

03/11/2022 Letting Item 101

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	1
ILLINOIS		CONTRACT NO. 61H62		

FOR INDEX OF SHEETS, SEE SHEET NO. 2

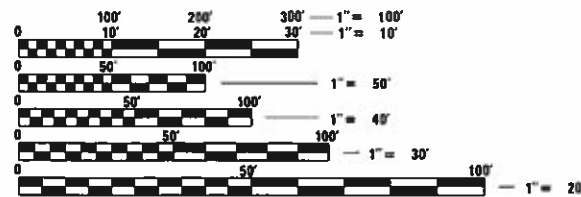
# PLANS FOR PROPOSED FEDERAL AID HIGHWAY

MUN ROUTE 3021 (GLADSTONE STREET)  
OVER ADDISON CREEK  
BRIDGE REPLACEMENT  
SECTION NO.: 15-00083-00-BR  
PROJECT NO.: LE24(314)  
VILLAGE OF WESTCHESTER  
COOK COUNTY  
C-91-341-15



**DESIGN DESIGNATION: LOCAL ROAD OR STREET**

GLADSTONE STREET  
2022 AADT = 210  
DESIGN SPEED = 30 MPH  
POSTED SPEED = 25 MPH



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

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

PROJECT MANAGER: JOHN LAPAGLIA, PE (847) 823-0500

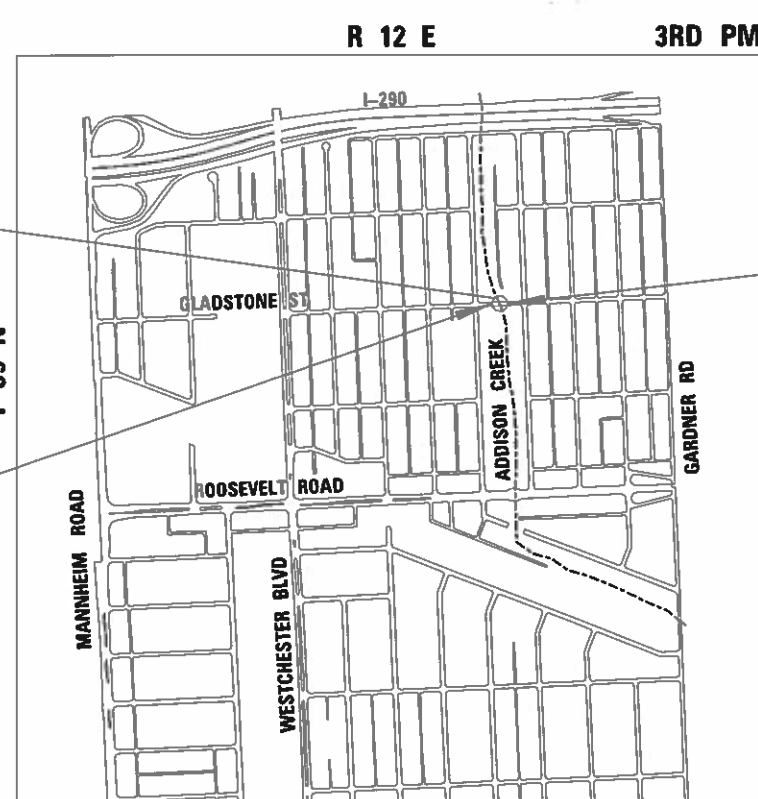
**CB** CHRISTOPHER B. BURKE ENGINEERING, LTD.  
9575 W. Higgins Road, Suite 600  
Rosemont, Illinois 60018  
(847) 823-0500

CONTRACT NO. 61H62

BRIDGE REPLACEMENT  
GLADSTONE STREET OVER  
ADDISON CREEK  
S.N. 016-8166  
STATION 12 + 24.30

BEGIN PROJECT  
STA. 11 + 63.80

END PROJECT  
STA. 12 + 84.80



PROVISO TWSP

**LOCATION MAP**  
NOT TO SCALE

GROSS LENGTH = 133.00 FT. = 0.025 MILE  
NET LENGTH = 133.00 FT. = 0.025 MILE



*Majid Mobasseri* 1/17/22  
**MAJID MOBASSERI**  
ILLINOIS REGISTRATION NO. 081-005058 STRUCTURAL ENGINEER  
EXPIRATION DATE: 11/30/22



*John Lapaglia* 1/8/2022  
ENGINEER DATE

**JOHN A. LAPAGLIA**  
ILLINOIS REGISTRATION NO. 062-070592  
EXPIRATION DATE: 11/30/2023

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
APPROVED	<i>[Signature]</i> VILLAGE OF WESTCHESTER
PASSED	<i>[Signature]</i> 1/13/22
RELEASING FOR BID BASED ON LIMITED REVIEW	DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS <i>[Signature]</i> 1/13/22 REGIONAL ENGINEER

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**

FEDERAL AID ENGINEER: CARMEN E. RAMOS, P.E., SCHAUMBURG, IL





SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY (80% Federal 20% Local)	CONSTRUCTION CODE		
						ROADWAY 0004 URBAN	BRIDGE 0010 SN 016-8166	TRAINEES 0042
		35800200	AGGREGATE BASE REPAIR	TON	5	5		
		40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	175	175		
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	35	35		
		40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	3	3		
		42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	54		54	
		42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	35	35		
		44000100	PAVEMENT REMOVAL	SQ YD	250	250		
		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	35	35		
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	172	172		
		44000600	SIDEWALK REMOVAL	SQ FT	825	825		
		50100100	REMOVAL OF EXISTING STRUCTURE	EACH	1		1	
		50200100	STRUCTURE EXCAVATION	CU YD	295		295	
		50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1		1	
		50201102	COFFERDAM (TYPE 1) (LOCATION - 2)	EACH	1		1	
		50300225	CONCRETE STRUCTURES	CU YD	72.5		72.5	
		50300255	CONCRETE SUPERSTRUCTURE	CU YD	140.9		140.9	
		50300260	BRIDGE DECK GROOVING	SQ YD	285		285	
		50300300	PROTECTIVE COAT	SQ YD	470		470	

\* SPECIALTY ITEMS  
 Δ SPECIAL PROVISION

MODEL: R16/4/16  
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**CB** CHRISTOPHER B. BURKE ENGINEERING, LTD.  
 3575 W. Higgins Road, Suite 600  
 Rosemont, Illinois 60018  
 (847) 954-0000

USER NAME = docconnell	DESIGNED - DOC	REVISED -
PLOT SCALE = 1'	DRAWN - DOC	REVISED -
PLOT DATE = 01/06/2022	CHECKED - JLP	REVISED -
	DATE - 12/29/2022	REVISED -

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

SUMMARY OF QUANTITIES			
SCALE:	SHEET	OF	SHEETS
	1	2	

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	4
				CONTRACT NO. 61H62
ILLINOIS FED. AID PROJECT				

SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY (80% Federal 20% Local)	CONSTRUCTION CODE		
						ROADWAY 0004 URBAN	BRIDGE 0010 SN 016-8166	TRAINEES 0042
		50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	55.4		55.4	
		50401305	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL27N	FOOT	351		351	
		50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	56,270		56270	
	*	50900105	ALUMINUM RAILING, TYPE L	FOOT	106		106	
		51500100	NAME PLATES	EACH	1		1	
		51603000	DRILLED SHAFT IN SOIL	CU YD	17.8		17.8	
		51604000	DRILLED SHAFT IN ROCK	CU YD	7.9		7.9	
		52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	12		12	
		52100520	ANCHOR BOLTS, 1"	EACH	24		24	
		54213672	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 27"	EACH	2		2	
		550A0420	STORM SEWERS, CLASS A, TYPE 2 27"	FOOT	80		80	
		55101300	STORM SEWER REMOVAL 27"	FOOT	105		105	
		58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	190		190	
		59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	60		60	
		60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	140		140	
		60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2		2	
		63200310	GUARDRAIL REMOVAL	FOOT	32		32	
	*	66400105	CHAIN LINK FENCE, 4'	FOOT	85		85	

\* SPECIALTY ITEMS  
 Δ SPECIAL PROVISION

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 Rosemont, Illinois 60018  
 (847) 924-6000

USER NAME = daconnell	DESIGNED - DOC	REVISED -
	DRAWN - DOC	REVISED -
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PLOT DATE = 01/06/2022	DATE - 12/29/2022	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

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

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	5
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61H62	

SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY (80% Federal 20% Local)	CONSTRUCTION CODE		
						ROADWAY 0004 URBAN	BRIDGE 0010 SN 016-8166	TRAINEES 0042
Δ	*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	175		175	
Δ	*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1		1	
Δ	*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1		1	
Δ	*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1		1	
Δ	*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	30		30	
		67100100	MOBILIZATION	L SUM	1		1	
	*	72000100	SIGN PANEL - TYPE 1	SQ FT	36		36	
	*	72900100	METAL POST - TYPE A	FOOT	20		20	
	*	83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	5		5	
Δ		X1700034	FORM LINER TEXTURED SURFACE, SPECIAL	SQ FT	595		595	
Δ		X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	647	647		
Δ		X6640300	CHAIN LINK FENCE REMOVAL	FOOT	95		95	
Δ		X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1		1	
Δ	*	XX006834	ELECTRICAL CONNECTION TO EXISTING LIGHTING SYSTEM	EACH	1		1	
Δ		XX009048	CURB AND GUTTER (SPECIAL)	FOOT	42	42		
Δ		Z0013798	CONSTRUCTION LAYOUT	L SUM	1		1	
Δ		Z0076600	TRAINEES	HOURL	500			500
Δ		Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOURL	500			500

\* SPECIALTY ITEMS  
Δ SPECIAL PROVISION

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**CBE** CHRISTOPHER B. BURKE ENGINEERING, LTD.  
6575 W. Higgins Road, Suite 625  
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(847) 873-0500

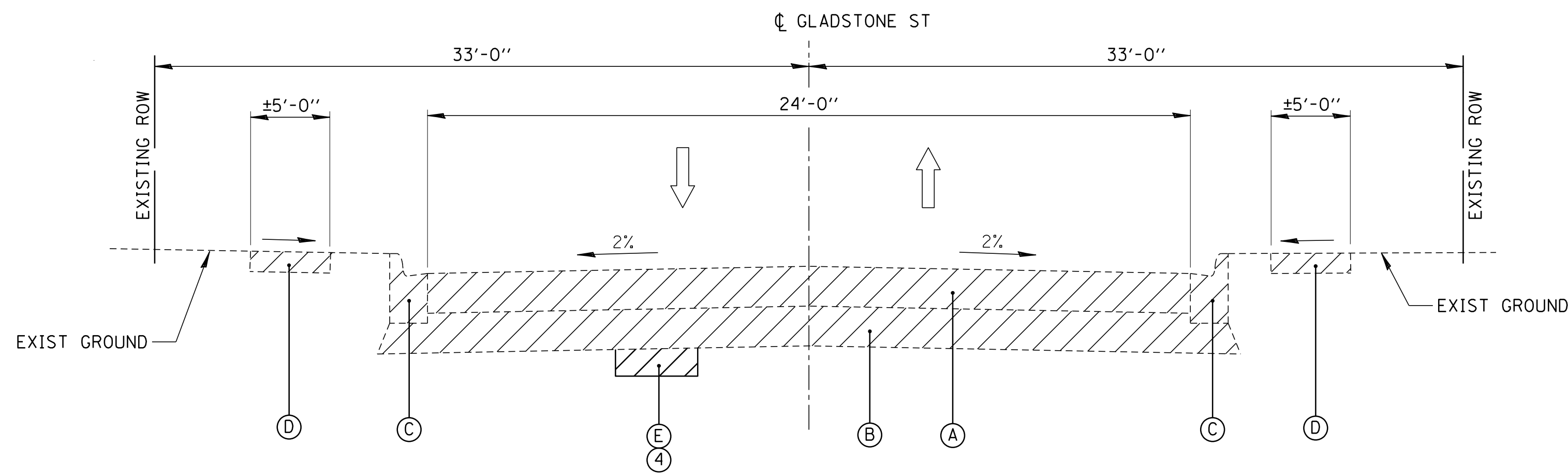
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

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

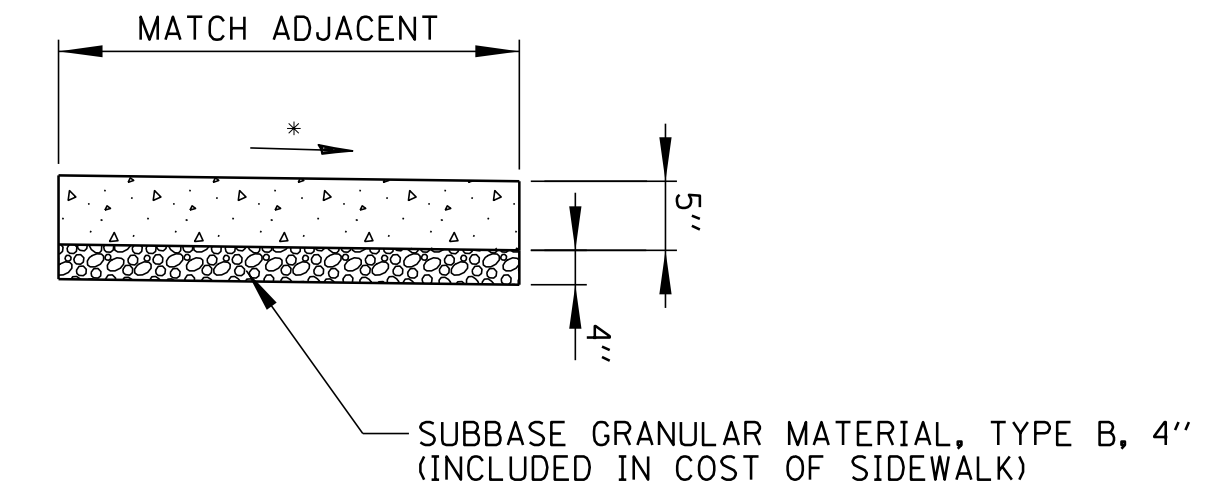
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3021	15-00083-00-BR	COOK	36	6
CONTRACT NO. 61H62				
ILLINOIS FED. AID PROJECT				



**EXISTING TYPICAL SECTION**

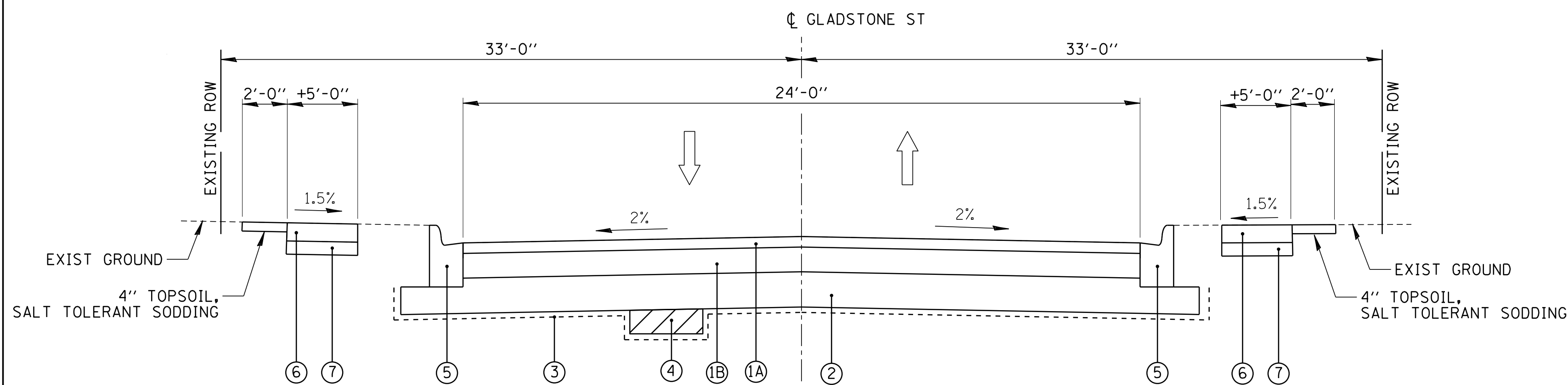
GLADSTONE AVENUE  
 STA. 11+63.80 TO 12+84.80  
 BRIDGE OMISSION: 12+04.02 TO 12+44.45  
 SCALE: N.T.S.

NOTE:  
 SEE STRUCTURAL PLAN SHEETS FOR TYPICAL  
 APPROACH SLAB AND BRIDGE SECTIONS



**P.C.C. SIDEWALK 5 INCH, SPECIAL**  
 NOT TO SCALE

NOTE:  
 ALL REQUIRED EARTH EXCAVATION TO CONSTRUCT P.C.C. SIDEWALK  
 SHALL BE INCLUDED IN THE COST OF P.C.C. SIDEWALK 5 INCH, SPECIAL.



**PROPOSED TYPICAL SECTION**

GLADSTONE AVENUE  
 STA. 11+63.80 TO 12+84.80  
 BRIDGE & APPROACH OMISSION: 11+84.02 TO 12+64.04  
 SCALE: N.T.S.

NOTE:  
 SEE STRUCTURAL PLAN SHEETS FOR TYPICAL  
 APPROACH SLAB AND BRIDGE SECTIONS

NOTE:

1. THE EXISTING PAVEMENT SECTION CONSISTS OF VARIABLE DEPTH HMA.
2. CONTRACTOR SHALL REMOVE AND REPLACE ANY UNSUITABLE MATERIAL UNDER SIDEWALK, CURB AND GUTTER REPLACEMENT AND PATCHING LOCATIONS AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF PCC SIDEWALK 5", SPECIAL OR CURB AND GUTTER (SPECIAL)
3. AGGREGATE BASE REPAIR (SUBBASE GRANULAR MATERIAL, TYPE B) UNDER SIDEWALKS, CURB AND GUTTER, AND PAVEMENT PATCHES WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. COST SHALL BE INCLUDED IN AGGREGATE BASE REPAIR
4. ADDITIONAL STONE BACK FILLING SHALL BE INCLUDED IN THE COST FOR CURB AND GUTTER (SPECIAL).

**HOT - MIX ASPHALT MIXTURE REQUIREMENTS**

MIXTURE TYPE	AIR VIOLDS (%) @ Ndes	QMP
PAVEMENT CONNECTOR:		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	4% @ 70 GYR	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	4% @ 70 GYR	LR 1030-2
BUTT JOINT:		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	4% @ 70 GYR	LR 1030-2
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR 1030-2		

NOTES:

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

**EXISTING LEGEND**

- (A) PAVEMENT REMOVAL
- (B) EARTH EXCAVATION
- (C) COMBINATION CURB AND GUTTER REMOVAL
- (D) SIDEWALK REMOVAL
- (E) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (SHALL BE DETERMINED BY ENGINEER IN THE FIELD)

**PROPOSED LEGEND**

- (1) PAVEMENT CONNECTOR:
  - (1A) 2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
  - (1B) VARIABLE DEPTH HMA BINDER COURSE, IL-19.0, N70
- (2) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (3) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (4) AGGREGATE SUBGRADE IMPROVEMENT (SHALL BE DETERMINED BY ENGINEER IN THE FIELD)
- (5) CONCRETE CURB AND GUTTER (SPECIAL)
- (6) PCC SIDEWALK 5", SPECIAL
- (7) AGGREGATE BASE COURSE, TYPE B 4" (INCLUDED IN THE COST OF PCC SIDEWALK 5", SPECIAL)

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 CHRISTOPHER B. BURKE ENGINEERING, LTD.  
 9075 W. Higgins Road, Suite 600  
 Rosemont, Illinois 60018  
 (847) 823-0500

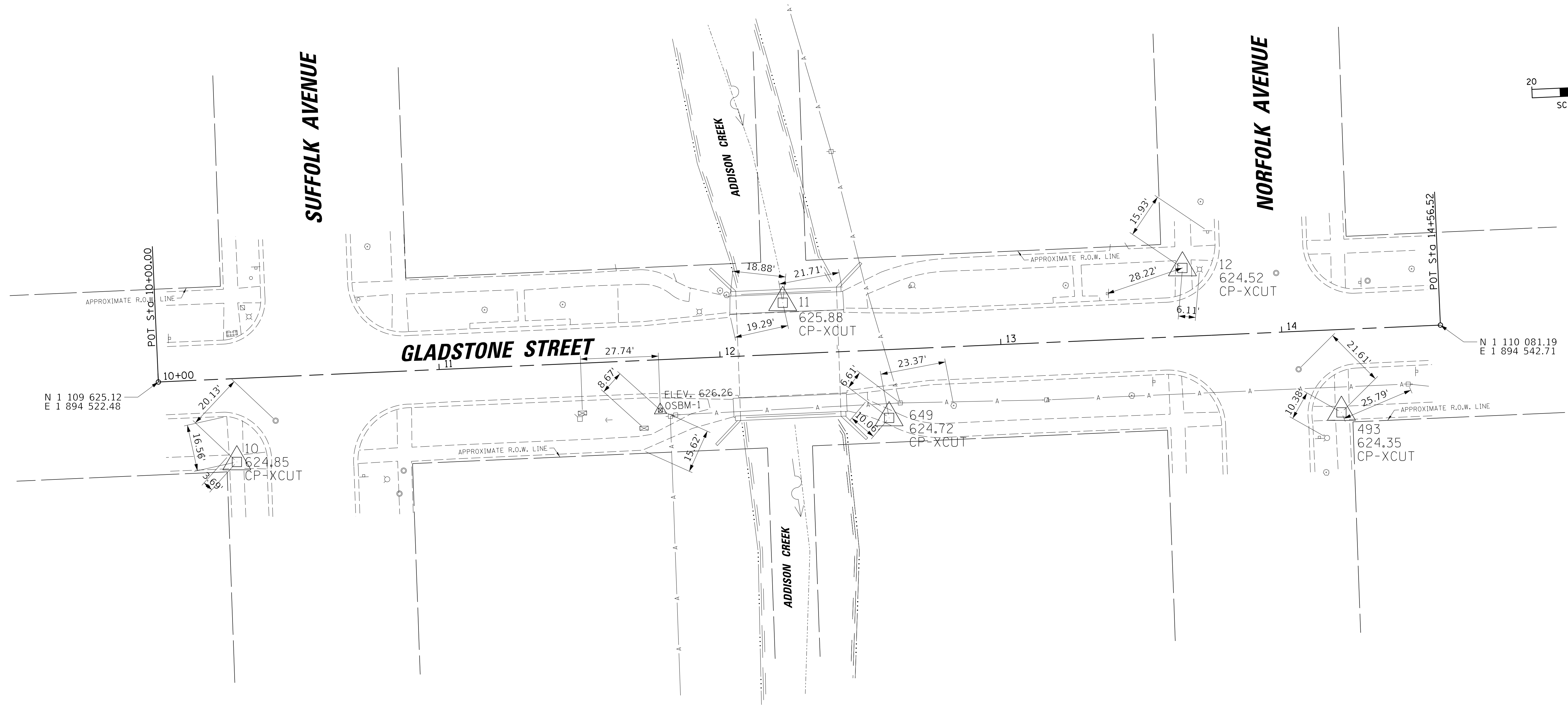
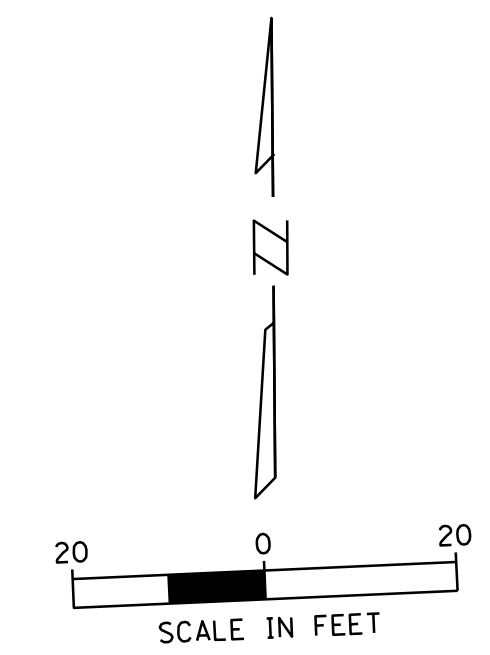
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PLOT DATE = 01/06/2022	CHECKED - JLP	REVISED -
	DATE - 12/29/2022	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**

SCALE: SHEET OF SHEETS STA. TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	7
CONTRACT NO. 61H62				
ILLINOIS FED. AID PROJECT				



ELEVATION BENCHMARKS DATUM: NAVD 1988 (GPS OBSERVED)		
NO.	DESCRIPTION	ELEV.
OSBM 1	MINI R.R SPIKE ON N. FACE OF P.P EAST OF SUFFOLK AV. ON SOUTH SIDE OF GLADSTONE.	626.26

HORIZONTAL CONTROL POINTS				
CP NO.	NORTHING (Y)	EASTING (X)	DESCRIPTION	ELEV.
10	1109653.05	1894494.07	CP-XCUT	624.85
11	1109847.23	1894550.67	CP-XCUT	625.88
649	1109885.08	1894509.73	CP-XCUT	624.72
12	1109889.43	1894563.02	CP-XCUT	624.52
493	1110045.99	1894511.66	CP-XCUT	624.35

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**CB** CHRISTOPHER B. BURKE ENGINEERING, LTD.  
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 Rosemont, Illinois 60018  
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USER NAME = doconnell	DESIGNED - DOC	REVISED -
	DRAWN - DOC	REVISED -
PLOT SCALE = 20"	CHECKED - JLP	REVISED -
PLOT DATE = 01/06/2022	DATE - 12/29/2022	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT, TIES, AND BENCHMARKS**

SCALE: SHEET OF SHEETS STA. TO STA.

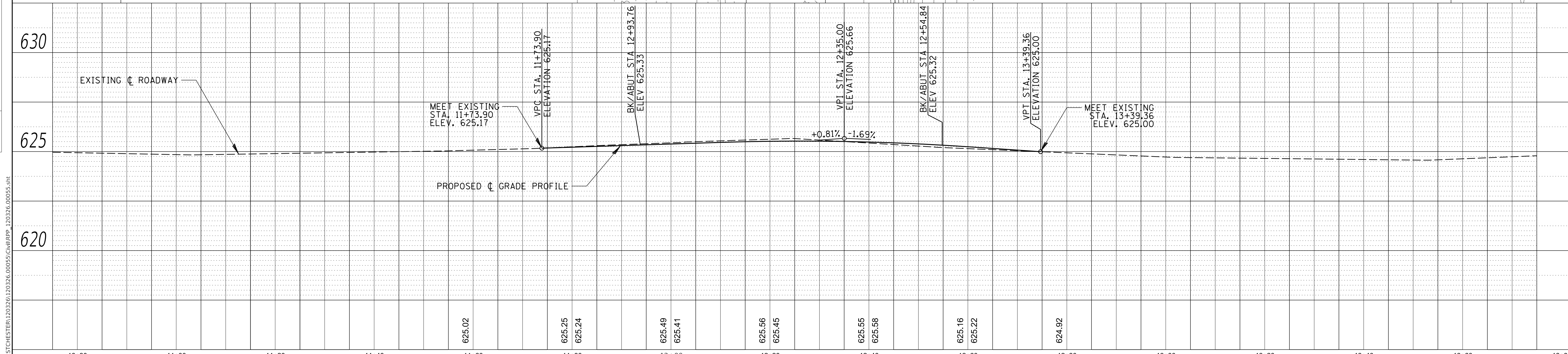
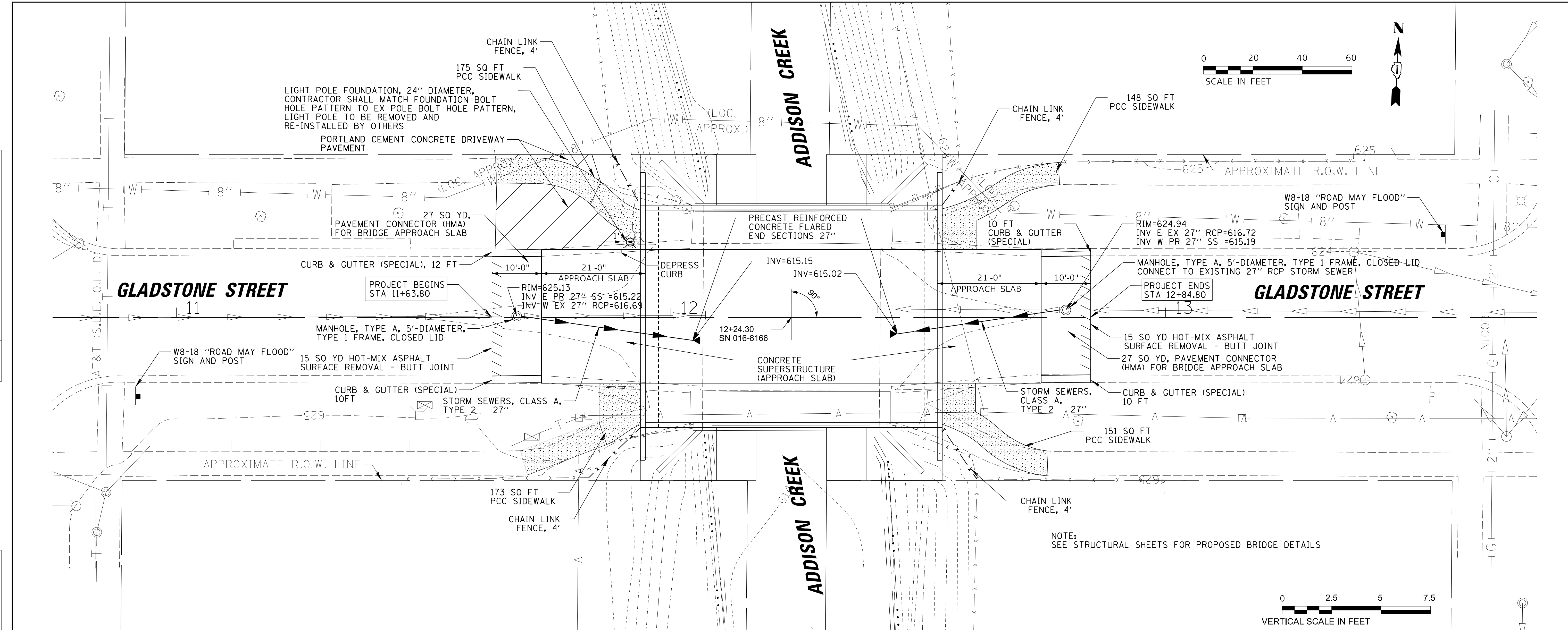
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CONTRACT NO. 61H62				
ILLINOIS FED. AID PROJECT				



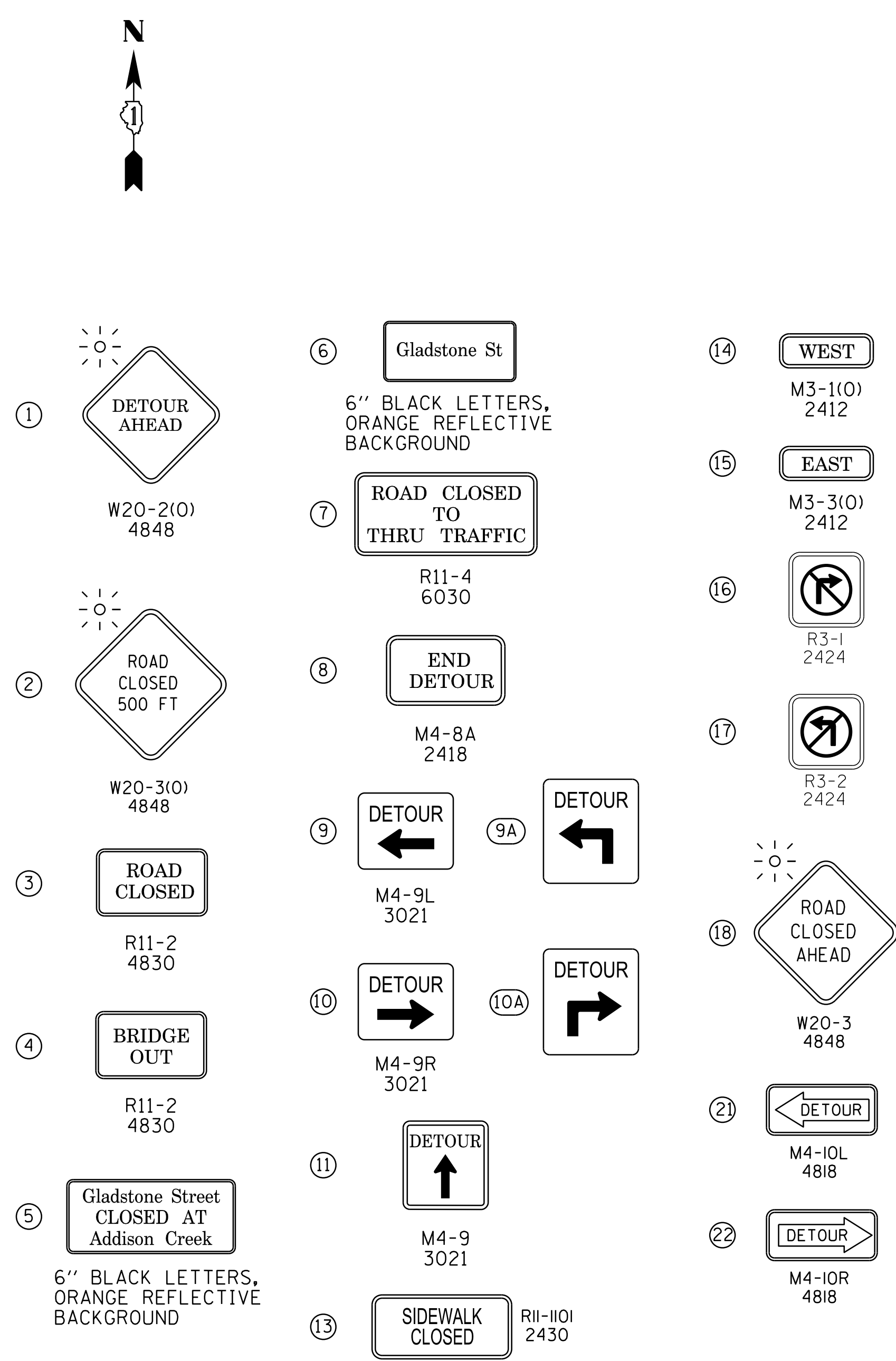


PLAN	SURVEYED	DATE
	PLOTTED	BY
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PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	NOTE BOOK	
	NO.	
	STRUCTURE NOTATION SHEET	
	NO.	



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- NOTES:**
- REFER TO DISTRICT 1 DETAIL TC-21 FOR GUIDANCE ON TYPICAL SIGN LAYOUT AND SPACING
  - PRIOR TO BEGINNING CONSTRUCTION, CONTRACTOR SHALL ERECT CHANGEABLE MESSAGE SIGN INDICATING DATE CLOSURE BEGINS. INCLUDED IN COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

- LEGEND:**
- SIGN
  - TYPE III BARRICADE AND DETECTABLE PEDESTRIAN BARRICADES FOR CLOSING SIDEWALKS
  - PROJECT AREA (COMPLETE CLOSURE)
  - DETOUR ROUTE

1. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE LATEST EDITION OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", "THE QUALITY STANDARD FOR WORK ZONE TRAFFIC CONTROL DEVICES ADOPTED 2010", THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION.

2. THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE ENGINEER SHALL DETERMINE THE HOUR OF CLOSURE. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES. CITY WILL PROVIDE CONTRACTOR WITH AGENCY NAMES AND CONTACT INFORMATION ONCE THE NOTICE IS SUBMITTED TO THE CITY FOR REVIEW.

3. THE CONTRACTOR SHALL SUPPLY TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE AND HIS REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING PRIOR TO THE START OF THE WORK.

4. IF REQUESTED BY THE CONTRACTOR IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT, THE ENGINEER WILL FIELD LOCATE THE POSITIONS OF ANY SIGNS.

6. THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLAN AND INSPECTED AND APPROVED BY THE ENGINEER.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT ALL BARRICADES, SIGNS, LIGHTS, AND OTHER DEVICES INSTALLED BY HIM/HER ARE IN PLACE AND OPERATING 24 HOURS EACH DAY INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THE DETOUR IS IN EFFECT.

8. THE TRAFFIC CONTROL SHOWN ON THE DETOUR PLAN IS THE MINIMUM NECESSARY FOR THIS ROAD CLOSURE. THE CONTRACTOR SHALL MAKE ALL CHANGES IN TRAFFIC CONTROL THAT IS DEEMED NECESSARY BY THE ENGINEER.

9. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR, IN A MANNER APPROVED BY THE ENGINEER.

10. ALL DETOUR SIGNING SHALL BE POST MOUNTED IF THE ROAD CLOSURE IS TO EXCEED FOUR (4) CALENDAR DAYS.

11. ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF ARTICLE 1084.02 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNING SHALL BE NEW OR LIKE NEW CONDITION OF THE SIGNS. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.

12. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

13. AS A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THIS DETOUR SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1084.01 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING THE HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.

14. ALL BARRICADES SHALL HAVE REFLECTORIZED STRIPING ON BOTH SIDES OF THE BARRICADES. THE TYPE III BARRICADES USED AT THE POINT OF CLOSURE TO THRU TRAFFIC SHALL NOT EXCEED 8 FEET IN WIDTH EACH, FOR A SINGLE APPROACH LANE.

15. THE "ROAD CLOSED" (R11-2), THE "ROAD CLOSED TO THRU TRAFFIC" (R11-4) SIGNS SHALL BE MOUNTED ABOVE THE TOP OF THE BARRICADE. ALL TYPE III BARRICADES SHALL HAVE TWO (2) AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINE OF THE SUPPORTS.

16. THE ROAD NAME SIGN SHALL HAVE A BLACK LEGEND ON FLUORESCENT ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE A 9" X VARIABLE OR A 12" X VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6" WITH 4.5" LOWER CASE.

17. DURING NON-WORKING HOURS AT THE POINT OF ROAD CLOSURE TO ALL TRAFFIC THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.

18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNING, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.

19. THE ENGINEER SHALL BE NOTIFIED AT LEAST TWO (2) HOURS BEFORE THE ROAD IS TO BE OPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES. CITY WILL PROVIDE CONTRACTOR WITH AGENCY NAMES AND CONTACT INFORMATION ONCE THE NOTICE IS SUBMITTED TO THE CITY FOR REVIEW.

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<p><b>CHRISTOPHER B. BURKE ENGINEERING, LTD.</b> 9575 W. Higgins Road, Suite 600 Rosemont, Illinois 60018 (847) 823-0500</p>	USER NAME = docconnell	DESIGNED - DOC	REVISED -
	PLOT SCALE = 200'	DRAWN - DOC	REVISED -
	PLOT DATE = 01/06/2022	CHECKED - JLP	REVISED -
		DATE - 12/29/2022	REVISED -

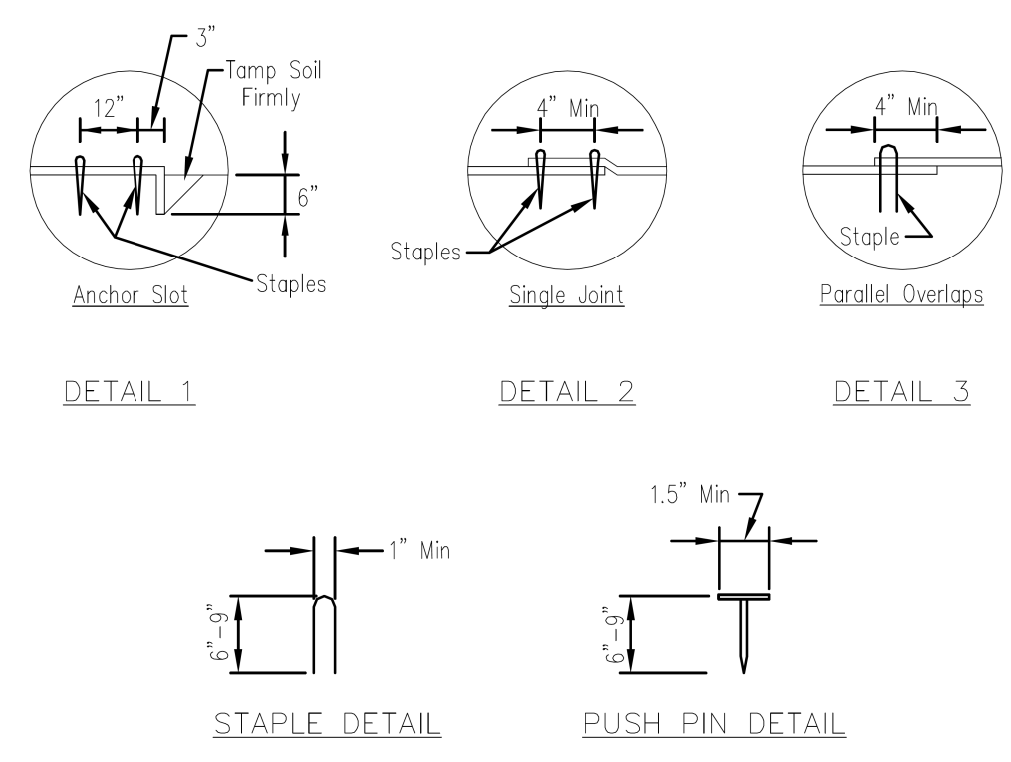
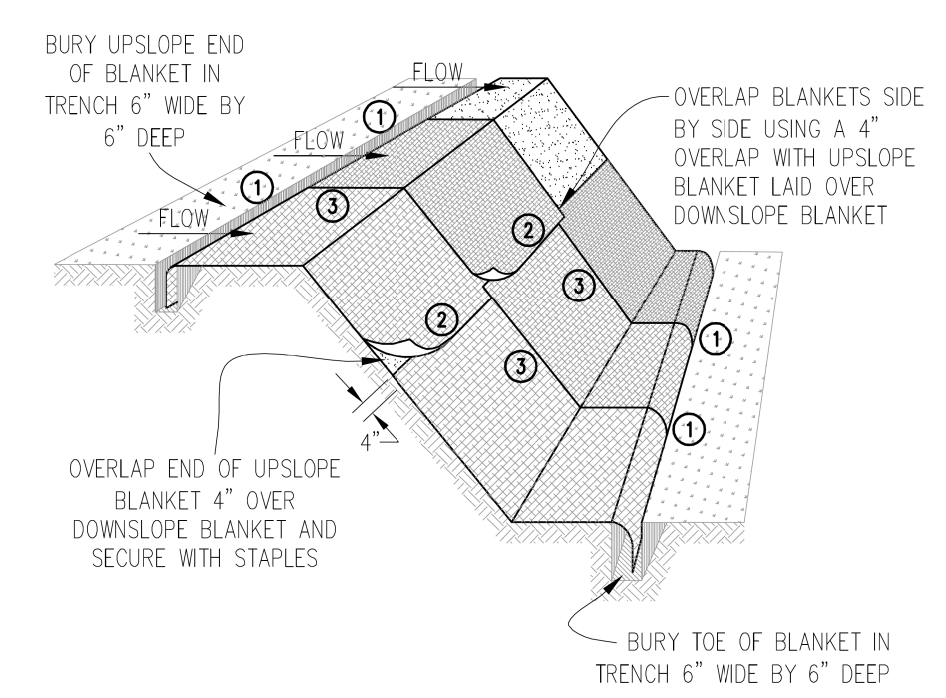
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

DETOUR PLAN AND MAINTENANCE OF TRAFFIC PLAN				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	11
CONTRACT NO. 61H62				
ILLINOIS		FED. AID PROJECT		



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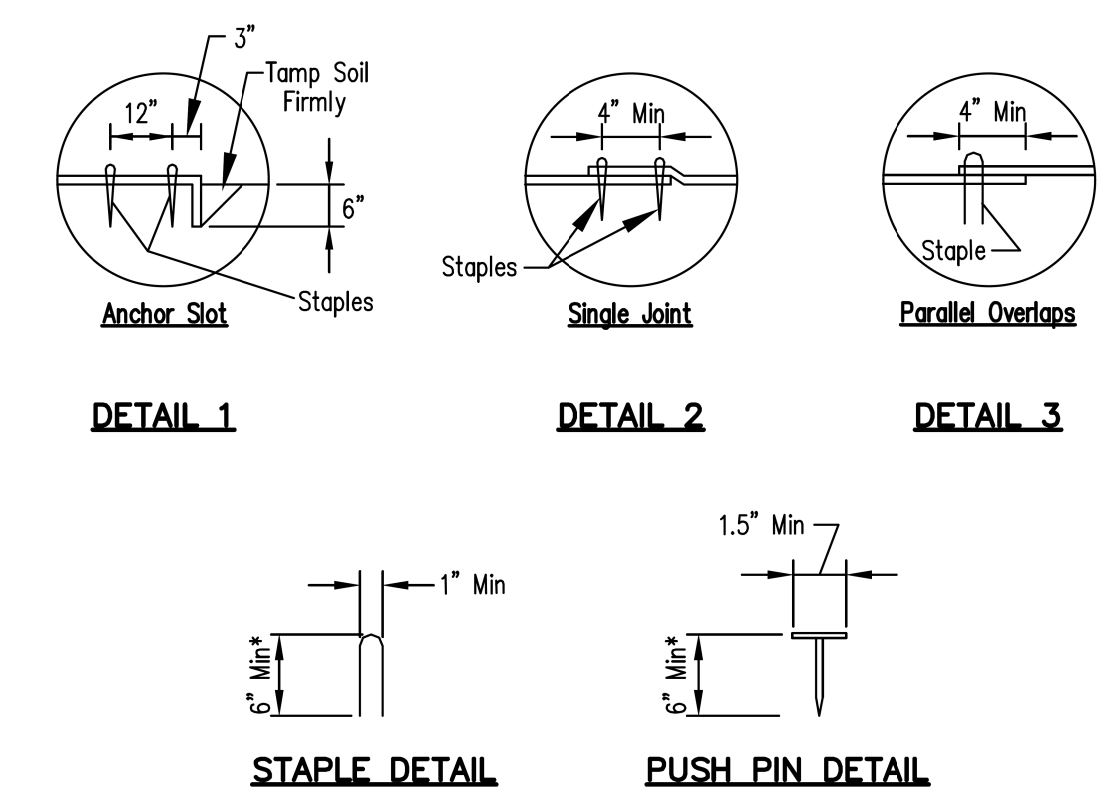
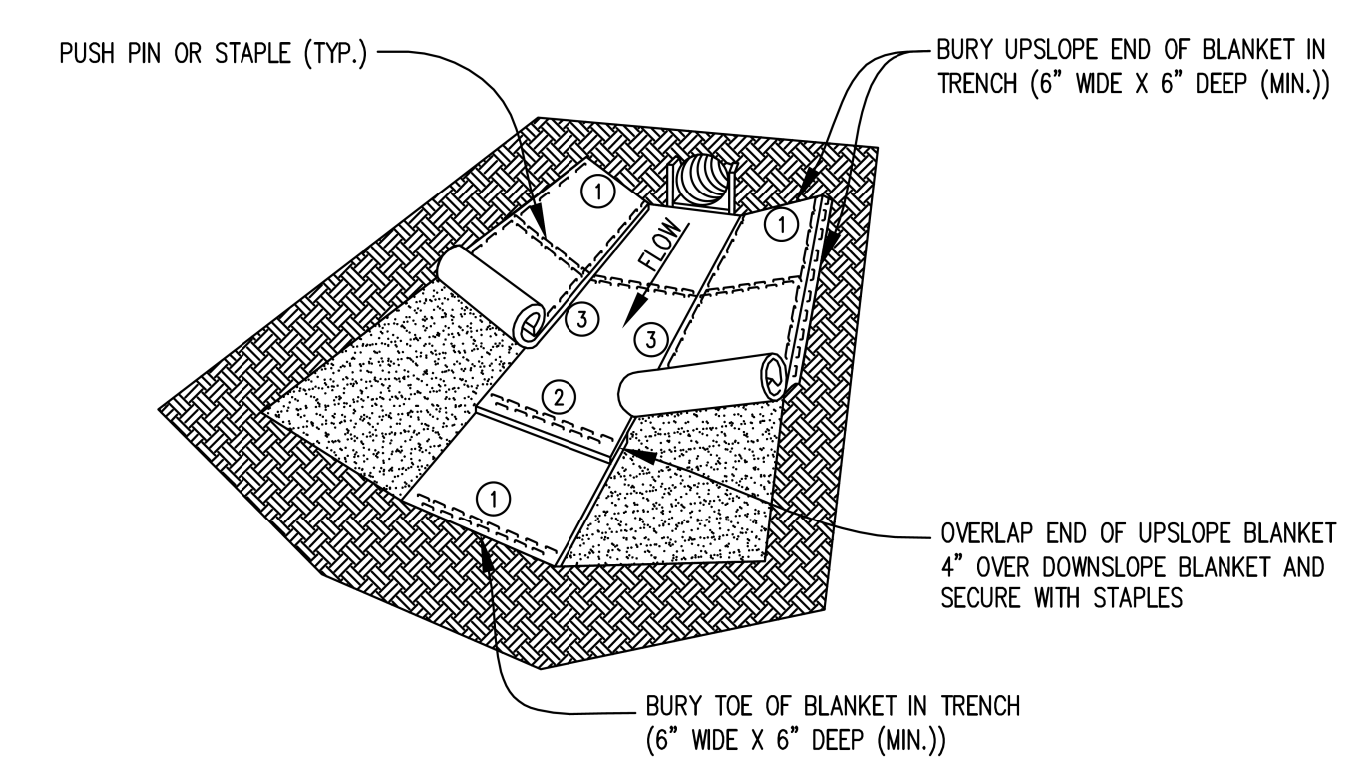


- NOTES:
1. Staples shall be placed in a diamond pattern at 2 per s.y. for stitched blankets. Non-stitched shall use 4 staples per s.y. of material. This equates to 200 staples with stitched blanket and 400 staples with non-stitched blanket per 100 s.y. of material.
  2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")
  3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
  4. All anchor slots shall be stapled at approximately 12" intervals.

PROJECT NO.	DATE	DESIGNED	DATE
3021	11/08	DOC	
DESIGNED	DATE	CHECKED	DATE
DOC		JLP	
CHECKED	DATE	APPROVED	DATE

EROSION CONTROL BLANKET INSTALLATION DETAILS

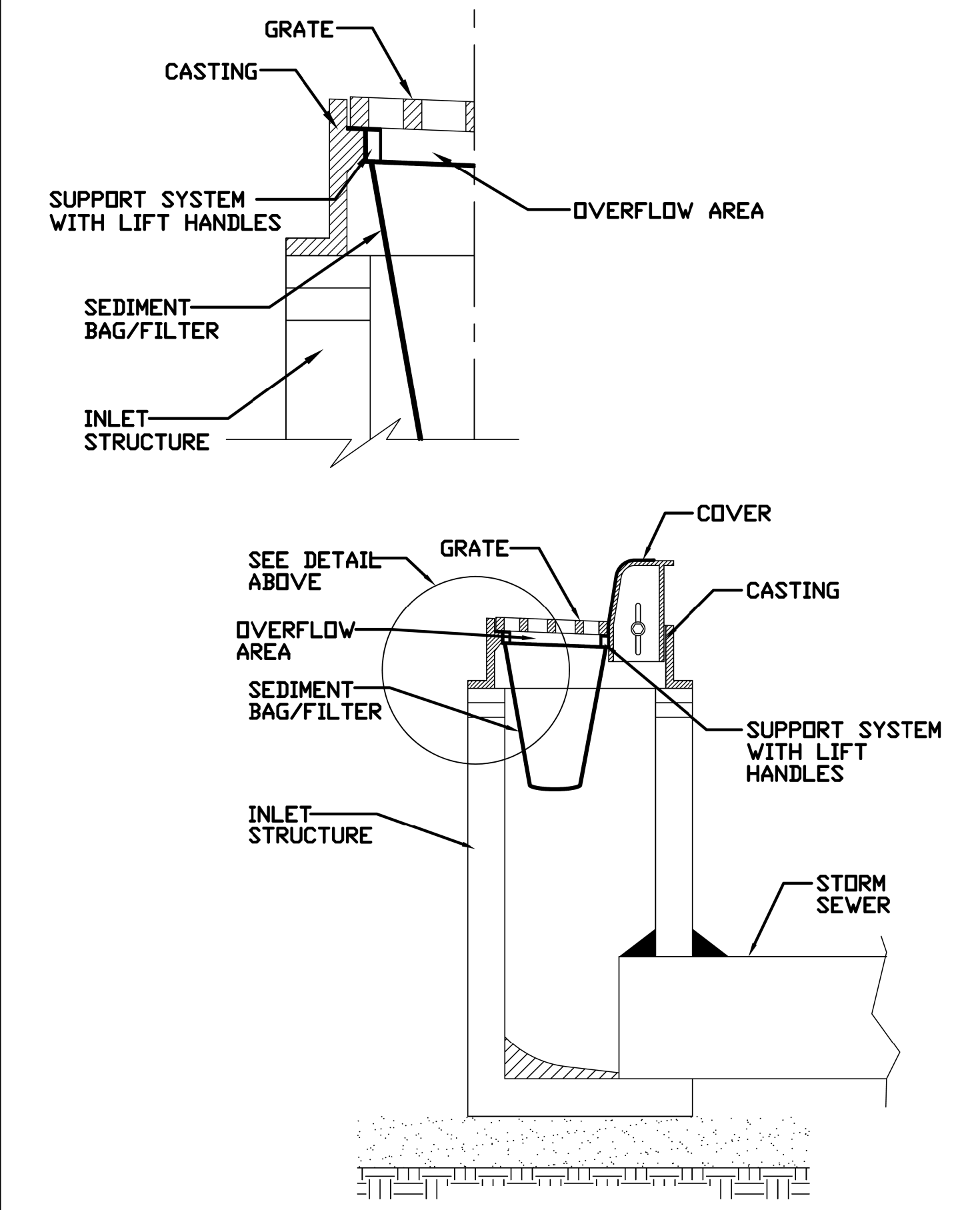
EROSION CONTROL BLANKET - TURF REINFORCEMENT MAT (TRM)



- \*Notes:
1. For sandy soil conditions, staple or push pin shall be a minimum 8 inches.

REFERENCE	STANDARD DWG. NO.
Project	IUM-531
Designed	SHEET 1 OF 1
Checked	DATE 02-22-11
Approved	

INLET PROTECTION - PAVED AREAS DROP-IN PROTECTION



REFERENCE	STANDARD DWG. NO.
Project	IUM-561D
Designed	SHEET 1 OF 1
Checked	DATE 01-11-11
Approved	

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 9075 W. Higgins Road, Suite 600  
 Rosemont, Illinois 60018  
 (847) 823-6500

USER NAME = docconnell	DESIGNED - DOC	REVISED -
PLOT SCALE = 1"	DRAWN - DOC	REVISED -
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	DATE - 12/29/2022	REVISED -

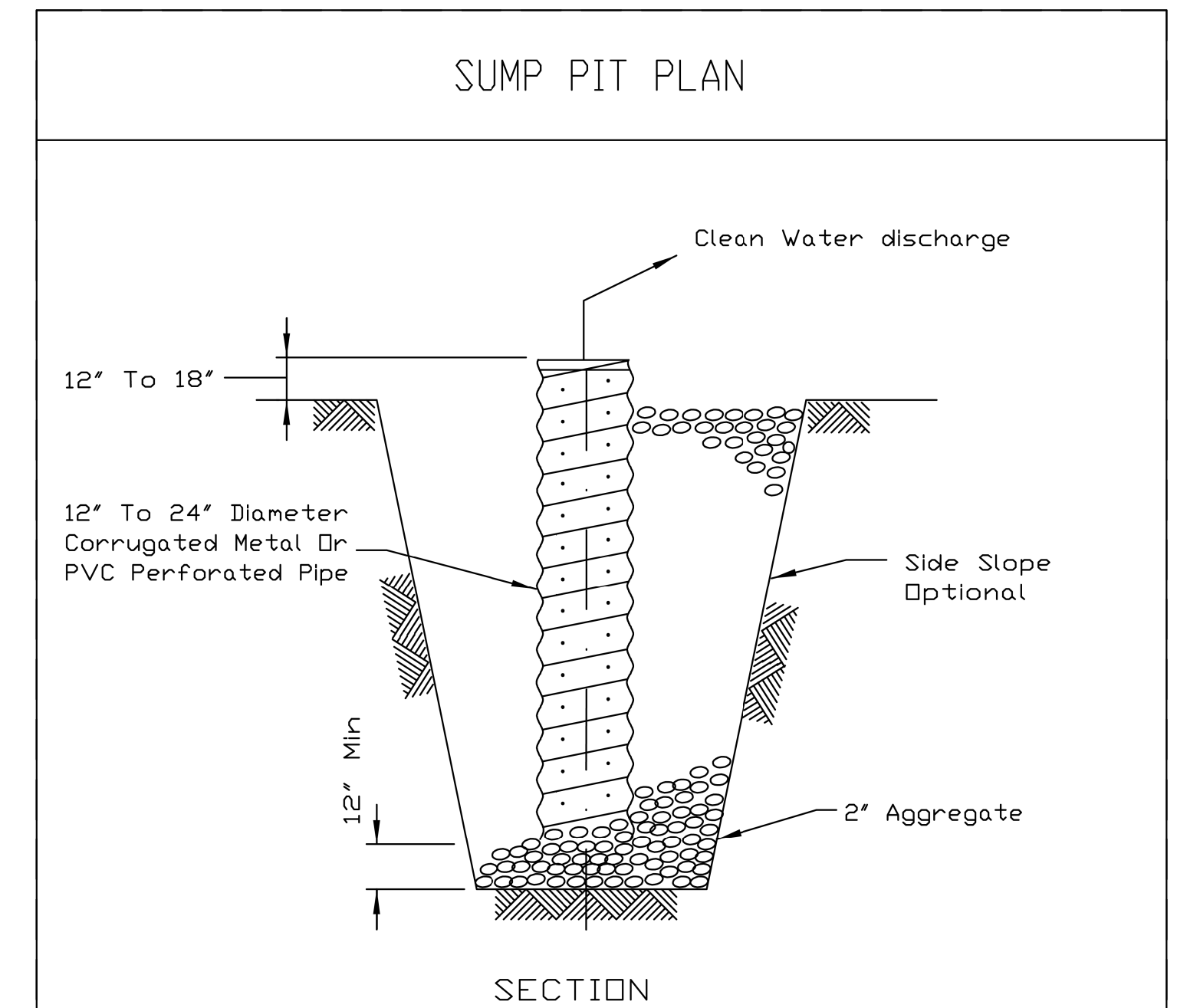
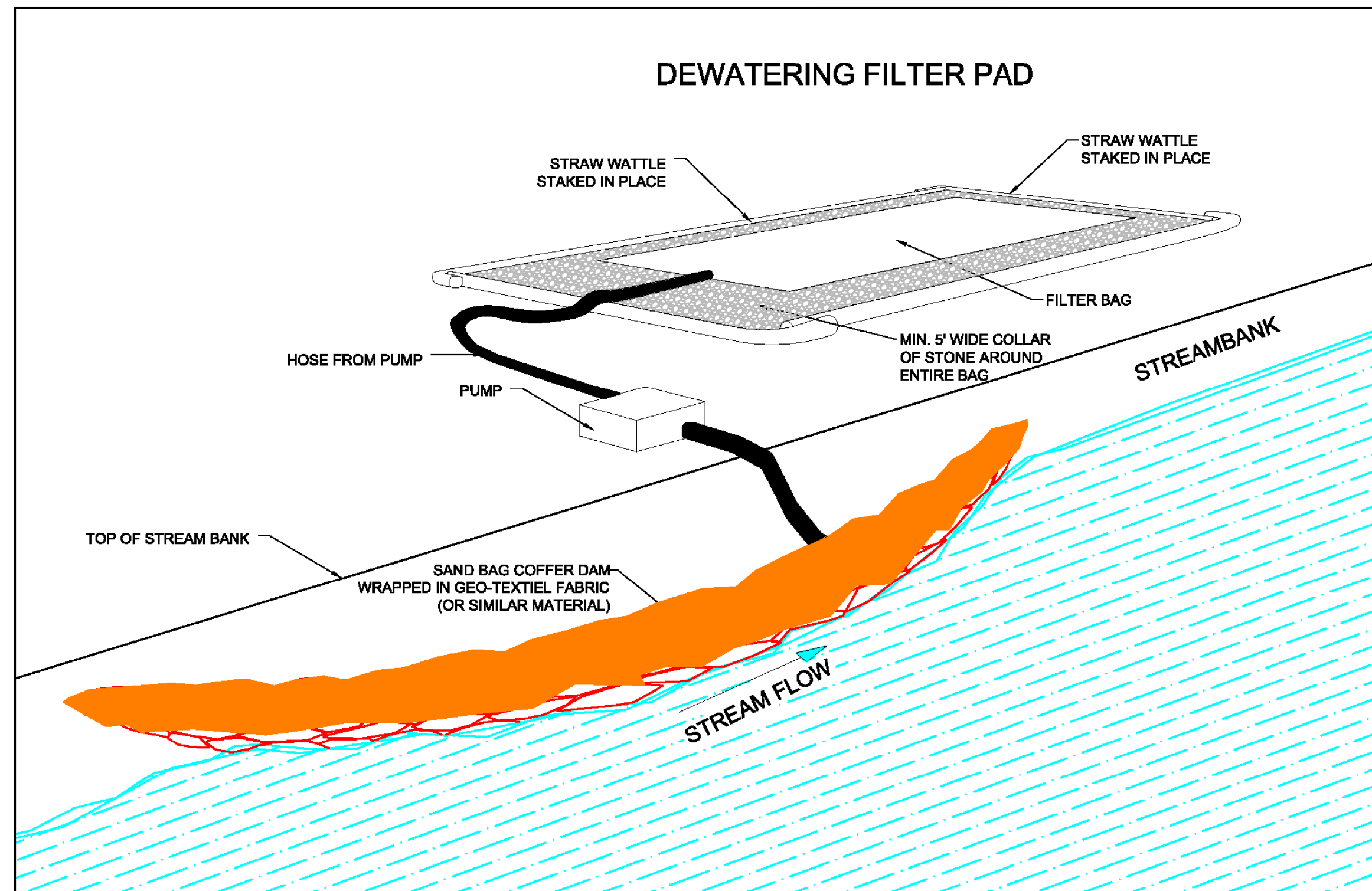
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	13
CONTRACT NO. 61H62				
ILLINOIS   FED. AID PROJECT				





**SANDBAG COFFEDAM**

A sandbag cofferdam should be installed by hand during low-flow conditions to isolate the streambank stabilization work from the flows of Addison Creek. If at the time of construction, the contractor believes that a cofferdam is not necessary to perform the work, the contractor shall gain approval from the US Army Corps of Engineers to proceed without installing a cofferdam. An impermeable liner, such as polyethylene plastic sheeting (minimum 20 ml thick), shall be placed in the creek along with the sandbags that must be an impermeable material shall be stacked in an alternating pattern upon the liner. The liner shall be placed so it may be wrapped over the sandbags towards the shore to create a seal. Sandbag cofferdam installation in a C-Shape design along the portion of the streambank requiring restoration. Following cofferdam installation, a pump equipped with a sediment bag will be used to dewater the area between the cofferdam and the streambank (see detail). The dewatering bag shall be placed as far from the creek as possible to maximize the time for sediment removal. The pump must be floated on top of the water to minimize the intake of sediment. The cofferdam, and pump must be maintained as necessary to allow the contractor to work "in the dry" and to control sediment. Following completion of the streambank restoration work, the sandbag cofferdam will be removed by hand, starting with the downstream side, to keep water flows. Unimpeded stabilization of upland areas may be required following removal of the sediment bag filter pad and should be completed using the specified native seed mix.

In no case shall the sandbag cofferdam be installed for greater than 30 days.

**NOTES:**

- a) Unless otherwise indicated, all vegetative and structural erosion and sediment control practices will be constructed according to minimum standards and specifications in the Illinois Urban Manual latest edition.
- b) The Will South Cook Soil and Water Conservation District (KDSWCD) must be notified one week prior to the pre-construction conference, one week prior to the commencement of land disturbing activities, and one week prior to the final inspection.
- c) A copy of the approved erosion and sediment control plan shall be maintained on the site at all times.
- d) Prior to commencing land-disturbing activities in areas other than indicated on these plans (including but not limited to, additional phases of development and off-site borrow or waste areas) a supplementary erosion control plan shall be submitted for review by the KDSWCD.
- e) The contractor is responsible for installation of any additional erosion control measures necessary to prevent erosion and sedimentation as determined by the KDSWCD.
- f) During dewatering operations, water will be filtered or pumped into sediment basins or silt traps. Dewatering directly into streams, wetlands, field tiles, or stormwater structures is prohibited.
- g) It is the responsibility of the landowner and/or general contractor to inform any sub-contractor(s) who may perform work on this project, of the requirements in implementing and maintaining these erosion control plans and assure compliance with all applicable local, state, and federal regulations."

**NOTES:**

- 1. Pit dimensions are optional.
- 2. The standpipe will be constructed by perforating a 12'-24' diameter corrugated metal or PVC pipe.
- 3. A base of 2' aggregate will be placed in the pit to a minimum depth of 12". After installing the standpipe, the pit surrounding the standpipe will then be backfilled with 2' aggregate.
- 4. The standpipe will extend 12' to 18' above the lip of the pit.
- 5. If discharge will be pumped directly to a storm drainage system, the standpipe will be wrapped with filter fabric before installation.
- 6. If desired, 1/4'-1/2' hardware cloth may be placed around the standpipe prior to attaching the filter fabric. This will increase the rate of water seepage into the pipe.

REFERENCE Project _____ Date _____	 <b>NRCS</b> Natural Resources Conservation Service	STANDARD DWG. NO. IL-650
Designed _____ Date _____		SHEET 1 OF 1
Checked _____ Date _____		DATE 8-11-94
Approved _____ Date _____		

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9075 W. Higgins Road, Suite 600  
Rosemont, Illinois 60018  
(847) 823-6500

USER NAME = doconnell	DESIGNED - DOC	REVISED -
	DRAWN - DOC	REVISED -
PLOT SCALE = 1'	CHECKED - JLP	REVISED -
PLOT DATE = 01/06/2022	DATE - 12/29/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

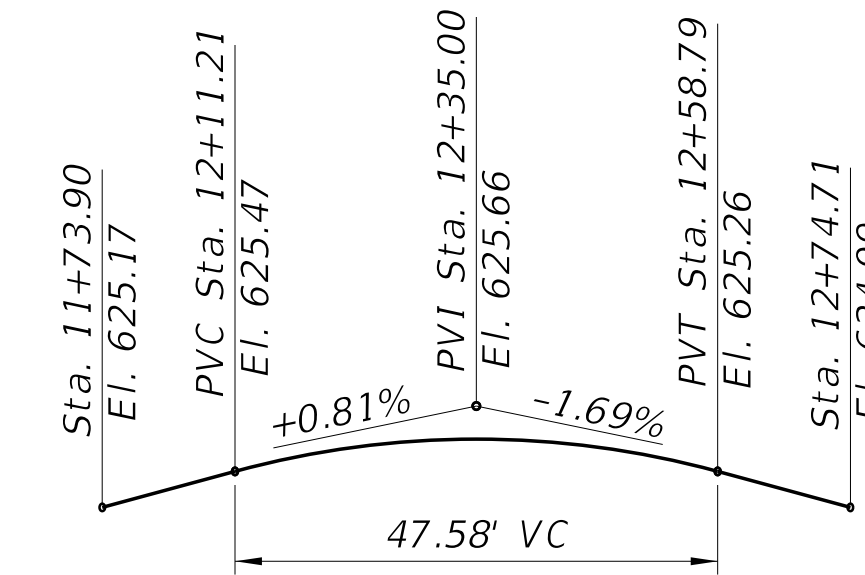
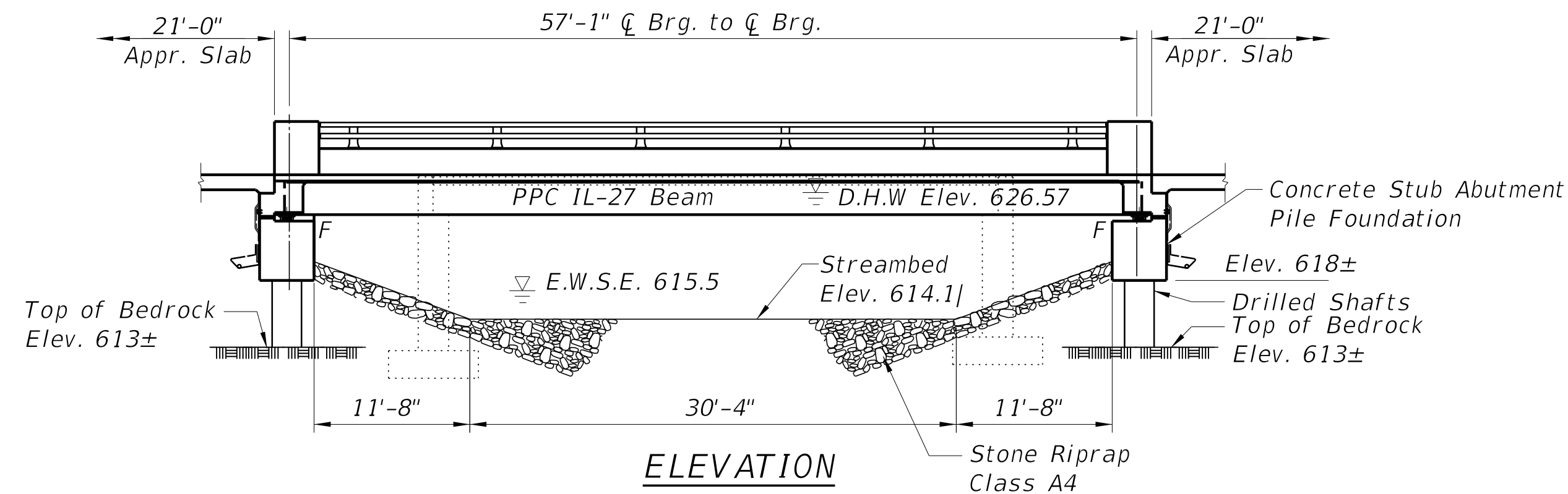
<b>EROSION CONTROL DETAIL</b>	
SCALE:	SHEET OF SHEETS STA. TO STA.

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	15
CONTRACT NO. 61H62				
		ILLINOIS	FED. AID PROJECT	

Benchmark: OSBM 1 Mini Railroad spike on north face of P.P east of Suffolk Avenue on south side of Gladstone. Elevation 626.26  
 Existing Structure: SN. 016-8165 was constructed in 1930. The bridge is a single span structure with a length 40'-0" back to back of abutments and has no skew. The superstructure consists of 7-27" cast concrete T-beams at 6'-3" cts with bituminous overlay and has a total deck width of 46'-0". The deck provides two lanes of traffic with a 6'-6" wide sidewalk and a flat steel handrail type railing mounted to the top of the sidewalk.  
 Traffic: The bridge will be closed during construction and traffic detoured on local routes.  
 Salvage: None

**INDEX OF SHEETS**

- S-01 General Plan and Elevation
- S-02 General Notes and Details
- S-03 Top Slab Elevation Location Plan
- S-04 Top of Slab Elevations
- S-05 Top of Approach Slab Elevations
- S-06 Superstructure
- S-07 Superstructure Details
- S-08 Diaphragm Details
- S-09 Bridge Approach Slab Details 1
- S-10 Railing Details
- S-11 Framing Plan
- S-12 IL27N Beam Details 1
- S-13 IL27N Beam Details 2
- S-14 Type 1 Bearing Detail
- S-15 Abutment Details
- S-16 Boring Logs



**SEISMIC DATA**

Seismic Performance Zone (SPZ) = 1  
 Design Spectral Acceleration at 1.0 sec ( $S_w$ ) = 0.086g  
 Design Spectral Acceleration at 0.2 sec ( $S_w$ ) = 0.150g  
 Soil Site Class = D

**LOADING HL-93**

Allow 50#/sq. ft. for future wearing surface.

**DESIGN SPECIFICATIONS**

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

**DESIGN STRESSES**

**FIELD UNITS (NEW CONSTRUCTION)**

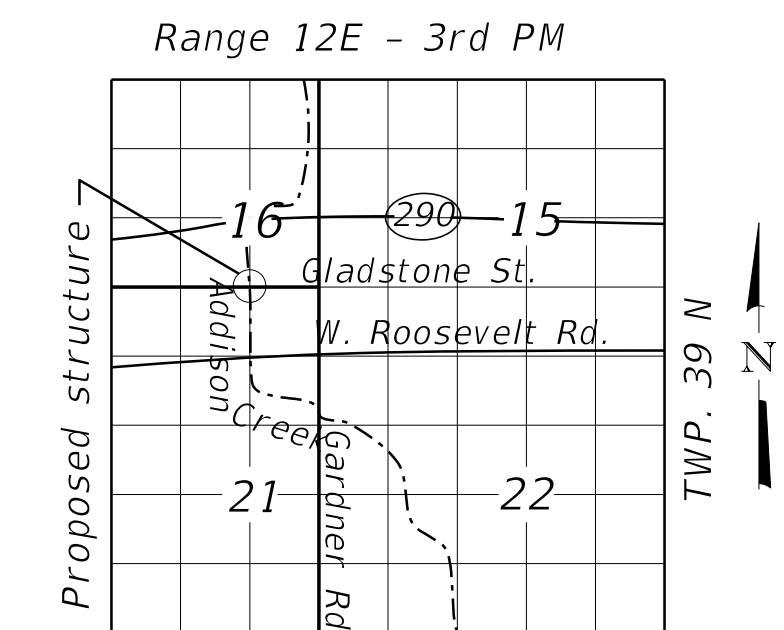
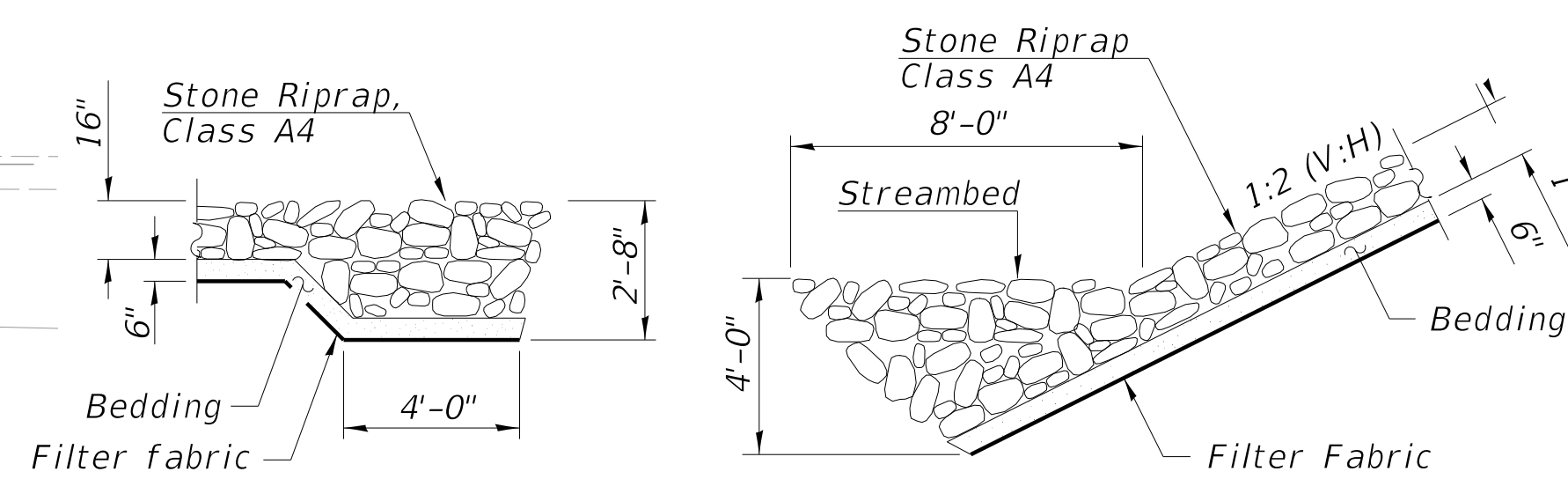
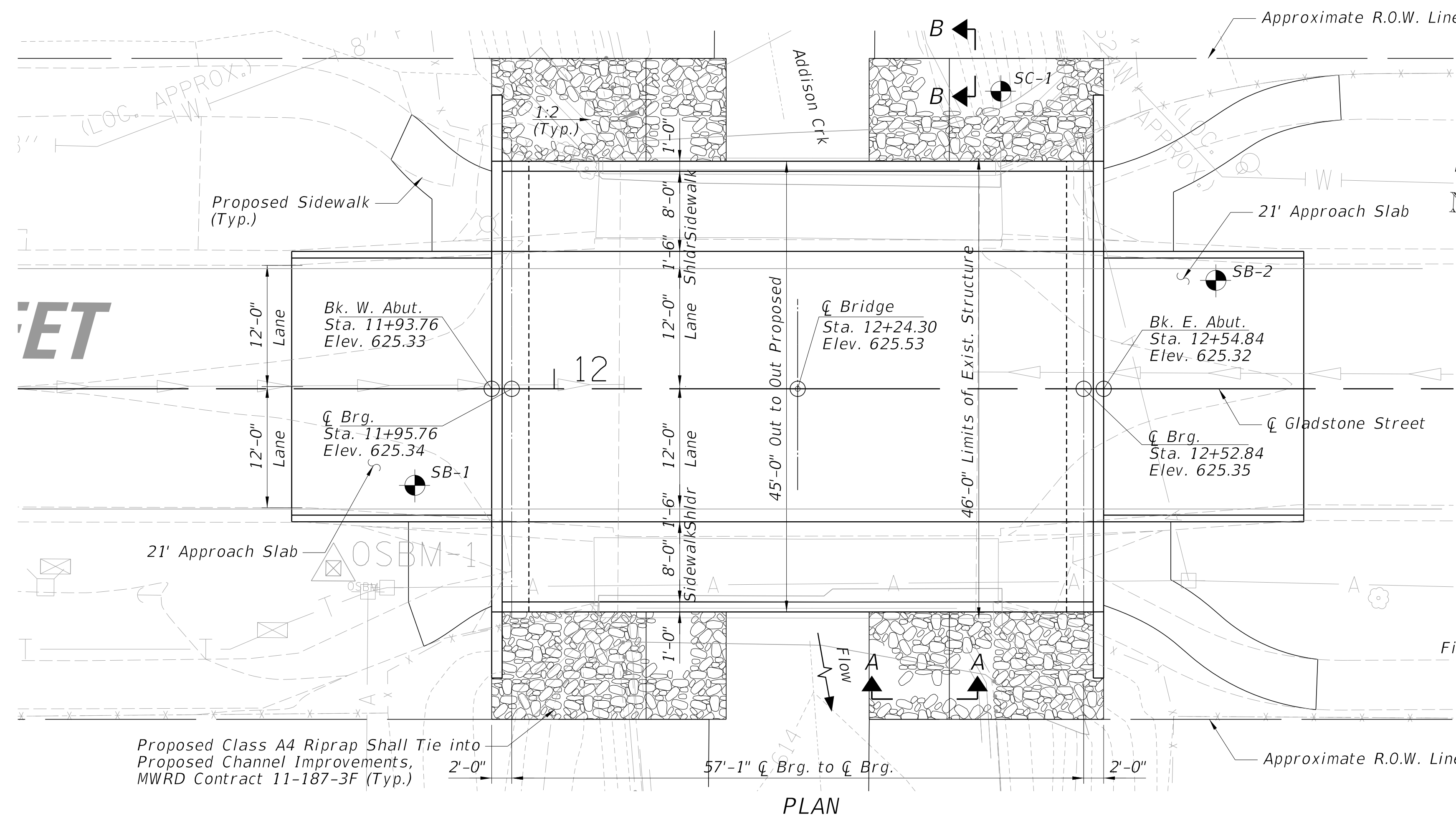
$f'_c$  = 3,500 psi (Substructure)  
 $f'_c$  = 4,000 psi (Superstructure)  
 $f_y$  = 60,000 psi (Reinforcement)

**PRECAST PRESTRESSED UNITS**

$f'_c$  = 8,500 psi  
 $f'_c$  = 6,500 psi  
 $f_{pu}$  = 270,000 psi (0.6 low relax. strands)  
 $f_{pb}$  = 201,960 psi (0.6 low relax. strands)

ADDISON CREEK  
 BUILT 2022 BY  
 COOK COUNTY  
 SEC. 15-00083-00-BR  
 STA. 12+24.30  
 STRUCTURE NO. 016-8166  
 LOADING HL-93

**NAME PLATE**  
 See Std. 515001



**WATERWAY INFORMATION**

Drainage Area = 17.6 Sq. Miles Low Grade Elev. 624.37 @ Sta. 14+52.76

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	1359	268.6	361.2	625.90	0.01	0.00	625.91	625.90
Base	30	1561	268.6	361.2	626.57	0.00	0.00	626.57	626.57
Overtopping	100	1796	268.6	361.2	627.55	0.00	0.00	627.55	627.55
Max. Calc.	±4	500	2210	268.6	628.66	0.02	0.02	628.68	628.68

**DESIGN SCOUR ELEVATION TABLE**

	Design Scour Elevations (ft.)		Item
	N. Abut.	S. Abut.	
Q100	N/A	N/A	8
Q200	N/A	N/A	
Design	618.2	618.2	
Check	618.2	618.2	



I Certify That To The Best Of My Knowledge, Information And Belief, This Bridge Design Is Structurally Adequate For The Design Loading Shown On The Plans. The Design Is An Economical One For The Style Of Structure And Complies With Requirements Of The Current "AASHTO Standard Specification For Highway And Bridges".

*Majid Mobasser*  
**MAJID MOBASSERI**  
 ILLINOIS REGISTRATION No. 081-005058 STRUCTURAL ENGINEER  
 EXPIRATION DATE: 11/30/22

**GENERAL PLAN**  
**GLADSTONE STREET OVER**  
**ADDISON CREEK**  
**SECTION 15-00083-00-BR**  
**COOK COUNTY**  
**STA. 12+24.30**  
**STRUCTURE No. 016-8166**

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 CHRISTOPHER B. BURKE ENGINEERING, LTD.  
 9575 W. Higgins Road, Suite 600  
 Rosemont, Illinois 60018  
 (630) 925-0500



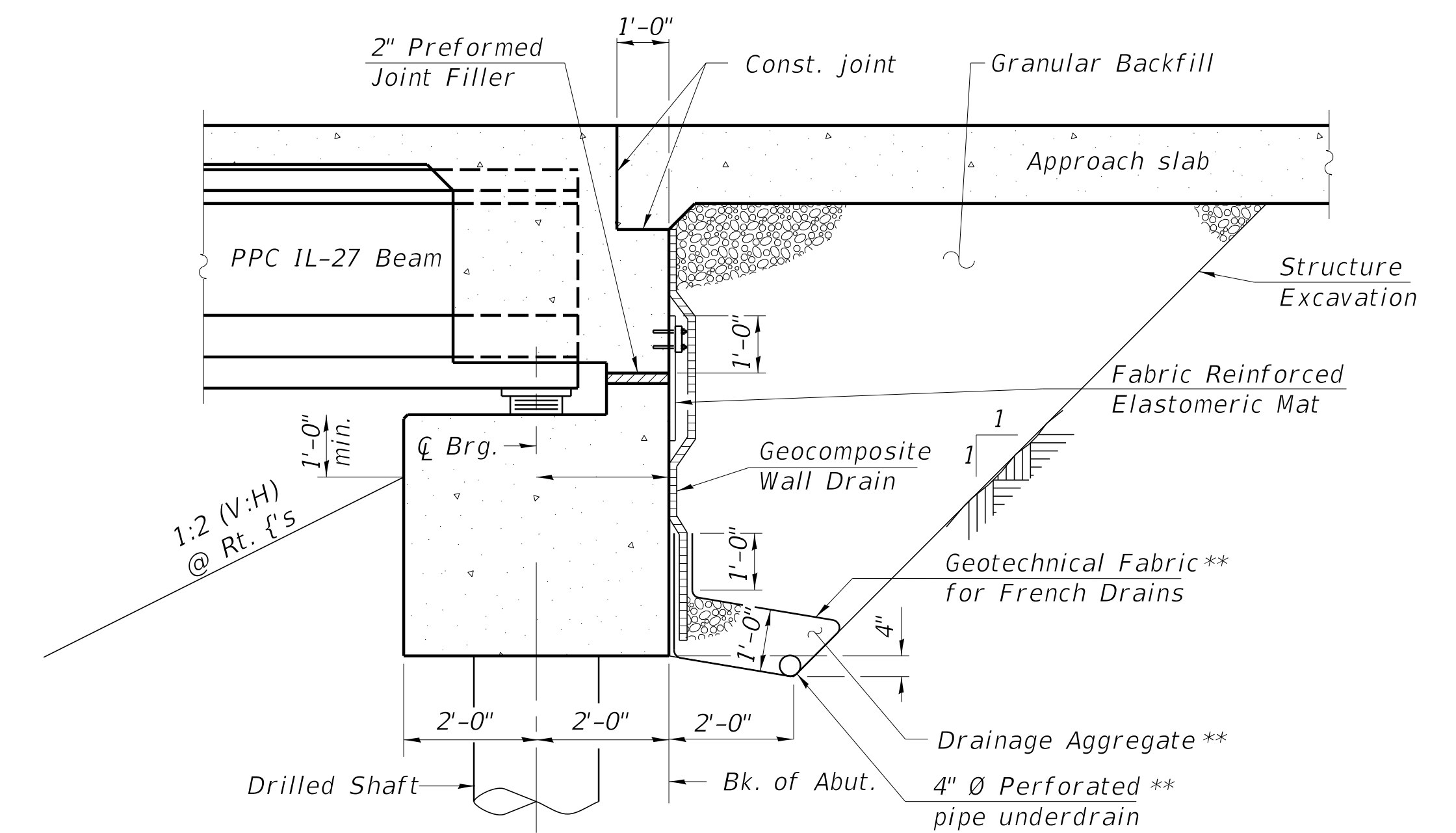
**GENERAL NOTES**

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, 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.
4. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contactor 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.
5. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
6. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
7. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
8. The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.
9. Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
10. All (embedded and separate) bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.
11. H.S. bolts in bearing assembly shall be galvanized according to AASHTO M298 Cass 50.

**TOTAL BILL OF MATERIAL**

PAY ITEM	ITEM	UNIT	QUANTITY
50100100	Removal of Existing Structure	Each	1
50200100	Structure Excavation	Cu. Yd.	295
50300225	Concrete Structures	Cu. Yd.	72.5
50300255	Concrete Superstructure	Cu. Yd.	140.9
50300260	Bridge Deck Grooving	Sq. Ft.	285
* 50300285	Form Liner Textured Surface	Sq. Ft.	595
50300300	Protective Coat	Sq. Yd.	470
50301350	Concrete Superstructure (Approach Slab)	Cu. Yd.	55.4
50401305	Furnishing and Erecting Precast Prestressed Concrete Beams, IL27N	Foot	351
50800205	Reinforcement Bars, Epoxy Coated	Pound	56,270
50900105	Aluminum Railing, Type L	Foot	106
51500100	Name Plate	Each	1
51603000	Drilled Shaft in Soil	Cu. Yd.	17.8
51604000	Drilled Shaft in Rock	Cu. Yd.	7.9
52100010	Elastomeric Bearing Assembly, Type I	Each	12
52100520	Anchor Bolts, 1"	Each	24
58600101	Granular Backfill for Structures	Cu. Yd.	190
59100100	Geocomposite Wall Drain	Sq. Yd.	60
* 60146304	Pipe Underdrain for Structures, 4"	Foot	140

\* See Special Provisions



**SECTION THRU ABUTMENT**

\*\* Included in the Cost of Pipe Underdrain for Structures (See Special Provisions)

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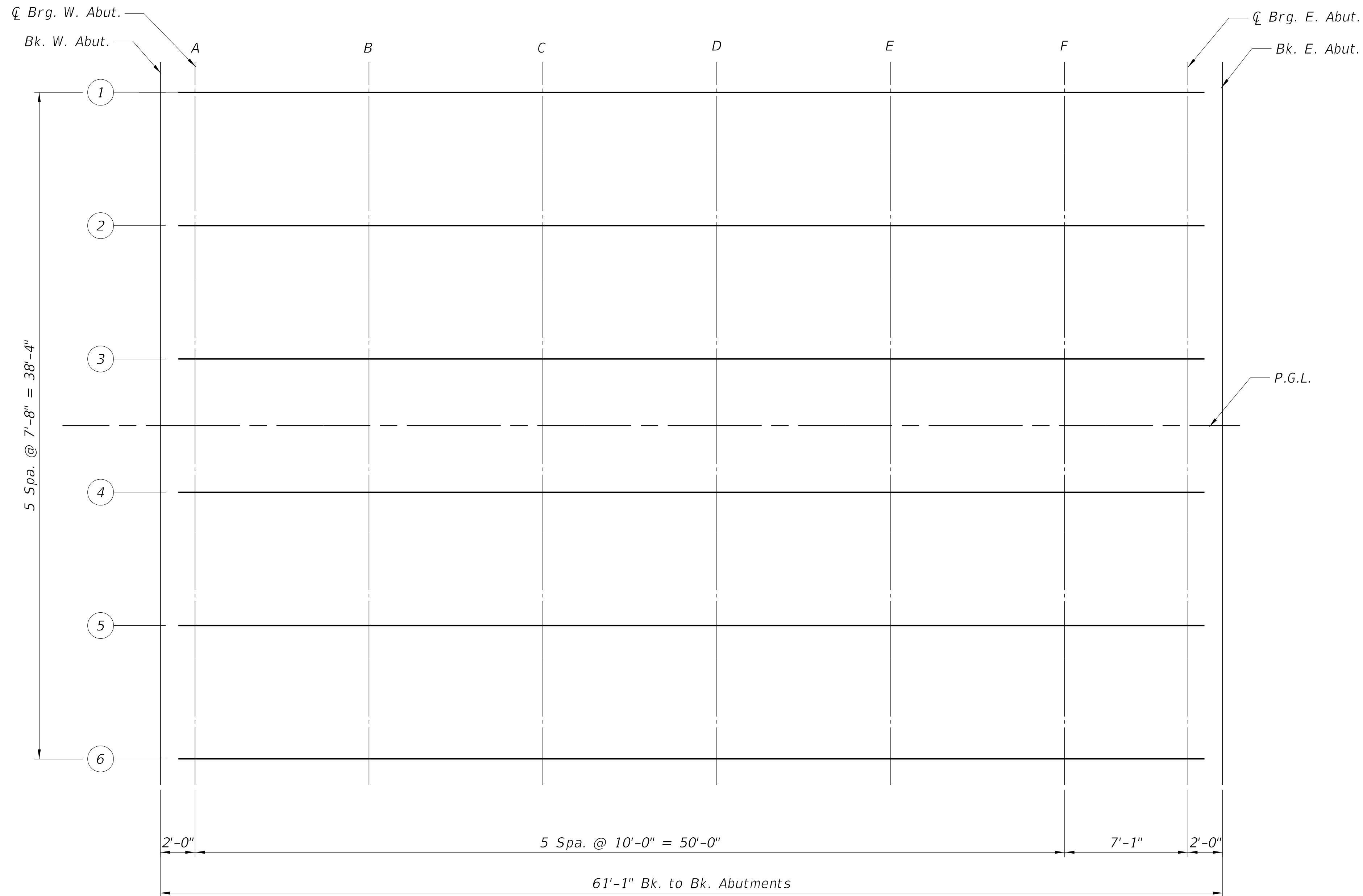
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

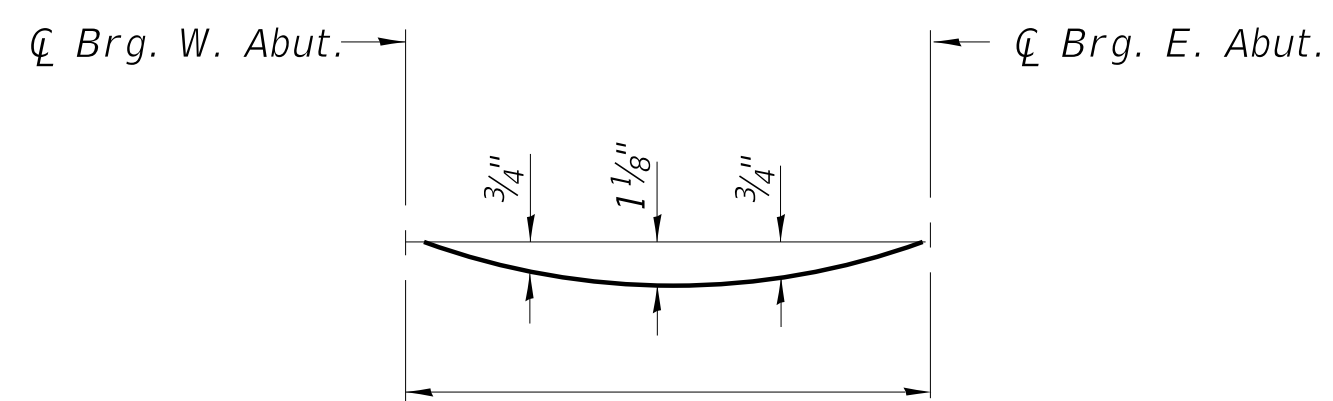
**GENERAL NOTES AND DETAILS  
 STRUCTURE NO. 016-8166**

SHEET 2 OF 16 SHEETS

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	17
CONTRACT NO. 61H62			ILLINOIS FED. AID PROJECT	



**DECK PLAN**

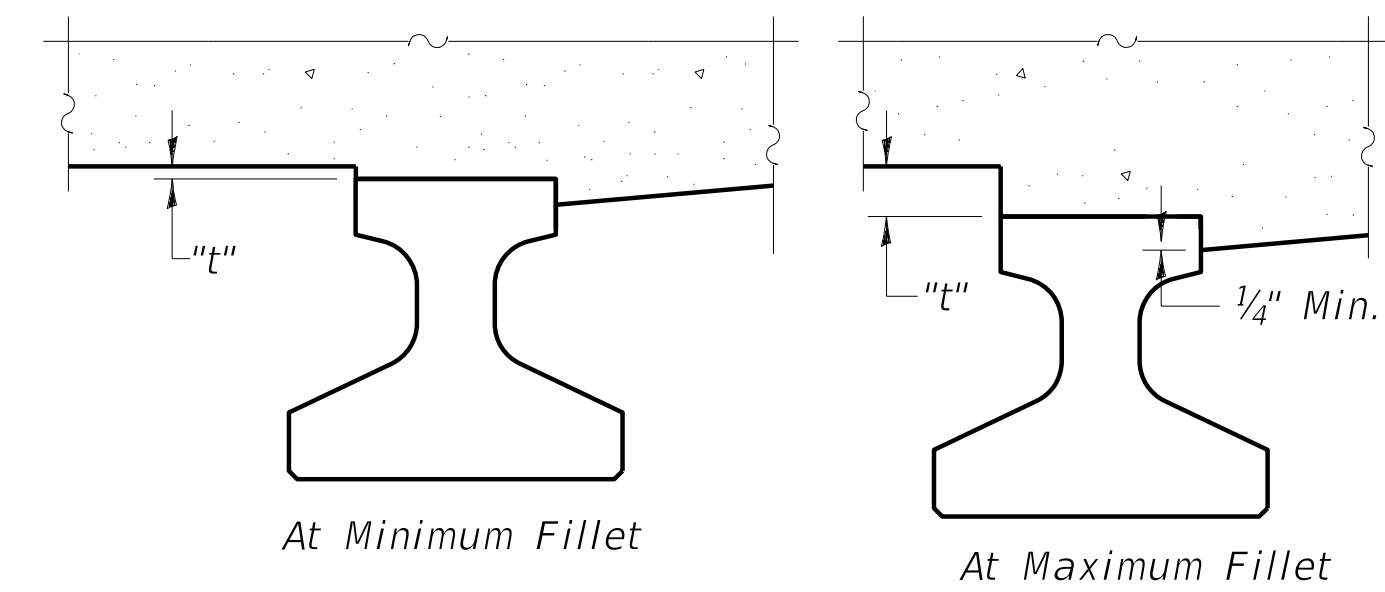


**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

Note:

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



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

**FILLET HEIGHTS**

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	CHECKED ,	REVISED ,
PLOT SCALE =	DRAWN ,	REVISED ,
PLOT DATE =	CHECKED ,	REVISED ,

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	18
CONTRACT NO. 61H62				

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	11+93.76	-19.17	625.03	625.03
CL Brg W. Abut.	11+95.76	-19.17	625.04	625.04
A	12+05.76	-19.17	625.12	625.17
B	12+15.76	-19.17	625.20	625.28
C	12+25.76	-19.17	625.23	625.32
D	12+35.76	-19.17	625.21	625.28
E	12+45.76	-19.17	625.13	625.17
CL Brg E. Abut.	12+52.84	-19.17	625.05	625.05
Bk. E. Abutment	12+54.84	-19.17	625.02	625.02

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	11+93.76	-11.50	625.15	625.15
CL Brg W. Abut.	11+95.76	-11.50	625.16	625.16
A	12+05.76	-11.50	625.24	625.29
B	12+15.76	-11.50	625.32	625.40
C	12+25.76	-11.50	625.35	625.44
D	12+35.76	-11.50	625.33	625.40
E	12+45.76	-11.50	625.25	625.29
CL Brg E. Abut.	12+52.84	-11.50	625.17	625.17
Bk. E. Abutment	12+54.84	-11.50	625.14	625.14

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	11+93.76	-3.83	625.27	625.27
CL Brg W. Abut.	11+95.76	-3.83	625.28	625.28
A	12+05.76	-3.83	625.36	625.41
B	12+15.76	-3.83	625.44	625.52
C	12+25.76	-3.83	625.47	625.56
D	12+35.76	-3.83	625.45	625.52
E	12+45.76	-3.83	625.37	625.41
CL Brg E. Abut.	12+52.84	-3.83	625.29	625.29
Bk. E. Abutment	12+54.84	-3.83	625.26	625.26

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	11+93.76	3.83	625.27	625.27
CL Brg W. Abut.	11+95.76	3.83	625.28	625.28
A	12+05.76	3.83	625.36	625.41
B	12+15.76	3.83	625.44	625.52
C	12+25.76	3.83	625.47	625.56
D	12+35.76	3.83	625.45	625.52
E	12+45.76	3.83	625.37	625.41
CL Brg E. Abut.	12+52.84	3.83	625.29	625.29
Bk. E. Abutment	12+54.84	3.83	625.26	625.26

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	11+93.76	11.50	625.15	625.15
CL Brg W. Abut.	11+95.76	11.50	625.16	625.16
A	12+05.76	11.50	625.24	625.29
B	12+15.76	11.50	625.32	625.40
C	12+25.76	11.50	625.35	625.44
D	12+35.76	11.50	625.33	625.40
E	12+45.76	11.50	625.25	625.29
CL Brg E. Abut.	12+52.84	11.50	625.17	625.17
Bk. E. Abutment	12+54.84	11.50	625.14	625.14

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	11+93.76	19.17	625.03	625.03
CL Brg W. Abut.	11+95.76	19.17	625.04	625.04
A	12+05.76	19.17	625.12	625.17
B	12+15.76	19.17	625.20	625.28
C	12+25.76	19.17	625.23	625.32
D	12+35.76	19.17	625.21	625.28
E	12+45.76	19.17	625.13	625.17
CL Brg E. Abut.	12+52.84	19.17	625.05	625.05
Bk. E. Abutment	12+54.84	19.17	625.02	625.02

E-S

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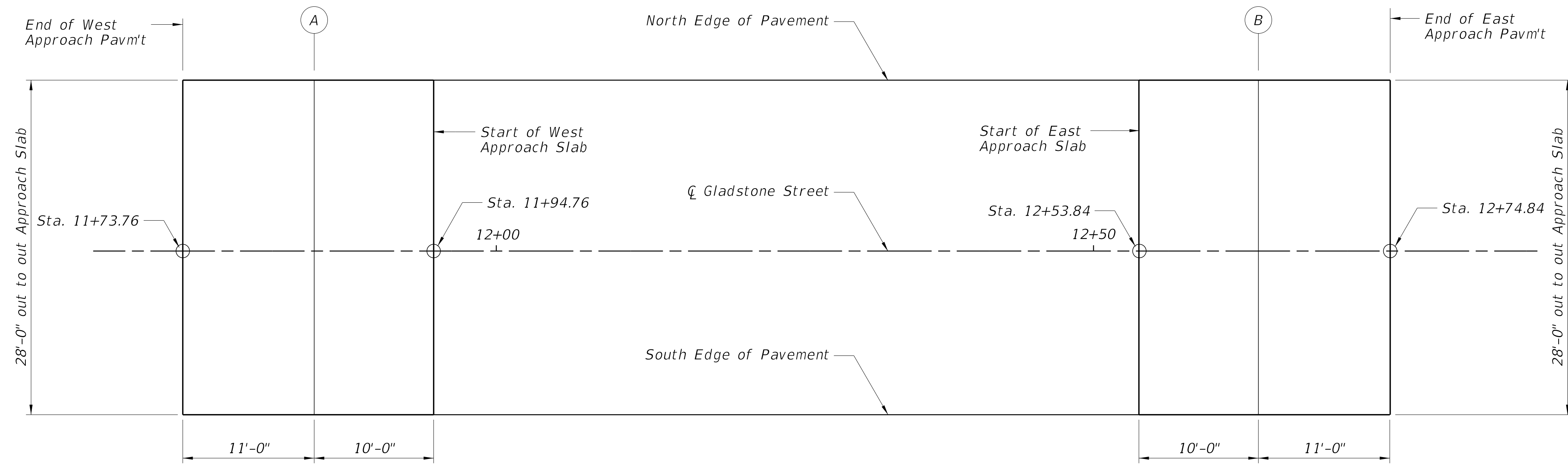
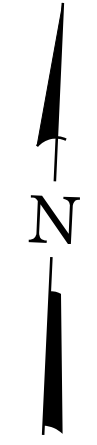
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**TOP OF SLAB ELEVATIONS**

SHEET 4 OF 16 SHEETS

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	19
			CONTRACT NO. 61H62	
ILLINOIS FED. AID PROJECT				



WEST APPROACH PAVEMENT

EAST EDGE OF PAVEMENT

APPROACH PLAN

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of W. App. Pav't	11+73.76	14.00' LT	624.89
A	11+84.76	14.00' LT	624.98
Start of W. App. Slab	11+94.76	14.00' LT	625.06

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Start of E. App. Slab	12+53.84	14.00' LT	625.06
B	12+63.84	14.00' LT	624.90
End of E. App. Pav't	12+74.84	14.00' LT	624.71

P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
End of W. App. Pav't	11+73.76	0.00	625.16
A	11+84.76	0.00	625.22
Start of W. App. Slab	11+94.76	0.00	625.33

P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
Start of E. App. Slab	12+53.84	0.00	625.33
B	12+63.84	0.00	625.17
End of E. App. Pav't	12+74.84	0.00	624.98

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of W. App. Pav't	11+73.76	14.00' RT	624.89
A	11+84.76	14.00' RT	624.98
Start of W. App. Slab	11+94.76	14.00' RT	625.06

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Start of E. App. Slab	12+53.84	14.00' RT	625.06
B	12+63.84	14.00' RT	624.90
End of E. App. Pav't	12+74.84	14.00' RT	624.71

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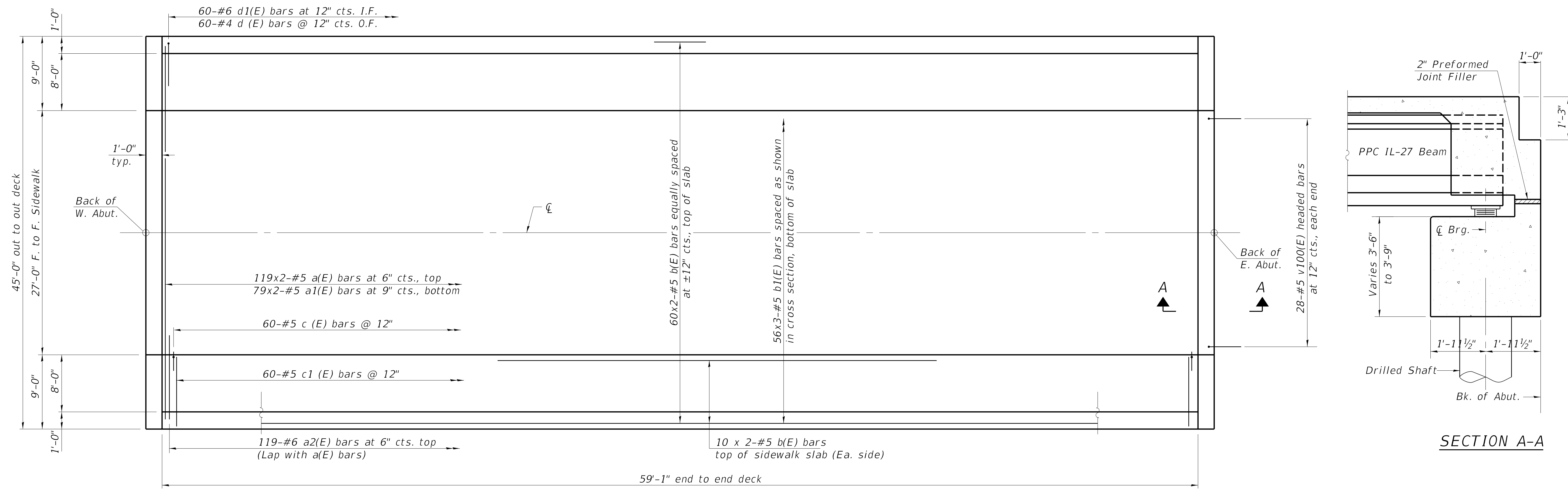
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**TOP OF APPROACH SLAB ELEVATIONS**  
**STRUCTURE NO. 016-8166**

SHEET 5 OF 16 SHEETS

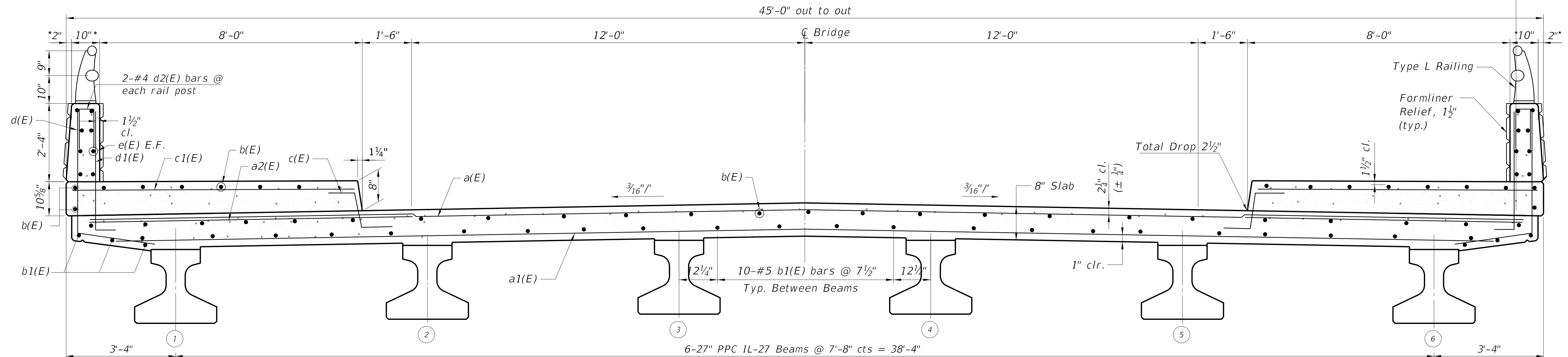
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3021	15-00083-00-BR	COOK	36	20
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61H62	



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

**PLAN**

Notes:  
See sheet 7 of 16 for superstructure details and Bill of Material.  
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



**CROSS SECTION**  
(Looking East)

\* Dimensions are for Barrier Only. Add 1 1/2" for Formliner Relief to Each Side of Barrier.

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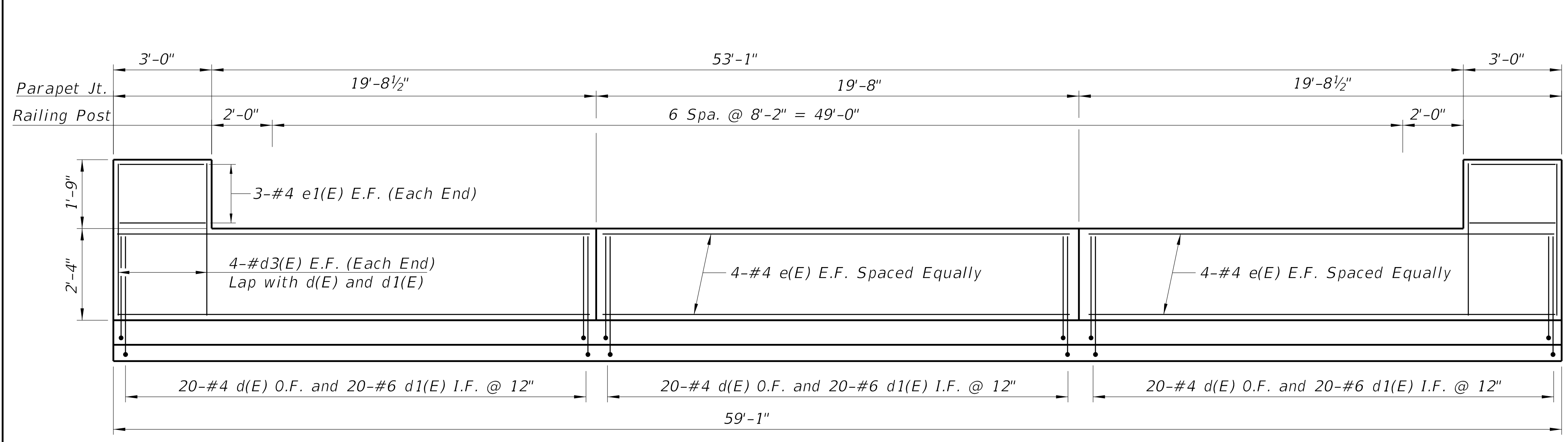
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**SUPERSTRUCTURE**  
**STRUCTURE NO. 016-8166**

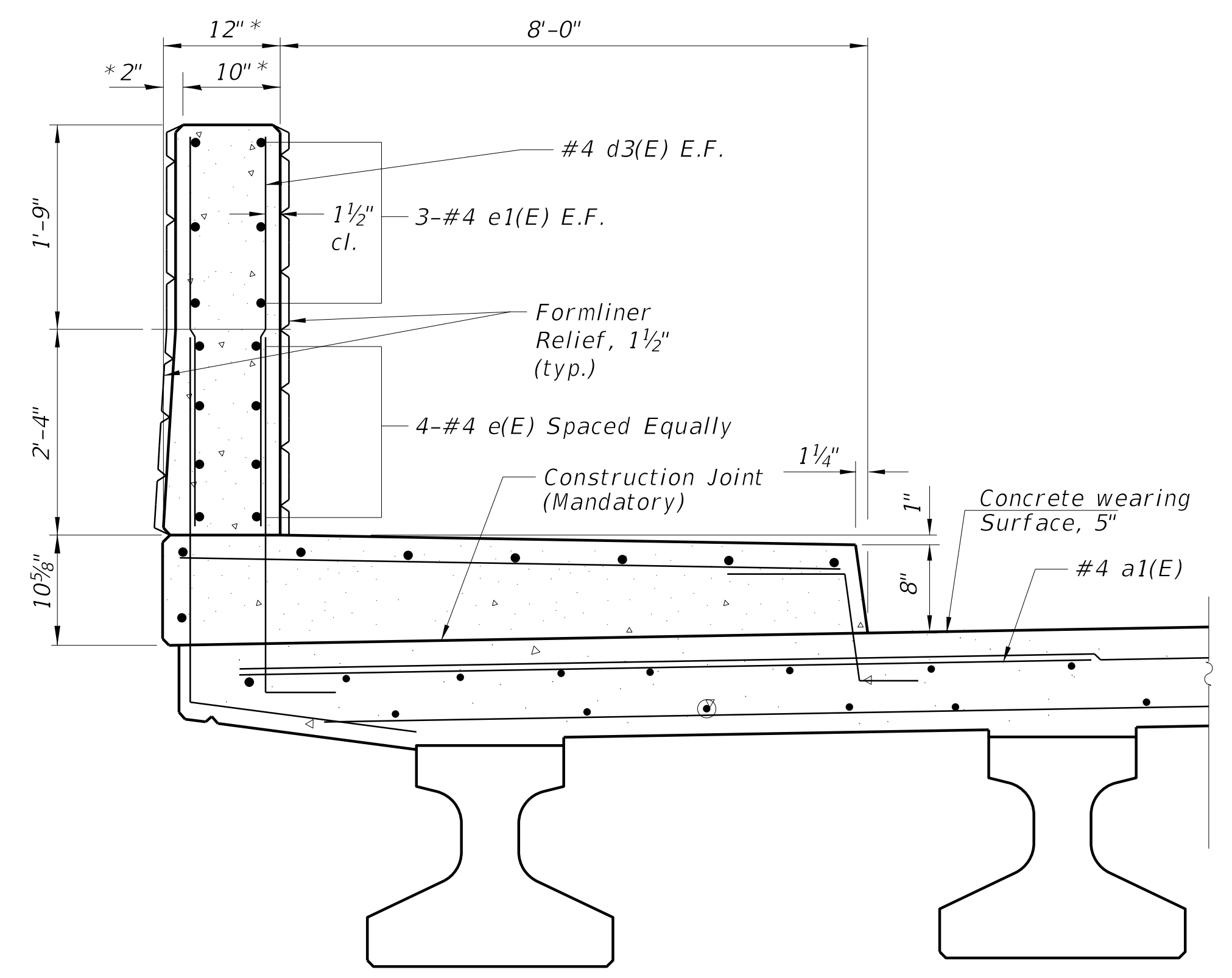
SHEET 6 OF 16 SHEETS

MUN. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61H62				

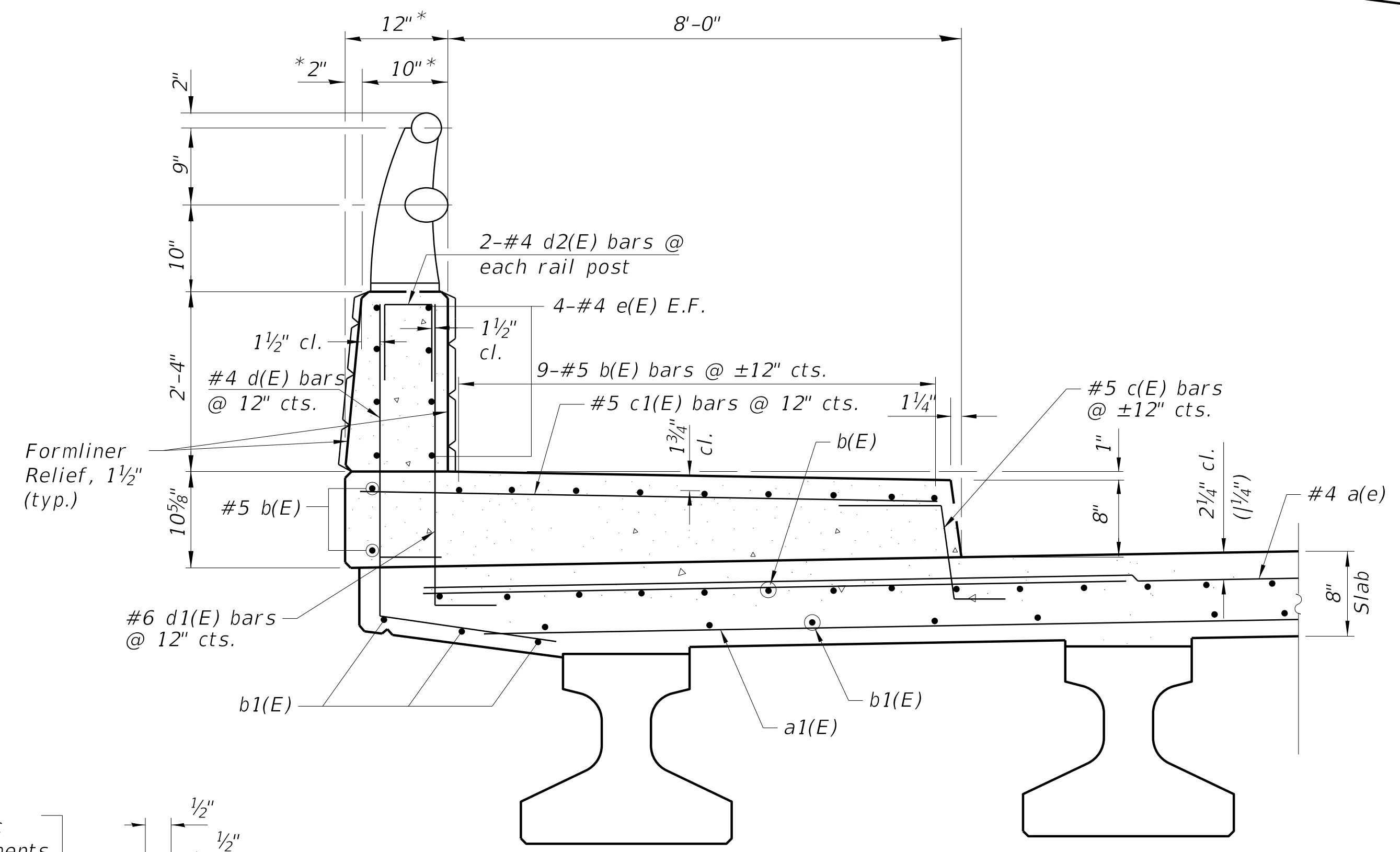
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BRIDGE SIDEWALK PARAPET ELEVATION

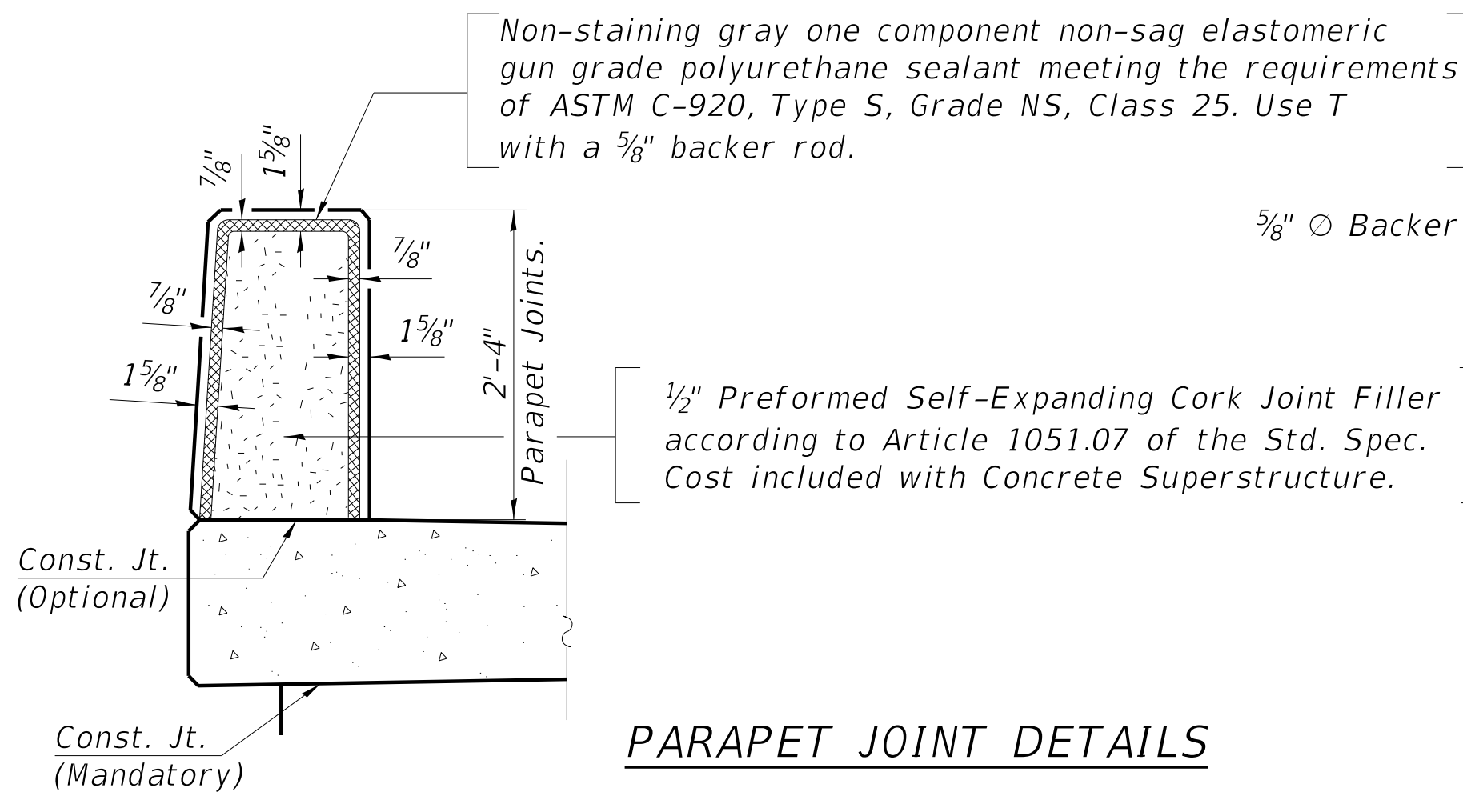


SECTION THRU PARAPET AT END POST

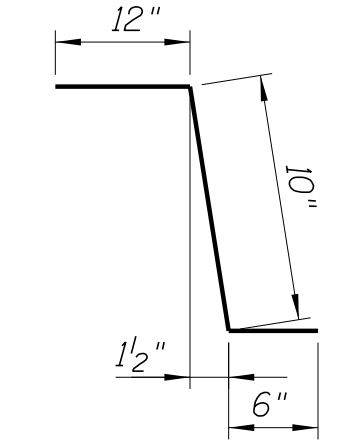


SECTION THRU PARAPET

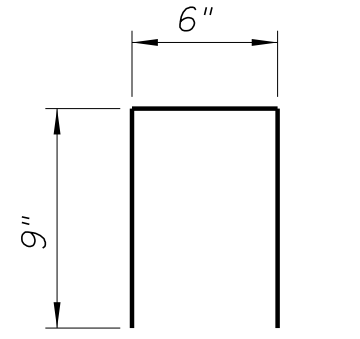
\* Dimensions are for Barrier Only. Add 1 1/2" for Formliner Relief to Each Side of Barrier.



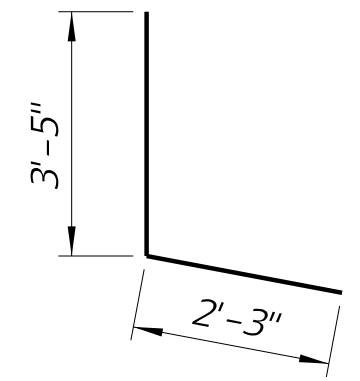
PARAPET JOINT DETAILS



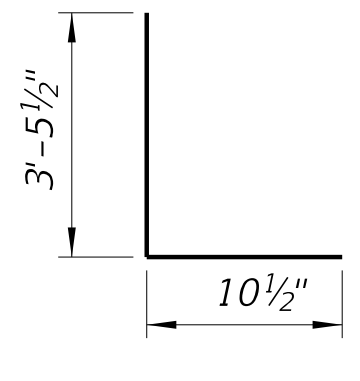
BAR C(E)



BAR d2(E)



BAR d(E)



BAR d1(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	238	#5	23'-11"	—
a1(E)	158	#5	23'-9"	—
b(E)	164	#5	31'-3"	—
b1(E)	168	#5	22'-0"	—
c(E)	120	#5	2'-4"	┘
c1(E)	120	#5	8'-8"	—
d(E)	120	#4	5'-8"	┘
d1(E)	120	#6	4'-4"	┘
d2(E)	28	#4	2'-0"	┘
d3(E)	32	#4	3'-10"	┘
e(E)	48	#4	19'-4"	—
e1(E)	24	#4	2'-8"	—
m10(E)	12	#6	44'-8"	—
m11(E)	20	#6	6'-10"	┘
m12(E)	30	#6	6'-5"	—
m14(E)	4	#4	44'-8"	—
m15(E)	24	#5	4'-0"	—
m16(E)	8	#6	3'-4"	┘
m17(E)	12	#6	3'-3"	—
u(E)	8	#6	3'-4"	┘
v100(E)	56	#5	4'-3"	┘
Reinforcement Bars, Epoxy Coated			Pound	24,090
Concrete Superstructure			Cu. Yd.	140.9
Bridge Deck Grooving			Sq. Yd.	165
Protective Coat			Sq. Yd.	340

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

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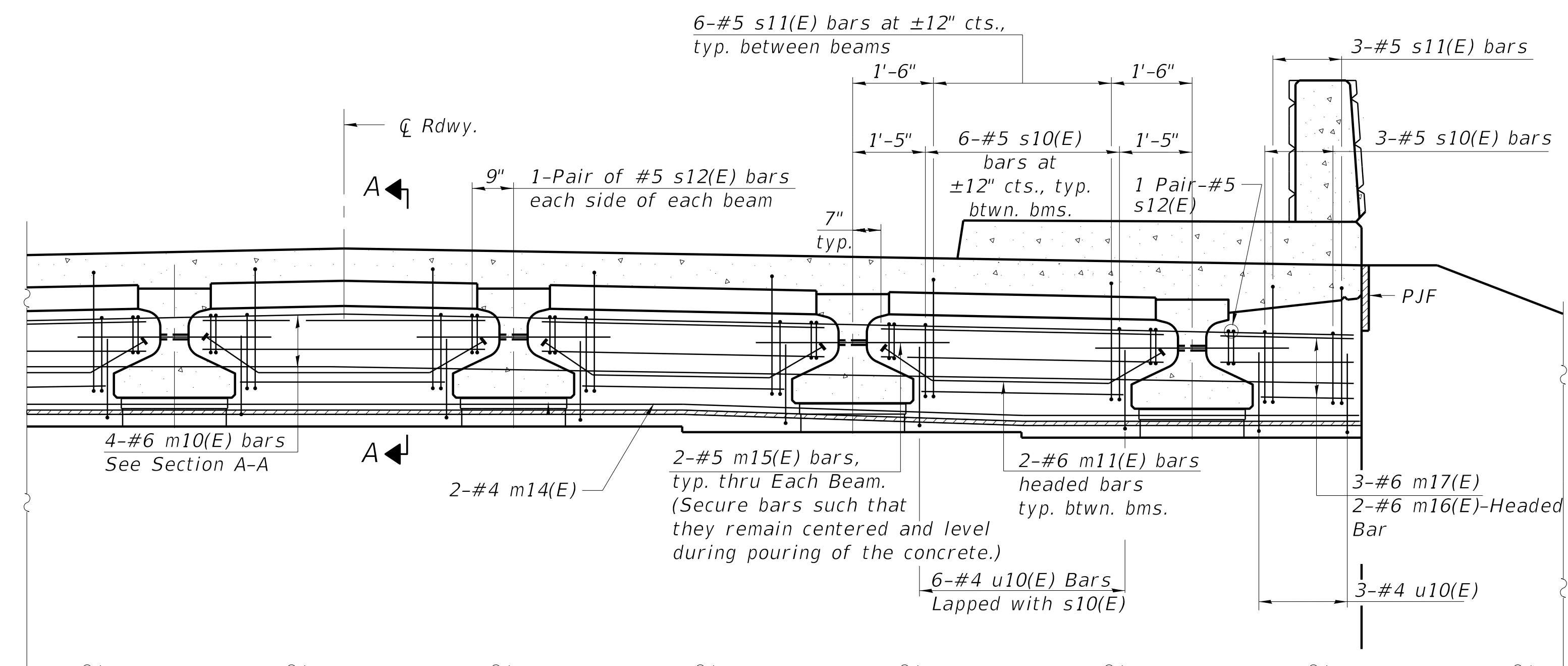
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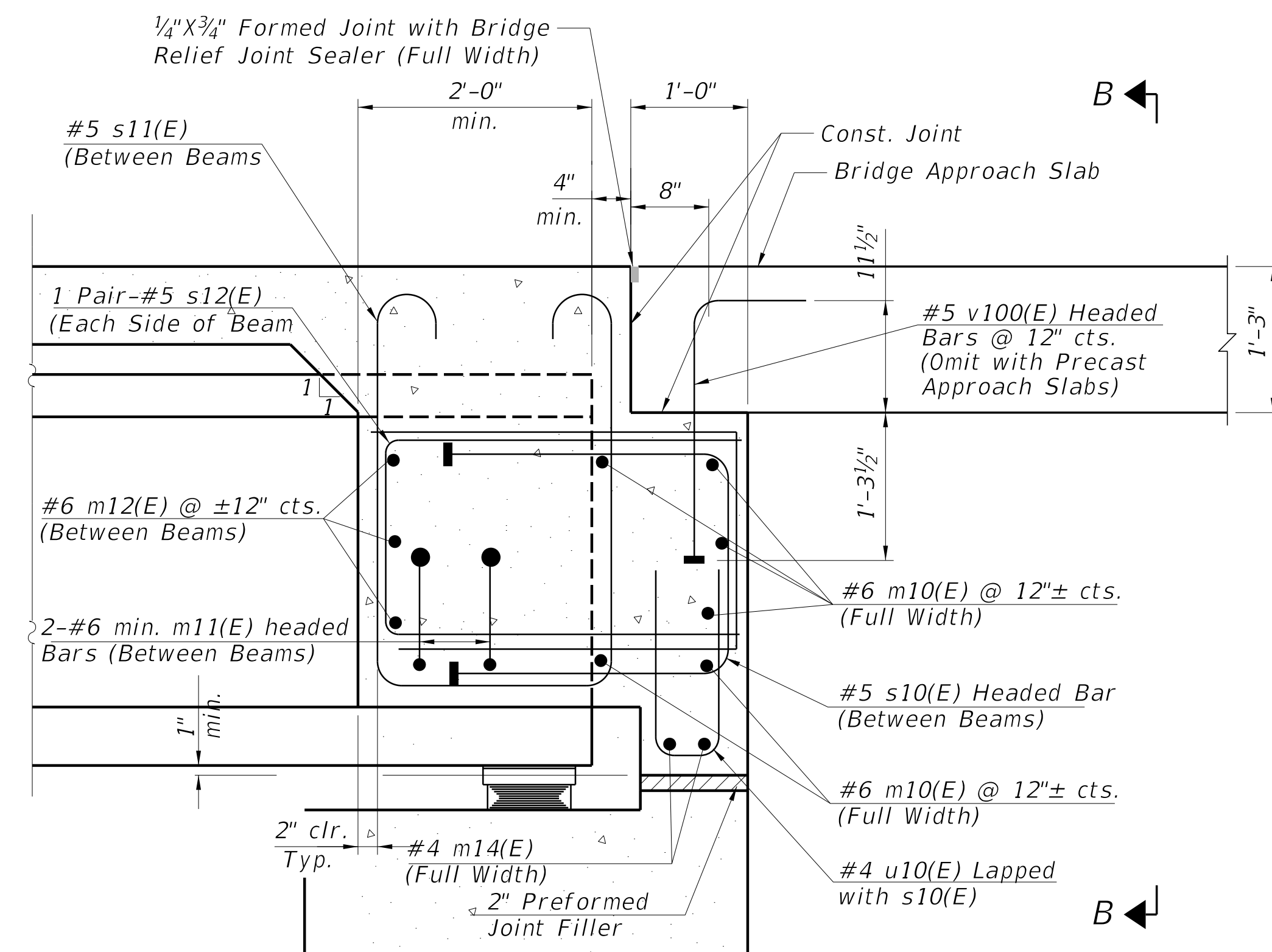
SUPERSTRUCTURE DETAILS  
STRUCTURE NO. 016-8166

SHEET 7 OF 16 SHEETS

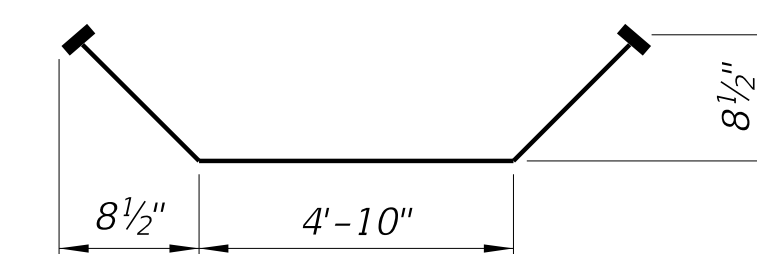
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3021	15-00083-00-BR	COOK	36	22
CONTRACT NO. 61H62			ILLINOIS FED. AID PROJECT	



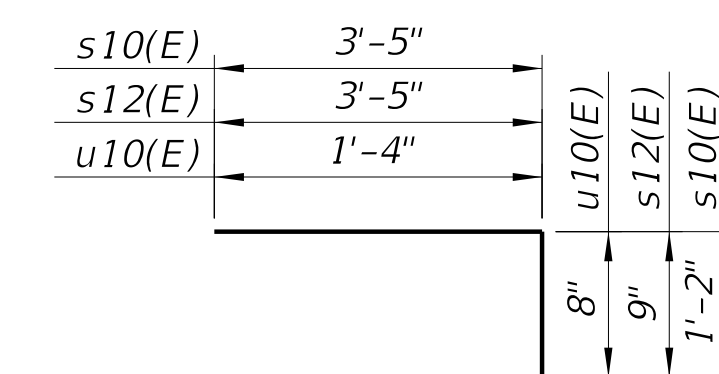
DIAPHRAGM AT ABUTMENT



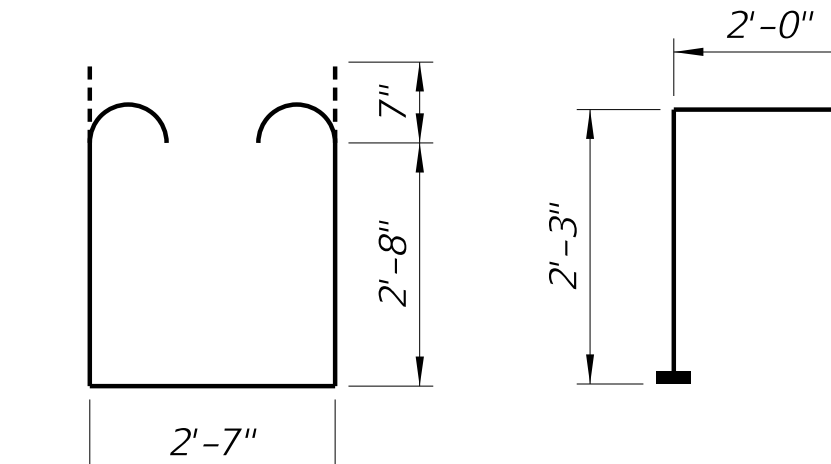
SECTION A-A  
(at Rt. L's)



BAR m11(E)

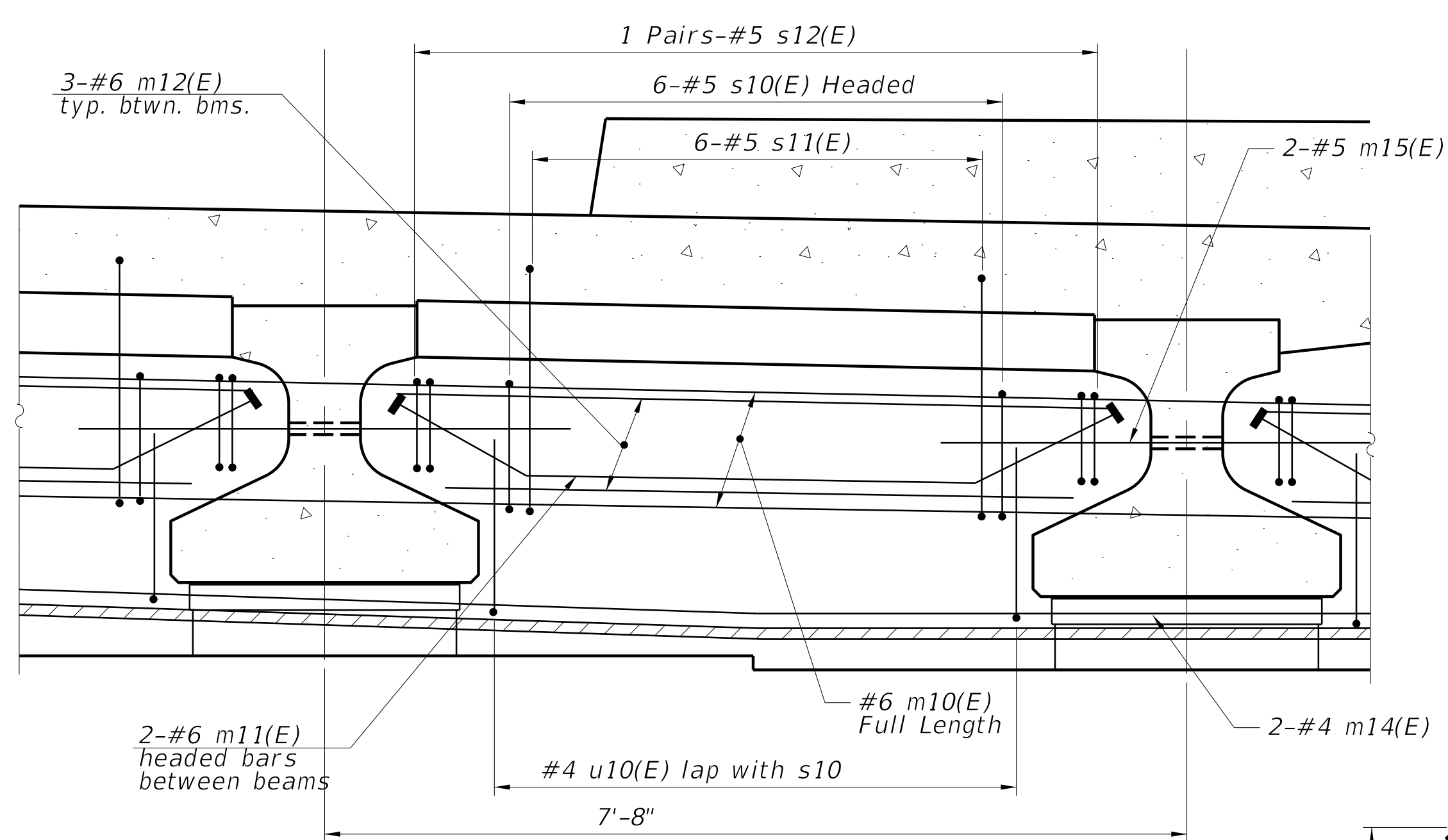


BAR s10(E), s12(E) & u10(E)

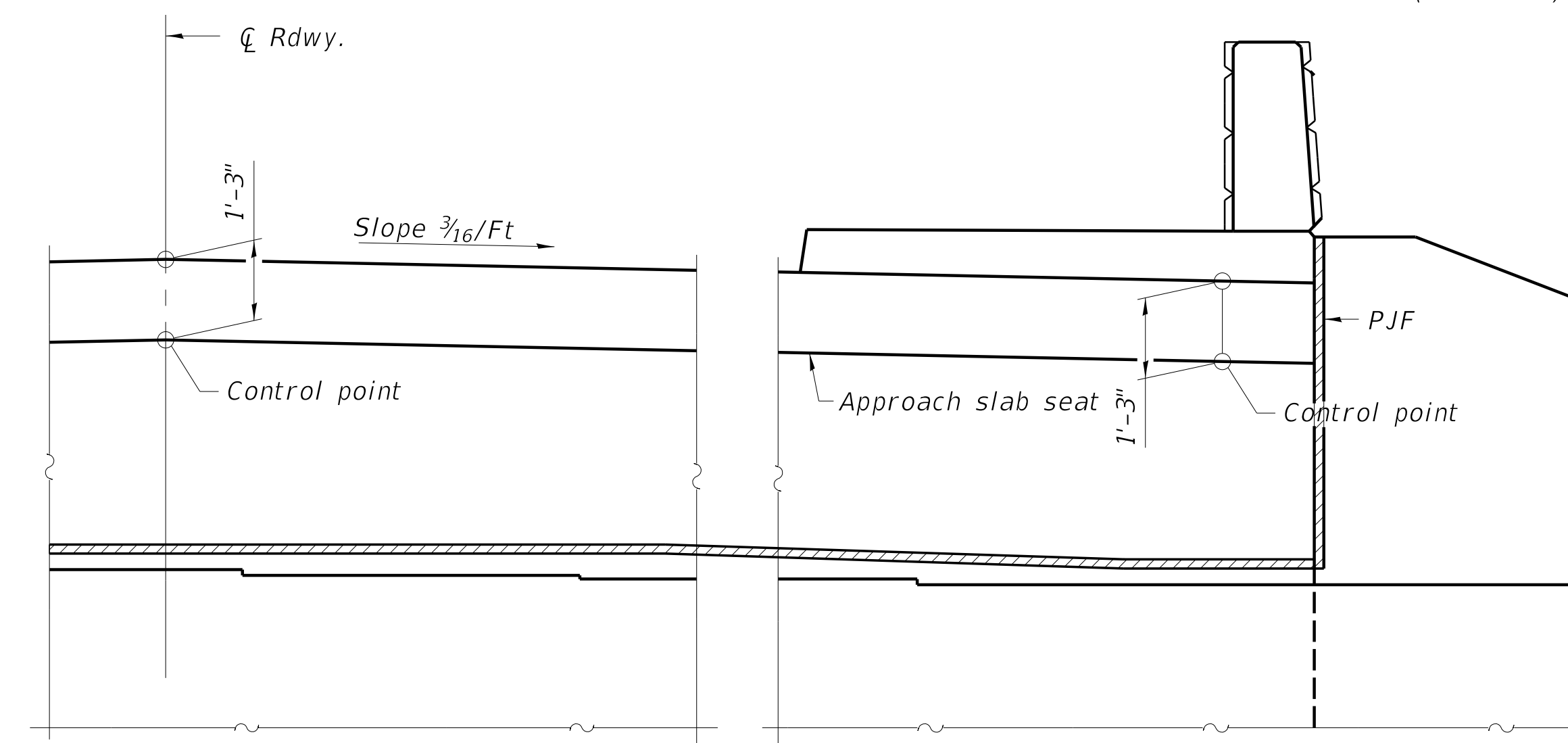


BAR s11(E)

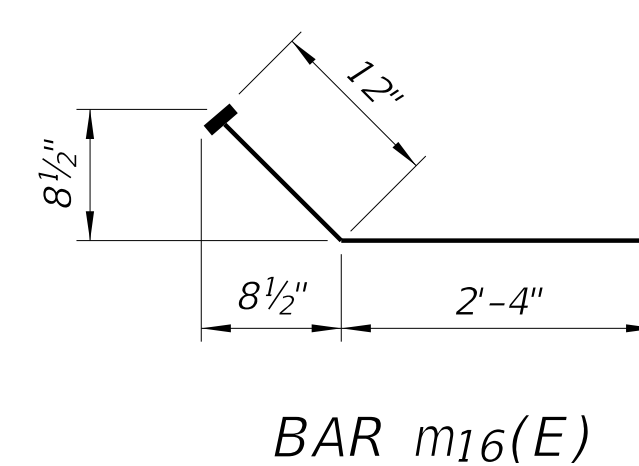
BAR v100(E)



ENLARGED VIEW  
(FOR CLARITY)



VIEW B-B



BAR m16(E)

Notes:  
See sheet 7 of 17 for superstructure details and Bill of Material.  
The approach slab seat shall have a constant slope determined from the control points shown.  
Cost of cellular polystyrene is included with Concrete Superstructure.  
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bar conformed to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

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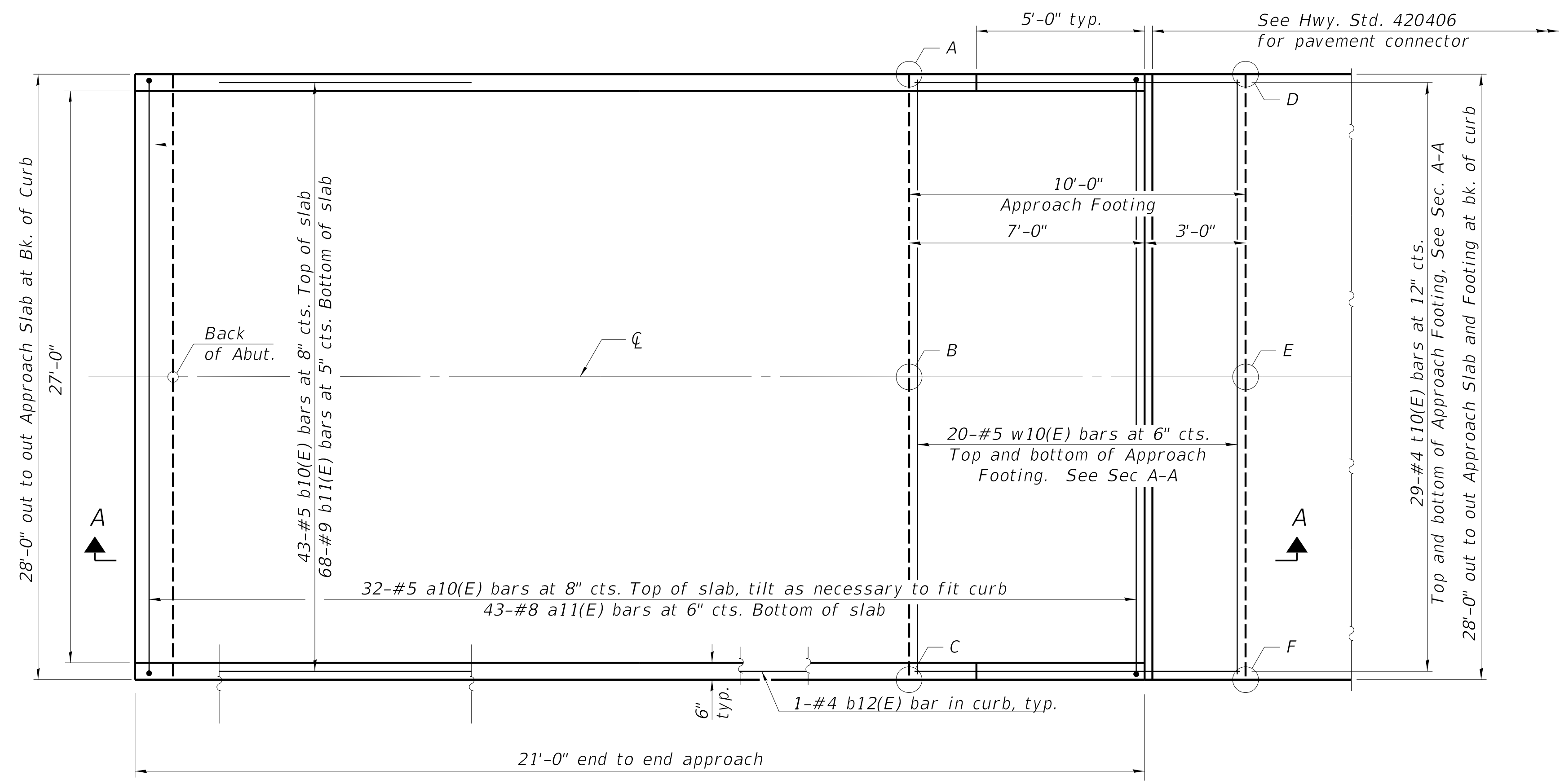
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DIAPHRAGM DETAILS  
STRUCTURE NO. 016-8166

SHEET 8 OF 16 SHEETS

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	23
CONTRACT NO. 61H62			ILLINOIS FED. AID PROJECT	

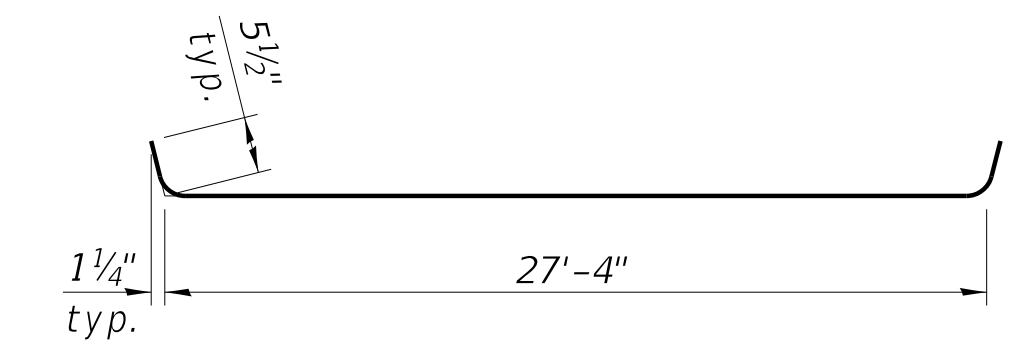
Notes:  
 The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.  
 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 and drainage treatment details, see sheet 2 of 17.



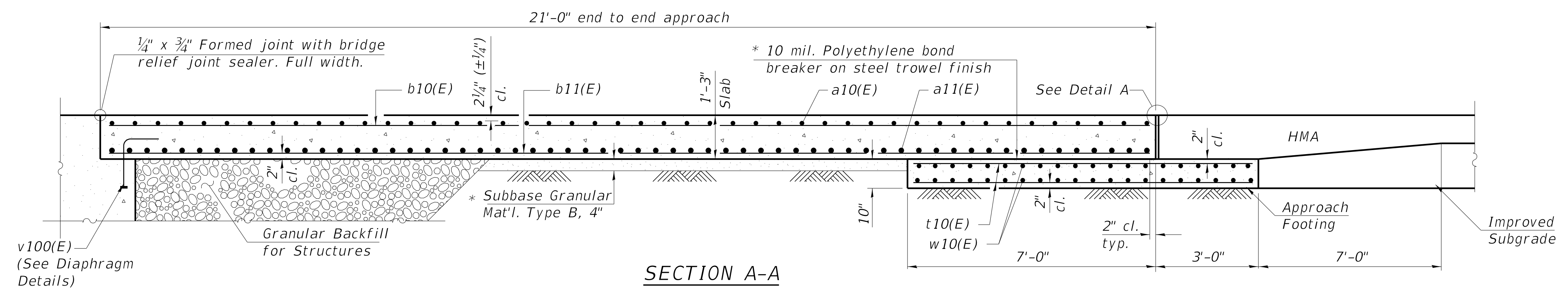
PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A	623.70	622.87	623.58	622.75
B	623.97	623.14	623.85	623.02
C	623.70	622.87	623.58	622.75
D	623.62	622.79	623.41	623.58
E	623.89	623.06	623.68	623.85
F	623.62	622.79	623.41	623.58



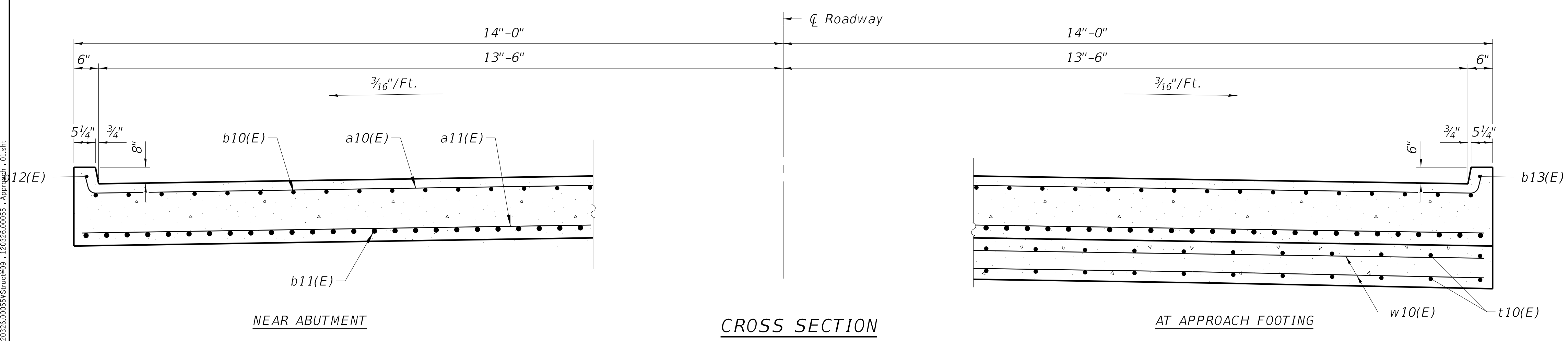
BAR a10(E)



SECTION A-A

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a10(E)	64	#5	28'-3"	U	
a11(E)	86	#8	27'-8"	U	
b10(E)	86	#5	20'-8"	U	
b11(E)	136	#9	20'-8"	U	
b12(E)	4	#4	20'-8"	U	
t10(E)	116	#4	9'-8"	U	
w10(E)	80	#5	27'-8"	U	
Concrete Superstructure (Approach Slab)				Cu. Yd.	55.4
Concrete Structures				Cu. Yd.	17.3
Reinforcement Bars, Epoxy Coated				Pound	22,950
Bridge Deck Grooving				Sq. Yd.	120
Protective Coating				Sq. Yd.	130



NEAR ABUTMENT

CROSS SECTION

AT APPROACH FOOTING

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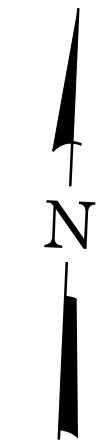
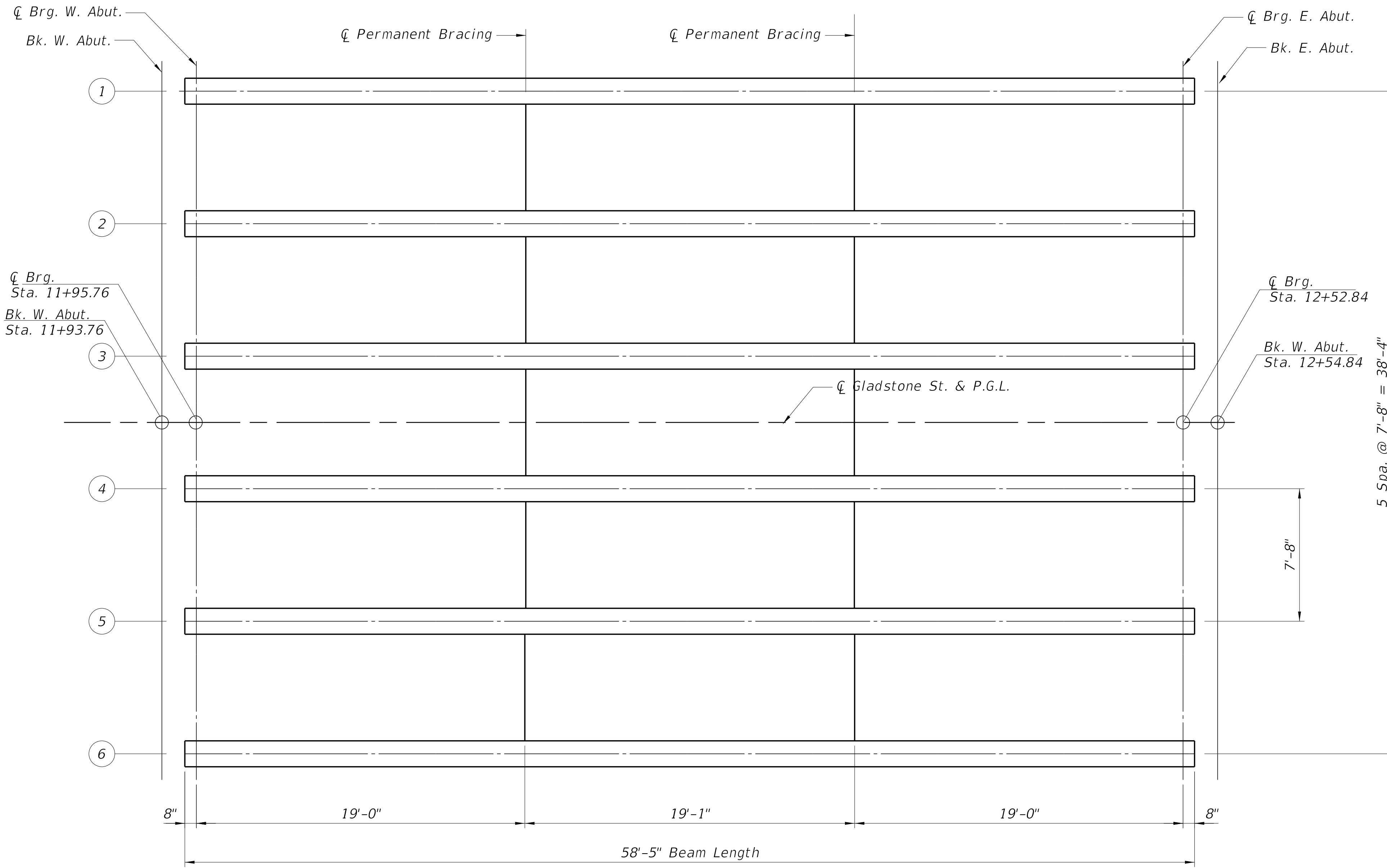
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BRIDGE APPROACH SLAB DETAILS 1  
 STRUCTURE NO. 016-8166

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	24
				CONTRACT NO. 61H62
ILLINOIS FED. AID PROJECT				





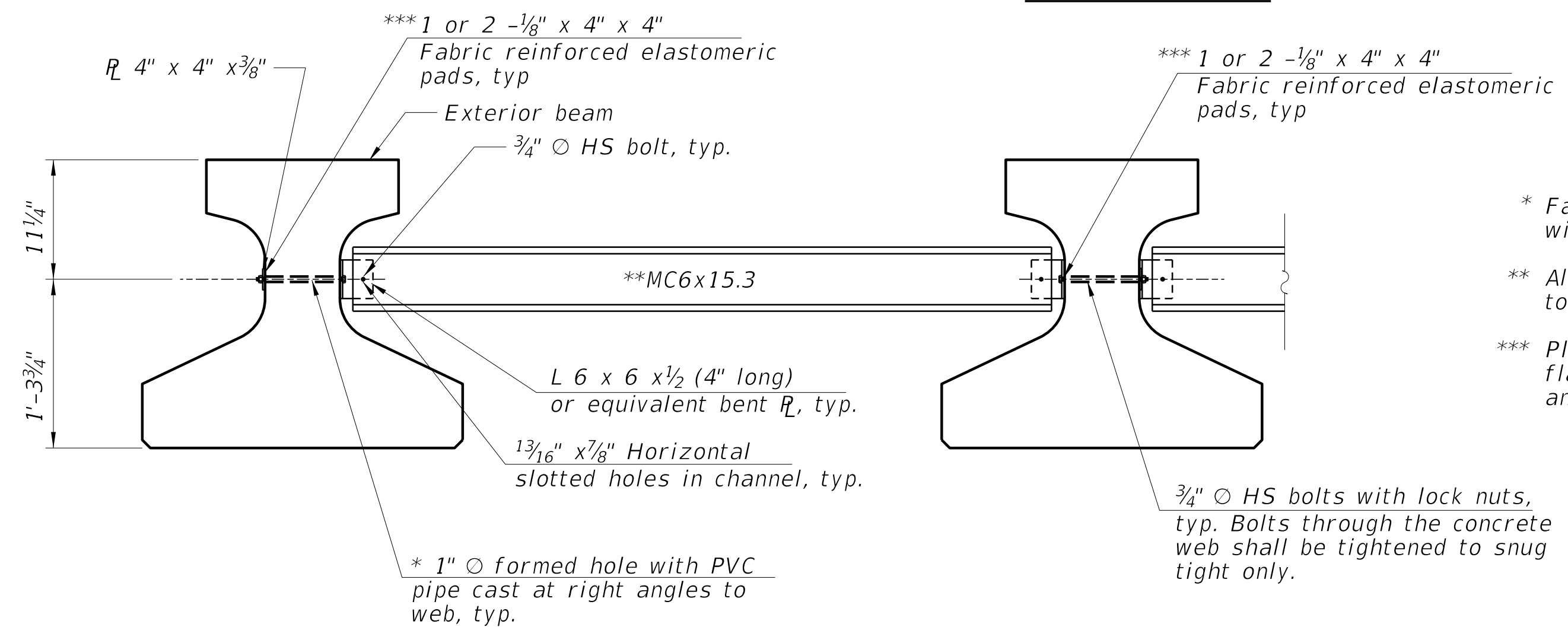


INTERIOR BEAM MOMENT TABLE		
0.5 Sp. 1		
I	(in <sup>4</sup> )	33,879
I'	(in <sup>4</sup> )	148,832
Sb	(in <sup>3</sup> )	3,060.4
Sb'	(in <sup>3</sup> )	6,533.5
St	(in <sup>3</sup> )	2,126.7
St'	(in <sup>3</sup> )	35,268
DC1	(k/ft)	1.26
MDC1	(k)	514.3
DC2	(k/ft)	4.07
MDC2	(k)	165.6
DW	(k/ft)	0.225
MDW	(k)	91.6
M <sub>L</sub> + IM	(k)	820.6

INTERIOR BEAM REACTION TABLE		
Abut.		
RDC1	(k)	36.0
RDC2	(k)	11.6
RDW	(k)	6.4
R <sub>L</sub> + IM	(k)	78.5
RTotal	(k)	132.5

- I: Non-composite moment of inertia of beam section (in<sup>4</sup>).  
 I': Composite moment of inertia of beam section (in<sup>4</sup>).  
 Sb: Non-composite section modulus for the bottom fiber of the prestressed beam (in<sup>3</sup>).  
 Sb': Composite section modulus for the bottom fiber of the prestressed beam (in<sup>3</sup>).  
 St: Non-composite section modulus for the top fiber of the prestressed beam (in<sup>3</sup>).  
 St': Composite section modulus for the top fiber of the prestressed beam (in<sup>3</sup>).  
 DC1: Un-factored non-composite dead load (kips/ft.).  
 MDC1: Un-factored moment due to non-composite dead load (kip-ft.).  
 DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).  
 MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).  
 DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).  
 MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).  
 M<sub>L</sub> + IM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

**FRAMING PLAN**



- \* Fabricator shall locate to miss strands within permissible tolerances.
- \*\* Alternate MC6x18 channels are permitted to facilitate material acquisition.
- \*\*\* Place pads as necessary to provide a flat mounting surface between the steel and concrete.

**PERMANENT BRACING DETAILS**

- Notes:  
 All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.  
 Two hardened washers are required for each set of oversized holes.  
 All holes shall be 1/16" Ø unless otherwise noted.  
 3/16" x 3" x 3" plate washers are required over all slotted holes.  
 All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.  
 Threaded rods shall be ASTM F 1554 Grade 55.  
 Bracing shall be installed as beams are erected and tightened as soon as possible during erection.  
 Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.

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PLOT DATE	CHECKED	REVIS

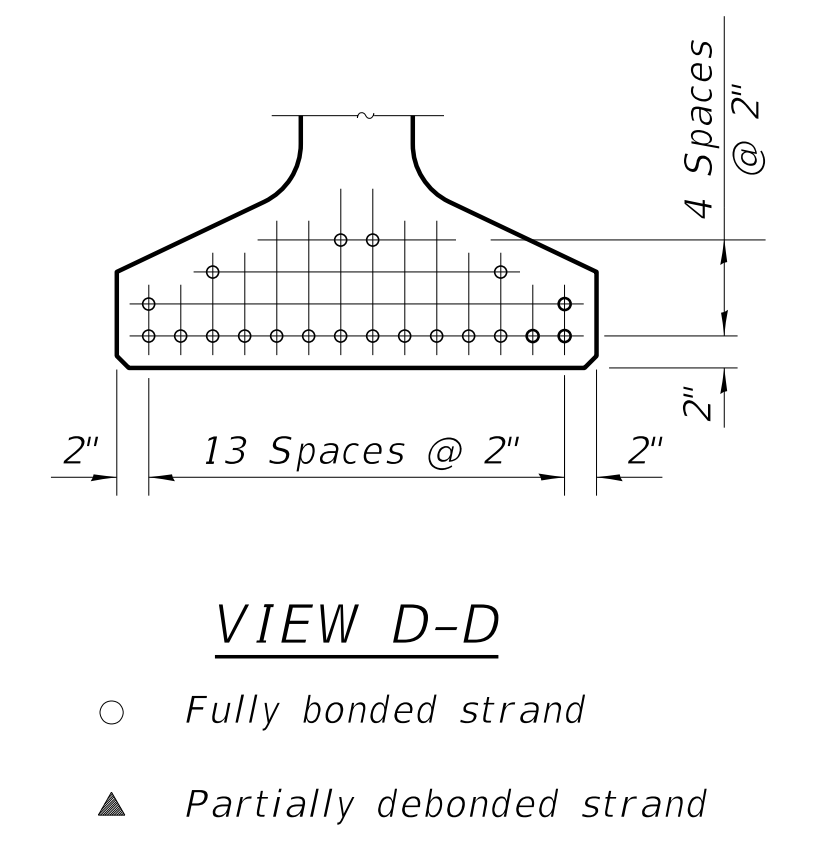
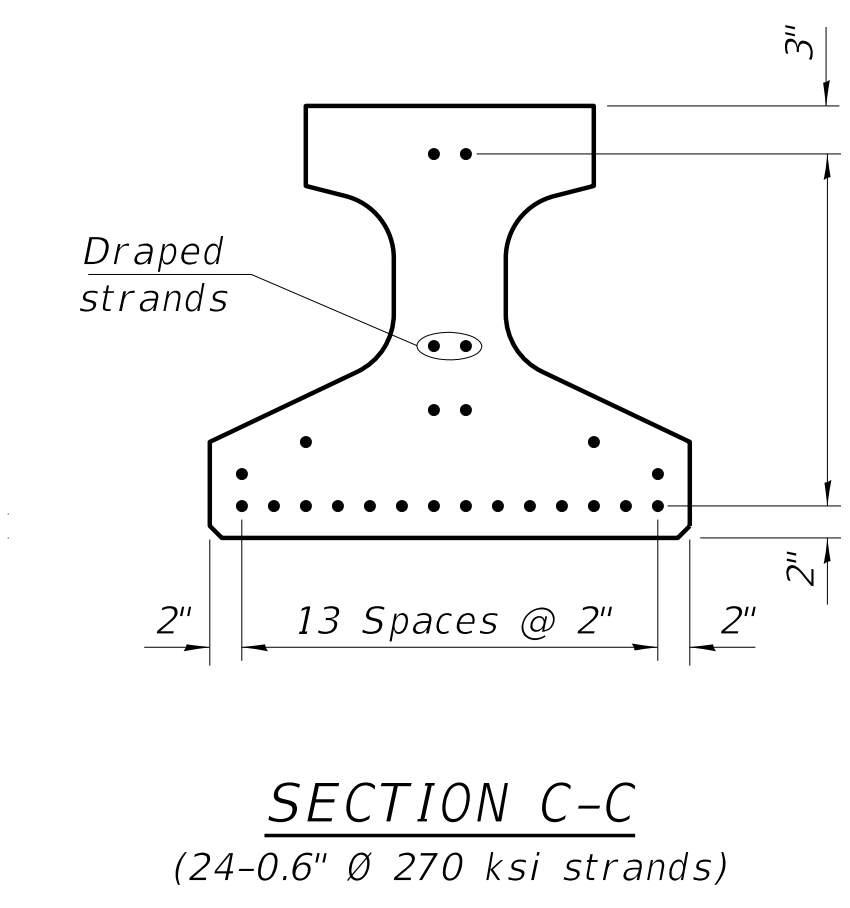
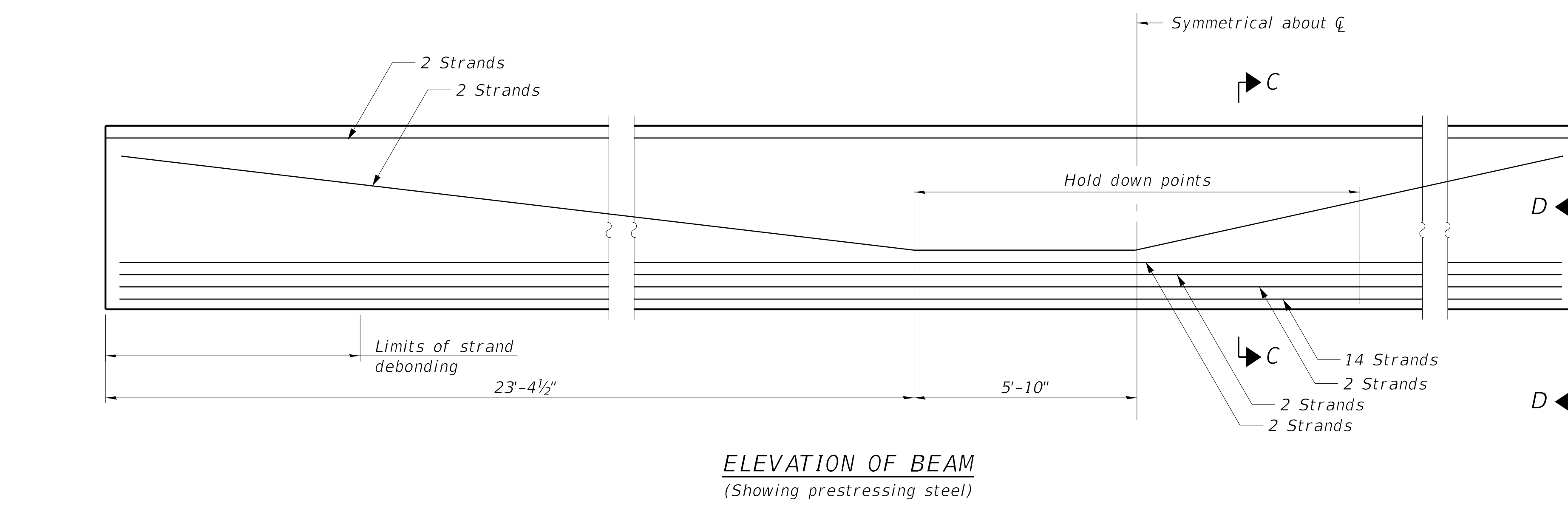
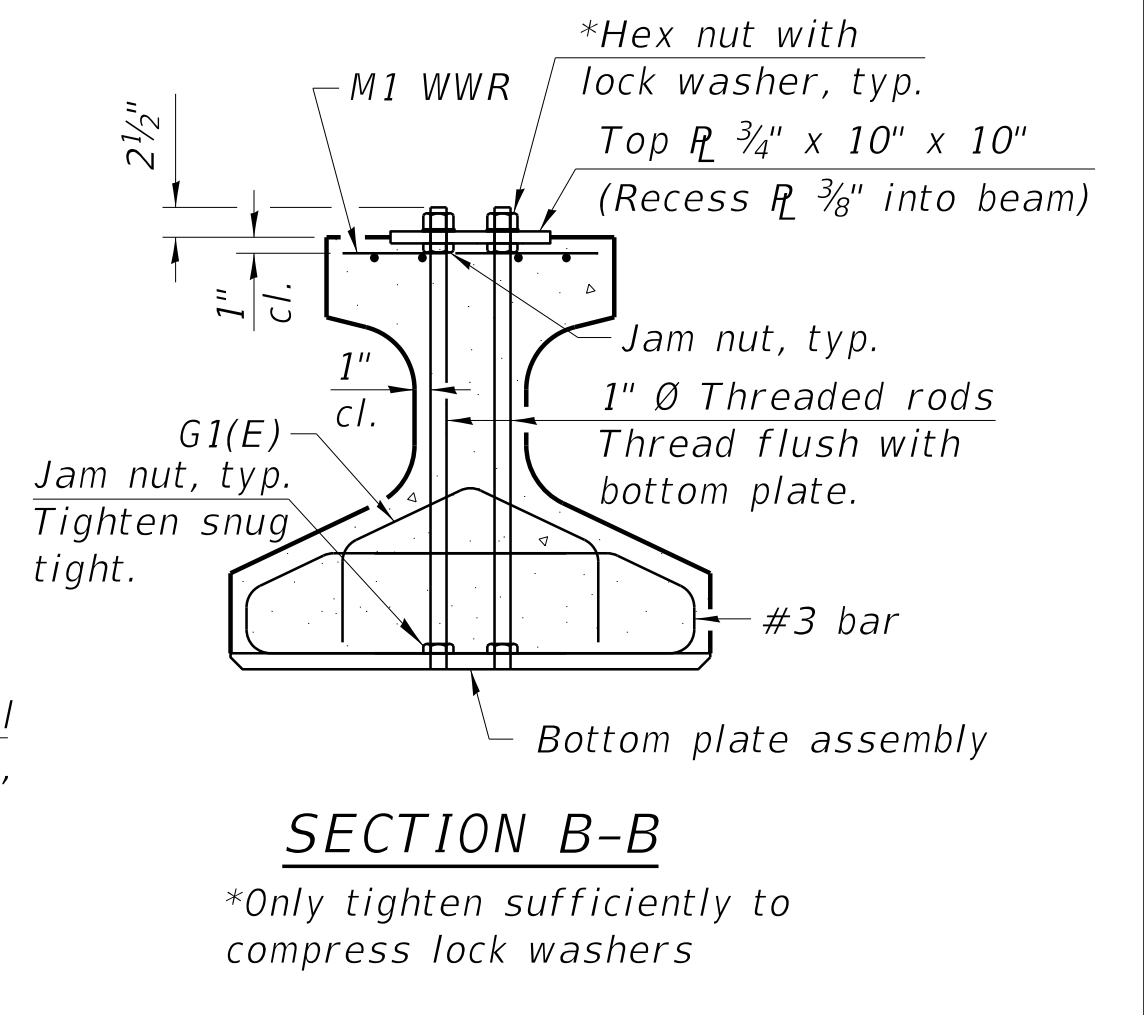
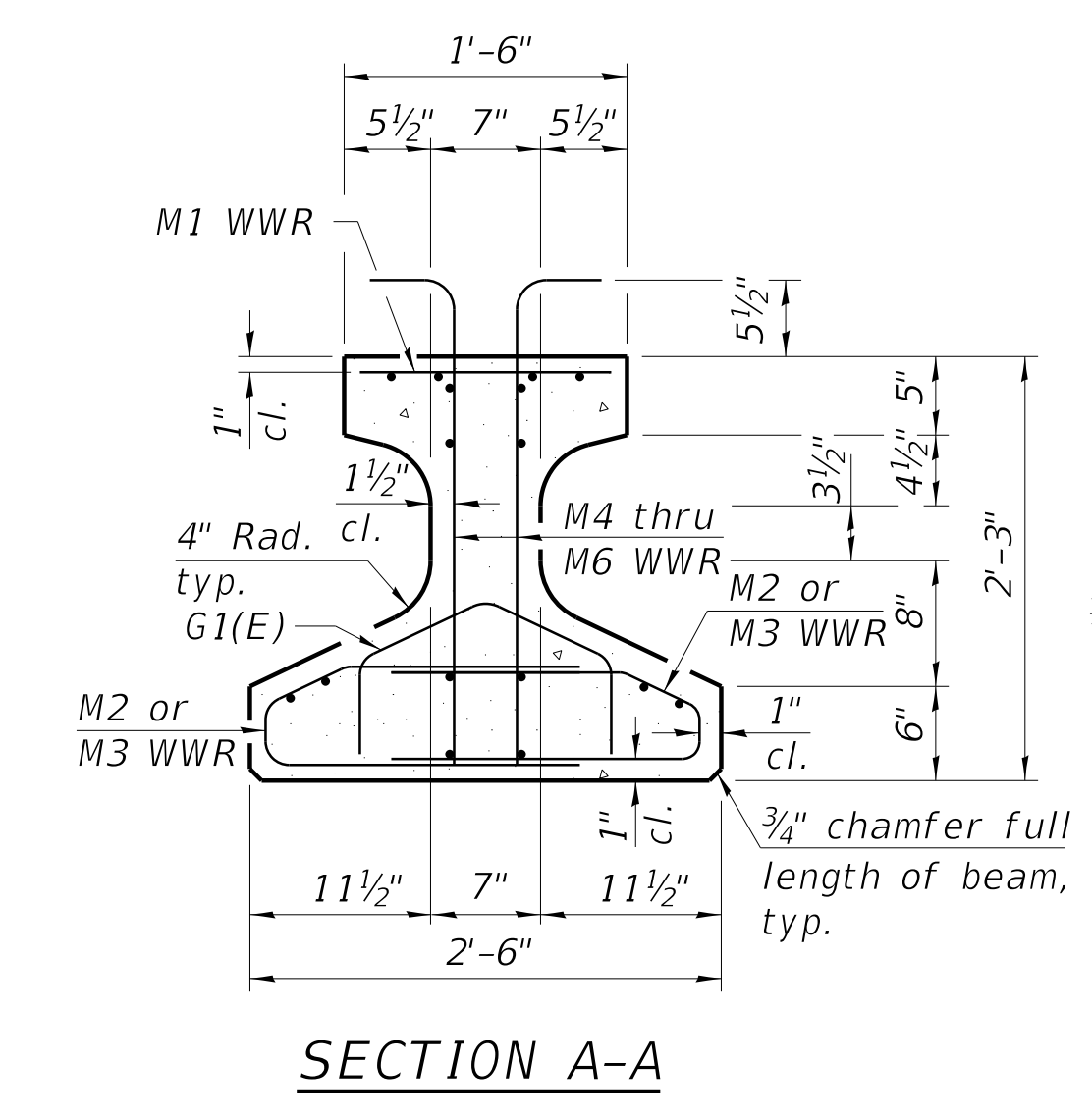
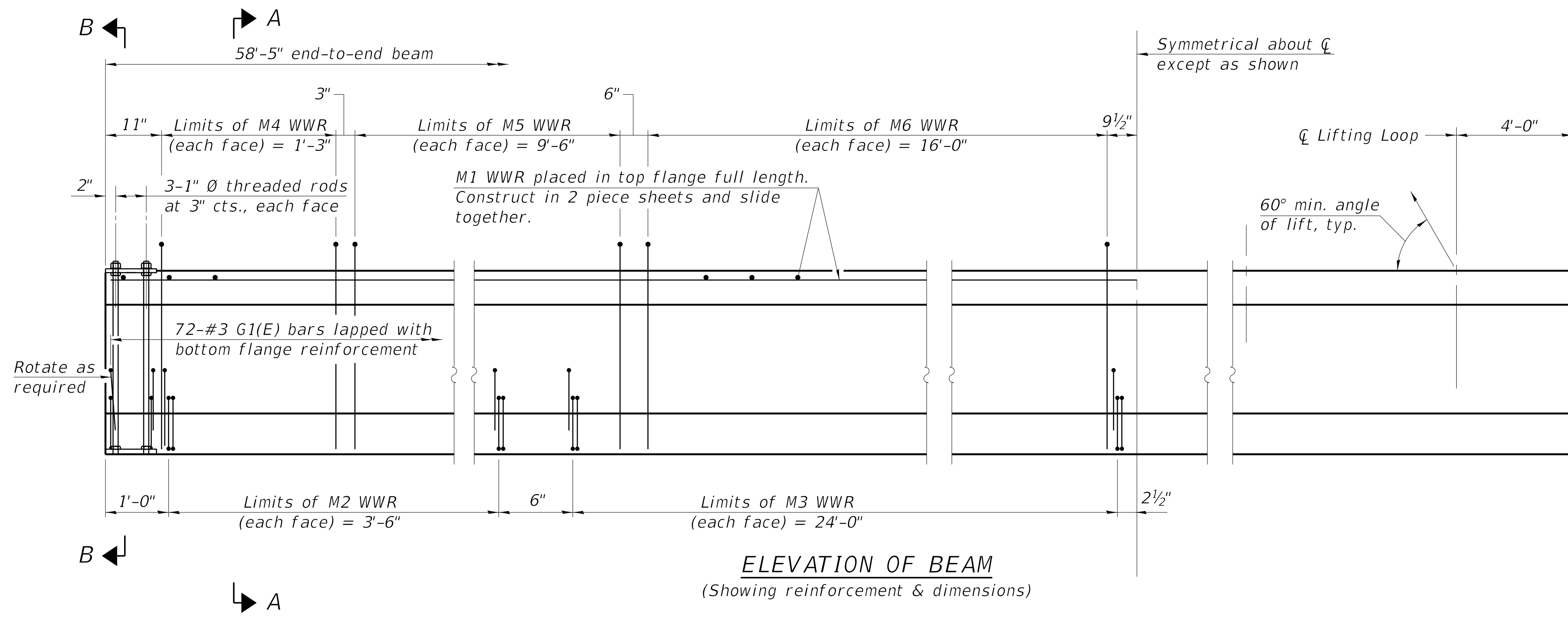
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**FRAMING PLAN  
 STRUCTURE NO. 016-8166**

SHEET 11 OF 16 SHEETS

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	26
CONTRACT NO. 61H62				

ILLINOIS FED. AID PROJECT



Note:  
See sheet 14 of 16 for additional details and Bill of Material.

K:\WESTCHESTER\120326\120326-0005\Struct\12\_120326-0005\_Beam\_01.sht

**CB** CHRISTOPHER B. BURKE ENGINEERING, LTD.  
9575 W. Higgins Road, Suite 600  
Rosemont, Illinois 60018  
(647) 923-6500

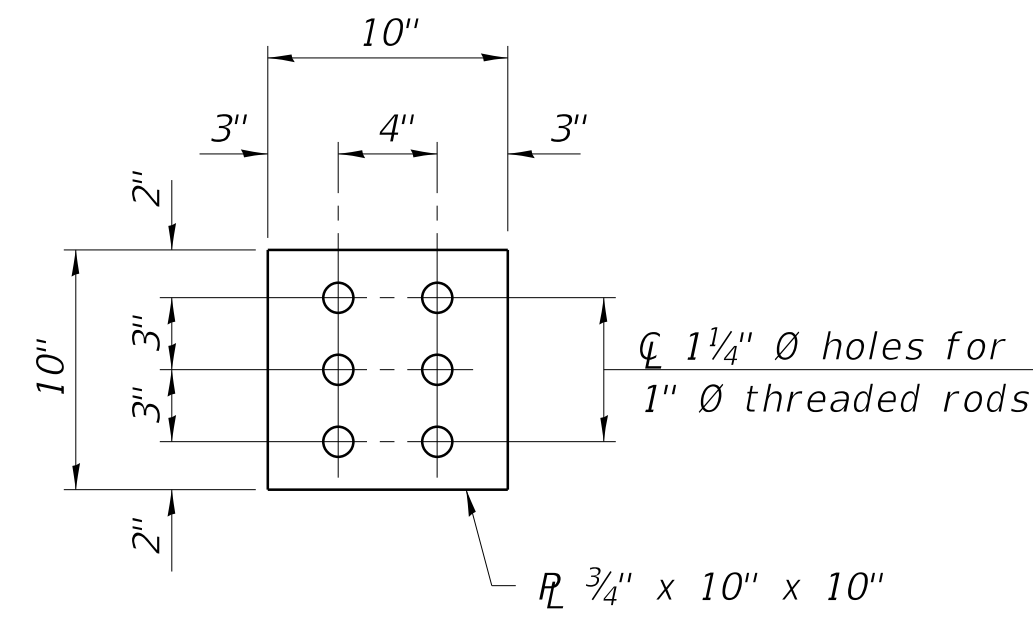
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PLOT DATE =	CHECKED ,	REVISED ,

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

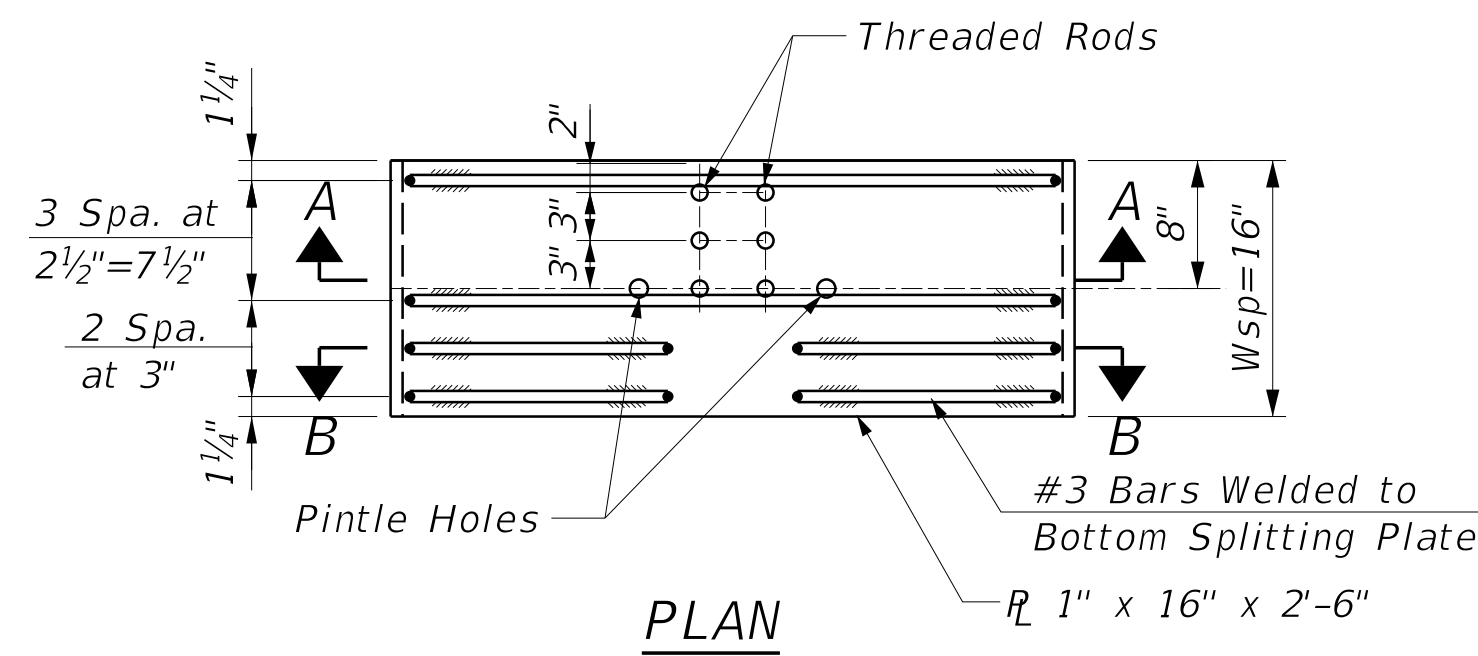
**IL27N BEAM DETAILS 1**  
**STRUCTURE NO. 016-8166**

SHEET 12 OF 16 SHEETS

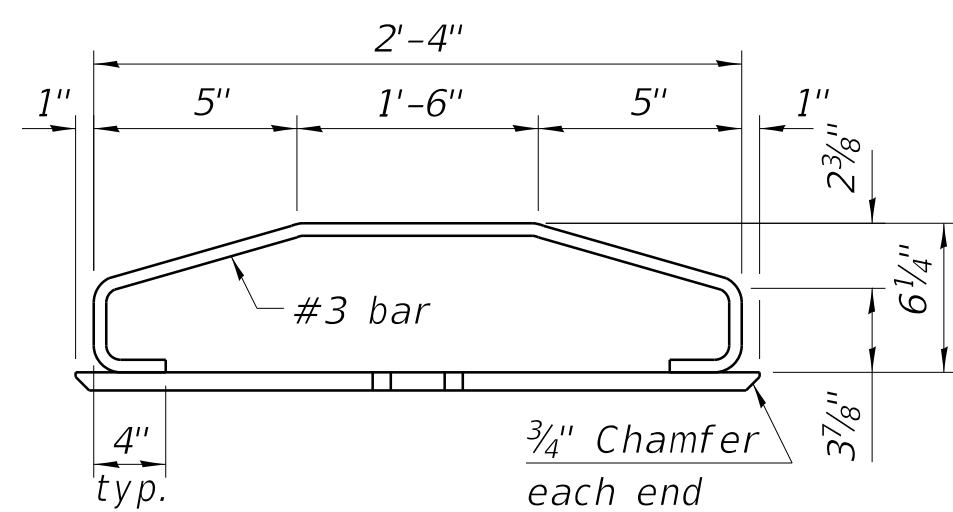
MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	27
CONTRACT NO. 61H62			ILLINOIS FED. AID PROJECT	



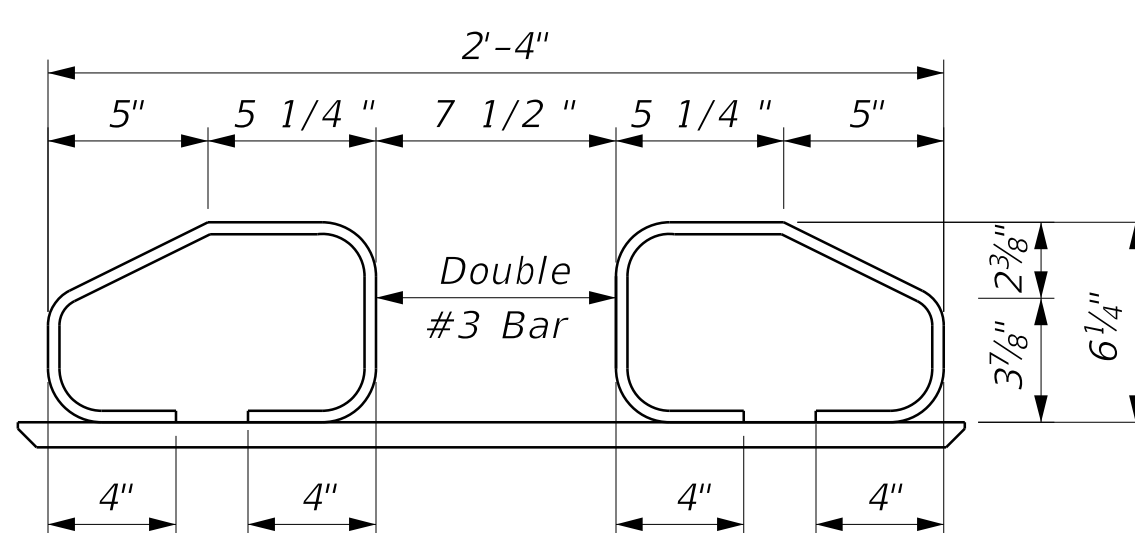
PLAN - TOP PLATE



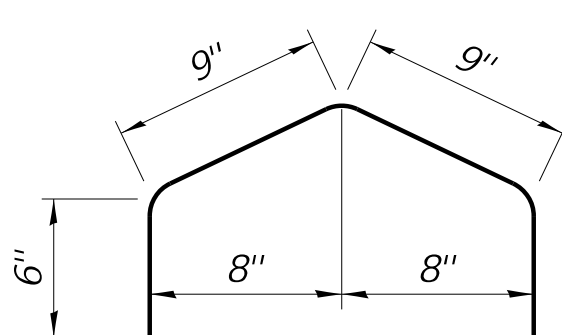
PLAN



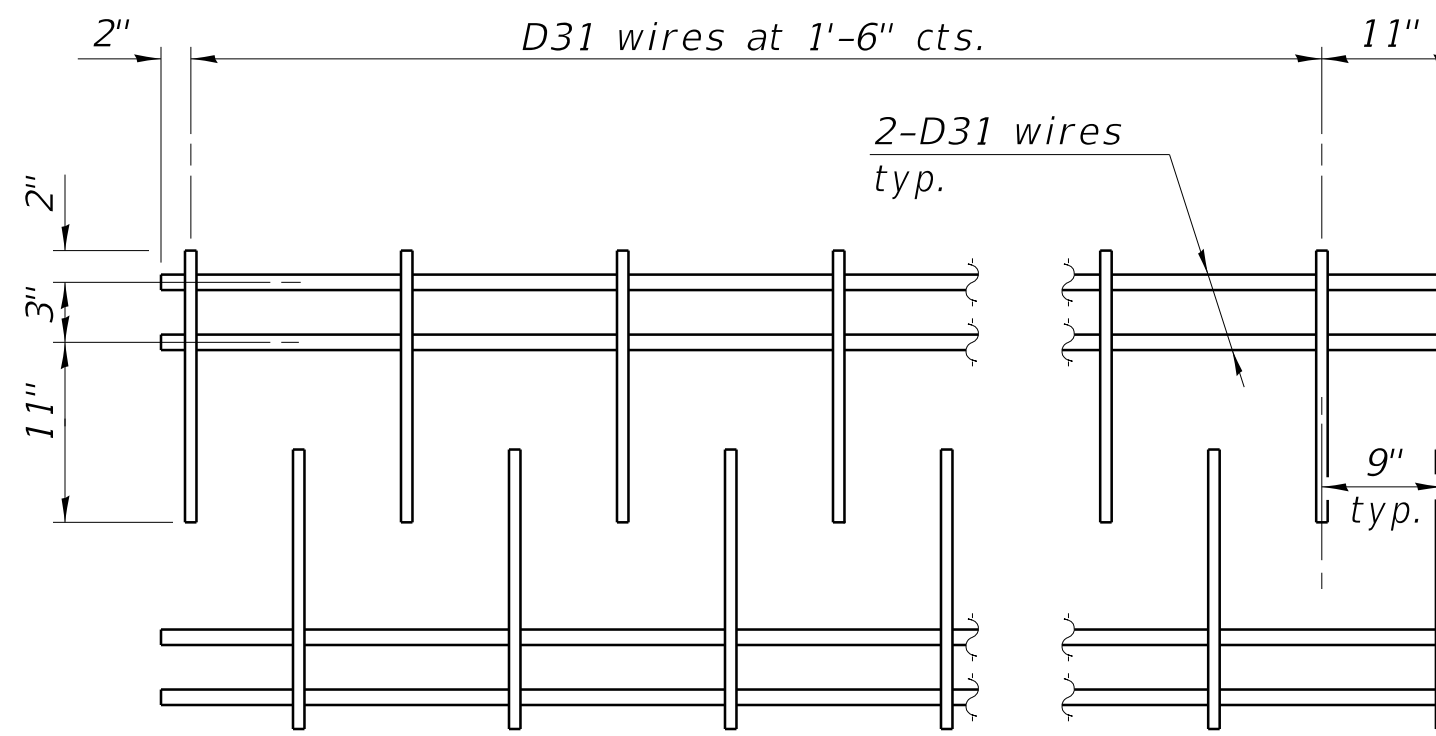
SECTION A-A  
BOTTOM PLATE ASSEMBLY



SECTION B-B

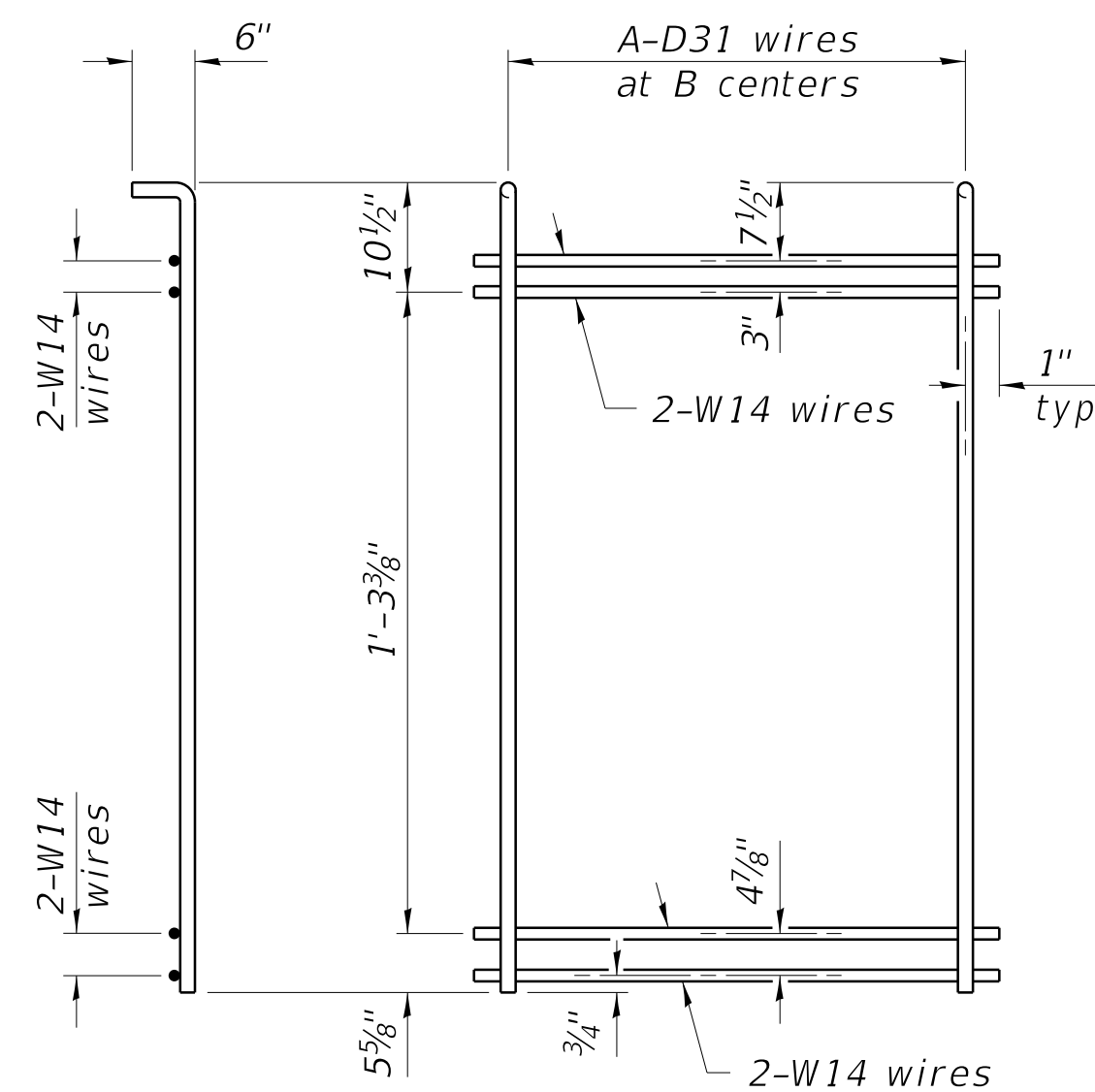


BAR G1(E)



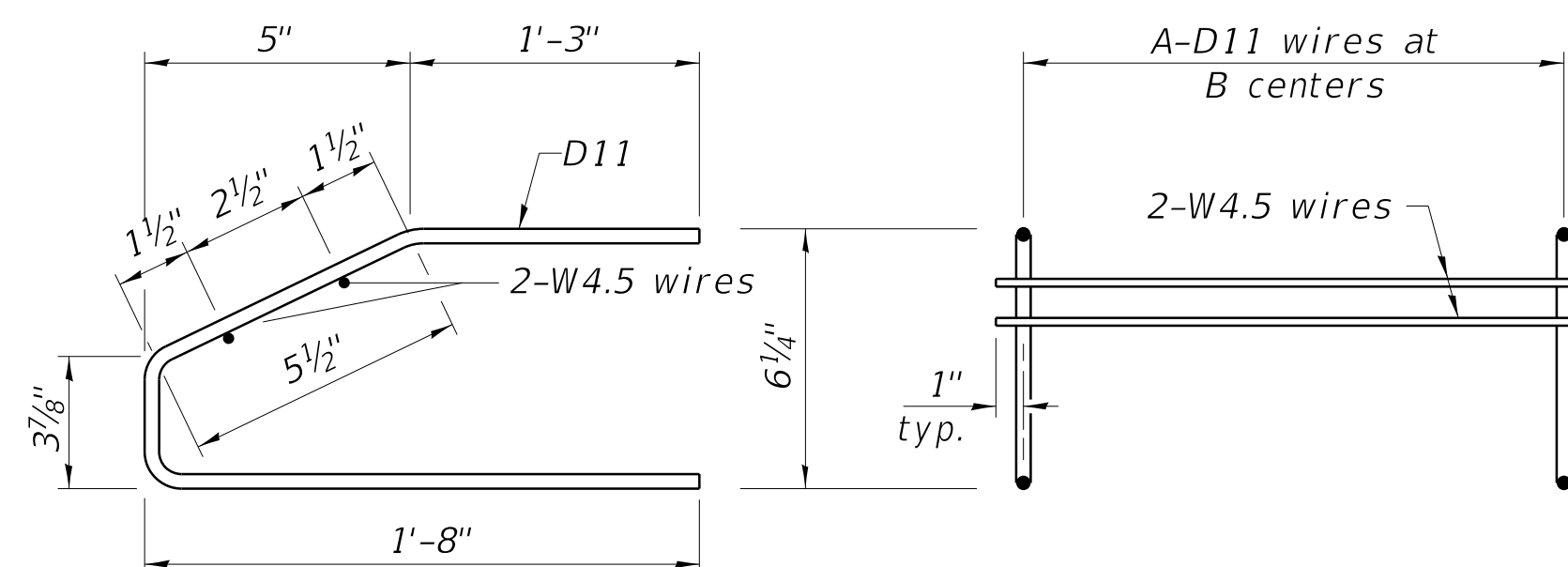
M1 WWR DETAIL

When multiple sheets of M1 WWR are required along the beam length, #5(E) bars (5'-0" long) shall be used to splice the longitudinal D31 wires together (Min. Lap 2'-2").



M4 THRU M6 WWR DETAIL

(See Table of Dimensions)



M2 AND M3 WWR DETAIL

(See Table of Dimensions)

TABLE OF DIMENSIONS

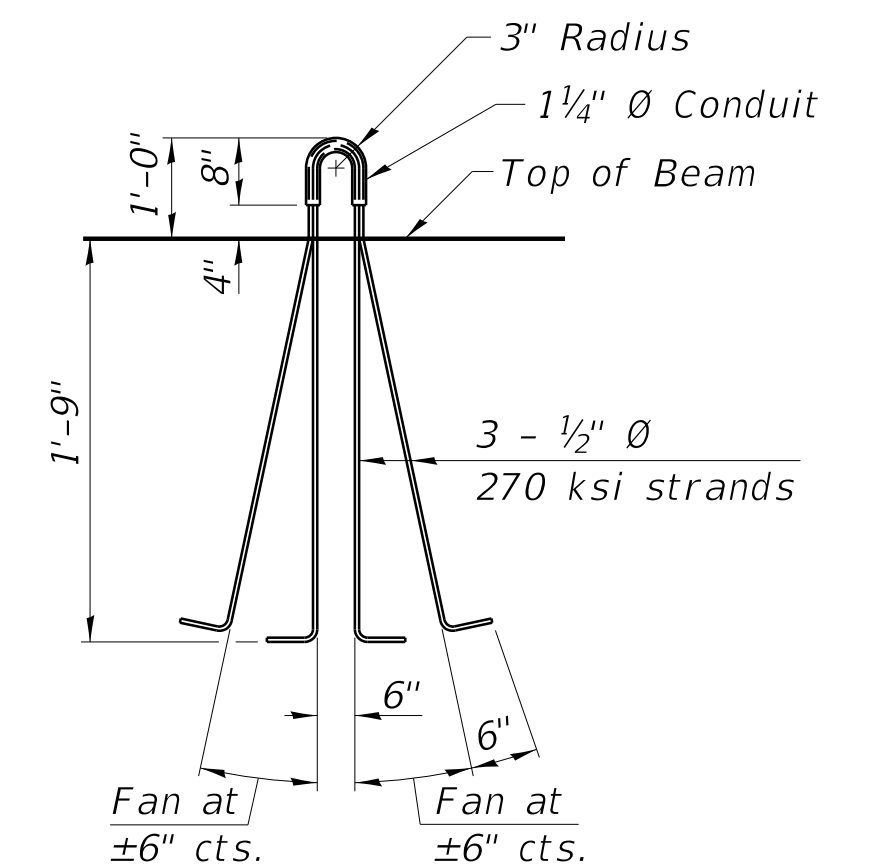
(WWR tables are based on Grade .)

SPAN

WWR	A	B
M2	15	3"
M3	17	1'-6"
M4	6	3"
M5	20	6"
M6	17	1'-0"

NOTES

- Inserts for 3/4" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.
- Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter for beam strands shall be 0.6" and the nominal cross-sectional area shall be 0.217 sq. in. The nominal diameter for lifting loops shall be 1/2" and the nominal cross sectional area shall be 0.153 sq. in.
- The beams shall have a final concrete compressive strength, f'c, of 8500 psi and a release concrete compressive strength, f'ci, of 6500 psi.
- A minimum 2 1/2" Ø lifting pin shall be used to engage the lifting loops during handling.
- Bend the extended strands inward on the fascia beams to maintain 1 1/2" clearance inside the pier diaphragm.
- The top and bottom plates shall be AASHTO M270 Grade 50.
- The top plates and bottom plate assemblies shall be galvanized according to AASHTO M111.
- The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.
- Threaded rods shall be ASTM F 1554 Grade 55.
- Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating or ASTM A1060, Table 3 galvanized coating.



LIFTING LOOP DETAIL

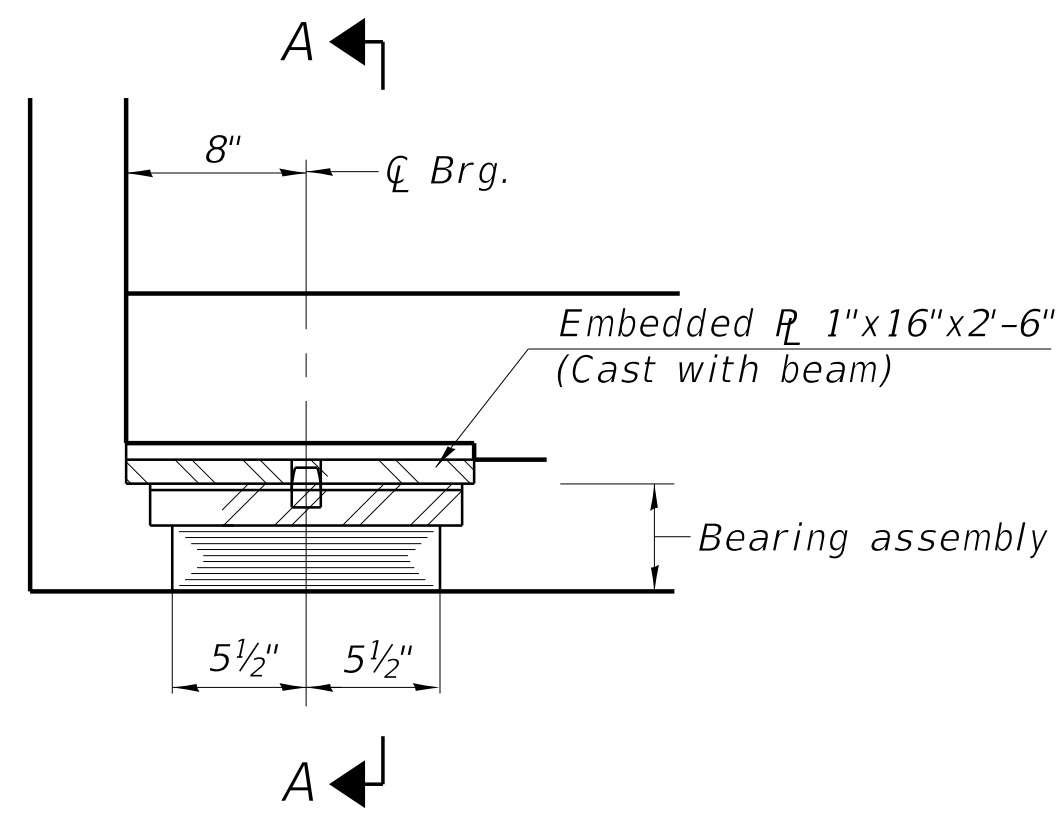
BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL27N	Ft.	351

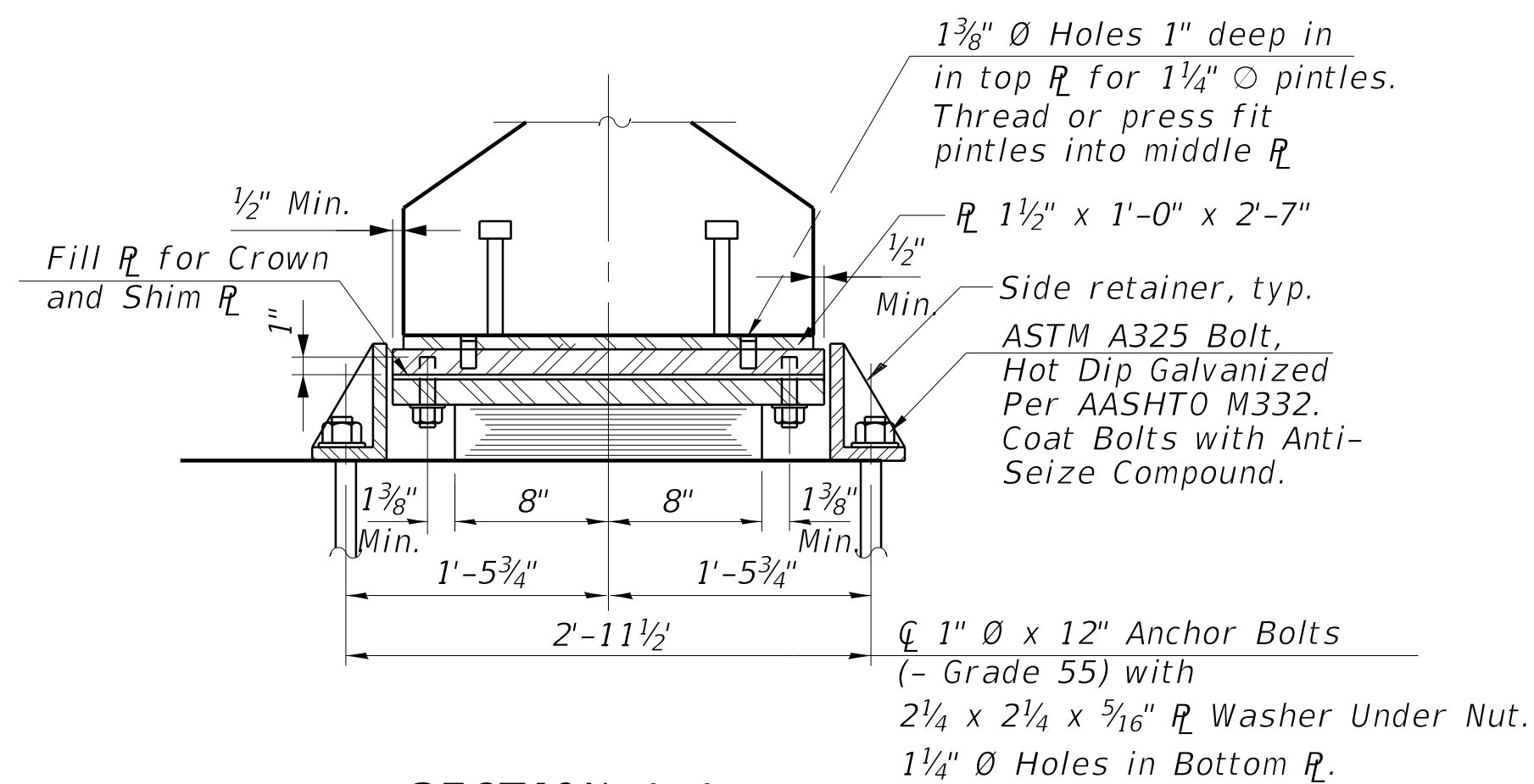
K:\WESTCHESTER\120326\120326-00055\Struct\13...120326-00055 - Beam\_02.dwg

USER NAME =	DESIGNED ,	REVISED ,
	CHECKED ,	REVISED ,
PLOT SCALE =	DRAWN ,	REVISED ,
PLOT DATE =	CHECKED ,	REVISED ,

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	28
CONTRACT NO. 61H62				

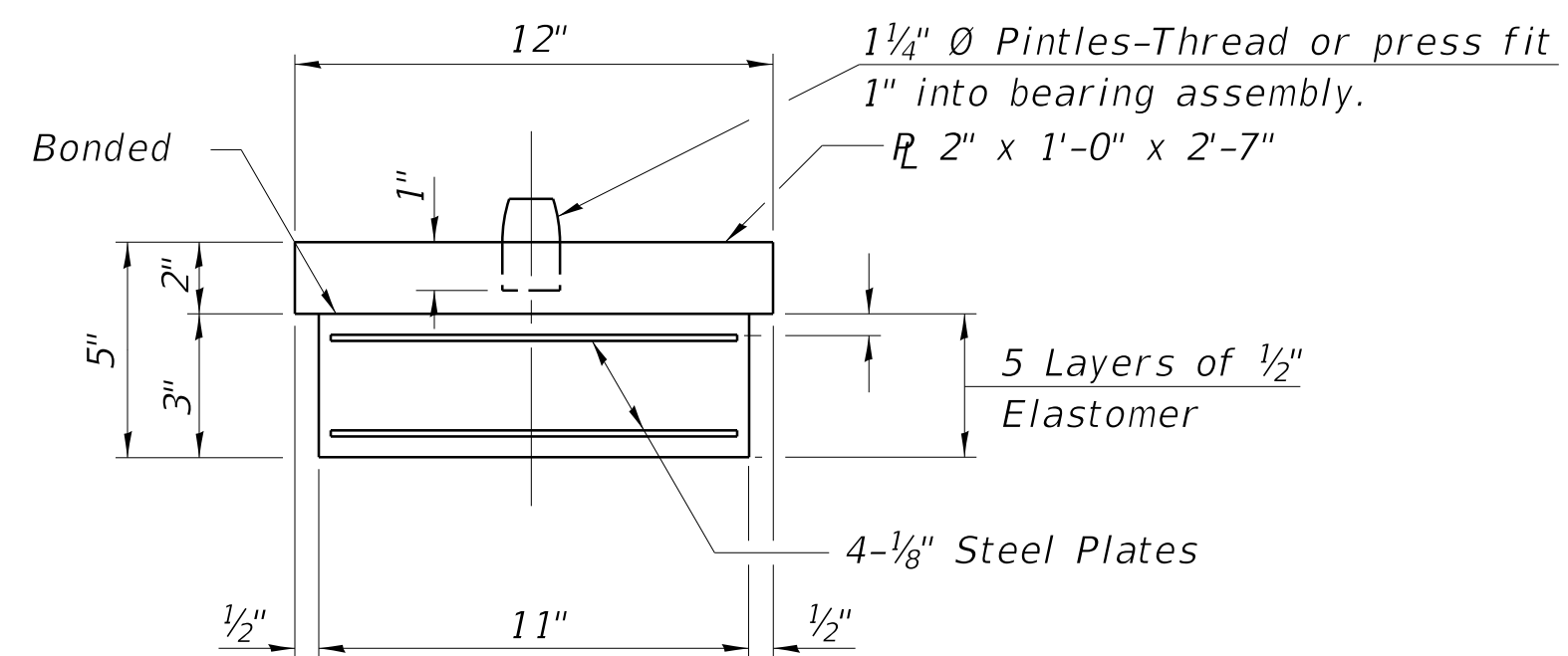


ELEVATION AT ABUT.



SECTION A-A

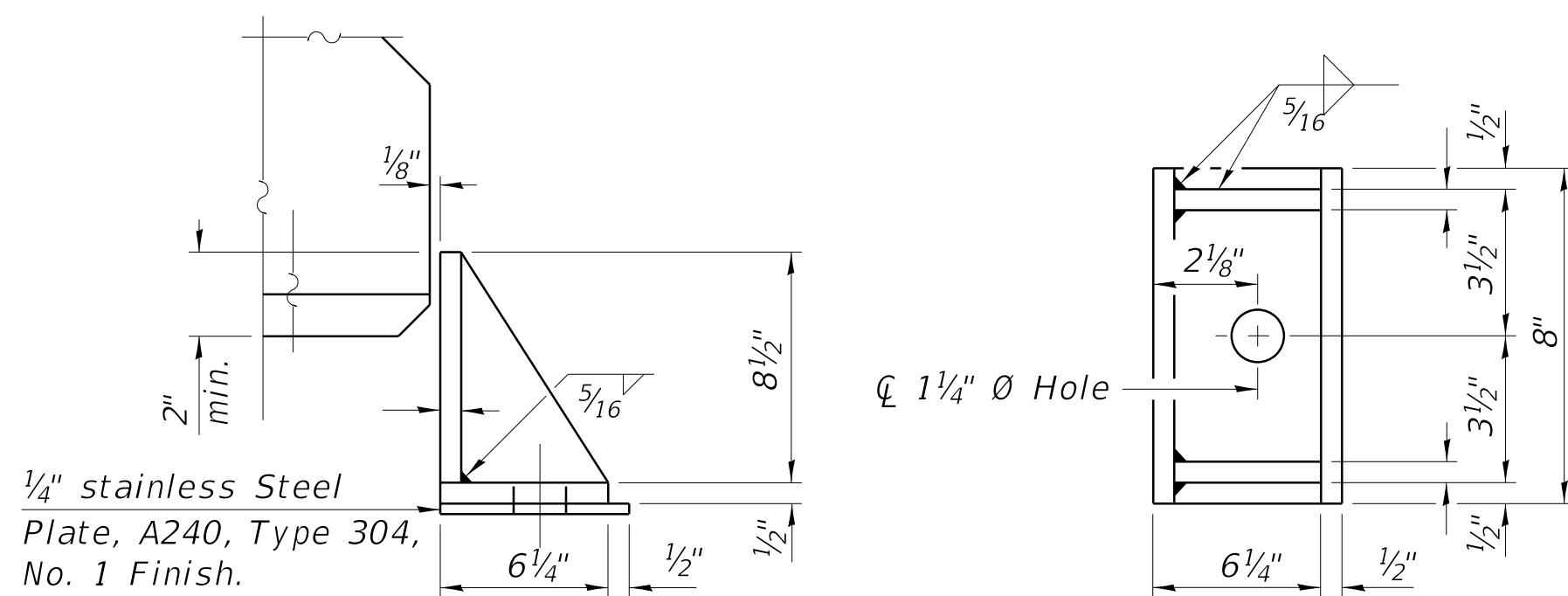
TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

NOTE:  
Shim Plates Shall not be Placed  
Under Bearing Assembly.

Notes:  
Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.  
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.  
All exposed bearing plates and side retainers shall be hot dip galvanized according to AASHTO M111.



SIDE RETAINER

Equivalent Rolled Angle with Stiffeners will be Allowed in Lieu of Welded Plates.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts, 1"	Each	24

K:\WESTCHESTER\120326\120326-0005\Struct\14 - 120326-0005 - Bearing\_01.dwg

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USER NAME =	DESIGNED ,	REVISED ,
PLOT SCALE =	CHECKED ,	REVISED ,
PLOT DATE =	DRAWN ,	REVISED ,
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPE 1 - BEARING DETAIL  
STRUCTURE NO. 016-8166**

SHEET 14 OF 16 SHEETS

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	29
			CONTRACT NO. 61H62	
ILLINOIS FED. AID PROJECT				



Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 1/24/18

Date Completed 1/24/18

ROUTE \_\_\_\_\_ DESCRIPTION Gladstone Street Bridge over Addison Creek

SECT. 15-00083-00-BR STRUCT. NO. 016-8165 DRILLED BY TSC/L-87.852

COUNTY Cook LOCATION West Abutment S. SE16, TWP. 39N, RNG. 12E

Boring No.	Station	Offset	Surface Elev.	DEPTH	N	Value	Qu	W	Surface Water Elev.	DEPTH	N	Value	Qu	W
SB-1			625.00											
			624.60											
			623.90											
			623.40	6	P	2.75	20.9							
				8										
				4	P	2.5	23.6							
				7										
				6	P	2.5	17.8							
				8										
			617.00											
				2	B	1.03	31.6							
				3										
				3										
			614.50											
				3	B	1.92	17.9							
				4										
				5										
				0										
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SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test. Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 1/24/18

Date Completed 1/24/18

ROUTE \_\_\_\_\_ DESCRIPTION Gladstone Street Bridge over Addison Creek

SECT. 15-00083-00-BR STRUCT. NO. 016-8165 DRILLED BY TSC/L-87.852

COUNTY Cook LOCATION East Abutment S. SE16, TWP. 39N, RNG. 12E

Boring No.	Station	Offset	Surface Elev.	DEPTH	N	Value	Qu	W	Surface Water Elev.	DEPTH	N	Value	Qu	W
SB-2			624.50											
			624.10											
			623.40											
				10	P	1.0	22.9							
				6										
				3	P	1.75	40.0							
				4										
				4										
				6	B	1.41	33.0							
				7										
				7										
				3	B	1.75	18.5							
				3										
				4										
				4										
				100/2"										
				Run 1: 12' to 22'										
				Recovery = 100%										
				RQD = 78%										
				17.5' - 18': Slightly Fractured										
				19										
				20										
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SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test. Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 2/14/18

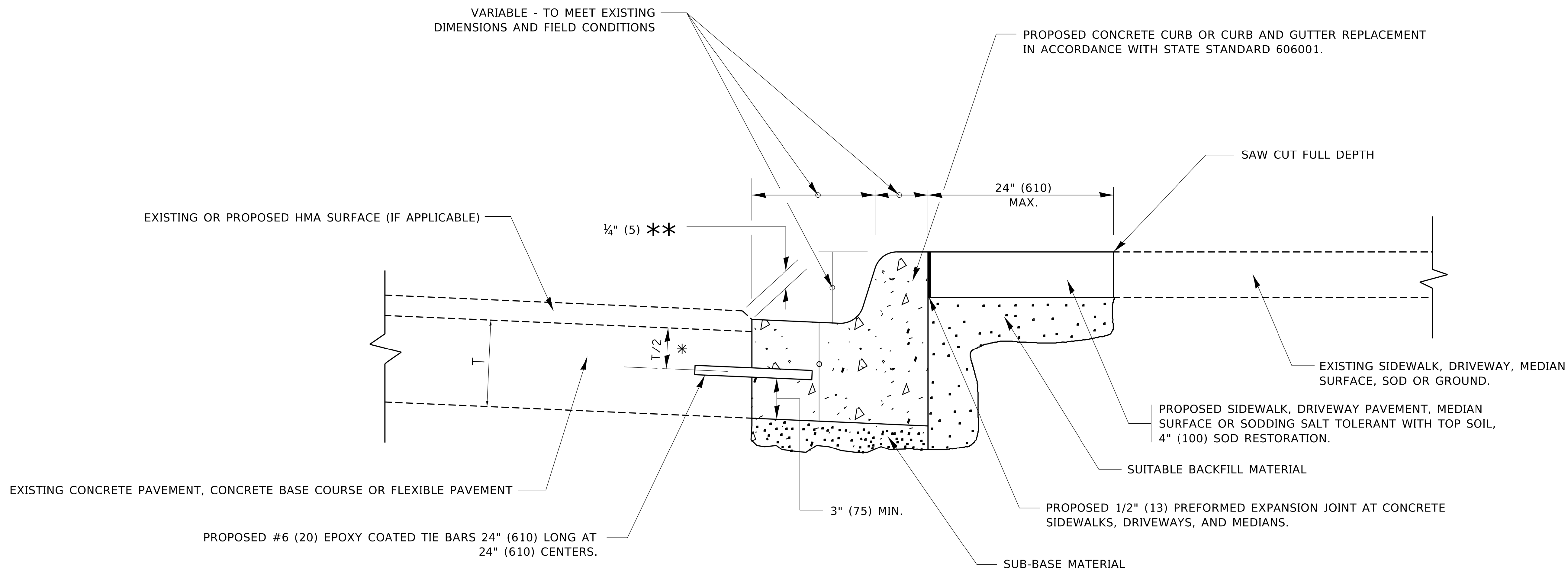
Date Completed 2/14/18

ROUTE \_\_\_\_\_ DESCRIPTION Gladstone Street Bridge over Addison Creek

SECT. 15-00083-00-BR STRUCT. NO. 016-8165 DRILLED BY TSC/L-87.852

COUNTY Cook LOCATION Northeast Abutment S. SE16, TWP. 39N, RNG. 12E

Boring No.	Station	Offset	Surface Elev.	DEPTH	N	Value	Qu	W	Surface Water Elev.	DEPTH	N	Value	Qu	W
SC-1			622.50											
			621.50											



- \* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- \*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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PLOT SCALE = 50.0000' / in.	DRAWN -	REVISED - M. GOMEZ 01-22-01
PLOT DATE = 7/11/2019	CHECKED -	REVISED - R. BORO 12-15-09
	DATE - 03-11-94	REVISED - K. SMITH 07-11-19

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CURB OR CURB AND GUTTER  
REMOVAL AND REPLACEMENT**

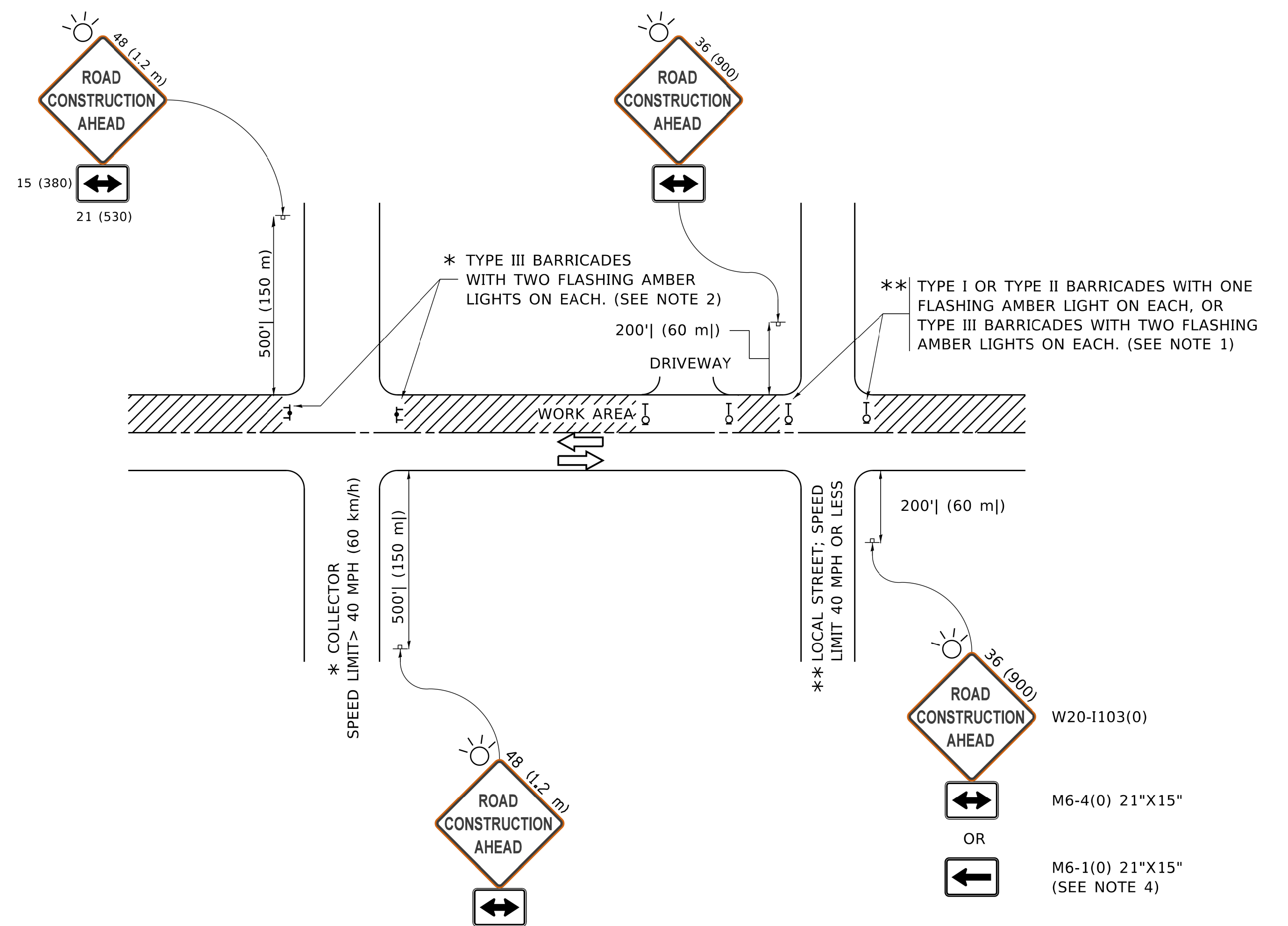
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	32
<b>BD600-06 (BD-24)</b>			CONTRACT NO. 61H62	
ILLINOIS FED. AID PROJECT				





MODEL: Default  
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**NOTES:**

- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - 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.
  - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
  - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 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.
- SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- 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.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- 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.

USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
PLOT SCALE = 50.0000' / in.	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT DATE = 3/4/2019	CHECKED -	REVISED - A. SCHUETZE 07-01-13
	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

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

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	34
<b>TC-10</b>			CONTRACT NO. 61H62	
ILLINOIS FED. AID PROJECT				

**ROUTE MARKERS**

FOR U.S. ROUTES  
M1-40-2424

FOR ILLINOIS ROUTES  
M1-50-2424

R.R. UNMARKED ROUTES  
SPECIAL 24" x 18" VARIABLE  
4" BLACK LETTERS ON WHITE  
REFLECTIVE BACKGROUND

**ARROWS SIGNS**

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-1-2115

M6-3-2115

**CARDINAL DIRECTION & DETOUR SIGNS**

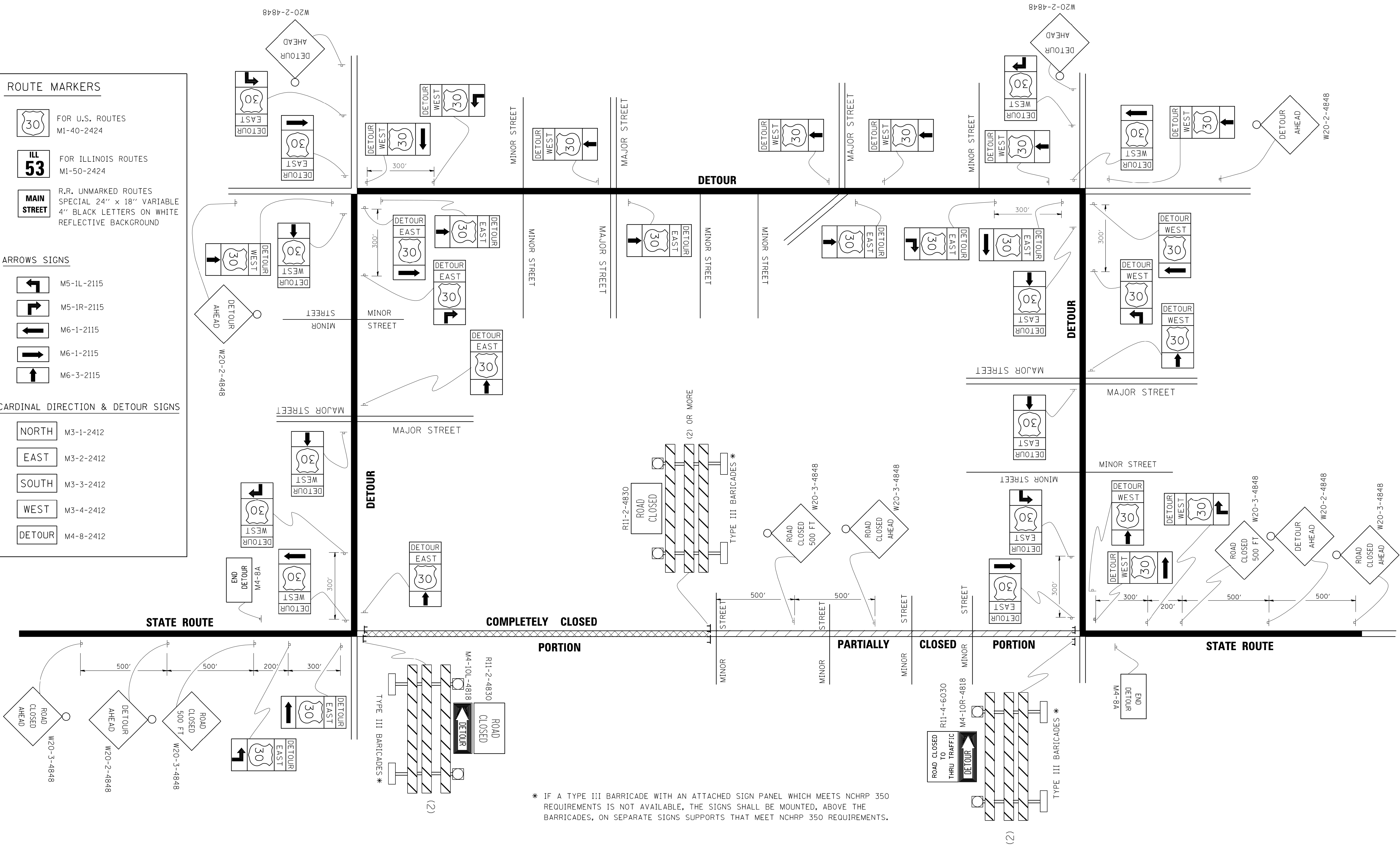
NORTH M3-1-2412

EAST M3-2-2412

SOUTH M3-3-2412

WEST M3-4-2412

DETOUR M4-8-2412



\* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

FILE NAME =	LSER NAME = drivakosgn	DESIGNED -	REVISED - 10-18-02
ct:\pw\work\PWID001\DRIVAKOSGN\d0108315\1421.dgn		DRAWN -	REVISED - R. BORO 09-14-09
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DETOUR SIGNING FOR CLOSING STATE HIGHWAYS</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	35
<b>TC-21</b>		CONTRACT NO. 61H62		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

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

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**CB** CHRISTOPHER B. BURKE ENGINEERING, LTD.  
 975 W. Higgins Road, Suite 600  
 Rosemont, Illinois 60018  
 (847) 823-8800

USER NAME	= docconnell
DESIGNED	- DOC
DRAWN	- DOC
CHECKED	- CMF
DATE	- 12/29/2021

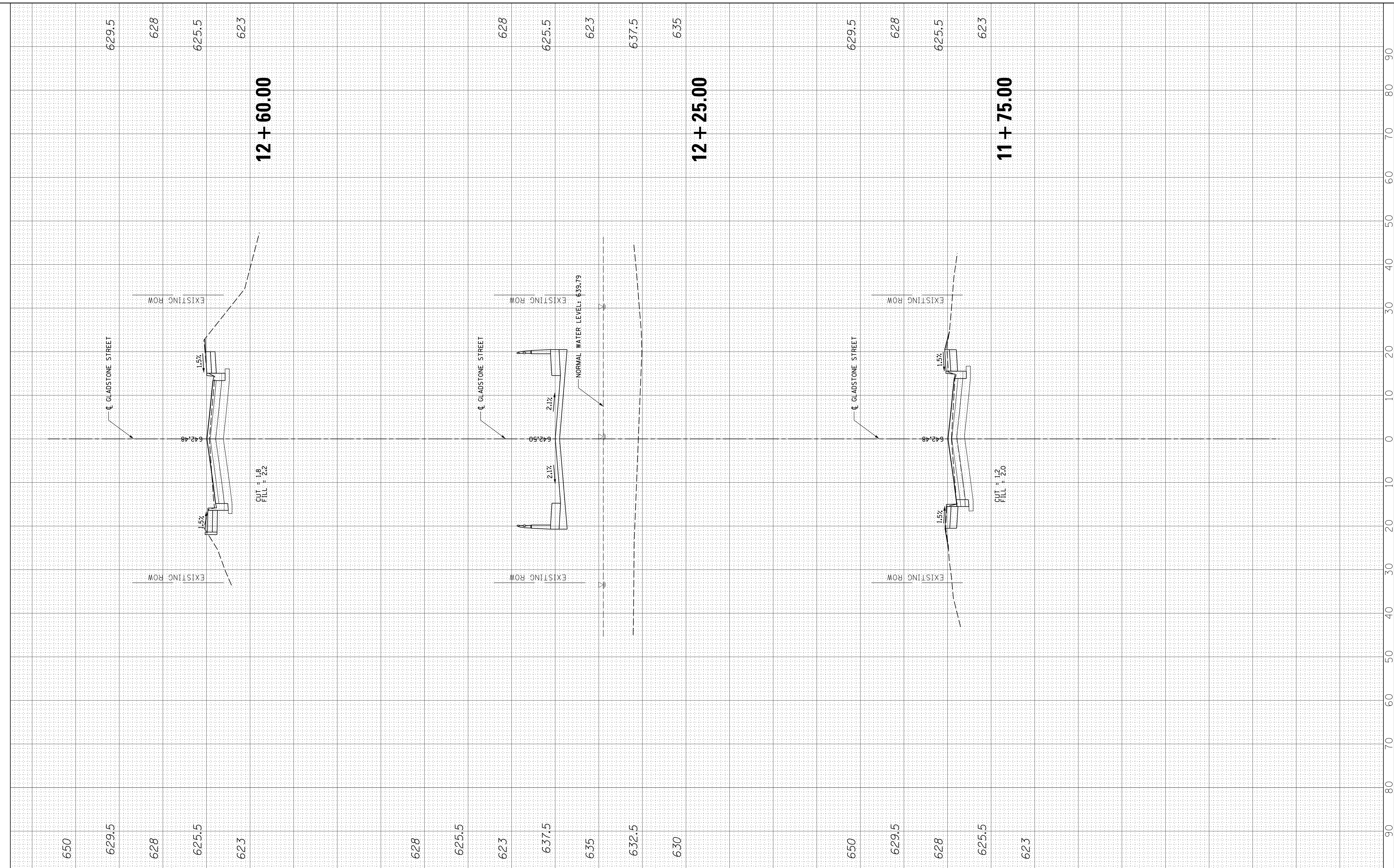
REVISED	-
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REVISED	-

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS**

SCALE: 20H 5V SHEET    OF    SHEETS STA.        TO STA.       

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3021	15-00083-00-BR	COOK	36	36
CONTRACT NO. 61H62				
ILLINOIS FED. AID PROJECT				



650  
629.5  
628  
625.5  
623

628  
625.5  
623  
637.5  
635  
632.5  
630

650  
629.5  
628  
625.5  
623

**12 + 60.00**

**12 + 25.00**

**11 + 75.00**

90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90