalls
10. Repair and replace slopewalls

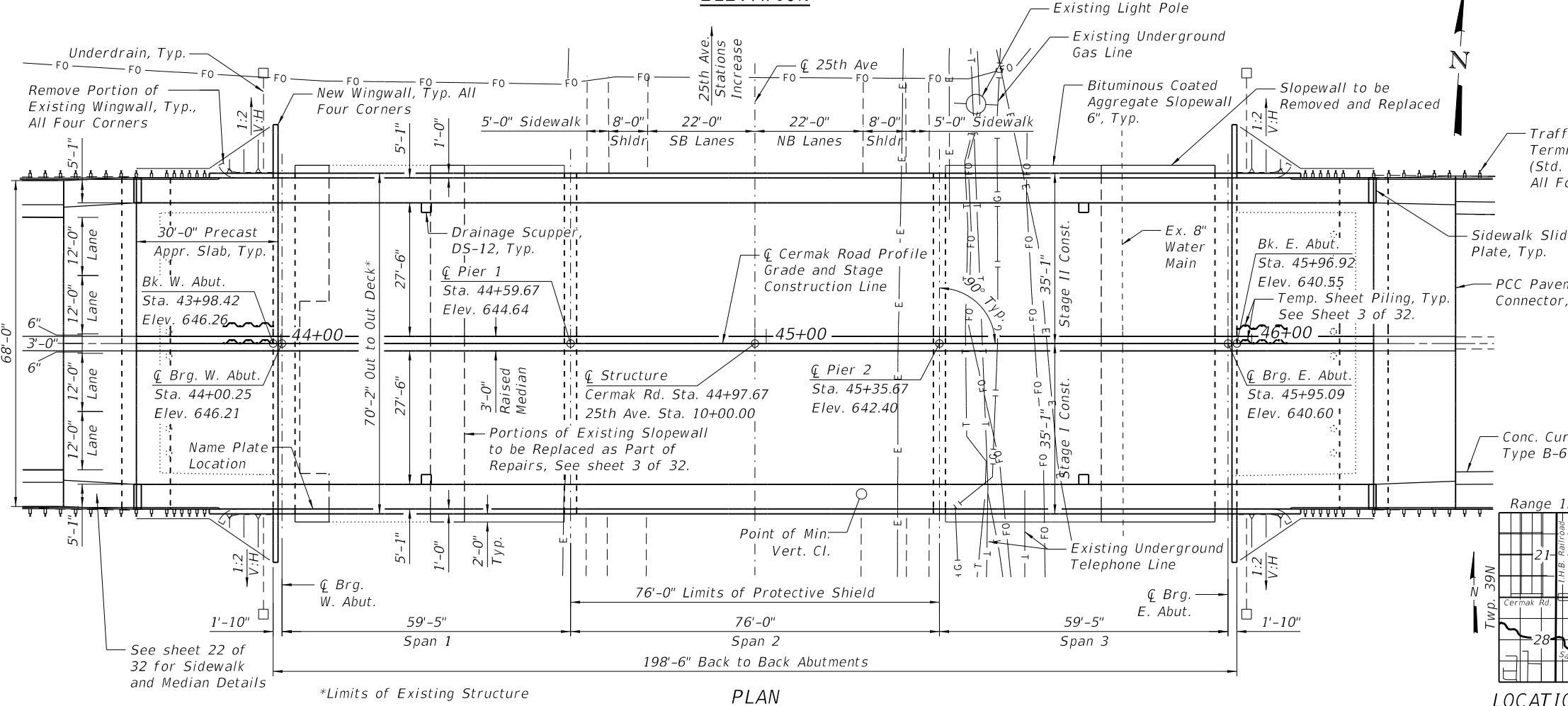
**Based 2019 inspection, repair areas shall be updated based on the most current inspection at the time of construction.

DESIGN STRESSES

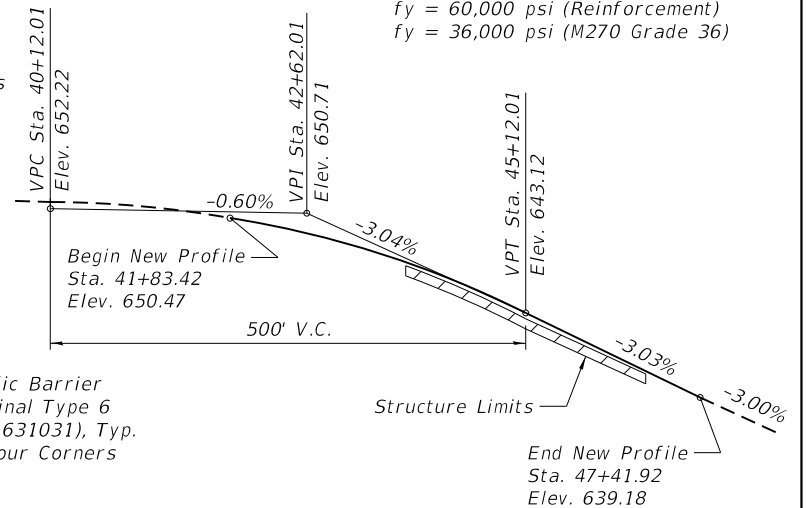
FIELD UNITS (1961 Construction)	FIELD UNITS (1992 Construction)	FIELD UNITS (New Construction)
$f_c = 1,400$ psi (Substructure)	$f_c = 3,500$ psi	$f_c = 4,000$ psi (Superstructure)
$f_y = 20,000$ psi (Reinf.)	$f_y = 60,000$ psi (Reinf.)	$f_y = 60,000$ psi (Reinforcement)
$f_s = 18,000$ psi (Struct. Steel)	$f_y = 36,000$ psi (M270 Grade 36)	$f_y = 36,000$ psi (M270 Grade 36)



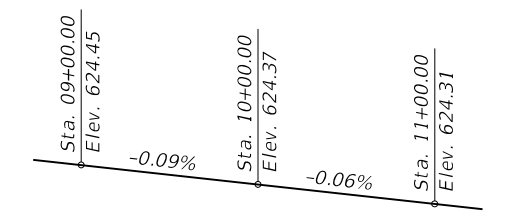
ELEVATION



PLAN



PROPOSED CERMAK ROAD PROFILE
(Along Centerline of Roadway)



EXISTING 25TH AVENUE PROFILE
(Along Centerline of Roadway)



LOCATION SKETCH

GENERAL PLAN & ELEVATION
CERMAK ROAD OVER 25TH AVENUE
F.A.U. RTE 1453 - SECTION 2018-126-BR
COOK COUNTY
STATION 44+97.67
STRUCTURE NO. 016-0632



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 32 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	115
CONTRACT NO. 62H51				

ILLINOIS FED. AID PROJECT

GENERAL NOTES

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

Slip-forming of parapets is not allowed.

Reinforcement bars designated (E) shall be epoxy coated.

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 No. 2. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.

Prior to pouring the new concrete deck and diaphragms, 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 testin (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.

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.

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

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

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.

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

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". After the concrete diaphragms and deck have been cast, all beams within 12 feet (measured along the beam) of beam ends shall be cleaned per Near White Blast Cleaning (SSPC-SP10). 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.

The contractor shall submit a detailed demolition plan for the removal of the existing concrete deck over 25th Avenue in accordance with Article 501.02 of the Standard Specifications. Demolition plan shall include details for each demolition stage.

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.

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 Biesterfeld 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. 2.

INDEX OF SHEETS

1. General Plan & Elevation
2. General Data
3. Temporary Sheet Piling & Slopewall Details
4. Stage Construction Details
5. Temporary Concrete Barrier for Stage Construction
6. Top of Slab Elevations I
7. Top of Slab Elevations II
8. Top of Slab Elevations III
9. Top of Slab Elevations IV
10. Top of West Approach Slab Elevations
11. Top of East Approach Slab Elevations
12. Superstructure Plan
13. Superstructure Cross Sections
14. Superstructure Details
15. Diaphragm Details
16. Precast Bridge Approach Slab
17. Precast Bridge Approach Slab
18. Precast Bridge Approach Slab
19. Drainage Scupper DS-12
20. Aluminum Railing, Type L
21. Performed Joint Strip Seal - Sidewalk
22. Pavement Connector Sidewalk and Median Details
23. Structural Steel
24. Structural Steel Details
25. Bearing Details
26. Abutment Concrete Removal
27. Abutment Modifications
28. Pier 1 Repair Details I
29. Pier 1 Repair Details II
30. Pier 2 Repair Details I
31. Pier 2 Repair Details II
32. Bar Splicer Assembly Details

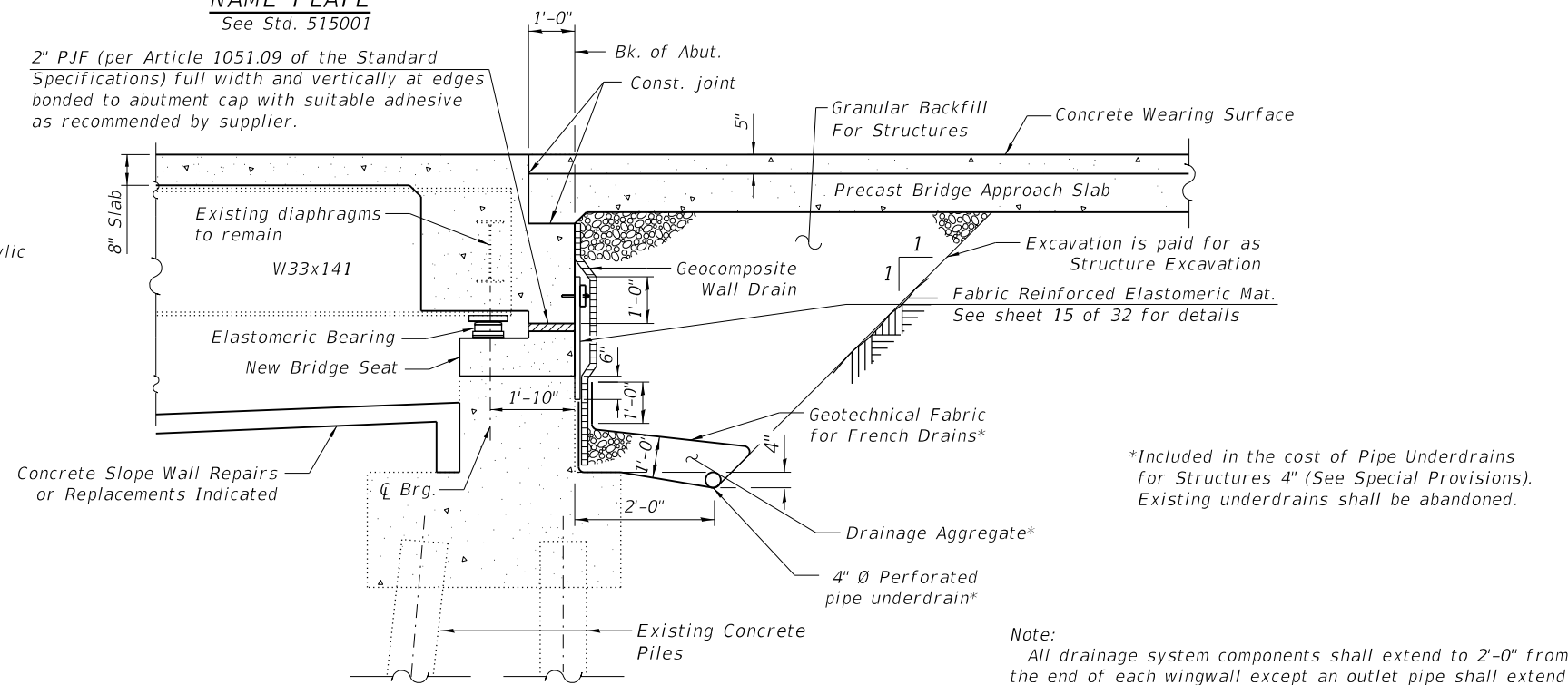
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.		46	46
Slopewall Removal	Sq. Yd.		348	348
Removal of Existing Concrete Deck No. 2**	Each	1		1
Protective Shield***	Sq. Yd.	593		593
Structure Excavation	Cu. Yd.		378	378
Concrete Structures	Cu. Yd.		62.3	62.3
Concrete Superstructure	Cu. Yd.	571.4		571.4
Bridge Deck Grooving	Sq. Yd.	1,465		1,465
Protective Coat	Sq. Yd.	2,173		2,173
Stud Shear Connectors	Each	6,840		6,840
Reinforcement Bars, Epoxy Coated	Pound	114,310	10,390	124,700
Bar Splicers	Each	757	8	765
Aluminum Railing, Type L	Foot	438		438
Slopewall, 4 Inch	Sq. Yd.		331	331
Bituminous Coated Aggregate Slopewall 6"	Sq. Yd.		445	445
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	142		142
Elastomeric Bearing Assembly, Type I	Each	24		24
Anchor Bolts, 1"	Each	48		48
Temporary Sheet Piling	Sq. Ft.		832	832
Granular Backfill for Structures	Cu. Yd.		266	266
Geocomposite Wall Drain	Sq. Yd.		182	182
Concrete Wearing Surface, 5"	Sq. Yd.	462		462
Precast Bridge Approach Slab	Sq. Ft.	4,152		4,152
Jack and Remove Existing Bearings	Each	24		24
Structural Steel Repair	Pound	340		340
Containment & Disposal of Lead Paint Cleaning Residues, No. 2	L Sum	1		1
Cleaning & Painting Steel Bridge, No. 2	L Sum	1		1
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.		100	100
Debris Removal	Cu. Yd.		2	2
Drainage Scuppers, DS-12	Each	4		4
Pipe Underdrains for Structures 4"	Foot		182	182

**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 44+97.67
REBUILT 202_ BY
STATE OF ILLINOIS
F.A.U. RTE. 1453
SEC. 2018-126-BR
LOADING HS 20-44
STRUCTURE NO. 016-0632

NAME PLATE
See Std. 515001



SECTION THRU WEST ABUTMENT
(East Similar)

*Included in the cost of Pipe Underdrains for Structures 4" (See Special Provisions). Existing underdrains shall be abandoned.

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

FILE NAME: W:\191168 IDOT_Corona\Road\Struct\Struct\FINAL_PLANS\25th_Avenue\162H51_25th_Ave_SHT.02_General_Drawing



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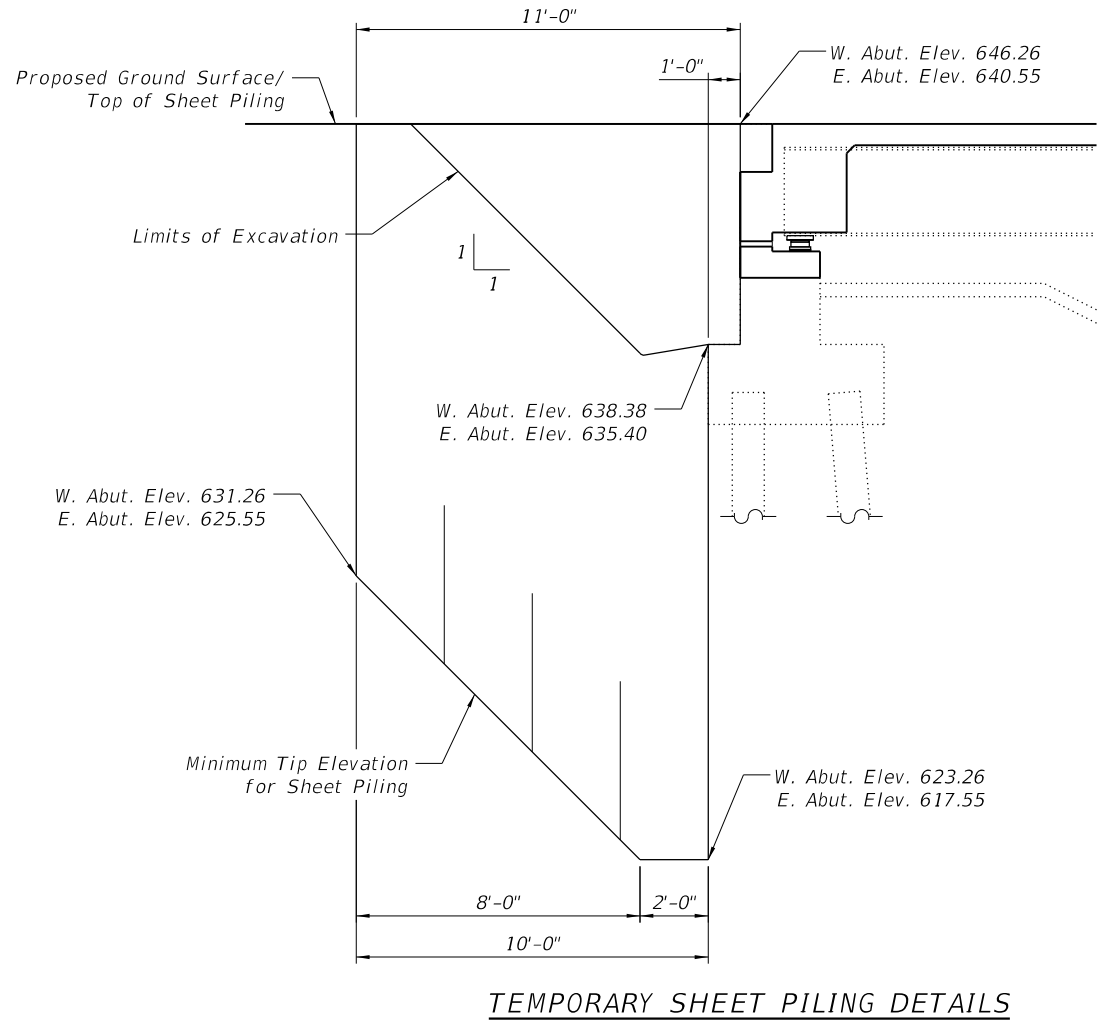
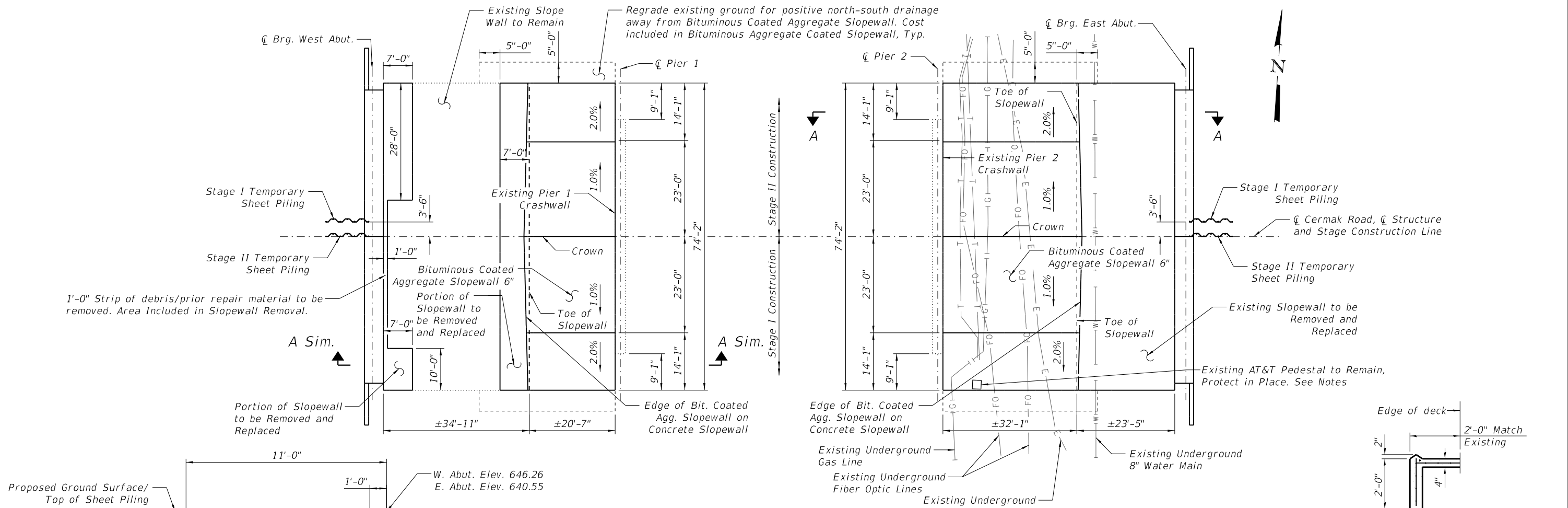
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 016-0632

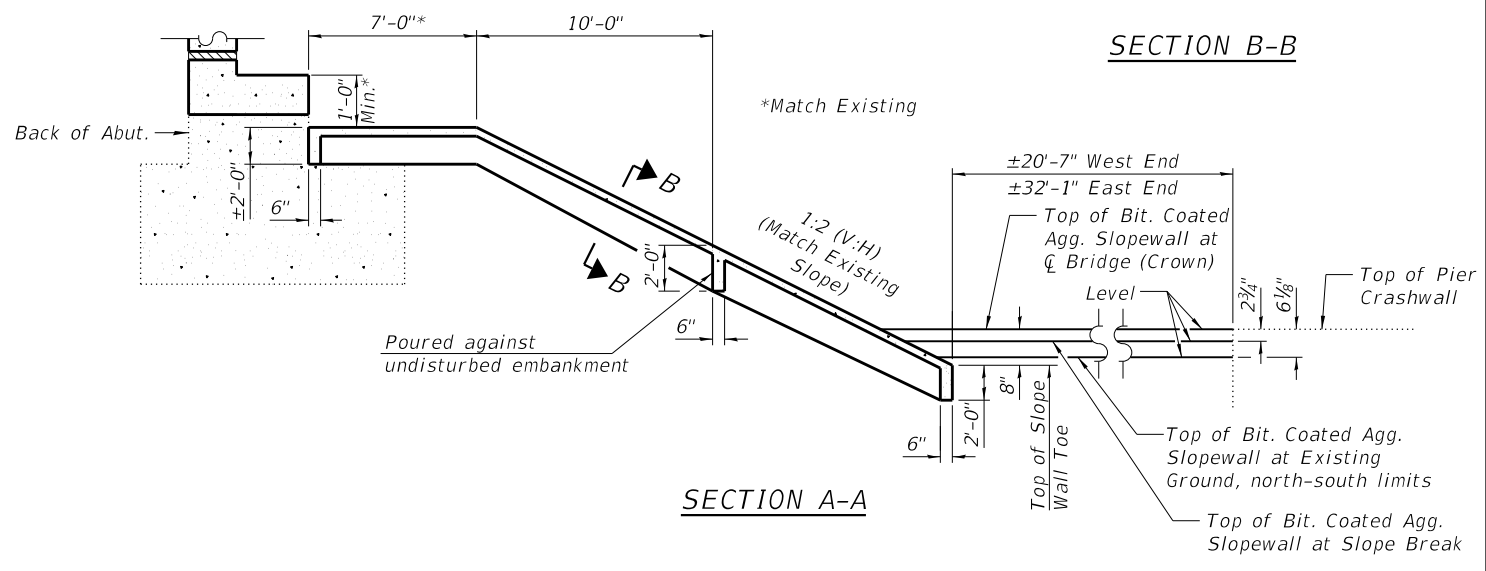
F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 116
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	

SHEET NO. 2 OF 32 SHEETS

FILE NAME: W:\191168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\25th Avenue\125th Ave_SHT_03_Temporary Sheet Piling.dgn



Notes:
 Temporary sheet piling shall be Grade 50 with a minimum effective section modulus of 14.0 in.³/ft. The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.
 All debris is to be removed from slopewall prior to placement of new slopewall sections. Removal and replacement of existing slopewall shall include but may not be limited to the areas shown. The actual areas to be repaired shall be determined by the Engineer at the time of construction. Required protection for existing AT&T Pedestal to remain shall be determined by the Engineer and cost shall be included with Bituminous Coated Aggregate Slopewall 6"



BILL OF MATERIAL

Item	Unit	Total
Slope Wall Removal	Sq. Yd.	348
Slope Wall 4 Inch	Sq. Yd.	331
Temporary Sheet Piling	Sq. Yd.	832
Bituminous Coated Aggregate Slopewall 6"	Sq. Yd.	445



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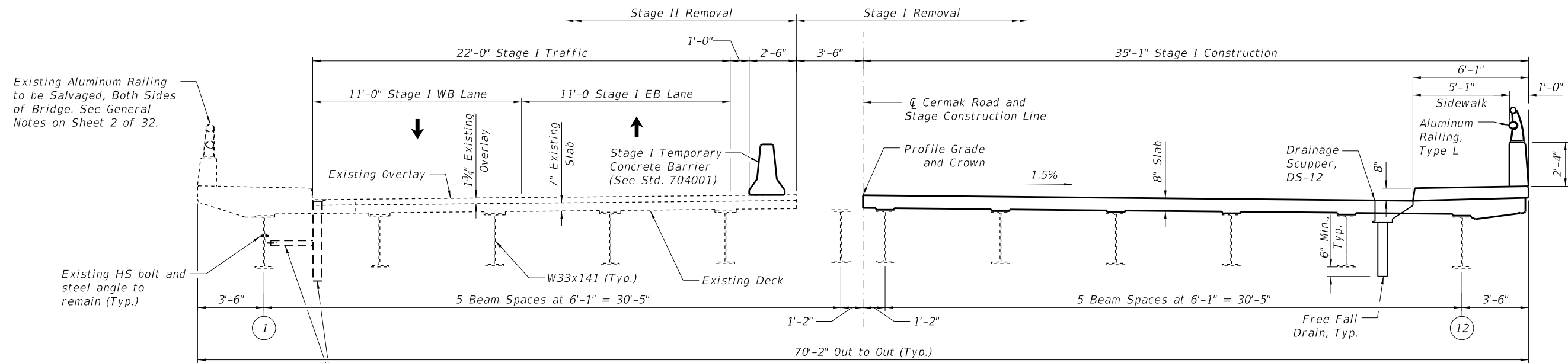
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TEMPORARY SHEET PILING & SLOPEWALL DETAILS
 STRUCTURE NO. 016-0632**

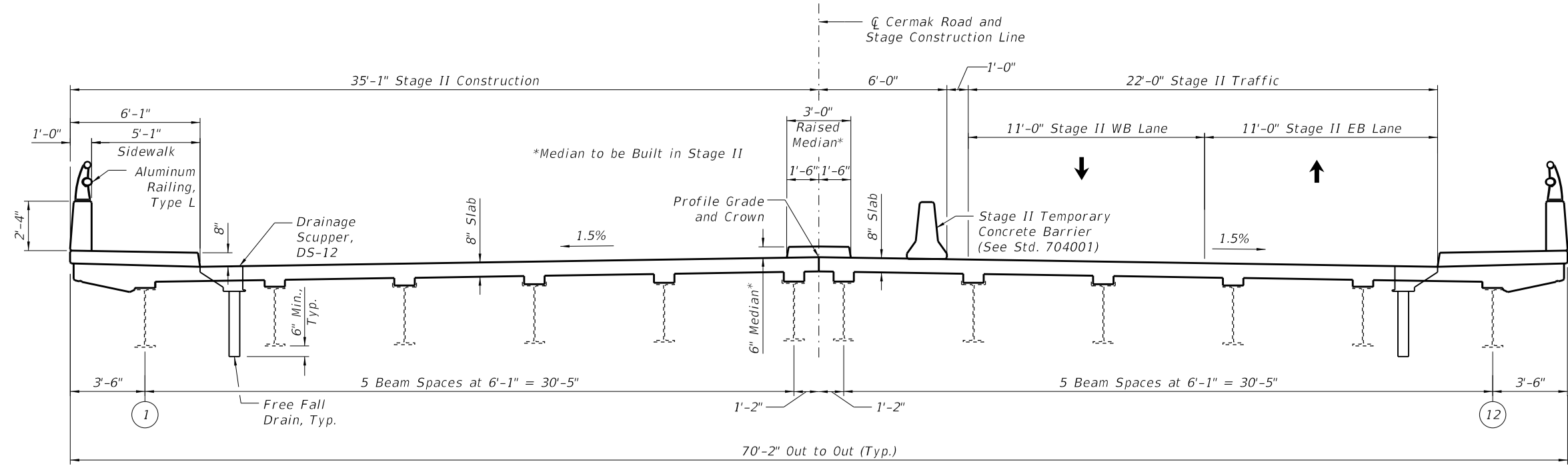
SHEET NO. 3 OF 32 SHEETS

F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 117
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	

FILE NAME: W:\191168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\25th Avenue\1216151_25th Ave_SHT_04_Stage Construction Deck Sections.dgn



CROSS SECTION THRU DECK - STAGE I
(Looking East)



CROSS SECTION THRU DECK - STAGE II
(Looking East)



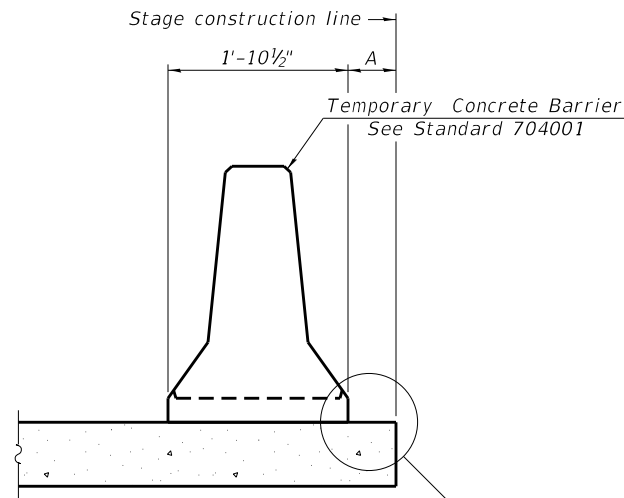
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PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 016-0632**

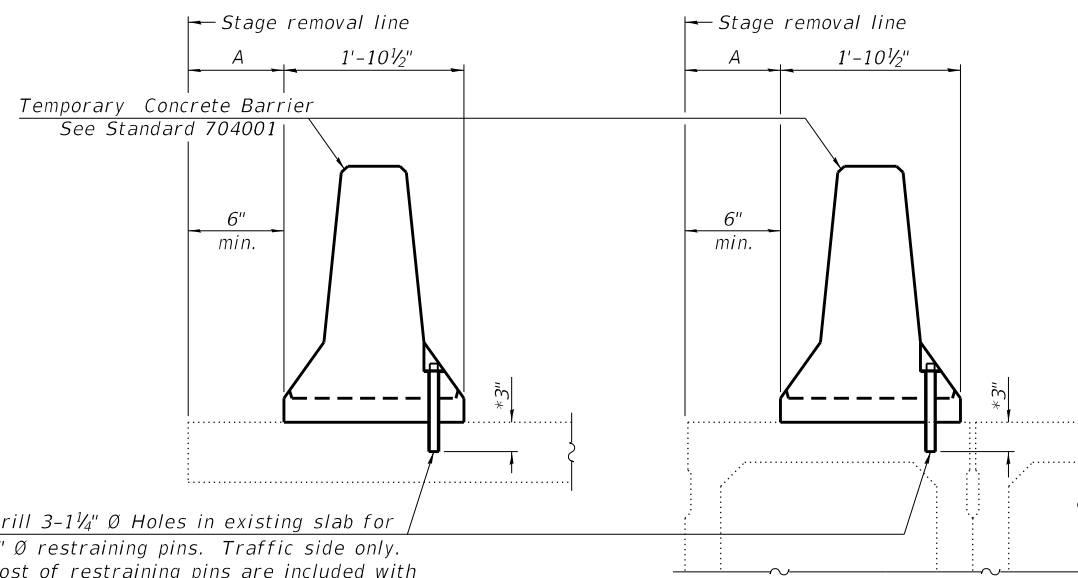
SHEET NO. 4 OF 32 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	118
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



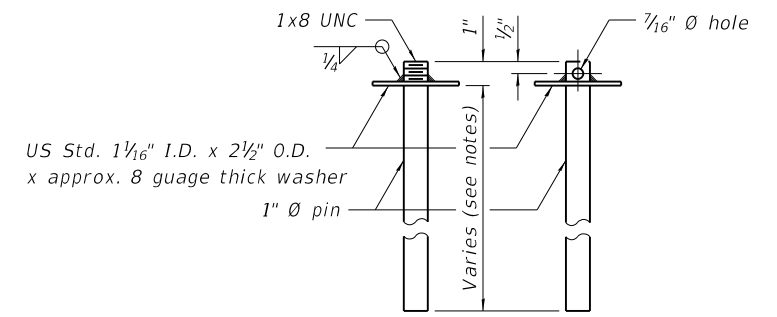
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

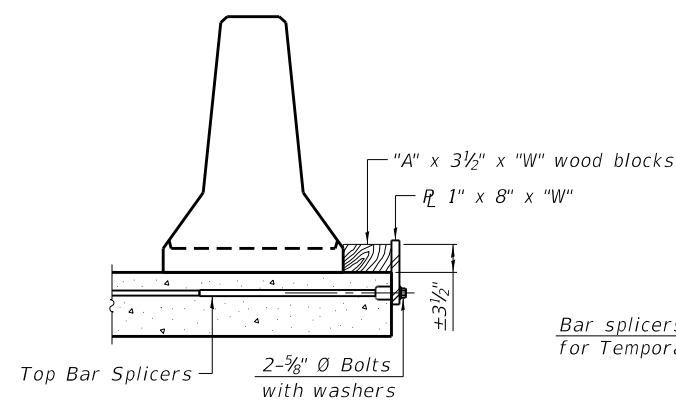
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

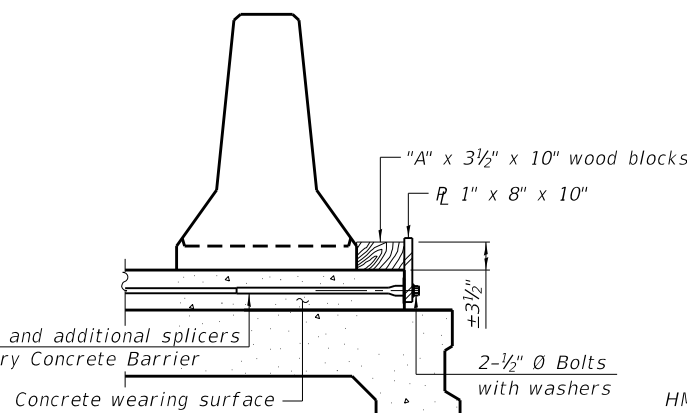
SECTIONS THRU SLAB OR DECK BEAM



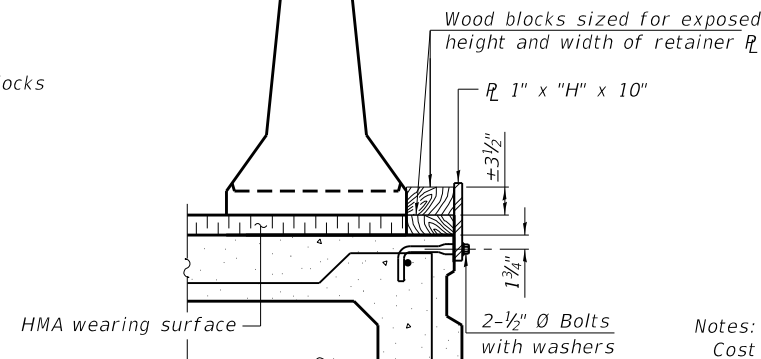
RESTRAINING PIN



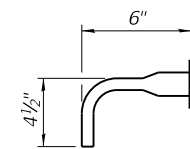
DETAIL I



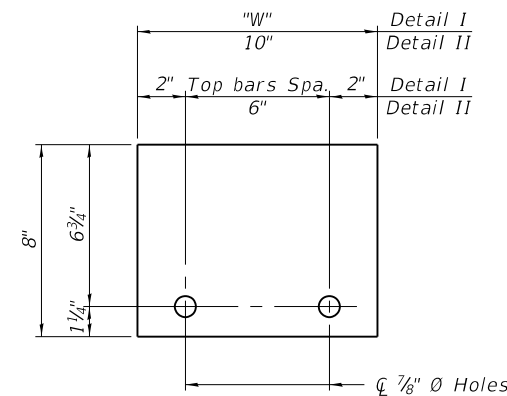
DETAIL II



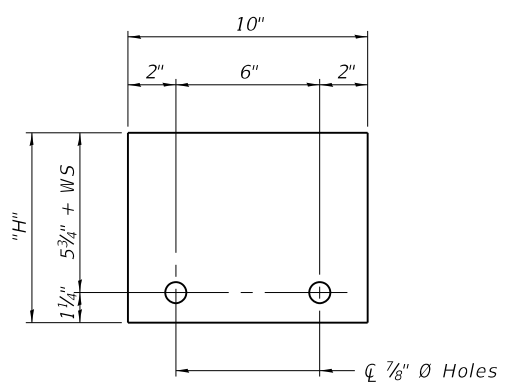
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate center 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_Cermak_Road\CADD_Sheets\Structural\FINAL PLANS\25th Avenue\25th_Ave_SHT.05_Temporary Concrete Barrier.dgn

R-27 2-17-2017



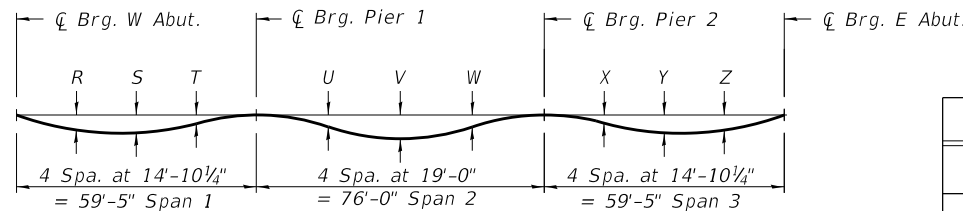
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PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 016-0632

SHEET NO. 5 OF 32 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	119
ILLINOIS			FED. AID PROJECT	



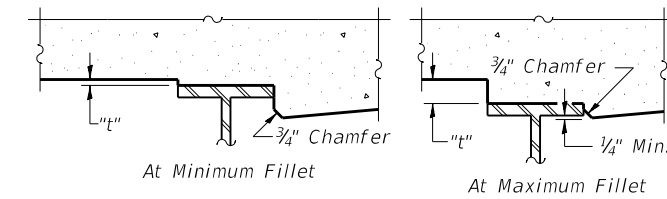
DEAD LOAD DEFLECTION DIAGRAM

(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 on 7 thru 9 of 32.

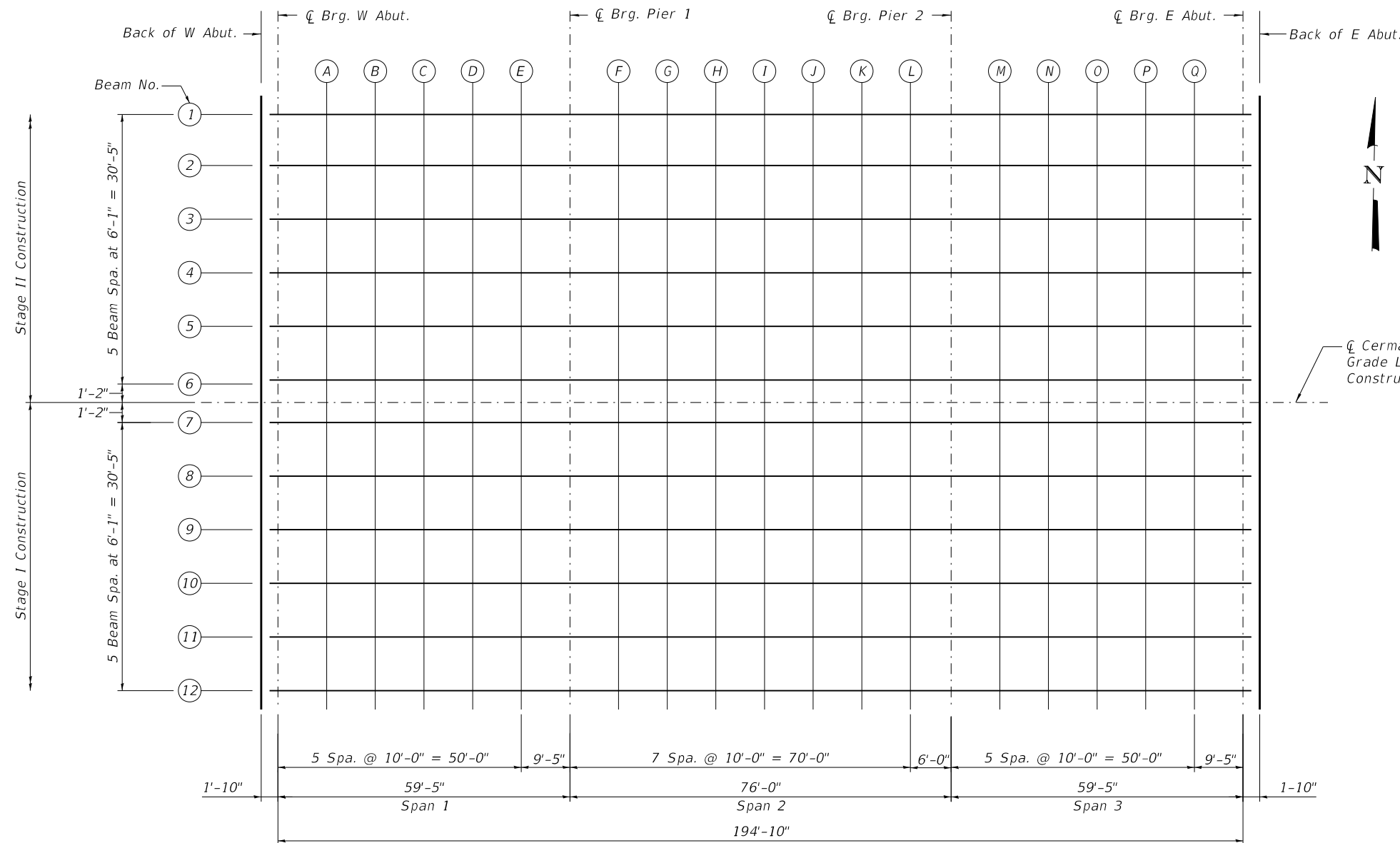
BEAM DEAD LOAD DEFLECTION TABLE

BEAM	R	S	T	U	V	W	X	Y	Z
① and ⑫	3/8"	3/8"	1/8"	3/8"	3/4"	3/8"	1/8"	3/8"	3/8"
⑥ and ⑦	1/4"	1/4"	1/8"	1/4"	1/2"	1/4"	1/8"	1/4"	1/4"
② through ⑤ and ⑧ through ⑪	1/4"	3/8"	1/8"	3/8"	5/8"	3/8"	1/8"	3/8"	1/4"

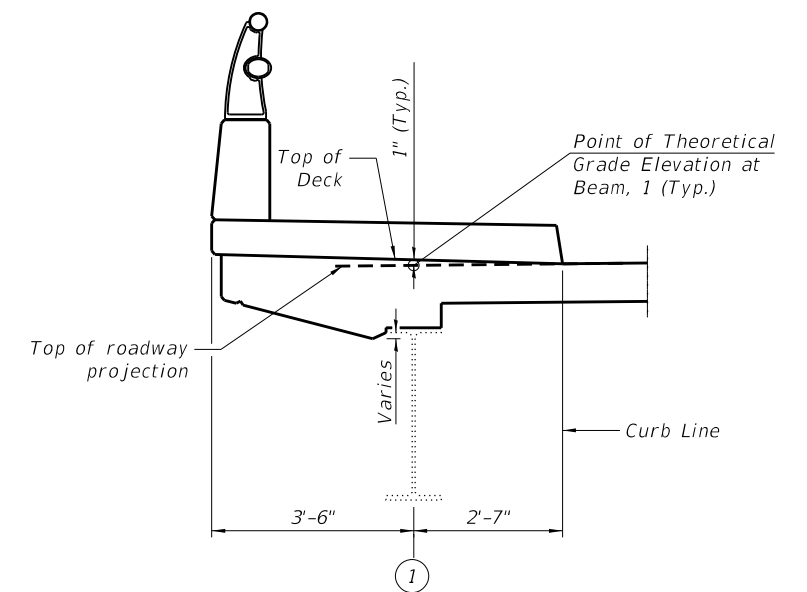


To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 7 thru 9 of 32, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN



SECTION AT NORTH SIDEWALK

(South Sidewalk, Beam 12 Similar)

FILE NAME: W:\191168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\25th Avenue\125th Ave_SHT.06_Top of Slab Elevations.dgn



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS I
STRUCTURE NO. 016-0632**

SHEET NO. 6 OF 32 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	120
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	43+98.42	-31.58	645.78	645.78
☒ W. Abut.	44+00.25	-31.58	645.74	645.74
A	44+10.25	-31.58	645.49	645.51
B	44+20.25	-31.58	645.23	645.27
C	44+30.25	-31.58	644.97	645.01
D	44+40.25	-31.58	644.70	644.73
E	44+50.25	-31.58	644.43	644.44
☒ Pier 1	44+59.67	-31.58	644.17	644.17
F	44+69.67	-31.58	643.89	643.91
G	44+79.67	-31.58	643.60	643.63
H	44+89.67	-31.58	643.31	643.36
I	44+99.67	-31.58	643.02	643.08
J	45+09.67	-31.58	642.72	642.77
K	45+19.67	-31.58	642.42	642.44
L	45+29.67	-31.58	642.11	642.12
☒ Pier 2	45+35.67	-31.58	641.93	641.93
M	45+45.67	-31.58	641.63	641.63
N	45+55.67	-31.58	641.32	641.35
O	45+65.67	-31.58	641.02	641.05
P	45+75.67	-31.58	640.72	640.76
Q	45+85.67	-31.58	640.41	640.43
☒ E. Abut.	45+95.09	-31.58	640.13	640.13
Bk. E. Abut.	45+96.92	-31.58	640.07	640.07

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	43+98.42	-25.50	645.87	645.87
☒ W. Abut.	44+00.25	-25.50	645.83	645.83
A	44+10.25	-25.50	645.58	645.59
B	44+20.25	-25.50	645.32	645.35
C	44+30.25	-25.50	645.06	645.08
D	44+40.25	-25.50	644.79	644.81
E	44+50.25	-25.50	644.52	644.52
☒ Pier 1	44+59.67	-25.50	644.26	644.26
F	44+69.67	-25.50	643.98	643.99
G	44+79.67	-25.50	643.70	643.73
H	44+89.67	-25.50	643.41	643.45
I	44+99.67	-25.50	643.11	643.15
J	45+09.67	-25.50	642.81	642.84
K	45+19.67	-25.50	642.51	642.53
L	45+29.67	-25.50	642.20	642.20
☒ Pier 2	45+35.67	-25.50	642.02	642.02
M	45+45.67	-25.50	641.72	641.73
N	45+55.67	-25.50	641.41	641.43
O	45+65.67	-25.50	641.11	641.14
P	45+75.67	-25.50	640.81	640.84
Q	45+85.67	-25.50	640.50	640.51
☒ E. Abut.	45+95.09	-25.50	640.22	640.22
Bk. E. Abut.	45+96.92	-25.50	640.16	640.16

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	43+98.42	-19.42	645.97	645.97
☒ W. Abut.	44+00.25	-19.42	645.92	645.92
A	44+10.25	-19.42	645.67	645.69
B	44+20.25	-19.42	645.41	645.44
C	44+30.25	-19.42	645.15	645.18
D	44+40.25	-19.42	644.88	644.90
E	44+50.25	-19.42	644.61	644.62
☒ Pier 1	44+59.67	-19.42	644.35	644.35
F	44+69.67	-19.42	644.07	644.08
G	44+79.67	-19.42	643.79	643.82
H	44+89.67	-19.42	643.50	643.54
I	44+99.67	-19.42	643.20	643.25
J	45+09.67	-19.42	642.90	642.94
K	45+19.67	-19.42	642.60	642.62
L	45+29.67	-19.42	642.30	642.31
☒ Pier 2	45+35.67	-19.42	642.11	642.11
M	45+45.67	-19.42	641.81	641.81
N	45+55.67	-19.42	641.51	641.53
O	45+65.67	-19.42	641.20	641.23
P	45+75.67	-19.42	640.90	640.93
Q	45+85.67	-19.42	640.60	640.62
☒ E. Abut.	45+95.09	-19.42	640.31	640.31
Bk. E. Abut.	45+96.92	-19.42	640.25	640.25

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	43+98.42	-13.33	646.06	646.06
☒ W. Abut.	44+00.25	-13.33	646.01	646.01
A	44+10.25	-13.33	645.76	645.78
B	44+20.25	-13.33	645.50	645.53
C	44+30.25	-13.33	645.24	645.26
D	44+40.25	-13.33	644.98	645.00
E	44+50.25	-13.33	644.70	644.70
☒ Pier 1	44+59.67	-13.33	644.44	644.44
F	44+69.67	-13.33	644.16	644.17
G	44+79.67	-13.33	643.88	643.91
H	44+89.67	-13.33	643.59	643.63
I	44+99.67	-13.33	643.29	643.34
J	45+09.67	-13.33	642.99	643.03
K	45+19.67	-13.33	642.69	642.71
L	45+29.67	-13.33	642.39	642.39
☒ Pier 2	45+35.67	-13.33	642.20	642.20
M	45+45.67	-13.33	641.90	641.91
N	45+55.67	-13.33	641.60	641.61
O	45+65.67	-13.33	641.29	641.32
P	45+75.67	-13.33	640.99	641.02
Q	45+85.67	-13.33	640.69	640.71
☒ E. Abut.	45+95.09	-13.33	640.40	640.40
Bk. E. Abut.	45+96.92	-13.33	640.35	640.35

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	43+98.42	-7.25	646.15	646.15
☒ W. Abut.	44+00.25	-7.25	646.10	646.10
A	44+10.25	-7.25	645.85	645.87
B	44+20.25	-7.25	645.59	645.62
C	44+30.25	-7.25	645.33	645.36
D	44+40.25	-7.25	645.07	645.09
E	44+50.25	-7.25	644.80	644.81
☒ Pier 1	44+59.67	-7.25	644.54	644.54
F	44+69.67	-7.25	644.26	644.27
G	44+79.67	-7.25	643.97	643.99
H	44+89.67	-7.25	643.68	643.73
I	44+99.67	-7.25	643.38	643.43
J	45+09.67	-7.25	643.08	643.12
K	45+19.67	-7.25	642.78	642.81
L	45+29.67	-7.25	642.48	642.49
☒ Pier 2	45+35.67	-7.25	642.30	642.30
M	45+45.67	-7.25	641.99	642.00
N	45+55.67	-7.25	641.69	641.71
O	45+65.67	-7.25	641.39	641.41
P	45+75.67	-7.25	641.08	641.11
Q	45+85.67	-7.25	640.78	640.80
☒ E. Abut.	45+95.09	-7.25	640.49	640.49
Bk. E. Abut.	45+96.92	-7.25	640.44	640.44

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	43+98.42	-1.17	646.24	646.24
☒ W. Abut.	44+00.25	-1.17	646.19	646.19
A	44+10.25	-1.17	645.94	645.96
B	44+20.25	-1.17	645.69	645.71
C	44+30.25	-1.17	645.42	645.45
D	44+40.25	-1.17	645.16	645.17
E	44+50.25	-1.17	644.89	644.89
☒ Pier 1	44+59.67	-1.17	644.63	644.63
F	44+69.67	-1.17	644.35	644.35
G	44+79.67	-1.17	644.06	644.08
H	44+89.67	-1.17	643.77	643.80
I	44+99.67	-1.17	643.48	643.52
J	45+09.67	-1.17	643.18	643.21
K	45+19.67	-1.17	642.87	642.89
L	45+29.67	-1.17	642.57	642.57
☒ Pier 2	45+35.67	-1.17	642.39	642.39
M	45+45.67	-1.17	642.08	642.08
N	45+55.67	-1.17	641.78	641.80
O	45+65.67	-1.17	641.48	641.50
P	45+75.67	-1.17	641.17	641.19
Q	45+85.67	-1.17	640.87	640.89
☒ E. Abut.	45+95.09	-1.17	640.58	640.58
Bk. E. Abut.	45+96.92	-1.17	640.53	640.53

FILE NAME: W:\191168 IDOT_Cermak_Road\CADD_Sheets\Structural\FINAL_PLANS\25th Avenue\12151_25th Ave_SHT.07_Top of Slab Elevations.dwg



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 II
STRUCTURE NO. 016-0632**

SHEET NO. 7 OF 32 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	121
				CONTRACT NO. 62H51
		ILLINOIS	FED. AID PROJECT	

☐ CERMAK RD, PGL, & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	43+98.42	0.00	646.26	646.26
☐ W. Abut.	44+00.25	0.00	646.21	646.21
A	44+10.25	0.00	645.96	645.98
B	44+20.25	0.00	645.70	645.72
C	44+30.25	0.00	645.44	645.47
D	44+40.25	0.00	645.18	645.19
E	44+50.25	0.00	644.90	644.90
☐ Pier 1	44+59.67	0.00	644.64	644.64
F	44+69.67	0.00	644.36	644.36
G	44+79.67	0.00	644.08	644.10
H	44+89.67	0.00	643.79	643.82
I	44+99.67	0.00	643.49	643.53
J	45+09.67	0.00	643.19	643.22
K	45+19.67	0.00	642.89	642.91
L	45+29.67	0.00	642.59	642.59
☐ Pier 2	45+35.67	0.00	642.40	642.40
M	45+45.67	0.00	642.10	642.10
N	45+55.67	0.00	641.80	641.82
O	45+65.67	0.00	641.49	641.51
P	45+75.67	0.00	641.19	641.21
Q	45+85.67	0.00	640.89	640.91
☐ E. Abut.	45+95.09	0.00	640.60	640.60
Bk. E. Abut.	45+96.92	0.00	640.55	640.55

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	43+98.42	1.17	646.24	646.24
☐ W. Abut.	44+00.25	1.17	646.19	646.19
A	44+10.25	1.17	645.94	645.96
B	44+20.25	1.17	645.69	645.71
C	44+30.25	1.17	645.42	645.45
D	44+40.25	1.17	645.16	645.17
E	44+50.25	1.17	644.89	644.89
☐ Pier 1	44+59.67	1.17	644.63	644.63
F	44+69.67	1.17	644.35	644.35
G	44+79.67	1.17	644.06	644.08
H	44+89.67	1.17	643.77	643.80
I	44+99.67	1.17	643.48	643.52
J	45+09.67	1.17	643.18	643.21
K	45+19.67	1.17	642.87	642.89
L	45+29.67	1.17	642.57	642.57
☐ Pier 2	45+35.67	1.17	642.39	642.39
M	45+45.67	1.17	642.08	642.08
N	45+55.67	1.17	641.78	641.80
O	45+65.67	1.17	641.48	641.50
P	45+75.67	1.17	641.17	641.19
Q	45+85.67	1.17	640.87	640.89
☐ E. Abut.	45+95.09	1.17	640.58	640.58
Bk. E. Abut.	45+96.92	1.17	640.53	640.53

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	43+98.42	7.25	646.15	646.15
☐ W. Abut.	44+00.25	7.25	646.10	646.10
A	44+10.25	7.25	645.85	645.87
B	44+20.25	7.25	645.59	645.62
C	44+30.25	7.25	645.33	645.36
D	44+40.25	7.25	645.07	645.09
E	44+50.25	7.25	644.80	644.81
☐ Pier 1	44+59.67	7.25	644.54	644.54
F	44+69.67	7.25	644.26	644.27
G	44+79.67	7.25	643.97	643.99
H	44+89.67	7.25	643.68	643.73
I	44+99.67	7.25	643.38	643.43
J	45+09.67	7.25	643.08	643.12
K	45+19.67	7.25	642.78	642.81
L	45+29.67	7.25	642.48	642.49
☐ Pier 2	45+35.67	7.25	642.30	642.30
M	45+45.67	7.25	641.99	642.00
N	45+55.67	7.25	641.69	641.71
O	45+65.67	7.25	641.39	641.41
P	45+75.67	7.25	641.08	641.11
Q	45+85.67	7.25	640.78	640.80
☐ E. Abut.	45+95.09	7.25	640.49	640.49
Bk. E. Abut.	45+96.92	7.25	640.44	640.44

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	43+98.42	13.33	646.06	646.06
☐ W. Abut.	44+00.25	13.33	646.01	646.01
A	44+10.25	13.33	645.76	645.78
B	44+20.25	13.33	645.50	645.53
C	44+30.25	13.33	645.24	645.26
D	44+40.25	13.33	644.98	645.00
E	44+50.25	13.33	644.70	644.70
☐ Pier 1	44+59.67	13.33	644.44	644.44
F	44+69.67	13.33	644.16	644.17
G	44+79.67	13.33	643.88	643.91
H	44+89.67	13.33	643.59	643.63
I	44+99.67	13.33	643.29	643.34
J	45+09.67	13.33	642.99	643.03
K	45+19.67	13.33	642.69	642.71
L	45+29.67	13.33	642.39	642.39
☐ Pier 2	45+35.67	13.33	642.20	642.20
M	45+45.67	13.33	641.90	641.91
N	45+55.67	13.33	641.60	641.61
O	45+65.67	13.33	641.29	641.32
P	45+75.67	13.33	640.99	641.02
Q	45+85.67	13.33	640.69	640.71
☐ E. Abut.	45+95.09	13.33	640.40	640.40
Bk. E. Abut.	45+96.92	13.33	640.35	640.35

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	43+98.42	19.42	645.97	645.97
☐ W. Abut.	44+00.25	19.42	645.92	645.92
A	44+10.25	19.42	645.67	645.69
B	44+20.25	19.42	645.41	645.44
C	44+30.25	19.42	645.15	645.18
D	44+40.25	19.42	644.88	644.90
E	44+50.25	19.42	644.61	644.62
☐ Pier 1	44+59.67	19.42	644.35	644.35
F	44+69.67	19.42	644.07	644.08
G	44+79.67	19.42	643.79	643.82
H	44+89.67	19.42	643.50	643.54
I	44+99.67	19.42	643.20	643.25
J	45+09.67	19.42	642.90	642.94
K	45+19.67	19.42	642.60	642.62
L	45+29.67	19.42	642.30	642.31
☐ Pier 2	45+35.67	19.42	642.11	642.11
M	45+45.67	19.42	641.81	641.81
N	45+55.67	19.42	641.51	641.53
O	45+65.67	19.42	641.20	641.23
P	45+75.67	19.42	640.90	640.93
Q	45+85.67	19.42	640.60	640.62
☐ E. Abut.	45+95.09	19.42	640.31	640.31
Bk. E. Abut.	45+96.92	19.42	640.25	640.25

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	43+98.42	25.50	645.87	645.87
☐ W. Abut.	44+00.25	25.50	645.83	645.83
A	44+10.25	25.50	645.58	645.59
B	44+20.25	25.50	645.32	645.35
C	44+30.25	25.50	645.06	645.08
D	44+40.25	25.50	644.79	644.81
E	44+50.25	25.50	644.52	644.52
☐ Pier 1	44+59.67	25.50	644.26	644.26
F	44+69.67	25.50	643.98	643.99
G	44+79.67	25.50	643.70	643.73
H	44+89.67	25.50	643.41	643.45
I	44+99.67	25.50	643.11	643.15
J	45+09.67	25.50	642.81	642.84
K	45+19.67	25.50	642.51	642.53
L	45+29.67	25.50	642.20	642.20
☐ Pier 2	45+35.67	25.50	642.02	642.02
M	45+45.67	25.50	641.72	641.73
N	45+55.67	25.50	641.41	641.43
O	45+65.67	25.50	641.11	641.14
P	45+75.67	25.50	640.81	640.84
Q	45+85.67	25.50	640.50	640.51
☐ E. Abut.	45+95.09	25.50	640.22	640.22
Bk. E. Abut.	45+96.92	25.50	640.16	640.16

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS III
STRUCTURE NO. 016-0632

SHEET NO. 8 OF 32 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	122
ILLINOIS			CONTRACT NO. 62H51	
FED. AID PROJECT				

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	43+98.42	31.58	645.78	645.78
☉ W. Abut.	44+00.25	31.58	645.74	645.74
A	44+10.25	31.58	645.49	645.51
B	44+20.25	31.58	645.23	645.27
C	44+30.25	31.58	644.97	645.01
D	44+40.25	31.58	644.70	644.73
E	44+50.25	31.58	644.43	644.44
☉ Pier 1	44+59.67	31.58	644.17	644.17
F	44+69.67	31.58	643.89	643.91
G	44+79.67	31.58	643.60	643.63
H	44+89.67	31.58	643.31	643.36
I	44+99.67	31.58	643.02	643.08
J	45+09.67	31.58	642.72	642.77
K	45+19.67	31.58	642.42	642.44
L	45+29.67	31.58	642.11	642.12
☉ Pier 2	45+35.67	31.58	641.93	641.93
M	45+45.67	31.58	641.63	641.63
N	45+55.67	31.58	641.32	641.35
O	45+65.67	31.58	641.02	641.05
P	45+75.67	31.58	640.72	640.76
Q	45+85.67	31.58	640.41	640.43
☉ E. Abut.	45+95.09	31.58	640.13	640.13
Bk. E. Abut.	45+96.92	31.58	640.07	640.07

FILE NAME: W:\191168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\25th Avenue\25th Ave_SHT_09_Top of Slab Elevations IV.dgn



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

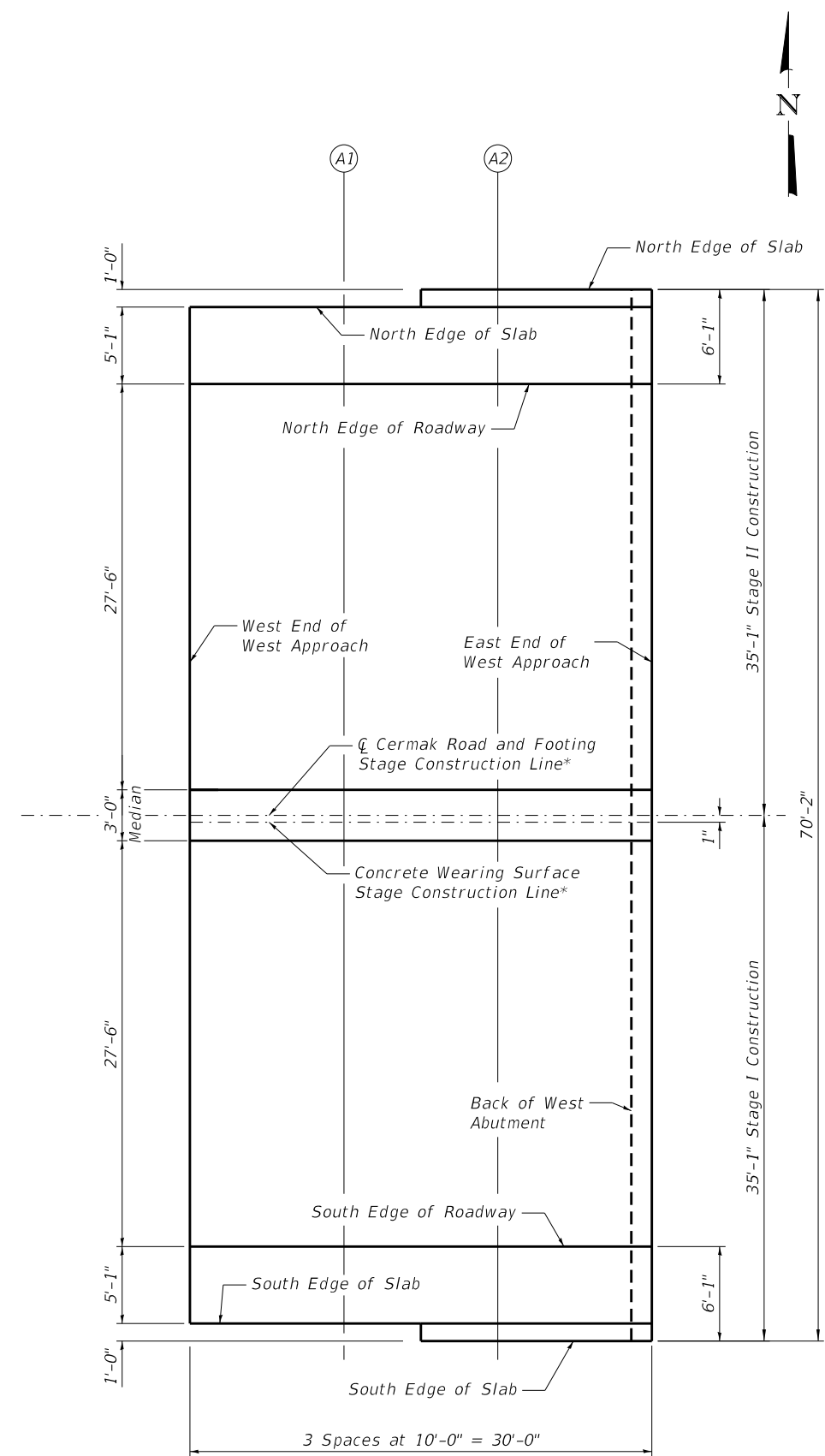
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - IV
STRUCTURE NO. 016-0632**

SHEET NO. 9 OF 32 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	123
			CONTRACT NO. 62H51	
		ILLINOIS	FED. AID PROJECT	

FILE NAME: W:\191168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\25th Avenue\162H51_25th Ave_SHT_10_Top of West Approach Slab Elevations.dgn



PLAN

NORTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	43+69.42	-34.08	646.73
A1	43+79.42	-34.08	646.49
A2	43+89.42	-35.08	646.25
E. End of W. Appr. Slab	43+99.42	-35.08	646.00

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	43+69.42	-29.00	646.52
A1	43+79.42	-29.00	646.28
A2	43+89.42	-29.00	646.04
E. End of W. Appr. Slab	43+99.42	-29.00	645.80

☉ CERMAK ROAD & FOOTING
STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	43+69.42	0.00	646.96
A1	43+79.42	0.00	646.72
A2	43+89.42	0.00	646.48
E. End of W. Appr. Slab	43+99.42	0.00	646.23

CONCRETE WEARING SURFACE
STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	43+69.42	0.08	646.95
A1	43+79.42	0.08	646.72
A2	43+89.42	0.08	646.48
E. End of W. Appr. Slab	43+99.42	0.08	646.23

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	43+69.42	29.00	646.52
A1	43+79.42	29.00	646.28
A2	43+89.42	29.00	646.04
E. End of W. Appr. Slab	43+99.42	29.00	645.80

SOUTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	43+69.42	34.08	646.73
A1	43+79.42	34.08	646.49
A2	43+89.42	35.08	646.25
E. End of W. Appr. Slab	43+99.42	35.08	646.00

*See sheets 16 thru 18 of 32 for Approach Slab stage construction details.



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

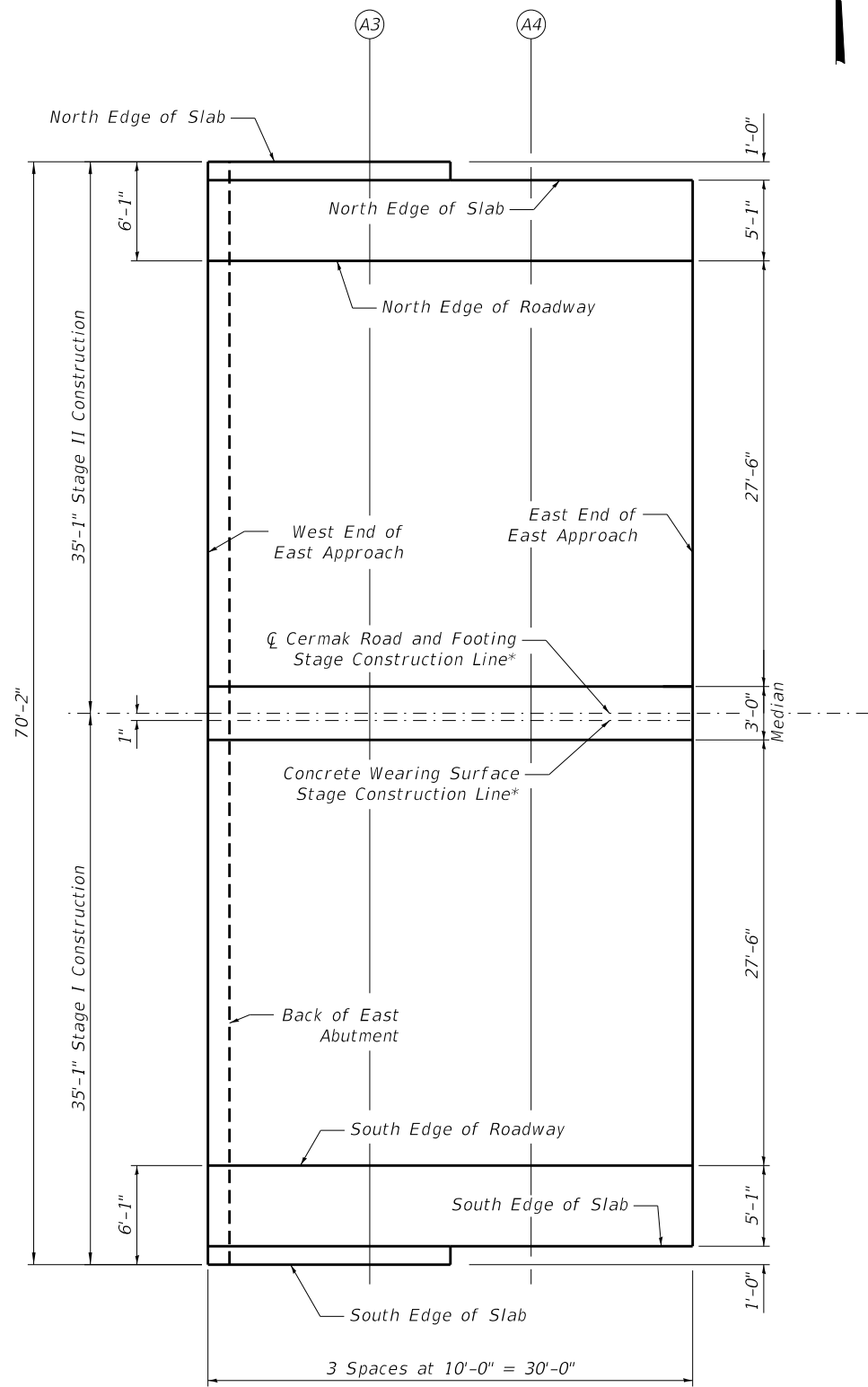
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-0632

SHEET NO. 10 OF 32 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	124
ILLINOIS			CONTRACT NO. 62H51	
FED. AID PROJECT				

FILE NAME: W:\191-168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\25th Avenue\162H51_25th Ave_SHT-11_Top of East Approach Slab Elevations.dgn



PLAN

NORTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	45+95.92	-35.08	640.35
A3	46+05.92	-35.08	640.05
A4	46+15.92	-34.08	639.74
E. End of E. Appr. Slab	46+25.92	-34.08	639.44

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	45+95.92	-29.00	640.14
A3	46+05.92	-29.00	639.84
A4	46+15.92	-29.00	639.53
E. End of E. Appr. Slab	46+25.92	-29.00	639.23

☉ CERMAK ROAD & FOOTING
STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	45+95.92	0.00	640.58
A3	46+05.92	0.00	640.27
A4	46+15.92	0.00	639.97
E. End of E. Appr. Slab	46+25.92	0.00	639.67

CONCRETE WEARING SURFACE
STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	45+95.92	0.08	640.57
A3	46+05.92	0.08	640.27
A4	46+15.92	0.08	639.97
E. End of E. Appr. Slab	46+25.92	0.08	639.66

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	45+95.92	29.00	640.14
A3	46+05.92	29.00	639.84
A4	46+15.92	29.00	639.53
E. End of E. Appr. Slab	46+25.92	29.00	639.23

SOUTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	45+95.92	35.08	640.35
A3	46+05.92	35.08	640.05
A4	46+15.92	34.08	639.74
E. End of E. Appr. Slab	46+25.92	34.08	639.44

*See sheets 16 thru 18 of 32 for Approach Slab stage construction details.



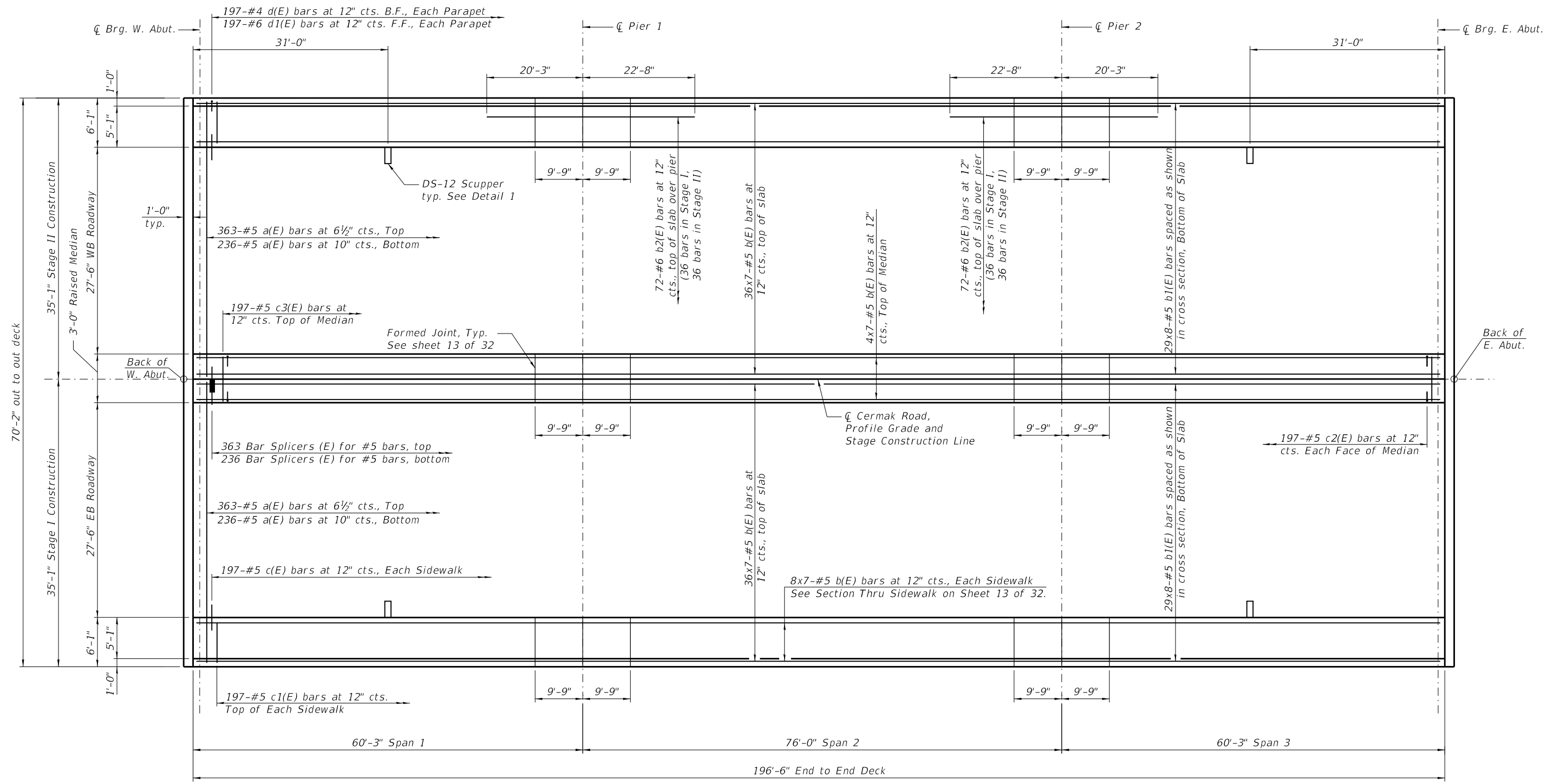
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PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-0632

SHEET NO. 11 OF 32 SHEETS

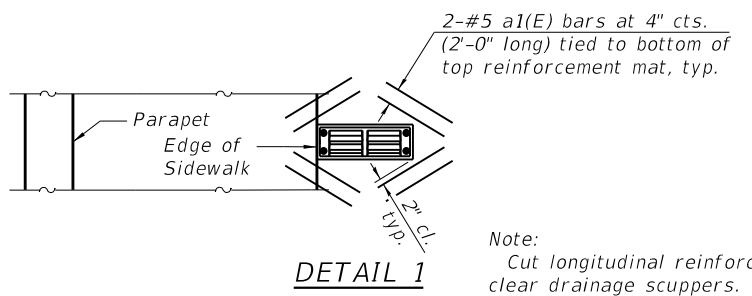
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	125
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



PLAN

MINIMUM BAR LAP
 #5 bar = 3'-6"

Notes:
 See sheets 13 & 14 of 32 for superstructure details and Bill of Material.
 Bars indicated thus 36x7-#5 etc. indicates 36 lines of bars with 7 lengths per line.



Note:
 Cut longitudinal reinforcement to clear drainage scuppers.

FILE NAME: W:\191168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\25th Avenue\125th Ave_SHT_12_Superstructure_Plan.dgn



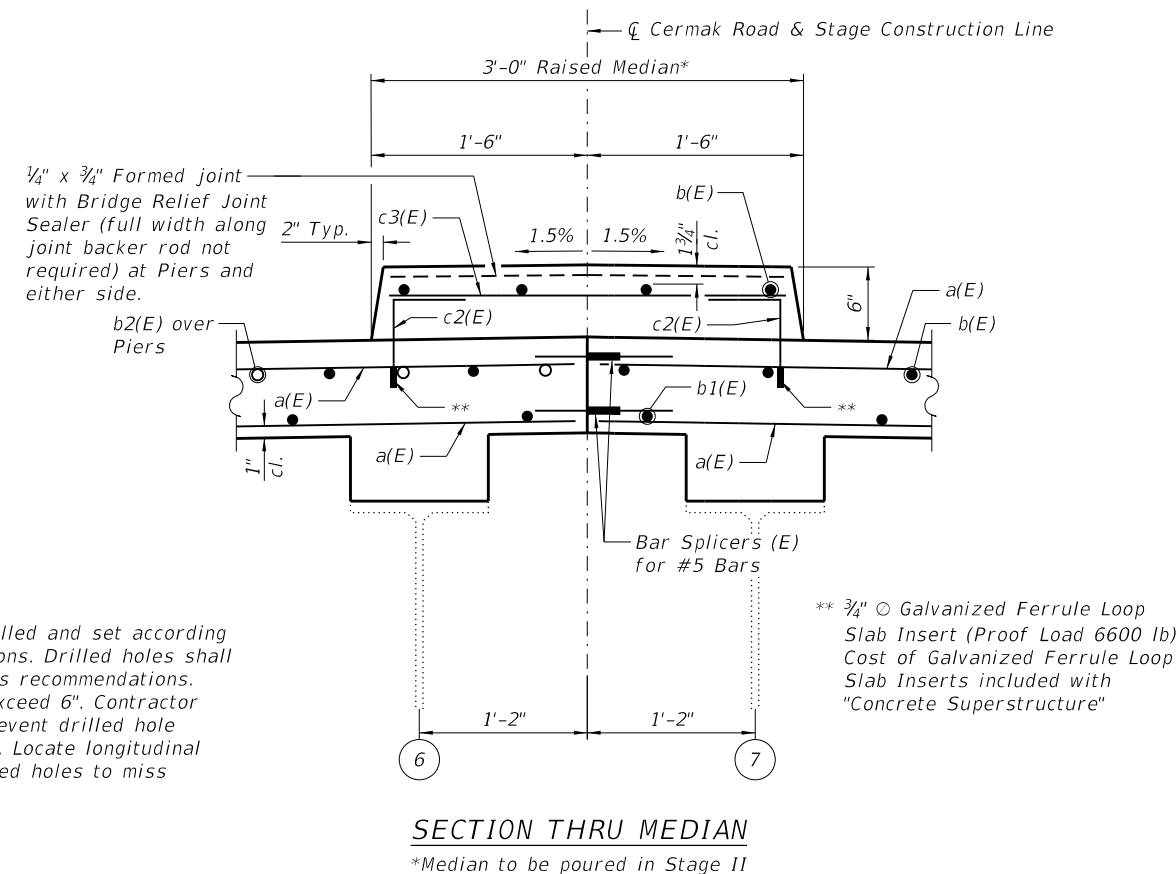
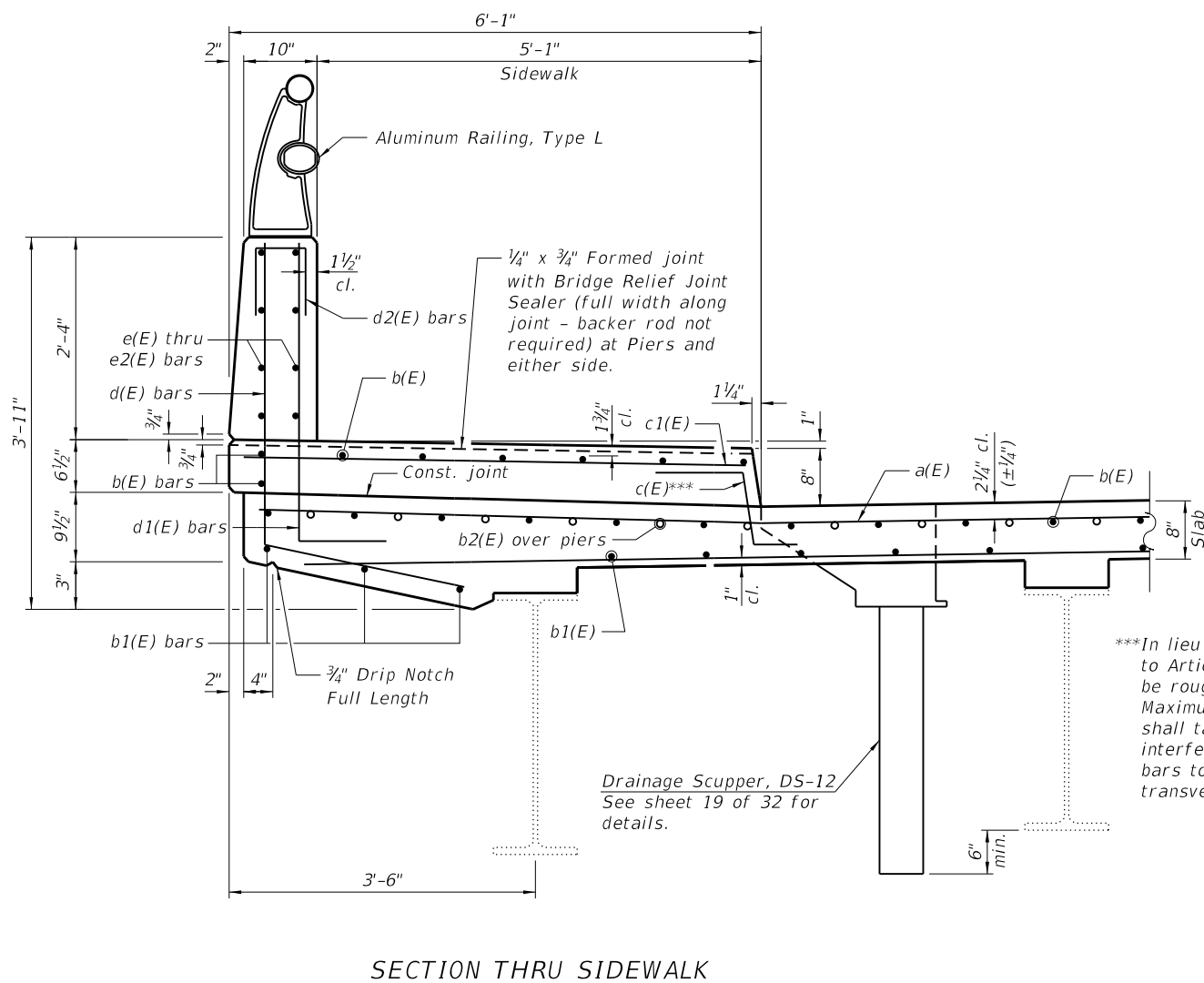
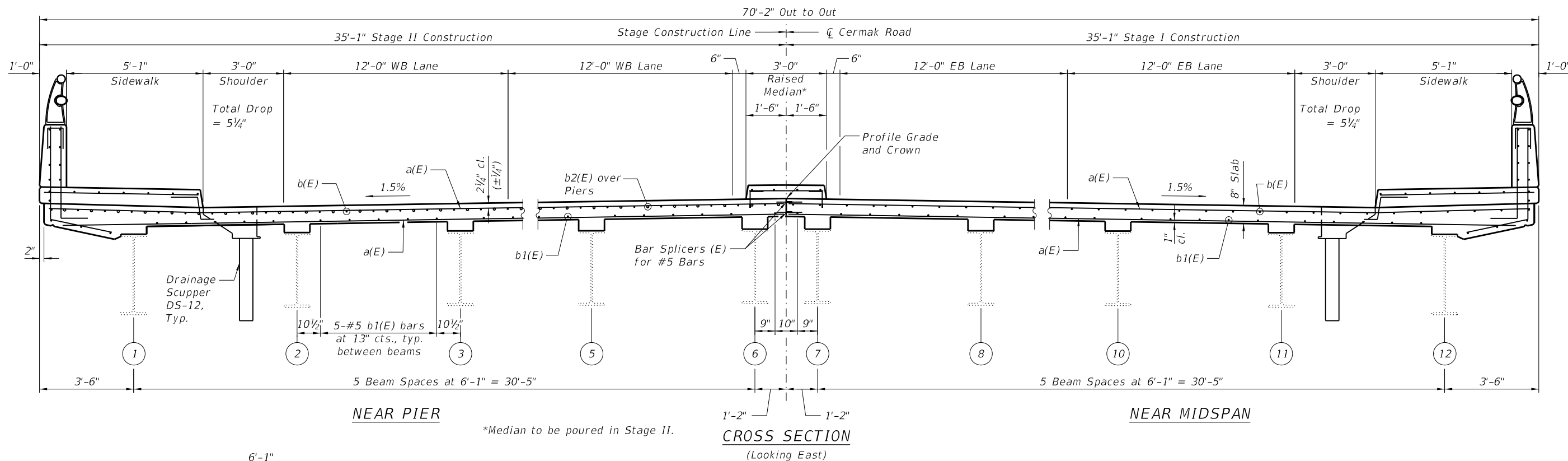
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PLOT DATE = 11/5/2020	DRAWN - HB	REVISIONS -
	CHECKED - JJI	REVISIONS -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE PLAN
 STRUCTURE NO. 016-0632**

SHEET NO. 12 OF 32 SHEETS

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



***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.

** 3/4" O Galvanized Ferrule Loop Slab Insert (Proof Load 6600 lb). Cost of Galvanized Ferrule Loop Slab Inserts included with "Concrete Superstructure"

FILE NAME: W:\191-168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\25th Avenue\162H51_25th Ave_SHT.13_Superstructure_Cross_Sections.dgn



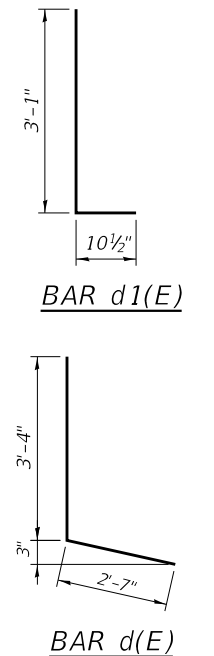
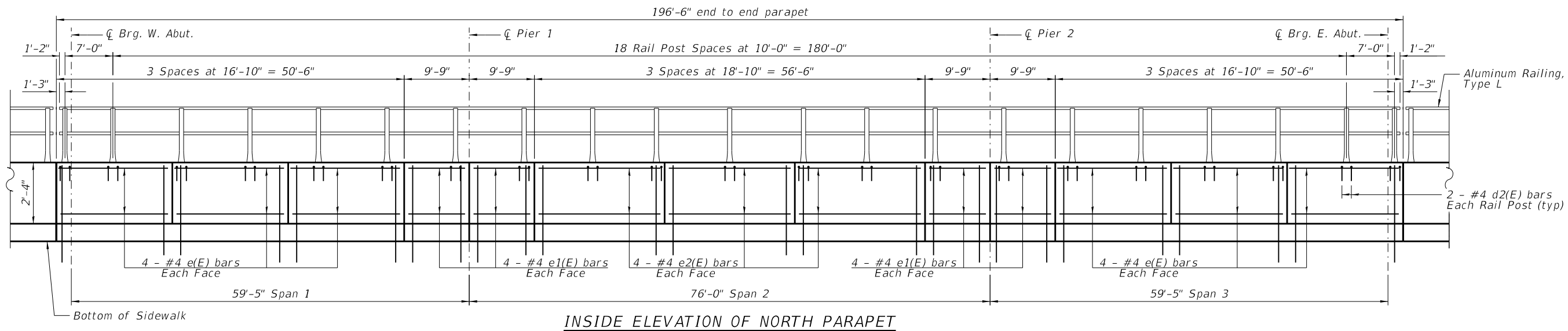
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

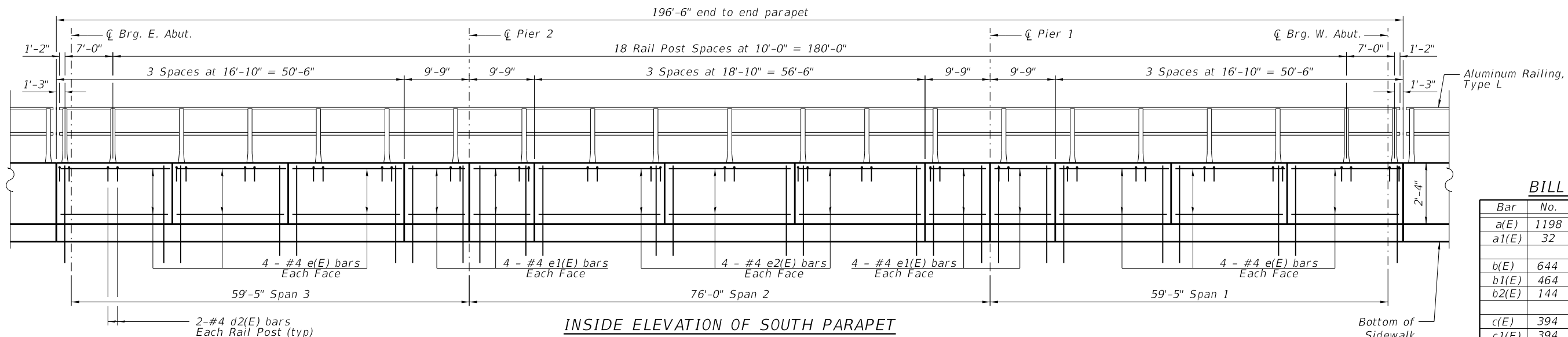
SUPERSTRUCTURE CROSS SECTIONS
STRUCTURE NO. 016-0632

SHEET NO. 13 OF 32 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	127
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF NORTH PARAPET

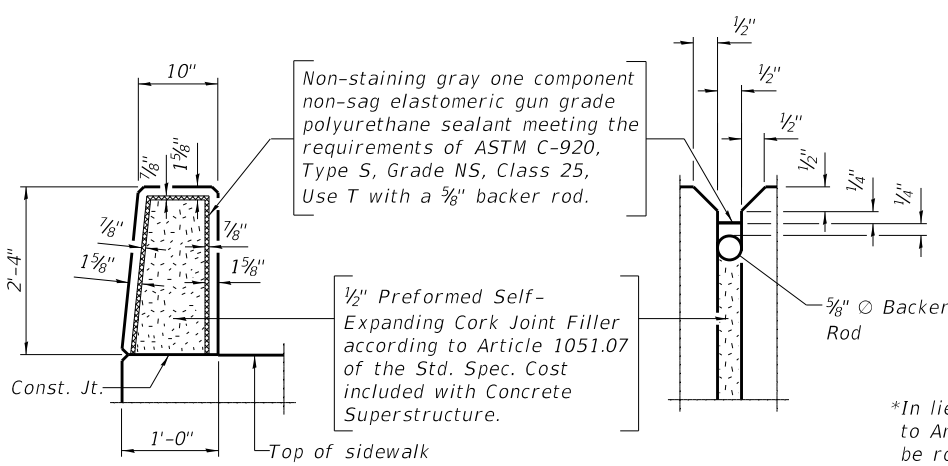


INSIDE ELEVATION OF SOUTH PARAPET

BILL OF MATERIAL

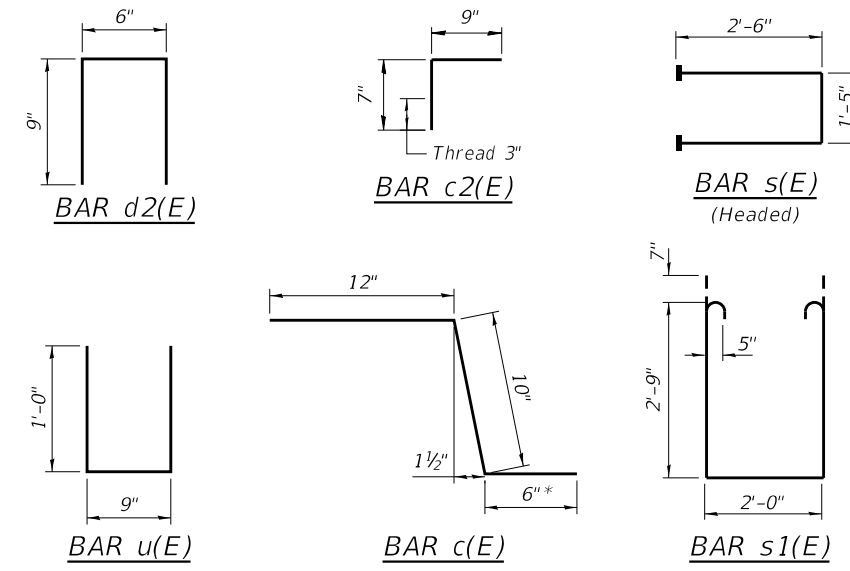
Bar	No.	Size	Length	Shape
a(E)	1198	#5	34'-8"	—
a1(E)	32	#5	2'-0"	—
b(E)	644	#5	31'-3"	—
b1(E)	464	#5	27'-9"	—
b2(E)	144	#6	42'-11"	—
c(E)	394	#5	2'-4"	—
c1(E)	394	#5	5'-10"	—
c2(E)	394	#5	1'-4"	—
c3(E)	197	#5	2'-5"	—
d(E)	394	#4	5'-11"	—
d1(E)	394	#6	4'-0"	—
d2(E)	84	#4	2'-0"	—
e(E)	96	#4	16'-7"	—
e1(E)	64	#4	9'-6"	—
e2(E)	48	#4	18'-7"	—
m(E)	28	#6	34'-9"	—
m1(E)	80	#6	5'-9"	—
m2(E)	16	#6	3'-2"	—
m3(E)	8	#6	2'-0"	—
s(E)	140	#5	6'-5"	—
s1(E)	140	#5	8'-8"	—
u(E)	144	#5	2'-9"	—
Concrete Superstructure		Cu. Yd.	536.3	
Bridge Deck Grooving		Sq. Yd.	1,125	
Protective Coat		Sq. Yd.	1,677	
Reinforcement Bars, Epoxy Coated		Pound	102,460	

Notes:
See sht. 13 of 32 for section thru sidewalk.
See sht. 20 of 32 for additional railing details.



PARAPET JOINT DETAILS

*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".



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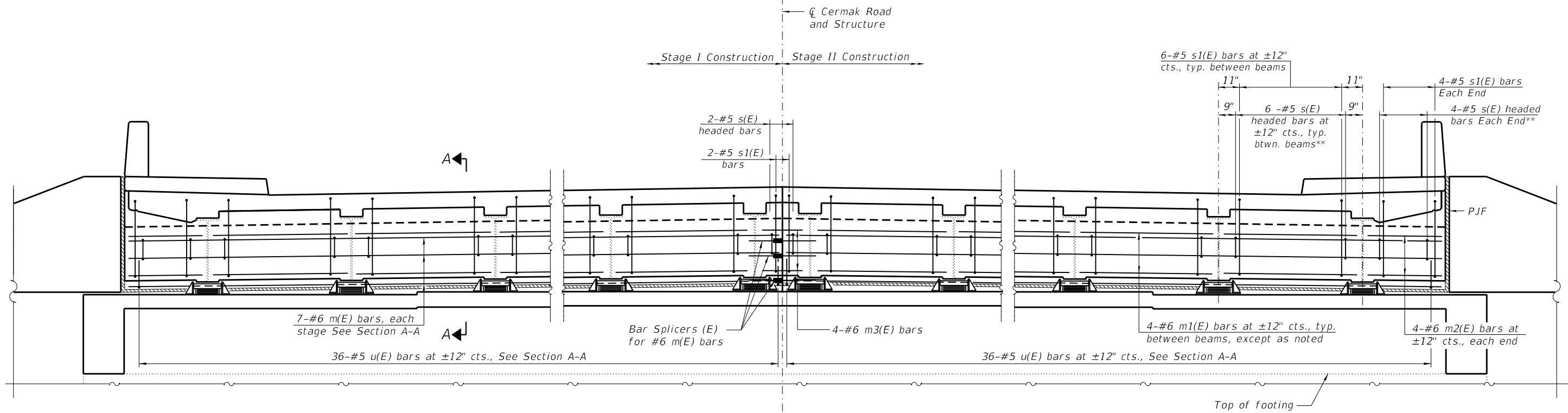
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PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 016-0632

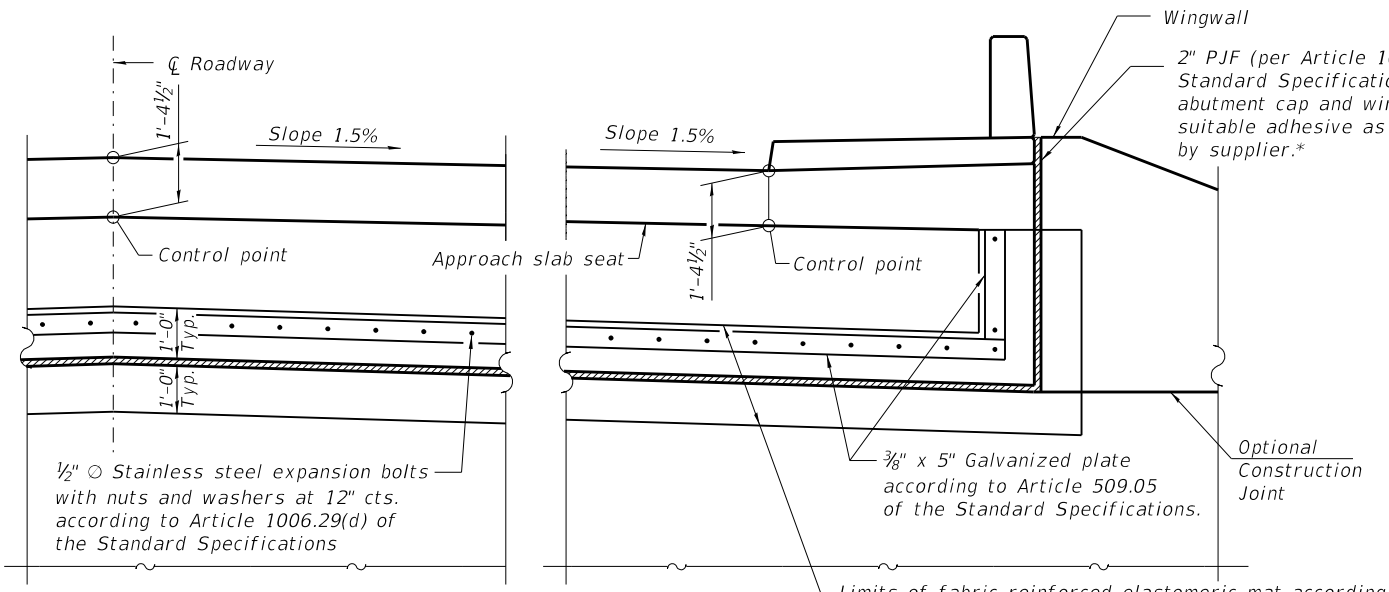
SHEET NO. 14 OF 32 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

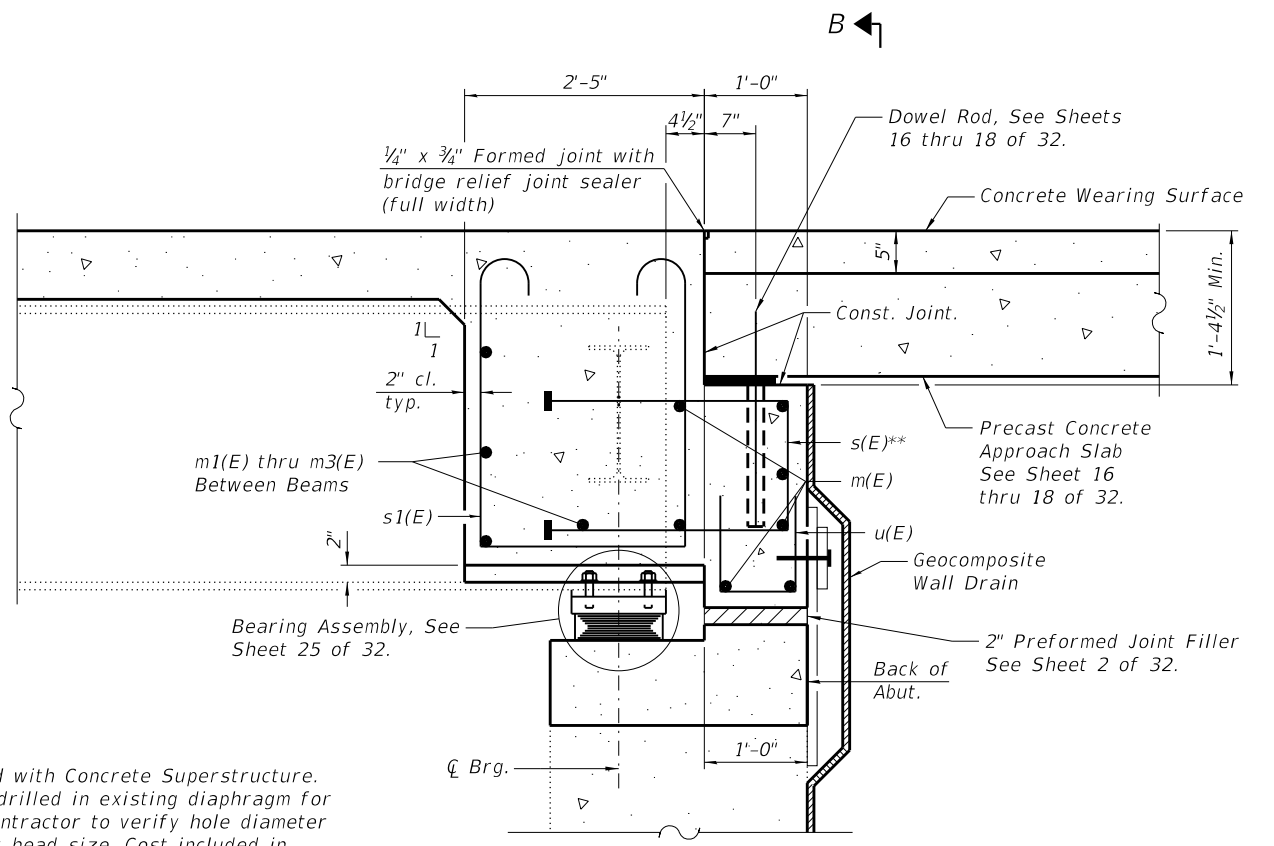


DIAPHRAGM AT WEST ABUTMENT
(Looking West, East Abutment Similar)

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 14 of 32.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 14 of 32.
 For details of bars s(E), s1(E) and u(E) see sheet 14 of 32.
 The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 The approach slab seat shall have a constant slope determined from the control points shown.
 For bearing details see sheet 25 of 32.
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
 Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in Concrete Superstructure.



SECTION B-B
(See sht. 2 of 32 for additional details)



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

*Cost included with Concrete Superstructure.
 **Holes to be drilled in existing diaphragm for s(E) bars. Contractor to verify hole diameter based on bar head size. Cost included in Reinforcement Bars, Epoxy Coated

FILE NAME: W:\191-168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\25th Avenue\162H51_25th Ave_SHT.15_Concrete Diaphragm_Detail.dwg



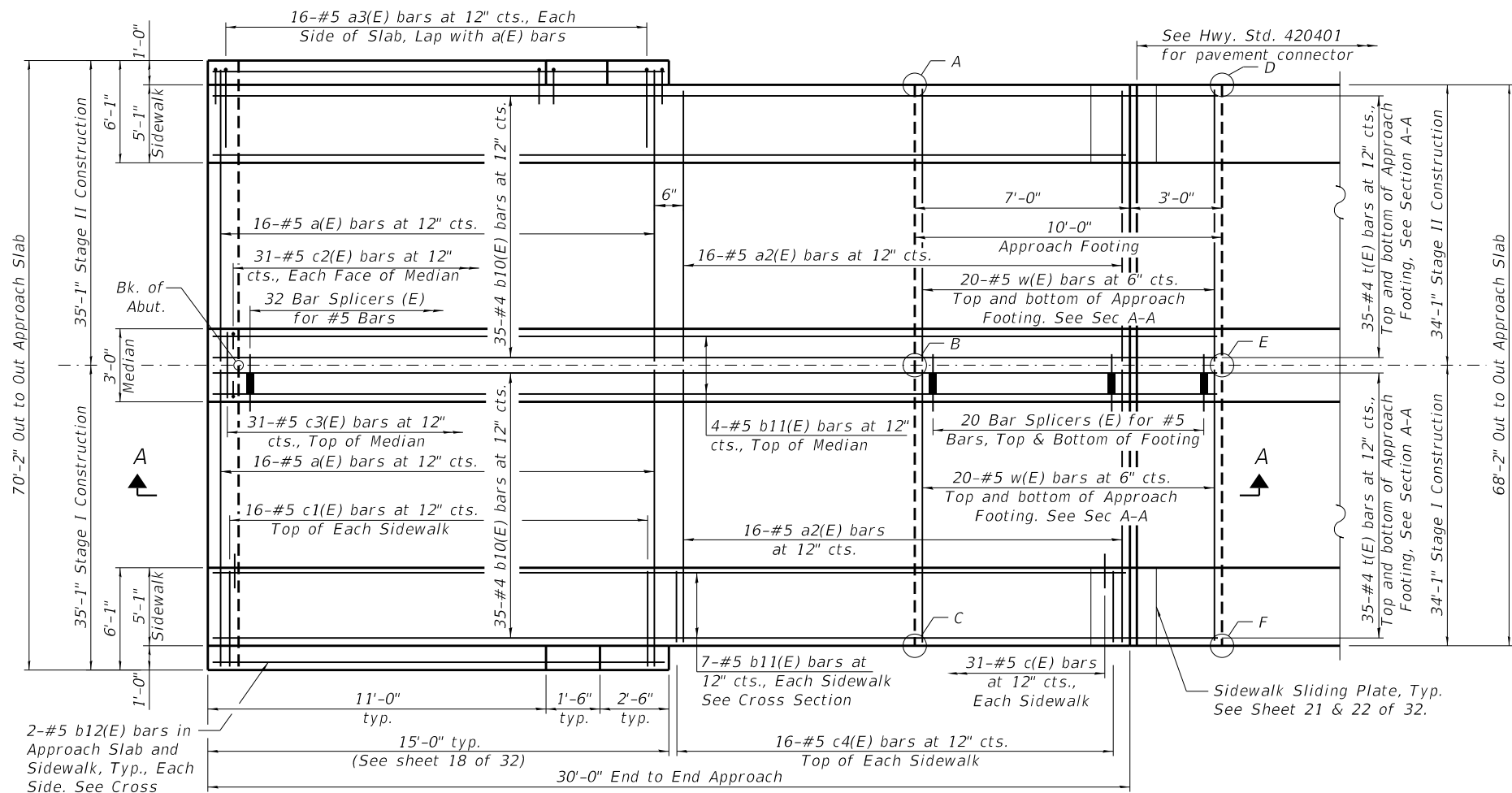
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PLOT SCALE =	CHECKED - JJI	REVISIONS
PLOT DATE = 11/5/2020	DRAWN - HB	REVISIONS
	CHECKED - JJI	REVISIONS

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM DETAILS
STRUCTURE NO. 016-0632**

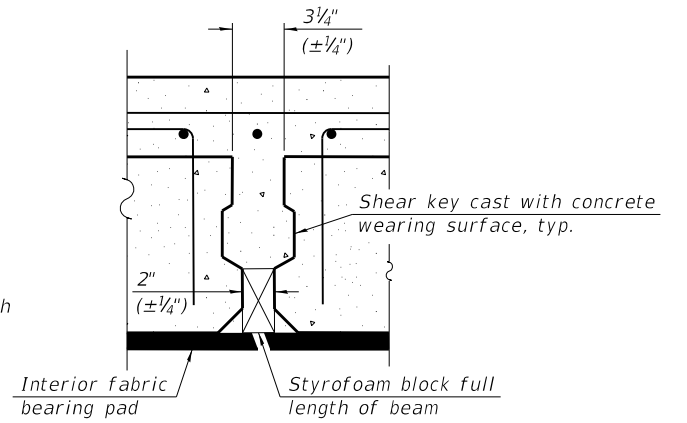
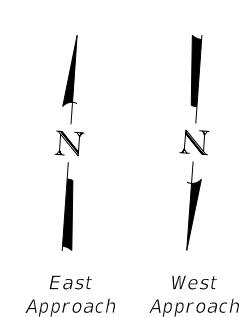
SHEET NO. 15 OF 32 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	129
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



PLAN

(East Approach Shown, West Similar)
35'-1" Stage II Construction



DETAIL 'A'

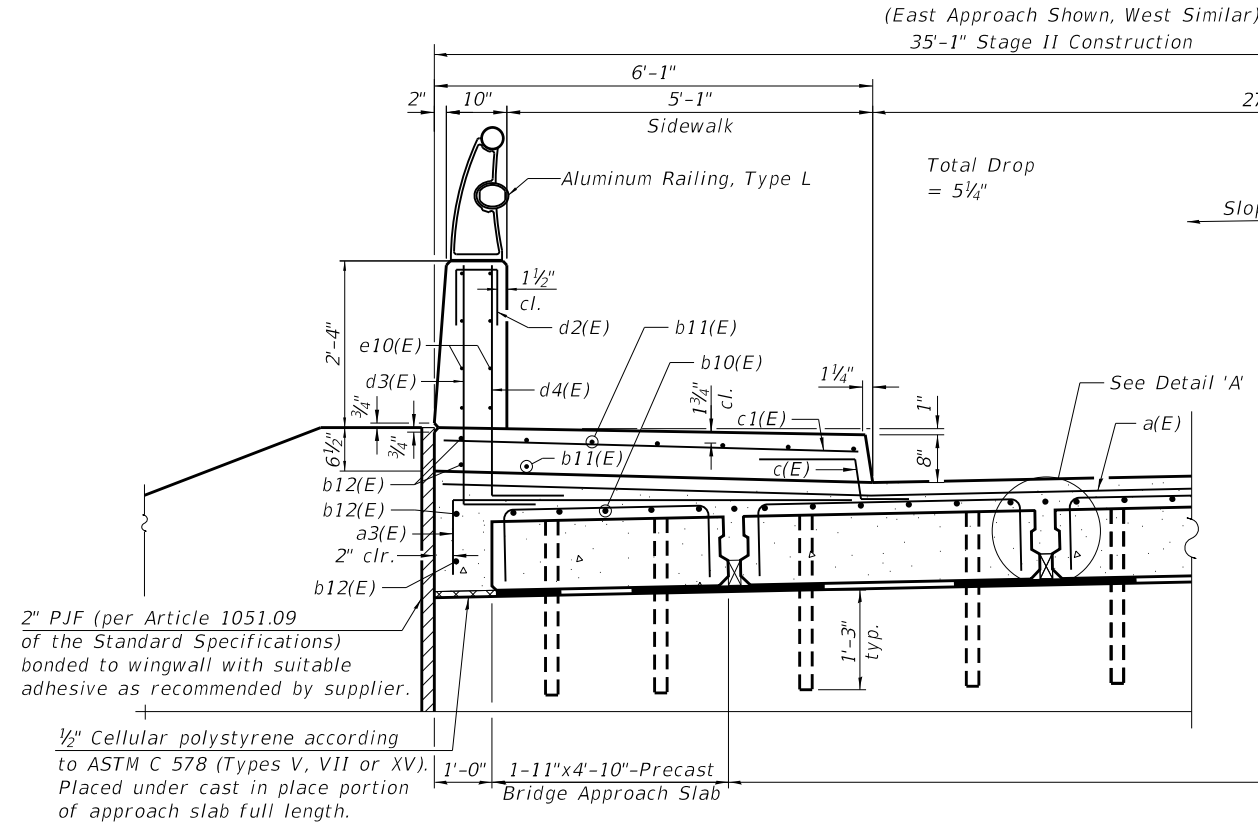
Interior fabric bearing pad
Styrofoam block full length of beam

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A	644.90	644.07	637.99	637.16
B	645.42	644.58	638.50	637.67
C	644.90	644.07	637.99	637.16
D	645.14	644.31	637.69	636.85
E	645.65	644.82	638.20	637.37
F	645.14	644.31	637.69	636.85

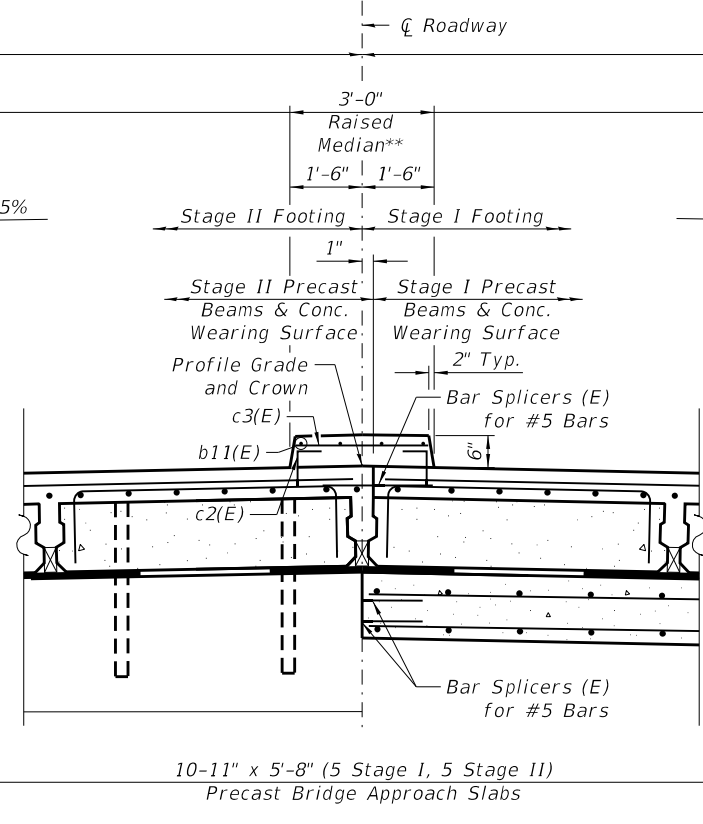
*Fabric bearing pads at the expansion end shall be recessed 1/4" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.
**Median to be poured in Stage II. See sheet 13 of 32 for additional median details

FILE NAME: W:\191168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\25th Avenue\162H51_25th Ave_SHT_16_Approach_Slab.dgn



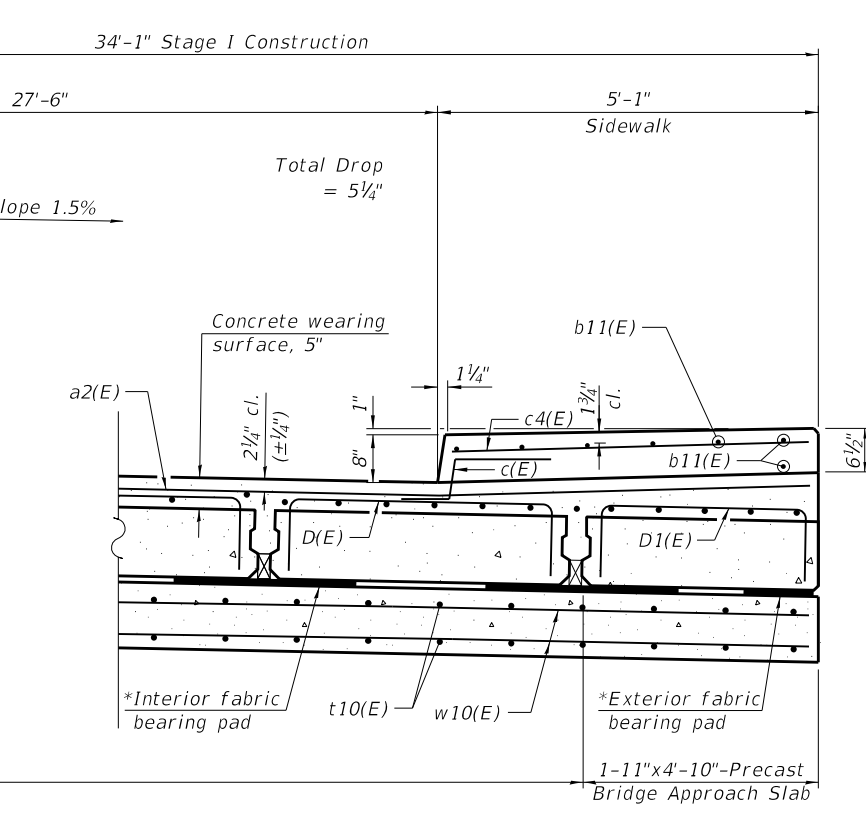
NEAR ABUTMENT

(Beams: 36" min. width; 72" max. width)



CROSS SECTION

(Looking East)



AT APPROACH FOOTING

(Sheet 1 of 3)



USER NAME = Winson	DESIGNED - HB	REVISIONS -
PLOT SCALE =	CHECKED - JJI	REVISIONS -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISIONS -
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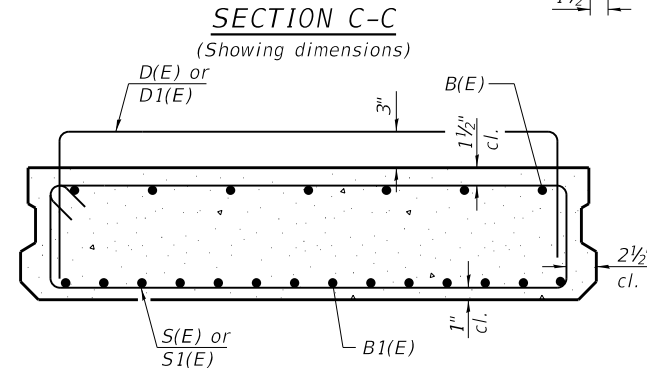
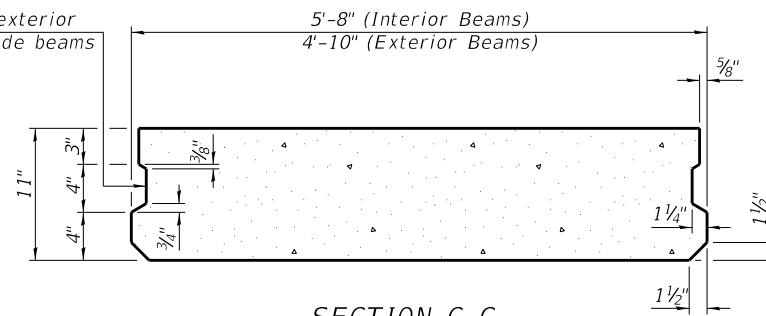
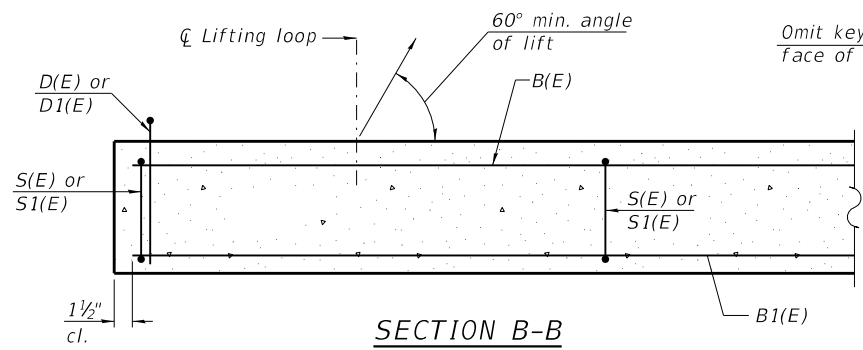
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 016-0632**

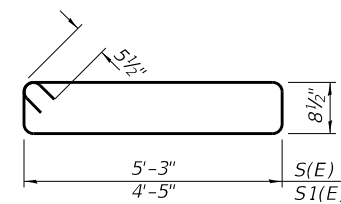
SHEET NO. 16 OF 32 SHEETS

F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 130
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	

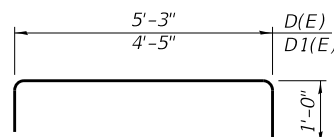
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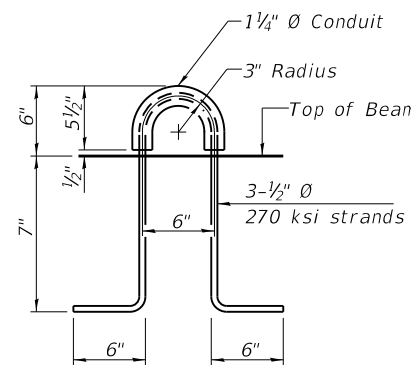
SECTION C-C
(Showing reinforcement)



BARS S(E) & S1(E)



BARS D(E) & D1(E)



LIFTING LOOP DETAIL

(An alternate lifting loop with a proof load of 25,000 lbs. and utilized according to the manufacturer's recommendations may be used)

Notes:

The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.

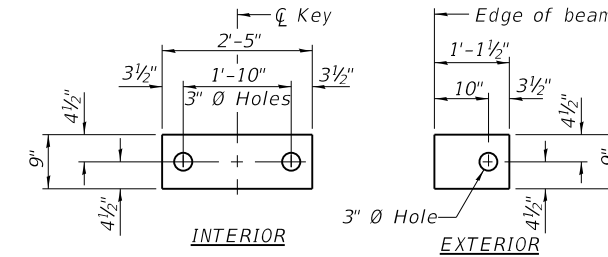
Cast-in-place substitution of Precast Bridge Approach Slab is not allowed. The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."

Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.

A minimum 2 1/2" diameter lifting pins shall be used to engage the lifting loops during handling.

Compressive strength of precast concrete, f'c shall be 6,000 psi.

Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.



FABRIC BEARING PAD

Notes:

Bearing pads at fixed end shall be 1/2" thick and bearing pads at expansion end shall be 3/4" thick.

Omit holes for fabric bearing pads at approach slab footing end of beams.

BAR LIST
EACH INTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	7	#5	29'-8"	—
B1(E)	14	#9	29'-8"	—
D(E)	22	#4	7'-3"	┌
S(E)	58	#5	12'-10"	▬

BAR LIST
EACH EXTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	12	#9	29'-8"	—
D1(E)	32	#4	6'-5"	┌
S1(E)	58	#5	11'-2"	▬

PLAN

(Beams: 36" min. width; 72" max. width)

(Sheet 2 of 3)



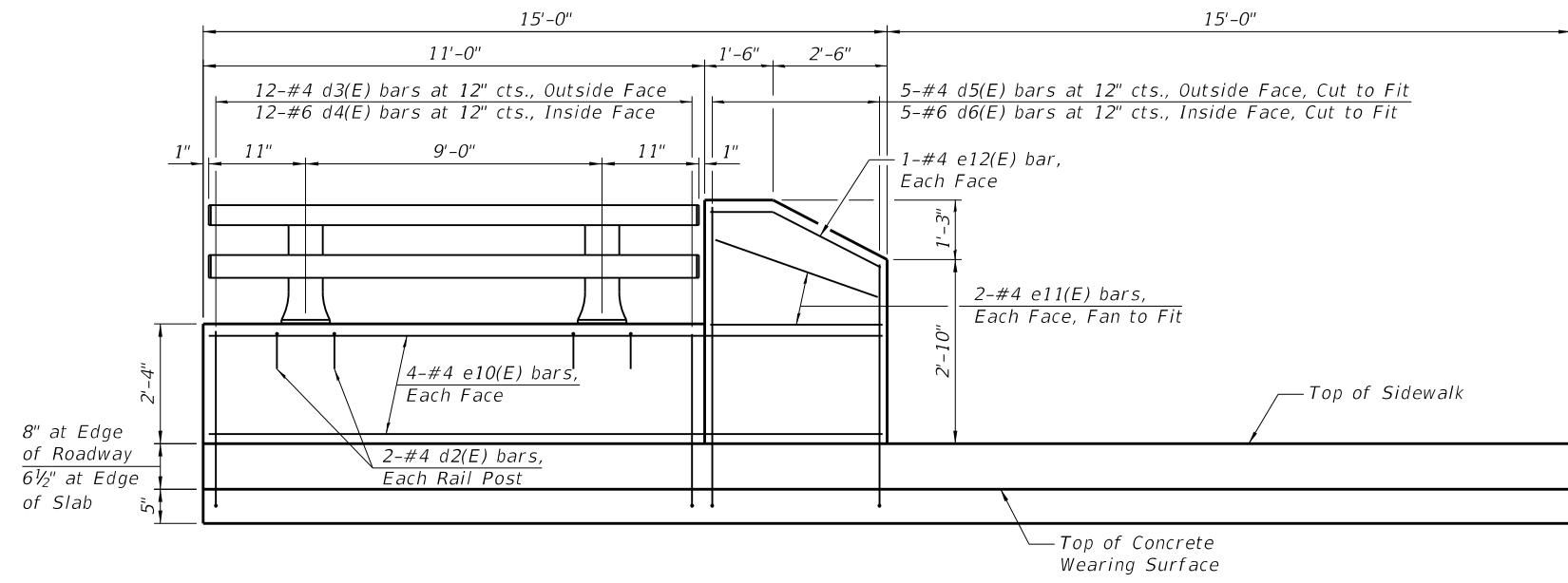
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

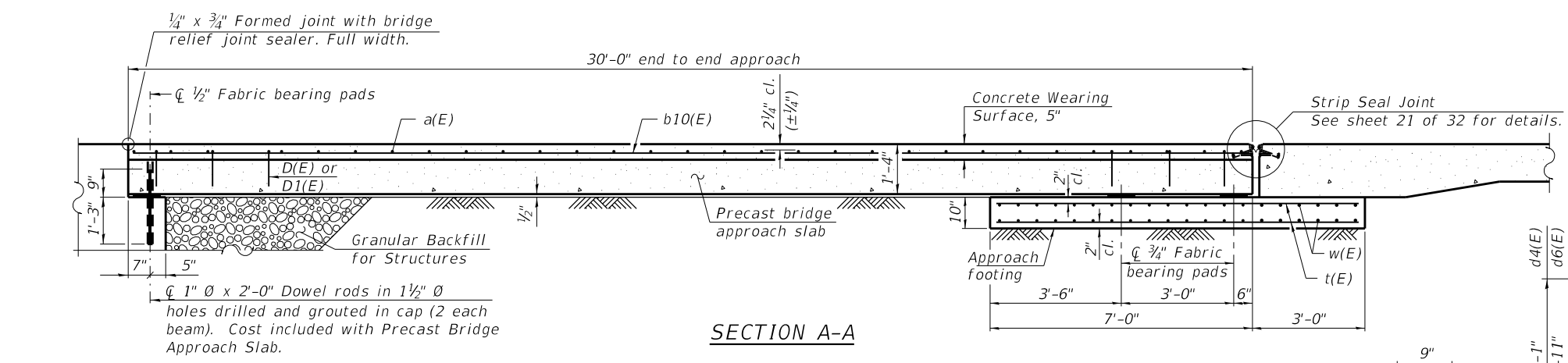
PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 016-0632

SHEET NO. 17 OF 32 SHEETS

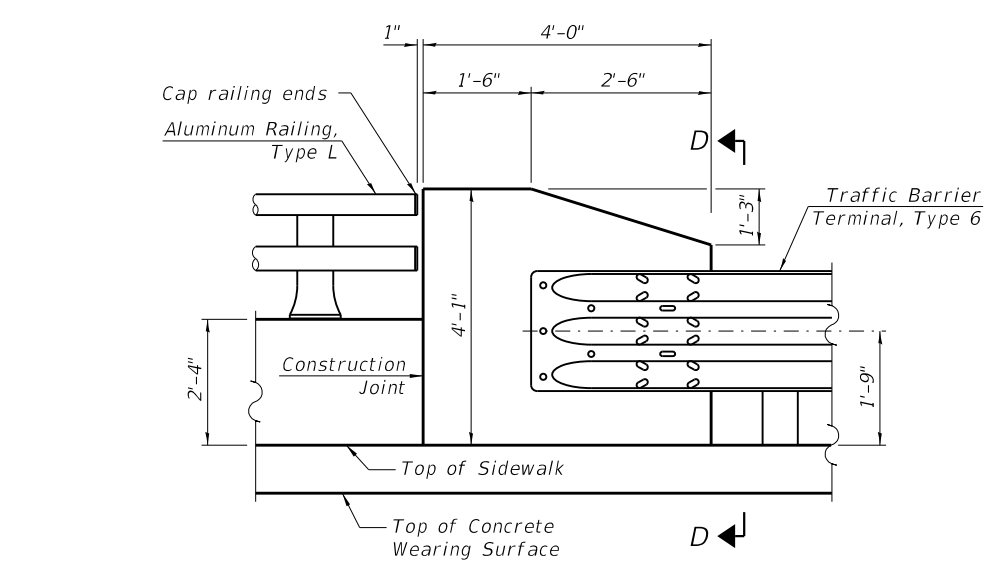
F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 131
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	



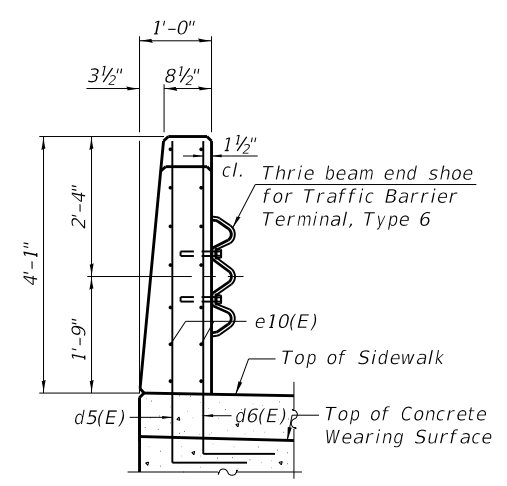
INSIDE ELEVATION OF PARAPET AND SIDEWALK



SECTION A-A



GUARDRAIL TRANSITION DETAIL



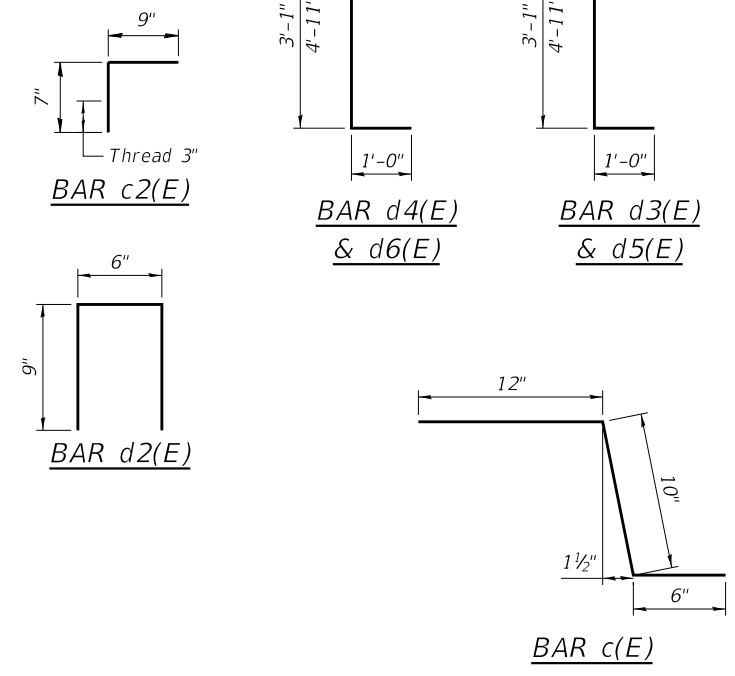
SECTION D-D

Notes:
 The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
 After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.
 Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".
 The strip seal shall be made continuous and shall have minimum thickness of 1/4". The strip seal shall extend 6" beyond the edge of the approach slab on each end. 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.
 Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening. For the strip seal joint at the end of the precast bridge approach slab, the pavement connector length shall be adjusted, not the length of the bridge approach slab.
 Parapet, sidewalk and median concrete shall be paid for as Concrete Superstructure.
 Parapet and wearing surface reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 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.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 32.
 Cost of cellular polystyrene is included with Concrete Superstructure.



TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	64	#5	34'-8"	—
a2(E)	64	#5	33'-8"	—
a3(E)	64	#5	7'-5"	┌
b10(E)	140	#4	29'-8"	—
b11(E)	36	#5	29'-8"	—
b12(E)	16	#5	14'-8"	—
c(E)	124	#5	2'-5"	┌
c1(E)	64	#5	5'-10"	—
c2(E)	124	#5	1'-4"	┌
c3(E)	62	#5	2'-5"	—
c4(E)	64	#5	4'-10"	—
d2(E)	16	#4	2'-0"	┌
d3(E)	48	#4	4'-1"	┌
d4(E)	48	#6	4'-1"	┌
d5(E)	20	#4	5'-11"	┌
d6(E)	20	#6	5'-11"	┌
e10(E)	32	#4	14'-8"	—
e11(E)	16	#4	3'-8"	—
e12(E)	8	#4	3'-8"	—
t(E)	280	#4	9'-8"	—
w(E)	160	#5	33'-8"	—
Concrete Structures		Cu. Yd.	42.1	
Concrete Superstructure		Cu. Yd.	25.4	
Bridge Deck Grooving		Sq. Yd.	340	
Protective Coat		Sq. Yd.	496	
Reinforcement Bars, Epoxy Coated		Pound	19,050	
Concrete Wearing Surface, 5"		Sq. Yd.	462	
Precast Bridge Approach Slab		Sq. Ft.	4,152	



(Sheet 3 of 3)



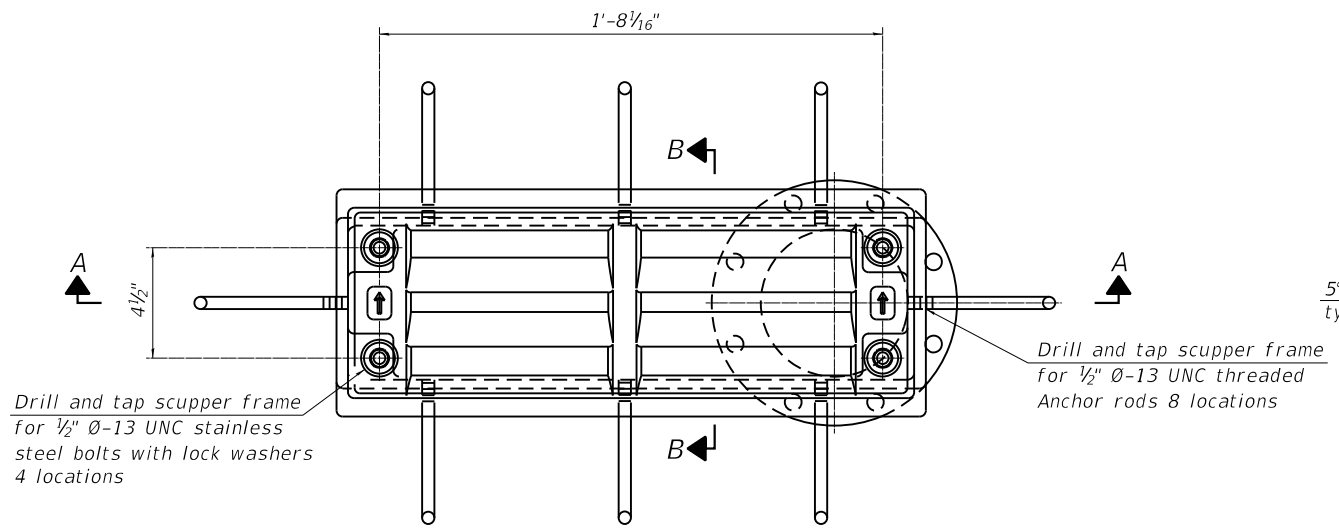
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STATE OF ILLINOIS
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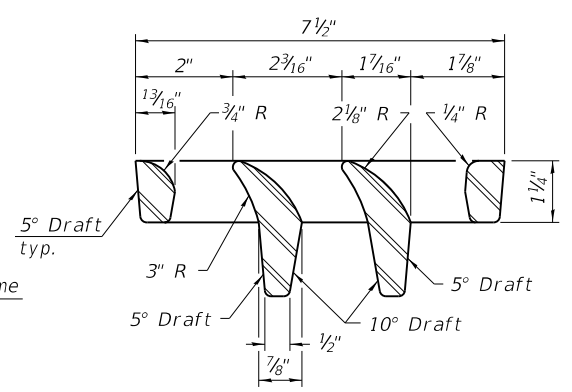
PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 016-0632

SHEET NO. 18 OF 32 SHEETS

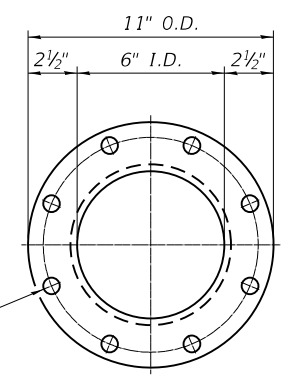
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	132
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



PLAN

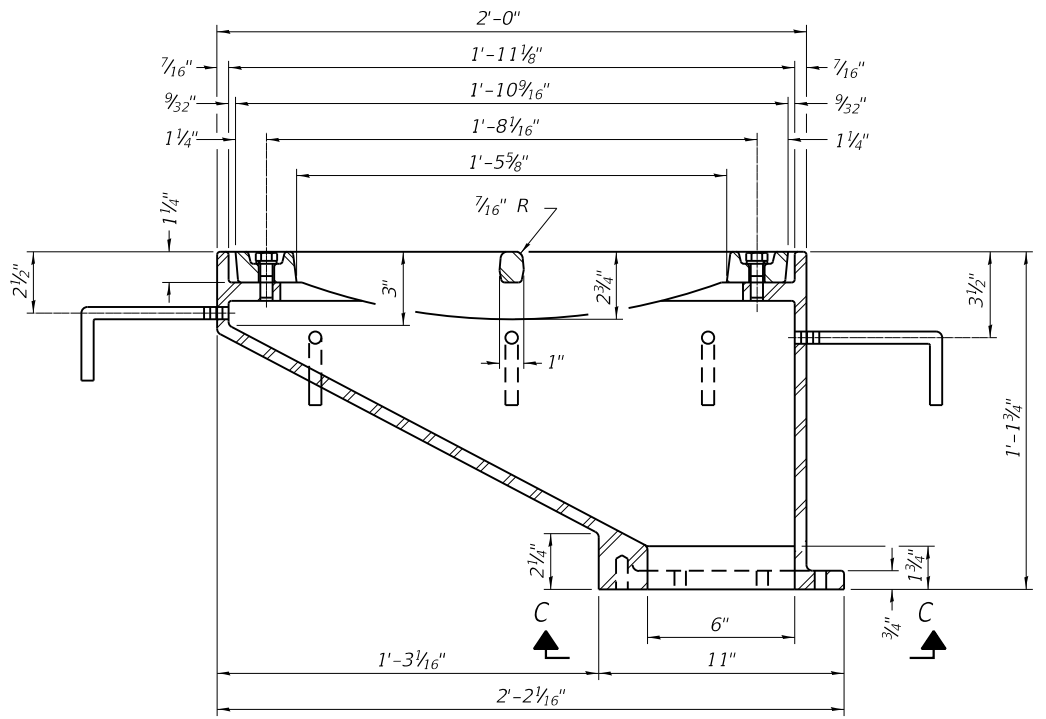


VANE GRATE DETAIL

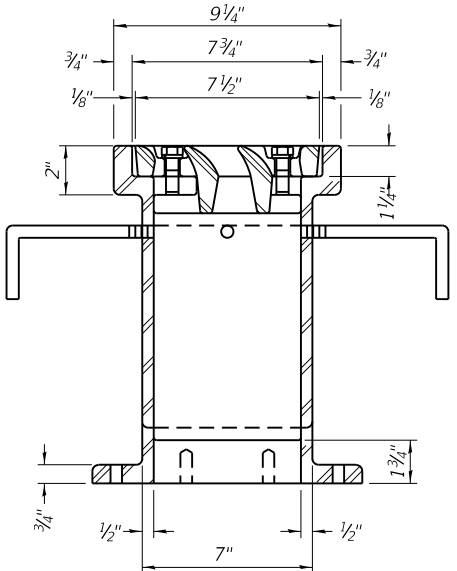


VIEW C-C

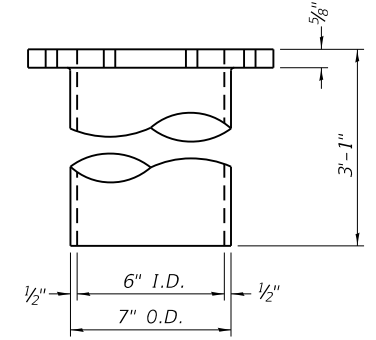
Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.
 Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.
 Stainless steel 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.
 The exterior surfaces of the fiberglass shall be pigmented by the Manufacturer with a color that matches the concrete piers.
 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.



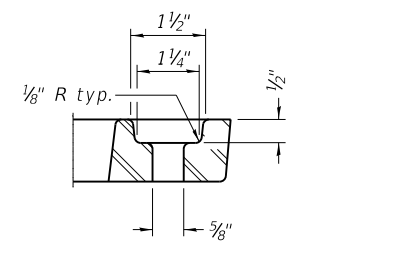
SECTION A-A
 See sheet 13 of 32 for scupper location.



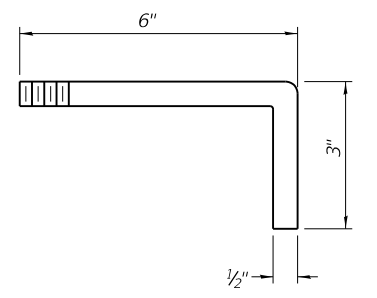
SECTION B-B



DOWNSPOUT



GRATE BOLT HOLE DETAIL



ANCHOR ROD DETAIL

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

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	4

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 -

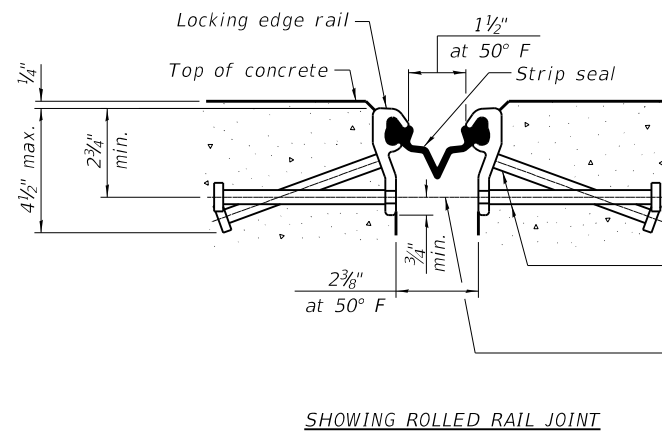
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-12
 STRUCTURE NO. 016-0632

SHEET NO. 19 OF 32 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	133
ILLINOIS			FED. AID PROJECT	
			CONTRACT NO. 62H51	

FILE NAME: W:\191168 IDOT_Cermak_Road\CADD_Sheets\Structural\FINAL_PLANS\25th_Avenue\19-Scupper_Details.dgn

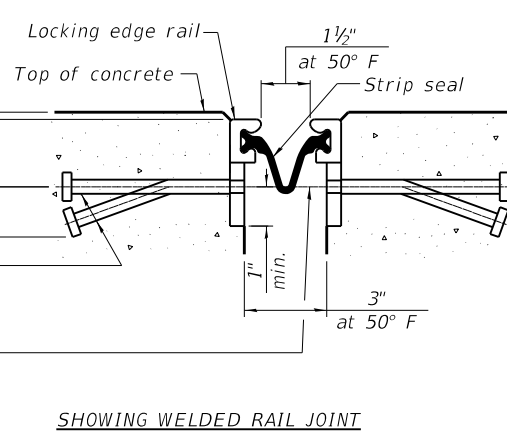


SHOWING ROLLED RAIL JOINT

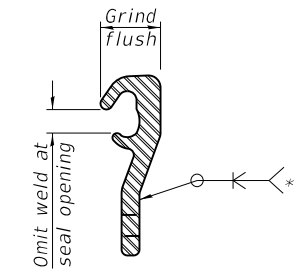
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

* 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.

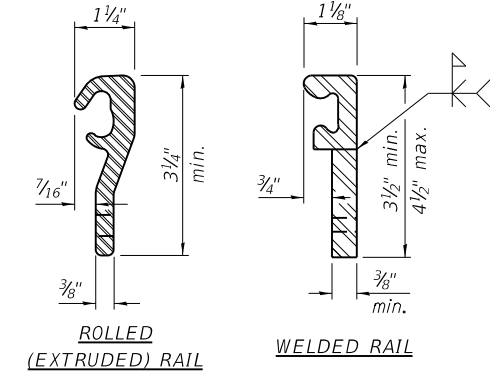


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAIL SPLICE

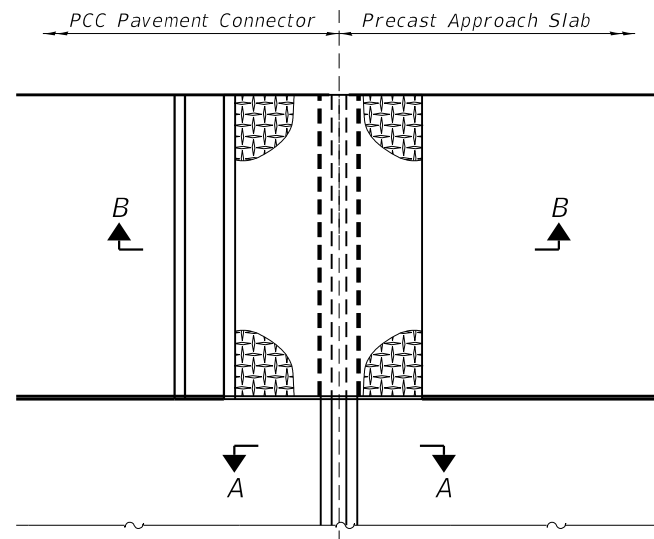
The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.



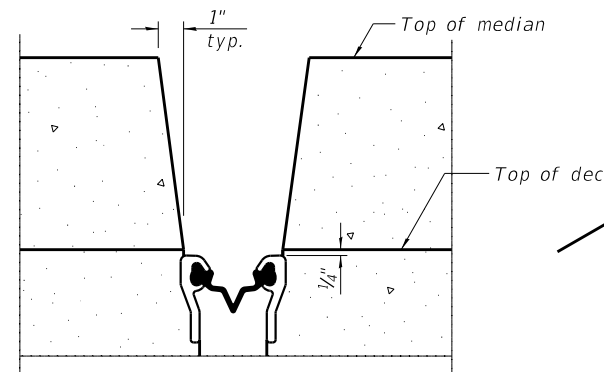
LOCKING EDGE RAILS

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

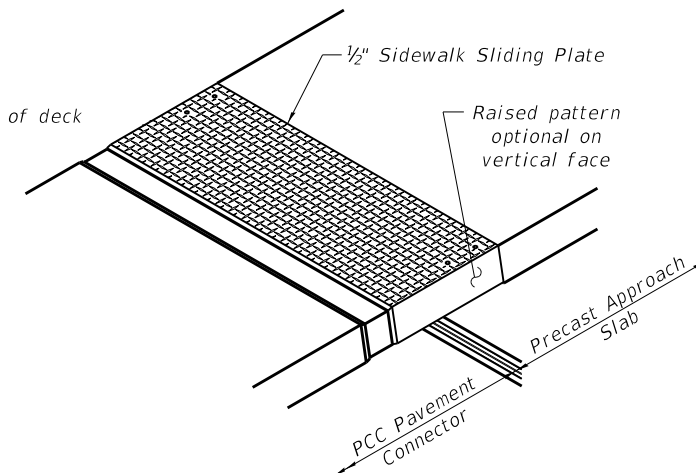
SECTION A-A



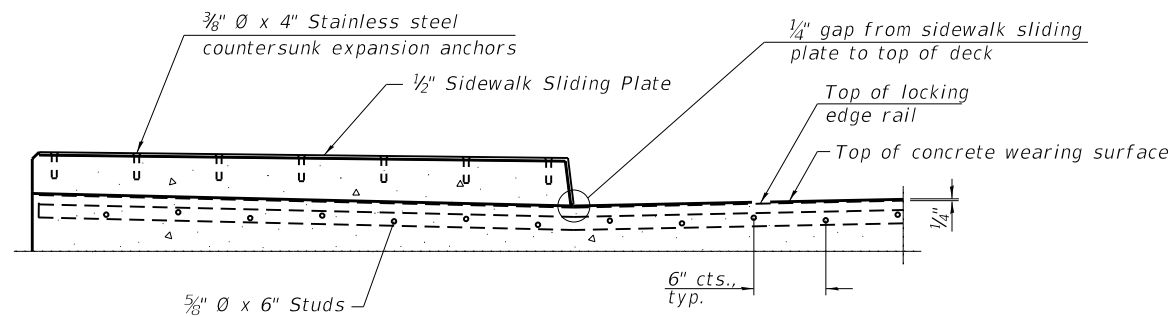
PLAN AT RAISED SIDEWALK



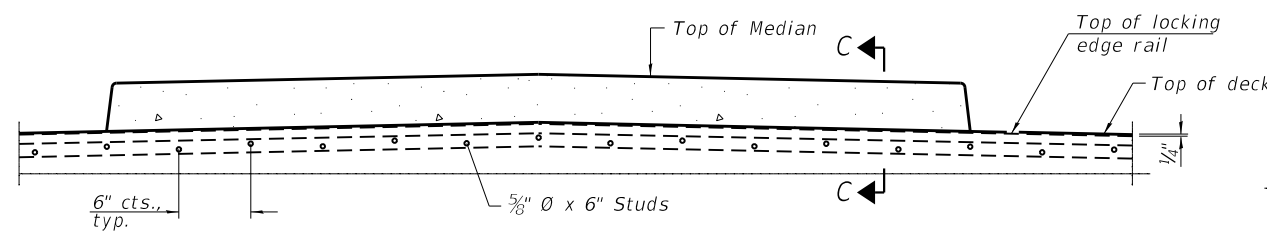
SECTION C-C



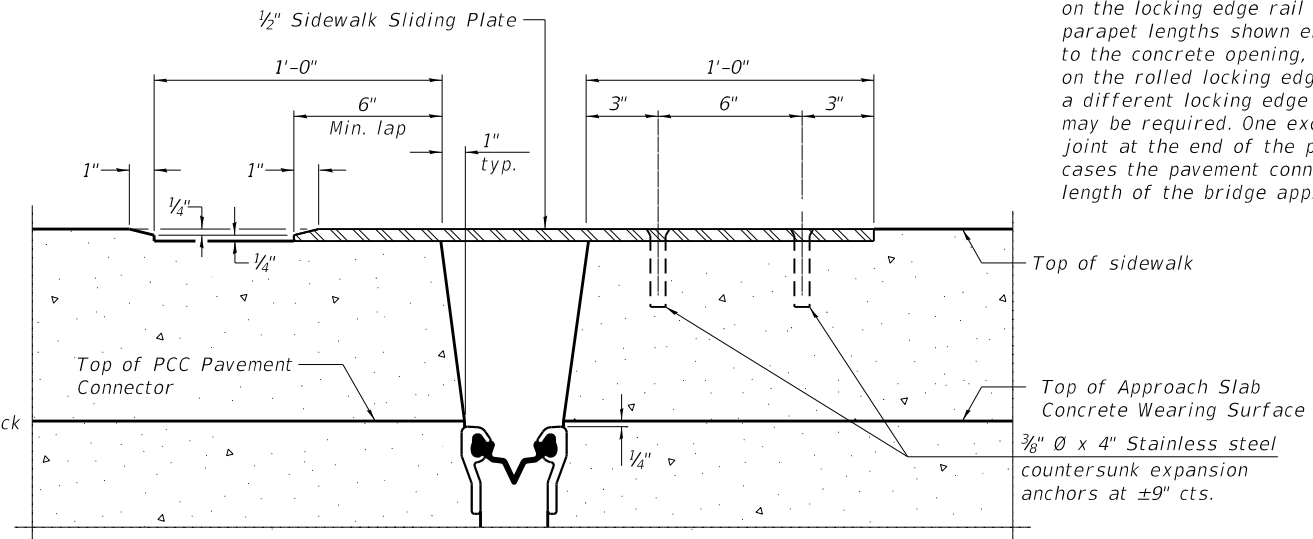
TRIMETRIC VIEW



SECTION AT RAISED SIDEWALK



SECTION AT MEDIAN



SECTION B-B

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.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	142

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	135
				CONTRACT NO. 62H51

FILE NAME: W:\191168 IDOT_Cermak_Road\CADD_Sheets\Structural\FINAL PLANS\25th Avenue\126H51_25th Ave_SHT-21_Prefomed Joint Strip Seal.dgn



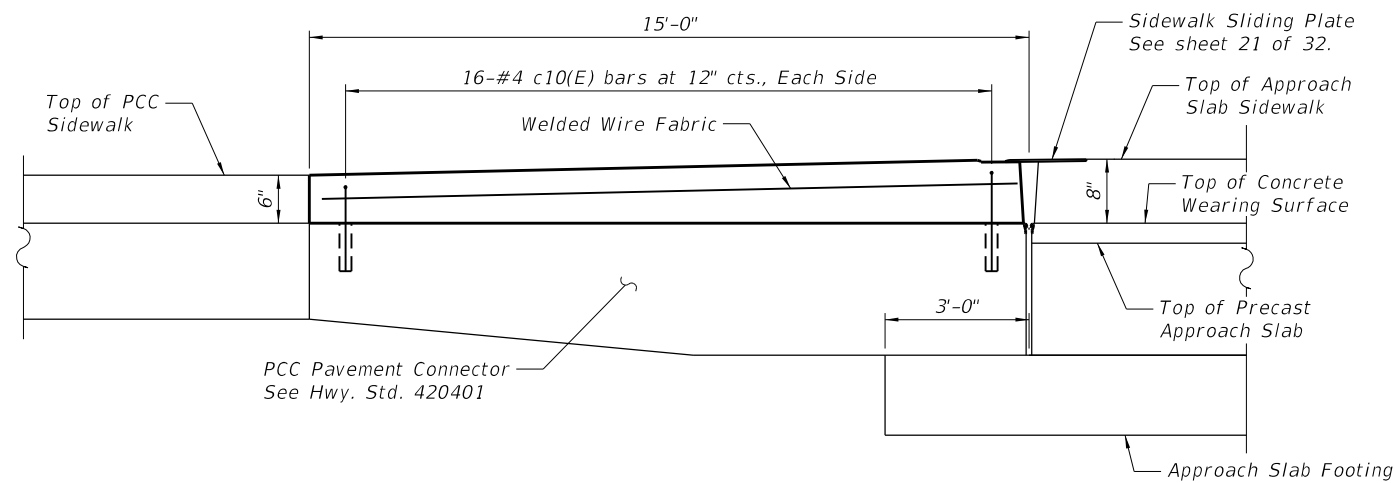
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PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

STATE OF ILLINOIS
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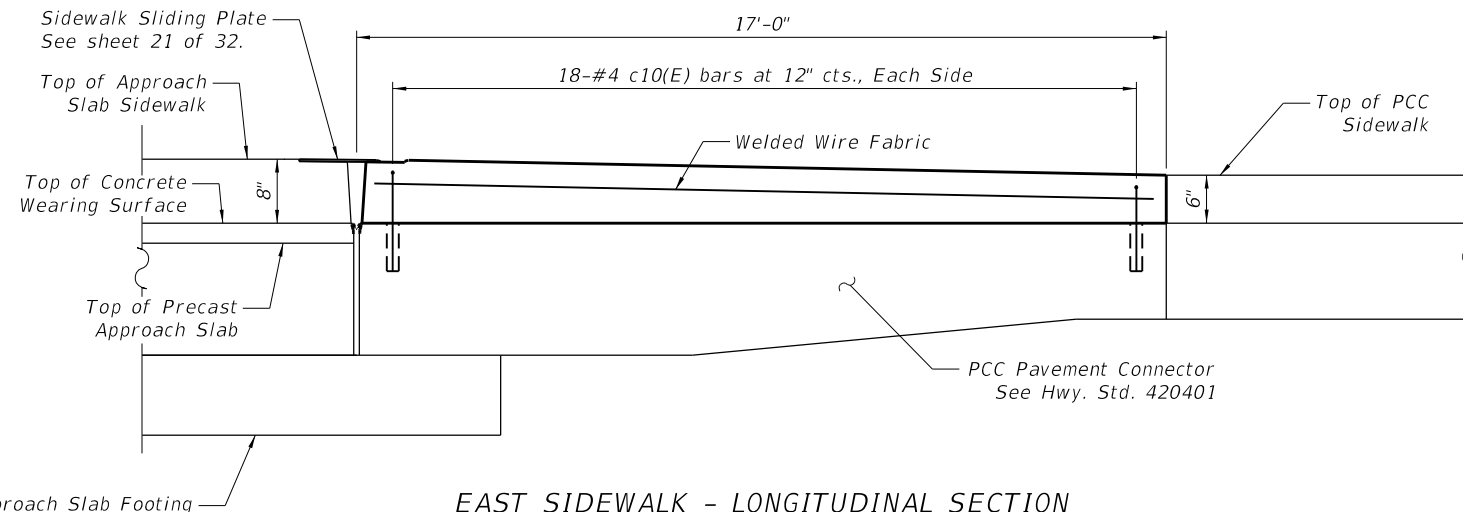
PREFORMED JOINT STRIP SEAL - SIDEWALK
STRUCTURE NO. 016-0632

SHEET NO. 21 OF 32 SHEETS

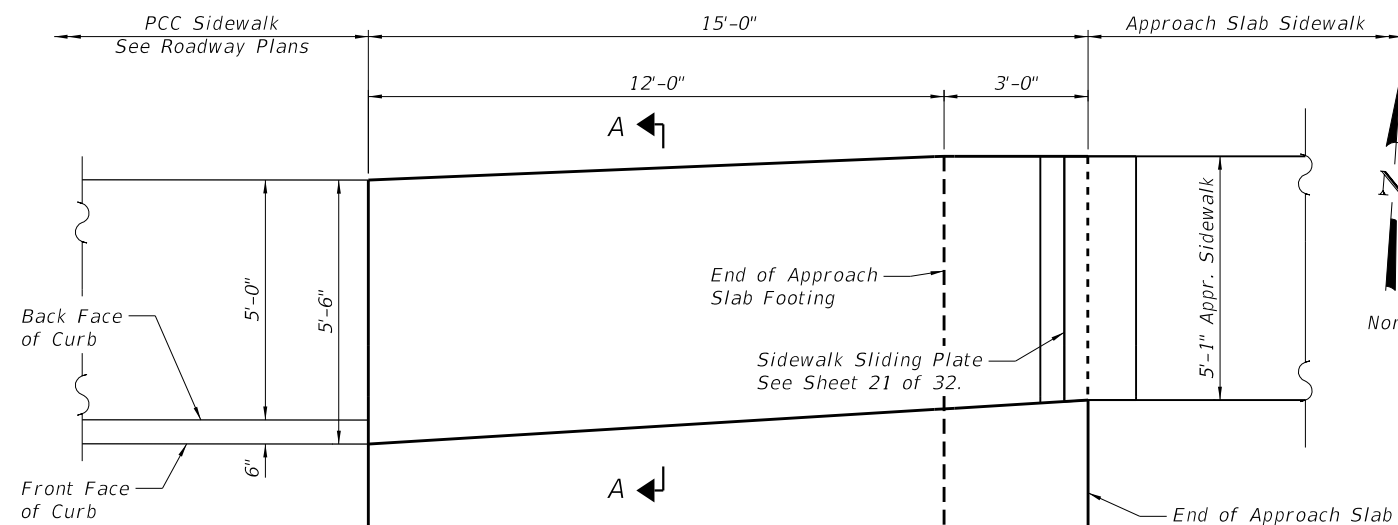
ILLINOIS FED. AID PROJECT



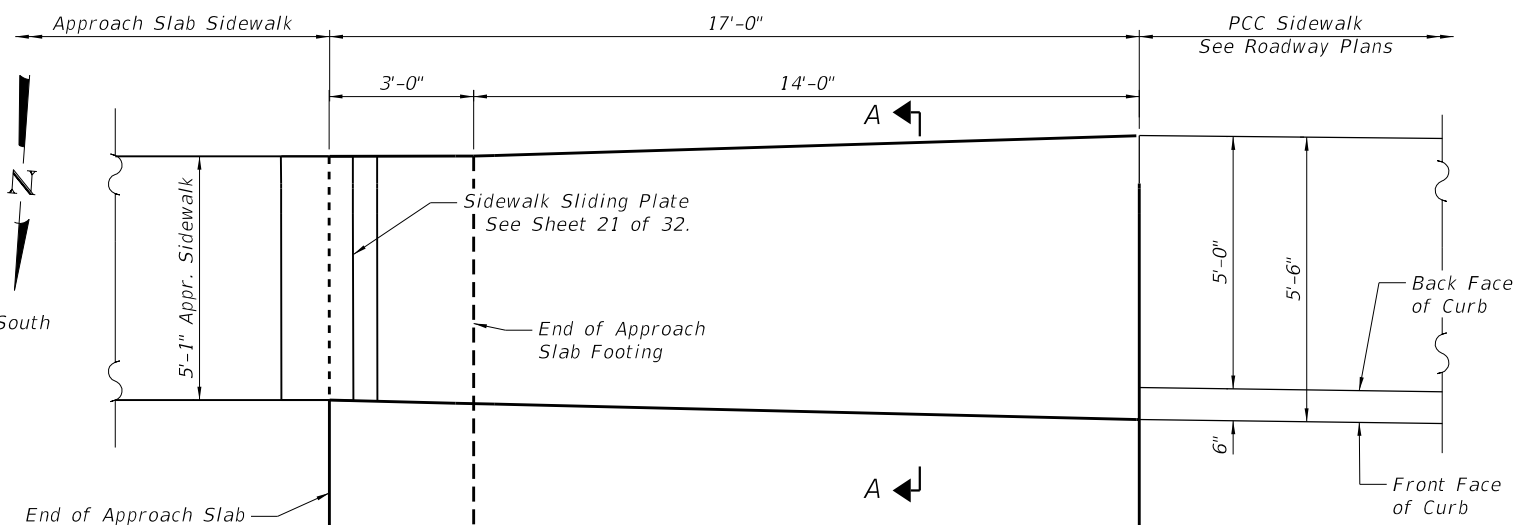
WEST SIDEWALK - LONGITUDINAL SECTION
(Northwest Sidewalk Shown, Southwest Similar)



EAST SIDEWALK - LONGITUDINAL SECTION
(Northeast Sidewalk Shown, Southeast Similar)

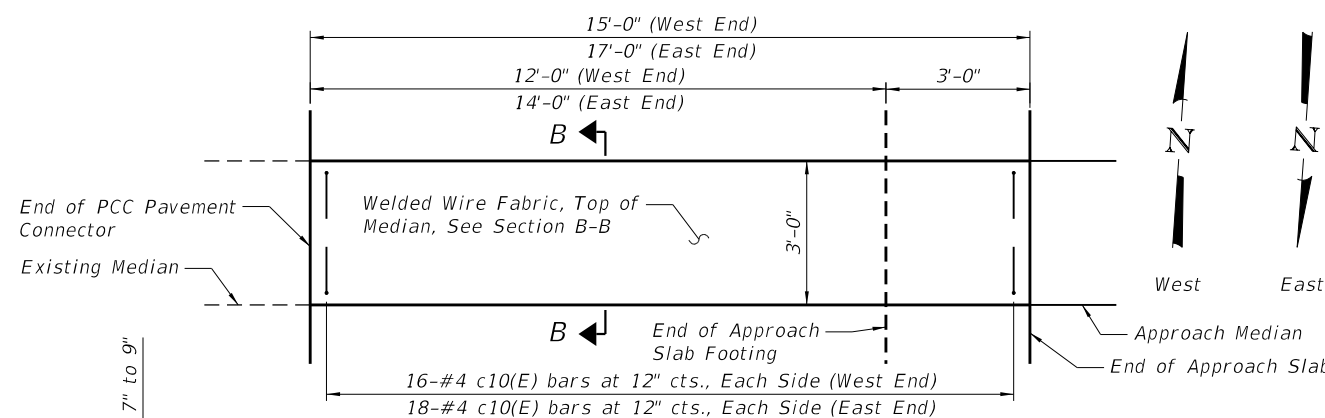


WEST SIDEWALK - PLAN
(Northwest Sidewalk Shown, Southwest Similar)

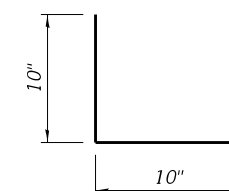


EAST SIDEWALK - PLAN
(Northeast Sidewalk Shown, Southeast Similar)

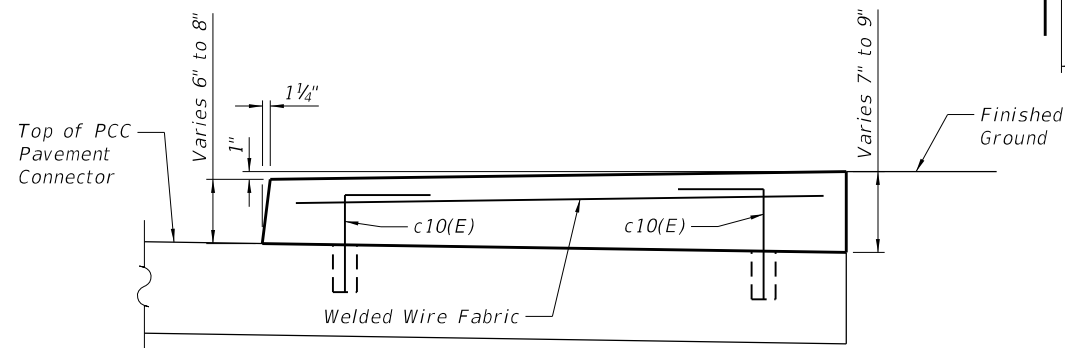
Notes:
c10(E) bars may be cast in PCC Pavement connector or drilled and grouted in accordance with Article 584 of the Standard Specifications. Embedment Length = 6"
Welded Wire Fabric shall be 0.11 sq. in./ft. in both directions. Maximum wire spacing shall be 6". Minimum lap distance shall be two cross wires. Cost included in Concrete Superstructure.



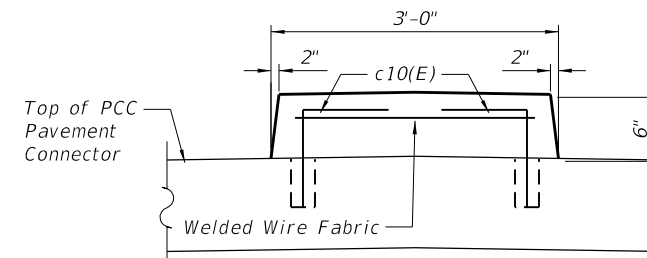
MEDIAN - PLAN
(West Median Shown, East Similar)



BAR c10(E)



SECTION A-A



SECTION B-B

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
c10(E)	204	#4	1'-8"	U
Reinforcement Bars, Epoxy Coated			Pound	230
Concrete Superstructure			Cu. Yd.	9.7



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

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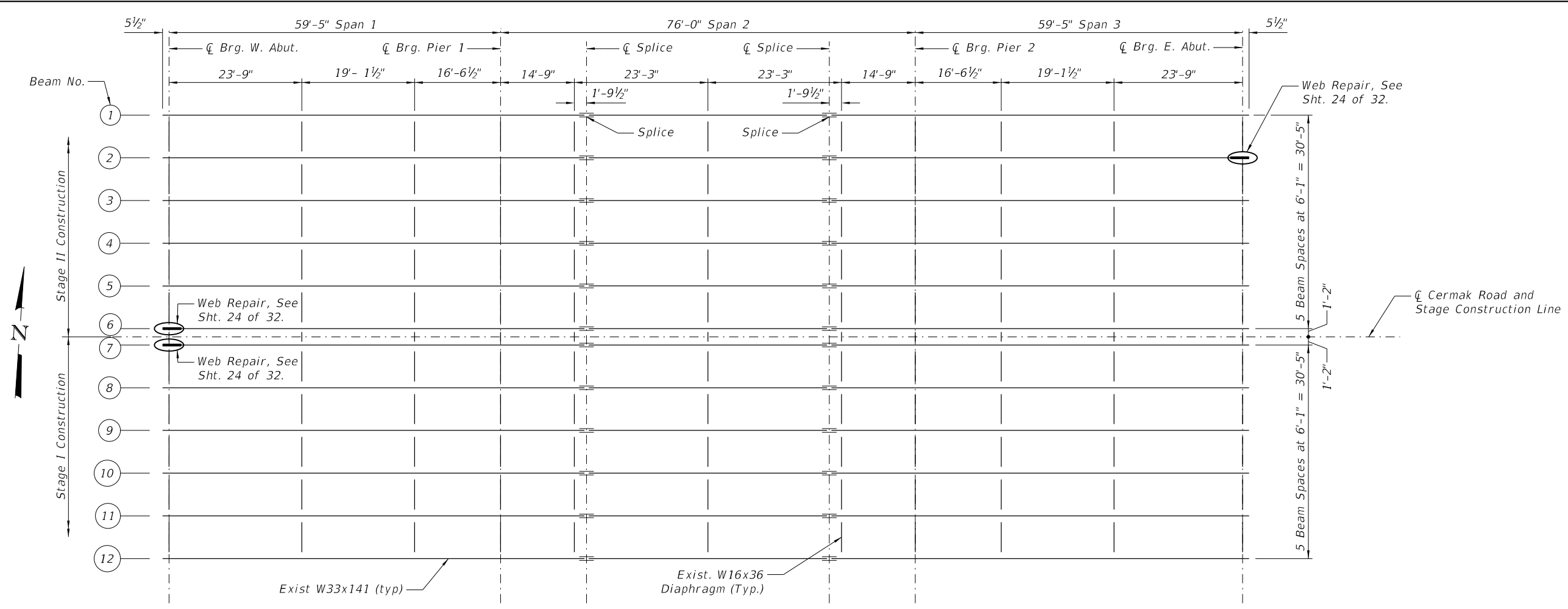
**PAVEMENT CONNECTOR SIDEWALK AND MEDIAN DETAILS
STRUCTURE NO. 016-0632**

SHEET NO. 22 OF 32 SHEETS

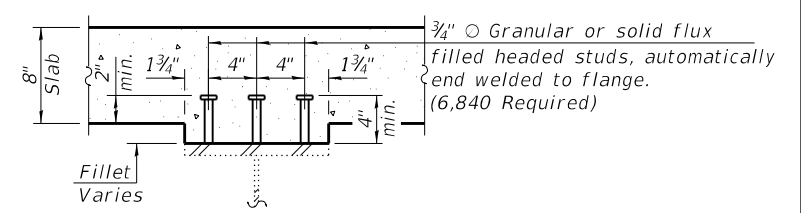
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	136
				CONTRACT NO. 62H51
ILLINOIS FED. AID PROJECT				

FILE NAME: W:\191168 IDOT_Corona_Road\CADD_Sheets\Structural\FINAL_PLANS\25th_Avenue\162H51_25th_Ave_SHT22_PCC_PC_Sidewalk_Details.dgn

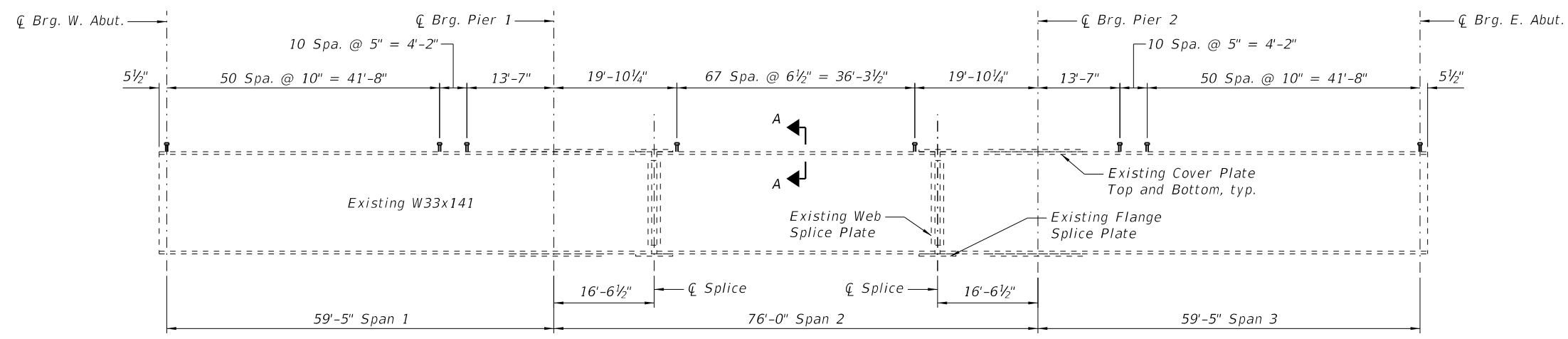
FILE NAME: W:\191168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\25th Avenue\162H51_25th Ave_SHT.23_Structural_Steel.dgn



FRAMING PLAN



SECTION A-A



EXISTING BEAM ELEVATION



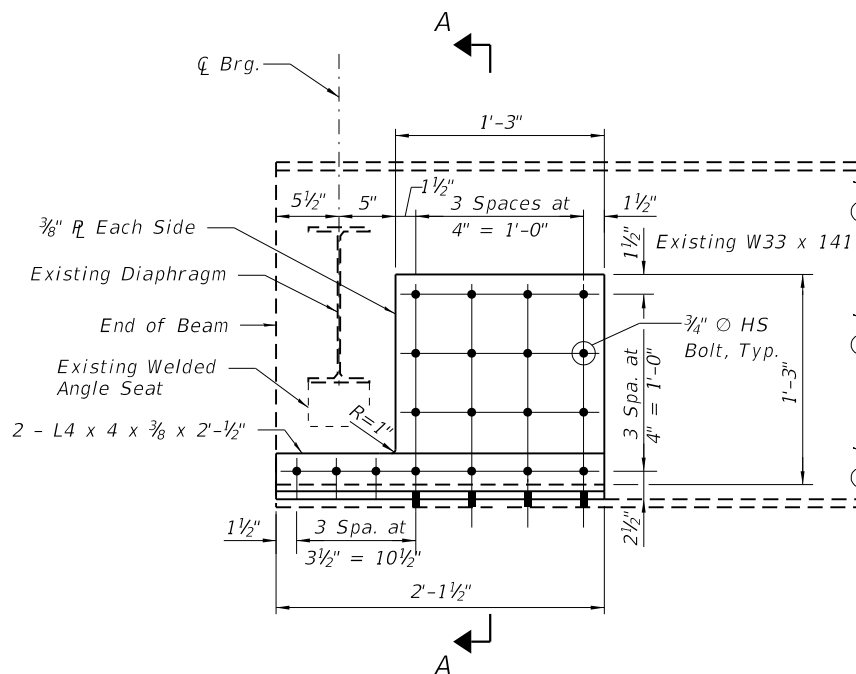
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PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL
STRUCTURE NO. 016-0632**

SHEET NO. 23 OF 32 SHEETS

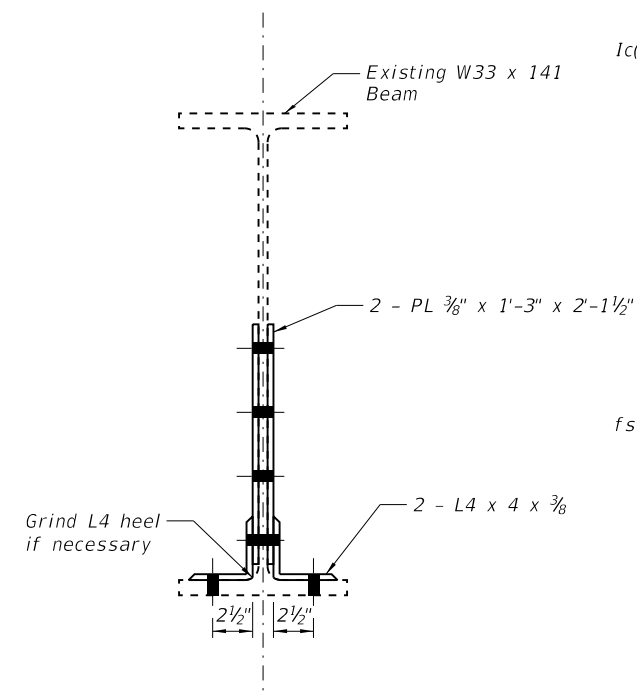
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	137
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



BEAM WEB REPAIR DETAIL
(3 required)

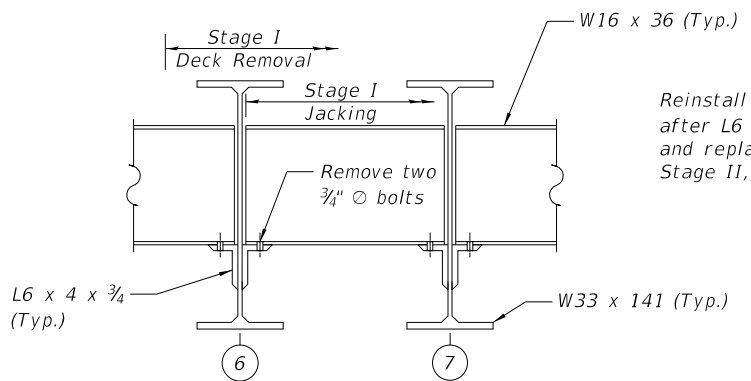
Notes:
See Special Provision for "Structural Steel Repair".
See sheet 23 of 32 for repair locations and beam sizes.
Structural Steel for Web Repairs shall be AASHTO M270 Grade 36 or Grade 50.
For painting new structural steel see General Notes.
Existing structural steel that will be in contact with new 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" Ø HS Bolt

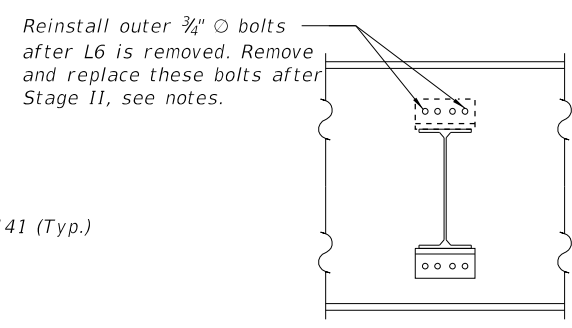


SECTION A-A

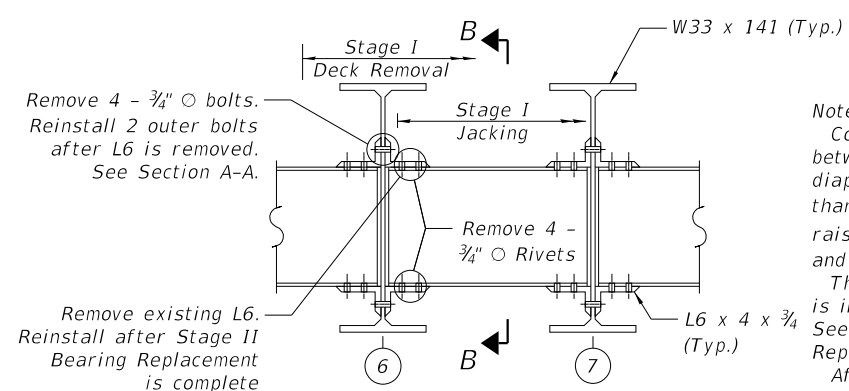
I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in^4 and in^3).
 $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in^4 and in^3).
 $I_c(3n), S_c(3n)$: 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^4 and in^3).
 Z : Plastic Section Modulus of the steel section in non-composite areas (in^3).
 q : Un-factored non-composite dead load (kips/ft.).
 M_D : Un-factored moment due to non-composite dead load (kip-ft.).
 s_D : Un-factored long-term composite (superimposed) dead load (kips/ft.).
 M_{sD} : Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
 M_L : Un-factored live load moment (kip-ft.).
 M_I : Un-factored moment due to impact (kip-ft.).
 M_a : Factored design moment (kip-ft.).
 $1.3 [M_D + M_{sD} + \frac{5}{3} (M_L + M_I)]$
 f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 $M_D + M_{sD} + \frac{5}{3} (M_L + M_I)$
 f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M_D + M_{sD} + \frac{5}{3} (M_L + M_I)]$
 VR : Maximum \pm impact shear range within the composite portion of the span for stud shear connector design (kips).



EXISTING END DIAPHRAGMS
(Looking East)



SECTION B-B



EXISTING INTERMEDIATE DIAPHRAGMS
(Looking East)
OPTIONAL DIAPHRAGM DISCONNECTION DETAILS
(For use during bearing removal and replacement)

Note:
Contractor has the option to disconnect existing diaphragms between beams 6 and 7 to facilitate bearing replacement. If diaphragms are not disconnected, beams may not be raised more than 1/8". If diaphragms are disconnected, beams may not be raised more than 3/4". See Guide Bridge Special Provision "Jack and Remove Existing Bearings".
The cost of disconnecting and reconnecting existing diaphragms is included in the cost of Jack and Remove Existing Bearings.
See applicable portion of the special provision "Structural Steel Repair" for existing rivet and bolt removal requirements.
After Stage II jacking and installation of bearings is complete, replace all rivets and bolts removed in Stage I with new 3/4" Ø HS bolts.

		0.4 Span 1 & 0.6 Span 3	Pier 1 & Pier 2	0.5 Span 2
I_s	(in^4)	7,450	10,618	7,450
$I_c(n)$	(in^4)	25,515	-	25,515
$I_c(3n)$	(in^4)	17,807	-	17,807
S_s	(in^3)	448	619	448
$S_c(n)$	(in^3)	766	-	766
$S_c(3n)$	(in^3)	676	-	676
Z	(in^3)	-	700	-
q	(k/ft)	0.828	1.023	0.828
M_D	(k)	192	468	202
s_D	(k/ft)	0.195	-	0.195
M_{sD}	(k)	54	-	69
M_L	(k)	378	226	397
MIM	(k)	113	68	119
${}^3_3 [M_L + i]$	(k)	818	490	860
M_a	(k)	1,384	1,245	1,470
$f_s q$ non-comp	(ksi)	5.14	9.07	5.41
$f_s q$ (comp)	(ksi)	0.96	-	1.22
$f_s {}^3_3 [M_L + M_I]$	(ksi)	12.82	9.50	13.47
f_s (Overload)	(ksi)	18.92	18.57	20.11
f_s (Total)	(ksi)	24.60	24.14	26.14
VR	(k)	46	-	36

		0.4 Span 1 & 0.6 Span 3	Pier 1 & Pier 2	0.5 Span 2
I_s	(in^4)	7,450	10,618	7,450
$I_c(n)$	(in^4)	22,915	-	22,915
$I_c(3n)$	(in^4)	16,402	-	16,402
S_s	(in^3)	448	619	448
$S_c(n)$	(in^3)	713	-	713
$S_c(3n)$	(in^3)	636	-	636
Z	(in^3)	-	700	-
q	(k/ft)	1.019	1.214	1.019
M_D	(k)	237	561	249
s_D	(k/ft)	0.195	-	0.195
M_{sD}	(k)	53	-	67
M_L	(k)	374	231	392
MIM	(k)	112	69	118
${}^3_3 [M_L + i]$	(k)	810	500	850
M_a	(k)	1,430	1,379	1,516
$f_s q$ non-comp	(ksi)	6.35	10.88	6.67
$f_s q$ (comp)	(ksi)	1.00	-	1.26
$f_s {}^3_3 [M_L + M_I]$	(ksi)	13.63	9.69	14.31
f_s (Overload)	(ksi)	20.98	20.57	22.24
f_s (Total)	(ksi)	27.27	26.74	28.92
VR	(k)	46	-	36

	Abutment		Piers		
	Interior	Exterior	Interior	Exterior	
R_D	(k)	22.5	26.7	77.1	91.7
R_L	(k)	33.2	32.5	38.2	38.1
R_I	(k)	10.0	9.8	11.5	11.5
R_{Total}	(k)	65.7	69.0	126.8	141.3

** Braced non-compact and partially braced section

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	340

FILE NAME: W:\191168 IDOT_Cermak_Road\Structural\FINAL PLANS\25th Avenue\162H51_25th Ave_SHT-24_Structural Steel Details.dgn



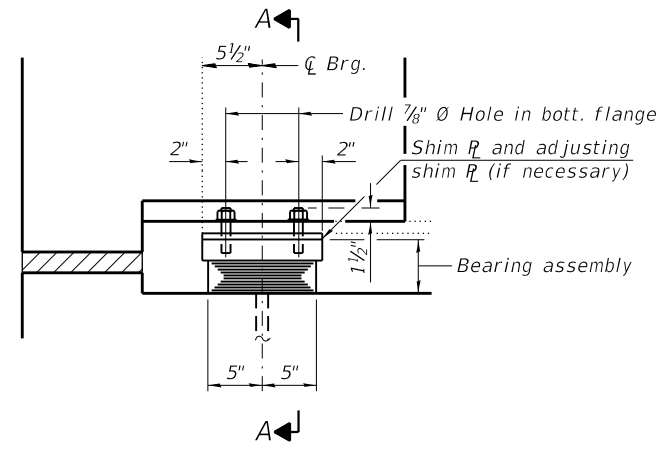
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	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - HB	REVISED -
PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

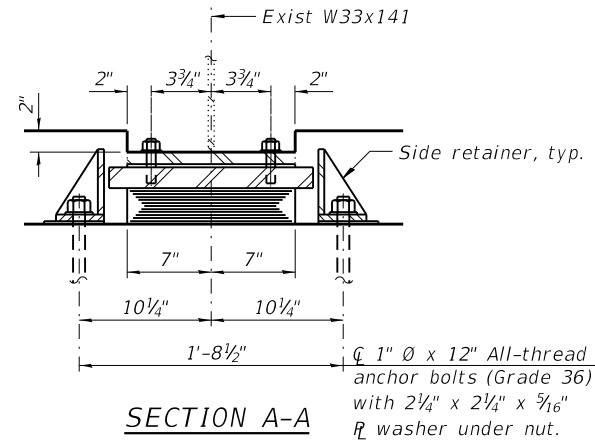
STRUCTURAL STEEL DETAILS
STRUCTURE NO. 016-0632

SHEET NO. 24 OF 32 SHEETS

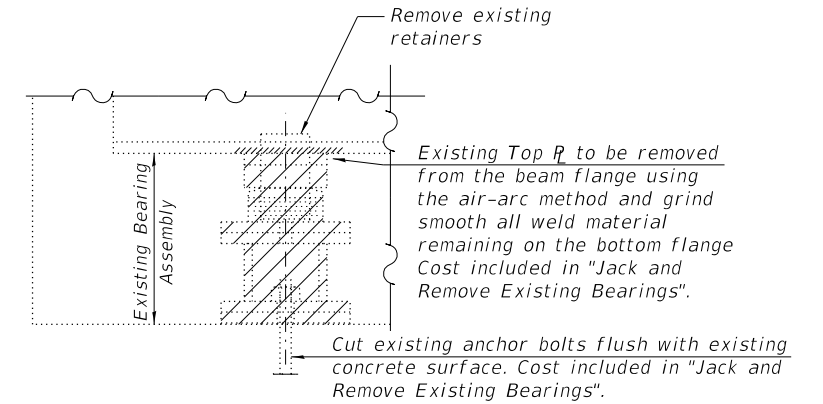
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	138
				CONTRACT NO. 62H51
		ILLINOIS	FED. AID PROJECT	



ELEVATION AT ABUT.

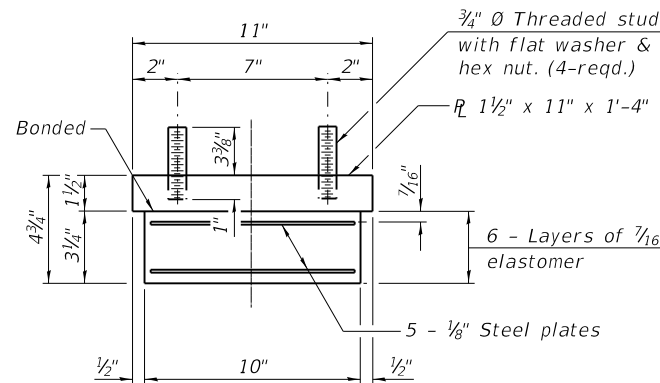


SECTION A-A



EXISTING BEARING REMOVAL DETAIL
Cost included with Jack and Remove Existing Bearings.

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

Note:
Shim plates shall not be placed under bearing assembly.

Notes:
Field drilling holes for studs, side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

**Prior to jacking or shoring beams, the Contractor shall determine and record the existing bottom of beam elevations at the center line of bearing at each abutment and make necessary approved adjustments to the bearing shim plate thicknesses and the new beam seat elevations. See sheet 27 of 32. Cost included with "Jack and Remove Existing Bearings".

ABUTMENT BEAM REACTION TABLE

R @ * (k/beam)	W Abut.	E. Abut.
	5.2	5.2

* Service Load Weight of Existing Structural Steel

**JACKING EXISTING SUPERSTRUCTURE & REMOVING BEARING NOTES:

Complete beam web repairs prior to jacking. See sheet 23 of 32.

Jack and Remove Existing Bearings shall be conducted according to the Guide Bridge Special Provision "Jack and Remove Existing Bearings", following the procedure for deck removed. See Beam Reaction Table for loads.

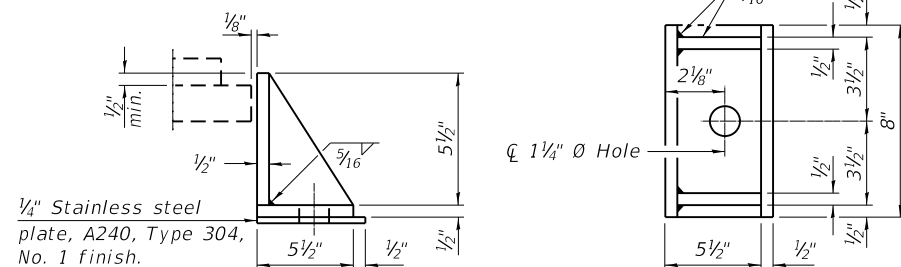
Jacking and removing existing bearings shall be done after deck removal.

The existing anchor bolts shall be cut off flush with the existing bridge seat. The bearing, top plate and bolster shall be removed.

All Stage I or Stage II beams shall be lifted simultaneously.

The Contractor's jacking and cribbing system shall remain in place for all beams in the stage until bridge seats have been raised and new bearings are installed.

Existing diaphragms at the stage construction line may be disconnected as necessary prior to jacking and reconnected using new H.S. bolts after jacking is completed. Cost included with "Jack and Remove Existing Bearings". See Sht. 24 for details.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

**SHIM PLATE THICKNESS

	Bm 1	Bm 2	Bm 3	Bm 4	Bm 5	Bm 6	Bm 7	Bm 8	Bm 9	Bm 10	Bm 11	Bm 12
West Abutment	0	1/4"	0	5/8"	0	3/4"	3/4"	1/4"	5/8"	0	3/16"	0
East Abutment	0	3/8"	0	7/8"	0	3/8"	3/8"	1/8"	1/2"	0	1 3/16"	0

**Cost included with Elastomeric Bearing Assembly, Type I

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	24
Anchor Bolts, 1"	Each	48
Jack and Remove Existing Bearings	Each	24

I-2E-1

6-15-2019



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

BEARING DETAILS
STRUCTURE NO. 016-0632

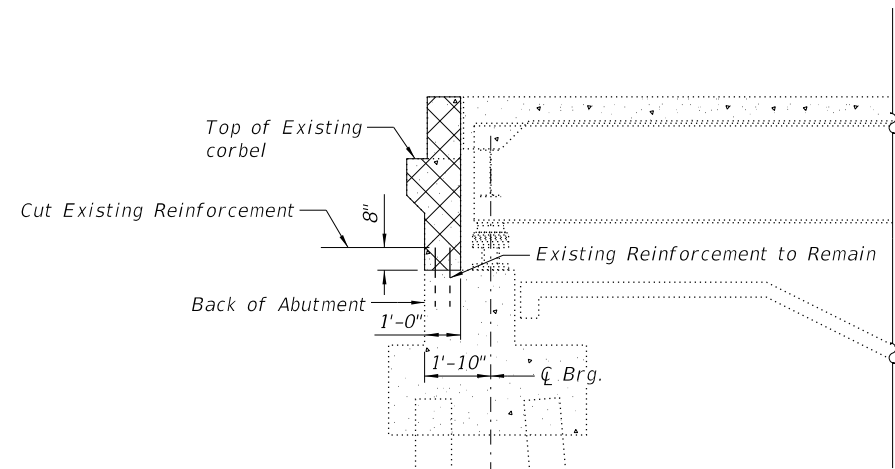
SHEET NO. 25 OF 32 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	139
CONTRACT NO. 62H51				

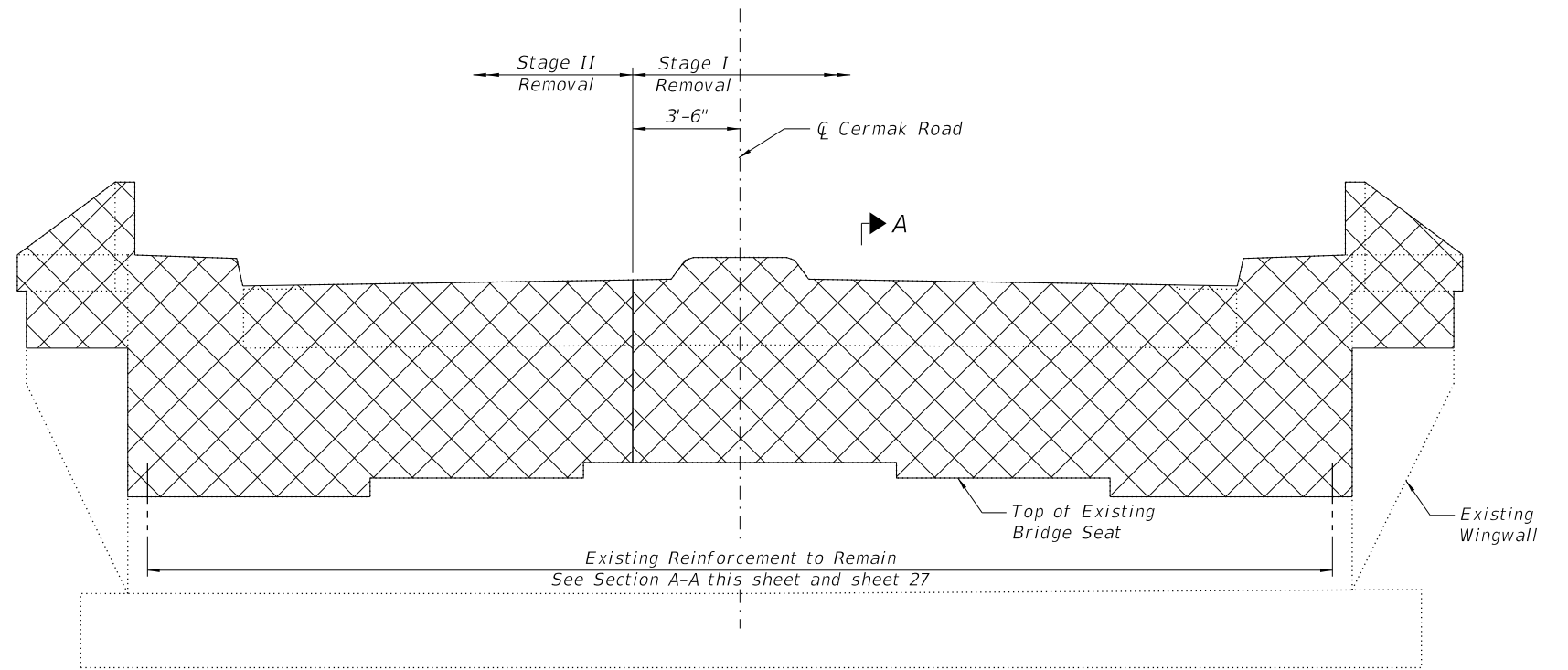
ILLINOIS FED. AID PROJECT

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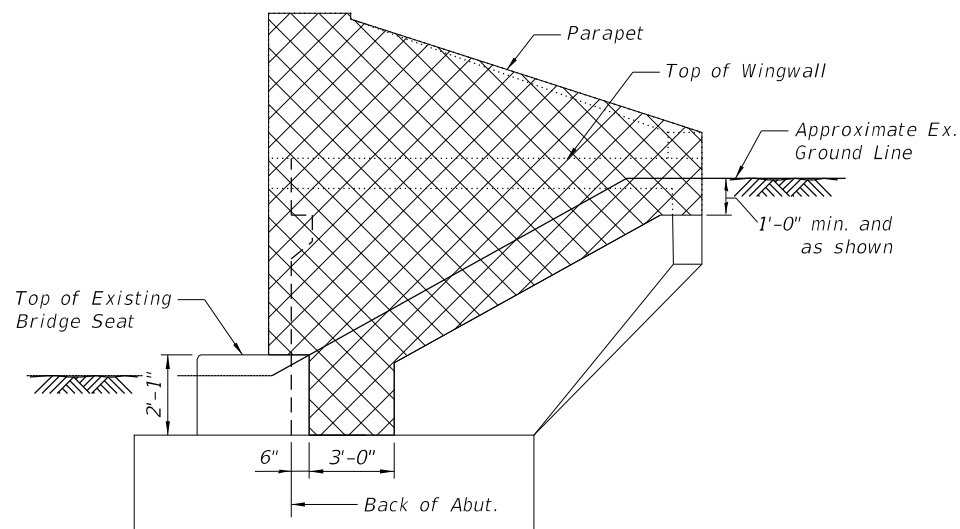
FILE NAME: W:\191168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\25th Avenue\125th Ave_SHT-26_Abument Concrete Removal.dgn



SECTION A-A
(Existing Abutment Removal)



ELEVATION - EXISTING EAST ABUTMENT REMOVAL
(Looking East, West Abutment opposite hand)



ELEVATION - EXISTING WINGWALL REMOVAL

Notes:
Existing reinforcement as noted shall be cut, cleaned and incorporated into the new construction. Any reinforcement bars that are damaged shall be repaired or replaced using an approved bar splicer or anchorage system. Costs included in "Concrete Removal."

LEGEND

Concrete Removal

**TWO ABUTMENTS
BILL OF MATERIAL**

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	46



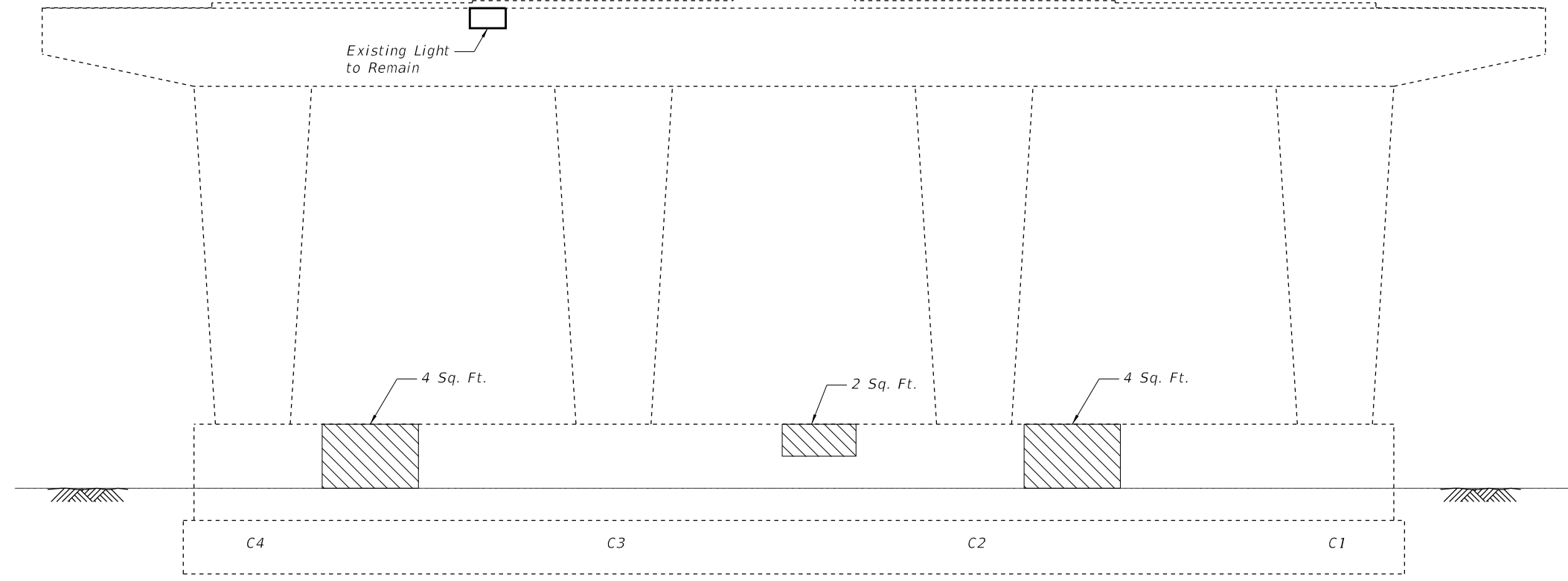
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PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

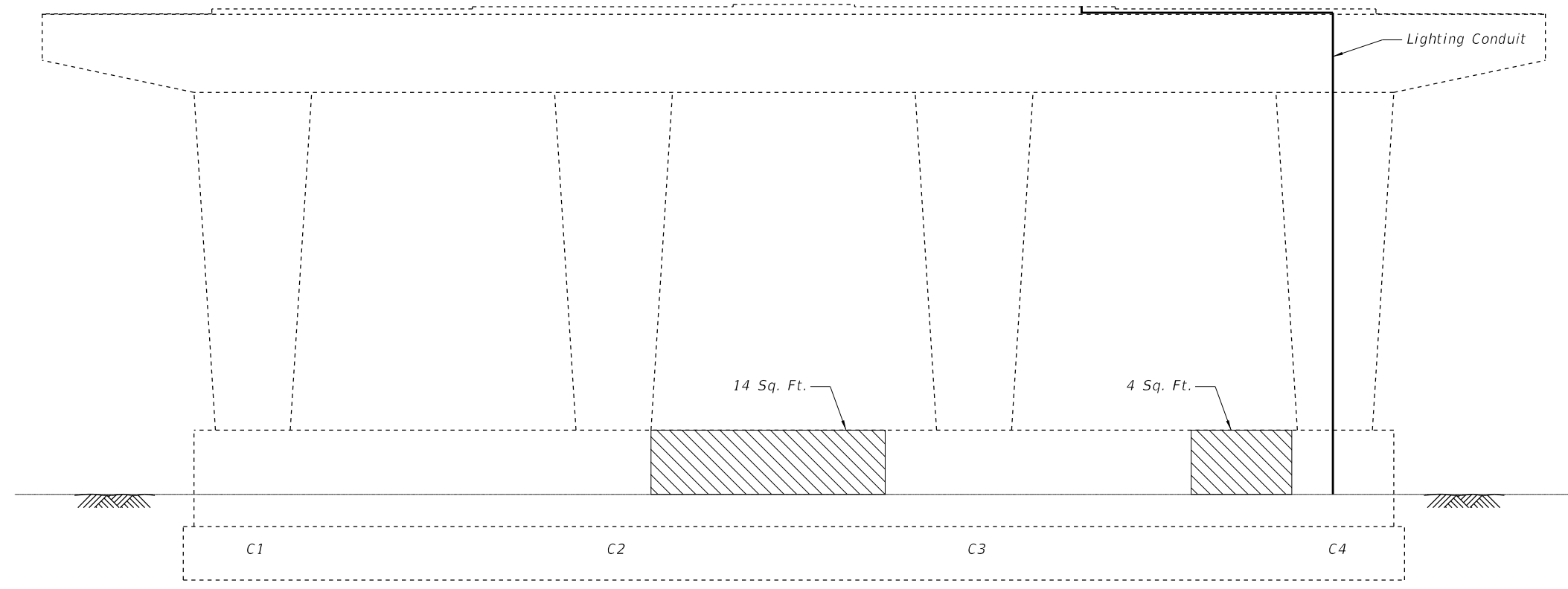
**ABUTMENT CONCRETE REMOVAL
STRUCTURE NO. 016-0632**

SHEET NO. 26 OF 32 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	140
				CONTRACT NO. 62H51
				ILLINOIS FED. AID PROJECT




EAST FACE OF PIER 1
(Looking West)



WEST FACE OF PIER 1
(Looking East)

Note:
See Sheet 29 of 32 for Bill of Material.
Repairs of the existing piers shall include but may not be limited to the areas shown. The actual areas to be repaired shall be determined by the Engineer at the time of construction.

LEGEND

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

FILE NAME: W:\191-168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\25th Avenue\162H51_25th Ave_SHT.28_Pier 1 Repair_Details_1.dgn



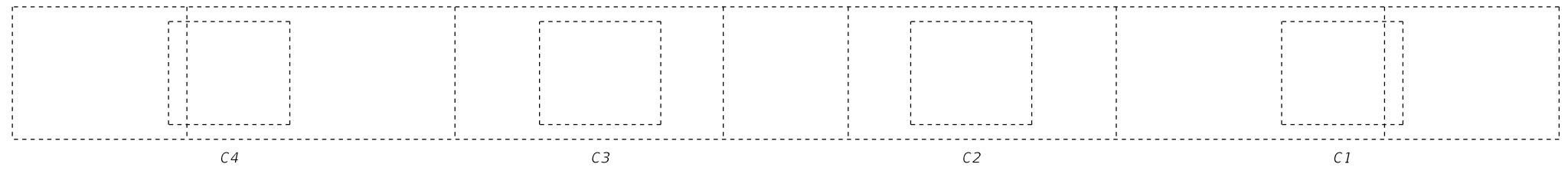
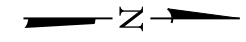
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PLOT SCALE =	DRAWN - HB	REVISED -
PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 - REPAIR DETAILS I
STRUCTURE NO. 016-0632

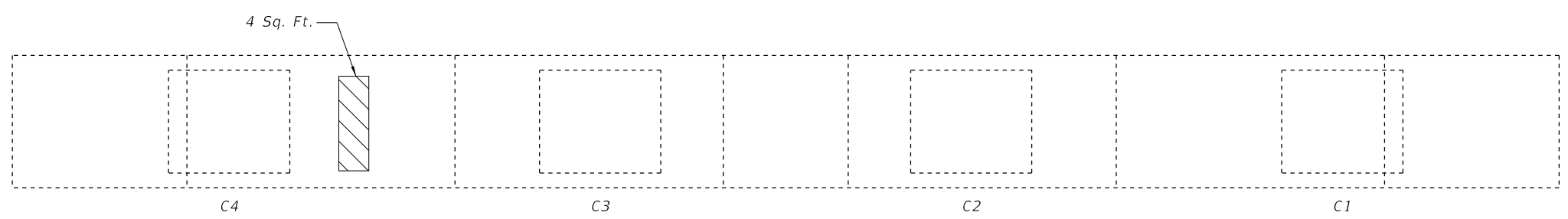
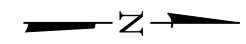
SHEET NO. 28 OF 32 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	142
CONTRACT NO. 62H51				
ILLINOIS		FED. AID PROJECT		



TOP OF PIER CAP

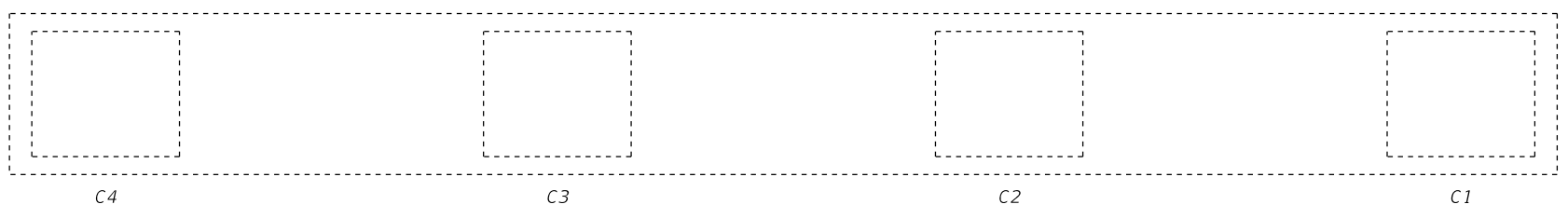
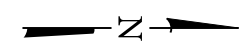
Note:
Repairs of the existing piers shall include but may not be limited to the areas shown. The actual areas to be repaired shall be determined by the Engineer at the time of construction.



UNDERSIDE OF PIER CAP

LEGEND

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



TOP OF CRASH WALL

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq. Ft.	32

FILE NAME: W:\191168 IDOT_Cemak_Road\CADD_Sheets\Structural\FINAL_PLANS\25th_Avenue\162H51_25th_Ave_SHT_29_Pier 1_Repair_Details_II.dgn



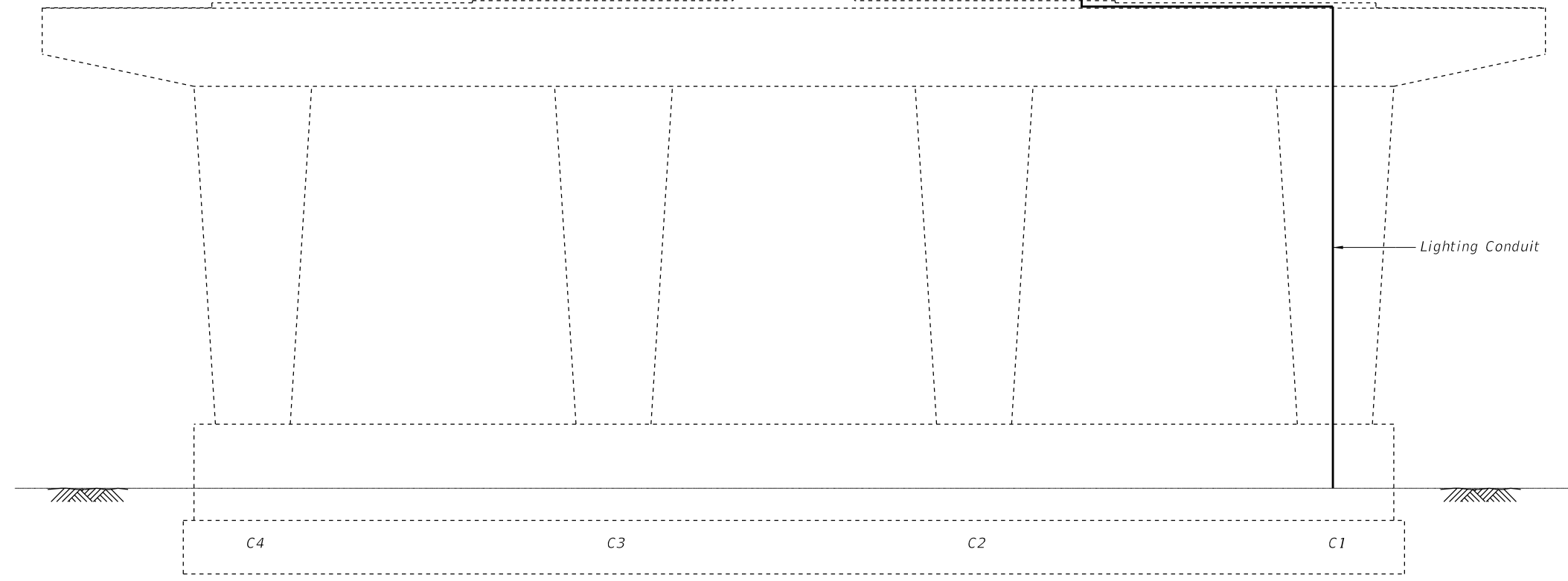
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PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

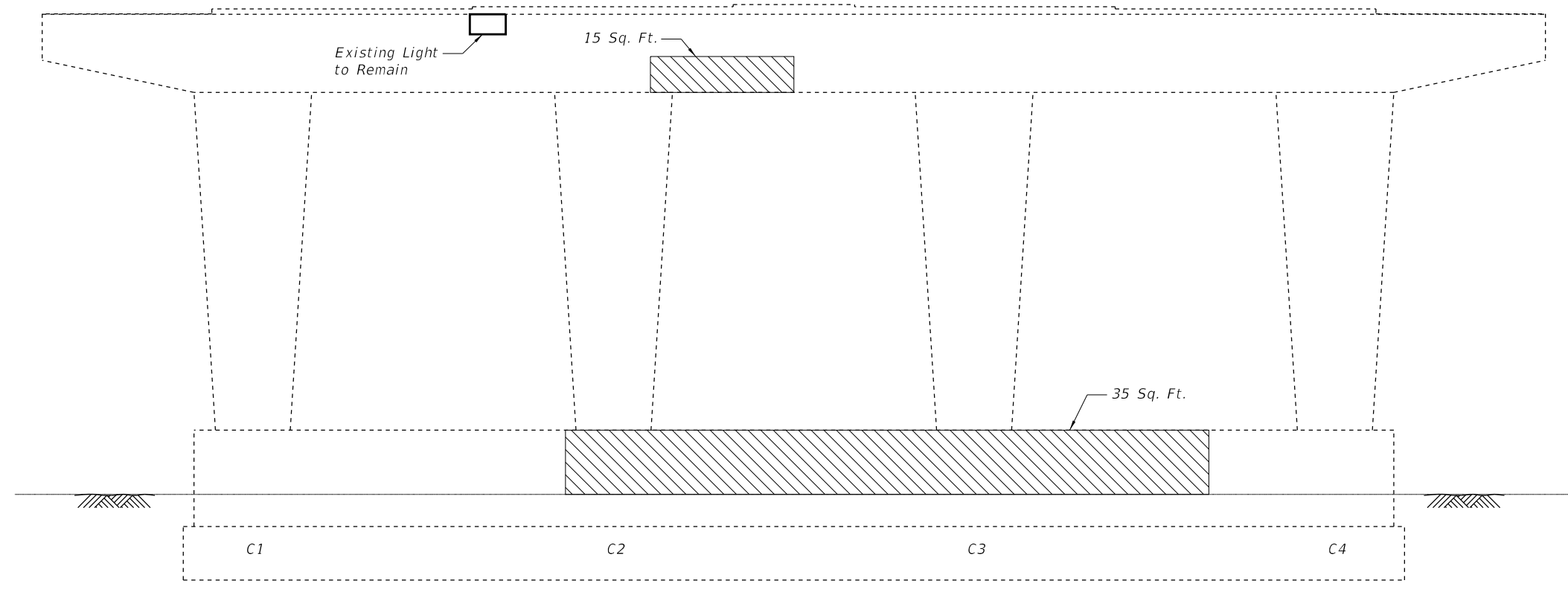
**PIER 1 - REPAIR DETAILS II
STRUCTURE NO. 016-0632**

SHEET NO. 29 OF 32 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	143
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	




EAST FACE OF PIER 2



WEST FACE OF PIER 2

Note:
 See Sheet 31 of 32 for Bill of Material.
 Repairs of the existing piers shall include but may not be limited to the areas shown. The actual areas to be repaired shall be determined by the Engineer at the time of construction.

LEGEND
 Structural Repair of Concrete
 (Depth Equal to or Less than 5 inches)

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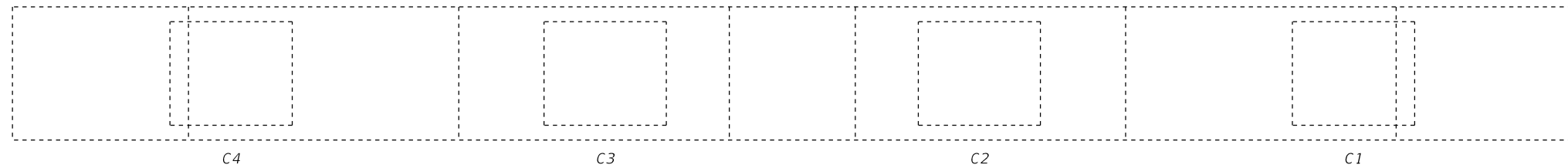
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PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

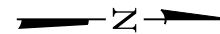
**PIER 2 - REPAIR DETAILS I
 STRUCTURE NO. 016-0632**

SHEET NO. 30 OF 32 SHEETS

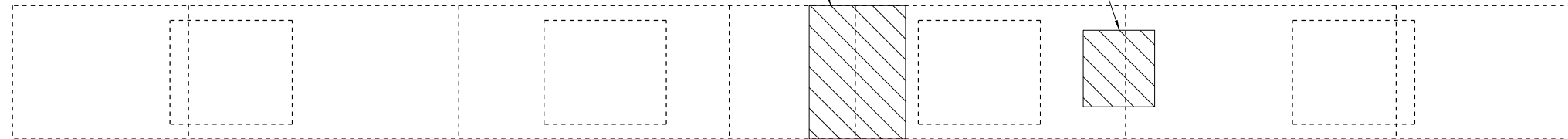
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	144
ILLINOIS			CONTRACT NO. 62H51	
FED. AID PROJECT				



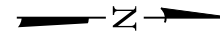
TOP OF PIER CAP



Note:
Repairs of the existing piers shall include but may not be limited to the areas shown. The actual areas to be repaired shall be determined by the Engineer at the time of construction.

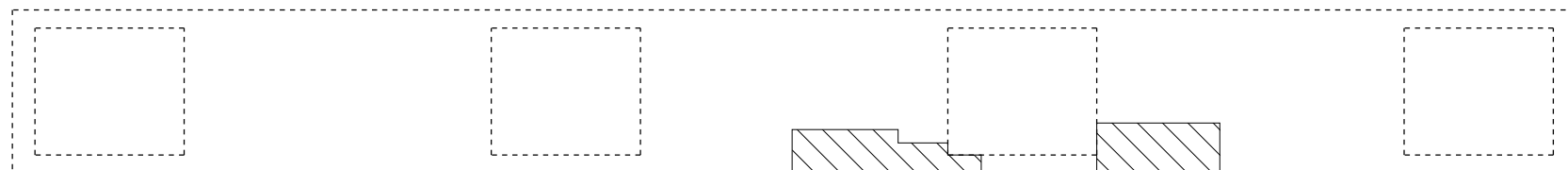


UNDERSIDE OF PIER CAP

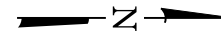


LEGEND

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



TOP OF CRASH WALL



BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq. Ft.	68

FILE NAME: W:\191168 IDOT_Cermak_Road\CADD_Sheets\Structural\FINAL_PLANS\25th_Avenue\162H51_25th_Ave_SHT.31_Pier 2_Repair_Details_II.dgn



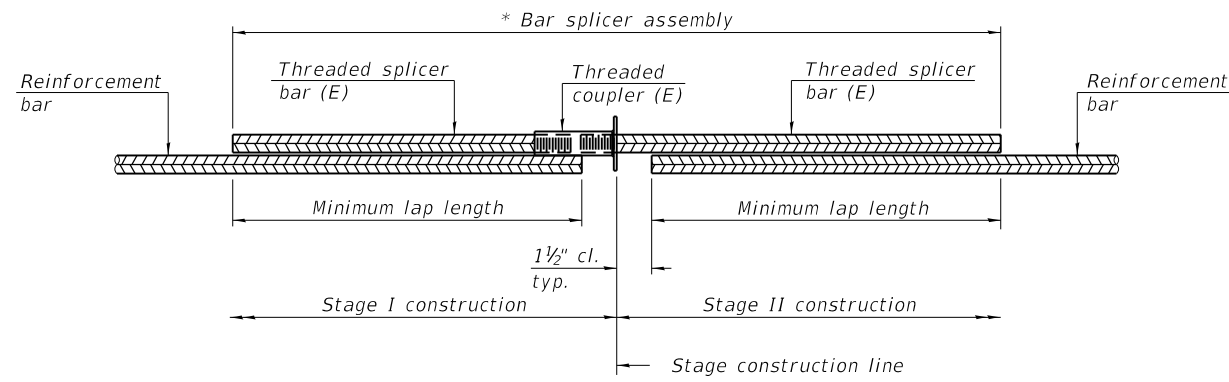
USER NAME = Winson	DESIGNED - HB	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - HB	REVISED -
PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER 2 - REPAIR DETAILS II
STRUCTURE NO. 016-0632**

SHEET NO. 31 OF 32 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	145
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	

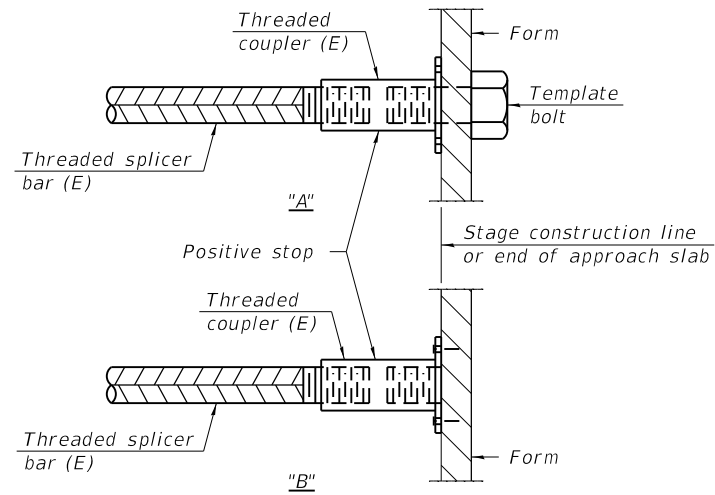


STANDARD BAR SPLICER ASSEMBLY PLAN
 (All components shall be provided from one supplier)

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

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

Location	Bar size	No. assemblies required	Minimum lap length
Deck Slab	#5	599	3'-6"
West Diaphragm	#6	7	3'-7"
East Diaphragm	#6	7	3'-7"
West Approach	#5	32	3'-0"
West Approach Footing	#5	40	3'-2"
East Approach	#5	32	3'-0"
East Approach Footing	#5	40	3'-2"
West Abutment	#5	4	3'-2"
East Abutment	#5	4	3'-2"

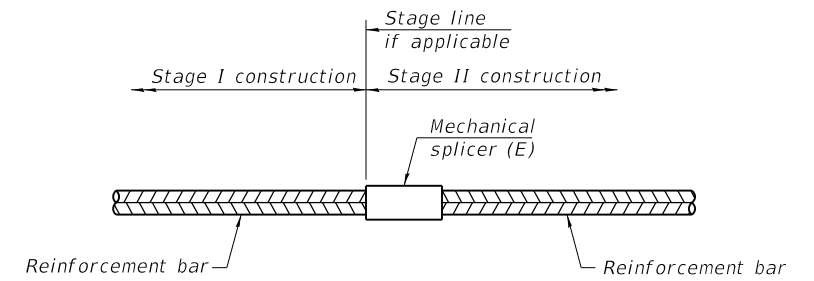


INSTALLATION AND SETTING METHODS

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

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

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

Notes:

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

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

1-1-2020



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**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 016-0632**

SHEET NO. 32 OF 32 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	146
CONTRACT NO. 62H51				
ILLINOIS		FED. AID PROJECT		

FILE NAME: W:\191168 IDOT_Cermak_Road\CADD_Sheets\Structural\FINAL_PLANS\25th_Avenue\1621451_25th_Ave_SHT-32_Bar_Splicer_Assembly_Details.dgn

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

Slip-forming of parapets is not allowed.

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.

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

The Contractor shall make allowances for the deflection of forms, shrinkage, and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of approach slabs.

The southernmost pile of the West Abutment that is adjacent to the existing 36 inch diameter storm sewer shall have a 24 inch diameter precore to a depth of 5 feet below the storm sewer pipe. The contractor shall accurately locate the storm sewer prior to precoring and any necessary adjustments to the pile locations shall be made as approved by the Engineer. See sheet 5 and 20 of 27 for details. Pile driving shall begin from the bottom of the hole. The annular space between the pile and the bore hole shall be backfilled with Porous Granular Embankment (clean dry sand) or controlled low-strength material (CLSM). Cost of locating the storm sewer, precoring and backfilling shall be included in the item Driving Piles.

Removal of Existing Structures includes the existing bridge except pier piles, removal of guardrail attached to bridge sidewalk, slopewall removal, removal of existing foundation in the center of the channel, and removal existing broken concrete in the channel.

The existing Buddy Bear Car Wash building northeast of the bridge shall be monitored for vibrations during the installation of all piles for the abutments and piers. This work shall be according to the applicable provisions of the special provision 'Construction Vibration Monitoring'. Pile driving shall be stopped when the threshold peak particle velocity of 0.5 inches per second is reached. The contractor shall submit the course of action to reduce the vibrations including abandoning pile installation by driving and installing by setting in rock socket.

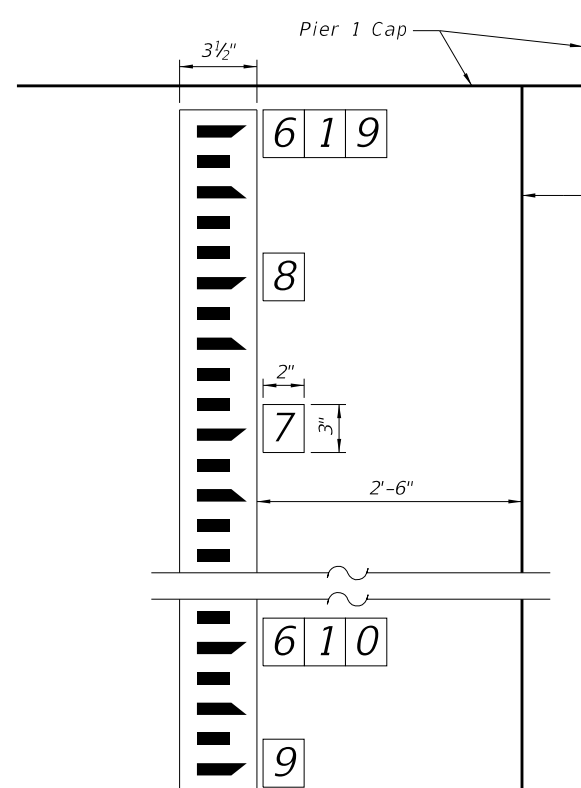
The contractor shall salvage the steel tube railing and posts located along the outside face of the bridge and along the inside face of the south sidewalk. Railings shall not be cut. The railings, posts, and attachments shall be transported and unloaded by the Contractor to the District Bridge Yard in Elk Grove at 1101 Biesterfeld 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 Structures.

INDEX OF SHEETS

1. General Plan & Elevation
2. General Data
3. Stage Construction Details
4. Temporary Concrete Barrier For Stage Construction
5. Foundation Layout
6. Top of Slab Elevations
7. Top of West Approach Slab Elevations
8. Top of East Approach Slab Elevations
9. Superstructure Plan
10. Superstructure Cross Sections
11. North Sidewalk Plan and Parapet Elevation
12. South Sidewalk Plan and Parapet Elevation
13. Superstructure Details
14. West Bridge Approach Slab Details
15. East Bridge Approach Slab Details
16. Bridge Approach Slab Details
17. Aluminum Railing, Type L
18. Sidewalk Sliding Plate Details
19. Pavement Connector Sidewalk Details
20. West Abutment
21. East Abutment
22. Pier 1 & 2
23. HP Pile Details
24. Metal Sheet Pile Details
25. Bar Splicer Assembly and Mechanical Splicer Details
26. Boring Logs
27. Boring Logs

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.		1,052	1,052
Filter Fabric	Sq. Yd.		956	956
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		292	292
Cofferdam Excavation	Cu. Yd.		218	218
Floor Drains	Each	6		6
Concrete Structures	Cu. Yd.		389.2	389.2
Concrete Superstructure	Cu. Yd.	642.5		642.5
Bridge Deck Grooving	Sq. Yd.	1,067		1,067
Protective Coat	Sq. Yd.	1,522		1,522
Concrete Superstructure (Approach Slab)	Cu. Yd.	231.2		231.2
Reinforcement Bars, Epoxy Coated	Pound	227,780	42,070	269,850
Bar Splicers	Each	518	192	710
Aluminum Railing, Type L	Foot	258		258
Furnishing Metal Shell Piles 14"x0.312"	Foot		388	388
Furnishing Steel Piles HP10x57	Foot		135	135
Driving Piles	Foot		523	523
Test Pile Metal Shells	Each		1	1
Test Pile Steel HP10x57	Each		1	1
Pile Shoes	Each		24	24
Name Plates	Each	1		1
Temporary Sheet Piling	Sq. Ft.		782	782
Granular Backfill for Structures	Cu. Yd.		174	174
Geocomposite Wall Drain	Sq. Yd.		110	110
Construction Vibration Monitoring	L Sum		1	1
Stream Gauge	Each		1	1
Cofferdam (Type 1) (In-Stream/Wetland Work)	Each		4	4
Pipe Underdrains for Structures 4"	Foot		218	218



STREAM GAUGE DETAIL

(Pier 1, North End, East Face. See Sheet 5 of 27.)

Stream Gauge Notes:

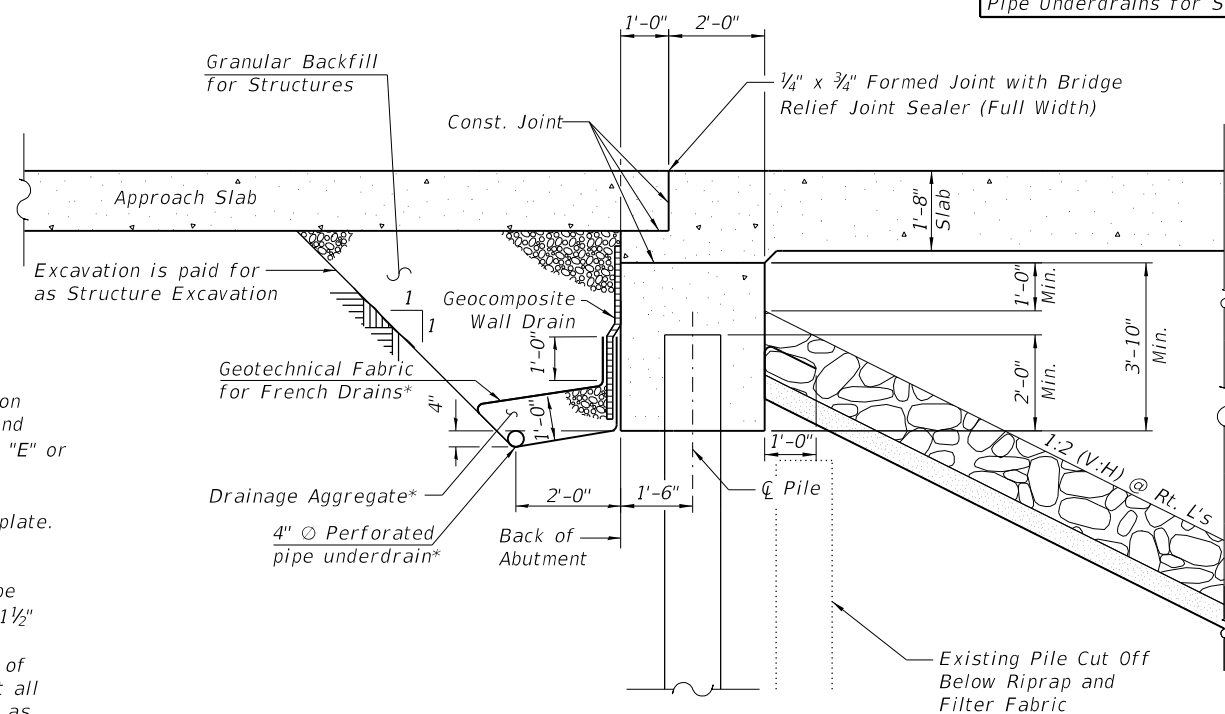
The gauge plates shall be porcelain enameled iron plate graduated in feet and tenths, unnumbered, and 3 1/2" wide. Gauge plates shall be "Watermark" Style "E" or approved equivalent.

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

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

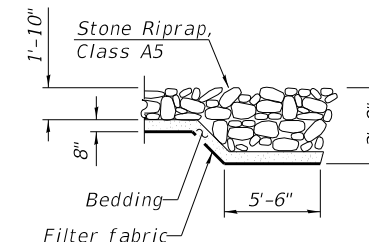
Three digit elevations to be installed at the top of the gauge and at every elevation ending with 0. At all of the other whole elevations, place the last digit as shown in the example to the left.

See Special Provisions.



SECTION THRU ABUTMENT
(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)



SECTION A-A

Note:

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

STATION 62+64.01
BUILT 202_ BY
STATE OF ILLINOIS
F.A.U. RTE. 1453
SEC. 2018-126-BR
LOADING HL-93
STRUCTURE NO. 016-0633

NAME PLATE
See Std. 515001

FILE NAME: W:\191168 IDOT_Corona_RoadCADD_Sheets\Structural\FINAL PLANS\Addition_Creek\Sheet-02_General Data.dgn



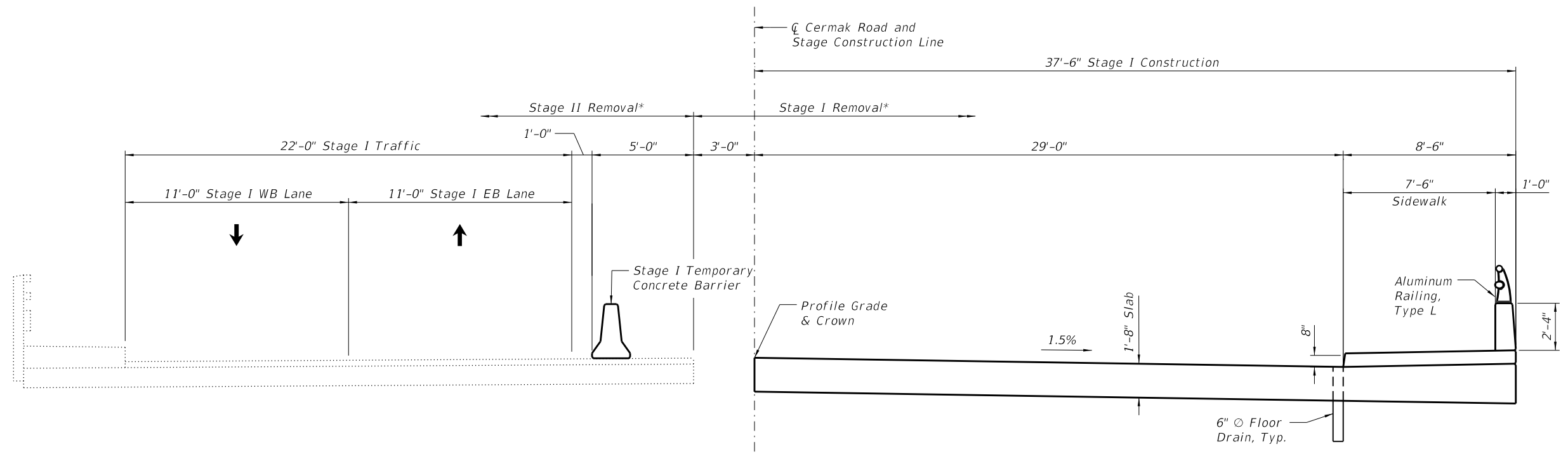
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PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 016-0633**

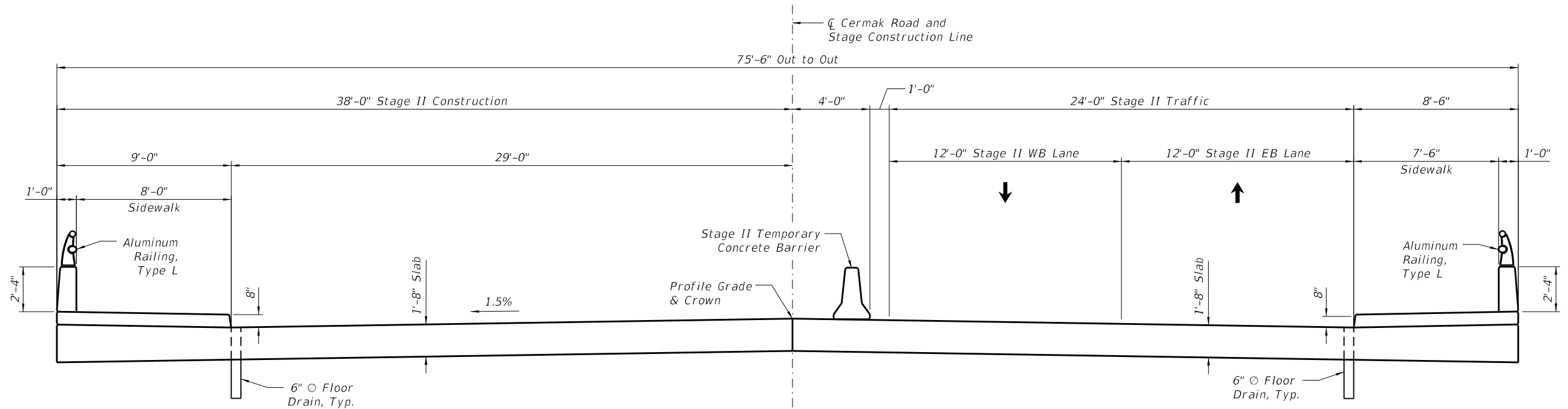
SHEET NO. 2 OF 27 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	148
CONTRACT NO. 62H51				
ILLINOIS		FED. AID PROJECT		



CROSS SECTION THRU DECK - STAGE I
(Looking East)

*Existing precast pier piles to remain.
See sheet 22 of 27 for pile cutoff limit.



CROSS SECTION THRU DECK - STAGE II
(Looking East)

FILE NAME: W:\191168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\Addition_Creek\Sheet\03_Stage Construction Sections.dgn



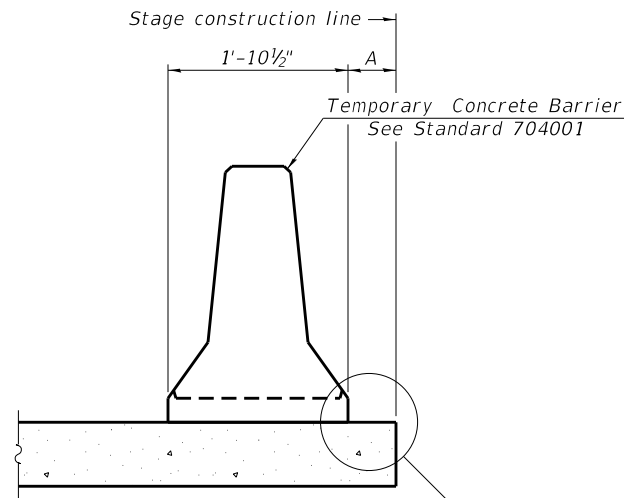
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	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - HB	REVISED -
PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 016-0633**

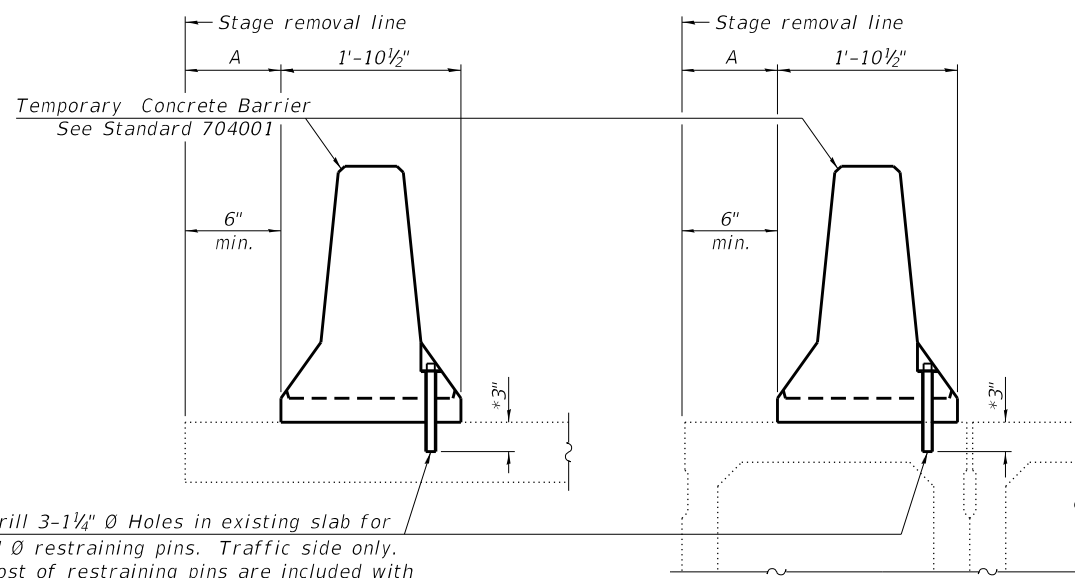
SHEET NO. 3 OF 27 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	149
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

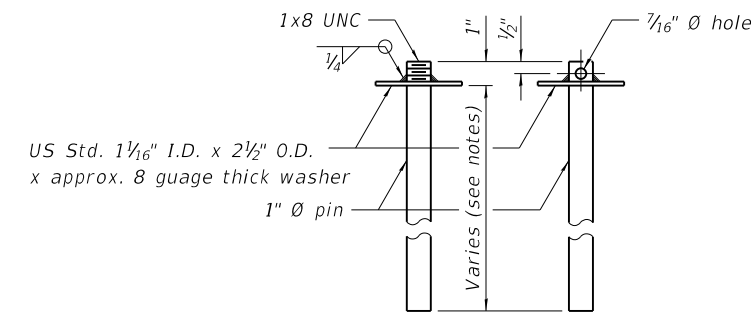


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

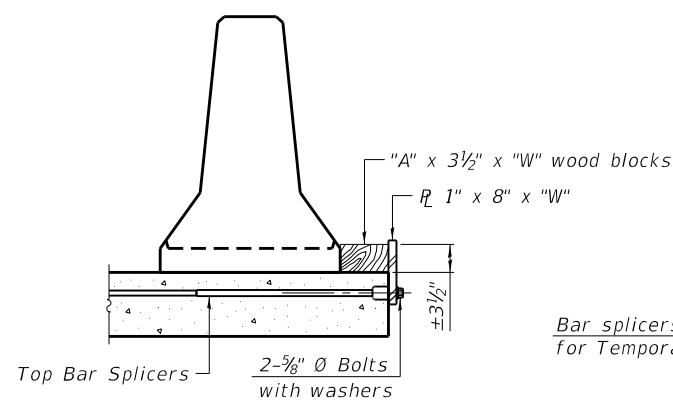
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

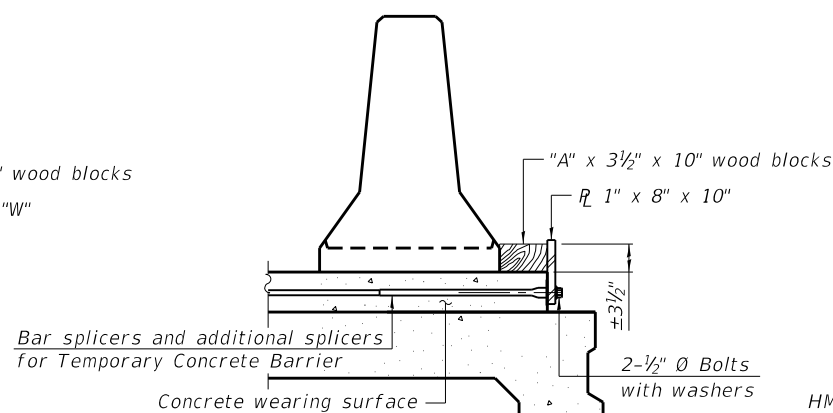


RESTRAINING PIN

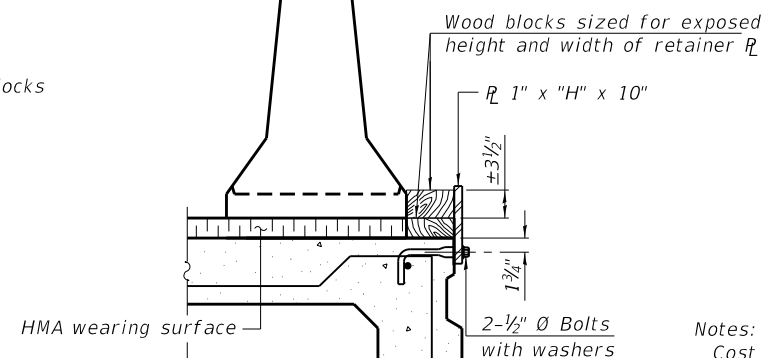
SECTIONS THRU SLAB OR DECK BEAM



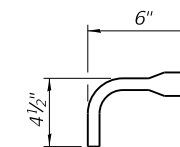
DETAIL I



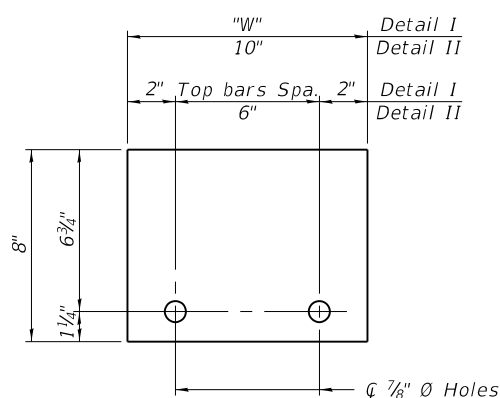
DETAIL II



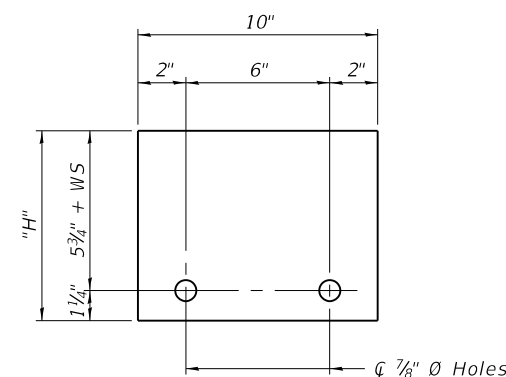
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate \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.

R-27 8-11-2017



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

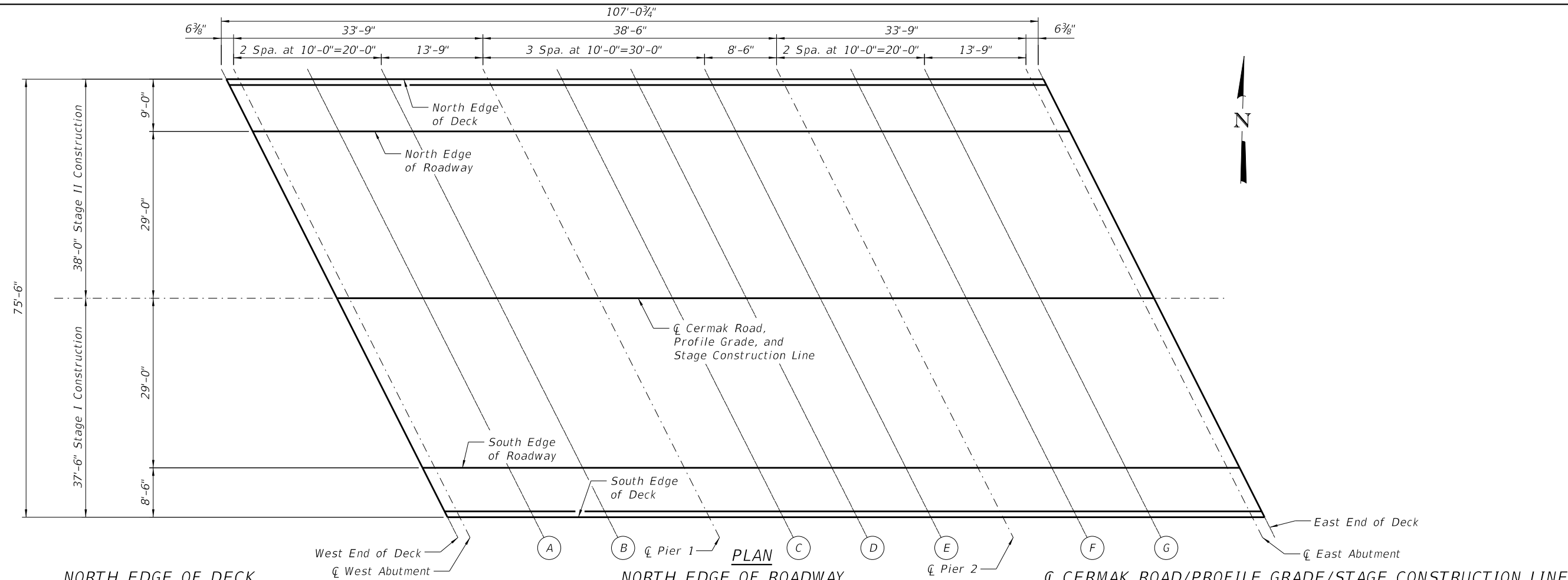
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 016-0633

SHEET NO. 4 OF 27 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	150
				CONTRACT NO. 62H51
		ILLINOIS	FED. AID PROJECT	

FILE NAME: W:\191-168 IDOT_Cermak_Road\CADD_Sheets\Structural\FINAL PLANS\Addition_Creek_SUIT-04_Temporary_Concrete_Barrier.dgn



NORTH EDGE OF DECK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
West End of Deck	61+95.89	-38.00	623.72	623.72
☐ West Abutment	61+96.42	-38.00	623.73	623.73
A	62+06.42	-38.00	623.92	623.93
B	62+16.42	-38.00	624.08	624.09
Pier 1	62+30.17	-38.00	624.25	624.25
C	62+40.17	-38.00	624.33	624.33
D	62+50.17	-38.00	624.39	624.39
E	62+60.17	-38.00	624.42	624.42
Pier 2	62+68.67	-38.00	624.42	624.42
F	62+78.67	-38.00	624.39	624.40
G	62+88.67	-38.00	624.33	624.34
☐ East Abutment	63+02.42	-38.00	624.20	624.20
East End of Deck	63+02.95	-38.00	624.19	624.19

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
West End of Deck	61+99.35	-29.00	623.68	623.68
☐ West Abutment	61+99.88	-29.00	623.69	623.69
A	62+09.88	-29.00	623.87	623.88
B	62+19.88	-29.00	624.01	624.02
Pier 1	62+33.63	-29.00	624.17	624.17
C	62+43.63	-29.00	624.24	624.24
D	62+53.63	-29.00	624.29	624.29
E	62+63.63	-29.00	624.30	624.30
Pier 2	62+72.13	-29.00	624.30	624.30
F	62+82.13	-29.00	624.26	624.27
G	62+92.13	-29.00	624.19	624.20
☐ East Abutment	63+05.88	-29.00	624.04	624.04
East End of Deck	63+06.41	-29.00	624.04	624.04

☐ CERMAK ROAD/PROFILE GRADE/STAGE CONSTRUCTION LINE

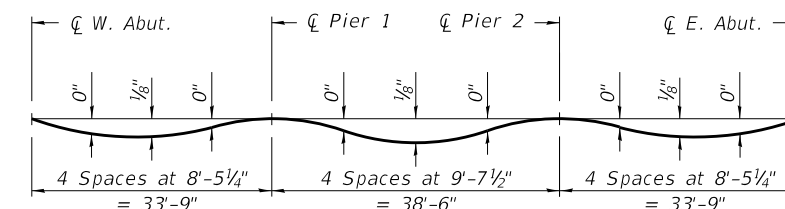
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
West End of Deck	62+10.48	0.00	624.31	624.31
☐ West Abutment	62+11.01	0.00	624.32	624.32
A	62+21.01	0.00	624.46	624.47
B	62+31.01	0.00	624.58	624.59
Pier 1	62+44.76	0.00	624.68	624.68
C	62+54.76	0.00	624.73	624.73
D	62+64.76	0.00	624.74	624.74
E	62+74.76	0.00	624.72	624.72
Pier 2	62+83.26	0.00	624.68	624.68
F	62+93.26	0.00	624.61	624.62
G	63+03.26	0.00	624.51	624.52
☐ East Abutment	63+17.01	0.00	624.32	624.32
East End of Deck	63+17.54	0.00	624.31	624.31

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
West End of Deck	62+21.61	29.00	624.04	624.04
☐ West Abutment	62+22.14	29.00	624.04	624.04
A	62+32.14	29.00	624.15	624.16
B	62+42.14	29.00	624.23	624.24
Pier 1	62+55.89	29.00	624.30	624.30
C	62+65.89	29.00	624.30	624.30
D	62+75.89	29.00	624.28	624.28
E	62+85.89	29.00	624.23	624.23
Pier 2	62+94.39	29.00	624.17	624.17
F	63+04.39	29.00	624.06	624.07
G	63+14.39	29.00	623.92	623.93
☐ East Abutment	63+28.14	29.00	623.69	623.69
East End of Deck	63+28.67	29.00	623.68	623.68

SOUTH EDGE OF DECK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
West End of Deck	62+24.87	37.50	624.19	624.19
☐ West Abutment	62+25.40	37.50	624.20	624.20
A	62+35.40	37.50	624.30	624.31
B	62+45.40	37.50	624.37	624.38
Pier 1	62+59.15	37.50	624.42	624.42
C	62+69.15	37.50	624.42	624.42
D	62+79.15	37.50	624.39	624.39
E	62+89.15	37.50	624.32	624.32
Pier 2	62+97.65	37.50	624.25	624.25
F	63+07.65	37.50	624.13	624.14
G	63+17.65	37.50	623.99	624.00
☐ East Abutment	63+31.40	37.50	623.74	623.74
East End of Deck	63+31.93	37.50	623.73	623.73



DEAD LOAD DEFLECTION DIAGRAM

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.

FILE NAME: W:\191-168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\Addition Cermak_SUT-06_Top of Slab Elevations.dgn



USER NAME = Winson	DESIGNED - HB	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 016-0633**

SHEET NO. 6 OF 27 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	152
				CONTRACT NO. 62H51
				ILLINOIS FED. AID PROJECT

NORTH EDGE OF SLAB

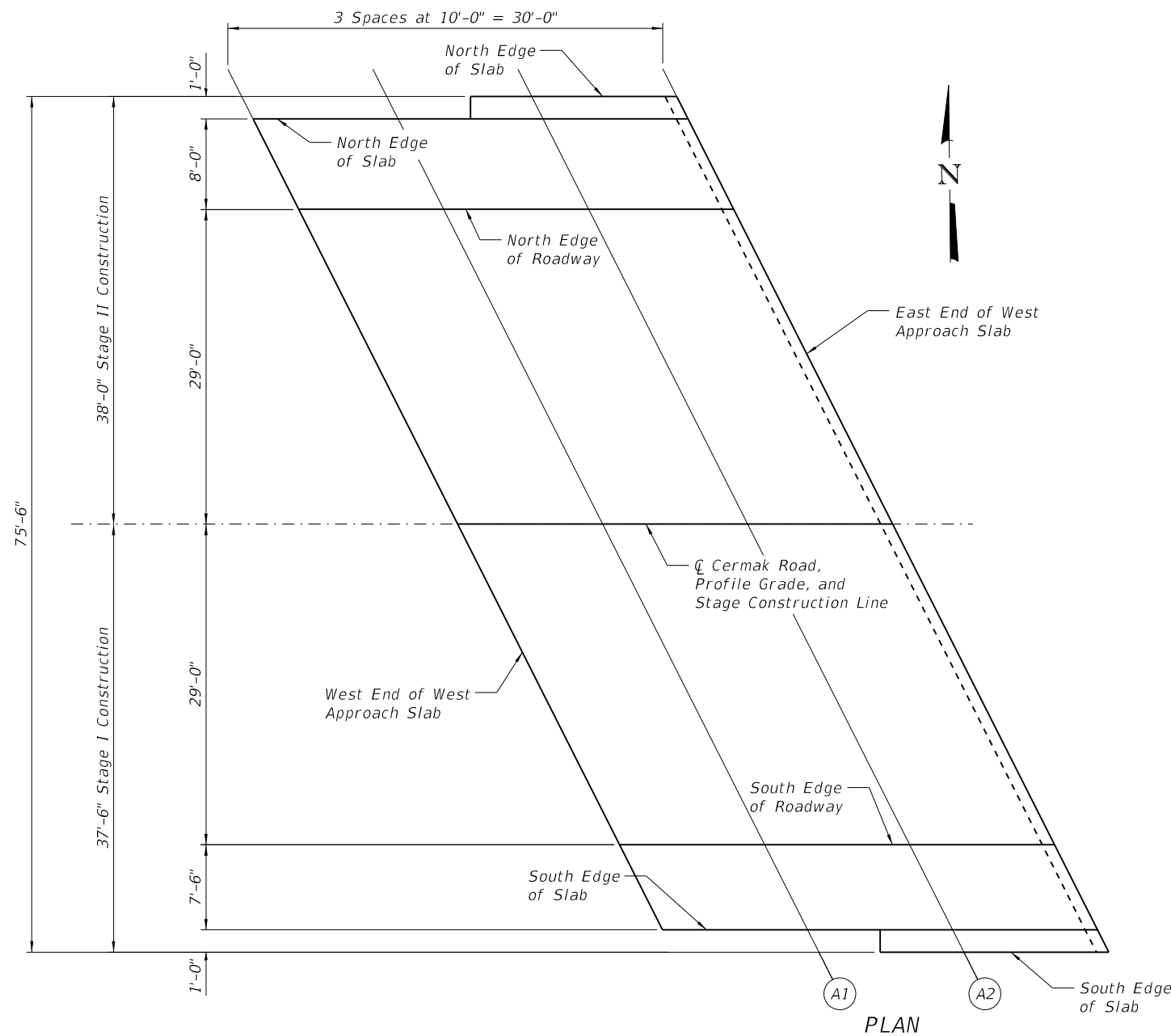
Location	Station	Offset	Theoretical Grade Elevations
W. End of W Appr. Slab	61+66.28	-37.00	622.99
A1	61+76.28	-37.00	623.27
A2	61+85.89	-38.00	623.50
E. End of W Appr. Slab	61+95.89	-38.00	623.72

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End of W Appr. Slab	61+69.35	-29.00	622.96
A1	61+79.35	-29.00	623.23
A2	61+89.35	-29.00	623.47
E. End of W Appr. Slab	61+99.35	-29.00	623.68

CL CERMAK ROAD/PROFILE GRADE/STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of W Appr. Slab	61+80.48	0.00	623.69
A1	61+90.48	0.00	623.93
A2	62+00.48	0.00	624.13
E. End of W Appr. Slab	62+10.48	0.00	624.31



SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End of W Appr. Slab	61+91.61	29.00	623.52
A1	62+01.61	29.00	623.72
A2	62+11.61	29.00	623.89
E. End of W Appr. Slab	62+21.61	29.00	624.04

SOUTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End of W Appr. Slab	61+94.49	36.50	623.69
A1	62+04.49	36.50	623.89
A2	62+14.87	37.50	624.06
E. End of W Appr. Slab	62+24.87	37.50	624.19

PLAN

FILE NAME: W:\191168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\Addition_Creek\161H51_Addition_Creek_SJT-07_West_Approach_Slab_Elevations.dgn



USER NAME = Winson	DESIGNED - HB	REVISED -
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DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-0633

SHEET NO. 7 OF 27 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	153
ILLINOIS			CONTRACT NO. 62H51	
FED. AID PROJECT				

NORTH EDGE OF SLAB

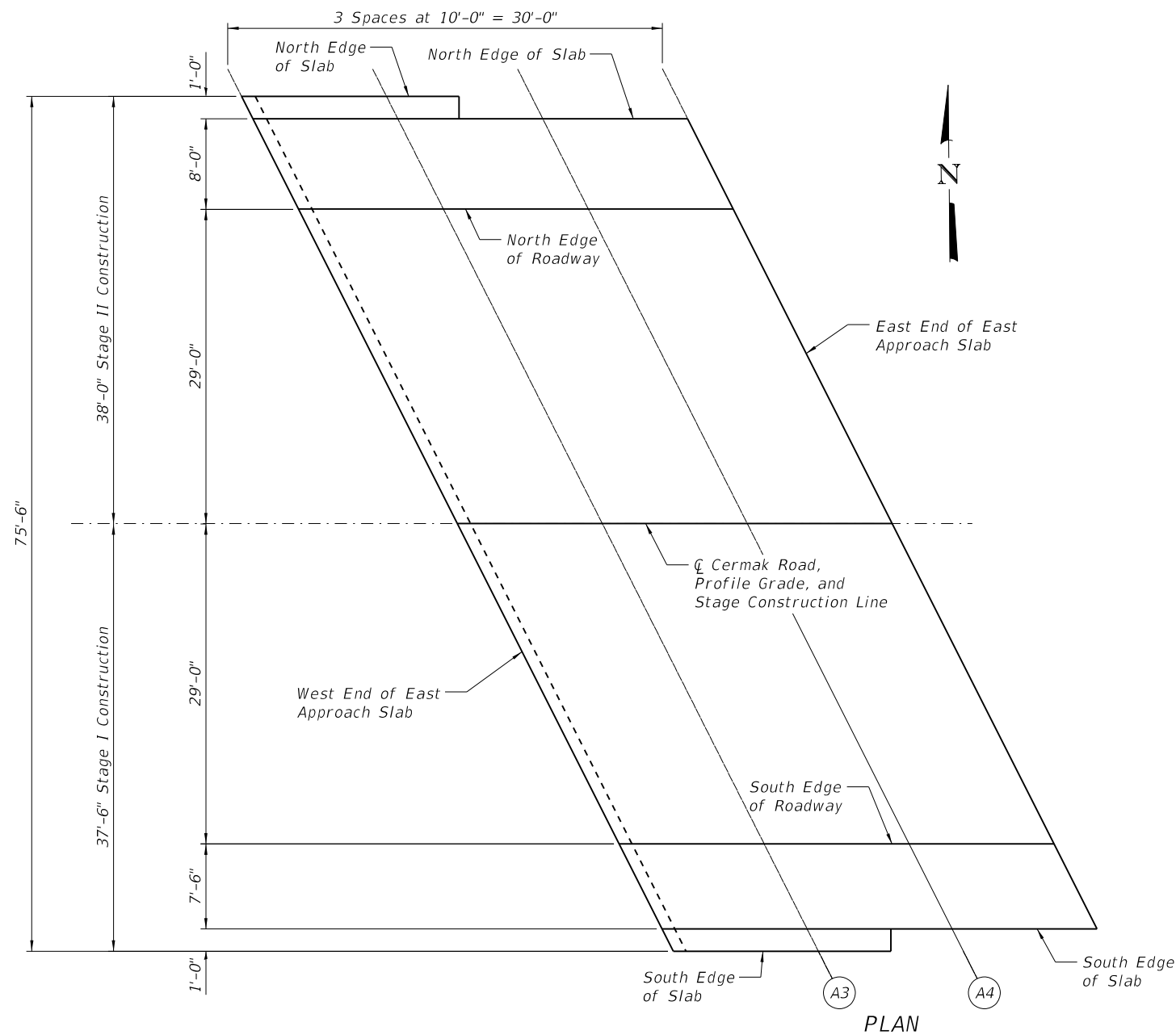
Location	Station	Offset	Theoretical Grade Elevations
W. End of E Appr. Slab	63+02.95	-38.00	624.19
A3	63+12.95	-38.00	624.06
A4	63+23.34	-37.00	623.89
E. End of E Appr. Slab	63+33.34	-37.00	623.70

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End of E Appr. Slab	63+06.41	-29.00	624.04
A3	63+16.41	-29.00	623.89
A4	63+26.41	-29.00	623.72
E. End of E Appr. Slab	63+36.41	-29.00	623.52

CL CERMAK ROAD/PROFILE GRADE/STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of E Appr. Slab	63+17.54	0.00	624.31
A3	63+27.54	0.00	624.13
A4	63+37.54	0.00	623.93
E. End of E Appr. Slab	63+47.54	0.00	623.69



SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End of E Appr. Slab	63+28.67	29.00	623.68
A3	63+38.67	29.00	623.47
A4	63+48.67	29.00	623.23
E. End of E Appr. Slab	63+58.67	29.00	622.96

SOUTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End of E Appr. Slab	63+31.93	37.50	623.73
A3	63+41.93	37.50	623.51
A4	63+51.55	36.50	623.27
E. End of E Appr. Slab	63+61.55	36.50	622.99

PLAN

FILE NAME: W:\191168 IDOT CermaK Road\CADD_Sheets\Structural\FINAL PLANS\Addition_Creek\161H51_Addition_Creek_S1T-08_East_Approach_Slab_Elevations.dgn



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

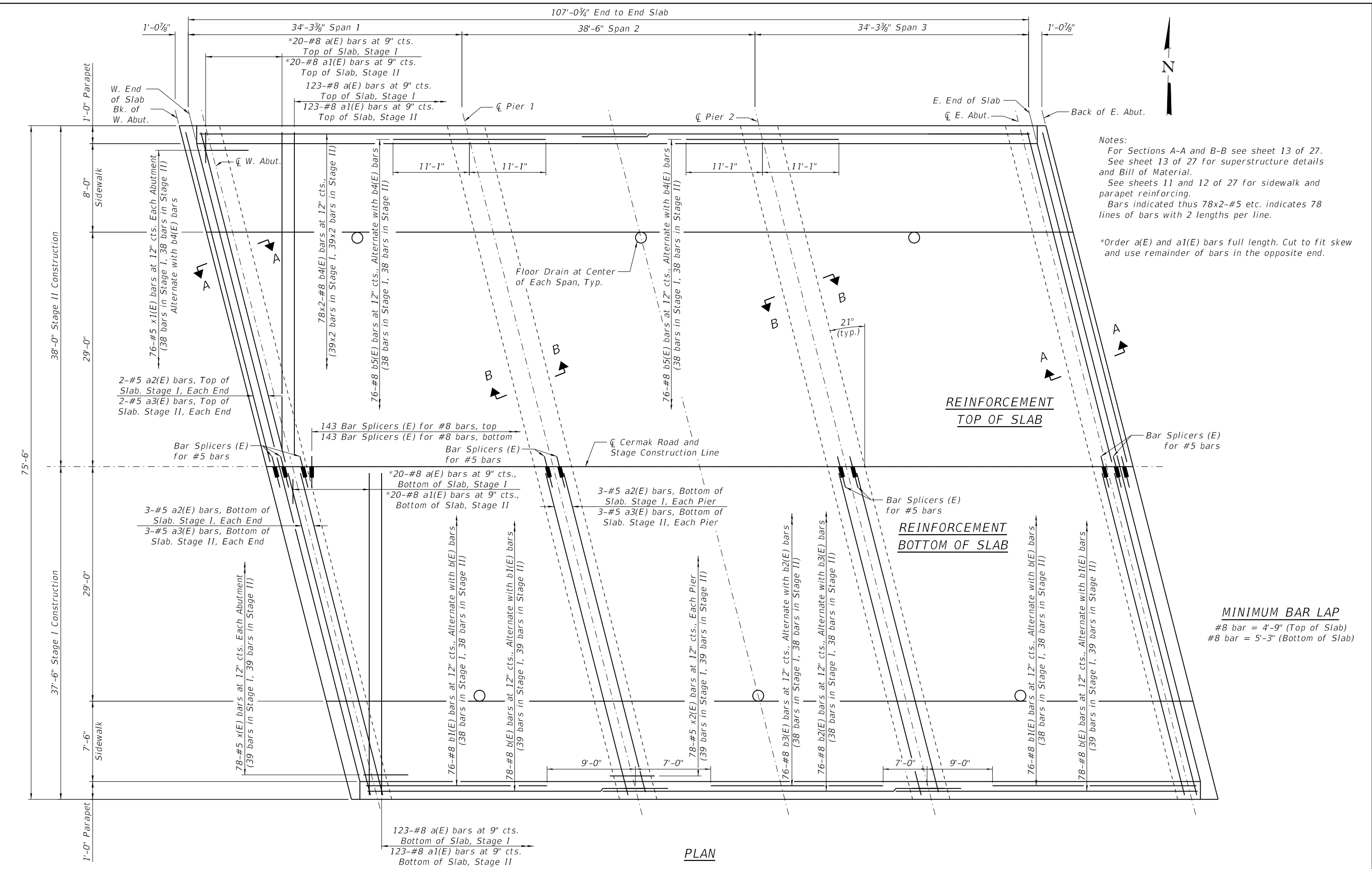
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-0633

SHEET NO. 8 OF 27 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	154
				CONTRACT NO. 62H51
				ILLINOIS FED. AID PROJECT

FILE NAME: W:\191-168 IDOT Cermak Road\Struct\Struct\PLANS\Addition_Creek\163H51_Addition_Creek_SIT_09_Superstructure_Plan.dgn



Notes:
 For Sections A-A and B-B see sheet 13 of 27.
 See sheet 13 of 27 for superstructure details and Bill of Material.
 See sheets 11 and 12 of 27 for sidewalk and parapet reinforcing.
 Bars indicated thus 78x2-#5 etc. indicates 78 lines of bars with 2 lengths per line.

*Order a(E) and a1(E) bars full length. Cut to fit skew and use remainder of bars in the opposite end.

MINIMUM BAR LAP
 #8 bar = 4'-9" (Top of Slab)
 #8 bar = 5'-3" (Bottom of Slab)

PLAN



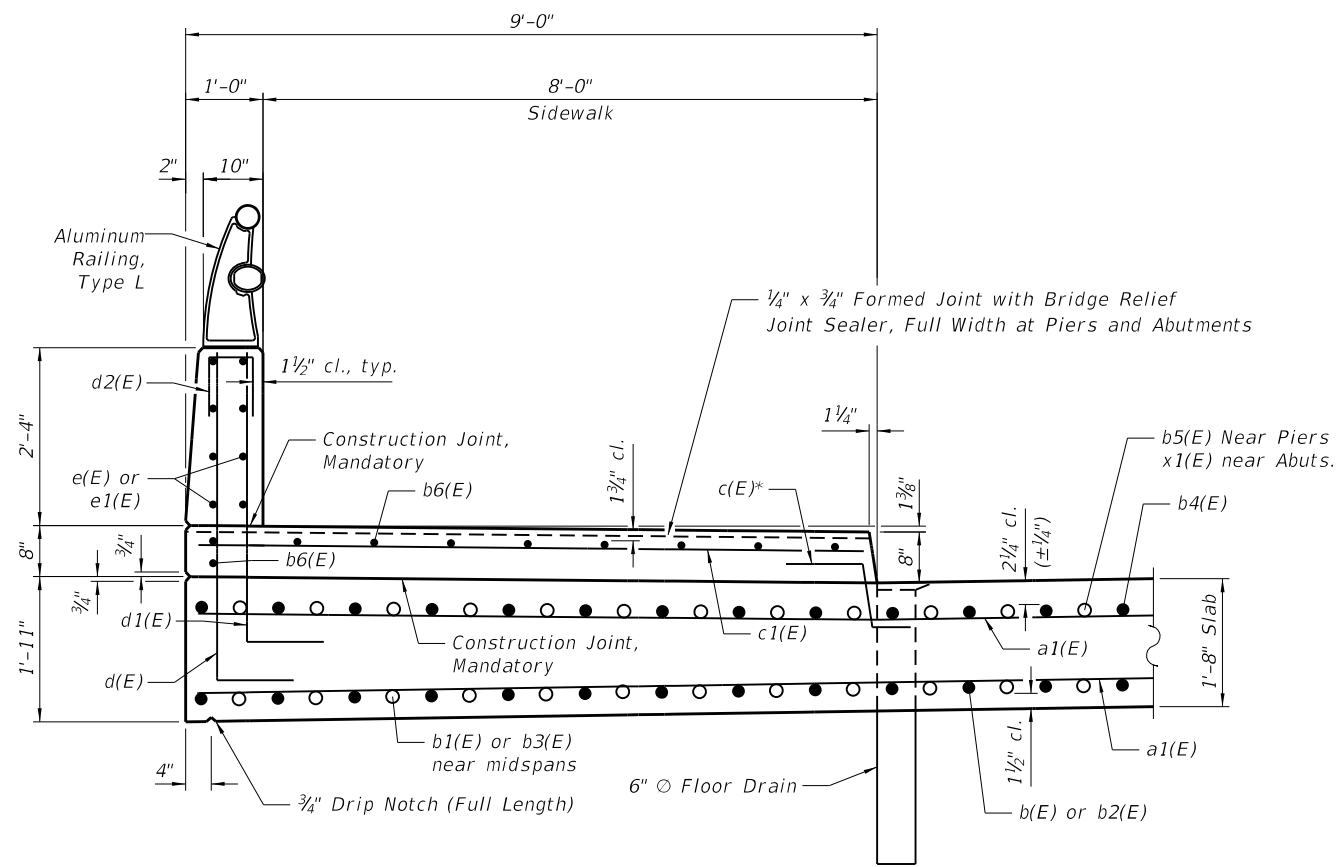
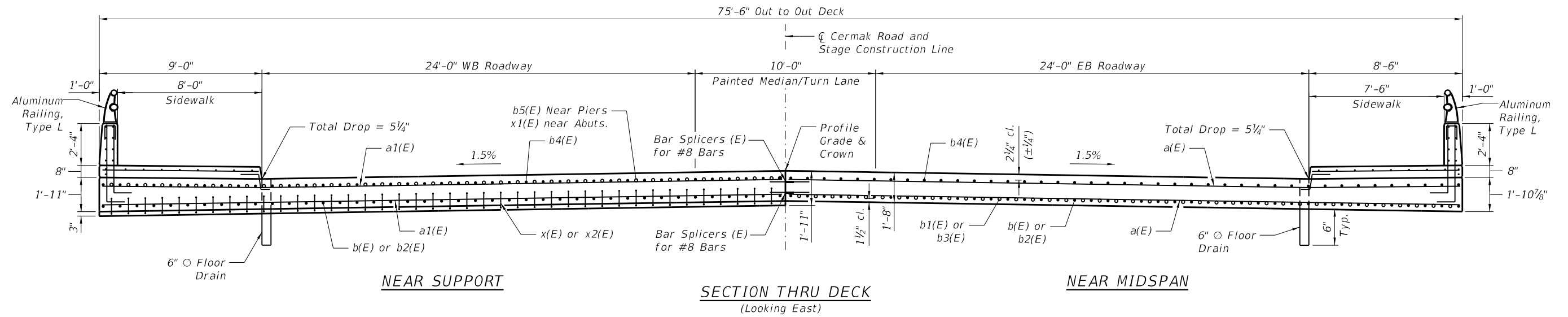
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STATE OF ILLINOIS
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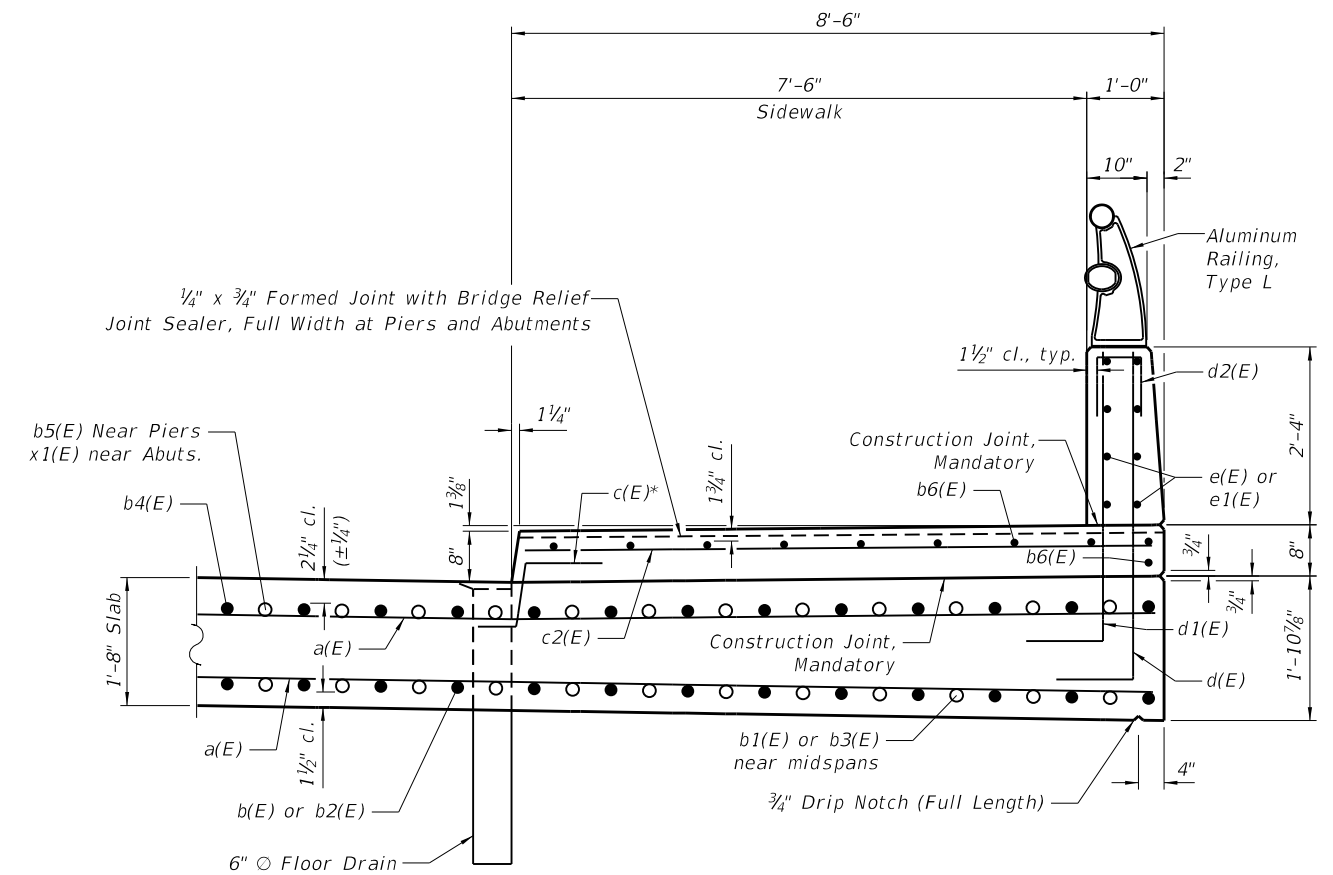
SUPERSTRUCTURE PLAN
 STRUCTURE NO. 016-0633

SHEET NO. 9 OF 27 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	155
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



**SECTION THRU
NORTH SIDEWALK**
(Looking East)



**SECTION THRU
SOUTH SIDEWALK**
(Looking East)

*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.

FILE NAME: W:\191-168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\Addition_Creek\168H51_Addition_Creek_S1T-10_Superstructure_Cross_Sections.dgn



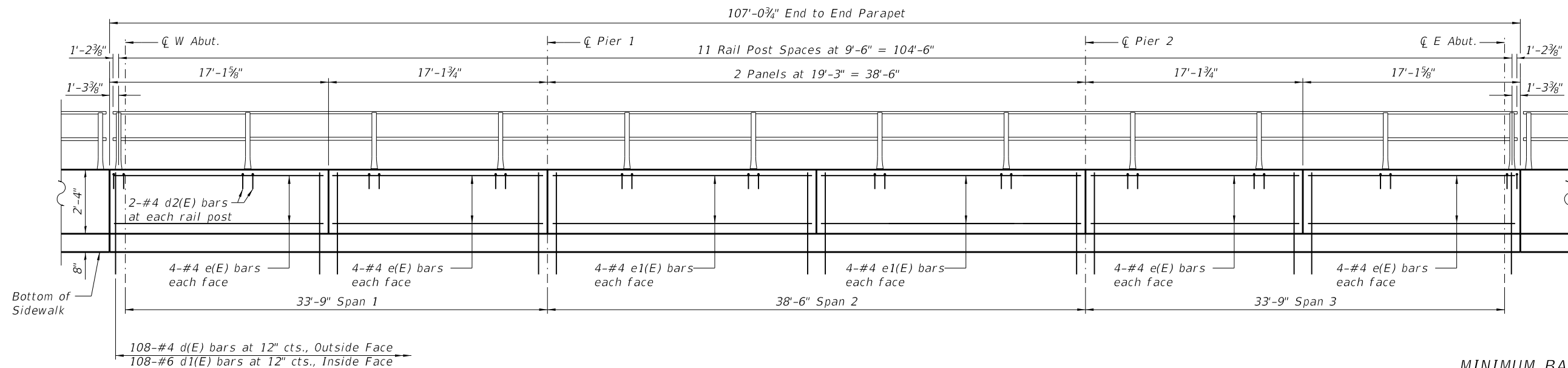
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PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE CROSS SECTIONS
STRUCTURE NO. 016-0633**

SHEET NO. 10 OF 27 SHEETS

F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 156
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	

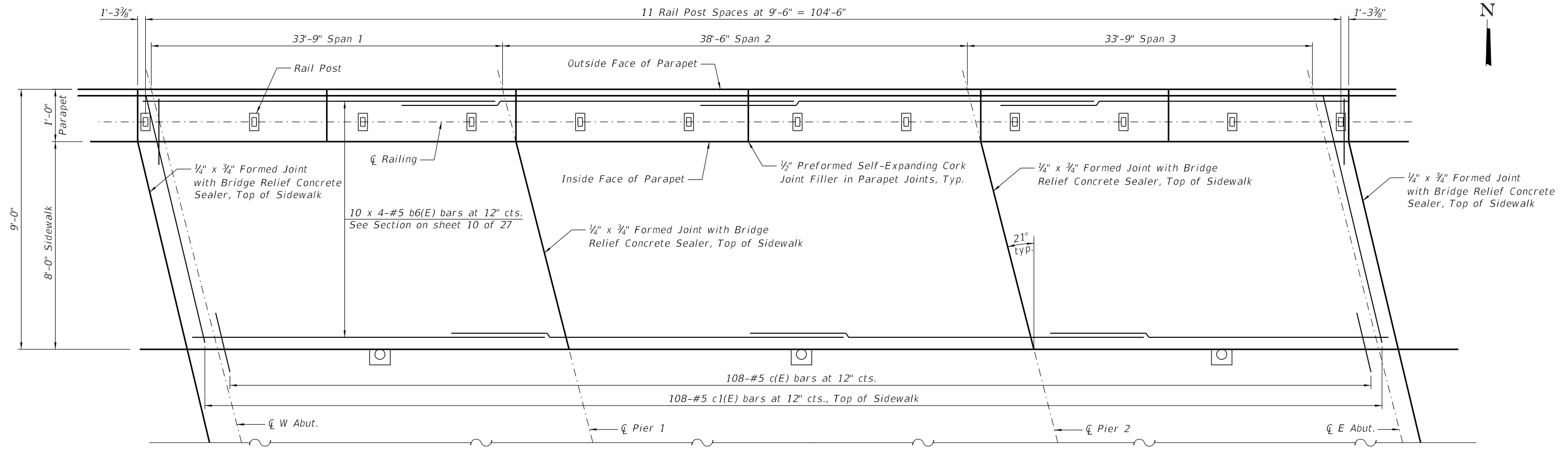


INSIDE ELEVATION OF NORTH PARAPET

MINIMUM BAR LAP

#5 bar = 2'-8"

Note:
 See sheet 17 of 27 for additional railing details.
 See sheet 13 of 27 for superstructure details and Bill of Material.
 Bars indicated thus 10 x 4-#5 etc. indicates 10 lines of bars with 4 lengths per line.



NORTH SIDEWALK AND PARAPET PLAN



FILE NAME: W:\191168 IDOT_Cermak_Road\CADD_Sheets\Structural\FINAL PLANS\Addition_Creek\SITE-11_North_Sidewalk & Parapet_Details.dgn



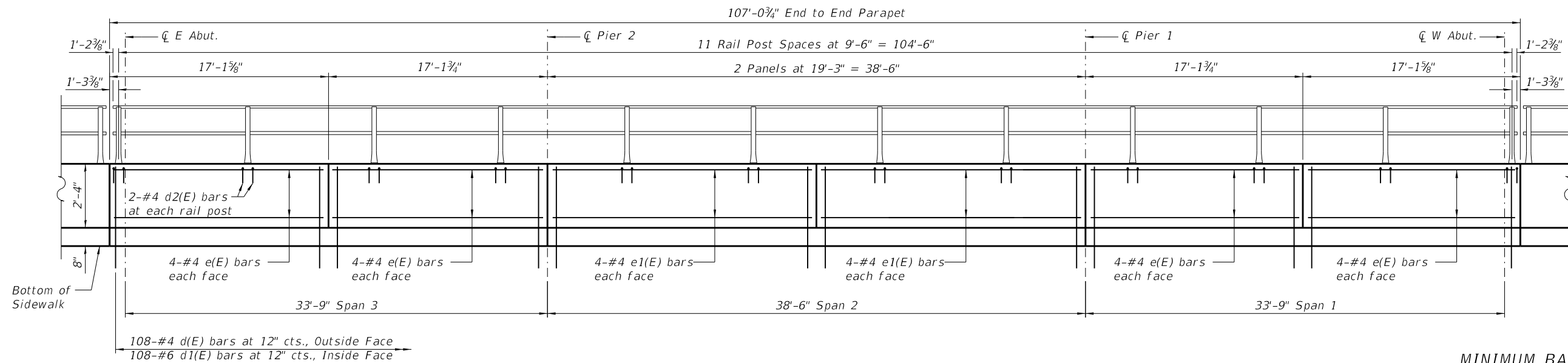
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PLOT DATE = 11/5/2020	CHECKED - JJI	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**NORTH SIDEWALK PLAN & PARAPET ELEVATION
 STRUCTURE NO. 016-0633**

SHEET NO. 11 OF 27 SHEETS

F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 157
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

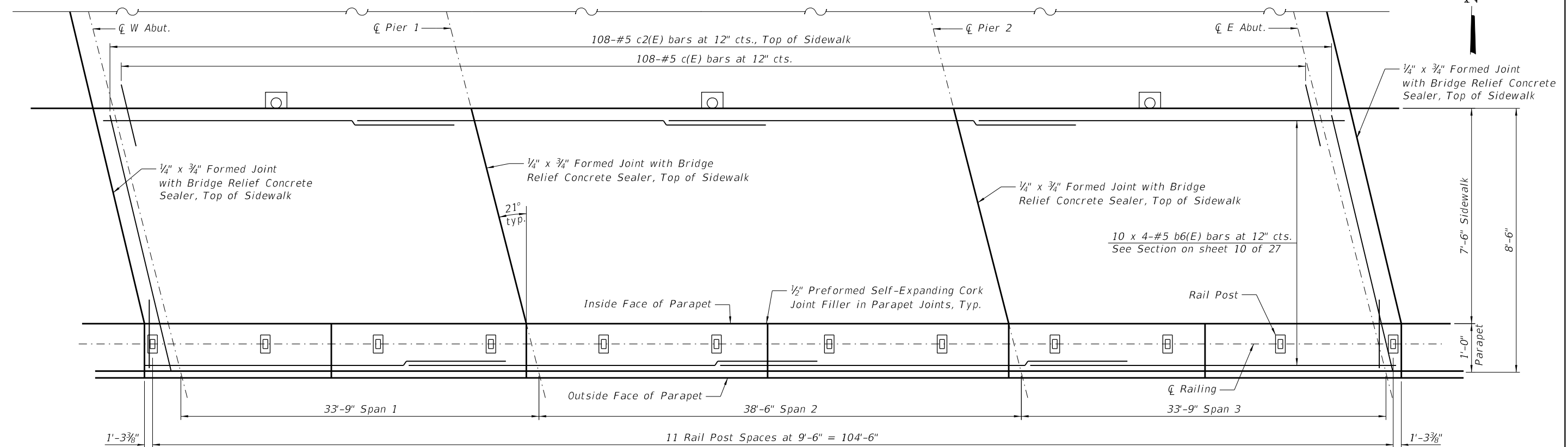


INSIDE ELEVATION OF SOUTH PARAPET

MINIMUM BAR LAP

#5 bar = 2'-8"

Note:
 See sheet 17 of 27 for additional railing details.
 See sheet 13 of 27 for superstructure details and Bill of Material.
 Bars indicated thus 10 x 4-#5 etc. indicates 10 lines of bars with 4 lengths per line.



SOUTH SIDEWALK AND PARAPET PLAN

FILE NAME: W:\191-168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\Addition_Creek\168H51_Addition_Creek_S17E12_South_Sidewalk & Parapet_Details.dgn



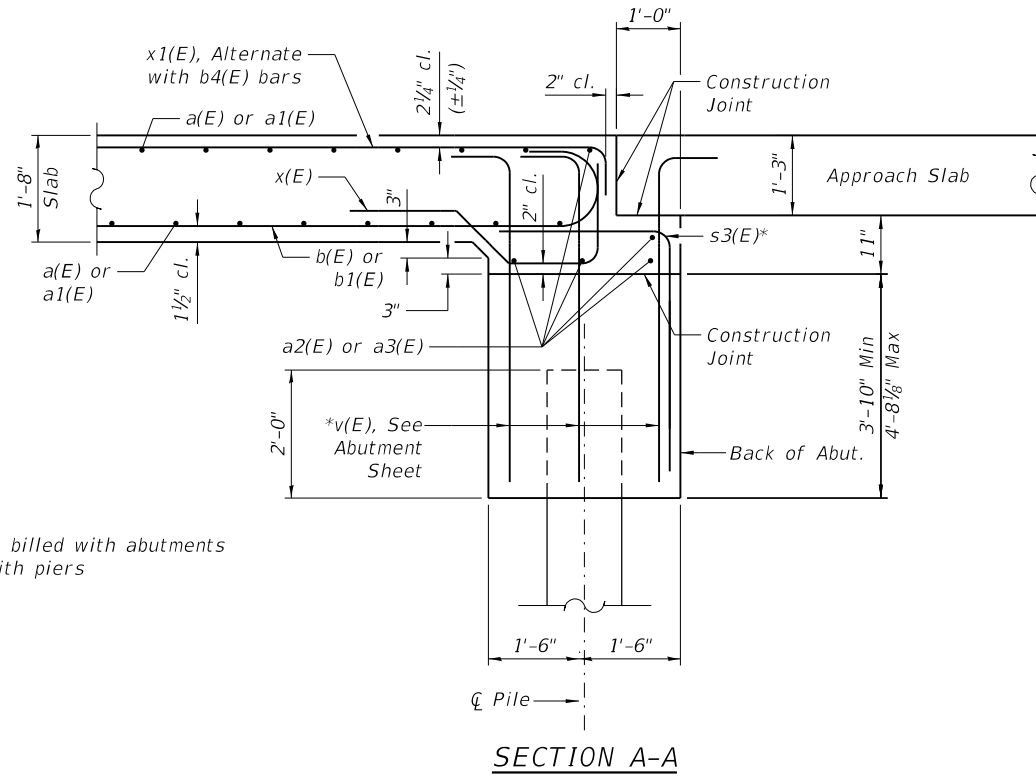
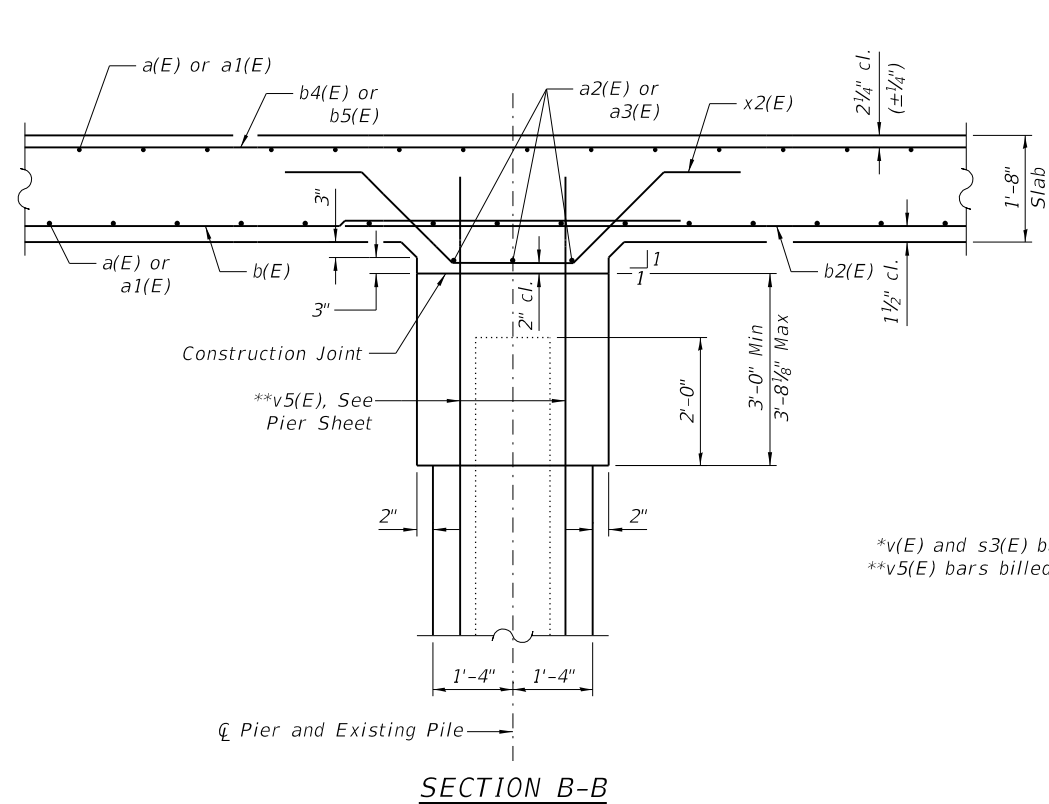
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

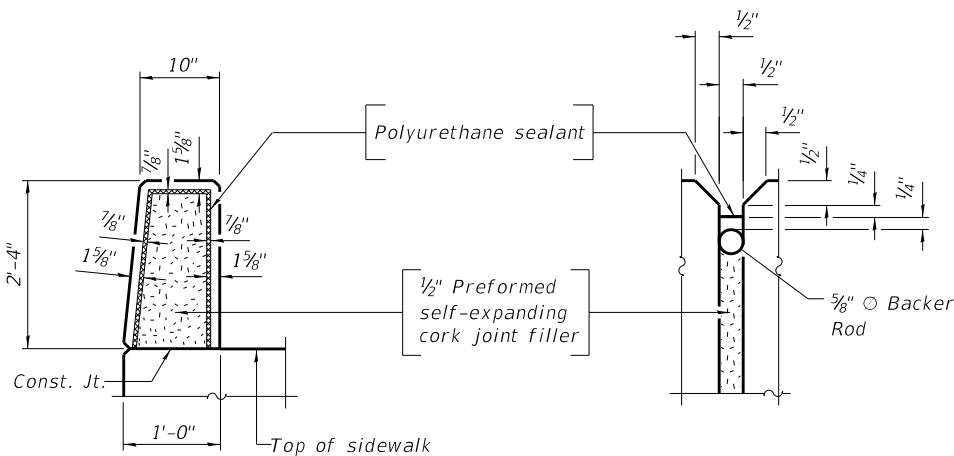
**SOUTH SIDEWALK PLAN & PARAPET ELEVATION
 STRUCTURE NO. 016-0633**

SHEET NO. 12 OF 27 SHEETS

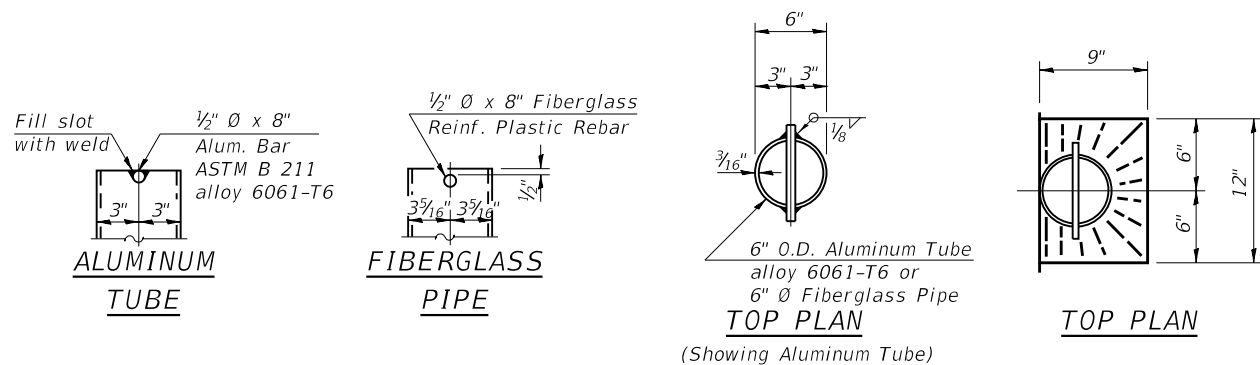
F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 158
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



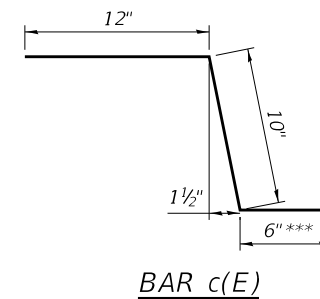
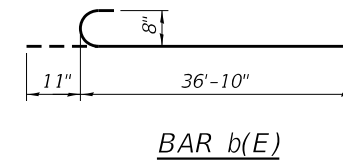
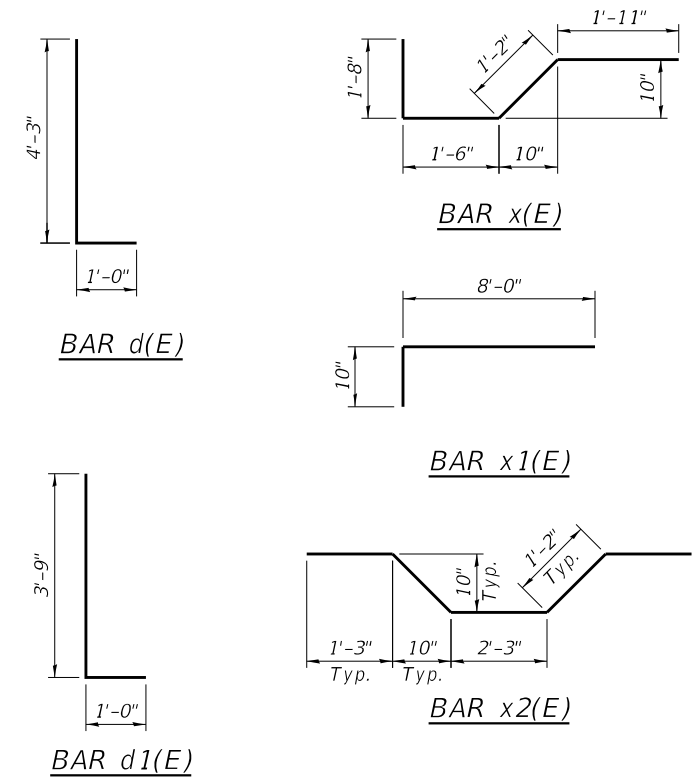
*v(E) and s3(E) bars billed with abutments
**v5(E) bars billed with piers



PARAPET JOINT DETAILS



Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
The exterior surfaces of the fiberglass floor drains shall be pigmented by the manufacturer with a color that matches the concrete.
The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.



SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	286	#8	37'-2"	—
a1(E)	286	#8	37'-8"	—
a2(E)	16	#5	39'-10"	—
a3(E)	16	#5	40'-4"	—
b(E)	152	#8	37'-9"	C
b1(E)	152	#8	25'-3"	—
b2(E)	76	#8	43'-9"	—
b3(E)	76	#8	24'-6"	—
b4(E)	152	#8	55'-9"	—
b5(E)	152	#8	22'-2"	—
b6(E)	80	#5	28'-10"	—
c(E)	216	#5	2'-4"	—
c1(E)	108	#5	9'-2"	—
c2(E)	108	#5	8'-8"	—
d(E)	216	#4	5'-3"	L
d1(E)	216	#6	4'-9"	L
d2(E)	48	#4	2'-0"	□
e(E)	64	#4	16'-9"	—
e1(E)	32	#4	18'-11"	—
x(E)	152	#5	6'-3"	—
x1(E)	152	#5	8'-10"	—
x2(E)	152	#5	7'-1"	—
Reinforcement Bars, Epoxy Coated		Pound	142,190	
Concrete Superstructure		Cu. Yd.	591.0	
Bridge Deck Grooving		Sq. Yd.	667	
Protective Coat		Sq. Yd.	971	

***See sheet 10 of 27.

FILE NAME: W:\191-168 IDOT Cermak Road\CAADD_Sheets\Structural\FINAL PLANS\Addition_Creek\517-13_Superstructure_Details.dwg



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

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 016-0633

SHEET NO. 13 OF 27 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	159
CONTRACT NO. 62H51				
ILLINOIS		FED. AID PROJECT		

TOP AND BOTTOM ELEVATIONS FOR W. APPROACH FOOTING

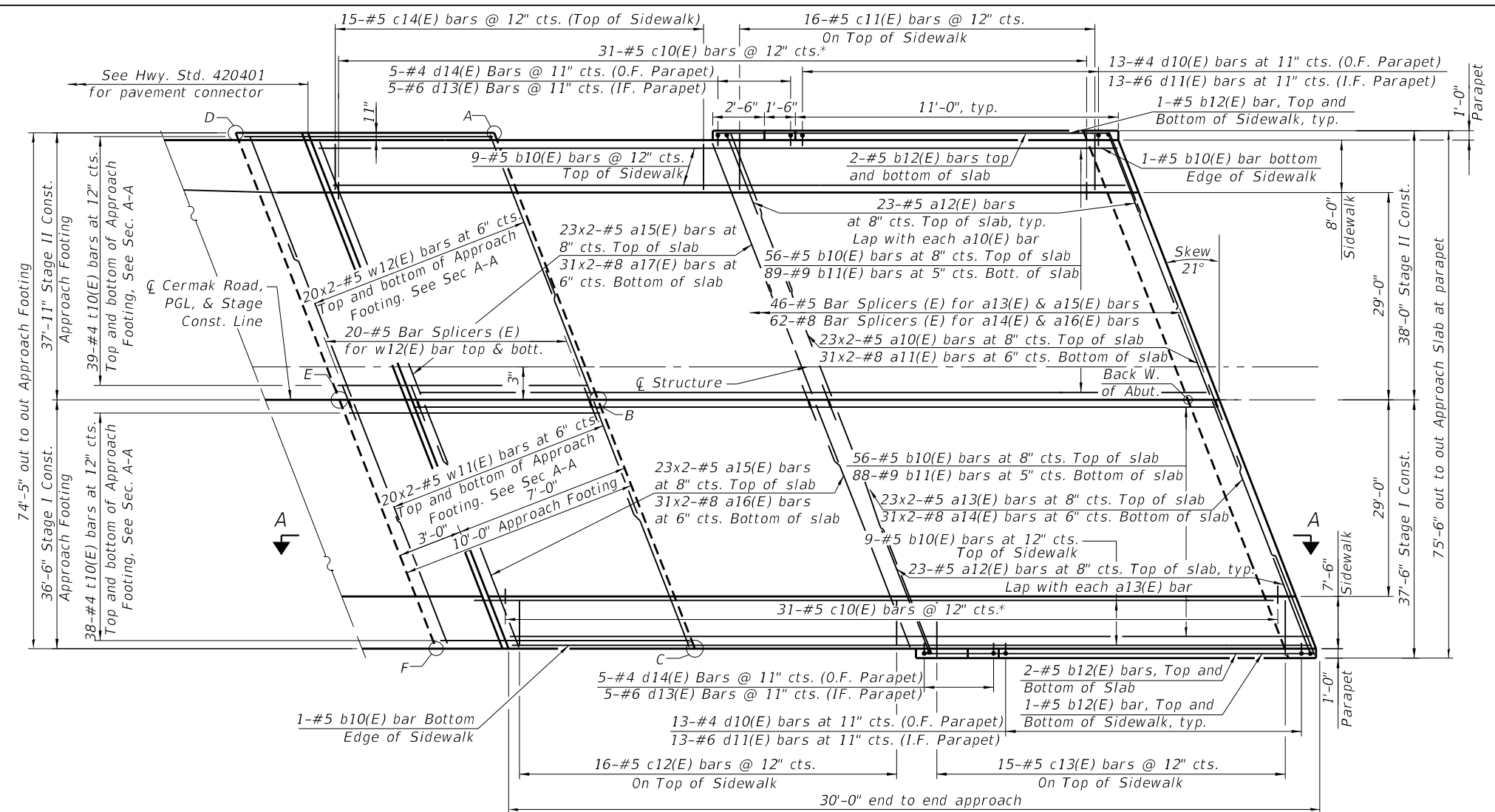
Point	West Approach	
	Top	Bottom
A	621.64	620.81
B	622.62	621.79
C	622.33	621.50
D	621.33	620.50
E	622.36	621.53
F	622.13	621.29

NOTES:

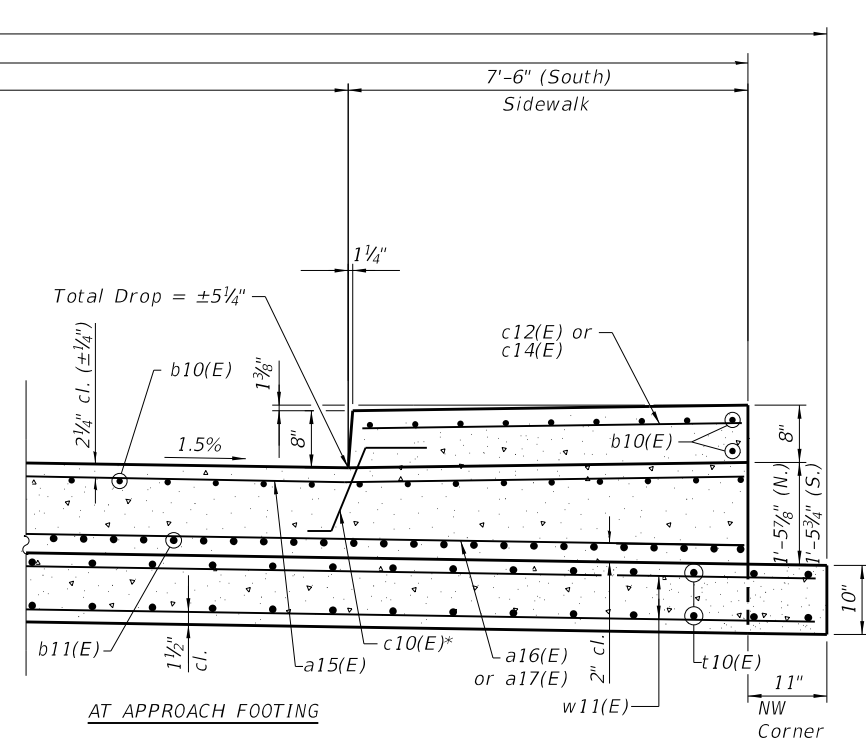
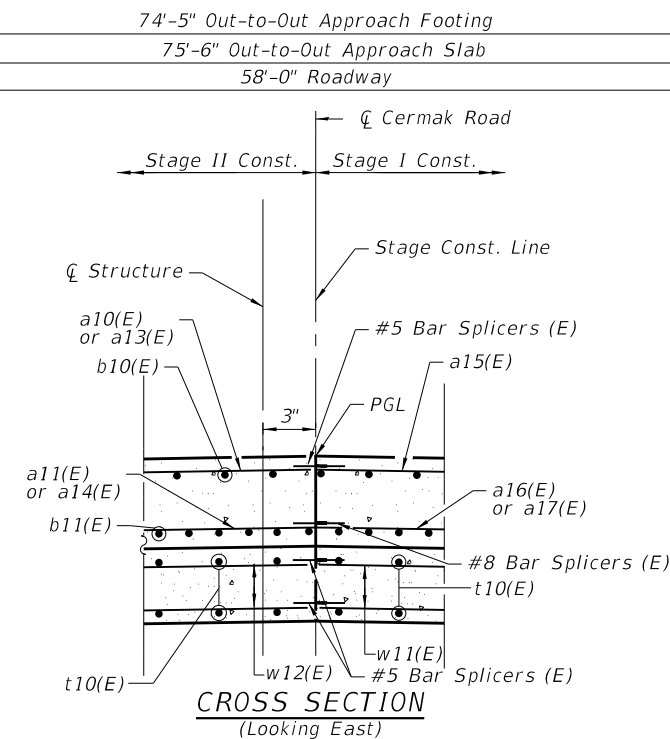
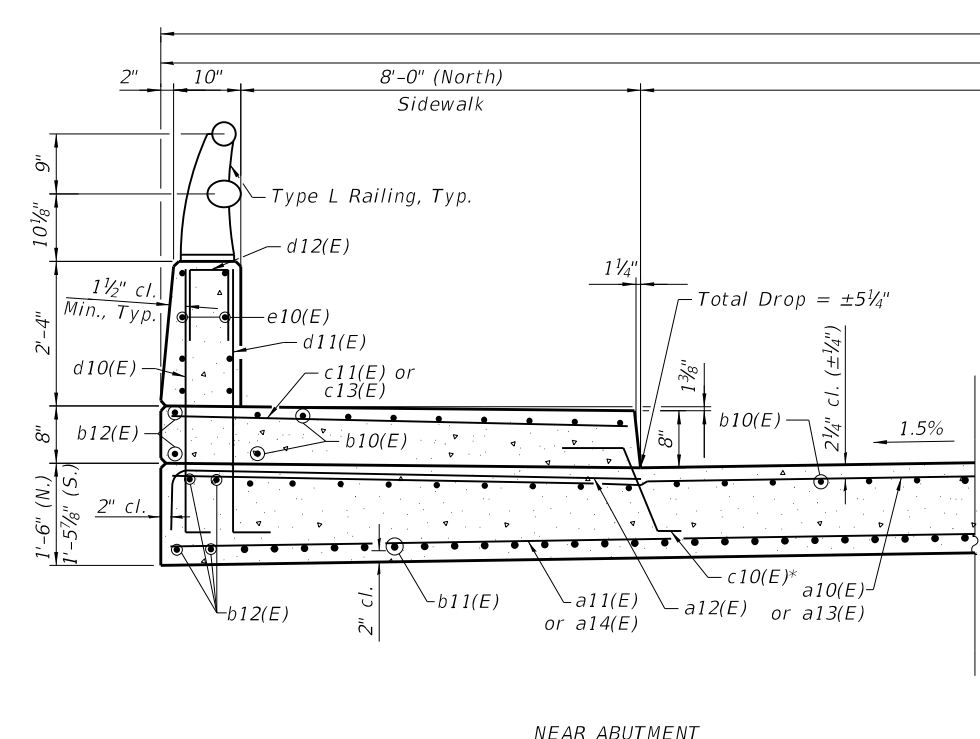
1. Metal Plate at end of Approach on sidewalk not shown for clarity. See sheet 18 of 27 for details.
2. Bars indicated thus 20x2-#5, etc. indicate 20 bars with 2 lengths per line.

MIN. BAR LAP

- #5 Bars = 3'-4"
- #8 Bars = 4'-9"



*In lieu of bottom leg, c10(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.



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 016-0633

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	160
CONTRACT NO. 62H51				

MODEL: Default
FILE NAME: Q:\Engineering\Live\Projects\19001_Cermak Road_62H51_BLA\CADD\CADD_Sheets\Structural\0160633-62H51-001-Prop. W. App. Slabs.dgn
11/5/2020 9:19:53 AM



USER NAME =	DESIGNED - IH	REVISED -
PLOT SCALE =	CHECKED - JMT	REVISED -
PLOT DATE =	DRAWN - IH	REVISED -
	CHECKED - JMT	REVISED -

SHEET 14 OF 27 SHEETS

ILLINOIS FED. AID PROJECT

TOP AND BOTTOM ELEVATIONS FOR E. APPROACH FOOTING

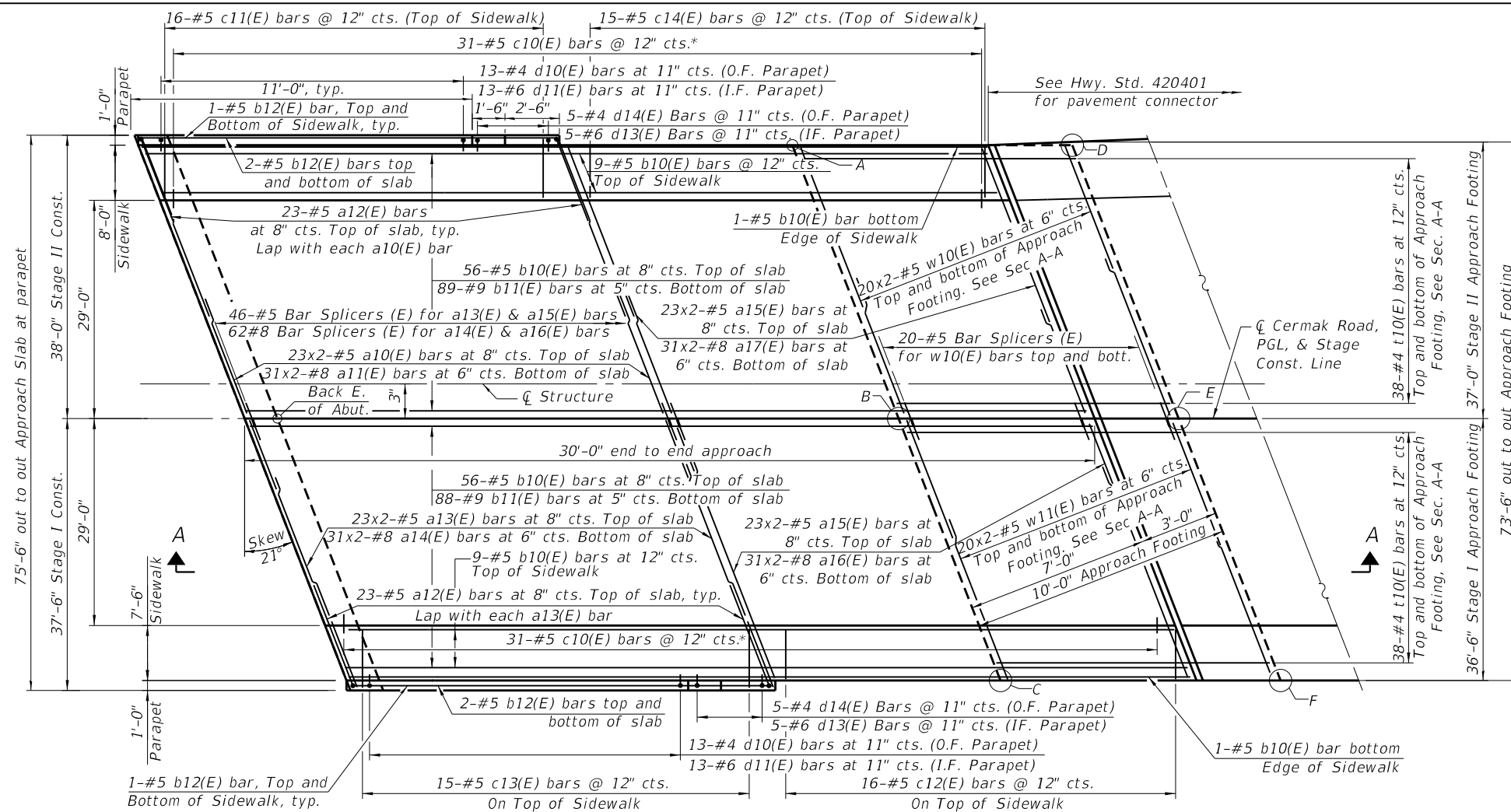
Point	East Approach	
	Top	Bottom
A	622.33	621.50
B	622.62	621.79
C	621.68	620.84
D	622.12	621.29
E	622.36	621.53
F	621.40	620.57

NOTES:

1. Metal Plate at end of Approach on sidewalk not shown for clarity. See sheet 18 of 27 for details.
2. Bars indicated thus 20x2-#5, etc. indicate 20 bars with 2 lengths per line.

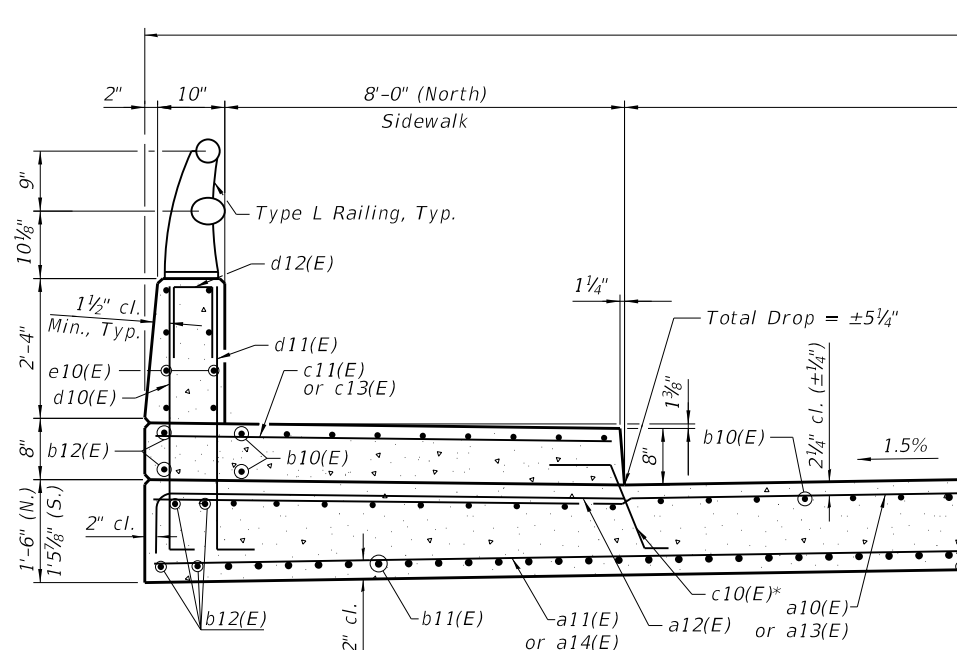
MIN. BAR LAP

- #5 Bars = 3'-4"
- #8 Bars = 4'-9"

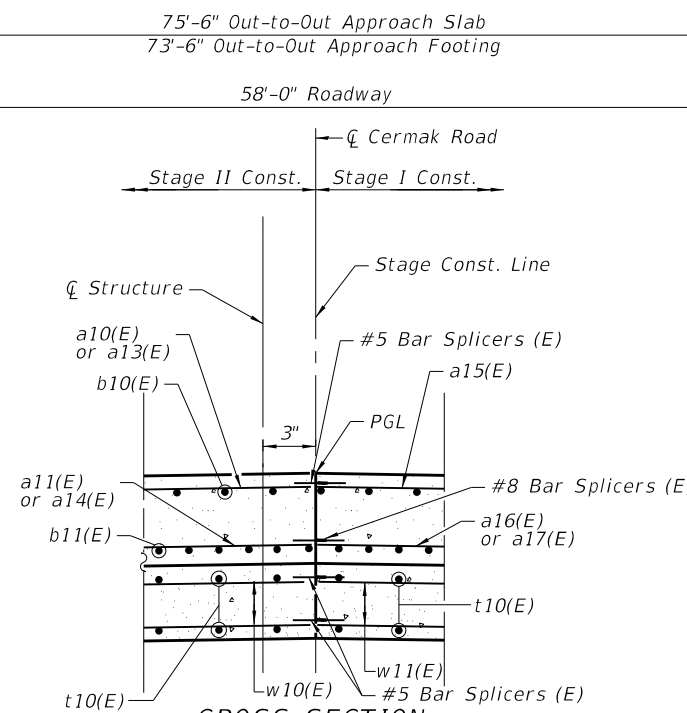


PLAN

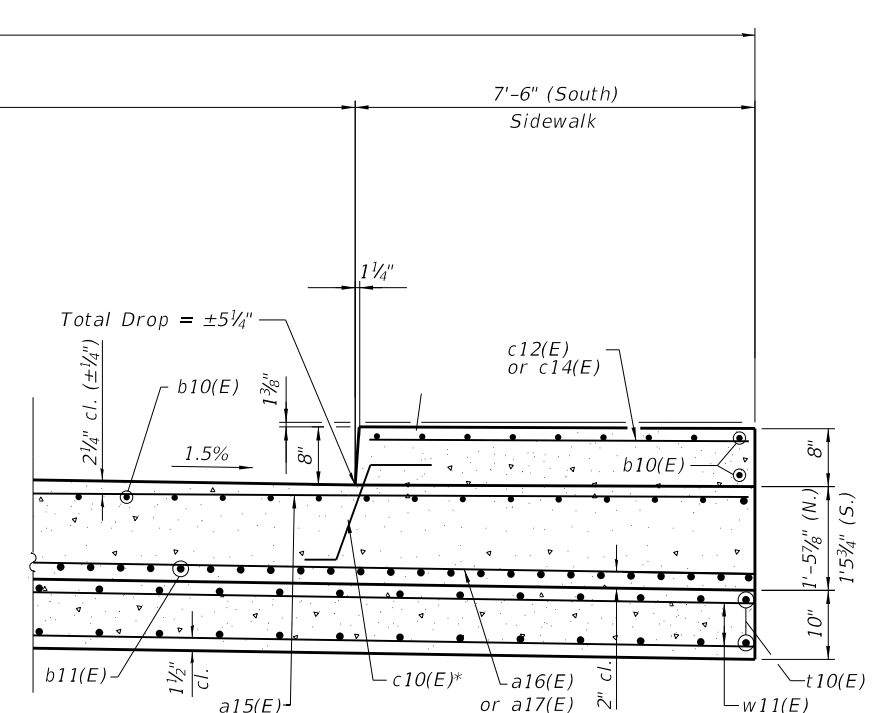
*In lieu of bottom leg, c10(E) bars may be drilled and set according to Article 584 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of drilled hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.



NEAR ABUTMENT



CROSS SECTION (Looking East)



AT APPROACH FOOTING

(Sheet 2 of 3)

MODEL: Default
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11/5/2020 9:19:54 AM



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PLOT DATE =	DRAWN - IH	REVISED -
	CHECKED - JMT	REVISED -

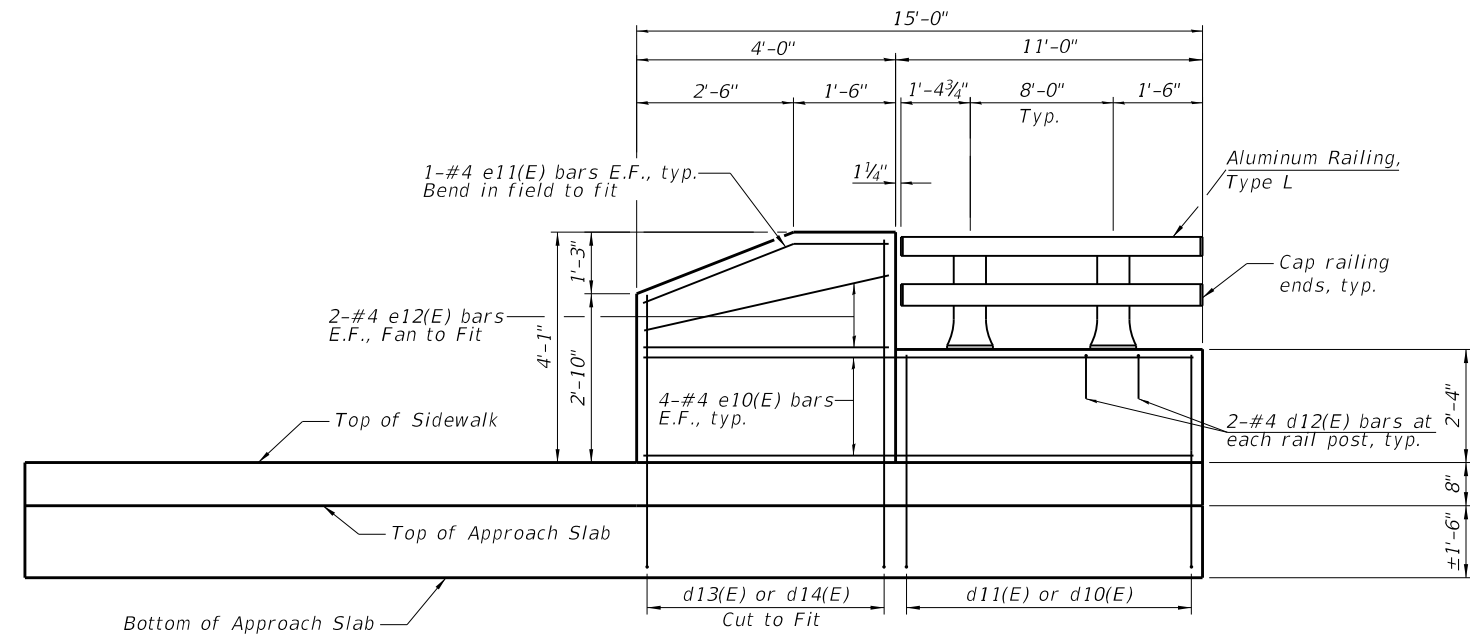
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 016-0633**

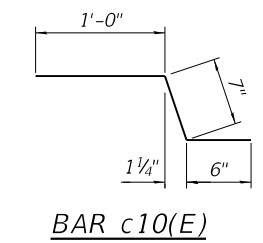
SHEET 15 OF 27 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	161
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

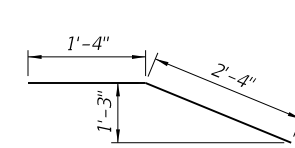
Notes:
 The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
 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 (Q_{max}) = 2.0 ksf. Cost of excavation for approach footing included with Concrete Structures. For Granular Backfill for Structures, drainage treatment details and v(E) bars, See sheets 2, 20, and 21 of 27. See sheet 13 of 27 for Parapet Joint Details. In lieu of bottom leg, c10(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.



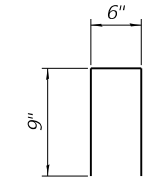
INSIDE ELEVATION OF PARAPET AT ALL CORNERS



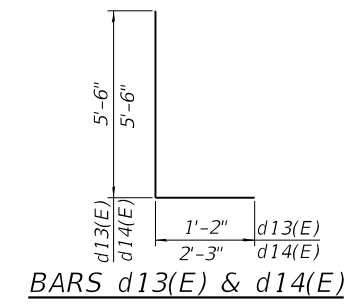
BAR c10(E)



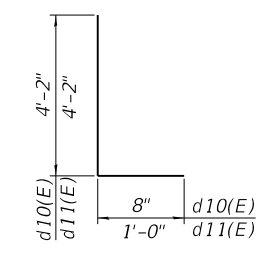
BAR e11(E)



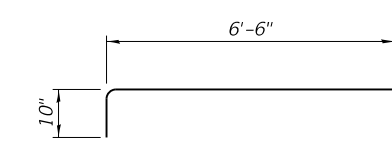
BAR d12(E)



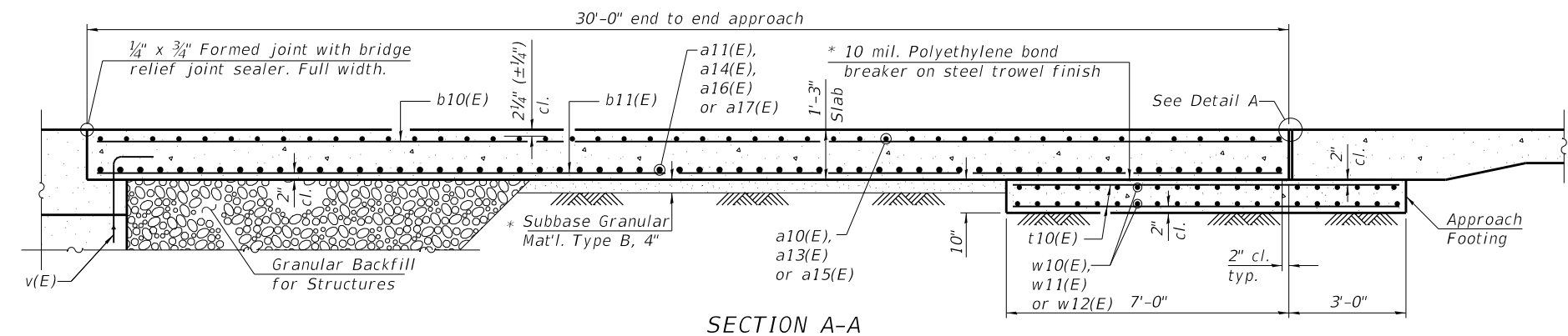
BARS d13(E) & d14(E)



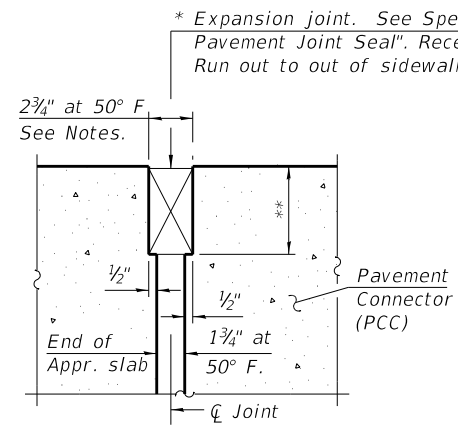
BARS d10(E) & d11(E)



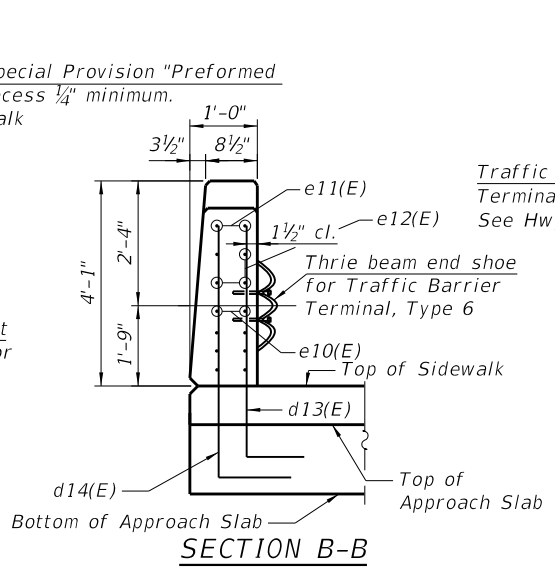
BAR a12(E)



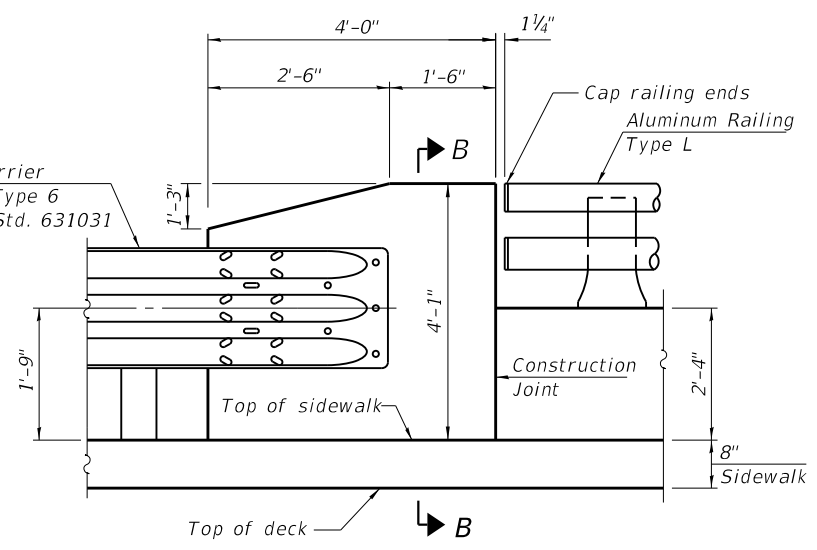
SECTION A-A



DETAIL A (@ Rt. L's)



SECTION B-B



GUARDRAIL ATTACHMENT DETAIL AT NE, SW, & SE CORNERS

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	92	#5	22'-0"	—
a11(E)	124	#8	22'-8"	—
a12(E)	92	#5	7'-4"	—
a13(E)	92	#5	21'-9"	—
a14(E)	124	#8	22'-5"	—
a15(E)	184	#5	21'-5"	—
a16(E)	124	#8	21'-11"	—
a17(E)	124	#8	22'-2"	—
b10(E)	264	#5	29'-8"	—
b11(E)	354	#9	29'-8"	—
b12(E)	24	#5	14'-8"	—
c10(E)	124	#5	2'-1"	⌋
c11(E)	32	#5	8'-7"	—
c12(E)	32	#5	7'-1"	—
c13(E)	30	#5	8'-1"	—
c14(E)	30	#5	7'-7"	—
d10(E)	52	#4	4'-10"	L
d11(E)	52	#6	5'-2"	L
d12(E)	16	#4	2'-0"	⌋
d13(E)	20	#6	6'-8"	L
d14(E)	20	#4	7'-9"	L
e10(E)	32	#4	14'-8"	—
e11(E)	8	#4	3'-8"	⌋
e12(E)	16	#4	3'-8"	—
t10(E)	306	#4	10'-4"	—
w10(E)	80	#5	21'-6"	—
w11(E)	160	#5	21'-3"	—
w12(E)	80	#5	21'-11"	—
Concrete Superstructure		Cu. Yd.	30.0	
Concrete Superstructure (Approach Slab)		Cu. Yd.	231.2	
Concrete Structures		Cu. Yd.	48.9	
Reinforcement Bars, Epoxy Coated		Pound	94,620	
Bridge Deck Grooving		Sq. Yd.	400	
Protective Coat		Sq. Yd.	551	

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

(Sheet 3 of 3)



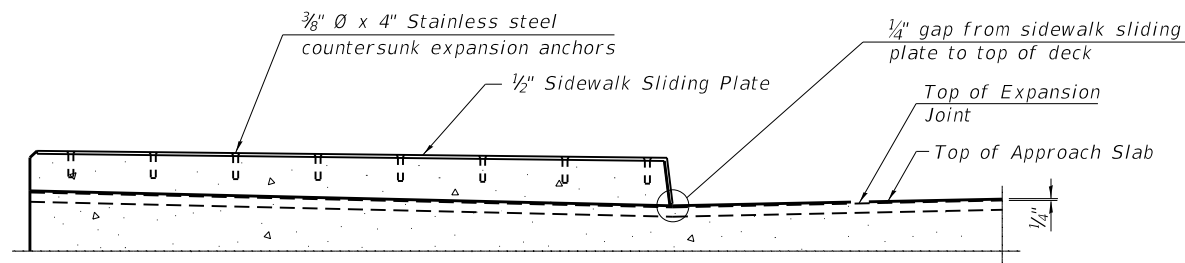
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PLOT SCALE =	CHECKED - JMT	REVISED -
PLOT DATE =	DRAWN - IH	REVISED -
	CHECKED - JMT	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

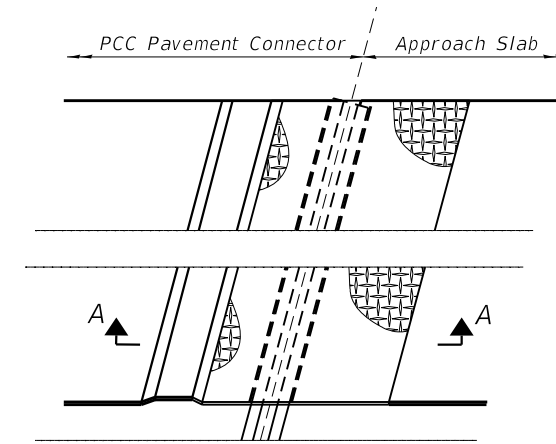
BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 016-0633

SHEET 16 OF 27 SHEETS

FAU. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	162
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

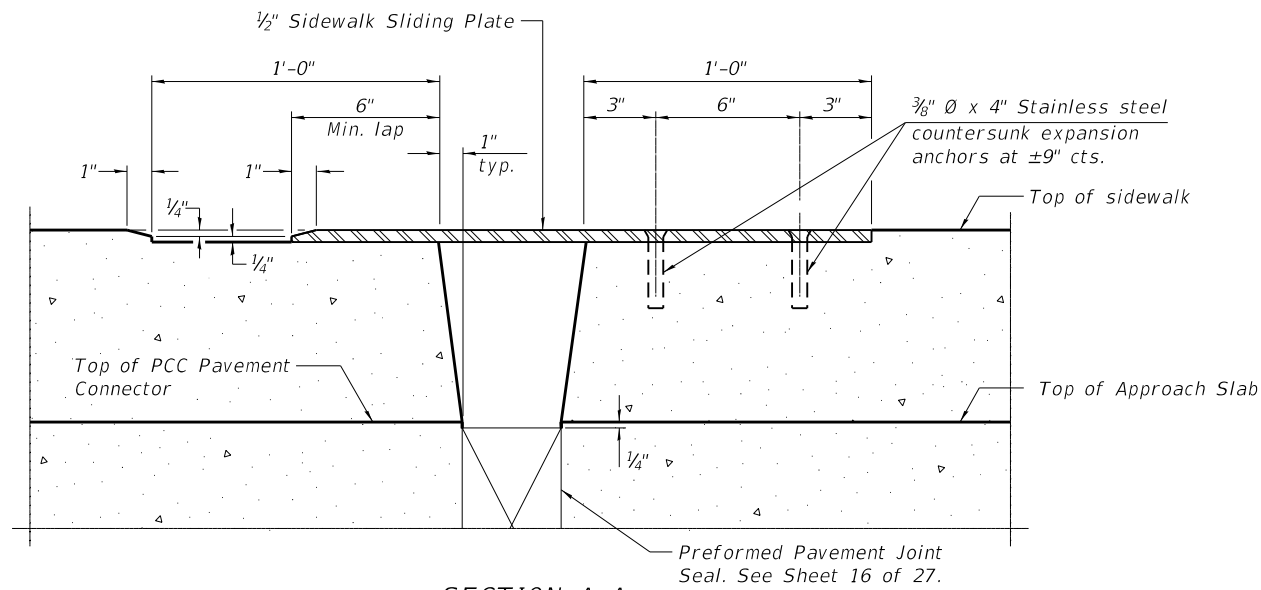


SECTION AT RAISED SIDEWALK

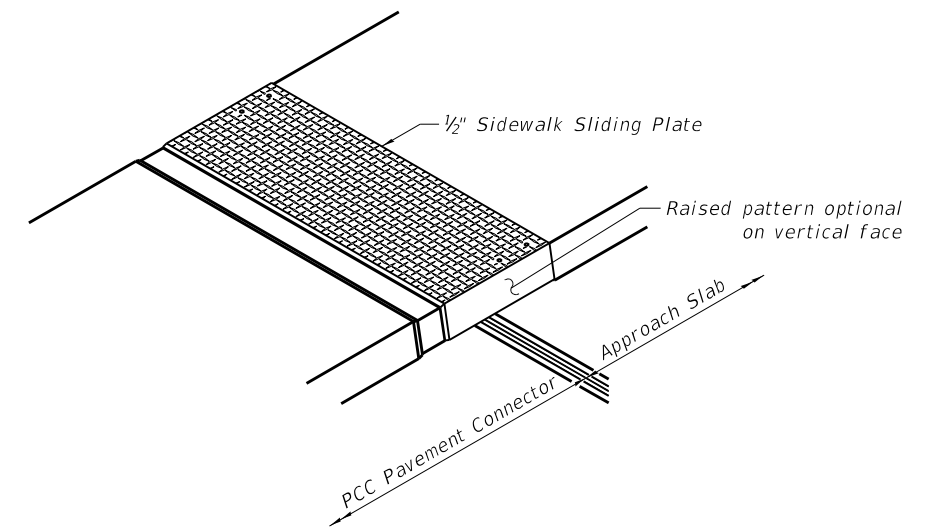


PLAN AT RAISED SIDEWALK

Note:
 Cost of Sidewalk Sliding Plate and Expansion Anchors is included in the cost of Concrete Superstructure.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The top surface of the sidewalk sliding plates shall have a raised pattern according to ASTM 786.



SECTION A-A



TRIMETRIC VIEW

FILE NAME: W:\191168 IDOT_Cermak_Road\CADD_Sheets\Structural\FINAL PLANS\Addition_Creek_SITE_1B_Sidewalk_Sliding_Plate.dgn



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

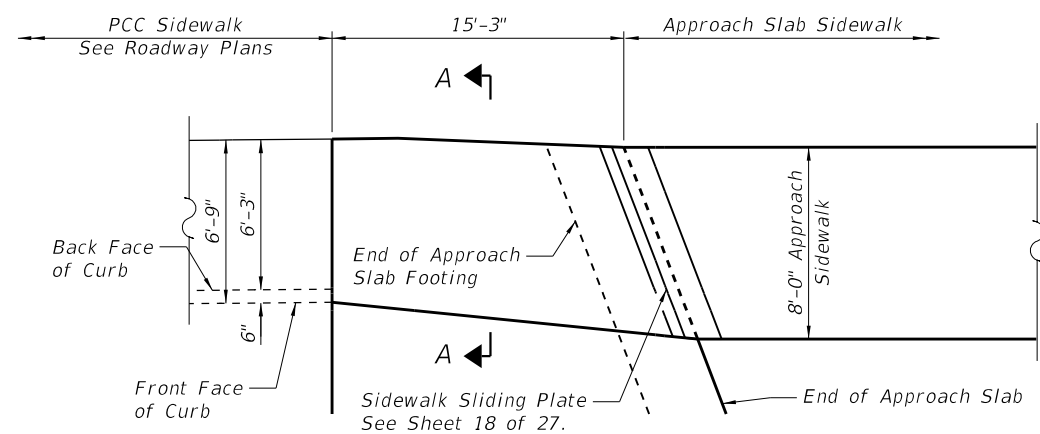
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SIDEWALK SLIDING PLATE DETAILS
 STRUCTURE NO. 016-0633

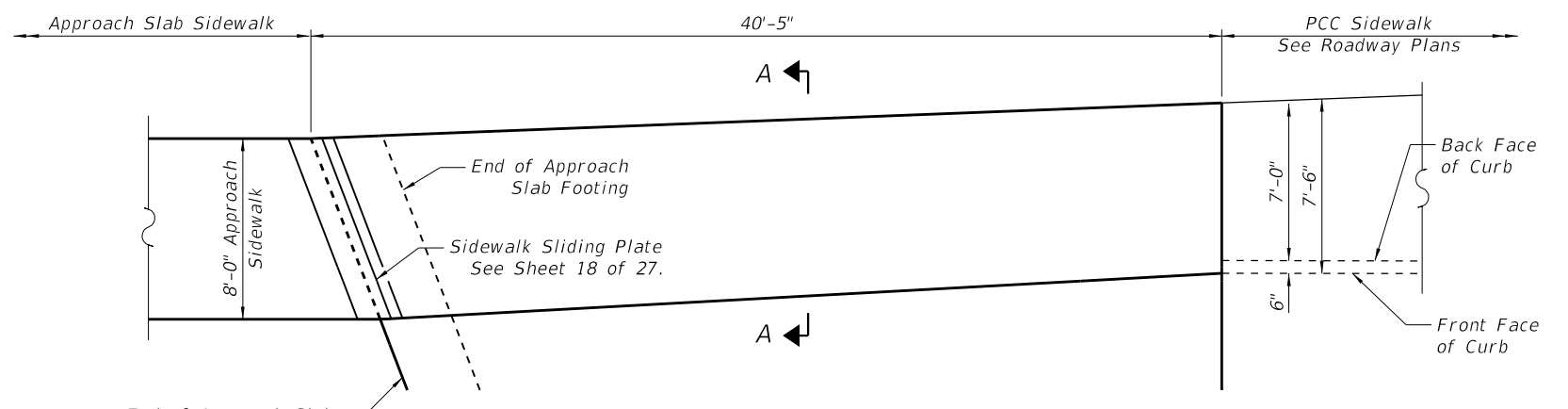
SHEET NO. 18 OF 27 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	164
ILLINOIS			CONTRACT NO. 62H51	
FED. AID PROJECT				

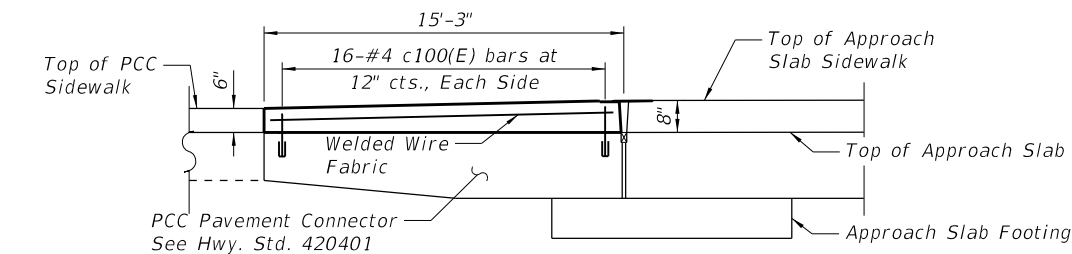
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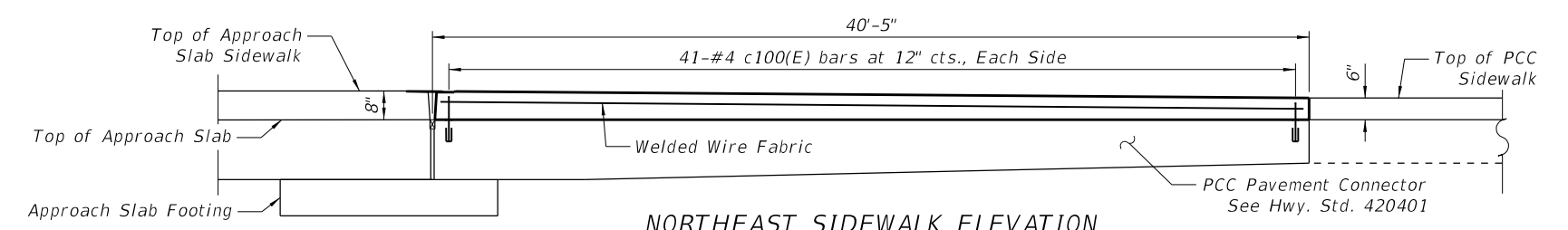
NORTHWEST SIDEWALK PLAN



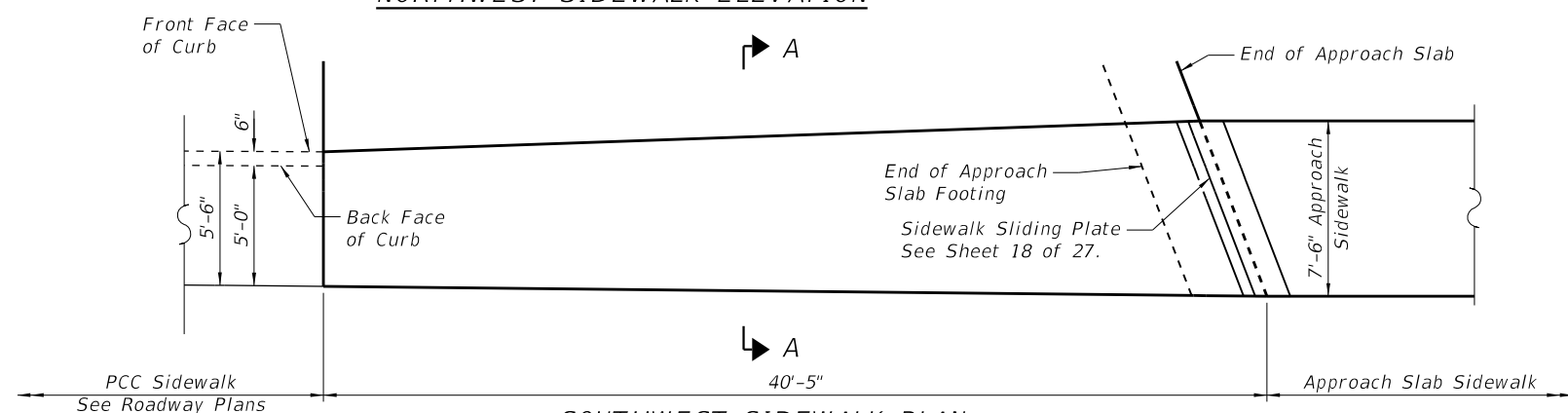
NORTHEAST SIDEWALK PLAN



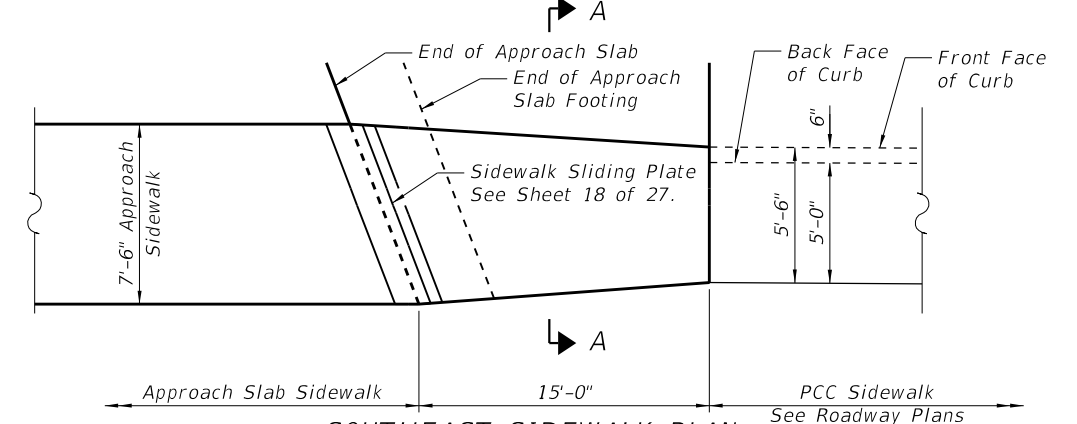
NORTHWEST SIDEWALK ELEVATION



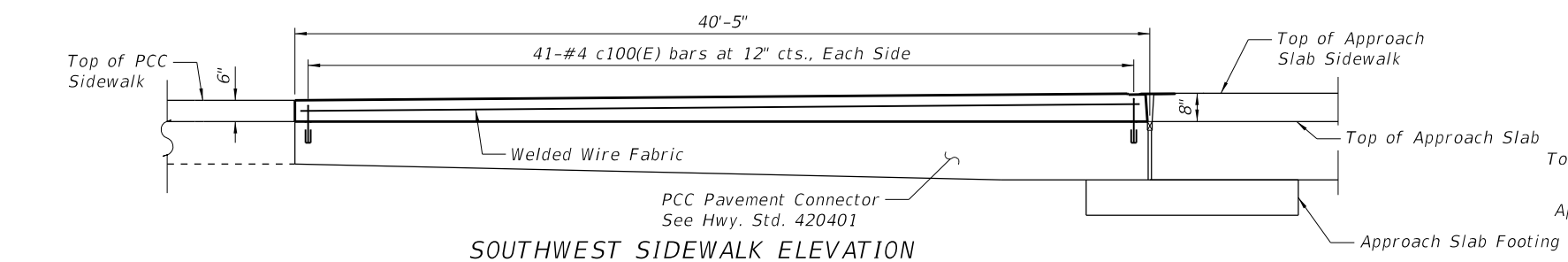
NORTHEAST SIDEWALK ELEVATION



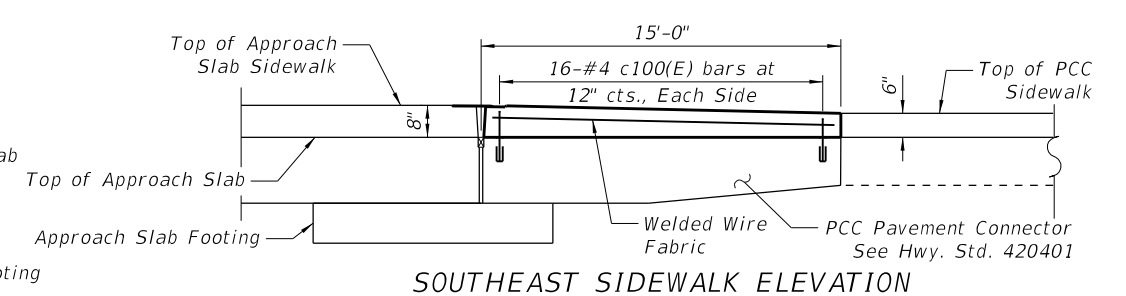
SOUTHWEST SIDEWALK PLAN



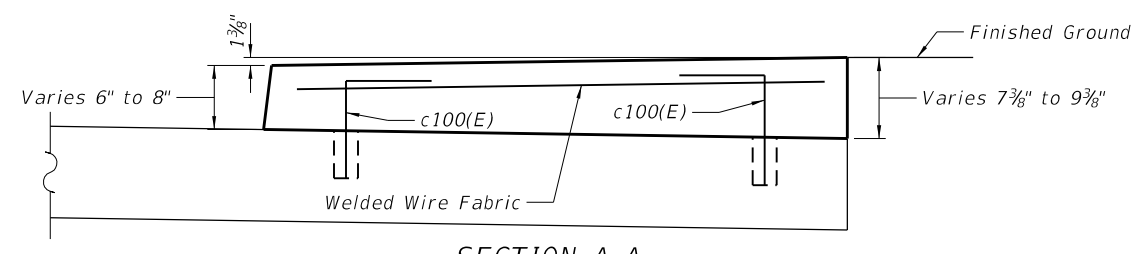
SOUTHEAST SIDEWALK PLAN



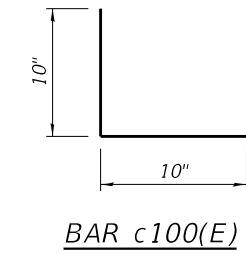
SOUTHWEST SIDEWALK ELEVATION



SOUTHEAST SIDEWALK ELEVATION



SECTION A-A



BAR c100(E)

Notes:
 c100(E) bars may be cast in PCC Pavement connector or drilled and grouted in accordance with Article 584 of the Standard Specifications. Embedment Length = 6"
 Welded Wire Fabric shall be 0.11 sq. in./ft. in both directions. Maximum wire spacing shall be 6". Minimum lap distance shall be two cross wires. Cost included in Concrete Superstructure.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
c100(E)	228	#4	1'-8"	┐	
Reinforcement Bars, Epoxy Coated				Pound	260
Concrete Superstructure				Cu. Yd.	21.5



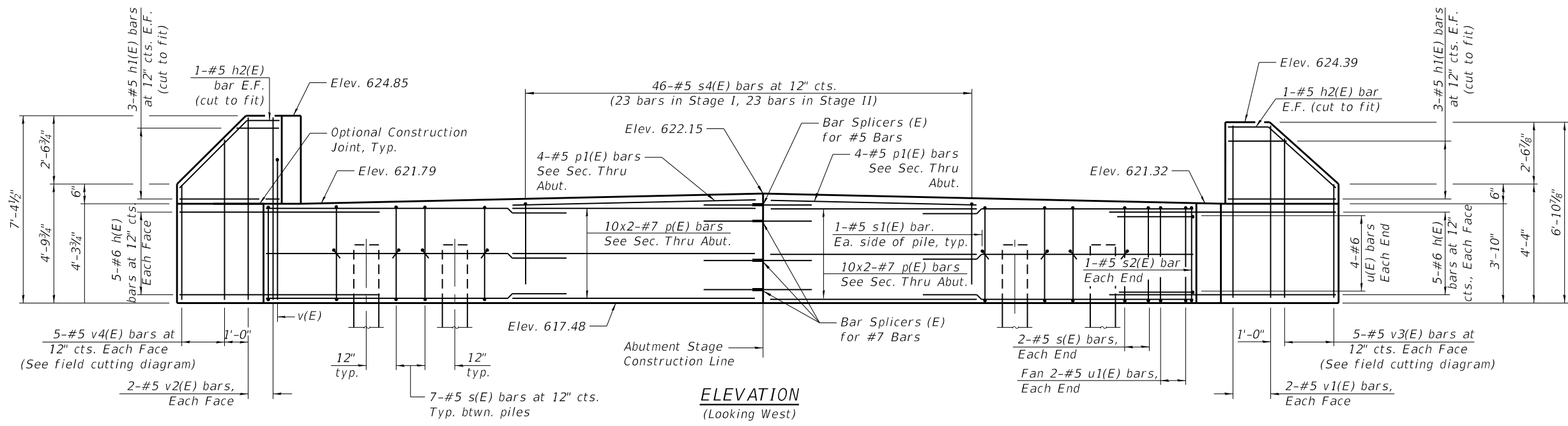
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PLOT SCALE =	CHECKED - JJI	REVISD -
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	CHECKED - JJI	REVISD -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

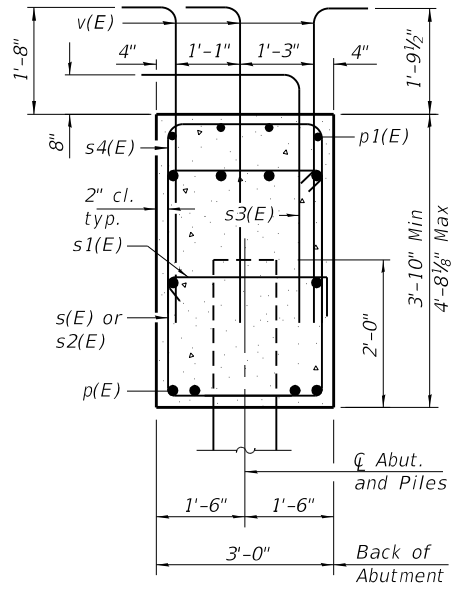
**PAVEMENT CONNECTOR SIDEWALK DETAILS
 STRUCTURE NO. 016-0633**

SHEET NO. 19 OF 27 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	165
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				



ELEVATION
(Looking West)



SEC. THRU ABUT.

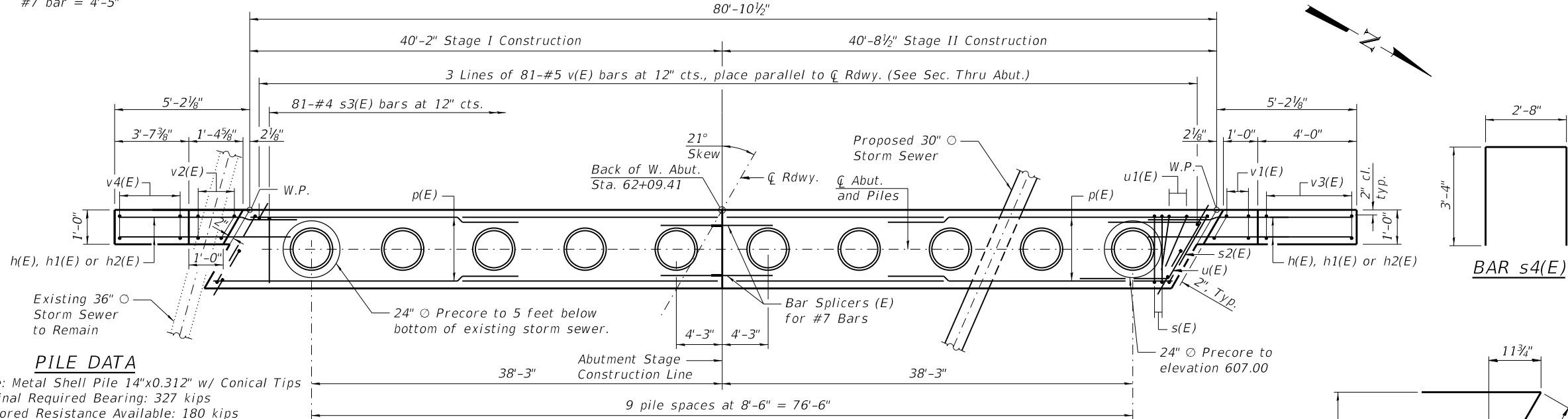
Dimensions at right angles to abutment.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	20	#6	9'-0"	—
h1(E)	12	#5	4'-8"	—
h2(E)	4	#5	5'-4"	—
p(E)	40	#7	23'-1"	—
p1(E)	8	#5	23'-0"	—
s(E)	67	#5	13'-3"	□
s1(E)	20	#5	3'-8"	□
s2(E)	2	#5	13'-7"	□
s3(E)	81	#4	6'-10"	└
s4(E)	46	#5	9'-4"	└
u(E)	8	#6	11'-5"	└
u1(E)	4	#5	9'-7"	└
v(E)	243	#5	6'-2"	└
v1(E)	4	#5	6'-7"	└
v2(E)	4	#5	7'-0"	└
v3(E)	5	#5	10'-6"	└
v4(E)	5	#5	10'-11"	└
Structure Excavation		Cu. Yd.	146	
Concrete Structures		Cu. Yd.	41.6	
Reinforcement Bars, Epoxy Coated		Pound	6,190	
Furnishing Metal Shell Piles 14"x0.312"		Foot	198	
Driving Piles		Foot	198	
Test Pile, Metal Shells		Each	1	
Pile Shoes		Each	10	

For details of piles see sheet 24 of 27.

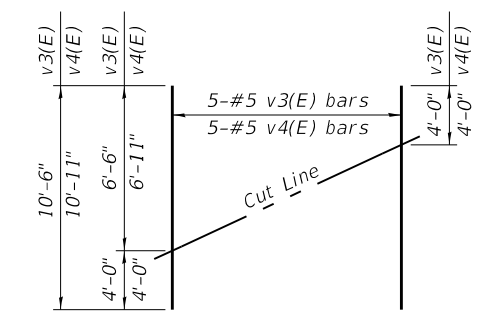
MINIMUM BAR LAP
#7 bar = 4'-5"



PLAN

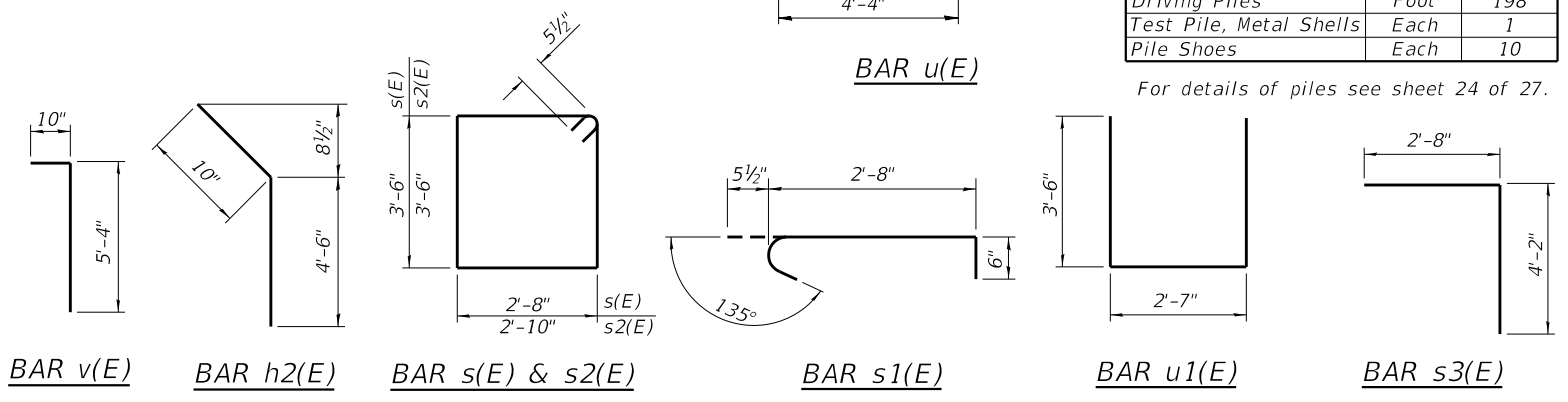
PILE DATA
Type: Metal Shell Pile 14"x0.312" w/ Conical Tips
Nominal Required Bearing: 327 kips
Factored Resistance Available: 180 kips
Est. Length: 22'
No. Production Piles: 9
No. Test Piles: 1

Notes:
Piles are to be driven after removal of existing storm sewers and before installation of proposed storm sewers. See sheet 5 of 27 for existing and proposed storm sewer locations. See roadway plans for removal and storm sewer details.
Existing sewer location shown for information only. Contractor to probe for existing sewer location prior to driving piles and adjust pile location as required and approved by the Engineer. Cost of probing included in "Driving Piles".
The southernmost pile of the West Abutment shall be precored to a depth of 5 feet below the existing storm sewer pipe. The contractor shall accurately locate the storm sewer prior to precoring and any necessary adjustments to the pile locations shall be made as approved by the Engineer. The northernmost pile of the West Abutment shall be precored to an elevation of 607.00. Pile driving shall begin from the bottom of the precore holes. Cost of locating the storm sewer, precoring and backfilling shall be included in the item Driving Piles.



FIELD CUTTING DIAGRAM

Order v3(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite face.



FILE NAME: W:\191168 IDOT_Corona_Road\CADD_Sheets\Structural\PLANS\Addition_Creek\2012\20 West_Abutment.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

WEST ABUTMENT
STRUCTURE NO. 016-0633

SHEET NO. 20 OF 27 SHEETS

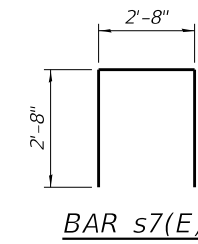
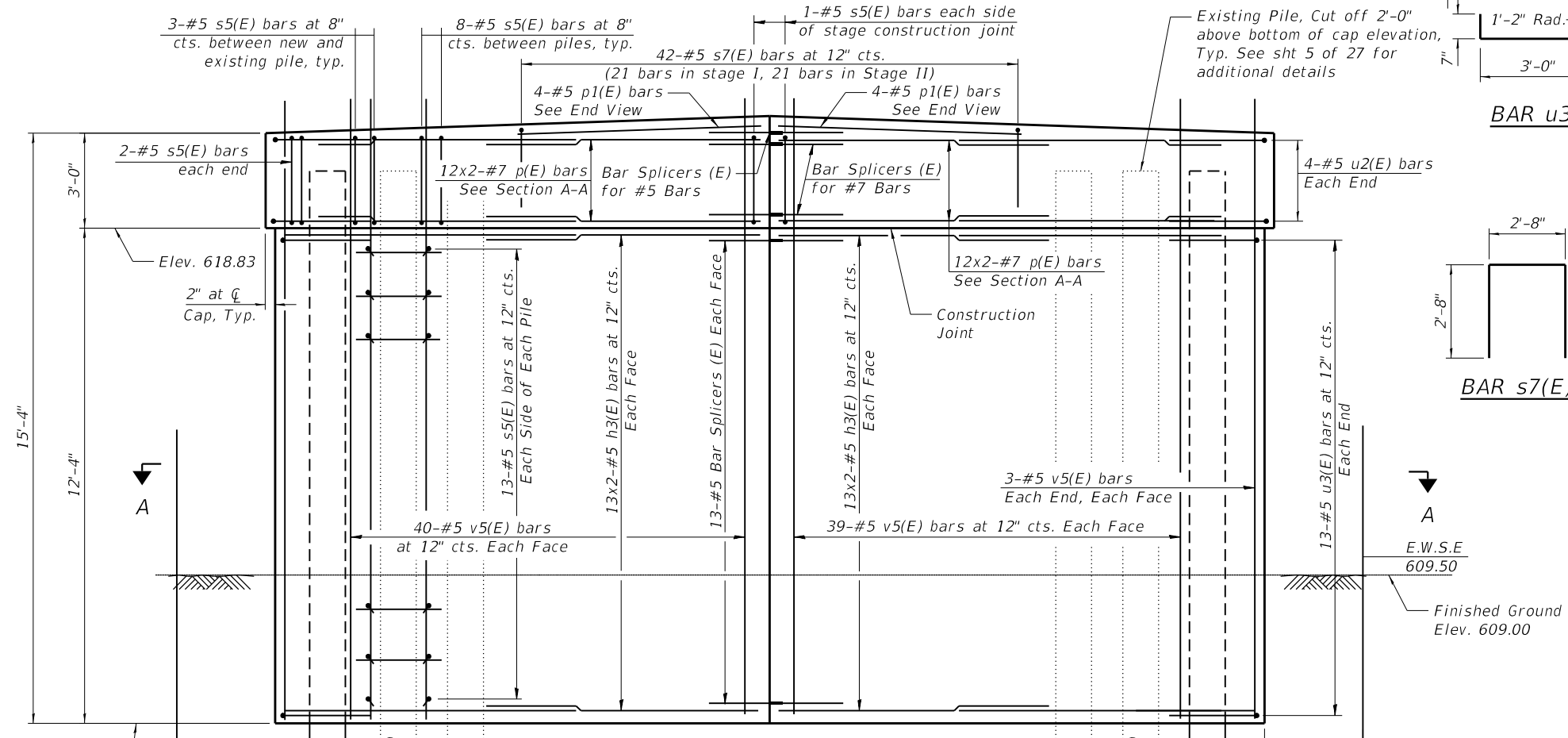
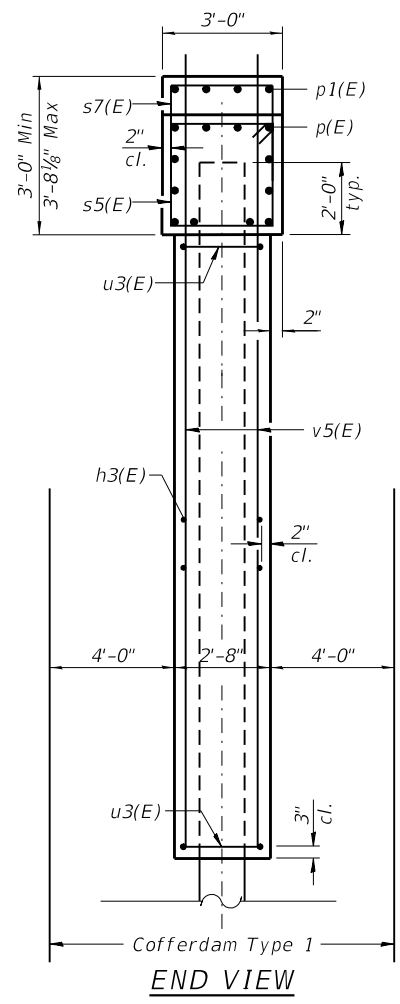
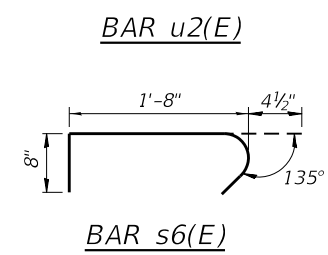
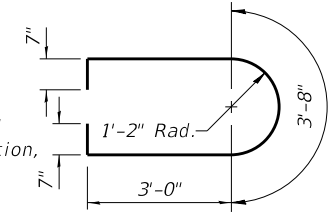
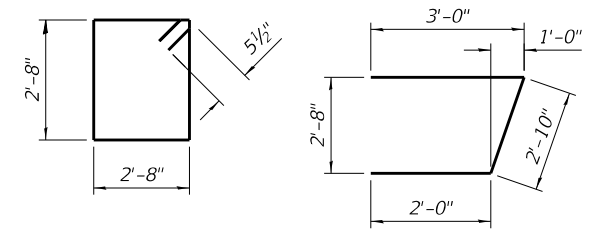
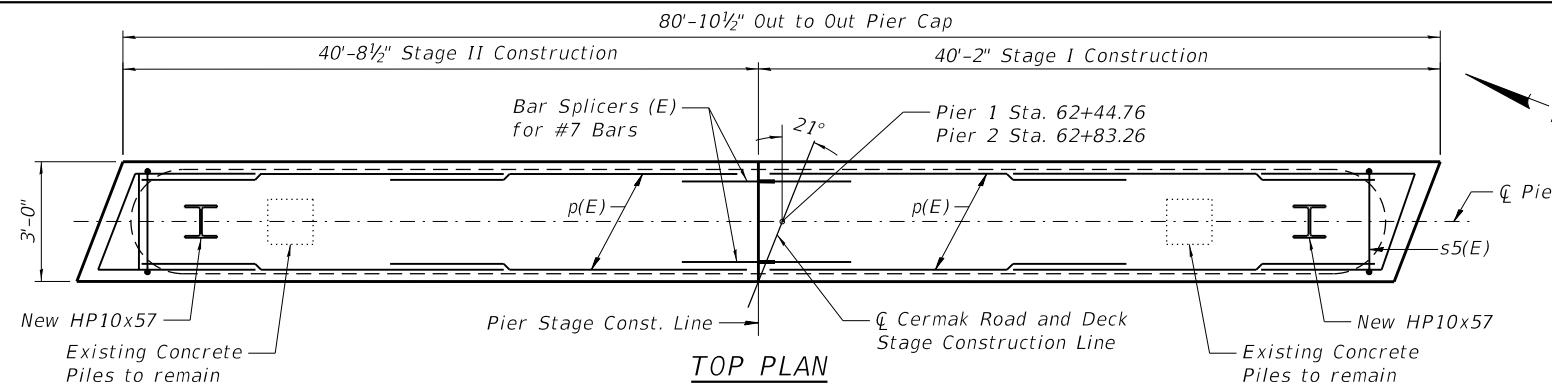
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	166
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

PIER 1 PILE DATA

Type: HP10x57 with Pile Shoes
 Nominal Required Bearing: 327 kips
 Factored Resistance Available: 180 kips
 Est. Length: 45'
 No. Production Piles: 2

PIER 2 PILE DATA

Type: HP10x57 with Pile Shoes
 Nominal Required Bearing: 327 kips
 Factored Resistance Available: 180 kips
 Est. Length: 45'
 No. Production Piles: 1
 No. Test Piles: 1

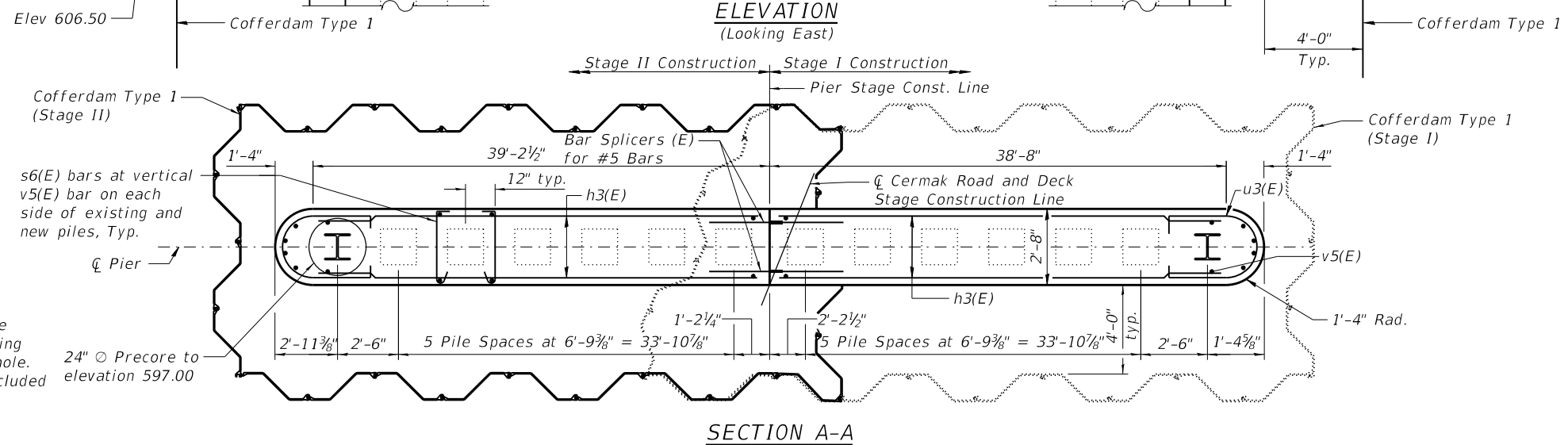


PIER 1 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	104	#5	21'-5"	—
p(E)	48	#7	23'-1"	—
p1(E)	8	#5	21'-0"	—
s5(E)	90	#5	11'-7"	□
s6(E)	364	#4	2'-9"	┌
s7(E)	42	#5	8'-0"	┌
u2(E)	8	#5	7'-10"	┌
u3(E)	26	#5	10'-10"	┌
v5(E)	170	#5	16'-9"	—
Cofferdam Excavation			Cu. Yd.	109
Concrete Structures			Cu. Yd.	128.6
Reinforcement Bars, Epoxy Coated			Pound	10,200
Furnishing Steel Piles HP10x57			Foot	90
Driving Piles			Foot	90
Pile Shoes			Each	2
Cofferdam (Type 1) (In-Stream/Wetland Work)			Each	2

PIER 2 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	104	#5	21'-5"	—
p(E)	48	#7	23'-1"	—
p1(E)	8	#5	21'-0"	—
s5(E)	90	#5	11'-7"	□
s6(E)	364	#4	2'-9"	┌
s7(E)	42	#5	8'-0"	┌
u2(E)	8	#5	7'-10"	┌
u3(E)	26	#5	10'-10"	┌
v5(E)	170	#5	16'-9"	—
Cofferdam Excavation			Cu. Yd.	109
Concrete Structures			Cu. Yd.	128.6
Reinforcement Bars, Epoxy Coated			Pound	10,200
Furnishing Steel Piles HP10x57			Foot	45
Driving Piles			Foot	45
Test Pile Steel HP10x57			Each	1
Pile Shoes			Each	2
Cofferdam (Type 1) (In-Stream/Wetland Work)			Each	2



MINIMUM BAR LAP

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

Notes:
 The northernmost pile of each pier shall be precored to an elevation of 597.00. Pile driving shall begin from the bottom of the precore hole. Cost of precoring and backfilling shall be included in the item Driving Piles.
 For details of piles, see sheet 23 of 27.

FILE NAME: W:\191168 IDOT Cermak Road\CAD\DD_Sheets\Structural\PIANS\Addition_Creek\Sheet-23_Pier-1 & 2.dgn



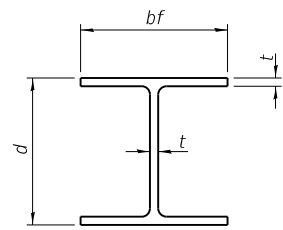
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PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 11/5/2020	DRAWN - HB	REVISED -
	CHECKED - JJI	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER 1 & 2
 STRUCTURE NO. 016-0633

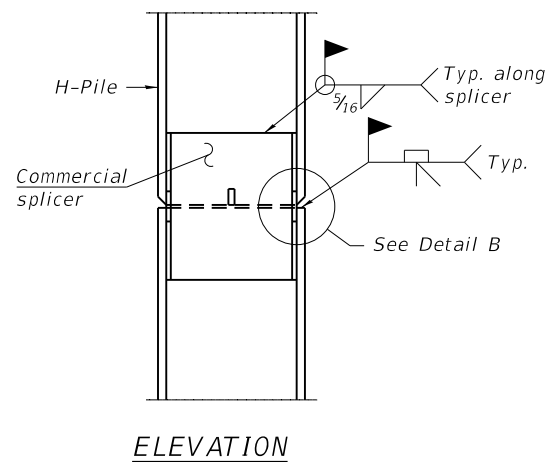
SHEET NO. 22 OF 27 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	168
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

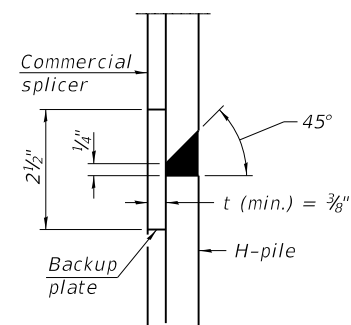


STEEL PILE TABLE

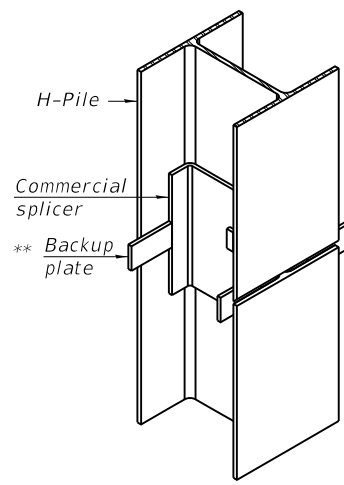
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 3/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



ELEVATION

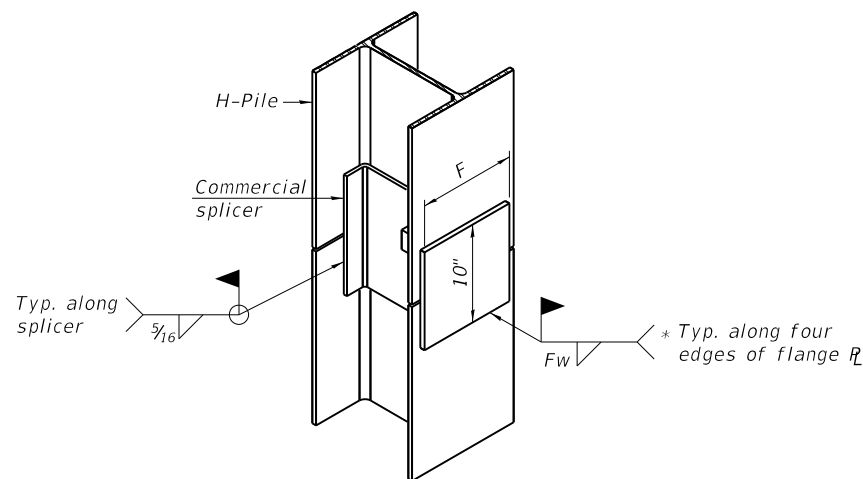


DETAIL "B"



ISOMETRIC VIEW

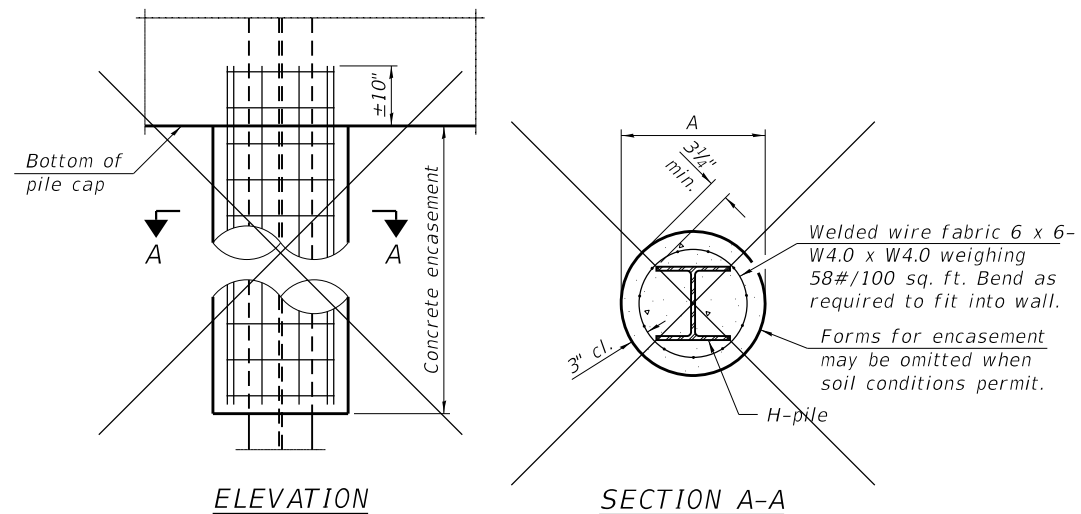
WELDED COMMERCIAL SPLICE



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

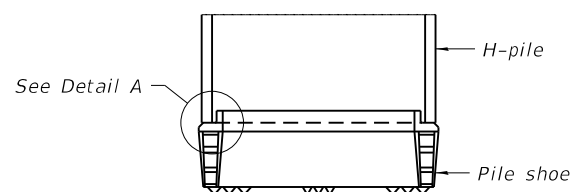
- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).



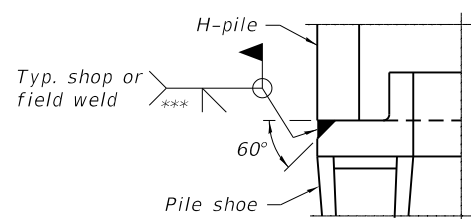
ELEVATION

SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASUREMENT
(when specified)



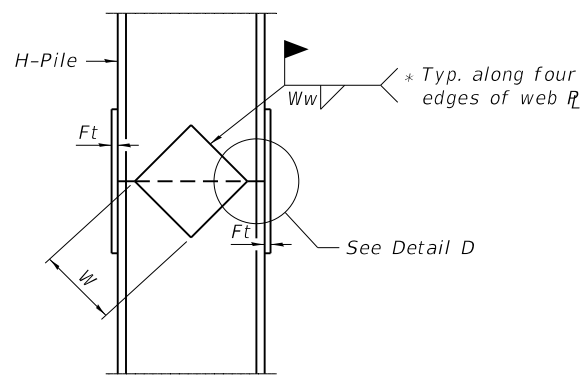
ELEVATION



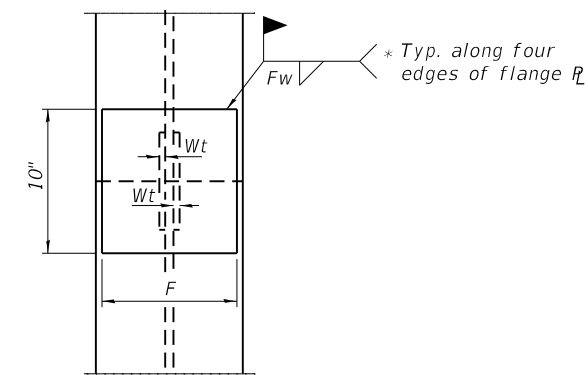
DETAIL A

SHOE ATTACHMENT

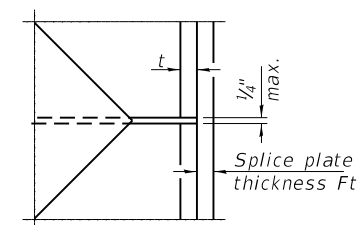
Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.



ELEVATION



END VIEW



DETAIL D

WELDED PLATE FIELD SPLICE

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1 1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

F-HP

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 -

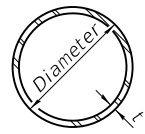
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 016-0633

SHEET NO. 23 OF 27 SHEETS

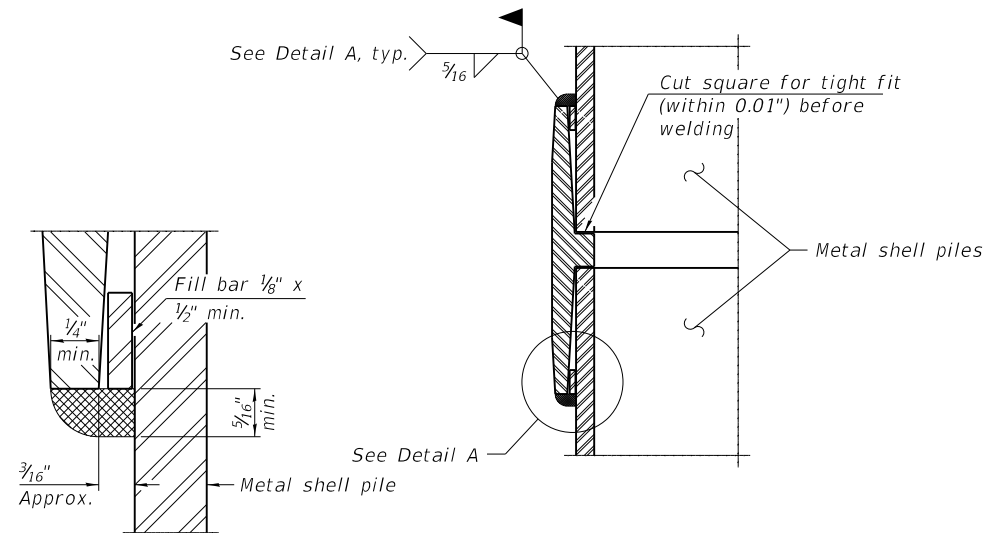
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	169
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

FILE NAME: W:\191168 IDOT_Cermak_Road\CADD_Sheets\Structural\FINAL_PLANS\Addition_Creek\517-23_HP Pile_Detail.dgn

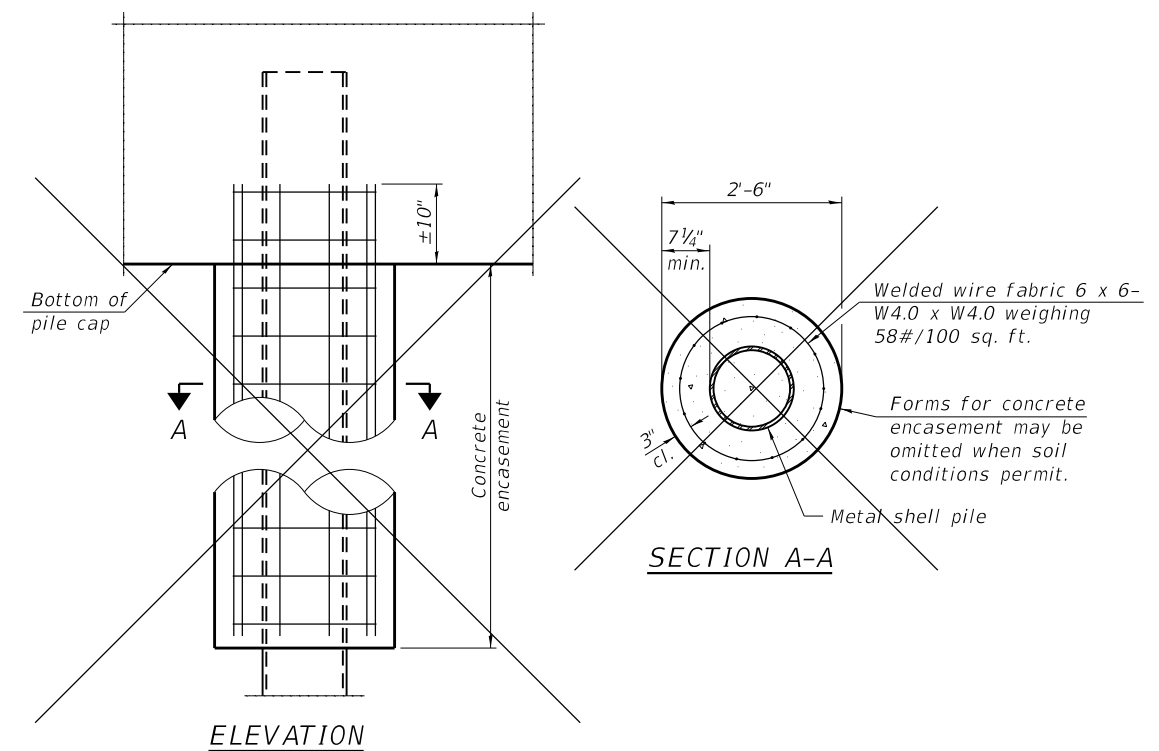


METAL SHELL PILE TABLE

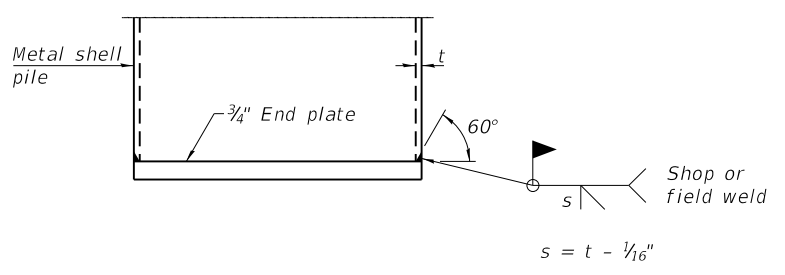
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



DETAIL A

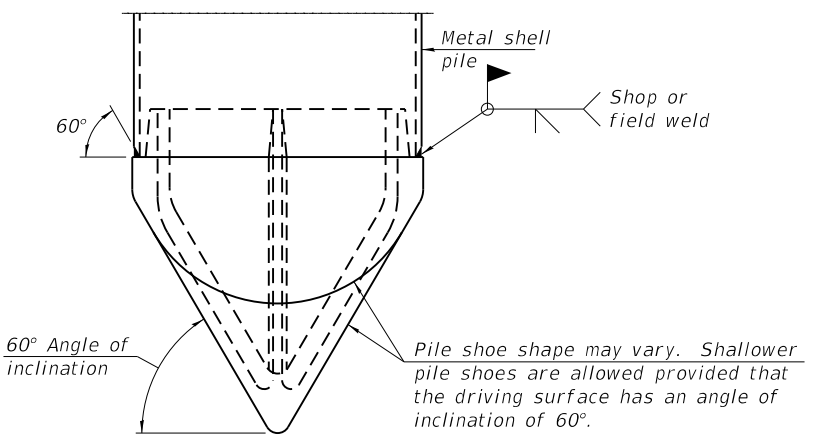


INDIVIDUAL PILE CONCRETE ENCASEMENT
(When specified)



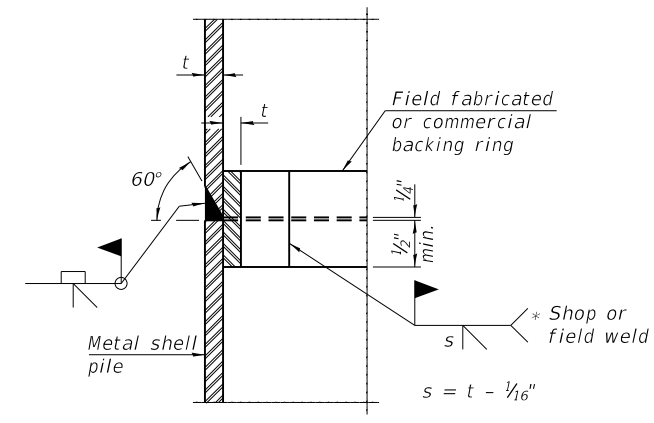
END PLATE ATTACHMENT

WELDED COMMERCIAL SPLICE
Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.

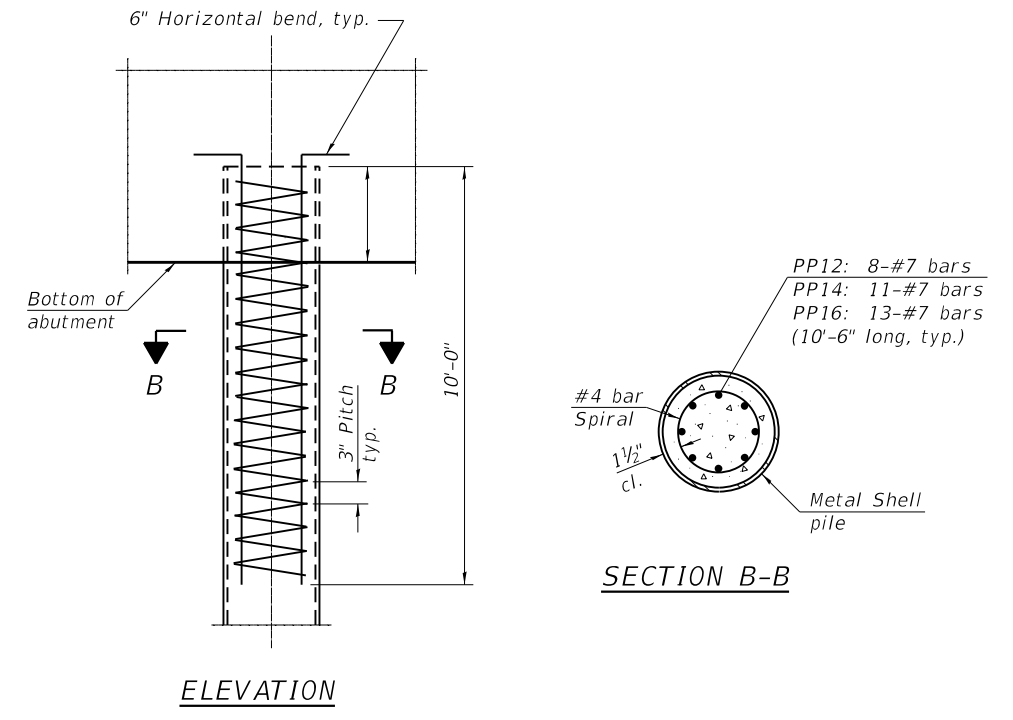


PILE SHOE ATTACHMENT

(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld).



COMPLETE PENETRATION WELD SPLICE
* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



REINFORCEMENT AT ABUTMENTS
(Omit when concrete encasement is specified)

Note:
The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

FILE NAME: W:\191168 IDOT_Corona_Road\CADD_Sheets\Structural\FINAL PLANS\Addition_Creek\Sheet\24_Metal Shell Piles_Detail.dgn

F-MS 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 -

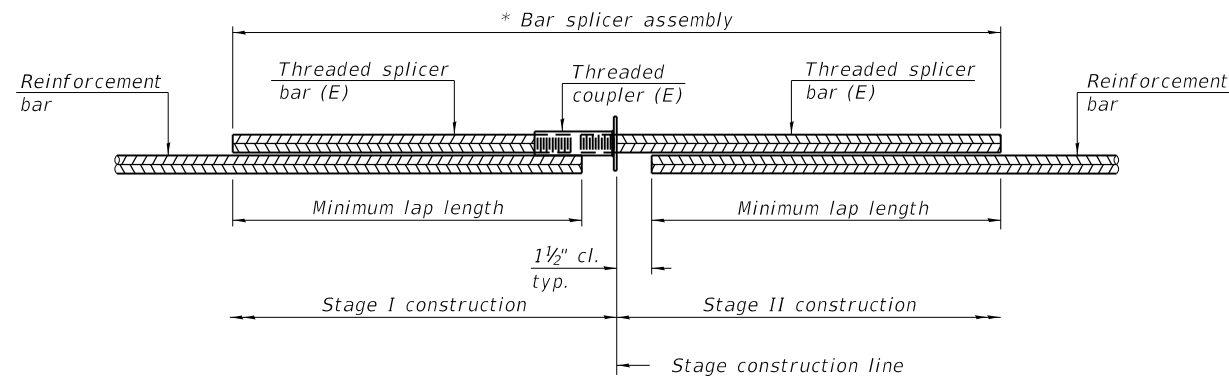
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**METAL SHELL PILE DETAILS
STRUCTURE NO. 016-0633**

SHEET NO. 24 OF 27 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	170
CONTRACT NO. 62H51				

ILLINOIS FED. AID PROJECT



STANDARD BAR SPLICER ASSEMBLY PLAN
 (All components shall be provided from one supplier)

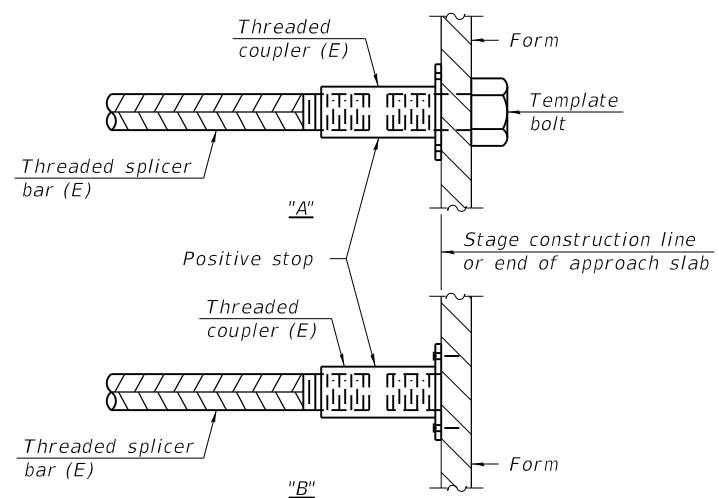
Threaded splicer bar length = min. lap length + 1 1/2" + thread length

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

Location	Bar size	No. assemblies required	Minimum lap length
Top of Slab	#8	143	4'-9"
Bottom of Slab	#8	143	5'-3"
Top of Slab	#5	4	3'-0"
Bottom of Slab	#5	12	2'-8"
West Abutment	#7	10	4'-5"
West Abutment	#5	4	3'-2"
East Abutment	#7	10	4'-5"
East Abutment	#5	4	3'-2"
Pier 1	#7	12	4'-5"
Pier 1	#5	30	3'-2"
Pier 2	#7	12	4'-5"
Pier 2	#5	30	3'-2"
West Approach Slab	#8	62	4'-9"
West Approach Slab	#5	46	3'-4"
West Approach Slab Footing	#5	40	3'-2"
East Approach Slab	#8	62	4'-9"
East Approach Slab	#5	46	3'-4"
East Approach Slab Footing	#5	40	3'-2"

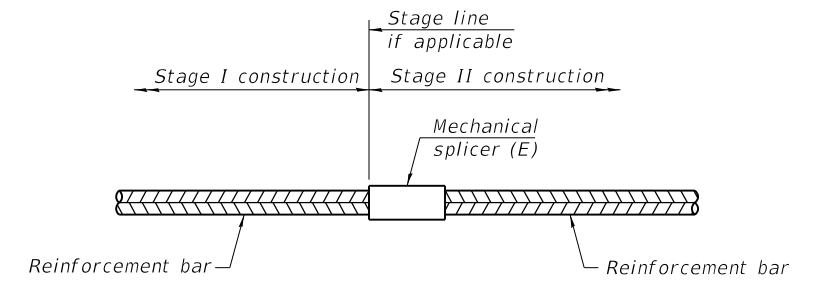
Notes:

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



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

FILE NAME: W:\191168 IDOT_Cermak_Road\CADD_Sheets\Structural\FINAL PLANS\Addition_Creek\161H51_Addition_Creek_S1T-25_Bar_Splicer_Assembly_Details.dgn

BSD-1

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**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 016-0633**

SHEET NO. 25 OF 27 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	171
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62H51	

**BORING LOG AC-01**

Page 1 of 2

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1145 N Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

Client: **BLA, Inc**
Project: **Cermak Road Bridges; IDOT D-91-067-19**
Location: **Riverside, Cook County, IL**

Datum: NAVD 88
Elevation: 623.42 ft
North: 1888060.30 ft
East: 1114258.60 ft
Station: 61+43.84
Offset: 07.12 LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)
627.7	9-inch thick ASPHALT --PAVEMENT--								--occasional rig chatter--						
622.0	8-inch thick CONCRETE --PAVEMENT--														
620.4	Dense, gray SANDY GRAVEL; dry --SUB-BASE-- --FILL-- --RDR 2--	1	9 16 15			NP	5			9	24 30 46		NP	11	
618.2	Hard, dark gray and black SILTY CLAY LOAM, trace gravel --FILL-- --RDR 2--	2	4 4 5			4.50 P	15			10	22 16 13		NP	9	
615.0	Soft to medium stiff, dark gray and black CLAY to SILTY CLAY --RDR 1--	3	3 3 4			0.79 B	45			11	9 10 11		NP	16	
595.4	Very stiff, gray SILTY CLAY --RDR 2--	4	2 2 3			0.66 B	30			12	7 12 32		3.28 B	22	
593.9	Dense to very dense, gray GRAVELLY SILTY LOAM to COBBLES and BOULDERS, little gravel; damp --RDR 2--	5	1 2 2			0.49 B	32			13			NP		
608.9	Very stiff, brown and gray to gray CLAY to SILTY CLAY, little gravel --RDR 1 to 2-- --wet spoon--	6	2 8 10 15			50/3 ^P 3.94 B	16			14			NP	15	
605.4	Medium dense to very dense, gray SILT to SILTY LOAM, trace gravel; dry to damp --RDR 2 to 3--	7	23 25 26			NP	11			14	4 5 16		NP	15	

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	02-07-2020	Complete Drilling	02-07-2020
Drilling Contractor	Wang Testing Services	Drill Rig	CME 55 [85%]
Driller	R&J	Logger	F. Bozga
Checked by	C. Marin	Time After Drilling	NA
Drilling Method	3.25" IDA HSA, autohammer, backfilled upon completion	Depth to Water	NA
		While Drilling	15.50 ft
		At Completion of Drilling	40.00 ft

**BORING LOG AC-01**

Page 2 of 2

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Telephone: 630 953-9928
Fax: 630 953-9938

Client: **BLA, Inc**
Project: **Cermak Road Bridges; IDOT D-91-067-19**
Location: **Riverside, Cook County, IL**

Datum: NAVD 88
Elevation: 623.42 ft
North: 1888060.30 ft
East: 1114258.60 ft
Station: 61+43.84
Offset: 07.12 LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)
582.4	Very dense, gray GRAVELLY SILTY LOAM, little gravel; damp --RDR 3 to 4-- --hard drilling, 41 to 43.5 feet-- --possible cobbles and boulders--														
575.4	Strong, light greyish white, very poor rock mass quality, damp DOLOSTONE; slightly to moderately weathered rock, slightly to moderately weathered joints, closely spaced horizontal joints, with <0.05 to 0.2-inch opening, hard joint wall, slightly rough joint wall surface, hard infill strength, and <0.2-inch infill thickness. --RDR 4 to 5-- --hard drilling, 44 to 48 feet-- --possible cobbles and boulders--														
575.4		15	50/3 ^P			NP	12								
575.4		45													
575.4		50													
575.4		50													
575.4		55													
575.4		60													

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	02-07-2020	Complete Drilling	02-07-2020
Drilling Contractor	Wang Testing Services	Drill Rig	CME 55 [85%]
Driller	R&J	Logger	F. Bozga
Checked by	C. Marin	Time After Drilling	NA
Drilling Method	3.25" IDA HSA, autohammer, backfilled upon completion	Depth to Water	NA
		While Drilling	15.50 ft
		At Completion of Drilling	40.00 ft

**BORING LOG AC-02**

Page 1 of 2

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Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

Client: **BLA, Inc**
Project: **Cermak Road Bridges; IDOT D-91-067-19**
Location: **Riverside, Cook County, IL**

Datum: NAVD 88
Elevation: 623.71 ft
North: 1888031.08 ft
East: 1114461.95 ft
Station: 63+45.76
Offset: 30.72 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)
623.0	9-inch thick ASPHALT --PAVEMENT--														
622.0	8-inch thick CONCRETE --PAVEMENT--														
620.0	4-inch thick gray SANDY GRAVEL --SUB-BASE-- --FILL-- --RDR 2--	1	5 3 5			3.00 P	15			9	15 23 20		6.15 B	11	
599.9	Very stiff to hard, gray CLAY LOAM, trace to little gravel, crushed stone, wood chips; damp --FILL-- --RDR 2--	2	13 4 3			NP	18			10	20 42 32		4.67 B	10	
598.2	Very dense, gray, medium grained SAND, and gravel; wet --RDR 2--	3	2 5 5			6.15 B	22			11	22 40 24		NP	12	
615.0	Medium stiff to stiff, gray and black to gray CLAY to SILTY CLAY, trace gravel; damp --RDR 2-- --sand seams--	4	4 4 5			1.48 B	27			12	19 41 44		4.50 P	10	
610.0	Medium dense to dense, gray, medium grained SAND, trace gravel; wet to saturated --RDR 2--	5	1 2 2			0.82 B	26			13	20 33 41		NP	14	
607.2	Very stiff to hard, gray SILTY LOAM to SILTY CLAY LOAM, trace to some gravel; damp --RDR 2-- --2-inch thick silt seams--	6	2 3 3			NP	20			13	20 33 41		NP	14	
605.4	Very dense GRAVELLY SAND; wet to saturated --RDR 3-- --2-inch thick silty clay seam--	7	4 7 12			8.20 B	14			14	40 50/3 ^P		50/3 ^P	15	
605.4	Medium dense to very dense, gray SILT to SILTY LOAM, trace gravel; dry to damp --RDR 2 to 3--	8	14 29 29			2.30 B	11			14	40 50/3 ^P		50/3 ^P	15	

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	01-22-2020	Complete Drilling	01-22-2020
Drilling Contractor	Wang Testing Service	Drill Rig	CME 55 [85%]
Driller	R&K	Logger	I. Nenn
Checked by	C. Marin	Time After Drilling	NA
Drilling Method	3.25" IDA HSA, autohammer, backfilled upon completion	Depth to Water	NA
		While Drilling	15.00 ft
		At Completion of Drilling	20.00 ft

FILE NAME: W:\191168 IDOT Cermak Road\CADD_Sheets\Structural\FINAL PLANS\Addition_Creek_SIT-26_Boring_Logs.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

BORING LOGS
STRUCTURE NO. 016-0633

SHEET NO. 26 OF 27 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	172
CONTRACT NO. 62H51				

ILLINOIS FED. AID PROJECT

**BORING LOG AC-02**

Page 2 of 2

wangeng@wangeng.com
1145 N Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

Client **BLA, Inc**
Project **Cermak Road Bridges; IDOT D-91-067-19**
Location **Riverside, Cook County, IL**

Datum: NAVD 88
Elevation: 623.71 ft
North: 1888031.08 ft
East: 1114461.95 ft
Station: 63+45.76
Offset: 30.72 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
582.2	Very dense, gray LOAM to SILTY CLAY LOAM, trace cobbles and boulders; damp --RDR 3-- --disturbed sample--	15		15	50/5"	NP	10								
577.7	Very dense, gray GRAVEL; damp --RDR 3--	16		16	50/1"	NP									
575.7	Strong, light greyish white, very poor rock mass quality, damp cherty DOLOSTONE; slightly to moderately weathered rock, moderately to highly weathered joints, horizontal, oblique and vertical joints, with 0.05 to 0.2-inch joint opening, soft to hard joint wall, slightly rough to rough joint wall surface, soft infill strength, and <0.2-inch infill thickness. --Run 1: 48.0 to 58.0 feet-- --Recovery = 100%-- --RQD = 19%--	17		17		NP									
565.7	Boring terminated at 58.00 ft														

GENERAL NOTES

Begin Drilling **01-22-2020** Complete Drilling **01-22-2020**
Drilling Contractor **Wang Testing Service** Drill Rig **CME 55 [85%]**
Driller **R&K** Logger **I. Nenn** Checked by **C. Marin**
Drilling Method **3.25" IDA HSA, autohammer, backfilled upon completion**

WATER LEVEL DATA

While Drilling **15.00 ft**
At Completion of Drilling **20.00 ft**
Time After Drilling **NA**
Depth to Water **NA**

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

**BORING LOG AC-03**

Page 1 of 2

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Client **BLA, Inc**
Project **Cermak Road Bridges; IDOT D-91-067-19**
Location **Riverside, Cook County, IL**

Datum: NAVD 88
Elevation: 617.34 ft
North: 1887991.59 ft
East: 1114354.13 ft
Station: 62+36.36
Offset: 65.60 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
	--TOPSOIL--														
616.3	Stiff to very stiff, black and brown to black CLAY to SILTY CLAY, trace gravel; damp --RDR 2--	1		1	4 7 9	3.00 P	27								
	--disturbed sample-- --sand seams--	2		2	5 4 5	1.89 B	31								
	--sand seams--	3		3	2 2 2	0.41 B	31								
608.6	Medium dense, gray, medium grained SAND; saturated --RDR 2--	4		4	3 4 6	NP	18								
606.8	Hard, gray SILTY CLAY LOAM, little gravel; damp --RDR 2-- --disturbed sample--	5		5	12 18 21		14								
	--sand, silt and clay laminations--	6		6	16 19 15	4.50 P	10								
	--RDR 3--	7		7	28 37 40	0.41 B	9								
601.8	Medium dense to dense, gray GRAVELLY SILTY LOAM, trace to some gravel; damp to saturated --RDR 2--	8		8	18 20 14	0.41 B	8								
	--Possible WEATHERED BEDROCK at 37' bgs--	14		14											
		15		15											
		20		20											

GENERAL NOTES

Begin Drilling **01-22-2020** Complete Drilling **01-22-2020**
Drilling Contractor **Wang Testing Service** Drill Rig **CME 55 [85%]**
Driller **R&K** Logger **I. Nenn** Checked by **C. Marin**
Drilling Method **3.25" IDA HSA, autohammer, backfilled upon completion**

WATER LEVEL DATA

While Drilling **9.00 ft**
At Completion of Drilling **20.00 ft**
Time After Drilling **24 hours**
Depth to Water **13.00 ft**

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

**BORING LOG AC-03**

Page 2 of 2

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Telephone: 630 953-9928
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Client **BLA, Inc**
Project **Cermak Road Bridges; IDOT D-91-067-19**
Location **Riverside, Cook County, IL**

Datum: NAVD 88
Elevation: 617.34 ft
North: 1887991.59 ft
East: 1114354.13 ft
Station: 62+36.36
Offset: 65.60 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
576.3	Medium strong, light greyish gray, very poor rock mass quality, slightly rough joint wall, moderately to highly weathered DOLOSTONE, closely spaced joints, horizontal, vertical, and oblique joints with 0.05-inch to greater than 0.2-inch joint opening, none infill, hard joint wall. --Run #1: 41 to 49 feet-- --RECOVERY = 97%-- --RQD = 0%--	15		15		NP									
568.3	Medium strong, light greyish gray, very poor rock mass quality, slightly rough to rough joint wall, moderately to highly weathered DOLOMITIC LIMESTONE, very closely spaced joints, horizontal, vertical, and oblique joints with greater than 0.2-inch joint opening, none infill, hard joint wall. --Run #2: 49 to 55 feet-- --RECOVERY = 96%-- --RQD = 5%--	50													
562.3	Boring terminated at 30.00 ft														

GENERAL NOTES

Begin Drilling **01-22-2020** Complete Drilling **01-22-2020**
Drilling Contractor **Wang Testing Service** Drill Rig **CME 55 [85%]**
Driller **R&K** Logger **I. Nenn** Checked by **C. Marin**
Drilling Method **3.25" IDA HSA, autohammer, backfilled upon completion**

WATER LEVEL DATA

While Drilling **9.00 ft**
At Completion of Drilling **20.00 ft**
Time After Drilling **24 hours**
Depth to Water **13.00 ft**

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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USER NAME = Winson
PLOT SCALE =
PLOT DATE = 11/5/2020

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CHECKED - JJI
DRAWN - HB
CHECKED - JJI

REVISED -
REVISED -
REVISED -
REVISED -

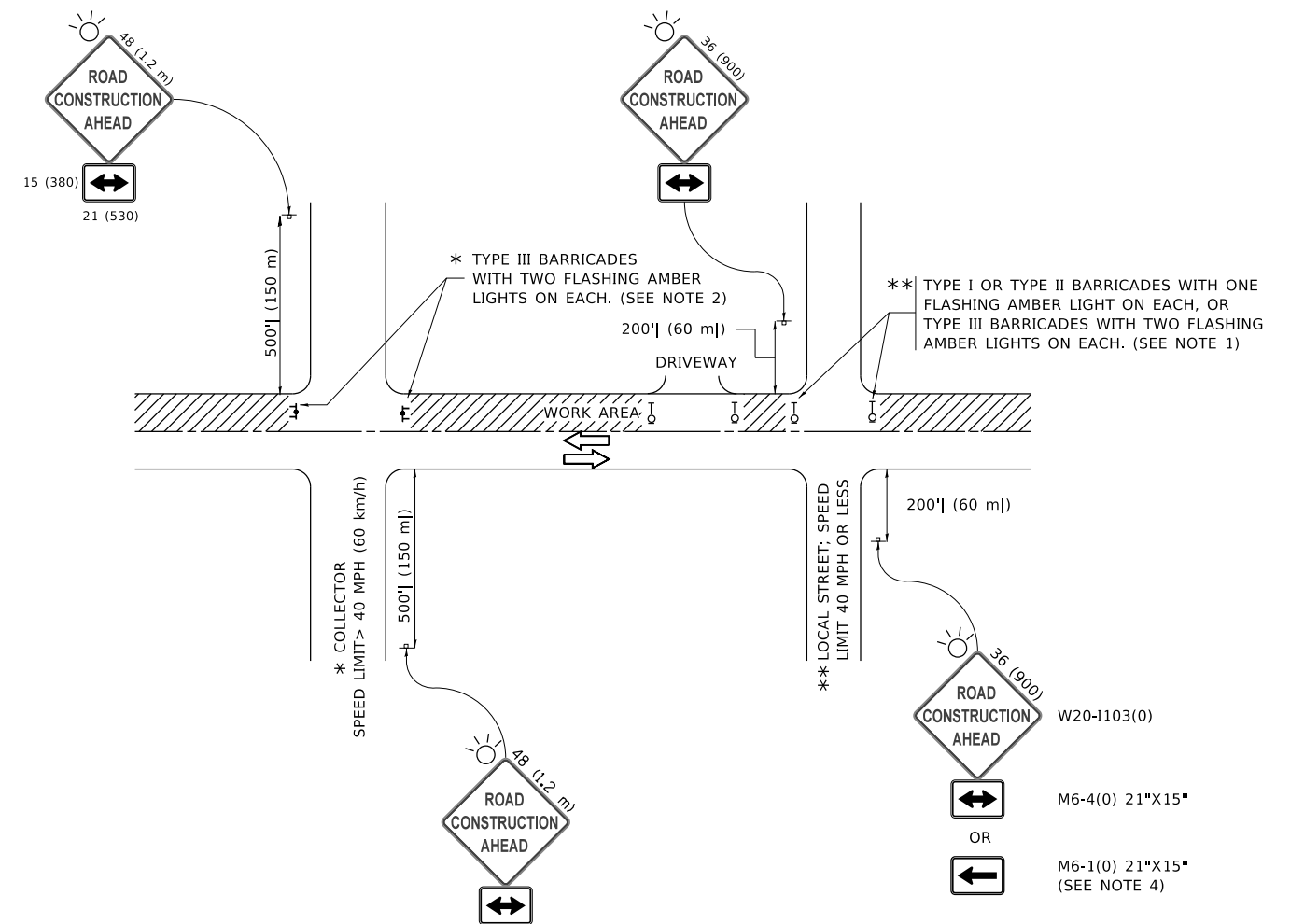
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BORING LOGS
STRUCTURE NO. 016-0633**

SHEET NO. 27 OF 27 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	173
CONTRACT NO. 62H51				

ILLINOIS FED. AID PROJECT



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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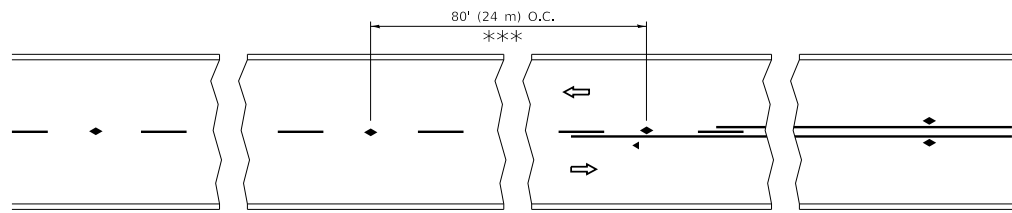
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PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
		REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

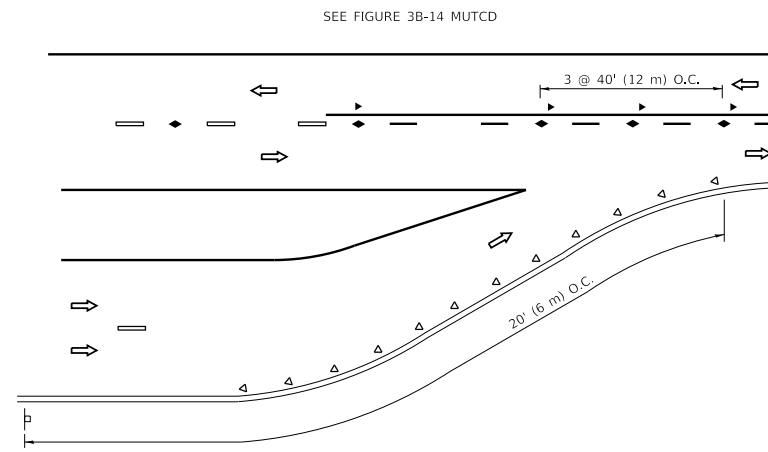
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 62H51	
ILLINOIS FED. AID PROJECT				

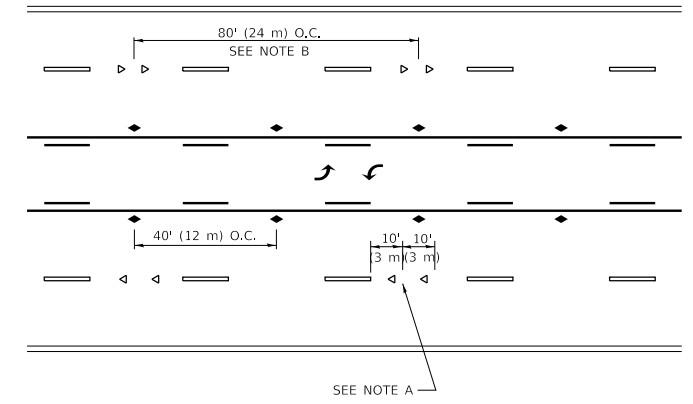


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

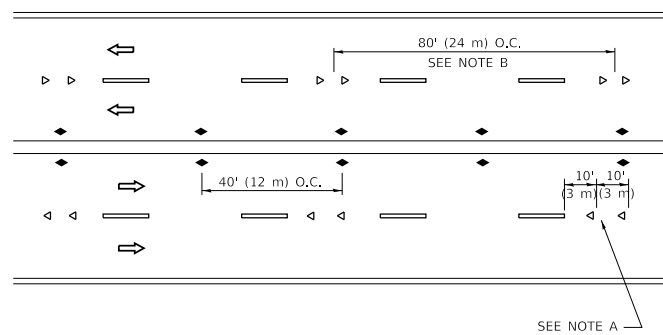
TWO-LANE/TWO-WAY



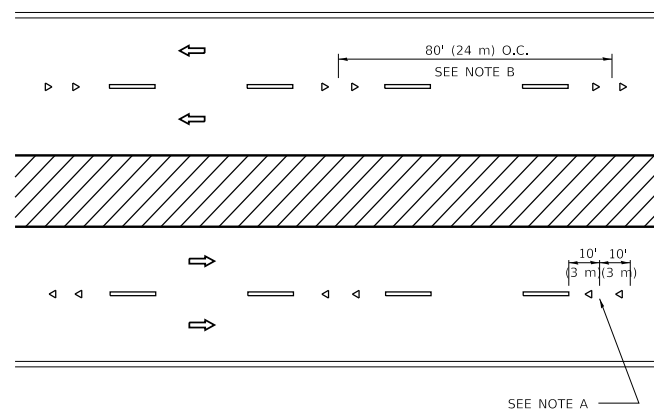
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

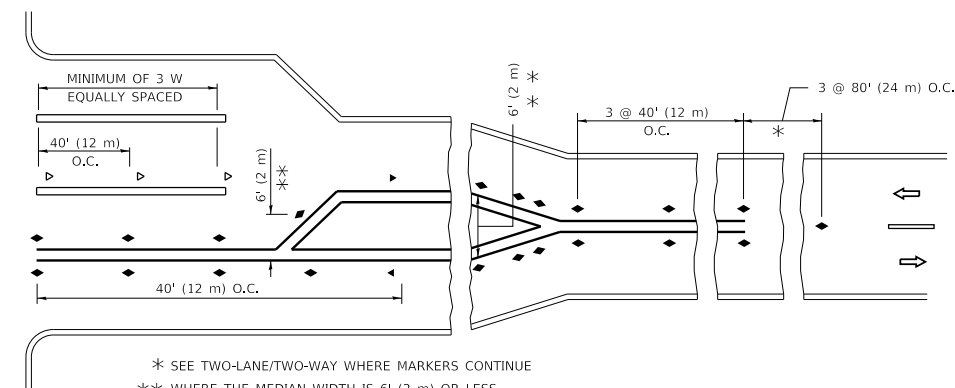
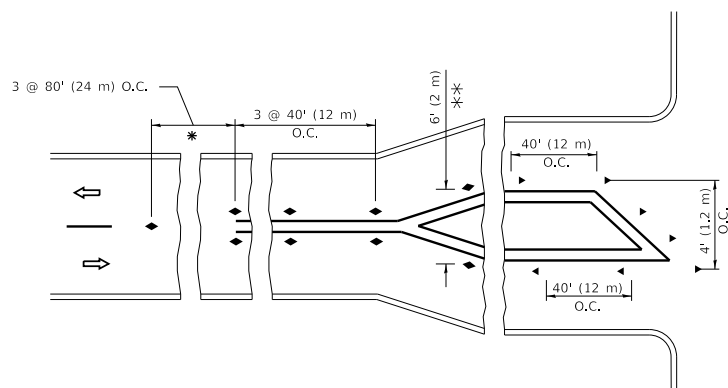
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



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

TURN LANES

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

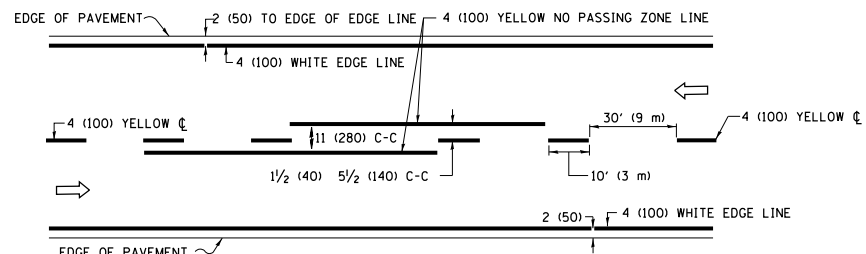
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	DRAWN -	REVISED - T. RAMMACHER 01-06-00
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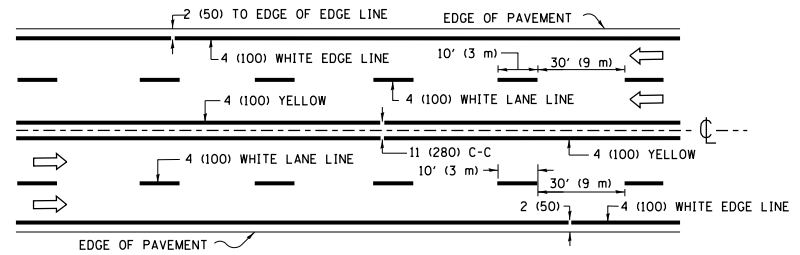
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

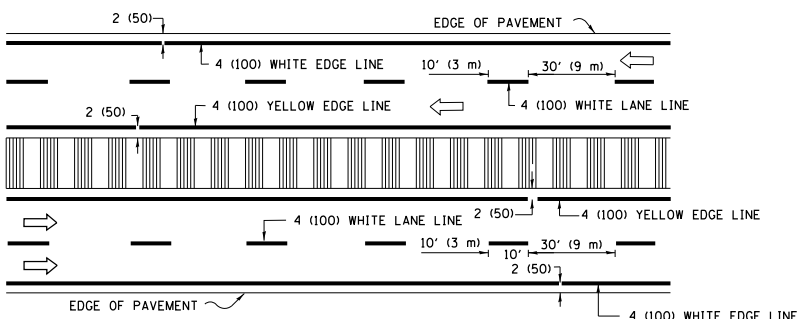
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	175
TC-11			CONTRACT NO. 62H51	
ILLINOIS		FED. AID PROJECT		



2-LANE ROADWAY

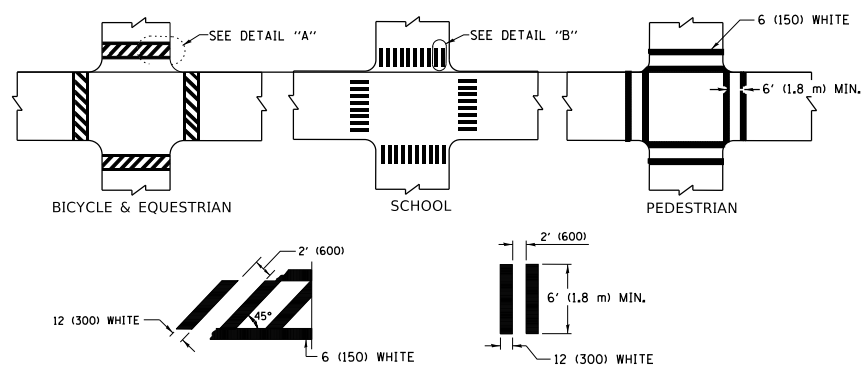


MULTI-LANE UNDIVIDED



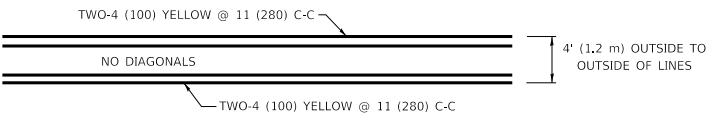
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

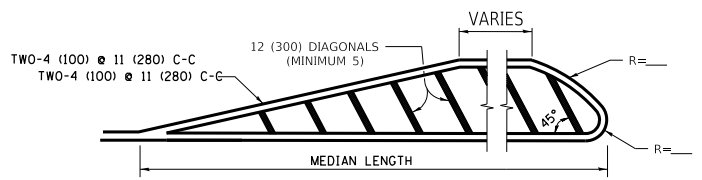


TYPICAL CROSSWALK MARKING

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

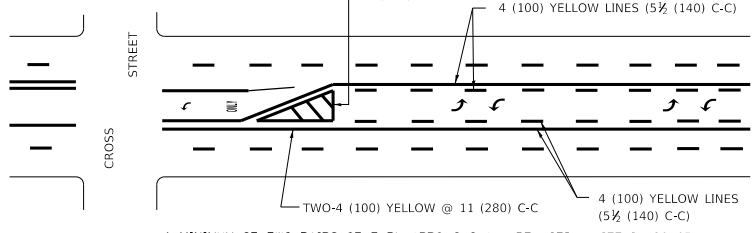


4' (1.2 m) WIDE MEDIANS ONLY

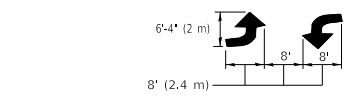


MEDIANS OVER 4' (1.2 m) WIDE

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



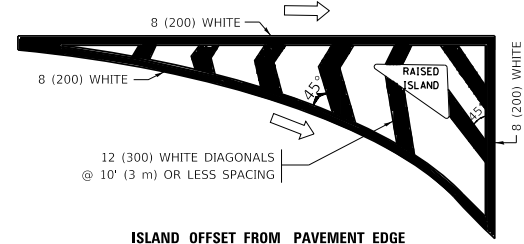
MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING



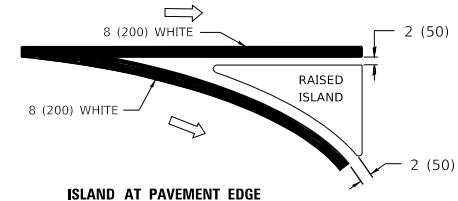
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

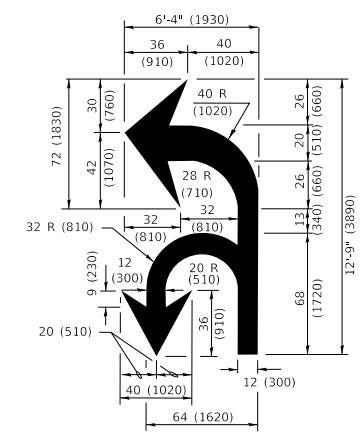


ISLAND OFFSET FROM PAVEMENT EDGE

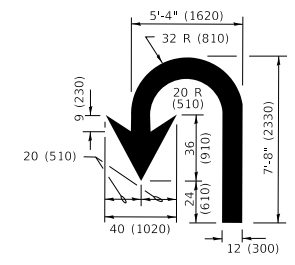


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

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

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

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

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

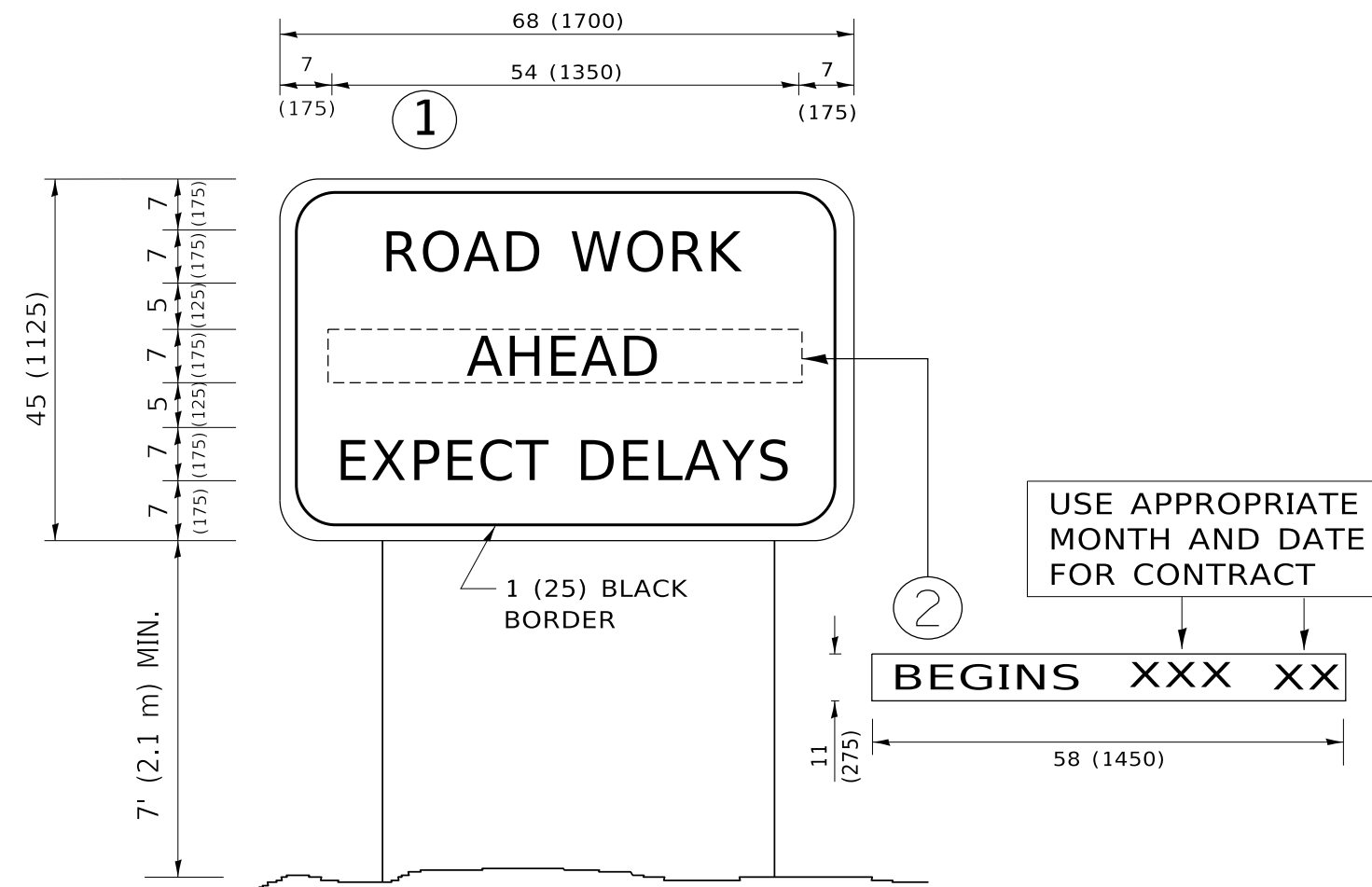
All dimensions are in inches (millimeters) unless otherwise shown.

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PLOT DATE = 3/4/2019	CHECKED -	REVISED - C. JUCIUS 12-21-15
	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		1453	2018-126-BR	COOK	194	176
SCALE: NONE		TC-13		CONTRACT NO. 62H51		
SHEET 1 OF 2 SHEETS		ILLINOIS		FED. AID PROJECT		



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

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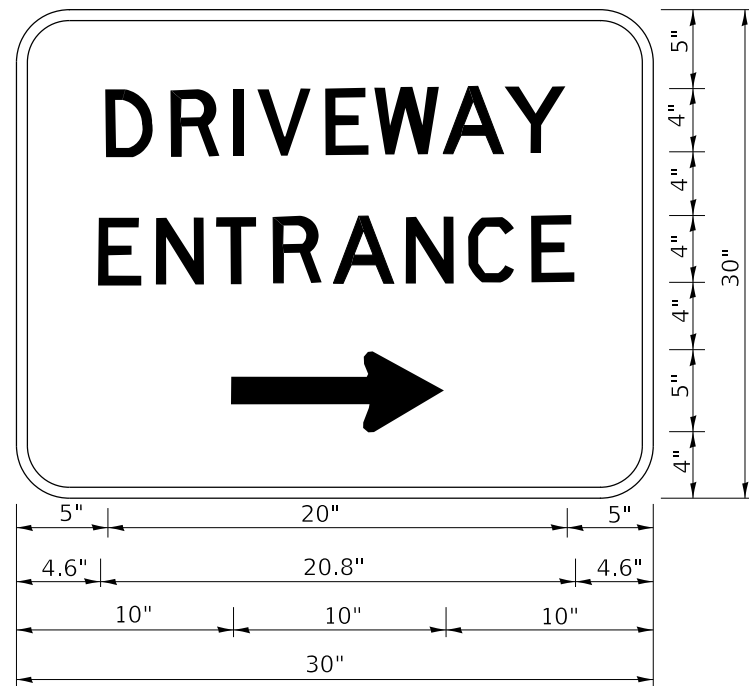
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PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	178
TC-22			CONTRACT NO. 62H51	
ILLINOIS FED. AID PROJECT				



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

NOTES:

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

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PLOT DATE = 3/4/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

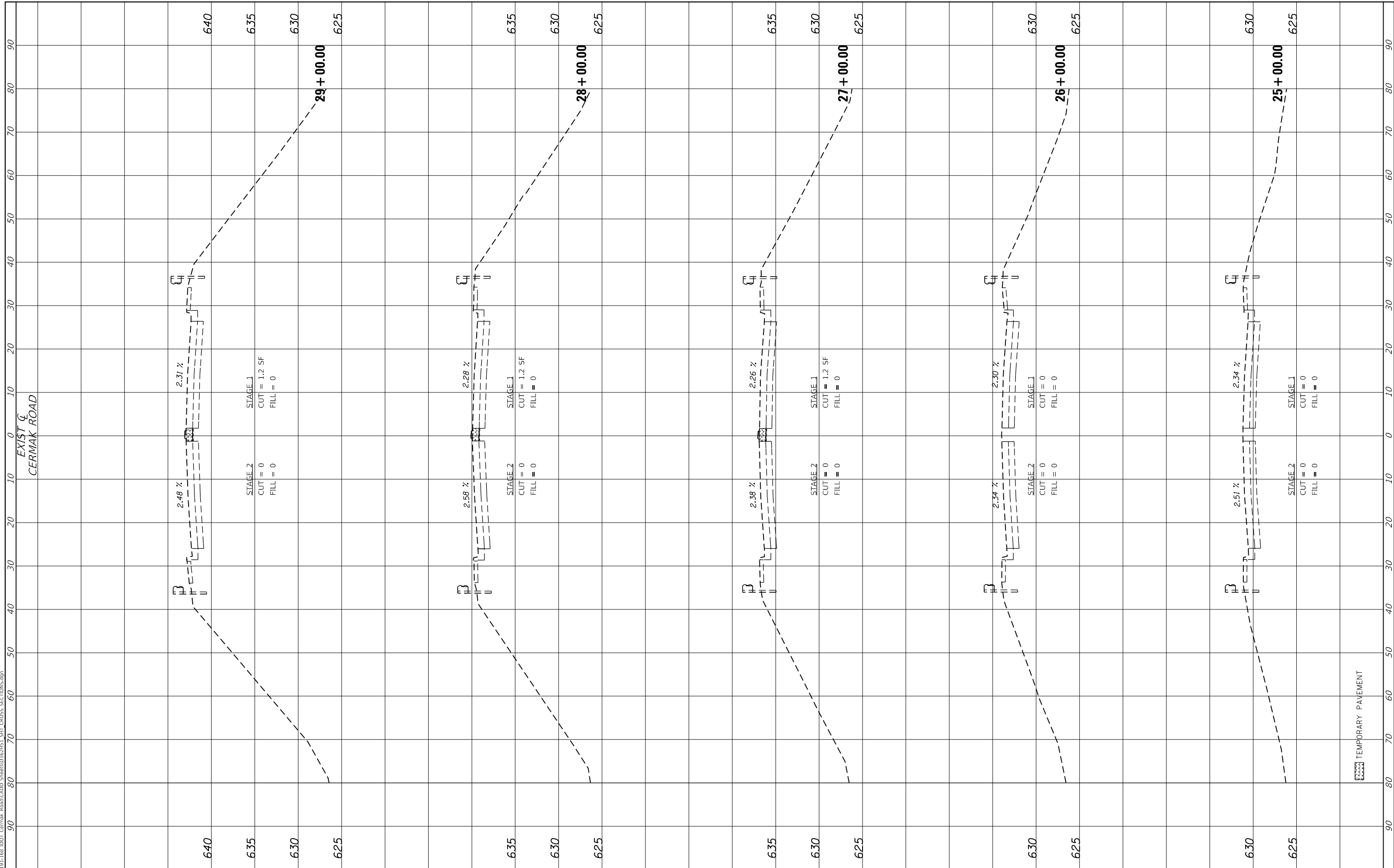
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	179
TC-26		CONTRACT NO. 62H51		
		ILLINOIS	FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

MODEL: Defnair
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USER NAME =	Winson
DESIGNED -	WJT
DRAWN -	WJT
REVISOR -	
REVISION -	
CHECKED -	MTC
DATE -	11/05/20

REVISOR -	
REVISION -	
REVISOR -	
REVISION -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

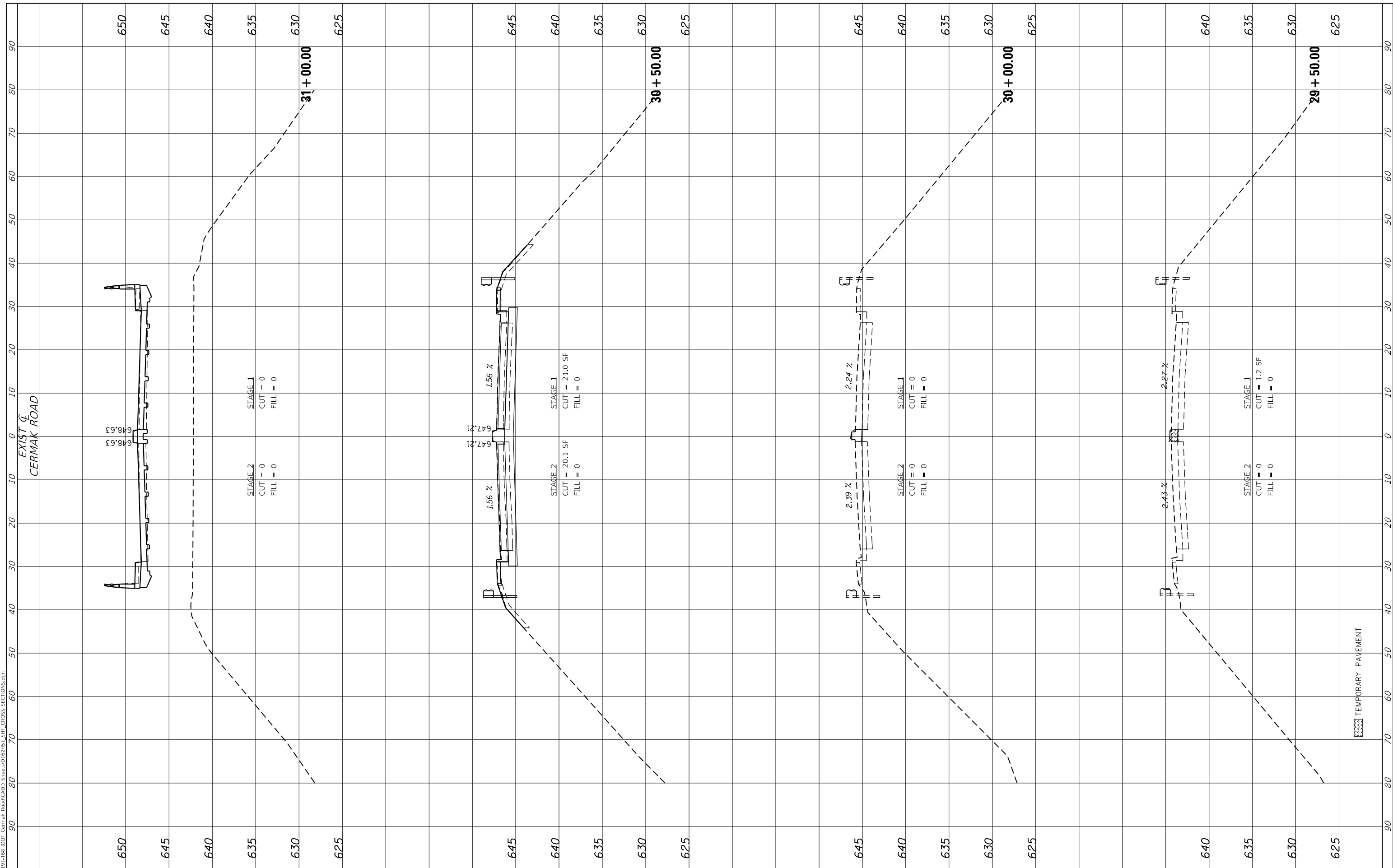
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1453	2018-126-BR	COOK	194	180
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

SCALE: 1:5V, 1:10H SHEET 1 OF 14 SHEETS STA. 25+00.00 TO STA. 29+00.00

FINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
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ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
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MODEL: Defnair
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BLA, Inc.
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USER NAME =	Winson
DESIGNED -	WJT
DRAWN -	WJT
CHECKED -	MTC
DATE -	11/05/20

REVISED -	
REVISED -	
REVISED -	
REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

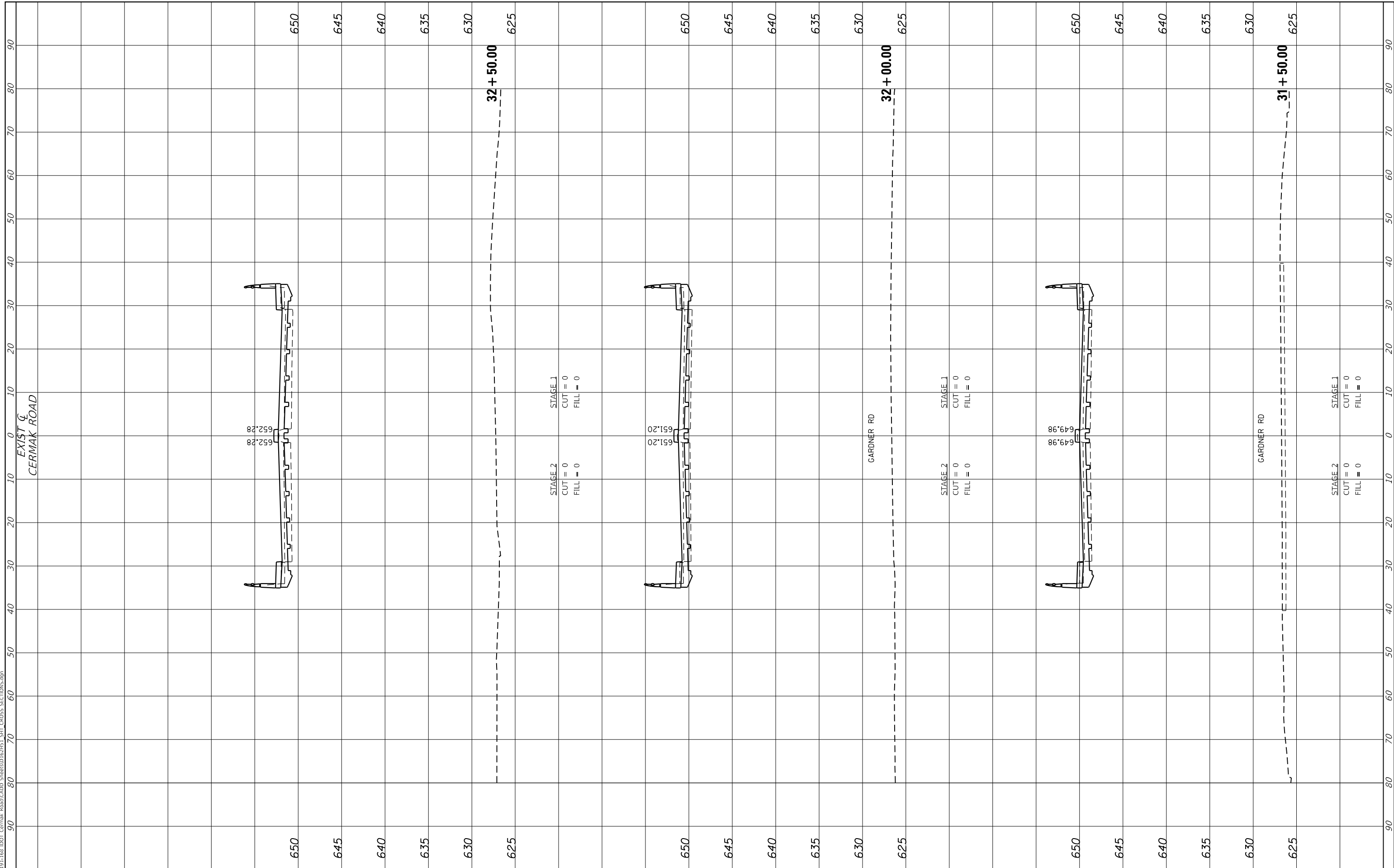
SCALE: 1:5V, 1:10H SHEET 2 OF 14 SHEETS STA. 29+50.00 TO STA. 31+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	181
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
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USER NAME =	Winson
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DRAWN -	WJT
CHECKED -	MTC
DATE -	11/05/20
PLOT SCALE =	20.0000' / in.
PLOT DATE =	11/5/2020

REVISED -	
REVISED -	
REVISED -	
REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

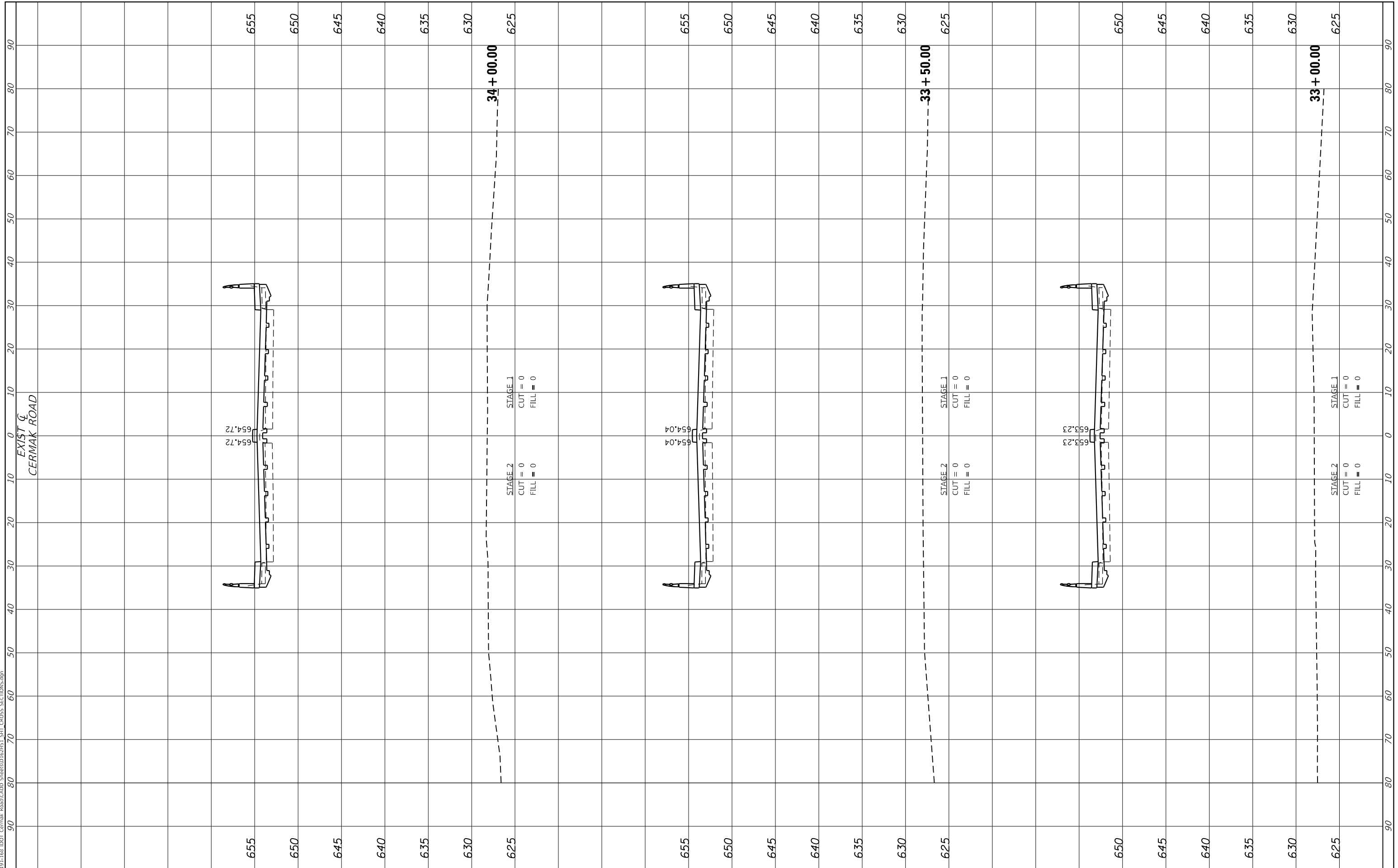
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	182
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	
AREAS CHECKED	TEMPLATE	
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ORIGINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	
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USER NAME =	Winson
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DATE -	11/05/20

REVISED -	
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

SCALE: 1:5V, 1:10H SHEET 4 OF 14 SHEETS STA. 33+00.00 TO STA. 34+00.00

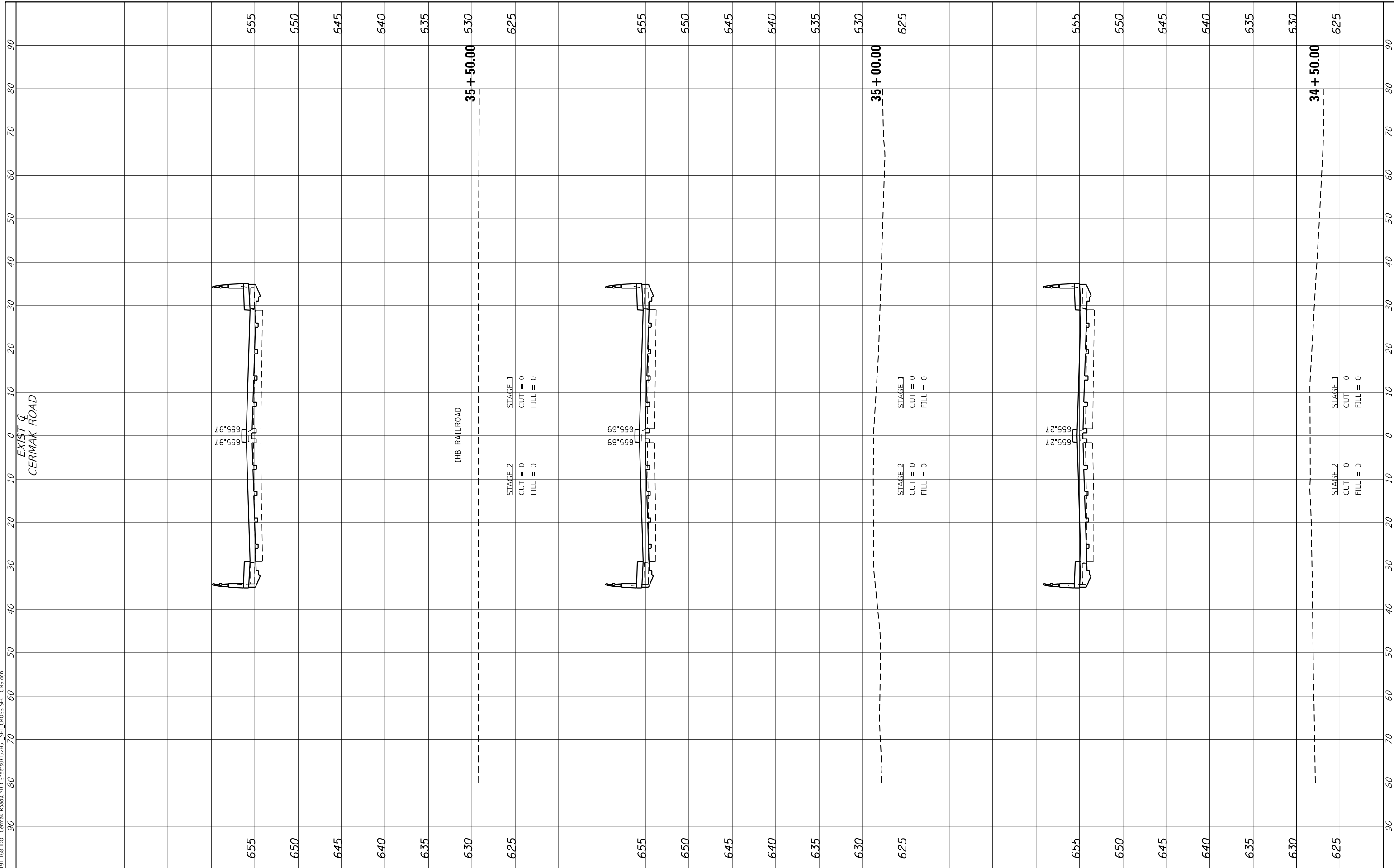
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	183
CONTRACT NO. 62H51				

ILLINOIS FED. AID PROJECT

FINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
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ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
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CHECKED -	MTC
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

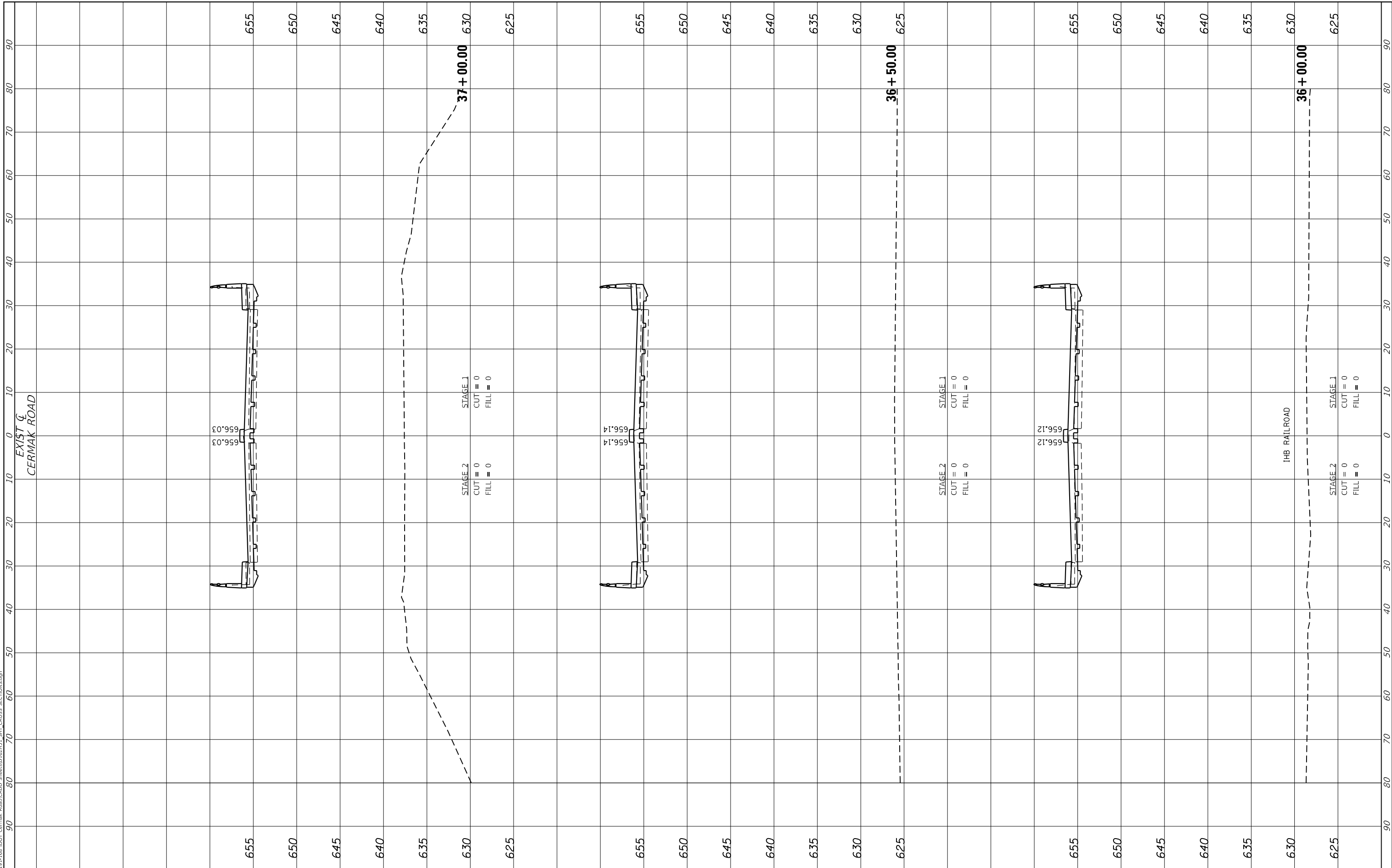
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CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK	
SCALE: 1:5V, 1:10H	SHEET 5 OF 14 SHEETS
STA. 34+50.00	TO STA. 35+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	184
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
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ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

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BLA, Inc.
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PLOT DATE = 11/5/2020	CHECKED - MTC	REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

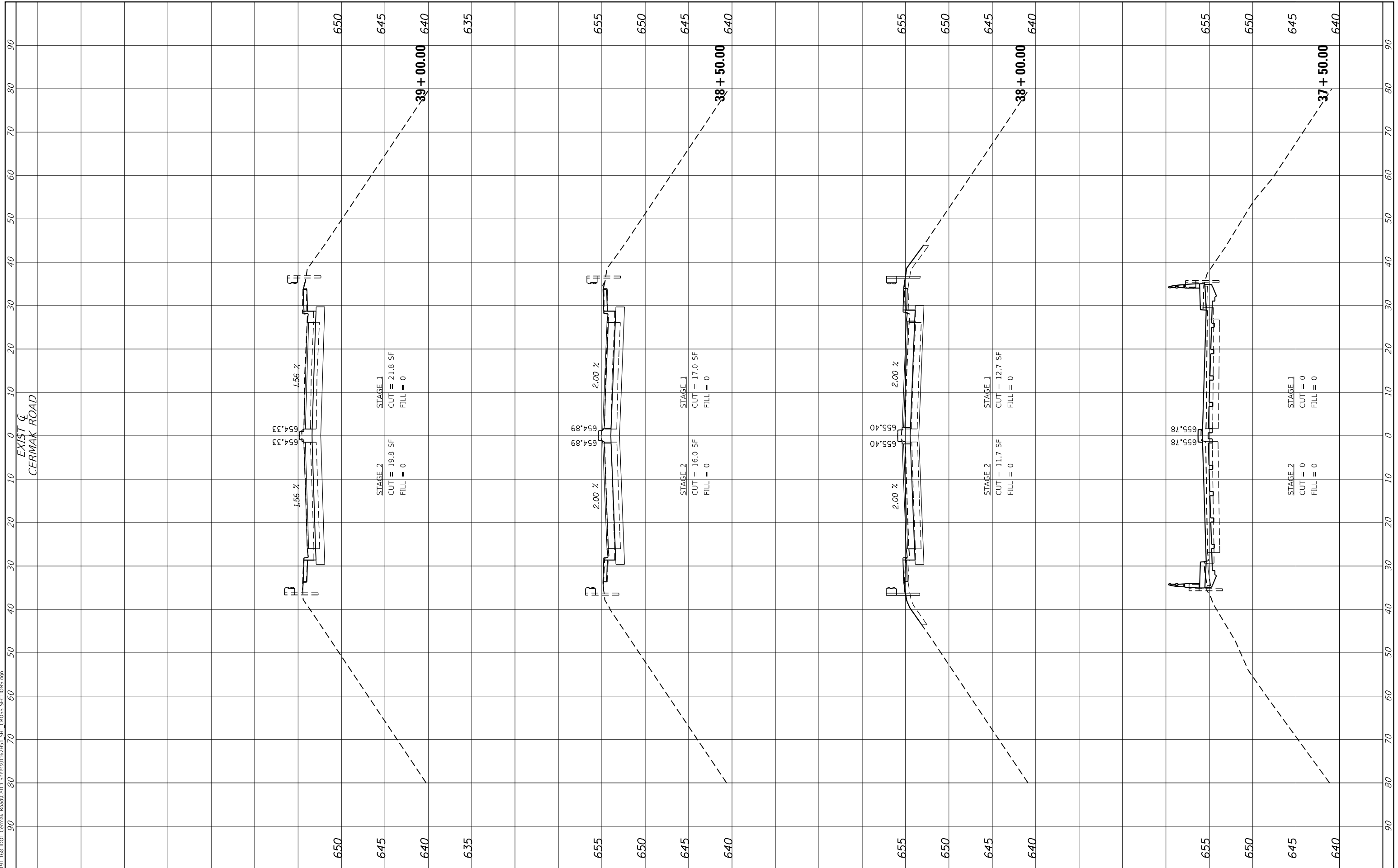
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F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 185
			CONTRACT NO. 62H51	
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	
AREAS CHECKED	TEMPLATE	
	AREAS CHECKED	

ORIGINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	
AREAS CHECKED	TEMPLATE	
	AREAS CHECKED	

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PLLOT DATE =	11/5/2020
CHECKED -	MTC
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

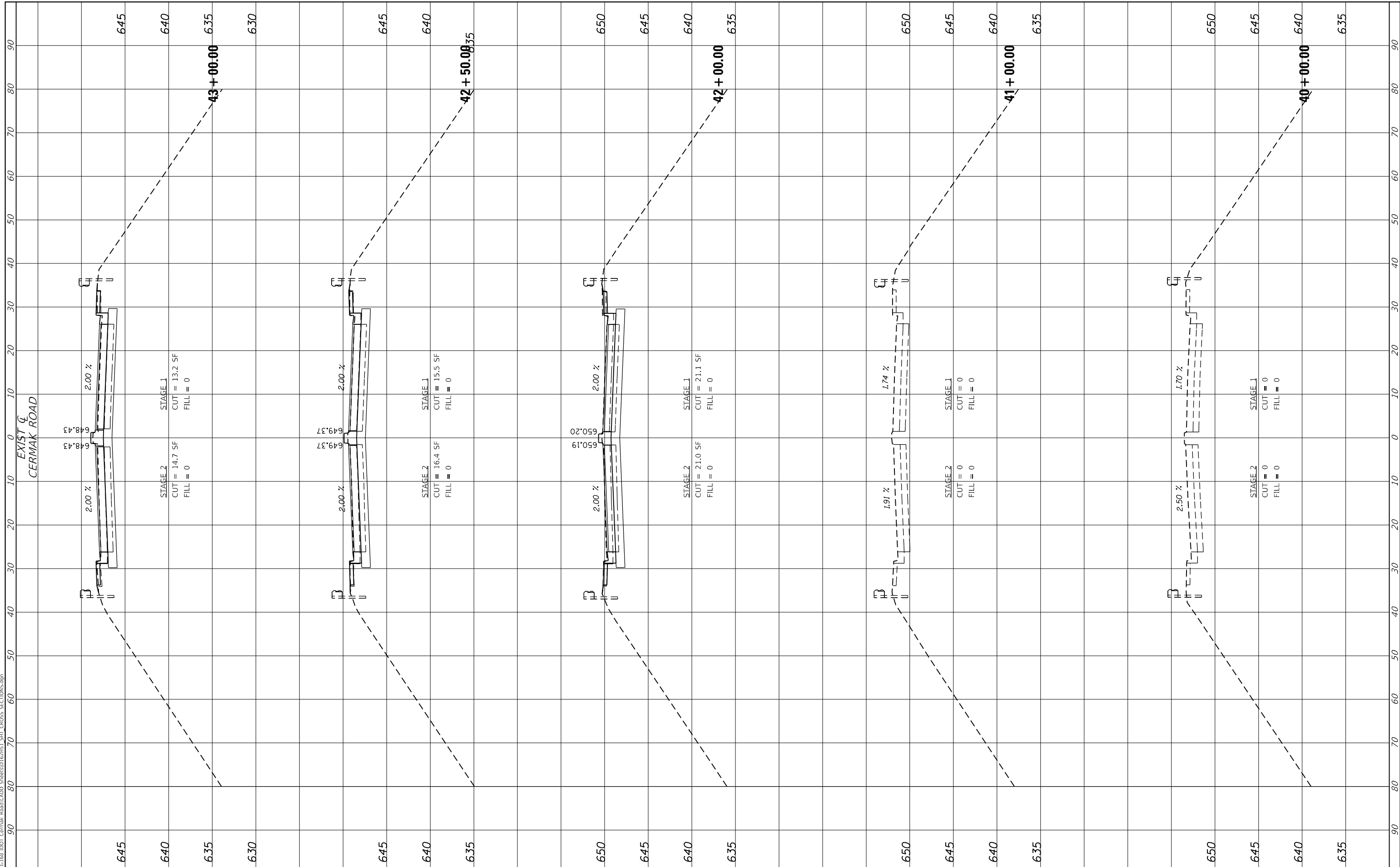
CROSS SECTIONS			
CERMAK RD OVER IHB RR, 25th AVE, & ADDISON CREEK			
SCALE: 1:5V, 1:10H	SHEET 7	OF 14 SHEETS	STA. 37+50.00 TO STA. 39+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	186
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	
AREAS CHECKED	TEMPLATE	
	AREAS	
	CHECKED	

ORIGINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	
AREAS CHECKED	TEMPLATE	
	AREAS	
	CHECKED	

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BLA, Inc.
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PLOT DATE = 11/5/2020	DATE - 11/05/20	REVISED -

DESIGNED - WJT	REVISED -
DRAWN - WJT	REVISED -
CHECKED - MTC	REVISED -
DATE - 11/05/20	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

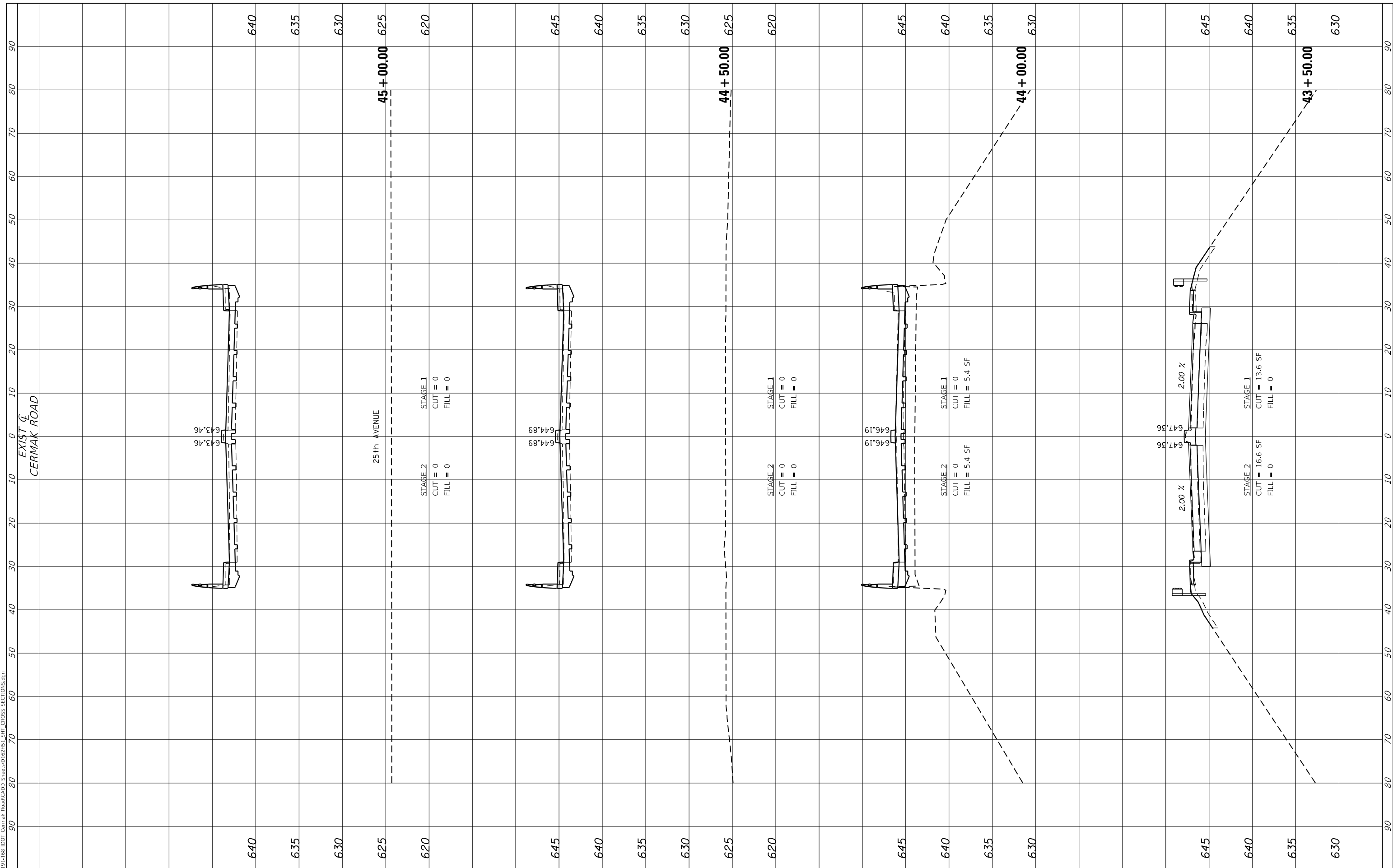
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F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 187
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	
AREAS CHECKED	TEMPLATE	
	AREAS CHECKED	

ORIGINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	
AREAS CHECKED	TEMPLATE	
	AREAS CHECKED	

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FILE NAME: W191168.DOT Cermaq Road\CADD_Sheets\02151_SHT_CROSS SECTIONS.dgn



BLA, Inc.
ITASCA, ILLINOIS

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

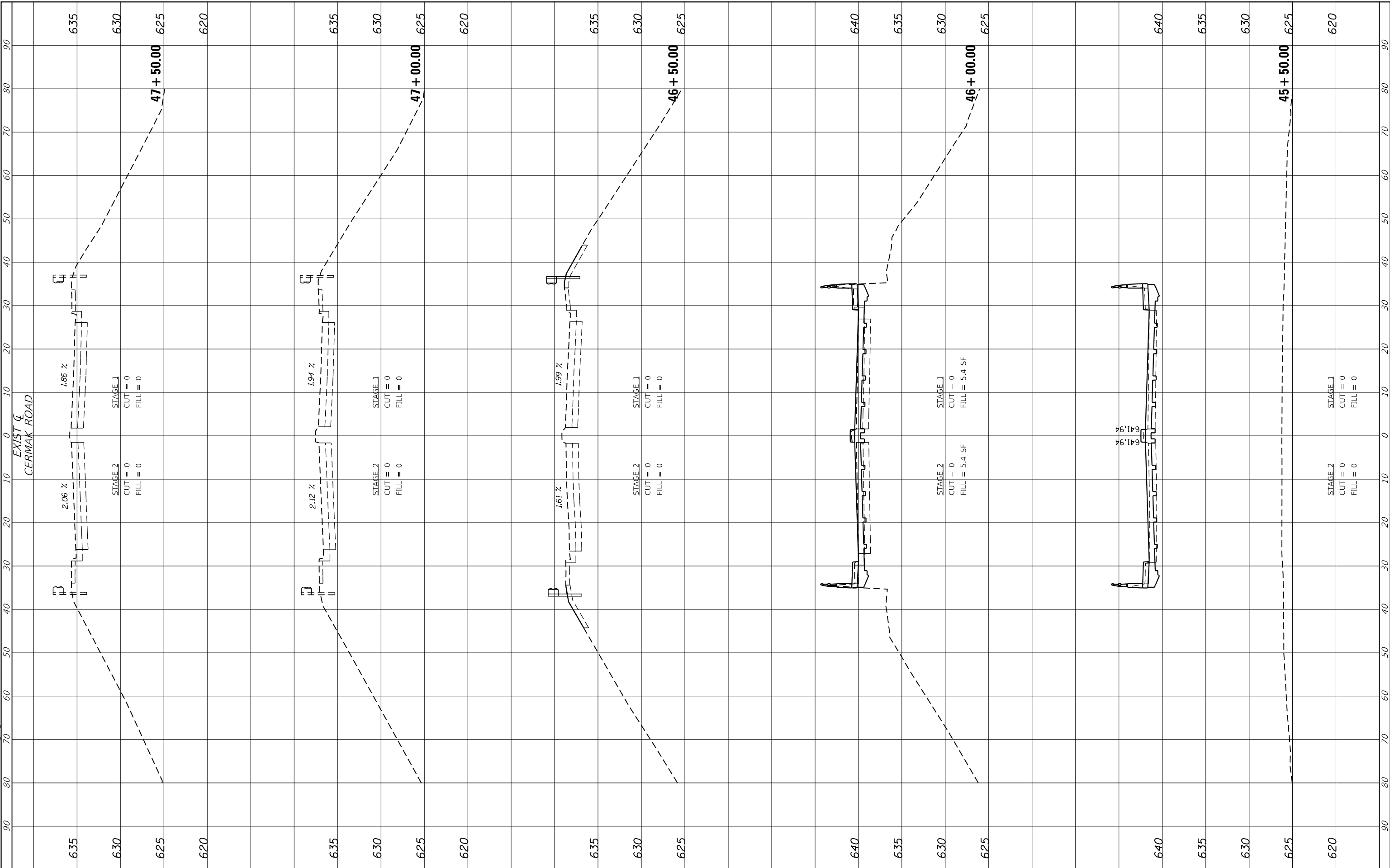
SCALE: 1:5V, 1:10H | SHEET 9 OF 14 SHEETS | STA. 43+50.00 TO STA. 45+00.00

F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 188
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS		
	CHECKED		

ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
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MODEL: Defnair
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BLA, Inc.
 ITASCA, ILLINOIS

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

DESIGNED - WJT	REVISIONS
DRAWN - WJT	REVISIONS
CHECKED - MTC	REVISIONS
DATE - 11/05/20	REVISIONS

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

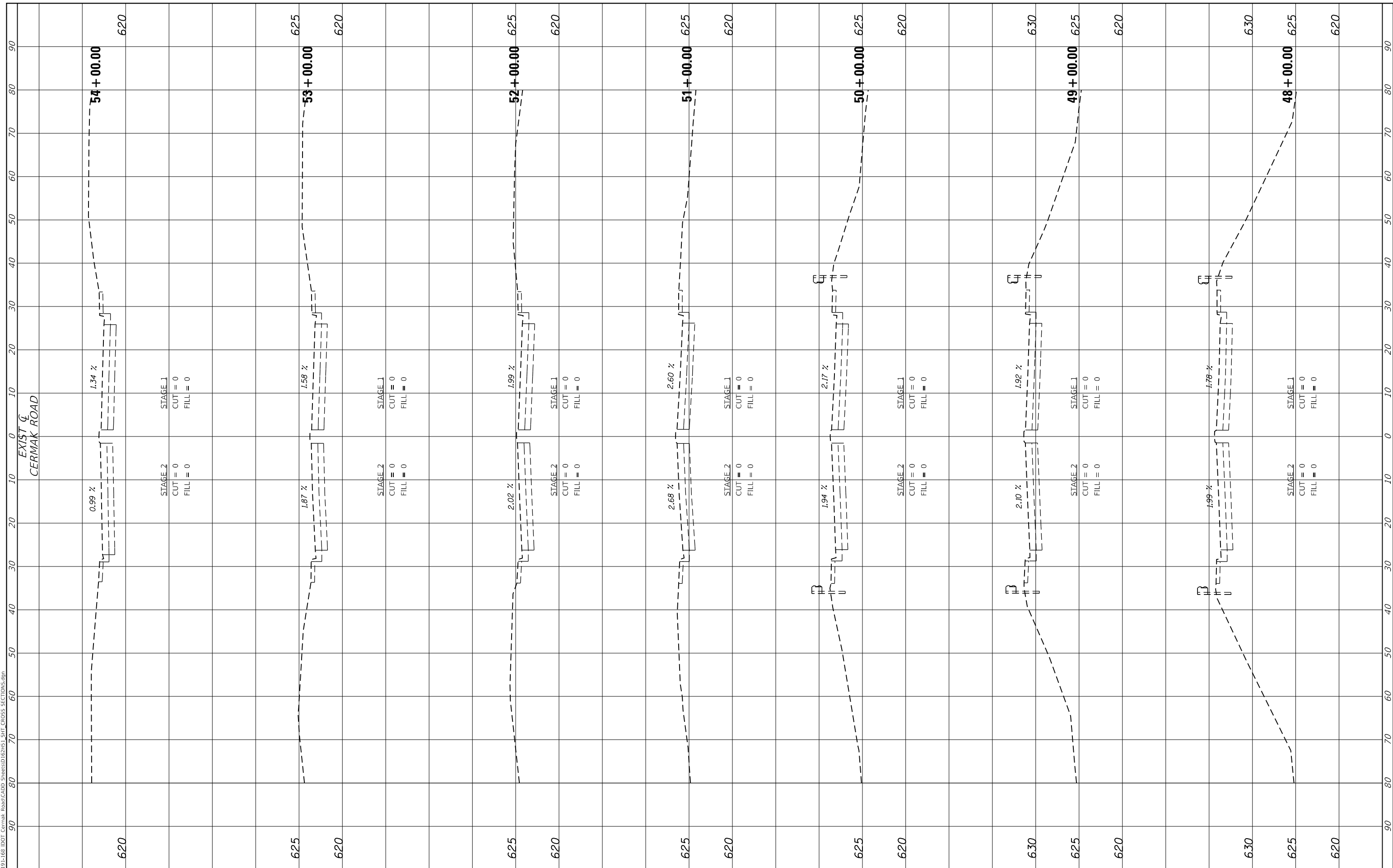
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F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 189
CONTRACT NO. 62H51			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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BLA, Inc.
ITASCA, ILLINOIS

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

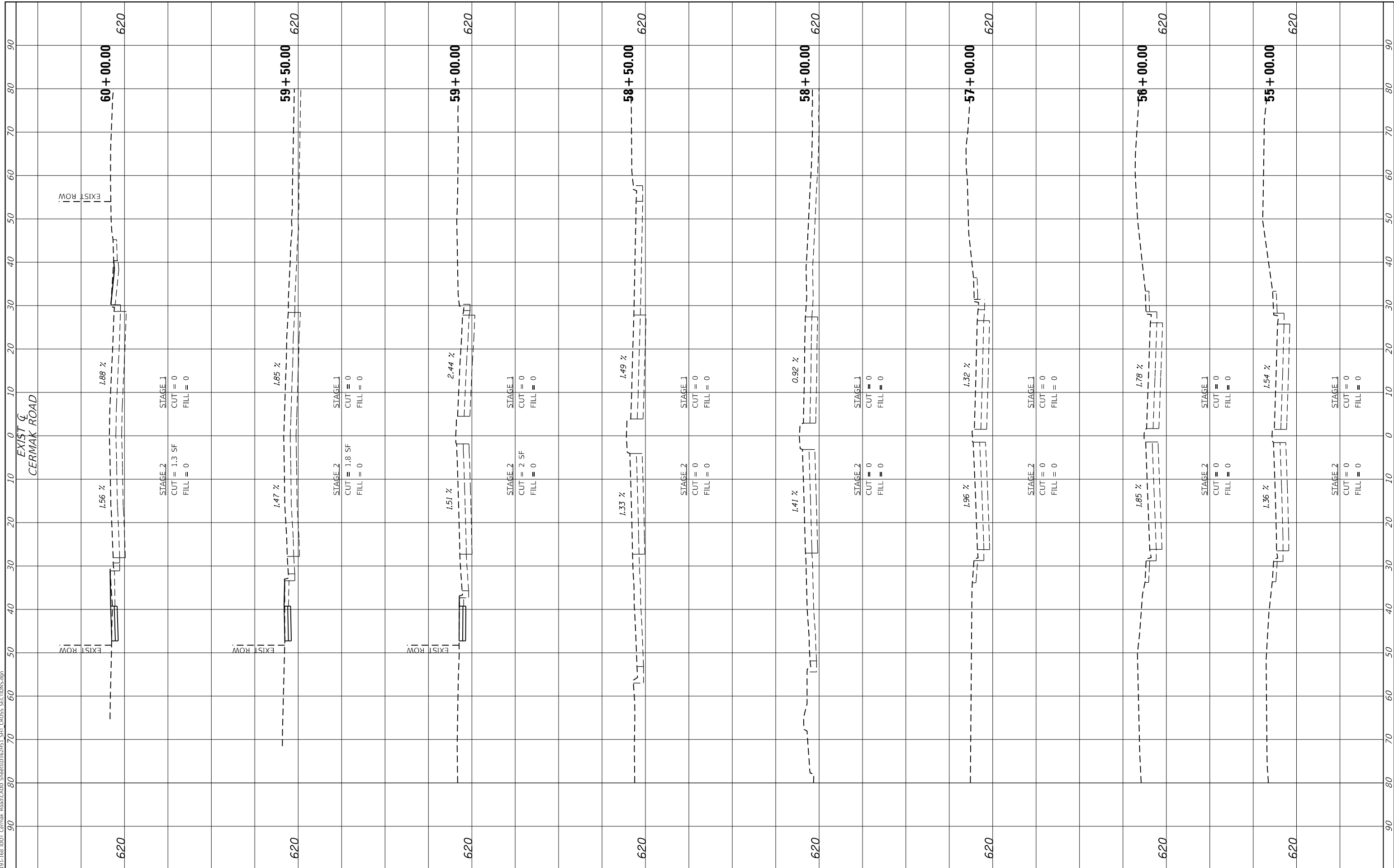
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F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 190
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

MODEL: Defnair
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BLA, Inc.
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

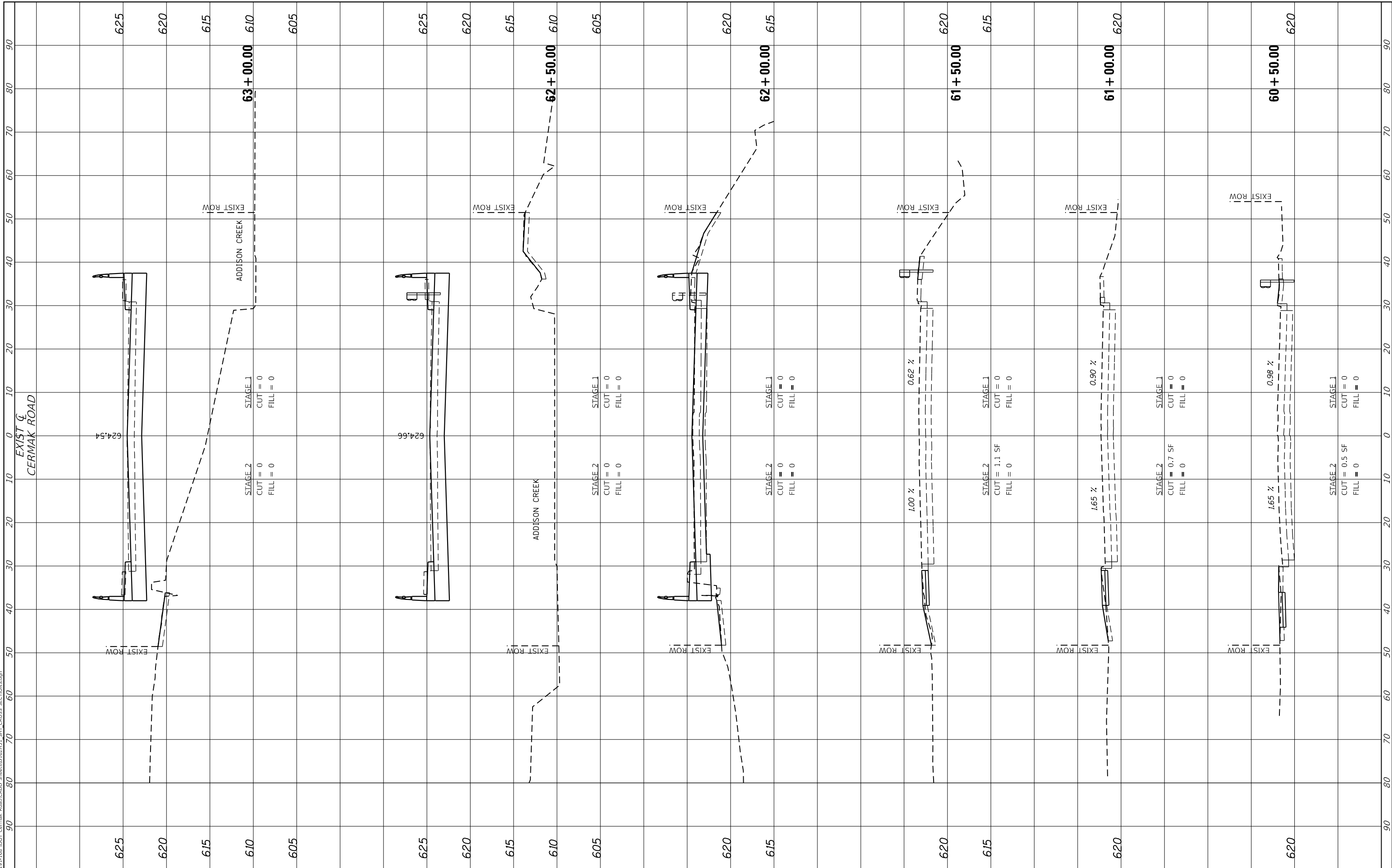
SCALE: 1:5V, 1:10H	SHEET 12 OF 14 SHEETS	STA. 55+00.00 TO STA. 60+00.00
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F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 191
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS		
	CHECKED		

ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS		
	CHECKED		

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BLA, Inc.
 ITASCA, ILLINOIS

USER NAME = WJW	DESIGNED - WJT	REVISIONS
	DRAWN - WJT	REVISIONS
PLOT SCALE = 20.0000' / 1"	CHECKED - MTC	REVISIONS
PLOT DATE = 11/5/2020	DATE - 11/05/20	REVISIONS

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

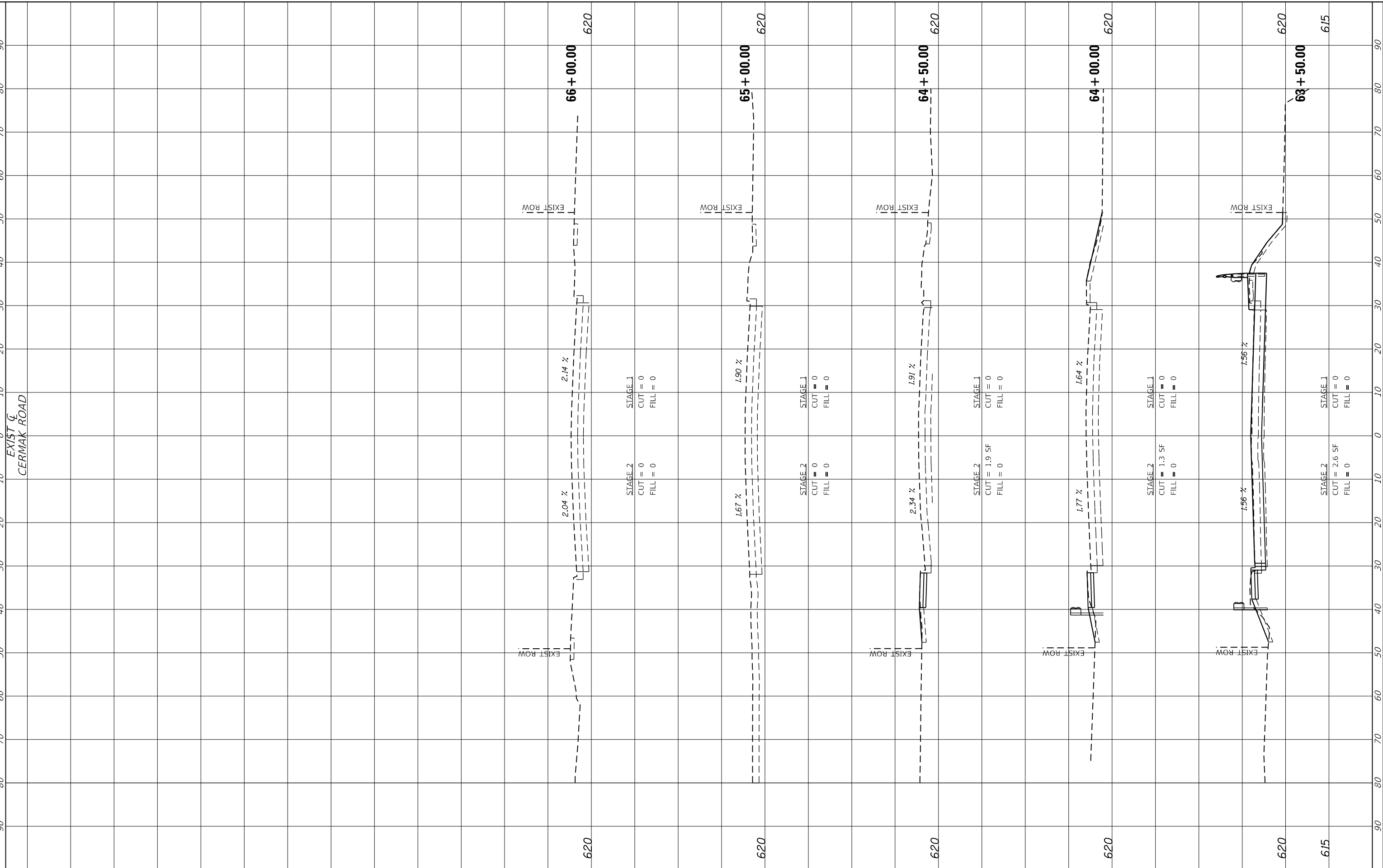
SCALE: 1:5V, 1:10H SHEET 13 OF 14 SHEETS STA. 60+50.00 TO STA. 63+00.00

F.A.U. RTE. 1453	SECTION 2018-126-BR	COUNTY COOK	TOTAL SHEETS 194	SHEET NO. 192
CONTRACT NO. 62H51				ILLINOIS FED. AID PROJECT

FINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	
AREAS CHECKED	TEMPLATE	
	AREAS CHECKED	

ORIGINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	
AREAS CHECKED	TEMPLATE	
	AREAS CHECKED	

MODEL: Definit
 FILE NAME: W191168 IDOT Cermak Road\CADD_Sheets\012161_SHT_CROSS SECTIONS.dgn



BLA, Inc.
 ITASCA, ILLINOIS

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

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

SCALE: 1:5V, 1:10H SHEET 14 OF 14 SHEETS STA. 63+50.00 TO STA. 66+00.00

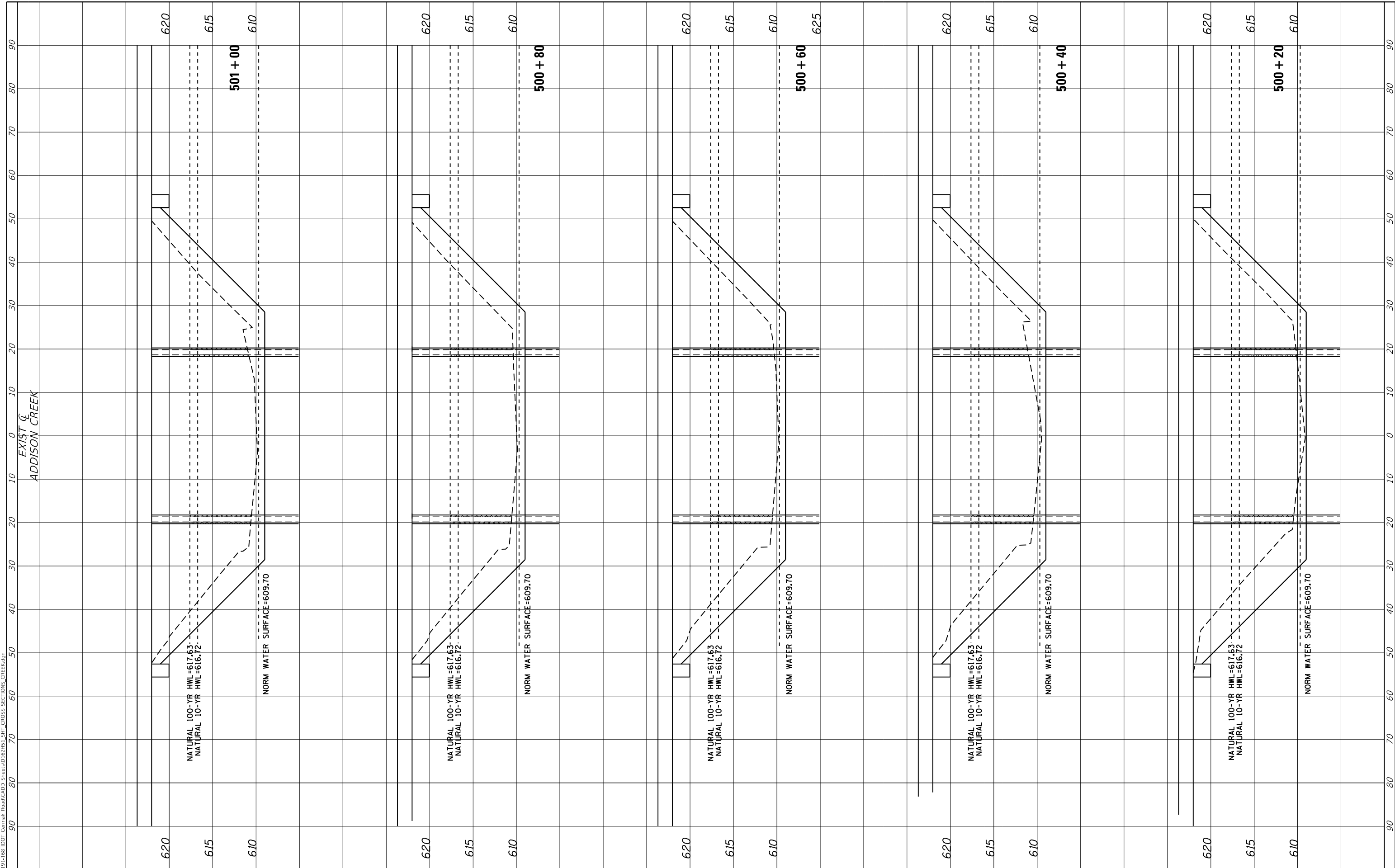
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2018-126-BR	COOK	194	193
CONTRACT NO. 62H51				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

MODEL: Defnair

FILE NAME: W191168.DOT C:\msk\Road\CADD_Sheets\02\151_SHT_CROSS SECTIONS_CREEK.dgn



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

REVISED -	
REVISED -	
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
ADDISON CREEK

SCALE: 1:5V, 1:10H SHEET 1 OF 1 SHEETS STA. 500+20 TO STA. 501+00

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